Strategic Community Reference Group

Meeting 2 Report — Local Planning Strategy review

Date:	Monday 12 May 2025
Time:	6.00–8.30 pm
Location:	Civic Centre Conference Room 2 and 3 90 Boas Avenue, Joondalup
Facilitator:	Joel Levin — AHA! Consulting

Attendees

Presiding Member:	Mayor Albert Jacob
Elected Members:	Cr John Raftis Cr Phillip Vinciullo
Community Members:	
North Ward	Allan Connolly Helen Winterton
North-Central Ward	Bettina Gould
Central Ward	Susan North
South-West Ward	Len Collier
South-East Ward	Janine Blake
South Ward	Josh Hurley
Youth	Tara Lie
Subject Matter Experts:	Sean Morrison — General Manager Advisory WA, The APP Group Rebecca Spencer — Senior Associate, Hames Sharley
City Officers:	Chris Leigh, Director Planning and Community Development Cathrine Temple, Manager Planning Services Rebecca Maccario, Manager Strategic and Organisational Development Graeme Catchpole, Coordinator Urban Policy and Design Emily Peters, Acting Senior Community Research and Engagement Officer

Apologies:	Cr Rohan O'Neill Camila Mazzo, North-Central Ward Community Representative Linda Smith, Central Ward Community Representative David Hudson, South-West Ward Community Representative Lynda Crawford, South Ward Community Representative Aimee Wright, Youth Representative
Did not attend:	Cr Christopher May Rachel Kemp, South-East Ward Community Representative Josh Challis, Youth Representative

Overview

The purpose of the meeting was to provide input into the Local Planning Strategy review. The meeting explored preferences for the spatial allocation of density and infill dwelling typologies in the City of Joondalup.

The objectives of the meeting were:

- To identify preferences for housing density across the City of Joondalup.
- To explore preferred housing typologies as infill options across the City of Joondalup.
- To identify key principles to inform the City's approach to spatial allocation of density and infill dwelling typologies in the City of Joondalup.

Subject matter experts were invited and participated in the Strategic Community Reference Group meeting. Additionally, City Officers gave a presentation to explain the Local Planning Strategy review within the WA State Government context. The presentation included definitions of housing density and infill dwelling typologies and presented the WA State Government housing density targets for the City of Joondalup.

The following subject matter experts attended this meeting:

Sean Morrison — General Manager Advisory WA, The APP Group

Sean is the General Manager in Advisory for WA at The APP Group. He is passionate about the future of our cities and believes in the power of development to deliver great places, better communities and a more prosperous society.

Rebecca Spencer — Senior Associate, Hames Sharley

Rebecca is a Senior Associate in the Hames Sharley WA Studio Leadership team. She focuses on strategic planning, demographic research and analysis, and navigating teams through complex processes to plan for the future of places realistically and effectively.

Preparation

To ensure an engaging experience, Strategic Community Reference Group members were expected to familiarise themselves with the pre-reading material provided ahead of time. The information in the pre-reading materials was designed to introduce the topic and promote contribution to the discussion.

Outcomes

Presentation — What is the Local Planning Strategy review

The Strategic Community Reference Group meeting opened with a presentation from City Officers to explain the Local Planning Strategy review within the WA State Government context and clarify the purpose of the review. The presentation covered local planning strategies, the WA State Government housing density targets, definitions within the housing density spectrum and housing investigation areas.

The following information regarding strategic local planning and housing density was presented to the reference group members.

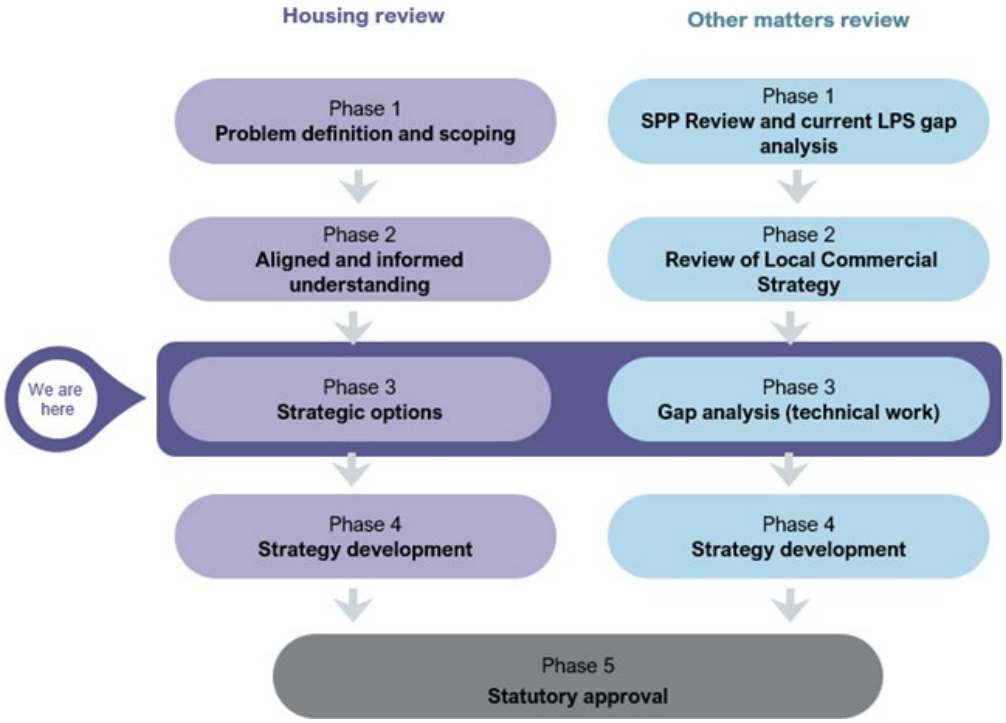
<u>What is a local planning strategy?</u>

Local planning strategies provide the long-term planning directions and actions to manage the land use change and development of a local government area.

- The *Planning and Development (Local Planning Schemes) Regulations 2015* require a local government to prepare a local planning strategy for each local planning scheme within its local government area.
- Local planning strategies must be prepared in a manner and form aligned with WA State Government planning strategies and frameworks and approved by the Western Australian Planning Commission and provide rationale for the land under the local planning scheme.
- It is recommended that a local planning strategy have a 15-year outlook to allow for the evolution of planning and development.

<u>Local Planning Strategy review</u>

- The review of the City's Local Planning Strategy began in April 2022 and is currently in Phase 3 — Strategic options.
- This phase aims to develop and explore strategic options to resolve issues identified in Phase 1, including spatial allocation and potential locations for different types of infill housing.



Local Planning Strategy review (continued)

In Phase 4 of the review, the City needs to develop a revised local planning strategy that:

- demonstrates capacity for an additional 19,500 homes to be developed in the City of Joondalup to address the City's housing target set by the WA State Government
  - with minimal undeveloped land left in the City of Joondalup, the majority of the capacity for additional homes will need to be delivered as infill housing (ie creating additional capacity for residential developments in established areas).

- demonstrates alignment with the WA State Government planning framework to plan for infill housing in strategic locations based on proximity to transport, activity centres and amenity
  - The review, especially the development of strategic options for density allocation and infill options, will need to consider the whole of the City of Joondalup, not just the established Housing Opportunity Areas. Housing Opportunity Areas are areas in the city that have been previously identified for infill housing and are currently being developed.

Housing density

Housing density generally refers to the number of dwellings in a specific geographic area. This table shows the different classifications of housing density.

	Low density	**Medium density**	**High density**
Density	Low delivery of housing per hectare	Medium delivery of housing per hectare	High delivery of housing per hectare
Extent	Infill across large areas of existing suburbs	Infill contained to smaller areas of existing suburbs	Infill concentrated in small areas within and around activity centres and train stations
Housing types	Duplex, triplex and quadplex	Terrace and row housing and low-mid rise apartments	High rise apartments
Trees	Low retention due to high site cover	Medium retention	High retention
Height	1-2 storeys	2-4 storeys	More than 8 storeys

Planning for infill and increased housing density

When local governments consider housing density, there must be balance between the need for more housing, with maintaining liveable communities.

Planning for infill housing and increased housing density should focus on factors such as site context, neighbourhood character, and the impact on residents and the environment, while adhering to the Western Australian Planning System.

Key considerations when planning for infill housing and increased housing density include the following:

- Population growth
- Housing diversity
- Infrastructure planning
- Community character
- Affordability
- Design and planning
- Green spaces
- Activity centres
- Urban infill

Housing investigation areas

Phase 3 of the Local Planning Strategy review will explore all suburbs within the City of Joondalup for infill housing, not just existing Housing Opportunity Areas. Specific locations being considered for increased density and infill housing include:

- **Public space/water proximity**

  - There has been demand for higher density development in areas close to high quality open space and coastline.
  - The location of higher density housing in these areas is related to market preferences for lifestyle amenity, as well as construction cost and feasibility of these projects.
  - Areas close to public open space and coastline are not specifically considered for infill housing in the City's current Local Planning Strategy.

- **Activity centres**

  - Activity centres are mixed-use urban areas with a concentration of commercial, residential, and other land uses.
  - These areas serve as a multi-functional community focal point for living, working, shopping and recreation.
  - Increased residential densities and housing types both in and surrounding activity centres can provide a local population to support small businesses and provide local employment opportunities.
  - Infill options around activity centres should match the size and classification of the specific activity centre.

- **Station Precincts**

  - Station precincts are generally defined as areas that are within a walkable distance of a train station and are suitable for medium to high density mixed-use and/or residential development.
  - Infill housing around train stations can support affordable housing options close to public transport, providing connections to employment and essential services.
  - Infill housing around train stations are a WA State Government priority to address housing needs and promote sustainable urban development.

- **Urban Corridors**

  - Urban corridors are areas along existing and future high-quality public transport routes between train station precincts and activity centres.
  - The advantages of higher density housing in urban corridor areas include proximity to nearby centres and well-serviced public transport routes.
  - The State Government is aiming for 47 percent of new housing to be infill housing development, particularly around urban corridors, activity centres and station precincts.

The slides from this presentation can be found at Appendix 1.

Activity 1 — The Density Game

The purpose of this activity was to explore density targets and how to achieve them and encourage members to think broadly about the trade-offs they would make in increasing housing density and diversity.

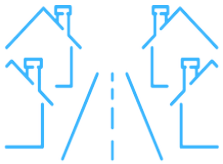
In their table groups, participants played a computer-based simulation game where they were required to reach a housing density target by selecting the types and volume of infill housing that they prefer in different areas. The game included four infill housing types and four areas to situate them. The four areas were suburbs, activity centres, station precincts, public open space interface. The four infill housing types were high rise apartments, low–mid rise apartments, terrace/row houses, duplexes/triplexes/quadplexes.

To support the computer-based game, each table was provided with the following physical materials:

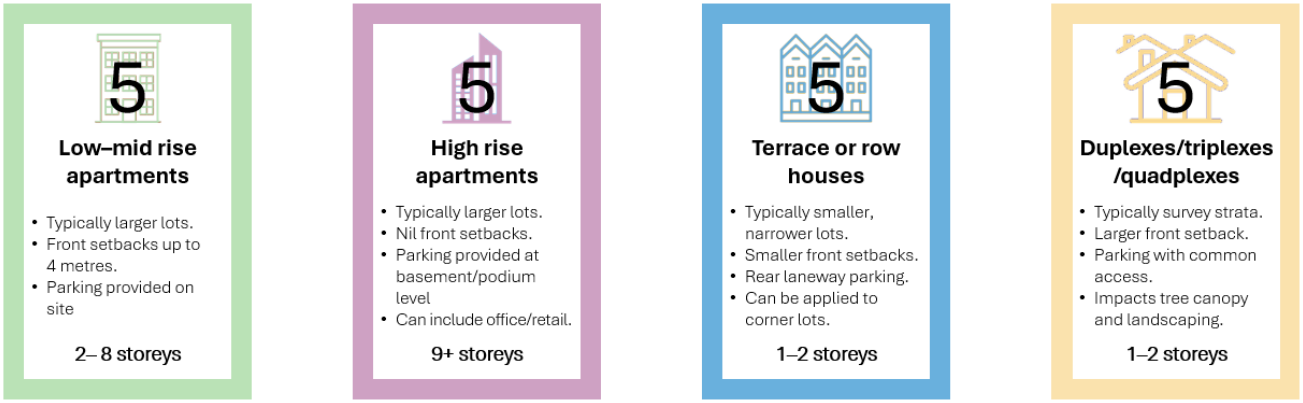
- Instructions document including the purpose and goal of the game, information, and debrief questions
- An ‘areas placemat’ with definitions and example images of the four areas
- 20 ‘infill housing cards’ with information on the four infill housing types (five cards of each housing type, with every card worth five buildings).

