



# WHITFORD ACTIVITY CENTRE

STRUCTURE PLAN - MAY 2015



Modification No.	Description of modification	Date endorsed by Council	Date endorsed by WAPC
1			
2			

CERTIFIED THAT THIS Structure Plan \_\_\_\_/20 \_\_\_\_

WAS ADOPTED BY

RESOLUTION OF THE WESTERN AUSTRALIAN PLANNING

COMMISSION ON \_\_\_\_\_

\_\_\_\_\_  
 Chairperson, Western Australian  
 Planning Commission

AND BY

RESOLUTION OF THE COUNCIL OF THE CITY OF

JOONDALUP ON \_\_\_\_\_

AND THE SEAL OF THE MUNICIPALITY WAS PURSUANT

TO THE COUNCIL'S RESOLUTION HEREUNTO AFFIXED IN THE

PRESENCE OF:

\_\_\_\_\_  
 Mayor, City of Joondalup

\_\_\_\_\_  
 Chief Executive Officer, City of Joondalup

SCENTRE GROUP

Owner and Operator of **Westfield** In Australia and New Zealand



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4	Whitfords Shopping Centre Urban Water Balance Assessment (Mar 2015) Essential Environment

# Executive Summary

Westfield Whitford City and its surrounds is characterised by typical suburban development of the 1970's and 80's and is representative of many of Metropolitan Perth's now middle-ring suburbs. Whitford has been an important service centre for the rapidly developing and changing north-west corridor, however, changes in public policy and community expectations and behaviour mean that it is no longer appropriate to proceed in the same way. Low intensity, poor street presence, minimal to no land use diversity and car dependence are characteristics Whitford and many other similarly aged suburban centres have, throughout the metropolitan area. The Western Australian Planning Commission's (WAPC) State Planning Policy 4.2 Activity Centres for Perth and Peel (SPP 4.2) seeks to change this. It is however, the delivery of such change within this existing suburban setting represents the most significant challenge for the policy, government agencies and the private sector.

SPP 4.2 seeks to develop integrated centres with a diversity of uses which facilitate the provision of local employment and sustainable transport and includes general targets to this end. However the policy also acknowledges the importance of local context, through increased emphasis on analysis rather than more simplistic models and templates previously applied.

The Whitford Activity Centre Structure Plan has the following key objectives:

- Respecting the existing urban context, but facilitating transition to contemporary urban form, diversity and density within the core.
- Creation of a transitional mixed use area along Banks Avenue to enable suitable scaling down of land use intensity and built form through to the existing suburban hinterland.
- Enabling the improved pedestrian connection between districts and uses and access into the centre through means other than private car.
- Providing for improved vehicular movement through improved and new internal connections to the regional road network.
- Accommodating the expansion of retail services within a repositioned and contemporary centre which better reflects the local demography and current consumer expectations, whilst improving the visual amenity and public realm interface.

The Whitford Activity Centre Structure Plan (WACSP) represents a significant shift in the placement and function of the centre, whilst seeking to reflect and respect the context of the site and the nature of development within the area. The creation of this framework will guide progressive development through integration with the statutory planning tools over the coming years, through to 2026.

Part One of the report is the Statutory section which provides the mechanics of land use and development control. It is these components which will be binding upon parties through the powers of the City of Joondalup's District Planning Scheme No.2 (the Scheme) under the Planning and Development Act 2005. Part Two provides the rationale for the Structure Plan and the detailed inputs which have informed the plan. This section will provide context and seek to provide the long term picture for the centre, through the necessary evolution. The plan has the potential to deliver significant improvements for Whitford and the surrounding community through this clear vision and associated framework for implementation.

Structure Plan Summary Table:

Total area covered by WACSP	42.82 hectares
Estimated number of total dwellings	739 dwellings
Estimated additional population	1478 people (2 per dwelling)
Estimated 2026 retail floor space	77,500m <sup>2</sup>
Estimated 2026 'mix of uses' floor space	78,000m <sup>2</sup>
Estimated additional employment	2448 jobs
There is 1 school in the centre with others (2 senior high schools, 5 primary schools) within 1km of the centre	
Community facilities that will remain include Whitford Public Library, Whitford Senior Citizens Centre and Whitford Family Centre.	





# Part 1 Statutory Section

# PART 1 STATUTORY SECTION

## 1.1 STRUCTURE PLAN AREA

This Structure Plan applies to the Whitford Activity Centre which is comprised of all land contained within the inner edge of the Structure Plan boundary line as shown in the Structure Plan Map.

## 1.2 STRUCTURE PLAN CONTENT

1. This Structure Plan consists of:
  - a. Part 1: Statutory Section;
  - b. Part 2: Non-statutory Explanatory Section; and
  - c. Technical Appendices: Retail Sustainability Assessment, Servicing & Infrastructure Report and Transport Report.
2. The provisions of Part 1 are intended to have effect as if included in the Scheme.
3. The provisions of Part 2:
  - a. Explain the local, district and regional context of the Whitford Activity Centre and provide a justification for the proposals contained in the Structure Plan; and
  - b. Provide guidance and information for the interpretation of the provisions of Part 1.

## 1.3 INTERPRETATION AND THE RELATIONSHIP OF THE STRUCTURE PLAN WITH THE SCHEME

1. Unless otherwise provided, the words and expressions used in the Structure Plan shall have the respective meanings given to them in the Scheme including any amendments gazetted thereto.
2. In the Structure Plan, unless the contrary intention appears:

**building frontages** means the frontage of a building designated as its address and which provides the principal entrance to the building;

**contiguous frontage** means a solid building facade(s) including minor articulations and recesses (of up to 2.0m in length);

**main street** means the Main Street identified on the Structure Plan map. It is the most prominent street within the Structure Plan area where shops and businesses are situated in a pedestrian friendly environment. The Main Street has pedestrian connections to key destinations such as shopping, schools and community facilities and access to public transport;

**mix of land uses** has the same meaning as in State Planning Policy 4.2: Activity Centres for Perth and Peel;

**retail core** means the Westfield Whitford City Shopping Centre component of the Retail District;

**scheme** means City of Joondalup District Planning Scheme No. 2;




















**shop / retail** has the same meaning as in State Planning Policy 4.2;

**street interface plan** means the plan contained in Figure 2 of Part 1 of this Structure Plan;

**Structure Plan map** means the map contained in Figure 1 of Part 1 of this Structure Plan;

**transport report** means the Whitford Activity Centre Structure Plan Transport Report prepared by Cardno and dated March 2015 as updated from time to time or subsequent relevant and approved document/s.

3. Pursuant to clause 9.8.3 of the scheme, the provisions and development standards and requirements in Part 1 of this Structure Plan have the same force and effect as if they were provisions, development standards and requirements of the Scheme and shall be enforceable to the same extent as if part of the Scheme.
4. The development standards and requirements of the Scheme shall continue to apply to development within the Structure Plan area unless varied by the Structure Plan.
5. The development standards and requirements in clauses 1.13- 1.18 of Part 1 are intended to vary the development standards and requirements of the Scheme.
6. Except as otherwise provided by the Structure Plan, where development is the subject of an application for planning approval and does not comply with a development standard or requirement of Part 1 of the Structure Plan, it may be approved under clause 4.5 of the Scheme, having regard for clause 6.8 of the Scheme.

-  Whitford Activity Centre Structure Plan Boundary
  -  District Boundary
  -  Existing Lot Boundary
- Districts**
-  Retail
  -  Banks
  -  Endeavour
  -  Education and Civic
- Residential Coding**
-  R-AC0(b) - Refer design standards for Endeavour District
  -  R80
- Other**
-  Main Street
  -  Landmark Site
  -  Community Focal Point
  -  Primary off street pedestrian connection
  -  Future vehicle connection
  -  Primary vehicle access point
  -  Primary vehicle access point (Left-in/ left-out only)
  -  Existing controlled intersection (Traffic Lights)
  -  Future bus stop
  -  Prominent pedestrian entrance

