

Local Planning Strategy

CITY OF JOONDALUP
LOCAL PLANNING STRATEGY

CERTIFICATION FOR ADVERTISING

Certified for advertising by the Western Australian Planning Commission on **24 March 2009**.



SUBMITTED FOR APPROVAL

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_____ MAYOR

_____ CHIEF EXECUTIVE OFFICER

ENDORSEMENT OF LOCAL PLANNING STRATEGY

Endorsed by the Western Australian Planning Commission on **10 NOVEMBER 2014**


_____ DELEGATED UNDER S.16 OF
THE PLANNING AND DEVELOPMENT ACT 2005

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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* and the *Planning and Development (Local Planning Schemes) Regulations 2015*.

The *Local Planning Strategy* provides 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* were subject to a separate statutory public consultation processes and generated additional strategies and actions for the *District Planning Scheme No. 2* review process. The key recommendations of the *Local Housing Strategy* and *Local Commercial Strategy* have been incorporated into the final *Local Planning Strategy*. The *Local Planning Strategy* represents an evolving strategy and will be subject to regular review.

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 10 to 15 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 two main parts:

Part One – *Local Planning Strategy*, which comprises:

- The vision and objectives of the *Local Planning Strategy*.
- Strategies and actions which will deliver the desired outcomes for the major planning theme areas.
- Implementation and review.

Part Two – Background information and analysis, which comprises:

- An introduction that provides the background to the development of the *Local Planning Strategy*.
- The state and regional planning context.
- The local planning context.
- Local profile and key issues, which have been identified through an analysis of the local environment and the major influences on planning for the future.



Part One – Local Planning Strategy

The *Local Planning Strategy* provides the strategic direction for land use planning and development for the City of Joondalup for the next 10 to 15 years and is the strategic basis for the development of *Local Planning Scheme No. 3* (LPS3). It is consistent with state and regional planning policies and provides the rationale for the zoning and reservation of land in LPS3.

The preparation of a *Local Planning Strategy* is a requirement of the *Planning and Development (Local Planning Schemes) Regulations 2015*.

1.0 Vision and Planning Principles

Joondalup 2022: Strategic Community Plan 2012-2022 is the City's long-term strategic planning document that outlines its commitment to achieving the vision and aspirations of its community and regional stakeholders. It aims to be transformational and drive a bold new vision for the City by expanding on its historical roots.

The vision for the City of Joondalup as outlined in *Joondalup 2022* is:

**A Global City:
Bold, Creative and Prosperous**

Joondalup 2022 is divided into six key themes, each defined by an aspirational outcome including objectives and strategic initiatives.

The six key themes are as follows:

- Governance and Leadership
- Financial Sustainability
- Quality Urban Environment
- Economic Prosperity, Vibrancy and Growth
- The Natural Environment
- Community Wellbeing

The *Local Planning Strategy* supports the implementation of the key themes of *Joondalup 2022*.

Analysis of the regional and local planning framework and the City's existing characteristics, social trends and demographic projections as outlined in part two has led to the identification of eight 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

2.0 Objectives

The objectives of the *Local Planning Strategy* are:

- To develop and consolidate the City Centre as the Strategic Metropolitan Centre for the North-West sub region and aspire to achieve Primary Centre status.
- To provide additional and more diverse housing to cater for an ageing population and changing household structures.
- To develop attractive, successful commercial centres that are accessible and well-connected to residents.
- To achieve greater employment self sufficiency.
- To ensure existing transport routes are used to their full capability by locating intensive land uses with significant trip generating potential in close proximity to those routes, and adjacent to railway stations.
- To enhance cycling and pedestrian networks.
- To protect and enhance the natural and built environment within the City.
- To ensure public open space is easily accessible and provides protection for vegetation and biodiversity, amenity and quality recreational opportunities.
- To protect and promote buildings, objects and places of heritage significance.

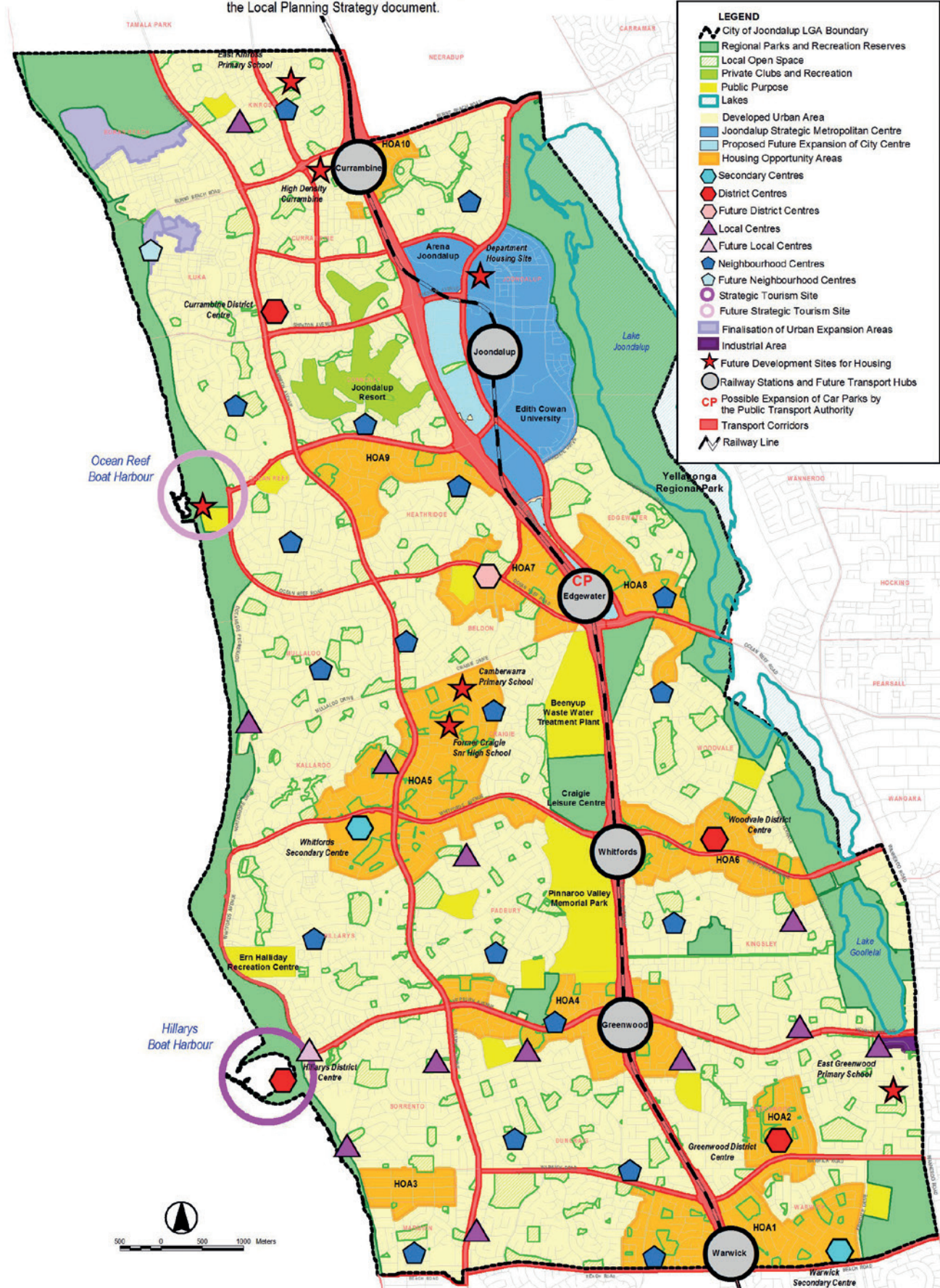
3.0 Strategic Plan

3.1 Strategic Plan Map

The Strategic Plan Map sets out, in a spatial context, some of the main directions of the *Local Planning Strategy*. It is not intended to be exhaustive and many areas are only generally shown on the map.

City of Joondalup 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.



4.0 Strategies and Actions

The following eight themes contain a vision, strategies and actions.

4.1 Theme – Joondalup City Centre

4.1.1 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 Metropolitan Centre and economic anchor for the rapidly growing North-West sub region and will be promoted as Perth's second city with a view to becoming Perth's first Primary Centre'

Vision Statement One

'The City Centre is the principal commercial and retail hub of the North-West sub region.'

Strategies

- Promote the City Centre as a place for major regional offices and a centre of business activity in the North-West sub region. Recognise the opportunities to support industrial growth to the north of the City of Joondalup 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 Strategic Metropolitan 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 Two

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

'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 Four

'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.

4.1.2 Actions

1. Prepare an Activity Centre Plan for the Joondalup City Centre which is in accordance with the Model Centre Framework of *State Planning Policy 4.2: Activity Centres for Perth and Peel* and the *Structure Plan Framework*. The Activity Centre Plan should give specific attention to the opportunity for:
 - Greater connectivity between the major activity generators such as the Joondalup Learning Precinct, Joondalup Health Campus, Lakeside Joondalup Shopping Centre, the Quadrangle Business/Retail Park, Joondalup Business Park, Joondalup transit station and the Joondalup City Centre – Central Area¹;
 - Edgewater Train Station and Joondalup Gate Retail Park becoming a transit orientated development node;
 - Further activation of streetscapes and public space, including addressing issues associated with Central Walk;
 - The Joondalup City Centre to be recognised as a Primary Centre;
 - The development of detailed district specific guidelines to guide the built form within the Centre, whilst maintaining appropriate flexibility to allow non-conventional design and innovation.
2. Implement the strategies and recommendations of the *Local Commercial Strategy (LCS)*.² The following strategies apply to commercial and retail development within the Joondalup City Centre:
 - Lot amalgamation is to be encouraged.
 - Further subdivision and strata titling of activity centres should not be supported and mechanisms to prevent this are to be investigated.
 - Expansion of commercial and retail activity, particularly bulky goods, should not further reduce the overall quantity of industrial use floorspace as identified by the City of Joondalup 2008 survey and mechanisms to help retain appropriate industrial uses will be investigated.
 - Offices should not be located on land zoned for industry except where incidental to or servicing industrial developments.
 - Encourage intensification of uses in the Joondalup City Centre – Central Area above the current floorspace intensity of 1,800m² commercial floorspace per hectare, up to an average intensity of above 2,000m² per hectare in the city zones and mechanisms to promote this will be investigated.
 - Encourage the integration of the Joondalup Learning Precinct based in and around intensification of the Edith Cowan University (ECU) campus. Such a development should include the provision of commercial and residential floorspace and high levels of sustainable/energy efficient built form. The ECU Master planning process should be encouraged and supported by the City.
 - Facilitate additional development diversity in the Joondalup City Centre with an additional 600,000m² of residential, commercial and retail floorspace through optimising development opportunities.
 - Encourage small format commercial and retail opportunities (sub 40m²) through leasing and tenancy arrangement rather than strata or subdivision to include, convenience micro-markets and specialty food outlets, home work/living spaces, artisan outlets, retail incubators and speciality arcades, in tandem with appropriate parking provisions, particularly within the Joondalup transit station precinct (where all other requirements are met subject to Council Policy).
 - Ensure the landscape masterplan for the City is consistent with the plans for additional intense development and maintain high amenity levels, Designing Out Crime Planning Guidelines, water sensitive design and district water and drainage management principles which can be applied as the City develops and intensifies.
 - Encourage and promote opportunities for kiosk and cart trade zones and street performance in pedestrian precincts as a means of developing occasional market and event related activity.
 - Concentrate bulky goods developments within the City at strategic nodes (as listed in table 4.1.2 (a)) to ensure a critical mass of offering to customers. Any developments with a cumulative total of 4,000m² gross leasable area – retail (GLAR) or more outside these locations will require a Retail Needs Assessment.

Table 4.1.2(a) Recommended Floorspace Sizing and Distribution, Bulky Goods Retail, City of Joondalup

Centre	Current Size (m ²)	Recommended Size (m ²)	Timing
Joondalup Gate/Edgewater	28,000	30,000	5-15 years
Service Commercial/Winton Road Precinct	20,000	20,000	5-15 years
Whitford City	15,000	15,000	5-15 years
The Gateway	9,500	9,500	5-15 years
Joondalup City Centre	8,600	10,000	5-15 years
Joondalup South	6,500	6,500	5-15 years
Currambine	3,500	5,000	5-15 years
The Quadrangle/Joondalup Square	0	100,000	0-20 years
Lot 104	0	10,000	5-15 years
Alternative locations (highway locations etc)	5,000	10,000	5-15 years

¹ The Joondalup City Centre – Central Area is the area broadly bound by Central Park, Lakeside Drive, Shenton Avenue and McLarty Avenue

² Additional strategies and recommendations were developed during the preparation and adoption of the LCS to expand on and support those already proposed in the LPS. These have been reproduced here, however, for further clarification on the background to these strategies refer to the LCS.

Table 4.1.2(b) Recommended Floorspace Sizing and Distribution, Commercial Office, City of Joondalup

Centre	Current Size (m ²)	Recommended Size (m ²)	Timing
Joondalup City Centre (Excluding Edgewater) Health Precinct Education Campus	61,990	180,000	0-20 years
Edgewater	285	20,000	5-20 years
South East Woodvale Greenwood Kingsley Warwick	10,338	15,000	5-15 years
South West Hillarys Sorrento Padbury/Whitfords Marmion Duncraig	14,287	15,000	5-15 years
Western Ocean Reef Kallaroo Connolly Beldon Heathridge Craigie Mullaloo	1,984	4,000	5-15 years
Northern Burns Beach Iluka Kinross Currambine	340	10,000	0-15 years

- Allow shop retail, café/restaurant and personal services uses within bulky goods developments so long as they remain ancillary in nature and service bulky goods customers.
 - Review the car parking requirements for bulky goods developments to ensure they are accommodating for customers. Require that parking and servicing, where possible, be primarily located at the rear of the bulky goods developments, sited behind built form, to enhance urban and pedestrian amenity and accessibility.
 - Put in place a robust and flexible planning framework for strategic bulky goods nodes (as listed in table 4.1.2 (a)) to allow for redevelopment and transition to higher intensity commercial activities in the medium to long term (beyond at least 15 years), in line with changing market conditions.
 - While maintaining the primacy of the Joondalup City Centre - Central Area, Joondalup Learning Precinct and Joondalup Health Campus, support commercial office development outside of these areas over the long term (beyond at least 15 years), in line with changing market conditions and only once the office market within the Joondalup City Centre - Central Area, Joondalup Learning Precinct and Joondalup Health Campus have reached a critical mass to justify major commercial office floorspace at other specific locations including:
 - Within 200m of Edgewater Train station in line with TOD principles (long term, beyond 15 years).
 - Investigate the use of strata subdivision restrictions and the introduction of minimum lot sizes as a mechanism for protecting the redevelopment potential of the City Centre where the ultimate land use type and intensity is not achieved.
 - Require the ground floor activation of all commercial office developments within the Joondalup City Centre – Central Area, and all commercial office developments over three storeys outside of the Joondalup City Centre – Central Area.
 - Investigate measures that will facilitate clusters of high intensity office development around key drivers of economic activity within the City Centre (as listed in table 4.1.2(b)).
 - Restrict commercial office floorspace in bulky goods, service commercial and service industrial areas over at least the short to medium term (the next 15 years) until market demand exists for secondary office locations outside of the Joondalup City Centre – Central Area, Joondalup Learning Precinct and Joondalup Health Campus, except where the floorspace is ancillary to service commercial or service industrial activity.
 - Develop a parking strategy for the Joondalup City Centre that identifies strategic car parking locations and allows existing car parking areas to transition to higher intensity uses in the medium-long term.
3. Investigate innovative approaches to the funding and provision of public art.
 4. Implement the relevant actions of the City's *Community Safety and Crime Prevention Plan*.
 5. Review the *Joondalup City Centre Car Parking for Commercial Development Policy* to ensure a practical mix of public and private parking is being achieved.
 6. Progress the development of the Joondalup Performing Arts and Cultural Facility on the identified site adjacent to Central Park (Lot 1001 Teakle Court, Joondalup).
 7. Identify sites in Central Park and the HBF Arena for future education and/or ecotourism opportunities.
 8. Ensure development in the City Centre is consistent with the principles and objectives of the City's *Landscape Master Plan*.
 9. Investigate the need for, and potential location of a permanent/temporary market to contribute to place creation and activation.
 10. Provide public amenities such as seating, bicycle racks, shade and shelter, where appropriate.

