

The Carrick Planning Survey (CPS) results have been collated and are summarised below under each question heading. For convenience, Questions 5 and 6 are summarised together.

Question 1 – Lot Sizes

What is the smallest size you think most lots in the *Village area* should be?

Please tick

<input type="checkbox"/> 650m ² - 749m ²	<input type="checkbox"/> 1000m ² and over
<input type="checkbox"/> 750m ² - 999m ²	<input type="checkbox"/> A mix of all these lot sizes

What is the smallest size you think most lots in the *General Residential area* should be?

Please tick

<input type="checkbox"/> 450m ² - 649m ²	<input type="checkbox"/> 750m ² - 999m ²	<input type="checkbox"/> A mix of all these lot sizes
<input type="checkbox"/> 650m ² - 749m ²	<input type="checkbox"/> 1000m ² and over	

Question 1 - Response

The respondents to Question 1 gave a mixed result and did not identify a preferred lot size range for either the Village or General Residential Zones of Carrick (refer to Figures 1 and 2).

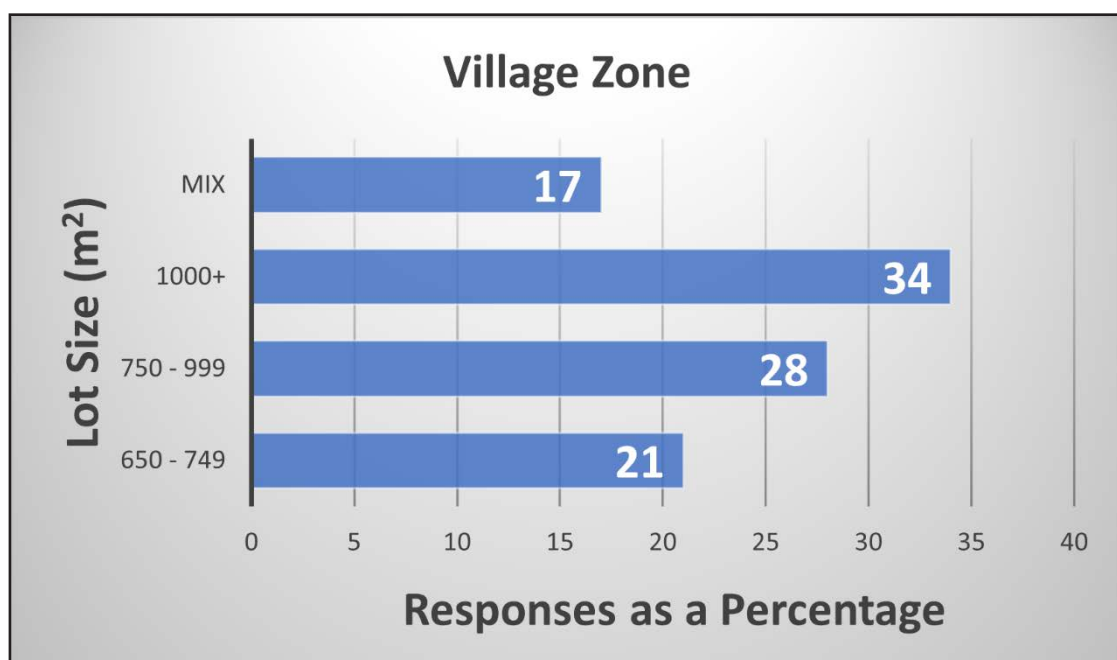


Figure 1: Question 1 responses, Village Zone

The data collected suggests that just over a third of the respondents prefer a house to be contained on a lot with more than 1000m² in area. The high response rate to this lot range corresponds with the qualitative comments received from Question 5. It is noted that physical separation between buildings is identified as a desirable characteristic in Carrick and can be linked to the provision of single dwellings on lots with more than 1000m². Large lots maximise the opportunity for building setbacks from boundaries, achieving separation between development. Similarly, houses contained on large lots means that there is less pressure and reliance on on-street parking.

