



LOCAL PLANNING STRATEGY

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EXECUTIVE SUMMARY

The City of Joondalup (draft) Local Planning Strategy has been prepared in accordance with the City's statutory requirements under the *Planning and Development Act 2005*.

The purpose of the Local Planning Strategy is to enable Council and the community to determine the vision and strategic planning direction for the City of Joondalup for the next fifteen to twenty years.

Preparation of the Local Planning Strategy has included assessment of all relevant state, regional and council plans, policies and strategies. Community input into the strategy has been achieved through surveys on key planning issues.

The Local Planning Strategy has been arranged into 6 main parts:

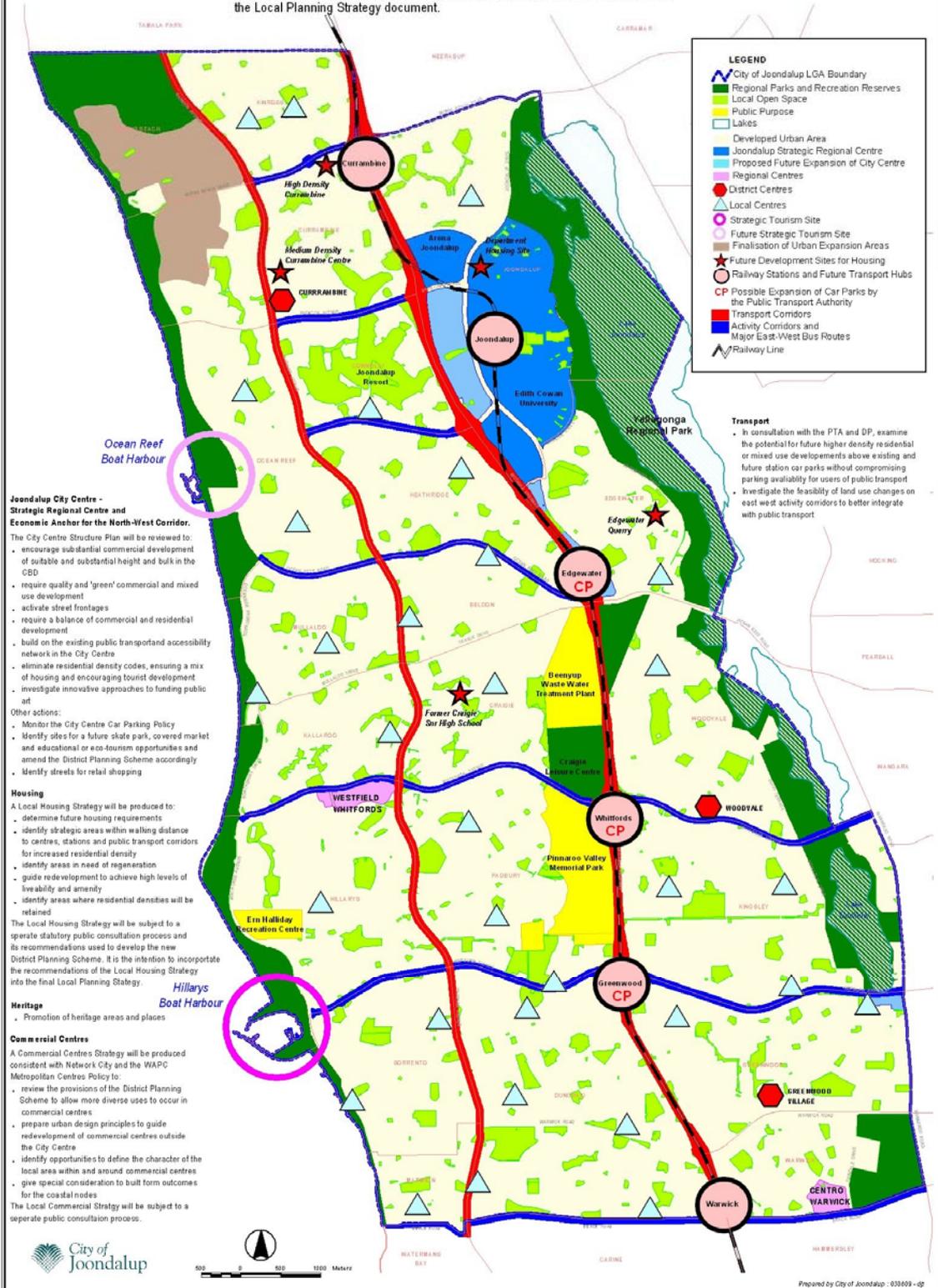
1. An introduction which provides the background to the development of the Local Planning Strategy
2. The State and regional planning framework
3. The Council's policy framework
4. Key issues which have been identified through an analysis of the local profile and the major influences on planning for the future
5. Strategies and actions which will deliver the desired outcomes for the major planning theme areas
6. Implementation and review

The Local Planning Strategy will provide the strategic context for the development of a Local Housing Strategy, a Local Commercial Strategy and ultimately, the new District Planning Scheme. The Local Housing Strategy and Local Commercial Strategy will be subject to a separate statutory public consultation processes and will generate additional strategies and actions for the District Planning Scheme review process. It is the intention to incorporate the key recommendations of the Local Housing Strategy into the final Local Planning Strategy.

The Local Planning Strategy represents an evolving strategy and will be subject to regular review.

City of Joondalup Draft Local Planning Strategy - Strategic Plan Map

Please Note : This plan is not a zoning map and should be read in conjunction with the Local Planning Strategy document.



Prepared by City of Joondalup - 03/2009 - 05

PART 1 - INTRODUCTION

Background to the City of Joondalup

The City of Joondalup was created on 1 July 1998 when the City of Wanneroo was divided. Its current population is approximately 160,000 people.

The City covers an area of approximately 10,300 hectares and encompasses 22 suburbs including Beldon, Burns Beach, Connolly, Craigie, Currambine, Duncraig, Edgewater, Greenwood, Heathridge, Hillarys, Iluka, Joondalup, Kallaroo, Kingsley, Kinross, Marmion, Mullaloo, Ocean Reef, Padbury, Sorrento, Warwick and Woodvale. These suburbs are predominantly residential, with some commercial and industrial areas.

Approximately 16 kilometres from the Perth CBD, the City is bounded by the City of Wanneroo to the east and north, the City of Stirling to the south and the Indian Ocean to the west. The district includes 17 kilometres of coastline and the City has an abundance of parks, beaches and leisure facilities.

Major features of the City include Joondalup City Centre, Whitford City Shopping Centre, Lakeside Joondalup Shopping Centre, Warwick Grove Shopping Centre, Yellagonga Regional Park, Joondalup Country Club Golf Course & Resort, Joondalup Health Campus, Western Australia Police Academy, Arena Joondalup, Hillarys Boat Harbour, The Aquarium of Western Australia (AQWA), Marmion Marine Park, Burns Beach Bushland, Craigie Open Space, Pinnaroo Valley Memorial Park, Warwick Open Space, Woodvale Nature Reserve, Edith Cowan University (Joondalup Campus), West Coast College of TAFE (Joondalup Campus), Lake Joondalup and various beaches. The City is served by the Mitchell Freeway and the Joondalup railway line.

The Requirement For, and Purpose of, a Local Planning Strategy (LPS)

Local governments are required to prepare local planning strategies under the Town Planning Amendment Regulations 1967. In compliance with these regulations, the City of Joondalup has prepared this draft local planning strategy to support the development of a new District Planning Scheme for the City. The strategy will ultimately support the operations of the new Scheme by providing a rationale and context for its content.

According to the Regulations, a local planning strategy shall;

- Set out the long term planning directions for the local government;
- Apply state and regional planning policies; and
- Provide the rationale for the zones and other provisions of the scheme.

The City of Joondalup District Planning Scheme No 2 came into operation in November 2000. The *Planning and Development Act 2005* requires each local government to review its planning scheme every five years. To support this review, and in accordance with the regulations, the City has prepared this draft local planning strategy to support the development of a new planning scheme.

Community Consultation

A series of Planning Issues Papers were produced in 2007 seeking input from the community on a broad range of planning issues affecting the future of the City namely: The Joondalup City Centre, Commercial Centres, Environment and Sustainability, Home Businesses, Housing Density, Public Open Space and Heritage. The initiative was advertised in local papers and Issues Papers Surveys were available on-line and distributed to letter-boxes in the district. The outcomes of the surveys were considered by Council and the results used to inform this strategy.

PART 2 - STATE AND REGIONAL CONTEXT

The State Planning Framework Policy (variation 2) unites existing State and regional policies, strategies and guidelines within a central framework to provide a context for decision-making by the Western Australian Planning Commission (WAPC). The LPS has been prepared within this planning framework and has applied the relevant state and regional planning policies.

State Planning Strategy (WAPC 1997)

The State Planning Strategy provides the basis for long-term State and regional land use planning and coordinates a whole-of-government approach to planning. In the State Planning Strategy, the City of Joondalup falls within the Perth Region which has the following vision:

"Over the next the three decades Perth will become one of the cleanest, most productive and liveable cities in the world. It will have all its major natural features available for all to access and enjoy, its cultural heritage protected and its coastal and inland waters and air quality maintained to the highest possible standard, Perth will be an efficient City where the less mobile are able to easily access facilities and where there is a balance between walking, cycling, public transport, car and truck usage. It will be a region comprising distinct living areas with their own sense of community, their own recognisable centre and range of facilities."

The State Planning Strategy identifies five key principles:

Environment: To protect and enhance the key natural and cultural assets of the State and deliver to all West Australians a high quality of life which is based on environmentally sustainable principles.

Community: To respond to social changes and facilitate the creation of vibrant, safe and self-reliant communities.

Economy: To actively assist in the creation of regional wealth, support the development of new industries and encourage economic activity in accordance with sustainable development principles.

Infrastructure: To facilitate strategic development by making provision for efficient and equitable transport and public utilities.

Regional Development: To assist the development of regional Western Australia by taking account of the special assets and accommodating the individual requirements of each region.

The principles are accompanied by a list of strategies aimed at achieving the desired outcomes, many of which involve implementation by way of local town planning schemes.

State Sustainability Strategy (*Department of Premier and Cabinet, 2003*)

The State Sustainability Strategy is a coordinated Government approach to delivering a sustainability framework in which implementation actions can be delivered. Sustainability is meeting the needs of current future generations through an integration of environmental protection, social and economic prosperity.

Metropolitan Region Scheme (MRS)

As part of the Metropolitan Region, the City of Joondalup is subject to the Metropolitan Region Scheme (MRS). The local planning scheme, District Planning Scheme No. 2, is required to accord with the MRS.

State Planning Policies

There are a number of State Planning Policies (SPP) that apply to the local context of the City of Joondalup and which need to be taken into consideration when preparing a new local planning scheme or associated strategic documents.

Network City: Community Planning Strategy for Perth and Peel

This policy applies to the Perth Metropolitan Region, the City of Mandurah and the Shire of Murray. The objectives are to confirm the primary status of the *Network City Framework (September 2004)*, the *Network City Action Plan (September 2004)* and the document *Network City: Community Planning Strategy for Perth and Peel (September 2004)* as the metropolitan strategy for Perth and Peel.

Its overarching vision is:

“By 2030, Perth people will have created a world-class sustainable city – vibrant, more compact and accessible with a unique sense of place.”

The fundamental aims of Network City are to make better use of existing urban land and accommodate urban growth within the context of the core Network City elements of activity centres, activity corridors, communities and natural environments.

Activity centres are defined in the strategy as *“locations where a range of activities are encouraged. Employment, retail, living, entertainment, higher education, high level or specialised medical services are just a few such activities.”*

Activity corridors are *“connections between activity centres that provide excellent high frequency public transport to support the land uses that will occur along the activity corridors and the activity centres. Activity corridors are not designed to be high speed through traffic routes.”*

Network City identifies several Activity Centres within the City of Joondalup. The Joondalup City Centre is the best example of a ‘higher order’ activity centre where a full range of activities occur and is positioned as the second City Centre outside the Perth CBD. Other Activity Centres are the regional shopping centres of Westfield Whitfords City, Centro Warwick and the district centres of Currabmine, Greenwood Village and Woodvale.

Beach Road, Hepburn Avenue, Whitfords Avenue, Burns Beach Road and Shenton Avenue are Activity Corridors which connect district centres, regional centres and the railway stations.

Network City identifies Marmion Avenue and the Mitchell Freeway as Transport Corridors.

Directions 2031 Draft Spatial Framework for Perth and Peel

Directions 2031 is a high level spatial framework plan to guide the detailed planning and delivery of housing, infrastructure and services necessary to accommodate the future growth of Perth and Peel. It has considered that the connected city is the most realistic model for growth of the city over the next 20 to 25 years and that a significant shift from 'business as usual' growth patterns will be required. Directions 2031 anticipates a 50% increase in infill development rates and a 50% improvement in average densities in new development areas.

SPP 2.6 State Coastal Planning Policy

SPP 2.6 provides high order guidance for decision-making on coastal planning matters. The policy has relevance to the City of Joondalup as the City contains approximately 17km of coastline. The SPP identifies general measures which should be incorporated into local and regional planning strategies, structure plans, schemes, subdivision and development applications, provides guidance on coastal setbacks and sets building height limits. A height limit of 5 storeys (not exceeding 21m in height) within 300m of horizontal setback datum is specified with local governments being able to specify lower maximum height limits in particular localities in order to achieve outcomes which respond to the desired character, built form and amenity of the locality

SPP 3 Urban Growth and Settlement

This policy sets out the principles and considerations which apply to planning for urban growth and settlements in Western Australia. Its objectives include managing the growth and development of urban areas in response to the social and economic needs of the community, recognizing relevant climatic, environmental, heritage and community values and constraints and promoting the development of a sustainable and liveable neighbourhood form.

SPP 3.1 Residential Design Codes (Variation 1 April 2008) – R Codes

The Residential Design Codes provide controls for residential design and development and apply throughout the City of Joondalup. Its provisions are included in the City's District Planning Scheme No.2. It has been in place since the 1980's with a number of revisions having occurred since then, the most recent being in 2008. The purpose of the R Codes is to provide local governments, the community and the development industry with a comprehensive tool for the control of the built form and density of residential development throughout WA.

Its principal uses are

- at a strategic level, to ensure that there is an appropriate choice and distribution of housing types and densities to meet the needs of the community as a whole.
- at a detailed level, to ensure that the design and planning of residential development occurs in a way that is appropriate to the needs of its occupants and respectful of the amenity of the locality.

Draft State Planning Policy Activity Centres for Perth and Peel

This state planning policy revokes SPP 4.2 Metropolitan Centres Policy Statement for the Perth Metropolitan Region (October 2000).

The main purpose of the policy is to specify broad planning requirements for the planning and development of new and the redevelopment and renewal of existing activity centres in urban areas of Perth and Peel. It is mainly concerned with the location, distribution and broad land use and urban design criteria for activity centres, and coordinating their land use and infrastructure planning by local governments and public authorities.

This policy reflects the intention of the WAPC to encourage and consolidate residential and a range of commercial investment in activity centres, such that the growth of each centre contributes towards the overall network of activity centres in Perth and Peel.

The draft Policy introduces a new centre type, namely Primary Centre, in the hierarchy of centres. Joondalup City Centre, along with Rockingham City Centre, has been identified as a Primary Centre. In the long term, the aim of Primary Centres will be to provide a similar level of service to the Perth central area in order to substantially reduce the number and length of trips and become dominant employment areas. The Policy also identifies two Regional Town Centres, Westfield Whitfords and Centro Warwick (previously designated as Regional Centres) and three District centres at Greenwood Village, Currambine and Woodvale (unchanged).

Another feature of the new policy is the removal of the retail floorspace guide which is replaced with a mixed use threshold for centres below Primary Centres in the hierarchy of centres.

SPP 4.2 — Metropolitan Centres Policy Statement for the Perth Metropolitan Region (October 2000)

SPP 4.2 provides the broad regional planning framework to co-ordinate the location and development of retail and commercial activities in the metropolitan region. SPP 4.2 identifies Joondalup as a Strategic Regional Centre (with a significant "main street" component) to be promoted as one of the main metropolitan centres outside of the Perth Central Area, a major multi-purpose and employment centre containing a full range of regional shopping, office, administrative, social, entertainment, recreation and community services. The City contains two Regional centres, Westfield Whitfords and Centro Warwick and three District centres at Greenwood Village, Currambine and Woodvale.

This document is currently being reviewed by the WAPC as a key implementation task of Network City.

SPP 5.2 Telecommunications Infrastructure

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

SPP 2.8(draft) Bushland Policy for the Perth Metropolitan Region (2004)

This policy provides a statutory policy and implementation framework for bushland protection and management issues in the Perth Metropolitan Region.

Non-Statutory State Planning Documents

In addition to the State Planning Policies, the Commission has adopted operational policies (non-statutory development control policies), guidelines and Planning Bulletins to guide and elaborate on desired planning outcomes. The following documents are relevant:

- ***Bush Forever (2000)***

Bush Forever identifies regionally significant bushland to be retained and protected forever. It is applied in the City of Joondalup when carrying out structure planning, subdivision assessment and development application determination functions. Bush Forever Sites 29, 299, 303, 322, 325 and 407 are located within the City of Joondalup.

- ***The Tourism Planning Taskforce Report (January 2006) and Planning Bulletin No.83 'Planning for Tourism (June 2007)***

The Tourism Planning Taskforce, established in 2002, investigated the increasing practice of using tourist zoned land for residential development and the effect of strata schemes on tourist developments. Recommendations of the Taskforce include the preparation and approval by local government of specific tourism components in local planning strategies as a framework for decision making on tourism proposals. Planning Bulletin No.83 sets out the interim policy of the WAPC to implement the recommendations of the Tourism Planning Taskforce.

- ***Liveable Neighbourhoods***

Liveable Neighbourhoods is an operational policy for the design and assessment of structure plans and subdivision for new urban areas in the metropolitan area and country centres. Liveable Neighbourhoods is applied in the City in the design and approval of urban development, structure planning and subdivision for greenfield sites and for the redevelopment of large brownfield and urban infill sites.

- ***Development Control Policy 1.6 Planning to Support Transit Use and Transit Oriented Development***

DC1.6 sets out the WAPC's position in relation to future development in a transit oriented precinct. One of the policy objectives is to ensure the *"optimal use of land within transit oriented precincts by encouraging the development of uses and activities that will benefit from their proximity and accessibility to public transport and which in turn, will generate a demand for the use of transit infrastructure and services."*

The policy defines a transit oriented precinct as one in which the threshold for walking to those facilities is

- about 10-15 minutes, or an 800m distance for rail stations, transit interchanges or major bus transfer stations or terminals; and
- about 5-7 minutes walking time or 400m for bus stops located on bus routes with multiple bus services that are high frequency of 15 minutes or less during peak periods.

There are six railways stations in the City of Joondalup and a network of public transport bus routes servicing the local and regional transport needs of the City. The bus routes are well

integrated with train services at Joondalup, Greenwood, Whitfords and Warwick stations and provide a high degree of accessibility to local facilities and amenities.

- ***Designing Out Crime Planning Guidelines (2006)***

Designing Out Crime Planning Guidelines provide local government, government agencies, the development industry and planning and design practitioners with an understanding of the principles of designing out crime, based on the premises that good design can reduce opportunities for offending and improve feelings of safety.

Other Relevant Regional Planning Documents

□ *The North-West Corridor Structure Plan (1992).*

The *North-West Corridor Structure Plan* set out the structure of urban development in the Corridor and is the foundation of the existing pattern of development within the City of Joondalup. The importance of the Joondalup City Centre as a major centre of employment, services and facilities for the region and implementation of regional public transport links was foreshadowed in this document.

The purpose of the plan is to ensure a comprehensive approach to planning and development in the corridor and provide the regional context for more detailed planning decisions and to coordinate investment in regional infrastructure such as roads, drainage and trunk services.

