

Joondalup Place Neighbourhoods

LOCAL PLANNING POLICY



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EXECUTIVE SUMMARY

The 10 Housing Opportunity Areas (HOAs) within the City of Joondalup (the City), hereon referred to as Place Neighbourhoods, are all established residential neighbourhoods with the potential to, over time, become places where additional types and sizes of homes are available, and where residents will have the option of a convenient walk to reach shopping, other businesses and public facilities that cater to their daily needs, instead of needing a car for all such trips.

There is a general focus on increasing the residential population in these areas through infill and intensification, both in, and immediately around centres, with housing typologies that provide for a range of family types and generate good streetscapes with a particular focus on activation of the street to support passive surveillance and enhanced amenity over time.

Low density development within and around the centres has not delivered the population necessary to support Local and Neighbourhood Activity Centres. Whilst this remains an this Joondalup Place implementation challenge, Neighbourhoods Local Planning Policy (LPP) encourages intensification around centres to build a sense of community, stimulate pedestrian movement and provide walkable access to jobs, shopping, leisure and services. Importantly, this will result in the ability to deliver the infill population consistent with the requirements of Perth and Peel @ 3.5m and to create activity centres, not just shopping centres, focal placemaking opportunities within the community.

The Place Neighbourhood is occupied by a number of centres and train stations dispersed throughout, each providing different roles within the community. High order centres will provide for a greater mix of activities, with retail and other pedestrian oriented land uses continuing to be the primary occupants at the ground floor, but with residential, generally located at the upper levels, becoming a requirement as the centres grow and redevelop. Smaller centres may provide for daily convenience needs only, however it is intended that these centres will evolve as mixed-use centres, that include a residential component of varying degrees and densities as redevelopment occurs.

Importantly, the highest intensification of residential densities will occur at the centre itself and diminish away from the centre towards the areas characterised by low-medium density residential development.

The creation of Place Types to define the aspirational characteristics of the Place Neighbourhoods reflects the similarities in their current and aspirational character and the intent that the LPP requirements have similar positive effects within each Place Type as individual lot redevelopment occurs over time.

In each case, the development controls of this LPP for each Place Type are intended to provide for an appropriate level of development relative to the specific housing typology.

The use of walkable catchments (maps showing the actual area in a five-ten minute walking distance from a centre) as the spatial basis for regulating development intensity directly reflects the functions of, and interrelationships between, each of the Place Types within the Place Neighbourhoods. This approach is more effective than a blanket density code in expressing the urban design objectives for each area of the Place Neighbourhoods, thereby establishing and maintaining attractive distinctions between the different areas of the various Place Neighbourhoods.

The vision for the Place Neighbourhoods is based on the principles of traditional urban form. The vision is to create more connected, liveable and vibrant places to live closer to centres and train stations to:

- Provide a mixture of housing types to support the growing population and changing demographics and needs of the community.
- Reduce the cost of urban sprawl by contributing to compact urban form.
- Make better use of, and improve accessibility, to existing infrastructure including public facilities, community services, open space and public transport.
- Provide a mixture of land uses that facilitate walking and less dependence on car travel.
- Reduce the cost of living pressures.

The LPP aims to:

- Deliver better quality design of buildings that respond appropriately to the character of the Place Neighbourhoods.
- Improve the relationship of dwellings to the public domain including streets, laneways and parks, and surrounding built form.
- Deliver quality landscaping including tree planting for new developments.
- Deliver design guidance to assist in providing a diverse housing mix and choice.
- Create consistency in the assessment of medium density development across the Place Neighbourhood.
- Develop Housing Typologies that provide:
 - specific building responses as the density of development intensifies within each Place Neighbourhood;
 - ii. high quality public realm interface;
 - iii. building design excellence;
 - iv. resident liveability; and
- A new focus on the 'Green' Ratio (versus plot ratio), where landscape requirements drive built form outcomes at the lot level and improved landscape, tree canopy and open space requirements significantly improve the amenity of the development and the Place Neighbourhoods.

Place Neighbourhood DNA (Refer Figure 1)

Specifically, the LPP promotes intensification of densities around centres and train stations based on walkable neighbourhoods and transitioning of densities away from centres and train stations to existing suburban neighbourhoods.

This is achieved by:

• Each Place Neighbourhoods is divided into Urban Neighbourhoods and Suburban Neighbourhoods.

- Urban Neighbourhoods will be higher density, mixed use, walkable areas focussed around centres or train stations and will generally be medium to higher densities.
- Suburban Neighbourhoods will sit outside the Urban Neighbourhoods, further away from the centre or train station, and will generally be low to medium density development.
- Within each of these neighbourhoods, there will be different types of places with common characteristics, similar land use mixes and intensities of development.
- Place types are aspirational places of the future, each with their own vision and objectives.
- Unlike Suburban Neighbourhoods, the types of Urban Neighbourhoods will be less alike. There will be four place types in the Urban Neighbourhoods as follows:
 - o Local Activity Centre Place Type
 - Neighbourhood Activity Centre Place Type
 - o Transit Place Type; and
 - o District Activity Centre Place Type.
- Suburban Neighbourhoods will have similar character and function and therefore only one Place Type is proposed – Suburban Place Type.
- The size and extent of the different Place Types will vary based on the extent of walkable catchments applied to each centre or train station - depending on the role and function of that node. It should also be noted, that centres located outside of the current Place Neighbourhoods have also been assessed as having influence over the location and extent of some Place Types.
- Introducing Transition Area Typologies where the extent of walkable catchment for the Place Types does not cover the full extent of the Place Neighbourhood.



Place Neighbourhoods

(10 in total) comprise Suburban and Urban Neighbourhoods

Suburban

Neighbourhoods comprise one Suburban Place Type and Urban Neighbourhoods comprise four Urban Place Types

Place Types

(including transition areas) outline the vision and key characteristics of each Place Type - Density Code

- Applicable Housing

Typologies

Figure 1 Place Neighbourhood DNA

Development Control (Refer Figure 2)

Within each Place Type, built form will be managed through the application of:

- Density codes (as defined on the scheme map)
- General Development Controls that apply to all development within all Place Neighbourhoods (LPP)
- Housing Typology Development Controls that apply to the particular housing typology dependent on the Place Type it is being developed within (LPP), noting not all Housing Typologies apply within all Place Types.
- Transition Area Typology Development Controls that apply to the particular transition area typology (LPP).





Figure 2 Development Control Structure

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PART ONE EXPLANATORY REPORT

SECTION ONE INTRODUCTION

SECTION ONE - INTRODUCTION

1.1 PURPOSE AND VISION

The Joondalup Place Neighbourhoods Local Planning Policy (LPP) has been prepared to establish requirements for development within the existing Joondalup Housing Opportunity Areas (HOAs) (hereon referred to as Place Neighbourhoods). It should be read in conjunction with the provisions of the City of Joondalup (the City) Local Planning Scheme No. 3 (LPS No. 3) relating to Residential, Commercial, Mixed Use and Urban Development Zoned land contained within Special Control Area 1 - Place Neighbourhoods as defined within LPS No. 3.

The LPP is intended to guide future development to ensure that it enhances the existing character of the area whilst also encouraging developments to be innovative in achieving high levels of local amenity having regard to the aspirational objectives of the Place Neighbourhoods.

The LPP aims to:

- Deliver better quality design of buildings that respond appropriately to the character of the Place Neighbourhoods.
- Improve the relationship of dwellings to the public domain including streets, laneways and parks, and surrounding built form.
- Deliver quality landscaping including tree planting for new developments.
- Deliver design guidance to assist in providing a diverse housing mix and choice.
- Create consistency in the assessment of medium density development across the Place Neighbourhood.
- Develop Housing Typologies that provide:
 - specific building responses as the density of development intensifies within each Place Neighbourhood;
 - ii. high quality public realm interface;
 - iii. building design excellence; and
 - iv. resident liveability.

• A new focus on the 'Green' Ratio (versus plot ratio), where landscape requirements drive built form outcomes at the lot level and improved landscape, tree canopy and open space requirements significantly improve the amenity of the development and the Place Neighbourhoods.

Place Neighbourhood DNA (Refer Figure 3)

Specifically, the LPP promotes intensification of densities around centres and train stations based on walkable neighbourhoods and transitioning of densities away from centres and train stations to existing suburban neighbourhoods.

This is achieved by:

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- Suburban Neighbourhoods will sit outside the Urban Neighbourhoods, further away from the centre or train station, and will generally be low to medium density development.
- Within each of these neighbourhoods, there will be different types of places with common characteristics, similar land use mixes and intensities of development.
- Place types are aspirational places of the future, each with their own vision and objectives.
- Unlike Suburban Neighbourhoods, the types of Urban Neighbourhoods will be less alike. There will be four Place Types in the Urban Neighbourhoods as follows:
 - o Local Activity Centre Place Type
 - o Neighbourhood Activity Centre Place Type
 - o Transit Place Type; and
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- Suburban Neighbourhoods will have similar character and function and therefore only one Place Type is proposed Suburban Place Type.
- The size and extent of the different Place Types will vary based on the extent of walkable catchments applied to each centre or train station - depending on the role and function of that node. It should also be noted, that centres located outside of the current Place Neighbourhoods have also been assessed as having influence over the location and extent of some Place Types.
- Introducing Transition Area Typologies where the extent of walkable catchment for the Place Types does not cover the full extent of the Place Neighbourhood.

Development Control (Refer Figure 4)

Within each Place Type, built form will be managed through the application of:

- Density codes (as defined on the LPS No. 3 map).
- General Development Controls that apply to all development within all Place Neighbourhoods (LPP).
- PLACE NEIGHBOURHOODs (FORMER HOAS)

 SUBURBAN NEIGHBOURHOOD (low - medium density, walkable)

 SUBURBAN NEIGHBOURHOOD

 (higher density mixed use, walkable)

 SUBURBAN NEIGHBOURHOOD

 (bigher density mixed use, walkable)

 (bigher density mixed use, walkable)

 (control of the place type)

 (bigher density mixed use, walkable)

- Housing Typology Development Controls that apply to the particular housing typology dependent on the Place Type it is being developed within, noting not all Housing Typologies apply within all Place Types (LPP).
- Transition Area Typology Development Controls that apply to the particular transition area typology (LPP).

Place Neighbourhoods

(10 in total) comprise Suburban and Urban Neighbourhoods

Suburban

Neighbourhoods comprise one Suburban Place Type and Urban Neighbourhoods comprise four Urban Place Types

Place Types

(including transition areas) outline the vision and key characteristics of each Place Type

- Density Code
- Applicable Housing Typologies

Figure 3 Place Neighbourhood DNA

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1.2 POLICY OBJECTIVES

The objectives of this LPP are as follows:

- i. To provide a planning framework to support a high standard of urban design and residential amenity in a high-quality public realm setting.
- To facilitate compact sustainable urban form around centres and train stations through pedestrian-oriented development, safe pedestrian spaces and adequate parking facilities.
- iii. To ensure that the Place Neighbourhoods provide for both the needs of the existing community and the future population of the area.
- iv. To ensure that new development enhances and respects the desired character of the locality and provides a neighbourhood within which the residents can identify.
- v. To concentrate development in localities with adequate infrastructure that is accessible to transport and centres.
- vi. To protect and enhance the amenity of residents through attractive streetscapes and increased greening of verges and private land.
- vii. To encourage variety and diversity of housing choices that meets the future housing needs of the City.
- viii. To allow development that is of a scale and nature that provides an appropriate transition to adjoining land uses.

1.3 STRUCTURE

The LPP is structured in two parts consisting of five sections to assist proponents in preparing their designs and applications, refer **Figure 5** – Policy Framework;

PART ONE – EXPLANTORY REPORT

Part One contains the explanatory sections supporting the LPP to provide further information that can assist in decision-making.

SECTION ONE – INTRODUCTION

Section One outlines the overarching purpose, vision, objectives, and design review process which will form the basis for development proposals.

SECTION TWO – PLACE NEIGHBOURHOODS DESIGN VISION

Section Two provides guidance on the design philosophy applicable to the specific Place Types applied across the Place Neighbourhoods for the purpose of informing the design outcomes of each development.

Place Type guidance is arranged into five key elements:

Purpose: outlines the vision and key characteristics of the Place Types.

Density Criteria: outlines the spatial distribution of density within the Place Type based on walkability.

Design Principles: responds to the three key design principles of Context and Character, Landscape Quality and Built Form and Scale as outlined in State Planning Policy 7.0 – Design of the Built Environment SPP 7.0) to assist in articulating the vision for the Place Types.

Transition Areas: details the transition between different Place Types within the Place Neighbourhoods and between the density proposed within Place Types and the existing densities located outside of the Place Neighbourhood.

Housing Typologies: outlines the Housing Typologies applicable within the Place Type.

PART TWO – LOCAL PLANNING POLICY TECHNICAL REQUIREMENTS

Part Two contains the technical requirements of the LPP that will largely guide the day-to-day decision-making for subdivision and development within the Place Neighbourhoods.

SECTION THREE – GENERAL DEVELOPMENT CONTROLS

Section Three is divided into two sub-sections as follows:

• Section 3.1 General Development Controls – Place Neighbourhoods.

 Section 3.2 General Development Controls – Place Neighbourhoods (except District Activity Centre R60 (0-400m) and Transit R60 (0-400m) Place Types).

This Section includes the following sections to inform assessment of applications for development approval:

- A **Purpose** that explains why meeting the Objective is mandatory and contributes to the vision of the Place Neighbourhood.
- A statement of **Intent** that explains the intended outcome and why it is important.
- Objectives that define the intended outcome. These Objectives need to be met for all development proposals.

Typology Objectives: outline the design intent underpinning the housing typology form.

Typology Development Controls: provide development guidance and controls that should be considered in formulating a built form response

SECTION FIVE – TRANSITION AREA CONTROLS

These contain key design requirements that are applicable to the specific housing typologies applicable to the following Transition Areas:

- R25 Suburban
- R30 Suburban
- R40 Transit
- R40 District Activity Centre

The Housing Typology Characteristics and Housing Typology Objectives from Section Four will apply.

• Acceptable Outcomes that are specific measures and outcomes to assist in meeting the Objective. Acceptable Outcomes identified in *'italics' are mandatory provisions incorporated in LPS No. 3.*

SECTION FOUR – HOUSING TYPOLOGY CONTROLS

Contains key design requirements that are applicable to the specific Housing Typology relative to the Place Type it is being developed in. These are arranged into three key elements of Typology Characteristics, Typology Objectives and Typology Development Controls.

Typology Characteristics: outline the key built form characteristics of the typology that inform the structure of the three-dimensional building envelope.



Figure 5 Policy Framework

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1.4 RELATIONSHIP TO OTHER PLANNING INSTRUMENTS

This LPP is adopted under the provisions of Clause 4, Schedule 2, Part 2 of the Planning and Development (Local Planning Schemes) Regulations 2015. The LPP should be read in conjunction with the LPS No. 3 and any relevant LPPs. Where this LPP conflicts with LPS No. 3, the LPS No. 3 provisions shall prevail. Where the LPP does not contain specific provisions on development matters that are otherwise contained in State Planning Policy 7.3 Residential Design Codes (SPP 7.3), or any approved Activity Centre Plan (ACP) or Local Development Plan (LDP), then that document's controls shall prevail in that instance only.

This LPP aims to implement the objectives and requirements of the State's Design WA suite of Policies and more particularly SPP 7.0, including SPP 7.3 (all Volumes. Applications for subdivision and development shall be consistent with the requirements of these policies.

1.5 DESIGN REVIEW PROCESS

Prior to formal lodgement of a development application (DA), all applications (with the expectations of exemptions) within the Place Neighbourhoods will be presented to the City's Design Reference Panel (JDRP) for consideration under the existing Terms of Reference of the JDRP. This process replaces the need to undergo the design review and assessment process as required by SPP 7.3, Vol 2.

Endorsement of the DA plans by the JDRP is required prior to formal lodgement with the Responsible Authority. Minor modifications or changes of use for existing buildings are not subject to this approval process.

In addition to the information provided in the JDRP Terms of Reference, the process for assessment of a DA relating to all development within the Place Neighbourhoods is summarised in **Figure 6** below.

Design Review – Pre-Development Application

- Prior to lodgement of a DA, pre-application review meetings will occur with the JDRP. A minimum of three pre-application meetings is recommended.
- The JDRP has the authority to provide endorsement for any variations to the requirements of the LPP, with final

consideration and approval to be the responsibility of the City / Responsible Authority. Variations to the requirements will only be endorsed where such exemptions deliver built form design and sustainability excellence whilst still meeting the objectives of the LPP.

- Once the JDRP has deemed the plans to substantially achieve the general development controls and housing typology development controls or be satisfied with any justified variation in meeting the Objective, the plans will then be endorsed by the JDRP. This written endorsement will be considered by the Responsible Authority in their formal assessment.
- Following endorsement of the development plans, a DA can be made to the Responsible Authority.

Development Application Submission

- The applicant lodges a DA with the Responsible Authority with the accompanying JDRP final report / written endorsement.
- The DA is assessed by the City (or Development Assessment Panel, if applicable) in the usual manner.

Design Verification Statement

For all DAs within the Place Neighbourhoods, a Design Verification Statement is to be prepared. The statement must:

- Explain how the LPS No. 3 requirements for Place Neighbourhoods are achieved.
- Explain how the Design Principles of SPP 7.0 are achieved.
- Demonstrate how the design response is informed by the site analysis and responds to the surrounding context.
- Demonstrate how the Objectives have been achieved.

The Design Verification Statement must indicate where the documents illustrate how the proposal meets these requirements.

Where these are not met, the Design Verification Statement should describe how an alternative solution achieves the Objectives, in some instances this may require supporting reports or diagrams. The Design Verification Statement will assist the assessment process by clarifying how the proposed development meets the objectives and development controls of the LPP.



Figure 6 Design Review Process

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SECTION TWO PLACE NEIGHBOURHOODS DESIGN VISION

SECTION TWO – PLACE NEIGHBOURHOODS DESIGN VISION

The Place Neighbourhoods (formerly HOAs) were identified by the City through its Local Housing Strategy (LHS) as being appropriate for increased densities, based on a set of locational criteria including proximity to train stations, high frequency bus routes and centres. The foundation of this vision is sound, and this LPP has sought to refine and expand on the principles of the Place Neighbourhoods in developing this LPP.

2.1 GOOD NEIGHBOURHOOD DESIGN

The neighbourhood is the basic unit of town planning. It is a compact, urbanised area containing a balanced range of human activities within pedestrian range from each family that lives there. Neighbourhoods cluster to become towns. A cluster of many neighbourhoods becomes a city. In all cases, a neighbourhood population can vary depending on local conditions yet, depending on its context, it should always contain a balanced mix of dwellings and may also include, workplaces, shops, community facilities and parks.

Good neighbourhood design aims to develop a coherent urban system of compact walkable neighbourhoods which cluster around centres capable of facilitating a broad range of land uses, employment and social opportunities. The urban structure should provide for a diverse range of dwelling types that increase in intensity toward the centre to respond to the changing needs of the community over time. Key elements of good urban structure should:

- Provide for an urban structure of walkable neighbourhoods, clustering to form centres of compatible mixed uses in order to reduce car dependence for access to employment, retail and community facilities.
- Ensure that walkable neighbourhoods and access to services and facilities are designed for all users.
- Foster a sense of community and strong local identity and sense of place in centres.

- Provide for access, generally by way of an interconnected network of streets which facilitate safe, efficient and pleasant walking, cycling and driving.
- Ensure active land uses and building frontages to streets to improve personal safety through increased surveillance and activity.
- Promote new development which supports the efficiency of public transport systems where available, and provides for safe, direct access to the system for residents.
- Facilitate mixed use urban development which provides for a wide range of living, employment and leisure opportunities, capable of adapting over time as the community changes and which reflects appropriate community standards of health, safety and amenity.
- Provide a variety of lot sizes and housing typologies to cater for the diverse housing needs of the community at a density that can ultimately support the provision of local services.
- Avoid key environmental areas and incorporate the environmental features of a site into the design.
- Maximise land efficiency wherever possible.

