

Local Housing Strategy

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Executive Summary

The City of Joondalup is planning to meet the future housing needs of its residents. The Perth Metropolitan Region is growing rapidly and better use of existing urban land is needed to create a more intense metropolitan city that works better and is less expensive to service.

Perth has become more diverse with new and different types of housing emerging. State Government policies in particular *Directions 2031 and Beyond*, are encouraging this movement towards a more efficient use of land and the City of Joondalup's draft *Local Housing Strategy* has been considered in this context.

The principal purpose of the draft Strategy is to provide the City with a firm rationale for determining future housing needs and to recommend appropriate policy measures for the provision of a range of housing types and densities. Research undertaken has shown that the combination of changes in household size to smaller households combined with an ageing population illustrates a need for a variety of housing options in the City of Joondalup.

The draft Strategy identifies 10 Housing Opportunity Areas which are considered the most suitable for increases in residential densities. A range of medium density *R-Codes* is recommended for these areas. The rest of the City, which accounts for around 80% of all properties, will not change.

The Joondalup City Centre, which will play a vital role in providing more apartment style living in the future, is subject to a separate set of planning controls through the *Joondalup City Centre Structure Plan* and the *Joondalup Activity Centre Structure Plan*.

The draft *Local Housing Strategy* is, however, only the first step in the process of reviewing subdivision and housing opportunities within the City.

Any recommendations of the draft *Local Housing Strategy* adopted by Council will need to be implemented through a new District Planning Scheme. The District Planning Scheme is the statutory or legal document that Council and the State Government uses to determine land subdivision and development. The actual timing of the new District Planning Scheme is dependent on the finalisation of the draft *Local Housing Strategy*, *Local Commercial Strategy*, and *Local Planning Strategy*, and ultimately requires the approval of the Minister for Planning. Finalisation of the District Planning Scheme would be anticipated for 2015 and beyond.

The draft *Local Housing Strategy* has a planning horizon of around 10 to 15 years after which time it is expected to be reviewed.

PART ONE

1. Introduction

The City of Joondalup's draft *Local Housing Strategy* sets out a strategy for meeting the future housing needs of its community and managing the character and amenity of existing residential areas. It is a key implementation task of the City's draft *Local Planning Strategy*.

The draft *Local Housing Strategy* will provide a firm rationale for determining the future housing needs of the community and in turn, should be used to provide the strategic basis for future recodings and amendments to the District Planning Scheme.

The draft *Local Housing Strategy* is not a statutory plan and the District Planning Scheme remains the principal instrument for local planning and development control.

2. Study Area



3. Objectives of the Draft Local Housing Strategy

The principal objectives of the draft *Local Housing Strategy* are to:

- 1) Encourage residential development which protects amenity and ensures that growth in the City occurs in a sustainable way
- 2) Identify areas where the existing housing stock and residential density should generally be retained for the future housing needs of families.
- 3) Identify suitable areas for increased densities which :
 - a. are strategically located - close to or well connected to existing and future services (for example: employment centres, transport hubs and major shopping centres)
 - b. are in need of private investment to regenerate ageing housing stock
 - c. will make more effective use of existing community infrastructure and facilities
- 4) Maintain the role of the Joondalup City Centre as the focus for high density residential development.
- 5) Ensure that a wide range of housing can be provided to meet the social and economic needs of the changing demographics of the City.
- 6) Identify mechanisms to ensure new infill development is based on good design principles thus improving the amenity of existing neighbourhoods.
- 7) Provide the City with a coherent framework for applying residential density codes and development control in the new District Planning Scheme and for determining future development and recoding applications.

4. The Metropolitan Context

The City of Joondalup's southern boundary is located 15 kilometres north of the Perth CBD, positioning it within the North-West Metropolitan Region, one of the fastest growing areas in Australia. With a population of approximately 150,000 people and total land area of 96.55 square kilometres, the City is also the second largest local government in Western Australia by population.

From its inception, the Joondalup City Centre was planned to be the sub-regional centre and commercial centre of the north-west region and is currently home to over 7,000 businesses with strong health, retail, finance and professional service sectors. The City Centre services not only the City's population, but also a growing regional population of 285,000 which is expected to increase to 395,000 by 2031. Despite this continued growth and significant investment in the Joondalup City Centre, the north-west region is yet to develop a strong local employment base.

The development of the City (and the north-west corridor) has predominantly been driven by its attraction as a 'lifestyle destination' rather than the draw of local employment. The rapid growth era of the 1970s to 1990s saw a pattern of residential development that was typically suburban, with large housing blocks in neighbourhoods characterised by cul-de-sac roads, extensive open space and well-used community facilities. Most residents have good access to the many pristine beaches along the 17km stretch of coastline.

Unlike its near neighbours to the south, the City's residential housing stock, with the exception of apartments in the Joondalup City Centre, is predominantly single residential with ad hoc pockets of medium density developments on sites such as former school sites and in newer subdivisions like Burns Beach and Harbour Rise. As metropolitan Perth continues to grow outwards, local governments like the City of Joondalup that are currently regarded as 'outer metropolitan' local government areas will eventually be seen more as transitioning between the inner metropolitan area and the new suburban growth areas to the north.

5. Policy Context

The policy objectives of the various State and Western Australian Planning Commission (WAPC) strategic policies and statutory mechanisms for the planning of residential zonings and density codings have influenced the preparation of the *Local Housing Strategy*.

The following have been identified as being the most relevant to the City of Joondalup:

- *Directions 2031 and Beyond*
- State Planning Policy 4.2 *Activity Centres for Perth and Peel*
- State Planning Policy 3.1 *Residential Design Codes of Western Australia*
- *Liveable Neighbourhoods*
- Development Control Policy 1.6 *Planning to Support Transit Use and Transit Oriented Development*
- *Draft Perth Coastal Planning Strategy*
- Odour buffer associated with the Beenyup Treatment Plant

5.1 Directions 2031 and Beyond

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

To achieve the connected city scenario *Directions 2031 and Beyond* proposes that new growth occurs in a more balanced way around a diverse activity centres network, linked by a robust movement network and supported by a green network of parks, conservation and biodiversity areas.

Relevance to the City of Joondalup:

- **Activity Centres:** The Joondalup City Centre is the best example of a 'higher order' activity centre where the greatest range of activities occur and is positioned as the Primary Centre of the North-West Corridor. Other activity centres are the secondary centres of Whitford City, Warwick and the district centres of Currambine, Greenwood Village and Woodvale. Westfield Whitfords City and Centro Warwick are well serviced by buses which are integrated with the northern suburbs train service at Whitfords and Warwick stations.
- **Activity corridors:** The most notable examples in the metropolitan area include Beaufort Street, Albany Highway Victoria Park and Stirling Highway. Although Beach Road, Hepburn Avenue, Whitfords Avenue, Burns Beach Road and Shenton Avenue are important public transport routes and connect people to district and regional centres and railway stations, it would not be easy to retrofit development to the same extent as the aforementioned examples.
- The location of activity centres adjacent to public transport routes provides opportunities for the City to accommodate a greater variety of housing in the context of *Directions 2031 and Beyond*.

5.2 SPP 4.2 Activity Centres for Perth and Peel (SPP 4.2)

Activity centres are community focal points that include activities such as commercial, retail, higher-density housing, entertainment, tourism, civic/community, higher education, and medical services. Activity centres vary in size and diversity and are designed to be well-serviced by public transport.

The main purpose of the policy is to specify broad requirements for the planning and development of new activity centres and the redevelopment of existing centres in Perth and Peel. The policy is mainly concerned with the distribution, function, broad land use and urban design criteria of activity centres, and coordinating their land use and infrastructure planning.

In regard to residential density, high-density housing should be incorporated within and immediately adjacent to activity centres to establish a sense of community and increase activity outside normal trade areas.

Relevance to the City of Joondalup:

- There are a number of activity centres as identified in section 5.1, which provides opportunity for greater density and variety of housing.

5.3 SPP 3.1 Residential Design Codes of Western Australia (R-Codes)

The *R-Codes* are a set of regulatory tools for local planning and have been in place since the 1980's with a number of revisions having occurred since then, the most recent being in 2010. The purpose of the *R-Codes* is to provide local governments, the community and the development industry with a comprehensive tool for the control of the built form and density of residential development throughout Western Australia.

Its principal uses are:

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

The *R-Codes* have three special provisions elements which allow for specific design requirements to be accommodated:

- special purpose dwellings - ancillary, aged or dependent persons and single bedroom housing
- mixed-use development
- inner city housing

Local planning schemes adopted by local authorities can also include provisions or policies which add to the requirements of the *R-Codes* by either altering the standards or including additional standards for the development of housing in the locality. A number of local authorities utilise this approach and have adopted design guidelines as policies under their schemes to achieve desired outcomes - for example, protecting the unique character of a residential area or to better control contentious issues such as height and overlooking.

R-Code densities (R20, R30 and so on) are generally applied by local authorities to define the residential density and development potential of its area. Strategic planning objectives such as those articulated in the transit oriented development policy can be achieved through the application of appropriate *R-Codes*.

The *R-Codes* can also be applied with a "dual coding" to facilitate a better development outcome, for example a coding of R20/30 means that although the base code is R20, development at the higher density of R30 can be allowed provided certain conditions are met. Some examples of conditions are: retention of an existing house, meeting the requirements of design guidelines and construction to plate height prior to titles being issued.

Relevance to the City of Joondalup:

- The *R-Codes* are applied throughout the City via the District Planning Scheme.
- Dual coding is a useful tool and is one way to achieve a good urban design outcome for areas considered suitable for infill or redevelopment.
- Potential community concerns about the impact of infill housing can be addressed by the application of additional standards (design guidelines).

5.4 Liveable Neighbourhoods

Liveable Neighbourhoods is an operational policy for the design and assessment of structure plans and subdivision for new urban areas in the metropolitan area and country centres.

Relevance to the City of Joondalup:

- *Liveable Neighbourhoods* is applied in the City in the design and approval of urban development, structure planning and subdivision for "greenfield" sites and for the redevelopment of large "brownfield" and urban infill sites.

5.5 Development Control Policy 1.6 Planning to Support Transit Use and Transit Oriented Development (DC1.6)

DC1.6 sets out the WAPC's position in relation to future development in a transit oriented precinct.

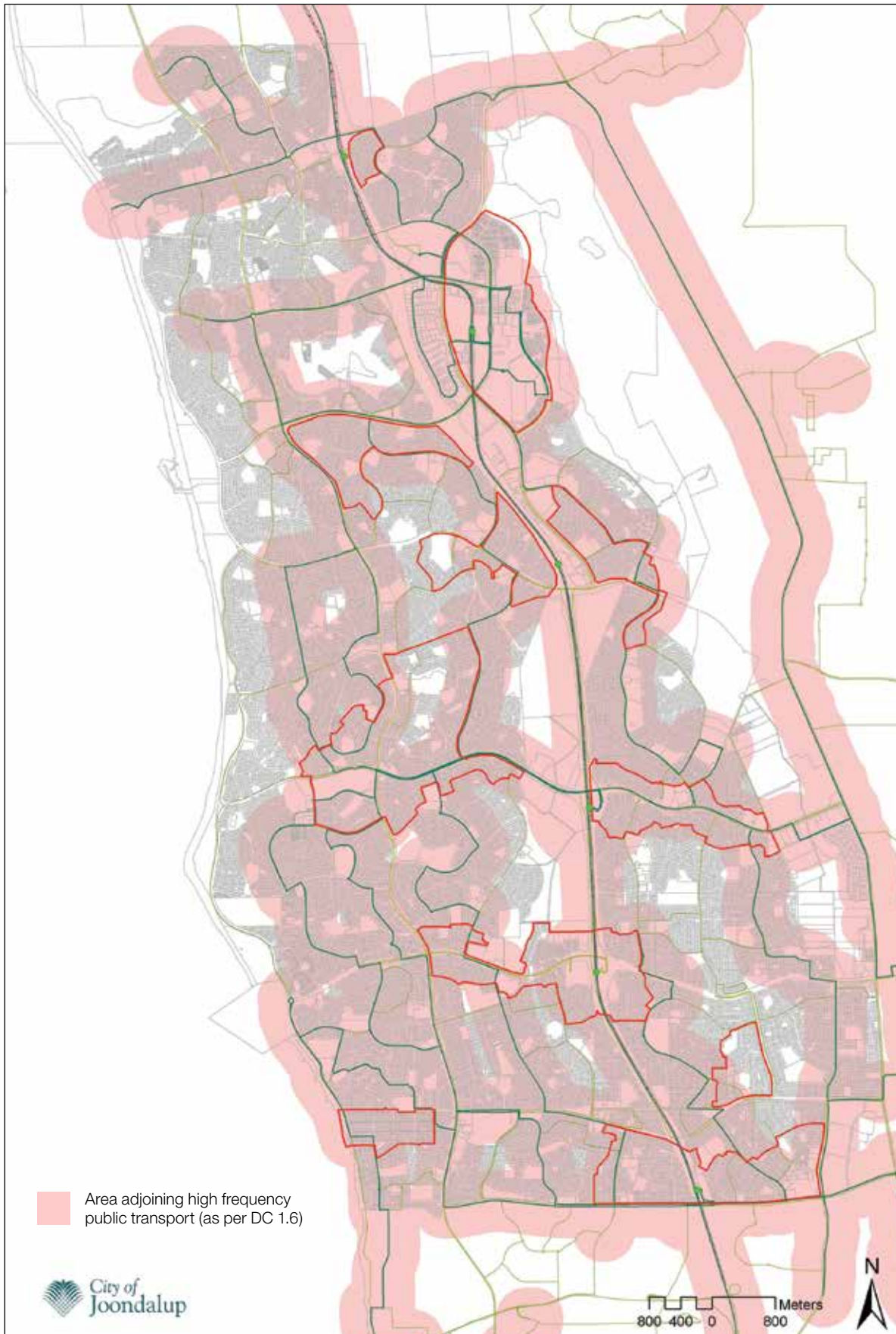
One of the policy objectives is to ensure the *"optimal use of land within transit oriented precincts by encouraging the development of uses and activities that will benefit from their proximity and accessibility to public transport and which in turn, will generate a demand for the use of transit infrastructure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

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

- approximately 10-15 minutes, or an 800m distance for rail stations, transit interchanges or major bus transfer stations or terminals; and
- approximately 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.

When local governments are reviewing their local planning schemes that include transit precincts, the WAPC will expect them to identify and promote opportunities for residential development at a minimum of 25 dwellings per hectare and will expect this to be higher where sites have the advantage of being close to a rail station, major bus interchange or bus route that provides service frequencies equivalent to those of rail. Figure 5.4 provides an indicative area for application under the policy.

Figure 5.4: Indicative area of application of DC 1.6



Relevance to the City of Joondalup:

- The City of Joondalup has a high concentration of transit precincts in its established areas (refer Figure 5.4), and requires areas for density increase to be more selective using a range of criteria.
- The six railway stations have walkable catchments which are transit-oriented precincts.

5.6 Draft Perth Coastal Planning Strategy

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

Relevance to the City of Joondalup:

A number of the Strategy's objectives are applicable to the City:

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

5.7 City of Joondalup draft Local Planning Strategy

The draft *Local Planning Strategy* (LPS) is a key component of the review of District Planning Scheme No 2 (DPS2). The requirement for preparing a strategy is established under legislation, and monitored by the WAPC and its advisory department, the Department of Planning.

The draft *LPS* is a statement of strategic direction that will provide the rationale for future decision making by Council. It will inform the spatial planning initiatives to be included in a new District Planning Scheme and related strategies. The draft *LPS* was adopted by Council in February 2010 and has been forwarded to the WAPC for endorsement. The endorsement of the draft *LPS* is pending finalisation of the draft *Local Housing Strategy* and draft *Local Commercial Strategy*.

The draft *LPS* recommends a series of specific actions with respect to preparing a *Local Housing Strategy* namely:

"Prepare a *Local Housing Strategy* which will:

- investigate and determine the additional housing requirements over the next 20 years;
- identify areas for infill or redevelopment which are strategically located within walking distance to Activity Centres (including the Joondalup City Centre), bus/train stations, or on public transport corridors.
- identify areas which, due to the age of housing stock, are suitable for infill or redevelopment;
- prepare residential design guidelines to guide future redevelopment outcomes in the above areas and to ensure high-levels of liveability and amenity;
- use innovative approaches to codings, rather than blanket up-codings that have no design criteria supporting them, in order to ensure that in the above areas higher density is only permitted, subject to good design outcomes being achieved;
- identify areas where it is highly desirable to retain existing housing stock and residential density for the future accommodation needs of families;
- recognise that changes in housing density occur gradually and need community support;
- examine the potential for higher density residential or mixed-use developments above existing and future bus/train station car parks (in consultation with the Public Transport Authority and the Department for Planning (formally Department of Planning and Infrastructure)); and
- incorporate the neighbourhood amenity, urban design, and access provisions of the Western Australian Planning Commission's operational policy, *Liveable Neighbourhoods 2007*, and document, *Designing Out Crime Planning Guidelines* (2006)."

5.8 Beenyup Waste Water Treatment Plant

The Water Corporation's Beenyup Wastewater Treatment (WWTP) is an advanced secondary treatment facility, which serves Perth's northern suburbs from Quinns Rocks through to Scarborough and inland through Dianella and Bayswater to the foothills east of Midland.

In 2008-10, the plant's capacity was expanded from 120 million litres a day to 135 million litres a day (to service the flows from about 660,000 people), with further expansion of the odour control facilities. This involved further covering the odorous parts of the plant, higher ventilation rates and installation of biological, chemical and activated carbon scrubbers, as well as the installation of a second 50-metre high stack. Ultimately the plant will be developed to treat 150 million litres a day, servicing a population of about 750,000 people.

The odour control objective was to expand the capacity of the plant with no net increase in odour impact. Odour consultants Consulting Environmental Engineers prepared a report on the outcomes of the odour control upgrade and found that the objectives were essentially met. However, the upgrade has not eliminated the occurrence of odours at residences within the normal affected area within several hundred metres of the site boundary.

The Water Corporation's Alkimos WWTP is located about 40 kilometres north of Perth, in the heart of the next major urban area to be developed. It started operation in 2010 and has a current capacity to treat up to 20 million litres a day. This new wastewater treatment plant has reduced the input into Beenyup WWTP as the most northern Beenyup catchment was diverted to Alkimos.

Odour Buffer

The Environmental Protection Agency's guidance statement on the separation distance between industrial land uses and sensitive land uses does not specify a buffer distance between wastewater treatment plants and residential areas – rather it is dealt with on a case-by-case basis.

The Water Corporation does not support residential use within the Beenyup WWTP odour buffer area.

Relevance to the City of Joondalup:

- Areas within 500m of the Beenyup WWTP should not be considered for higher density at this point in time.

6. Population and Housing Demand

6.1 Population characteristics

The City of Joondalup is one of the largest local governments, by population, as well as being one of the most recently established local government areas.

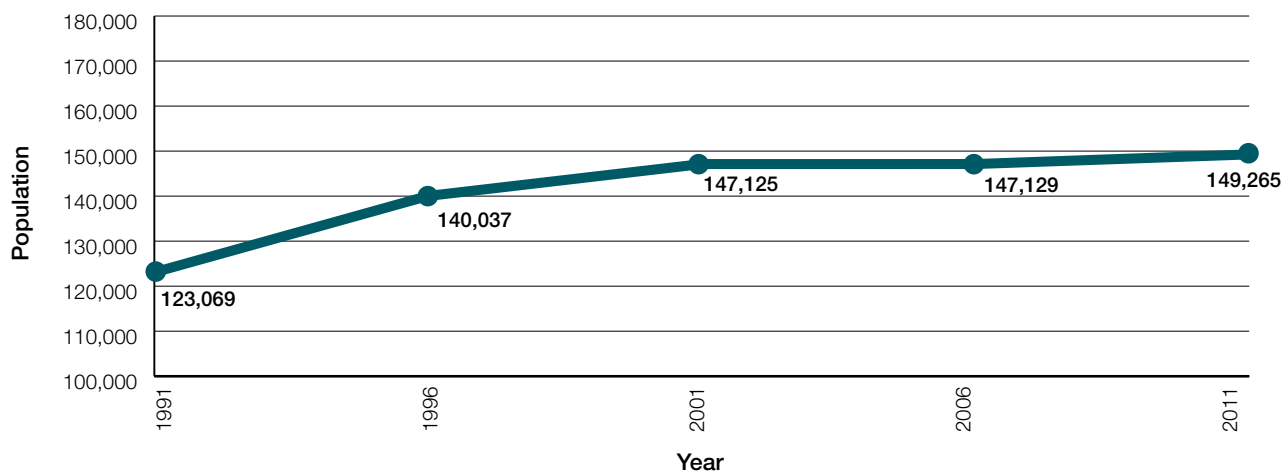
While the North-West Metropolitan Region has experienced significant population growth, the total population of the City of Joondalup has remained relatively stable from 2001 to 2011, with some growth in the underdeveloped areas to the north, and some decline in areas now largely populated by “empty-nesters” and retirees.

6.1.1 Population growth

At the 2011 *Census of Population and Housing*, the (enumerated) population of the City of Joondalup was 149,265. This accounts for approximately 9% of the population of the Greater Perth Metropolitan Area.

The City’s population has remained relatively stable throughout the 2000s, with growth occurring largely in the northern areas of the City. The chart below illustrates the population growth in the City of Joondalup over the ten-year period 1991–2011.

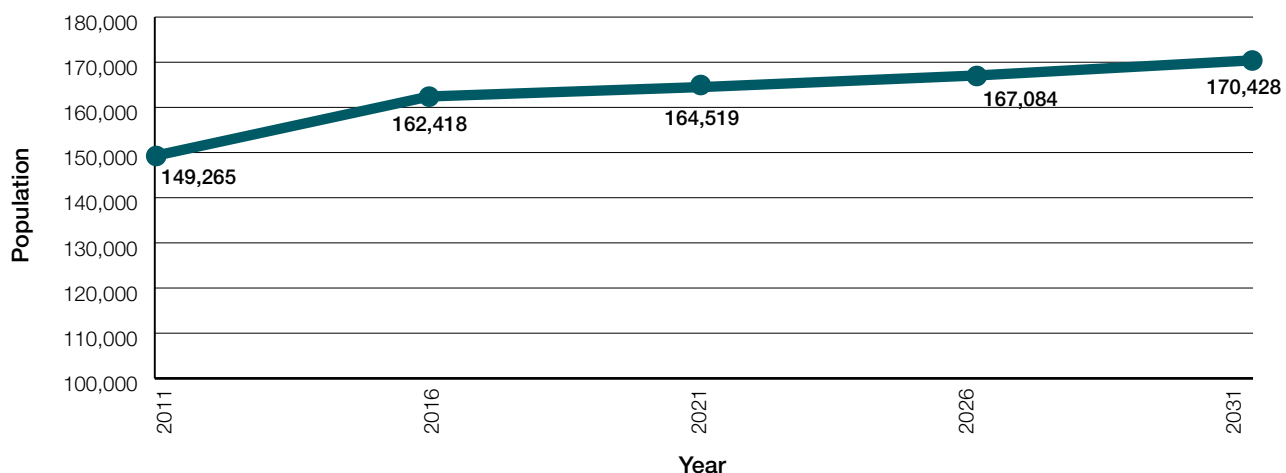
Figure 6.1.1: Population growth in the City of Joondalup 1991–2011 (enumerated)¹



6.1.2 Projected population growth

Independent population forecasting commissioned by the City indicates that the City’s population will remain relatively stable over the next two decades, rising to approximately 170,428 by 2031. These estimates are slightly lower than those produced by the Western Australian Planning Commission (population of 172,200 by 2026).

Figure 6.1.2: Projected population growth in the City of Joondalup 2011–2031²



¹ ABS 1991, 1996, 2001, 2006b, 2011b

² .id 2012

6.1.3 Age profile

The age profile of the City of Joondalup provides key insights into the level of demand for age-based services and facilities such as child care and aged care accommodation. It is an indicator of the City’s residential role and function and how this is likely to change in the future.

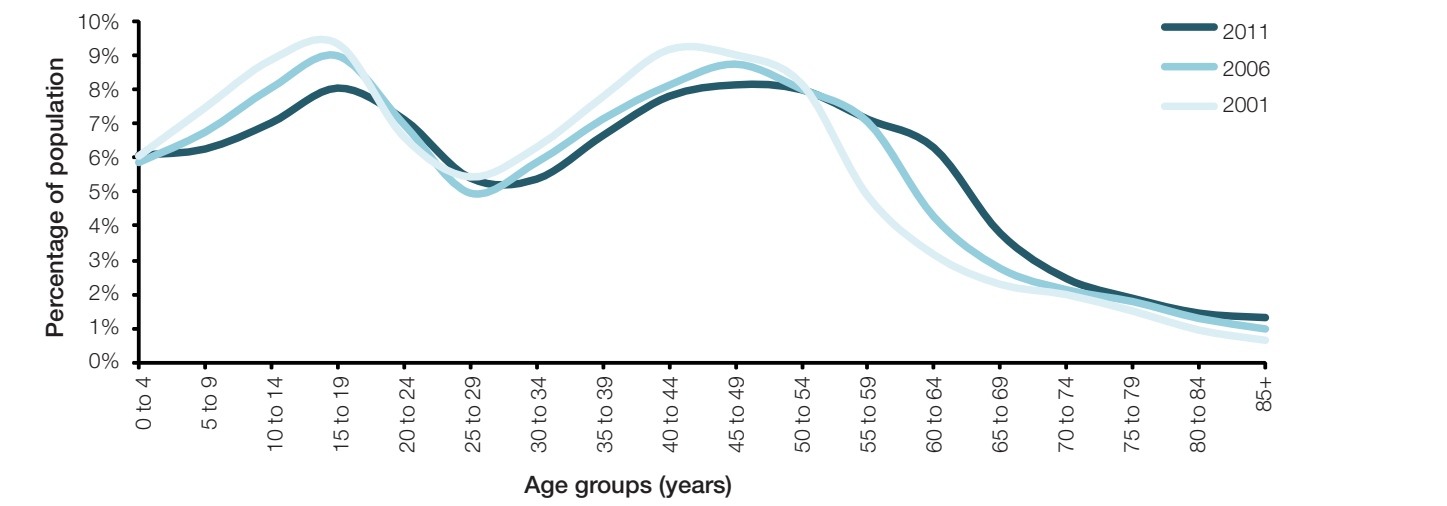
Overall in 2011, approximately one quarter of the City’s population was under the age of 18 and over one third was between the ages of 40 and 60. In comparison to the Greater Perth Metropolitan Area, the City has significant proportions of its population in these age groups and lower than average proportions in the 20–35 years and 70+ years age groups. The chart below compares the age distribution for the City of Joondalup and the Greater Perth Metropolitan Area.

Figure 6.1.3(a): Age distribution in the City of Joondalup compared to the Greater Perth Metropolitan Area 2011 (enumerated)³



Between 2001 and 2011, the median age of the population increased from 33 in 2001 to 36 in 2006 and 38 in 2011. The largest changes in the age profile were in the age groups 55–59 (+3,539 people) and to 60–65 (+4,833 people). The chart below illustrates the change in the age profile in the City of Joondalup in this ten-year period.

Figure 6.1.3(b): Change in the age profile in the City of Joondalup 2001-2011 (enumerated)⁴



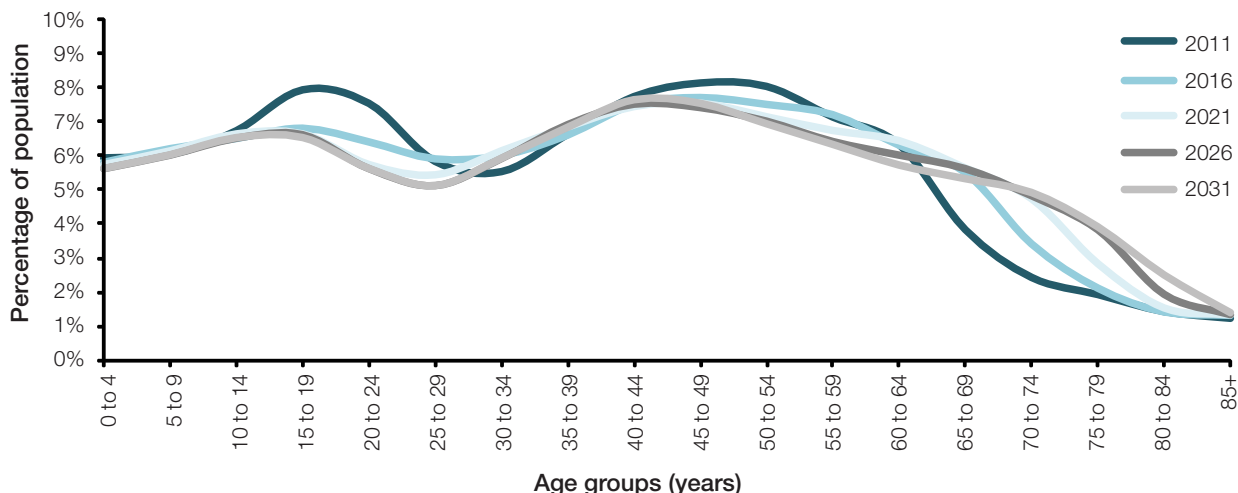
6.1.4 Projected demographic profile

Independent population forecasting commissioned by the City indicates that the City’s age profile will be considerably older by 2031. There will be a decrease in the proportion of people under the age of 15 and a significant increase in the proportion of people over the age of 65. This aligns, in general, to the projections produced by the Western Australian Planning Commission. However, as noted in section 6.1.2 above, the Commission’s overall population projections are slightly higher.

As the City’s population ages, the number of persons per household is projected to decrease as grown-up children leave home (“empty-nesters”, retirees etc.).

