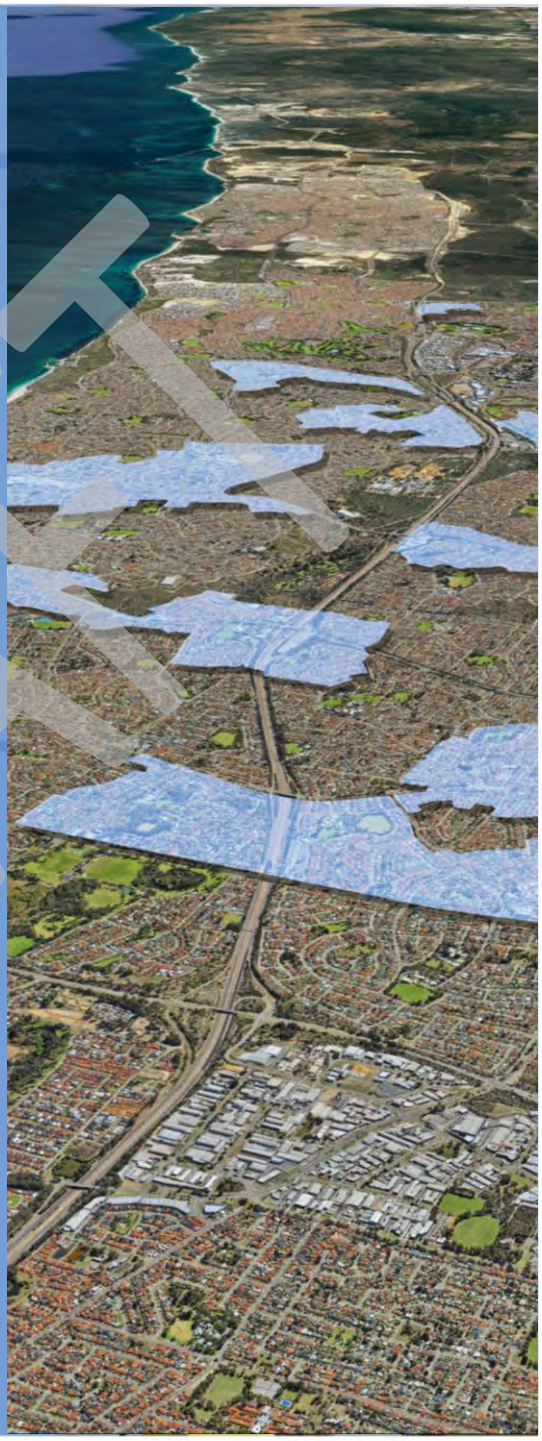
APPENDIX 7
ATTACHMENT 1

# Joondalup Housing Opportunity Areas

## BACKGROUND REVIEW AND ANALYSIS - KEY FINDINGS AND RECOMMENDATIONS REPORT





Prepared for **City of Joondalup**
Prepared by **Taylor Burrell Barnett**

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# DOCUMENT HISTORY AND STATUS

**Joondalup HOA Summary and Recommendations Report**

| Revision | Reviewer | Date Issued |
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# INTRODUCTION

# 1 INTRODUCTION

Taylor Burrell Barnett (TBB) has been engaged by the City of Joondalup (the City) to prepare a design led Local Planning Policy (LPP) and associated amendment to the City's *Local Planning Scheme No. 3* (LPS3) to better manage the impact of infill development within the ten Housing Opportunity Areas (HOAs) (refer Figure 1) in the City of Joondalup.

The development of the future planning framework will comprise of four key elements which are summarised and reported on in the following sections of this report.

## 1.1 EXTENSIVE COMMUNITY AND STAKEHOLDER ENGAGEMENT

Extensive community and stakeholder engagement has been undertaken, which builds upon previous engagement exercises associated with the City's *Local Housing Strategy* (LHS) and relevant Scheme Amendments.

## 1.2 BACKGROUND REVIEW AND ANALYSIS

a) the prevailing planning framework;
b) topography;
c) land use;
d) public transport;
e) walkable catchments;
f) proximity of parks and other community facility; and
g) lot typologies including street frontages and overall lot sizes.

## 1.3 LOCAL PLANNING POLICY

The design led LPP involves the development of a total of ten housing typologies including attached, grouped and multiple typologies which will be able to be applied to typical sized sites in Place Neighbourhoods (previously referred to as HOAs).

The LPP will aim to:

achieve a higher quality of urban infill;
prioritise design and amenity considerations;
better manage the impact of new development on the existing residents and streetscape;
consider the implications of the character and context of areas for higher density;
guide the scale, functionality and built form quality of new development;
guide distribution and location of grouped and multiple development in the context of the above considerations;
consider the City's current Residential Development Local Planning Policy and the primary controls; and
consider variations to the provisions within the Design WA suite of policies (SPP 7.3) which may require endorsement by the Western Australian Planning Commission (WAPC).

## 1.4 SCHEME AMENDMENT

The amendment to LPS3 is likely to consider the application of critical development standards and other matters which may require a stronger statutory basis arising from the research and testing of the various typologies and application in the context of the character of the areas suitable for higher density.

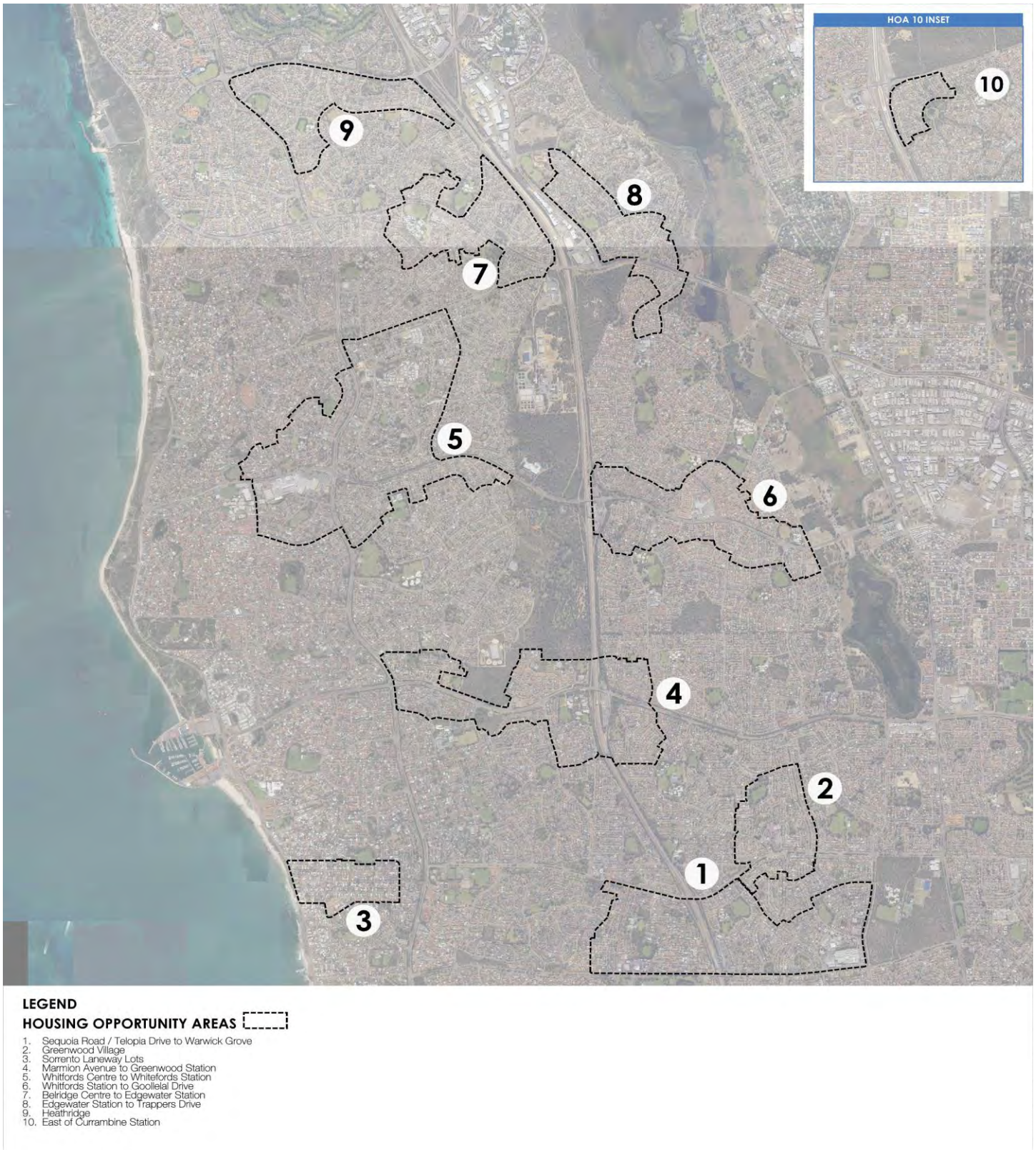


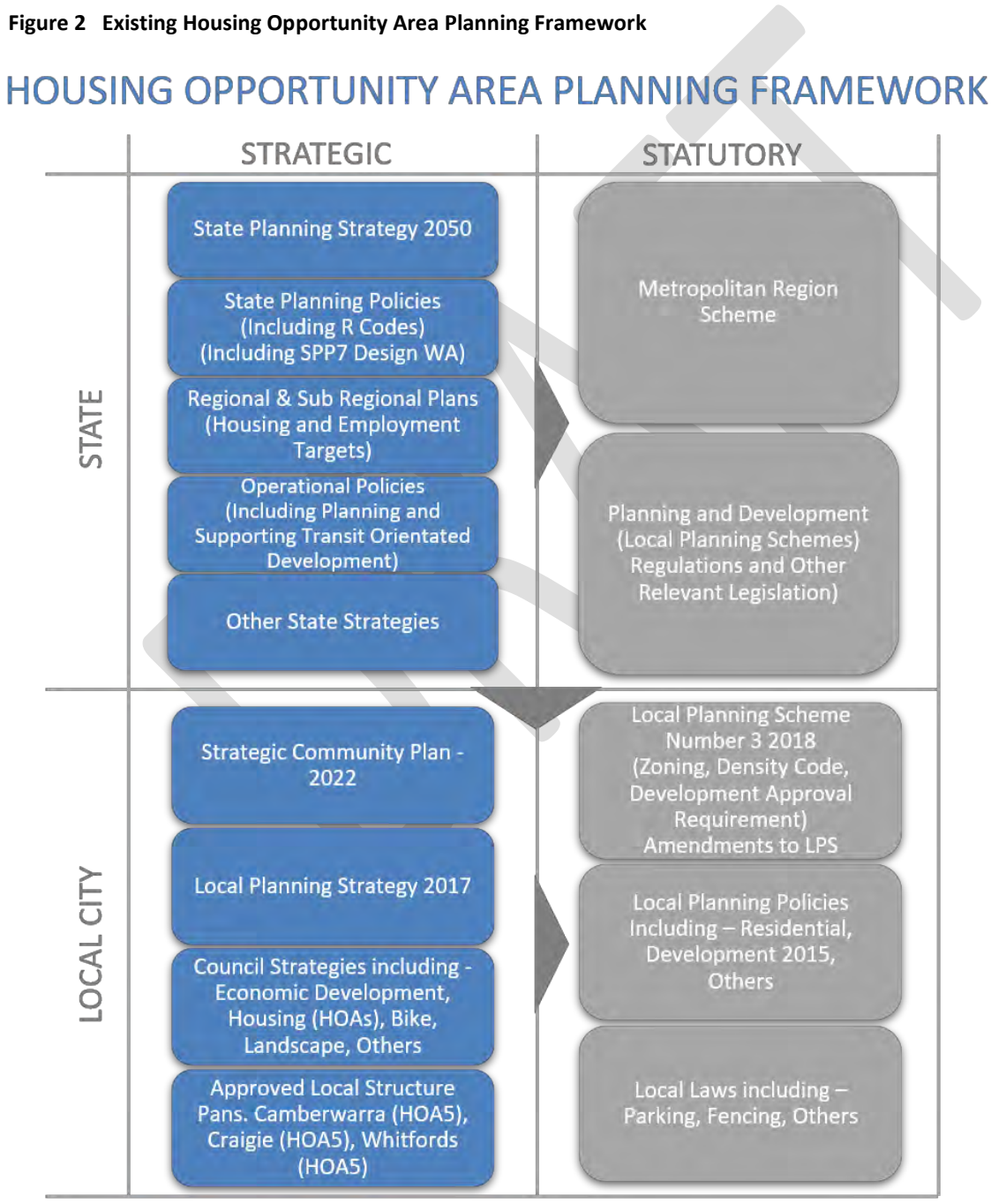

**Figure 1 Existing Housing Opportunity Areas**

# 2 CURRENT PLANNING FRAMEWORK SUMMARY

This section summarises the *Background Review and Analysis Report* (TBB 2018) which was prepared for the City of Joondalup as a preliminary stage of the review of the planning framework. This report documents the background to the City's HOAs, community engagement, the current strategic statutory planning framework and the purpose of the current policy review.

The diagram below (**Figure 2**) identifies the prevailing framework and the existing significant State and local strategic and statutory context for the new residential development policy.

**Figure 2 Existing Housing Opportunity Area Planning Framework**



## 2.1 STATE PLANNING FRAMEWORK REQUIREMENTS AND OPPORTUNITIES

### 2.1.1 REGIONAL AND SUB REGIONAL PLANS (PERTH AND PEEL @ 3.5 MILLION INFILL TARGETS)

The City is required by the WAPC to provide for infill development in accordance with the State Government's Perth and Peel @ 3.5 million Strategy. These infill targets, applied to all metropolitan local governments, are aimed at slowing the rate of green field expansion (urban sprawl) and consolidating the population and economic activity near areas of employment, public transport and services. The City has aligned its Local Planning Strategy (2017) and Local Housing Strategy (2013) with these targets as required.

### 2.1.2 STATE PLANNING AND OPERATIONAL POLICIES (R CODES AND DESIGN WA)

The existing State Planning Policy 3.1 *Residential Design Codes* (SPP 3.1) has limited flexibility, is generic in nature and does not respond to the complexities of development intensification in established low density areas. The Design WA suite of policies aim to create a built environment that reflects the distinctive characteristics of a local area, that enhances streetscapes and neighbourhoods and that contributes to the development of vibrant and liveable communities. SPP 3.1 becomes SPP 7.3 *R-Codes Volume 1* (SPP 7.3 Vol 1) retaining all content with the exception of Part 6; pew State Planning Policy 7.3: *Residential Design Codes Volume 2 – Apartments* (SPP 7.3 Vol 2) replaces the content of Part 6 of SPP 3.1 and focuses on improved design outcomes for apartments (multiple dwellings). Work on Design WA Stage 2, focussing on precinct design and medium density is already underway. This suite of policies will not only improve the built form outcome of higher density areas but will also allow Local Governments to make variations to further suit local circumstances and characteristics. The ten design principles of State Planning Policy 7.0: *Design of the Built Environment* (SPP 7.0) set out criteria against which design and built form outcomes can be measured:

1. **Context and Character**

   Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.

2. **Landscape Quality**

   Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.

3. **Built form and scale**

   Good design provides development with massing and height that is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.

4. **Functionality and build quality**

   Good design meets the needs of users efficiently and effectively, balancing functional requirements to perform well and deliver optimum benefit over the full life-cycle.

5. **Sustainability**

Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.

6. **Amenity**

Good design provides successful places that offer a variety of uses and activities while optimising internal and external amenity for occupants, visitors and neighbours, providing environments that are comfortable, productive and healthy.

7. **Legibility**

Good design results in buildings and places that are legible, with clear connections and memorable elements to help people find their way around.

8. **Safety**

Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.

9. **Community**

Good design responds to local community needs as well as the wider social context, providing buildings and spaces that support a diverse range of people and facilitate social interaction.

10. **Aesthetics**

Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.

## 2.2 LOCAL PLANNING FRAMEWORK REQUIREMENTS AND OPPORTUNITIES

### 2.2.1 LOCAL PLANNING STRATEGY 2017

The City's Local Planning Strategy identifies ten HOAs that are considered areas suitable for increased residential densities.

Objectives relevant to the HOAs are:

- To provide additional and more diverse housing to cater for an ageing population and changing household structures.
- To develop attractive, successful commercial centres that are accessible and well-connected to residents.
- To achieve greater employment self-sufficiency.
- To ensure existing transport routes are used to their full capability by locating intensive land uses with significant trip generating potential in close proximity to those routes, and adjacent to railway stations.

### 2.2.2 LOCAL HOUSING STRATEGY 2013

The City identified the HOAs primarily using the criteria for identification proposed by the WAPC; proximity to centres, public transport nodes and major transport routes. Additional criteria were also used, including lots with laneway access and suburbs appropriate for redevelopment. The LHS also outlines features of each HOA, the basis for the HOA and future directions.

Since the LHS was endorsed by the State Government in late 2013, a number of events have occurred which now suggests that the LHS might need to be updated:

- 2016 census data;
- WA Tomorrow population forecast 2016-2031, published December 2018;
- feedback from the community and stakeholders as a result of this study;
- the staged release of the Design WA suite of built form controls and precinct planning policy which will shape the way density and diversity is to be provided within housing supply; and
- the requirements of the City to review infrastructure and service needs on an ongoing basis in accordance with population growth and distribution.

### 2.2.3 LOCAL PLANNING SCHEME NO. 3 2018

The density codes associated with the HOAs were embedded into the City's District Planning Scheme No. 2 (DPS2) through Scheme Amendment 73. The density codes were carried across into the City's new LSP3 upon its gazettal in October 2018.

There are currently no special control areas which apply to LPS3.

The City's LPS3 is silent on the purpose and objectives of the HOAs. There is potential and relevance in considering scheme amendment/s which will provide principles and/or objectives for areas of higher density and any specific provisions which can be justified over and above the normal development requirements and which need a statutory scheme basis.

An amendment will be required to the Scheme to establish a framework for the HOA's including specific principles and objectives and built form and development variations of SPP 7.3 Key considerations in amending LPS 3 may include but are not limited to the following:

**Clause 26, R Code modification – matters to be considered**

- Is the R40 density code still appropriate for lots with a land area of less than 1,000m2 within a commercial or mixed use zone?
- Is the R80 density code still appropriate for lots with a land area of 1,000m2 or more within a commercial or mixed used zone?
- Should a minimum lot size be required for development of multiple dwellings (2,000m2+) as proposed under Amendment 73, or is there a better way of controlling multiple dwelling outcomes?
- Is the 10m and 20m minimum frontage for single/grouped and multiple dwellings respectively still appropriate? Are there any additional controls that should be considered?

**Special Control Areas**

- Consider the merit of a special control area over areas of higher density.

**Development Standards**

- Any planning and development controls that the City would like to give statutory effect would require inclusion in LPS3. This could occur within a table or schedule similar to the Whitfords Activity Centre or within a special control area as discussed above.
- Table 8 of LPS3 (Site Specific Development Standards and Requirements) sets out requirements relating to development included in structure plans, activity centre plans and local development plans. This could be expanded to include development included within special control areas. Development standards and requirements for areas of higher density could be listed in Table 8. This approach is consistent with the Whitfords Activity Centre, Sorrento Activity Centre and Joondalup Activity Centre.

### 2.2.4 RESIDENTIAL DEVELOPMENT LOCAL PLANNING POLICY

The City's *Residential Development Local Planning Policy* (RDLPP) covers the whole of the City of Joondalup and is not specifically designed for the various HOAs. Specific provisions relate to the existing dual coded areas most of which are in the HOA locations. Consideration will be given to whether elements of the RDLPP are still applicable to areas of higher density and whether these elements should be extracted and included in the design led LPP or remain in the RDLPP and whether the RDLPP should apply to all other residential development with the City outside of the areas of higher density.

In addition, it is prudent to consider the merit of draft Multiple Dwellings within Portion of Housing Opportunity Area 1 Local Planning Policy and whether this LPP is still applicable or elements can be applied on a wider basis.

The below requirements of the existing RDLPP are considered the most relevant to development within the HOAs:

a) criteria for the development at the higher density code for dual-coded lots;
b) setbacks – street, side, garage and carports;
c) building height;
d) street surveillance;
e) landscaping; and
f) vehicle access and car parking

### 2.2.5 VARIATIONS TO STATE PLANNING POLICY 7.3 (VOLUMES 1 AND 2)

The feedback recorded from the survey, Listening Posts and Community Design Workshops has been vital in determining desirable design considerations for development in areas of higher density. In order to ensure appropriate development is achieved, some variations may be required to SPP 7.3 (Volumes 1 & 2).

The design and planning objectives and controls that are being investigated and may be varied within SPP 7.3 Vol 1:

- Street setback; lot boundary setback; open space; building height; setback of garages and carports; garage width; outdoor living areas; landscaping; parking; vehicular access; site works; visual privacy; solar access.

In terms of SPP 7.3 Vol 2, only specific provisions within the document's controls are permitted to be amended by local government:

- all of Part 2 – Primary Controls; and
- 3.3: Tree canopy and deep soil areas for R40 multiple dwelling proposals.

# 3 PHYSICAL ANALYSIS SUMMARY

This section summarises the key physical analyses undertaken to inform the HOA typology development and the design workshops with community and stakeholders. The following characteristics of each HOA were assessed:

- predominant lot sizes;
- lot widths;
- architectural character;
- landscape character (established trees);
- topographical considerations;
- street verge widths and landscaping;
- footpath network, street trees and lighting; and
- traffic considerations.

**Table 1** illustrates the key characteristics of each HOA. In addition, a record of observations from site visits of each HOA undertaken by Gresley Abas is contained at **Appendix A**.

**Table 1 - Key Characteristics of each HOA**

| HOA | Lot typologies/lot sizes | Lot Frontage/lot width | Public realm – Public Open Space, pathways, lighting and street trees | Other observations |
|---|---|---|---|---|
| **HOA 1** | • Diverse range of lot sizes (200m$^2$ - 2,000m$^2$)<br>• Assorted locations<br>• Predominant sizes of 600-1,000m$^2$<br>• 600-699m$^2$ (361 lots - 21%)<br>• 700-799m$^2$ (842 lots - 49%)<br>• 800-1,000m$^2$ (220 lots - 12%) | • Diverse range of lot frontage widths (8m-25m+)<br>• Assorted locations<br>• Predominant widths of 15-22.5m<br>• 15-17.9m wide (126 lots - 8%)<br>• 18-19.9m wide (337 lots - 20%)<br>• 20-22.5m wide (544 lots - 33%) | **Duncraig**<br>• Good pedestrian accessibility to public parks for active and passive recreation.<br>• Pedestrian footpaths evident in most higher order streets.<br>• Footpaths are in good to medium condition.<br>• Public Access Way (PAW) connections located to majority of cul-de-sacs supporting pedestrian connectivity.<br>• Dual Use Paths located at Warwick and Beach Roads and along Freeway Reserve.<br>• Limited footpath locations in lower order streets.<br>• Overhead lighting provided to majority of path locations – exception being path alignments in parks.<br>• Street trees are evident in majority of streets and adjacent path alignments.<br>• Street trees are dense in majority of streets.<br>**Warwick**<br>• Good pedestrian accessibility to public parks for active and passive recreation.<br>• Pedestrian footpaths evident in majority of streets.<br>• Footpaths are in good to medium condition.<br>• PAW connections located to majority of cul-de-sacs supporting pedestrian connectivity.<br>• Dual Use Paths located at Warwick, Beach and Erindale Roads.<br>• Overhead lighting provided to majority of path locations – exception being path alignments in parks. | Amenity within HOA boundary:<br>• Train Station with bus interchange.<br>• Limited high frequency bus stops.<br>• District Centre and Neighbourhood Centre.<br>• Two primary schools.<br>• Multiple parks (POS).<br>Other:<br>• Warwick Train Station platform pedestrian access limited by footpath alignments and car park design.<br>• Pedestrian connectivity and safety to Warwick Grove Shopping Centre needs to be enhanced.<br>• Large quantity of cul-de-sac roads. |

| HOA | Lot typologies/lot sizes | Lot Frontage/lot width | Public realm – Public Open Space, pathways, lighting and street trees | Other observations |
|---|---|---|---|---|
| | | | • Limited overhead lighting noted to footpaths close to the Warwick Train Station.<br>• Street trees are evident in majority of streets and adjacent path alignments.<br>• Street tree density is sparse in some locations. | |
| **HOA 2** | • Diverse range of lot sizes (200m$^2$ - 1,500m$^2$)<br>• Assorted locations<br>• Predominant sizes of 600-800m$^2$<br>• 600-699m$^2$ (357 lots - 50%)<br>• 700-799m$^2$ (199 lots - 28%) | • Diverse range of lot frontage widths (8m-25m+)<br>• Assorted locations<br>• Predominant widths of 15-25m<br>• 15-17.9m wide (56 lots - 8%)<br>• 18-19.9m wide (191 lots - 27%)<br>• 20-22.49m wide (219 lots - 31%)<br>• 22.5-25 wide (44 lots - 6%) | **Greenwood - Warwick**<br>• Good pedestrian accessibility to public park for active and passive recreation.<br>• Pedestrian footpaths evident in majority of streets – but not all.<br>• Footpaths are in good to medium condition.<br>• Public accessway (PAW) connections located to majority of cul-de-sacs supporting pedestrian connectivity.<br>• Dual use path connections to the west.<br>• Overhead lighting provided to majority of path locations – exception being path alignments in parks and dual use path connections west of Blackall Reserve.<br>• Street trees are evident in majority of streets and adjacent path alignments.<br>• Street tree density is sparse in some locations. | Amenity within HOA boundary:<br>• Limited high frequency bus stops.<br>• Neighbourhood Centre.<br>• Multiple parks (POS).<br>Other:<br>• One is close to HOA boundary and accessible from pedestrian pathways.<br>• Relatively interconnected street network.<br>• Limited cul-de-sacs.<br>• Strong landscape character through tree examples along Allenswood Road and Warwick Road medians. |
| **HOA 3** | • Diverse range of lot sizes (200m$^2$ - 1,500m$^2$)<br>• Predominantly 700-750m$^2$ (416 lots - 76%)<br>• Ross Avenue and West Coast Hwy locations are mostly 800m$^2$ (43 lots - 7%) | • Diverse range of lot frontage widths (10m - 22.5m)<br>• Predominantly 15m wide (330 lots - 65%)<br>• HOA Perimeter lots 18m wide (35 lots - 7%) | **Sorrento - Marmion**<br>• Good pedestrian accessibility to public park (Robin Reserve) for active and passive recreation.<br>• Pedestrian footpaths evident in majority of streets – but not laneways.<br>• Footpaths are in good to medium condition.<br>• Overhead lighting provided to all path locations. | Amenity within HOA boundary:<br>• Limited high frequency bus stops.<br>Other:<br>• HOA is uniquely laneway based.<br>• Lanes are becoming stressed with construction and residential traffic.<br>• Land topography is a high consideration for all development. |

| HOA | Lot typologies/lot sizes | Lot Frontage/lot width | Public realm – Public Open Space, pathways, lighting and street trees | Other observations |
|---|---|---|---|---|
| | | | • Street trees are evident in majority of streets and adjacent path alignments.<br>• Street tree density is sparse in some locations. | • Majority of lanes do not have carriageway constructed at 6m width. |
| **HOA 4** | • Diverse range of lot sizes (200m$^2$ - 1,500m$^2$)<br>• Assorted locations<br>• Predominant sizes of 500-1,000m$^2$<br>• 500-599m$^2$ (123 lots - 8%) ~ Hepburn Heights pocket<br>• 600-699m$^2$ (541 lots - 36%)<br>• 700-799m$^2$ (473 lots - 31%)<br>• 800-1,000m$^2$ (129 lots - 8%) | • Diverse range of lot frontage widths (8m-25m+)<br>• Assorted locations<br>• Predominant widths of 15-25m<br>• 15-17.9m wide (244 lots - 16.5%)<br>• 18-19.9m wide (365 lots - 25%)<br>• 20-22.49m wide (291 lots - 20%)<br>• 22.5-25 wide (114 lots - 8%) | **Padbury**<br>• Good pedestrian accessibility to schools, public parks and conservation areas for active and passive recreation.<br>• Pedestrian footpaths evident in most higher order streets.<br>• Footpaths are in good to medium condition.<br>• PAW connections located to majority of cul-de-sacs supporting pedestrian connectivity.<br>• Dual Use Paths located at Hepburn Ave.<br>• Limited footpath locations in lower order streets.<br>• Overhead lighting provided to majority of path locations – exception being path alignments in parks and conservation area.<br>• Street trees are evident in majority of streets and adjacent path alignments.<br>• Street tree density is sparse in some locations.<br>**Duncraig**<br>• Good pedestrian accessibility to schools, shops and to public parks for active and passive recreation.<br>• Pedestrian footpaths evident in majority of streets.<br>• Footpaths are in good to medium condition.<br>• PAW connections located to majority of cul-de-sacs supporting pedestrian connectivity<br>• Dual use paths located at Hepburn Ave. | Amenity within HOA boundary:<br>• Train Station - no bus interchange.<br>• High frequency bus stops – no interaction with adjacent train station.<br>• Local Centre.<br>• One private school.<br>• Multiple parks (POS).<br>Other:<br>• Two schools are adjoining HOA boundary and accessible from pedestrian pathways.<br>• Strong landscape character through tree examples along Hepburn Ave and Freeway reservations as well as large Hepburn Heights conservation area.<br>• Greenwood Train Station platform pedestrian access limited by footpath alignments and car park design.<br>• Large quantity of cul-de-sac roads. |

| HOA | Lot typologies/lot sizes | Lot Frontage/lot width | Public realm – Public Open Space, pathways, lighting and street trees | Other observations |
|---|---|---|---|---|
| | | | • Overhead lighting provided to majority of path locations – exception being path alignments in parks.<br>• Street trees are evident in majority of streets and adjacent path alignments.<br>• Street trees are dense in majority of streets.<br>**Kingsley**<br>• Good pedestrian accessibility to public park for active and passive recreation.<br>• Pedestrian footpaths evident in most higher order streets.<br>• Footpaths are in good to medium condition.<br>• Dual use paths located at Hepburn Ave and along Freeway Reserve.<br>• Limited footpath locations in lower order streets.<br>• Overhead lighting provided to majority of path locations.<br>• Street trees are evident in majority of streets and adjacent path alignments.<br>• Street trees are dense in majority of streets.<br>**Greenwood**<br>• Good pedestrian accessibility to public park for active and passive recreation.<br>• Pedestrian footpaths evident in most higher order streets.<br>• Footpaths are in good to medium condition.<br>• Dual use paths located at Hepburn Ave and access to Greenwood Station.<br>• Limited footpath locations in lower order streets.<br>• Overhead lighting provided to majority of path locations. | |

| HOA | Lot typologies/lot sizes | Lot Frontage/lot width | Public realm – Public Open Space, pathways, lighting and street trees | Other observations |
|---|---|---|---|---|
| | | | • Street trees are evident in majority of streets and adjacent path alignments.<br>• Street tree density is sparse in some locations. | |
| **HOA 5** | • Diverse range of lot sizes (200m$^2$ - 2,000m$^2$)<br>• Assorted locations<br>• Predominant sizes of 600-1,000m$^2$<br>• 600-699m$^2$ (1267 lots - 42%)<br>• 700-799m$^2$ (775 lots - 26%)<br>• 800-1,000m$^2$ (298 lots - 10%)<br>• Note: This HOA contains 353 existing lots below 499m$^2$ (12%) | • Diverse range of lot frontage widths (8m-25m+)<br>• Assorted locations<br>• Predominant widths of 15-25m<br>• 15-17.9m wide (228 lots - 8%)<br>• 18-19.9m wide (1011 lots - 36%)<br>• 20-22.49m wide (508 lots - 18%)<br>• 22.5-25 wide (144 lots - 5%) | **Kallaroo**<br>• Good pedestrian accessibility to schools and public parks for active and passive recreation.<br>• Pedestrian footpaths evident in most higher order streets.<br>• Footpaths are in good to medium condition.<br>• PAW connections located to majority of cul-de-sacs supporting pedestrian connectivity.<br>• Dual use paths located at Whitfords Ave.<br>• Limited footpath locations in lower order streets.<br>• Overhead lighting provided to majority of path locations – exception being path alignments in parks and conservation area.<br>• Street trees are evident in majority of streets and adjacent path alignments.<br>• Street tree density is sparse in some locations.<br>**Hillarys**<br>• Good pedestrian accessibility to schools, shops and to public parks for active and passive recreation.<br>• Pedestrian footpaths evident in majority of streets.<br>• Footpaths are in good to medium condition.<br>• PAW connections located to majority of cul-de-sacs supporting pedestrian connectivity.<br>• Dual use paths located at Whitfords Avenue. | Amenity within HOA boundary:<br>• Limited high frequency bus stops.<br>• District Centre and Neighbourhood Centre.<br>• Two primary schools.<br>• Multiple parks (POS).<br>Other:<br>• One primary school is adjoining HOA boundary and accessible from pedestrian pathways.<br>• Managed pedestrian connectivity to Westfield Whitford City Shopping Centre.<br>• Large quantity of cul-de-sac roads in the Northshore Estate, no footpaths, topographic changes and dense street trees.<br>• high frequency bus options interact with the Whitfords station to the east along Whitfords Avenue. |

| HOA | Lot typologies/lot sizes | Lot Frontage/lot width | Public realm – Public Open Space, pathways, lighting and street trees | Other observations |
|---|---|---|---|---|
| | | | • Overhead lighting provided to majority of path locations.<br>• Street trees are evident in majority of streets and adjacent path alignments.<br>• Street trees are dense in majority of streets.<br>**Padbury**<br>• Good pedestrian accessibility to public park for active and passive recreation.<br>• Pedestrian footpaths evident in majority of streets.<br>• Footpaths are in good to medium condition.<br>• PAW connections located to majority of cul-de-sacs supporting pedestrian connectivity.<br>• Dual use paths located at Whitfords Avenue.<br>• Overhead lighting provided to majority of path locations.<br>• Street trees are evident in majority of streets and adjacent path alignments.<br>• Street trees are dense in majority of streets.<br>**Craigie**<br>• Good pedestrian accessibility to public parks, school ovals and conservation area for active and passive recreation.<br>• Pedestrian footpaths evident in majority of streets.<br>• Footpaths are in good to medium condition.<br>• PAW connections located to majority of cul-de-sacs supporting pedestrian connectivity.<br>• Dual use paths located at Whitfords Avenue and Craigie Drive.<br>• Overhead lighting provided to majority of path locations. | |

| HOA | Lot typologies/lot sizes | Lot Frontage/lot width | Public realm – Public Open Space, pathways, lighting and street trees | Other observations |
|---|---|---|---|---|
| | | | • Street trees are evident in majority of streets and adjacent path alignments.<br>• Street tree density is sparse in some locations. | |
| **HOA 6** | • Diverse range of lot sizes (200m$^2$-1,500m$^2$).<br>• Assorted locations<br>• Predominant sizes of 400-1000m$^2$<br>• 400-499m$^2$ (111 lots - 8%)<br>• 500-599m$^2$ (85 lots - 6%)<br>• 600-699m$^2$ (333 lots - 24%)<br>• 700-799m$^2$ (515 lots - 38%)<br>• 800-1,000m$^2$ (141 lots - 10%) | • Diverse range of lot frontage widths (8m-25m+)<br>• Assorted locations<br>• Predominant widths of 15-25m<br>• 15-17.9m wide (190 lots - 14%)<br>• 18-19.9m wide (228 lots - 17%)<br>• 20-22.49m wide (320 lots - 24%)<br>• 22.5-25 wide (106 lots - 8%) | **Woodvale**<br>• Limited pedestrian accessibility to public parks for western area, improved access for eastern area.<br>• Pedestrian footpaths evident in most higher order streets.<br>• Footpaths are in good to medium condition.<br>• PAW connections located to majority of cul-de-sacs supporting pedestrian connectivity.<br>• Dual use paths located at Whitfords Avenue.<br>• Limited footpath locations in lower order streets.<br>• Overhead lighting provided to majority of path locations.<br>• Street trees are evident in majority of streets and adjacent path alignments.<br>• Street tree density is sparse in some locations, but generally dense in majority of streets.<br>**Kingsley**<br>• Good pedestrian accessibility to public parks for active and passive recreation.<br>• Pedestrian footpaths evident in most higher order streets.<br>• Footpaths are in good to medium condition.<br>• PAW connections located to majority of cul-de-sacs supporting pedestrian connectivity.<br>• Dual use paths located at Whitfords Avenue. | Amenity within HOA boundary:<br>• Train Station with bus interchange.<br>• High frequency bus stops.<br>• Neighbourhood Centre.<br>• Multiple parks (POS).<br>Other:<br>• Two primary schools are adjoining HOA boundary and accessible from pedestrian pathways.<br>• Pedestrian connectivity and safety to Woodvale Neighbourhood Centre is compromised to the west by Timberside Villas Retirement Village<br>• Whitfords Train Station platform pedestrian access is limited by footpath alignments and car park design – particularly from Kingsley.<br>• Bus interchange located at Whitfords Train Station. |

| HOA | Lot typologies/lot sizes | Lot Frontage/lot width | Public realm – Public Open Space, pathways, lighting and street trees | Other observations |
|---|---|---|---|---|
| | | | • Limited footpath locations in lower order streets.<br>• Overhead lighting provided to majority of path locations.<br>• Street trees are evident in majority of streets and adjacent path alignments.<br>• Street tree density is sparse in some locations, but generally dense in majority of streets. | |
| **HOA 7** | • Diverse range of lot sizes (200m$^2$-1,500m$^2$)<br>• Assorted locations<br>• Predominant sizes of 600-1000m$^2$<br>• 600-699m$^2$ (311 lots - 31%)<br>• 700-799m$^2$ (466 lots - 47%)<br>• 800-1,000m$^2$ (114 lots - 11%) | • Diverse range of lot frontage widths (8m-25m+)<br>• Assorted locations<br>• Predominant widths of 15-25m<br>• 15-17.9m wide (140 lots - 14%)<br>• 18-19.9m wide (187 lots - 19%)<br>• 20-22.49m wide (201 lots - 21%)<br>• 22.5-25 wide (88 lots - 9%) | **Heathridge**<br>• Good pedestrian accessibility to public parks for active and passive recreation.<br>• Pedestrian footpaths evident in most higher order streets.<br>• Footpaths are in good to medium condition.<br>• PAW connections located to majority of cul-de-sacs supporting pedestrian connectivity.<br>• Dual use paths located at Ocean Reef Road and Eddystone Ave.<br>• Limited footpath locations in lower order streets.<br>• Overhead lighting provided to majority of path locations – but not all.<br>• Street trees are evident in majority of streets and adjacent path alignments.<br>• Street tree density is sparse in some locations, particularly adjacent some pathway locations.<br>**Beldon**<br>• Good pedestrian accessibility to public parks for active and passive recreation.<br>• Pedestrian footpaths evident in most higher order streets.<br>• Footpaths are in good to medium condition. | Amenity within HOA boundary:<br>• Train Station – no bus interchange.<br>• Limited high frequency bus stops – no interaction with adjacent train station.<br>• Neighbourhood Centre.<br>• One secondary college.<br>• Multiple parks (POS).<br><br>Other:<br>• One primary school is adjoining HOA boundary and accessible from pedestrian pathways.<br>• Includes the Belridge Shopping Centre and the Belridge Secondary College.<br>• No bus service to the Edgewater station – buses interact with the Whitfords station to the south.<br>• Ability to walk to the train station. |

| HOA | Lot typologies/lot sizes | Lot Frontage/lot width | Public realm – Public Open Space, pathways, lighting and street trees | Other observations |
|---|---|---|---|---|
| | | | • PAW connections located to some cul-de-sacs supporting pedestrian connectivity.<br>• Dual use paths located at Whitfords Avenue.<br>• Limited footpath locations in lower order streets.<br>• Overhead lighting provided to majority of path locations.<br>• Street trees are evident in majority of streets and adjacent path alignments.<br>• Street tree density is sparse in some locations, particularly adjacent some pathway locations. | |
| **HOA 8** | • Diverse range of lot sizes (200m$^2$-1,500m$^2$)<br>• Assorted locations<br>• Predominant sizes of 600-800m$^2$<br>• 600-699m$^2$ (296 lots - 33%)<br>• 700-799m$^2$ (422 lots - 47%)<br>• 800-1,000m$^2$ (91 lots - 10%) | • Diverse range of lot frontage widths (8m-25m+)<br>• Assorted locations<br>• Predominant widths of 15-25m<br>• 15-17.9m wide (120 lots - 14%)<br>• 18-19.9m wide (139 lots - 16%)<br>• 20-22.49m wide (229 lots - 26%)<br>• 22.5-25 wide (92 lots - 10%) | **Edgewater**<br>• Good pedestrian accessibility to public parks for active and passive recreation.<br>• Pedestrian footpaths evident in most higher order streets.<br>• Footpaths are in good to medium condition.<br>• PAW connections located to some cul-de-sacs supporting pedestrian connectivity.<br>• Dual use paths located at Joondalup Drive (poor condition) and Ocean Reef Road.<br>• Limited footpath locations in lower order streets.<br>• Overhead lighting provided to majority of path locations – exception being path alignments in parks.<br>• Street trees are evident in majority of streets and adjacent path alignments.<br>• Street tree density is sparse in some locations.<br>**Woodvale** | Amenity within HOA boundary:<br>• Train Station – no bus interchange.<br>• Limited high frequency bus stops – no interaction with adjacent train station.<br>• Local Centre.<br>• Multiple parks (POS).<br><br>Other:<br>• One private school is adjoining HOA northern boundary and accessible from pedestrian pathways.<br>• One Neighbourhood Centre is adjoining HOA southern boundary and accessible from pedestrian pathways.<br>• Edgewater was originally the subject of environmental covenants limiting certain development intensity.<br>• Edgewater largely a cul-de-sac development pattern, consider street functionality, intersection capabilities at the two entry/exit points for the suburb. |

| HOA | Lot typologies/lot sizes | Lot Frontage/lot width | Public realm – Public Open Space, pathways, lighting and street trees | Other observations |
|---|---|---|---|---|
| | | | • Good pedestrian accessibility to public parks for passive recreation.<br>• Pedestrian footpaths evident in most higher order streets.<br>• Footpaths are in good to medium condition.<br>• Dual use paths located at Ocean Reef Road.<br>• Limited footpath locations in lower order streets.<br>• Overhead lighting provided to majority of path locations.<br>• Street trees are evident in majority of streets.<br>• Street tree density is sparse in some locations, particularly adjacent some pathway locations. | • Edgewater has a local centre only.<br>• No bus service to the Edgewater station – buses interact with the Whitfords station to the south.<br>• Walking to the train station is not easy, multiple traffic lanes of Edgewater Drive and the commercial development between the station. Edgewater safety concerns with limited lighting in this vicinity. |
| **HOA 9** | • Diverse range of lot sizes (200m$^2$-1,500m$^2$)<br>• Assorted locations<br>• Predominant sizes of 600-1,000m$^2$<br>• 600-699m$^2$ (179 lots - 18%)<br>• 700-799m$^2$ (544 lots - 54%)<br>• 800-1,000m$^2$ (172 lots - 17%) | • Diverse range of lot frontage widths (8m-25m+)<br>• Assorted locations<br>• Predominant widths of 15-25m<br>• 15-17.9m wide (105 lots - 10%)<br>• 18-19.9m wide (227 lots - 23%)<br>• 20-22.49m wide (237 lots - 24%)<br>• 22.5-25 wide (87 lots - 9%) | **Heathridge**<br>• Good pedestrian accessibility to public parks for active and passive recreation.<br>• Pedestrian footpaths evident in majority of streets.<br>• Footpaths are in good to medium condition.<br>• PAW connections located to some cul-de-sacs and other desirable locations supporting pedestrian connectivity.<br>• Dual use paths located at Marmion Avenue (poor condition) and Hodges Drive.<br>• Overhead lighting provided to majority of path locations – exception being path alignments in parks.<br>• Street trees are evident in majority of streets.<br>• Street tree density is sparse in some locations, particularly adjacent some pathway locations. | Amenity within HOA boundary:<br>• Limited high frequency bus stops.<br>• One primary school.<br>• Multiple parks (POS).<br><br>Other:<br>• One primary school is adjoining HOA northern boundary and accessible from pedestrian pathways.<br>• One Neighbourhood Centre is adjoining HOA southern boundary and accessible from pedestrian pathways. |

| HOA | Lot typologies/lot sizes | Lot Frontage/lot width | Public realm – Public Open Space, pathways, lighting and street trees | Other observations |
|---|---|---|---|---|
| | | | | |
| **HOA 10** | • Diverse range of lot sizes (200m$^2$-1,500m$^2$)<br>• Assorted locations<br>• Predominant sizes of 600-1,000m$^2$<br>• 600-699m$^2$ (102 lots - 32%)<br>• 700-799m$^2$ (109 lots - 34%)<br>• 800-1,000m$^2$ (40 lots - 12%) | • Diverse range of lot frontage widths (10m-25m+)<br>• Assorted locations<br>• Predominant widths of 15-25m<br>• 15-17.9m wide (30 lots - 10%)<br>• 18-19.9m wide (74 lots - 29%)<br>• 20-22.49m wide (70 lots - 25%)<br>• 22.5-25m wide (16 lots - 5%) | **Currambine**<br>• Good pedestrian accessibility to public park for active and passive recreation.<br>• Pedestrian footpaths evident in two streets only.<br>• Footpaths are in good to medium condition.<br>• PAW connections located to some cul-de-sacs and other desirable locations supporting pedestrian connectivity to station.<br>• Dual use paths located at Bonneville Way, Yellowstone Way and Burns Beach Road.<br>• No footpath locations in lower order streets.<br>• Overhead lighting provided to majority of path locations.<br>• Street trees are evident in majority of streets.<br>• Street tree density is sparse in some locations, particularly adjacent pathway locations. | Amenity within HOA boundary:<br>• Train Station – no bus interchange.<br>• Limited high frequency bus stops.<br>Other:<br>• Local Streets are used by public as all day parking for nearby Currambine train station.<br>• Topographic considerations for future development. |

# 4 COMMUNITY AND STAKEHOLDER ENGAGEMENT SUMMARY

As part of this study an extensive community and stakeholder engagement process has been undertaken including a survey, five Listening Posts, an industry forum, numerous stakeholder interviews and five Community Design Workshops. The findings of these activities are detailed and summarised in the Consultation Report prepared by Creating Communities for the City in January 2019. This section provides a precis of the findings of the engagement analysis.

The engagement process aimed to:

- inform people about the planning process;
- inform people of key policy settings and parameters for planning within areas of higher density;
- invite and involve those that want to have input into planning for the new planning framework;
- obtain sufficient feedback and input that will help inform the planning and the development of a new planning framework;
- build knowledge on current urban planning and design opportunities and constraints for the areas of higher density;
- build knowledge on the economics of land development within the City;
- Build interest around the project; and
- achieve greater understanding and acceptance of Council and State Government decision-making by members of the community.

The survey, Listening Posts and stakeholder interviews focussed on the following topics:

- housing and built form;
- getting around – i.e. transport infrastructure and services;
- open and green spaces;
- access to community facilities and services; and
- access to activity centres.

## 4.1 SURVEY OUTCOMES

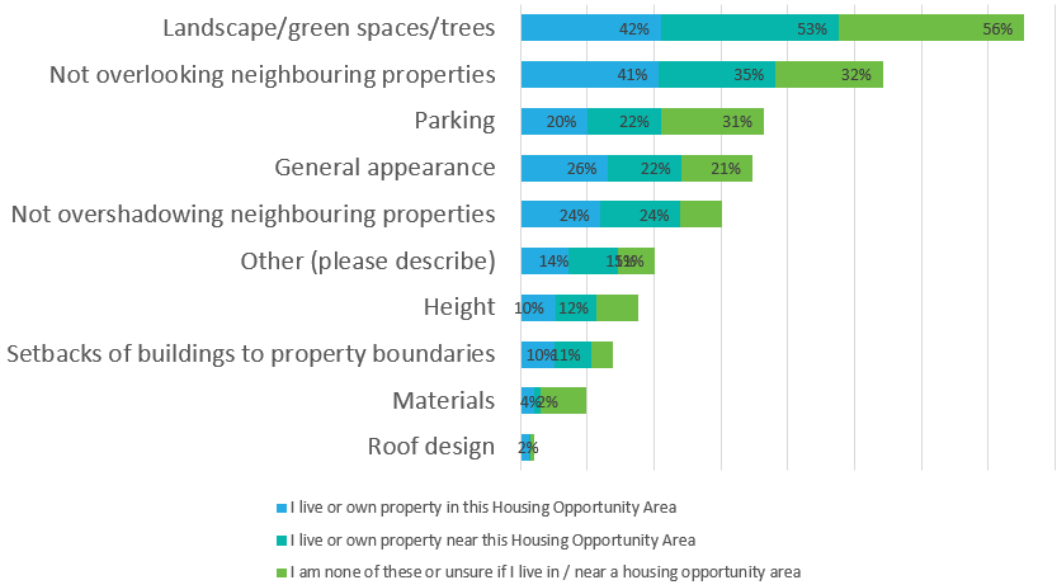
A total of 1,505 surveys were included in the data analysis. The key findings are summarised in themes across the existing HOAs, as per the following sections.

### 4.1.1 HOUSING AND BUILT FORM

**Housing and Built Form comments**

- concern about density – 23%;
- environmental impacts and sustainability – 17%;
- poor quality development / poor built form outcomes – 16%;
- desired housing typologies – 13%;
- support for infill/density/development – 13%;
- change in character of the local area – 11%;
- concern about parking – 9%;
- social/wellbeing considerations – 8%;
- support for transit-oriented development – 8%;
- concern about traffic – 8%.

**Housing and Built Form top priorities**

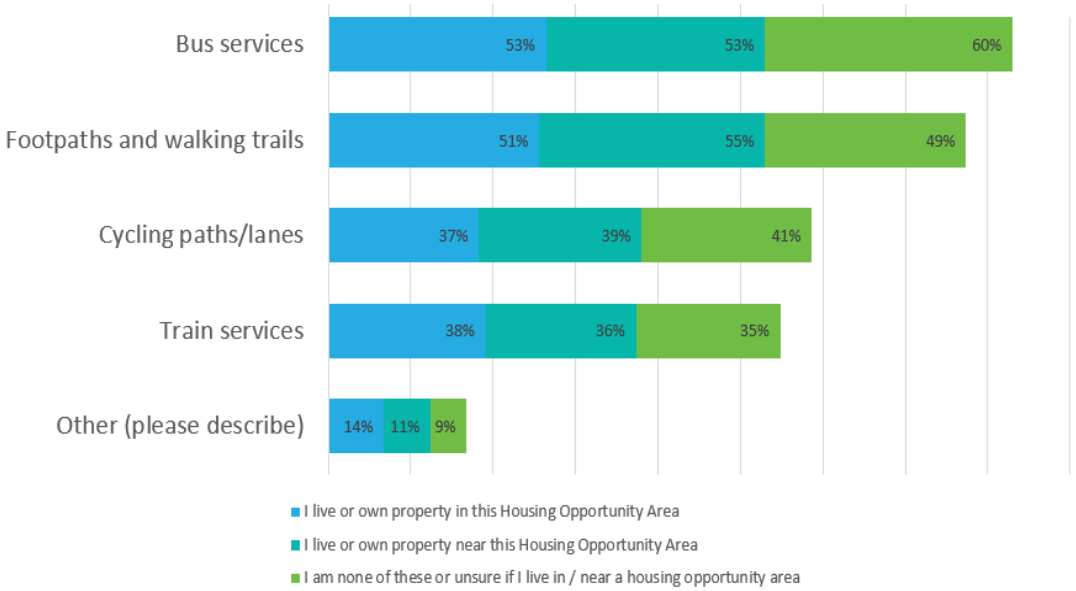



## 4.1.2 TRANSPORT AND INFRASTRUCTURE

**Transport and infrastructure comments**

- improve walking and cycling infrastructure – 13%;
- traffic and parking concerns – 13%;
- improve public transport – 12%;
- accessibility of specific areas differs – 10%;
- support for transit-oriented development – 9%;
- current access good – 8%;
- concerns about transit-oriented development – 4%;
- density concerns – 3%;
- impact of development on facilities and services – 2%.

**Transport and infrastructure top priorities**

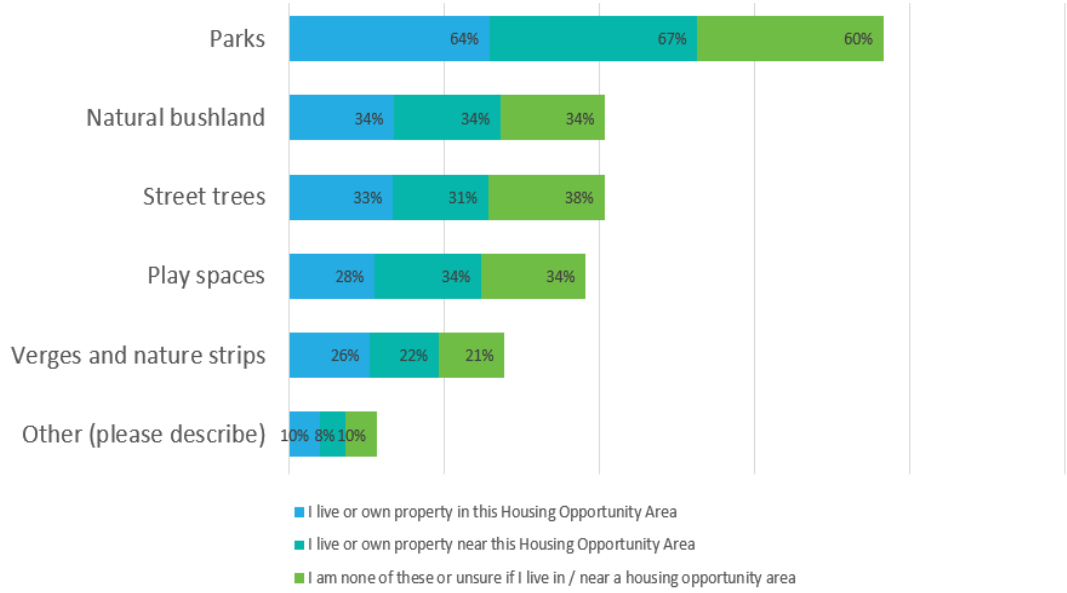



### 4.1.3 OPEN AND GREEN SPACE

**Access to Open and Green Space comments**

- importance of trees – 9%;
- additional open and green space needed – 9%;
- improve development of open and green spaces – 7%;
- social / wellbeing considerations – 7%;
- environmental impacts and sustainability – 7%;
- improve services and amenity needed – 6%;
- retention of open and green space – 5%;
- density issues – 3%;
- development should be near open and green space – 2%;
- current open and green space is good / sufficient – 2%.

**Access to Open and Green Space top priorities**

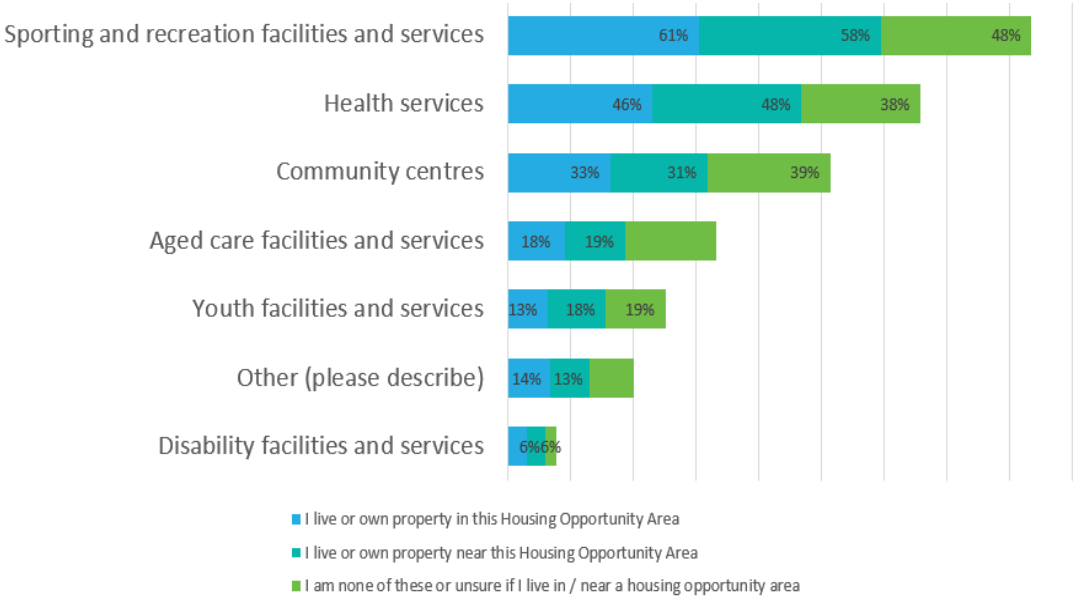



### 4.1.4 COMMUNITY SERVICES AND FACILITIES

**Access to Community Services and Facilities comments**

- provision of / access to community facilities is poor / insufficient – 11%;
- other – 5%:
  - traffic and parking;
  - change of local area character;
  - density concerns;
  - environmental impacts and sustainability;
  - support for infill / density / development;
- future provision of community facilities and services desired – 4%;
- provision of / access to community facilities and services is good / sufficient – 4%;
- transit-oriented development – 3%;
- HOA method / area – 2%.

**Access to Community Services and Facilities top priorities**




### 4.1.5 ACTIVITY CENTRES

**Access to Activity Centres comments**

- future provision of activity centres / commercial uses – 12%;
- other – 10%:
  - location of future activity centres;
  - density;
  - traffic and parking;
  - opposition to provision of activity centres;
  - social / wellbeing considerations;
- access to / provision of activity centres is good / sufficient – 8%;
- access to / provision of activities centres is poor / inadequate – 7%.

Top priorities for Activity Centres were not requested.

### 4.1.6 FUTURE PLANNING FOR INFILL DEVELOPMENT - GENERAL COMMENTS

Survey respondents also identified the two most important things they believed should be addressed in the future planning of areas for higher density. The ten major themes of response to this question across all HOAs are listed below. The number in brackets indicates the number of specific responses that relate to that theme.

1. environment and sustainability (479);
2. limiting density (478);
3. social and wellbeing considerations (284);
4. infrastructure, services and amenity (257);
5. desired housing typologies (252);
6. retain character of the local area (241);
7. quality development / built form outcomes desired (212);
8. managing impacts on neighbours (212);
9. transit-oriented development (212);
10. managing parking (188).

## 4.2 STAKEHOLDER INTERVIEWS

The aim of the stakeholder interviews was to gain feedback from key stakeholders on key planning and design issues and opportunities for the new planning framework for infill development. A total of 17 interviews was completed with 35 interviewees.

**Table 2** summarises feedback obtained through interviews with parliamentary and government department/agency representatives. Feedback is presented as a single summary of findings below, categorised by key themes. Feedback is not attributed to any particular individual/department/agency.

## 4.3 LISTENING POST OUTCOMES

Five Listening Posts were held to gain feedback on key planning and design issues, strength and opportunities for areas of higher density from the City's ratepayers/residents, community networks and local businesses in a face-to-face manner. A total of 380 participants attended the Listening Post sessions.

### Listening Posts – Housing and Built Form Issues/Concerns:

- change of neighbourhood character;
- parking and traffic;
- R40 / R60 zoning; and
- social housing / anti-social behaviour.

### Listening Posts – Housing and Built Form Opportunities/Solutions:

- clear rules to ensure quality development;
- limit density;
- higher density closer to train stations and activity centres;
- support for development opportunities; and
- greater provision of housing diversity to cater for different needs.

### Listening Posts – Transport and Infrastructure Issues/Concerns:

- concern about traffic;
- cul-de-sacs and convoluted networks not suited to density;
- not all bus services are high frequency;
- concern about parking; and
- accessibility of different areas differs.

### Listening Posts – Transport and Infrastructure Opportunities/Solutions:

- greater number / more frequent public transport services;
- more footpaths/cycle paths;
- higher density closer to train stations and activity centres;
- more lighting and shading;
- provide adequate on-site parking (on housing lots).

**Table 2 - Stakeholder Interview Feedback**

| Key Issues or Concerns | Key Opportunities |
|---|---|
| **Housing and Built Form** | |
| • Setbacks and building bulk<br>• Privacy<br>• Liveability (including lighting, size of spaces, etc.)<br>• Poor designs with poor/inconsistent development outcomes<br>• People have experienced negatives of density but not the positives<br>• People purchase their properties expecting a certain lifestyle and character to their neighbourhood which is then changed – and this is confronting<br>• R-Codes approach is not working, nor is plot ratio<br>• Concern mostly about the impact of multiple dwellings and group dwellings in the neighbourhoods<br>• Some in the community concerned that lower cost housing will bring down the value of the suburb<br>• Changing nature/character of the suburbs an issue for some people<br>• Some residents (mistakenly) believe they will have to develop if their property is rezoned<br>• People don't want battle-axe developments<br>• Conversion of R30 to R40 – which is better?<br>• Impacts of multiple dwellings in R40<br>• Don't put density in the quarry area in Edgewater<br>• Need to develop a variety of housing options including places for people to downsize to<br>• Need to determine how we will cater for increased population in these areas including – schools; sporting, etc.<br>• Amalgamations can lead to more multiple dwellings in residential streets<br>• Multiple developments occurring without any consultation – at City of Wanneroo they require extra consultation on multiple dwellings<br>• Over-reach of architects that can have unintended consequences (i.e. not all developments need an architect; the need for an architect could add to costs and affordability and increase red tape)<br>• Southern side of Cook Avenue was missed out<br>• Not clear how the different areas were designated for varying densities | • Treat HOAs separately<br>• Focus on building communities rather than just "density"<br>• Density should only be placed around areas with good amenity<br>• Demonstrate what quality development should look like (demonstration projects)<br>• Set conditions that result in better design<br>• Sustainable design principles<br>• Need to provide density development that creates community benefit<br>• Review the yield analysis<br>• Review impacts on utilities<br>• Need to prevent a "Nollamara" by spreading lower densities too wide (removal of tree canopy) lack of intensification around key nodes<br>• Look at different building typologies including 3 storey maisonettes<br>• Need more housing diversity in the area to encourage people to downsize<br>• Need more clarity around planning rules<br>• Develop blocks so you can have laneways at the rear to get cars out the back (and bring buildings forward)<br>• Increase passive surveillance to the street<br>• A design led approach/outcome<br>• Precinct-style design approach<br>• Broad engagement with community and industry to inform planning and address issues of concern<br>• Fine grained analysis to inform design led planning<br>• Incentives to amalgamate lots – but beware of potential for orphan sites in the mid-block<br>• Improving streetscapes and street frontages<br>• Need to determine how to plan for effective redevelopment that doesn't leave isolated blocks between other large sites that have been amalgamated<br>• Reduce red tape<br>• Explore alternative typologies in R40 areas<br>• There are some areas that are prime for development that could be included in Sorrento in the older areas that need renewal (e.g. Harcourt / McWay Road)<br>• Northshore want R30, Cook Avenue already includes 20/30 unit developments<br>• Some of the ageing areas within Craigie, Kallaroo, Sorrento, Padbury may be appropriate for redevelopment<br>• R40 and higher densities should only be on those streets that have direct access to a main road (e.g. Marmion or Hepburn Ave) and not contained within cul-de-sacs<br>• Use Council land and dead parkland in Whitfords City to locate density |

| Key Issues or Concerns | Key Opportunities |
|---|---|
| **Getting Around/Transport** | |
| • Buses not connecting to the train station / connecting at incorrect times (every second station has bus feeder services)<br>• Increased parking and traffic in the streets – big issue in cul-de-sacs<br>• Capacity of train station car parks (currently full and this limits train use)<br>• Many of the services are low frequency, not high frequency<br>• Warwick Station has poor surveillance and crime issues<br>• Complaints about noise from trains<br>• Hillarys Plaza – issues with access and egress | • Placing density around train stations (supports government priorities)<br>• Build right next to or over the train stations (highest density right near stations) – triple-glaze the windows<br>• Locating density right next to/close to train stations and major transport routes supports the Metronet vision<br>• Create safe walking streets that connect to public transport<br>• Multi-storey car parks at stations<br>• Overpass at Wanneroo Road at Joondalup Drive and also at Ocean Reef Road to deal with the east-west traffic problems<br>• Turn train stations into commercial activity centres (e.g. include cafés)<br>• Build a bus service from Kingsway to Hillarys |
| **Open and Green Spaces** | |
| • Lack of green space in new developments<br>• Community members are mistakenly concerned that parks will be developed<br>• Lack of retention of tree canopy in street trees and site trees<br>• Inconsistency in application of permeable verges (residents must meet 50%) with developers not having to if they have to provide on-street parking | • Create more parks/open space as population increases<br>• Mandate green space, open space and tree retention or provision<br>• Use the WALGA study on biodiversity corridors in this study<br>• Create dog parks<br>• Create a balance of active and passive spaces and flexible use of public spaces<br>• Improve practical use of Bush Forever sites<br>• Good fences and trees create good neighbours<br>• Review the condition of the parks and green spaces and determine if they need upgrading in areas proposed for higher density<br>• Provide shade in the parks (mature trees and shade sails) |
| **Access to Community Facilities and Services** | |
| • Increased density without increased facilities and services<br>• Loss of child health centres is a key community concern<br>• Placing density around schools a real issue – parking issues at pick up and drop off times | • Need multi-purpose centres (like the Rise in Maylands)<br>• Place density near community centres, train stations and activity centres – not schools<br>• Dealing with big box shopping centres – can there be more density around these<br>• Potential to redevelop City assets in mixed development at activity centres to provide for community uses on ground floor and residential above |
| **Access to Activity Centres** | |
| • Lower and medium density around smaller centres is not always successful as there isn't a critical mass of people and there is no evidence to indicate that it creates greater community benefit<br>• Densities too low around some bigger centres – similar to smaller centres | • Focus density in these areas (including to create the critical mass of people to make centres work)<br>• Plan for the greatest density around the largest centres<br>• Look at R100 in some key locations including activity centres and step down from there – don't spread too wide |

| Key Issues or Concerns | Key Opportunities |
| --- | --- |
| | • Increase density in the Joondalup City Centre<br>• Place greatest density around the largest centres<br>• Should be R80 at least facing Greenwood Village<br>• Reorient houses that face away from Greenwood village to face it<br>• Warwick centre – go for high density mixed use and use it to fund the redevelopment of the community facilities on site, so there is community benefit |

### Listening Posts – Access to Open and Green Space Issues/Concerns:

- loss of trees / green space on private property;
- impacts upon native flora and fauna loss of trees / green space on streetscapes;
- urban heat island effect; and
- parking/driveways count for open space in developments.

### Listening Posts – Access to Open and Green Space Opportunities/Solutions:

- mandate open / green space in developments;
- provision of street trees and streetscaping;
- create / retain public open space;
- open and green space have positive impacts on health and wellbeing.

### Listening Posts – Access to Community Services and Facilities Issues/Concerns:

- impact of increased number of residents on essential services and facilities;
- capacity of infrastructure;
- waste management;
- current access to community facilities and services is poor/insufficient; and
- lack of impact studies.

### Listening Posts – Access to Community Services and Facilities Opportunities/Solutions:

- more community services and facilities investment; and
- increased number of residents will improve vibrancy and viability of community facilities.

### Listening Posts – Access to Activity Centres Issues/Concerns:

- activity centres are not true activity centres.

### Listening Posts – Access to Activity Centres Opportunities/Solutions:

- place higher density closer to activity centres (including those not in HOAs); and
- good current access to activity centre/s.

## 4.4 INDUSTRY FORUM

Twenty invitees attended an Industry Forum, representing private, government and peak body organisations. Two group activities were facilitated that sought to gain feedback on market conditions and development opportunities. The feedback from these group activities is summarised in **Table 3** below:

**Table 3 - Industry Forum Feedback**

**1. Feedback from participants on what type of development is desirable in areas of higher density in the current market context**

| Themes | Specific Responses |
|---|---|
| **Feedback from participants on what type of development is desirable in areas of higher density in the current market context.** | |
| **Development style** | • Development style is very much driven by the expectations, what is permitted and approvals processes of Local Governments.<br>• Current local government requirements now focus on the external aspects (trees; deep soil zones; open space; setbacks) which are more focussed on integration with neighbours and the street. Less focus on internal space design and provision, which can impact liveability – these are the types of properties that are now on the market, as previous designs that were focussed on provision of good internal spaces – that still meet the planning requirements are no longer approved. |
| **Developer priorities** | • Want to optimise return on investment.<br>• Want to get as much development on the block as possible to increase return on investment.<br>• Many sites over-developed:<br>o no space for gardens or amenity;<br>o Immediate impact is significant – removal of existing trees;<br>o Underdevelopment is better.<br>• Balance yield and quality. |
| **Parking** | • Market still demands for car bays (two per grouped dwelling and one per apartment with visitor parking additional). |
| **Department of Communities / affordable housing** | • Must respond to the design requirements set down by the Department.<br>• Mostly 2 x 2 dwelling configuration with some 1 x 1.<br>• Development of affordable housing (private partnership model: shared equity scheme) looking for smaller, more compact developments:<br>o Small apartments and villas;<br>o Around activity centres;<br>o Around train stations and high frequency bus routes (very picky about location);<br>o Have a strict affordability mandate; and<br>o Profit margin requirement to facilitate a 20% discount. |
| **Grouped Dwellings** | • At the higher end of the market, grouped villas are much lower risk than apartments.<br>• Owner-developers prefer terraces.<br>• Terraces are still group housing but introducing some small building overlap (e.g. wardrobe/storage overlapping) can make terraces count as multi-dwellings. |

| Themes | Specific Responses |
|---|---|
| **Single Dwellings** | • There are shoots of demand for 2-3 storey houses in other areas like Marmion and Carine with multiple dwellings (There is demand if it is located close to amenity and well designed). This demand is yet to be seen as much in the City of Joondalup<br>• No real demand for monotonous two storey houses |
| **Underground Parking** | • Underground parking can stack up economically at R40/R60 (this is reliant on high land value to be financially efficient), but the trade-off is deep soil zones become challenging located over parking. |
| **Intensify in Key Nodes** | • Larger 3x2 apartments (six on a 700m$^2$ block) are currently working near Warwick train station. |
| **State Policy** | • Where does this project sit with regard to the medium density SPP – reflects the overarching SPP7 design principles and best practice in other states. |
| **Flexible approaches to the "missing middle"** | • There is a lack of a performance approach to development controls for the "missing middle".<br>• Need something that provides an outcome but is flexible.<br>• Small, humble developments are more respected. |
| **Planting and Landscaping** | • Like the idea of planting/landscaping zones. |

**2. Feedback from participants on key challenges/limitations and opportunities/incentives for how to achieve a good design outcome in areas of higher density**

| Topic | Challenges/Limitations | How to address the challenges / key incentives |
|---|---|---|
| **Plot Ratio – considering alternatives** | • Plot ratio is a not a good way to mandate housing – it should be height, bulk and scale – general agreement that:<br>o Height, bulk and scale are more appropriate; and<br>o The best LGAs are doing away with plot ratio. | • Have a height/bulk/scale mandate rather than plot ratio envelopes.<br>• City North Joondalup used to have a massing model – can this be brought back? Currently effective in other States. |
| **Parking** | • Still a demand for car bays with each development. Those places without sufficient parking don't sell, even if they are close to transport.<br>• Minimum parking quotas are okay, but the market does not want maximum quotas (this is a problem with western culture). Developers want to put parking on the street (why would you allow space on-site for cars if you don't have to). | • Perpendicular street parking allows more space for trees than parallel parking.<br>• Street parking allows better open space and amenity on-site.<br>• Reduce parking requirements which can be traded off for green space.<br>• Design parking that can be converted into other uses (e.g. bedroom) when demand for cars is less.<br>• Decouple parking from the development (i.e. you can buy an apartment, but parking space is a separate cost).<br>• Look for how to create more on-street parking with less impact. |

| Topic | Challenges/Limitations | How to address the challenges / key incentives |
|---|---|---|
| | | • Increase public transport connection and accessibility.<br>• Create incentives for innovative parking solutions. |
| **Setbacks** | • Setbacks are not a planning outcome in and of themselves. | • Allow flexibility of setback sizes where they are permeable/active/integrate with the street.<br>• Consider City of Vincent Policy on setback variations |
| **Topography** | • Challenging in some areas of the HOAs.<br>• "A good challenge!"<br>• Needs sensible responses, not just planning controls. | • Using built form as a retainer/terracing rather than retaining walls with a flat pad.<br>• Can cause height limits to be exceeded when the actual built form is below the limit.<br>• Limit the overall height and minimum internal ceiling height, not specific number of levels (a split-level garage – house transition can count as a "level" where sloping ground makes this a better planning outcome). |
| **Design Approach and Character** | • Developments are often not a design led approach.<br>• Poor developments are not contextualised to the area.<br>• Often try to fit an existing design into a lot, rather than designing to the context or creating fit for purpose designs that integrate into the local area/site. | • "Do conversations with clients start with built form or with yield?" – "Usually with built form" – "Good!"<br>• Do not enforce colour.<br>• Roof pitch only a concern where it is a tangible impact, not simply visual (some disagreement but agree that mandating something as trivial as roof pitch needs a good reason).<br>• Good, contemporary design preferred to mirroring character of the area. |
| **Lack of Housing Diversity** | • The lack of support for infill/density from the community results in development being pushed out to the far reaches of Perth which impacts the environment and pushes people to outer areas.<br>• There are limited choices of housing types in Perth and in the City of Joondalup. It is either apartments in town centres, single residential in the suburbs and some grouped dwellings/units. Very little maisonette; terrace etc. | |
| **Accommodating Higher Density in Activity / Transit-Oriented Centres** | • Need to locate higher density around transit-oriented centres and activity centres. | • Focus density around train stations; larger areas of POS and activity centres and reduce in other areas.<br>• Warwick and other activity centres could go much higher.<br>• Much higher density interfacing with activity centres (including more mixed use), which can then alleviate the density in other areas. |

| Topic | Challenges/Limitations | How to address the challenges / key incentives |
|---|---|---|
| | | • Much higher density right next to train stations.<br>• Look at station precincts with light industrial/big box centre to become mixed use.<br>• Place density fronting onto parks with on street parking on the boundary.<br>• Covering car parks near train stations to develop (e.g. Subiaco). |
| **Lack of Mixed-Use zonings** | • Most of the HOAs are just increases in residential zonings, without creating any mixed use. | • Need for more density near bigger activity centres – right on their interface or on the shopping centre sites themselves. |
| **Waste** | • Developments with insufficient space for bins.<br>• Cul-de-sacs make access for bin trucks difficult. | • Consider shared bin/refuse spaces such as in Europe.<br>• More than once/week pick-up would also reduce impact. |
| **Block Size/Shape** | • Odd shaped blocks in cul-de-sacs which make planning challenging.<br>• Similar size blocks across the suburbs, lack of diverse blocks lead to a lot of the same type of development. Need different sizes to get different built form. | • Learn from older suburbs.<br>• Locate higher density on some key corner sites or use of intersections. |
| **Cul-de-sacs** | • Challenging suburbs to develop in.<br>• No defined separation of streets.<br>• Can't get efficient development.<br>• Can be small, dead-end streets which prove challenging for car parking; impact on neighbours.<br>• Current suburbs designed for cars. | • Prevent multiple dwellings in small cul-de-sacs. |
| **Typologies** | • Typology 3 and Typology 4 look like what is happening already. | • How can these models create more green space?<br>• Having one car bay per dwelling is an option (but good luck selling a survey-strata e.g. Typology 3 with less than 2 car bays). |
| **Best practice / demonstration projects** | • Need to ensure a design led approach and use examples from other locations. | • Terrace product is popular – but a challenge to find nice blocks.<br>• Happens with multiple developers in other states, but more efficient to use the same developer.<br>• Lightweight construction materials – more of this wanted. Develop a whole dwelling with lightweight materials, not just a small section of a building. |

| Topic | Challenges/Limitations | How to address the challenges / key incentives |
|---|---|---|
| | | • Currently used only for part of many houses in WA, e.g. few entirely timber houses.<br>• Acoustics is an issue.<br>• Consider building over train stations (e.g. Warwick).<br>• Develop demonstration projects (e.g. like White Gum Valley; or The Springs) that show how density can be done well, with quality products.<br>• Develop demonstration projects that respond to market development. |
| **Provision of green/open space** | • Current paving areas counting as open space is viewed poorly by the community and creates a heat island effect.<br>• With focus on outdoor spaces, the liveability of indoor spaces has suffered and leads to poor quality design from a liveability perspective.<br>• Impacts are being seen on the viability of redevelopments from measures put in place. No profit margins. | • 12-20% deep soil requirements on odd shaped blocks (particularly R40) very difficult to achieve a well-designed and generous internal space, when so much is taken up by driveways, green space, etc. on the block.<br>• 20% deep soil on an 800m$^2$ block in 160m of block taken up to provide deep soil zones.<br>• Enable greater height to enable the provision of greater open space around the buildings.<br>• Enable buildings to have an extra storey if this space is traded off to provide more green space.<br>• Enable third storey, but with setbacks (trade off to create green space).<br>• Up-zone R40 to R60 but with greater setbacks and space for vegetation.<br>• Look at using different products that enable parking on green spaces/hard spaces using contemporary products.<br>• Incorporate green space into upper storeys / roof deck,s etc.<br>• Enable permeable paving.<br>• Look at providing more street trees and landscaping on verges and in roads to increase the tree canopy.<br>• Focus on quality of landscaping, not just the percentage. |
| **Specific zoning** | • R20/R60 is too much of a duality.<br>• R40 zoning:<br>  o Challenging zoning;<br>  o Can't meet site coverage; | • Incentivise both design and yield – flexibility of parking is a big incentive.<br>• Also incentivise giving up street parking for open space on streets/verges. |

| Topic | Challenges/Limitations | How to address the challenges / key incentives |
|---|---|---|
| | o Triplex now very difficult to develop with the requirements for green / deep soil areas;<br>o Common drive ways also a challenge; and<br>o Have to get 55% site coverage, which is difficult with the deep soil provisions and a challenge with landscaping. | |
| **Community expectations and political pressure** | • People who bought into the suburb are now seeing them rezoned, which is causing concern.<br>• Changes in community expectations.<br>• Changes to zonings creating an issue for people who bought in expecting things to stay the same. They are seeing impacts from the higher zonings that change the character of their area, with increased parking on the street; over-looking; loss of back yards; loss of landscaping, etc.<br>• There have been no changes in the planning scheme rules/requirements, but development that would have been approved 5-10 years ago and meet the planning scheme are no longer being approved due to a focus on the provision of outdoor spaces, setbacks and other requirements that impact the development and its viability (e.g. have to drop a bedroom/bathroom to meet the external requirements). | • Need to look at the demographics of the areas and potential future demographics and plan for that. |
| **Amalgamation and viable yields** | • Amalgamation is difficult but can create better built form outcomes. | • Encourage amalgamation – but note it is difficult to get neighbours to talk to each other.<br>• Need to incentivise the amalgamation of blocks to enable sufficient density while also providing green space.<br>• Provide development bonuses for amalgamation. |
| **Industry education** | • Need broad upskilling of the industry to inform good design that responds to local context. | |
| **Planning process** | • Challenges with the current planning requirements. | • Need a clear framework that supports trade-offs and meets local needs and aspirations.<br>• Needs clear rules, but with flexibility that allows innovative design that responds to the local context.<br>• A pragmatic approach needed.<br>• Use Design WA guidelines to inform design to develop quality designs that are only slightly costlier but sell more quickly. |

| Topic | Challenges/Limitations | How to address the challenges / key incentives |
|---|---|---|
| **Role of City/Council (not specific to LHS)** | • Community needs to see benefits of density in their neighbourhood amenity. | • Need to upgrade pedestrian facilities to connect to activity centres and stations and parks.<br>• Invest in amenities in parks and other areas where density can be closely located.<br>• Should model the rates uplift and use this to budget for improved amenity.<br>• Focus on future revenue streams from rates rather than just up-front developer contributions. |

## 4.5 DESIGN WORKSHOPS

Five Community Design workshops were held with each workshop focused on two out of the ten HOAs. A total of 193 participants attended the design workshops. Presentations were completed by representatives from the external consultant team, including Taylor Burrell Barnett, Gresley Abas, Creating Communities and Collaborative Place Design. Participants were involved in their groups in an interactive three-dimensional (3D) modelling activity and, following the completion of the activity, participants were then asked to use the Suburban Co-Design Activity Feedback Form. Further feedback was then sought from the participants in relation to a range of alternative housing typologies that were possible at different densities. These typologies were developed by Gresley Abas and Taylor Burrell Barnett as alternative housing design options for densities from R25 to R60 for feedback from community and stakeholders.

### 4.5.1 CO-DESIGN FEEDBACK

Based on the community feedback in regards to informing built form design on individual sites, the following aspects were considered[1].

- Very important:
  - keeping existing trees;
  - creating space for gardens and planting;
  - maintaining a suburban character/streetscape;
  - creating pleasant private outdoor areas;
  - arranging on-site private car parking;
  - orientation and passive thermal design principles.
- Important:
  - Creating environmentally responsible housing.
- Moderately important:
  - Limiting height.
- Not important:
  - Creating communal/shared areas.

### 4.5.2 BUILT FORM TYPOLOGY FEEDBACK

In order to discuss and interrogate various development considerations and qualities with the public, nine building typologies were prepared each incorporating the key Design Principles of SPP 7.0.

These typologies were designed and tested by Gresley Abas reflecting local context and survey feedback.

The typologies were then introduced to the design workshop attendees for their consideration and feedback on appropriateness as alternative forms of development in their neighbourhoods.

Feedback is presented below in **Table 4**, according to each of the potential housing typologies and the potential HOAs and R-Code density zones in which they might be appropriate[2]. Further analysis is contained in **Appendix B**.

---

1 Data sourced from Dr Anthony Duckworth-Smith | Collaborative Place Design.

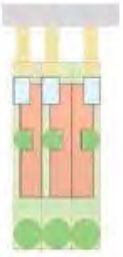
2 The number of times a typology was deemed suitable or not suitable was recorded. Associated comments and specific streets mentioned were also recorded and are included in the full Engagement Report. It is important to note that in some instances: A respondent did not always clearly indicate that the respective typology was suitable or not suitable (i.e. by ticking either the box "suitable" or "not suitable")

**Table 4 - Built Form Typology Feedback**

| Typology | HOA 1 | HOA 2 | HOA 3 | HOA 4 | HOA 5 | HOA 6 | HOA 7 | HOA 8 | HOA 9 | HOA 10 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Houses R25/R30** | | | | | | | | | | | |
| **Typology 1** (two dwellings detached)  | **Count of participants who clearly indicated that this typology would be suitable in their street / the street they are interested in** | | | | | | | | | | |
| | 13 | 2 | 5 | 10 | 14 | 18 | 4 | 14 | 6 | 0 | 86 |
| | **Count of participants who clearly indicated that this typology would not be suitable in their street / the street they are interested in** | | | | | | | | | | |
| | 0 | 0 | 5 | 1 | 7 | 1 | 0 | 8 | 0 | 0 | 22 |
| **Typology 2** (duplex)  | **Count of participants who clearly indicated that this typology would be suitable in their street / the street they are interested in** | | | | | | | | | | |
| | 8 | 2 | 4 | 9 | 16 | 17 | 3 | 16 | 6 | 0 | 81 |
| | **Count of participants who clearly indicated that this typology would not be suitable in their street / the street they are interested in** | | | | | | | | | | |
| | 5 | 0 | 5 | 2 | 4 | 2 | 1 | 7 | 0 | 0 | 26 |
| **Typology 3** (courtyard)  | **Count of participants who clearly indicated that this typology would be suitable in their street / the street they are interested in** | | | | | | | | | | |
| | 8 | 2 | 5 | 8 | 10 | 14 | 3 | 12 | 5 | 0 | 67 |
| | **Count of participants who clearly indicated that this typology would not be suitable in their street / the street they are interested in** | | | | | | | | | | |
| | 5 | 0 | 5 | 3 | 12 | 3 | 1 | 10 | 0 | 0 | 39 |
| **Typology 4** (two dwellings laneway)  | **Count of participants who clearly indicated that this typology would be suitable in their street / the street they are interested in** | | | | | | | | | | |
| | 3 | 0 | 7 | 3 | 10 | 5 | 1 | 4 | 1 | 0 | 34 |
| | **Count of participants who clearly indicated that this typology would not be suitable in their street / the street they are interested in** | | | | | | | | | | |
| | 6 | 0 | 3 | 6 | 8 | 12 | 2 | 15 | 4 | 0 | 56 |

however still chose to provide a comment relating to whether this typology was suitable or not suitable in their street or the street/area relevant to them.

Note: The street a respondent was commenting on in some instances did not fall within the HOA being focused on.

| Typology | HOA 1 | HOA 2 | HOA 3 | HOA 4 | HOA 5 | HOA 6 | HOA 7 | HOA 8 | HOA 9 | HOA 10 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Houses R40/R60** | | | | | | | | | | | |
| **Typology 1** (two dwellings detached)  | **Count of participants who clearly indicated that this typology would be suitable in their street / the street they are interested in** | | | | | | | | | | |
| | 12 | 2 | 0 | 12 | 13 | 16 | 4 | 18 | 2 | 3 | 82 |
| | **Count of participants who clearly indicated that this typology would not be suitable in their street / the street they are interested in** | | | | | | | | | | |
| | 2 | 0 | 0 | 2 | 9 | 2 | 1 | 7 | 1 | 0 | 24 |
| **Typology 2** (duplex)  | **Count of participants who clearly indicated that this typology would be suitable in their street / the street they are interested in** | | | | | | | | | | |
| | 10 | 2 | 0 | 11 | 13 | 14 | 4 | 17 | 1 | 3 | 75 |
| | **Count of participants who clearly indicated that this typology would not be suitable in their street / the street they are interested in** | | | | | | | | | | |
| | 4 | 1 | 0 | 2 | 9 | 3 | 1 | 7 | 2 | 0 | 29 |
| **Typology 3** (three dwellings detached)  | **Count of participants who clearly indicated that this typology would be suitable in their street / the street they are interested in** | | | | | | | | | | |
| | 7 | 1 | 0 | 6 | 9 | 6 | 4 | 8 | 1 | 3 | 45 |
| | **Count of participants who clearly indicated that this typology would not be suitable in their street / the street they are interested in** | | | | | | | | | | |
| | 8 | 1 | 0 | 7 | 13 | 11 | 1 | 16 | 2 | 0 | 59 |
| **Typology 4** (terrace)  | **Count of participants who clearly indicated that this typology would be suitable in their street / the street they are interested in** | | | | | | | | | | |
| | 3 | 1 | 0 | 5 | 8 | 4 | 4 | 4 | 0 | 3 | 32 |
| | **Count of participants who clearly indicated that this typology would not be suitable in their street / the street they are interested in** | | | | | | | | | | |
| | 9 | 1 | 0 | 7 | 14 | 13 | 1 | 18 | 3 | 0 | 66 |

| Typology | HOA 1 | HOA 2 | HOA 3 | HOA 4 | HOA 5 | HOA 6 | HOA 7 | HOA 8 | HOA 9 | HOA 10 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Apartments R40/R60** | | | | | | | | | | | |
| **Typology 1** (manor house apartments)  | **Count of participants who clearly indicated that this typology would be suitable in their street / the street they are interested in** | | | | | | | | | | |
| | 4 | 1 | 0 | 4 | 10 | 5 | 2 | 7 | 1 | 3 | 37 |
| | **Count of participants who clearly indicated that this typology would not be suitable in their street / the street they are interested in** | | | | | | | | | | |
| | 5 | 1 | 0 | 8 | 11 | 13 | 3 | 18 | 2 | 0 | 61 |
| **Typology 2** (apartments – single lot)  | **Count of participants who clearly indicated that this typology would be suitable in their street / the street they are interested in** | | | | | | | | | | |
| | 2 | 1 | 0 | 4 | 4 | 3 | 2 | 4 | 0 | 3 | 23 |
| | **Count of participants who clearly indicated that this typology would not be suitable in their street / the street they are interested in** | | | | | | | | | | |
| | 8 | 1 | 0 | 8 | 17 | 4 | 3 | 20 | 3 | 0 | 64 |
| **Typology 3** (apartments – amalgamated lots)  | **Count of participants who clearly indicated that this typology would be suitable in their street / the street they are interested in** | | | | | | | | | | |
| | 3 | 1 | 0 | 4 | 5 | 1 | 1 | 4 | 0 | 2 | 21 |
| | **Count of participants who clearly indicated that this typology would not be suitable in their street / the street they are interested in** | | | | | | | | | | |
| | 9 | 1 | 0 | 8 | 16 | 17 | 4 | 21 | 2 | 1 | 79 |

In addition to referencing the appropriateness of each typology on a specific street, respondents indicated other locations where each of the potential housing typologies might be appropriate. The graphs below at **Figure 3** –Figure **13** show the total number of respondents who indicated that a typology would be appropriate in a particular location.

