

# JOONDALUP CITY CENTRE STRUCTURE PLAN

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CITY OF JOONDALUP

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# PART 1 – STATUTORY SECTION

## 1 STATUTORY PLANNING

### 1.1 Structure Plan Area

This Structure Plan applies to the Joondalup City Centre which is comprised of all land contained within the inner edge of the dotted line as shown on the Structure Plan Map (Figure 1).

### 1.2 Structure Plan Content

This Structure Plan comprises:

Part 1 Statutory Section  
Part 2 Explanatory Report

Part One includes the structure plan map and provisions and requirements that need statutory effect.

Part Two justifies and clarifies the provisions contained in Part One, and is used as a reference guide to interpret and implement Part One.

### 1.3 Interpretations and use Class Permissibility

#### 1.3.1 Interpretations

Unless otherwise provided in this Structure Plan, words and expressions defined in the Scheme have the same meaning when appearing in this Structure Plan.

In this Structure Plan:

“**architectural feature**” means a tower element, spines, gable, moulding or awning built into the design and construction of the building.

“**Building Height Plan**” means the plan set out in Figure 3 of this Structure Plan.

“**colonnade**” means an open area in front of the ground floor of a building which comprises only columns which support a first floor.

“**communal space**” means an open space or part of a building which is set aside for the recreational use of the occupants of the dwellings in a common development, and does not include driveways or car parking;

“**forecourt**” means an open area on the ground floor in front of a building’s entrance.

“**landscape**” means to develop with garden beds, shrubs, trees and lawn, and with such features as rockeries and ornamental ponds;

“**loft**” means a habitable or non habitable space contained wholly within the roof of a building including space served by dormer windows but excludes that habitable or non habitable space if served by a balcony or terrace;

“**masonry**” means stone, concrete or brick but does not include metal, timber or fibro cement;

“**Scheme**” means the *City of Joondalup District Planning Scheme No. 2*;

“**storey**” means a space within a building which is situated between the top of any floor and the top of the floor next above it (or if there is no floor above, between the top of the floor and the ceiling or roof above) and does not include a basement, mezzanine or loft;

“**Structure Plan Area**” means the land to which this Structure Plan applies, which is all land contained within the inner edge of the dotted line as shown on Figure 1.

“**Structure Plan Map**” means the map set out in Figure 1 to this Structure Plan;

“**visually permeable**” has the same meaning as is given in the Codes.

### 1.3.2 Use Class Permissibility

- (a) Land use permissibility is specified within the development standards for each district. Land uses that are listed in Table 1 of the Scheme but not listed in the Land Use Permissibility Tables of this Structure Plan are X uses for the purposes of this Structure Plan.
- (b) A change of land use from a P use to another P use is permitted without requirement for planning approval where the use complies with the relevant development standards applicable under the Scheme and Structure Plan.

Notwithstanding planning approval may be required for any building or other development work that is proposed, pursuant to clause 6.1 of the Scheme.

## 1.4 Operation Date

This Structure Plan comes into effect on the date it is adopted by the Commission pursuant to clause 9.8.1 of the Scheme.

This Structure Plan replaces the Joondalup City Centre Development Plan and Manual which is repealed. The following structure plans which form part of the Joondalup City Centre Development Plan and Manual are also repealed:

- Campus District: University Village Structure Plan
- Structure Plan for Arena Joondalup Precinct
- Southern Business District
- Edith Cowan University Joondalup City Campus Structure Plan Amendment

## 1.5 Relationship to the local planning scheme

A provision, standard or requirement of the Structure Plan, shall be given the same force and effect as if it was a provision standard or requirement of the Scheme.

Clause 9.8.3 (f) of the Scheme, states that where, in the event of there being any inconsistency or conflict between any provision, requirement or standard of the Scheme and any provision, requirement or standard of an Agreed Structure Plan, the Scheme shall prevail.

