



**LOCAL PLANNING STRATEGY**  
**(draft July 2008)**



## CONTENTS

|   |       |
|---|-------|
| <b>Executive Summary</b>                                  | 3     |
| <b>Part 1 Introduction</b>                                | 4     |
| Background to the City of Joondalup                       |       |
| Purpose of the LPS  |       |
| Community consultation                                    |       |
| <b>Part 2 State and Regional Planning Context</b>         | 5-6   |
| <b>Part 3 Local Government Policy Context</b>             | 7-8   |
| Strategic plan  |       |
| Plans, strategies and policies                            |       |
| <b>Part 4 Municipal Profile and Key Issues</b>            | 9-22  |
| Population and housing                                    |       |
| Economy and employment                                    |       |
| Transport   |       |
| Recreation and open space                                 |       |
| Community facilities                                      |       |
| Physical features and environment                         |       |
| Heritage and conservation                                 |       |
| <b>Part 5 Strategic Planning Themes</b>                   | 23    |
| <b>Part 6 Strategies and Actions</b>                      | 24-34 |
| Joondalup City Centre                                     |       |
| Housing   |       |
| Commercial centres  |       |
| Transport   |       |
| Employment  |       |
| Heritage  |       |
| Public open space   |       |
| Environment   |       |
| <b>Part 7 Implementation and Review</b>                   | 35    |
| Implementation  |       |
| Next steps  |       |
| Review  |       |
| <b>Appendix</b>   | 36-52 |
| Analysis of community feedback from Issues Papers surveys |       |

## EXECUTIVE SUMMARY

The City of Joondalup's (draft) Local Planning Strategy has been prepared in accordance with the City's statutory requirements under the Planning and Development Act 2005.

The purpose of the Local Planning Strategy is to enable Council and the community to determine the vision and strategic planning direction for the City of Joondalup for the next fifteen to twenty years.

Preparation of the Local Planning Strategy has included assessment of all relevant state, regional and council plans, policies and strategies. Community input into the strategy has been achieved through surveys on key planning issues.

The Local Planning Strategy has been arranged into 6 main parts:

1. An introduction which provides the background to the development of the Local Planning Strategy
2. The state and regional planning framework
3. The Council's policy framework
4. Key issues which have been identified through an analysis of the local profile and the major influences on planning for the future
5. Strategies and actions which will deliver the desired outcomes for the major planning theme areas
6. Implementation and review

The Local Planning Strategy will provide the strategic context for the development of a local housing strategy, a local commercial centres strategy and ultimately, the new district planning scheme.

The local planning strategy represents an evolving strategy and will be subject to regular review.

## **PART 1 - INTRODUCTION**

### **Background to the City of Joondalup**

The City of Joondalup was created on 1 July 1998 when the City of Wanneroo was divided. Its current population is approximately 160,000 people.

The City covers an area of approximately 10,300 hectares and encompasses 22 suburbs including Beldon, Burns Beach, Connolly, Craigie, Currambine, Duncraig, Edgewater, Greenwood, Heathridge, Hillarys, Iluka, Joondalup, Kallaroo, Kingsley, Kinross, Marmion, Mullaloo, Ocean Reef, Padbury, Sorrento, Warwick and Woodvale. These suburbs are predominantly residential, with some commercial and industrial areas.

Approximately 16 kilometres from the Perth CBD, the City is bounded by the City of Wanneroo to the east and north, the City of Stirling to the south and the Indian Ocean to the west. The district includes 17 kilometres of coastline and the City has an abundance of parks, beaches and leisure facilities.

Major features of the City include Joondalup City Centre, Whitford City Shopping Centre, Lakeside Joondalup Shopping Centre, Warwick Grove Shopping Centre, Yellagonga Regional Park, Joondalup Country Club Golf Course & Resort, Joondalup Health Campus, Western Australia Police Academy, Arena Joondalup, Hillarys Boat Harbour, The Aquarium of Western Australia (AQWA), Marmion Marine Park, Burns Beach Bushland, Craigie Open Space, Pinnaroo Valley Memorial Park, Warwick Open Space, Woodvale Nature Reserve, Edith Cowan University (Joondalup Campus), West Coast College of TAFE (Joondalup Campus), Lake Joondalup and various beaches. The City is served by the Mitchell Freeway and the Joondalup railway line.

### **The Requirement For, and Purpose of, a Local Planning Strategy (LPS)**

Local governments are required to prepare local planning strategies under the Town Planning Amendment Regulations 1999. In compliance with these Regulations, the City of Joondalup has prepared this draft local planning strategy to support the development of a new District Planning Scheme for the City. The strategy will ultimately support the operations of the new Scheme by providing a rationale and context for its content.

According to the Regulations, a local planning strategy shall;

- Set out the long term planning directions for the local government;
- Apply state and regional planning policies; and
- Provide the rationale for the zones and other provisions of the scheme.

The City of Joondalup's District Planning Scheme No 2 came into operation in November 2000. The Planning and Development Act 2005 requires each local government to review its planning scheme every five years. To support this review, and in accordance with the Regulations, the City has prepared this draft local planning strategy to support the development of a new planning scheme.

### **Community Consultation**

A series of Planning Issues Papers were produced in 2007 seeking input from the community on a broad range of planning issues affecting the future of the City namely: The Joondalup City Centre, Commercial Centres, Environment and Sustainability, Home Businesses, Housing Density, Public Open Space and Heritage. The initiative was advertised in local papers and Issues Papers Surveys were available on-line and distributed to letter-boxes in the district. The outcomes of the surveys were considered by Council and the results used to inform this strategy.

## PART 2 - STATE AND REGIONAL CONTEXT

The State Planning Framework Policy (variation 2) unites existing State and regional policies, strategies and guidelines within a central framework to provide a context for decision-making by the Western Australian Planning Commission (WAPC). The LPS has been prepared within this planning framework and has applied the relevant state and regional planning policies.

### **State Planning Strategy (WAPC 1997)**

### **State Sustainability Strategy (Department of Premier and Cabinet, 2003)**

### **Metropolitan Region Scheme (MRS)**

District Planning Scheme No. 2 is required to accord with the MRS.

### **State Planning Policies**

There are a number of State Planning Policies (SPP) that apply to the local context of the City of Joondalup and which need to be taken into consideration when preparing a new local planning scheme or associated strategic documents.

#### *Network City: Community Planning Strategy for Perth and Peel*

This policy applies to the Perth Metropolitan Region, the City of Mandurah and the Shire of Murray. The objectives are to confirm the primary status of the *Network City Framework (September 2004)*, the *Network City Action Plan (September 2004)* and the document *Network City: Community Planning Strategy for Perth and Peel (September 2004)* as the metropolitan strategy for Perth and Peel.

#### *SPP 2.6 State Coastal Planning Policy*

The policy provides high order guidance for decision-making on coastal planning matters and applies statewide.

#### *SPP 3 Urban Growth and Settlement*

This policy sets out the principles and considerations which apply to planning for urban growth and settlements in Western Australia.

#### *SPP 3.1 Residential Design Codes (2008)*

The Residential Design Codes provide controls for residential design and development and apply across the City of Joondalup. Its provisions are included in the City's District Planning Scheme No.2.

#### *SPP 4.2 Metropolitan Centres Policy Statement for the Perth Metropolitan Region*

This policy provides the broad regional planning framework to coordinate the location and development of retail and commercial activities using a hierarchy of centres throughout the metropolitan region, including at regional and district levels.

#### *SPP 5.2 Telecommunications Infrastructure*

The policy provides a framework for the preparation, assessment and determination of applications for planning approval of telecommunications facilities within the context of the State planning system.

#### *Liveable Neighbourhoods*

A performance-based code that provides an innovative approach to planning and design.

#### *SPP 2.8(draft) Bushland Policy for the Perth Metropolitan Region (2004)*

This policy provides a statutory policy and implementation framework for bushland protection and management issues in the Perth Metropolitan Region.

### **Non-Statutory State Planning Documents**

In addition to the State Planning Policies, the Commission has adopted operational policies (non-statutory development control policies), guidelines and Planning Bulletins to guide and elaborate on desired planning outcomes. The following documents are relevant:

- *Bush Forever (2000)*  
Endorsed by the State Government as the means of seeking the appropriate protection and management of areas of regionally significant bushland on the
- *Designing Out Crime Planning Guidelines (2006)*  
Provides local government, government agencies, the development industry and planning and design practitioners with an understanding of the principles of designing out crime.

### **Other Relevant Regional Planning Documents**

*Metroplan (1990)* and the *North-West Corridor Structure Plan (1992)*.

The *North-West Corridor Structure Plan* set out the structure of urban development in the Corridor and is the foundation of the existing pattern of development within the City of Joondalup. The importance of the Joondalup City Centre as a major centre of employment, services and facilities for the region and implementation of regional public transport links was foreshadowed in this document.

## PART 3 - LOCAL GOVERNMENT POLICY CONTEXT

### City of Joondalup Strategic Plan

In April 2008, Council adopted a Strategic Plan for the period 2008-2011. The Strategic Plan is the highest level of direction for the City, and contains 5 'key focus areas' :

Leadership and Governance  
Natural Environment  
Economic prosperity and growth  
The built environment and  
Community well-being.

The Vision for the City of Joondalup is:

"A sustainable City that is committed to service delivery excellence and operates under the principles of good governance."

The Mission for the City of Joondalup is:

To undertake all out activities with the endeavour of meeting community expectations and achieving sustainable lifestyles."

### Council Policies, Strategies and Plans

The Council has adopted a number of plans and strategies to enable the implementation of the Strategic Plan and goals. These include:

#### *Centres Strategy*

Adopted in 2001 as Policy 3-3 and interprets, applies and implements the WAPC's Metropolitan Centres Policy.

#### *City Centre Structure Plan*

#### *Parking Strategy for the Joondalup CBD*

Adopted by Council in August 2007 and replaced the previous strategy adopted in 2001. The strategy recommends supporting the public's demand for parking within the strategy area, the implementation of paid parking, time restricted parking, and immediate planning for multi-level parking stations.

#### *Tourism Development Plan 2005-2009*

Adopted by Council in 2005. Its primary objective is to provide all stakeholders with an understanding of the opportunities and issues for tourism in the City, and a plan for its sustainable development and management.

#### *Economic Development Plan 2007-2011*

The above plan was adopted by Council in December 2007. The plan provides a framework for a range of activities designed to encourage greater commercial activity and build capacity for future local economic growth.

#### *Environment Plan 2007 – 2011*

Through this plan, the Council commits itself to achieving environmentally sustainable goals and ensuring that future planning decisions incorporate environmental considerations.

#### *Green Transport Plan 2007-2009*

#### *The Durban Commitment – Local Governments for Biodiversity*

#### *The Joondalup Coastal Foreshore Natural Areas Management Plan*

*Sustainability Policy*

*The Yellagonga Regional Park Management Plan 2003-2013*

*The Joondalup Landscape Mater Plan (draft)*

*Biodiversity Action Plan (draft)*

### **Local Planning Policies**

A range of local planning polices guide particular aspects of development and subdivision :

- Child Care Centres
- Height and Scale of Buildings within the Residential Areas
- Height of Buildings with the Coastal Area (non-residential zones)
- Telecommunications Infrastructure

DRAFT



## PART 4 – MUNICIPAL PROFILE AND KEY ISSUES

### POPULATION AND HOUSING

The rapid growth of the Perth Metropolitan Region in the last four decades of the 20<sup>th</sup> century saw a commensurate rate of growth in the Joondalup part of what was then the Shire of Wanneroo. From 1971 – 1976, 46% of the Perth Region's growth occurred in Joondalup but by the late 1980's, the rate of population growth had started to slow down.

The pattern of development was typically suburban – large housing blocks in a neighbourhood layout characterised by cul-de-sac roads, ample local open space, primary and secondary schools and local shopping.

