



## **LOCAL PLANNING STRATEGY**



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## EXECUTIVE SUMMARY

The City of Joondalup *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 Strategy is to enable Council and the community to determine the vision and strategic planning direction for the City of Joondalup for the next 15 to 20 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.

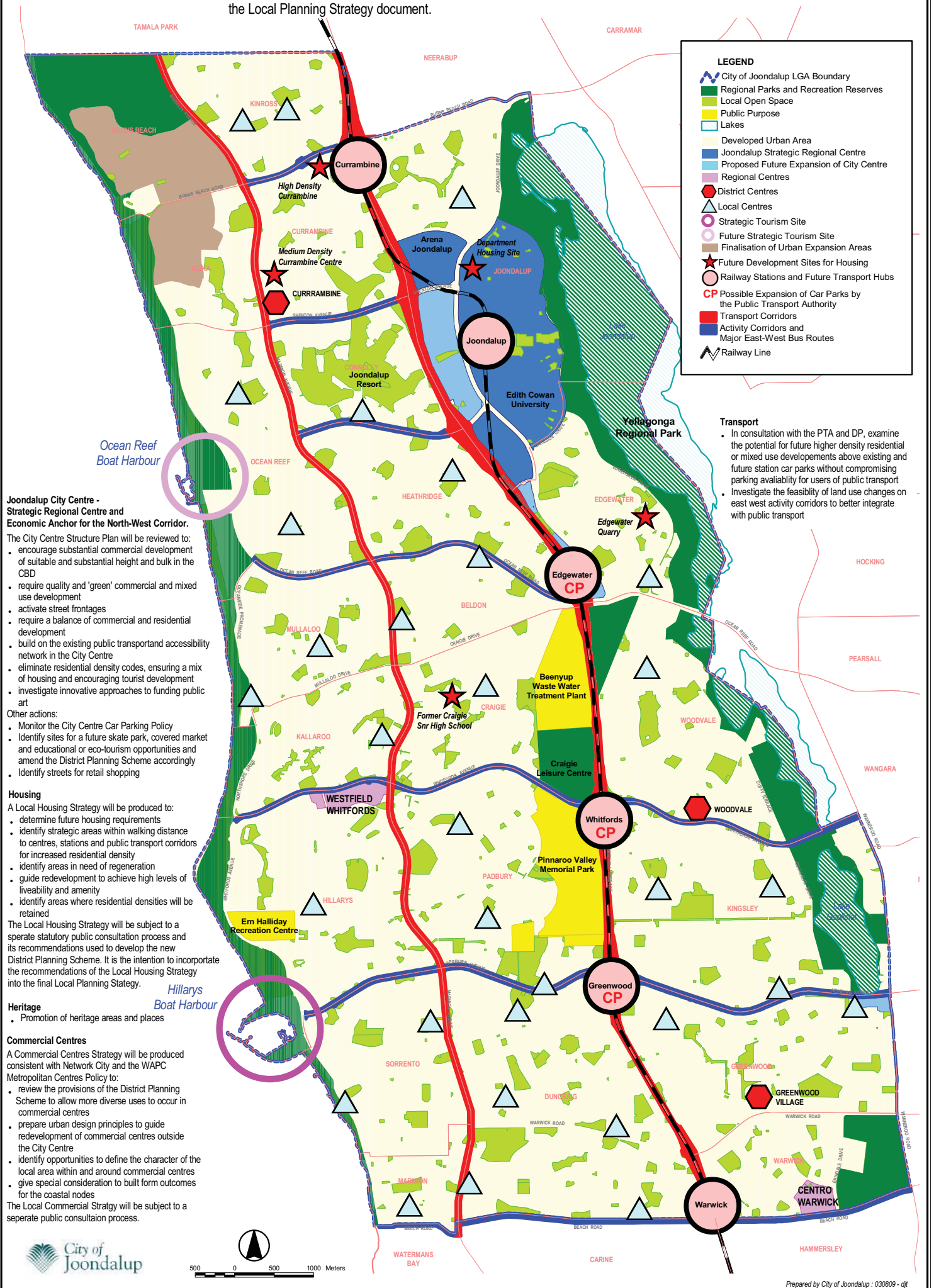
The *Local Planning Strategy* has been arranged into 6 main parts:

1. An introduction which provides the background to the development of the *Local Planning Strategy*.
2. The State and regional planning context.
3. The local government policy context.
4. Municipal Profile and 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 Strategy* and ultimately, the new district planning scheme. The *Local Housing Strategy* and *Local Commercial Strategy* will be subject to a separate statutory public consultation processes and will generate additional strategies and actions for the *District Planning Scheme No. 2* review process. It is intended to incorporate the key recommendations of the *Local Housing Strategy* into the final *Local Planning Strategy*. The *Local Planning Strategy* represents an evolving strategy and will be subject to regular review.

# City of Joondalup Draft Local Planning Strategy - Strategic Plan Map

Please Note : This plan is not a zoning map and should be read in conjunction with the Local Planning Strategy document.



## PART 1 — INTRODUCTION

### 1.1 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<sup>1</sup>, making it the second largest local government in Western Australia by population.

The City covers an area of approximately 10,300 hectares or 99.56 square kilometres 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 light industrial areas.

The City's southern boundary is located approximately 16 kilometres from the Perth Central Business District, and 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 City includes 17 kilometres of coastline and 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, Joondalup Resort, Arena Joondalup, Joondalup Health Campus, Edith Cowan University (Joondalup Campus), West Coast Institute of Training (formally West Coast College of TAFE), Western Australia Police Academy, Hillarys Boat Harbour, The Aquarium of Western Australia (AQWA), Marmion Marine Park, Yellagonga Regional Park, Burns Beach Bushland, Craigie Open Space, Warwick Open Space, Woodvale Nature Reserve, Pinnaroo Valley Memorial Park, Lake Joondalup, and various beaches. In addition, the City is served by the Mitchell Freeway and the Joondalup Railway Line.

### 1.2 The requirement for, and purpose of, a Local Planning Strategy

Local governments are required to prepare local planning strategies under the *Town Planning Regulations 1967*. In compliance with these Regulations, the City of Joondalup has prepared this *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 *Town Planning Regulations 1967*, 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 *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 5 years. To support this review, and in accordance with the *Town Planning Regulations 1967*, the City has prepared this *Local Planning Strategy* to support the development of the new district planning scheme.

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<sup>1</sup> ABS 2008

### 1.3 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 online and distributed to letterboxes in the district. The outcomes of the surveys were considered by Council and the results used to inform this Strategy. The full results from the 7 surveys are provided at Appendix 1.



## PART 2 — STATE AND REGIONAL POLICY 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. The *Local Planning Strategy* has been prepared within this planning framework and has applied the relevant State and regional planning policies.

### 2.1 State level strategies and legislation

#### 2.1.1 State Planning Strategy 1997

The *State Planning Strategy 1997* was prepared by the Western Australian Planning Commission and provides the basis for long-term State and regional land use planning and coordinates a whole-of-government approach to planning. In the *State Planning Strategy 1997*, the City of Joondalup falls within the Perth Region which has the following vision:

*‘Over the next the three decades Perth will become one of the cleanest, most productive and liveable cities in the world. It will have all its major natural features available for all to access and enjoy, its cultural heritage protected and its coastal and inland waters and air quality maintained to the highest possible standard, Perth will be an efficient City where the less mobile are able to easily access facilities and where there is a balance between walking, cycling, public transport, car and truck usage. It will be a region comprising distinct living areas with their own sense of community, their own recognisable centre and range of facilities.’*

The Strategy identifies 5 key principles:

1. *Environment*: To protect and enhance the key natural and cultural assets of the State and deliver to all West Australians a high quality of life which is based on sound environmentally sustainable principles.
2. *Community*: To respond to social changes and facilitate the creation of vibrant, safe and self-reliant communities.
3. *Economy*: To actively assist in the creation of regional wealth, support the development of new industries and encourage economic activity in accordance with sustainable development principles.
4. *Infrastructure*: To facilitate strategic development by making provision for efficient and equitable transport and public utilities.
5. *Regional Development*: To assist the development of regional Western Australia by taking account of the special assets and accommodating the individual requirements of each region.

The principles are accompanied by a list of strategies aimed at achieving the desired outcomes, many of which involve implementation by way of local town planning schemes.

### **2.1.2 Hope for the Future: The Western Australian State Sustainability Strategy 2003**

*Hope for the Future: The Western Australian State Sustainability Strategy 2003* was developed by the Department of the Premier and Cabinet, the Strategy is a coordinated Government approach to the implementation of a sustainability framework in which environmental, social and economic actions can be delivered. Sustainability is meeting the needs of current and future generations through integration of environmental protection, and social and economic prosperity.

### **2.1.3 Metropolitan Region Scheme**

As part of the Perth Metropolitan Region, the City of Joondalup is subject to the *Metropolitan Region Scheme*. The City's Local Planning Scheme, *District Planning Scheme No. 2*, is required to accord with the *Metropolitan Region Scheme*.

## **2.2 State Planning Policies**

### **2.2.2 State Planning Policy 2.6 — State Coastal Planning Policy 2003**

*State Planning Policy 2.6 — State Coastal Planning Policy 2003* provides high order guidance for decision-making on coastal planning matters. The Policy has relevance to the City of Joondalup as the City contains approximately 17 kilometres of coastline. The Policy identifies general measures which should be incorporated into local and regional planning strategies, structure plans, schemes, subdivision, and development applications, as well as providing guidance on coastal setbacks and building height limits. A height limit of 5 storeys (not exceeding 21 metres in height) within 300 metres of horizontal setback datum is specified, with local governments able to specify lower maximum height limits in particular localities in order to achieve outcomes which respond to the desired character, built form and amenity of the locality

### **2.2.4 State Planning Policy 2.8 — Draft Bushland Policy for the Perth Metropolitan Region 2004**

*State Planning Policy 2.87 — Draft Bushland Policy for the Perth Metropolitan Region 2004* provides a statutory policy position and implementation framework for bushland protection and management issues in the Perth Metropolitan Region.

### **2.2.6 State Planning Policy 3.0 — Urban Growth and Settlement 2006**

*State Planning Policy 3.0 — Urban Growth and Settlement 2006* sets out the principles and considerations which apply to planning for urban growth and settlements in Western Australia. Its objectives include: managing the growth and development of urban areas in response to the social and economic needs of the community; recognising relevant climatic, environmental, heritage and community values and constraints; and promoting the development of a sustainable and liveable neighbourhood form.

### **2.2.7 State Planning Policy 3.1 — Residential Design Codes (Variation 1) 2008**

*State Planning Policy 3.1 — Residential Design Codes (Variation 1) 2008* provide controls for residential design and development which apply throughout the City of Joondalup. Its provisions are included in the City's *District Planning Scheme No. 2*.

The Residential Design Codes (R-Codes) has been in place since the 1980's with a number of revisions having occurred since then, the most recent being in 2008. The purpose of the Residential Design Codes is to provide local governments, the community and the development industry with a comprehensive tool for the control of the built form and density of residential development throughout WA.

The principal uses of *State Planning Policy 3.1 — Residential Design Codes (Variation 1) 2008* include:

- *At a strategic level:* to ensure that there is an appropriate choice and distribution of housing types and densities to meet the needs of the community as a whole.
- *At a detailed level:* to ensure that the design and planning of residential development occurs in a way that is appropriate to the needs of its occupants and respectful of the amenity of the locality.

## **2.2.8 Draft Activity Centres for Perth and Peel Policy 2009**

The *Draft Activity Centres for Perth and Peel Policy 2009* revokes *State Planning Policy 4.2 — Metropolitan Centres Policy Statement for the Perth Metropolitan Region (October 2000)*. The main purpose of the draft Policy is to specify broad planning requirements for the planning and development of new, and the redevelopment and renewal of existing, Activity Centres in urban areas of Perth and the Peel region. *Draft Activity Centres for Perth and Peel Policy 2009* is mainly concerned with the location, distribution, and broad land use and urban design criteria for Activity Centres, as well as promoting a coordinated approach to their land use and infrastructure planning by local governments and public authorities.

The draft Policy reflects the intention of the Western Australian Planning Commission to encourage and consolidate residential, and a range of commercial investment, into Activity Centres, such that the growth of each Centre contributes towards the overall network of Activity Centres in Perth and Peel.

The draft Policy introduces a new Centre type into the hierarchy of Centres, namely Primary Centre. Joondalup City Centre, along with Rockingham City Centre, has been identified as a Primary Centre. In the long-term, the aim of Primary Centres will be to provide a similar level of service to the Perth Central Business District and become dominant employment areas. The draft Policy also identifies 2 Regional Town Centres, Westfield Whitfords and Centro Warwick (previously designated as Regional Centres), and 3 District Centres at Greenwood Village, Currambine and Woodvale (unchanged).

An additional feature of the draft policy is the removal of the retail floor space guide which has been replaced with a mixed-use threshold for Centres below Primary Centres in the hierarchy of Centres.

## **2.2.9 State Planning Policy 5.2 — Telecommunications Infrastructure 2004**

*State Planning Policy 5.2 — Telecommunications Infrastructure 2004* 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 and applies to all such applications in the City of Joondalup.

## 2.3 Other State planning documents

In addition to the State Planning Policies, the Western Australian Planning Commission has adopted Operational Policies<sup>2</sup>, guidelines, strategies and Planning Bulletins to guide and elaborate upon desired planning outcomes.

### 2.3.3 Network City: Community Planning Strategy for Perth and Peel 2004

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

The overarching vision of the Strategy is:

*'By 2030, Perth people will have created a world-class sustainable city — vibrant, more compact and accessible with a unique sense of place.'*

The fundamental aims of the Strategy are to make better use of existing urban land and accommodate urban growth within the context of the core *Network City* elements of Activity Centres, Activity Corridors, Communities and Natural Environments. Activity Centres are defined in the Strategy as being '*locations where a range of activities are encouraged*', examples include: employment, retail, living, entertainment, higher education, and high-level or specialised medical services. Activity Corridors are defined as '*connections between Activity Centres that provide excellent high-frequency public transport to support the land uses that will occur along the Activity Corridors and the Activity Centres.*'

*Network City: Community Planning Strategy for Perth and Peel 2004* identifies several Activity Centres within the City of Joondalup. The Joondalup City Centre is the best example of a 'higher order' Activity Centre where a full range of activities occur and is positioned as the second City Centre outside the Perth Central Business District. Other Activity Centres include the regional shopping centres of Westfield Whitfords City, Centro Warwick, and the District Centres of Currambine, Greenwood Village, and Woodvale. Beach Road, Hepburn Avenue, Whitfords Avenue, Burns Beach Road, and Shenton Avenue have been identified as Activity Corridors which connect District Centres, Regional Centres and the railway stations. The Strategy identifies Marmion Avenue and the Mitchell Freeway as Transport Corridors.

### 2.3.4 Directions 2031: Draft Spatial Framework for Perth and Peel (2009)

*Directions 2031: Draft Spatial Framework for Perth and Peel* is a high-level spatial framework plan to guide the detailed planning and delivery of housing, infrastructure and services necessary to accommodate the future growth of Perth and Peel. The Framework builds on many of the themes identified in *Network City: Community Planning Strategy for Perth and Peel 2004*. *Directions 2031* identifies a 'connected city' as the most realistic model for growth over the next 20 to 25 years. The Framework recognises that a significant shift from 'business as usual' growth patterns will be required and anticipates a 50% increase in infill development rates and a 50% improvement in average densities in new development areas.

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<sup>2</sup> Operational policies are non-statutory development control policies.

### 2.3.5 Bush Forever (2000)

*Bush Forever* was developed by the Western Australian Planning Commission to identify areas of urban bushland that have regional conservation value. Within the City of Joondalup, 8 sites have been recognised, including areas of coastal and inland remnant vegetation (which are underrepresented within the Perth Metropolitan Region). *Bush Forever* is applied in the City of Joondalup when carrying out structure planning, subdivision assessment and development application determination functions. Bush Forever sites 29, 39, 202, 299, 303, 322, 325, 383 and 407 are located within the City of Joondalup; these sites have been illustrated at Appendix 2.

### 2.3.6 Tourism Planning Taskforce Report (2006) and Planning Bulletin No. 83 — Planning for Tourism (2007)

The Tourism Planning Taskforce, established in 2002, investigated the practice of using tourist zoned land for residential development and the effect of strata schemes on tourism developments. Recommendations of the Taskforce included the preparation and approval by local government of specific tourism components in local planning strategies as a framework for decision-making on tourism proposals. *Planning Bulletin No.83* sets out the interim policy of the Western Australian Planning Commission to implement the recommendations of the Tourism Planning Taskforce.

### 2.3.7 Liveable Neighbourhoods 2007

*Liveable Neighbourhoods 2007* is an operational policy for the design and assessment of structure plans and subdivision for new urban areas in the Perth Metropolitan Region and Country Centres. *Liveable Neighbourhoods 2007* is applied in the City of Joondalup in the design and approval of urban development, structure planning and subdivision for greenfield sites and for the redevelopment of large brownfield and urban infill sites.

### 2.3.8 Development Control Policy 1.6 — Planning to Support Transit Use and Transit Oriented Development

*Development Control Policy 1.6 — Planning to Support Transit Use and Transit Oriented Development* sets out the position of the Western Australian Planning Commission in relation to future development in a transit-oriented precinct. One of the policy objectives is to ensure the ‘*optimal use of land within transit-oriented precincts by encouraging the development of uses and activities that will benefit from their proximity and accessibility to public transport and which in turn, will generate a demand for the use of transit infrastructure and services.*’

The Policy defines a ‘transit-oriented precinct’ as one in which the threshold for walking to those facilities is:

- approximately 10 to 15 minutes, or an 800 metres distance for train stations, transit interchanges or major bus transfer stations or terminals; and
- approximately 5 to 7 minutes walking time or 400 metres for bus stops located on bus routes with multiple bus services that are high-frequency of 15 minutes or less during peak periods.

There are 6 railways stations in the City of Joondalup and a network of public transport bus routes servicing the local and regional transport needs of the City. The bus routes are well integrated with train services at Joondalup, Greenwood, Whitfords



and Warwick Stations and provide a high degree of accessibility to local facilities and amenities.

### **2.3.9 Designing Out Crime Planning Guidelines (2006)**

The *Designing Out Crime Planning Guidelines* provide local government, government agencies, the development industry, and planning and design practitioners with an understanding of the principles of 'designing out crime', based on the premise that good design can reduce opportunities for offending and improve feelings of safety.

### **2.3.10 Better Urban Water Management Framework (2008)**

This *Better Urban Water Management Framework* provides guidance on the implementation of *State Planning Policy 2.9 — Water Resources* (which is a requirement of the *State Water Strategy for Western Australia*). The Framework is designed to facilitate better management and use of urban water resources by ensuring an appropriate level of consideration is given to the total water cycle at each stage of the planning system. The document intends to assist regional, district and local land use planning, as well as subdivision and development phases of the planning process. It should be applied to both new greenfield and urban renewal projects where residential, commercial, industrial and rural residential uses and development is proposed.

### **2.3.11 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. The purpose of the *North-West Corridor Structure Plan* is to ensure there is comprehensive approach to planning and development in the Corridor. The Plan provides the regional context for more detailed planning decisions and coordination of investment in regional infrastructure such as roads, drainage and trunk services. The Plan is currently being reviewed by the Western Australian Planning Commission.

### **2.3.12 Draft Perth Coastal Planning Strategy (2008)**

The *Draft Perth Coastal Planning Strategy* provides guidance and support to decision-making on future land use, development and conservation of the Perth metropolitan coastline from Two Rocks to Singleton. The draft Strategy makes recommendations for 56 coastal precincts, 7 of which are located within the City. Relevant objectives of the draft Strategy include:

- To promote, protect and retain areas of open space for the purposes of conservation, recreation and amenity.
- To protect areas which provide views of the coast.
- To protect the coastline while still allowing people to live near the coast and use the coast for activities such as recreation.
- To develop tourism and recreation nodes along the coast in appropriate locations.
- To provide sufficient infrastructure to ensure that people can enjoy and recreate at the beach.

- To provide for public access on the coast.

### **2.3.13 Other Operational Policies**

In addition to those already described in this section, the Western Australian Planning Commission has adopted a range of Operational Policies to guide its decision-making on subdivision and development applications. These Policies apply when the City and the Planning Commission consider applications for subdivision or development within the City of Joondalup. The Planning Commission has also published a series of Planning Bulletins and Practice Codes for local governments and State Government agencies on a range of planning matters.

## PART 3 — LOCAL GOVERNMENT POLICY CONTEXT

### 3.1 City of Joondalup Strategic Plan 2008–2011

In April 2008, Council adopted a strategic plan for the period 2008 to 2011. The *Strategic Plan 2008–2011* contains a high-level direction for the City, and comprises of 5 'Key Focus Areas'. The main content of the *Strategic Plan 2008–2011* is dissected below.

Key Focus Areas:

1. Leadership and governance
2. Natural environment
3. Economic prosperity and growth
4. The built environment
5. Community well-being.

Vision:

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

Mission:

*'To undertake all our activities with the endeavour of meeting community expectations and achieving sustainable lifestyles.'*

### 3.2 Council policies, strategies and plans

Council has adopted a number of policies, plans and strategies to enable the implementation of the *Strategic Plan 2008–2011*.

#### 3.2.1 Policy 3-3 — Centres Strategy

Council *Policy 3-3 — Centres Strategy* was adopted by Council in 2001. This Policy addresses the size, distribution and nature of Centres in the City of Joondalup. The Policy classifies 'City Centre', 'Town Centre', 'Small Town Centre' and 'Village Centre'. The Policy also interprets, applies and implements the 2000 *State Planning Policy 4.2 Metropolitan Centres Policy Statement for the Perth Metropolitan* having regard to the particular circumstances that exist in the City of Joondalup. The specific objective of *Centres Strategy* is to promote retail and incremental expansion of existing 'centres' throughout the City of Joondalup.

#### 3.2.2 Policy 1-3 — Sustainability and Policy 5-4 — Sustainability

The City's two sustainability policies, *Policy 1-3 — Sustainability* and *Policy 5-4 — Sustainability* provide an overarching policy position that promotes the sustainable social, economic, environmental and cultural well-being of the community. The Policies require that all future Council Policies are to consider sustainability outcomes in the form of a 'Sustainability Statement'.



### **3.2.3 Joondalup City Centre Development Plan and Development Manual (Structure Plan)**

The *Joondalup City Centre Development Plan* and the *Development Manual (Structure Plan)* is a guiding framework for the growth and development of the Joondalup City Centre. The *Development Plan* describes the planning strategy and the *Development Manual* contains the design guidelines for the continued orderly development of the City Centre. The *Joondalup City Centre Development Plan* and the *Development Manual* are currently being reviewed.

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

The *Parking Strategy for the Joondalup CBD* was adopted by Council in 2007. This Strategy supports the community's demand for greater parking in the City Centre and concentrates on maximising short-term and on-street parking bays to attract, encourage and support businesses.

### **3.2.5 Community Development Strategy 2006–2011**

The *Community Development Strategy 2006–2011* is a reference document that promotes the overall vision of improving social, cultural and economic conditions in the local community. The specific objectives of the Strategy are: to build up the capacity of the community to help itself; to foster the spirit of mutual help in the community; to address the needs of and to empower disadvantaged communities; to enhance community cohesion and harmony and to motivate community participation. The Strategy contains specific Plans for youth, families with children, seniors, access and inclusion, and culture and leisure.

### **3.2.6 Economic Development Plan 2007–2011**

The *Economic Development Plan 2007–2011* provides a framework for a range of activities designed to encourage greater commercial activity and build capacity for future local economic growth. The Vision for the *Economic Development Plan 2007–2011* is that the City will continue to grow as the Strategic Regional Centre providing a knowledge and service hub for the North-West Corridor. The Plan outlines the City's coordinated and collaborative approach to strengthen the established services industries of education, health and community services, attract and grow office based professional service industries of government administration, property, business services, finance, insurance and services to the resource sector, and support smart industries emerging from research and development strengths of the Joondalup Learning Precinct.

The strategic priorities of the Plan are: to maximise local industry employment, maximise local jobs for local people; to ensure infrastructure, land and property accommodate and support the aim to maximise growth; and to promote collaboration of all relevant stakeholders in order to achieve this goal. All activities within the Plan are focused on one of three high-level outcomes: generating wealth in the community; growing local employment opportunities; or enabling local residents to enjoy an improved quality of life.

### **3.2.7 Tourism Development Plan 2005–2009**

The City's *Tourism Development Plan 2005–2009* explores opportunities for marketing and infrastructure planning and development. The Plan also examines the different 'tourism opportunity' regions and the prospects for sustainable development

and management. The *Tourism Development Plan 2005–2009* is currently being reviewed by the City.

### **3.2.8 Environment Plan 2007–2011**

The *Environment Plan 2007–2011* commits the city to achieve environmentally sustainable goals by requiring future planning decisions to incorporate environmental goals. The Plan is intended to provide ongoing environmental leadership to the community to ensure the City retains its natural environmental assets and preserves them for future generations to enjoy.

### **3.2.9 Landscape Master Plan 2009–2019**

The City's *Landscape Master Plan 2009–2019* presents a strategic framework for the City of Joondalup to evolve individual Landscape Plans over the next 20 years. The Plan ensures the City is well-placed in adapting to the challenges and opportunities created by climate change.

### **3.2.10 Biodiversity Action Plan 2009–2019**

The City's *Biodiversity Action Plan 2009–2019* has been developed to provide direction for the City's biodiversity management activities over a 10-year period. The City recognises the value of its natural assets and has identified the retention and enhancement of biodiversity as a key priority. The *Biodiversity Action Plan 2009–2019* provides actions to protect key biodiversity assets and improve community education on biodiversity issues.

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

The *Joondalup Coastal Foreshore Natural Areas Management Plan* was adopted in 2002. The Plan recognises that the City has coastal foreshores and natural areas of significant conservation value as well as of considerable aesthetic and amenity value. The Plan sets out guidelines and best-practice management principles for dune restoration, weed control, fire management, disease management, feral animals and access and recreation for all coastal foreshore and natural area management zones in the City. The *Joondalup Coastal Foreshore Natural Areas Management Plan* is currently under review and it is expected to be completed in 2010.

### **3.2.12 Yellagonga Regional Park Management Plan 2003–2013**

The *Yellagonga Regional Park Management Plan 2003–2013* was developed in partnership with the Department of Environment and Conservation and the City of Wanneroo. The Plan provides broad direction for the protection and enhancement of conservation, recreation and landscape values of Yellagonga Regional Park.

### **3.2.14 Bike Plan 2009–2015**

The City's *Bike Plan 2009–2015* aims to promote cycling in the City of Joondalup and increase the number of cyclists using Joondalup's bicycle network and facilities. The Plan provides a number of short-term and long-term strategies for infrastructure, education, and encouragement required to meet the needs of cyclists, as well as to increase cycling in the City.

### 3.2.15 Community Development Strategy 2006–2011

The City's *Community Development Strategy 2006–2011* supports a local community that is environmentally responsible, socially sound, economically viable, and based on effective governance. Acknowledging this goal, *the Community Development Strategy 2006–2011* provides a reference document for achieving the City's community vision. The Strategy provides for the high-level objectives of the City in relation to wider community development, incorporating specific plans for youth, families with children, seniors, access & inclusion, and culture and leisure.