**Figure 3 Locations where House R25/R30 – Typology 1 would be suitable**

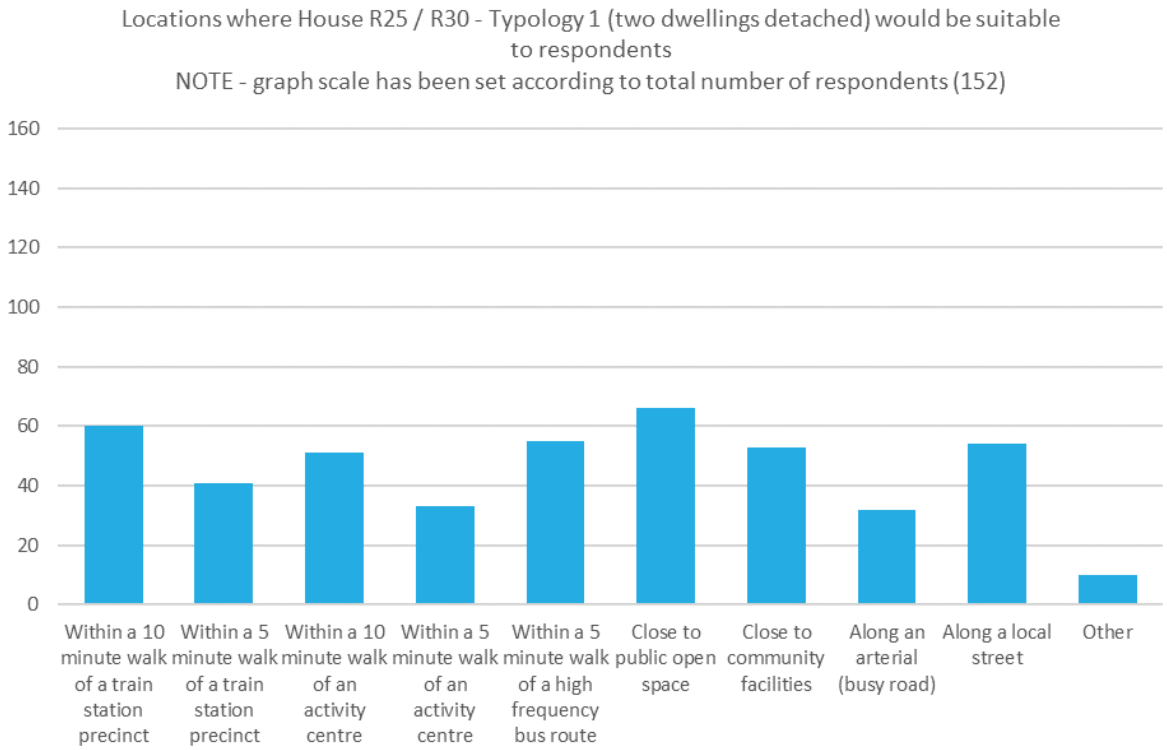



**Figure 4 Locations where House R25/R30 – Typology 2 would be suitable**

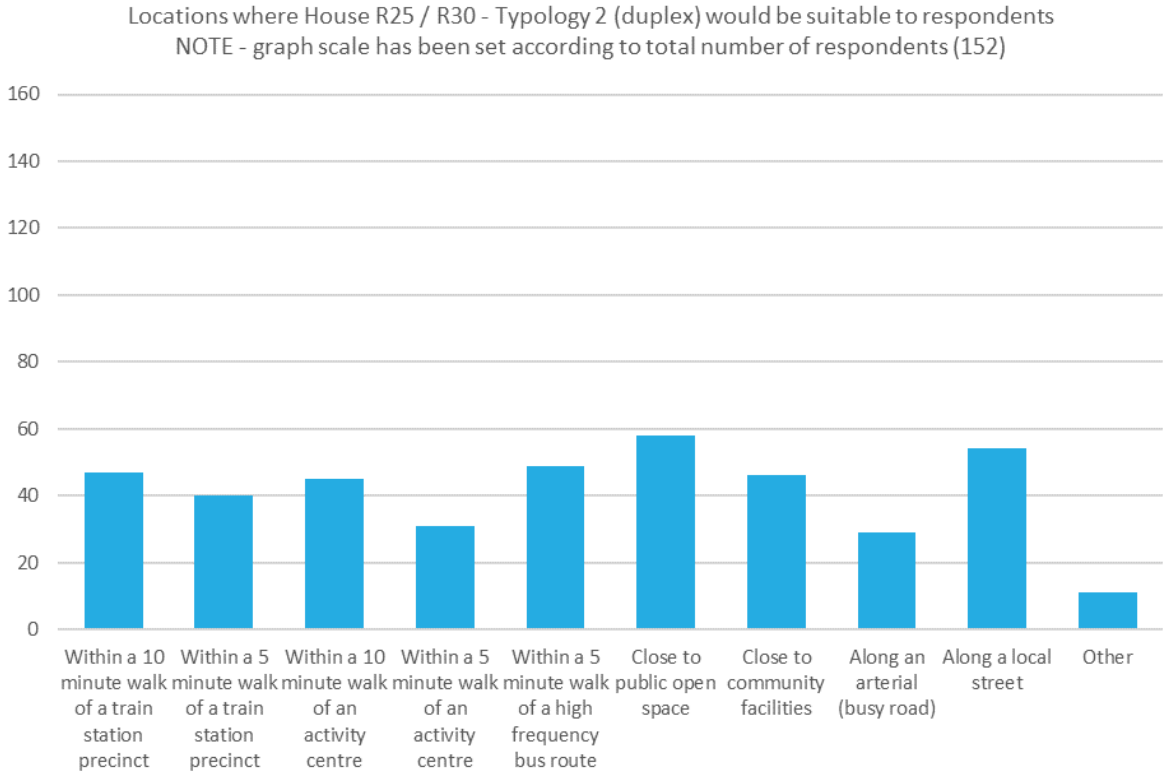


**Figure 5 Locations where House R25/R30 – Typology 3 would be suitable**

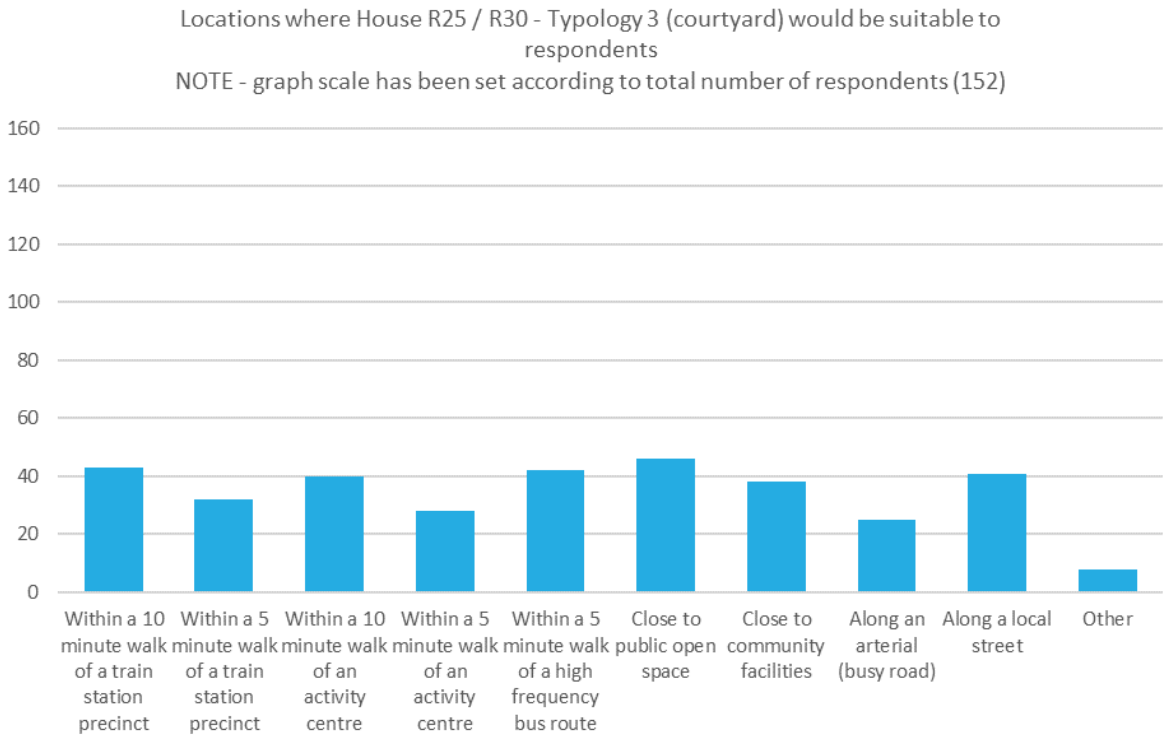



**Figure 6 Locations where House R25/R30 – Typology 4 would be suitable**

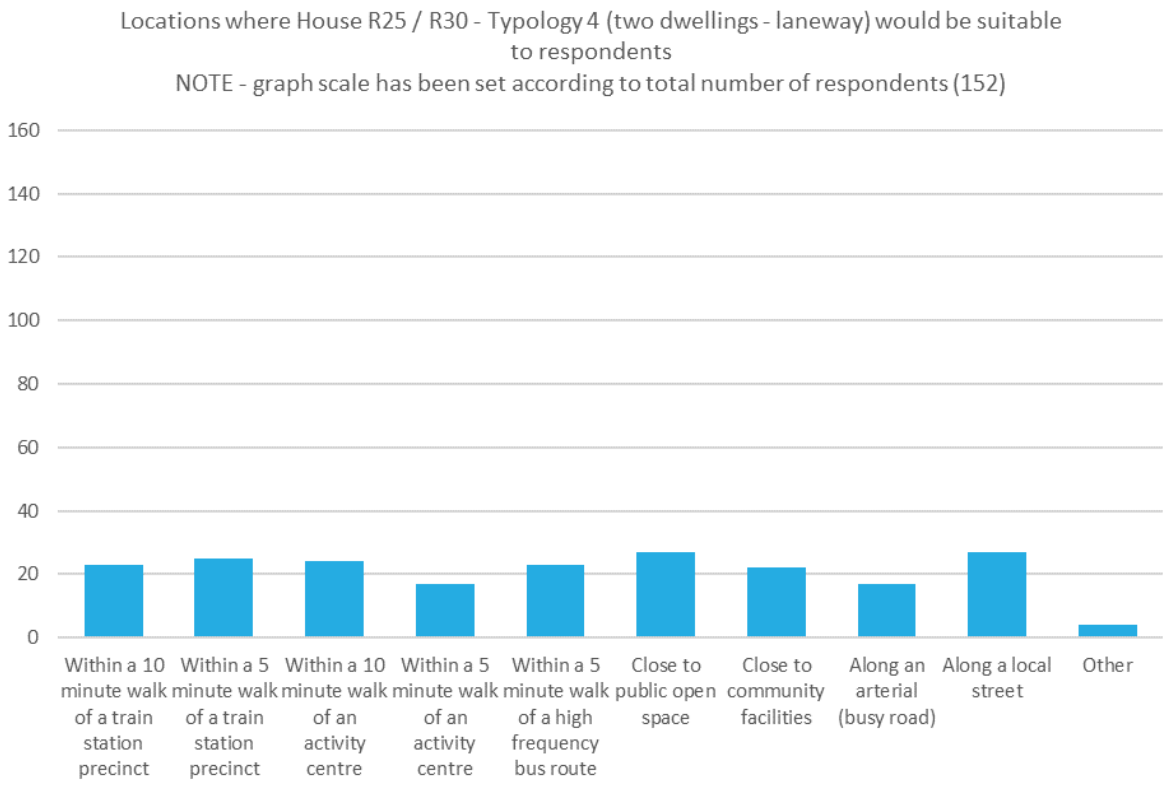


**Figure 7 Locations where House R40/R60 – Typology 1 would be suitable**

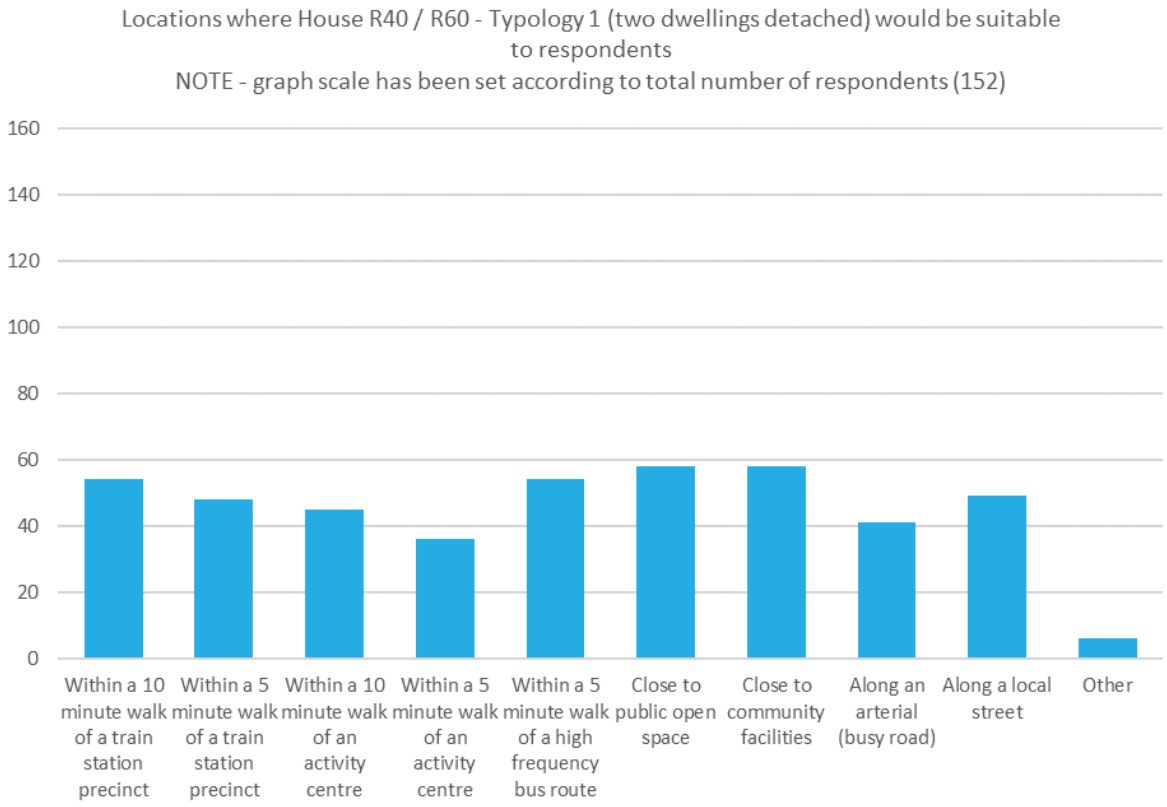



**Figure 8 Locations where House R40/R60 – Typology 2 would be suitable**

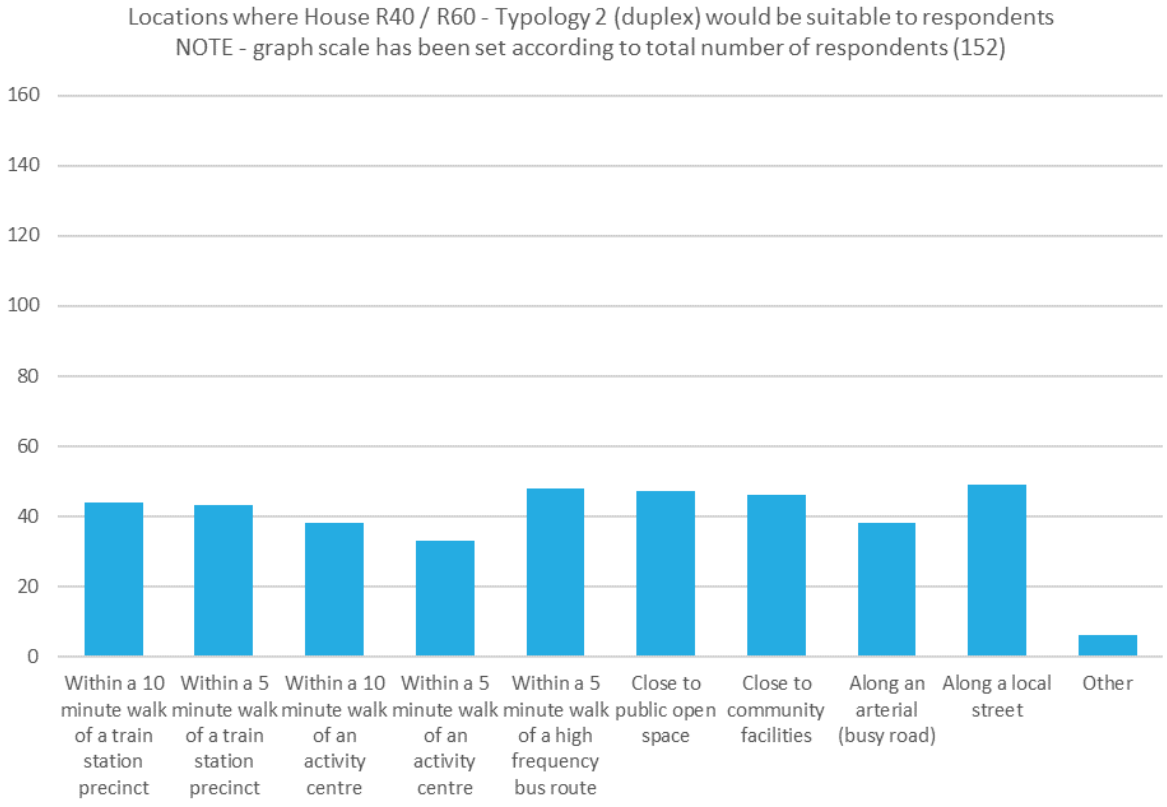


**Figure 9 Locations where House R40/R60 – Typology 3 would be suitable**

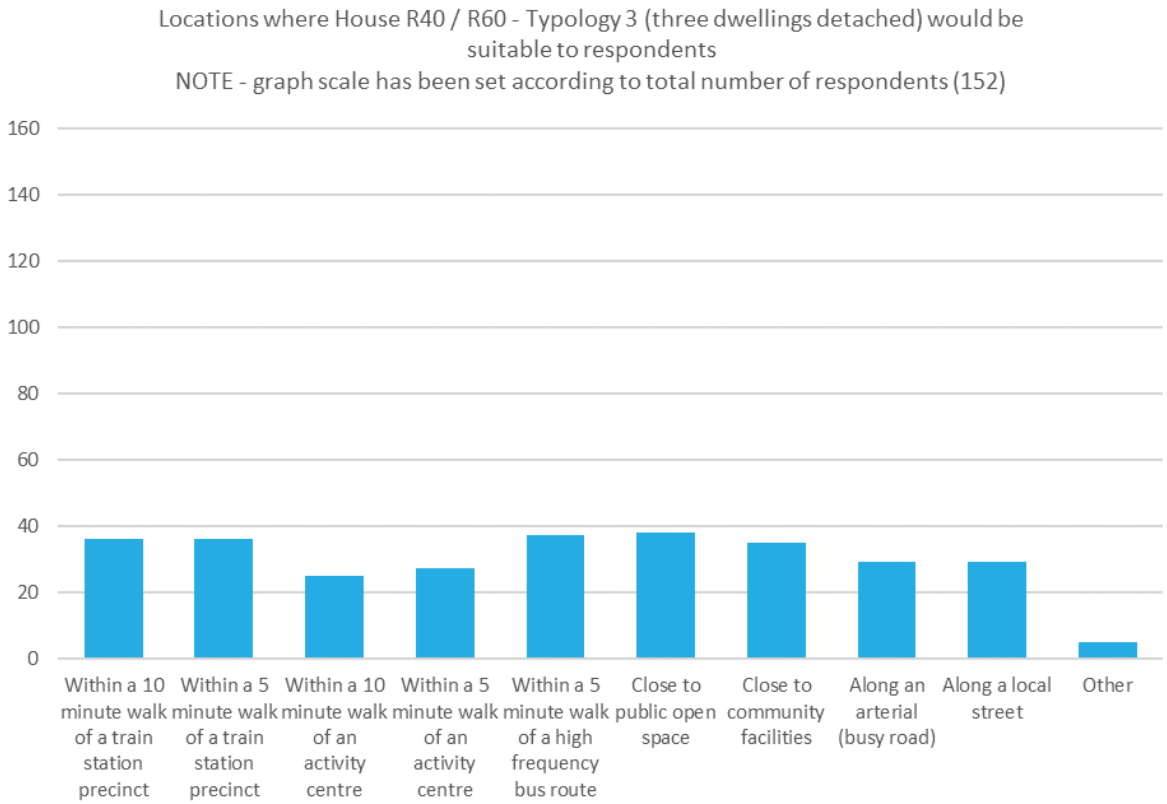



**Figure 10 Locations where House R40/R60 – Typology 4 would be suitable**

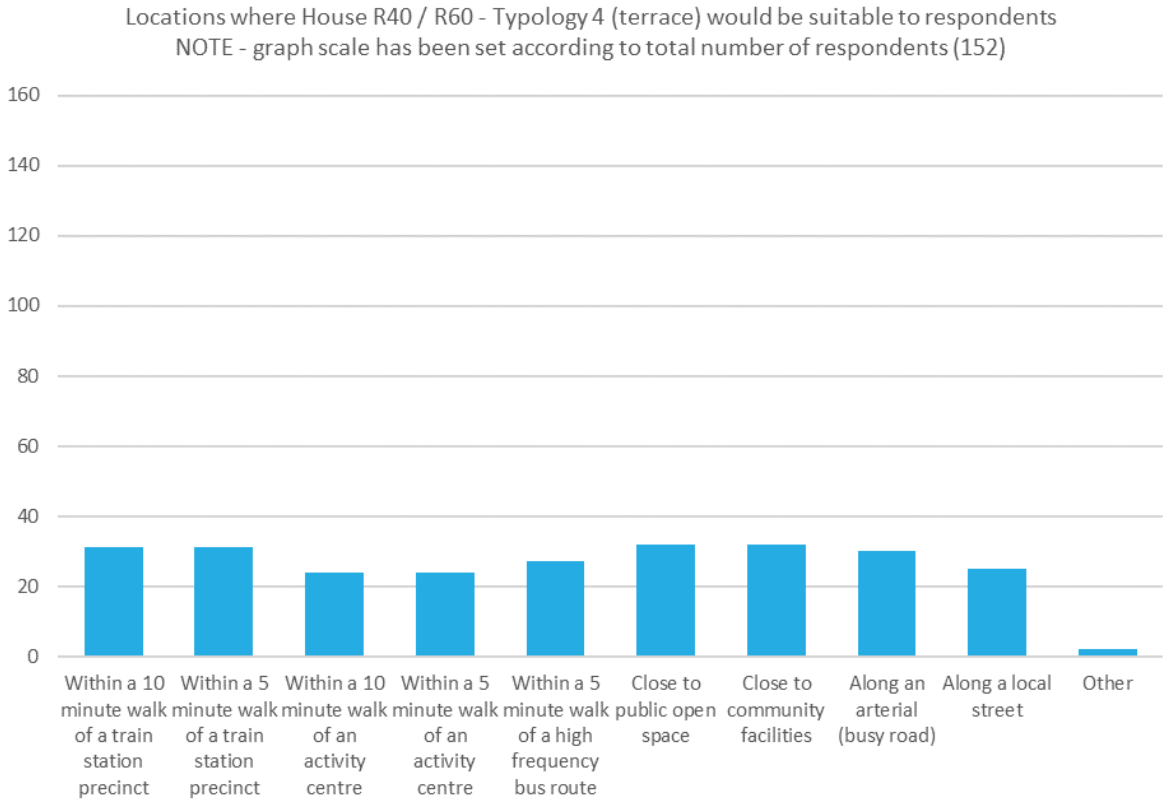


**Figure 11 Locations where Apartment R40/R60 – Typology 1 would be suitable**

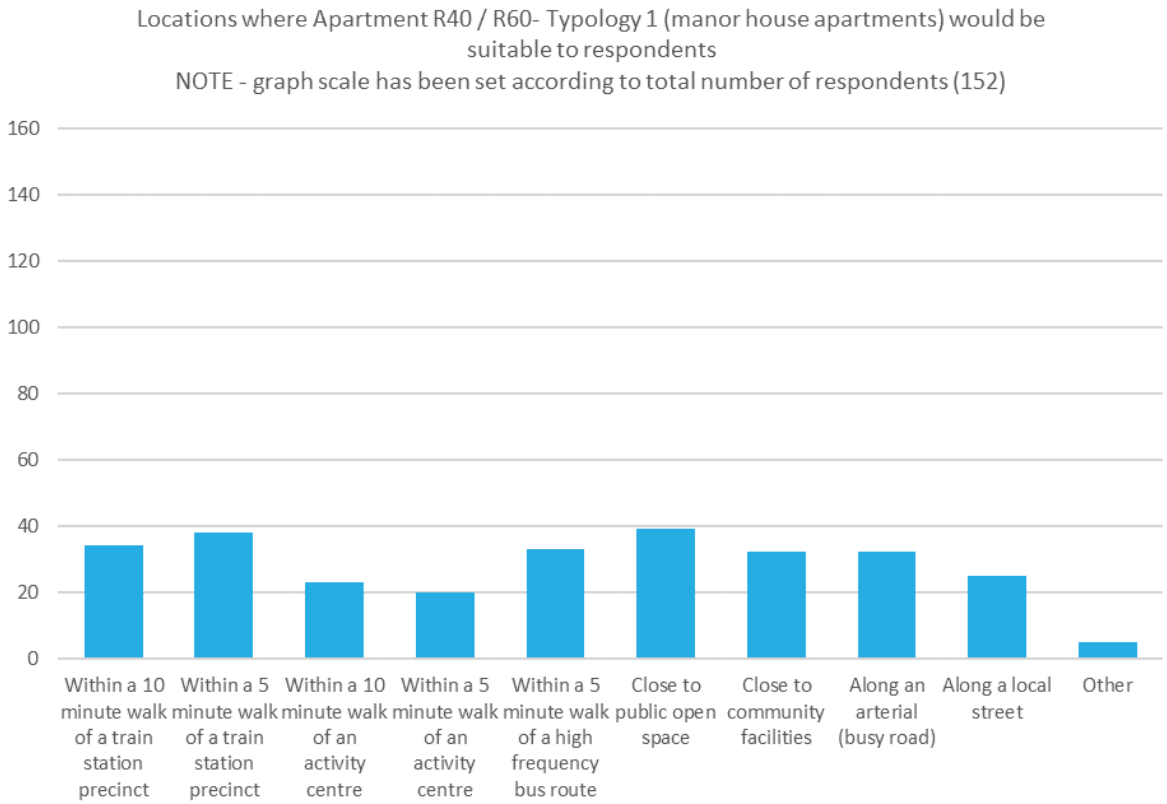



**Figure 12 Locations where Apartment R40/R60 – Typology 2 would be suitable**

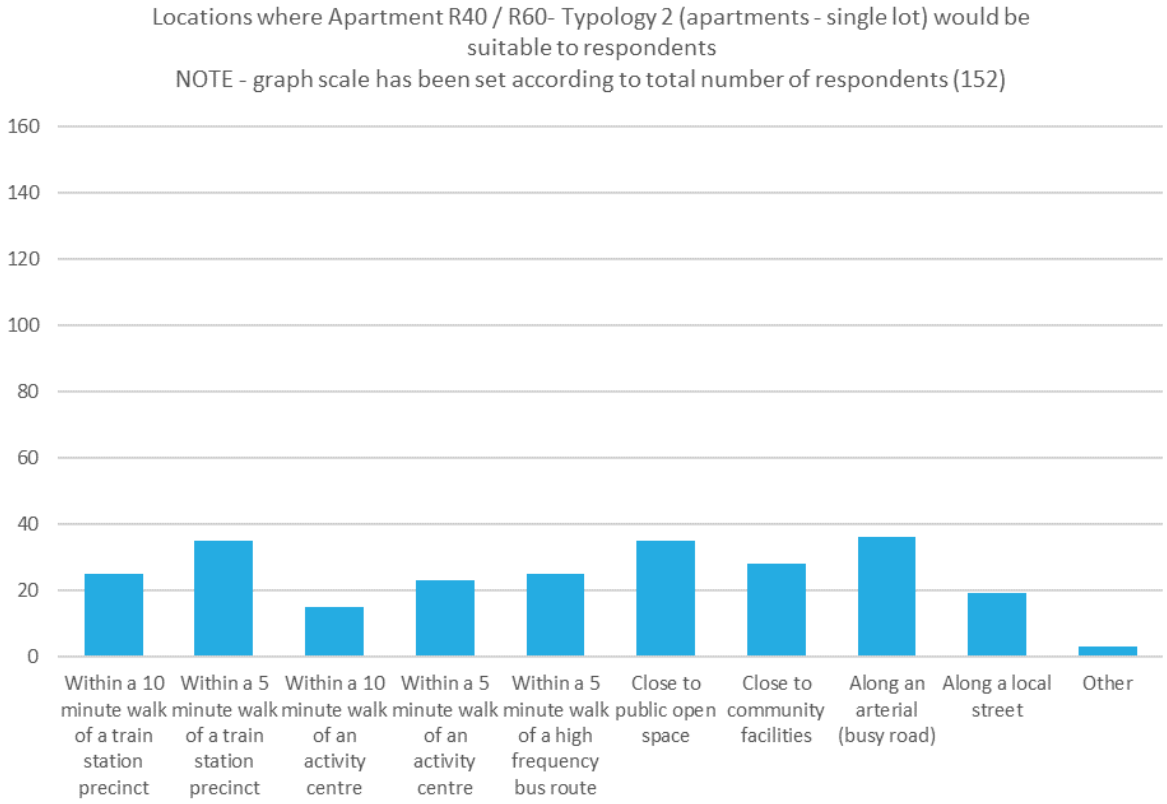
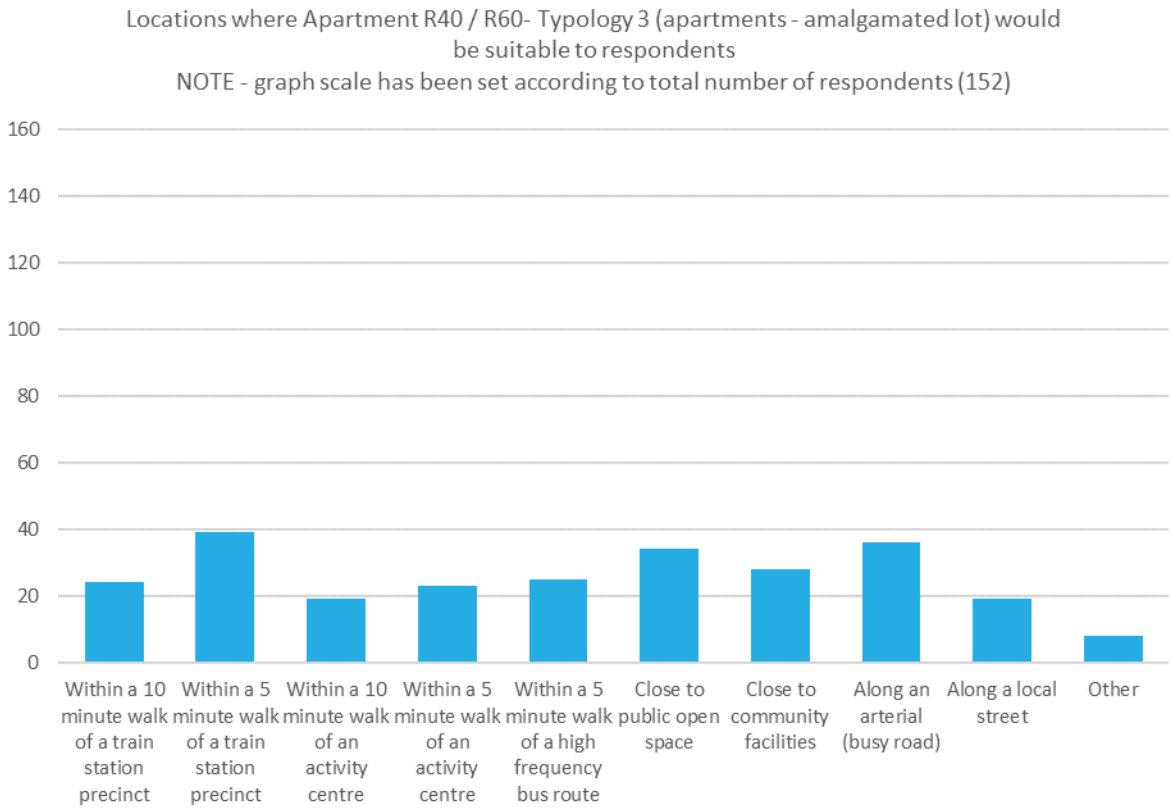


**Figure 13 Locations where Apartment R40/R60 – Typology 3 would be suitable**




### 4.5.3 IDEAS FOR DESIGN AND PLANNING CONTROLS

Participants responded to the question: "What design considerations do you think are important to ensure appropriate design and development is achieved?"

Participants were able to "support," "don't support" or indicate they are "not sure" about potential controls, as well as provide a comment. Participants were also able to suggest their own design considerations.

**Table 5** below summarises the number of participants who selected a particular response option.

**Table 5 - Design Considerations Feedback**

| Potential planning controls | Support | Do not support | Not sure |
|---|---|---|---|
| **Context and Character** | | | |
| Street/building interface to achieve compatibility with neighbourhood character | 152 | 6 | 7 |
| Minimise the impact of bulk and scale of the building on the streetscape | 148 | 11 | 7 |
| Ensure building height controls address topography changes on lots | 151 | 8 | 8 |
| Consider verge tree planting and landscaping requirements | 151 | 9 | 6 |
| **Landscape Quality** | | | |
| Retain useable areas of open space on lots<br>• Set minimum requirements for open space areas<br>• Set minimum requirements for landscape (green) areas for each development | 140 | 14 | 10 |
| Retain mature trees on lots (set quantity?) | 119 | 17 | 24 |
| **Built Form and Scale** | | | |
| Ensure adequate separation between dwellings | 134 | 17 | 13 |
| Set appropriate building setbacks from lot boundaries | 138 | 13 | 15 |
| Ensure privacy of adjacent buildings is maintained | 157 | 4 | 4 |
| **Functionality and Build Quality** | | | |
| Provide adequate on-site car parking for each dwelling | 145 | 7 | 15 |
| Ensure parking areas do not compromise landscape outcomes on a lot | 133 | 12 | 20 |
| Locate visitor parking within the lot to improve streetscape character | 177 | 23 | 28 |
| **Sustainability** | | | |
| Ensure adequate cross ventilation and natural light to all dwellings | 154 | 2 | 4 |

### 4.5.4 OTHER FEEDBACK DATA ANALYSIS

The Consultation Report also identifies the data results from the website campaign and the various enquiries made directly to the dedicated HOA phone and email.

# 5 PLANNING FRAMEWORK IMPLICATIONS

## 5.1 KEY CONSIDERATIONS, OPPORTUNITIES AND ISSUES

**Tables 6** and **13** represent a summary of the key considerations, opportunities and issues emerging from engagement exercises and a review of the existing planning framework and consequential impact on the planning framework and housing typologies. The key outcomes of this analysis will inform the recommended changes to the planning framework in order to achieve the desired vision for areas of higher density.

### 5.1.1 PLANNING FRAMEWORK CONSIDERATIONS

**Table 6 - Planning Framework Considerations**

| Key Considerations, Opportunities, Issues | Design | Planning Framework | | | Other |
|---|---|---|---|---|---|
| | | LPS Amendment | Existing LPP | New LPP | |
| **1. Land Use** | | | | | |
| 1.1 **Social wellbeing considerations (concerns about increases in renting, social housing, crime, etc).** | CPTED[3] design response to optimise passive surveillance outcomes. | | | | |
| 1.2 **Concerns about existing density coding (multiple dwellings – generally too high density, limiting infill).** | Consider design response through typology testing | Review existing LPS3 provisions and consider revised controls | Consider suitability of existing LPP and revised policy provisions | Consider integration and alignment and variations of R Codes/Design WA suite | |
| 1.3 **Control the impact of multiple dwellings on existing residents and streetscapes including minimum - lot size, frontage, pedestrian access width, vehicular access from laneways, LPP compliance.** | Consider design response through typology testing | Review existing LPS3 provisions and consider revised controls | Consider suitability of existing LPP and revised policy provisions | Potential for not only general requirements but also specific requirements associated with key characteristics of the different areas | |

[3] Crime Prevention Through Environmental Design

| Key Considerations, Opportunities, Issues | Design | Planning Framework | | | Other |
|---|---|---|---|---|---|
| | | LPS Amendment | Existing LPP | New LPP | |
| 1.4 **Consider criteria for development at higher density coding of dual coded lots.** | Consider design implications.<br>Consider need for dual coding. | Review existing LPS3 provisions and consider revised controls. | Consider suitability of existing LPP and revised policy provisions. | Consider integration and alignment and variations of R Codes/Design WA suite. | Consideration be given to amending the LHS (as and where appropriate) to reflect the new policy approach.<br>A major review of the LHS be undertaken before increased density is applied to any other areas of the City outside of the existing HOA's. |
| 1.5 **Consider ways of delivering housing diversity compatible with the local character and amenity of existing residential areas.** | Analysis to determine suitability of current density allocation based on sound planning principles. | Review existing LPS3 provisions and consider inserting specific objectives areas of higher density | Consider suitability of existing LPP and revised policy provisions | Potential for not only general requirements but also specific requirements associated with key characteristics of areas of higher density | |
| 1.6 **Review current residential densities and identify appropriate residential densities via the designation of R-Codes for the study area while considering the local and state planning policies** | Analysis to determine suitability of current density allocation based on sound planning principles | Review existing R-Coding designations | Review existing LPP to determine ability to manage density outcomes | | The City should consider making changes to the LHS (as and where appropriate) to reflect the new position on density allocation.<br>A major review of the LHS should be undertaken before density is allocated to other areas of the City, outside the current HOAs. |
| 1.7 **Current access to/provision of activity centres is inadequate. Need for a hierarchy of centres.** | | | | | The City should consider future provision of activity centres/commercial land uses to meet demands of increased population in a future review of the City's *Local Commercial Strategy*.<br>The City should consider initiatives for placemaking, economic development and investment attraction in |

| Key Considerations, Opportunities, Issues | Design | Planning Framework | | | Other |
|---|---|---|---|---|---|
| | | LPS Amendment | Existing LPP | New LPP | |
| | | | | | context of a review of the City's *Economic Development Plan* and any place activation strategies.<br>The City should consider improved access to community facilities and activity centres in context of ongoing infrastructure and service delivery strategies |
| **2 Movement** | | | | | |
| 2.1 **Concerns about parking provision- impact on streetscape (both verge and on-street), inadequate provision (including for visitors)** | Consider capacity of existing streets to accommodate parking having regard to safety, amenity and local area character. | Review existing LPS3 provisions and consider revised controls. | Consider suitability of existing LPP and revised policy provisions. | Potential for not only general requirements but also specific requirements associated with key characteristics of the HOAs. | |
| 2.2 **Concerns about increased traffic on local streets** | | | | Requirement for traffic impact study for large multiple dwelling applications. | The City should undertake traffic analysis of the proposed new approach to determine the likely trip generation for each area of higher density and the impact of these new trips on the 2031 road network. Assumptions will need to be made about anticipated take-up rates of development opportunity. |
| 2.3 **Consider improved pedestrian accessibility (poor connectivity to train stations/activity centres)** | Consider opportunity to improve connectivity and therefore accessibility to public transport. | Consider potential for contributions to support improvements to footpaths and cycleways. | | Consider potential for appropriate policy provisions to support improvements to footpaths and cycleways in relevant catchment areas. | The City should consider improved access to community facilities and activity centres in any review of its *Bike Plan* and *Walkability Plan* and in the context of ongoing |

| Key Considerations, Opportunities, Issues | Design | Planning Framework | | | Other |
|---|---|---|---|---|---|
| | | LPS Amendment | Existing LPP | New LPP | |
| | | | | | infrastructure and service delivery strategies. |
| 2.4 **Improve level of pedestrian amenity** | CPTED design response. | Consider potential for contributions to support improvements to footpaths and cycleways. | | Consider potential for appropriate policy provisions to support improvements to footpaths and cycleways in relevant locations. | The City should consider improved access to community facilities and activity centres in any review of it's the *Bike Plan* and *Walkability Plan* and in the context of ongoing infrastructure and service delivery strategies.<br>City to consider opportunities to levy infrastructure contributions within the HOA's to fund public realm and other infrastructure items. |
| 2.5 **Walking and cycling infrastructure needs/improvement (footpaths, safety, lighting, cycle routes)** | CPTED design response. | Consider potential for contributions to support improvements to footpaths and cycleways. | | Consider potential for appropriate policy provisions to support improvements to footpaths and cycleways in relevant locations | City to consider outcomes of *Traffic Study* with respect to network requirements.<br>City to consider preparation of *Public Realm Strategy* to address pedestrian and cycling infrastructure upgrades.<br>City to consider opportunities for intensification to contribute to funding of infrastructure. |
| 2.6 **Improve pedestrian connections to centres and public transport nodes/stops.** | Consider opportunity to improve connectivity and therefore accessibility to public transport. | Consider potential for contributions to support improvements to footpaths and cycleways. | | Consider potential for appropriate policy provisions to support improvements to footpaths and cycleways in relevant locations. | City to consider outcomes of *Traffic Study*. |

| Key Considerations, Opportunities, Issues | Design | Planning Framework | | | Other |
|---|---|---|---|---|---|
| | | LPS Amendment | Existing LPP | New LPP | |
| 2.7 **Improved public transport needed (bus connectivity to train stations, more bus services).** | | | | | The City should work with Perth Transit Authority regarding network requirements having regard to the objectives of State Government to provide accessibility within Transit Oriented Development (TOD) precincts |
| 2.8 **Support for TOD (reduction in urban sprawl, reduction in car dependency).** | | Review existing LPS3 provisions and consider inserting specific objectives for areas of higher density. | | Consider potential for appropriate policy provisions to support TOD and reduce parking in relevant catchment areas. | |
| **3 Public Realm** | | | | | |
| 3.1 **Good current access to and provision of open and green space** | Analysis to determine suitability of current density allocation based on sound planning principles. | Review existing LPS3 provisions and consider inserting specific objectives areas of higher density. | Consider suitability of existing LPP and revised policy provisions. | Potential for not only general requirements but also specific requirements associated with key characteristics of the areas of higher density. | |
| 3.2 **Concerned about loss of/importance of trees – removal, more planting desired, retention during development.** | Consider characteristics of existing streets having regard to amenity and local area character. | Review existing LPS3 provisions and consider revised controls/specific objectives. | Consider suitability of existing LPP and revised policy provisions. | Potential for not only general requirements but also specific requirements associated with key characteristics of areas of higher density. | City to consider preparation of Public Realm Strategy to address pedestrian and cycling infrastructure upgrades.<br>City to consider opportunities for intensification to contribute to funding of infrastructure. |
| 3.3 **Facilitate the development of an attractive public realm** | | | | | City should consider preparation of a Public Realm Strategy for areas of higher density.<br>City to consider opportunities to levy infrastructure |

| Key Considerations, Opportunities, Issues | Design | Planning Framework | | | Other |
|---|---|---|---|---|---|
| | | LPS Amendment | Existing LPP | New LPP | |
| | | | | | contributions within the HOA's to fund public realm and other infrastructure items. |
| 3.4 **Consider impact on environment and sustainability resulting from intensification (retention of trees, greenery, flora and fauna)** | | | | | |
| 3.5 **Consider implications on existing public open space provision resulting from intensification and increase in population.** | | | | | City to review Local Housing Strategy and consider future provision of public open space to meet demands of increased population.<br>City should consider what enhancements and improvements are needed to areas of public open space in/near areas of increased density in a future review of its *Parks and Open Space Classification Framework* and as part of its *Five-Year Capital Works* programming. |
| 3.6 **Protection of environmental values (identified in the City's *Local Biodiversity Strategy* and draft *Green Growth Plan*) which are outside the currently identified POS areas.** | Consider characteristics of existing streets and POS within areas of higher density having regard to amenity and local area character. | Review existing LPS3 provisions and consider revised controls/specific objectives. | Consider suitability of existing LPP and revised policy provisions. | Potential for not only general requirements but also specific requirements associated with key characteristics of areas of open space. | |
| 3.7 **Consider impact on established character of local area (impacts upon a quiet/family area, new** | Analysis to determine suitability of current density allocation based on sound planning principles. | Review existing LPS3 provisions and consider inserting specific objectives for areas of higher density. | Consider suitability of existing LPP and revised policy provisions. | Potential for not only general requirements but also specific requirements associated with key | |

| Key Considerations, Opportunities, Issues | Design | Planning Framework | | | Other |
|---|---|---|---|---|---|
| | | LPS Amendment | Existing LPP | New LPP | |
| **development not complimentary).** | | | | characteristics of areas of higher density. | |
| 3.8 **Concerns about impact of parking on streetscape** | Consider capacity of existing streets to accommodate parking having regard to safety, amenity and local area character. | Review existing LPS3 provisions and consider revised controls. | Consider suitability of existing LPP and revised policy provisions. | Potential for not only general requirements but also specific requirements associated with key characteristics of the HOAs. | |
| 3.9 **Concern about waste management** | Consider implications for street design and public realm impact. | | Consider suitability of existing LPP and revised policy provisions. | Potential for not only general requirements but also specific requirements associated with key characteristics of areas of higher density. | The City should consider appropriate methods of waste collection for larger developments in the context of current and future waste collection contractual arrangements. |
| 3.10 **Consider impact of urban heat island effect** | Consider design response through typology testing. | Review existing LPS3 provisions and consider revised controls. | Consider suitability of existing LPP and revised policy provisions. | Potential for not only general requirements but also specific requirements associated with key characteristics of areas of higher density. | |
| 3.11 **Consider soil structure and deep soil zones** | Consider design response through typology testing. | Review existing LPS3 provisions and consider revised controls. | Consider suitability of existing LPP and revised policy provisions. | Potential for not only general requirements but also specific requirements associated with key characteristics of areas of higher density.<br><br>Consider integration and alignment and variations of R-Codes/Design WA suite of policies. | |

| Key Considerations, Opportunities, Issues | Design | Planning Framework | | | Other |
|---|---|---|---|---|---|
| | | LPS Amendment | Existing LPP | New LPP | |
| **4 Built Form** | | | | | |
| 4.1 **Concerns about poor quality development/ built form outcomes (quality, liveability, lack of good design, aesthetics, setbacks)** | Consider design response through typology testing. | Review existing LPS3 provisions and consider inserting specific objectives for areas of higher density. | Consider suitability of existing LPP and revised policy provisions. | Consider integration and alignment and variations of R-Codes/Design WA suite of policies. | |
| 4.2 **Concerns about existing density coding (multiple dwellings – generally too high density)** | Analysis to determine suitability of current density allocation based on sound planning principles. | Implement revised density codings. | | | |
| 4.3 **Support for duplexes, triplexes, diversity of housing,** | Consider design response through typology testing. | | | | |
| 4.4 **Consider impact on established character of local area (impacts upon a quiet/family area, new development not complimentary).** | Analysis to determine suitability of current density allocation based on sound planning principles. | Review existing LPS3 provisions and consider inserting specific objectives for areas of higher density. | | | |
| 4.5 **Explore increased building heights and development intensity in appropriate locations.** | Consider design response through typology testing. | Review existing LPS3 provisions and consider inserting specific objectives for areas of higher density. | | | |
| **5 Other** | | | | | |
| 5.1 **Concern about increased number of residents and impact on essential services and facilities (health, education, etc)** | | | | | City should consider implications on existing infrastructure resulting from intensification and increase in population. This may include both community and traditional infrastructure. This should be factored into a future review of the LHS and any existing City |

| Key Considerations, Opportunities, Issues | Design | Planning Framework | | | Other |
|---|---|---|---|---|---|
| | | LPS Amendment | Existing LPP | New LPP | |
| | | | | | infrastructure plans and processes. |
| 5.2 **Provision of/access to community facilities and services is poor/insufficient.** | | | | | City to consider preparation/implementation of Community Needs Assessment that considers anticipated populations growth. |
| 5.3 **Future provision of community facilities and services desired.** | | | | | City to determine outcome of Needs Assessment and preparation/implementation of *Community Infrastructure and Contribution Plan*. |
| 5.4 **Concern about waste management** | Consider implications for street design and public realm impact. | | Consider implications for bin storage in public realm on waste collection days. | | |
| 5.5 **Concern about capacity of infrastructure** | | | | | As part of any major review of the LHS, The City should consider implications for:<br>• network capacity;<br>• infrastructure upgrades;<br>• asset management. |
| 5.6 **Need for underground power** | | | | | City should liaise with Western Power to determine upgrade program and implications for areas of increased density. |
| 5.7 **Prepare a Planning Consultation Policy to provide greater certainty and transparency regarding consultation undertaken for planning proposals** | | | | | City should prepare a *Planning Consultation Policy*. |
| 5.8 **Terms of reference for the Joondalup Design Reference Panel to be amended to refer** | | | | | City should review and consider updated Terms of Reference for the Joondalup Development Referral Panel. |

| Key Considerations, Opportunities, Issues | Design | Planning Framework | | | Other |
|---|---|---|---|---|---|
| | | LPS Amendment | Existing LPP | New LPP | |
| **multiple dwelling proposals to independent design review** | | | | | |
| 5.9 **Concern about HOA method/area (change size/boundary of HOA)** | | | | | Consider where new planning framework might also be applied as part of LHS review. |

### 5.1.2 DEVELOPMENT CONTROL CONSIDERATIONS

**Table 7 - Key Consultation Conclusions**

| Issue / Concern | Planning Framework Response | | | | | |
|---|---|---|---|---|---|---|
| | Car Parking - Visitor Parking | Open Space | Landscape Area | Deep Soil Areas & Tree Size | Existing Tree Retention | Minimum Lot Frontages |
| Change of character to their neighbourhood | ✓ | ✓ | ✓ | | ✓ | ✓ |
| Loss of trees/green space on private property as well as verges | | ✓ | ✓ | ✓ | ✓ | |
| Urban heat island effect | | ✓ | ✓ | ✓ | ✓ | |
| Concern about the density codes and the resultant building types/form | | ✓ | ✓ | | ✓ | ✓ |
| Concern about traffic and parking | ✓ | | | | | |
| Cul-de-sacs and convoluted networks not suited to density | | | | | | ✓ |
| Concern that parking and driveways count as open space in developments | | ✓ | | | | |
| Concern about capacity of infrastructure | | | | | | |

**Table 8 - Car Parking - Visitor Parking**

| | R Codes (SPP3.1)<br>*[Single and Grouped Dwellings]* | Apartment Codes (SPP7.3 Vol 2)<br>*[Multiple Dwellings]* | RDLPP<br>*[Single, Grouped and Multiple Dwellings]* | Matters to be considered |
|---|---|---|---|---|
| **Single and Grouped Development** | • For grouped development (5 dwellings and greater) – 1 bay shall be provided per 4 dwellings, on-site.<br>• For grouped development of 4 dwellings and less – **no visitor parking required.**<br>• For single dwelling development – visitor bay provision is implied through garage setbacks to achieve parking in driveway. | Not applicable. | • 0.5 bays per lot/dwelling shall be provided in the verge. This is required in addition to the car parking provisions of R-Codes 5.3.3.<br>• Where there is inadequate room in the verge: the visitor parking requirement shall be in the common property (where applicable) or the driveway of a lot (wholly within the lot boundaries). | • **Maintain visitor parking above current R-Code requirement.**<br>• **Allow visitor parking on street (where appropriate/achievable), not in verge to manage traffic speeds, maximise area for landscaping in verges.**<br>• **Moderate the measurement technique for parking ratio reductions to high frequency bus routes (due to high amount of cul-de-sacs).** |
| **Multiple Dwelling Development** | Not applicable | • 1 visitor bay per 4 dwellings up to 12 dwellings, on-site.<br>• 1 visitor bay per 8 dwellings for the 13th dwelling and above, on-site.<br>• Uncovered at grade parking is planted with trees at a minimum rate of 1 tree per 4 bays.<br>• Where development is within 800m walkable catchment of a train station and 250m of a high frequency bus stop, measured along existing pedestrian routes (PED SHED), parking is permitted to be in accordance with Location A (SPP 7.3 Vol 2 (A-Codes) Table 3.9). | | • **Maintain visitor parking above current requirements of SPP7.3, Vol. 2.**<br>• **Allow visitor parking on street (where appropriate/achievable), not in verge to manage traffic speeds, maximise area for landscaping in verges.**<br>• **Moderate the measurement technique for parking ratio reductions to high frequency bus routes (due to high amount of cul-de-sacs).** |

**Table 9 - Open Space**

| | R-Codes (SPP 3.1) *(Single and Groups Dwellings)* | | | Apartment Codes (SPP 2.7 Vol 2) *(Multiple Dwellings)* | RDLLP *(Single, Grouped and Multiple Dwellings)* | Policy Proposal | Outcomes |
|---|---|---|---|---|---|---|---|
| **Single and Grouped Development** | Density | Minimum Total % of site | Minimum Outdoor Living Area | Not applicable. | No variation to the R-Codes. | Controls as per R-Codes. | **Maintain R-Codes standard – but refine what constitutes Open Space to increase the 'greening' of lots.** |
| | R30 | 45% | 24m² | | | | |
| | R40 | 45% | 20m² | | | | |
| | R60 | 40% | 16m² | | | | |
| **Multiple Dwelling Development** | Not applicable | | | No specific % of site identified, however deep soil areas apply, landscaped setbacks apply, tree planting specifics apply. | No variation to the R-Codes. | Controls as per Apartment Codes. | |

**Table 10 - Landscape Area**

| | R Codes (SPP3.1) *[Single and Grouped Dwellings]* | Apartment Codes (SPP7.3) *[Multiple Dwellings]* | RDLPP *[Single, Grouped and Multiple Dwellings]* | Outcomes |
|---|---|---|---|---|
| **Single and Grouped Development** | • 50% of the street setback area required to be non-hardscaped<br>• No other specific controls regarding % of soft scaped areas<br>• Assumption that building setbacks will have landscaped components | Not applicable | No variation to the R-Codes | • **Increase minimum landscape areas to most development** (R60 District Activity Centre and Transit Hub Multiple Dwelling development excluded).<br>• **Use controls that clearly describe minimum requirements for open space areas.**<br>• **Landscape controls of SPP 7.3 Vol 2 apply for R60 District Activity Centres and Transit Hub Multiple Dwellings.** |
| **Multiple Dwelling Development** | Not applicable | No specific % of site identified, however deep soil areas apply, landscaped setbacks apply, tree planting specifics apply. | No variation to the R-Codes | |

**Table 11 - Deep Soil Area and Tree Size**

| | R Codes (SPP3.1) *[Single and Grouped Dwellings]* | Apartment Codes (SPP7.3 Vol 2) *[Multiple Dwellings]* | RDLPP *[Single, Grouped and Multiple Dwellings]* | Outcomes |
|---|---|---|---|---|
| **Single and Grouped Development** | No specific controls regarding quantity and size of introduced trees. | Not applicable. | Verge adjacent lot shall be landscaped to specifications of the City and include one tree per 10m frontage. | • **Introduce minimum standards for tree planting and deep soil areas to nurture trees for all development types**<br>• **Offer the flexibility to vary the mix of tree sizes introduced /or maintained upon a lot**<br>• **Deep Soil controls of SPP 7.3 are unchanged for R60 District Activity Centre and Transit Hub Multiple Dwelling** |
| **Multiple Dwelling Development** | Not applicable. | • Minimum deep soil area 10% of site area.<br>• 7% if existing tree(s) retained.<br>• Minimum tree requirement.<br>• Site area <700m2 = 1 Medium Tree.<br>• Site area 700m2-1000m2 = 2 Medium Trees or 1 large tree.<br>• Site area >1000m2 = 1 Large + 1 Medium Tree /mix. | | |

**Table 12 - Existing Tree Retention**

| | R Codes (SPP3.1) *[Single and Grouped Dwellings]* | Apartment Codes (SPP7.3 Vol 2) *[Multiple Dwellings]* | RDLPP *[Single, Grouped and Multiple Dwellings]* | Outcomes |
|---|---|---|---|---|
| **Single and Grouped Development** | Trees >3m height retained in communal open space areas. | Not applicable. | May support removal of tree >3m where suitable replacement is planted. | • **Introduce clear standards for tree retention prior and during all types of development** |

| | | | | |
|---|---|---|---|---|
| **Multiple Dwelling Development** | Not applicable. | Retention of healthy specimens, height of >=4m, trunk diameter of 160mm + canopy of >=4m. | | • **Address retention of neighbourhood character** |

**Table 13 - Minimum Lot Frontages**

| | **R Codes (SPP3.1)** *[Single and Grouped Dwellings]* | **Apartment Codes (SPP7.3 Vol 2)** *[Multiple Dwellings]* | **RDLPP** *[Single, Grouped and Multiple Dwellings]* | **Outcomes** |
|---|---|---|---|---|
| **Single and Grouped Development** | No minimum frontage applicable for lots with density greater than R30. | Not applicable | With the exception of battle-axe sites, the width of any lot, excluding an access leg to the rear lot shall be a minimum width of ten metres at both the primary street boundary and the lot frontage for single house and grouped dwellings and 20 metres for multiple dwellings. | • **Set minimum standards dependant on specific typology and specific place type location (density).**<br>• **These will enhance the place neighbourhood character.**<br>• **Introduce lot frontages narrower than current policy where appropriate to mitigate dominance of 'plexes' development.** |
| **Multiple Dwelling Development** | Not applicable. | No specific minimum frontage controls. | | |

Other key control areas in addition to 'Development Siting' being proposed:

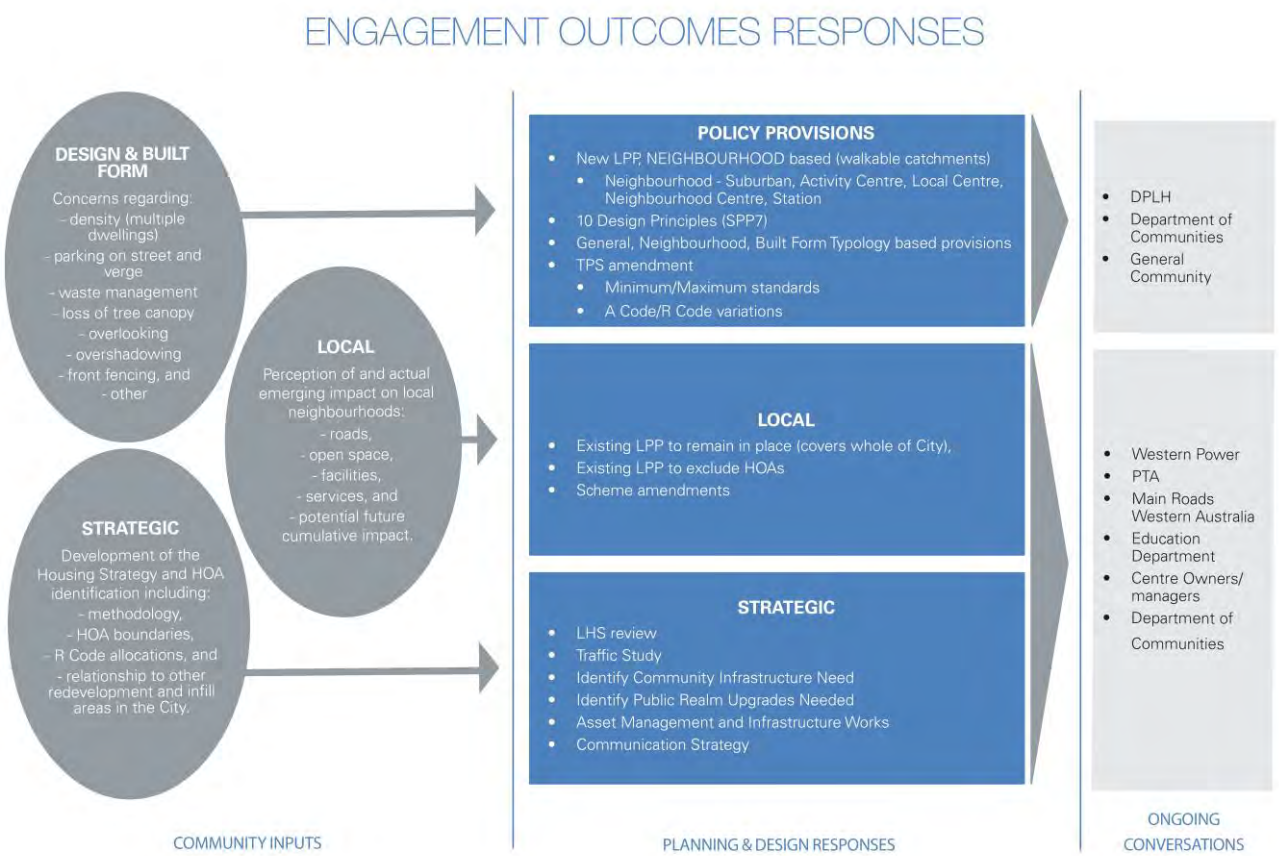
- Introduce primary controls of street and boundary setbacks, building separation.
- Urban design elements of context and character; functionality and build quality; built form and scale; public domain interface and aesthetics.
- Building design provisions - dwelling sizes and layouts; ceiling heights; solar access for adjoining sites.
- Locational criteria controls for scale of apartment development in cul-de-sacs.

# 6 RECOMMENDATIONS

## 6.1 RECOMMENDATION OVERVIEW

**Figure 14** demonstrates a staged approach to the development of the new planning framework. The process has been informed by engagement outcomes, specifically community and stakeholder inputs which can be themed under strategic, local and design and built form considerations. These matters will be considered in the development of the revised planning framework in terms of strategic, local and policy actions. The process must also include ongoing conversations to facilitate the finalisation of the revised planning framework and effective implementation with the community, landowners and government departments.

**Figure 14 - Proposed Planning Framework**




## 6.2 IDENTIFICATION OF PLACE NEIGHBOURHOODS AND PLACE TYPES

The Place Neighbourhoods were identified by the City (formerly Housing Opportunity Areas), through the LHS as being appropriate for increased densities, based on a set of locational criteria including proximity to train stations, high frequency bus routes and activity centres. The foundation of this vision is sound, and the LPP should look to refine and expand on the principles for the HOA's. However, the policy, with a clear focus to accommodate the City's changing demographics, whilst combating urban sprawl and the cost of living pressures, should also focus on liveability by encouraging high quality urban infill development with an increased emphasis on greening of the suburbs. For this reason, the LPP should consider promoting aspirational neighbourhoods of the future, where increased density is only one aspect. For this reason, the HOA's have been rebranded as Place Neighbourhoods.

Place Neighbourhoods (Urban and Suburban) are designed for walkability using a five-minute walkable catchment around a focal point or centre. This central focus is also a key part of neighbourhoods and the mix of non-residential uses depends on the context. All neighbourhoods provide a variety of housing types with the range and balance of this housing reflective of the neighbourhood type.

Place Neighbourhoods will be defined based on urban neighbourhoods (higher density, mixed use walkable neighbourhoods) and suburban neighbourhoods (low-medium density, walkable neighbourhoods) each containing 'place types' including:

- Suburban Places: characterised generally by low – medium density single residential.
- Local Activity Centres: mixed use node generally characterised by the provision of small shops and services, medium density, with a diversity of housing.
- Neighbourhood Activity Centres: mixed use centre generally characterised by a small range of convenience shops, local professional services and/or supermarket, possible community facilities and medium to high density diversity of housing.
- Transit Nodes: no/limited retail or commercial amenity.
- District Activity Centres: medium to high density places generally characterised by locally focussed convenience and specialty shops, typically with a supermarket and may contain small scale convenience shopping or department stores, local professional services and some district level office development.

## 6.3 IDENTIFICATION OF CONTROLS FOR DEVELOPMENT TYPOLOGIES

General and specific development controls based on the characteristics of each Place Neighbourhood will be developed using appropriate housing typologies to demonstrate good outcomes. A number of housing typologies ranging from detached to attached dwellings and apartments will be produced in response to the relevant place types.

## 6.4 AMENDMENTS TO *LOCAL PLANNING SCHEME NO. 3*

The LPS3 amendment will be subject to further discussion between the City and the Department of Planning Lands and Heritage as follows:

1. Scheme Amendment for existing HOA's only.
    - Introduction of scheme provisions:
        - introduce Place Neighbourhood/Special Control Areas provisions;
        - Linkages to policy;
        - introduce Place Neighbourhoods via location (LPS3 Maps) and schedule; and
        - general standards and special provisions;
    - Recode split coded areas based on Place Type walkability.
2. Following the completion of the Traffic and Transport Assessment and the update of the LHS, a future LPS3 amendment may consider boundary adjustments to the Place Neighbourhoods, new areas for infill development and further coding amendments.

## 6.5 REVIEW OF LOCAL PLANNING POLICY (RDLPP)

The current RDLPP relates to the whole of the City and not specifically to the HOAs. The RDLPP distinguishes between development in R-Codes above and below R40 in Tables 1 and 2 (of the RDLPP) but does not distinguish between the various HOAs.

It is recommended that the RDLPP should be amended to exclude the HOAs and that a separate policy should be prepared which relates specific requirements to the various place types of the HOAs.

A specific HOA policy could provide for general provisions for development and also specific provisions related to the various neighbourhoods. Provisions should relate to land use, access and parking, built form, private and public realm and any other aspects of development requiring specific guidance.

In addition, such a policy could identify where R-Code/A-Code provisions prevail or where they may be varied and how they may be varied through the application of suitable objectives or replacement provisions.

Application of the provisions for the various character neighbourhoods should be informed by the description of the neighbourhood and its context, a statement of intent for future development, and considerations and appropriate treatment in areas of transition between zones and land uses. On the basis of feedback from the community and stakeholders, as well as on the basis of sound planning principles and physical analysis, five place types are recommended to form the basis of the new policy;

1 **Suburban Place Type** – the areas remaining outside of the walkable catchments identified above.
2 **Local Activity Centre** – based on walkable catchment analysis
3 **Neighbourhood Activity Centre** – based on walkable catchment analysis
4 **Transit Node** – based on walkable catchment analysis
5 **District Activity Centre** – based on walkable catchment analysis

Built form typologies (similar to those considered in the Community Design Workshops) can be used in the LPP to explain development controls and examples of appropriate forms of development for each Place Neighbourhood.

## 6.6 APPLICATION OF LOCAL DEVELOPMENT PLANS (LDP)

LPS3 (by way of amendment) may require that for certain locations, zones and scale of development, development applications be considered in the context of an LDP. An LDP may be prepared by the City or land owner/applicant and provide additional details in regard to development siting, height, scale, topographical and natural ground level considerations, the extent or footprint of multiple dwellings, sites for lot amalgamation and interface with existing development and other matters which are particularly relevant to the site.

## 6.7 APPLICATION OF HOUSING TYPOLOGIES

As described above, housing typologies (similar to those considered in the Community Design Workshops) can demonstrate key considerations and approaches to built form and this is particularly relevant in urban infill scenarios such as the Place Neighbourhoods.

Following the feedback received at the Community Design Workshops, the typologies applied in the workshops are being reviewed and tested for applicability and refined prior to finalising for the purpose of inclusion in the LPP. The typologies will be applied to appropriate locations and used to demonstrate the application of R-Codes/A-Codes, any variations to be considered and other design requirements.

In addition, the following supplementary typologies are being prepared:

- mixed use;
- street end block amalgamation;
- ancillary accommodation; and
- corner lot.

## 6.8 FUNDING STRATEGY

The Place Neighbourhoods project will promote redevelopment of the neighbourhoods from predominantly low density residential development into high-quality and thriving neighbourhoods with a range of housing, employment and recreational opportunities. In order for this to occur, it will necessary to invest in a significant amount of infrastructure and/or infrastructure upgrades. The fragmented and established nature of the Place Neighbourhoods presents challenges for the funding and integrated delivery of such infrastructure, and it is therefore necessary to provide mechanisms to ensure an equitable and integrated approach. Potential infrastructure items for infill development include:

- new pedestrian and cycle paths;
- existing road upgrades including verges, street lighting and street tree planting;
- public open space improves to basic landscaping;
- upgrades to community facilities; and
- upgrades to public transport infrastructure.

Typically, funding for common infrastructure works (particularly in areas of fragmented landholdings) will be partly, or wholly, obtained through development contributions, collected by way of a Development Contribution Plan (DCP), and a Statutory Development Contributions Scheme (DCS). However, urban infill precincts present some different challenges, including:

- A less legible need and nexus connection.
- Some cost items would not be supported for inclusion in a DCP under State Planning Policy 3.6: *Development Contributions for Infrastructure* (SPP 3.6) even though their inclusion should be justified in an infill situation.
- The high cost of infrastructure provision in an urban renewal environment. Furthermore, if the entire cost is imposed through a DCP, it may render development unaffordable or at least financially less attractive.

While a DCP should be considered, it is important to ensure that the cost burden placed on development does not cause a financial impediment to the area's redevelopment. To this end it is important to examine other methods to achieve many of the infrastructure outcomes required. Other potential funding sources may include:

- general revenue – (with the investment ultimately returned through uplift in rate revenue);
- Specified Area Rate;
- Differential Area Rate;
- Federal/State grants (Smart Cities Plan and other City Building initiatives);
- Lotteries Commission grants;
- developer in-kind provision (through development bonuses or scheme requirements or negotiated outcomes as a result of development approvals); and
- value capture initiatives – betterment tax, tax increment finance, value add to public assets (although at present the main technique for value captive in Western Australia is via a DCP/DCS.

As a result of the population growth projected to occur within the Place Neighbourhoods, it will be necessary to review the implications on community infrastructure needs and public realm and open space upgrades. A suitable funding strategy to deliver this infrastructure, based on the plans for the future development and population increases in the Place Neighbourhoods, will also need to be determined.

## 6.9 OTHER MATTERS FOR CONSIDERATION

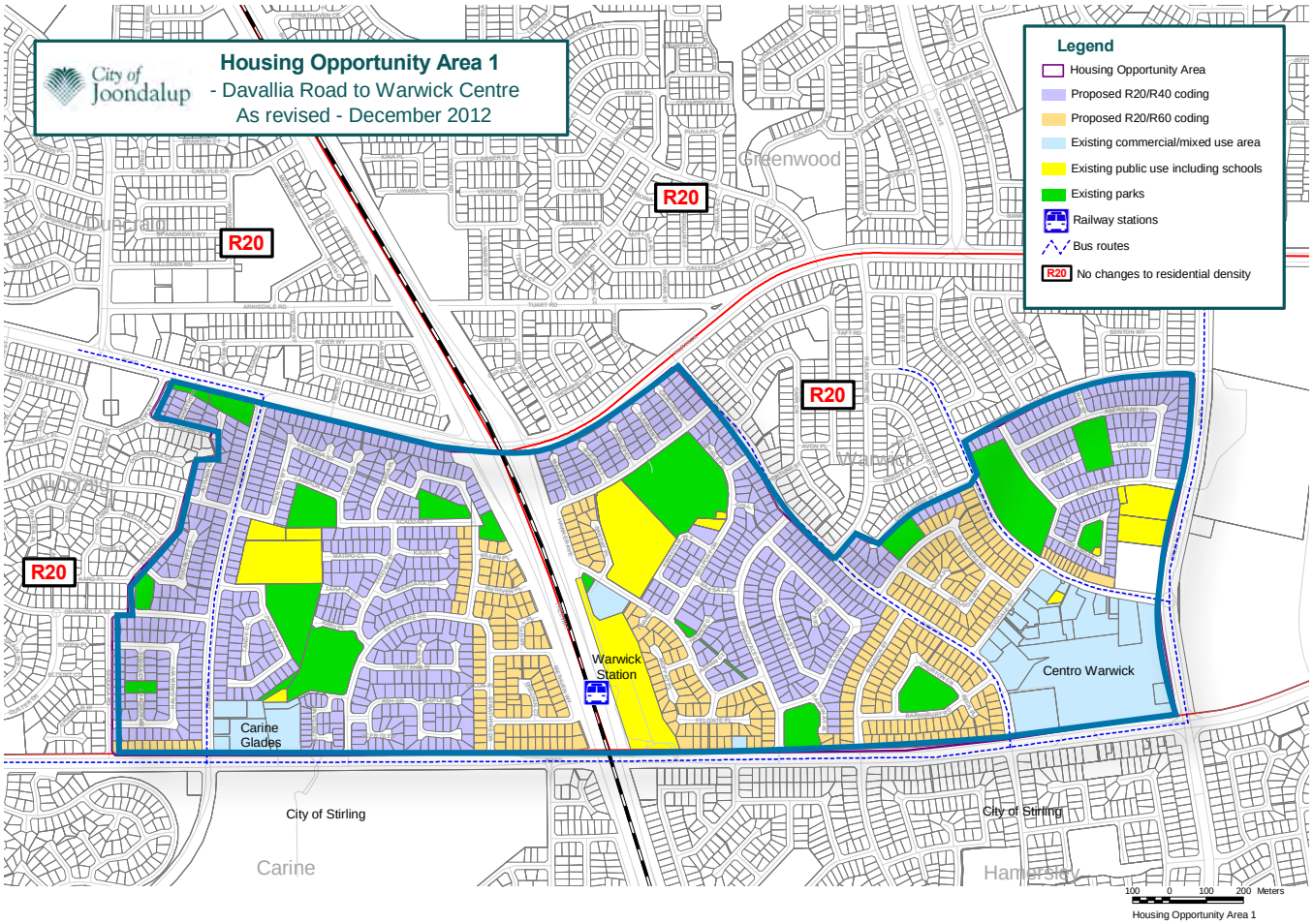
Other considerations and actions which have been identified include;

- finalisation of a Traffic and Transport assessment;
- future update of the LHS; and
- potential for alignment of ongoing City capital works to upgrade parks, streetscape and public realm within areas of development intensification in the Place Neighbourhoods to provide increased amenity for the growing population.

# APPENDIX A
# PHYSICAL ANALYSIS

# HOUSING OPPORTUNITY AREA 1

## OVERVIEW




### AMENITY

Centro Warwick - Secondary Centre
Several parks & reserves such as Hawker Park & Juniper Reserve
Hawker Park PS
Davallia PS
Police Station

### OTHER FEATURES

Carine Glades (shops) - Neighbourhood Centre
Bethane Nursing Home
Proximity to Warick High School
Warwick open space
Leisure Centre
Glengarry Private Hospital

### TARGET YIELD

Target yield is currently R20/R40 & R20/R60

### PUBLIC TRANSPORT

Access to Warick Station and multiple bus routes

### DEVELOPMENT TO DATE

Recent grouped & multiple dwellings common, these are typically observed on corner and cul-de-sac sites.

### ALSO WORTH NOTING

Appeal of area noted by residents is:
Good schools
Safe quiet streets
Open space
Established trees

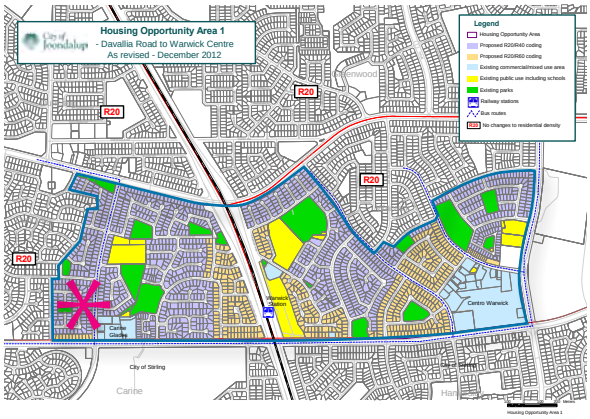
Inversely the WAPC note that the density should be much higher in the 800m to the station and the whole HOA should be much bigger.

### LOT TYPOLOGIES

-Rectilinear
-Cul-de-sac
-Corner site

# CONTEXT & CHARACTER ANALYSIS

## HOA1 - DAVALLIA ROAD TO WARWICK CENTRE




### BUILT FORM & SCALE

Single detached dwellings, some double storey
1st Generation 1970s
2nd Generation 2010s - includes multiple dwellings and grouped dwellings

### CONTEXT & CHARACTER

Generally no front fence in 1st generation housing
Single carports or single garages
Double garages to 2nd generation

### AESTHETICS & MATERIALITY

Double brick construction
Predominantly face brickwork
Rendered brick work to some of the newer housing stock
Concrete tiles for roofing

### LANDSCAPE QUALITY

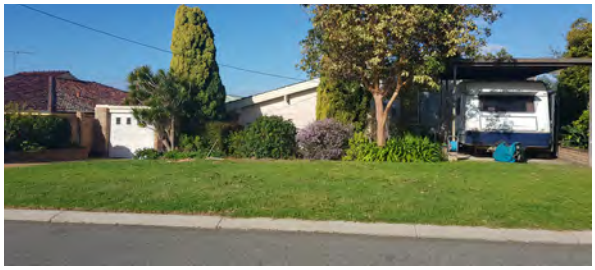
Gently sloping terrain
Mature trees within some street setbacks
Footpaths uncommon and on one side of street. Footpaths generally absent on cul-de-sac streets
Undefined grassed verges

### AMENITY

Established trees in private land and in street verges

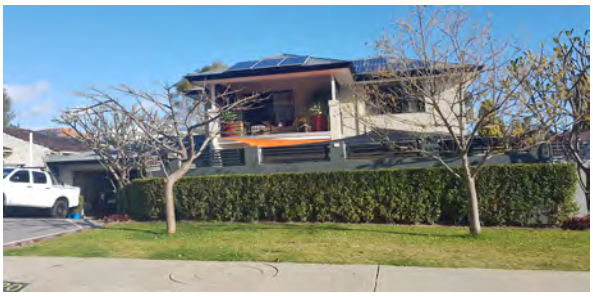
### ISSUES FOR CONSIDERATION

Double garage door dominating street front
Narrow or no eaves in new houses
Minimal verge trees



*1st generation housing*

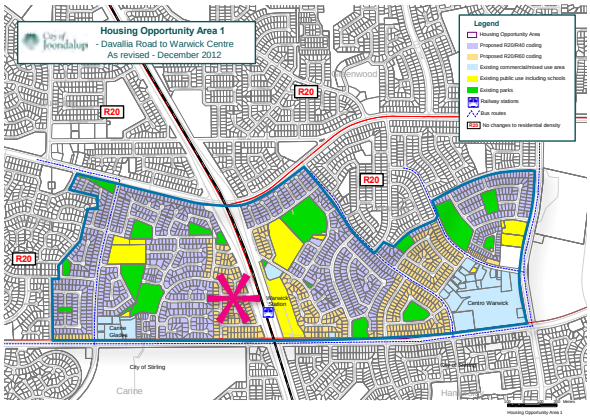
*1st generation housing, double storey*



*2nd generation housing, double carports, fences*

# CONTEXT & CHARACTER ANALYSIS

## HOA1 - DAVALLIA ROAD TO WARWICK CENTRE




### BUILT FORM & SCALE

Single detached dwellings, some double storey
1st Generation 1970s
2nd Generation 2010s - includes multiple dwellings and grouped dwellings

### CONTEXT & CHARACTER

Generally no front fence in 1st generation housing
Single carports or single garages
Double garages or gated driveways to 2nd generation

### AESTHETICS & MATERIALITY

Double brick construction
Predominantly face brickwork
Rendered brick work to some of the newer housing stock
Concrete tiles for roofing
Metal roof sheet to newer housing stock

### LANDSCAPE QUALITY

Sloping terrain
Mature trees within some street setbacks
Footpaths uncommon and on one side of street. Footpaths generally absent on cul-de-sac streets
Undefined grassed or paved verges

### AMENITY

Established trees in private land and in street verges

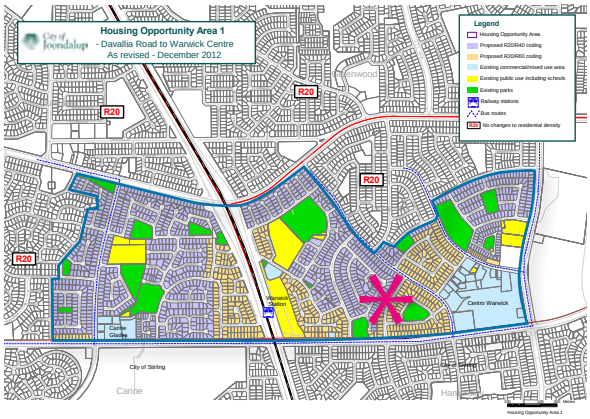
### ISSUES FOR CONSIDERATION

Double garage door dominating street front
Narrow or no eaves in new houses
Minimal verge trees
Private land mature trees lost

*New multiple dwellings, loss of trees on private land*

# CONTEXT & CHARACTER ANALYSIS

## HOA1 - DAVALLIA ROAD TO WARWICK CENTRE




### BUILT FORM & SCALE

Single detached dwellings, some double storey
1st Generation 1970s
2nd Generation 2010s - includes multiple dwellings and grouped dwellings

### CONTEXT & CHARACTER

Generally no front fence in 1st generation housing - however some have renovated to add front fences and vehicle gates
Single carports or single garages
Double garages to 2nd generation

### AESTHETICS & MATERIALITY

Double brick construction
Predominantly face brickwork
Rendered brick work to some of the newer housing stock
Concrete tiles for roofing

### LANDSCAPE QUALITY

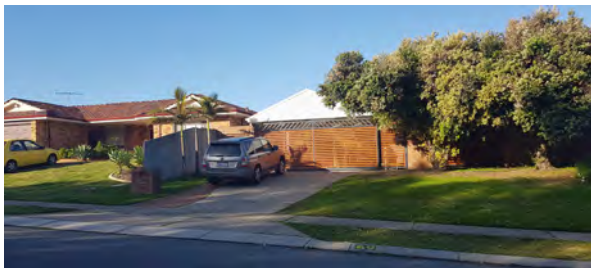
Undulating terrain
Mature trees within some street setbacks
Footpaths limited to one side of street and absent from cul-de-sac streets
Undefined predominantly grassed verges

### AMENITY

Established trees in private land and some in street verges

### ISSUES FOR CONSIDERATION

Double garage door dominating street front
Narrow or no eaves in new houses
Walls to street front
Minimal verge trees
Loss of mature trees on private land with new developments



*1st generation*

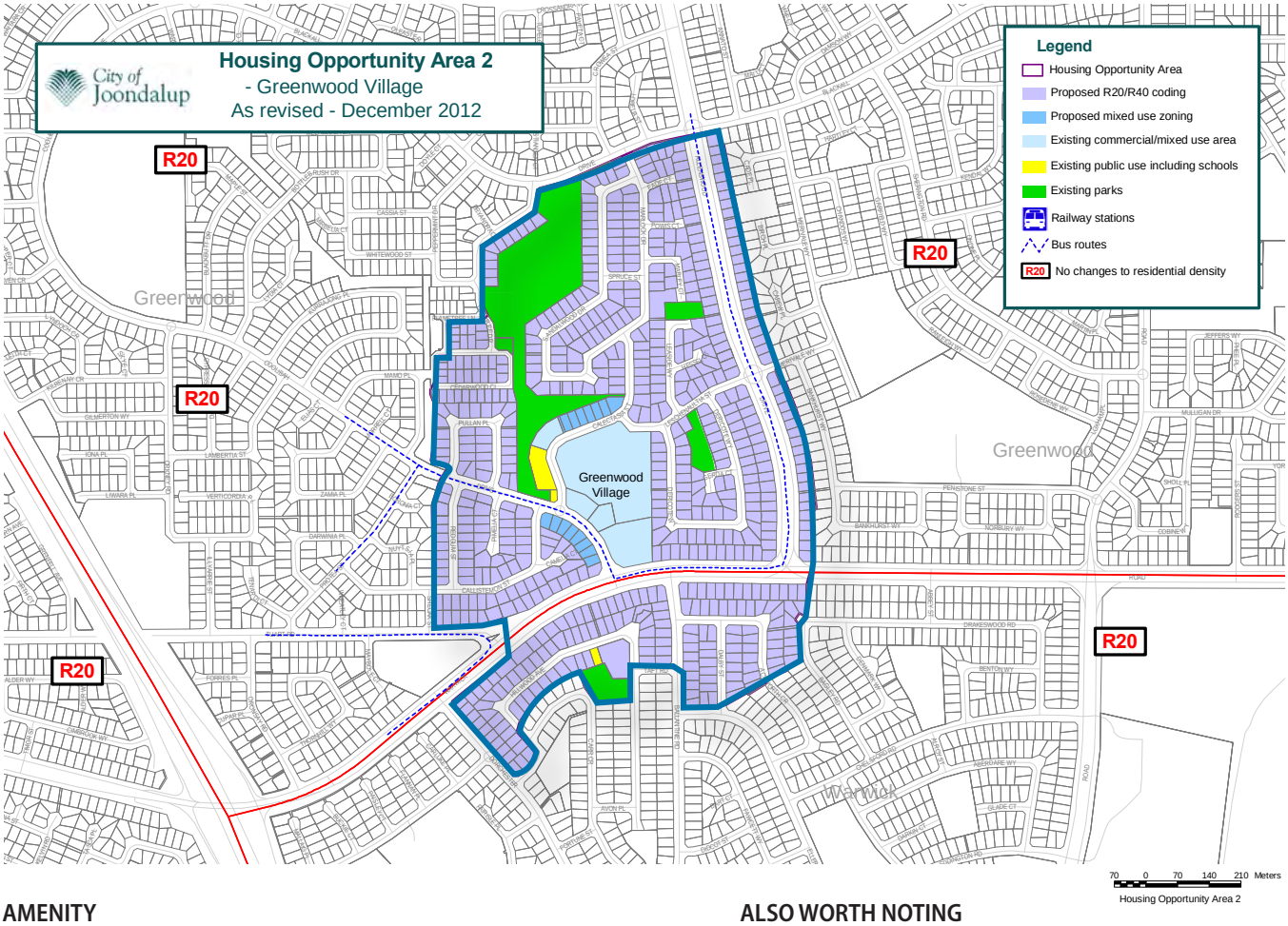
*Poor outcome - walls*

*Carport dominates street front*

*Fully cleared site, no mature trees remain, no eaves*

# HOUSING OPPORTUNITY AREA 2

## OVERVIEW




### AMENITY

Based around Greenwood Village (designated a District Centre)
Blackall Reserve

### OTHER FEATURES

Proximity to Greenwood PS
Proximity to Greenwood College
Proximity to Liwara Catholic PS
Proximity to West Greenwood PS

### TARGET YIELD

Target yield is currently R20/R40
Some mixed use zoning proposed next to centre

### PUBLIC TRANSPORT

No High Frequency transport links, bus routes along Warick Rd, Allenswood Rd & Coolibah Drive

### DEVELOPMENT TO DATE

Evidence of low density infill development on the west side of Blackall Park where new lot sizes are typically smaller than areas of 1st generation development.