The Structure Plan set a 60% employment self-sufficiency target for the NW corridor. The Structure Plan also identified Joondalup City Centre as a major employment area, Centro Warwick and Westfield Whitfords as Regional Centres and envisaged a major industrial/mixed business area being developed as an extension to the City Centre.

The North-West Corridor Structure Plan is currently being reviewed by the WAPC.

□ *Draft Perth Coastal Planning Strategy released for public comment (December 2008):*

The draft strategy is to provide guidance and support to decision-making on the future land use, development and conservation of the Perth metropolitan coastline from Two Rocks to Singleton. The Strategy makes recommendations for 56 coastal precincts, 7 of which are located within the City. Some of the objectives of the draft Coastal Planning Strategy that are relevant to the City of Joondalup are:

- To promote, protect and retain areas of open space for the purpose of conservation, recreation and amenity;
- To protect areas that provide views of the coast;
- To protect the coastline while still allowing people to live near the coast and use the coast for activities such as recreation;
- To develop tourism and recreation nodes along the coast in appropriate locations;
- To provide sufficient infrastructure to ensure that people can enjoy and recreate at the beach; and
- To provide for public access on the coast.

□ *Other WAPC Operational Policies*

In addition to the above, the WAPC has adopted a range of operational policies to guide its decision making on subdivision and development applications. These policies apply when the City and the WAPC consider applications for subdivision or development within the City

of Joondalup. The WAPC has also published a series of Planning Bulletins and practice notes for local governments and State Government agencies on a range of planning matters.

PART 3 - LOCAL GOVERNMENT POLICY CONTEXT

City of Joondalup Strategic Plan

In April 2008, Council adopted a Strategic Plan for the period 2008-2011. The Strategic Plan is the highest level of direction for the City, and contains 5 'key focus areas' :

Leadership and Governance
Natural Environment
Economic prosperity and growth
The built environment and
Community well-being.

The Vision for the City of Joondalup is:

“A sustainable City that is committed to service delivery excellence and operates under the principles of good governance.”

The Mission for the City of Joondalup is:

“To undertake all out activities with the endeavour of meeting community expectations and achieving sustainable lifestyles.”

Council Policies, Strategies and Plans

The Council has adopted a number of plans and strategies to enable the implementation of the Strategic Plan and goals. These include:

Centres Strategy

Adopted in 2001 as Policy 3-3 and interprets, applies and implements the WAPC's Metropolitan Centres Policy.

City Centre Structure Plan

The purpose of the Structure Plan is to provide a guiding framework for the growth and development of the Joondalup City Centre in a form that enables it to perform and sustain its role as the predominant strategic regional centre of activity in the northern corridor of the Perth Metropolitan area. The City Centre Structure Plan is currently being reviewed.

Parking Strategy for the Joondalup CBD

Adopted by Council in August 2007, the Strategy recommends supporting the public's demand for parking within the strategy area, the implementation of paid parking, time restricted parking, and immediate planning for multi-level parking stations.

Tourism Development Plan 2005-2009

Adopted by Council in 2005, the Plan's primary objective is to provide all stakeholders with an understanding of the opportunities and issues for tourism in the City, and a plan for its sustainable development and management.

Economic Development Plan 2007-2011

Adopted by Council in December 2007, the plan provides a framework for a range of activities designed to encourage greater commercial activity and build capacity for future local economic growth.

All activities within the Plan are focused on one of three high-level outcomes: generating wealth in the community; growing local employment opportunities; or enabling local residents to enjoy an improved quality of life.

Environment Plan 2007 – 2011

Through this plan, the Council commits itself to achieving environmentally sustainable goals and ensuring that future planning decisions incorporate environmental considerations.

The Joondalup Coastal Foreshore Natural Areas Management Plan

The plan provides the optimum management and maintenance framework to preserve and enhance the conservation values of the coastal foreshore vegetation.

Sustainability Policy

The purpose of the sustainability policy is to set a direction that will, over time result in the achievement of outcomes consistent with the principles of sustainability. It is an overarching policy that promotes the sustainable social, economic, environmental and cultural wellbeing of the community by requiring all Council Policies to consider sustainability outcomes

The Yellagonga Regional Park Management Plan 2003-2013

The plan provides a broad direction for the protection and enhancement of the conservation, recreation and landscape values of Yellagonga Regional Park.

The Joondalup Landscape Master Plan (draft)

The plan presents a strategic framework for the City of Joondalup to evolve individual landscape plans over the next 20 years and allows the City to be well placed in adapting to the challenges and opportunities created by climate change.

Biodiversity Action Plan (draft)

The City of Joondalup Biodiversity Action Plan 2009 – 2019 has been developed to provide direction for the City's biodiversity management activities over the next ten years.

Community Development Strategy 2006-2011

A reference document for the achievement of the City's community vision. The document contains specific plans for Youth, Families with Children, Seniors, Access & Conclusion, Culture and Leisure

Local Planning Policies

A range of local planning polices guide particular aspects of development and subdivision:

- Child Care Centres
- Height and Scale of Buildings within the Residential Areas
- Height of Buildings within the Coastal Area (non-residential zones)
- Telecommunications Infrastructure

- Home Business
- Alfresco Activities
- Pedestrian Accessways

PART 4 – MUNICIPAL PROFILE AND KEY ISSUES

POPULATION AND HOUSING

The rapid growth of the Perth Metropolitan Region in the last four decades of the 20th century saw a commensurate rate of growth in the Joondalup part of what was then the Shire of Wanneroo. From 1971 – 1976, 46% of the Perth Region's growth occurred in Joondalup but by the late 1980's, the rate of population growth had started to slow down.

The pattern of development was typically suburban – large housing blocks in a neighbourhood layout characterised by cul-de-sac roads, ample local open space, primary and secondary schools and local shopping.

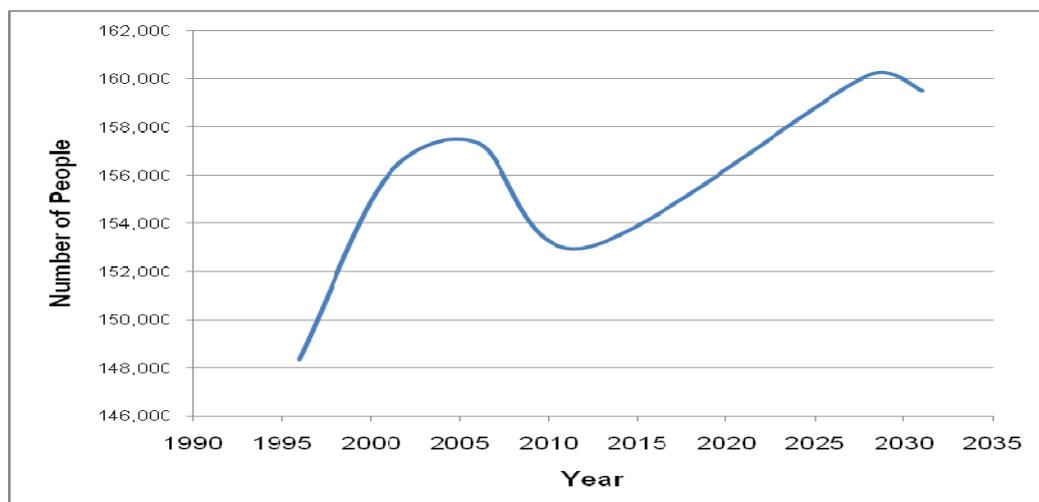
Over the last twenty years, development in the Joondalup City Centre has produced higher density residential development, mostly apartments, in a more town-centre and mixed-use urban context than elsewhere in the locality. The opening of the Northern Suburbs railway line in 1992 created opportunities for higher density development around railway stations and this has occurred to a limited extent at Currambine.

Population Growth

The population of Joondalup at June 2006 was 157,368 compared with 156,056 in 2001 and 148,369 in 1996 indicating generally static growth. In terms of the Perth Metropolitan Region, Joondalup has 10.2% of the region's population.

Over the next two decades, Joondalup's population is projected to dip from 157,000 to approximately 153,000 by 2012 before increasing to a peak of 160,182 in 2028 and falling back to 159,535 by 2031. These are minor population changes on such a large population base and reflect the fact that much of the City has already been developed.

Figure 1. Projected population growth City of Joondalup (1996-2031)



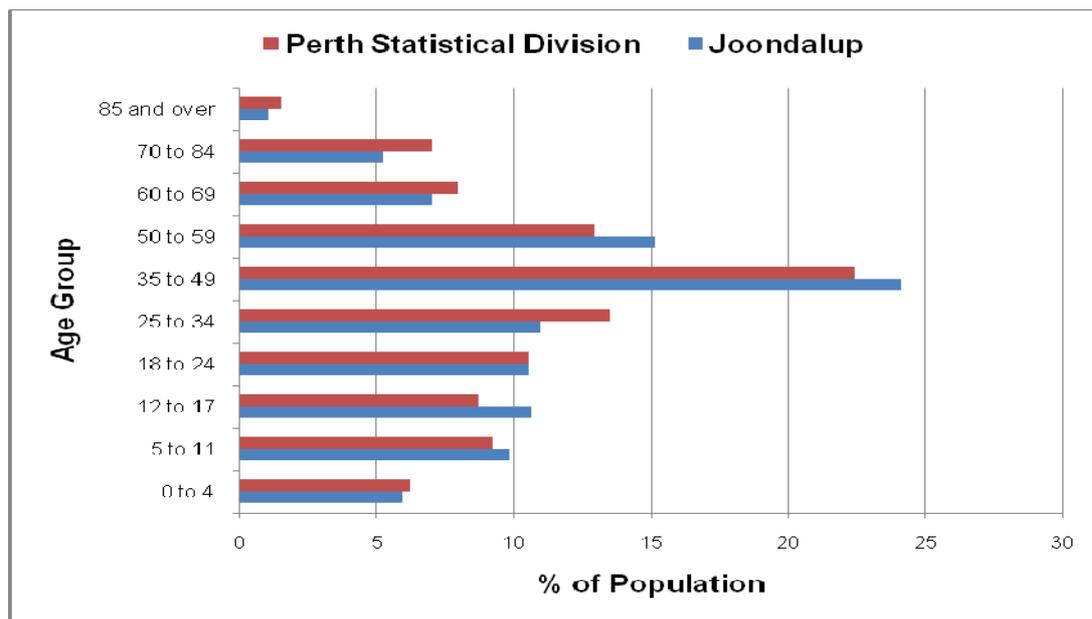
Source: Australian Bureau of Statistics, Census of Population and Housing, 2006 and 'WA Tomorrow' published by DPI.

In a regional context, the estimated population for the Cities of Wanneroo and Joondalup combined (North West metropolitan region) was 273,000 in 2006. This combined population is expected to grow to 299,700 by 2011; 271,200 by 2016; and 358,600 by 2021.

Demographic profile

Overall in 2006, 26.3% of the population was aged between 0 and 17 and 13.2% were aged 60 years and over, compared with 24.1% and 16.4% respectively for the Perth Statistical Division.

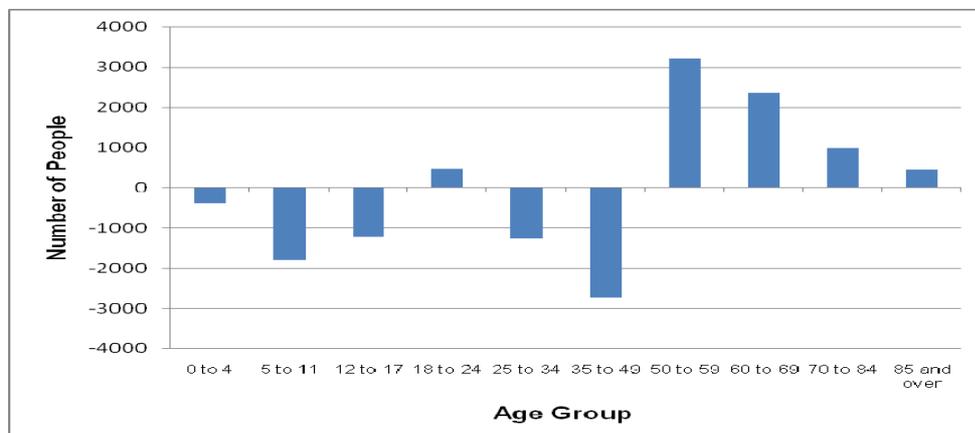
Figure 2. Age distribution in Joondalup and Perth Region (% of population)



Source: Australian Bureau of Statistics, Census of Population and Housing, 2006.

Between 2001 and 2006, the median population age increased from 33 to 36 with the largest changes in age profile being in the age groups: 50 to 59 (+3,196 persons); 60 to 69 (+2,352 persons); 35 to 49 (-2,730 persons); and 5 to 11 (-1,804 persons).

Figure 3. Change in age structure in the City of Joondalup (2001-2006)

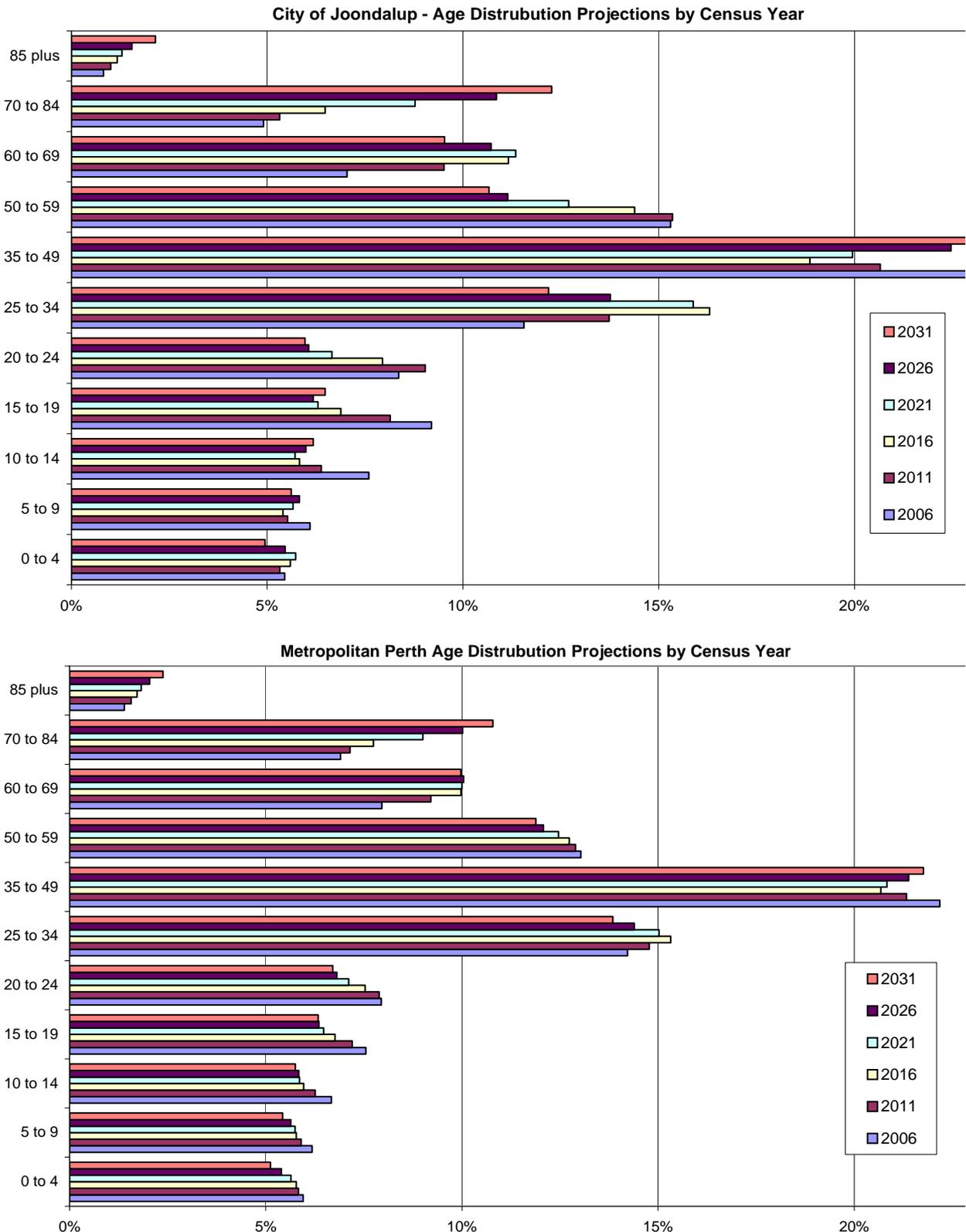


Source: Australian Bureau of Statistics, 2006 and 2001 Census of Population and Housing

Projected demographic profiles.

Population projections for these age profiles in Joondalup show general declines in the number of older children and young adults (aged between 10 and 24) between 2006 and 2031 and general increases in the number of older people (aged over 60) between these same years. Whilst there is predicted to be general ageing across the metropolitan areas over this time period, these changes will occur more rapidly within the City.

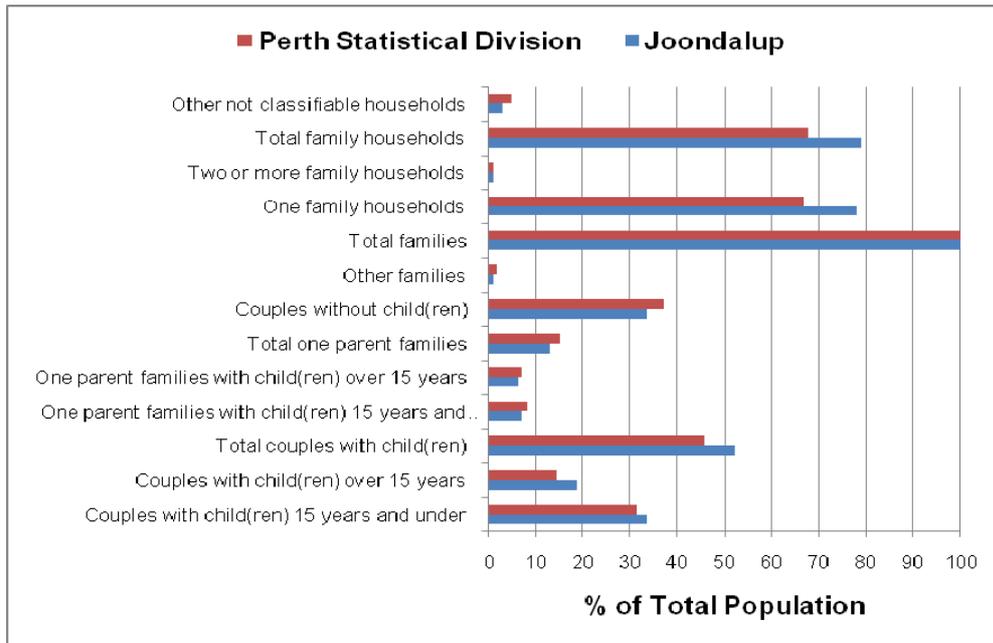
Figure 4 Age distribution 2006-2031 Joondalup and Perth Region (source : WA Tomorrow)



Household trends

The household and family structure within an area provides an indicator of an area’s residential role and function. In 2006, approximately 52% of household types in Joondalup were couples with children, higher than the percentage found in the metropolitan region as a whole.

