

Attachment 2

Detailed Engagement Outcomes Report
Phase 3 - LPS6 Scheme Review



Detailed Engagement Outcomes Report

Local Planning Scheme 6 Review – Stage 1, Phase 3 Engagement 2024

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1. Introduction

Local planning schemes provide the statutory framework for land use and development within the City of Melville. They define zoning, permissible land uses, development intensity, and other key provisions that guide decision-making across the City of Melville. The Local Planning Scheme forms the legal basis for all planning assessments and approvals undertaken by the City and its contents is guided by the City's Local Planning Strategy (2016), the Council Plan For the Future 2024-2034 and the State strategic planning framework.

In 2021, the City embarked on a review of its Local Planning Scheme to ensure that it continues to respond to changes to both the state and local planning frameworks, and to have regard to the changes in needs, priorities and expectations of our community and other stakeholders. A key outcome for the review was ensuring the City made necessary changes to its scheme to ensure Melville was on track to meet the State Government's infill targets. Notwithstanding, a key consideration of the review is balancing the need for future housing growth with protection of neighbourhood character, tree canopy, infrastructure capacity and local amenity outcomes

The Western Australian Planning Commission (WAPC) supported the City's Report of Review while noting that the dwelling targets set by the Central Sub-regional Planning Framework have not been met since LPS6 was gazetted. The WAPC therefore directed the City to prioritise reviewing density code allocations, pursuing development incentives, and finalising outstanding structure plans.

This report is the detailed outcomes report for Phase 3 of the preliminary community engagement process which took place from July to September in 2024¹.

Project background

Under the current State planning regulations, community consultation is one of the final steps in the scheme review process. Whilst there is no statutory obligation to engage earlier in the process, the City is determined to involve the community throughout the life of the review to ensure ideas and concerns had been properly considered.

The engagement process has evolved over time, but between the engagement stages that have already occurred and those that are planned, there are seven identified engagement phases:

1. Initial Awareness and Input (2021)

The community was informed that a scheme review was commencing, and early input was sought to identify key themes and planning priorities.

(Completed, [view the engagement summary within the Report of Review](#))

2. Focus Area Consultation (2023)

Six preliminary focus areas were identified for investigation. Community members were invited to provide feedback on these areas and suggest additional topics for

¹ While an interim outcomes report was originally produced, this report has been updated to reflect the current status of the project as of May 2026.

consideration.

(Completed, [view the Phase 2 Consultation Snapshot](#))

3. Draft Proposals Consultation (2024)

The community was invited to review preliminary zoning and density changes. Feedback was gathered through an online survey, and in-person appointments were offered for residents to discuss specific concerns and gain clarity on the proposals.

(Completed, [view the Phase 3 Consultation Snapshot](#))

4. Referral to State Agencies and Infrastructure Stakeholders (2025-26)

External engagement was undertaken with key State Government departments, transport agencies, and utility providers to understand infrastructure and environmental considerations related to increased density. This includes floodplain management, bushfire risk, service capacity (water, power, internet), school infrastructure, and transportation impacts. Relevant agencies include the Department of Education, Water Corporation, Western Power, Department of Water and Environmental Regulation, Department of Planning, Land and Heritage, and transport authorities.

(In progress)

5. Elected Member Engagement (2026)

A key element of this phase involves collaboration with Elected Members through a series of interactive workshops. Members will review key proposed changes to LPS6, informed by community feedback, technical studies, and officer analysis. These sessions will help shape the draft scheme amendments to be formally advertised in the next stage.

(In progress)

6. Draft Proposals Consultation (Round 2) (2026)

Re-engage with residents and property owners on the changes to the draft density change areas (including any new or removed areas different to the 2024 engagement). Feedback will be incorporated into an updated draft Scheme before being submitted to Council, where the City will be requesting that Council approve the draft scheme being submitted to the State government for their input before formal statutory advertising.

(Upcoming)

7. Formal Exhibition and Community Submissions (2027, TBC)

The scheme amendment will be submitted to the WAPC for approval to advertise. Once approved, the draft scheme will be formally advertised for public comment, with a minimum consultation period of 60 days. The City will promote this widely using a mix of traditional and digital communication methods, ensuring broad outreach. Direct communication will also be made with those most directly impacted by the proposed changes. Community members will be invited to submit their views, including levels of support or concern. These submissions will be considered prior to seeking a Council resolution.

(Upcoming)

Why engage early?

Planning for future growth and change can raise important questions and concerns for the community, especially for complex planning matters that can be difficult to understand. We have opened the dialogue between the City and the community early in order to increase awareness and understanding of the Scheme review process. In doing so, we had a series of goals and assumptions about the engagement:

- Learn as much as possible as early as possible (despite the significant time and resource commitment for a non-statutory engagement process, the information gained will benefit the process in the long run).
- Capturing ideas that the City may not have included, in addition to what has been proposed.
- Focus is on qualitative data (key themes), areas of heightened concern, issues to be investigated and additional areas to include.
- As part of planning for future growth and change across the City, it is important to provide the community with additional opportunities to understand how potential changes may occur and what impacts they may have.

Negotiables and non-negotiables of engagement

All projects and the community engagement scope will have aspects which are either negotiable (community can influence this aspect through engagement) or non-negotiable (has to occur and community have little or no ability to influence this aspect). For Phase 3 of the engagement, the following negotiable and non-negotiable considerations apply.

Negotiables	Non-negotiables
<ul style="list-style-type: none"> • Zoning and Density Adjustments: Modifications to zoning and residential density will be subject to further analysis and consultation. • Community Feedback Consideration: The extent and nature of community support will inform the development and refinement of proposals. • Engagement Process Flexibility: The approach and timing of pre-statutory activities may be adapted to ensure meaningful participation and responsiveness to stakeholder needs. 	<p>Relevance to Strategic Planning: All input must pertain to matters that can be addressed within the scope of the Local Planning Scheme.</p> <ul style="list-style-type: none"> • Regulatory Compliance: The scheme review process will be conducted in accordance with the Planning and Development (Local Planning Schemes) Regulations 2015. • Local Planning Framework: The scheme review process will respond to the City’s local planning framework, namely the Local Planning Strategy and the Local Housing Strategy. • State Planning Framework Alignment: All processes will adhere to the minimum statutory engagement and policy requirements set by the WAPC.

Planning approval process

The planning approval process for a 'complex scheme amendment' is guided by legislative requirements under the *Planning and Development (Local Planning Schemes) Regulations 2015*. The full process for a complex scheme amendment can be viewed [here](#). In summary, the process involves the City of Melville Council endorsing a draft scheme amendment after it has been through a community consultation process, and agreeing for the amendment to be submitted to the WAPC for them to review and present to the Minister for Planning.

The Planning Minister will then review the draft scheme amendment and either approve, require modifications or refuse the scheme amendment. If significant modifications are required by the Minister, we will then undertake additional community consultation. Once approved by the Minister, the draft Scheme is then gazetted² and in force. We have been referring to this statutory scheme amendment process as Stage 2 of the project, as compared to this engagement stage which falls under Stage 1. See the project diagram below.

Phase 3 of the engagement was non-statutory, meaning, it was not required to be undertaken by the City in order to prepare the draft Scheme. We chose to engage early to start the conversation with the community in the hope of understanding of what issues and opportunities they saw as important, which would assist the City in knowing where to allocate its time and resources for the subsequent stages of the review process.

The feedback from each of the engagement phases in Stage 1 (see Figure 1 below) will help the City to form a draft Scheme amendment document to be endorsed by Council and presented to the WAPC. This will mark the end of Stage 1-Preliminary Works, and the start of the Stage 2- Statutory scheme amendment process.

Note: In Stage 2, there may be multiple rounds of engagement if the WAPC or Minister requires substantial modification to be made to the draft scheme amendment.

² The *Government Gazette* is the formal record of government legislation

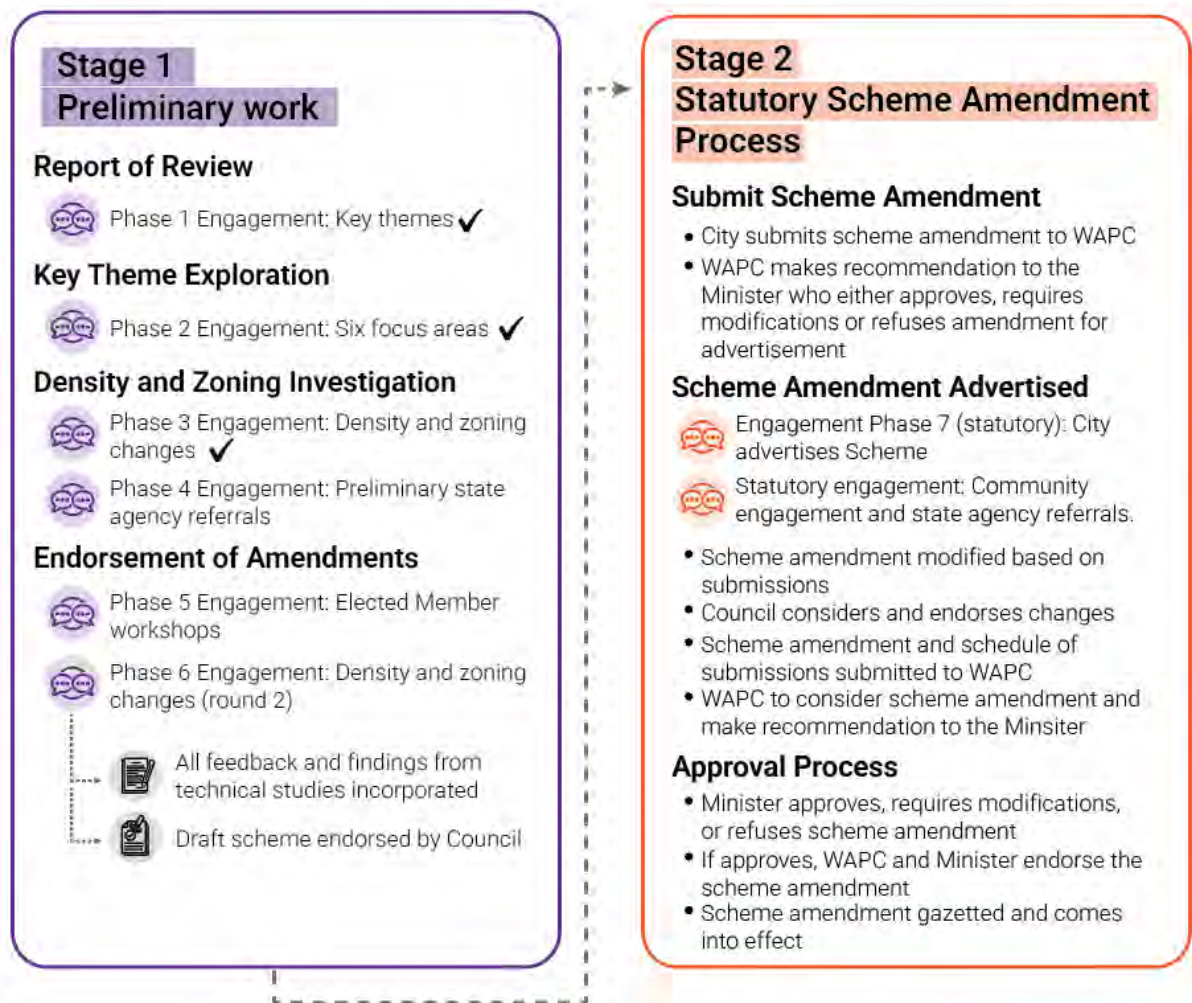


Figure 1 Project process diagram

2. Engagement Methodology

Purpose and objectives of engagement

The purpose of the engagement for phase 3 was to test the proposed density change areas with residents early and to seek qualitative data about their reasoning for accepting or rejecting the proposed change areas. This information would then be considered in conjunction with the findings from technical studies and presented to the Elected Members ahead of the Elected Member workshop series a part of the Phase 5 engagement.

