

District Planning Scheme No.2 Amendment No.58

LEGEND

 Boundary of Amendment Zone Area

METROPOLITAN REGION SCHEME RESERVES

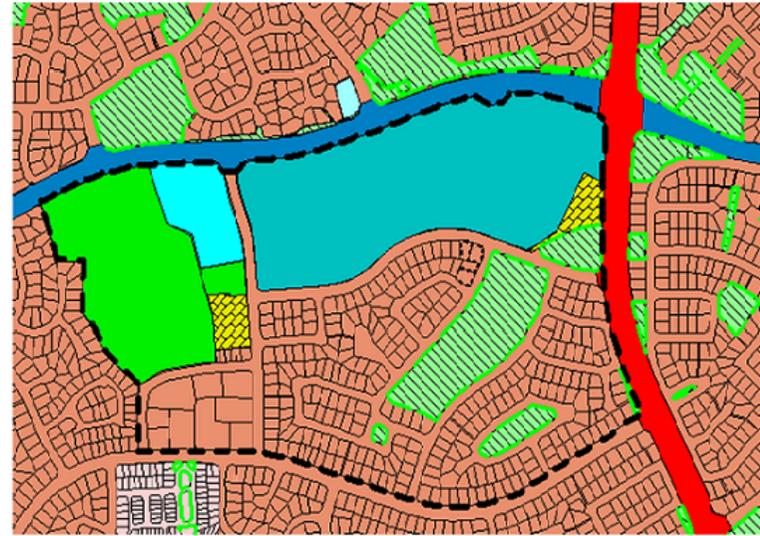
 PRIMARY REGIONAL ROADS
 OTHER REGIONAL ROADS

ZONES

 RESIDENTIAL
 BUSINESS
 COMMERCIAL
 REGIONAL CENTRE
 - ADDITIONAL USE
 - RESTRICTED USE
 - SPECIAL USE

LOCAL RESERVES

 PUBLIC USE
 PARKS AND RECREATION
 CIVIC AND CULTURAL
 PRIVATE CLUBS/ RECREATION



EXISTING ZONING



SCHEME AMENDMENT

LEGEND

- Core
- Activity Centre Boundary

Character	Description	
Intense Urban	Built Form	Podium Apartments Multistorey Mixed Use Buildings
	Street Interface	Active frontage
	Thoroughfares	Shared Zone
	Public Spaces	Square
Urban	Built Form	Multistorey Mixed Use Buildings
	Street Interface	Active Frontage Passive Frontage Attractive Frontage
	Thoroughfares	Formal
	Public Spaces	Civic Square
Intense Suburban	Built Form	Attached Residential Detached Residential
	Street Interface	Passive Frontage
	Thoroughfares	Residential
	Public Spaces	Square Formal Informal Natural
Campus	Built Form	Campus
	Street Interface	Attractive Frontage
	Thoroughfares	N/A
	Public Spaces	N/A

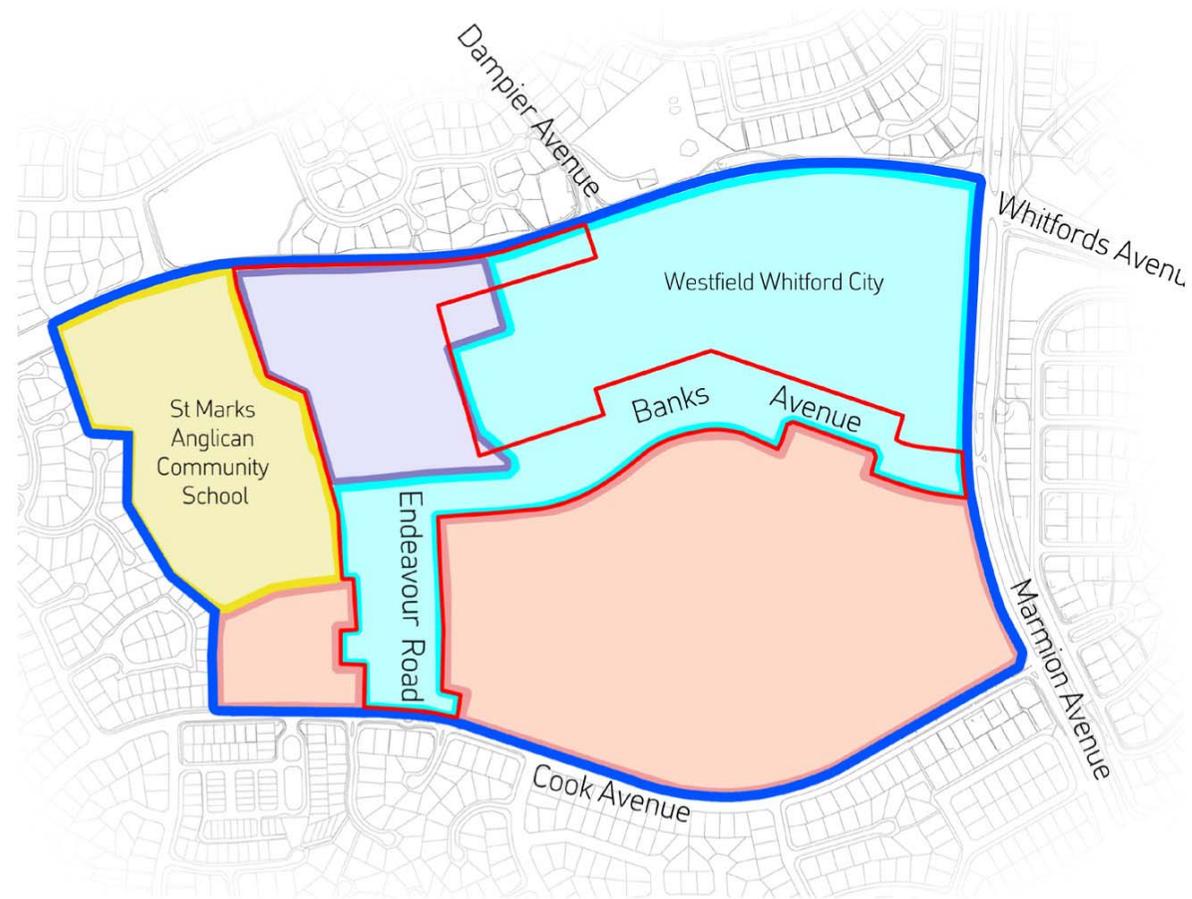


Figure 5.1.3 : Proposed Character Areas

MODEL CENTRE FRAMEWORK		PLANNING CONSIDERATION	PROPOSAL SUMMARY	COMMENT	QUESTIONS RAISED
Centre Context	Regional Context	<ul style="list-style-type: none"> • Statutory framework • Centre hierarchy • Catchment area • Neighbouring attractors • Strategic transport routes 	Consideration given to objectives of: <ul style="list-style-type: none"> - Directions 2031 - State Planning Policies - Metropolitan Region Scheme 	Appropriate planning consideration has been given to statutory framework, centre hierarchy and strategic transport. Comment provided on catchment area and neighbouring attractors are contained in the Retail Sustainability Assessment (supporting document). This could be better demonstrated within the draft structure plan itself.	
	Local Context	<ul style="list-style-type: none"> • Local policy context • Centre boundary • Demographic profile • Defining characteristics 	Consideration given to objectives of: <ul style="list-style-type: none"> - DPS2 - draft LPS - draft LHS - Local Centre Strategy (It is noted that this is out of date and a new strategy is being prepared) Consideration of demographics, employment and housing in the NW sub-region	Appropriate planning consideration has been given in accordance with the Model Centre Framework.	

MODEL CENTRE FRAMEWORK		PLANNING CONSIDERATION	PROPOSAL SUMMARY	COMMENT	QUESTIONS RAISED
Movement	Regional Perspective	<ul style="list-style-type: none"> • Strategic road hierarchy • Points of arrival • Key sites 	<p>Existing road hierarchy identified</p> <p>The draft structure plan notes that the arrival points will defined by landscape treatments.</p> <p>5 points of arrival identified:</p> <ul style="list-style-type: none"> - Cook Av/Endeavour Av - Banks Av/Marmion Av - Marmion Av/Whitfords Av - Whitfords Av/Dampier Av - Whitfords Av/Belrose Park - <p>Key sites identified in similar locations. Key sites will 'be used to create appropriate urban scale and signify arrival at WAC.</p>	<p>Points of arrival identified are logical.</p> <p>The key site near the intersection of Cook Ave and Endeavour Road will dramatically change the existing residential scale in this location. Whilst gradual urbanisation may be appropriate in the medium to long term, transitional or staging of redevelopment south of Banks Avenue may be needed in response to community expectations. It may be more appropriate for the Cook Ave/Endeavour Road arrival point and key site be removed or identified as a 'future' arrival point.</p>	<p>Landscaping treatments are proposed to define some 'arrival points' within the WAC. This begs the question of who will be responsible for the provision and maintenance of these works?</p>
	Public Transport	<ul style="list-style-type: none"> • Partnerships • Network provisions • Waiting areas • Interchange 	<p>The draft structure plan notes that existing public transport services are infrequent and indirect at off-peak times. An alternative bus timetabling with improved connections to regional attractors (beach, Hillarys Boat Harbor and Joondalup City Centre) could be a greater incentive to use public transport.</p> <p>Public transport improvements are recommended including:</p> <ul style="list-style-type: none"> • A high quality bus stop on Banks Avenue to provide efficient access to the main street area and residential areas. • Bus routes to bypass Endeavour Road to protect pedestrian amenity. Realign bus services to take access from Banks Avenue instead. • Additional bus stops and services to improve service levels and convenience. • Real-time information to advise patrons of incoming services. 	<p>In principle, the public transport analysis and improvements are considered to be appropriate.</p> <p>No evidence of partnership or commitment by the Public Transport Authority is provided to support the delivery of the initiative proposed. Without this commitment it is difficult to uphold various aspects of the draft structure plan including:</p> <ul style="list-style-type: none"> • A shift from private car use • Reduced car parking demand/provision • Improved accessibility (policy targets) • Appropriate traffic management <p>Appendix 1 recommends that the proponent, the City, Main Roads and the PTA should prepare and implement a 'Transportation Demand Management Strategy'. However this is not reflected in the 'Implementation' part of the draft structure plan.</p>	<p>What commitment has the Public Transport Authority given to improved service delivery within the WAC main trade area?</p> <p>What is the timing for improved service delivery?</p> <p>Is commitment from the City required with regard to capital works budgeting and timing?</p>