### ALSO WORTH NOTING

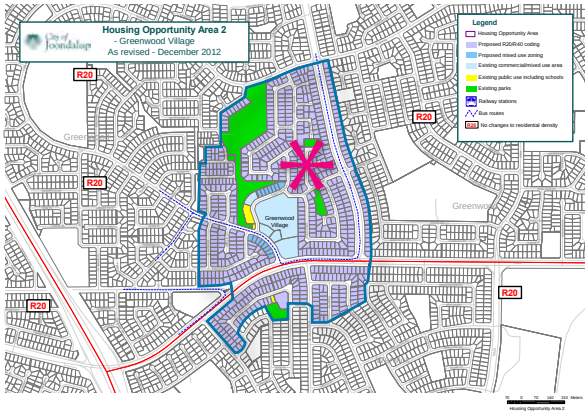
Nil

### LOT TYPOLOGY

-Rectilinear
-Cul-de-sac
-Corner sites

# CONTEXT & CHARACTER ANALYSIS

## HOA2 - GREENWOOD VILLAGE




### BUILT FORM & SCALE

Single detached dwellings
1st Generation 1970s
2nd Generation 2010s

### CONTEXT & CHARACTER

Generally no front fence in 1st generation housing
Single carports or single garages
Double garages to 2nd generation

### AESTHETICS & MATERIALITY

Double brick construction
Predominantly face brickwork
Rendered brick work to some of the newer housing stock
Concrete tiles for roofing

### LANDSCAPE QUALITY

Gently sloping terrain
Mature trees within some street setbacks
Footpaths limited to one side of street and absent from cul-de-sac streets
Undefined grassed or paved verges

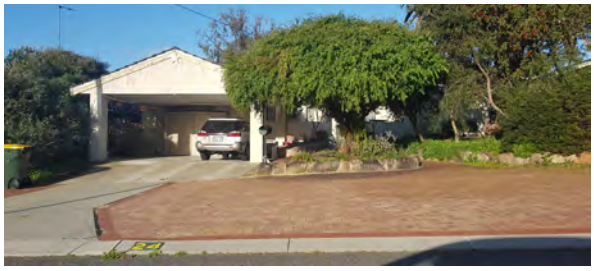
### AMENITY

Established trees in private land and in street verges

### ISSUES FOR CONSIDERATION

Double garage door dominating street front
Narrow or no eaves in new houses
Minimal verge trees
No outlook from front windows to the street

*1st generation, single garage, living areas address street*



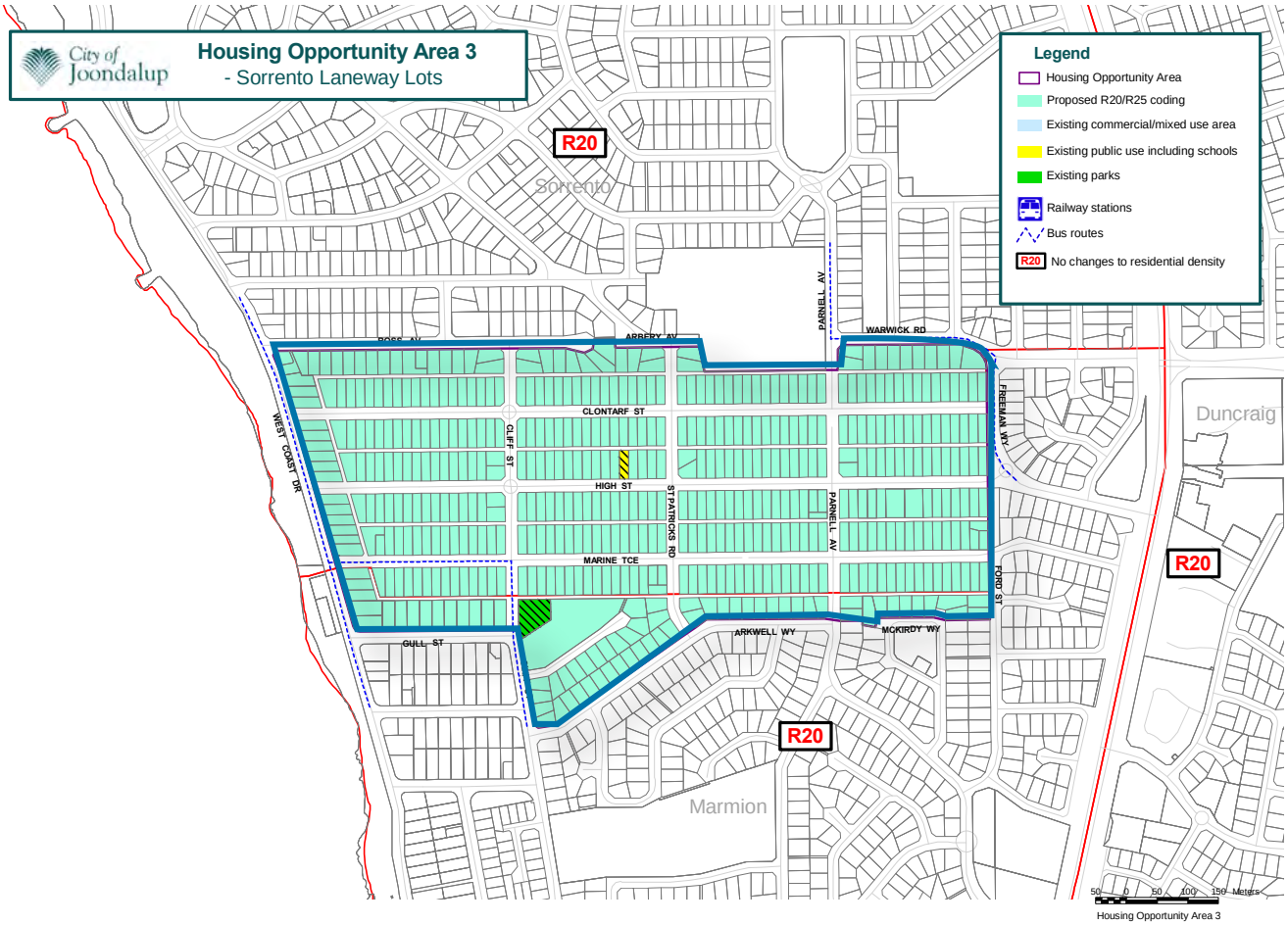
*1st generation, double carport, established trees within site*

*2nd generation, double carport, varied surveillance*

*Blank walls to street*

# HOUSING OPPORTUNITY AREA 3

## OVERVIEW




### AMENITY

Adjacent to beach
Adjacent to Robin Reserve

Proximity to Duncraig Public Library & Leisure Centre
Proximity to Aquatic club
Proximity to sports clubs at Percy Doyle Reserve
Proximity to Nursing Homes on Marmion Ave
Proximity to Sorrento PS & Marmion PS
Proximity to Sacred Heart College

### LOT TYPOLOGIES

-Rectilinear
-Corner

### TARGET YIELD

Target yield is currently R20/R25

### PUBLIC TRANSPORT

Access to bus routes on Marmion Ave and Cliff Street

### DEVELOPMENT TO DATE

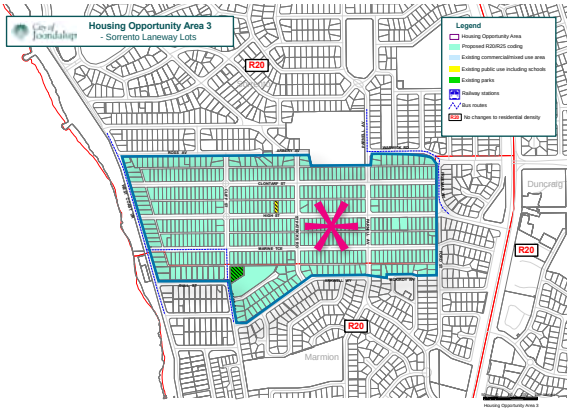
Some laneway facing lots developed
Some cleared lots for new developments

### ALSO WORTH NOTING

Undulating topography and potential ocean views

# CONTEXT & CHARACTER ANALYSIS

## HOA3 - SORRENTO LANEWAY LOTS




### BUILT FORM & SCALE

Single detached dwellings with rear / laneway access
Some double storey houses
1st Generation 1970s
2nd Generation 2010s

### CONTEXT & CHARACTER

Driveways, open carports or single garage to street side
Generally no front fence
Laneway side: garage doors and high walls
Double garages to 2nd generation on street front

### AESTHETICS & MATERIALITY

Double brick construction
Predominantly face brickwork
Rendered brick work to some of the newer housing stock
Concrete tiles for roofing
Some 2nd generation housing metal sheet roof

### LANDSCAPE QUALITY

Steep undulating terrain
Retaining walls common
Mature trees within some street setbacks, and along the laneways
Footpaths limited to one side of the street and absent from laneways
Undefined grassed or paved verge

### AMENITY

Established trees in private land and in street verges

### ISSUES FOR CONSIDERATION

Double garage door dominating street front
Narrow or no eaves in new houses
Minimal verge trees
Existing private trees being cleared for developments

*1st generation housing, address street, single & double storey*

*Double garages and high fences to laneway address*

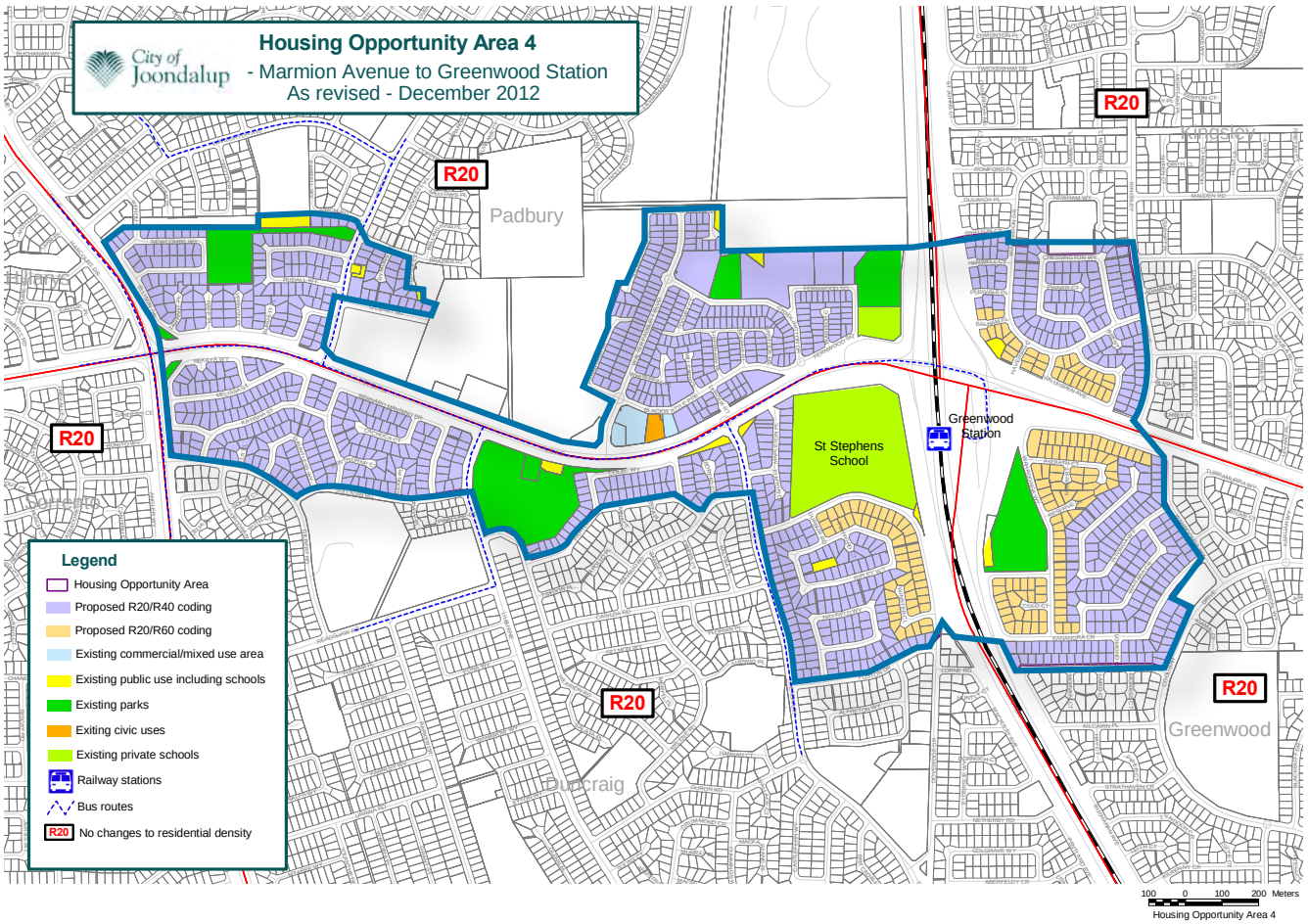
*Double garages to new developments*

*No eaves in some new developments*

*Flattened site - loss of trees or topography*

# HOUSING OPPORTUNITY AREA 4

## OVERVIEW




### AMENITY

Adjacent to Duncraig Senior High School
Adjacent to Padbury Catholic Primary School
St Stephen's School and Early Learning Centre
Lilburne reserve
Adjacent to Hepburn Conservation Area
Several parks including Ferwood Park and Kanangra Park

### OTHER FEATURES

Proximity to Dalmain PS
Proximity to Greenwood College
Pinnaroo Memorial Park (Cemetery, native bushland animals and kangaroos)
St Stephens School & Early Learning Centre
Fire Station

### TARGET YIELD

Target yield is currently R20/R40 & R20/R60

### PUBLIC TRANSPORT

Greenwood Station and high frequency bus route on Hepburn Ave

### DEVELOPMENT TO DATE

Evidence of low density infill development on the east side of Hepburn Conservation Area where new lot sizes are typically smaller than areas of 1st generation development.

Also some evidence of subdivision and grouped dwelling development, typically on corner or cul-de-sac streets

### ALSO WORTH NOTING

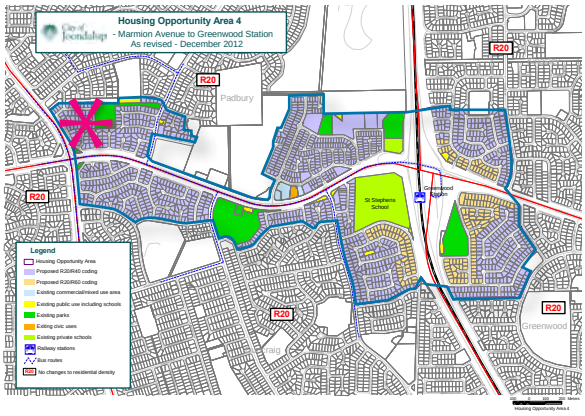
Nil

### LOT TYPOLOGIES

-Rectilinear
-Cul-de-sac
-Corner sites

# CONTEXT & CHARACTER ANALYSIS

## HOA4 - MARMION AVENUE TO GREENWOOD STATION




### BUILT FORM & SCALE

Single detached dwellings, some duplexes
1st Generation 1970s
2nd Generation 2000s - minimal new houses, mostly renovations and extensions.

### CONTEXT & CHARACTER

Generally no front fence in 1st generation housing
2nd generation- brick piers with infill timber slats for fencing
Single carports or single garages, some
Double garages to 2nd generation

### AESTHETICS & MATERIALITY

Double brick construction
Predominantly face brickwork
Concrete tiles for roofing

### LANDSCAPE QUALITY

Gently sloping terrain
Mature trees within some street setbacks
Footpaths limited to one side and absent from cul-de-sac streets
Undefined verges generally grassed or garden beds

### AMENITY

Established trees in private land and in street verges
Minimal double carports to street to date

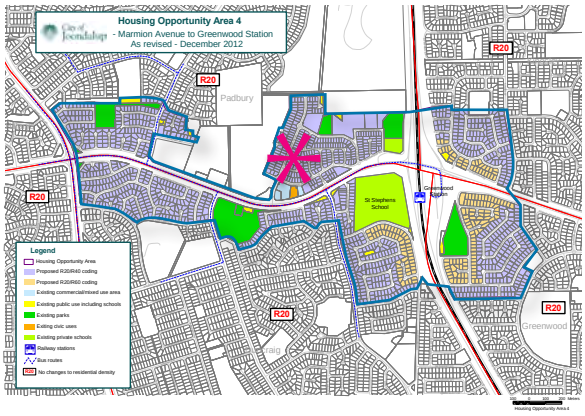
### ISSUES FOR CONSIDERATION

Minimal verge trees

*1st generation housing*

# CONTEXT & CHARACTER ANALYSIS

## HOA4 - MARMION AVENUE TO GREENWOOD STATION




### BUILT FORM & SCALE

Single detached dwellings, single and double storey
1st Generation 1990s-2000s urban infill

### CONTEXT & CHARACTER

1st generation housing- generally no front fence, double garage
2nd generation- brick piers with infill timber slats for fencing, double garages, windows facing street

### AESTHETICS & MATERIALITY

Double brick construction
Predominantly face brickwork
Concrete tiles for roofing

### LANDSCAPE QUALITY

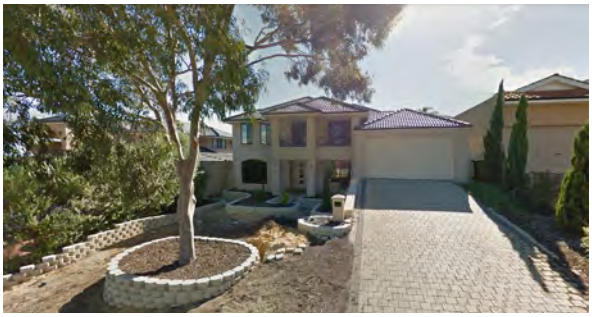
Sloping terrain
Minimal mature trees within street setbacks or verge trees
Footpaths limited to one side and absent in cul-de-sac streets
Undefined grassed or paved verges

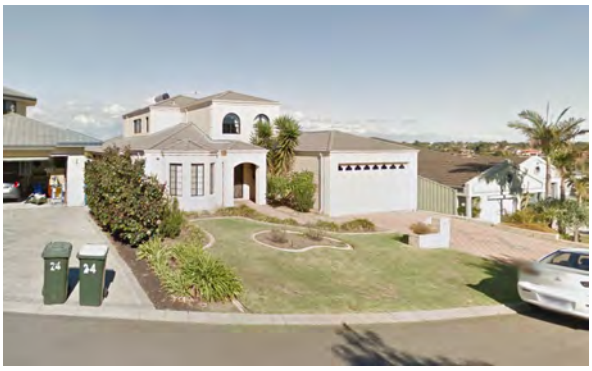
### AMENITY

Nil

### ISSUES FOR CONSIDERATION

Minimal verge trees
High lot coverage with built form - minimal deep soil zones in private land





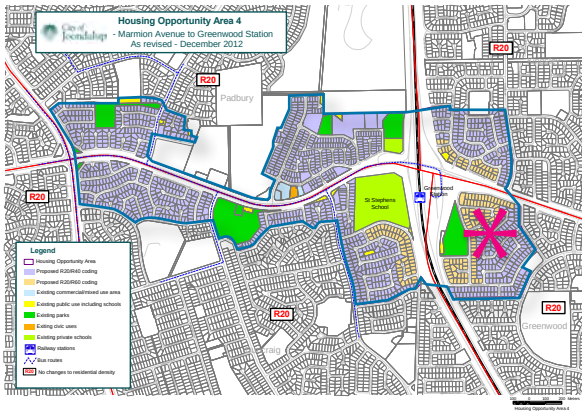
*1st generation housing, double storey*

*1st generation housing, double storey*

*Typical single storey*

# CONTEXT & CHARACTER ANALYSIS

## HOA4 - MARMION AVENUE TO GREENWOOD STATION




### BUILT FORM & SCALE

Single detached dwellings, some duplex, some grouped dwellings
1st Generation 1970-1980s
2nd Generation 2010s - includes multiple dwellings and grouped dwellings

### CONTEXT & CHARACTER

1st generation housing- generally no front fence, single or double carport
2nd generation- brick piers with infill timber slats for fencing, double garages, windows facing street

### AESTHETICS & MATERIALITY

Double brick construction
Predominantly face brickwork
Concrete tiles for roofing

### LANDSCAPE QUALITY

Sloping Terrain
Minimal mature trees within street setbacks or verges trees
Footpaths to some streets
Verges generally grassed or paved

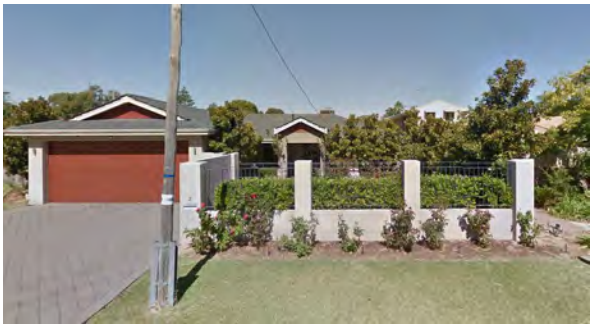
### AMENITY

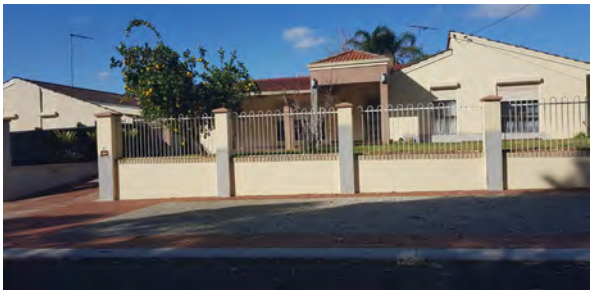
Relatively small number of mature trees

### ISSUES FOR CONSIDERATION

Minimal verge trees

*1st generation housing, single storey, carports, no fences*

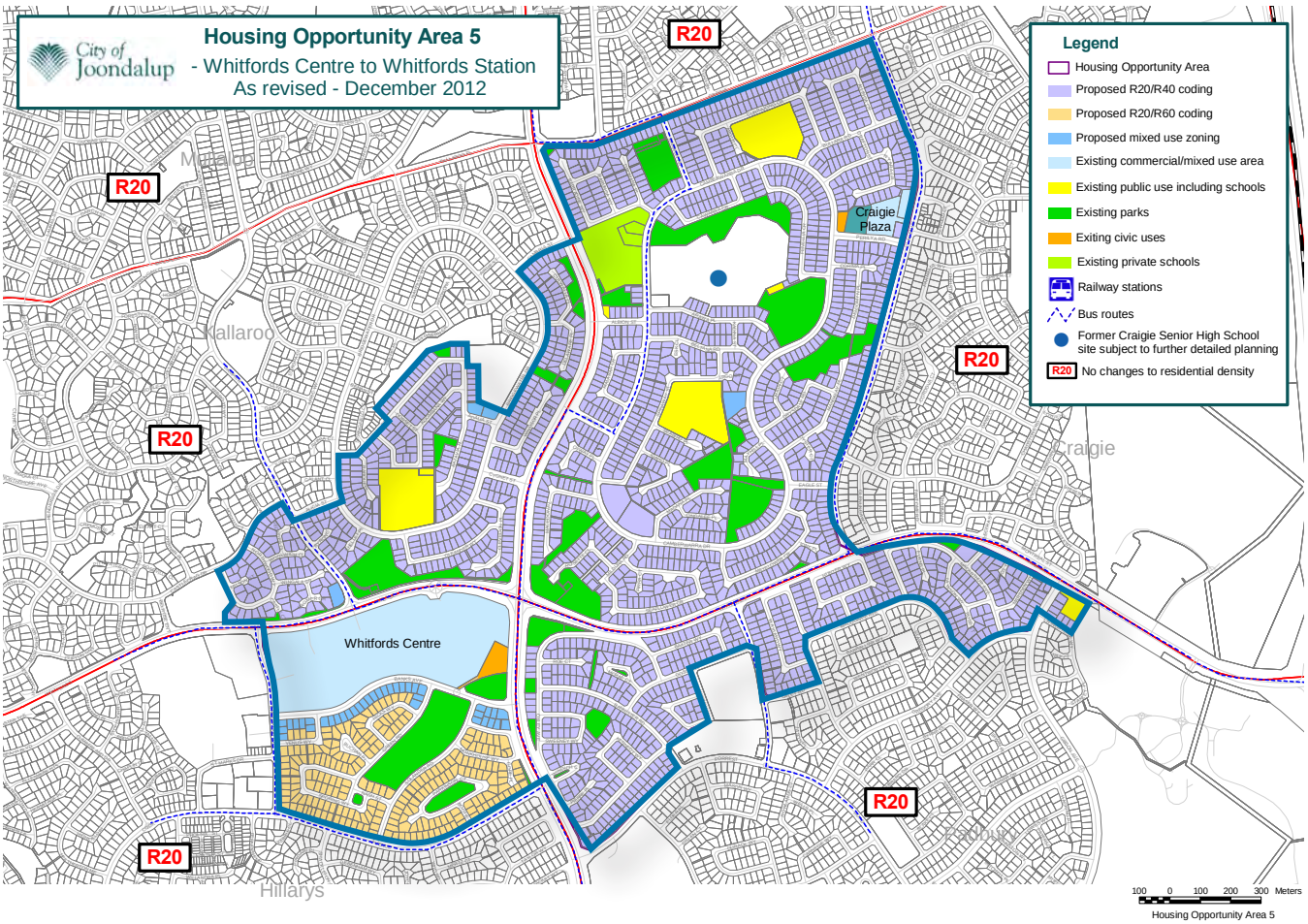




*2nd generation housing*

# HOUSING OPPORTUNITY AREA 5

## OVERVIEW




### AMENITY

Craigie Heights PS
Springfield PS
Access to several public parks including James Cook Park and Mawson Park

### OTHER FEATURES

West Coast Language Development Centre
Craigie Plaza - Neighbourhood Centre
Whitford City - Secondary Centre
Proximity to Padbury PS and associated community facilities
Whitfords Catholic PS
Aged Care Facilities

### TARGET YIELD

Target yield is currently R20/R40 & R20/R60
Mixed use development

### PUBLIC TRANSPORT

High frequency Bus links on Whitfords Ave

### DEVELOPMENT TO DATE

Patches of infill development where single dwellings appear on smaller lot sizes in the north of the HOA. Grouped dwellings and subdivision evident, particularly on corner and cul-de-sac sites

### ALSO WORTH NOTING

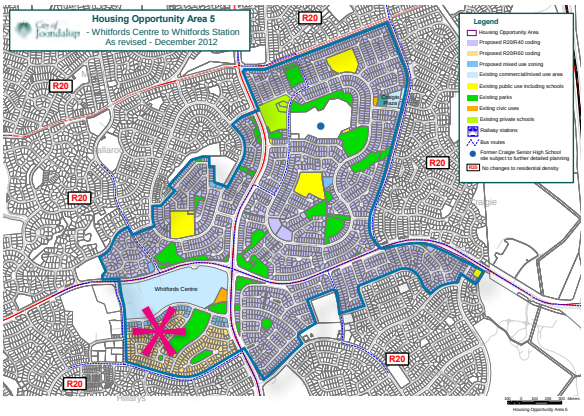
Craigie High School site is possible future housing site

### LOT TYPOLOGIES

-Rectilinear
-Cul-de-sac
-Corners site
-Trapezoid site

# CONTEXT & CHARACTER ANALYSIS

## HOA5 - WHITFORDS CENTRE TO WHITFORDS STATION




### BUILT FORM & SCALE

Single detached dwellings, some double storey
1st Generation 1970s/1980s, double storey rare
2nd Generation 2010s, double storey

### CONTEXT & CHARACTER

1st generation housing- generally no front fence, single or double carport, some garages
2nd generation- brick piers with infill timber slats for fencing, double garages, windows facing street

### AESTHETICS & MATERIALITY

Double brick construction
Predominantly face brickwork
Concrete tiles for roofing

### LANDSCAPE QUALITY

Gently sloping
Minimal mature trees within street setbacks or verges trees
Footpaths limited to one side of the street and absent from cul-de-sac streets
Undefined verges generally grassed

### AMENITY

Mature trees in some sites. Park outlook for houses on James Cook Park and Parkinson Park

### ISSUES FOR CONSIDERATION

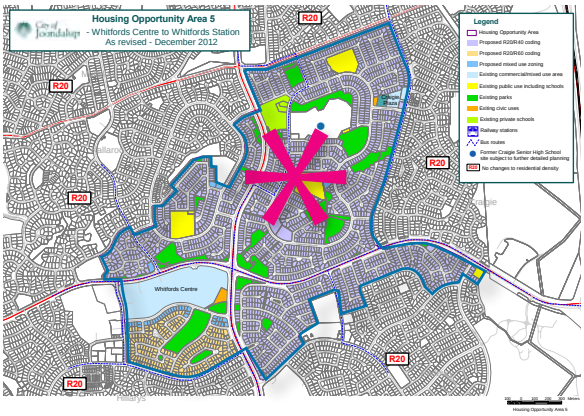
Minimal verge trees

*1st generation housing*

*2nd generation housing*

# CONTEXT & CHARACTER ANALYSIS

## HOA5 - WHITFORDS CENTRE TO WHITFORDS STATION




### BUILT FORM & SCALE

Single detached dwellings, (1x double storey found)
1st Generation 1980s

### CONTEXT & CHARACTER

1st generation housing- generally no front fence, single or double carport
2nd generation-single and multiple dwellings evident, single dwellings have brick pier fencing with infill timber slats, double carports or garages present

### AESTHETIC & MATERIALITY

Double brick construction
Predominantly face brickwork
Concrete tiles for roofing

### LANDSCAPE QUALITY

Relatively Flat
Minimal mature trees within street setbacks or verges trees
Footpaths to some streets
Verges generally grassed

### AMENITY

Lots of mature trees on private land

### ISSUES FOR CONSIDERATION

Minimal verge trees

*1st generation housing*

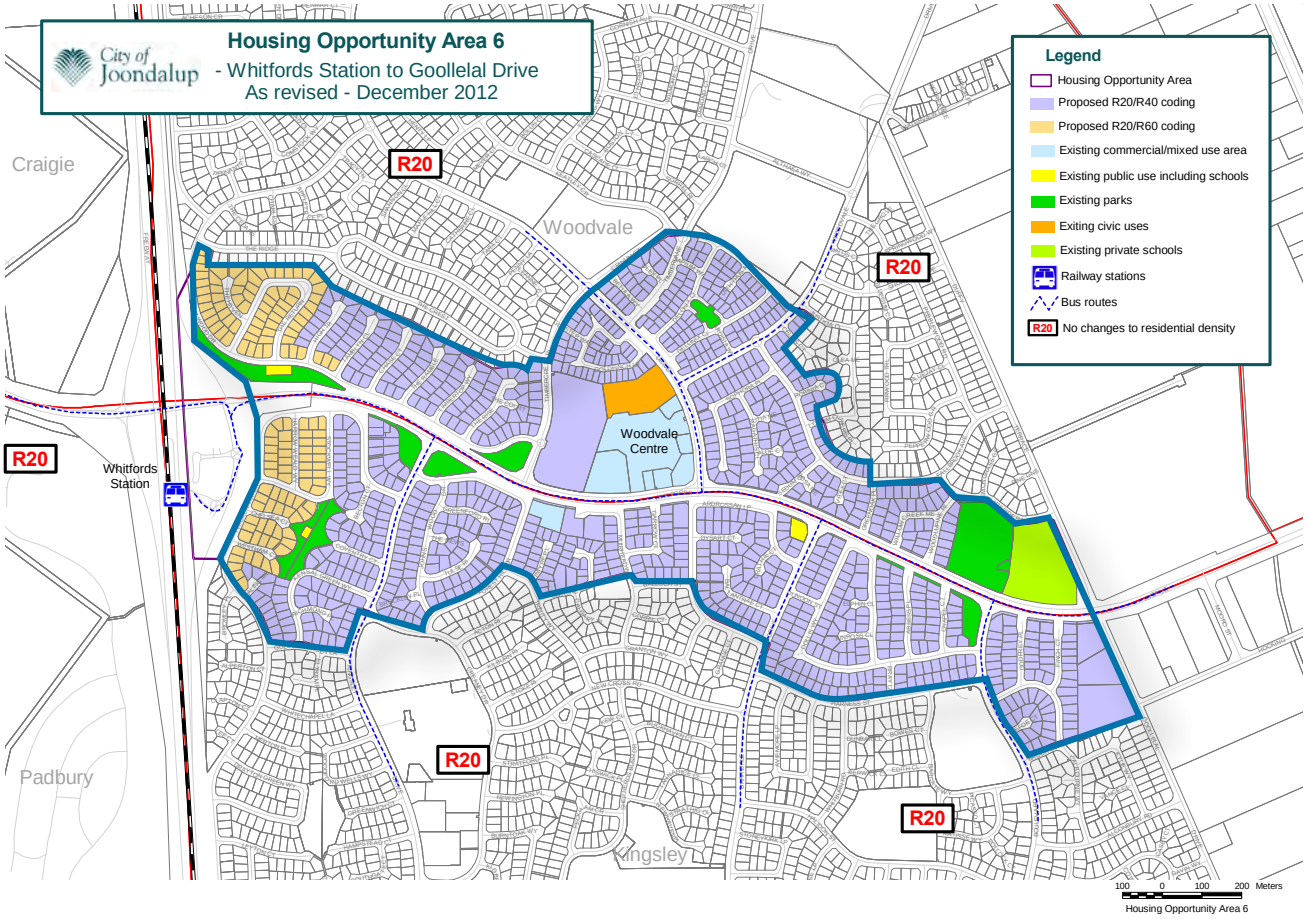
*Subdivided land parcels*

*New single residential development*

*2nd generation housing*

# HOUSING OPPORTUNITY AREA 6

## OVERVIEW




### AMENITY

Whitfords Station
Library
Retirement village
Community centre
\Woodvale PS
Creaney PS

### OTHER FEATURES

Woodvale Centre - District Centre
Adjacent to drive in theatre
St Lukes Catholic PS
Glengarry Private Hospital

### TARGET YIELD

Target yield is currently R20/R40 & R20/R60

### PUBLIC TRANSPORT

Whitfords Station & high frequency bus route

### DEVELOPMENT TO DATE

Three waves of development - Original 1970s/80s housing, 1990s housing & 2010s housing (typically involving demolition to original housing).

### ALSO WORTH NOTING

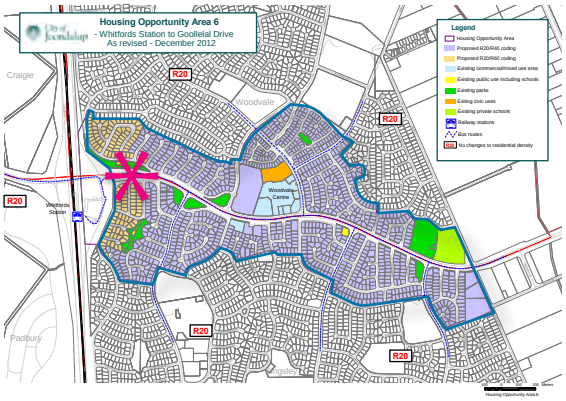
Good transport links
Craigie High School is possible future housing site

### LOT TYPOLOGIES

-Rectilinear
-Cul-de-sac
-Corners site
-Trapezoid site

# CONTEXT & CHARACTER ANALYSIS

## HOA6 - WHITFORDS STATION TO GOOLLELAL DRIVE




### BUILT FORM & SCALE

Single detached dwellings, limited double storey
1st Generation 1970s
2nd Generation 1990s
3rd Generation 2010s - includes duplex dwellings

### CONTEXT & CHARACTER

No front fence
Double garages , with some single carports or single garages to 1st generation housing

### AESTHETICS & MATERIALITY

Double brick construction
Face brickwork
Rendered brick work to some of the newer housing stock
Concrete tiles for roofing
Limestone retaining walls

### LANDSCAPE QUALITY

Gently sloping terrain
Mature trees within some street setbacks, typically associated with 1st generation housing
Footpaths limited to one side of street and absent on cul de sac streets
Undefined verge typically grass or hard stand with absence of street trees

### AMENITY

Established trees in private land of 1st generation housing

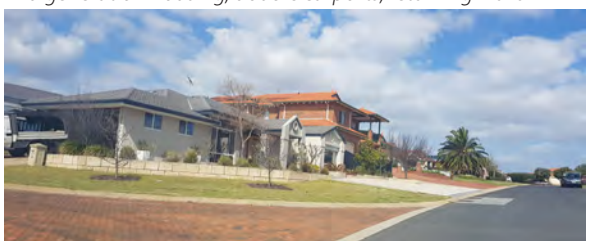
### ISSUES FOR CONSIDERATION

Double garage door and double cross over / driveway dominating street front
Absence of street trees and pedestrian footpaths

*1st generation housing - Double carports/garages, no verge trees*

*1st generation housing - established trees*

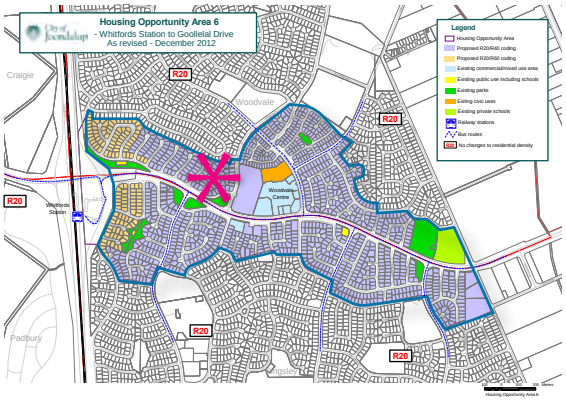
*2nd generation housing, double carports, retaining walls*



*3rd generation housing, double garages, retaining walls*

# CONTEXT & CHARACTER ANALYSIS

## HOA6 - WHITFORDS STATION TO GOOLLELAL DRIVE




### BUILD FORM & SCALE

Single detached dwellings, double storey in newer housing stock
1st Generation 1970s
2nd Generation 2010s - includes duplex/terrace dwellings

### CONTEXT & CHARACTER

No front fence
Some low font fences in newer housing stock
Double garages for detached dwellings
Single garages for attached housing

### AESTHETICS & MATERIALITY

Double brick construction
Predominantly face brickwork
Rendered brick work to some of the newer housing stock
Concrete tiles for roofing
Corrugated metal roof sheeting to some 2nd generation dwellings

### LANDSCAPE QUALITY

Sloping terrain
Footpaths limited to one side of street and absent on cul de sac streets
Undefined verge typically grass or hard stand with absence of street trees

### AMENITY

Established gardens in private land of older housing stock

### ISSUES FOR CONSIDERATION

Double garage door and double cross over/driveway dominating street front
Absence of street trees and pedestrian footpaths
Narrow or no eaves in new houses

*1st generation double storey housing*

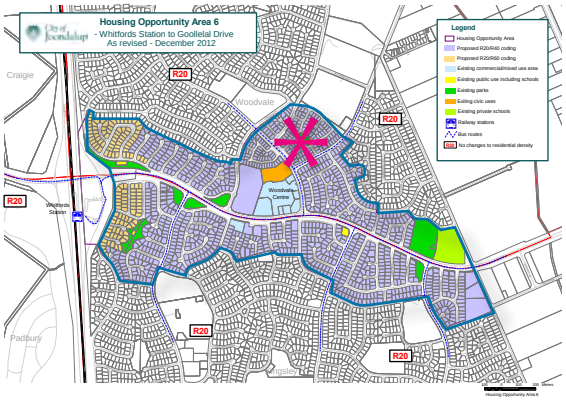
*1st generation single storey housing*

*2nd generation single storey housing*

*2nd generation double storey housing*

# CONTEXT & CHARACTER ANALYSIS

## HOA6 - WHITFORDS STATION TO GOOLLELAL DRIVE




### BUILT FORM & SCALE

Single detached dwellings, predominately single storey
1st Generation 1990s

### CONTEXT & CHARACTER

Generally no front fence
Double garages and double carports

### AESTHETICS & MATERIALITY

Double brick construction
Predominantly face brickwork
Concrete tiles for roofing

### LANDSCAPE QUALITY

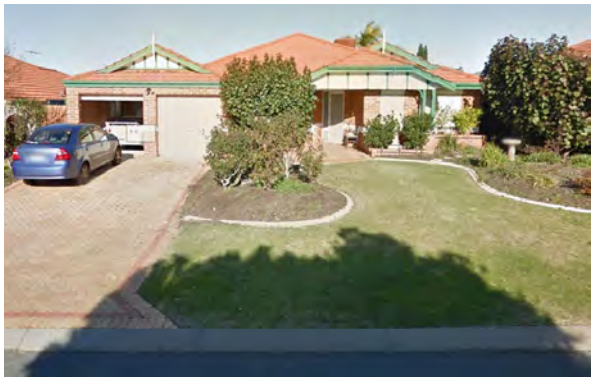
Gently sloping terrain
Footpaths limited to one side of street and absent on cul de sac streets
Undefined verge typically grass or hard stand with absence of street trees

### AMENITY

Established gardens and some trees in private land addressing street

### ISSUES FOR CONSIDERATION

Double garage door and double cross over/driveway dominating street front in newer housing stock
Absence of street trees and pedestrian footpaths
Narrow or no eaves in new houses

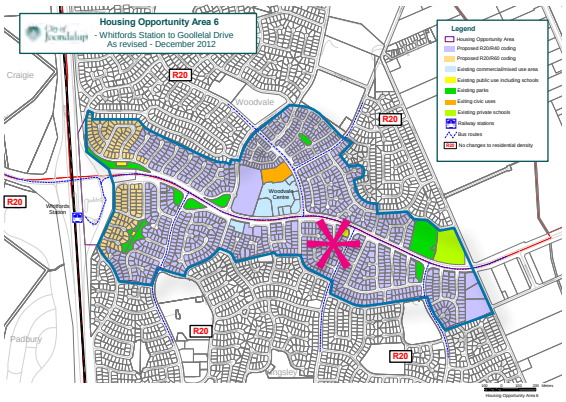


*1st generation single storey housing*

*1st generation double storey housing*

# CONTEXT & CHARACTER ANALYSIS

## HOA6 - WHITFORDS STATION TO GOOLLELAL DRIVE




### BUILT FORM & SCALE

Single detached dwellings, double storey in newer housing stock
1st Generation 1970s
2nd Generation 1990s - includes some grouped dwellings
3rd Generation 2010s - includes duplex dwellings

### CONTEXT & CHARACTER

No front fence to 1st generation dwellings
Some high fencing to 2nd generation dwellings, typically associated with corner sites
Single garages in 1st generation dwellings
Double garages and some double carports in newer housing stock

### AESTHETICS & MATERIALITY

Double brick construction
Predominantly face brickwork
Rendered brickwork to 3rd generation dwellings
Concrete tiles for roofing
Corrugated metal roof sheeting to some 2nd generation dwellings

### LANDSCAPE QUALITY

Relatively flat terrain
Mature trees within some street setbacks in 1st generation dwellings
Footpaths limited to one side of street and absent on cul de sac streets
Undefined verge typically grass or hard stand with absence of street trees

### AMENITY

Established gardens and some trees in private land addressing street. Established gardens along lot boundaries

### ISSUES FOR CONSIDERATION

Double garage door dominating street front in newer housing stock
Absence of street trees and pedestrian footpaths
Narrow or no eaves in new houses
Minimal verge trees
Private land mature trees lost

*1st generation housing*

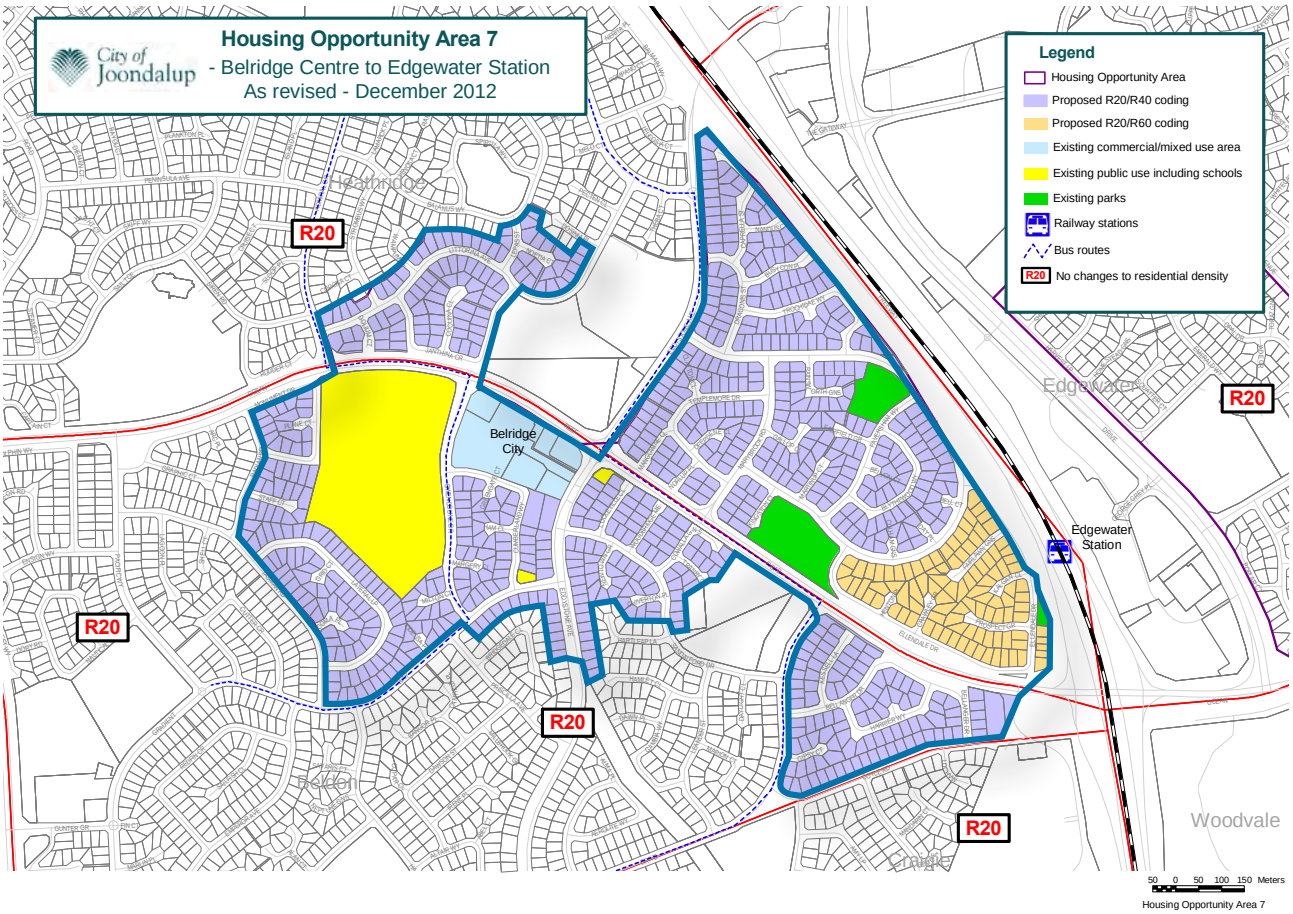
*2nd generation housing*

*3rd generation housing*

gresleyabas

# HOUSING OPPORTUNITY AREA 7

## OVERVIEW




### AMENITY

Belridge Secondary College
Adjacent to Eddystone PS
Adjacent to Littorina Park

### OTHER FEATURES

Adjacent to Sandalford Park
Belridge City - Neighbourhood Centre
Beldon School of Early Learning

### TARGET YIELD

Target yield is currently R20/R40 & R20/R60

### PUBLIC TRANSPORT

Access to Edgewater train station and multiple bus routes

### DEVELOPMENT TO DATE

Limited development evident

### ALSO WORTH NOTING

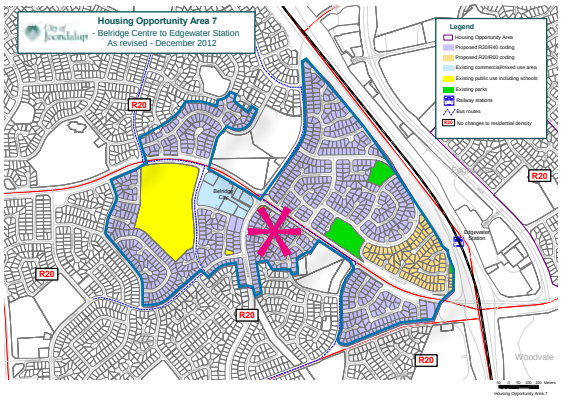
Nil

### LOT TYPOLOGIES

-Rectilinear
-Cul-de-sac
-Corner site
-Trapezoid

# CONTEXT & CHARACTER ANALYSIS

## HOA7 - BELRIDGE CENTRE TO EDGEWATER STATION




### EXISTING BUILDING TYPES

Single detached dwellings, limited double storey
1st Generation 1980s
2nd Generation 1990s
Renovations include render to existing brick dwellings

### EXISTING STREET ADDRESS

Fences generally low and only present on corner lots - Cumberland Way shows more incidence of fences.
Undulating terrain, retaining walls common
Mix of double and single garages and/or carports

### AESTHETICS & MATERIALITY

Double brick construction
Face brickwork
Rendered brick work to some housing stock
Concrete tiles for roofing

### LANDSCAPE QUALITY

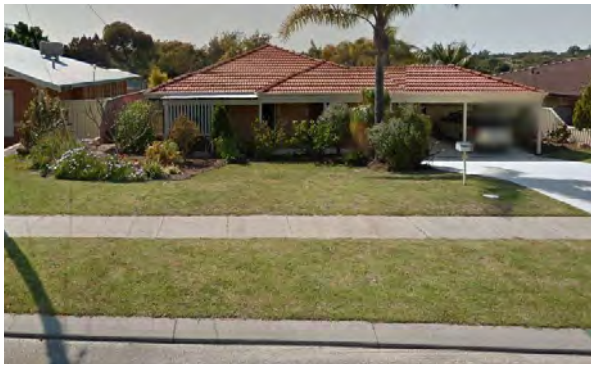
Gently sloping terrain
Established gardens and mature trees within some street setbacks, typically associated with 1st generation housing and early 1990s dwellings
Footpaths typical, excluding cul de sac streets
Verges not vegetated

### AMENITY

Established gardens & trees in private land of older housing stock

### ISSUES FOR CONSIDERATION

Garage door and paved driveway dominating street front
Absence of street trees

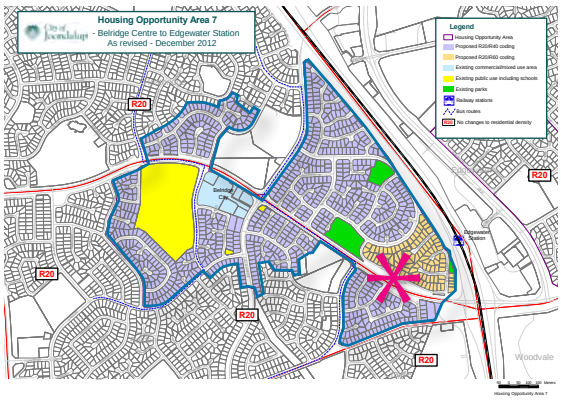


*1st generation housing*

*2nd generation housing, double carports, fences*

# CONTEXT & CHARACTER ANALYSIS

## HOA7 - BELRIDGE CENTRE TO EDGEWATER STATION




### BUILT FORM & SCALE

Single detached dwellings generally, some examples of grouped dwellings on cul de sac sites
1st Generation1980-90s
2nd Generation 2010s

### CONTEXT & CHARACTER

Fences generally low and only present on corner lots
Predominantly single garages and/or carports with additional Hardstand parking

### AESTHETICS & MATERIALITY

Double brick construction
Predominantly face brickwork
Rendered brick work to some of the newer housing stock
Some examples of 2 course bricks
Concrete tiles for roofing
Corrugated metal roof sheeting to some 3rd generation dwellings

### LANDSCAPE QUALITY

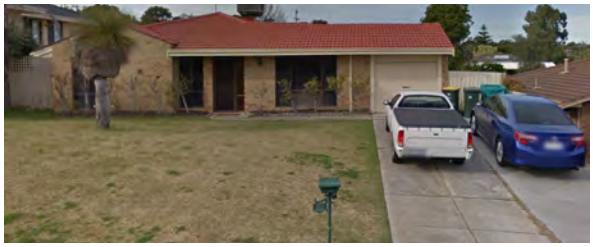
Gently sloping terrain
Established gardens within some street setbacks, typically associated with 1st generation housing and early 1990s dwellings
Footpaths typical, on one side of street and absent on cul de sac streets.
Verges not vegetated

### AMENITY

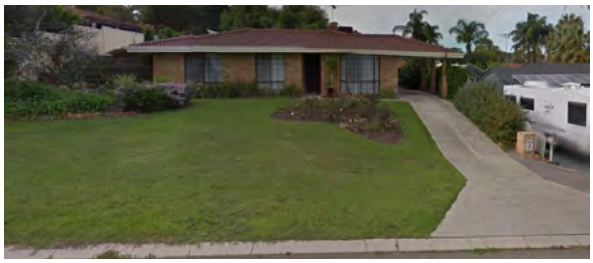
Established gardens in private land

### ISSUES FOR CONSIDERATION

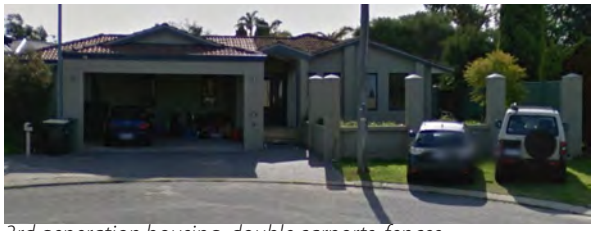
Wide driveways and garage / carports dominating street front
Absence of street trees and pedestrian footpaths
Narrow or no eaves in new houses
Absence of verge trees



*1st generation housing*



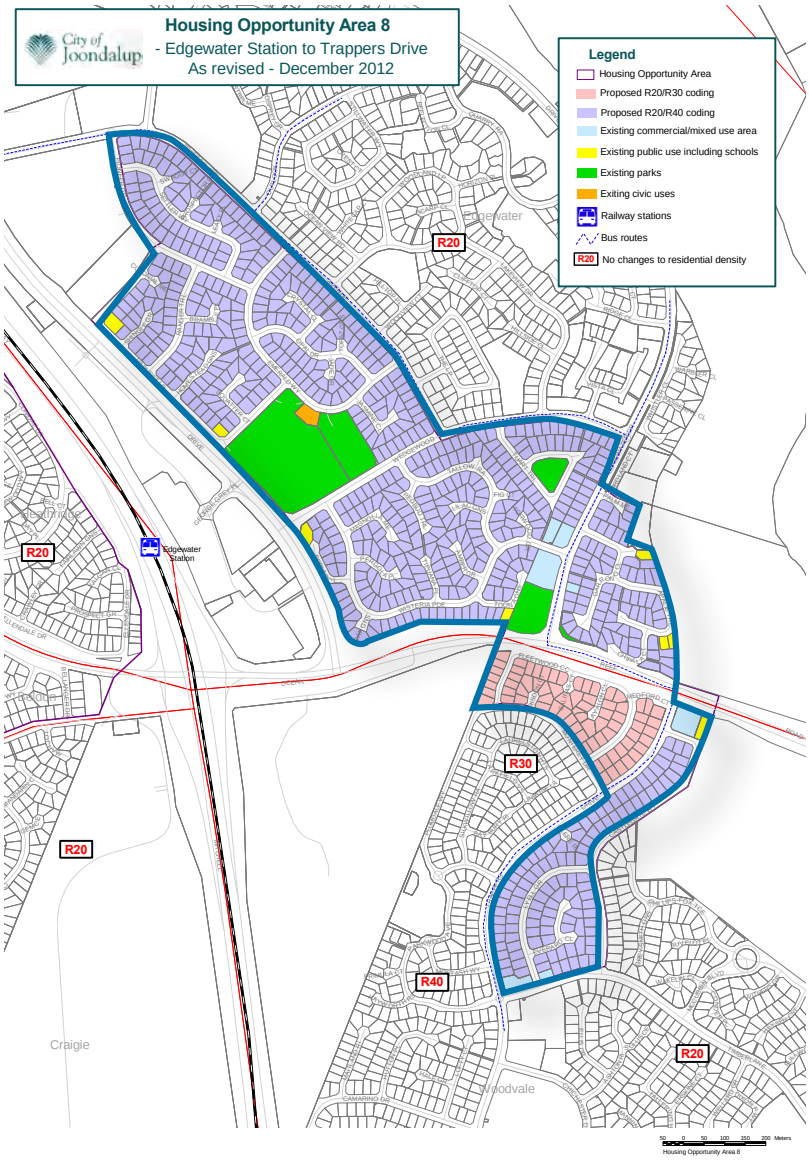
*1st generation housing*



*3rd generation housing, double carports, fences*

# HOUSING OPPORTUNITY AREA 8

## OVERVIEW




### AMENITY

Emerald Park
Edgewater Markets
Edgewater Primary School
Woodvale Nature Reserve

### OTHER FEATURES

Edgewater Mercy Hostel
Proximity to large parks
Marter Dei College
Proximity to Joondalup shopping precinct
Proximity to Lake Joondalup

### TARGET YIELD

Target yield is currently R20/R30 & R20/R40

### PUBLIC TRANSPORT

Access to Edgewater Station

### DEVELOPMENT TO DATE

Limited subdivision evident, older housing stock being replaced with new housing stock.

### ALSO WORTH NOTING

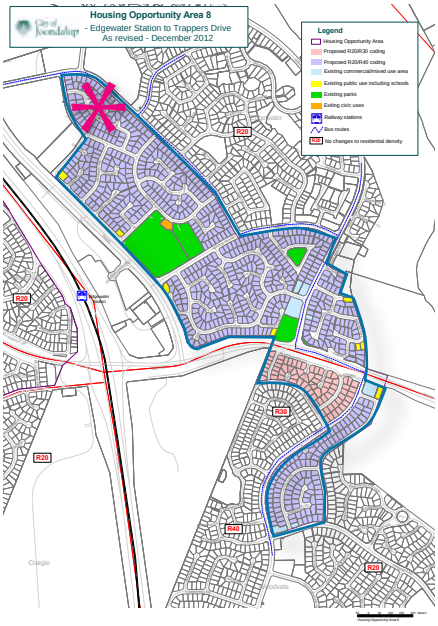
Some cul-de-sac conditions

### LOT TYPOLOGIES

-Rectilinear
-Cul-de-sac
-Corner site

# CONTEXT & CHARACTER ANALYSIS

## HOA8 - EDGEWATER STATION TO TRAPPERS DRIVE




### BUILT FORM & SCALE

Single detached dwellings, some examples of duplex housing
1st Generation 1970-80s
2nd Generation 1990s
3rd Generation 2010s

### CONTEXT & CHARACTER

Fences only present on corner lots - some retaining walls present to address change in relief from verge to FFL.
Mix of double and single garages and/or carports

### AESTHETICS & MATERIALITY

Double brick construction
Face brickwork
Rendered brick work to new housing stock, and some older brick dwellings rendered more recently.
Concrete tiles for roofing. Some examples of custom orb metal roof sheeting on new housing stock

### LANDSCAPE QUALITY

Sloping terrain
Established gardens and mature trees within some street setbacks, and verges
Footpaths on one side, undefined verge on alternative side.

### AMENITY

Established gardens & mature trees in private land and on verges

### ISSUES FOR CONSIDERATIONS

Garage door and paved double crossover / driveway dominate street front

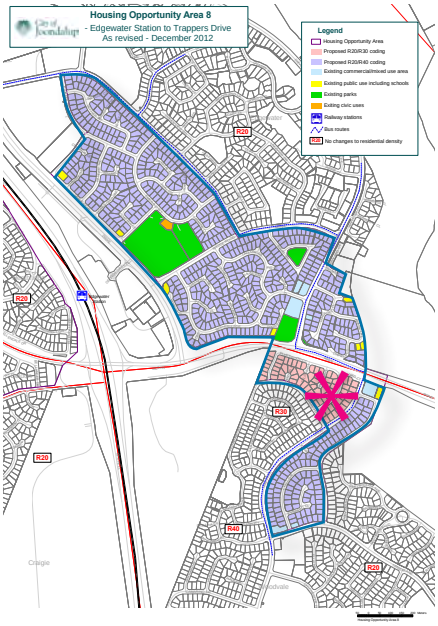
*1st generation housing*

*2nd generation housing, double carports*

*3rd generation housing*

# CONTEXT & CHARACTER ANALYSIS

## HOA8 - EDGEWATER STATION TO TRAPPERS DRIVE




### BUILT FORM & SCALE

Single detached dwellings generally, some examples of grouped dwellings on cul de sac sites
1st Generation 1970-80s - predominantly
2nd Generation 1990s

### CONTEXT & CHARACTER

Fences only present on corner lots
Retaining walls and steep driveways common
Mixture of single and double carports and garages

### AESTHETICS & MATERIALS

Double brick construction
Predominantly face brickwork
Rendered brick work to some of the newer housing stock
Concrete tiles for roofing

### LANDSCAPE QUALITY

Sloping terrain
Established front gardens with some mature trees in street setbacks and verge, more commonly associated with 1st generation housing
Footpaths often not present and verges not defined

### AMENITY

Established gardens in private land and mature street trees in setback and on verges

### ISSUES TO CONSIDER

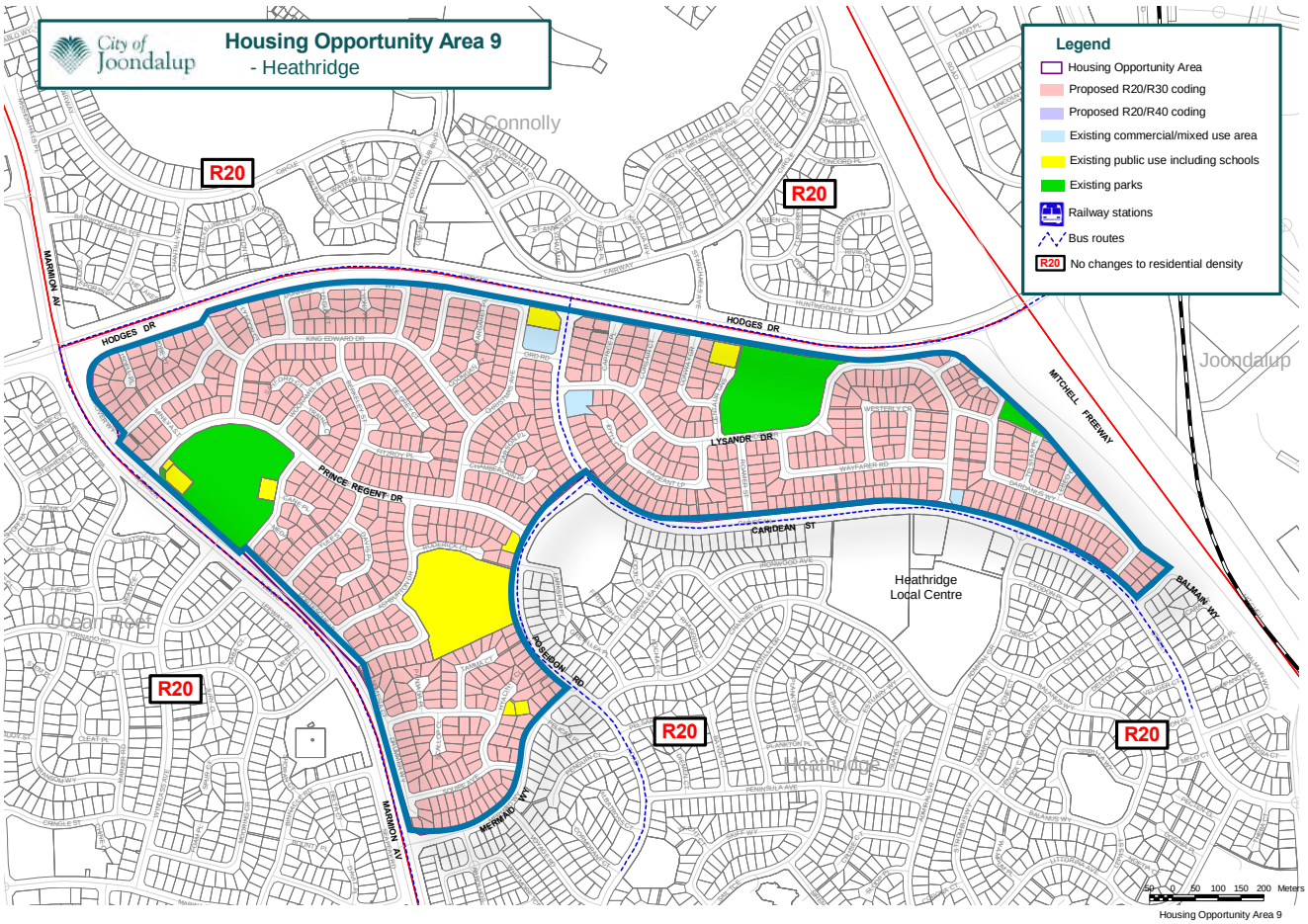
Wide driveways and garage / carports dominating street front

*1st generation housing*

*2nd generation housing*

# HOUSING OPPORTUNITY AREA 9

## OVERVIEW




### AMENITY

Poseiden PS
Lysander Reserve
Prince Regent Park
Adjacent to Hearthridge Primary School

### LOT TYPOLOGIES

-Rectilinear
-Cul-de-sac
-Corner site

### OTHER FEATURES

Heathridge Local Centre
Proximity to Ocean Reef Senior High School
Proximity to Joondalup shopping precinct

### TARGET YIELD

Target Yield is R20/R30

### PUBLIC TRANSPORT

High frequency bus route on Hodges drive and Marmion Ave

### DEVELOPMENT TO DATE

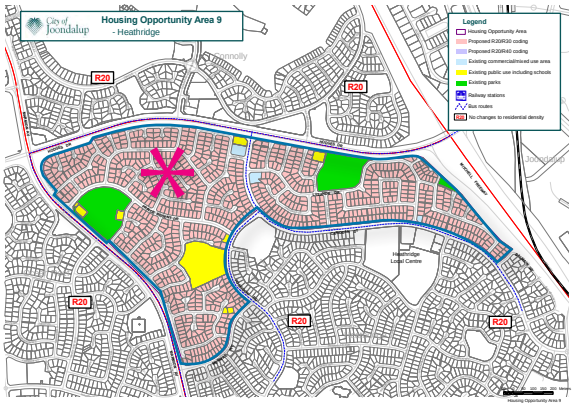
Minimal development to date

### ALSO WORTH NOTING

Some cul de sac conditions

# CONTEXT & CHARACTER ANALYSIS

## HOA9 - HEATHRIDGE




### BUILT FORM & SCALE

Single detached dwellings
1st Generation 1980s
2nd Generation 2000s - minimal new houses, some double storey

### CONTEXT & CHARACTER

Generally no front fence in 1st generation housing, however most corner blocks have 1800h fences to the side road, and there is a high number of corner blocks. Extensive use of roller shutters to street facing windows. Single carports or single garages.
2nd generation- double garages, brick piers with infill timber slats for fencing.

### AESTHETICS & MATERIALITY

Double brick construction
Predominantly face brickwork
Concrete tiles for roofing

### LANDSCAPE QUALITY

Steep sloping terrain
Mature trees within some street setbacks
Very few footpaths
Verges generally grassed or paved

### AMENITY

Nil

### ISSUES FOR CONSIDERATION

Roller shutters to most windows facing the street
Minimal verge trees

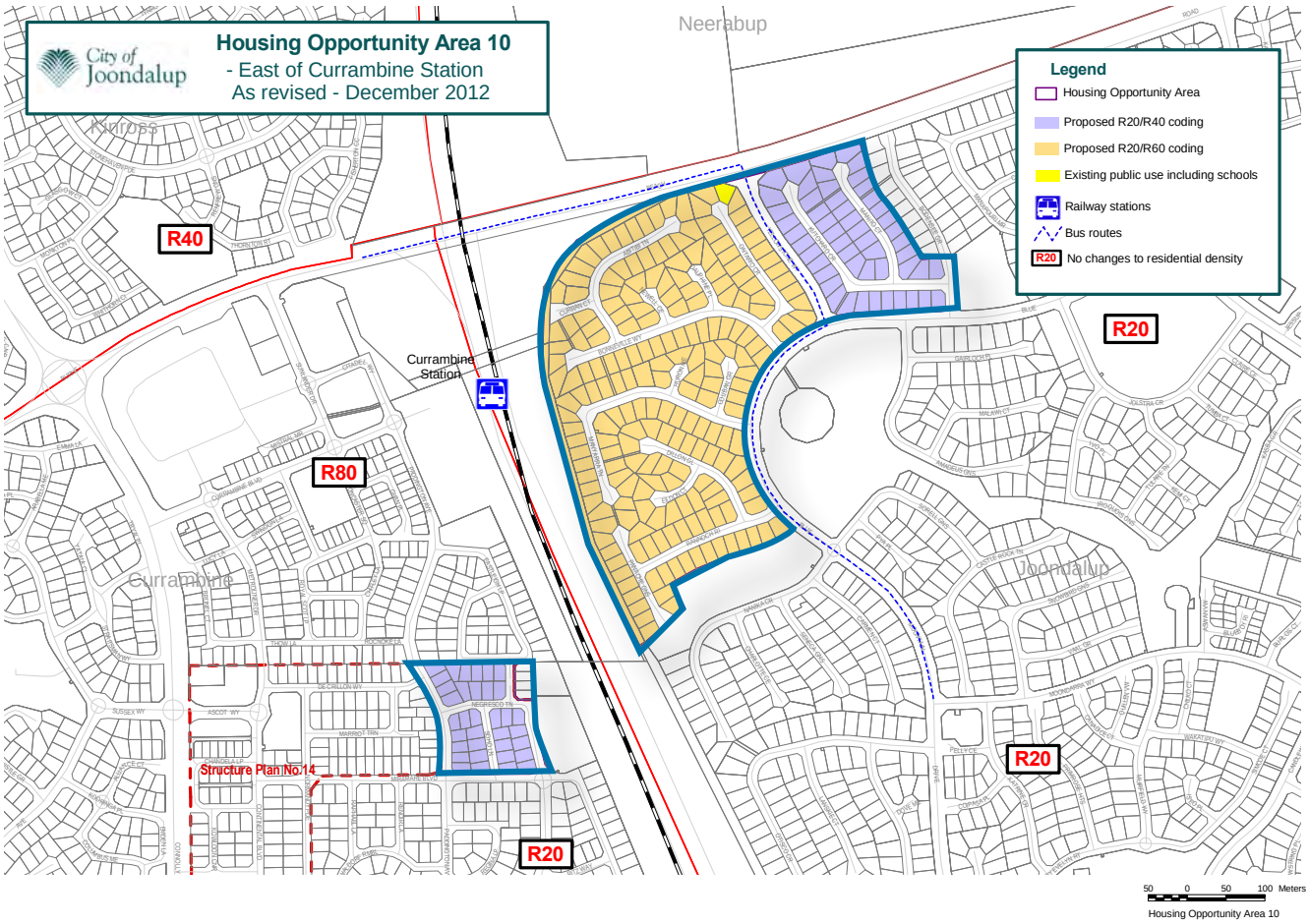
*1st generation housing - roller shutters and garage to street*

*1st generation housing - high fence to street*

*2nd generation fencing and garages to street*

# HOUSING OPPORTUNITY AREA 10

## OVERVIEW




### AMENITY

Manapouri Park Adjacent
Blue Lake Park Adjacent
Joondalup Primary School
Joondalup Education Support Centre
Joondalup Family Centre

### OTHER FEATURES

Sabah's Family Daycare
Brightwater Care Group
Good Start Family Centre
Proximity to Candlewood Village
Proximity to several parks including Lake Joondalup

### TARGET YIELD

Target yield is currently R20/R40 & R20/R60
Some cul de sac conditions

### PUBLIC TRANSPORT

Access to Currambine Station and multiple bus routes

### DEVELOPMENT TO DATE

Minor subdivision to cul-de-sac lots. In addition, two storey development generally observed in cul-de-sac lots.

### ALSO WORTH NOTING

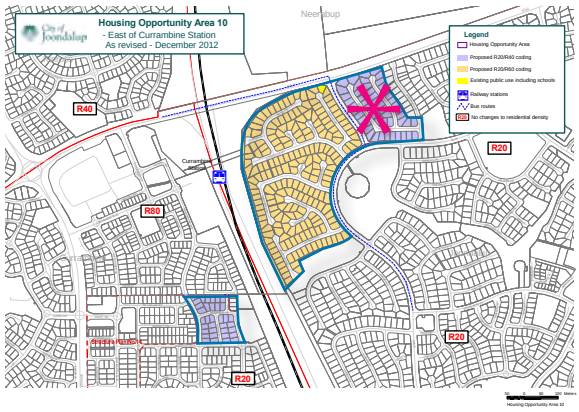
HOA is close to Neerabup National Park

### LOT TYPOLOGIES

-Rectilinear
-Cul-de-sac
-Corner site

# CONTEXT & CHARACTER ANALYSIS

## HOA10 - CURRAMBINE STATION




### BUILT FORM & SCALE

Single detached dwellings
1st Generation 1980-90s

### CONTEXT & CHARACTER

Generally no front fence in housing, however most corner blocks have 1800h fences to the side road.
Single carports or single garages as well as double garages present

### AESTHETICS & MATERIALITY

Double brick construction
Predominantly face brickwork
Concrete tiles for roofing

### LANDSCAPE QUALITY

Flat terrain
Mature trees within some street setbacks
Very few footpaths limited to main access roads.
Undefined verges generally grassed
Good access to high quality parkland.

### AMENITY

Established gardens in private land and mature trees in setback

### ISSUES FOR CONSIDERATION

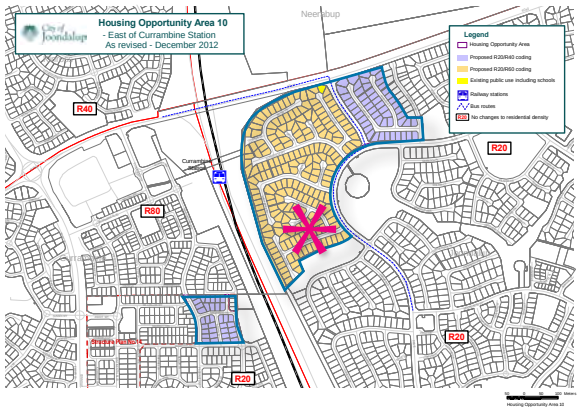
High fencing on main access roads mean no passive surveillance to pedestrian pathways and bus stops (i.e. Yellow Stone Way)

*Mature trees in front setback*

*Grassed verges*

# CONTEXT & CHARACTER ANALYSIS

## HOA9 - CURRAMBINE STATION




### BUILT FORM & SCALE

Single detached dwellings
1st Generation 1980-90s
Minor higher density development in cul-de-sac where 2 storey dwellings were observed.

### CONTEXT & CHARACTER

Fencing generally absent with exception of low retaining limestone walls at property boundaries. Single and double carports common as well as double garages.

### AESTHETICS & MATERIALITY

Double brick construction
Predominantly face brickwork
Concrete tiles for roofing

### LANDSCAPE QUALITY

Sloping Terrain
Retaining wall and steps to front entry common
Mature trees within some street setbacks
No footpaths
Undefined verges generally grassed or paved

### AMENITY

Established gardens in private land and mature trees in setback

### ISSUES FOR CONSIDERATION

Minimal verge trees and no pedestrian paths. Double garages and paved driveways/hardstands dominate street character.

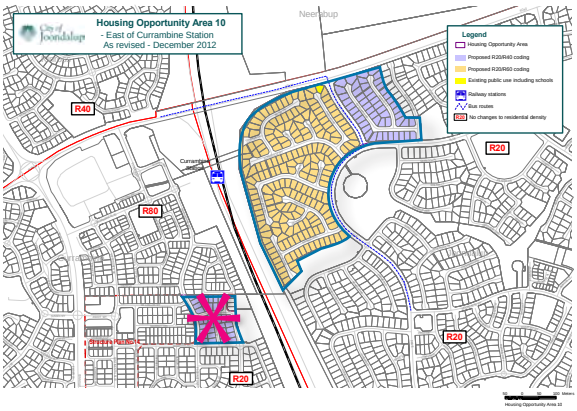
*Paved verges and driveways dominating streetscape*

*Retaining walls to property*

*Established gardens in front yards*

# CONTEXT & CHARACTER ANALYSIS

## HOA10 - CURRAMBINE STATION




### BUILT FORM & SCALE

Single detached dwellings
1st Generation 2010s development
Dwellings on smaller lot sizes

### CONTEXT & CHARACTER

Generally no front fence with exception of low retaining limestone walls at some property boundaries. Combination of limestone blocks and colourbond fencing on corner lots.
Double garages and driveways common.

### AESTHETICS & MATERIALITY

Double brick construction
Predominantly face brickwork, with some examples of two course brick construction
Concrete tiles common, with some metal profile roof sheeting observed

### LANDSCAPE QUALITY

Minor sloping terrain
Sporadic street trees
Established gardens common
Very few footpaths
Verges generally grassed or paved

### AMENITY

Established gardens in street setback.

### ISSUES FOR CONSIDERATION

Impermeable verges common
Minimal verge trees

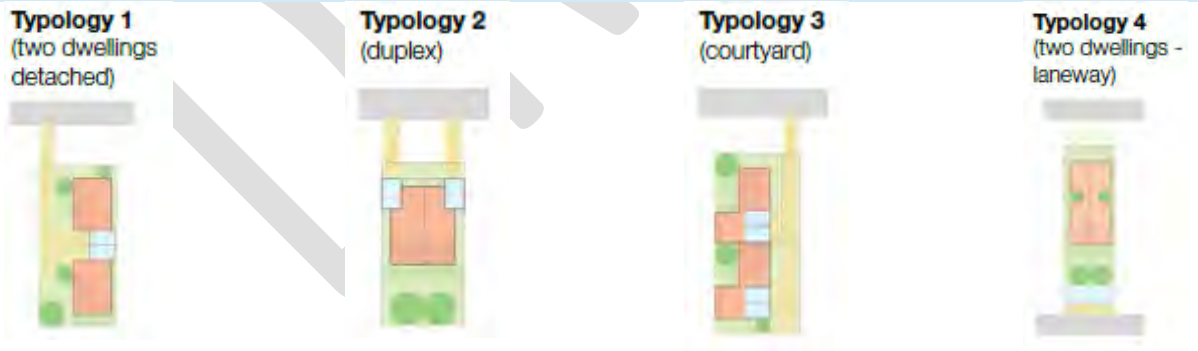
*Dominance of double carports*

*Evidence of mature trees and retaining walls*

# APPENDIX B
# BUILT FORM TYPOLOGY HOA SPECIFIC ANALYSIS

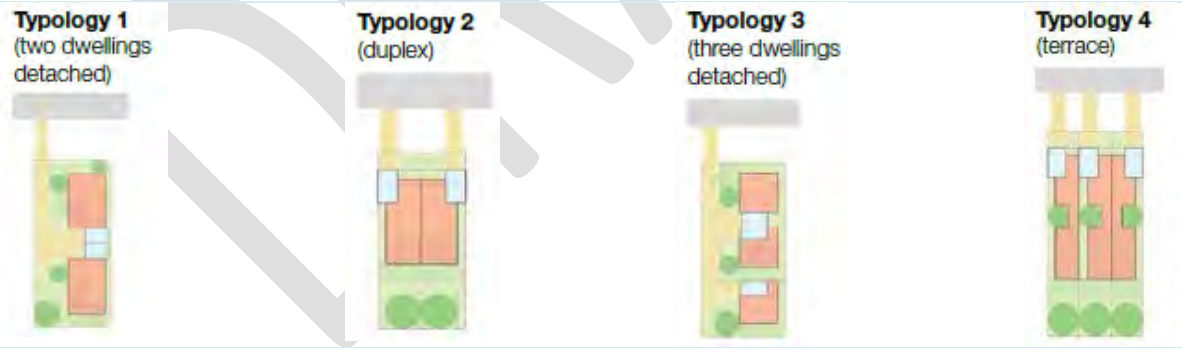
| House typology ideas for House R25/30 - location suitability 35 responses HOA 1, 7 responses HOA 2, 10 responses HOA 3, 17 responses HOA 4, 24 responses HOA 5, 19 responses HOA 6, 5 responses HOA 7, 26 responses HOA 8, 6 responses HOA 9, 3 responses HOA 10 | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Within 10 minute walk of train station | Within 5 minute walk of train station | Within 10 minute walk of activity centre | Within 5 minute walk of activity centre | Within 5 minute walk of high frequency bus | Close to public open space | Close to community facilities | Along an arterial road | Along a local street |
| **HOA 1** | $1^{(10+)}$, $2^{(5+)}$, $3^{(5+)}$, $4^{(5)}$ | $1^{(5+)}$, $2^{(5+)}$, $3^{(5+)}$, $4^{(5+)}$ | $1^{(5+)}$, $2^{(5+)}$, $3^{(5+)}$, $4^{(3)}$ | $1^{(4)}$, $2^{(5+)}$, $3^{(5+)}$, $4^{(4)}$ | $1^{(5+)}$, $2^{(10+)}$, $3^{(5)}$, $4^{(5)}$ | $1^{(10+)}$, $2^{(10+))}$, $3^{(5+)}$, $4^{(5)}$ | $1^{(10)}$, $2^{(10+))}$, $3^{(5+)}$,$4^{(5+)}$ | $1^{(5+)}$, $2^{(4)}$, $3^{(5+)}$,$4^{(4)}$ | $1^{(10)}$, $2^{(10+))}$, $3^{(5+)}$,$4^{(5)}$ |
| **HOA 2** | $1^{(2)}$, $2^{(1)}$, $3^{(0)}$, $4^{(0)}$ | $1^{(2)}$, $2^{(1)}$, $3^{(0)}$, $4^{(0)}$ | $1^{(2)}$, $2^{(1)}$, $3^{(0)}$, $4^{(0)}$ | $1^{(2)}$, $2^{(1)}$, $3^{(1)}$, $4^{(0)}$ | $1^{(3)}$, $2^{(2)}$, $3^{(0)}$, $4^{(1)}$ | $1^{(2)}$, $2^{(1)}$, $3^{(0)}$, $4^{(0)}$ | $1^{(2)}$, $2^{(1)}$, $3^{(0)}$, $4^{(0)}$ | $1^{(3)}$, $2^{(2)}$, $3^{(2)}$, $4^{(1)}$ | $1^{(2)}$, $2^{(2)}$, $3^{(1)}$, $4^{(1)}$ |
| **HOA 3** | $1^{(1)}$, $2^{(1)}$, $3^{(1)}$, $4^{(1)}$ | $1^{(1)}$, $2^{(2)}$, $3^{(1)}$, $4^{(1)}$ | $1^{(3)}$, $2^{(1)}$, $3^{(0)}$, $4^{(0)}$ | $1^{(3)}$, $2^{(3)}$, $3^{(2)}$, $4^{(1)}$ | $1^{(4)}$, $2^{(4)}$, $3^{(2)}$, $4^{(1)}$ | $1^{(3)}$, $2^{(2)}$, $3^{(2)}$, $4^{(1)}$ | $1^{(3)}$, $2^{(1)}$, $3^{(2)}$, $4^{(1)}$ | $1^{(3)}$, $2^{(5)}$, $3^{(3)}$, $4^{(3)}$ | $1^{(3)}$, $2^{(2)}$, $3^{(1)}$, $4^{(0)}$ |
| **HOA 4** | $1^{(5)}$, $2^{(4)}$, $3^{(4)}$, $4^{(1)}$ | $1^{(3)}$, $2^{(2)}$, $3^{(3)}$, $4^{(0)}$ | $1^{(5)}$, $2^{(3)}$, $3^{(3)}$, $4^{(1)}$ | $1^{(3)}$, $2^{(2)}$, $3^{(3)}$, $4^{(0)}$ | $1^{(4)}$, $2^{(3)}$, $3^{(4)}$, $4^{(0)}$ | $1^{(6)}$, $2^{(5)}$, $3^{(5)}$, $4^{(1)}$ | $1^{(5)}$, $2^{(3)}$, $3^{(3)}$, $4^{(0)}$ | $1^{(2)}$, $2^{(2)}$, $3^{(2)}$, $4^{(1)}$ | $1^{(5)}$, $2^{(5)}$, $3^{(5)}$, $4^{(1)}$ |
| **HOA 5** | $1^{(5+)}$, $2^{(5+)}$, $3^{(5+)}$, $4^{(5+)}$ | $1^{(5)}$, $2^{(5)}$, $3^{(5+)}$, $4^{(5+)}$ | $1^{(5+)}$, $2^{(5+)}$, $3^{(5)}$, $4^{(5+)}$ | $1^{(4)}$, $2^{(3)}$, $3^{(2)}$, $4^{()}$ | $1^{(5+)}$, $2^{(4)}$, $3^{(4)}$, $4^{(4)}$ | $1^{(5+)}$, $2^{(5+)}$, $3^{(5)}$, $4^{(5+)}$ | $1^{(5+)}$, $2^{(5+)}$, $3^{(5)}$, $4^{(5+)}$ | $1^{(5+)}$, $2^{(5)}$, $3^{(4)}$, $4^{(5)}$ | $1^{(5+)}$, $2^{(5+)}$, $3^{(4)}$, $4^{(5)}$ |
| **HOA 6** | $1^{(13)}$, $2^{(10)}$, $3^{(9)}$, $4^{(4)}$ | $1^{(8)}$, $2^{(7)}$, $3^{(5)}$, $4^{(5)}$ | $1^{(8)}$, $2^{(6)}$, $3^{(7)}$, $4^{(4)}$ | $1^{(5)}$, $2^{(4)}$, $3^{(5)}$, $4^{(4)}$ | $1^{(10)}$, $2^{(9)}$, $3^{(8)}$, $4^{(5)}$ | $1^{(11)}$, $2^{(8)}$, $3^{(7)}$, $4^{(4)}$ | $1^{(10)}$, $2^{(7)}$, $3^{(6)}$,$4^{(3)}$ | $1^{(4)}$, $2^{(6)}$, $3^{(3)}$,$4^{(2)}$ | $1^{(7)}$, $2^{(5)}$, $3^{(4)}$,$4^{(1)}$ |
| **HOA 7** | $1^{(1)}$, $2^{(1)}$, $3^{(1)}$, $4^{(1)}$ | $1^{(2)}$, $2^{(2)}$, $3^{(2)}$, $4^{(1)}$ | $1^{(2)}$, $2^{(1)}$, $3^{(1)}$, $4^{(1)}$ | $1^{(3)}$, $2^{(3)}$, $3^{(3)}$, $4^{(1)}$ | $1^{(3)}$, $2^{(3)}$, $3^{(3)}$, $4^{(1)}$ | $1^{(4)}$, $2^{(3)}$, $3^{(3)}$, $4^{(1)}$ | $1^{(3)}$, $2^{(3)}$, $3^{(3)}$,$4^{(1)}$ | $1^{(1)}$, $2^{(1)}$, $3^{(1)}$,$4^{(1)}$ | $1^{(4)}$, $2^{(3)}$, $3^{(3)}$,$4^{(1)}$ |
| **HOA 8** | $1^{(5+)}$, $2^{(5+)}$, $3^{(5+)}$, $4^{(2)}$ | $1^{(5)}$, $2^{(5)}$, $3^{(3)}$, $4^{(2)}$ | $1^{(5+)}$, $2^{(5)}$, $3^{(5+)}$, $4^{(2)}$ | $1^{(5)}$, $2^{(4)}$, $3^{()}$, $4^{(2)}$ | $1^{(5+)}$, $2^{(5)}$, $3^{(5+)}$, $4^{(2)}$ | $1^{(10)}$, $2^{(5+)}$, $3^{(5+)}$, $4^{(2)}$ | $1^{(5+)}$, $2^{(5+)}$, $3^{(4)}$,$4^{(2)}$ | $1^{(4)}$, $2^{(4)}$, $3^{(4)}$,$4^{(1)}$ | $1^{(5+)}$, $2^{(5+)}$, $3^{(5+)}$,$4^{(3)}$ |
| **HOA 9** | $1^{(3)}$, $2^{(3)}$, $3^{(4)}$, $4^{(0)}$ | $1^{(4)}$, $2^{(4)}$, $3^{(4)}$, $4^{(2)}$ | $1^{(4)}$, $2^{(4)}$, $3^{(4)}$, $4^{(1)}$ | $1^{(5)}$, $2^{(5)}$, $3^{(4)}$, $4^{(1)}$ | $1^{(5)}$, $2^{(5)}$, $3^{(5)}$, $4^{(0)}$ | $1^{(5)}$, $2^{(5)}$, $3^{(5)}$, $4^{(2)}$ | $1^{(5)}$, $2^{(5)}$, $3^{(5)}$,$4^{(2)}$ | $1^{(1)}$, $2^{(1)}$, $3^{(1)}$,$4^{(0)}$ | $1^{(5)}$, $2^{(5)}$, $3^{(4)}$,$4^{(2)}$ |
| **HOA 10** | $1^{()}$, $2^{()}$, $3^{()}$, $4^{()}$ | $1^{()}$, $2^{()}$, $3^{()}$, $4^{()}$ | $1^{()}$, $2^{()}$, $3^{()}$, $4^{()}$ | $1^{()}$, $2^{()}$, $3^{()}$, $4^{()}$ | $1^{()}$, $2^{()}$, $3^{()}$, $4^{()}$ | $1^{()}$, $2^{()}$, $3^{()}$, $4^{()}$ | $1^{()}$, $2^{()}$, $3^{()}$,$4^{()}$ | $1^{()}$, $2^{()}$, $3^{()}$,$4^{()}$ | $1^{()}$, $2^{()}$, $3^{()}$,$4^{()}$ |