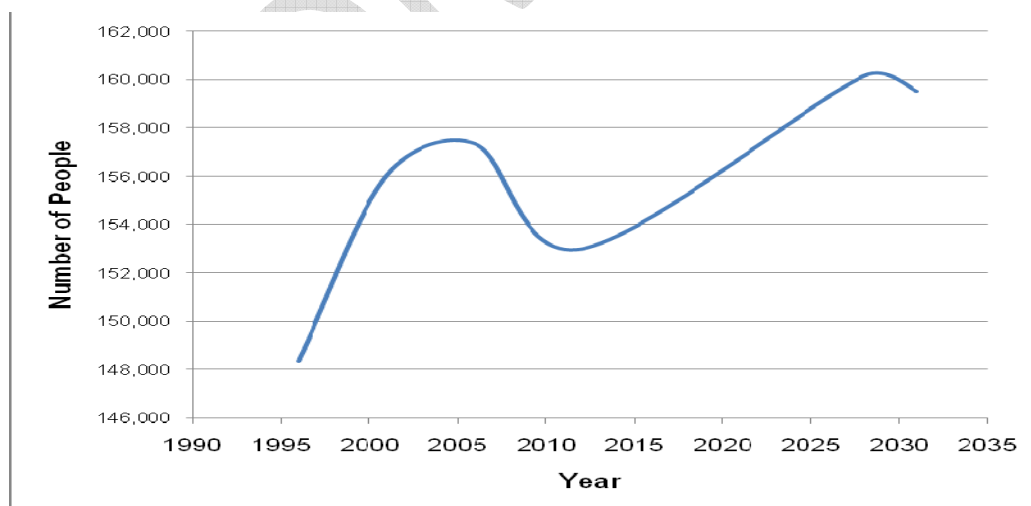
Over the last twenty years, development in the Joondalup City Centre has produced higher density residential development, mostly apartments, in a more town-centre and mixed-use urban context than elsewhere in the locality. The opening of the Northern Suburbs railway line in 1992 created opportunities for higher density development around railway stations and this has occurred to a limited extent at Currambine.

#### Population Growth

The population of Joondalup at June 2006 was 157,368 compared with 156,056 in 2001 and 148,369 in 1996 indicating generally static growth. In terms of the Perth Metropolitan Region, Joondalup has 10.2% of the region's population.

Over the next two decades, Joondalup's population is projected to dip from 157,000 to approximately 153,000 by 2012 before increasing to a peak of 160,182 in 2028 and falling back to 159,535 by 2031. These are minor population changes on such a large population base and reflect the fact that much of the City has already been developed.

Figure 1. Projected population growth City of Joondalup (1996-2031)



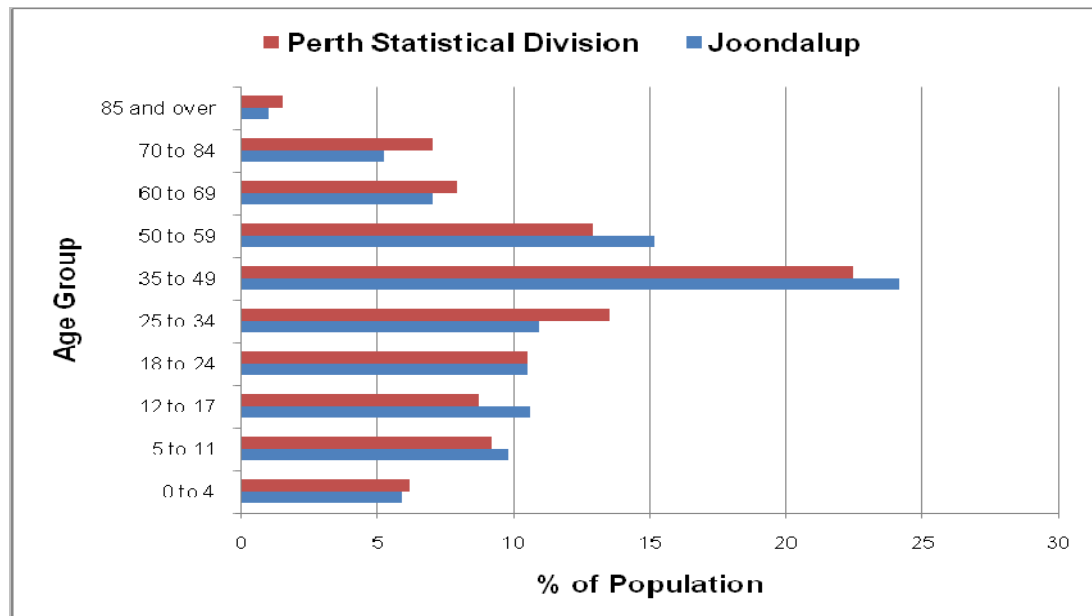
Source: Australian Bureau of Statistics, Census of Population and Housing, 2006 and 'WA Tomorrow' published by DPI.

In a regional context, the estimated population for the Cities of Wanneroo and Joondalup combined (North West metropolitan region) was 273,000 in 2006. This combined population is expected to grow to 299,700 by 2011; 271,200 by 2016; and 358,600 by 2021.

## Demographic profile

Overall in 2006, 26.3% of the population was aged between 0 and 17 and 13.2% were aged 60 years and over, compared with 24.1% and 16.4% respectively for the Perth Statistical Division.

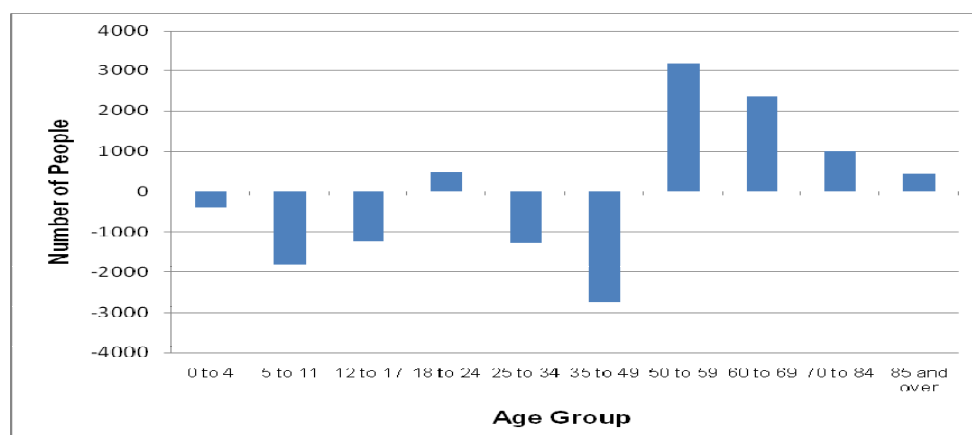
Figure 2. Age distribution in Joondalup and Perth Region (% of population)



Source: Australian Bureau of Statistics, Census of Population and Housing, 2006.

Between 2001 and 2006, the median population age increased from 33 to 36 with the largest changes in age profile being in the age groups: 50 to 59 (+3,196 persons); 60 to 69 (+2,352 persons); 35 to 49 (-2,730 persons); and 5 to 11 (-1,804 persons).

Figure 3. Change in age structure in the City of Joondalup (2001-2006)

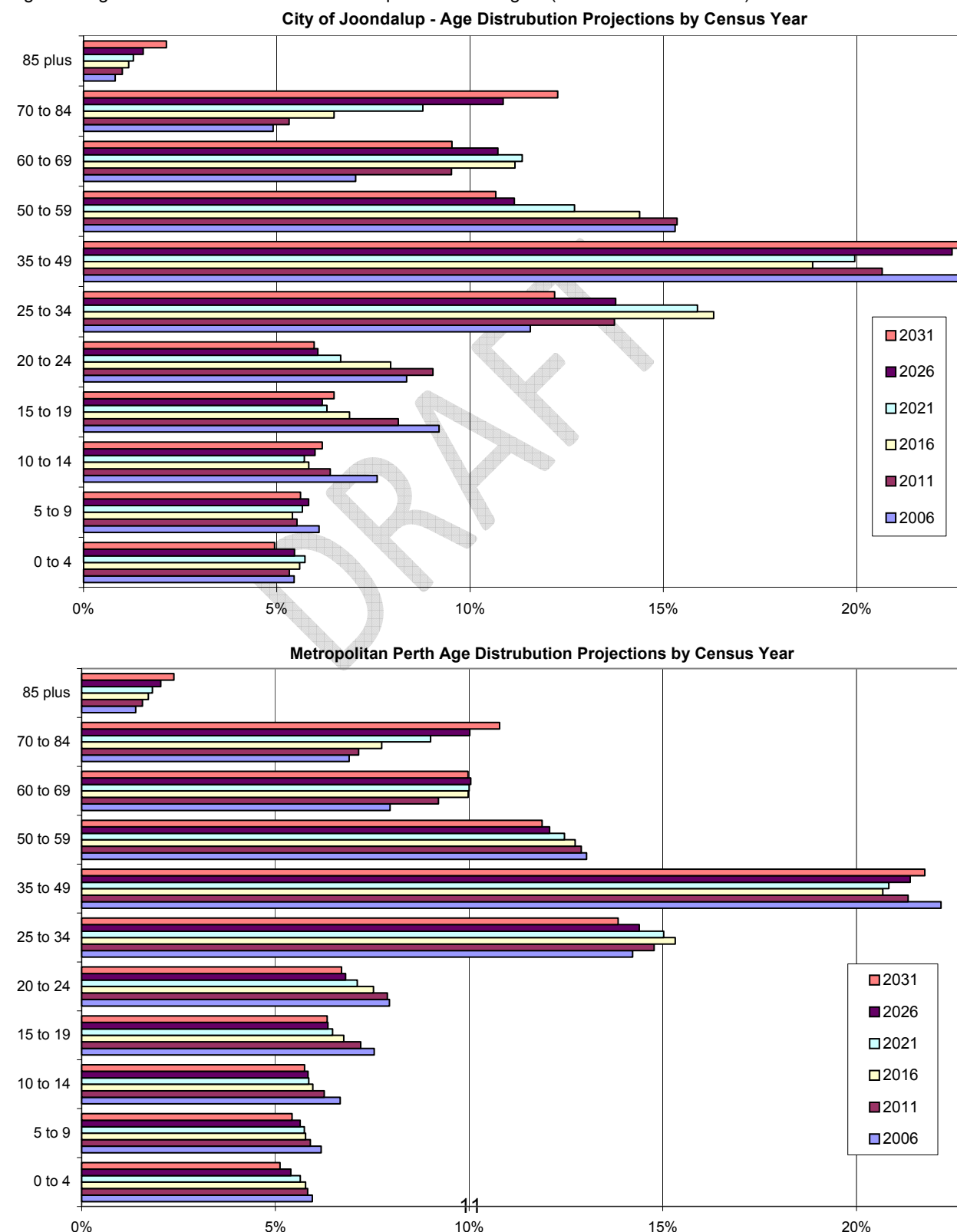


Source: Australian Bureau of Statistics, 2006 and 2001 Census of Population and Housing

## Projected demographic profiles.

Population projections for these age profiles in Joondalup show general declines in the number of older children and young adults (aged between 10 and 24) between 2006 and 2031 and general increases in the number of older people (aged over 60) between these same years. Whilst there is predicted to be general ageing across the metropolitan areas over this time period, these changes will occur more rapidly within the City.