MODEL CENTRE FRAMEWORK		PLANNING CONSIDERATION	PROPOSAL SUMMARY	COMMENT	QUESTIONS RAISED
	Pedestrian movement and amenity	<ul style="list-style-type: none"> • Desire Lines • Network provision • Legibility 	<p>Proposed pedestrian connectors are shown to improve access through the commercial site from Whitfords Avenue south to Banks Avenue as well as east to west between Marmion Avenue and Endeavour Road.</p> <p>It is stated in the draft structure plan that safe, networked, signed and connected footpaths are to be provided.</p> <p>Shared zones, pedestrian paths and dual use paths are to be provided.</p>	<p>Location of pedestrian connectors appears logical.</p> <p>A significant amount of footpaths are proposed on both sides of the street through the residential area. This may not be entirely necessary.</p> <p>The development of new footpaths will be reliant on cooperation by the individual landowners of the residential properties, the commercial sites and the City.</p> <p>Staging of the development may impact on the effectiveness of the connectors.</p>	Who is responsible for funding and carrying out the works?
	Cycling	<ul style="list-style-type: none"> • Network provision • End of trip facilities • Cycle parking 	<p>The draft structure plan notes that end of trip are to be provided at nodes of high arrival and activity as well as secure cycle parking.</p> <p>Additional cycle paths or lanes are proposed to be provided.</p>	<p>Comments made tend to be in demonstration of the 'principles' within the Activity Centre Policy.</p> <p>Needs more detail will be required within future transport and parking strategy.</p> <p>Proposals are consistent with the requirements being encouraged in the City Centre.</p>	Who will be providing these facilities?

MODEL CENTRE FRAMEWORK	PLANNING CONSIDERATION	PROPOSAL SUMMARY	COMMENT	QUESTIONS RAISED
<p>Vehicle movement and access</p>	<ul style="list-style-type: none"> • Traffic volumes • Traffic management • Priority access • Freight 	<p>Traffic volumes may increase by up to 85% by 2031.</p> <p>Improvements to public transport, pedestrian/cycling facilities and increased residential development within the core, may reduce the projected traffic volume from 85% to 40-50% by 2031.</p> <p>The large number of entrance points to the shopping centre will spread the traffic impact over a number of intersections. At present there is some disproportionate use of some entrances, which will need to be managed.</p> <p>Improved access is proposed by providing addition road connections.</p> <p>Modifications to Endeavour Road will be needed to promote lower traffic speeds and improve pedestrian safety.</p> <p>The majority of future traffic generated will be accommodated within the regional road network (not small residential streets).</p> <p>It is recommended that freight vehicles be restricted to regional roads to minimise impact on local streets. Definition of service routes will contribute to safety and amenity.</p>	<p>The projected traffic volumes are questionable. Appendix 1 identifies that approximately 17% of visitors to the WAC will commute by means other than the private car in 2031. This is a relatively low proportion which is unlikely to justify an increased traffic volume of 40-50%, rather than the potential 85% increase.</p> <p>New road connections will be reliant on landowners surrendering land to accommodate a new road. Landowners may not be supportive of this initiative and as such it would only be successful if incentives could be offered. It is unknown how the community would react to this proposal.</p> <p>Use of regional road network in lieu of local streets for future traffic generation is supported.</p> <p>The Traffic Report identifies that additional traffic generated by the draft structure plan will result in traffic service levels that are rated 'E' and 'F' (F = fail). Furthermore, at present the Marmion/Whitfords intersection is rated in the top ten black spots for traffic accidents.</p> <p>Generally there is a lack of traffic data provided for Banks Avenue. More traffic data and more detailed assessment is required.</p>	

MODEL CENTRE FRAMEWORK	PLANNING CONSIDERATION	PROPOSAL SUMMARY	COMMENT	QUESTIONS RAISED
Parking	<ul style="list-style-type: none"> • Use allocation • Design • Short Stay 	<p>The draft structure plan states that changes are required to the parking management structure to improve availability across all uses to maximise efficiency. This will result in lower parking requirements and less 'dead space' dedicated to parking.</p> <p>On-street parking is proposed along the main street (Endeavour) and nearby streets. Intensified residential development will require secure basement parking.</p> <p>A WAC parking strategy is recommended to include:</p> <ul style="list-style-type: none"> • Approach for on-street, shared and reciprocal parking • Set upper limits for off street parking • Location of short stay parking <p>Parking is proposed to accord with the Activity Centres Policy being:</p> <ul style="list-style-type: none"> • 2 bays/100m² showroom and office • 4-5 bays/100m² shops • 1 car and 1 cycle bay dwelling • 5-10% motorcycle and bicycle parking to be secure • 1 car bay in every 15 for parents with prams. <p>Main street development along Endeavour Road will sleeve exposed areas of car parking currently located to the western side of the shopping centre site.</p> <p>Appendix 3 (Transport Report) projects the necessary parking requirements for the 20th busiest day, based on mixed use benefits/share use and other considerations.</p>	<p>The principles of reciprocal parking, short term parking, on-street parking and concealed parking areas (basement or decked) are supported.</p> <p>The expansion of formal on-street parking within the 'Residential Frame' seems excessive. Staged on-street parking based on demand and redevelopment may be more appropriate. Formal embayed parking may not be a desirable to existing residents.</p> <p>Development contributions may be required to fund public on-street parking.</p> <p>The Activity Centre Policy sets, as a guide, upper parking limits. These standards, particularly that for office development, (1bay/50m²) are considered to be too low in the context of Whitfords, being a suburban centre (in the short to medium term). Significant car parking modelling will need to be undertaken to inform the proposed WAC Parking Strategy.</p> <p>The draft structure plan proposed that the City is responsible for preparing the parking and transport strategy. This may come at a significant cost to the City. Furthermore the adoption of the Strategy is considered necessary before any major development can be considered.</p> <p>On street parking for both Banks Avenue and Endeavour Road will need to be considered as part of the 'Main Street' environment for both roads. This will require greater detail as part of the future WAC Parking Strategy.</p>	<p>Does the City have the resources to develop a Transport and Parking Strategy?</p> <p>Could this be done in collaboration with the Department of Planning and Westfield?</p> <p>Who will be responsible for the provision and funding of on-street parking?</p>