Expanding on the purpose, the engagement objectives were to:

- Inform, educate and bring awareness to the project.
- Seek community feedback on the proposed change areas.
- Stimulate other ideas from the community that may be included as part of the review.
- Understand level of support for proposed changes.
- Provide inclusive and accessible engagement methods.
- Close the feedback loop with participants and let them know how their feedback has informed the project.

Engagement process undertaken

The engagement period for Phase 3 was originally intended to run for 6 weeks from 15 July 2024 to 28 August 2024, however, it was extended a further two weeks until 18 September 2024.

The methodology for this phase of engagement was centred around a community feedback survey and online interactive map of the proposed density changes, hosted on the dedicated LPS6 Review webpage. While the survey was open City-wide and promoted broadly through a variety of digital and traditional means, the City sent physical letters specifically to those properties proposed to change, and those immediately adjacent.



Figure 2 Screenshot of interactive map illustrating proposed density changes

The engagement methods and a snapshot of their uptake are summarised in the table below.

Engagement method	Relevant stakeholder	Engagement uptake
Survey (online and hard copy)	<ul style="list-style-type: none"> Residents Landowners Businesses Those previously engaged Webpage followers 	669 valid submissions received.

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	<ul style="list-style-type: none"> • City-wide consultation 	
<p>Melville Talks webpage including:</p> <ul style="list-style-type: none"> • Interactive GIS map of proposed changes. • Fact sheets explaining each area and what the changes mean. • Frequently Asked Questions. 	<ul style="list-style-type: none"> • City-wide consultation 	<p>Over 5,000 visits during the consultation period.</p>
<p>Letter drop to properties and those adjacent of the proposed change areas (call to action to view the webpage, interactive map and complete the survey).</p>	<ul style="list-style-type: none"> • Residents, landowners and business owners of the affected properties. • Residents and landowners adjacent to the proposed change areas. 	<p>7,800 letters sent.</p>
<p>Bookable one on one sessions over 8 different times.</p> <p>Organised at daytime, evening and weekends at the following locations:</p> <ul style="list-style-type: none"> • Cirque Business Centre 63 Kishorn Road, Mount Pleasant • Civic Centre • Lesser Hall Kardinya • Bull Creek Library • Willagee Community Centre • A H Bracks, Leisurefit Melville 	<ul style="list-style-type: none"> • City-wide consultation 	<p>57 timeslots were pre-booked and 47 of these were attended.</p>
<p>Private walk-in appointments to discuss changes with a member of the LPS6 Review team.</p> <p>Staff were available to</p>	<ul style="list-style-type: none"> • City-wide consultation 	<p>73 in-person meetings at the Civic Centre held with a strategic planner.</p>

<p>answer questions in-person at Civic Centre during business hours. Helped to navigate the interactive maps and fact sheets, and also available to help complete feedback forms.</p>		
<p>Phone calls</p>	<ul style="list-style-type: none"> • City-wide consultation 	<p>Over 100 phone calls taken</p>

Communication channels

Supporting the engagement was a full suite of communications channels and tools to help disseminate the key messages of the project and provide the community with information about the proposed changes, why the scheme review is happening, what it means and how the community can have their say. These included:

- Melville Talks engagement webpage
- Animated video (4k watched YouTube video)
- Targeted social media posts (13.5k social media reach)
- A5 flyers
- E-newsletter notices (33k e-news subscribers)
- Newspaper advertisements
- Direct emails sent (5.2k emails sent)
- A dedicated email address for the project for enquires
- Dedicated foyer space at the Civic Centre for walk-in meetings.
- Engagement snapshot to summarise the engagement findings and close the loops with participants (published 21 November 2024 and webpage followers sent an email notification)

3. Key Themes

What did we learn from the qualitative feedback?

Feedback indicates that many community members value the established low-density, leafy suburban character of their neighbourhoods and chose to live in these areas for those qualities. Concerns were raised that increased density, particularly higher-density development, may impact local character, amenity and lifestyle outcomes in a range of ways, as summarised below.

A smaller proportion of respondents appreciate the need for urban infill and limiting urban sprawl, and acknowledged that the proposed density mapping was a suitable plan, with some even suggesting to increase the density closer to activity centres.

This feedback is broadly consistent with themes identified through preparation of the City's Local Planning Strategy, which recognises that any increase in housing density should, as far as practicable, preserve the City's established low-density suburban character. The current density proposals sought to concentrate higher-density outcomes primarily within and around activity centres and key transport corridors, while limiting broader impacts across established suburban areas and carefully considering interface locations between centres and lower-density neighbourhoods. However, the community engagement outcomes indicate concern with the intensity of density proposed along corridors and suggest a preference for retaining higher densities within activity centres, with more modest increases to medium density applied more evenly, where supported by local context and infrastructure capacity.

Overall, the preliminary proposals affected a relatively limited proportion of residential properties across the City, with the intent of focusing change in strategically identified locations rather than applying widespread density increases across suburban neighbourhoods.

Further work is required to refine density scenarios having regard to State infill objectives, infrastructure capacity, local context and community feedback. This feedback will be considered in future iterations of any proposed density mapping.

Level of support

The proposed change areas have been grouped into 30 small spatial areas, grouped by relative location. Each area has a detailed summary of the engagement results in the following section of this report. While there was the option in the survey to select either 'support', 'object' or 'neither', some people may have objected because they wanted either lower or higher density codes and others may have supported but wanted either a lower or higher density code. This is why the level of support isn't straightforward and needs to be interpreted in the context of the qualitative feedback for each area. The qualitative feedback has been more useful in guiding the next steps of the project.

Qualitative themes

There were a number of consistent reasons people were concerned or objected to the proposed density changes. Many of these reasons were present across multiple change areas indicating that the community have similar concerns when it comes the increasing density across the City. These themes are insightful and will shape the next steps of the

project (more detail on this in sections 6 and 7 of this report). The top key concerns raised are summarised below.

- **Traffic, congestion and parking** – concerns about increased traffic and parking on local streets as well as increased congestion on higher-order roads such as Canning Highway and Marmion Street.
- **Opposition to higher density** – opposition to higher density zoning such as R80 and R100, preferencing tolerance for more modest increases in density like R40 or R30.
- **Tree canopy and environmental impact** – concerns that infill development will result in a loss of tree canopy, shade and habitat for wildlife. These attributes are noted as what makes the suburb feel special to the community.
- **Infrastructure pressure** – concerns that increased population will put pressure on infrastructure services such as schools, public transport and utilities. Respondents sought greater clarity on how infrastructure capacity and future upgrades would be considered alongside any proposed density changes.
- **Property values and land economics** – concerns that increasing density will reduce property values. Questions over the viability of some areas over others and suggestions to explore other areas for increased density than what was proposed.
- **Community character** – concerns that infill development will change the quiet, leafy and architectural feel of the neighbourhood.
- **Safety concerns** – safety concerns for pedestrians, cyclists and children navigating more built-up local roads, as well as the perception that increased density leads to increased crime rates.
- **Conditional support** – a lesser degree of support was raised throughout the change areas and noted as conditional, meaning that these respondents would support the idea of increased density so long as some of the above concerns were addressed (infrastructure capacity, tree canopy loss, traffic, etc).

4. Key Findings

Survey

The online survey was the main data collection method for this engagement and was open for feedback from 17 July to 18 September 2024 (9 weeks). Hard copy surveys were also made available. A total of **669 valid responses were received**.

Response validity

There were initially over 1,500 responses, however, due to double ups and blank entries, the data was cleaned and 669 valid entries were of use for meaningful feedback. Note there were five petitions received independently of the City's structured engagement process. These are detailed in part 5 of this report.

Survey formatting

The survey was formatted to collect information on each 'area' of the proposed density changes as well as seeking an indication on the level of support for each area. The survey also collected information on individual properties and investment properties.

For ease of review of the findings, all submissions have been grouped by the area (30 areas in total).

Survey submission breakdown

- **669** total valid submissions
- **649** submissions commented on the residential property only
- **13** submissions commented on an investment property only
- **5** submissions commented on both a residential and investment property
- **70** submissions sought greater density increase
- **29** submissions tolerated lower density increase.

Summary of support for residential density change areas

The summary table below shows response rates for the proposed residential density change areas.

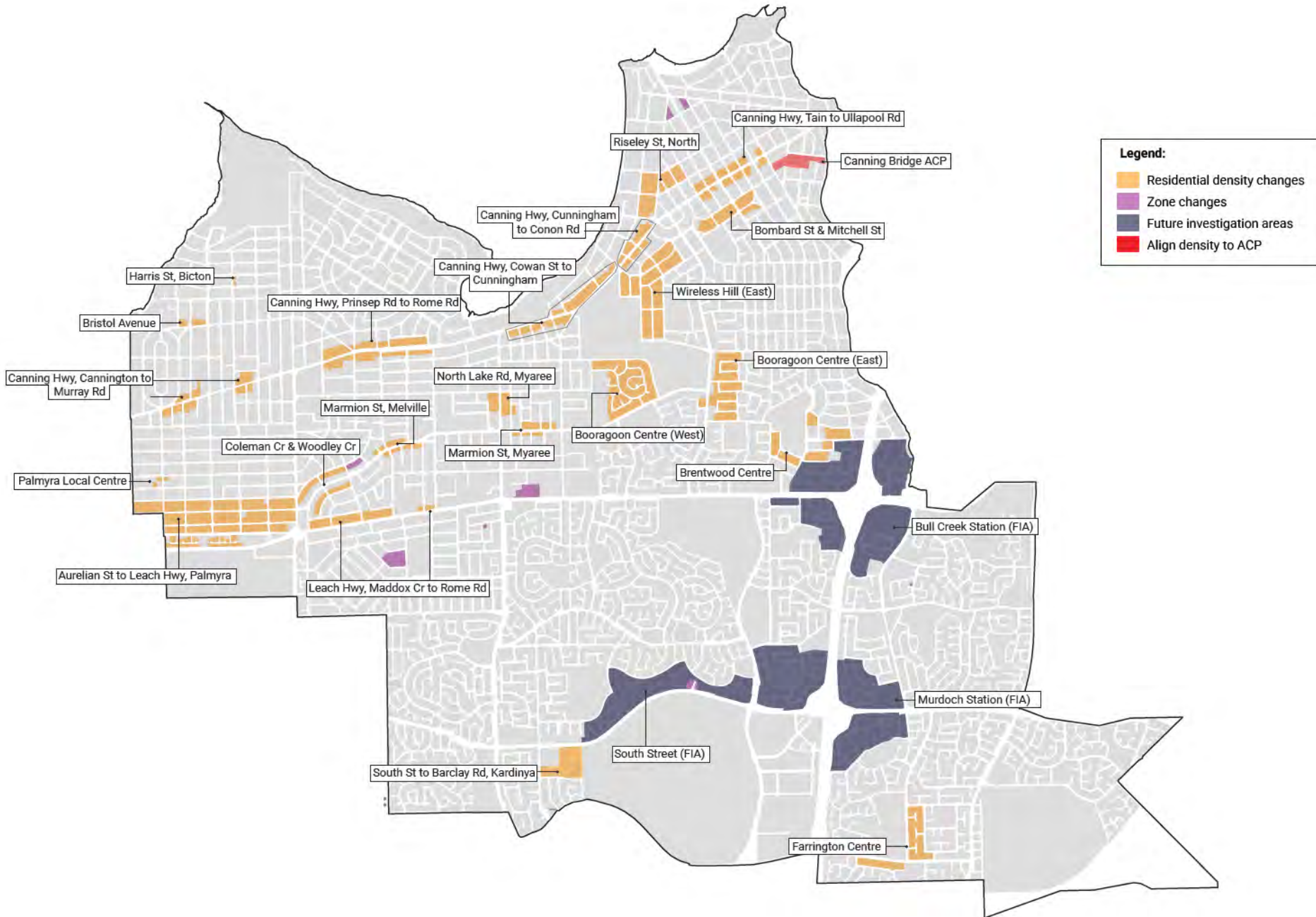
The response rates should be considered in conjunction with the qualitative feedback for each area, which is summarised in the next section.

