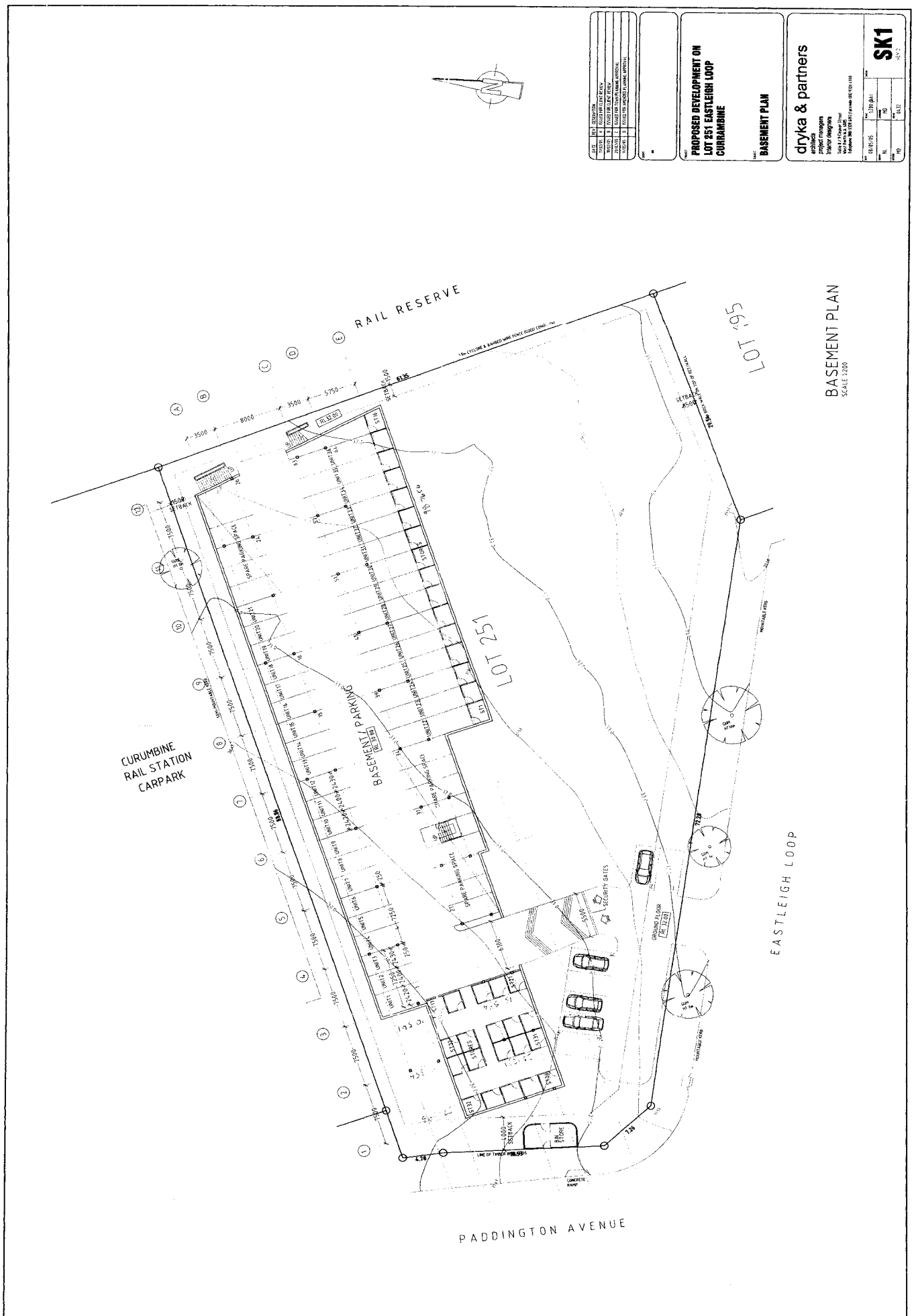


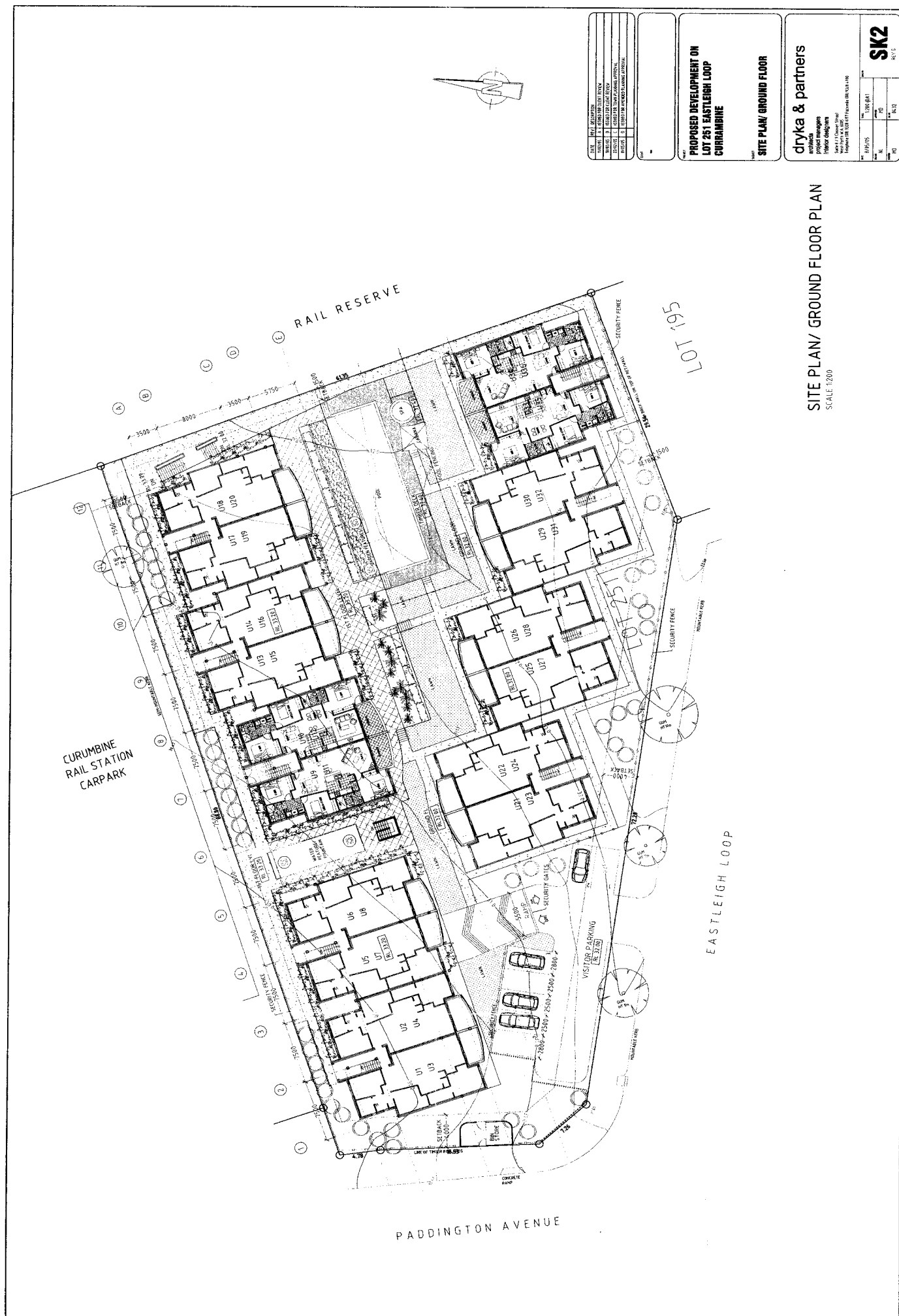
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**Residential Density Codes**

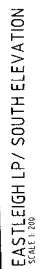
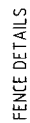
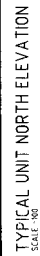
Prepared by City of Joondalup : Urban Design & Policy, Cartographic Section. 03/08/2005 - djt

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04/05/95	JAS STEPHEN GILL		
DESIGN	DRAWN	CHECKED	APPROVED
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Looking north across the site from Eastleigh Loop.



Looking south across site from Currambine Rail carpark.



Looking north on Eastleigh Loop past immediately adjacent lot.



