

HOA / PLACE NEIGHBOURHOOD 1 – DUNCRAIG (SOUTH) / WARWICK

**IMPORTANT POINTS TO NOTE:** It is essential that proposed density be read in conjunction with draft Scheme Amendment No. 3 to Local Planning Scheme No. 3 and the draft Place Neighbourhoods Local Planning Policy.

- Development standards set out in draft Scheme Amendment No. 3 and the draft Place Neighbourhoods Local Planning Policy will change the way development in this area can be undertaken, including but not limited to:
  - Some forms of development may not be supported.
  - Development potential in cul-de-sacs will be moderated – where permitted, multiple dwellings will be limited by requirements to meet average lot sizes as per the R-Codes.
  - The requirement for dedicated landscape areas and provision of trees.
  - Visitor parking requirements.



Legend

- Housing Opportunity Area
- Existing commercial/mixed use area
- Railway stations
- R20/R40 coding
- Existing public use including schools
- Bus routes
- R20/R60 coding
- Existing parks
- R20 No changes to residential density



LEGEND

- PLACE NEIGHBOURHOODS**
- PLACE TYPES**
  - Suburban**
    - R30 (400- 800m LAC, DAC & Transition)
    - R30 Transition Area
  - Local Activity Centre**
    - R40 (0- 200m)
    - R30 (200- 400m)
  - Neighbourhood Activity Centre**
    - R60 (0- 200m)
    - R40 (200- 400m)
  - Transit Hub**
    - R60 (0- 400m)
    - R40 (400- 800m)
    - R40 Transition Area
  - District Activity Centre**
    - R60 (0- 400m)
    - R40 (400- 800m)
    - R40 Transition Area
- PLACE TYPE CENTRE/ NODE**
  - Train Station (Transit Hub)
  - 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
  - Drainage/ Waterway
  - Service Commercial

CURRENT DENSITY

- R20 / 60 around Warwick station
- R20 / 60 around Warwick centre
- Some R20 / 60 on Beach Road west of Davallia Road
- Balance of the area is R20 / R40

PROPOSED DENSITY

- Remove dual density code
- Include additional R60 within 400m of Warwick centre (mainly to the north)
- Minor realignment of R40 and R60 areas to the west of Warwick centre (based on walkability)
- Reduce size of R60 area around Warwick station (balance reduces to R40)
- Addition of some R60 within 200m walkability of Carine Glades centre
- R40 area reduced – confined to within 200m to 400m of centres
- Rest of Place Neighbourhood reduced to R30

# HOA / PLACE NEIGHBOURHOOD 2 – GREENWOOD / WARWICK (NORTH)

## IMPORTANT POINTS TO NOTE:

- It is essential that proposed density be read in conjunction with draft Scheme Amendment No. 3 to Local Planning Scheme No. 3 and the draft Place Neighbourhoods Local Planning Policy.
- Development standards set out in draft Scheme Amendment No. 3 and the draft Place Neighbourhoods Local Planning Policy will change the way development in this area can be undertaken, including but not limited to:
  - Some forms of development may not be supported.
  - Development potential in cul-de-sacs will be moderated – where permitted, multiple dwellings will be limited by requirements to meet average lot sizes as per the R-Codes.
  - The requirement for dedicated landscape areas and provision of trees.
  - Visitor parking requirements.



### CURRENT DENSITY

- All R20 / R40



### PROPOSED DENSITY

- Remove dual density code
- Introduce some R60 within 200m of the Greenwood centre
- Some R40 to remain within 200m to 400m of Greenwood centre
- Limited R40 to remain in the south east corner, which falls within 800m of the Warwick centre (outside of Place Neighbourhood)
- Rest of Place Neighbourhood reduced to R30

# HOA / PLACE NEIGHBOURHOOD 3 – SORRENTO

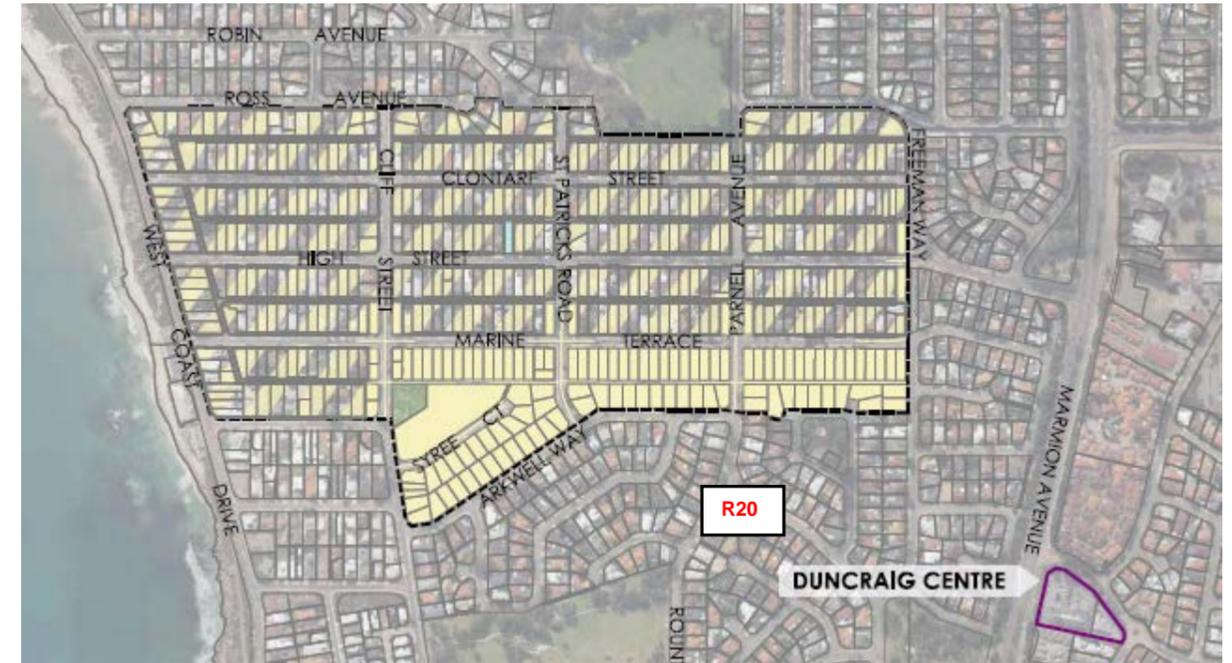
## IMPORTANT POINTS TO NOTE:

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- Development standards set out in draft Scheme Amendment No. 3 and the draft Place Neighbourhoods Local Planning Policy will change the way development in this area can be undertaken, including but not limited to:
  - Some forms of development may not be supported.
  - Development potential in cul-de-sacs will be moderated – where permitted, multiple dwellings will be limited by requirements to meet average lot sizes as per the R-Codes.
  - The requirement for dedicated landscape areas and provision of trees.
  - Visitor parking requirements.