Figure 5. Household types in Joondalup and Perth Region – 2006 (% of population)

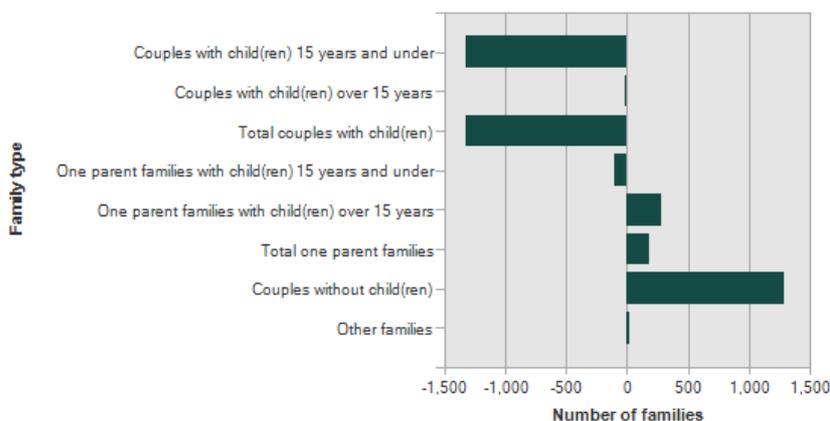


Source: Australian Bureau of Statistics, Census of Population and Housing, 2006

Since 2001, the number of couples with children have been decreasing while there has been a corresponding increase in couples without children. The occupancy rate also fell from 2.89 in 2001 to 2.77 in 2006 which reinforces the trend that the City’s population is maturing and moving towards the Perth average.

Figure 6

Change in family types, Joondalup City, 2001 to 2006 (Enumerated data)

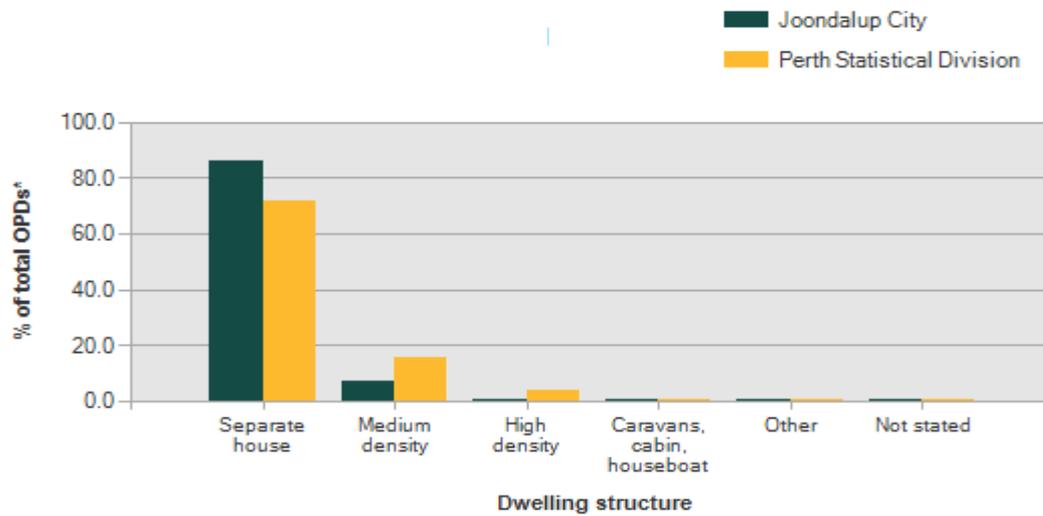


Source: Australian Bureau of Statistics, 2006 and 2001 Census of Population and Housing (Enumerated)

Housing types and density trends

Figure 7 shows the dominance of separate houses and the relatively low percentages of medium and high density housing options compared to the Perth Region.

Figure 7 Comparison of Dwelling Structures between Joondalup and Perth in 2006

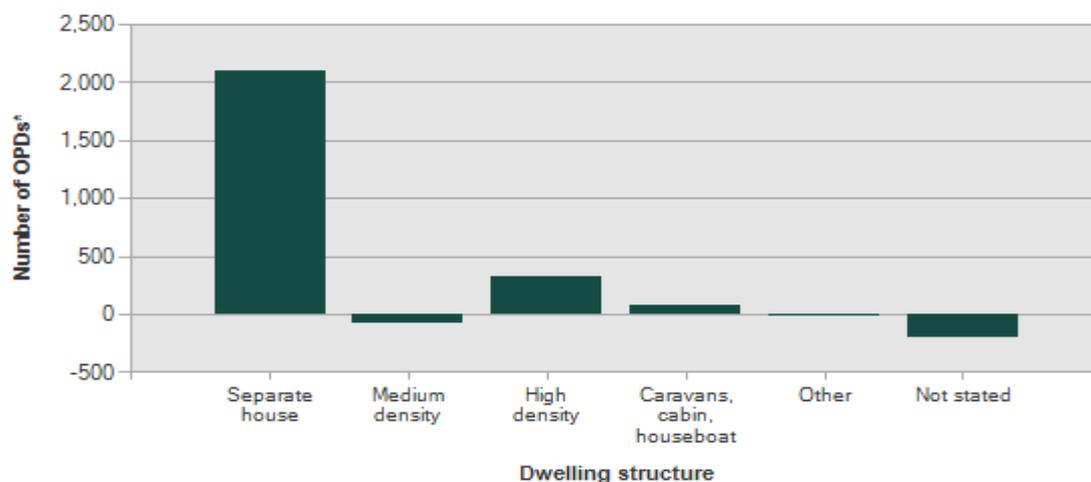


*OPDs refers to Occupied Private Dwellings.
Source: Australian Bureau of Statistics, 2006 Census of Population and Housing (Enumerated)

Figure 8 identifies the change in Joondalup's dwelling structure between 2001 and 2006. It shows a significant increase in separate houses which reflects the subdivisions which occurred in the northern suburbs of Joondalup during this period and an increase in high density development which occurred mostly in the City Centre.

Figure 8

Change in dwelling structure, Joondalup City, 2001 to 2006 (Enumerated data)



*OPDs refers to Occupied Private Dwellings.
Source: Australian Bureau of Statistics, 2006 and 2001 Census of Population and Housing (Enumerated)

Planning Implications

Joondalup's population is not expected to grow dramatically over the next twenty years and the few remaining greenfields sites at Burns Beach and Iluka will cater for the housing needs of families who move to Joondalup.

The general ageing of the population and the trend towards smaller household sizes will continue during this period and this is likely to increase demand for a greater diversity in housing.

The issues which need to be addressed are:

- how best to accommodate the ageing population and smaller households over the next twenty years,
- where the most appropriate and accessible locations for this future housing are,
- what additional facilities or infrastructure improvements are needed to provide a high level of residential amenity, and
- how to retro-fit new development within the existing urban environment.

EMPLOYMENT AND THE ECONOMY

Joondalup's local economy draws on the City Centre's function as a Strategic Regional Centre for the North West region, its service industrial and business centres, retail centres and tourism and recreational features. At the 2006 Census, residents were mostly employed in retail trade (12.2%), construction (10.9%) and health care & social assistance (10.9%) compared with 11.5%, 10.8% and 8.8% for the Perth Statistical Division respectively.

The Joondalup City Centre is the predominant employment location for the City and its industry strengths are centred in the retail, education, health and community services sectors which collectively provide almost half the City's jobs.

Other employment centres are the Joondalup Service Industrial area, Joondalup 'Gate', town centres of Whitford City and Warwick Grove, **the tourist centres of Hillarys Boat Harbour and Ocean Reef Boat Harbour**, small town centres of Currambine, Greenwood village and Woodvale and other centres ranging from village centres to local shops and specialised centres.

Employment Trends

The trend depicted in the table indicates a healthy increase in the local job market between 2001 and 2006, well ahead of growth of the Joondalup labour force.

Table 1: Employment self-sufficiency and self-containment

City of Joondalup	2001	2006	Increase
Labour force	80,059	82,104	2,045
Employed residents	76,801	79,651	2,850
Local jobs ¹	33,957	41,333	7,376
Employment self-sufficiency ²	42.4%	50.3%	7.9%
Residents working locally ¹	23,850	29,274	5,424
Employment self-containment ³	31%	36.8%	5.8%

Source – id Community Profile for the City of Joondalup, 2001 and 2006 Census

In 2006, the City had 41,333 local jobs - an increase of 7,376 from 2001. 20,728 workers or 63.2% came from the City of Joondalup, 5,471 or 16.7% were Wanneroo residents and 3,151 or 9.6% were Stirling residents. The labour force was 82,104 resulting in an employment self-sufficiency of 50.3% - an increase over the 2001 figure of 42.4%

Understanding where residents work also provides important information to guide planning and transport strategies. Between 2001 and 2006, the number of residents working locally grew from 23,850 to 29,274 and the number of employed City of Joondalup residents increased from 76,801 to 79,651 which means that the employment self-containment increased from 31% to 36.8%. 20,728 or 25% of employed Joondalup residents worked locally, 12,664 in the Perth CBD, 10,907 in Stirling and 6,160 in Wanneroo.

¹ Includes residents with no fixed workplace – assumes most of them work within the City

² Employment self-sufficiency, a measure of local jobs - a % of the total labour force

³ Employment self-containment, a measure of people living and working locally - a % of working residents

This low employment self-containment, although improving, is often referred to as the 'dormitory suburbs' effect. It characteristically results in direct impacts on transport networks, environmental and social impacts of extended car journeys and lost multiplier opportunities associated with living, working and consuming goods and services within the local area. Increasing transport costs will sensitise the need for close proximity between work and home in the future.

By way of context, the local employment self-sufficiency target for the North West Corridor⁴ was set at 72%⁵ and it was projected that 60% of the jobs provided would in turn go to locally-based workers.

Whilst this appears to be an ambitious target, it should be taken as a long-term approach to building a sustainable community. Low employment self-sufficiency is not uncommon in other growth corridors in Perth, with the exception of the south-west corridor with its industrial base. To reinforce this point, the most recent data from the 2006 Census indicates that the employment self-sufficiency rate for the North-West Corridor was 41% and the employment self-containment rate was 33% compared with 64% and 54% respectively for the South Metropolitan Sub Region.

North West Corridor – Impacts of Regional Growth on the City of Joondalup

The North West corridor which combines the City of Wanneroo and City of Joondalup is growing rapidly. This growth will be driven by various urban development projects within the City of Wanneroo which will deliver significant population growth up to 2031. From its 2006 base of 115,000, the City of Wanneroo is projected to grow at an average annual rate of 6.19% to 207,156 by 2016. This will see the corridor's population increase by 31% to 361,230 in the space of just 10 years⁶. In this period there are likely to be an estimated 45,000 workers situated north and east of the City of Joondalup. Even if local jobs were created at the same rate as the corridor's projected population growth, there would still be a significant increase in residents commuting from the area.

This mismatch of timing between population growth and employment creation is exacerbating the sustainability issues currently being experienced within the City of Joondalup. A flow-on effect for the City is that there will be a greater emphasis on employment creation within Joondalup (shorter term) to support the surrounding region, as well as its own residents, until sufficient employment can be created within the City of Wanneroo.

Outlook for Industry and Future Employment A Regional Context

The surrounding region has significant industrial land holdings the most mature being Landsdale and Wangara. The relatively new Neerabup Industrial Estate which is only 10 kilometres from the Joondalup City Centre, will ultimately provide up to 1,000 ha of land becoming the major source of industrial land supply for Perth's northern suburbs. The future development of these industrial estates is anticipated to support the growth of the Joondalup City Centre as a regional service and knowledge hub.

⁴ The North West Corridor refers to the combined areas of the Cities of Wanneroo and Joondalup

⁵ 1992 North West Structure Plan, Department of Planning and Urban Development

⁶ Combined City of Wanneroo Population Forecasts (Informed Decisions) and Department for Planning and Infrastructure (2005) WA Tomorrow Population Report No. 6 – City of Joondalup

The further expansion of the north-west corridor will result in new regional centres being established in the future at Yanchep and Alkimos but they are not expected to impact on the growth of the Joondalup City Centre for a considerable period of time.

The Joondalup Context

A fundamental component of the City's Economic Development Plan is the approach to supporting identified industry sectors, industry groups and local businesses. The City has several key industries within the local economy that provide a platform for long term job growth for the City and wider region:

Health and Community Services – main elements include the Joondalup Health Campus and a significant aggregation of secondary industries that in 2001, provided 6,000 local employment opportunities. This industry cluster is expected to increase with regional growth and the significant expansion of the Health Campus which is set to become the major tertiary health campus of Perth's northern region.

Education – the keystone of this industry cluster is the Joondalup Learning Precinct – TAFE, ECU and the WA Police Academy. Collectively the cluster also features tertiary education providers in areas such as business training and real estate. Further growth in the education industry will also come from the establishment of the Motor Industry Trades Association \$23m purpose-built industry-training facility.

Retail – In 2001, 35% of the commercial floor space within the City was dedicated to retail purposes. The recent expansion of Lakeside Shopping City has seen an additional 29,000 square metres of retail floor space within the City (a 70% increase). The retail sector is high performing and its growth is likely to occur with or without the City's direct involvement.

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

Business and Government services – The City already has an established sector with strong growth prospects which stand to underpin the commercial and industrial activity within the region.

Tourism – The City's main focus for tourism growth will be the proposed new Ocean Reef Marina as well as further opportunities at Hillarys Boat Harbour and at Yellagonga Regional Park.

Research and development – The City Centre features a range of research-oriented organisations, largely focussed within the Joondalup Learning Precinct. Many of these research organisations already have or are moving towards commercialisation strategies, suggesting they will provide a future source of business growth in areas aligned to their research outputs.

The Commercial Floor Space Challenge

A major challenge for the City is to ensure there is a suitable level of employment land and commercial floor space in order to generate the required level of employment. The most recent comprehensive commercial land use survey was undertaken by DPI in 2001 which found that the City had a total of 637,138 square metres of commercial floor space which provided 16,566 jobs (or 48% of the total number provided within the City). Taking into account the vacancy rate at the time of the research, which was 6.9%, each job required an average 35.9 square metres of commercial floor space.

Table 2: Additional Commercial Floor Space Required - 2001

Commercial floor space	637, 138m ²
Jobs produced	16,566
Average floor space required per job	35.9m ²
Proportion of total jobs in COJ	48%
Additional jobs required	21,418
Required floor space @48%	384,453m ²
Percentage increase	60%

reproduced from the City of Joondalup's Economic Development Plan 2007-2011

Based on 2001 census figures, in order for the City of Joondalup to reach the projected 72% local employment self-sufficiency by 2031, an additional 21,418 local jobs would need to be created within the City. Using the average floor space per job achieved to date within the City, and assuming that only 50% of the required jobs are provided from commercial areas, an additional 384,453 square metres of floor space is required. This represents a 60% increase on the commercial floor space that existed in 2001.

The City is no doubt at a turning point where action is needed to address the long term supply and productivity of its zoned employment land.

The newly released WAPC Draft State Planning Policy – Activity Centres for Perth and Peel Metropolitan Centres Policy by the WA has the potential to provide a catalyst to employment growth within the City of Joondalup, designates the Joondalup City Centre as a Primary Centre – one of two in the metropolitan area, the other being Rockingham City Centre. In the long term, the aim of Primary Centres will be to provide a similar level of service to the Perth central area in order to substantially reduce the number and length of trips and become dominant employment areas. In the meantime, the expected increase in commercial floor space will come from two sources – redevelopment of 'brownfield' commercial areas and 'greenfields' sites.

'Brownfield' commercial areas

The existing low density commercial developments within the City Centre which were developed according to the needs at the time, have significant latent potential commercial floor space that could be achieved when those areas are regenerated sometime in the future. Elsewhere within the municipality, the expansion or redevelopment of the regional, district and local centres will contribute to the increase in commercial floorspace.

'Greenfield' commercial areas

The last remaining vacant commercial land holdings in the City Centre include LandCorp's Southern Business District site (The Quadrangle), which is approximately 34ha in size and will deliver high amenity office developments, business parks, **showrooms** and light industrial uses. Other significant vacant landholdings are the 8ha Edith Cowan University site and about 3ha of various Council-owned sites. In total, an additional 450,000 m² of vacant land is available for future commercial development.

The new draft City Centre Structure Plan promotes high density commercial and residential development unfettered by plot ratio standards. Minimum height standards will apply in the Central Core area with no limit on the maximum height. Elsewhere in the City Centre, development ranging from 3 to 16 storeys is possible. The draft City Centre Structure plan also proposes to extend the City Centre boundary to include the area east of the Edgewater station and has identified it for future Transit Oriented Development opportunities.

Given the potential relaxation of plot ratio standards and parking requirements, it is feasible that the additional commercial floor space required can be accommodated in the future development of the 'greenfield' commercial sites in the City Centre.

Employment areas other than commercial areas

The remaining 50% growth in employment is expected to be provided by the growing education and training sector in the City Centre, mobile workers, home businesses, wholesale trade and construction. In 2006, mobile workers represented 10.5% of the employed residents of the City, an increase from the 2001 figure of 6.9%. Home businesses remained static between 2001 and 2006 at 3.6% but this figure may increase as a result of the economic downturn. Further development and redevelopment of the light industrial areas of the City Centre will produce more jobs in the trade and construction sectors.

Planning Implications

The economic, environmental and social impacts of remaining a dormitory suburb with low self-sufficiency employment levels will impact on the future sustainability of the City and the Perth Metropolitan Region. A major challenge for the City is to ensure there is a suitable level of employment land and commercial floor space in order to generate the required level of employment.

The issues which need to be addressed are:

- continuing to promote the Joondalup City Centre as the **second Strategic Primary City Centre outside the Perth CBD for the North-West sector,**

- ensuring a long term supply of commercial zoned land to achieve employment targets,
- accommodating the pressures for non-employment yielding development (long-term residential) in the City Centre to increase the overall intensity of development,
- identifying development opportunities potentially at Ocean Reef Marina, the rail station precincts and in the redevelopment of existing commercial centres in established suburbs, and
- maximising employment density from the remaining areas of undeveloped employment land ('greenfield' sites) within the City as well as from redevelopment opportunities of 'brownfield' sites and existing commercial centres.

RETAIL AND COMMERCE

The WAPC Metropolitan Centres Policy (MCP) defines a hierarchy of centres throughout the metropolitan region, comprising:

- Perth Central Area – being the principal commercial, administrative and cultural centre of the metropolitan region and WA.
- Strategic Regional Centres – such as Joondalup city centre, being the major centre within the catchments, providing a wide range of retail, commercial and entertainment facilities and employment;
- Regional Centres – such as Whitfords, which are well-located in relation to regional roads but not necessarily major public transport infrastructure, and which are planned and developed as major shopping centres with a full range of retail and other outlets;
- District Centres – being those centres whose prime function is to provide for the shopping and service needs of the district community; and
- Neighbourhood and Local Centres – such as Duncraig Village, that are small centres to serve the day-to-day convenience needs of local communities.
- Traditional “Main Street” Centres – as far as practicable centres at all levels should be developed or redeveloped in accordance with the traditional “main street” design principles as integrated, attractive, safe and vibrant places to provide a focus for community activities.

The following table provides information on changes in retail floor space, retail floor space limits and the most recent commercial floor space calculations as derived from DP’s 2001/02 Land Use and Employment Survey for all the centres within the City.

