



Attachment 2

PART ONE : PROPOSED STRUCTURE PLAN

1.0 STRUCTURE PLAN AREA

The Structure Plan area comprises 34 hectares bounded by Joondalup Drive to the east, Hodges Drive to the north west, the Mitchell Freeway to the west and south west and Eddystone Avenue to the south.

2.0 STRUCTURE PLAN PRECINCTS AND LAND USE DESIGNATIONS

The Structure Plan shows the road structure and divides the structure plan area into the following precincts and land uses:

- Bulk Retail/showroom Precinct
- Bulk Retail/Showroom and/or Technology Park Precinct
- Service Industry Precinct
- Bulk Retail/Showroom/Service Industry Precinct
- Drainage Purpose Precincts

3.0 INTERPRETATIONS

The words and expressions used in this Structure Plan shall have the respective meanings given to them in the City of Joondalup District Planning Scheme No.2 (the Scheme). Where not listed in the Scheme the following interpretations shall apply.

'Architectural Elements' means elements built into the design and construction of a building to enhance its style, presentation and variety and may include tower elements, spines, gables, mouldings, awnings, verandahs, etchings and any other built form element.

'Car Parking Levels' means the ground level of areas provided for the purposes of car parking. Such areas shall have a maximum grade of 5% with ramps providing access to car parking areas to have a maximum grade of 10%.

'Ground Floor Level' means the floor level of a building +/- 0.5 metres from the finished Australian Height Datum (AHD) level of an existing adjacent road that the building fronts or the future level of the lot created by a future subdivision approval granted by the Western Australian Planning Commission over the land subject to this structure plan.

‘Masonry’ means a building and construction finish which includes a palette of materials of a masonry base and shall include materials such as stone, concrete and brickwork but does not include materials such as metal, timber, fibro cement sheeting or other similar material.

‘Research Facility’ means premises used for the purposes of conducting investigations by means of scientific or technological research and may include offices, laboratories and ancillary facilities.

‘Municipal Depot Facility’ means premises used for the maintenance and garaging of vehicles, storage of materials and administration of tasks, associated with the provision of services to the municipality by the City of Joondalup and includes all activities ancillary to this function.

4.0 THE SCHEME

Unless provided for by specific requirements of this Structure Plan, all requirements shall be in accordance with the provisions of the Scheme.

5.0 FUTURE SUBDIVISION

Future subdivision application(s) will be required to be considered by the City over the structure plan area. The future subdivision of the site and corresponding engineering drawings submitted to the City must achieve, where practical and with the City’s approval, retention and protection of significant remnant native trees upon the site. Where possible, such trees should be protected through variation to the alignment of proposed roads so that trees are located within proposed road reserves, within 3 metres to any street lot boundary (so that they can be incorporated into any future landscaping associated with the development of the lot), traffic islands, roundabouts and proposed drainage sites.

The subdivision of the land shall also ensure that future lot levels created are sympathetic to the adjacent road level. In this regard, the finished lot level shall be +/- 0.5 metres from the finished Australian Height Datum (AHD) level of the adjacent road that the lot fronts, as noted in Part 3.0 Interpretations. If dual road frontage lots or “superlots” with more than one lot frontage are proposed at the subdivision stage, the City may consider varying this requirement at this stage of development of the land, provided that the finished lot level is generally in accordance with the overall intention for it to be relative to the finished Australian Height Datum (AHD) level of the adjacent road(s).

6.0 BULK RETAIL/SHOWROOM PRECINCT

6.1 Objectives

The bulk retail/showroom precinct is intended to accommodate whole-saling, warehouses, showrooms and trade and professional services, as well as providing for large scale commercial business and large scale category/theme based bulk retail outlets.

The objectives of the bulk retail/showroom precincts are to:

- a) Provide for retail and commercial businesses which require large areas such as bulky goods and large scale category/theme based retail outlets as well as complementary business services.
- b) Ensure that development within this precinct creates an attractive façade to the street and provides visual amenity for surrounding areas and as a southern gateway to the Joondalup City Centre.
- c) Ensure development within this precinct can be progressed in an efficient, coordinated and flexible manner.
- d) Promote the application of sustainable and energy efficient building and design techniques to developments within this precinct.

6.2 Permitted Uses

The following land uses are permitted in the Bulk Retail/Showroom Precinct, subject to any conditions that the Council may wish to impose in granting its approval and compliance with the provisions of this Structure Plan.

