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- (b) with respect to Recommendation 5 of the Local Housing Strategy, the proposal to increase the residential density for commercial and centre zoned land within the City is supported. The City should investigate the application of activity centre codings in preparing its new Scheme, or amendments to its existing scheme;**
  - (c) with respect to Recommendation 6, any proposed policy should contain guidance concerning what constitutes 'large land parcels';**
  - (d) the Strategy Map should be modified before inclusion in the Local Planning Strategy to identify the Sorrento District Centre and to replace annotations of Whitfords and Warwick from regional centres to secondary centres to reflect the terminology of State Planning Policy 4.2 'Activity Centres for Perth and Peel'.**

#### **SUMMARY:**

- The City of Joondalup (the City) has prepared a draft Local Housing Strategy (LHS) which proposes seven recommendations to meet the future housing needs of its residents.
- The recommendations include:
  - increasing densities in 10 identified Housing opportunity Areas in proximity to public transport and centres;
  - preparation and application of dual code provisions in these areas;
  - encouraging aged persons housing;
  - increasing the density of commercial zoned land;
  - considering allowing additional height; and
  - developing provisions for opportunity sites.
- The draft LHS is generally consistent with State and regional planning policies.
- It is recommended the Western Australian Planning Commission (WAPC) give its support for the LHS recommendations to be included in the City's draft Local Planning Strategy (LPS) and for the recommendations to be used as the basis for amendments to the City's District Planning Scheme No. 2 (DPS No. 2)

#### **BACKGROUND:**

The City has prepared a draft LHS and has submitted it to the WAPC seeking its endorsement. It is intended as a strategy for meeting the future housing needs of the City and managing the character and amenity of existing residential areas.

While there is a requirement under the *Planning and Development Act 2005* for an LPS to be prepared in conjunction with the statutory five-yearly review of local

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planning schemes, there is no regulatory requirement for local governments to prepare an LHS.

The City prepared a draft LPS which was advertised, adopted by Council and submitted to the WAPC for endorsement. A key action of the LPS is to prepare an LHS. The WAPC supported the LPS for certification for advertising in April 2009, subject to modifications, and advised:

*'recommendations from the Joondalup and (soon to be released) WAPC Housing Strategies, draft Metropolitan Activities Centres Policy and Spatial Framework will contribute significantly to the development of a planning framework for future rezoning, subdivision and development in the City of Joondalup and that the Commission will require incorporation of significant recommendations in the Local Planning Strategy prior to endorsement'*.

This advice was given as although the WAPC supported advertising of the LPS, substantial planning work was still required to be undertaken. This included the preparation of an LHS in order to provide an adequate framework for decision making and rationale for zoning and provisions in any new scheme.

The City has now completed its LHS and seeks WAPC endorsement of it.

The City initially prepared and advertised a draft LHS in 2010 and submitted this to the WAPC in March 2011. At that time assessment of the LHS revealed several concerns, which were communicated to the City:

- The Strategy does not adequately respond to strategic documents, particularly SPP 4.2 'Activity Centre for Perth and Peel' and DC 1.6 'Planning to Support Transit Use and Transit Oriented Development';
- Terminology used in the Strategy and nomenclature of centres is inconsistent with SPP 4.2;
- There are more opportunities for intensification of residential development in proximity to rail stations, high frequency bus routes and centres within the City; and
- The Strategy does not clearly articulate the methodology for the selection of the boundaries of the Housing Opportunity Areas and proposed densities.

In response to this, the City resolved to revise and readvertise the LHS. The revised LHS has been adopted by the City and submitted to the WAPC for endorsement.

This report has been prepared for the WAPC to determine whether it supports the recommendations of the LHS for inclusion in the City's LPS and to be a basis for the City initiating amendments to its local planning scheme to implement the density changes and other recommendations.

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## LEGISLATION / STRATEGIC PLAN / POLICY:

### Legislation

Section:

*Town Planning regulations 1967*

Regulation 12A

### Strategic Plan

Strategic Goal:

Planning

Outcomes:

Planned Local Communities developing a sense of place.

Strategies:

Develop connected and accessible communities (Network City).

Encourage innovation in the design of our communities.

Improve local planning service capability.

### Policy

Number and / or Name:

'Directions 2031 and Beyond'

State Planning Policy 3 'Urban Growth and Settlement'

DC Policy 1.6 'Planning to Support Transit use and Transit Oriented Development'

Draft Outer Metropolitan Perth and Peel Regional Strategy

State Planning Policy 4.2 'Activity Centres for Perth and Peel'

State Planning policy 3.1 'Residential Design Codes'

## DETAILS:

The draft LHS is divided into two parts. Part 1 provides the background and policy context for the City, an analysis of population and housing demand and constraints and opportunities. Key findings are:

- The population of City is not expected to grow significantly by 2031 rising from 149,265 in 2011 to 170,428 by 2031;
- There is a declining household size and an ageing population which has implications for the housing market in terms of density and dwelling type to accommodate these trends;
- There needs to be a significant increase in housing choices to allow residents the opportunity to move into dwellings best suited to their circumstances;
- The City has fallen behind other Councils in the provision of medium and high density housing;
- The existing R20 coding over most of the Scheme area significantly limits the range and diversity of housing which could be accommodated in the suburban areas;
- The existing R20 coding over commercial zoned land is inadequate for a modern commercial centre and the development yield of residential units is

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not high enough to be an incentive for any centre owner who may wish to invest in a redevelopment which could provide many benefits for the community;

- At current density codes the housing stock in the City could increase by about 6,556 dwellings by 2031 (only about 2,969 of these are from infill);
- An 'age and condition' survey of older suburbs in the City identified areas which would benefit from an increase in private investment through increased development potential - being Craigie and Heathridge; and
- Community consultation, by way of a housing survey was undertaken in 2009, indicated there is not enough community support to justify extensive density increases.

Part 2 of the LHS comprises the recommendations and an overall Strategy Map (**Attachment 1- Revised Strategy Map**). There are seven key recommendations summarised below:

### **Recommendations 1 and 2:**

The identification of Housing Opportunity Areas (HOA's) which are suitable for higher density codings and using these as a basis for density codings in the new Scheme. There are 10 areas identified which have been selected using criteria of proximity to train stations, high frequency bus routes commercial centres, existence of laneways and areas where revitalisation is encouraged.

The LHS proposes R20/60 adjoining stations and centres, R20/40 and R20/30 in areas in proximity to these facilities and in areas requiring revitalisation and R20/25 is proposed in parts of the suburb of Sorrento where laneway lots are present

The LHS includes maps for each area showing the extent of the land that is proposed for higher codings (**Attachment 2- Revised Housing Opportunity Areas 1-10**).

### **Recommendation 3:**

The adoption of a new Dual Coding Policy to guide subdivision and development in the HOAs. This policy was advertised with the draft LHS. The policy is divided into two sections, the first establishes the criteria required to achieve the higher density for subdivision and the second establishes criteria for development. These criteria include various matters such as minimum frontages, battle-axe leg widths, tree retention requirements and carports and garages being compatible with the associated dwelling, amongst other matters.

### **Recommendation 4:**

As part of the scheme review process, scheme or policy provisions should be developed for "Additional Density Bonus for Aged Persons Housing" to encourage amalgamation and development of between two and four existing residential lots for aged persons housing in appropriate locations. This recommendation is not intended to apply to land in HOA's or the Joondalup City Centre.

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### **Recommendation 5:**

- Replace the residential coding of R20 which currently applies to all commercial and mixed use zoned land over 1000sqm with R80 and develop Scheme and/or policy provisions to encourage the incorporation of environmentally responsible design elements into the developments. This recommendation will apply across the whole City with the exception of the Joondalup City Centre; and
- Replace the residential coding of R20 which currently applies to all commercial and mixed use zoned land under 1000sqm with R40 and develop Scheme and/or policy provisions to encourage the incorporation of environmentally responsible design into the developments. This recommendation will apply across the whole City with the exception of the Joondalup City Centre.

### **Recommendation 6:**

As part of the District Planning Scheme review process, amend Policy 3.2- *'Height and Scale of Buildings Within Residential Areas (outside the City Centre)'* to allow the height of large-scale aged persons accommodation such as retirement villages and residential development in areas coded R60 and above to be increased to three or four storeys instead of being limited to two storeys. It will continue to apply across the whole City with the exception of the City Centre.

The current policy is considered to be a constraint to future housing. The City considers the height limit is appropriate for most residential development particularly in low density areas and should continue to be applied. However, the City advises that for areas coded R60 and above where a built form of three or four storeys is desirable, if the policy is applied rigidly, it would be very difficult, if not impossible to achieve the prescribed density.

### **Recommendation 7:**

As part of the District Planning Scheme review process, adopt a new planning policy - *'Minimum Density for Large Opportunity Sites'* which will be in line with government policy and set a 'target' density for such sites. It will apply across the whole City with the exception of the City Centre.