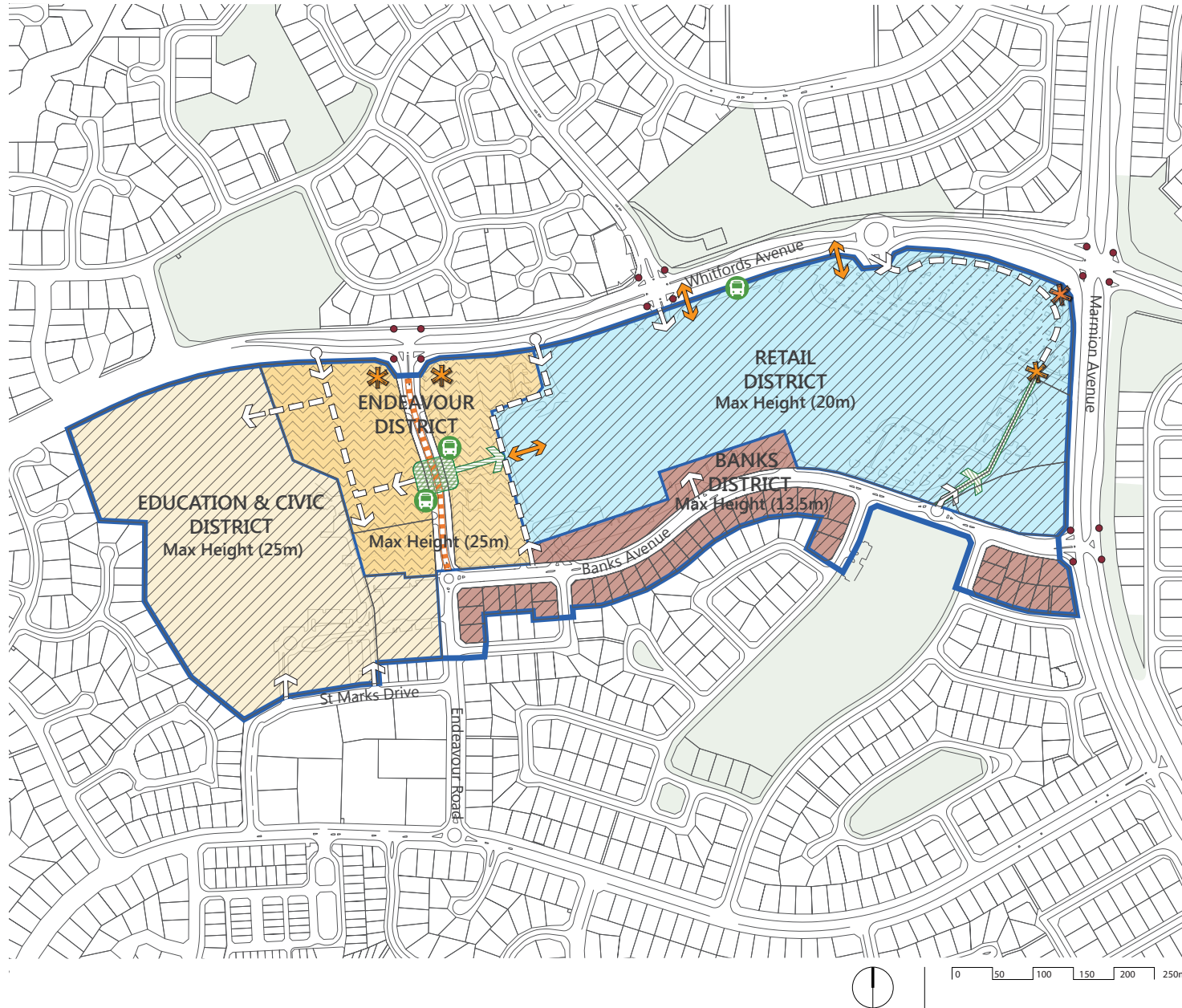


Figure 1. Structure Plan Map

## 1.4 STRUCTURE PLAN MAPS AND PLAN

1. The Structure Plan map divides the Structure Plan area into the following districts:
  - a. Retail District;
  - b. Endeavour District;
  - c. Banks District;
  - d. Education and Civic District;
 which are to be regarded as zones for the purposes of this Structure Plan and the Scheme.
2. The Structure Plan map indicates:
  - a. The extent and boundary of the activity centre;
  - b. The location, extent and boundary of the 4 districts within the Structure Plan area;
  - c. Residential densities that apply to each district;
  - d. Indicative primary vehicle access points;
  - e. Maximum building heights for development within the Structure Plan area;
  - f. Principal pedestrian connections; and
  - g. The location of the Main Street, landmark sites and community focal points.
3. The street interface plan specifies the objectives and minimum development standards for building frontages within the Structure Plan area.

## 1.5 OPERATION

This Structure Plan comes into effect on the date it is adopted by the Western Australian Planning Commission pursuant to clause 9.6.3 of the Scheme.

## 1.6 LAND USE CLASS PERMISSIBILITY

The Land Use Permissibility Table outlined below identifies the use class permissibility within each of the identified Districts. Uses that are not listed in either the Structure Plan or Scheme shall be treated as an unlisted use, pursuant to clause 3.3 of the Scheme.

SYMBOLS: The symbols used in Table 1 have the same meaning as clause 3.2.2 of the Scheme. Uses not identified in the Structure Plan, but are listed in the Scheme are 'X' uses.

Districts	Endeavour	Retail	Banks	Education and Civic
<b>Use Classes</b>				
Aged or Dependant Persons Dwelling	D	X	D	D
Amusement Parlour	D	P	X	X
Ancillary Dwelling	X	X	X	X
Art Gallery	P	P	D	P
Auction Room	D	D	D	X
Bakery	P	P	A	X
Bank	P	P	D	X
Bed & Breakfast	X	X	D	X
Betting Agency	D	D	D	X
Car Park	D	P	D	P
Car Wash	D	D	A	X
Caretaker's Dwelling	D	X	D	D
Child Care Centre	D	D	A	D
Cinema/Theatre	X	P	X	X
Civic Buildings	P	P	P	P
Club (Non-Residential)	D	D	D	D
Communication Antenna - Domestic	P	D	D	D
Communication Antenna	D	D	D	D
Consulting Rooms	P	P	P	P
Convenience Store	P	P	D	D

Table 1. Land Use Class Permissibility

Corner Store	P	D	D	D
Costume Hire	P	P	D	X
Department Store	X	D	X	X
Display Home	D	D	X	X
Drive Through Food Outlet	D	P	X	X
Dry Cleaning Premises	D	D	D	X
Educational Establishment	D	D	D	P
Garden Centre	X	D	X	X
Grouped Dwelling	D	D	D	D
Hardware Store	P	P	D	X
Home Business – Category 1	P	P	P	X
Home Business – Category 2	D	D	D	X
Home Business – Category 3	D	D	D	X
Hotel	D	D	A	X
Kindergarten	D	D	D	P
Land Sales Office (Temporary)	P	P	P	P
Laundrette	D	P	D	X
Liquor Store	D	P	X	X
Lunch Bar	P	P	P	D
Markets (Retail)	D	P	X	D
Medical Centre	P	P	D	D
Motel	D	D	A	X
Multiple Dwellings	D	D	D	D
Night Club	A	A	X	X
Office	P	P	P	P
Place of Assembly	D	D	D	P
Place of Worship	D	D	D	P
Private Recreation	P	P	A	D
Public Exhibition Facility	P	P	P	P
Public Utility	P	P	P	P
Reception Centre	D	D	D	D
Recreation Centre	D	D	D	D
Residential Building	D	X	D	D

Restaurant	P	P	D	X
Restricted Premises	D	D	X	X
Retirement Village	D	X	X	D
Service Station	D	D	X	X
Shop (up to 500m <sup>2</sup> NLA)	P	P	D	A
Shop (greater than 500m <sup>2</sup> NLA)	D	P	X	X
Short Stay Accommodation	D	D	D	D
Showroom	D	D	D	X
Single House	X	X	X	X
Sports Ground	X	X	X	P
Takeaway Food Outlet	D	P	A	A
Tavern	D	D	X	X
Vehicle Repairs	D	D	X	X
Veterinary Consulting Rooms	P	P	D	X
Veterinary Hospital	P	P	D	X

## 1.7 NET LETTABLE AREA OF SHOP RETAIL DEVELOPMENT

1. The total net lettable area of all existing and future shop retail development within the entire Structure Plan area must not exceed 77,500m<sup>2</sup> of which a maximum of 75,000m<sup>2</sup> may be located within the Retail District.
2. Where the net lettable area of shop retail development in the Retail District exceeds 55,000m<sup>2</sup>, the provisions of clause 1.9 of Part 1 of this Structure Plan shall apply.

## 1.8 RESIDENTIAL DENSITIES

The residential densities applicable to land within the Structure Plan area shall be determined by reference to the Structure Plan map except for the Endeavour District which is provided for within separate provisions of clause 1.15. The Residential Design Codes (R-Codes) are applicable to all residential development unless otherwise varied within the development standards of the Structure Plan.

The minimum dwelling targets required by clause 1.9 are a minimum requirement associated within retail expansion only. The broader residential density codings and development standards for the Endeavour District still apply beyond the extent of retail expansion anticipated by this Structure Plan.