- Amusement Facility/Parlour
- Art Gallery
- Auction Room
- Bakery
- Bank
- Car Park
- Car Wash
- Child Care Centre
- Civic Building
- Hardware Store
- Kindergarten
- Laundrette
- Laundry
- Market (Retail)
- Medical Centre
- Office
- Open Air Display
- Private Recreation

- Club (Non-Residential)
- Communication Antenna
- Costume Hire
- Dry Cleaning Premises
- Education Establishment
- Equipment Hire
- Funeral Parlour
- Garden Centre
- Hall
- Place of Assembly
- Place of Workshop
- Public Exhibition Facility
- Reception Centre
- Recreation Centre
- Showroom
- Trade Display
- Vehicle Sales/Hire Premises
- Veterinary Consulting Rooms
- Veterinary Hospital
- Warehouse

6.3 Provisions

6.3.1 Setbacks

In the Bulk Retail/Showroom Precinct setbacks shall be as follows:

- | | |
|-------------------------|--|
| (i) Joondalup Drive : | 70% of the width of the front façade of the building shall be set back a minimum of 15m and a maximum of 25m. Where the maximum 25m setback is applied, a minimum area of 2 metres in depth shall be provided for uses other than vehicle access or parking (for example, pedestrian access, display purposes or landscaping). |
| (ii) Eddystone Avenue : | 70% of the width of the front façade of the building shall be set back a minimum of 15m and a maximum of 25m. Where the maximum 25m setback is applied, a minimum area of 2 metres in depth shall be provided for uses other than vehicle access or parking (for example, pedestrian access, display purposes or landscaping). |

- (iii) Mitchell Freeway : The minimum setback to the Mitchell Freeway shall be the eastern edge of the Western Power easement parallel to the Mitchell Freeway.
- (iv) Other roads : The minimum setback from other roads shall be 6m from the primary street (street to which the building fronts) and a minimum of 3m from the secondary street.
- (v) Side and Rear Boundaries : Setbacks to side and rear boundaries can be reduced to nil provided such walls comply with the Building Code of Australia.

6.3.2 *Building Orientation*

All buildings shall be oriented to the road that the lot upon which the building is proposed, fronts. Where a lot is located at the intersection of Joondalup Drive and another road then buildings within that lot shall be oriented towards Joondalup Drive.

6.3.3 *Landscaping*

In the Bulk Retail/Showroom Precinct a minimum 8% of the subject site shall be provided as landscaping with a minimum width of 3m along any street frontage. Landscaping shall incorporate any remnant vegetation protected as part of the approved subdivision of the land and largely be comprised of native species, in particular those species native to the locality. The use of exotic species may also be considered, however shall be limited to areas where the use of native vegetation is not suitable (ie heavily shaded areas).

A detailed landscape plan shall be submitted to the City for building license approval.

A minimum of 1 shade tree per 4 car parking bays shall also be required.

6.3.4 *Car Parking*

In the Bulk Retail/Showroom Precinct car parking shall be provided in accordance with the relevant Scheme standard for the proposed use, as denoted in Table 2 of the Scheme. Where no Scheme standard is specified, 1 car bay for every 30m² Net Lettable Area (NLA) is to be provided.

6.3.5 *Access*

In the Bulk Retail/Showroom Precinct reciprocal rights of access shall be provided as shown on the Structure Plan along the Joondalup Drive and Eddystone Avenue frontages.

Where minimum setbacks are adopted, carparking bays shall be positioned adjacent to the front boundary such that the reciprocal access across buildings is continuous.

6.3.6 *Building Height*

In the Bulk Retail/Showroom Precinct the maximum building height permitted shall be 13m other than landmark Architectural elements which may be up to a maximum 18m in height and limited in size by a maximum floor area of 80m².

6.3.7 *Materials and Finishes*

In the Bulk Retail/Showroom Precinct the following minimum standard of materials and finish shall be required.

- (i) All street facades shall be constructed in a masonry material with a minimum of 50% of the façade to incorporate glass finishes. Where concrete tilt-up panelling is proposed this shall only be permitted on the street facades of buildings when provided with a textured paint, articulated or detailed finish or combination thereof.
- (ii) That part of any street façade other than the glass finish component is to incorporate other architectural elements to enhance design and visual appearance.
- (iii) Reflective glazing shall not be permitted and where non reflective glazing is provided such glazing shall not be used for

any form of signage, unless in accordance with Schedule 4 – Exempted Advertising of the City’s District Planning Scheme No. 2.

- (iv) Corner lots must incorporate at least one tower element within its design. For other lots, the incorporation of a single tower element may be considered.
- (v) Side and rear facades shall be constructed of a masonry material and have a painted finish. Side and rear facades directly fronting on to areas accessible to the public shall be painted with anti-graffiti paint.
- (vi) All servicing and building infrastructure items (for example delivery areas, refuse areas, air conditioners etc) shall be screened from view from the street through building design, provision of landscaping or other built form means.

6.3.8 *Boundary Fencing*

In the Bulk Retail/Showroom Precinct, where a building is located on a boundary, no fencing shall be required. Where buildings are setback from a rear or side boundary where appropriate, a minimum black chain mesh fence to a maximum height of 1.8m shall be provided.