	Commercial floor space 2001/02(m ² /nla)	Retail floor space 2001/02 (m ² /nla)	DPS2 retail floor space cap (m ² /nla)	COJ Policy 3-3 Centres Strategy	Metropolitan Centres Policy (m ² /NLA)
STRATEGIC REGIONAL CENTRES					
Joondalup City Centre Inc. Lakeside	210,917	97,818 (Approx 114,836 in 2009)	No data	100,000	80,000
Lakeside Shopping City		62,982 (Approx 80,000 in 2009)	No data		
REGIONAL CENTRES					
Warwick Grove	46,008	22,028	38,000	38,000	50,000
Whitfords City	72,157	47,725 (50,000 in 2009)	50,000	50,000	
DISTRICT CENTRES					

Currambine Market Place	10,570	5,463 (Approx 5,642 in 2009)	10,000	10,000	15,000
Greenwood Village	10,531	10,531	5,000	10,000	15,000
Woodvale Boulevard Shopping Centre	10,341	6,847	12,330	5,000	
NEIGHBOURHOOD AND LOCAL CENTRES					
Beaumaris City	4,797	3,060	3,000	4,500	4,500
Beldon Shopping Centre	4,335	3,848 (Approx 4,107 in 2009)	4,500	4,500	
Belridge Shopping Centre	9,659	6,178	4,000	5,000	
Boulevard Plaza	823	0	1,000	4,500	
Connolly	3,572	2,430	3,000	4,500	
Candlewood Village	2,110	1,812	2,000	4,500	
Carine Glades	6,720	3,830	2,500	4,500	
Coolibah Plaza	1,106	788	1,500	4,500	
Craigie Plaza	5,520	2,081	3,500	4,500	
Currambine	0	0	3,000	4,500	
Sorrento	2,887	1358	2,000	1,000	
Forrest Plaza	1,843	718	1,000	1,000	
Duncraig Shopping Centre	3,360	2,416	3,000	4,500	
Duncraig Village	1,470	810	1,500	4,500	
Edgewater	2,053	2,053	2,000		
Glengarry	7,214	2,893	2,500	4,500	
Greenwood/Kingsley Shopping Plaza	2,586	Not available	1,000		
Heathridge Shopping Centre	3,007	2,087	2,000	4,500	
Heathridge City			1,500		
Hillarys	700	0	3,000	4,500	
Kallaroo Shopping Centre		Not available	500	1,000	
Kingsley	8,345	3,443	4,500	4,500	
Kinross Central Shopping Centre	0	0 (Approx 2,702 in 2009)	4,000	4,500	
Kinross Shopping Centre	1,480	680	1,000	1,000	
Lilburne Shopping Centre	690	690	1,000	1,000	
Marmion Village	2,921	1,799	2500	4,500	
Moolanda Village	1,047	222	1,000	1,000	
Mullaloo Plaza	4,826	2,480	3,500	4,500	
Mullaloo Tavern	717	264 (Approx 315 in 2009)	500	4,500	
Ocean Reef	4,035	1,657 (Approx 1,715 in 2009)	2,500	4,500	

Padbury	3,485	2,611	4,000	4,500	
Seacrest Village	964	658	1,000	1,000	
Springfield Shopping Centre	1,108	1,000	500		
Woodvale Shopping Centre	6,690	2,964	4,000	5,000	
FUTURE (LOCAL CENTRE)					
Burns Beach	0	0	NA	NA	NA
Harbour Rise	0	0	NA	NA	
PERIPHERAL SALES					
Canham Way	16,643	4,862	NA	NA	NA
Joondalup Drive	23,059	20,405	NA	NA	
Sorrento Quay/Hillarys Boat Harbour	16,932	4,382	NA	NA	

2009 approximate figures - calculations have not accounted for vacant floor space or change of use applications. Only additions have been accounted for .

The City of Joondalup has sustained a modest growth in the retail sector with all sizable growth recorded within the Strategic Regional Centre and Regional Centres. There remains capacity for the District and Local Centres to accommodate significant increases in retail floor space across the City; however redevelopment may not be a viable financial option for landowners at this point in time.

A range of Neighbourhood and Local Centres appear to be struggling with much of the development itself in poor to average condition. In these locations, retail trade alone has become less viable and the retention of existing retail floor space is being threatened by uptake from more viable non-retail uses such as offices. Retail development or redevelopment may also be slow to occur due to constraints such as competition from Regional and District centres and insufficient population catchment.

A more diverse mix of land uses (retail, residential and other commercial) may aid the health of struggling commercial centres.

Draft SPP Activity Centres for Perth and Peel

The new ~~Metropolitan Centres Policy~~ **Activity Centres for Perth and Peel Policy** and future DP Land Use and Employment figures will give clearer indication of the state and future for these commercial centres. In particular, the new policy requires the preparation of centre plans for Regional Town Centres and District Centres. Policy 3-3 *Local Centres Strategy* should be reviewed (future Local Commercial Strategy) and will have policy implications for all centres with an exploration and implementation of appropriate incentives for redevelopment.

Planning Implications

The main issues which need to be addressed are:

- How best to provide incentives through the planning system to assist in the rejuvenation of commercial centres

- Finding a balance between retail and other commercial growth.

TRANSPORT

The Joondalup City Centre is the major city centre for the northern suburbs and services residents from the adjacent councils of Wanneroo, Stirling, Swan and Gingin as well as providing a transport network for people travelling through the municipality.

It is important that the transport network is planned and managed in a regional context and that there is a seamless transition across local government authority boundaries.

The Road Network

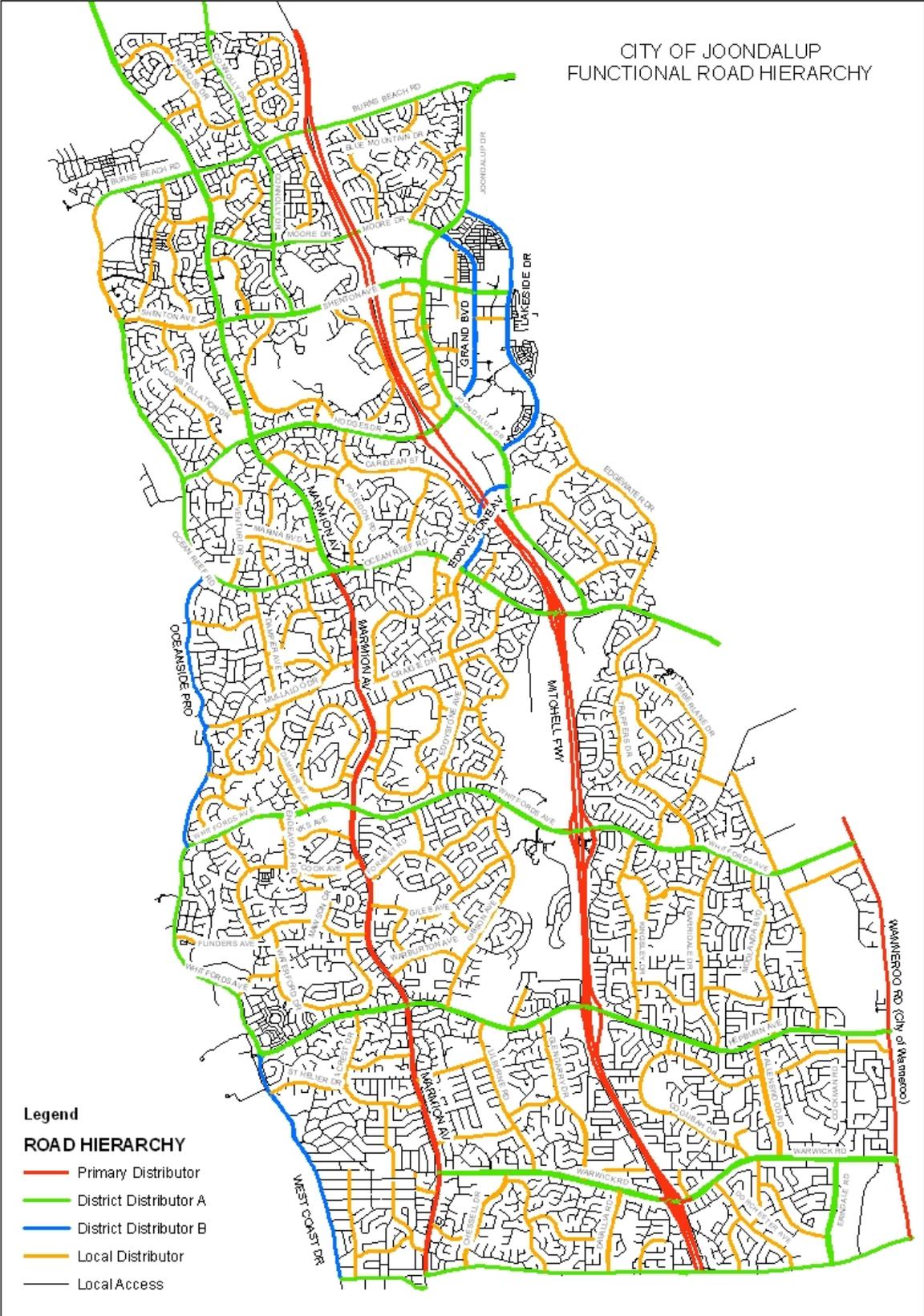
The transport network is based on a major road grid that forms distinct boundaries between residential, industrial and commercial precincts. The Mitchell Freeway is the major primary distributor road that links Joondalup to the Perth City Centre and beyond. Other major arterial roads in the City's road hierarchy are shown in Figure 9.

Essentially, the regional road network is based on the North West Corridor Structure Plan (1992). Although the majority of the road network is complete, the remaining developing areas are subject to modification with ongoing structure planning.

Traffic congestion on the North-South major transport corridors has been evident for a number of years. The recently completed north-bound extension of the Mitchell Freeway from Hodges Drive to Burns Beach Road may alleviate some congestion on Marmion Avenue and Hodges Drive.

The east-west district distributor roads are 4 lane divided roads with generous reservation widths and capacity is not expected to be exceeded in the medium to long-term. However, despite the presence of the Northern Suburbs rapid transit system, the increasing congestion on the Mitchell Freeway is of great concern as this impacts on journey to work travel time, increases pollution emission in the environment and places transport pressures at major intersections.

CITY OF JOONDALUP FUNCTIONAL ROAD HIERARCHY



Legend

ROAD HIERARCHY

- Primary Distributor
- District Distributor A
- District Distributor B
- Local Distributor
- Local Access

The Public Transport Network

Opened in 1992, the northern rapid transit system is the principal public transport spine for the district and provides residents with a direct rail connection to Perth, Mandurah and other parts of the Metropolitan Region. Together with integrated bus routes, the system delivered a significant improvement in public transport patronage. By the year 2021 it is anticipated that 25% of all trips to the Joondalup City Centre alone will be made by public transport.

The well developed public transport network incorporates six railway stations and an extensive bus route system. Joondalup, Whitfords, Greenwood and Warwick stations have dedicated bus bridges that deliver patrons from buses to trains and vice versa. PTA has no plans in the immediate future to provide similar bridges at Currambine and Edgewater stations. Segments of the bus route system particularly along Beach Road, Whitfords Avenue and Hepburn Avenue are high frequency bus routes with a service not more than every 15 minutes during peak times.

Facilities at the stations include small kiosks and Transperth information booths. Redevelopment of station precincts are not within the City's control however, all efforts to improve bus connections, amenities and facilities at stations should be made and can be supported.

Current trends indicate that despite the greatly improved public transport system there is a continued preference for private vehicles. A more sustainable long-term approach, given the good public transport connections, is to better integrate land use and transport along Activity Corridors and near Activity and Employment Centres as promoted in Network City [and Direction 2031](#).

Vehicle Ownership and Modes of Travel

There is a very high level of vehicle ownership and mobility within the district (Table 3). In 2006 only 3.2% of households within the City did not own a vehicle. This highlights the reliance on the private motor vehicle, and the reluctance or disability of the majority of the population to use public transport.

Table 3. Vehicle Ownership per Household - City of Joondalup 2006

Car (vehicles per household)	ownership Joondalup City		
	2006		
	number	%	Perth %
No vehicles	1,723	3.2	6.8
1 vehicle	14,502	27.3	33.0
2 vehicles	22,623	42.6	35.9
3 vehicles or more	11,593	21.8	16.4
Not stated	2,651	5.0	7.8
Total	53,092	100.0	100.0

Source: Australian Bureau of Statistics, Census of Population and Housing, 2006

The car plays a primary role in the mode of travel to work (Table 4). Most work trips are made by private car (68.8%) with the driver as sole occupant (63%). This supports the

assumption that most residents are not prepared to accept the perceived inconvenience of using public transport for their work trips.

However an encouraging sign is that since 1996, there has been a slight decrease in the percentage of people who travel to work by car and a corresponding increase in public transport use. Public transport use increased in the latter half of 2008 with significant increases in petrol prices being the main driver for behavior change.

Table 4. Mode of Travel to Work - City of Joondalup 1996-2006

Mode	1996 %	2006 %
Train	8.28	9.13
Bus	0.7	0.7
Tram or Ferry	0.01	0.03
Taxi	0.1	0.11
Car - as driver	63.73	63.3
Car - as passenger	6.25	5.49
Truck	0	1.07
Motorbike	0.46	0.47
Bicycle	0.38	0.43
Walked only	0.7	1.06
Other	1.45	1.04
Worked at home	3.8	3.58
Did not go to work	12.67	11.94
Not stated	1.47	1.65
Total	100	100%

Source: Australian Bureau of Statistics, Census of Population and Housing, 2006

Station parking

Parking at each of the six train stations within the City exceeds capacity and a coordinated and responsible parking strategy is required to address the ongoing increasing pressure on train station parking. Parking restrictions have been introduced in residential areas close to the stations to alleviate parking pressures placed by train patrons.

The Public Transport Authority is proposing to expand the amount of station parking at Edgewater, Greenwood and Whitfords stations by approximately 1,500 bays. However, some of the areas considered for expansion are located in bushland areas e.g. Craigie Open space and could be problematic. It is likely that the additional parking will be taken up to its capacity very quickly. It must be noted that the car parks are not used exclusively by residents of the City.

Given the high private-car usage of the general population of the City, it is not sustainable for PTA to continue expanding car-parking indefinitely. A long term view needs to be considered by PTA with respect to improving bus services and connections to the stations. In addition,

the potential to redevelop PTA car-parks for residential and/or mixed uses is an emerging issue not just in Joondalup but elsewhere in Perth.

The Joondalup CAT service

The Joondalup City Precinct is serviced by the Joondalup CAT system which has been running since 2006 and is funded by the City, Edith Cowan University and PTA jointly. Currently the service provides access to key facilities in the area including Edith Cowan, the WA Police Academy, TAFE, the Civic Centre and Library, Joondalup Health Campus, the Joondalup Court and Lakeside Shopping Centre. The CAT service is an integral part of the Public Transport System and has experienced significant growth in patronage since its introduction. The CAT service in 2007 operated on average of 1732 trips per month with the average passengers per trip being 14 people. The CAT service extension to the Joondalup Business Park is a high priority.

Cycle and Pedestrian networks

The planning of the existing cycling and walking facilities has created a functional, legible network that includes safe linkages between residential, school and commercial precincts within the City. A key component of the existing facilities is the integration with the public transport system including rail services and bus interchanges.

Planning Implications

Congestion, parking and accessibility are the key issues that will continue to be faced in the CBD over the coming years. Development that is sustainable and well planned is essential for the City under the current strategic plan and in line with the City's commitment in the Cities for Climate Change program. Integration of land use planning and transport will make public transport a sustainable and viable alternative to the car for connecting people and places.

The issues which need to be addressed are:

- more sustainable transport choices (walking, cycling and public transport),
- congestion in the City Centre,
- parking shortfalls at train stations and
- better integration of transport and land use.

TOURISM

From its unique coastal areas, pristine wetlands through to the preserved central bush areas, the City of Joondalup is rich in natural beauty and attractions. These natural features are augmented with high profile developments such as Hillarys Marina, Joondalup Resort and the City Centre. Collectively these draw residents and tourists into the City wanting to visit these experiences.

The tourism industry is guided by the framework proposed in the City of Joondalup Tourism Development Plan (TDP). The plan's primary objective is to provide all stakeholders with an understanding of the opportunities and issues for tourism in the City and it is designed to guide tourism related decision making and planning.

Tourism Zones

The TDP identifies four specific tourism development zones in the City:

- *The Coastal Tourism Development Zone*, which stretches from Marmion in the City's south to Burns Beach in the north. It includes the coastal strip west of West Coast Drive (and its northern extensions) and the adjacent ocean.
- *The Wetlands Tourism Development Zone*, which hugs the City's eastern boundary from Hepburn Avenue to Burns Beach Road. It incorporates Lake Goollelal, Lake Joondalup, Neil Hawkins Park and Yellagonga Regional Park.
- *The City Centre Tourism Development Zone*, which focuses on the Central Business District's businesses, facilities and educational and medical institutions.
- *The Coastal Bush Tourism Development Zone*, which covers the open space areas east of Padbury and Craigie, as well as the Craigie Recreational Centre.

Of the diverse industries which go to make up Tourism, accommodation is the most important and influential. The overall industry must have adequate supply of accommodation and range of styles to make Tourism a sustainable industry. The four zones identified in the Tourism Development Plan, assist in the retention of a range of tourist accommodation facilities in these locations in addition to the marketing of these sites as tourist destinations. Outside of the four Tourist Zones, there are a number of accommodation suppliers. These range from the larger establishments - Sorrento Beach Resort and Joondalup Resort - to an increasing number of Bed and Breakfasts.

Whilst accommodation is a significant and influential factor in fostering tourism there are other factors that facilitate the development of the tourism industry. These include the development of successful attractions, good access, visitor amenities and a range of activities.

Strategic Tourism Sites

Strategic tourism sites are those of state significance, which display characteristics that set them apart from other tourism sites in terms of potential for tourism development and benefit to the tourism industry.

Hillarys Boat Harbour

Hillarys Boat Harbour has attracted four million visitors annually since opening in the mid-1980s. With its retail, commercial, leisure and marine activities including the Aquarium of Western Australia, the harbour is critical to the future growth and community benefit of tourism in the City of Joondalup and the State.

Non-Strategic Tourism Sites

~~The coastal areas will continue to be the primary opportunity to develop tourism. The City has completed the Sorrento Beach Development and is completing a Biodiversity Signage Project along the entire Coastal footpath.~~

Joondalup City Centre

The Joondalup City Centre will continue to mature into a place where people chose to live, work and play, creating a sense of place and community. Joondalup City Centre's largest single employers, Joondalup Health Campus and ECU are committed to significant expansion projects, each virtually doubling their current size in the medium term. Lakeside Shopping Centre has recently doubled its capacity and pending economic parameters will pursue further expansion in the medium term.

Accommodation facilities are fundamental to the commercial and tourism viability of this precinct and facilitating the development of a strong "sense of place". The CBD currently provides 35 hotel rooms (Joondalup City Hotel) and several short stay accommodation units. The increasing student population at ECU has encouraged a growth in rental housing. However, additional accommodation will be required in the future to provide for the further expansion and development of this precinct. The revised Joondalup City Centre Structure Plan encourages the provision of accommodation and entertainment facilities to cater for tourism.

Joondalup Resort

The Joondalup Resort and Golf Course stretches across bushland, steep limestone quarries and picturesque lakes and attracts visitors for recreation, accommodation and entertainment.

Yellagonga Regional Park

Named to honour a leader of the Mooro Aboriginal people, Yellagonga Regional Park protects an important chain of wetlands and surrounding bushland. Nestled between the cities of Joondalup and Wanneroo, the park runs north-south and provides a number of excellent picnicking locations. The park is a large attraction for visitors seeking recreational and leisure pursuits.

Future Tourism Site

Ocean Reef Marina ~~A Future Strategic Tourism Site~~

The Ocean Reef Marina operates as a public launching facility and currently provides a home for the Whitfords Sea Sport Club. The popularity and ongoing demand for this facility is clearly demonstrated by the current level of trade at Hillarys Boat Harbour.

A preferred Concept Plan is being considered in consultation with Tourism WA, State Government and residential community groups for the development of this 46 hectare site into a state of the art iconic marina facility. The new facility will cater for the needs of the community and provide a balance of commercial uses, residential, short-stay accommodation and public amenities that will service the community and attract locals and tourists to the area. The outcome of these proposals will form the basis of a structure plan for the land component.