Below are representations of the physical materials provided to support the computer-based game:

Areas placemat

Suburbs	Activity centres
Areas for people/families, recreation and local shopping • Good access local schools and shops (if there is sufficient density) • Often family-oriented areas valued for quiet streets and sense of community • Dwellings are often within walking distance of local green spaces • Encourages a balance between new homes and the preservation of community character  	Areas for concentrated activities, services and shopping • Central location with direct access to shops, services, and transport • High expectations for walkability, economic activation, and mixed-use outcomes • Opportunity to support day–night activity and create a vibrant, inclusive community core • Limited land — needs to balance housing and space for commercial properties • Development here can contribute to local jobs, long-term economic sustainability and benefit public life  
Station precincts	**Public open space interface**
Areas for more concentrated activities that also include transport connections • Strategic locations for transport-oriented development that are near public transport • Housing for people who prioritise public and active transport • Suits people who like the hustle and bustle of City life • Encourages thinking about how housing supports a more sustainable, mobile lifestyle  	Areas near open spaces like parks, reserves, beaches, bushland etc • Dwellings directly adjacent to parks and open spaces offer high amenity and lifestyle appeal • Provides residents with direct access to the outdoors for leisure and recreational activities. • Opportunity for good views to give a strong sense of integration with nature • Important to consider how the built form interacts with the adjacent natural spaces  

Infill housing type cards



Instructions

The activity began with the facilitator presenting the instructions for the Density Game, including background information, the purpose, goal, rules, and matters to consider.

- **Background information**

This activity is designed to explore one aspect of local planning — housing density — and how this is achieved across a city. Density describes the number of people that live within a certain area. Very low density = farmland, very high density = a city. With population growth, there are now density targets that every local government planning scheme needs to meet.

- **Purpose**

The game will let you explore the trade-offs between density, housing types, overall land use and its impacts on green spaces and business viability. For the purpose of the 'game', the figures used are not 'actual' targets for your local government and the process of local planning has been radically simplified.

- **Goal**

Achieve (or exceed) the citywide density target of 50 dwellings per hectare.
  · Allocate the different building types into the four different urban areas to achieve this target.

- **Rules**

1. You can place any number or type of housing into any of the four areas
   · there are 20 cards of each housing type. Each card is equal to five buildings.

2. Use the tally sheet (Excel/Google sheet) to record your allocation. The tally sheet will show you:
   · the density you have achieved
   · the impact of your approach has had on density, land used, green spaces and business viability.

3. To achieve or exceed the density the target you can:
   · reallocate building types to different areas.

4. When complete, use the de-brief questions provided to note the rationale for your approach.
   · Why did you place the various dwelling types in each area?
   · What trade-offs did you have to make?
   · What local planning principles are important to consider as part of the review?

- **Matters to consider**

1. Does your approach require too much land?
2. Do your allocations deliver:
   · Quality of life – variety of housing option and access to transport, shops etc
   · Financial viability – impact on local business viability
   · Environmental sustainability – impact on the available green spaces.

Images of the physical materials from Activity 1 — The Density Game can be found at Appendix 2.

The game

Following an explanation of the instructions and rules, each table group assigned the housing types they prefer to each of the four areas. Participants used the physical materials to plan their allocations, which were input into the digital tally sheet to see whether the group had achieved the 'density target' and generate their 'density score'.

Members were also encouraged to experiment with their allocations across the matrix of choices in the game. The experimentation helped members understand the wide variety of choices and the flow on effects of each allocation.

The purpose of this activity was to encourage members to think broadly about the complexity and trade-offs required when planning to increase housing density and diversity. The figures used in the game were not related to or aligned with actual dwelling targets, and the process of local planning was radically simplified for ease of understanding and time constraints. Therefore, the results from the groups' final tally sheets were not recorded.

An example tally and scoring sheet from Activity 1 — The Density Game can be found at Appendix 2.

Discussion

The Density Game activity concluded with a short open floor discussion for all groups and members to present their insights. Below are the discussion notes, prompted by the facilitator asking,

"What did you learn from the game?"

- There are a lot of options for infill housing and a lot of choices that can be made.
- It is very easy to reach the density target with high rise apartments, but it is important to consider amenity and what the community wants in terms of retaining and upkeeping character.
- Did not want to use any high-rise apartments to meet the target for the following reasons:
  - I know people who invested in apartments in Perth CBD, and they lost money
  - most people do not like living apartments and end up moving back to a stand-alone house.
- Important to have a wide range of housing types:
  - people/communities need a variety of options within or around their neighbourhood to cater for different stages of their lives
  - many older people do not want to move away from their communities.

The physical materials and example tally and scoring sheet from Activity 1 — The Density Game can be found at Appendix 2.

Activity 2 — Exploring priorities

The purpose of this activity was to explore preferences for the location and typology of urban infill housing in the City of Joondalup. In their table groups, members rotated through four stations around the meeting room, each with one question/prompt and reference materials, if required. Participants noted their preferences with sticky dots and recorded their rationales using post-it notes on large posters.

Below is the reference material explaining the infill housing types. This information was provided to members as an information sheet located at the stations asking about housing typology.

<table>
<tr><td colspan="2">INFILL HOUSING TYPES</td></tr>
<tr><td>Duplex/triplex/quadplex</td><td>Terrace/row houses</td></tr>
<tr><td>• 1–2 storeys
• Typically developed in survey strata arrangement
• Larger front setbacks allow for suburban feel
• Parking from the street with common access
• High site coverage impacts tree canopy and landscaping
• Moderate capacity to contribute to dwelling targets
  </td><td>• 1–2 storeys
• Typically developed on smaller, narrower lots
• Smaller front setbacks with modest landscaping and private open spaces facing the street
• Parking from a rear laneway
• Moderate capacity to contribute to dwelling targets
• Limited capacity to contribute to dwelling targets given reliance on rear laneway access
  </td></tr>
<tr><td>Low–mid rise apartments</td><td>High rise apartments</td></tr>
<tr><td>• Low (2–4 storeys), mid (5–8 storeys)
• Typically developed on larger lot sizes
• Front setbacks vary up to 4m
• Parking is provided on site and is typically screened from the street
• High capacity to contribute to dwelling targets
  </td><td>• More than 8 storeys
• Typically developed on larger lot sizes
• Typically, nil front setbacks
• Parking provided at basement level or podium level and screened from the street
• High capacity to contribute to dwelling targets
• Potential to include offices and retail at ground floor
  </td></tr>
</table>

Images of the reference materials and activity instructions from Activity 2 — Exploring priorities can be found at Appendix 3.

Street types

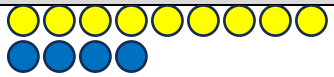
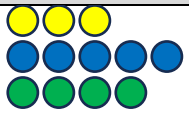
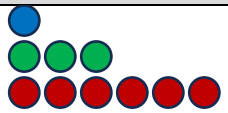
Prompt: Select which infill housing types you support in each street type.

Instructions: Place the coloured sticky dot associated with the infill housing types that you support in each street type on the poster (local roads, collector roads, arterial roads).

Infill housing type	Sticky dot colour	
Duplex/Triplex/Quadplex	Yellow dot	
Terrace or row houses	Blue dot	
Low-mid rise apartments	Green dot	
High rise apartments	Red dot	

Reference material: Infill housing types information sheet.

Poster:

STREET TYPES			
	Local roads	**Collector roads**	**Arterial roads**
Information	• Includes cul-de-sacs and local access roads • Roads are narrow and prioritise landscaping and safety over vehicle movement • Roads are pedestrian and bicycle friendly and carry low levels of slow-moving traffic • On-street car parking can be limited due to the curved layout shape of the streets	• Includes local distributor roads, eg Davalia Rd, Trappers Dr, Caridean St and Constellation Dr • These roads are often wider, contain bus routes, median strips and sometimes on-street parking • They connect local roads to arterial roads and can provide access to local activity centres.	• Includes district distributor roads, eg Beach Rd, Warwick Rd, Whitfords Ave and Shenton Ave • These roads often provide for dual carriageways with landscaping and connect to public transport • Arterial roads provide for inter-regional traffic movement and carry large volumes of high-speed traffic
Dots			
Results	• 9x Duplex/triplex /quadplex • 4x Terrace or row houses • 0x Low-mid rise apartments • 0x High rise apartments	• 3x Duplex/triplex /quadplex • 5x Terrace or row houses • 4x Low-mid rise apartments • 0x High rise apartments	• 0x Duplex/triplex /quadplex • 1x Terrace or row houses • 3x Low-mid rise apartments • 6x High rise apartments
Comments			• [Arterials roads have] got the infrastructure — less impact • People who prefer movement

Housing Investigation Areas

Prompt: Select which infill housing types you support in each Housing Investigation Area.

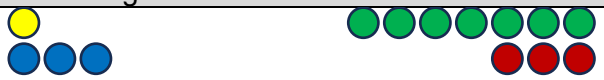
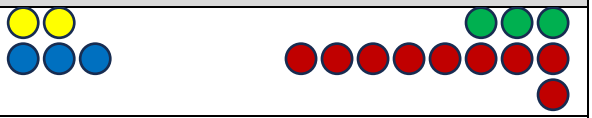
Instructions: Place the coloured sticky dot associated with the infill housing types that you support in each housing investigation area on the poster (activity centres, station precincts, urban corridors, public open space/water proximity).

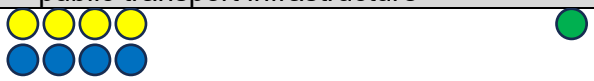
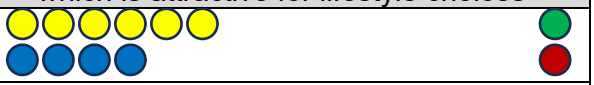
Infill housing type	Sticky dot colour	
Duplex/Triplex/Quadplex	Yellow dot	
Terrace or row houses	Blue dot	
Low-mid rise apartments	Green dot	
High rise apartments	Red dot	

Reference material: Infill housing types information sheet.

Poster:

HOUSING INVESTIGATION AREAS

	Activity centres	Station precincts
Information	• Activity centres have different classifications and functions which include strategic, secondary, district and local/neighbourhood • They include a diversity of land uses and are often nearby public open space and existing amenities	• Station precincts are within a walkable distance of a train station • Housing areas in these areas support access to employment and other services
Dots		
Results	• 1x Duplex/triplex/quadplex • 3x Terrace or row houses • 7x Low-mid rise apartments • 3x High rise apartments	• 2x Duplex/triplex/quadplex • 3x Terrace or row houses • 3x Low-mid rise apartments • 8x High rise apartments
Comments	• More likely to dwell • Want to retain • Depends on the size of the activity centre	• Requires other amenities to make it doable • Risks creating slums

	Urban corridors	Public open space / water proximity
Information	• Urban corridors provide connectivity between train station precincts and activity centres. They are often well serviced by public transport infrastructure	• There has been a demand for infill housing developments in areas close to high quality open space and the coastline which is attractive for lifestyle choices
Dots		
Results	• 4x Duplex/triplex/quadplex • 4x Terrace or row houses • 1x Low-mid rise apartments • 0x High rise apartments	• 6x Duplex/triplex/quadplex • 4x Terrace or row houses • 1x Low-mid rise apartments • 1x High rise apartments
Comments	• Changes character	• It's a whole package to make it work
General comments		
• Need to allow for social housing and housing affordability		

Density spectrum

Prompt: Which of the following approaches to infill housing do you support the most?