With a clear focus on accommodating the City's changing demographic, whilst combating urban sprawl and the cost of living pressures, this LPP also focusses on addressing liveability by encouraging high quality urban infill development with an increased emphasis on the "green ratio" (the method of establishing the minimum requirements for landscape areas, tree provision and tree preservation within the site, prior to determining the building footprint and massing). Whereas historically plot ratio has been the key driver of built form outcomes, this LPP transfers the focus to "green ratio", with a particular emphasis on ensuring functional landscape areas with minimum size, dimensions and quality of soft landscaping, minimum tree quantities and sizes and bonuses for tree preservation.

2.2 NEIGHBOURHOOD TYPES

"Neighbourhoods should be compact, pedestrian-friendly, and mixed-use," and "many activities of daily living should be within walking distance," according to the Charter of the New Urbanism (Congress for the New Urbanism, 1996).

In the context of the Place Neighbourhoods, neighbourhoods have been designed for walkability using a five to ten-minute walkable catchment around a centre or train station. This central focus is also a key part of neighbourhoods and the mix of non-residential uses depends on the context. If the built environment is appealing and human scale, the theory is that most people will walk at least five minutes rather than get in a car. All neighbourhoods provide a variety of housing typologies with the range and balance of this housing reflective of the neighbourhood type:

Urban Neighbourhoods (higher density, mixed use walkable neighbourhoods) are characterised by mixed use, centres, urban corridors or train stations and have access to a range of retail, community and employment opportunities. They are a focus of train stations, including public transport and cycling networks. They come in various scales, from local to district and regional, and are more varied in character than Suburban Neighbourhoods. They contain housing, usually grouped or multiple dwellings, they are important meeting places for people and focal points for their communities. These neighbourhoods take different forms, from areas where low to medium scale buildings are dominant, to higher density places with medium to high rise buildings. As a guide, Urban Neighbourhoods provide greater than 40 dwellings per hectare and up to 100 dwellings per hectare.

Suburban Neighbourhoods (*low-medium density*, *walkable neighbourhoods*) are characterised by low to medium density single residential development with some grouped dwellings located near the boundary adjoining the Urban Neighbourhood. While single residential housing is the most common, many of these homes are on increasingly smaller lots. These neighbourhoods are generally low in scale and comprise well landscaped environments. As a guide, Suburban Neighbourhoods provide 20-40 dwellings per hectare.



Figure 7 Neighbourhood Types

To achieve more compact, sustainable urban outcomes and accommodate changing household sizes, this LPP encourages a mixture of lot and dwelling sizes distributed throughout neighbourhoods to deliver housing choice. A range of both lot sizes and housing typologies is needed to cater for increasingly diverse household demographics.

Whilst the walkable catchment, as measured from a centre or a train station is the key determinant, other key considerations in assigning density coding or locational criteria, include proximity to a corridor or high-frequency public transport route/station, and (POS). Higher densities can also benefit from being located adjacent to POS areas distributed throughout the neighbourhoods.

Within the Place Neighbourhoods, all lots are generally within 200m of some form of POS, although the functionality of the type of POS varies from neighbourhood to neighbourhood.

The purpose of this section is to outline the Vision and Design Principles within the Place Types. It is a guide to assist present and future residents, developers and decision-makers in evaluating the evolving character and potential of these neighbourhoods.

Each Place Type (including Transition Areas) is recognisable by its function, special qualities, intensity, character and housing typologies. These range from areas with predominantly suburban characteristics and more urban areas of increasing densities, through to mixed use centres and train stations. Based on the two Urban and Suburban Neighbourhoods, Place Types (including Transition Areas) have been developed and are intended to describe the 'aspirational' places of the future, rather than existing places. Hence it outlines a future desired outcome for the Place Neighbourhoods. For the purpose of this LPP, Suburban Neighbourhoods have been described as one Place Type and Urban Neighbourhoods have been broken into four Place Types (refer **Figure 8**).

2.3 PLACE TYPES

For each of the Urban and Suburban Neighbourhoods, a series of Place Types (including Transition Areas) have been developed with common characteristics, similar land use mixes and intensities of development.







2. Local Activity Centre



3. Neighbourhood Activity Centre



4. Transit

5. District Activity Centre

Figure 8 Place Types

Where gaps or pockets are left between different Place Types or where Place Types do not extend to the boundaries of the Place Neighbourhoods, Transition Areas have been introduced. The Transition Areas are to provide for a reduction in the intensity of development between the Place Types within the Place Neighbourhoods and between the Place Types and existing R20 development located outside of the Place Neighbourhoods. The following Transition Areas have been identified:

- R25 Suburban (Place Neighbourhood 3 Sorrento)
- R30 Suburban
- R40 Transit
- R40 District Activity Centre

Development Controls for the Transition Areas are contained within Section Five.

This section outlines the intended characteristics and development provisions specific to each Place Type, reflecting the local context and character of each of the walkable neighbourhoods and the aspirational vision for these places.

These are arranged into five key elements:

Purpose: outlines the vision and key characteristics of the Place Types.

Density Criteria: outlines the spatial distribution of density within the Place Type based on walkability.

Design Principles: responds to the three key design principles from SPP 7.0 to assist in articulating the vision for the Place Types. The remaining design principles are to be addressed by the applicant as they consider build form requirements.

Transition Areas: details the transition between the density proposed within the Place Types within the Place Neighbourhoods and between the Place Type and the existing densities located outside of the Place Neighbourhood.

Housing Typologies: outlines the housing typologies applicable within the Place Type.

2.3.1. SUBURBAN NEIGHBOURHOOD PLACE TYPES

Place Type 1 - Suburban Place Type

PURPOSE: The Suburban Place Type is applied to areas of the Place Neighbourhoods where the neighbourhood character will evolve over time to provide a more diverse mixture of housing typologies. This Place Type will include low to medium density single residential development and grouped dwellings located outside the walkable catchment to a Local/Neighbourhood/District Activity Centre or train station.		
PROXIMITY FROM CENTRE	R-CODE	
Development in Centre	n/a	
0-200m	n/a	
200-400m	n/a	
400-800m	R30	
Suburban Transition (800m + to boundary of Place Neighbourhood)	R30	
R25 Transition (800m+ to boundary of Place Neighbourhood 3 - Sorrento)	R25	

DESIGN PRINCIPLES: the following three Design Principles from SPP 7.0 assist in articulating the vision for the Suburban Place Type. The remaining Design Principles of SPP 7.0 have been addressed in Section 3 – General Development Controls for all development within the Place Neighbourhoods.

Context and Character <i>Good design responds to and enhances the</i> <i>distinctive characteristics of a local area,</i> <i>contributing to a sense of place.</i>	 Provide a Neighbour The housin incorporat character. to the exis Housing w schools, p The heigh consistent 	 Provide a transition to the lower density neighbourhoods located outside of the Place Neighbourhoods. The housing typologies will be low to medium density single residential with some grouped dwellings incorporating housing typologies that provide the opportunity to retain the existing dwelling and local character. Setbacks to streets and side setbacks between buildings will provide the ability to respond to the existing context of this Place Type. Housing will be within easy walking and cycling distance to a range of local facilities such as shops, schools, parks and public transport. The height, scale and setback of new buildings within the Suburban Place Type will be generally consistent with existing housing. 		
Landscape Quality Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.	 Suburban should have Within the setbacks t Building of pedestriar retention 	Place Type streets sho ve footpaths on at least e Suburban Place Type o streets, side setbacks design should improve ns through the creation of trees.	uld be lined with street cone side of all streets. there is increased ability between buildings and c e the street presence c of attractive open space	trees to provide shade and character and to contribute to landscape quality due to open space requirements. of the development and the amenity of e and connection to nature and shade and
Built Form and Scale Good design ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the Place Type.	 Whilst ger from deta common, Housing is within a tr Housing m smaller lot 	nerally characterised by ched houses and duple attached houses and gr generally low in scale w reed setting. nay take the form of sin ts.	low-medium density, the xes to terrace housing. Y rouped dwellings can be with a feeling of openness gle and double storey de	Suburban Place Type offers housing choice While detached single houses are the most provided on smaller lots in some locations. s at the street level and a sense of buildings tached houses developed on narrower and
TRANSITION AREAS:				
Suburban Transition (800m + to extent of Place Neighbourhood)	 Areas bey typologies Controls), 	ond the 800m walkab (and Place Neighbour will apply.	le catchment where the hood specific variations	e Suburban Place Type / relevant housing as detailed in Section 5 – Transition Area
R25 Transition (800m+ extent of Place Neighbourhood 3 - Sorrento)	 Areas bey typologies Controls), 	rond the 800m walkat (and Place Neighbour will apply.	ole catchment where the hood specific variations	e Suburban Place Type/relevant housing as detailed in Section 5 – Transition Area
HOUSING TYPOLOGIES:				
Permitted Typology	Туре 1 Туре 2	Туре 3 Туре 4	Туре 5 Туре 6	Туре 7 Туре 8
Typology Not Permitted	Туре 9 Туре 10			

2.3.2. URBAN NEIGHBOURHOOD PLACE TYPES

Place Type 2 - Local Activity Centre Place Type

PURPOSE: The Local Activity Centre Place Type will generally be characterised by the provision of small supermarket and convenience shops, low-medium density, walkable neighbourhoods with a diversity of housing around a mixed-use local centre to provide for the day-to-day convenience needs of the local community and will generally be small and limited to retail/commercial. The City may require that a LDP be required prior to subdivision and major development occurring within the Local Activity Centre site to address the requirements within this LPP. **PROXIMITY FROM CENTRE R-CODE** Development in Centre R80 - lots greater than 1000m² R40 - lots less than1000m² 0-200m R40 200-400m R30 400-800m Refer Suburban Place Type

DESIGN PRINCIPLES the following three Design Principles from SPP 7.0 assist in articulating the vision for the Local Activity Centre Place Type. The remaining Design Principles of SPP 7.0 have been addressed in Section 3 – General Development Controls for all development within the Place Neighbourhoods.

Context and Character Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.	 Local Activ location. T Provide a t Although s services. Housing w parks and The height as they tra 	ity Centres should be supp the population base will v ransition to the lower der maller in scale than othe ill be within easy walking public transport. , scale and setback of new nsition into the Suburban	ported by one to two Sub ary dependant on the ret nsity Suburban Place Typ r centres, the Local Activ ; and cycling distance to buildings within the Loca Place Type.	urban Neighbourhoods depending on context and cail hierarchy within which it is located. es. ity Centre will offer local convenience goods and a range of local facilities such as shops, schools, I Activity Centre Place Type will reduce in intensity
Landscape Quality Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.	 Streets are one side of Within the to streets, Building de the creation 	Ined with street trees, v all streets and both sides Local Activity Centre Place side setbacks between bu sign should improve the s n of attractive open space	which provide shade and s within the centre itself. e Type there is the ability illdings, and open space is treet presence of the dev e, connection to nature a	character and should have footpaths on at least to contribute to landscape quality within setbacks requirements. elopment and the amenity of pedestrians through nd shade and retention of trees.
Built Form and Scale Good design ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the Place Type.	 Local Activ a sense of level provi While gen- houses, du Type on lo form of ten 	ity Centre Place Types are buildings within a treed s ded by reduced building s erally characterised by m plexes, terrace housing a ts with particular attribut races or multiple dwelling	e generally low in scale an etting. Within the centre etbacks and increased bu edium density, this Place nd shop live-work buildi es likes corners, street bl gs.	nd have a feel of openness at the street level and e itself , there is a sense of enclosure at the street uilding height potential. e Type offers a choice of housing from detached ngs. Attached housing is achievable in this Place ock ends, specific lot frontages and may take the
TRANSITION AREAS: NOT APPLICA	BLE			
HOUSING TYPOLOGIES:				
Permitted Typology	Type 1	Type 4	Type 7	Type 10 (0-200m)

Permitted Typology	турет	Type 4	Type 7	Type 10 (0-200m)
	Туре 2	Type 5	Type 8	
	Туре 3	Туре 6	Type 9 (0-200m)	
Typology Not Permitted	Туре 9 (200-400m)	Type 10 (200-400m)		

lace Type 3 – Neighbourhood Activity Centre Place Type

PURPOSE: The Neighbourhood Activity Centre Place Type will generally be characterised by the provision of a small range of convenience shops, local professional services and/or a supermarket providing for the daily and weekly shopping needs, community facilities and a small range of other convenience services. Medium-higher density, walkable neighbourhoods with a diversity of housing around a mixed-use Neighbourhood Activity Centre.

The City may require that a LDP be required prior to subdivision and major development occurring within the Neighbourhood Activity Centre site to address the requirements within this LPP.

PROXIMITY FROM CENTRE	R-CODE
Development in Centre	R80 – lots greater than 1000m² R40 - lots less than1000m²
0-200m	R60
200-400m	R40
400-800m	Refer Suburban Place Type



DESIGN PRINCIPLES the following three Design Principles from SPP 7.0 assist in articulating the vision for the Neighbourhood Activity Centre Place Type. The remaining Design Principles of SPP 7.0 have been addressed in Section 3 – General Development Controls for all development within the Place Neighbourhoods.

Context and Character <i>Good design responds to and enhances</i> <i>the distinctive characteristics of a local</i> <i>area, contributing to a sense of place.</i>	 Neighbourhood Activity Centres should be supported by three to six neighbourhoods clustered together with a population base of between 2,000 to 15,000 people. A larger activity centre than the Local Activity Centre Place Type offering a wider range of goods and services in addition to more entertainment and community facilities. Housing will be within easy walking and cycling distance to a range of local facilities such as shops, schools, parks and public transport. The height, scale and setback of new buildings within the Neighbourhood Activity Centre Place Type will increase closer to the centre itself than a Local Activity Centre Place Type and will reduce in intensity as they transition into the Suburban Place Type.
Landscape Quality Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.	 Streets are lined with street trees, which provide shade and character and have footpaths on at least one side of all streets and both sides within the centre, and in some locations, pavements shared by both cars and pedestrians. Within the Neighbourhood Activity Centre Place Type there is the ability to contribute to landscape quality within setbacks to streets, side setbacks between buildings and private open space requirements. Building design should improve the street presence of the development and the amenity of pedestrians through the creation of attractive open space, connection to nature and shade and retention of trees.
Built Form and Scale Good design ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the Place Type.	 Neighbourhood Activity Centre Place Types are generally characterised by medium to higher densities and offer housing choice including small lot residential single house, grouped and multiple dwellings generally comprise a greater mix of housing including both detached and attached dwellings. Generally characterised by medium scale buildings that have a sense of enclosure at the street level provided by reduced building setbacks and higher building form. While generally characterised by medium to high density, this Place Type offers a choice of housing from detached houses, duplexes, terrace housing and shop live-work buildings. Attached housing is achievable in this Place Type on lots with particular attributes likes corners, street block ends, specific lot frontages and may take the form of terraces or multiple dwellings.

TRANSITION AREAS: NOT APPLICABLE

HOUSING TYPOLOGIES:					
Permitted Typology	Type 1 (200-400m)	Type 4	Туре 7	Type 10	
	Type 2 (200-400m)	Type 5	Туре 8		
	Type 3 (200-400m)	Type 6	Туре 9		
Typology Not Permitted	Type 1 (0-200m)				
	Type 2 (0-200m)				
	Type 3 (0-200m)				

Place Type 4 – Transit Place Type

PURPOSE: The Transit Place Type is characterised by medium to high density walkable neighbourhoods with a diversity of housing around the train station and a focal point to provide access to train stations and bus interchanges for a wide catchment. Focussed around bus interchange and train station parking.

Whilst currently non-activity centres, this Place Type has the potential to evolve into District Activity Centre Place Types through the redevelopment of car parking areas over time at which time the City may require a LDP is prepared to address the requirements within this LPP.

PROXIMITY FROM CENTRE	R-CODE		
Development at Train Station / Bus Interchange	R80 or as defined in an approved LDP		
0-200m	R60		
200-400m	R60		
400-800m	R40		
Transit Transition (800m+ to boundary of Place Neighbourhood)	R40		



DESIGN PRINCIPLES the following three Design Principles from SPP 7.0 assist in articulating the vision for the Transit Place Type. The remaining Design Principles of SPP 7.0 have been addressed in Section 3 – General Development Controls for all development within the Place Neighbourhoods.

Context and Character Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.	 The Transit Place Type should optimise development potential in close proximity to train stations and bus interchanges. To ensure direct, legible and comfortable access to and through train stations and bus interchanges are prioritised for pedestrians and cyclists, enhancing convenience, safety, health and wellbeing, acknowledging the district wide catchment that ridership is generated from. Housing will be within easy walking and cycling distance to the transit services to access employment, education and regional facilities. The height, scale and setback of new buildings within the Transit Place Type will increase closer to the train station and reduce in intensity, transitioning into the suburban areas outside of the Place Neighbourhoods. 		
Landscape Quality Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.	 Buildings frame the street Streets are lined with street of all streets, and in some Within this Place Type th setbacks between building Building design should in through the creation of at 	Buildings frame the streets, although the streets, which are important character elements in the Place T Streets are lined with street trees, which provide shade and character and should have footpaths on both of all streets, and in some locations, pavements shared by both cars and pedestrians. Within this Place Type there is the ability to contribute to landscape quality within setbacks to streets, setbacks between buildings, and open space requirements. Building design should improve the street presence of the development and the amenity of pedest through the creation of attractive open space and connection to nature and shade and retention of trees	
Built Form and Scale Good design ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the Place Type.	 The Transit Place Types are urban environments, and are generally characterised by medium to high densities offering a diversity of housing choice from small lot residential single house, grouped and multiple dwellings generally comprising greater mix of housing including both detached and attached dwellings. Generally characterised by medium scale buildings (up to 3 storeys) with a sense of enclosure at the street level provided by reduced building setbacks and higher building form. The Transit Place Type densities response to their walkable distance from the train station and result in areas where medium scale buildings are dominant to higher density places with medium to high building form. The built form scale is dominant in certain locations and reduces as you transition away from the train station/bus interchange. 		
TRANSITION AREAS:			
Transit Transition (800m+ extent of Place Neighbourhood)	• Areas beyond the 800m walkable catchment where the Transit Place Type/relevant housing typologies (and Place Neighbourhood specific variations as detailed in Section 5 – Transition Area Controls), will apply.		
HOUSING TYPOLOGIES:			
Permitted Typology	Type 2 (400-800m) Type 3 (400-800m) Type 4	Type 5 Type 6 (400-800m) Type 7	Туре 8 Туре 9 Туре 10
Typology Not Permitted	Туре 1 Туре 2 (0-400m)	Туре 3 (0-400m) Туре 6 (0-400m)	

ace Type 5 – District Activity Centre Place Type

PURPOSE: The District Activity Centre Place Type is characterised as the largest centre within the Place Neighbourhoods and serves a district function providing services and facilities across many of the Place Neighbourhoods . This Place type generally has a greater focus on servicing the daily and weekly needs of residents and has a wide range of employment generating non-retail, commercial, service businesses, medical centres and community service employment. This Place Type will generally comprise discount department stores, supermarkets, convenience goods, small scale comparison shopping and some specialty shops and may also contain local professional services as well as some district level office development. The Place Type will provide concentrations of non-residential activities with higher density walkable mixed-use at the train station with higher density, walkable neighbourhoods with a diversity of housing around a mixeduse centre.



PROXIMITY FROM CENTRE	R-CODE
Development in Centre	As per approved ACP
0-200m	R60
200-400m	R60
400-800m	R40
R40 Transition Area (800m+)	R40

DESIGN PRINCIPLES the following three Design Principles from SPP 7.0 assist in articulating the vision for the District Activity Centre Place Type. The remaining Design Principles of SPP 7.0 have been addressed in Section 3 – General Development Controls for all development within the Place Neighbourhoods.

Context and Character Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.	 The City may require preparation of an ACP prior to subdivision and major development occurring within this Place Type to address the requirements within this LPP. This Place Type has the widest range and greatest intensity of activity of all Place Types and is the key focal point of activity for the community for places to work, do business, entertainment or to just enjoy. The centre itself is a meeting place with the possibility of containing squares and urban parks as may be identified in an approved ACP. The height, scale and setback of new buildings within the District Activity Centre Place Type will increase closer to the centre itself, transitioning into the suburban areas outside of the Place Neighbourhoods. 	
Landscape Quality Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.	 Buildings frame the streets, which are important character elements in the Place Type. Streets are lined with street trees, which provide shade and character and should have footpaths on both sides of all streets, and in some locations, pavements shared by both cars and pedestrians. Within the District Activity Centre Place Type R60 density, there is a reduced ability to contribute to the landscape quality due to reduced street setbacks and less visible private open space. This increases the importance of landscape quality within the public realm. Consideration should be given to the provision of squares and urban parks within this Place Type. Building design should improve the street presence of the development and the amenity of pedestrians through the creation of attractive open space, connection to nature and shade and retention of trees. 	
Built Form and Scale Good design ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the Place Type.	• The District Activity Centre Place Type densities respond to their walkable distance from the Centre and result in areas where medium scale buildings are dominant, to higher density places with medium to high building scale. This Place Type has a strong sense of enclosure at the street level with reduced building setbacks and higher building form. The built form scale is dominant in certain locations and reduces as you transition away from the centre itself.	
TRANSITION AREAS:		
District Activity Centre Transition (800m+ to adjoining Place Type)	Areas beyond the 800m walkable catchment of the District Activity Centre Place Type / relevant housing typologies will apply (and Place Neighbourhood specific variations as detailed in Section 5 – Transition Area Controls).	