³ ABS 2011b
⁴ ABS 2001, 2006b, 2011b

Figure 6.1.4: Projected change in the age profile in the City of Joondalup 2011–2031⁵



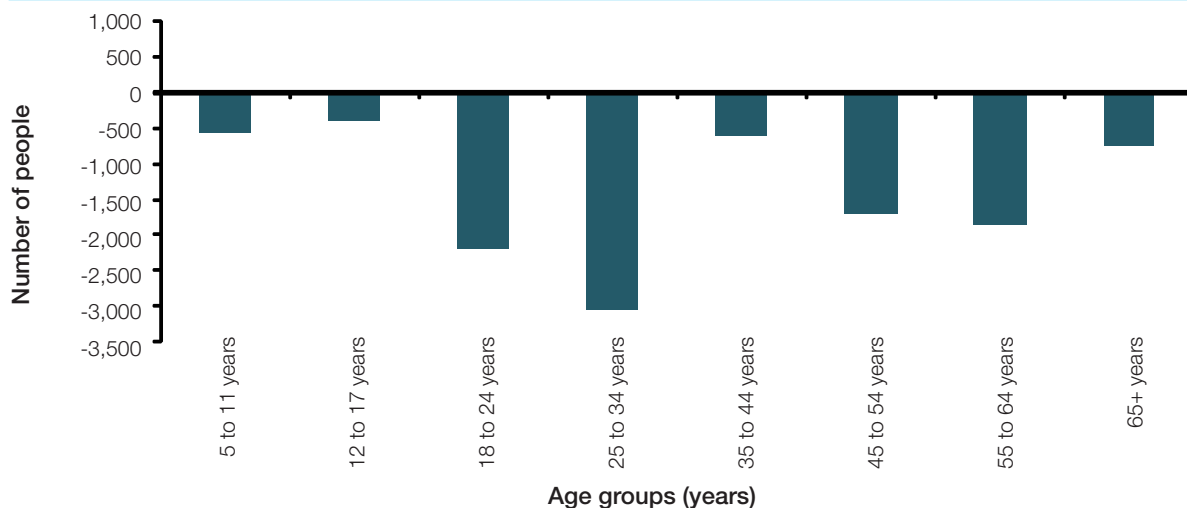
6.1.5 Migration patterns

The migration information presented below has been derived from the 2011 *Census of Population and Housing* and indicates the extent to which the City of Joondalup attracts and loses people and households from various key sources.

Historically in the City of Joondalup, there has been a significant gain from overseas migration (+13,240), without which the City’s population may have declined over the inter-censal period 2006 to 2011. The most notable loss of population has been to the City of Wanneroo (-7,513) — the growth area of the North-West Metropolitan Region. The rest of the outflows have largely been to the east (City of Swan: -596) and south (City of Mandurah: -411 and Shire of Busselton: -309).

The age-specific net migration chart below identifies in net terms what age ranges these losses occurred in. It is important to note that the pattern of migration is dominated by the general losses across the all age groups, the most substantial being between the ages 18–34 and 45–64. In general, young adults may be leaving home to seek dwelling opportunities closer to tertiary education facilities or employment to the south, young people/families seeking their first home may be attracted to the neighbouring City of Wanneroo with its extensive “greenfields” land releases, and older households may be leaving in order to upgrade or downsize to a new home.

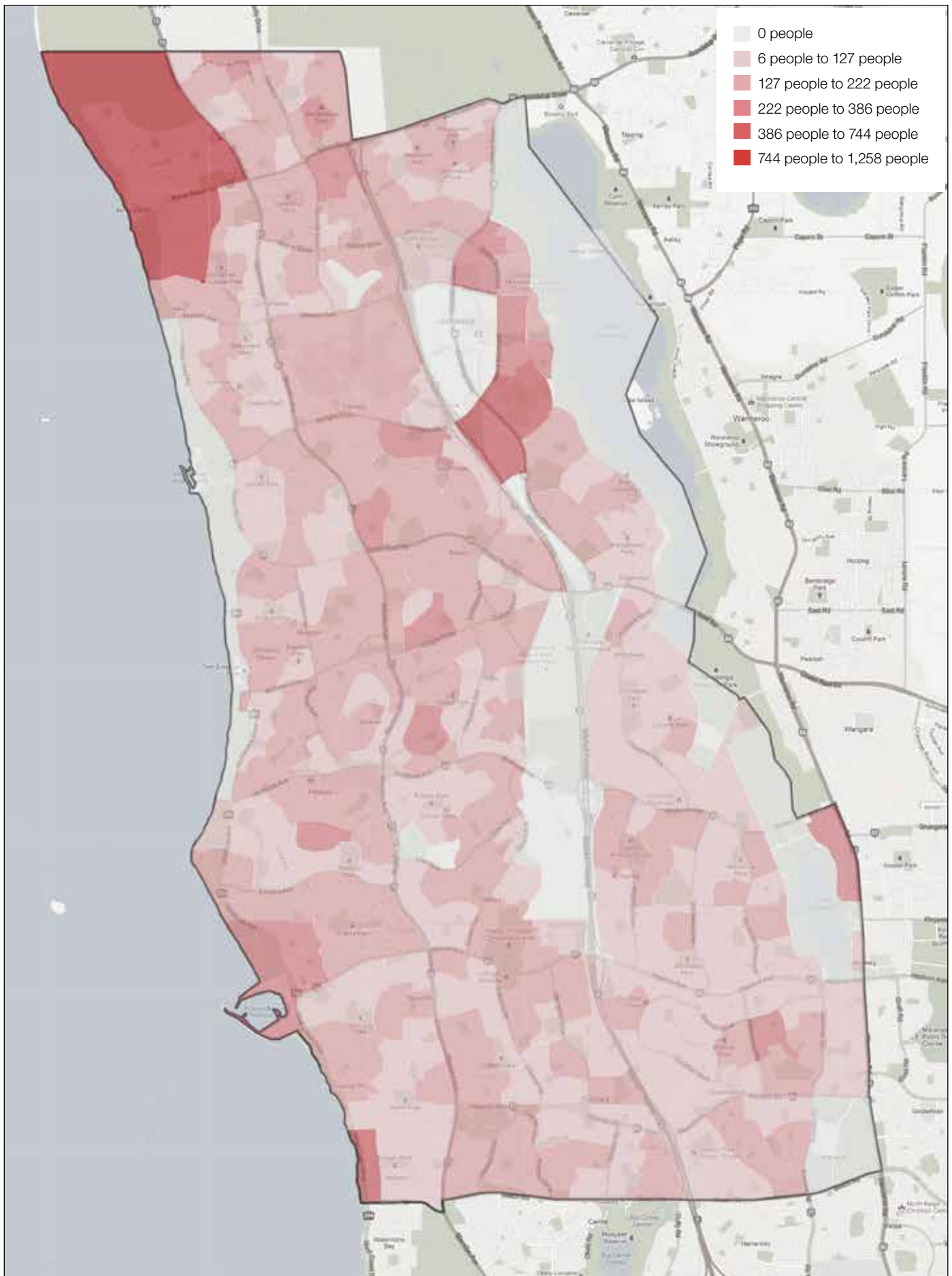
Figure 6.1.5(b): Age-specific net migration in the City of Joondalup 2006–2011 (service age groups)⁶



⁵ .id 2012

⁶ ABS 2006b, 2011b

Figure 6.1.5(b): Residents who have changed address 2006–2011 (usual residence)⁷



⁷ .id 2013 (from ABS 2011b)

Key points:

- The City of Joondalup’s population is not expected to grow significantly by 2031.
- The ageing of the population will be one of the key drivers influencing the size, direction and composition of the housing market in the City of Joondalup.
- As people age, their housing preferences will change with demands for smaller, lower-maintenance housing.
- Young adults may continue to leave the City of Joondalup, more affordable and varied housing choices could slow down that trend.
- The escalation in the proportion of people aged over 65 will require a shift in planning policy direction, including but not only through this draft *Local Housing Strategy*.

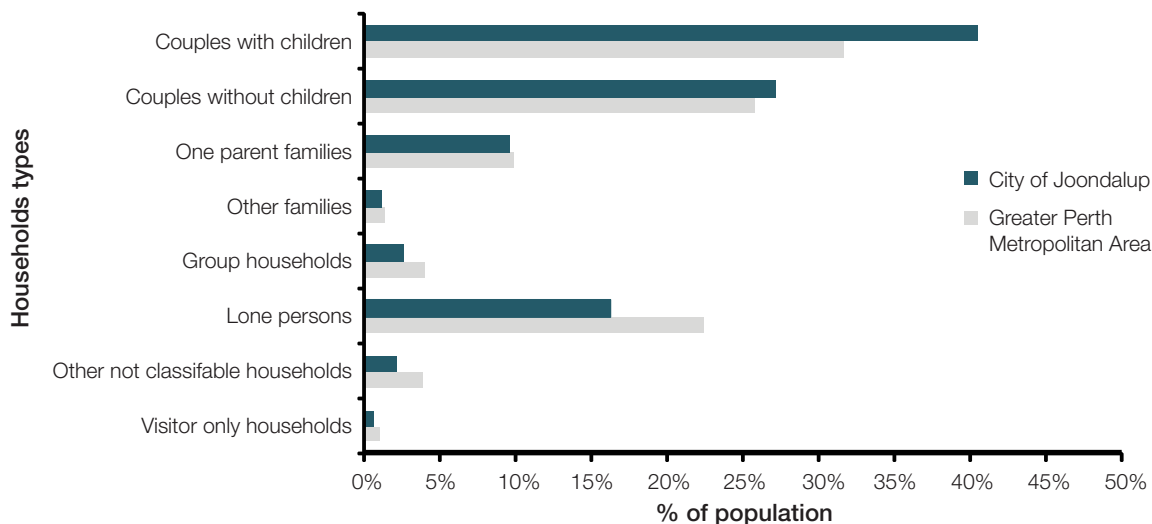
6.2 Household characteristics

6.2.1 Household and family structure types

The household and family structure of the City reveals the area’s residential role and function, era of settlement, and provides key insights into the level of demand for services and facilities, as most are related to age and household types.

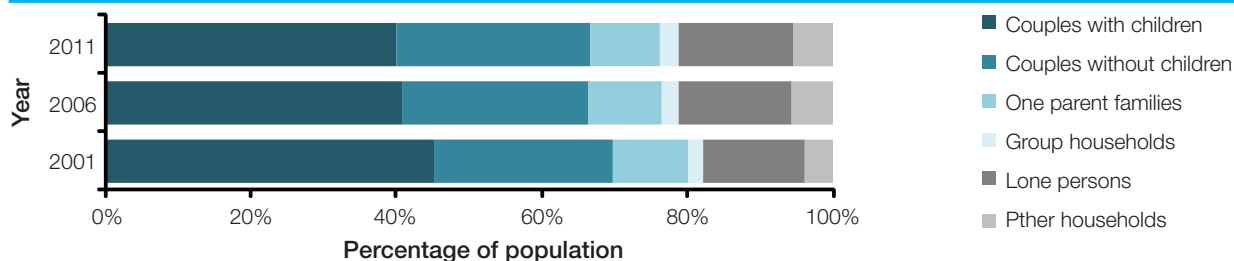
In 2011, over 40% of households in the City of Joondalup were described as “couples with children”. This is higher than the proportion found in the Greater Perth Metropolitan Area. The chart below compares the proportion of the City’s population occupying different household types compared to the Greater Perth Metropolitan Area.

Figure 6.2.1(a): Household types in the City of Joondalup compared to the Greater Perth Metropolitan Area 2011 (enumerated)⁸



It should be noted however, that since 2001, the number of couples with children has been decreasing while there have been significant increases in other household types, such as couples without children and lone person households. This is to be expected, as the age profile of the City changes, couples will see their children leave home as they grow older.

Figure 6.2.1(b) Change in household types in the City of Joondalup 2001–2011 (enumerated)⁹



6.2.2 Household size

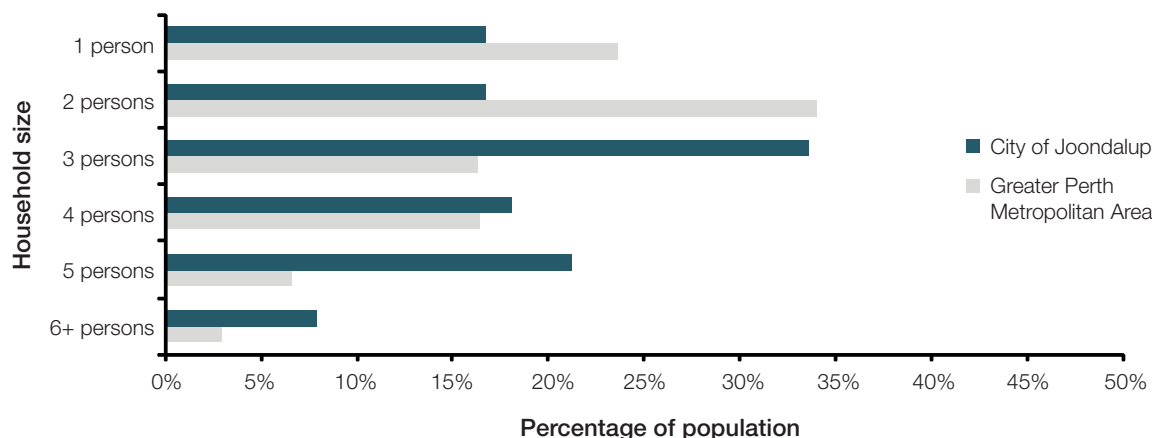
In general, the size of households follows the life-cycle of families. Households are usually small at the stage of relationship formation (early marriage), and then increase in size with the advent of children. They later reduce in size again as these children reach adulthood and leave home. Household size can also be influenced by a lack (or abundance) of affordable housing.

⁸ ABS 2011b

⁹ ABS 2001, 2006b, 2011b

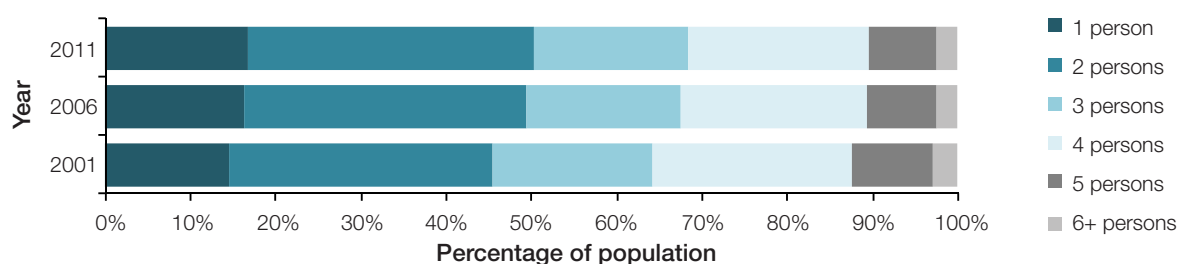
There has been a strong and consistent trend of decreasing household sizes throughout Australia which has created additional demand for housing where populations are stable. Despite the above-average percentage of couples with children, the City of Joondalup has been following this trend. Since 1991, there has been a significant rise in the proportion of 1 and 2 person households with a corresponding drop in households with 4 people or more.

Figure 6.2.2(a): Household size in the City of Joondalup compared to the Greater Perth Metropolitan Area 2011 (enumerated)¹⁰



It should be noted that this pattern of demographic change is not uniform across the City and is highlighted in the comparison between Kinross and Warwick (Appendix 2). The newer suburbs will continue to have typically larger households, while the older suburbs are experiencing an increasing proportion of lone households and couples without children, typically the “empty-nesters”, retirees and seniors.

Figure 6.2.2(b): Change in household size in the City of Joondalup 2001–2011 (enumerated)¹¹



6.2.3 Implications for housing supply

As the above demonstrates, there is an ample supply of single houses for family households. The supply of medium and high density housing however, needs to be maintained in order to meet the demand for smaller family sizes.

Lone person households in 2011 made up over 16% of the households in the City and demographic trends indicate that this figure will increase over the next 20 years. These households are not strictly confined to the aged but also include single professionals and young adults.

The distribution of lone person households is identified in Figure 6.2.3 (b). Having regard for existing aged persons accommodation, the conclusion is that there is a significantly higher-than-average share (over 20%) of lone person households in the suburbs of Beldon, Craigie, Heathridge, Joondalup, Padbury and Warwick.

Given the relatively high percentage of lone person households, the supply and location of semi-detached housing and duplexes as affordable housing options needs to be addressed. The current housing structure of the City does not provide that flexibility. Additionally, given the rate at which the population in the City of Joondalup will continue to age, a proactive approach to increase the availability of alternatives to single houses on large blocks for this household type will need to be taken. (See also section 6.4.3)

Table 6.2.3 below gives us an idea of how many additional dwellings would need to be constructed by 2031 to accommodate 170,428 people – the projected population for the City of Joondalup - using different scenarios of household sizes. This is a very basic assessment of future housing supply (“business as usual”) and does not include proactive measures and external influences which could influence expected population growth.

¹⁰ ABS 2011b

¹¹ ABS 2001, 2006b, 2011b

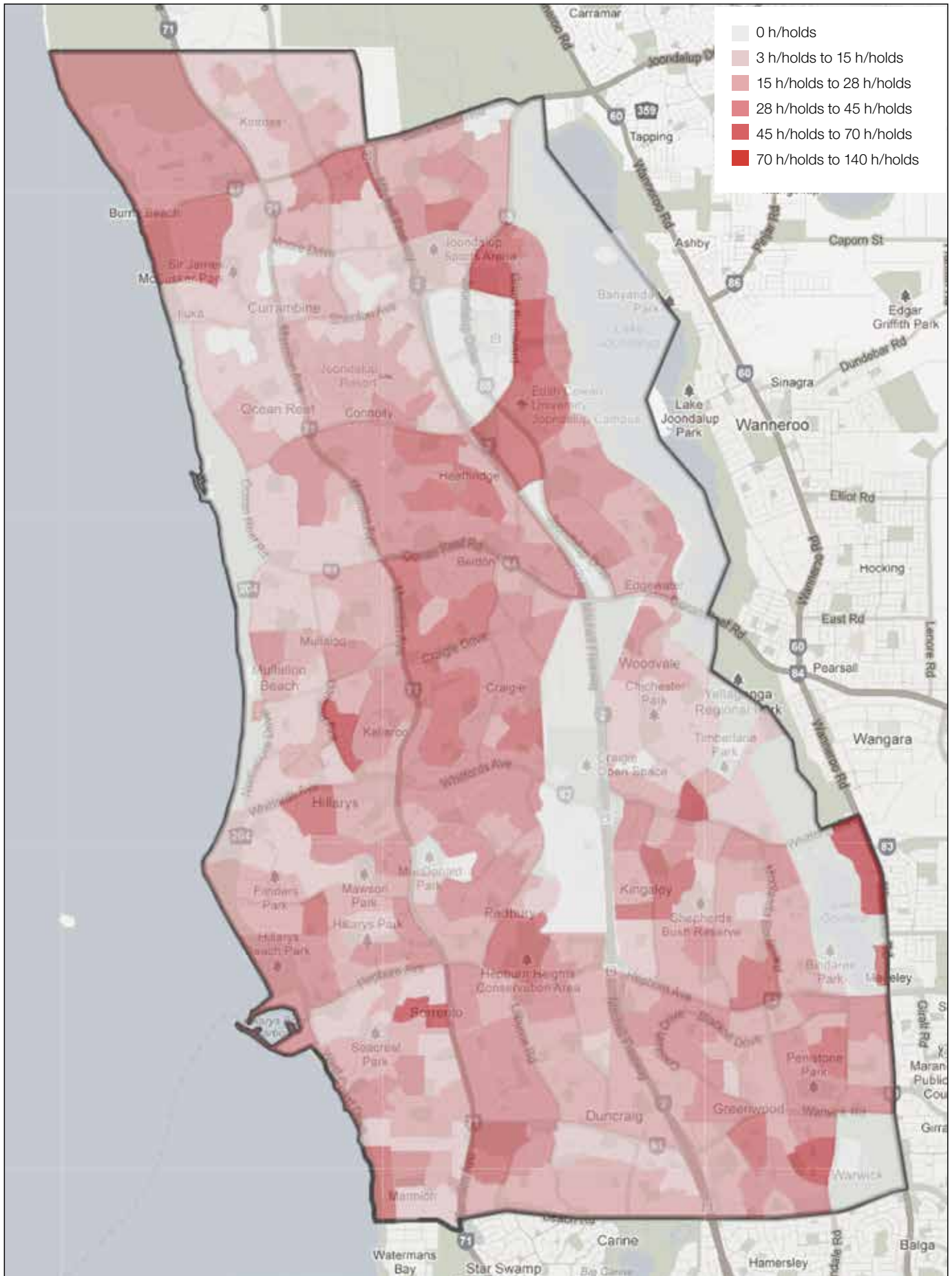
Table 6.2.3(a): Scenarios of household sizes and number of dwellings

2031 Average household size scenarios (persons per household)	2031 Dwellings needed for a population of 170,428	2006-2031 Additional dwellings needed
2.77 (unchanged from 2006 – unlikely)	61,527	5,001
2.7	63,122	6,596
2.6	65,550	9,024
2.5	68,172	11,646
2.4	71,012	14,486
2.3	74,100	17,574

Key points:

- The declining average household size will be another key driver influencing the size, direction and composition of the housing market in the City of Joondalup.
- The City's future housing supply will need to accommodate an increasing share of smaller households comprising the aged, singles and couples without children.
- The challenge is not only to ensure that there is an adequate housing supply for the future population of the City of Joondalup but to ensure that there is the right mix of housing to avoid a divergence between demand and supply.

Figure 6.2.3(b): Distribution of lone person households in the City of Joondalup 2011 (enumerated)¹²



¹² .id 2012 (from ABS 2011b)

6.3 Patterns of residential development

6.3.1 Suburban and urban development

The first large-scale subdivisions which occurred in the older suburbs like Duncraig and Warwick moved away from the “old quarter-acre block” patterns of subdivision and were predominantly in the range of 700-900m². There was little variety in the size of lots being produced as the new suburbs were rolled out. The residential density applied was R20 which means that lots between 900-999m² can be strata-titled and lots over 1,000m² can be subdivided.

However over the decades, average lot sizes progressively reduced, and now in the new suburbs of Currambine, Joondalup, Burns Beach and Iluka, lots below 500m² are not uncommon with density codes in these suburbs ranging from low density R20 and R25, medium density R30, R40 and R60 to high density R80 and above.

From its inception, the Joondalup City Centre has been the focus for high density and high-rise apartment development as befits its status as the Strategic I Metropolitan Centre (Primary Centre in *Directions 2031 and Beyond*) for the North-West Metropolitan Region. In 2006, there were 370 high density dwellings in the Joondalup City Centre and this figure is expected to grow over time given the presence of a large parcel of land owned by the Department of Housing as well as a number of vacant landholdings.

6.3.2 Availability and accessibility to facilities and services

To date, the City of Joondalup has experienced mostly “greenfields” development and the provision of infrastructure such as sewerage, drainage, power and telecommunications has been a relatively simple task. Recent infrastructure programs include infill sewerage for some areas, the upgrading of Beenyup Treatment Plant and a new substation at Padbury. In the long term, as the urban infrastructure of the City ages and infill development becomes more common, issues associated with insufficient infrastructure capacity may arise. It is not expected to be a problem in the short term.

A large range of community facilities are provided across the City in the form of libraries, local halls, purpose-built multi-function centres, sporting clubrooms and recreation centres. The newer suburbs of the north such as Burns Beach and Iluka have experienced significant growth, and the construction of the Currambine Community Centre due to be completed in 2013 will be a multi-function centre which will service the needs of these residents. The remainder of the City, being more established, currently enjoys access to a good range of community facilities.

The City maintains 719 hectares of active and passive parks and reserves distributed evenly across its borders. This represents 7% of the total land area of the City and equates to, in built-up areas, a greater than 10% provision of public open space. In addition, there are a number of regional parks and public purpose sites (Yellagonga National Park, Pinnaroo Valley Memorial Park etc.) which add to the wealth of open space in the City.

The transport network is based on a major road grid system - the Mitchell Freeway – and is the major north-south transport corridor and incorporates the Northern Suburbs Railway Line. Marmion Avenue is also an important north-south transport corridor. The east-west district distributor roads are four-lane divided roads with generous reservations for future widening. This well-planned system of roads gives residents easy access to all their social, recreational and work-related destinations by car. However, despite the presence of six railway stations and connecting bus routes, public transport usage is very low. Congestion on the Freeway has increased travel time, pollution emissions and placed pressure on major intersections.

6.3.3 Residential lot sizes

The pattern of lot sizes as shown in Table 6.3.3, is interesting in that only about 9.4% of the total number of lots in the City are currently over 900m² whereas around 80.7% of lots are in the range 600-899m². In other words, only about 5.5% of the total number of lots in the City is able to be subdivided at the predominant density code of R20.

The suburb of Kallaroo has the highest proportion of lots over 900m² (R20 lots) – around 24% - whereas in most of the older suburbs, only about 10-14% of their lots are capable of being developed at the R20 density code.

Structure Plans exist over the newer areas of Currambine, Iluka and Burns Beach, as well as large infill sites and residential densities applied through a variety of housing lots. Apart from the remainder of Burns Beach and Iluka, there are a number of superlots in Currambine and the Joondalup City Centre which are undeveloped to date.

Table 6.3.3: Residential lot sizes by suburb (including individual lots for strata lots with the exception of built stratas)

Suburb	Under 440m ²	440-519m ²	520-599m ²	600-699m ²	700-899m ²	900-999m ²	>1000m ²	Total
Beldon	0	4	3	520	968	60	27	1,582
Burns Beach	132	126	418	303	77	12	11	1,079
Connolly	123	39	29	80	809	85	82	1,247
Craigie	28	41	18	1,087	944	109	92	2,319
Currambine	206	257	512	709	560	33	23	2,300
Duncraig	26	89	64	1,446	3,392	237	178	5,432
Edgewater	3	39	22	305	1,051	102	105	1,627
Greenwood	18	50	36	1,655	1,667	139	182	3,747
Heathridge	10	87	94	827	1,484	143	43	2,688
Hillarys	320	240	105	1,044	1,705	223	106	3,743
Iluka	156	38	130	621	728	15	5	1,693
Joondalup (excluding the City Centre)	27	34	55	454	984	82	107	1,743
Kallaroo	44	45	15	479	847	282	183	1,895
Kingsley	47	24	38	1,804	1,888	273	262	4,336
Kinross	47	155	318	1,104	565	47	30	2,266
Marmion	15	51	14	37	551	39	91	798
Mullaloo	20	53	23	298	1,491	179	149	2,213
Ocean Reef	8	56	22	129	2,133	328	145	2,821
Padbury	15	140	83	1,368	1,387	124	113	3,230
Sorrento	20	86	69	152	1,899	138	194	2,558
Warwick	15	39	11	175	1,110	41	25	1,416
Woodvale	10	134	91	307	2,187	151	77	2,957
Total	1,290	1,827	2,170	14,904	28,427	2,842	2,230	53,690

6.3.4 Patterns of infill

Despite the efforts over the last two decades to diversify residential densities, the predominant density code in the City of Joondalup is R20, even though the majority of blocks cannot be developed at that density. This has limited the amount of infill that has occurred across the City to opportunity sites, undeveloped vacant land and suburban small scale subdivisions or strata development of lots over 900m².

Rare opportunities to redevelop redundant sites or large vacant lots in the established areas have been taken up across the City and are consistent with *Liveable Neighbourhoods* principles, these developments have produced densities ranging from R25 to R40, including laneway lots, which have made efficient use of existing infrastructure and services in their respective neighbourhoods. Suburban “backyard” infill has occurred throughout the City, and an estimate of the remaining potential is described in Table 6.3.4.

Table 6.3.4: Infill development in the suburbs for lots >=900m2

Suburb	Residential Lots (from Table 6.3.3)	Lots >= 900m2 (includes total land area for strata lots)	Lots >=900 m2 currently available for infill based on density code of at R20	% uptake of R20 lots i.e. where infill has occurred
Beldon	1,582	90	30	66.7
Burns Beach	1,079	28	19	32.1
Connolly	1,247	178	131	26.4
Craigie	2,319	212	71	66.5
Currambine ¹	2,300	58	27	53.4
Duncraig	5,432	435	280	35.6
Edgewater	1,627	217	144	33.6
Greenwood	3,747	329	160	51.4
Heathridge	2,688	195	67	65.6
Hillarys	3,743	356	206	42.1
Iluka	1,693	20	20	0.0
Joondalup (excluding the City Centre)	1,743	195	83	57.4
Kallaroo	1,895	477	413	13.4
Kingsley ²	4,336	542	295	45.6
Kinross	2,266	86	17	80.2
Marmion	798	144	88	38.9
Mullaloo	2,213	327	204	37.6
Ocean Reef	2,821	391	244	37.6
Padbury	3,230	252	119	52.8
Sorrento	2,558	375	200	46.7
Warwick	1,416	73	42	42.5
Woodvale ³	2,957	228	109	52.2
Total	53,690	5,208	2,969	43.0

¹ includes approximately 150 lots zoned R80 which may have development potential

² includes R5 east of Lake Goollelal

³ includes 160 lots zoned R30 which may have development potential

Key points:

- The suburban nature of the City of Joondalup's development, with its ample provision of public utilities, social infrastructure and continually improving public transport system has served the community well.
- The prevalent residential coding across the City is R20.
- A strong urban form of development is occurring in the Joondalup City Centre and apartment blocks offer a type of accommodation not available elsewhere in the City.
- Infill of suburban areas has occurred steadily, but only 5.5% of all lots (or around 2,969 lots) can be further developed at the current coding of R20. There are approximately 310 lots zoned R30 and R80 in Woodvale and Currambine which could be further developed.
- 80.7% of residential lots are in the range 600m² – 899m² (52.9% are in the range 700-899m²) and cannot be subdivided or strata-titled at the current R20 coding.

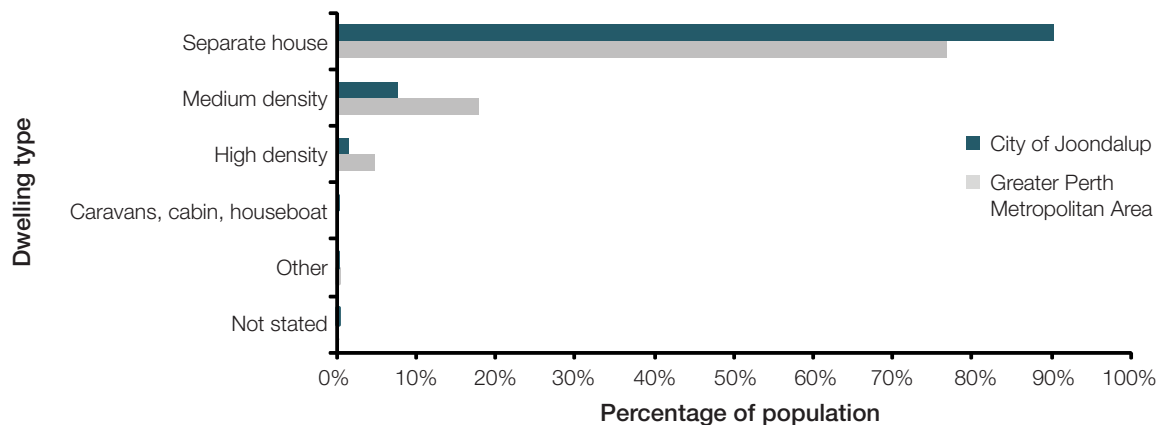
6.4 An assessment of the housing system

6.4.1 Housing stock

Dwelling type is an important determinant of the City's residential role and function. A greater concentration of higher density dwellings is likely to attract more young adults and smaller households, often renting. Larger, detached or separate dwellings are more likely to attract families and prospective families.