## **1.6 Residential density**

Residential density shall be in accordance with the Residential Density Code Map (refer Figure 2).

## **2 GENERAL PLANNING REQUIREMENTS**

The City Centre has been divided into eight districts, comprising:

- Central core
- City fringe
- Mixed use corridor
- Business boulevard
- Business support
- Inner city residential
- Arena
- The Gateway

Refer Figure 1.

### **2.1 General Objectives**

The following sets out the general objectives for the Structure Plan Area.

#### **2.1.1 Urban structure**

- (a) to establish an urban structure that creates a desirable and appropriate location for a wide range of city centre land uses;
- (b) to provide a robust urban structure that can adapt to changing land uses and intensity of development over time;
- (c) to establish and reinforce districts with common built form, land use and spatial characteristics;
- (d) to reinforce key views and vistas along major streets and to major parkland elements; and
- (e) to emphasise and reinforce the following pedestrian routes:
  - (i) the north-south path between Grand Boulevard and Davidson Terrace; and
  - (ii) the east-west path along the northern edge of Central Park.

#### **2.1.2 Land use**

- (a) to create and sustain a compact, intensive and lively City Centre that is an active and attractive focus for the community;
- (b) to provide for, and encourage, a broad range of land uses to complement and reinforce the function of Joondalup as the strategic regional centre for the north west corridor;
- (c) to provide for, and encourage, land uses that deliver a high density of workers, residents and visitors;
- (d) to establish a diversity of retail and commercial uses, and leisure opportunities that generate day and evening activity; and

- (e) to minimise potential conflicts between different land uses.

### **2.1.3 Built form**

- (a) to encourage a scale and civility of built form that reflects the City Centre's status as Perth's strategic regional centre for the north west corridor;
- (b) to provide a transition of building heights between the districts;
- (c) to encourage significant developments and other visual cues to aid pedestrian movement in the urban environment;
- (d) to encourage high standards of built form that promote a strong sense of architectural identity;
- (e) to encourage innovative building design that adds visual interest, enrichment and texture to the streetscape through the cohesive composition of building materials, roof form, entries, stairways, windows, balconies and other architectural features; and
- (f) to encourage the delivery of a high quality urban environment that encompasses public art, street furniture, landscaping, signage and pavements, that provide a cohesive urban environment at a human scale.

### **2.1.4 Street interface**

- (a) to ensure buildings relate to the street and optimise the physical and visual interaction between developments and the surrounding environment in order to contribute to an attractive and positive streetscape experience;
- (b) to promote pedestrian activity, comfort and safety by providing shade, shelter and passive surveillance;
- (c) to avoid runs of blank wall more than 10 metres wide without major openings at ground floor level adjacent to a street, park or pedestrian route; and
- (d) to establish clearly identifiable building entrances that are distinctly visible from the street.

### **2.1.5 Occupant amenity**

- (a) to ensure that development promotes a high quality living and work environment for occupants;
- (b) to avoid undue negative impact on the enjoyment of adjoining occupants, within the context of an inner-city urban environment; and
- (c) to avoid mixing land uses and activities in close proximity that are incompatible.

### **2.1.6 Pedestrian movement, safety and amenity**

- (a) to ensure a high standard of pedestrian amenity and comfort in the urban environment;

- (b) to contribute to a safe and secure environment, both during the day and night;
- (c) to reduce the opportunities for crime through the application of the Designing Out Crime Planning Guidelines dated June 2006 and published by the Commission; and
- (d) to minimise the opportunity for graffiti & vandalism through adoption of:
  - (i) graffiti-resistant materials or coatings;
  - (ii) irregular building texture finishes;
  - (iii) controlling access to potential graffiti surfaces;
  - (iv) lighting;
  - (v) maintaining sightlines and visibility from public spaces to provide passive surveillance; and
  - (vi) avoiding large expanses of wall.