Summary Table (proposed R-code change areas)	Current Code	R- Code	Proposed R- Code	Total Properties in the Change Area	Total letters sent (includes adjoining properties)	Total responses	Support	Neither support or object	Oppose	Responses supportive of a greater density change	Responses supportive of a smaller density change
<i>Where a respondent did not select an area, the City has assigned the most relevant area.</i>											
Bristol Avenue	R17.5		R40	21	61	2	0	1	1	1	0
Harris St, Bicton	R17.5		R40	4	21	3	2	1	0	1	0
Palmyra Local Centre	R20		R40	14	64	24	2	1	21	0	1
North Lake Road, Myaree	R20		R40	62	130	23	4	4	15	4	0
Marmion St, Myaree	R20		R40	42	84	18	3	4	11	0	0
Brentwood Centre	R20 and R25		R40	173	375	13	2	3	8	0	0
Farrington Centre	R20 and R30		R40	152	253	13	7	1	5	0	0
South St to Barclay Rd, Kardinya	R25		R40	96	246	11	7	1	3	1	0
Wireless Hill (East adjacent area)	R20		R40	348	423	40	5	2	33	1	0
Booragoon (East)	R20 and R40		R40 or R50	218	371	130	35	6	89	22	13
Booragoon (West)	R20 and R40		R40 or 60 or 100	238	645	128	11	5	112	2	7
Riseley Centre (North adjacent area)	R15		R40	113	299	42	9	3	30	1	1
Bombard St & Mitchell St	R20		R40	110	240	16	3	2	11	1	1
Aurelian St to Leach Highway, Palmyra	R20		R40	516	969	77	16	12	49	2	1
Coleman Cr & Woodley Cr, Melville	R20		R40	99	339	6	2	2	2	0	0
Marmion St, Melville	R20		R40	51	94	6	1	0	5	1	0

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Canning Hwy, Prinsep Road to Rome Rd (dual code)	R30 and R40	R40/80	127	321	28	8	5	15	1	0
Canning Hwy, Carrington Rd to Murray Rd (dual code)	R30/40, R40 and R50	R40/80	71	142	14	2	1	11	1	0
Canning Hwy, Cowan St to Cunningham St (dual code)	R20	R20/60 or R60	124	335	75	4	6	65	3	0
Canning Hwy, Cunningham St to Conon Rd (dual code)	R40	R40/80 or R80	49	140	50	5	7	38	0	3
Canning Hwy, Tain St to Ullapool Rd (dual code)	R60 or R40/60	R40/100 or R40/80	121	204	21	1	5	15	0	1
Leach Hwy, Maddox Cr to Rome Rd (dual codes)	R40	R20/80	123	221	2	0	1	1	1	0

Annotated map of proposed residential density change areas



Feedback by area – residential density change areas

The below table summarises the qualitative feedback gained through the survey by each area and grouped into overarching themes. The number of mentions in the qualitative feedback may be greater than the total number of comments, given that one comment could raise multiple issues.

Levels of support should be interpreted alongside the qualitative feedback, noting some respondents supported density increases in principle but differed on the scale, location or form of development proposed.

Bristol Ave, Bicton (Adjacent residential density changes)



Current Zoning	R17.5		
Proposed changes	R40		
Total properties in proposed change area	21		
Total letters sent	61	Total responses received	2
Total number of comments	1		
Feedback raised (number of mentions)	<ul style="list-style-type: none"> • There is already density nearby (1) 		
Level of support	Support	Neither	Oppose
	0	1	1

Harris St, Bicton (Adjacent residential density changes)



Current Zoning	R17.5		
Proposed changes	R40		
Total properties in proposed change area	4		
Total letters sent	21	Total responses received	3
Total number of comments	2		
Feedback raised (number of mentions)	<ul style="list-style-type: none"> Reasons for conditional support include traffic and parking concerns, suggesting built form controls requiring 2 parking bays per dwelling (1) Concern with the extensive timeframe of the scheme review process (1) 		
Level of support	Support	Neither	Oppose
	2	1	0

Palmyra Local Centre (Adjacent residential density change)



Current Zoning	R20		
Proposed changes	R40		
Total properties in proposed change area	14		
Total letters sent	64	Total responses received	24
Total number of comments	21		

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Feedback raised of (number mentions)	Theme	#	Summary
	Zoning opposition	9	Concerns about R40 zoning and potential for higher density development. Many residents prefer R25 or R30 to maintain the suburb's character.
	Traffic	8	Increased density is expected to worsen traffic and parking, especially around Carrington Street and Tamar Street.
	Crime	6	Fears that higher density and apartment living may lead to increased crime and reduced community cohesion.
	School capacity	4	Palmyra Primary School is perceived to be at capacity. More residents could strain local education services.
	Community character	3	Desire to preserve Palmyra's family-friendly, leafy, and low-density character.
	Environment	1	Concern about impact on trees and habitat for endangered species like black cockatoos.
	Support (conditional)	5	Some residents would support modest increases in density (e.g., villas or townhouses) with clear restrictions on height and form
Level of support	Support	Neither	Oppose
	2	1	21

North Lake Road, Myaree (Residential density change)



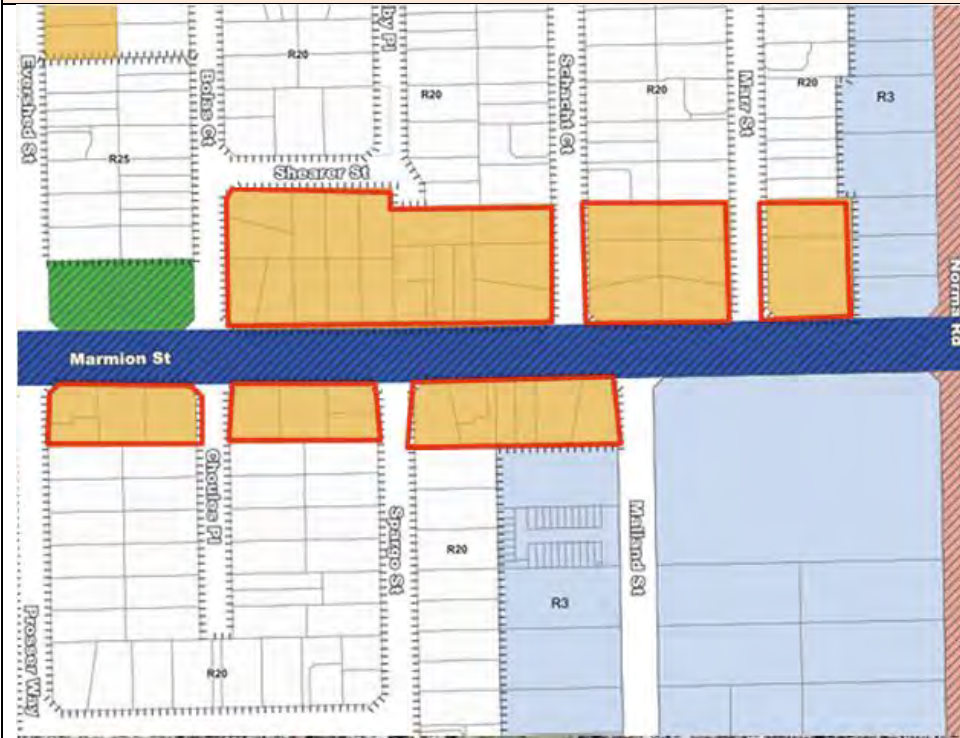
Current Zoning	R20		
Proposed changes	R40		
Total properties in proposed change area	62		
Total letters sent	130	Total responses received	23
Total number of comments	15		

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Feedback raised of (number mentions)	Theme	#	Summary
	Zoning opposition	9	Concerns about R40 zoning being too dense for local streets like Evershed and Mullings Way. Some residents feel the changes are inconsistent and unfair.
	Traffic and congestion	7	Increased density is expected to worsen traffic, especially around schools and narrow streets with limited parking.
	School capacity	6	Perception that Booragoon Primary and Applecross SHS are already under pressure. More residents could strain resources and safety during drop-off/pick-up times.
	Support for change	5	Some residents support rezoning, especially if applied consistently across streets and aligned with planning strategy.
	Infrastructure concerns	5	Roads and transport corridors are seen as inadequate to support higher density without upgrades.
	Environmental impact	1	One mention of concern about environmental degradation due to overdevelopment.
	Engagement	1	A call for clearer and more inclusive consultation processes.
Level of support	Support	Neither	Oppose
	4	4	15 (1*)

**1 opposition stated as they wanted their property included.*

Marmion St, Myaree (Residential density change)



Current Zoning	R20		
Proposed changes	R40		
Total properties in proposed change area	42		
Total letters sent	84	Total responses received	18
Total number of comments	13		

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Feedback raised of (number mentions)	Theme	#	Summary
	Traffic and congestion	6	Concerns about increased traffic, congestion, and parking issues, especially near Booragoon Primary School and narrow streets.
	Infrastructure concerns	5	Comments highlight inadequate infrastructure, such as lack of footpaths, overground power lines, and unsafe road bends.
	Zoning opposition	5	Objections to R40 zoning and increased density, with fears of multistorey developments and disruption to existing residential character.
	School capacity	4	Booragoon Primary and Applecross SHS are seen as already under pressure. Increased population could strain resources.
	Support for change	4	Some residents support increased density if it aligns with infrastructure improvements and planning strategy.
	Community character	2	Concerns about privacy and the impact of higher density on the area's family-friendly nature.
	Environmental impact	1	One mention of potential habitat loss for birds due to tree removal.
Level of support	Support	Neither	Oppose
	3	4	11

Brentwood Centre



Current Zoning	R20 or R25		
Proposed changes	R40		
Total properties in proposed change area	173		
Total letters sent	375	Total responses received	13
Total number of comments	7		

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Feedback raised of (number mentions)	Theme	#	Summary
	Traffic and parking	4	Concerns about congestion, narrow streets, lack of footpaths, and unsafe parking conditions, especially around Moolyeen Road and Madden Way.
	Zoning opposition	3	Objections to increased density and potential for higher density developments, with fears of property devaluation and privacy loss.
	Environmental impact	2	Worries about reduced tree cover, pollution, and harm to local wildlife and ecosystems.
	Infrastructure concerns	1	Comments highlight inadequate infrastructure to support increased population, including road access and utilities.
	Community character	1	Desire to preserve the quiet, green, and low-density nature of the suburb.
	Support for change	1	One submission expressed support for increased density aligned with planning strategy.
Level of support	Support	Neither	Oppose
	2	3	8