The City of Joondalup’s housing stock in 2011 was characterised by the dominance of separate houses (over 90%) and the relatively low proportions of medium and high density housing options compared to the Greater Perth Metropolitan Area. These housing products currently do not reflect the shifting demographic trends that have been forecast for the City and described in section 6.2.

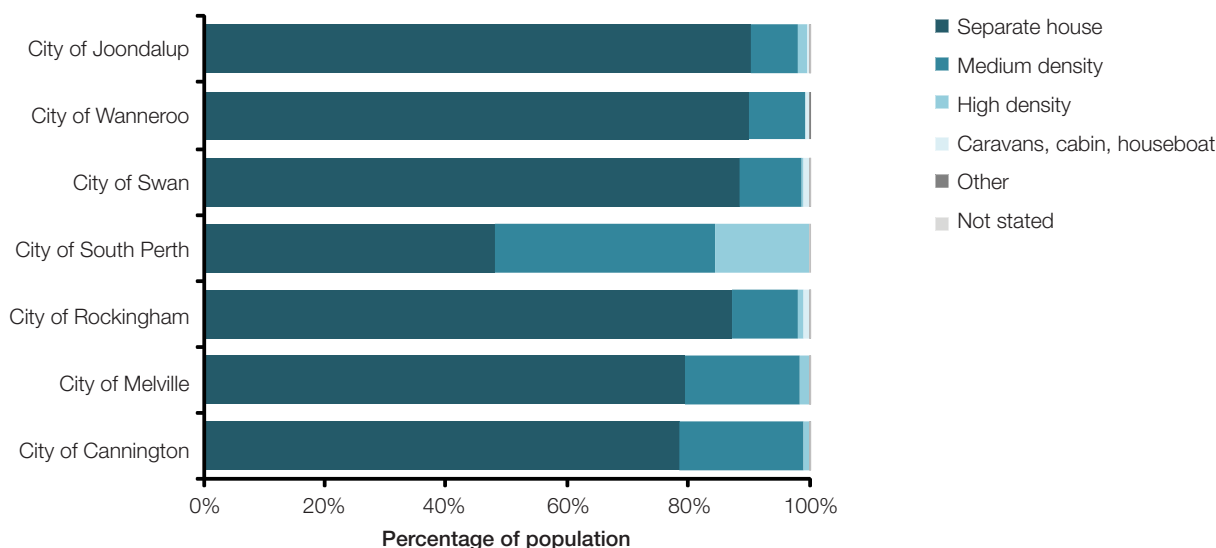
Figure 6.4.1(a): Dwelling types in the City of Joondalup compared to the Greater Perth Metropolitan Area 2011 (enumerated)¹³



Despite efforts in recent years to provide a range of housing densities particularly in the Joondalup City Centre, a comparison between the City of Joondalup and some selected local governments, notably the City of Wanneroo (Figure 6.4.1 (b)), highlights the slow rate at which progress has been made.

In 2011, the proportion of separate houses in the City of Joondalup was greater than that for the neighbouring City of Wanneroo — the growth council of the North-West Metropolitan Region — which also had proportionately more medium density housing than the City of Joondalup. Other local governments examined also displayed greater shares of medium density housing. It is clear the City has fallen behind its contemporaries in the provision of varied housing densities and types.

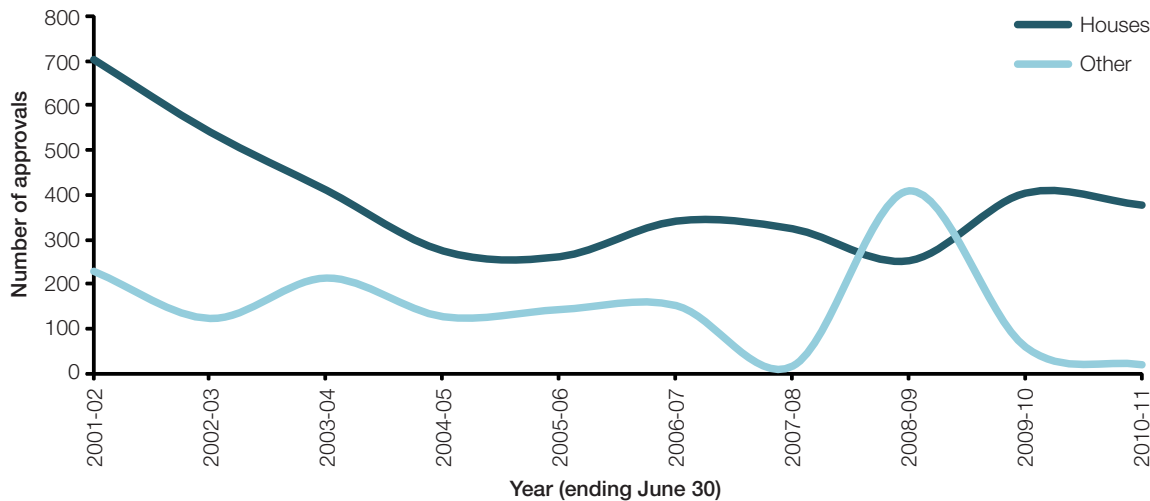
Figure 6.4.1(b): Dwelling types in the City of Joondalup compared to the Cities of Wanneroo, Swan, South Perth, Rockingham, Melville and Cannington 2011 (enumerated)¹⁴



6.4.2 Building activity – historic and recent

Over the past 10 years, the trend in building approvals has largely reflected the rate of “greenfields” subdivisions as the City heads towards a completion of its remaining urban front. During that time 5,370 building approvals were issued for dwellings and of these, approximately 38% were clustered developments, flats and units.

¹³ ABS 2011b
¹⁴ ABS 2011b

Figure 6.4.2: Change in the number of building approvals in the City of Joondalup 2001–2011¹⁵

6.4.3 4 Housing opportunities for the aged

Understanding the housing requirements of aged persons is a central concern of local governments. In particular, local governments like the City of Joondalup are faced with an increasing share of the ageing population and need to proactively plan to ensure that the housing needs of this demographic are met in the future. (The distribution of median ages across the City is identified in Figure 6.4.3 (a).

In general, there is a range of housing options for the elderly, such as government housing (not a big presence in the City of Joondalup), private rental, home ownership, hostels, retirement and “lifestyle villages” and nursing homes. The locations of aged accommodation within the City are shown in Figure 6.4.3 (b). In total, there are 27 aged accommodation facilities in the City of Joondalup. Of these, there are 966 retirement village units, 678 hostel accommodation beds and 345 nursing home beds. Two of the facilities (Seacrest Retirement Village and Ocean Reef Retirement Country Club) are privately-owned, individual units managed by a Council of Owners. There are waiting lists for most of the other facilities. There are also a very small number of small-scale private housing developments for the “over 55s”.

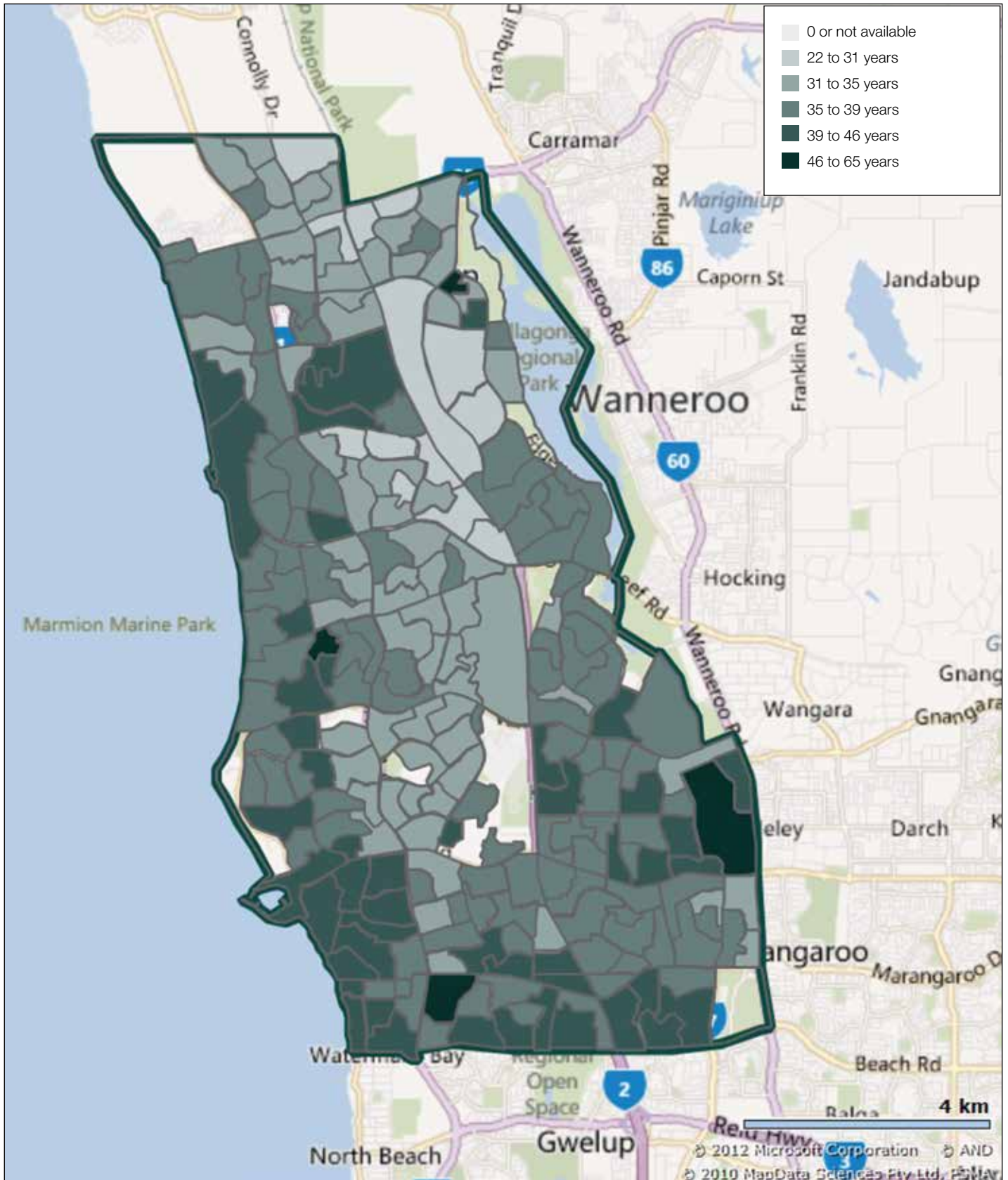
The City of Joondalup’s 10-Year Strategic Community Plan *Joondalup 2022*, and Positive Ageing Plan 2009-2012 outlines the City’s commitment to advocate for the need of affordable housing options that allow people to age in place, particularly near public transport and service centres. Hence, it is the issue of housing choices for “over 55s” that needs to be addressed in the *Local Housing Strategy* and in the review of the *District Planning Scheme No. 2*.

Retirement villages and associated accommodation and facilities are best provided by the large and experienced private organisations, but at the other end of the spectrum, small-scale “over 55s” grouped housing, privately-owned and strata-managed are viable alternatives. There is sufficient anecdotal evidence to suggest that there is a sector of the ageing population who would prefer to downsize and invest in their own “bricks and mortar” rather than purchase a long term lease in a retirement village, which may not be an affordable option. Small “cluster home” developments for the “over 55s” could be encouraged by providing density incentives over and above those stipulated in the *Residential Design Codes of Western Australia*. (See also section 7.)

With respect to the privately-owned and managed aged accommodation facilities, development opportunities are dependent upon the availability of large parcels of land, such as former school sites, which are becoming increasingly scarce in the City. When these opportunities do arise, there is a need to ensure that planning controls do not inhibit development to their full potential. (See also section 7.)

¹⁵ ABS 2002, 2003, 2004, 2005, 2006a, 2007, 2008, 2009, 2010, 2011a

Figure 6.4.3(a): Age distribution in the City of Joondalup 2006¹⁵



¹⁵ .id 2012 (from ABS 2006b)

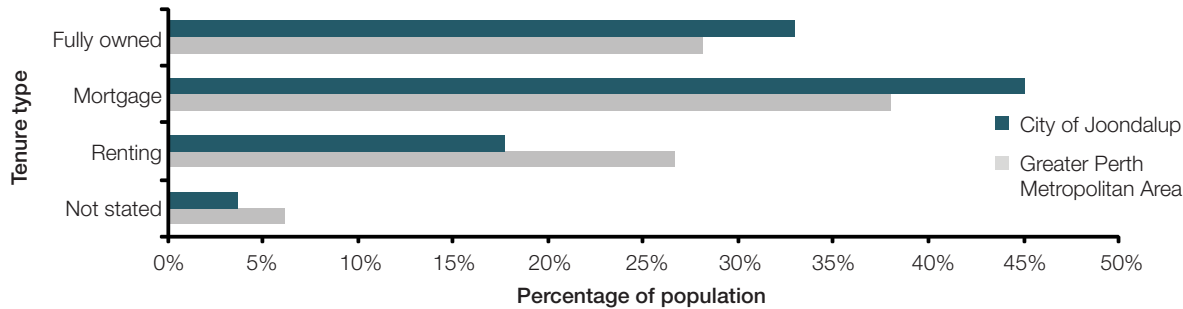
Figure 6.4.3(b): Location of aged persons' accommodation in the City of Joondalup 2012.



6.4.4 Housing tenure

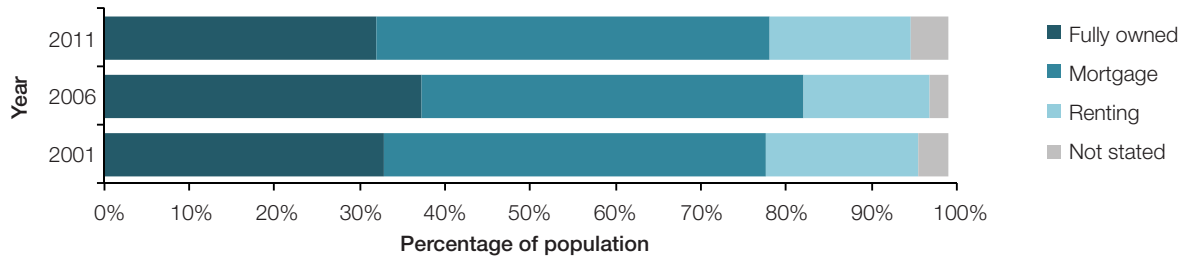
The City’s housing tenure data provides insight into the socio-economic status of an area as well as the role it plays in the housing market. For example, a high concentration of private renters may indicate a transient area attractive to young singles and couples, while a concentration of home owners indicates a more settled area with mature families and “empty-nester” household types. In most cases, tenure can also reflect built form, with a significantly higher share of renters in medium and high density housing and a substantially larger proportion of home owners in separate houses. The chart below compares the housing tenure preferences of the City of Joondalup with the Greater Perth Metropolitan Area.

Figure 6.4.4(a) Housing tenure in the City of Joondalup compared to the Greater Perth Metropolitan Area 2011 (enumerated)¹⁷



Government housing, through the Department of Housing, has an almost negligible presence in the City of Joondalup, although this could change in the future as the Department has a large landholding in the Joondalup City Centre. The private sector dominates the rental market and, reflecting the Greater Perth Metropolitan Area, there has been an increase between 2001 and 2011 in the percentage of people renting, which may be an indication of the tight home-buyers’ market across that period.

Figure 6.4.4(b): Change in housing tenure in the City of Joondalup 2001–2011 (enumerated)¹⁸



6.4.5 Age and condition of housing stock

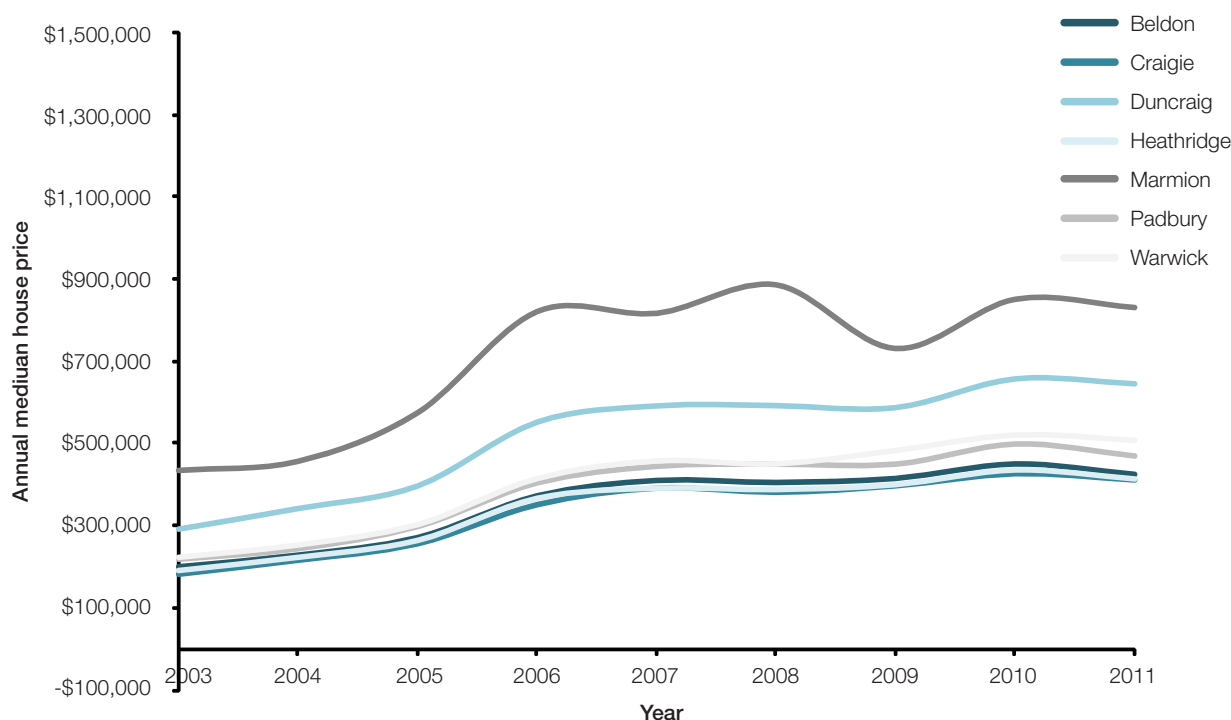
The City of Joondalup covers an extensive area; therefore, it was not practical to conduct a comprehensive age and condition survey of its housing stock. Instead, the background data has been limited to the City’s oldest suburbs; namely Beldon, Craigie, Duncraig, Heathridge, Marmion, Padbury and Warwick. Annual median house prices over the past nine years were examined which gave a fair indication of the extent of private investment in those suburbs.

Annual median house prices in Duncraig, Warwick and Marmion were well above the Perth average but those in Beldon, Craigie, Heathridge and Padbury, although rising, were consistently below the Perth average. For these reasons, an age and condition survey was restricted to those four suburbs.

¹⁷ ABS 2011b

¹⁸ ABS 2001, 2006b, 2011b

Figure 6.4.5: Change in annual median house prices in the suburbs of Beldon, Craigie, Duncraig, Heathridge, Marmion, Padbury and Warwick 2003–2011¹⁹



The survey results did not support the view that these suburbs were in poor condition. On the whole, Beldon and Padbury rated as being in satisfactory/good condition while Heathridge was less so. The western half of Craigie displayed the most compelling evidence of a long-term under investment of private capital. The redevelopment of the old Craigie High School site will inject a much-needed level of investment into Craigie with a possible flow-on to the rest of the suburb. Notwithstanding the benefits this future development will bring, incentives for redevelopment need to be introduced to this part of Craigie.

6.4.6 Capacity for additional housing at current density codes and structure planning

Burns Beach and Iluka are the only areas left with substantial land releases planned. The approved Structure Plans for Burns Beach and Iluka indicates approximately 1,000 lots are yet to be released in Burns Beach and Iluka.

There is some remaining development potential of vacant land at Hillarys, the former Craigie High School, Craigie Heights Primary School and East Greenwood Primary School sites, as well as potential for around 1,500 apartments in the Joondalup City Centre. Elsewhere in the City, the total number of lots with potential for small scale infill at the current R20 density, is approximately 2,900 (Table 6.3.3). At the current densities, each lot could accommodate a minimum of one additional dwelling. It would be unrealistic to expect all those lots to be developed to their full potential by 2031.

At the current densities and approved structure planning, it would appear that the housing “land bank” of the City is around 6,500 dwellings. However, the only certainties in the short term are the land releases of Burns Beach and Iluka totalling 1,014 dwellings. Redevelopment of the remaining lots will occur at varying stages and paces and is influenced by external factors such as the economic environment and levels of migration.

Based on the information to date, a “best case” scenario would be around an additional 6,500 dwellings by 2031.

Table 6.4.7: Estimated additional dwellings by 2031

Source of additional dwellings ('land bank')	Estimated additional dwellings
Burns Beach and Iluka	1,014
City Centre	1,500
Known development sites	1,519
Infill (small scale) potential – 2 969 lots ¹	@85% up-take = 2 523
Total	6,556

¹ 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 Coding.

Key points:

- An analysis of the composition of different housing types and densities in the City indicates that the City has fallen behind other local governments in the provision of medium and high density housing
- The recent changes in housing types do not reflect the forecast demographic shift that is highlighted in section 6.2
- There needs to be significant increase in housing choices to allow residents the opportunity to move into dwellings best suited to their circumstances.
- There is a significant concentration of lone person households in the older suburbs of Beldon, Craigie, Heathridge, Joondalup, Padbury and Warwick.
- More varied and affordable housing options should be available for younger household types seeking to enter the housing market. “Empty-nesters” should also have the opportunity to downsize from dwelling types that are too large and, as they grow old and frail, into more suitable accommodation.
- As the age profile data illustrates, it is likely that more aged persons’ accommodation will be needed in the future and opportunities that may arise in the future for the construction of new aged care accommodation should be realised to their full potential.
- The older suburbs are generally in satisfactory condition but some attention needs to be paid to parts of Craigie and Heathridge.
- At the current density codes and structure planning (“business as usual”), the housing stock could increase by around 6,556 dwellings by 2031. Of that figure, only approximately 2,969 dwellings are expected to come from small scale infill development.

7. Constraints and Opportunities

7.1 Constraints to future housing provisions

Land bank

- As described in Section 6, Burns Beach and Iluka are the last remaining “greenfields” sites in the City of Joondalup, and once completed, the City will no longer have a land bank in the urban growth area of the north west corridor. The Joondalup City Centre has a land bank which should be adequate for future apartment development of around 1,500 units. Outside of the Joondalup City Centre, there are very few known opportunity sites – notably, the former Craigie High School, former Craigie Primary School and former East Greenwood Primary School sites.

R20 coding – residential areas

- The R20 coding which has been applied over most of the planning scheme area, significantly limits the range and diversity of housing which could be accommodated in the suburban areas. As was highlighted earlier, only a relatively small number of lots remain that can be developed and the great majority of lots in the City cannot be developed at this density.
- One of the objectives of the Housing Strategy is to ensure that a wide range of housing can be provided to meet the social and economic needs of the changing demographics of the City. Retaining a comprehensive R20 coding will not achieve that objective.

R20 coding – commercial zones

- The R20 coding also applies to all the commercially zoned land in the DPS2. Given the age of a number of commercial centres within the City, it is highly desirable to introduce mechanisms in the District Planning Scheme to encourage medium density residential development of land surplus to a commercial centre’s requirements or comprehensive redevelopments which could include a mix of commercial and residential units.
- The R20 coding is an inadequate density for a modern commercial centre – the development yield of residential units is 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. A coding of at least R80 should be considered for commercial areas.

Council Policy – Height and scale of buildings within residential areas (outside Joondalup City Centre)

- Council’s Policy is one factor taken into consideration when determining building or development applications. The height envelope in the Policy for areas that do not fall within an approved structure plan is a maximum of 8.5m or approximately 2 storeys. The policy applies to all residential development in residential zones irrespective of the R-Coding. For development that extends beyond the height envelope it triggers the requirement for a development application and community consultation.
- This height is appropriate for most of the residential development covered by the Policy particularly for the low density coded areas and should continue to be applied there.
- For large parcels of land coded R60 and above where an urban built form of 3 or 4 storeys is desirable, the policy may be viewed as restricting development to a built form that prevents achieving the prescribed density in order to maximise the use of land zoned for that density.
- Aged persons accommodation which are classed as residential development, are also subject to the Policy when developed on land zoned Residential under DPS2. Council has approved taller buildings in retirement villages, for example, in Currambine, one 4 storey and three 3 storey apartment blocks as part of a 231 unit retirement village complex has been approved. The policy may be viewed as restricting development to a built form that prevents the development of large scale aged persons’ accommodation

Given the scarcity of sufficiently large parcels of land for aged persons’ accommodation, as a practical measure, the height for aged persons’ accommodation should be increased to 3 or 4 storeys. This will provide certainty for the community as well as for potential developers of such facilities which are going to be much needed in the short to medium term.

Existing residential built form

- In suburbs such as Kallaroo which have R20 lots capable of being developed, the existing houses are often substantial and built to maximise coverage on those lots. It is extremely unlikely that in the short to medium term, those lots would be developed to their R20 potential.

Design and layout of streets

- Curvilinear streets and cul-de-sacs characterise much of the pattern of road development in the older suburbs of the City. Whilst this is not strictly a constraint to the provision of future housing, it is true that a more traditional grid-like system of roads and laneways makes it easier to develop medium to high density residential or mixed-uses, particularly along activity corridors.

Residential lots backing onto Activity Corridors

- Roads such as Shenton Avenue, Burns Beach Road and Whitfords Avenue have residential lots backing on to them. Ideally, activity corridors would have development that addressed the street. It would not be easy to retrofit development to achieve this good urban design outcome along these roads.

7.2 Opportunities for future housing

The following provide the more important opportunities for future housing:

“Greenfield” sites

Burns Beach and Iluka contain the last remaining “greenfield” lots within the City and once developed, there will be no more urban land which could be described as “greenfield” – on the urban fringe.

Railway Stations and Transit Oriented Development sites

The land use pattern around the six railway stations is reflective of a low density suburban style of development and not in line with transit oriented development principles. The street system of curvilinear roads and cul-de-sacs do not lend themselves to comprehensive medium to high density redevelopment as experienced in the more traditional grid systems of the older parts of Perth. However, suburban infill at R25, R30 or even R40 can occur quite easily with adequate planning controls and policies in place. Given existing lot sizes and residential character, development at R60 may be more difficult, however through appropriate design development at this density could be achieved.

The new *Joondalup City Centre Structure Plan* proposes to extend the City Centre boundaries to capture the station precinct on the eastern side of Edgewater Station and promotes this area as a future Transit Oriented Development opportunity site.

Railway station car parks

Opportunities may exist in the longer term to develop these car parks for a mix of additional car parking and other uses – ideally, housing.

Commercial Centres

Medium to high density housing can coexist with existing commercial activities in the major town centres in line with the State Planning Policy 4.2 - *Activity Centres Policy for Perth and Peel*.

Redevelopment of large sites which are no longer needed for their original purpose.

These large sites such as former school sites, will be rare and any residential development yield should be maximised but at the same time, have regard for existing residential amenity and character of the surrounding area.

Provision of additional density bonus for Aged Persons’ housing.

As described in Section 6.4.3, the low take-up of small-scale and privately-owned “over 55’s” grouped developments should be addressed. The current provisions of the *Residential Design Codes of Western Australia* do not appear to be enough of an incentive for the 50% density bonus to be taken up. It could be argued that a R20 coding is too low for this type of specialised housing.

In order to encourage the amalgamation and development of between two and four residential lots in appropriate locations for “over 55’s” housing, a policy should be developed which allows for a greater density yield than that allowed under the *Residential Design Codes of Western Australia*.

8. Community Consultation

8.1 Background

During April and May 2009, a Housing Intentions Survey was undertaken to find out what housing options Joondalup residents are likely to require over the next 5-10 year span. The consultation commenced on 28 April 2009 with 2,200 surveys being mailed to randomly selected residents across all six wards of Council. An online version of the survey and a downloadable version of the survey were also made available on the City's website.

The survey was designed in-house with a view to informing development of the City's Housing Strategy based on the needs and requirements of local residents. The intent was to take respondents through consideration of their present housing circumstances and how well their current needs are being met, to thinking about what housing options they might consider, given some change in circumstance, in 5 and then 10 years.

8.2 Results

The results of the data analysis are presented in four sections as follows:

Section One

Provides a profile of total sample (n=625 respondents) including demographic information (residence by ward and suburb, age, gender, household make up and type of housing occupied at present). The profile is presented in the body of the report.

Section Two

Concerns the features that originally attracted the respondents to their present location/area where they own property.

Section Three

Provides insights into the aspirations respondents have for their present residence/investment in property with respect to future block sizes and types of housing. This information is broken down by Ward and Suburb.

Section Four

This section provides information from respondents who identified a desire/need to change their housing circumstances within 5 years (20% of total sample) and from 10 years onward (68% of total sample).

8.3 Section One

Profile of Total Sample

For ease of reading, statistical information on the total sample is provided in a series of tables in the following order.

Table 8.3.1 (a): Total Sample by Suburb and Ward

Table 8.3.1 (b): Total Sample by Gender

Table 8.3.1 (c): Total Sample by Age Range

Table 8.3.1 (d): Total Sample by Household Makeup

Table 8.3.1 (e): Total Sample by Housing Type

Commentary on Tables 8.3.1 (a) and 8.3.1 (b)

A comparison with the demographic profile of the City identified that the sample population (age and location) was a close match, lending validity to the representative nature of the sample. It was however notable that more women (59%) than men (32.9%) completed the survey.