### Legend

- |                          |                                       |                                       |
|--------------------------|---------------------------------------|---------------------------------------|
| Housing Opportunity Area | Existing commercial/mixed use area    | Railway stations                      |
| R20/R40 coding           | Existing public use including schools | Bus routes                            |
| R20/R60 coding           | Existing parks                        | R20 No changes to residential density |



### LEGEND

#### PLACE NEIGHBOURHOODS

##### PLACE TYPES

- |  |  |
|--|--|
| Suburban R30 (400- 800m LAC, DAC & Transition) | Transit Hub R60 (0- 400m)              |
| R30 Transition Area                            | R40 (400- 800m)                        |
| Local Activity Centre R40 (0- 200m)            | R40 Transition Area                    |
| R30 (200- 400m)                                | District Activity Centre R60 (0- 400m) |
| Neighbourhood Activity Centre R60 (0- 200m)    | R40 (400- 800m)                        |
| R40 (200- 400m)                                | R40 Transition Area                    |

##### PLACE TYPE CENTRE/ NODE

- |                               |
|-------------------------------|
| Train Station (Transit Hub)   |
| 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  |
| Drainage/ Waterway         |
| Service Commercial         |

## CURRENT DENSITY

- All R20 / R25

## PROPOSED DENSITY

- Remove dual density code
- Increase the southern part to R30 because of walkability to the Marmion and DunCraig centres (outside of Place Neighbourhood)
- Rest of Place Neighbourhood retained as R25

# HOA / PLACE NEIGHBOURHOOD 4 – PADBURY / KINGSLEY / GREENWOOD / DUNCRAIG (NORTH)

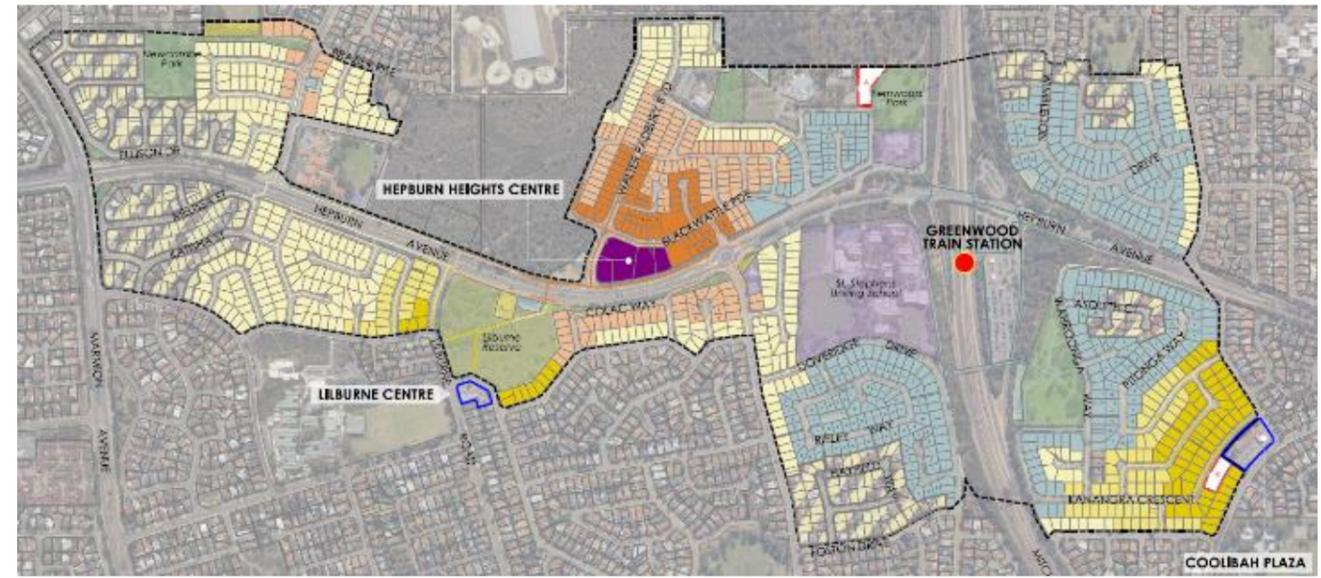
## IMPORTANT POINTS TO NOTE:

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- Development standards set out in draft Scheme Amendment No. 3 and the draft Place Neighbourhoods Local Planning Policy will change the way development in this area can be undertaken, including but not limited to:
  - Some forms of development may not be supported.
  - Development potential in cul-de-sacs will be moderated – where permitted, multiple dwellings will be limited by requirements to meet average lot sizes as per the R-Codes.
  - The requirement for dedicated landscape areas and provision of trees.
  - Visitor parking requirements.



### Legend

- |                          |                                       |                                       |
|--------------------------|---------------------------------------|---------------------------------------|
| Housing Opportunity Area | Existing commercial/mixed use area    | Railway stations                      |
| R20/R40 coding           | Existing public use including schools | Bus routes                            |
| R20/R60 coding           | Existing parks                        | R20 No changes to residential density |



### LEGEND

- |  |   |   |  |
|--|---|---|--|
| <b>PLACE NEIGHBOURHOODS</b><br><b>PLACE TYPES</b><br><b>Suburban</b><br>R30 (400- 800m LAC, DAC & Transition)<br>R30 Transition Area<br><b>Local Activity Centre</b><br>R40 (0- 200m)<br>R30 (200- 400m)<br><b>Neighbourhood Activity Centre</b><br>R60 (0- 200m)<br>R40 (200- 400m) | <b>Transit Hub</b><br>R60 (0- 400m)<br>R40 (400- 800m)<br>R40 Transition Area<br><b>District Activity Centre</b><br>R60 (0- 400m)<br>R40 (400- 800m)<br>R40 Transition Area | <b>PLACE TYPE CENTRE/ NODE</b><br>Train Station (Transit Hub)<br>District Activity Centre<br>Neighbourhood Activity Centre<br>Local Activity Centre | <b>OTHER EXISTING LAND USES &amp; COMMUNITY INFRASTRUCTURE</b><br>Public Open Space<br>Environmental Conservation<br>Public Purpose<br>Urban Development<br>Mixed Use<br>Private Community Purpose<br>Drainage/ Waterway<br>Service Commercial |
|--|---|---|--|