Planning Implications

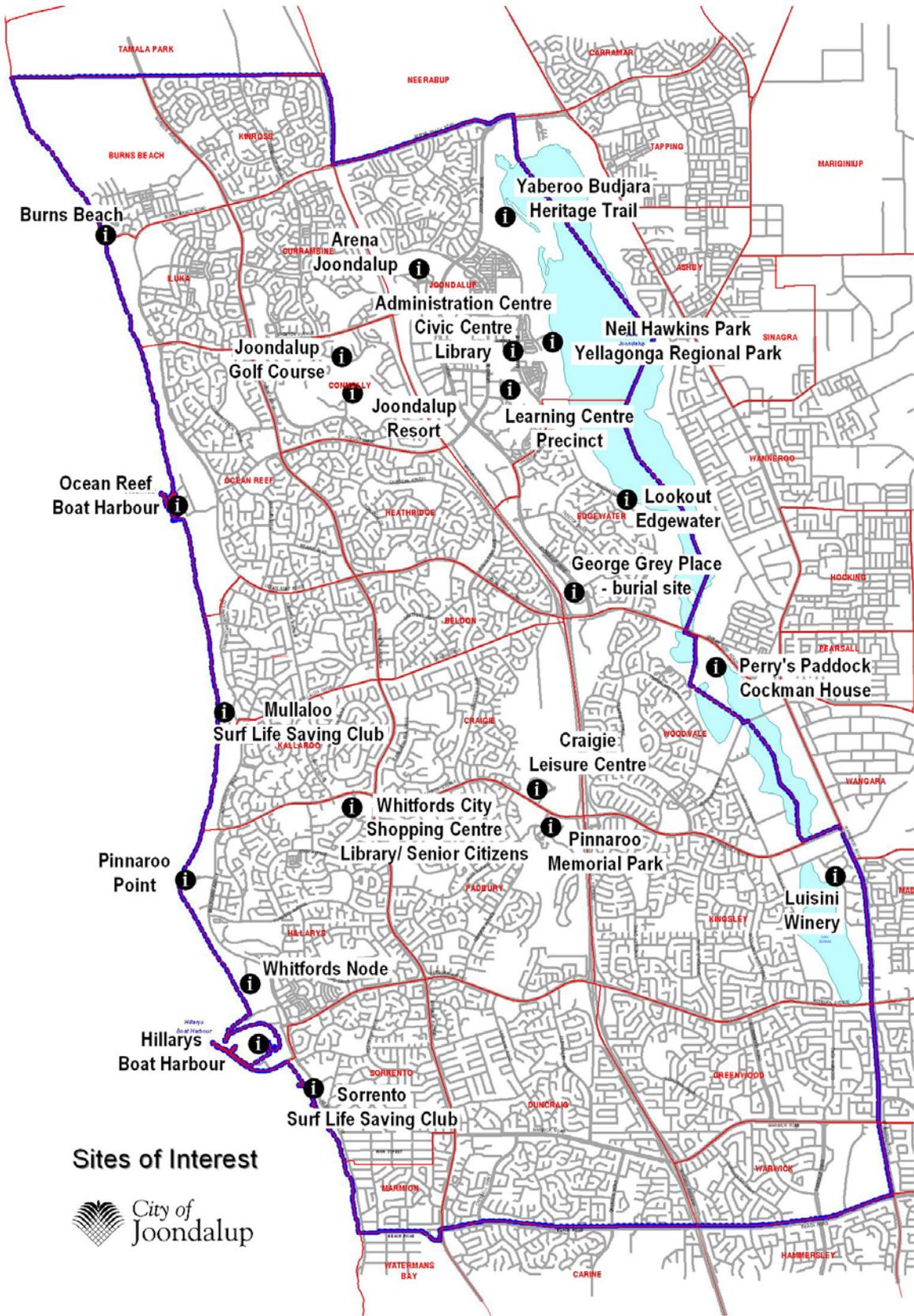
The growth of a sustainable tourism industry in the City will be shaped by the Tourism Development Plan and will of necessity, require the retention and future provision of suitable accommodation. The proposed marina at Ocean Reef will undergo comprehensive environmental and planning assessments and if approved, will be the City's second Strategic Tourism Site after Hillary's Boat Harbour and a major Activity Centre.

The issues which need to be addressed are:

- Ensuring an adequate supply and range of accommodation are provided to support tourism initiatives and development
- Once environmental and planning approvals are given, structure planning for the land component of the proposed Ocean Reef Marina should seek to maximise the potential for commercial activities, job creation and tourism attractors.

Figure 1 Tourism Development Zones





Sites of Interest
 City of Joondalup

Figure 2: Sites of Interest across Joondalup

PUBLIC UTILITIES AND SERVICES

Public utilities and services planning is co-ordinated through the Metropolitan Development Program (MDP) of the State Government. This programme uses projected development statistics to allow servicing authorities to allocate resources to meet the expected demands

To date, Joondalup has experienced mostly “greenfields” development and the provision of infrastructure such as sewerage, drainage, electricity, gas and telecommunications has been a relatively simple task with service capacities calculated according to the projected demands of new subdivision and city centre development.

Recent infrastructure programs included infill sewerage for some areas in Sorrento, Duncraig and Mullaloo, upgrading of the Beenyup wastewater treatment plant and a new substation at Padbury.

In the long term, as the urban infrastructure of the City ages and infill development becomes more common, issues associated with insufficient infrastructure capacity may arise. It is not expected to be a problem in the medium term.

~~The Beenyup Waste Water treatment plant is proposed to be upgraded until it reaches its full planned capacity, catering for a population of 900,000. It is worth noting that the Beenyup Waste Water treatment plant is at capacity although able to cope with the growth that has been occurring in the City. The Water Corporation expects to commission the first stage of the new the Alkimos WWTP to be operational by late in 2010, which will temporarily reduce the input into Beenyup, and so provide additional capacity for growth in the region allowing for the proposed upgrade of the treatment plant. The odour buffer associated with the WWTP will also be re-calibrated is also planned to be upgraded.~~

The provision of schools, health facilities such as hospitals and child health centres and other infrastructure is also guided by the MDP but typically, lags behind the provision of utilities. The timely provision of these services continues to be a challenge to local governments in growth areas such as the north-west corridor. However, in the suburbs of Craigie and Greenwood, the closure of Craigie Senior High School and the amalgamation of two primary schools in Craigie and Greenwood onto one site in each suburb clearly demonstrate the changes in demand in older suburbs on the provision of infrastructure such as schools.

COMMUNITY FACILITIES

A range of government and non-government organisations provide community facilities. Local governments normally provide local and district level community centres, including community halls, clubrooms and recreation centres, libraries, family day care centres and assist in the administration of buildings for community health, aged and youth support services.

Cemeteries, police, fire and emergency services and educational facilities are included in community facilities that are generally provided by State Government. Tertiary facilities, employment, social security and other welfare services, children's and family services are provided by Federal Government.

Non-government services include independent and church-based schools, church and charity welfare, medical, dental and recreational services and employment.

Regional Facilities

Regional community facilities located within the City include:

- Joondalup Health Campus.
- Police station and law courts in the Joondalup City Centre.
- Centrelink
- Disability Services Commission

Pinnaroo Valley Memorial Park is a significant privately-owned regional cemetery facility located in Padbury.

Local and District Community Centres

The City of Joondalup provides a range of community facilities and services across the suburbs. Local and district community centres provide localised meeting facilities in the form of local halls or purpose-built multi-use function centres or recreation centres. These centres, combined with child or community health centres, aged and youth support services provide the basis for localised community services.

A community facilities needs analysis was conducted in 2005. The scope of this study was limited to the northern suburbs of Burns Beach, Currambine, Connolly, Iluka, Kinross and Ocean Reef. The report identified that these suburbs are anticipated to experience significant growth and the vast majority of community facilities in these areas are at or nearing capacity

The City owns and manages 28 community facilities, plus 13 leased clubroom facilities and 4 leisure centres. In addition to sport, recreation, leisure and community user groups, these

facilities are utilised by commercial organisations and private users for a wide variety of activities such as community centres (8) used by church, seniors and community service groups; clubrooms (10) used by sporting clubs and community groups such as playgroups, scouts and guides and halls (10) used by seniors, church and community service groups.

Local libraries are located in the Joondalup City Centre, Whitfords, Woodvale and Duncraig and other neighbourhood-based community services such as child and community health centres, youth and aged care services are located throughout the district.

Future Studies

The City is currently undertaking, participating or supporting the following usage and capacity studies which may lead to the identification of future community facility needs:

- Percy Doyle Reserve Master Plan; which will examine all existing facilities and sporting infrastructure for the purpose of developing a master plan designed to accommodate the current and future needs of local clubs, groups and the wider community.
- The Currambine Community Centre Feasibility Study; which will examine the City's facilities within and around Currambine, the usage by community organisations and what capacity existing facilities have.
- Ageing in Place Study; which will examine how people's needs and preferences change as they get older and their expectations as to how well their communities will meet their needs and respond to their preferences.

Planning Implications

- Changing demographics within the City may influence the future provision and range of community facilities in the district.

RECREATION AND PUBLIC OPEN SPACE

Regional, District and Local Open Space

The City of Joondalup is responsible for a significant and diverse array of developed and undeveloped natural environments, including over 17 kilometres of coastline from Marmion to Burns Beach.

The City also maintains active and passive parks and reserves totalling 719 hectares. These include natural bushland, wetlands and coastal areas, for use by residents and sports, recreation and community organisations.

Significant areas within the City include:

- Warwick Open Space
- Craigie Open Space
- Percy Doyle Reserve
- Yellagonga Regional Park
- Arena Joondalup
- Hillarys Boat Harbour
- Ocean Reef Boat Harbour

New developments at Edgewater Quarry, Arena Joondalup and Burns Beach will accommodate some future demand for recreation activities within the City.

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

Recreational Facilities

There are four major leisure centres within the City. The Craigie Leisure Centre is the largest centre with the greatest range of facilities, supplemented by the Duncraig Leisure Centre, Warwick Leisure Centre and the Heathridge Leisure Centre. There is also a variety of playing courts such as tennis courts, ovals and bowling and croquet greens within parks and reserves. Playgrounds and small local recreational facilities are located throughout the City's parks and reserves.

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

In addition, Arena Joondalup in Joondalup and the Joondalup Golf course, within the Joondalup Country Club Resort, Connolly are significant private recreational facilities. New development at Joondalup Arena will accommodate some future demand for recreational activities within the City.

Past Studies

The Community Development Strategy 2006-2011 incorporates a Leisure Plan which will assist the City in the delivery of key outcomes and strategies in relation to 'Community Wellbeing'. The Leisure Plan identifies future outcomes for Recreation within the City of Joondalup and seeks to achieve a balance between active and passive recreation through development and promotion of opportunities for structured and unstructured physical activity and the provision of quality parks, reserves, beaches and infrastructure that are managed efficiently and effectively. Strategies to achieve these outcomes are detailed in the plan.

In April 2008 Council endorsed the City's Master Planning Principles and Process to be applied to all future developments and upgrades of sport, leisure and recreation facilities and infrastructure within the City.

Edgewater Quarry and Percy Doyle Reserve were listed as the first two sites to undergo master planning process, with future projects to be listed for consideration each financial year.

Future Studies

The City is currently undertaking the following public open space studies and needs analysis:

- Edgewater Quarry Master Plan; This project will involve a review of Edgewater Quarry including all potential uses for the purpose of developing a master plan designed to accommodate the future needs of local clubs, groups and the wider community.

The project will include extensive community consultation to determine the community's preferences for future development of the quarry site. The outcome of the master planning process will be a concept design, an estimate of project costs and a staged construction process.

- Parks Classification Hierarchy
- Tennis Courts Review

Planning Implications

The main issues which need to be addressed are

- are the current locations and quality of open space and recreational facilities going to fulfil the recreational needs of the community over the next fifteen to twenty years, given the changing demographics of the City
- water shortages - which will impact on the City's ability to maintain all its irrigated active open spaces
- cost of facility maintenance and renewal

PHYSICAL FEATURES AND THE ENVIRONMENT

The City of Joondalup is situated on the Swan Coastal Plain. The boundaries take in Yellagonga Regional Park and its major wetlands, the natural bushland areas east of the suburbs of Craigie and Padbury, and just over 17kms of pristine coastline and coastal reserve. These form some of the most significant eco-systems on the Swan Coastal Catchment Plain.

Areas of Significance for Biodiversity

The City is situated within the only International Biodiversity Hotspot in Australia, the Southwest of Western Australia. This region contains a rich variety of biodiversity due to the wide range of habitats found within a compact geographical area and is under considerable threat.

The City of Joondalup has drafted a Local Action for Biodiversity (LAB) document, resulting from a 3 year project initiated by the City of Cape Town, supported by the Thekwini Municipality (Durban), and developed in conjunction with ICLEI - Local Governments for Sustainability and partners. LAB is a project within ICLEI's biodiversity programme, which aims to assist local governments in their efforts to conserve and sustainably manage biodiversity. LAB involves a select number of cities worldwide and focuses on exploring the best ways for local governments to engage in urban biodiversity conservation, enhancement, utilisation and management.

The key biodiversity areas are categorised within three zones:

- The Wetlands Zone
- The Coastal Zone
- The Coastal Bush Zone

The wetlands zone covers a chain of lakes and wetlands towards the City's eastern boundary. The wetlands incorporate Lakes Goollelal and Joondalup, Beenyup and Wallaburnup Swamps, and Neil Hawkins Park. Together these comprise the Yellagonga Regional Park which contains some of the oldest and last remaining freshwater wetland systems in the Swan Coastal Plain.

The coastal zone is a regional resource that contains limestone cliffs, rocks and reefs with ancient corals, fossilised shells, coastal heathlands, high sand dunes and white sand beaches. Marmion Marine Park, which is outside the City's limits, extends from Trigg Beach to Burns Beach and attracts a significant number of recreational users every year.

The coastal bush zone comprises the open space areas east of Padbury and Craigie including Craigie Open Space, Pinnaroo Valley, Hepburn Heights and Lilburne Reserve, as well as the Craigie Recreational Centre. Together they represent about 4km² of adjoining bushland reserves. In addition, the City has a total of 97 sporadic remnant bushland areas.

Managing the Environment

In addition to the LAB, the City has adopted an Environment Plan 2007-2011 that provides guidelines for implementation of strategies aimed at preserving and sustaining the region's ecological systems and biodiversity, in partnership with other spheres of government.

Development on the coast

The Draft Coastal Planning Strategy (WAPC) offers guidance for the future sustainable planning for coastal development over the next 10 to 15 years.

The recommendations for each precinct are relatively consistent with the City of Joondalup's current planning practices with the exception of the Ocean Reef precinct. As part of the City's Tourism Development Plan, the Ocean Reef precinct is proposed to become a significant tourism, recreational, commercial and residential mixed-use node. The City is currently pursuing a major redevelopment of the existing boat harbour to provide a new world-class marina facility.

It is noted, that there is a difference between the maximum height recommended in the State Planning Policy 2.6 State Coastal Planning Policy (21 metres) and the City's Policy 3-4 Height of Buildings Within the Coastal Area (non-residential zones) (10 metres.)

Planning Implications

- Future planning initiatives will need to be consistent with the objectives of the Environment Plan 2007-2011, the City's Tourism Development Plan and the Draft Coastal Planning Strategy (WAPC).

HERITAGE CONSERVATION

Whilst much of the development in the City of Joondalup is comparatively recent, there are numerous places remaining that are representative of the area's pioneering past and pre-European settlement. These places include historic buildings and other objects and places of natural beauty, as well as some Aboriginal sites. The majority of these places are situated within the vicinity of Wanneroo Road, which was one of the earliest roads in the district and therefore the focus of much early development.

As required by the Heritage of Western Australia Act 1990, the City prepared a Municipal Inventory of Heritage Places. This was completed for the then City of Wanneroo in 1994, has not been updated periodically as no specific new sites have been identified. There are currently 7 places on the City's Municipal Inventory and 1 place classified by the National Trust of Australia (WA).

The seven significant heritage sites on the City's Inventory of Heritage Places are listed below. The heritage places include areas of bushland, homesteads (including ruins) and sites which were previously occupied by important landmarks including watering holes for the early stock routes and the old Sorrento whaling station. No heritage buildings are currently used for residential purposes. A number of other historic sites are listed within the Inventory of Heritage Places where the sites have been since been redeveloped and the inventory serves as a reminder of its former use.

City's Municipal Inventory

Item No	Synopsis	Property Address	Comments
11	BURIAL SITE	Joondalup Gate Lot 13 (57) Joondalup Drive, EDGEWATER WA 6027	This is the burial site of an aboriginal community leader. The Aboriginal Heritage Act covers this site.
3	LAKE JOONDALUP RESERVE	Lake Joondalup Reserve 31048 (1109) Edgewater Drive, EDGEWATER WA 6027	Aesthetic symmetry of lake, shoreline and remnant vegetation, historical use by farmers, graziers, Aboriginal people, market gardeners and recreationalists. It represents environmental values as is the major northern suburbs wetland.
WN137	YELLAGONGA REGIONAL PARK	This record is linked to more than 150 properties.	Total landscape area of Yellagonga Regional Park. Significance due to pastoralist, farmers and market gardeners use, social and recreational use since 1844. Archaeological evidence of aboriginal and historic usage. Rare representative of development through all periods.

Item No	Synopsis	Property Address	Comments
WN138	SHEPHERDS BUSH PARK	Shepherds Bush Park 29 & 59 Shepherds Bush Drive, KINGSLEY WA 6026	Open eucalypt Banksia forest. The site is considered to have significant aesthetic and social heritage value for the people of Kingsley as it offers a passive recreational area central to the residential area.
WN30	DUFFY HOUSE (JACK)	Lot 69 (108) Duffy Terrace, WOODVALE WA 6026	Duffy House is the original home of Fredrick Duffy and family. The home is constructed of limestone with wooden floors and an iron roof and is located adjacent to Beenup swamp. The property was originally used for market gardening and later became a dairy farm from 1924-1962. Council has recently resolved to place Duffy House on the Heritage list.
WN28	PEARSALL HOUSE (SNR)	Woodvale Baptist Church Pt Lot 28 (67) Woodvale Drive, WOODVALE WA 6026	Home of Charles Pearsall Snr, owner of the first garage (service station) in Wanneroo. Substantial residence of limestone located adjacent to Wallaburnup and Beenyup swamps. A recent Baptist Church building addition now sits on the site; however the surrounds are otherwise minimally modified.
WN45	WATERING POINT	Neil Hawkins Park Lot 8202 (200) Boas Avenue, JOONDALUP WA 6027	Was part of RES313A "a watering place" on the stock route gazetted in 1965, discontinued in early 1920's. Used as a scout camp ground from 1965-78 and since used as a passive recreation park.

The place known as Luisini's Winery, located on the shore of Lake Gooellal in the City of Joondalup, is an historic site which is to be transferred to the National Trust from the WA Planning Commission for the purpose of conservation and interpretation.

The District Planning Scheme makes provision for the conservation of places of cultural heritage value by providing for the identification of significant places and sets down special procedures for considering development proposals involving these places. The current Inventory of Heritage Places coupled with the provisions of the District Planning Scheme adequately protects and control the development of heritage sites.

Heritage Trails

The City of Joondalup currently has one heritage trail being the Yaberoo Budjara Trail commencing at Neil Hawkins Park on the shore of Lake Joondalup,

The trail extends 2.5km from Neil Hawkins Park to the northern boundary of the City of Joondalup at Burns Beach Road. The trail was jointly funded by the Commonwealth and Western Australian governments under the Commonwealth/State Bicentennial

Commemorative Programs which were established to provide a State-wide network of “Heritage Trails”.

The North West Stock Route extended from Star Swamp in North Beach, through the City of Joondalup to Walkaway near Geraldton. The North West Stock Route formed part of the main road for travellers, mail carriers and drovers with livestock, often in mobs of thousands, between Perth and Dongara before the Midland Railway reached Walkaway in 1894. Although North West Stock Route has not been used for its original purpose since the 1890s much of the land has since reverted to crown land. The City of Joondalup has expressed interest, as have other adjoining local governments to establish a heritage trail and signage along its path should a North West Stock Route project be established in the future.

Planning Implications

- The Municipal Inventory of Heritage Places will be reviewed as part of the review process of District Planning Scheme No. 2 and could include heritage trails.