4.2 Theme – Housing

4.2.1 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.

4.2.2 Actions

1. Implement the recommendations of the *Local Housing Strategy* (LHS) which are:

- Accept the Housing Opportunity Areas shown on the *Local Housing Strategy Plan Map* in Section 10.4 (of the LHS) as areas suitable for higher residential density codings in the new *District Planning Scheme*.
- Use the proposed new residential densities and zonings in each of the Housing Opportunity Areas described in Section 10.5 (of the LHS) as the basis for new density codings and rezonings in the new *District Planning Scheme*. The rest of the City is unchanged.
- As part of the *District Planning Scheme* review process, develop design provisions to ensure development at the higher density of the dual density code will enhance/maintain streetscapes and incorporate environmentally responsible design.
- Scheme and/or policy provisions to be developed to encourage amalgamation and development between two and four residential lots for aged persons' housing in appropriate locations and to encourage the inclusion of universal access design elements and environmentally responsible design elements into the developments. This recommendation will apply across the whole City with the exception of lots located in Housing Opportunity Areas and the Joondalup City Centre.
- Replace the residential coding of R20 which currently applies to all commercial and mixed use zoned land over 1,000m² with R80, and develop Scheme and/or Policy provisions to encourage the incorporation of environmentally responsible design elements into the developments. This recommendation will apply across the whole City with the exception of the Joondalup City Centre.
- Replace the residential coding of R20 which currently applies to all commercial and mixed use zoned land under 1,000m² with R40, and develop Scheme and/or Policy provisions to encourage the incorporation of environmentally responsible design into the developments. This recommendation will apply across the whole City with the exception of the Joondalup City Centre.
- Scheme provisions should be considered and/or Council's height policies should be reviewed to allow additional height on:
 - Large parcels of land being developed for aged persons' accommodation such as retirement villages;
 - Large parcels of land with a density code of R60 and higher.
- As part of the District Planning Scheme review process, develop provisions for large opportunity sites which sets a minimum 'target' density in line with government policy. The requirements will apply to large opportunity sites across the whole City with the exception of the Joondalup City Centre.

2. As part of a future omnibus amendment to the *Metropolitan Region Scheme*, consider rezoning the two rural lots to 'Urban'. Once this has occurred, rezone the two remaining rural lots under the *District Planning Scheme No. 2* to a suitable zone such as 'Residential' to reflect the surrounding residential land uses.
3. Prepare a local planning Policy on residential development to encourage attractive streetscapes, ensure high density and dual coded development is integrated into the surrounding built environment and achieve a high quality built form outcome.
4. As part of the consolidation of the City's landholdings, continue to ensure that where possible, the land is restricted to the development of aged or dependent persons dwellings only.
5. Continue to progress the Ocean Reef Marina redevelopment as a development site to accommodate future residential land uses such as short-term accommodation and freehold residential lots.

4.3 Theme – Commercial Centres (outside the City Centre)

4.3.1 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 *Directions 2031 and Beyond* 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 *Activity Centres for Perth and Peel Policy*.
- 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.

4.3.2 Actions

1. Implement the strategies and recommendations of the Local Commercial Strategy (LCS)³. The following strategies apply to activity centres outside of the Joondalup City Centre:
 - Lot amalgamation is to be encouraged where possible. Further subdivision and strata titling of activity centres should not be supported and mechanisms to prevent this are to be investigated;
 - Expansion of commercial and retail activity, particularly bulky goods, should not further reduce the overall quantity of industrial use floorspace as identified by the City of Joondalup 2008 survey and mechanisms to help retain appropriate industrial uses will be investigated;
 - Where Activity Centre Structure Plans are not required, centres should consolidate vacant land and build to increase height where appropriate before extending beyond current boundaries to discourage ad-hoc commercial development;
 - Where additional retail and/or commercial floorspace cannot be supported as a viable option, consideration should be given to residential development (including aged care) and short stay tourist accommodation on vacant and underutilised land and apartments or home-based businesses on upper floors consistent with the *Local Housing Strategy*;
 - Review parking requirements for centres with significant public transport access (bus and rail) and/or opportunities for shared parking consistent with SPP 4.2 guidelines;
 - Public realm upgrade of centres should be consistent with *Designing Out Crime Planning Guidelines* and water sensitive design principles; and
 - Further studies including tenancy surveys and infrastructure services are recommended for the following centres which appear to be trading poorly, have significant vacant and underutilised land or which are in need of public realm upgrade, to determine priority actions and strategies required for revitalisation of each centre:
 - Coolibah Plaza, redevelopment opportunity;
 - Heathridge, under trading, strata titled, redevelopment opportunity;
 - Ocean Reef, potential for additional upper storeys/mixed use development;
 - Beldon, redevelopment potential;
 - Canham Way (Greenwood Plaza), potential redevelopment of southern section to act as catalyst for a general 'facelift' subject to ensuring an appropriate quantity of service industrial uses are maintained.

³ Additional strategies and recommendations were developed during the preparation and adoption of the LCS to expand on and support those already proposed in the LPS. These have been reproduced here, however, for further clarification on the background to these strategies refer to the LCS.

- Concentrate bulky goods developments within the City at strategic nodes (as listed at table 4.1.2(a)) to ensure a critical mass of offering to customers. Any developments with a cumulative total of 4,000m² gross leasable area – retail (GLAR) or more outside these locations will require a Retail Needs Assessment.
- Allow shop retail, café/restaurant and personal services uses within bulky goods developments, so long as they remain ancillary in nature and service bulky goods customers.
- Review the car parking requirements for bulky goods developments to ensure they are accommodating for customers. Require that parking and servicing, where possible, be primarily located at the rear of the bulky goods developments, sited behind built form, to enhance urban and pedestrian amenity and accessibility.
- Put in place a robust and flexible planning framework for strategic bulky goods nodes (as listed in table 4.1.2(a)) to allow for redevelopment and transition to higher intensity commercial activities over the medium to long term (5-15 years), in line with changing market conditions.
- While maintaining the primacy of the Joondalup City Centre – Central Area, Joondalup Learning Precinct and Joondalup Health Campus, support commercial office development in secondary centres over the medium term (over the next 15 years), in line with changing market conditions and only once the office market within the Joondalup City Centre – Central Area, Joondalup Learning Precinct and Joondalup Health Campus have reached a critical mass to justify major commercial office floorspace co-located with Secondary Activity Centres.
- Require the ground floor activation of all commercial office developments within the Joondalup City Centre – Central Area, and all commercial office developments over three storeys outside of this area.
- Restrict commercial office floorspace in bulky goods, service commercial and service industrial areas over at least the short to medium term (the next 15 years) until market demand exists for secondary office locations outside of the Joondalup City Centre – Central Area, Joondalup Learning Precinct and Joondalup Health Campus, except where the floorspace is ancillary to service commercial or service industrial activity.

4.4 Theme – Employment

4.4.1 Strategies

Vision Statement

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

Strategies

- Promote retail, education, health, community services and emerging business sectors 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 develop a local business.
- Promote the proposed Ocean Reef Marina as a future employment node.

4.4.2 Actions

1. Ensure the provisions of the district planning scheme support the City's Economic Development Strategy.
2. Review the provisions of the Home Business Policy to encourage the development of home businesses whilst maintaining residential amenity.
3. 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.
4. Implement the strategies and recommendations of the *Local Commercial Strategy* which are as follows:
 - In order to achieve the self-sufficiency target of 60% or an additional 69,000 jobs in the North-West sub region of which 20,000 are to be in the City of Joondalup, the priority is on attracting businesses and employment to the Joondalup City Centre, which is the most viable location with appropriate development capacity and where the greatest agglomeration and additional economic benefit can be derived;
 - Tourism and local recreation opportunities along the coast should be optimised and diversified for local, domestic and international visitors;
 - Adequate provision must be made through review of DPS2 for at least 20,000 new dwellings within the Joondalup City Centre, the Housing Opportunity Areas and infill sites, which will support population driven employment and support higher levels of employment self-containment; and
 - Scheme and Policy initiatives to promote and support appropriate home-based business sector will be investigated.

4.5 Theme – Transport

4.5.1 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 Directions 2031 and Beyond, and develop policies accordingly.
- Develop safe and attractive environments for pedestrians and cyclists along transport corridors to maximise their potential and reduce transport costs.
- Enhance transport and movement options to support the Joondalup City Centre's intended role as the future Primary Centre for the North West sub region.
- Improve transport access choices, such as walking and cycling, to Activity Centres.

4.5.2 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.
2. Improve the pedestrian and bicycle networks so they become integral parts of the transport network, particularly networks that directly feed into Activity Centres.
3. Apply the pedestrian access principles of Liveable Neighbourhoods, when assessing new subdivision and structure plan proposals.
4. Investigate the feasibility of land use changes along east–west transport corridors in the district planning scheme to better integrate planning and transport. Investigate the enhancement of pedestrian access in the City Centre, by means of installing improved pedestrian crossings and cross walks.
5. Consider bicycle and pedestrian movement in the planning of streetscapes to ensure a safe and easy-to-use network.

Joondalup Train Station



4.6 Theme – Environment

4.6.1 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.
- Consider climate change risks and impacts in City planning decisions.

4.6.2 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 *State Planning Policy 2.6 State Coastal Planning Policy*, *Coastal Planning Policy Guidelines*, and the outcomes of the City's Coastal Vulnerability Assessments.
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 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, particularly areas that will be developed for passive recreation.
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.

4.7 Theme – Public Open Space

4.7.1 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.

4.7.2 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;
 - Increase water efficiency by using sustainable watering practices; 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*.

4.8 Theme – Heritage

4.8.1 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.

4.8.2 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.

Craigie Bushland





5.0 Implementation, monitoring and review

5.1 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*.

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 timely fashion.

5.1.1 Next steps

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

1. Review the *City Centre Car Parking Policy*.
2. Prepare an Activity Centre Plan for the Joondalup City Centre.
3. Implement the recommendations of the *Local Commercial Strategy*.
4. Implement the recommendations of the *Local Housing Strategy* through an amendment to *District Planning Scheme No. 2* and the development of associated local planning policies.

5. Formally initiate the review process for the *District Planning Scheme No. 2*.
6. Review relevant local planning policies.
7. Finalise *Local Planning Scheme No. 3*.
8. Prepare a Public Open Space Strategy.
9. Review the *Municipal Inventory of Heritage Places*.

5.2 Monitoring and Review

Whilst the *Local Planning Strategy* (LPS) provides a strategic planning direction for the next 10 to 15 years, it is inevitable that over that period, 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 LPS is continuously reviewed.

The City of Joondalup will need to adopt a procedure for monitoring any shortcomings in the *Local Planning Strategy* and the associated strategies and actions that flow out of the Strategy. Any identified issues that arise between review dates should be documented and retained by the City for consideration once the review process is undertaken.

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

Part Two – Background Information and Analysis

1.0 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 167,623 people⁴, 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 City, Warwick Grove Shopping Centre, Joondalup Resort, HBF Arena Joondalup, Joondalup Health Campus, Edith Cowan University (Joondalup Campus), North Metropolitan TAFE (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
- 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 five years. To support this review, and in accordance with the *Planning and Development (Local Planning Schemes) Regulations 2015*, the City has prepared this *Local Planning Strategy* to support the development of the new district planning scheme.

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 seven surveys are provided at Appendix 1.

The *Local Housing Strategy* and *Local Commercial Strategy* both underwent separate community consultation processes during their development and adoption. In addition, the various plans and policies adopted by Council undergo community consultation as part of their development.

⁴ ABS ERP 2013

2.0 State and Regional Planning Context

2.1 State Planning Strategy 2050

The *State Planning Strategy 2050* was prepared by the Department of Planning on behalf of the Western Australian Planning Commission. The *State Planning Strategy* has been designed to inform planning policies and decisions throughout Western Australia and presents a vision for Western Australia to 2050 and beyond. The Strategy is based on a framework of planning principles, strategic goals and State strategic directions that respond to the challenges and opportunities that drivers for change present for the future land-use planning and development of Western Australia.

The vision for the State of sustained growth and prosperity as outlined under the strategy is:

1. A diverse State: offering the diversity of ecosystems, landscapes, enterprises, people and cultures.
2. A liveable State: the place for choice for the brightest and best.
3. A connected State: as connected to the rest of the world as any other place.
4. A collaborative State: enabling alignments that progress the State's sustained prosperity.

The purpose and function of the *State Planning Strategy* is to provide a State strategic context and basis for the integration and coordination of land-use planning and development across state, regional and local jurisdictions. The Strategy supports the Government's intention to undertake a collaborative approach to planning for the State's land availability, physical and social infrastructure, environment, economic development and security. It provides a comprehensive list of region-based strategies and action to achieve these.

The *State Planning Strategy 2050* will guide and inform:

- Local community plans, growth plans and local planning schemes and strategies with structure planning and development assessments;
- Project approvals through the Government's Lead Agency Framework;
- Planning for the coordination of physical and community infrastructure;
- Region scheme amendments, regional planning and infrastructure frameworks, regional investments and service delivery programs; and
- Investment proposals into areas and sectors of the State most likely to generate a return in the public interest.

2.2 State Planning Framework Policy

The *State Planning Framework* is a statement of planning policy made under Section 26 of the *Planning and Development Act 2005*. The policy is the overarching Statement of Planning Policy that brings together existing State and regional policies and plans which apply to land use and development in Western Australia into a State Planning Framework. It also restates and expands upon the key principles of the *State Planning Strategy* (described under Section 2.1) in planning for sustainable land use and development. It provides a context for decision-making on land use and development in Western Australia.

The *Local Planning Strategy* has been prepared within this planning framework and has applied the relevant State and regional planning policies.