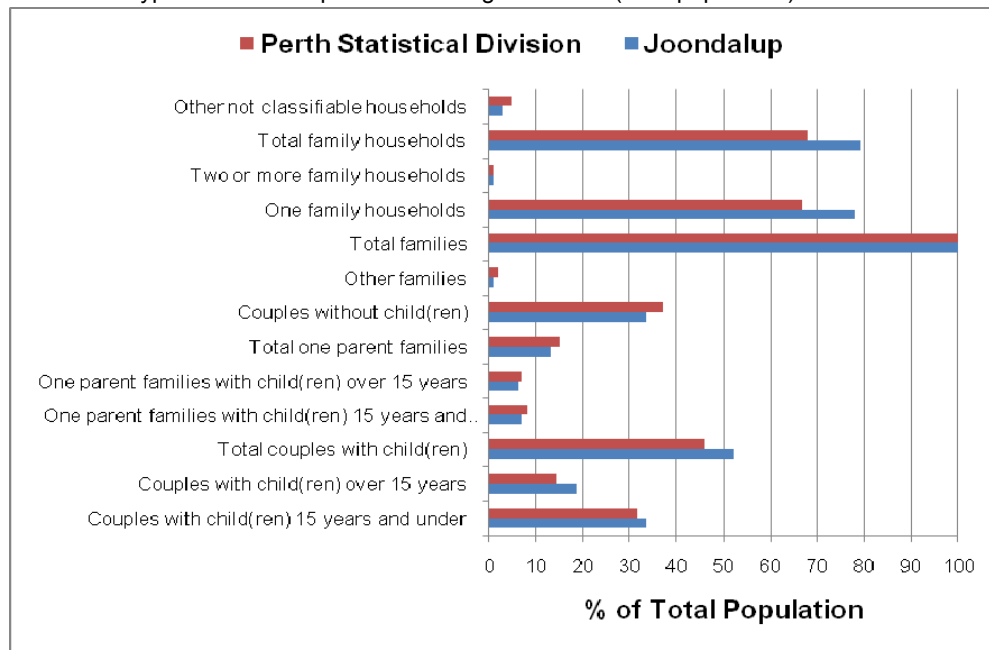
Figure 4 Age distribution 2006-2031 Joondalup and Perth Region (source : WA Tomorrow)



## Household trends

The household and family structure within an area provides an indicator of an area's residential role and function. In 2006, approximately 52% of household types in Joondalup were couples with children, higher than the percentage found in the metropolitan region as a whole.

Figure 5. Household types in Joondalup and Perth Region – 2006 (% of population)

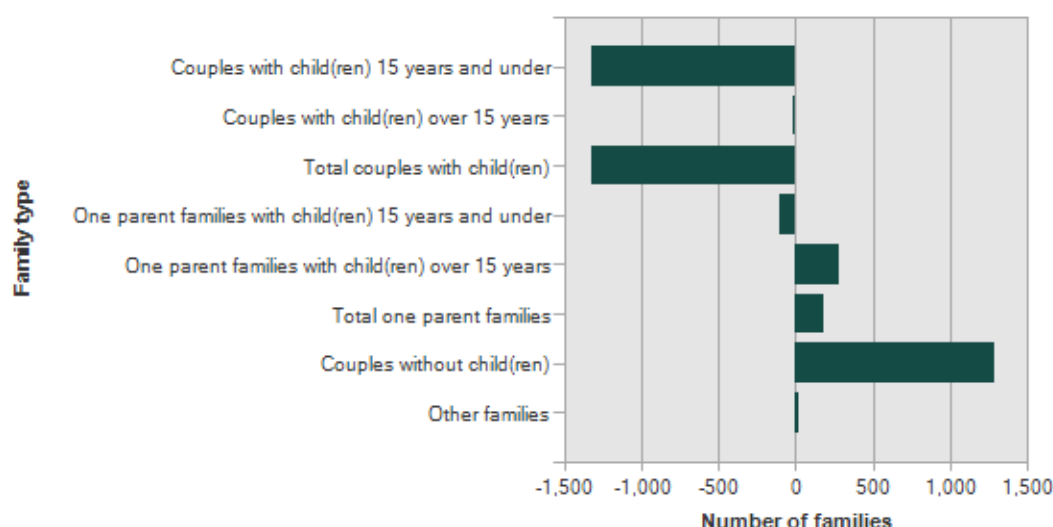


Source: Australian Bureau of Statistics, Census of Population and Housing, 2006

Since 2001, the number of couples with children have been decreasing while there has been a corresponding increase in couples without children. The occupancy rate also fell from 2.89 in 2001 to 2.77 in 2006 which reinforces the trend that the City's population is maturing and moving towards the Perth average.

Figure 6

### Change in family types, Joondalup City, 2001 to 2006 (Enumerated data)

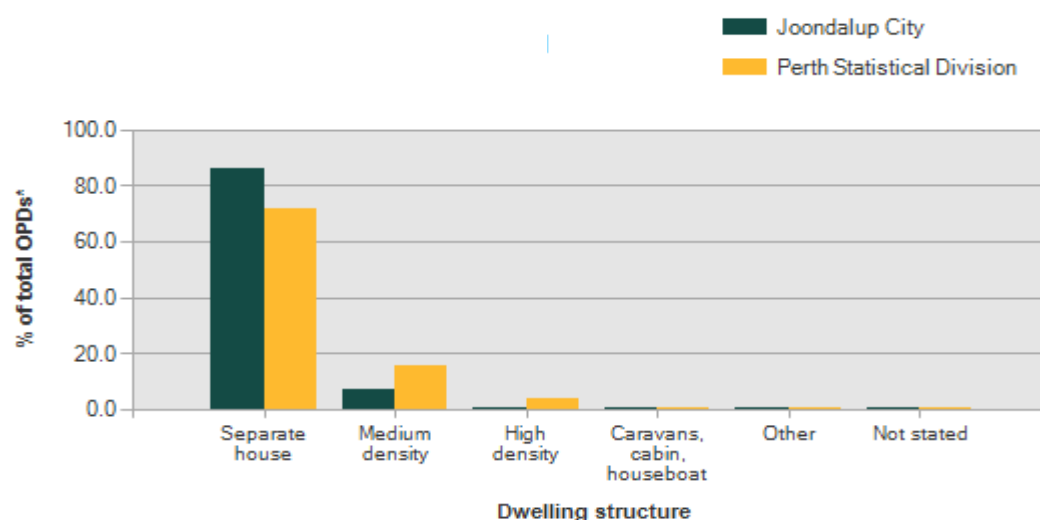


Source: Australian Bureau of Statistics, 2006 and 2001 Census of Population and Housing (Enumerated)

### Housing types and density trends

Figure 7 shows the dominance of separate houses and the relatively low percentages of medium and high density housing options compared to the Perth Region.

Figure 7 Comparison of Dwelling Structures between Joondalup and Perth in 2006



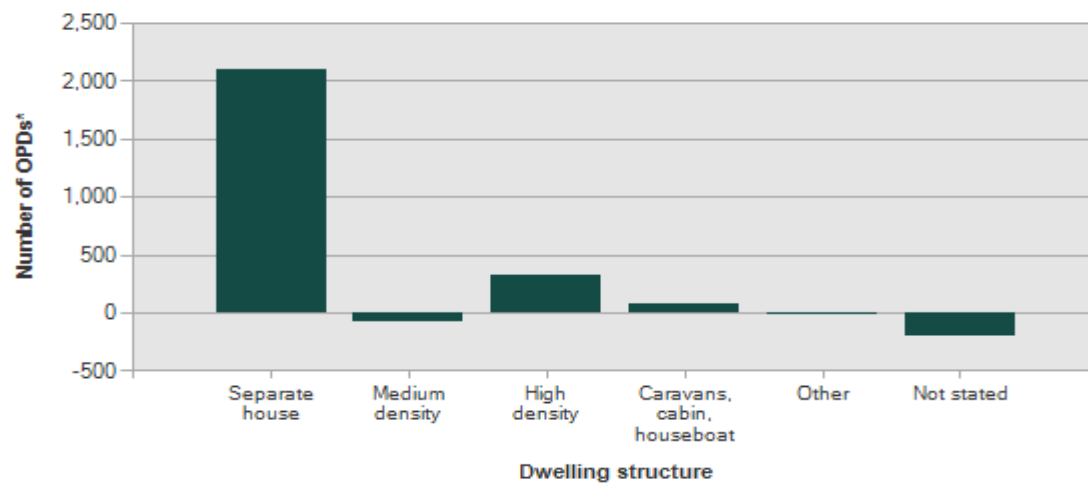
\*OPDs refers to Occupied Private Dwellings.

Source: Australian Bureau of Statistics, 2006 Census of Population and Housing (Enumerated)

Figure 8 identifies the change in Joondalup's dwelling structure between 2001 and 2006. It shows a significant increase in separate houses which reflects the subdivisions which occurred in the northern suburbs of Joondalup during this period and an increase in high density development which occurred mostly in the City Centre.

Figure 8

**Change in dwelling structure, Joondalup City, 2001 to 2006 (Enumerated data)**



\*OPDs refers to Occupied Private Dwellings.

Source: Australian Bureau of Statistics, 2006 and 2001 Census of Population and Housing (Enumerated)

## Planning Implications

Joondalup's population is not expected to grow dramatically over the next twenty years and the few remaining greenfields sites at Burns Beach and Iluka will cater for the housing needs of families who move to Joondalup.

The general ageing of the population and the trend towards smaller household sizes will continue during this period and this is likely to increase demand for a greater diversity in housing.

The issues which need to be addressed are

- ☐ how best to accommodate the ageing population and smaller households over the next twenty years
- ☐ where the most appropriate and accessible locations for this future housing are
- ☐ what additional facilities or infrastructure improvements are needed to provide a high level of residential amenity and
- ☐ how to retro-fit new development within the existing urban environment.

## **EMPLOYMENT AND THE ECONOMY**

Joondalup's local economy draws on the City Centre's function as a Strategic Regional Centre for the North West region, its service industrial and business centres, retail centres and tourism and recreational features. Residents are mostly employed in retail trade (12.2%), construction (10.9%) and health care & social assistance (10.9%) compared with 11.5%, 10.8% and 8.8% for the Perth Statistical Division respectively.

The Joondalup City Centre is the predominant employment location for the City and its industry strengths are centred in the retail, education, health and community services sectors which collectively provide almost half the City's jobs.

Other employment centres are the Joondalup Service Industrial area, Joondalup 'Gate', town centres of Whitford City and Warwick Grove, tourist centres of Hillarys Boat Harbour and Ocean Reef Boat Harbour, small town centres of Currambine, Greenwood village and Woodvale and other centres ranging from village centres to local shops and specialised centres.

### **Employment trends**

In 2001, the City had 33,957 local jobs for its 76,910 employed residents - a local employment self sufficiency<sup>1</sup> of 44% or potentially 44 jobs for every 100 employed resident living within the City. By way of context, the local employment self-sufficiency target for the North West Corridor<sup>2</sup> was set at 72%<sup>3</sup> and it was projected that 60% of the jobs provided would in turn go to locally-based workers.

Whilst this appears to be an ambitious target, it should be taken as a long-term approach to building a sustainable community. Low employment self-sufficiency is not uncommon in other growth corridors in Perth, with the exception of the south-west corridor with its industrial base.

Understanding where residents work also provides important information to guide planning and transport strategies. In 2001, 31% of employed residents worked in Joondalup. This included 19,843

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<sup>1</sup> Employment self sufficiency refers to the ratio of local jobs to employed residents

<sup>2</sup> The North West Corridor refers to the combined areas of the Cities of Wanneroo and Joondalup

<sup>3</sup> 1992 North West Structure Plan, Department of Planning and Urban Development

workers with a fixed workplace and 4,007 workers with no fixed workplace (i.e. mobile workers). The remaining 69% worked in other Local Government Areas, most notably the City of Perth and the City of Stirling.

This low employment self-containment, often referred to as the 'dormitory suburbs' effect, results in direct impacts on transport networks, environmental and social impacts of extended car journeys and lost multiplier opportunities associated with living, working and consuming goods and services within the local area.

Increasing transport costs will sensitise the need for close proximity between work and home.

### **The Commercial Floorspace Challenge**

Based on 2001 census figures, in order for the City of Joondalup to reach the projected 72% local employment self-sufficiency, an additional 21,418 local jobs would need to be created within the City. Using the average floor space per job achieved to date within the City, and assuming that only 50% of the required jobs are provided from commercial areas, an additional 384,453 square metres of floor space is required. This represents a 60% increase on the commercial floor space that existed in 2001.