URBAN DESIGN

The residential character within the City of Joondalup is relatively varied, from new beachside development in Hillarys, Burns Beach and Iluka to the more established suburbs such as Padbury and Craigie which were developed in the early 1970's with limited redevelopment occurring since. Many of the established suburbs have wide, curved, looped and cul-de-sac road networks in contrast to the narrow, modified grid street layout of many of the newer residential estates.

Infill development has occurred at a steady rate throughout many of the older established suburbs within the City of Joondalup providing newer housing stock in addition to a steady stream of additions, alterations and home improvements. The undulating nature of many suburbs has resulted in an increasing presence of retaining walls and carports and garages within the street setback area. In various areas of the City of Joondalup verge landscaping has been replaced by red brick paving in a relatively consistent manner along numerous streets.

Many of the new residential estates such as Iluka and Kinross can be characterised by relatively intimate streetscapes with houses built close to the street, street trees and high quality parklands. There is a mix of narrow lots with garages accessed from rear laneways to wider lots accommodating substantial two storey homes capitalising on ocean and parkland views. Despite quality landscaping the contemporary housing here dominates the streetscapes.

The established coastal suburbs which include Marmion, Sorrento, Kallaroo, Mullaloo, Ocean Reef and parts of Hillarys accommodate a mix of original dwellings that range in styles, some of which have been renovated or replaced by new grouped dwellings and single houses have come about through subdivisions and redevelopment. Redevelopment in these areas has been gradual but steady.

The suburbs of Padbury, Craigie, Beldon and Heathridge contain a lot of the original housing stock, largely characterised by modest family homes, often constructed of dark to medium brown face brick and tile, setback an average of more than 6 metres from the street and generally enclosed by low walls or no front fence at all. These characteristics lend themselves to the creation of informal streetscapes. Street trees whilst present, are not plentiful nor do they give the impression of a landscape theme. Future redevelopment, street tree planting and verge improvement projects will create opportunities for improved urban design and sense of community throughout these areas.

The eastern suburbs within the City of Joondalup including Warwick, Greenwood, Kingsley, Woodvale and Edgewater were developed through the 1980's and 1990's. The relatively recent and well maintained housing stock in these areas have experienced little redevelopment however additions and home improvements have occurred. Throughout the area landscaped front setback areas generally consist of lawns, garden beds, small trees and shrubs with landscaping extending to the verge. Streetscapes generally have a small-scale, single storey atmosphere; however there are occasional larger two storey buildings.

The urban design character of the Joondalup City Centre is currently reflective of an earlier planning vision for the City which was heavily embedded in the ideals of a campus town where pockets of health, education and commercial development were located in a dispersed manner. The tallest buildings are characterised by one to four storey buildings in the City Centre, dispersing to single storey development with larger building footprints on the City Centre fringe. Lot sizes within the Joondalup City Centre are varied and accommodate a range of residential densities with small front and side setbacks. As the City Centre begins to mature there are opportunities to create a better interface between these pockets of development and attract a critical mass of development within the City Centre to sustain a vibrant city centre for living, working and visiting.

Planning Implications

- In the suburban areas of the City of Joondalup, future housing developments will need to occur in ways which will contribute to improved quality of development and streetscapes over time.
- The review and future adoption of the Joondalup City Centre Structure Plan will provide an improved urban design vision for the maturity of the City Centre.

RURAL LAND

There are three lots within the City zoned rural - under both the Metropolitan Region Scheme and the District Planning Scheme. All the lots are located within the suburb of Woodvale near Ocean Reef Road. One of these lots is owned by the Woodvale Baptist Church and currently used as a place of worship, for which it has non-conforming use rights. Of the other two lots, one contains a horse race track and associated buildings and the other contains a single house.

Due to the fact that there are only three rural lots remaining within the City, and there is a residential development located between two of the rural lots, it is recommended that the rural lots be rezoned to reflect the surrounding residential uses.

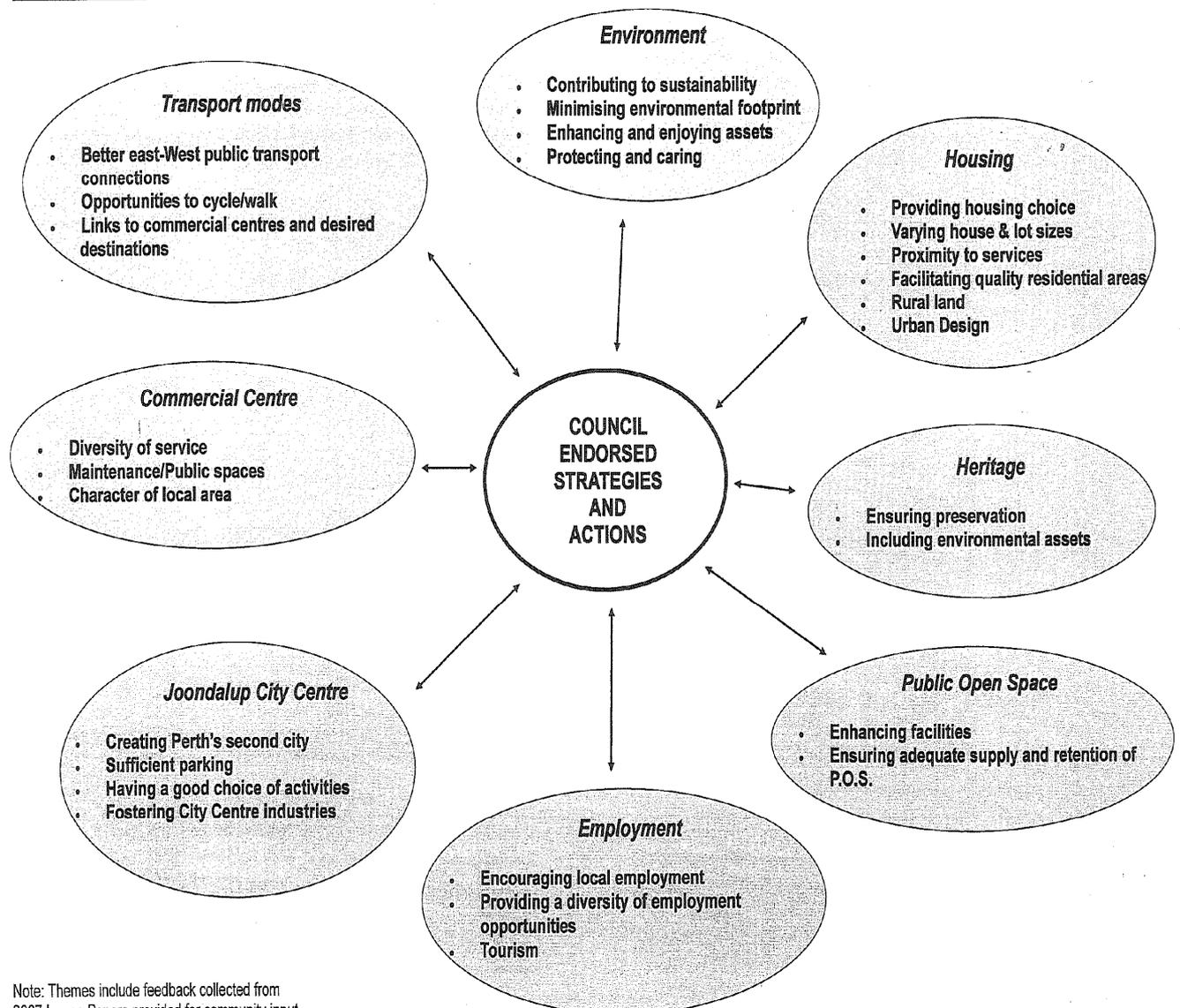
Planning Implications

- An amendment to the Metropolitan Region Scheme is required to rezone the rural lots to urban and concurrently to urban development under the District Planning Scheme.

PART 5 – STRATEGIC PLANNING THEMES

The analysis of the City's existing characteristics, social trends, demographic projections and preliminary community consultation has led to the identification of key planning 'themes' that will guide the assessment of future Town Planning initiatives.

PLANNING CONSIDERATIONS BY THEME



PART 6 - STRATEGIES AND ACTIONS

Theme – Joondalup City Centre

Overall Vision Statement

The City of Joondalup's future economic prosperity will be driven from the growth of the City Centre. The City Centre will continue to develop and consolidate as the strategic regional centre and economic anchor for the rapidly growing north-west corridor and will be promoted as Perth's second city.

Vision Statement 1

The City Centre is a cultural hub for the northwest region

Strategies

The City Centre should be the focus for cultural expression in the northwest corridor. To achieve this, the City Centre will need to provide facilities such as a museum, theatre and art gallery. These facilities could be in either public or private ownership.

To support the provision of such facilities, land should be specifically designated for cultural purposes within the City Centre. This land should be of a suitable size to support a range of cultural activities.

To emphasise its position as a cultural hub, public art should be prominent throughout the City. Planning requirements should be supportive of this outcome.

Vision Statement 2

The City Centre is the social and entertainment hub of the northwest region

Strategies

The City Centre should present a vibrant and colourful environment, containing attractions which are used during both day and evening. It should also provide a wide range of social and entertainment opportunities for varying age groups. This would include the provision of open space for meetings and social or public gatherings (possibly in the form of a piazza), as well as cafes, restaurants, nightclubs and the like.

A social and entertainment hub is vibrant throughout both the day and evening. This vibrancy can be gained by encouraging activities to mix and extending hours of patronage. Residential development, both within and in close proximity to the City Centre will encourage vibrancy as will extended trading hours. Street performers and buskers also promote vibrancy and planning controls should encourage spaces for such performers.

Joondalup should not only be the social and entertainment hub for adults but also for children and teenagers. To achieve this, it would be beneficial to engage with young people in relation to their desires. A skate park should be encouraged, ideally on land which is near a major road and highly visible to avoid any negative behaviours. Another option, potentially for younger children, could be the establishment of a facility where it is possible to interact with wildlife. Such a facility could acknowledge the City Centre's setting beside the important environmental area of the Yellagonga Regional Park.

Vision Statement 3

The City Centre is a place for people

Strategies

There are many elements which make a City Centre a place for people. For instance, a City Centre is a place for people if there is easy public access and the streets are pedestrian friendly. The City Centre will provide pedestrian linkages and spaces which contribute to the excitement and ambience of the City. Recognition will be given to the need for a piazza or square (a civic heart) for people to meet, to sit and watch other people, or to simply pass the time of day. The pedestrian linkages will build on the existing linkages and focal points such as the train station, Central Walk, Central Park and Lake Joondalup, as well as the Joondalup Health Campus and the major education establishments.

The vision is achieved by providing appropriate places to park cars, motorbikes and scooters; a public transport system operates to move people within the City Centre efficiently and conveniently; and a safe environment in which people can cycle. The latter is achieved by offering pedestrians protection from the weather; providing public conveniences; and creating plenty of street level interaction to name but three. Locating a community centre within the City Centre also provides the opportunity for people to interact and focuses attention on the City as a place for people.

The City Centre should also be viewed as safe and secure if it is to be a place for people. This can be supported through initiatives such as a secure taxi stand, a police post or the presence of additional law enforcement officers. A major consideration in this regard is the design of buildings and public spaces.

In summary, a City Centre for people will have good access, be comfortable, secure and memorable.

The importance of readily available parking in the City Centre has already been acknowledged in the City's parking strategy. This supports parking in the short term (up to 5 years) and also, most likely, through the medium term (from 5 to 10 years). However, cars should be directed to specific parking locations and the CAT bus should be maintained to provide public transport access throughout the City Centre.

To ensure the City Centre is a place for people, opportunities should be considered to encourage thoroughfares to be used by people rather than cars as and when opportunities arise.

The structure plan for the City should support developments which provide interaction with the streets, support places where people can gather and meet, support elements which make the environment pedestrian friendly and reflect planning principles which support safety and security.

Vision Statement 4

The City Centre provides a wide range of retail experiences and tourist attractions

Strategies

The City Centre will need to provide a varied and diverse range of retail experiences. This is likely to involve a major department store such as Myer or David Jones, a retail shopping strip, and/or permanently covered markets. The vision of the City Centre being a tourist attraction will be supported by the provision of accommodation, extending trading hours and the establishment of at least one significant feature which could attract tourists. This would need to be a landmark feature which may well involve water to reflect the lake which lies adjacent to the City.

Eco-tourism could be encouraged near Lake Joondalup through provision of accommodation in green star rated buildings which would encourage people to enjoy and explore the beautiful natural environment. There should also be a connection between the City Centre's key tourist attractions of the Yellagonga Regional Park, the shopping and entertainment areas, the cultural areas and any significant tourist feature. This could be achieved by the provision of an elevated light rail system which would draw these individual elements together.

The City's planning system should identify suitable land for eco-tourism; establish a location for a significant tourist attraction; identify street areas for retail shopping and identify a site where a market could be established should demand eventuate. In addition to these initiatives provision for, and encouragement of, accommodation facilities within the City Centre will be necessary.

Vision Statement 5

The City Centre is the principal commercial hub for the northwest region

Strategies

The City Centre will be recognised as a place for major regional offices and a centre of business activity in the corridor. Office and general commercial developments of over 8,000 m² will be encouraged in the heart of the City for both the private and public sector. These developments will provide a visual focal point for the City as well as contributing to the life of

the City at street level. Opportunities exist for major office developments which either directly or indirectly support the industrial growth area to the north of the City as well as the existing major business activities within the City.

To support this vision the remaining large tracts of land within the centre will need to be earmarked, and amalgamation of existing small lots encouraged. Restrictive development requirements will need to be reassessed and changed where this does not have an impact on the amenity of the City. These restrictive requirements include the current parking provisions and their application, the building height requirements, and limits through arbitrary plot ratio requirements. Greater flexibility in the rules applied to development will encourage innovation in design.

The provision of strategically located public parking will be essential to achieving this vision. An adequate supply will be needed to complement the public transport network.

Vision Statement 6

The City Centre will be a vibrant and lively place both day and night.

Strategies

The City Centre will need to cater for a mix of uses and activities to achieve this vision. A significant residential presence within and around the city will provide the after hours community who provide the basis of support for the restaurants, the entertainment and cultural events. The rules will need to ensure that residential developments can occur without inhibiting major commercial and office development.

Development in the heart of the City will be encouraged to address the street and ensure active frontages at ground floor level.

The streets and public spaces will incorporate seating and artworks as well as providing space for alfresco activities. The provision of these areas will be complemented by street activities including markets and busking.

Vision Statement 7

The City Centre recognises and acknowledges the natural environment.

Strategies

Many City Centres throughout the world are “concrete jungles” where buildings, roads and footpaths dominate the landscape and the natural environment is “nowhere to be seen”. Joondalup’s City centre has many environmental advantages that still stop it becoming a “concrete jungle”. The most significant is the Yellagonga Regional Park at the eastern edge of the City. The green strip of Central Park, which runs westward to the heart of the City and the landscape settings of ECU, West Coast TAFE and Arena Joondalup are also significant contributions to this environment.

Rather than resting on these laurels, this vision statement supports the recognition and acknowledgement of “green” initiatives in a variety of additional ways. For example, the landscaping of developments and the use of native plantings would ensure that the City Centre’s environmental credentials spread further through the City. Buildings should also support environmental sustainability. Consequently, the construction of “Green Star” buildings should be encouraged. Planning requirements can be used to support these types of outcomes.

A City Centre that acknowledges the natural environment will be aesthetically pleasing and underpin the achievement of many other vision statements identified in this document.

Actions

- Review the City Centre Structure Plan and incorporate provisions which will:
 - encourage commercial development with suitable and substantial height and bulk within the CBD precinct through measures such as removing plot ratio restrictions, applying minimum heights but no height limits and amalgamation of land to allow for larger development sites
 - require quality commercial and mixed use development by way of public art, materials, public spaces and forecourts and architectural features
 - ensure street frontages are pedestrian friendly and active through a range of measures such as prohibiting residential uses on ground floors, permitting alfresco areas, providing visually permeable facades and protection from the weather
 - provide an appropriate balance of commercial and residential development with particular emphasis on preventing exclusive residential development in the CBD precinct at the expense of commercial development by establishing a maximum percentage of residential development within a mixed use development and requiring a proportion of office development in mixed use developments
 - encourage the development of an energy efficient urban environment
 - recognise and build on the existing public transport and accessibility network in the City Centre by increasing commercial development, ensuring a mix of housing and encouraging tourist development
 - replace the Residential Design Codes with specific provisions for height, setbacks, amount of residential development permitted, open space and parking and investigate removing provisions regarding density, minimum site area per dwelling or plot ratio to allow more flexible development
- Investigate innovative approaches to funding public art such as a Percent for Art scheme as a provision in the district planning scheme.

- Implement the relevant actions of the City’s Community Safety and Crime Prevention Plan as required.
- Monitor the City Centre Car Parking Policy to ensure the mix of public and private parking is being achieved and determine whether incentives offered in the policy are being taken up. The Policy may need to be reviewed if the related strategic goals and visions for the City Centre are not being achieved.
- Identify a site for a future skate park.
- Progress the development of a cultural facility on the identified site adjacent to Central Park.
- Identify sites in the Central Park and Arena Zones of the City Centre for future education and/or eco-tourism opportunities such as the proposed Environment Centre
- Identify street areas for retail shopping and identify a site where a permanently covered market could be established should demand eventuate.
- Continue to lobby the State Government to designate the City Centre as a tourism precinct which in turn, would attract a major department store.
- Prepare a Local Commercial Centres strategy in line with the principles of [Directions 2031 Network City](#) and the WAPC Metropolitan Centres Policy/Activity Centres Policy.

Theme - Housing

Vision Statement

The City Centre will continue to be the focus for higher density, high quality residential development. Outside the CBD, in strategically appropriate locations, planning will take into account the future housing needs of an ageing population and changing household structures.

Strategies

Support ‘ageing in place’. As the population in the older areas ages, the City will be proactive in ensuring that these residents are able to remain in their suburbs close to amenities and services they are accustomed to.

Encourage diversity of housing in terms of lot sizes and housing types. Household sizes are decreasing as is happening elsewhere in the established suburbs of Perth which will lead to an increasing demand for the City to plan for smaller lot sizes and hence smaller houses to reflect changing lifestyles.

Promote compact residential development close to activity nodes and centres.

Promote transit oriented development that clusters a mix of land uses around high quality transport nodes. This will promote accessibility to services for residents, as well as contribute to sustainability.

Encourage regeneration of older areas. Some areas with ageing housing stock may be ready for regeneration. This is part of the natural process of housing renewal and presents excellent opportunities to provide more diverse housing types and at the same time, upgrade physical infrastructure and amenity.

Protect and enhance the amenity and attractiveness of the suburbs with an emphasis on maintaining and improving streetscapes and recognising the important role trees play in the urban environment.

Promote good urban design outcomes in future housing developments which will contribute to improved quality of development and streetscapes over time.

Actions

1. Prepare a Local Housing Strategy which will

- Investigate and determine the additional housing requirements over the next twenty years
- Identify areas which are strategically located – within walking distance to activity centres including the City Centre, stations or on public transport corridors - for infill or redevelopment
- Identify areas which, due to the age of housing stock, are suitable for infill or redevelopment
 - Prepare Residential Design Guidelines to guide future redevelopment outcomes in the above areas and to ensure high levels of liveability and amenity; consultation with the community will occur during this process
 - To ensure that in the above areas higher density is only permitted subject to good design outcomes being achieved, use innovative approaches to zonings rather than use blanket up-zonings that have no design criteria supporting them
- Identify areas where it is highly desirable to retain existing housing stock and residential density for the future accommodation needs of families
- Recognise that changes in housing density occur gradually and need community support
- In consultation with the Public Transport Authority and the Department for Planning and Infrastructure, examine the potential for higher density residential or mixed-use developments above existing and future station car-parks

- Incorporate the neighbourhood amenity, urban design and access provisions of the *Liveable Neighbourhood Community Design Code* and the principles of *Designing Out Crime*

2. As part of a future omnibus amendment to the Metropolitan Region Scheme, consider rezoning the three rural lots within the City to Urban and Urban Development under the DPS to reflect surrounding existing residential land uses.