**HOUSE R25/R30 TYPOLOGIES 1-4**



| house typology ideas for House R40/R60 - location suitability 35 responses HOA 1, 7 responses HOA 2, 10 responses HOA 3, 17 responses HOA 4, 24 responses HOA 5, 19 responses HOA 6, 5 responses HOA 7, 26 responses HOA 8, 6 responses HOA 9, 3 responses HOA 10 | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Within 10 minute walk of train station | Within 5 minute walk of train station | Within 10 minute walk of activity centre | Within 5 minute walk of activity centre | Within 5 minute walk of high frequency bus | Close to public open space | Close to community facilities | Along an arterial road | Along a local street |
| **HOA 1** | $1^{(10+)}$, $2^{(4)}$, $3^{(5)}$, $4^{()}$ | $1^{(5+)}$, $2^{(5+)}$, $3^{(10+)}$, $4^{()}$ | $1^{(10+)}$, $2^{(2)}$, $3^{(4)}$, $4^{()}$ | $1^{(3)}$, $2^{(5)}$, $3^{(5+)}$, $4^{()}$ | $1^{(5+)}$, $2^{(5)}$, $3^{(5)}$, $4^{()}$ | $1^{(5+)}$, $2^{(5+)}$, $3^{(5+)}$, $4^{()}$ | $1^{(10+)}$, $2^{(5+)}$, $3^{(10)}$,$4^{()}$ | $1^{(5+)}$, $2^{(10+)}$, $3^{(10+)}$,$4^{()}$ | $1^{(5+)}$, $2^{(2)}$, $3^{(4)}$,$4^{()}$ |
| **HOA 2** | $1^{(1)}$, $2^{(1)}$, $3^{(1)}$, $4^{(1)}$ | $1^{(1)}$, $2^{(2)}$, $3^{(1)}$, $4^{(1)}$ | $1^{(3)}$, $2^{(1)}$, $3^{(0)}$, $4^{(0)}$ | $1^{(2)}$, $2^{(3)}$, $3^{(2)}$, $4^{(1)}$ | $1^{(4)}$, $2^{(4)}$, $3^{(2)}$, $4^{(1)}$ | $1^{(3)}$, $2^{(2)}$, $3^{(2)}$, $4^{(1)}$ | $1^{(3)}$, $2^{(1)}$, $3^{(2)}$,$4^{(1)}$ | $1^{(3)}$, $2^{(5)}$, $3^{(3)}$,$4^{(1)}$ | $1^{(3)}$, $2^{(2)}$, $3^{(1)}$,$4^{(0)}$ |
| **HOA 3** | $1^{(0)}$, $2^{(0)}$, $3^{(0)}$, $4^{(0)}$ | $1^{(3)}$, $2^{(3)}$, $3^{(2)}$, $4^{(2)}$ | $1^{(0)}$, $2^{(0)}$, $3^{(0)}$, $4^{(0)}$ | $1^{(1)}$, $2^{(1)}$, $3^{(1)}$, $4^{(1)}$ | $1^{(2)}$, $2^{(2)}$, $3^{(1)}$, $4^{(1)}$ | $1^{(1)}$, $2^{(0)}$, $3^{(0)}$, $4^{(0)}$ | $1^{(1)}$, $2^{(1)}$, $3^{(1)}$,$4^{(1)}$ | $1^{(1)}$, $2^{(1)}$, $3^{(1)}$,$4^{(1)}$ | $1^{(1)}$, $2^{(1)}$, $3^{(0)}$,$4^{(0)}$ |
| **HOA 4** | $1^{(8)}$, $2^{(6)}$, $3^{(3)}$, $4^{(2)}$ | $1^{(6)}$, $2^{(5)}$, $3^{(4)}$, $4^{(3)}$ | $1^{(6)}$, $2^{(5)}$, $3^{(1)}$, $4^{(2)}$ | $1^{(6)}$, $2^{(5)}$, $3^{(4)}$, $4^{(3)}$ | $1^{(7)}$, $2^{(6)}$, $3^{(5)}$, $4^{(4)}$ | $1^{(9)}$, $2^{(7)}$, $3^{(2)}$, $4^{(2)}$ | $1^{(7)}$, $2^{(5)}$, $3^{(1)}$,$4^{(2)}$ | $1^{(5)}$, $2^{(4)}$, $3^{(2)}$,$4^{(2)}$ | $1^{(5)}$, $2^{(5)}$, $3^{(3)}$,$4^{(1)}$ |
| **HOA 5** | $1^{(5+)}$, $2^{(5)}$, $3^{(5)}$, $4^{(4)}$ | $1^{(5+)}$, $2^{(5+)}$, $3^{(5+)}$, $4^{(5)}$ | $1^{(5)}$, $2^{(5)}$, $3^{(3)}$, $4^{(3)}$ | $1^{(4)}$, $2^{(2)}$, $3^{(2)}$, $4^{(3)}$ | $1^{(5+)}$, $2^{(5)}$, $3^{(5)}$, $4^{(1)}$ | $1^{(5)}$, $2^{(5)}$, $3^{(4)}$, $4^{(4)}$ | $1^{(4)}$, $2^{(5)}$, $3^{(2)}$,$4^{()}$ | $1^{(5+)}$, $2^{(5)}$, $3^{(5)}$,$4^{(4)}$ | $1^{(5)}$, $2^{(4)}$, $3^{(4)}$,$4^{(3)}$ |
| **HOA 6** | $1^{(7)}$, $2^{(4)}$, $3^{(4)}$, $4^{(2)}$ | $1^{(10)}$, $2^{(8)}$, $3^{(4)}$, $4^{(4)}$ | $1^{(5)}$, $2^{(3)}$, $3^{(3)}$, $4^{(2)}$ | $1^{(5)}$, $2^{(5)}$, $3^{(2)}$, $4^{(2)}$ | $1^{(9)}$, $2^{(6)}$, $3^{(3)}$, $4^{(3)}$ | $1^{(6)}$, $2^{(4)}$, $3^{(3)}$, $4^{(2)}$ | $1^{(8)}$, $2^{(5)}$, $3^{(4)}$,$4^{(2)}$ | $1^{(3)}$, $2^{(4)}$, $3^{(4)}$,$4^{(5)}$ | $1^{(3)}$, $2^{(2)}$, $3^{(4)}$,$4^{(2)}$ |
| **HOA 7** | $1^{(1)}$, $2^{(1)}$, $3^{(1)}$, $4^{(1)}$ | $1^{(2)}$, $2^{(2)}$, $3^{(2)}$, $4^{(2)}$ | $1^{(1)}$, $2^{(1)}$, $3^{(1)}$, $4^{(1)}$ | $1^{(3)}$, $2^{(3)}$, $3^{(3)}$, $4^{(3)}$ | $1^{(3)}$, $2^{(3)}$, $3^{(3)}$, $4^{(3)}$ | $1^{(3)}$, $2^{(3)}$, $3^{(3)}$, $4^{(3)}$ | $1^{(3)}$, $2^{(3)}$, $3^{(3)}$,$4^{(3)}$ | $1^{(1)}$, $2^{(1)}$, $3^{(1)}$,$4^{(1)}$ | $1^{(3)}$, $2^{(3)}$, $3^{(3)}$,$4^{(3)}$ |
| **HOA 8** | $1^{(5+)}$, $2^{(5+)}$, $3^{(3)}$, $4^{(1)}$ | $1^{(5+)}$, $2^{(5)}$, $3^{(4)}$, $4^{(2)}$ | $1^{(5+)}$, $2^{(5+)}$, $3^{(3)}$, $4^{(1)}$ | $1^{(5)}$, $2^{(4)}$, $3^{(3)}$, $4^{(2)}$ | $1^{(5+)}$, $2^{(5+)}$, $3^{(3)}$, $4^{(2)}$ | $1^{(5+)}$, $2^{(5+)}$, $3^{(4)}$, $4^{(2)}$ | $1^{(5+)}$, $2^{(5+)}$, $3^{(5)}$,$4^{(3)}$ | $1^{(3)}$, $2^{(3)}$, $3^{(2)}$,$4^{(1)}$ | $1^{(10+)}$, $2^{(5+)}$, $3^{(5)}$,$4^{(4)}$ |
| **HOA 9** | $1^{(1)}$, $2^{(1)}$, $3^{(1)}$, $4^{(1)}$ | $1^{(2)}$, $2^{(1)}$, $3^{(1)}$, $4^{(1)}$ | $1^{(1)}$, $2^{(1)}$, $3^{(1)}$, $4^{(1)}$ | $1^{(1)}$, $2^{()}$, $31^{()}$, $4^{(1)}$ | $1^{(2)}$, $2^{(0)}$, $3^{(1)}$, $4^{(0)}$ | $1^{(2)}$, $2^{(1)}$, $3^{(1)}$, $4^{(1)}$ | $1^{(1)}$, $2^{(1)}$, $3^{(1)}$,$4^{(1)}$ | $1^{(0)}$, $2^{(1)}$, $3^{(1)}$,$4^{(1)}$ | $1^{(2)}$, $2^{(1)}$, $3^{(0)}$,$4^{(0)}$ |
| **HOA 10** | $1^{(1)}$, $2^{(1)}$, $3^{(2)}$, $4^{(3)}$ | $1^{(0)}$, $2^{(0)}$, $3^{(0)}$, $4^{(0)}$ | $1^{(2)}$, $2^{(2)}$, $3^{(2)}$, $4^{(2)}$ | $1^{(0)}$, $2^{(0)}$, $3^{(0)}$, $4^{(0)}$ | $1^{(1)}$, $2^{(1)}$, $3^{(1)}$, $4^{(1)}$ | $1^{(1)}$, $2^{(1)}$, $3^{(2)}$, $4^{(2)}$ | $1^{(1)}$, $21^{()}$, $3^{(1)}$,$4^{(1)}$ | $1^{(1)}$, $2^{(1)}$, $3^{(1)}$,$4^{(1)}$ | $1^{(2)}$, $2^{(2)}$, $3^{(2)}$,$4^{(2)}$ |

**HOUSE R40/R60 TYPOLOGIES 1-4**



| house typology ideas for Apartment R40/R60 - location suitability 35 responses HOA 1, 7 responses HOA 2, 10 responses HOA 3, 17 responses HOA 4, 24 responses HOA 5, 19 responses HOA 6, 5 responses HOA 7, 26 responses HOA 8, 6 responses HOA 9, 3 responses HOA 10 | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Within 10 minute walk of train station | Within 5 minute walk of train station | Within 10 minute walk of activity centre | Within 5 minute walk of activity centre | Within 5 minute walk of high frequency bus | Close to public open space | Close to community facilities | Along an arterial road | Along a local street |
| **HOA 1** | $1^{(5+)}$, $2^{(4)}$, $3^{(5)}$ | $1^{(5+)}$, $2^{(5+)}$, $3^{(10+)}$ | $1^{(5)}$, $2^{(2)}$, $3^{(4)}$ | $1^{(5)}$, $2^{(5)}$, $3^{(5+)}$ | $1^{(5+)}$, $2^{(5)}$, $3^{(5)}$ | $1^{(+5)}$, $2^{(5+)}$, $3^{(5+)}$ | $1^{(5+)}$, $2^{(5+)}$, $3^{(10)}$ | $1^{(5+)}$, $2^{(10+)}$, $3^{(10+)}$ | $1^{(2)}$, $2^{(2)}$, $3^{(4)}$ |
| **HOA 2** | $1^{(0)}$, $2^{(0)}$, $3^{(0)}$ | $1^{(2)}$, $2^{(2)}$, $3^{(2)}$ | $1^{(0)}$, $2^{(0)}$, $3^{(0)}$ | $1^{(1)}$, $2^{(1)}$, $3^{(1)}$ | $1^{(1)}$, $2^{(1)}$, $3^{(1)}$ | $1^{(1)}$, $2^{(1)}$, $3^{(1)}$ | $1^{(2)}$, $2^{(1)}$, $3^{(1)}$ | $1^{(1)}$, $2^{(1)}$, $3^{(1)}$ | $1^{(1)}$, $2^{(0)}$, $3^{(0)}$ |
| **HOA 3** | $1^{(1)}$, $2^{(1)}$, $3^{(0)}$ | $1^{(1)}$, $2^{(1)}$, $3^{(1)}$ | $1^{(0)}$, $2^{(0)}$, $3^{(0)}$ | $1^{(0)}$, $2^{(0)}$, $3^{(0)}$ | $1^{(2)}$, $2^{(1)}$, $3^{(1)}$ | $1^{(0)}$, $2^{(0)}$, $3^{(0)}$ | $1^{(0)}$, $2^{(0)}$, $3^{(0)}$ | $1^{(0)}$, $2^{(0)}$, $3^{(0)}$ | $1^{(2)}$, $2^{(1)}$, $3^{(1)}$ |
| **HOA 4** | $1^{(4)}$, $2^{(3)}$, $3^{(4)}$ | $1^{(2)}$, $2^{(2)}$, $3^{(4)}$ | $1^{(3)}$, $2^{(2)}$, $3^{(2)}$ | $1^{(2)}$, $2^{(2)}$, $3^{(3)}$ | $1^{(3)}$, $2^{(2)}$, $3^{(3)}$ | $1^{(2)}$, $2^{(2)}$, $3^{(4)}$ | $1^{(1)}$, $2^{(2)}$, $3^{(2)}$ | $1^{(2)}$, $2^{(2)}$, $3^{(3)}$ | $1^{(2)}$, $2^{(3)}$, $3^{(3)}$ |
| **HOA 5** | $1^{(5+)}$, $2^{(4)}$, $3^{(5)}$ | $1^{(5+)}$, $2^{(5+)}$, $3^{(5)}$ | $1^{(5)}$, $2^{(2)}$, $3^{(4)}$ | $1^{(2)}$, $2^{(2)}$, $3^{(3)}$ | $1^{(4)}$, $2^{(3)}$, $3^{(3)}$ | $1^{(5)}$, $2^{(3)}$, $3^{(3)}$ | $1^{(4)}$, $2^{(2)}$, $3^{(3)}$ | $1^{(4)}$, $2^{(5+)}$, $3^{(4)}$ | $1^{(4)}$, $2^{(1)}$, $3^{(1)}$ |
| **HOA 6** | $1^{(6)}$, $2^{(4)}$, $3^{(2)}$ | $1^{(4)}$, $2^{(2)}$, $3^{(4)}$ | $1^{(2)}$, $2^{(1)}$, $3^{(2)}$ | $1^{(3)}$, $2^{(1)}$, $3^{(1)}$ | $1^{(4)}$, $2^{(2)}$, $3^{(3)}$ | $1^{(6)}$, $2^{(6)}$, $3^{(6)}$ | $1^{(4)}$, $2^{(2)}$, $3^{(2)}$ | $1^{(5)}$, $2^{(5)}$, $3^{(5)}$ | $1^{(3)}$, $2^{(2)}$, $3^{(2)}$ |
| **HOA 7** | $1^{(1)}$, $2^{(1)}$, $3^{(1)}$ | $1^{(2)}$, $2^{(2)}$, $3^{(2)}$ | $1^{(0)}$, $2^{(1)}$, $3^{(1)}$ | $1^{(3)}$, $2^{(3)}$, $3^{(3)}$ | $1^{(3)}$, $2^{(3)}$, $3^{(3)}$ | $1^{(3)}$, $2^{(3)}$, $3^{(3)}$ | $1^{(3)}$, $2^{(3)}$, $3^{(3)}$ | $1^{(2)}$, $2^{(2)}$, $3^{(3)}$ | $1^{(2)}$, $2^{(2)}$, $3^{(2)}$ |
| **HOA 8** | $1^{(4)}$, $2^{(3)}$, $3^{(3)}$ | $1^{(3)}$, $2^{(3)}$, $3^{(4)}$ | $1^{(3)}$, $2^{(3)}$, $3^{(3)}$ | $1^{(1)}$, $2^{(4)}$, $3^{(4)}$ | $1^{(4)}$, $2^{(5)}$, $3^{(5)}$ | $1^{(4)}$, $2^{(4)}$, $3^{(4)}$ | $1^{(3)}$, $2^{(4)}$, $3^{(3)}$ | $1^{(4)}$, $2^{(4)}$, $3^{(5+)}$ | $1^{(4)}$, $2^{(3)}$, $3^{(3)}$ |
| **HOA 9** | $1^{(1)}$, $2^{(1)}$, $3^{()}$ | $1^{(2)}$, $2^{(1)}$, $3^{()}$ | $1^{(1)}$, $2^{(0)}$, $3^{()}$ | $1^{(1)}$, $2^{(1)}$, $3^{(0)}$ | $1^{(2)}$, $2^{(1)}$, $3^{(1)}$ | $1^{(2)}$, $2^{(0)}$, $3^{(0)}$ | $1^{(1)}$, $2^{(1)}$, $3^{(1)}$ | $1^{(1)}$, $2^{(1)}$, $3^{(1)}$ | $1^{(1)}$, $2^{(0)}$, $3^{(0)}$ |
| **HOA 10** | $1^{(1)}$, $2^{(0)}$, $3^{(0)}$ | $1^{(2)}$, $2^{(2)}$, $3^{(1)}$ | $1^{(3)}$, $2^{(0)}$, $3^{(0)}$ | $1^{(1)}$, $2^{(1)}$, $3^{(0)}$ | $1^{(1)}$, $2^{(1)}$, $3^{(0)}$ | $1^{(2)}$, $2^{(2)}$, $3^{(1)}$ | $1^{(2)}$, $2^{(2)}$, $3^{(1)}$ | $1^{(1)}$, $2^{(1)}$, $3^{(0)}$ | $1^{(2)}$, $2^{(1)}$, $3^{(0)}$ |

**APARTMENT R40/R60 TYPOLOGIES 1-3**

**Typology 1**
(manor house apartments)

**Typology 2**
(apartments – single lot)

**Typology 3**
(apartments – amalgamated lots)

# APPENDIX C
# ECONOMIC OBSERVATIONS

YOLK PROPERTY GROUP

# JOONDALUP HOA REPORT

*Version C | Draft | March 22, 2019*

# CONTENTS

# 1 OVERVIEW

## 1.1 Background

Yolk Property Group have been engaged by Taylor Burrell Barnett **(TBB)** to provide commentary and financial feasibility advice in relation to the Proposed Planning Framework **(PPFW)** associated with Housing Opportunity Areas **(HOA)** within the City of Joondalup. Yolk Property Group **(YPG)** have been involved as requested through the consultation process, providing industry input as requested.

This report identifies potential influences and the basis for these influences on underlying land values due to the Proposed Planning Framework. It is not intended to be treated as a valuation of current land values or final development values.

## 1.2 Summary

For simplification of this report we have focused on the Housing Opportunity Area of Davallia Road to Warwick Centre **(Warwick)** and provided further commentary on how this relates to other Housing Opportunity Areas.

The new Proposed Planning Framework will operate in parallel to the current Residential Design Codes WA **(R-Codes)**. State Planning Policy 7.3: Residential Design Codes Volume 2 – Apartments **(A-Codes)** along with any other state or local legislation. Where there is a contradiction between the existing legislation and the Proposed Planning Framework, the contradiction has been noted in this report along with any potential influence on property value.

The Proposed Planning Framework utilises a series of mechanisms including minimum setbacks, maximum storeys and revising the definition of open space to improve the development built-form outcomes. The nominated setbacks in general are larger than those defined in the R-Codes and the revised open space definition could be considered a severer definition than that of the R-Codes.

The Proposed Planning Framework mechanisms has the following influences on underlying value:

- A reduction of site cover and therefore developable built-form area for each storey. The decreased built-form area per storey results in an increased built form area that needs to be located on the second storey when compared to a similar sized dwelling built under the current R-Codes only. Given second storey construction is at premium over single storey construction this will lead to an increased construction cost;
- There is potential for decreased density due to setbacks defining lot size and not minimum areas as defined in the R-Codes. This potential influence becomes greater with the increasing density. Reduced density, ultimately increases the land value of new lots as the underlying land value is distributed across fewer lots;
- Increase to landscaping costs due to the increased open space and minimum landscape requirements;
- Increased final development value due to larger lots;
- Increased final development values due to improved built-form and external areas.

The above noted influences do not automatically mean that the underlying land values have decreased or increased in the Housing Opportunity Areas.

# 2 METHODOLOGY

## 2.1 Housing Opportunity Areas

The Proposed Planning Framework is applicable to the following Housing Opportunity Areas:

- HOA 1: Davallia Road to Warwick Centre**;**
- HOA 2: Greenwood Village;
- HOA 3: Sorrento Laneway Lots;
- HOA 4: Marmion Avenue to Greenwood Station;
- HOA 5: Whitfords Centre to Whitfords Station;
- HOA 6: Whitfords Station to Goollelal Drive;
- HOA 7: Belridge Centre to Edgewater Station;
- HOA 8: Edgewater Station to Trappers Drive;
- HOA 9: Heathridge; and
- HOA 10: East of Currambine Station.

It is acknowledged that the new Housing Opportunity Area's each have their own unique characteristics which influence many of the assumptions made throughout this report. We have assumed the characteristics of each neighbourhood will result in a proportional change to input and for simplification we have analysed the Warwick HOA only. The net result is the analysis conducted throughout this report will apply to each of the HOA's identified, with each assumption changing proportionately. A simplified example is, while the unimproved land value in each HOA may differ, so too will the improved land value and final sales price. Similarly, while construction costs may be higher or lower in one HOA than another due to buyer preferences for a higher or lower standard of finishes, so too will the final sales prices of the dwelling. It is assumed that outcomes within one HOA will result in the same outcome within another HOA, albeit with different input and output values.

## 2.2 Typology Grouping

Several typologies have almost identical characteristics with only minor layout changes, some typologies have therefore been grouped together. The following is summary of typology grouping:

| | |
|---|---|
| Group One: | Typology 1,2 &3; |
| Group Two: | Typology 4; |
| Group Three: | Typology 5; |
| Group Four: | Typology 6; |
| Group Five: | Typology 7; |
| Group Six: | Typology 8, 9 & 10. |

## 2.3 Typical Pre-Subdivided Lot Size (Test Lot)

As per typical development process in a density infill area, larger primarily residential lots will be subdivided into smaller subdivided residential lots. In each typology group, the provided pre-subdivided lot size has been

analysed, it is acknowledged that the typologies are not restricted to the test lot size, in the instance that a larger lot is developed, outcomes across current and proposed regulations would proportionately increase

## 2.4 Typical Post-Subdivided Lot Size & Floorplate (Residential Lot)

For simplicity purposes final lot sizes, as well as dwelling floorplates have been averaged over the test lot.

## 2.5 Building Envelope

Current typical residential construction practice is to develop the entire permitted building envelope for a single storey dwelling and limit second storey construction to what is required. Analysis has been completed maximising single storey floorplates and constructing second storey floorplates in line with comparable sized product within the local market and economics of the area. Refer to Figure 2.5.1 for a typical two-storey small lot house for the area. Given the Proposed Planning Framework will have an impact on development area on the ground plan, second storey floorplates will need to be larger to accommodate the same sized dwelling. Refer to Figure 1 for an example of plans under the proposed framework.


*Figure 2: Typical Current Two-Storey*


*Figure 1: Proposed Framework*

## 2.6 Comparable (Current R-Codes vs PPFW) Modelling

In order to assess the effect and viability of the proposed framework, each grouping has been analysed by comparing current development controls vs proposed development controls for each applicable legislation.

# 3 CURRENT PROPERTY MARKET | WARWICK

## 3.1 Market Overview

Warwick is situated 13 km's south of the City of Joondalup and 16 km's north of the City of Perth, comprising largely of single residential dwellings (92.7%) and villa/townhouse dwellings (7.3%).

The following is a breakdown of property ownership:

| | |
|---|---|
| Owner Occupied (fully owned): | 40.4%; |
| Being Purchased: | 39.5%; |
| Rented: | 18.7%; |
| Other: | 1.4%. |

The average age of residents is 42, with most households being made up of older couples with children (51.9%) and younger couples with children (32.9%).

## 3.2 Average Dwelling Prices

Average sales pricing provides a snapshot of typical available stock within a suburb as well as price expectations of buyers. While relying on averages in isolation is problematic due to the range of variables that influence the average price it still provides an indication as to what buyer expectations are for a product as well as their likely maximum price-points for the respective area. Average sales prices (Source: Realestate.com.au) for dwellings in the suburb of Warwick are:

- 3-bedroom x 2-bathroom x 2-car garage: $521,000;
- 4-bedroom x 2-bathroom x 2-car garage: $530,000.

## 3.3 Recent Sales

Refer to Figure 3 for a sample of recent sales and on the market properties in the Warwick area.

| Property Image | Street Address | Suburb | Bed | Bath | Car | Land Size | Building Area (Inc. Garage) | Sale Price | Sale Date | Build Year | Product |
|---|---|---|---|---|---|---|---|---|---|---|---|
|  | LOT 1/41 Glenmere Road | Warwick | 3 | 2 | 2 | 209 | 137 | $520,000 | 14-Nov-18 | 2018 | Villa |
|  | 38 Hawker Avenue | Warwick | 3 | 2 | 2 | 184 | 176 | $640,000 | 10-Sep-18 | 2018 | House Double Storey |
|  | 40 Hawker Avenue | Warwick | 3 | 2 | 2 | 162 | 170 | $605,000 | 25-Dec-18 | 2018 | House Double Storey |
|  | 27A Addison Way | Warwick | 2 | 2 | 1 | 200 | 124 | $415,000 | 27-Oct-18 | 2018 | House |
| | 11A Dalby Street | Warwick | 3 | 2 | 2 | 220 | 140 | $505,000 | 27-Feb-18 | 2017 | Villa |
| | 11C Dalby Street | Warwick | 3 | 2 | 2 | 244 | 145 | $515,000 | 15-Feb-18 | 2017 | Villa |
| | 11B Dalby Street | Warwick | 3 | 2 | 2 | 199 | 137 | $530,000 | 20-Dec-17 | 2017 | Villa |
| | 8A Eddington Road | Warwick | 3 | 2 | 2 | 233 | 138 | $530,000 | 21-Jun-18 | 2018 | Villa |
|  | 8B Eddington Road | Warwick | 3 | 2 | 2 | 225 | 131 | $521,000 | 10-Jul-18 | 2018 | Villa |
|  | 8C Eddington Road | Warwick | 3 | 2 | 2 | 255 | 149 | $575,000 | 22-Feb-18 | 2018 | Villa |
|  | 18 Ackworth Crescent | Warwick | 4 | 2 | 2 | 245 | 180* | List Mid $600,000's | N/A | 2018 | House Double Storey |
|  | 20 Ackworth Crescent | Warwick | 3 | 2 | 2 | 245 | 180* | List $640,000+ | N/A | 2018 | House Double Storey |
|  | 22 Ackworth Crescent | Warwick | 4 | 2 | 2 | 213 | 180* | List Low $600,000's | N/A | 2018 | House Double Storey |

*Figure 3: Sales Evidence*

## 3.4 Typical Dwelling Values

After analysing both average sales prices and recent sales within the Warwick area the following typical dwelling prices for newly constructed dwellings on small lots have been determined:

| | |
|---|---|
| 2-bedroom, 2-bathroom, double garage single storey dwelling: | $425,000 - $450,000; |
| 3-bedroom, 2-bathroom, double garage single storey dwelling: | $500,000 - $525,000; |
| 4-bedroom, 2-bathroom, double garage single storey dwelling: | $550,000 - $575,000; |
| 3-bedroom, 2-bathroom, double garage double storey dwelling: | $600,000 - $640,000; |
| 4-bedroom, 2-bathroom, double garage double storey dwelling: | $640,000 - $660,000. |

These prices provide a reference point for comparative purposes throughout this report.

## 3.5 Land Value

Recent land sales within the Warwick locality are provided in Figure 4, land value on a per meter basis is higher for smaller lot sizes, a reflection of the increased costs associated with producing the lots (higher headworks, civil costs etc.). Land value typically represents 50-60% of the overall dwelling value.

| Street Address | Suburb | Land Size | Sale Price | Sale Date |
|---|---|---|---|---|
| 2 Alroy Street | Warwick | 242 | $290,000 | 19-Sep-18 |
| 42A Dorchester Avenue | Warwick | 364 | $360,000 | 16-Jul-18 |
| 42B Dorchester Avenue | Warwick | 364 | $360,000 | 07-Mar-18 |
| 28A Waitara Crescent | Greenwood | 345 | $325,000 | 03-Feb-19 |

*Figure 4 : Land Sales Evidence*

The following land rates have been adopted, based on the above market evidence and used throughout this report to show the effects of any reduced yield.:

| Lot Pricing | |
|---|---|
| Circa 750 m² R40 lot | $1000 per m² |
| Circa 750 m² R60 lot | $1100 per m² |
| Circa 350 m² lot | $1000 per m² |
| Circa 300 m² lot | $1100 per m² |
| Circa 250 m² lot | $1200 per m² |
| Circa 200 m² lot | $1350 per m² |
| Circa 150 m² lot | $1500 per m² |

*Figure 5: Average Lot Prices*

# 4 VALUE INFLUENCES

This report provides comment on the Proposed Planning Framework changes and the effects on development of land in the HOA's. The Proposed Planning Framework utilises a series of mechanisms including minimum setbacks, maximum storeys and revising the definition of open space to improve the development built-form outcomes. The nominated setbacks in general are larger than those defined in existing legislation and the revised open space definition could be considered a severer definition than that of the existing legislation.

The Proposed Planning Framework mechanisms has the following influences on underlying value:

- Build costs;
- Reduced potential densities;
- Landscaping costs;
- Increased value due to larger lot;
- Increased end value due to improved design;

This is explained further in the following sections.

## 4.1 Build Costs (Decrease value)

Given the increased setbacks, we have noted that this is likely to impact on the permitted building envelopes of new lots. This is likely to lead to increased construction costs due to the higher costs of constructing second storey floorplates. Refer to Figure 1 and Figure 2 for typical floor plans under existing legislation and the proposed planning framework. These figures indicate an increased 2$^{nd}$ storey due to the decreased site cover.

Typical constructions costs for one storey residential buildings are:

$1,150-$1,400 per m² plus GST for typical residential construction (source RBB handbook).

Construction of a two-storey dwelling typically adds circa 40% to the overall building cost (when compared to a single storey dwelling).

Typical construction costs for two storey buildings are:

$1,700-$2,250 per m² plus GST for typical residential construction (source RBB handbook).

Typical construction costs within the Warwick market are in the upper range of typical residential construction costs. A rate of $1400 per m² has been adopted for single storey residential dwellings and $2,000 per m² for double storey dwellings.

Apartments typically cost between $2,850 and $3,350 per m² for 2-3 storey walk up style apartments (source RBB handbook) (which is the typical product offering available in Warwick and permitted under the new regulations.

A rate of $3,000 per m² has been adopted for two storey apartment construction costs;

A rate of $3,300 per m² has been adopted for three storey apartment construction costs.

## 4.2 Potential Density Reduction (Decrease Value)

Increased setbacks, landscaping areas and open space requirements potentially reduced density through increased post-subdivision lot sizes. This increases the overall cost of delivering dwellings as the new dwelling

has a higher underlying land value. Refer to  for a simplified example.

### 4.3 Landscaping Costs (Decrease Value)

Typical landscaping costs including plant supply, installation, irrigation, mulch and soil preparation are between $2,500 and $5,000 per lot, depending on lot size, landscape area and plant selection. Plants would typically be made up of smaller trees, shrubs and ground cover costing between $10 and $20 each with a smaller number of 45 litre plantings, typically costing $100 each. The cost of supply, irrigation, preparation and mulching is typically $20 per m².

Proposed changes will increase landscaping costs due to increased costs associated with more developed plant stock and larger landscaped areas. The lowest price-point for required plant stock specified in the PPFW is outlined in Figure 6.

| | |
|---|---|
| Small Tree (100 L) | $260 (minimum) |
| Medium Tree (200 L) | $400 (minimum) |
| Large Tree (500 L) | $1650 (minimum) |

*Figure 6: Plant Stock Pricing*

These costs are largely considered to be additional costs as there will still be a requirement to plant smaller sized stock. Minimum landscaped areas have also been imposed, which will also add to the cost of landscaping overall. It is difficult to determine the exact cost of larger landscaping areas as they are dependent on the exact form of landscaping selected. For analytical purposes it has been assumed that an additional $2,000 in landscaping costs would apply to a 350 m² lot, which has been applied on a sliding scale to other lot sizes. A summary of average additional costs is provided in Figure 7.

| | 700 m² lot 245 m² landscaping | | 350 m² lot 87 m² landscaping | | 300 m² lot 60 m² landscaping | | 250 m² lot 50 m² landscaping | | 200 m² lot 40 m² landscaping | | 150 m² lot 30 m² landscaping | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Number | Cost | Number | Cost | Number | Cost | Number | Cost | Number | Cost | Number | Cost |
| Large Trees | 2 | $3,300 | 1 | $1,650 | 0 | $0 | 0 | $0 | 0 | $0 | 0 | $0 |
| Medium Trees | 4 | $1,600 | 1 | $400 | 1 | $400 | 1 | $400 | 1 | $400 | 1 | $400 |
| Small Trees | 12 | $3,120 | 4 | $1,040 | 3 | $780 | 2 | $520 | 2 | $520 | 1 | $260 |
| Additional Landscaping | | $4,000 | | $2,000 | | $1,715 | | $1,428 | | $1,143 | | $857 |
| Total | | $12,020 | | $5,090 | | $2,895 | | $2,348 | | $2,063 | | $1,517 |

*Figure 7: Increased Landscaping Costs*

The replacement of paved driveways or landscaping areas with permeable paving is understood to be optional and the cost implications have therefore not been analysed, however it is noted that this is a more expensive design option.

Landscaping costs have been sourced from either RBB handbook or nursery price lists. Any implications associated with increased BAL ratings due to landscaping requirements have not been analysed.

### 4.4 Larger Lots (Increase Value)

In the case of density reduction this will lead to larger lot sizes and hence should lead to an underlying increase in lot value dependent on market conditions. We do not believe that this increase in value will fully offset the potential decrease in value attributable to the decreased value from density reduction.

### 4.5 Improved Design (Increase Value)

The Proposed Planning Framework is anticipated to lead to improved built-form outcomes, which in turn is likely to lead to a market willingness to pay a premium for an improved product offering. It is difficult to determine the exact premium the market would be willing to pay, and it is likely to fluctuate between products and locations, however we anticipate that, on average, a 5% premium would be accepted by the market.

# 5 TYPOLOGY COMMENTRY

## 5.1 Group One (Typology 1, 2 & 3)

### 5.1.1 Tested Pre-Subdivided Lot Size

The tested pre-subdivided lot size under this typology is an 18 meter by 38-meter lot, totalling 684 m²

### 5.1.2 R30 Comparison (Current R-Codes vs PPFW)

**Probable Development Outcomes**

Current R-Codes

Current zoning restrictions prevent side by side green title subdivision (due to the requirement of a minimum lot frontage of 10 meters). Typical subdivision would either be a green title battle axe block (requiring a minimum lot size of 410 m²) or two survey strata lots (with average lot sizes of 308 m² after allowing for a common driveway).

R30 zoning allows for 55% site coverage, providing two building envelopes of 188m² each.

Proposed Planning Framework

The proposed planning framework allows for subdivision into two survey strata lots (within this typology group) with an average size of 308 m². The proposed planning framework does not provide a sufficient building envelope to develop single storey 188 m² dwellings, thus a second storey is required

**Build Costs**

Current R-Codes

Estimated construction costs are $263,200 for a single storey dwelling of 188 m².

Proposed Planning Framework

Estimated construction costs are $376,000 for a double storey dwelling of 188 m².

**Landscape Costs**

Increased landscaping requirements are anticipated to add circa $2,895 per dwelling.

**Potential Density Reduction**

In is not anticipated that any material reduction in density would result in R-30 coded lots.

**Increased Lot Size**

In is not anticipated that the framework would lead to an increased lot size.

**Improved Design**

Due to improved design outcomes it is anticipated that there will be a small increase in lot value related to the improved built form outcome.

**Summary**

Yolk Property Group feel the appreciative purchaser would pay a small premium for a good built form outcome. There will be a ceiling on this increased value beyond which it is anticipated that purchasers would look to alternate dwelling types (such as apartments) or move to a comparable location. The anticipated cost increase associated with delivering a like for like dwelling under this typology is primarily due to increased underlying construction costs.

### 5.1.3 R40 Comparison (Current R-Codes vs PPFW)

**Probable Development Outcomes**

Current R-Codes

Current zoning restrictions prevent side by side green title subdivision (due to the requirement of a minimum lot frontage of 10 meters). Typical subdivision would be three survey strata lots with average lot sizes of 200 m² each. R40 zoning allows for 55% site coverage and survey strata lots allow for the inclusion of common areas in calculations. Each dwelling would therefore have an average building envelope of 125 m².

Proposed Planning Framework

The proposed planning framework allows for subdivision into two survey strata lots with average size of 308 m². Sufficient building envelope is achievable to construct two single storey dwellings of 125 m² each.

**Build Costs**

We do not project an effect on the construction cost due to the framework.

**Landscape Costs**

Increased landscaping requirements are anticipated to add circa $2,895 per dwelling.

**Potential Density Reduction**

It is anticipated that it is likely a reduction in density would occur under this typology group within R40 coded lots, resulting in a higher underlying land component for post subdivided dwellings and thus increased overall dwelling prices. Underlying land values are estimated as follows:

Current R-Codes

Estimated land value is $270,000 per 200 m² lot ($1,350 per m²).

Proposed Planning Framework

Estimated land value is $338,800 per 308 m² lot ($1,100 per m²).

**Increased Lot Size**

Due to the anticipated density reduction it is anticipated that there will be a small increase in lot value.

**Improved Design**

Due to improved design outcomes it is anticipated that there will be a small increase in lot value related to the improved built form outcome.

**Summary**

Yolk Property Group feel the appreciative purchaser would pay a small premium for a good built form outcome and a larger lot. There will be a ceiling on this increased value beyond which it is anticipated that purchasers would look to alternate dwelling types (such as apartments) or move to a comparable location. The anticipated cost increase associated with delivering a like for like dwelling under this typology is primarily due to increased underlying land and construction costs.

### 5.1.4 R60 Comparison

R60 is not applicable to this typology group.

## 5.2 Group Two (Typology 4 | Laneways)

### 5.2.1 Tested Pre-Subdivided Lot Size

The tested pre-subdivided lot size under this typology is an 18 meter by 47-meter lot, totalling 705 m²

### 5.2.2 R30 Comparison (Current R-Codes vs PPFW)

**Probable Development Outcomes**

Current R-Codes

Current zoning restrictions prevent side by side green title subdivision (due to the requirement of a minimum lot frontage of 10 meters). Typical subdivision would be subdividing the lot into two green title lots, with one fronting the primary road and the second fronting the laneway.

R30 zoning allows for 55% site coverage, providing two building envelopes of 194 m² each and lot sizes of 352 m².

Proposed Planning Framework

Proposed regulations allow for subdivision into two green title lots of circa 352 m² each.

The proposed planning regulation framework does not provide a sufficient building envelope to develop single storey 194 m² dwellings, thus a second storey is required.

**Build Costs**

Current R-Codes

Estimated construction costs are $271,600 for a single storey dwelling of 194 m².

Proposed Planning Framework

Estimated construction costs are $388,000 for a double storey dwelling of 194 m².

The detached nature of the garage to each dwelling reduces the cost of constructing the garage (as it remains single storey), therefore a credit of $24,000 has been applied to construction costs, resulting in a net construction cost of $364,000.

**Landscape Costs**

Increased landscaping requirements are anticipated to add circa $5,090 per dwelling.

**Potential Density Reduction**

In is not anticipated that any material reduction in density would result in R-30 coded lots.

**Increased Lot Size**

In is not anticipated that the framework would lead to an increased lot size.

**Improved Design**

Due to improved design outcomes it is anticipated that there will be a small increase in lot value related to the improved built form outcome. The ability to separate the construction of the garage from the main dwelling is also considered advantages.

**Summary**

Yolk Property Group feel the appreciative purchaser would pay a small premium for a good built form outcome. There will be a ceiling on this increased value beyond which it is anticipated that purchasers would

look to alternate dwelling types (such as apartments) or move to a comparable location. The anticipated cost increase associated with delivering a like for like dwelling under this typology is primarily due to increased construction costs.

### 5.2.3 R40 Comparison (Current R-Codes vs PPFW)

**Probable Development Outcomes**

Current R-Codes

Current planning regulations allow for subdivision of the lot into three survey strata lots of circa 215 m² each with a common driveway of 60 m². R40 zoning allows for 55% site coverage and survey strata lots allow for the inclusion of common areas in calculations. Each dwelling would therefore have a building envelope of 129 m².

Proposed Planning Framework

Proposed planning framework regulations have no material difference between R30 zoning and R40 zoning.

**Build Costs**

We do not project an effect on the construction cost due to the framework.

**Landscape Costs**

Increased landscaping requirements are anticipated to add circa $5,090 per dwelling.

**Potential Density Reduction**

It is anticipated that it is likely a reduction in density would occur under this typology group within R40 coded lots, resulting in a higher underlying land component for post subdivided dwellings and thus increased overall dwelling prices. Underlying land values are estimated as follows:

Current R-Codes

Estimated land value is $290,250 per 215 m² lot ($1,350 per m²).

Proposed Planning Framework

Estimated land value is $352,000 per 352 m² lot ($1,000 per m²).

**Increased Lot Size**

Due to the anticipated density reduction it is anticipated that there will be a small increase in lot value.

**Improved Design**

Due to improved design outcomes it is anticipated that there will be a small increase in lot value related to the improved built form outcome.

**Summary**

Yolk Property Group feel the appreciative purchaser would pay a small premium for a good built form outcome and a larger lot. There will be a ceiling on this increased value beyond this it is anticipated that purchasers would look to alternate dwelling types (such as apartments) or move to a comparable location. The anticipated cost increase associated with delivering a like for like dwelling under this typology is primarily due to increased underlying land costs.

### 5.2.4 R60 Comparison (Current R-Codes vs PPFW)

**Probable Development Outcomes**

Current R-Codes

Current planning regulations allow for the lot to be subdivided into four survey strata lots of circa 150 m² each (with a common driveway of 105 m²). R60 zoning allows for 60% site coverage and survey strata lots allow for the inclusion of common areas in calculations. Each dwelling would therefore have a building envelope of 105 m² each (for a single storey residence). Such a small building envelope, relative to land values would warrant the construction of a second storey. Construction of a two storey 175 m² dwelling has been analysed, in line with typical development in the area.

Proposed Planning Framework

Proposed planning framework regulations have no material difference between R40 zoning and R60 zoning.

**Build Costs**

Current R-Codes

Estimated construction costs are $350,000 for a double storey dwelling of 175 m².

Proposed Planning Framework

Estimated construction costs are $350,000 for a double storey dwelling of 175 m².

The detached nature of the garage to each dwelling reduces the cost of constructing the garage (as it remains single storey), therefore a credit of $24,000 has been applied to construction costs, resulting in a net construction cost of $326,000.

**Landscape Costs**

Increased landscaping requirements are anticipated to add circa $5,090 per dwelling.

**Potential Density Reduction**

It is anticipated that it is likely a reduction in density would occur under this typology group within R60 coded lots, resulting in a higher underlying land component for post subdivided dwellings and thus increased overall dwelling prices. Underlying land values are estimated as follows:

Current R-Codes

Estimated land value is $225,000 per 150 m² lot ($1,500 per m²).

Proposed Planning Framework

Estimated land value is $352,000 per 352 m² lot ($1,000 per m²).

**Increased Lot Size**

Due to the anticipated density reduction it is anticipated that there will be a small increase in lot value.

**Improved Design**

Due to improved design outcomes it is anticipated that there will be a small increase in lot value related to the improved built form outcome. The ability to separate the construction of the garage from the main dwelling is also considered advantages.

**Summary**

Yolk Property Group feel the appreciative purchaser would pay a small premium for a good built form outcome and a larger lot. There will be a ceiling on this increased value beyond this it is anticipated that purchasers would look to alternate dwelling types (such as apartments) or move to a comparable location.

The anticipated cost increase associated with delivering a like for like dwelling under this typology is primarily due to increased underlying land costs.

## 5.3 Group Three (Typology 5)

### 5.3.1 Tested Pre-Subdivided Lot Size

The tested pre-subdivided lot size under this typology is a truncated 23 meter by 23.5-meter lot, totalling 786 m²

### 5.3.2 R30 Comparison (Current R-Codes vs PPFW)

R30 development requires minimum lot sizes of 300 m² per lot, this typology is therefore not attainable on the tested lot size.

### 5.3.3 R40 Comparison (Current R-Codes vs PPFW)

**Probable Development Outcomes**

Current R-Codes

The dual frontage nature of these lots permits subdivision into three green title lots of circa 262 m² per lot.

R40 zoning allows for 55% site coverage, providing a building envelope of 144 m² per dwelling.

Proposed Planning Framework

Proposed regulations allow for subdivision into three green title lots of circa 262 m² each.

The proposed planning regulation framework does not provide a sufficient building envelope to develop single storey 144 m² dwellings, a second storey is therefore required.

**Build Costs**

Current R-Codes

Estimated construction costs are $201,600 for a single storey dwelling of 144 m².

Proposed Planning Framework

Estimated construction costs are $288,000 for a double storey dwelling of 144 m².

**Landscape Costs**

Increased landscaping requirements are anticipated to add circa $2,348 per dwelling.

**Potential Density Reduction**

In is not anticipated that any material reduction in density would result in R-40 coded lots.

**Increased Lot Size**

In is not anticipated that the framework would lead to an increased lot size.

**Improved Design**

Due to improved design outcomes it is anticipated that there will be a small increase in lot value related to the improved built form outcome.

**Summary**

Yolk Property Group feel the appreciative purchaser would pay a small premium for a good built form outcome. There will be a ceiling on this increased value beyond this it is anticipated that purchasers would look to alternate dwelling types (such as apartments) or move to a comparable location. The anticipated cost increase associated with delivering a like for like dwelling under this typology is primarily due to increased construction costs.

### 5.3.4 R60 Comparison (Current R-Codes vs PPFW)

**Probable Development Outcomes**

Current R-Codes

Current planning regulations allow for subdivision of the lot into five green title lots of circa 157 m² each (all lots would have minimum 10 metre frontage requirements). R60 zoning allows for 60% site coverage, each dwelling would therefore have a building envelope of 94 m² each (for a single storey residence). Such a small building envelope, relative to land values would warrant the construction of a second storey. Construction of a two-storey 175 m² dwelling has been analysed, in line with current development within the area.

Proposed Planning Framework

Proposed planning framework regulations have no material difference between R40 zoning and R60 zoning.

**Build Costs**

We do not project an effect on the construction cost due to the framework

**Landscape Costs**

Increased landscaping requirements are anticipated to add circa $2,348 per dwelling.

**Potential Density Reduction**

It is anticipated that it is likely a reduction in density would occur under this typology group within R60 coded lots, resulting in a higher underlying land component for post subdivided dwellings and thus increased overall dwelling prices. Underlying land values are estimated as follows:

Current R-Codes

Estimated land value is $235,500 per 157 m² lot ($1,500 per m²).

Proposed Planning Framework

Estimated land value is $314,400 per 262 m² lot ($1,200 per m²).

**Increased Lot Size**

Due to the anticipated density reduction it is anticipated that there will be a small increase in lot value.

**Improved Design**

Due to improved design outcomes it is anticipated that there will be a small increase in lot value related to the improved built form outcome.

**Summary**

Yolk Property Group feel the appreciative purchaser would pay a small premium for a good built form outcome and a larger lot. There will be a ceiling on this increased value beyond this it is anticipated that purchasers would look to alternate dwelling types (such as apartments) or move to a comparable location. The anticipated cost increase associated with delivering a like for like dwelling under this typology is primarily due to increased underlying land and increased construction costs.

## 5.4 Group Four (Typology 6)

### 5.4.1 Tested Pre-Subdivided Lot Size

The tested pre-subdivided lot size under this typology is a 19 meter by 38-meter lot, totalling 722 m²

### 5.4.2 R30 Comparison (Current R-Codes vs PPFW)

R30 development requires minimum lot sizes of 300 m² per lot, this typology is therefore not attainable on the tested lot size.

### 5.4.3 R40 Comparison (Current R-Codes vs PPFW)

**Probable Development Outcomes**

Current R-Codes

Current zoning restrictions prevent side by side green title subdivision (due to the requirement of a minimum lot frontage of 10 meters). Typical subdivision would be three survey strata lots with average lot sizes of 210 m² each. R40 zoning allows for 55% site coverage and survey strata lots allow for the inclusion of common areas in calculations. Each dwelling would therefore have a building envelope of 132 m².

Proposed Planning Framework

Proposed regulations allow for subdivision into three survey strata lots with average size of 210 m² each.

The building envelope is insufficient to construct a single storey dwelling of 132 m², requiring the addition of a second storey.

**Build Costs**

Current R-Codes

Estimated construction costs are $184,800 for a single storey dwelling of 132 m².

Proposed Planning Framework

Estimated construction costs are $264,000 for a double storey dwelling of 132 m².

**Landscape Costs**

Increased landscaping requirements are anticipated to add circa $2,063 per dwelling.

**Potential Density Reduction**

In is not anticipated that any material reduction in density would result in R-40 coded lots.

**Increased Lot Size**

In is not anticipated that the framework would lead to an increased lot size.

**Improved Design**

Due to improved design outcomes it is anticipated that there will be a small increase in lot value related to the improved built form outcome.

**Summary**

Yolk Property Group feel the appreciative purchaser would pay a small premium for a good built form outcome. There will be a ceiling on this increased value beyond which it is anticipated that purchasers would look to alternate dwelling types (such as apartments) or move to a comparable location. The anticipated cost increase associated with delivering a like for like dwelling under this typology is primarily due to increased

underlying construction costs.

### 5.4.4 R60 Comparison (Current R-Codes vs PPFW)

**Probable Development Outcomes**

Current R-Codes

Current zoning restrictions prevent side by side green title subdivision (due to the requirement of a minimum lot frontage of 10 meters). Typical subdivision would be four survey strata lots with average lot sizes of 155 m² each and a 102 m² common driveway. R60 zoning allows for 60% site coverage, each dwelling would therefore have a building envelope of 108 m² each (for a single storey residence). Such a small building envelope, relative to land values would warrant the construction of a second storey. Given the limitations of the proposed building envelope construction of a 3*2*2 dwelling of 155 m² per lot has been analysed.

Proposed Planning Framework

Proposed planning framework regulations have no material difference between R40 zoning and R60 zoning.

**Build Costs**

We do not project an effect on the construction cost due to the framework.

**Landscape Costs**

Increased landscaping requirements are anticipated to add circa $2,063 per dwelling.

**Potential Density Reduction**

It is anticipated that it is likely a reduction in density would occur under this typology group within R60 coded lots, resulting in a higher underlying land component for post subdivided dwellings and thus increased overall dwelling prices. Underlying land values are estimated as follows:

Current R-Codes

Estimated land value is $232,500 per 155 m² lot ($1,500 per m²).

Proposed Planning Framework

Estimated land value is $283,500 per 210 m² lot ($1,350 per m²).

**Increased Lot Size**

Due to the anticipated density reduction it is anticipated that there will be a small increase in lot value.

**Improved Design**

Due to improved design outcomes it is anticipated that there will be a small increase in lot value related to the improved built form outcome.

**Summary**

Yolk Property Group feel the appreciative purchaser would pay a small premium for a good built form outcome and a larger lot. There will be a ceiling on this increased value beyond this it is anticipated that purchasers would look to alternate dwelling types (such as apartments) or move to a comparable location. The anticipated cost increase associated with delivering a like for like dwelling under this typology is primarily due to increased underlying land costs.

## 5.5 Group Five (Typology 7)

### 5.5.1 Tested Pre-Subdivided Lot Size

The tested pre-subdivided lot size under this typology is an 18 meter by 38-meter lot, totalling 684 m²

### 5.5.2 R30 Comparison (Current R-Codes vs PPFW)

R30 development requires minimum lot sizes of 300 m² per lot, this typology is therefore not attainable on the tested lot size.

### 5.5.3 R40 Comparison (Current R-Codes vs PPFW)

**Probable Development Outcomes**

Current R-Codes

Current zoning restrictions prevent side by side green title subdivision (due to the requirement of a minimum lot frontage of 10 meters). Typical subdivision would be three survey strata lots with average lot sizes of 200 m² each. R40 zoning allows for 55% site coverage and survey strata lots allow for the inclusion of common areas in calculations. Each dwelling would therefore have an average building envelope of 125 m².

Proposed Planning Framework

The proposed planning framework allow for subdivision into three green title lots of circa 228 m² each.

The proposed planning regulation framework does not provide a sufficient building envelope to develop single storey 125 m² dwellings, thus a second storey is required.

**Build Costs**

Current R-Codes

Estimated construction costs are $175,000 for a single storey dwelling of 125 m².

Proposed Planning Framework

Estimated construction costs are $250,000 for a double storey dwelling of 125 m².

**Landscape Costs**

Increased landscaping requirements are anticipated to add circa $2,063 per dwelling.

**Potential Density Reduction**

In is not anticipated that any material reduction in density would result in R-60 coded lots

**Increased Lot Size**

In is not anticipated that the framework would lead to an increased lot size.

**Improved Design**

Due to improved design outcomes it is anticipated that there will be a small increase in lot value related to the improved built form outcome.

**Summary**

Yolk Property Group feel the appreciative purchaser would pay a small premium for a good built form outcome. There will be a ceiling on this increased value beyond this it is anticipated that purchasers would look to alternate dwelling types (such as apartments) or move to a comparable location. The anticipated cost increase associated with delivering a like for like dwelling under this typology is primarily due to increased

construction costs.

### 5.5.4 R60 Comparison (Current R-Codes vs PPFW)

**Probable Development Outcomes**

Current R-Codes

Current zoning restrictions prevent side by side green title subdivision (due to the requirement of a minimum lot frontage of 10 meters). Typical subdivision would be four survey strata lots with average lot sizes of 150 m² each and an 84 m² common driveway. R60 zoning allows for 60% site coverage, each dwelling would therefore have a building envelope of 102 m² each (for a single storey residence). Such a small building envelope, relative to land values would warrant the construction of a second storey. Given the limitations of the proposed building envelope construction of a 155 m² dwelling per lot has been analysed.

Proposed Planning Framework

Proposed planning framework regulations have no material difference between R40 zoning and R60 zoning.

**Build Costs**

We do not project an effect on the construction cost due to the framework.

**Landscape Costs**

Increased landscaping requirements are anticipated to add circa $2,063 per dwelling.

**Potential Density Reduction**

It is anticipated that it is likely a reduction in density would occur under this typology group within R60 coded lots, resulting in a higher underlying land component for post subdivided dwellings and thus increased overall dwelling prices. Underlying land values are estimated as follows:

Current R-Codes

Estimated land value is $225,000 per 150 m² lot ($1,500 per m²).

Proposed Planning Framework

Estimated land value is $273,600 per 228 m² lot ($1,200 per m²).

**Increased Lot Size**

Due to the anticipated density reduction it is anticipated that there will be a small increase in lot value.

**Improved Design**

Due to improved design outcomes it is anticipated that there will be a small increase in lot value related to the improved built form outcome.

**Summary**

Yolk Property Group feel the appreciative purchaser would pay a small premium for a good built form outcome and a larger lot. There will be a ceiling on this increased value beyond this it is anticipated that purchasers would look to alternate dwelling types (such as apartments) or move to a comparable location. The anticipated cost increase associated with delivering a like for like dwelling under this typology is primarily due to increased underlying land costs.

## 5.6 Group Six (Typology 8, 9 & 10)

### 5.6.1 Tested Pre-Subdivided Lot Size

The tested pre-subdivided lot size under this typology is a 22.5 meter by 33-meter lot, totalling 742 m².

Analysis has been completed for the Neighbourhood Activity Centre, applying the General Controls as appropriate.

### 5.6.2 R30 Comparison.

R30 Coding is only applicable to Typology 8. Under current regulations the anticipated built form outcome would be for two single storey residential dwellings. Comparing an apartment outcome to single residential dwellings is not practical. The Proposed Planning Framework provides for up to 4 multi-residential dwellings on the one lot, if this outcome was to be implemented it would likely lead to an increase in density. The likely outcome would be for dwellings delivered at similar price-points to current market pricing, with a higher built form cost component and lower underlying land cost component when compared to single residential dwellings.

### 5.6.3 R40 Comparison (Current R-Codes vs PPFW)

**Probable Development Outcomes**

Current R-Codes

Current R-Codes provide for a maximum two-storey development, a plot ratio of 0.6 and minimum open space of 45%. Site coverage is therefore 55%, providing for a building envelope of 408 m² and the maximum permitted floorplate is 445 m², which would be delivered across two storeys. The typical number of dwellings deliverable from 445 m² is 6 dwellings, which would require a minimum of 8 car bays (depending on exact dwelling configuration).

Proposed Planning Framework

The proposed planning framework, by way of increased setbacks and landscaping areas reduces the building envelope to 156 m² and allows for a maximum two storey development, with the second storey having an increased floorplate (195 m²). The total deliverable floorplate is therefore 351 m², allowing for 5 dwellings, again across two storeys. Car parking requirements are a minimum of 7 car bays (depending on exact dwelling configuration).

**Build Costs**

The build rate will be similar between the current and proposed framework.

**Landscape Costs**

Increased landscaping requirements are anticipated to add circa $12,020 to the overall development.

**Potential Density Reduction**

Individual dwelling make-up depends on numerous factors, it is therefore more prudent to analyse density reduction in deliverable floor areas. It is anticipated that the Proposed Planning Framework would result in a reduction in density by 27%. See following summary:

- Current Codes: 445m2 of internal built-form (6 dwellings);
- Planning Framework: 351m2 of internal built-form (5 dwellings).

**Increased Lot Size**

This is not applicable to the multiple residential developments.

**Improved Design**

Due to improved design outcomes it is anticipated that there will be a small increase in lot value related to the improved built form outcome.

**Summary**

Yolk Property Group feel the appreciative purchaser would pay a premium for a good built form outcome. However, the loss of density in this comparison is significant.

### 5.6.4 R60 Comparison (Current R-Codes vs PPFW)

**Probable Development Outcomes**

Current R-Codes

Current R-Codes provide for a maximum three-storey development, a plot ratio of 0.7 and minimum open space of 45%. Site coverage is therefore 55%, providing for a building envelope of 408 m² and the maximum permitted floorplate is 519 m², which would be delivered across two storeys. The typical number of dwellings deliverable from 519 m² is 7 dwellings, which would require a minimum of 9 car bays (depending on exact dwelling configuration).

Proposed Planning Framework

The proposed planning framework, by way of increased setbacks and landscaping areas reduces the building envelope to 156 m² and allows for a maximum three storey, with the second storey having an increased floorplate (195 m²) and the third storey having a reduced floorplate (136 m²). The total deliverable floorplate is therefore 487 m², allowing for 6 dwellings across the three storeys. Car parking requirements are a minimum of 8 car bays (depending on exact dwelling configuration).

**Build Costs**

Current R-Codes

Two-storey development is estimated at $3,000 per m², total construction costs are therefore $1,557,000 for the 519 m².

Proposed Planning Framework

As the development is forced into a third storey the construction rate will increase overall. Three-storey development is estimated at $3,300 per m², total construction costs are therefore $1,607,100 for the 487 m².

**Landscape Costs**

Increased landscaping requirements are anticipated to add circa $12,020 to the overall development.

**Potential Density Reduction**

Individual dwelling make-up depends on numerous factors, it is therefore more prudent to analyse density reduction in deliverable floor areas. It is anticipated that the Proposed Planning Framework would result in a reduction in density by 6%, increasing the underlying land costs of each dwelling by this factor.

See following summary:

- Current Codes: 519m2 of internal built-form (7 dwellings);
- Planning Framework: 487m2 of internal built-form (6 dwellings).

However, site dependent we would anticipate the framework would be used as a guideline only and the same density outcomes may be achieved over three storeys.

**Increased Lot Size**

This is not applicable to the multiple residential developments.

**Improved Design**

Due to improved design outcomes it is anticipated that there will be a small increase in lot value related to the improved built form outcome.

**Summary**

Yolk Property Group feel the appreciative purchaser would pay a premium for a good built form outcome. However, the loss of density in this comparison is a factor but may be able to be designed to meet a comparable plot ratio site dependent. The increase to a larger third storey does lead to an increased construction rate.

# 6 SUMMARY

Overall the Proposed Framework will have a major effect on the development outcome of properties located in the Housing Opportunity Areas.

In some instances, the Proposed Planning Framework will lead to a decrease in of density which will have a negative impact on value, however the impact could be slightly offset by the increase in lot size.

The decreased site cover will also lead to more of the dwelling being located on the upper storeys and therefore an increased construction cost.

Yolk Property Group believe that an improved design outcome is achieved under the Proposed Planning Framework compared to current regulations, which should lead to a market willingness to pay a premium when compared to current stock. It is difficult to determine the exact value increase that the market would be willing to absorb as there is a price ceiling in each area before purchasers move to a more aspirational area.

ATTACHMENT 2

Joondalup Place Neighbourhoods

# LOCAL PLANNING POLICY

Prepared for **City of Joondalup**
Prepared by **Taylor Burrell Barnett**

March 2019

# DOCUMENT HISTORY AND STATUS

**Joondalup Place Neighbourhoods Local Planning Policy**

| Revision | Reviewer | Date Issued |
|---|---|---|
| 18/028-0 | ST | 22.02.2019 |
| 18/028-1 | ST | 26.03.2019 |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# EXECUTIVE SUMMARY

The 10 Housing Opportunity Areas (HOAs) within the City of Joondalup (the City), hereon referred to as Place Neighbourhoods, are all established residential neighbourhoods with the potential to, over time, become places where additional types and sizes of homes are available, and where residents will have the option of a convenient walk to reach shopping, other businesses and public facilities that cater to their daily needs, instead of needing a car for all such trips.

There is a general focus on increasing the residential population in these areas through infill and intensification, both in, and immediately around centres, with housing typologies that provide for a range of family types and generate good streetscapes with a particular focus on activation of the street to support passive surveillance and enhanced amenity over time.

Low density development within and around the centres has not delivered the population necessary to support Local and Neighbourhood Activity Centres. Whilst this remains an implementation challenge, this Joondalup Place Neighbourhoods Local Planning Policy (LPP) encourages intensification around centres to build a sense of community, stimulate pedestrian movement and provide walkable access to jobs, shopping, leisure and services. Importantly, this will result in the ability to deliver the infill population consistent with the requirements of Perth and Peel @ 3.5m and to create activity centres, not just shopping centres, focal placemaking opportunities within the community.

The Place Neighbourhood is occupied by a number of centres and train stations dispersed throughout, each providing different roles within the community. High order centres will provide for a greater mix of activities, with retail and other pedestrian oriented land uses continuing to be the primary occupants at the ground floor, but with residential, generally located at the upper levels, becoming a requirement as the centres grow and redevelop. Smaller centres may provide for daily convenience needs only, however it is intended that these centres will evolve as mixed-use centres, that include a residential component of varying degrees and densities as redevelopment occurs.

Importantly, the highest intensification of residential densities will occur at the centre itself and diminish away from the centre towards the areas characterised by low-medium density residential development.

The creation of Place Types to define the aspirational characteristics of the Place Neighbourhoods reflects the similarities in their current and aspirational character and the intent that the LPP requirements have similar positive effects within each Place Type as individual lot redevelopment occurs over time.

In each case, the development controls of this LPP for each Place Type are intended to provide for an appropriate level of development relative to the specific housing typology.

The use of walkable catchments (maps showing the actual area in a five-ten minute walking distance from a centre) as the spatial basis for regulating development intensity directly reflects the functions of, and interrelationships between, each of the Place Types within the Place Neighbourhoods. This approach is more effective than a blanket density code in expressing the urban design objectives for each area of the Place Neighbourhoods, thereby establishing and maintaining attractive distinctions between the different areas of the various Place Neighbourhoods.

The vision for the Place Neighbourhoods is based on the principles of traditional urban form. The vision is to create more connected, liveable and vibrant places to live closer to centres and train stations to:

- Provide a mixture of housing types to support the growing population and changing demographics and needs of the community.
- Reduce the cost of urban sprawl by contributing to compact urban form.
- Make better use of, and improve accessibility, to existing infrastructure including public facilities, community services, open space and public transport.
- Provide a mixture of land uses that facilitate walking and less dependence on car travel.
- Reduce the cost of living pressures.

The LPP aims to:

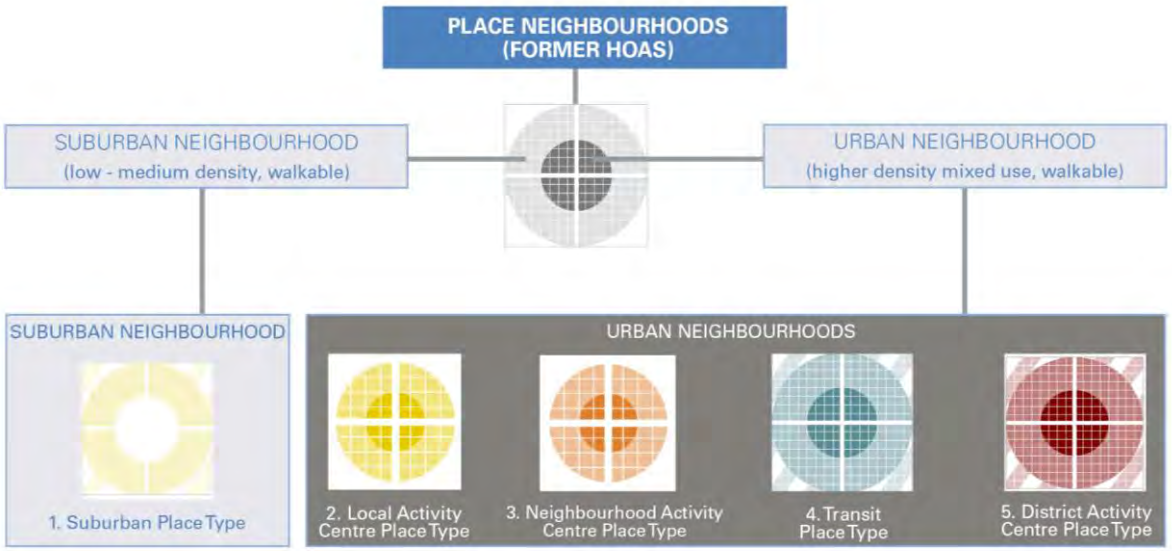
- Deliver better quality design of buildings that respond appropriately to the character of the Place Neighbourhoods.
- Improve the relationship of dwellings to the public domain including streets, laneways and parks, and surrounding built form.
- Deliver quality landscaping including tree planting for new developments.
- Deliver design guidance to assist in providing a diverse housing mix and choice.
- Create consistency in the assessment of medium density development across the Place Neighbourhood.
- Develop Housing Typologies that provide:
    i. specific building responses as the density of development intensifies within each Place Neighbourhood;
    ii. high quality public realm interface;
    iii. building design excellence;
    iv. resident liveability; and
- A new focus on the 'Green' Ratio (versus plot ratio), where landscape requirements drive built form outcomes at the lot level and improved landscape, tree canopy and open space requirements significantly improve the amenity of the development and the Place Neighbourhoods.

Place Neighbourhood DNA (Refer **Figure 1**)

Specifically, the LPP promotes intensification of densities around centres and train stations based on walkable neighbourhoods and transitioning of densities away from centres and train stations to existing suburban neighbourhoods.

This is achieved by:

- Each Place Neighbourhoods is divided into Urban Neighbourhoods and Suburban Neighbourhoods.
- Urban Neighbourhoods will be higher density, mixed use, walkable areas focussed around centres or train stations and will generally be medium to higher densities.
- Suburban Neighbourhoods will sit outside the Urban Neighbourhoods, further away from the centre or train station, and will generally be low to medium density development.
- Within each of these neighbourhoods, there will be different types of places with common characteristics, similar land use mixes and intensities of development.
- Place types are aspirational places of the future, each with their own vision and objectives.
- Unlike Suburban Neighbourhoods, the types of Urban Neighbourhoods will be less alike. There will be four place types in the Urban Neighbourhoods as follows:
    - Local Activity Centre Place Type
    - Neighbourhood Activity Centre Place Type
    - Transit Place Type; and
    - District Activity Centre Place Type.
- Suburban Neighbourhoods will have similar character and function and therefore only one Place Type is proposed – Suburban Place Type.
- The size and extent of the different Place Types will vary based on the extent of walkable catchments applied to each centre or train station - depending on the role and function of that node. It should also be noted, that centres located outside of the current Place Neighbourhoods have also been assessed as having influence over the location and extent of some Place Types.
- Introducing Transition Area Typologies where the extent of walkable catchment for the Place Types does not cover the full extent of the Place Neighbourhood.




**Place Neighbourhoods** (10 in total) comprise Suburban and Urban Neighbourhoods

**Suburban Neighbourhoods** comprise one Suburban Place Type and **Urban Neighbourhoods** comprise four Urban Place Types

**Place Types** (including transition areas) outline the vision and key characteristics of each Place Type
- Density Code
- Applicable Housing Typologies

Figure 1 Place Neighbourhood DNA

Development Control (Refer **Figure 2**)

Within each Place Type, built form will be managed through the application of:

- Density codes (as defined on the scheme map)
- General Development Controls that apply to all development within all Place Neighbourhoods (LPP)
- Housing Typology Development Controls that apply to the particular housing typology dependent on the Place Type it is being developed within (LPP), noting not all Housing Typologies apply within all Place Types.
- Transition Area Typology Development Controls that apply to the particular transition area typology (LPP).

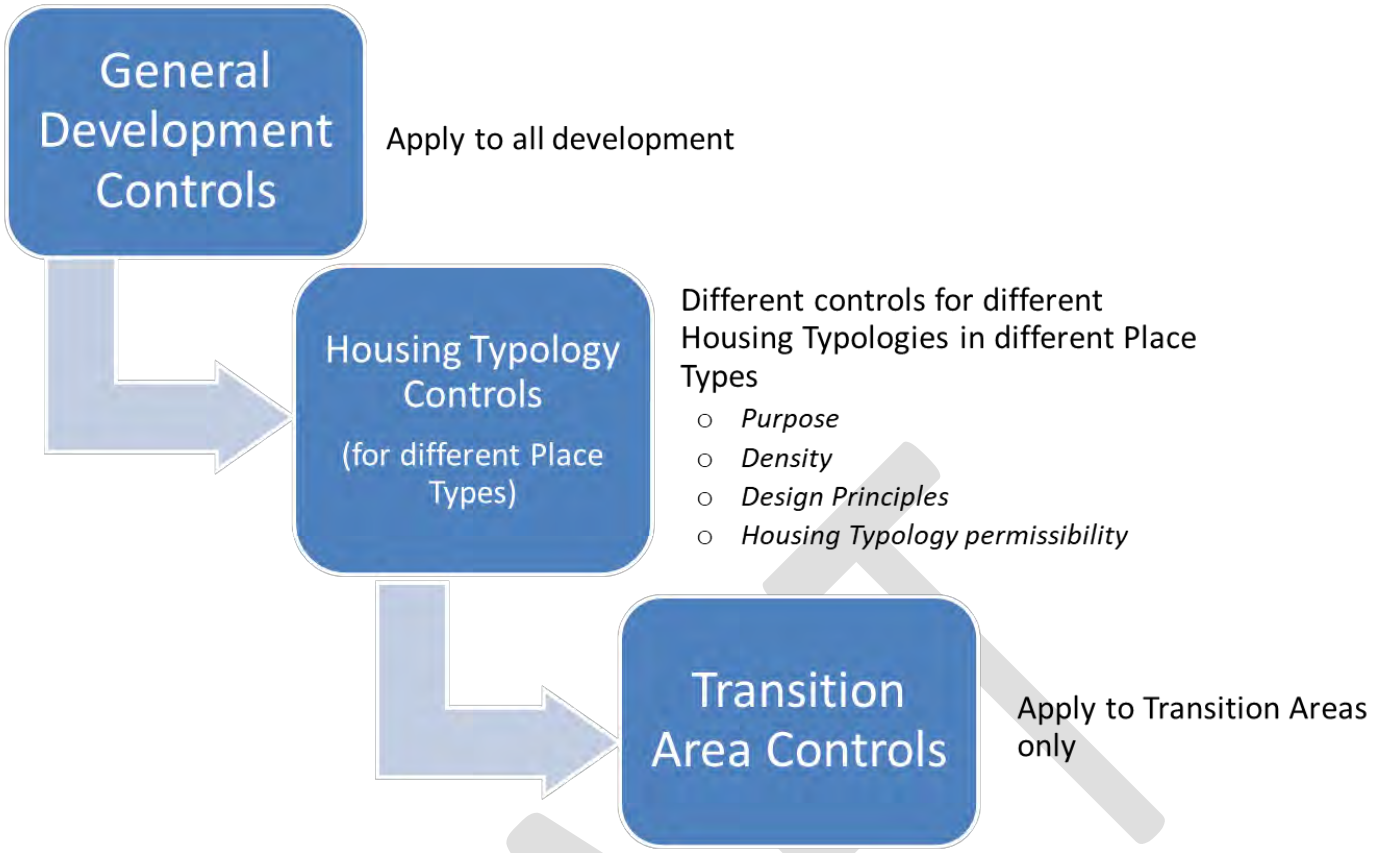



Figure 2 Development Control Structure

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# INTRODUCTION

# SECTION ONE - INTRODUCTION

## 1.1 PURPOSE AND VISION

The Joondalup Place Neighbourhoods Local Planning Policy (LPP) has been prepared to establish requirements for development within the existing Joondalup Housing Opportunity Areas (HOAs) (hereon referred to as Place Neighbourhoods). It should be read in conjunction with the provisions of the City of Joondalup (the City) Local Planning Scheme No. 3 (LPS No. 3) relating to Residential, Commercial, Mixed Use and Urban Development Zoned land contained within Special Control Area 1 - Place Neighbourhoods as defined within LPS No. 3.

The LPP is intended to guide future development to ensure that it enhances the existing character of the area whilst also encouraging developments to be innovative in achieving high levels of local amenity having regard to the aspirational objectives of the Place Neighbourhoods.

The LPP aims to:

- Deliver better quality design of buildings that respond appropriately to the character of the Place Neighbourhoods.
- Improve the relationship of dwellings to the public domain including streets, laneways and parks, and surrounding built form.
- Deliver quality landscaping including tree planting for new developments.
- Deliver design guidance to assist in providing a diverse housing mix and choice.
- Create consistency in the assessment of medium density development across the Place Neighbourhood.
- Develop Housing Typologies that provide:
    i. specific building responses as the density of development intensifies within each Place Neighbourhood;
    ii. high quality public realm interface;
    iii. building design excellence; and
    iv. resident liveability.
- A new focus on the 'Green' Ratio (versus plot ratio), where landscape requirements drive built form outcomes at the lot level and improved landscape, tree canopy and open space requirements significantly improve the amenity of the development and the Place Neighbourhoods.

Place Neighbourhood DNA (Refer **Figure 3**)

Specifically, the LPP promotes intensification of densities around centres and train stations based on walkable neighbourhoods and transitioning of densities away from centres and train stations to existing suburban neighbourhoods.

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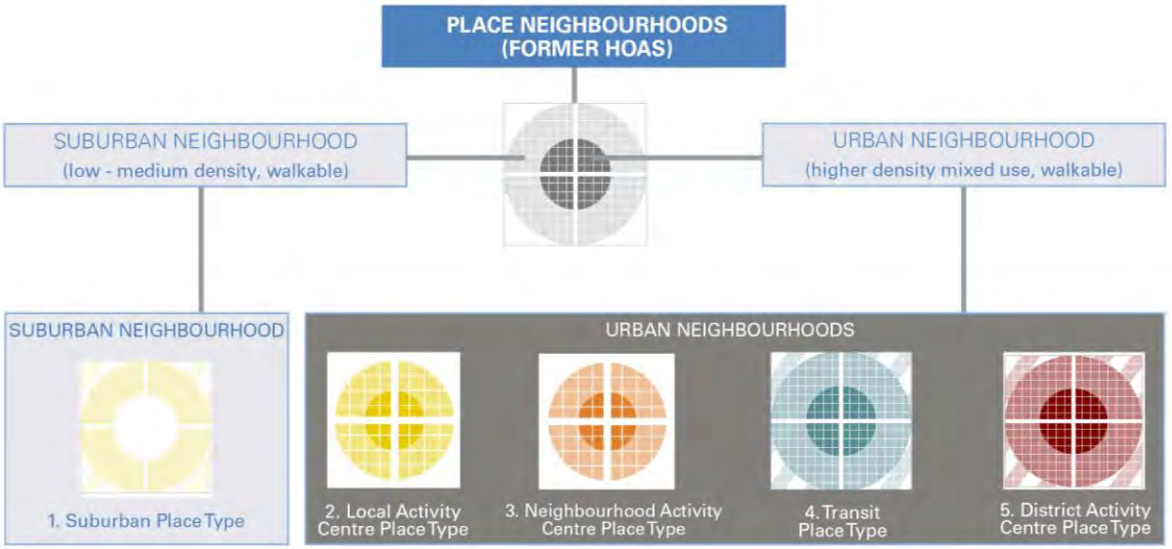
- Within each of these neighbourhoods, there will be different types of places with common characteristics, similar land use mixes and intensities of development.
- Place types are aspirational places of the future, each with their own vision and objectives.
- Unlike Suburban Neighbourhoods, the types of Urban Neighbourhoods will be less alike. There will be four Place Types in the Urban Neighbourhoods as follows:
    - Local Activity Centre Place Type
    - Neighbourhood Activity Centre Place Type
    - Transit Place Type; and
    - District Activity Centre Place Type.

- Suburban Neighbourhoods will have similar character and function and therefore only one Place Type is proposed – Suburban Place Type.
- The size and extent of the different Place Types will vary based on the extent of walkable catchments applied to each centre or train station - depending on the role and function of that node. It should also be noted, that centres located outside of the current Place Neighbourhoods have also been assessed as having influence over the location and extent of some Place Types.
- Introducing Transition Area Typologies where the extent of walkable catchment for the Place Types does not cover the full extent of the Place Neighbourhood.

Development Control (Refer **Figure 4**)

Within each Place Type, built form will be managed through the application of:

- Density codes (as defined on the LPS No. 3 map).
- General Development Controls that apply to all development within all Place Neighbourhoods (LPP).
- Housing Typology Development Controls that apply to the particular housing typology dependent on the Place Type it is being developed within, noting not all Housing Typologies apply within all Place Types (LPP).
- Transition Area Typology Development Controls that apply to the particular transition area typology (LPP).

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**Suburban Neighbourhoods** comprise one Suburban Place Type and **Urban Neighbourhoods** comprise four Urban Place Types

**Place Types** (including transition areas) outline the vision and key characteristics of each Place Type
- Density Code
- Applicable Housing Typologies

Figure 3 Place Neighbourhood DNA

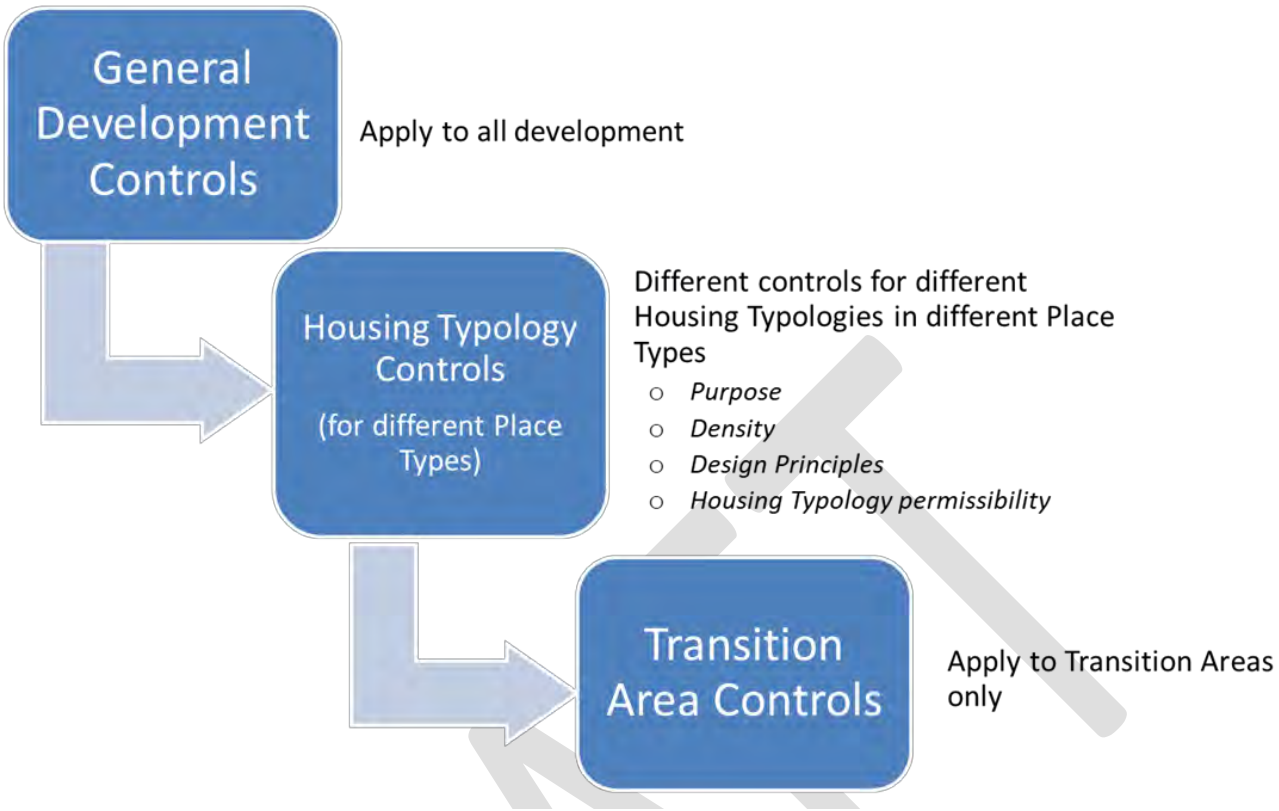



Figure 4 Development Control Structure

## 1.2 POLICY OBJECTIVES

The objectives of this LPP are as follows:

i. To provide a planning framework to support a high standard of urban design and residential amenity in a high-quality public realm setting.

ii. To facilitate compact sustainable urban form around centres and train stations through pedestrian-oriented development, safe pedestrian spaces and adequate parking facilities.

iii. To ensure that the Place Neighbourhoods provide for both the needs of the existing community and the future population of the area.

iv. To ensure that new development enhances and respects the desired character of the locality and provides a neighbourhood within which the residents can identify.

v. To concentrate development in localities with adequate infrastructure that is accessible to transport and centres.

vi. To protect and enhance the amenity of residents through attractive streetscapes and increased greening of verges and private land.

vii. To encourage variety and diversity of housing choices that meets the future housing needs of the City.

viii. To allow development that is of a scale and nature that provides an appropriate transition to adjoining land uses.

## 1.3 STRUCTURE

The LPP is structured in two parts consisting of five sections to assist proponents in preparing their designs and applications, refer **Figure 5** – Policy Framework;

### PART ONE – EXPLANTORY REPORT

Part One contains the explanatory sections supporting the LPP to provide further information that can assist in decision-making.

#### SECTION ONE – INTRODUCTION

Section One outlines the overarching purpose, vision, objectives, and design review process which will form the basis for development proposals.

#### SECTION TWO – PLACE NEIGHBOURHOODS DESIGN VISION

Section Two provides guidance on the design philosophy applicable to the specific Place Types applied across the Place Neighbourhoods for the purpose of informing the design outcomes of each development.

Place Type guidance is arranged into five key elements:

**Purpose:** outlines the vision and key characteristics of the Place Types.

**Density Criteria**: outlines the spatial distribution of density within the Place Type based on walkability.

**Design Principles:** responds to the three key design principles of Context and Character, Landscape Quality and Built Form and Scale as outlined in State Planning Policy 7.0 – Design of the Built Environment SPP 7.0) to assist in articulating the vision for the Place Types.

**Transition Areas:** details the transition between different Place Types within the Place Neighbourhoods and between the density proposed within Place Types and the existing densities located outside of the Place Neighbourhood.

**Housing Typologies:** outlines the Housing Typologies applicable within the Place Type.

### PART TWO – LOCAL PLANNING POLICY TECHNICAL REQUIREMENTS

Part Two contains the technical requirements of the LPP that will largely guide the day-to-day decision-making for subdivision and development within the Place Neighbourhoods.

#### SECTION THREE – GENERAL DEVELOPMENT CONTROLS

Section Three is divided into two sub-sections as follows:

- Section 3.1 General Development Controls – Place Neighbourhoods.

- Section 3.2 General Development Controls – Place Neighbourhoods (except District Activity Centre R60 (0-400m) and Transit R60 (0-400m) Place Types).

This Section includes the following sections to inform assessment of applications for development approval:

- A **Purpose** that explains why meeting the Objective is mandatory and contributes to the vision of the Place Neighbourhood.
- A statement of **Intent** that explains the intended outcome and why it is important.
- **Objectives** that define the intended outcome. These Objectives need to be met for all development proposals.

**Typology Objectives:** outline the design intent underpinning the housing typology form.

**Typology Development Controls**: provide development guidance and controls that should be considered in formulating a built form response

### SECTION FIVE – TRANSITION AREA CONTROLS

These contain key design requirements that are applicable to the specific housing typologies applicable to the following Transition Areas:

- R25 Suburban
- R30 Suburban
- R40 Transit
- R40 District Activity Centre

The Housing Typology Characteristics and Housing Typology Objectives from Section Four will apply.

- **Acceptable Outcomes** that are specific measures and outcomes to assist in meeting the Objective. Acceptable Outcomes identified in *'italics' are mandatory provisions incorporated in LPS No. 3.*

### SECTION FOUR – HOUSING TYPOLOGY CONTROLS

Contains key design requirements that are applicable to the specific Housing Typology relative to the Place Type it is being developed in. These are arranged into three key elements of Typology Characteristics, Typology Objectives and Typology Development Controls.

**Typology Characteristics:** outline the key built form characteristics of the typology that inform the structure of the three-dimensional building envelope.

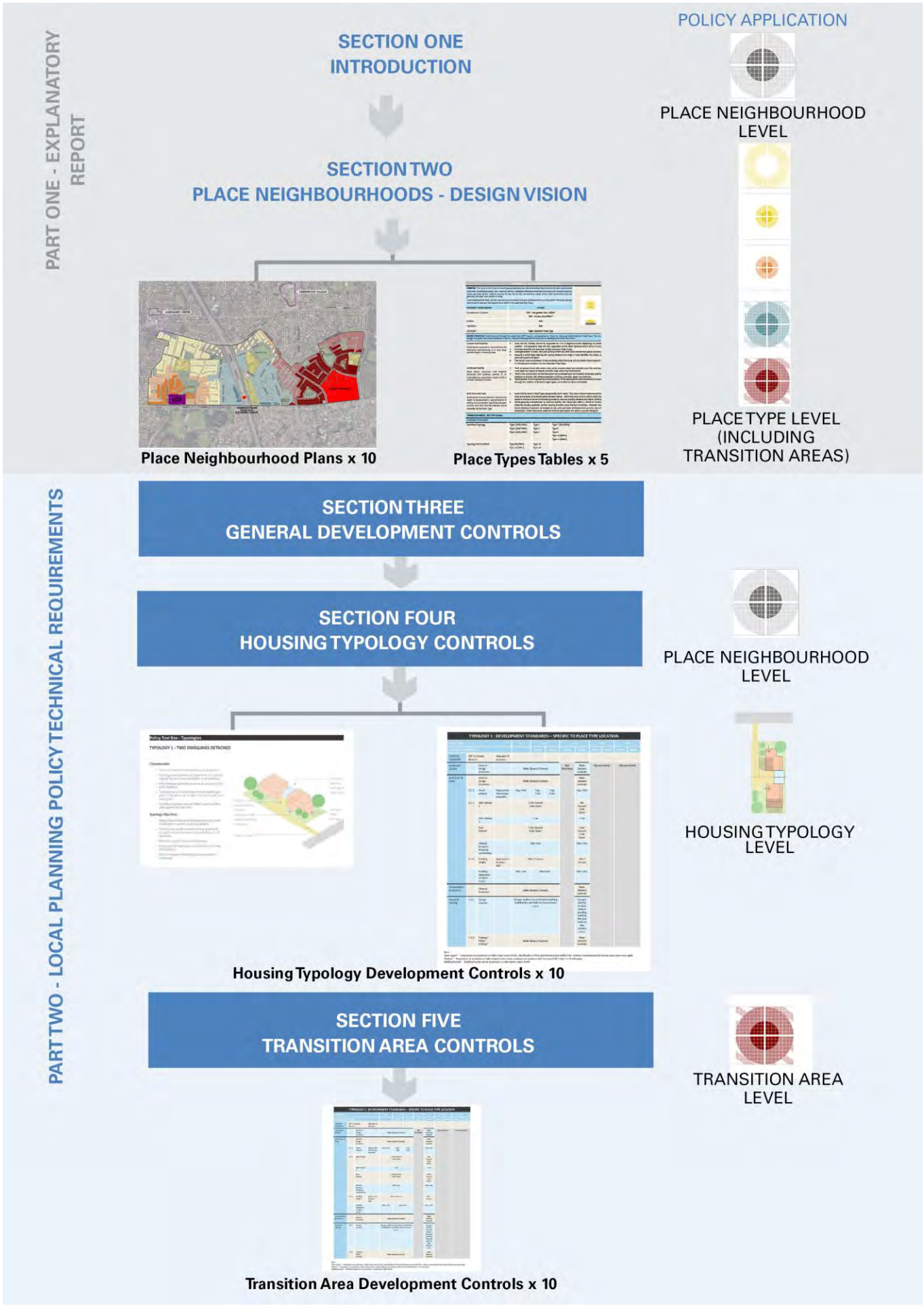



Figure 5 Policy Framework

## 1.4 RELATIONSHIP TO OTHER PLANNING INSTRUMENTS

This LPP is adopted under the provisions of Clause 4, Schedule 2, Part 2 of the Planning and Development (Local Planning Schemes) Regulations 2015. The LPP should be read in conjunction with the LPS No. 3 and any relevant LPPs. Where this LPP conflicts with LPS No. 3, the LPS No. 3 provisions shall prevail. Where the LPP does not contain specific provisions on development matters that are otherwise contained in State Planning Policy 7.3 Residential Design Codes (SPP 7.3), or any approved Activity Centre Plan (ACP) or Local Development Plan (LDP), then that document's controls shall prevail in that instance only.

This LPP aims to implement the objectives and requirements of the State's Design WA suite of Policies and more particularly SPP 7.0, including SPP 7.3 (all Volumes. Applications for subdivision and development shall be consistent with the requirements of these policies.

## 1.5 DESIGN REVIEW PROCESS

Prior to formal lodgement of a development application (DA), all applications (with the expectations of exemptions) within the Place Neighbourhoods will be presented to the City's Design Reference Panel (JDRP) for consideration under the existing Terms of Reference of the JDRP. This process replaces the need to undergo the design review and assessment process as required by SPP 7.3, Vol 2.

Endorsement of the DA plans by the JDRP is required prior to formal lodgement with the Responsible Authority. Minor modifications or changes of use for existing buildings are not subject to this approval process.

In addition to the information provided in the JDRP Terms of Reference, the process for assessment of a DA relating to all development within the Place Neighbourhoods is summarised in **Figure 6** below.

### Design Review – Pre-Development Application

- Prior to lodgement of a DA, pre-application review meetings will occur with the JDRP. A minimum of three pre-application meetings is recommended.
- The JDRP has the authority to provide endorsement for any variations to the requirements of the LPP, with final consideration and approval to be the responsibility of the City / Responsible Authority. Variations to the requirements will only be endorsed where such exemptions deliver built form design and sustainability excellence whilst still meeting the objectives of the LPP.
- Once the JDRP has deemed the plans to substantially achieve the general development controls and housing typology development controls or be satisfied with any justified variation in meeting the Objective, the plans will then be endorsed by the JDRP. This written endorsement will be considered by the Responsible Authority in their formal assessment.
- Following endorsement of the development plans, a DA can be made to the Responsible Authority.

### Development Application Submission

- The applicant lodges a DA with the Responsible Authority with the accompanying JDRP final report / written endorsement.
- The DA is assessed by the City (or Development Assessment Panel, if applicable) in the usual manner.

### Design Verification Statement

For all DAs within the Place Neighbourhoods, a Design Verification Statement is to be prepared. The statement must:

- Explain how the LPS No. 3 requirements for Place Neighbourhoods are achieved.
- Explain how the Design Principles of SPP 7.0 are achieved.
- Demonstrate how the design response is informed by the site analysis and responds to the surrounding context.
- Demonstrate how the Objectives have been achieved.

The Design Verification Statement must indicate where the documents illustrate how the proposal meets these requirements.

Where these are not met, the Design Verification Statement should describe how an alternative solution achieves the Objectives, in some instances this may require supporting reports or diagrams.

The Design Verification Statement will assist the assessment process by clarifying how the proposed development meets the objectives and development controls of the LPP.