## 1.9 RETAIL EXPANSION REQUIREMENTS

1. If an application is made to expand the floorspace for shop/retail uses within the Retail District where NLA is, or would be increased, beyond 55,000m<sup>2</sup>, approval must not be granted unless:
  - a. the total NLA of all shop/retail uses within the Retail District will not exceed 75,000m<sup>2</sup>; and
  - b. the total NLA of all shop/retail uses within the Structure Plan area will not exceed 77,500m<sup>2</sup>; and
  - c. the following already exists or the application includes:
    - i. residential development in the Retail and/or Endeavour Districts at a minimum rate of 1 dwelling for every 500m<sup>2</sup> of additional shop/retail NLA in the Retail District; and
    - ii. shop/retail uses within the Endeavour District with a NLA of at least 10% of the additional shop/retail NLA in the Retail District; and
  - d. the mix of land uses floor space, upon completion of the development, is at least 40%.
2. The residential dwellings and the shop/retail NLA within the Endeavour District must be completed in accordance with the approval no later than 3 years after the commencement of operation of any part of the additional shop/retail NLA within the Retail District.

## 1.10 CONDITIONS OF PLANNING APPROVAL

Without limiting the City's powers under the Scheme to impose conditions when granting planning approval, the City may impose conditions to give effect to clause 1.9:

1. as provided by clause 6.6.1(6) of State Planning Policy 4.2 and clause 7.3 of the model centre framework of State Planning Policy 4.2 in granting planning approval; and
2. to give effect to and take enforcement action in respect of any non compliance with clause 1.9(2).

## 1.11 CLAUSE 4.5 OF THE SCHEME

The following clauses of Part 1 of the Structure Plan do not constitute a standard or requirement for the purpose of clause 4.5 of the Scheme:

- clause 1.7 – Land Use Class Permissibility;
- clause 1.8 – Net Lettable Area of Shop Retail Development;
- clause 1.9 – Retail Expansion Requirements; and
- clause 1.10 – Residential Densities.

## 1.12 INFRASTRUCTURE UPGRADES

The delivery of infrastructure is a key component to facilitating development within Whitfords Activity Centre. Infrastructure Upgrades shall be provided in accordance with the table below.

INFRASTRUCTURE	DESCRIPTION OF WORKS	WHEN REQUIRED (IF APPLICABLE)
<b>Retail District</b> The following infrastructure upgrades are required within the Retail District.		
<b>ROADS</b>	<ul style="list-style-type: none"> <li>The incremental upgrade of the Whitford and Marmion Avenue intersection to the satisfaction of Main Roads WA and in accordance with the Transport Report. This upgrade may include (but is not limited to) all road works, kerbing, signal upgrades, additional or lengthened turning lanes and landscaping.</li> <li>The incremental upgrade of the Whitford and Marmion Avenue intersection in accordance with the Transport Report. This upgrade may include (but will not limited to) all road works, kerbing, signal upgrades, additional or lengthened turning lanes and landscaping;</li> <li>The upgrade to the Marmion and Banks Avenue intersection in accordance with the Transport Report. This upgrade may include (but is not limited to) all road works, kerbing, signal upgrades, additional or lengthened turning lanes and landscaping; and</li> <li>Any road works associated with the future consolidated bus stop location identified on the Structure Plan map.</li> </ul>	<ul style="list-style-type: none"> <li>A Development Application(s) that does not result in a total net lettable area of all shop/retail development in the Retail District exceeding 55,000m<sup>2</sup> after the completion of new development.</li> <li>A Development Application where the total net lettable area of all shop/retail development in the Retail District already exceeds 55,000m<sup>2</sup>; or</li> <li>A Development Application which would result in the total net lettable area of all shop/retail development in the Retail District exceeding 55,000m<sup>2</sup>.</li> </ul>
<b>Endeavour District</b> The following infrastructure upgrades are required within the Endeavour District.		
<b>ROADS</b>	<ul style="list-style-type: none"> <li>The upgrade of Endeavour Road between Whitfords Avenue and Banks Avenue in accordance with the Transport Report. This upgrade may include (but is not limited to) all road works, additional or lengthened turning lanes, on-street parking and landscaping; and</li> <li>The upgrade of the Banks Avenue and Endeavour Road intersection to the satisfaction of the City of Joondalup. This upgrade may include (but is not be limited to) all road works, kerbing, traffic management/calming and landscaping;</li> </ul>	<ul style="list-style-type: none"> <li>Prior to or as part of any Development or Subdivision Application within the Endeavour District.</li> </ul>
<b>Banks District</b> The following infrastructure upgrades are required within the Banks District.		
<b>ROADS</b>	<ul style="list-style-type: none"> <li>Upgrade of Banks Avenue between Endeavour Road and Marmion Avenue in accordance with the Transport Report. This upgrade may include (but is not limited to) all road works, on-street parking and landscaping</li> </ul>	<ul style="list-style-type: none"> <li>Prior to or as part of any Development or Subdivision Application north of Banks Avenue (within the Banks District).</li> </ul>

Table 2. Infrastructure Upgrades

## 1.13 STREET INTERFACE

### ACTIVE FRONTAGES

#### Objective:

Building frontages are to be active in areas with high projected pedestrian footfall, as indicated on the street interface plan.

#### Minimum Standards:

- Pedestrian shelter of 2.5m minimum width and a minimum of 2.75m clearance above the footpath shall be provided.
- Main building entrances shall be directly onto the primary street frontage.
- Not less than 50% of the area of the facade of the ground floor is to be glass windows or glass doors and the windows and doors must be a minimum 75% of the width of the ground floor facade. The sill of the ground floor window must not be higher than 500mm above the finished floor level.
- There shall be no fencing to any public road.
- There shall be no on-site parking adjacent to any public road.

### PASSIVE FRONTAGES

#### Objective:

Building frontages are to be passive in areas with moderate projected pedestrian footfall, as indicated on the street interface plan.

#### Minimum Standards:

- Pedestrian shelter shall be provided at entrances to buildings.
- Main building entrances shall be directly onto the primary street frontage.
- Any fencing to a public road may be solid to a maximum height of 1.2m and then visually permeable to a maximum height of 1.8m thereafter.
- Car parking areas shall be screened from public roads, however this shall not prevail over the requirement for a maximum height of fencing of 1.0m.

### ATTRACTIVE FRONTAGES

#### Objective:

Building frontages are to be attractive in areas with low projected pedestrian footfall, as indicated on the street interface plan.

#### Minimum Standards

- Development sites shall incorporate landscaping that is designed, developed and maintained to a standard satisfactory to the City.
- Where the building is not of a human scale, the development shall incorporate artistic or sculptural features.