The LHS notes that these large sites such as former school sites will be rare and any residential development yield should be maximised while having regard for existing residential amenity and character of the surrounding area.

### **Estimated Dwellings**

The LHS identifies that recommendations for increased density codings and the existing potential results in a capacity for 24,838 additional dwellings from infill.

The LHS notes that infill occurs gradually and development of 100% of the lots capable of development is highly unlikely over the longer term. The LHS applies an 85% take up rate over a 20 year span consistent with the take up rate used in the

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draft 'Outer Metropolitan Perth and Peel Sub-Regional Strategy' and gives an estimated number of additional dwellings within the City of 25,145 (21,112 from infill development) (**Attachment 3- Dwelling Figures**).

### **Implementation, Monitoring and Review**

The LHS states that its recommendations will be implemented through the adoption of planning policies and changes to density codes and special provisions of the new District Planning Scheme. It is noted however, that the City may pursue implementing LHS recommendations through amendments to its existing District Planning Scheme No.2.

The LHS acknowledges that once the new density codings come into force, it will be important to closely monitor the uptake of medium density development in the new HOA's as well as measuring the success of other policy levers such as density targets for large sites. The purpose of monitoring is to determine whether the rate of infill development is meeting expectations in terms of reaching housing targets.

The LHS is to be reviewed at the same time as the next review of the District Planning Scheme.

### **GOVERNMENT AND CORPORATE IMPLICATIONS:**

Assessment of the LHS involves the application of the principles and objectives of "Directions 2031" and the "Drafter Outer Metropolitan Perth and Peel Sub-regional Strategy", specifically the housing targets and desired locations for intensification of development expressed in these documents. The approach taken by the WAPC in the application of these principles in this LHS may set a precedent for other similar proposals.

### **CONSULTATION:**

The City advertised the original LHS from 3 June 2010 to 16 August 2010 in the following manner:

- Letters and brochures, incorporating a survey were mailed to residents and owners of the 58,087 residential properties in the City;
- Owners of commercial and mixed use properties outside the City Centre received a letter advising them of the recommendation to change the residential density of their properties from R20 to R80;
- Two public information sessions were held and were well attended (100+ at each session);
- A dedicated web page was created on the City's website and a dedicated telephone line enabled enquiries to be answered promptly; and
- Notices and newspaper articles in local newspapers.

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The City analysed the 6926 surveys that were returned (**Attachment 4- Survey Results**). In addition to the survey, 88 written submissions were received, including:

- 45 'standard wording' submissions of objection to properties in Duncraig (Carine Glades) being including in a HOA;
- five multi signature letters being;
  - 23 signatures requesting HOA 3 to be extended to include Robin Avenue,
  - 10 signatures requesting HOA 3 to be extended to include Ross Avenue,
  - 23 signatures requesting Monkhouse Way and Solander Road (HOA 5) not be rezoned Mixed Use,
  - 11 signatures requesting HOA 5 be extended to include Culwalla Close,
  - 10 signatures requesting HOA 5 to be extended to include Delaware Place,
- Eight responses from servicing authorities;
- thirty other submissions; and
- three submissions submitted to the Department of Planning.

Several petitions were also received outside of the consultation period being:

- A petition with 19 signatures requesting properties in Barralier Way, Padbury be included in HOA 5;
- A petition with 24 signatures requesting properties in are bordered by Marmion and Hepburn Avenues, Orbell and McWhare Roads and Waterford Drive be included in HOA 4; and
- A petition with seven signatures requesting HOA 3 to be extended to include Syree Court, Sorrento.

The Department of Planning (DoP) provided preliminary comments in respect of the draft Strategy during advertising which are summarised below:

- With regard to Recommendations 1 and 2, the targeted approach to increasing residential densities in the City in areas close to train stations, high frequency bus routes, commercial centres, where laneways are present and areas where revitalisation is encouraged is supported and reflects the objectives of State and Regional planning strategies and policies such as *Directions 2031, Network City* and *State Planning Policy 3 'Urban Growth and Settlement'*;
- The opportunity exists for greater areas of land to be included in the HOA's and for the application of higher density codings within these areas than are currently proposed by the LHS;
- In particular, it is recommended that all residential land within an 800m walkable catchment of the train stations be included in the HOA's and that the amount of land identified for R20/40 and R20/60 within HOA's be increased;

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- It is also recommended that the
  - LHS include more information in relation to the methodology for the selection of the boundaries of the HOA's including plans showing walkable catchments of train stations and centres. In addition, further consideration should be given to the boundaries between areas with different density codes;
  - For consistency of streetscape it is preferred that the same code applies along both sides of a street;
  - In general, the adoption of a local planning policy articulating the criteria which need to be achieved in order for the higher density coding to be applied is supported as is the distinction between criteria for subdivision applications and development applications;
  - Several of the subdivision and development criteria required to achieve the higher density for subdivision and development in the draft Dual Density Code Policy are inconsistent with those aspects of the design elements of the R-Codes which may be varied. Accordingly, the policy will require the approval of the WAPC and will need to be accompanied by sufficient justification to warrant such variations to the R-Codes. Alternatively, the City may wish to pursue these variations by way of provisions in the local planning scheme, also accompanied with sufficient justification, rather than in a local planning policy;
  - The draft Dual Density Code Policy should be amended to remove conflict with WAPC policy and practice;
  - In regard to Recommendation 4, further information is required as to the exact nature of the density bonus for aged and dependent persons development. It is considered that the proposal for an additional density bonus would be more appropriately be implemented through a scheme provision. This could be supplemented by a local planning policy that contains performance criteria and locational criteria.
  - Recommendation 5 is supported in principle;
  - Recommendation 6 is supported in principle;
  - Recommendation 7 requires further information and justification. More detail should be provided about the intent, details and operation of this proposed policy;
  - A comprehensive assessment of the LHS will be undertaken when it is submitted to the WAPC for endorsement.

The City considers the consultation process generally identified that many residents could see the benefits from higher density, if not from designated HOAs. The mapping of survey results supports this contention as it has shown that property owners across the City wish to have a say in determining the future disposition of

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their homes and properties. The City notes that of major interest has been the desire expressed by respondents to 'age in place' by subdividing their existing blocks, building a smaller property more suited to their needs and financing this process through selling off the remaining land.

The City considered that analysis of the survey results indicates that amendments to the boundaries of the HOAs was not warranted and that there was no significant or overwhelming sentiment identified through the spatial mapping of results that justified any changes.

In response to comments raised by the DoP, other agencies and in submissions, the City offered the following comments:

- In regard to the draft Dual Density Code Policy, this does not form part of the LHS text. This policy, as well as other policies referred to in the LHS recommendations can be further developed and refined if the LHS is approved, including the specific provisions relating to grey water and rainwater tanks. Any inconsistencies with WAPC policy will be resolved at that stage;
- In regard to the suggestion that densities could be increased, with the introduction of the new Multi-Unit Housing Code, it is likely that there is potential for an increase in lot yields under the new Code, without the need to increase density codes;
- The Water Corporation's stance in regard to the Beenyup Waste Water Treatment Plant buffer area is noted and that information can be included in the LHS;
- In response to requests to extend HOA 3 to include additional properties: HOA 3 primarily contains lots with laneway access. The more traditional grid-like systems of roads and laneways make it easier to facilitate higher density residential development while maintaining a consistent streetscape. The laneway lots are more easily able to be developed with lesser impact on surrounding properties as the laneway separates the sites at the rear. The properties on the northern side of Ross Avenue and the properties on Robin Avenue and Syree Court (with one exception) are not laneway lots, and therefore do not fall within the adopted criteria. Inclusion of these lots may undermine the adopted principles of the draft LHS;
- In response to requests not to rezone Monkhouse Way and Solander Road in HOA 5 to mixed use: this area relates to land opposite the Whitfords Shopping Centre which is recommended to be zoned Mixed Use. It is considered that the ability to provide an interface with the shopping centre is an important objective and will, over time, provide the opportunity for small scale mixed use development, including housing, to occur, It is therefore considered that the area be retained as proposed Mixed Use;
- In response to requests to extend HOA 5 to include Culwalla Close and Delaware place, Kallaroo: Although these properties are located north of the existing proposed HOA boundary, the inclusion of the areas can be considered to be relatively consistent with the locational criteria on which the

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HOAs are based, particularly given the location of the regional shopping centre (Whitfords). If this area was to be considered for inclusion in HOA 5, to provide a logical boundary it may be appropriate that properties fronting Bridgewater Drive also be considered for inclusion;

- In response to requests for properties in Barralier Way, Padbury to be included in HOA 5: This does not form a logical extension to HOA 5. Many other properties adjoining and nearby to Barralier Way, share similar proximity to the proposed HOA, however the petition does not include these areas. In addition, the survey results do not indicate any significant support for the extension of HOA 5 in this vicinity;
- In response to requests to include properties in the area bordered by Marmion and Hepburn Avenues, Orbell and McWhae Roads and Waterford Drive, be in HOA 4: This does not form a logical extension to HOA4 as it represents an isolated pocket and there are many other properties adjoining and nearby that share similar proximity to the proposed HOA4. In addition, the petition represents 20 properties out of 106 in the area requested to be included in HOA 4; and
- In response to the 45 'standard wording' submissions of objection to properties in Duncraig (Carine Glades) being included in an HOA: The objection letters received are not clustered in a way where it is readily possible to consider amending the HOA boundary to exclude these properties. In addition, 73% of people who responded to the survey agreed with their property being included in proposed HOA 1, indicating a high level of support for the HOA boundary as proposed.