Whilst there has been a significant increase in local commercial floor space since the 2001 figures, the latest workforce figures also indicate a significant increase in working residents. As a result, it is likely that the City is proportionately not far from its position in 2001<sup>4</sup>.

The City is no doubt at a turning point where action is needed to address the long term supply and productivity of its zoned employment land.

The foreshadowed release of a new Metropolitan Centres Policy by the WAPC, has the potential to provide a catalyst to employment growth within the City of Joondalup.

### **Planning Implications**

The economic, environmental and social impacts of remaining a dormitory suburb with low self-sufficiency employment levels will impact on the future sustainability of the City and the Perth Metropolitan Region. A major challenge for the City is to ensure there is a suitable level of employment land and commercial floor space in order to generate the required level of employment.

The issues which need to be addressed are:

- ☐ continuing to promote the Joondalup City Centre as the second major regional centre outside the Perth CBD
- ☐ ensuring a long term supply of commercial zoned land to achieve employment targets,
- ☐ managing the pressures for non-employment yielding development (long-term residential) in the City Centre,
- ☐ identifying development opportunities potentially at Ocean Reef Marina, the rail station precincts and in the redevelopment of existing commercial centres in established suburbs and
- ☐ maximising employment density from the remaining areas of undeveloped employment land within the City as well as from redevelopment opportunities.

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<sup>4</sup> DPI Land Use Survey 2001-02, Floor space by planning land use category



## TRANSPORT

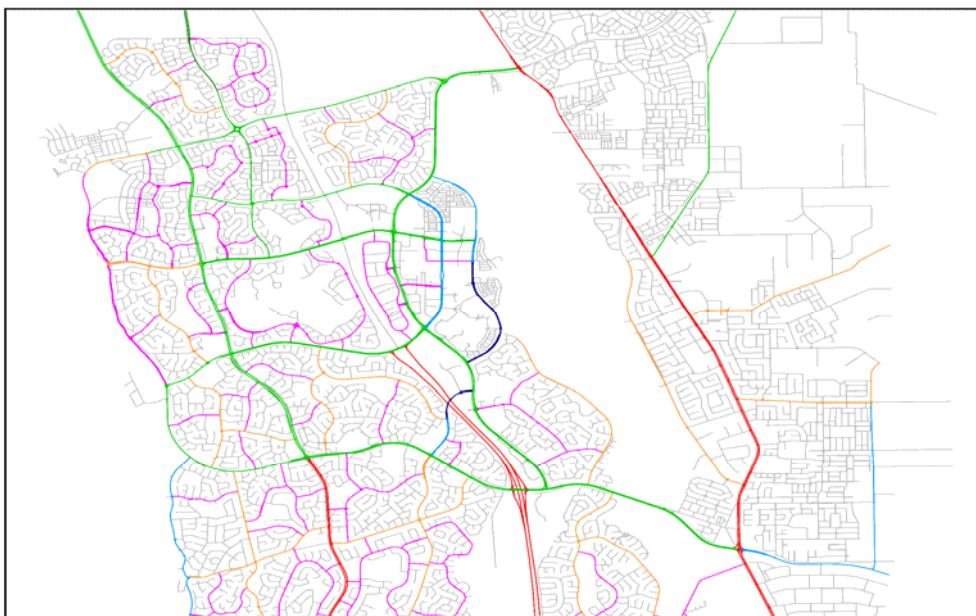
The Joondalup City Centre is the major city centre for the northern suburbs and services residents from the adjacent councils of Wanneroo, Stirling, Swan and Gingin as well as providing a transport network for people travelling through the municipality. It is important that the transport network is planned and managed in a regional context and that there is a seamless transition across local government authority boundaries.

There is a very high level of vehicle ownership and mobility within the district. In 2006 only 3.2% of households within the City did not own a vehicle. Most work trips are made by private car (68.8%) with the driver as sole occupant (63%).

### Road Network

The road transport network is based on a major road grid that forms distinct boundaries between residential, industrial and commercial precincts. The Mitchell Freeway is the major primary regional road and links Joondalup with the Perth CBD and onwards to Mandurah. Other major arterial roads in the City's road hierarchy are shown in figure 9.

Figure 9 Road Hierarchy



### **The Northern Rapid Transit system**

Opened in 1992, the northern rapid transit system is the principal public transport spine for the district and provides residents with a direct rail connection to Perth, Mandurah and other parts of the Metropolitan Region. Together with integrated bus routes, the system delivered a significant improvement in public transport patronage. By the year 2021 it is anticipated that 25% of all trips to the Joondalup City Centre alone will be made by public transport. However, current trends indicate that despite the greatly improved public transport system there is a continued preference for private vehicles.

Parking at each of the six train stations within the City exceeds capacity and a coordinated and responsible parking strategy is required to address the ongoing increasing pressure on train station parking.

### **The Joondalup CAT service**

The Joondalup City Precinct is serviced by the Joondalup CAT system which has been running since 2006 and is funded by the City, Edith Cowan University and PTA jointly. Currently the service provides access to key facilities in the area including Edith Cowan, the WA Police Academy, TAFE, the Civic Centre and Library, Joondalup Health Campus, the Joondalup Court and Lakeside Shopping Centre. The CAT service is an integral part of the Public Transport System and has experienced significant growth in patronage since its introduction. The CAT service in 2007 operated on average of 1732 trips per month with the average passengers per trip being 14 people. The CAT service extension to the Joondalup Business Park is a high priority.

### **Cycle and Pedestrian networks**

The planning of the existing cycling and walking facilities has created a functional, legible network that includes safe linkages between residential, school and commercial precincts within the City. A key component of the existing facilities is the integration with the public transport system including rail services and bus interchanges.

### **Planning Implications**

Development that is sustainable and well planned is essential for the City under the current strategic plan and in line with the City's commitment in the Cities for Climate Change program.

The issues which need to be addressed are

- ☐ more sustainable transport choices (walking, cycling and public transport)
- ☐ congestion in the City Centre
- ☐ parking shortfalls at train stations and
- ☐ better integration of transport and land use

### **COMMUNITY FACILITIES**

A range of government and non-government organisations provide community facilities. Local governments normally provide local and district level community centres, including community halls, clubrooms and recreation centres, libraries, family day care centres and assist in the administration or buildings for community health, aged and youth support services.

Cemeteries, police, fire and emergency services and educational facilities are included in community facilities that are generally provided by State Government. Tertiary facilities, employment, social security and other welfare services, children's and family services are provided by Federal Government.

Non-government services include independent and church-based schools, church and charity welfare, medical, dental and recreational services and employment.

The City of Joondalup provides a range of community facilities and services across the suburbs:

#### **Local and District Community Centres**

Local and district community centres provide localised meeting facilities in the form of local halls or purpose-built multi-use function centres or recreation centres. These centres, combined with child or community health centres, aged and youth support services provide the basis for localised community services.

The City of Joondalup owns and manages 28 halls, clubrooms and community facilities spread throughout the region. In addition to sport, recreation, leisure and community user groups, these facilities are utilised by commercial organisations and private users for a wide variety of activities such as community centres (8) used by church, seniors and community service groups; clubrooms (10)

used by sporting clubs and community groups such as playgroups, scouts and guides and halls (10) used by seniors, church and community service groups.

Local libraries are located in the Joondalup City Centre, Whitfords, Woodvale and Duncraig and other neighbourhood-based community services such as child and community health centres, youth and aged care services are located throughout the district.

### **Regional Facilities**

Regional community facilities located within the City include:

- Joondalup Health Campus.
- Police station and law courts in the Joondalup City Centre.
- Centrelink
- Disability Services Commission

Pinnaroo Valley Memorial Park is a significant privately - owned regional cemetery facility located in Padbury.

### **Planning Implications**

The main issue which needs to be addressed is

- ☐ changing demographics in the City may influence the future provision and range of community facilities in the district.

## **RECREATION AND PUBLIC OPEN SPACE**

### **Regional, District and Local Open Space**

The City of Joondalup is responsible for a significant and diverse array of developed and undeveloped natural environments, including over 17 kilometres of coastline from Marmion to Burns Beach.

The City also maintains active and passive parks and reserves totalling 719 hectares. These include natural bushland, wetlands and coastal areas, for use by residents and sports, recreation and community organisations.

Significant areas within the City include:

- Warwick Open Space
- Carine Regional Open Space
- Craigie Open Space
- Percy Doyle Reserve
- Star Swamp Reserve
- Yellagonga Regional Park
- Arena Joondalup
- Hillarys Boat Harbour
- Ocean Reef Boat Harbour

In addition to the above, numerous smaller regional and local reserves are located throughout the City.

### **Recreational Facilities**

There are three major leisure centres within the City. The Craigie Leisure Centre is the largest centre with the greatest range of facilities, supplemented by the Duncraig Leisure Centre and the Heathridge Leisure Centre. There is also a variety of playing courts such as tennis courts, ovals and bowling and croquet greens within parks and reserves. Playgrounds and small local recreational facilities are located throughout the City's parks and reserves.

Hillarys Boat Harbour and Ocean Reef Boat Harbour provide marine-based recreational activities and the Ern Halliday Recreation Centre provides basic coastal recreational experiences.

In addition, Arena Joondalup in Joondalup and the Joondalup Golf course, within the Joondalup Country Club Resort, Connolly are significant private recreational facilities.

### **Planning Implications**

The main issues which need to be addressed are

- ☐ are the current locations and quality of open space and recreational facilities going to fulfil the recreational needs of the community over the next fifteen to twenty years, given the changing demographics of the City
- ☐ water shortages - which will impact on the City's ability to maintain all its irrigated active open spaces

## **PHYSICAL FEATURES AND THE ENVIRONMENT**

The City of Joondalup is situated on the Swan Coastal Plain. The boundaries take in Yellagonga Regional Park and its major wetlands, the natural bushland areas east of the suburbs of Craigie and Padbury, and just over 17kms of pristine coastline and coastal reserve (Fig.8). These form some of the most significant eco-systems on the Swan Coastal Catchment Plain.

### **Areas of Significance for Biodiversity**

The City is situated within the only International Biodiversity Hotspot in Australia, the Southwest of Western Australia. This region contains a rich variety of biodiversity due to the wide range of habitats found within a compact geographical area and is under considerable threat.

The City of Joondalup has drafted a Local Action for Biodiversity (LAB) document, resulting from a 3 year project initiated by the City of Cape Town, supported by the Thekwini Municipality (Durban), and developed in conjunction with ICLEI - Local Governments for Sustainability and partners. LAB is a project within ICLEI's biodiversity programme, which aims to assist local governments in their efforts to conserve and sustainably manage biodiversity. LAB involves a select number of cities worldwide and focuses on exploring the best ways for local governments to engage in urban biodiversity conservation, enhancement, utilisation and management.

The key biodiversity areas are categorised within three zones:

- The Wetlands Zone
- The Coastal Zone
- The Coastal Bush Zone

The wetlands zone covers a chain of lakes and wetlands towards the City's eastern boundary. The wetlands incorporate Lakes Goollelal and Joondalup, Beenyup and Wallaburnup Swamps, and Neil Hawkins Park. Together these comprise the Yellagonga Regional Park which contains some of the oldest and last remaining freshwater wetland systems in the Swan Coastal Plain.

The coastal zone is a regional resource that contains limestone cliffs, rocks and reefs with ancient corals, fossilised shells, coastal heathlands, high sand dunes and white sand beaches. Marmion Marine Park, which is outside the City's limits, extends from Trigg Beach to Burns Beach and attracts a significant number of recreational users every year.

The coastal bush zone comprises the open space areas east of Padbury and Craigie including Craigie Open Space, Pinnaroo Valley, Hepburn Heights and Lilburne Reserve, as well as the Craigie Recreational Centre. Together they represent about 4km<sup>2</sup> of adjoining bushland reserves. In addition, the City has a total of 97 sporadic remnant bushland areas.

### **Managing the Environment**

In addition to the LAB, the City has adopted an Environment Plan 2007-2011 that provides guidelines for implementation of strategies aimed at preserving and sustaining the region's ecological systems and biodiversity, in partnership with other spheres of government.