Permitted Typology	Type 2 (400-800m)	Туре 7	Туре 10	
	Type 4	Туре 8		
	Туре 5	Туре 9		
Typology Not Permitted	Type 1	Туре 3		
	Type 2 (0-400m)	Туре б		

2.4 PLACE NEIGHBOURHOOD DESCRIPTION

This LPP has designated Place Neighbourhoods across 10 areas within the City based on Place Type locational criteria and the anticipated Place Neighbourhood vision. The Place Neighbourhoods (as shown on **Figure 9**) are identified as:

Place Neighbourhood 1: Duncraig (south)/Warwick – a cluster of different Place Types generated by the Warwick Grove District Activity Centre, Warwick Train Station & Bus Interchange and Carine Glades Neighbourhood Activity Centre.

Place Neighbourhood 2: Greenwood (south) – generated by the Greenwood Village Neighbourhood Activity Centre.

Place Neighbourhood 3: Sorrento – partly generated by the Marmion Village and Duncraig Neighbourhood Activity Centres.

Place Neighbourhood 4: Padbury (south)/Duncraig (north)/ Greenwood (north)/Kingsley (south) – a cluster of different Place Types generated by the Greenwood Train Station, Hepburn Heights and Padbury Neighbourhood Activity Centres and the Coolibah Plaza and Lilburne Local Activity Centres.

PlaceNeighbourhood5:Hillarys/Padbury(north)/Craigie/Kallaroo – generated by the WhitfordsCity District Activity Centre, CraigiePlaza NeighbourhoodActivityCentre, and Springfield and Forrest Plaza LocalActivity Centres.

Place Neighbourhood 6: Woodvale (south)/Kingsley (north) – generated by the Whitfords Train Station & Bus Interchange, Woodvale Boulevard and Kinglsey Centre Neighbourhood Activity Centres and Moolanda Village Local Activity Centre.

Place Neighbourhood 7: Beldon/Heathridge (south) – generated by the Edgewater Train Station and the Belridge City and Beldon Neighbourhood Activity Centres.

Place Neighbourhood 8: Edgewater/ Woodvale (north) – generated by the Edgewater Train Station, Woodvale Neighbourhood Activity Centre and Edgewater Local Activity Centre.

Place Neighbourhood 9: Heathridge (north) – generated by the Heathridge and Connolly Neighbourhood Activity Centres.

Place Neighbourhood 10: Joondalup – generated by the Currambine Train Station.

The following report figures illustrate the location and extent of each of the Place Neighbourhoods 1-10 and identify the specific Place Types that generate the Place Neighbourhood.





Figure 9 - Place Type Identification Plan

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2.4.1. PLACE NEIGHBOURHOOD 1: DUNCRAIG (SOUTH)/WARWICK

Description (refer Figure 10)

The Duncraig (south)/Warwick Place Neighbourhood is located north of Beach Road, south of Warwick Road and west of Erindale Road. It also incorporates part of Duncraig, west of Davallia Road.

The Mitchell Freeway and Warwick Train Station and Bus Interchange dissect the Place Neighbourhood, impacting the walkability of the neighbourhood. Warwick Grove District Activity Centre is the main generator of activity within this Place Neighbourhood, supported by the Carine Glades Neighbourhood Activity Centre.

A number of local parks are dispersed across the Place Neighbourhood providing amenity and recreational opportunities within short walkable distances.

There are several high frequency bus stops/routes which provide transport alternatives within walkable distances for parts of the Place Neighbourhood.

Objectives

- Enhance the characteristics of the Place Neighbourhood by establishing aspirational Place Types with specific development objectives.
- Achieve a structure of Urban and Suburban Place Types that generate a wide and diverse range of housing choices, employment and social opportunities.
- Ensure intensification is located within a comfortable walking distance to amenity, services and facilities.
- Promote development outcomes with a desirable balance between green ratio and building plot ratio.
- Ensure that the location of proposed housing typologies and intensified development is appropriate for its location and specifically responds to the Place Neighbourhood context.
- Provide housing typologies that specifically respond to the lot sizes and frontage widths evident within the Place Type.

Outcomes

• Appropriate locations for Suburban and Urban Neighbourhoods have been defined through a detailed analysis of each Place Types walkability, through a Ped Shed analysis.

- Warwick Grove District Activity Centre may be the subject of a future, separate ACP which will determine residential potential for the site.
- R60 residential density provides for a diverse range of housing typologies within 400m (5min) walkable distance of the centre, which than reduces to R40 between 400m and 800m of this centre (10min).
- Warwick Train Station provides limited amenity beyond its transport function and has limited pedestrian catchment within 400m of its station platform. This reduces the potential for R60 density development associated with this Place Type. R40 development is achieved between 400m and 800m of this station (10min).
- Carine Glades Neighbourhood Activity Centre provides the opportunity for R60 residential density within 200m (2.5min) walkable distance of the centre, which than reduces to R40 between 200m and 400m of this centre (5min) and ultimately R30 Suburban Place Type between 400m and 800m of this centre (10min).
- Whilst located outside of the Duncraig (south)/Warwick Place Neighbourhood, the walkable catchments associated with the Glengarry Centre and Greenwood Village have an influence on the Place Types applied within this Place Neighbourhood.
- Transition Areas have been specifically located to provide appropriate interfaces to the Place Types where necessary. An R40 transition area has been located between the District Activity Centre (800m extent) and the Transit Place Types (800m extent). The transition area housing typologies will provide an appropriate response in keeping with the adjacent Urban Neighbourhood objectives.
- An R30 transition area has been located between the Suburban Place Type (800m extent) and the Place Neighbourhood boundary. The housing typologies identified for this particular Transition Area Place Type will provide an appropriate transition from Suburban Place Type to adjacent R20 development characteristics.
- The analysis recognises the quantity of cul-de-sacs in this Place Neighbourhood with a response that moderates the dwelling yield potential for multiple dwelling development in these specific locations. Development controls apply to lots in R60 and R40 density areas that have their primary orientation to a culde-sac road. This control will apply to a proportion of the development lots within the Warwick Grove District Activity Centre, Warwick Transit and Carine Glades Neighbourhood Activity Centre Place Type.
- When determining the extent of all Place Types, the walkable catchment analysis was applied to existing pedestrian pathways only. In some instances, this literal measurement technique required some minor refinements to complete some areas, respond to specific context or known constraints.



LEGEND PLACE NEIGHBOURHOOD PLACE TYPES AND TRANSITION AREAS Suburban R30 (400- 800M LAC, DAC & Transition)



R40 (0- 200m) R30 (200- 400m)

 Neighbourhood Activity Centre

 R60 (0- 200m)

 R40 (200- 400m)



 District Activity Centre

 R60 (0- 400m)

 R40 (400- 800m)

 R40 Transition Area.

TRAIN STATION/ ACTIVITY CENTRE HIERARCHY

Train Station
 District Activity Centre
 Neighbourhood Activity Centre
 Local Activity Centre

OTHER EXISTING LAND USES & COMMUNITY INFRASTRUCTURE

Public Open Space

- Environmental Conservation Public Purpose
- Urban Development
- Mixed Use
- Private Community Purpose





Figure 10 - PLACE NEIGHBOURHOOD 1: Duncraig (south)/Warwick

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2.4.2. PLACE NEIGHBOURHOOD 2: GREENWOOD (SOUTH)

Description (refer Figure 11)

Most of the Greenwood (south) Place Neighbourhood is located north of Warwick Road and west of Allenswood Road.

Greenwood Village Neighbourhood Activity Centre is a central focal point of the Place Neighbourhood and provides daily convenience needs for the community. The 400-800m walkable catchment associated with the Warwick Grove District Activity Centre has a minor influence on the south-eastern section of this Place Neighbourhood.

Adjacent Greenwood Village are mixed-use zoned lots which enhances the potential outcomes of the Neighbourhood Activity Centre as an activity generator for this Place Neighbourhood.

There are several high frequency bus stops/routes which provide transport alternatives within walkable distances for parts of the Place Neighbourhood.

Objectives

- Enhance the characteristics of the Place Neighbourhood by establishing aspirational Place Types with specific development objectives.
- Achieve a structure of Urban and Suburban place types that generate a wide and diverse range of housing choices, employment and social opportunities.
- Ensure intensification is located within a comfortable walking distance to amenity, services and facilities.
- Promote development outcomes with a desirable balance between green ratio and building plot ratio.
- Ensure that the location of proposed building typologies and intensified development is appropriate for its location and specifically responds to the Place Neighbourhood context.
- Provide housing typologies that specifically respond to the lot sizes and frontage widths evident within the Place Type.

Outcomes

- This Place Neighbourhood is predominantly Urban in character, with Suburban identified for the northern portion.
- These been determined through a detailed analysis of each Place Types walkability, through a Ped Shed analysis.
- Greenwood Village Neighbourhood Activity Centre provides the opportunity for R60 residential density within 200m (2.5min) walkable distance of the centre, which than reduces to R40 between 200m and 400m of the Centre (5min) and ultimately R30 Suburban Place Type between 400m and 800m of this centre (10min).

- R60 residential density provides for a diverse range of housing typologies in this location, achieving a level of intensification that will achieve the aspirations for this Place Type and overall Place Neighbourhood housing diversity.
- The analysis recognises the quantity of cul-de-sacs in this Place Neighbourhood with a response that moderates the dwelling yield potential for multiple dwelling development in these specific locations. Development controls apply to lots in R60 and R40 density areas that have their primary orientation to a culde-sac road. This control will apply to a proportion of the development lots within the Greenwood Village Neighbourhood Activity Centre Place Type.
- When determining the extent of all Place Types, the walkable catchment analysis was applied to the existing pedestrian pathways only. In some instances, this literal measurement technique required some minor refinements to complete some areas or respond to specific context and known constraints.

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LEGEND PLACE NEIGHBOURHOOD

[]]] PLACE TYPES AND TRANSITION AREAS Suburban



Local Activity Centre R40 (0- 200m)

R30 (200- 400m) Neighbourhood Activity Centre R60 (0- 200m)

R40 (200- 400m)



R60 (0- 400m) R40 (400-800m) // R40 Transition Area

TRAIN STATION/ ACTIVITY CENTRE HIERARCHY

Train Station District Activity Centre

Neighbourhood Activity Centre



OTHER EXISTING LAND USES & COMMUNITY INFRASTRUCTURE





Drainage/Waterway Service Commercial Additional Use Restricted Use



Figure 11- PLACE NEIGHBOURHOOD 2: Greenwood (south)

2.4.3. PLACE NEIGHBOURHOOD 3: SORRENTO

Description (refer Figure 12)

The Sorrento Place Neighbourhood is located in the area immediately east of West Coast Drive and generally west of Marmion Avenue, providing excellent access to coastal amenity.

The Place Neighbourhood is predominantly characterised by laneways with an east-west linear nature.

There are unique topographic considerations that differ across this Place Neighbourhood and will require specific responses for each development.

The Sorrento Place Neighbourhood is largely dominated by the R25 Transition Area. Whilst there are no centres or train stations located within the neighbourhood there is a small amount of R30 development that is generated by the 400-800m walkable catchments associated with the two Neighbourhood Activity Centres located outside of the Place Neighbourhood – Marmion Village Centre and Duncraig Centre.

There are limited high frequency bus stops/routes providing transport alternatives within walkable distances for part of the place neighbourhood.

Objectives

- Enhance the characteristics of the Place Neighbourhood by establishing aspirational Place Types with specific development objectives.
- Achieve a structure of Urban and Suburban Place Types that generate a wide and diverse range of housing choices, employment and social opportunities.
- Ensure intensification is located within a comfortable walking distance to amenity, services and facilities.
- Promote development outcomes with a desirable balance between green ratio and building plot ratio.
- Ensure that the location of proposed housing typologies and intensified development is appropriate for its location and specifically responds to the Place Neighbourhood context.
- Provide housing typologies that specifically respond to the lot sizes, frontage widths and vehicle access arrangements evident within the Place Type.

Outcomes

- This Place Neighbourhood is predominantly a Suburban Place Type, which has been determined through a detailed analysis of the walkability from two adjacent Local Activity Centres, through a Ped Shed analysis.
- Whilst located outside of the Sorrento Place Neighbourhood, the walkable catchments associated with the Duncraig and Marmion Village Local Activity

Centres have an influence on the Suburban Place Type applied within this Place Neighbourhood.

- Transition Areas have been specifically located to provide appropriate interfaces to the Place Types where necessary. An R25 transition area has been located between the R30 Suburban Place Type (400m extent) and the Place Neighbourhood boundary. The housing typologies identified for this particular transition type will provide an appropriate transition from Suburban Place Type to adjacent R20 development characteristics.
- The laneway road access provides the opportunity for a specific housing typology response which achieves desirable building interaction and orientation to the primary street frontage. This alternative has the potential to reduce the location of garages from the primary lot frontage and achieve activated streets through interactive building frontages.
- When determining the extent of all Place Types, the walkable catchment analysis was applied to the existing pedestrian pathways only. In some instances, this literal measurement technique required some minor refinements to complete some areas or respond to specific context and known constraints.



LEGEND



OTHER EXISTING LAND USES & COMMUNITY INFRASTRUCTURE



Mixed Use Private Community Purpose



0m 100 200m

Figure 12 - PLACE NEIGHBOURHOOD 3: Sorrento

R40 (200- 400m)



2.4.4. PLACE NEIGHBOURHOOD 4: PADBURY (SOUTH)/DUNCRAIG (NORTH)/GREENWOOD (NORTH)/KINGSLEY (SOUTH)

Description (refer Figure 13)

This Place Neighbourhood is dispersed either side of Hepburn Avenue and the Mitchell Freeway, with Marmion Avenue bordering the Place Neighbourhood to the west, all of which are major transit corridors.

Greenwood Train Station is located at the junction of Mitchell Freeway and Hepburn Avenue, which functions as a park and ride facility with no bus interchange. St Stephen's School is located on the south-western corner of this intersection and provides a community focal point for the neighbourhood.

Coolibah Plaza Local Activity Centre, Lilburne Centre (Local Activity Centre), Padbury Centre (Neighbourhood Activity Centre) and Hepburn Heights Centre (Neighbourhood Activity Centre) also influence the intensity of development within the Place Neighbourhood.

Objectives

- Enhance the characteristics of the Place Neighbourhood by establishing aspirational Place Types with specific development objectives.
- Achieve a structure of Urban and Suburban Place Types that generate a wide and diverse range of housing choices, employment and social opportunities.
- Ensure intensification is located within a comfortable walking distance to amenity, services and facilities.
- Promote development outcomes with a desirable balance between green ratio and building plot ratio.
- Ensure that the location of proposed housing typologies and intensified development is appropriate for its location and specifically responds to the Place Neighbourhood context.
- Provide housing typologies that specifically respond to the lot sizes and frontage widths evident within the Place Type.

Outcomes

- Appropriate locations for Suburban and Urban Neighbourhoods have been defined through a detailed analysis of each Place Types walkability, through a Ped Shed analysis.
- Greenwood Train Station provides limited amenity beyond its transport function and has very limited pedestrian catchment within 400m of its station platform. This reduces the potential for R60 density development associated with this Place Type. R40 development is promoted between 400m and 800m of Greenwood Train Station (10min). The pedestrian accessibility of the station has been enhanced by the

existing Freeway pedestrian overpass and Hepburn Avenue crossing locations.

- Hepburn Heights Neighbourhood Activity Centre provides the opportunity for R60 residential density within 200m (2.5min) walkable distance of the centre, which than reduces to R40 between 200m and 400m of this centre (5min) and ultimately R30 Suburban Place Type between 400m and 800m of this centre (10min).
- R60 residential density provides for a diverse range of building typologies in this location, achieving a level of intensification that will achieve the aspirations for this Place Type and overall Place Neighbourhood housing diversity.
- Whilst located outside of this Place Neighbourhood, the walkable catchments associated with the Coolibah Plaza and Lilburne Local Activity Centres have an influence on the Place Types applied within this Place Neighbourhood. These Local Activity Centres provide the opportunity for R40 residential density within 200m (2.5min) walkable distance of the centre, which than reduces to R30 between 200m and 400m of this centre (5min) and ultimately R30 Suburban Place Type between 400m and 800m (10min).
- Also located outside of this Place Neighbourhood, the walkable catchment associated with the Padbury Neighbourhood Activity Centre has an influence on the Place Types providing the opportunity for R40 residential density between 200m and 400m of this centre (5min) and R30 Suburban Place Type between 400m and 800m (10min).
- Transition Areas have been specifically located to provide appropriate interfaces to the Place Types where necessary. R30 residential density transition areas have been located between the Suburban Place Type (800m extent) and the Place Neighbourhood boundary. The building typologies identified for this particular transition type will provide an appropriate transition from Suburban Place Type to adjacent R20 development characteristics.
- R30 Transition Areas are located generally along the western boundary, in the north-eastern corner and along the southern boundary of the Place Neighbourhood where it interfaces with existing suburban areas outside of the Place Neighbourhood.
- The analysis recognises the quantity of cul-de-sacs in this Place Neighbourhood with a response that moderates the dwelling yield potential for multiple dwelling development in these specific locations. Development controls apply to lots in R60 and R40 density areas that have their primary orientation to a culde-sac road. This control will apply to a proportion of the development lots within the Greenwood Transit and Hepburn Heights Neighbourhood Activity Centre Place Type.
- When determining the extent of all Place Types, the walkable catchment analysis was applied to existing pedestrian pathways only. In some instances, this literal measurement technique required some minor refinements to complete some areas, respond to specific context or known constraints


LEGEND PLACE NEIGHBOURHOOD PLACE TYPES AND TRANSITION AREAS Suburban

R40 (200- 400m)



[____]

Transit

TRAIN STATION/ ACTIVITY CENTRE HIERARCHY Train Station

District Activity Centre Neighbourhood Activity Centre Local Activity Centre

OTHER EXISTING LAND USES & COMMUNITY INFRASTRUCTURE



Drainage/ Waterway Service Commercial Additional Use Restricted Use



Figure 13 - PLACE NEIGHBOURHOOD 4: Padbury (south)/Duncraig (north)/Greenwood (north)/Kingsley (south)

2.4.5. PLACE NEIGHBOURHOOD 5: HILLARYS/PADBURY (NORTH)/CRAIGIE/KALLAROO

Description (refer Figure 14)

This Place Neighbourhood is generally located south of Craigie Drive, west of Eddystone Avenue and around the Whitford City District Activity Centre and east of Eddystone Avenue. Marmion Avenue bisects the Place Neighbourhood.

A number of local parks are dispersed across the Place Neighbourhood providing amenity and recreational opportunities within short walkable distances.

Whitfords Avenue provides a key connection between Whitfords Train Station and Bus Interchange and the District Activity Centre, which is a major centre and influences the intensity of development across a large proportion of the Place Neighbourhood. Other centres of influence include Craigie Plaza Neighbourhood Activity Centre and Springfield Local Activity Centre as well as the Forrest Plaza Centre (Local Activity Centre), which is located within close proximity to the Place Neighbourhood.

There are several high frequency bus stops/routes which provide transport alternatives within walkable distances for parts of the Place Neighbourhood.

There is an existing ACP which guides development within the Whitfords District Activity Centre. There are also Structure Plans existing for Camberwarra and Craigie High School developments.