Looking towards Paddington Avenue, down Eastleigh Loop along the frontage of the site.



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WESTERN AUSTRALIAN  
PLANNING COMMISSION

**POLICY NO. DC 1.6**  
**PLANNING TO ENHANCE PUBLIC TRANSPORT USE**

## BACKGROUND NOTES

1. This Commission policy aims to ensure that planning takes into account the opportunities created by provision of public transport and that provision is made in structure planning and subdivision design for public transport services. This policy is an integral part of a range of policies directed towards greater urban sustainability in accordance with the *State Planning Strategy* (Principles and Actions 7.4: Infrastructure) and the *State Planning Framework, Statement of Planning Policy No.8*.
2. The outcome of this policy should be that maximum development potential is achieved on appropriate land within reasonable walking and cycling distance of stations and public transport hubs and interchanges (approximately 200 hectares), and to promote the best possible integration of land use with the public transport system. It is appreciated that the catchment areas for public transport services differ in the potential offered for intensification of land use. High standards of urban design and landscaping are also sought.
3. The Perth Metropolitan Region now has a transit system which is sufficiently extensive to provide a sound basis upon which to promote land uses which maximise the opportunities offered by public transport access and thereby achieve a higher level of urban sustainability. Further expansion of transit within the region will provide new opportunities for urban development which is focused around and benefits from the regional access opportunities available through transit.
4. There are clear benefits of a planning policy which encourages the integration of land use with public transport infrastructure. Higher residential densities and mixed use developments near public transport facilities have the potential to reduce car dependence; provide benefits for those without access to private cars; alleviate congestion on the roads and hence the demand for new road space; reduce petrol consumption and air pollution; and provide good quality alternative forms of new housing in an environment which gives residents an alternative to car-based suburbia. In particular, the clustering of ancillary commercial, retail and service uses in the core areas around stations and other major public transport hubs and interchanges provides public transport patrons with easy access to a wide range of urban activities and promotes efficient operation of the rail service by generating travel demand in both directions during all times of the day. This policy seeks to maximise the benefits to the community, the transport operators and Government at large of the significant capital investment embodied in the electric rail system and other high frequency public transport services.
5. The policy, *Development Near Metropolitan Rapid Transit Railway Stations*, was adopted by the Commission in 1990 and amended in 1992. It is now expanded in this Policy to include provision for the general planning for public transport services through allowance being made in structure planning and subdivision design for bus services within urban areas.
6. The Commission released *Liveable Neighbourhoods Community Design Code* in December 1997. It is a new community design code to help make the State's suburban areas more sustainable and to offer a wider range of housing and employment to support changing community needs and preferences. The code was released for an initial period of 12 months to test and refine aspects in practice and the trial has since been extended for a further two years (until 2001). This policy will be modified where appropriate following the review and refinement of *Liveable Neighbourhoods*.



7. This policy statement should be read in conjunction with the following:

*SPP No. 8: State Planning Framework*

*Policy No. DC 2.1 - Residential Planning Codes*

*Policy No. DC 2.2 - Residential Subdivision*

*Policy No. DC 2.6 - Residential Road Planning*

*Metropolitan Centres Policy 1991 (under review)*

*Government Sewerage Policy Perth Metropolitan Region 1995*

*Regional Residential Density Guidelines 1994*

*Metropolitan Transport Strategy 1995*

*Better Public Transport, 10-Year Plan for Transperth*, (Department of Transport, 1998).

## 1. INTRODUCTION

Experience in cities around the world suggests that careful planning can increase the attraction and effectiveness of public transport which can provide a cost effective and environmentally friendly alternative to the private car.

Perth's electric suburban rail system offers convenient travel and a high level of passenger comfort. The development of an efficient and more sustainable region will be enhanced by ensuring that higher residential densities and activities attracting large numbers of people (large retail centres, employment centres and major entertainment and recreational facilities) are located accessible to the rail system and that activities near to stations and other rapid transport services are accessible to the maximum number of people.

Overseas experience suggests that demand for housing adjacent to suburban rail stations is generally most noticeable within a walkable catchment of about an 800 metre radius, or an area of 200 hectares around the station. Land further out is also in demand but the primary land use focus in this policy will be on land within an approximate 800 metre radius with greater application closer to the public transport service.