#### **Planning Implications**

- ☐ Future planning initiatives will need to be consistent with the objectives of the Environment Plan 2007-2011.

### **HERITAGE CONSERVATION**

Whilst much of the development in the City of Joondalup is comparatively recent, there are numerous places remaining that are representative of the area's pioneering past and pre-European settlement. These places include historic buildings and other objects and places of natural beauty, as well as some Aboriginal sites. The majority of these places are situated within the vicinity of Wanneroo Road, which was one of the earliest roads in the district and therefore the focus of much early development.

As required by the Heritage of Western Australia Act 1990, the City prepared a Municipal Inventory of Heritage Places. This was completed for the then City of Wanneroo in 1994, has not been updated periodically as no specific new sites have been identified. There are currently 7 places on the City's Municipal Inventory and 5 places classified by the National Trust of Australia (WA). In most cases these places are also identified on the City's Municipal Inventory.

The District Planning Scheme makes provision for the conservation of places of cultural heritage value by providing for the identification of significant places and sets down special procedures for considering development proposals involving these places.

#### **Planning Implications**

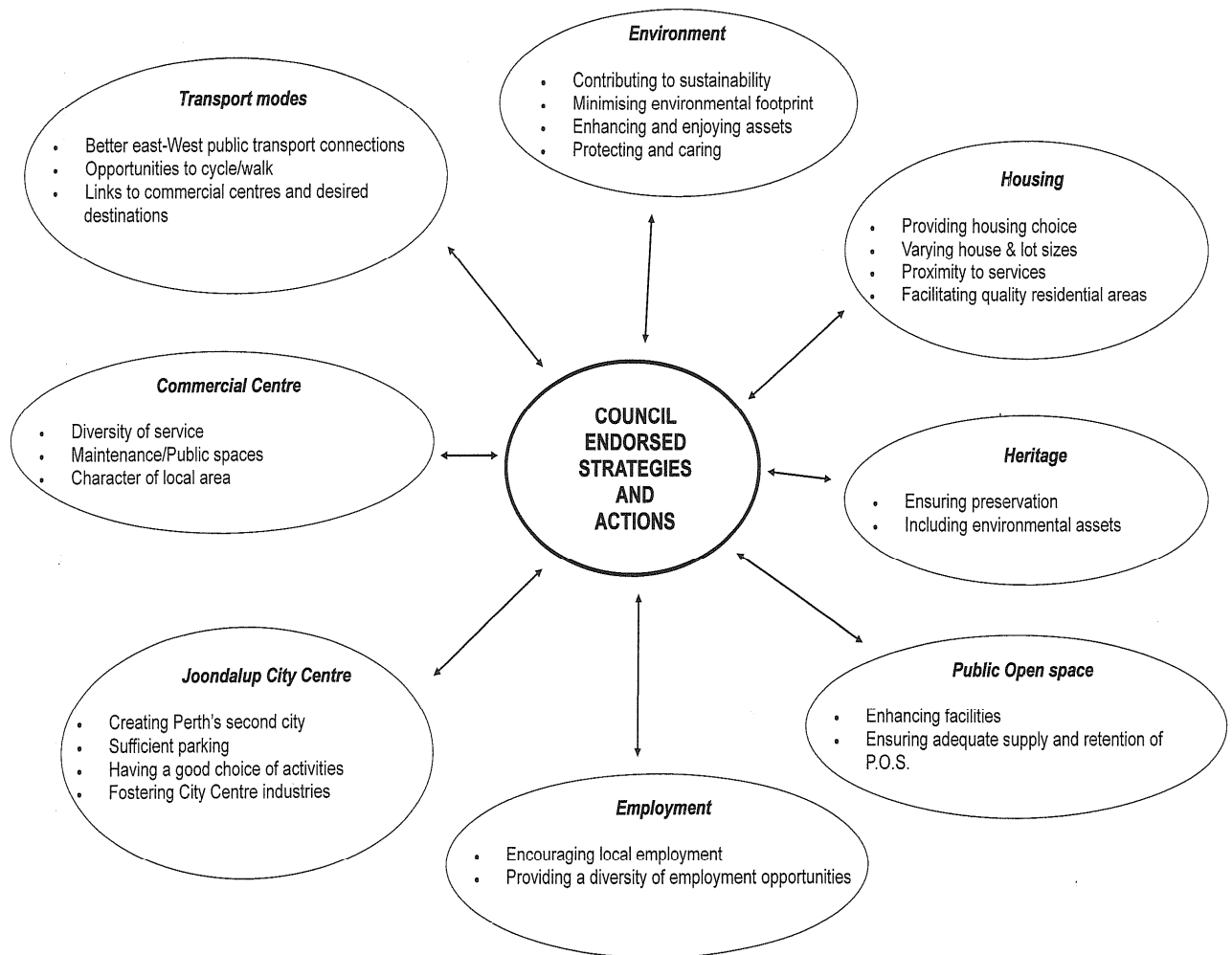
- ☐ The Municipal Inventory of Heritage Places will be reviewed as part of the review process of District Planning Scheme No. 2

DRAFT

## PART 5 – STRATEGIC PLANNING THEMES

The analysis of the City's existing characteristics, social trends, demographic projections and preliminary community consultation has led to the identification of key planning 'themes' that will guide the assessment of future Town Planning initiatives.

### PLANNING CONSIDERATIONS BY THEME



Note: Themes include feedback collected from 2007 Issues Papers provided for community input



## PART 6 - STRATEGIES AND ACTIONS

### Theme – Joondalup City Centre

#### Overall Vision Statement

The City of Joondalup's future economic prosperity will be driven from the growth of the City Centre. The City Centre will continue to develop and consolidate as the strategic regional centre and economic anchor for the rapidly growing north-west corridor and will be promoted as Perth's second city.

#### Vision Statement 1

The City Centre is a cultural hub for the northwest region

#### Strategies

The City Centre should be the focus for cultural expression in the northwest corridor. To achieve this, the City Centre will need to provide facilities such as a museum, theatre and art gallery. These facilities could be in either public or private ownership.

To support the provision of such facilities, land should be specifically designated for cultural purposes within the City Centre. This land should be of a suitable size to support a range of cultural activities.

To emphasise its position as a cultural hub, public art should be prominent throughout the City. Planning requirements should be supportive of this outcome.

#### Vision Statement 2

The City Centre is the social and entertainment hub of the northwest region

#### Strategies

The City Centre should present a vibrant and colourful environment, containing attractions which are used during both day and evening. It should also provide a wide range of social and entertainment opportunities for varying age groups. This would include the provision of open space for meetings and social or public gatherings (possibly in the form of a piazza), as well as cafes, restaurants, nightclubs and the like.

A social and entertainment hub is vibrant throughout both the day and evening. This vibrancy can be gained by encouraging activities to mix and extending hours of patronage. Residential development, both within and in close proximity to the City Centre will encourage vibrancy as will extended trading hours. Street performers and buskers also promote vibrancy and planning controls should encourage spaces for such performers.

Joondalup should not only be the social and entertainment hub for adults but also for children and teenagers. To achieve this, it would be beneficial to engage with young people in relation to their desires. A skate park should be encouraged, ideally on land which is near a major road and highly visible to avoid any negative behaviours. Another option, potentially for younger children, could be the establishment of a facility where it is possible to interact with wildlife. Such a facility could acknowledge the City Centre's setting beside the important environmental area of the Yellagonga Regional Park.

### Vision Statement 3

The City Centre is a place for people

#### Strategies

There are many elements which make a City Centre a place for people. For instance, a City Centre is a place for people if there is easy public access and the streets are pedestrian friendly. The City Centre will provide pedestrian linkages and spaces which contribute to the excitement and ambience of the City. Recognition will be given to the need for a piazza or square (a civic heart) for people to meet, to sit and watch other people, or to simply pass the time of day. The pedestrian linkages will build on the existing linkages and focal points such as the train station, Central Walk, Central Park and Lake Joondalup, as well as the Joondalup Health Campus and the major education establishments.

The vision is achieved by providing appropriate places to park cars, motorbikes and scooters; a public transport system operates to move people within the City Centre efficiently and conveniently; and a safe environment in which people can cycle. The latter is achieved by offering pedestrians protection from the weather; providing public conveniences; and creating plenty of street level interaction to name but three. Locating a community centre within the City Centre also provides the opportunity for people to interact and focuses attention on the City as a place for people.

The City Centre should also be viewed as safe and secure if it is to be a place for people. This can be supported through initiatives such as a secure taxi stand, a police post or the presence of additional law enforcement officers. A major consideration in this regard is the design of buildings and public spaces.

In summary, a City Centre for people will have good access, be comfortable, secure and memorable.

The importance of readily available parking in the City Centre has already been acknowledged in the City's parking strategy. This supports parking in the short term (up to 5 years) and also, most likely, through the medium term (from 5 to 10 years). However, cars should be directed to specific parking locations and the CAT bus should be maintained to provide public transport access throughout the City Centre.

To ensure the City Centre is a place for people, opportunities should be considered to encourage thoroughfares to be used by people rather than cars as and when opportunities arise.

The structure plan for the City should support developments which provide interaction with the streets, support places where people can gather and meet, support elements which make the environment pedestrian friendly and reflect planning principles which support safety and security.

#### Vision Statement 4

The City Centre provides a wide range of retail experiences and tourist attractions

##### Strategies

The City Centre will need to provide a varied and diverse range of retail experiences. This is likely to involve a major department store such as Myer or David Jones, a retail shopping strip, and/or permanently covered markets. The vision of the City Centre being a tourist attraction will be supported by the provision of accommodation, extending trading hours and the establishment of at least one significant feature which could attract tourists. This would need to be a landmark feature which may well involve water to reflect the lake which lies adjacent to the City.

Eco-tourism could be encouraged near Lake Joondalup through provision of accommodation in green star rated buildings which would encourage people to enjoy and explore the beautiful natural environment. There should also be a connection between the City Centre's key tourist attractions of the Yellagonga Regional Park, the shopping and entertainment areas, the cultural areas and any significant tourist feature. This could be achieved by the provision of an elevated light rail system which would draw these individual elements together.

The City's planning system should identify suitable land for eco-tourism; establish a location for a significant tourist attraction; identify street areas for retail shopping and identify a site where a market could be established should demand eventuate. In addition to these initiatives provision for, and encouragement of, accommodation facilities within the City Centre will be necessary.

#### Vision Statement 5

The City Centre is the principal commercial hub for the northwest region

##### Strategies

The City Centre will be recognised as a place for major regional offices and a centre of business activity in the corridor. Office and general commercial developments of over 8,000 m<sup>2</sup> will be encouraged in the heart of the City for both the private and public sector. These developments will provide a visual focal point for the City as well as contributing to the life of the City at street level. Opportunities exist for major office developments which either directly or indirectly support the industrial growth area to the north of the City as well as the existing major business activities within the City.

To support this vision the remaining large tracts of land within the centre will need to be ear marked, and amalgamation of existing small lots encouraged. Restrictive development requirements will need to be reassessed and changed where this does not have an impact on the amenity of the City. These restrictive requirements include the current parking provisions and their application, the building height requirements, and limits through arbitrary plot ratio requirements. Greater flexibility in the rules applied to development will encourage innovation in design.

The provision of strategically located public parking will be essential to achieving this vision. An adequate supply will be needed to complement the public transport network.

#### Vision Statement 6

The City Centre will be a vibrant and lively place both day and night.

#### Strategies

The City Centre will need to cater for a mix of uses and activities to achieve this vision. A significant residential presence within and around the city will provide the after hours community who provide the basis of support for the restaurants, the entertainment and cultural events. The rules will need to ensure that residential developments can occur without inhibiting major commercial and office development.

Development in the heart of the City will be encouraged to address the street and ensure active frontages at ground floor level.

The streets and public spaces will incorporate seating and artworks as well as providing space for alfresco activities. The provision of these areas will be complemented by street activities including markets and busking.