Farrington Centre

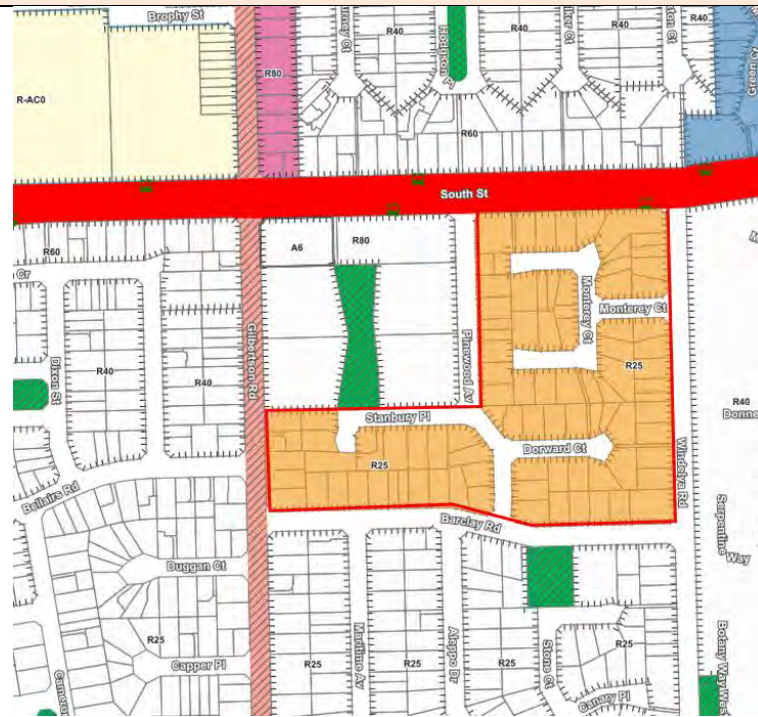


Current Zoning	R20 or R30		
Proposed changes	R40		
Total properties in proposed change area	152		
Total letters sent	253	Total responses received	13
Total number of comments	8		

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Feedback raised (number of mentions)			
	Theme	#	Summary
	Traffic	4	Concerns about increased congestion, especially near Farrington and Finlay Roads, and its impact on school safety.
	Support for change	3	Support for R40 or higher density to rejuvenate the area and sustain the community hub.
	School capacity	3	Worries about pressure on Leeming High School and Primary School due to population growth.
	Infrastructure	3	Calls for infrastructure upgrades to support increased density, including transport and amenities.
	Zoning opposition	3	Some concerns about the scale and impact of rezoning, with suggestions for more strategic planning.
	Community character	1	Desire to maintain the family-friendly nature of the neighbourhood.
Environmental impact	1	Concern about tree canopy loss and climate-related impacts from medium-density development.	
Level of support	Support	Neither	Oppose
	7	1	5

South Street to Barclay Rd, Kardinya



Current Zoning	R25		
Proposed changes	R40		
Total properties in proposed change area	96		
Total letters sent	246	Total responses received	11
Total number of comments	7		

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Feedback raised of (number mentions)	Theme	#	Summary
	Support for change	3	Some residents advocate for R80 instead of R40, citing sustainability, transport access, and housing needs.
	Zoning opposition	2	Objections to R40 or higher, with concerns about overdevelopment and loss of local character.
	Environmental impact	2	Concerns about tree loss, wildlife habitat, and the broader ecological footprint.
	Community character	2	Desire to preserve the quiet, family-oriented nature of the area.
	School capacity	1	Mention of school access and family needs in the context of increased density.
Level of support	Support	Neither	Oppose
	7	1	3

Wireless Hill East



Current Zoning	R20		
Proposed changes	R40		
Total properties in proposed change area	348		
Total letters sent	423	Total responses received	40
Total number of comments	37		

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Feedback raised of (number mentions)	Theme	#	Summary
	Zoning opposition	11	Resistance to the proposed rezoning from R20 to R40. Many residents feel the current zoning already allows for adequate development and fear overdevelopment will degrade the area.
	Traffic	15	Concerns about increased traffic, road safety, and parking issues, especially around schools and shopping centres. Many fear the area will become a “rat run.”
	Infrastructure concerns	5	Worries about the capacity of local infrastructure, including roads, schools, and public transport, to support increased density.
	Communication and transparency	2	Frustration with the consultation process. Some residents felt inadequately informed or excluded from decision-making.
	Community character	6	Desire to preserve the suburb’s quiet, family-friendly, and green character. Concerns that higher density will erode this.
	Support for change	4	A handful expressed support for the rezoning, citing urban consolidation and the need to address urban sprawl. One also noted the need to regard traffic impacts.
	Environmental impact	2	Concerns about loss of vegetation, wildlife habitat, and the ecological value of areas like Wireless Hill.
Level of support	Support	Neither	Oppose
	5	2	33

Booragoon Centre East



Current Zoning	R20 or R40		
Proposed changes	R40 or R50		
Total properties in proposed change area	218		
Total letters sent	371	Total responses received	130
Total number of comments	100		

OFFICIAL

Feedback raised of (number mentions)	Theme	#	Summary
	Traffic and congestion	36	Strong concerns about increased traffic, parking pressure, and road safety, especially near schools and residential streets.
	Community character	35	Desire to preserve the quiet, family-friendly nature of the area. Fears of losing privacy and neighbourhood identity due to higher density.
	Zoning opposition	20	Objections to R50 zoning and 3-storey developments. Many residents prefer R30 or R40 as a more moderate alternative. Some residents oppose the current plan and call for higher density in certain locations.
	Support for change	21	Support for increased density near amenities and transport, especially if well-planned and considerate of local character. Some calls to extend the R50 zoning.
	Infrastructure concerns	10	Comments highlight inadequate infrastructure to support increased population, including schools, utilities, and public transport.
	Environmental impact	10	Concerns about tree canopy loss, heat island effects, and reduced green space.
Level of support	Support	Neither	Oppose
	35	6	89

OFFICIAL

Feedback raised of (number mentions)	Theme	#	Summary
	Zoning opposition	90	Strong opposition to R100 zoning, especially near Booragoon Primary School and The Ramble. Many residents prefer R40 or R50 as more appropriate.
	Traffic and safety	70	Concerns about increased traffic, parking pressure, and road safety, particularly for children walking or cycling to school.
	Environmental impact	30	Fears of tree canopy loss, habitat destruction, and heat island effects due to high-density development.
	Community character	50	Desire to preserve the quiet, family-friendly nature of the area. Many residents chose Booragoon for its suburban charm.
	Infrastructure concerns	40	Comments highlight inadequate infrastructure to support increased population, including schools, roads, utilities, and public services.
	Engagement process	15	Frustration with the consultation process, lack of clarity, and expressed concern about whether community outcomes were being appropriately balanced with redevelopment opportunities.
	Support for change	6	A minority expressed support for increased density near amenities, but with conditions around design, greenery, and infrastructure.
Level of support	Support	Neither	Oppose
	11	5	112

Riseley Centre (North adjacent residential density change)



Current Zoning	R15		
Proposed changes	R40		
Total properties in proposed change area	113		
Total letters sent	299	Total responses received	42
Total number of comments	28		

OFFICIAL

Feedback raised of (number mentions)	Theme	#	Summary
	Environmental impact	12	Strong concerns about tree loss, reduced green space, heat retention, and impacts on local flora and fauna.
	Traffic and congestion	11	Worries about increased traffic, parking pressure, and road safety, especially near schools and residential streets.
	Zoning opposition	9	Objections to R40 and R80 zoning, particularly in areas seen as already dense or unsuitable for further intensification.
	Infrastructure concerns	4	Comments highlight inadequate infrastructure to support increased population, including schools and public services.
	Support for change	3	Some support for increased density near transport routes, with calls for careful planning and traffic management.
	Community character	3	Desire to preserve the quiet, family-friendly nature of the area and maintain larger block sizes.
	Engagement process	2	Frustration with the consultation process and lack of clear communication about proposed changes.
Level of support	Support	Neither	Oppose
	9	3	30

Bombard St & Mitchell St (Residential density change)



Current Zoning	R20		
Proposed changes	R40		
Total properties in proposed change area	110		
Total letters sent	240	Total responses received	16
Total number of comments	12		

Feedback raised of (number mentions)	Theme	#	Summary
	Zoning opposition	6	Concerns about increased density (e.g. R40), higher density developments, and their impact on neighbourhood character and streetscape.
	Traffic and congestion	5	Worries about increased traffic volumes, parking pressure, and road safety, especially on Bombard Street.
	Environmental impact	3	Concerns about tree loss, heat island effects, and the need for better planning to preserve canopy and mitigate climate impacts.
	Safety	3	Comments highlight risks to children and pedestrians due to increased traffic and lack of footpaths.
	Community character	2	Desire to preserve the family-friendly, low-density feel of the area.
	Infrastructure concerns	2	Comments about insufficient infrastructure to support higher density, including schools and services.
	Support for change	1	One submission expressed support for the proposed changes.
Level of support	Support	Neither	Oppose
	3	2	11

Aurelian St to Leach Highway, Palmyra (Residential density change)



Current Zoning R20

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Proposed changes	R40		
Total properties in proposed change area	516		
Total letters sent	969	Total responses received	77
Total number of comments	55		

OFFICIAL

Feedback raised of (number mentions)	Theme	#	Summary
	Traffic and parking	26	Widespread concern about increased traffic, especially around Aurelian Street, Marmion Street, and near Palmyra Primary School. Many fear worsening safety for children and pedestrians.
	Community character	17	Residents value Palmyra's quiet, leafy, family-friendly feel. Many fear that high-density development will erode this.
	Infrastructure concerns	11	Comments highlight inadequate infrastructure (e.g. roads, schools, utilities) to support higher density.
	Zoning opposition	11	Many oppose R40 or higher zoning, especially on Aurelian Street. Some suggest Marmion Street as a more logical boundary.
	Environmental impact	6	Loss of tree canopy, green space, and habitat for species like black cockatoos is a major concern.
	Support for changes	8	A few residents support infill to address housing needs and climate goals, especially near major roads and transport routes.
	Boundary of changes	4	Concerns about inconsistent zoning (e.g. only one side of Aurelian Street included) and Palmyra being targeted more than neighbouring suburbs.
Level of support	Support	Neither	Oppose
	16	12	49

Coleman Cr and Woodley Cr, Melville

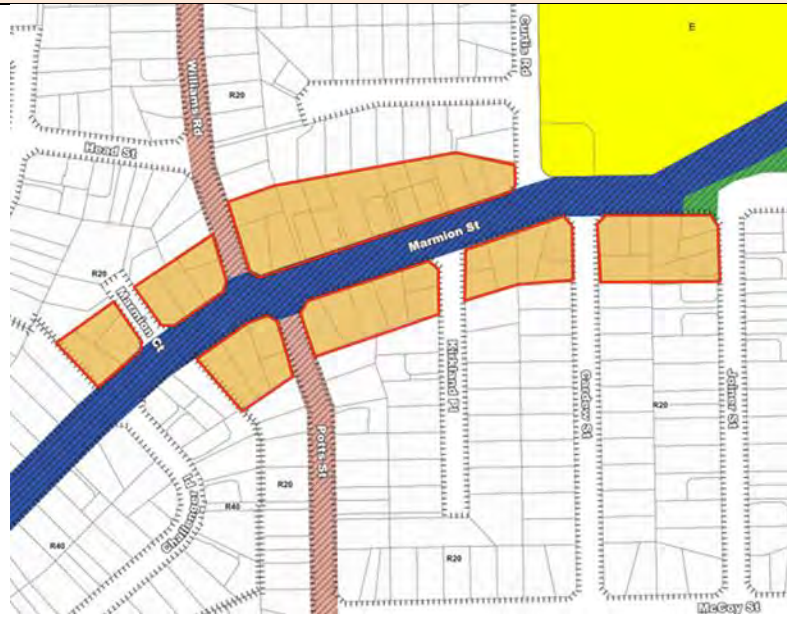


Current Zoning	R20		
Proposed changes	R40		
Total properties in proposed change area	99		
Total letters sent	399	Total responses received	6
Total number of comments	4		