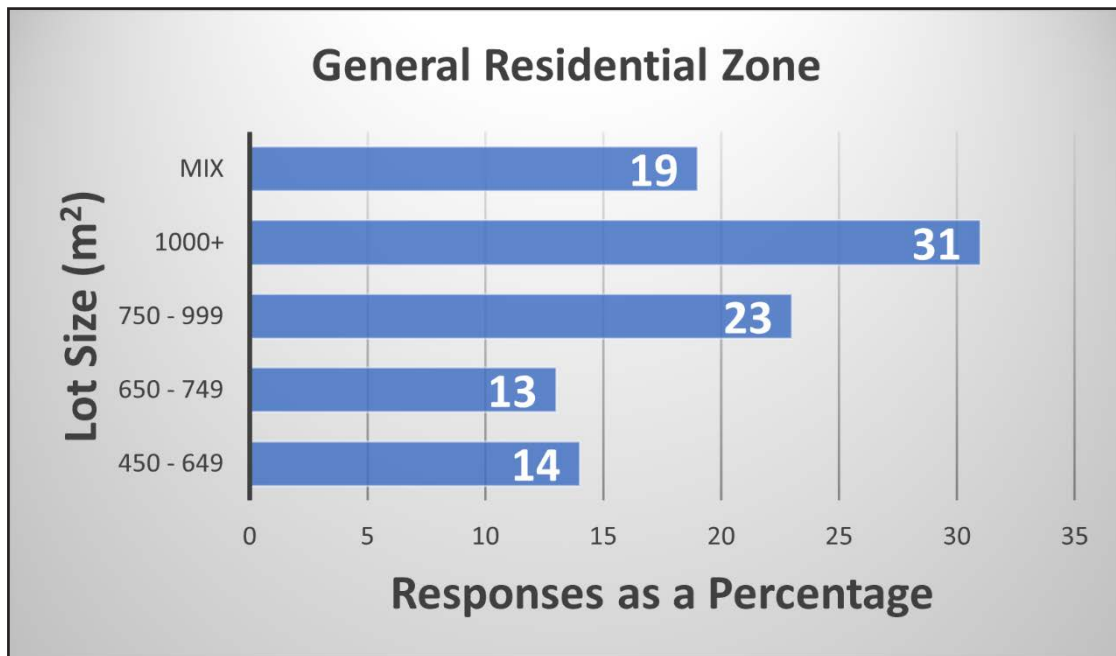


Figure 2: Question 1 responses, General Residential Zone

Question 2 – Lot Styles

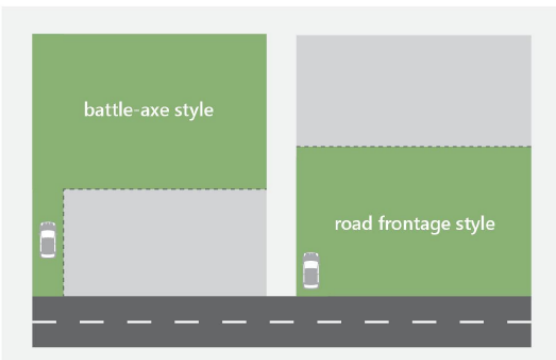
The current planning rules allow for two styles of subdivision. A battle-axe block or a block that fronts the road. See example:

Do you think the battle-axe style should be allowed in the *Village area*?

Yes No

Do you think the battle-axe style should be allowed in the *General Residential area*?

Yes No



Question 2 - Response

The respondents to Question 2 were relatively evenly split for the Village Zone, where a battle-axe style lot was supported by more than 50% of the respondents. The responses were more clearly defined for the General Residential Zone, with more than 60% of respondents supportive of battle-axe style lots (refer to Figures 3 and 4).

The responses indicate that all respondents do not oppose a battle-axe style lot for either the Village Zone or the General Residential Zone.