Objectives

- Enhance the characteristics of the Place Neighbourhood by establishing aspirational Place Types with specific development objectives.
- Achieve a structure of Urban and Suburban Place Types that generate a wide and diverse range of housing choices, employment and social opportunities.
- Ensure intensification is located within a comfortable walking distance to amenity, services and facilities.
- Promote development outcomes with a desirable balance between green ratio and building plot ratio.
- Ensure that the location of proposed housing typologies and intensified development is appropriate for its location and specifically responds to the Place Neighbourhood context.
- Provide housing typologies that specifically respond to the lot sizes and frontage widths evident within the Place Type.

Outcomes

• Appropriate locations for Suburban and Urban Neighbourhoods have been defined through a detailed

analysis of each Place Types walkability, through a Ped Shed analysis.

- Development within the Whitfords City District Activity Centre will be the guided by a separate existing ACP.
- R60 residential density provides for a diverse range of building typologies within 400m (5min) walkable distance of the District Activity Centre, which than reduces to R40 residential density between 400m and 800m of this centre (10min).
- Craigie Plaza Neighbourhood Activity Centre provides the opportunity for R60 residential density within 200m (2.5min) walkable distance of the centre, which than reduces to R40 between 200m and 400m of this centre (5min) and ultimately R30 Suburban Place Type between 400m and 800m of this centre (10min).
- Springfield Local Activity Centre provides the opportunity for R40 residential density within 200m (2.5min) walkable distance of the centre, which than reduces to R30 between 200m and 400m of this centre (5min) and ultimately R30 Suburban Place Type between 400m and 800m (10min).
- Whilst located outside of the Place Neighbourhood, the walkable catchments associated with the Beldon Neighbourhood Activity Centre and Forrest Plaza Local Activity Centre have an influence on the Place Types applied within this Place Neighbourhood.
- Transition Areas have been specifically located to provide appropriate interfaces to the Place Types where necessary. Two R30 transition areas have been located between the Suburban Place Type (800m extent) and the Place Neighbourhood boundary, and one R30 transition area is located between the District Activity Centre Place Type and the Suburban Place Type. The building typologies identified for the R30 transition type will provide an appropriate transition from the Suburban Place Type to adjacent R20 development characteristics.
- The analysis recognises the quantity of cul-de-sacs in this Place Neighbourhood with a response that moderates the dwelling yield potential for multiple dwelling development in these specific locations. Development controls apply to lots in R60 and R40 density areas that have their primary orientation to a culde-sac road. This control will apply to a proportion of the development lots within the Whitfords City District Activity Centre and Craigie Plaza Neighbourhood Activity Centre Place Type.
- When determining the extent of all Place Types, the walkable catchment analysis was applied to existing pedestrian pathways only. In some instances, this literal measurement technique required some minor refinements to complete some areas, respond to specific context or known constraints.





Figure 14 - PLACE NEIGHBOURHOOD 5: Hillarys/Padbury (north)/Craigie/Kallaroo

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2.4.6. PLACE NEIGHBOURHOOD 6: WOODVALE (SOUTH)/KINGSLEY (NORTH)

Description (refer Figure 15)

This Place Neighbourhood straddles Whitfords Avenue and extends from the Whitfords Train Station and Bus Interchange / Mitchell Freeway in the west to Duffy Terrace in the east.

The Woodvale Boulevard Neighbourhood Activity Centre is centrally located within the Place Neighbourhood at the intersection of Whitfords Avenue and Trappers Drive. This centre is a main point of activity for the Place Neighbourhood providing local convenience services.

The Whitfords Train Station and Bus Interchange located at the western extent of the Place Neighbourhood, offering train and bus services, provides a well-integrated transport movement network.

Kingsley Centre (Neighbourhood Activity Centre) and the Moolanda Village Local Activity Centre is located outside the Place Neighbourhood, however is another centre driving the intensity of development within this Place Neighbourhood.

Community uses such as St. Luke's Catholic Primary School, Woodvale Public Library and Woodvale Primary and Secondary Schools (located immediately adjacent the Place Neighbourhood) also service the area.

A number of local parks are dispersed across and adjacent the Place Neighbourhood providing amenity and recreational opportunities within short walkable distances.

There are several high frequency bus stops/routes which provide transport alternatives within walkable distances for parts of the Place Neighbourhood.

Objectives

- Enhance the characteristics of the Place Neighbourhood by establishing aspirational Place Types with specific development objectives.
- Achieve a structure of Urban and Suburban Place Types that generate a wide and diverse range of housing choices, employment and social opportunities.
- Ensure intensification is located within a comfortable walking distance to amenity, services and facilities.
- Promote development outcomes with a desirable balance between green ratio and building plot ratio.
- Ensure that the location of proposed housing typologies and intensified development is appropriate for its location and specifically responds to the Place Neighbourhood context.
- Provide housing typologies that specifically respond to the lot sizes and frontage widths evident within the Place Type.

Outcomes

- Appropriate locations for Suburban and Urban Neighbourhoods have been defined through a detailed analysis of each Place Types walkability, through a Ped Shed analysis.
- Whitfords Train Station provides limited amenity beyond its transport function and has very limited pedestrian catchment within 400m of its station platform. This reduces the potential for R60 density development associated with this Place Type. R40 development is achieved between 400m and 800m of Greenwood Train Station (10min).
- Woodvale Boulevard Neighbourhood Activity Centre provides the opportunity for R60 residential density within 200m (2.5min) walkable distance of the centre, which than reduces to R40 between 200m and 400m of this centre (5min) and ultimately R30 Suburban Place Type between 400m and 800m of this centre (10min).
- R60 residential density provides for a diverse range of housing typologies in this location, achieving a level of intensification that will achieve the aspirations for this Place Type and overall Place Neighbourhood housing diversity.
- Whilst located outside of this Place Neighbourhood, the walkable catchments associated with the Kingsley Centre Neighbourhood Activity Centre and Moolanda Local Activity Centre have an influence on the Place Types applied within this Place Neighbourhood. These two centres provide the opportunity for R30 Suburban Place Type between 400m and 800m (10min) walkable catchment.
- The analysis recognises the quantity of cul-de-sacs in this Place Neighbourhood with a response that moderates the dwelling yield potential for multiple dwelling development in these specific locations. Development controls apply to lots in R60 and R40 density areas that have their primary orientation to a culde-sac road. This control will apply to a proportion of the development lots within the Woodvale Boulevard Neighbourhood Activity Centre Place Type and Moolanda Local Activity Centre Place Type.
- When determining the extent of all Place Types, the walkable catchment analysis was applied to existing pedestrian pathways only. In some instances, this literal measurement technique required some minor refinements to complete some areas, respond to specific context or known constraints.



LEGEND PLACE NEIGHBOURHOOD



Figure 15 - PLACE NEIGHBOURHOOD 6: Woodvale (south)/Kingsley (north)

2.4.7. PLACE NEIGHBOURHOOD 7: BELDON/HEATHRIDGE (SOUTH)

Description (refer Figure 16)

This Place Neighbourhood is located west of Edgewater Train Station and the Mitchell Freeway and extends west towards Belridge City Neighbourhood Activity Centre and Belridge Senior High School. Ocean Reef Road runs in an east-west direction bisecting the Place Neighbourhood.

Edgewater Train Station and Belridge City Neighbourhood Activity Centre are the two main activity generators within the Place Neighbourhood. The Beldon Centre (Neighbourhood Activity Centre), whilst located outside of the boundary of the Place Neighbourhood, also influences the development intensity within the Place Neighbourhood.

Edgewater Train Station provides an extensive park-n-ride facility on the eastern side of the Mitchell Freeway. The land to the east to the of Edgewater Station is zoned 'Centre' under LPS No. 3 and falls within the Joondalup ACP area. This area consists predominantly of showroom development presently.

A number of local parks are dispersed across or adjacent the Place Neighbourhood, providing amenity and recreational opportunities within short walkable distances.

There are several high frequency bus stops/routes which provide transport alternatives within walkable distances for parts of the Place Neighbourhood.

Objectives

- Enhance the characteristics of the Place Neighbourhood by establishing aspirational Place Types with specific development objectives.
- Achieve a structure of Urban and Suburban Place Types that generate a wide and diverse range of housing choices, employment and social opportunities.
- Ensure intensification is located within a comfortable walking distance to amenity, services and facilities.
- Promote development outcomes with a desirable balance between green ratio and building plot ratio.
- Ensure that the location of proposed housing typologies and intensified development is appropriate for its location and specifically responds to the Place Neighbourhood context.
- Provide housing typologies that specifically respond to the lot sizes and frontage widths evident within the Place Type.

Outcomes

• Appropriate locations for Suburban and Urban Neighbourhoods have been defined through a detailed analysis of each Place Types walkability, through a Ped Shed analysis.

- Edgewater Train Station provides limited amenity beyond its transport function and has limited pedestrian catchment within 400m of its station platform. This reduces the potential for R60 density development associated with this Place Type. R40 development is achieved between 400m and 800m of Edgewater Train Station (10min). The pedestrian accessibility of the station has been enhanced by the existing Freeway pedestrian overpass.
- Belridge City Neighbourhood Activity Centre provides the opportunity for R60 residential density within 200m (2.5min) walkable distance of the centre, which then reduces to R40 between 200m and 400m of this centre (5min) and ultimately R30 Suburban Place Type between 400m and 800m of this centre (10min).
- R60 residential density provides for a diverse range of housing typologies in this location, achieving a level of intensification that will achieve the aspirations for this Place Type and overall Place Neighbourhood housing diversity.
- Whilst located outside of this Place Neighbourhood, the walkable catchment associated with the Beldon Neighbourhood Activity Centre has an influence on the Place Types applied within this Place Neighbourhood, providing the opportunity for R30 Suburban Place Type between 400m and 800m (10min) walkable distance of the centre.
- Transition Areas have been specifically located to provide appropriate interfaces to the Place Types where necessary. An R30 residential density transition area has been located between the Transit Place Type (800m extent) and the Place Neighbourhood boundary. The housing typologies identified for this particular transition type will provide an appropriate transition to adjacent R20 development characteristics.
- An additional R30 Transition Area is located generally along the western boundary, where it provides and interface between R30 Suburban Place Type and the Belridge Senior High School.
- The analysis recognises the quantity of cul-de-sacs in this Place Neighbourhood with a response that moderates the dwelling yield potential for multiple dwelling development in these specific locations. Development controls apply to lots in R60 and R40 density areas that have their primary orientation to a culde-sac road. This control will apply to a proportion of the development lots within the Edgewater Transit and Belridge City Neighbourhood Activity Centre Place Types.
- When determining the extent of all Place Types, the walkable catchment analysis was applied to existing pedestrian pathways only. In some instances, this literal measurement technique required some minor refinements to complete some areas, respond to specific context or known constraints.



LEGEND PLACE NEIGHBOURHOOD PLACE TYPES AND TRANSITION AREAS Suburban R30 (400- 800M LAC, DAC & Transition)



R60 (0- 200m) R40 (200- 400m) Transit R60 (0- 400m) R40 (400- 800m) R40 Transition Area

[]]]]

R60 (0- 400m)

R40 (400- 800m) 7 R40 Transition Area

TRAIN STATION/ ACTIVITY CENTRE HIERARCHY Train Station

District Activity Centre Neighbourhood Activity Centre Local Activity Centre

OTHER EXISTING LAND USES & COMMUNITY INFRASTRUCTURE

Public Open Space Environmental Conservation Public Purpose Urban Development Mixed Use

Private Community Purpose





Figure 16 - PLACE NEIGHBOURHOOD 7: Beldon/Heathridge (south)

2.4.8. PLACE NEIGHBOURHOOD 8: EDGEWATER/WOODVALE (NORTH)

Description (refer Figure 17)

Located to the east of Edgewater Train Station and the Mitchell Freeway, this Place Neighbourhood is generally bounded by Joondalup Drive and Trappers Drive to the west, Yellagonga Regional Park to the east, Timberlane Drive to the south and Treetop Avenue to the north. Ocean Reef Road extends in an east-west direction through the Place Neighbourhood.

Edgewater Train Station and the Edgewater Centre (Local Activity Centre) are the two main generators of activity within the Place Neighbourhood. The Woodvale Centre (Neighbourhood Activity Centre), whilst located outside of the Place Neighbourhood, also influences the development intensity within the southern portion of the Place Neighbourhood.

Edgewater Train Station provides an extensive park-n-ride facility on the eastern side of Mitchell Freeway. The land to the east of the Edgewater Station is zoned 'Centre' and forms part of the Joondalup ACP area.

Local amenity is provided in the way of Yellagonga Regional Park and Woodvale Nature Reserve, located adjacent to the east of the Place Neighbourhood. These areas provide significant amenity, environmental benefits and recreational opportunities for the community.

Objectives

- Enhance the characteristics of the Place Neighbourhood by establishing aspirational Place Types with specific development objectives.
- Achieve a structure of Urban and Suburban Place Types that generate a wide and diverse range of housing choices, employment and social opportunities.
- Ensure intensification is located within a comfortable walking distance to amenity, services and facilities.
- Promote development outcomes with a desirable balance between green ratio and building plot ratio.
- Ensure that the location of proposed building typologies and intensified development is appropriate for its location and specifically responds to the Place Neighbourhood context.
- Provide housing typologies that specifically respond to the lot sizes and frontage widths evident within the Place Type.

Outcomes

• Appropriate locations for Suburban and Urban Neighbourhoods have been defined through a detailed analysis of each Place Types walkability, through a Ped Shed analysis.

- Edgewater Train Station provides limited amenity beyond its transport function and has very limited pedestrian catchment within 400m of its station platform. This removes the potential for R60 density development associated with this Place Type. R40 development is achieved between 400m and 800m of Edgewater Train Station (10min).
- Edgewater Local Activity Centre provides the opportunity for R40 residential density within 200m (2.5min) walkable distance of the centre, which then reduces to R30 between 200m and 400m of this centre (5min) and ultimately becoming the Suburban Place Type between 400m and 800m walkable distance of this centre (10min).
- R40 residential density provides for a diverse range of housing typologies in this location, achieving a level of intensification that will achieve the aspirations for this Place Type and overall Place Neighbourhood housing diversity.
- Whilst located outside of this Place Neighbourhood, the walkable catchment associated with the Woodvale Neighbourhood Activity Centre has an influence on the Place Types applied within this Place Neighbourhood, providing the opportunity for R60 residential density within 200m (2.5min) walkable distance of the centre, which then reduces to R40 between 200m and 400m of this centre (5min) and ultimately R30 Suburban Place Type between 400m and 800m of this centre (10min).
- Transition Areas have been specifically located to provide appropriate interfaces to the Place Types where necessary. An R30 residential density transition area has been located between the Transit Place Type (800m extent) and the Place Neighbourhood boundary. The building typologies identified for this particular transition type will provide an appropriate transition to adjacent R20 development characteristics.
- The analysis recognises the quantity of cul-de-sacs in this Place Neighbourhood with a response that moderates the dwelling yield potential for multiple dwelling development in these specific locations. Development controls apply to lots in R60 and R40 density areas that have their primary orientation to a culde-sac road. This control will apply to a proportion of the development lots within the Edgewater Transit, Woodvale Neighbourhood Activity Centre and Edgewater Local Activity Centre Place Types.
- When determining the extent of all Place Types, the walkable catchment analysis was applied to existing pedestrian pathways only. In some instances, this literal measurement technique required some minor refinements to complete some areas, respond to specific context or known constraints.



LEGEND PLACE NEIGHBOURHOOD PLACE TYPES AND TRANSITION AREAS Suburban R30 (400- 800M LAC, DAC & Transition) Data Transition



 Reighbourhood Activity Centre

 R60 (0- 200m)

 R40 (200- 400m)

Transit R60 (0- 400m) R40 (400- 800m)



R60 (0- 400m) R40 (400- 800m) R40 Transition Area

TRAIN STATION/ ACTIVITY CENTRE HIERARCHY



OTHER EXISTING LAND USES & COMMUNITY INFRASTRUCTURE

Public Open Space Environmental Conservation

Public Purpose

Urban Development

Mixed Use Private Community Purpose Drainage/ Waterway Service Commercial Additional Use R Restricted Use



Figure 17 - PLACE NEIGHBOURHOOD 8: Edgewater/Woodvale (north)



2.4.9. PLACE NEIGHBOURHOOD 9: HEATHRIDGE

Description (refer Figure 18)

This Place Neighbourhood is located south of Hodges Drive, east of Marmion Avenue, west of the Mitchell Freeway and generally bounded by Poseidon Road / Caridean Street to the south.

There are no generators of activity within this Place Neighbourhood, however the Connolly Centre and the Heathridge Centre (both Neighbourhood Activity Centres) are located to the north and south respectively and result in walkable neighbourhoods permeating the area.

Poseidon Primary School and Heathridge Primary School (located immediately to the south of the Place Neighbourhood), in addition to various areas of open space within, and immediately outside of the Place Neighbourhood provide amenity and community facilities for existing residents.

There are several high frequency bus stops/routes which provide transport alternatives within walkable distances for parts of the Place Neighbourhood.

Objectives

- Enhance the characteristics of the Place Neighbourhood by establishing aspirational Place Types with specific development objectives.
- Achieve a structure of Urban and Suburban Place Types that generate a wide and diverse range of housing choices, employment and social opportunities.
- Ensure intensification is located within a comfortable walking distance to amenity, services and facilities.
- Promote development outcomes with a desirable balance between green ratio and building plot ratio.
- Ensure that the location of proposed housing typologies and intensified development is appropriate for its location and specifically responds to the Place Neighbourhood context.
- Provide housing typologies that specifically respond to the lot sizes and frontage widths evident within the Place Type.

Outcomes

- Appropriate locations for Suburban and Urban Neighbourhoods have been defined through a detailed analysis of each Place Types walkability, through a Ped Shed analysis.
- R60 and R40 residential density provides for a diverse range of housing typologies in this location, achieving a level of intensification that will achieve the aspirations for this Place Type and overall Place Neighbourhood housing diversity.
- Whilst located outside of this Place Neighbourhood, the walkable catchment associated with the Heathridge and

Connolly Neighbourhood Activity Centres have an influence on the Place Types applied within this Place Neighbourhood, providing the opportunity for R60 residential density within 200m (2.5min) walkable distance of the centres, which then reduces to R40 between 200m and 400m of the centres (5min) and ultimately R30 Suburban Place Type between 400m and 800m walkable distance of the centres (10min).

- Transition Areas have been specifically located to provide appropriate interfaces to the Place Types where necessary. An R30 residential density transition area has been located between the Suburban Place Type (800m extent) and the western Place Neighbourhood boundary. The building typologies identified for this particular transition type will provide an appropriate transition to adjacent R20 development characteristics.
- The analysis recognises the quantity of cul-de-sacs in this Place Neighbourhood with a response that moderates the dwelling yield potential for multiple dwelling development in these specific locations. Development controls apply to lots in R60 and R40 density areas that have their primary orientation to a culde-sac road. This control will apply to a proportion of the development lots within the Heathridge and Connolly Neighbourhood Activity Centres.
- When determining the extent of all Place Types, the walkable catchment analysis was applied to existing pedestrian pathways only. In some instances, this literal measurement technique required some minor refinements to complete some areas, respond to specific context or known constraints



LEGEND

PLACE NEIGHBOURHOOD

PLACE TYPES AND TRANSITION AREAS

Suburban











R60 (0- 200m) R40 (200- 400m)



[____]



R60 (0- 400m) R40 (400- 800m) R40 Transition Area



TRAIN STATION/ ACTIVITY CENTRE HIERARCHY

Train Station District Activity Centre

Neighbourhood Activity Centre

Local Activity Centre

OTHER EXISTING LAND USES & COMMUNITY INFRASTRUCTURE







- Urban Development
- Mixed Use
- Private Community Purpose



Drainage/ Waterway Service Commercial Additional Use Restricted Use



Figure 18 - PLACE NEIGHBOURHOOD 9: Heathridge



2.4.10. PLACE NEIGHBOURHOOD 10: JOONDALUP

Description (refer Figure 19)

The Joondalup Place Neighbourhood is located immediately to the south-east of the Burns Beach Road and Mitchell Freeway intersection, adjacent the Currambine Train Station.

The Currambine Train Station provides the only generator of activity for this Place Neighbourhood and is easily accessed by pedestrian movement from the east via a dedicated footbridge. On street parking pressures are evident in local access streets associated with this location.

Nanika Park and Blue Lake Park are located immediately to the south-east of the Place Neighbourhood and provide recreational amenity for the community.