OFFICIAL

Feedback raised of (number mentions)	Theme	#	Summary
	Support for change	2	Support for rezoning from R20 to R40, citing redevelopment potential and minimal disruption due to block sizes.
	Zoning opposition	2	Opposition to further subdivision and increased density, citing concerns about overdevelopment.
	Traffic and congestion	2	Concerns about increased traffic volumes and parking issues, especially along Marmion Street.
	Community character	2	Fears that increased density will erode the peaceful, family-friendly nature of the suburb.
	Environmental impact	1	Concern about loss of green space and its impact on liveability and sustainability.
	Infrastructure pressure	1	Comments suggest local schools are already at capacity and may struggle with further population growth.
Level of support	Support	Neither	Oppose
	2	2	2

Marmion Street, Melville



Current Zoning	R20		
Proposed changes	R40		
Total properties in proposed change area	51		
Total letters sent	94	Total responses received	6
Total number of comments	6		

OFFICIAL

Feedback raised of (number mentions)	Theme	#	Summary
	Traffic	1	Concerns about increased traffic along Marmion Street
	Street character	1	Higher density (R100) would change the existing street character of Melville
	Loss of green space	1	Concerns about loss of greenspace as a result of increased density.
Level of support	Support	Neither	Oppose
	1	0	5

OFFICIAL

Feedback raised of (number mentions)	Theme	#	Summary
	Support for changes	5	Support for proposed changes with no reasons given.
	Zoning opposition	4	Opposition to further subdivision and increased density, citing concerns about overdevelopment. Noted that Attadale would better suit going from an R15 zoning to R20 or R25 zoning.
	Traffic	3	Concerns around safety and an increase in traffic around this part of Canning Highway.
	Environmental impacts	2	Concerns about loss of trees (both private and public) as a result of increased density and loss of habitat for birds.
	Property values	2	Fears that increased zoning of R40 and R80 would decrease their property prices.
	Community character	2	Increasing density would result in undesirable built form, reducing the architectural character of the neighbourhood.
	Overlooking	1	A concern of overlooking from neighbouring higher-density developments.
	Dual coding	1	One comment questioning the practicality of making a dual code work.
Level of support	Support	Neither	Oppose
	8	5	15

Canning Hwy, Carrington Rd to Murray Rd (Dual residential density codes)



Current Zoning	These sites are currently a combination of R30/40, R40 and R50 sites.		
Proposed changes	R40/80		
Total properties in proposed change area	71		
Total letters sent	142	Total responses received	14
Total number of comments	13		

OFFICIAL

Feedback raised of (number mentions)	Theme	#	Summary
	Traffic	5	Concern around increasing traffic through already busy local streets such as Justinian Street, Carrington Street and McKimmie Road.
	Crime	1	Fear of crime rates increasing due to increased density.
	Overlooking and overshadowing	1	Increased building heights on Yeovil would allow overshadowing and overlooking onto adjacent properties.
	Infrastructure capacity	1	Concerns over the capacity of local services such as childcare, school services and local roads.
	Support for changes	1	Support for change, citing successful European medium density developments being an example of efficient and sustainable built form.
Level of support	Support	Neither	Oppose
	2	1	11

Canning Hwy, Cowan St to Cunningham St (Dual residential density codes)



Current Zoning	R20		
Proposed changes	R20/60 or R60		
Total properties in proposed change area	124		
Total letters sent	335	Total responses received	75
Total number of comments	57		

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Feedback raised (number of mentions)	Theme	#	Summary
	Traffic congestion	38	Widespread concern about increased traffic, especially on Lilian Avenue, Cantray Avenue, and Canning Highway. Many fear worsening safety, congestion, and parking overflow.
	Zoning opposition	11	Strong opposition to dual coding. Many residents feel the change is inappropriate for the area and will negatively impact property values and community character. Canning Bridge, Riseley Precinct and Westfield Booragoon named as more suitable locations.
	Environmental impact	15	Concerns about tree loss, flooding due to high water table, acid sulfate soils, and bushfire risk near Wireless Hill.
	Community character	12	Desire to preserve the quiet, family-friendly nature of Applecross. Fears of losing privacy, charm, and community spirit.
	Infrastructure concerns	9	Comments highlight inadequate infrastructure (roads, schools, drainage, utilities) to support higher density.
	Safety	15	Increased traffic and lack of footpaths raise concerns about pedestrian and cyclist safety, especially for children.
	Engagement process	2	Frustration with the consultation process.
	Support	2	Support for higher density living near public transport and in proximity to Tompkins Park reserve and activity centre. R40/60 as a minimum. Suggest to reduce the caveats on alternative access.
Level of support	Support	Neither	Oppose
	4	6	65

Canning Hwy, Cunningham St to Conon Rd (Dual residential density codes)



Current Zoning	R40		
Proposed changes	R40/80 or R80		
Total properties in proposed change area	49		
Total letters sent	140	Total responses received	50
Total number of comments	41		

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Feedback raised (number of mentions)	Theme	#	Summary
	Traffic and congestion	18	Concerns about increased traffic on Lilian Avenue, Matheson Road, and Canning Highway. Many fear worsening congestion, safety risks, and parking overflow.
	R80 opposition	9	Strong opposition to R80 and dual coding. Residents feel the changes are inappropriate and damaging to the area's character and property values.
	Environmental impact	5	Worries about tree canopy loss, flooding due to high water table, acid sulfate soils, and bushfire risk near Wireless Hill.
	Community character	7	Desire to preserve Applecross's quiet, leafy, family-friendly nature. Fears of losing privacy, charm, and community cohesion.
	Infrastructure concerns	4	Comments highlight inadequate infrastructure (roads, schools, drainage, utilities) to support higher density.
	Safety	3	Concerns that higher infill development will lead to congested streets that are difficult for pedestrians, children and cars to safely navigate.
	Engagement process	2	Questions as to why not all residents were sent a letter to be notified of the proposal and critiques that the engagement period was too short.
	Support for change	2	Some support for increased density near transport corridors and parks, with calls for thoughtful planning and infrastructure upgrades.
Level of support	Support	Neither	Oppose
	5	7	38

Canning Hwy, Tain St to Ullapool Rd (Dual residential density codes)



Current Zoning	R60 or R40/60		
Proposed changes	R40/100 or R40/80		
Total properties in proposed change area	121		
Total letters sent	49	Total responses received	21
Total number of comments	12		

OFFICIAL

Feedback raised (number of mentions)	Theme	#	Summary
	Traffic and congestion	7	Concerns about increased traffic on Canning Highway, Macrae Road, and surrounding streets. Fears of rat runs, parking overflow, and safety risks.
	Zoning opposition	6	Strong opposition to R80 and R100 zoning, especially dual coding. Many residents feel the changes are excessive and inappropriate for the area.
	Environmental impact	5	Worries about tree canopy loss, shadowing, heat corridors, and impacts on the character of streets like Alness and Tain.
	Community character	5	Desire to preserve the quiet, leafy, family-friendly nature of Applecross and Ardross. Concerns about privacy, aesthetics, and heritage.
	Infrastructure concerns	5	Comments highlight inadequate infrastructure (roads, schools, drainage, utilities) to support higher density.
	Safety	4	Increased traffic and lack of footpaths raise concerns about pedestrian and cyclist safety, especially for children.
	Engagement process	3	Frustration with the consultation process and lack of clarity or fairness in communication.
	Support for change	2	Limited support for increased density near transport corridors, with calls for thoughtful planning and infrastructure upgrades.
Level of support	Support	Neither	Oppose
	1	5	15

Leach Hwy, Maddox Cr to Rome Rd (Dual residential density codes)



Current Zoning	R40		
Proposed changes	R20/80		
Total properties in proposed change area	123		
Total letters sent	221	Total responses received (response rate)	2
Feedback raised (number of mentions)	No qualitative feedback received.		
Level of support	Support	Neither	Oppose
	0	1	1

Feedback by area – Zoning changes and Further Investigation Areas

Area Reference	Number of properties proposed for change	Support	Neither support or object	Oppose
Zoning Changes				
Marshall Rd Centre, Myaree	3	-	-	-
Marmion St Centre, Melville	26	-	-	-
Applecross Centre Mixed Use Frame	43	3	1	2
Harrison St Centre, Willagee	4	-	-	-
Robson Way, Murdoch	8	2	-	-
Further Investigation Areas*				
Bull Creek Station Catchment	906	4	2	-
Murdoch Station Catchment	799	5	2	1
South Street	470	1	1	-

The limited impact of zoning changes reflected in nominal submissions (only for the Applecross Mixed Use to Residential proposal and the Robson Way Residential to Centre proposal).

- **Applecross-** Two objections from landowners who have been considering redevelopment on MacDonald Road and MacLeod Road. Three submissions in support.
- **Robson Way-** Supported by the only two respondents, both landowners, one of a dwelling and one of a commercial unit.

The table shows there were only a handful of responses regarding the Further Investigation Areas, however the majority of these responses supported the City’s recommended approach of considering these areas at a future point in time. Since the City wasn’t intending to change the density in the areas around the train stations as part of the review of LPS6, individual letters were not sent to the properties within the respective catchments.

General feedback

The last section of the survey called for general feedback regarding the LPS6 Review, not related to any specific change area. A total of 94 comments were received in this section, of mixed support for the review and with some individual comments addressing various issues. The general feedback is summarised in the table below.

Theme	Number of mentions	Summary
Traffic and congestion	27	Concerns about increased traffic and a lack of parking to accommodate more cars, such as in the Canning Bridge precinct and congestion around the Canning Highway freeway entrance.
Loss of trees	19	Concerns that increased infill will lead to loss of trees, habitat for wildlife, and shade.
Bulk and scale	11	Dislike of high-rise buildings, such as at Canning Bridge and feel that that scale of development isn't appropriate for the City of Melville.
Support (conditional)	11	Acceptance of the need of more infill housing however hopes that issues such as traffic, school capacity, and environmental impacts will be considered.
Infrastructure capacity	9	Concerns that increased population will put pressure on infrastructure such as local roads, schools, public open space and utilities.
Community character	9	Changes to the feel of the community and visual character of the suburbs.
Support with higher density	6	Support for higher density with good design around activity centres. Some comments suggest that the density isn't high enough in some areas and R40 should be higher to encourage better outcomes.
Locate density elsewhere	4	Suggest focusing on train station areas for increased density. Suggest Brentwood and Booragoon for increased infill instead of Applecross.
Other	5	Comments were out of scope for the LPS6 Review project.

Requests for additional density



A total of **70** of the 669 submissions received were requests for additional areas to be considered for upcoding as part of the LPS6 review. Each submission was reviewed against a set of criteria to ensure alignment with the objectives of LPS6 and Local Planning Strategy.

Generally speaking, submissions that aligned with the City's Local Planning Strategy or Local Housing Strategy were given greater regard, or where multiple submissions for a particular area were received.

The submissions were evaluated based on the following principles:

- Alignment with LPS6 Objectives and the Local Planning Strategy: e.g. proximity to activity centres, access to public transport, natural amenities, public open spaces (POS), and schools.
- Community interest, i.e. was the request a unique suggestion or were others suggesting a similar change?
- Uniqueness of area: If a requested change was not closely aligned with our local planning framework, were there certain unique characteristics to the area that helped justify its inclusion (i.e. unique attractors or higher amenities)? Simultaneously would these characteristics ensure its inclusion doesn't set a change precedent?
- Transitions and boundaries: Logical transitions and boundaries for density changes were considered to ensure coherent urban planning. This included occasional minor adjustments to the boundaries of already proposed change areas.
- Built form impact: Existing built form landscape and the impact of potential upzoning. Areas already exhibiting higher density were considered for upzoning to reflect the predominant built form type.

After analysing the additional density requests, some areas have been added to the proposed change areas. These additions have been tested as part of a broader Land Economics Assessment and Traffic Impact Assessment, and have been presented to the City's Elected Members as part of a workshop series in 2026. A summary rationale for the included areas is presented below.