2.3 State Planning Policies

2.3.1 Statement of Planning Policy No. 2: Environment and Natural Resources Policy

The *Environmental and Natural Resources Policy* defines the broad principles and considerations that represent good and responsible planning in terms of environment and natural resource issues within the framework of the *State Planning Strategy*.

The objectives of the policy are to:

- Integrate environment and natural resource management with broader land use planning and decision-making.
- Protect, conserve and enhance the natural environment.
- Promote and assist in the wise and sustainable use and management of natural resources.

The policy provides general and specific measures for aspects of natural resources. These measures are further supplemented by more detailed planning policies on particular natural resources, which should be implemented in conjunction with this policy.

2.3.2 State Planning Policy No. 2.6: State Coastal Planning Policy

The *State Coastal Planning Policy* provides high order guidance for decision-making on coastal planning matters, and applies to the coast throughout Western Australia. The objectives of the policy are to:

- Ensure that development and the location of coastal facilities takes into account coastal processes, landform stability, coastal hazards, climate change and biophysical criteria.
- Ensure the identification of appropriate areas for the sustainable use of the coast for housing, tourism, recreation, ocean access, maritime industry, commercial and other activities.
- Provide for public foreshore reserves and access to them on the coast.
- Protect, conserve and enhance coastal values, particularly in areas of landscape, nature conservation, indigenous and cultural significance.

The Policy identifies general measures which should be incorporated into local and regional planning strategies, structure plans, schemes, subdivision, and development applications. It also provides guidance on coastal setbacks and building height limits. Maximum height limits for development within 300 metres of the horizontal setback datum should be specified in the local planning scheme or structure plan.

The *State Coastal Planning Policy* also provides policy measures for:

- Coastal water resource management;
- Coastal hazard risk management and adaptation planning;
- Coastal infill development;
- Coast protection works;
- Coastal foreshore reserves;
- Coastal strategies and management plans; and
- The inclusion of precautionary principles.

State Coastal Planning Policy Guidelines have also been developed to provide more detailed guidance for the application of the policy measures.

The City of Joondalup will implement the measures identified in the *State Coastal Planning Policy* where appropriate and applicable.

2.3.3 State Planning Policy 2.8: Bushland Policy for the Perth Metropolitan Region

The *Bushland Policy for the Perth Metropolitan Region* is a supplementary policy to *State Planning Policy 2.0: Environment and Natural Resources Policy*, and provides an implementation framework to ensure bushland protection and management issues in the Perth Metropolitan Region are appropriately addressed and integrated with broader land use planning and decision-making. This specifically applies to Bush Forever areas, and local bushland outside Bush Forever areas.

The policy measures identify specific information requirements, issues requiring special consideration and, more specifically, planning assessment and decision-making criteria and processes for bushland areas within the Perth Metropolitan Region.

The City of Joondalup has seven Bush Forever sites, totalling approximately 234 hectares of native vegetation. It is also estimated that there is 95 hectares of local natural area.

2.3.4 State Planning Policy 2.9: Water Resources

The *Water Resources Policy* is directly related to the overarching *State Planning Policy 2 Environment and Natural Resources Policy* and provides clarification and additional guidance to planning decision makers for consideration of water resources in land use planning.

The objectives of this policy are to:

- Protect, conserve and enhance water resources that are identified as having significant economic, social, cultural and/or environmental values;

- Assist in ensuring the availability of suitable water resources to maintain essential requirements for human and all other biological life with attention to maintaining or improving the quality and quantity of water resources; and
- Promote and assist in the management and sustainable use of water resources.

2.3.5 State Planning Policy 3.0: Urban Growth and Settlement Policy

The *Urban Growth and Settlement Policy* sets out the principles and considerations which apply to planning for urban growth and settlements in Western Australia. The overall aim of the policy is to facilitate sustainable patterns of urban growth and settlement by setting out the requirements of sustainable settlements and communities and the broad policy in accommodating growth and change.

The objectives of the policy are:

- To promote a sustainable and well-planned pattern of settlement across the State, with sufficient and suitable land to provide for a wide variety of housing, employment, recreation facilities and open space.
- To build on existing communities with established local and regional economies, concentrate investment in the improvement of services and infrastructure and enhance the quality of life in those communities.
- To manage the growth and development of urban areas in response to the social and economic, environmental, heritage and community values and constraints.
- To promote the development of a sustainable and liveable neighbourhood form which reduces energy, water and travel demand while ensuring safe and convenient access to employment and services by all modes, provides choice and affordability of housing and creates an identifiable sense of place for each community.
- To co-ordinate new development with the efficient, economic and timely provision of infrastructure and services.

2.3.6 State Planning Policy 3.1: Residential Design Codes (R-Codes)

The *Residential Design Codes* 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 2015. The purpose of the R-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 Western Australia.

Its principal uses are:

- 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.

Local planning schemes can also include provisions or policies which add to the requirements of the R-Codes by either altering the standards or including additional standards for the development of housing in the locality. A number of local authorities utilise this approach and have adopted design guidelines as policies under their schemes to achieve desired outcomes – for example, protecting the unique character of a residential area or to better control contentious issues such as height and overlooking.

2.3.7 State Planning Policy 3.4: Natural Hazards and Disasters

The purpose of this policy is to inform and guide the Western Australian Planning Commission in the undertaking of its planning responsibilities, and in integrating and coordinating the activities of the State agencies that influence the use and development of land that may be affected.

The objectives of this policy are to:

- Include planning for natural disasters as a fundamental element in the preparation of all statutory and non-statutory planning documents, specifically town planning schemes and amendments, and local planning strategies; and
- Through the use of these planning instruments, to minimise the adverse impacts of natural disasters on communities, the economy and the environment.

2.3.8 State Planning Policy 3.5: Historic, heritage, conservation

This policy applies principally to historic cultural heritage including heritage areas, buildings and structures and other places and areas of heritage significance at both the State and local level. This policy does not apply to Aboriginal heritage or natural heritage.

The objectives of this policy are:

- To conserve places and areas of historic heritage significance.
- To ensure that development does not adversely affect the significance of heritage places and areas.
- To ensure that heritage significance at both the State and local levels is given due weight in planning decision-making.
- To provide improved certainty to landowners and the community about the planning processes for heritage identification, conservation and protection.

The policy measures contained in the document deal with, among other things, designation of heritage areas, the differentiation between “heritage areas” and “urban character areas”, the establishment of heritage lists, and development control principles to be observed by local authorities.

2.3.9 State Planning Policy 3.7: Planning in Bushfire Prone Areas

The *Planning in Bushfire Prone Areas Policy* directs how land use should address bushfire risk management in Western Australia. It applies to all land which has been designated as bushfire prone on the Map of Bush Fire Prone Areas.

The intent of the policy is to implement effective, risk-based land use planning and development to preserve life and reduce the impact of bushfire on property and infrastructure. It applies to all higher order strategic planning documents, strategic planning proposals, subdivision and development applications located in designated bushfire prone areas (unless exemptions apply).

2.3.10 State Planning Policy 4.2: Activity Centres for Perth and Peel

The *Activity Centres for Perth and Peel Policy* revokes *State Planning Policy 4.2 – Metropolitan Centres Policy Statement for the Perth Metropolitan Region (October 2000)*. The main purpose of the 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. It is predominantly 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 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. A hierarchy of centres is specified, with the highest order centre within the City of Joondalup being the Joondalup City Centre, identified as a strategic metropolitan centre. Other activity centres are the secondary centres of Whitfords and Warwick and the district centres of Currabine, Greenwood, Woodvale and Sorrento Quay.

The policy states that local planning strategies should reflect the policy provisions, including the activity centre hierarchy. Strategies should also guide the long-term distribution of retail and commercial floorspace and housing supply via the network of centres.

An additional feature of the policy is the removal of maximum retail floor space as a method of controlling development. Rather a local planning strategy should include an estimate of retail need and distribution of retail floor space which is consistent with the hierarchy.

2.3.11 State Planning Policy 5.2: Telecommunications Infrastructure

The *Telecommunications Infrastructure Policy* provides a framework for the preparation, assessment and determination of applications for planning approval of telecommunications facilities within the context of the State planning system and applies to all such applications in the City of Joondalup.

The *Western Australian Planning Commission's Guidelines for the location, siting and design of telecommunication infrastructure* is an advisory document developed to complement the *Telecommunications Infrastructure Policy*. It provides further guidance on the appropriate location, integration and design of telecommunication infrastructure to assist developers and local governments.

2.3.12 State Planning Policy 5.4: Road and Rail Transport Noise and Freight Considerations in Land Use Planning

This policy aims to promote a system in which sustainable land use and transport are mutually compatible.

The objectives of this policy are to:

- Protect people from unreasonable levels of transport noise by establishing a standardised set of criteria to be used in the assessment of proposals;
- Protect major transport corridors and freight operations from incompatible urban encroachment;
- Encourage best-practice design and construction standards for new development proposals and new or redeveloped transport infrastructure proposals;
- Facilitate the development and operation of an efficient freight network; and
- Facilitate the strategic co-location of freight handling facilities.

2.4 Regional Strategies

2.4.1 Directions 2031 and Beyond: Metropolitan Planning beyond the horizon

Directions 2031 and Beyond 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 spatial framework outlines population growth scenarios and land use patterns for a medium to long term increase of half a million people by 2031, and prepares for a city of 3.5 million people. It identifies the connected city model as the most realistic scenario for growth of the city over the next 20 to 25 years and that a significant shift from 'business as usual' growth patterns will be required. *Directions 2031 and Beyond* anticipates a 50% increase in infill development rates and a 50% improvement in average densities in new development areas.

2.4.2 Draft Outer Metropolitan Perth and Peel Sub-Regional Strategy

Due to the complexity of strategic planning for the metropolitan area, sub-regional strategies are required to provide guidance at the local level. The Outer Metropolitan Perth and Peel sub-regional strategy provides a broad framework for delivering the objectives of *Directions 2031*. The over-riding purpose of this sub-regional strategy is the urban expansion management program.

The City of Joondalup is expected to contribute to the growth of the North-West sub region. The Outer Metropolitan Regional Strategy estimates the dwelling supply in the North-West sub region under a connected city scenario to be 167,400 dwellings with 1,400 new dwellings in Joondalup greenfield sites (principally at Burns Beach and Iluka) and 10,900 new dwellings in Joondalup infill locations including Joondalup City Centre redevelopment. (It is noted that the redevelopment yields for Tapping and Ashby of 1,800 dwellings that were included in the City of Joondalup figures in the sub-regional strategy, should have been included in the City of Wanneroo, and have been deleted from these figures). This gives a total target for Joondalup of 12,300 additional dwellings by 2031.

2.5 Regional Planning Schemes

2.5.1 Metropolitan Region Scheme

As part of the Perth Metropolitan Region, the City of Joondalup is subject to the *Metropolitan Region Scheme* (MRS). The MRS defines the future use of land, dividing it into broad zones and reservations. The City's *Local Planning Scheme, District Planning Scheme No. 2*, provides detailed plans for its part of the region and is required to accord with the MRS.

2.6 Regional and sub-regional structure plans

2.6.1 North West Corridor Structure Plan

The *North-West Corridor Structure Plan* sets 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 a 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 Department of Planning.

2.7 Operational policies

2.7.1 Liveable Neighbourhoods

Liveable Neighbourhoods 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* 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.

2.7.2 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 five to seven 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 six railway 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.

2.7.3 Other Operational Policies

In addition to the previous mentioned documents, the Western Australian Planning Commission has adopted a range of operational policies often referred to as development control policies or DC policies to guide its decision-making on subdivision and development applications. These policies apply when the WAPC considers applications for subdivision or development within the City of Joondalup, when the City comments and recommends upon such proposal to the Commission, and when the City has regard to them in making its own decisions under its local planning scheme.

The Western Australian Planning Commission has also published a series of *Planning Bulletins* as practice notes for local governments, State Government agencies and other parties on a range of planning matters. Additional guidelines and manuals have also been prepared to assist in a variety of planning issues.

A list and copies of these policies and guidelines can be obtained from the Department of Planning through their website.

2.8 Other relevant strategies, plans and policies

2.8.1 Hope for the Future: The Western Australian State Sustainability Strategy

Hope for the Future: The Western Australian State Sustainability Strategy 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.

2.8.2 Public Transport for Perth in 2031

The *Public Transport Plan* identifies the public transport network needed to support Perth’s growing population and links to and between strategic centres. It states that the current network will not be able to cope with the projected increase in public transport use and growth of the City.

Currently, there is limited quality mass transit services for the central northern sector of the Perth Metropolitan Area and between major centres outside of the Joondalup City Centre – Central Area. Of particular relevance to the City of Joondalup is the development of connections between centres at suburban nodes such as Whitfords and Joondalup, Warwick and Morley. Further growth of feeder buses linking bus and train stations, particularly on the Joondalup rail line will continue.

2.8.3 Tourism Planning Taskforce Report and Planning Bulletin No. 83 — Planning for Tourism

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 policy position of the Western Australian Planning Commission on tourism development within the State and will guide decision making on subdivision, development and scheme amendment proposals for tourism purposes.

2.8.4 Designing Out Crime Planning Guidelines

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.

2.8.5 Better Urban Water Management

Better Urban Water Management 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*). It 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.

2.8.6 Perth Coastal Planning Strategy

The *Perth Coastal Planning Strategy* was endorsed in January 2010 and has since been integrated into *Directions 2031 and Beyond*.

2.8.7 Bush Forever

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, seven 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 39, 202, 299, 303, 322, 325 and 407 are located within the City of Joondalup; these sites have been illustrated at Appendix two.



3.0 Local Planning Context

3.1 Vision and Mission Statements

The City's 'vision' as adopted under *Joondalup 2022: Strategic Community Plan 2012-2022* is:

"A global City: bold, creative and prosperous"

3.2 Joondalup 2022: Strategic Community Plan 2012-2022

Joondalup 2022 is the City's long-term strategic planning document that outlines its commitment to achieving the vision and aspirations of its community and regional stakeholders.

The *Local Planning Strategy* will support a range of objectives within *Joondalup 2022* including but not limited to:

- Quality built outcomes – For the City's commercial and residential areas to be filled with quality buildings and appealing streetscapes.
- City Centre development – To have quality and diverse buildings within the Joondalup City Centre that enhance the vitality and vibrancy of the urban space.
- Quality open spaces – To have urban and green spaces which are attractive, well-utilised and enrich the lives of the community.
- Primary Centre Status – For the Joondalup City Centre to be the first Strategic Metropolitan Centre in Western Australia to achieve Primary Centre Status.
- Activity Centre development – To have revitalised Activity Centres that are multi-purpose and provide for housing diversity and enhanced liveability.
- Integrated spaces – To have integrated land use and transport planning that provides convenient and efficient movement across the City.
- Quality open spaces – To have urban and green spaces which are attractive, well-utilised and enrich the lives of the community.
- Destination City – To become a "Destination City" where unique tourism opportunities and activities provide drawcards for visitors and high amenity for residents.
- Regional collaboration – To be immersed within a region that is complementary and supportive of broader strategic outcomes.

3.3 Council policies, strategies and plans

Council has adopted a number of policies, plans and strategies to enable the implementation of *Joondalup 2022*.