\*Frontage lengths for all frontages are to include minor returns / insets

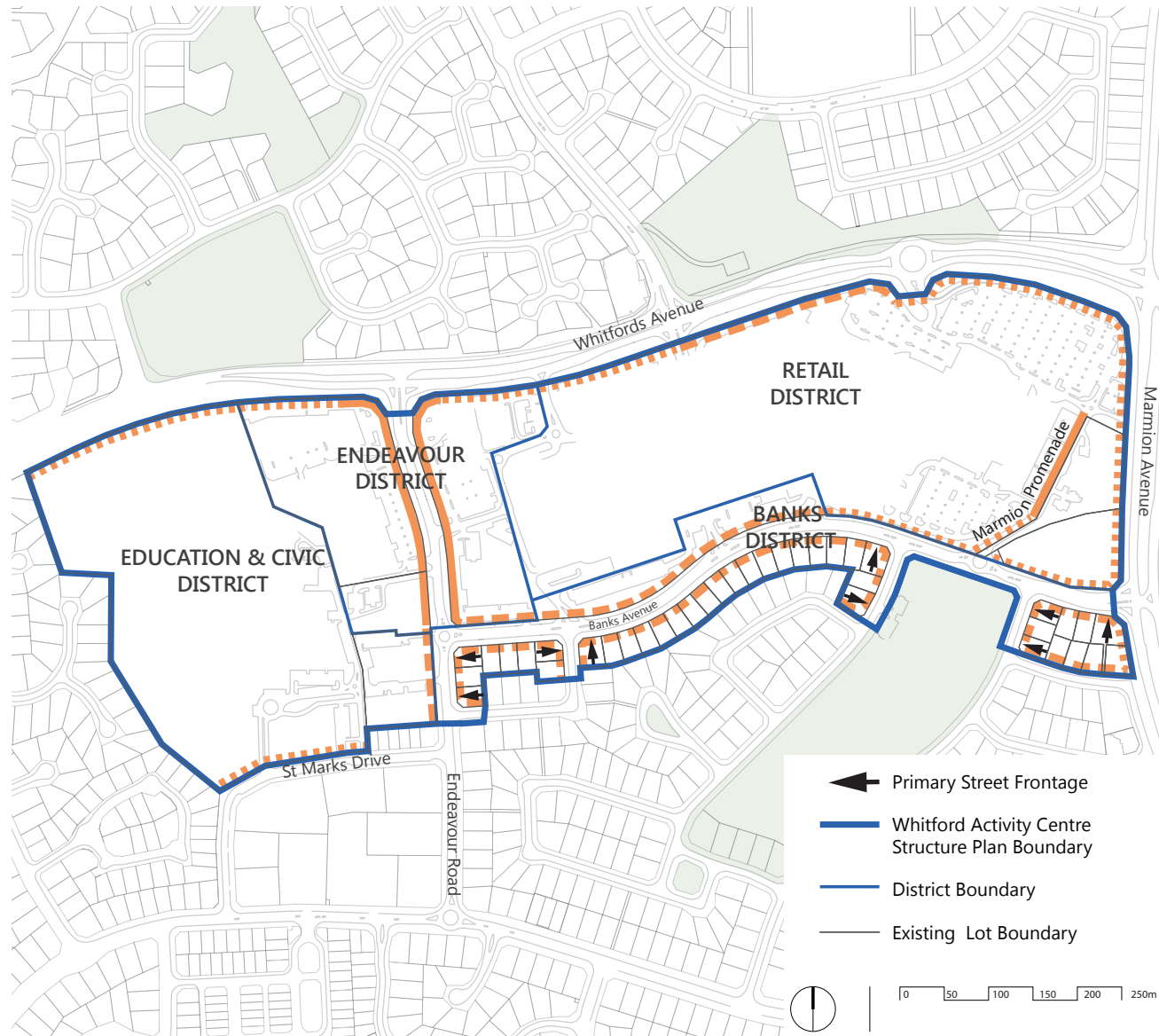


Figure 2. Street Interface Plan

## 1.14 GENERAL DEVELOPMENT REQUIREMENTS

### 1.14.1 GENERAL DEVELOPMENT OBJECTIVES

#### DEVELOPMENT OBJECTIVES

##### CONTEXT

- Provide development guidance consistent with the role and function of Whitford Activity Centre as a secondary centre as defined by SPP 4.2.
- Provide development guidance that distinguishes between the four Districts within the centre.

##### MOVEMENT

- Provide access to an improved bus service and a cycle network connecting Whitford Activity Centre with other sub-regional attractors, the Whitfords train station, the Joondalup City Centre and the Perth CBD.
- Provide a public realm that encourages walking and sustainable modes of transport while ensuring adequate access and parking for private vehicles, to support a wide range of high visitation activities.

##### ACTIVITY

- Provide a focus for diverse retail, commercial, residential, education, community and cultural, entertainment and leisure activities to serve the catchment population and that are complementary to other centres in the North-West Sub-Region and the City of Joondalup.
- Provide appropriate levels of hard and soft infrastructure for these activities to co-exist and develop Whitford Activity Centre as an important community focus or node.
- Provide a local employment focus contributing to employment self-sufficiency targets for the North- West Sub-Region and the City of Joondalup.

##### URBAN FORM

- Provide a robust and flexible urban structure and built form that is responsive to changing community aspirations, increased intensity and diversity of activity, whilst respecting the amenity of surrounding residential areas.
- Provide a vibrant and pedestrian friendly street based public realm.
- Create a unique and appropriate visual character and identity using high quality architectural, spatial and landscape design.
- Roofscape is to be considered as part of building design and designed to be attractive, where it can be viewed from the public realm or any viewpoint within surrounding buildings, to include future buildings.

##### RESOURCE CONSERVATION

- Encourage reduced dependency on private cars thereby reducing energy consumption through aggregation of activities in a walkable centre and improved public transport access to the centre.

##### SERVICES

- Provide service areas that are away from public view and pedestrian movement and limit the impact of service vehicles.

##### IMPLEMENTATION

- Provide a development framework that provides certainty for staged investment whilst offering flexibility to account for changing market conditions and community needs.

### 1.14.2 GENERAL DEVELOPMENT STANDARDS

The following development standards apply to the entire Activity Centre Structure Plan Area. These standards shall also be read in conjunction with Part 4 of the Scheme. Refer also to the district development standards for specific requirements for each district.

ATTRIBUTE / PRINCIPLE	STANDARD Refer also to the district development standards for specific requirements in each district
A1 - Land use and development intensity	<p><b>Land Use Permissibility</b> Refer to Land Use Permissibility Table (Table 1 at section 1.6) for land use permissibility in each district.</p> <p><b>Residential Density</b> A residential density of R80 applies to the Banks, Retail, Education and Civic Districts. Residential development in the Endeavour District is to be in accordance with the requirements of clause 1.15.</p>
A2 - Height and Setbacks	<p><b>Building Height</b> Refer to the Structure Plan Map (Figure 1) and the following development standards for permitted maximum building heights: <u>General Minimum Standards:</u></p> <ul style="list-style-type: none"> <li>• Building heights shall be no greater than the nominated building heights. Building height shall be measured to top of external wall.</li> <li>• At ground level, floor to floor height shall be a minimum of 4.5m to provide for changing of uses over time.</li> <li>• Additional height may be permitted at the City's discretion subject to provision of increased amenity such as a town square, community facility or other agreed element and if there are no unduly detrimental effects to adjoining properties or the public realm.</li> <li>• A minimum 3.0m setback applies to development abutting the Education and Civic District.</li> </ul> <p>In addition to the maximum heights nominated on the Structure Plan Map, the following applies:</p> <p><u>Endeavour District Minimum Standards:</u></p> <ul style="list-style-type: none"> <li>• Endeavour Community Plaza shall be continuously framed by buildings a maximum height of 13.5m for the first 6.0m of the building depth.</li> </ul> <p><u>Retail District Minimum Standards:</u></p> <ul style="list-style-type: none"> <li>• Buildings built to nominated minimum street setbacks shall be a maximum height of 13.5m for the first 6.0m of the building depth.</li> <li>• Buildings at the nominated landmark site on Marmion Promenade shall offer an architectural point of visual interest.</li> </ul> <p><u>Education &amp; Civic Minimum Standards:</u></p> <ul style="list-style-type: none"> <li>• Buildings immediately adjacent lower density areas outside of the district are to be no higher than 2 storeys, within 6.0m from the relevant boundary.</li> </ul> <p><b>Building Setbacks</b> Refer to the respective District Development Standards for building setback requirements.</p>

ATTRIBUTE / PRINCIPLE	STANDARD Refer also to the district development standards for specific requirements in each district
A3 - Pedestrian access	<p><b>Shopping Malls</b></p> <p>Internal pedestrian shopping malls are to be connected to external streets, to contribute to an integrated and permeable centre particularly at 'Prominent Pedestrian Entrances' identified on Figure 1.</p> <p><b>Prominent Pedestrian Entrances</b></p> <ul style="list-style-type: none"> <li>• Prominent Pedestrian Entrances are to be provided generally in accordance with the locations identified on Figure 1.</li> <li>• Buildings are to provide clear and legible connections at these locations through appropriate building articulation and direct pedestrian access to retail shop fronts.</li> <li>• Pedestrian entrances are to be designed in a manner that provides an attractive environment through the provision of informal seating areas and appropriate landscaping or structures to provide shade and protection from the elements.</li> </ul> <p><b>Car Parks</b></p> <p>Clearly signed and safe pedestrian access routes (in accordance with AS 2890.1 (2004) Parking Facilities) are to be provided that lead to building entrances from the street, and through areas of car parking (at grade or in decks) for all developments.</p>
A4 - Vehicle parking and access	<p><b>Parking Provision</b></p> <p>Car parking for all residential development shall be provided for in accordance with the Residential Design Codes of Western Australia unless otherwise varied by any applicable District Development Standards.</p> <ul style="list-style-type: none"> <li>• Car parking for people with a disability is to be provided in accordance with relevant Australian Standards for all non residential development.</li> </ul> <p><b>Retail District</b></p> <ul style="list-style-type: none"> <li>• A car parking rate of 4.5 bays per 100m<sup>2</sup> net lettable area applies to the Retail District.</li> </ul> <p><b>Endeavour District</b></p> <ul style="list-style-type: none"> <li>• A car parking rate of 2.7 bays per 100m<sup>2</sup> net lettable area applies to the Endeavour District.</li> </ul> <p><b>Banks District</b></p> <ul style="list-style-type: none"> <li>• A car parking rate of 2.7 bays per 100m<sup>2</sup> net lettable area applies to the Banks District.</li> </ul> <p><b>Education and Civic District</b></p> <ul style="list-style-type: none"> <li>• Car parking shall be provided in accordance with the District Planning Scheme No.2.</li> </ul> <p><b>General Parking Location</b></p> <ul style="list-style-type: none"> <li>• Car parking is to be located as prescribed by the District Development Standards.</li> </ul> <p><b>Sleeving of Parking</b></p> <ul style="list-style-type: none"> <li>• At-grade and deck car parking areas are to be screened and to be visually attractive from the public realm and in accordance with the applicable District Development Standards.</li> </ul>