MODEL CENTRE FRAMEWORK	PLANNING CONSIDERATION	PROPOSAL SUMMARY	COMMENT	QUESTIONS RAISED																																																																																									
Land uses and diversity	<ul style="list-style-type: none"> Identifying need Character areas Use mix 	<p>Retail Sustainability Assessment states:</p> <ul style="list-style-type: none"> Main trade area is a 5-7km diameter from the Centre 30% of trade comes from outside the main trade area Population within the main trade area is forecast to increase by 4,000 people by 2031 Proposed retail expansion (total 90,000sqm) will increase retail floorspace per capital from 0.40sqm at present to 0.66sqm per capita in 2016. The expansion to 90,000sqm is considered to be appropriate based on context and demand. <p>Staged development information summarised as follows:</p> <table border="1" data-bbox="917 657 1771 1173"> <thead> <tr> <th></th> <th>2011</th> <th>2016</th> <th>2021</th> <th>2026</th> <th>2031</th> </tr> </thead> <tbody> <tr> <td>Retail (m²)</td> <td>49,900</td> <td>90,000</td> <td>90,000</td> <td>95,000</td> <td>95,000</td> </tr> <tr> <td>Other retail (m²)</td> <td>8,518</td> <td>8,518</td> <td>11,518</td> <td>11,518</td> <td>11,518</td> </tr> <tr> <td>Office (m²)</td> <td>7,820</td> <td>9,320</td> <td>19,320</td> <td>21,820</td> <td>22,820</td> </tr> <tr> <td>Residential (dwellings)</td> <td>519</td> <td>596</td> <td>870</td> <td>1,194</td> <td>1,619</td> </tr> <tr> <td>Entertainment / Recreation / Culture (m²)</td> <td>9,492</td> <td>13,492</td> <td>13,492</td> <td>15,992</td> <td>15,992</td> </tr> <tr> <td>Health / Welfare / Community</td> <td>16,200</td> <td>16,200</td> <td>16,200</td> <td>16,200</td> <td>16,200</td> </tr> <tr> <td>Employment (jobs per gross Ha)</td> <td>35.5</td> <td>62.3</td> <td>71.6</td> <td>78.5</td> <td>79.4</td> </tr> <tr> <td>Accessibility (% of users not using a private car)</td> <td>9%</td> <td>11%</td> <td>12%</td> <td>14%</td> <td>17%</td> </tr> </tbody> </table> <p>Encourages a wider range of entertainment and community facilities. Encourage shared facilities between the School and Community use. Promoting active street frontages</p> <table border="1" data-bbox="917 1331 1771 1749"> <thead> <tr> <th>Land Use</th> <th>Best Practice</th> <th>Average</th> <th>Below Average</th> <th>2011</th> <th>2016</th> <th>2031</th> </tr> </thead> <tbody> <tr> <td>Diversity</td> <td>65% or more</td> <td>48-64%</td> <td>37% or less</td> <td>47%</td> <td>36%</td> <td>42%</td> </tr> <tr> <td>Intensity</td> <td>5.3 or more</td> <td>2.2 – 5.2</td> <td>2.1 or less</td> <td>1.0</td> <td>1.6</td> <td>2.5</td> </tr> <tr> <td>Employment (jobs per gross Ha)</td> <td>7.5 or more</td> <td>2.9 -7.4</td> <td>2.8 or less</td> <td>1.0</td> <td>2.8</td> <td>3.1</td> </tr> <tr> <td>Accessibility (% of users not using a private car)</td> <td>4.2 or more</td> <td>2.2-4.2</td> <td>2.2 or less</td> <td>1.0</td> <td>1.7</td> <td>3.7</td> </tr> </tbody> </table> <p>It is noted that land use diversity will fall in the short term, as large scale retail redevelopment will precede any residential or community development. Retail is typically supplied in large floor space increments to accommodate large anchor tenants.</p>		2011	2016	2021	2026	2031	Retail (m ²)	49,900	90,000	90,000	95,000	95,000	Other retail (m ²)	8,518	8,518	11,518	11,518	11,518	Office (m ²)	7,820	9,320	19,320	21,820	22,820	Residential (dwellings)	519	596	870	1,194	1,619	Entertainment / Recreation / Culture (m ²)	9,492	13,492	13,492	15,992	15,992	Health / Welfare / Community	16,200	16,200	16,200	16,200	16,200	Employment (jobs per gross Ha)	35.5	62.3	71.6	78.5	79.4	Accessibility (% of users not using a private car)	9%	11%	12%	14%	17%	Land Use	Best Practice	Average	Below Average	2011	2016	2031	Diversity	65% or more	48-64%	37% or less	47%	36%	42%	Intensity	5.3 or more	2.2 – 5.2	2.1 or less	1.0	1.6	2.5	Employment (jobs per gross Ha)	7.5 or more	2.9 -7.4	2.8 or less	1.0	2.8	3.1	Accessibility (% of users not using a private car)	4.2 or more	2.2-4.2	2.2 or less	1.0	1.7	3.7	<p>Detailed comment on the Retail Sustainability Assessment is provided in the presentation by Syme Marmion.</p> <p>Land use precincts are considered to group appropriate land uses and create stronger links between complimentary land uses.</p> <p>The majority of retail expansion is planned to occur in the next 5 years, with limited expansion for the 15 years that then follow.</p> <p>Land use diversity is decreasing (2031), however still meets the average target.</p> <p>It is noted that a diversity target of 40% has been identified on the basis of retail floor space between 50,000-100,000sqm. The proposed 98,000sqm retail floor space is only 2,000sqm short of having to deliver a diversity target of 50%. On this basis a diversity target closer to 50% would be encouraged.</p> <p>Land use intensity is increasing (2031) to meet the average target.</p> <p>The draft structure plan makes no commitment to meeting projected targets. It states that it is 'likely' to meet all average targets by 2031.</p> <p>The draft structure plan notes that increased diversity (particularly residential) and intensity is reliant on improved accessibility. It is uncertain if this is really the case, as it site is considered to have a high degree of accessibility by private car (being the main mode of transport) at present.</p>	<p>What 4,000 people projected from? LHS? Uptake rates?</p> <p>If the population within the main trade area is forecast to increase by 4,000 people by 2031, does this support the retail expansion proposed?</p> <p>Do Target and Big W qualify as department stores? If so, is another department store appropriate?</p> <p>Would it be reasonable for the City to refuse future development applications that do not 'keep up' with the proposed diversity and intensity targets?</p>
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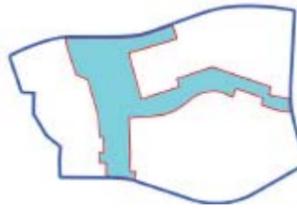
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		<p>Appendix 1 (Development Report) presents the following indicative densification/staging:</p> <table border="1" data-bbox="914 342 1771 474"> <thead> <tr> <th></th> <th>2011</th> <th>2016</th> <th>2021</th> <th>2026</th> <th>2031</th> </tr> </thead> <tbody> <tr> <td>No. dwellings</td> <td>519</td> <td>596</td> <td>670</td> <td>894</td> <td>1219</td> </tr> <tr> <td>Density Code equivalent</td> <td>R20</td> <td>R20</td> <td>R25</td> <td>R30</td> <td>R40</td> </tr> </tbody> </table>		2011	2016	2021	2026	2031	No. dwellings	519	596	670	894	1219	Density Code equivalent	R20	R20	R25	R30	R40		
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Retailing	<ul style="list-style-type: none"> Anchor stores Foot fall 	<p>Retail Sustainability Assessment states:</p> <ul style="list-style-type: none"> By 2016 the Centre could support two department stores. The addition of a department store would not compromise the higher order Centre of Joondalup. <p>Large format retailing will occur/remain to the east side of the existing shopping centre (outside 400m radius), as core should accommodate a large number of small land uses to serve as lively attractors.</p> <p>The provision of additional retail floor space is proposed to be staged as follows:</p> <table border="1" data-bbox="914 890 1771 989"> <thead> <tr> <th></th> <th>2011</th> <th>2016</th> <th>2021</th> <th>2026</th> <th>2031</th> </tr> </thead> <tbody> <tr> <td>Retail (m²)</td> <td>49,900</td> <td>90,000</td> <td>90,000</td> <td>95,000</td> <td>95,000</td> </tr> <tr> <td>Other retail (m²)</td> <td>8,518</td> <td>8,518</td> <td>11,518</td> <td>11,518</td> <td>11,518</td> </tr> </tbody> </table>		2011	2016	2021	2026	2031	Retail (m ²)	49,900	90,000	90,000	95,000	95,000	Other retail (m ²)	8,518	8,518	11,518	11,518	11,518	<p>Future location of anchor stores should be such that they create strong linkages through the site.</p> <p>The core of the Centre is based on a 400m walkable distance from the future bus interchange. A future department store should be located within this 400m radius.</p> <p>A successful department store may prove to attract people and enliven a space just as well as traditional activities land uses such as cafes. It may therefore be appropriate to consider the addition of a department store within the Core area.</p>	
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Other retail (m ²)	8,518	8,518	11,518	11,518	11,518																	
Employment	<ul style="list-style-type: none"> Compatibility Sitting Working practices 	<p>Employment is based on the expansion of existing and compatible land uses (based on its suburban setting).</p> <p>The draft structure plan projects an additional 3,033 jobs by 2031.</p> <p>The growth of employment opportunities is likely to be staged as follows:</p> <table border="1" data-bbox="914 1268 1771 1400"> <thead> <tr> <th></th> <th>2011</th> <th>2016</th> <th>2021</th> <th>2026</th> <th>2031</th> </tr> </thead> <tbody> <tr> <td>Employment (jobs per gross Ha)</td> <td>35.5</td> <td>62.3</td> <td>71.6</td> <td>78.5</td> <td>79.4</td> </tr> <tr> <td>Office (m²)</td> <td>7,820</td> <td>9,320</td> <td>19,320</td> <td>21,820</td> <td>22,820</td> </tr> </tbody> </table> <p>It is estimated that Whitfords can accommodate an additional 15,000sqm of office development. It is anticipated that 877 jobs will be created from office development within the Centre by 2031.</p>		2011	2016	2021	2026	2031	Employment (jobs per gross Ha)	35.5	62.3	71.6	78.5	79.4	Office (m ²)	7,820	9,320	19,320	21,820	22,820	<p>The additional jobs projected equates to approximately 2% of those required for the N/W subregion for the next 25 years.</p>	
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MODEL CENTRE FRAMEWORK		PLANNING CONSIDERATION	PROPOSAL SUMMARY	COMMENT	QUESTIONS RAISED												
	Dwellings	<ul style="list-style-type: none"> Dwelling type 	<p>Based on the required delivery of 70% of the housing target within the 'Core' (400m walkable catchment) and the minimum density of 25 dwellings per hectare, 1200 dwellings are required within the Core. A more desirable target (35 dwellings per hectares) would result in 1680 dwellings.</p> <p>Housing provision is proposed to be staged, based on existing leasing limitations (land banked) as follows:</p> <table border="1"> <thead> <tr> <th></th> <th>2011</th> <th>2016</th> <th>2021</th> <th>2026</th> <th>2031</th> </tr> </thead> <tbody> <tr> <td>Residential (dwellings)</td> <td>519</td> <td>596</td> <td>870</td> <td>1,194</td> <td>1,619</td> </tr> </tbody> </table> <p>Density code proposed is RAC0 – Multi Unit Housing Codes, so not to limit the maximum number of dwellings and encourage innovative and diverse housing.</p>		2011	2016	2021	2026	2031	Residential (dwellings)	519	596	870	1,194	1,619	<p>The draft structure plan does not set out plot ratio or open space requirements for the RAC0 code. A 'Detail Site Plan' would be required to provide greater guidance. It is therefore difficult to quantify what the RAC0 coding will result in.</p> <p>The draft structure plan proposes a different density code and built form requirements to that contained in the recently adopted draft LHS.</p>	<p>Is the City prepared to accept Detail Site Plans?</p> <p>Who is responsible for developing DSP's?</p> <p>Does the WACSP align better with Directions 2031 than the draft LHS? I.e. Housing targets for the N/W subregion</p>
	2011	2016	2021	2026	2031												
Residential (dwellings)	519	596	870	1,194	1,619												
Urban Form	Urban Structure and built form	<ul style="list-style-type: none"> Urban structure Retain and reuse Building envelope Occupant amenity Adaptability 	<p>New street connections proposed to improve legibility (small walkable blocks, improved grid network)</p> <p>Existing landmarks are identified (Eg. St Marks School Buildings)</p> <p>Built form philosophy gives consideration to massing, scale, solar access, topography, occupant amenity, private open space and street interface.</p> <p>Buildings within the 'Core' are required to be setback above the 3rd floor to reduce building bulk and shadow cast on the street.</p> <p>'Detailed Site Plans' are required to provide specific requirements for all other building setbacks and built form requirements.</p> <p>No statutory provisions are provided for occupant amenity (visual privacy), however guidance is provided for the provision of roof top gardens, private open space and screening of servicing areas.</p> <p>Adaptable buildings are encouraged through 4-5 metre floor to ceiling heights for ground floor uses. It is noted that this is not a statutory requirement.</p> <p>Building heights of up to 15 storeys is proposed within the Core.</p>	<p>The Activity Centre Policy places importance on the retention and reuse of existing buildings to reinforce the unique qualities of any area. The draft structure plan does not identify any building that should be retained, however it is not considered that there any buildings that would warrant retention, or be detrimental to the existing character if demolished.</p> <p>It is noted that much of the built form requirements are subject to further detailed design (private open space, plot ratio, parking etc).</p> <p>Whilst DPS2 does not contain provisions for the preparation and adoption of 'Detailed Site Plans', due to the complexity of the site, it is considered appropriate for detailed built form requirements to be contained in separate document.</p> <p>Proposed building height may result in significant community backlash. A lesser building height or staged building height requirements may be more appropriate.</p>													