#### **2.1.7 Public spaces and landscape elements**

- (a) to create an attractive city with well-landscaped streets, parks and open space that enhances the quality and experience of the public realm;
- (b) to establish an interconnected street and public open space network;
- (c) to retain and enhance the existing indigenous flora and fauna characteristics of a site wherever possible;
- (d) to promote the use of drought-tolerant and low-maintenance plants, and avoid plant species which are likely to spread into the surrounding natural environment;
- (e) to encourage the adoption of water wise design principles; and
- (f) to utilise deciduous vegetation in climatically-sensitive areas where summer shade and winter sun are desirable.

#### **2.1.8 Public art**

- (a) to encourage originality, innovation and excellence in a range of different art forms;
- (b) to encourage public art which is site-specific, relating to the use and identity of the building or public open space within the broader context of the City of Joondalup;
- (c) to encourage public art which tells a story about the history or the culture of the place in which the art is located;
- (d) to design public art which is robust, durable and will retain its quality over time; and
- (e) to ensure public art takes into account public safety considerations.

### **2.1.9 Public transport**

- (a) to encourage public transport use by locating residential dwellings, tourist accommodation and commercial activity next to public transport;
- (b) to maximise the number of residents and workers that can be accommodated in the city centre; and
- (c) to locate intense land use, and activities with high visitation rates, close to public transport services.

### **2.1.10 Vehicular movement**

- (a) to avoid creating dead-end roads or loop roads that enter and exit from the same street;
- (b) to maximise the provision of on-street parking, wherever it is safe to do so, in order to reduce vehicle speeds;
- (c) to access car parking from a rear lane, where available, rather than the street; and
- (d) to minimise the number of vehicular crossovers in order to provide pedestrian and streetscape amenity.

### **2.1.11 Parking**

- (a) to seek a balance between providing sufficient car parking bays to stimulate economic activity and providing so many bays that car use is encouraged at the expense of public transport and pedestrian movement;
- (b) to promote short-term on-street parking where it is highly accessible, efficient and encourages a high turnover of use;
- (c) to provide safe, convenient and comfortable pedestrian routes to, and within, car parks;
- (d) to encourage the sharing of crossovers and other access points between neighbouring developments; and
- (e) to provide secure bicycle parking in conjunction with end of trip facilities within buildings in accordance with the relevant local planning policy;

### **2.1.12 Services**

- (a) to allow for the appropriate provision of services and servicing;
- (b) to locate delivery docks and service yards that are screened from view from the public domain; and
- (c) to integrate service infrastructure into the overall design of the building.

### **2.1.13 Resource conservation**

- (a) to create a more energy-efficient urban environment;

- (b) to reduce dependency on private car travel and encourage the use of less energy consumptive travel modes such as cycling and walking;
- (c) to balance the needs of resource conservation with other good urban design principles; and
- (d) to ensure development respects the climatic conditions of a site by:
  - (i) orientating openings and designing eaves so as to minimise summer heat gain and winter heat loss;
  - (ii) designing the development to take advantage of cooling breezes and maximise opportunities for passive cross ventilation;
  - (iii) minimising the impact of shade on adjacent land uses and areas; and
  - (iv) utilising other features such as verandahs, solar pergolas, sky lights, double glazed windows and double brick construction to optimise elements of passive solar design.
- (e) to require environmentally sustainable development in accordance with the relevant local planning policy;

## **2.2 General development standards**

In addition to the relevant district specific development standards, the following general development standards apply:

### **2.2.1 Vehicle parking and access**

Car parking and access must be designed and constructed in accordance with Australian Standard AS2890.1 and AS2890.6. as amended from time to time.

### **2.2.2 Bicycle parking**

Bicycle parking and access must be designed and constructed in accordance with Australian Standard AS2890.3 as amended from time to time;

### **2.2.3 Parapets**

A parapet must be provided to the edge of any roof with a pitch of less than 10 degrees except a roof of an outbuilding on land developed solely for the purpose of a single house, grouped dwelling or multiple dwellings.