Fencing located between a street frontage and a building shall be of permeable construction, of a high aesthetic standard and shall be a maximum of 1.8m in height. Materials such as fibro cement, zincalume or ringlock fencing shall not be permitted.

7.0 BULK RETAIL/SHOWROOM AND/OR TECHNOLOGY PARK PRECINCT

7.1 Objectives

The Bulk Retail/Showroom and/or Technology Park Precinct is intended to accommodate the opportunity for development as per the bulk retail/showroom precinct, as described in Part 6 above, and/or as an integrated Technology Park.

In addition to the objectives set out in Clause 6.1 above, the additional objectives of the Bulk/Retail Showroom and/or Technology Park Precinct is to:

- a) Provide recognition of the opportunity for a Technology Park Precinct to be located within the Structure Plan area while providing for alternative land uses in the event that the Technology Park option is not pursued.

7.2 Permitted Uses

In addition to the permitted landuses outlined within Clause 6.2 above, the following additional landuses are also permitted in the Bulk/Retail Showroom and/or Technology Park Precinct, subject to any conditions that the Council may wish to impose in granting its approval and compliance with the provisions of this Structure Plan.

- Research Facility

A Research Facility is defined as an establishment used predominantly for the purposes of scientific, technical, economic, social or environmental research and development.

7.3 Provisions

The development provisions contained within Clause 6.3 above shall also apply to this precinct.

8.0 SERVICE INDUSTRY PRECINCT PROVISIONS

8.1 Objectives

The Service Industry Precinct is intended to provide for a wide range of business, industrial and private recreational developments which the City may consider would be inappropriate in commercial and business areas, but which are capable of being conducted in a manner which will prevent them being obtrusive or detrimental to local amenity.

The objectives of the Service Industry Precinct are to:

- a) Accommodate a range of light industry, showrooms and warehouses, entertainment and private recreational activities and complimentary

business services which by their nature would not detrimentally affect the amenity of surrounding areas.

- b) Ensure that development within this precinct creates an attractive façade to the street to enhance the visual amenity of the surrounding areas.
- c) Promote the application of sustainable and energy efficient building and design techniques to developments within this precinct.

8.2 Permitted Uses

Other than a bank which is not permitted in the Service Industry Precinct, the permitted landuses outlined within Clause 6.2 above are also permitted in the Service Industry Precinct, subject to any conditions that the Council may wish to impose in granting its approval and compliance with the provisions of this Structure Plan.

In addition, the following uses are permitted in the Service Industry Precinct.

- Light Industry
- Lunch Bar

8.3 Provisions

The development provisions contained within Clause 6.3 above shall also apply to this precinct, with the exception of Clause 6.3.6(i) where a minimum 25% of the façade to incorporate glass finishes (in lieu of 50%).

9.0 BULK RETAIL/SHOWROOM/SERVICE INDUSTRY PRECINCT

The Bulk Retail/Showroom/Service Industry Precinct is intended to provide for multiple uses including the opportunity for a combination of the Bulk Retail/Showroom and Service Industry activities identified elsewhere in the Structure Plan area. In addition, provision is made within this precinct to accommodate the development of a municipal depot site for the City of Joondalup within the Structure Plan area.

9.1 Objectives

The objectives of the Bulk Retail/Showroom/Service Industry Precinct are to:

- (a) Accommodate a range of light industry, showrooms and warehouses, vehicle repairs, fuel depots, storage yard and complimentary

business services which by their nature would not detrimentally affect the amenity of the surrounding areas;

- (b) Ensure that development within this precinct creates an attractive façade to the street for the visual amenity of surrounding areas and as a gateway to the Joondalup City Centre;
- (c) Promote the application of sustainable and energy efficient building and design techniques to developments within this precinct.

9.2 Permitted Uses

The permitted uses outlined within Clause 6.2 above are also permitted in the Bulk Retail/Showroom/Service Industry Precinct subject to any conditions that the Council may wish to impose in granting its approval and compliance with the provisions of this Structure Plan. In addition, the following uses are also permitted:

- Fuel Depot
- Light Industry
- Municipal Depot Facility
- Storage Yard
- Vehicle Repairs

9.3 Provisions

9.3.1 Setbacks

Setbacks in the Depot Site Precinct shall be as follows:

- (i) Hodges Drive : Minimum 9m.
- (ii) Mitchell Freeway : Minimum 10m

9.3.2 Landscaping

A minimum 8% of the subject site shall be provided as landscaping with a minimum boundary landscaping strip of 6m width.

9.3.3 Car Parking

Car parking shall be provided in accordance with the relevant Scheme standard for the proposed use, as denoted in Table 2 of the Scheme. Where no Scheme Standard is specified, 1 bay for every 50m² NLA is to be provided.