### **Revised Strategy**

As discussed above, following submission of the LHS to the WAPC the DoP advised the City of the need for it to respond more strongly to strategic planning documents such as 'Directions 2031', SPP 4.2 and DC 1.6.

In response the City prepared a revised LHS which proposed:

- Retain Recommendations 1 and 2 but change the Strategy maps to expand the HOAs and increase the density codings within HOAs;
- Retain Recommendation 3 to develop dual coding provisions however acknowledge that the draft dual coding policy requires review and some provisions may be more appropriate in the Scheme, rather than policy;
- Retain Recommendation 4 to encourage amalgamation and development of lots for aged persons housing however change reference to these provisions being incorporated into the scheme rather than policy;
- Modify Recommendation 5 to clarify that all land zoned Commercial and mixed use over 1000sqm is to be re-coded to R80, and lots less than 1000sqm are to be recoded to R40 (not in the Joondalup City Centre);and

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- Modify the Strategy document to include updated census information, reference to SPP 4.2, recalculated dwelling yields and the methodology for HOAs.

The revised Strategy was advertised in February in the following manner:

- letters to landowners who were not previously located within a HOA but are now proposed to be (914 letters);
- notices in the *Joondalup Times* and *The Weekender*;
- a notice in the City's website; and
- maps available at the City's administration building and Whitfords customer service centre.

A total of 30 submissions were received comprising 19 of support, 10 of objection and one requesting inclusion in a HOA (**Attachment 5 - Schedule of Submissions for Revised Strategy**).

The submissions of support made the following comments:

- minimises urban sprawl and is more sustainable;
- promotes a sense of social equity by providing opportunities for affordable housing;
- be economically sustainable as it provides the opportunity for development where there is existing infrastructure rather than having to install new infrastructure;
- allows more people to live closer to the Perth CBD, train stations, shopping centres and other amenities;
- provides the opportunity to revitalise older housing;
- reduces dependency on cars; and
- encourages an increase in the number of storeys for dwellings

The submissions of objection made the following comments:

- it does not preserve the character and amenity of the area;
- moved out of areas to get away from increased densities;
- housing stock is not old enough to require revitalisation;
- lack of information provided during consultation and lack of consultation;
- no need for higher densities;
- devaluation of properties;
- requests property be excluded;
- requested the boundary of the HOA to be expanded and it hasn't;
- impact on services such as schools, doctors and dentists;
- requires demolition of dwellings;
- sees the Strategy as the City and State government bowing to big business and corporate dollars; and
- need for an increase and improvement of infrastructure and amenities in line with density increases.

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The submission requesting inclusion in a HOA was received from a property owner in Priscilla Avenue in Beldon whose property is located just outside HOA 7. The submitter notes that there are properties on Priscilla Avenue that are closer to the shopping centre and train station than other properties included in the LHS. The City has responded by stating that in the case of HOA 7 the boundaries are based on a 400m walkable catchment around the Belridge Shopping Centre.

## **OFFICER'S COMMENTS:**

### **General Comments**

The strong emphasis in the LHS on promoting a range of housing opportunities close to train stations, high frequency bus routes, commercial centres, on laneways and areas where revitalisation is encouraged as is encouraging maximising the potential of opportunity sites (in accordance with current state and regional plans and policies).

The revised LHS acknowledges previous DoP concerns and provides increased opportunities for intensification of residential development in proximity to train stations and centres within the City. The proposed densities are generally in line with the targets of DC 1.6 and SPP 4.2. The revised LHS also now includes reference to SPP 4.2 and correct terminology for centres.

### **Specific comments**

The following specific comments are offered in respect of the proposed LHS recommendations.

#### Recommendations 1 and 2

Recommendations 1 and 2 state:

1. *Accept the Housing Opportunity Areas shown on the draft Local Housing Strategy Plan Map in Section 10.4 as areas suitable for higher residential density codings in the new District Planning Scheme.*
2. *Use the proposed new residential densities and zonings in each of the Housing Opportunity Areas described in Section 10.5 as the basis for new density codings and rezonings in the new District Planning Scheme. The rest of the City is unchanged.*

Broad criteria were developed to assist with selecting areas within the City suitable for possible higher density including:

- 800m walkable catchment around Currambine, Joondalup, Edgewater, Whitfords, Greenwood and Warwick railway stations;
- 800m walkable catchment around the secondary centres of Whitfords and Warwick;
- 400m walkable catchment around district centres of Woodvale, Greenwood and Currambine;

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- 400m walkable catchment around neighbourhood centres close to high frequency public transport services;
  - 400m walkable catchment from high frequency bus routes;
  - Suburbs which would benefit from revitalisation; and
  - Land abutting Right of Ways (laneways).

The LHS states that these areas were further refined by taking into account the age and density of existing housing, road layouts, connectivity and good pedestrian access. With respect to walkable catchments around train stations, high frequency transport routes and centres, these have been mapped by the City and maps provided to the DoP, however, the maps do not form part of the LHS document itself.

With respect to the centres selected for higher density investigation the LHS notes that these have been selected based on proximity to high frequency public transport, age of existing housing stock and services offered. Initial densification is to be focussed on areas around higher order centres, with an opportunity for increased density on commercial sites.

The targeted approach to identifying areas suitable for increases in residential density rather than blanket increases in density over whole suburbs is supported. A detailed analysis of each of the proposed HOAs is contained at Attachment 14 (**Attachment 6 - HOA Analysis**) and comments regarding consistency with State and regional planning policies and strategies are outlined below.

#### *Directions 2031 and Beyond*

“Directions 2031” seeks a 50 per cent improvement on current infill residential development trends of 30 and 35 per cent; and, has set a target of 47 per cent or 154,000 of the required 328,000 dwellings as infill development. Directions 2031 seeks a 50 per cent increase in the current average residential density of 10 dwellings per gross urban zoned hectare; and, has set a target of 15 dwellings per gross urban zoned hectare of land in new development areas.

To achieve these targets “Directions 2031” states that planning will need to:

- focus on targeted locations for future urban growth such as in and around retail and employment centres, transit oriented developments and high frequency public transport corridors; and
- apply higher R-codes in strategies and schemes within areas that have close proximity to educational institutions, community facilities and services such as hospitals, medical centres and libraries.

‘Directions 2031’ identifies Joondalup as a Strategic Metropolitan Centre, Warwick and Whitfords as Secondary Centres, Hillarys Boat Harbour as a Metropolitan Attractor and Greenwood, Sorrento, Currabine and Woodvale as District Centres.

The LHS proposes targeted increases in density to allow infill development close to the majority of the centres mentioned above, as well as stations and high frequency bus routes. This approach is consistent with ‘Directions 2031’.

*Draft Outer Metropolitan Perth and Peel Sub-Regional Strategy*

The draft 'Outer Metropolitan Perth and Peel Sub-regional Strategy' was prepared in collaboration with local government and forms an integral part of the 'Directions 2031' vision. It provides information about the levels of expected population growth by local government area and highlights development opportunities and increased densities in greenfields areas throughout the five outer sub-regions of Perth and Peel. The document contains the following dwelling targets for the City of:

- Greenfield Connected City: 1,400
- Infill/Redevelopment: 12,700

It is noted that the additional dwelling target was revised to 12,110 in the 'Delivering Directions 2031 Annual Report Card 2012'.

Within the City, Burns Beach and Iluka are the only greenfield areas left with substantial land releases in the pipeline. These areas have been planned out with existing structure plans and current subdivision approvals. The LHS estimates the additional dwellings to be provided from these areas to be 2,514 which is consistent with the draft 'Outer Sub-Regional Strategy' (OSRS) target.

The LHS indicates the capacity for additional infill dwellings and existing potential outside HOAs could be 21,112 (at 85% take up rate of total capacity) which exceeds the target in the OSRS and revised 'Directions 2031' target. It is noted that an 85% take up rate may not be achieved, however, it is considered that the LHS recommendations provide the opportunity and capacity for the targeted number of additional dwellings.

*State Planning Policy 4.2 'Activity Centres for Perth and Peel'*

In regards to SPP 4.2, it is noted the City is undertaking a commercial strategy which will investigate and provide recommendations on its commercial centres and will specifically focus on the application of SPP 4.2. The commercial strategic and activity centre plans required for strategic metropolitan centres, secondary centres and district centres will address land use mix and dwelling density targets within centres. However, elements of that policy are relevant to this LHS and should be addressed in this document, particularly the aim of optimising residential growth through higher density development within walkable catchments of centres.