Instructions: Place a post-it note along the density spectrum to show the approach to infill housing that you support the most. Write down the reason(s) why you chose this approach on the post-it.

Reference materials: nil

Poster:

HOW WOULD YOU LIKE TO SEE INFILL HOUSING DELIVERED?			
	Low density	**Medium density**	**High density**
Density	Low delivery of housing per hectare	Medium delivery of housing per hectare	High delivery of housing per hectare
Extent	Infill across large areas of existing suburbs	Infill contained to smaller areas of existing suburbs	Infill concentrated in small areas within/around activity centres and train stations
Housing types	Duplex, triplex and quadplex	Terrace and row housing and low-mid rise apartments	High rise apartments
Trees	Low retention due to high site cover	Medium retention	High retention
Height	1-2 storeys	2-4 storeys	More than 4 storeys

Comments	• More HMOs (Home of multiple occupancy)
	• Turn into “flatette”
	• Student accommodation
	• 1x larger home replaced with 3-4 smaller dwellings
	• Think outside the box and bring people together to utilise existing houses not at capacity
	• Most realistic process to deliver volume of infill
	• Attractive for developers (private) enables infill
		• What happens to car spaces and parking?
		• Mix of both low and mid density
		  · Good for a mix of family/roommate numbers
		  · Maintains the look and feel of the city
		  · Not too much shock to the system
		• Mix of low density and medium
		  · Encourage people in large/underutilised properties to trade up and allow families to use big homes
		• Good quality over quantity
		  · Careful mix
		• ‘Bang for your buck’ — dwelling accommodation and space taken
		• Happy medium
		• Depends on <u>where</u> they are — context/location
		• Taller building, park on the roof eg China
			• Only in CBD and station precincts
			• Will developers follow this or follow financial return areas
			• Is it feasible for them to build in these areas
			• If forced to build in these areas, what will the quality be like?
			• eg Areas need population and diversity of economy

General comments	• How to also create social fabric? • Bigger mix that needs to be accommodated, not just the four [housing] types • Role of State Government in incentives to change • Activity centres — not local government land — role of State Government		

Where?

Prompt: Select the locations where you support/prefer urban infill housing [generally].

Instructions: On one of the four segment maps, place a pink tag in the area you spend the most time, and two red dots where you support/prefer urban infill housing to be located.

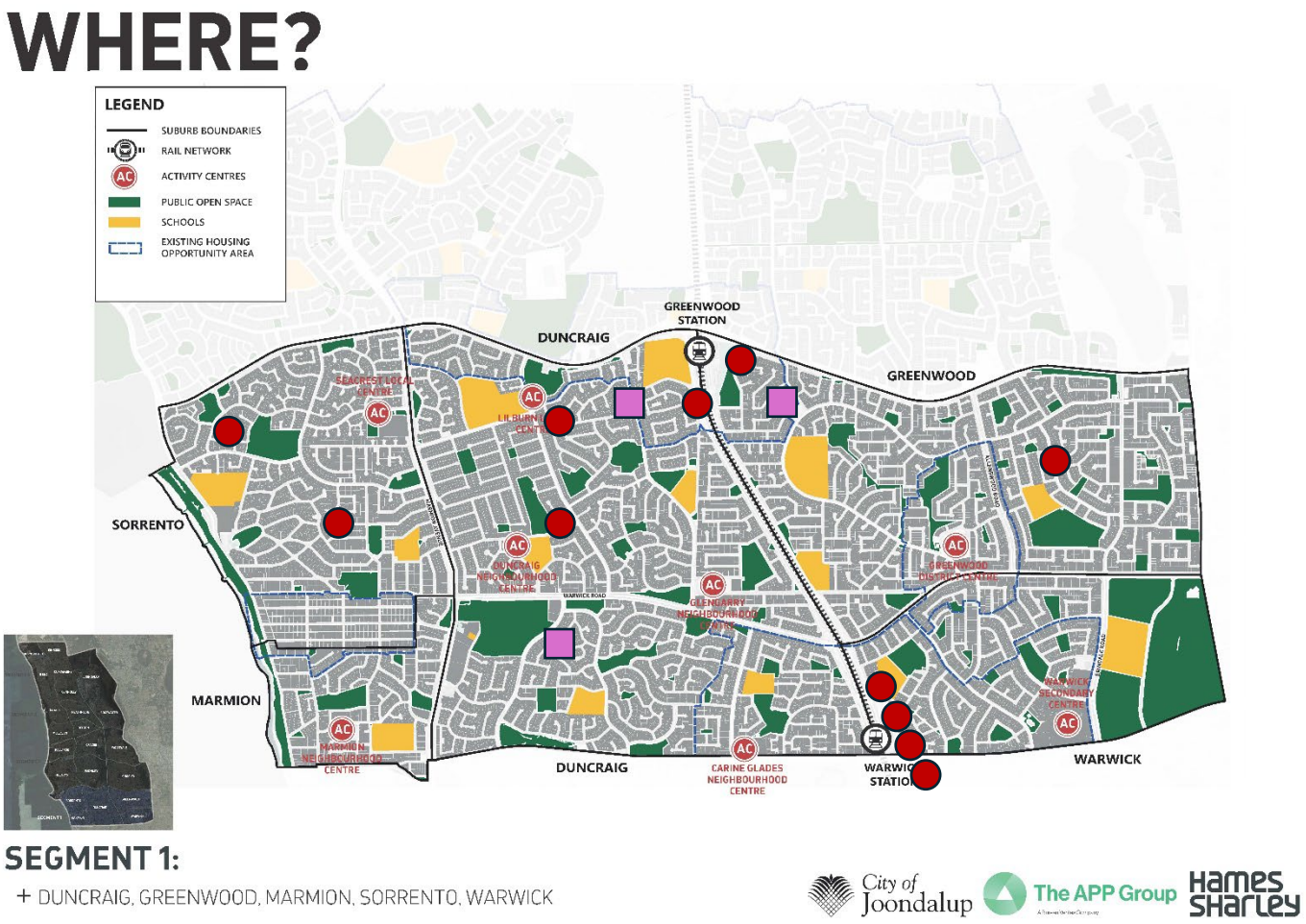
Please note, you do not have to place your tag/dots on the same map segment.

Post-it notes available if you would like to provide a comment on why you chose those locations.

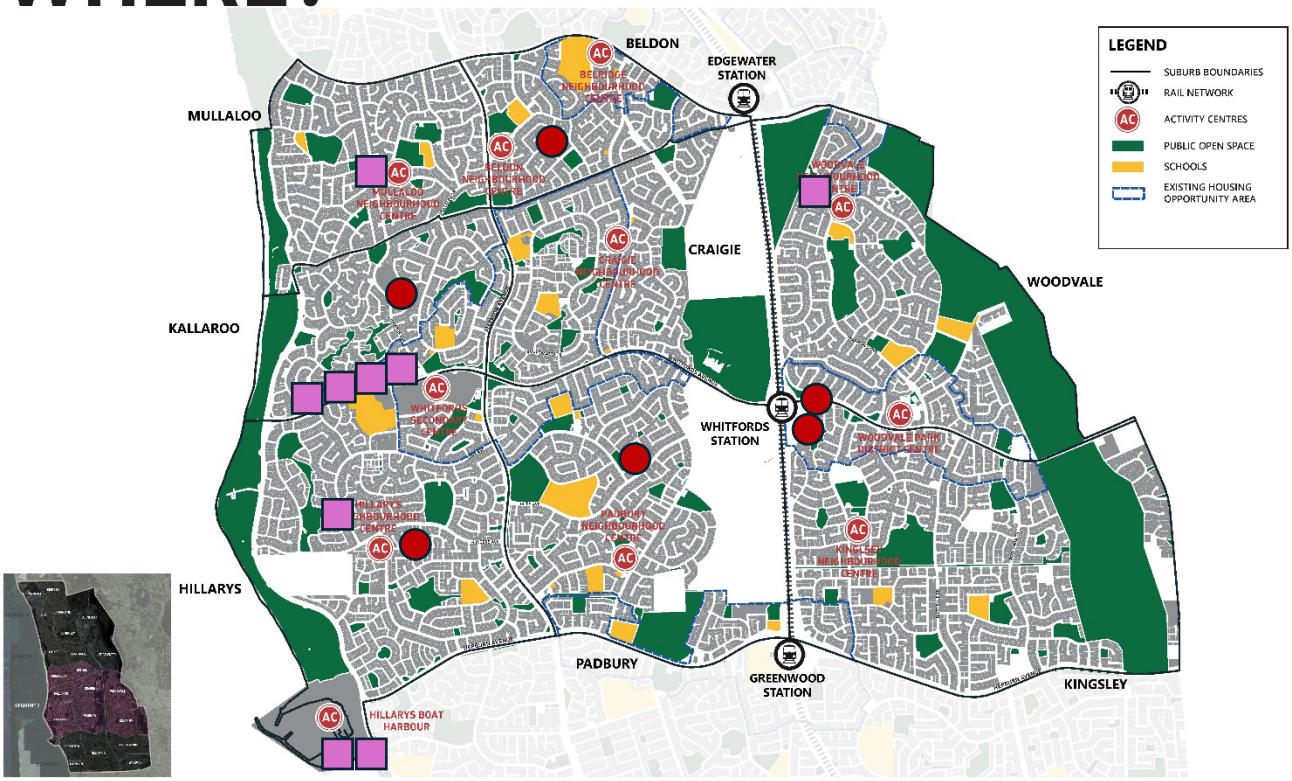
Locations	Tag/dot colour	
Where I spend most of my time.	Pink tag	
Where I support/prefer infill housing.	Red dot	

Reference materials: nil.

Posters:



WHERE?