ATTRIBUTE / PRINCIPLE	STANDARD Refer also to the district development standards for specific requirements in each district																																
A4 - Vehicle parking and access	<p><b>Vehicle Access Locations</b></p> <ul style="list-style-type: none"> <li>Vehicle access points and crossovers are to be located as indicated on the Structure Plan Map. The location should be consistent with the development objectives of the district and supported by traffic analysis to the satisfaction of the City. Rationalisation of existing crossovers should occur whenever possible.</li> </ul> <p><b>Service Vehicle Access</b></p> <ul style="list-style-type: none"> <li>Service vehicle routes and access points should be located away from areas of high pedestrian footfall and designed with consideration for safety, visual and acoustic amenity for adjoining uses.</li> <li>Service vehicle access from active frontages, including Marmion Promenade and Endeavour Road, shall be avoided.</li> <li>Service areas are to be appropriately visually screened where visible from the public street to minimise their impact.</li> <li>Any application for planning approval proposing a service area shall be accompanied by an acoustic assessment which considers the requirements of the noise regulations.</li> </ul> <p><b>Car Park Entrances</b></p> <ul style="list-style-type: none"> <li>Entrances to parking areas are to be clearly visible from the street and signed to indicate directions and availability to road users.</li> </ul>																																
A4 - Vehicle parking and access	<p><b>Bicycle Parking</b></p> <p>The following minimum bicycle parking standards apply to the Structure Plan Area:</p> <table border="1" data-bbox="703 852 2056 1385"> <thead> <tr> <th data-bbox="703 852 1196 890">USE</th> <th data-bbox="1196 852 1608 890">Minimum Long Term Parking</th> <th data-bbox="1608 852 2056 890">Minimum Short Term Parking</th> </tr> </thead> <tbody> <tr> <td data-bbox="703 890 1196 928">Multiple Dwelling</td> <td data-bbox="1196 890 1608 928">As per the Residential Design Codes</td> <td data-bbox="1608 890 2056 928">As per the Residential Design Codes</td> </tr> <tr> <td data-bbox="703 928 1196 967">Short Stay Accommodation, Hotel (accom.), Motel</td> <td data-bbox="1196 928 1608 967">1 space per 40 guest bedrooms</td> <td data-bbox="1608 928 2056 967">Nil.</td> </tr> <tr> <td data-bbox="703 967 1196 1005">Commercial**</td> <td data-bbox="1196 967 1608 1005">1 space per 1,500m<sup>2</sup> NLA</td> <td data-bbox="1608 967 2056 1005">1 space per 1000m<sup>2</sup> NLA</td> </tr> <tr> <td data-bbox="703 1005 1196 1043">Office</td> <td data-bbox="1196 1005 1608 1043">1 space per 250m<sup>2</sup> NLA</td> <td data-bbox="1608 1005 2056 1043">1 space per 750m<sup>2</sup> NLA</td> </tr> <tr> <td data-bbox="703 1043 1196 1082">Consulting Rooms, Medical Centre</td> <td data-bbox="1196 1043 1608 1082">1 space per 8 practitioners</td> <td data-bbox="1608 1043 2056 1082">1 space per 4 practitioners</td> </tr> <tr> <td data-bbox="703 1082 1196 1200">Hotel, Tavern, Small Bar, Nightclub</td> <td data-bbox="1196 1082 1608 1200">1 space per 100m<sup>2</sup> of bars and public areas, including lounges, beer gardens and restaurants</td> <td data-bbox="1608 1082 2056 1200">1 space per 150m<sup>2</sup> of bars and public areas, including lounges, beer gardens and restaurants</td> </tr> <tr> <td data-bbox="703 1200 1196 1264">Recreation Centre, Private Recreation</td> <td data-bbox="1196 1200 1608 1264">1 space per 400m<sup>2</sup> NLA available to the public, including swimming pools</td> <td data-bbox="1608 1200 2056 1264">1 space per 200m<sup>2</sup> NLA available to the public, including swimming pools</td> </tr> <tr> <td data-bbox="703 1264 1196 1327">Public Exhibition Facility, Place of Worship, Place of Assembly, Club (Non-Residential), Reception Centre</td> <td data-bbox="1196 1264 1608 1327">Nil.</td> <td data-bbox="1608 1264 2056 1327">1 space for every 30 people that the building is designed to accommodate</td> </tr> <tr> <td data-bbox="703 1327 1196 1385">Showroom</td> <td data-bbox="1196 1327 1608 1385">1 space per 750m<sup>2</sup> NLA for premises greater than 300m<sup>2</sup> NLA.</td> <td data-bbox="1608 1327 2056 1385">1 space per 1000m<sup>2</sup> NLA</td> </tr> </tbody> </table> <p>** Commercial includes a Shop, bank, Betting Agency, Convenience Store, Drive Through Food Outlet, Lunch Bar, Restaurant, Restricted Premises and Service Station. Uses not listed will be at the discretion of the City.</p>			USE	Minimum Long Term Parking	Minimum Short Term Parking	Multiple Dwelling	As per the Residential Design Codes	As per the Residential Design Codes	Short Stay Accommodation, Hotel (accom.), Motel	1 space per 40 guest bedrooms	Nil.	Commercial**	1 space per 1,500m <sup>2</sup> NLA	1 space per 1000m <sup>2</sup> NLA	Office	1 space per 250m <sup>2</sup> NLA	1 space per 750m <sup>2</sup> NLA	Consulting Rooms, Medical Centre	1 space per 8 practitioners	1 space per 4 practitioners	Hotel, Tavern, Small Bar, Nightclub	1 space per 100m <sup>2</sup> of bars and public areas, including lounges, beer gardens and restaurants	1 space per 150m <sup>2</sup> of bars and public areas, including lounges, beer gardens and restaurants	Recreation Centre, Private Recreation	1 space per 400m <sup>2</sup> NLA available to the public, including swimming pools	1 space per 200m <sup>2</sup> NLA available to the public, including swimming pools	Public Exhibition Facility, Place of Worship, Place of Assembly, Club (Non-Residential), Reception Centre	Nil.	1 space for every 30 people that the building is designed to accommodate	Showroom	1 space per 750m <sup>2</sup> NLA for premises greater than 300m <sup>2</sup> NLA.	1 space per 1000m <sup>2</sup> NLA
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ATTRIBUTE / PRINCIPLE	STANDARD Refer also to the district development standards for specific requirements in each district
A4 - Vehicle parking and access	<p>Long-term bicycle parking facilities are to be located in a convenient and secure location for employees/residents and can include:</p> <ul style="list-style-type: none"> <li>• Locked compounds with communal access using duplicate keys or electronic swipe cards in a secure location and fitted with bicycle parking devices.</li> <li>• Fully enclosed individual lockers.</li> <li>• Devices to which the bicycle frame and wheels can be locked, positioned close to and directly visible from inside the place of employment.</li> <li>• Short-term bicycle parking facilities are to include devices to which the bicycle frame and wheels can be locked and should be located in a convenient and secure position close to the entrance of the premises.</li> </ul> <p><b>End of Journey Facilities</b></p> <p>All non-residential development, where more than 6 long term bicycle spaces are required in accordance the above provisions, must provide end of journey facilities in line with the below standards:</p> <ul style="list-style-type: none"> <li>• A minimum of 1 locker for each bicycle space;</li> <li>• A minimum of 1 unisex shower and change room. Additional shower facilities are to be provided at a rate of 1 female shower and 1 male shower for every additional 10 bicycle parking bays, to a maximum of 5 female and 5 male showers per development.</li> <li>• End of journey facilities must be located as close as possible to bicycle parking facilities.</li> <li>• End of journey facilities must be located in convenient locations, such as near building entrances and near cycling routes.</li> </ul>
A5 - Landmark sites and community focal points	<p>Refer to the Structure Plan Map for locations of landmark sites and community focal points. Refer to district development standards for specific requirements for each location.</p> <p>Development on landmark sites and around community focal points is to be designed with recognition of the site’s strategic location. It should address the public realm with an appropriate level of architectural or landscape detail, to the satisfaction of the City.</p> <p><b>Community Focal Points in the Endeavour District are:</b></p> <ul style="list-style-type: none"> <li>• Endeavour Community Plaza.</li> </ul> <p><b>Landmark Sites in the Endeavour District are:</b></p> <ul style="list-style-type: none"> <li>• Building at corner of Whitfords Avenue and Endeavour Road (east side).</li> <li>• Building at corner of Whitfords Avenue and Endeavour Road (west side).</li> </ul> <p><b>Community Focal Points in the Retail District are:</b></p> <ul style="list-style-type: none"> <li>• Marmion Promenade (located on private land).</li> </ul> <p><b>Landmark Sites in the Retail District are:</b></p> <ul style="list-style-type: none"> <li>• Building element at the northern end of Marmion Promenade.</li> <li>• Landscape and/or sculptural element at corner of Marmion Avenue and Whitfords Avenue.</li> </ul>