9.3.4 Access

Vehicular access shall be via an internal subdivisional road. No direct access shall be permitted from the Mitchell Freeway. Left-in / Left-out access only from Hodges Drive may be permitted, subject to the approval of Main Roads Western Australia.

9.3.5 Building Height

The maximum building height permitted shall be 13m other than landmark Architectural elements which may be up to a maximum 18m in height and limited in size by a maximum floor area of 80m². In addition, the provision of any telecommunications component which shall be permitted only as part of a Municipal Depot Facility, such as masts, aerials and the like are not deemed to be building for the purposes of assessing building height.

9.3.6 Materials and Finishes

The following minimum standard of materials and finish shall be required.

- (i) All street facades shall be constructed in a masonry material, with a minimum 50% of the façade to incorporate glass finishes. Should concrete tilt panel construction be utilised, it shall be painted.
- (ii) That part of any street façade other than the glass finish component is to incorporate other Architectural Elements to enhance design and visual appearance.
- (iii) Reflective glazing shall not be permitted and where non-reflective glazing is provided such glazing shall not be used for any form of signage, unless in accordance with Schedule 4 – Exempted Advertising of the City's District Planning Scheme No.2.
- (iv) Side and rear facades shall be constructed of a masonry material and have a painted finish. Side and rear facades directly fronting onto publicly accessible areas shall be painted with anti graffiti paint.

- (v) All servicing and building infrastructure items (for example delivery areas, storage areas, refuse areas, air conditioners etc) shall be screened from view from the street through building design, provision of landscaping or other built form means.

9.3.7 *Boundary Fencing*

In the Bulk Retail/Showroom Precinct, where a building is located on a boundary, no fencing shall be required. Where buildings are setback from a rear or side boundary where appropriate, a minimum black chain mesh fence to a maximum height of 1.8m shall be provided.

Fencing located between a street frontage and a building shall be of permeable construction, of a high aesthetic standard and shall be a maximum of 1.8m in height. Materials such as fibro cement, zincalume or ringlock fencing shall not be permitted.

10.0 DRAINAGE PURPOSE PRECINCT PROVISIONS

The drainage sites identified within the structure plan are set aside to provide for a coordinated drainage response across the structure plan area. The objective of the drainage land use designation is to identify appropriate locations within the structure plan area to service drainage requirements of the proposed structure plan area. All drainage sites must incorporate the protection of remnant vegetation wherever possible and be largely concealed from view wherever possible.

**SOUTHERN BUSINESS DISTRICT STRUCTURE PLAN
SCHEDULE OF SUBMISSIONS FOLLOWING ADVERTISING
(CLOSED 3 MARCH 2005)**

NO	NAME OF SUBMITTOR	DESCRIPTION OF AFFECTED PROPERTY	SUBMISSION SUMMARY	COUNCIL'S RECOMMENDATION
1	ING Real Estate	PO Box 7737 Cloisters Square PERTH WA 6000	Supports the proposed structure plan on the basis that existing zoning requirements for the Bulk Retail/Showroom Precinct are enforced. If the zoning requirements are not properly enforced businesses that would otherwise be located in shopping centres may take advantage of the lower land costs to locate in areas zoned Bulk Retail/Showroom. This would undermine one of the main aims of the Metropolitan Centres Policy.	The provisions of the structure plan will be enforced through the development application process. Although not directly related to the current structure plan process, existing zoning requirements relating to bulk retail developments are currently being reviewed by the Western Australian Planning Commission.
2	U Goeft	54 Littorina Avenue HEATHRIDGE WA 6027	<p>The structure plan appears to be reasonable and commends the City on having foresight to provide for flexibility in the plan.</p> <p>Pleased to see the inclusion of sustainability and energy efficiency considerations into the design of buildings, however this objective is rather vague and would be desirable to provide some guidance as to what this entails, particularly if there are any sustainable building and energy efficiency guidelines available from the City of Joondalup or elsewhere.</p> <p>The structure plan provisions prescribe the glass content in the facades of buildings to be at least 50% and this may not be energy efficient, depending on the type of glass used and other design considerations, especially if the amount of glass is greater than 50%. Minimum efficiency standards should be set.</p> <p>Pleased that in Section 8.3 the glass content in the façade of buildings has been reduced to a minimum of 25%, however a maximum limit has not been set, theoretically allowing a 100% glass</p>	<p>Noted.</p> <p>The energy efficiency/sustainability provisions contained within the draft structure plan are broad to allow for sufficient design flexibility. The Building Code of Australia will contain provisions relating to energy efficiency of buildings and is to be applied to the assessment of building licence applications.</p> <p>Refer to comments above.</p> <p>Refer to comments above.</p>