Commentary on Tables 8.3.1 (c) and 8.3.1 (d)

A review of the age range of respondents identified that 45.3% were of middle to retirement age (48 – 65). On the basis that this is likely to be a time when major life changes are occurring that may have a significant impact on decisions about future housing, cross tabulations were performed with age range by household make up.

The cross tabulation identified that 35% of couples without children are of working middle age. This group may own their homes outright and have disposable income that would allow them to consider alternative options for the future.

A further cross tabulation with respect to age (65+) and retirement showed that 76.6% identified themselves as retiree singles and couples. However, it was notable that the remaining group of 65+ respondents (23%) identified their household make up as being those in which there are school aged and adult children at home and of shared housing arrangements. This finding may be indicative of the fact that this group of 65+ aged respondents have (a) begun their families later (b) remarried at some point and begun a new family at a later stage in life or (c) been through a partnership breakdown. Given these circumstances, this population segment may not have the disposable income or freedom from mortgages available to those in middle age without children at home. Flexible options for lower cost housing may be indicated.

Commentary on Table 8.3.1 (e)

By far the largest type of housing respondents lived in (75.2%), was a single storey house on a block. That 305 (80%) of these dwellings had 4 bedrooms and a further 343 (80%) had two bathrooms is indicative of housing demand and development over the last 20 years. It should be noted that type and bedroom size does not always equate to household makeup. Of those living in 4 bedroom properties, 38.4% are single people, couples without children and retirees. This could mean that expectations of housing design may continue to require the provision of four bedroom properties.

Table 8.3.1 (a): Total Sample by Suburb and Ward

Ward	Suburb	No. Respondents	% Total Respondents
NORTH	Burns Beach	7	1.1
	Connolly	32	5.1
	Currambine	23	3.7
	Iluka	27	4.3
	Joondalup	17	2.7
	Kinross	26	4.2
	Ward Total	132	21.1
NORTH – CENTRAL	Edgewater	35	5.6
	Heathridge	24	3.8
	Mullaloo	30	4.8
	Ocean Reef	27	4.3
	Ward Total	116	18.6
CENTRAL	Beldon	22	3.5
	Craigie	23	3.7
	Kallaroo	19	3.0
	Woodvale	29	4.6
	Ward Total	93	14.9
SOUTH WEST	Hillarys	28	4.5
	Padbury	35	5.6
	Sorrento	27	4.3
	Ward Total	90	14.4
SOUTH EAST	Greenwood	61	9.8
	Kingsley	32	5.1
	Ward Total	93	14.9
SOUTH	Duncraig	35	5.6
	Marmion	33	5.3
	Warwick	31	5.0
	Ward Total	99	15.8
Residence not indicated		2	0.3
Total Respondents		625	100.0

Table 8.3.1 (b): Total Sample By Gender

Gender	No. Respondents	% Total respondents
Male	245	39.2
Female	369	59.0
Total	614	98.2
Not identified	11	1.8
	625	100.0

Table 8.3.1 (c): Total Sample By Age Range

Age Range	No. Respondents	% Total respondents
24 - 29	25	4.0
30 - 35	34	5.4
36 - 41	76	12.2
42 - 47	83	13.3
48 - 53	96	15.4
54 - 59	92	14.7
60 - 65	95	15.2
66 - 71	64	10.2
72 - 77	36	5.8
78+	24	3.8
Total	625	100.0

Table 8.3.1 (d): Total Sample By Household Makeup

Household Make Up	No. Respondents	% Total respondents
Single person (not retired)	28	4.5
Single parent with children below school age	7	1.1
Single parent with school aged children	16	2.6
Single parent with adult children living at home	19	3.0
Couple no children	122	19.5
Couples with children below school age	45	7.2
Couples with school aged children	123	19.7
Couples with adult children living at home	98	15.7
Retiree couple	120	19.2
Single person retiree	26	4.2
Shared house (adults)	14	2.2
Sub Total	618	98.9
Not identified	7	1.1
Total	625	100.0

Table 8.3.1 (e): Total Sample By Current Housing Type

Current Housing Type	No. Respondents	% Total respondents
Detached single storey house on a block	470	75.2
Detached two storey house on a block	95	15.2
A townhouse (attached to others on adjoining blocks)	2	.3
A townhouse (a group of dwellings on one block)	2	.3
A unit in an apartment block	3	.5
A duplex/triplex on one block	23	3.7
A villa (a group of villas NOT duplex or triplex on one block)	2	.3
Separate dwelling in a retirement village/complex	6	1.0
Sub Total	603	96.5
Not identified	22	3.5
Total	625	100.0

8.4 Section Two

Attractions to Current Location

To analyse respondent feedback on the elements that attracted them to live in their present location a cross tabulation was completed by Ward, Suburb and for each of the following attractions, namely:

- Close to shopping
- Schools in the area
- Parks/open space/bushland
- Close to beach
- Proximity to Joondalup City Centre
- Close to work
- Close to public transport
- Community centres/ libraries
- Close to friends/family
- Investment potential
- Development potential
- Other (to be specified by respondent)

Respondents who identified “other” reasons for their choice of location were provided with space in the survey for that purpose.

The top three attractors for all six wards of the City were consistently identifiable as:

- Close to the beach 47.7%
- Parks/open space/bushland 35.8%
- Close to shopping 32%

Qualitative analysis on feedback for “Other” comments received

Of particular note was the frequency with which the respondents identified affordability of the land or house and land packages at the time of purchase rather than facilities and other infrastructure, which appeared after most housing developments, were completed. This was particularly the case for suburbs being developed inland away from the coast (yet still with access to it), during the 70s, 80s and 90s.

Linked to the affordability attraction factor was the opportunity attraction factor. Opportunity to invest (financially and emotionally) in a new area and then to create ones place (physically and emotionally) within it would have been strong attractor. Many respondents expressed pride in, and satisfaction with, their achievement. This was most evident in the number and extent of comments received from respondents living in the south and south eastern wards.

Other matters identified as attractors were of a more intangible nature. These included perceptions of quietness, tranquillity, spaciousness and safety from crime – a type of ‘retreat’ - across all wards of the City, regardless of the age or location of their home.

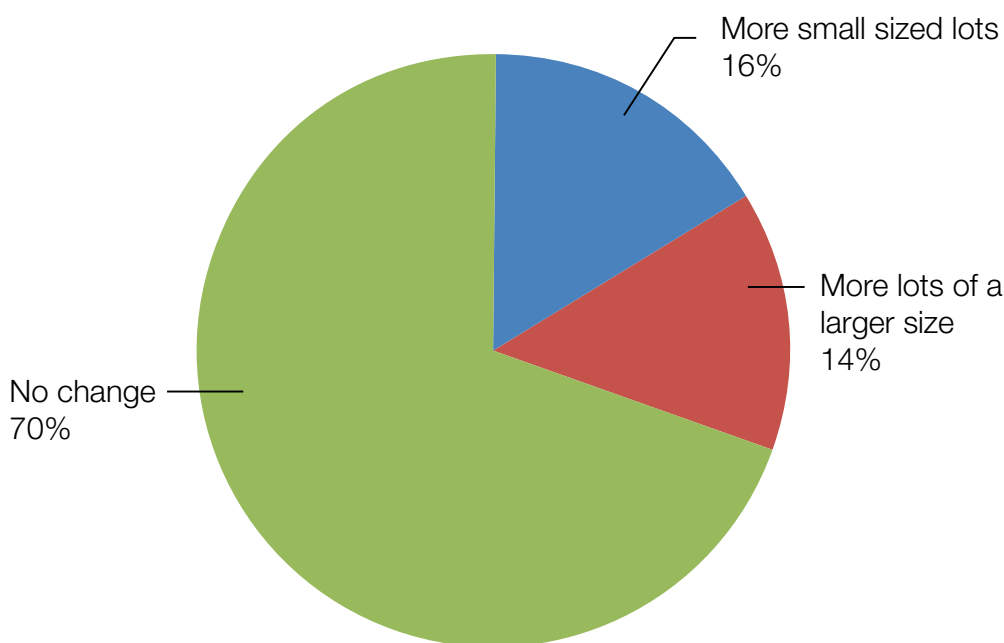
8.5 Section Three

Development of the ‘Home’ Area

Attitudes towards Lot Sizes

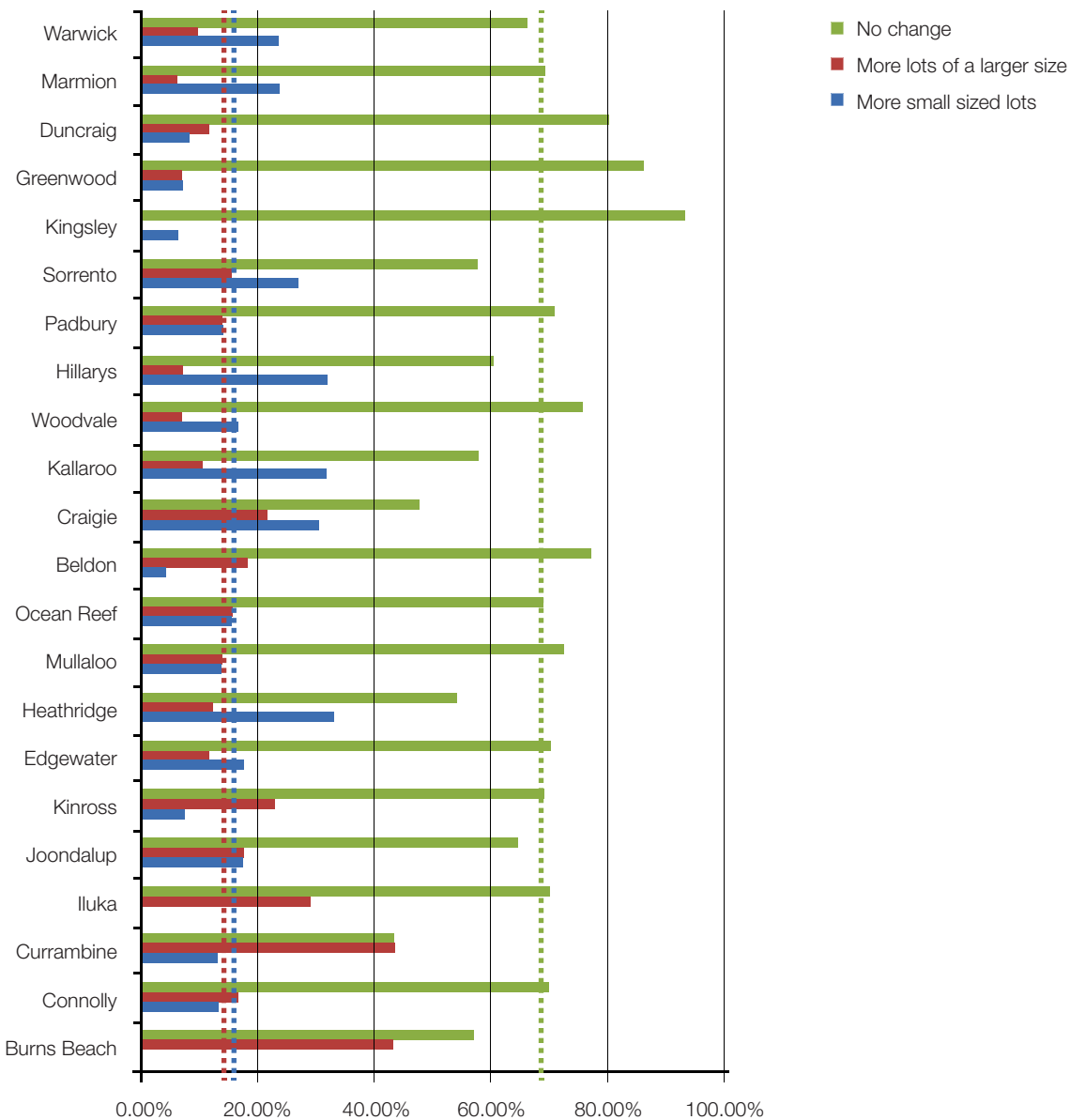
Around 70% of respondents from all the suburbs feel that there is no need for any changes to lot sizes of properties in their local area.

Figure 8.5(a): Overall lot size preference in the City of Joondalup



The results varied for individual suburbs. A greater than average percentage of residents living in Joondalup, Edgewater, Heathridge, Craigie, Kallaroo, Woodvale, Hillarys, Sorrento, Marmion and Warwick wanted to see more small sized lots, but in Burns Beach, Connolly, Currambine, Iluka, Kinross and Beldon there was a greater than average percentage of respondents wanting larger lots.

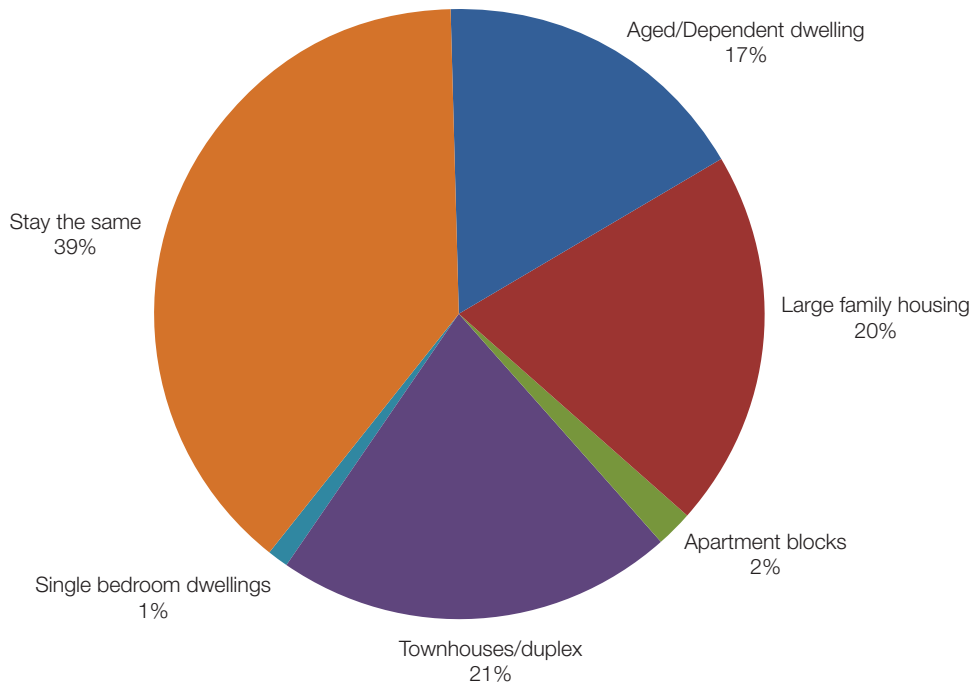
Figure 8.5(b): Lot size preference by suburb



Attitudes towards Housing Types

A further cross tabulation to identify preferred housing types in addition to those currently available within each area identified that overall townhouses, duplexes and villas were most desired (21.1%) followed by large family housing (19.7%) and aged/dependent dwellings (16.6%).

Figure 8.5 (c): Overall housing type preferred in the City of Joondalup



The preferred finding is interesting because in circumstances where there is no land available for development within wards, subdivision may be the only way for this occur, thereby contradicting the 'no change' feedback on block sizing.

8.6 Section Four

Moving in 5 Years and from 5 to 10 Years

To analyse this data, the first step was to identify which respondents find their current housing does not meet their needs or will not do so (a) within a 5 year period and/or (b) within 5 to 10 years.

The analysis showed that between 14% and up to 21% of all respondents envisage making a move within 5 years whilst those considering doing so in 5 to 10 years make up 48% to 72% of the total sample. It would appear that those least likely to make a change in the short term are living in Edgewater, Heathridge, Mullaloo and Ocean Reef and in the long term reside in Greenwood and Kingsley.

Moving in 5 years

In the North Ward, 35% of respondents were interested in moving outside the City of Joondalup altogether, usually to upgrade on their original investment. Similarly, 31.3% of South East Ward residents indicated a desire to move out of the City of Joondalup. In the North Central and Central Wards, respondents were evenly split between either staying in their present area whilst moving house or opting to renovate their homes to meet changed requirements. In the South West Ward a preference to stay in the area but move house (42%) was indicated. Finally, 31.6% of respondents living in the South Ward identified renovation as their preferred option. The majority of respondents in this group were interested in buying an established single storey house on a block.

Moving in 5 – 10 years

Across all wards the main reason given was that properties/gardens would be too big to manage in future. These respondents indicated that the top three attractions for them would be locations that were

- Close to shopping (49%)
- Close to the beach (41.2%) and
- Close to public transport (35.7%).

Respondents were also asked to nominate their preferences for housing type in the event they did move. Of note was the category "too big for me to manage – house/garden" in which respondents identified a separate dwelling in a retirement village (25.8%) followed by a single storey house on a block (22.2%) as their preferred options. In all other categories, a detached single storey house on a block would seem to be preferred.

With respect to preferred future housing locations, respondents identifying that their present home would be “too big to manage” were most interested in living in the North Ward (20.4%). Respondents identifying that their home would not meet the needs of their growing families expressed most interest in the South West Ward comprising Hillarys, Padbury and Sorrento (14%). Of note were the respondents that identified their reason for moving was “children have left home” as 20% did not seem to have a preference. This suggests that although children’s leaving was anticipated, they had not thought that far ahead about their preferred location.

Conclusion

There is not enough community demand to justify sweeping density increases based purely on the survey results. Other pressing issues which have been identified in this strategy, must also be taken into consideration when determining the need and opportunities to increase housing diversity within the City. Strategically increasing densities in areas which would allow more people to access community amenities, meet sustainability objectives and to support commercial centres are consistent with sound planning principles. This would have the added benefit of maintaining current densities across most of the City.

9. Summary and Implications for the City of Joondalup

1. This analysis has highlighted the City of Joondalup's changing role in the metropolitan area from a growth local government of the 1970's and 80's to one with a stable, albeit ageing population and decreasing household sizes.
2. Independent population forecasting commissioned by the City indicates that the City's population will increase by up to 21,163 people by 2031. Whilst this is a modest increase, it is the changing household structures which will place pressures on housing supply. Providing a greater range of housing products will not only help to alleviate these pressures but also go some way towards providing housing which is more affordable for singles, young couples and the aged.
3. The two factors of an ageing population and falling household sizes will be the key drivers influencing the size, direction and composition of the housing market in the City of Joondalup.
4. The housing products currently available in the City of Joondalup do not reflect the emerging demographic trends predicted for the City. The challenge is not only to ensure that there is an adequate housing supply for the future population of the City of Joondalup but to ensure that there is balanced mix of housing to avoid a mis-match between housing demand and supply.
5. At the moment, the 'land bank' for future housing in the City of Joondalup comes from a few known sources – new land releases at Burns Beach and Iluka, known future development sites, apartment development in the Joondalup City Centre and limited suburban infill at the current coding. Based on current residential densities, known development opportunities particularly in the Joondalup City Centre and the "greenfield" land releases, a best case scenario would yield around 6,500 additional dwellings by 2031. As household sizes are likely to fall over the next 25 years, this is unlikely to meet the expected future housing demand.
6. An 'age and condition survey' of the older suburbs of the City of Joondalup has identified areas which would benefit from an increase in private investment through increased development potential.
7. A number of constraints to development have been identified which will require policy changes to overcome. Without these changes, the full development potential of residential and commercial land is unlikely to be achieved.
8. Community consultation conducted to date demonstrates that there is not enough community support to justify extensive density increases. Other pressing issues which have been identified in this strategy must be taken into consideration when determining the need and opportunities to increase housing diversity within the City.
9. The higher order State and WAPC policies are very clear in the direction local governments are required to take when preparing new town planning schemes and local planning strategies. As stated in *Directions 2031 and Beyond*, better use of existing urban land and accommodating urban growth within the context of the core *Directions 2031 and Beyond* elements of activity centres, activity corridors, communities and natural environments are the key principles to be followed.
10. With respect to developing a housing strategy to meet the future needs of the City's population, accessibility factors like proximity to public transport and activity centres will be important when considering which areas to select for higher residential density increases. Given the location of major regional and district centres, six railway stations and good bus connections, land use changes to encourage more compact lifestyles and better use of public transport should be a feature of the draft *Local Housing Strategy*.

PART TWO

10. The Draft Local Housing Strategy

10.1 Overview

- The City of Joondalup's pattern of land use is now well established with extensive suburban development and a hierarchy of commercial centres ranging from the Joondalup City Centre which is one of the Strategic Metropolitan Centres for the north-west corridor to numerous local centres serving the everyday needs of the community.
- The many natural features of the City including over 17km of coastline and 719 hectares of active and passive open space and reserves, provide a high level of recreational opportunities and amenity for residents, tourists and the workforce.
- The Joondalup City Centre will continue to develop as the economic hub of the north-west corridor with current developments such as the expansion of the Joondalup Health Campus and the future expansion of Edith Cowan University in the pipeline. Given the expected growth of the City Centre and the projected changing demographics and household sizes within the City, it is important to ensure that a suitable housing supply is available for future City of Joondalup residents and workers.
- The draft *Local Housing Strategy* does not propose a blanket increase in residential densities across the City. As outlined in the City's draft *Local Planning Strategy*, a strategic approach is required by identifying areas close to public transport and main centres.
- The draft *Local Housing Strategy* recognises that changes in residential density should occur gradually and seeks to build on the existing strengths of the City – its commercial centres, significant future employment opportunities, public transport, excellent parks, natural features and community facilities.
- The focus of the draft *Local Housing Strategy* is on accessibility to transport and local services thus reducing private transport costs and at the same time, increasing opportunities associated with living, working and shopping locally. Higher density options are proposed for areas that are already well served by public and community infrastructure reducing the need for the City of Joondalup and the State to provide new infrastructure. The residential densities in the remaining areas of the City are proposed to stay the same.
- The draft *Local Housing Strategy* also recognises that a high standard of redevelopment in infill areas will have a positive impact on streetscapes and residential amenity.
- With its good public transport network and well placed commercial centres, the City of Joondalup offers excellent opportunities for more compact living. The draft *Local Housing Strategy* suggests that a wide range of housing can be provided to meet the social and economic needs of the changing demographics within the City and ensure that growth in the City occurs in a sustainable way.

10.2 Criteria for identifying areas suitable for higher residential density

A key recommendation of the City of Joondalup draft *Local Planning Strategy* is that a Local Housing Strategy be prepared which will:

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

Based on the principles set above, broad selection criteria were developed to assist with selecting areas within the City for higher density investigation.

- 800m walkable catchment around Currambine, Joondalup, Edgewater, Whitfords, Greenwood and Warwick railway stations
- 800m walkable catchment around secondary centres of Whitfords and Warwick
- 400m walkable catchment around district centres of Woodvale, Greenwood and Currambine
- 400m walkable catchment around neighbourhood centres close to high frequency public transport services
- 400m walkable catchment around high frequency bus routes
- Suburbs which would benefit from revitalisation
- Land abutting Right of Ways (laneways)

These areas were further refined taking into account the age and density coding of existing housing, road layouts, connectivity and good pedestrian access.

10.2.1 Walkable Catchments

In refining the areas within walkable catchments the 400m and 800m walkable catchment areas around train stations and high frequency public transport routes were mapped, and these areas were walked to assess the accessibility and connectivity of the routes. This found:

- Where an area is centred on a train station located within a freeway reserve the connectivity tends to be restrictive with a lack of direct pedestrian routes to the train station in some areas;
- The topography of the area as well as physical barriers (e.g noise attenuation walls) between the residential areas and the freeway contribute to the level or lack of connectivity;
- Existing street networks, which include cul-de-sacs, diverts pedestrians from the most direct routes; and
- Access may have to be provided through parks or underpasses or areas which lacked passive surveillance and therefore may be perceived by pedestrians as being unsafe. These issues are contrary to policy measures of DC1.6 which promote safe, secure and direct access to transit stops so as to ensure easy access and reduce the need for pedestrians to zigzag or back track through streets.

10.2.2 District, Neighbourhood and Local Centres

The centres selected for further higher density investigation were based on:

- Proximity to high frequency public transport;
- Age of the existing housing stock; and
- Services offered (catering for the daily and weekly needs of surrounding residents)

Initial densification is to be focused on areas around higher order centres, with an opportunity for increased density on commercial sites.

The final areas are shown on the draft *Local Housing Strategy* Map in 10.4 and described in detail in 10.5.

10.3 Recommendations of the draft Local Housing Strategy

Recommendation 1

Accept the Housing Opportunity Areas shown on the Local Housing Strategy Plan Map in Section 10.4 as areas suitable for higher residential density codings in the new District Planning Scheme.

Recommendation 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.

Recommendation 3

As part of the District Planning Scheme review process, develop design provisions to ensure development at the higher density of the dual density code will enhance/maintain streetscapes and incorporate environmentally responsible design.

Recommendation 4

Scheme and/or policy provisions to be developed to encourage amalgamation and development between two and four residential lots for aged persons' housing in appropriate locations and to encourage the inclusion of universal access design elements and environmentally responsible design elements into the developments. This recommendation will apply across the whole City with the exception of lots located in Housing Opportunity Areas and the Joondalup City Centre.

Recommendation 5

- a 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.*
- b 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

Scheme provisions should be considered and/or Council's height policies should be reviewed to allow additional height on:

- (i) large parcels of land being developed for aged persons' accommodation such as retirement villages;*
- (ii) large parcels of land with a density code of R60 and higher.*

Recommendation 7

As part of the District Planning Scheme review process, develop provisions for large opportunity sites which sets a minimum 'target' density in line with government policy. The requirements will apply to large opportunity sites across the whole City with the exception of the City Centre.

10.4 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.

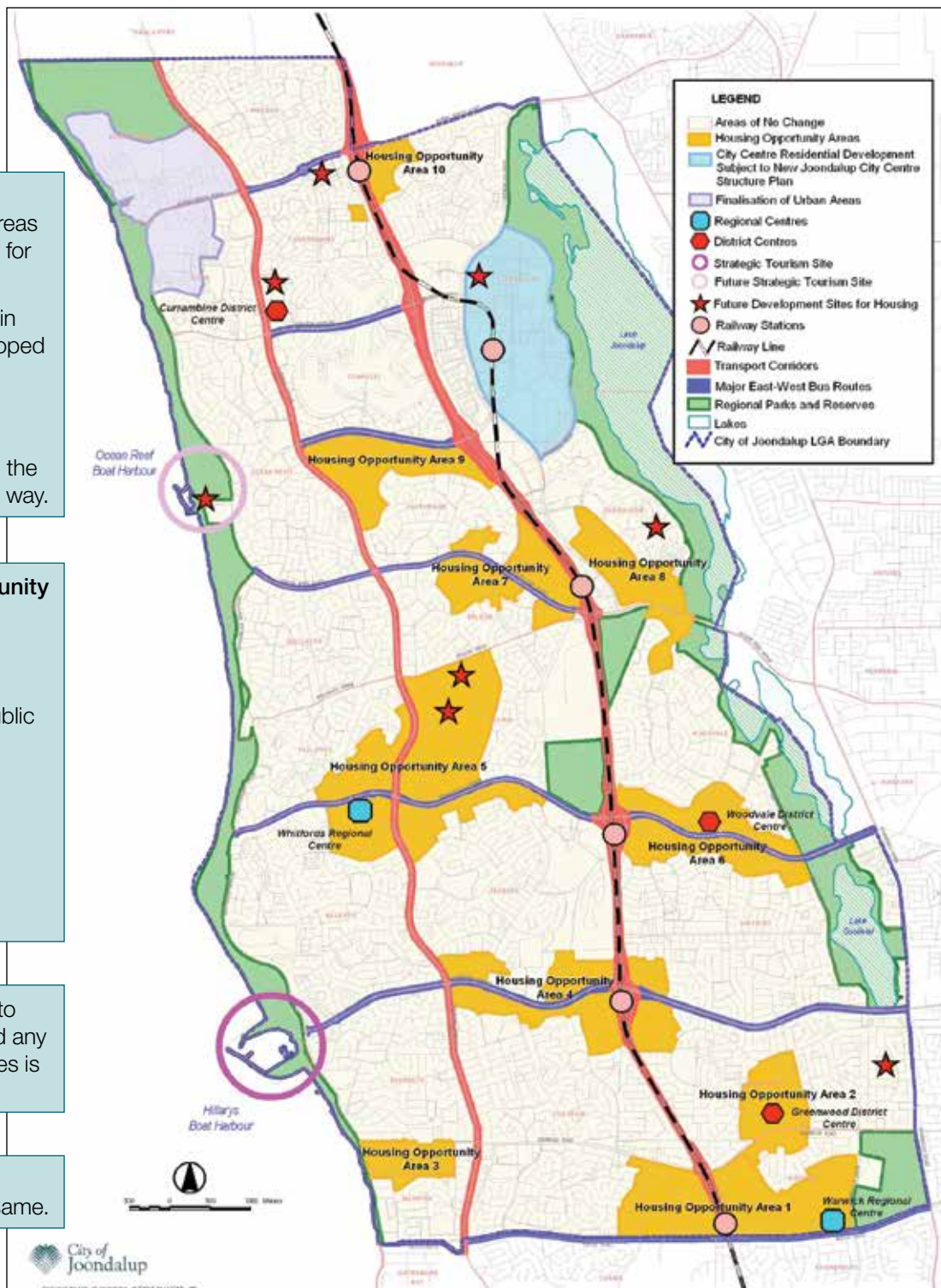
These 10 Housing Opportunity Areas

- 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.



10.5 Housing Opportunity Areas

The proposals for each Housing Opportunity Area are outlined in more detail on the following maps.

There are two maps for each Housing Opportunity Area.

The first map describes the proposed changes to residential density codings and zonings in the Housing Opportunity Area. Below the map is a summary of the attributes and features of the area and a description of the future directions envisaged by the draft *Local Housing Strategy*.

The second map depicts the sizes of lots in the area. This map is for the reader's information only and contains no recommendations.

