

## **DISTRICT PLANNING SCHEME NO 2 REVIEW**

### **DRAFT ISSUES PAPERS**

#### **PLANNING FOR THE JOONDALUP CITY CENTRE**

##### Introduction

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

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

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

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

##### Historical Identification of the Joondalup City Centre

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

The Joondalup Development Corporation (JDC) was established under the Joondalup Development Act 1976 to coordinate the planning, design, servicing, subdivision, sales and marketing functions under the Act. A plan for the development

of Joondalup was released in 1977, overseen by the JDC in conjunction with the (then) Shire of Wanneroo and various public and private interested parties. The plan established key boundaries and the location of the city centre in terms of the City of Joondalup and the regional transport network. The plan was based on a 'campus' philosophy with a 'pedestrianised' core of buildings surrounded by car parking and roads at the periphery.

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

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

### Explanation of topic – Planning for the Joondalup City Centre

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

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

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

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

#### *Planning Controls*

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

Development provisions set out within the JCCDPM include permissible land uses, density, building design and setbacks from boundaries, how buildings front streets,

car parking, landscaping and open space. The provisions vary between Districts according to the land uses and desired character of the area.

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

- emphasising the City Centre as a significant destination by developing a compact and clearly defined landmark on the high ground west of Lake Joondalup, reinforced by buildings being graded in scale and reaching the highest scale and density at its centre.
- integrating the built form with its natural setting near Lake Joondalup, to have a strong landscape character and to optimize energy efficiency in the choice of building materials, construction and daily operation.
- creating comfortable and memorable places through the building form and landscaping.
- providing a good movement system that enables access through public transport, private vehicles, cycles and walking, with pedestrian spaces dominant at the centre.
- providing a variety of building forms and activities, a mix of land uses and encourage residential uses to make the City Centre a vibrant place.
- building form recognising the City Centre's status as the second metropolitan centre for economic, cultural and civic life.
- economic and employment opportunities optimised to recognise its status.
- public spaces and facilities being designed to support daily life as well as create the social and cultural focus of the region, including acknowledgement of the history with the Nyungar people, to instill a sense of place and identity.

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

### Options for the Future

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

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

Some questions you may consider are:

- *What brings me to the Joondalup City Centre?*
- *What else would I like to see or to use in the Joondalup City Centre?*
- *How do I see the City Centre in 10 years time, 20 years time?*

- *Are there different types of places where I can meet up with friends etc? Are these friendly, welcoming and safe places?*
- *Is the City Centre easy to get around by public transport?*
- *Are there enough car parking areas and bays along the streets?*
- *Do I like the look and feel of the City Centre. Do I like the way buildings look, the height of buildings, the arrangement of streets?*
- *Are there enough employment options in the Joondalup City Centre?*
- *Should there be more or less emphasis on residential apartments?*
- *Are there enough public spaces and public art?*

### Comments and Feedback

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

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

## **DRAFT ISSUES PAPER – COMMERCIAL CENTRES**

### Introduction

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The State Government also has a significant interest in planning. It has its own Scheme for the whole of the Perth Metropolitan region and it operates a range of planning policies. The City's Scheme must comply with these State Planning

initiatives. For example, the City cannot support residential development in areas identified for parks and recreation by the state. Further, it cannot support the establishment of significant commercial centres outside the of state policy parameters.

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

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

### **Explanation of Topic – Commercial Centres**

Commercial centres within the City of Joondalup range in size and function, from small local centres to large district centres at Whitfords City and Lakeside Joondalup.

The size and function of commercial centres is controlled through a commercial hierarchy that has been established by the State Government's *Metropolitan Centres Policy Statement for the Perth Metropolitan Region*.

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

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

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

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

- Where commercial centres can be developed;
- The types of land uses that are permitted at commercial centres;
- The maximum retail floor space allowed;
- The amount of car parking and landscaping required;
- The minimum distance that buildings are required to be set back from boundaries;
- Storage and rubbish disposal.

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

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

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

### *Options for the Future*

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

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

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

### **Comments and Feedback**

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

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## **DRAFT ISSUES PAPER – ENVIRONMENT AND SUSTAINABILITY**

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### **Environment themes – Global down to local**

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

At the local level, interest has also increased as people become aware of the impacts that human settlement and activity has on our natural environment. Each local government has the potential to positively influence the environment at a local level.