**SOUTHERN BUSINESS DISTRICT STRUCTURE PLAN
SCHEDULE OF SUBMISSIONS FOLLOWING ADVERTISING
(CLOSED 3 MARCH 2005)**

			<p>content, which may not be energy efficient.</p> <p>Pleased to note that significant trees are to be protected. It would be desirable to extend this to other vegetation worth retaining.</p> <p>Good to read that landscaping is to be done preferably with local vegetation. Watering needs to be undertaken until established, then water use discouraged afterwards and needs to be enforced.</p> <p>I hope objective 6.1 b) also pertains to the facades of buildings facing the Mitchell Fwy as these will be visually prominent from a fair distance.</p> <p>Designated drainage sites provide an opportunity for stormwater treatment so that pollutants are removed.</p>	<p>Noted. The draft structure plan contains provisions relating to vegetation protection at the future subdivision stage. The structure plan also contains provisions relating to future landscaping of developments and requires that native species be predominantly used.</p> <p>Noted. The Water Corporation is charged with the responsibility for monitoring and enforcing water use.</p> <p>All future development in close proximity to the Fwy reserve will be setback approximately 20 metres from the edge of the freeway reserve due to the location of Western Powers easement that cannot be built upon. These buildings will therefore not be as visually prominent than those existing to the south of the structure plan area.</p> <p>Noted. A designated drainage site to service the structure plan area is proposed.</p>
3	P & D Phillips	41 St Claire Circle EDGEWATER WA 6027	<p>Pleased that the area subject to the structure plan is to be developed. The land has been subject to fire and used as a dumping ground which is unsightly and unhealthy for the bushland.</p> <p>In favour of the area being developed commercially, but hopes that it will be done in an aesthetically pleasing way (plenty of native shrubs and shady trees to enhance and screen buildings and car parks.</p>	<p>Noted.</p> <p>Noted. The draft structure plan contains provisions to ensure that this occurs.</p>

**SOUTHERN BUSINESS DISTRICT STRUCTURE PLAN
SCHEDULE OF SUBMISSIONS FOLLOWING ADVERTISING
(CLOSED 3 MARCH 2005)**

			<p>A small restful park and picnic facilities would be welcome in the precinct also.</p> <p>In regard to future development, after discussion with neighbours in the north Edgewater region, we agree that it would be most welcome to have a small supermarket shopping centre similar to those in Woodvale, Beldon or Craigie, with either Dewsons, Action, Foodland, Supa Valu or Woolworths as the main shop and other smaller tenants there. Provides a comprehensive list of urgently needed retail type facilities which are largely defined as a shop under the City's DPS2.</p> <p>Having these types of shops would be easier for Edgewater residents to access by alternative modes of transport.</p> <p>Considers it ludicrous that yet another furniture or electrical complex should be built on this site when there are already so many in the immediate locality. We hope this won't happen as this is not what the residents want.</p> <p>At present Edgewater residents have to drive 4-5 km just to get out of their subdivision, then another 5km just to buy a bottle of milk and the paper.</p> <p>It would be very convenient to have a pedestrian/cycle overpass from the north Edgewater/Lakeside Drive region to assist school students, mothers with prams and small toddlers and the elderly and disabled to cross the extremely busy and dangerous Joondalup Drive into the development.</p>	<p>Public open space is not required to be provided as this is to be developed as a commercial area, not a residential area.</p> <p>Noted. The subject land is to be developed to provide for service commercial type landuses, not retail type landuses as suggested. The Joondalup Regional Centre located a few kilometres to the north of the site provides this retail function. If another shopping centre were to be permitted within the structure plan area, this will directly compete with and undermine the growth of the Joondalup Regional Centre, and the viability of the local shopping centre in Edgewater.</p> <p>Noted. Refer above comments.</p> <p>Noted. The exact land uses within the precinct are not known at this stage. The structure plan provides flexibility in this regard.</p> <p>Noted. Refer to above.</p> <p>Lakeside Drive is proposed to be extended into the structure plan area. This intersection is signalled and should provide safe access into the area.</p>
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**SOUTHERN BUSINESS DISTRICT STRUCTURE PLAN
SCHEDULE OF SUBMISSIONS FOLLOWING ADVERTISING
(CLOSED 3 MARCH 2005)**