### 3.2.16 Local planning policies

The City has a range of planning policies that guide particular aspects of development and subdivision. These include:

- *Policy 3-1 — Child Care Centres*
- *Policy 3-2 — Height and Scale of Buildings within the Residential Areas*
- *Policy 3-4 — Height of Buildings within the Coastal Area (Non-Residential Zones)*
- *Policy 3-5 — Signs*
- *Policy 3-8 — Joondalup City Centre Car Parking For Commercial Development*
- *Policy 7-10 — Cash-In-Lieu of Car Parking (Excluding the Joondalup City Centre)*
- *Policy 7-11 — Telecommunications Infrastructure*
- *Policy 7-12 — Buildings Set Back from the Boundary Additional Acceptable Development Provisions — Clause 3.3.1 of the Residential Design Codes 2002*
- *Policy 7-13 — Design Guidelines Carine Glades Mews Estate, Duncraig*
- *Policy 7-14 — Design Guidelines for Waterview Estate, Kingsley*
- *Policy 7-16 — Pedestrian Accessways*
- *Policy 7-24 — Cubby Houses*
- *Policy 7-26 — Notification of Approved Commercial Development*
- *Policy 7-5 — Alfresco Activities*
- *Policy 7-9 — Home Business*

## PART 4 — MUNICIPAL PROFILE AND KEY ISSUES

### 4.1 Population and housing

The Perth Metropolitan Region has experienced rapid population growth over the past 50 years with the North-West Corridor experiencing a commensurate rate of growth over the same period.

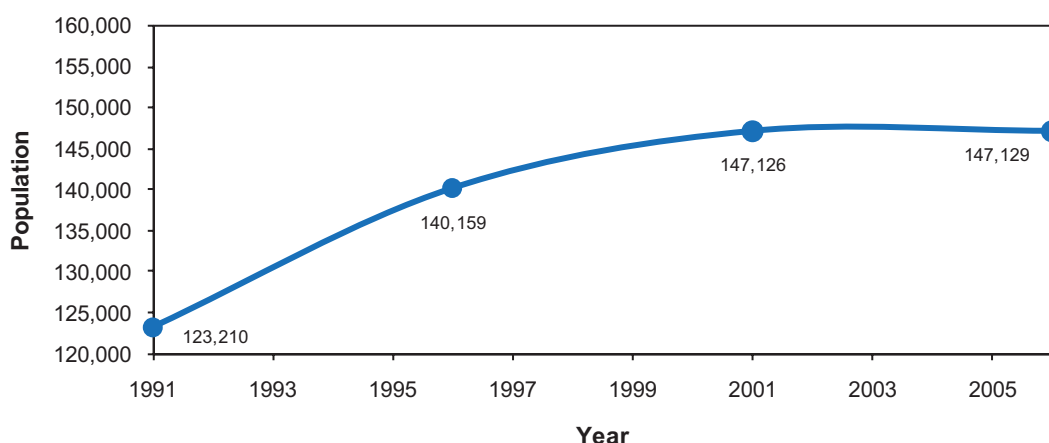
In the City of Joondalup, the pattern of development has been typically suburban. Namely, the region has been characterised by large housing blocks in a neighbourhood layout with numerous cul-de-sac roads, ample local open space, primary and secondary schools and local shopping.

More recently, development in the Joondalup City Centre has also produced some high-density residential development, mostly in the form of apartments. This has given the City Centre a greater level of mixed-use development than elsewhere in the locality. The opening of the Northern Suburbs Railway Line in 1992 created further opportunities for higher-density development around the railway stations on this line. This has occurred to a limited extent at Currambine.

#### 4.1.1 Population growth

At the time of the 2006 *Census of Population and Housing*, the population of the City of Joondalup was 147,129<sup>3</sup>. As is demonstrated on the chart below, the City's population in 2001 was 147,126<sup>4</sup>, in 1996, it was 140,159<sup>5</sup> and in 1991 it was 123,210<sup>6</sup>. This indicates that from the late 1990s, the City's population has remained largely static. The most recent population estimate for the City of Joondalup is 159,986 for 2008<sup>7</sup>. In terms of the Perth Metropolitan Region, the City of Joondalup has retained approximately 10% of the Region's population over the same period<sup>8</sup>. The chart below illustrates the population growth in the City of Joondalup since 1991.

Figure 4.1.1: Population growth in the City of Joondalup 1991–2006<sup>9</sup>.



<sup>3</sup> ABS 2006 (a)

<sup>4</sup> ABS 2001

<sup>5</sup> ABS 1996

<sup>6</sup> ABS 1991

<sup>7</sup> ABS 2008

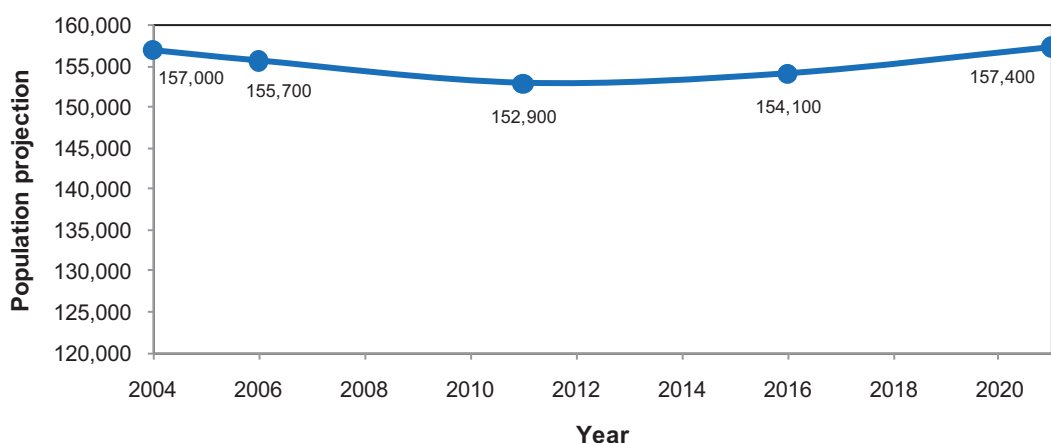
<sup>8</sup> ABS 2006 (a), 2001, 1996, 1991.

<sup>9</sup> ABS 2008

### 4.1.2 Projected population growth

Based on the 2001 *Census of Population and Housing*, the City's population is projected to remain relatively stable over the next 2 decades<sup>10</sup>. (However, it should be noted that these projections do not take into account the 2006 *Census of Population and Housing* and are likely to be slightly higher due to rising fertility rates). Notwithstanding, these are minor population changes across a large population base and reflect the fact that much of the City has already been developed. In a regional context, the estimated population for the North-West Corridor<sup>11</sup> is expected to rise to over 350,000 by 2021 and over 415,000 by 2031<sup>12</sup>.

Figure 4.1.2: Projected population growth in the City of Joondalup 2004–2021<sup>13</sup>.



### 4.1.3 Demographic profile

At the 2006 *Census of Population and Housing*, approximately 36.3% of the City's population was under the age of 25, 26.3% of the population was between the ages of 25 and 44, 28.5% was between 45 and 64 and approximately 8.9% was over the age of 65<sup>14</sup>. Compared to the wider Perth Metropolitan Region, the City of Joondalup has a greater proportion of its population under the age of 25 and between the ages of 45 and 64 (34.7% and 24.9% of Perth respectively), and a lesser proportion of its population between the ages of 25 and 44 and over the age 65 (28.5% and 12.0% of Perth respectively)<sup>15</sup>.

Since the early 1990s, the demographic profile for the City has, in general, developed as per the 'suburban lifecycle'. The dominant household type is generally shifting from families with small children to couples with teenage/adult children or no children. As such, the population is becoming older. Since the 1991 *Census*, the proportion of the City's population under the age of 25 has declined and the proportion of the City's population over the age of 40 has increased<sup>16</sup>. The table and chart below show the demographic change in the City of Joondalup from 1991 to 2006.

<sup>10</sup> WAPC 2005

<sup>11</sup> The North-West Corridor includes the Cities of Joondalup and Wanneroo.

<sup>12</sup> WAPC 2005

<sup>13</sup> WAPC 2005

<sup>14</sup> ABS 2006 (a)

<sup>15</sup> ABS 2006 (a)

<sup>16</sup> ABS 2006 (a), 1991

Figure 4.1.3 (a): Demographic change in the City of Joondalup 1991–2006<sup>17</sup>.

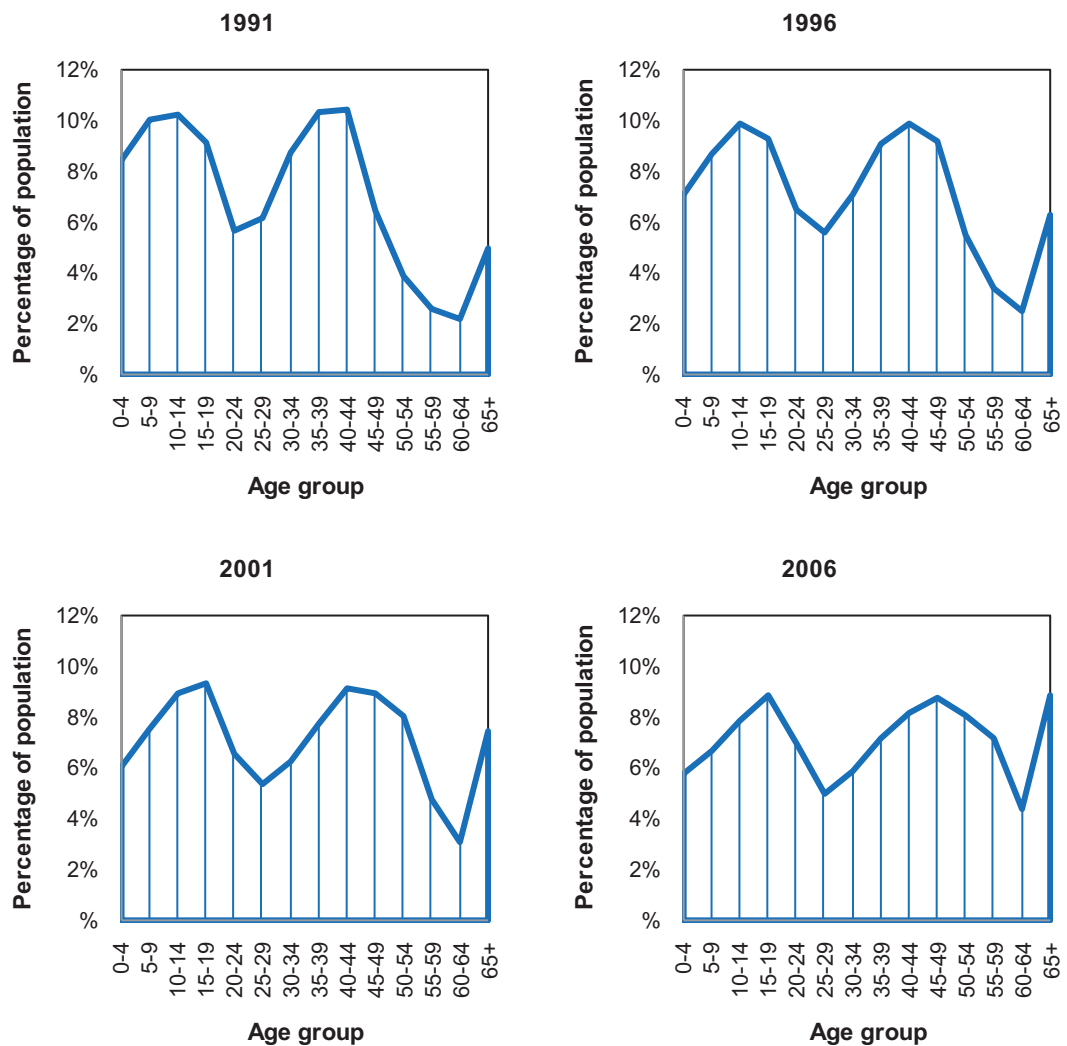


Figure 4.1.3 (b): Demographic change in the City of Joondalup 1991–2006<sup>18</sup>.

Age group	1991		1996		2001		2006	
0–4	10,489	8.5 %	9,956	7.1 %	9,043	6.1 %	8,631	5.8 %
5–9	12,446	10.1 %	12,123	8.7 %	11,162	7.6 %	10,000	6.7 %
10–14	12,621	10.3 %	13,821	9.9 %	13,186	9.0 %	11,859	7.9 %
15–19	11,336	9.2 %	13,082	9.3 %	13,883	9.4 %	13,301	8.9 %
20–24	7,060	5.7 %	9,054	6.5 %	9,737	6.6 %	10,476	7.0 %
25–29	7,686	6.2 %	7,799	5.6 %	7,982	5.4 %	7,483	5.0 %
30–34	10,855	8.8 %	10,010	7.1 %	9,272	6.3 %	8,836	5.9 %
35–39	12,802	10.4 %	12,726	9.1 %	11,462	7.8 %	10,808	7.2 %
40–44	12,867	10.5 %	13,855	9.9 %	13,480	9.2 %	12,300	8.2 %
45–49	8,050	6.5 %	12,821	9.2 %	13,209	9.0 %	13,219	8.8 %
50–54	4,775	3.9 %	7,746	5.5 %	11,909	8.1 %	12,152	8.1 %
55–59	3,177	2.6 %	4,791	3.4 %	7,121	4.8 %	10,774	7.2 %
60–64	2,767	2.2 %	3,461	2.5 %	4,618	3.1 %	6,530	4.4 %
65+	6,179	5.0 %	8,794	6.3 %	11,061	7.5 %	13,303	8.9 %
Total	123,110	100.0 %	140,039	100.0 %	147,125	100.0 %	149,672	100.0 %

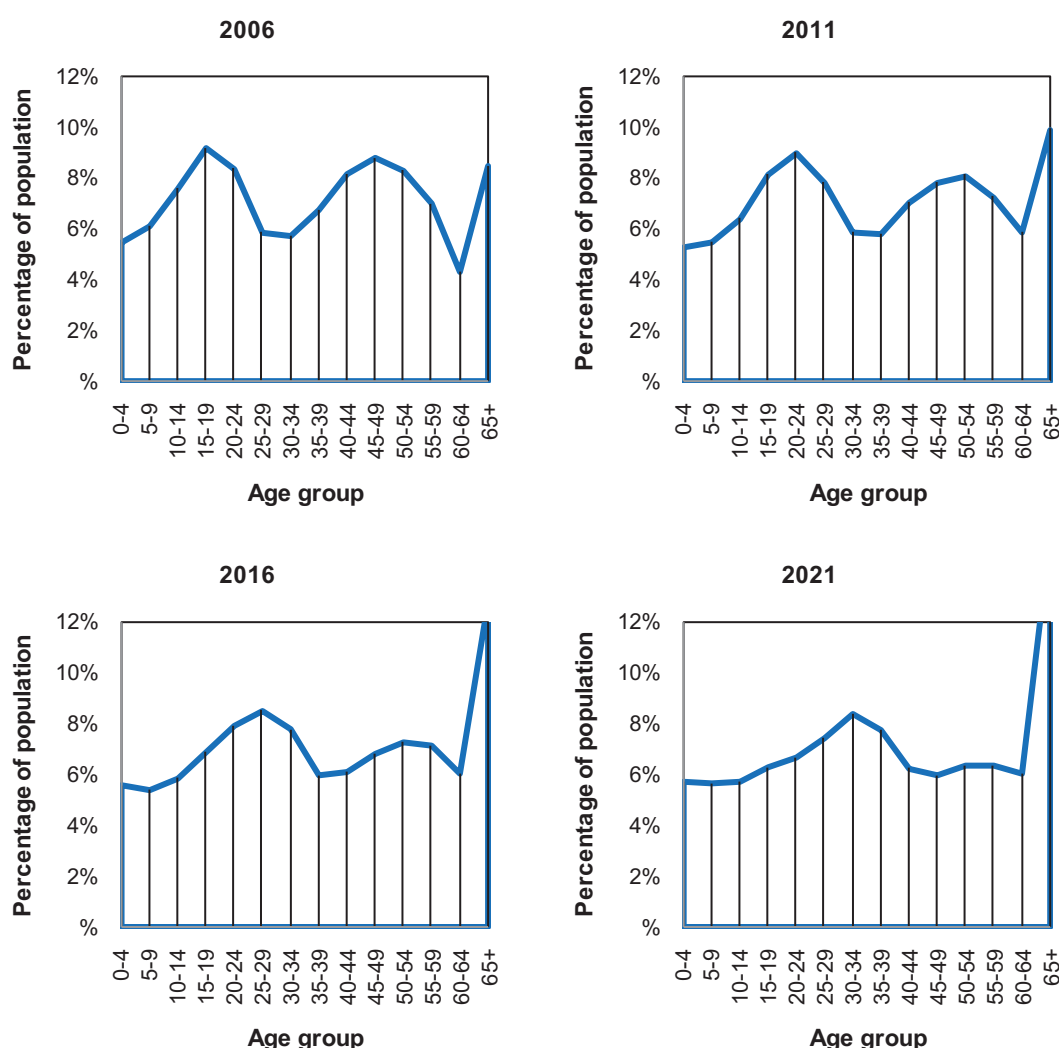
<sup>17</sup> ABS 2006 (a), 2001, 1996, 1991

<sup>18</sup> ABS 2006 (a), 2001, 1996, 1991

#### 4.1.4 Projected demographic profiles

Based on the 2001 *Census of Population and Housing*, projected demographic profiles of the City show a significantly ageing population<sup>19</sup>. The proportion of the population under the age of 25 is projected to decline considerably with the proportion of the population between the ages of 25 and 60 smoothing and becoming more comparable. Further, the population over the age of 65 is projected to increase dramatically. Across the same time period, the population of the wider Perth Metropolitan Region is projected to become older also, although it is projected that these changes will occur more rapidly within the City of Joondalup. (However, it should be noted that these projections do not take into account the 2006 *Census* and are likely to be slightly higher due to rising fertility rates).

Figure 4.1.4 (a): Projected demographic change in the City of Joondalup 2006–2021<sup>20</sup>. (n.b.: the 2006 figures are based on a projected population from the 2001 *Census* and do not represent the actual figures from the 2006 *Census*).



<sup>19</sup> WAPC 2005

<sup>20</sup> WAPC 2005



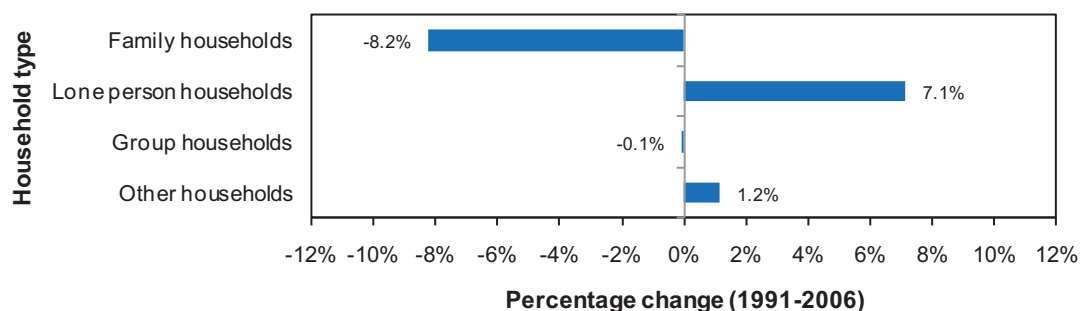
Figure 4.1.4 (b): Projected demographic change in the City of Joondalup 2006–2021<sup>21</sup>. (n.b.: the 2006 figures are based on a projected population from the 2001 *Census* and do not represent the actual figures from the 2006 *Census*).

Age group	2004		2011		2016		2021	
0–4	8,500	5.5 %	8,100	5.3 %	8,600	5.6 %	9,000	5.7 %
5–9	9,500	6.1 %	8,400	5.5 %	8,300	5.4 %	8,900	5.7 %
10–14	11,800	7.6 %	9,800	6.4 %	9,000	5.8 %	9,000	5.7 %
15–19	14,300	9.2 %	12,500	8.2 %	10,600	6.9 %	9,900	6.3 %
20–24	13,000	8.3 %	13,800	9.0 %	12,200	7.9 %	10,500	6.7 %
25–29	9,100	5.8 %	12,000	7.8 %	13,100	8.5 %	11,700	7.4 %
30–34	8,900	5.7 %	9,000	5.9 %	12,000	7.8 %	13,200	8.4 %
35–39	10,500	6.7 %	8,900	5.8 %	9,200	6.0 %	12,200	7.8 %
40–44	12,700	8.2 %	10,800	7.1 %	9,400	6.1 %	9,800	6.2 %
45–49	13,700	8.8 %	12,000	7.8 %	10,500	6.8 %	9,400	6.0 %
50–54	12,900	8.3 %	12,400	8.1 %	11,200	7.3 %	10,000	6.4 %
55–59	10,900	7.0 %	11,100	7.3 %	11,000	7.1 %	10,000	6.4 %
60–64	6,700	4.3 %	9,000	5.9 %	9,300	6.0 %	9,500	6.0 %
65+	13,200	8.5 %	15,200	9.9 %	19,700	12.8 %	24,200	15.4 %
<b>Total</b>	<b>155,700</b>	<b>100.0 %</b>	<b>153,000</b>	<b>100.0 %</b>	<b>154,100</b>	<b>100.0 %</b>	<b>157,300</b>	<b>100.0 %</b>

#### 4.1.5 Household trends

At the 1991 *Census of Population and Housing*, the dominant household type was 'family households' (87.2%) with few 'lone person households' (8.7%) and even fewer 'group households' (2.4%)<sup>22</sup>. By the 2006 *Census*, the dominant household type had remained 'family households', however these had declined (79.0%) with a corresponding growth in 'lone person households' (15.8%)<sup>23</sup>. Notwithstanding, the proportion of 'family households' in the Perth Metropolitan Region was only 67.8%<sup>24</sup>, therefore even with significant decline, the City of Joondalup still had a greater proportion of 'family households' than the wider Perth Metropolitan Region. The percentage change in household types over this 15-year period is shown in the chart below.

Figure 4.1.5 (a): Percentage change in household type in the City of Joondalup 1991–2006<sup>25</sup>.



Additionally, at the 1991 *Census*, the dominant family type was 'couples with children' (66.0%), this was followed by 'couples without children' (23.7%), and 'one parent families' (9.4%)<sup>26</sup>. At the 2006 *Census*, the dominant family type remained 'couples with children' (53.3%), but this had decreased significantly with a corresponding rise in 'couples without children' (33.6%) and 'one parent families' (13.0%)<sup>27</sup>. However,

<sup>21</sup> WAPC 2005

<sup>22</sup> ABS 1991

<sup>23</sup> ABS 2006 (a)

<sup>24</sup> ABS 2006 (a)

<sup>25</sup> ABS 2006 (a), 1991

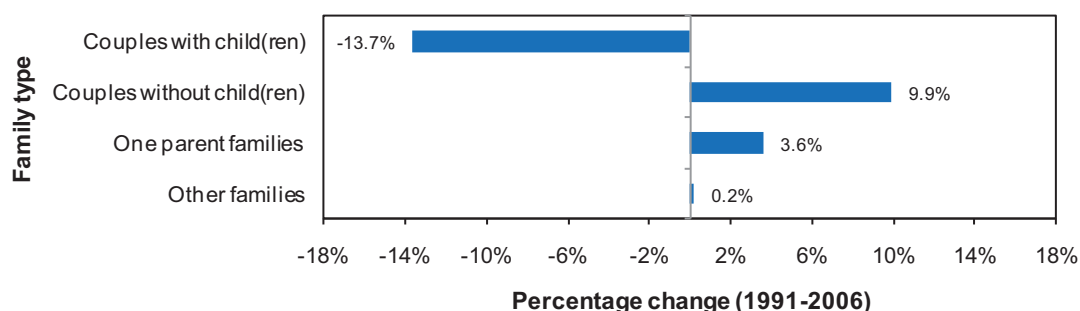
<sup>26</sup> ABS 1991

<sup>27</sup> ABS 2006 (a)



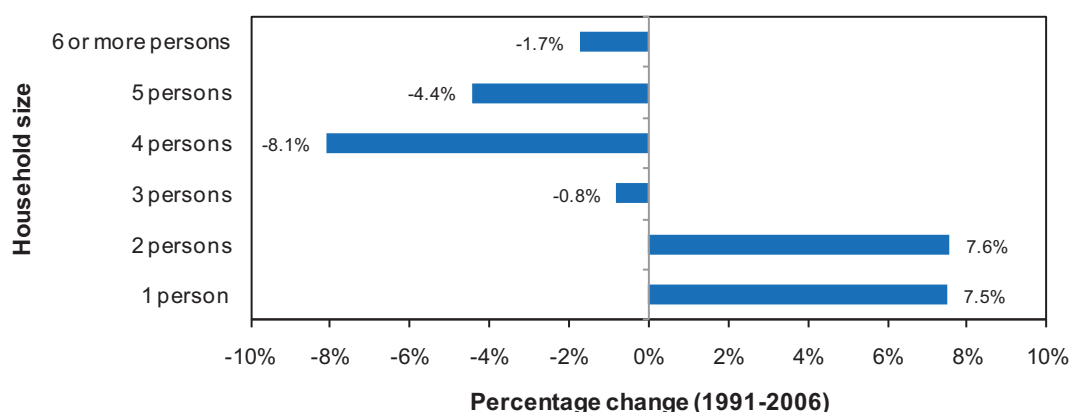
compared to the Perth Metropolitan Region, the City of Joondalup still had a greater proportion of 'couples with children' than the Perth Metropolitan Region (with 45.8%). The percentage change over this 15-year period is shown in the chart below.

Figure 4.1.5 (b): Percentage change in family type in the City of Joondalup 1991–2006<sup>28</sup>.



Since the early 1990s, the City has also been experiencing a decrease in the size of households. At the 1991 *Census*, the dominant household size was 4 people (29.8%)<sup>29</sup>. However, by the 2006 *Census*, the dominant household size was 2 people (33.0%) and there had also been a significant increase in single person households<sup>30</sup>. Notwithstanding, compared to the Perth Metropolitan Region, the City still has a considerable proportion of 4-person households<sup>31</sup>. The chart below shows the percentage change in household size in the City of Joondalup over this 15-year period.

Figure 4.1.5 (c): Percentage change in household size in the City of Joondalup 1991–2006<sup>32</sup>.



#### 4.1.6 Housing types and density trends

The dominant type of housing in the City has not changed significantly over the past 10–15 years. In 1991, 88.8% of the City's population lived in a 'separate house', in 1996, it was 87.0%, in 2001, 86.5% and in 2006, 85.8%. Since 1991, 'medium-density' and 'high-density' housing has risen slightly (1.2% and 0.7% rise respectively), however the vast majority of the City's population still remains in 'separate housing'. Furthermore, compared to the Perth Metropolitan Region, the dominant housing type in the City, 'separate housing', is significantly higher than in the Perth Metropolitan Region (71.8% in the Perth Metropolitan Region). The

<sup>28</sup> ABS 2006 (a), 1991

<sup>29</sup> ABS 1991

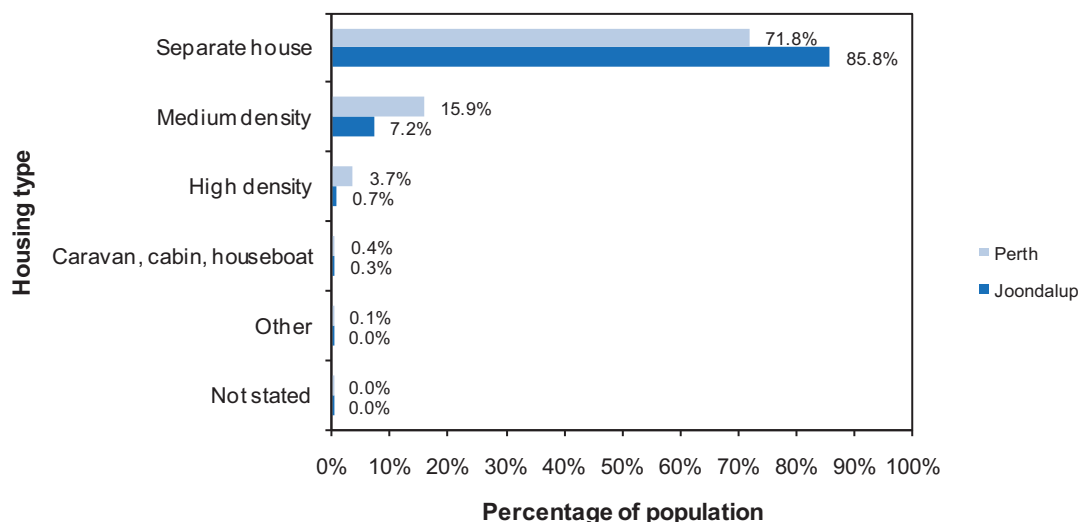
<sup>30</sup> ABS 2006 (a)

<sup>31</sup> ABS 2006 (a)

<sup>32</sup> ABS 1991, 2006 (a).

proportion of different housing types in the City compared to the Perth Metropolitan Region is shown in the chart below.