## CURRENT DENSITY

- Some R20 / R60 around Greenwood Station
- Balance of the area is R20 / R40

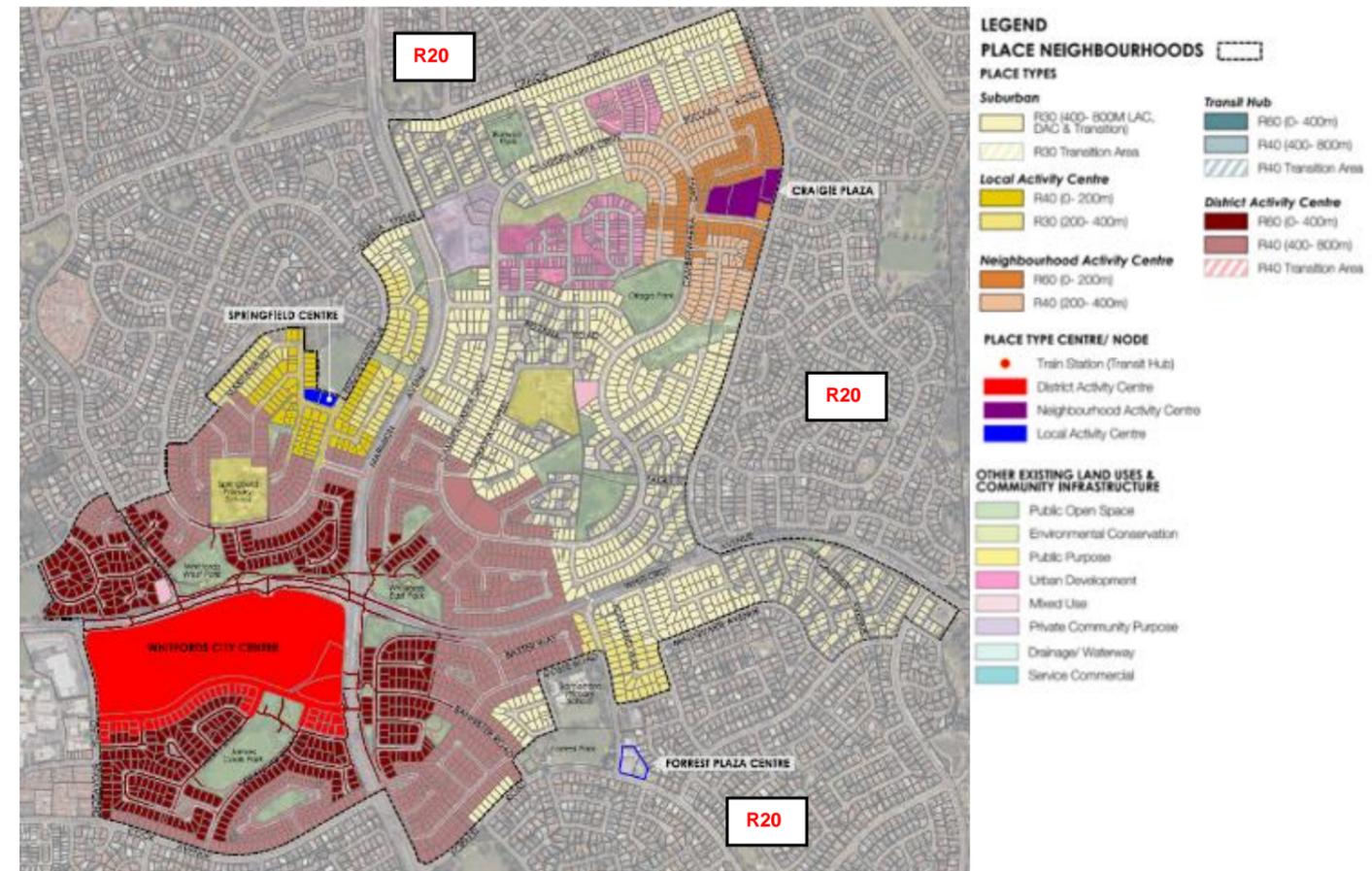
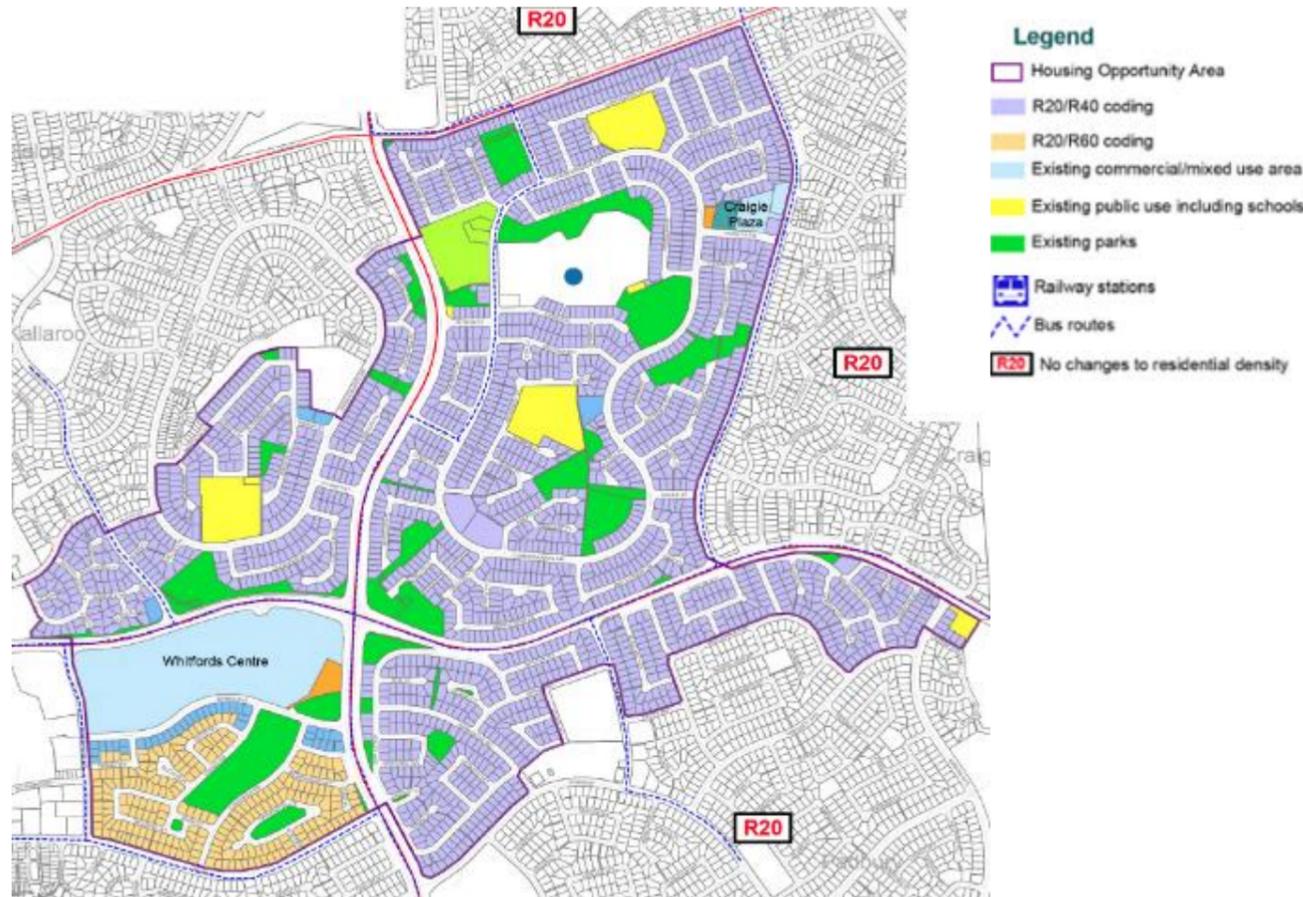
## PROPOSED DENSITY

- Remove dual density code
- Remove R60 around Greenwood Station and reduce to R40
- Introduce some R60 within 200m of the Hepburn Heights centre
- Retain R40 within 200 to 400m walkability of Hepburn Heights centre
- Retain R40 within 200m of Lilbourne centre
- Retain R40 within 200m of Coolibah Drive centre
- Retain R40 within 400m of Padbury centre (outside of Place Neighbourhood)
- Rest of Place Neighbourhood reduced to R30

HOA / PLACE NEIGHBOURHOOD 5 – KALLAROO / CRAIGIE / HILLARYS / PADBURY

IMPORTANT POINTS TO NOTE:

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  - Some forms of development may not be supported.
  - Development potential in cul-de-sacs will be moderated – where permitted, multiple dwellings will be limited by requirements to meet average lot sizes as per the R-Codes.
  - The requirement for dedicated landscape areas and provision of trees.
  - Visitor parking requirements.



CURRENT DENSITY

- R80 immediately south of Whitfords centre (part of approved Whitfords Activity Centre Plan)
- R20 / R60 further south of Whitfords centre
- Balance of the area R20 / R40

PROPOSED DENSITY

- Remove dual density code
- Reduce size of R60 area south of Whitfords centre in Hillarys (retain R60 within 400m of centre)
- Introduce new R60 area within 400m of Whitfords centre in Kallaroo (north) and Padbury/Craigie (east)
- Reduce R40 around Whitfords centre – confined to within 800m of centre
- Introduce some R60 within 200m of Craigie Plaza
- Reduce R40 within Craigie – confined to within 200 – 400m of Craigie Plaza
- Retain some R40 around Springfield shops
- Reduce rest of Place Neighbourhood to R30