SPP 4.2 states that LPS's, schemes and activity centre structure plans should optimise housing potential in *walkable catchments* and meet density targets (**Table 3**).

These targets are outlined in the table below:

<b>Table 3: Activity centre functions, typical characteristics and performance targets</b>				
<b>Typical characteristics</b>	<b>Strategic metropolitan centres</b>	<b>Secondary centres</b>	<b>District centres</b>	<b>Neighbourhood centres</b>

Future indicative service population (trade) area <sup>1</sup>	150,000-300,000 persons	Up to 150,000 persons	20,000 to 50,000 persons	2000-15,000 persons (about a 1km radius)
Walkable catchment for residential target	800m	400m	400m	200m
Residential density target per <i>gross hectare</i> <sup>2</sup>	Minimum: 30 Desirable: 45	Minimum: 25 Desirable: 35	Minimum: 20 Desirable: 30	Minimum: 15 Desirable: 25

<sup>1</sup> Service population or retail trade area (for residential-associated) centres are indicative only and often overlap

<sup>2</sup> Typically, the average R Code (or net density) equivalent is two to three times the number of dwellings per *gross hectare*.

Within the City of Joondalup, the following centres are identified by SPP 4.2:

- Joondalup Strategic Regional Centre;
- Warwick Secondary Centre;
- Whitfords Secondary Centre;
- Currambine District Centre;
- Greenwood District Centre;
- Sorrento District Centre (clarified as Hillarys Boat Harbour); and
- Woodvale District Centre

It is noted that Joondalup City Centre is not covered by the LHS as it is subject to separate planning controls being the Joondalup City Centre Structure Plan.

Whilst the LHS proposes to increase the density of land in proximity to several district, neighbourhood and local centres, it does not identify the opportunity for increased densities around the district centres of Currambine and Sorrento (Hillarys Boat Harbour). Likewise there are several neighbourhood centres in the City which are not currently included in HOAs but that provide the opportunity for increased density within their catchments, such as the Glengarry and Woodvale centres.

With respect to the neighbourhood centres not currently included in HOAs, the LHS notes that centres have been selected for higher density investigation were based on proximity to high frequency public transport, age of existing housing stock and services offered (catering for the daily and weekly needs of surrounding residents) with initial densification to be focused on areas around higher order centres.

The City has advised that in respect of Hillarys Boat Harbour, this is a tourist centre and as such does not cater for the daily or weekly needs of surrounding residents. It was therefore not considered appropriate to include land surrounding Hillarys Boat Harbour in a HOA as it did not meet the selection criteria outlined in the LHS. In addition, applying a 400 metre radius from the centre of Hillarys Boat Harbour includes a very small number of residential properties. The relatively recent

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residential development on the corner of Hepburn Avenue and Whitfords Avenue/Seward Loop is within the Hillarys Structure Plan area and is almost fully developed and therefore the City considers it is unlikely to be redeveloped in the short term.

With respect to Currambine District Centre, this is located on the corner of Shenton Avenue and Marmion Avenue. The City advises that with the exception of one underpass, these major four lane roads coupled with the topography around the centre form a physical barrier to the centre that makes pedestrian access to the centre difficult and undesirable. The centre is subject to the Currambine District Centre Structure Plan, which includes the opportunities for R40 to R100 residential and mixed-use development within the centre boundaries. The City considers that the existing structure plan currently provides sufficient development potential. In addition, discounting the residential land separated by the four lane roads, only a small number of additional residential land falls within a 400 metre radius of the centre, some of which is already coded R40. Due to the age of the housing stock in this area, the City considers that redevelopment is unlikely to occur in the near future.

The above justification for exclusion of these areas at this time is accepted and it is noted that there may be potential for investigation of higher density around these centres in the future when the local planning strategy is due for review.

It is considered that the LHS adequately responds to SPP 4.2.

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

DC 1.6 seeks to maximise the benefits to the community of an effective and well used public transit system by promoting planning and development outcomes that will support and sustain public transport use, and which will achieve the more effective integration of land use and public transport infrastructure.

This policy has implications for the City with regard to the scale and nature of development within close proximity to its six train stations. The LHS generally reflects the objectives of DC 1.6 through the identification of HOAs adjacent to the stations, with the exception of Joondalup City Centre which will be guided by the City Centre Structure Plan.

One of the key policy objectives is *'To ensure the optimal use of land within transit oriented precincts by encouraging the development of uses and activities that will benefit from their proximity and accessibility to public transport, and which will in turn generate a demand for the use of transit infrastructure and services.'*

DC 1.6 defines a transit oriented precinct as one in which the threshold of walking to those facilities is:

- about 10-15 minutes walking time, or an 800m distance, for rail stations, transit interchanges or major bus transfer stations or terminals, and

- 
- about 5-7 minutes walking time, or 400m, for bus stops located on bus routes with multiple bus services that are high frequency of 15 minutes or less during peak periods.

The policy states that in reviewing town planning schemes and proposed scheme amendments that include transit precincts as defined by this policy, the WAPC will expect local governments to identify and promote opportunities for residential development at a minimum density of 25 dwellings per hectare, and will expect the application of densities substantially higher than 25 dwellings per hectare where sites have the advantage of close proximity to a rail station, major bus interchange or bus route that provides service frequencies equivalent to rail.

It is noted that a density of 25 dwellings per hectare equates to a density coding of approximately R40.

The LHS identifies HOAs adjacent to train stations which generally extend to the 800m walkable catchment from the stations. In addition, the density codings applied are R20/40 with areas in close proximity to stations being identified as suitable for R20/60. This is considered to be consistent with the DC 1.6.

### *Conclusion*

In conclusion, Recommendations 1 and 2, are consistent with State and regional planning policy and are supported.

It is noted that submissions were received in both advertising periods from landowners outside HOAs requesting their properties be included in HOAs. Council in most instances has not supported the extension of HOAs to include additional properties. The LHS sets the HOA boundaries based on methodology described above. At the strategic planning level the boundaries as defined by Council are considered acceptable. It is noted that in implementing the proposed density changes through an amendment to the Local Planning Scheme, there is the potential for the boundaries to be further refined if additional properties are identified at that stage as being suitable for inclusion.

### Recommendation 3

Recommendation 3 proposes the adoption of a new Dual Coding Policy to guide subdivision and development in the HOAs. A draft Dual Density Code Policy was advertised with the draft LHS and establishes the criteria required to achieve the higher density for subdivision and development, covering the following themes:

- Environmentally sustainable/energy efficient building design;
- Water sensitive design;
- Maintaining compatibility with surrounding lower density development; and
- General urban design principles.

The City's draft Dual Density Code aims to ensure that any development at the higher density code contributes positively to the existing character and amenity as well as the sustainability of an area.

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Dual coding and the use of criteria to qualify for the higher coding are a useful mechanism to achieve higher density residential developing whilst achieving certain outcomes. The use of dual coding and a policy to implement this is supported in principle. However, the policy provisions require revision and the City may wish to consider the inclusion of some provisions in its new scheme itself rather than the policy.

The DoP provided comments on the policy during the advertising of the LHS noting that several of the subdivision and development criteria required to achieve the higher density fall outside the scope of those aspects of the design elements in the Residential Design Codes (R-Codes) which may be varied by a local planning policy. Accordingly, the City was advised that the policy will require the approval of the WAPC and will need to be accompanied by sufficient justification to warrant such variations to the R-Codes. Alternatively, the City may wish to pursue these variations by way of provisions in the local planning scheme, also accompanied with sufficient justification, rather than in a local planning policy. It was also identified that the policy contained criteria which conflicted with provisions in several WAPC Development Control policies. It was suggested that the draft Dual Density Code Policy be amended to remove conflict with WAPC policy and practice.

The City responded to these concerns regarding the policy by noting that the draft Dual Density Code Policy does not form part of the LHS text. The policy, as well as other policies referred to in the LHS recommendations can be further developed and refined in the event in the strategy is approved. Any inconsistencies with WAPC policy will be resolved at that stage.

It is agreed that these are matters that can be dealt with at a later stage, as the details of the policy do not form part of the draft LHS. The City has been made aware of the DoP's concerns and it is expected that matters of inconsistency will be resolved at that stage.

#### Recommendation 4

The proposed action to introduce scheme or policy provisions for additional density bonuses for aged persons housing is supported in principle to encourage the provision of this type of development within the City to accommodate an ageing population.

It is noted that this recommendation is general in nature and does not provide detail as to the proposed Scheme or policy provisions or the extent of the density bonus.

It is anticipated that this detail will be provided as part of any amendment to the current scheme or the City's Scheme review. At that stage, the WAPC will need to assess the details of this proposal.

It is recommended that the City be advised that Recommendation 4 is supported in principle, however, the exact nature of the proposed provisions will need to be assessed when proposed to be incorporated into the City's Scheme by way of amendment to its existing Scheme or in any new Scheme.