Figure 4.1.6: Comparison of housing types in the City of Joondalup and the Perth Metropolitan Region 2006.<sup>33</sup>



#### Planning implications

- The population of the City of Joondalup is not expected to grow dramatically over the next 20 years and the few remaining greenfields sites at Burns Beach and Iluka will cater for the housing needs of families who move to the City.
- The general ageing of the population and the trend towards smaller household sizes will likely continue during this period and it is expected that this will increase demand for a greater diversity in housing.
- Future housing will need to be located in areas with easy access to facilities.
- How to incorporate new development within existing suburbs.

## 4.2 Employment and the economy

The local economy of the City of Joondalup draws on the City Centre's function as a Strategic Regional Centre for the north-west region, including its service, industrial and business centres, retail centres, and tourism and recreational features.

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. The City Centre includes the Joondalup Learning Precinct which is home to the tertiary campuses of Edith Cowan University (ECU), West Coast Institute of Training (formally West Coast College of TAFE) and the Western Australia Police Academy.

Other employment centres are the Joondalup Service Industrial Area — Joondalup 'Gate', town centres of Whitford City and Warwick Grove, the tourist centres of Hillarys Boat Harbour and Ocean Reef Boat Harbour, small town centres of Currambine, Greenwood Village and

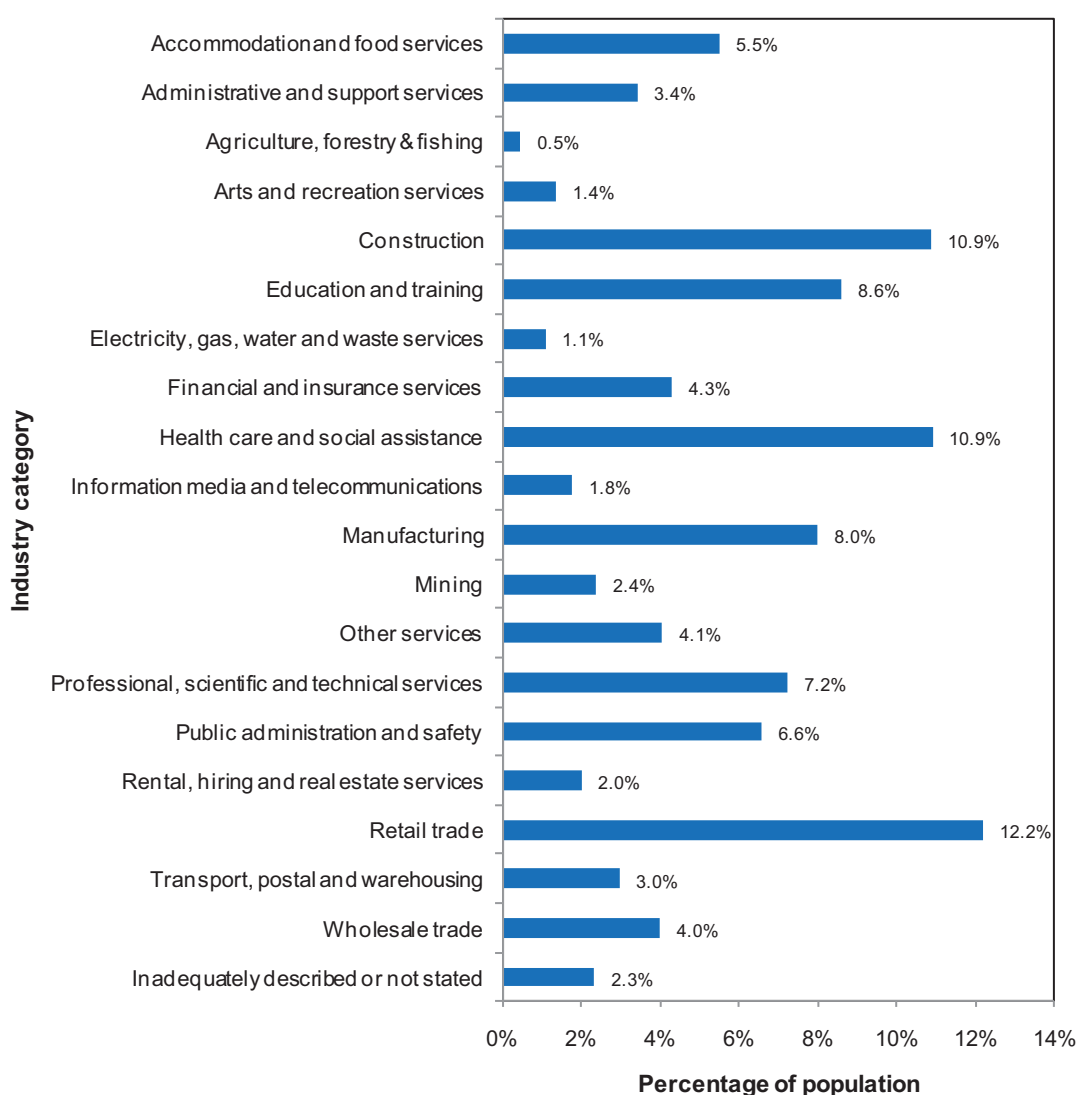
<sup>33</sup> ABS 2006 (a)

Woodvale and other centres ranging from village centres to local shops and specialised centres.

#### 4.2.1 Industry and occupation

At the time of the 2006 *Census of Population and Housing*, the dominant industry sectors in the City of Joondalup were 'retail trade' employing 12.2% of the local population, 'construction' with 10.9%, 'health care and social assistance' with 10.9%, 'education and training' with 8.6%, and 'manufacturing' with 8.0%<sup>34</sup>. Compared to the wider Perth Metropolitan Region, the City has a greater proportion of the population employed across all of these dominant sectors, with a significantly larger proportion of the population in the construction industry (compared with 8.8% for the Perth Metropolitan Region)<sup>35</sup>. The proportion of employment in different industry types is shown in the chart below.

Figure 4.2.1: Employment by industry type in the City of Joondalup 2006<sup>36</sup>.



<sup>34</sup> ABS 2006 (a)

<sup>35</sup> ABS 2006 (a)

<sup>36</sup> ABS 2006 (a)

## 4.2.2 Employment trends

In accordance with the 2006 Australian Bureau of Statistics (ABS) *Journey to Work* data, the City had a total of 32,787 workers. 63.2% of worker came from the City of Joondalup, 16.7% from the City of Wanneroo and 9.6% from the City of Stirling<sup>37</sup>. The residential location of workers in the City of Joondalup is shown in the table below.

Figure 4.2.2 (a): Residential location of workers in the City of Joondalup 2006<sup>38</sup>.

Residential location	2006	
Within the City of Joondalup	20,728	63.2%
Outside the City of Joondalup	12,059	36.8%
Total workers in the City of Joondalup	32,787	100.0%

In addition, the City had a total of 81,380 employed residents, 25.5% of whom worked in the City of Joondalup, 15.6% of whom worked in the City of Perth and 13.4% worked in the City of Stirling<sup>39</sup>. The employment location of residents is shown in the table below.

Figure 4.2.2 (b): Employment locations of City of Joondalup residents 2006<sup>40</sup>.

Employment location	2006	
Within the City of Joondalup	20,728	25.5%
Outside the City of Joondalup	52,106	64.0%
(Work location unknown)	(8,546)	(10.5%)
Total employed residents of the City of Joondalup	81,380	100.0%

Consequently, as of the 2006 *Census*, the City of Joondalup had an employment self-sufficiency<sup>41</sup> of 40.3%, meaning that 40.3% of the labour force living in the City had the potential to gain a job there<sup>42</sup>. In addition, the employment self-containment<sup>43</sup> for the City was 25.5%, meaning that 25.5% of the local employed workforce worked within the City<sup>44</sup>.

The low-level of employment self-containment that is evident in the City of Joondalup is characterised by the 'dormitory suburbs' effect. This effect typically impacts directly on transport networks with associated environmental and social impacts of extended car journeys as well as lost opportunities associated with living, working and consuming goods and services within the local area. Notwithstanding, low employment self-containment and self-sufficiency is not uncommon in other growth Corridors in the Perth Metropolitan Region (with the exception of the South-West Corridor with its industrial base).

## 4.2.3 North-West Corridor — Impacts of regional growth on the City of Joondalup

The North-West Corridor, being the City of Joondalup and the City of Wanneroo, is growing rapidly. This growth is being driven by various urban development projects within the City of Wanneroo which will deliver significant population growth up to 2031. According to *WA Tomorrow*, the population of the City of Wanneroo is projected to grow from 114,600 in 2006 to 201,200 in 2021; an approximate growth of

<sup>37</sup> ABS 2006 (b)

<sup>38</sup> ABS 2006 (b)

<sup>39</sup> ABS 2006 (b)

<sup>40</sup> ABS 2006 (b)

<sup>41</sup> employment self-sufficiency = total workers / total employed residents

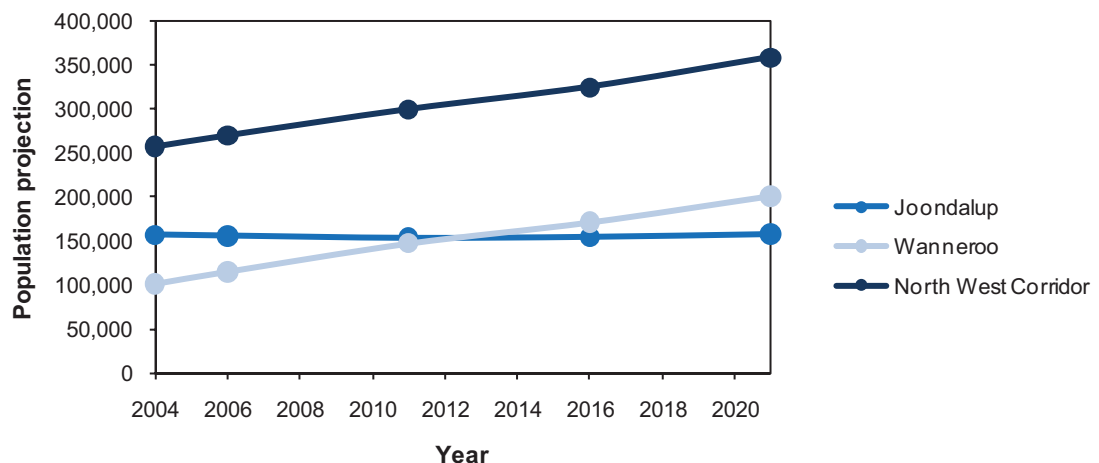
<sup>42</sup> ABS 2006 (b)

<sup>43</sup> employment self-containment = residents working within the City / total employed residents

<sup>44</sup> ABS 2006 (b)

75.6%<sup>45</sup>. Across the two Cities, the North-West Corridor is projected to grow from 270,300 in 2006 to 358,500 in 2021; an approximate growth of 32.6%<sup>46</sup>. Between 2006 and 2031, the population for the North-West Corridor is projected to grow by approximately 54.6%<sup>47</sup>. (n.b.: the 2006 figures are based on a projected population from the 2001 *Census* and do not represent the actual figures from the 2006 *Census*). The projected population growth for the Cities of Joondalup and Wanneroo and for the North-West Corridor is shown in the chart below.

Figure 4.2.3: Projected population growth in the City of Joondalup, City of Wanneroo and North-West Corridor 2004–2021<sup>48</sup>.



Such regional population growth is likely to impact upon jobs. Even if local jobs were created at the same rate as the Corridor's projected population growth, there would still be a significant increase in residents commuting from the region. The disparity between population growth and employment creation is likely to exacerbate the sustainability issues currently being experienced within the City of Joondalup. The flow-on effects for the City will include a greater emphasis on employment creation within Joondalup (shorter-term) to support the surrounding region, as well as its own residents, until sufficient employment can be created within the City of Wanneroo in the medium- to long-term.

#### 4.2.4 Outlook for industry and future employment

##### Regional context

In a regional context, the North-West Corridor has significant industrial land holdings with the most mature being at Lansdale and Wangara. In terms of the future growth of industrial areas, the Wangara and Lansdale complexes are expected to reach capacity by 2012/2013.

The only remaining area available to meet the demand for industrial land in this Corridor is the Neerabup Industrial Estate which is 10 kilometres from the Joondalup City Centre. This Estate is expected to meet the industrial land supply needs in the region for the next 20 years. The current industrial-zoned area is approximately 1,000 hectares; however, a substantial portion of this is currently subject to a number of constraints limiting development. At full

<sup>45</sup> WAPC 2005

<sup>46</sup> WAPC 2005

<sup>47</sup> WAPC 2005

<sup>48</sup> WAPC 2005

capacity, the Neerabup Industrial Estate is projected to generate up to 20,000 jobs in the North-West Corridor<sup>49</sup>.

A significant additional area for industrial use (approximately 800 hectares) has been proposed to the east of the Neerabup Industrial Estate at South Pinjar. The future development of these industrial estates is anticipated to support the growth of the Joondalup City Centre as a regional service and knowledge hub.

Further expansion of the North-West Corridor is likely to result in new Regional Centres being established at Yanchep and Alkimos. These Regional Centres are not expected to impact on the growth of the Joondalup City Centre in the short- or medium-term.

### Joondalup context

In the context of the City of Joondalup, a fundamental component of the City's *Economic Development Plan 2007–2011* is to support identified industry sectors, industry groups and local businesses.

The City has several key industries within the local economy that provide a platform for long-term job growth for the City and wider region. These include:

- *Health and community services:* The main elements of this industry cluster include the Joondalup Health Campus and a significant aggregation of secondary industries. In 2006, this sector provided over 4,900 local employment opportunities. Between 2001 and 2006, employment in health and community services increased by 15.3% and was the fastest growing employment sector for the City. This industry cluster is expected to increase further with regional growth as well and the expansion of the Health Campus (which is set to become the major tertiary health campus of the North-West Corridor).
- *Education:* The keystone of this industry cluster is the Joondalup Learning Precinct, comprising of West Coast Institute of Training (formally West Coast College of TAFE), Edith Cowan University (ECU) and the Western Australia Police Academy. Collectively, this cluster also features tertiary education providers in areas such as business training and real estate. Further growth in the education industry will be delivered by the establishment of the Motor Industry Trades Association \$23 million purpose-built industry training facility.
- *Research and development:* The City Centre features a range of research-oriented organisations, largely focussed within the Joondalup Learning Precinct. Many of these research organisations already have, or are moving towards, commercialisation strategies. This suggests they will provide a future source of business growth in areas aligned to their research outputs.
- *Retail:* In 2001, 35% of the commercial floor space within the City was dedicated to retail purposes. The recent expansion of Lakeside Joondalup Shopping City has seen an additional 29,000 square metres of retail floor space within the City (a 70% increase). Retail is a high-performing sector and its growth is likely to occur with or without the City's direct involvement.

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<sup>49</sup> City of Joondalup and City of Wanneroo 2009

There are future opportunities in the following growth and emerging industry sectors:

- *Business and government services:* The City already has an established sector with strong growth prospects which stand to underpin the commercial and industrial activity within the region.
- *Tourism:* The City's main focus for tourism growth will be the proposed Ocean Reef Marina as well as further opportunities at Hillarys Boat Harbour and Yellagonga Regional Park. The expansion of the Joondalup Resort and the creation of a Special Trading Precinct in the Joondalup City Centre will likely enhance tourism opportunities.

#### 4.2.5 Commercial floor space

In order to generate the required level of employment, it is necessary to ensure that there is a suitable level of land and commercial floor space. The Department of Planning and Infrastructure (now Department of Planning) undertook the *2008 Perth Employment Survey* which found that the City had a total of 685,512 square metres of commercial floor space which provided 19,896 jobs<sup>50</sup>. Taking into account the vacancy rate at the time of the research (3.0%), each job required an average 34.5 square metres of commercial floor space<sup>51</sup>. The level of commercial floor space in the City in 2002 and 2008 is shown in the table below.

Figure 4.2.5: Commercial floor space in the City of Joondalup 2002 and 2008<sup>52</sup>.

Commercial premises	2002	2008
Primary/rural	0 m <sup>2</sup>	0 m <sup>2</sup>
Manufacturing/processing/fabrication	890 m <sup>2</sup>	1,386 m <sup>2</sup>
Storage/distribution	7,603 m <sup>2</sup>	10,559 m <sup>2</sup>
Service industry	58,40 m <sup>2</sup>	9,099 m <sup>2</sup>
Shop/retail	204,531 m <sup>2</sup>	254,488 m <sup>2</sup>
Other retail	34,290 m <sup>2</sup>	43,293 m <sup>2</sup>
Office/business	77,094 m <sup>2</sup>	107,910 m <sup>2</sup>
Health/welfare/community services	62,399 m <sup>2</sup>	124,426 m <sup>2</sup>
Entertainment/recreation/culture	80,527 m <sup>2</sup>	96,588 m <sup>2</sup>
Residential	1,420 m <sup>2</sup>	10,249 m <sup>2</sup>
Utilities/communications	2,352 m <sup>2</sup>	6,840 m <sup>2</sup>
Vacant floor area	34,408 m <sup>2</sup>	20,674 m <sup>2</sup>
<b>Total commercial floor space</b>	<b>511,354 m<sup>2</sup></b>	<b>685,512 m<sup>2</sup></b>

The expected increase in commercial floor space will come from 2 sources, the redevelopment of 'brownfield' commercial areas and the redevelopment of 'greenfield' sites.

##### 'Brownfield' commercial areas

The existing low-density commercial developments within the Joondalup City Centre, which were developed according to the needs at the time, have the potential to create additional commercial floor space. Elsewhere within the City, the expansion or redevelopment of the Regional, District and Local Centres will contribute to an increase in commercial floor space.

<sup>50</sup> Department of Planning 2008 (a); Department of Planning 2008 (b)

<sup>51</sup> Department of Planning 2008 (a); Department of Planning 2008 (b)

<sup>52</sup> Department of Planning 2002; Department of Planning 2008 (b)



### 'Greenfield' commercial areas

The last remaining vacant commercial landholdings in the Joondalup City Centre include LandCorp's Southern Business District site ('The Quadrangle'), which is approximately 29 hectares in size and will deliver high-amenity office developments, business parks, showrooms, and other light industrial uses. Other significant vacant landholdings are the 8 hectare Edith Cowan University site and approximately 3 hectares of various City-owned sites. In total, an additional 450,000 square metres of vacant land is available for future commercial development.

The draft *Joondalup City Centre Structure Plan* promotes high-density commercial and residential development unfettered by plot ratio standards. Minimum height standards will apply in the central core area with no limit on the maximum height. Elsewhere in the City Centre, developments ranging from 3 to 16 storeys are possible. The draft Plan also proposes to extend the City Centre boundary to include the area east of Edgewater Train Station which has been identified for future transit-oriented development opportunities.

Given the potential relaxation of plot ratio standards and parking requirements, it is feasible that the additional commercial floor space required can be accommodated in the future development of the 'greenfield' commercial sites within the Joondalup City Centre.

#### 4.2.6 Employment areas other than commercial areas

The remaining growth in employment is expected to be provided by mobile workers, home businesses, wholesale trade and construction, and the growing education and training sectors in the Joondalup City Centre.

#### Planning implications

- 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 Joondalup City Centre has been designated as a Primary Centre for the North-West sector and should be promoted as such.
- Future employment opportunities will arise through the development of the Ocean Reef Marina site, the train station precincts and through the redevelopment of existing Commercial Centres in established suburbs.
- Employment density from the remaining areas of undeveloped employment land ('greenfield' sites) within the City as well as from redevelopment opportunities of 'brownfield' sites and existing Commercial Centres should be maximised.

#### 4.3 Retail and commerce

The Western Australian Planning Commission document, *Draft Activity Centres for Perth and Peel Policy 2009*, defines a hierarchy of Centres throughout the Perth Metropolitan Region and provides indicative guidelines for the size of Centres based on their relative position in the hierarchy put forward in the Policy. The draft Policy also describes how non-retail



development could be encouraged and accommodated in existing and new Centres and has introduced the concept of a 'mixed-use threshold' for centres other than Primary Centres. The City of Joondalup's existing Centres are generally retail-focussed.

The draft Policy requires the preparation of Centre Plans for Regional Town Centres and District Centres. *Policy 3-3 — Centres Strategy* should be reviewed (future local commercial strategy) and will have policy implications for all Centres with an exploration and implementation of appropriate incentives for redevelopment.

The hierarchy listed in the draft Policy comprises:

- *Perth Central Area* — The capital city is the largest multi-functional centre of activity with the greatest range of high-order services and the most intense concentration of development.
- *Primary Centre* — The Joondalup City Centre has been identified as a Primary Centre. The long-term aim will be to provide a similar level of service to the Perth Central Area in order to substantially reduce the number and length of trips and become dominant employment areas.
- *Strategic Centres* — These are the main Activity Centres outside the Perth Central Area and Primary Centres that are strategically located to capitalise on existing and future economic and population growth and regional movement networks.
- *Regional Centres* — Share similar characteristics with Strategic Centres but generally serve smaller catchments, have less diversity, but still provide significant employment. Whitfords and Warwick Centres are the two Regional Town Centres in the City.
- *District Town Centres* — Being those Centres whose prime function is to provide for the shopping and service needs of the district community. Currambine, Woodvale and Greenwood Centres are the three District Centres in the City.
- *Neighbourhood Centres* — Such as Duncraig Village, that are small Centres to serve the day-to-day convenience needs of local communities.

The following table provides information on changes in retail floor space, retail floor space limits, and the most recent commercial floor space calculations as derived from Department of Planning's 2008 *Perth Employment Survey* for all the Centres within the City.

Figure 4.3: Retail floor space in the City of Joondalup 2002 and 2008<sup>53</sup>.

	Commercial floor space 2001/02 (m <sup>2</sup> /nla)	Commercial floor space 2008 (m <sup>2</sup> /nla)	Retail floor space 2001/02 (m <sup>2</sup> /nla)	Retail floor space 2008 (m <sup>2</sup> /nla)	DPS2 retail floor space cap (m <sup>2</sup> /nla)	COJ Policy 3-3 — Centres Strategy
Primary Centre						
Joondalup City Centre Inc. Lakeside	319,882	468,999	97,972	124,541	N/A	100,000
Lakeside Shopping Centre	210,917	328,510	62,982	79,971	N/A	
Regional Centre						
Warwick Grove	46,008	53,887	22,028	25,714	38,000	38,000
Whitfords City	72,157	70,868	47,725	52,273	50,000	50,000
District Centre						
Currambine Market Place	10,570	9,226	5,463	6,799	10,000	10,000
Greenwood Village	10,531	12,153	3,034	5,026	5,000	10,000

<sup>53</sup> Department of Planning 2002; Department of Planning 2008 (b)

Woodvale Boulevard Shopping Centre	10,341	10,332	6,847	7,941	12,330	5,000
<b>Neighbourhood and Local Centres</b>						
Beldon Shopping Centre	4,335	4,598	3,848	3,768	4,500	4,500
Beldon - Belridge Shopping Centre	9,659	8,958	6,178	4,810	4,000	5,000
Connolly	3,572	3,910	2,430	3,005	3,000	4,500
Craigie Plaza	5,520	5,456	2,081	2,337	3,500	4,500
Currambine	0	0	0	0	3,000	4,500
Duncraig Shopping Centre	3,360	3,126	2,416	2,388	3,000	4,500
Duncraig Village	1,470	1,345	810	885	1,500	4,500
Duncraig - Glengarry	7,214	7,779	2,893	3,053	2,500	4,500
Duncraig - Carine Glades	6,720	8,203	3,830	4,091	2,500	4,500
Duncraig - Lilburne Shopping Centre	690	690	690	450	1,000	1,000
Edgewater	2,053	1,894	2,053	1,336	2,000	
Greenwood - Coolibah Plaza	1,106	1,000	788	808	1,500	4,500
Greenwood/Kingsley Shopping Plaza	2,586	2,665	1,881	1,971	1,000	
Heathridge Shopping Centre	3,007	3,225	2,087	2,324	2,000	4,500
Heathridge City					1,500	
Hillarys Shopping Centre	700	4,915	0	2,992	3,000	4,500
Joondalup - Candlewood Village	2,110	2,346	1,812	1,742	2,000	4,500
Kallaroo Shopping Centre Springfield Shopping Centre	1,108	728	1,000	728	500	1,000
Kingsley	8,345	9,083	3,443	3,977	4,500	4,500
Kingsley - Boulevard Plaza	823	996	698	828	1,000	4,500
Kingsley - Moolanda Village	1,047	1,111	222	326	1,000	1,000
Kinross Central Shopping Centre	1,480	5,760	680	4,810	4,000	4,500
Kinross Shopping Centre	1,480		680		1,000	1,000
Marmion Village	2,921	2,951	1,799	1,879	2500	4,500
Mullaloo Plaza	4,826	6,322	2,480	2,022	3,500	4,500
Mullaloo Tavern	717	2,811	264	700	500	4,500
Ocean Reef	4,035	4,515	1,657	1,957	2,500	4,500
Ocean Reef - Beaumaris City	4,797	5,345	3,060	2,759	3,000	4,500
Padbury	3,485	3,289	2,611	2,421	4,000	4,500
Padbury - Forrest Plaza	1,843	1,793	718	618	1,000	1,000
Sorrento	2,887	2,903	1,358	1,318	2,000	1,000
Sorrento - Seacrest Village	964	964	658	724	1,000	1,000
Woodvale Shopping Centre	6,690	7,173	2,964	3,064	4,000	5,000
<b>Future (Local Centre)</b>						
Burns Beach	0		0		N/A	N/A
Harbour Rise	0		0		N/A	N/A
<b>Peripheral sales</b>						
Canham Way	16,643	17,227	4,862	4,729	N/A	N/A
Joondalup Drive	23,059	32,354	20,405	27,516	N/A	N/A
Joondalup South	5,606	17,399	3,578	14,743	N/A	N/A

Sorrento Quay/Hillarys Boat Harbour	16,932	22,836	4,382	7,348	N/A	N/A
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The City of Joondalup has sustained a modest growth in the retail sector with all sizable growth recorded within the Primary Centre and Regional Centres. There remains capacity for the District and Local Centres to accommodate significant increases in retail floor space across the City; however redevelopment may not be a viable financial option for landowners at this point in time.

A range of Neighbourhood and Local Centres appear to be struggling with much of the development itself in poor to average condition. In these locations, retail trade alone has become less viable and the retention of existing retail floor space is being threatened by uptake from more viable non-retail uses such as offices. Retail development or redevelopment may also be slow to occur due to constraints such as competition from Regional and District Centres and insufficient population catchment.

A more diverse mix of land uses (retail, residential and other commercial) may aid the health of struggling Commercial Centres.

#### Planning implications

- Consideration of the role of the various centres in light of the Western Australian Planning Commission document, *Draft Activity Centres for Perth and Peel Policy 2009*.
- The review of City *Policy 3-3 — Centres Strategy* and the preparation of Centre Plans in accordance with the *Draft Activity Centres for Perth and Peel Policy 2009*.
- The rejuvenation of low-amenity Commercial Centres.