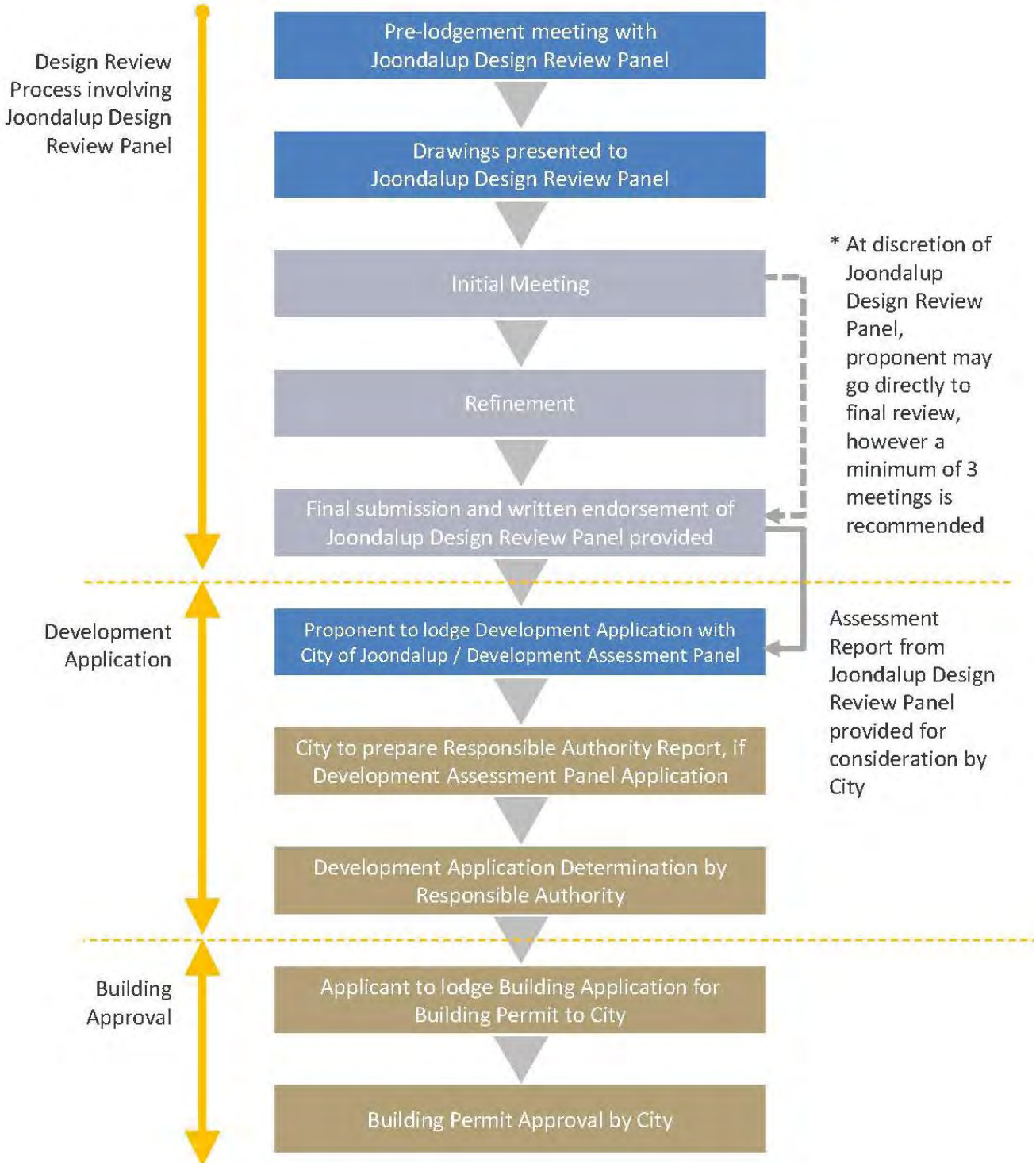



Figure 6 Design Review Process

# SECTION TWO
# PLACE
# NEIGHBOURHOODS
# DESIGN VISION

# SECTION TWO – PLACE NEIGHBOURHOODS DESIGN VISION

The Place Neighbourhoods (formerly HOAs) were identified by the City through its Local Housing Strategy (LHS) as being appropriate for increased densities, based on a set of locational criteria including proximity to train stations, high frequency bus routes and centres. The foundation of this vision is sound, and this LPP has sought to refine and expand on the principles of the Place Neighbourhoods in developing this LPP.

## 2.1 GOOD NEIGHBOURHOOD DESIGN

The neighbourhood is the basic unit of town planning. It is a compact, urbanised area containing a balanced range of human activities within pedestrian range from each family that lives there. Neighbourhoods cluster to become towns. A cluster of many neighbourhoods becomes a city. In all cases, a neighbourhood population can vary depending on local conditions yet, depending on its context, it should always contain a balanced mix of dwellings and may also include, workplaces, shops, community facilities and parks.

Good neighbourhood design aims to develop a coherent urban system of compact walkable neighbourhoods which cluster around centres capable of facilitating a broad range of land uses, employment and social opportunities. The urban structure should provide for a diverse range of dwelling types that increase in intensity toward the centre to respond to the changing needs of the community over time. Key elements of good urban structure should:

- Provide for an urban structure of walkable neighbourhoods, clustering to form centres of compatible mixed uses in order to reduce car dependence for access to employment, retail and community facilities.
- Ensure that walkable neighbourhoods and access to services and facilities are designed for all users.
- Foster a sense of community and strong local identity and sense of place in centres.
- Provide for access, generally by way of an interconnected network of streets which facilitate safe, efficient and pleasant walking, cycling and driving.
- Ensure active land uses and building frontages to streets to improve personal safety through increased surveillance and activity.
- Promote new development which supports the efficiency of public transport systems where available, and provides for safe, direct access to the system for residents.
- Facilitate mixed use urban development which provides for a wide range of living, employment and leisure opportunities, capable of adapting over time as the community changes and which reflects appropriate community standards of health, safety and amenity.
- Provide a variety of lot sizes and housing typologies to cater for the diverse housing needs of the community at a density that can ultimately support the provision of local services.
- Avoid key environmental areas and incorporate the environmental features of a site into the design.
- Maximise land efficiency wherever possible.

With a clear focus on accommodating the City's changing demographic, whilst combating urban sprawl and the cost of living pressures, this LPP also focusses on addressing liveability by encouraging high quality urban infill development with an increased emphasis on the "green ratio" (the method of establishing the minimum requirements for landscape areas, tree provision and tree preservation within the site, prior to determining the building footprint and massing). Whereas historically plot ratio has been the key driver of built form outcomes, this LPP transfers the focus to "green ratio", with a particular emphasis on ensuring functional landscape areas with minimum size, dimensions and quality of soft landscaping, minimum tree quantities and sizes and bonuses for tree preservation.

## 2.2 NEIGHBOURHOOD TYPES

*"Neighbourhoods should be compact, pedestrian-friendly, and mixed-use," and "many activities of daily living should be within walking distance,"* according to the Charter of the New Urbanism (Congress for the New Urbanism, 1996).

In the context of the Place Neighbourhoods, neighbourhoods have been designed for walkability using a five to ten-minute walkable catchment around a centre or train station. This central focus is also a key part of neighbourhoods and the mix of non-residential uses depends on the context. If the built environment is appealing and human scale, the theory is that most people will walk at least five minutes rather than get in a car. All neighbourhoods provide a variety of housing typologies with the range and balance of this housing reflective of the neighbourhood type:

**Urban Neighbourhoods** *(higher density, mixed use walkable neighbourhoods*) are characterised by mixed use, centres, urban corridors or train stations and have access to a range of retail, community and employment opportunities. They are a focus of train stations, including public transport and cycling networks. They come in various scales, from local to district and regional, and are more varied in character than Suburban Neighbourhoods. They contain housing, usually grouped or multiple dwellings, they are important meeting places for people and focal points for their communities. These neighbourhoods take different forms, from areas where low to medium scale buildings are dominant, to higher density places with medium to high rise buildings. As a guide, Urban Neighbourhoods provide greater than 40 dwellings per hectare and up to 100 dwellings per hectare.

**Suburban Neighbourhoods** (*low-medium density, walkable neighbourhoods)* are characterised by low to medium density single residential development with some grouped dwellings located near the boundary adjoining the Urban Neighbourhood. While single residential housing is the most common, many of these homes are on increasingly smaller lots. These neighbourhoods are generally low in scale and comprise well landscaped environments. As a guide, Suburban Neighbourhoods provide 20-40 dwellings per hectare.

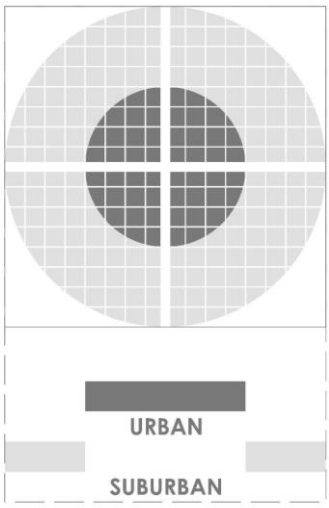



Figure 7 Neighbourhood Types

To achieve more compact, sustainable urban outcomes and accommodate changing household sizes, this LPP encourages a mixture of lot and dwelling sizes distributed throughout neighbourhoods to deliver housing choice. A range of both lot sizes and housing typologies is needed to cater for increasingly diverse household demographics.

Whilst the walkable catchment, as measured from a centre or a train station is the key determinant, other key considerations in assigning density coding or locational criteria, include proximity to a corridor or high-frequency public transport route/station, and (POS). Higher densities can also benefit from being located adjacent to POS areas distributed throughout the neighbourhoods.

Within the Place Neighbourhoods, all lots are generally within 200m of some form of POS, although the functionality of the type of POS varies from neighbourhood to neighbourhood.

## 2.3 PLACE TYPES

For each of the Urban and Suburban Neighbourhoods, a series of Place Types (including Transition Areas) have been developed with common characteristics, similar land use mixes and intensities of development.

The purpose of this section is to outline the Vision and Design Principles within the Place Types. It is a guide to assist present and future residents, developers and decision-makers in evaluating the evolving character and potential of these neighbourhoods.

Each Place Type (including Transition Areas) is recognisable by its function, special qualities, intensity, character and housing typologies. These range from areas with predominantly suburban characteristics and more urban areas of increasing densities, through to mixed use centres and train stations. Based on the two Urban and Suburban Neighbourhoods, Place Types (including Transition Areas) have been developed and are intended to describe the 'aspirational' places of the future, rather than existing places. Hence it outlines a future desired outcome for the Place Neighbourhoods. For the purpose of this LPP, Suburban Neighbourhoods have been described as one Place Type and Urban Neighbourhoods have been broken into four Place Types (refer **Figure 8**).

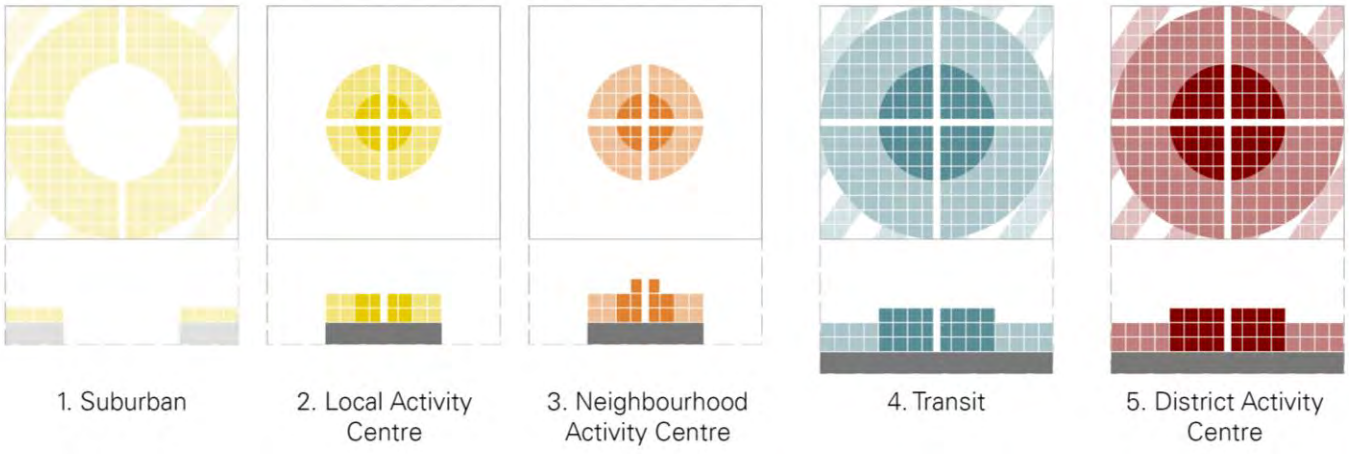



Figure 8 Place Types

Where gaps or pockets are left between different Place Types or where Place Types do not extend to the boundaries of the Place Neighbourhoods, Transition Areas have been introduced. The Transition Areas are to provide for a reduction in the intensity of development between the Place Types within the Place Neighbourhoods and between the Place Types and existing R20 development located outside of the Place Neighbourhoods. The following Transition Areas have been identified:

- R25 Suburban (Place Neighbourhood 3 – Sorrento)
- R30 Suburban
- R40 Transit
- R40 District Activity Centre

Development Controls for the Transition Areas are contained within Section Five.

This section outlines the intended characteristics and development provisions specific to each Place Type, reflecting the local context and character of each of the walkable neighbourhoods and the aspirational vision for these places.

These are arranged into five key elements:

**Purpose:** outlines the vision and key characteristics of the Place Types.

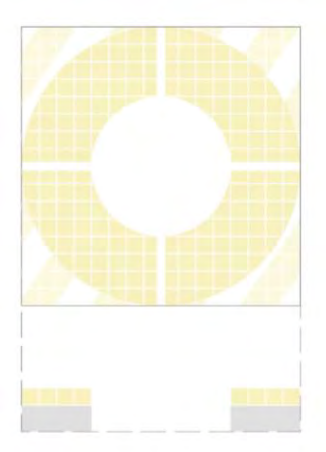
**Density Criteria**: outlines the spatial distribution of density within the Place Type based on walkability.

**Design Principles:** responds to the three key design principles from SPP 7.0 to assist in articulating the vision for the Place Types. The remaining design principles are to be addressed by the applicant as they consider build form requirements.

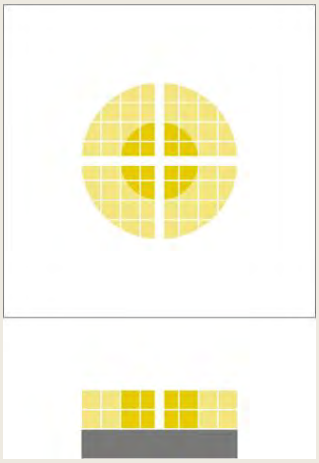
**Transition Areas:** details the transition between the density proposed within the Place Types within the Place Neighbourhoods and between the Place Type and the existing densities located outside of the Place Neighbourhood.

**Housing Typologies:** outlines the housing typologies applicable within the Place Type.

## 2.3.1. SUBURBAN NEIGHBOURHOOD PLACE TYPES

| Place Type 1 - Suburban Place Type | | | | |
|---|---|---|---|---|
| **PURPOSE:** The Suburban Place Type is applied to areas of the Place Neighbourhoods where the neighbourhood character will evolve over time to provide a more diverse mixture of housing typologies. This Place Type will include low to medium density single residential development and grouped dwellings located outside the walkable catchment to a Local/Neighbourhood/District Activity Centre or train station. | | | |  |
| **PROXIMITY FROM CENTRE** | **R-CODE** | | | |
| Development in Centre | *n/a* | | | |
| 0-200m | *n/a* | | | |
| 200-400m | *n/a* | | | |
| 400-800m | *R30* | | | |
| Suburban Transition (800m + to boundary of Place Neighbourhood) | *R30* | | | |
| R25 Transition (800m+ to boundary of Place Neighbourhood 3 - Sorrento) | *R25* | | | |
| **DESIGN PRINCIPLES:** the following three Design Principles from SPP 7.0 assist in articulating the vision for the Suburban Place Type. The remaining Design Principles of SPP 7.0 have been addressed in Section 3 – General Development Controls for all development within the Place Neighbourhoods. | | | | |
| **Context and Character**<br>*Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.* | • Provide a transition to the lower density neighbourhoods located outside of the Place Neighbourhoods.<br>• The housing typologies will be low to medium density single residential with some grouped dwellings incorporating housing typologies that provide the opportunity to retain the existing dwelling and local character. Setbacks to streets and side setbacks between buildings will provide the ability to respond to the existing context of this Place Type.<br>• Housing will be within easy walking and cycling distance to a range of local facilities such as shops, schools, parks and public transport.<br>• The height, scale and setback of new buildings within the Suburban Place Type will be generally consistent with existing housing. | | | |
| **Landscape Quality**<br>*Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.* | • Suburban Place Type streets should be lined with street trees to provide shade and character and should have footpaths on at least one side of all streets.<br>• Within the Suburban Place Type there is increased ability to contribute to landscape quality due to setbacks to streets, side setbacks between buildings and open space requirements.<br>• Building design should improve the street presence of the development and the amenity of pedestrians through the creation of attractive open space and connection to nature and shade and retention of trees. | | | |
| **Built Form and Scale**<br>*Good design ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the Place Type.* | • Whilst generally characterised by low-medium density, the Suburban Place Type offers housing choice from detached houses and duplexes to terrace housing. While detached single houses are the most common, attached houses and grouped dwellings can be provided on smaller lots in some locations.<br>• Housing is generally low in scale with a feeling of openness at the street level and a sense of buildings within a treed setting.<br>• Housing may take the form of single and double storey detached houses developed on narrower and smaller lots. | | | |
| **TRANSITION AREAS:** | | | | |
| ***Suburban Transition***<br>***(800m + to extent of Place Neighbourhood)*** | • Areas beyond the 800m walkable catchment where the Suburban Place Type / relevant housing typologies (and Place Neighbourhood specific variations as detailed in Section 5 – Transition Area Controls), will apply. | | | |
| ***R25 Transition***<br>***(800m+ extent of Place Neighbourhood 3 - Sorrento)*** | • Areas beyond the 800m walkable catchment where the Suburban Place Type/relevant housing typologies (and Place Neighbourhood specific variations as detailed in Section 5 – Transition Area Controls), will apply. | | | |
| **HOUSING TYPOLOGIES:** | | | | |
| **Permitted Typology** | Type 1<br>Type 2 | Type 3<br>Type 4 | Type 5<br>Type 6 | Type 7<br>Type 8 |
| **Typology Not Permitted** | Type 9<br>Type 10 | | | |

## 2.3.2. URBAN NEIGHBOURHOOD PLACE TYPES

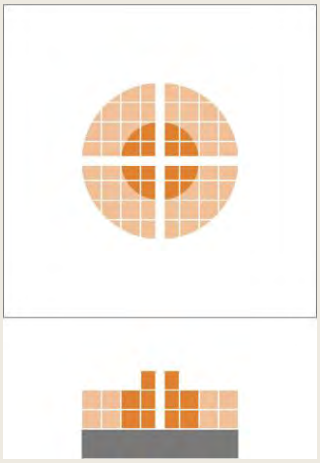
| Place Type 2 - Local Activity Centre Place Type | | | | |
|---|---|---|---|---|
| **PURPOSE:** The Local Activity Centre Place Type will generally be characterised by the provision of small supermarket and convenience shops, low-medium density, walkable neighbourhoods with a diversity of housing around a mixed-use local centre to provide for the day-to-day convenience needs of the local community and will generally be small and limited to retail/commercial.<br>The City may require that a LDP be required prior to subdivision and major development occurring within the Local Activity Centre site to address the requirements within this LPP. | | | |  |
| **PROXIMITY FROM CENTRE** | **R-CODE** | | | |
| Development in Centre | *R80 - lots greater than 1000m²*<br>*R40 - lots less than1000m²* | | | |
| 0-200m | *R40* | | | |
| 200-400m | *R30* | | | |
| 400-800m | *Refer Suburban Place Type* | | | |
| **DESIGN PRINCIPLES** the following three Design Principles from SPP 7.0 assist in articulating the vision for the Local Activity Centre Place Type. The remaining Design Principles of SPP 7.0 have been addressed in Section 3 – General Development Controls for all development within the Place Neighbourhoods. | | | | |
| **Context and Character**<br>*Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.* | • Local Activity Centres should be supported by one to two Suburban Neighbourhoods depending on context and location. The population base will vary dependant on the retail hierarchy within which it is located.<br>• Provide a transition to the lower density Suburban Place Types.<br>• Although smaller in scale than other centres, the Local Activity Centre will offer local convenience goods and services.<br>• Housing will be within easy walking and cycling distance to a range of local facilities such as shops, schools, parks and public transport.<br>• The height, scale and setback of new buildings within the Local Activity Centre Place Type will reduce in intensity as they transition into the Suburban Place Type. | | | |
| **Landscape Quality**<br>*Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.* | • Streets are lined with street trees, which provide shade and character and should have footpaths on at least one side of all streets and both sides within the centre itself.<br>• Within the Local Activity Centre Place Type there is the ability to contribute to landscape quality within setbacks to streets, side setbacks between buildings, and open space requirements.<br>• Building design should improve the street presence of the development and the amenity of pedestrians through the creation of attractive open space, connection to nature and shade and retention of trees. | | | |
| **Built Form and Scale**<br>*Good design ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the Place Type.* | • Local Activity Centre Place Types are generally low in scale and have a feel of openness at the street level and a sense of buildings within a treed setting. Within the centre itself , there is a sense of enclosure at the street level provided by reduced building setbacks and increased building height potential.<br>• While generally characterised by medium density, this Place Type offers a choice of housing from detached houses, duplexes, terrace housing and shop live-work buildings. Attached housing is achievable in this Place Type on lots with particular attributes likes corners, street block ends, specific lot frontages and may take the form of terraces or multiple dwellings. | | | |
| **TRANSITION AREAS: NOT APPLICABLE** | | | | |
| **HOUSING TYPOLOGIES:** | | | | |
| **Permitted Typology** | Type 1<br>Type 2<br>Type 3 | Type 4<br>Type 5<br>Type 6 | Type 7<br>Type 8<br>Type 9 (0-200m) | Type 10 (0-200m) |
| **Typology Not Permitted** | Type 9 (200-400m) | Type 10 (200-400m) | | |

## Place Type 3 – Neighbourhood Activity Centre Place Type

**PURPOSE:** The Neighbourhood Activity Centre Place Type will generally be characterised by the provision of a small range of convenience shops, local professional services and/or a supermarket providing for the daily and weekly shopping needs, community facilities and a small range of other convenience services. Medium-higher density, walkable neighbourhoods with a diversity of housing around a mixed-use Neighbourhood Activity Centre.

The City may require that a LDP be required prior to subdivision and major development occurring within the Neighbourhood Activity Centre site to address the requirements within this LPP.

| PROXIMITY FROM CENTRE | R-CODE |
|---|---|
| Development in Centre | *R80 – lots greater than 1000m²*<br>*R40 - lots less than1000m²* |
| 0-200m | *R60* |
| 200-400m | *R40* |
| 400-800m | *Refer Suburban Place Type* |



**DESIGN PRINCIPLES** the following three Design Principles from SPP 7.0 assist in articulating the vision for the Neighbourhood Activity Centre Place Type. The remaining Design Principles of SPP 7.0 have been addressed in Section 3 – General Development Controls for all development within the Place Neighbourhoods.

| | |
|---|---|
| **Context and Character**<br>*Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.* | • Neighbourhood Activity Centres should be supported by three to six neighbourhoods clustered together with a population base of between 2,000 to 15,000 people.<br>• A larger activity centre than the Local Activity Centre Place Type offering a wider range of goods and services in addition to more entertainment and community facilities.<br>• Housing will be within easy walking and cycling distance to a range of local facilities such as shops, schools, parks and public transport.<br>• The height, scale and setback of new buildings within the Neighbourhood Activity Centre Place Type will increase closer to the centre itself than a Local Activity Centre Place Type and will reduce in intensity as they transition into the Suburban Place Type. |
| **Landscape Quality**<br>*Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.* | • Streets are lined with street trees, which provide shade and character and have footpaths on at least one side of all streets and both sides within the centre, and in some locations, pavements shared by both cars and pedestrians.<br>• Within the Neighbourhood Activity Centre Place Type there is the ability to contribute to landscape quality within setbacks to streets, side setbacks between buildings and private open space requirements.<br>• Building design should improve the street presence of the development and the amenity of pedestrians through the creation of attractive open space, connection to nature and shade and retention of trees. |
| **Built Form and Scale**<br>*Good design ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the Place Type.* | • Neighbourhood Activity Centre Place Types are generally characterised by medium to higher densities and offer housing choice including small lot residential single house, grouped and multiple dwellings generally comprise a greater mix of housing including both detached and attached dwellings.<br>• Generally characterised by medium scale buildings that have a sense of enclosure at the street level provided by reduced building setbacks and higher building form.<br>• While generally characterised by medium to high density, this Place Type offers a choice of housing from detached houses, duplexes, terrace housing and shop live-work buildings. Attached housing is achievable in this Place Type on lots with particular attributes likes corners, street block ends, specific lot frontages and may take the form of terraces or multiple dwellings. |

**TRANSITION AREAS: NOT APPLICABLE**

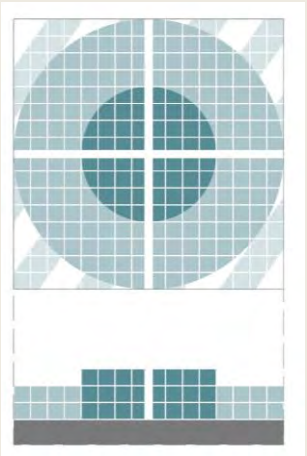
**HOUSING TYPOLOGIES:**

| | | | | |
|---|---|---|---|---|
| **Permitted Typology** | Type 1 (200-400m)<br>Type 2 (200-400m)<br>Type 3 (200-400m) | Type 4<br>Type 5<br>Type 6 | Type 7<br>Type 8<br>Type 9 | Type 10 |
| **Typology Not Permitted** | Type 1 (0-200m)<br>Type 2 (0-200m)<br>Type 3 (0-200m) | | | |

## Place Type 4 – Transit Place Type

**PURPOSE:** The Transit Place Type is characterised by medium to high density walkable neighbourhoods with a diversity of housing around the train station and a focal point to provide access to train stations and bus interchanges for a wide catchment. Focussed around bus interchange and train station parking.

Whilst currently non-activity centres, this Place Type has the potential to evolve into District Activity Centre Place Types through the redevelopment of car parking areas over time at which time the City may require a LDP is prepared to address the requirements within this LPP.



| PROXIMITY FROM CENTRE | R-CODE |
|---|---|
| Development at Train Station / Bus Interchange | *R80 or as defined in an approved LDP* |
| 0-200m | *R60* |
| 200-400m | *R60* |
| 400-800m | *R40* |
| Transit Transition (800m+ to boundary of Place Neighbourhood) | *R40* |

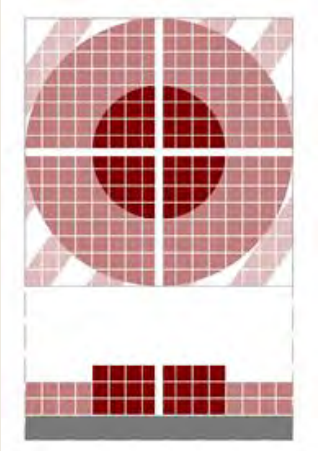
**DESIGN PRINCIPLES** the following three Design Principles from SPP 7.0 assist in articulating the vision for the Transit Place Type. The remaining Design Principles of SPP 7.0 have been addressed in Section 3 – General Development Controls for all development within the Place Neighbourhoods.

| | |
|---|---|
| **Context and Character**<br>*Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.* | • The Transit Place Type should optimise development potential in close proximity to train stations and bus interchanges.<br>• To ensure direct, legible and comfortable access to and through train stations and bus interchanges are prioritised for pedestrians and cyclists, enhancing convenience, safety, health and wellbeing, acknowledging the district wide catchment that ridership is generated from.<br>• Housing will be within easy walking and cycling distance to the transit services to access employment, education and regional facilities.<br>• The height, scale and setback of new buildings within the Transit Place Type will increase closer to the train station and reduce in intensity, transitioning into the suburban areas outside of the Place Neighbourhoods. |
| **Landscape Quality**<br>*Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.* | • Buildings frame the streets, although the streets, which are important character elements in the Place Type. Streets are lined with street trees, which provide shade and character and should have footpaths on both sides of all streets, and in some locations, pavements shared by both cars and pedestrians.<br>• Within this Place Type there is the ability to contribute to landscape quality within setbacks to streets, side setbacks between buildings, and open space requirements.<br>• Building design should improve the street presence of the development and the amenity of pedestrians through the creation of attractive open space and connection to nature and shade and retention of trees. |
| **Built Form and Scale**<br>*Good design ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the Place Type.* | • The Transit Place Types are urban environments, and are generally characterised by medium to high densities offering a diversity of housing choice from small lot residential single house, grouped and multiple dwellings generally comprising greater mix of housing including both detached and attached dwellings.<br>• Generally characterised by medium scale buildings (up to 3 storeys) with a sense of enclosure at the street level provided by reduced building setbacks and higher building form.<br>• The Transit Place Type densities response to their walkable distance from the train station and result in areas where medium scale buildings are dominant to higher density places with medium to high building scale with a strong sense of enclosure at the street level with reduced building setbacks and higher building form. The built form scale is dominant in certain locations and reduces as you transition away from the train station/bus interchange. |
| **TRANSITION AREAS:** | |
| ***Transit Transition***<br>***(800m+ extent of Place Neighbourhood)*** | • Areas beyond the 800m walkable catchment where the Transit Place Type/relevant housing typologies (and Place Neighbourhood specific variations as detailed in Section 5 – Transition Area Controls), will apply. |

| **HOUSING TYPOLOGIES:** | | | |
|---|---|---|---|
| **Permitted Typology** | Type 2 (400-800m)<br>Type 3 (400-800m)<br>Type 4 | Type 5<br>Type 6 (400-800m)<br>Type 7 | Type 8<br>Type 9<br>Type 10 |
| **Typology Not Permitted** | Type 1<br>Type 2 (0-400m) | Type 3 (0-400m)<br>Type 6 (0-400m) | |

## Place Type 5 – District Activity Centre Place Type

**PURPOSE:** The District Activity Centre Place Type is characterised as the largest centre within the Place Neighbourhoods and serves a district function providing services and facilities across many of the Place Neighbourhoods . This Place type generally has a greater focus on servicing the daily and weekly needs of residents and has a wide range of employment generating non-retail, commercial, service businesses, medical centres and community service employment. This Place Type will generally comprise discount department stores, supermarkets, convenience goods, small scale comparison shopping and some specialty shops and may also contain local professional services as well as some district level office development. The Place Type will provide concentrations of non-residential activities with higher density walkable mixed-use at the train station with higher density, walkable neighbourhoods with a diversity of housing around a mixed-use centre.



| PROXIMITY FROM CENTRE | R-CODE |
|---|---|
| Development in Centre | *As per approved ACP* |
| 0-200m | *R60* |
| 200-400m | *R60* |
| 400-800m | *R40* |
| **R40 Transition Area (800m+)** | *R40* |

**DESIGN PRINCIPLES** the following three Design Principles from SPP 7.0 assist in articulating the vision for the District Activity Centre Place Type. The remaining Design Principles of SPP 7.0 have been addressed in Section 3 – General Development Controls for all development within the Place Neighbourhoods.

| | |
|---|---|
| **Context and Character**<br>*Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.* | • The City may require preparation of an ACP prior to subdivision and major development occurring within this Place Type to address the requirements within this LPP.<br>• This Place Type has the widest range and greatest intensity of activity of all Place Types and is the key focal point of activity for the community for places to work, do business, entertainment or to just enjoy.<br>• The centre itself is a meeting place with the possibility of containing squares and urban parks as may be identified in an approved ACP.<br>• The height, scale and setback of new buildings within the District Activity Centre Place Type will increase closer to the centre itself, transitioning into the suburban areas outside of the Place Neighbourhoods. |
| **Landscape Quality**<br>*Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.* | • Buildings frame the streets, which are important character elements in the Place Type. Streets are lined with street trees, which provide shade and character and should have footpaths on both sides of all streets, and in some locations, pavements shared by both cars and pedestrians.<br>• Within the District Activity Centre Place Type R60 density, there is a reduced ability to contribute to the landscape quality due to reduced street setbacks and less visible private open space. This increases the importance of landscape quality within the public realm. Consideration should be given to the provision of squares and urban parks within this Place Type.<br>• Building design should improve the street presence of the development and the amenity of pedestrians through the creation of attractive open space, connection to nature and shade and retention of trees. |
| **Built Form and Scale**<br>*Good design ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the Place Type.* | • The District Activity Centre Place Type densities respond to their walkable distance from the Centre and result in areas where medium scale buildings are dominant, to higher density places with medium to high building scale. This Place Type has a strong sense of enclosure at the street level with reduced building setbacks and higher building form. The built form scale is dominant in certain locations and reduces as you transition away from the centre itself. |

| **TRANSITION AREAS:** | |
|---|---|
| ***District Activity Centre Transition (800m+ to adjoining Place Type)*** | Areas beyond the 800m walkable catchment of the District Activity Centre Place Type / relevant housing typologies will apply (and Place Neighbourhood specific variations as detailed in Section 5 – Transition Area Controls). |

| **HOUSING TYPOLOGIES:** | | | |
|---|---|---|---|
| **Permitted Typology** | Type 2 (400-800m)<br>Type 4<br>Type 5 | Type 7<br>Type 8<br>Type 9 | Type 10 |
| **Typology Not Permitted** | Type 1<br>Type 2 (0-400m) | Type 3<br>Type 6 | |

## 2.4 PLACE NEIGHBOURHOOD DESCRIPTION

This LPP has designated Place Neighbourhoods across 10 areas within the City based on Place Type locational criteria and the anticipated Place Neighbourhood vision. The Place Neighbourhoods (as shown on **Figure 9**) are identified as:

**Place Neighbourhood 1: Duncraig (south)/Warwick** – a cluster of different Place Types generated by the Warwick Grove District Activity Centre, Warwick Train Station & Bus Interchange and Carine Glades Neighbourhood Activity Centre.

**Place Neighbourhood 2: Greenwood (south)** – generated by the Greenwood Village Neighbourhood Activity Centre.

**Place Neighbourhood 3: Sorrento** – partly generated by the Marmion Village and Duncraig Neighbourhood Activity Centres.

**Place Neighbourhood 4: Padbury (south)/Duncraig (north)/ Greenwood (north)/Kingsley (south)** – a cluster of different Place Types generated by the Greenwood Train Station, Hepburn Heights and Padbury Neighbourhood Activity Centres and the Coolibah Plaza and Lilburne Local Activity Centres.

**Place Neighbourhood 5: Hillarys/Padbury (north)/Craigie /Kallaroo** – generated by the Whitfords City District Activity Centre, Craigie Plaza Neighbourhood Activity Centre, and Springfield and Forrest Plaza Local Activity Centres.

**Place Neighbourhood 6: Woodvale (south)/Kingsley (north)** – generated by the Whitfords Train Station & Bus Interchange, Woodvale Boulevard and Kinglsey Centre Neighbourhood Activity Centres and Moolanda Village Local Activity Centre.

**Place Neighbourhood 7: Beldon/Heathridge (south)** – generated by the Edgewater Train Station and the Belridge City and Beldon Neighbourhood Activity Centres.

**Place Neighbourhood 8: Edgewater/ Woodvale (north)** – generated by the Edgewater Train Station, Woodvale Neighbourhood Activity Centre and Edgewater Local Activity Centre.

**Place Neighbourhood 9: Heathridge (north)** – generated by the Heathridge and Connolly Neighbourhood Activity Centres.

**Place Neighbourhood 10: Joondalup** – generated by the Currambine Train Station.

The following report figures illustrate the location and extent of each of the Place Neighbourhoods 1-10 and identify the specific Place Types that generate the Place Neighbourhood.

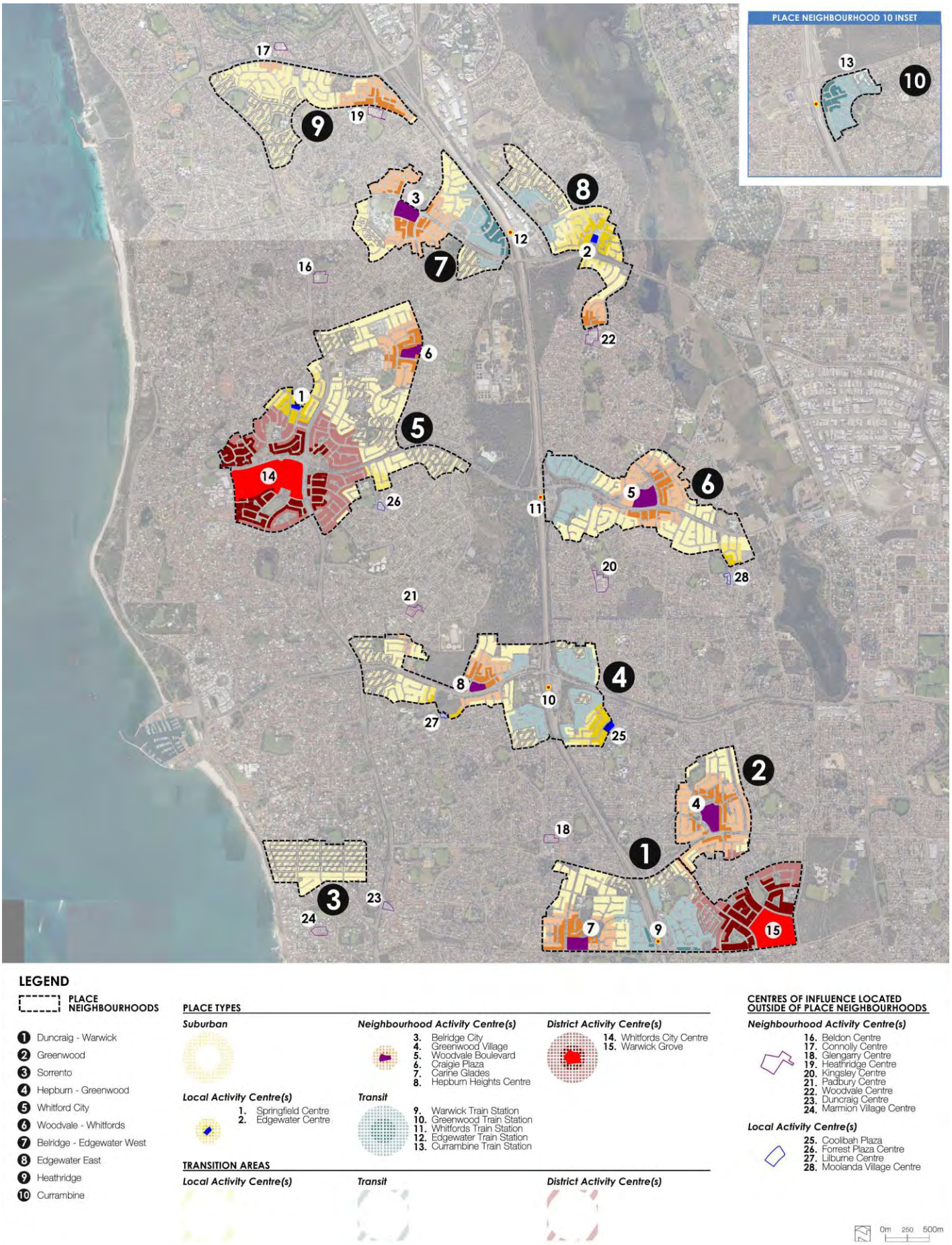



Figure 9 - Place Type Identification Plan

## 2.4.1. PLACE NEIGHBOURHOOD 1: DUNCRAIG (SOUTH)/WARWICK

### Description (refer Figure 10)

The Duncraig (south)/Warwick Place Neighbourhood is located north of Beach Road, south of Warwick Road and west of Erindale Road. It also incorporates part of Duncraig, west of Davallia Road.

The Mitchell Freeway and Warwick Train Station and Bus Interchange dissect the Place Neighbourhood, impacting the walkability of the neighbourhood. Warwick Grove District Activity Centre is the main generator of activity within this Place Neighbourhood, supported by the Carine Glades Neighbourhood Activity Centre.

A number of local parks are dispersed across the Place Neighbourhood providing amenity and recreational opportunities within short walkable distances.

There are several high frequency bus stops/routes which provide transport alternatives within walkable distances for parts of the Place Neighbourhood.

### Objectives

- Enhance the characteristics of the Place Neighbourhood by establishing aspirational Place Types with specific development objectives.
- Achieve a structure of Urban and Suburban Place Types that generate a wide and diverse range of housing choices, employment and social opportunities.
- Ensure intensification is located within a comfortable walking distance to amenity, services and facilities.
- Promote development outcomes with a desirable balance between green ratio and building plot ratio.
- Ensure that the location of proposed housing typologies and intensified development is appropriate for its location and specifically responds to the Place Neighbourhood context.
- Provide housing typologies that specifically respond to the lot sizes and frontage widths evident within the Place Type.

### Outcomes

- Appropriate locations for Suburban and Urban Neighbourhoods have been defined through a detailed analysis of each Place Types walkability, through a Ped Shed analysis.
- Warwick Grove District Activity Centre may be the subject of a future, separate ACP which will determine residential potential for the site.
- R60 residential density provides for a diverse range of housing typologies within 400m (5min) walkable distance of the centre, which than reduces to R40 between 400m and 800m of this centre (10min).
- Warwick Train Station provides limited amenity beyond its transport function and has limited pedestrian catchment within 400m of its station platform. This reduces the potential for R60 density development associated with this Place Type. R40 development is achieved between 400m and 800m of this station (10min).
- Carine Glades Neighbourhood Activity Centre provides the opportunity for R60 residential density within 200m (2.5min) walkable distance of the centre, which than reduces to R40 between 200m and 400m of this centre (5min) and ultimately R30 Suburban Place Type between 400m and 800m of this centre (10min).
- Whilst located outside of the Duncraig (south)/Warwick Place Neighbourhood, the walkable catchments associated with the Glengarry Centre and Greenwood Village have an influence on the Place Types applied within this Place Neighbourhood.
- Transition Areas have been specifically located to provide appropriate interfaces to the Place Types where necessary. An R40 transition area has been located between the District Activity Centre (800m extent) and the Transit Place Types (800m extent). The transition area housing typologies will provide an appropriate response in keeping with the adjacent Urban Neighbourhood objectives.
- An R30 transition area has been located between the Suburban Place Type (800m extent) and the Place Neighbourhood boundary. The housing typologies identified for this particular Transition Area Place Type will provide an appropriate transition from Suburban Place Type to adjacent R20 development characteristics.
- The analysis recognises the quantity of cul-de-sacs in this Place Neighbourhood with a response that moderates the dwelling yield potential for multiple dwelling development in these specific locations. Development controls apply to lots in R60 and R40 density areas that have their primary orientation to a cul-de-sac road. This control will apply to a proportion of the development lots within the Warwick Grove District Activity Centre, Warwick Transit and Carine Glades Neighbourhood Activity Centre Place Type.
- When determining the extent of all Place Types, the walkable catchment analysis was applied to existing pedestrian pathways only. In some instances, this literal measurement technique required some minor refinements to complete some areas, respond to specific context or known constraints.

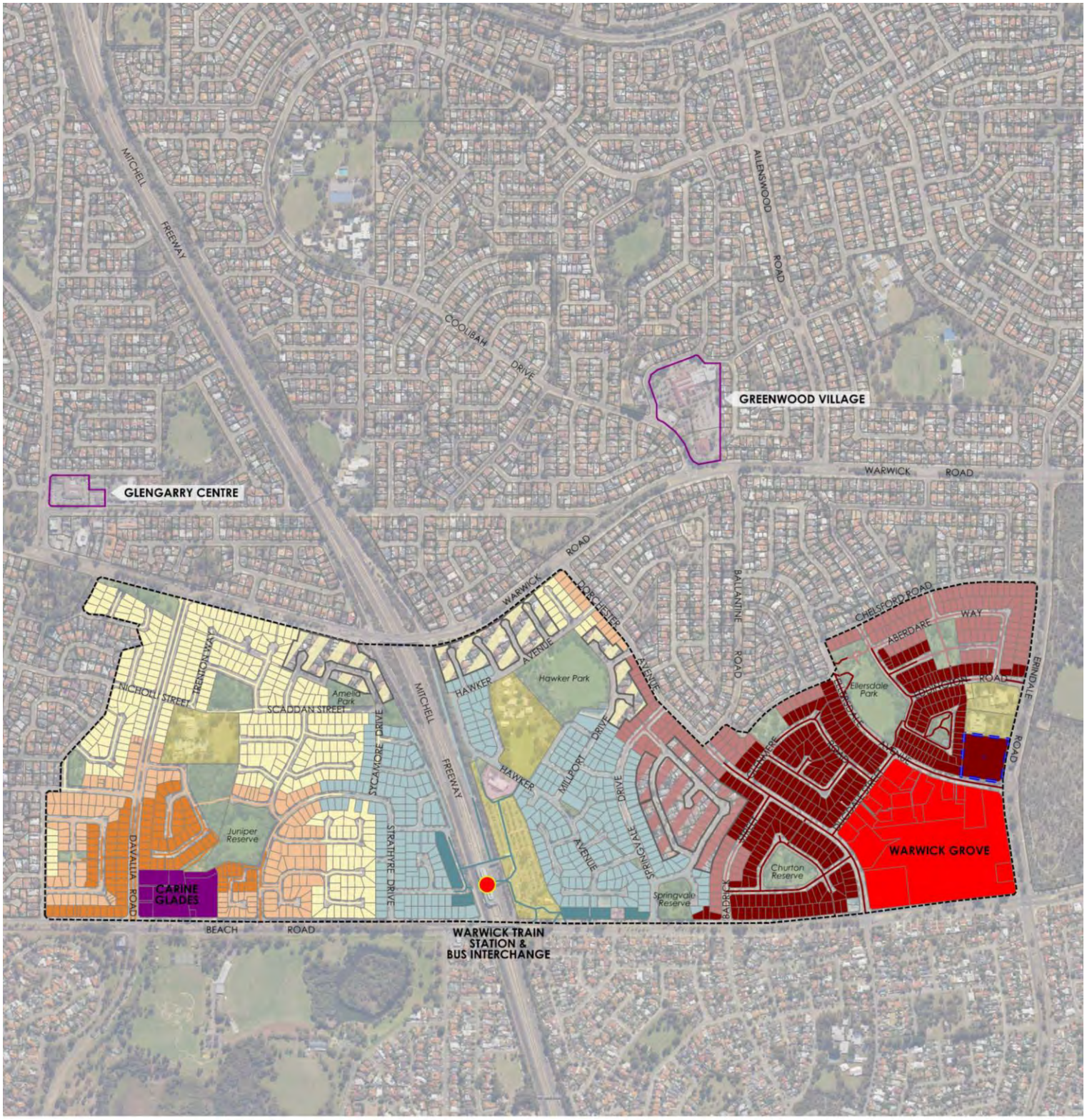



Figure 10 - PLACE NEIGHBOURHOOD 1: Duncraig (south)/Warwick

## 2.4.2. PLACE NEIGHBOURHOOD 2: GREENWOOD (SOUTH)

### Description (refer Figure 11)

Most of the Greenwood (south) Place Neighbourhood is located north of Warwick Road and west of Allenswood Road.

Greenwood Village Neighbourhood Activity Centre is a central focal point of the Place Neighbourhood and provides daily convenience needs for the community. The 400-800m walkable catchment associated with the Warwick Grove District Activity Centre has a minor influence on the south-eastern section of this Place Neighbourhood.

Adjacent Greenwood Village are mixed-use zoned lots which enhances the potential outcomes of the Neighbourhood Activity Centre as an activity generator for this Place Neighbourhood.

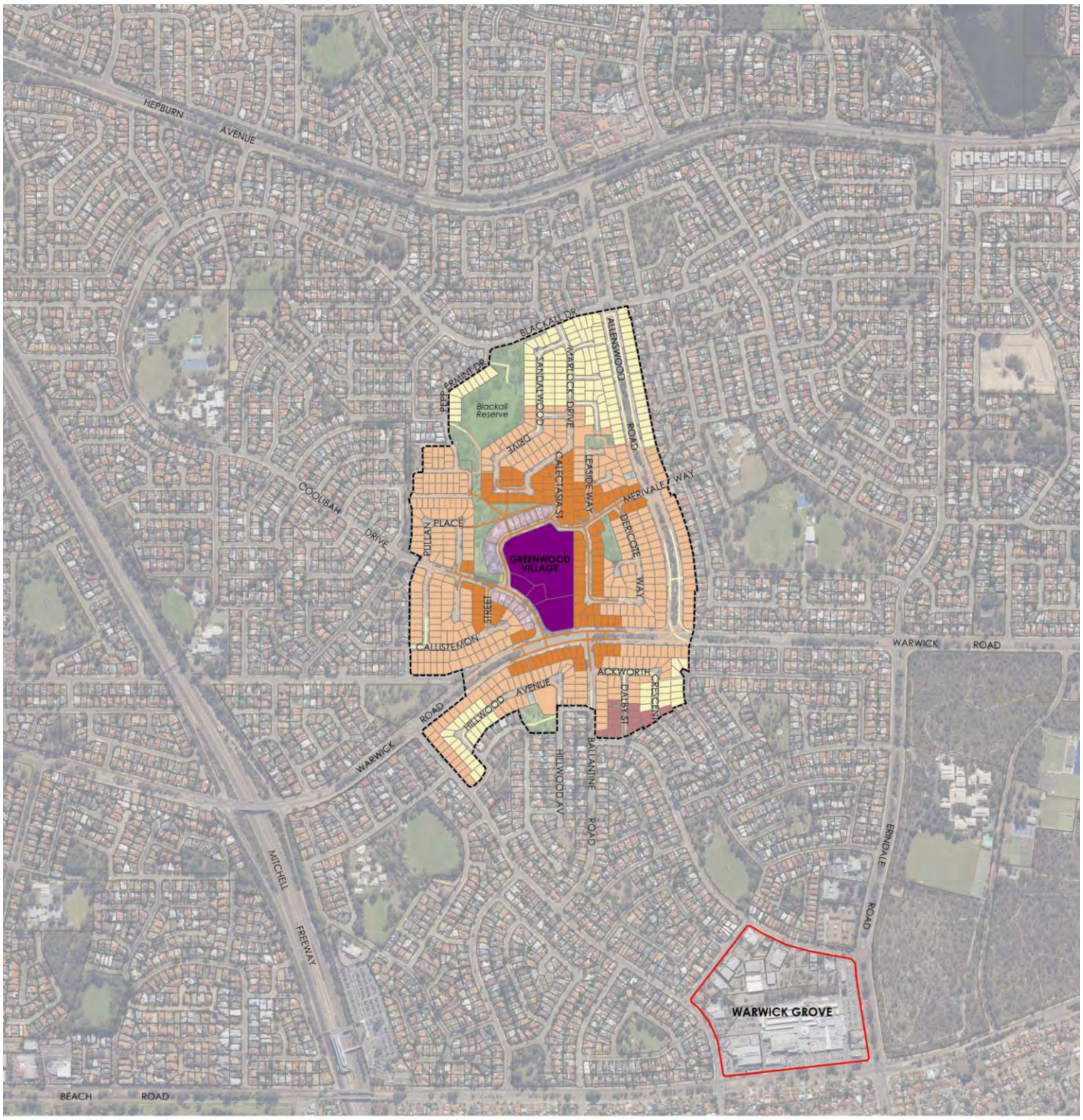
There are several high frequency bus stops/routes which provide transport alternatives within walkable distances for parts of the Place Neighbourhood.

### Objectives

- Enhance the characteristics of the Place Neighbourhood by establishing aspirational Place Types with specific development objectives.
- Achieve a structure of Urban and Suburban place types that generate a wide and diverse range of housing choices, employment and social opportunities.
- Ensure intensification is located within a comfortable walking distance to amenity, services and facilities.
- Promote development outcomes with a desirable balance between green ratio and building plot ratio.
- Ensure that the location of proposed building typologies and intensified development is appropriate for its location and specifically responds to the Place Neighbourhood context.
- Provide housing typologies that specifically respond to the lot sizes and frontage widths evident within the Place Type.

### Outcomes

- This Place Neighbourhood is predominantly Urban in character, with Suburban identified for the northern portion.
- These been determined through a detailed analysis of each Place Types walkability, through a Ped Shed analysis.
- Greenwood Village Neighbourhood Activity Centre provides the opportunity for R60 residential density within 200m (2.5min) walkable distance of the centre, which than reduces to R40 between 200m and 400m of the Centre (5min) and ultimately R30 Suburban Place Type between 400m and 800m of this centre (10min).
- R60 residential density provides for a diverse range of housing typologies in this location, achieving a level of intensification that will achieve the aspirations for this Place Type and overall Place Neighbourhood housing diversity.
- The analysis recognises the quantity of cul-de-sacs in this Place Neighbourhood with a response that moderates the dwelling yield potential for multiple dwelling development in these specific locations. Development controls apply to lots in R60 and R40 density areas that have their primary orientation to a cul-de-sac road. This control will apply to a proportion of the development lots within the Greenwood Village Neighbourhood Activity Centre Place Type.
- When determining the extent of all Place Types, the walkable catchment analysis was applied to the existing pedestrian pathways only. In some instances, this literal measurement technique required some minor refinements to complete some areas or respond to specific context and known constraints.




**LEGEND**

**PLACE NEIGHBOURHOOD**

**PLACE TYPES AND TRANSITION AREAS**

***Suburban***
- R30 (400- 800M LAC, DAC & Transition)
- R30 Transition Area

***Local Activity Centre***
- R40 (0- 200m)
- R30 (200- 400m)

***Neighbourhood Activity Centre***
- R60 (0- 200m)
- R40 (200- 400m)

***Transit***
- R60 (0- 400m)
- R40 (400- 800m)
- R40 Transition Area

***District Activity Centre***
- R60 (0- 400m)
- R40 (400- 800m)
- R40 Transition Area

**TRAIN STATION/ ACTIVITY CENTRE HIERARCHY**
- Train Station
- District Activity Centre
- Neighbourhood Activity Centre
- Local Activity Centre

**OTHER EXISTING LAND USES & COMMUNITY INFRASTRUCTURE**
- Public Open Space
- Environmental Conservation
- Public Purpose
- Urban Development
- Mixed Use
- Private Community Purpose
- Drainage/ Waterway
- Service Commercial
- A Additional Use
- R Restricted Use

0m 100 200m

Figure 11- PLACE NEIGHBOURHOOD 2: Greenwood (south)

## 2.4.3. PLACE NEIGHBOURHOOD 3: SORRENTO

### Description (refer Figure 12)

The Sorrento Place Neighbourhood is located in the area immediately east of West Coast Drive and generally west of Marmion Avenue, providing excellent access to coastal amenity.

The Place Neighbourhood is predominantly characterised by laneways with an east-west linear nature.

There are unique topographic considerations that differ across this Place Neighbourhood and will require specific responses for each development.

The Sorrento Place Neighbourhood is largely dominated by the R25 Transition Area. Whilst there are no centres or train stations located within the neighbourhood there is a small amount of R30 development that is generated by the 400-800m walkable catchments associated with the two Neighbourhood Activity Centres located outside of the Place Neighbourhood – Marmion Village Centre and Duncraig Centre.

There are limited high frequency bus stops/routes providing transport alternatives within walkable distances for part of the place neighbourhood.

### Objectives

- Enhance the characteristics of the Place Neighbourhood by establishing aspirational Place Types with specific development objectives.
- Achieve a structure of Urban and Suburban Place Types that generate a wide and diverse range of housing choices, employment and social opportunities.
- Ensure intensification is located within a comfortable walking distance to amenity, services and facilities.
- Promote development outcomes with a desirable balance between green ratio and building plot ratio.
- Ensure that the location of proposed housing typologies and intensified development is appropriate for its location and specifically responds to the Place Neighbourhood context.
- Provide housing typologies that specifically respond to the lot sizes, frontage widths and vehicle access arrangements evident within the Place Type.

### Outcomes

- This Place Neighbourhood is predominantly a Suburban Place Type, which has been determined through a detailed analysis of the walkability from two adjacent Local Activity Centres, through a Ped Shed analysis.
- Whilst located outside of the Sorrento Place Neighbourhood, the walkable catchments associated with the Duncraig and Marmion Village Local Activity Centres have an influence on the Suburban Place Type applied within this Place Neighbourhood.
- Transition Areas have been specifically located to provide appropriate interfaces to the Place Types where necessary. An R25 transition area has been located between the R30 Suburban Place Type (400m extent) and the Place Neighbourhood boundary. The housing typologies identified for this particular transition type will provide an appropriate transition from Suburban Place Type to adjacent R20 development characteristics.
- The laneway road access provides the opportunity for a specific housing typology response which achieves desirable building interaction and orientation to the primary street frontage. This alternative has the potential to reduce the location of garages from the primary lot frontage and achieve activated streets through interactive building frontages.
- When determining the extent of all Place Types, the walkable catchment analysis was applied to the existing pedestrian pathways only. In some instances, this literal measurement technique required some minor refinements to complete some areas or respond to specific context and known constraints.


**LEGEND**

**PLACE NEIGHBOURHOOD**

**PLACE TYPES AND TRANSITION AREAS**

***Suburban***
- R30 (400- 800M LAC, DAC & Transition)
- R25 Transition Area

***Local Activity Centre***
- R40 (0- 200m)
- R30 (200- 400m)

***Neighbourhood Activity Centre***
- R60 (0- 200m)
- R40 (200- 400m)

***Transit***
- R60 (0- 400m)
- R40 (400- 800m)
- R40 Transition Area

***District Activity Centre***
- R60 (0- 400m)
- R40 (400- 800m)
- R40 Transition Area

**TRAIN STATION/ ACTIVITY CENTRE HIERARCHY**
- Train Station
- District Activity Centre
- Neighbourhood Activity Centre
- Local Activity Centre

**OTHER EXISTING LAND USES & COMMUNITY INFRASTRUCTURE**
- Public Open Space
- Environmental Conservation
- Public Purpose
- Urban Development
- Mixed Use
- Private Community Purpose
- Drainage/ Waterway
- Service Commercial
- Additional Use (A)
- Restricted Use (R)

0m 100 200m

Figure 12 - PLACE NEIGHBOURHOOD 3: Sorrento

## 2.4.4. PLACE NEIGHBOURHOOD 4: PADBURY (SOUTH)/DUNCRAIG (NORTH)/GREENWOOD (NORTH)/KINGSLEY (SOUTH)

### Description (refer Figure 13)

This Place Neighbourhood is dispersed either side of Hepburn Avenue and the Mitchell Freeway, with Marmion Avenue bordering the Place Neighbourhood to the west, all of which are major transit corridors.

Greenwood Train Station is located at the junction of Mitchell Freeway and Hepburn Avenue, which functions as a park and ride facility with no bus interchange. St Stephen's School is located on the south-western corner of this intersection and provides a community focal point for the neighbourhood.

Coolibah Plaza Local Activity Centre, Lilburne Centre (Local Activity Centre), Padbury Centre (Neighbourhood Activity Centre) and Hepburn Heights Centre (Neighbourhood Activity Centre) also influence the intensity of development within the Place Neighbourhood.

### Objectives

- Enhance the characteristics of the Place Neighbourhood by establishing aspirational Place Types with specific development objectives.
- Achieve a structure of Urban and Suburban Place Types that generate a wide and diverse range of housing choices, employment and social opportunities.
- Ensure intensification is located within a comfortable walking distance to amenity, services and facilities.
- Promote development outcomes with a desirable balance between green ratio and building plot ratio.
- Ensure that the location of proposed housing typologies and intensified development is appropriate for its location and specifically responds to the Place Neighbourhood context.
- Provide housing typologies that specifically respond to the lot sizes and frontage widths evident within the Place Type.

### Outcomes

- Appropriate locations for Suburban and Urban Neighbourhoods have been defined through a detailed analysis of each Place Types walkability, through a Ped Shed analysis.
- Greenwood Train Station provides limited amenity beyond its transport function and has very limited pedestrian catchment within 400m of its station platform. This reduces the potential for R60 density development associated with this Place Type. R40 development is promoted between 400m and 800m of Greenwood Train Station (10min). The pedestrian accessibility of the station has been enhanced by the existing Freeway pedestrian overpass and Hepburn Avenue crossing locations.
- Hepburn Heights Neighbourhood Activity Centre provides the opportunity for R60 residential density within 200m (2.5min) walkable distance of the centre, which than reduces to R40 between 200m and 400m of this centre (5min) and ultimately R30 Suburban Place Type between 400m and 800m of this centre (10min).
- R60 residential density provides for a diverse range of building typologies in this location, achieving a level of intensification that will achieve the aspirations for this Place Type and overall Place Neighbourhood housing diversity.
- Whilst located outside of this Place Neighbourhood, the walkable catchments associated with the Coolibah Plaza and Lilburne Local Activity Centres have an influence on the Place Types applied within this Place Neighbourhood. These Local Activity Centres provide the opportunity for R40 residential density within 200m (2.5min) walkable distance of the centre, which than reduces to R30 between 200m and 400m of this centre (5min) and ultimately R30 Suburban Place Type between 400m and 800m (10min).
- Also located outside of this Place Neighbourhood, the walkable catchment associated with the Padbury Neighbourhood Activity Centre has an influence on the Place Types providing the opportunity for R40 residential density between 200m and 400m of this centre (5min) and R30 Suburban Place Type between 400m and 800m (10min).
- Transition Areas have been specifically located to provide appropriate interfaces to the Place Types where necessary. R30 residential density transition areas have been located between the Suburban Place Type (800m extent) and the Place Neighbourhood boundary. The building typologies identified for this particular transition type will provide an appropriate transition from Suburban Place Type to adjacent R20 development characteristics.
- R30 Transition Areas are located generally along the western boundary, in the north-eastern corner and along the southern boundary of the Place Neighbourhood where it interfaces with existing suburban areas outside of the Place Neighbourhood.
- The analysis recognises the quantity of cul-de-sacs in this Place Neighbourhood with a response that moderates the dwelling yield potential for multiple dwelling development in these specific locations. Development controls apply to lots in R60 and R40 density areas that have their primary orientation to a cul-de-sac road. This control will apply to a proportion of the development lots within the Greenwood Transit and Hepburn Heights Neighbourhood Activity Centre Place Type.
- When determining the extent of all Place Types, the walkable catchment analysis was applied to existing pedestrian pathways only. In some instances, this literal measurement technique required some minor refinements to complete some areas, respond to specific context or known constraints

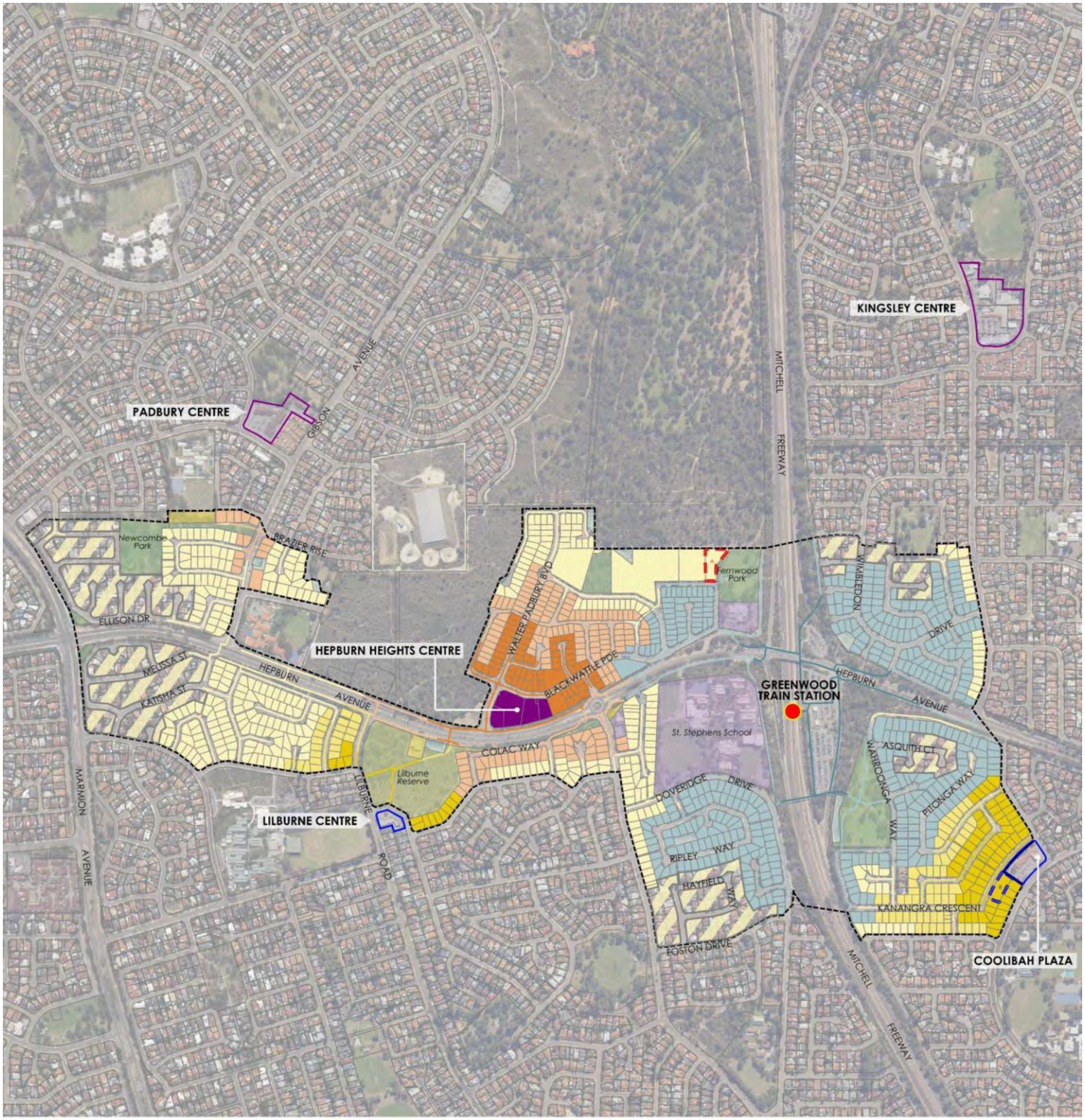



Figure 13 - PLACE NEIGHBOURHOOD 4: Padbury (south)/Duncraig (north)/Greenwood (north)/Kingsley (south)

## 2.4.5. PLACE NEIGHBOURHOOD 5: HILLARYS/PADBURY (NORTH)/CRAIGIE/KALLAROO

### Description (refer Figure 14)

This Place Neighbourhood is generally located south of Craigie Drive, west of Eddystone Avenue and around the Whitford City District Activity Centre and east of Eddystone Avenue. Marmion Avenue bisects the Place Neighbourhood.

A number of local parks are dispersed across the Place Neighbourhood providing amenity and recreational opportunities within short walkable distances.

Whitfords Avenue provides a key connection between Whitfords Train Station and Bus Interchange and the District Activity Centre, which is a major centre and influences the intensity of development across a large proportion of the Place Neighbourhood. Other centres of influence include Craigie Plaza Neighbourhood Activity Centre and Springfield Local Activity Centre as well as the Forrest Plaza Centre (Local Activity Centre), which is located within close proximity to the Place Neighbourhood.

There are several high frequency bus stops/routes which provide transport alternatives within walkable distances for parts of the Place Neighbourhood.

There is an existing ACP which guides development within the Whitfords District Activity Centre. There are also Structure Plans existing for Camberwarra and Craigie High School developments.

### Objectives

- Enhance the characteristics of the Place Neighbourhood by establishing aspirational Place Types with specific development objectives.
- Achieve a structure of Urban and Suburban Place Types that generate a wide and diverse range of housing choices, employment and social opportunities.
- Ensure intensification is located within a comfortable walking distance to amenity, services and facilities.
- Promote development outcomes with a desirable balance between green ratio and building plot ratio.
- Ensure that the location of proposed housing typologies and intensified development is appropriate for its location and specifically responds to the Place Neighbourhood context.
- Provide housing typologies that specifically respond to the lot sizes and frontage widths evident within the Place Type.

### Outcomes

- Appropriate locations for Suburban and Urban Neighbourhoods have been defined through a detailed analysis of each Place Types walkability, through a Ped Shed analysis.
- Development within the Whitfords City District Activity Centre will be the guided by a separate existing ACP.
- R60 residential density provides for a diverse range of building typologies within 400m (5min) walkable distance of the District Activity Centre, which than reduces to R40 residential density between 400m and 800m of this centre (10min).
- Craigie Plaza Neighbourhood Activity Centre provides the opportunity for R60 residential density within 200m (2.5min) walkable distance of the centre, which than reduces to R40 between 200m and 400m of this centre (5min) and ultimately R30 Suburban Place Type between 400m and 800m of this centre (10min).
- Springfield Local Activity Centre provides the opportunity for R40 residential density within 200m (2.5min) walkable distance of the centre, which than reduces to R30 between 200m and 400m of this centre (5min) and ultimately R30 Suburban Place Type between 400m and 800m (10min).
- Whilst located outside of the Place Neighbourhood, the walkable catchments associated with the Beldon Neighbourhood Activity Centre and Forrest Plaza Local Activity Centre have an influence on the Place Types applied within this Place Neighbourhood.
- Transition Areas have been specifically located to provide appropriate interfaces to the Place Types where necessary. Two R30 transition areas have been located between the Suburban Place Type (800m extent) and the Place Neighbourhood boundary, and one R30 transition area is located between the District Activity Centre Place Type and the Suburban Place Type. The building typologies identified for the R30 transition type will provide an appropriate transition from the Suburban Place Type to adjacent R20 development characteristics.
- The analysis recognises the quantity of cul-de-sacs in this Place Neighbourhood with a response that moderates the dwelling yield potential for multiple dwelling development in these specific locations. Development controls apply to lots in R60 and R40 density areas that have their primary orientation to a cul-de-sac road. This control will apply to a proportion of the development lots within the Whitfords City District Activity Centre and Craigie Plaza Neighbourhood Activity Centre Place Type.
- When determining the extent of all Place Types, the walkable catchment analysis was applied to existing pedestrian pathways only. In some instances, this literal measurement technique required some minor refinements to complete some areas, respond to specific context or known constraints.

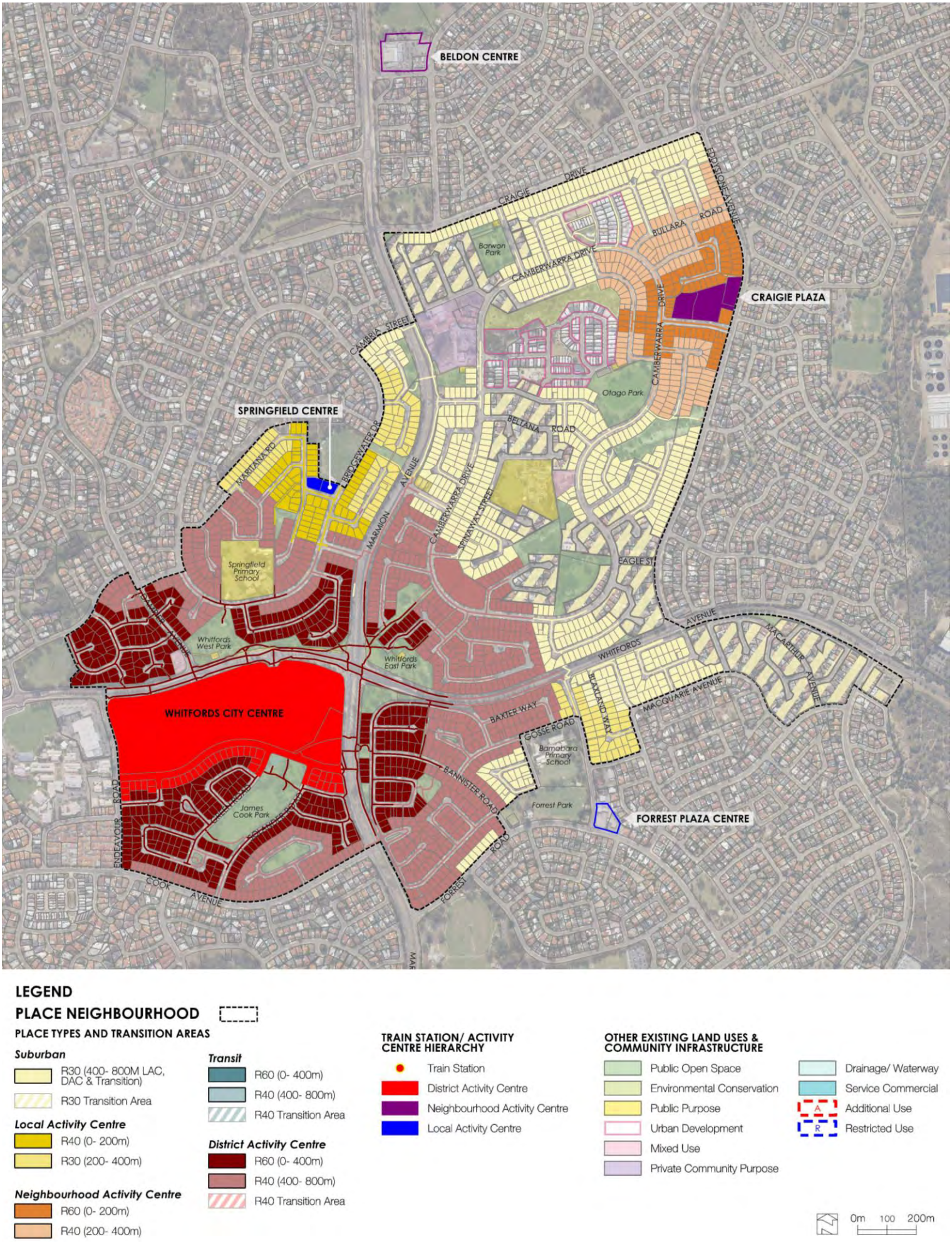



Figure 14 - PLACE NEIGHBOURHOOD 5: Hillarys/Padbury (north)/Craigie/Kallaroo

## 2.4.6. PLACE NEIGHBOURHOOD 6: WOODVALE (SOUTH)/KINGSLEY (NORTH)

### Description (refer Figure 15)

This Place Neighbourhood straddles Whitfords Avenue and extends from the Whitfords Train Station and Bus Interchange / Mitchell Freeway in the west to Duffy Terrace in the east.

The Woodvale Boulevard Neighbourhood Activity Centre is centrally located within the Place Neighbourhood at the intersection of Whitfords Avenue and Trappers Drive. This centre is a main point of activity for the Place Neighbourhood providing local convenience services.

The Whitfords Train Station and Bus Interchange located at the western extent of the Place Neighbourhood, offering train and bus services, provides a well-integrated transport movement network.

Kingsley Centre (Neighbourhood Activity Centre) and the Moolanda Village Local Activity Centre is located outside the Place Neighbourhood, however is another centre driving the intensity of development within this Place Neighbourhood.

Community uses such as St. Luke's Catholic Primary School, Woodvale Public Library and Woodvale Primary and Secondary Schools (located immediately adjacent the Place Neighbourhood) also service the area.

A number of local parks are dispersed across and adjacent the Place Neighbourhood providing amenity and recreational opportunities within short walkable distances.

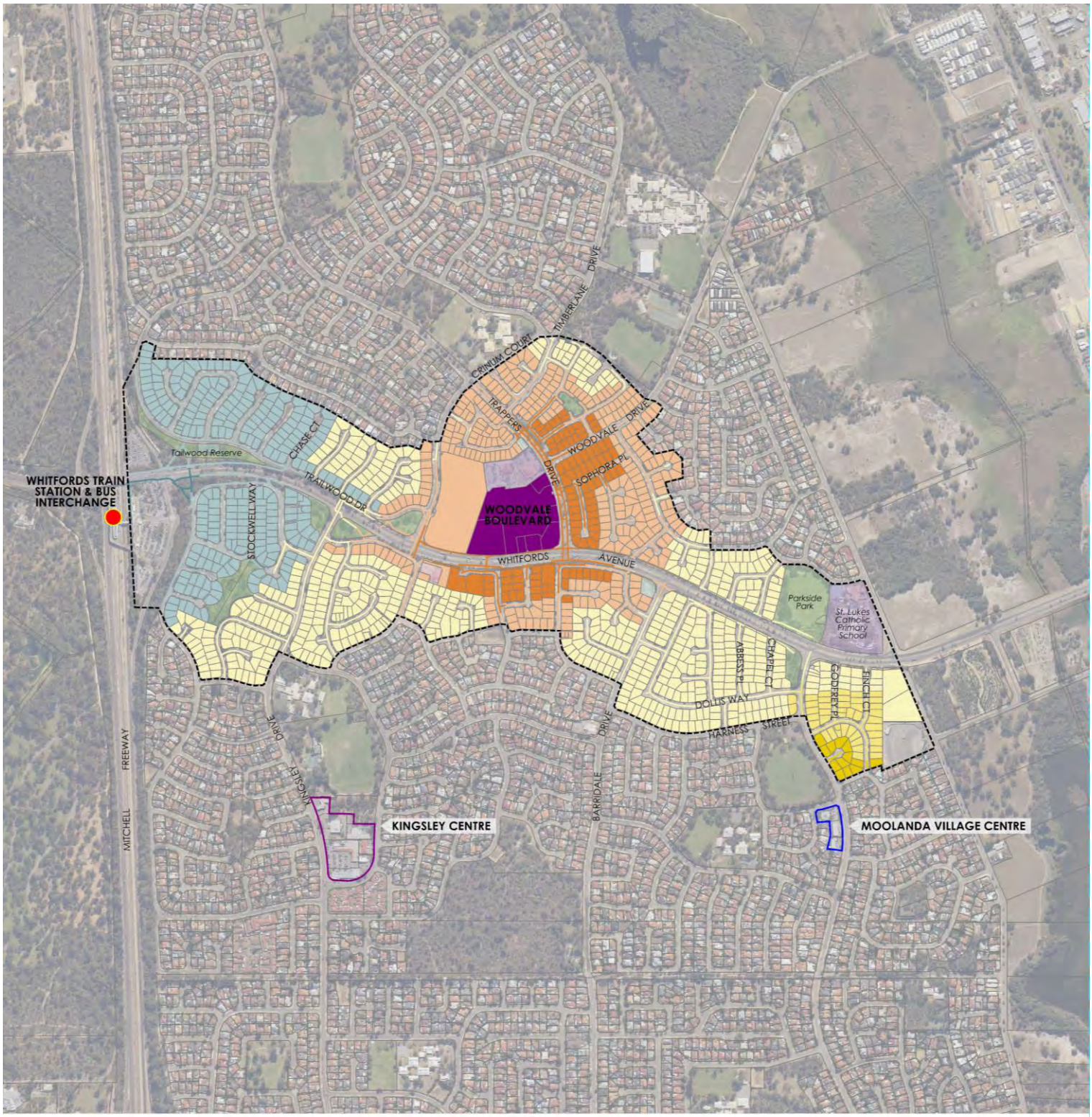
There are several high frequency bus stops/routes which provide transport alternatives within walkable distances for parts of the Place Neighbourhood.

### Objectives

- Enhance the characteristics of the Place Neighbourhood by establishing aspirational Place Types with specific development objectives.
- Achieve a structure of Urban and Suburban Place Types that generate a wide and diverse range of housing choices, employment and social opportunities.
- Ensure intensification is located within a comfortable walking distance to amenity, services and facilities.
- Promote development outcomes with a desirable balance between green ratio and building plot ratio.
- Ensure that the location of proposed housing typologies and intensified development is appropriate for its location and specifically responds to the Place Neighbourhood context.
- Provide housing typologies that specifically respond to the lot sizes and frontage widths evident within the Place Type.

### Outcomes

- Appropriate locations for Suburban and Urban Neighbourhoods have been defined through a detailed analysis of each Place Types walkability, through a Ped Shed analysis.
- Whitfords Train Station provides limited amenity beyond its transport function and has very limited pedestrian catchment within 400m of its station platform. This reduces the potential for R60 density development associated with this Place Type. R40 development is achieved between 400m and 800m of Greenwood Train Station (10min).
- Woodvale Boulevard Neighbourhood Activity Centre provides the opportunity for R60 residential density within 200m (2.5min) walkable distance of the centre, which than reduces to R40 between 200m and 400m of this centre (5min) and ultimately R30 Suburban Place Type between 400m and 800m of this centre (10min).
- R60 residential density provides for a diverse range of housing typologies in this location, achieving a level of intensification that will achieve the aspirations for this Place Type and overall Place Neighbourhood housing diversity.
- Whilst located outside of this Place Neighbourhood, the walkable catchments associated with the Kingsley Centre Neighbourhood Activity Centre and Moolanda Local Activity Centre have an influence on the Place Types applied within this Place Neighbourhood. These two centres provide the opportunity for R30 Suburban Place Type between 400m and 800m (10min) walkable catchment.
- The analysis recognises the quantity of cul-de-sacs in this Place Neighbourhood with a response that moderates the dwelling yield potential for multiple dwelling development in these specific locations. Development controls apply to lots in R60 and R40 density areas that have their primary orientation to a cul-de-sac road. This control will apply to a proportion of the development lots within the Woodvale Boulevard Neighbourhood Activity Centre Place Type and Moolanda Local Activity Centre Place Type.
- When determining the extent of all Place Types, the walkable catchment analysis was applied to existing pedestrian pathways only. In some instances, this literal measurement technique required some minor refinements to complete some areas, respond to specific context or known constraints.




**LEGEND**

**PLACE NEIGHBOURHOOD**

**PLACE TYPES AND TRANSITION AREAS**

***Suburban***
- R30 (400- 800M LAC, DAC & Transition)
- R30 Transition Area

***Local Activity Centre***
- R40 (0- 200m)
- R30 (200- 400m)

***Neighbourhood Activity Centre***
- R60 (0- 200m)
- R40 (200- 400m)

***Transit***
- R60 (0- 400m)
- R40 (400- 800m)
- R40 Transition Area

***District Activity Centre***
- R60 (0- 400m)
- R40 (400- 800m)
- R40 Transition Area

**TRAIN STATION/ ACTIVITY CENTRE HIERARCHY**
- Train Station
- District Activity Centre
- Neighbourhood Activity Centre
- Local Activity Centre

**OTHER EXISTING LAND USES & COMMUNITY INFRASTRUCTURE**
- Public Open Space
- Environmental Conservation
- Public Purpose
- Urban Development
- Mixed Use
- Private Community Purpose
- Drainage/ Waterway
- Service Commercial
- Additional Use (A)
- Restricted Use (R)

0m 100 200m

Figure 15 - PLACE NEIGHBOURHOOD 6: Woodvale (south)/Kingsley (north)

## 2.4.7. PLACE NEIGHBOURHOOD 7: BELDON/HEATHRIDGE (SOUTH)

### Description (refer Figure 16)

This Place Neighbourhood is located west of Edgewater Train Station and the Mitchell Freeway and extends west towards Belridge City Neighbourhood Activity Centre and Belridge Senior High School. Ocean Reef Road runs in an east-west direction bisecting the Place Neighbourhood.

Edgewater Train Station and Belridge City Neighbourhood Activity Centre are the two main activity generators within the Place Neighbourhood. The Beldon Centre (Neighbourhood Activity Centre), whilst located outside of the boundary of the Place Neighbourhood, also influences the development intensity within the Place Neighbourhood.

Edgewater Train Station provides an extensive park-n-ride facility on the eastern side of the Mitchell Freeway. The land to the east to the of Edgewater Station is zoned 'Centre' under LPS No. 3 and falls within the Joondalup ACP area. This area consists predominantly of showroom development presently.

A number of local parks are dispersed across or adjacent the Place Neighbourhood, providing amenity and recreational opportunities within short walkable distances.

There are several high frequency bus stops/routes which provide transport alternatives within walkable distances for parts of the Place Neighbourhood.

### Objectives

- Enhance the characteristics of the Place Neighbourhood by establishing aspirational Place Types with specific development objectives.
- Achieve a structure of Urban and Suburban Place Types that generate a wide and diverse range of housing choices, employment and social opportunities.
- Ensure intensification is located within a comfortable walking distance to amenity, services and facilities.
- Promote development outcomes with a desirable balance between green ratio and building plot ratio.
- Ensure that the location of proposed housing typologies and intensified development is appropriate for its location and specifically responds to the Place Neighbourhood context.
- Provide housing typologies that specifically respond to the lot sizes and frontage widths evident within the Place Type.

### Outcomes

- Appropriate locations for Suburban and Urban Neighbourhoods have been defined through a detailed analysis of each Place Types walkability, through a Ped Shed analysis.
- Edgewater Train Station provides limited amenity beyond its transport function and has limited pedestrian catchment within 400m of its station platform. This reduces the potential for R60 density development associated with this Place Type. R40 development is achieved between 400m and 800m of Edgewater Train Station (10min). The pedestrian accessibility of the station has been enhanced by the existing Freeway pedestrian overpass.
- Belridge City Neighbourhood Activity Centre provides the opportunity for R60 residential density within 200m (2.5min) walkable distance of the centre, which then reduces to R40 between 200m and 400m of this centre (5min) and ultimately R30 Suburban Place Type between 400m and 800m of this centre (10min).
- R60 residential density provides for a diverse range of housing typologies in this location, achieving a level of intensification that will achieve the aspirations for this Place Type and overall Place Neighbourhood housing diversity.
- Whilst located outside of this Place Neighbourhood, the walkable catchment associated with the Beldon Neighbourhood Activity Centre has an influence on the Place Types applied within this Place Neighbourhood, providing the opportunity for R30 Suburban Place Type between 400m and 800m (10min) walkable distance of the centre.
- Transition Areas have been specifically located to provide appropriate interfaces to the Place Types where necessary. An R30 residential density transition area has been located between the Transit Place Type (800m extent) and the Place Neighbourhood boundary. The housing typologies identified for this particular transition type will provide an appropriate transition to adjacent R20 development characteristics.
- An additional R30 Transition Area is located generally along the western boundary, where it provides and interface between R30 Suburban Place Type and the Belridge Senior High School.
- The analysis recognises the quantity of cul-de-sacs in this Place Neighbourhood with a response that moderates the dwelling yield potential for multiple dwelling development in these specific locations. Development controls apply to lots in R60 and R40 density areas that have their primary orientation to a cul-de-sac road. This control will apply to a proportion of the development lots within the Edgewater Transit and Belridge City Neighbourhood Activity Centre Place Types.
- When determining the extent of all Place Types, the walkable catchment analysis was applied to existing pedestrian pathways only. In some instances, this literal measurement technique required some minor refinements to complete some areas, respond to specific context or known constraints.

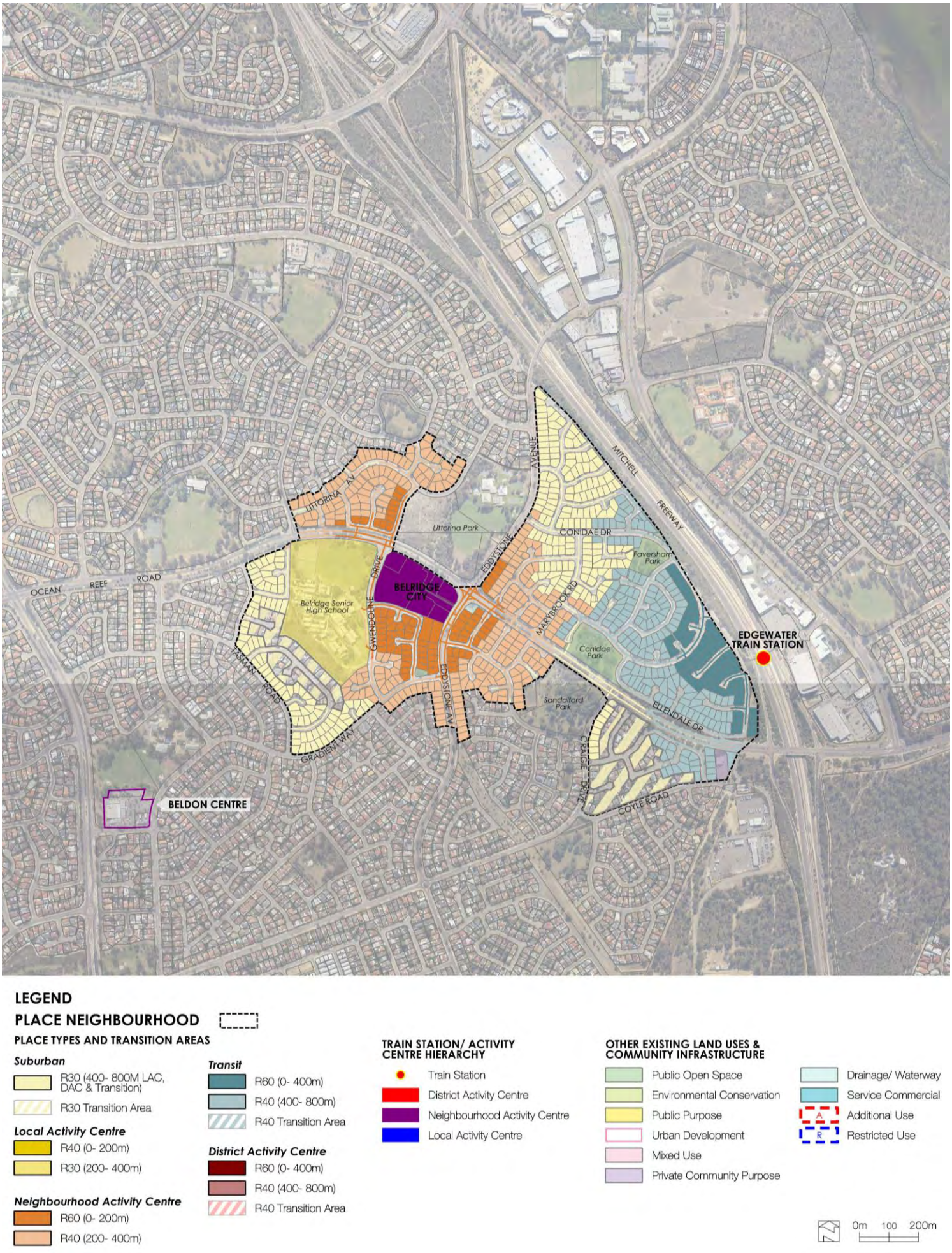



Figure 16 - PLACE NEIGHBOURHOOD 7: Beldon/Heathridge (south)

## 2.4.8. PLACE NEIGHBOURHOOD 8: EDGEWATER/WOODVALE (NORTH)

### Description (refer Figure 17)

Located to the east of Edgewater Train Station and the Mitchell Freeway, this Place Neighbourhood is generally bounded by Joondalup Drive and Trappers Drive to the west, Yellagonga Regional Park to the east, Timberlane Drive to the south and Treetop Avenue to the north. Ocean Reef Road extends in an east-west direction through the Place Neighbourhood.

Edgewater Train Station and the Edgewater Centre (Local Activity Centre) are the two main generators of activity within the Place Neighbourhood. The Woodvale Centre (Neighbourhood Activity Centre), whilst located outside of the Place Neighbourhood, also influences the development intensity within the southern portion of the Place Neighbourhood.