#### Recommendation 5:

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The recommendation to increase the density coding applicable to commercial and mixed use zoned land proposed by Recommendation 5 is supported. This is consistent with the objectives and principles of 'Directions 2031', and applicable WAPC policies.

The revised LHS wording for this recommendation addresses the issue raised in submissions and by the DoP about the uncertainty of the coding of commercial land outside HOAs.

It is noted that SPP 4.2 encourages the application of activity centre codes for designated activity centres. This matter has been raised with the City which advises that the application of R-AC codes would need to be carefully considered during preparation of the new Scheme. It is recommended that the City be advised to consider the application of R-AC codings to its centres in preparing its new scheme.

#### Recommendation 6:

The proposed action to amend the City's existing Policy 3.2 - *'Height and Scale of Buildings Within Residential Areas (outside the City Centre)'* to increase the permissible height of large-scale aged persons accommodation such as retirement villages and residential development for large land parcels in areas coded R60 from two storeys to three or four is supported.

It is recommended that the City be advised that the proposed policy should contain appropriate guidance as to what constitutes 'large land parcels'.

#### Recommendation 7:

The recommendation to formulate provisions to set a 'target' density for opportunity sites such as former school sites is also supported. Consideration will need to be given to the mechanism to implement these provisions and the wording of any such provisions as part of future planning stages.

#### Strategy Map

The overall LHS map depicts the proposed HOAs. The map also identifies centres within the City however omits the district centre of Sorrento and incorrectly designates Warwick and Whitfords as regional centres instead of the secondary centres which is their classification under SPP 4.2 .

It is recommended that the city be advised to modify the LHS map to address the above.

#### **Endorsement Process**

The finalisation of the LHS and its inclusion into the City's LPS is necessary in order for the WAPC to endorse the LPS.

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In addition, it is noted that the City intends to use the LHS as a basis for initiating amendments to its local planning scheme to introduce the proposed density changes and other recommendations of the LHS. It is recommended that the WAPC advise this City of its support for this approach.

## **CONCLUSION**

The draft LHS proposes a number of recommendations to increase housing density and diversity to respond to projected demographic changes. The recommendations are in keeping with the principles and objectives of a number of State and regional planning policies which encourage intensification of development in proximity to established services and facilities such as 'Directions 2031 and Beyond', the draft Outer Metropolitan Perth and Peel Sub-Regional Strategy, State Planning Policy 4.2 and DC Policy 1.6.

It is recommended that the WAPC gives its support for the inclusion of the LHS recommendations in the City's draft LPS and for the recommendations to be utilised as a basis for the City initiating amendments to its District Planning Scheme No.2.

4 DRAFT LOCAL HOUSING STRATEGY MAP

The Draft Local Housing Strategy has identified 10 areas in the City as being suitable for higher residential densities.

This means that properties in these areas could be developed to accommodate a greater range of housing.

The draft Strategy aims to ensure that future growth in the City occurs in a sustainable way.

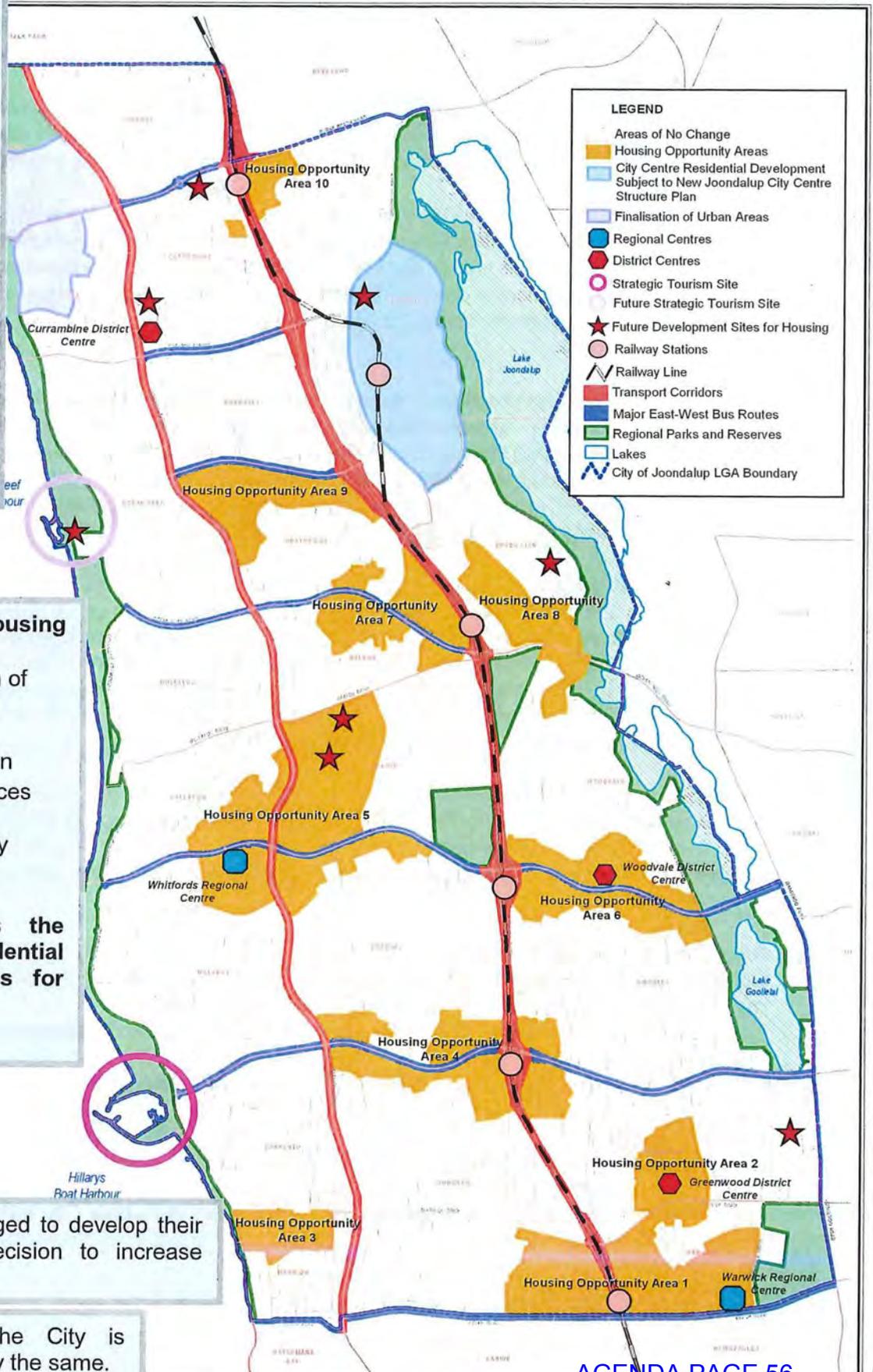
**These 10 Housing Opportunity Areas**

- are within easy reach of commercial centres,
- are accessible to main public transport services
- have good community facilities and parks.

Section 10.5 details the proposed new residential densities and zonings for each area.

Owners will not be obliged to develop their properties and any decision to increase densities is their option.

The majority of the City is recommended to stay the same.



**Summary:**

1. There are 10,779 residential lots in the Housing Opportunity Areas and the total potential **nett gain in dwellings** is at least 22,233 should all the lots be developed to their full potential. (See Table 11).
2. Outside the Housing Opportunity Areas, there would still be approximately 2,605 lots that could be developed further.
3. Therefore, should the recommendations of the draft *Local Housing Strategy* be adopted into the new District Planning Scheme, the total number of lots available for infill would be 13 384.
4. Infill occurs gradually and development of 100% of the lots in the Housing Opportunity Areas is highly unlikely over the long term. The Department of Planning's Outer Metropolitan Perth and Peel Sub-Regional Strategy assumes a take-up rate of infill across the Greater Perth Metropolitan Area of 85%.
5. The following tables compare the infill 'land bank' and nett gain in new dwellings should the proposed residential density codings, as recommended in the LHS, be adopted in the new District Planning Scheme with a 'no change in densities' scenario.

**Table 12** Comparison of the number of infill lots for future residential development

	Number of lots	
	'No change in densities' scenario	As recommended in the LHS
Infill ( small scale developments)	2,969 <sup>1</sup>	13,384

**Table 13** Comparison of estimated nett gain in dwellings over a 20 year horizon

Source of new dwellings	Estimated nett gain in dwellings	
	'No change in densities' scenario	As recommended in the LHS
Burns Beach and Iluka	1,014	1,014
Joondalup City Centre	1,500	1,500
Known development sites	1,519	1,519
Infill (small scale developments)	2,969 <sup>1</sup> @ 85% = 2 523	22,233 nett gain in dwellings in the HOAs @ 85% take-up = 18 898  2,605 <sup>1</sup> nett gain in dwellings outside the HOAs @ 85% take-up = 2 214  <b>Sub-total = 21,112</b>
<b>TOTAL</b>	<b>6,556</b>	<b>25,145</b>

<sup>1</sup> Assumes a blanket density code of R20, with a minimum increase of one dwelling per lot. Additional dwellings may be able to be accommodated based on individual lot sizes and R Code.