## 4.4 Transport

The City of Joondalup is serviced by a regional road system that has been defined by the City in conjunction with government authorities to provide major links both within and outside the district. This network is based on a major road grid that forms distinct boundaries between residential, industrial and commercial precincts. The Mitchell Freeway is the major road through the district. Currently terminating at Burns Beach Road, it links Joondalup to the Perth City Centre and beyond. Other major arterial roads in the City's road hierarchy are shown at Appendix 3.

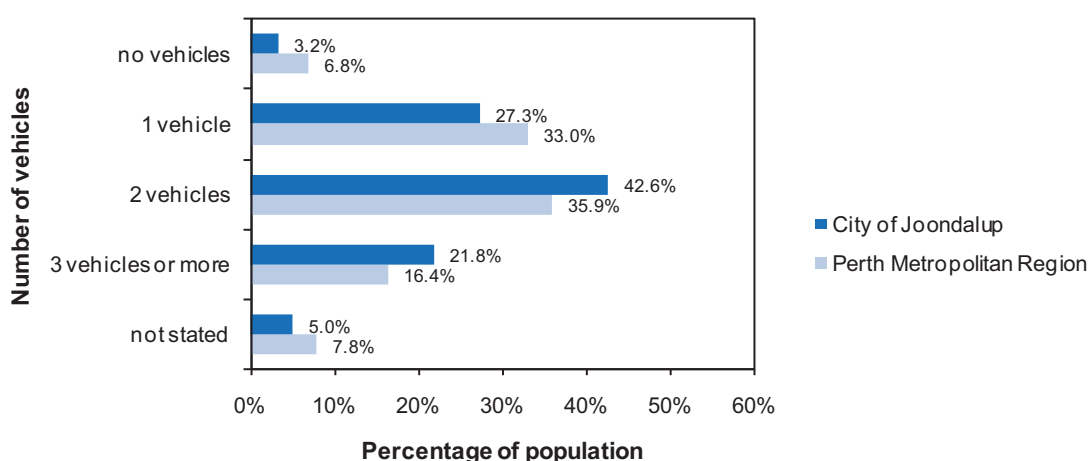
Essentially, the regional road network is based on the *North-West Corridor Structure Plan* (1992), although road alignments in some developing areas may be subject to modification with ongoing structure planning. The local distributor and collector road network carries traffic within suburbs and links suburbs to regional road networks. These roads also give access to local facilities, including schools, local shopping centres, local recreational areas and other community facilities.

The east-west district distributor roads are 4-lane divided roads with generous reservation widths. Capacity is not expected to be exceeded in the medium- to long-term. However, despite the presence of the Northern Suburbs Rapid Transit System (passenger rail), congestion on the Mitchell Freeway south-bound in peak morning and north-bound in peak afternoon continues to grow. This impacts heavily on travel time as well as pollution, and places significant transport pressures at major intersections. It will be important for the City to continue to support northern extensions of the Mitchell Freeway in the future.

#### 4.4.1 Vehicle ownership and modes of travel

At the 2006 *Census of Population and Housing* there was a very high-level of vehicle ownership and mobility within the City of Joondalup. Over 90% of the City's population owned at least 1 vehicle with 64.4% of the population owning 2 cars or more<sup>54</sup>. Compared with the Perth Metropolitan Region, the City had a higher proportion of 2-vehicle owners (42.6% compared with 35.9% in the Perth Metropolitan Region) and a higher proportion of vehicle owners with 3 cars or more (21.8% compared with 16.4% in the Perth Metropolitan Region)<sup>55</sup>. The table below compares vehicle ownership in the City of Joondalup and the Perth Metropolitan Region.

Figure 4.4.1 (a): Comparison of vehicle ownership in the City of Joondalup and the Perth Metropolitan Region 2006<sup>56</sup>.



Current trends indicate that there is a continued preference in the City of Joondalup for travel by private vehicles. At the 2006 *Census*, 63.3% of workers travelled by car (as the driver), with 9.1% of workers travelling by train and 0.7% travelling by bus<sup>57</sup>. Compared to the Perth Metropolitan Region, the City has fairly similar preferred modes of transport with the exception of public transport, with the majority of public transport users in the City taking the train (9.1%) compared to the Perth Metropolitan Region where there was a fairly even split between bus and train (4.2% and 4.3%)<sup>58</sup>. The change in method of travel to work since 1991 is shown in the chart below.

<sup>54</sup> ABS 2006 (a)

<sup>55</sup> ABS 2006 (a)

<sup>56</sup> ABS 2006 (a)

<sup>57</sup> ABS 2006 (a)

<sup>58</sup> ABS 2006 (a)

Figure 4.4.1 (b): Comparison of method of travel to work in the City of Joondalup 1991–2006<sup>59 60</sup>.

Method of travel to work	1991		1996		2001		2006	
<b>Train</b>	150	0.3 %	5,669	8.3 %	6,175	8.2 %	7,273	9.1 %
<b>Bus</b>	3,319	6.0 %	483	0.7 %	472	0.6 %	562	0.7 %
<b>Tram or ferry</b>	9	0.0 %	9	0.0 %	10	0.0 %	19	0.0 %
<b>Taxi</b>	102	0.2 %	66	0.1 %	82	0.1 %	87	0.1 %
<b>Car — as driver</b>	35,575	64.0 %	43,691	63.7 %	47,954	63.7 %	50,414	63.3 %
<b>Car — as passenger</b>	4,537	8.2 %	4,281	6.2 %	4,024	5.3 %	4,376	5.5 %
<b>Truck<sup>61</sup></b>					873	1.2 %	849	1.1 %
<b>Motorbike</b>	450	0.8 %	315	0.5 %	274	0.4 %	378	0.5 %
<b>Bicycle</b>	348	0.6 %	261	0.4 %	317	0.4 %	340	0.4 %
<b>Walked only</b>	495	0.9 %	481	0.7 %	624	0.8 %	845	1.1 %
<b>Other</b>	522	0.9 %	996	1.5 %	1,014	1.3 %	830	1.0 %
<b>Worked at home</b>	1,835	3.3 %	2,606	3.8 %	2,899	3.9 %	2,850	3.6 %
<b>Did not go to work</b>	6,050	10.9 %	8,684	12.7 %	9,533	12.7 %	9,514	11.9 %
<b>Not stated</b>	2,173	3.9 %	1,011	1.5 %	1,041	1.4 %	1,315	1.7 %
<b>Total</b>	55,564	100.0 %	68,552	100.0 %	75,292	100.0 %	79,652	100.0 %

#### 4.4.2 Public transport network

The Northern Suburbs Rapid Transit System was opened in 1992 and provides the principal public transport spine for the district. The 29 kilometres railway extends from the Perth Station to Burns Beach Road along the Mitchell Freeway, deviating into the Joondalup City Centre, providing residents with a direct rail connection to Perth and other parts of the Metropolitan Region. Together with integrated bus routes, the System has considerably improved the region's public transport capabilities, and as the Joondalup City Centre grows, it is expected that there will be a significant increase in public transport use to and from the City Centre.

Land is reserved in the Metropolitan Region Scheme to provide for the future northern extension of the railway and it will be important for the City to continue to support the State Government in this endeavour. Moreover, it is essential that the transport network is planned and managed in a regional context and that there is a seamless transition across the boundaries of local government authorities.

Under Strategy 2.2.4 of the City's *Strategic Plan 2008–2011*, the City is committed to promoting and supporting sustainable transport opportunities. As such, the City has a responsibility to ensure alternative methods of transport are available to the community. Public transport initiatives, where sustainable, should be encouraged by the City.

##### Trains

Within the City of Joondalup, the Northern Suburbs Rapid Transit System incorporates 6 railway stations, namely, Warwick, Greenwood, Whitfords, Edgewater, Joondalup and Currambine. Warwick, Whitfords and Joondalup Stations have additional dedicated bus bridges that connect passengers with trains and buses.

Parking at each of the 6 train stations within the City exceeds capacity and a coordinated and responsible parking strategy is required to address the increasing

<sup>59</sup> ABS 2006 (a), 2001, 1996, 1991.

<sup>60</sup> n.b. Respondents to the *Census* can nominate up to 3 methods of travel. The data presented includes people using multiple methods, but shows only one method. A hierarchy is used in which public transport is assumed to be the dominant mode if it is used. Hence people driving their car to a station or taking a taxi to the ferry are included under 'Train' and 'Tram or Ferry' respectively, rather than 'Car' or 'Taxi'.

<sup>61</sup> not recorded prior to 2001 *Census*

pressure. Parking restrictions have been introduced in residential areas close to the stations; however, while this alleviates parking pressures placed by train patrons it further reduces the amount of parking available to public transport users.

The Public Transport Authority is currently undertaking works to expand the amount of station parking at Greenwood and Whitfords Stations by approximately 1,500 bays. However, given the level of over-flow that currently exists, it is likely that the additional parking will be taken up to its capacity very quickly.

Given the high utilisation of private vehicles in the City, it will not be sustainable for the Public Transport Authority to continue expanding parking facilities indefinitely. A long-term approach needs to be considered by the Authority with respect to improving bus services and connections to stations. In addition, the potential to redevelop car parks at stations for residential and/or mixed-uses is an emerging issue not just in Joondalup but elsewhere in Perth. This City will also need to focus on providing better cycle and pedestrian routes that feed into train stations to encourage the integration of cycling and walking with train use.

## Buses

In addition to the rail network, the Northern Suburbs Rapid Transit System includes various integrated bus routes. Segments of the bus route system, particularly along Burns Beach Road, Whitfords Avenue and Hepburn Avenue, have high-frequency bus services running every 15 minutes during peak times.

Within the City of Joondalup however, there is a relatively low bus-utilisation rate compared to the Perth Metropolitan Region (0.7% compared to 4.2%<sup>62</sup>). Likely causes for this include poor east-west connections and the strong focus on rail services to the Perth Central Business District.

## Joondalup CAT service

The Joondalup City Centre is serviced by the Joondalup Central Area Transit System (CAT System). The CAT System has been running since 2006 and is funded jointly by the Perth Public Transport System, Edith Cowan University and the City. The service currently provides access to key facilities in the City Centre including Edith Cowan University, the Western Australia Police Academy, West Coast Institute of Training (formally West Coast College of TAFE), the Joondalup Civic Centre and Library, Joondalup Health Campus, and the Joondalup Justice Complex.

The CAT System has experienced significant growth in patronage since its introduction. Passenger numbers increased from 253,303 in 2006 to 355,843 passengers in 2009<sup>63</sup>. The average number of passengers per trip also increased from 13 in 2006 to 17.3 in 2009<sup>64</sup>. The chart below details the passenger numbers for the Joondalup CAT service from 2006 to 2009.

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<sup>62</sup> (method of travel to work) ABS 2006 (a)

<sup>63</sup> Path Transit 2009

<sup>64</sup> Path Transit 2009



Figure 4.4.2: Summary of Joondalup CAT Service performance 2006–2009<sup>65</sup>.

	2006	2007	2008	2009
<b>Total number of passengers</b>	253,303	288,626	354,530	355,843
<b>Average passengers per trip</b>	13	13.8	17.2	17.3
<b>Passenger per service kilometre</b>	3	2.9	3.6	3.7
<b>Trips operated per month</b>	18,681	1,732	1,729	1,711

An additional CAT route was trialled in 2008/2009 which travelled to the Joondalup Business Park (Winton Road area). Due to low patronage however, the trial was discontinued.

#### 4.4.3 Pedestrian and cycle networks

At the 2006 *Census of Population and Housing*, 1.1% of City of Joondalup workers walked to work and 0.4% of workers cycled<sup>66</sup>. In addition, a survey conducted in 2007 concluded that walking and cycling comprised 7% of all trips undertaken by City of Joondalup residents<sup>67</sup>.

The planning of the existing walking and cycling 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. The City's *Bike Plan 2009* aims to improve the cycle network within the City and ensures that cycling accessways are continually being maintained and upgraded. The Plan focuses on commuter and recreational routes, and encourages a safe and easy-to-use network.

#### Planning implications

- Congestion, parking and accessibility are the key issues that the City will continue to face over the coming years.
- In order to make public transport a sustainable and viable alternative for connecting people and places, land use planning and public transport will need to be better integrated.
- More sustainable transport choices will need to be considered.
- Parking shortfalls and parking demand within train station precincts will need to be managed.

#### 4.5 Tourism

The City of Joondalup has many natural attractions, including unique coastal areas, preserved wetlands and pristine central bushland. These natural features are augmented with high profile developments such as Hillarys Boat Harbour, Joondalup Resort and the Joondalup City Centre.

In 2005, the City produced the *Tourism Development Plan 2005–2009* which is currently under review. The Plan's primary objective was to provide all stakeholders with an

<sup>65</sup> Path Transit 2009

<sup>66</sup> ABS 2006 (a)

<sup>67</sup> SocialData Australia 2009

understanding of the opportunities and issues for tourism in the City. The Plan was designed to guide tourism-related decision-making and planning.

#### 4.5.1 Tourism development zones

The *Tourism Development Plan 2005–2009* identified 4 specific tourism development zones in the City:

- *Coastal Tourism Development Zone*: stretches from Marmion in the City's south to Burns Beach in the north. It includes the coastal strip west of West Coast Drive (and its northern extensions) and the adjacent ocean.
- *Wetlands Tourism Development Zone*: follows the City's eastern boundary from Hepburn Avenue to Burns Beach Road. It incorporates Lake Goollelal, Lake Joondalup, Neil Hawkins Park and Yellagonga Regional Park.
- *City Centre Tourism Development Zone*: focuses on the Joondalup City Centre's businesses, facilities, and educational and medical institutions.
- *Coastal Bush Tourism Development Zone*: covers the open space areas east of Padbury and Craigie, as well as the Craigie Leisure Centre. This zone would be suitable for ecotourism.

These tourism development zones are illustrated at Appendix 4.

#### 4.5.2 Tourism sites

##### Hillarys Boat Harbour

Hillarys Boat Harbour has attracted 4 million visitors annually since opening in the mid-1980s. With its retail, accommodation, commercial, leisure and marine activities including the Aquarium of Western Australia (AQWA), the harbour is critical to the future growth and community benefit of tourism in the City of Joondalup.

##### Joondalup City Centre

It is intended that the Joondalup City Centre will continue to mature into a place where people chose to live, work and recreate, creating a sense of place and community. Joondalup City Centre's largest single employers, Joondalup Health Campus and Edith Cowan University, are committed to significant expansion projects, each almost doubling their current size in the medium-term. Lakeside Shopping Centre has recently significantly expanded its capacity and, pending economic parameters, will pursue further growth in the medium-term.

Accommodation facilities are fundamental to the commercial and tourism viability of the City Centre. The City Centre currently provides 35 hotel rooms (Joondalup City Hotel) and several short-stay accommodation units. Furthermore, the strong student population at Edith Cowan University has encouraged a growth in rental housing. Additional accommodation may be required in the future to provide for the further expansion and development of this precinct.

##### Joondalup Resort

The Joondalup Resort and golf course stretches across bushland, steep limestone quarries and picturesque lakes and attracts visitors for recreation, accommodation and entertainment. New additions will see an expansion comprising of an extra 51



rooms with conference facilities, business centre, various meeting rooms, seminar room and outdoor pavilion, bringing the total number of rooms to over 120.

#### Yellagonga Regional Park

Named after a significant local Nyungar elder, Yellagonga Regional Park protects an important chain of wetlands and surrounding bushland. The Park is located within the localities of Joondalup and Wanneroo, running north–south and linking the Neerabup and Yanchep National Parks. Yellagonga Regional Park provides a number of excellent picnicking locations which attract visitors seeking recreational and leisure pursuits and provides the opportunity to facilitate ecotourism within the City.

#### 4.5.3 Future tourism sites

##### Ocean Reef Marina

Ocean Reef Marina operates as a public launching facility and currently provides a home for the Whitfords Sea Sport Club. The popularity and ongoing demand for this facility is clearly demonstrated by the current level of trade at Hillarys Boat Harbour.

A preferred Concept Plan is being considered in consultation with Tourism WA, State Government and residential community groups for the development of this 46 hectare site into a state-of-the-art iconic marina facility. The new facility will cater for the needs of the community and provide a balance of commercial and residential uses, short-stay accommodation, and public amenities that will service the community and attract locals and tourists to the area. The outcome of these proposals will form the basis of a structure plan for the land component.

#### Planning implications

- The growth of a sustainable tourism industry in the City will require the retention and future provision of suitable accommodation.
- Once environmental and planning approvals are given, structure planning for the land component of the proposed Ocean Reef Marina should seek to maximise the potential for commercial activities, job creation and tourism attractors.

#### 4.6 Physical features and the environment

The City of Joondalup is situated along the Swan Coastal Plain, 30 kilometres from the Perth Central Business District. The City covers an area of 96.5 kilometres which encompasses a diverse range of natural areas including 17 kilometres of coastal foreshore, a chain of wetlands and a variety of bushland ecosystems.

There are a number of regionally, nationally and internationally significant natural areas located within the City including the Yellagonga Regional Park, the Marmion Marine Park, the Neerabup National Park and a number of Bush Forever sites which contain species of high conservation value.

#### 4.6.1 Climate

The City of Joondalup has a Mediterranean-type climate characterised by hot, dry summers and mild, wet winters. Approximately 80% of rainfall occurs between the months of May and September.

The average summer's day is characterised by morning easterly breezes and afternoon sea/land breezes. During the winter, wind conditions are variable, with the possibility of storms from mostly north–west to south–west prevailing winds.

Globally, weather patterns are changing with potential impacts such as rising sea levels, increasing temperatures, changing rainfall patterns and severe storm surges.

#### 4.6.2 Landform

The City of Joondalup occupies part of the Swan Coastal Plain and has an undulating landscape formed by depositional material of aeolian origin. The area consists of 2 geomorphic systems situated parallel to the present coastline. These are the Spearwood Dunes, consisting of 3 sub-systems known as Karrakatta, Cottesloe and Herdsman, and the newer Quindalup Dunes along the present coastline.

#### 4.6.3 Water Resources

The City of Joondalup's water supply is largely dependent on groundwater resources. There are 3 groundwater formations within the City of Joondalup. These are the Leederville Formation, the Yarragadee Formation and the superficial formation called the Gnangara Mound. The Gnangara Mound is an important groundwater resource for the Perth Metropolitan Region, used for public and private supply. This good quality groundwater is generally unconfined, fresh and easily accessible, usually at depths up to 50 metres below the surface<sup>68</sup>.

#### 4.6.4 Biodiversity within the City

The City of Joondalup is located within the South-West Australia Biodiversity Hotspot. This region is one of 25 internationally recognised areas that contain a rich variety of biodiversity due to the wide range of habitats which are located within a compact geographical area.

The range of environmental areas within the City are characterised into zones according to the specific landform and vegetation types which exist within each area. The 3 main biodiversity zones within the City are the: Wetlands Zone, Coastal Zone, and Bushland Zone. An additional zone, the Marine Zone is also located with the City; however this area is outside of the City's jurisdiction.

##### Wetlands Zone

The Wetlands Zone comprises of a chain of conservation-category wetlands along the City's eastern boundary. The wetlands consist of Lake Goollelal, Lake Joondalup, and Walluburnup and Beenyup Swamps, all of which are located within the Yellagonga Regional Park. The Park contains some of the oldest and last remaining freshwater wetland systems along the Swan Coastal Plain<sup>69</sup>.

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<sup>68</sup> Department of Water 2008

<sup>69</sup> Balla 1994

## Coastal Zone

The City's Coastal Zone extends from Trigg Beach in the City's south to Burns Beach in the north and includes 17 kilometres of coastal foreshore, limestone cliffs, rocks and reefs, white sand dunes, and beaches. The Coastal Zone is one of the City's most valuable assets and has been recognised for its conservation significance with areas being protected under Bush Forever. This area is also greatly utilised by the local community, visitors and tourists for its recreational and aesthetic opportunities.

## Bushland Zone

The City's Bushland Zone comprises of the open space areas east of Padbury and Craigie, including Craigie Open Space, Pinnaroo Valley, Hepburn Heights, and Lilburne Reserve. Together these areas represent approximately 4 square kilometres of adjoining bushland reserves. In addition, the City has a total of 97 remnant bushland areas which contain 4 of the 26 vegetation complexes that are located along the Swan Coastal Plain, as detailed at Appendix 5. Several of the City's bushland areas contain significant flora and fauna species and ecological communities.

The total extent of the remnant native vegetation located within the City of Joondalup boundaries has been estimated at 329 hectares which consists of 95 hectares of local natural area and 234 hectares of Bush Forever. The City also contains north-south and east-west regional ecological linkages, which provide connections to larger, more viable natural areas. The City also contains 9 Bush Forever sites (see Appendix 2) which include areas of coastal and inland remnant vegetation which are underrepresented within the Perth Metropolitan Region.

The City has also undertaken condition assessments of bushland reserves under its management, in order to prioritise conservation activities within bushland areas. As a result of this assessment 32 remnant bushland areas have been identified as being significant in terms of biodiversity value. In order to protect these areas they have been included under Schedule 5 of the *District Planning Scheme No. 2, Places and Objects Having Significance for the Purpose of Protection of the Landscape or Environment*.

## Marine Zone

The Marine Zone includes the Marmion Marine Park which covers the entire coastline of the City of Joondalup and is one of the City's most important areas for aquatic recreation. The area extends from the high water mark to approximately 5.5 kilometres offshore. The Park was declared as Western Australia's first marine park in 1987 and is protected under State legislation. The area has been identified as a migratory path for humpback whales and is an important habitat for a variety of marine life including seabirds and marine mammals<sup>70</sup>.

### 4.6.5 Threatened flora and fauna

The *Wildlife Conservation Act 1950* provides for groups of native plants (flora) and native animals (fauna) to be protected within Western Australia. The City contains a number of species of flora and fauna that have been identified as threatened, rare or endangered. This includes a number of Priority Species of mammals and birds<sup>71</sup>. The

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<sup>70</sup> Department of Conservation and Land Management 1992

<sup>71</sup> Department of Conservation and Land Management 2003

City also contains a number of areas that have been identified as containing Declared Rare Flora and Specially Protected Fauna including 2 species listed as Endangered under the Federal Government's *Environmental Protection and Biodiversity Conservation, Act 1999*. The City also contains areas of *Banksia attenuata* woodlands and *Melaleuca huegelii*/*Melaleuca acerosa*, which have been listed under State legislation as Threatened Ecological Communities<sup>72</sup>.

#### 4.6.6 Environmental management

The management of the natural environment is a priority within the City of Joondalup and a number of strategies have been developed to protect and conserve the City's environmental assets. The City is implementing an *Environmental Plan 2077–2011* which sets out strategies aimed at preserving and sustaining the region's ecological systems and biodiversity.

The City is a participant of the ICLEI International Local Action for Biodiversity Program. This Program aims to assist local governments in their efforts to conserve and manage biodiversity in a sustainable way, through facilitating best-practice in urban biodiversity conservation, enhancement, utilisation and management. The City has developed a *Biodiversity Action Plan 2009–2019* which provides guidance for the protection of biodiversity values within the City.

The City is also a member of the ICLEI Local Governments for Sustainability Water Campaign Program. The Water Campaign is a capacity-building initiative that assists local governments to manage water resources by reducing water consumption and improving water quality.

The City is also implementing a number of strategies in order to become more efficient in regards to the water used within irrigation operations. The City has developed a *Landscape Master Plan 2009–2019* which aims to balance the use of finite water resources against community expectations of public open spaces within the City. This will be achieved by applying sustainable landscaping practices within landscaped areas within the City.

#### 4.6.7 Environmentally sustainable design

The construction and operation of buildings consumes around 32% of the world's resources and accounts for 40% of energy consumption (including embodied energy). Approximately 40% of waste material from buildings ultimately goes to landfill<sup>73</sup>.

Sustainable building practices minimise the environmental impact of buildings through the incorporation of Environmentally Sustainable Design principles into the design, construction and operation of the facility. Environmentally Sustainable Design considers each building project from a whole-of-life perspective from the initial planning to eventually decommissioning. In practice, Environmentally Sustainable Design reduces the environmental impact of a building across a number of areas including energy and water use.

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<sup>72</sup> Del Marco et al 2004

<sup>73</sup> ICLEI — Local Governments for Sustainability and Building Commission Victoria 2007

#### Planning implications

- Future development within the City of Joondalup needs to be sensitive to the natural environment and conserve valuable environmental assets as well as being cognisant of potential impacts of climate change.
- Future planning initiatives will need to be consistent with the objectives of the *Environment Plan 2007-2011* and the draft *Coastal Planning Strategy* (WAPC).

#### 4.7 Public utilities and services

Public utilities and services planning is coordinated through the Department of Planning's (formally Department of Planning and Infrastructure), *Metropolitan Development Program*. This Program uses projected development statistics to allow servicing authorities to allocate resources to meet the expected demands.

To date, Joondalup has experienced mostly 'greenfields' development. The provision of infrastructure, such as sewerage, drainage, electricity, gas and telecommunications, has been a relatively simple task with service capacities calculated according to the projected demands of new subdivision and City Centre development.

Recent infrastructure programs included infill sewerage for some areas in Sorrento, Duncraig and Mullaloo, upgrading of the Beenypup Wastewater Treatment Plant, and a new substation at Padbury. In the long-term, as the urban infrastructure of the City ages and infill development becomes more common, issues associated with insufficient infrastructure capacity may arise. However, this is not expected to be a problem in the medium-term.

The Beenypup Waste Water Treatment Plant has undergone a number of upgrades, with further works proposed in order to reach the capacity to treat 50 gegalitres per year by 2030 and 61 gegalitres per year by 2060. The Water Corporation expects the new Alkimos Waste Water Treatment Plan to be operational by late 2010, which will temporarily reduce the input into the Beenypup facility, allowing for further upgrades to take place<sup>74</sup>.

The provision of schools, health facilities such as hospitals and child health centres, and other infrastructure is also guided by the *Metropolitan Development Plan*, but typically, lags behind the provision of utilities. The timely provision of these services continues to be a challenge to local governments in growth areas such as the North-West Corridor. However, the closure of Craigie Senior High School and the amalgamation primary schools in Craigie and Greenwood, clearly demonstrates the changes in demand in older suburbs on the provision of infrastructure such as schools.

#### Planning implications

- The future upgrade of Beenypup Waste Water Treatment Plant may allow for more development within its buffer.
- Public service providers will need to be consulted about major changes to land use.

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<sup>74</sup> Water Corporation 2009

## **4.8 Community facilities**

A range of government and non-government organisations provide community facilities. In general, local governments provide local- and district-level community centres, including community halls, clubrooms and recreation centres, libraries, family day care centres, and provide assistance in the administration of buildings for community health, and aged and youth support services. The State Government generally provide: cemeteries, police, fire and emergency services, and educational facilities. And the Federal Government generally provides: tertiary facilities, employment, social security and other welfare services, and children's and family services. Non-government services include: independent, church-based, and charity-based schools: welfare, medical, dental, recreational, and employment services

### **4.8.1 Regional facilities**

Regional community facilities located within the City of Joondalup include:

- Joondalup Health Campus
- Joondalup Police Station
- Joondalup Justice Complex
- Centrelink
- Disability Services Commission
- Pinnaroo Valley Memorial Park

### **4.8.2 Local and district community centres**

The City of Joondalup provides a range of community facilities and services across its suburbs. 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, and aged and youth support services, provide the basis for localised community services.

A Community Facilities Needs Analysis was conducted in 2005. The scope of this study was limited to the northern suburbs of Burns Beach, Currambine, Connolly, Iluka, Kinross and Ocean Reef. The report identified that these suburbs are anticipated to experience significant growth and the vast majority of community facilities in these areas are at or nearing capacity.