HOA / PLACE NEIGHBOURHOOD 6 – WOODVALE / KINGSLEY

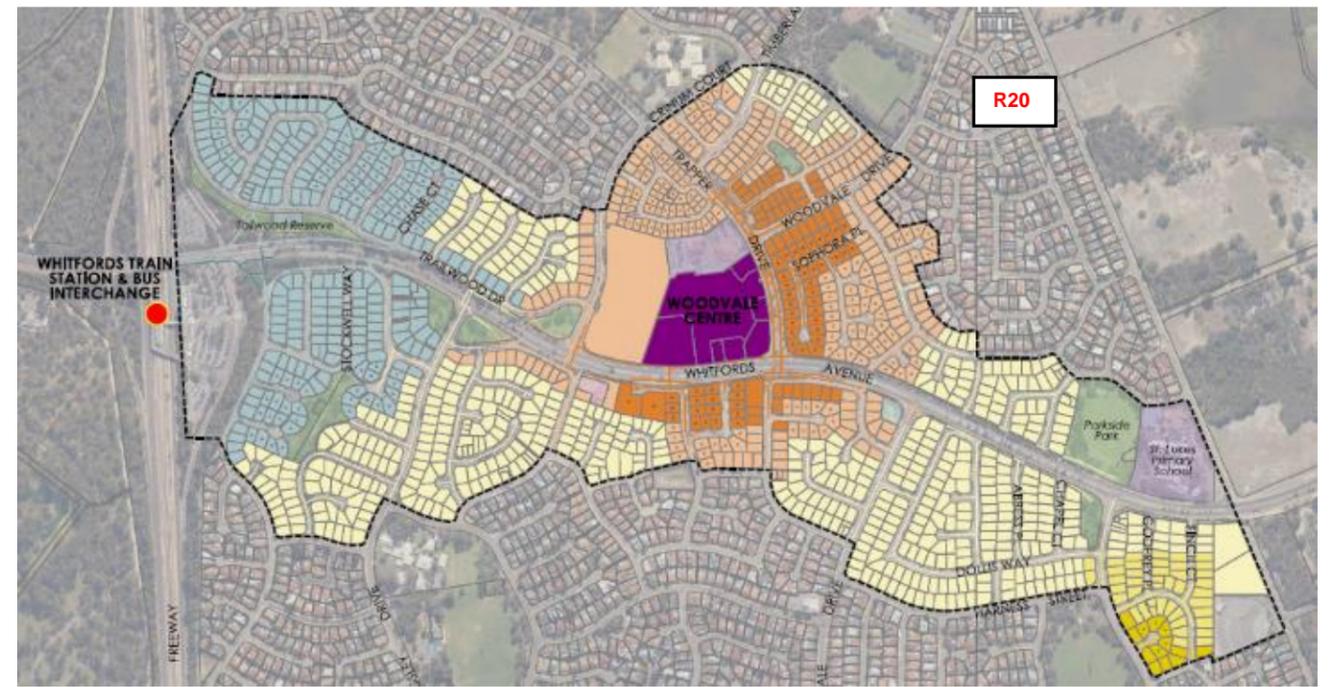
IMPORTANT POINTS TO NOTE:

- It is essential that proposed density be read in conjunction with draft Scheme Amendment No. 3 to Local Planning Scheme No. 3 and the draft Place Neighbourhoods Local Planning Policy.
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  - The requirement for dedicated landscape areas and provision of trees.
  - Visitor parking requirements.



Legend

- Housing Opportunity Area
- Existing commercial/mixed use area
- 🚂 Railway stations
- R20/R40 coding
- Existing public use including schools
- 🚌 Bus routes
- R20/R60 coding
- Existing parks
- 📦 R20 No changes to residential density



LEGEND

PLACE NEIGHBOURHOODS

PLACE TYPES

- Suburban**
  - R30 (400- 800m LAC, DAC & Transition)
  - R30 Transition Area
- Local Activity Centre**
  - R40 (0- 200m)
  - R30 (200- 400m)
- Neighbourhood Activity Centre**
  - R60 (0- 200m)
  - R40 (200- 400m)
- Transit Hub**
  - R60 (0- 400m)
  - R40 (400- 800m)
  - R40 Transition Area
- District Activity Centre**
  - R60 (0- 400m)
  - R40 (400- 800m)
  - R40 Transition Area

PLACE TYPE CENTRE/ NODE

- Train Station (Transit Hub)
- 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
- Drainage/ Waterway
- Service Commercial

CURRENT DENSITY

- R20 / R60 close to Whitfords Train Station
- Balance of the area R20 / R40

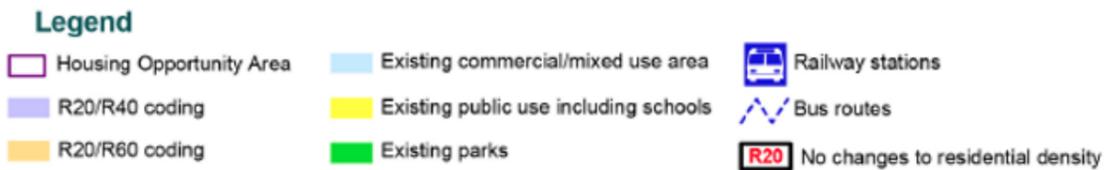
PROPOSED DENSITY

- Remove dual density code
- Remove R60 around Whitfords Station and reduce to R40
- Retain existing R40 within 800m of Whitfords Station
- Introduce some R60 within 200m of Woodvale centre
- Retain existing R40 within 200 – 400m of Woodvale centre
- Retain existing R40 within 200m of Kingsley centre (outside of Place Neighbourhod)
- Reduce rest of Place Neighbourhood to R30

# HOA / PLACE NEIGHBOURHOOD 7 – BELDON / HEATHRIDGE

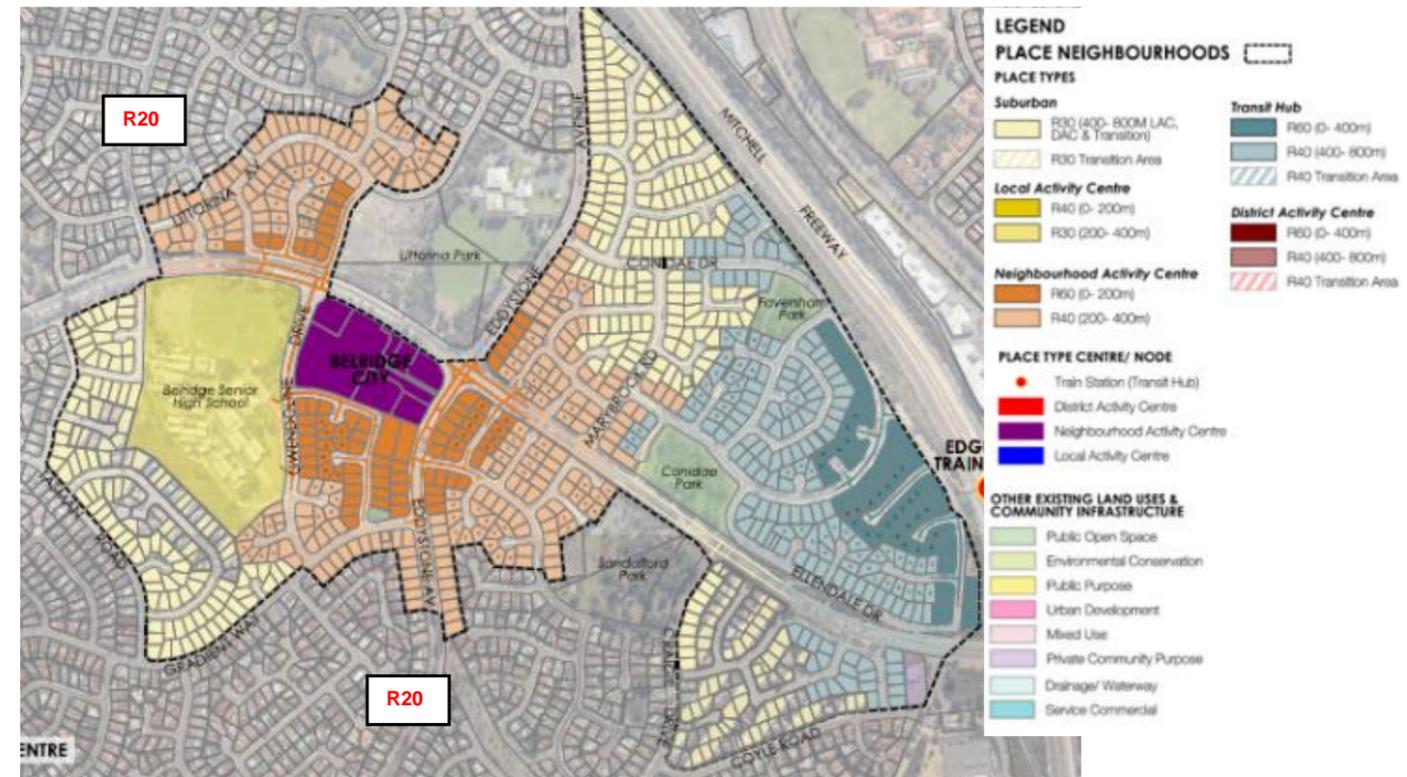
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  - The requirement for dedicated landscape areas and provision of trees.
  - Visitor parking requirements.