A distance of 800 metres represents a 10 - 15 minute walk, two minute cycle or a very convenient car passenger transfer trip for suburban rail patrons. This area of high accessibility needs to be planned to allow as many people as possible to benefit from the rail service and to maximise patronage of the system. The surrounding road network also needs to be designed to be amenable to pedestrians, cyclists and other non motorised users. The area is referred to in this policy as the "public transport precinct".

The policy also establishes planning requirements for non-fixed track public transport which may have a less dramatic potential for urban intensification but is critical in serving many existing and new suburban areas, especially for people without access to cars such as the elderly and young, people with disabilities and the socio-economically disadvantaged.

## 2. APPLICATION OF THE POLICY

This policy is intended to inform government agencies, local government, landowners and prospective developers of the principles to be applied when considering:

- development or redevelopment within approximately 800 metres of suburban rail stations, transport interchanges and major bus terminals and within Strategic Regional Centres;
- development or redevelopment in areas adjacent to frequent public transport services (to include those services identified in the Proposed Transit System 2007 plan within the *Better Public Transport: 10-Year Plan for Transperth 1998-2007*); and
- the need for public transport services and access for those services in new development areas.

The policy will be applied by the Commission in determining subdivision and development applications, advising upon the preparation and amendment of town planning schemes, preparing structure plans for developing areas, in the preparation of amendments to the Metropolitan Region Scheme and in the preparation and amendment of regional planning schemes.

## 3. POLICY OBJECTIVES

- To promote public transport as an alternative to car travel and enhance mobility in the community, particularly for those who do not have access to a car.
- To ensure the optimum use of land close to railway stations, bus terminals, transport interchanges and routes containing frequent public transport services for residential, commercial and other intensive uses.
- To maximise accessibility to electric rail and other public transport services, in particular high frequency bus routes and System 21 bus corridors.
- To maximise accessibility by rail and other public transport to a range of work, shopping and other urban activities.



- To facilitate safe pedestrian and cycle access to and from public transport services and a range of activities focussed around them.
- To promote the development of a more sustainable urban form.
- To promote designs for public transport that minimise any adverse impact on local amenity arising from public transport operations.
- To ensure adequate consideration is given to public transport access by planning authorities, consultants and developers.

#### 4. POLICY MEASURES

##### 4.1 Land Use Within Strategic Regional Centres

The following uses should be encouraged within Strategic Regional Centres:

- major strategic office development;
- major strategic retail facilities;
- higher density housing;
- sporting stadiums; and
- major entertainment venues.

##### 4.2 Land Use in Areas Accessible to Major Public Transport Infrastructure

Higher residential densities, commercial and mixed use developments should be encouraged within Strategic Regional Centres and public transport precincts, in particular:

- medium to high density residential development and accommodation for groups dependent on public transport such as the aged, socio-economically disadvantaged and those with disabilities;
- commercial development such as retail and office uses (where appropriate and consistent with other relevant policy statements), focused on the core area of public transport precincts;
- intensive recreation, education and leisure activities; and
- other uses likely to attract significant employment.

There should be a presumption against the use of land within public transport precincts for:

- low intensity commercial uses such as showrooms and showroom-warehouse development, except as part of an established or proposed commercial centre identified under a relevant policy statement;
- warehouses;
- general industry with extensive land needs;
- low density residential development;
- public utilities and drainage reserves; and
- large areas of undeveloped public open space.

In preparing town planning schemes, opportunities for the intensification and diversity of land uses within public transport precincts should be maximised. It is recognised that station precincts differ in the potential for intensification of land use. Local governments should establish priorities for planning and future development in precincts based on such factors as:

- proximity to Perth City Centre and other Strategic Regional Centres;
- the amount of available vacant land;
- existing building age and redevelopment potential;
- existing commitments such as heritage that preclude change; and
- the cost of servicing new development.

Where major change and intensification is contemplated, development plans should be prepared to coordinate service provision and guide development. Where stations serve Strategic and Other Regional Centres, the Ministry for Planning will participate in the preparation of development plans for the precinct. Moreover, where appropriate, assistance through the various arms of government will be given to assist in land assembly to enable the most efficient and coordinated development to occur.