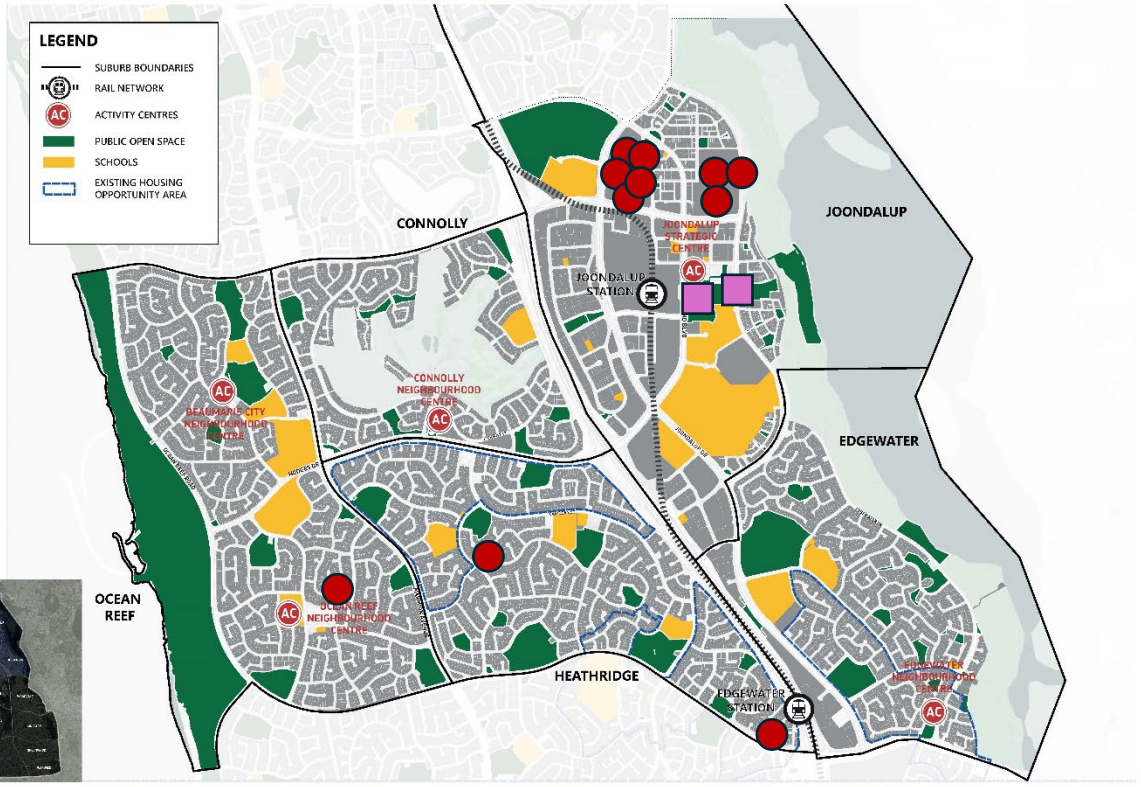


SEGMENT 2:

+ BELDON, CRAIGIE, GREENWOOD, HILLARYS, KALLAROO, KINGSLEY, MULLALOO, PADBURY, WOODVALE

City of Joondalup · The APP Group · Hames Sharley

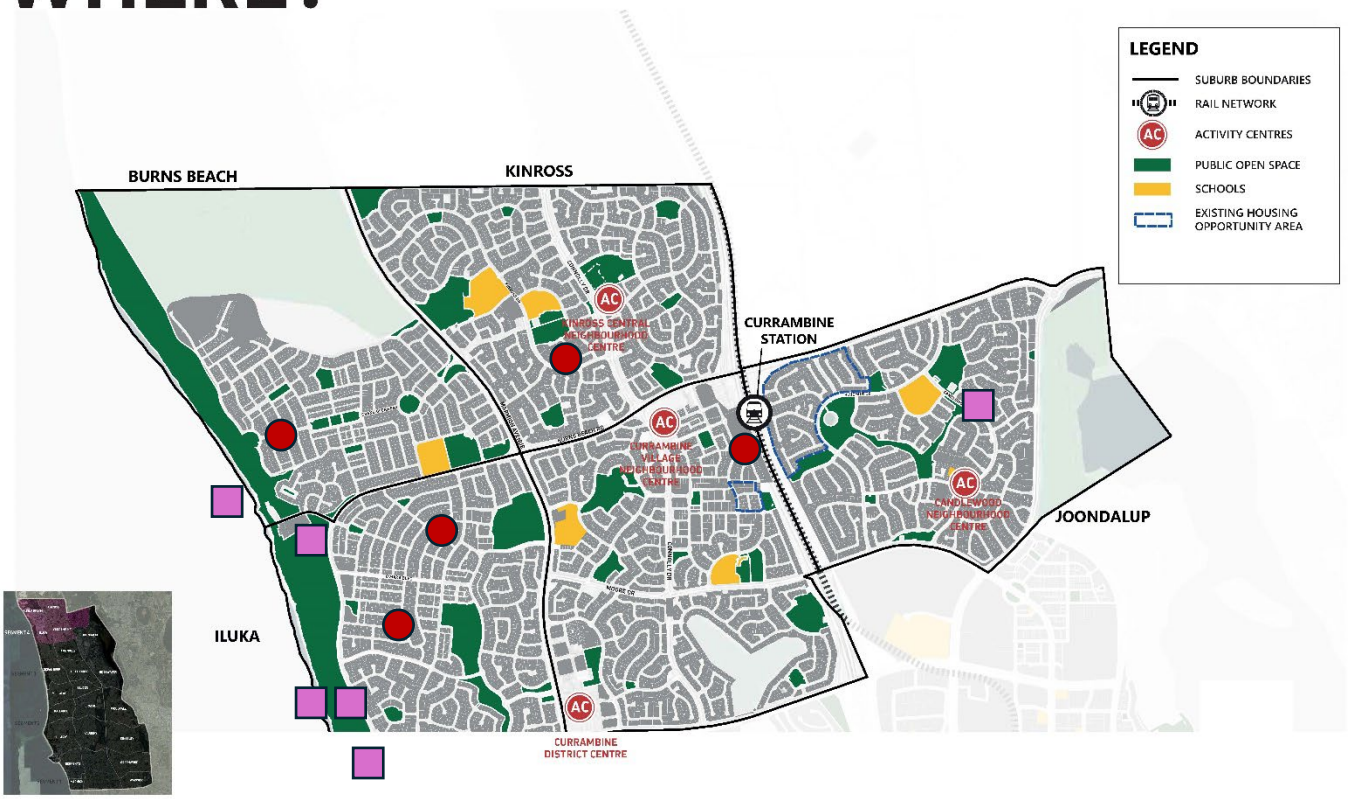
WHERE?



SEGMENT 3:

+ CONNOLLY, EDGEWATER, HEATHRIDGE, JOONDALUP, OCEAN REEF

City of Joondalup · The APP Group · Hames Sharley



Images of the raw outputs from Activity 2 — Exploring priorities can be found at Appendix 3.

Discussion

Activity 2 — Exploring priorities concluded with an open floor discussion about each station where all groups and members presented their insights and rationales. Below are notes from the discussion about each station.

Station: Street types

- There is more supporting infrastructure eg sewerage, amenity, footpaths etc on arterial and collector roads as opposed to local roads
  - Lower density duplex/triplex/quadplexes on local roads, so as not to overwhelm infrastructure
  - Terrace housing and low rise apartments are best on collector roads
  - More mid and high rise apartments on arterial roads as there is more existing infrastructure to support the increased density.
- People's parking and movement needs and preferences (eg walking, driving, cycling, public transport) matter when they consider moving to a house on the different street types.
- Affordability is an issue here too — young people want to live on or near the arterial roads in a City Centre but are early in their careers and probably could not afford to buy or rent there.
- Brisbane has high rise apartments on local roads that are sunken below street level
  - Note from the subject matter expert: Brisbane's topography suits this design style, but it is not a plausible solution for the City of Joondalup

Station: Housing Investigation Areas

Activity centres/Station precincts:
- Mix of low-mid rise and high rise near station precincts and maximum low-mid rise for activity centres.
- People are more likely to spend more time "hanging out" in activity centres than around train stations
  - In retrospect, it is not necessarily a good idea to have high rises around stations — high rises may be better around high order activity centres.
- Need other amenities, developments and infrastructure to support higher density in activity centres.

Public open space:
- High rises would change the character of the area, especially the coastline
  - High density development close to the Scarborough coast had a negative impact on the area
  - High density development close to the Leighton Beach coast had a positive impact on the area
  - Prefer duplexes/triplexes/quadplexes near the coast to retain the character of the area
  - All considerations depend on the design and quality of the specific buildings.

General (housing investigation areas)
- Issues and concerns around the affordability of private investments in housing
  - Only 0.6% of housing in the City of Joondalup is social housing — it is an expensive place to live
  - Need to earn around $130,000 to afford to pay rent or a mortgage without stress in the City of Joondalup, but the average annual income in the City is only $85,000
  - Need to have more affordable housing available so that the older demographic can move to smaller houses while remaining in the City of Joondalup
  - Currently there are no incentives for older people to move out of their large houses to make way for young families.
- High rise apartment buildings need to be innovative and green.
- Not a 'no' to high rise apartment buildings, but we want to know how they will be delivered.

Station: Density spectrum — How would you like to see infill housing delivered?

High density:

- Is it financially feasible/commercially viable for high-rise/high density around train stations?
- Quality of the builds might decline if the developers are forced into specific areas.
- Cockburn is an example of good planning for a higher housing density outer suburbs station precinct.
- Subiaco is an example of good planning for a higher housing density inner suburbs station precinct

  - Existing hospitality venues and commercial business district supported the residential developments in the station precinct.
- Not enough hospitality venues, commercial businesses or things to do and see around the train stations in the City of Joondalup
  - Chicken and egg situation — not enough residents to support local businesses, not enough activation to encourage new residential developments.
- Parking around higher density residential areas is a very important aspect to consider
  - There needs to be requirements and rules around high rise apartment developments having to provide residents and visitors with on-site parking, eg basement or parking area on the lot
  - New trend of high rise apartments with on-site parking on the top buildings in China.

Medium density:
- Most people prefer the lower end of medium density.
- Cannot just consider the extent of the density — the location makes a big difference to whether or not the particular infill housing type is supported.
- Prefer good quality buildings over high quantity of dwellings.

Low density:
- Proposing a low density option is the most realistic way to get community support and deliver the most dwellings in the fastest timeframes
  - Do not antagonise the community — high density infill housing approved with community support.
- Low density will give landowners the opportunity to capitalise on subdividing their block — proposals are more attractive to the community when landowners can make money out of it.
- Loss of public open space and tree canopy with subdivisions and other low-density options.
- Note from subject matter expert: the public open space in the City of Joondalup is not suitable for re-zoning and residential developments. Low density options will need landowners to buy-into subdivision and will result in loss of tree canopy due to smaller front setbacks and high site coverage.

General (density spectrum):
- Increasing density causes issues with NIMBYs (“Not-In-My-Backyard”: community members who do not support infill housing in their neighbourhood).
- Have to balance extent and location of increased density with the requirement for more housing.
- HMOs (Houses-of-Multiple-Occupancy) could help NIMBYs by keeping density of infill housing low while creating opportunity for more housing, especially more affordable housing
  - HMOs are a type of property in the United Kingdom where multiple unrelated people or families live and share amenities and communal areas like kitchens and bathrooms — “rent by the room”.
- Subletting attic and/or basement space for student or short-term accommodation is becoming more popular in North America, especially near education institutions, eg Ontario, Canada.
- Notes from subject matter expert:
  - HMOs, and associated head leasing organisations, is a niche industry from the United Kingdom requiring a specific investment and governance structure to support it
  - Subletting bedrooms, attics, and/or basements is a decision for the individual property owners/managers, but must make sure it is permissible and shared amenities meet requirements
  - HMOs and subletting are not necessarily permissible and/or possible to undertake on a large-scale in the City of Joondalup, and an increase in residents does not necessarily contribute to the State Government’s new dwelling targets.
- Social fabric and community-building aspects need to be included in the conversation around density — it can’t just be about meeting the targets; it has to be about the actual community
  - People’s different backgrounds and cultures need to be considered when they live close together
  - High density living can both cause and solve social and community issues
  - Need greater investment in modern, bold, environmentally friendly solutions and incentives.
- The land around train stations and activity centres, including carparks, is often not owned or managed by the City, making it more difficult for the City and Council to act
  - The State Government needs to take more responsibility for collaborating with landowners to develop infill housing in these areas, especially around the train stations
  - Note from the subject matter expert: local governments can only advocate for better quality outcomes where they are not the landowner.

Station: Where?

- Many chose infill housing around Warwick train station
  - It is the first train station in the City of Joondalup/closest train station to City of Stirling
  - The area is already built up with medium and high density housing types — infill will match the existing character of the neighbourhood.
- No one chose infill housing around the smaller activity centres
  - Prefer infill housing in the City Centre to attract more people to the area
  - Prefer infill housing around higher order activity centres to match the existing character of the neighbourhoods.
- No one chose infill housing around marinas
  - Housing in these areas will likely end up being short term rentals/Airbnbs — this might contribute to the dwelling targets but will not solve the housing problem
  - Coastal environments are more fragile and will not be able to handle the added stress from the development of infill housing
  - There is not enough space/land for new buildings and more people and traffic.
- Edgewater quarry could be a good site for sustainable and/or affordable housing — bigger developments in an area like that could encourage continued developments throughout the city.
- It is important to build up and activate the Joondalup City Centre.