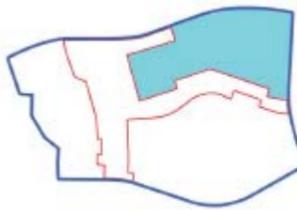
MODEL CENTRE FRAMEWORK	PLANNING CONSIDERATION	PROPOSAL SUMMARY	COMMENT	QUESTIONS RAISED
Street interface	<ul style="list-style-type: none"> • Scale • Building articulation • Active fronts 	<p>Guidance is provided for the street interface with regard to pedestrian shelter, maximum building height at the street frontage and passive surveillance. This will facilitate active street frontages that respect human scale.</p> <p>A preferred 1 metre setback within the Core will provide the opportunity for facade articulation. Landscaping, public art and built finishes and features are encouraged to improve building articulation.</p> <p>Active land uses are planned to 'sleeve' a new town square on Endeavour Ave. Street based activities are also encouraged along Banks Avenue.</p>	<p>Whilst the proposed street interface treatments are sound planning principles, this will not guarantee the success of the proposed town square and main street.</p> <p>The ability for the main street to successfully compete with the core retailing of the adjoining (internally focussed) shopping centre is unknown.</p> <p>The existing retail core may serve to 'deactivate' the main street, resulting in over investment in a poorly used public space.</p>	
Public Spaces & Landscaping	<ul style="list-style-type: none"> • Landscaping • Way-finding • Microclimate • Amenity 	<p>It is proposed that differentiating landscape treatment be applied to key streets including:</p> <ul style="list-style-type: none"> - street trees in all streets - low level planting for aesthetics - high quality paving - lighting - landscape entry statements etc <p>This will improve amenity and the existing microclimate.</p> <p>Way-finding to be improved by aligning key sites with view corridors</p> <p>A network of public spaces are proposed comprising of:</p> <ul style="list-style-type: none"> - A new town square on Endeavour Ave - A civic space based off Marmion Avenue - Banks Ave bus hub 	<p>Use of water wise landscaping is supported.</p> <p>It is noted that the City's bore licence for the subject area is currently fully allocated, therefore additional water requirements resulting from public realm improvements will require available ground water or negotiated landscape concepts.</p> <p>Public improvements alone will not ensure the success of the new town square on Endeavour Avenue.</p>	<p>Who is responsible for the provision of public space and public realm improvements?</p> <p>Who will who maintain the improvements and at what cost?</p> <p>Can Endeavour Road become a successful main street?</p>
Key nodes, landmarks and view lines		<p>Key nodes (community spaces) are proposed at the termination of existing view lines.</p> <p>The draft structure plan identified a number of existing landmarks.</p>	<p>Concepts within the draft structure plan appear to be logical and based on sound planning principles.</p>	

MODEL CENTRE FRAMEWORK		PLANNING CONSIDERATION	PROPOSAL SUMMARY	COMMENT	QUESTIONS RAISED
Resource Conservation	Energy	<ul style="list-style-type: none"> • Thermal mass • Renewable • District-wide source 	<p>The draft structure plan seeks to mandate</p> <ul style="list-style-type: none"> - 'green building' accreditation <p>Consideration given to the use of PV panels to shade car parks.</p>	<p>It is noted that the Green Building Council of Australia strongly recommends that the Green Star Rating be used as a voluntary tool and not as a mandatory standard. For this reason, the mandated 'green' certification within the draft structure plan is not supported. As an alternative, incentives for certification should be provided.</p>	
	Water	<ul style="list-style-type: none"> • Waterwise plants • Stormwater management • Efficient measures 	<p>The draft structure plan seeks to mandate</p> <ul style="list-style-type: none"> - Rainwater tanks - Water efficient fixtures - Water wise planting <p>Future sustainable strategies are proposed to be developed at a later date for residential development.</p>	<p>As above, mandating some of these requirements may not be appropriate. An incentive program may be better.</p>	
	Materials and waste	<ul style="list-style-type: none"> • Cut and fill • Construction materials 	<p>Future sustainable strategies are proposed to be developed at a later.</p>	<p>No information provided within the draft structure plan to provide comment.</p>	<p>Who will be responsible for preparing future sustainability strategies?</p>
Implementation	Collaborative working		<p>The draft structure plan states that the following stakeholders are responsible for the implementation of the plan:</p> <ul style="list-style-type: none"> - City of Joondalup - Westfield - State Government Agencies - Landowners in the Centre - Local Community 	<p>Due to the significance of the draft structure plan, it is acknowledged that ongoing commitment and collaboration will be required.</p> <p>It is difficult to comprehend the scale of commitment required; however there is some concern that significant officer time and resources will be required to facilitate implementation.</p>	<p>Who will be responsible for coordinating collaboration efforts?</p>

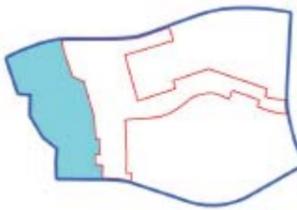
MODEL CENTRE FRAMEWORK		PLANNING CONSIDERATION	PROPOSAL SUMMARY	COMMENT	QUESTIONS RAISED
	Staging and monitoring		<p>The draft structure plan will guide development for the 20 years (2031)</p> <p>The draft structure plan states that 'staging of development at Whitfords Activity Centre will be dependent on market driven demand for services and housing'.</p> <p>Factors influencing staging and time include:</p> <ul style="list-style-type: none"> - Population and employment growth - Ten year leasing arrangements - Planning context - Transport context - Local community acceptance - Community and utility infrastructure - Commercial competition - Construction costs and industry conditions - Visitation rates and commercial success. 	<p>No commitment is provided to improve land use diversity with each stage of development.</p> <p>It is not considered appropriate that the City would support significant retail expansion without the delivery of some land use diversity, regardless of market demand. Residential demand and greater dwelling choice is considered to be significant within the region of the WAC area.</p> <p>It is recommended that the draft structure plan should be scaled back to break down redevelopment staging (minimum and maximum) for each five year period.</p>	
	Effective use of conditions		No information provided within the draft structure plan.	The Activity Centre Policy states that the City 'has the ability to impose conditions to ensure compliance with design standards and controls, diversify use mix and financial contributions.	
	Planning obligations and incentives		<p>The draft structure plan sets out implementation actions that are required to be undertaken after the adoption of the draft structure plan. Commitment by the City in the short term for the following actions:</p> <ul style="list-style-type: none"> - Establish a Steering Committee to coordinate stakeholders and government agencies - Adopt communication strategy - Review stormwater management - Review network capacity for public hard infrastructure and seek funding for upgrades - Review and confirm housing targets - Review community needs and facilities <p>Actions for long term are also provided.</p>	As discussed above, the adoption of the draft structure plan places considerable onus on the City to find the resources to undertake the necessary implementation actions.	What resources can the City dedicate to the draft structure plan implementation?