### **2.2.4 Entrances**

A minimum of one entrance to a building must be clearly visible and directly accessible from a street or pedestrian mall.

### **2.2.5 Incidental development**

- (a) All dwellings must be provided with a clothes drying area and that area must be screened from view from all streets by the building.

- (b) A multiple dwelling and a grouped dwelling must be provided with a minimum 4m<sup>2</sup> enclosed, lockable storage area, which is accessible from the outside of the dwelling and that storage area must be screened from view from all streets.

#### **2.2.6 Servicing**

- (a) A storage area for refuse and recyclable material must be provided on the land and the area must not be visible from any street.
- (b) Facilities must be provided on the land for the loading and unloading of service and delivery vehicles.

#### **2.2.7 Material and finishes**

- (c) All external finishes of a building to be constructed of high quality materials, including but not limited to masonry, timber or glass.
- (d) A concrete wall must be painted and provided with an articulated or detailed finish.
- (e) A window in an external wall of a building which faces north, east or west must be protected from direct summer sun.

#### **2.2.8 Landscaping**

Car parking at ground level must be provided with one shade tree per 4 car parking bays.

### **3 CENTRAL CORE DISTRICT**

#### **3.1 Central Core Objectives**

The objectives of the Central Core district are:

- (a) to provide for the highest intensity of development in the City Centre, providing a high quality, pedestrian orientated, urban environment.
- (b) to encourage a vibrant and attractive urban environment composed of high quality streetscapes defined by boundary to boundary buildings;
- (c) to encourage a high standard of built form that promotes a strong sense of architectural identity and adds visual interest, enrichment and texture to the streetscape;
- (d) to allow a broad range of appropriate land uses that encourages day and night activity;
- (e) to provide a built form and streetscape that encourages pedestrian activity and interaction between the street and the built form;
- (f) to provide alfresco dining in appropriate locations in accordance with a planning policy made under the Scheme;
- (g) to accommodate the tallest buildings in the Structure Plan Area; and
- (h) to encourage tourism through the provision of accommodation and entertainment facilities.

#### **3.2 Objectives specific to the Lakeside Precinct**

- (a) To ensure that development integrates with the urban and social fabric of the city.
- (b) To encourage the creation of new cross-city connections for pedestrians wherever practicable.
- (c) To encourage development that achieves environmental, economic and social benefits of transit oriented development.

#### **3.3 Provisions specific to the Lakeside Precinct**

- (a) Development is to activate streets and lanes or pedestrian links through the site by:
  - (i) designing buildings such that they are visually transparent at ground level;
  - (ii) maximising the number and size of entrances to ensure buildings are more inviting;
  - (iii) ensuring the provision of multiple tenancies at ground level;

- (iv) designing ground floor tenancies that are level with the adjoining footpath;
  - (v) ensuring a building within 30 metres of Collier Pass, Grand Boulevard, Boas Avenue and McLarty Avenue has a nil setback to the street and provides continuous pedestrian shelter; and
  - (vi) concealing car parking areas with commercial development at the ground floor along Collier Pass, Grand Boulevard, Boas Avenue and McLarty Avenue.
- (b) All sides of a building must provide visual interest by use of colour, variety of materials and articulation.
  - (c) Loading and service areas should be located and designed to minimise visibility from, and impact on the amenity of the public realm

Footnote: The boundary of Lakeside Precinct is defined on the Structure Plan Map.

### 3.4 Central Core Development Standards

With the exception of Building Height, Residential Density, Open Space and Minimum Car Parking Standard, the development requirements which follow do not apply to the Lakeside Precinct.