## CURRENT DENSITY

- Some R20 / R60 west of Edgewater Train Station
- Balance of the area R20 / R40



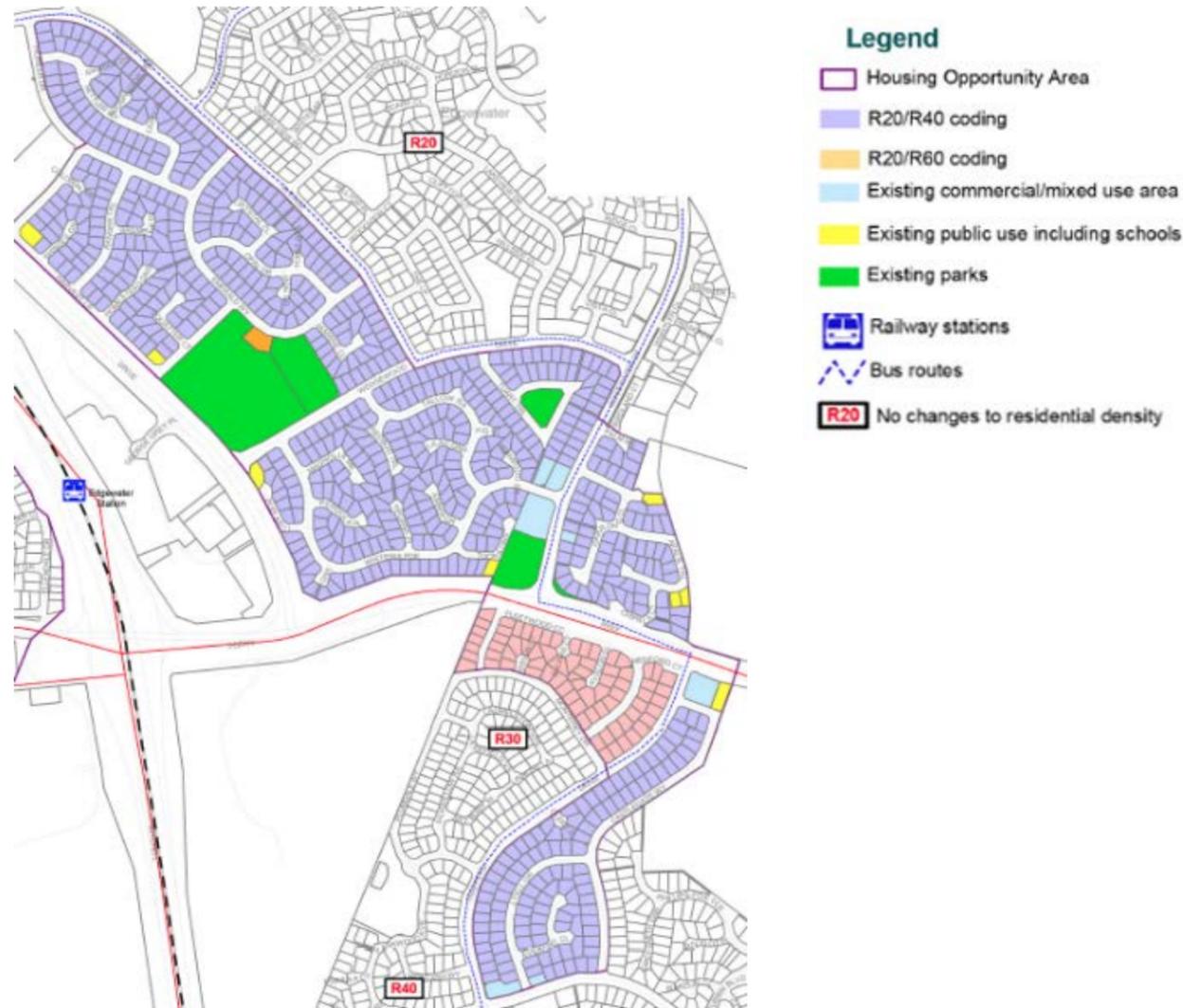
## PROPOSED DENSITY

- Remove dual density code
- Reconfigure R60 area – some properties reduce from R60 to R40 and some properties increase from R40 to R60 (based on walkability to Edgewater Station)
- Retain balance of existing R40 within 400 – 800m of Edgewater Station
- Introduce some R60 within 200m of Belridge centre
- Retain R40 within 200 – 400m of Belridge centre
- Reduce rest of Place Neighbourhood to R30

# HOA / PLACE NEIGHBOURHOOD 8 – EDGEWATER / WOODVALE (NORTH)

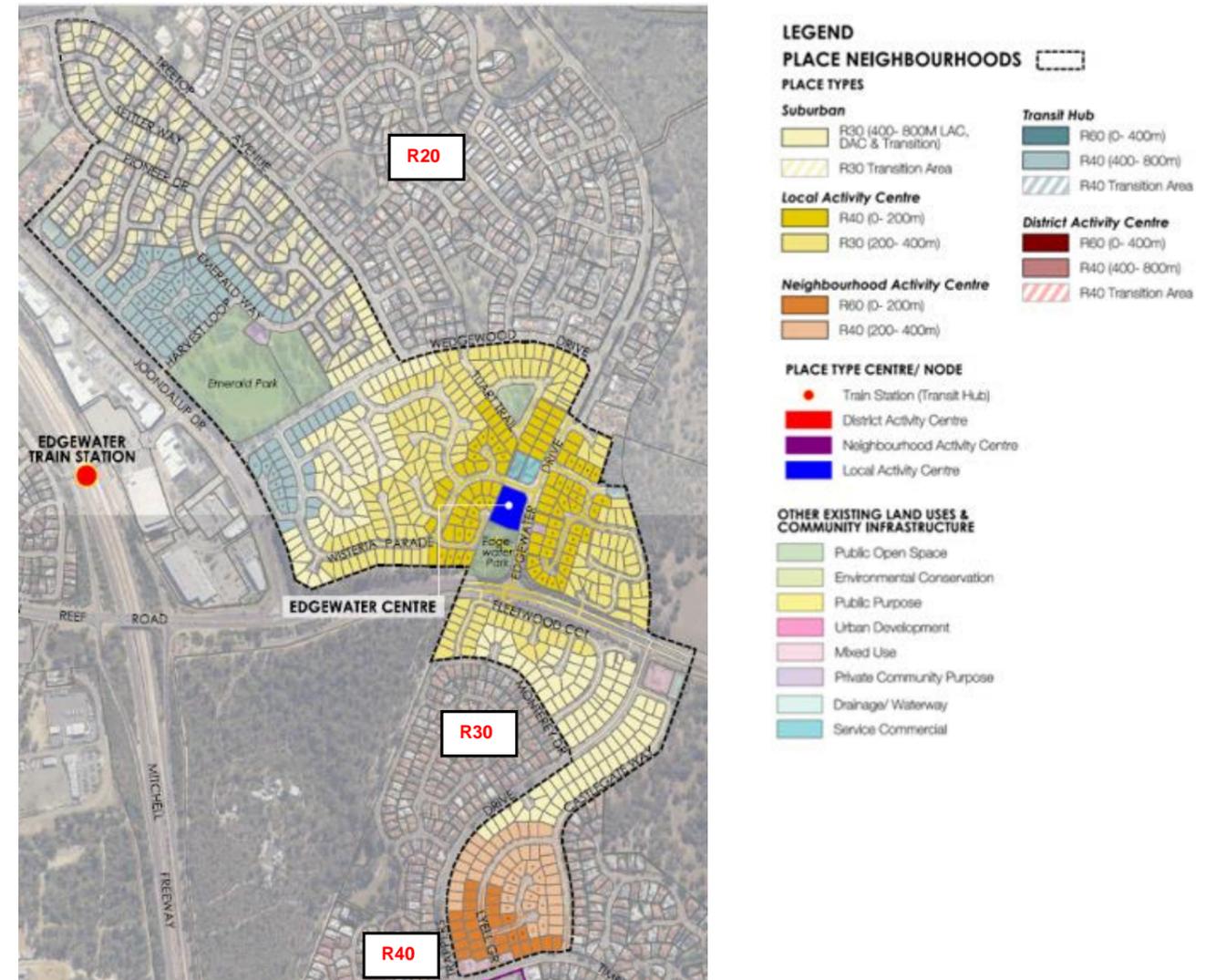
## IMPORTANT POINTS TO NOTE:

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- Development standards set out in draft Scheme Amendment No. 3 and the draft Place Neighbourhoods Local Planning Policy will change the way development in this area can be undertaken, including but not limited to:
  - Some forms of development may not be supported.
  - Development potential in cul-de-sacs will be moderated – where permitted, multiple dwellings will be limited by requirements to meet average lot sizes as per the R-Codes.
  - The requirement for dedicated landscape areas and provision of trees.
  - Visitor parking requirements.



### CURRENT DENSITY

- Mostly R20 / R40
- Some R20 / R30 in Woodvale



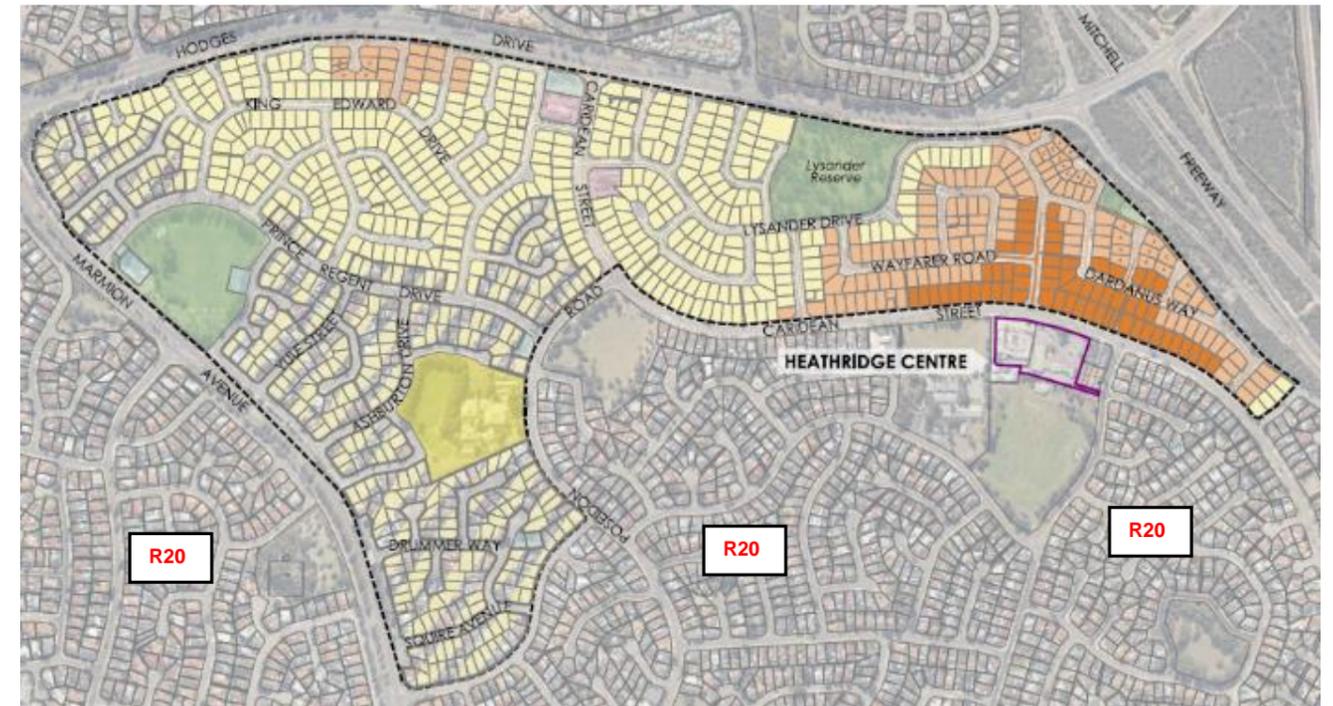
### PROPOSED DENSITY

- Remove dual density code
- Retain R40 within 800m of Edgewater Station
- Retain R40 within 200m of Edgewater centre
- Introduce some R60 within 200m of Woodvale centre (outside of Pace Neighbourhood)
- Retain R40 within 200 – 400m of Woodvale centre (outside of Place Neighbourhood)
- Reduce balance of Place Neighbourhood to R30

# HOA / PLACE NEIGHBOURHOOD 9 – HEATHRIDGE

## IMPORTANT POINTS TO NOTE:

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  - The requirement for dedicated landscape areas and provision of trees.
  - Visitor parking requirements.



### Legend

- |                          |                                       |                                   |
|--------------------------|---------------------------------------|-----------------------------------|
| Housing Opportunity Area | Existing commercial/mixed use area    | Railway stations                  |
| R20/R40 coding           | Existing public use including schools | Bus routes                        |
| R20/R60 coding           | Existing parks                        | No changes to residential density |