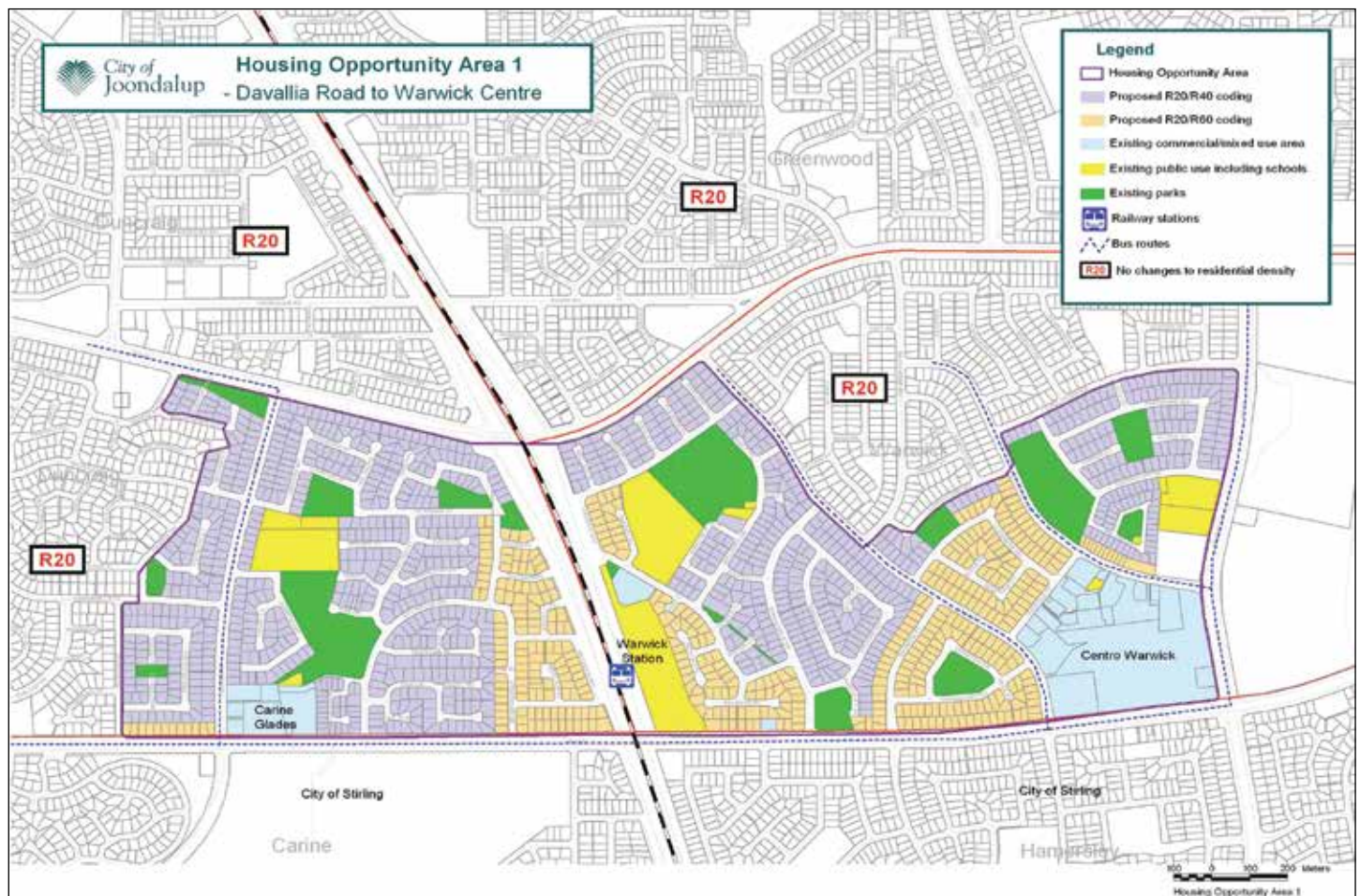
10.5.1 Dual Density Codes

Each Housing Opportunity Area is proposed to include dual density *R-Codes* for example, R20/R30. This is where the lower R-Code (R20) will apply unless the criteria for the higher R-Code (R30) is fulfilled. The criteria for the higher R-Code will address matters such as environmentally sustainable/energy efficient building design, maintaining compatibility with surrounding lower density development and good urban design.

The aim of the dual density code approach is to encourage new development to contribute positively to the appearance of the area.

Housing Opportunity Area 1

Davallia Road to Warwick Centre – proposed R-Code changes



Features

Connecting people to places

- Warwick Station – a transport hub where train and bus services are well-integrated. Large car park and bicycle parking facilities encourages commuters to ‘Park and Ride’.
- High frequency bus services on Davallia and Beach Roads connect to Warwick Station and beyond
- The major bicycle route to the Perth CBD runs along the western edge of the Freeway, and connects with Warwick Station and local streets and a network of cycle and shared paths.
- Dedicated cycle lanes are provided on Davallia Road.
- Residents can access, schools, shops, public transport and parks using PAWs and paths.

Local amenity

- High quality local parks offer good connectivity and recreational opportunities.
- Two local primary schools – Davallia and Hawker Park are nearby

Centres and services

- Warwick Secondary Centre - incorporating Centro Warwick, is one of two Secondary Centres in the City. The Centre provides a mix of retail, community, entertainment and employment activities, and includes a cinema complex. Warwick Police Station and Warwick Family Clinic are located close to the Centre.
- Carine Glades is a local centre easily accessible from surrounding residential areas and well serviced by public transport. The centre provides a mix of retail, medical and entertainment facilities.
- Glengarry private hospital, associated medical facilities, and a local centre are located just to the north of the area.

Existing patterns of housing development

- Predominantly 70's and 80's housing stock, with some recent smaller lot development to the north of Centro Warwick.
- Total number of residential lots = 1,557
- 20.8% of lots (325) are between 600 - 699m², 65.5% (1021) are between 700 - 899 m²
- 92 lots have infill opportunities at current densities
- Subdivision of some lots has occurred (where lots are 900m² or greater).
- A retirement village is located near Centro Warwick.

Basis for HOA

- This area presents excellent opportunities for more compact living and greater housing choices focussed around Warwick Station, Warwick Secondary Centre, Carine Glades and the high frequency public transport services in the area.

Future Directions

Proposed changes to residential densities

- R20/R60 is recommended for properties within the 400m walkable catchment of Warwick Station, and the 400m walkable catchment from Warwick Secondary Centre.
- R20/R40 is recommended for the remainder of the HOA.

Other changes

- There are a number of recommended policy changes listed in Section 10.3 which if adopted in the new District Planning Scheme, will also apply to this area.

What stays the same

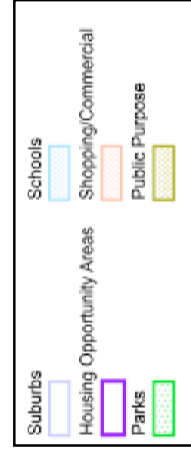
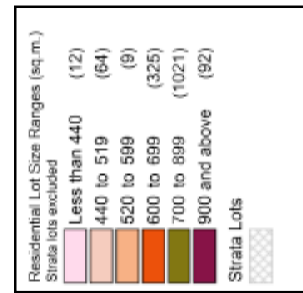
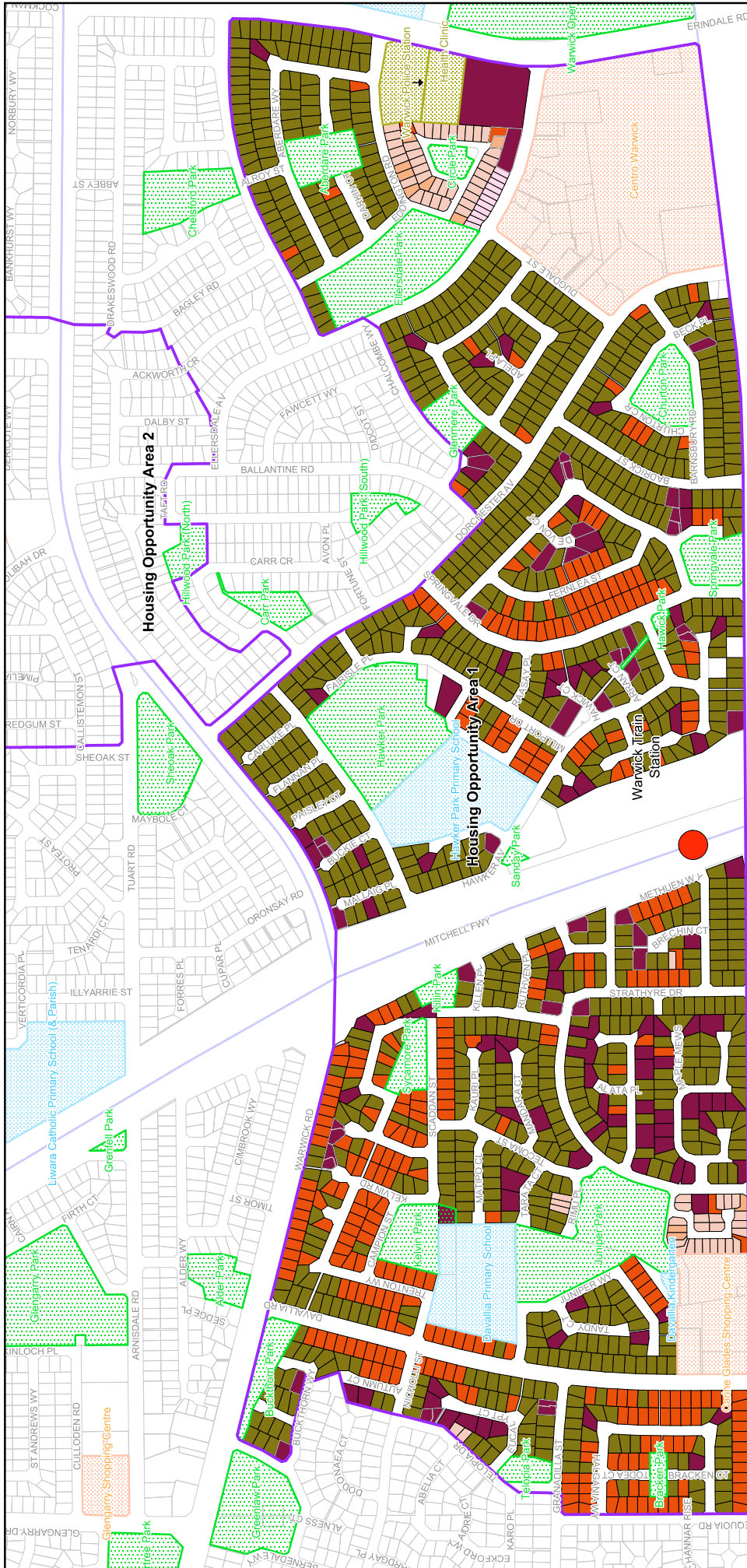
- Existing public infrastructure, for example, roads, verges, parks, right-of-ways, public access ways and schools are not proposed to be changed through this strategy. However, there may be a need for upgrade to infrastructure to support the additional dwellings.

Urban Design

- The expected increase in housing diversity will build on existing neighbourhood character and sense of place.
- The focus will be on good design outcomes that will improve the area and respect the amenity of current and future residents. Design provisions will be prepared to ensure development at the higher density will enhance/maintain streetscape and incorporate environmentally responsible design.
- For R20/R60 coding, specific design provisions will be developed for multiple dwellings to ensure the scale of development at the higher density does not detrimentally impact on the amenity of the area. This may include minimum lot sizes.

What the proposed changes mean for the area

- If the new residential density codings recommended are adopted in the new District Planning Scheme:
 - most residential properties will gain new development potential
 - redevelopment will occur but at a rate of landowners' choosing
 - redevelopment at medium density will lead to greater housing choices
 - new housing development will have to meet design standards and contribute positively to the amenity of the area
 - commercial centres and mixed use zoned properties may be redeveloped to include new housing
 - as redevelopment occurs more people will enjoy the local parks, services and facilities in the area



**Housing Opportunity Area 1
Residential Lot Size Ranges**

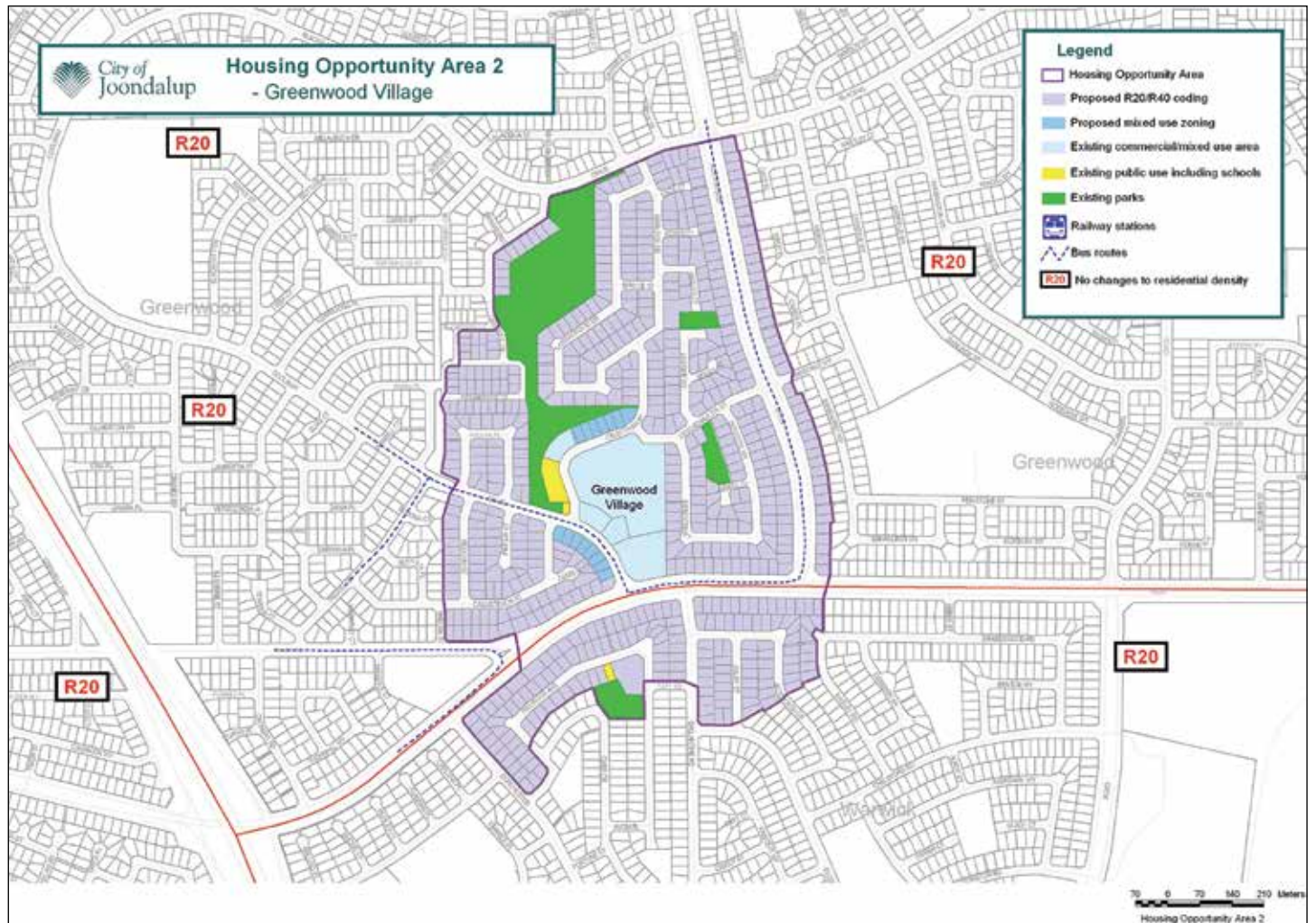
Scale (A3): 1 : 7 500 Date: 19/11/2012 Compiled: A. Gilbert
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Housing Opportunity Area 2

Greenwood Village – proposed R-Code and zoning changes



Features

Connecting people to places

Residents can access schools, shops, public transport and parks using PAWs and path networks

- High frequency bus services on Coolibah Drive, Allenswood Drive and Warwick Road connect to Warwick Station and beyond.
- Dedicated cycle lanes are provided on Coolibah Drive and Allenswood Drive connecting with surrounding streets.

Local amenity

- High quality local parks offer good connectivity and recreational opportunities for residents
- Greenwood Senior High School and West Greenwood Primary are local schools servicing the area

Centres and services

- Greenwood District Centre is one of three district centres in the City– incorporating Greenwood Village, Greenwood Hotel and Greenwood Commercial Centre. The land uses serve the day to day needs of the community.
- Public facilities and other commercial development to the north and west of the Greenwood Village Centre provide additional local services.

Existing patterns of housing development

- Predominantly 70's and early 80's housing stock
- Total number of residential lots = 660
- 53.6% of lots (354) are between 600m² and 699m², 34.5% (229) are between 700m² and 899m²
- 14 lots have infill potential at current densities.
- Subdivision of some lots has occurred (where lots are 900m² or greater).
- Predominantly 70's and 80's housing stock, with some more recent development around Oaktree Drive and Cedarwood Circle.

Basis for HOA

- This area presents excellent opportunities for more compact living and greater housing choices focussed around Greenwood District Centre and the high frequency public transport services in the area.

Future Directions

Proposed changes to residential densities and zonings

- A Mixed Use zone is recommended for a small number of properties on Coolibah Drive and Calectasia Street directly facing Greenwood Centre to provide an opportunity for further commercial development, and to align with existing mixed use sites.

R20/R40 is recommended for the remainder of the Housing Opportunity Area given the proximity to the District Centre, and high frequency public transport

Other changes

- There are a number of recommended policy changes listed in Section 10.3 which if adopted in the new District Planning Scheme, will also apply to this area.

What stays the same

- Existing public infrastructure, for example, roads, verges, parks, right-of-ways, public access ways and schools are not proposed to be changed through this strategy. However, there may be a need for upgrade to infrastructure to support the additional dwellings.

Urban design

- The expected increase in housing diversity will build on existing neighbourhood character and sense of place.
- The focus will be on good design outcomes that will improve the area and respect the amenity of current and future residents. Design provisions will be prepared to ensure development at the higher density will enhance/maintain streetscapes and incorporate environmentally responsible design.

What the proposed changes mean for the area

- If the new residential density codings and rezonings recommended are adopted in the new District Planning Scheme,
 - most residential properties will gain new development potential
 - redevelopment will occur but at a rate of landowners' choosing
 - redevelopment at medium density will lead to greater housing choices
 - new housing development will have to meet design standards and contribute positively to the amenity of the area
 - commercial centres and mixed use zoned properties may be redeveloped to include new housing
 - as redevelopment occurs, more people will enjoy the local parks, services and facilities in the area

Housing Opportunity Area 3

Sorrento laneway lots – proposed R-Code changes



Features

Connecting people to places

- The east-west linear nature of the streets ensures easy access to the beach.
- Bus services on Marine Terrace and West Coast Drive connect to Hillarys Boat Harbour, Warwick Station and beyond.
- Laneways provide vehicular access to dwellings, providing dual access to the majority of lots.
- Dedicated cycles lanes are provided on West Coast Drive connecting with surrounding streets.

Local amenity

- The beaches and high quality local parks offer excellent recreational opportunities for residents.
- Hillarys Boat Harbour, primary schools, Marmion Village and Percy Doyle Reserve are all nearby.
- Undulating topography and existing streetscapes give access to coastal views .

Centres and services

- No commercial sites are located within the Housing Opportunity Area, however Hillary's Boat Harbour, Marmion Village and other small commercial centres on West Coast Drive are within the vicinity.

Existing patterns of housing development

- Varied housing stock ranging from 50's to new development
- These laneway lots are a distinctive feature of 'old' Sorrento. Laneway lots are generally acknowledged as most suitable for infill housing.
- Total number of residential lots = 513
- 1.7% of lots (9) are between 600m² and 699m², 89.86% of lots (461) are between 700m² and 899m²
- 15 lots have infill opportunities at current densities.
- Subdivision of some lots have occurred (where lots are 900m² or greater)

Basis for HOA

- This area presents excellent opportunities for greater housing choices, taking advantage of the laneways, bus services and local amenities.

Future Directions

Proposed changes to residential densities

- R20/25 is recommended for all the lots in the Housing Opportunity Area

Other changes

- There are a number of recommended policy changes listed in Section 10.3 which if adopted in the new District Planning Scheme, will also apply to this area.

What stays the same

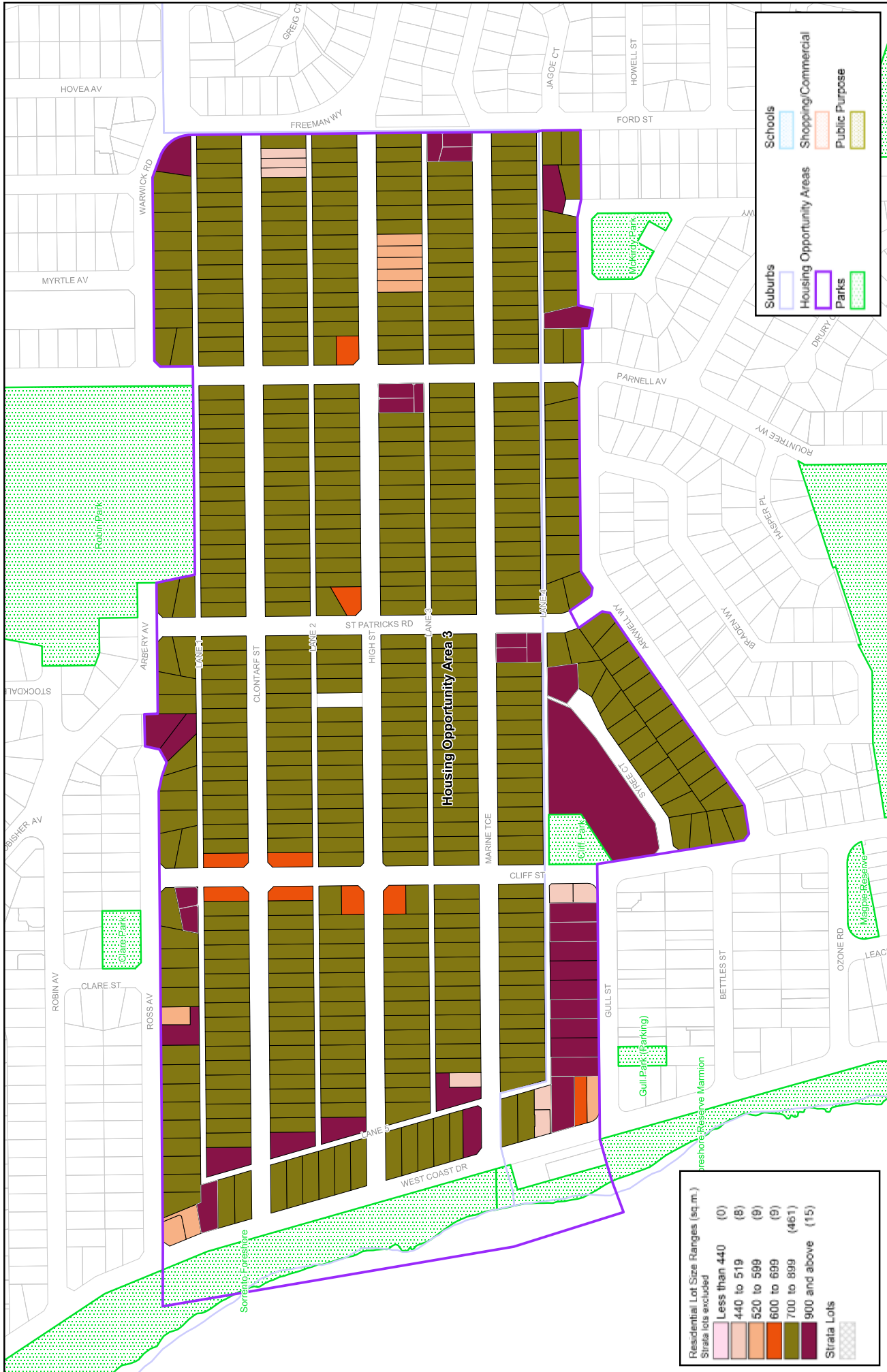
- Existing public infrastructure, for example, roads, verges, parks, right-of-ways, public access ways and schools are not proposed to be changed through this strategy. However, there may be a need for upgrade to infrastructure to support the additional dwellings.

Urban design

- The expected increase in housing diversity will build on existing neighbourhood character and sense of place.
- The focus will be on good design outcomes that will improve the area and respect the amenity of current and future residents. Design provisions will be prepared to ensure development at the higher density will enhance/maintain streetscapes and incorporate environmentally responsible design.
- The use of the laneways will be a feature of new development thus ensuring the retention of existing streetscapes.

What the proposed changes mean for the area

- If the new residential density codings suggested are adopted in the new District Planning Scheme,
 - most residential properties will gain new development potential
 - redevelopment will occur but at a rate of landowners' choosing redevelopment at medium density will lead to greater housing choices
 - new housing development will have to meet design standards and contribute positively to the amenity of the area
 - as redevelopment occurs, more people will enjoy the local parks, services and facilities in the area.



Residential Lot Size Ranges (sq. m.)

Less than 440	(0)
440 to 519	(8)
520 to 599	(9)
600 to 699	(9)
700 to 899	(461)
900 and above	(15)

Strata Lots

Legend

- Schools
- Shopping/Commercial
- Public Purpose
- Suburbs
- Housing Opportunity Areas
- Parks

Housing Opportunity Area 3 Residential Lot Size Ranges

Scale (A3) 1 : 3 500 Date: 20/11/2012 Completed: A. Gilbert

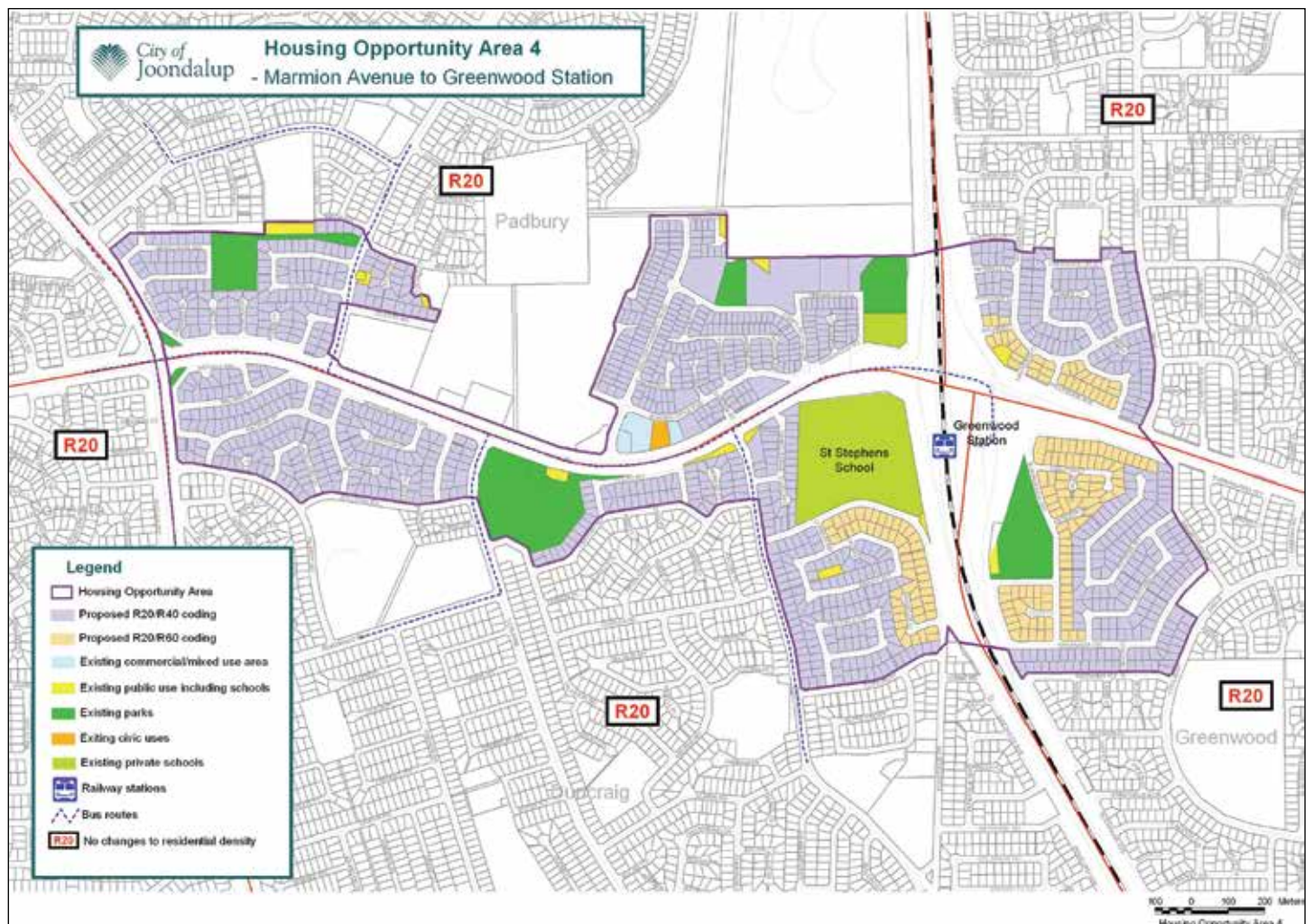
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Housing Opportunity Area 4

Marmion Avenue to Greenwood Station – proposed R-Code changes



Features

Connecting people to places

- Greenwood Station – a transport hub where train and bus services are well-integrated. Large car park and bicycle parking facilities encourages commuters to ‘Park and Ride’.
- The major bicycle route to the Perth CBD runs parallel to the Freeway, connecting to Greenwood Station, as well as the network of cycle and shared paths running through the area.
- Residents can access, schools, shops, public transport and parks using PAWs and path networks.
- High frequency bus services on Hepburn Avenue and Gibson Avenue connect to Greenwood Station and beyond.

Local amenity

- Lilburne Park and Hepburn Conservation Area is an environmental feature of the area and with Pinnaroo Valley Memorial Park and Craigie Open Space, provides ‘green’ linkages and habitat for wildlife.
- High quality local parks offer good connectivity and recreational opportunities for residents.
- Duncraig Senior High, Greenwood Senior High, Dalmain Primary School, St Stephens, South Padbury Primary and Padbury Catholic Primary schools local schools servicing the area.