			Thank you for the opportunity to make this submission and we will be watching and hopeful that our suggestions may be implemented.	
4	Water Corporation	N/A	No objection in principal to the structure plan. Advises that existing infrastructure exists and may require relocation at no cost to the Water Corporation.	Noted.
5	Transperth	N/A	No objection. No plans to use any of the internal roads as bus routes.	Noted.
6	Joondalup Business Association Inc on behalf of its members within Western Business Park		<p>Wish to highlight concerns of the JBA and its members and owner operators in the western business park who are most directly effected by the proposed structure plan.</p> <p>The structure plan is unique in that the developer and approving body have a direct interest in the outcome and a possible conflict of interest exists in that two government agencies proposing the structure plan to their own benefit.</p> <p>Landcorp is maximising its financial return by upgrading the existing zoning and the City of Joondalup is creating a 'depot site' use exclusively for its own benefit.</p> <p>Owners in the western business area have for years lobbied and made representations to the City to rezone this precinct to more accurately represent the demand and current business operations in the park.</p> <p>It appears ironic that the western business area, which is closer to the CBD, has a service industrial zoning and the proposed southern business district has a more flexible and market related zoning.</p> <p>The rezoning of the southern business district</p>	<p>Noted.</p> <p>Noted. While Council determines whether the structure plan is supported or not, the final decision rests with the Western Australian Planning Commission. The structure plan is considered on planning related grounds only.</p> <p>Issues relating to financial return is not a relevant town planning consideration with respect to the draft structure plan. The draft structure plan is proposed to be modified in the currently named 'Depot Precinct'.</p> <p>Land uses and development expected in the service industry area within the southern business district will be virtually identical to that which currently exists in the Western Business district.</p> <p>While these comments are acknowledged, the issues raised are separate from the current consideration of the draft structure plan. The majority of the Southern Business District could notionally be developed with uses akin to the Joondalup Gate development to the south.</p>

**SOUTHERN BUSINESS DISTRICT STRUCTURE PLAN
SCHEDULE OF SUBMISSIONS FOLLOWING ADVERTISING
(CLOSED 3 MARCH 2005)**

			<p>without rezoning the western business district lacks fairness, logic and best practice planning.</p> <p>We recommend that the Southern Business District proposal be put on hold and the two areas, southern and western, be reviewed in a more equitable and practical manner. The private sector owners are, after all, the ratepayers the City is charged with servicing.</p> <p>We respectfully request that a meeting be held with the western business owners and operators as a matter of urgency as it is perceived that they will be the most detrimentally impacted upon.</p>	<p>Council is required to consider the structure plan application in accordance with the provisions of the City's District Planning Scheme No. 2, within statutory time frames.</p> <p>Refer above comments.</p>
7	F E Nelson	14 Gleneagles Close CONNOLLY WA 6027	<p>May I ask that you consider two points in respect to the Joondalup Southern Business District Draft Structure Plan;</p> <p>The access to the depot should only be from the business park side and in no way should access be allowed from Hodges Drive and Mitchell Fwy. There is insufficient distance to allow access/exit toad to the proposed depot along Hodges Drive.</p> <p>Would it not be better for the depot site to incorporate the service industry site along side it, as a car park for the depot users, so the area would be isolated by the railway reserve on the depot side. The site would then be better disposed for security.</p>	<p>Agreed. No vehicular access will be permitted from Mitchell Freeway onramp. The structure plan states that a left in/left out vehicle movement may be permitted from Hodges Drive, however this can only occur if Main Roads WA approve the access.</p> <p>This is not considered necessary as security issues relating to the car parking area associated with the possible future depot site or any future development will be carefully considered at the future development approval stage.</p>
8	Edith Cowan University	100 Joondalup Drive JOONDALUP WA 6027	<p>The southern business district has previously been identified as a potential 'technology park' site to service the needs of the Joondalup region and to complement the technology park located adjacent to Curtin University.</p> <p>While I am not aware of any current planning relating to the development of a technology park</p>	

**SOUTHERN BUSINESS DISTRICT STRUCTURE PLAN
SCHEDULE OF SUBMISSIONS FOLLOWING ADVERTISING
(CLOSED 3 MARCH 2005)**

			<p>on the site, it would be unfortunate if the opportunity to develop such a park in the City of Joondalup were lost.</p> <p>The planning documents indicate that it is proposed to use the bulk of the site for bulk retail and showrooms, service industry and the City of Joondalup depot site. Stage 4 is identified as a bulk retail/showroom and /or technology park and Section 7 of the document indicates that the zoning 'provides recognition of the opportunity for a technology park precinct to be located within the structure plan area, while providing for alternative land use in the event that a technology park option is not pursued'.</p> <p>I suspect that this is shorthand for saying that unless Stage 4 of the site is acquired and developed as a technology park in the short term, then it is likely to be utilised for bulk/retail showrooms.</p> <p>The university is of the view that this relatively small component of the site should be preserved to allow for the potential development of a technology park in the long term. The development of a technology park would bring significant benefits to the City of Joondalup and surrounding areas, particularly with respect to job creation and the demand for services, and it is important, in our view, that this component of the site be reserved for a technology park development only.</p>	<p>The wording of the draft structure plan allows sufficient flexibility for the land to be developed for both land uses in the future.</p> <p>This matter is at the discretion of the landowner and any future purchaser of land within this precinct and not the City. Market forces drive this and it is therefore outside of the City's control</p> <p>The supporting report for the structure plan notes that considerable support from the Government and university sectors is required for a viable technology park, and notes that demand is limited. While the City would encourage such, it appears that demand is limited for a park, and a flexible land use arrangement must be considered..</p>
9	S Bosich	11 St Helena Way ILUKA WA 6028	This letter regards the proposed development on Joondalup Drive between Eddystone Ave and Hodges Drive. I am extremely alarmed at the continuous clearing of our natural bush as previous letters have stated when there is so	An environmental study of the area concluded that there were no rare or endangered species in the area, and according to Bush Forever,, the study area did not comprise vegetation of regional significance.