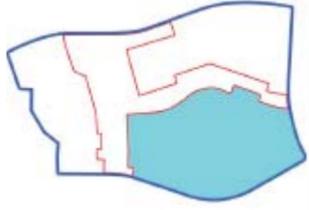
CHARACTER AREA		PROVISION	COMMENT ON STATUTORY PROVISIONS
CORE		<p>Building Height</p> <p>Tallest buildings close to the town square on Endeavour Road (12-14 storeys)</p> <p>Three storeys at the street, with podium levels setback from the street to provide solar access and appropriate scale.</p>	<p>Significant change from existing urban form, however the building heights may be required to achieve the 'Intensity' and 'Diversity' targets set out in the Activity Centre Policy.</p> <p>A proposed 15 storey development within the WAC area is significantly larger than any development currently planned for the Joondalup City Centre.</p> <p>It is anticipated that there may be a strong community reaction to the proposed building heights.</p> <p>Three storey street level development is considered appropriate.</p>
		<p>Building Typologies</p> <p>Sleeving to large format buildings.</p> <p>Podium apartments.</p> <p>Integrated buildings at street level (minimum 3 storey).</p> <p>Articulated facades, detailed finishes.</p>	<p>Inadequate information is provided to make an assessment against this statutory provision.</p> <p>Proposed building typologies consist of sound planning principles.</p>
		<p>Setbacks</p> <p>1 metre street front set back.</p> <p>Nil to side and rear (except where vehicle access is required).</p> <p>Buildings over 3 storeys setback minimum 6 metres from street.</p>	<p>The draft structure plan includes the following rationale for a 1 metre setback:</p> <p><i>' a strict application of nil setbacks can have undesired effects of long unarticulated building edges as developers push for maximum floor space.'</i></p> <p>An average street setback of 1 metre is therefore supported as it will enable a portion of a building to be setback at nil or 2 metres, break up building bulk and create visual interest.</p> <p>Podium setback proposed are consistent with the provisions proposed for the Joondalup City Centre. This will further reduce the impact of building bulk, overshadow and wind tunnelling.</p>
		<p>Traffic Environment</p> <p>Share zones, low speeds</p>	<p>Careful consideration is required to be given to Endeavour Road as it can become congested at times in its current form. Shared traffic zones and low traffic speeds will require detailed planning and traffic studies to demonstrate how this can be achieved.</p>
		<p>Pedestrian Environment</p> <p>Shared zone</p> <p>On road cycling</p>	<p>Provision of high quality pedestrian paths, crossings and on road cycling is supported in principle, however the statutory provisions do not adequately address responsibility for coordination and funding of these improvements.</p>
		<p>Parking</p> <p>On street parking.</p> <p>Parking decks sleeved.</p> <p>Maximum parking provisions apply.</p>	<p>On street parking along Endeavour Road may be limited due to sightline restrictions and access and egress points.</p> <p>Further clarification is required to determine the extent to which car parking area must be sleeved.</p> <p>The provision requires further clarification to ensure on street parking is provided in accordance with a future WAC Parking and Traffic Strategy.</p>
		<p>Land Use</p> <p>Uses not listed are not permitted unless at the discretion of the Council ('D' uses under clause 6.6 of the Scheme).</p> <ul style="list-style-type: none"> o Multiple Dwelling o Shop (up to 500 sqm) o Tavern o Restaurant o Consulting Rooms 	<p>Whilst the rationale for limiting shops to 500sqm is not provided, small scale retailing should be encouraged within main streets to provide maximum interest and activity. For this reason a maximum floor space for shops is supported.</p> <p>In addition to the permitted uses proposed, the following are considered appropriate for inclusion:</p> <ul style="list-style-type: none"> o Art Gallery o Beauty Parlour o Hairdresser

CHARACTER AREA	PROVISION		COMMENT ON STATUTORY PROVISIONS
		<ul style="list-style-type: none"> ○ Office 	<ul style="list-style-type: none"> ○ Medical Centre ○ Short Stay Accommodation ○ Small Bar ○ Single bedroom dwellings <p>In addition to the permitted uses proposed, the following are not considered appropriate within the Core (not permitted):</p> <ul style="list-style-type: none"> ○ Vehicle Panel Beating/Spray Painting ○ Vehicle Repair ○ Vehicle Sales and Hire ○ Vehicle Wrecking ○ Landscape supplies ○ Concrete Batching Plant ○ Fuel Depot ○ Abattoir
	Residential Density	<p>RAC 0</p> <p>70% of density target to be satisfied in core. Predominantly smaller dwellings and apartments.</p>	<p>The draft structure plan does not set out plot ratio or open space requirements for the RAC0 code. A 'Detail Site Plan' is required to provide greater guidance.</p> <p>It is therefore difficult to quantify what the RAC0 coding will result in.</p>
	Resource Conservation	<p>PV arrays to taller buildings.</p> <p>Minimum 4.5 Star Green Star buildings.</p> <p>WSUD Principles.</p> <p>Sustainable strategies for energy, water, materials and waste</p>	<p>Inadequate information is provided to make an assessment against this statutory provision.</p> <p>It is noted that the Green Building Council of Australia strongly recommends that the Green Star Rating be used as a voluntary tool and not as a mandatory standard.</p> <p>For this reason, the mandated 'green' certification within the draft structure plan is not supported.</p> <p>As an alternative, incentives for certification should be provided.</p> <p>The use of PV arrays (central system in which PV panels are connected) may be useful in providing power to communal areas or services within a building. This could then offset strata costs. The use of PV arrays are encouraged, however more detail would be required if this was to be mandated (minimum size requirements etc)</p> <p>The draft structure plan notes that future sustainable strategies will be developed. The actions of these strategies may then become statutory provisions. Given that these strategies have not yet been developed, the suitability of mandating any related provisions are not known.</p>

CHARACTER AREA		PROVISION	COMMENT ON STATUTORY PROVISIONS	
RETAIL/MIXED USE FRAME		Building Height	Predominately 2 storeys with heights of up to 20 metres.	The proposed building height is not dramatically different to that currently on-site. Building height is considered appropriate.
		Building Typologies	Large format buildings.	Inadequate information is provided to make an assessment against this statutory provision. The proposed building typology is not dramatically different to that currently on-site.
		Setbacks	Determined by DSP's or council discretion.	Inadequate information is provided to make an assessment against this statutory provision. A 'Detail Site Plan' may be required to provide greater guidance. The responsibility for developing the DSP is unknown.
		Traffic Environment	Service routes and access points to be defined.	Inadequate information is provided to make an assessment against this statutory provision. Service routes and access points are likely to be defined within the future WAC Traffic and Parking Strategy.
		Pedestrian Environment	Internal pedestrian malls connected to streets Secure cycle parking.	Proposed pedestrian connections are sound planning principles. Provision and location of secure cycle parking will be subject to the development of the WAC Parking Strategy.
		Parking	At grade parking, basements and sleeved decks.	Inadequate information is provided to make an assessment against this statutory provision. It is noted that parking within this character area will consist of at grade parking, basement parking and sleeved deck parking, but parking rates and location will be guided through the future parking strategy.
		Land Use	Uses not listed are not permitted unless at the discretion of the Council ('D' uses under clause 6.6 of the Scheme). <ul style="list-style-type: none"> o Department Store o Shop o Tavern o Restaurant o Consulting Rooms o Office o Showroom 	The site is currently zoned Commercial. As such, all uses currently permitted within this zone, should also be permitted in the draft structure plan. In addition to the permitted uses proposed, the following are considered appropriate for inclusion: <ul style="list-style-type: none"> o Cinema o Bank o Beauty Parlour o Art Gallery o Club (non residential) o Consulting rooms o Convenience store o Corner Store o Dry Cleaning Premises o Hairdresser o Hardware store o Home Business o Laundrette o Lunch Bar o Markets (retail) o Medical Centre o Reception Centre o Take away food outlet o Theatre o Veterinary Consulting Rooms o Short Stay Accommodation

CHARACTER AREA	PROVISION		COMMENT ON STATUTORY PROVISIONS
			<ul style="list-style-type: none"> ○ Small Bar ○ Single bedroom dwellings <p>In addition to the permitted uses proposed, the following are not considered appropriate within the Core (not permitted):</p> <ul style="list-style-type: none"> ○ Vehicle Panel Beating/Spray Painting ○ Vehicle Repair ○ Vehicle Sales and Hire ○ Vehicle Wrecking ○ Landscape supplies ○ Concrete Batching Plant ○ Fuel Depot ○ Abattoir
	Residential Density	RAC 0	<p>The Draft structure plan does not set out plot ratio or open space requirements for the RAC0 code. A 'Detail Site Plan' is required to provide greater guidance.</p> <p>It is therefore difficult to quantify what the RAC0 coding will result in.</p>
	Resource Conservation	<p>PV arrays to large format buildings.</p> <p>Minimum 4.5 Star Green Star buildings.</p> <p>WSUD Principles.</p> <p>Sustainable strategies for energy, water, materials and waste.</p>	<p>Inadequate information is provided to make an assessment against this statutory provision.</p> <p>As per the 'Core'</p>

CHARACTER AREA		PROVISION		COMMENT ON STATUTORY PROVISIONS
EDUCATION/ HEALTH/ COMMUNITY/ MIXED USE FRAME		Building Height	Up to 15 metres	The proposed building height would accommodate between 4 and 5 storeys. Landholdings in this location include a 'strata title' residential development and a School. Whilst redevelopment of these sites is unlikely, consideration would need to be given to the impact of this building height on the adjoining R20 residential interface.
		Building Typologies	Detached campus buildings in a landscape setting	Inadequate information is provided to make an assessment against this statutory provision. It is noted that there are a number of existing grouped dwellings in this location and that the building typology is not simply 'detached campus buildings in a landscape setting'.
		Setbacks	Determined by DSP's or council discretion.	Inadequate information is provided to make an assessment against this statutory provision. A 'Detail Site Plan' may be required to provide greater guidance. The responsibility for developing the DSP is unknown.
		Traffic Environment	Shared zone, low speeds	The existing traffic environment (separated traffic and pedestrian space) work well is providing safe routes St Marks School. Modifying this road network to create a shared traffic space may not be appropriate statutory provision.
		Pedestrian Environment	Pedestrian priority. Secure cycle parking.	More information is required to understand what is meant by pedestrian priority and how this should be assessed. Provision and location of secure cycle parking will be subject to the development of the WAC Parking Strategy.
		Parking	Limit parking provision.	Inadequate information is provided to make an assessment against this statutory provision. Upper parking limits may be guided through the future parking strategy, however limiting parking provision within this precinct (eg. School site) may not be necessary.
		Land Use	Retail uses are not permitted and all other uses not listed are not permitted unless at the discretion of the Council ('D' uses under clause 6.6 of the Scheme). <ul style="list-style-type: none"> o Multiple Dwelling o Educational Establishment o Medical Centre o Nursing Home o Recreation Centre 	In addition to the permitted uses proposed, the following are considered appropriate for inclusion: <ul style="list-style-type: none"> o Bed and Breakfast o Consulting rooms o Home Business o Short Stay Accommodation o Single bedroom dwellings o Grouped dwelling In addition to the permitted uses proposed, the following are not considered appropriate within the Core (not permitted): <ul style="list-style-type: none"> o Vehicle Panel Beating/Spray Painting o Vehicle Repair o Vehicle Sales and Hire o Vehicle Wrecking o Landscape supplies o Concrete Batching Plant o Fuel Depot o Abattoir