Edgewater Train Station provides an extensive park-n-ride facility on the eastern side of Mitchell Freeway. The land to the east of the Edgewater Station is zoned 'Centre' and forms part of the Joondalup ACP area.

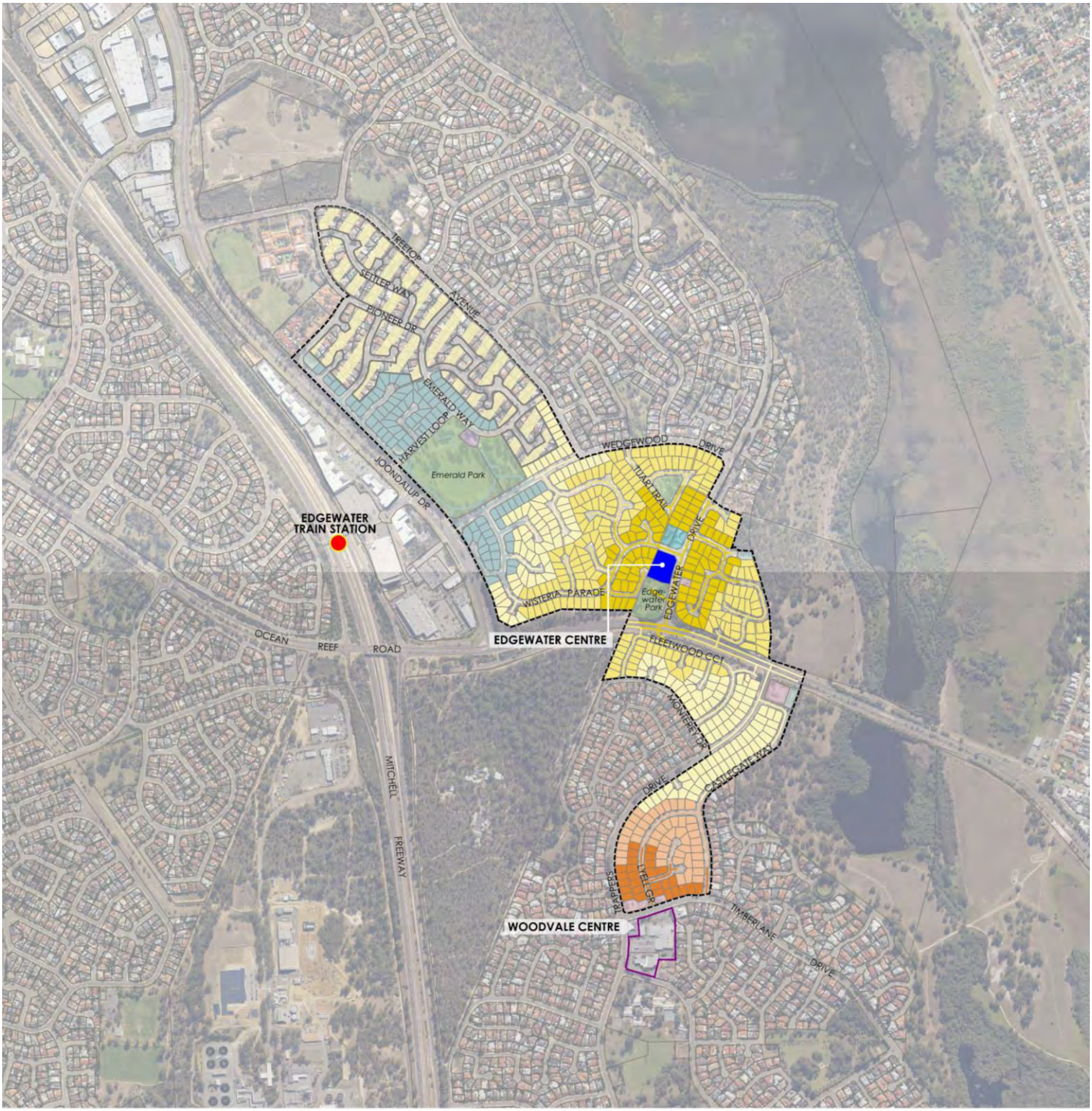
Local amenity is provided in the way of Yellagonga Regional Park and Woodvale Nature Reserve, located adjacent to the east of the Place Neighbourhood. These areas provide significant amenity, environmental benefits and recreational opportunities for the community.

### Objectives

- Enhance the characteristics of the Place Neighbourhood by establishing aspirational Place Types with specific development objectives.
- Achieve a structure of Urban and Suburban Place Types that generate a wide and diverse range of housing choices, employment and social opportunities.
- Ensure intensification is located within a comfortable walking distance to amenity, services and facilities.
- Promote development outcomes with a desirable balance between green ratio and building plot ratio.
- Ensure that the location of proposed building typologies and intensified development is appropriate for its location and specifically responds to the Place Neighbourhood context.
- Provide housing typologies that specifically respond to the lot sizes and frontage widths evident within the Place Type.

### Outcomes

- Appropriate locations for Suburban and Urban Neighbourhoods have been defined through a detailed analysis of each Place Types walkability, through a Ped Shed analysis.
- Edgewater Train Station provides limited amenity beyond its transport function and has very limited pedestrian catchment within 400m of its station platform. This removes the potential for R60 density development associated with this Place Type. R40 development is achieved between 400m and 800m of Edgewater Train Station (10min).
- Edgewater Local Activity Centre provides the opportunity for R40 residential density within 200m (2.5min) walkable distance of the centre, which then reduces to R30 between 200m and 400m of this centre (5min) and ultimately becoming the Suburban Place Type between 400m and 800m walkable distance of this centre (10min).
- R40 residential density provides for a diverse range of housing typologies in this location, achieving a level of intensification that will achieve the aspirations for this Place Type and overall Place Neighbourhood housing diversity.
- Whilst located outside of this Place Neighbourhood, the walkable catchment associated with the Woodvale Neighbourhood Activity Centre has an influence on the Place Types applied within this Place Neighbourhood, providing the opportunity for R60 residential density within 200m (2.5min) walkable distance of the centre, which then reduces to R40 between 200m and 400m of this centre (5min) and ultimately R30 Suburban Place Type between 400m and 800m of this centre (10min).
- Transition Areas have been specifically located to provide appropriate interfaces to the Place Types where necessary. An R30 residential density transition area has been located between the Transit Place Type (800m extent) and the Place Neighbourhood boundary. The building typologies identified for this particular transition type will provide an appropriate transition to adjacent R20 development characteristics.
- The analysis recognises the quantity of cul-de-sacs in this Place Neighbourhood with a response that moderates the dwelling yield potential for multiple dwelling development in these specific locations. Development controls apply to lots in R60 and R40 density areas that have their primary orientation to a cul-de-sac road. This control will apply to a proportion of the development lots within the Edgewater Transit, Woodvale Neighbourhood Activity Centre and Edgewater Local Activity Centre Place Types.
- When determining the extent of all Place Types, the walkable catchment analysis was applied to existing pedestrian pathways only. In some instances, this literal measurement technique required some minor refinements to complete some areas, respond to specific context or known constraints.




**LEGEND**

**PLACE NEIGHBOURHOOD**

**PLACE TYPES AND TRANSITION AREAS**

***Suburban***
- R30 (400- 800M LAC, DAC & Transition)
- R30 Transition Area

***Local Activity Centre***
- R40 (0- 200m)
- R30 (200- 400m)

***Neighbourhood Activity Centre***
- R60 (0- 200m)
- R40 (200- 400m)

***Transit***
- R60 (0- 400m)
- R40 (400- 800m)
- R40 Transition Area

***District Activity Centre***
- R60 (0- 400m)
- R40 (400- 800m)
- R40 Transition Area

**TRAIN STATION/ ACTIVITY CENTRE HIERARCHY**
- Train Station
- District Activity Centre
- Neighbourhood Activity Centre
- Local Activity Centre

**OTHER EXISTING LAND USES & COMMUNITY INFRASTRUCTURE**
- Public Open Space
- Environmental Conservation
- Public Purpose
- Urban Development
- Mixed Use
- Private Community Purpose
- Drainage/ Waterway
- Service Commercial
- Additional Use (A)
- Restricted Use (R)

0m 100 200m

Figure 17 - PLACE NEIGHBOURHOOD 8: Edgewater/Woodvale (north)

## 2.4.9. PLACE NEIGHBOURHOOD 9: HEATHRIDGE

### Description (refer Figure 18)

This Place Neighbourhood is located south of Hodges Drive, east of Marmion Avenue, west of the Mitchell Freeway and generally bounded by Poseidon Road / Caridean Street to the south.

There are no generators of activity within this Place Neighbourhood, however the Connolly Centre and the Heathridge Centre (both Neighbourhood Activity Centres) are located to the north and south respectively and result in walkable neighbourhoods permeating the area.

Poseidon Primary School and Heathridge Primary School (located immediately to the south of the Place Neighbourhood), in addition to various areas of open space within, and immediately outside of the Place Neighbourhood provide amenity and community facilities for existing residents.

There are several high frequency bus stops/routes which provide transport alternatives within walkable distances for parts of the Place Neighbourhood.

### Objectives

- Enhance the characteristics of the Place Neighbourhood by establishing aspirational Place Types with specific development objectives.
- Achieve a structure of Urban and Suburban Place Types that generate a wide and diverse range of housing choices, employment and social opportunities.
- Ensure intensification is located within a comfortable walking distance to amenity, services and facilities.
- Promote development outcomes with a desirable balance between green ratio and building plot ratio.
- Ensure that the location of proposed housing typologies and intensified development is appropriate for its location and specifically responds to the Place Neighbourhood context.
- Provide housing typologies that specifically respond to the lot sizes and frontage widths evident within the Place Type.

### Outcomes

- Appropriate locations for Suburban and Urban Neighbourhoods have been defined through a detailed analysis of each Place Types walkability, through a Ped Shed analysis.
- R60 and R40 residential density provides for a diverse range of housing typologies in this location, achieving a level of intensification that will achieve the aspirations for this Place Type and overall Place Neighbourhood housing diversity.
- Whilst located outside of this Place Neighbourhood, the walkable catchment associated with the Heathridge and Connolly Neighbourhood Activity Centres have an influence on the Place Types applied within this Place Neighbourhood, providing the opportunity for R60 residential density within 200m (2.5min) walkable distance of the centres, which then reduces to R40 between 200m and 400m of the centres (5min) and ultimately R30 Suburban Place Type between 400m and 800m walkable distance of the centres (10min).
- Transition Areas have been specifically located to provide appropriate interfaces to the Place Types where necessary. An R30 residential density transition area has been located between the Suburban Place Type (800m extent) and the western Place Neighbourhood boundary. The building typologies identified for this particular transition type will provide an appropriate transition to adjacent R20 development characteristics.
- The analysis recognises the quantity of cul-de-sacs in this Place Neighbourhood with a response that moderates the dwelling yield potential for multiple dwelling development in these specific locations. Development controls apply to lots in R60 and R40 density areas that have their primary orientation to a cul-de-sac road. This control will apply to a proportion of the development lots within the Heathridge and Connolly Neighbourhood Activity Centres.
- When determining the extent of all Place Types, the walkable catchment analysis was applied to existing pedestrian pathways only. In some instances, this literal measurement technique required some minor refinements to complete some areas, respond to specific context or known constraints

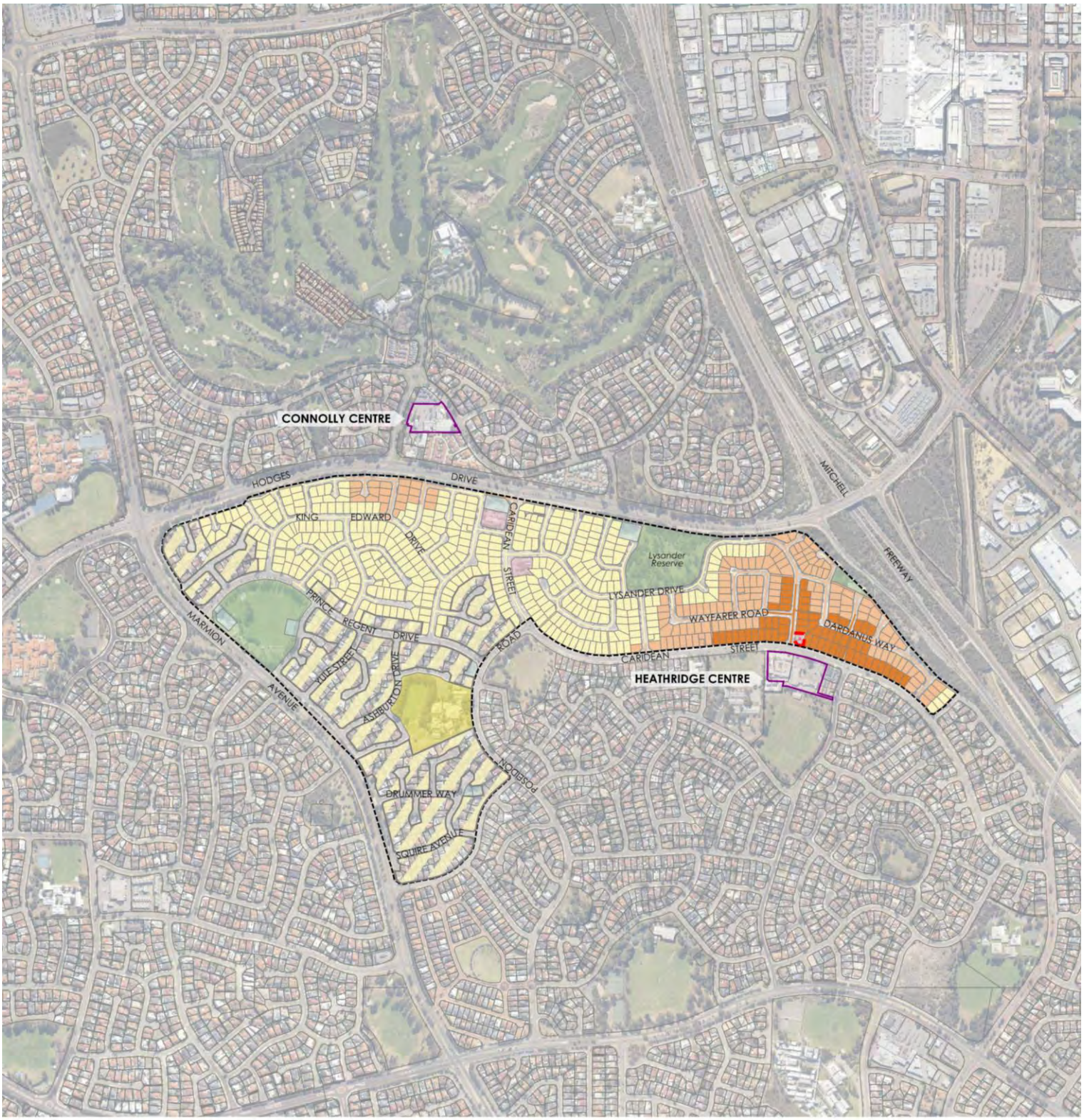



Figure 18 - PLACE NEIGHBOURHOOD 9: Heathridge

## 2.4.10. PLACE NEIGHBOURHOOD 10: JOONDALUP

### Description (refer Figure 19)

The Joondalup Place Neighbourhood is located immediately to the south-east of the Burns Beach Road and Mitchell Freeway intersection, adjacent the Currambine Train Station.

The Currambine Train Station provides the only generator of activity for this Place Neighbourhood and is easily accessed by pedestrian movement from the east via a dedicated footbridge. On street parking pressures are evident in local access streets associated with this location.

Nanika Park and Blue Lake Park are located immediately to the south-east of the Place Neighbourhood and provide recreational amenity for the community.

### Objectives

- Enhance the characteristics of the Place Neighbourhood by establishing aspirational Place Types with specific development objectives.
- Achieve a structure of Urban and Suburban Place Types that generate a wide and diverse range of housing choices, employment and social opportunities.
- Ensure intensification is located within a comfortable walking distance to amenity, services and facilities.
- Promote development outcomes with a desirable balance between green ratio and building plot ratio.
- Ensure that the location of proposed housing typologies and intensified development is appropriate for its location and specifically responds to the Place Neighbourhood context.
- Provide housing typologies that specifically respond to the lot sizes and frontage widths evident within the Place Type.

### Outcomes

- Appropriate locations for Transit Place Type have been defined through a detailed analysis of the Currambine Train Station walkability through a Ped Shed analysis.
- Currambine Train Station provides the opportunity for R60 residential density within 400m (5min) walkable distance of the Station Platform, which then reduces to R40 between 400m and 800m of this hub (10min).
- R60 residential density provides for a diverse range of housing typologies in this location, achieving a level of intensification that will achieve the aspirations for this Place Type and overall Place Neighbourhood housing diversity.
- Transition Areas have been specifically located to provide appropriate interfaces to the Place Types where necessary. An R40 residential density transition area has been located between the Transit Place Type (800m extent) and the Place Neighbourhood boundary. The housing typologies identified for this particular transition type will provide an appropriate transition to adjacent R20 development characteristics.
- The analysis recognises the quantity of cul-de-sacs in this Place Neighbourhood with a response that moderates the dwelling yield potential for multiple dwelling development in these specific locations. Development controls apply to lots in R60 and R40 density areas that have their primary orientation to a cul-de-sac road. This control will apply to a large proportion of the development lots within the Currambine Transit Place Type.
- When determining the extent of all Place Types, the walkable catchment analysis was applied to existing pedestrian pathways only. In some instances, this literal measurement technique required some minor refinements to complete some areas, respond to specific context or known constraints.


Figure 19 - PLACE NEIGHBOURHOOD 10: Joondalup

# PART TWO
# LOCAL PLANNING POLICY TECHNICAL REQUIREMENTS

# SECTION THREE GENERAL DEVELOPMENT CONTROLS

# SECTION THREE - GENERAL DEVELOPMENT CONTROLS

Section Three is divided into two sub-sections as follows:

- Section 3.1 General Development Controls – Place Neighbourhoods: applies to all development within the Place Neighbourhoods.

  In addition to the general development controls contained in Section 3.1,

- Section 3.2 General Development Controls – Place Neighbourhoods (except District Activity Centre R60 (0-400m) and Transit R60 (0-400m) Place Types): applies to all development within the Place Neighbourhoods, with the exception of land identified as District Activity Centre R60 (0-400m) and Transit R60 (0-400m) Place Types.

Where development proposals within the District Activity Centre R60 (0-400m) and Transit R60 (0-400m) Place Types are not required to comply with the General Development Controls as outlined in Section 3.2 of this LPP, the development must comply with the requirements of SPP 7.3, Vol. 2.

This Section includes the following sections to inform assessment of applications for development approval:

- A **Purpose** that explains why meeting the Objective is mandatory and contributes to the vision of the Place Neighbourhood.
- A statement of **Intent** that explains the intended outcome and why it is important.
- **Objectives** that define the intended outcome. These Objectives need to be met for all development proposals.
- **Acceptable Outcomes** that are specific measures and outcomes to assist in meeting the Objective. Acceptable Outcomes identified in *'italics' are mandatory provisions incorporated in LPS No. 3.*

.This section should be read in conjunction with Section Four - Housing Typology Controls and Section Five - Transition Area Controls. Where there is any inconsistency between the General Development Controls of Section Three and Typology Controls of Sections Four and Five of this LPP, the controls of Sections Four and Five prevail.

## 3.1 GENERAL DEVELOPMENT CONTROLS – PLACE NEIGHBOURHOODS

### 3.1.1. URBAN DESIGN

**Purpose:**

1. Protect and enhance the unique aesthetic character of the Place Neighbourhoods.
2. Support high quality streets and public spaces.
3. Encourage architecture that blends harmoniously with the natural surroundings and neighbourhood development.
4. Encourage economically sound and environmentally sensitive development.

**Intent:**

The general development controls are not intended to stifle innovative design or creativity. Instead they are intended to serve as the minimum development controls necessary to ensure that new development and redevelopment meets the purposes described in this LPP.

#### 3.1.1.1 COMPATIBLE INFILL

**Objectives:**

- Protect the integrity and coherence of the Place Neighbourhood Vision, whilst considering the resultant impacts on the amenity of existing residential development.

- The Place Types encourage a distinct rhythm of massing, scale and siting. Housing should not deviate from these elements and should not unduly impact on adjoining existing development.

**Acceptable Outcomes:**

a. Infill development should relate to and strengthen the Purpose and Design Principles of the Place Type, and should appear as complementary to the desired character of the Place Neighbourhood.

b. Lot size and building massing, siting, and height must correspond to, and complement, the desired rhythm of the Place Type whilst having regard to possible impact on adjoining existing development.

### 3.1.1.2 DEVELOPMENT CONTEXT

**Objectives:**

- Ensure individual development proposals acknowledge their context to achieve an integrated development precinct.
- Development shall be cognisant of the suburban nature of the areas outside of the Place Neighbourhoods and ensure that impacts on these areas are minimised.

**Acceptable Outcomes:**

a. Design of individual sites should be responsive to neighbouring sites, the public realm and provide a positive contribution to the Place Neighbourhood as a whole.

### 3.1.1.3 PUBLIC DOMAIN INTERFACE

**Objectives:**

- Contribute to the activation and vitality of the public realm.
- Promote building interfaces that support interesting, attractive, safe streets and public spaces for residents, workers, commuters and visitors.
- Buildings shall enhance the hierarchical system of landscaped streets and public spaces that give expression and character to the public domain.
- Ensure building design facilitates the creation of street level activity and visual connections between internal areas of buildings and the external public realm.
- Encourage opportunities for casual surveillance from buildings into the public realm that are sympathetic to the desired character for the area.
- Maintain a clear but integrated distinction between the public and private realm.

**Acceptable Outcomes:**

a. Developments on corner lots should address both the primary and secondary streets and/or public realm and include strong architectural expression.

b. Where Pedestrian Access Ways (PAWs) are located, adjacent buildings should achieve appropriate surveillance of these spaces.

c. Blank walls, vehicle access and building services (e.g. bin store, booster hydrant) should not exceed 20% of the total lot frontage to the public realm, except for developments with two street frontages, where no blank walls will be permitted to either street frontage.

### 3.1.1.4 LOT SUBDIVISION

**Objectives:**

- Contribute to the neighbourhood character by facilitating suitable building typologies and street interfaces in particular Place Types.
- Achieve appropriate standards for specific Place Types to set desirable streetscape attractiveness.

**Acceptable Outcomes:**

a. A minimum lot frontage of 10.0m is required to all development (measured at the primary street setback line), except for:

   i. *Terraces, development on laneways and rear accessway building typologies on R25 and R30 lots, where a minimum lot frontage of 7.5m is permitted.*

ii. *Terraces, development on laneways and rear accessway building typologies on R40 and R60 lots, where a minimum lot frontage of 6.0m is permitted.*

## 3.1.2. LANDSCAPE QUALITY

**Purpose:**

1. Recognise the importance of trees and other landscaping and their contribution to health, welfare, beauty, safety and general well-being in all areas within the Place Neighbourhoods.
2. Establish reasonable minimum standards governing the preservation, planting, and protection of trees and other landscaping.
3. Maintain the aesthetic quality of the community as a whole.
4. Moderate climate and reduce energy costs.
5. Mitigate the negative impact of noise, glare, air and water pollution.

**Intent:**

To create standards that encourage the preservation of existing vegetation and guide appropriate mitigation. Trees are an extremely important resource and provide the City with some of its unique and defining characteristics. Great care should be taken to integrate new development into the existing landscape, and to preserve natural vegetation where possible.

**Objectives:**

- Achieve an attractive landscape environment that is complementary to the wider neighbourhood while allowing for variation between Place Types.
- To ensure the provision of trees and gardens which contribute to the ecology, character and amenity of the Place Neighbourhoods.
- To ensure the retention of existing street trees (where appropriate) and optimise the availability of verge space to increase street tree provision.
- To provide access to functional and usable landscape areas for residents that are suitable for the purposes of relaxation and entertaining.
- To provide the opportunity to retain appropriate existing trees within a site to minimise loss of suburban urban tree canopies across the Place Neighbourhoods.

### 3.1.2.1 PAVING

**Acceptable Outcomes:**

a. Quantity of paving and concrete should be minimised generally in favour of soft landscape to reduce radiant heat build-up.

b. Permeable paving is encouraged to capture stormwater discharge into ground water.

c. Where practical, driveways are to be constructed from permeable paving.

## 3.1.3. BUILT FORM AND SCALE

**Purpose:**

1. Distribute building massing and heights depending upon distance from the identified centres and sensitively transitioning to lower scale Suburban Neighbourhoods.
2. Establish appropriate building setbacks to provide considerable landscaping areas that contribute to the leafy green character of the Place Neighbourhoods and soften the impact of the new built form on established streetscapes.

**Intent:**

The buildings proposed throughout the Place Neighbourhoods are designed to optimise the experience at street level whilst creating landmark buildings and appropriate intensity at key centres throughout the area.

### 3.1.3.1 BUILDING DESIGN PROVISIONS

**Objectives:**

- Achieve development form, scale and character that is appropriate to the context and the existing and planned character of the Place Neighbourhood, while moderating impacts on neighbouring properties.
- To create streetscapes framed with appropriate building form in keeping with the desired character of the Place Neighbourhood.
- Achieve building outcomes that promote excellent amenity for their interface to the public realm and for all neighbouring properties.

#### 3.1.3.1.1 PRIMARY DEVELOPMENT CONTROLS

**Acceptable Outcomes:**

a. Where development is proposed that does not align with a Housing Typology contained in Sections 4 and 5 of this LPP, the General Development Controls in Section 3 along with the Primary Development Controls contained in **Table 1** shall apply:

### 3.1.3.2 INTENSIFICATION WITHIN CUL-DE-SACS

**Objectives:**

- To ensure that residential intensity is focussed on appropriately designed streets that provide suitable opportunity for access/egress and on-street parking.
- To minimise the impact of residential intensity on suburban non-through roads.

**Acceptable Outcomes:**

*a. Notwithstanding the provisions of SPP 7.3, Vol. 2, where a site with a residential density code of R40 or greater has its primary street frontage to a cul-de-sac, the development of multiple dwellings on that site:*

*i. Is required to demonstrate compliance with the average site area per dwelling requirement specified for a single house or grouped dwelling for the applicable density coding as specified by SPP 7.3, Vol. 2; and*

*ii. Shall not be subject to maximum plot ratio requirements specified by SPP 7.3, Vol. 2.*

*Note: definition for a cul-de-sac / non-through road and through-road is illustrated in **Figure 20** below (indicative scenario only).*

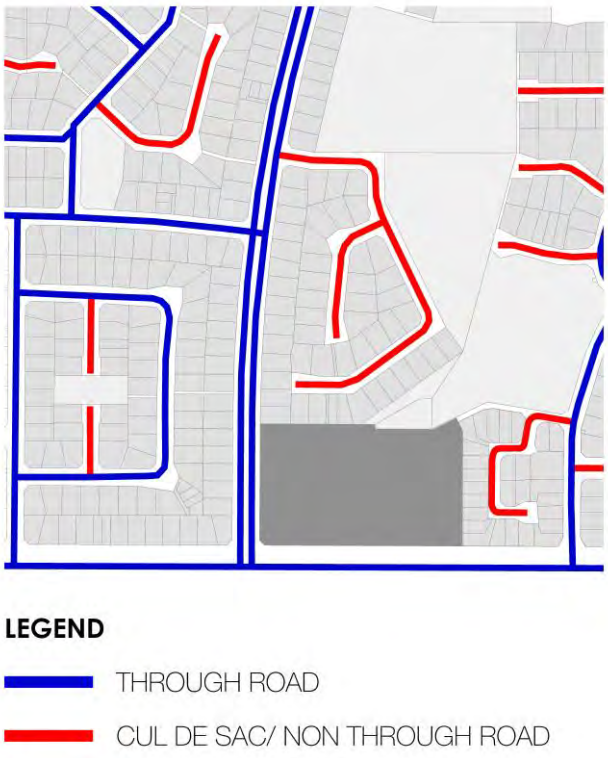



Figure 20 - Cul-de-sac & through road example

Table 1 - Primary Development Controls

| CONTROL | R-CODE DENSITY R25 | R-CODE DENSITY R30 | R-CODE DENSITY R40 | R-CODE DENSITY R60 |
|---|---|---|---|---|
| **LANDSCAPE QUALITY** | Refer General Development Controls for General Design Provisions | | | |
| **BUILT FORM & SCALE** | Refer General Development Controls for General Design Provisions | | | |
| **Street Setback** | R-Codes | R-Codes | R-Codes | R-Codes |
| **Side Setback to Dwelling and Garage – Detached streetscape proposal** | Setback distance: R-Codes | Setback distance: R-Codes | Setback distance: R-Codes | Setback distance: R-Codes |
| | Buildings built up to boundary not permitted | Dwellings built up to boundary not permitted<br>Garages built up to a boundary to maximum 7.0m length permitted | Nil permitted for ground only to max 50% of one lot boundary | |
| **Side Setback to Dwelling and Garage – Attached streetscape proposal** | Setback distance: R-Codes | 1.5 ground \| 1.5 upper to one boundary | | Nil ground \| nil upper |
| | Buildings built up to boundary not permitted<br>Garages built up to a boundary to maximum 7.0m length permitted | Nil ground \| nil upper to second boundary<br>Dwellings built up to one boundary permitted<br>Garages built up to a boundary to maximum 7.0m length permitted | | Buildings built up to both boundaries permitted<br>Garages built up to a boundary to maximum 7.0m length permitted |
| **Rear Setback** | 3.0 ground \| 6.0 upper | 3.0 ground \| 6.0 upper | 1.5 ground \| 3.0 upper | 1.5 ground \| 3.0 upper |
| **Building Height** | Max 2 storeys | Max 2 storeys | Max 2 storeys | Min 2 Storeys \| Max 3 Storeys |
| **SUSTAINABILITY & AMENITY** | Refer General Development Controls for General Design Provisions | | | |
| **ACCESS & PARKING** | Refer General Development Controls for General Design Provisions | | | |

### 3.1.3.3 GARAGES

**Acceptable Outcomes:**

a. Where an enclosed garage faces a street and adjoins a dwelling, the garage shall be at least 0.5m behind the dwelling alignment.

*b. The width of an enclosed garage and its supporting structures facing the primary street is not to occupy more than 50% of the frontage at the setback line as viewed from the street. This may be increased to 60% where an upper floor habitable room with a major opening or balcony extends for the full width of the garage and the entrance to the dwelling is clearly visible from the primary street.*

c. Where a dwelling does not orient to a primary street, the garage shall be located behind the dwelling building line and not face the primary street.

### 3.1.3.4 SITE PLANNING, ORIENTATION AND SETBACKS

**Objectives:**

- Building orientation must consider the site, the street and neighbouring buildings to maximise residential amenity, including urban form to the street, landscape area, tree provision/retention, solar access and visual privacy.
- Dwellings are to be designed to respond to passive solar design principles, including orienting outdoor and indoor living spaces towards north, orienting mass and windows to capture prevailing breezes and controlling solar access to the west and east to limit heat gain.

### 3.1.3.5 SOLAR ACCESS FOR ADJOINING SITES

**Objectives:**

- To limit overshadowing on neighbouring outdoor living areas, major openings and solar collectors.

**Acceptable Outcomes:**

a. *Where a development site shares its southern boundary with any other adjoining property, its shadow cast at midday 21 June shall not exceed the following limits:*

   i. *on adjoining properties coded R50 or greater - 40% of the site area.*

   ii. *on adjoining properties coded R30 to R40 inclusive – 35% of the site area.*

   iii. *on adjoining properties coded R25 and lower – 25% of the site area.*

b. Generic building separation distances as defined by SPP 7.3, Vol 2 are appropriate as a default position.

## 3.1.4. SUSTAINABILITY AND AMENITY

**Purpose:**

1. Efficiently and effectively conserve resources in an innovative manner.

2. Achieve the LPP's objective of compact sustainable urban form.

**Intent:**

Minimise the impact of development on solar access to the public realm and neighbouring development.

### 3.1.4.1 CLIMATE RESPONSIVE DESIGN

**Objectives:**

- To provide high performance buildings that minimise energy use, conserve water, reduce waste and maximise comfort for occupants.

- Achieve indoor and outdoor living areas that have adequate access to sun during winter and effective shading in summer.

- Ensure buildings operate at a high level of efficiency with dwellings each benefiting from a reduction in mechanical cooling and heating costs.

## 3.1.5. ACCESS AND PARKING

**Purpose:**

1. Ensure the provision of adequate parking and access for vehicles and bicycles.

2. Ensure that parking needs of new development is met, while being designed and located in a manner consistent with the desired character, availability of public transport and development patterns of the community.

3. Ensure the safe and convenient vehicular and pedestrian traffic access and circulation in and through Place Neighbourhoods.

**Intent:**

To create standards that ensure resident parking is adequate and provided in a manner that does not detract from the amenity of the public realm. To ensure adequate visitor parking is provided without comprising the ability to deliver sufficient landscape areas on-site and street trees within the verge.

**Objectives:**

- Car parking provision is appropriate to the location, with reduced provision possible in areas that are highly walkable and have good access to public transport.

- Vehicle access points are designed and located to enable convenient, efficient and safe vehicle access and egress within a functional and attractive landscape.

- Achieve crossovers and on-site parking areas that do not have a negative visual and environmental impact on amenity and the streetscape.

- Achieve visitor parking that is accessible at all times and located outside of any security barrier.

- Where provided, on-street visitor parking bays to be provided on the road pavement, and not in embayed parking to guarantee space for street trees, and to provide mobile traffic calming devices to slow vehicle speeds in local streets.

**Acceptable Outcomes:**

a. All access crossovers shall be limited to a maximum width of:

   i. *3.0m for a single width enclosed garage, except where development yield exceeds 10 dwellings (then a 6.0m crossover will be considerable).*

   ii. *4.5m for double width enclosed garage, except where development yield exceeds 10 dwellings (then a 6.0m crossover will be considered).*

b. Visitor parking shall be provided for all single, grouped and multiple dwelling types, at a rate of 0.25 bays per dwelling (rounded up to the next whole number).

c. One visitor parking space may be located on-street immediately adjacent to the development site, when the development is located on an Access Street (as identified in the City of Joondalup Road Hierarchy Plan). Where the road type or available road frontage does not permit on-street parking or other constrains or impediments, then all parking shall be provided on-site. The city will consider on a case by case basis.

d. Resident parking ratios shall be in accordance with Location A (SPP 7.3) where:

   i. *Development is within an 800m walkable catchment of a train station within or adjacent a Place Neighbourhood.*

   ii. *Development is within an 200m walkable catchment of a high frequency bus stop.*

   *Note: walkable catchments shall be measured along existing pedestrian infrastructure routes using a ped shed analysis.*

e. Crossovers should not interfere with existing or proposed street trees, or the levels of pavement.

f. Footpaths should be maintained as the priority movement, with crossovers and car park entries terminating at the footpath. Where vehicle crossovers are agreed with the City and cross a key pedestrian route, appropriate measures to promote pedestrian safety shall be included to minimise conflict between pedestrians and vehicle traffic.

g. Car park entries, service areas and bin refuse collection points should be integrated into the development of each lot and screened from the public realm.

h. For trees within on-site parking areas to be credited against the development's Landscape Area requirements, the Landscape Area criteria should be met.

i. The City may require a Traffic and/or Parking assessment for multiple dwelling applications to demonstrate traffic impacts on adjacent streets and neighbouring residents.

## 3.2 GENERAL DEVELOPMENT CONTROLS – PLACE NEIGHBOURHOODS (EXCEPT DAC R60 (0-400M) AND TRANSIT R60 (0-400M)

### 3.2.1. URBAN DESIGN

#### 3.2.1.1 PUBLIC DOMAIN INTERFACE

**Acceptable Outcomes:**

a. For single, grouped and multiple dwelling development, Public Domain Interface Objectives should be consistent with SPP 7.3, Vol 2 Element Objectives and the following Acceptable Outcomes:

   i. A 3.6.1
   ii. A 3.6.3
   iii. A 3.6.4
   iv. A 3.6.7
   v. A 3.6.8

### 3.2.2. LANDSCAPE QUALITY

#### 3.2.1.2 LANDSCAPE AREA

**Acceptable Outcomes:**

*a.* Each lot *must have a minimum Landscape Area as a percentage (%) of the lot area. This area forms a component of the Private Open Space.*

| Lot Area ($m^2$) | Minimum Landscape Area |
|---|---|
| 0 – 300$m^2$ | 20% |
| 301 – 400$m^2$ | 25% |
| 401 – 500$m^2$ | 30% |
| > 500$m^2$ | 35% |

b. *Where common property is applicable, then the common property land area shall also be included in the Lot Area (calculations above), as distributed proportionally to each lot.*

c. *Permeable paving or decking within a Landscape Area is permitted provided it does not exceed 20% of the Landscape Area and will not inhibit the planting and growth of adjacent trees in the Landscape Area.*

d. *The minimum dimension of any Landscape Area shall be 2.0m.*

e. *A minimum of 50% of the area between the front of the dwelling and the street lot boundary (front setback area) shall be Landscape Area.*

### 3.2.1.3 TREE SIZES AND DEEP SOIL AREAS

**Acceptable Outcomes:**

a. *For single, grouped and multiple dwelling development, Tree Sizes and Deep Soil Area definitions and requirements are as per SPP 7.3, Vol 2:*

   i. Figure 3.3a-f

   *ii. Table 3.3b*

b. The ground surface of Deep Soil Areas should be permeable and allow water to infiltrate the soil.

### 3.2.1.4 TREES

**Acceptable Outcomes:**

a. *The minimum number of trees to be provided (with shade producing canopies) shall be determined by the Landscape Area as follows:*

   *i. 1 Small Tree for every 20m2 or*

   *ii. 1 Medium Tree for every 60m2 or*

   *iii. 1 Large Tree for every 100m2 or*

   *iv. A combination of the above.*

b. *The verge(s) adjacent to the lot(s) shall be landscaped to the specifications and satisfaction of the City and shall include one street tree for every 10 metres of lot frontage width.*

### 3.2.1.5 TREE RETENTION

**Acceptable Outcomes:**

a. Retention of existing trees on the site is encouraged.

   i. Retention of a mature Medium Tree is equivalent to 75$m^2$ Landscape Area.

   ii. Retention of a mature Large Tree is equivalent to 125$m^2$ Landscape Area.

b. Criteria for acceptable 'Tree Retention' is as per SPP 7.3, Vol 2 A3.3.1, and shall be supported by an arboriculture report. This report is to include Tree Protection Zone provisions that are to be met before, during and after construction.

### 3.2.1.6 OUTDOOR LIVING AREAS

**Acceptable Outcomes:**

a. *Outdoor Living Areas are not included in minimum Landscape Area calculations.*

b. Outdoor Living Areas may be located in the front setback area, where their design enhances surveillance of the adjacent streetscape.

### 3.2.1.7 LANDSCAPE DESIGN

**Acceptable Outcomes:**

a. For single, grouped and multiple dwelling development, landscape design objectives are as per SPP 7.3, Vol 2 4.12 Element Objectives:

   i. O 4.12.1

   ii. O 4.12.2

   iii. O 4.12.3

   iv. O 4.12.4

## 3.2.3. BUILT FORM AND SCALE

### 3.2.3.1 BUILDING DESIGN PROVISIONS

#### 3.2.3.1.1 DWELLING SIZE AND LAYOUT

**Acceptable Outcomes:**

a. For single, grouped and multiple dwelling development:

   i. Minimum floor areas for dwelling types shall be as per SPP 7.3, Vol 2 – Table 4.3a.
   ii. Minimum floor areas and dimensions for habitable rooms shall be as per SPP 7.3, Vol 2 – Table 4.3b.

#### 3.2.3.1.2 CEILING HEIGHTS

**Acceptable Outcomes:**

a. Dwellings shall have a minimum ceiling height of 2.7m in habitable rooms and 2.4m in non-habitable spaces.

## 3.2.4. BUILDING HEIGHT

**Objectives:**

- The height of development responds to the desired future scale and character of the street and context of the Place Neighbourhood.
- The height of buildings within a development responds to changes in topography.

**Acceptable Outcomes:**

a. The location of development height shall recognise established need for daylight and solar access by adjoining residential development.

## 3.2.5. SUSTAINABILITY AND AMENITY

### 3.2.5.1 SOLAR & DAYLIGHT ACCESS

**Objectives:**

- Ensure that built form provides good solar access to the public realm and adjacent buildings, whilst achieving comfortable internal and external environments for its occupants.
- Incorporate passive solar design principles to optimise solar gain in winter and protection from heat gain in Summer.

**Acceptable Outcomes:**

a. For single, grouped and multiple dwelling development, solar and daylight access are as per SPP 7.3, Vol 2 4.1 Acceptable Outcomes:

   i. A 4.1.1
   ii. A 4.1.2
   iii. A 4.1.3
   iv. A 4.1.4

b. A site plan is to be prepared to demonstrate solar design outcomes for the Responsible Authority assessment.

### 3.2.5.2 NATURAL VENTILATION

**Objectives:**

- Optimise natural ventilation to reduce the need for mechanical ventilation and air-conditioning.
- To ensure the dwelling's orientation and layout is designed to maximise capture and use of prevailing cool breezes in habitable rooms.

### Acceptable Outcomes:

a) All rooms, with the exclusion of store rooms, are to have operable windows. Window opening design should maximise natural ventilation.

b) Habitable rooms should have an openable window in an external wall with a minimum glass area not less than 15% of the floor area of the room.

c) Further requirements for natural ventilation are as per SPP 7.3, Vol 2 Acceptable Outcomes:

   i. A 4.2.1

   ii. A 4.2.4

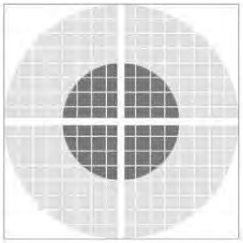
# SECTION FOUR
# HOUSING TYPOLOGY CONTROLS

# SECTION FOUR - HOUSING TYPOLOGY CONTROLS

The Housing Typology Matrix (Section 4.1) and Housing Typology Development Controls (Section 4.3) provide a framework for determining where specific housing typologies can be located, based on Place Types. Some housing typologies are permitted in multiple Place Types, but have different requirements based on the Place Type and associated characteristics. In the instance where a conflict arises between the Housing Typology Development Controls and the General Development Controls, the Housing Typology Development Controls prevail.

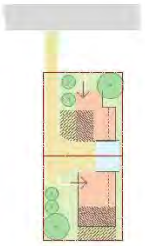
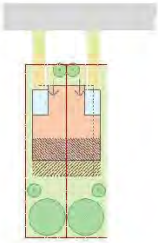
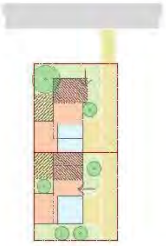
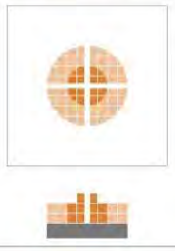
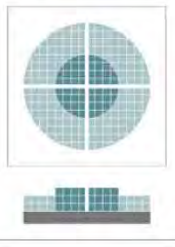
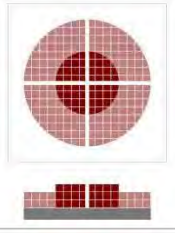
This section is not intended to limit the variety of dwellings or stifle creativity. Instead, is intended to provide the minimum standards and guidelines necessary to ensure that new development and redevelopment meets the purposes described within this LPP. Other housing typologies may be permitted by the decision-maker, if the dwellings meet the guidelines and requirements of this LPP.

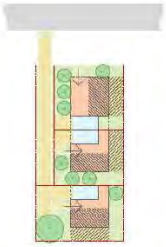
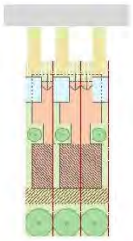
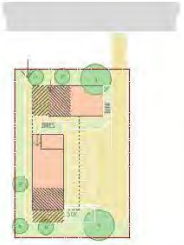
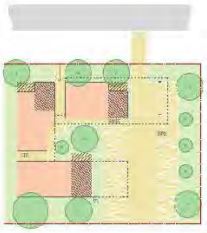
## 4.1 HOUSING TYPOLOGY MATRIX



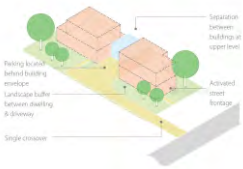
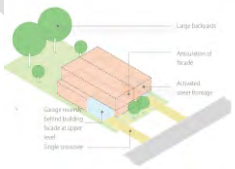
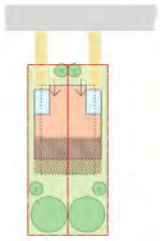
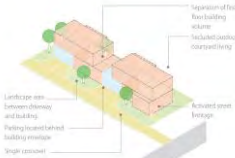
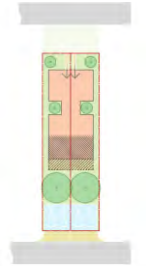
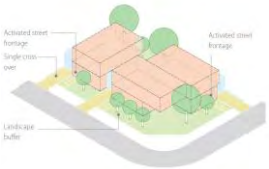
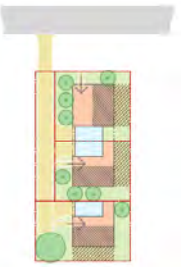

Place Types

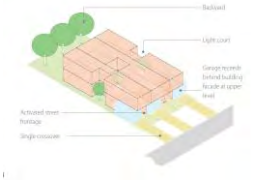
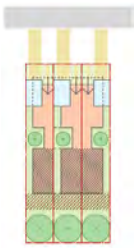
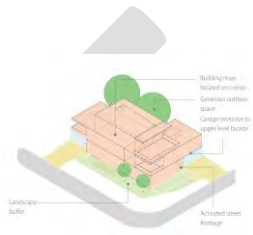
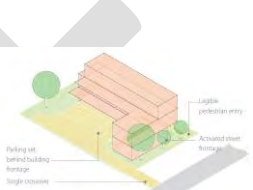
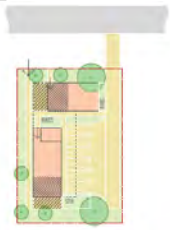
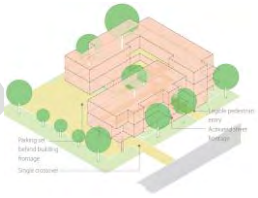
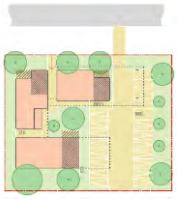
Housing Typology

| | | TY1 | TY2 | TY3 | TY4 |
|---|---|---|---|---|---|
| | | Two dwellings - Detached | Duplex - Attached | Courtyard - Detached | Two Dwellings – Attached Laneway |
| | |  |  |  |  |
| Suburban | *Suburban*  | **R30** Permitted | **R30** Permitted | **R30** Permitted | **R30** Permitted |
| Urban | *Local Activity Centre*  | **R40** 0-200m Permitted | **R40** 0-200m Permitted | **R40** 0-200m Permitted | **R40** 0-200m Permitted |
| | | **R30** 200-400m Permitted | **R30** 200-400m Permitted | **R30** 200-400m Permitted | **R30** 200-400m Permitted |
| | *Neighbourhood Activity Centre*  | **R60** 0-200m Not Permitted | **R60** 0-200m Not Permitted | **R60** 0-200m Not Permitted | **R60** 0-200m Permitted |
| | | **R40** 200-400m Permitted | **R40** 200-400m Permitted | **R40** 200-400m Permitted | **R40** 200-400m Permitted |
| | *Transit Hub*  | **R60** 0-400m Not Permitted | **R60** 0-400m Not Permitted | **R60** 0-400m Not Permitted | **R60** 0-400m Permitted |
| | | **R40** 400-800m Not Permitted | **R40** 400-800m Permitted | **R40** 400-800m Permitted | **R40** 400-800m Permitted |
| | *District Activity Centre*  | **R60** 0-400m Not Permitted | **R60** 0-400m Not Permitted | **R60** 0-400m Not Permitted | **R60** 0-400m Permitted |
| | | **R40** 400-800m Not Permitted | **R40** 400-800m Permitted | **R40** 400-800m Not Permitted | **R40** 400-800m Permitted |

| TY5 | TY6 | TY7 | TY8 | TY9 | TY10 |
|---|---|---|---|---|---|
| Corner – Grouped | Three dwellings Detached | Terrace | Corner - Manor House Apartments | Apartments – Single Lot | Apartments - Amalgamated Lots |
|  |  |  |  |  |  |
| **R30** Permitted | **R30** Permitted | **R30** Permitted | **R30** Permitted | **R30** Not Permitted | **R30** Not Permitted |
| **R40** 0-200m Permitted | **R40** 0-200m Permitted | **R40** 0-200m Permitted | **R40** 0-200m Permitted | **R40** 0-200m Permitted | **R40** 0-200m Permitted |
| **R30** 200-400m Permitted | **R30** 200-400m Permitted | **R30** 200-400m Permitted | **R30** 200-400m Permitted | **R30** 200-400m Not Permitted | **R30** 200-400m Not Permitted |
| **R60** 0-200m Permitted | **R60** 0-200m Permitted | **R60** 0-200m Permitted | **R60** 0-200m Permitted | **R60** 0-200m Permitted | **R60** 0-200m Permitted |
| **R40** 200-400m Permitted | **R40** 200-400m Permitted | **R40** 200-400m Permitted | **R40** 200-400m Permitted | **R40** 200-400m Permitted | **R40** 200-400m Permitted |
| **R60** 0-400m Permitted | **R60** 0-400m Not Permitted | **R60** 0-400m Permitted | **R60** 0-400m Permitted | **R60** 0-400m Permitted | **R60** 0-400m Permitted |
| **R40** 400-800m Permitted | **R40** 400-800m Permitted | **R40** 400-800m Permitted | **R40** 400-800m Permitted | **R40** 400-800m Permitted | **R40** 400-800m Permitted |
| **R60** 0-400m Permitted | **R60** 0-400m Not Permitted | **R60** 0-400m Permitted | **R60** 0-400m Permitted | **R60** 0-400m Permitted | **R60** 0-400m Permitted |
| **R40** 400-800m Permitted | **R40** 400-800m Not Permitted | **R40** 400-800m Permitted | **R40** 400-800m Permitted | **R40** 400-800m Permitted | **R40** 400-800m Permitted |

## HOUSING TYPOLOGY CHARACTERISTICS

| Housing Types | Sketch | Plan |
|---|---|---|
| **TY1. Two Dwellings - Detached:** Provides the ability for an existing dwelling to be retained and a new dwelling to be introduced to the front or rear depending on the location of the existing home, or provides for two new dwellings. Dwellings usually arranged in a linear style with a driveway down one side of the lot. With activated street frontages, separation between dwellings, shared single crossover and generous landscape areas. Up to 2 storeys. Additional crossover for retained dwelling only is permitted. Orient living spaces towards primary street and/or north. Suit blocks narrow and long in proportion, also ideal for corner blocks. Consider privacy, overlooking and overshadowing to adjacent properties. Crossovers to be located to avoid existing street trees. |  |  |
| **TY2. Duplex - Attached:** Two dwellings sharing a common wall in a semi-detached configuration. With activated street frontages, shared crossover or single crossovers, and buildings set forward to the street to provide the opportunity for generous landscape areas to the rear. Up to 2 storeys. Consider privacy, overlooking and overshadowing to adjacent properties. Crossovers to be located to avoid existing street trees. Limit garage widths to single car width. Suitable for properties with a frontage of 15m or more. Crossovers to be located to avoid existing street trees. Typology is flexible and suitable to a range of lot sizes and different Place Types. |  |  |
| **TY3. Courtyard – Semi-Detached:** Two or more dwellings attached at ground level with separation between buildings at upper levels. Suited to medium density Place Types where development can be built up to the side boundary. Dwellings usually arranged in a linear style with a driveway down one side of the lot. With activated street frontages, shared single crossover and generous landscape areas. Up to 2 storeys. Additional crossover for retained dwelling only is permitted. Privacy and amenity are achieved with an inward focussed internal courtyard. Consider privacy, overlooking and overshadowing to adjacent properties. Crossovers to be located to avoid existing street trees. Typology is flexible and suitable to a range of lot sizes and different Place Types. |  |  |
| **TY4. Two Dwellings – Attached Laneway:** Two dwellings sharing a common wall in a semi-detached configuration. With activated street frontages and rear vehicle access from the laneway where available. Pedestrian and visitor access from the primary street. Buildings set forward to the primary street to provide the opportunity for generous landscape areas to the rear. Generally, 2 storeys but up to 3 storeys dependant on Place Type. Consider privacy, overlooking and overshadowing to adjacent properties. With crossovers to the rear consider additional street tree planting. Lot width suitability is dependent on Place Type. Also suitable for street block ends with an introduced laneway. |  |  |
| **TY5. Corner – Grouped:** Two or more dwellings sharing a common wall in a semi-detached configuration. With activated street frontages to both streets, separate single width crossovers, and buildings set forward to the street to provide the opportunity for generous landscape areas to the rear. Generally, 2 storeys but up to 3 storeys dependant on Place Type. Consider privacy, overlooking and overshadowing to adjacent properties. Crossovers to be located to avoid existing street trees. Typology is flexible and suitable to a range of lot sizes and different Place Types. |  |  |
| **TY6. Three Dwellings - Detached:** Two or more dwellings attached at ground level with separation between buildings at upper levels. Detached configuration also acceptable. Activated street frontage. Dwellings usually arranged in a linear style with a driveway down one side of the block with a single crossover. With activated street frontages, shared single crossover and generous landscape areas. Generally, 2 storeys but up to 3 storeys dependent on the Place Type. Consider privacy, overlooking and overshadowing to adjacent properties. This typology is useful in increasing density on larger lots. Crossovers need to be located to avoid existing street trees. Typology is flexible and suitable to a range of lot sizes and different Place Types. |  |  |

| | | |
|---|---|---|
| **TY7. Terrace:** Row of three or more dwellings attached in traditional terrace format. Generally, 2 storeys but up to 3 storeys dependent on the Place Type. Activated street frontage, single crossover and courtyard with generous landscape areas to the rear. Terrace houses with pedestrian and parking access from the primary street frontage. A pattern of driveway, landscaping and entry path proposed to the streetscape. Combined crossovers will be considered where the configuration benefits the streetscape landscaping and street tree outcome. Limit garage widths to single car width. Lot width suitability is dependent on Place Type. Consideration must be given to privacy, overlooking and overshadowing of neighbourhood properties. Typology is flexible and suitable to a range of lot sizes and different Place Types. |  |  |
| **TY8. Corner - Manor House Apartments:** 2 or more dwellings in a consolidated building. Generally, 2 storeys but up to 3 storeys dependent on the Place Type. With activated street frontages to both streets, combined double width crossovers, and buildings set forward to the street to provide the opportunity for generous communal outdoor space to the rear. This housing typology can provide housing diversity in lower density areas. Impact of development on streetscape is low as the scale of the manor house is similar to a double storey single dwelling. Open space at upper levels can pe provided by the use of balconies and communal open space at ground. Balcony on corner provides articulation and surveillance. Carports distributed to both frontages to minimise impact on streetscape. Consideration must be given to privacy, overlooking and overshadowing of neighbourhood properties. Typology is flexible and suitable to a range of lot sizes and different Place Types. |  |  |
| **TY9. Apartments – Single Lot:** Multiple dwellings in a consolidated building. Generally, 2 storeys but up to 3 storeys dependent on the Place Type. Activated street frontage. Building frontage designed to reflect the existing pattern and scale of freestanding houses to integrate with the streetscape. Generous communal outdoor space. Generous landscape buffer to the street. Screened parking from the street. Opportunity to be utilised for single lots that have not been amalgamated. Generally, more suitable for sites with frontages 22m or greater. Open space at upper levels can be provided by the use of balconies and communal open space at ground. Consideration must be given to privacy, overlooking and overshadowing of neighbourhood properties. |  |  |
| **TY10. Apartments - Amalgamated Lots:** Multiple dwellings in a consolidated building. Generally, 2 storeys but up to 3 storeys dependent on the Place Type. Activated street frontage. Building frontage designed to reflect the existing pattern and scale of freestanding houses to integrate with the streetscape. Generous communal outdoor space. Generous landscape buffer to the street. Partly screened parking from the street. More suitable for amalgamation of sites and benefits the building configuration, distribution of landscaped areas and potential for tree retention. Open space at upper levels can be provided by the use of balconies in the rear and communal open space at ground. Consideration must be given to privacy, overlooking and overshadowing of neighbourhood properties. Typology is flexible and suitable to a range of lot sizes. |  |  |

## 4.3 HOUSING TYPOLOGY DEVELOPMENT CONTROLS

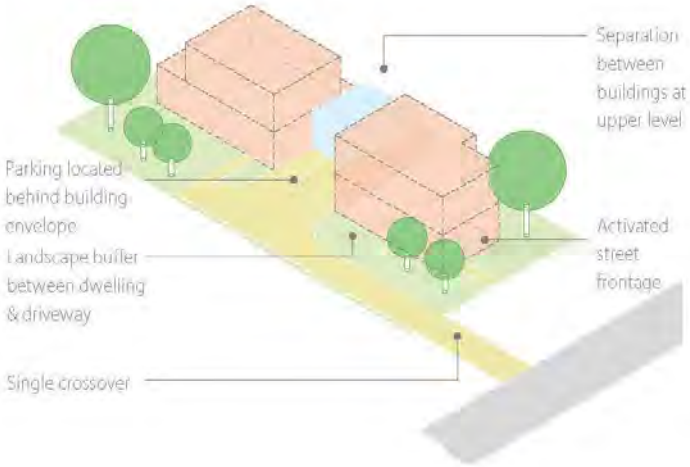
### 4.3.1. TYPOLOGY 1 – TWO DWELLINGS DETACHED

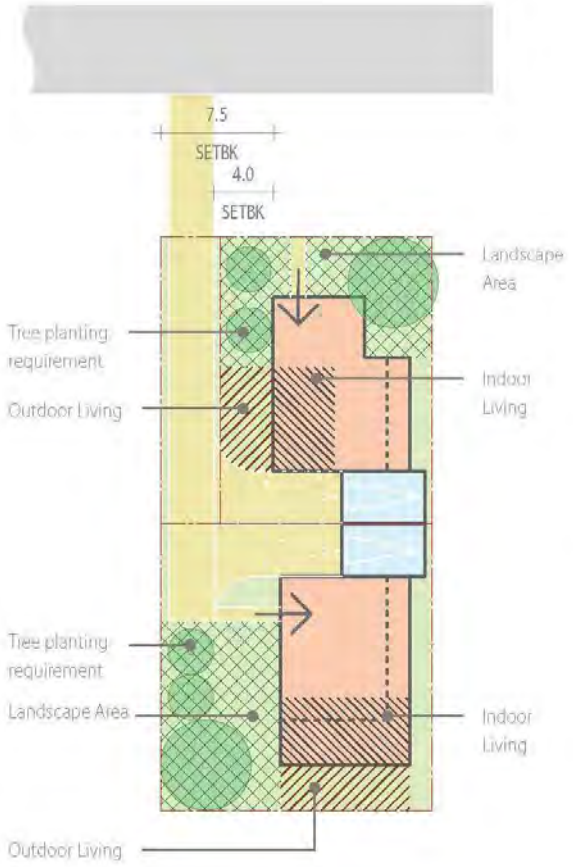
**Characteristics**

- Suits lots that are narrow and long in proportion
- Building mass seperated at upper level to maximise natural light and cross ventilation to all dwellings.
- One driveway generally serves as an access point to both dwellings
- Typology has a limited impact on the streetscape, particularly when care is taken to reduce street tree canopy loss
- Double car garages are permitted, provided other site requirements are met.

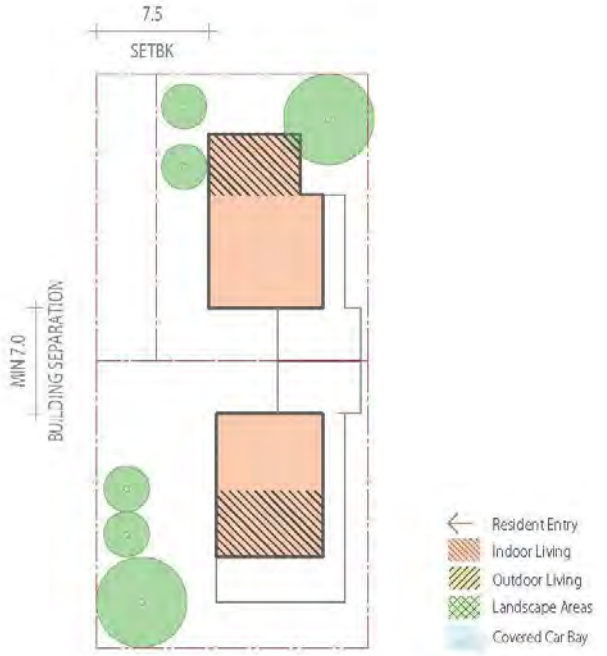
**Typology Objectives**

- Retain mature trees and facilitate planting of new shade trees in generous landscape areas
- Orient living spaces towards primary street and/ or north, ensure adequate cross-ventilation to all dwellings
- Minimise impact of cars and driveways
- Ensure useable landscape area between driveway and building
- Minimise impact of building bulk and scale on streescape



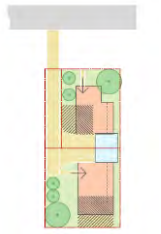




**Ground Floor**




**Upper Floor**

**Typology Development Controls**



| | Suburban Neighbourhood | Urban Neighbourhood | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **PLACE TYPE** | **Suburban** | **Local Activity Centre** | | **Neighbourhood Activity Centre** | | **Transit** | | **District Activity Centre** | |
| DISTANCE FROM CENTRE | 400m - 800m (LAC & NAC Transition) | 0 - 200m | 200 - 400m | 0 - 200m | 200 - 400m | 0 - 400m | 400 - 800m | 0 - 400m | 400 - 800m |
| R-CODE DENSITY | R30 | R40 | R30 | R60 | R40 | R60 | R40 | R60 | R40 |
| **LANDSCAPE QUALITY** | | | | | | | | | |
| **General Design Provisions** | Refer General Development Controls | | | Typology not permitted | Refer General Development Controls | Typology not permitted | | Typology not permitted | |
| **BUILT FORM & SCALE** | | | | | | | | | |
| **General Design Provisions** | Refer General Development Controls | | | | Refer General Development Controls | | | | |
| **Street setback** | Avg. 4.0m | Avg. 3.0m | Avg. 4.0m | | Avg. 3.0m | | | | |
| **Side Setback 1** | 1.5m Ground 3.0m Upper | | | | 1.5m Ground, NIL for enclosed garage (max 7m length), 3.0m Upper | | | | |
| **Side Setback 2** | 7.5m | | | | 7.5m | | | | |
| **Rear Setback** | 3.0m Ground 6.0m Upper | | | | 3.0m Ground 6.0m Upper | | | | |
| **Setback between driveway and building** | Min 4.0m | | | | Min 4.0m | | | | |
| **Building Height** | Max 2 Storeys | | | | Max 2 Storeys | | | | |
| **Building Separation at Upper Levels** | Min 7.0m | Min 6.0m | | | Min 3.0m | | | | |
| **SUSTAINABILITY & AMENITY** | | | | | | | | | |
| **General Design Provisions** | Refer General Development Controls | | | | Refer General Development Controls | | | | |
| **ACCESS & PARKING** | | | | | | | | | |
| **General Design Provisions** | Refer General Development Controls | | | | Refer General Development Controls | | | | |

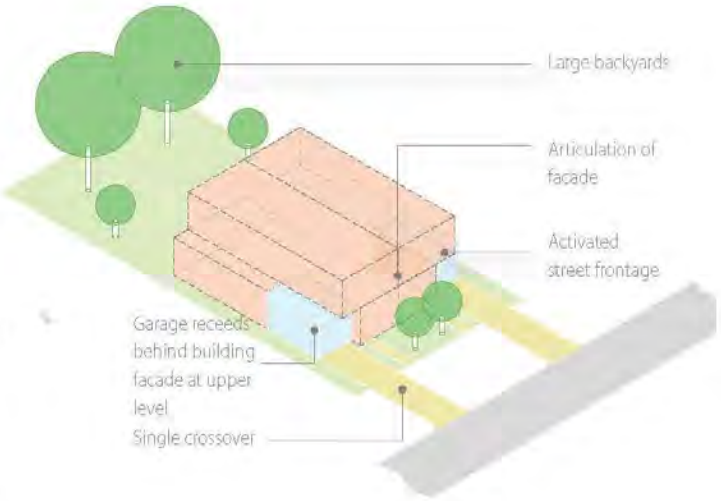
## 4.3.2. TYPOLOGY 2 – DUPLEX ATTACHED

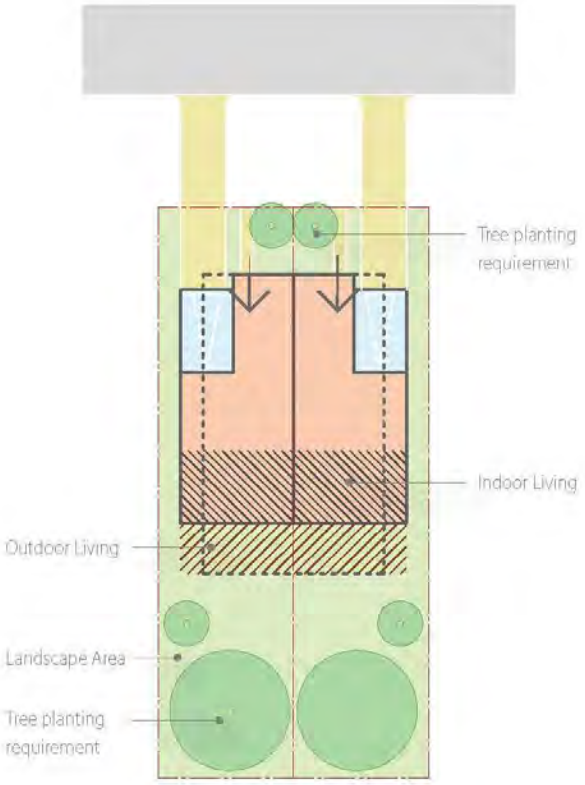
**Characteristics**

- Suits lots that are narrow and long in proportion
- Generous backyards capable of supporting large trees
- Two dwellings share a common wall in a semi-detached configuration
- Typology has a limited impact on the streetscape, particularly when care is taken to reduce street tree canopy loss
- Tandem car garages are permitted, provided other site requirements are met.

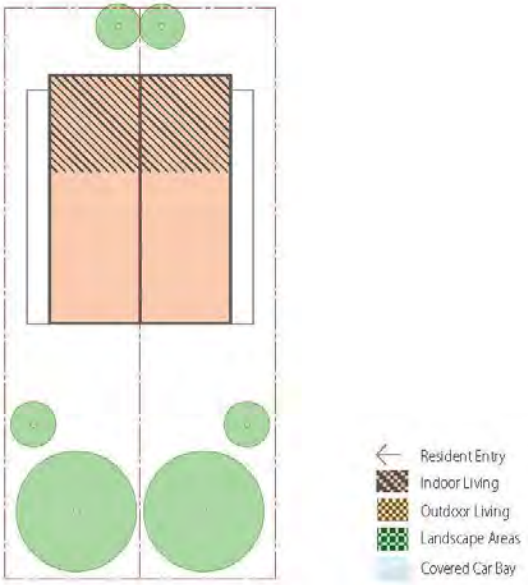
**Typology Objectives**

- Retain mature trees and facilitate planting of new shade trees, with a particular focus on retaining and enhancing backyards
- Orient living spaces towards primary street and/or north, ensure adequate cross-ventilation to all dwellings
- Minimise impact of building bulk and scale on streescape
- Ensure garage receeds behind the primary building facade
- Ensure adequate amount of landscape area in front setback



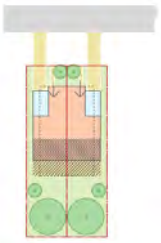




Ground Floor




Upper Floor

**Typology Development Controls**



| | Suburban Neighbourhood | Urban Neighbourhood | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **PLACE TYPE** | **Suburban** | **Local Activity Centre** | | **Neighbourhood Activity Centre** | | **Transit** | | **District Activity Centre** | |
| DISTANCE FROM CENTRE | 400m - 800m (LAC & NAC Transition) | 0 - 200m | 200 - 400m | 0 - 200m | 200 - 400m | 0 - 400m | 400 - 800m | 0 - 400m | 400 - 800m |
| R-CODE DENSITY | R30 | R40 | R30 | R60 | R40 | R60 | R40 | R60 | R40 |
| **LANDSCAPE QUALITY** | | | | | | | | | |
| **General Design Provisions** | Refer General Development Controls | | | Typology not permitted | Refer General Development Controls | Typology not permitted | Refer General Development Controls | Typology not permitted | Refer General Development Controls |
| **BUILT FORM & SCALE** | | | | | | | | | |
| **General Design Provisions** | Refer General Development Controls | | | | Refer General Development Controls | | Refer General Development Controls | | Refer General Development Controls |
| **Street setback** | Avg. 4.0m | Avg. 3.0m | Avg. 4.0m | | Avg. 3.0m | | Avg. 3.0m | | Avg. 3.0m |
| **Side Setback 1 (to adjoining properties)** | 1.5m Ground, 3.0m Upper | 1.5m Ground, NIL for enclosed garage (max 7m length), 3.0m Upper | 1.5m Ground, 3.0m Upper | | 1.5m Ground, NIL for enclosed garage (max 7m length), 3.0m Upper | | 1.5m Ground, NIL for enclosed garage (max 7m length), 3.0m Upper | | 1.5m Ground, NIL for enclosed garage (max 7m length), 3.0m Upper |
| **Side Setback 2 (party wall)** | NIL Ground, NIL Upper | | | | NIL Ground, NIL Upper | | NIL Ground, NIL Upper | | NIL Ground, NIL Upper |
| **Rear Setback** | 3.0m Ground 6.0m Upper | | | | 3.0m Ground 6.0m Upper | | 3.0m Ground 6.0m Upper | | 3.0m Ground 6.0m Upper |
| **Building Height** | Max 2 Storeys | | | | Max 2 Storeys | | Max 2 Storeys | | Max 2 Storeys |
| **SUSTAINABILITY & AMENITY** | | | | | | | | | |
| **General Design Provisions** | Refer General Development Controls | | | | Refer General Development Controls | | Refer General Development Controls | | Refer General Development Controls |
| **ACCESS & PARKING** | | | | | | | | | |
| **General Design Provisions** | Refer General Development Controls | | | | Refer General Development Controls | | Refer General Development Controls | | Refer General Development Controls |
| **Garages Setback from street** | 5.5m | | | | 5.5m | | 5.5m | | 5.5m |

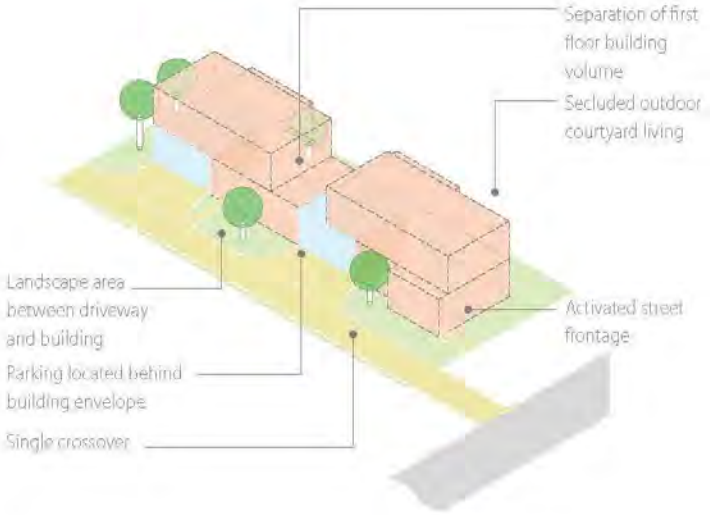
## 4.3.3. TYPOLOGY 3 – COURTYARD DETACHED

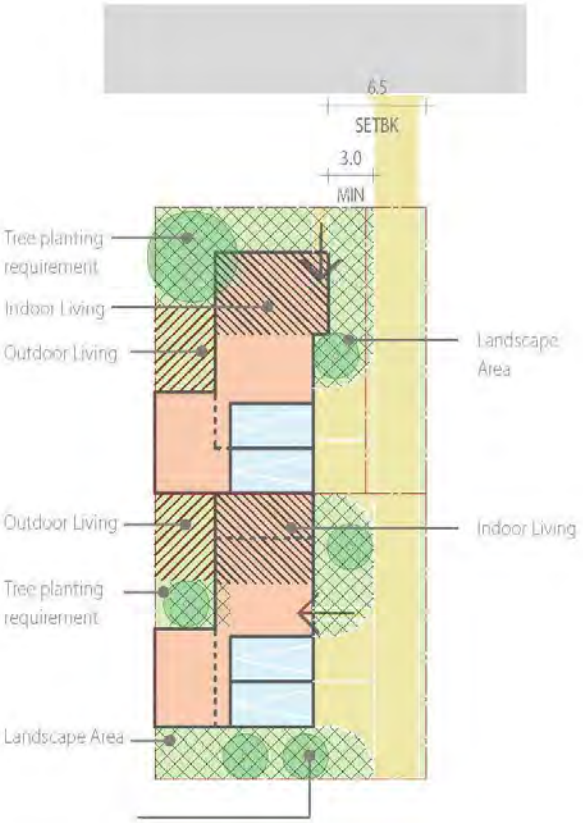
**Characteristics**

- Suits higher density infill areas where setback restrictions are reduced
- Secluded and private outdoor living provided via generous courtyards
- One driveway generally serves as an access point to both dwellings
- Upper floor located in centre of lot, reducing impact on neighbours and facilitating light and ventilation to courtyards
- Double car garages are permitted, provided other site requirements are met.

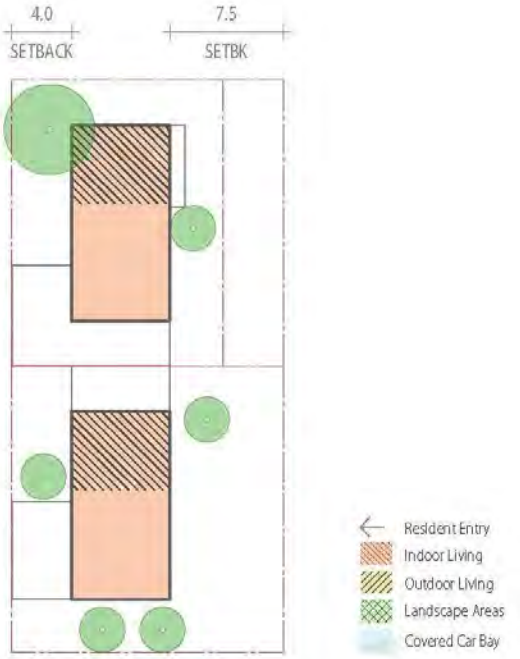
**Typology Objectives**

- Retain mature trees and facilitate planting of new shade trees, with a particular focus on retaining and enhancing backyards
- Orient living spaces towards primary street and/ or north, ensure adequate cross-ventilation to all dwellings
- Minimise impact of cars and driveways
- Ensure useable landscape area between driveway and building
- Minimise impact of building bulk and scale on streescape



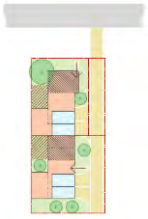




Ground Floor




Upper Floor

**Typology Development Controls**

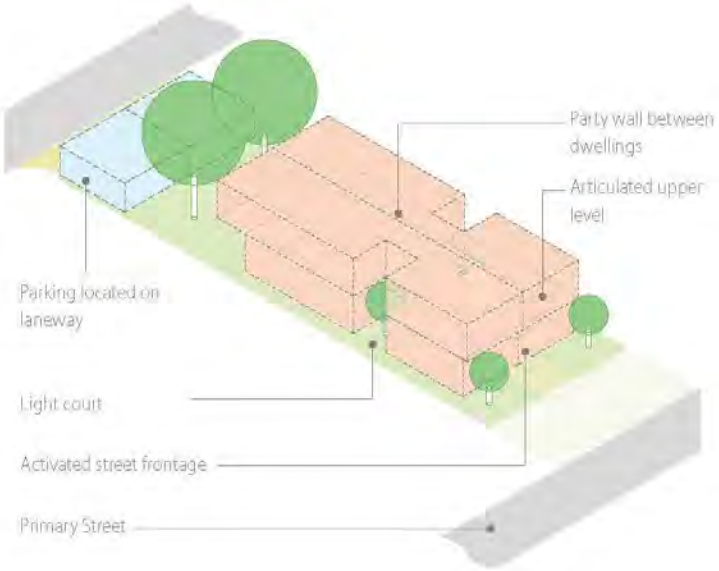


| | Suburban Neighbourhood | Urban Neighbourhood | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **PLACE TYPE** | **Suburban** | **Local Activity Centre** | | **Neighbourhood Activity Centre** | | **Transit** | | **District Activity Centre** | |
| DISTANCE FROM CENTRE | 400m - 800m (LAC & NAC Transition) | 0 - 200m | 200 - 400m | 0 - 200m | 200 - 400m | 0 - 400m | 400 - 800m | 0 - 400m | 400 - 800m |
| R-CODE DENSITY | R30 | R40 | R30 | R60 | R40 | R60 | R40 | R60 | R40 |
| **LANDSCAPE QUALITY** | | | | | | | | | |
| **General Design Provisions** | Refer General Development Controls | | | Typology not permitted | Refer General Development Controls | Typology not permitted | Refer General Development Controls | Typology not permitted | |
| **BUILT FORM & SCALE** | | | | | | | | | |
| **General Design Provisions** | Refer General Development Controls | | | | Refer General Development Controls | | Refer General Development Controls | | |
| **Street setback** | Avg. 4.0m | Avg. 3.0m | Avg. 4.0m | | Avg. 3.0m | | Avg. 3.0m | | |
| **Side Setback 1** | 1.5m Ground 4.0m Upper | NIL Ground (max 50% of lot boundary), 4.0m Upper | NIL Ground (max 50% of lot boundary), 4.0m Upper | | NIL Ground (max 50% of lot boundary), 4.0m Upper | | NIL Ground (max 50% of lot boundary), 4.0m Upper | | |
| **Side Setback 2** | 6.5m ground, 7.5m upper | | | | 6.5m ground, 7.5m upper | | 6.5m ground, 7.5m upper | | |
| **Rear Setback** | 3.0m Ground 3.0m Upper | 1.5m Ground 3.0m Upper | 3.0m Ground 3.0m Upper | | 1.5m Ground 3.0m Upper | | 1.5m Ground 3.0m Upper | | |
| **Setback between driveway and building** | Min 3.0m | | | | Min 3.0m | | Min 3.0m | | |
| **Building Height** | Max 2 Storeys | | | | Max 2 Storeys | | Max 2 Storeys | | |
| **Building Separation at Upper Levels** | Min 6.0m | | | | Min 3.0m | | Min 3.0m | | |
| **SUSTAINABILITY & AMENITY** | | | | | | | | | |
| **General Design Provisions** | Refer General Controls | | | | Refer General Controls | | Refer General Controls | | |
| **ACCESS & PARKING** | | | | | | | | | |
| **General Design Provisions** | Refer General Development Controls | | | | Refer General Development Controls | | Refer General Development Controls | | |

## 4.3.4. TYPOLOGY 4 – TWO DWELLINGS ATTACHED LANEWAY

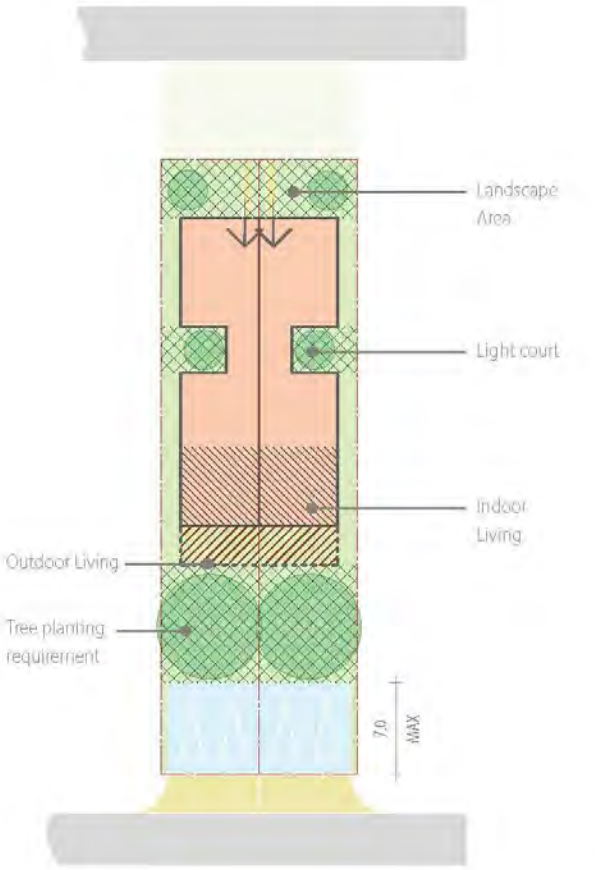
**Characteristics**

- Suits lots that are narrow and long in proportion
- Typology has a limited impact on the streetscape, particularly when care is taken to reduce street tree canopy loss
- Terrace houses with vehicle access from rear laneway and activated pedestrian friendly streetscapes.
- Each dwelling is orientated front to back, with private open space at the rear of the property.
- Generous light courts are required to provide light and natural ventilation to the dwelling
- Double car garages are permitted, provided other site requirements are met.
- Typology can be possible where amalgamation occurs and laneway access is provided. This can work particularly well on street block ends.

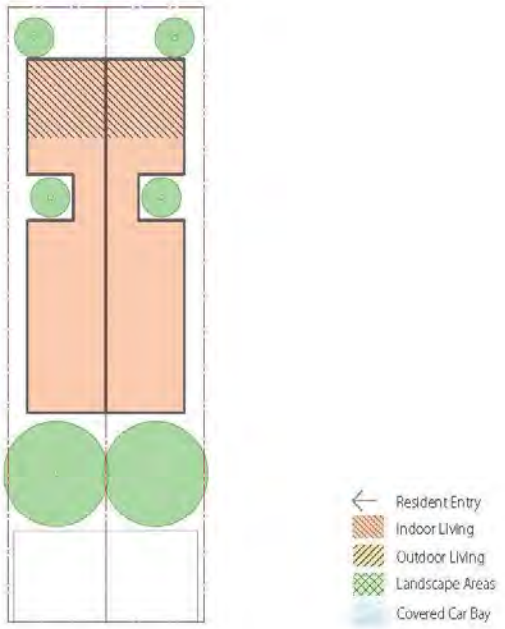



**Typology Objectives**

- Retain mature trees and facilitate planting of new shade trees, with a particular focus on retaining and enhancing backyards
- Orient living spaces towards primary street and/ or north, ensure adequate cross-ventilation to all dwellings
- Minimise impact of building bulk and scale on streescape

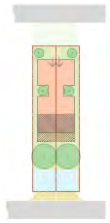



Ground Floor




Upper Floor

**Typology Development Controls**



| | Suburban Neighbourhood | Urban Neighbourhood | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **PLACE TYPE** | **Suburban** | **Local Activity Centre** | | **Neighbourhood Activity Centre** | | **Transit** | | **District Activity Centre** | |
| DISTANCE FROM CENTRE | 400m - 800m (LAC & NAC Transition) | 0 - 200m | 200 - 400m | 0 - 200m | 200 - 400m | 0 - 400m | 400 - 800m | 0 - 400m | 400 - 800m |
| R-CODE DENSITY | R30 | R40 | R30 | R60 | R40 | R60 | R40 | R60 | R40 |
| **LANDSCAPE QUALITY** | | | | | | | | | |
| **General Design Provisions** | Refer General Development Controls | | | | | | | | |
| **BUILT FORM & SCALE** | | | | | | | | | |
| **General Design Provisions** | Refer General Development Controls | | | | | | | | |
| **Street setback** | Avg. 5.0m | Avg. 3.0m | Avg. 4.0m | Avg. 3.0m | Avg. 4.0m | Avg. 2.0m | | | |
| **Side Setback 1 (to adjoining properties)** | 1.5m Ground 1.5m Upper | | | | | NIL Ground), NIL second storey, 3rd storey setback as per R-Codes | 1.5m Ground, 1.5m upper | NIL Ground), NIL second storey, 3rd storey setback as per R-Codes | 1.5m Ground, 1.5m upper |
| **Side Setback 2 (party wall)** | NIL Ground, NIL Upper | | | | | | | | |
| **Rear (laneway) Setback** | 0.5m to Garage | | | | | | | | |
| **Garage side setback** | NIL (maximum 7m length) | | | | | | | | |
| **Building Height** | Max 2 Storeys | | | Min 2 Storeys, Max 3 Storeys (3rd storey max 25% of lot area) | Max 2 Storeys | Min 2 storeys, Max 3 storeys | Max 2 Storeys | Min 2 storeys, Max 3 storeys | Max 2 Storeys |
| **SUSTAINABILITY & AMENITY** | | | | | | | | | |
| **General Design Provisions** | Refer General Development Controls | | | | | | | | |
| **ACCESS & PARKING** | | | | | | | | | |
| **General Design Provisions** | Refer General Development Controls | | | | | | | | |
| **Garage Location** | Garages shall be accessed from laneway | | | | | | | | |

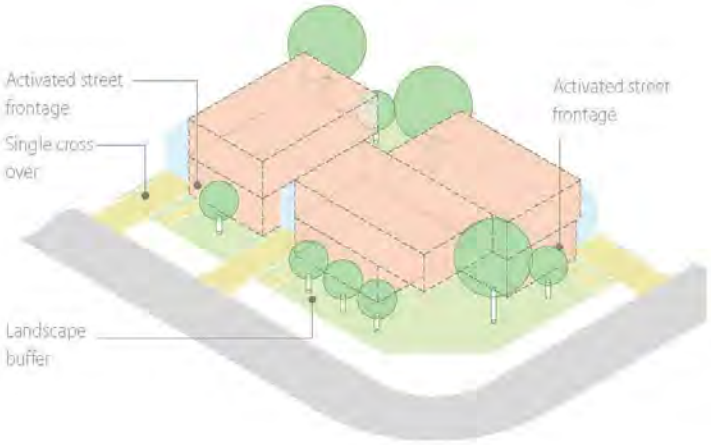
## 4.3.5. TYPOLOGY 5 – CORNER DETACHED GROUP DEVELOPMENT

**Characteristics**

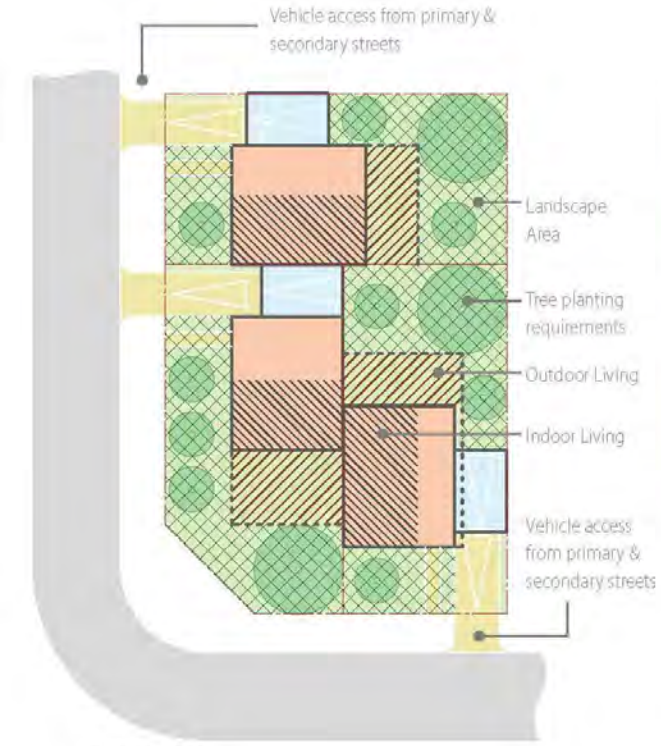
- This form of dwelling can provide housing diversity in lower density environments, with 3 or 4 dwellings accommodated within a standard suburban block.
- Suits corner lots with street frontage provided for each dwelling
- Driveway access from both primary and secondary streets
- Generous landscape areas and opportunities for tree planting and retention.
- Double car garages are permitted, provided other site requirements are met.