The Local Housing Strategy will be subject to a separate statutory public consultation process and will generate additional strategies and actions for the District Planning Scheme review process. It is the intention to incorporate the key recommendations of the Local Housing Strategy into the final Local Planning Strategy.

Theme – Commercial Centres (outside the City Centre)

Vision Statement

Commercial centres in the City will be attractive and successful places, accessible and well connected to residents.

Strategies

Promote the concept of Activity Centres. [Network City Directions 2031](#) envisages a future where activity centres such as commercial centres bring people together and are well-integrated with transport, pedestrian and cyclist networks.

Ensure the established hierarchy of centres will generally remain in accordance with the Metropolitan Centres Policy.

Encourage diverse activity and land uses in centres as they redevelop. To retain a competitive edge and become lively, attractive places, commercial centres need to be more than just shopping centres.

Encourage improvements to streetscapes, public safety, access, public transport and the pedestrian/cyclists network in and around centres.

Actions

1. Prepare a Commercial Centres Strategy in line with the principles of Network City and the WAPC Metropolitan Centres Policy which will
 - Review the provisions of the district planning scheme to allow more diverse uses to occur in commercial centres
 - Recognise the implications of extended trading hours should they eventuate

- Prepare general urban design principles to guide redevelopment of commercial centres outside the city centre paying close attention to public safety, access and streetscape
- Identify opportunities to define the character of the local area within and around commercial centres
- Give special consideration to built form outcomes for the coastal nodes

The Local Commercial Strategy will be subject to a separate public consultation process period and will generate additional strategies and actions.

Theme - Transport

Vision Statement

The existing transport routes (rail and road) will be used to their full capability by ensuring intensive land uses, with significant trip generating potential are located along them, at intersections and adjacent to railway stations. Cycling and pedestrian networks will be enhanced.

Strategies

Promote station precincts as land use and transport hubs.

A number of east west district distributor roads in the City are important transport connectors to activity centres and transport hubs for cars, buses, cyclists and pedestrians. Where appropriate, encourage more intensive development along these routes in line with Network City principles and develop policies accordingly.

Develop safe and attractive environments for pedestrians and cyclists along activity corridors to maximise their potential as significant transport carriers and reduce transport costs.

Enhance transport and movement options to support the Joondalup City Centre's intended role as the Primary Centre for the North-West sector.

Improve transport access choices such as walking and cycling to Local Centres and Activity Centres.

Actions

1. In consultation with the Public Transport Authority and the Department for Planning and Infrastructure, examine the potential for future higher density residential or mixed-use developments above existing and future station car-parks without compromising parking availability for users of public transport.
2. Improve the pedestrian and bicycle networks so they become integral parts of the transport network particularly networks that directly feed into activity corridors and activity centres.
3. Apply the pedestrian access principles of Liveable Neighbourhoods when assessing new subdivision and structure plan proposals.
4. Investigate the feasibility of land use changes along east west activity corridors in the District Planning Scheme to better integrate planning and transport. The development of WAPC policies on Activity Corridors will assist in this regard. Include provisions for improving the attractiveness of these corridors by the placement of public art, intensive street tree plantings or attractive bus shelters.
5. Identify station precincts as development hubs in the future Local Housing Strategy and Commercial Centres Strategy.
6. As outlined in Part 4, the extension of the Cat Bus service to the Joondalup Business Park is a priority.

Theme - Employment

Vision Statement

The City will be a vibrant knowledge and service hub for the region, will aim to achieve greater employment self sufficiency, with a focus on the City Centre.

Strategies

Promote retail, education, health, and community services as the current industry strengths of the City Centre in addition to fostering office based developments.

Promote home businesses as important for local employment and provide opportunities for residents to 'incubate' a business. Bed and Breakfast businesses fall into this category and are part of a suite of accommodation types necessary to support the growing tourism industry.

Promote the proposed Ocean Reef Marina as a future employment node.

Encourage the establishment of local medical centres and consulting rooms in appropriate locations

Actions

1. Ensure the provisions of the District Planning Scheme support the City's Economic Development Plan.
2. Review the provisions of the Home Occupation policy to remove existing impediments to potential home business 'incubators' and generally, to encourage more home businesses.
3. Prepare a Bed and Breakfast Policy.
4. Once planning and environmental approvals for the Ocean Reef Marina are obtained, structure planning for the land component of the Ocean Reef Marina should reinforce the sites importance as a major employment node.
5. Prepare a local planning policy on consulting rooms to provide guidance on appropriate locations, preservation of residential character and amenity, design, proliferation, traffic and parking

Theme - Heritage

Vision Statement

The City protects and promotes buildings, objects and places of heritage significance.

Strategies

Promote the City's heritage through community awareness and education.

Protect places of heritage significance.

Actions

1. Review the Municipal Inventory to ensure an accurate and comprehensive record of the City's heritage.
2. Investigate providing incentives for conservation.
3. Continue to develop heritage walk trails, interpretive signage, and information brochures to promote heritage. Promotion of heritage areas and places, for example Luisini winery, should be considered in conjunction with tourism aspirations.

Theme – Public Open Space

Vision Statement

The City's public open space is easily accessible and provides protection for vegetation and biodiversity, amenity for the public and quality recreational opportunities.

Strategies

The City of Joondalup has the benefit of extensive areas of public open space throughout the area. The open space is provided in various forms, including bush forever sites, wetlands, passive and active recreation areas, and foreshore reserves.

Develop a balance between the passive and active recreational pursuits of the community - the active needs of the community are well catered for, however, the visually attractive open spaces, such as the coast line and Yellagonga Regional Park, are underutilised. Well and appropriately located facilities such as cafes and low key commercial ventures (eg bike hire) should be encouraged.

Recognise that the impact of water shortages will be increasing felt in the area of public open space. Areas not needed for active purposes can be converted to bushland where appropriate and water sensitive design principles will be used in the design, construction and maintenance of new open spaces.

Wherever appropriate, promote co-location and shared use of public open space for multi-use recreation and community facilities as well as for school sites.

Ensure local public open space will provide community focal points and identity with a network of paths to provide safe and convenient access to these areas.

Actions

1. Prepare a Public Open Space strategy that incorporates the following principles:
 - balancing the needs of the community between passive and active open space usage
 - developing high quality, useable, safe and accessible public open space and recreation facilities
 - increasing the usage of currently underutilised public open spaces
 - co-locating facilities wherever possible
 - reducing water use

This strategic approach needs to be closely linked with the outcomes of the Housing Strategy – for example, future infill housing should be in areas that have adequate high quality open space.

Theme – Environment

Vision Statement

Ensure that biodiversity and the natural environment values of the City are protected and preserved for the existing and future generations.

Strategies

This vision seeks harmony between the natural and built environments. It values the amenity provided by the natural environment - the coastline, open spaces and wildlife habitats.

Careful design will ensure that development minimises the impact on sensitive areas, as well as enhancing the 'sense of place' and community character. Sustainability and environmental principles will be given high priority when developing Structure Plans.

Trees are an important part of the built environment and a greater priority should be given to ensuring they are provided in new subdivisions and in redeveloped areas.

This LPS supports the continued implementation of the Landscape Masterplan, Coastal Foreshores Natural Areas Management Plan, the Draft Perth Coastal Planning Strategy and supports integrated catchment management within the Yellagonga Regional Park.

Actions

1. Encourage the use of ~~the Green Building Council of Australia~~ sustainable building principles for the built environment.
2. Require development to take into account relevant local environmental considerations.
3. Ensure that provisions of the district planning scheme are consistent with the City's Environment Plan 2007-2011 and other environmental management plans.
4. Encourage the use of appropriate local plants and water wise principles in all developments
5. Ensure that development on the coast is consistent with the objectives of the relevant State Coastal Planning Policies and Strategies.

PART 7 – IMPLEMENTATION, MONITORING AND REVIEW

Implementation

The City of Joondalup's Local Planning Strategy is to be used as a planning tool to assist Council, the State Government and the community in their respective roles in land use decision making.

Many of the strategy recommendations will be implemented through the adoption of planning strategies and policies and ultimately through the zonings and special provisions of the new District Planning Scheme.

Prior to the adoption of the new planning scheme, a number of studies will need to be undertaken particularly in the area of future housing needs and commercial centres. These studies will ultimately lead to the preparation of a Local Housing Strategy and Commercial Centres Strategy which will inform the new District Planning Scheme. Community consultation will be an integral part of this work and should expedite the process for finalisation of the new district planning scheme. It is the intention to incorporate the key recommendations of the Local Housing Strategy into the final Local Planning Strategy.

It is likely that in the interim period prior to the finalisation of the new district planning scheme, some amendments to the current planning scheme may be necessary to facilitate desirable outcomes in a more timely fashion.

At the time of writing, the WAPC's Metropolitan Centres Policy is being reviewed in the context of [Network City Directions 2031](#). This may have implications for the City's District Planning Scheme as the Centres Policy and scheme provisions may need to be amended accordingly.

Next Steps

- Finalise City Centre Car Parking Policy
- Review City Centre Structure Plan
- Prepare Commercial Centres Strategy
- Prepare Local Housing Strategy
- Formally initiate the District Planning Scheme amendment process
- Review relevant planning policies
- Finalise District Planning Scheme 3

Review

Whilst the Local Planning Strategy provides a strategic planning direction for the next fifteen to twenty years, it is inevitable that over that period of time, community views could change and place new pressures on land use planning. To ensure that Council can recognise and respond to these changes, it is important that the strategy is a constantly evolving document. A review of the strategy should be undertaken every five years, preferably preceding future reviews of the district planning scheme.

Revisions to the Local Planning Strategy should also be presented to the WAPC for endorsement.

APPENDICES

Appendix 1 - Issues Papers

As part of the review of the City of Joondalup District Planning Scheme No.2, a series of Planning Issues Papers were produced, requesting the District community to comment on a broad range of planning issues affecting the future of the city.

The initiative was advertised in local papers and Issues Papers Surveys were available on-line and distributed to letter-boxes in the district. The following data has been compiled from 156 surveys returned to the City from these sources. Not all residents commented on all issues, nor did they comment on all questions within an Issues topic. Those who answered most questions were those residents who filled out the letter-box survey. Those who answered on-line were more selective of the issues on which they commented.

The Issues Papers Surveys data presented in this paper was using the *N vivo* social sciences analysis programme, although a total of 163 Surveys (including 7 late surveys) were returned, the following interpretation of the data was compiled from valid percentage figures, based on those who actually commented on that issue. Accordingly, the sample number (n) varies for each topic and is shown in each case. In addition, for ease of presenting the results, the 'strongly agree' and 'agree' categories, and the 'strongly disagree' and 'disagree' categories have been combined. Where there was a high percentage of 'strongly agree' or 'strongly disagree', these have been noted.

Planning for the Joondalup City Centre

ISSUE PAPER 1

INTRODUCTION

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The Scheme is a very important document for the City. It guides future development, and, consequently, determines how the City will look and feel. For instance, if you want to build a new house or extend your current house, the City will assess the proposal against the Scheme to determine whether it can proceed. The Scheme also identifies where shops can be located, identifies how many car parking spaces are required for new developments and set the maximum density for residential development in particular areas. In these ways the Scheme determines the urban form that we see in Joondalup.

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

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

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

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.



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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;

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ENVIRONMENT THEMES – GLOBAL DOWN TO LOCAL

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

At the local level, interest has also increased as people become aware of the impacts that human settlement and activity has on our natural environment. Each local government has the potential to positively influence the environment at a local level and plan for the good of not only current residents but also for future generations.

THE CITY'S ROLE

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

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

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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.

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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 500 and 800m², only one house can be developed on these lots under the current R20 residential density code.

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

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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.

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The Scheme is a very important document for the City. It guides future development, and, consequently, determines how the City will look and feel. For instance, if you want to build a new house or extend your current house, the City will assess the proposal against the Scheme to determine whether it can proceed. The Scheme also identifies where shops can be located, identifies how many car parking spaces are required for new developments and set the maximum density for residential development in particular areas. In these ways the Scheme determines the urban form that we see in Joondalup.

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

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

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

EXPLANATION OF TOPIC - 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.

Review of District Planning Scheme 2

Stage One: Responses to Issues Papers

FAQ's

What IS a District Planning Scheme (DPS)?

A DPS is a document containing all the rules or regulations for how a discrete area – in this case the whole of the City of Joondalup – may be developed. The document is used by a local government for the purposes of decision-making on whether particular developments should be approved.

You are talking about a review of the City's Scheme, why are you asking me about it?

Because you will be actively contributing your ideas to the future development of the City of Joondalup – what will it look and feel like?

This is a rare opportunity to think about - and tell us - what you would like to see...and would NOT like to see...happening as your local area develops.

Do you ever think about what sort of place you might like to live in should your personal circumstances change?

Is that available where you live now?

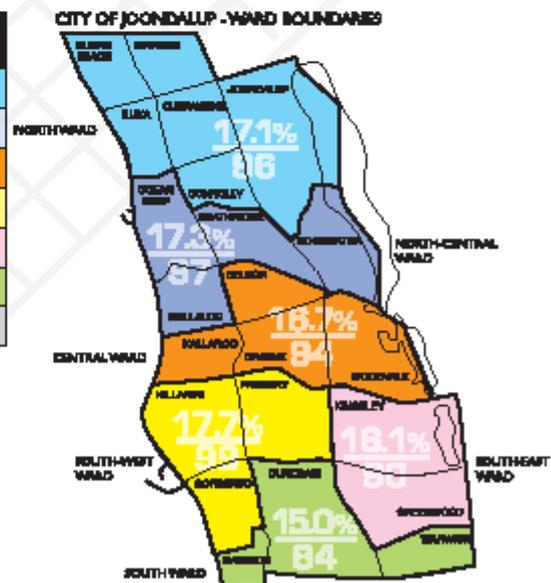
If you answered 'yes' to our first question and 'no' to the second, you need to get involved and this is your opportunity.

Who else is being consulted about this?

All people with an interest in the City – as residents and ratepayers - are encouraged to respond to the Issues Papers and we are keen to hear from at least a representative sample of the local population.

To this end, participation targets have been set based on the % distribution of the population across the whole of the City of Joondalup.

WARD	% TOTAL POPULATION	PARTICIPATION TARGET
North Ward	17.1%	96
North Central Ward	17.3%	97
Central Ward	16.7%	94
South West Ward	17.7%	99
South East Ward	16.1%	90
South Ward	15.0%	84
Totals	100%	560



Appendix 2 - Statistical Analysis of Community Feedback from Issues Papers 1-7

Issues Papers Survey 1 - Joondalup City Centre:

Residents visit the City Centre for:

	%
Shopping	71.2 (where n=104)
Restaurants/ Cafes	44.2 (where n= 104)
Medical Appointments	45.2 (where n= 104)
Business	42.3 (where n= 104)
Cinema	30.8 (where n= 104)
Entertainment	28.8 (where n= 104)
Other	20.2 (where n= 104)
Health and Fitness	16.4 (where n= 104)

The City Centre has friendly, welcoming and safe places to meet friends:

Agree	48.4
Neutral	29.0
Disagree	<u>22.6</u>
<u>Total n = 93</u>	<u>100.0%</u>

The City Centre is easy to get around by public transport:

Agree	37.4
Neutral	34.1
Disagree	<u>28.6</u>
<u>Total n = 91</u>	<u>100.1%</u>

There are enough car parking areas and bays along the streets:

Agree	35.1
Neutral	21.6
Disagree	<u>43.3</u>
<u>Total n = 97</u>	<u>100.0%</u>

I like the look and feel of the City Centre – including the way the buildings look, their height and street layout:

Agree	54.6
Neutral	22.2
Disagree	<u>23.2</u>
<u>Total n = 99</u>	<u>100.0%</u>

There are enough employment opportunities in the City Centre:

Agree	20.9
Neutral	53.5
Disagree	<u>25.6</u>
<u>Total n = 86</u>	<u>100.0%</u>

There is too much emphasis on residential apartments in the City Centre:

Agree	28.2
Neutral	31.5
Disagree	<u>40.3</u>
<u>Total n = 92</u>	<u>100.0%</u>

There are enough public spaces to sit, think, relax:

Agree	38.3
Neutral	20.2
Disagree	<u>41.5</u>
<u>Total n = 94</u>	<u>100.0%</u>

Public art should be more of a feature of the City:

Agree	48.9
Neutral	33.3
Disagree	<u>17.8</u>
<u>Total n = 96</u>	<u>100.0</u>

Summary:

The City Centre is primarily visited for shopping, with the next most cited reason being restaurants / cafes. Residents find it a welcoming and safe place to meet friends. The majority are satisfied with public transport; neutral about employment; find there is adequate car parking; like the look and feel of the City Centre; would like more emphasis on residential apartments; and more public art featured in the City Centre.

Community Comment:

There were 106 residents who commented on the topic. Those residents commented on a broad range of issues including traffic and parking; limited shopping, lack of cafes/restaurants/bars;

lack of cultural activities / markets sporting venues; better public transport, higher density

23 found parking difficult;

19 thought traffic flow and traffic lights were a problem

16 complained about road layout;

15 thought there was adequate shopping

13 wanted more cafes/ restaurants/bars

13 wanted more arts/theatre/ exhibitions/markets;

9 believed there was inadequate shopping

8 liked higher density in City centre

6 wanted a focal point for the city centre – plaza or active street-life

5 believed the city centre needed a department store

3 were against higher density in the City centre

2 liked the availability of buses/trains

1 wanted underground car-parks

1 complained of no street numbers on businesses

1 thought street fixtures were a hazard to cyclists

1 wanted surveillance cameras in the city

1 liked the low level buildings

1 believed the City lacks atmosphere

1 liked the free car parking

1 likes the mixed use development

The Future City Centre:

Most respondents had positive images of the future of the City Centre. However, some thought there would be no change and some envisaged negative outcomes for the future. The following clusters of comments were drawn from the community:

24 Thought that the Centre would be more vibrant city with good social facilities

24 Envisaged a busy Shopping / Business hub

16 Saw the City as a Centre for Art and Culture, Entertainment and Recreation

- 14 Envisaged a mature city – like Perth now
- 13 Saw large growth / More intensively developed/ redeveloped inner city
- 13 Envisaged that the Centre would be Dead or saw Negative outcomes
- 10 Saw no change
- 10 Envisaged a Congested city
- 8 Saw an emphasis on walking and cycling
- 5 Envisaged better parks and outdoor recreation facilities
- 3 Envisaged a clean and spacious City
- 2 Thought there would be better parking
- 2 Thought there would be a good Public Transport System
- 1 Envisaged more employment
- 1 Envisaged a City with Iconic architecture
- 1 Envisaged a sustainable city
- 1 Envisaged the city's car-parks underground
- 1 too many transient tenants
- 1 not enough parks and relaxation areas
- 1 wanted less emphasis on the City centre and more on the suburbs

Issues Paper 2 Survey - Commercial Centres:

I would like to see more commercial centres in my area:

Agree	20.9
Neutral	15.5
Disagree	<u>63.7</u> (36.4% strongly disagree)
<u>Total n = 110</u>	<u>100.1%</u>

I would like to see fewer commercial centres in my area:

Agree	36.2
Neutral	27.8
Disagree	<u>36.0</u>
<u>Total n = 108</u>	<u>100.0%</u>

I can do all of my shopping within the Joondalup area:

Agree	58.2
Neutral	16.4
Disagree	<u>25.5</u>
<u>Total n = 110</u>	<u>100.1%</u>

I would like to see different services/activities offered at commercial centres – gyms, medical facilities, childcare centres:

Agree	44.4
Neutral	39.6
Disagree	<u>16.0</u>
<u>Total n = 106</u>	<u>100.0%</u>

I am happy with the overall appearance and feel of the commercial centres in my area:

Agree	57.8
Neutral	23.8
Disagree	<u>18.3</u>
<u>Total n = 109</u>	<u>99.9%</u>

I have no problem parking at commercial centres in my area:

Agree	60.3
-------	------

Neutral	19.8
Disagree	<u>19.8</u>
<u>Total n = 111</u>	<u>99.9%</u>

I can access my local commercial centre by public transport:

Agree	41.6
Neutral	29.7
Disagree	<u>28.7</u>
<u>Total n = 101</u>	<u>100.0%</u>

I feel safe when I use my local commercial centre:

Agree	70.6
Neutral	22.3
Disagree	<u>7.2</u>
<u>Total n = 112</u>	<u>100.1%</u>

There is too much parking available at the commercial centres in my areas:

Agree	6.5
Neutral	20.2
Disagree	<u>73.4</u>
<u>Total n = 109</u>	<u>100.1%</u>

Summary:

The majority of residents would like fewer commercial centres in their area. Their shopping needs are met within the Joondalup area; they would like more services such as gyms, medical centres and child-care centres at their local commercial centres; they are happy with the look and feel of their local centre, have adequate car parking, feel safe but agree there is not too much parking. Accessing the local commercial centre by public transport divided the sample, with 37.9% stating they could, and 30.5% stating they could not, meaning that there is room for improvement in this area.