CHARACTER AREA		PROVISION		COMMENT ON STATUTORY PROVISIONS
		Residential Density	RAC 0	<p>The Draft structure plan does not set out plot ratio or open space requirements for the RAC0 code. A 'Detail Site Plan' is required to provide greater guidance.</p> <p>It is therefore difficult to quantify what the RAC0 coding will result in.</p>
		Resource Conservation	<p>Minimum 4.5 Star Green Star buildings.</p> <p>WSUD Principles.</p> <p>Sustainable strategies for energy, water, materials and waste.</p>	<p>Inadequate information is provided to make an assessment against this statutory provision.</p> <p>As per the 'Core'</p>
ESSENTIAL FRAME		Building Height	Range of building heights up to 12 metres (3 to 4 storeys)	<p>The proposed building height may be appropriate for the purpose of achieving diversity and intensity targets.</p> <p>The shift from single storey to four storey development will change the character within this area. It will however provide an appropriate transition between the residential area south of Cook Avenue and development within the core of the WAC.</p> <p>Potential impacts of building bulk with the residential frame may be further managed through provision in a future Detailed Site Plan.</p>
		Building Typologies	<p>Attached and detached dwellings.</p> <p>Opportunities for 'live work'.</p>	<p>Inadequate information is provided to make an assessment against this statutory provision.</p> <p>Proposed building typologies will provide opportunities for single houses, grouped dwellings, terrace housing, single bedroom dwellings and multiple dwellings.</p> <p>Increased opportunities for 'live work' scenarios are supported.</p> <p>Building typologies with the residential frame may be further managed through provision in a future Detailed Site Plan.</p>
		Setbacks	Residential Design Codes apply.	<p>The application of the RAC 0 code requires setbacks for multiple dwellings to be established in a Draft structure plan or Detail Site Plan. No setback requirement is proposed.</p> <p>Street setbacks for single houses or grouped dwellings would be 4 metres in accordance with the Residential Design Codes.</p>

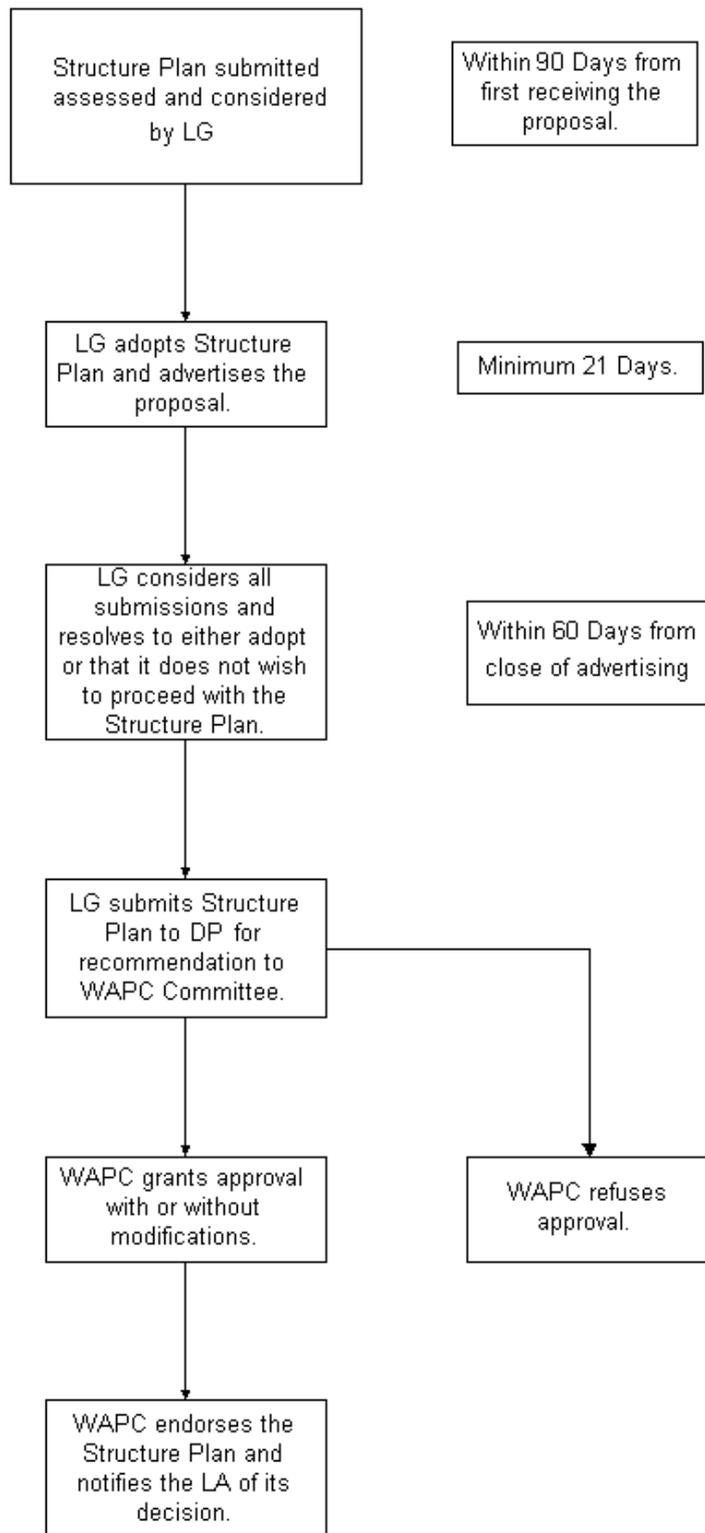
CHARACTER AREA		PROVISION	COMMENT ON STATUTORY PROVISIONS
		Traffic Environment Limited through traffic	Inadequate information is provided to make an assessment against this statutory provision. Proposed road connections to improve the existing road network may in fact increase through traffic in this location.
		Pedestrian Environment Improved permeability.	Inadequate information is provided to make an assessment against this statutory provision. Improved permeability may be achieved by the conversion of existing PAW's to future roads. This will be reliant on landowners surrendering a land to contribute to the creation of a road reserve of at least 17.9m. This would need to be mandated or incentivised. Given that this area has broad development opportunities, identifying an appropriate incentive will be difficult.
		Parking Limit parking provision.	Inadequate information is provided to make an assessment against this statutory provision. Upper parking limits may be guided through the future parking strategy, however limiting parking provision within this precinct may not be necessary.
		Land Use 'Shop' uses are not permitted and all other uses not listed are not permitted unless at the discretion of the Council ('A' uses under clause 6.6 of the Scheme). <ul style="list-style-type: none"> o Grouped Dwelling o Multiple Dwelling o Aged / Dependant Persons' Dwelling o Ancillary Accommodation o Child Care Centre o Home Business 	In addition to the permitted uses proposed, the following are considered appropriate for inclusion: <ul style="list-style-type: none"> o Bed and Breakfast o Consulting rooms o Short Stay Accommodation o Single bedroom dwellings o Grouped dwelling It recommended that childcare centres should be discretionary uses as this is a sensitive land use and many have a more significant impact on residential amenity.
		Residential Density Residential Design Code requirements apply	The draft structure plan proposes a density code of RAC 0. RAC 0 may result in a wide spectrum of redevelopment. The RAC 0 coding provides the opportunity for a landowner to develop at any density ranging from R20 to R60 for grouped dwellings and single houses, or multiple dwellings in accordance with a future Detail Site Plan.
		Resource Conservation National House Energy Rating Scheme (NatHERS) (Minimum 5 Star). Sustainable strategies for energy, water, materials and waste.	Inadequate information is provided to make an assessment against this statutory provision. As per the 'Core' A 5 star NaTHERS rating delivers an average energy saving. This is not considered to be significantly different to that which is delivered under the BCA.

GENERAL COMMENT:

The detail contained within Statutory Provisions is limited, and provide little guidance to appropriately access if an application meets the necessary requirement.

The provisions should be refined to provide greater clarity.