The City owns and manages 28 community facilities, together with 13 leased clubroom facilities and 4 Leisure Centres. In addition to sporting, recreational, leisure and community groups, these facilities are utilised by commercial organisations and private users for a wide variety of activities. For example, the City's community centres are currently used by seniors, community service groups, and religious organisations; the City's clubrooms are currently used by sporting clubs and community groups (such as playgroups and Scouts); and the City's halls are currently used by seniors, community service groups, and religious organisations.

In addition, 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.



The following usage and capacity studies are currently being undertaken which may lead to the identification of future community facility needs:

- *Percy Doyle Reserve Master Plan*: This Plan will examine all existing facilities and sporting infrastructure for the purpose of developing a master plan designed to accommodate the current and future needs of local clubs, groups, and the wider community.
- *Currambine Community Centre Feasibility Study*: This Study will examine the City's facilities within and around Currambine, the usage by community organisations, and what capacity existing facilities have.
- *Ageing in Place Study*: This Study will examine how people's needs and preferences change as they get older, and their expectations as to how well their communities will meet their needs and respond to their preferences.

#### Planning implications

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

### 4.9 Recreation and public open space

#### 4.9.1 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 numerous parks and reserves totalling 719 hectares. These include natural bushland, wetlands, and coastal areas, for use by residents, and sporting, recreational, and community organisations.

Significant areas within the City include:

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

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

New developments at Edgewater Quarry, Arena Joondalup, and Burns Beach will accommodate some future demand for recreation activities within the City.

#### 4.9.2 Recreational facilities

There are 4 major leisure centres within the City. The Craigie Leisure Centre is the largest, with the greatest range of facilities, followed by the Duncraig Leisure Centre, Warwick Leisure Centre, and Heathridge Leisure Centre. There are also a number of



playing courts and ovals, including: netball, tennis and basketball courts; bowling and croquet greens; and large fields for sports such as hockey, cricket, soccer, football and rugby. 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 (located within the Joondalup Resort) are significant private recreational facilities. New development at Joondalup Arena will accommodate some future demand for recreational activities within the City.

#### **4.9.3 Research and planning**

##### **Community Development Strategy 2006–2011**

The *Community Development Strategy 2006–2011* incorporates a *Leisure Plan* which will assist the City in the delivery of key outcomes and strategies in relation to Key Focus Area 5 of the *Strategic Plan 2008–2011*, 'community well-being'. The *Leisure Plan* identifies future outcomes for recreation within the City and seeks to achieve a balance between active and passive recreation through the development and promotion of opportunities for structured and unstructured physical activity and the provision of quality parks, reserves, beaches and infrastructure that are managed efficiently and effectively.

##### **Master Planning Principles and Process (2008)**

In April 2008, Council endorsed the City's *Master Planning Principles and Process* to be applied to all future developments and upgrades of sport, leisure and recreation facilities and infrastructure within the City. Edgewater Quarry and Percy Doyle Reserve were listed as the first 2 sites that will undergo the master planning process, with future projects to be listed for consideration each financial year.

##### **Classification of Parks and Public Open Spaces Framework (2009)**

The draft *Classification of Parks and Public Open Spaces Framework* is a draft framework established to assist in the planning and provision of the City's 247 parks and public open space areas. The draft Framework will classify parks and public open space areas according to their purpose, size, and catchment and provides a list of standard features to guide asset provision. It is intended that the Framework will facilitate transparent and accountable decision-making processes, underpinned by the principles of equity and consistency.

##### **Tennis court review (case study)**

A draft review of City tennis courts has been undertaken to provide Elected Members with a case study analysis of the decision-making processes relating to the provision and distribution of public leisure facilities. When adopted by Council, it is anticipated that the decision-making process will be applied to all public leisure facilities to assist the City in responding to community demand.

### Planning implications

- The changing demographics of the City may have an impact on the current locations of public open space and recreational facilities.
- Water shortages may impact on the City's ability to maintain all of its irrigated public open spaces
- The maintenance and renewal of recreational facilities will be an ongoing financial consideration for the City.

### 4.10 Urban design

The residential character within the City of Joondalup is relatively varied, from new beachside development in Hillarys, Burns Beach, and Iluka, to the more established suburbs such as Padbury and Craigie, which were developed in the early 1970s. Many of the established suburbs in the City of Joondalup have wide, curved, looped, and cul-de-sac road networks in contrast to the narrow, modified grid street layout of many of the newer residential estates.

Infill development has occurred at a steady rate throughout many of the older established suburbs within the City of Joondalup providing newer housing stock in addition to a steady stream of additions, alterations, and home improvements. The undulating nature of many suburbs has resulted in an increasing presence of retaining walls, carports, and garages within the street setback area. In numerous locations, verge landscaping has been replaced by red brick paving in a relatively consistent manner.

Many of the new residential estates such as Iluka and Kinross can be characterised by relatively intimate streetscapes with houses built close to the street, numerous street trees, and high quality parklands. There is a mix of narrow lots with garages accessed from rear laneways to wider lots accommodating substantial 2 storey homes capitalising on ocean and parkland views. Despite quality landscaping, the contemporary housing here dominates the streetscapes.

The established coastal suburbs, which include Marmion, Sorrento, Kallaroo, Mullaloo, Ocean Reef and parts of Hillarys, accommodate a mix of original dwellings that range in styles, some of which have been renovated or replaced by new grouped dwellings. Redevelopment in these areas has been gradual but steady.

The suburbs of Padbury, Craigie, Beldon and Heathridge contain much of the original housing stock, largely characterised by modest family homes, often constructed of dark to medium brown face brick and tile, setback an average of more than 6 metres from the street and generally enclosed by low walls or no front fence at all. These characteristics lend themselves to the creation of informal streetscapes. Street trees, whilst present, are not plentiful nor do they give the impression of a landscape theme. Future redevelopment, street tree planting and verge improvement projects will create opportunities for improved urban design and sense of community throughout these areas.

The eastern suburbs within the City of Joondalup, including Warwick, Greenwood, Kingsley, Woodvale and Edgewater, were developed throughout the 1980s and 1990s. The relatively recent and well-maintained housing stock in these areas have experienced little redevelopment; however, additions and home improvements have occurred. Throughout the area, landscaped front setback areas generally consist of lawns, garden beds, and small trees and shrubs, with landscaping extending to the verge. Streetscapes generally have a

small-scale, single storey atmosphere; however there are occasional larger 2 storey buildings.

The urban design character of the Joondalup City Centre is reflective of an earlier planning vision for the City which was heavily embedded in the ideals of a campus town, where pockets of health, education and commercial development are located in a dispersed manner. The tallest buildings are characterised by 1 to 4 storey buildings in the City Centre, dispersing to single storey development with larger building footprints on the City Centre fringe. Lot sizes within the Joondalup City Centre are varied and accommodate a range of residential densities with small front and side setbacks. As the City Centre begins to mature, there are opportunities to create a better interface between these pockets of development and attract a critical mass of development within the City Centre to sustain a vibrant City Centre for living, working and visiting.

#### Planning implications

- In the suburban areas of the City of Joondalup, future housing development will need to occur in ways which will contribute to improved quality of development and streetscapes over time.
- The review and future adoption of the draft *Joondalup City Centre Structure Plan* will provide an improved urban design vision for the maturity of the City Centre.

#### 4.11 Heritage conservation

Whilst much of the development in the City of Joondalup is comparatively recent, there are numerous places remaining that are historically representative of local Aboriginal culture as well as the early colonial period. These places include Aboriginal heritages sites, historic buildings, and objects and places of natural beauty.

##### 4.11.1 Municipal Inventory of Heritage Places

Under Section 45 of the *Heritage of Western Australia Act 1990*, the City is required to prepare a *Municipal Inventory of Heritage Places* which is to be updated annually and reviewed every 4 years. The *Inventory* is list of buildings, objects, and sites which the City believes are, or may become, of local cultural heritage significance. A building's place on the heritage list provides recognition of its heritage importance; however, items on the *Inventory* do not have legal protection (unless they are listed in the City's *Heritage List* in the *District Planning Scheme No. 2*, or they are listed in a State, National or Commonwealth register (e.g.: the *State Register of Heritage Places*)).

In 1994 (prior to the City's split from the City of Wanneroo), the City engaged a consultant to research possible heritage sites for inclusion in the City's *Municipal Heritage Inventory*. A report was produced recommending sites which was endorsed by the (then) City of Wanneroo Council. The sites included in the *Inventory* are detailed in the table below.

Figure 4.11.1: Buildings, objects and sites in the *City of Wanneroo Inventory of Heritage Places*, adopted in 1994, that are located in the (now) City of Joondalup<sup>75</sup>.

Place name	Address	Description	Adoption date
Burial Site	(Lot 13) 57 Joondalup Drive EDGEWATER WA 6027	Burial site of a local Aboriginal elder.	25-05-1994
Charles Pearsall House	(Lot 28) 67 Woodvale Drive WOODVALE WA 6026	Homestead of a significant historical person — Charles Pearsall Snr.	25-05-1994
Duffy House (Jack)	(Lot 69) 108 Duffy Terrace WOODVALE WA 6026	Homestead of a significant historical person — Jack Duffy.	25-05-1994
Hepburn Heights (Hepburn Conservation Area)	(Lot 11,900) Hepburn Avenue PADBURY WA 6025	Local reserve of significant environmental, aesthetic and social heritage value.	10-08-1994
Lake Joondalup Reserve	(various Lots) Lake Joondalup JOONDALUP WA 6027 EDGEWATER WA 6027	Local reserve of significant environmental, aesthetic and social heritage value.	25-05-1994
Neil Hawkins Park	(Lot 8,202) 200 Boas Avenue JOONDALUP WA 6027	Local reserve of significant environmental, aesthetic and social heritage value.	25-05-1994
Pinaroo Valley Memorial Park Cemetery	(Lot 1001) Gibson Road PADBURY WA 6025	Local reserve of significant environmental, aesthetic and social heritage value.	26-10-1994
Shepherds Bush Park	(Lot 1,1307 and Lot 10,931) 29 Shepherds Bush Drive KINGSLEY WA 6026  (Lot 10,406 and Lot 7,265) 59 Shepherds Bush Drive KINGSLEY WA 6026	Local reserve of significant environmental, aesthetic and social heritage value.	25-05-1994
Yellagonga Regional Park	Yellagonga Regional Park	Regional reserve of significant environmental, aesthetic and social heritage value. This record is linked to more than 150 properties.	25-05-1994

#### 4.11.2 Scheme Heritage List

Under the *District Planning Scheme No. 2*, the City is required to establish and maintain a *Scheme Heritage List* of places considered to be of cultural heritage significance and worthy of conservation. Items on the List are protected and any modifications to listed sites must seek approval from Council. The City currently has 1 item on the *Scheme Heritage List* which is detailed in the table below.

Figure 4.11.2: City of Joondalup *Scheme Heritage List*<sup>76</sup>.

Site	Place name	Address
1	Duffy House (Jack)	(Lot 69) 108 Duffy Terrace WOODVALE WA 6026

#### 4.11.3 Register of Aboriginal Sites

The *Register of Aboriginal Sites* is managed by the Department of Indigenous Affairs. Items listed on the Register are protected from being disturbed or removed under the *Aboriginal Heritage Act 1972*. It should be noted however, that *all* Aboriginal sites in

<sup>75</sup> Heritage Council of Western Australia 2009; WG Martinick and Associates Pty Ltd et al 1994

<sup>76</sup> City of Joondalup 2009 (Clause 5.2.2.3)

Western Australia are protected under the Act (regardless of whether they have been identified on the Register). Aboriginal sites can be classified as either: artefacts, fish trap, man-made structure, mythological, repository/cache, ceremonial, grinding patches/grooves, midden, painting, skeletal material/burial, engraving, historical, modified or scarred tree, or quarry.

#### 4.11.4 State Register of Heritage Places

The State Register of Heritage Places is managed by the Heritage Council of Western Australia. Items listed on the Register are protected under the *Heritage of Western Australia Act 1990* and any modification to listed sites must seek approval from the Heritage Council. The City currently has 1 item on the *State Register of Heritage Places* which is detailed in the table below.

Figure 4.11.4: Items listed on the *State Register of Heritage Places* that are located in the City of Joondalup<sup>77</sup>.

Database number	Name	Location	Description of place included in this entry
2676	Luisini Winery Group	Lakeway Drive KINGSLEY WA 6026	Lots 41 to 45 inclusive on Plan 16167, being the whole of the land comprised in Certificates of Title Volume 1787 Folios 263 to 267 respectively.

#### 4.11.5 Register of the National Estate

The *Register of the National Estate* is managed by the (Federal) Department of Environment, Water, Heritage and the Arts. Items listed on the Register are protected under the (Federal) *Environmental Protection and Biodiversity Act 1999* and any modifications to listed sites must seek approval from the Department. Following amendments to the (Federal) *Australian Heritage Council Act 2003*, the Register was frozen in 2007; however, the Register continues as a statutory register until February 2012. (Items listed on the Register will be transferred to relevant State heritage registers (where appropriate)). The City currently has 5 items on the *Register of the National Estate* which are detailed in the table below.

Figure 4.11.5: Items listed on the *Register of the National Estate* that are located in the City of Joondalup<sup>78</sup>.

Place ID	Name	Location
18055	Hepburn Heights (Hepburn Conservation Area)	(Lot 11,900) Hepburn Avenue PADBURY WA 6025
10759	Lake Joondalup Reserves	(various Lots) Lake Joondalup JOONDALUP WA 6027 EDGEWATER WA 6027
18392	Luisini Winery Group	(Lot 11,900) Hepburn Avenue PADBURY WA 6025
17915	Marmion Marine Park	Approximately 9,500 hectares between Burns Rocks and Trigg Island, comprising waters extending approximately 5.5 kilometres offshore, and beaches, cliffs and shore platforms.
10763	Wanneroo Research Station	Ocean Reef Road WOODVALE WA
10766	Whitfords Coastal Strip	Between the shoreline and West Coast Drive/Whitfords Avenue/Northshore Drive, extending from Beach Road, Marmion to Mullaloo Drive, Kallaroo.

<sup>77</sup> Heritage Council of Western Australia 2001

<sup>78</sup> Department of the Environment, Water, Heritage and the Arts 2009

#### Planning implications

- Any development located in the vicinity of listed heritage sites within the City of Joondalup must be compliant with State and Federal legislation relating to heritage places.
- The City's *Municipal Heritage Inventory* will be reviewed as part of the review of the *District Planning Scheme No. 2*.

#### 4.12 Rural land

There are 3 lots within the City which are zoned 'rural' under both the *Metropolitan Region Scheme* and the *District Planning Scheme No. 2*. All 3 lots are located within the suburb of Woodvale near Ocean Reef Road. One of these lots is owned by the Woodvale Baptist Church and currently used as a place of worship (for which it has nonconforming-use rights), One lot contains a horse race track and associated buildings, and the other, contains a single house. The land surrounding the 3 rural lots is zoned as residential and has been developed. Due to this, it is recommended that the rural lots be rezoned to reflect the surrounding residential uses.

#### Planning implications

- The rural zoning is no longer appropriate for these lots in the context of the surrounding residential land uses.

## PART 5 — STRATEGIES AND ACTIONS

Analysis of the City's existing characteristics, social trends and demographic projections has led to the identification of 8 key planning 'themes' that will guide the assessment of future town planning initiatives:

1. Joondalup City Centre
2. Housing
3. Commercial centres
4. Transport
5. Employment
6. Heritage
7. Public open space
8. Environment

### 5.1 Theme — Joondalup City Centre

#### 5.1.1 Strategies

##### Overall vision statement

*'The City of Joondalup's future economic prosperity will be driven by 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 the principal commercial and retail hub of the North-West Corridor.'*

##### Strategies

- Promote the City Centre as a place for major regional offices and a centre of business activity in the North-West Corridor. Recognise the opportunities to support industrial growth to the north of the City as well as existing major business activities within the City Centre.
- Ensure development standards are conducive to development that reflects the City Centre's status as a Primary Centre and the principal commercial and retail hub of the region.
- Investigate the provision of an adequate supply of strategically located public parking to complement the public transport network.
- Continue to provide for diverse retail experiences ranging from markets to high-end retail, such as department stores.



#### Vision statement 2

*'The Joondalup City Centre is the cultural and entertainment hub of the North-West region.'*

#### Strategies

- Ensure that land uses in the City Centre encourage the provision of a wide range of entertainment and recreational opportunities to create a vibrant City Centre for all ages.
- Promote the City Centre as the focus for cultural expression in the North-West Corridor.
- Encourage the provision of public art throughout the City Centre.
- Promote a connection between the shopping and entertainment areas of the City Centre, and the key tourist attraction of Yellagonga Regional Park.

#### Vision statement 3

*'The Joondalup City Centre is a welcoming place for people.'*

#### Strategies

- Ensure that the City Centre has a sufficient resident population to support a wide range of activities.
- Ensure that the City Centre is a safe and attractive environment for residents, workers and visitors.
- Ensure that the travel needs of pedestrians, cyclists and motorists are catered for through the provision of a well-planned movement network.

#### Vision statement 4

*'The City Centre recognises and acknowledges the natural environment.'*

#### Strategies

- Promote the recreational and environmental opportunities that Yellagonga Regional Park and Central Park provide.
- Promote the use of 'green' initiatives in the development of Council policies.

### 5.1.2 Actions

1. Review the current *Joondalup City Centre Structure Plan* and incorporate provisions which will:
  - encourage commercial development with suitable and substantial height and bulk within the City Centre precinct through measures, such as:
    - removing plot ratio restrictions;
    - applying minimum heights but no height limits;
    - amalgamating land to allow for larger development sites; and
    - relaxing parking requirements.

- require quality commercial and mixed-use development by way of public art, materials, public spaces and forecourts, and architectural features;
  - ensure street frontages are pedestrian-friendly and active through a range of measures, such as prohibiting residential uses on ground floors, permitting alfresco areas, providing visually permeable facades, and protecting pedestrians from weather events;
  - provide an appropriate balance of commercial and residential development in the City Centre, with particular emphasis on preventing exclusive residential development at the expense of commercial development.
  - encourage the development of an energy efficient urban environment;
  - recognise and build on the existing public transport and accessibility network in the City Centre by increasing commercial development, ensuring a mix of housing, and encouraging tourist development; and
  - replace the Western Australian Planning Commission's *State Planning Policy 3.1 — Residential Design Codes (Variation 1) 2008* with specific provisions for height, setbacks, amount of residential development permitted, open space, and parking. Investigate removing provisions regarding density, minimum site area per dwelling, or plot ratio to allow more flexible development.
2. Investigate innovative approaches to the funding and provision of public art.
  3. Implement the relevant actions of the City's *Community Safety and Crime Prevention Plan*.
  4. Review *City Policy 3-8 — Joondalup City Centre Car Parking For Commercial Development* to ensure a practical mix of public and private parking is being achieved.
  5. Investigate the need for, and potential location of a skate park.
  6. Progress the development of a regional cultural facility on the identified site adjacent to Central Park.
  7. Identify sites in the Central Park and Arena zones of the City Centre for future education and/or ecotourism opportunities (e.g.: the proposed Environment Centre).
  8. Ensure development in the City Centre is consistent with the principles and objectives of the City's *Landscape Master Plan* and the *Yellagonga Regional Park Management Plan*.
  9. Investigate the need for, and potential location of a permanent/temporary market.
  10. Provide public amenities such as seating, bicycle racks, shade and shelter where appropriate.
  11. Prepare a local *Commercial Centres Strategy* in line with the principles of the Western Australian Planning Commission documents: *Directions 2031: Spatial Framework for Perth and Peel* (2009) and the *Draft Activity Centres for Perth and Peel Policy 2009*.

### 5.2.1 Strategies

#### Vision statement

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

#### Strategies

- Support the objectives of 'ageing in place'. As the population in the older suburbs ages, the City will be proactive in ensuring that these residents are able to remain in their suburbs, close to the amenities and services they are accustomed to.
- Encourage diversity of housing in terms of lot sizes and housing types to reflect changing demographics.
- Promote compact residential development close to Activity Centres.
- Promote transit-oriented development that clusters a mix of land uses around high quality transport nodes.
- Encourage regeneration of older areas to provide opportunities for more diverse housing types and to upgrade physical infrastructure and improve amenity.
- 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 upgrade physical infrastructure and amenity.
- Protect and enhance the amenity and attractiveness of the suburbs, with an emphasis on maintaining and improving streetscapes and recognising the important role trees play in the urban environment.
- Promote good urban design outcomes in future housing developments which will contribute to improved quality of development and streetscapes over time.

### 5.2.2 Actions

#### 1. Prepare a *Local Housing Strategy* which will:

- investigate and determine the additional housing requirements over the next 20 years;
- identify areas for infill or redevelopment which are strategically located within walking distance to Activity Centres (including the City Centre), bus/train stations, or on public transport corridors.
- identify areas which, due to the age of housing stock, are suitable for infill or redevelopment;
- prepare residential design guidelines to guide future redevelopment outcomes in the above areas and to ensure high-levels of liveability and amenity;

- use innovative approaches to codings, rather than blanket up-codings that have no design criteria supporting them, in order to ensure that in the above areas higher-density is only permitted, subject to good design outcomes being achieved;
- 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;
- examine the potential for higher-density residential or mixed-use developments above existing and future bus/train station car parks (in consultation with the Public Transport Authority and the Department for Planning (formally Department of Planning and Infrastructure)); and
- incorporate the neighbourhood amenity, urban design, and access provisions of the Western Australian Planning Commission's operational policy, *Liveable Neighbourhoods 2007*, and document, *Designing Out Crime Planning Guidelines* (2006).

The *Local Housing Strategy* will be subject to a separate statutory public consultation process and will generate additional strategies and actions for the *District Planning Scheme No. 2* review process. It is the intention to incorporate the key recommendations of the *Local Housing Strategy* into the final *Local Planning Strategy*.

2. As part of a future omnibus amendment to the *Metropolitan Region Scheme*, consider rezoning the 3 rural lots within the City to 'Urban and Urban Development' under the *District Planning Scheme No. 2* to reflect the surrounding existing residential land uses.

## 5.3 Theme — Commercial Centres (outside the City Centre)

### 5.3.1 Strategies

#### Vision statement

*'Commercial Centres in the City will be attractive and successful places, accessible and well-connected to residents.'*

#### Strategies

- Promote the concept of Activity Centres, as defined in the Western Australian Planning Commission document *Directions 2031: Spatial Framework for Perth and Peel* (2009), whereby Activity Centres, such as Commercial Centres, bring people together and are well-integrated with transport, pedestrian/cyclist networks.
- Ensure the established hierarchy of Centres will remain in accordance with the Western Australian Planning Commission's *Draft Activity Centres for Perth and Peel Policy 2009*.
- Encourage diverse activity and land uses in Centres as they redevelop in order to retain a competitive edge and to become lively, attractive places.
- Encourage improvements to streetscapes, public safety, access, public transport and the pedestrian/cyclists network in and around Centres.

### 5.3.2 Actions

1. Prepare a *Commercial Centres Strategy* which is in line with the principles of the Western Australian Planning Commission's, *Directions 2031: Spatial Framework for Perth and Peel*, and *Draft Activity Centres for Perth and Peel Policy 2009*, which will:
  - review the provisions of the *District Planning Scheme No. 2* 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; and
  - give special consideration to built form outcomes for the coastal nodes.

The *Commercial Centres Strategy* will be subject to a separate public consultation process period and will generate additional strategies and actions.

## 5.4 Theme — Employment

### 5.4.1 Strategies

#### Vision statement

*'The City will aim to achieve greater employment self-sufficiency.'*

#### Strategies

- Promote retail, education, health, and community services as the current industry strengths of the City Centre, in addition to fostering office based developments.
- Promote home businesses, including bed and breakfasts, as important for local employment and provide opportunities for residents to 'incubate' a business.
- Promote the proposed Ocean Reef Marina as a future employment node.
- Encourage the establishment of local medical centres and consulting rooms in appropriate locations

### 5.4.2 Actions

1. Ensure the provisions of the district planning scheme support the City's *Economic Development Plan 2007–2011*.
2. Review the provisions of the City's *Policy 7-9 — Home Business* to encourage home businesses and to remove existing impediments to potential home business 'incubators'.
3. Prepare a Bed and Breakfast Policy.

4. Once planning and environmental approvals for the Ocean Reef Marina are obtained, use structure planning for the land component of the Ocean Reef Marina to reinforce the site's importance as a major employment node.
5. Prepare a local planning policy on medical consulting rooms to provide guidance on appropriate locations, preservation of residential character and amenity, design, traffic and parking.

## 5.5 Theme — Transport

### 5.5.1 Strategies

#### 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

- Promote bus/train station precincts as land use and transport hubs.
- Where appropriate, encourage more intensive development along east–west distributor roads in the City, in line with the principles of the Western Australian Planning Commission document, *Directions 2031: Spatial Framework for Perth and Peel*, and develop policies accordingly.
- Develop safe and attractive environments for pedestrians and cyclists along Activity Corridors to maximise their potential as significant transport carriers and reduce transport costs.
- Enhance transport and movement options to support the Joondalup City Centre's intended role as the Primary Centre for the north-west sector.
- Improve transport access choices, such as walking and cycling, to Local Centres and Activity Centres.

### 5.5.2 Actions

1. Examine the potential for future higher-density residential or mixed-use developments above existing and future bus/train station car parks, without compromising parking availability for users of public transport, in consultation with the Public Transport Authority and the Department of Planning (formally Department of Planning and Infrastructure).
2. Improve the pedestrian and bicycle networks so they become integral parts of the transport network, particularly networks that directly feed into Activity Corridors and Activity Centres.
3. Apply the pedestrian access principles of the Western Australian Planning Commission operational policy, *Liveable Neighbourhoods 2007*, when assessing new subdivision and structure plan proposals.
4. Investigate the feasibility of land use changes along east–west Activity Corridors in the district planning scheme to better integrate planning and transport. Include provisions for improving the attractiveness of these Corridors by the placement of public art, intensive street tree plantings or attractive bus shelters.

5. Identify suitable bus/train station precincts as development hubs in the future *Commercial Centres Strategy*.
6. Implement the City's *Bike Plan 2009*.
7. Investigate the enhancement of pedestrian access in the City Centre, by means of installing improved pedestrian crossings, cross walks and reduced speed limits around the major intersection of Boas Avenue and Grand Boulevard.
8. Consider bicycle and pedestrian movement in the planning of streetscapes to ensure a safe and easy-to-use network.

## 5.6 Theme — Environment

### 5.6.1 Strategies

#### Vision statement

*'To protect and enhance the natural and built environment within the City.'*

#### Strategies

- Encourage site-responsive design for significant new development proposals.
- Encourage climatic responsive design in new development.
- Encourage the retention, protection, and enhancement of significant natural vegetation in new development, where appropriate, and possible.

### 5.6.2 Actions

1. Develop a policy to encourage the retention of natural landforms in significant development proposals.
2. Ensure detailed site and streetscape analysis accompanies development applications and structure plans for significant development proposals.
3. Ensure that development on the coast is consistent with the recommendations of the Western Australian Planning Commission's Draft Perth Coastal Planning Strategy (2008).
4. Develop and implement a policy that encourages the use of environmentally sustainable design principles in the construction of buildings and significant additions within the City.
5. Ensure development within the City is consistent with the Western Australian Planning Commission's Better Urban Water Management Framework (2008) and water sensitive urban design principles.
6. Encourage developers to retain natural vegetation in new areas of public open space, and development sites where possible.
7. Ensure development is consistent with the principles and objectives of the City's Landscape Master Plan.
8. Develop and circulate information and education materials advising residents of the benefits of environmentally sustainable design principles.
9. Incorporate environmentally sustainable development principles in the construction and significant refurbishment of City owned buildings.