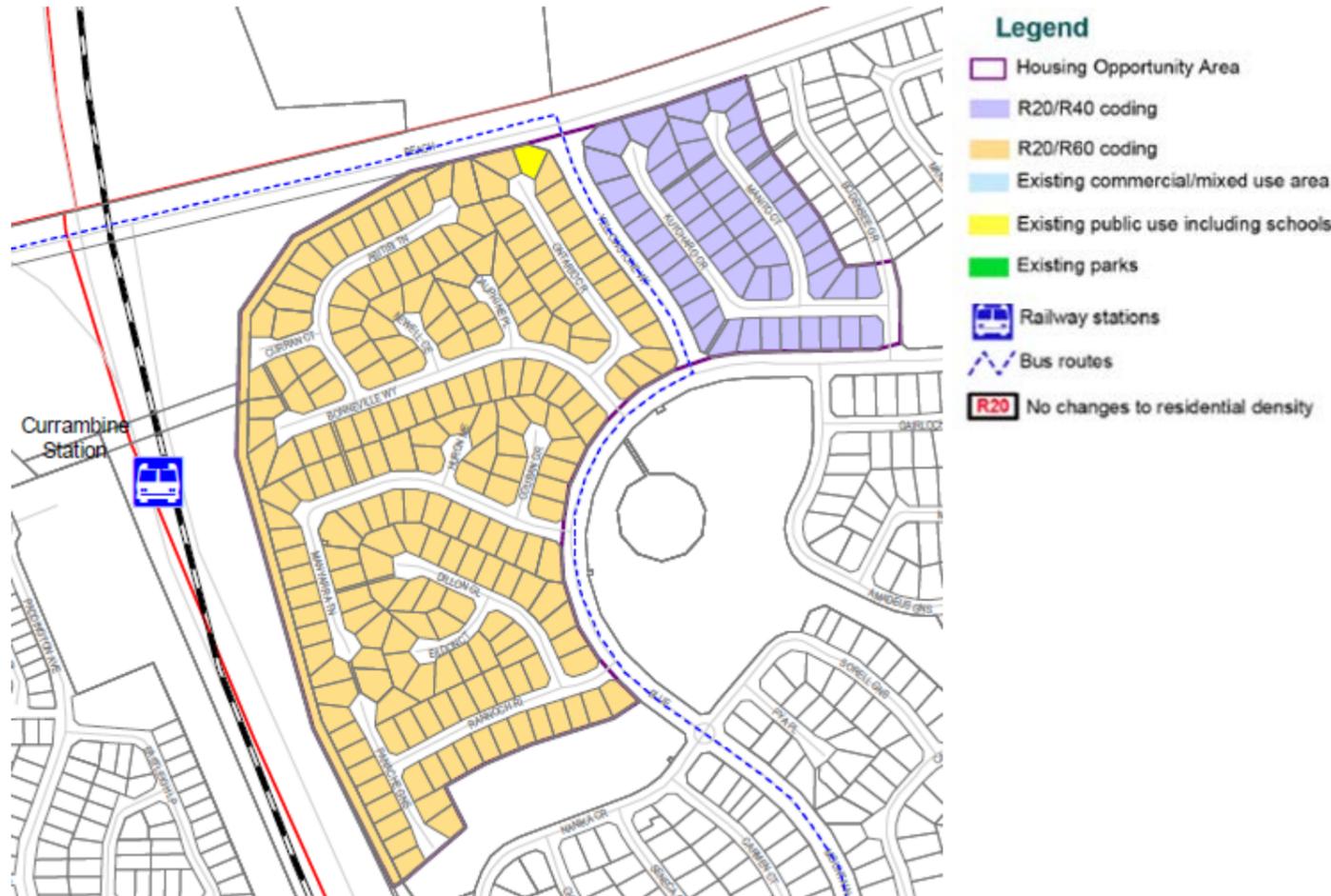
### LEGEND

- |                                      |                                       |                                 |                 |
|--------------------------------------|---------------------------------------|---------------------------------|-----------------|
| <b>PLACE NEIGHBOURHOODS</b>          |                                       |                                 |                 |
| <b>PLACE TYPES</b>                   |                                       |                                 |                 |
| <b>Suburban</b>                      | R30 (400- 800m LAC, DAC & Transition) | <b>Transit Hub</b>              | R60 (0- 400m)   |
|                                      | R30 Transition Area                   | R40 (400- 800m)                 | R40 (400- 800m) |
|                                      | R40 Transition Area                   | <b>District Activity Centre</b> | R60 (0- 400m)   |
| <b>Local Activity Centre</b>         | R40 (0- 200m)                         | R40 (400- 800m)                 | R40 (400- 800m) |
|                                      | R30 (200- 400m)                       | <b>District Activity Centre</b> | R60 (0- 400m)   |
|                                      | R40 (400- 800m)                       | R40 (400- 800m)                 | R40 (400- 800m) |
| <b>Neighbourhood Activity Centre</b> | R60 (0- 200m)                         | R40 (400- 800m)                 | R60 (0- 400m)   |
|                                      | R40 (200- 400m)                       | R40 (400- 800m)                 | R40 (400- 800m) |
|                                      | R40 (400- 800m)                       | R40 (400- 800m)                 | R60 (0- 400m)   |
|                                      | R40 (400- 800m)                       | R40 (400- 800m)                 | R40 (400- 800m) |
|                                      | R40 (400- 800m)                       | R40 (400- 800m)                 | R60 (0- 400m)   |
|                                      | R40 (400- 800m)                       | R40 (400- 800m)                 | R40 (400- 800m) |
|                                      | R40 (400- 800m)                       | R40 (400- 800m)                 | R60 (0- 400m)   |
|                                      | R40 (400- 800m)                       | R40 (400- 800m)                 | R40 (400- 800m) |
|                                      | R40 (400- 800m)                       | R40 (400- 800m)                 | R60 (0- 400m)   |
|                                      | R40 (400- 800m)                       | R40 (400- 800m)                 | R40 (400- 800m) |
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|                                      | R40 (400- 800m)                       | R40 (400- 800m)                 | R60 (0- 400m)   |
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|                                      | R40 (400- 800m)                       | R40 (400- 800m)                 | R60 (0- 400m)   |
|                                      | R40 (400- 800m)                       | R40 (400- 800m)                 | R40 (400- 800m) |
|                                      | R40 (400- 800m)                       | R40 (400- 800m)                 | R60 (0- 400m)   |
|                                      | R40 (400- 800m)                       | R40 (400- 800m)                 | R40 (400- 800m) |
|                                      | R40 (400- 800m)                       | R40 (400- 800m)                 | R60 (0- 400m)   |
|                                      | R40 (400- 800m)                       | R40 (400- 800m)                 | R40 (400- 800m) |
|                                      | R40 (400- 800m)                       | R40 (400- 800m)                 | R60 (0- 400m)   |
|                                      | R40 (400- 800m)                       | R40 (400- 800m)                 | R40 (400- 800m) |
|                                      | R40 (400- 800m)                       | R40 (400- 800m)                 | R60 (0- 400m)   |
|                                      | R40 (400- 800m)                       | R40 (400- 800m)                 | R40 (400- 800m) |
|                                      | R40 (400- 800m)                       | R40 (400- 800m)                 | R60 (0- 400m)   |
|                                      | R40 (400- 800m)                       | R40 (400- 800m)                 | R40 (400- 800m) |
|                                      | R40 (400- 800m)                       | R40 (400- 800m)                 | R60 (0- 400m)   |
|                                      | R40 (400- 800m)                       | R40 (400- 800m)                 | R40 (400- 800m) |
|                                      | R40 (400- 800m)                       | R40 (400- 800m)                 | R60 (0- 400m)   |
|                                      | R40 (400- 800m)                       | R40 (400- 800m)                 | R40 (400- 800m) |
|                                      | R40 (400- 800m)                       | R40 (400- 800m)                 | R60 (0- 400m)   |
|                                      | R40 (400- 800m)                       | R40 (400- 800m)                 | R40 (400- 800m) |
|                                      | R40 (400- 800m)                       | R40 (400- 800m)                 | R60 (0- 400m)   |
|                                      | R40 (400- 800m)                       | R40 (400- 800m)                 | R40 (400- 800m) |
|                                      | R40 (400- 800m)                       | R40 (400- 800m)                 | R60 (0- 400m)   |
|                                      | R40 (400- 800m)                       | R40 (400- 800m)                 | R40 (400- 800m) |
|                                      | R40 (400- 800m)                       | R40 (400- 800m)                 | R60 (0- 400m)   |
|                                      | R40 (400- 800m)                       | R40 (400- 800m)                 | R40 (400- 800m) |
|                                      | R40 (400- 800m)                       | R40 (400- 800m)                 | R60 (0- 400m)   |
|                                      | R40 (400- 800m)                       | R40 (400- 800m)                 | R40 (400- 800m) |
|                                      | R40 (400- 800m)                       | R40 (400- 800m)                 | R60 (0- 400m)   |
|                                      | R40 (400- 800m)                       | R40 (400- 800m)                 | R40 (400- 800m) |
|                                      | R40 (400- 800m)                       | R40 (400- 800m)                 | R60 (0- 400m)   |
|                                      | R40 (400- 800m)                       | R40 (400- 800m)                 | R40 (400- 800m) |
|                                      | R40 (400- 800m)                       | R40 (400- 800m)                 | R60 (0- 400m)   |
|                                      | R40 (400- 800m)                       | R40 (400- 800m)                 | R40 (400- 800m) |
|                                      | R40 (400- 800m)                       | R40 (400- 800m)                 | R60 (0- 400m)   |
|                                      | R40 (400- 800m)                       | R40 (400- 800m)                 | R40 (400- 800m) |
|                                      | R40 (400- 800m)                       | R40 (400- 800m)                 | R60 (0- 400m)   |
|                                      | R40 (400- 800m)                       | R40 (400- 800m)                 | R40 (400- 800m) |
|                                      | R40 (400- 800m)                       | R40 (400- 800m)                 | R60 (0- 400m)   |
|                                      | R40 (400- 800m)                       | R40 (400- 800m)                 | R40 (400- 800m) |
|                                      | R40 (400- 800m)                       | R40 (400- 800m)                 | R60 (0- 400m)   |
|                                      | R40 (400- 800m)                       | R40 (400- 800m)                 | R40 (400- 800m) |
|                                      | R40 (400- 800m)                       | R40 (400- 800m)                 | R60 (0- 400m)   |
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|                                      | R40 (400- 800m)                       | R40 (400- 800m)                 | R60 (0- 400m)   |
|                                      | R40 (400- 800m)                       | R40 (400- 800m)                 | R40 (400- 800m) |
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|                                      | R40 (400- 800m)                       | R40 (400- 800m)                 | R60 (0- 400m)   |
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|                                      | R40 (400- 800m)                       | R40 (400- 800m)                 | R60 (0- 400m)   |
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|                                      | R40 (400- 800m)                       | R40 (400- 800m)                 | R60 (0- 400m)   |
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|                                      | R40 (400- 800m)                       | R40 (400- 800m)                 | R60 (0- 400m)   |
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|                                      | R40 (400- 800m)                       | R40 (400- 800m)                 | R60 (0- 400m)   |
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|                                      | R40 (400- 800m)                       | R40 (400- 800m)                 | R60 (0- 400m)   |
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|                                      | R40 (400- 800m)                       | R40 (400- 800m)                 | R60 (0- 400m)   |
|                                      | R40 (400- 800m)                       | R40 (400- 800m)                 | R40 (400- 800m) |
|                                      | R40 (400- 800m)                       | R40 (400- 800m)                 | R60 (0- 400m)   |
|                                      | R40 (400- 800m)                       | R40 (400- 800m)                 | R40 (400- 800m) |
|                                      | R40 (400- 800m)                       | R40 (400- 800m)                 | R60 (0- 400m)   |
|                                      | R40 (400- 800m)                       | R40 (400- 800m)                 | R40 (400- 800m) |
|                                      | R40 (400- 800m)                       | R40 (400- 800m)                 | R60 (0- 400m)   |
|                                      | R40 (400- 800m)                       | R40 (400- 800m)                 | R40 (400- 800m) |
|                                      | R40 (400- 800m)                       | R40 (400- 800m)                 | R60 (0- 400m)   |
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|                                      | R40 (400- 800m)                       | R40 (400- 800m)                 | R60 (0- 400m)   |
|                                      | R40 (400- 800m)                       | R40 (400- 800m)                 | R40 (400- 800m) |
|                                      | R40 (400- 800m)                       | R40 (400- 800m)                 | R60 (0- 400m)   |
|                                      | R40 (400- 800m)                       | R40 (400- 800m)                 | R40 (400- 800m) |
|                                      | R40 (400- 800m)                       | R40 (400- 800m)                 | R60 (0- 400m)   |
|                                      | R40 (400- 800m)                       | R40 (400- 800m)                 | R40 (400- 800m) |
|                                      | R40 (400- 800m)                       | R40 (400- 800m)                 | R60 (0- 400m)   |