Centres and services

- Coolibah, Kingsley, Padbury, Lilburne and Hepburn Heights shops meet the day to day shopping needs of the community.
- Hillarys Boat Harbour is a major activity node for the region and is serviced by buses every 15 minutes along Hepburn Avenue during the summer months.

Existing patterns of housing development

- Predominantly 70's to 90's housing stock
- Total number of residential lots =1399
- 37.3% of lots (522) are between 600m² and 699m², 41.5% (581) are between 700 and 899m²
- 37 lots have infill potential at current densities.
- Subdivision of some lots has occurred (where lots are 900m² or greater)

Basis for HOA

- This area presents excellent opportunities for more compact living and greater housing choices focussed around Greenwood Station, local shopping centres and high frequency public transport services in the area.

Future Directions

Proposed changes to residential densities

- R20/R60 is recommended for properties within the 400m walkable catchment of Greenwood station.
- R20/R40 is recommended for the remainder of the Housing Opportunity Area to take advantage of Greenwood Station and surrounding services.

Other changes

- There are a number of recommended policy changes listed in Section 10.3 which if adopted in the new District Planning Scheme, will also apply to this area.

What stays the same

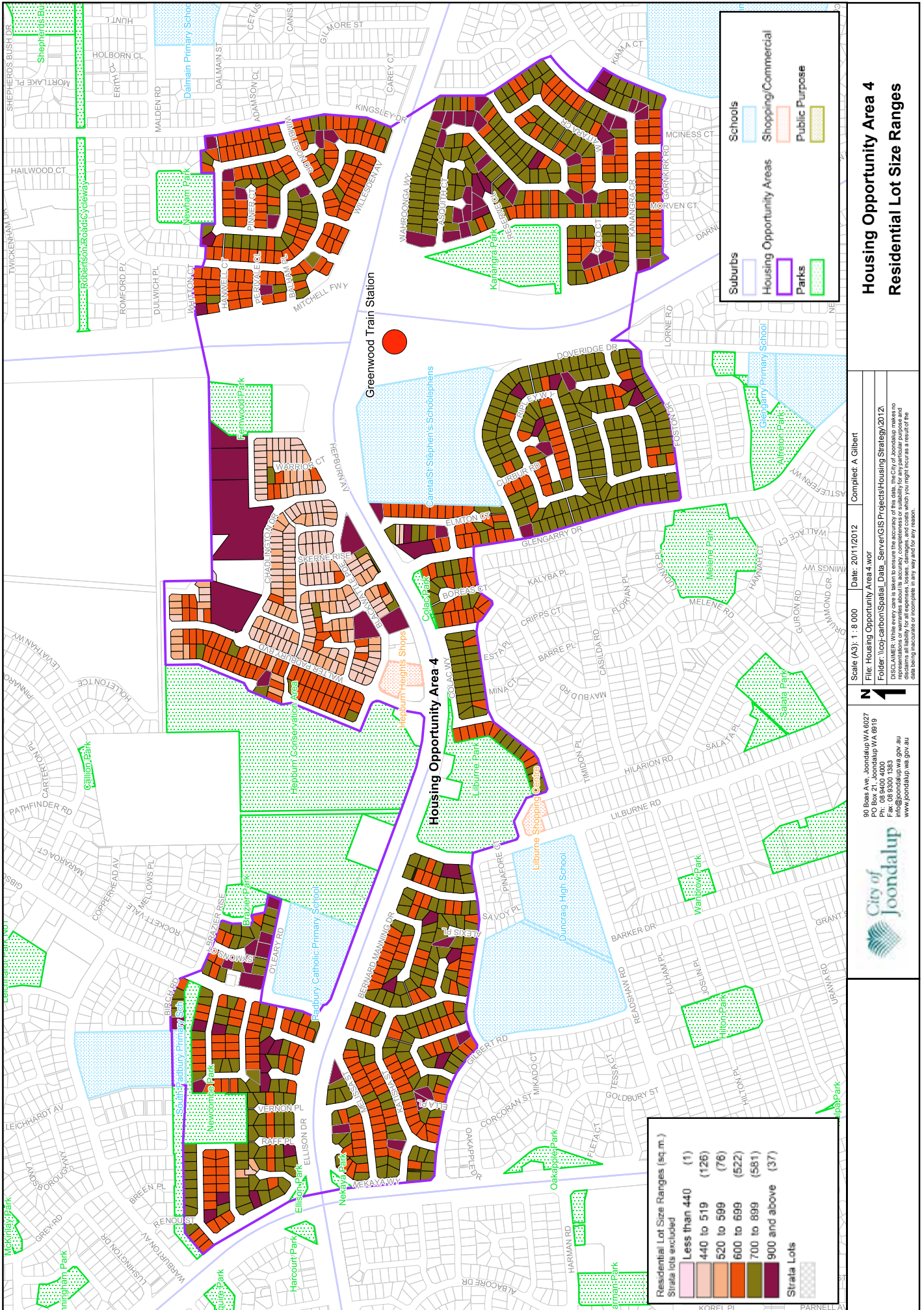
- Existing public infrastructure, for example, roads, verges, parks, right-of-ways, public access ways and schools are not proposed to be changed through this strategy. However, there may be a need for upgrade to infrastructure to support the additional dwellings.

Urban design

- The expected increase in housing diversity will build on existing neighbourhood character and sense of place.
- The focus will be on good design outcomes that will improve the area and respect the amenity of current and future residents. Design provisions will be prepared to ensure development at the higher density will enhance/maintain streetscapes and incorporate environmentally responsible design.
- For R20/R60 coding, specific design provisions will be developed for multiple dwellings to ensure the scale of development at the higher density does not detrimentally impact on the amenity of the area. This may include minimum lot sizes.

What the proposed changes mean for the area

- If the new residential density codings suggested are adopted in the new District Planning Scheme,
 - most residential properties will gain new development potential
 - redevelopment will occur but at a rate of landowners' choosing redevelopment at medium density will lead to greater housing choices
 - new housing development will have to meet design standards and contribute positively to the amenity of the area
 - commercial centres and mixed use zoned properties may be redeveloped to include new housing
 - as redevelopment occurs, more people will enjoy the local parks, services and facilities in the area



Housing Opportunity Area 4
Residential Lot Size Ranges

Scale (A3): 1 : 8 000 Date: 20/11/2012 Completed: A Gilbert

File: Housing Opportunity Area 4.wor
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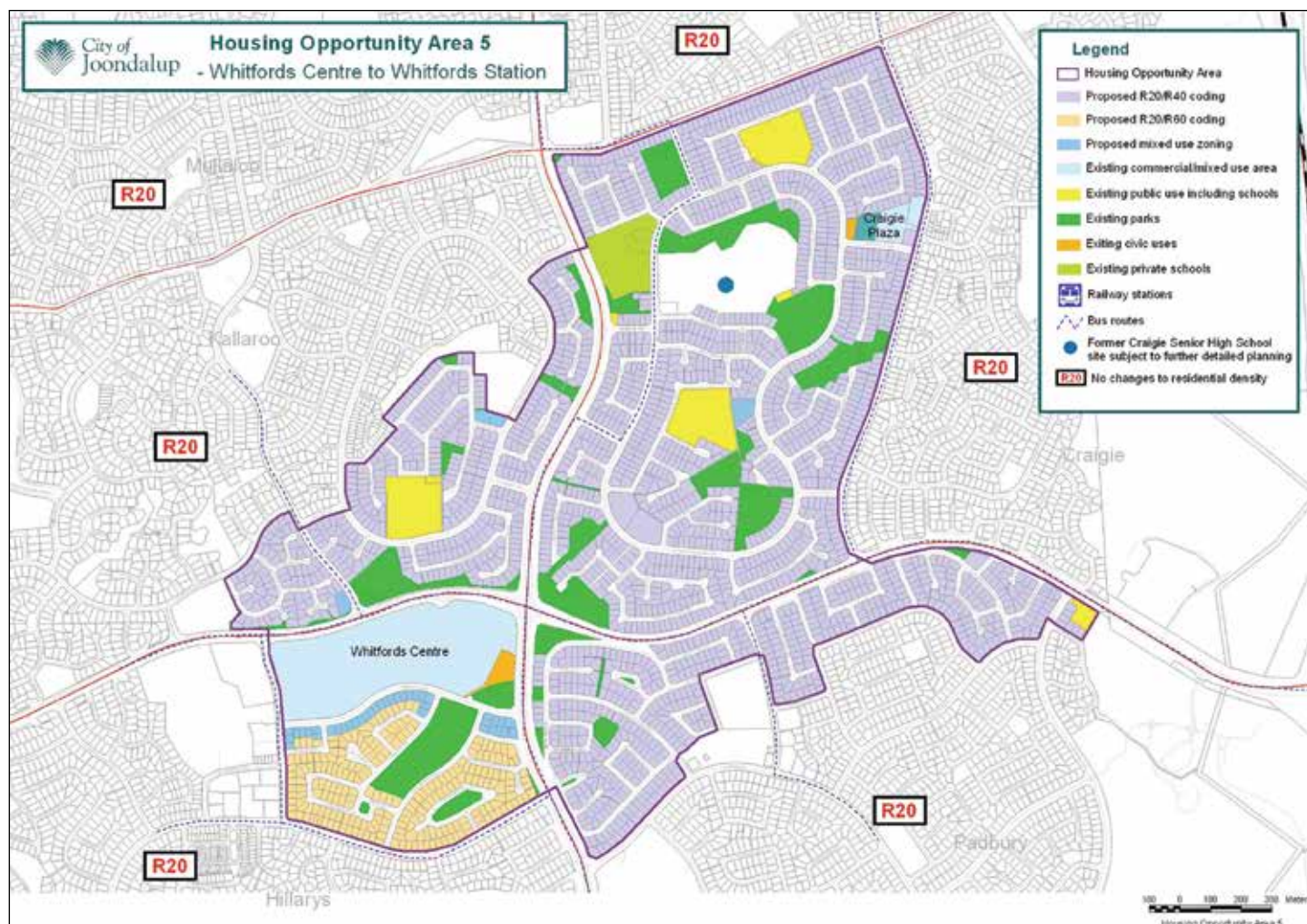
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Housing Opportunity Area 5

Whitfords Centre to Whitfords Station – proposed R-Code and zoning changes



Features

Connecting people to places

- Whitfords Station a transport hub where train and bus services are well-integrated. A large car park and bicycle parking facilities encourages commuters to 'Park and Ride'.
- High frequency bus services on Whitfords Avenue connect to Whitfords Station and beyond.
- Residents can access, schools, shops, public transport and parks using PAWs, path networks and underpasses.
- Marmion Avenue and Whitfords Avenue provide excellent access for both private and public transport to facilities in the area and beyond.
- Dedicated cycle lanes are provided on Marmion and Whitfords Avenue connecting with surrounding streets.

Local amenity

- High quality local parks offer good connectivity and recreational opportunities for residents.
- Craigie Leisure Centre, a major recreation facility, is nearby on Whitfords Avenue.
- Whitfords Catholic Primary, Craigie Primary, Bambarra Primary school and St Marks Community School are local schools servicing the area.

Centres and Services

- Whitfords Secondary Centre - incorporating Westfield Whitfords, is one of two I Secondary Centres in the City. The Centre provides a mix of retail, community, entertainment and employment activities and includes a cinema complex. There is easy connection from the Centre to Whitfords Station via buses, and to the surrounding residential area via three underpasses.
- Whitfords local library and a community centre are adjacent to Whitfords Centre.
- Local shopping can also be done at Kallaroo and Craigie neighbourhood centres.

Existing patterns of housing development

- Predominantly 70's and 80's housing stock.
- Total number of residential lots = 2,471.
- 50.9% of lots (1,258) are between 600m² and 699m², 37.8% (934) are between 700m² and 899m².
- 131 lots have infill potential at current densities.
- Subdivision of some lots has occurred (900m² or greater).

Basis for HOA

- This area presents excellent opportunities for more compact living and greater housing choices focussed around Whitfords Secondary Centre and the high frequency public transport services on Whitfords Avenue. There is an opportunity to revitalise older housing stock within these suburbs.

Future Directions

Proposed changes to residential densities and zoning

- A Mixed Use zone and R20/R60 area is recommended to the south of Whitfords Centre to support the land use mix within the future Activity Centre boundary. The Mixed Use zone will be subject to an Activity Centre Structure Plan for the Whitford Activity Centre.
- R20/40 is recommended for the remainder of the Housing Opportunity Area given the proximity to Whitfords Centre and high frequency public transport, and to provide a buffer between higher densities.
- The draft Activity Centre Structure Plan for the Whitfords Secondary Centre identifies a yield of between 500-800 dwellings, predominantly located on Banks Avenue.

Other changes

- There are a number of recommended policy changes listed in Section 10.3 which if adopted in the new District Planning Scheme, will also apply to this area.

What stays the same

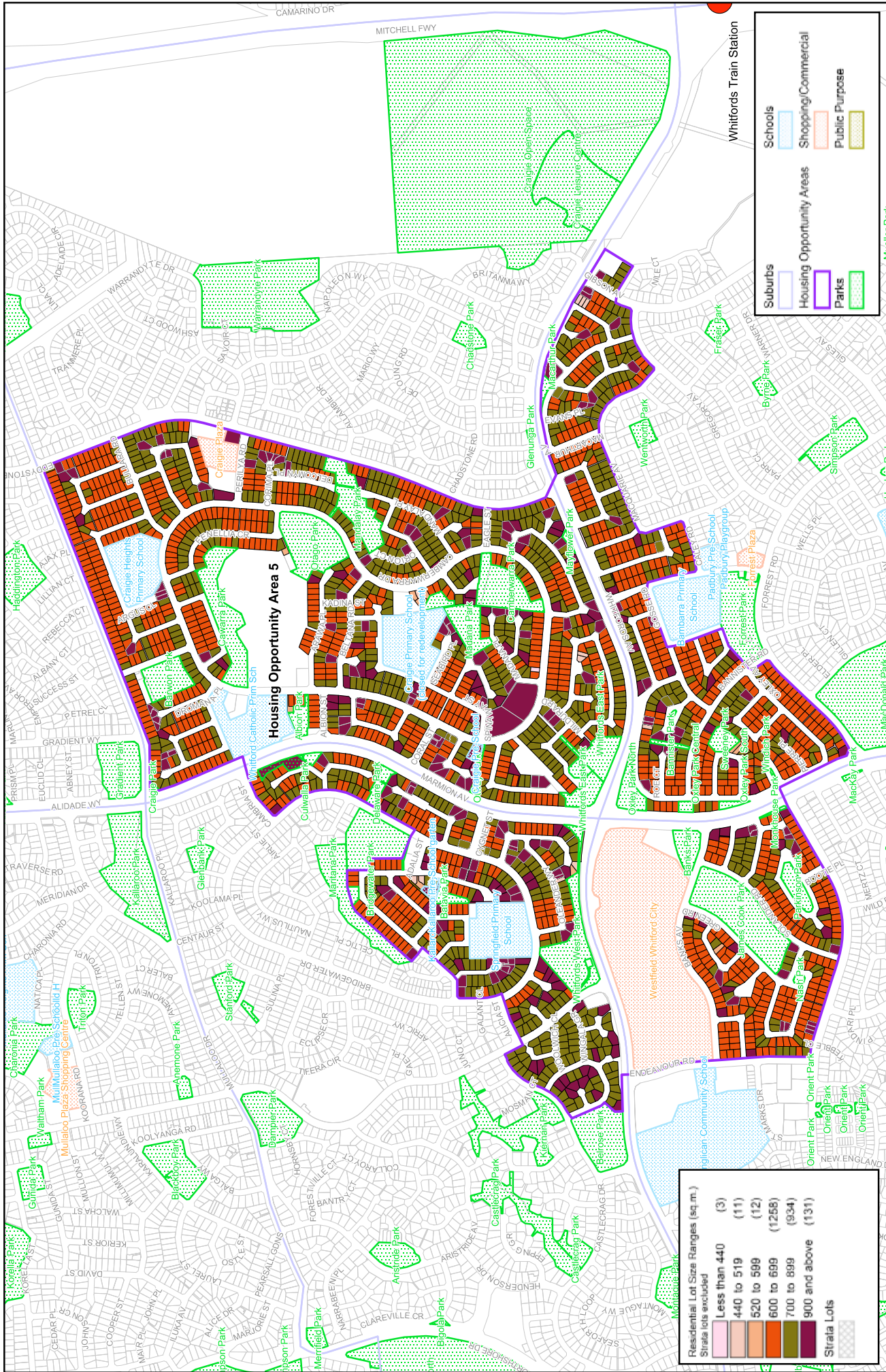
- Existing public infrastructure, for example, roads, verges, parks, public access ways and schools are not proposed to be changed through this strategy. However, there may be a need for upgrade to infrastructure to support the additional dwellings.

Urban design

- The expected increase in housing diversity will build on existing neighbourhood character and sense of place.
- The focus will be on good design outcomes that will improve the area and respect the amenity of current and future residents. Design provisions will be prepared to ensure development at the higher density will enhance/maintain streetscapes and incorporate environmentally responsible design.
- For R20/R60 coding, specific design provisions will be developed for multiple dwellings to ensure the scale of development at the higher density does not detrimentally impact on the amenity of the area. This may include minimum lot sizes.

What the proposed changes mean for the area

- If the new residential density codings and rezonings suggested are adopted in the new District Planning Scheme,
 - most residential properties will gain new development potential
 - redevelopment will occur but at a rate of land owners' choosing
 - redevelopment at medium density will lead to greater housing choices
 - new housing development will have to meet design standards and contribute positively to the amenity of the area
 - commercial centres and mixed use zoned properties may be redeveloped to include new housing
 - as redevelopment occurs, more people will enjoy the local parks, services and facilities in the area



**Housing Opportunity Area 5
Residential Lot Size Ranges**

Scale (A3) 1 : 11 000 Date: 20/11/2012 Compiler: A. Gilbert

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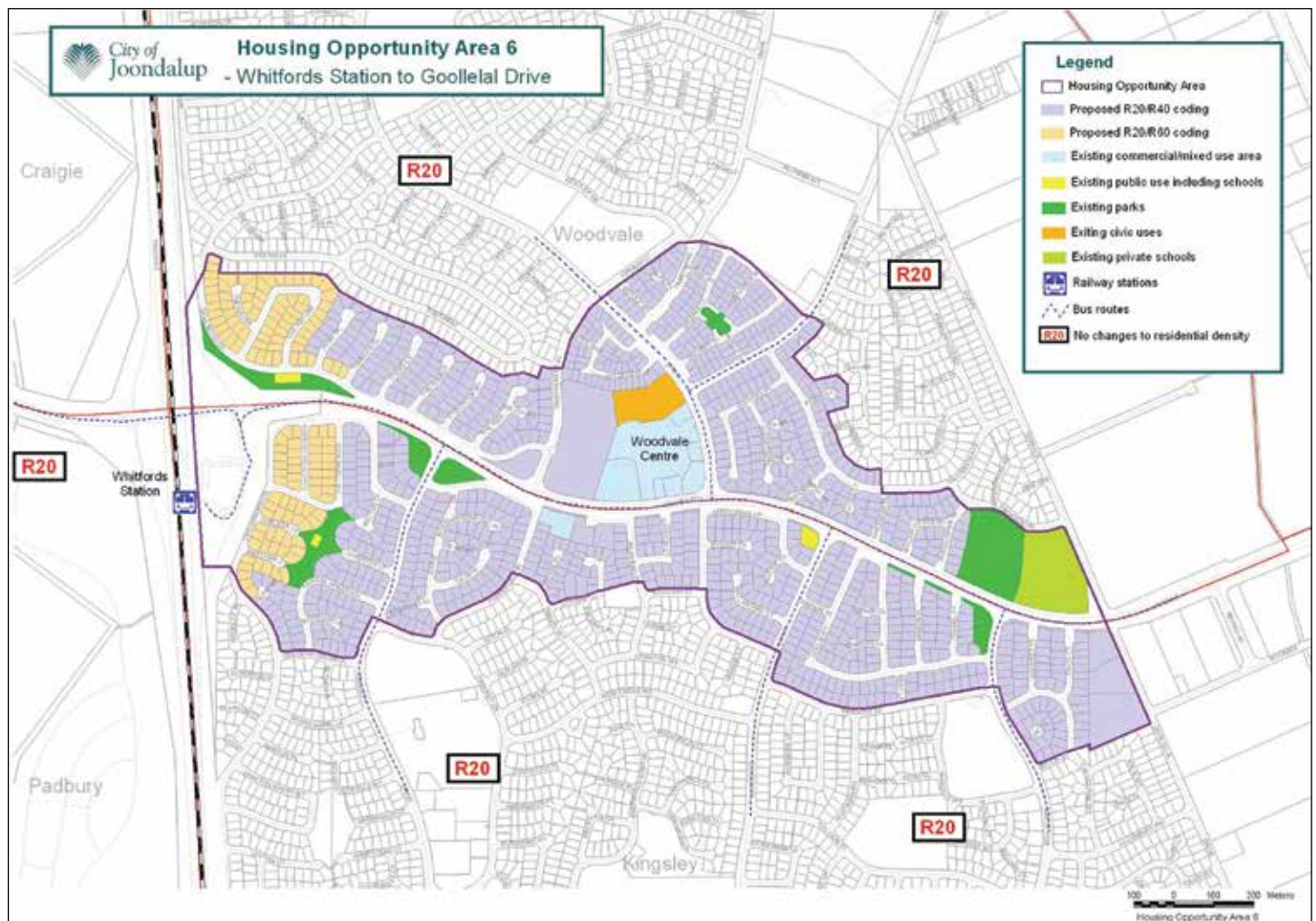
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Housing Opportunity Area 6

Whitfords Station to Goollelal Drive – proposed R-Code changes



Features

Connecting people to places

- Whitfords Station - a transport hub where train and bus services are well-integrated. A large car-park and bicycle parking facilities encourages commuters to 'Park and Ride'.
- High frequency bus services on Whitfords Avenue connect to Whitfords Station and beyond.
- Residents can access schools, shops, public transport and parks using PAWs and path networks.
- The major bicycle route to the Perth CBD runs parallel to the Freeway and connects to a cycle network on Whitfords Avenue, as well as to other local streets.

Local amenity

- High quality local parks offer good connectivity and recreational opportunities for residents.
- Creaney, Halidon, Woodvale and St Luke's Primary schools, and Woodvale Secondary School are local schools servicing the area.

Centres and Services

- Woodvale Centre which incorporates Woodvale Boulevard is one of three District Centres in the City and is a shopping and commercial hub for the area.
- Woodvale local library and other public services are located immediately to the north of Woodvale Centre.

Existing patterns of housing development

- Predominantly 80's and 90's housing stock.
- Total number of residential lots = 1,211
- 26.6% of lots (322) are between 600m² and 699m², 48.6% (589) are between 700m² and 899m²
- 53 lots have infill potential at current densities.
- A retirement complex is located immediately to the west of the shopping centre.
- Subdivision of some lots has occurred (where 900m² or greater).

Basis for HOA

- This area presents excellent opportunities for more compact living and greater housing choices focussed around Whitfords Station, local shopping and the high frequency public transport services in the area.

Future Directions

Proposed changes to residential densities

- R20/R60 is recommended for properties within the 400m walkable catchment of Whitfords station.
- R20/R40 is recommended for the remainder of the HOA to take advantage of Whitfords Station and surrounding services.

Other changes

- There are a number of recommended policy changes listed in Section 10.3 which if adopted in the new District Planning Scheme, will also apply to this area.

What stays the same

- Existing public infrastructure, for example, roads, verges, parks, public access ways and schools are not proposed to be changed through this strategy. However, there may be a need for upgrade to infrastructure to support the additional dwellings.

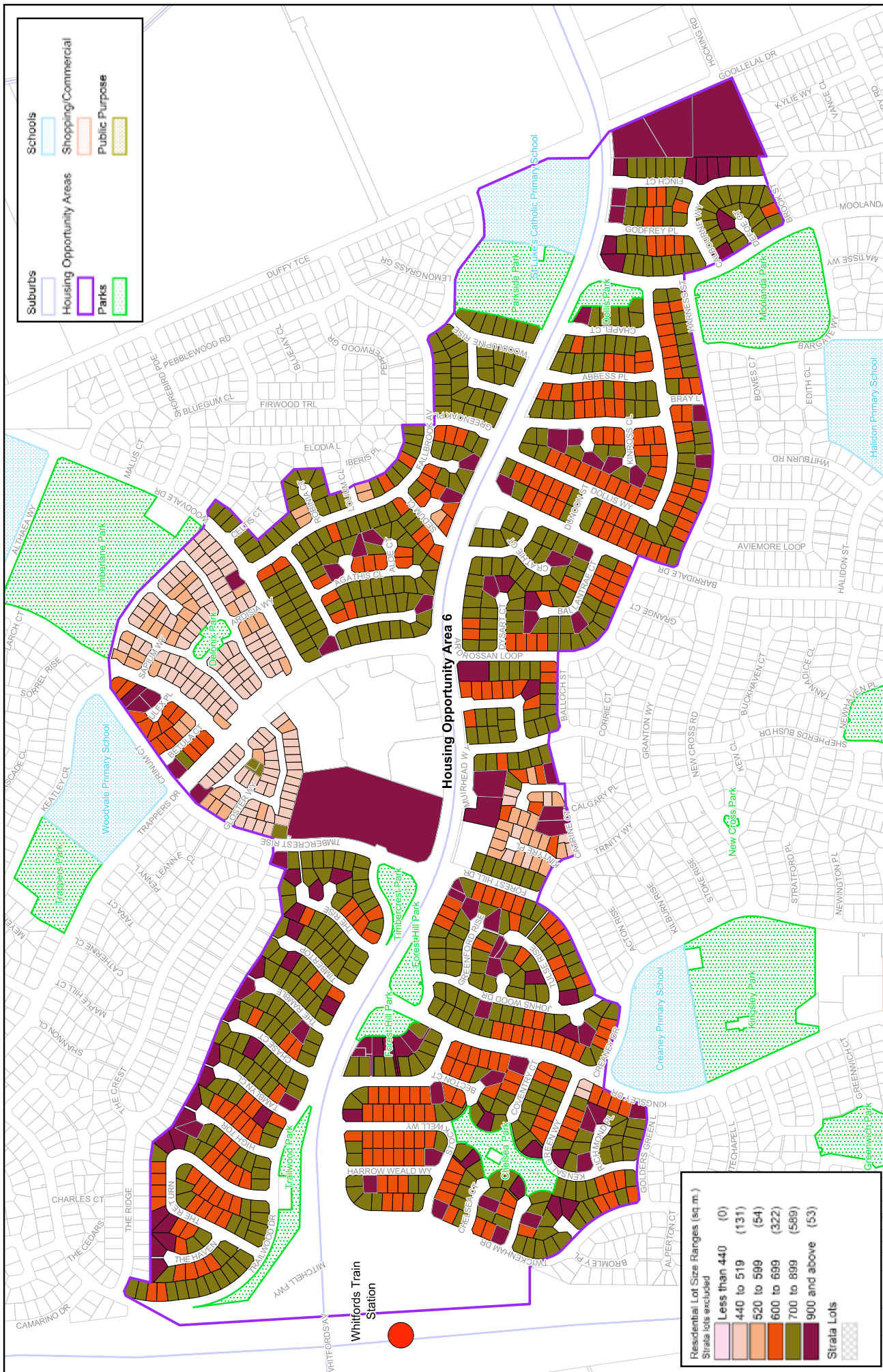
Urban design

The expected increase in housing diversity will build on existing neighbourhood character and sense of place.

- The focus will be on good design outcomes that will improve the area and respect the amenity of current and future residents. Design provisions will be prepared to ensure development at the higher density will enhance/maintain streetscapes and incorporate environmentally responsible design.
- For R20/R60 coding, specific design provisions will be developed for multiple dwellings to ensure the scale of development at the higher density does not detrimentally impact on the amenity of the area. This may include minimum lot sizes.

What the proposed changes mean for the area

- If the new residential density codings suggested are adopted in the new District Planning Scheme,
 - most residential properties will gain new development potential
 - redevelopment will occur but at a rate of land owners choosing
 - redevelopment at medium density will lead to greater housing choices
 - new housing development will have to meet design standards and contribute positively to the amenity of the area
 - commercial centres and mixed use zoned properties may be redeveloped to include new housing
 - as redevelopment occurs, more people will enjoy the local parks, services and facilities in the area



Schools

- Shopping/Commercial
- Public Purpose

Suburbs

- Housing Opportunity Areas
- Parks

Residential Lot Size Ranges (sq. m.)