**Typology Objectives**

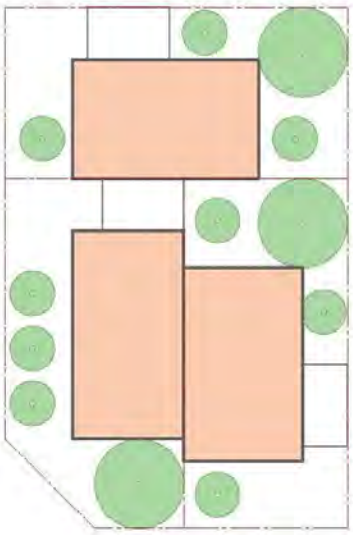
- Retain mature trees and facilitate planting of new shade trees
- Orient living spaces towards primary street and/or north and ensure adequate cross-ventilation to all dwellings
- Ensure generous and useable landscape ares for all dwellings








Ground Floor



Upper Floor

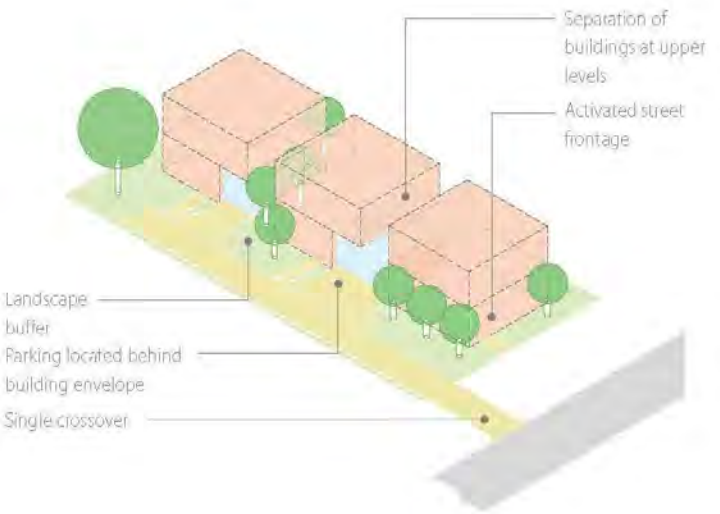
**Typology Development Controls**

| | Suburban Neighbourhood | Urban Neighbourhood | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **PLACE TYPE** | **Suburban** | **Local Activity Centre** | | **Neighbourhood Activity Centre** | | **Transit** | | **District Activity Centre** | |
| DISTANCE FROM CENTRE | 400m - 800m (LAC & NAC Transition) | 0 - 200m | 200 - 400m | 0 - 200m | 200 - 400m | 0 - 400m | 400 - 800m | 0 - 400m | 400 - 800m |
| R-CODE DENSITY | R30 | R40 | R30 | R60 | R40 | R60 | R40 | R60 | R40 |
| **LANDSCAPE QUALITY** | | | | | | | | | |
| **General Design Provisions** | Refer General Development Controls | | | | | | | | |
| **BUILT FORM & SCALE** | | | | | | | | | |
| **General Design Provisions** | Refer General Development Controls | | | | | | | | |
| **Street setback** | Avg. 4.0m | Avg. 3.0m | Avg. 4.0m | Avg. 3.0m | Avg. 4.0m | Avg. 2.0m | Avg. 3.0m | Avg. 2.0m | Avg. 3.0m |
| **Side Setback 1** | 3.0m Ground<br>3.0m Upper Levels | | | | | | | | |
| **Side Setback 2** | 3.0m Ground<br>3.0m Upper Levels | | | | | | | | |
| **Side Setback 3 (party wall)** | NIL Ground, Nil Upper | | | | | | | | |
| **Garage side Setback** | NIL (maximum 7m length) | | | | | | | | |
| **Building Height** | Max 2 Storeys | | | Min 2 Storeys, Max 3 Storeys (3rd storey max 25% of lot area) | Max 2 Storeys | Min 2 Storeys, max 3 Storeys | Max 2 Storeys | Min 2 Storeys, max 3 Storeys | Max 2 Storeys |
| **Building Separation at Upper Levels** | Min 6.0m | Min 3.0m | | | | | | | |
| **SUSTAINABILITY & AMENITY** | | | | | | | | | |
| **General Design Provisions** | Refer General Development Controls | | | | | | | | |
| **ACCESS & PARKING** | | | | | | | | | |
| **General Design Provisions** | Refer General Development Controls | | | | | | | | |
| **Garages Setback from street** | 5.5m | | | | | | | | |

## 4.3.6. TYPOLOGY 6 – THREE DWELLINGS DETACHED

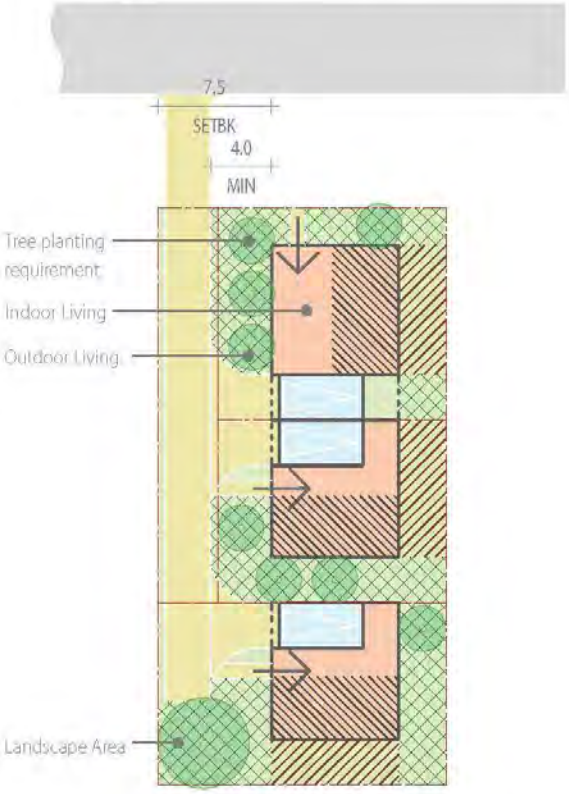
**Characteristics**

- Suits deep and wide lots, this typology is useful in increasing density on larger lots.
- This typology tends to have a limited impact on the streetscape as long as significant care is taken to reduce tree canopy loss.
- Serious consideration must be given to privacy, overlooking and overshadowing of neighbourhood properties at first floor.
- Poor design outcomes can result from this typology when a majority of the site and landscaping is given over to driveways and existing mature trees are cleared.
- Double car garages are permitted, provided other site requirements are met.

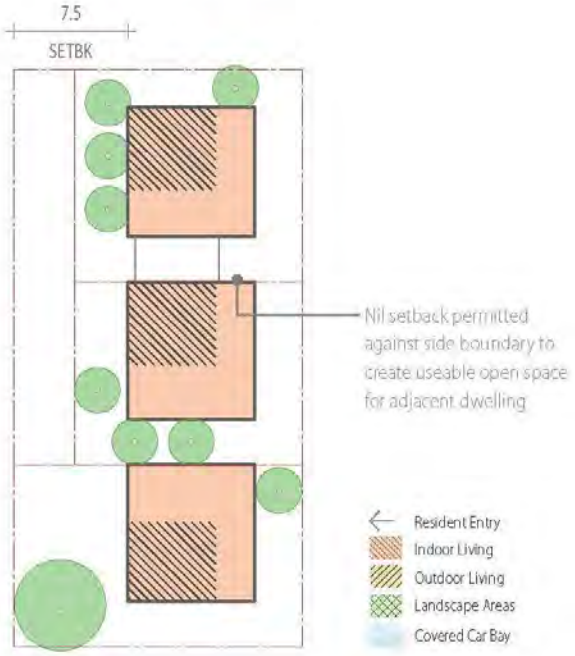



**Typology Objectives**

- Retain mature trees and facilitate planting of new shade trees and generous landscape areas
- Orient living spaces towards primary street and/ or north, ensure adequate cross-ventilation to all dwellings
- Minimise impact of cars and driveways
- Ensure useable landscape area between driveway and building
- Minimise impact of building bulk and scale on streescape

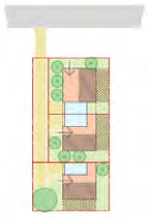



**Ground Floor**




**Upper Floor**

**Typology Development Controls**

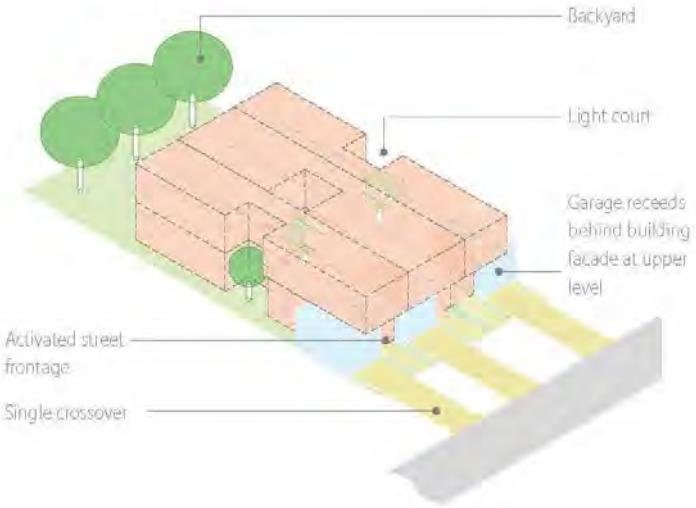


| | Suburban Neighbourhood | Urban Neighbourhood | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **PLACE TYPE** | **Suburban** | **Local Activity Centre** | | **Neighbourhood Activity Centre** | | **Transit** | | **District Activity Centre** | |
| DISTANCE FROM CENTRE | 400m - 800m (LAC & NAC Transition) | 0 - 200m | 200 - 400m | 0 - 200m | 200 - 400m | 0 - 400m | 400 - 800m | 0 - 400m | 400 - 800m |
| R-CODE DENSITY | R30 | R40 | R30 | R60 | R40 | R60 | R40 | R60 | R40 |
| **LANDSCAPE QUALITY** | | | | | | | | | |
| **General Design Provisions** | Refer General Development Controls | | | | | Typology not permitted | Refer General Development Controls | Typology not permitted | |
| **BUILT FORM & SCALE** | | | | | | | | | |
| **General Design Provisions** | Refer General Development Controls | | | | | | Refer General Development Controls | | |
| **Street setback** | Avg. 4.0m | Avg. 3.0m | Avg. 4.0m | Avg. 3.0m | Avg. 4.0m | | Avg. 4.0m | | |
| **Side Setback 1** | 1.5m Ground 3.0m Upper | | | | | | 1.5m Ground 3.0m Upper | | |
| **Side Setback 2** | Min 7.5m | | | | | | Min 7.5m | | |
| **Rear Setback** | 3.0m Ground 6.0m Upper | | | | | | 3.0m Ground 6.0m Upper | | |
| **Garage side setback** | NIL (maximum 7m length) | | | | | | NIL (maximum 7m length) | | |
| **Setback between driveway and building** | Min 4.0m | | | | | | Min 4.0m | | |
| **Building Height** | Max 2 Storeys | | | Min 2 Storeys, Max 3 Storeys (3rd storey max 25% of lot area) | Max 2 Storeys | | Max 2 storeys | | |
| **Building Separation at Upper Levels** | Min 7.0m | Min 3.0m | Min 6.0m | Min 3.0m | | | Min 3.0m | | |
| **SUSTAINABILITY & AMENITY** | | | | | | | | | |
| **General Design Provisions** | Refer General Development Controls | | | | | | Refer General Development Controls | | |
| **ACCESS & PARKING** | | | | | | | | | |
| **General Design Provisions** | Refer General Development Controls | | | | | | Refer General Development Controls | | |

## 4.3.7. TYPOLOGY 7 – THREE DWELLINGS ATTACHED TERRACE

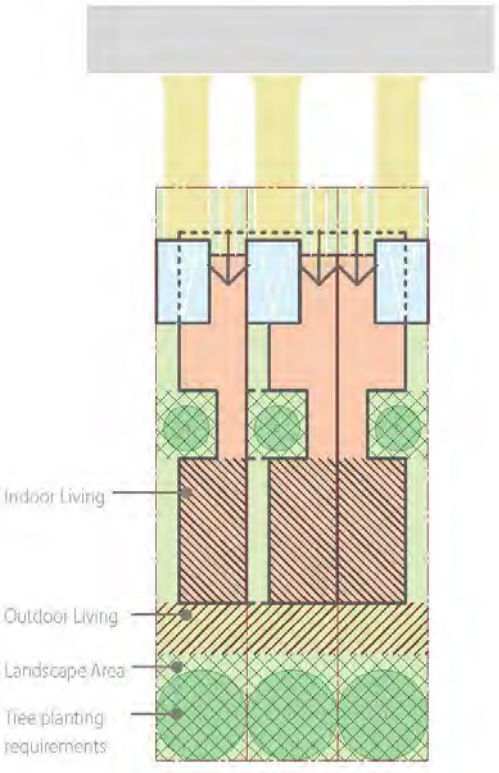
**Characteristics**

- Terrace houses with front access, parking from primary street frontage. A pattern of driveway, garden and entry path from the streetscape.
- Each dwelling is orientated front to back, with private open space at the rear of the property.
- Generous light courts are required to provide light and natural ventilation to the dwelling
- Care should be taken to reduce the impact of numerous driveways onto the street-scape. Driveways can be amalgamated provided site controls are satisfied
- Typology requires minimum 6m frontage
- Consider strategies such as first floor cantilever to provide articulation to the street.
- Suited to areas with generous public open space
- Typology is is suitable for a range of lot sizes

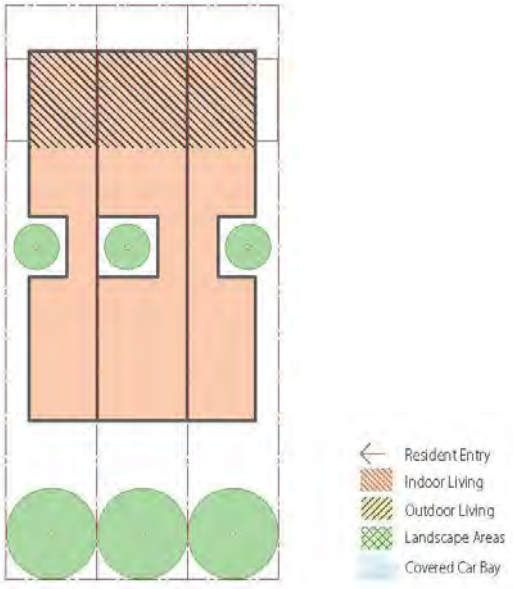



**Typology Objectives**

- Retain mature trees and facilitate planting of new shade trees, with a particular focus on retaining and enhancing backyards
- Orient living spaces towards primary street and/or north, ensure adequate cross-ventilation to all dwellings
- Minimise impact of building bulk and scale on streescape

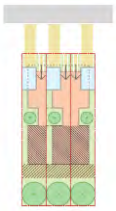



**Ground Floor**




**Upper Floor**

**Typology Development Controls**



| | Suburban Neighbourhood | Urban Neighbourhood | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **PLACE TYPE** | **Suburban** | **Local Activity Centre** | | **Neighbourhood Activity Centre** | | **Transit** | | **District Activity Centre** | |
| DISTANCE FROM CENTRE | 400m - 800m (LAC & NAC Transition) | 0 - 200m | 200 - 400m | 0 - 200m | 200 - 400m | 0 - 400m | 400 - 800m | 0 - 400m | 400 - 800m |
| R-CODE DENSITY | R30 | R40 | R30 | R60 | R40 | R60 | R40 | R60 | R40 |
| **LANDSCAPE QUALITY** | | | | | | | | | |
| **General Design Provisions** | Refer General Development Controls | | | | | | | | |
| **BUILT FORM & SCALE** | | | | | | | | | |
| **General Design Provisions** | Refer General Development Controls | | | | | | | | |
| **Street setback** | Avg. 4.0m | Avg. 3.0m | Avg. 4.0m | Avg. 3.0m | Avg 4.0m | Avg 2.0m | Avg 3.0m | Avg 2.0m | Avg 3.0m |
| **Side Setback 1 (to adjoining properties)** | 1.5m Ground<br>1.5m Upper | | | | | NIL Ground), NIL second storey, 3rd storey setback as per R-Codes | 1.5m Ground, 1.5m upper | NIL Ground), NIL second storey, 3rd storey setback as per R-Codes | 1.5m Ground, 1.5m upper |
| **Side Setback 2 (party wall)** | NIL Ground, NIL Upper<br>1.5m to one side boundary at ground level for 'central' lot/dwelling | | | | | | | | |
| **Rear Setback** | 3.0m Ground<br>6.0m Upper | | | | | | | | |
| **Garage side setback** | NIL (maximum 7m length) | | | | | | | | |
| **Building Height** | Max 2 Storeys | | | Min 2 Storeys, Max 3 Storeys (3rd storey max 25% of lot area) | Max 2 Storeys | Min 2 Storeys, Max 3 Storeys | Max 2 Storeys | Min 2 Storeys, Max 3 Storeys | Max 2 Storeys |
| **SUSTAINABILITY & AMENITY** | | | | | | | | | |
| **General Design Provisions** | Refer General Development Controls | | | | | | | | |
| **ACCESS & PARKING** | | | | | | | | | |
| **General Design Provisions** | Refer General Development Controls | | | | | | | | |
| **Garages Setback from street** | 5.5m | | | | | | | | |

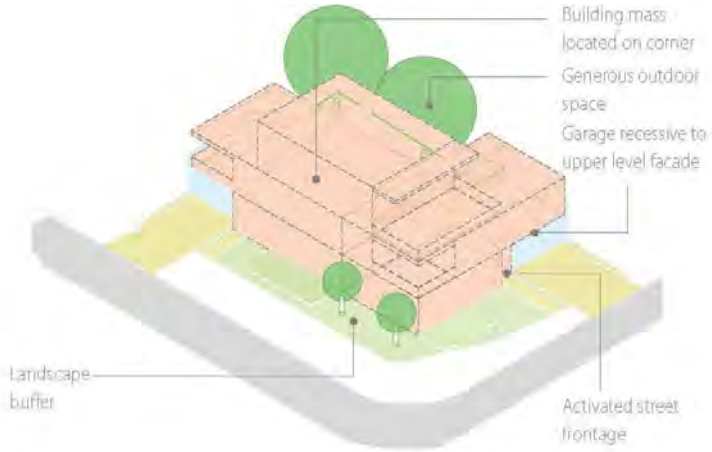
## 4.3.8. TYPOLOGY 8 – CORNER ATTACHED – MANOR HOUSE APARTMENTS

**Characteristics**

- This form of dwelling can provide housing diversity in lower density environments, with 3/4 dwellings accommodated within a standard suburban block.
- Suits corner lots, with building mass located to emphasise corner
- Impact on the streetscape is low as the scale of a manor house is similar to a double height single dwelling.
- In higher coded areas, 3 storeys are permissable
- Driveway access from both primary and secondary streets allows independent access for inhabitants
- Open space at upper levels can be provided by the use of balconies in the rear and communal open space at ground.

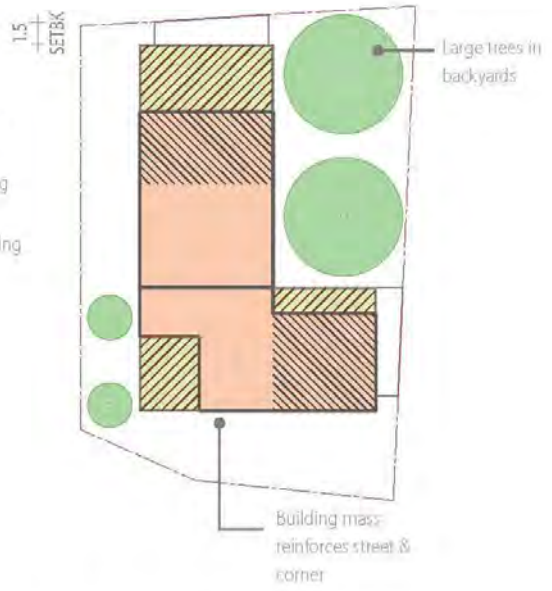
**Typology Objectives**

- Retain mature trees and facilitate planting of new shade trees
- Orient living spaces towards primary street and/or north and ensure adequate cross-ventilation to all dwellings
- Ensure generous and useable landscape ares for all dwellings






Ground Floor




Upper Floor

**Typology Development Controls**

| | Suburban Neighbourhood | Urban Neighbourhood | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **PLACE TYPE** | **Suburban** | **Local Activity Centre** | | **Neighbourhood Activity Centre** | | **Transit** | | **District Activity Centre** | |
| DISTANCE FROM CENTRE | 400m - 800m (LAC & NAC Transition) | 0 - 200m | 200 - 400m | 0 - 200m | 200 - 400m | 0 - 400m | 400 - 800m | 0 - 400m | 400 - 800m |
| R-CODE DENSITY | R30 | R40 | R30 | R60 | R40 | R60 | R40 | R60 | R40 |
| **LANDSCAPE QUALITY** | | | | | | | | | |
| **General Design Provisions** | Refer General Development Controls | | | | | | | | |
| **BUILT FORM & SCALE** | | | | | | | | | |
| **General Design Provisions** | Refer General Development Controls | | | | | | | | |
| **Street setback** | Avg. 4.0m | Avg. 3.0m | Avg. 4.0m | Avg 3.0m | Avg. 4.0m | Avg 2.0m | Avg. 3.0m | Avg 2.0m | Avg. 3.0m |
| **Side Setback 1** | 1.5m Ground 3.0m Upper | 1.5m Ground, 1.5m Upper | | NIL Ground (max 1/3 length site boundary), 1.5m Upper | 1.5m Ground, 1.5m Upper | NIL Ground (max 1/3 length site boundary), 1.5m Upper | 1.5m Ground, 1.5m Upper | NIL Ground (max 1/3 length site boundary), 1.5m Upper | 1.5m Ground, 1.5m Upper |
| **Side Setback 2** | 1.5m Ground, 3.0m Upper | 1.5m Ground, 1.5m Upper | NIL Ground (max 1/3 site boundary), 1.5m Upper | 1.5m Ground, 1.5m Upper | NIL Ground (max 1/3 site boundary), 1.5m Upper | 1.5m Ground, 1.5m Upper | 1.5m Ground, 3.0m Upper | 1.5m Ground, 1.5m Upper | NIL Ground (max 1/3 site boundary), 1.5m Upper |
| **Side Setback 3 (party wall)** | NIL Ground, NIL Upper | | | | | | | | |
| **Garage side setback** | NIL (maximum 7m length) | | | | | | | | |
| **Building Height** | Max 2 Storeys | | | Min 2 Storeys, Max 3 Storeys (3rd storey max 25% of lot area) | Max 2 Storeys | Min 2 Storeys, Max 3 Storeys | Max 2 Storeys | Min 2 Storeys, Max 3 Storeys | Max 2 Storeys |
| **SUSTAINABILITY & AMENITY** | | | | | | | | | |
| **General Design Provisions** | Refer General Development Controls | | | | | | | | |
| **ACCESS & PARKING** | | | | | | | | | |
| **General Design Provisions** | Refer General Development Controls | | | | | | | | |
| **Garages Setback from street** | 5.5m | | | | | | | | |

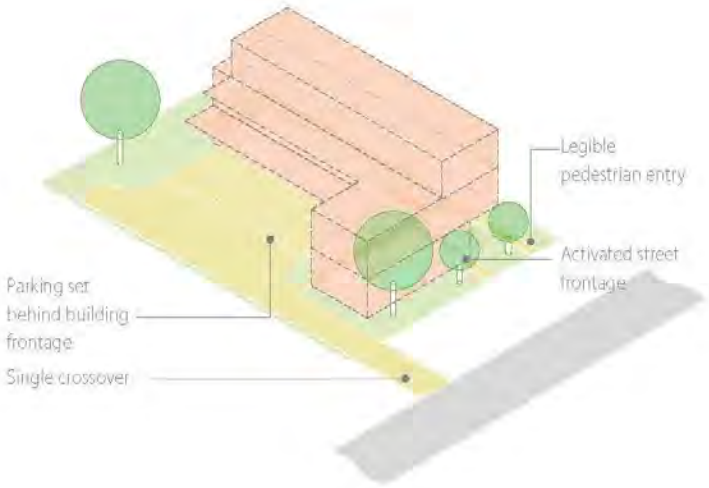
## 4.3.9. TYPOLOGY 9 – APARTMENTS – SINGLE LOT

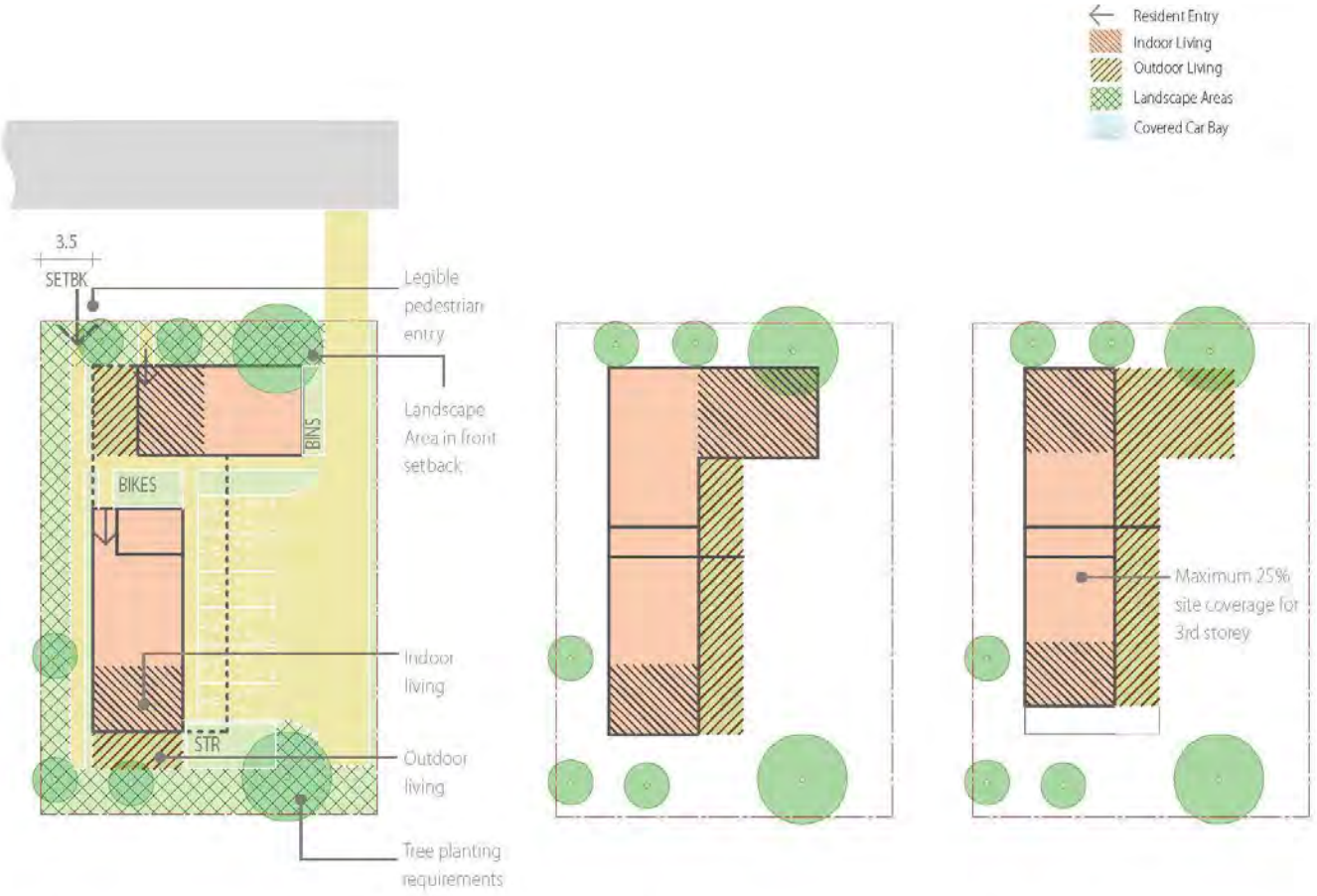
**Characteristics**

- Building mass generally located towards one side of lot, allowing for generous open spaces and access to light and ventilation for all dwellings
- Central communal area
- Double width driveway permitted for dwelling yield of 10 dwellings and above
- Typology has a limited impact on the streetscape, particularly when care is taken to reduce street tree canopy loss

**Typology Objectives**

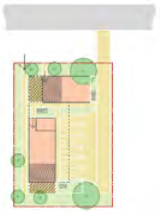
- Provide generous landscaped areas, both semi-public and private
- Retain mature trees and facilitate planting of new shade trees
- Orient living spaces towards primary street and/or north, ensure cross ventilation to all dwellings
- Careful consideration of upper floor massing to minimise impact on neighbours




**Ground Floor** **Middle Floor** **Upper Floor**

**Typology Development Controls**



| | Suburban Neighbourhood | Urban Neighbourhood | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **PLACE TYPE** | **Suburban** | **Local Activity Centre** | | **Neighbourhood Activity Centre** | | **Transit** | | **District Activity Centre** | |
| DISTANCE FROM CENTRE | 400m - 800m (LAC & NAC Transition) | 0 - 200m | 200 - 400m | 0 - 200m | 200 - 400m | 0 - 400m | 400 - 800m | 0 - 400m | 400 - 800m |
| R-CODE DENSITY | R30 | R40 | R30 | R60 | R40 | R60 | R40 | R60 | R40 |
| **LANDSCAPE QUALITY** | | | | | | | | | |
| **General Design Provisions** | Typology not permitted | Refer General Development Controls | Typology not permitted | Refer General Development Controls | | Refer SPP 7.3, Vol. 2 | Refer General Development Controls | Refer SPP 7.3, Vol. 2 | Refer General Development Controls |
| **BUILT FORM & SCALE** | | | | | | | | | |
| **General Design Provisions** | | Refer General Development Controls | | Refer General Development Controls | | Refer SPP 7.3, Vol 2 | Refer General Development Controls | Refer SPP 7.3, Vol. 2 | Refer General Development Controls |
| **Street setback** | | Avg. 3.0m | | Avg. 3.0m | Avg. 4.0m | | Avg. 3.0m | | Avg. 3.0m |
| **Side Setback 1** | | Min 3.5m | | Min 3.5m | | | Min 3.5m | | Min 3.5m |
| **Side Setback 2** | | Min 5.0m | | Min 5.0m | | | Min 5.0m | | Min 5.0m |
| **Rear Setback** | | Min 3.0m ground Min 6.0m upper | | Min 3.0m ground Min 6.0m upper | | | Min 3.0m ground Min 6.0m upper | | Min 3.0m ground Min 6.0m upper |
| **Building Height** | | Max 2 Storeys | | Min 2 Storeys, Max 3 Storeys (3rd storey max 25% of lot area) | Max 2 Storeys | | Max 2 Storeys | | Max 2 Storeys |
| **Building Separation at Upper Levels** | | Refer General Development Controls | | Refer General Development Controls | | | Refer General Development Controls | | Refer General Development Controls |
| **SUSTAINABILITY & AMENITY** | | | | | | | | | |
| **General Design Provisions** | | Refer General Development Controls | | Refer General Development Controls | | Refer SPP 7.3, Vol. 2 | Refer General Development Controls | Refer SPP 7.3, Vol. 2 | Refer General Development Controls |
| **ACCESS & PARKING** | | | | | | | | | |
| **General Design Provisions** | | Refer General Development Controls | | Refer General Development Controls | | Refer SPP 7.3, Vol. 2 | Refer General Development Controls | Refer SPP 7.3, Vol. 2 | Refer General Development Controls |

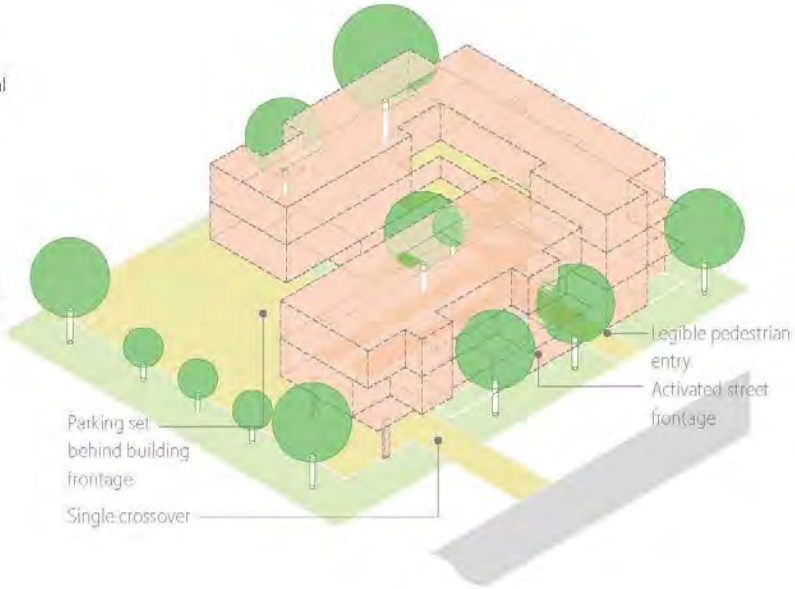
## 4.3.10. TYPOLOGY 10 – APARTMENTS – AMALGAMATED LOTS

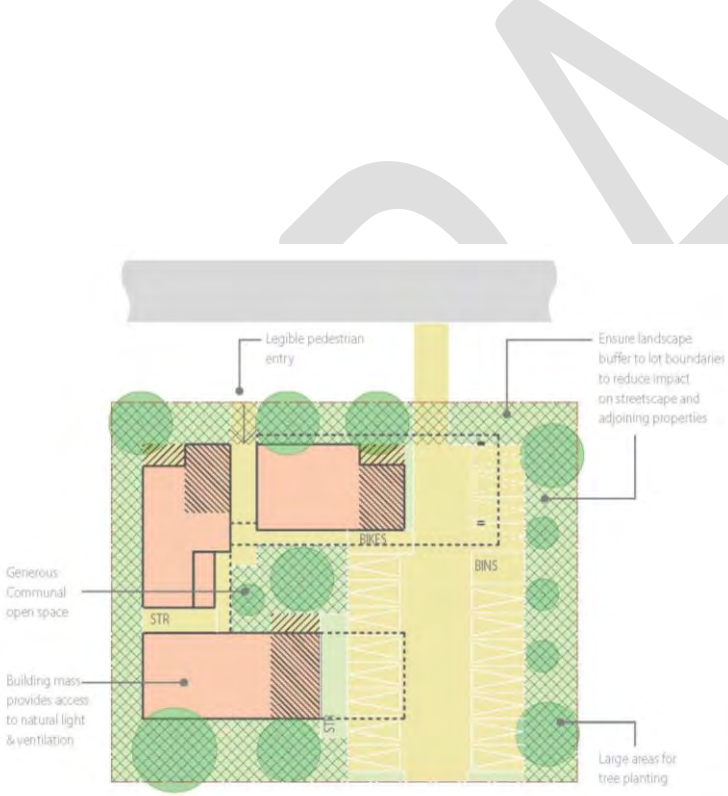
**Characteristics**

- Amalgamated lots greater than 1,500m2
- Generous open, landscaped spaces and communal areas
- Access to light and ventilation for all dwellings
- Prioritisation of pedestrian interfaces

**Typology Objectives**

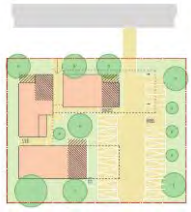
- Retain mature trees and facilitate planting of new shade trees
- Orient living spaces towards primary street and/or north, ensure cross-ventilation to all dwellings
- Car parking located behind building mass to minimise impact on street
- Provide generous landscaped areas
- Minimise impact on neighbours
- Enhance streetscape





**Typology Development Controls**



| | Suburban Neighbourhood | Urban Neighbourhood | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **PLACE TYPE** | **Suburban** | **Local Activity Centre** | | **Neighbourhood Activity Centre** | | **Transit** | | **District Activity Centre** | |
| DISTANCE FROM CENTRE | 400m - 800m (LAC & NAC Transition) | 0 - 200m | 200 - 400m | 0 - 200m | 200 - 400m | 0 - 400m | 400 - 800m | 0 - 400m | 400 - 800m |
| R-CODE DENSITY | R30 | R40 | R30 | R60 | R40 | R60 | R40 | R60 | R40 |
| **LANDSCAPE QUALITY** | | | | | | | | | |
| **General Design Provisions** | Typology not permitted | Refer General Development Controls | Typology not permitted | Refer General Development Controls | | Refer SPP 7.3, Vol. 2 | Refer General Development Controls | Refer SPP 7.3, Vol. 2 | Refer General Development Controls |
| **BUILT FORM & SCALE** | | | | | | | | | |
| **General Design Provisions** | | Refer General Development Controls | | Refer General Development Controls | | Refer SPP 7.3, Vol. 2 | Refer General Development Controls | Refer SPP 7.3, Vol. 2 | Refer General Development Controls |
| **Street setback** | | Avg. 3.0m | | Avg. 3.0m | Avg. 4.0m | | Avg. 3.0m | | Avg. 3.0m |
| **Side Setback 1** | | Min 3.0m | | Min 3.0m | | | Min 3.0m | | Min 3.0m |
| **Side Setback 2** | | Min 7.5m | | Min 7.5m | | | Min 7.5m | | Min 7.5m |
| **Rear Setback** | | Min 6.0m | | Min 6.0m | | | Min 6.0m | | Min 6.0m |
| **Building Height** | | Max 2 Storeys | | Min 2 Storeys, Max 3 Storeys (3rd storey max 25% of lot area) | Max 2 Storeys | | Max 2 Storeys | | Max 2 Storeys |
| **Building Separation at Upper Levels** | | Refer SPP 7.3, Vol. 2 | | Refer General Development Controls | | | Refer SPP 7.3, Vol. 2 | | Refer SPP 7.3, Vol. 2 |
| **SUSTAINABILITY & AMENITY** | | | | | | | | | |
| **General Design Provisions** | | Refer General Development Controls | | Refer General Development Controls | | Refer SPP 7.3, Vol. 2 | Refer General Development Controls | Refer SPP 7.3, Vol. 2 | Refer General Development Controls |
| **ACCESS & PARKING** | | | | | | | | | |
| **General Design Provisions** | | Refer General Development Controls | | Refer General Development Controls | | Refer SPP 7.3, Vol. 2 | Refer General Development Controls | Refer SPP 7.3, Vol. 2 | Refer General Development Controls |

# SECTION FIVE
# TRANSITION AREA CONTROLS

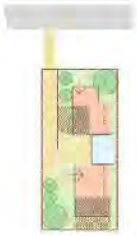
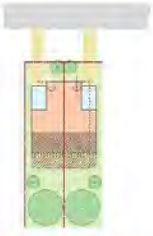
# SECTION FIVE – TRANSITION AREA CONTROLS

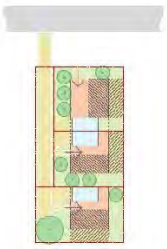
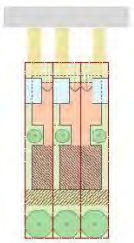
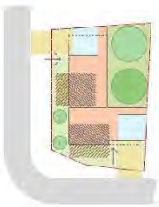
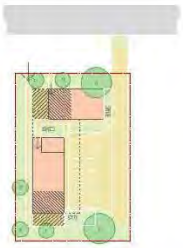
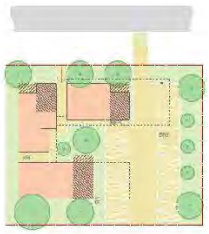
The Transition Typology Matrix and Transition Area Typology Development Controls provide a framework for determining where specific housing typologies can be located within the Transition Areas.

This section gives an overview of how and where the Housing Typologies detailed in Section Four will be permitted within the Transition Areas. Some may be permitted in multiple Transition Areas, but have different requirements based on the Transition Area and its relative Place Type. In instances where a conflict arises between the Transition Area Typology Development Controls and the General Development Controls (Section Three), the Transition Area Typology Development Controls prevail.

This section is not intended to limit the variety of dwellings or stifle creativity. Instead, it provides the minimum standards and guidelines necessary to ensure that new development and redevelopment meets the purposes described within this LPP. Other housing typologies may be permitted, if the dwellings meet the guidelines and requirements of this LPP.

## 5.1 TRANSITION TYPOLOGY MATRIX

| Transition Types | Housing Typology | TY1 | TY2 | TY3 | TY4 |
|---|---|---|---|---|---|
| | | Two dwellings - Detached | Duplex - Attached | Courtyard - Detached | Two Dwellings – Attached Laneway |
| | |  |  |  |  |
| Suburban | *R25 Suburban Transition Area*  | **R25** Not Permitted | **R25** Permitted | **R25** Not Permitted | **R25** Permitted |
| Suburban | *R30 Suburban Transition Area*  | **R30** Permitted | **R30** Permitted | **R30** Permitted | **R30** Permitted |
| Urban | *R40 Transit Hub Transition Area*  | **R40** Not Permitted | **R40** Permitted | **R40** Permitted | **R40** Permitted |
| Urban | *R40 District Activity Centre Transition Area*  | **R40** Not Permitted | **R40** Permitted | **R40** Not Permitted | **R40** Permitted |

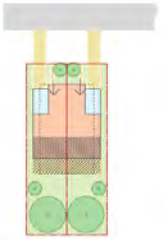
| TY5 | TY6 | TY7 | TY8 | TY9 | TY10 |
|---|---|---|---|---|---|
| Corner – Grouped | Three dwellings Detached | Terrace | Corner - Manor House Apartments | Apartments – Single Lot | Apartments - Amalgamated Lots |
|  |  |  |  |  |  |
| **R25** Permitted | **R25** Not Permitted | **R25** Not Permitted | **R25** Not Permitted | **R25** Not Permitted | **R25** Not Permitted |
| **R30** Permitted | **R30** Permitted | **R30** Permitted | **R30** Permitted | **R30** Not Permitted | **R30** Not Permitted |
| **R40** Permitted | **R40** Permitted | **R40** Permitted | **R40** Permitted | **R40** Permitted | **R40** Permitted |
| **R40** Permitted | **R40** Not Permitted | **R40** Permitted | **R40** Permitted | **R40** Permitted | **R40** Permitted |

## 5.2 TRANSITION AREA TYPOLOGY DEVELOPMENT CONTROLS

### 5.2.1. TYPOLOGY 1 TWO DWELLINGS DETACHED

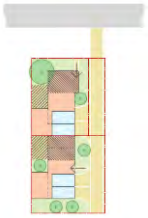
| | Suburban Neighbourhood | | Urban Neighbourhood | |
|---|---|---|---|---|
| **TRANSITION AREA** | **Suburban** | **Suburban** | **Transit** | **District Activity Centre** |
| R-CODE DENSITY | R25 | R30 | R40 | R40 |
| **LANDSCAPE QUALITY** | | | | |
| **General Design Provisions** | Typology not permitted | Refer General Development Controls | Typology not permitted | Typology not permitted |
| **BUILT FORM & SCALE** | | | | |
| **General Design Provisions** | | Refer General Development Controls | | |
| **Lot Frontage** | | 10.0m minimum | | |
| **Street setback** | | Avg. 6.0m | | |
| **Side Setback 1** | | 1.5m Ground<br>3.0m Upper | | |
| **Side Setback 2** | | 7.5m | | |
| **Rear Setback** | | 3.0m Ground<br>6.0m Upper | | |
| **Setback between driveway and building** | | Min 4.0m | | |
| **Building Height** | | Max 2 Storeys | | |
| **Building Separation at Upper Levels** | | Min 6.0m | | |
| **SUSTAINABILITY & AMENITY** | | | | |
| **General Design Provisions** | | Refer General Development Controls | | |
| **ACCESS & PARKING** | | | | |
| **General Design Provisions** | | Refer General Development Controls | | |

## 5.2.2. TYPOLOGY 2 DUPLEX ATTACHED



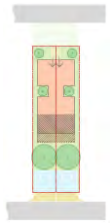
| | Suburban Neighbourhood | | Urban Neighbourhood | |
|---|---|---|---|---|
| **TRANSITION AREA** | **Suburban** | **Suburban** | **Transit** | **District Activity Centre** |
| R-CODE DENSITY | R25 | R30 | R40 | R40 |
| **LANDSCAPE QUALITY** | | | | |
| **General Design Provisions** | Refer General Development Controls | | | |
| **BUILT FORM & SCALE** | | | | |
| **General Design Provisions** | Refer General Development Controls | | | |
| **Lot Frontage** | 7.5m minimum | 10.0m minimum | Refer General Development Controls | |
| **Street setback** | Avg. 6.0m | | Avg. 3.0m | Avg. 3.0m |
| **Side Setback 1 (to adjoining properties)** | 1.5m Ground, 3.0m Upper | | 1.5m Ground, NIL for enclosed garage (max 7m length), 3.0m Upper | 1.5m Ground, NIL for enclosed garage (max 7m length), 3.0m Upper |
| **Side Setback 2 (party wall)** | NIL Ground, NIL Upper | | | |
| **Rear Setback** | 3.0m Ground 6.0m Upper | | | |
| **Building Height** | Max 2 Storeys | | | |
| **SUSTAINABILITY & AMENITY** | | | | |
| **General Design Provisions** | Refer General Development Controls | | | |
| **ACCESS & PARKING** | | | | |
| **General Design Provisions** | Refer General Development Controls | | | |
| **Garages Setback from street** | 5.5m | | | |

## 5.2.3. TYPOLOGY 3 COURTYARD DETACHED



| | Suburban Neighbourhood | | Urban Neighbourhood | |
|---|---|---|---|---|
| **TRANSITION AREA** | **Suburban** | **Suburban** | **Transit** | **District Activity Centre** |
| R-CODE DENSITY | R25 | R30 | R40 | R40 |
| **LANDSCAPE QUALITY** | | | | |
| **General Design Provisions** | Typology not permitted | Refer General Development Controls | | Typology not permitted |
| **BUILT FORM & SCALE** | | | | |
| **General Design Provisions** | | Refer General Development Controls | | |
| **Lot Frontage** | | 10.0m minimum | Refer General Controls | |
| **Street setback** | | Avg. 6.0m | Avg. 3.0m | |
| **Side Setback 1** | | 1.5m Ground<br>4.0m Upper | NIL Ground (max 50% of lot boundary), 4.0m Upper | |
| **Side Setback 2** | | 6.5m ground, 7.5m upper | | |
| **Rear Setback** | | 3.0m Ground<br>3.0m Upper | 1.5m Ground<br>3.0m Upper | |
| **Setback between driveway and building** | | Min 3.0m | | |
| **Building Height** | | Max 2 Storeys | | |
| **Building Separation at Upper Levels** | | Min 6.0m | Min 3.0m | |
| **SUSTAINABILITY & AMENITY** | | | | |
| **General Design Provisions** | | Refer General Development Controls | | |
| **ACCESS & PARKING** | | | | |
| **General Design Provisions** | | Refer General Development Controls | | |

## 5.2.4. TYPOLOGY 4 TWO DWELLINGS ATTACHED LANEWAY

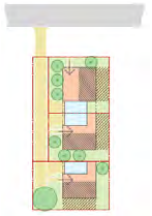


| | Suburban Neighbourhood | | Urban Neighbourhood | |
|---|---|---|---|---|
| **TRANSITION AREA** | **Suburban** | **Suburban** | **Transit** | **District Activity Centre** |
| R-CODE DENSITY | R25 | R30 | R40 | R40 |
| **LANDSCAPE QUALITY** | | | | |
| **General Design Provisions** | Refer General Development Controls | | | |
| **BUILT FORM & SCALE** | | | | |
| **General Design Provisions** | Refer General Development Controls | | | |
| **Lot Frontage** | 10.0m minimum | | Refer General Development Controls | |
| **Street setback** | Avg. 6.0m | | Avg. 3.0m | |
| **Side Setback 1 (to adjoining properties)** | 1.5m Ground<br>1.5m Upper | | | |
| **Side Setback 2 (party wall)** | NIL Ground, NIL Upper | | | |
| **Rear (laneway) Setback** | 0.5m to Garage | | | |
| **Garage side setback** | NIL (maximum 7m length) | | | |
| **Building Height** | Max 2 Storeys | | | |
| **SUSTAINABILITY & AMENITY** | | | | |
| **General Design Provisions** | Refer General Development Controls | | | |
| **ACCESS & PARKING** | | | | |
| **General Design Provisions** | Refer General Development Controls | | | |
| **Garage Location** | Garages shall be accessed from laneway | | | |

## 5.2.5. TYPOLOGY 5 CORNER DETACHED GROUP DEVELOPMENT

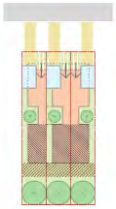
| | Suburban Neighbourhood | | Urban Neighbourhood | |
|---|---|---|---|---|
| **TRANSITION AREA** | **Suburban** | **Suburban** | **Transit** | **District Activity Centre** |
| R-CODE DENSITY | R25 | R30 | R40 | R40 |
| **LANDSCAPE QUALITY** | | | | |
| **General Design Provisions** | Refer General Development Controls | | | |
| **BUILT FORM & SCALE** | | | | |
| **General Design Provisions** | Refer General Development Controls | | | |
| **Lot Frontage** | Minimum 10.0m | | Refer General Development Controls | |
| **Street setback** | Avg. 6.0m | | Avg. 3.0m | |
| **Side Setback 1** | 3.0m Ground<br>3.0m Upper Levels | | | |
| **Side Setback 2** | 3.0m Ground<br>3.0m Upper Levels | | | |
| **Side Setback 3 (party wall)** | NIL Ground, Nil Upper | | | |
| **Garage side Setback** | NIL (maximum 7m length) | | | |
| **Building Height** | Max 2 Storeys | | | |
| **Building Separation at Upper Levels** | Min 6.0m | | Min 3.0m | |
| **SUSTAINABILITY & AMENITY** | | | | |
| **General Design Provisions** | Refer General Development Controls | | | |
| **ACCESS & PARKING** | | | | |
| **General Design Provisions** | Refer General Development Controls | | | |
| **Garages Setback from street** | 5.5m | | | |

## 5.2.6. TYPOLOGY 6 THREE DWELLINGS DETACHED



| | Suburban Neighbourhood | | Urban Neighbourhood | |
|---|---|---|---|---|
| **TRANSITION AREA** | **Suburban** | **Suburban** | **Transit** | **District Activity Centre** |
| R-CODE DENSITY | R25 | R30 | R40 | R40 |
| **LANDSCAPE QUALITY** | | | | |
| **General Design Provisions** | Typology not permitted | Refer General Development Controls | | Typology not permitted |
| **BUILT FORM & SCALE** | | | | |
| **General Design Provisions** | | Refer General Development Controls | | |
| **Lot Frontage** | | 10.0m minimum | Refer General Controls | |
| **Street setback** | | Avg. 6.0m | Avg. 4.0m | |
| **Side Setback 1** | | 1.5m Ground<br>3.0m Upper | | |
| **Side Setback 2** | | Min 7.5m | | |
| **Rear Setback** | | 3.0m Ground<br>6.0m Upper | | |
| **Garage side setback** | | NIL (maximum 7m length) | | |
| **Setback between driveway and building** | | Min 4.0m | | |
| **Building Height** | | Max 2 Storeys | | |
| **Building Separation at Upper Levels** | | Min 7.0m | Min 3.0m | |
| **SUSTAINABILITY & AMENITY** | | | | |
| **General Design Provisions** | | Refer General Development Controls | | |
| **ACCESS & PARKING** | | | | |
| **General Design Provisions** | | Refer General Development Controls | | |

## 5.2.7. TYPOLOGY 7 THREE DWELLINGS ATTACHED

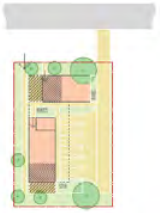


| | Suburban Neighbourhood | | Urban Neighbourhood | |
|---|---|---|---|---|
| **TRANSITION AREA** | **Suburban** | **Local Activity Centre** | **Transit** | **District Activity Centre** |
| R-CODE DENSITY | R25 | R30 | R40 | R40 |
| **LANDSCAPE QUALITY** | | | | |
| **General Design Provisions** | Typology not permitted | Refer General Development Controls | | |
| **BUILT FORM & SCALE** | | | | |
| **General Design Provisions** | | Refer General Development Controls | | |
| **Lot Frontage** | | 10.0m minimum | Refer General Development Controls | |
| **Street setback** | | Avg. 6.0m | Avg. 3.0m | |
| **Side Setback 1 (to adjoining properties)** | | 1.5m Ground 1.5m Upper | | |
| **Side Setback 2 (party wall)** | | NIL Ground, NIL Upper 1.5m to one side boundary at ground level for 'central' lot/dwelling | | |
| **Rear Setback** | | 3.0m Ground<br>6.0m Upper | | |
| **Garage side setback** | | NIL (maximum 7m length) | | |
| **Building Height** | | Max 2 Storeys | | |
| **SUSTAINABILITY & AMENITY** | | | | |
| **General Design Provisions** | | Refer General Development Controls | | |
| **ACCESS & PARKING** | | | | |
| **General Design Provisions** | | Refer General Development Controls | | |
| **Garages Setback from street** | | 5.5m | | |

## 5.2.8. TYPOLOGY 8 CORNER ATTACHED MANOR HOUSE APARTMENTS

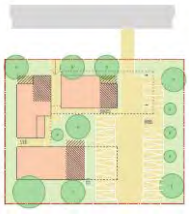
| | Suburban Neighbourhood | | Urban Neighbourhood | |
|---|---|---|---|---|
| **TRANSITION AREA** | **Suburban** | **Local Activity Centre** | **Transit** | **District Activity Centre** |
| R-CODE DENSITY | R25 | R30 | R40 | R40 |
| **LANDSCAPE QUALITY** | | | | |
| **General Design Provisions** | Typology not permitted | Refer General Development Controls | | |
| **BUILT FORM & SCALE** | | | | |
| **General Design Provisions** | | Refer General Development Controls | | |
| **Lot Frontage** | | 10.0m minimum | Refer General Development Controls | |
| **Street setback** | | Avg. 6.0m | Avg. 3.0m | |
| **Side Setback 1** | | 1.5m Ground<br>3.0m Upper | 1.5m Ground,<br>1.5m Upper | |
| **Side Setback 2** | | 1.5m Ground,<br>3.0m Upper | NIL Ground (max 1/3 site boundary), 1.5m Upper | |
| **Side Setback 3 (party wall)** | | NIL Ground, NIL Upper | | |
| **Garage side setback** | | NIL (maximum 7m length) | | |
| **Building Height** | | Max 2 Storeys | | |
| **SUSTAINABILITY & AMENITY** | | | | |
| **General Design Provisions** | | Refer General Development Controls | | |
| **ACCESS & PARKING** | | | | |
| **General Design Provisions** | | Refer General Development Controls | | |
| **Garages Setback from street** | | 5.5m | | |

## 5.2.9. TYPOLOGY 9 APARTMENTS SINGLE LOT



| | Suburban Neighbourhood | | Urban Neighbourhood | |
|---|---|---|---|---|
| **TRANSITION AREA** | **Suburban** | **Suburban** | **Transit** | **District Activity Centre** |
| R-CODE DENSITY | R25 | R30 | R40 | R40 |
| **LANDSCAPE QUALITY** | | | | |
| **General Design Provisions** | Typology not permitted | | Refer General Development Controls | |
| **BUILT FORM & SCALE** | | | | |
| **General Design Provisions** | | | Refer General Development Controls | |
| **Street setback** | | | Avg. 3.0m | |
| **Side Setback 1** | | | Min 3.5m | |
| **Side Setback 2** | | | Min 5.0m | |
| **Rear Setback** | | | Min 3.0m ground<br>Min 6.0m upper | |
| **Building Height** | | | Max 2 Storeys | |
| **Building Separation at Upper Levels** | | | Refer General Development Controls | |
| **SUSTAINABILITY & AMENITY** | | | | |
| **General Design Provisions** | | | Refer General Development Controls | |
| **ACCESS & PARKING** | | | | |
| **General Design Provisions** | | | Refer General Development Controls | |

## 5.2.10. TYPOLOGY 10 APARTMENTS AMALGAMATED LOTS



| | Suburban Neighbourhood | | Urban Neighbourhood | |
|---|---|---|---|---|
| **TRANSITION AREA** | **Suburban** | **Suburban** | **Transit** | **District Activity Centre** |
| R-CODE DENSITY | R25 | R30 | R40 | R40 |
| **LANDSCAPE QUALITY** | | | | |
| **General Design Provisions** | Typology not permitted | | Refer General Development Controls | |
| **BUILT FORM & SCALE** | | | | |
| **General Design Provisions** | | | Refer General Development Controls | |
| **Street setback** | | | Avg. 3.0m | |
| **Side Setback 1** | | | Min 3.0m | |
| **Side Setback 2** | | | Min 7.5m | |
| **Rear Setback** | | | Min 6.0m | |
| **Building Height** | | | Max 2 Storeys | |
| **Building Separation at Upper Levels** | | | Refer General Development Controls | |
| **SUSTAINABILITY & AMENITY** | | | | |
| **General Design Provisions** | | | Refer General Development Controls | |
| **ACCESS & PARKING** | | | | |
| **General Design Provisions** | | | Refer General Development Controls | |

# GLOSSARY OF TERMS

For the purpose of this LPP, the following glossary of terms is provided:

**Acceptable Outcomes:** are specific measures and outcomes to assist in meeting the Objective. Acceptable Outcomes identified in *'italics' are mandatory provisions incorporated in LPS No. 3.*

**Access Street** as identified in the City of Joondalup Road Hierarchy is a street carrying no more than 3,000 vehicles per day consistent with the terminology provided under Liveable Neighbourhoods.

**Building height** for single and grouped dwellings as per SPP 7.3, Vol. 1 maximum building heights - Category B will apply. Building height for multiple dwellings as per SPP 7.3, Vol. 2, Section 2.2, Table 2.2 will apply.

**Cul-de-sac** streets (or non-through roads) with only one vehicle egress and access point.

**Deep soil areas** are contained within the Landscape Area and allow for the growth of mature trees which improve residential amenity and promote management of air and water quality. Tree sizes and deep soil area definitions and requirements are as provided in the SPP 7.3, Vol 2.

**District Activity Centre (DAC)** - are larger centres in the Urban Neighbourhood' and are generally characterised by medium to higher density places with locally focussed convenience and specialty shops, typically with a supermarket and may contain small scale convenience shopping or department stores, local professional services and some district level office development.

District Activity Centres include:

- Warwick Grove
- Whitfords City Centre

**Green ratio** refers to the method of establishing the minimum requirements for Landscape Areas, tree provision and tree preservation within the site, prior to determining the building footprint and massing. This is achieved through ensuring functional Landscape Areas with minimum size, dimensions and quality of soft landscaping, minimum tree quantities and sizes and bonuses for tree preservation.

**Housing Opportunity Area (HOA**) now defined as Place Neighbourhoods (as identified in LPS No. 3) are Urban and Suburban Neighbourhoods based on walkability around a centre or train station.

**Housing Typology Controls** provide design guidance relating to site planning, orientation and setbacks relative to the particular Place Type.

**Landscape Area** refers to the area of a site which is not built upon, is open to the sky and contains Deep Soil Areas for tree planting. Non-permeable paving is not permitted within Landscape Areas.

**Local Activity Centre (LAC)** are small localised centres in the Urban Neighbourhoods and are generally characterised by the provision of small shops and services, medium density, walkable neighbourhoods with a diversity of housing around a mixed-use local centre.

Local Activity Centres include:

- Coolibah Plaza
- Edgewater Centre
- Forrest Plaza Centre
- Lilburne Centre
- Springfield Centre

**Neighbourhood Activity Centre (NAC)** – medium scale centres in the Urban Neighbourhoods which are generally characterised by a small range of convenience shops, local professional services and/or supermarket and may also contain community facilities with a diversity of medium-higher density housing.

Neighbourhood Activity Centres include:

- Beldon Centre
- Belridge City
- Carine Glades
- Connolly Centre
- Craigie Plaza
- Duncraig Centre
- Greenwood Village
- Heathridge Centre
- Hepburn Heights Centre
- Kingsley Centre
- Marmion Village Centre
- Padbury Centre
- Woodvale Boulevard
- Woodvale Centre

**Objectives** define the intended outcome. These Objectives need to be met for all development proposals.

**Place Neighbourhoods** (formerly referred to as the Housing Opportunity Areas) comprise Urban and Suburban Neighbourhoods with a series of Place Types.

**Place Types** are identified within the Place Neighbourhoods based on common characteristics, similar land use mixes and intensities of development. Five different Place Types apply across the Place Neighbourhoods – Suburban, Local Activity Centre, Neighbourhood Activity Centre, District Activity Centre and Transit.

**SPP 7.3, Vol 2 refers** to "State Planning Policy 7.3 Residential Design Codes, Volume 2: Apartments". Selected design controls from SPP 7.3 Vol 2 are applicable to the Housing Typologies developed for the Place Types. Although different Place Types allow for development of single, grouped and multiple dwellings, where appropriate, SPP 7.3 Vol 2 controls have been included and/or adapted to guide development standards in the Place Neighbourhoods.

**Suburban Neighbourhoods** include the Suburban Place Type.

**Suburban Place Type** is generally characterised by low-medium density single residential with some grouped dwellings located outside the walkable catchment of Urban Neighbourhood Place Types.

**Through-roads** relates to street with more than one vehicle egress and access point.

**Transit Place Type** forms part of some Urban Neighbourhoods and are defined as train stations and/or bus interchanges which are non-activity centres. Transit Place Types have no, to limited, retail or commercial land use activity.

**Transition Areas** details the transition between different Place Types within the Place Neighbourhoods and between the density proposed within Place Types and the existing densities located outside of the Place Neighbourhood.

**Typology Matrix** identifies the applicability of each Housing Typology relevant to the different Place Types. Characteristics, Objectives and Development Controls relevant to each of the 10 Housing Typologies are provided.

**Urban Neighbourhoods** include four Place Types based on their common characteristics, which include Local Activity Centre, Neighbourhood Activity Centre, District Activity Centre and Transit Place Types.

**Walkable catchment** is the spatial basis for regulating development intensity as reflected in the relevant Place Type and has been calculated based on a five to ten-minute walkable catchment around a centre or train station.

ATTACHMENT 3

# JOONDALUP PLACE NEIGHBOURHOODS

## AMENDMENT TO LOCAL PLANNING SCHEME NO. 3



**Prepared for City of Joondalup**
Prepared by **Taylor Burrell Barnett**

March 2019

# DOCUMENT HISTORY AND STATUS

**Joondalup Place Neighbourhoods Amendment to Local Planning Scheme No.3**

| Revision | Reviewer | Date Issued |
|---|---|---|
| 18/028-0 | ST | 14.03.2019 |
| 18/028-1 | ST | 22.03.2019 |
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## Introduction

This report is submitted in support of a request for the City of Joondalup to initiate an amendment to *Local Planning Scheme No. 3* (LPS3) in relation to the residential density codes assigned to land within the Place Neighbourhood Precincts (formerly known as the Housing Opportunity Areas, HOAs) of the City's Scheme, in addition to the introduction of a Special Control Area over the Place Neighbourhood Precincts.

The amendment is proposed as the culmination of a significant review of the residential development occurring within these precincts and the desired built form outcomes and development standards that are expected by the community and the local government.

## Background

The LHS process commenced in 2009 and identified 10 areas known as HOAs throughout the City of Joondalup that were considered appropriate for increased densities based on a set of criteria consistent with State Government policy and endorsed by Council. The criteria were generally based upon close proximity to rail stations, key public transport corridors and major activity centres.

The initial draft LHS proposed a dual density coding in HOAs that consisted predominantly of R20/R30 coded areas, with some higher coded areas of R20/R40 and R20/R60.

Comprehensive city-wide public consultation on the draft LHS was undertaken from **3 June 2010 to 16 August 2010** and over 7,000 submissions were received.

Council considered the outcomes of public consultation and adopted the draft LHS at its meeting held on **15 February 2011** (CJ006-02/11 refers). The draft LHS was then forwarded to the (then) Department of Planning (DoP) and the Western Australian Planning Commission (WAPC) for endorsement.

In **January 2012**, the City received formal advice from the DoP which stated that the draft LHS should respond more strongly to State planning documents and policies and requested that the City provide further justification for its approach in identifying the HOAs and applying the proposed residential densities.

The City provided further formal advice and justification in support of the draft LHS to the DoP in **February 2012**.

Further advice was received from the DoP that it was not prepared to support the draft LHS until the document responded more strongly to State planning documents and policies, specifically by increasing the number and size of HOAs and by quite significantly increasing the densities within the HOAs.

Following the DoP's advice, the draft LHS was revised to expand the boundaries of some HOAs and to also increase densities from R20/30 to R20/40 and R20/60. The number of potential additional dwellings that could be accommodated in these areas increased markedly, and well beyond the Housing Target figure of 12,110 additional dwellings outlined in the Delivering Directions 2031 Annual Report Card 2012.

Council, at its meeting held on **15 December 2012** (CJ389-12/12 refers), considered the feedback from the DoP and adopted the revised LHS for the purposes of seeking community feedback on the proposed changes to HOAs.

In accordance with Council's decision, community consultation on the revised LHS was undertaken from **1 February 2013 to 21 February 2013**, however only encompassed the areas where changes were proposed from the original HOAs. It was felt that more comprehensive consultation would have had no effect on the outcome. A total of 30 submissions were received, including 19 letters of support, nine letters of non-support, one neutral submission and one requesting expansion of a HOA boundary.

Council considered the outcomes of public consultation and adopted the revised LHS at its meeting held on **16 April 2013** (CJ044-04/13 refers).

The revised LHS was forwarded to the DoP and the WAPC and was subsequently endorsed on **12 November 2013**.

The opportunity for increased densities in these HOAs was given statutory effect through Amendment No. 73 to the City's District Planning Scheme No. 2 (DPS2), which was approved by the (then) Minister for Planning in **January 2016**. Each HOA was assigned a dual density code for all properties zoned 'Residential', as follows:

| Housing Opportunity Area | Density Coding |
|---|---|
| HOA 1 | R20/R40; R20/R60 |
| HOA 2 | R20/R40 |
| HOA 3 | R20/R25 |
| HOA 4 | R20/R40; R20/R60 |
| HOA 5 | R20/R40; R20/R60 |
| HOA 6 | R20/R40; R20/R60 |
| HOA 7 | R20/R40; R20/R60 |
| HOA 8 | R20/R30; R20/R40 |
| HOA 9 | R20/R30 |
| HOA 10 | R20/R40; R20/R60 |

This density coding was incorporated into the City's Local Planning Scheme No. 3 (LPS3), and has been implemented since its gazettal.

The City also adopted its Residential Development Local Planning Policy (RDLPP) in December 2015, which includes specific requirements for development at the higher density in HOAs.

Since implementation of the LHS via Amendment No. 73 and adoption of the Residential Development LPP, development has been occurring throughout all HOAs.

The resultant types of development have raised concern within sectors of the community. This concern has manifested in a number of requests to Council to consider location specific action, including reduction of the density coding of portions of specific HOAs, prevention of development of multiple dwellings (apartments) in the HOAs and increased community consultation for development proposals in specific suburbs.

These concerns were pre-empted by the City throughout the process. The City attempted to implement measures such as limiting/preventing apartment development through Amendment No. 73, Dual Density Code Policy and raising concern relating to the removal of the minimum lot size for multiple dwellings in the Multi-Unit Housing Code, however this was not supported by the WAPC. The City has since undertaken engagement with the Department of Planning, Lands & Heritage (DPLH) on policy provisions to better manage the impacts of density has been occurring over the past two years.

In light of this, and rather than responding on an ad hoc basis to petitions as they are received, a report was presented to Council in **November 2017** (CJ177-11/17 refers) recommending the adoption of a range of different strategies that seek to better inform the community, as well as better manage the impact of urban infill in the City's HOAs.

## Amendment Proposal

In 2018 the City of Joondalup commenced a review of the Housing Opportunity Areas with a view to revising the built form requirements to ensure a higher quality of built form was developed moving forward, and a development pattern more conducive with the character of existing neighbourhoods would be facilitated.

The project commenced with the appointment of a multi-disciplinary consultant team comprised of:

- Taylor Burrell Barnett (Urban design and town planning)
- Gresley Abas (Built form design and architecture)
- Creating Communities (Community engagement and consultation)
- Yolk Property Group (Development feasibility and market analysis); and

- NGIS (Geographic Information Systems analysis)

Over the course of 9 months the project team undertook:

- A comprehensive review of the relevant background information and development context;
- Engagement with key industry and government stakeholders;
- Extensive engagement with the local community through drop in sessions, workshops and meetings;
- Preparation and extensive analysis of built form typologies based on the preferred outcomes and dominant lot typologies;
- Extensive engagement and liaison with the City of Joondalup elected members.

The above work culminated in:

**a) A reconsideration of the appropriateness of Residential Coding's**

The distribution of residential density within the Housing Opportunity Areas was not considered to be sufficiently linked with the actual walkable catchment around key public transport nodes and commercial centres. The delineation of the current codes was based on a distance 'as the crow flies' without considering the obstructions to the pedestrian route, which include cul-de-sacs, busy roads/freeways and generally poor walkability.

A proposal to revise the distribution of the residential density has resulted in a new Residential Coding Plan for each of the Place Neighbourhoods. This proposal removes the existing 'dual coding' of sites in favour of a single upper coding limit which reflects the locational proximity to key public transport nodes and commercial centres, and the ease of walkability between the site and these nodes/centres.

The revised Residential coding plans are to form the basis of changes to the Scheme Maps via this amendment, and are included as **Attachment A.**

**b) The preparation of a new draft Local Planning Policy for the Place Neighbourhoods**

The new draft Place Neighbourhood Local Planning Policy provides detailed guidance on the built form outcomes desirable against each of the relevant Residential Coding's as they relate to the Place Neighbourhood they are located within.

The policy seeks to vary the Residential Design Code provisions for a range of elements, including building setbacks, open space, plot ratio and frontage width, amongst others.

In preparing this policy there is a need to ensure that it is given sufficient statutory weight in consideration of development applications in the precinct, and that specific provisions that are intended to be mandatory are clearly stated as such within the Scheme.

Reference to the policy, and mandatory requirements of the policy, is proposed to be outlined as a Special Control Area for the purpose of the Scheme Maps and the Scheme text. The proposed Scheme Text is included within the Amendment text on the resolution page, and the delineation of the Special Control Area is shown in the Scheme Maps outlined in **Appendix A.**

## Statutory Context

The proposed amendment to the City's Local Planning Scheme No. 3 is considered to be a 'Complex Amendment' in accordance with Part 5, Division 1, clause 34 of the *Planning and Development (Local Planning Schemes) Regulations 2015*, as it is considered *'an amendment relating to development that is of a scale, or will have an impact, that is significant relative to development in the locality.'*

The identification of the amendment as a 'Complex Amendment' results in the local government being required to:

a) Once initiated, refer the amendment document to the Western Australian planning Commission for their review in accordance with Part 5, Division 2, clause 37 of the *Planning and Development (Local Planning Schemes) Regulations 2015* for a period of 60 days for review and modifications (if required).

b) Once approved for advertising by the WAPC, the local government will be required to advertise the amendment for a period of 60 days in accordance with Part 5, Division 2, clause 38 of the *Planning and Development (Local Planning Schemes) Regulations 2015.*

## Conclusion

The proposed amendment is the culmination of a significant review of the residential development occurring within the Place Neighbourhood Precincts and the desired built form outcomes and development standards that are expected by the community and the local government.

The initiation of this amendment is considered appropriate and necessary as the first step in establishing the new planning framework for these precincts.

# PLANNING AND DEVELOPMENT ACT 2005

# RESOLUTION DECIDING TO AMEND A LOCAL PLANNING SCHEME

## CITY OF JOONDALUP LOCAL PLANNING SCHEME No.3

## AMENDMENT No. 3

**RESOLVED** that the Council, in pursuance of Section 75 of the Planning and Development Act 2005, amend the City of Joondalup Local Planning Scheme No. 3 as follows:

1. Amend clause 36 of the Scheme Text to delete the words 'There are no special control areas which apply to this scheme' and insert the following:

    1. The following Special Control Areas are shown on the Scheme Map:

        a) Special Control Area No. 1 - Place Neighbourhoods.

    2. In respect of a Special Control Area shown on a Scheme Map, the provisions applying to the special control area apply in addition to the provisions applying to any underlying zone or reserve and any general provisions of the Scheme.

    3. Special Control Areas are shown on the Scheme Map as 'SCA' with a number and included in Schedule B.

    4. The purpose of a Special Control Area is to:

        a) Identify areas requiring comprehensive planning to allow redevelopment in an appropriate form; and
        b) Coordinate development and subdivision of land within a Special Control Area in order to comply with the requirements of Schedule B.

2. Amend the Scheme Text to introduce a new Schedule B as follows:

***SCHEDULE B – SPECIAL CONTROL AREAS***

| NO | DESCRIPTION OF LOCALITY | OBJECTIVES | ADDITIONAL PROVISIONS |
|---|---|---|---|
| SCA 1 | Place Neighbour-hoods | a) To provide a planning framework to support a high standard of urban design and residential amenity in a high-quality public realm setting;<br>b) To facilitate compact sustainable urban form around centres and transit through pedestrian-oriented development, safe pedestrian spaces, | 1.0 Place Types<br><br>The Place Neighbourhoods SCA is the land delineated as such on the Scheme Maps, which consist of five Place Types and various Transition Areas, being:<br><br>**Place Types**<br>a) Suburban<br>b) Local Activity Centre<br>c) Neighbourhood Activity Centre<br>d) Transit<br>e) District Activity Centre<br><br>**Transition Areas**<br>a) Suburban<br>b) Transit<br>c) District Activity Centre<br><br>as referenced in the Place Neighbourhoods Local Planning Policy. |

| NO | DESCRIPTION OF LOCALITY | OBJECTIVES | ADDITIONAL PROVISIONS |
|---|---|---|---|
| | | and adequate parking facilities;<br>c) To ensure that the Place Neighbourhoods provide for both the needs of the existing community and the future population of the area;<br>d) To ensure that new development enhances, and respects, the desired character of the locality and provides a neighbourhood within which the residents can identify;<br>e) To concentrate development in localities with adequate infrastructure that is accessible to transport and centres;<br>f) To protect and enhance the amenity of residents through attractive streetscapes and increased greening of the private and public realm.<br>g) To encourage variety and diversity of housing choices that meet the future housing needs of the City of Joondalup; and<br>h) To allow development that is of a scale and nature that provides an appropriate transition to adjoining land uses. | The purpose of the Place Types is to facilitate the orderly planning and development in an integrated manner through the application of a Local Planning Policy adopted under Clause 4(3) of the Deemed Provisions in Schedule 2 of the Planning and Development (Local Planning Schemes) Regulations 2015.<br><br>2.0 <u>Subdivision and Development</u><br><br>a) In considering an application for subdivision or development within the Place Neighbourhood SCA, the local government is to have regard to:<br>i. The objectives of the Place Neighbourhoods;<br>ii. The provisions of the Place Neighbourhoods Local Planning Policy; and<br>iii. The provisions of any Local Development Plan, Structure Plan or Activity Centre Plan for the area.<br>b) Residential development within the Place Neighbourhoods shall comply with SPP 7.3 unless a provision of SPP 7.3 is varied in an approved Local Planning Policy, Local Development Plan, Structure Plan or Activity Centre Plan for that land, whereby the varied provision applicable under the Local Planning Policy, Activity Centre Plan, Structure Plan or Local Development Plan shall prevail.<br>c) All development within the Place Neighbourhoods SCA requires the prior approval of the local government, with the exception of the following works:<br>i. the carrying out of internal building work which does not materially affect the external appearance of the building.<br>ii. the erection or extension of an ancillary dwelling, outbuilding, external fixture, boundary wall or fence, patio, pergola, veranda, garage, carport or swimming pool on the same lot as a single house or a grouped dwelling if SPP 7.3 apply to the development and the development satisfies the deemed-to-comply requirements of SPP 7.3 (Volume 1).<br>iii. the demolition of an ancillary dwelling, outbuilding, external fixture, boundary wall or fence, patio, pergola, veranda, garage, carport or swimming pool.<br>iv. temporary works which are in existence for less than 48 hours, or a longer period agreed by the local government, in any 12-month period.<br>d) A minimum lot frontage of 10.0m is required to all development (measured at the primary street setback line), except for:<br>i. Terraces, development on laneways and rear accessway building typologies on R25 and R30 lots, where a minimum lot frontage of 7.5m is permitted.<br>ii. Terraces, development on laneways and rear accessway building typologies on R40 and R60 lots, where a minimum lot frontage of 6.0m is permitted.<br>e) Notwithstanding the provisions of SPP 7.3, Volume 2, where a site with a residential density code of R40 or greater has its primary street frontage to a cul-de-sac, the development of multiple dwellings on that site:<br>i. Is required to comply with the average site area per dwelling requirement specified for a single house or grouped dwelling for the applicable density coding as specified by SPP 7.3, Volume 2; and |

| NO | DESCRIPTION OF LOCALITY | OBJECTIVES | ADDITIONAL PROVISIONS |
|---|---|---|---|
| | | | ii. Shall not be subject to plot ratio requirements specified by SPP 7.3, Volume 2.<br><br>3.0 <u>General Development Controls</u><br><br>3.1 All development within the Place Neighbourhoods SCA shall conform with the following general development controls:<br><br>*3.1.1 Access and Parking*<br>a) All access crossovers shall be limited to a maximum width of:<br>i. 3.0m for a single width enclosed garage, except where development yield exceeds 10 dwellings.<br>ii. 4.5m for double width enclosed garage, except where development yield exceeds 10 dwellings.<br>b) Visitor parking shall be provided for all single, grouped and multiple dwelling types, at a rate of 0.25 bays per dwelling (rounded up to the next whole number).<br>c) Resident parking ratios shall be in accordance with Location A (SPP 7.3) where:<br>i. Development is within an 800m walkable catchment of a train station within or adjacent a Place Neighbourhood.<br>ii. Development is within a 200m walkable catchment of a high frequency bus stop.<br>*Note: walkable catchments shall be measured along existing pedestrian infrastructure routes using a ped shed analysis.*<br>*3.1.2 Solar Access for Adjoining Sites*<br>a) Where a development site shares its southern boundary with any other adjoining property, its shadow cast at midday 21 June shall not exceed the following limits:<br>i. on adjoining properties coded R50 or greater – 40% of the site area.<br>ii. on adjoining properties coded R30 to R40 inclusive – 35% of the site area.<br>iii. on adjoining properties coded R25 and lower – 25% of the site area.<br><br>*3.1.3 Garages*<br>a) The width of an enclosed garage facing the street is not to occupy more than 50 percent of the frontage at the setback line as viewed from the street. This may be increased to 60 percent where an upper floor habitable room with a major opening or balcony extends for the full width of the garage and the entrance to the dwelling is clearly visible from the primary street.<br><br>4.0 <u>Other Development Controls</u><br><br>4.1 All development within the Place Neighbourhoods SCA, with the exception of land identified as being within the District Activity Centre R60 (0-400m) and Transit R60 (0-400m) Place Types (which are to comply with the requirements of SPP 7.3, Vol 2) as identified in the Local Planning Policy shall conform with the following development controls: |

<table>
<tr><th>NO</th><th>DESCRIPTION OF LOCALITY</th><th>OBJECTIVES</th><th>ADDITIONAL PROVISIONS</th></tr>
<tr><td></td><td></td><td></td><td>
4.1.1 Landscape Area<br>
a) Each lot must have a minimum Landscape Area as a percentage (%) of the lot area as defined below. This area forms a component of the Private Open Space.
<table>
<tr><th>Lot Area (m²)</th><th>Minimum Landscape Area</th></tr>
<tr><td>0 – 300m²</td><td>20%</td></tr>
<tr><td>301 – 400m²</td><td>25%</td></tr>
<tr><td>401 – 500m²</td><td>30%</td></tr>
<tr><td>> 500m²</td><td>35%</td></tr>
</table>
b) Where common property is applicable, then common property shall be included in Lot Area (calculations above), distributed to each lot proportionally.<br>
c) Permeable paving or decking within a Landscape Area is permitted provided it does not exceed 20% of the Landscape Area and does not inhibit the planting and growth of trees in the Landscape Area.<br>
d) The minimum dimension of any Landscape Area shall be 2.0m.<br>
e) A minimum of 50% of the area between the front of the dwelling and the street lot boundary (front setback area) shall be Landscape Area.<br>
f) Outdoor Living Areas are not included in minimum Landscape Area calculations.<br><br>
4.1.2 Tree Sizes and Deep Soil Areas<br>
a) For single, grouped and multiple dwelling development, Tree Sizes and Deep Soil Area definitions and requirements are as per SPP 7.3, Vol 2:<br>
i. Figure 3.3a-f<br>
ii. Table 3.3b<br><br>
4.1.3 Trees<br>
a) The minimum number of trees to be provided (with shade producing canopies) shall be determined by the Landscape Area as follows:<br>
i. 1 Small Tree for every 20m² or<br>
ii. 1 Medium Tree for every 60m² or<br>
iii. 1 Large Tree for every 100m² or<br>
iv. A combination of the above.<br>
b) The verge(s) adjacent to the lot(s) shall be landscaped to the specifications and satisfaction of the City and shall include one street tree for every 10.0m of lot frontage width.
</td></tr>
</table>

3. Amend the Scheme Text to:

   a) Modify clause 26(3) to delete the words 'where a dual density code applies'
   b) Delete clauses 26(4) and 26(5) and renumber clause 26 accordingly.

4. Amend the Scheme Map by introducing a Special Control Area boundary and recoding various lots within that boundary as outlined in **Appendix A**.

This scheme amendment is a Complex amendment as the proposal is not consistent the City of Joondalup Local Housing Strategy.

Dated this …….. day of …… 20……..

……
GARRY HUNT
CHIEF EXECUTIVE OFFICER

# SCHEME AMENDMENT REPORT

| | | |
|---|---|---|
| **1.** | **LOCAL AUTHORITY** | City of Joondalup |
| **2.** | **DESCRIPTION OF LOCAL PLANNING SCHEME** | Local Planning Scheme No. 3 |
| **3.** | **TYPE OF SCHEME** | Local Planning Scheme |
| **4.** | **NUMBER OF AMENDMENT** | Amendment No. 3 |

**5. PROPOSAL**

To amend the Scheme by: -

1. Introduce Special Control Area provisions and include a new 'Special Control Area 1 - Place Neighbourhoods' designation into the Scheme Text and Map.

2. Introduce a new Schedule B into the Scheme Text and insert specific provisions relating to 'Special Control Area 1 - Place Neighbourhoods'.

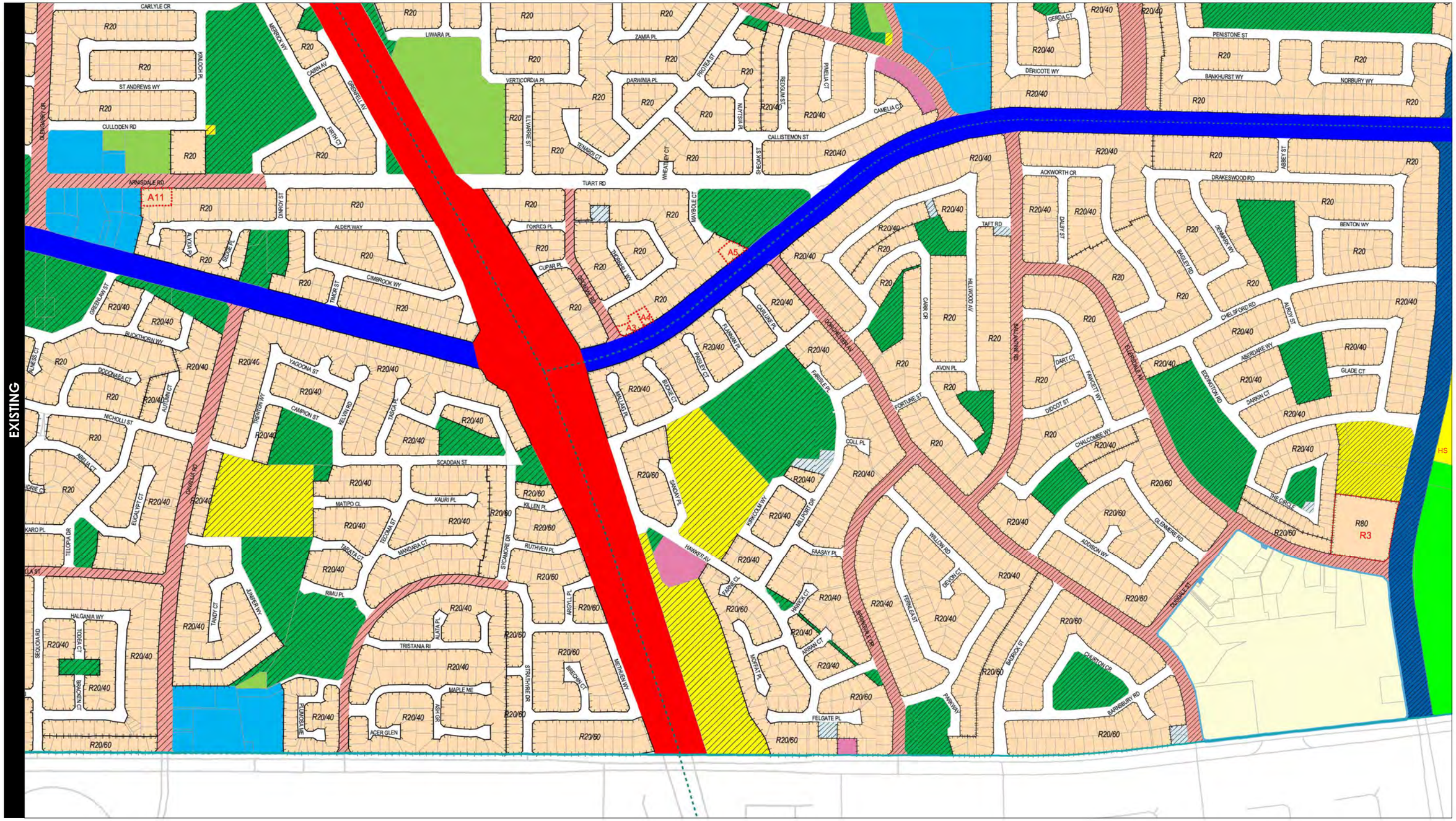
3. Amend the Scheme Text to delete Part 3, Clause 26 (5).

4. Amend the Scheme Map by introducing a Special Control Area boundary and recoding various lots within that boundary as outlined in **Appendix A**.