Structure Plan Process



Building Heights Plan



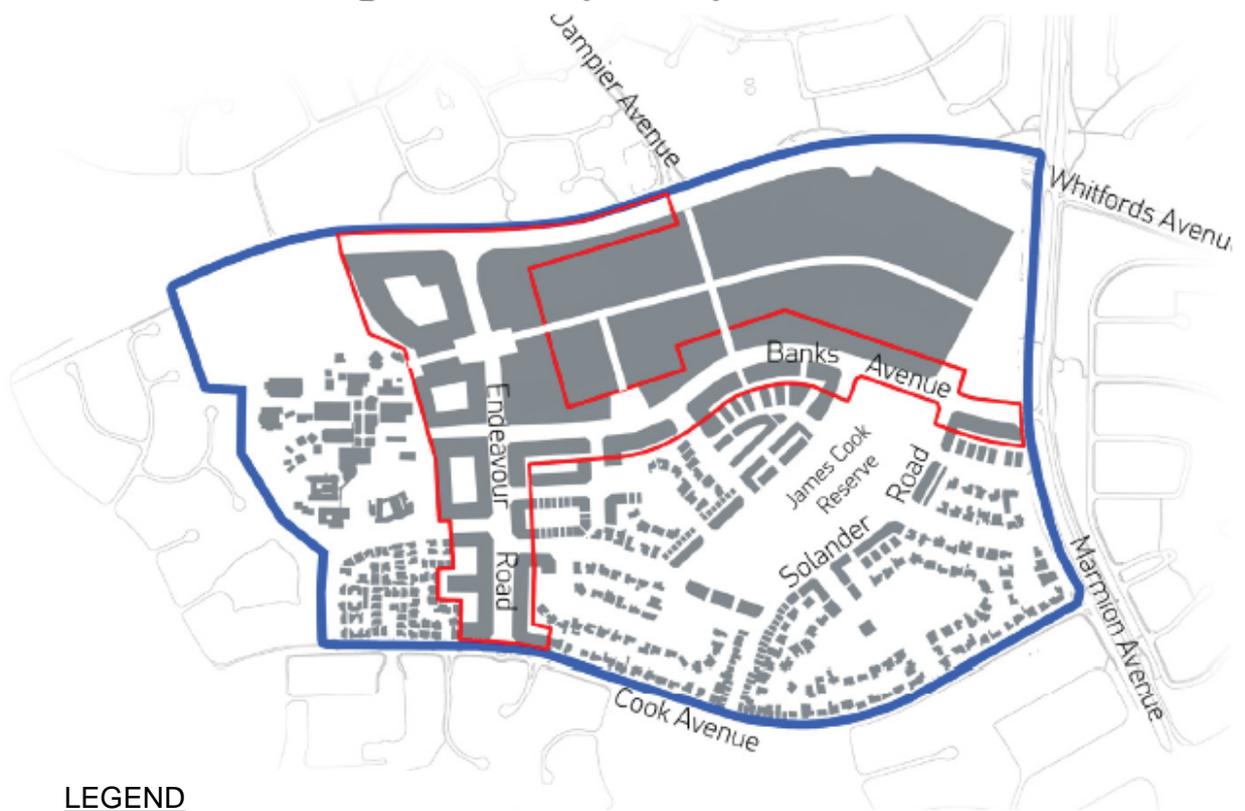
LEGEND

- Core
- Activity Centre Boundary

Figure 5.2.1 Existing Spatial Framework

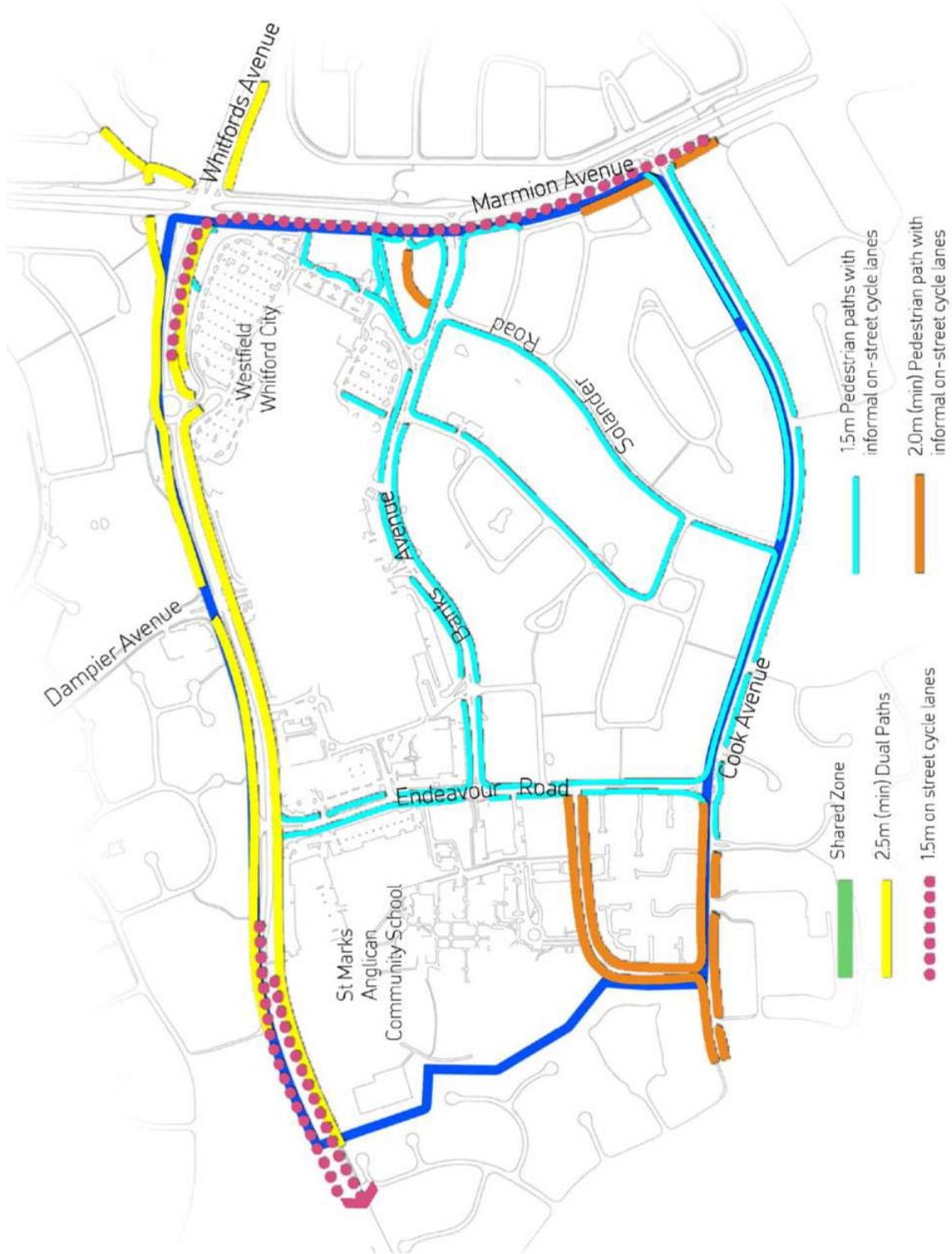


Figure 5.2.2 Proposed Spatial Framework

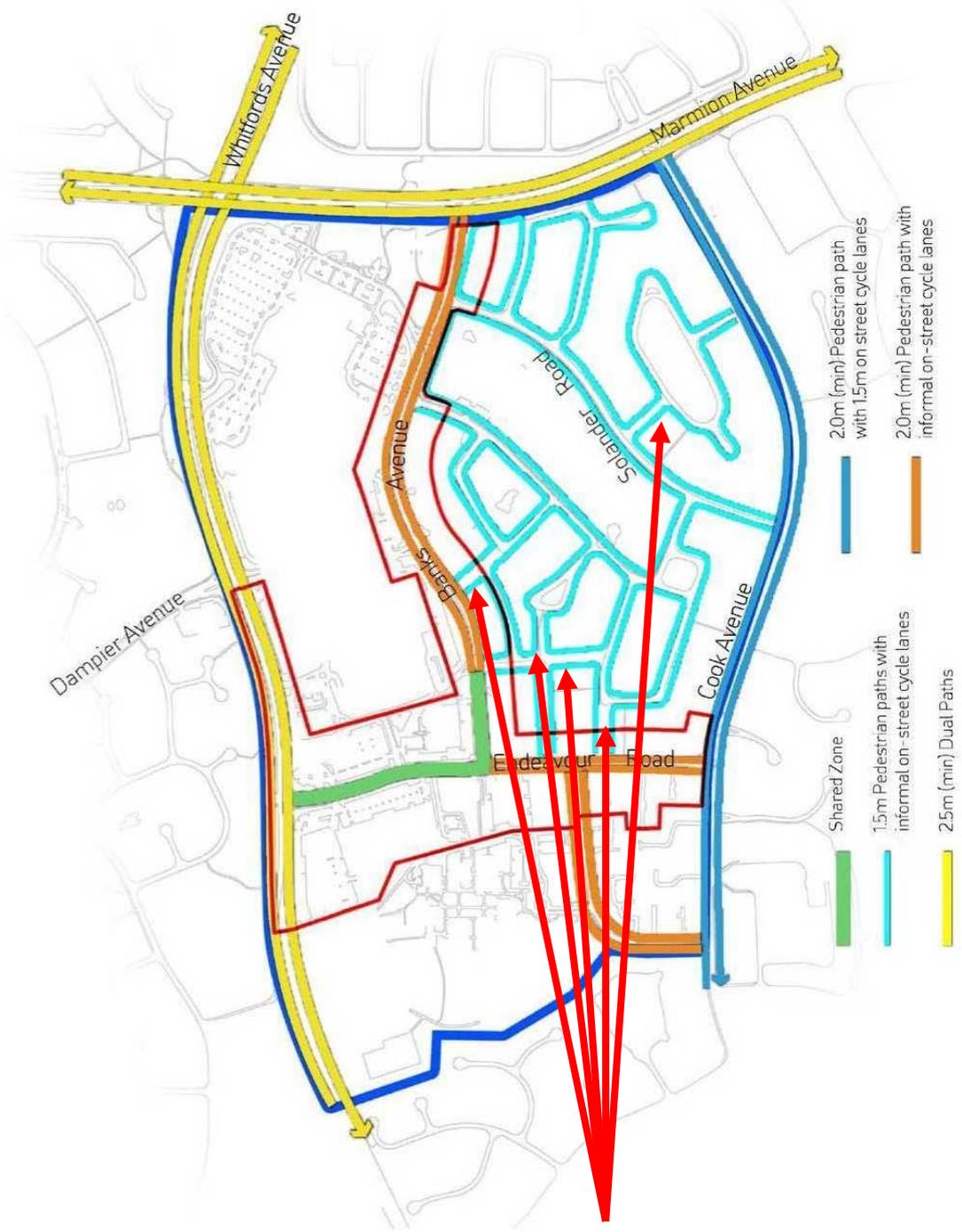


LEGEND

- Core
- Activity Centre Boundary

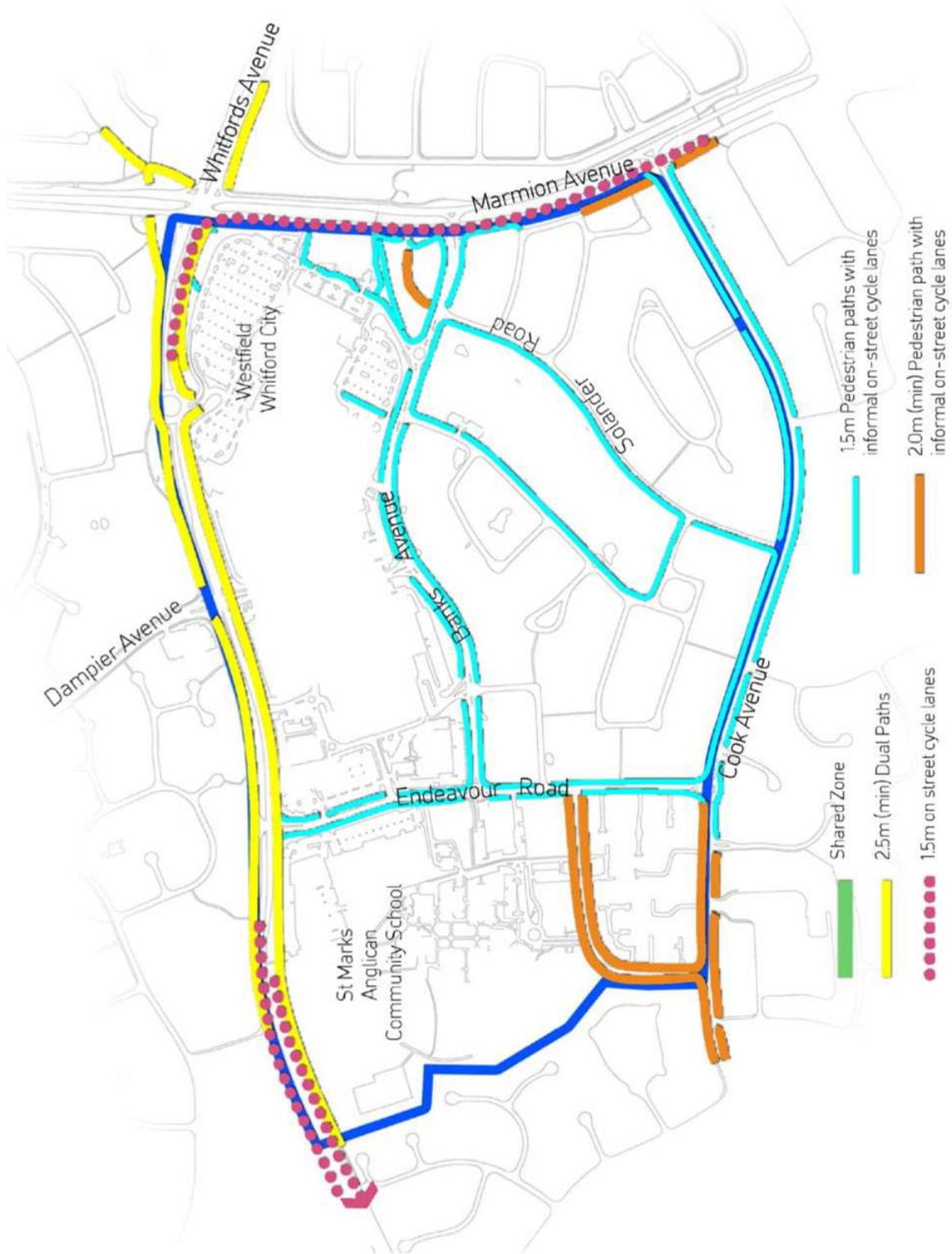


EXISTING



New Roads

PROPOSED



EXISTING

LEGEND

- Core
- Activity Centre Boundary

- At Grade Parking
- Basement Parking
- Deck Parking
- Formal On Street Parking
- Informal on Street Parking
- No Parking allowed

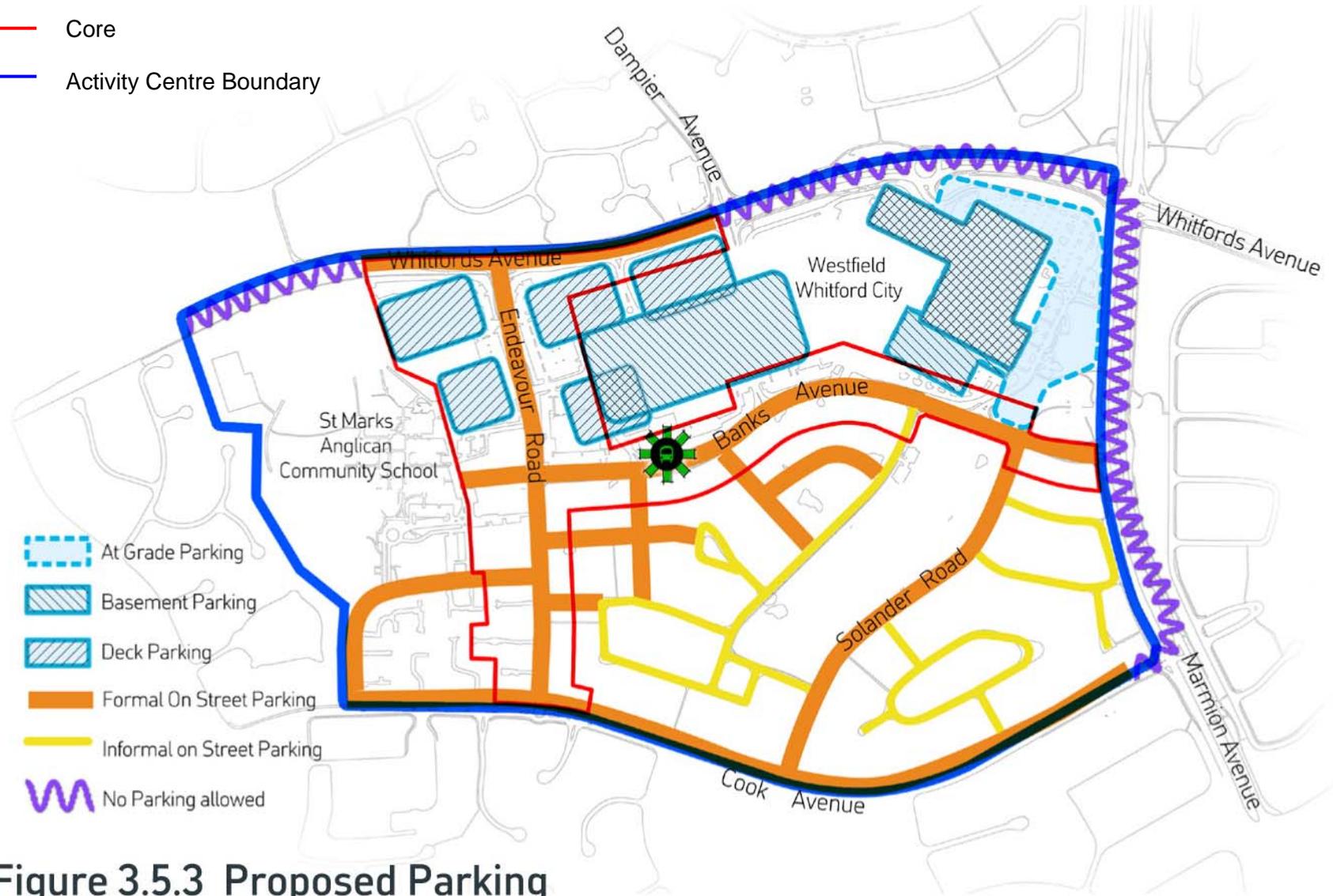


Figure 3.5.3 Proposed Parking

The following table expands on a range of actions that will likely be required to implement the Whitford Activity Centre Structure Plan. These are subject to discussion with the various responsible parties.

	Implementation Action	Responsible
Short Term	<p>Establish a steering committee to co ordinate stakeholders and government agencies and provide a focus for implementation of WAC Structure Plan.</p> <p>The committee will have representatives from-</p> <ul style="list-style-type: none"> • Department of Planning • Public Transport Authority • City of Joondalup • Westfield Limited • Other landowners within WAC • Local Community • Other state agencies 	<p>City of Joondalup (COJ) Department Of Planning (DOP)</p>
	<p>Establish a built form character precedent through the design of a major redevelopment of Westfield Whitford City that can be continued throughout WAC and that has some variation between the core and frame and from street to street.</p>	<p>COJ Westfield</p>