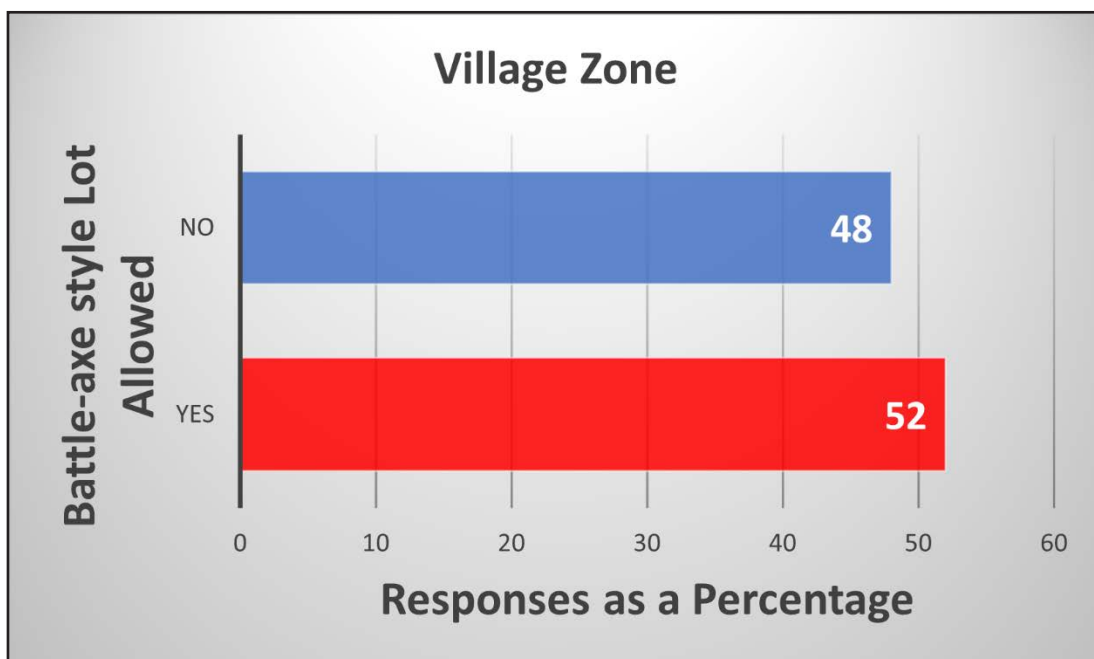


Figure 3: Question 2 responses, Village Zone

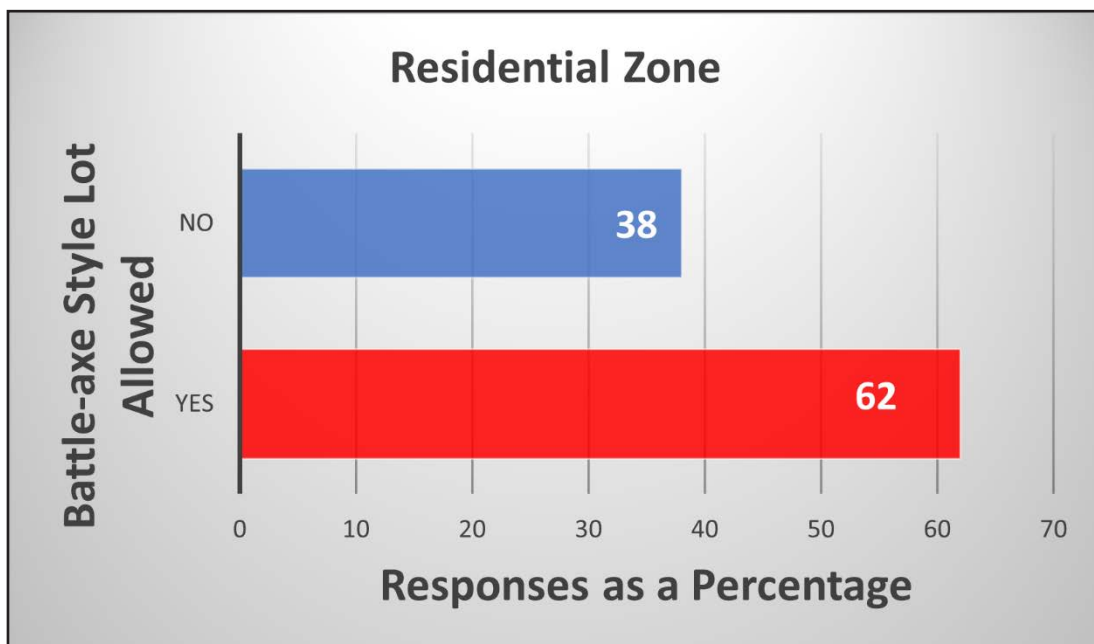


Figure 4: Question 2 responses, General Residential Zone

Question 3 – Units

The current planning rules allow for unit development in the Village and General Residential areas.

How many units do you think should be allowed on a 1,000m² lot (1/4 acre) in the *Village area*?

Please tick

None 2 Units 3 Units 4 Units

How many units do you think should be allowed on a 1,000m² lot (1/4 acre) in the *General Residential area*?

Please tick

None 2 Units 3 Units 4 Units

Question 3 – Response

More than 40% of the respondents to Question 3 voiced a preference for two (2) units on a 1000m² lot to be the acceptable level of development, with 30% of the respondents preferring 'no multiple dwelling development' in the Village Zone (refer to Figure 5).