Less than 440	(0)
440 to 519	(131)
520 to 599	(54)
600 to 699	(322)
700 to 899	(589)
900 and above	(53)

Strata Lots

**Housing Opportunity Area 6
Residential Lot Size Ranges**

Scale (A3): 1 : 6 500 Date: 20/11/2012 Completed: A Gilbert

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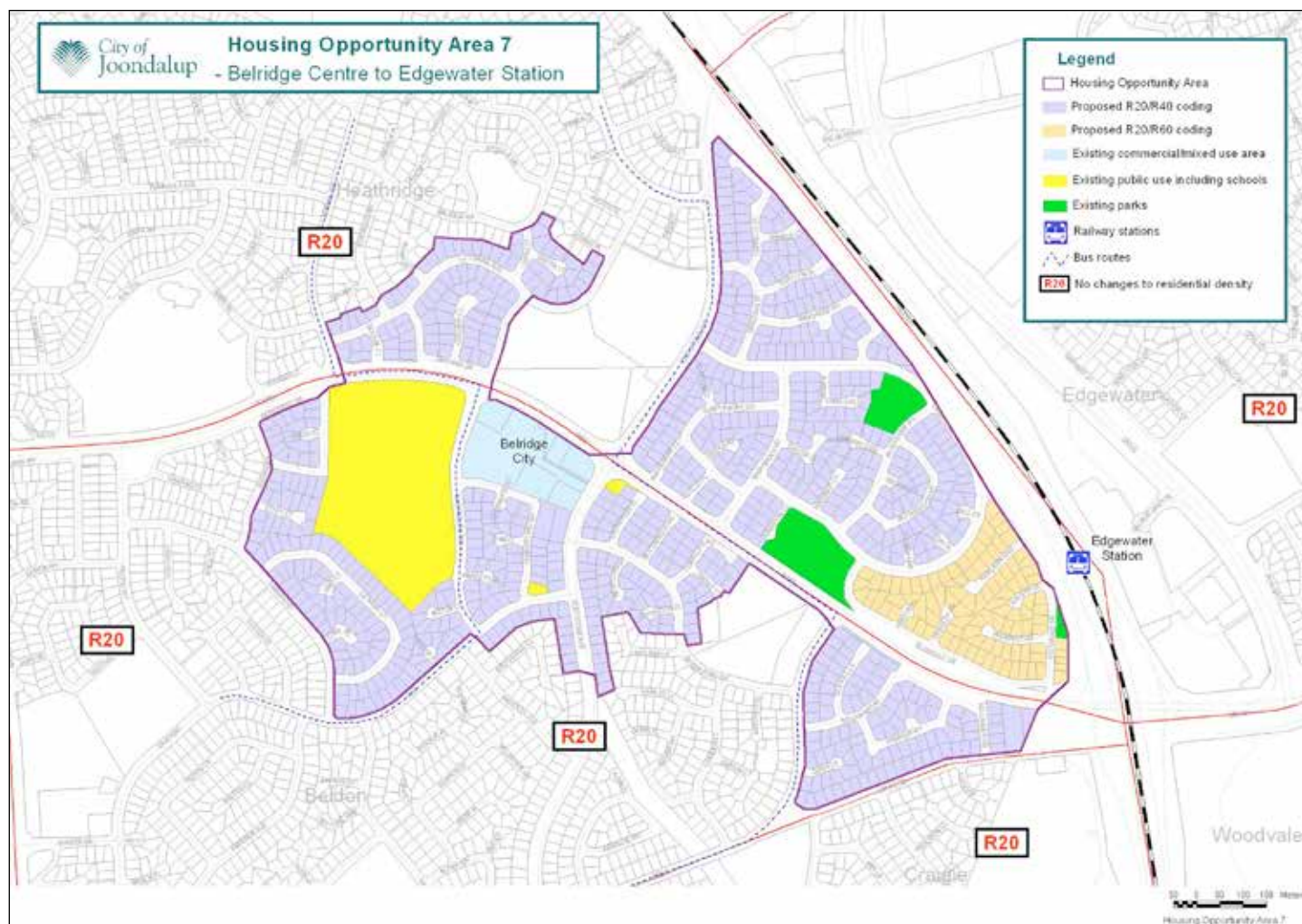
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Housing Opportunity Area 7

Belridge Centre to Edgewater Station – proposed R-Code changes



Features

Connecting people to places

- Edgewater Station- a transport hub where train and bus services are well-integrated. A large car park and bicycle parking facilities encourages commuters to 'Park and Ride'.
- Local bus services connect residents to Joondalup City Centre and beyond
- Residents can access, schools, shops, public transport and parks using PAWs and path networks.
- The major bicycle route to the Perth CBD runs parallel to the Freeway and a network of cycle and shared paths run through the area.

Local amenity

- High quality local parks offer good connectivity and recreational opportunities for residents.
- Belridge High School and Eddystone Primary are well located within the vicinity of the Housing Opportunity Area

Centres and Services

- Belridge City is a neighbourhood shopping and commercial centre providing a diverse mix of retail and commercial services.
- Beldon Shopping Centre is located to the west providing additional commercial facilities for the area.
- The land surrounding Edgewater Station to the east is zoned Business, and consists predominantly of showroom development. This area also forms part of the future Activity Centre Structure Plan for the Joondalup Strategic Centre.

Existing patterns of housing development

- Predominantly 70's and 80's housing stock
- Total number of residential lots = 919
- 33.5% of lots (308) are between 600m² and 699m², 57.4% (528) are between 700m² and 899m²
- 22 lots have infill potential at current densities.
- Subdivision of some lots has occurred (where 900m² or greater).

Basis for HOA

- This area presents excellent opportunities for more compact living and greater housing choices focussed around Edgewater Station and Belridge City.

Future Directions

Proposed changes to residential densities

- R20/R60 is recommended for properties within the 400m walkable catchment of Edgewater station.
- R20/R40 is recommended for the remainder of the HOA to take advantage of Edgewater Station and surrounding services.

Other changes

- There are a number of recommended policy changes listed in Section 10.3 which if adopted in the new District Planning Scheme, will also apply to this area.

What stays the same

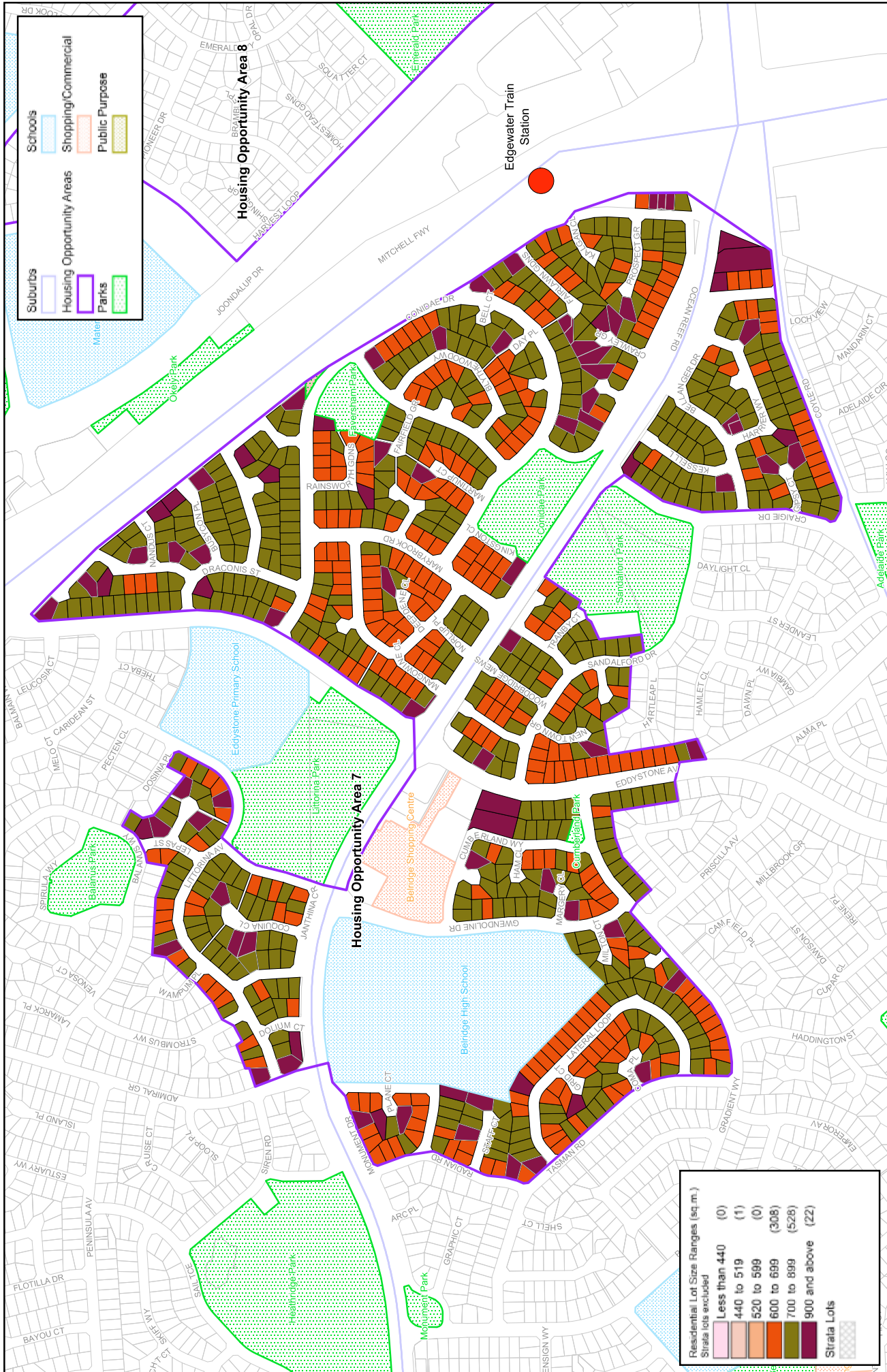
- Existing public infrastructure, for example, roads, verges, parks, public access ways and schools are not proposed to be changed through this strategy. However, there may be a need for upgrade to infrastructure to support the additional dwellings.

Urban design

- The expected increase in housing diversity will build on existing neighbourhood character and sense of place.
- The focus will be on good design outcomes that will improve the area and respect the amenity of current and future residents. Design provisions will be prepared to ensure development at the higher density will enhance/maintain streetscapes and incorporate environmentally responsible design.
- For R20/R60 coding, specific design provisions will be developed for multiple dwellings to ensure the scale of development at the higher density does not detrimentally impact on the amenity of the area. This may include minimum lot sizes.

What the proposed changes mean for the area

- If the new residential density codings suggested are adopted in the new District Planning Scheme,
 - most residential properties will gain new development potential
 - redevelopment will occur but at a rate and of land owners choosing
 - redevelopment at medium density will lead to greater housing choices
 - new housing development will have to meet design standards and contribute positively to the amenity of the area
 - commercial centres and mixed use zoned properties may be redeveloped to include new housing
 - as redevelopment occurs, more people will enjoy the local parks, services and facilities in the area



Residential Lot Size Ranges (sq. m.)	Strata lots excluded
Less than 440	(0)
440 to 519	(1)
520 to 599	(0)
600 to 699	(308)
700 to 899	(528)
900 and above	(22)

Strata Lots

Schools

Shopping/Commercial

Public Purpose

Housing Opportunity Areas

Parks

Suburbs

Male

Housing Opportunity Area 8

Housing Opportunity Area 7 Residential Lot Size Ranges

Scale (A3): 1 : 6 000 Date: 20/11/2012 Compiled: A Gilbert

File: Housing Opportunity Area 7.wor
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Housing Opportunity Area 8

Edgewater Station to Trappers Drive – proposed R-Code changes



Features

Connecting people to places

- Edgewater station- a transport hub where train and bus services are well-integrated. A large car park and bicycle parking facilities encourages commuters to 'Park and Ride'.
- Local bus services connect residents to Joondalup City Centre and beyond.
- Residents can access, schools, shops, public transport and parks using PAWs and path networks.
- The major bicycle route to the Perth CBD runs parallel to the Freeway and a network of cycle and shared paths run through the area.

Local amenity

- High quality local parks offer good connectivity and recreational opportunities for residents.
- Mater Dei college and Edgewater Primary School are local schools serving the area.
- Yellagonga Regional Park and Woodvale Nature Reserve, located adjacent to the area, are environmental, research and recreational assets for the region and provide 'green' linkages and habitat for wildlife.

Centres and Services

- Local shopping can be carried out at the local centre of Edgewater Markets and just to the south of the area at Woodvale Centre.

The area between Edgewater Train Station and the HOA is zoned Business, and consists predominantly of showroom development. This area also forms part of the future Activity Centre Structure Plan for the Joondalup Strategic Centre.

Existing patterns of housing development

- Predominantly 80's housing stock.
- Total number of residential lots = 829.
- 34.6% of lots (287) are between 600m² and 699m², 57.7% (478) are between 700m² and 899m².
- 34 lots have infill potential at current densities
- Subdivision of some lots has occurred (where 900m² or greater).
- West of Trappers Drive and adjacent to Woodvale Reserve lies an area zoned R30 and R40.
- An aged care facility exists in Edgewater immediately to the north.

Basis for HOA

- This area presents excellent opportunities for more compact living and greater housing choices focussed around Edgewater Station, local shopping and the high frequency public transport service along Trapper's Drive. In Woodvale, the densities align with the established residential development to the west of Trappers Drive.

Future Directions

Proposed changes to residential densities

- R20/R40 is recommended for the majority of the HOA to take advantage of Edgewater Station and surrounding services.
- R20/R30 is recommended for a portion to the south of Ocean Reef Road to be consistent with existing codings.

Other changes

- There are a number of recommended policy changes listed in Section 10.3 which if adopted in the new District Planning Scheme, will also apply to this area.

What stays the same

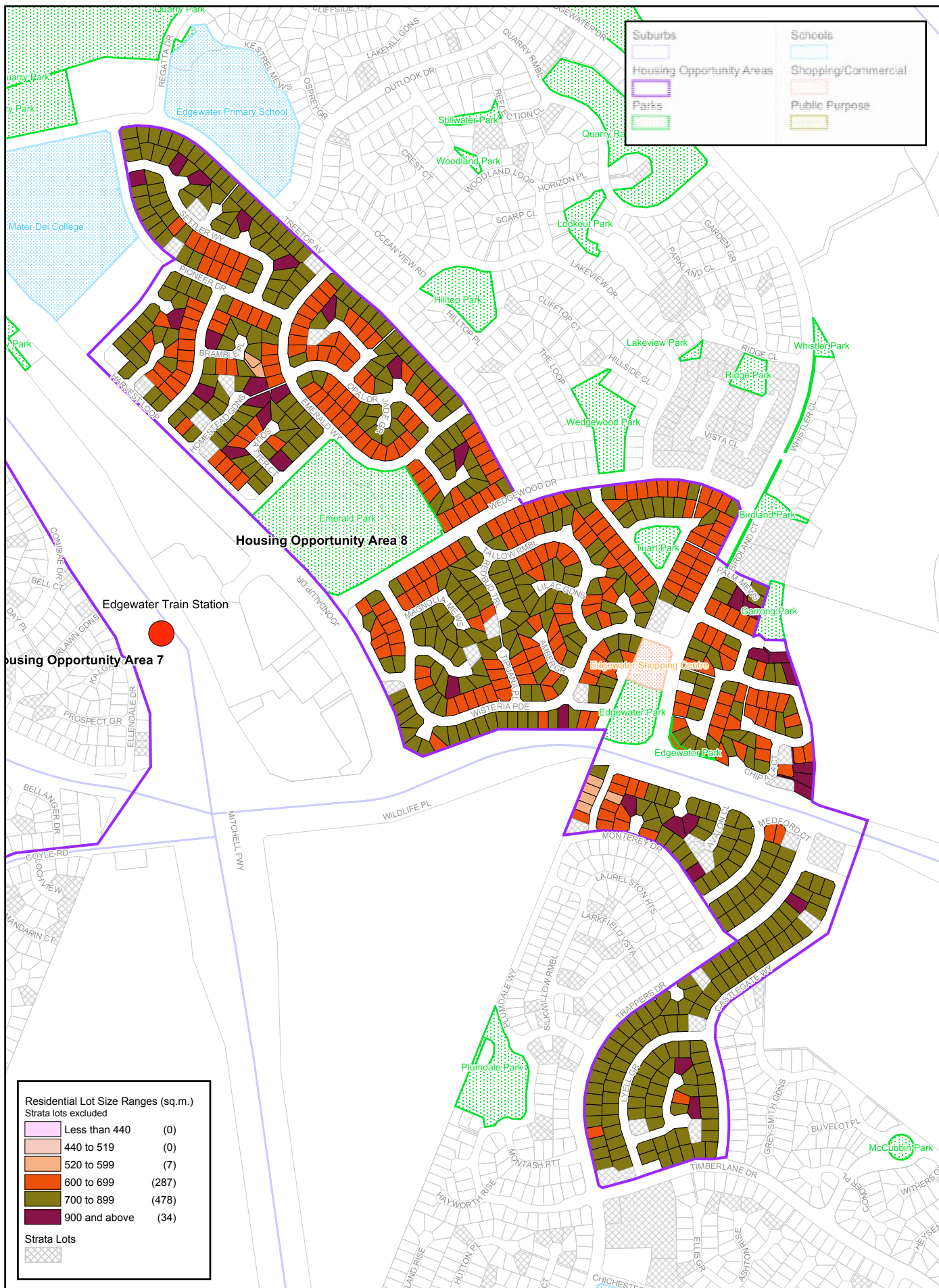
- Existing public infrastructure, for example, roads, verges, parks, public access ways and schools are not proposed to be changed through this strategy. However, there may be a need for upgrade to infrastructure to support the additional dwellings.

Urban design

- The expected increase in housing diversity will build on existing neighbourhood character and sense of place.
- The focus will be on good design outcomes that will improve the area and respect the amenity of current and future residents. Design provisions will be prepared to ensure development at the higher density will enhance/maintain streetscapes and incorporate environmentally responsible design.

What the proposed changes mean for the area

- If the new residential density codings suggested are adopted in the new District Planning Scheme,
 - most residential properties will gain new development potential
 - redevelopment will occur but at a rate and of land owners choosing
 - redevelopment at medium density will lead to greater housing choices
 - new housing development will have to meet design standards and contribute positively to the amenity of the area
 - commercial centres and mixed use zoned properties may be redeveloped to include new housing
 - as redevelopment occurs, more people will enjoy the local parks, services and facilities in the area



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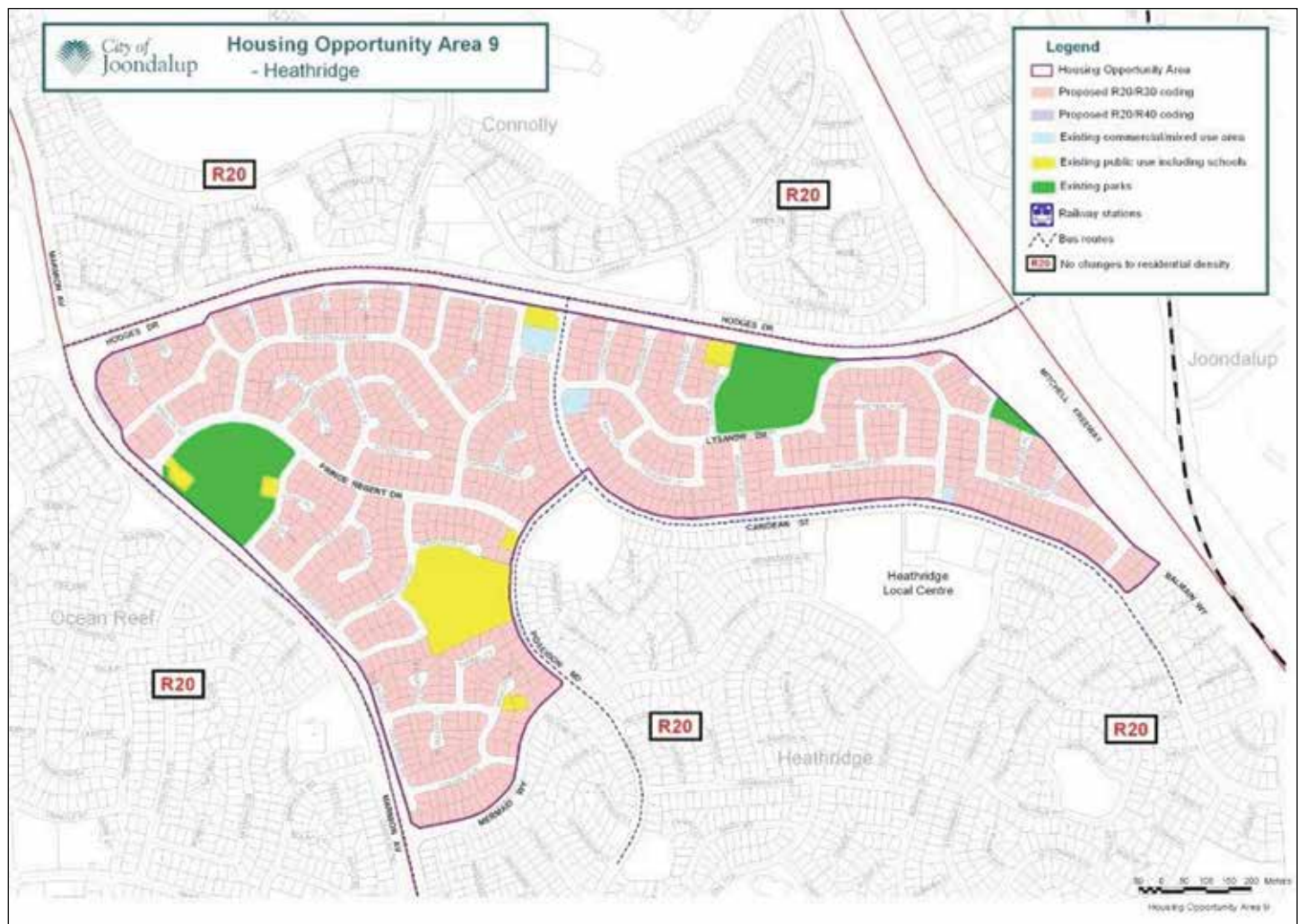
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Housing Opportunity Area 8 Residential Lot Size Ranges

Housing Opportunity Area 9

Heathridge – proposed R-Code changes



Features

Connecting people to places

- Marmion Avenue and Hodges Drive provide access for both private and public transport to nearby Joondalup City Centre and beyond.
- Residents can access schools, shops, public transport and parks using PAWs and path networks.

Local amenity

- High quality local parks offer good connectivity and recreational opportunities for residents.
- Heathridge Primary and Poseidon Primary schools are local schools serving the area.

Centres and Services

- Local shopping can be carried out at Heathridge Local Centre immediately to the south, and Connolly Shopping Centre immediately to the north.

Existing patterns of housing development

- Predominantly 80's housing stock.
- Total number of residential lots = 926
- 18.6% of lots (172) are between 600m² and 699m², 71.9% (666) are between 700m² and 899m²
- 30 lots have infill potential at current densities.
- Subdivision of some lots has occurred (where 900m² or greater).
- Some small lot subdivisions have occurred near the Heathridge Local Centre

Basis for HOA

- This area presents excellent opportunities for more compact living and greater housing choices focussed around the high frequency public transport services on Marmion Avenue and Hodges Drive. There is an opportunity to revitalise older housing stock within this part of Heathridge.

Future Directions

Proposed changes to residential densities

- R20/R30 is recommended for all residential properties in the Housing Opportunity Area to take advantage of surrounding services.

Other changes

- There are a number of recommended policy changes listed in Section 10.3 which if adopted in the new District Planning Scheme, will also apply to this area.

What stays the same

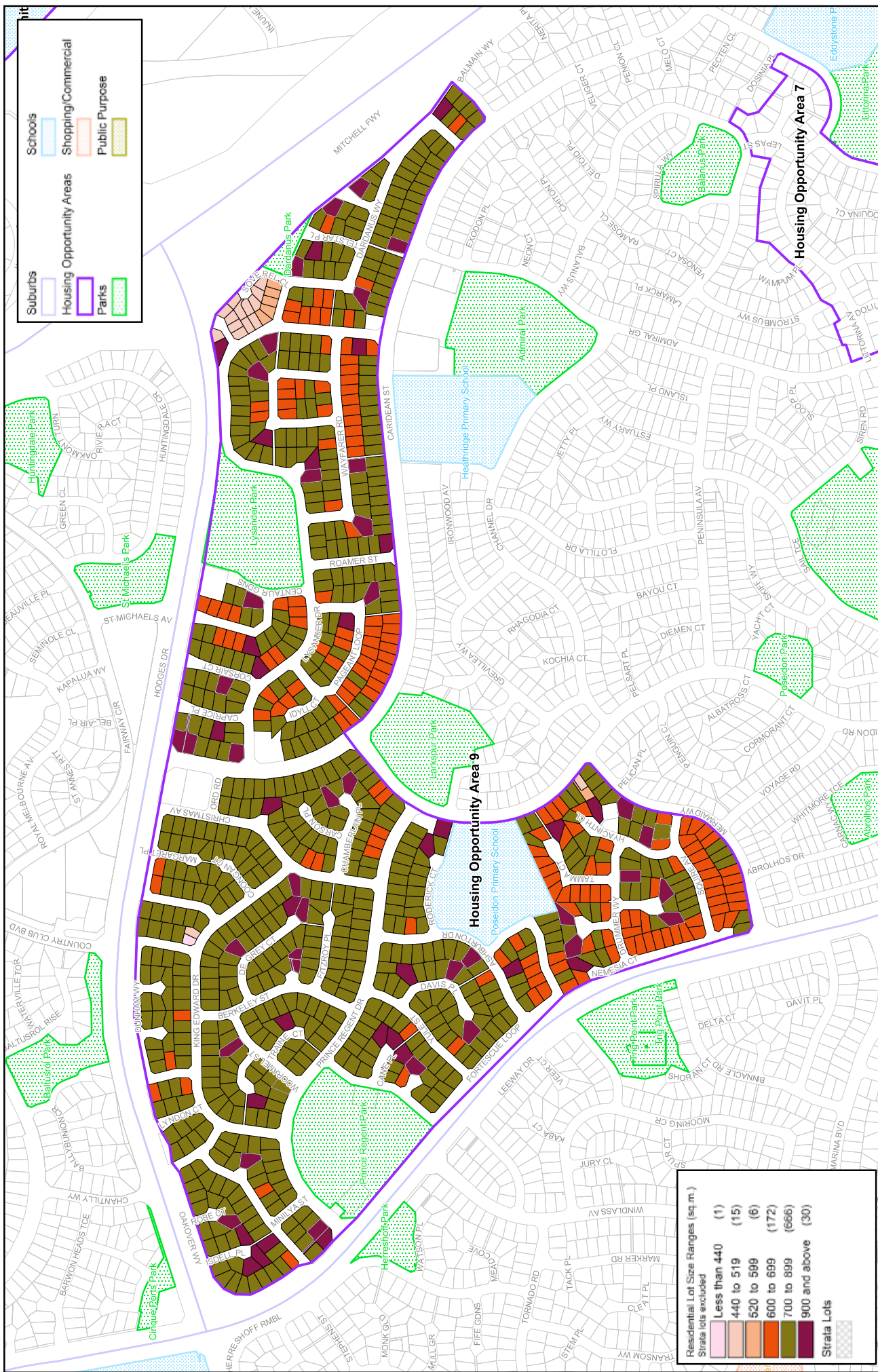
- Existing public infrastructure, for example, roads, verges, parks, public access ways and schools are not proposed to be changed through this strategy. However, there may be a need for upgrade to infrastructure to support the additional dwellings.

Urban Design

- The expected increase in housing diversity will build on existing neighbourhood character and sense of place.
- The focus will be on good design outcomes that will improve the area and respect the amenity of current and future residents. Design provisions will be prepared to ensure development at the higher density will enhance/maintain streetscapes and incorporate environmentally responsible design.

What the proposed changes mean for the area

- If the new residential density codings suggested are adopted in the new District Planning Scheme:
 - most residential properties will gain new development potential
 - redevelopment will occur but at a rate and of land owners choosing
 - redevelopment at medium density will lead to greater housing choices
 - new housing development will have to meet design standards and contribute positively to the amenity of the area
 - commercial centres and mixed use zoned properties may be redeveloped to include new housing
 - as redevelopment occurs, more people will enjoy the local parks, services and facilities in the area



Residential Lot Size Ranges (sq. m.)

Less than 440	(1)
440 to 519	(15)
520 to 599	(6)
600 to 699	(172)
700 to 899	(666)
900 and above	(30)

Strata Lots

**Housing Opportunity Area 9
Residential Lot Size Ranges**

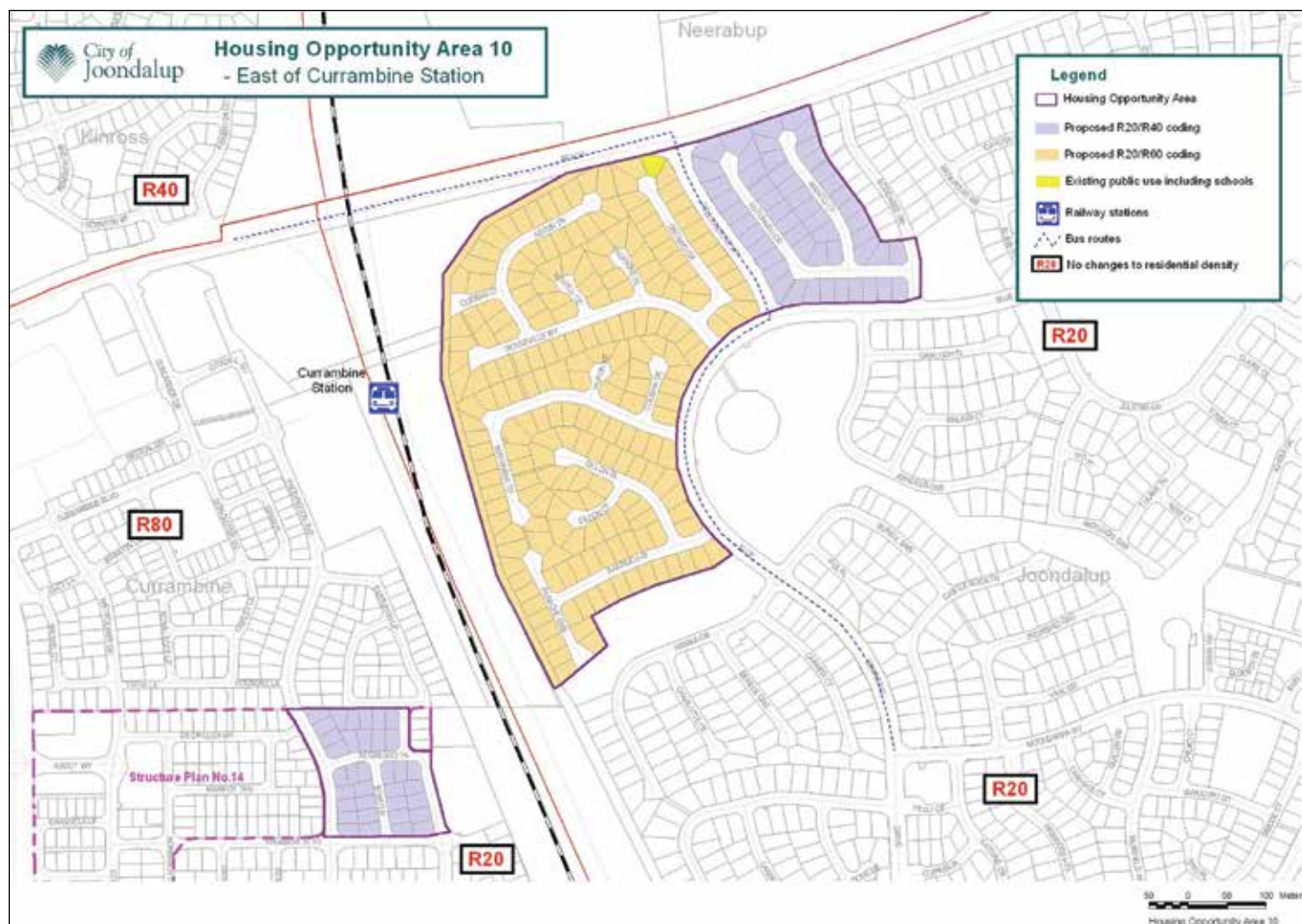
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Housing Opportunity Area 10

East of Currambine Station – proposed R-Code changes



Features

Connecting people to places

- Currambine station – a transport hub where a large car park and bicycle parking facilities on its western side encourages commuters to 'Park and Ride'.
- Residents can access the schools, shops, public transport and parks using PAWs and path networks.
- The major bicycle route to the Perth CBD runs parallel to the Freeway and connects to a network of cycle and shared paths through the area.