In addition to the requirements of Clause 2.2 the following development standards apply:

(a) Building Height	A building must comply with the requirements of the Building Height Plan (Figure 3).
(b) Building setbacks to the street	<p>A building must have a nil setback to the street with the exception of:</p> <ul style="list-style-type: none"> <li>• a forecourt having a maximum area of 15m<sup>2</sup>, a maximum depth of 3 metres and a maximum height to be no more than to the underside of the second floor of the building; or</li> <li>• a colonnade having a maximum depth of 4 metres.</li> </ul> <p>Every part of a building above the fifth storey, other than a roof, balcony or outdoor living area must have a minimum setback of 6 metres from the street alignment.</p>
(c) Side Setbacks	The first three storeys of a building on the street alignment must have a nil setback to the side boundaries except to the extent that provision is made for a crossover or where an easement exists.
(d) Ground Floor Façade	<p>Not less than 50% of the area of the façade of the ground floor is to be glass windows or glass doors and the windows and doors must be a minimum of 75% of the width of the ground floor façade.</p> <p>The sill of a ground floor window must not be higher than 500mm above the finished floor level.</p> <p>Any security grill or shutter must be a minimum of 50% visually permeable and must not be located on the outside of a building.</p>
(e) Pedestrian Shelter	A building must provide a continuous pedestrian shelter along all street frontages to a minimum height of 3 metres, a maximum height of 4.0 metres and a minimum depth of 2 metres.
(f) Floor levels	The ground floor of a building to be at or near the level of the finished pedestrian paving. Any level differences to be addressed within the building.
(g) Open Space	A dwelling must be provided with a courtyard or balcony having a minimum area of 10m <sup>2</sup> and having no dimension less than 2 metres.

	Multiple dwellings of more than 5 dwellings must be provided with communal space having a minimum area of 50m <sup>2</sup> and having no dimension less than 5 metres.						
(h) Vehicle Access	If the lot adjoins a laneway then vehicular access must only be provided from the laneway.						
(i) Minimum Car Parking standard		1 <sup>st</sup> Storey	2 <sup>nd</sup> Storey	3 <sup>rd</sup> Storey	4 <sup>th</sup> Storey	5 <sup>th</sup> Storey	6 <sup>th</sup> Storey above
	Multiple Dwellings	Land use not permitted	1bay/dwelling				No requirement
	Hotel	1bay/3 bedrooms plus 1bay/30m <sup>2</sup> NLA accessible to the public					
	Short Stay Accommodation	Land use not permitted	1bay/short stay accommodation unit				
	Other	1bay/30m <sup>2</sup> NLA	No requirement				
	Footnote: The table above is to be used for the purpose of calculating the overall minimum car parking requirement for a development and not individual tenancy allocation.						

Clause 3.4(a), 3.4(b), 8.2.4(c) and 3.4(i) cannot be varied under Clause 4.5.1 of the Scheme.

### 3.5 Land Use Permissibility

- (a) Land use permissibility within the Central Core District shall be in accordance with the Central Core Land Use Permissibility Table and the following provisions:
- (i) The symbols used in the table have the same meaning as clause 3.2.2 of the Scheme.
  - (ii) Notwithstanding the provisions of the Central Core Land Use Permissibility Table, multiple dwellings and short stay accommodation are not permitted on the ground floor fronting a street with the exception of entrances to those uses.

Central Core Land Use Permissibility Table		
'P' Uses <sup>1</sup>		'D' Uses
Aged or Dependent Persons' Dwelling	Hospital	Bakery
Amusement Parlour	Hotel	Car Wash
Art Gallery	Kindergarten	Club (Non-Residential)
Auction Room	Laundrette	Communication Antenna
Bank	Liquor Store	Convenience Store
Beauty Parlour	Lunch Bar	Dry Cleaning Premises
Bed & Breakfast	Markets (Retail)	Home Business – Category 2
Car Park	Medical Centre	Night Club
Caretaker's Dwelling	Multiple Dwelling	Open Air Display
Child Care Centre	Nursing Home	Place of Assembly
Cinema	Office	Retirement Village
Cinema Complex	Place of Worship	Service Station
Civic Building	Public Exhibition Facility	Tavern
Communication Antenna - Domestic	Public Utility	Vehicle Repairs
Consulting Rooms	Reception Centre	
Corner Store	Recreation Centre	