3.3.1 Sustainability Policy

The Sustainability Policy outlines the City's commitment to integrating sustainable practices into all local government functions and services.

3.3.2 Joondalup City Centre Development Plan and Manual and Draft Joondalup City Centre Structure Plan

The *Joondalup City Centre Development Plan and Manual* is the 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 Manual* has been reviewed and is intended to be replaced by the *Joondalup City Centre Structure Plan*.

The draft *Joondalup City Centre Structure Plan* is intended to facilitate the growth of a city that demonstrates an intense mix of opportunities to live, work, play and learn with convenient transport links to the surrounding region. It has been adopted by Council and is required to be endorsed by the Western Australian Planning Commission prior to its finalisation and implementation.

The draft *Joondalup City Centre Structure Plan* incorporates provisions that:

- 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; and
- Replace the *Residential Design Codes* 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.

3.3.3 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. The strategy also recommends that multi-level parking be developed to ensure more effective use of land.

3.3.4 Community Development Plan 2015 – 2020

The City's *Community Development Plan 2015 – 2020* provides direction for how the City will address, in partnership with others, the challenges facing its community now and into the future.

Four issue-based themes have been identified from which to drive improvements in the quality of life of its community, namely:

- Community Participation
- Leadership
- Assess and Infrastructure
- Community Capacity Building.

Under each theme an overall objective has been developed, priorities for action identified, the strategies required to accomplish the stated objectives, and how the success of the strategies will be measured.

3.3.5 Expanding Horizons: Economic Development Strategy for a Global City

A new *Economic Development Strategy* has been prepared to replace the City's *Economic Development Plan 2007 – 2011*. The *Economic Development Strategy* considers the issues and challenges that face the City in realising its potential and aspiration of becoming 'A Global City: bold, creative and prosperous', as set out in 'Joondalup 2022', as the *Economic Development Strategy* aligns with *Joondalup 2022*, the timeframe for the strategy is also to 2022.

One of the most important challenges for the City is the unsustainable level of commuting outside of the City for employment due to the current misalignment of local available jobs to local resident workers. It is a major aim of the Strategy to address this issue by increasing local employment opportunities, with the vision of becoming a high performing economy underpinned by a culture of entrepreneurship, innovation and investment.

The strategy also aims to provide targeted responses to key areas within the economy that are consistent with the City's ambitions of establishing itself as the first Primary Centre within the Perth Metropolitan Area. They include:

- Business growth and innovation
- Business clusters and investment
- Employment and skills development
- City and regional infrastructure.

Furthermore, the City aims to develop specialist themes from which its economy can grow, namely:

- Global City
- Digital City
- Destination City (which includes tourism development and promotional activity).

3.3.6 Environment Plan 2014-2019

The *Environment Plan 2014 – 2019* aims to enhance the City's management of the local environment and provide a greater emphasis on key environmental challenges including climate change, biodiversity protection and water conservation.

The *Environment Plan 2014 – 2019* identifies the key pressures and provides the strategic response to the major environmental issues affecting the City of Joondalup. The Plan includes a number of environmental indicators that will be reported against on an annual basis in order to track the progress and effectiveness of the Plan.

3.3.7 Climate Change Strategy 2014 – 2019

The *Climate Change Strategy 2014 – 2019* provides guidance on the City's climate change management activities (both corporate and community) over the next five years. Responding effectively to climate change involves both reducing greenhouse gas emissions (mitigation) and being ready to adapt to climate change impacts as they occur (adaptation). Therefore, the strategy has a dual purpose:

- Mitigation – to continue to reduce greenhouse gas emissions to minimise the severity of climate change, and
- Adaptation – to implement strategies to ensure the City is prepared and able to adapt to current and future impacts of climate change.

3.3.8 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.

3.3.9 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.

3.3.10 Coastal Foreshore Management Plan 2014 – 2024

The *Coastal Foreshore Management Plan 2014 – 2024* is designed to provide overarching management direction for the coastal foreshore reserve, with individual management plans to be developed for discrete sections in the future. The coastal foreshore reserve is vested with and managed by the City of Joondalup and is an important regional resource.

The purpose of the Plan is to provide information to assist the City in prioritising maintenance schedules, guide the future development of the City's Capital Works Program, identify areas within the coastal foreshore reserve with the highest conservation values, outline management issues, suggest management strategies, identify best practice management practices and provide guidance to employees and contractors operating within the coastal foreshore reserve.

The objective of the *Coastal Foreshore Management Plan 2014 – 2024* is to provide mechanisms to protect and enhance biodiversity values of the natural area whilst maintaining appropriate community access and awareness of the natural area.

The Plan sets out the current management approach and recommended management actions 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.

3.3.11 Yellagonga Integrated Catchment Management Plan 2015 – 2019

The *Yellagonga Integrated Catchment Management Plan 2015 – 2019* was developed in partnership with the City of Wanneroo. The plan provides a holistic and strategic direction to implement a wide range of initiatives aimed to conserve the ecological values of the Yellagonga Regional Park.

3.3.12 Bike Plan 2016 – 2021

The City's *Bike Plan 2016 – 2021* aims to make bike riding a part of everyday life in the City of Joondalup. The plan recognises that creating the right social environment to support bike riding is equally important as creating the right physical environment. The plan will guide how the City promotes, celebrates and supports bike riding so the City of Joondalup can achieve its vision of a bike friendly city. The plan provides the long-term vision, strategic framework and projects the City will implement over the next five years.

3.3.13 Walkability Plan 2013 – 2018

The City's *Walkability Plan 2013 – 2018* is a five-year plan designed to encourage and enable safe and accessible walking and cycling environments within the City of Joondalup for all users. It provides a strategic guide to investing in and managing walking and cycling infrastructure to ensure usability, appropriate signage and efficient and effective linkages.

3.3.14 Beach Management Plan 2011 – 2016

The purpose of the *Beach Management Plan* is to provide a management framework for the use, enjoyment, maintenance, protection, preservation and appropriate development of the City's coastline.

3.3.15 City Water Plan 2012 – 2015

The *City Water Plan 2012 – 2015* aims to improve water management practices through education and awareness-raising within the City and the community; introduction of water efficient devices within City buildings; implementation of water efficient practices in open space management; and the development and implementation of policies and guidelines that support water conservation and water quality improvement.

3.4 Local Planning Policies

The City has adopted a range of local planning policies in accordance with the Scheme that guide particular aspects of development and subdivision. These include:

- *Alfresco Activities Policy*
- *Bed and Breakfast Accommodation Policy*
- *Cash-In-Lieu of Car Parking Policy*
- *Child Care Centres Policy*
- *Closure of Pedestrian Accessways Policy*
- *Consulting Rooms Policy*
- *Cubby Houses Policy*
- *Environmentally Sustainable Design Policy*
- *Height of Non-Residential Buildings Local Planning Policy*
- *Home Business Policy*
- *Joondalup City Centre Car Parking For Commercial Development Policy*
- *Notification of Approved Commercial Development Policy*
- *Requests for Sale of Public Open Space Reserves Policy*
- *Residential Development Local Planning Policy*
- *Satellite Dishes, Aerials, and Radio Equipment Policy*
- *Short Stay Accommodation*
- *Signs Policy*
- *Small Scale Renewable Energy Systems Policy*
- *Subdivision and Dwelling Development Adjoining Areas of Public Space Policy*
- *Telecommunications Infrastructure Local Planning Policy*
- *Use of Sea Containers Policy.*

4.0 Local Profile

4.1 Population and housing

The Perth Metropolitan Region has experienced rapid population growth over the past 50 years with the North-West Metropolitan Region 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 *2011 Census of Population and Housing*, the (enumerated) population of the City of Joondalup was 149,265. This accounts for approximately 9% of the population of the Greater Perth Metropolitan Area.

The City's population has remained relatively stable throughout the 2000s, with growth occurring largely in the northern areas of the City. The chart below illustrates the population growth in the City of Joondalup over the ten-year period 1991 – 2011.

The current estimated resident population (ERP) of the City of Joondalup is 167,623 as of the 30 June 2013.

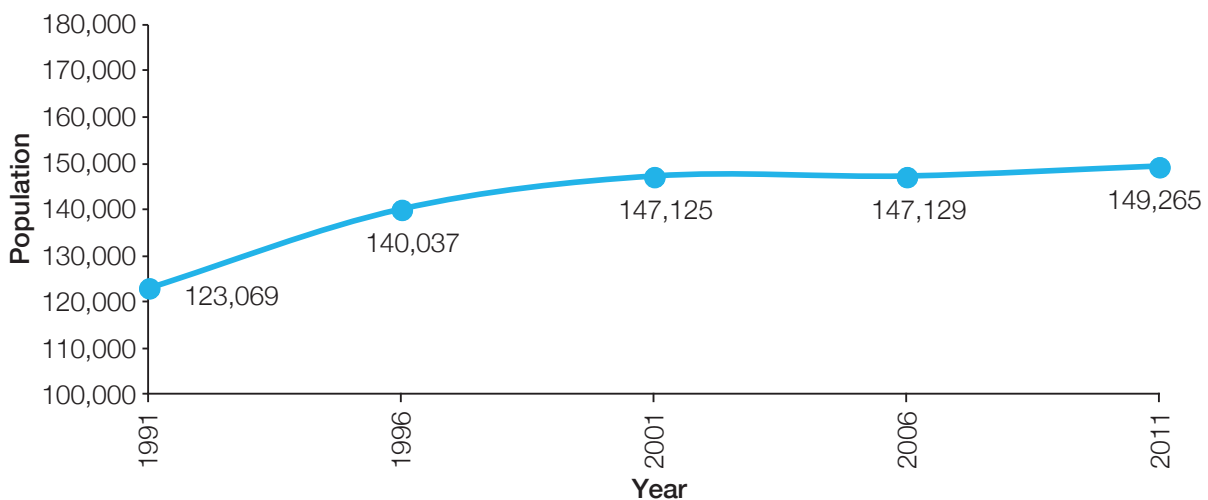


Figure 4.1.1: Population growth in the City of Joondalup 1991–2011 (enumerated)⁵

⁵ ABS 1991, 1996, 2001, 2006b, 2011b

4.1.2 Projected population growth

Independent population forecasting commissioned by the City indicates that the City’s population will remain relatively stable over the next two decades, rising to approximately 170,428 by 2031. These estimates are slightly lower than those produced by the Western Australian Planning Commission (population of 172,200 by 2026).

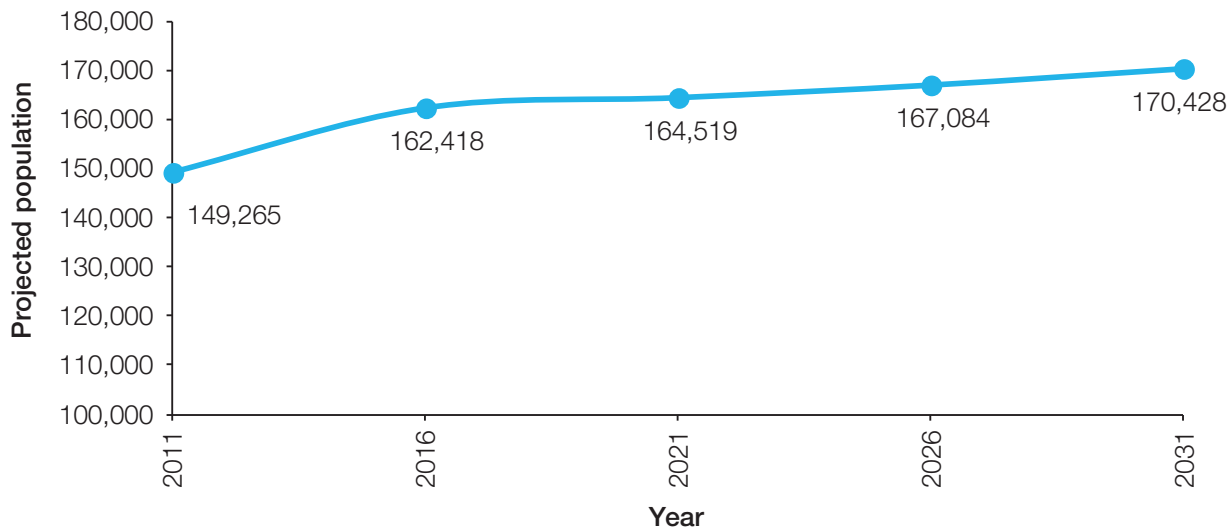
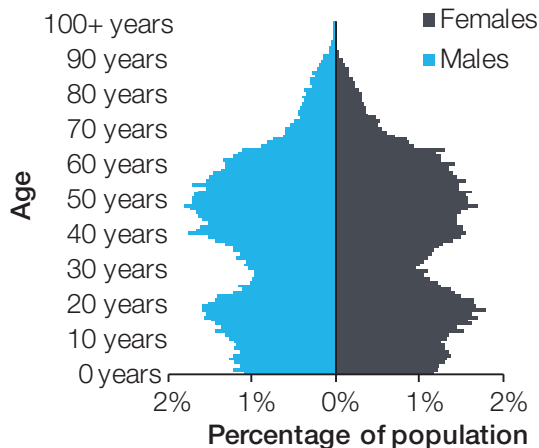


Figure 4.1.2: Projected population growth in the City of Joondalup 2011–2031⁶.

4.1.3 Demographic profile

At the 2011 Census of Population and Housing, approximately one quarter of the City’s population was under the age of 18 and over one third was between the ages of 40 and 60. In comparison to the Greater Perth Metropolitan Area, the City has significant proportions of its population in these age groups and a lesser proportion of its population between the ages of 20 to 35 years and 70+ age groups. The chart below compares the age distribution for the City of Joondalup and the Greater Perth Metropolitan Area.

City of Joondalup:



Greater Perth Metropolitan Area:

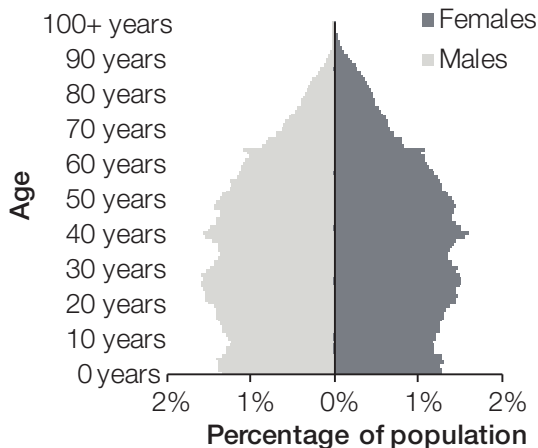


Figure 4.1.3 (a): Age distribution in the City of Joondalup compared to the Greater Perth Metropolitan Area 2011 (enumerated)⁷.

⁶.id 2012
⁷ ABS 2011b

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. Between 2001 and 2011, the median age of the population increased from 33 in 2001 to 36 in 2006, to 38 in 2011. The largest changes in the age profile were in the age groups 55–59 (+3,539 people) and 60–65 (+4,833 people). In addition, the proportion of the City's population under the age of 25 has declined. The chart below illustrates the change in the age profile in the City of Joondalup in this ten-year period.