#### Vision Statement 7

The City Centre recognises and acknowledges the natural environment.

#### Strategies

Many City Centres throughout the world are “concrete jungles” where buildings, roads and footpaths dominate the landscape and the natural environment is “nowhere to be seen”. Joondalup’s City centre has many environmental advantages that still stop it becoming a “concrete jungle”. The most significant is the Yellagonga Regional Park at the eastern edge of the City. The green strip of Central Park, which runs westward to the heart of the City and the landscape settings of ECU, West Coast TAFE and Arena Joondalup are also significant contributions to this environment.

Rather than resting on these laurels, this vision statement supports the recognition and acknowledgement of “green” initiatives in a variety of additional ways. For example, the landscaping of developments and the use of native plantings would ensure that the City Centre’s environmental credentials spread further through the City. Buildings should also support environmental sustainability. Consequently, the construction of “Green Star” buildings should be encouraged. Planning requirements can be used to support these types of outcomes.

A City Centre that acknowledges the natural environment will be aesthetically pleasing and underpin the achievement of many other vision statements identified in this document.

## Actions

- Review the City Centre Structure Plan and incorporate provisions which will
  - encourage commercial development with suitable and substantial height and bulk within the CBD precinct through measures such as removing plot ratio restrictions, applying minimum heights but no height limits and amalgamation of land to allow for larger development sites
  - incorporate provisions that require quality commercial and mixed use development by way of public art, materials, public spaces and forecourts and architectural features
  - ensure street frontages can be activated by a range of measures such as prohibiting residential uses on ground floors, permitting alfresco areas and ensuring open facades
  - provide an appropriate balance of commercial and residential development with particular emphasis on preventing exclusive residential development in the CBD precinct at the expense of commercial development by establishing a maximum percentage of residential development within a mixed use development and requiring a proportion of office development in mixed use developments
  - introduce mandatory provisions to require 'green' quality buildings
  - recognise and build on the existing public transport and accessibility network in the City Centre by eliminating the need for residential density codes, ensuring a mix of housing and encouraging tourist development.
- Investigate innovative approaches to funding public art such as a Percent for Art scheme as a provision in the district planning scheme.
- Monitor the City Centre Car Parking Policy to ensure the mix of public and private parking is being achieved and determine whether incentives offered in the policy are being taken up.
- Identify a site for a future skate park
- Identify sites in the environmental and recreation areas of the City Centre for future education and/or eco-tourism opportunities and make appropriate provisions in the district planning scheme.
- Identify street areas for retail shopping and identify a site where a permanently covered market could be established should demand eventuate.

## Theme - Housing

### Vision Statement

The City Centre will continue to be the focus for higher density, high quality residential development. Outside the CBD, in strategically appropriate locations, planning will take into account the future housing needs of an ageing population and changing household structures.

### Strategies

Support 'ageing in place'. As the population in the older areas ages, the City will be proactive in ensuring that these residents are able to remain in their suburbs close to amenities and services they are accustomed to.

Household sizes are decreasing as is happening elsewhere in the established suburbs of Perth which will lead to an increasing demand for the City to plan for smaller lot sizes and hence smaller houses to reflect changing lifestyles. Compact residential development close to activity nodes and centres will need to be promoted as well as providing for transit oriented development that clusters a mix of land uses around high quality transport nodes. This will promote accessibility to services for residents, as well as contribute to sustainability.

Some areas with ageing housing stock may be ready for regeneration. This is part of the natural process of housing renewal and presents excellent opportunities to provide more diverse housing types and at the same time, upgrade physical infrastructure and amenity.

Retaining the amenity and attractiveness of the suburbs will also be key consideration, with an emphasis on maintaining and improving streetscapes and recognising the important role trees play in the urban environment.

### Actions

Prepare a Local Housing Strategy which will

- investigate and determine the additional housing requirements over the next twenty years
- identify areas which are strategically located – within walking distance to activity centres including the City Centre, stations or on public transport corridors - for infill or redevelopment
- identify areas which, due to the age of housing stock, are suitable for infill or redevelopment
- identify areas which, due to lots being subject to the 'sunset clause' 6.1.3 A3 (iv) of the Residential Design Codes (Variation 1), are suitable for higher density coding
  - in consultation with the community in the above areas, prepare area-specific local area plans to guide future redevelopment outcomes with high levels of liveability and amenity
  - to ensure that in the above areas higher density is only permitted subject to good design outcomes being achieved, use innovative approaches to zonings rather than use blanket up-zonings that have no design criteria supporting them
- identify areas where it is highly desirable to retain existing housing stock and residential density for the future accommodation needs of families
- recognise that changes in housing density occur gradually and need community support

- in consultation with the Public Transport Authority and the Department for Planning and Infrastructure, examine the potential for higher density residential or mixed-use developments above existing and future station car-parks
- incorporate the neighbourhood amenity, urban design and access provisions of the *Liveable Neighbourhood Community Design Code* and the principles of *Designing Out Crime*

## Theme – Commercial Centres (outside the City Centre)

### Vision Statement

Commercial centres in the City will be attractive and successful places, accessible and well connected to residents.

### Strategies

Network City envisages a future where activity centres such as commercial centres bring people together and are well-integrated with transport, pedestrian and cyclist networks.

The established hierarchy of centres will generally remain in accordance with the Metropolitan Centres Policy. However, to retain a competitive edge and become lively, attractive places, commercial centres need to be more than just shopping centres. It will be important to encourage diverse activity and land uses in centres as they redevelop.

Improvements need to be made to streetscapes, public safety, access, public transport and the pedestrian/cyclists network in and around centres.

### Actions

Prepare a Commercial Centres Strategy in line with the principles of Network City and the WAPC Metropolitan Centres Policy which will

- review the provisions of the district planning scheme to allow more diverse uses to occur in commercial centres
- recognise the implications of extended trading hours should they eventuate
- prepare general urban design principles to guide redevelopment of commercial centres outside the City Centre paying close attention to public safety, access and streetscape
- identify opportunities to define the character of the local area within and around commercial centres
- give special consideration to built form outcomes for the coastal nodes

## Theme - Transport

### Vision Statement

The existing transport routes (rail and road) will be used to their full capability by ensuring intensive land uses, with significant trip generating potential are located along them, at intersections and adjacent to railway stations. Cycling and pedestrian networks will be enhanced.

### Strategies

Local centres within suburbs will be provided with a range of transport options for access, measured against sustainability goals and local needs.

East-West transit connections to centres and required transport nodes will be enhanced.

Transport and movement options will be enhanced to support the Joondalup CBD's intended role as Perth's second city.

Streetscape improvements will be provided at strategic points in the transport network to enhance the identity of neighbourhoods.

Station precincts should be developed as land use and transport hubs.

Promote the development of intensive land uses along appropriate roads.

### Actions

- In consultation with the Public Transport Authority and the Department for Planning and Infrastructure, examine the potential for future higher density residential or mixed-use developments above existing and future station car-parks without compromising parking availability for users of public transport.
- Improve the pedestrian and bicycle networks so they become integral parts of the transport network
- Apply the pedestrian access principles of Liveable Neighbourhoods when assessing new subdivision and structure plan proposals.
- Investigate the feasibility of land use changes along busy roads in the district planning scheme. The development of WAPC policies on Activity Corridors will assist in this regard.



## Theme - Employment

### Vision Statement

The City will be a vibrant knowledge and service hub for the region, will aim to achieve greater employment self sufficiency, with a focus on the City Centre.

### Strategies

Retail, education, health, and community services are the current industry strengths of the City Centre, and the new planning scheme will serve to strengthen these sectors, in addition to fostering office based developments.

Home businesses are important for local employment and provide opportunities for residents to 'incubate' a business. The 'rules' and application processes for home businesses will be reviewed and simplified where possible, bearing in mind the residential location of the businesses.

### Actions

- Ensure the provisions of the district planning scheme support the City's Economic Development Plan
- Review the provisions of the Home Occupation policy to remove existing impediments to potential home business 'incubators' and generally, to encourage more home businesses.

## Theme - Heritage

### Vision Statement

The City protects and promotes buildings, objects and places of heritage significance.

### Strategies

Joondalup's heritage is shaped by nature and history and is an inheritance passed from one generation to the next. It is important to recognise that heritage is not just about buildings, it is also about places, objects, and landscapes. Opportunities to promote the City's heritage can also be pursued to raise community awareness and education.

### Actions

- Review the Municipal Inventory to ensure an accurate and comprehensive record of the City's heritage.
- Investigate providing incentives for conservation.
- Continue to develop heritage walk trails, interpretive signage, and information brochures to promote heritage. Promotion of heritage areas and places, for example Luisini winery, should be considered in conjunction with tourism aspirations.

## Theme – Public Open Space

### Vision Statement

The City's public open space is easily accessible and provides protection for vegetation and biodiversity, amenity for the public and quality recreational opportunities.

### Strategies

The City of Joondalup has the benefit of extensive areas of public open space throughout the area. The open space is provided in various forms, including bush forever sites, wetlands, passive and active recreation areas, and foreshore reserves.

A balance between the passive and active recreational pursuits of the community needs to be achieved - the active needs of the community are well catered for, however, the visually attractive open spaces, such as the coast line and Yellagonga Regional Park, are underutilised. Well and appropriately located facilities such as cafes and low key commercial ventures (eg bike hire) should be encouraged.

The impact of water shortages will be increasing felt in the area of public open space. Areas not needed for active purposes can be converted to bushland where appropriate and water sensitive design principles will be used in the design, construction and maintenance of new open spaces.

Wherever appropriate, co-location and shared use of public open space will be considered for multi-use recreation and community facilities as well as for school sites.

Local public open space will provide community focal points and identity, and a network of paths will provide safe and convenient access to public open space areas.

### Actions

Prepare a strategic and holistic approach to public open space in the City based on the principles of

- balancing the needs of the community between passive and active open space usage
- developing high quality, useable, safe and accessible public open space and recreation facilities
- increasing the usage of currently underutilised public open spaces
- co-locating facilities wherever possible
- reducing water use

This strategic approach needs to be closely linked with the outcomes of the Housing Strategy – for example, future infill housing may be in areas that are currently deficient in high quality open space.

## Theme – Environment

### Vision Statement

Ensure that biodiversity and the natural environment values of the City are protected and preserved for the existing and future generations.

### Strategies

This vision seeks harmony between the natural and built environments. It values the amenity provided by the natural environment - the coastline, open spaces and wildlife habitats.

Careful design will ensure that development minimises the impact on sensitive areas, as well as enhancing the 'sense of place' and community character. Sustainability and environmental principles will be given high priority when developing Structure Plans.

Trees are an important part of the built environment and a greater priority should be given to ensuring they are provided in new subdivisions and in redeveloped areas.

This LPS supports the continued implementation of the Landscape Masterplan, Coastal Foreshores Natural Areas Management Plan, and supports integrated catchment management within the Yellagonga Regional Park.

### Actions

- Encourage the use of the Green Building Council of Australia principles for the built environment.
- Require development to take into account relevant local environmental considerations
- Ensure that provisions of the district planning scheme are consistent with the City's Environment Plan 2007-2011 and other environmental management plans.
- Encourage the use of appropriate local plants and water wise principles in all developments

## **PART 7 – IMPLEMENTATION, MONITORING AND REVIEW**

### **Implementation**

The City of Joondalup's Local Planning Strategy is to be used as a planning tool to assist Council, the State Government and the community in their respective roles in land use decision making.

Many of the strategy recommendations will be implemented through the adoption of planning strategies and policies and ultimately through the zonings and special provisions of the new District Planning Scheme.

Prior to the adoption of the new planning scheme, a number of studies will need to be undertaken particularly in the area of future housing needs and commercial centres. These studies will ultimately lead to the preparation of a Local Housing Strategy and Commercial Centres Strategy which will inform the new District Planning Scheme. Community consultation will be an integral part of this work and should expedite the process for finalisation of the new district planning scheme.