Costume Hire	Residential Building	
Department Store	Restaurant	
Display Home	Restricted Premises	
Educational Establishment	Shop	
Hairdresser	Take Away Food Outlet	
Hardware Store	Theatre	
Home Business – Category 1	Veterinary Consulting Rooms	

Note:

1. In accordance with Clause 6.1.3 (n) of the Scheme, a change in land use may be permitted without planning approval where it complies with Clause 1.3.2 (b).

### **3.6 Subdivision**

When considering an application for subdivision, the minimum lot size shall be 2000m<sup>2</sup> to prevent the further erosion of the development intensity of lots due to small lot size.

## 4 CITY FRINGE DISTRICT

### 4.1 City Fringe Objectives

The objectives of the City Fringe are:

- (a) to provide for the next highest intensity of development in the City Centre outside the Central Core, providing a high quality, pedestrian orientated, urban environment;
- (b) to encourage an appropriate mix of uses which support and reinforce the educational and medical facilities within the district; and
- (c) to ensure large campus developments retain connectivity with the street.

### 4.2 City Fringe Development Standards

In addition to the requirements of Clause 2.2 the following development standards apply:

(a) Building Height	With the exception of incidental structures such as sheds and outbuildings, a building must comply with the requirements of the Building Height Plan (Figure 3).						
(b) Building setbacks to the street	<p>A building must have maximum setback of 3 metres to the street with the exception of:</p> <ul style="list-style-type: none"> <li>• a forecourt having a maximum area of 15m<sup>2</sup>, a maximum depth of 3 metres and a maximum height to be no more than to the underside of the second floor of the building; or</li> <li>• a colonnade having a maximum depth of 4 metres.</li> </ul> <p>Every part of a building above the fifth storey, other than a roof, balcony or outdoor living area must have a minimum setback of 6 metres from the street alignment.</p>						
(c) Side Setbacks	There is no minimum or maximum side setback requirement.						
(d) Ground Floor Façade	<p>Not less than 50% of the area of the façade of the ground floor is to be glass windows or glass doors and the windows and doors must be a minimum of 75% of the width of the ground floor façade.</p> <p>The sill of a ground floor window must not be higher than 500mm above the finished floor level.</p> <p>Any security grill or shutter must be a minimum of 50% visually permeable and must not be located on the outside of a building.</p>						
(e) Pedestrian Shelter	A pedestrian shelter must be provided to the entrance of a building.						
(f) Floor levels	The ground floor of a building to be at or near the level of the finished pedestrian paving. Any level differences to be addressed within the building.						
(g) Open Space	<p>A dwelling must be provided with a courtyard or balcony having a minimum area of 10m<sup>2</sup> and having no dimension less than 2 metres.</p> <p>Multiple dwellings of more than 5 dwellings must be provided with communal space having a minimum area of 50m<sup>2</sup> and having no dimension less than 5 metres.</p>						
(h) Vehicle Access	If a lot adjoins a laneway then vehicular access must only be provided from the laneway.						
(i) Minimum Car Parking standard	<table border="1" style="width: 100%;"> <tr> <td style="width: 30%;"></td> <td style="background-color: #cccccc;"></td> </tr> <tr> <td>Multiple Dwellings</td> <td>1bay/dwelling</td> </tr> <tr> <td>Hotel</td> <td>1bay/3 bedrooms plus 1bay/30m<sup>2</sup> NLA accessible to the public</td> </tr> </table>			Multiple Dwellings	1bay/dwelling	Hotel	1bay/3 bedrooms plus 1bay/30m <sup>2</sup> NLA accessible to the public
Multiple Dwellings	1bay/dwelling						
Hotel	1bay/3 bedrooms plus 1bay/30m <sup>2</sup> NLA accessible to the public						

	Short Stay Accommodation	1bay/short stay accommodation unit
	Other	To be provided in accordance with Table 2 of the Scheme
(k) Landscaping	Where a building is setback from the street, the front setback area is to be landscaped.	