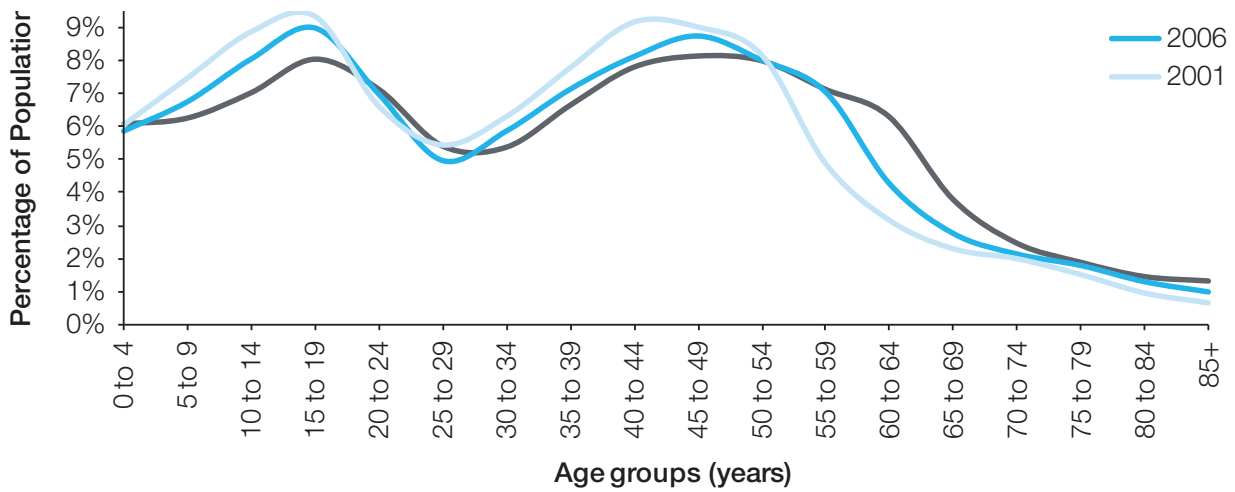


Figure 4.1.3 (b): Change in the age profile in the City of Joondalup 2001-2011 (enumerated)⁸.

4.1.4 Projected demographic profiles

Independent population forecasting commissioned by the City indicates that the City's age profile will be considerably older by 2031. There will be a decrease in the proportion of people under the age of 15 and a significant increase in the proportion of people over the age of 65. This aligns, in general, to the projections produced by the Western Australian Planning Commission. However, as noted in section 4.1.2 above, the Commission's overall population projections are slightly higher.

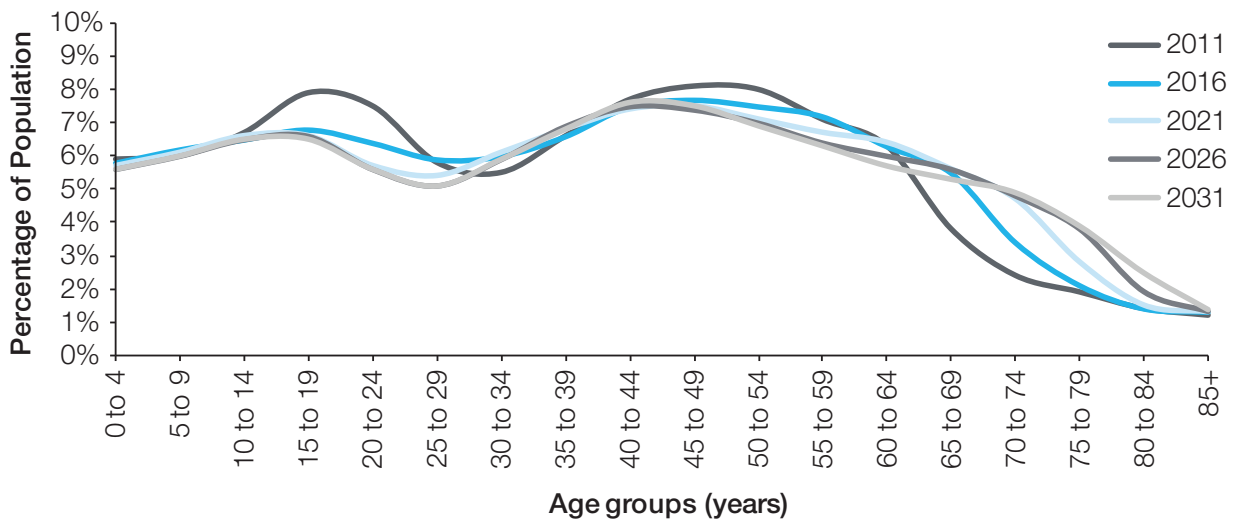


Figure 4.1.4: Projected change in the age profile in the City of Joondalup 2011–2031⁹.

⁸ ABS 2001, 2006b, 2011b
⁹ .id 2013

4.1.5 Household trends

In 2011, over 40% of households in the City of Joondalup were described as “couples with children”. This is higher than the proportion found in the Greater Perth Metropolitan Area. The chart below compares the proportion of the City’s population occupying different household types compared to the Greater Perth Metropolitan Area. In addition, the proportion of lone person households is lower than in the Greater Perth Metropolitan Area.

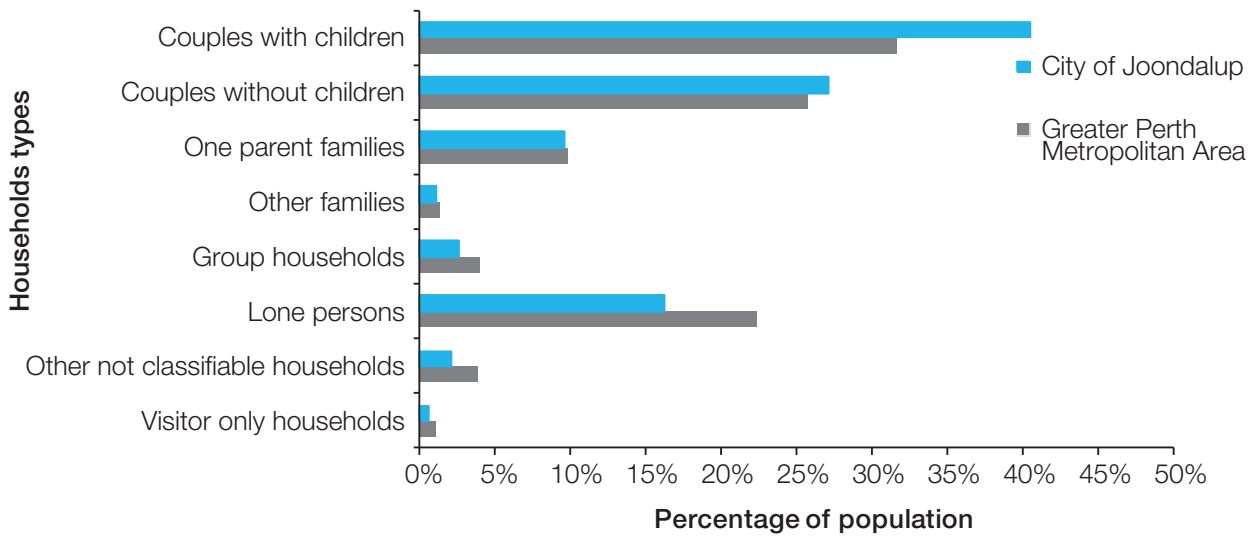


Figure 4.1.5 (a): Household types in the City of Joondalup compared to the Greater Perth Metropolitan Area 2011 (enumerated)¹⁰.

Since 2001, the number of couples with children has been decreasing while there have been increases in other household types, such as couples without children and lone person households. This is to be expected, as the age profile of the City changes, couples will see their children leave home as they grow older.

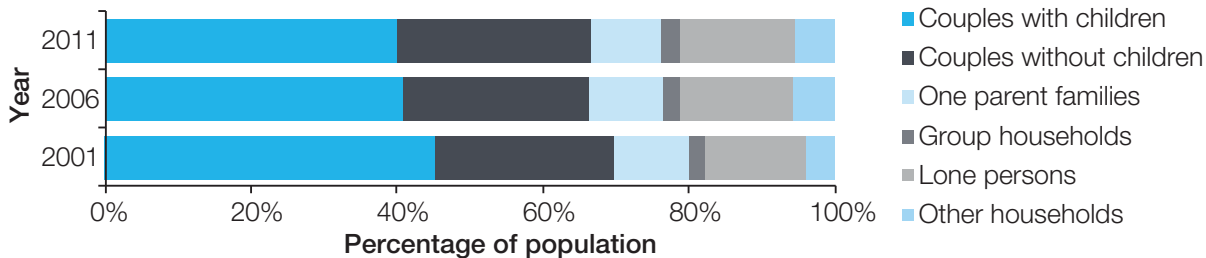


Figure 4.1.5 (b) Change in household types in the City of Joondalup 2001–2011 (enumerated)¹¹.

¹⁰ ABS 2011b
¹¹ ABS 2001, 2006b, 2011b

There has been a strong and consistent trend of decreasing household sizes throughout Australia which has created additional demand for housing where populations are stable. The City of Joondalup has been following this trend; since 1991, there has been a significant rise in the proportion of one and two-person households with a corresponding drop in households with four people or more. Figure 4.1.5 (c) shows the percentage change in household size in the City of Joondalup from 2001 to 2011.

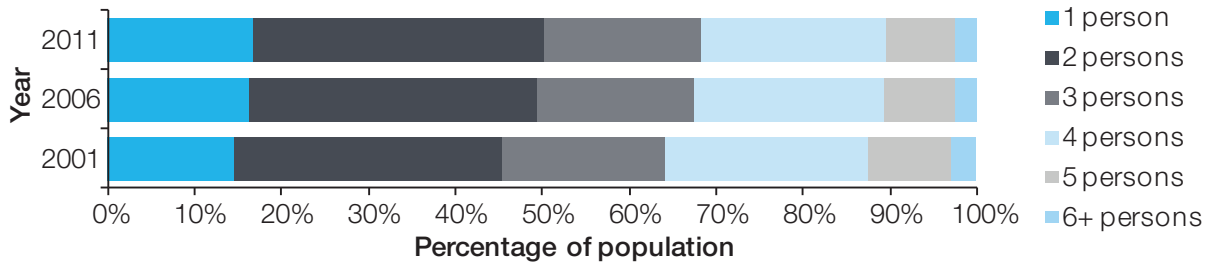


Figure 4.1.5 (c): Change in household size in the City of Joondalup 2001–2011 (enumerated)¹².

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. The proportion of different housing types in the City compared to the Greater Perth Metropolitan Area is shown in the chart below, with over 90% consisting of separate houses. These housing products currently do not reflect the shifting demographic trends that have been forecast for the City and described in section 4.1.4.

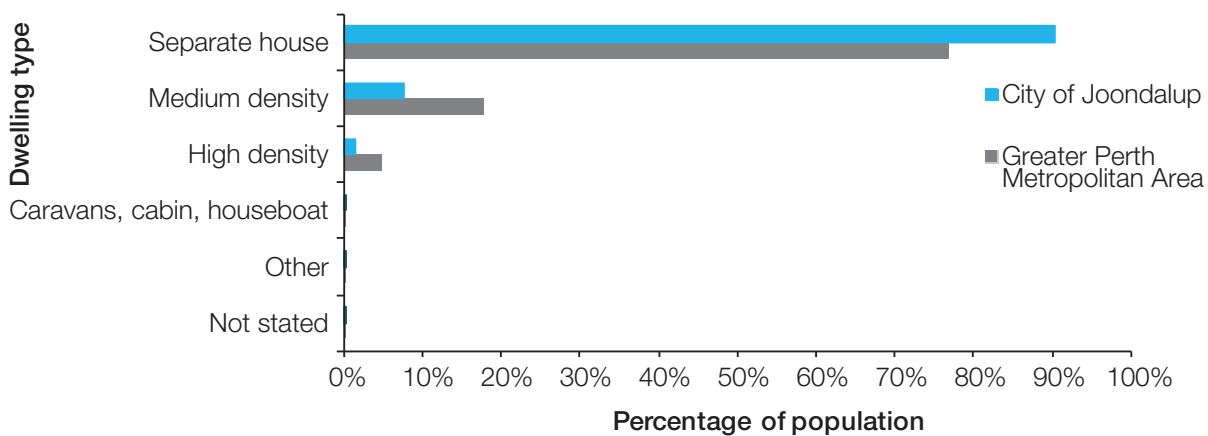


Figure 4.1.6 (a): Dwelling types in the City of Joondalup compared to the Greater Perth Metropolitan Area 2011 (enumerated)¹³.

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.
- There will be a need to incorporate new development within existing suburbs.

¹² ABS 2001, 2006b, 2011b

¹³ ABS 2011b

4.2 Employment and the economy

The local economy of the City of Joondalup draws on the City Centre’s function as a Strategic Metropolitan Centre for the North-West sub 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), North Metropolitan TAFE (formally West Coast Institute and West Coast College of TAFE), the Western Australia Police Academy and the Joondalup Health Campus.

Other employment centres are the Joondalup Business Park, the Quadrangle Business/Retail Park, Joondalup Gate Retail Park, the secondary centres of Whitfords and Warwick, the tourist centre of Hillarys Boat Harbour, the future tourist centre of Ocean Reef Marina, the district centres of Currambine, Greenwood and Woodvale and other centres ranging from neighbourhood centres to local centres.

4.2.1 Industry and occupation

At the 2011 Census of Population and Housing, the dominant industry sectors in the City of Joondalup were ‘construction’ employing 12.2% of the local population, ‘health care and social assistance’ with 10.9%, ‘retail trade’ with 10.9% ‘education and training’ with 8.6%, and ‘Professional, Scientific and Technical Services’ with 8.0% . Compared to the wider Perth Metropolitan Region, the City has a greater proportion of the population employed across all of these dominant sectors. The proportion of employment in different industry types is shown in the chart below.