Emphasis should be placed upon the conservation of local amenity through increased accessibility to a range of uses and quality urban design achieved through such approaches as the adoption of design guidelines in all station precinct development.

#### 4.3 Residential Development

Subject to an evaluation of the nature of the public transport infrastructure available and the land use constraints and opportunities, medium to high residential densities should be encouraged in public transport precincts and on land within 200m of identified frequent public transport services. A range of housing should be encouraged to provide for the various household types.

When preparing a local planning strategy, consideration should be given to the means by which higher density residential development can be guided into public transport precincts.

#### 4.4 Commercial Development

Land within public transport precincts where a commercial centre has been identified under relevant policy statements, or where such facilities are of a scale consistent with that policy, should be developed to relate to the public transport facility. The intensity of use and associated public activity should generally increase closer to the public transport facility.

#### 4.5 Infrastructure Provision

Where sewerage is not available, precincts should be accorded a high priority ranking for backlog sewerage works or agreement should be sought on private funding of sewerage works by landowners.

#### 4.6 Community Facilities

The redevelopment of an existing urban area provides the opportunity for improving community facilities. In considering proposals within precinct areas, consideration should be given, by local government and developers, to the need to incorporate such facilities as:

- dual-use bicycle/pedestrian paths which link developments to a station or bus stop;
- intensive recreation and other cultural facilities; and
- end of trip/storage/shower facilities.

#### 4.7 Amenity and Landscaping

The location of houses adjacent to passenger rail corridors is a long-standing practice which ensures that the pedestrian catchment for the rail service is maximised. The level of

amenity associated with proximity to a regular train service is accepted by residents who choose to locate to maximise the benefits of public transport and convenience.

Detailed design should respond to the planning of new rail services to alleviate noise. This may include:

- taking site-responsive opportunities to depress the railway in undulating terrain;
- providing parallel roads to the rail corridor for separation distance; and
- providing for business and home-based business opportunities along the parallel roads, including buffer buildings and houses that accommodate businesses in the front and residential to the rear.

The design of transport corridors and adjacent areas should be planned to achieve appropriate visual standards and attractive views through landscape enhancement and control of advertising. Design should also be undertaken with a view to personal safety and crime prevention.

#### 4.8 Development of Station Sites and Reserves

Any development of land within public reserves established to protect public transport routes should not jeopardise the efficient operation of the transport system.

The intensification of development within, over or under public transport reserves should support the objectives of this policy.

In particular, to ensure that the public authority retains control over uses within, over or below public transport reserves, it is appropriate that rights be leased rather than sold freehold.

#### 4.9 Land Surplus to Requirements

Land within public transport precincts is strategically important to the sustainable development of the Perth Metropolitan Region. Normally the promotion of the highest and best use will be compatible with the Commission's strategic objectives, however, short-term considerations may conflict with the achievement of these objectives in practice. Accordingly the Commission will encourage government agencies to ensure that any disposal of surplus public land reserved for transport purposes proceeds only following consultation with the



Commission and the Department of Transport and the relevant local government and:

- an accurate survey of the site to ensure that future transport requirements can be accommodated;
- the preparation of a plan for the future use of the land; and
- rezoning of the land to facilitate the long-term development for appropriate uses.

The Commission will seek to ensure that the process of disposal of public land takes into account:

- the *State Planning Framework* (SPP No. 8) which includes the Commission's adopted strategic and statutory plans and policies; and
- the need to encourage high land use density and mixed uses in proximity to public transport facilities.

#### 4.10 Car Parking

The Commission will support the inclusion of reduced car parking provisions in town planning schemes to facilitate public transport use and the encouragement of the provision of facilities for cyclists and pedestrians where consistent with local plans and traffic considerations.

#### 4.11 Access to Public Transport by Pedestrians, Cyclists and People with Disabilities

Local street design should facilitate high quality and direct pedestrian access to railway stations and bus stops in particular with access for users with disabilities.

The majority of dwellings should be within 400 metres safe walking distance of an existing or proposed bus stop. A distance of 800 metres is regarded as a maximum walking distance to an existing or proposed rail stop. (A "ped shed" map, which identifies the area served within a 400m or 800m walking distance along the street system from a public transport stop, town or neighbourhood centre, is an invaluable tool to assess the walkability of an area).