Should the recommendations of the draft *Local Housing Strategy* be implemented through the new District Planning Scheme, the City of Joondalup's infill '**land bank**' for future residential development would significantly increase from 2,969 lots to 13,384 lots.

The number of estimated additional **dwellings** across the whole City of Joondalup would also increase from 6,556 to 25,145 which exceeds the expectations for infill development (50% increase) as outlined in the State Government's strategic document *Directions 2031 and Beyond*.

The recommended policy changes outlined in Section 10.3 will also play their part in providing additional housing.

### Attachment 6- Analysis of Housing Opportunity Areas

<b>HOA1- Davallia Road to Warwick Centre</b>	
<b>Assessed by:</b>	<b>Planning Manager</b>
<b>Description of Area</b>	<p>This HOA comprises portions of the suburbs of Warwick and Duncraig and contains Warwick train station, the Secondary Centre of Warwick and Carine Glades shopping centre (neighbourhood).</p> <p>The HOA is currently coded R20 with a small area adjoining Carine Glades shopping centre coded R25 and a small area to the north of Warwick shopping centre coded R40.</p>
<b>LHS proposals</b>	<p>The majority of land within the HOA is identified as being suitable for an R20/40 density coding. A strip of land one lot deep along the northern side of Beach Road to the west of Carine Glades is identified for R20/60 as is land in proximity to the train station and Warwick centre.</p> <p>NB. To the south of the HOA are the suburbs of Carine and Hamersley which are located within the City of Stirling. The City of Stirling has undertaken Local Area Planning for Carine and Hamersley and prepared a Local Area Plans (LAP) which identifies areas with the potential for upcoding. The LAP for Carine-Hamersley identifies the majority of land within 800m of the train station in Hamersley with a proposed coding of R25, a strip of land along Beach Road as R60 and a small portion of land in Beach Road in direct proximity to the train station as R80.</p> <p>This LAP and other LAPs prepared by the City of Stirling were developed based on a community consultation exercise and are expected to be refined by the City having regard to State and regional planning policies and strategies before being incorporated in a local planning strategy. The City of Stirling has now prepared a Draft Local Planning Strategy which identified land adjoining the City of Joondalup municipal boundary as having the potential for increased density.</p>
<b>Comments</b>	<p>The HOA boundary generally incorporates land within 800m of the train station 400m from the centres, which are the criteria outlined in the Strategy for identification of HOAs. It is acknowledged that the area has been refined by taking into account areas with good access and the quality of housing stock. For example, it includes large areas of Duncraig which are beyond the 800m catchment from the station and the catchment of Carine Glades Shopping centre. The inclusion of this additional area is supported as it is still located in an area well served by public transport and close to commercial facilities.</p>

The proposed R20/60 in proximity to the train station and R20/40 within 800m walkable catchment is consistent with DC 1.6 recommended densities of 25 dwellings per hectare (equating to R40 density coding).

SPP 4.2 targets suggest a minimum density of 25 dwellings per hectare and a desirable density of 35 dwellings per hectare which equates to an R Coding of at least R50 (desirable R70) within 400m of a secondary centre such as Warwick. Furthermore, Carine Glades shopping centre as a neighbourhood centre also offers opportunities for a higher density to be applied in its walkable catchment. For neighbourhood centres SPP 4.2 specifies a target of a minimum of 15 dwellings per hectare and a desirable density of 25 dwellings per hectare (equating to R30 minimum density coding and a desirable density coding of R50). The proposed density codings of R20/40 around Carine Glades and R20/60 around Warwick are consistent with the SPP.

The boundary between density codings within the HOA is located along the backline of properties providing for a consistent streetscape. It is noted however that between the HOA and surrounding land there will be different density codings on opposite sides of the street.

In summary, the proposed extent of the HOA and the proposed densities are considered to be consistent with DC 1.6 and the density targets outlined in SPP 4.2. The HOA offers many opportunities for additional housing stock in an area well serviced by established infrastructure and facilities consistent with the objectives of Directions 2031.

<b>HOA2- Greenwood Village</b>	
<b>Assessed by:</b>	<b>Planning Manager</b>
<b>Description of Area</b>	<p>HOA2 encompasses land in the suburb of Greenwood in proximity to Greenwood Village shopping centre which is identified as a District Centre in SPP 4.2.</p> <p>Residential properties in HOA2 are currently coded R20. There are 3 lots on Coolibah Drive and Calectasta street opposite the Greenwood Village shopping centre which are zoned 'Mixed Use'.</p>
<b>LHS proposals</b>	<p>The LHS proposes a density coding of R20/40 for land within a walkable catchment of the centre. The Strategy document refers to the walkable catchment being 400m from the centre.</p> <p>The LHS proposes a 'Mixed Use' zoning for a number of properties along Coolibah road and Calectasta Street directly opposite the centre.</p>
<b>Comments</b>	<p>The proposed Mixed Use zoning directly opposite the Greenwood Village is supported. It reflects the existing use of a number of properties in this location and will allow for uses that complement the centre rather than compete with it. The predominant non-residential uses permissible under the existing Scheme for the Mixed Use zone are office, consulting, diner and limited retail (subject to minimum site area requirements, maximum NLA per site and a maximum aggregate NLA). The suitability of the non-residential uses in this area will be considered further in the context of the commercial strategy being prepared by the City at the time any amendment to the existing Scheme or any new planning Scheme to zone these areas is assessed. The zoning will also allow for residential uses and provide additional housing choice.</p> <p>The proposed density for this HOA is consistent with SPP 4.2 which suggests a minimum density of 20 dwellings per hectare and a desirable density of 30 dwellings per hectare (equating to an R Coding of at least R40, desirable R60) within 400m of a district centre such as Greenwood.</p> <p>It is noted that not all land within a 400m catchment of the centre is included in the HOA. For example, land to the east of Allenswood Road. However it is noted that the strategy document refers to the broad catchment being refined to take into account age, density coding of existing housing, road layouts, connectivity and pedestrian access.</p> <p>The boundary between the HOA and the surrounding area is for the most part located along the back line of properties resulting a consistent streetscape however there are several areas where it has been located along the centre line of</p>

roads in order to provide a more logical boundary.

In summary, the proposed extent of the HOA and the proposed density are considered to be consistent with SPP 4.2. The HOA offers many opportunities for additional housing stock in an area well serviced by established infrastructure and facilities consistent with the objectives of Directions 2031.

<b>HOA3- Sorrento Laneway Lots</b>	
<b>Assessed by:</b>	<b>Senior Planning Officer</b>
<b>Description of Area</b>	HOA3 encompasses residential properties in the suburb of Sorrento and a small portion of the suburb of Marmion.  These properties are currently zoned 'Residential' with a density coding of 'R20'.
<b>LHS proposals</b>	The LHS proposes a dual density coding of R20/25 for HOA3. The boundary of HOA3 and the surrounding areas is along the roads, resulting in different density codings on opposite sides of the street.
<b>Comments</b>	<p>Although HOA3 is not located adjoining a centre or in proximity to a high frequency public transport route, the street blocks within this area include 6 metre wide rear laneways. The LHS includes a range of criteria for identifying areas suitable for higher density investigation, including: 'Land abutting Right of Ways' (laneways). It is noted that the laneways are constructed and are dedicated as public roads. Thus these laneways can readily provide suitable vehicle access in the event that the adjacent lots are redeveloped, whilst preserving the existing streetscape in the area.</p> <p>The proposed R20/25 coding will provide for approximately 90% of the lots within HOA3 to be subdivided/re-developed to create 1 additional lot. Whilst the proposed density increase is not particularly ambitious, it is satisfactory in light of the objectives of Directions 2031 for 47% of new dwelling development to occur within infill areas.</p> <p>Submissions were received from residents in Syree Court and along part of Arkwell Way requesting their inclusion in HOA3. Although these properties do not have rear laneway access given their close proximity there is no objection to these lots being included in HOA3.</p> <p>It is also noted that some submissions raised concerns about potential parking problems on streets resulting from the additional development. Under the R-Codes each new dwelling will be required to provide on-site parking for 2 cars. In the event multiple lots are redeveloped for grouped dwelling development, the R-Codes also requires that on-site visitor parking be provided. It is considered that the requirement for adequate on-site and visitor parking can be dealt with at development stage.</p> <p>In summary, the proposed extent of the HOA3 and the proposed densities are considered to be consistent with the objectives of Directions 2031.</p>