Area	Recommendation for inclusion
<p>1 – Canning Beach Road, South of Killan Road, Applecross.</p> 	<p>Rezone from R12.5 to R30</p> <p>Justification for the upcoding request is the proximity of these lots to the activity centre, coupled with the fact that-</p> <ol style="list-style-type: none"> 1. No. 45 & 47 Canning Beach Road were just recently rezoned to R30, 2. This group of lots includes the existing 3-storey Opal Aged Care facility. 3. 6 of the 14 impacted lots are already undersized for the current R12.5 zoning.
<p>2 – Rationalise lots from Point Walter Road, Milne Street, Waddell Road and Wrexham Street, Bicton.</p> 	<p>Rezone from R15 & R17.5 to R20.</p> <p>Historically the zoning of this part of Bicton was R20, until it was down-coded to R17.5 in 1999. Despite the downcoding, the majority of lots are already developed to R20. This change is therefore about ensuring equitable opportunities for a small number of unsubdivided landowners.</p>

3 – Area bound by Coogee Rd, The Esplanade, Central Ave and Riverview Tce.

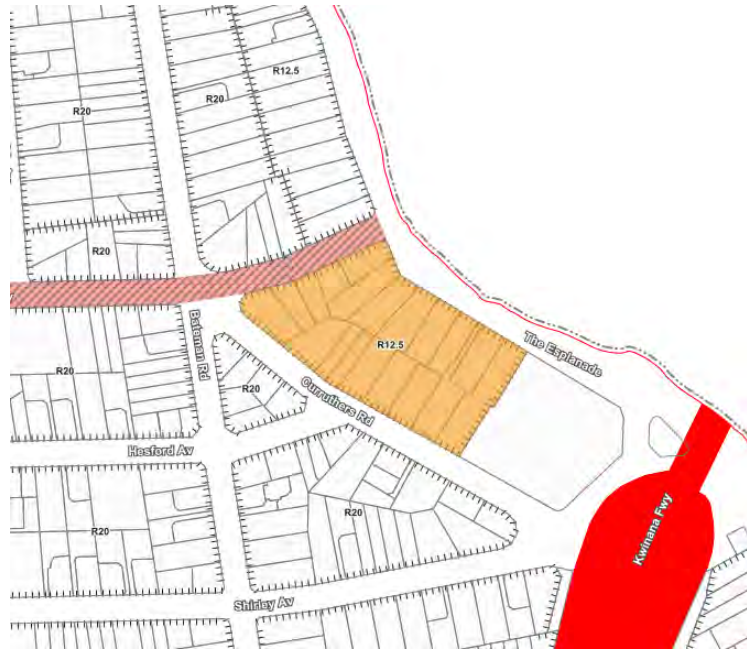


Rezone from R12.5 to R20.

The rationale for the proposed R20 zoning includes-

1. Unique amenity due to the proximity to Deep Water Point.
2. The residential areas directly to the North, South and West are already R20, and
3. The proposed change would only create subdivision opportunities for an additional 10 lots.

4 – The Esplanade, Mount Pleasant



Rezone from R12.5 to R20.

The area marked is nearby to public open space, and whilst the contribution towards infill would be modest, an R20 density similar to what's being sought closer to Deep Water Point would not undermine the character of the area and is aligned with the predominant surrounding R20 density.

5 – Coomoora Road, North, Booragoon



Rezone to R40.

Considerable interest from the community to extend the R40 area north of Coomoora Road. Given the area's proximity to the Booragoon Secondary Centre, high school, primary school and public transport, R40 is appropriate to transition the built form towards the centre.

7 – Evershed Street to Bolas Court, Myaree



Rezone R20 & R25 to R40.

Various submissions requesting the Evershed – Bolas Court section to be added, noting proximity to public transport, Myaree neighbourhood centre.

The addition of the area to the south of Marmion St is justified for similar reasons, as well as the proximity to the Service Commercial zoning (specifically the ability for redevelopment to consider noise sensitive design outcomes)

8 – Tamar Place to Baal St, Myaree

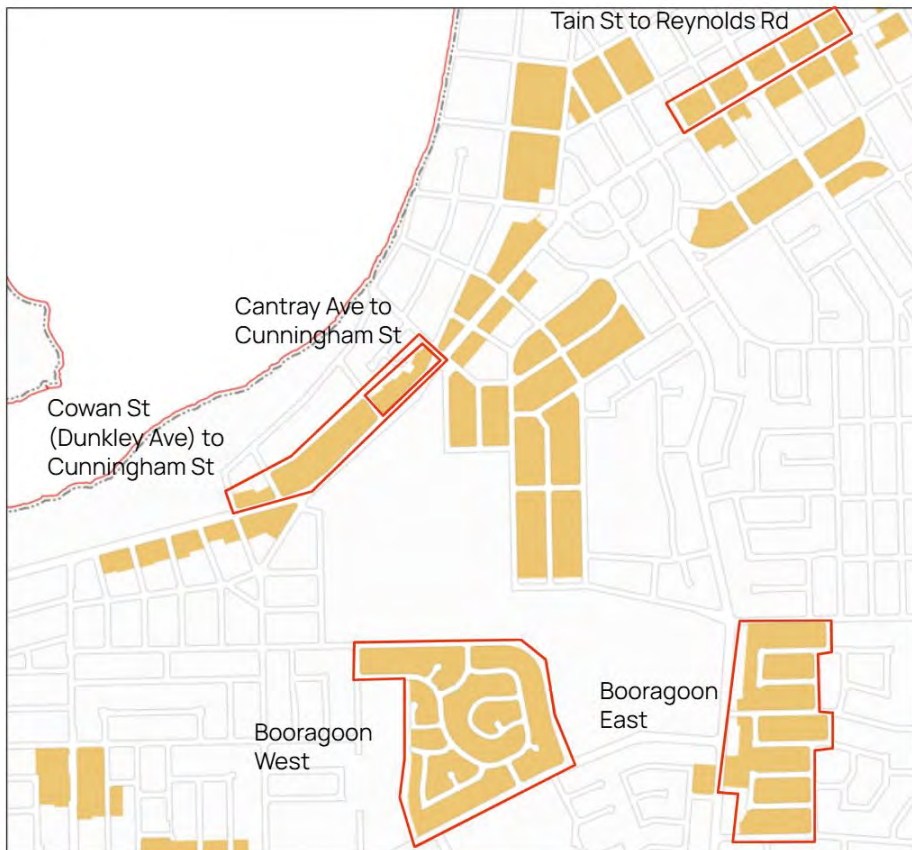


Rezone from R20 to R40.

Interest from 4 lots / property owners on the block and are in common ownership providing a unique opportunity for good density outcomes. Prevailing built form matches the proposed density code.

5. Petitions

During the phase 3 engagement, the City received five petitions which either objected to the suggested R-code changes outright or suggested an alternative density as a compromise. The five areas and the petition details are provided below.



Booragoon East (239 signatures. R25 or R30 suggested as more acceptable.)

We, the undersigned, all being electors of the City of Melville, respectfully request that the Council changes its proposed LPS6 rezoning of East Booragoon from R20 to R50, which includes Boston Way, Davenport Road, Pickering Way, Karoonda Road

and Rankin Way.

The present proposal is strongly opposed by the undersigned. R25 or R30 would be more acceptable.

The high density (4dwellings, 3 storeys high) on a 728sqm block;

Environmental impact, reduction of green space and loss of trees;

Creating a 'concrete jungle' and higher temperatures;

Overshadowing, blocking sunlight to neighbouring properties;

Increased noise and pollution;

Parking issues, parking on the streets, traffic congestion; and

Increase in young families in the suburb would put extra demand on local schools already near/ at maximum capacity.

Booragoon West (537 signatures. Petition suggests rezoning R20 blocks to a maximum of R25 or R30 and not changing the R40 blocks.)

We, the undersigned, all being electors of the City of Melville, respectfully request that the Council:

REVISE the proposed LPS6 rezoning of West Booragoon. Currently the council is proposing to change the zones as follows:

R20 to R40; R40 to R60; R20 to R100; R40 to R100

These changes affect- The Ramble, Saw Ct, Eve Ct, Preen St, Davy Street, Marmion St, Melson Way, Soall Ct, Hallam Cl, Ainsworth Loop, Verco Ct and Swain Cl.

The present proposal is strongly opposed by the undersigned.

Instead it is suggested that: Rezoning R20 blocks to a maximum to R25 or R30. R40 blocks should remain as is without any change. The inclusion of R60 & especially R100 high density living is unacceptable for this suburban area. Our reasons for this objections include but are not limited to: Increased- danger on the streets for children; pollution; noise; traffic; parking on streets. Pressure on stretched community services and infrastructure & schools at capacity. Loss of amenities & freedoms. Reduction of green space & tree canopy, blocking sunlight to neighbouring properties.

Cantray Ave to Cunningham St, North of Canning Highway (15 signatures. No suggested alternative.)

We, the undersigned, do respectfully request that the Council: Action Sought: Not approve the change of zoning as proposed in the LPS6 Review to properties located on the northern side Canning Highway from Cantray Avenue to Cunningham Street.

The Reasons Supporting this action: Is that in order for development to occur at this location, developers will need to provide the entrance and exit driveway for the entire high density development into Cantray Avenue or Cunningham Street which are quiet low density side streets and the increased density will result in a heavy traffic flow that will create extreme congestion and adversely impact the amenity of these areas. In addition to the traffic congestion and loss of amenity, high rise developments particularly along fence lines will create overlooking, loss of privacy and increased noise. The traffic congestion on these streets will be unmanageable and even if residents use public transport the demand for buses on Canning Highway will require more buses and increase the congestion on Canning Highway which is already at a standstill during peak hour to an even greater gridlock. Development of these lots will not provide affordable housing and therefore the higher zoning should be placed in more affordable areas.

Cowan St (Dunkley Ave) to Cunningham St, North of Canning Highway (184 signatures. No suggested alternative.)

We, the undersigned, all being electors of the City of Melville, respectfully request that the Council not approve the change of zoning as proposed in the LPS6 Review to properties located on the northern side of Canning Highway from Cowan Street to Cunningham Street.

Tain St to Reynolds Rd, North of Canning Highway (10 signatures. No suggested alternative.)

We, the undersigned, respectfully request that the Council: Action Sought: Not approve the change of zoning as proposed in the LPS6 Review to properties located on the northern side Canning Highway from Tain Street to Reynolds Road.
The Reasons Supporting this action: Is that in order for development to occur at this location, developers will need to provide the entrance and exit driveways onto quiet low density side streets and the increased density will result in a heavy traffic flow that will create extreme congestion and adversely impact the amenity of these areas. In addition to the traffic congestion and loss of amenity, high rise developments particularly along fence lines will create overlooking, loss of privacy and increased noise. The traffic congestion on these streets will be unmanageable and even if residents use public transport the demand for buses on Canning Highway will require more buses and increase the congestion on Canning Highway which is already at a standstill during peak hour to an even greater gridlock. Development of these lots will not provide affordable housing and therefore the higher zoning should be placed in more affordable areas.

Responses to Petition Content

In February 2025, Council resolved to note all five petition responses and express that further consideration would be given to the petitions as part of the phase 3 engagement outcomes reporting and further work of the scheme review.

The City has ultimately determined to remove four out of the five petition areas from the scope of changes proposed. This includes the three petition areas along Canning Highway, specifically between Cowan Street and Cunningham Street, Cantray Avenue and Cunningham Street, and Tain Street and Reynolds Road. This reflects a broader change in the approach the City is taking with regards to Canning Highway and the scheme review.

Booragoon West has also been removed from the project. While the proposal was considered viable from a planning and land economics perspective, the City is recommending that this area be retained at the current density for the time being. This recommendation acknowledges the residual equity in the housing stock itself, coupled with a strong sentiment from existing landowners that they were uninterested in the redevelopment opportunities that a higher density code would provide. Its acknowledged that at some point in the future this area, higher densities in this area will likely be revisited.