## 5.7 Theme — Public Open Space

### 5.7.1 Strategies

#### 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

- Ensure that the City's public open spaces cater for both the passive and active recreational pursuits of the community.
- Continue to address the impact of water shortages in the management of public open space.
- Ensure public open space areas act as community focal points.
- Identity a network of paths to provide safe and convenient access to public open space areas.

### 5.7.2 Actions

#### 1. Prepare a *Public Open Space Strategy* that will:

- balance the needs of the community between passive and active usage;
- ensure that public open space areas and recreation facilities are of high quality, useable, safe, and accessible;
- where appropriate, increase the usage of currently under-utilised public open space areas;
- where appropriate, convert under-utilised public open space areas to bushland;
- reduce water consumption; and
- where appropriate, promote shared-use of public open space areas.

This strategic approach needs to be closely aligned with the outcomes of the *Local Housing Strategy*.

## 5.8 Theme — Heritage

### 5.8.1 Strategies

#### Vision statement

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

#### Strategies

- Ensure that the identification, documentation, and, where appropriate,

protection of places of heritage significance occurs in compliance with relevant State and Federal legislation.

- Promote the City's heritage through community awareness and education.

### 5.8.2 Actions

1. Review the City's *Municipal Inventory of Heritage Places* to ensure an accurate and comprehensive record of the City's heritage.
2. Continue to develop heritage walk trails, interpretive signage, and information brochures to promote local heritage in the community in conjunction with tourism aspirations.
3. Investigate providing incentives for conservation.

## PART 6 — IMPLEMENTATION, MONITORING AND REVIEW

### 6.1 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 No. 3*.

Prior to the adoption of the *District Planning Scheme No. 3*, additional research will need to be undertaken, particularly in the areas 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 *District Planning Scheme No. 3*. Community consultation will be an integral part of this work and should expedite the process for finalisation of the *District Planning Scheme No. 3*. It is the intention to incorporate the key recommendations of the *Local Housing Strategy* into the final *Local Planning Strategy*.

It is likely that, in the interim period prior to the finalisation of the new *District Planning Scheme No. 3*, some amendments to the current *District Planning Scheme No. 2* may be necessary to facilitate desirable outcomes in a more timely fashion. At the time of writing, the Western Australian Planning Commission's *Policy 4.2 — Metropolitan Centres Policy Statement for the Perth Metropolitan Region (October 2000)* is being reviewed in the context of *Directions 2031: Spatial Framework for Perth and Peel (2009)*. This may have implications for the City's new *District Planning Scheme No. 3*.

#### 6.1.1 Next steps

The following will be undertaken subsequent to the adoption of the *Local Planning Strategy*:

1. Finalise *City Centre Car Parking Policy*.
2. Review the *Joondalup City Centre Structure Plan*.
3. Prepare *Commercial Centres Strategy*.
4. Prepare *Local Housing Strategy*.
5. Formally initiate the amendment process for the *District Planning Scheme No. 2*.
6. Review relevant City planning policies.
7. Finalise *District Planning Scheme No. 3*.

### 6.2 Review

Whilst the *Local Planning Strategy* provides a strategic planning direction for the next 15 to 20 years, it is inevitable that over that period of time, community views may change and place new pressures on land use planning. To ensure the City can recognise and respond to these changes, it is important that the Strategy is continuously reviewed.

A review of the Strategy should be undertaken every 5 years, preferably preceding future reviews of the *District Planning Scheme No. 3*. Revisions to the *Local Planning Strategy* should also be presented to the Western Australian Planning Commission for endorsement.

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## APPENDIX 1

### Issues papers

As part of the review of the City's *District Planning Scheme No. 2*, a series of Planning *Issues Papers* were produced asking the 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 online and distributed to letterboxes.

### Statistical community feedback

The data following each *Issues Paper* has been compiled from 156 surveys returned to the City. It should be noted that 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 letterbox survey. Those who answered online were more selective of the issues on which they commented.

The data from the *Issues Papers Surveys* presented in this Appendix was derived using the NVivo social sciences analysis program. 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.



# Planning for the Joondalup City Centre

## ISSUE PAPER 1

### INTRODUCTION

The City of Joondalup is currently reviewing its District Planning Scheme and wants you to assist in this process.

The Scheme is a very important document for the City. It guides future development, and, consequently, determines how the City will look and feel. For instance, if you want to build a new house or extend your current house, the City will assess the proposal against the Scheme to determine whether it can proceed. The Scheme also identifies where shops can be located, identifies how many car parking spaces are required for new developments and set the maximum density for residential development in particular areas. In these ways the Scheme determines the urban form that we see in Joondalup.

The State Government also has a significant interest in planning. It has its own Scheme for the whole of the Perth Metropolitan region and it operates a range of planning policies. The City's Scheme must comply with these State Planning initiatives. For example, the City cannot support residential development in areas identified for parks and recreation by the state. Further, it cannot support the establishment of significant commercial centres outside the of state policy parameters.

To commence its review of the Scheme, the City is producing a series of issues papers to obtain your feedback. This paper is one of this series. The review process has been designed to engage the community in a range of ways at various stages in the process. At this initial stage, the City is seeking your response to questions that relate to the broad focus areas of planning. Responses to these questions will be analysed to assist with subsequent stages of the review.

Please note that because of the number of stages involved in the assessment of the Scheme, the process is unlikely to be finalised for at least a couple of years.

### HISTORICAL IDENTIFICATION OF THE JOONDALUP CITY CENTRE

Planning for the Joondalup City Centre started in 1970 through the Metropolitan Region Planning Authority's 'Corridor Plan for Perth' which identified four corridors to provide for the future expansion of the Perth Metropolitan Region. Joondalup was identified to service the north-west corridor. The 1990 review of the metropolitan strategy, Metroplan, affirmed Joondalup's role in the planning of the metropolitan region and the intention that it become the metropolitan region's second major business and employment centre.

The Joondalup Development Corporation (JDC) was established under the Joondalup Development Act 1976 to coordinate the planning, design, servicing, subdivision, sales and marketing functions under the Act. A plan for the development of Joondalup was released in 1977, overseen by the JDC in conjunction with the (then) Shire of Wanneroo and various public and private interested parties.

The plan established key boundaries and the location of the city centre in terms of the City of Joondalup and the regional transport network. The plan was based on a 'campus' philosophy with a 'pedestrianised' core of buildings surrounded by car parking and roads at the periphery.

The JDC was 'vested' with almost 1000 hectares of land and development commenced in the 1980's. Initial development of the land occurred in the 1980's and focussed on the provision of a residential catchment, local service industry in the 'Business Park' and establishment of the (then) City of Wanneroo's administrative centre.

The 1990 Development Plan incorporated the northern suburbs railway line and bus/rail interchange, the major retail centre (Lakeside Joondalup), a TAFE campus and a regional sporting complex (Arena Joondalup). The first subdivision of the City Centre occurred in 1991. A review in 1994 of the Plan emphasized a consolidated core of the City Centre with multifunctional development and led to the adoption of the current Joondalup City Centre Development Plan and Manual (JCCDPM) in 1995.

## EXPLANATION OF TOPIC – PLANNING FOR THE JOONDALUP CITY CENTRE

### *What Comprises the Joondalup City Centre?*

The Joondalup City Centre is the area located between Eddystone Avenue and Moore Drive, and the Mitchell Freeway and Lake Joondalup. The land on each side of Joondalup Drive, Lakeside Joondalup Shopping Centre and the service industry area are included. The Joondalup City Centre is the area shown on the City's District Planning Scheme No 2 map as 'Centre' and 'Service Industrial' zones (see attached plan).

The Joondalup City Centre is identified under the Western Australian Planning Commission's Metropolitan Centres Policy as a 'Strategic Regional Centre'. As such it is intended to be a major multi-purpose and employment centre outside of the Perth City Centre that offers a full range of regional shopping, office, administrative, social, entertainment, recreation and community services. In addition, educational uses are a key feature of the Joondalup City Centre and residential uses are an important element in the mix of land uses.

To make it easy to access the range of land uses the area has to offer, the Joondalup City Centre is serviced by a comprehensive public transport system that includes rail, Central Area Transit (CAT) and normal bus services.

### *Planning Controls*

The Joondalup City Centre Development Plan and Manual (JCCDPM) is adopted under the City's District Planning Scheme No 2 and provides the planning guidelines and development provisions for land located in the Joondalup City Centre. The JCCDPM divides the City Centre into smaller areas called 'Districts' to identify different characters across of the city centre and land uses that the City of Joondalup wishes to be developed.

Development provisions set out within the JCCDPM include permissible land uses, density, building design and setbacks from boundaries, how buildings front streets, car parking, landscaping and open space. The provisions vary between Districts according to the land uses and desired character of the area.

The JCCDPM includes a vision for the Joondalup City Centre aimed at developing its physical and social character. The vision is based on the following key statements:

- emphasising the City Centre as a significant destination by developing a compact and clearly defined landmark on the high ground west of Lake Joondalup, reinforced by buildings being graded in scale and reaching the highest scale and density at its centre.
- integrating the built form with its natural setting near Lake Joondalup, to have a strong landscape character and to optimize energy efficiency in the choice of building materials, construction and daily operation.
- creating comfortable and memorable places through the building form and landscaping.

- providing a good movement system that enables access through public transport, private vehicles, cycles and walking, with pedestrian spaces dominant at the centre.
- providing a variety of building forms and activities, a mix of land uses and encourage residential uses to make the City Centre a vibrant place.
- building form recognising the City Centre's status as the second metropolitan centre for economic, cultural and civic life.
- economic and employment opportunities optimised to recognise its status.
- public spaces and facilities being designed to support daily life as well as create the social and cultural focus of the region, including acknowledgement of the history with the Nyungar people, to instill a sense of place and identity.

As the JCCDPM will guide the future development of the City Centre, it is important to think about how we want the City Centre to look and function in 10 or 20 years, not just how it is at present.

## OPTIONS FOR THE FUTURE

The key questions about the Joondalup City Centre concern whether it meets the needs of the community, as well as visitors to the City of Joondalup, as a regional centre.

Some questions you may consider are:

1. *What brings me to the Joondalup City Centre?*
2. *What else would I like to see or to use in the Joondalup City Centre?*
3. *How do I see the City Centre in 10 years time, 20 years time?*
4. *Are there different types of places where I can meet up with friends etc? Are these friendly, welcoming and safe places?*
5. *Is the City Centre easy to get around by public transport?*
6. *Are there enough car parking areas and bays along the streets?*
7. *Do I like the look and feel of the City Centre? Do I like the way buildings look the height of buildings, the arrangement of streets?*
8. *Are there enough employment options in the Joondalup City Centre?*
9. *Should there be more or less emphasis on residential apartments?*
10. *Are there enough public spaces and public art?*

## COMMENTS AND FEEDBACK

The intention of this paper is to encourage you to think about the future direction of the City Centre and obtain your responses to the questions. You may wish to respond to only one, some, or all of the questions or give views which do not directly relate to the questions. Any comments would be appreciated. Thank you for giving consideration to these matters, and thank you even more if you choose to take some time to make a response to the City.

**Once the submission periods have closed on these issues papers, it is intended that Council will then consider the best means to take the review of its Planning Scheme further. There is no pre-determined outcome in mind, and the review will consider all issues that come forward, together with the projected needs of our future population. Any actual changes to the Planning Scheme will require further community consultation as part of that process.**



# Issue Paper Survey

## JOONDALUP CITY CENTRE

To assist you in providing feedback to the City, and to make the process of analyzing your feedback more efficient, this survey has been prepared for your use.

As noted in this Issues Paper, there are a number of questions for you to think about.

**If – when you have completed the survey – you feel you have not had the opportunity to answer the questions raised in the Issues Paper, please feel free to use the space provided at the end. Please return this feedback form to the City by close of business on 28 September 2007**

### QUESTION 1

*What do you like or dislike about the Joondalup City Centre?*

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### QUESTION 2

*What brings you to the Joondalup City Centre?*

PLEASE TICK EACH RELEVANT ITEM			✓
1.	Business		
2.	Shopping		
3.	Entertainment		
4.	Health and fitness		
5.	Medical appointments		
6.	Restaurants/Cafes		
7.	Cinemas		
8.	Other...		

# Issue Paper Survey

## JOONDALUP CITY CENTRE

### QUESTION 3

Here are a series of statements about the City Centre, please indicate the extent to which you agree, or disagree by circling the number which most closely represents your view.

STATEMENT	STRONGLY AGREE				STRONGLY DISAGREE
There are different types of friendly, welcoming and safe places where I can meet up with friends	1	2	3	4	5
The City Centre is easy to get around by public transport	1	2	3	4	5
There are enough car parking areas and bays along the streets	1	2	3	4	5
I like the look and feel of the City Centre – including the way the buildings look, their height and the street layout	1	2	3	4	5
There are enough employment opportunities in the City Centre	1	2	3	4	5
There is too much emphasis on residential apartments in the City	1	2	3	4	5
There are enough public spaces to sit, think, relax	1	2	3	4	5
Public art should be more of a feature of the City Centre	1	2	3	4	5

### QUESTION FOUR

*How do I see the City Centre in 10 or 20 years time?*

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**OTHER COMMENTS** (please use additional sheets if necessary)

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## Issues Paper 1 — Joondalup City Centre

### Survey results:

#### What do you like or dislike about the Joondalup City Centre?

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; and 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

What brings you to the Joondalup City Centre?	Percentage of respondents (n = 104)
Business	42.3 %
Shopping	71.2 %
Entertainment	28.8 %
Health and fitness	20.2 %
Medical appointments	45.2 %
Restaurants/cafés	44.2 %
Cinema	30.8 %
Other	16.4 %

There are different types of friendly, welcoming and safe places where I can meet up with friends:	Percentage of respondents (n = 93)
Agree	48.4 %
Neutral	29.0 %
Disagree	22.6 %

The City Centre is easy to get around by public transport:	Percentage of respondents (n = 91)
Agree	37.4 %
Neutral	34.1 %
Disagree	28.6 %



There are enough car parking areas and bays along the streets:	Percentage of respondents (n = 97)
Agree	35.1 %
Neutral	21.6 %
Disagree	43.3 %

I like the look and feel of the City Centre — including the way the buildings look, their height, and the street layout:	Percentage of respondents (n = 99)
Agree	54.6 %
Neutral	22.2 %
Disagree	23.2 %

There are enough employment opportunities in the City Centre:	Percentage of respondents (n = 86)
Agree	20.9 %
Neutral	53.5 %
Disagree	25.6 %

There is too much emphasis on residential apartments in the City Centre:	Percentage of respondents (n = 92)
Agree	28.2 %
Neutral	31.5 %
Disagree	40.3 %

There are enough public spaces to sit, think, relax:	Percentage of respondents (n = 94)
Agree	38.3 %
Neutral	20.2 %
Disagree	41.5 %

Public art should be more of a feature of the City Centre:	Percentage of respondents (n = 94)
Agree	48.9 %
Neutral	33.3 %
Disagree	17.8 %

How do I see the City Centre in 10 or 20 years time?
<p>Most respondents had positive images of the future of the Joondalup 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:</p> <ul style="list-style-type: none"> <li>• 24 thought that the Centre would be more vibrant City with good social facilities</li> <li>• 24 envisaged a busy shopping/business hub</li> <li>• 16 saw the City as a centre for art and culture/entertainment/Recreation</li> <li>• 14 envisaged a mature City — like Perth now</li> <li>• 13 saw large growth/more intensively developed/redeveloped inner City</li> <li>• 13 envisaged that the City Centre would be dead or saw negative outcomes</li> <li>• 10 saw no change</li> <li>• 10 envisaged a congested City</li> <li>• 8 saw an emphasis on walking and cycling</li> <li>• 5 envisaged better parks and outdoor recreation facilities</li> <li>• 3 envisaged a clean and spacious City</li> <li>• 2 thought there would be better parking</li> <li>• 2 thought there would be a good public transport system</li> </ul>



- 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 saw too many transient tenants
- 1 believed there would be not enough parks and relaxation areas
- 1 wanted less emphasis on the City Centre and more on the suburbs

**Summary:**

The Joondalup City Centre is primarily visited for shopping, with the next most cited reason being restaurants/café's. 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 would like more public art featured.

### INTRODUCTION

The City of Joondalup is currently reviewing its District Planning Scheme and wants you to assist in this process. The Scheme is a very important document for the City. It guides future development, and, consequently, determines how the City will look and feel. For instance, if you want to build a new house or extend your current house, the City will assess the proposal against the Scheme to determine whether it can proceed. The Scheme also identifies where shops can be located, identifies how many car parking spaces are required for new developments and set the maximum density for residential development in particular areas. In these ways the Scheme determines the urban form that we see in Joondalup.

The State Government also has a significant interest in planning. It has its own Scheme for the whole of the Perth Metropolitan region and it operates a range of planning policies. The City's Scheme must comply with these State Planning initiatives. For example, the City cannot support residential development in areas identified for parks and recreation by the state. Further, it cannot support the establishment of significant commercial centres outside the of state policy parameters.

To commence its review of the Scheme, the City is producing a series of issues papers to obtain your feedback. This paper is one of this series. The review process has been designed to engage the community in a range of ways at various stages in the process. At this initial stage, the City is seeking your response to questions that relate to the broad focus areas of planning. Responses to these questions will be analysed to assist with subsequent stages of the review.

Please note that because of the number of stages involved in the assessment of the Scheme, the process is unlikely to be finalised for at least a couple of years.

### EXPLANATION OF TOPIC – COMMERCIAL CENTRES

Commercial centres within the City of Joondalup range in size and function, from small local centres to large district centres at Whitfords City and Lakeside Joondalup. The size and function of commercial centres is controlled through a commercial hierarchy that has been established by the State Government's *Metropolitan Centres Policy Statement for the Perth Metropolitan Region*.

The Policy Statement provides a broad regional planning framework to coordinate the location and development of commercial and retail activities in the metropolitan area.

The Policy Statement takes into account the population (catchment) that each commercial centre will serve, to ensure that there is a reasonable level of competition between the different sized centres, based mainly on the types of goods sold there.

Many local governments have a local commercial strategy in place, which provides more detailed guidance for planning and development control of commercial centres at a local level. The City of Joondalup has a Commercial Centres Strategy that will be reviewed in conjunction with the review of the District Planning Scheme.

The Scheme currently addresses the following matters relating to commercial centres:

- Where commercial centres can be developed;
- The types of land uses that are permitted at commercial centres;

- The maximum retail floor space allowed;
- The amount of car parking and landscaping required;
- The minimum distance that buildings are required to be set back from boundaries;
- Storage and rubbish disposal.

Generally, commercial centres are only allowed to be developed on land set aside (zoned) for “Commercial” or “Centre” purposes under the Scheme, however some allowance is also made for small shops to be developed on land set aside or zoned “Business” and “Mixed Use” activities.

Commercial centres are usually privately owned, and while the Scheme can provide a planning framework to guide the development (and redevelopment) of centres, the function of centres is ultimately controlled by the landowners themselves.

It should be noted that matters such as retail trading hours and liquor licencing are regulated by the State Government, and as such the Scheme has no direct control over these issues.

## OPTIONS FOR THE FUTURE

As part of the Scheme review, it is important to consider whether current planning controls for commercial centres can be improved to better meet the requirements of the commercial market, as well as the aspirations of the centre owners and the community.

In consideration of the above, the City is seeking the community’s feedback on the following matters:

- Would you like to see more commercial centres in your area?
- Would you like to see less?
- Are you able to do all your shopping within the City of Joondalup, or do you regularly leave the City for shopping purposes? If so, why?
- Would you prefer to have different activities at commercial centres, eg gyms, medical facilities, cinemas, child care facilities?
- Are you happy with the appearance and feel of commercial centres in your area?
- Do you find it easy to park at commercial centres? Or do you think that too much commercial land is being set aside for parking? Can you access your local centre by public transport?
- Do you feel safe when you use commercial centres in your area? If not, why?

## COMMENTS AND FEEDBACK

The intention of this paper is to encourage you to think about how commercial centres operate and obtain your responses to the questions. You may wish to respond to only one, some, or all of the questions or give views which do not directly relate to the questions. Any comments would be appreciated. Thank you for giving consideration to these matters, and thank you even more if you choose to take some time to make a response to the City.

**Once the submission periods have closed on these issues papers, it is intended that the Council will then consider the best means to take the review of its Planning Scheme further. There is no pre-determined outcome in mind, and the review will consider all issues that come forward, together with the projected needs of our future population. Any actual changes to the Planning Scheme will require further community consultation as part of that process.**



# Issue Paper Survey

## COMMERCIAL CENTRES

To assist you in providing feedback to the City, and to make the process of analyzing your feedback more efficient, this survey has been prepared for your use.

**As noted in this Issues Paper, there are a number of questions for you to think about. If, when you have completed the survey, you feel you have not had the opportunity to answer the questions raised in the Issues Paper, please feel free to use the space provided at the end. Please return this feedback form to the City by close of business on 28 September 2007.**

Here are a series of statements about commercial centres, please indicate the extent to which you agree, or disagree with each statement.

STATEMENT	STRONGLY AGREE					STRONGLY DISAGREE				
I would like to see more commercial centres in my area	1	2	3	4	5					
I would like to see less commercial centres in my area	1	2	3	4	5					
I can do all my shopping within the City of Joondalup area	1	2	3	4	5					
I would like to see different services/activities offered at commercial centres such as gyms, medical facilities, child care facilities	1	2	3	4	5					
I am happy with the overall appearance and feel of the commercial centres in my area	1	2	3	4	5					
I have no problem parking at the commercial centres in my area	1	2	3	4	5					
I can access my local commercial centre by public transport	1	2	3	4	5					
I feel safe when I use my local commercial centre	1	2	3	4	5					
There is too much parking available at the commercial centres in my area	1	2	3	4	5					

**OTHER COMMENTS** (please use additional sheets if necessary)



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## Issues Paper 2 — Commercial Centres

### Survey results:

I would like to see more Commercial Centres in my area:	Percentage of respondents (n = 110)
Agree	20.9 %
Neutral	15.5 %
Disagree	63.7 %

I would like to see less Commercial Centres in my area:	Percentage of respondents (n = 108)
Agree	36.2 %
Neutral	27.8 %
Disagree	36.0 %

I can do all my shopping within the City of Joondalup area:	Percentage of respondents (n = 110)
Agree	58.2 %
Neutral	16.4 %
Disagree	25.5 %

I would like to see different services/activities offered at Commercial Centres, such as gyms, medical facilities, and child care facilities	Percentage of respondents (n = 106)
Agree	44.4 %
Neutral	39.6 %
Disagree	16.0 %

I am happy with the overall appearance and feel of the Commercial Centres in my area:	Percentage of respondents (n = 109)
Agree	57.8 %
Neutral	23.8 %
Disagree	18.3 %

I have no problem parking at Commercial Centres in my area:	Percentage of respondents (n = 111)
Agree	60.3 %
Neutral	19.8 %
Disagree	19.8 %

I can access my local Commercial Centre by public transport:	Percentage of respondents (n = 101)
Agree	41.6 %
Neutral	29.7 %
Disagree	28.7 %

I feel safe when I use my local Commercial Centre:	Percentage of respondents (n = 112)
Agree	70.6 %
Neutral	22.3 %
Disagree	7.2 %

There is too much parking available at the Commercial Centres in my areas:	Percentage of respondents (n = 109)
Agree	6.5 %
Neutral	20.2 %
Disagree	73.4 %

#### Other comments:

44 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

#### 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.

### INTRODUCTION

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The State Government also has a significant interest in planning. It has its own Scheme for the whole of the Perth Metropolitan region and it operates a range of planning policies. The City's Scheme must comply with these State Planning initiatives. For example, the City cannot support residential development in areas identified for parks and recreation by the state. Further, it cannot support the establishment of significant commercial centres outside the of state policy parameters.

To commence its review of the Scheme, the City is producing a series of issues papers to obtain your feedback. This paper is one of this series. The review process has been designed to engage the community in a range of ways at various stages in the process. At this initial stage, the City is seeking your response to questions that relate to the broad focus of planning. Responses to these questions will be analysed to determine the future direction of the assessment.

Please note that because of the number of stages involved in the assessment of the Scheme, the process is unlikely to be finalised for at least a couple of years.

### ENVIRONMENT THEMES – GLOBAL DOWN TO LOCAL

The state of our environment and the sustainability of our lifestyles are highly topical at the moment with much media publicity and political debate about greenhouse gas emissions, global warming, droughts, and the increasing prevalence of extreme weather events.

At the local level, interest has also increased as people become aware of the impacts that human settlement and activity has on our natural environment. Each local government has the potential to positively influence the environment at a local level and plan for the good of not only current residents but also for future generations.

### THE CITY'S ROLE

The City of Joondalup recognises its potential to positively impact on environmental issues in various ways. Environmental initiatives are reflected in the City's Strategic Plan, and the City is currently drafting an Environmental Plan that will detail the City's commitment to future environmental outcomes.

Indeed, many and varied environmental actions are already underway to protect, enhance, and minimise our impact on the environment, from the way we sort and collect rubbish, to the manner in which we divert and process urban water runoff to protect water courses. The City has the ability to watchdog the activities of potential polluters and to inform and lobby for lifestyle changes that could have far-reaching environmental benefits.



**THE DISTRICT PLANNING SCHEME**

From the point of view of the District Planning Scheme, the City has the opportunity to influence settlement patterns, and the physical built environment. Many outcomes are possible and this paper is intended to prompt thought and feedback about the community's interests and expectations.

The Scheme comprises maps and a set of rules to guide development. The maps must include certain parameters and aspects that are decided by the State government - including the location of regional roads and rail lines, major commercial centres (eg Joondalup CBD), regional open spaces, and cultural and educational facilities. The State Government also influences where it wishes to see residential land spread or consolidated in a range of densities to provide for the existing population and to accommodate new growth.

The Planning Scheme maps also set aside areas of land for particular activities. These areas of land, or zones, identify the precise activities which can be undertaken on the land, be that housing, commercial activity, industrial activity and the like.

By having zones separated and conveniently located to each other, the City has an opportunity to make it easier for people to travel for everyday purposes, to make the distances and time required shorter and easier. This could reduce the dependence on car travel, and can also reduce the amount of emissions created by simply going about a daily routine.

The Planning Scheme can set aside land for providing work opportunities, including locating those areas near transport links or residential areas. Such decisions result from a combination of economic, social, market and environmental considerations, but can have real impacts on the environment and sustainability objectives.

The Planning Scheme maps also provide an immediate indication of land proposed to be reserved for recreation. Such land is reserved for many purposes, including active or passive recreation, or for preservation and rejuvenation of natural habitat areas.

The State government identifies regional parks, but at the local level there is an opportunity to add to the amount of land being preserved and balance open spaces within our communities.

Potentially, the use of these spaces can occur sustainably or in a resource hungry manner, depending on the type of uses put to the land, its maintenance needs of it, and the different demands for usage.

The rules in the Planning Scheme have the potential to influence the way in which land is used, the way our built environment connects with itself, and the way resources are used. By living closer together, land is used more economically, travel distances (particularly those by car) can be reduced and services can be provided to more people within walking distance of home. Conversely, the lack of separation between homes requires more tolerance between neighbours. Privacy is also inevitably lost (both from a noise and visual perspective), and opportunities for landscaping and private open space around homes diminish.

Some of the detailed rules in the Scheme can also influence our impacts on the environment. For example - if the car parking requirements for developments in the Joondalup City Centre are low, and it becomes difficult to get easy parking, then people will be encouraged to take other more environmentally friendly means of transport. This does however create inconvenience for people wishing to use cars as their favoured means of arriving and leaving the City Centre and could also be viewed as disadvantaging businesses operating in the City centre.

The above is by no means a complete list of the influences that the Scheme could have on our natural environment. As much depends on human practices and behaviour as it does on the actual shape and arrangement of our built environment – but, by influencing the shape and form of development, we have the opportunity to emphasise and rank environmental objectives together with other measures of success (such as market or economic drivers).