<b>HOA4- Marmion Avenue to Greenwood Station</b>	
<b>Assessed by:</b>	<b>Planning Manager</b>
<b>Description of Area</b>	<p>HOA4 extends along Hepburn Avenue from Marmion Avenue in the west to Kingsley Drive/Wahroonga Way in the east and comprises sections of the suburbs of Padbury, Duncraig, Kingsley and Greenwood. The HOA also contains the Hepburn Heights shopping centre and is serviced by the Coolibah, Padbury and Lilburne centres which are located outside the HOA.</p> <p>Greenwood Station is located in HOA4.</p> <p>Hepburn Avenue is a high frequency bus route connecting with Greenwood station and beyond.</p> <p>HOA4 has an existing density coding primarily of R20, with several small pockets of R40 in Padbury (Hepburn Heights) and one property coded R40 in Greenwood.</p>
<b>LHS proposals</b>	The LHS proposes a density coding of R20/40 for most of the HOA and R20/60 for number of properties in close proximity to Greenwood station.
<b>Comments</b>	<p>Land within 800m of the Greenwood Station is for the most part included in HOA, however, it is noted that there are residential properties in the suburbs of Kingsley, Duncraig and Greenwood that are within an 800m radius of the station that are excluded from the HOA.</p> <p>It is acknowledged that in the case of this station the walkable catchment may be less than 800m (although this has not been demonstrated by a ped-shed analysis) due to the location of the foot bridge at some distance from the station itself. The Strategy itself advises that a broad 800 walkable catchment has been refined to take into account accessibility and connectivity of routes having regard to topography, street networks and safety considerations.</p> <p>The remainder of the HOA extends along Hepburn Avenue towards Marmion Avenue. The inclusion of this land within the HOA and the application of the proposed R20/40 density coding appears to be based on the catchment of high frequency bus services located along Hepburn Avenue and Gibson Avenue and refined having regard to accessibility and connectivity.</p> <p>The boundary between the HOA and the surrounding area is in most instances located along roads resulting in different density codings on opposite sides of the street.</p>

	<p>In summary, the extent of the HOA and the proposed densities are generally consistent with DC 1.6 . The HOA offers many opportunities for additional housing stock in an area well serviced by established infrastructure and facilities consistent with the objectives of Directions 2031.</p>
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<b>HOA5- Whitfords Centre to Whitfords Station</b>	
<b>Assessed by:</b>	<b>Planning Manager</b>
<b>Description of Area</b>	<p>HOA5 extends along Marmion Avenue and Whitfords Avenue and encompasses parts of the suburbs of Kallaroo, Craigie, Padbury and Hillarys. It contains the Secondary Centre of Whitford and the neighbourhood centre of Craigie Plaza.</p> <p>Whitfords Avenue and Marmion Avenue are high frequency bus routes, with a number of connections to Joondalup, Whitford and Warwick train stations.</p> <p>The HOA contains several schools and numerous areas of public open space.</p> <p>Land within HOA5 is currently coded R20.</p>
<b>LHS proposals</b>	<p>The LHS identifies the Former Craigie Senior High School site as '<i>subject to further detailed planning</i>'.</p> <p>A mixed use zoning is proposed for properties on Banks Avenue opposite Whitford shopping centre.</p> <p>A density coding of R20/60 is proposed for properties to the south of Whitfords Centre. The remainder of the HOA is identified for R20/40</p>
<b>Comments</b>	<p>In respect of the proposed Mixed Use zoning directly opposite the Whitfords Secondary Centre, it is noted that there are already several non-residential uses located along Banks Avenue (consulting rooms) and the proposed zoning will allow for uses that complement the centre rather than compete with it. The predominant non-residential uses permissible under the existing Scheme for the Mixed Use zone are office, consulting, dinner and limited retail (subject to minimum site area requirements, maximum NLA per site and a maximum aggregate NLA).</p> <p>The suitability of the non-residential uses in this area will be considered further in the context of the commercial strategy being prepared by the City at the time any amendment to the existing scheme to zone these areas or any new planning scheme is assessed. It is also noted that an Activity Centre Structure Plan has been prepared for Whit fords (draft form) which includes this land. The Structure plan identifies the land within the Banks precinct where residential and office uses will be encouraged.</p> <p>SPP 4.2 targets suggest a minimum density of 25 dwellings per hectare and a desirable density of 35 dwellings per</p>

hectare which equates to an R Coding of at least R50 (desirable R70) within 400m of a secondary centre such as Whitfords. In this case the proposed R20/60 density is generally in line with the targets however it only applies to land to the south of Whitfords centre.

While it would be more in keeping with SPP 4.2 for a density coding of higher than R50 to be applied to the entire area within 400m walkable catchment of the centre it is noted that the proposed R20/40 for the remainder of the catchment will provide opportunities for additional housing and diversity of housing.

Furthermore, Craigie Plaza shopping centre as a neighbourhood centre also offers opportunities for a higher density to be applied in its walkable catchment. For neighbourhood centres SPP 4.2 specifies a target of a minimum of 15 dwellings per hectare and a desirable density of 25 dwellings per hectare (equating to R30 minimum density coding and a desirable density coding of R50). Whilst land to the north, south and west of Craigie Plaza is included in the HOA and identified as R20/40, land to the west on the other side of Eddystone Avenue has been excluded. It is noted that the HOA boundary was formulated with the intent that initial densification is to be focused on areas around higher order centres. This is accepted for the purpose of the strategy.

A large portion of the suburb of Craigie had been included in the HOA and identified as proposed R20/40 to facilitate revitalisation of the older part of the suburb. This is supported as will assist in providing a diversity of housing choice and meeting dwelling targets.

The HOA extends along Whitfords Avenue towards the Mitchell Freeway. The inclusion of this land within the HOA and the application of the proposed R20/40 density coding appears to be based on the high frequency bus services located along Whitfords Avenue and refined having regard to accessibility and connectivity.

The proposed boundaries between the HOA and the surrounding area and between the different density codings are in most instances located along roads resulting in different density codings on opposite sides of the street.

In summary, the extent of the HOA and the proposed densities are generally consistent with SP 4.2 . The HOA offers many opportunities for additional housing stock in an area well serviced by established infrastructure and facilities consistent with the objectives of Directions 2031.

<b>HOA6- Whitfords Station to Goollelal Drive</b>	
<b>Assessed by:</b>	<b>Planning Manager</b>
<b>Description of Area</b>	<p>The HOA extends eastwards from the Mitchell Freeway along Whitfords Avenue to Goollelal Drive. It encompasses the northern portion of the suburb of Kingsley and the southern portion of the suburb of Woodvale. It contains the Whitfords train station, the District Centre of Woodvale and a private catholic primary school.</p> <p>Whitfords Avenue is high frequency bus route, with a number of connections to Joondalup, Whitford and Warwick train stations.</p> <p>The majority of this area is currently coded R20 with a couple of pockets of R40 and one of R30.</p>
<b>LHS proposals</b>	The LHS identifies land in close proximity to Whitfords Station for R20/60 (generally that land within 400m of the station). The remainder of the residential properties in the HOA are identified with a proposed density coding of R20/40.
<b>Comments</b>	<p>Land within an 800m walkable catchment of Whitfords Station is included in HOA consistent with DC 1.6 and the proposed density of R20/60 is consistent with the targets of DC 1.6.</p> <p>It is noted that the walkable catchment in this instance is substantially smaller than an 800m radius from the station due to lack of pedestrian connectivity, the expanse of car parking areas and barriers such as the freeway on-ramp. Whilst walkable catchment ped-shed diagrams do not form part of the strategy this information has been provided by the City to the DOP and demonstrates that the 800m walkable catchment has been included in the HOA.</p> <p>The HOA boundary generally incorporates land within a 400m walkable catchment of the Woodvale district centre. It is noted that there are several properties to the north-east of Timbercrest Rise and to the south of Balloch Street which are shown on the ped-shed diagrams provided by the City as being within the 400m walkable catchment which are excluded from the HOA. The City advises that it was considered that Timbercrest Rise and Balloch Streets provided a logical boundary in those instances given that, if land within the 400m walkable catchment was included, a number of other properties outside the 400m walkable catchment would need to be included in the HOA in order to define a logical boundary for this HOA. This justification is accepted.</p> <p>SPP 4.2 suggests a minimum density of 20 dwellings per hectare and a desirable density of 30 dwellings per hectare (equating to an R Coding of at least R40, desirable R60) within 400m of a district centre such as Woodvale. The</p>

proposed density is consistent with SPP 4.2.

The HOA extends along Whitfords Avenue from Mitchell Freeway to Goollelal Drive. The inclusion of this land within the HOA and the application of the proposed R20/0 density coding appears to be based on the high frequency bus services located along Whitfords Avenue and refined having regard to accessibility and connectivity. This is consistent with the principles of DC 1.6.

The proposed boundaries between the HOA and the surrounding area and between the different density codings are in most instances located along roads resulting in different density codings on opposite sides of the street.

In summary, the proposed extent of the HOA and the proposed densities are considered to be consistent with DC 1.6 and the density targets outlined in SPP 4.2. The HOA offers many opportunities for additional housing stock in an area well serviced by established infrastructure and facilities consistent with the objectives of Directions 2031.