Discussion — Other feedback

The Strategic Community Reference Group meeting concluded with an opportunity for members to present any further ideas, insights and/or comments. The discussion began as a table group conversation based on the question, “Do you have any other feedback as to where and how infill housing should be delivered in the City of Joondalup?”. Following this, participants were invited to share their feedback with the rest of the group in an open floor format. Below are the notes from the whole group discussion.

<u>Concerns about over-development and forced land acquisition</u>

- Developers are taking over all of the land in other areas to build high density housing — is that what will happen in the City of Joondalup?
  - Eg Canning Vale used to be all hobby farms and now it is all high density housing.
- Are developers going to be able to force people to sell their homes to developers to increase density?
  - Forced land acquisition is very rare and usually amounts to small sections of land and generous compensation for the landowner.
- When land is sold to developers, landowners are willing sellers and developers are willing buyers, each party receives benefits from the sale
  - Examples in Sydney where property/landowners are creating coalitions to sell groups of neighbouring properties for higher values to get better return on their investments.
- East Wanneroo/Carabooda area had a change of land use from semi-rural to urban which enabled developers to buy the land to build infill housing
  - The land in this area became more valuable as housing stock after the change in zoning which could encourage predatory developers to undercut or scam older people who own the land.
  - This type of situation is very unlikely to happen in the City of Joondalup because there are not any designated semi-rural areas in the city.

<u>General</u>

- The meeting was very fascinating, and the experts and other members brought up a lot of points that I had never heard before but agree with.
- The meeting was a good opportunity to learn about all the considerations around housing density and hear other people’s ideas while having a very respectful discussion.
- There was a lot of discussion around affordability, investment viability and acquisition issues
  - Need to create/advocate for State and Federal Government buy-in and support.
- Like that it was more of a general discussion on infill housing than about a specific development.
- Transport/parking/driving/public transport are major issues that came up in all discussions.
- Generational/age-based issues came up in a lot of the discussions
  - There is a wide variety of needs to be considered
  - Demographics impact on housing availability/options, especially affordability
  - Nowhere in the City of Joondalup where older people can downsize to or younger people to move to

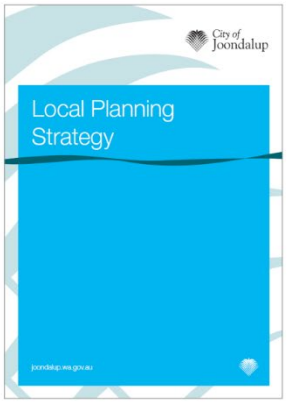
- Older people want to downsize but don’t want to use all their funds.
- Need to consider cultural and social differences and issues when lots of people live close together.
- Need to consider whether local infrastructure, like schools, will be able to support the additional population that comes with increased housing density.
- Green infrastructure — high quality buildings guided by eco-centrism/environmentalism.
- High rise apartments — the landscape/area is important, should provide for and activate the existing community, not just about housing and meeting the dwelling targets.
- Need to retain as much green space as possible — very important to the community.
- Mixed-use development is a good option for infill areas — will help boost local economy.
- Vienna is a good example of social housing — cooperative ownership
  - Change our way of thinking around housing, instead of trying to solve old problems the same way.
- Solutions require a range of housing types to accommodate all different needs and price points
  - Need to increase community acceptance of a variety of housing types
  - Put the right infill housing types in the right places and the community will accept it.
- There is a flow on effect to every decision — must understand all of the consequences.
- Need to think about the social and environmental aspects of future generations, not just what we want to see and be around — we need to be thinking like the proverb “a society grows great when old men plant trees in whose shade they shall never sit”.

Appendix 1 — City Officer presentation slides

What is a local planning strategy?

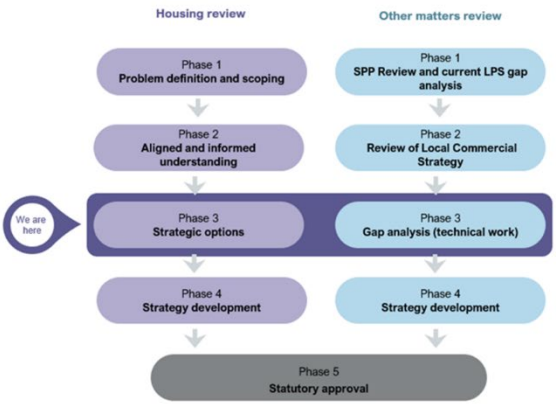
Local planning strategies provide the long-term planning directions and actions to manage the land use change and development of a local government area.

- Required under the WA *Planning and Development (Local Planning Schemes) Regulations 2015.*
- Must be aligned with State Government planning strategies and frameworks.
- Must be approved by the Western Australian Planning Commission.
- Must provide rationale for the land within the scheme area.
- Recommended to have a 15-year outlook.



Local Planning Strategy review

- Review commenced in April 2022.
- Currently in Phase 3 — Strategic options.
- Phase 3 includes exploring spatial allocation and potential locations for different types of infill housing.



Local Planning Strategy review

In Phase 4 of the review, the City needs to develop a revised local planning strategy that:

- demonstrates capacity for an additional **19,500** homes to be developed in the City of Joondalup to address the City's housing target set by the WA State Government
- demonstrates alignment with the State Government planning framework to plan for infill housing in strategic locations based on proximity to transport, activity centres and amenity.

Housing density

	Low density	Medium density	High density
Density	Low delivery of housing per hectare.	Medium delivery of housing per hectare.	High delivery of housing per hectare.
Extent	Infill across large areas of existing suburbs	Infill contained to smaller areas of existing suburbs	Infill concentrated in small areas within/around activity centres and train stations.
Housing types	Duplex, triplex, quadplex.	Terrace and row housing and low-mid rise apartments.	High-rise apartments.
Trees	Lower retention due to high coverage of the site area.	Medium retention.	High retention.

Planning for infill and increased housing density

Population growth	Housing density	Infrastructure planning
Community character	Affordability	Design and planning
Green spaces	Activity centres	Urban infill

Housing investigation areas

The City is exploring all suburbs within the City of Joondalup for infill housing.

Specific locations considered:

- Public open space/water proximity
- Activity centres
- Station precincts
- Urban corridors

Public space/water proximity

- Increased demand for higher density development in areas close to high quality open space and coastline.
- Higher density housing in these areas is related to market preferences for lifestyle amenity, as well as construction cost and feasibility.

Areas close to public open space and coastline are not specifically considered for infill housing in the current Local Planning Strategy.

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- Higher density housing in these areas is related to market preferences for lifestyle amenity, as well as construction cost and feasibility.

Areas close to public open space and coastline are not specifically considered for infill housing in the current Local Planning Strategy.

Activity centres

- Mixed-use urban areas with a concentration of commercial, residential, and other land uses.
- Serve as a multi-functional community focal point for living, working, shopping and recreation.
- Increased residential densities and housing types can provide a local population to support small businesses and provide local employment opportunities.

Infill options around activity centres should match the size and classification of the specific activity centre.

Station precincts

- Areas being within a walkable distance of a train station.
- Suitable for medium to high density mixed-use and/or residential development.
- Infill housing around train stations can support affordable housing options close to public transport, providing connections to employment and essential services.

Housing infill around train stations are a State Government priority to address housing needs and promote sustainable urban development.

Urban corridors

- Areas along existing and future high-quality public transport routes between train station precincts and activity centres.
- The advantages of higher density housing in urban corridor areas includes proximity to nearby centres and well-serviced public transport routes.

The State Government is aiming for 47% of new housing to be infill development, particularly around urban corridors, activity centres and station precincts.

Appendix 2 — Activity 1 materials and example sheet

Physical materials

Areas placement

Suburbs

Areas for people, families, recreation and local shopping.

- Good access local schools and shops (if there is sufficient density).
- Often family-oriented areas valued for quiet streets and sense of community.
- Dwellings are often within walking distance of local green spaces.
- Encourages a balance between new homes and the preservation of community character.

Activity Centre

Areas for more concentrated activities, services and shopping

- Central location with direct access to shops, services, and transport.
- High expectations for walkability, economic activation, and mixed-use outcomes.
- Opportunity to support day–night activity and create a vibrant, inclusive community core.
- Limited land — needs to balance housing and space for commercial properties
- Development here can contribute to local jobs, long-term economic sustainability and benefit public life.

Station precinct

Areas for more concentrated activities that also include transport connections.

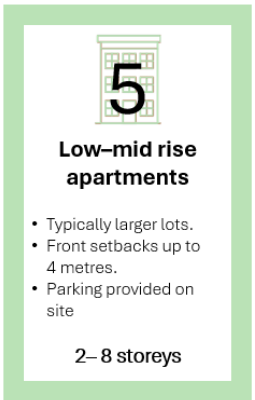
- Strategic locations for transport-oriented development that are near public transport.
- Housing for people who prioritise public and active transport.
- Suits people who like hustle and bustle of City life
- Encourages thinking about how housing supports a more sustainable, mobile lifestyle.

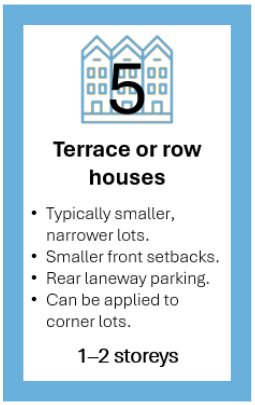
Public open space interface

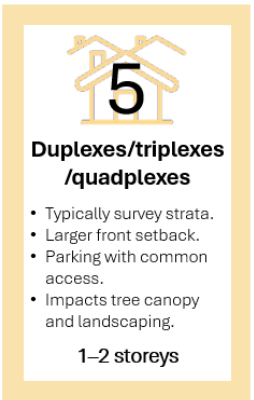
Areas near open spaces like parks, reserves, beaches, bushland etc

- Dwellings directly adjacent to parks and open spaces offer high amenity and lifestyle appeal.
- Provides residents with direct access to the outdoors for leisure and recreational activities.
- Opportunity for good views to give a strong sense of integration with nature.
- Important to consider how the built form interacts with the adjacent natural spaces.

Infill housing type cards







DENSITY GAME

Aha! CONSULTING

Instructions

This activity is designed to explore one aspect of local area planning – Density – and how this is achieved across a City. Density describes the number of people that live within a certain area. Very low density = farmland, Very high density = A City. With population growth, there are now density targets that every local government planning scheme needs to meet.

For the purpose of the 'game' the figures used are not 'actual' targets for your local government and the process of local planning has been radically simplified. That said, the game will let you explore the trade-offs between density, housing types, overall land use and its impacts on green spaces and business viability. At the end of the game, we will ask you views on the debrief question.

Goal: Achieve (or exceed) the citywide density target of 50 dwellings per hectare (d/ha).

The activity: Allocate the different building types into the four different urban areas to achieve this target.

The Rules

1. You can place any number or type of building into any of the four areas
    - There are 20 cards of each building type. Each card is equal to 5 buildings (ie 100 of each type).

2. Use the tally sheet (Excel/Google sheet) to record your allocation. The tally sheet will show you:
    - the density you have achieved.
    - the impact of your approach has had on density, land used, green spaces and business viability.

3. To achieve or exceed the density the target you can:
    - reallocate building types to different areas.

4. When complete, use the de-brief questions provided to note the rationale for your approach.

Thing to watch out for:

1. Do your allocations deliver:
- Quality of life – variety of housing option and access to transport, shops etc
- Financial viability – impact on local business viability
- Environmental sustainability – impact on the available green spaces

2. Does your approach require to too much land?

Debrief Questions:

- Why did you place the various dwelling types in each area?
- What trade-offs did you have to make?
- What local planning principles are important to consider as part of the review?