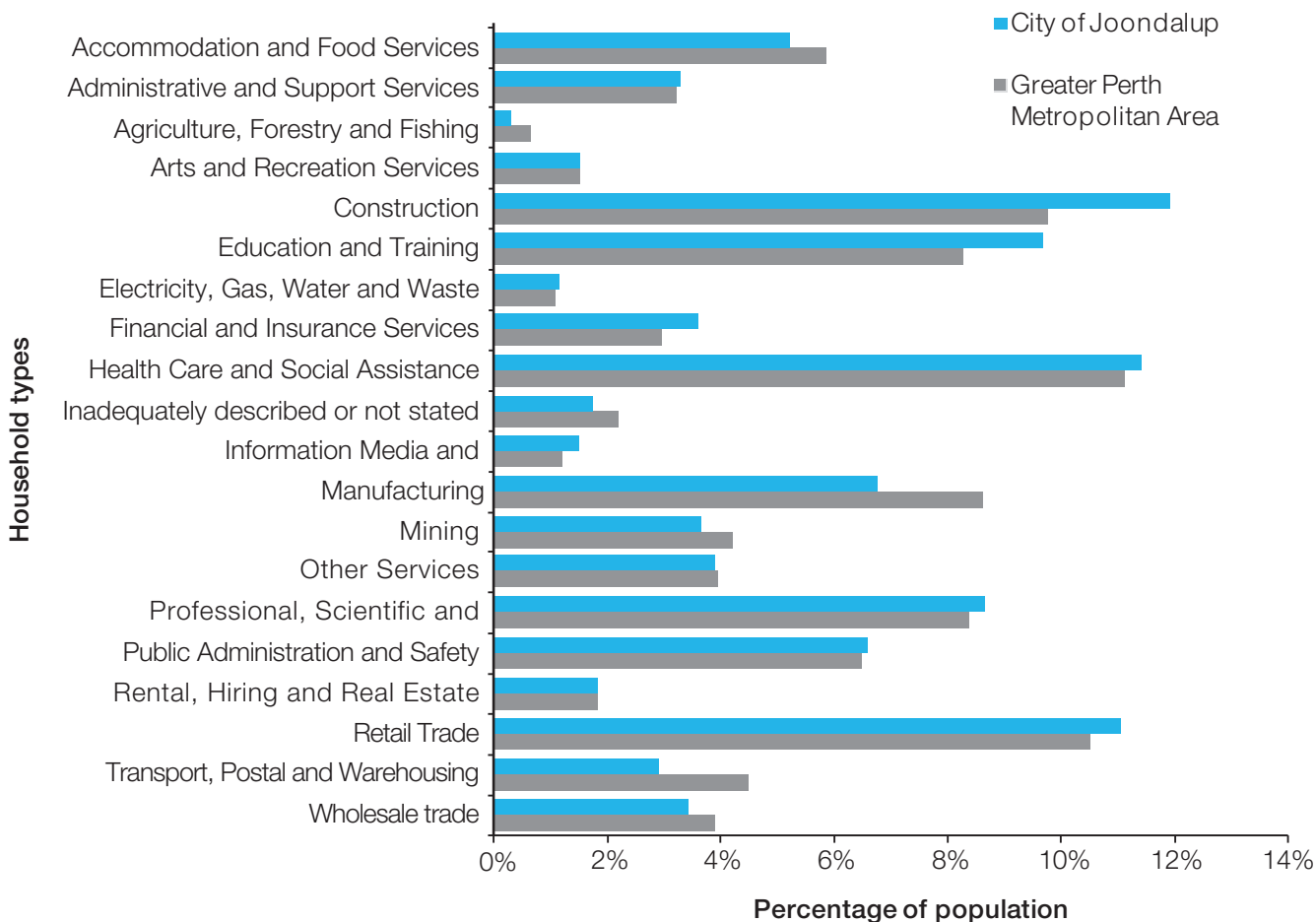


Figure 4.2.1: Employment by industry type in the City of Joondalup compared to Greater Perth Metropolitan Region 2011¹⁵.

¹⁴ ABS 2011 (a)
¹⁵ ABS 2011 (a)

4.2.2 Employment Trends

In accordance with the 2011 Australian Bureau of Statistics (ABS) *Journey to Work* data, the City had a total of 38,569 workers. 57.5% of workers came from the City of Joondalup, 22.5% from the City of Wanneroo and 8.8% from the City of Stirling¹⁶. The residential location of workers in the City of Joondalup is shown in the table below.

Residential location	2011	
Within the City of Joondalup	22,175	57.5%
Outside the City of Joondalup	16,394	42.5%
Total workers in the City of Joondalup	38,569	100.0%

Figure 4.2.2 (a): Residential location of workers in the City of Joondalup 2011¹⁷.

In addition, the City had a total of 83,011 employed residents, 26.7% of whom worked in the City of Joondalup, 14.7% of whom worked in the City of Perth and 12.7% worked in the City of Stirling¹⁸. The employment location of residents is shown in the table below.

Employment location	2011	
Within the City of Joondalup	22,175	26.7%
Outside the City of Joondalup	51,508	62.0%
(Work location unknown)	(9,328)	(11.3%)
Total employed residents of the City of Joondalup	83,033	100.0%

Figure 4.2.2 (b): Employment locations of City of Joondalup residents 2011¹⁹.

The City of Joondalup also had an employment self-sufficiency²⁰ of 46.4%, meaning that 46.4% of the labour force living in the City had the potential to gain a job there²¹. In addition, the employment self-containment²² for the City was 26.6%, meaning that 26.6% of the local employed workforce worked within the City²³.

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 sub region — Impacts of regional growth on the City of Joondalup

The North-West sub region, 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 115,900 in 2011 to 278,100 in 2031; an approximate growth of 139.9%²⁴. Across the two Cities, the North-West sub region is projected to grow from 273,800 in 2011 to 466,500 in 2031; an approximate growth of 70.4%²⁵. The projected population growth for the Cities of Joondalup and Wanneroo and for the North-West sub region is shown in the figure 4.2.3..

¹⁶ ABS 2011 (b)

¹⁷ ABS 2011 (b)

¹⁸ ABS 2011 (b)

¹⁹ ABS 2011 (b)

²⁰ employment self-sufficiency = total workers/total employed residents

²¹ ABS2011 (b)

²² employment self-containment = residents working within the City/total employed residents

²³ ABS 2011 (b)

²⁴ WAPC 2012

²⁵ WAPC 2012

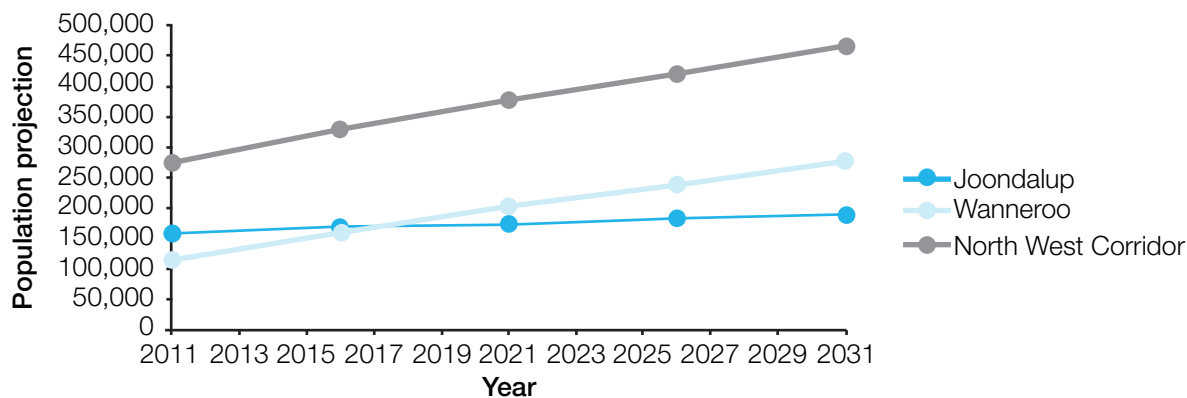


Figure 4.2.3: Projected population growth in the City of Joondalup, City of Wanneroo and North-West sub region 2011-2031²⁶.

Such regional population growth is likely to impact upon jobs. Even if local jobs were created at the same rate as the region'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 sub region 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 were expected to reach capacity by 2012/2013.

The only remaining area available to meet the demand for industrial land in this region 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 capacity, the Neerabup Industrial Estate is projected to generate up to 20,000 jobs in the North-West sub region²⁷.

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 sub region 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 Strategy* 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 2011, this sector provided almost 7,800 local employment opportunities. This industry cluster is expected to increase further with regional growth as well and the recent expansion of the Health Campus and specialist research activity being undertaken at ECU.
- **Education:** The keystone of this industry cluster is the Joondalup Learning Precinct, comprising of North Metropolitan TAFE (formerly West Coast Institute), Edith Cowan University (ECU) and the Western Australia Police Academy. Other training providers within the City include the National Electrical College of Australia and the Automotive Institute of Technology (formerly MITA).
- **Retail:** The current expansion of Lakeside Joondalup Shopping City will create the largest shopping centre in the State and provides an important source of local employment in addition to other centres such as Warwick and Whitfords.

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

- **Finance, 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 further development of the Joondalup City Centre will likely enhance tourism opportunities.

²⁷ City of Joondalup and City of Wanneroo 2009

- 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 including specialist engineering, Information Communication Technologies and Cyber Security.

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 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 jobs²⁸. 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 space²⁹. The level of commercial floor space in the City in 2002 and 2008 is shown in the table below.

The expected increase in commercial floor space will come from two 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.

'Greenfield' commercial areas

The last remaining vacant commercial landholdings in the Joondalup City Centre include LandCorp's Southern Business District site (The Quadrangle Business/Retail Park), which is approximately 29 hectares in size and will deliver high-amenity office developments, business parks, showrooms, and other light industrial uses. Already several major bulky goods retailers have developed large showrooms there including Bunnings and Masters. Other significant vacant landholdings are the eight hectare Edith Cowan University site and approximately three 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 three 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.

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.

Commercial Premises	2002	2008
Primary/rural	0m ²	0 m ²
Manufacturing/processing/fabrication	890m ²	1,386m ²
Storage/distribution	7,603m ²	10,559m ²
Service industry	5,840m ²	9,099m ²
Shop/retail	204,531m ²	254,488m ²
Other retail	34,290m ²	43,293m ²
Office/business	77,094m ²	107,910m ²
Health/welfare/community services	62,399m ²	124,426m ²
Entertainment/recreation/culture	80,527m ²	96,588m ²
Residential	1,420m ²	10,249m ²
Utilities/communications	2,352m ²	6,840m ²
Vacant floor area	34,408m ²	20,674m ²
Total commercial floor space	511,354m ²	685,512m ²

Figure 4.2.5: Commercial floor space in the City of Joondalup 2002 and 2008³⁰.

²⁸ Department of Planning 2008 (a); Department of Planning 2008 (b)

²⁹ Department of Planning 2008 (a); Department of Planning 2008 (b)

³⁰ Department of Planning 2002; Department of Planning 2008 (b)

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 the potential to become the State's first Primary Centre 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 *Activity Centres for Perth and Peel Policy*, 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 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 the Perth Capital City and Neighbourhood Centres. The City of Joondalup's existing centres are generally retail-focussed.

The hierarchy listed in the policy comprises:

- Perth Capital City — 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.
- Strategic Metropolitan Centres — are the main regional activity centres outside the Perth Capital City. They are multipurpose centres that provide a full range of economic and community services. Joondalup City Centre is a Strategic Metropolitan Centre.

- Secondary Centres — share similar characteristics with Strategic Metropolitan Centres but generally serve smaller catchments and offer a more limited range of services. They still provide significant employment opportunities and provide essential services. Whitfords and Warwick Centres are the two Secondary Centres in the City.
- District Centres — being those centres whose prime function is to provide for the daily and weekly shopping and service needs of the district community. Currambine, Woodvale and Greenwood Centres are the three District Centres within the City.
- Neighbourhood Centres — are small centres such as Duncraig Village that serve the day-to-day convenience needs of the local community.

The policy requires the preparation of Activity Centre Structure Plans for Strategic Metropolitan, Secondary and District Centres.

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. The 2010 figures are taken from the *Local Commercial Strategy*.

Map reference		Commercial Floor Space 2001/02 (m ² /nla)	Commercial Floor Space 2008 (m ² /nla)	Retail Floor Space 2001/02 (m ² /nla)	Retail Floor Space 2008 (m ² /nla)	Retail Floor Space 2010 (m ² /nla)
Strategic metropolitan centre						
	Joondalup City Centre Inc. Lakeside	319,882	468,999	97,972	124,541	92,990
	Lakeside Joondalup Shopping City	210,917	328,510	62,982	79,971	Not available
Secondary centres						
S2	Warwick Grove	46,008	53,887	22,028	25,714	25,614
S1	Whitfords City	72,157	70,868	47,725	52,273	49,924
District centres						
D1	Currambine Market Place	10,570	9,226	5,463	6,799	6,549
D4	Greenwood Village	10,531	12,153	3,034	5,026	4,976
D2	Woodvale Boulevard Shopping Centre	10,341	10,332	6,847	7,941	7,460

Map reference		Commercial Floor Space 2001/02 (m ² /nla)	Commercial Floor Space 2008 (m ² /nla)	Retail Floor Space 2001/02 (m ² /nla)	Retail Floor Space 2008 (m ² /nla)	Retail Floor Space 2010 (m ² /nla)
D3	Sorrento Quay/Hillarys Boat Harbour	16,932	22,836	4,382	7,348	7,261
Neighbourhood and local centres						
N8	Beldon Shopping Centre	4,335	4,598	3,848	3,768	3,768
FD1	Beldon – Belridge Shopping Centre	9,659	8,958	6,178	4,810	6,148
N4	Connolly	3,572	3,910	2,430	3,005	3,005
N11	Craigie Plaza	5,520	5,456	2,081	2,337	2,337
	Currambine	0	0	0	0	0
N16	Duncraig Shopping Centre	3,360	3,126	2,416	2,388	2,388
L12	Duncraig Village	1,470	1,345	810	885	885
N17	Duncraig – Glengarry	7,214	7,779	2,893	3,053	2,890
N19	Duncraig – Carine Glades	6,720	8,203	3,830	4,091	3,991
L7	Duncraig – Lilburne Shopping Centre	690	690	690	450	450
N7	Edgewater	2,053	1,894	2,053	1,336	1,236
L8	Greenwood – Coolibah Plaza	1,106	1,000	788	808	808
L10	Greenwood Plaza	2,586	2,665	1,881	1,971	1000
N5	Heathridge	3,007	3,225	2,087	2,324	2,324
N13	Hillarys Shopping Centre	700	4,915	0	2,992	2,992
N2	Joondalup – Candlewood Village	2,110	2,346	1,812	1,742	1,662
L3	Kallaroo/Springfield Shopping Centre	1,108	728	1,000	728	728
N12	Kingsley	8,345	9,083	3,443	3,977	3,983
L9	Kingsley – Moolanda South	823	996	698	828	678
L5	Kingsley – Moolanda North	1,047	1,111	222	326	206
N1	Kinross Central Shopping Centre	0	5,760	0	4,300	4,300
L1	Kinross Shopping Centre	1,480	1,480	680	500	500
N18	Marmion Village	2,921	2,951	1,799	1,879	1,789
N9	Mullaloo Plaza	4,826	6,322	2,480	2,022	1,822
L2	Mullaloo Tavern	717	2,811	264	700	700
N6	Ocean Reef	4,035	4,515	1,657	1,957	1,957
N3	Ocean Reef – Beaumaris City	4,797	5,345	3,060	2,759	2,459
N14	Padbury	3,485	3,289	2,611	2,421	2,064
L4	Padbury – Forrest Plaza	1,843	1,793	718	618	548
N15	Padbury – Hepburn Heights	1460	2665	240	1971	1971
L11	Sorrento	2,887	2,903	1,358	1,318	1,278
L6	Sorrento – Seacrest Village	964	964	658	724	724
N10	Woodvale Shopping Centre	6,690	7,173	2,964	3,064	3,064
Future centres						
	Burns Beach	0	0	0	0	0
FL1	Harbour Rise	0	0	0	0	0
FN1	Iluka	0	0	0	0	0
Peripheral sales						
	Canham Way	16,643	17,227	4,862	4,729	Not available
	Joondalup Drive	23,059	32,354	20,405	27,516	8534
	Joondalup South	5,606	17,399	3,578	14,743	12,443
	Waldecks	Not available	Not available	Not available	Not available	90

Table 4.3: Retail floor space in the City of Joondalup 2002, 2008³¹ and 2010³².