<b>HOA7-</b>	<b>Belridge Centre to Edgewater Station</b>
<b>Assessed by:</b>	<b>Planning Manager</b>
<b>Description of Area</b>	<p>HOA6 incorporates land in the suburbs of Heathridge and Beldon to the west of the Mitchell Freeway. The HOA contains Belridge City which is a large neighbourhood shopping centre, a high school and Edgewater Station is located just outside the HOA to the east.</p> <p>Ocean Reef Road bisects the HOA. Several bus routes operate in the area with connections to Edgewater station however there are no high frequency transport routes.</p> <p>Residential properties are currently coded R20.</p>
<b>LHS proposals</b>	The LHS proposes a small area of R20/60 coded land to the west of Edgewater station. The remaining residential properties are identified with a proposed density coding of R20/40.
<b>Comments</b>	<p>It is noted that the walkable catchment in this instance is smaller than an 800m radius from the station due to due to lack of pedestrian connectivity, the expanse of car parking areas and barriers such as the freeway on-ramp. Whilst walkable catchment ped-shed diagrams do not form part of the strategy this information has been provided by the City to the DOP and demonstrates that the majority of the 800m walkable catchment has been included in the HOA.</p> <p>However, it is noted that there are several residential properties in Beldon to the south of Coyle Road that are within an 800m walkable catchment of the station but are excluded from the HOA. The City advises that these properties have been excluded from HOA as they fall within 500m odour buffer area for the Beenyup Waste Water Treatment Plant. As the City had been advised by the Water Corporation that residential uses are not supported within this area it was not considered for a density increase at this point in time.</p> <p>With the exception of a small section of proposed R20/60 immediately adjacent to the station to the west, the majority of land in proximity to the station is proposed to be coded R20/40. These densities are consistent with the target set out in DC 1.6 for land within an 800m walkable catchment of a train station.</p> <p>Belridge City shopping centre as a neighbourhood centre also offers opportunities for a higher density to be applied in its walkable catchment. For neighbourhood centres SPP 4.2 specifies a target of a minimum of 15 dwellings per</p>

hectare and a desirable density of 25 dwellings per hectare (equating to R30 minimum density coding and a desirable density coding of R50) within 200m of the centre.

The HOA extends in excess of 200m around the centre (generally a 400m walkable catchment) and a density of R20/40 is recommended. This reflects SPP4.2.

The proposed boundaries between the HOA and the surrounding area and between the different density codings are in most instances located along roads resulting in different density codings on opposite sides of the street.

In summary, the proposed extent of the HOA and the proposed densities are considered to be consistent with DC 1.6 and the density targets outlined in SPP 4.2. The HOA offers many opportunities for additional housing stock in an area well serviced by established infrastructure and facilities consistent with the objectives of Directions 2031.

<b>HOA8</b>	<b>Edgewater Station to Trappers Drive</b>
<b>Assessed by:</b>	<b>Planning Manager</b>
<b>Description of Area</b>	<p>HOA8 comprises residential properties east of Joondalup Drive in the suburb of Edgewater and an area of land in Woodvale along Trappers Drive.</p> <p>Edgewater Markets, a local centre, is located in the HOA and Edgewater station is located outside the HOA to the west separated by commercial land uses.</p> <p>A number of bus routes with connections to Whitfords and Joondalup stations service Trappers Drive.</p> <p>The current density coding in Edgewater and the majority of Woodvale is R20, however there is a section of Woodvale west of Trappers Drive that is coded R30 and R40.</p>
<b>LHS proposals</b>	<p>The LHS proposes a density coding of R20/40 for the majority of residential properties within the HOA.</p> <p>A small area of R20/30 is proposed in Woodvale to the south of Ocean Reef Road.</p>
<b>Comments</b>	<p>The HOA extends east from Joondalup Drive to encompass properties within an 800m radius of the Edgewater train station. These properties are designated with a proposed density coding of R20/40. This is consistent with the requirements of DC 1.6</p> <p>The proposed higher density coding for land surrounding the Edgewater Markets is supported and the proposed R20/40 density coding is appropriate for this level of centre.</p> <p>The proposed R20/30 coding for the land to the south of Ocean Reef Rad and to the west of Trappers Drive is reflective of the existing R30 coding to the south.</p> <p>The inclusion of land adjacent to Trappers Drive is based on the road providing an important public transport service. The inclusion of this land in the HOA and the proposed density is supported. It is also noted that the Woodvale Shopping Centre (neighbourhood centre) is located immediately to the south of this section of the HOA. This shopping centre as a neighbourhood centre also offers opportunities for a higher density to be applied in its walkable catchment. For neighbourhood centres SPP 4.2 specifies a target of a minimum of 15 dwellings per hectare and a desirable</p>

density of 25 dwellings per hectare (equating to R30 minimum density coding and a desirable density coding of R50). Only a small portion of land to the north of the centre has been included in the HOA. It is noted that the HOA boundary was formulated with the intent that initial densification is to be focused on areas around higher order centres. This is accepted for the purpose of the strategy.

The boundary between the HOA and the surrounding area is in most instances located along roads resulting in different density codings on opposite sides of the street.

In summary, the extent of the HOA and the proposed densities are generally consistent with DC 1.6. The HOA offers many opportunities for additional housing stock in an area well serviced by established infrastructure and facilities consistent with the objectives of Directions 2031.

<b>HOA9</b>	<b>Heathridge</b>
<b>Assessed by:</b>	<b>Planning Manager</b>
<b>Description of Area</b>	<p>HOA9 comprises land in the suburb of Heathridge bounded by Mitchell Freeway to the east, Hodges Drive to the north, Marmion Avenue to the west and Mermaid Way and Caridean Street to the south.</p> <p>Marmion Avenue and Hodges Drive are high frequency bus routes with connections to Whitfords and Joondalup stations. A local bus service with connections to Whitfords and Joondalup stations also runs along the roads on the southern boundary of the HOA.</p> <p>Poseidon primary school is located in the HOA as are a number of areas of public open space. Heathridge local centre is located outside of the HOA immediately to its south.</p> <p>Land within this HOA currently has a density coding of R20.</p>
<b>LHS proposals</b>	<p>The LHS proposes a density coding of R20/30 for this HOA.</p> <p>This City considers this area presents excellent opportunities for more compact living and greater housing choices around the high frequency public transport services on Marmion Avenue and Hodges Drive and the opportunity to revitalise this part of Heathridge.</p>
<b>Comments</b>	<p>The HOA extends along Marmion Avenue and Hodges Drive. The inclusion of this land within the HOA and the application of the proposed R20/30 density coding is based on the high frequency bus services located along these roads. This is supported.</p> <p>The strategy makes mention of the criterion of 400m distance from high frequency public transport routes however, there are more residential properties in to the north of the HOA in Connolly on the other side of Hodges Drive which are located within 400m of a bus stop but that are not included in the HOA. Likewise, there are properties on the other side of Marmion Avenue within Ocean Reef which could potentially be included. In this regard, it is acknowledged that the distance from high frequency transport routes is not the only basis for the HOA, and that the potential for revitalisation has also been taken into consideration.</p> <p>The proposed boundaries between the HOA and the surrounding area and between the different density codings are in most instances located along roads resulting in different density codings on opposite sides of the street.</p>

	<p>In summary, the extent of the HOA and the proposed densities are generally consistent with DC 1.6. The HOA offers many opportunities for additional housing stock in an area well serviced by public transport and where there is potential for revitalisation.</p>
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<b>HOA10</b>	<b>East of Currambine Station</b>
<b>Assessed by:</b>	<b>Planning Manager</b>
<b>Description of Area</b>	<p>The HOA includes land to the east of Currambine station in the suburb of Joondalup and a small section of land in Currambine to the south west of the station.</p> <p>The existing density coding in this area is R20.</p>
<b>LHS proposals</b>	The LHS proposes a density coding of R20/60 for properties on the eastern side of the train station within the 400m walkable catchment. R20/40 is proposed for the remainder of the residential properties in the HOA.
<b>Comments</b>	<p>The HOA generally covers residential properties in Joondalup within an 800m catchment of the Currambine station. This catchment and the proposed densities of R20/40 and R20/60 reflect the requirements of DC 1.6.</p> <p>It is noted that residential areas to the west and north west of the station within 800m of the station (Kinross and Currambine) have not been included in the HOA. In this regard, land to the west of the station in Currambine is already coded R80 and therefore its exclusion from the HOA is accepted. Similarly, residential properties in Kinross to the north west of the station are currently coded R40 which is consistent with the minimum density recommended by DC 1.6.</p> <p>In summary, the proposed extent of the HOA and the proposed densities are considered to be consistent with DC 1.6 and the density targets outlined in SPP 4.2. The HOA offers many opportunities for additional housing stock in an area well serviced by established infrastructure and facilities consistent with the objectives of Directions 2031.</p>