Housing typology and density achieved

There are 4 different housing types you can assign to the different areas

The Four Urban Areas

There are 4 areas you can place the housing types to help you achieve the density target.

		The available land set aside (ha)
Suburb	Areas for people, families, recreation and local shopping	20
Activity Centre	Areas for more concentrated activities, services and shopping	12
Station Precinct	Areas more concentrated activities that also include transport connections	8
Public Open Space Interface	Areas near open spaces, like parks, reserves, beaches, bushland	4

DENSITY GAME

Sample Tally Sheet and score cards (Provided on Google Sheet/Excel)

Density Game

Use the yellow cells to add the number of building types into the different area, to achieve the density Target.

The outcome of your selections on the available land, green space & business viability can be seen the charts below

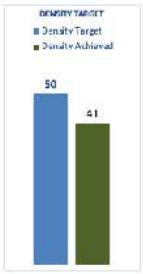
	# High Rise	# Low-Mid Rise	# Terrace	# Duplex/Triplex	Total Dwellings
	180	100	45	25	
	Dwellings Per ha				
Suburb			60	40	3700
Activity Centre		10	70	40	5150
Station Precinct	10	10			2800
Public Open Space Interface	10	10			2800
TOTAL	6	30	130	80	14450

Density Target Dwellings Per Ha: 50

DENSITY SCORE

This is your density target, the total allocations can be over but not under this target

Urban Areas	Available Land Area (ha)	Land Used	Land Remaining	Dwellings Per ha
Suburb	180	100.0	80.0	21
Activity Centre	100	120.0	-20.0	52
Station Precinct	45	20.0	25.0	62
Public Open Space Interface	25	20.0	5.0	112
TOTAL	350	260	90.0	41
Under/Over	-90	Under/Over Density Target		-8.7

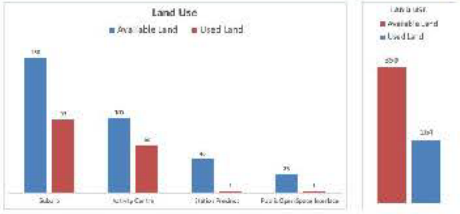


Land Use

How much of the available land have you used?

You can adjust how much land you assign to each area

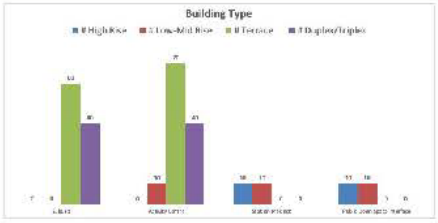
But be careful - do you have enough land for transport, open space, business, community?



Building Types

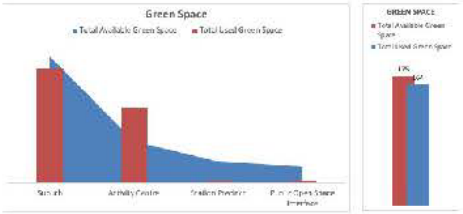
You can decide what type of dwellings you place in which urban area.

Will developers want to build that kind of property in that area? Will people want to buy it in that area?



Green Space

How have you gone with retaining enough green space?



Business Viability

The more people in an area the more viable local shops and businesses are. How have you gone with business viability?

Area	Density Achieved	Viability Score	
Suburb	21	2	Sparse services, limited viability
Activity Centre	52	3	Small strip of local shops possible
Station Precinct	62	4	Viable local center (grocer, pharmacy, takeaway)
Public Open Space I	112	5	Thriving activity centre

Example tally and scoring sheet

Density Game

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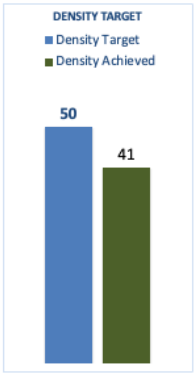

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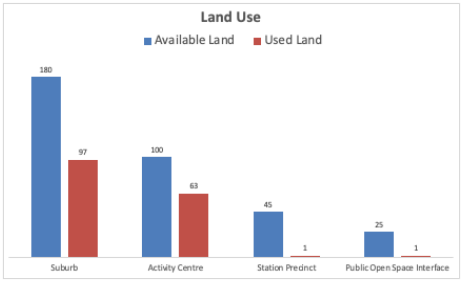

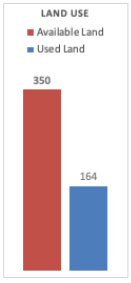

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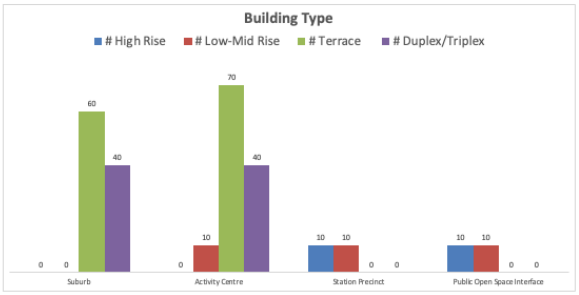

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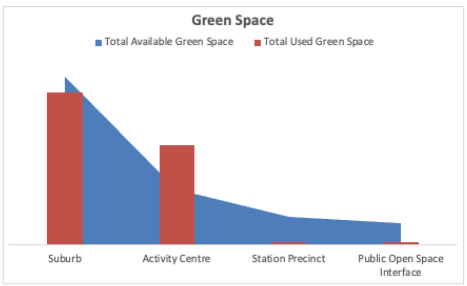

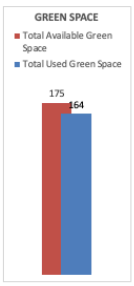

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Public Open Space I	112	6	**Thriving activity centre**

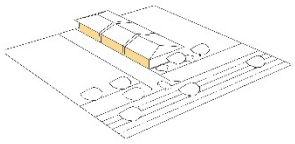
Appendix 3 — Activity 2 reference materials and raw outputs

Infill housing types information sheet

INFILL HOUSING TYPES

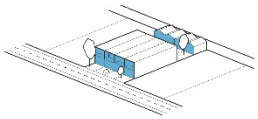
DUPLEX/TRIPLEX/QUADPLEX

- 1-2 storeys.
- Typically developed in a survey strata arrangement.
- Larger front setbacks allow for more suburban feel.
- Parking provided from street with common access.
- High site coverage impacts tree canopy and landscaping.
- Moderate capacity to contribute to dwelling



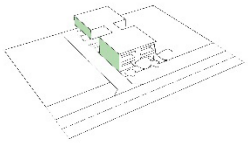
TERRACE OR ROW HOUSES

- 1-2 storeys.
- Typically developed on smaller narrower lot sizes.
- Smaller front setbacks with modest landscaping and private open spaces facing the street.
- Parking typically provided from a rear laneway.
- Moderate capacity to contribute to dwelling targets.
- Limited capacity to contribute to dwelling targets given reliance on rear laneway access.
- Can be applied to corner lots.



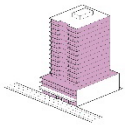
LOW - MID RISE APARTMENTS

- Low (2–4 storeys), mid (5–8 storeys).
- Typically developed on larger lot sizes.
- Front setbacks vary up to 4m.
- Parking is provided on site and is typically screened from the street.
- High capacity to contribute to dwelling targets.



HIGH RISE APARTMENT

- More than 8 storeys.
- Typically developed on larger lot sizes.
- Typically nil front setbacks.
- Parking provided at basement level or podium level and screened from the street.
- High capacity to contribute to dwelling targets.
- Potential to include offices and retail at ground floor.



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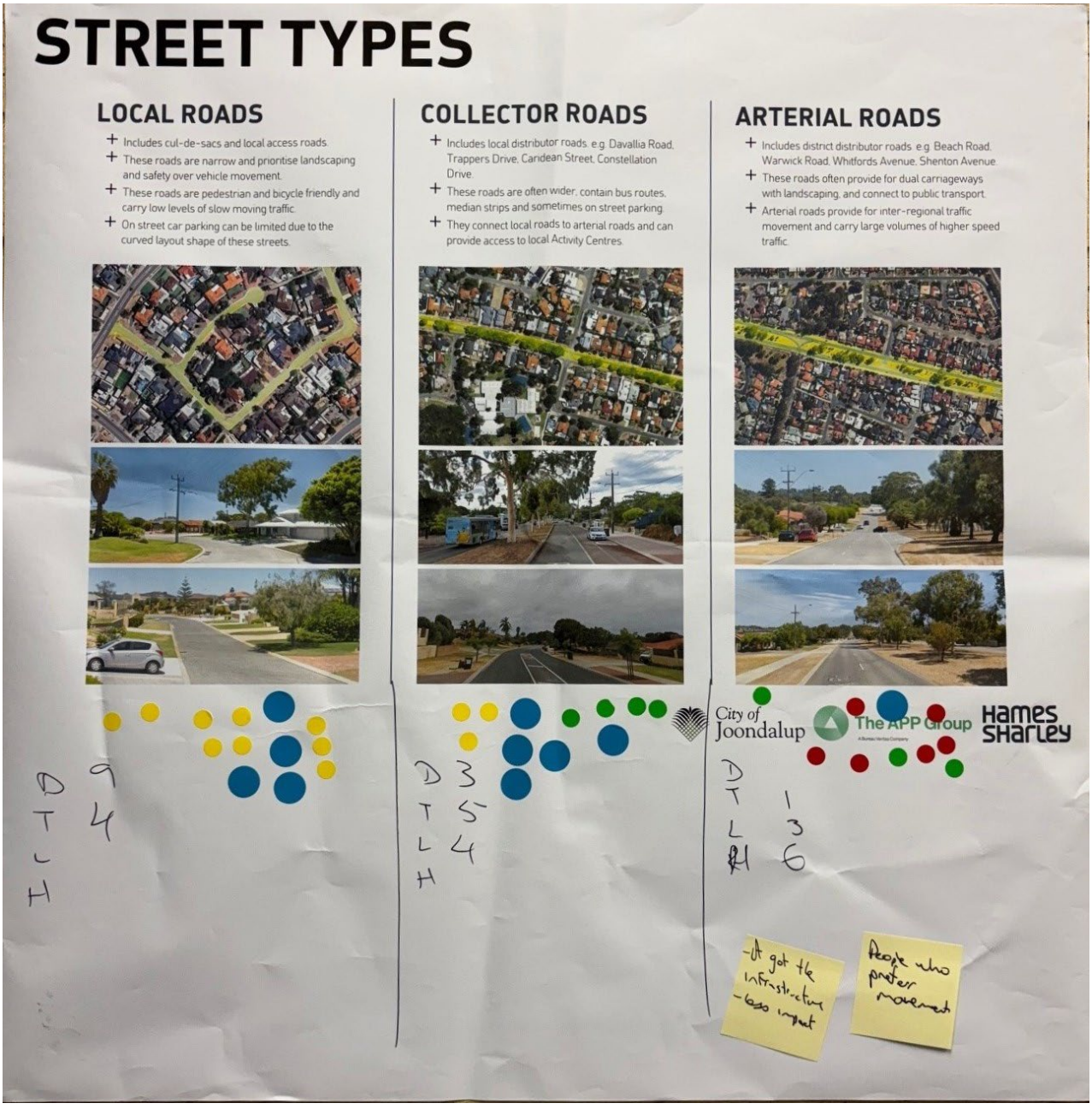
STREET TYPES

Select which infill housing types you support in each street type.