Objectives

- Enhance the characteristics of the Place Neighbourhood by establishing aspirational Place Types with specific development objectives.
- Achieve a structure of Urban and Suburban Place Types that generate a wide and diverse range of housing choices, employment and social opportunities.
- Ensure intensification is located within a comfortable walking distance to amenity, services and facilities.
- Promote development outcomes with a desirable balance between green ratio and building plot ratio.
- Ensure that the location of proposed housing typologies and intensified development is appropriate for its location and specifically responds to the Place Neighbourhood context.
- Provide housing typologies that specifically respond to the lot sizes and frontage widths evident within the Place Type.

Outcomes

- Appropriate locations for Transit Place Type have been defined through a detailed analysis of the Currambine Train Station walkability through a Ped Shed analysis.
- Currambine Train Station provides the opportunity for R60 residential density within 400m (5min) walkable distance of the Station Platform, which then reduces to R40 between 400m and 800m of this hub (10min).
- R60 residential density provides for a diverse range of housing typologies in this location, achieving a level of intensification that will achieve the aspirations for this Place Type and overall Place Neighbourhood housing diversity.
- Transition Areas have been specifically located to provide appropriate interfaces to the Place Types where necessary. An R40 residential density transition area has been located between the Transit Place Type (800m extent) and the Place Neighbourhood boundary. The housing typologies identified for this particular transition

type will provide an appropriate transition to adjacent R20 development characteristics.

- The analysis recognises the quantity of cul-de-sacs in this Place Neighbourhood with a response that moderates the dwelling yield potential for multiple dwelling development in these specific locations. Development controls apply to lots in R60 and R40 density areas that have their primary orientation to a culde-sac road. This control will apply to a large proportion of the development lots within the Currambine Transit Place Type.
- When determining the extent of all Place Types, the walkable catchment analysis was applied to existing pedestrian pathways only. In some instances, this literal measurement technique required some minor refinements to complete some areas, respond to specific context or known constraints.

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LEGEND PLACE NEIGHBOURHOOD PLACE TYPES AND TRANSITION AREAS Suburban



Figure 19 - PLACE NEIGHBOURHOOD 10: Joondalup

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PART TWO LOCAL PLANNING POLICY TECHNICAL REQUIREMENTS SECTION THREE GENERAL DEVELOPMENT CONTROLS

SECTION THREE - GENERAL DEVELOPMENT CONTROLS

Section Three is divided into two sub-sections as follows:

 Section 3.1 General Development Controls – Place Neighbourhoods: applies to all development within the Place Neighbourhoods.

In addition to the general development controls contained in Section 3.1,

 Section 3.2 General Development Controls – Place Neighbourhoods (except District Activity Centre R60 (0-400m) and Transit R60 (0-400m) Place Types): applies to all development within the Place Neighbourhoods, with the exception of land identified as District Activity Centre R60 (0-400m) and Transit R60 (0-400m) Place Types.

Where development proposals within the District Activity Centre R60 (0-400m) and Transit R60 (0-400m) Place Types are not required to comply with the General Development Controls as outlined in Section 3.2 of this LPP, the development must comply with the requirements of SPP 7.3, Vol. 2.

This Section includes the following sections to inform assessment of applications for development approval:

- A **Purpose** that explains why meeting the Objective is mandatory and contributes to the vision of the Place Neighbourhood.
- A statement of **Intent** that explains the intended outcome and why it is important.
- **Objectives** that define the intended outcome. These Objectives need to be met for all development proposals.
- Acceptable Outcomes that are specific measures and outcomes to assist in meeting the Objective. Acceptable Outcomes identified in *'italics' are mandatory provisions incorporated in LPS No. 3.*

.This section should be read in conjunction with Section Four - Housing Typology Controls and Section Five -Transition Area Controls. Where there is any inconsistency between the General Development Controls of Section Three and Typology Controls of Sections Four and Five of this LPP, the controls of Sections Four and Five prevail.

3.1 GENERAL DEVELOPMENT CONTROLS – PLACE NEIGHBOURHOODS

3.1.1. URBAN DESIGN

Purpose:

- 1. Protect and enhance the unique aesthetic character of the Place Neighbourhoods.
- 2. Support high quality streets and public spaces.
- 3. Encourage architecture that blends harmoniously with the natural surroundings and neighbourhood development.
- 4. Encourage economically sound and environmentally sensitive development.

Intent:

The general development controls are not intended to stifle innovative design or creativity. Instead they are intended to serve as the minimum development controls necessary to ensure that new development and redevelopment meets the purposes described in this LPP.

3.1.1.1 COMPATIBLE INFILL

Objectives:

 Protect the integrity and coherence of the Place Neighbourhood Vision, whilst considering the resultant impacts on the amenity of existing residential development. • The Place Types encourage a distinct rhythm of massing, scale and siting. Housing should not deviate from these elements and should not unduly impact on adjoining existing development.

Acceptable Outcomes:

- Infill development should relate to and strengthen the Purpose and Design Principles of the Place Type, and should appear as complementary to the desired character of the Place Neighbourhood.
- b. Lot size and building massing, siting, and height must correspond to, and complement, the desired rhythm of the Place Type whilst having regard to possible impact on adjoining existing development.

3.1.1.2 DEVELOPMENT CONTEXT

Objectives:

- Ensure individual development proposals acknowledge their context to achieve an integrated development precinct.
- Development shall be cognisant of the suburban nature of the areas outside of the Place Neighbourhoods and ensure that impacts on these areas are minimised.

Acceptable Outcomes:

a. Design of individual sites should be responsive to neighbouring sites, the public realm and provide a positive contribution to the Place Neighbourhood as a whole.

3.1.1.3 PUBLIC DOMAIN INTERFACE

Objectives:

- Contribute to the activation and vitality of the public realm.
- Promote building interfaces that support interesting, attractive, safe streets and public spaces for residents, workers, commuters and visitors.
- Buildings shall enhance the hierarchical system of landscaped streets and public spaces that give expression and character to the public domain.

- Ensure building design facilitates the creation of street level activity and visual connections between internal areas of buildings and the external public realm.
- Encourage opportunities for casual surveillance from buildings into the public realm that are sympathetic to the desired character for the area.
- Maintain a clear but integrated distinction between the public and private realm.

Acceptable Outcomes:

- a. Developments on corner lots should address both the primary and secondary streets and/or public realm and include strong architectural expression.
- Where Pedestrian Access Ways (PAWs) are located, adjacent buildings should achieve appropriate surveillance of these spaces.
- c. Blank walls, vehicle access and building services (e.g. bin store, booster hydrant) should not exceed 20% of the total lot frontage to the public realm, except for developments with two street frontages, where no blank walls will be permitted to either street frontage.

3.1.1.4 LOT SUBDIVISION

Objectives:

- Contribute to the neighbourhood character by facilitating suitable building typologies and street interfaces in particular Place Types.
- Achieve appropriate standards for specific Place Types to set desirable streetscape attractiveness.

Acceptable Outcomes:

- a. A minimum lot frontage of 10.0m is required to all development (measured at the primary street setback line), except for:
 - i. Terraces, development on laneways and rear accessway building typologies on R25 and R30 lots, where a minimum lot frontage of 7.5m is permitted.

ii. Terraces, development on laneways and rear accessway building typologies on R40 and R60 lots, where a minimum lot frontage of 6.0m is permitted.

3.1.2. LANDSCAPE QUALITY

Purpose:

- Recognise the importance of trees and other landscaping and their contribution to health, welfare, beauty, safety and general well-being in all areas within the Place Neighbourhoods.
- 2. Establish reasonable minimum standards governing the preservation, planting, and protection of trees and other landscaping.
- 3. Maintain the aesthetic quality of the community as a whole.
- 4. Moderate climate and reduce energy costs.
- 5. Mitigate the negative impact of noise, glare, air and water pollution.

Intent:

To create standards that encourage the preservation of existing vegetation and guide appropriate mitigation. Trees are an extremely important resource and provide the City with some of its unique and defining characteristics. Great care should be taken to integrate new development into the existing landscape, and to preserve natural vegetation where possible.

Objectives:

- Achieve an attractive landscape environment that is complementary to the wider neighbourhood while allowing for variation between Place Types.
- To ensure the provision of trees and gardens which contribute to the ecology, character and amenity of the Place Neighbourhoods.
- To ensure the retention of existing street trees (where appropriate) and optimise the availability of verge space to increase street tree provision.

- To provide access to functional and usable landscape areas for residents that are suitable for the purposes of relaxation and entertaining.
- To provide the opportunity to retain appropriate existing trees within a site to minimise loss of suburban urban tree canopies across the Place Neighbourhoods.

3.1.2.1 PAVING

Acceptable Outcomes:

- a. Quantity of paving and concrete should be minimised generally in favour of soft landscape to reduce radiant heat build-up.
- b. Permeable paving is encouraged to capture stormwater discharge into ground water.
- c. Where practical, driveways are to be constructed from permeable paving.

3.1.3. BUILT FORM AND SCALE

Purpose:

- Distribute building massing and heights depending upon distance from the identified centres and sensitively transitioning to lower scale Suburban Neighbourhoods.
- 2. Establish appropriate building setbacks to provide considerable landscaping areas that contribute to the leafy green character of the Place Neighbourhoods and soften the impact of the new built form on established streetscapes.

Intent:

The buildings proposed throughout the Place Neighbourhoods are designed to optimise the experience at street level whilst creating landmark buildings and appropriate intensity at key centres throughout the area.

3.1.3.1 BUILDING DESIGN PROVISIONS

Objectives:

- Achieve development form, scale and character that is appropriate to the context and the existing and planned character of the Place Neighbourhood, while moderating impacts on neighbouring properties.
- To create streetscapes framed with appropriate building form in keeping with the desired character of the Place Neighbourhood.
- Achieve building outcomes that promote excellent amenity for their interface to the public realm and for all neighbouring properties.

3.1.3.1.1 PRIMARY DEVELOPMENT CONTROLS

Acceptable Outcomes:

Where development is proposed that does not align a. with a Housing Typology contained in Sections 4 and 5 of this LPP, the General Development Controls in Section 3 along with the Primary Development Controls contained in **Table 1** shall apply:

3.1.3.2 INTENSIFICATION WITHIN CUL-DE-SACS

Objectives:

- To ensure that residential intensity is focussed on appropriately designed streets that provide suitable opportunity for access/egress and on-street parking.
- To minimise the impact of residential intensity on suburban non-through roads.

Acceptable Outcomes:

- Notwithstanding the provisions of SPP 7.3, Vol. 2, a. where a site with a residential density code of R40 or greater has its primary street frontage to a cul-de-sac, the development of multiple dwellings on that site:
 - Is required to demonstrate compliance with the i. average site area per dwelling requirement specified for a single house or grouped dwelling for the applicable density coding as specified by SPP 7.3, Vol. 2; and

ii. Shall not be subject to maximum plot ratio requirements specified by SPP 7.3, Vol. 2.

Note: definition for a cul-de-sac / non-through road and through-road is illustrated in Figure 20 below (indicative scenario only).



LEGEND

THROUGH ROAD

CUL DE SAC/ NON THROUGH ROAD

Figure 20 - Cul-de-sac & through road example

Table 1 - Primary Development Controls

CONTROL	R-CODE DENSITY R25	R-CODE DENSITY R30	R-CODE DENSITY R40	R-CODE DENSITY R60					
LANDSCAPE QUALITY	Refer General Development Controls for General Design Provisions								
BUILT FORM & SCALE	Refer General Development Controls for General Design Provisions								
Street Setback	R-Codes	R-Codes	R-Codes	R-Codes					
Side Setback to Dwelling and Garage	Setback distance: R-Codes	Setback distance: R-Codes	Setback distance: R-Codes	Setback distance: R-Codes					
– Detached streetscape proposal	Buildings built up to boundary not permitted	Dwellings built up to boundary not permitted Garages built up to a boundary to maximum 7.0m length permitted	up to Nil permitted for ground only to max 50% of one lot bour rmitted p to a num 7.0m tted						
Side Setback to Dwelling and Garage	Setback distance: R-Codes	1.5 ground 1.5 up	Nil ground nil upper						
– Attached streetscape proposal	Buildings built up to boundary not permitted Garages built up to a boundary to maximum 7.0m length permitted	Nil ground nil uppe Dwellings built up to o Garages built up to a bound: perm	Buildings built up to both boundaries permitted Garages built up to a boundary to maximum 7.0m length permitted						
Rear Setback	3.0 ground 6.0 upper	3.0 ground 6.0 upper	1.5 ground 3.0 upper	1.5 ground 3.0 upper					
Building Height	Max 2 storeys	Max 2 storeys	Max 2 storeys	Min 2 Storeys Max 3 Storeys					
SUSTAINABILITY & AMENITY	Refer General Development Controls for General Design Provisions								
ACCESS & PARKING	Refer General Development Controls for General Design Provisions								

3.1.3.3 GARAGES

Acceptable Outcomes:

- a. Where an enclosed garage faces a street and adjoins a dwelling, the garage shall be at least 0.5m behind the dwelling alignment.
- b. The width of an enclosed garage and its supporting structures facing the primary street is not to occupy more than 50% of the frontage at the setback line as viewed from the street. This may be increased to 60% where an upper floor habitable room with a major opening or balcony extends for the full width of the garage and the entrance to the dwelling is clearly visible from the primary street.
- c. Where a dwelling does not orient to a primary street, the garage shall be located behind the dwelling building line and not face the primary street.

3.1.3.4 SITE PLANNING, ORIENTATION AND SETBACKS

Objectives:

- Building orientation must consider the site, the street and neighbouring buildings to maximise residential amenity, including urban form to the street, landscape area, tree provision/retention, solar access and visual privacy.
- Dwellings are to be designed to respond to passive solar design principles, including orienting outdoor and indoor living spaces towards north, orienting mass and windows to capture prevailing breezes and controlling solar access to the west and east to limit heat gain.

3.1.3.5 SOLAR ACCESS FOR ADJOINING SITES

Objectives:

• To limit overshadowing on neighbouring outdoor living areas, major openings and solar collectors.

Acceptable Outcomes:

- a. Where a development site shares its southern boundary with any other adjoining property, its shadow cast at midday 21 June shall not exceed the following limits:
 - *i.* on adjoining properties coded R50 or greater 40% of the site area.
 - *ii.* on adjoining properties coded R30 to R40 inclusive 35% of the site area.
 - iii. on adjoining properties coded R25 and lower 25% of the site area.
- b. Generic building separation distances as defined by SPP 7.3, Vol 2 are appropriate as a default position.

3.1.4. SUSTAINABILITY AND AMENITY

Purpose:

- 1. Efficiently and effectively conserve resources in an innovative manner.
- 2. Achieve the LPP's objective of compact sustainable urban form.

Intent:

Minimise the impact of development on solar access to the public realm and neighbouring development.

3.1.4.1 CLIMATE RESPONSIVE DESIGN

Objectives:

- To provide high performance buildings that minimise energy use, conserve water, reduce waste and maximise comfort for occupants.
- Achieve indoor and outdoor living areas that have adequate access to sun during winter and effective shading in summer.
- Ensure buildings operate at a high level of efficiency with dwellings each benefiting from a reduction in mechanical cooling and heating costs.

3.1.5. ACCESS AND PARKING

Purpose:

- 1. Ensure the provision of adequate parking and access for vehicles and bicycles.
- Ensure that parking needs of new development is met, while being designed and located in a manner consistent with the desired character, availability of public transport and development patterns of the community.
- 3. Ensure the safe and convenient vehicular and pedestrian traffic access and circulation in and through Place Neighbourhoods.

Intent:

To create standards that ensure resident parking is adequate and provided in a manner that does not detract from the amenity of the public realm. To ensure adequate visitor parking is provided without comprising the ability to deliver sufficient landscape areas on-site and street trees within the verge.

Objectives:

- Car parking provision is appropriate to the location, with reduced provision possible in areas that are highly walkable and have good access to public transport.
- Vehicle access points are designed and located to enable convenient, efficient and safe vehicle access and egress within a functional and attractive landscape.
- Achieve crossovers and on-site parking areas that do not have a negative visual and environmental impact on amenity and the streetscape.
- Achieve visitor parking that is accessible at all times and located outside of any security barrier.
- Where provided, on-street visitor parking bays to be provided on the road pavement, and not in embayed parking to guarantee space for street trees, and to provide mobile traffic calming devices to slow vehicle speeds in local streets.

Acceptable Outcomes:

- a. All access crossovers shall be limited to a maximum width of:
 - *i.* 3.0m for a single width enclosed garage, except where development yield exceeds 10 dwellings (then a 6.0m crossover will be considerable).
 - 4.5m for double width enclosed garage, except where development yield exceeds 10 dwellings (then a 6.0m crossover will be considered).
- Visitor parking shall be provided for all single, grouped and multiple dwelling types, at a rate of 0.25 bays per dwelling (rounded up to the next whole number).
- c. One visitor parking space may be located on-street immediately adjacent to the development site, when the development is located on an Access Street (as identified in the City of Joondalup Road Hierarchy Plan). Where the road type or available road frontage does not permit on-street parking or other constrains or impediments, then all parking shall be provided onsite. The city will consider on a case by case basis.
- d. Resident parking ratios shall be in accordance with Location A (SPP 7.3) where:
 - *i.* Development is within an 800m walkable catchment of a train station within or adjacent a Place Neighbourhood.
 - *ii.* Development is within an 200m walkable catchment of a high frequency bus stop.

Note: walkable catchments shall be measured along existing pedestrian infrastructure routes using a ped shed analysis.

- e. Crossovers should not interfere with existing or proposed street trees, or the levels of pavement.
- f. Footpaths should be maintained as the priority movement, with crossovers and car park entries terminating at the footpath. Where vehicle crossovers are agreed with the City and cross a key pedestrian route, appropriate measures to promote pedestrian safety shall be included to minimise conflict between pedestrians and vehicle traffic.

- g. Car park entries, service areas and bin refuse collection points should be integrated into the development of each lot and screened from the public realm.
- For trees within on-site parking areas to be credited against the development's Landscape Area requirements, the Landscape Area criteria should be met.
- The City may require a Traffic and/or Parking assessment for multiple dwelling applications to demonstrate traffic impacts on adjacent streets and neighbouring residents.

3.2 GENERAL DEVELOPMENT CONTROLS - PLACE NEIGHBOURHOODS (EXCEPT DAC R60 (0-400M) AND TRANSIT R60 (0-400M)

3.2.1. URBAN DESIGN

3.2.1.1 PUBLIC DOMAIN INTERFACE

Acceptable Outcomes:

- a. For single, grouped and multiple dwelling development, Public Domain Interface Objectives should be consistent with SPP 7.3, Vol 2 Element Objectives and the following Acceptable Outcomes:
 - i. A 3.6.1ii. A 3.6.3iii. A 3.6.4
 - iv. A 3.6.7
 - v. A 3.6.8

3.2.2. LANDSCAPE QUALITY

3.2.1.2 LANDSCAPE AREA

Acceptable Outcomes:

a. Each lot must have a minimum Landscape Area as a percentage (%) of the lot area. This area forms a component of the Private Open Space.

Lot Area (m²)	Minimum Landscape Area
0 – 300m²	20%
301 – 400m²	25%
401 – 500m²	30%
> 500m ²	35%

- b. Where common property is applicable, then the common property land area shall also be included in the Lot Area (calculations above), as distributed proportionally to each lot.
- c. Permeable paving or decking within a Landscape Area is permitted provided it does not exceed 20% of the Landscape Area and will not inhibit the planting and growth of adjacent trees in the Landscape Area.
- d. The minimum dimension of any Landscape Area shall be 2.0m.
- e. A minimum of 50% of the area between the front of the dwelling and the street lot boundary (front setback area) shall be Landscape Area.

3.2.1.3 TREE SIZES AND DEEP SOIL AREAS

Acceptable Outcomes:

- a. For single, grouped and multiple dwelling development, Tree Sizes and Deep Soil Area definitions and requirements are as per SPP 7.3, Vol 2:
 - i. Figure 3.3a-f
 - ii. Table 3.3b
- b. The ground surface of Deep Soil Areas should be permeable and allow water to infiltrate the soil.

3.2.1.4 TREES

Acceptable Outcomes:

- a. The minimum number of trees to be provided (with shade producing canopies) shall be determined by the Landscape Area as follows:
 - *i.* 1 Small Tree for every 20m2 or
 - *ii.* 1 Medium Tree for every 60m2 or
 - iii. 1 Large Tree for every 100m2 or

- iv. A combination of the above.
- b. The verge(s) adjacent to the lot(s) shall be landscaped to the specifications and satisfaction of the City and shall include one street tree for every 10 metres of lot frontage width.