## OPTIONS FOR THE FUTURE

As part of the Scheme review, the City is seeking the community's feedback. You may wish to consider the following questions.

- What is your view about the way our suburbs are evolving and how should they be planned for the future?
- What is your view about our open spaces?
- Do they do enough for you and your family? Do you think that they can do more to contribute to the quality of our environment?
- Would you place more emphasis on a lack of land use conflict or more emphasis on using the planning scheme to reduce environmental impacts, such as minimising the need for traveling?

## COMMENTS AND FEEDBACK

The intention of this paper is to encourage you to think about sustainability and the environment and to obtain your responses to the questions. You may wish to respond to only one, some, or all of the questions or give views which do not directly relate to the questions. Any comments would be appreciated. Thank you for giving consideration to these matters, and thank you even more if you choose to take some time to make a response to the City.

**Once the submission periods have closed on these issues papers, it is intended that the Council will then consider the best means to take the review of its Planning Scheme further. There is no pre-determined outcome in mind, and the review will consider all issues that come forward, together with the projected needs of our future population. Any actual changes to the Planning Scheme will require further community consultation as part of that process.**



# Issue Paper Survey

## ENVIRONMENT AND SUSTAINABILITY

To assist you in providing feedback to the City, and to make the process of analyzing your feedback more efficient, this survey has been prepared for your use.

**As noted in this Issues Paper, there are a number of questions for you to think about. If, when you have completed the survey, you feel you have not had the opportunity to answer the questions raised in the Issues Paper, please feel free to use the space provided. Please return this feedback form to the City by close of business on 28 September 2007.**

Here are a series of statements about the environment and sustainable development, please indicate the extent to which you agree, or disagree with each statement.

STATEMENT	STRONGLY AGREE					STRONGLY DISAGREE				
Parks should be designed and planted out in ways that acknowledge the impact global warming	1	2	3	4	5					
Land which is being built on in my suburb is developed in ways that protect the environment	1	2	3	4	5					

**OTHER COMMENTS** (please use additional sheets if necessary)



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## Issues Paper 3 — Environment and Sustainability

### Survey results:

Parks should be designed and planted out in ways that acknowledge the impact of global warming	Percentage of respondents (n = 116)
Agree	84.5 % 61.2 % (strongly agree)
Neutral	11.2 %
Disagree	4.3 %

Land, which is being built on in my suburb, is developed in ways that protect the environment:	Percentage of respondents (n = 112)
Agree	42.9 %
Neutral	30.4 %
Disagree	26.8 %

### Other 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 wanted to leave natural habitat/wildlife concern/anti-clearing/control developers
- 12 wanted the City to use native species for plantings
- 8 wanted the City to upgrade parks/better public open space/maintain public open space/extend walk and cycle paths/better landscaping
- 5 wanted to build for the climate
- 5 encouraged rainwater tanks/grey-water recycling
- 5 wanted to minimise car use/encourage car pooling/smaller cars
- 4 wanted the City to plant more trees
- 4 wanted the City to encourage more recycling/including green-waste
- 3 wanted the City to encourage household solar/wind power generation
- 3 wanted the City to ban solid fuel heaters
- 3 wanted to promote the City as green
- 2 wanted the City to enforce prescriptive roof colours
- 2 promoted long-life light globes
- 1 wanted compulsory pool covers
- 1 wanted no high-density
- 1 wanted the City to plan walkable centres
- 3 wanted better storm-water management
- 1 wanted shopping centres to charge for supermarket trolleys, then refund upon return
- 1 did not want native trees
- 1 wanted more licensed bores
- 1 wanted to build another dam
- 1 wanted to limit chemical weed control
- 1 wanted to put power underground
- 2 wanted tighter building regulations
- 1 wanted better public transport
- 1 wanted the City to introduce density incentives

- 1 wanted to encourage undercroft parking to maximise garden space
- 1 believed over population was a problem
- 1 wanted the City to encourage a mix of densities/diversity in building styles
- 1 believed that community bores would be good for residential gardens
- 1 wanted to preserve solar access

**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 that enough is being done for sustainable development in their area.

### INTRODUCTION

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To commence its review of the Scheme, the City is producing a series of issues papers to obtain your feedback. This paper is one of this series. The review process has been designed to engage the community in a range of ways at various stages in the process. At this initial stage, the City is seeking your response to questions that relate to the broad focus areas of planning. Responses to these questions will be analysed to assist with subsequent stages of the review.

Please note that because of the number of stages involved in the assessment of the Scheme, the process is unlikely to be finalised for at least a couple of years.

### EXPLANATION OF TOPIC – HOME BUSINESS

Home businesses are a convenient and cost effective way for people to start new or operate small scale businesses.

Over recent years, the number of people working from home has increased significantly, and these trends are expected to continue.

The Planning Scheme makes provision for the operation of home businesses throughout the City by specifying where Home Businesses can operate. This depends on the zoning of the land and the intensity of the Home Business proposed.

In this regard, the District Planning Scheme classifies home businesses into three distinct categories, depending on the function of the business.

The three categories are as follows:

**Home Business Category 1** – Generally low key, with no employees other than the owners/residents. These businesses do not display signage, or attract customers or regular deliveries. A Home Business Category 1 does not require planning approval from the City prior to commencing operation.

An example of a Home Business Category 1 is a home office or a family day care.

**Home Business Category 2** – These are more intensive home businesses that may involve customers visiting the premises, some signage being erected and up to one person other than a household member being employed. A Home Business

Category 2 requires planning approval from the City prior to commencing operation in a residential area.

Examples of Category 2 Home Businesses operating within the City include hairdressers, settlement agents and beauticians.

**Home Business Category 3** – These are the most intensive form of home business, and may involve more signage, employees, customers or floor space than a Category 2 Home Business. A Home Business Category 3 requires planning approval from the City prior to commencing operation in a residential area.

As part of the approval process for a Home Business Category 3, a Management Plan is required to be prepared to address noise management, vehicle loading, car parking, storage, odours and other matters.

Examples of Category 3 Home Businesses operating within the City include opticians and accountants. Importantly, the District Planning Scheme does not allow any retail sale or hire of goods to occur at a Home Business, regardless of its classification.

Planning approvals issued for Category 2 and 3 Home Businesses are valid for 12 months, after which the landowner is required to apply for a new approval.

The Planning Scheme requires that applications for planning approval for Category 2 and 3 Home Businesses are subject to public advertising, to ensure that neighbours are made aware of new proposals and can raise any concerns during the assessment process.

The Planning Scheme also requires that the City perform an enforcement role to ensure that Home Businesses operate in compliance with their conditions of planning approval.

## OPTIONS FOR THE FUTURE

As part of the Scheme review, the City is seeking the community's feedback on the operation of home businesses within the City.

You may wish to consider the following questions.

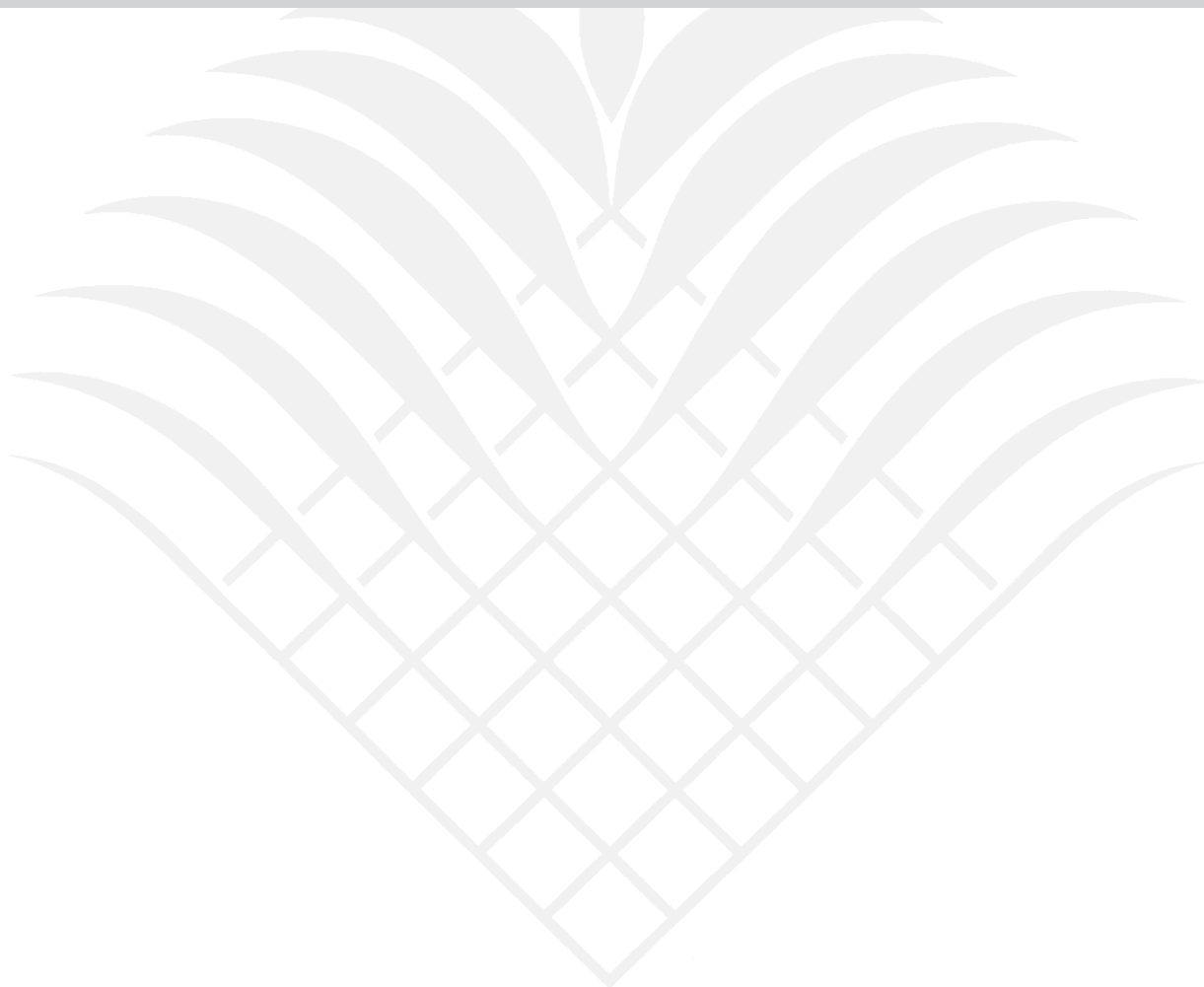
- Do you, or someone you know, operate a home business within the City of Joondalup? Do you think Home Businesses should be encouraged?
- Are the provisions that relate to Home Businesses easy to understand, or could they be simplified?
- What would you like to see improved in the approval process?
- What steps or measures do you think the City of Joondalup could introduce to facilitate the creation of home businesses?
- Do you think that the standard 12-month approval issued for home businesses is appropriate?
- Do you think the City should review the system it uses to classify home businesses as Category 1, 2 or 3? If so, how?



## COMMENTS AND FEEDBACK

The intention of this paper is to encourage you to think about Home Businesses and obtain your responses to the questions. You may wish to respond to only one, some, or all of the questions or give views which do not directly relate to the questions. Any comments would be appreciated. Thank you for giving consideration to these matters, and thank you even more if you choose to take some time to make a response to the City.

**Once the submission periods have closed on these issues papers, it is intended that the Council will then consider the best means to take the review of its Planning Scheme further. There is no pre-determined outcome in mind, and the review will consider all issues that come forward, together with the projected needs of our future population. Any actual changes to the Planning Scheme will require further community consultation as part of that process.**



# Issue Paper Survey

## HOME BUSINESSES

To assist you in providing feedback to the City, and to make the process of analyzing your feedback more efficient, this survey has been prepared for your use.

**As noted in this Issues Paper, there are a number of questions for you to think about. If, when you have completed the survey, you feel you have not had the opportunity to answer the questions raised in the Issues Paper, please feel free to use the space provided at the end. Please return this feedback form to the City by close of business on 28 September 2007.**

Here are a series of statements about home businesses, please indicate the extent to which you agree, or disagree with each statement.

STATEMENT	STRONGLY AGREE					STRONGLY DISAGREE				
Home businesses of all types should be encouraged within the City	1	2	3	4	5					
The provisions (rules) for establishing home businesses are easy to understand	1	2	3	4	5					
The provisions (rules) for starting up a home business are reasonable	1	2	3	4	5					
Obtaining approval for establishing a home-based business is a straight forward exercise	1	2	3	4	5					
The present system used to classify home businesses should be reviewed and simplified	1	2	3	4	5					

***How could the City better encourage the establishment of home-based businesses in the City of Joondalup?***

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**OTHER COMMENTS** (please use additional sheets if necessary)

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## Issues Paper 4 — Home Businesses

### Survey results:

Home Businesses of all types should be encouraged within the City:	Percentage of respondents (n = 96)
Agree	56.2 % 33.3 % (strongly agree)
Neutral	19.8 %
Disagree	24.0 %

The provisions (rules) for establishing home businesses are easy to understand:	Percentage of respondents (n = 82)
Agree	43.9 %
Neutral	45.1 %
Disagree	10.9 %

The provisions (rules) for starting home businesses are reasonable:	Percentage of respondents (n = 81)
Agree	49.4 %
Neutral	40.7 %
Disagree	9.8 %

Obtaining approval for establishing a home-based business is a straight-forward exercise:	Percentage of respondents (n = 79)
Agree	36.8 %
Neutral	49.4 %
Disagree	13.9 %

The present system used to classify home businesses should be reviewed and simplified:	Percentage of respondents (n = 79)
Agree	38.8 %
Neutral	35.0 %
Disagree	26.3 %

How could the City better encourage the establishment of home-based businesses in the City of Joondalup?
<p>44 residents commented on this topic. The majority expressed concern relating to parking and noise to neighbouring properties. The following issues were commented on:</p> <ul style="list-style-type: none"> <li>• 12 were concerned about the impact of noise/parking on verge/commercial vehicles</li> <li>• 5 wanted simplified/streamlined rules/system</li> <li>• 3 wanted the City to have strict zoning</li> <li>• 3 believed themselves to be ignorant of practices relating to home businesses</li> <li>• 2 worked from home but had never had licences</li> <li>• 2 thought there should be faster internet connections in the City</li> <li>• 2 believed that, after the initial assessment, the period of a permit should then be 2–3 years</li> <li>• 2 thought there should be an initial rate reprieve in early stages of business</li> <li>• 2 believed that the City could offer storage rental for home businesses</li> <li>• 3 support home businesses in residential areas</li> <li>• 1 thought that there should be leniency regarding parking for home businesses</li> <li>• 1 believed that the City should run information sessions for home businesses</li> <li>• 1 thought regular inspections were appropriate</li> <li>• 1 believed that conflicts with neighbours over home businesses should be mediated</li> </ul>

- 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 should be stored
- 1 thought that Category 2 & Category 3 businesses should not be allowed in residential areas, only in mixed-business areas.
- 1 thought there should be incentives to start home businesses
- 1 thought there should be better advertising of procedures and proposals

**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.

### INTRODUCTION

The City of Joondalup is currently reviewing its District Planning Scheme and wants you to assist in this process.

The Scheme is a very important document for the City. It guides future development, and, consequently, determines how the City will look and feel. For instance, if you want to build a new house or extend your current house, the City will assess the proposal against the Scheme to determine whether it can proceed. The Scheme also identifies where shops can be located, identifies how many car parking spaces are required for new developments and set the maximum density for residential development in particular areas. In these ways the Scheme determines the urban form that we see in Joondalup.

The State Government also has a significant interest in planning. It has its own Scheme for the whole of the Perth Metropolitan region and it operates a range of planning policies. The City's Scheme must comply with these State Planning initiatives. For example, the City cannot support residential development in areas identified for parks and recreation by the state. Further, it cannot support the establishment of significant commercial centres outside of the state policy parameters.

To commence its review of the Scheme, the City is producing a series of issues papers to obtain your feedback. This paper is one of this series. The review process has been designed to engage the community in a range of ways at various stages in the process. At this initial stage, the City is seeking your response to questions that relate to the broad focus areas of planning. Responses to these questions will be analysed to assist with subsequent stages of the review.

Please note that because of the number of stages involved in the assessment of the Scheme, the process is unlikely to be finalised for at least a couple of years.

### DENSITY AND THE ROLE OF THE SCHEME AND THE RESIDENTIAL DESIGN CODES

The Residential Design Codes of Western Australia (commonly known as the 'R-Codes') is a State Government document that provides the basis for controlling the siting and design of residential development throughout the State. The R-Codes are implemented through Local Government Planning Schemes.

A fundamental component of the R-Codes relates to housing density control. This control occurs through the assignment of a numbered residential density code (referred to as an R-Code) to each piece of land. The R-Code is applied to land under the Scheme via the Scheme map. In essence, the higher the number, the more dwellings can be accommodated on a particular lot.

The vast majority of residential lots within the City of Joondalup are allocated an R20 code under the Scheme, which is considered in the R-Codes to be a low residential density. This means that 1 house can be built on every 500 sqm of land.

Given that the majority of lots throughout the City of Joondalup generally range in size between 500 and 800m<sup>2</sup>, only one house can be developed on these lots under the current R20 residential density code.

In other areas throughout the City, such as within the Joondalup City Centre, a higher residential density code is applied and this allows a very different housing type to that found within the suburbs, for example, apartment style residential buildings.

A document released by the Western Australian Planning Commission (WAPC) in 2004 shows examples of developments throughout Perth at various R-code densities. The document is available at [www.wapc.wa.gov.au/Publications/default.aspx](http://www.wapc.wa.gov.au/Publications/default.aspx).

WAPC policies that guide town planning throughout the greater Perth Metropolitan area (such as Liveable Neighbourhoods and Network City) suggest that it's desirable to increase residential density in areas that are located in close proximity to services, such as public transport, schools, shops, medical facilities, public open space and other community facilities. Notwithstanding, Council is aware that there may be implications of these types of policies on existing communities in particular, and is therefore keen to seek community input prior to any implementation.

Many existing suburbs within other local government areas have, over time, been subject to residential density changes. This has resulted in changes to the 'look' of suburbs, particularly their streetscapes, where single residential dwellings make way for duplex, triplex (known as 'grouped dwellings') and other higher density forms of residential development.

Lot sizes within the Perth Metropolitan Region are also becoming smaller. This is due to several factors, including lower average household size, the real estate market, the value/cost of land (acquisition and servicing), emphasis on sustainability, changing lifestyles/housing needs and water conservation.

The impacts relating to smaller lot sizes include, but aren't limited to, streetscape changes, living closer together (noise/overlooking and other similar amenity impacts), increased demand for neighbourhood facilities and building bulk/shape. The benefits to smaller lot sizes may include more affordable housing, less urban sprawl, better use of infrastructure, better access to established shops and services.

Landowners may also have differing views as to what they want to achieve from their property over the long term. Some may wish to subdivide and use the funds for superannuation purposes and others may seek a low maintenance property with less garden areas as they approach retirement. Some landowners may wish for the status quo to remain. It should be noted that even if a lot has subdivision potential, ultimately it's at the landowner's discretion as to whether or not this potential is realised and the land is subdivided.

## OPTIONS FOR THE FUTURE

Your views on the issue of housing density are sought, and you may wish to consider the following questions.

- Do you consider that the current R20 residential density code applied throughout the City generally is appropriate?
- If not, do you consider a higher or lower density be to appropriate and, if so, where (in what suburb/s)?
- What benefits do you see in higher, or lower, housing densities?
- Do you consider higher residential densities should be applied only to areas that have a corresponding high level of supporting services and infrastructure, ie close proximity to public transport, schools, shops, medical and community facilities?

## COMMENTS AND FEEDBACK

The intention of this paper is to encourage you to think about housing density and obtain your responses to the questions. You may wish to respond to only one, some, or all of the questions or give views which do not directly relate to the questions. Any comments would be appreciated. Thank you for giving consideration to these matters, and thank you even more if you choose to take some time to make a response to the City.

Once the submission periods have closed on these issues papers, it is intended that the Council will then consider the best means to take the review of its Planning Scheme further.

**There is no pre-determined outcome in mind, and the review will consider all issues that come forward, together with the projected needs of our future population. Any actual changes to the Planning Scheme will require further community consultation as part of that process.**





# Issue Paper Survey

## HOUSING DENSITY

To assist you in providing feedback to the City, and to make the process of analyzing your feedback more efficient, this survey has been prepared for your use.

**As noted in this Issues Paper, there are a number of questions for you to think about. If, when you have completed the survey, you feel you have not had the opportunity to answer the questions raised in the Issues Paper, please feel free to use the space provided at the end. Please return this feedback form to the City by close of business on 28 September 2007.**

Here are a series of statements about housing density (size of lots for residential development per house), please indicate the extent to which you agree, or disagree with each statement.

STATEMENT	STRONGLY AGREE				STRONGLY DISAGREE
The City's density should generally remain as it currently is – between 500 – 800 m2 per house.	1	2	3	4	5
Lot sizes should vary to allow for different types and sizes of housing in each suburb	1	2	3	4	5
Lot sizes should be smaller in places where there are local facilities such as shops, offices, public transport, medical and community facilities	1	2	3	4	5

**OTHER COMMENTS** (please use additional sheets if necessary)



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## Issues Paper 5 — Housing Density

### Survey results:

The City's density should generally remain as it currently is — between 500–800 square metres per house.	Percentage of respondents (n = 136)
Agree	58.1 % 40.4 % (strongly agree)
Neutral	5.9 %
Disagree	36.0 %

Lot sizes should vary to allow for different types and sizes of housing in each suburb:	Percentage of respondents (n = 137)
Agree	70.1 % 40.9 % (strongly agree)
Neutral	17.5 %
Disagree	12.5 %

Lot sizes should be smaller in places where there are local facilities, such as shops, offices, public transport, medical, and community facilities:	Percentage of respondents (n = 138)
Agree	56.5 % 31.9 % (strongly agree)
Neutral	16.7 %
Disagree	26.8 %

### Other comments:

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 re-zoning suburbs
- 21 wanted a range of housing densities
- 5 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

### Summary:

The majority of residents believe that housing density should remain as it is currently — at 500–800 square metres 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.

### INTRODUCTION

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The State Government also has a significant interest in planning. It has its own Scheme for the whole of the Perth Metropolitan region and it operates a range of planning policies. The City's Scheme must comply with these State Planning initiatives. For example, the City cannot support residential development in areas identified for parks and recreation by the state. Further, it cannot support the establishment of significant commercial centres outside the of state policy parameters.

To commence its review of the Scheme, the City is producing a series of issues papers to obtain your feedback. This paper is one of this series. The review process has been designed to engage the community in a range of ways at various stages in the process. At this initial stage, the City is seeking your response to questions that relate to the broad focus areas of planning. Responses to these questions will be analysed to assist with subsequent stages of the review.

Please note that because of the number of stages involved in the assessment of the Scheme, the process is unlikely to be finalised for at least a couple of years.

### EXPLANATION OF TOPIC – PUBLIC OPEN SPACE

#### ***What is public open space and how is it allocated?***

Public open space (POS) is land used by the public for recreational and bushland purposes and includes parks, foreshore reserves, playgrounds, sports fields and public gardens. Planning schemes safeguard the provision of local POS by reserving areas for that use.

Regional Open Space is allocated at the state level of planning. Coastal reserves are an example of regional open space. These areas are not, however, controlled by the local government planning schemes.

#### ***Where will I find POS and why?***

At the local level, the location and size of POS is determined in accordance with both State and local government policies, or strategic planning documents such as structure plans. A number of factors are considered when planning POS areas. These are related to the local environment and community needs. For instance, POS areas are located so they are within a suitable walking distance to housing and convenient for local residents to use.

There may also be competing demands on the POS areas, such as the need to provide drainage areas for surrounding residential areas, preserving significant vegetation and shared use arrangements with schools. The details of POS location and size are finalised through the subdivision stage when land is being developed.

**Emerging Trends and Impacts**

There are some trends emerging which affect the way the City plans POS areas. The main ones are:

- Smaller residential lot sizes and, therefore, less backyard areas on lots
- Demand for improved standards of POS
- Water restrictions
- Concern about loss of areas of bush land
- Increased concern for personal safety
- Clubs and sporting groups wanting exclusive use of POS areas and facilities
- Changing types of recreation, especially for young people, such as computer games

**Costs and benefits associated with POS provision**

The City has to manage and maintain local POS areas, which are most of the parks and ovals that you see in the City of Joondalup. This means there is a cost to ratepayers for these services, including the provision of facilities like play equipment. There may also be environmental costs in terms of vegetation and fauna, water use and energy associated with maintaining these areas.

**OPTIONS FOR THE FUTURE*****What do you like or dislike about existing POS areas?***

One of the key questions about POS is whether it meets the needs of local communities. The City would like you to tell us this, and also what you would like changed. Some questions to consider are:

- Am I satisfied with the existing POS in my local area?
- What do I particularly like or dislike about them?
- Are there enough POS areas across the City?
- Are these areas big enough?
- Do they have the facilities we want?
- What facilities are lacking?
- Do they allow me choice in the type of recreation (active or passive)?
- Do they encourage a sense of community?
- Are they places with good public surveillance where I/my children can feel safe and secure?
- Are there enough car parking bays near POS areas if I want to visit one out of walking distance?

This list may not cover all POS situations and you are welcome to provide other relevant thoughts.

**COMMENTS AND FEEDBACK**

The intention of this paper is to encourage you to think about public open space and obtain your responses to the questions. You may wish to respond to only one, some, or all of the questions or give views which do not directly relate to the questions. Any comments would be appreciated. Thank you for giving consideration to these matters, and thank you even more if you choose to take some time to make a response to the City.

**Once the submission periods have closed on these issues papers, it is intended that the Council will then consider the best means to take the review of its Planning Scheme further. There is no pre-determined outcome in mind, and the review will consider all issues that come forward, together with the projected needs of our future population. Any actual changes to the Planning Scheme will require further community consultation as part of that process.**



# Issue Paper Survey

## PUBLIC OPEN SPACE

To assist you in providing feedback to the City, and to make the process of analyzing your feedback more efficient, this survey has been prepared for your use.

**As noted in this Issues Paper, there are a number of questions for you to think about. If, when you have completed the survey, you feel you have not had the opportunity to answer the questions raised in the Issues Paper, please feel free to use the space provided at the end. Please return this feedback form to the City by close of business on 28 September 2007.**

Here are a series of statements about Public Open Space, please indicate the extent to which you agree, or disagree with each statement.

STATEMENT	STRONGLY AGREE					STRONGLY DISAGREE				
I am satisfied with the amount of public open space in my suburb	1	2	3	4	5					
I do not believe that there are enough public open spaces across the whole of the City of Joondalup	1	2	3	4	5					
The facilities* I want are available in public open spaces in my suburb	1	2	3	4	5					
The facilities* I want are available in public open spaces across the whole of the City of Joondalup	1	2	3	4	5					
The public open spaces in my suburb encourage local people to participate in both active and passive recreational activities	1	2	3	4	5					
In general, the range of public open spaces across the whole of the City of Joondalup provides various opportunities for active and passive recreation	1	2	3	4	5					
I feel safe and secure in public open spaces across the whole of the City of Joondalup	1	2	3	4	5					
There are enough parking bays near public open spaces if I want to visit one that is out of walking distance.	1	2	3	4	5					

\*Facilities = paths, seats, play equipment, ovals, toilets, drinking fountains.