Place the coloured sticky dot associated with the infill housing types that you support in each street type on the poster (local roads, collector roads, arterial roads)

Infill housing type	Sticky dot colour	
Duplex/Triplex/Quadplex	Yellow dot	
Terrace or row houses	Blue dot	
Low-mid rise apartments	Green dot	
High rise apartments	Red dot	

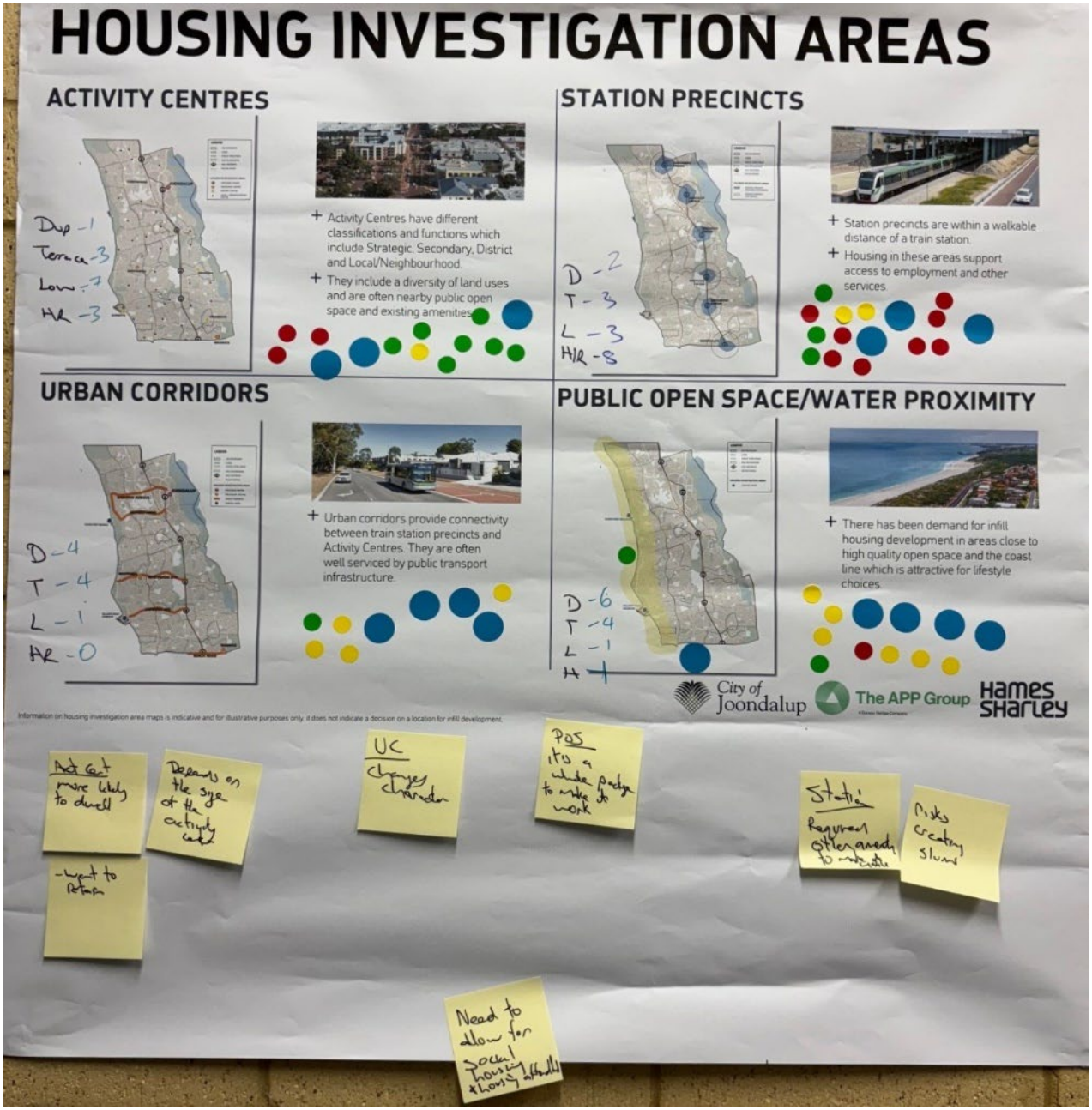


HOUSING INVESTIGATION AREAS

Select which infill housing types you support in each Housing Investigation Area.

Place the coloured sticky dot associated with the infill housing types that you support in each housing investigation area on the poster (activity centres, station precincts, urban corridors, public open space/water proximity).

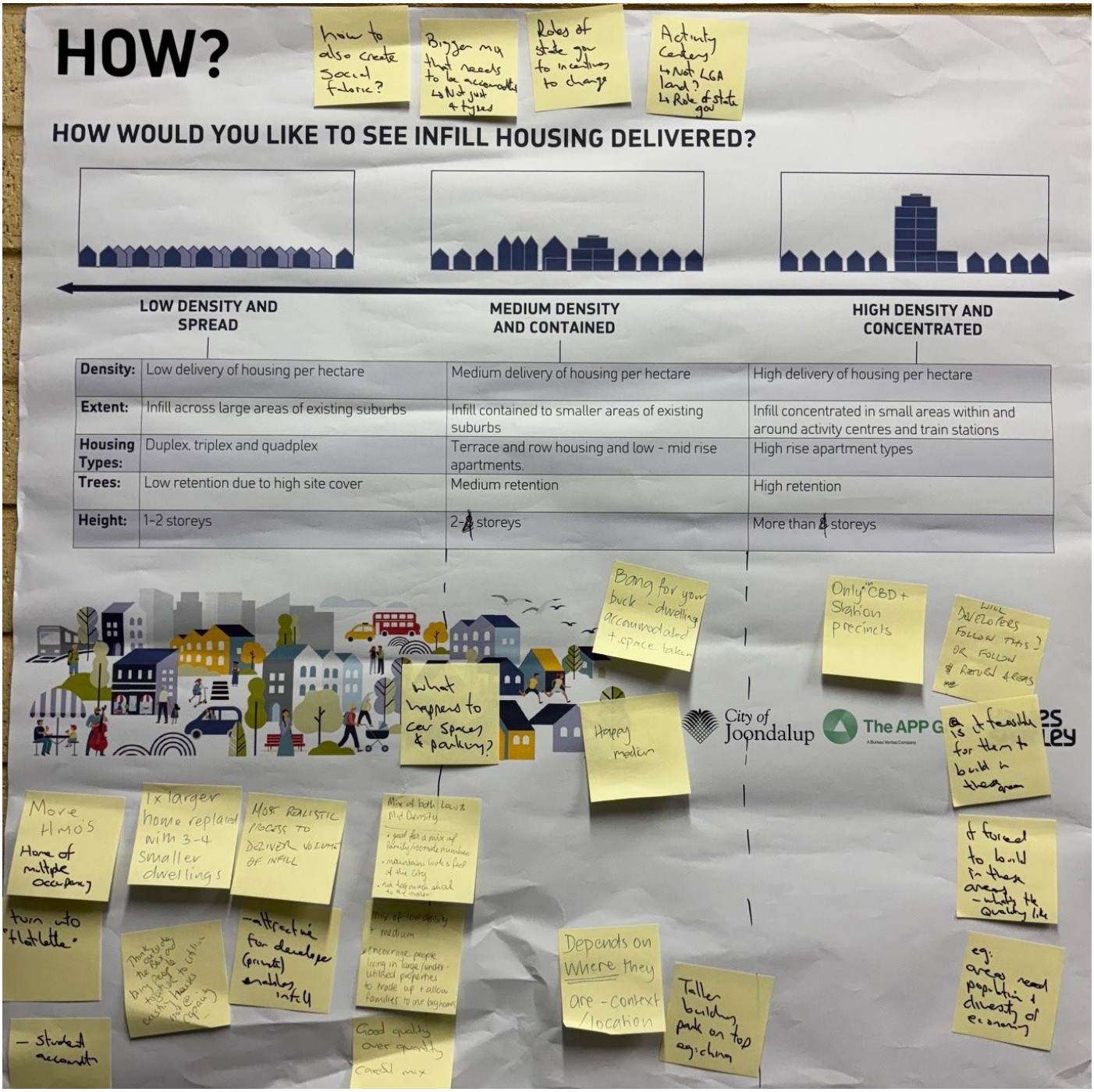
Infill housing type	Sticky dot colour	
Duplex/Triplex/Quadplex	Yellow dot	
Terrace or row houses	Blue dot	
Low-mid rise apartments	Green dot	
High rise apartments	Red dot	



DENSITY SPECTRUM

Which of the following approaches to infill housing do you support the most?

Place a post-it note along the density spectrum to show the approach to infill housing that you support the most.
Write down the reason(s) why you chose this approach on the post-it.



Where?

LOCATIONS

Select the locations where you support/prefer urban infill housing.

On one of the four segment maps, place a pink tag in the area you spend the most time, and two red dots where you support/prefer urban infill housing to be located.

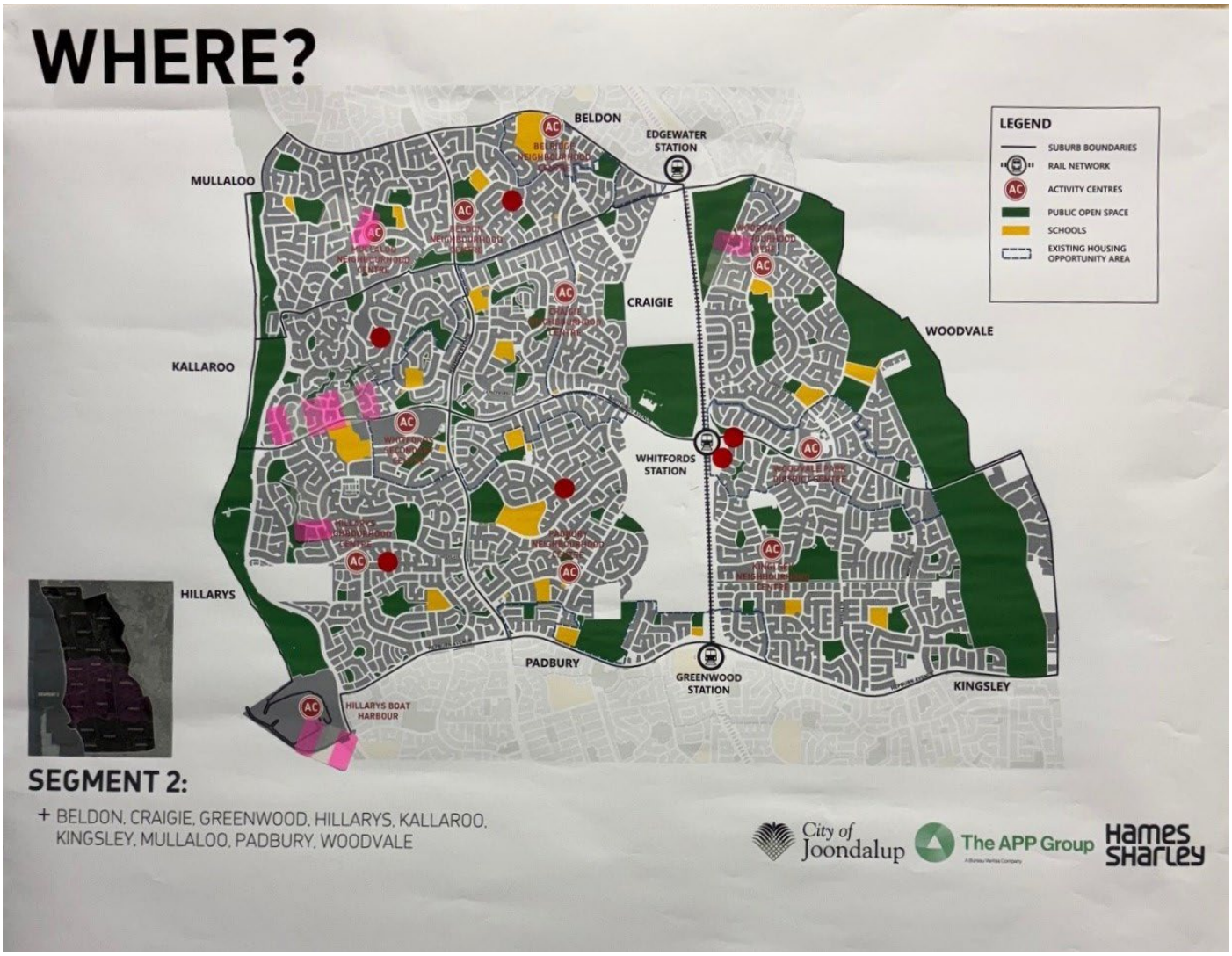
Please note, you do not have to place your tag/dots on the same map segment.