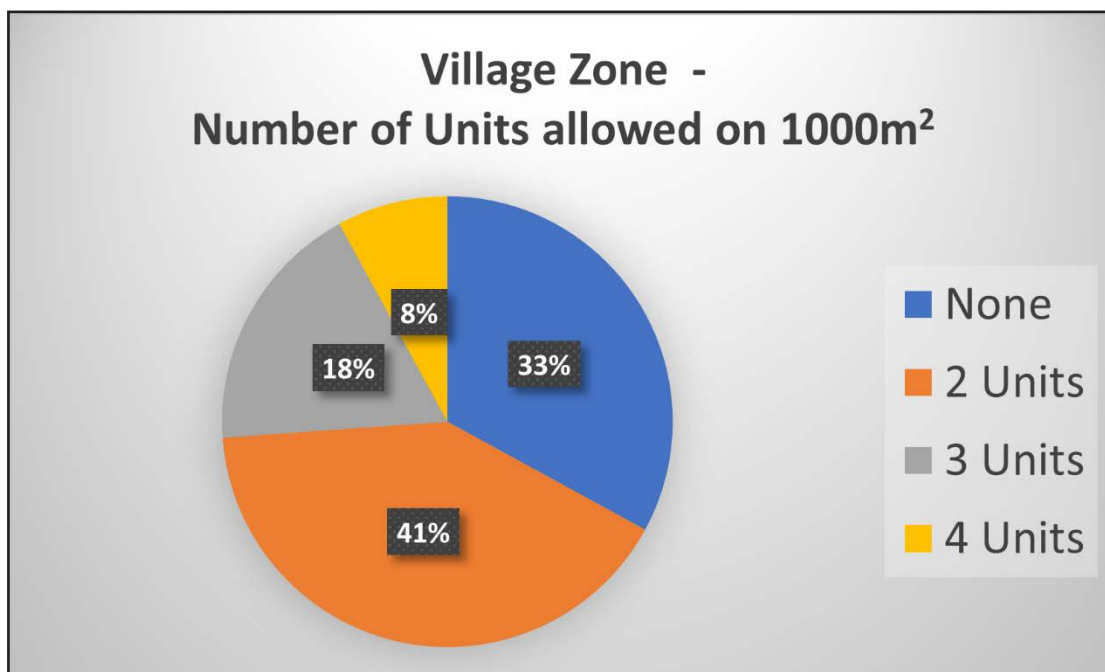


Figure 5: Question 3 responses, Village Zone

The survey results returned a similar response for the General Residential Zone. However, the preference for 'no unit multiple development' was much lower than that indicated for the Village Zone (refer to Figures 5 and 6). From the responses, more than 65% of respondents are supportive of some level of multiple dwelling development in the General Residential Zone. Additionally,

the qualitative comments received at Questions 5 and 6 indicated a development density should also consider the impact of streetscape, traffic management and parking, and infrastructure capacity.

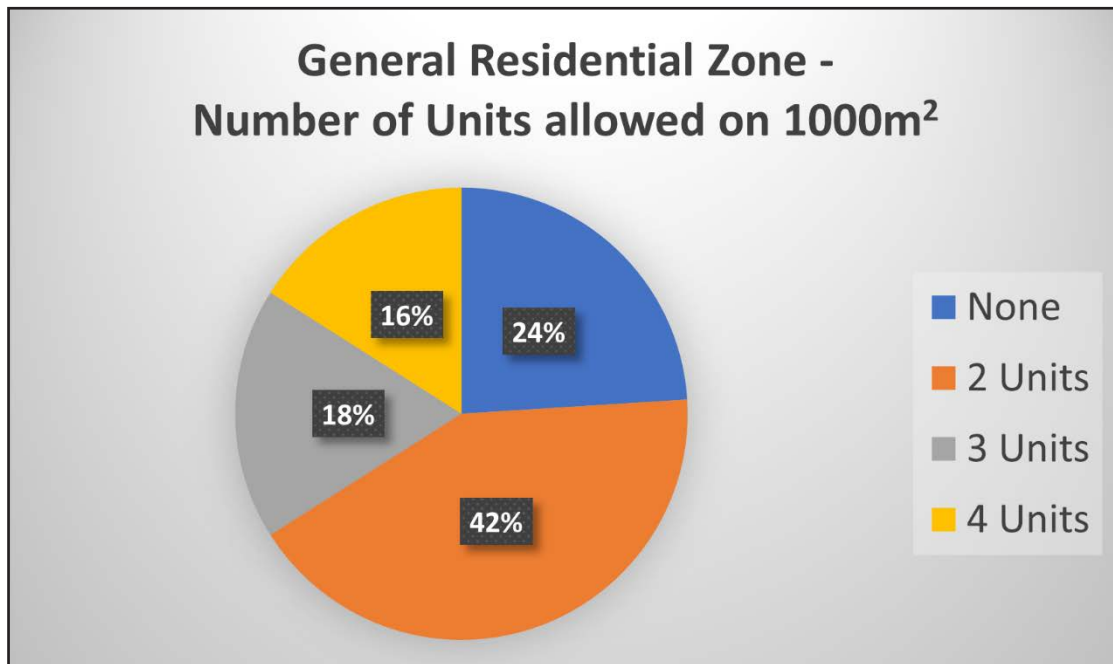


Figure 6: Question 3 responses, General Residential Zone

Question 4 – Future Infrastructure

What kinds of future infrastructure do you think should be a priority in Carrick?