Planning Implications

- Consideration of the role of the various centres in light of the *Activity Centres for Perth and Peel Policy*.
- The preparation of Activity Centre Structure Plans in accordance with the *Activity Centres for Perth and Peel Policy*.
- The rejuvenation of low-amenity commercial centres.

The City of Joondalup has sustained a modest growth in the retail sector with all sizable growth recorded within the Strategic Metropolitan Centre and Secondary Centres. There remains capacity for the District and Neighbourhood 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 secondary 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.

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*, 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 four lane divided roads with generous reservation widths. 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 2011 *Census of Population and Housing* there was a very high-level of vehicle ownership and mobility within the City of Joondalup with 93% of the City’s households owning at least one vehicle and 66.7% owning two cars or more³³. In comparison with the Perth Metropolitan Region, the City had a higher proportion of two vehicle owners (43.1% compared with 37.1% in the Perth Metropolitan Region) and a higher proportion of vehicle owners with three cars or more (26.3% compared with 18.4% in the Perth Metropolitan Region)³⁴. The table below compares vehicle ownership in the City of Joondalup and the Perth Metropolitan Region.

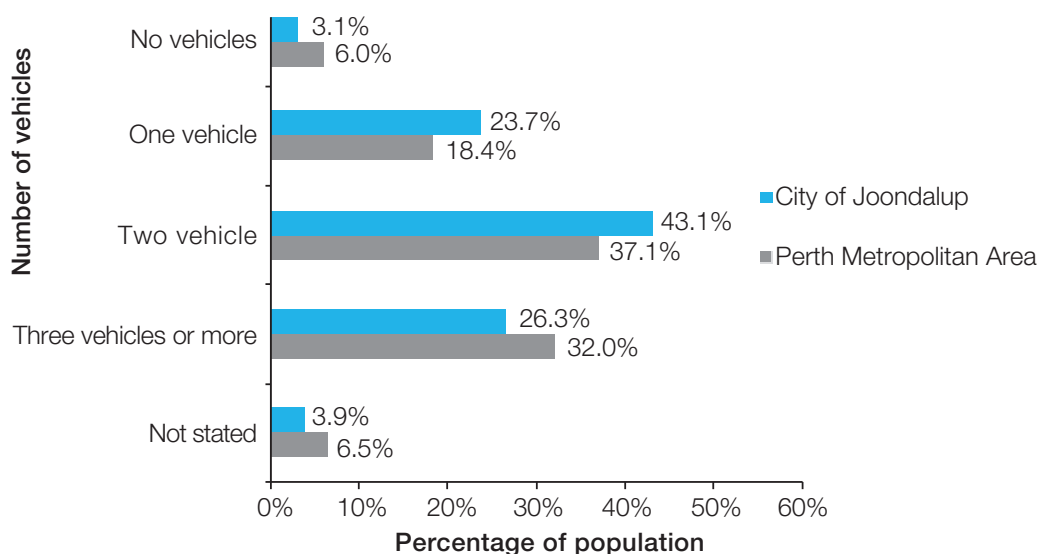


Figure 4.4.1 (a): Comparison of vehicle ownership in the City of Joondalup and the Perth Metropolitan Region 2011³⁵.

³¹ Department of Planning 2002; Department of Planning 2008 (b)
³² Local Commercial Strategy

³³ ABS 2011 (a)
³⁴ ABS 2011 (a)
³⁵ ABS 2011 (a)

Current trends indicate that there is a continued preference in the City of Joondalup for travel by private vehicles. At the 2011 Census of Population and Housing, 62.8% of workers travelled by car (as the driver), with 10.4% of workers travelling by train and 0.9% travelling by bus³⁶. 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 (10.4%) compared to the Perth Metropolitan Region (6.7%)³⁷. The change in method of travel to work since 1991 is shown in the chart below.

Method of travel to work	2001		2006		2011	
Train	6,175	8.2 %	7,273	9.1 %	8,397	10.4%
Bus	472	0.6 %	562	0.7 %	716	0.9%
Tram or ferry	10	0.0 %	19	0.0 %	14	0.0%
Taxi	82	0.1 %	87	0.1 %	80	0.1%
Car — as driver	47,954	63.7 %	50,414	63.3 %	50,910	62.8%
Car — as passenger	4,024	5.3 %	4,376	5.5 %	3,886	4.8%
Truck ⁴⁰	873	1.2 %	849	1.1 %	741	0.9%
Motorbike	274	0.4 %	378	0.5 %	423	0.5%
Bicycle	317	0.4 %	340	0.4 %	443	0.5%
Walked only	624	0.8 %	845	1.1 %	1,066	1.3%
Other	1,014	1.3 %	830	1.0 %	1,056	1.3%
Worked at home	2,899	3.9 %	2,850	3.6 %	3,106	3.8%
Did not go to work	9,533	12.7 %	9,514	11.9 %	9,275	11.4%
Not stated	1,041	1.4 %	1,315	1.7 %	974	1.2%
Total	75,292	100.0 %	79,652	100.0 %	81,087	100.0 %

Figure 4.4.1 (b): Comparison of method of travel to work in the City of Joondalup 2001–2011^{38, 39}.

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 40.7 kilometre railway extends from the Perth Station to Butler 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. The extension of the railway line to Butler was completed in 2014.

Trains

Within the City of Joondalup, the Northern Suburbs Rapid Transit System incorporates six 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 six train stations within the City exceeds capacity and a coordinated and responsible parking strategy is required to address the increasing 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.

³⁶ ABS 2011 (a)

³⁷ ABS 2011 (a)

³⁸ ABS 2011 (a), 2006, 2011.

³⁹ 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'.

⁴⁰ Not recorded prior to 2001 Census

The Public Transport Authority recently undertook 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 existed, it is likely that the additional parking will be taken up to its capacity very quickly. An application for a multi-deck car park at Edgewater station for approximately 1,300 car bays should help alleviate the problem in the medium term.

However, 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 (0.9% compared to 3.7%⁴¹). 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, North Metropolitan TAFE (formally West Coast Institute), 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 427,978 passengers in 2013⁴². The average number of passengers per trip also increased from 13 in 2006 to 20.9 in 2013⁴³. The chart below details the passenger numbers for the Joondalup CAT service from 2006 to 2013 (with the exception of 2010, for which the full figures were not available).

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 2011 *Census of Population and Housing*, 1.3% of City of Joondalup workers walked to work and 0.5% of workers cycled⁴⁵.

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.

	2006	2007	2008	2009	2010	2011	2012	2013
Total number of passengers	253,303	288,626	354,530	355,843	427,476	482,086	457,105	427,978
Average passengers per trip	13	13.8	17.2	17.3		22.7	22.4	20.9
Passenger per service kilometre	3	2.9	3.6	3.7		4.8	4.7	4.4
Trips operated per month	1,681	1,732	1,729	1,711		1,770	1,700	1,706

Figure 4.4.2: Summary of Joondalup CAT Service performance 2006–2013⁴⁴.

⁴¹ (method of travel to work) ABS 2011 (a)

⁴² Path Transit 2009 and Transdev 2014

⁴³ Path Transit 2009 and Transdev 2014

⁴⁴ Path Transit 2009 and Transdev 2014

⁴⁵ ABS 2011 (a)

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.

The City's *Expanding Horizons: Economic Development Strategy* for a Global City places a recognition and stronger emphasis on the 'visitor economy' which incorporates hospitality, accommodation and food services, arts and recreation services and retail.

The strategy also has a specialist cross cutting theme 'Destination City' and provides a specific focus on activities related to the visitor economy including potential future major projects such as the Ocean Reef Marina development and the Joondalup Performing Arts and Cultural Facility.

There are currently around 15,850 people employed within the City of Joondalup in the Visitor Economy representing 32.2% of all employment (mid-2012 National Institute of Economic and Industry Research (NIEIR)).

4.5.2 Tourism sites

Hillarys Boat Harbour

Hillarys Boat Harbour has attracted four 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. The current expansion of Lakeside Joondalup Shopping City will significantly expand its capacity and create the largest shopping centre in the State.

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. Recently a new function centre including outdoor pavilion was added to the facility. A further proposal to add an additional 50 rooms to the existing 70 rooms is planned for the future.

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 Concept Plan has been developed 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. A structure plan based on the concept plan for the land component is currently being prepared.

Planning Implications

- The growth of a sustainable tourism industry in the City will require the retention and future provision of suitable accommodation, visitor amenities, attractions, good access and a range of activities.
- 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, 15 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 two geomorphic systems situated parallel to the present coastline. These are the Spearwood Dunes, consisting of three 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 three 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 surface⁴⁶.

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 three main biodiversity zones within the City are the: Wetlands Zone, Coastal Zone, and Bushland Zone, as detailed at Appendix four. 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 Plain⁴⁷.

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.

The City is currently undertaking Coastal Vulnerability Assessments to assist in understanding the potential issues associated with climate change.

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 four square kilometres of adjoining bushland reserves. In addition, the City manages a total of 97 remnant bushland areas which contain four of the 26 vegetation complexes that are located along the Swan Coastal Plain. Several of the City's bushland areas contain significant flora and fauna species and ecological communities.

⁴⁶ Department of Water 2008

⁴⁷ Balla 1994

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 seven Bush Forever sites (see Appendix two) which include areas of coastal and inland remnant vegetation which are underrepresented within the Perth Metropolitan Region.

The City has 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*.

The total extent of the remnant native vegetation located within the City of Joondalup boundaries has been estimated at 1,390 hectares, of the total vegetated area approximately 1,240 hectares is protected under the City's *District Planning Scheme (Schedule 5)* and/or the *State Government's Bush Forever Strategy*.

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 mammals⁴⁸.

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 birds⁴⁹. The City also contains a number of areas that have been identified as containing Declared Rare Flora and Specially Protected Fauna including two 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 Communities⁵⁰.

4.6.6 Environmental management

As the second largest local government, by population, in Western Australia, the City of Joondalup is responsible for the management of a diverse number of natural and built environments. The City of Joondalup is committed to conserving and enhancing the City's natural assets to ensure the long-term protection of the environment for future generations.

Environmental management is a key role of local government and, whilst the responsibility is shared with other spheres of government, the City of Joondalup implements many programs, strategies and policies, in partnership with stakeholders and the community, to ensure the sustainable use of natural resources, biodiversity conservation, energy and water efficiency and awareness raising of environmental issues 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 landfill⁵¹.

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.

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 2014 – 2019*, the *State Coastal Planning Policy*, and the outcomes of coastal vulnerability assessments.

4.7 Public utilities and services

Public utilities and services planning is coordinated through the Department of Planning's, 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.

⁴⁸ Department of Conservation and Land Management 1992

⁴⁹ Department of Conservation and Land Management 2003

⁵⁰ Del Marco et al 2004

⁵¹ ICLEI — Local Governments for Sustainability and Building Commission Victoria 2007

Recent infrastructure programs included infill sewerage for some areas in Sorrento, Duncraig and Mullaloo, upgrading of the Beenyup 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 Beenyup Waste Water Treatment Plant (WWTP) has undergone a number of upgrades, the most recent being in 2008-10, when the plant's capacity was expanded from 120 million litres a day to 135 million litres a day (to service the flows from about 660,000 people), with further expansion of the odour control facilities. Ultimately the plant will be upgraded until it reaches its full planning capacity, catering for a population of 900,000. The Water Corporation has spent \$40 million on odour controls at the Beenyup WWTP and is to spend another \$70 million on additional upgrades to improve odour management.

The Water Corporation's Alkimos WWTP is located about 40 kilometres north of Perth, in the heart of the next major urban area to be developed. It started operation in 2010 and has a current capacity to treat up to 20 million litres a day. This new wastewater treatment plant has reduced the input into Beenyup WWTP as the most northern Beenyup catchment was diverted to Alkimos.

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 sub region. However, the closure of Craigie and Padbury Senior High Schools and the amalgamation of 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

- Areas within 500m of the Beenyup WWTP should not be considered for higher density development at this point in time. Public service providers will need to be consulted about major changes to land use.
- No development intensification should occur within the WWTP odour control buffer.

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 halls, clubrooms recreation and aquatic centres, libraries, leisure facilities, meeting rooms, and provide assistance in the administration of buildings for community health, and aged and youth support services. The State Government generally provides: cemeteries, police, fire and emergency services,

and educational facilities. 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

The City aims to provide community facilities that are of the highest quality which reflect the needs of the community now and into the future. Facility design principles are employed that provide for longevity, diversity and inclusiveness, and cater to a broad range of community needs.

The City will also leverage opportunities for multi-purpose community facilities in redevelopment projects and within activity centres.

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, purpose-built multi-use function centres, libraries and recreation centres. These centres, combined with child or community health centres, and aged and youth support services, provide the basis for localised community services.

The City owns and manages 31 community facilities, halls and clubrooms together with 13 leased clubroom facilities and three 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 facilities are currently used by seniors, youth groups, playgroups, service clubs, community service groups, sporting clubs and religious organisations.

In addition, the City owns and manages four Libraries located in the Joondalup City Centre, Whitfords, Woodvale and Duncraig. Other neighbourhood-based community services, such as child and community health centres and 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.
- *Access and Inclusion Plan 2012-2014*: this plan states that planning for better access for people of all abilities has become increasingly important, particularly as the population ages. The City is committed to ensuring that its activities and services are inclusive of all members, including people with disabilities.
- *Library Services Delivery Plan 2014 – 2019*: this is a new plan that is currently being prepared. The aim of the plan is to identify strategies to enable the City, through its Libraries, to:
 - Create safe adaptable community spaces for discovery, learning and interaction.
 - Provide dynamic collections and resources that enrich, educate and entertain the community.
 - Enhance and support a culture of life-long learning and community wellbeing.

Planning Implications

- Changing demographics within the City may influence the future provision and range of community facilities in the district.
- Changing technology within the City may influence the type 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
- Iluka Open Space

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

4.9.2 Recreational facilities

There are five major leisure centres within the City, of which three are managed by the City. Those centres managed by the City include the Craigie Leisure Centre is the largest, with the greatest range of facilities including four indoor courts, indoor gymnasium and indoor and outdoor aquatic facilities, followed by the Duncraig Leisure Centre, and Heathridge Leisure Centre. HBF Arena and the Warwick Leisure Centre are also recreational facilities within the City but managed by Venues West and Churches of Christ Recreational and Sporting Association respectively.

There are also a number of playing courts and ovals, including: 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.

The City has recently expanded its community and sporting facilities with developments such as the Currabine Community Centre and new facilities at Seacrest, Gibson, MacDonald, Admiral and Forrest Parks. It has also secured external grant funding to assist with the construction of a synthetic hockey pitch and associated clubrooms at Warwick Open Space, along with a new clubroom facility at Bramston Park. The City will also consider submitting an application for external funding for a redevelopment of the facilities at Penistone Park.