ATTRIBUTE / PRINCIPLE	STANDARD Refer also to the district development standards for specific requirements in each district
A6 - Street and public realm interface	<p><b>Street Interface</b></p> <ul style="list-style-type: none"> <li>Interface treatments with the street are to be consistent with the Street Interface Plan (Figure 2). Interface treatments are to be interpreted as minimums, i.e. an identified passive or attractive frontage is permitted to be built as an active frontage if so desired by applicants, in accordance with the standards of that district.</li> </ul> <p><b>Facades Fronting the Street or Public Realm</b></p> <ul style="list-style-type: none"> <li>Buildings are to be designed with a consistent approach to all facades. Architectural character and visual interest is to be provided to all sides of buildings that are viewed from the public realm. This can be achieved with articulation, colour and/or materials (including glazing).</li> <li>Corner buildings are to be designed to address both streets with equal importance.</li> </ul> <p><b>Building Entrances</b></p> <ul style="list-style-type: none"> <li>Main building entrances shall be directly onto the primary street frontage.</li> </ul> <p><b>Passive Surveillance</b></p> <ul style="list-style-type: none"> <li>Crime Prevention Through Environmental Design (CPTED) principles are to apply in the design of street and public realm interface.</li> </ul> <p><b>Signage, Advertising and Public Art</b></p> <ul style="list-style-type: none"> <li>Signage shall be in accordance with the standards applicable to the Commercial Zone under the City of Joondalup Signs Policy.</li> <li>Public art is to be provided as part of the design of landmark sites, where appropriate, at the discretion of the City.</li> </ul>
A7 - Landscape and private open space	<p><b>Landscape Provision</b></p> <ul style="list-style-type: none"> <li>Landscaping within and to private development is to be designed to suit the intense urban environment of the activity centre.</li> <li>Where fronting the street, landscaped areas are to be integrated with the streetscape to include the use of consistent materials and planting.</li> <li>Shade trees in uncovered car parking areas shall be provided at a rate of 1 (one) tree for every 4 (four) bays.</li> </ul> <p><b>Balconies and Roof Gardens</b></p> <ul style="list-style-type: none"> <li>Balconies to private residences or commercial spaces shall face the street or be designed to avoid overlooking private space.</li> <li>Roof gardens for commercial and residential development are permitted.</li> </ul>
A8 - Roofscape	<ul style="list-style-type: none"> <li>Roof mounted plant and equipment is to be screened from view from all sides.</li> <li>Screening shall be consistent with the design and character of the building.</li> </ul>
A9 - Service areas and ancillary buildings	<p><b>Location</b></p> <ul style="list-style-type: none"> <li>Service areas and refuse disposal systems shall be located away from public areas and residential development.</li> </ul> <p><b>Screening</b></p> <ul style="list-style-type: none"> <li>Service and refuse areas are to be screened from view.</li> <li>Screening and ancillary buildings shall be constructed of materials and be of design compatible with the adjacent buildings.</li> </ul>

## 1.15 ENDEAVOUR DISTRICT PLANNING REQUIREMENTS

### 1.15.1 DISTRICT DESIRED CHARACTER

CHARACTER STATEMENT	<p>The Endeavour District will become an intense and diverse urban environment with a focus on street based activity. It will be vibrant, well landscaped, pedestrian friendly and will provide a diverse range of activity to include housing, shops, offices and community uses. Activities that contribute to evening street life and provide interesting and activated frontages will be encouraged. Endeavour Road is envisaged as a Main Street environment with a shared pedestrian priority zone at the community square or plaza, with low vehicle speeds and on-road cycle lanes.</p> <p>The focus of the district will be the Endeavour Community Plaza which will connect the Retail District with the Education and Civic District; it will become a community meeting place for surrounding residents. The space will be activated by a ground floor and upper level plaza providing a community hub and focal point for the Endeavour District. Retail, cafes and restaurants will activate the upper level plaza creating a vibrant destination and reinforcing the connection between Retail and Endeavour Districts.</p>
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### 1.15.2 DISTRICT OBJECTIVES

DEVELOPMENT OBJECTIVES	<ul style="list-style-type: none"> <li>• Create a Main Street, mixed use environment; with high amenity, a sense of place and a highly landscaped streetscape.</li> <li>• Facilitate a pedestrian connection between Endeavour Road and the Retail District.</li> <li>• Provide for a public square or plaza in a central location, for community meeting and interaction.</li> <li>• Provide for the majority of medium-high residential density within the WACSP. This residential density may take the form of apartments, terraces, townhouses and maisonettes.</li> <li>• Encourage a broad range of uses and design treatments that promote both day and night time activation.</li> <li>• Promote the delivery of office, smaller scale retail and dining outlets on ground floors to activate the street.</li> <li>• Provide for a continuous facade to Endeavour Road, wherever possible, minimising the number of vehicular access points.</li> <li>• Allow on-street parking where possible and encourage onsite parking to be located behind buildings that adjoin Endeavour Road.</li> <li>• Provide for an appropriate interface between development within this Education and Civic District.</li> <li>• Provide areas of public and private open space to promote active and passive recreation spaces for the community.</li> <li>• A portion of public open space will provide both a local function for residents and to facilitate a strong connection between St Mark's Anglican Community School and the Endeavour District.</li> </ul>
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### 1.15.3 DEVELOPMENT STANDARDS

ATTRIBUTE / PRINCIPLE	STANDARD
A1 - Land use and development intensity	<p><b>Residential Design Codes</b></p> <ul style="list-style-type: none"> <li>• Grouped Dwellings – R40 density provisions apply in accordance with Part 5 of the Residential Design Codes unless otherwise varied by the Development Standards for the Endeavour District.</li> <li>• Multiple Dwellings – in accordance with Part 6 of the Residential Design Codes unless otherwise varied by the Development Standards for the Endeavour District. No plot ratio applies to Multiple Dwellings, refer to design requirements in Table 3.</li> </ul>

ATTRIBUTE / PRINCIPLE	STANDARD
A2 - Building height and setbacks	<p><b>Building Height</b> Building height shall be in accordance with the maximum building heights prescribed in Figure 1, with minimum building heights as prescribed by Table 3 and Figure 3.</p> <p><b>Building Setbacks</b> Building setbacks are prescribed in Table 3 and Figure 3.</p> <p><i>Note: for residential development, unless varied by Table 3, all provisions of the R-Codes apply.</i></p>
A3 - Pedestrian access	<p>Pedestrian access will be provided in accordance with Section 2.5.2 of Part 2 however, the following shall be provided as a minimum:</p> <ul style="list-style-type: none"> <li>• Footpaths are to be provided on both sides of Endeavour Road.</li> <li>• Pedestrian access ways will be provided in an east-west orientation, to connect internal malls and residential development to Endeavour Road.</li> </ul>
A4 - Vehicle parking and access	<p><b>Vehicle Access Locations</b></p> <ul style="list-style-type: none"> <li>• Internal roadways shall be provided on either side of Endeavour Road, to service development with frontage to Endeavour Road and to provide for more coordinated and cohesive access arrangements for the district.</li> <li>• Crossovers are to be rationalised where reasonable to do so and where the removal will not have an adverse effect on the surrounding movement network. Multiple crossovers on lots less than 1500m<sup>2</sup> will not be permitted.</li> <li>• The existing access way to St Marks Anglican Community School from Endeavour Road is to remain until a suitable alternative is provided on redevelopment of the site.</li> </ul>
A5 - Landmark sites and community focal points	<p><b>Endeavour Community Plaza</b></p> <ul style="list-style-type: none"> <li>• Endeavour Community Plaza will be the primary community focal point at the western end of the activity centre. It will integrate and connect the Retail District with the Education and Civic District, in a Main Street environment.</li> </ul> <p>In addition to the development standards that apply to the Endeavour District, the following standards apply to Endeavour Community Plaza:</p> <ul style="list-style-type: none"> <li>• Developments must ensure that active uses, including retail and hospitality uses, are located on ground floor areas. Residential uses are not permitted on the ground floor fronting the square.</li> <li>• Ground floor areas must be designed to as to accommodate a range of active uses that may change over time.</li> <li>• The square is to be a minimum of 20m (north-south) x 40m (east-west), measured to building facades. This area includes the street as a pedestrian priority - shared zone.</li> <li>• The square is to have direct pedestrian connections into the retail core.</li> <li>• Balconies and windows at upper levels of buildings as well as at ground level must be oriented to the square.</li> <li>• Alfresco dining areas in the square are to have good solar access with flexibility for winter sun and summer shade.</li> </ul>
A6 – Open Space	<ul style="list-style-type: none"> <li>• Being a particularly urban environment, open space in the Endeavour District shall generally be provided in the form of communal space, terraces and balconies within individual developments. A portion of public open space however, is to be ceded in a location generally as depicted on Figure 3.</li> </ul>
A7 - Subdivision	<ul style="list-style-type: none"> <li>• Subdivision within the Endeavour District shall generally be in aligned with Figure 3.</li> </ul>