Please number the boxes 1-7 with 1 being your highest priority and 7 being your lowest priority:

<input type="checkbox"/> Stormwater	<input type="checkbox"/> Roads	<input type="checkbox"/> Intersections & Traffic Management	<input type="checkbox"/> Recreation Ground
<input type="checkbox"/> On Street Parking	<input type="checkbox"/> Footpaths	<input type="checkbox"/> Community Open Space	

Question 4 - Response

The ranking of Question 4 identified footpaths and stormwater as the highest priority closely followed by roads (refer to Figure 7). The priority concerning footpaths is also reinforced and mentioned in the qualitative responses to Questions 5 and Other Comments which highlight the need for footpath widening.

The overall message, derived from the qualitative comments, is that the residents and landowners seek a residential area that is supported by required

infrastructure, creating an environment that is conducive to walking and is connected with public open spaces.

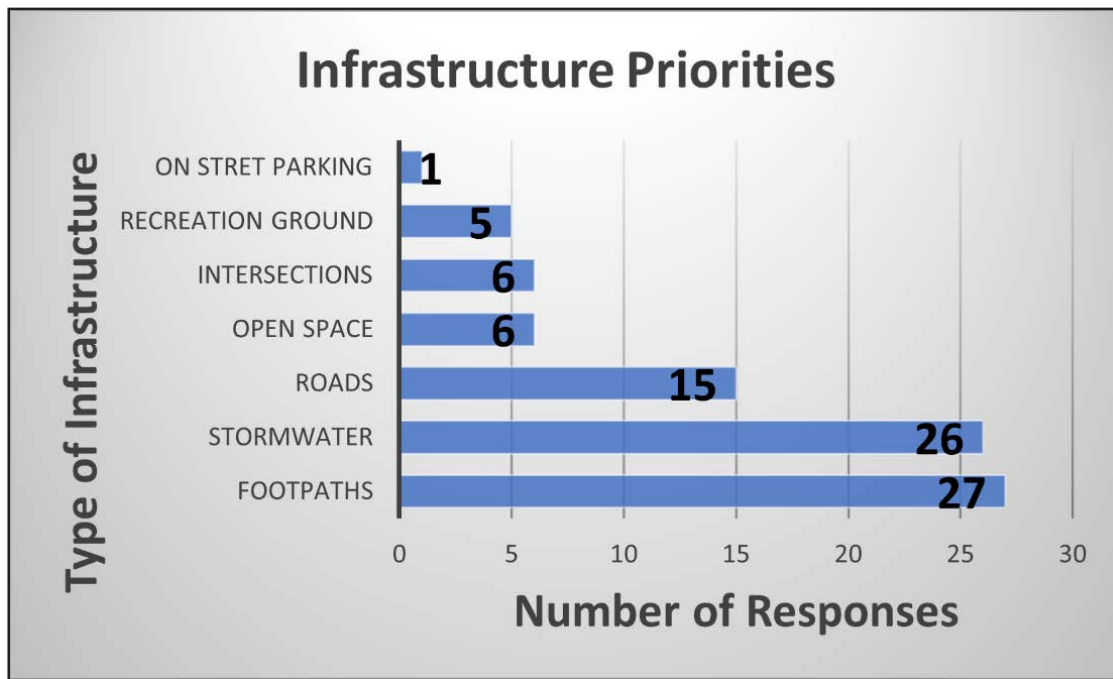


Figure 7: Question 4 responses

Questions 5 & 6 - Character and Visual Features and Other comments

Not including heritage listed buildings, are there any visual features in Carrick that you would like to see protected by the Planning Scheme?

For example, Council can consider including things like hedgerows, trails along road reserves, the space between houses or other landscape features.

Questions 5 & 6 - Response

The qualitative responses received at both Questions 5 and 'Other Comments' were wide ranging and varied, raising issues such as the width and condition of footpaths, traffic management and parking, to pro and anti-development, the need for more shops and services to support the residents of Carrick. Concern that development will exceed infrastructure capacity (particularly for sewer and water) was also raised. Without further detailed analysis of current infrastructure capacity, pedestrian network or traffic management issues, heritage values it is difficult to identify any changes to the Planning Scheme.

Additionally, the mixed values and positions expressed by the respondents does not provide a clear pathway for the level of use and development considered appropriate in Carrick or certainty of how the use and development controls should be adjusted.