It is likely that in the interim period prior to the finalisation of the new district planning scheme, some amendments to the current planning scheme may be necessary to facilitate desirable outcomes in a more timely fashion.

At the time of writing, the WAPC's Metropolitan Centres Policy is being reviewed in the context of Network City. This may have implications for the City's District Planning Scheme as the Centres Policy and scheme provisions may need to be amended accordingly.

### **Next Steps**

- Finalise City Centre Car Parking Policy
- Review City Centre Structure Plan
- Prepare Commercial Centres Strategy
- Prepare Local Housing Strategy
- Formally initiate the District Planning Scheme amendment process
- Review relevant planning policies
- Finalise District Planning Scheme 3

### **Review**

Whilst the Local Planning Strategy provides a strategic planning direction for the next fifteen to twenty years, it is inevitable that over that period of time, community views could change and place new pressures on land use planning. To ensure that Council can recognise and respond to these changes, it is important that the strategy is a constantly evolving document. A review of the strategy should be undertaken every five years, preferably preceding future reviews of the district planning scheme.

Revisions to the Local Planning Strategy should also be presented to the WAPC for endorsement.

## APPENDIX

### Statistical Analysis of Community Feedback from Issues Papers 1-7

As part of the review of the City of Joondalup District Planning Scheme No.2, a series of Planning Issues Papers were produced, requesting the District community to comment on a broad range of planning issues affecting the future of the city.

The initiative was advertised in local papers and Issues Papers Surveys were available on-line and distributed to letter-boxes in the district. The following data has been compiled from 156 surveys returned to the City from these sources. Not all residents commented on all issues, nor did they comment on all questions within an Issues topic. Those who answered most questions were those residents who filled out the letter-box survey. Those who answered on-line were more selective of the issues on which they commented.

The Issues Papers Surveys data presented in this paper was using the *N vivo* social sciences analysis programme, although a total of 163 Surveys (including 7 late surveys) were returned, the following interpretation of the data was compiled from valid percentage figures, based on those who actually commented on that issue. Accordingly, the sample number (n) varies for each topic and is shown in each case. In addition, for ease of presenting the results, the 'strongly agree' and 'agree' categories, and the 'strongly disagree' and 'disagree' categories have been combined. Where there was a high percentage of 'strongly agree' or 'strongly disagree', these have been noted.

#### Issues Papers Survey 1 - Joondalup City Centre:

##### Residents visit the City Centre for:

|                      | %                   |
|----------------------|---------------------|
| Shopping             | 71.2 (where n=104)  |
| Restaurants/ Cafes   | 44.2 (where n= 104) |
| Medical Appointments | 45.2 (where n= 104) |
| Business             | 42.3 (where n= 104) |
| Cinema               | 30.8 (where n= 104) |
| Entertainment        | 28.8 (where n= 104) |
| Other                | 20.2 (where n= 104) |
| Health and Fitness   | 16.4 (where n= 104) |

The City Centre has friendly, welcoming and safe places to meet friends:

|              |        |
|--------------|--------|
| Agree        | 48.4   |
| Neutral      | 29.0   |
| Disagree     | 22.6   |
| Total n = 93 | 100.0% |

The City Centre is easy to get around by public transport:

|       |      |
|-------|------|
| Agree | 37.4 |
|-------|------|

|              |             |
|--------------|-------------|
| Neutral      | 34.1        |
| Disagree     | <u>28.6</u> |
| Total n = 91 | 100.1%      |

There are enough car parking areas and bays along the streets:

|              |             |
|--------------|-------------|
| Agree        | 35.1        |
| Neutral      | 21.6        |
| Disagree     | <u>43.3</u> |
| Total n = 97 | 100.0%      |

**I like the look and feel of the City Centre – including the way the buildings look, their height and street layout:**

|              |             |
|--------------|-------------|
| Agree        | <u>54.6</u> |
| Neutral      | 22.2        |
| Disagree     | <u>23.2</u> |
| Total n = 99 | 100.0%      |

**There are enough employment opportunities in the City Centre:**

|              |             |
|--------------|-------------|
| Agree        | 20.9        |
| Neutral      | <u>53.5</u> |
| Disagree     | <u>25.6</u> |
| Total n = 86 | 100.0%      |

**There is too much emphasis on residential apartments in the City Centre:**

|              |             |
|--------------|-------------|
| Agree        | 28.2        |
| Neutral      | 31.5        |
| Disagree     | <u>40.3</u> |
| Total n = 92 | 100.0%      |

**There are enough public spaces to sit, think, relax:**

|              |             |
|--------------|-------------|
| Agree        | 38.3        |
| Neutral      | 20.2        |
| Disagree     | <u>41.5</u> |
| Total n = 94 | 100.0%      |

**Public art should be more of a feature of the City:**

|              |       |
|--------------|-------|
| Agree        | 48.9  |
| Neutral      | 33.3  |
| Disagree     | 17.8  |
| Total n = 96 | 100.0 |

### **Summary:**

The City Centre is primarily visited for shopping, with the next most cited reason being restaurants / cafes. Residents find it a welcoming and safe place to meet friends. The majority are satisfied with public transport; neutral about employment; find there is adequate car parking; like the look and feel of the City Centre; would like more emphasis on residential apartments; and more public art featured in the City Centre.

### **Community Comment:**

There were 106 residents who commented on the topic. Those residents commented on a broad range of issues including traffic and parking; limited shopping, lack of cafes/restaurants/bars; lack of cultural activities / markets sporting venues; better public transport, higher density

23 found parking difficult;

19 thought traffic flow and traffic lights were a problem

16 complained about road layout;

15 thought there was adequate shopping

13 wanted more cafes/ restaurants/bars

13 wanted more arts/theatre/ exhibitions/markets;

9 believed there was inadequate shopping

8 liked higher density in City centre

6 wanted a focal point for the city centre – plaza or active street-life

5 believed the city centre needed a department store

3 were against higher density in the City centre

2 liked the availability of buses/trains

1 wanted underground car-parks

1 complained of no street numbers on businesses

1 thought street fixtures were a hazard to cyclists

1 wanted surveillance cameras in the city

1 liked the low level buildings

1 believed the City lacks atmosphere

1 liked the free car parking

1 likes the mixed use development

### **The Future City Centre:**

Most respondents had positive images of the future of the City Centre. However, some thought there would be no change and some envisaged negative outcomes for the future. The following clusters of comments were drawn from the community:

- 24 Thought that the Centre would be more vibrant city with good social facilities
- 24 Envisaged a busy Shopping / Business hub
- 16 Saw the City as a Centre for Art and Culture, Entertainment and Recreation
- 14 Envisaged a mature city – like Perth now
- 13 Saw large growth / More intensively developed/ redeveloped inner city
- 13 Envisaged that the Centre would be Dead or saw Negative outcomes
- 10 Saw no change
- 10 Envisaged a Congested city
- 8 Saw an emphasis on walking and cycling
- 5 Envisaged better parks and outdoor recreation facilities
- 3 Envisaged a clean and spacious City
- 2 Thought there would be better parking
- 2 Thought there would be a good Public Transport System
- 1 Envisaged more employment
- 1 Envisaged a City with Iconic architecture
- 1 Envisaged a sustainable city
- 1 Envisaged the city's car-parks underground
- 1 too many transient tenants
- 1 not enough parks and relaxation areas
- 1 wanted less emphasis on the City centre and more on the suburbs

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**Issues Paper 2 Survey - Commercial Centres:**

**I would like to see more commercial centres in my area:**

|               |                                       |
|---------------|---------------------------------------|
| Agree         | 20.9                                  |
| Neutral       | 15.5                                  |
| Disagree      | <u>63.7</u> (36.4% strongly disagree) |
| Total n = 110 | 100.1%                                |

**I would like to see fewer commercial centres in my area:**

|               |             |
|---------------|-------------|
| Agree         | <u>36.2</u> |
| Neutral       | 27.8        |
| Disagree      | <u>36.0</u> |
| Total n = 108 | 100.0%      |

**I can do all of my shopping within the Joondalup area:**

|               |             |
|---------------|-------------|
| Agree         | <u>58.2</u> |
| Neutral       | 16.4        |
| Disagree      | <u>25.5</u> |
| Total n = 110 | 100.1%      |

**I would like to see different services/activities offered at commercial centres – gyms, medical facilities, childcare centres:**

|               |             |
|---------------|-------------|
| Agree         | <u>44.4</u> |
| Neutral       | 39.6        |
| Disagree      | <u>16.0</u> |
| Total n = 106 | 100.0%      |

**I am happy with the overall appearance and feel of the commercial centres in my area:**

|               |             |
|---------------|-------------|
| Agree         | <u>57.8</u> |
| Neutral       | 23.8        |
| Disagree      | <u>18.3</u> |
| Total n = 109 | 99.9%       |

**I have no problem parking at commercial centres in my area:**

|               |             |
|---------------|-------------|
| Agree         | <u>60.3</u> |
| Neutral       | 19.8        |
| Disagree      | <u>19.8</u> |
| Total n = 111 | 99.9%       |

**I can access my local commercial centre by public transport:**

|               |        |
|---------------|--------|
| Agree         | 41.6   |
| Neutral       | 29.7   |
| Disagree      | 28.7   |
| Total n = 101 | 100.0% |

**I feel safe when I use my local commercial centre:**

|               |        |
|---------------|--------|
| Agree         | 70.6   |
| Neutral       | 22.3   |
| Disagree      | 7.2    |
| Total n = 112 | 100.1% |

**There is too much parking available at the commercial centres in my areas:**

|               |        |
|---------------|--------|
| Agree         | 6.5    |
| Neutral       | 20.2   |
| Disagree      | 73.4   |
| Total n = 109 | 100.1% |

**Summary:**

The majority of residents would like fewer commercial centres in their area. Their shopping needs are met within the Joondalup area; they would like more services such as gyms, medical centres and child-care centres at their local commercial centres; they are happy with the look and feel of their local centre, have adequate car parking, feel safe but agree there is not too much parking. Accessing the local commercial centre by public transport divided the sample, with 37.9% stating they could, and 30.5% stating they could not, meaning that there is room for improvement in this area.

**Community Comments:**

Forty four residents made comments about their commercial centres. Concerns ranged from maintenance and security issues to the need for a department store and the creation of mixed use development in commercial centres.

- 8 were concerned with inadequate parking space or poor quality parking areas
- 5 were concerned with the maintenance of their local commercial centre
- 5 wanted a Department store at their local commercial centre
- 5 wanted more variety, including mixed use dwellings, cafes or taverns at their local centre
- 4 were concerned with security issues
- 3 were concerned with inadequate public transport
- 4 wanted smaller local food shops within walking distance
- 1 complained of congested shopping area (stalls etc)
- 1 wanted extended hours at their shopping centre
- 1 was a happy, contented shopper who wouldn't change a thing
- 1 wanted more vegetation around the shopping centre

1 wanted more frequent buses

1 wanted car sales businesses near the city centre

3 of the comments related to the City Centre and were recorded in that section

2 comments were not applicable to this topic

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**Issues Papers 3 Survey - Environment and Sustainability:**

**Parks should be designed and planted out in ways that acknowledge the impact of global warming:**

|               |                      |
|---------------|----------------------|
| Agree         | 84.5 (61.2 strongly) |
| Neutral       | 11.2                 |
| Disagree      | 4.3                  |
| Total n = 116 | 100.0%               |

**Land, which is being built on in my suburb, is developed in ways that protect the environment:**

|               |        |
|---------------|--------|
| Agree         | 42.9   |
| Neutral       | 30.4   |
| Disagree      | 26.8   |
| Total n = 112 | 100.1% |

**Summary**

Residents displayed a strong interest in the environment with a strong majority believing in planning parks with global warming in mind but only 41.9% stated enough is being done for sustainable development in their area.