# HOA / PLACE NEIGHBOURHOOD 10 – JOONDALUP

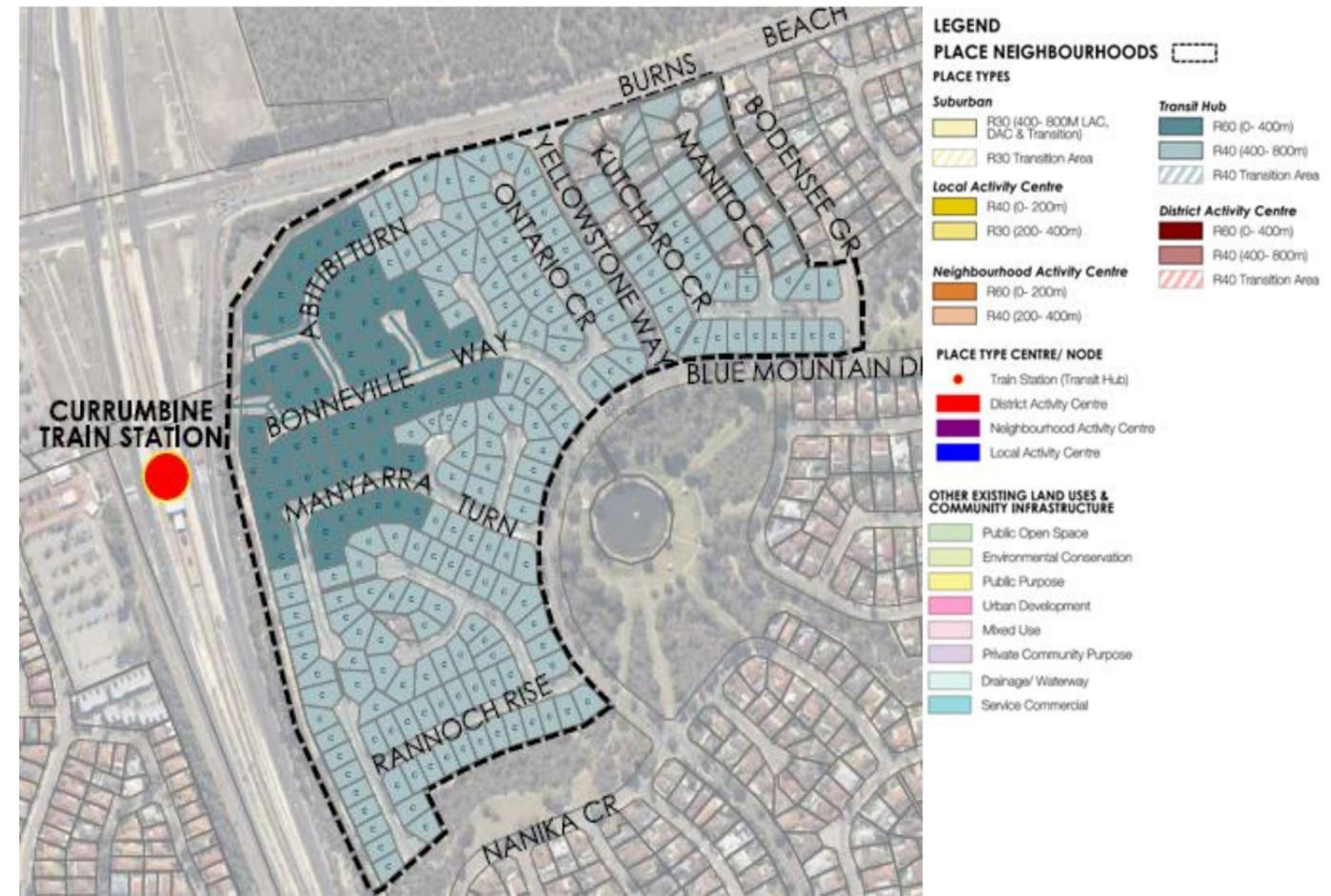
## IMPORTANT POINTS TO NOTE:

- It is essential that proposed density be read in conjunction with draft Scheme Amendment No. 3 to Local Planning Scheme No. 3 and the draft Place Neighbourhoods Local Planning Policy.
- Development standards set out in draft Scheme Amendment No. 3 and the draft Place Neighbourhoods Local Planning Policy will change the way development in this area can be undertaken, including but not limited to:
  - Some forms of development may not be supported.
  - Development potential in cul-de-sacs will be moderated – where permitted, multiple dwellings will be limited by requirements to meet average lot sizes as per the R-Codes.
  - The requirement for dedicated landscape areas and provision of trees.
  - Visitor parking requirements.



### CURRENT DENSITY

- Mostly R20 / R60
- Balance of the area is R20/ R40



### PROPOSED DENSITY

- Remove dual density code
- Reduce area of R60 – confined to within 400m of Currumbine Station
- Reduce remainder of existing R60 to R40 (within 400 – 800m of Currumbine Station)
- Retain R40 within 400 – 800m of Currumbine Station
- Retain remainder at R40 (Transition Area)