Post-it notes available if you would like to provide a comment on why you chose those locations.

Locations	Tag/dot colour	
Where I spend most of my time.	Pink tag	
Where I support/prefer infill housing.	Red dot	

Segment 1

Segment 2


WHERE?
BELDON
EDGEWATER STATION
MULLALOO
CRAIGIE
WOODVALE
KALLAROO
WHITFORDS STATION
HILLARYS
PADBURY
GREENWOOD STATION
KINGSLEY
HILLARYS BOAT HARBOUR
LEGEND
SUBURB BOUNDARIES
RAIL NETWORK
ACTIVITY CENTRES
PUBLIC OPEN SPACE
SCHOOLS
EXISTING HOUSING OPPORTUNITY AREA
SEGMENT 2:
+ BELDON, CRAIGIE, GREENWOOD, HILLARYS, KALLAROO, KINGSLEY, MULLALOO, PADBURY, WOODVALE
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The APP Group
Hames Sharley

Segment 3


WHERE?
LEGEND
SUBURB BOUNDARIES
RAIL NETWORK
ACTIVITY CENTRES
PUBLIC OPEN SPACE
SCHOOLS
EXISTING HOUSING OPPORTUNITY AREA
CONNOLLY
JOONDALUP
JOONDALUP STRATEGIC CENTRE
JOONDALUP STATION
CONNOLLY NEIGHBOURHOOD CENTRE
EDGEWATER
OCEAN REEF
OCEAN REEF NEIGHBOURHOOD CENTRE
HEATHRIDGE
EDGEWATER STATION
SEGMENT 3:
+ CONNOLLY, EDGEWATER, HEATHRIDGE, JOONDALUP, OCEAN REEF
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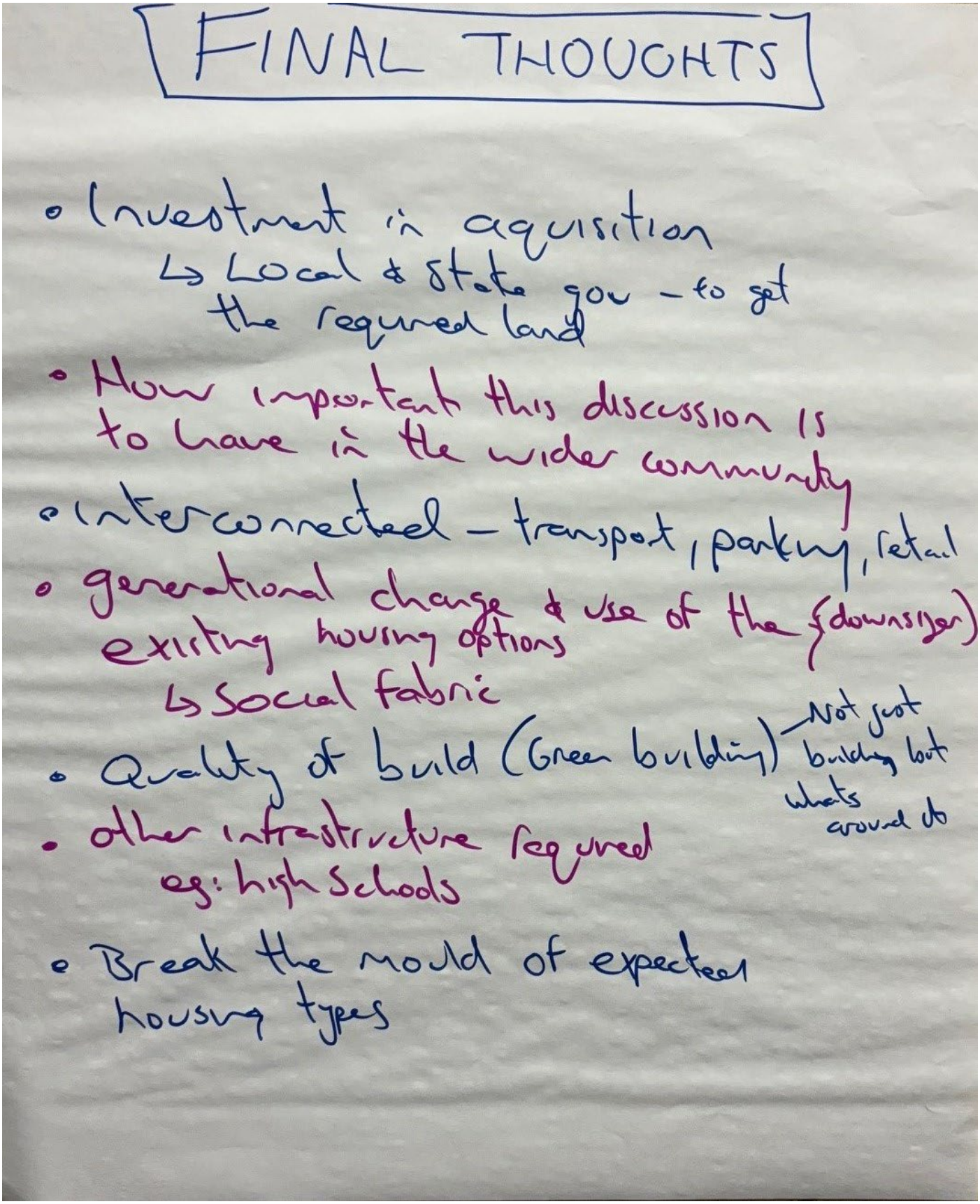
The APP Group
Hames Sharley

Segment 4


WHERE?
LEGEND
SUBURB BOUNDARIES
RAIL NETWORK
ACTIVITY CENTRES
PUBLIC OPEN SPACE
SCHOOLS
EXISTING HOUSING OPPORTUNITY AREA
BURNS BEACH
KINROSS
CURRAMBINE STATION
JOONDALUP
ILUKA
CURRAMBINE DISTRICT CENTRE
SEGMENT 4:
+ BURNS BEACH, CURRAMBINE, ILUKA, JOONDALUP, KINROSS
City of Joondalup
The APP Group
Hames Sharley

Appendix 5 — Other feedback discussion notes

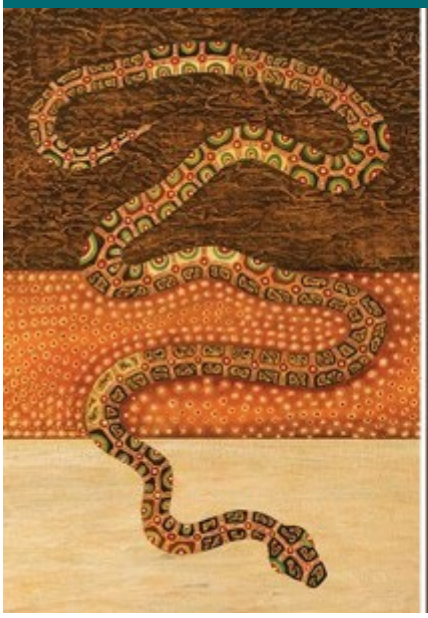


Appendix 6 — Presentation slides

City of Joondalup

Strategic Community Reference Group

Local Planning Strategy review



The City of Joondalup acknowledges the Traditional Custodians of this land, the Whadjuk people of the Noongar nation. We recognise the culture of the Noongar people and the unique contribution they make to the Joondalup region and Australia. We pay our respects to Elders past and present and all Aboriginal and Torres Strait Islander peoples.

Image: Sandra Hill, *Waudt Paadalaitiny (Moving Camp Together)*, 2008 (detail)

Purpose and objectives

City of Joondalup

- To identify preferences for housing density across the City of Joondalup
- To explore preferred housing typologies as infill options across the City of Joondalup
- To identify key principles to inform the City's approach to spatial allocation of density and infill dwelling typologies in the City of Joondalup

Conduct agreement

City of Joondalup

Respect	Active listening	Open mindedness	Participation
			
Be mindful of people's time. Agree to disagree. Listen to quieter voices and do not dominate the conversation.	**Prioritise consent, not consensus.** Listen to all and endeavour to understand the views of others.	**Remain open-minded to all opinions.** Be community-minded. Do not judge others' opinions or experiences.	**Promote a safe space for all.** Share your views with others and do not keep your thoughts to yourself.

City of Joondalup

The Density Game

Exploring trade-offs

City of Joondalup

Your challenge: In small groups, assign building types to different areas to achieve the density target

Exploring trade-offs

City of Joondalup

The rules

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1. You can place any number or type of building into any of the four areas
   - There are 20 cards of each building type. Each card is equal to 5 buildings (ie 100 of each type).

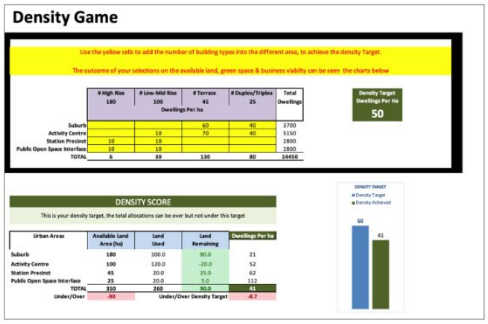
2. Use the tally sheet (Excel/Google sheet) to record your allocation. The tally sheet will show you:
   - the density you have achieved.
   - the impact of your approach has had on density, land used, green spaces and business viability.

3. To achieve or exceed the density the target you can:
   - reallocate building types to different areas.

4. When complete, use the de-brief questions provided to note the rationale for your approach.

The rules

City of Joondalup



Priorities

Exploring priorities

In small groups, rotate through the stations and answer the following questions:

Station 1: Which of the following approaches to infill housing do you support the most?

Station 2: Select which infill housing types you support in the following street types.

Station 3: Select which infill housing types you support in the following Housing Investigation Areas?

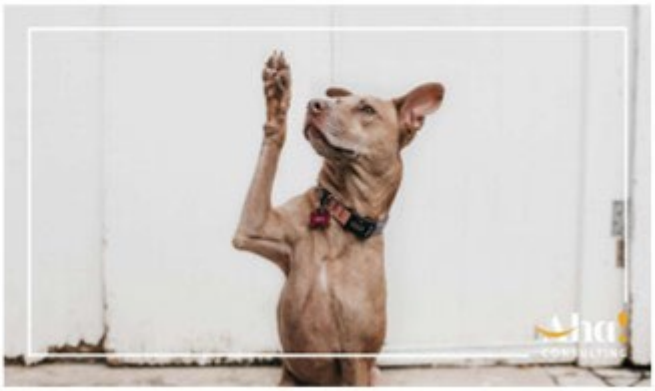
Station 4: Mark the locations on the map where you support/prefer urban infill housing (comment why using the post-its).

Other feedback

Other feedback

Do you have any other feedback as to where and how infill housing should be delivered in the City of Joondalup?

Questions



2025 workplan

Item	Date
~~Public health~~	~~19 March 2025~~
~~Local Planning Strategy~~	~~12 May 2025~~
Communications and customer experience	6 August 2025