Booragoon East remains in scope given its immediate proximity to the Booragoon Activity Centre, the City's only 'Secondary Centre' as defined in State Planning Policy 4.2- Activity Centres, and therefore the City's highest order activity centre. Notwithstanding the petition received, the community feedback on the density change was mixed, with a portion of residents in favour of the change and some even advocating for further increases.

Nonetheless the City is proposing to reduce the areas originally proposed at R50 down to R40 to better align with surrounding development patterns.

The reduction from R50 to R40 reflects a refinement of the proposed residential coding to better align with the existing and expected character of the area. R50 generally supports higher density development outcomes, including a greater yield and the potential for larger-scale redevelopment. Feedback received through community engagement indicated concern that this level of density may not be compatible with the prevailing built form and streetscape.

Reducing the coding to R40 provides for increased housing diversity while moderating the intensity of development. R40 typically supports development outcomes that are more consistent with two-storey built form, which aligns with surrounding development heights and patterns in the Booragoon East area. This adjustment balances the objective of facilitating infill development with the need to maintain neighbourhood character and respond to community feedback.

The amended approach continues to support viable development outcomes, as confirmed by the Land Economics Assessment, while ensuring the scale of change is appropriate and responsive to local context.

6. Summary

Feedback gained from this engagement has given the project team greater insight on next steps for the project in terms of further research and adapting the proposed approach to density increases.

The below table details how the key findings of the engagement have either shaped or reinforced the steps in the process that have followed.

Key finding	Response to project
<p>Traffic, congestion and parking – concerns about increased traffic and parking on local streets as well as increased congestion on higher-order roads such as Canning Highway and Marmion Street.</p>	<p>Commission a Transport Impact Assessment to understand the impact of all of the proposed density change areas and what may be done to mitigate the impacts of any increases in traffic (where possible). Findings of the study were presented to Elected Members and will be made available to the community as part of the next round of preliminary community engagement.</p>
<p>Opposition to higher density – opposition to higher density zoning such as R80 and R100, preferencing tolerance for more modest increases in density like R40 or R30.</p>	<p>Revisiting alternative approaches delivering on the City’s infill targets in line with community feedback.</p>
<p>Tree canopy and environmental impact – general concern about the loss of trees as a result of infill development, and more specifically concern that relying on higher densities is more of a threat to the City’s already diminishing tree canopy. The existence of mature trees was noted as one</p>	<p>Commission Tree Canopy Impact Assessment (TCIA) to explore the impact that different R-codes and subsequent development have on tree canopy. On the basis that delivering more infill is a state government obligation, the test is whether modest density increases over larger areas</p>

<p>of the physical things that makes a suburb feel special to the community.</p>	<p>would result in the retention of more trees, as opposed to comparably higher density increases in more concentrated areas. The outcomes of the TCIA have been presented to the Elected Members and will be published as part of the next preliminary community engagement.</p>
<p>Infrastructure pressure – concerns that increased population will put pressure on infrastructure services such as schools, public transport and utilities. Concerns that there are no current plans for upgrading infrastructure to cope with an increase in local population.</p>	<p>Further engagement with state government agencies was needed to explore these issues and address planning for population increases. In addition to the information received as part of the preliminary review process, further state agency engagement will also take place in the statutory stage of the project (Stage 2).</p>
<p>Property values and redevelopment viability - While not raised across all change areas, there was a variety of viewpoints in relation to land economics and development viability, including concerns about-</p> <ol style="list-style-type: none"> 1. The equity of where infill is being focussed. 2. The viability of high-density development in areas not currently identified. 3. The impact of change on property values. 4. Buyer preferences and future demographic changes. 	<p>Commission a detailed Land Economics Assessment (LEA) to explore these issues, including future demand, infill success factors, projected dwelling changes, development feasibility and market readiness. The outcomes of the LEA were presented to the Elected Members and will be published as part of the next preliminary community engagement.</p>
<p>Community character – concerns that infill development will change the quiet, leafy and architectural feel of the neighbourhood.</p>	<p>Investigate a more balanced spread of density across Melville to maintain housing diversity in any given area, whilst acknowledging that change is part of growth, and the City is required to grow.</p>
<p>Safety concerns – safety concerns for pedestrians, cyclists and children navigating more built-up local roads, as well as the perception that increased density leads to increased crime rates.</p>	<p>The City is cognisant of the perceived safety concerns, and that peoples lived experiences will have informed this concern. Other than more modest density increases, the City will need to respond to some of these issues if/when they manifest.</p>
<p>Requests for additional density</p>	<p>Review the proposed density changes mapping to include some additional areas, based on community requests (after being assessed by the project team).</p>
<p>Petitions</p>	<p>Review the proposed density change areas, looking to remove some areas requested by the petitions.</p>

Following an analysis of the feedback received during engagement Phase 3, the City resolved to undertake the following project steps, whilst working on a second draft of the scheme density changes to the community:


- Commission a series of technical studies to understand how the proposed change areas may impact attributes like traffic, property economics and tree canopy.
- Undertake further engagement with state agencies to address infrastructure capacity concerns for assets like schools, public transport, utilities, bushfire and riverine inundation.
- Revise the proposed density change areas based on community feedback highlighted in this report, before presenting back to Elected Members during the workshop series in 2026.

The above tasks are highlighted in greater detail in the Staging and Implementation Plan, which is a targeted plan that was approved by Council in December 2025 to address project staging for the rest of Stage 1 of the Scheme Review.

7. Conclusion

The feedback gathered from Phase 3 of the LPS6 Review engagement process has been considered alongside the findings from the technical studies (land economics assessment, traffic impact assessment and a tree canopy capacity assessment), state agency engagement and Council resolutions. The community feedback, the outcomes of our further investigations and the resultant modifications to the proposed density changes have all been the subject of a series of ongoing workshops with the Elected Members throughout early 2026, for their consideration when workshopping the proposed changes to the Scheme.

Appendix 1 – Letter to residents



15 July 2024
Enquiries: Strategic Planning – 9364 0666

The Owner/Occupier
«PROP_Addr1»
«PROP_Addr2»

Dear Sir/Madam,

Local Planning Scheme 6 Review
«PROP_Addr1» «PROP_Addr2»

The City of Melville is in the process of reviewing Local Planning Scheme No. 6, a document which guides how land can be used and developed in the City of Melville. Part of the review process is to consider housing density and how land is zoned in Melville.

How this Affects You

If you've received this letter, it's because you either own or rent a property that the City believes might be suitable for a zoning or density change, or because you're adjacent to such an area. To find out how your area may be affected we encourage you to:

1. Go to melvillecity.com.au/LPS6 and search your address on the interactive map.
2. By clicking on a property you will see a link to a fact sheet that gives you information about the changes proposed for that address.
3. Even if your address isn't marked for change, it's possible adjacent properties could be affected. Properties marked for possible change are coloured differently on the map.

Alternatively, you can book a meeting with a strategic planner via melvillecity.com.au/LPS6 or you can also phone or visit the City of Melville Civic Centre during business hours throughout the consultation period.


Share your feedback

We want our community to be involved early and regularly in this review, and that's why we're reaching out now, rather than waiting until the end of the process. If you would like to share your feedback, you can do so online at melvillecity.com.au/LPS6. Please note submissions close 4.00pm Wednesday, 28 August.


Should you have any queries on the project, please contact one of the City's strategic planners on 9364 0666 or email LPS6-Review@melville.wa.gov.au.

(Please note the review of LPS6 does not affect areas covered under an activity centre plan, such as Canning Bridge or Riseley Centre).


Yours sincerely,



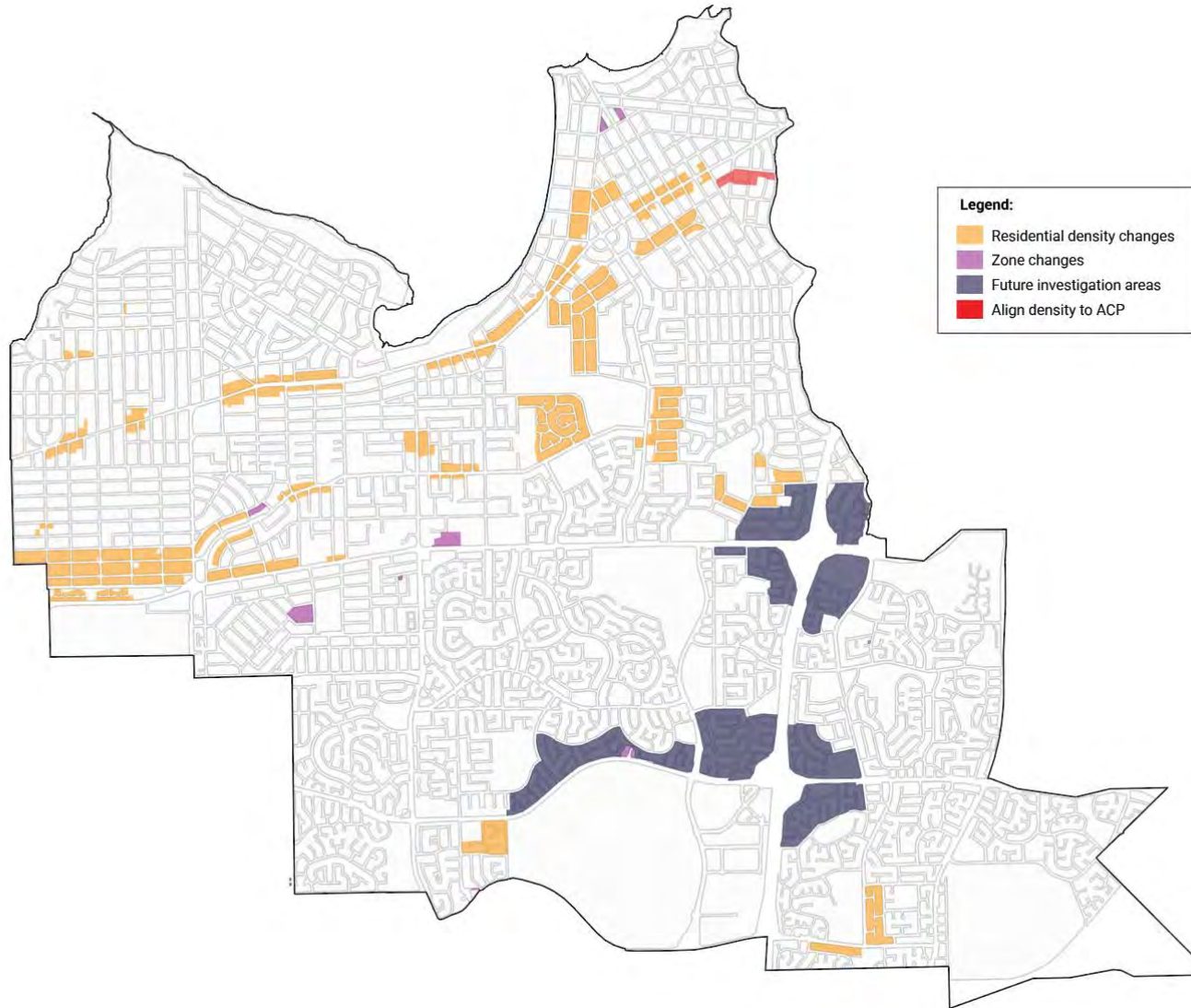
Ben Ashwood
A/Manager Strategic Urban Planning



Scan this QR to link directly to the City's website and find out more about the scheme review



Appendix 2 – Map of proposed changes advertised in Phase 3, 2024



Appendix 3 – A5 flyer and newspaper advert

Flyer front:



The flyer features a blue sky background with white clouds. At the top, the title 'Local Planning Scheme 6 Review' is written in large, bold, dark blue letters. Below the title is a purple rectangular box containing the text 'PLANNING FOR THE FUTURE' in white, uppercase letters. The middle section contains a paragraph of text in a light blue font, followed by an illustration of a modern residential street with various houses and buildings, a road with cars and cyclists, and a green park area with people walking. The bottom section has a dark blue background with two columns of white text. At the bottom left is the City of Melville logo and name. At the bottom right are several colorful, wavy lines in shades of purple, blue, and orange.