Community Comments:

Forty four residents made comments about their commercial centres. Concerns ranged from maintenance and security issues to the need for a department store and the creation of mixed use development in commercial centres.

8 were concerned with inadequate parking space or poor quality parking areas

5 were concerned with the maintenance of their local commercial centre

5 wanted a Department store at their local commercial centre

5 wanted more variety, including mixed use dwellings, cafes or taverns at their local centre
4 were concerned with security issues
3 were concerned with inadequate public transport
4 wanted smaller local food shops within walking distance
1 complained of congested shopping area (stalls etc)
1 wanted extended hours at their shopping centre
1 was a happy, contented shopper who wouldn't change a thing
1 wanted more vegetation around the shopping centre
1 wanted more frequent buses
1 wanted car sales businesses near the city centre
3 of the comments related to the City Centre and were recorded in that section
2 comments were not applicable to this topic

Issues Papers 3 Survey - Environment and Sustainability:

Parks should be designed and planted out in ways that acknowledge the impact of global warming:

Agree	84.5 (61.2 strongly)
Neutral	11.2
Disagree	<u>4.3</u>
<u>Total n = 116</u>	<u>100.0%</u>

Land, which is being built on in my suburb, is developed in ways that protect the environment:

Agree	42.9
Neutral	30.4
Disagree	<u>26.8</u>
<u>Total n = 112</u>	<u>100.1%</u>

Summary

Residents displayed a strong interest in the environment with a strong majority believing in planning parks with global warming in mind but only 41.9% stated enough is being done for sustainable development in their area.

Community Comments:

There were 59 residents who made additional comments on this topic. The comments covered a very wide range, with many of the comments made by only 1-3 residents. The following issues were raised:

- 21 Leave natural habitat / wildlife concern / anti-clearing / control developers;
- 12 Use native species for plantings;
- 8 Upgrade parks/ better POS / maintain POS / extend walk & cycle paths / better landscaping;
- 5 Build for climate;
- 5 Encourage rainwater tanks / grey-water recycling;
- 5 Minimise car use / encourage car pooling/ smaller cars;
- 4 Plant more trees;
- 4 Encourage more recycling / including green-waste;
- 3 Encourage household Solar / wind power generation;
- 3 Ban solid fuel heaters;
- 3 Promote City as green;
- 2 Prescriptive roof colours;
- 2 Promote long-life globes;

- 1 Compulsory pool covers;
- 1 No high density
- 1 Plan walkable centres;
- 3 Better storm-water management
- 1 Charge for super-market trolleys then refund;
- 1 Anti- native trees;
- 1 Licence bores;
- 1 Build another dam;
- 1 Limit chemical weed control;
- 1 Put power underground;
- 2 Tighter building regs;
- 1 Better public transport;
- 1 Introduce density incentives;
- 1 Encourage undercroft parking to maximise garden space;
- 1 Over population is the problem;
- 1 Encourage mix of densities / diversity in styles;
- 1 Believed that community bores would be good for resid. Gardens;
- 1 Preserve solar access

Issues Paper 4 Survey - Home Businesses:

Home Businesses of all types should be encouraged within the City:

Agree	56.2 (33.3 strongly)
Neutral	19.8
Disagree	<u>24.0</u>
<u>Total n = 96</u>	<u>100%</u>

The rules for establishing home businesses are easy to understand:

Agree	43.9
Neutral	45.1
Disagree	<u>10.9</u>
<u>Total n = 82</u>	<u>99.9%</u>

The rules for starting home businesses are reasonable:

Agree	49.4
Neutral	40.7
Disagree	<u>9.8</u>
<u>Total n = 81</u>	<u>99.9%</u>

Obtaining approval for establishing a home business is a straight-forward exercise:

Agree	36.8
Neutral	49.4
Disagree	<u>13.9</u>
<u>Total n = 79</u>	<u>100.1%</u>

The present system used to classify home businesses should be reviewed and simplified:

Agree	38.8
Neutral	35.0
Disagree	<u>26.3</u>
<u>Total n = 80</u>	<u>100.0%</u>

Summary

The majority of residents believe that home businesses should be encouraged; the rules for establishing businesses are easy to understand; reasonable; but require review and simplification.

Community Comments:

Forty-four residents commented on this topic. The majority expressed concern re parking and noise to neighbouring properties. The following issues were commented on:

- 12 Concerns re impact of noise / parking on verge / commercial vehicles;
- 5 Wanted simplified / streamlined rules / system
- 3 Wanted council to have strict zoning
- 3 Pleaded ignorance re home businesses;
- 2 work from home but have never had licences;
- 2 Thought there should be fast internet connections;
- 2 Believed that, after the initial assessment the period of permit should then be 2 - 3 years;
- 2 thought there should be an initial rate reprieve in early stages of business;
- 2 Believed that the Council could offer storage rental for home businesses.
- 3 Support Home Businesses in residential areas;
- 1 Thought that there should be leniency re parking for home businesses;
- 1 Believed that the Council should run information sessions;
- 1 Thought regular inspections were appropriate;
- 1 Believed that conflicts with neighbours over home businesses should be mediated;
- 1 Stated that no brothels should be allowed;
- 1 Thought that some classes of home business should attract free permits;
- 1 Believed that a category 1 business should be allowed anywhere in the city;
- 1 Stated that vehicle repairs should not be allowed and no car bodies stored;
- 1 thought that Cat 2 & 3 business should not be allowed in Residential areas, only mixed business areas.
- 1 thought there should be incentives to start home businesses
- 1 thought there should be better advertising of procedures, and of proposals.

Issues Paper 5 Survey - Housing Density:

The City's housing density should remain as it currently is – between 500 to 800 m² / house:

Agree	58.1 (40.4 strongly)
Neutral	5.9
Disagree	<u>36.0</u>
<u>Total n = 136</u>	<u>100.0%</u>

Lot sizes should vary to allow for different types and sizes of housing in each suburb:

Agree	70.1 (40.9 strongly)
Neutral	17.5
Disagree	<u>12.5</u>
<u>Total n = 137</u>	<u>100.1%</u>

Lot sizes should be smaller in places where there are local facilities, such as shops, offices, public transport, medical and community facilities:

Agree	56.5 (31.9 strongly)
Neutral	16.7
Disagree	26.8
<u>Total n = 138</u>	<u>100.0%</u>

Summary:

The majority of residents believe that housing density should remain as it is currently - at 500-800 m² per house. However the community also believes that a range of lot sizes is desirable and that smaller lots (higher density) housing should be located near shops, public transport and community facilities.

Community Comment:

There were 76 residents who responded with comments, in addition to the survey on this topic. Of the 70:

48 supported higher densities;

32 believed in rezoning suburbs;

21 wanted a range of housing densities;

15 wanted no change to density;

9 considered the City Centre was the appropriate place for higher densities.

3 thought lot sizes should be smaller only where current owners are consulted/at larger centres/within the character of the existing area

Issues Paper 6 Survey - Public Open Space:

I am satisfied with the amount of POS in my suburb:

Agree	84.4 (49.6 strongly)
Neutral	7.8
Disagree	<u>7.8</u>
<u>Total n = 115</u>	<u>100.0%</u>

I do not believe there is enough POS across the whole of the City of Joondalup:

Agree	28.0
Neutral	17.8
Disagree	<u>54.2</u>
<u>Total n = 107</u>	<u>100.0%</u>

The facilities I want are available in POS in my suburb:

Agree	50.4
Neutral	22.5
Disagree	<u>27.0</u>
<u>Total n = 111</u>	<u>99.9%</u>

The facilities I want are available in POS across the whole of the City of Joondalup:

Agree	44.9
Neutral	31.8
Disagree	<u>23.4</u>
<u>Total n = 107</u>	<u>100.1%</u>

The POS in my suburb encourages local people to participate in both active and passive recreational activities:

Agree	68.4
Neutral	15.3
Disagree	<u>16.2</u>
<u>Total n = 111</u>	<u>99.9%</u>

The POS across the whole of the City of Joondalup encourages local people to participate in both active and passive recreational activities:

Agree	66.4
Neutral	24.6

Disagree	<u>9.1</u>
<u>Total n = 110</u>	<u>100.1%</u>

I feel safe and secure in POS across the whole of the City of Joondalup:

Agree	49.0
Neutral	34.0
Disagree	<u>17.0</u>
<u>Total n = 106</u>	<u>100.0%</u>

There are enough parking bays near POS if I want to visit one that is out of walking distance:

Agree	52.3
Neutral	29.0
Disagree	<u>28.7</u>
<u>Total n = 107</u>	<u>100.0%</u>

Summary:

The majority of residents are satisfied with the amount of POS in their suburb and across the whole of the City of Joondalup. Residents have the facilities they want in POS, in their suburb and across the City of Joondalup; residents believe that the POS encourages both active and passive recreational activities, both within their suburb and across the City of Joondalup. Residents feel safe at POS sites across the City of Joondalup and believe there are enough parking bays at POS sites if they choose to drive to a POS out of walking distance.

Community Comments:

Forty three residents made additional comments on this topic. The following issues were raised by the community:

- 8 Commented on the well maintained and pleasant POS in the District;
- 5 Believed there are not enough toilets / close too early;
- 5 Wanted more seats in POS (not metal that freeze the bottom);
- 5 Wanted POS better maintained, including less litter;
- 4 Were concerned re vandalism and graffiti in their area;
- 3 Wanted POS left natural;
- 3 Wanted more facilities for youth – skate parks / roller blade paths / BMX track
- 2 wanted more BBQ's
- 2 Wanted more play equipment;
- 2 wanted POS integrated better with housing;
- 2 Wanted more Dog Bins / Bags

- 1 Believed that more parking is required at POS;
- 1 Wanted a stronger police presence;
- 1 Did not feel safe in POS;
- 3 Wanted more POS;
- 1 Believed that playgrounds should all be visible;
- 1 Wanted more bike paths leading to POS;
- 1 wanted Lake Joondalup paths finished;
- 1 Believed that windbreaks at playgrounds were needed;
- 1 Believed that POS should have more lawns;
- 1 Believed that Primary School grounds should be used as POS;
- 1 Believed that POS should be categorised to 'active' and 'passive';
- 1 Wanted the 'Friends of' system used for maintenance of POS;
- 1 Wanted more facilities in coastal areas
- 1 Believed POS should include Residential vegetable plots;
- 1 Wanted more public art in POS;
- 1 Believed that Performance areas should be included in POS;
- 1 Required cyclists to be restricted or separated from walkers on paths;
- 1 Believed that there should not be paid parking at beaches;
- 1 Believed that there were too many car parks;
- 1 Wanted POS protected – not to be alienated;
- 1 Wanted more POS for Currambine and Connolly;
- 2 Wanted more trees;
- 1 Wanted more paths and a viewing platform for Lake Joondalup.

Issue Paper 7 Survey - Heritage:

Cultural Heritage in the city of Joondalup is protected:

Agree	46.9
Neutral	37.2
Disagree	<u>15.9</u>
<u>Total n = 94</u>	<u>100.0%</u>

Including places or structures of heritage significance in the Planning Scheme will be of importance for the community:

Agree	76.9 (39.0 strongly)
Neutral	16.9
Disagree	<u>6.3</u>
<u>Total n = 95</u>	<u>100.1%</u>

Conservation and/or restoration of places or structures of significant cultural heritage should be supported by incentives:

Agree	74.2 (44.3 strongly)
Neutral	18.6
Disagree	<u>7.2</u>
<u>Total n = 97</u>	<u>100.0%</u>

Summary:

The majority of residents believe that cultural heritage in the City of Joondalup is protected. A strong majority of residents also believe that sites and structures of cultural significance should be included in the Planning Scheme and incentives for the conservation and/or restoration should be given.

Community Comments:

There were 44 residents who made additional comments on this topic. The following issues were raised or sites suggested for preservation:

10 Bush/ Walk trails / national parks Lake Joondalup/ Yellagonga Pk

9 Coastline

5 Indigenous sites

5 Pioneer dwellings

4 Archives of photos, film written history

4 Sporting / cultural venues

- 4 No heritage exists / over-rated
- 3 Perry Field
- 2 Surf clubs
- 2 Lakes, wetlands
- 2 Community to pay cost
- 1 A violence – free community
- 1 Not Hillarys
- 1 Integrate Heritage with Tourism
- 1 Cockman House and Conti's Winery
- 1 Multi-cultural celebrations
- 1 Migration Trails
- 1 POS not being maintained
- 1 preserve market gardens

**DRAFT LOCAL PLANNING STRATEGY
SCHEDULE OF SUBMISSIONS FOLLOWING ADVERTISING
(CLOSED 9 NOVEMBER 2009)**

NO	NAME OF SUBMITTER	DESCRIPTION OF AFFECTED PROPERTY	SUBMISSION SUMMARY	OFFICER OR COUNCIL'S RECOMMENDATION
1	I Counsell	37 Amalfi Drive Hillarys 6025	<u>Urban Design/Environment</u> <ul style="list-style-type: none"> • Amend LPS and DPS so that restrictive covenants for residential development do not restrict the landowner from installing renewable energy items on their property. 	<ul style="list-style-type: none"> • This is not specifically a matter for the LPS, however, can be considered in the review of the scheme.
2	Main Roads WA	N/A	<u>No objection Transport</u> <ul style="list-style-type: none"> • Concerned about establishing higher density development around train stations as may cause conflict between local and regional traffic. Traffic study should accompany any proposal to increase density in the station precincts. • Main Roads must be consulted in regard to any proposals for high density development above train station car parks. • Noise studies would be required to demonstrate that subdivision would comply with Australian Standards. Potential for residential amenity to be affected by noise and vibration. 	<ul style="list-style-type: none"> • This is recommended in WAPC policies such as Network City and Directions 2031. • Main Roads will be consulted if there are any projects for development above train station car parks. • This is not specifically a matter for the LPS, however, appropriate studies will be undertaken if considered necessary by Council.
3	City of Stirling	N/A	Support <ul style="list-style-type: none"> • Intensification of development around 	Noted

**DRAFT LOCAL PLANNING STRATEGY
SCHEDULE OF SUBMISSIONS FOLLOWING ADVERTISING
(CLOSED 9 NOVEMBER 2009)**

			Warwick Station and along east-west arterial roads is supported. Is consistent with plans for increased density on the southern side of Beach Road.	
4	Tourism WA	N/A	<ul style="list-style-type: none"> Encourages the identification of Ocean Reef Marina as the main focus for tourism growth. Recognises the potential of Yellagonga Regional Park for future tourism growth. Hillarys Boat Harbour is identified within the LPS as a Strategic Tourism Site, however DP has not formally identified any strategic tourism sites. Whilst the LPS states that accommodation is the most important aspect of the tourism industry, tourism also relies on attractions, visitor amenities, good access and a range of activities. The LPS should be amended to highlight the importance of the 5A's of tourism. Development within a strategic tourism site is restricted to 100% tourist use only. Would like the opportunity to provide feedback and advice on the principles of eco-tourism near Lake Joondalup. 	<ul style="list-style-type: none"> It is recommended the LPS be amended to remove the status of Hillarys Boat Harbour as a strategic tourism site. It is recommended the LPS be amended to make reference to the importance of successful attractions, visitor amenities, good access and a range of activities in addition to accommodation. This is noted in the Tourism Taskforce Report; however DPS2 will remain the key document with regard to assessing land uses within the City of Joondalup.
5	Masterplan on behalf of Landcorp	Lot 9000 Joondalup Drive, Joondalup (Southern Business District)	<p>Generally support</p> <ul style="list-style-type: none"> Appears to be inconsistencies between the LPS, the Southern Business District Structure Plan (SBDSP) and Joondalup City Centre Structure Plan (JCCSP). 	

**DRAFT LOCAL PLANNING STRATEGY
SCHEDULE OF SUBMISSIONS FOLLOWING ADVERTISING
(CLOSED 9 NOVEMBER 2009)**

			<ul style="list-style-type: none"> • LPS identifies land between the Mitchell Freeway and Joondalup Drive and Edgewater as “proposed future expansion” where as the JCCSP includes this land. • This site is intended for bulky goods and showroom development as well as office development. • Concern over how the JCCSP seeks to integrate the Business Boulevard and Business Support zone. • The SBDSP should take precedence over the JCCSP. • The proposed methods of achieving energy efficiency in the JCCSP are questioned. • Proposal to identify a site for a permanent covered market is supported, however a market is an ‘X’ use in the JCCSP for Lot 9000. • The JCCSP is not supported. • Separate report prepared by CB Richard Ellis on a market analysis of Stage 4 of the Southern Business District Structure Plan. 	<ul style="list-style-type: none"> • The JCCSP is a draft document, once finalised, this land will be included in the City Centre. • The LPS does not preclude the development of showrooms on this site. • This is not specifically a matter for the LPS, however can be considered in the JCCSP. • The SBDSP is proposed to be replaced by the JCCSP. This matter can be considered in the JCCSP. • This is not specifically a matter for the LPS, however can be considered in the JCCSP. • Lot 9000 is not considered to be the most appropriate location for a market. • The LPS is the document being considered not the draft JCCSP. • The contents of this report do not relate to the LPS, and therefore is not relevant in the consideration of the LPS.
6	Water Corporation	N/A	<p>Generally supports the LPS.</p> <ul style="list-style-type: none"> • Water and wastewater provision was based on current density codes. Any increase should be referred to the Water Corporation so it can review its infrastructure planning. 	<ul style="list-style-type: none"> • Future planning documents such as the Local Housing Strategy will be referred to the Water Corporation for comment.

**DRAFT LOCAL PLANNING STRATEGY
SCHEDULE OF SUBMISSIONS FOLLOWING ADVERTISING
(CLOSED 9 NOVEMBER 2009)**

			<ul style="list-style-type: none"> • SSP 2.9 Water Resources should be included in the State Planning Policies. • Beenyup Waste Water Treatment Plant will be upgraded until it reaches its full planning capacity, catering for a population of 900,000. • Water Corporation has spent \$40 million on odour controls at Beenyup and is spending another \$70 million on additional upgrades to improve odour management. • Recommend that no development intensification occur within the WWTP odour control area. 	<ul style="list-style-type: none"> • This primarily refers to the protection of groundwater and water resources which has not been identified as an issue in the City of Joondalup. • It is recommended the LPS be updated.
7	Department of Education and Training	N/A	<p>Generally supports the LPS</p> <ul style="list-style-type: none"> • Department of Education and Training has responded to changing demographics and reduced student numbers by school closures and amalgamations. However, urban regeneration may occur in the long term and Department of Education and Training will need to keep this in mind in their future planning. 	Noted