**SOUTHERN BUSINESS DISTRICT STRUCTURE PLAN
SCHEDULE OF SUBMISSIONS FOLLOWING ADVERTISING
(CLOSED 3 MARCH 2005)**

			<p>much informed information stating the long term changes this is causing, see attached articles. I am stunned that we are still practicing the old style of clear everything when we are living with the effects everyday and it is getting increasingly worse as the lack of rain salinity and diminished water (illegible) and action is required ASAP and the other problems and the costs will overwhelm us all in the long term. Instead could resources be better utilised and not so spread out over the City. Shopping Centres and showrooms etc becoming multiple levels with underground and rooftop parking. With the weather getting warmer multiple trips to do shopping and returning to a hot car takes the shine off visiting various stores and makes me look more and more to shopping on-line. This is a new millennium requiring new ideas and ways that allow us to co-exist with the natural environment not destroy it.</p> <p>If we turn Perth into a desert we are not like Egypt and have things like the pyramids to draw visitors most people who come to visit usually come to see our natural sights and our unique flora and fauna. With the train right to the city centre tourists have easy access to come and view the natural environment particularly Burns Beach bushland and Lake Joondalup and visit local stores on the way home. The bush land mentioned at the beginning of this letter contains large trees and shrubs which allows our local birds and flora and fauna to increase in numbers allowing visitors to take memories home on their digital cameras.</p> <p>On another front with block sizes getting smaller this leads to an increase in the burning of fossil</p>	<p>Existing trees within the draft structure plan area is proposed to be retained wherever possible, as recommended by the environmental survey. Existing vegetation found on the site is not considered to be of sufficient value to be acquired and retained as either a local reserve or through the State Government's 'bush forever' policy.</p>
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**SOUTHERN BUSINESS DISTRICT STRUCTURE PLAN
SCHEDULE OF SUBMISSIONS FOLLOWING ADVERTISING
(CLOSED 3 MARCH 2005)**

			<p>fuels e.g. air conditioning and heating as people cant utilise the use of trees and shrubs to do this that large blocks allowed. Also I have been told that Council employee wages are determined by the number of rate payers, could you please indicate if this is correct. If so I do not wish to reduce peoples wages but perhaps workers could be rewarded by the amount of natural bush retained in each area, not by the amount of development something for Dr Gallop to ponder perhaps. Thank you for your time lets leave our children some thing unique and enjoyable not a parched waste land.</p>	<p>Council employee wages are not determined by the number of rate payers.</p>
10	Western Australian Planning Commission	N/A	<p><u>Transport and Access</u></p> <p>The proposed reciprocal rights of access for the Bulk Retail/Showroom Precinct fronting Joondalup Drive and Eddystone Avenue (Provision 6.3.4 Access) are in accordance with the Commission's Regional Roads (Vehicular Access) Policy DC5.1 and are supported. It is noted, however, that no reciprocal rights of access are identified for Stage 4 where it abuts Joondalup Drive and it is assumed that all access within this stage will be restricted to the proposed internal road.</p> <p>Hodges Drive is reserved for Other Regional Road purposes in the Metropolitan Region Scheme and under the Notice of Delegation falls under the control of the Western Australian Planning Commission. Accordingly, provision 9.3.4 relating to access for the Depot Site Precinct should be modified to indicate that left in/left out access onto Hodges Drive may be permitted subject to the approval of Main Roads WA and the WAPC. In this respect it should be noted that Main Roads WA has advised that no</p>	<p>Noted. Reciprocal rights of access have been provided for Stage 4 in the revised draft structure plan</p> <p>Noted. Structure plan will need to be modified to include the WAPC as a determining body for any access onto Hodges Drive.</p>