3.2.1.5 TREE RETENTION

Acceptable Outcomes:

- a. Retention of existing trees on the site is encouraged.
 - i. Retention of a mature Medium Tree is equivalent to 75m² Landscape Area.
 - Retention of a mature Large Tree is equivalent to 125m² Landscape Area.
- b. Criteria for acceptable 'Tree Retention' is as per SPP 7.3, Vol 2 A3.3.1, and shall be supported by an arboriculture report. This report is to include Tree Protection Zone provisions that are to be met before, during and after construction.

3.2.1.6 OUTDOOR LIVING AREAS

Acceptable Outcomes:

- a. Outdoor Living Areas are not included in minimum Landscape Area calculations.
- b. Outdoor Living Areas may be located in the front setback area, where their design enhances surveillance of the adjacent streetscape.

3.2.1.7 LANDSCAPE DESIGN

Acceptable Outcomes:

- a. For single, grouped and multiple dwelling development, landscape design objectives are as per SPP 7.3, Vol 2 4.12 Element Objectives:
 - i. 0 4.12.1
 - ii. 0 4.12.2
 - iii. 0 4.12.3
 - iv. 0 4.12.4

3.2.3. BUILT FORM AND SCALE

3.2.3.1 BUILDING DESIGN PROVISIONS

3.2.3.1.1 DWELLING SIZE AND LAYOUT

Acceptable Outcomes:

- a. For single, grouped and multiple dwelling development:
 - i. Minimum floor areas for dwelling types shall be as per SPP 7.3, Vol 2 Table 4.3a.
 - Minimum floor areas and dimensions for habitable rooms shall be as per SPP 7.3, Vol 2 – Table 4.3b.

3.2.3.1.2 CEILING HEIGHTS

Acceptable Outcomes:

a. Dwellings shall have a minimum ceiling height of 2.7m in habitable rooms and 2.4m in non-habitable spaces.

3.2.4. BUILDING HEIGHT

Objectives:

- The height of development responds to the desired future scale and character of the street and context of the Place Neighbourhood.
- The height of buildings within a development responds to changes in topography.

Acceptable Outcomes:

a. The location of development height shall recognise established need for daylight and solar access by adjoining residential development.

3.2.5. SUSTAINABILITY AND AMENITY

3.2.5.1 SOLAR & DAYLIGHT ACCESS

Objectives:

- Ensure that built form provides good solar access to the public realm and adjacent buildings, whilst achieving comfortable internal and external environments for its occupants.
- Incorporate passive solar design principles to optimise solar gain in winter and protection from heat gain in Summer.

Acceptable Outcomes:

- a. For single, grouped and multiple dwelling development, solar and daylight access are as per SPP
 7.3, Vol 2 4.1 Acceptable Outcomes:
 - i. A 4.1.1
 ii. A 4.1.2
 iii. A 4.1.3
 iv. A 4.1.4
- b. A site plan is to be prepared to demonstrate solar design outcomes for the Responsible Authority assessment.

3.2.5.2 NATURAL VENTILATION

Objectives:

- Optimise natural ventilation to reduce the need for mechanical ventilation and air-conditioning.
- To ensure the dwelling's orientation and layout is designed to maximise capture and use of prevailing cool breezes in habitable rooms.

Acceptable Outcomes:

- All rooms, with the exclusion of store rooms, are to have operable windows. Window opening design should maximise natural ventilation.
- b) Habitable rooms should have an openable window in an external wall with a minimum glass area not less than 15% of the floor area of the room.
- c) Further requirements for natural ventilation are as per SPP 7.3, Vol 2 Acceptable Outcomes:
 - i. A 4.2.1
 - ii. A 4.2.4

SECTION FOUR HOUSING TYPOLOGY CONTROLS

SECTION FOUR - HOUSING TYPOLOGY CONTROLS

The Housing Typology Matrix (Section 4.1) and Housing Typology Development Controls (Section 4.3) provide a framework for determining where specific housing typologies can be located, based on Place Types. Some housing typologies are permitted in multiple Place Types, but have different requirements based on the Place Type and associated characteristics. In the instance where a conflict arises between the Housing Typology Development Controls and the General Development Controls, the Housing Typology Development Controls prevail.

This section is not intended to limit the variety of dwellings or stifle creativity. Instead, is intended to provide the minimum standards and guidelines necessary to ensure that new development and redevelopment meets the purposes described within this LPP. Other housing typologies may be permitted by the decision-maker, if the dwellings meet the guidelines and requirements of this LPP.

4.1 HOUSING TYPOLOGY MATRIX

	and the second	TY1	TY2	TY3	TY4
	Vpology	Two dwellings - Detached	Duplex - Attached	Courtyard - Detached	Two Dwellings – Attached Laneway
	URBAN T SUBURBAN Place Types				
Suburban	Suburban	R30 Permitted	R30 Permitted	R30 Permitted	R30 Permitted
	Local Activity Centre	R40 0-200m Permitted	R40 0-200m Permitted	R40 0-200m Permitted	R40 0-200m Permitted
		R30 200-400m Permitted	R30 200-400m Permitted	R30 200-400m Permitted	R30 200-400m Permitted
	Neighbourhood Activity Centre	R60 0-200m Not Permitted	R60 0-200m Not Permitted	R60 0-200m Not Permitted	R60 0-200m Permitted
ban		R40 200-400m Permitted	R40 200-400m Permitted	R40 200-400m Permitted	R40 200-400m Permitted
รัก	Transit Hub	R60 0-400m Not Permitted	R60 0-400m Not Permitted	R60 0-400m Not Permitted	R60 0-400m Permitted
		R40 400-800m Not Permitted	R40 400-800m Permitted	R40 400-800m Permitted	R40 400-800m Permitted
	District Activity Centre	R60 0-400m Not Permitted	R60 0-400m Not Permitted	R60 0-400m Not Permitted	R60 0-400m Permitted
		R40 400-800m Not Permitted	R40 400-800m Permitted	R40 400-800m Not Permitted	R40 400-800m Permitted

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R30 ParmittedR40 ParmittedR4	Corner – Grouped	Three dwellings Detached	Terrace	Corner - Manor House Apartments	Apartments – Single Lot	Apartments - Amalgamated Lots		
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PermittedNot PermittedPermittedPermittedPermittedPermittedR40 400-800m PermittedR40 400-800m PermittedR60 0-400m PermittedR60 0-400m PermittedR6	R60 0-400m	R60 0-400m	R60 0-400m	R60 0-400m	R60 0-400m	R60 0-400m		
R40 400-800m PermittedR40 400-800m Permitted	Permitted	Not Permitted	Permitted	Permitted	Permitted	Permitted		
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R60 0-400m PermittedR60 0-400m Pe	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted		
PermittedNot PermittedPermittedPermittedPermittedPermittedPermittedR40 400-800m PermittedR40 400-800m PermittedR40 400-800m PermittedR40 400-800m PermittedR40 400-800m PermittedR40 400-800m PermittedR40 400-800m PermittedR40 400-800m PermittedR40 400-800m PermittedR40 400-800m Permitted	R60 0-400m	R60 0-400m	R60 0-400m	R60 0-400m	R60 0-400m	R60 0-400m		
R40 400-800m R40 400-800m R40 400-800m R40 400-800m R40 400-800m Permitted Not Permitted Permitted Permitted Permitted	Permitted	Not Permitted	Permitted	Permitted	Permitted	Permitted		
Permitted Not Permitted Permitted Permitted Permitted Permitted	R40 400-800m	R40 400-800m	R40 400-800m	R40 400-800m	R40 400-800m	R40 400-800m		
	Permitted	Not Permitted	Permitted	Permitted	Permitted	Permitted		

HOUSING TYPOLOGY CHARACTERISTICS

Housing Types TY1. Two Dwellings - Detached: Provides the ability for an existing dwelling to be retained and a new dwelling to be introduced to the front or rear depending on the location of the existing home, or provides for two new dwellings. Dwellings usually arranged in a linear style with a driveway down one side of the lot. With activated street frontages, separation between dwellings, shared single crossover and generous landscape areas. Up to 2 storeys. Additional crossover for retained dwelling only is permitted. Orient living spaces towards primary street and/or north. Suit blocks narrow and long in proportion, also ideal for corner blocks. Consider privacy, overlooking and overshadowing to adjacent properties. Crossovers to be located to avoid existing street trees. TY2. Duplex - Attached: Two dwellings sharing a common wall in a semi-detached configuration. With activated street frontages, shared crossover or single crossovers, and buildings set forward to the street to provide the opportunity for generous landscape areas to the rear. Up to 2 storeys. Consider privacy, overlooking and overshadowing to adjacent properties. Crossovers to be located to avoid existing street trees. Limit garage widths to single car width. Suitable for properties with a frontage of 15m or more. Crossovers to be located to avoid existing street trees. Typology is flexible and suitable to a range of lot sizes and different Place Types. TY3. Courtyard – Semi-Detached: Two or more dwellings attached at ground level with separation between buildings at upper levels. Suited to medium density Place Types where development can be built up to the side boundary. Dwellings usually arranged in a linear style with a driveway down one side of the lot. With activated street frontages, shared single crossover and generous landscape areas. Up to 2 storeys. Additional crossover for retained dwelling only is permitted. Privacy and amenity are achieved with an inward focussed internal courtyard. Consider privacy, overlooking and overshadowing to adjacent properties. Crossovers to be located to avoid existing street trees. Typology is flexible and suitable to a range of lot sizes and different Place Types. TY4. Two Dwellings – Attached Laneway: Two dwellings sharing a common wall in a semi-detached configuration. With activated street frontages and rear vehicle access from the laneway where available. Pedestrian and visitor access from the primary street. Buildings set forward to the primary street to provide the opportunity for generous landscape areas to the rear. Generally, 2 storeys but up to 3 storeys dependant on Place Type. Consider privacy, overlooking and overshadowing to adjacent properties. With crossovers to the rear consider additional street tree planting. Lot width suitability is dependent on Place Type. Also suitable for street block ends with an introduced laneway. TY5. Corner - Grouped: Two or more dwellings sharing a common wall in a semidetached configuration. With activated street frontages to both streets, separate single width crossovers, and buildings set forward to the street to provide the opportunity for generous landscape areas to the rear. Generally, 2 storeys but up to 3 storeys dependant on Place Type. Consider privacy, overlooking and overshadowing to adjacent properties. Crossovers to be located to avoid existing street trees. Typology is flexible and suitable to a range of lot sizes and different Place Types. TY6. Three Dwellings - Detached: Two or more dwellings attached at ground level with separation between buildings at upper levels. Detached configuration also acceptable. Activated street frontage. Dwellings usually arranged in a linear style with a driveway down one side of the block with a single crossover. With activated street frontages, shared single crossover and generous landscape areas. Generally, 2 storeys but up to 3 storeys dependent on the Place Type. Consider privacy, overlooking and overshadowing to adjacent properties. This typology is useful in increasing density on larger lots. Crossovers need to be located to avoid existing street trees. Typology is flexible and suitable to a range of lot sizes and different Place Types.

TY7. Terrace: Row of three or more dwellings attached in traditional terrace format. Generally, 2 storeys but up to 3 storeys dependent on the Place Type. Activated street frontage, single crossover and courtyard with generous landscape areas to the rear. Terrace houses with pedestrian and parking access from the primary street frontage. A pattern of driveway, landscaping and entry path proposed to the streetscape. Combined crossovers will be considered where the configuration benefits the streetscape landscaping and street tree outcome. Limit garage widths to single car width. Lot width suitability is dependent on Place Type. Consideration must be given to privacy, overlooking and overshadowing of neighbourhood properties. Typology is flexible and suitable to a range of lot sizes and different Place Types.

TY8. Corner - Manor House Apartments: 2 or more dwellings in a consolidated building. Generally, 2 storeys but up to 3 storeys dependent on the Place Type. With activated street frontages to both streets, combined double width crossovers, and buildings set forward to the street to provide the opportunity for generous communal outdoor space to the rear. This housing typology can provide housing diversity in lower density areas. Impact of development on streetscape is low as the scale of the manor house is similar to a double storey single dwelling. Open space at upper levels can pe provided by the use of balconies and communal open space at ground. Balcony on corner provides articulation and surveillance. Carports distributed to both frontages to minimise impact on streetscape. Consideration must be given to privacy, overlooking and overshadowing of neighbourhood properties. Typology is flexible and suitable to a range of lot sizes and different Place Types.

TY9. Apartments – Single Lot: Multiple dwellings in a consolidated building. Generally, 2 storeys but up to 3 storeys dependent on the Place Type. Activated street frontage. Building frontage designed to reflect the existing pattern and scale of freestanding houses to integrate with the streetscape. Generous communal outdoor space. Generous landscape buffer to the street. Screened parking from the street. Opportunity to be utilised for single lots that have not been amalgamated. Generally, more suitable for sites with frontages 22m or greater. Open space at upper levels can be provided by the use of balconies and communal open space at ground. Consideration must be given to privacy, overlooking and overshadowing of neighbourhood properties.

TY10. Apartments - Amalgamated Lots: Multiple dwellings in a consolidated building. Generally, 2 storeys but up to 3 storeys dependent on the Place Type. Activated street frontage. Building frontage designed to reflect the existing pattern and scale of freestanding houses to integrate with the streetscape. Generous communal outdoor space. Generous landscape buffer to the street. Partly screened parking from the street. More suitable for amalgamation of sites and benefits the building configuration, distribution of landscaped areas and potential for tree retention. Open space at upper levels can be provided by the use of balconies in the rear and communal open space at ground. Consideration must be given to privacy, overlooking and overshadowing of neighbourhood properties. Typology is flexible and suitable to a range of lot sizes.



4.3 HOUSING TYPOLOGY DEVELOPMENT CONTROLS

4.3.1. TYPOLOGY 1 – TWO DWELLINGS DETACHED

Characteristics

- · Suits lots that are narrow and long in proportion
- Building mass seperated at upper level to maximise natural light and cross ventilation to all dwellings.
- One driveway generally serves as an access point to both dwellings
- Typology has a limited impact on the streetscape, particularly when care is taken to reduce street tree canopy loss
- Double car garages are permitted, provided other site requirements are met.

Typology Objectives

- Retain mature trees and facilitate planting of new shade trees in generous landscape areas
- Orient living spaces towards primary street and/ or north, ensure adequate cross-ventilation to all dwellings
- · Minimise impact of cars and driveways
- Ensure useable landscape area between driveway and building
- Minimise impact of building bulk and scale on streescape





Ground Floor

Upper Floor

Typology Development Controls



8	Suburban Neighbourhood	Urban Neighbourhood							
PLACE TYPE	Suburban	Local Activity Centre		Neighbourhood Activity Centre		Transit		District Activity Centre	
DISTANCE FROM CENTRE	400m - 800m (LAC & NAC Transition)	0 - 200m	200 - 400m	0 - 200m	200 - 400m	0 - 400m	400 - 800m	0 - 400m	400 - 800m
R-CODE DENSITY	R30	R40	R30	R60	R40	R60	R40	R60	R40
LANDSCAPE QUALITY									
General Design Provisions	Refer General Development Controls			Typology not permitted	Refer General Developm ent Controls	Typology n	ot permitted	Typology not permitted	
BUILT FORM & SCALE									
General Design Provisions	Refer General Development Controls				Refer General Developm ent Controls				
Street setback	Avg. 4.0m	Avg. 3.0m	Avg. 4.0m		Avg. 3.0m				
Side Setback 1	1.5m Ground 3.0m Upper				1.5m Ground, NIL for enclosed garage (max 7m length), 3.0m Upper				
Side Setback 2	7.5	ām			7.5m				
Rear Setback	3.0m Ground 6.0m Upper				3.0m Ground 6.0m Upper				
Setback between driveway and building	Min 4.0m				Min 4.0m				
Building Height	Max 2 Storeys				Max 2 Storeys				
Building Separation at Upper Levels	Min 7.0m	Min	i 6.0m		Min 3.0m				
SUSTAINABILITY & AMENITY	Y								
General Design Provisions	Refer General Development Controls			Refer General Developm ent Controls					
ACCESS & PARKING									
General Design Provisions	Refer General Development Controls				Refer General Developm ent Controls				

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4.3.2. TYPOLOGY 2 – DUPLEX ATTACHED

Characteristics

- Suits lots that are narrow and long in proportion
- Generous backyards capable of supporting large trees
- Two dwellings share a common wall in a semidetached configuration
- Typology has a limited impact on the streetscape, particularly when care is taken to reduce street tree canopy loss
- Tandem car garages are permitted, provided other site requirements are met.

Typology Objectives

- Retain mature trees and facilitate planting of new shade trees, with a particular focus on retaining and enhancing backyards
- Orient living spaces towards primary street and/ or north, ensure adequate cross-ventilation to all dwellings
- Minimise impact of building bulk and scale on streescape
- Ensure garage receeds behind the primary building facade
- Ensure adequate amount of landscape area in front setback







Resident Entry Indoor Living Outdoor Living Landscape Areas Covered Car Bay

Ground Floor

Upper Floor

Typology Development Controls



ÕÕ	Suburban Neighbourhood	Urban Neighbourhood							
PLACE TYPE	Suburban	Local Activity Centre		Neighbourhood Activity Centre		Transit		District Activity Centre	
DISTANCE FROM CENTRE	400m - 800m (LAC & NAC Transition)	0 - 200m	200 - 400m	0 - 200m	200 - 400m	0 - 400m	400 - 800m	0 - 400m	400 - 800m
R-CODE DENSITY	R30	R40	R30	R60	R40	R60	R40	R60	R40
LANDSCAPE QUALITY	LANDSCAPE QUALITY								
General Design Provisions	Refer General Development Controls			Typology not permitted	Refer General Developm ent Controls	Typology not permitted	Refer General Developm ent Controls	Typology not permitted	Refer General Developm ent Controls
BUILT FORM & SCALE									
General Design Provisions	Refer General Development Controls				Refer General Developm ent Controls		Refer General Developm ent Controls		Refer General Developm ent Controls
Street setback	Avg. 4.0m	Avg. 3.0m	Avg. 4.0m		Avg. 3.0m		Avg. 3.0m		Avg. 3.0m
Side Setback 1 (to adjoining properties)	1.5m Ground, 3.0m Upper	1.5m Ground, NIL for enclosed garage (max 7m length), 3.0m Upper	1.5m Ground, 3.0m Upper		1.5m Ground, NIL for enclosed garage (max 7m length), 3.0m Upper		1.5m Ground, NIL for enclosed garage (max 7m length), 3.0m Upper		1.5m Ground, NIL for enclosed garage (max 7m length), 3.0m Upper
Side Setback 2 (party wall)	NIL Ground, NIL Upper				NIL Ground, NIL Upper		NIL Ground, NIL Upper		NIL Ground, NIL Upper
Rear Setback	3.0m Ground 6.0m Upper				3.0m Ground 6.0m Upper		3.0m Ground 6.0m Upper		3.0m Ground 6.0m Upper
Building Height	Max 2	Storeys			Max 2 Storeys		Max 2 Storeys		Max 2 Storeys
SUSTAINABILITY & AMENITY	Y								
General Design Provisions	Refer General Development Controls				Refer General Developm ent Controls		Refer General Developm ent Controls		Refer General Developm ent Controls
ACCESS & PARKING									
General Design Provisions	Refer General Development Controls				Refer General Developm ent Controls		Refer General Developm ent Controls		Refer General Developm ent Controls
Garages Setback from street	5.5	im			5.5m		5.5m		5.5m

4.3.3. TYPOLOGY 3 - COURTYARD DETACHED

Characteristics

- Suits higher density infill areas where setback restrictions are reduced
- Secluded and private outdoor living provided via generous courtyards
- One driveway generally serves as an access point to both dwellings
- Upper floor located in centre of lot, reducing impact on neighbours and facilitating light and ventilation to court yards
- Double car garages are permitted, provided other site requirements are met.