	FRONTAGE 1	FRONTAGE 2	FRONTAGE 3	R-Codes
<b>GROUND FLOOR RESIDENTIAL STREET SETBACK</b> (metres) (primary and secondary)	Not permitted minimum - 0m maximum - 2.0m	Permitted minimum - 0m maximum - 3.0m	Permitted minimum - 0m maximum - 11.5m	These provisions replace the following provisions of the R-Codes Not applicable. 5.1.2 - Street Setback 6.1.3 - Street Setback
<b>SIDE SETBACK</b> (metres)	minimum - 0m	minimum - 0m	minimum - 0m	5.1.3 - Lot Boundary Setbacks 6.1.4 - Lot Boundary Setbacks
<b>REAR SETBACK</b> (metres)	minimum - 0m	minimum - 0m Min 3m to St. Mark's Anglican Community School	minimum - 0m	5.1.3 - Lot Boundary Setbacks 6.1.4 - Lot Boundary Setbacks
<b>CONTIGUOUS FRONTAGE AT GROUND FLOOR (%)</b>	minimum 80%	minimum 70%	minimum 70%	Not applicable.
<b>MINIMUM BUILDING HEIGHT*</b> (metres)	8m (2 storeys) Landmark buildings - 11.5m (3 storeys)	8m (2 storeys)	8m (2 storeys)	5.1.6 - Building Height 6.1.2 - Building Height
<b>OPEN SPACE</b>	Grouped Dwellings - Refer to R40 requirements of the R-Codes - Table 1. Multiple Dwellings - 30% of site			Provision for Multiple Dwellings replaces those contained in clause 6.1.5 and Table 4 of the R-Codes.

Table 3. Endeavour District Design Requirements

\* assumes ground level floor to ceiling height of 4.5m and above ground level floor to ceiling height of 3.5m.

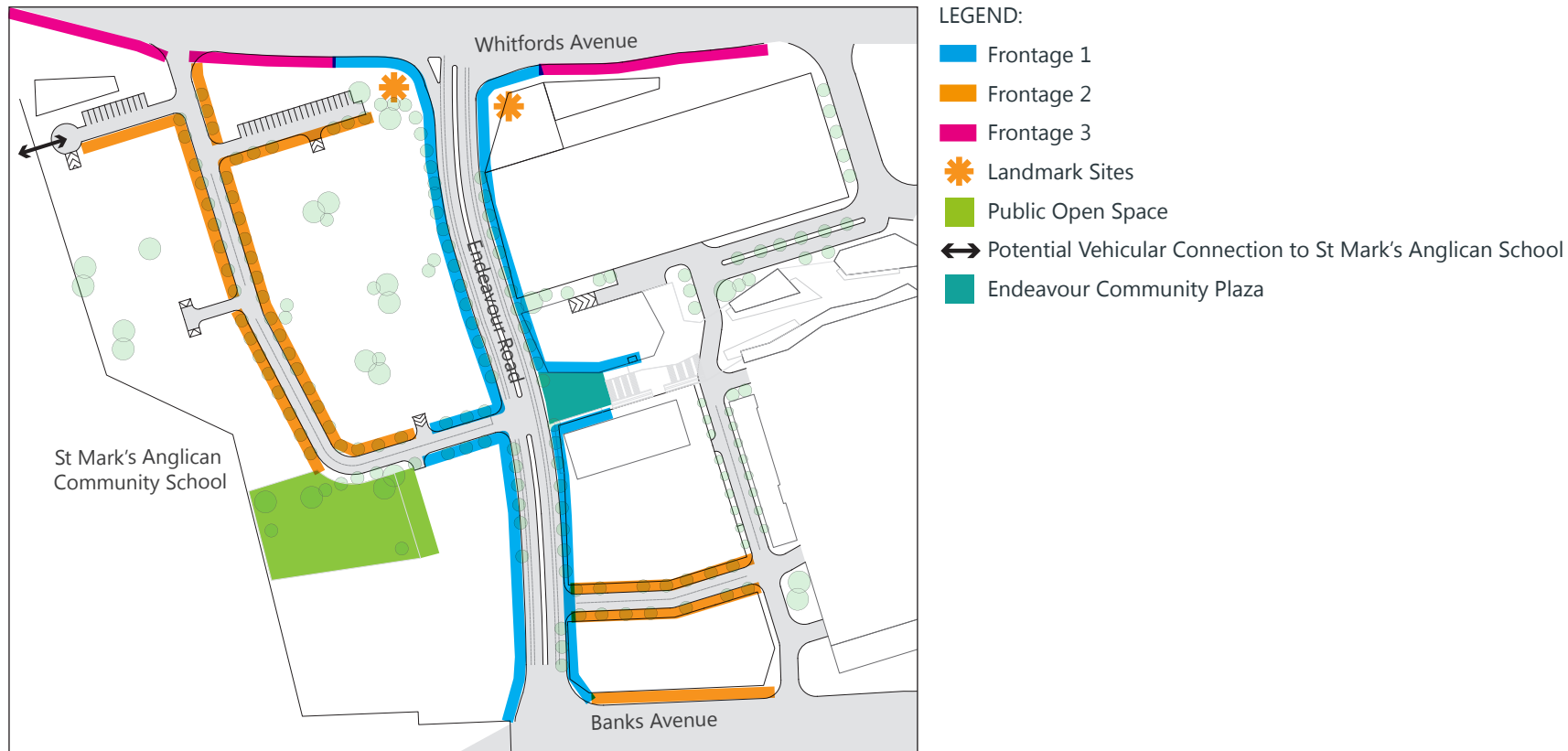


Figure 3. Endeavour District Design Requirements Plan

## 1.16 RETAIL DISTRICT PLANNING REQUIREMENTS

### 1.16.1 DISTRICT DESIRED CHARACTER

CHARACTER STATEMENT	<p>The Retail District will provide residents and visitors with convenient access to a mix of retail, office, leisure, entertainment, recreation and community facilities within both new and renovated buildings that respond to current consumer and community demands and desires. The retail district will be characterised as a destination that is vibrant and accessible, with a unique character and sense of place evolving from the retail activity of the centre.</p> <p>New buildings to the eastern end of the retail core will provide an enhanced presentation and sense of arrival to Marmion Avenue as well as attractive frontages to both Whitfords Avenue and Banks Avenue. Development in the vicinity of the new Whitfords Avenue bus stop will provide strong connections to this key piece of public transport infrastructure. A new north-south pedestrian connection (Marmion Promenade) will add to this sense of arrival and address, while the southern edge of the retail buildings will respond to the character of the Banks District.</p> <p>At the western end, the retail district will interface with the Endeavour District. A strong pedestrian connection between the Endeavour Community Plaza and the retail core, will be provided.</p>
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### 1.16.2 DISTRICT OBJECTIVES

DEVELOPMENT OBJECTIVES	<ul style="list-style-type: none"><li>• Provide convenient access to a diverse mix of retail, office, leisure, entertainment, recreation and community facilities.</li><li>• Respond to current and changing consumer and community demands for lifestyle and convenience.</li><li>• Promote the seamless integration of external and internal pedestrian connections and spaces.</li><li>• Provide built form that offers both attractive and active frontage appropriate to the level of adjacent pedestrian activity.</li><li>• Create an improved eastern frontage to the retail core with high amenity and landscape, pedestrian connection to Marmion Avenue and a sense of arrival for the centre.</li><li>• Create a future pedestrian connection from the internal mall environment to the future Endeavour Road Main Street environment.</li><li>• Create a pedestrian connection between Banks Avenue and Whitfords Avenue on the eastern frontage of the retail core.</li><li>• Provide parking predominantly in decks and basements, whilst also providing some at grade parking for short term convenience trips.</li><li>• Marmion Promenade is to become the primary community focal point at the eastern end of the retail core. It will provide improved legibility and a direct north-south pedestrian connection through the eastern end of the centre.</li><li>• Development adjacent to the future bus embayments along Whitford Avenue (refer Figure 1) shall provide for both a strong visual and pedestrian connection to this future public transport node.</li></ul>
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### 1.16.3 DEVELOPMENT STANDARDS