There are also several skate parks and BMX tracks located throughout the City that cater for riders and skaters of all abilities, with the most recent skate park development at Mirror Park, Ocean Reef

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

The Joondalup golf course (located within the Joondalup Resort) is also a significant private recreational facility.

4.9.3 Research and planning

Master Planning Principles and Process

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 are two sites that are subject to redevelopment in accordance with the Master Planning Principles. Initial concept plans have been developed following community and stakeholder consultation. Following consideration by elected members, concept plans will be submitted for further consultation. The Council is also considering undertaking a Master Plan for Heathridge Park and its surrounds.

A master plan is also under preparation for the Burns Beach area, focussing on the future enhancement of the provision of facilities within the foreshore catchment area.

The *Burns Beach Master Plan* is intended as a considered planning framework to guide the future development of Burns Beach to ensure it reaches its full potential as a high amenity coastal destination with sustainably managed community facilities and small scale commercial activities for enjoyment by residents and visitors alike.

Parks and Public Open Spaces Classification Framework

The *Parks and Public Open Spaces Classification Framework* is a framework established to assist in the planning and provision of the City's 247 parks and public open space areas. The framework classifies 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.

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 two 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 six 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 two 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 one to four 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 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 four 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. *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 Figure 4.11.1.

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

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 Joondalup⁵².

⁵² Heritage Council of Western Australia 2009; WG Martinick and Associates Pty Ltd et al 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 one item on the *Scheme Heritage List* which is detailed in the table below.

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

Figure 4.11.2: City of Joondalup Scheme Heritage List⁵³.

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 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 one item on the *State Register of Heritage Places* which is detailed in Figure 4.11.4.

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.

Figure 4.11.4: Items listed on the *State Register of Heritage Places* that are located in the City of Joondalup⁵⁴.

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 five items on the *Register of the National Estate* which are detailed in Figure 4.11.5.

Place ID	Name	Location
18055	Hepburn Heights (Hepburn Conservation Area)	(Lot 11,900) Hepburn Avenue, PADBURY WA 6025
5210759	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.

Figure 4.11.5: Items listed on the Register of the National Estate that are located in the City of Joondalup⁵⁵.

⁵³ City of Joondalup 2009 (Clause 5.2.2.3)

⁵⁴ Heritage Council of Western Australia 2001

⁵⁵ 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 two lots within the City which are zoned 'rural' under the *Metropolitan Region Scheme* and the *District Planning Scheme No. 2*. Both 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, place of assembly and caretaker's dwelling. This site has additional uses in

accordance with Schedule 2-Section 1 of DPS2. The other lot contains a horse race track and associated buildings. The land surrounding these 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.

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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?

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?

OTHER COMMENTS (please use additional sheets if necessary)



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"> • 24 thought that the Centre would be more vibrant City with good social facilities • 24 envisaged a busy shopping/business hub • 16 saw the City as a centre for art and culture/entertainment/Recreation • 14 envisaged a mature City — like Perth now • 13 saw large growth/more intensively developed/redeveloped inner City • 13 envisaged that the City Centre would be dead or saw negative outcomes • 10 saw no change • 10 envisaged a congested City • 8 saw an emphasis on walking and cycling • 5 envisaged better parks and outdoor recreation facilities • 3 envisaged a clean and spacious City • 2 thought there would be better parking • 2 thought there would be a good public transport system

- 1 envisaged more employment
- 1 envisaged a City with iconic architecture
- 1 envisaged a sustainable City
- 1 envisaged the City's car-parks underground
- 1 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/cafés. 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)



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

The City of Joondalup is currently assessing 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 sets 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 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)



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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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 – 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.

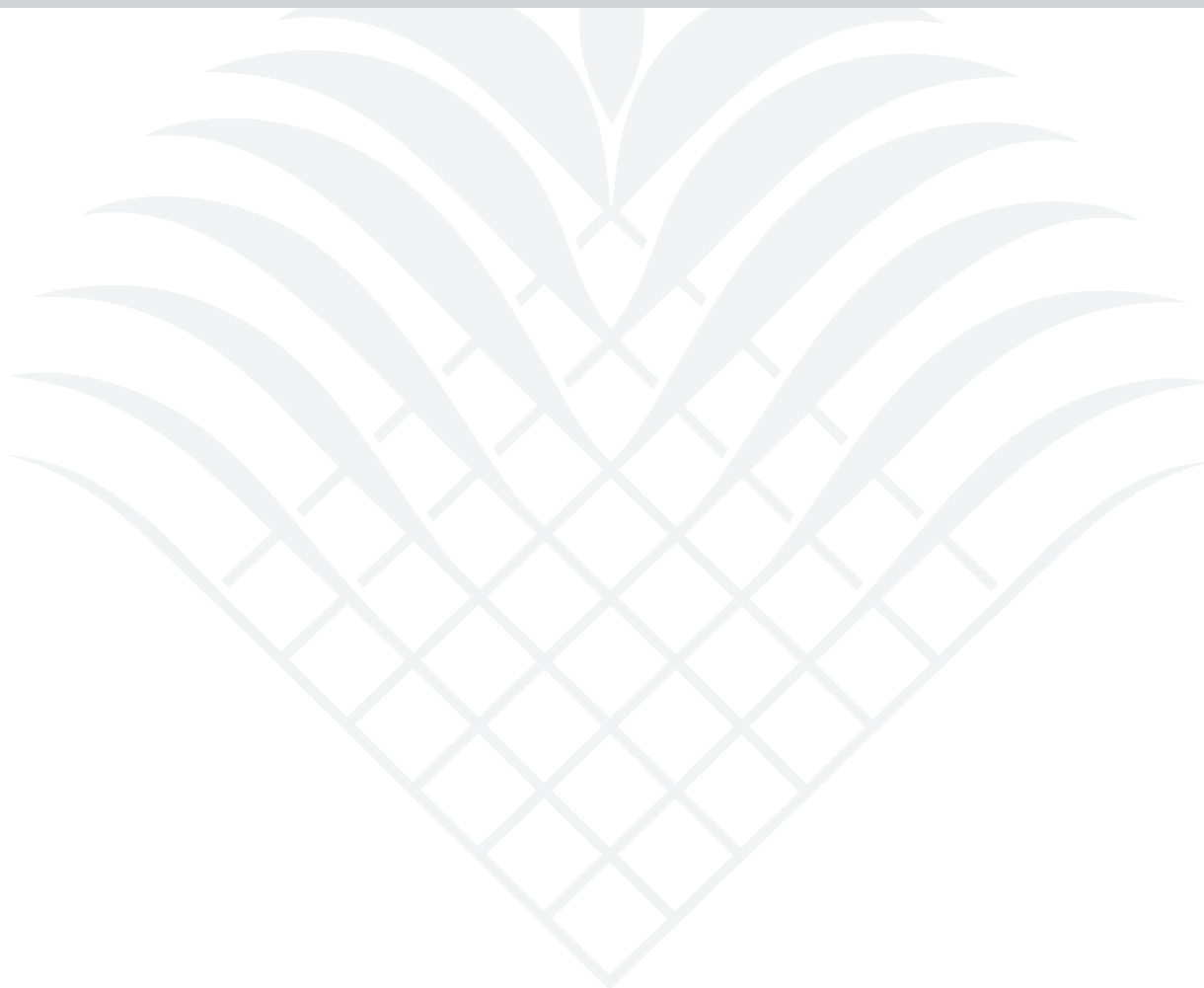
You may wish to consider the following questions.

- 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?

OTHER COMMENTS (please use additional sheets if necessary)



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?

44 residents commented on this topic. The majority expressed concern relating to parking and noise to neighbouring properties. The following issues were commented on:

- 12 were concerned about the impact of noise/parking on verge/commercial vehicles
- 5 wanted simplified/streamlined rules/system
- 3 wanted the City to have strict zoning
- 3 believed themselves to be ignorant of practices relating to home businesses
- 2 worked from home but had never had licences
- 2 thought there should be faster internet connections in the City
- 2 believed that, after the initial assessment, the period of a permit should then be 2–3 years
- 2 thought there should be an initial rate reprieve in early stages of business
- 2 believed that the City could offer storage rental for home businesses
- 3 support home businesses in residential areas
- 1 thought that there should be leniency regarding parking for home businesses
- 1 believed that the City should run information sessions for home businesses
- 1 thought regular inspections were appropriate
- 1 believed that conflicts with neighbours over home businesses should be mediated

- 1 stated that no brothels should be allowed
- 1 thought that some classes of home business should attract free permits
- 1 believed that a Category 1 business should be allowed anywhere in the City
- 1 stated that vehicle repairs should not be allowed and no car bodies 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 800m², 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.

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.

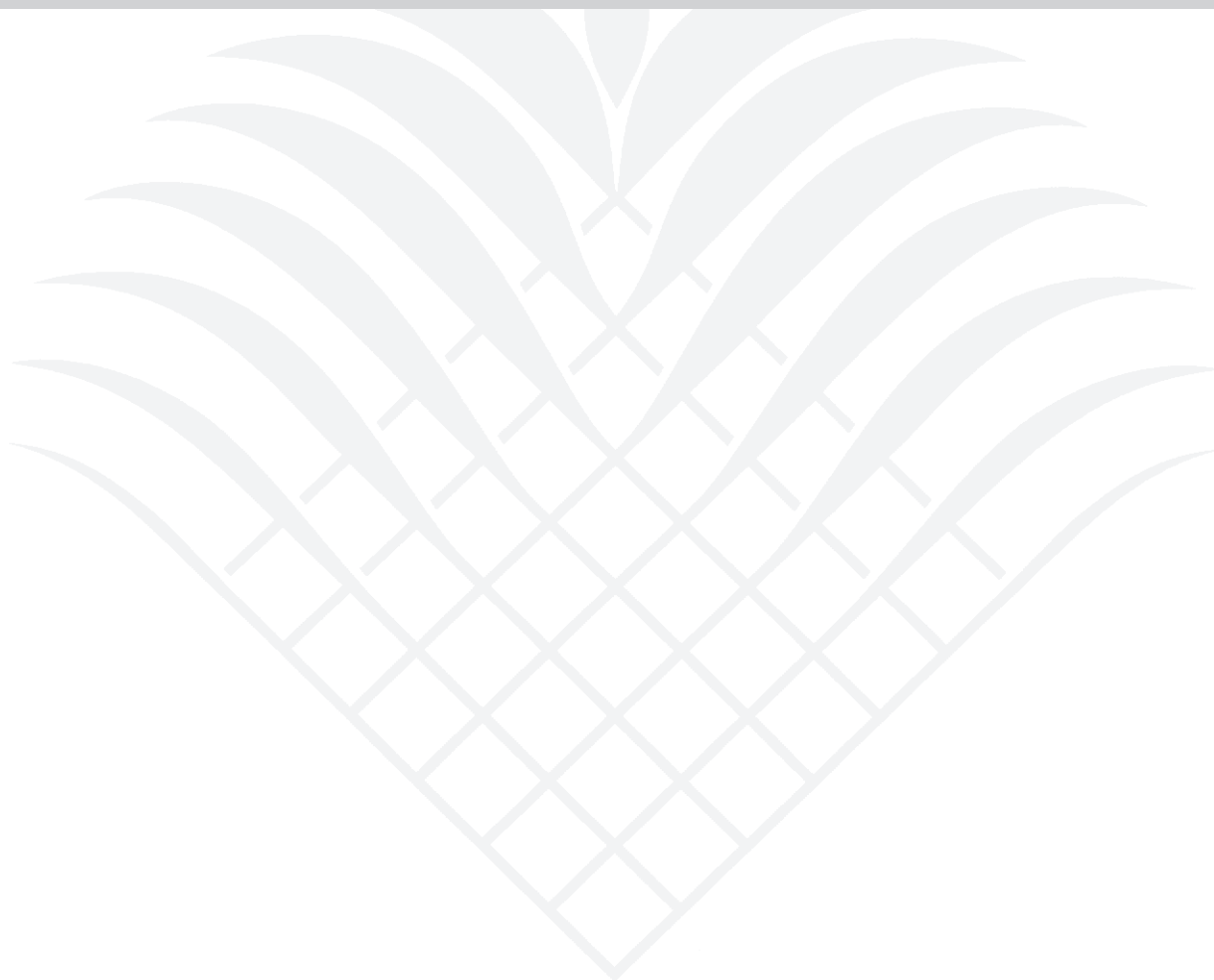
- Do you consider that the current R20 residential density code applied throughout the City generally is appropriate?
- If not, do you consider a higher or lower density be to appropriate and, if so, where (in what suburb/s)?
- What benefits do you see in higher, or lower, housing densities?
- Do you 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 m ² 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)



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

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 – 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)



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"> • 8 commented on the well-maintained and pleasant public open space in the district • 5 believed there are not enough toilets/close too early • 5 wanted more seats in public open space (not metal)

- 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)*

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?

OTHER COMMENTS (please use additional sheets if necessary)



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?

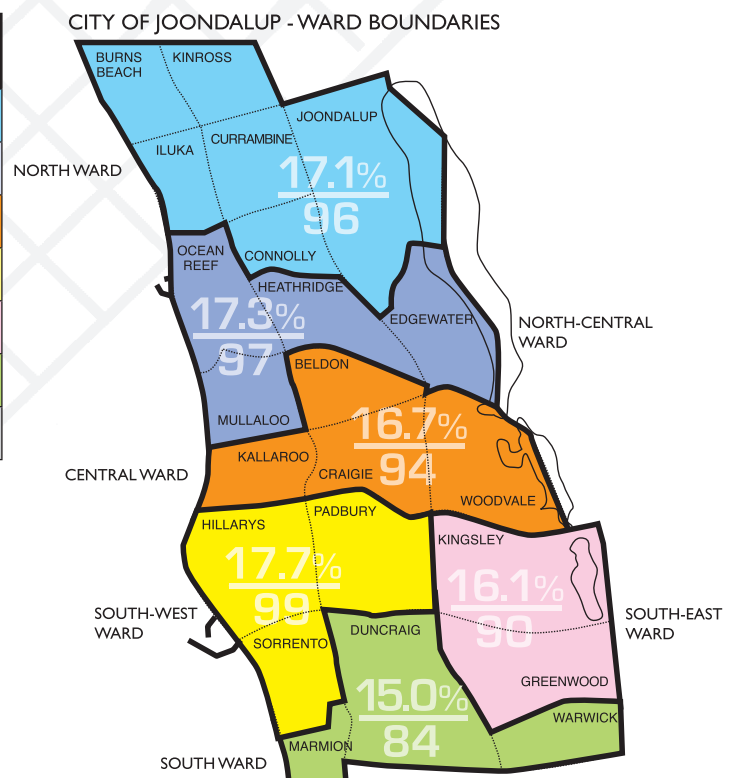
If you answered 'yes' to our first question and 'no' to the second, you need to get involved and this is **your** opportunity.

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
Totals	100%	560



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.





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This document is available in alternate formats upon request.