Typology Objectives

- Retain mature trees and facilitate planting of new shade trees, with a particular focus on retaining and enhancing backyards
- Orient living spaces towards primary street and/ or north, ensure adequate cross-ventilation to all dwellings
- · Minimise impact of cars and driveways
- Ensure useable landscape area between driveway and building
- Minimise impact of building bulk and scale on streescape







Ground Floor

Upper Floor
	Suburban Neighbourhood			U	rban Neig	hbourhoo	d		
PLACE TYPE	Suburban	Local Activ	vity Centre	Neighbo Activity	ourhood Centre	Tra	nsit	District Cen	Activity Itre
DISTANCE FROM CENTRE	400m - 800m (LAC & NAC Transition)	0 - 200m	200 - 400m	0 - 200m	200 - 400m	0 - 400m	400 - 800m	0 - 400m	400 - 800m
R-CODE DENSITY	R30	R40	R30	R60	R40	R60	R40	R60	R40
LANDSCAPE QUALITY									
General Design Provisions	Refer General Dev	elopment Con	trols	Typology not permitted	Refer General Developm ent Controls	Typology not permitted	Refer General Developm ent Controls	Typology no	it permitted
BUILT FORM & SCALE									
General Design Provisions	Refer General Dev	elopment Con	trols		Refer General Developm ent Controls		Refer General Developm ent Controls		
Street setback	Avg. 4.0m	Avg. 3.0m	Avg. 4.0m		Avg. 3.0m		Avg. 3.0m		
Side Setback 1	1.5m Ground 4.0m Upper	NIL Ground (max 50% of lot boundary) , 4.0m Upper	NIL Ground (max 50% of lot boundary) , 4.0m Upper		NIL Ground (max 50% of lot boundary) , 4.0m Upper		NIL Ground (max 50% of lot boundary) , 4.0m Upper		
Side Setback 2	6.5m ground	l, 7.5m upper			6.5m ground, 7.5m upper		6.5m ground, 7.5m upper		
Rear Setback	3.0m Ground 3.0m Upper	1.5m Ground 3.0m Upper	3.0m Ground 3.0m Upper		1.5m Ground 3.0m Upper		1.5m Ground 3.0m Upper		
Setback between driveway and building	Min	3.0m			Min 3.0m		Min 3.0m		
Building Height	Max 2	Storeys			Max 2 Storeys		Max 2 Storeys		
Building Separation at Upper Levels	Min	6.0m			Min 3.0m		Min 3.0m		
SUSTAINABILITY & AMENITY	(
General Design Provisions	Refer Gene	ral Controls			Refer General Controls		Refer General Controls		
ACCESS & PARKING									
General Design Provisions	Refer General Dev	elopment Con	trols		Refer General Developm ent Controls		Refer General Developm ent Controls		

4.3.4. TYPOLOGY 4 - TWO DWELLINGS ATTACHED LANEWAY

Characteristics

- Suits lots that are narrow and long in proportion
- Typology has a limited impact on the streetscape, particularly when care is taken to reduce street tree canopy loss
- Terrace houses with vehicle access from rear laneway and activated pedestrian friendly streetscapes.
- Each dwelling is orientated front to back, with private open space at the rear of the property.
- Generous light courts are required to provide light and natural ventilation to the dwelling
- Double car garages are permitted, provided other site requirements are met.
- Typology can be possible where amalgamation occurs and laneway access is provided. This can work particularly well on street block ends.

Typology Objectives

- Retain mature trees and facilitate planting of new shade trees, with a particular focus on retaining and enhancing backyards
- Orient living spaces towards primary street and/ or north, ensure adequate cross-ventilation to all dwellings
- Minimise impact of building bulk and scale on streescape









Upper Floor

Joondalup Place Neighbourhoods | Local Planning Policy



	Suburban Neighbourhood		Urban Neighbourhood								
PLACE TYPE	Suburban	Local Activ	vity Centre	Neighbo Activity	ourhood Centre	Tra	nsit	District Cer	Activity htre		
DISTANCE FROM CENTRE	400m - 800m (LAC & NAC Transition)	0 - 200m	200 - 400m	0 - 200m	200 - 400m	0 - 400m	400 - 800m	0 - 400m	400 - 800m		
R-CODE DENSITY	R30	R40	R30	R60	R40	R60	R40	R60	R40		
LANDSCAPE QUALITY											
General Design Provisions			Ref	er General Dev	elopment Cont	trols					
BUILT FORM & SCALE											
General Design Provisions			Ref	er General Dev	elopment Cont	trols					
Street setback	Avg. 5.0m	g. 5.0m Avg. 3.0m Avg. 4.0m Avg. 3.0m Avg. 4.0m									
Side Setback 1 (to adjoining properties)		1.5m 1.5m	Ground Upper			NIL Ground), NIL second storey, 3 rd storey setback as per R- Codes	1.5m Ground, 1.5m upper	NIL Ground), NIL second storey, 3 rd storey setback as per R- Codes	1.5m Ground, 1.5m upper		
Side Setback 2 (party wall)				NIL Ground	l, NIL Upper						
Rear (laneway) Setback				0.5m to	Garage						
Garage side setback				NIL (maximu	m 7m length)						
Building Height	Max 2	Min 2 Storeys, Max 3 Max 2 Storeys Max 2 (3 rd storey Storeys max 25% of lot area)					Max 2 Storeys	Min 2 storeys, Max 3 storeys	Max 2 Storeys		
SUSTAINABILITY & AMENIT	Y										
General Design Provisions	Refer General Development Controls										
ACCESS & PARKING											
General Design Provisions			Ref	er General Dev	elopment Cont	trols					
Garage Location			Gara	ges shall be acc	essed from lan	eway					

4.3.5. TYPOLOGY 5 - CORNER DETACHED GROUP DEVELOPMENT

Characteristics

- This form of dwelling can provide housing diversity in lower density environments, with 3 or 4 dwellings accommodated within a standard suburban block.
- Suits corner lots with street frontage provided for each dwelling
- Driveway access from both primary and secondary streets
- Generous landscape areas and opportunities for tree planting and retention.
- Double car garages are permitted, provided other site requirements are met.

Typology Objectives

- Retain mature trees and facilitate planting of new shade trees
- Orient living spaces towards primary street and/or north and ensure adequate cross-ventilation to all dwellings
- Ensure generous and useable landscape ares for all dwellings



Resident Entry Indoor LiVing Outdoor Living Landscape Areas Covered Car Bay





Upper Floor



	Suburban Neighbourhood			U	rban Neig	Jhbourho	od		
PLACE TYPE	Suburban	Local Activ	vity Centre	Neighbo Activity	ourhood Centre	Tra	nsit	District Cer	Activity 1tre
DISTANCE FROM CENTRE	400m - 800m (LAC & NAC Transition)	0 - 200m	200 - 400m	0 - 200m	200 - 400m	0 - 400m	400 - 800m	0 - 400m	400 - 800m
R-CODE DENSITY	R30	R40	R30	R60	R40	R60	R40	R60	R40
LANDSCAPE QUALITY									
General Design Provisions		Refer General Development Controls							
BUILT FORM & SCALE									
General Design Provisions			Ref	er General Dev	elopment Con	trols			
Street setback	Avg. 4.0m	Avg. 4.0m Avg. 3.0m Avg. 4.0m Avg. 4.0m Avg. 2.0m Avg. 3.0m Avg. 3.0m							
Side Setback 1		3.0m Ground 3.0m Upper Levels							
Side Setback 2				3.0m 0 3.0m Upp	Ground Der Levels				
Side Setback 3 (party wall)				NIL Ground	l, Nil Upper				
Garage side Setback				NIL (maximu	m 7m length)				
Building Height	Max 2	Storeys		Min 2 Storeys, Max 3 Storeys (3 rd storey max 25% of lot area)	Max 2 Storeys	Min 2 Storeys, max 3 Storeys	Max 2 Storeys	Min 2 Storeys, max 3 Storeys	Max 2 Storeys
Building Separation at Upper Levels	Min 6.0m				Min	3.0m			
SUSTAINABILITY & AMENITY	Y								
General Design Provisions	Refer General Development Controls								
ACCESS & PARKING									
General Design Provisions			Ref	er General Dev	elopment Con	trols			
Garages Setback from street				5.1	5m				

4.3.6. TYPOLOGY 6 – THREE DWELLINGS DETACHED

Characteristics

- Suits deep and wide lots, this typology is useful in increasing density on larger lots.
- This typology tends to have a limited impact on the streetscape as long as significant care is taken to reduce tree canopy loss.
- Serious consideration must be given to privacy, overlooking and overshadowing of neighbourhood properties at first floor.
- Poor design outcomes can result from this typology when a majority of the site and landscaping is given over to driveways and existing mature trees are cleared.
- Double car garages are permitted, provided other site requirements are met.

Typology Objectives

- Retain mature trees and facilitate planting of new shade trees and generous landscape areas
- Orient living spaces towards primary street and/ or north, ensure adequate cross-ventilation to all dwellings
- Minimise impact of cars and driveways
- Ensure useable landscape area between driveway and building
- Minimise impact of building bulk and scale on streescape







Ground Floor

Upper Floor



	Suburban Neighbourhood	Urban Neighbourhood							
PLACE TYPE	Suburban	Local Acti	vity Centre	Neighbo Activity	ourhood Centre	Tra	nsit	District Cer	Activity htre
DISTANCE FROM CENTRE	400m - 800m (LAC & NAC Transition)	0 - 200m	200 - 400m	0 - 200m	200 - 400m	0 - 400m	400 - 800m	0 - 400m	400 - 800m
R-CODE DENSITY	R30	R40	R30	R60	R40	R60	R40	R60	R40
LANDSCAPE QUALITY									
General Design Provisions	Re	efer General Dev	velopment Cont	rols		Typology not permitted	Refer General Developm ent Controls	Typology no	ot permitted
BUILT FORM & SCALE									
General Design Provisions	Re	efer General Dev	velopment Cont		Refer General Developm ent Controls				
Street setback	Avg. 4.0m	Avg. 3.0m	Avg. 4.0m	Avg. 3.0m	Avg. 4.0m		Avg. 4.0m		
Side Setback 1		1.5m 3.0n	Ground n Upper				1.5m Ground 3.0m Upper		
Side Setback 2		Mir	n 7.5m				Min 7.5m		
Rear Setback		3.0m 6.0n	Ground n Upper				3.0m Ground 6.0m Upper		
Garage side setback		NIL (maxim	um 7m length)				NIL (maximum 7m length)		
Setback between driveway and building		Mir	n 4.0m				Min 4.0m		
Building Height	Max 2	Storeys		Min 2 Storeys, Max 3 Storeys (3 rd storey max 25% of lot area)	Max 2 Storeys		Max 2 storeys		
Building Separation at Upper Levels	Min 7.0m	Min 3.0m	Min 6.0m	Min	3.0m		Min 3.0m		
SUSTAINABILITY & AMENITY	Y					-	-	-	
General Design Provisions	Ref	Refer General Development Controls							
ACCESS & PARKING									
General Design Provisions	Ref		Refer General Developm ent Controls						

4.3.7. TYPOLOGY 7 - THREE DWELLINGS ATTACHED TERRACE

Characteristics

- Terrace houses with front access, parking from primary street frontage. A pattern of driveway, garden and entry path from the streetscape.
- Each dwelling is orientated front to back, with private open space at the rear of the property.
- Generous light courts are required to provide light
 and natural ventilation to the dwelling
- Care should be taken to reduce the impact of numerous driveways onto the street-scape. Driveways can be amalgamated provided site controls are satisfied
- · Typology requires minimum 6m frontage
- Consider strategies such as first floor cantilever to provide articulation to the street.
- Suited to areas with generous public open space
- Typology is is suitable for a range of lot sizes

Typology Objectives

- Retain mature trees and facilitate planting of new shade trees, with a particular focus on retaining and enhancing backyards
- Orient living spaces towards primary street and/ or north, ensure adequate cross-ventilation to all dwellings
- Minimise impact of building bulk and scale on streescape









Ground Floor

Upper Floor



	Suburban Neighbourhood		Urban Neighbourhood							
PLACE TYPE	Suburban	Local Acti	vity Centre	Neighbo Activity	ourhood Centre	Tra	nsit	District Cer	Activity ntre	
DISTANCE FROM CENTRE	400m - 800m (LAC & NAC Transition)	0 - 200m	200 - 400m	0 - 200m	200 - 400m	0 - 400m	400 - 800m	0 - 400m	400 - 800m	
R-CODE DENSITY	R30	R40	R30	R60	R40	R60	R40	R60	R40	
LANDSCAPE QUALITY										
General Design Provisions			R	efer General Deve	elopment Conti	rols				
BUILT FORM & SCALE										
General Design Provisions			R	efer General Deve	elopment Contr	rols				
Street setback	Avg. 4.0m	Avg. 3.0m	Avg. 4.0m	Avg. 3.0m	Avg 4.0m	Avg 2.0m	Avg 3.0m	Avg 2.0m	Avg 3.0m	
Side Setback 1 (to adjoining properties)		1.5m Ground 1.5m Upper						NIL Ground), NIL second storey, 3 rd storey setback as per R-Codes	1.5m Ground, 1.5m upper	
Side Setback 2 (party wall)			1.5m to one side	NIL Ground e boundary at gro	l, NIL Upper und level for 'cer	ntral' lot/dwelling	3			
Rear Setback				3.0m 0 6.0m	Ground Upper					
Garage side setback				NIL (maximu	m 7m length)					
Building Height	Max 2	Storeys		Min 2 Storeys, Max 3 Storeys (3 rd storey max 25% of lot area)	Max 2 Storeys	Min 2 Storeys, Max 3 Storeys	Max 2 Storeys	Min 2 Storeys, Max 3 Storeys	Max 2 Storeys	
SUSTAINABILITY & AMENITY	Y									
General Design Provisions	Refer General Development Controls									
ACCESS & PARKING										
General Design Provisions		Refer General Development Controls								
Garages Setback from street				5.5	ām					

4.3.8. TYPOLOGY 8 - CORNER ATTACHED - MANOR HOUSE APARTMENTS

Characteristics

- This form of dwelling can provide housing diversity in lower density environments, with 3/4 dwellings accommodated within a standard suburban block.
- Suits corner lots, with building mass located to emphasise corner
- Impact on the streetscape is low as the scale of a manor house is similar to a double height single dwelling.
- In higher coded areas, 3 storeys are permissable
- Driveway access from both primary and secondary streets allows independent access for inhabitants
- Open space at upper levels can be provided by the use of balconies in the rear and communal open space at ground.

Typology Objectives

- Retain mature trees and facilitate planting of new shade trees
- Orient living spaces towards primary street and/or north and ensure adequate cross-ventilation to all dwellings
- Ensure generous and useable landscape ares for all dwellings







	Suburban Neighbourhood			U	rban Neig	Jhbourhoo	bd		
PLACE TYPE	Suburban	Local Activ	vity Centre	Neighbo Activity	urhood Centre	Tra	nsit	District Cer	Activity Itre
DISTANCE FROM CENTRE	400m - 800m (LAC & NAC Transition)	0 - 200m	200 - 400m	0 - 200m	200 - 400m	0 - 400m	400 - 800m	0 - 400m	400 - 800m
R-CODE DENSITY	R30	R40	R30	R60	R40	R60	R40	R60	R40
LANDSCAPE QUALITY									
General Design Provisions			Re	efer General Deve	elopment Contr	rols			
BUILT FORM & SCALE									
General Design Provisions	Refer General Development Controls								
Street setback	Avg. 4.0m	Avg. 3.0m	Avg. 4.0m	Avg 3.0m	Avg. 4.0m	Avg 2.0m	Avg. 3.0m	Avg 2.0m	Avg. 3.0m
Side Setback 1	1.5m Ground 3.0m Upper	1.5m (1.5m	Ground, Upper	NIL Ground (max 1/3 length site boundary), 1.5m Upper	1.5m Ground, 1.5m Upper	NIL Ground (max 1/3 length site boundary), 1.5m Upper	1.5m Ground, 1.5m Upper	NIL Ground (max 1/3 length site boundary), 1.5m Upper	1.5m Ground, 1.5m Upper
Side Setback 2	1.5m Ground, 3.0m Upper	1.5m Ground, 1.5m Upper	NIL Ground (max 1/3 site boundary), 1.5m Upper	1.5m Ground, 1.5m Upper	NIL Ground (max 1/3 site boundary), 1.5m Upper	1.5m Ground, 1.5m Upper	1.5m Ground, 3.0m Upper	1.5m Ground, 1.5m Upper	NIL Ground (max 1/3 site boundary), 1.5m Upper
Side Setback 3 (party wall)				NIL Ground	, NIL Upper				
Garage side setback				NIL (maximu	m 7m length)				
Building Height	Max 2	Storeys		Min 2 Storeys, Max 3 Storeys (3 rd storey max 25% of lot area)	Max 2 Storeys	Min 2 Storeys, Max 3 Storeys	Max 2 Storeys	Min 2 Storeys, Max 3 Storeys	Max 2 Storeys
SUSTAINABILITY & AMENITY	(
General Design Provisions	Refer General Development Controls								
ACCESS & PARKING									
General Design Provisions	Refer General Development Controls								
Garages Setback from street		5.5m							

4.3.9. TYPOLOGY 9 - APARTMENTS - SINGLE LOT

Characteristics

- Building mass generally located towards one side of lot, allowing for generous open spaces and access to light and ventilation for all dwellings
- Central communal area
- Double width driveway permitted for dwelling yield of 10 dwellings and above
- Typology has a limited impact on the streetscape, particularly when care is taken to reduce street tree canopy loss

Typology Objectives

- Provide generous landscaped areas, both semipublic and private
- Retain mature trees and facilitate planting of new shade trees
- Orient living spaces towards primary street and/or north, ensure cross ventilation to all dwellings
- Careful consideration of upper floor massing to minimise impact on neighbours







Joondalup Place Neighbourhoods | Local Planning Policy



	Suburban Neighbourhood	Urban Neighbourhood							
PLACE TYPE	Suburban	Local Acti	vity Centre	Neighbo Activity	ourhood Centre	Tra	nsit	District Cer	Activity ntre
DISTANCE FROM CENTRE	400m - 800m (LAC & NAC Transition)	0 - 200m	200 - 400m	0 - 200m	200 - 400m	0 - 400m	400 - 800m	0 - 400m	400 - 800m
R-CODE DENSITY	R30	R40	R30	R60	R40	R60	R40	R60	R40
LANDSCAPE QUALITY									
General Design Provisions	Typology not permitted	Refer General Developm ent Controls	Typology not permitted	Refer (Developme	General ent Controls	Refer SPP 7.3, Vol. 2	Refer General Developm ent Controls	Refer SPP 7.3, Vol. 2	Refer General Developm ent Controls
BUILT FORM & SCALE									
General Design Provisions		Refer General Developm ent Controls		Refer (Developme	General ent Controls	Refer SPP 7.3, Vol 2	Refer General Developm ent Controls	Refer SPP 7.3, Vol. 2	Refer General Developm ent Controls
Street setback		Avg. 3.0m		Avg. 3.0m	Avg. 4.0m		Avg. 3.0m		Avg. 3.0m
Side Setback 1		Min 3.5m		Min	3.5m		Min 3.5m		Min 3.5m
Side Setback 2		Min 5.0m		Min	5.0m		Min 5.0m		Min 5.0m
Rear Setback		Min 3.0m ground Min 6.0m upper		Min 3.0r Min 6.0	n ground m upper		Min 3.0m ground Min 6.0m upper		Min 3.0m ground Min 6.0m upper
Building Height		Max 2 Storeys		Min 2 Storeys, Max 3 Storeys (3 rd storey max 25% of lot area)	Max 2 Storeys		Max 2 Storeys		Max 2 Storeys
Building Separation at Upper Levels		Refer General Developm ent Controls		Refer (Developme	General ent Controls		Refer General Developm ent Controls		Refer General Developm ent Controls
SUSTAINABILITY & AMENITY	1								
General Design Provisions		Refer General Developm ent Controls		Refer (Developme	General ent Controls	Refer SPP 7.3, Vol. 2	Refer General Developm ent Controls	Refer SPP 7.3, Vol. 2	Refer General Developm ent Controls
ACCESS & PARKING									
General Design Provisions		Refer General Developm ent Controls		Refer (Developme	General ent Controls	Refer SPP 7.3, Vol. 2	Refer General Developm ent Controls	Refer SPP 7.3, Vol. 2	Refer General Developm ent Controls