**OTHER COMMENTS** (please use additional sheets if necessary)



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## Issues Paper 6 — Public Open Space

### Survey results:

I am satisfied with the amount of public open space in my suburb:	Percentage of respondents (n = 115)
Agree	84.4 % 49.6 % (strongly)
Neutral	7.8 %
Disagree	7.8 %

I do not believe there is enough public open space across the whole of the City of Joondalup:	Percentage of respondents (n = 115)
Agree	28.0 %
Neutral	17.8 %
Disagree	54.2 %

The facilities I want are available in public open space in my suburb:	Percentage of respondents (n = 111)
Agree	50.4 %
Neutral	22.5 %
Disagree	27.0 %

The facilities I want are available in public open space across the whole of the City of Joondalup:	Percentage of respondents (n = 107)
Agree	44.9 %
Neutral	31.8 %
Disagree	23.4 %

The public open space in my suburb encourages local people to participate in both active and passive recreational activities:	Percentage of respondents (n = 111)
Agree	68.4 %
Neutral	15.3 %
Disagree	16.2 %

The public open space across the whole of the City of Joondalup encourages local people to participate in both active and passive recreational activities:	Percentage of respondents (n = 111)
Agree	66.4 %
Neutral	24.6 %
Disagree	9.1 %

I feel safe and secure in public open spaces across the whole of the City of Joondalup:	Percentage of respondents (n = 106)
Agree	49.0 %
Neutral	34.0 %
Disagree	17.0 %

There are enough parking bays near public open spaces if I want to visit one that is out of walking distance:	Percentage of respondents (n = 107)
Agree	52.3 %
Neutral	29.0 %
Disagree	28.7 %

Other comments:
43 residents made additional comments on this topic. the following issues were raised by the community: <ul style="list-style-type: none"> <li>8 commented on the well-maintained and pleasant public open space in the district</li> <li>5 believed there are not enough toilets/close too early</li> <li>5 wanted more seats in public open space (not metal)</li> </ul>

- 5 wanted public open space to be better maintained, including less litter
- 4 were concerned about vandalism and graffiti in their area
- 3 wanted public open space left natural
- 3 wanted more facilities for youth — skate parks/roller blade paths/bmx track
- 2 wanted more barbeques
- 2 wanted more play equipment
- 2 wanted public open space integrated better with housing
- 2 wanted more dog bins/bags
- 1 believed that more parking is required at public open space
- 1 wanted a stronger police presence
- 1 did not feel safe in public open spaces
- 3 wanted more public open space
- 1 believed that playgrounds should all be visible
- 1 wanted more bicycle paths leading to public open space
- 1 wanted Lake Joondalup paths finished
- 1 believed that windbreaks at playgrounds were needed
- 1 believed that public open space should have more lawns
- 1 believed that primary school grounds should be used as public open space
- 1 believed that public open space should be categorised to 'active' and 'passive'
- 1 wanted the 'friends of' system used for maintenance of public open space
- 1 wanted more facilities in coastal areas
- 1 believed public open space should include residential vegetable plots
- 1 wanted more public art in public open space
- 1 believed that performance areas should be included in public open space
- 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 public open space protected
- 1 wanted more public open space for Currambine and Connolly
- 2 wanted more trees
- 1 wanted more paths and a viewing platform for Lake Joondalup

#### Summary:

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



### INTRODUCTION

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### EXPLANATION OF TOPIC - HERITAGE

#### ***What is Heritage?***

*'Australia's heritage, shaped by nature and history, is an inheritance passed from one generation to the next. Our heritage helps us to understand and tell stories about this land and its people'.  
(source: [www.heritage.gov.au](http://www.heritage.gov.au))*

It is important to recognise that heritage is not just about buildings, it is also about places, objects, and landscapes. Heritage can be recognised and protected in a number of ways, and local government has a significant role to play.

### MUNICIPAL INVENTORY

The WA Heritage Act requires all local governments to have a Municipal Inventory (MI).

An MI is a list of places and structures which are, or may become, of cultural heritage significance. An MI is principally a record of those places or structures, and in itself does not provide any legal protection.

The City of Joondalup MI was prepared in 1994 as part of the then City of Wanneroo Municipal Inventory. The MI requires review and updating.

***District Planning Schemes***

The City of Joondalup District Planning Scheme No 2 (DPS2) makes provision for Heritage Protection and allows Council to establish a Heritage List. The Heritage List can have regard for entries on the MI, however, not all entries on the MI need to be included on the Heritage List. Currently, the City of Joondalup does not have any entries on the Heritage List.

District planning schemes can assist in providing protection for places or structures of significance. This can be achieved by measures such as:

- requiring Council approval for any changes which may affect the heritage value of a place or structure,
- requiring heritage assessment prior to any approval, encouraging conservation by providing incentives.

The district planning scheme also makes provision to recognise landscape features as well. For example, open space reserves such as Shepherds Bush Reserve, Kingsley, and Pinarroo Valley Memorial Park, Padbury, are included as 'Places and Objects having Significance for the Purpose of Protection of the Landscape or Environment' in DPS2.

***State Register of Heritage Places***

At the State level, the most significant places and structures of cultural heritage are included on the State Register. The City of Joondalup has one listing on the State Register, being Luisini Winery, Kingsley.

**OPTIONS FOR THE FUTURE**

Your views are sought on the role that heritage plays in the City of Joondalup. You may wish to consider issues such as:

- Do you think that there is sufficient protection of cultural heritage in the City of Joondalup?
- Should Council include places or structures of cultural heritage significance in the Planning Scheme?
- Do you think the Council should provide incentives to conserve and/or restore places or structures of cultural heritage significance?
- What do you consider is of current or future cultural significance in the City of Joondalup?

**COMMENTS AND FEEDBACK**

The intention of this paper is to encourage you to think about heritage issues and obtain your responses to the questions. You may wish to respond to only one, some, or all of the questions or give views which do not directly relate to the questions. Any comments would be appreciated. Thank you for giving consideration to these matters, and thank you even more if you choose to take some time to make a response to the City.

**Once the submission periods have closed on these issues papers, it is intended that the Council will then consider the best means to take the review of its Planning Scheme further. There is no pre-determined outcome in mind, and the review will consider all issues that come forward, together with the projected needs of our future population. Any actual changes to the Planning Scheme will require further community consultation as part of that process.**



# Issue Paper Survey

## HERITAGE

To assist you in providing feedback to the City, and to make the process of analyzing your feedback more efficient, this survey has been prepared for your use.

As noted in this Issues Paper, there are a number of questions for you to think about. If, when you have completed the survey, you feel you have not had the opportunity to answer the questions raised in the Issues Paper, please feel free to use the space provided at the end. Please return this feedback form to the City by close of business on 28 September 2007.

### QUESTION ONE

Here are a series of statements about heritage matters, please indicate the extent to which you agree, or disagree with each statement.

STATEMENT	STRONGLY AGREE					STRONGLY DISAGREE				
Cultural heritage in the City of Joondalup is protected	1	2	3	4	5					
Including places or structures of heritage significance in the Planning Scheme will be important for the community	1	2	3	4	5					
Conservation and/or restoration of places or structures of significant cultural heritage should be supported by incentives to do so	1	2	3	4	5					

### QUESTION TWO

*What do you consider is of current or future cultural significance in the City of Joondalup?*

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### OTHER COMMENTS (please use additional sheets if necessary)

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## Issues Paper 7 — Heritage

### Survey results:

Cultural heritage in the City of Joondalup is protected:	Percentage of respondents (n = 94)
Agree	46.9 %
Neutral	37.2 %
Disagree	15.9 %

Including places or structures of heritage significance in the Planning Scheme will be important for the community	Percentage of respondents (n = 95)
Agree	76.9 % 39.0 % (strongly agree)
Neutral	16.9 %
Disagree	6.3 %

Conservation and/or restoration of places or structures of significant cultural heritage should be supported by incentives to do so	Percentage of respondents (n = 97)
Agree	74.2 % 18.6 % (strongly agree)
Neutral	18.6 %
Disagree	7.2 %

#### What do you consider is of current or future cultural significance in the City of Joondalup? And Other comments:

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

- 10 believed bush/walk trails/national parks/Lake Joondalup/Yellagonga Regional Park were culturally significant
- 9 believed the City's coastline was culturally significant
- 5 believed Aboriginal sites in the City were culturally significant
- 5 believed colonial dwellings in the City were culturally significant
- 4 believed archives of photos/film/written history were culturally significant
- 4 believed sporting/cultural venues were culturally significant
- 4 believed no heritage exists/overrated
- 3 believed Perry's Paddock (not located in City of Joondalup) was culturally significant
- 2 believed surf clubs were culturally significant
- 2 believed lakes/wetlands were culturally significant
- 2 believed the community should pay cost for preserving cultural heritage
- 1 believed a violence-free community was culturally significant
- 1 believed Hillarys was not culturally significant
- 1 wanted to integrate heritage with tourism
- 1 believed Cockman House (not located in the City of Joondalup) and Conti's winery (not located in City of Joondalup) were culturally significant
- 1 wanted multi-cultural celebrations
- 1 believed migration trails were culturally significant
- 1 thought public open spaces are not being maintained
- 1 wanted to preserve (former) market gardens

#### Summary:

Less than half of the residents believe that cultural heritage in the City of Joondalup is protected. A strong majority

of residents 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.

# Review of District Planning Scheme 2

## Stage One: Responses to Issues Papers

## FAQ's

### ***What IS a District Planning Scheme (DPS)?***

A DPS is a document containing all the rules or regulations for how a discrete area – in this case the whole of the City of Joondalup – may be developed. The document is used by a local government for the purposes of decision-making on whether particular developments should be approved.

### ***You are talking about a review of the City's Scheme, why are you asking me about it?***

Because you will be actively contributing your ideas to the future development of the City of Joondalup – what will it look and feel like?

This is a rare opportunity to think about - and tell us - what you would like to see...and would NOT like to see...happening as your local area develops.

### ***Do you ever think about what sort of place you might like to live in should your personal circumstances change?***

### ***Is that available where you live now?***

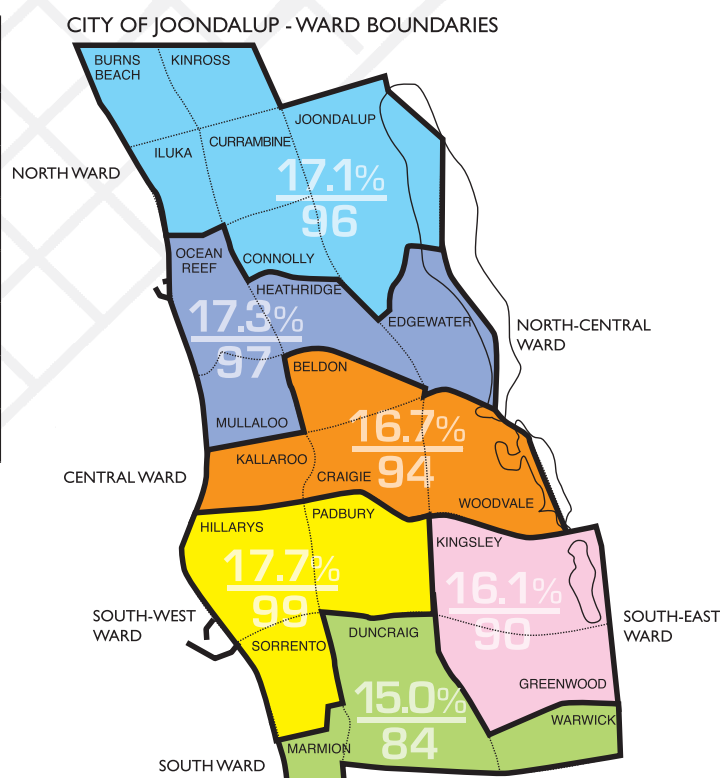
If you answered 'yes' to our first question and 'no' to the second, you need to get involved and this is **your** opportunity.

### ***Who else is being consulted about this?***

All people with an interest in the City – as residents and ratepayers - are encouraged to respond to the Issues Papers and we are keen to hear from at least a representative sample of the local population.

To this end, participation targets have been set based on the % distribution of the population across the whole of the City of Joondalup.

WARD	% TOTAL POPULATION	PARTICIPATION TARGET
North Ward	17.1%	96
North Central Ward	17.3%	97
Central Ward	16.7%	94
South West Ward	17.7%	99
South East Ward	16.1%	90
South Ward	15.0%	84
<b>Totals</b>	<b>100%</b>	<b>560</b>



### ***Why use 'participation targets'?***

By setting participation targets - and asking the community to help us meet them - we hope that more residents and ratepayers in the City will decide to get involved in projects of this nature. It would be great if you encouraged your friends and neighbours to get involved too!

We plan to provide feedback on how well we are doing with each target on a weekly basis so that members of the public will be able to check out the community's response to the Issues Papers.

### ***How will the public be able to participate?***

There are 7 Issues Papers on the following topics:

- The Joondalup City Centre
- Commercial Centres e.g., shopping centres, service suppliers, offices
- Environment and sustainability
- Home businesses
- Housing density
- Public open space
- Heritage

We would like you to read any, or all of the Issues Papers.

For each Issue Paper, there will be a brief survey, which you can use to provide us with your feedback.

If you feel that, having completed the survey, you still need to say something more on the issue, please use the space provided at the end of the survey for this purpose.

With the Issues Papers there will be **one** "Tell us about you" survey that you must complete if you want to be 'counted' as one of the 560 people we are hoping to hear from.

### ***Do I need to complete one "Tell us About You" form for each Issues Paper?***

No. Otherwise we might be counting your contribution to the participation target for your Ward several times over!

### ***What will happen to my feedback?***

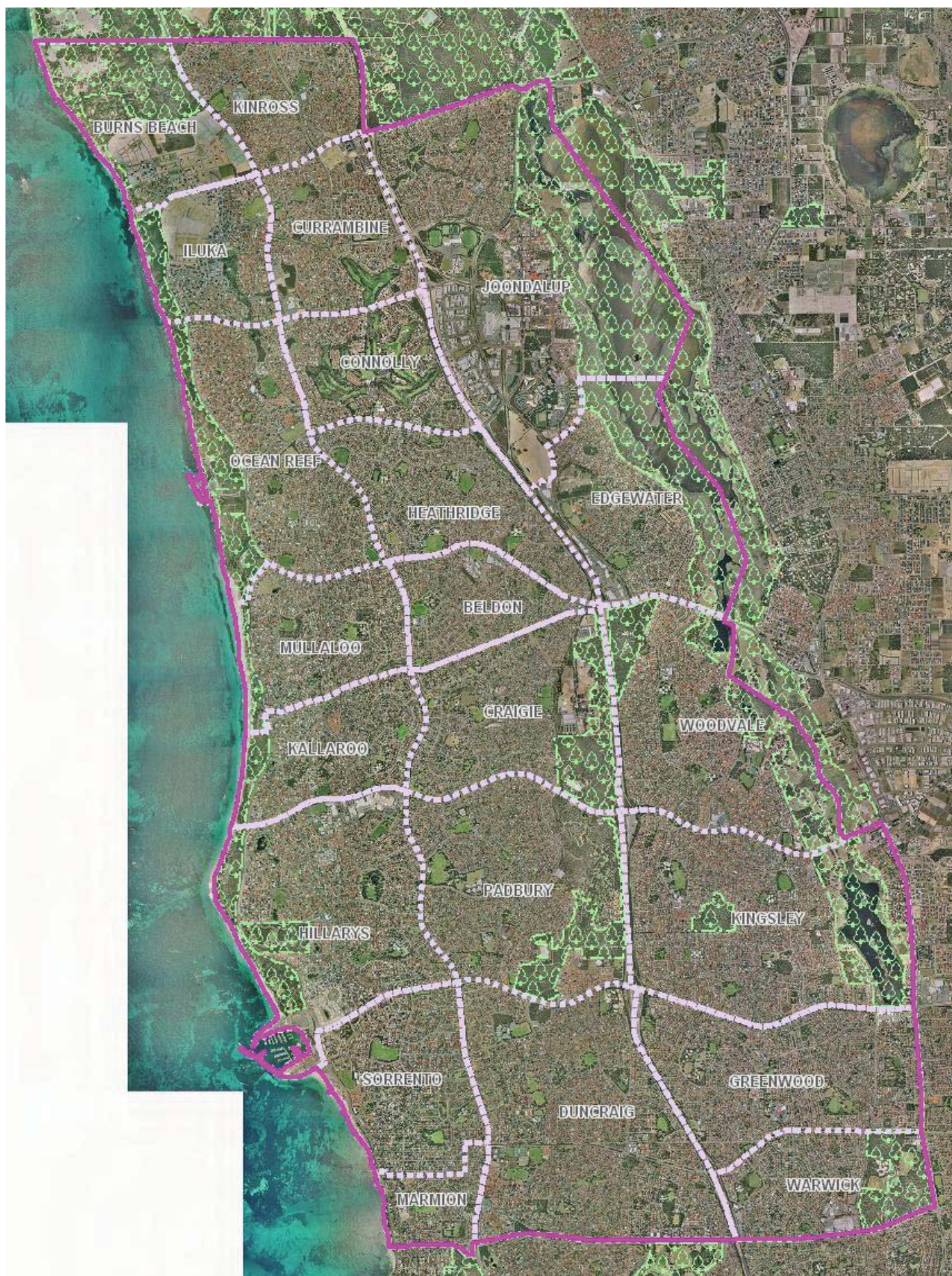
All the information received will be analysed and a report compiled on the findings that will be submitted to Council and used to assist the City develop a new Planning Scheme.





## APPENDIX 2

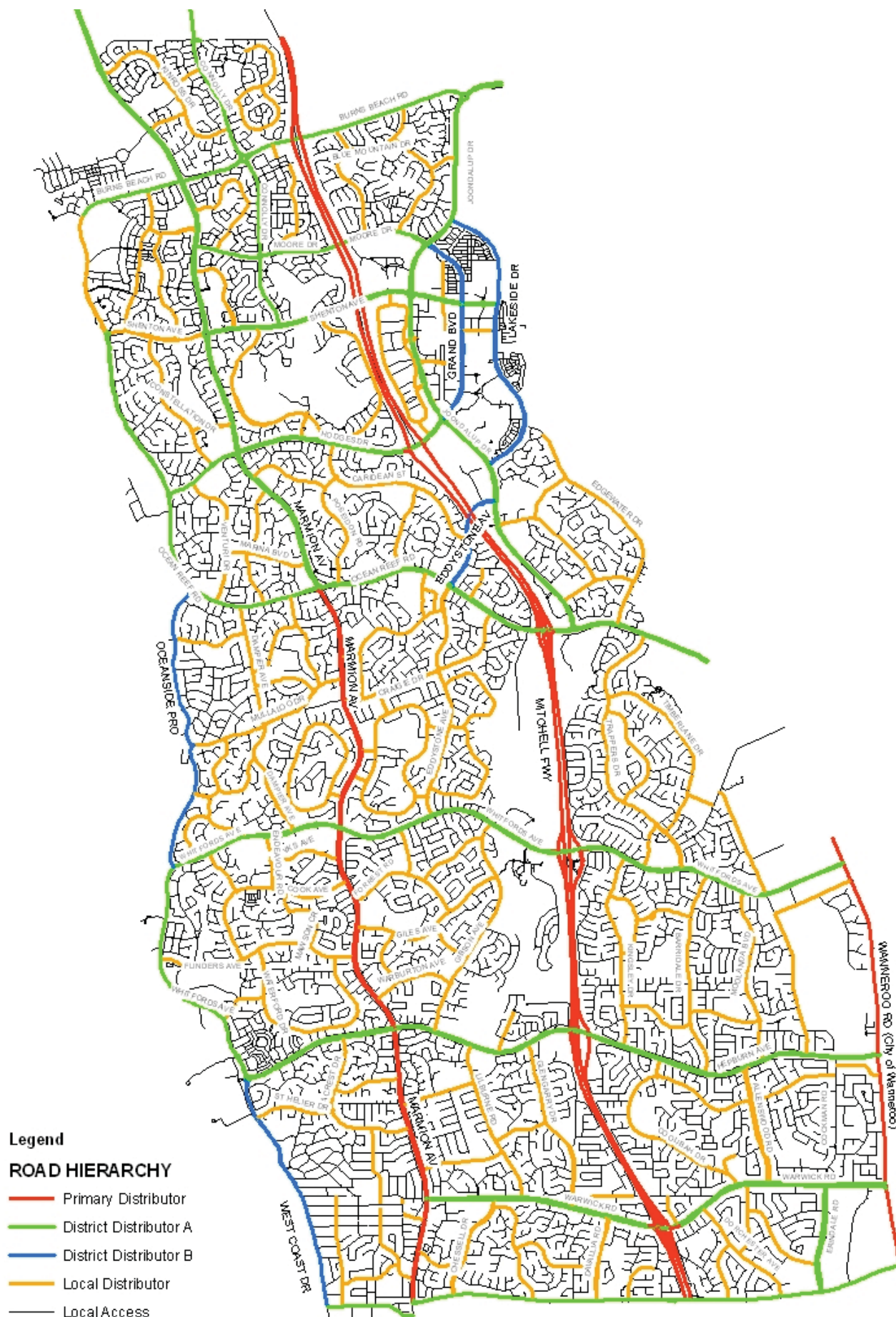
### Bush Forever Sites in the City of Joondalup





## APPENDIX 3

### City of Joondalup functional road hierarchy





## APPENDIX 4

Tourism Development Zones (as identified in the *Tourism Development Plan 2005–2009*)





## APPENDIX 5

### Natural areas in the City of Joondalup





**DRAFT LOCAL PLANNING STRATEGY  
SCHEDULE OF SUBMISSIONS FOLLOWING ADVERTISING  
(CLOSED 9 NOVEMBER 2009)**

NO	NAME OF SUBMITTER	DESCRIPTION OF AFFECTED PROPERTY	SUBMISSION SUMMARY	OFFICER OR COUNCIL'S RECOMMENDATION
1	I Counsell	37 Amalfi Drive Hillarys 6025	<u>Urban Design/Environment</u> <ul style="list-style-type: none"> <li>Amend LPS and DPS so that restrictive covenants for residential development do not restrict the landowner from installing renewable energy items on their property.</li> </ul>	<ul style="list-style-type: none"> <li>This is not specifically a matter for the LPS, however, can be considered in the review of the scheme.</li> </ul>
2	Main Roads WA	N/A	<u>No objection Transport</u> <ul style="list-style-type: none"> <li>Concerned about establishing higher density development around train stations as may cause conflict between local and regional traffic. Traffic study should accompany any proposal to increase density in the station precincts.</li> <li>Main Roads must be consulted in regard to any proposals for high density development above train station car parks.</li> <li>Noise studies would be required to demonstrate that subdivision would comply with Australian Standards. Potential for residential amenity to be affected by noise and vibration.</li> </ul>	<ul style="list-style-type: none"> <li>This is recommended in WAPC policies such as Network City and Directions 2031.</li> <li>Main Roads will be consulted if there are any projects for development above train station car parks.</li> <li>This is not specifically a matter for the LPS, however, appropriate studies will be undertaken if considered necessary by Council.</li> </ul>
3	City of Stirling	N/A	<u>Support</u> <ul style="list-style-type: none"> <li>Intensification of development around</li> </ul>	Noted

**DRAFT LOCAL PLANNING STRATEGY  
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			Warwick Station and along east-west arterial roads is supported. Is consistent with plans for increased density on the southern side of Beach Road.	
4	Tourism WA	N/A	<ul style="list-style-type: none"> <li>Encourages the identification of Ocean Reef Marina as the main focus for tourism growth. Recognises the potential of Yellagonga Regional Park for future tourism growth.</li> <li>Hillarys Boat Harbour is identified within the LPS as a Strategic Tourism Site, however DP has not formally identified any strategic tourism sites.</li> <li>Whilst the LPS states that accommodation is the most important aspect of the tourism industry, tourism also relies on attractions, visitor amenities, good access and a range of activities. The LPS should be amended to highlight the importance of the 5A's of tourism.</li> <li>Development within a strategic tourism site is restricted to 100% tourist use only.</li> <li>Would like the opportunity to provide feedback and advice on the principles of eco-tourism near Lake Joondalup.</li> </ul>	<ul style="list-style-type: none"> <li>It is recommended the LPS be amended to remove the status of Hillarys Boat Harbour as a strategic tourism site.</li> <li>It is recommended the LPS be amended to make reference to the importance of successful attractions, visitor amenities, good access and a range of activities in addition to accommodation.</li> <li>This is noted in the Tourism Taskforce Report; however DPS2 will remain the key document with regard to assessing land uses within the City of Joondalup.</li> </ul>
5	Masterplan on behalf of Landcorp	Lot 9000 Joondalup Drive, Joondalup (Southern Business District)	<p>Generally support</p> <ul style="list-style-type: none"> <li>Appears to be inconsistencies between the LPS, the Southern Business District Structure Plan (SBDSP) and Joondalup City Centre Structure Plan (JCCSP).</li> </ul>	

**DRAFT LOCAL PLANNING STRATEGY  
SCHEDULE OF SUBMISSIONS FOLLOWING ADVERTISING  
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			<ul style="list-style-type: none"> <li>• LPS identifies land between the Mitchell Freeway and Joondalup Drive and Edgewater as “proposed future expansion” where as the JCCSP includes this land.</li> <li>• This site is intended for bulky goods and showroom development as well as office development.</li> <li>• Concern over how the JCCSP seeks to integrate the Business Boulevard and Business Support zone.</li> <li>• The SBDSP should take precedence over the JCCSP.</li> <li>• The proposed methods of achieving energy efficiency in the JCCSP are questioned.</li> <li>• Proposal to identify a site for a permanent covered market is supported, however a market is an ‘X’ use in the JCCSP for Lot 9000.</li> <li>• The JCCSP is not supported.</li> <li>• Separate report prepared by CB Richard Ellis on a market analysis of Stage 4 of the Southern Business District Structure Plan.</li> </ul>	<ul style="list-style-type: none"> <li>• The JCCSP is a draft document, once finalised, this land will be included in the City Centre.</li> <li>• The LPS does not preclude the development of showrooms on this site.</li> <li>• This is not specifically a matter for the LPS, however can be considered in the JCCSP.</li> <li>• The SBDSP is proposed to be replaced by the JCCSP. This matter can be considered in the JCCSP.</li> <li>• This is not specifically a matter for the LPS, however can be considered in the JCCSP.</li> <li>• Lot 9000 is not considered to be the most appropriate location for a market.</li> <li>• The LPS is the document being considered not the draft JCCSP.</li> <li>• The contents of this report do not relate to the LPS, and therefore is not relevant in the consideration of the LPS.</li> </ul>
6	Water Corporation	N/A	<p>Generally supports the LPS.</p> <ul style="list-style-type: none"> <li>• Water and wastewater provision was based on current density codes. Any increase should be referred to the Water Corporation so it can review its infrastructure planning.</li> </ul>	<ul style="list-style-type: none"> <li>• Future planning documents such as the Local Housing Strategy will be referred to the Water Corporation for comment.</li> </ul>



**DRAFT LOCAL PLANNING STRATEGY  
SCHEDULE OF SUBMISSIONS FOLLOWING ADVERTISING  
(CLOSED 9 NOVEMBER 2009)**

			<ul style="list-style-type: none"> <li>• SSP 2.9 Water Resources should be included in the State Planning Policies.</li> <li>• Beenyup Waste Water Treatment Plant will be upgraded until it reaches its full planning capacity, catering for a population of 900,000.</li> <li>• Water Corporation has spent \$40 million on odour controls at Beenyup and is spending another \$70 million on additional upgrades to improve odour management.</li> <li>• Recommend that no development intensification occur within the WWTP odour control area.</li> </ul>	<ul style="list-style-type: none"> <li>• This primarily refers to the protection of groundwater and water resources which has not been identified as an issue in the City of Joondalup.</li> <li>• It is recommended the LPS be updated.</li> </ul>
7	Department of Education and Training	N/A	<p>Generally supports the LPS</p> <ul style="list-style-type: none"> <li>• Department of Education and Training has responded to changing demographics and reduced student numbers by school closures and amalgamations. However, urban regeneration may occur in the long term and Department of Education and Training will need to keep this in mind in their future planning.</li> </ul>	Noted