**SOUTHERN BUSINESS DISTRICT STRUCTURE PLAN
SCHEDULE OF SUBMISSIONS FOLLOWING ADVERTISING
(CLOSED 3 MARCH 2005)**

			<p>vehicle access shall be permitted from Hodges Drive.</p> <p>It is noted that the proposed internal road transects the railway reserve. The Public Transport Authority has advised that there is no objection to the proposal subject to the proposed road bridge being constructed in accordance with the Authority's requirements. In this respect you are advised to contact the Manager of Track and Civil of the PTA during the planning phase.</p> <p><u>Uses</u></p> <p>Some of the terms used in the Objectives section may give rise to uncertainty as to what uses are permitted in the different precincts. Terms like 'retail warehouse' and large scale category/theme based bulk retail outlets' appear in the Objectives but are not defined in the Town Planning Scheme, modification document or the Model Scheme Text. Further, they are not included in the list of permitted uses.</p> <p>The development of a nursing home within an industrial estate is not considered appropriate and should be excluded from the permitted uses. Further, the inclusion of a caretakers dwelling within an industrial area is inconsistent with the Commission's Planning Bulletin No. 70 – Caretakers Dwellings in Industrial Areas and similarly this use should also be excluded as a permitted use.</p> <p>It is noted that a lunch bar is a permitted use within the Bulk Retail/Showroom Precinct and while it is appreciated that the lunch bar would provide a service to employees within the</p>	<p>Noted.</p> <p>Structure Plan amended accordingly.</p> <p>Structure Plan amended accordingly.</p> <p>Lunch bar removed as a permitted use.</p>
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**SOUTHERN BUSINESS DISTRICT STRUCTURE PLAN
SCHEDULE OF SUBMISSIONS FOLLOWING ADVERTISING
(CLOSED 3 MARCH 2005)**

			<p>Southern Business District, it is considered that it is a use that would be more appropriately located in the Service Industry Precinct, rather than the Bulk Retail/Showroom Precinct.</p> <p>Clause 7.2 indicates that in addition to the permitted uses detailed in Clause 6.2, uses comprising Educational Establishments are permitted uses within the Bulk Retail/Showroom and/or Technology Park precinct. However Clause 6.2 already lists Educational Establishments as a permitted use.</p> <p><u>Development Provisions</u></p> <p>Clause 6.3.1 (i) and (ii) should be modified to include landscaping as an alternative to vehicle access and parking.</p> <p>It is suggested that Clause 6.3.6 (i) be modified to include provisions that control the amount of tinting permitted to glass finishes.</p> <p>Fencing within the front setback areas should generally be discouraged and Clause 6.3.7 should specify the maximum height of any fencing within the front setback area.</p> <p><u>Other</u></p> <p>Main Roads WA has indicated that no vehicle access shall be permitted to or from the Mitchell Freeway reserve, no earthworks shall encroach onto this reserve, no stormwater drainage shall be discharged into the reserve and any damage to existing verge vegetation in the reserve shall be made good.</p>	<p>Structure plan modified accordingly</p> <p>Structure plan modified accordingly</p> <p>Structure plan modified to exclude reflective tinting. For energy efficiency reasons, it is not proposed to exclude tinting exclusively.</p> <p>Structure plan modified to specify maximum front fence height.</p> <p>Noted.</p>
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**SOUTHERN BUSINESS DISTRICT STRUCTURE PLAN
SCHEDULE OF SUBMISSIONS FOLLOWING ADVERTISING
(CLOSED 3 MARCH 2005)**

Late Submission				
11	Department of Health	N/A	<p>Consideration need to be given to include the following in proposed modifications:</p> <p>All developments will need to comply with the provisions of the Government Sewerage Policy – Perth Metropolitan Region.</p> <p>The provision of buffers between residential development and conflicting or sensitive land uses to the recommendation of the EPA guidelines.</p>	<p>Noted.</p> <p>Noted. Sufficient buffers are in place between existing residential development on the eastern side of Joondalup Drive and proposed commercial development within the draft structure plan area on the western side of Joondalup Drive.</p>

Modifications to Draft Structure Plan – Southern Business District

General

Remove references to 'retail warehouse' as this is not a term that is defined in DPS2 or the structure plan.

Plan 1 location of vehicle cross-easements shown on all lots fronting Joondalup Drive.

Clauses

- 6.2 Permitted uses modified to exclude lunch bars and caretakers residence.
- 6.3.1 Modify setback provision to clarify that min/max setbacks apply to 70% of the front facade
- 6.3.2 Clause on building orientation added
- 6.3.7 Clause added prohibiting reflective glazing
- 6.3.8 Maximum fence height of 1.8m added
- 7.2 Deleted Educational Establishment (repeated from previous clause)
- 8.2 Amended the permitted uses to include Light Industry and Lunch Bar as a permitted use.
- 9.0 Precinct title change to 'Bulk Retail/Showroom/Light Industry
- 9.2 Land uses expanded to include the uses permitted in the Bulk retail/showroom/Service Industry precincts. Depot retained as a permitted use.
- 9.3 Clauses modified to expand permitted land uses and modify development provisions as appropriate
- 9.3.5 Height requirements modified to be consistent with other precincts.
- 9.3.6 iii) Clause added prohibiting reflective glazing
- 9.3.7 Boundary fencing clause modified to be consistent with other precincts