Safe walking distance can be defined as streets that are designed to be safe, attractive, friendly, efficient and accessible:

- Safe - overlooking of streets with building frontage, good footpath design, safe pedestrian crossings at grade;
- Attractive - shade trees or verandahs, good pedestrian amenity;
- Friendly - inviting streets, inviting destinations such as cafes and neighbourhood centres;
- Efficient - interconnected street network with direct routes, a choice of routes and visible destinations; and
- Accessible - continuous level access suitable for all people including those with mobility, vision and other impairments.

The Commission will not generally support the closure of pedestrian access ways (PAWs) where they provide direct pedestrian access to public transport services and if they are part of a bicycle network, but will ensure that in the planning of new suburbs, narrow PAWs are not utilised.

#### 4.12 Provision for Public Transport Networks

Structure plans should make provision for efficient and accessible public transport by:

- demonstrating how measures to encourage and provide for public transport can be implemented cost effectively and be designed to best support future urban development;
- examining how the impacts of proposed development upon any existing or proposed public transport route will be managed and how the accessibility of the neighbourhood population to public transport will be maximised;
- designating the locations of bus/rail or bus/express bus transfer facilities and defining their functions in terms of intended emphasis on walk/cycle-on, "kiss and ride" or "park and ride" functions; and
- ensuring that the proposed pattern of adjacent uses provides for access to public transport services and incorporates measures to improve the amenity of waiting areas.

#### 4.13 Design for Bus Transport

Structure plans and subdivision designs for "greenfields" sites should:

- designate bus routes on planned primary, district and local distributor roads, approximately 800 metres apart, with the aim of providing a maximum 400 metre walking distance to a bus stop;
- minimise sharp turning movements on bus routes such as those created by small roundabouts;
- ensure that bus routes are as straight, direct and regular as possible and allow for connection to adjacent neighbourhoods requiring minimal right turns for buses;
- ensure that major local and district facilities may be accessed by the planned public transport service;
- ensure that bus stops are provided at an average of 400 metres apart and closer in higher density residential areas;
- ensure that bus stops and key routes to transit terminals are serviced by a well connected system of local streets to maximise the accessibility of the population within the 400 metre catchment;
- ensure that bus stops are overlooked by houses or commercial uses to provide high levels of personal security;
- encourage aged persons' housing within 100 metres of a bus stop;
- ensure that the bus stops are accessible to people with disabilities. This would include the provision of bus shelters, tactile ground surface indicators and accessible signage.

#### 4.14 Road Widths on Bus Routes

The design of street reserves should take account of road pavement widths for designated bus routes, including possible embayments at school sites and commercial centres, in accordance with Main Roads standards.

### 5. IMPLEMENTATION

The Policy will be implemented by the following measures:

- The Commission in providing advice to the Minister on the review and amendment of town planning schemes will have regard to the provisions of the Policy.
- Local Government, in reviewing and amending schemes which include land within public transport precincts identified in this Policy, will be required to indicate the manner in which the land use proposals within the precincts are consistent with the Policy.
- In the preparation of a local planning strategy local government should demonstrate the means by which higher density residential development and a diversity of land uses can be encouraged in public transport precincts.
- The Commission in considering applications to subdivide land within public transport precincts will consider the orientation and size of the proposed lots in the context of the policy and ensure that where lot sizes are likely to create a low level of activity that future resubdivision can be facilitated.
- The Commission in considering applications to subdivide land within public transport precincts and adjacent to public transport routes may require a notification to be placed on the title (under Section 12A of the *Town Planning and Development Act 1928*) to advise future owners of possible noise and vibration impacts arising from the public transport facility.
- The Commission in considering structure plans for new development areas will, where appropriate, apply the provisions of sections 4.12, 4.13 and 4.14 of the Policy.
- Local government in determining applications to develop land within public transport precincts will be encouraged to require applicants to demonstrate that the development is consistent with the provisions set out in 4.6 and 4.7 of the Policy.
- The Commission in commenting on proposals and determining applications to develop land within reserves under the Metropolitan Region Scheme and within public transport precincts will take account of the provisions of 4.8 and 4.9 of the Policy.