# APPENDIX A
# PLANS FOR AMENDMENT TO CITY OF JOONDALUP LOCAL PLANNING SCHEME NO. 3

CITY OF JOONDALUP | Local Planning Scheme No.3 | Amendment No.3

# PLACE NEIGHBOURHOOD 1




## LEGEND

### REGION SCHEME RESERVES (MRS)

- OTHER REGIONAL ROADS
- PARKS AND RECREATION
- PRIMARY REGIONAL ROADS
- PUBLIC PURPOSES
- HS — PUBLIC PURPOSES - HIGH SCHOOL

### LOCAL SCHEME RESERVES

- DISTRICT DISTRIBUTOR ROAD
- DRAINAGE/ WATERWAY
- LOCAL DISTRIBUTOR ROAD
- LOCAL ROAD
- PUBLIC OPEN SPACE
- PUBLIC PURPOSE

### LOCAL SCHEME ZONES

- CENTRE
- COMMERCIAL
- MIXED USE
- PRIVATE COMMUNITY PURPOSES
- RESIDENTIAL

### OTHER CATEGORIES

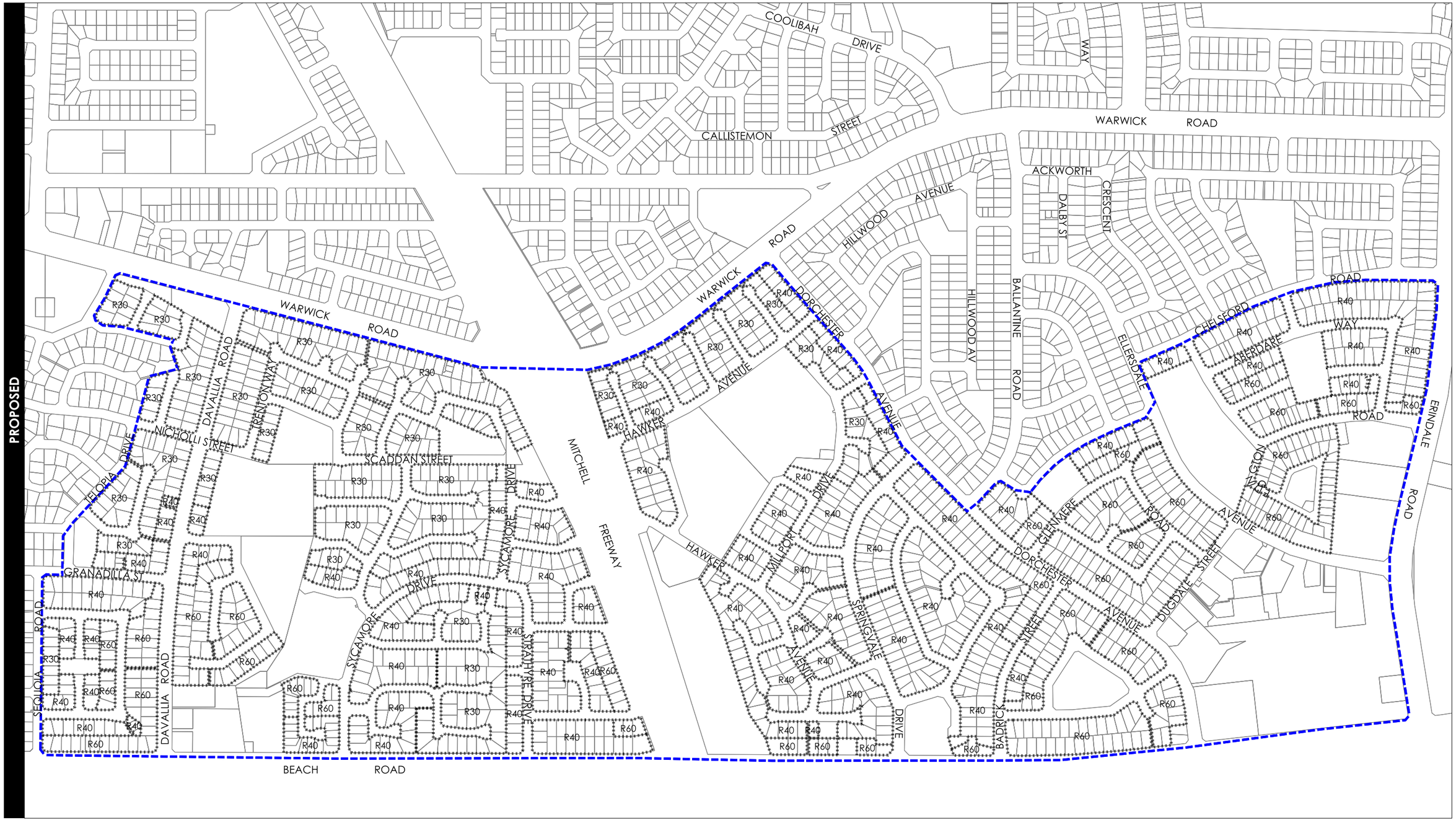
- SCHEME AREA BOUNDARY
- LOCAL GOVERNMENT BOUNDARY
- R20 — R CODES
- R1 — RESTRICTED USES

0 50 100 150 400m

scale: 1:8000@A3
plan: 18/028/020A
date: 28/02/2019

# CITY OF JOONDALUP | Local Planning Scheme No.3 | Amendment No.3

## PLACE NEIGHBOURHOOD 1




### LEGEND

**OTHER CATEGORIES**

- R20 — R CODES
- SPECIAL CONTROL AREA 1 - PLACE NEIGHBOURHOODS

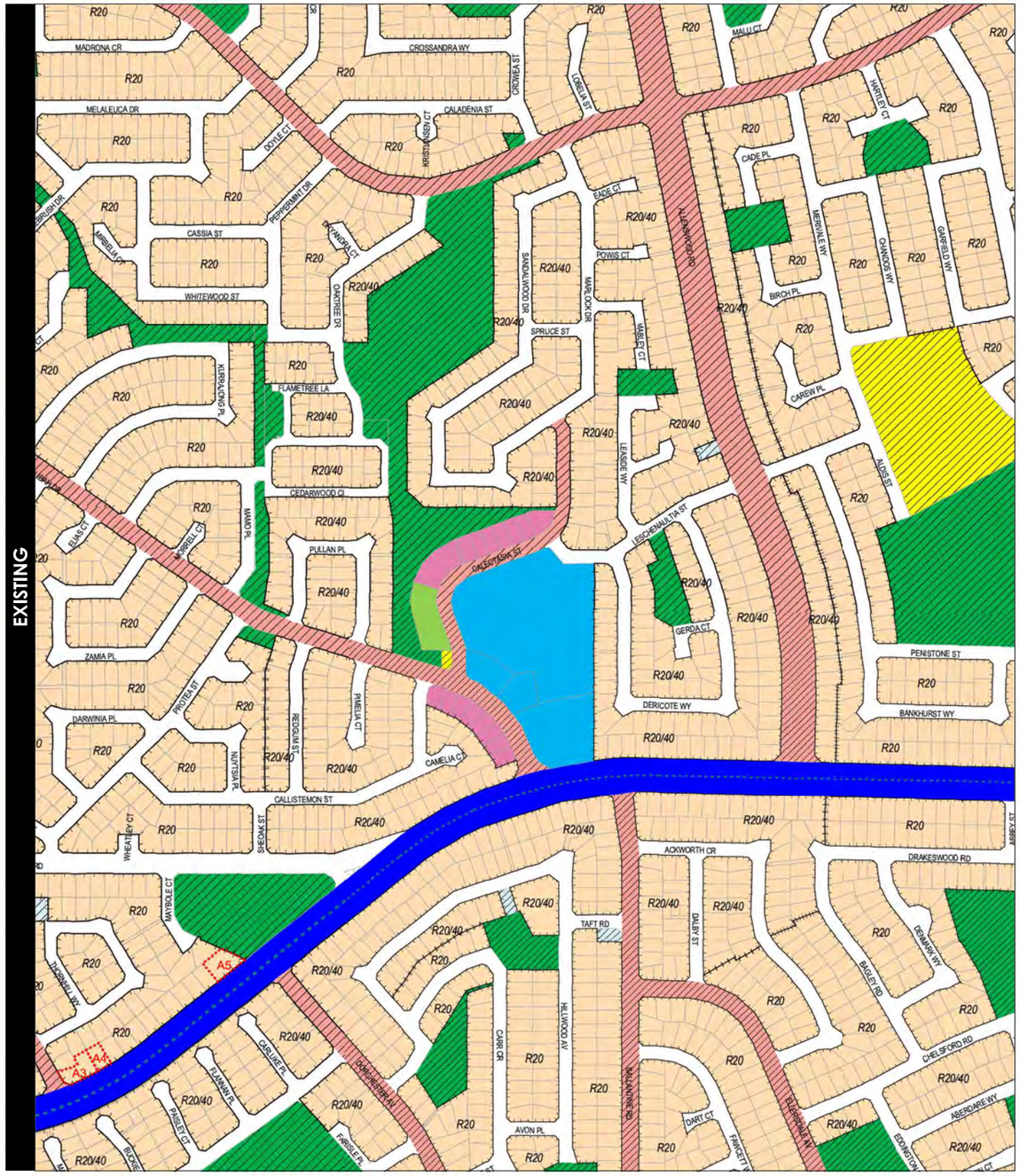
0 50 100 150 200m

scale: 1:8000@A3
plan: 18/028/020A
date: 28/02/2019

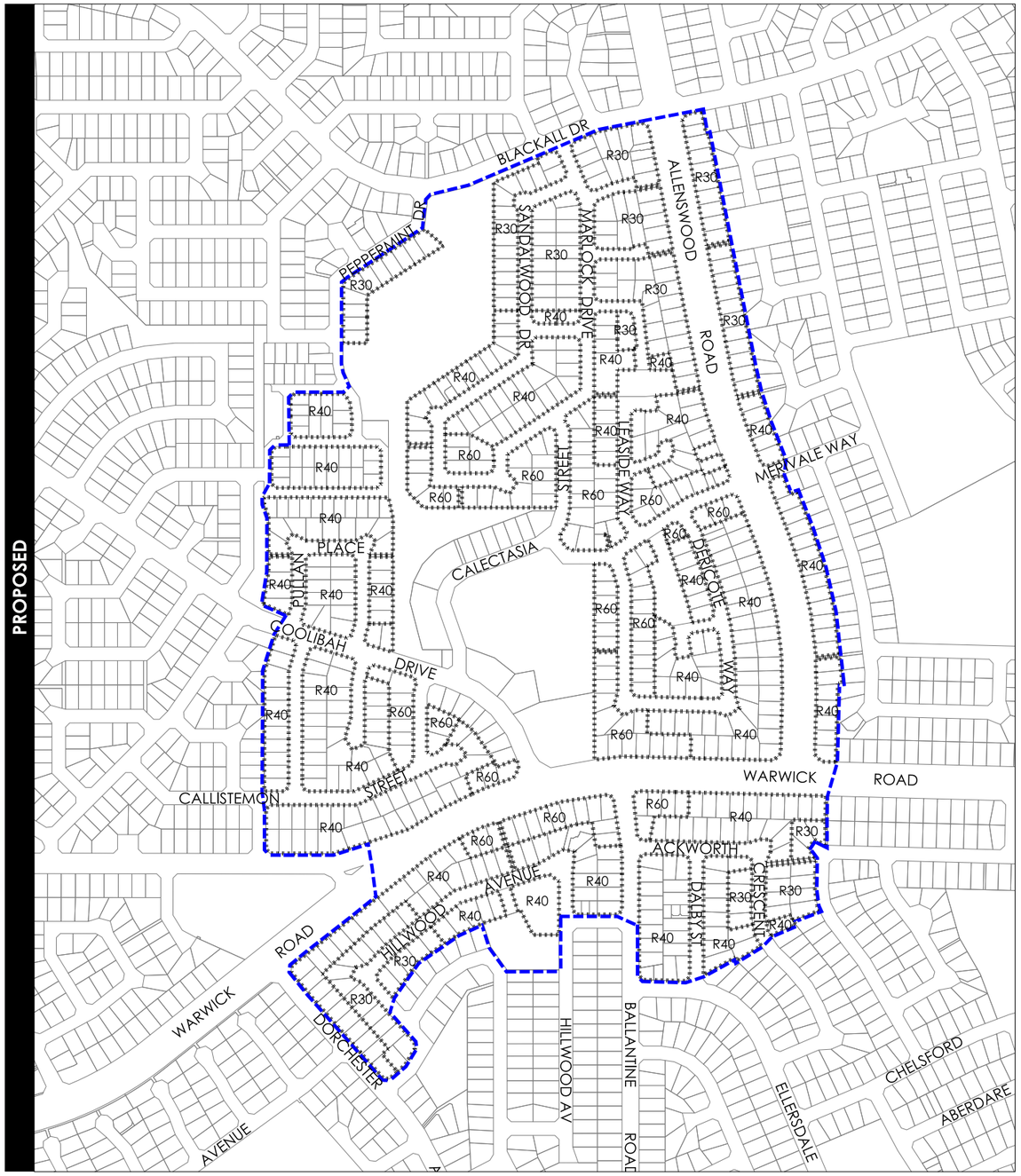
CITY OF JOONDALUP | Local Planning Scheme No.3 | Amendment No.3

# PLACE NEIGHBOURHOOD 2

EXISTING




PROPOSED




**REGION SCHEME RESERVES (MRS)**
- OTHER REGIONAL ROADS

**LOCAL SCHEME RESERVES**
- DRAINAGE/ WATERWAY
- LOCAL DISTRIBUTOR ROAD
- LOCAL ROAD
- PUBLIC OPEN SPACE
- PUBLIC PURPOSE

**LOCAL SCHEME ZONES**
- COMMERCIAL
- MIXED USE
- PRIVATE COMMUNITY PURPOSES
- RESIDENTIAL

**OTHER CATEGORIES**
- R20 — R CODES
- A1 — ADDITIONAL USES
- SPECIAL CONTROL AREA 1 - PLACE NEIGHBOURHOODS

scale: 1:8000@A3
plan: 18/028/020A
date: 28/02/2019

0 50 100 150 200m

# CITY OF JOONDALUP | Local Planning Scheme No.3 | Amendment No.3

# PLACE NEIGHBOURHOOD 3

EXISTING


PROPOSED


## LEGEND

**REGION SCHEME RESERVES (MRS)**
- PARKS AND RECREATION
- PRIMARY REGIONAL ROADS
- WATERWAYS

**LOCAL SCHEME RESERVES**
- DISTRICT DISTRIBUTOR ROAD
- DRAINAGE/ WATERWAY
- ENVIRONMENTAL CONSERVATION
- LOCAL DISTRIBUTOR ROAD
- LOCAL ROAD
- PUBLIC OPEN SPACE
- PUBLIC PURPOSE

**LOCAL SCHEME ZONES**
- CENTRE
- COMMERCIAL
- MIXED USE
- RESIDENTIAL
- URBAN DEVELOPMENT

**OTHER CATEGORIES**
- SCHEME AREA BOUNDARY
- LOCAL GOVERNMENT BOUNDARY
- R20 R CODES
- SPECIAL CONTROL AREA 1 - PLACE NEIGHBOURHOODS

0 50 100 150 200m

scale: 1:8000@A3
plan: 18/028/020A
date: 28/02/2019

CITY OF JOONDALUP | Local Planning Scheme No.3 | Amendment No.3

# PLACE NEIGHBOURHOOD 4

PROPOSED

## LEGEND

**REGION SCHEME RESERVES (MRS)**

- OTHER REGIONAL ROADS
- PARKS AND RECREATION
- PRIMARY REGIONAL ROADS
- PUBLIC PURPOSES
- HS — PUBLIC PURPOSES - HIGH SCHOOL
- WSD — PUBLIC PURPOSES - WATER AUTHORITY OF WA

**LOCAL SCHEME RESERVES**

- DRAINAGE/ WATERWAY
- ENVIRONMENTAL CONSERVATION
- LOCAL DISTRIBUTOR ROAD
- LOCAL ROAD
- PUBLIC OPEN SPACE

**LOCAL SCHEME ZONES**

- COMMERCIAL
- MIXED USE
- PRIVATE COMMUNITY PURPOSES
- RESIDENTIAL

**OTHER CATEGORIES**

- R20 — R CODES
- A1 — ADDITIONAL USES
- R1 — RESTRICTED USES

N

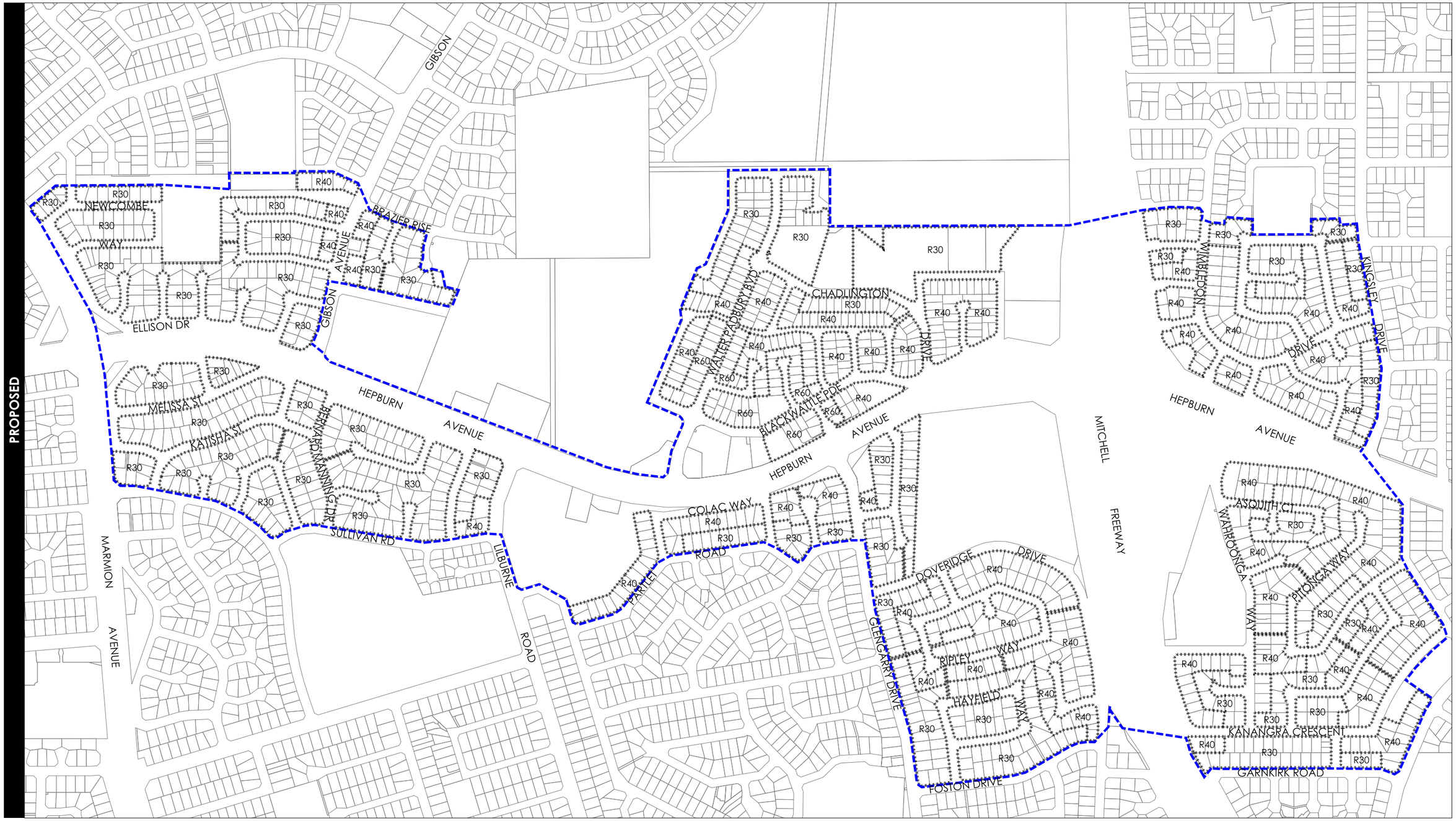
0 50 100 150 200m

scale: 1:8000@A3
plan: 18/028/020A
date: 28/02/2019

# CITY OF JOONDALUP | Local Planning Scheme No.3 | Amendment No.3

## PLACE NEIGHBOURHOOD 4

PROPOSED




### LEGEND

**OTHER CATEGORIES**

- R20 — R CODES
- SPECIAL CONTROL AREA 1 - PLACE NEIGHBOURHOODS

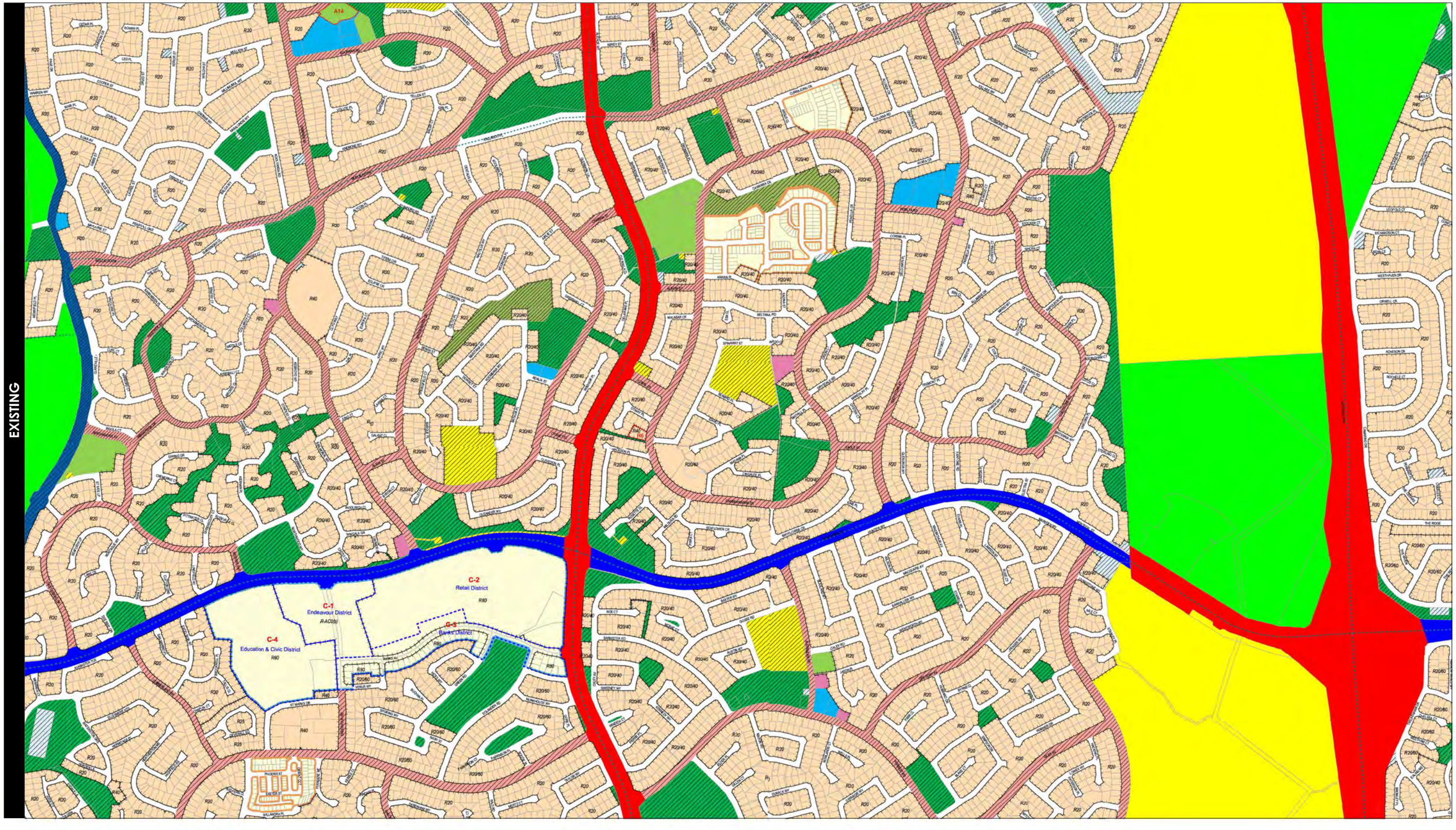
scale: 1:8000@A3
plan: 18/028/020A
date: 28/02/2019

0 50 100 150 200m

CITY OF JOONDALUP | Local Planning Scheme No.3 | Amendment No.3

# PLACE NEIGHBOURHOOD 5

EXISTING




## LEGEND

**REGION SCHEME RESERVES (MRS)**

- OTHER REGIONAL ROADS
- PARKS AND RECREATION
- PRIMARY REGIONAL ROADS
- PUBLIC PURPOSES
- WSD — PUBLIC PURPOSES - WATER AUTHORITY OF WA

**LOCAL SCHEME RESERVES**

- DISTRICT DISTRIBUTOR ROAD
- DRAINAGE/ WATERWAY
- ENVIRONMENTAL CONSERVATION
- LOCAL DISTRIBUTOR ROAD
- LOCAL ROAD
- PUBLIC OPEN SPACE
- PUBLIC PURPOSE

**LOCAL SCHEME ZONES**

- CENTRE
- COMMERCIAL
- MIXED USE
- PRIVATE COMMUNITY PURPOSES
- RESIDENTIAL
- URBAN DEVELOPMENT

**OTHER CATEGORIES**

- R20 — R CODES

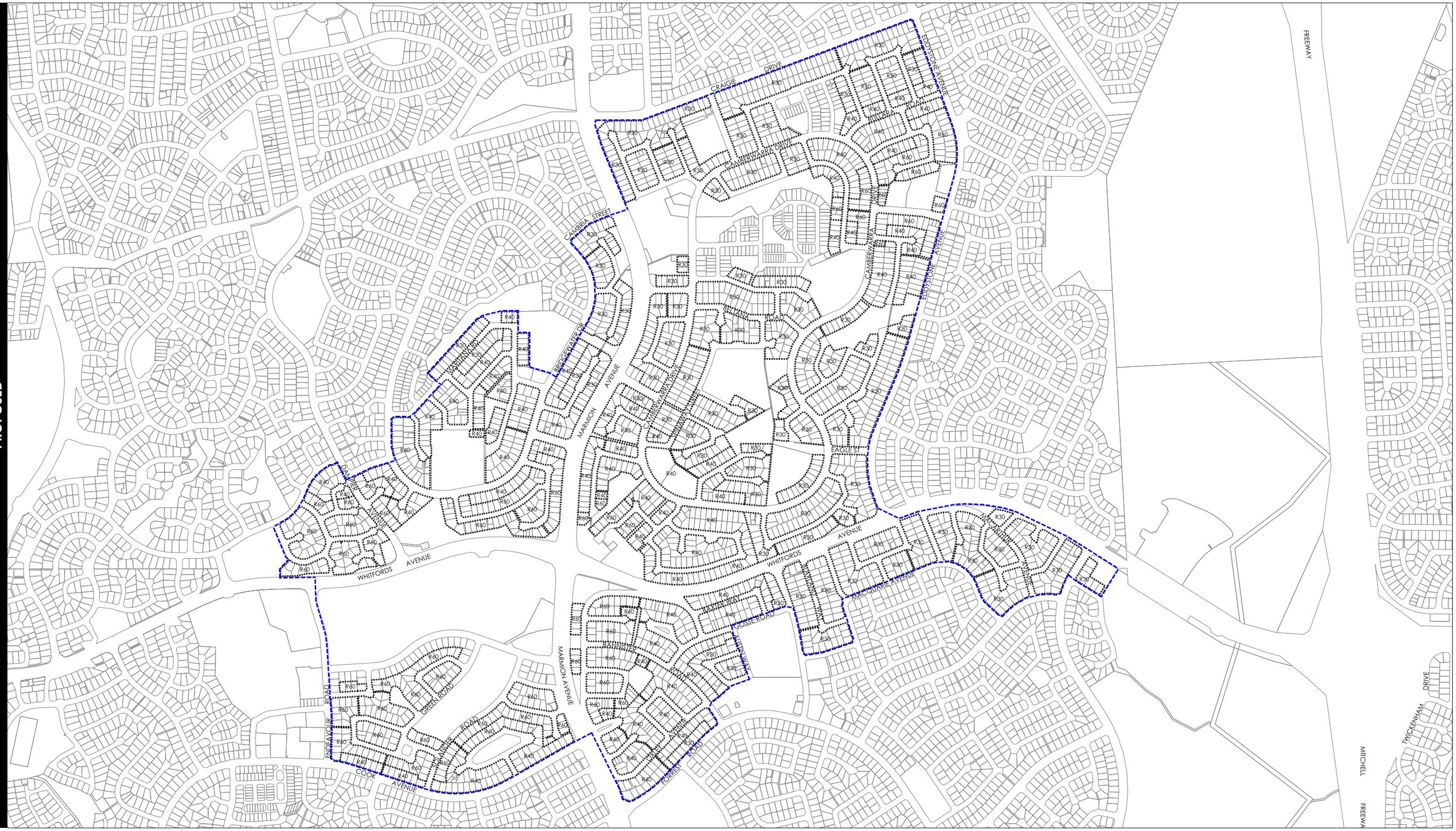
0 100 200 300 400m

scale: 1:13000@A3
plan: 18/028/020A
date: 28/02/2019

# CITY OF JOONDALUP | Local Planning Scheme No.3 | Amendment No.3

# PLACE NEIGHBOURHOOD 5

PROPOSED




## LEGEND

**OTHER CATEGORIES**

- R20 — R CODES
- SPECIAL CONTROL AREA 1 - PLACE NEIGHBOURHOODS

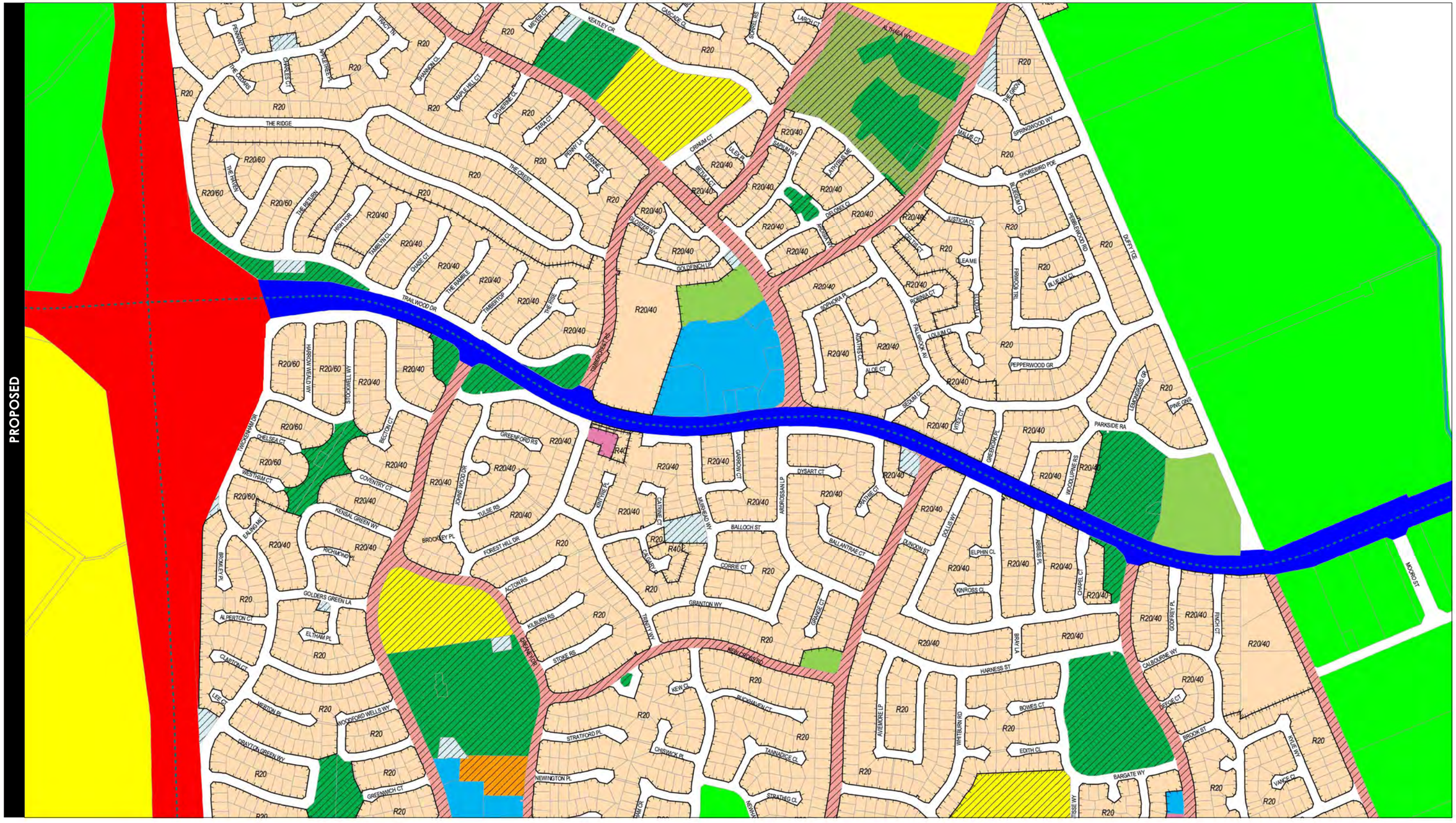
scale: 1:13000@A3
plan: 18/028/020A
date: 28/02/2019

0 100 200 300 400m

CITY OF JOONDALUP | Local Planning Scheme No.3 | Amendment No.3

# PLACE NEIGHBOURHOOD 6

PROPOSED




## LEGEND

**REGION SCHEME RESERVES (MRS)**

- OTHER REGIONAL ROADS
- PARKS AND RECREATION
- PRIMARY REGIONAL ROADS
- PUBLIC PURPOSES

**LOCAL SCHEME RESERVES**

- CIVIC AND COMMUNITY
- DRAINAGE/ WATERWAY
- ENVIRONMENTAL CONSERVATION
- LOCAL DISTRIBUTOR ROAD
- LOCAL ROAD
- PUBLIC OPEN SPACE

**LOCAL SCHEME ZONES**

- COMMERCIAL
- MIXED USE
- PRIVATE COMMUNITY PURPOSES
- RESIDENTIAL

**OTHER CATEGORIES**

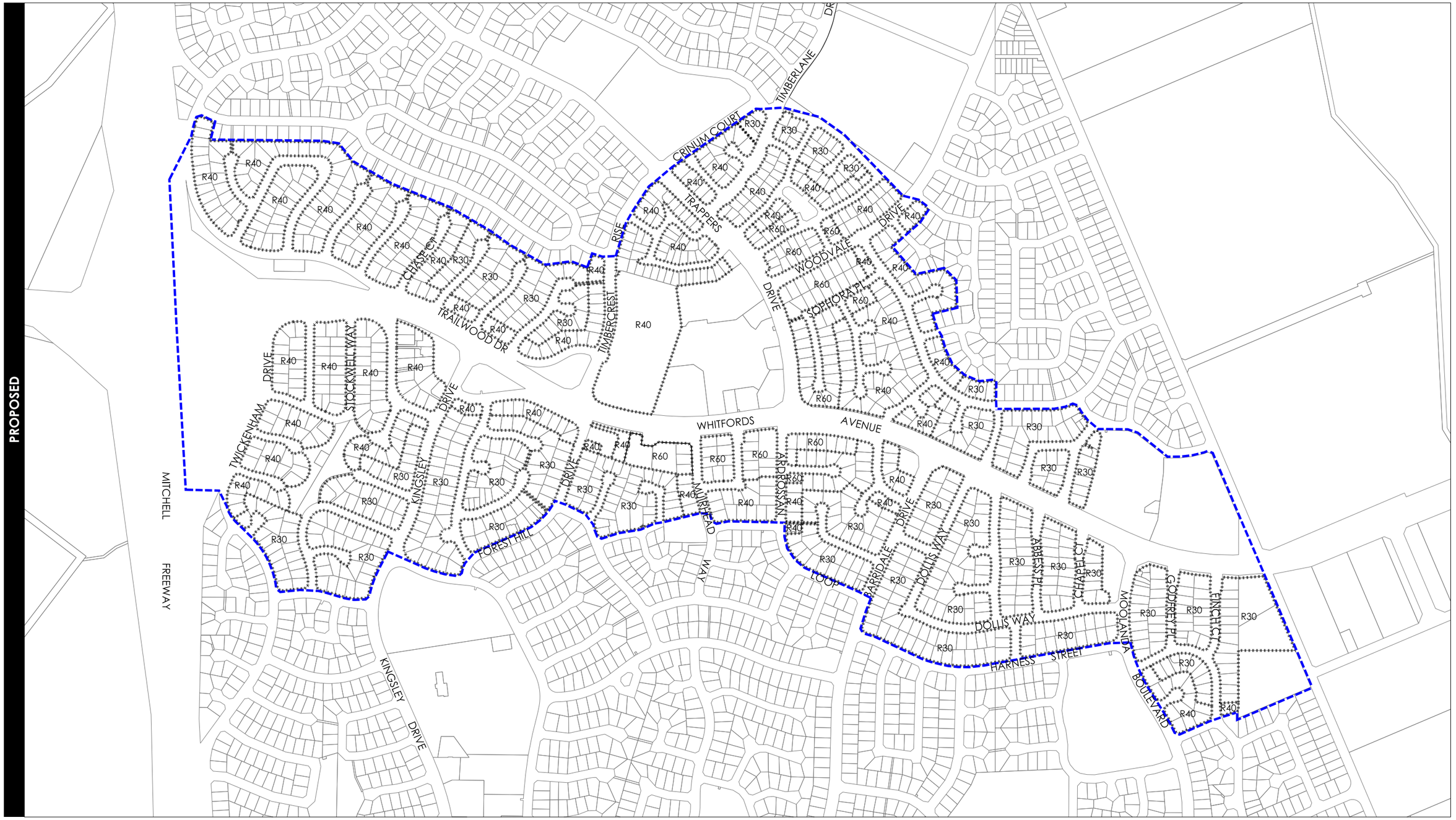
- R20 — R CODES
- A1 — ADDITIONAL USES

0 50 100 150 200m

scale: 1:8000@A3
plan: 18/028/020A
date: 28/02/2019

# CITY OF JOONDALUP | Local Planning Scheme No.3 | Amendment No.3

## PLACE NEIGHBOURHOOD 6




**LEGEND**

**OTHER CATEGORIES**

R20 R CODES

SPECIAL CONTROL AREA 1 - PLACE NEIGHBOURHOODS

scale: 1:8000@A3
plan: 18/028/020A
date: 28/02/2019

0 50 100 150 200m

CITY OF JOONDALUP | Local Planning Scheme No.3 | Amendment No.3

# PLACE NEIGHBOURHOOD 7

PROPOSED

## LEGEND

### REGION SCHEME RESERVES (MRS)

- OTHER REGIONAL ROADS
- PARKS AND RECREATION
- PRIMARY REGIONAL ROADS
- PUBLIC PURPOSES
- HS — PUBLIC PURPOSES - HIGH SCHOOL
- SEC — PUBLIC PURPOSES - STATE ENERGY COMMISSION

### LOCAL SCHEME RESERVES

- DRAINAGE/ WATERWAY
- ENVIRONMENTAL CONSERVATION
- LOCAL DISTRIBUTOR ROAD
- LOCAL ROAD
- PUBLIC OPEN SPACE
- PUBLIC PURPOSE

### LOCAL SCHEME ZONES

- CENTRE
- COMMERCIAL
- RESIDENTIAL

### OTHER CATEGORIES

- R20 — R CODES

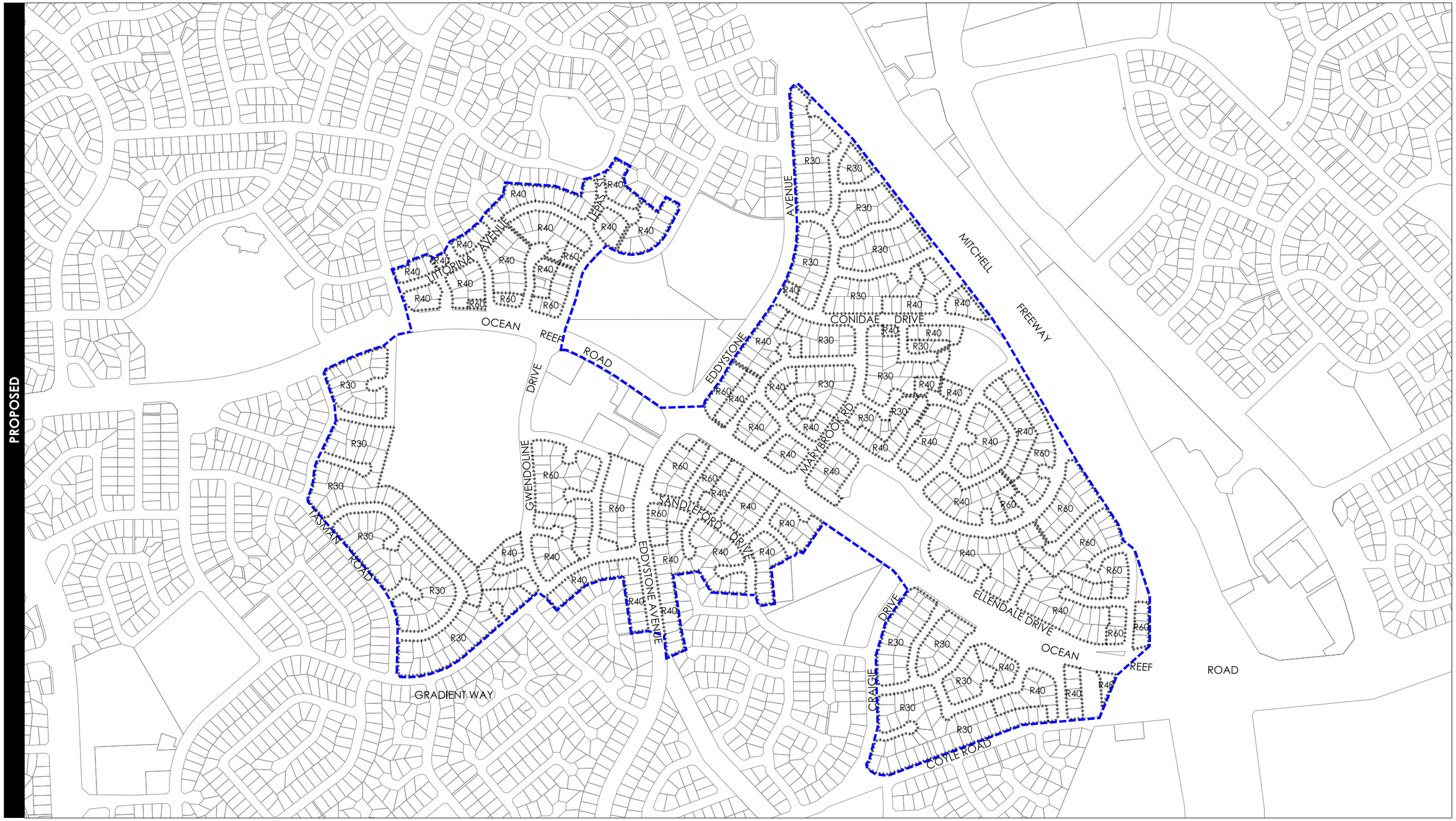
0 50 100 150 200m

scale: 1:8000@A3
plan: 18/028/020A
date: 28/02/2019

CITY OF JOONDALUP | Local Planning Scheme No.3 | Amendment No.3

# PLACE NEIGHBOURHOOD 7

PROPOSED




## LEGEND

**OTHER CATEGORIES**

- R20 — R CODES
- SPECIAL CONTROL AREA 1 - PLACE NEIGHBOURHOODS

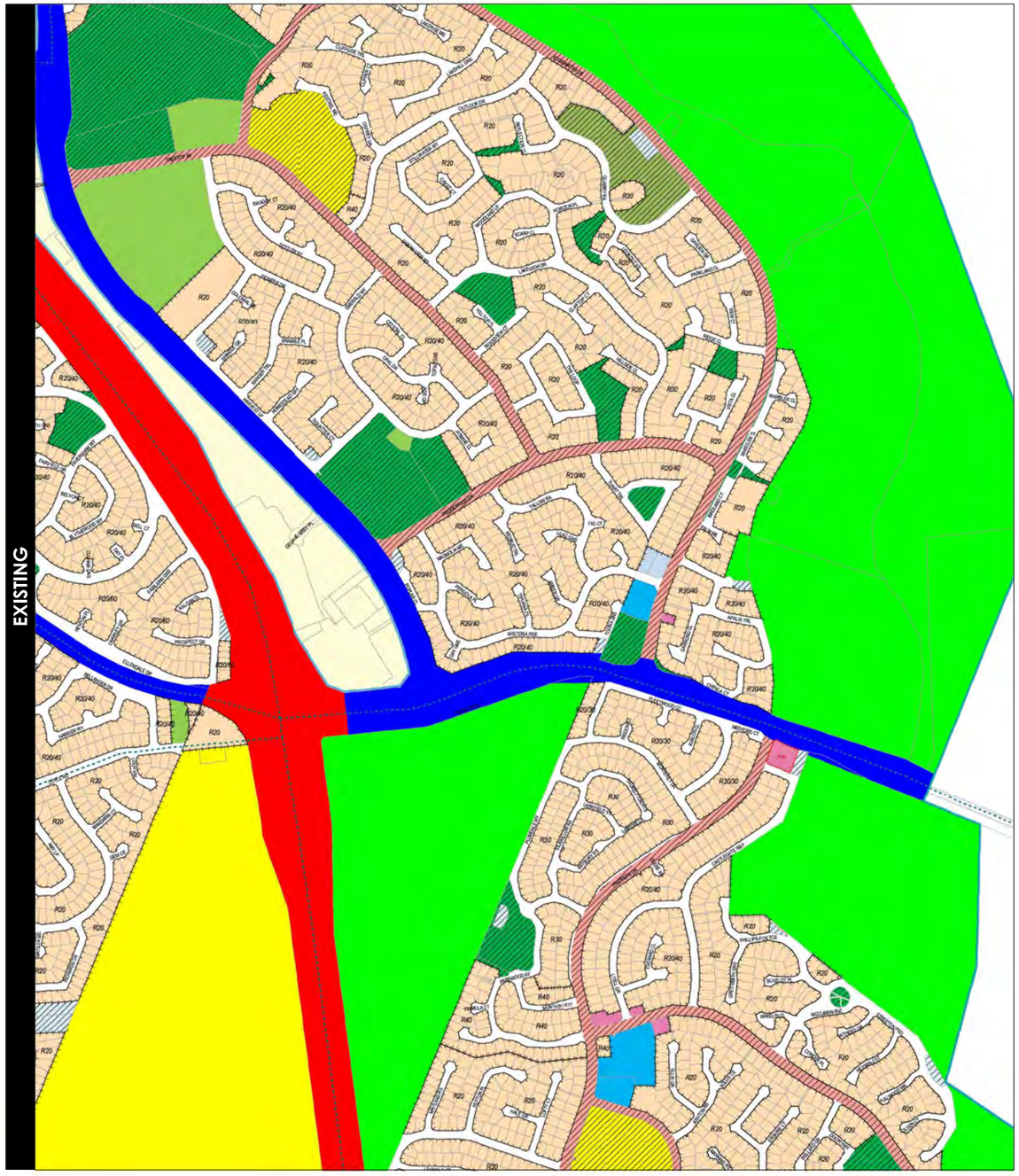
0 50 100 150 200m

scale: 1:8000@A3
plan: 18/028/020A
date: 28/02/2019

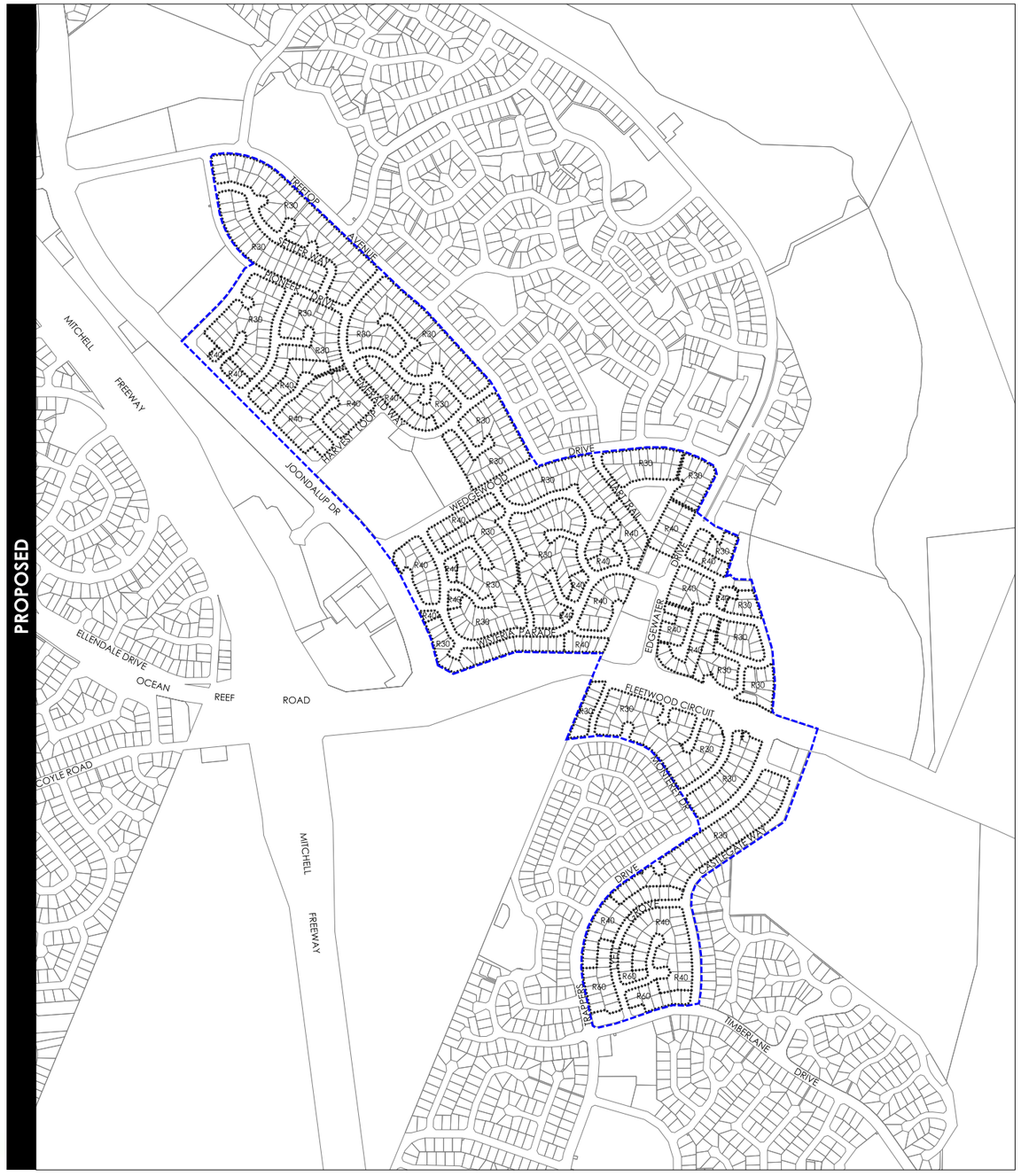
CITY OF JOONDALUP | Local Planning Scheme No.3 | Amendment No.3

# PLACE NEIGHBOURHOOD 8

EXISTING



PROPOSED




## LEGEND

### REGION SCHEME RESERVES (MRS)

- OTHER REGIONAL ROADS
- PARKS AND RECREATION
- PRIMARY REGIONAL ROADS
- SEC — PUBLIC PURPOSES - STATE ENERGY COMMISSION
- WSD — PUBLIC PURPOSES - WATER AUTHORITY OF WA

### LOCAL SCHEME RESERVES

- DRAINAGE/ WATERWAY
- ENVIRONMENTAL CONSERVATION
- LOCAL DISTRIBUTOR ROAD
- LOCAL ROAD
- PUBLIC OPEN SPACE
- PUBLIC PURPOSE

### LOCAL SCHEME ZONES

- CENTRE
- COMMERCIAL
- MIXED USE
- RESIDENTIAL
- SERVICE COMMERCIAL

### OTHER CATEGORIES

- SCHEME AREA BOUNDARY
- LOCAL GOVERNMENT BOUNDARY
- R20 — R CODES
- AI — ADDITIONAL USES
- SPECIAL CONTROL AREA 1 - PLACE NEIGHBOURHOODS

0 100 200 300 400m

scale: 1:13000@A3
plan: 18/028/020A
date: 28/02/2019

CITY OF JOONDALUP | Local Planning Scheme No.3 | Amendment No.3

# PLACE NEIGHBOURHOOD 9

PROPOSED


## LEGEND

**REGION SCHEME RESERVES (MRS)**
- OTHER REGIONAL ROADS
- PRIMARY REGIONAL ROADS
- PUBLIC PURPOSES

**LOCAL SCHEME RESERVES**
- DRAINAGE/ WATERWAY
- ENVIRONMENTAL CONSERVATION
- LOCAL DISTRIBUTOR ROAD
- LOCAL ROAD
- PUBLIC OPEN SPACE
- PUBLIC PURPOSE

**LOCAL SCHEME ZONES**
- CENTRE
- COMMERCIAL
- MIXED USE
- PRIVATE COMMUNITY PURPOSES
- SERVICE COMMERCIAL
- RESIDENTIAL

**OTHER CATEGORIES**
- R20 R CODES
- A1 ADDITIONAL USES
- R1 RESTRICTED USES

N

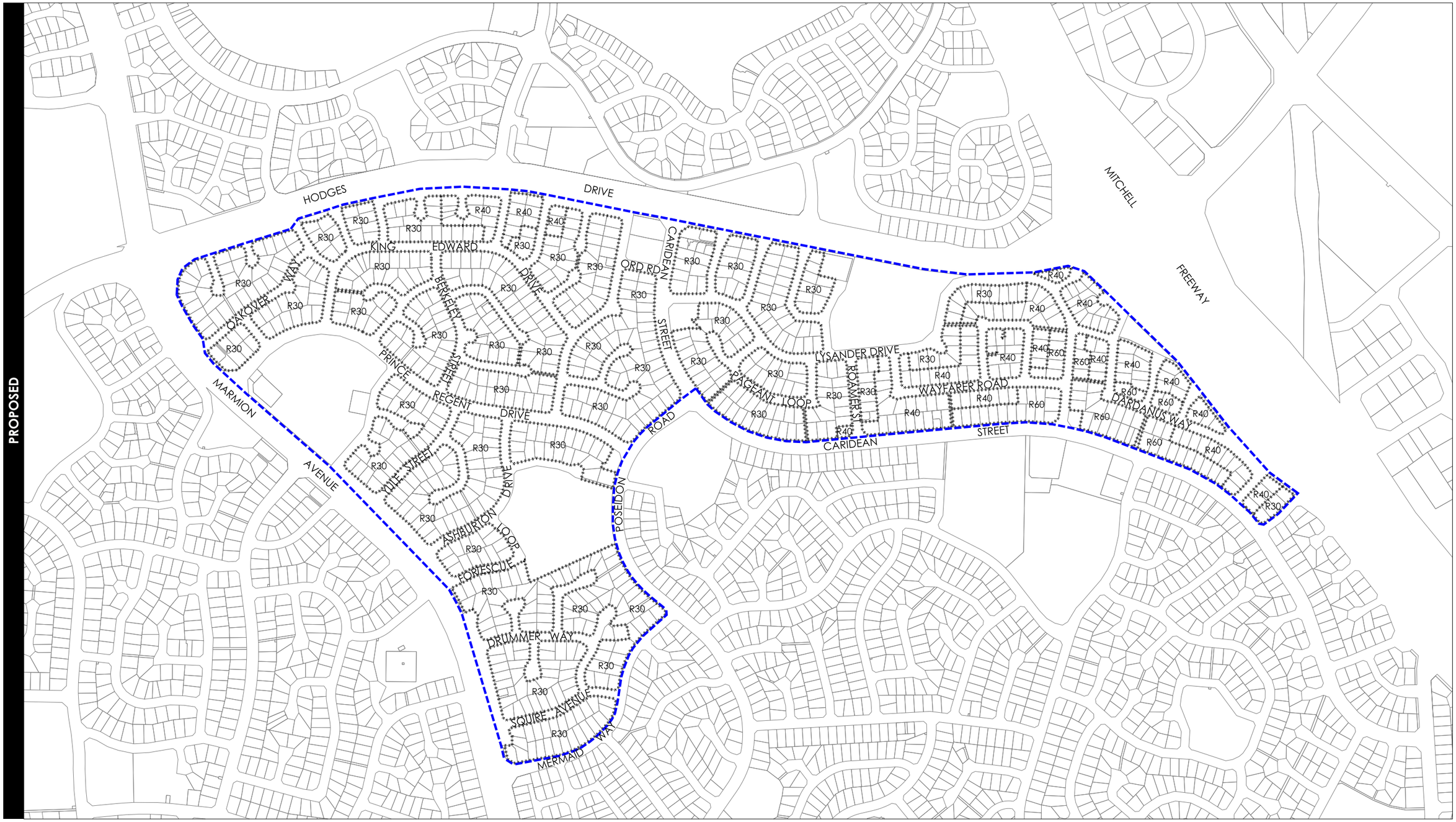
0 50 100 150 200m

scale: 1:8000@A3
plan: 18/028/020A
date: 28/02/2019

CITY OF JOONDALUP | Local Planning Scheme No.3 | Amendment No.3

# PLACE NEIGHBOURHOOD 9

PROPOSED




## LEGEND

**OTHER CATEGORIES**

R20 R CODES

SPECIAL CONTROL AREA 1 - PLACE NEIGHBOURHOODS

scale: 1:8000@A3
plan: 18/028/020A
date: 28/02/2019

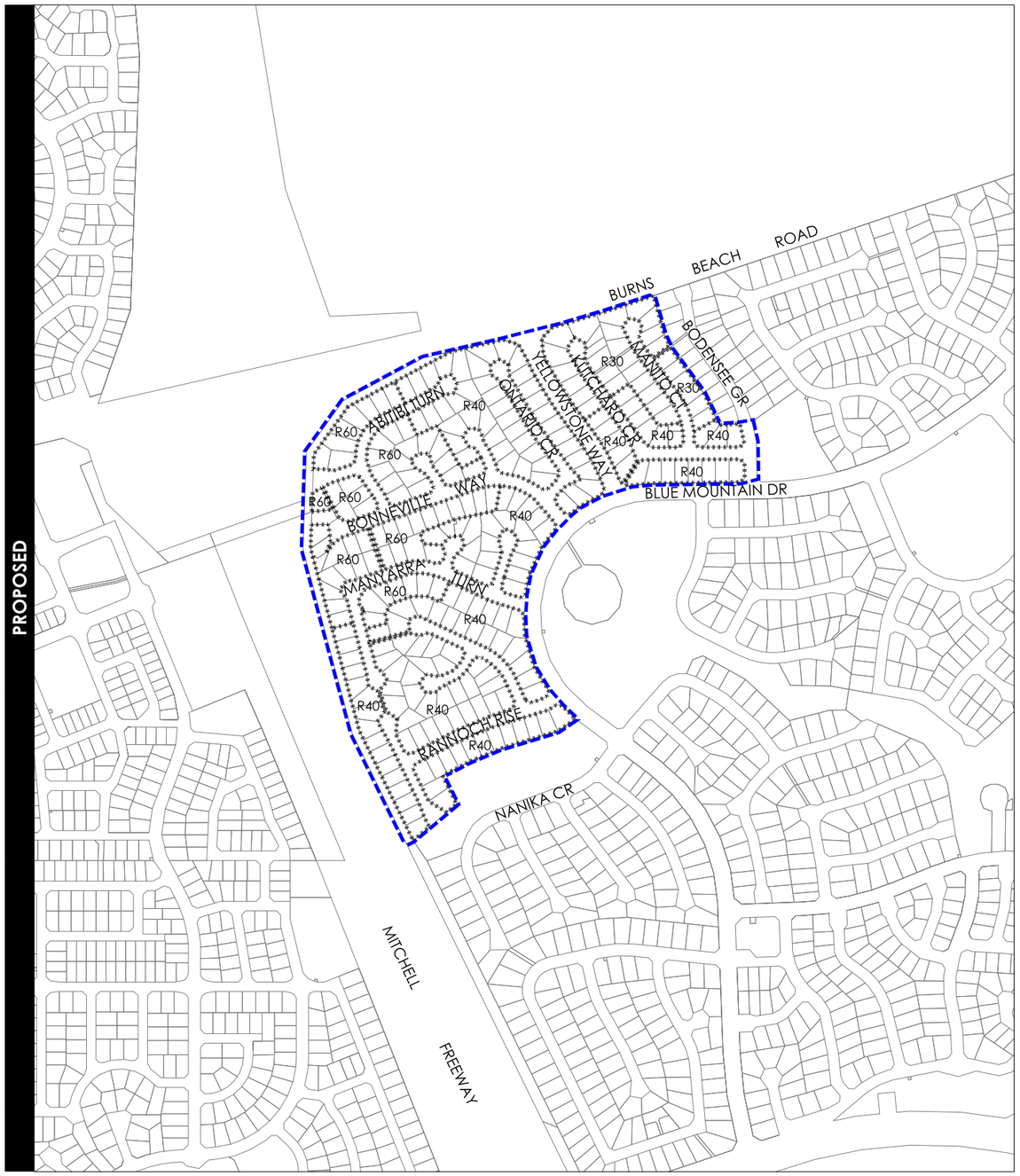
0 50 100 150 200m

CITY OF JOONDALUP | Local Planning Scheme No.3 | Amendment No.3

# PLACE NEIGHBOURHOOD 10

EXISTING


PROPOSED




## LEGEND

**REGION SCHEME RESERVES (MRS)**
- OTHER REGIONAL ROADS
- PRIMARY REGIONAL ROADS
- RAILWAYS

**LOCAL SCHEME RESERVES**
- DRAINAGE/ WATERWAY
- ENVIRONMENTAL CONSERVATION
- LOCAL DISTRIBUTOR ROAD
- LOCAL ROAD
- PRIMARY DISTRIBUTOR ROAD
- PUBLIC OPEN SPACE
- PUBLIC PURPOSE

**LOCAL SCHEME ZONES**
- CENTRE
- RESIDENTIAL
- URBAN DEVELOPMENT

**OTHER CATEGORIES**
- SCHEME AREA BOUNDARY
- LOCAL GOVERNMENT BOUNDARY
- R20 R CODES
- SPECIAL CONTROL AREA 1 - PLACE NEIGHBOURHOODS

N

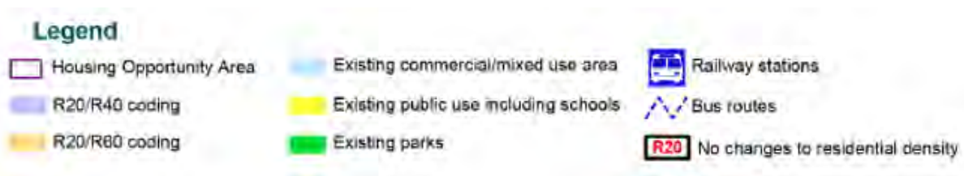
0 50 100 150 200m

scale: 1:8000@A3
plan: 18/028/020A
date: 28/02/2019

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

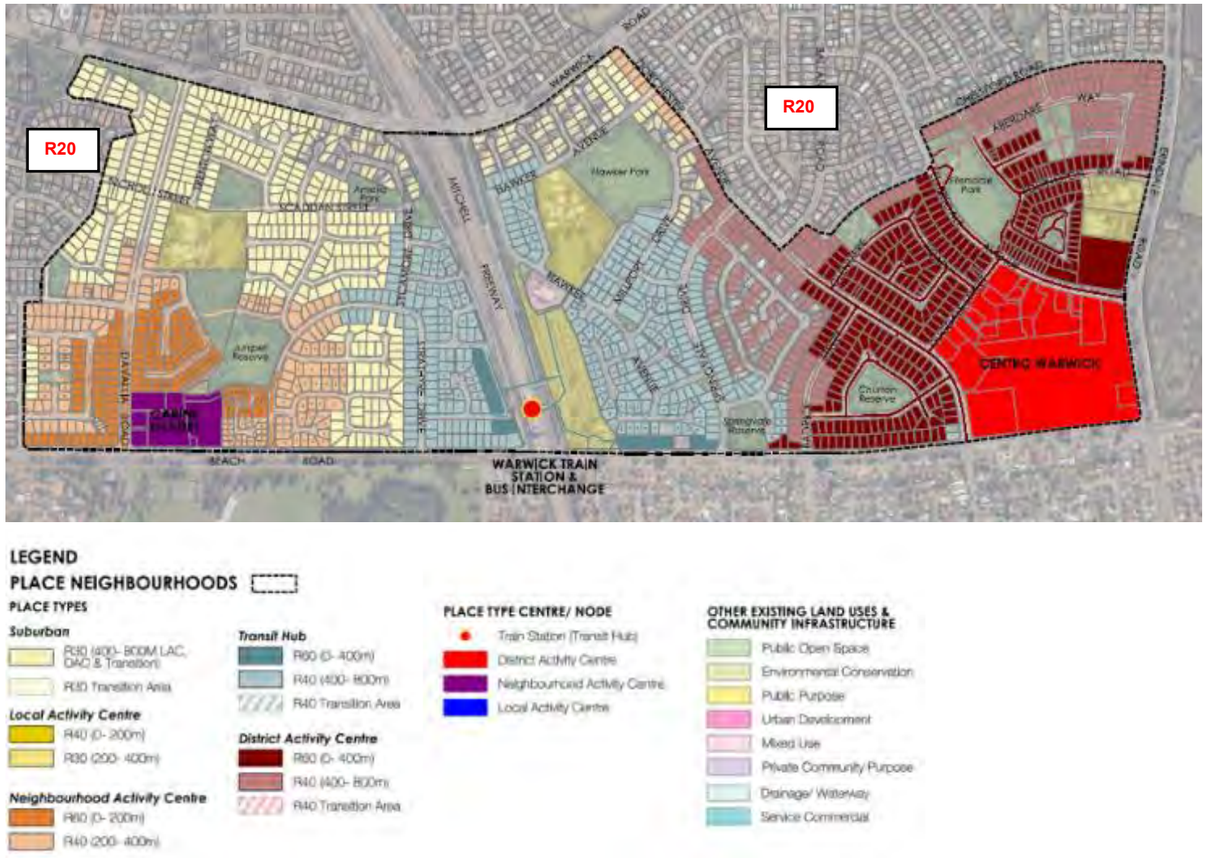
**IMPORTANT POINTS TO NOTE:**It is essential that proposed density be read in conjunction with draft Scheme Amendment No. 3 to Local Planning Scheme No. 3 and the draft Place Neighbourhoods Local Planning Policy.

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


## CURRENT DENSITY

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




## PROPOSED DENSITY

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

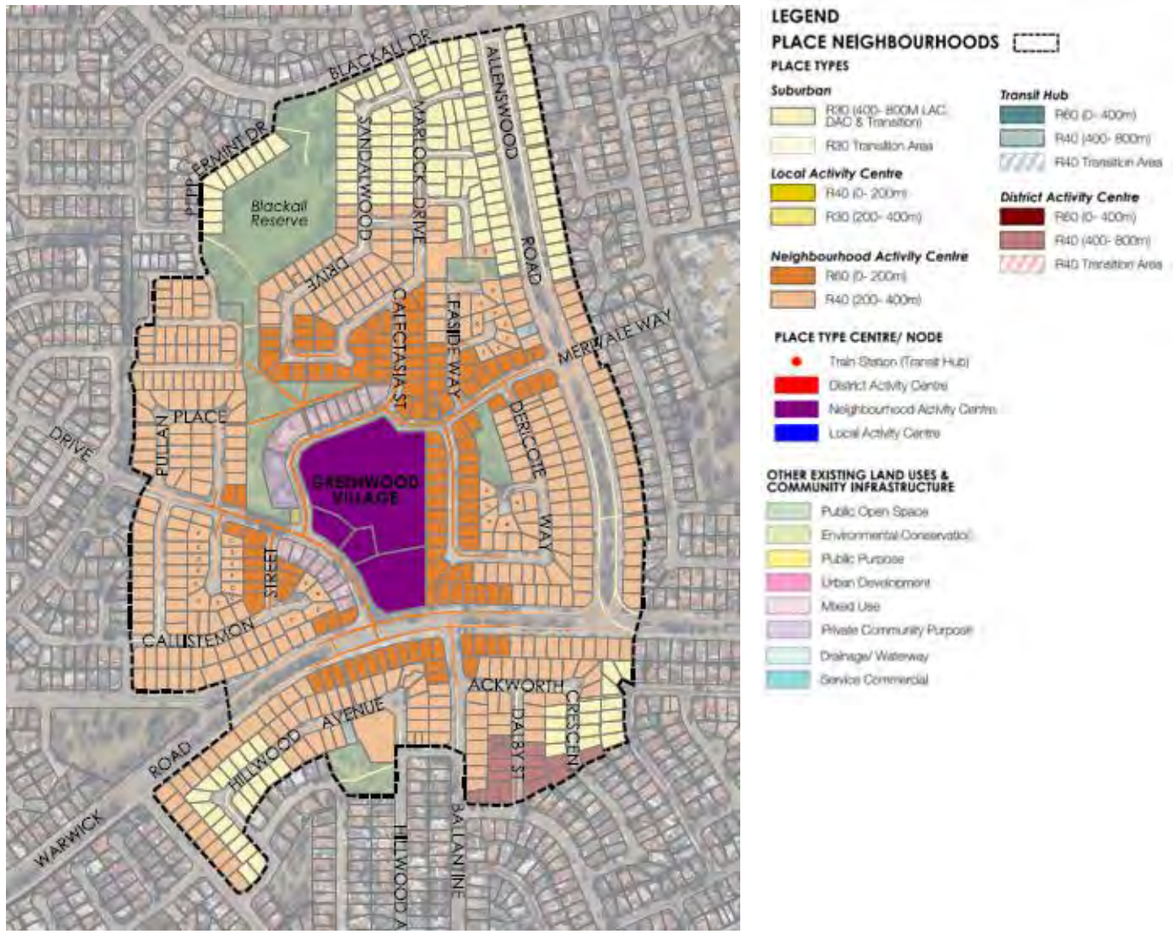
## HOA / PLACE NEIGHBOURHOOD 2 – GREENWOOD / WARWICK (NORTH)

**IMPORTANT POINTS TO NOTE:**

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


**CURRENT DENSITY**

- All R20 / R40



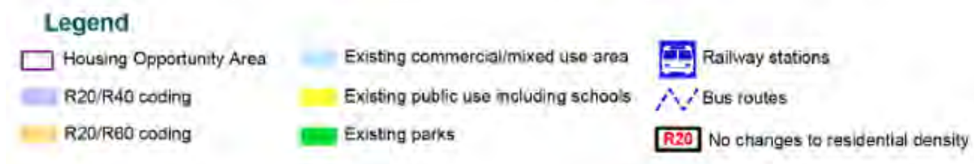

**PROPOSED DENSITY**

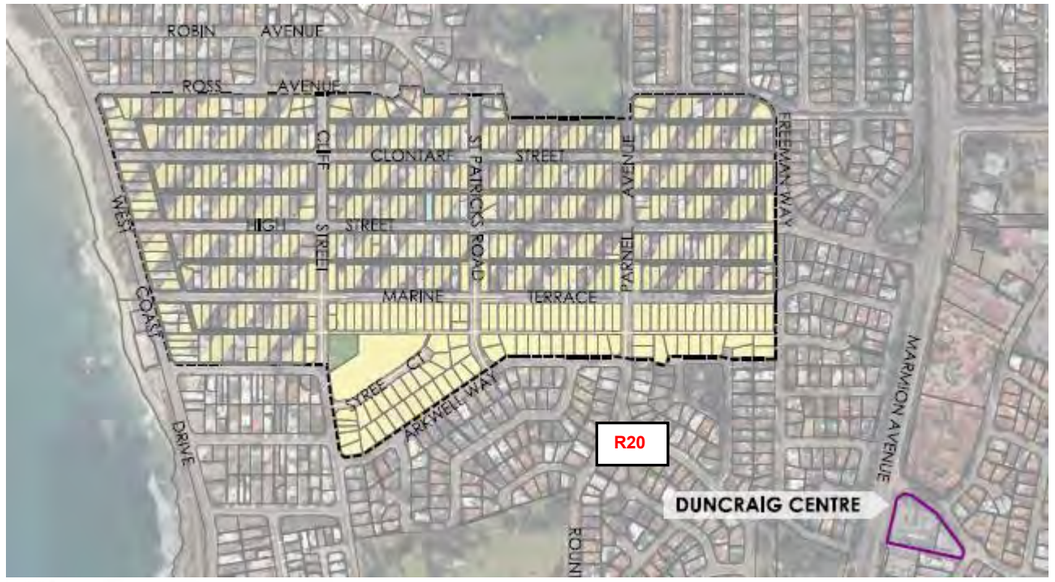
- Remove dual density code
- Introduce some R60 within 200m of the Greenwood centre
- Some R40 to remain within 200m to 400m of Greenwood centre
- Limited R40 to remain in the south east corner, which falls within 800m of the Warwick centre (outside of Place Neighbourhood)
- Rest of Place Neighbourhood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

## HOA / PLACE NEIGHBOURHOOD 3 – SORRENTO

**IMPORTANT POINTS TO NOTE:**

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



**CURRENT DENSITY**

- All R20 / R25

**PROPOSED DENSITY**

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

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

**IMPORTANT POINTS TO NOTE:**

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



**CURRENT DENSITY**

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



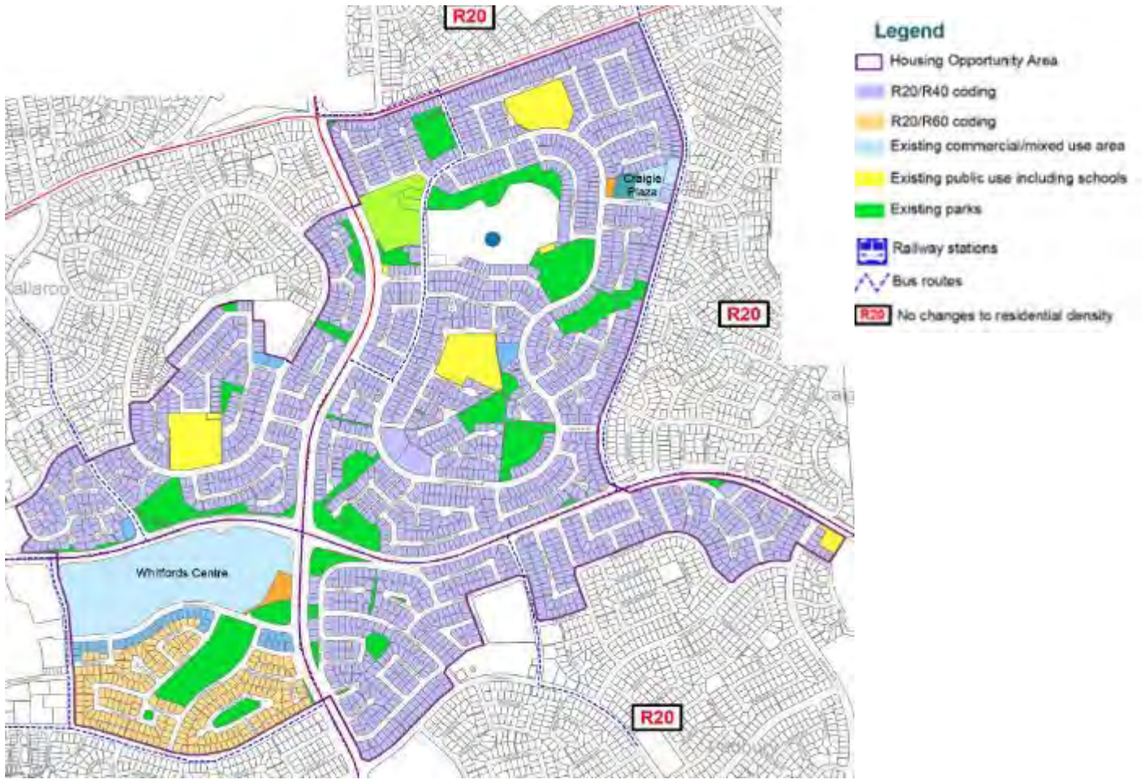
**PROPOSED DENSITY**

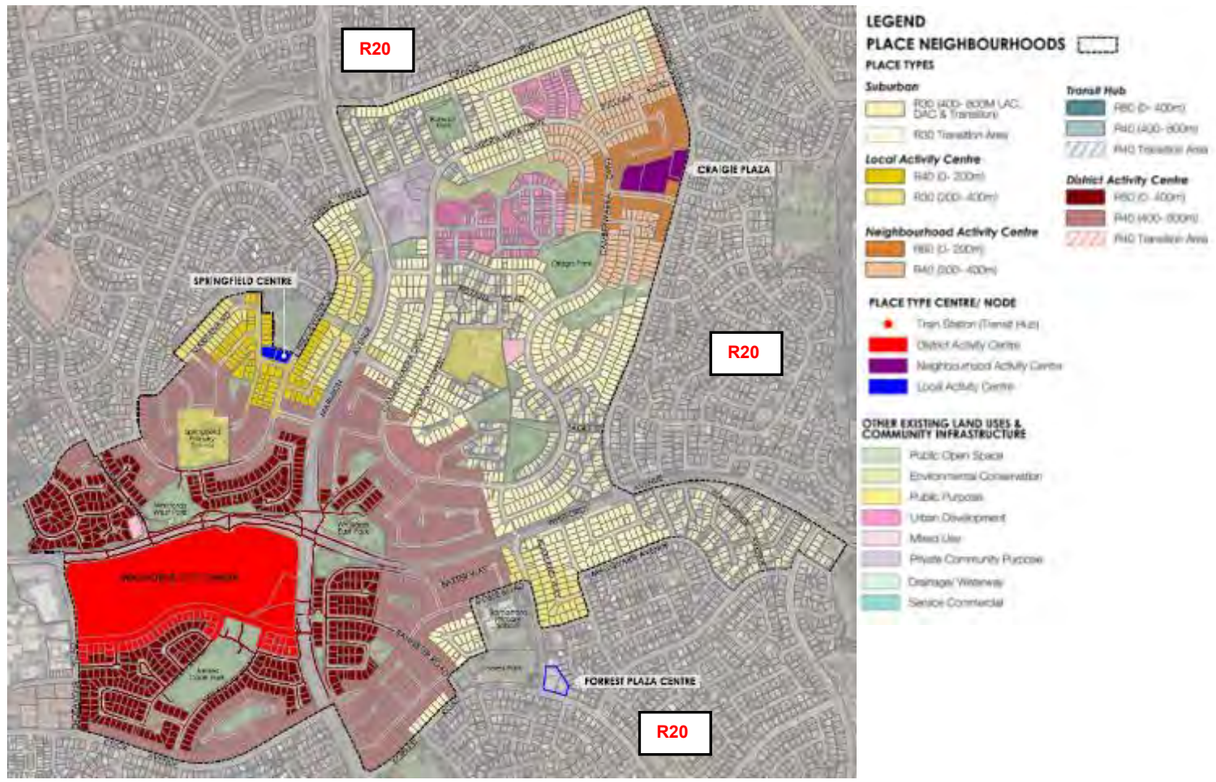
- Remove dual density code
- Remove R60 around Greenwood Station and reduce to R40
- Introduce some R60 within 200m of the Hepburn Heights centre
- Retain R40 within 200 to 400m walkability of Hepburn Heights centre
- Retain R40 within 200m of Lilbourne centre
- Retain R40 within 200m of Coolibah Drive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

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

**IMPORTANT POINTS TO NOTE:**

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




### CURRENT DENSITY

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

### PROPOSED DENSITY

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

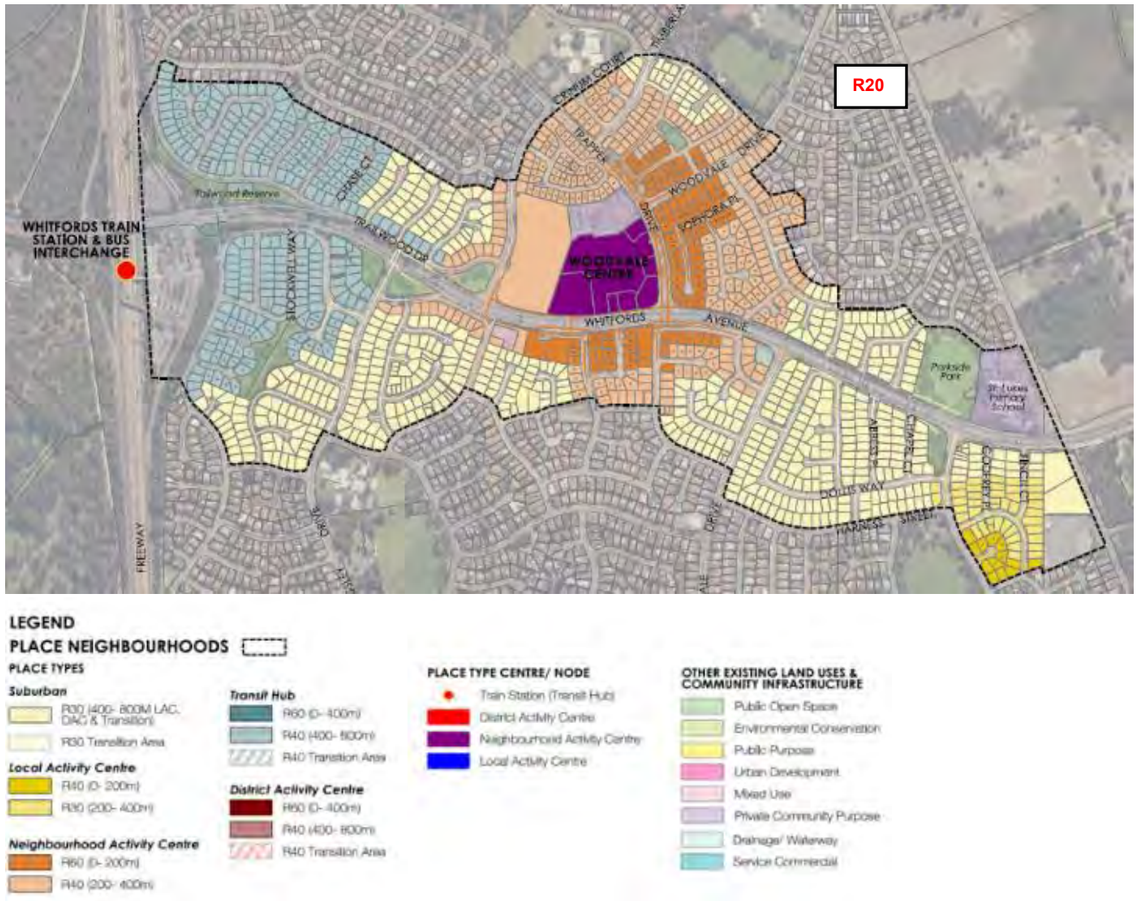
## HOA / PLACE NEIGHBOURHOOD 6 – WOODVALE / KINGSLEY

**IMPORTANT POINTS TO NOTE:**

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


**CURRENT DENSITY**

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



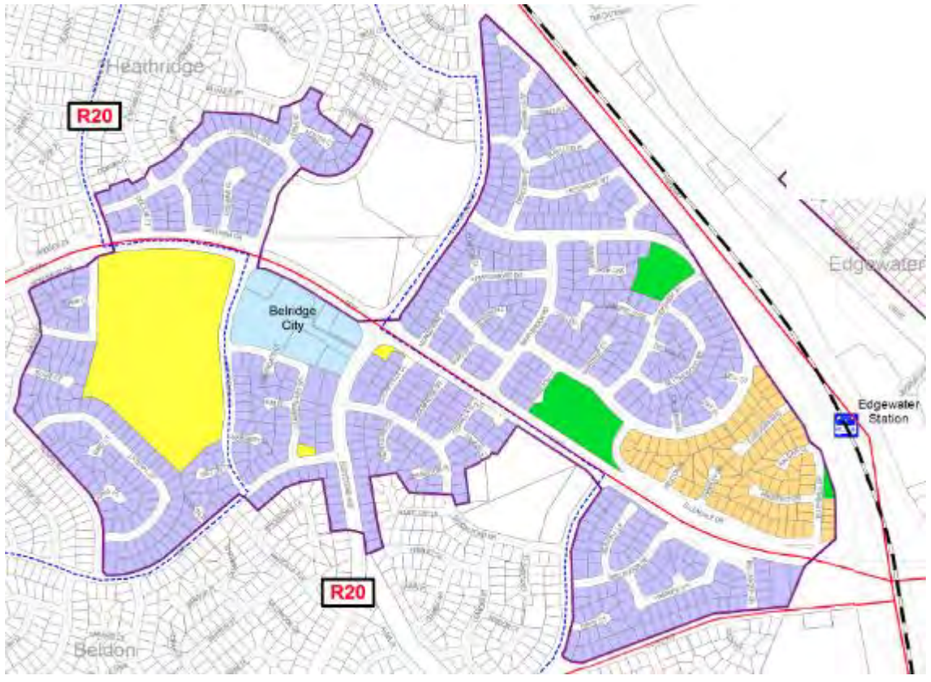

**PROPOSED DENSITY**

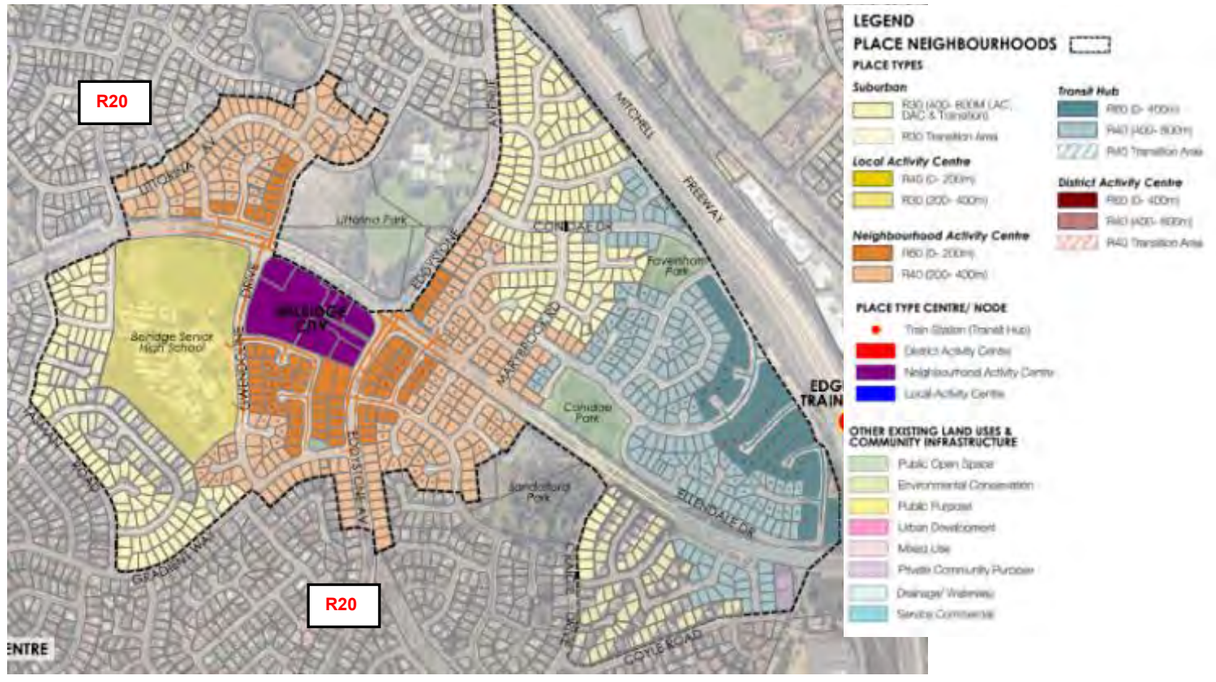
- Remove dual density code
- Remove R60 around Whitfords Station and reduce to R40
- Retain existing R40 within 800m of Whitfords Station
- Introduce some R60 within 200m of Woodvale centre
- Retain existing R40 within 200 – 400m of Woodvale centre
- Retain existing R40 within 200m of Kingsley centre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

## HOA / PLACE NEIGHBOURHOOD 7 – BELDON / HEATHRIDGE

**IMPORTANT POINTS TO NOTE:**

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





**CURRENT DENSITY**

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

**PROPOSED DENSITY**

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

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

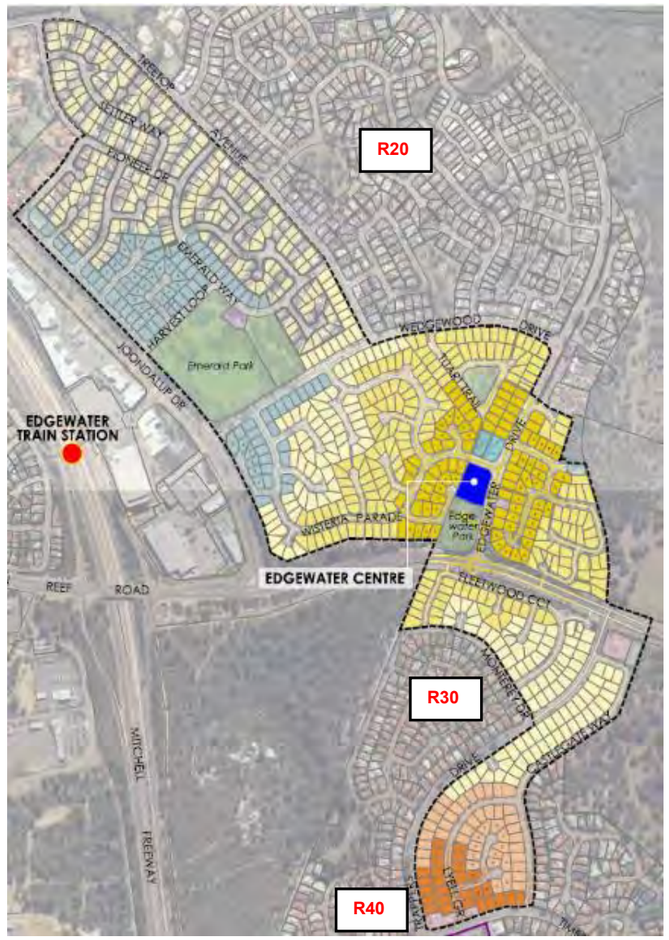
**IMPORTANT POINTS TO NOTE:**

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



**CURRENT DENSITY**

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





**PROPOSED DENSITY**

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

## HOA / PLACE NEIGHBOURHOOD 9 – HEATHRIDGE

**IMPORTANT POINTS TO NOTE:**

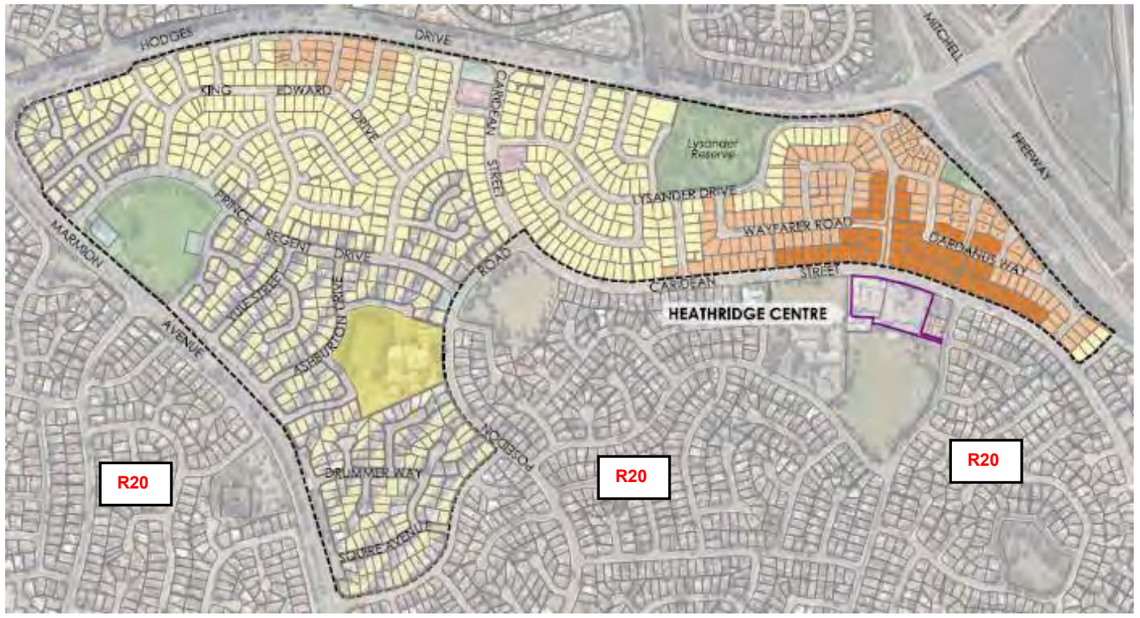
- It is essential that proposed density be read in conjunction with draft Scheme Amendment No. 3 to Local Planning Scheme No. 3 and the draft Place Neighbourhoods Local Planning Policy.
- Development standards set out in draft Scheme Amendment No. 3 and the draft Place Neighbourhoods Local Planning Policy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


Legend

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

**CURRENT DENSITY**

- All R20 / R30




LEGEND

PLACE NEIGHBOURHOODS

PLACE TYPES

*Suburban*
- R30 (400- 800M LAC, DAC & Transition)
- R30 Transition Area

*Local Activity Centre*
- R40 (0- 200m)
- R30 (200- 400m)

*Neighbourhood Activity Centre*
- R60 (0- 200m)
- R40 (200- 400m)

*Transit Hub*
- R60 (0- 400m)
- R40 (400- 800m)
- R40 Transition Area

*District Activity Centre*
- R60 (0- 400m)
- R40 (400- 800m)
- R40 Transition Area

PLACE TYPE CENTRE/ NODE
- Train Station (Transit Hub)
- District Activity Centre
- Neighbourhood Activity Centre
- Local Activity Centre

OTHER EXISTING LAND USES & COMMUNITY INFRASTRUCTURE
- Public Open Space
- Environmental Conservation
- Public Purpose
- Urban Development
- Mixed Use
- Private Community Purpose
- Drainage/ Waterway
- Service Commercial

**PROPOSED DENSITY**

- Remove dual density code
- Introduce some R60 within 200m of Heathridge centre
- Introduce some R40 within 200 – 400m of Heathridge centre
- Introduce some R40 within 400m of Connolly centre (outside of Place Neighbourhood)
- Retain rest of Place Neighbourood as R30

## HOA / PLACE NEIGHBOURHOOD 10 – JOONDALUP

**IMPORTANT POINTS TO NOTE:**

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


**CURRENT DENSITY**

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


**PROPOSED DENSITY**

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