### **The City's role**

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

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

### *The District Planning Scheme*

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

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

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

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

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

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

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

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

The rules in the Planning Scheme have the potential to influence the way in which land is used, the way our built environment connects with itself, and the way resources are used. By living closer together, land is used more economically, travel distances (particularly those by car) can be reduced and services can be provided to more people within walking distance of home. Conversely, the lack of separation between homes requires more tolerance between neighbours. Privacy is also

inevitably lost (both from a noise and visual perspective), and opportunities for landscaping and private open space around homes diminish.

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

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

### Options for the Future

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

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

### Comments and Feedback

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

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## **DRAFT ISSUES PAPER – HOME BUSINESSES**

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### **Explanation of Topic – Home Business**

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

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

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

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

The three categories are as follows:

**Home Business Category 1** – Generally low key, with no employees other than the owners/residents. These businesses do not display signage, or attract customers or

regular deliveries. A Home Business Category 1 does not require planning approval from the City prior to commencing operation.

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

**Home Business Category 2** – These are more intensive home businesses that may involve customers visiting the premises, some signage being erected and up to one person other than a household member being employed. A Home Business Category 2 requires planning approval from the City prior to commencing operation in a residential area.

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

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

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

Examples of Category 3 Home Businesses operating within the City include opticians and accountants.

Importantly, the District Planning Scheme does not allow any retail sale or hire of goods to occur at a Home Business, regardless of its classification.

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

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

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

### *Options for the Future*

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

- *Do you, or someone you know, operate a home business within the City of Joondalup? Do you think Home Businesses should be encouraged?*
- *Are the provisions that relate to Home Businesses easy to understand, or could they be simplified?*

- *What would you like to see improved in the approval process?*
- *What steps or measures do you think the City of Joondalup could introduce to facilitate the creation of home businesses?*
- *Do you think that the standard 12 month approval issued for home businesses is appropriate?*
- *Do you think the City should review the system it uses to classify home businesses as Category 1, 2 or 3? If so, how?*

### **Comments and Feedback**

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

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### **DRAFT ISSUES PAPER – HOUSING DENSITY**

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### *Density and the Role of the Scheme and the Residential Design Codes*

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

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

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

Given that the majority of lots throughout the City of Joondalup generally range in size between 700 and 800m<sup>2</sup>, only one house can be developed on these lots under the current R20 residential density code.

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

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

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

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

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

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

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

### *Options for the Future*

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

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

### Comments and Feedback

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

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## **DRAFT ISSUES PAPER - PUBLIC OPEN SPACE**

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

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

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

### Explanation of topic – Public Open Space

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

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

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

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

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

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

### *Emerging Trends and Impacts*

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

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

### *Costs and benefits associated with POS provision*

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

### Options for the Future

#### *What do you like or dislike about existing POS areas?*

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

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

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

## Comments and Feedback

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

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

## **DRAFT ISSUES PAPER - HERITAGE**

### **Introduction**

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### **Explanation of Topic - Heritage**

*What is Heritage?*

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

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

### Municipal Inventory

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

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

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

### *District Planning Schemes*

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

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

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

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

### State Register of Heritage Places

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

### **Options for the Future**

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

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

### **Comments and Feedback**

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

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**PROCESS PLAN**

<b>Administration Action</b>	<b>Council Action</b>	<b>Community Action</b>	<b>WAPC Involvement</b>	<b>Timeline</b>
1. Prepare report on review plan and key issues				Aug 06
	2. Council approves plan and key issues 3. Formal announcement of review by Mayor		Inform WAPC of process being followed and seek its support of process	Nov 06 Nov 06
4. Prepare Issues Papers and Feedback forms				Oct 06 – Jan 07
	5. Council approves Issues Papers for release			Feb 07
		6. Provide feedback on Issues Papers (submissions and sample surveys)		Mar – May 07
7. Analyse feedback 8. Prepare report on directions for Local Planning Strategy (LPS) and DPS3 or consolidation				Apr 07 - May 07
	9. Council notes feedback and approves direction			June 07
10. Draft (LPS)				Jul-Aug 07
	11. Council approves draft LPS for consultation			Sept 07
		12. Provide feedback on LPS (submissions and focus groups)		Oct-Nov 07
13. Analyse feedback and amend LPS				Dec 07
	14. Council adopts LPS		Forward LPS to WAPC	Feb 08
15. Draft DPS3				Mar-May 08

	16. Council approves draft DPS3 for consultation			June 08
		17. Provide feedback on DPS3 (submissions and focus group)		July-Aug 08
18. Analyse feedback and amend DPS3				Sept 08
	189 Council adopts DPS3		Forward DPS3 to WAPC	Oct 08