4.3.10. TYPOLOGY 10 - APARTMENTS - AMALGAMATED LOTS

Characteristics

- Amalgamated lots greater than 1,500m2
- Generous open, landscaped spaces and communal areas
- Access to light and ventilation for all dwellings
- Prioritisation of pedestrian interfaces

Typology Objectives

- Retain mature trees and facilitate planting of new shade trees
- Orient living spaces towards primary street and/or north, ensure cross-ventilation to all dwellings
 Car parking located behind building mass to
- Car parking located behind building mass to minimise impact on street
- Provide generous landscaped areasMinimise impact on neighbours
- Enhance streetscape





Resident Entry Indoor Living Outdoor Living Landscape Areas Covered Car Bay





8 Joor



	Suburban Neighbourhood	Urban Neighbourhood							
PLACE TYPE	Suburban	Local Activ	vity Centre	Neighbo Activity	ourhood Centre	Trai	nsit	District Activity Centre	
DISTANCE FROM CENTRE	400m - 800m (LAC & NAC Transition)	0 - 200m	200 - 400m	0 - 200m	200 - 400m	0 - 400m	400 - 800m	0 - 400m	400 - 800m
R-CODE DENSITY	R30	R40	R30	R60	R40	R60	R40	R60	R40
LANDSCAPE QUALITY									
General Design Provisions	Typology not permitted	Refer General Developm ent Controls	Typology not permitted	Refer General Development Controls		Refer General Refer SPP Gener Development Controls 7.3, Vol. 2 Control		Refer SPP 7.3, Vol. 2	Refer General Developm ent Controls
BUILT FORM & SCALE									
General Design Provisions		Refer General Developm ent Controls		Refer G Developme	General Int Controls	Refer SPP 7.3, Vol. 2	Refer General Developm ent Controls	Refer SPP 7.3, Vol. 2	Refer General Developm ent Controls
Street setback		Avg. 3.0m		Avg. 3.0m	Avg. 4.0m		Avg. 3.0m		Avg. 3.0m
Side Setback 1		Min 3.0m		Min 3.0m			Min 3.0m		Min 3.0m
Side Setback 2		Min 7.5m		Min	7.5m		Min 7.5m		Min 7.5m
Rear Setback		Min 6.0m		Min	6.0m		Min 6.0m		Min 6.0m
Building Height		Max 2 Storeys		Min 2 Storeys, Max 3 Storeys (3 rd storey max 25% of lot area)	Max 2 Storeys		Max 2 Storeys		Max 2 Storeys
Building Separation at Upper Levels		Refer SPP 7.3, Vol. 2		Refer G Developme	General ent Controls		Refer SPP 7.3, Vol. 2		Refer SPP 7.3, Vol. 2
SUSTAINABILITY & AMENITY	1								
General Design Provisions		Refer General Developm ent Controls		Refer G Developme	General Int Controls	Refer SPP 7.3, Vol. 2	Refer General Developm ent Controls	Refer SPP 7.3, Vol. 2	Refer General Developm ent Controls
ACCESS & PARKING									
General Design Provisions		Refer General Developm ent Controls		Refer G Developme	General ent Controls	Refer SPP 7.3, Vol. 2	Refer General Developm ent Controls	Refer SPP 7.3, Vol. 2	Refer General Developm ent Controls

SECTION FIVE TRANSITION AREA CONTROLS

SECTION FIVE – TRANSITION AREA CONTROLS

The Transition Typology Matrix and Transition Area Typology Development Controls provide a framework for determining where specific housing typologies can be located within the Transition Areas.

This section gives an overview of how and where the Housing Typologies detailed in Section Four will be permitted within the Transition Areas. Some may be permitted in multiple Transition Areas, but have different requirements based on the Transition Area and its relative Place Type. In instances where a conflict arises between the Transition Area Typology Development Controls and the General Development Controls (Section Three), the Transition Area Typology Development Controls prevail.

This section is not intended to limit the variety of dwellings or stifle creativity. Instead, it provides the minimum standards and guidelines necessary to ensure that new development and redevelopment meets the purposes described within this LPP. Other housing typologies may be permitted, if the dwellings meet the guidelines and requirements of this LPP.

5.1 TRANSITION TYPOLOGY MATRIX

	and I lines	TY1	TY2	TV3	TY4
	Abology Transition Types	Two dwellings - Detached	Duplex - Attached	Courtyard - Detached	Two Dwellings – Attached Laneway
	R25 Suburban Transition Area	R25	R25	R25	R25
urban			renniteu	Not Permitted	Ferniteu
Subı	R30 Suburban Transition Area	R30	R30	R30	R30
	R40 Transit Hub	R40	R40	R40	R40
an		Not Permitted	Permitted	Permitted	Permitted
Urb	R40 District Activity	R40	R40	R40	R40
	Area	Not Permitted	Permitted	Not Permitted	Permitted

TY5	TY6	TY7	TY8	TY9	TY10
Corner – Grouped	Three dwellings Detached	Terrace	Corner - Manor House Apartments	Apartments – Single Lot	Apartments - Amalgamated Lots
R25 Permitted	R25 Not Permitted	R25 Not Permitted	R25 Not Permitted	R25 Not Permitted	R25 Not Permitted
R30 Permitted	R30 Permitted	R30 Permitted	R30 Permitted	R30 Not Permitted	R30 Not Permitted
R40	R40	R40	R40	R40	R40
Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
R40	R40	R40	R40	R40	R40
Permitted	Not Permitted	Permitted	Permitted	Permitted	Permitted

5.2 TRANSITION AREA TYPOLOGY DEVELOPMENT CONTROLS

5.2.1. TYPOLOGY 1 TWO DWELLINGS DETACHED

	Suburban Ne	eighbourhood	Urban Nei	ghbourhood
TRANSITION AREA	Suburban	Suburban	Transit	District Activity Centre
R-CODE DENSITY	R25	R30	R40	R40
LANDSCAPE QUALITY				
General Design Provisions	Typology not permitted	Refer General Development Controls	Typology not permitted	Typology not permitted
BUILT FORM & SCALE				
General Design Provisions		Refer General Development Controls		
Lot Frontage		10.0m minimum		
Street setback		Avg. 6.0m		
Side Setback 1		1.5m Ground 3.0m Upper		
Side Setback 2		7.5m		
Rear Setback		3.0m Ground 6.0m Upper		
Setback between driveway and building		Min 4.0m		
Building Height		Max 2 Storeys		
Building Separation at Upper Levels		Min 6.0m		
SUSTAINABILITY & AMENITY	1			
General Design Provisions		Refer General Development Controls		
ACCESS & PARKING				
General Design Provisions		Refer General Development Controls		

5.2.2. TYPOLOGY 2 DUPLEX ATTACHED



	Suburban Ne	ighbourhood	Urban Neighbourhood					
TRANSITION AREA	Suburban	Suburban Suburban		District Activity Centre				
R-CODE DENSITY	R25	R30	R40	R40				
LANDSCAPE QUALITY								
General Design Provisions		Refer General Development Controls						
BUILT FORM & SCALE								
General Design Provisions		Refer General Development Controls						
Lot Frontage	7.5m minimum	7.5m minimum 10.0m minimum Refer General Development Controls						
Street setback	Avg.	6.0m	Avg. 3.0m	Avg. 3.0m				
Side Setback 1 (to adjoining properties)	1.5m 0 3.0m	Ground, Upper	1.5m Ground, NIL for enclosed garage (max 7m length), 3.0m Upper	1.5m Ground, NIL for enclosed garage (max 7m length), 3.0m Upper				
Side Setback 2 (party wall)		NIL Ground	, NIL Upper					
Rear Setback		3.0m 0 6.0m	Ground Upper					
Building Height		Max 2	Storeys					
SUSTAINABILITY & AMENITY	1							
General Design Provisions		Refer General Dev	elopment Controls					
ACCESS & PARKING								
General Design Provisions	Refer General Development Controls							
Garages Setback from street		5.5	5m					

5.2.3. TYPOLOGY 3 COURTYARD DETACHED

	Suburban Neighbourhood		Urban Neighbourhood	
TRANSITION AREA	Suburban	Suburban Transit		District Activity Centre
R-CODE DENSITY	R25	R30	R40	R40
LANDSCAPE QUALITY				
General Design Provisions	Typology not permitted	Refer General Development Controls		Typology not permitted
BUILT FORM & SCALE				
General Design Provisions		Refer General Development Controls		
Lot Frontage		10.0m minimum	Refer General Controls	
Street setback		Avg. 6.0m	Avg. 3.0m	
Side Setback 1		1.5m Ground 4.0m Upper	NIL Ground (max 50% of lot boundary), 4.0m Upper	
Side Setback 2		6.5m ground, 7.5m upper		
Rear Setback		3.0m Ground 3.0m Upper	1.5m Ground 3.0m Upper	
Setback between driveway and building		Min 3.0m		
Building Height		Max 2 Storeys		
Building Separation at Upper Levels		Min 6.0m	Min 3.0m	
SUSTAINABILITY & AMENITY				
General Design Provisions		Refer General Development Controls		
ACCESS & PARKING				
General Design Provisions		Refer General Development Controls		

5.2.4. TYPOLOGY 4 TWO DWELLINGS ATTACHED LANEWAY

2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2					
	Suburban Neighbourhood		Urban Neighbourhood		
TRANSITION AREA	Suburban	Suburban Suburban		District Activity Centre	
R-CODE DENSITY	R25	R30	R40	R40	
LANDSCAPE QUALITY					
General Design Provisions	Refer General Development Controls				
BUILT FORM & SCALE					
General Design Provisions		Refer General Development Controls			
Lot Frontage	10.0m minimum		Refer General Development Controls		
Street setback	Avg. 6.0m		Avg. 3.0m		
Side Setback 1 (to adjoining properties)	1.5m Ground 1.5m Upper				
Side Setback 2 (party wall)	NIL Ground, NIL Upper				
Rear (laneway) Setback	0.5m to Garage				
Garage side setback	NIL (maximum 7m length)				
Building Height	Max 2 Storeys				
SUSTAINABILITY & AMENITY	(
General Design Provisions	Refer General Development Controls				
ACCESS & PARKING					
General Design Provisions	Refer General Development Controls				
Garage Location	Garages shall be accessed from laneway				

5.2.5. TYPOLOGY 5 CORNER DETACHED GROUP DEVELOPMENT

	Suburban Neighbourhood		Urban Neighbourhood		
TRANSITION AREA	Suburban Suburban		Transit	District Activity Centre	
R-CODE DENSITY	R25	R30	R40	R40	
LANDSCAPE QUALITY					
General Design Provisions	Refer General Development Controls				
BUILT FORM & SCALE					
General Design Provisions	Refer General Development Controls				
Lot Frontage	Minimum 10.0m		Refer General Development Controls		
Street setback	Avg. 6.0m		Avg. 3.0m		
Side Setback 1	3.0m Ground 3.0m Upper Levels				
Side Setback 2	3.0m Ground 3.0m Upper Levels				
Side Setback 3 (party wall)	NIL Ground, Nil Upper				
Garage side Setback	NIL (maximum 7m length)				
Building Height	Max 2 Storeys				
Building Separation at Upper Levels	Min 6.0m		Min 3.0m		
SUSTAINABILITY & AMENITY	,				
General Design Provisions	Refer General Development Controls				
ACCESS & PARKING					
General Design Provisions	Refer General Development Controls				
Garages Setback from street	5.5m				

5.2.6. TYPOLOGY 6 THREE DWELLINGS DETACHED

	Suburban Neighbourhood		Urban Neighbourhood	
TRANSITION AREA	Suburban	Suburban	Transit	District Activity Centre
R-CODE DENSITY	R25	R30	R40	R40
LANDSCAPE QUALITY				
General Design Provisions	Typology not permitted	Refer General Dev	elopment Controls	Typology not permitted
BUILT FORM & SCALE				
General Design Provisions		Refer General Dev	elopment Controls	
Lot Frontage		10.0m minimum	Refer General Controls	
Street setback		Avg. 6.0m	Avg. 4.0m	
Side Setback 1		1.5m Ground 3.0m Upper		
Side Setback 2		Min 7.5m		
Rear Setback		3.0m Ground 6.0m Upper		
Garage side setback		NIL (maximu		
Setback between driveway and building		Min 4.0m		
Building Height		Max 2 Storeys		
Building Separation at Upper Levels		Min 7.0m	Min 3.0m	
SUSTAINABILITY & AMENITY				
General Design Provisions		Refer General Development Controls		
ACCESS & PARKING				
General Design Provisions		Refer General Development Controls		

5.2.7. TYPOLOGY 7 THREE DWELLINGS ATTACHED



5.2.8. TYPOLOGY 8 CORNER ATTACHED MANOR HOUSE APARTMENTS

	Suburban Neighbourhood		Urban Neighbourhood		
TRANSITION AREA	Suburban	Local Activity Centre Transit District Activity Centr			
R-CODE DENSITY	R25	R30 R40 R40		R40	
LANDSCAPE QUALITY					
General Design Provisions	Typology not permitted	Refer General Development Controls			
BUILT FORM & SCALE					
General Design Provisions		Refer General Development Controls			
Lot Frontage		10.0m minimum	Refer General Development Controls		
Street setback		Avg. 6.0m	Avg. 3.0m		
Side Setback 1		1.5m Ground 3.0m Upper	1.5m Ground, 1.5m Upper		
Side Setback 2		1.5m Ground, 3.0m Upper	1.5m Ground,NIL Ground (max 1/3 site boundary), 1.5m Upper3.0m Upper		
Side Setback 3 (party wall)		NIL Ground, NIL Upper			
Garage side setback		NIL (maximum 7m length)			
Building Height		Max 2 Storeys			
SUSTAINABILITY & AMENITY					
General Design Provisions		Refer General Development Controls			
ACCESS & PARKING					
General Design Provisions		Refer General Development Controls			
Garages Setback from street		5.5m			

5.2.9. TYPOLOGY 9 APARTMENTS SINGLE LOT



Urban Neighbourhood TRANSITION AREA Suburban Suburban Transit **District Activity Centre** R-CODE DENSITY R25 R30 R40 R40 LANDSCAPE QUALITY **General Design Provisions** Typology not permitted Refer General Development Controls **BUILT FORM & SCALE General Design Provisions** Refer General Development Controls Street setback Avg. 3.0m Side Setback 1 Min 3.5m Side Setback 2 Min 5.0m Min 3.0m ground Rear Setback Min 6.0m upper **Building Height** Max 2 Storeys **Building Separation at Upper** Refer General Development Controls Levels SUSTAINABILITY & AMENITY Refer General Development Controls **General Design Provisions ACCESS & PARKING General Design Provisions** Refer General Development Controls

5.2.10. TYPOLOGY 10 APARTMENTS AMALGAMATED LOTS



	Suburban Neighbourhood		Urban Neighbourhood		
TRANSITION AREA	Suburban	Suburban	Transit	District Activity Centre	
R-CODE DENSITY	R25	R30	R40	R40	
LANDSCAPE QUALITY					
General Design Provisions	Typology not permitted		Refer General Development Controls		
BUILT FORM & SCALE					
General Design Provisions			Refer General Development Controls		
Street setback			Avg. 3.0m		
Side Setback 1			Min 3.0m		
Side Setback 2			Min 7.5m		
Rear Setback			Min 6.0m		
Building Height			Max 2 Storeys		
Building Separation at Upper Levels			Refer General Development Controls		
SUSTAINABILITY & AMENITY					
General Design Provisions	Refer General Development Controls				
ACCESS & PARKING					
General Design Provisions		Refer General Development Controls		elopment Controls	

GLOSSARY OF TERMS

For the purpose of this LPP, the following glossary of terms is provided:

Acceptable Outcomes: are specific measures and outcomes to assist in meeting the Objective. Acceptable Outcomes identified in *'italics' are mandatory provisions incorporated in LPS No. 3.*

Access Street as identified in the City of Joondalup Road Hierarchy is a street carrying no more than 3,000 vehicles per day consistent with the terminology provided under Liveable Neighbourhoods.

Building height for single and grouped dwellings as per SPP 7.3, Vol. 1 maximum building heights - Category B will apply. Building height for multiple dwellings as per SPP 7.3, Vol. 2, Section 2.2, Table 2.2 will apply.

Cul-de-sac streets (or non-through roads) with only one vehicle egress and access point.

Deep soil areas are contained within the Landscape Area and allow for the growth of mature trees which improve residential amenity and promote management of air and water quality. Tree sizes and deep soil area definitions and requirements are as provided in the SPP 7.3, Vol 2.

District Activity Centre (DAC) - are larger centres in the Urban Neighbourhood' and are generally characterised by medium to higher density places with locally focussed convenience and specialty shops, typically with a supermarket and may contain small scale convenience shopping or department stores, local professional services and some district level office development.

District Activity Centres include:

- Warwick Grove
- Whitfords City Centre

Green ratio refers to the method of establishing the minimum requirements for Landscape Areas, tree provision and tree preservation within the site, prior to determining the building footprint and massing. This is achieved through ensuring functional Landscape Areas with minimum size, dimensions and quality of soft landscaping, minimum tree quantities and sizes and bonuses for tree preservation.

Housing Opportunity Area (HOA) now defined as Place Neighbourhoods (as identified in LPS No. 3) are Urban and Suburban Neighbourhoods based on walkability around a centre or train station.

Housing Typology Controls provide design guidance relating to site planning, orientation and setbacks relative to the particular Place Type.

Landscape Area refers to the area of a site which is not built upon, is open to the sky and contains Deep Soil Areas for tree planting. Non-permeable paving is not permitted within Landscape Areas.

Local Activity Centre (LAC) are small localised centres in the Urban Neighbourhoods and are generally characterised by the provision of small shops and services, medium density, walkable neighbourhoods with a diversity of housing around a mixed-use local centre.

Local Activity Centres include:

- Coolibah Plaza
- Edgewater Centre
- Forrest Plaza Centre
- Lilburne Centre
- Springfield Centre

Neighbourhood Activity Centre (NAC) – medium scale centres in the Urban Neighbourhoods which are generally characterised by a small range of convenience shops, local professional services and/or supermarket and may also contain community facilities with a diversity of mediumhigher density housing. Neighbourhood Activity Centres include:

- Beldon Centre
- Belridge City
- Carine Glades
- Connolly Centre
- Craigie Plaza
- Duncraig Centre
- Greenwood Village
- Heathridge Centre
- Hepburn Heights Centre
- Kingsley Centre
- Marmion Village Centre
- Padbury Centre
- Woodvale Boulevard
- Woodvale Centre

Objectives define the intended outcome. These Objectives need to be met for all development proposals.

Place Neighbourhoods (formerly referred to as the Housing Opportunity Areas) comprise Urban and Suburban Neighbourhoods with a series of Place Types.

Place Types are identified within the Place Neighbourhoods based on common characteristics, similar land use mixes and intensities of development. Five different Place Types apply across the Place Neighbourhoods – Suburban, Local Activity Centre, Neighbourhood Activity Centre, District Activity Centre and Transit.

SPP 7.3, Vol 2 refers to "State Planning Policy 7.3 Residential Design Codes, Volume 2: Apartments". Selected design controls from SPP 7.3 Vol 2 are applicable to the Housing Typologies developed for the Place Types. Although different Place Types allow for development of single, grouped and multiple dwellings, where appropriate, SPP 7.3 Vol 2 controls have been included and/or adapted to guide development standards in the Place Neighbourhoods.

Suburban Neighbourhoods include the Suburban Place Type.

Suburban Place Type is generally characterised by lowmedium density single residential with some grouped dwellings located outside the walkable catchment of Urban Neighbourhood Place Types.

Through-roads relates to street with more than one vehicle egress and access point.

Transit Place Type forms part of some Urban Neighbourhoods and are defined as train stations and/or bus interchanges which are non-activity centres. Transit Place Types have no, to limited, retail or commercial land use activity.

Transition Areas details the transition between different Place Types within the Place Neighbourhoods and between the density proposed within Place Types and the existing densities located outside of the Place Neighbourhood.

Typology Matrix identifies the applicability of each Housing Typology relevant to the different Place Types. Characteristics, Objectives and Development Controls relevant to each of the 10 Housing Typologies are provided.

Urban Neighbourhoods include four Place Types based on their common characteristics, which include Local Activity Centre, Neighbourhood Activity Centre, District Activity Centre and Transit Place Types.

Walkable catchment is the spatial basis for regulating development intensity as reflected in the relevant Place Type and has been calculated based on a five to ten-minute walkable catchment around a centre or train station.