**Community Comments:**

There were 59 residents who made additional comments on this topic. The comments covered a very wide range, with many of the comments made by only 1-3 residents. The following issues were raised:

- 21 Leave natural habitat / wildlife concern / anti-clearing / control developers;
- 12 Use native species for plantings;
- 8 Upgrade parks/ better POS / maintain POS / extend walk & cycle paths / better landscaping;
- 5 Build for climate;
- 5 Encourage rainwater tanks / grey-water recycling;
- 5 Minimise car use / encourage car pooling/ smaller cars;
- 4 Plant more trees;
- 4 Encourage more recycling / including green-waste;
- 3 Encourage household Solar / wind power generation;
- 3 Ban solid fuel heaters;
- 3 Promote City as green;
- 2 Prescriptive roof colours;
- 2 Promote long-life globes;
- 1 Compulsory pool covers;
- 1 No high density
- 1 Plan walkable centres;
- 3 Better storm-water management

- 1 Charge for super-market trolleys then refund;
- 1 Anti- native trees;
- 1 Licence bores;
- 1 Build another dam;
- 1 Limit chemical weed control;
- 1 Put power underground;
- 2 Tighter building regs;
- 1 Better public transport;
- 1 Introduce density incentives;
- 1 Encourage undercroft parking to maximise garden space;
- 1 Over population is the problem;
- 1 Encourage mix of densities / diversity in styles;
- 1 Believed that community bores would be good for resid. Gardens;
- 1 Preserve solar access

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**Issues Paper 4 Survey - Home Businesses:**

**Home Businesses of all types should be encouraged within the City:**

|              |                      |
|--------------|----------------------|
| Agree        | 56.2 (33.3 strongly) |
| Neutral      | 19.8                 |
| Disagree     | 24.0                 |
| Total n = 96 | 100%                 |

**The rules for establishing home businesses are easy to understand:**

|              |       |
|--------------|-------|
| Agree        | 43.9  |
| Neutral      | 45.1  |
| Disagree     | 10.9  |
| Total n = 82 | 99.9% |

**The rules for starting home businesses are reasonable:**

|              |       |
|--------------|-------|
| Agree        | 49.4  |
| Neutral      | 40.7  |
| Disagree     | 9.8   |
| Total n = 81 | 99.9% |

**Obtaining approval for establishing a home business is a straight-forward exercise:**

|              |        |
|--------------|--------|
| Agree        | 36.8   |
| Neutral      | 49.4   |
| Disagree     | 13.9   |
| Total n = 79 | 100.1% |

**The present system used to classify home businesses should be reviewed and simplified:**

|              |        |
|--------------|--------|
| Agree        | 38.8   |
| Neutral      | 35.0   |
| Disagree     | 26.3   |
| Total n = 80 | 100.0% |

**Summary**

The majority of residents believe that home businesses should be encouraged; the rules for establishing businesses are easy to understand; reasonable; but require review and simplification.

**Community Comments:**

Forty-four residents commented on this topic. The majority expressed concern re parking and noise to neighbouring properties. The following issues were commented on:

- 12 Concerns re impact of noise / parking on verge / commercial vehicles;
- 5 Wanted simplified / streamlined rules / system
- 3 Wanted council to have strict zoning
- 3 Pleaded ignorance re home businesses;
- 2 work from home but have never had licences;
- 2 Thought there should be fast internet connections;
- 2 Believed that, after the initial assessment the period of permit should then be 2 - 3 years;
- 2 thought there should be an initial rate reprieve in early stages of business;
- 2 Believed that the Council could offer storage rental for home businesses.
- 3 Support Home Businesses in residential areas;
- 1 Thought that there should be leniency re parking for home businesses;
- 1 Believed that the Council should run information sessions;
- 1 Thought regular inspections were appropriate;
- 1 Believed that conflicts with neighbours over home businesses should be mediated;
- 1 Stated that no brothels should be allowed;
- 1 Thought that some classes of home business should attract free permits;
- 1 Believed that a category 1 business should be allowed anywhere in the city;
- 1 Stated that vehicle repairs should not be allowed and no car bodies stored;
- 1 thought that Cat 2 & 3 business should not be allowed in Residential areas, only mixed business areas.
- 1 thought there should be incentives to start home businesses
- 1 thought there should be better advertising of procedures, and of proposals.

**Issues Paper 5 Survey - Housing Density:**

**The City's housing density should remain as it currently is – between 500 to 800 m<sup>2</sup> / house:**

|               |        |                 |
|---------------|--------|-----------------|
| Agree         | 58.1   | (40.4 strongly) |
| Neutral       | 5.9    |                 |
| Disagree      | 36.0   |                 |
| Total n = 136 | 100.0% |                 |

**Lot sizes should vary to allow for different types and sizes of housing in each suburb:**

|               |        |                 |
|---------------|--------|-----------------|
| Agree         | 70.1   | (40.9 strongly) |
| Neutral       | 17.5   |                 |
| Disagree      | 12.5   |                 |
| Total n = 137 | 100.1% |                 |

**Lot sizes should be smaller in places where there are local facilities, such as shops, offices, public transport, medical and community facilities:**

|               |        |                 |
|---------------|--------|-----------------|
| Agree         | 56.5   | (31.9 strongly) |
| Neutral       | 16.7   |                 |
| Disagree      | 26.8   |                 |
| Total n = 138 | 100.0% |                 |

**Summary:**

The majority of residents believe that housing density should remain as it is currently - at 500-800 m<sup>2</sup> per house. However the community also believes that a range of lot sizes is desirable and that smaller lots (higher density) housing should be located near shops, public transport and community facilities.

**Community Comment:**

There were 76 residents who responded with comments, in addition to the survey on this topic. Of the 70:

48 supported higher densities;

32 believed in rezoning suburbs;

21 wanted a range of housing densities;

15 wanted no change to density;

9 considered the City Centre was the appropriate place for higher densities.

3 thought lot sizes should be smaller only where current owners are consulted/at larger centres/ within the character of the existing area



**Issues Paper 6 Survey - Public Open Space:**

**I am satisfied with the amount of POS in my suburb:**

|               |                      |
|---------------|----------------------|
| Agree         | 84.4 (49.6 strongly) |
| Neutral       | 7.8                  |
| Disagree      | 7.8                  |
| Total n = 115 | 100.0%               |

**I do not believe there is enough POS across the whole of the City of Joondalup:**

|               |        |
|---------------|--------|
| Agree         | 28.0   |
| Neutral       | 17.8   |
| Disagree      | 54.2   |
| Total n = 107 | 100.0% |

**The facilities I want are available in POS in my suburb:**

|               |       |
|---------------|-------|
| Agree         | 50.4  |
| Neutral       | 22.5  |
| Disagree      | 27.0  |
| Total n = 111 | 99.9% |

**The facilities I want are available in POS across the whole of the City of Joondalup:**

|               |        |
|---------------|--------|
| Agree         | 44.9   |
| Neutral       | 31.8   |
| Disagree      | 23.4   |
| Total n = 107 | 100.1% |

**The POS in my suburb encourages local people to participate in both active and passive recreational activities:**

|               |       |
|---------------|-------|
| Agree         | 68.4  |
| Neutral       | 15.3  |
| Disagree      | 16.2  |
| Total n = 111 | 99.9% |

**The POS across the whole of the City of Joondalup encourages local people to participate in both active and passive recreational activities:**

|               |        |
|---------------|--------|
| Agree         | 66.4   |
| Neutral       | 24.6   |
| Disagree      | 9.1    |
| Total n = 110 | 100.1% |

**I feel safe and secure in POS across the whole of the City of Joondalup:**

|               |        |
|---------------|--------|
| Agree         | 49.0   |
| Neutral       | 34.0   |
| Disagree      | 17.0   |
| Total n = 106 | 100.0% |

**There are enough parking bays near POS if I want to visit one that is out of walking distance:**

|               |        |
|---------------|--------|
| Agree         | 52.3   |
| Neutral       | 29.0   |
| Disagree      | 28.7   |
| Total n = 107 | 100.0% |

**Summary:**

The majority of residents are satisfied with the amount of POS in their suburb and across the whole of the City of Joondalup. Residents have the facilities they want in POS, in their suburb and across the City of Joondalup; residents believe that the POS encourages both active and passive recreational activities, both within their suburb and across the City of Joondalup. Residents feel safe at POS sites across the City of Joondalup and believe there are enough parking bays at POS sites if they choose to drive to a POS out of walking distance.

**Community Comments:**

Forty three residents made additional comments on this topic. The following issues were raised by the community:

- 8 Commented on the well maintained and pleasant POS in the District;
- 5 Believed there are not enough toilets / close too early;
- 5 Wanted more seats in POS (not metal that freeze the bottom);
- 5 Wanted POS better maintained, including less litter;
- 4 Were concerned re vandalism and graffiti in their area;
- 3 Wanted POS left natural;
- 3 Wanted more facilities for youth – skate parks / roller blade paths / BMX track
- 2 wanted more BBQ's
- 2 Wanted more play equipment;
- 2 wanted POS integrated better with housing;
- 2 Wanted more Dog Bins / Bags
- 1 Believed that more parking is required at POS;
- 1 Wanted a stronger police presence;
- 1 Did not feel safe in POS;
- 3 Wanted more POS;
- 1 Believed that playgrounds should all be visible;
- 1 Wanted more bike paths leading to POS;
- 1 wanted Lake Joondalup paths finished;

- 1 Believed that windbreaks at playgrounds were needed;
- 1 Believed that POS should have more lawns;
- 1 Believed that Primary School grounds should be used as POS;
- 1 Believed that POS should be categorised to 'active' and 'passive';
- 1 Wanted the 'Friends of' system used for maintenance of POS;
- 1 Wanted more facilities in coastal areas
- 1 Believed POS should include Residential vegetable plots;
- 1 Wanted more public art in POS;
- 1 Believed that Performance areas should be included in POS;
- 1 Required cyclists to be restricted or separated from walkers on paths;
- 1 Believed that there should not be paid parking at beaches;
- 1 Believed that there were too many car parks;
- 1 Wanted POS protected – not to be alienated;
- 1 Wanted more POS for Currambine and Connolly;
- 2 Wanted more trees;
- 1 Wanted more paths and a viewing platform for Lake Joondalup.

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**Issue Paper 7 Survey - Heritage:**

**Cultural Heritage in the city of Joondalup is protected:**

|              |        |
|--------------|--------|
| Agree        | 46.9   |
| Neutral      | 37.2   |
| Disagree     | 15.9   |
| Total n = 94 | 100.0% |

**Including places or structures of heritage significance in the Planning Scheme will be of importance for the community:**

|              |                      |
|--------------|----------------------|
| Agree        | 76.9 (39.0 strongly) |
| Neutral      | 16.9                 |
| Disagree     | 6.3                  |
| Total n = 95 | 100.1%               |

**Conservation and/or restoration of places or structures of significant cultural heritage should be supported by incentives:**

|              |                      |
|--------------|----------------------|
| Agree        | 74.2 (44.3 strongly) |
| Neutral      | 18.6                 |
| Disagree     | 7.2                  |
| Total n = 97 | 100.0%               |

**Summary:**

The majority of residents believe that cultural heritage in the City of Joondalup is protected. A strong majority of residents also believe that sites and structures of cultural significance should be included in the Planning Scheme and incentives for the conservation and/or restoration should be given.

**Community Comments:**

There were 44 residents who made additional comments on this topic. The following issues were raised or sites suggested for preservation:

- 10 Bush/ Walk trails / national parks Lake Joondalup/ Yellagonga Pk
- 9 Coastline
- 5 Indigenous sites
- 5 Pioneer dwellings
- 4 Archives of photos, film written history
- 4 Sporting / cultural venues
- 4 No heritage exists / over-rated
- 3 Perry Field
- 2 Surf clubs
- 2 Lakes, wetlands

- 2 Community to pay cost
- 1 A violence – free community
- 1 Not Hillarys
- 1 Integrate Heritage with Tourism
- 1 Cockman House and Conti's Winery
- 1 Multi-cultural celebrations
- 1 Migration Trails
- 1 POS not being maintained
- 1 preserve market gardens

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