ATTRIBUTE / PRINCIPLE	STANDARD
A1 - Building setbacks	<p><b>Building setbacks</b></p> <ul style="list-style-type: none"> <li>• Nil to 3.0m to Marmion Promenade.</li> <li>• 3.0m minimum setback to all other streets.</li> </ul>
A2 - Pedestrian access	<ul style="list-style-type: none"> <li>• Primary off street pedestrian connections should be as nominated on the Structure Plan Map (Figure 1). In addition, footpaths (min 2.0m width) shall be provided along all external facing tenancies and within 20m of all mall entrances.</li> <li>• Pedestrian access within car parking areas shall comply with AS 2890.1 (2004) Parking Facilities.</li> <li>• Strong pedestrian connections from the retail core to the bus stop on Whitfords Avenue and to the Endeavour District are to be provided to provide legibility and convenience for pedestrians.</li> </ul>
A3 - Vehicle parking and access	<p><b>Parking provision</b></p> <ul style="list-style-type: none"> <li>• The City may require a Traffic Impact Assessment and parking strategy/report for any development application.</li> </ul> <p><b>Sleeving of parking</b></p> <ul style="list-style-type: none"> <li>• Wherever possible, surface and decked car parks should be sleeved with built form so as to minimize any visual impact to the surrounding public streets. Where this does or cannot occur, these parking areas are to be screened via soft and/or hard landscaping (including visual screens), to ensure a visually attractive streetscape is maintained.</li> </ul>

ATTRIBUTE / PRINCIPLE	STANDARD
A4 - Landmark sites and community focal points	<p><b>Marmion Promenade</b></p> <p>In addition to the development standards that apply to the Retail District, the following standards apply to Marmion Promenade:</p> <ul style="list-style-type: none"> <li>• The promenade is to generally be located as depicted on the Structure Plan Map (Figure 1) and have a minimum road width of 10m, including 2.0m (min) footpaths on both sides and landscaping in accordance with an approved landscape plan.</li> <li>• The promenade is to provide a major entrance to the eastern portion of the shopping centre.</li> </ul> <p><b>Landmark Site at Corner Marmion Avenue and Whitfords Avenue</b></p> <p>In addition to the development standards that apply to the Retail District, the following standards apply to the landmark site at the corner of Whitfords Avenue and Marmion Promenade:</p> <ul style="list-style-type: none"> <li>• The junction of Marmion and Whitfords Avenue should be clearly articulated using landscape treatments to signal approach to the centre from the vehicle environment of the road intersection.</li> <li>• The scale and detail of the landscape treatments should be appropriate to this environment whilst also signalling the change of character and grain anticipated within the centre.</li> <li>• Landscaping treatments could include plantings, sculpture or other hardworks. Any such works should be consistent with the design theme for the redevelopment of the Retail District.</li> <li>• The above objectives shall be achieved through an approved landscape plan.</li> </ul> <p><b>Building at the Northern End Marmion Promenade at the Entry to the Retail Core</b></p> <p>In addition to the development standards that apply to the Retail District, the following standards apply to the building on Marmion Promenade at the entry of the retail core:</p> <ul style="list-style-type: none"> <li>• The building at the northern end of Marmion Promenade is to be a key element in enhancing the sense of place of the centre. It will be a distinctive beacon from Marmion Avenue as well as an improved pedestrian environment at the east end of the retail core.</li> <li>• The building must have a distinct architectural treatment visible from Marmion Avenue and Banks Avenue (aside from the need to treat facades differently on different orientations).</li> <li>• The building is to have active street frontages on to Marmion Promenade and be designed to accommodate diverse activities that contribute to vitality, viability and safety at all times of the day.</li> </ul>
A5 - Street and public realm interface	<p><b>Refer to Structure Plan Map (Figure 1), Street Interface Plan (Figure 2) and the following applicable standards:</b></p> <ul style="list-style-type: none"> <li>• Buildings are to provide opportunities for the establishment of prominent pedestrian entrances to the Retail District at identified locations along Whitfords Avenue, Marmion Promenade and the Endeavour District.</li> <li>• The portion of Whitfords Avenue frontage designated as 'Passive Frontage' on Figure 2 shall provide opportunities for the future integration with a major consolidated bus stop.</li> </ul>

## 1.17 BANKS DISTRICT PLANNING REQUIREMENTS

### 1.17.1 DISTRICT DESIRED CHARACTER

CHARACTER STATEMENT	The Banks District will be characterised by transition in both activity and built form. A range of uses including residential and offices will be encouraged. Banks Avenue will become more urban in character with buildings up to 3-storeys fronting it. Adjacent development will potentially have shared access to rear parking areas. On-street parking will be provided on both sides of Banks Avenue. Care will be taken to retain the amenity of residential properties to the south.
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### 1.17.2 DISTRICT OBJECTIVES

DEVELOPMENT OBJECTIVES	<ul style="list-style-type: none"> <li>• Create a functional mixed use transitional zone between the retail core and suburban residential development to the south.</li> <li>• Promote the delivery of mixed use development, but do not preclude single uses (i.e. either residential or commercial only) in the interim.</li> <li>• Encourage the rationalisation and sharing of crossovers between properties and developments.</li> <li>• Ensure parking areas for all new development is screened from street view.</li> <li>• Provide quality building presentation to the street and screen service areas associated with the Retail District.</li> <li>• Ensure a strong pedestrian connection to the Retail District is achieved.</li> </ul>
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### 1.17.3 DEVELOPMENT STANDARDS

ATTRIBUTE / PRINCIPLE	STANDARD
A1 - Building setbacks	<p><b>Building Setbacks</b></p> <p>Building setbacks apply as follows:</p> <ul style="list-style-type: none"> <li>• 1.0m minimum to the primary street. Upper storey balconies may be provided at nil setback.</li> <li>• 1.0m minimum from secondary streets.</li> <li>• A 7.5m minimum rear setback applies to those lots south of Banks Avenue, so as to avoid overlooking issues. Covered car parking can however be provided within the 7.5m rear setback area.</li> <li>• Nil minimum side setbacks apply subject to BCA requirements. For Lot 273 Venus Way a 2.0m side setback applies to the southern boundary.</li> </ul>
A2 - Vehicle parking and access	<p><b>General Parking Location</b></p> <p>No vehicle parking within the primary street setback area is permitted.</p>
A3 - Landscaping	<p>Landscaping is to be in accordance with an approved Landscape Plan. A Landscape Plan is to be submitted with any development application within the district.</p>

## 1.18 EDUCATION AND CIVIC DISTRICT PLANNING REQUIREMENTS

### 1.18.1 DISTRICT DESIRED CHARACTER

CHARACTER STATEMENT	The Education and Civic District will generally be characterised by campus style buildings set in landscape. The existing St Mark's Anglican Community School is an important community facility that would benefit from associated compatible activities. There is potential for additional community facilities to be located or co-located in this district, to provide diversity of activity in proximity to Endeavour Road.
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### 1.18.2 DISTRICT OBJECTIVES

DEVELOPMENT OBJECTIVES	<ul style="list-style-type: none"> <li>• Provide for the continuation and enhancement of existing education and civic uses within the Education and Civic District.</li> <li>• Provide for an improved street treatment and interface which recognises the changing role and function of Endeavour Road as a Main Street mixed use environment.</li> <li>• Respect the adjoining residential land use in the form and placement of future development.</li> <li>• Facilitate improved vehicular access and movement through an additional access point from Whitfords Avenue and provision for effective drop off and pick up arrangements.</li> <li>• Facilitate vehicular and pedestrian access to St Mark's Anglican Community School from Endeavour Road.</li> </ul>
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### 1.18.3 DEVELOPMENT STANDARDS

ATTRIBUTE / PRINCIPLE	STANDARD
A1 - Building setbacks	<p><b>Building Setbacks</b></p> <p>Building setbacks are to be as follows:</p> <ul style="list-style-type: none"> <li>• 1.0m minimum to Endeavour Road.</li> <li>• Nil side and rear setbacks permissible subject to BCA requirements, except where development abuts a residential lot. Where abutting a residential lot a minimum 2.0m side and rear setback applies. Buildings immediately adjacent lower density areas outside of the district are to be no higher than 2 storeys, within 6.0m from the dividing boundary.</li> <li>• Building setbacks for development on Lot 181 (20) St Marks Drive are to be in accordance with the Scheme.</li> </ul>
A2 - Pedestrian access	A well-defined pedestrian accessway aligned with the preferred Banks Avenue extension to the school from Endeavour Road shall be provided to facilitate safe and convenient pedestrian access to and from St Mark's Anglican Community School.
A3 - Vehicle parking and access	<p><b>Vehicle Access Locations</b></p> <ul style="list-style-type: none"> <li>• The use of existing accessways from Endeavour Road is satisfactory in the interim, until such time as sites with frontage to Endeavour Road are redeveloped.</li> <li>• Access to Whitford Avenue is to be via the Endeavour District as generally depicted on Figure 1 and Figure 3.</li> <li>• Any direct access from St Mark's Anglican Community School to Whitfords Avenue will be subject to the City of Joondalup and Department of Planning approval.</li> </ul>

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