Local Planning Scheme 6 Review

PLANNING FOR THE FUTURE

Our Local Planning Scheme guides how land can be used and developed in the City of Melville. We're currently reviewing the scheme, and want your feedback on some proposed changes, including updates to zoning and housing density.

Providing enough housing to meet Melville's projected population growth and the changing preferences of our community requires careful planning and consideration. We also need to make sure our scheme continues to align with local and state planning strategies.

This means it's likely that most of our suburban areas will experience very little change, as we continue to focus growth along our transport corridors, and around our activity centres. These areas are priorities because they generally have better access to amenities like public transport, employment, shopping and other services.

 City of **Melville**

Flyer back:

Share your feedback

Visit our engagement webpage

1. Go to **melvillecity.com.au/LPS6** and search your address on the map
2. If there are any proposed changes for your area, you can read more in the relevant factsheet
3. Read our handy FAQs
4. Submit your feedback via the online form.



Speak to a strategic planner



To discuss your property or submit your feedback in person, book into a session via **melvillecity.com.au/LPS6** or visit the City of Melville Civic Centre during business hours throughout the consultation period.

Submissions close

4.00pm Wednesday,
28 August 2024



melvillecity.com.au 9364 0666 | 1300 635 845

Newspaper advert:

Local Planning Scheme 6 Review



We're reviewing our Local Planning Scheme, which guides how land can be used and developed in the City of Melville.

We want your feedback on some proposed changes, including updates to zoning and housing density. We have identified some areas considered appropriate for density changes, focusing growth along transport corridors and in and around activity centres.

Review the proposed changes and share your feedback by booking an in-person session with one of our Strategic Planners, or visiting our engagement webpage and completing the online form.




melvillecity.com.au/LPS6



Submissions close:
4.00pm Wednesday
28 August 2024.

Appendix 4 – Fact sheet example



Booragoon Centre

Residential Density Change (West)

Various densities

We are considering changing the residential density code of the properties highlighted orange. The properties are currently either R20 or R40 and we're suggesting an increase to R40, R60 or R100 (see map).

[\(For more info on density codes click here\)](#)

Why are we considering this change?


The highlighted area comfortably falls within the walkable catchment of Booragoon activity centre, and the various amenities a regional shopping precinct brings. This includes access to the Booragoon busport and employment opportunities. This area also has nearby public open space, schools and a short walk to Leisurefit Booragoon.

It's also acknowledged that developments like the Amara development represent the heights possible in the Booragoon activity centre. This warrants appropriate increases to surrounding areas to ensure a suitable transition of scale.

Alignment with Local Planning Strategy

Adjacent to Activity Centre Adjacent to Transport Corridor

LPS6 REVIEW
Community Fact Sheet City of **Melville**



Residential Design Codes (R-Codes)

Site area per dwelling

Housing density is represented by the number of dwellings per hectare. We refer to this as a properties 'R-Code', as defined in the State Planning Policy- Residential Design Codes. The higher the R-Code assigned to a site, the smaller the area of land that is required for each dwelling.

For example-

- R20 represents a typical low-density, requiring lots to be around 450 square meters per dwelling.
- By comparison R40 is at the lower end of what is referred to as medium density, and requires around 220sqm per house, or 115sqm per apartment.

The table below breaks down the lot size requirements under the Residential Design Codes Vol. 1. For apartment developments on lots coded R80 or higher, lot size per dwelling is replaced by what's known as plot ratio. For more information on plot ratio, follow [this link](#) and go to page 22 of the Residential Design Codes Vol. 2

	Single / Grouped		Multiple
	Minimum	Average	Average
R40	180sqm	220 sqm	115sqm
R50	160sqm	180 sqm	100sqm
R60	120sqm	150 sqm	85sqm
R80	100sqm	120 sqm	N/A
R100	80sqm	N/A	N/A

Above: Minimum lot sizes in square metres required by each R Code for single, grouped and multiple dwellings (Adapted from Residential Design Codes Volume 2, Western Australian Government, 2024).

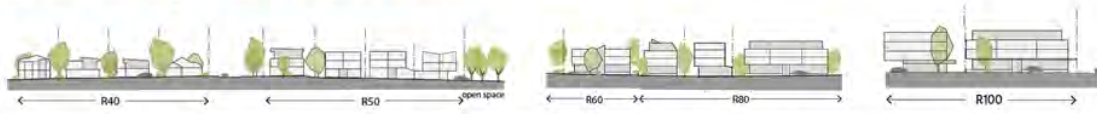
LPS6 REVIEW

Community Fact Sheet

City of **Melville**



Density Fact Sheet



Above: Streetscape Character Types (Source: Residential Design Codes Volume 2, Western Australian Government, 2024)

Residential Building heights

In addition to reviewing residential densities, we're also proposing to update the City's [Local Planning Policy 1.9 - Height of Buildings](#).

This policy defines the building height limits throughout the residential areas in Melville (excluding areas covered by activity centre plans). The City plans to more closely align to the State government's Residential Design Codes, which have comparably lower building height limits.

This will mean that suggested increases to residential densities can be paired with more acceptable height increases.

For example the current building height limit for an R60 lot on Canning Highway is 4.5m higher and 2 storeys taller than the comparable limit under the R-Codes.

Height limits as per R-Codes

(whichever comes first)

- R20:** 10m and 2 storeys
- R30:** 10m and 2 storeys
- R40:** 10m and 2 storeys
- R50:** 13m and 3 storeys
- R60:** 13m and 3 storeys
- R80:** 15m - 16m and 4 storeys
- R100:** 15m - 16m and 4 storeys

LPS6 REVIEW

Community Fact Sheet

City of
Melville



Appendix 5 – Engagement snapshot

Local Planning Scheme 6 Review

ENGAGEMENT SNAPSHOT

The City of Melville is currently reviewing its Local Planning Scheme No. 6 (LPS6), the primary planning framework that governs development within the city. This includes land zoning, allowable land uses, development intensity, and other key factors shaping the growth and development of our community.

Rather than replacing the existing scheme, the City, in consultation with the Western Australian Planning Commission (WAPC), has chosen to update LPS6. This approach ensures ongoing alignment with local and state planning policies, while addressing the evolving needs and priorities of our community and stakeholders.

Engagement approach

While community consultation typically occurs later in the review process, we have actively engaged the community at every stage to ensure comprehensive feedback is considered.

In the first two stages, we collected input that helped shape key themes for the review, resulting in the identification of six focus areas for further exploration. In **Stage Three**, the community were invited to review proposed changes to zoning and density and provide formal feedback.

An interactive map was made available on the City's engagement platform, Melville Talks, where residents could explore potential zoning changes for their properties. Feedback was open from **17 July to 18 September 2024**, with responses collected via an online and hard copy survey and through in-person appointments.

Participation

669 submissions	33 attended a one on one session	71 dropped into our LPS6 zone
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Residents used the mapping tool to view proposed changes, and area-specific fact sheets were made available to provide detailed information about the changes. By searching for or clicking on an address within the map, users could access the relevant fact sheet for that specific area.

In addition to the online platform, one-on-one appointments were offered for in-depth discussions, and a drop-in zone was established and made available throughout the consultation period, offering additional opportunities for engagement and feedback.

What's next

Feedback from this engagement phase will form part of the drafting of an updated Local Planning Scheme, which will be presented to Council next year. The review process is highly regulated and will include further consultation once the draft scheme has been endorsed by Council and the State Government as being suitable for advertising.

To stay informed about the progress of the review or receive updates on upcoming engagement opportunities, click the 'Follow Engagement' button on the City's project page: melvillecity.com.au/LPS6review.

Reach

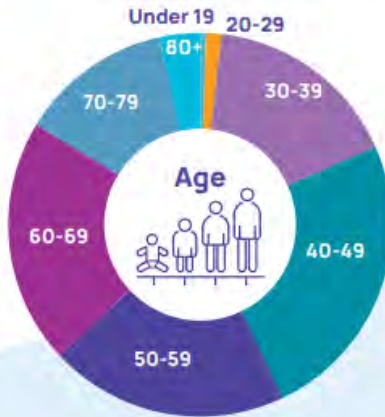
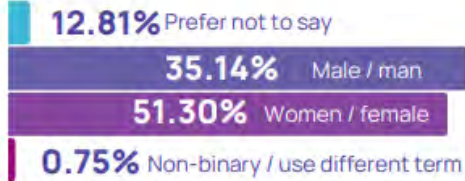
19.5K Melville Talks page views	5.2K direct emails issued	7.8K letters issued
33K eNews subscribers	4K watched Youtube video	13.5k Social media reach

WE HEARD FROM

669 people

665 live in the City of Melville
 94 from a migrant background
 12 living with a disability
 6 First Nations people
 9 LGBTQIA+

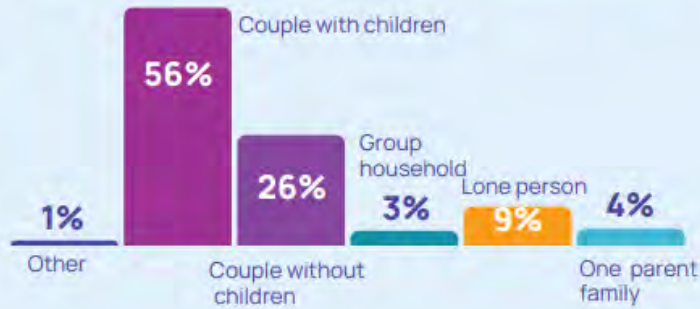
Gender



72% Connection to the City of Melville



Household



KEY THEMES

People who are in support of the density changes are saying...

- Helps to address the current housing shortage.
- Subdivision opportunities enable downsizing or the option to build a dwelling for a family member to live in.
- Areas that are accessible to amenities such as retail, schools, open space and public transport, should be higher density to accommodate more people.
- Areas with larger block sizes are suited for higher R-Codes.
- Increased density aligns with state government policy and local strategic planning policy.
- Infrastructure upgrades are important to go along with increased density, i.e. roads, streetscape, open space.
- The timeframe to implement the density changes should be shorter.
- Higher density living encourages sustainable transport, economic and social vibrancy, a lower environmental footprint and less urban sprawl.
- Supports a better transition in scale between surrounding areas.
- Higher densities will help property values increase.

People who are against the density changes are saying...

- An increase in dwelling numbers will result in too many vehicles on the street and not enough availability of on-street or verge parking.
- Higher densities reduce property values (both for those houses included and those nearby).
- The proposed changes will impact on the character of the area.
- Increased densities will create capacity issues for schools and child care centres.
- Density correlates to more anti-social behaviour and crime.
- There will be a loss of privacy and an overshadowing from higher density developments.
- Tree canopy and wildlife habitat will be lost.
- Letters should have been sent to all households and not just those in or adjacent to proposed change areas.
- High density creates noise and pollution.
- Kids won't be able to play in the street.

Feedback to zoning changes

- Stopping commercial land uses will affect the opportunity to redevelop an investment property as planned (Applecross Mixed Use zone change to Residential).
- Removing commercial development opportunities will ensure the character of the area remains as it currently is (Applecross Mixed Use zone change to Residential).
- The rezoning would unlock redevelopment opportunities for the area (Robson Way zone change from Residential to Centre).