Local amenity

- High quality local parks located within the vicinity of the Housing Opportunity Area, offer good connectivity and recreational opportunities for residents.

Centres and Services

- There is an existing service station located to the west of the train station.
- There is a small commercial centre located adjacent to the service station.

Existing patterns of housing development

- Predominately late 80's, early 90's housing stock.
- Total number of residential lots = 294.
- 35.4% of lots (104) are between 600m² and 699m², 46.3% (136) are between 700m² and 899m².
- 1 lot has infill potential at current densities.
- The complementary areas surrounding the station to the west/north-west are zoned for medium and high density (R80, R40) residential development.
- Part of the residential area west of the train station is guided by Structure Plan No. 14.
- Subdivision of some lots has occurred (where 900m² or greater).

Basis for HOA

- This area presents excellent opportunities for more compact living and greater housing choices focussed around Currambine Station. It will be consistent with the existing medium and high density to the west of Currambine Station.

Future Directions

Proposed changes to residential densities

- R20/60 is recommended for all the residential properties on the eastern side of the train station, within the 400m walkabout catchment from the train station.
- R20/40 is recommended for the remaining dwellings within the Housing Opportunity Area, to take advantage of proximity to Currambine Station and surrounding services.

Other changes

- There are a number of recommended policy changes listed in Section 10.3 which if adopted in the new District Planning Scheme, will also apply to this area.

What stays the same

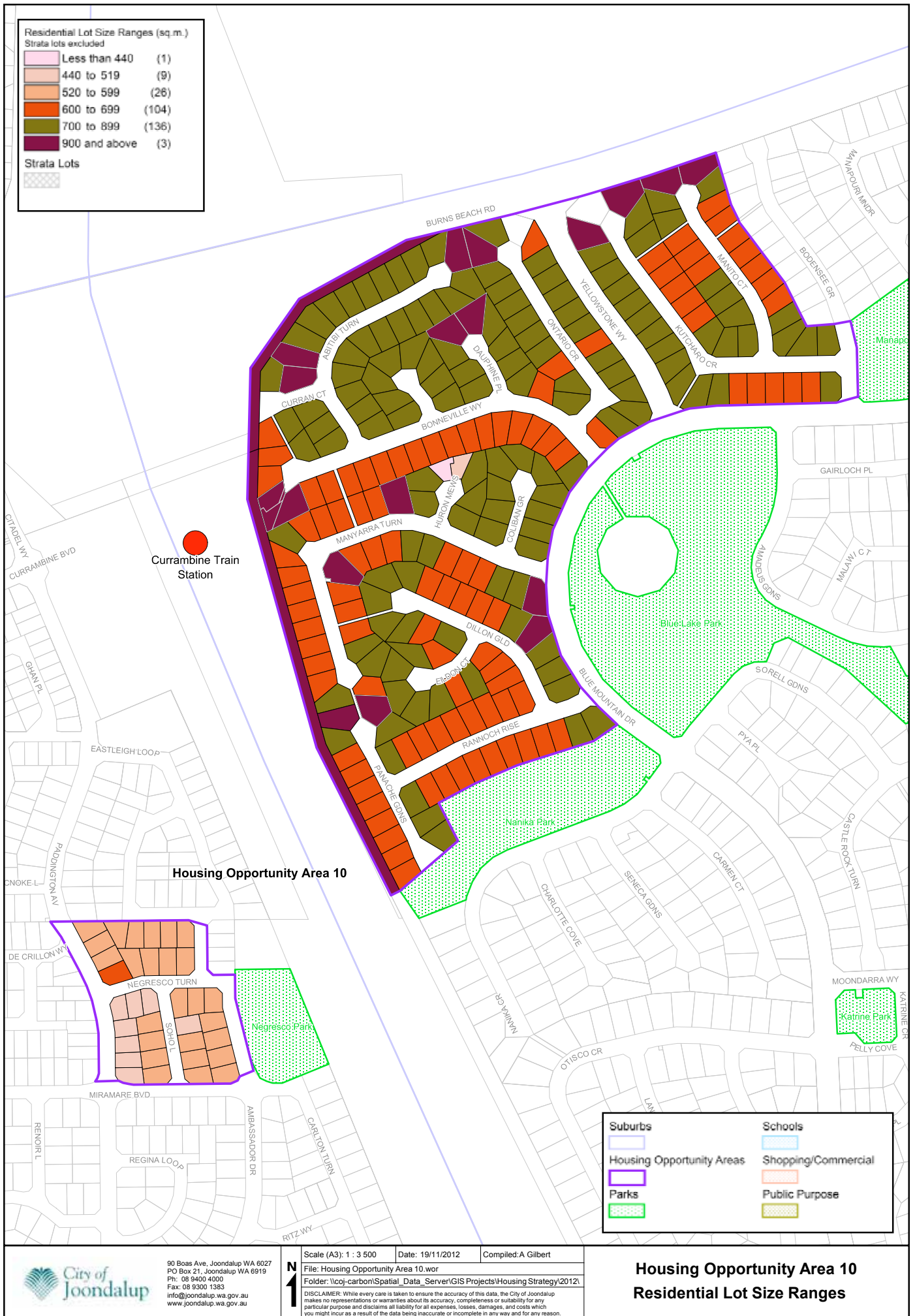
- Existing public infrastructure, for example, roads, verges, parks, public access ways and schools are not proposed to be changed through this strategy. However, there may be a need for upgrade to infrastructure to support the additional dwellings.

Urban design

- The expected increase in housing diversity will build on existing neighbourhood character and sense of place.
- The focus will be on good design outcomes that will improve the area and respect the amenity of current and future residents. Design provisions will be prepared to ensure development at the higher density will enhance/maintain streetscapes and incorporate environmentally responsible design.
- For R20/R60 coding, specific design provisions will be developed for multiple dwellings to ensure the scale of development at the higher density does not detrimentally impact on the amenity of the area. This may include minimum lot sizes.

What the proposed changes mean for the area

- If the new residential density codings suggested are adopted in the new District Planning Scheme,
 - most residential properties will gain new development potential
 - redevelopment will occur but at a rate and of land owners choosing
 - redevelopment at medium density will lead to greater housing choices
 - new housing development will have to meet design standards and contribute positively to the amenity of the area
 - commercial centres and mixed use zoned properties may be redeveloped to include new housing
 - as redevelopment occurs, more people will enjoy the local parks, services and facilities in the area



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Housing Opportunity Area 10 Residential Lot Size Ranges

10.6 Summary - Estimates of future additional housing in the Housing Opportunity Areas

Table 11 Estimates of future housing gains

Area	Total number of residential lots	Proposed R20/25 coding		Proposed R20/30 coding		Proposed R20/40 coding		Proposed R20/60 coding		Proposed Mixed Use zoning	
		Number of lots	Nett gain in dwellings if development potential fully realised	Number of lots	Nett gain in dwellings if development potential fully realised	Number of lots	Nett gain in dwellings if development potential fully realised	Number of lots	Nett gain in dwellings if development potential fully realised	Number of lots	Total potential nett gain in dwellings
HOA1	1,557	-	-	-	3,468	1,152	405	1,415	-	4,883	
HOA2	660	-	-	647	1,283	-	-	-	13	1,283	
HOA3	513	513	485	-	-	-	-	-	-	485	
HOA4	1,399	-	-	-	2,442	1,216	183	448	-	2,890	
HOA5	2,471	-	-	-	4,587	2,204	229	522	38	5,109	
HOA6	1,211	-	-	-	2,010	1,035	176	441	-	2,451	
HOA7	919	-	-	-	1,695	821	98	259	-	1,954	
HOA8	829	-	-	72	-1,545	758	-	-	-	1,616	
HOA9	926	-	-	926	936	-	-	-	-	936	
HOA10	294	-	-	-	133	87	207	493	-	626	
TOTAL	10,779	513	485	998	17,163	7,920	1,298	3,578	51	22,233	

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 ¹	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 ¹ @ 85% = 2,523	22,233 nett gain in dwellings in the HOAs @ 85% take-up = 18 898 2,605 ¹ nett gain in dwellings outside the HOAs @ 85% take-up = 2 214 Sub-total = 21,112
TOTAL	6,556	25,145

¹ 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.

11. Implementation, Monitoring and Review

The *Local Housing Strategy* will be used to inform the development of the new District Planning Scheme.

The Strategy recommendations will be implemented through the adoption of planning policies and changes to density codes and special provisions of the new District Planning Scheme.

Once the new density codes come into force, it will be important to closely monitor the uptake of medium density development in the new housing opportunity areas as well as measuring the success of other policy levers such as density targets for large sites. The purpose of the monitoring is to determine whether the rate of infill development is meeting expectations in terms of reaching housing targets. The City and the Department of Planning may be able to work collaboratively in this regard through the reporting mechanisms of the new Urban Development Program.

The draft *Local Housing Strategy* should be reviewed at the same time as the next review of the District Planning Scheme.

Appendix 1

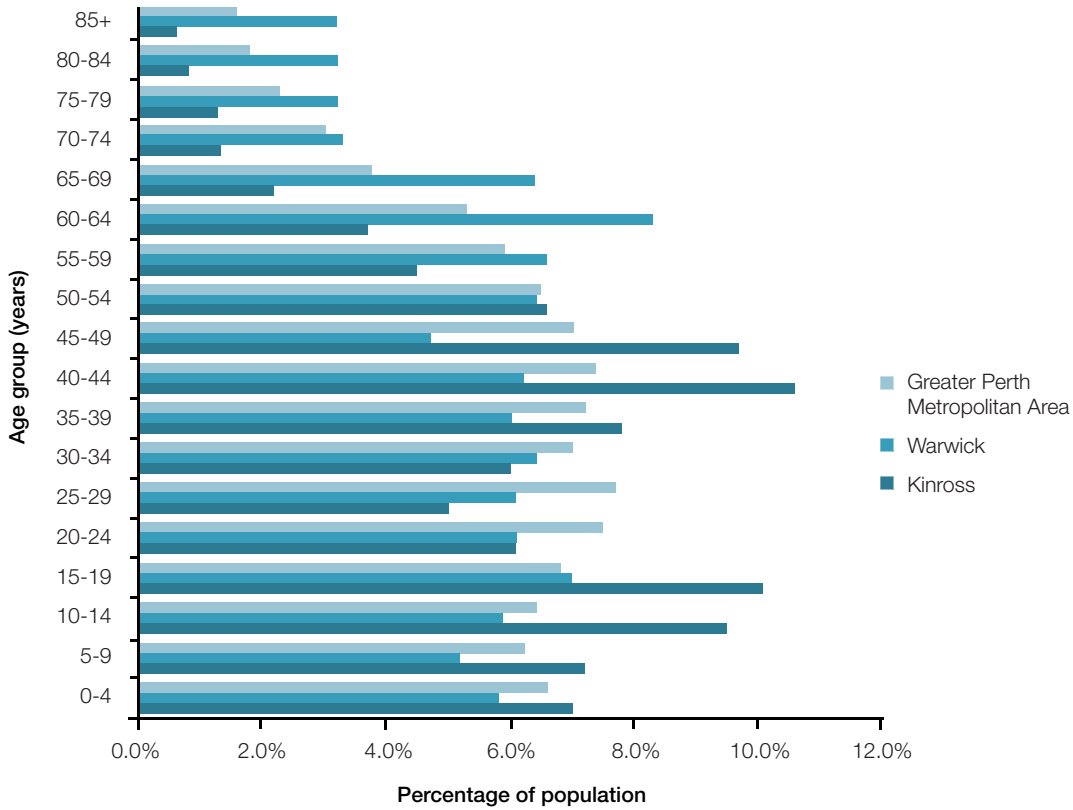
Comparing Warwick and Kinross

As would be expected for a Local Government area which has experienced growth since the 1970s, the City is not homogeneous and it is important to consider individual suburbs.



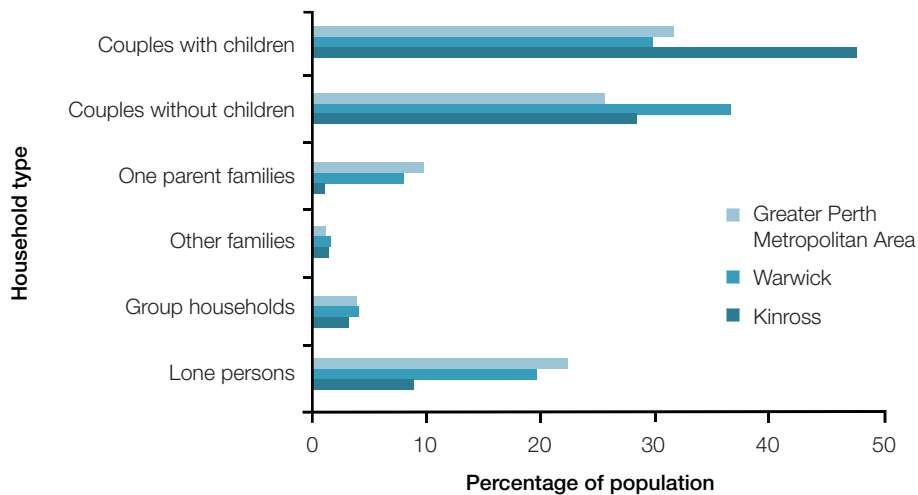
The southern suburbs (like Warwick) were developed first and age profiles show a higher percentage of people aged 60 and over. Conversely, the northern suburbs (like Kinross) have been more recently developed and the age profiles here show higher percentages of young people than the metropolitan average with lower percentages of older people (refer Figure 1).

Figure 1: Age profile for Kinross, Warwick and Greater Perth Metropolitan Area 2011¹



Having considered the age structure differences between Warwick and Kinross, it is informative to consider whether family types vary between them, as well as household size.

Figure 2: Household types in Kinross, Warwick and Greater Perth Metropolitan Area 2011²



¹ ABS 2011b

² ABS 2011b

Figure 3: Household size in Kinross, Warwick and Greater Metropolitan Perth 2011³

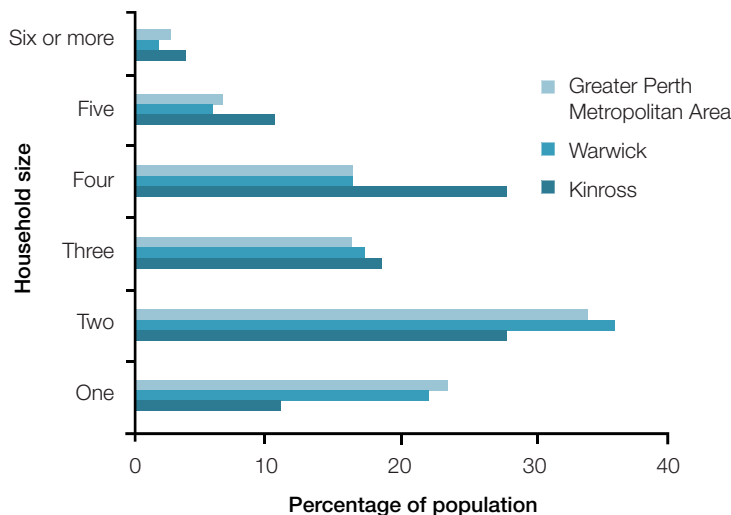


Figure 2 shows that the older suburb of Warwick has less couples with children than Kinross and the Greater Perth Metropolitan Area. It is noted that the northern suburb of Kinross has significantly higher percentages in these categories.

This is further supported by Figure 3, which highlights that there are a greater number of one to two person households in Warwick. Comparatively, there is a greater number of four or more household in Kinross.

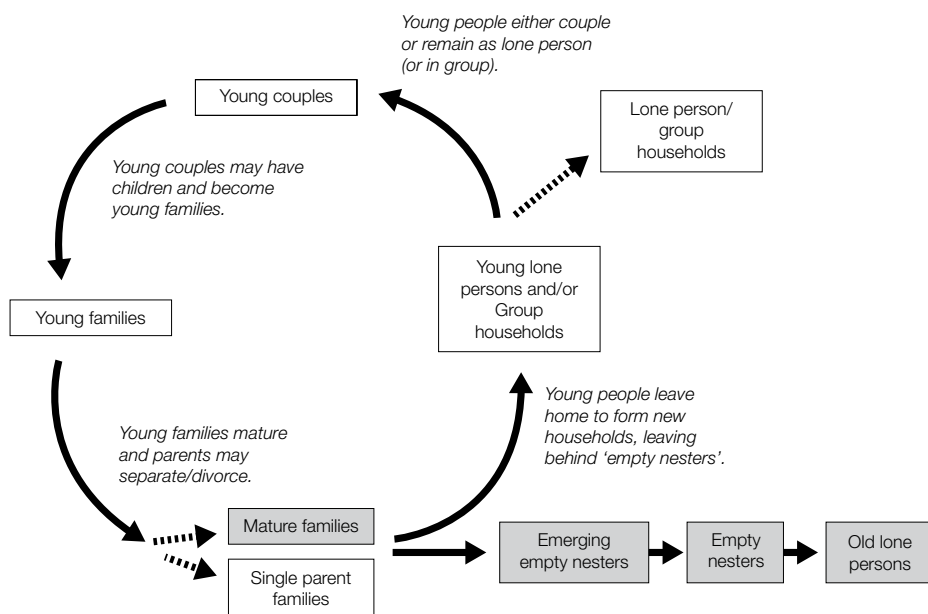
The difference in household types and structure between the older suburb of Warwick and the newer suburb of Kinross clearly demonstrates different stages in the suburb lifecycle diagram.

Figure 2 shows that the older suburb of Warwick has less couples with children than Kinross and the Greater Perth Metropolitan Area. It is noted that the northern suburb of Kinross has significantly higher percentages in these categories.

This is further supported by Figure 3, which highlights that there are a greater number of one to two person households in Warwick. Comparatively, there is a greater number of four or more household in Kinross.

The difference in household types and structure between the older suburb of Warwick and the newer suburb of Kinross clearly demonstrates different stages in the suburb lifecycle diagram.

Figure 4: Suburb Lifecycle



The diagram highlights the two growth patterns suburbs take. The circular route ensures that housing stock is recycled continually as the population ages. A mix of housing types allow “empty-nesters” to move to smaller houses which allow young couples and young families to move into the larger family homes being vacated and thus continue the cycle. The “empty-nester” route for example in Warwick, results from an aged population occupying large family homes. This route risks a mismatch of housing stock and often results in a reduction of family-oriented services as these segments become less prevalent (i.e. schools, child care, etc). These suburbs will eventually re-inject younger families as the incumbent population dies or moves out. This raises issues of service retrofitting and sustainability as a result.

Appendix 2

Housing Intentions Survey



The purpose of this consultation is to find out what housing options Joondalup residents are likely to require in future. This information will help the City in formulating a housing strategy that takes into account the needs, aspirations and concerns of local residents and ratepayers.

This survey is divided into two parts.

Part 1 is about your present housing situation

Part 2 is about how you would like your housing situation to be in the future

Part 1 – Where you live now

1. The type of dwelling I live in is:

(Please tick the response closest to your situation)

- Detached single storey house on a block
- Detached two storey house on a block
- A townhouse (attached to others on adjoining blocks)
- A townhouse (a group of dwellings on one block)
- A unit in an apartment block (please indicate which floor)
- A duplex/triplex on one block
- A villa (a group of villas NOT duplex or triplex on one block)
- Separate dwelling in retirement village/complex
- Other: Please specify: _____

2. My home is:

(Please tick)

- Rented
- Owner occupied

3. My dwelling has:

- Number of bedrooms _____
- Number of bathrooms _____

4. My household consists of:

(Please tick the response closest to your situation)

- Single person (not retired)
Single parent with
 children below school age school aged children adult children
- Couple no children
Couple with
 children below school age school aged children adult children
- Retiree couple
- Single person retiree
- Shared house (adults)

5. My gender is:

- Male Female

6. My age is:

(Please tick)

- 18–23 24–29 30–35 36–41 42–47 48–53
 54–59 60–65 66–71 72–77 78+

7. The suburb I live in is:

(Please tick)

- Beldon Duncraig Iluka Marmion Warwick
 Burns Beach Edgewater Joondalup Mullaloo Woodvale
 Connolly Greenwood Kallaroo Ocean Reef
 Craigie Heathridge Kingsley Padbury
 Currambine Hillarys Kinross Sorrento

8. What attracted you to this location?

(Please tick the response closest to your situation at the time)

- Close to shopping facilities
- Schools in the area
- Parks/open space/bushland
- Close to beach
- Proximity to Joondalup City Centre
- Close to work
- Close to public transport
- Community centres/libraries
- Close to friends/family
- Investment potential
- Development potential
- Other, please specify:

9. What do you like about your home now?

10. Regarding lot sizes in your local area, do you think there should be:

(Please tick)

- More small sized lots
- More lots of a larger size
- No change

11. What type of housing would you like to see more of where you live now?

(Please tick your preference(s))

- Aged/dependent dwelling
- Large family housing
- Apartment blocks
- Townhouses/duplexes/villas
- Single bedroom dwellings
- No change

Part 2: Future housing requirements

12. Will the home you are in now meet your needs for the next five years?

- NO** continue below
- YES** go to page 5 **Long Term Housing Requirements** ↗

Short term housing requirements

13. You have said that your present home will NOT meet your needs for the next five years. What would you like to do?

(Please tick your preferred option)

- Stay in my present location – just move home
- Relocate in another suburb outside the City of Joondalup
- Renovate (owner occupiers only)
- Relocate within another City of Joondalup suburb (please tick your preferred option below)

- | | | | | |
|--------------------------------------|-------------------------------------|------------------------------------|-------------------------------------|-----------------------------------|
| <input type="checkbox"/> Beldon | <input type="checkbox"/> Duncraig | <input type="checkbox"/> Iluka | <input type="checkbox"/> Marmion | <input type="checkbox"/> Warwick |
| <input type="checkbox"/> Burns Beach | <input type="checkbox"/> Edgewater | <input type="checkbox"/> Joondalup | <input type="checkbox"/> Mullaloo | <input type="checkbox"/> Woodvale |
| <input type="checkbox"/> Connolly | <input type="checkbox"/> Greenwood | <input type="checkbox"/> Kallaroo | <input type="checkbox"/> Ocean Reef | |
| <input type="checkbox"/> Craigie | <input type="checkbox"/> Heathridge | <input type="checkbox"/> Kingsley | <input type="checkbox"/> Padbury | |
| <input type="checkbox"/> Currambine | <input type="checkbox"/> Hillarys | <input type="checkbox"/> Kinross | <input type="checkbox"/> Sorrento | |

14. What would attract you to the location you identified?

(Please tick the response(s) most likely to influence your decision)

- Close to shopping facilities
- Schools in the area
- Parks/open space/bushland
- Close to beach
- Proximity to Joondalup City Centre
- Close to work
- Close to public transport
- Community centres/libraries
- Close to friends/family
- Investment potential
- Development potential
- Other, please specify:

15. Would you like to:

(Please tick the box for your preferred option)

- Rent Build Buy an established property

16. What sort of accommodation would you like to live in?

(Please tick your preferred option)

- Detached single storey house on a block
- Detached two storey house on a block
- A townhouse (attached to others on **adjoining** blocks)
- A townhouse (a group of dwellings on **one** block)
- A unit in an apartment block (please indicate preferred floor) _____
- A duplex/triplex on one block
- A villa (a group of villas NOT duplex or triplex on one block)
- Separate dwelling in retirement village/complex

17. Renovation Choice (property owners only)

What renovations would you want to carry out in your present home for it to better meet your needs?

(Please tick your preferred option)

- Major renovations Minor renovations

This would involve:

↳ Long term housing requirements: Moving in 5 – 10 years

18. If you think your home won't meet your requirements in the longer term, say five years from now, can you tell us why?

(Please tick the response(s) most likely to apply to your situation)

- Too big for me to manage – house/garden
- Not enough room for growing family
- Children will have left home
- Other, please specify:

19. (a) Where would you like to go?

(Please tick your preferred option)

- | | | | | |
|---|-------------------------------------|------------------------------------|-------------------------------------|-----------------------------------|
| <input type="checkbox"/> Beldon | <input type="checkbox"/> Duncraig | <input type="checkbox"/> Iluka | <input type="checkbox"/> Marmion | <input type="checkbox"/> Warwick |
| <input type="checkbox"/> Burns Beach | <input type="checkbox"/> Edgewater | <input type="checkbox"/> Joondalup | <input type="checkbox"/> Mullaloo | <input type="checkbox"/> Woodvale |
| <input type="checkbox"/> Connolly | <input type="checkbox"/> Greenwood | <input type="checkbox"/> Kallaroo | <input type="checkbox"/> Ocean Reef | |
| <input type="checkbox"/> Craigie | <input type="checkbox"/> Heathridge | <input type="checkbox"/> Kingsley | <input type="checkbox"/> Padbury | |
| <input type="checkbox"/> Currambine | <input type="checkbox"/> Hillarys | <input type="checkbox"/> Kinross | <input type="checkbox"/> Sorrento | |
| <input type="checkbox"/> Other (please specify) _____ | | | | |

(b) What would attract you to that location?

(Please tick the response(s) most likely to influence your decision)

- Close to shopping facilities
- Schools in the area
- Parks/open space/bushland
- Close to beach
- Proximity to Joondalup City Centre
- Close to work
- Close to public transport
- Community centres/libraries
- Close to friends/family
- Investment potential
- Development potential
- Other, please specify:

20. Would you like to:

(Please tick your preferred option)

- Rent
- Build
- Buy an established property

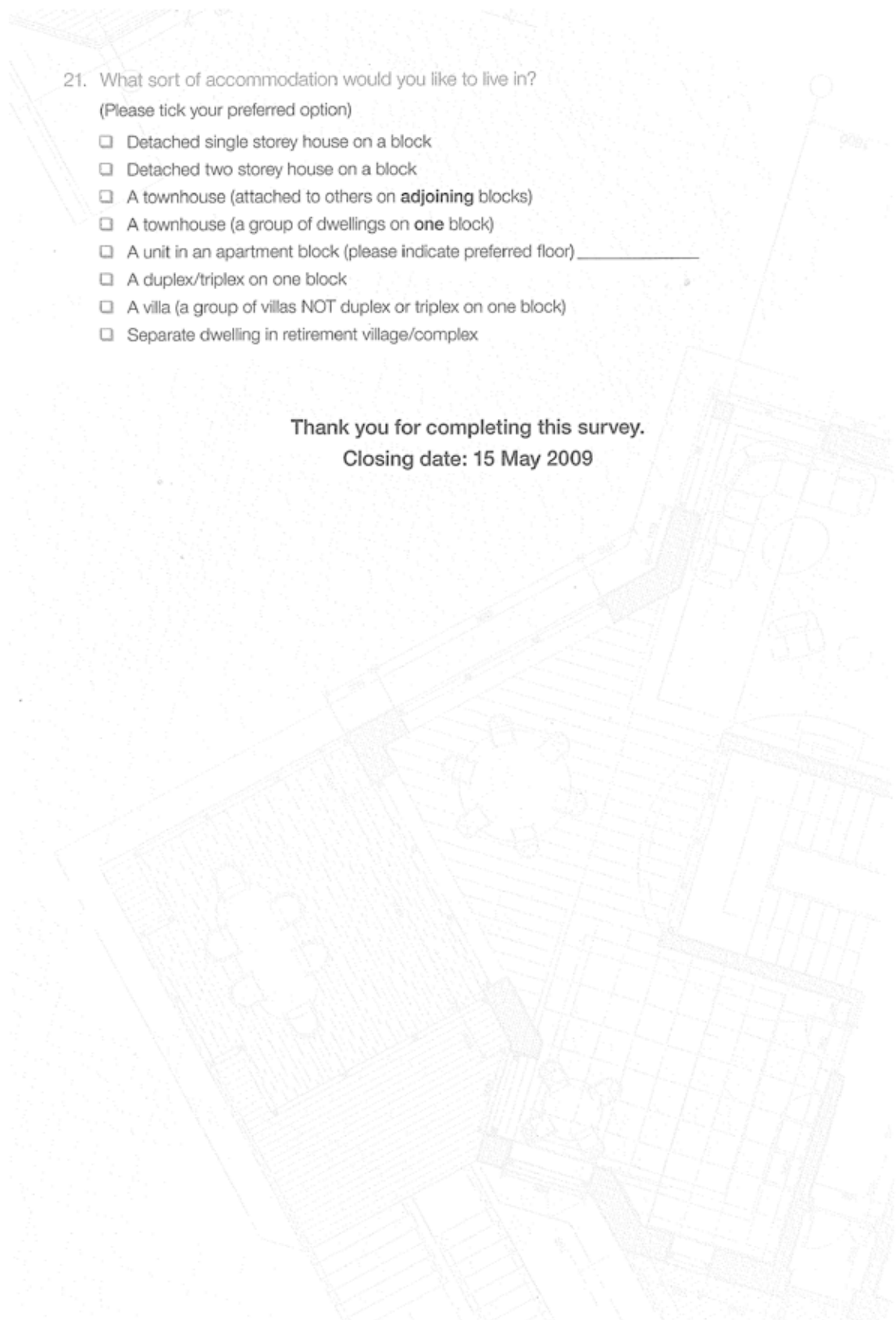
21. What sort of accommodation would you like to live in?

(Please tick your preferred option)

- Detached single storey house on a block
- Detached two storey house on a block
- A townhouse (attached to others on **adjoining** blocks)
- A townhouse (a group of dwellings on **one** block)
- A unit in an apartment block (please indicate preferred floor) _____
- A duplex/triplex on one block
- A villa (a group of villas NOT duplex or triplex on one block)
- Separate dwelling in retirement village/complex

Thank you for completing this survey.

Closing date: 15 May 2009



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