	<p>Adopt communications strategy to convey vision and objectives of WAC Structure Plan to local community and ensure on- going community and stakeholder engagement .The strategy should also consider branding and marketing of WAC as an activity centre.</p>	<p>COJ Westfield</p>
	<p>Review stormwater management throughout WAC and potential amendments to stormwater basin at intersection of Cook and Marmion Avenue to improve legibility and use of land in this prominent area of the WAC core.</p>	<p>COJ</p>
	<p>Review network capacity for public hard infrastructure and seek funding for upgrades if required for WAC</p>	<p>COJ</p>
	<p>Review and confirm housing targets for WAC with reference to sub regional infill targets for City of Joondalup and North West Sub Region.</p>	<p>COJ DOP</p>
	<p>Review community needs and community facilities provision at WAC</p>	<p>COJ</p>
Medium Term	<p>Review WAC's role during preparation of economic development and employment strategy and structure plan for north- west sub region</p>	<p>COJ</p>
	<p>Review local housing strategy and other relevant planning policies</p>	<p>COJ</p>
	<p>Review City of Joondalup District Planning Scheme No 2 including Scheme amendment to 'Regional Centre Zone'</p>	<p>COJ</p>
	<p>Review relavent local planning policies. e.g. Advertising, signage, Alfresco dining.</p>	<p>COJ</p>
	<p>Prepare Transport and Parking Strategy for WAC</p>	<p>COJ</p>
	<p>Improve bus services to and waiting area provision at WAC, investigate bus priority lanes and other means to encourage increased public transport use</p>	<p>PTA COJ Westfield</p>
	<p>Assess and cost road network modifications including pedestrian access and underpasses</p>	<p>COJ</p>
	<p>Prepare Streetscape Enhancement Plan and seek funding to implement</p>	<p>COJ</p>
	<p>Review open space provision in WAC with reference to the City of Joondalup Landscape master plan.</p>	<p>COJ</p>