Clause 4.2(a) and 4.2 (b) cannot be varied under Clause 4.5.1 of the Scheme.

### 4.3 Land Use Permissibility

(a) Land use permissibility within the City Fringe District shall be in accordance with the City Fringe Land Use Permissibility Table and the following provision:

(i) The symbols used in the table have the same meaning as clause 3.2.2 of the Scheme.

City Fringe Land Use Permissibility Table		
'P' Uses <sup>1</sup>		'D' Uses
Aged or Dependent Persons' Dwelling	Hospital	Bakery
Amusement Parlour	Hotel	Communication Antenna
Art Gallery	Kindergarten	Convenience Store
Bank	Land Sales Office (Temporary)	Home Business – Category 2
Beauty Parlour	Laundrette	Open Air Display
Car Park	Liquor Store	Place of Assembly
Caretaker's Dwelling	Lunch Bar	Recreation Centre
Child Care Centre	Markets (Retail)	Retirement Village
Cinema	Medical Centre	Service Station
Cinema Complex	Multiple Dwelling	Showroom
Civic Building	Nursing Home	Special Place of Assembly
Club (Non-Residential)	Office	Tavern
Communication Antenna - Domestic	Place of Worship	Vehicle Repairs
Consulting Rooms	Private Recreation	Vehicle Sales/Hire Premises
Corner Store	Public Exhibition Facility	
Costume Hire	Public Utility	
Display Home	Reception Centre	
Dry Cleaning Premises	Restaurant	
Educational Establishment	Shop <sup>2</sup>	
Hairdresser	Sports Ground	
Hall	Take Away Food Outlet	
Hardware Store	Theatre	
Home Business – Category 1	Veterinary Consulting Rooms	

Note:

- In accordance with Clause 6.1.3 (n) of the Scheme, a change in land use may be permitted without planning approval where it complies with Clause 1.3.2 (b).
- A shop may only be permitted in the City Fringe, subject to Council's discretion after giving notice in accordance with Clause 6.7 of the Scheme, and provided the following conditions have been met:
  - Shopping floor space does not exceed 200m<sup>2</sup> NLA;
  - The parcel of land is on a separate green title lot of not less than 1000m<sup>2</sup>;
  - The direct frontage of any lot containing a shop must be at least 20 metres in width.

The conditions specified in Note 2 above cannot be varied under Clause 4.5.1 of the Scheme.

## 5 MIXED USE CORRIDOR DISTRICT

### 5.1 Mixed Use Corridor Objectives

The objectives of the Mixed Use Corridor are:

- (a) to provide a mix of residential and commercial land uses in a built form that provides an appropriate entry statement to the Central Core district; and
- (b) to promote mixed use development with an emphasis on the residential component in order to provide a transition to the Central Core District.

### 5.2 Mixed Use Corridor Development Standards

With the exception of minimum site area per dwelling in accordance with the applicable R-Code, the provisions of the R-Codes do not apply to the development of land in the Mixed Use Corridor.

In addition to the requirements of Clause 2.2 the following development standards apply:

(a) Building Height	A building must comply with the requirements of the Building Height Plan (Figure 3).
(b) Building setbacks to the street	<p>For lots with frontage to Grand Boulevard and lots on the west side of McLarty Avenue, the first three storeys of a building must have a nil setback to the street with the exception of:</p> <ul style="list-style-type: none"> <li>• a forecourt having a maximum area of 15m<sup>2</sup>, a maximum depth of 3 metres and a maximum height to be no more than to the underside of the second floor of the building; or</li> <li>• a colonnade having a maximum depth of 4 metres.</li> </ul> <p>For lots with frontage to Regents Park Road, the first two storeys of a building must have a nil setback to the street with the exception of:</p> <ul style="list-style-type: none"> <li>• a forecourt having a maximum area of 15m<sup>2</sup>, a maximum depth of 3 metres and a maximum height to be no more than to the underside of the second floor of the building; or</li> <li>• a colonnade having a maximum depth of 4 metres.</li> </ul> <p>For lots on the east side of McLarty Avenue, there is no minimum or maximum setback requirement to the street.</p>
(c) Side Setbacks	The first two storeys of a building on the street alignment must have a nil setback to the side boundaries except to the extent that provision is made for a crossover or where an easement exists.
(d) Ground Floor Façade	<p>With the exception of a grouped dwelling:</p> <ul style="list-style-type: none"> <li>• Not less than 50% of the area of the façade of the ground floor is to be glass windows or glass doors and the windows and doors must be a minimum of 75% of the width of the ground floor façade;</li> <li>• The sill of a ground floor window must not be higher than 500mm above the finished floor level; and</li> <li>• Any security grill or shutter must be a minimum of 50% visually permeable and must not be located on the outside of a building.</li> </ul>
(e) Pedestrian Shelter	With the exception of a grouped dwelling, a building must provide a continuous pedestrian shelter along all street frontages to a minimum height of 3 metres, a maximum height of 4.0 metres and a minimum depth of 2 metres.
(f) Floor levels	The ground floor of a building to be at or near the level of the finished pedestrian paving.

	Any level differences to be addressed within the building.													
(h) Open Space	A dwelling must be provided with a courtyard or balcony having a minimum area of 10m <sup>2</sup> and having no dimension less than 2 metres.  Multiple dwellings of more than 5 dwellings must be provided with communal space having a minimum area of 50m <sup>2</sup> and having no dimension less than 5 metres.													
(i) Vehicle Access	If a lot adjoins a laneway then vehicular access must only be provided from the laneway.													
(j) Minimum Car Parking standard	<table border="1"> <tr> <td></td> <td></td> </tr> <tr> <td>Multiple Dwellings</td> <td>1 bay/dwelling</td> </tr> <tr> <td>Grouped Dwellings</td> <td>2 bays/dwelling</td> </tr> <tr> <td>Hotel</td> <td>1 bay/3 bedrooms plus 1 bay/30m<sup>2</sup> NLA accessible to the public</td> </tr> <tr> <td>Short Stay Accommodation</td> <td>1 bay/short stay accommodation unit</td> </tr> <tr> <td>Other</td> <td>1 bay/30m<sup>2</sup> NLA</td> </tr> </table>				Multiple Dwellings	1 bay/dwelling	Grouped Dwellings	2 bays/dwelling	Hotel	1 bay/3 bedrooms plus 1 bay/30m <sup>2</sup> NLA accessible to the public	Short Stay Accommodation	1 bay/short stay accommodation unit	Other	1 bay/30m <sup>2</sup> NLA
Multiple Dwellings	1 bay/dwelling													
Grouped Dwellings	2 bays/dwelling													
Hotel	1 bay/3 bedrooms plus 1 bay/30m <sup>2</sup> NLA accessible to the public													
Short Stay Accommodation	1 bay/short stay accommodation unit													
Other	1 bay/30m <sup>2</sup> NLA													

Clause 5.2(a), 5.2 (b) and 5.2(i) cannot be varied under Clause 4.5.1 of the Scheme.

### 5.3 Land Use permissibility

- (a) Land use permissibility within the Mixed Use Corridor District shall be in accordance with the Mixed Use Corridor Land Use Permissibility Table and the following provisions:
- (i) The symbols used in the table have the same meaning as clause 3.2.2 of the Scheme.
  - (ii) Notwithstanding the provisions of the Mixed Use Corridor Land Use Permissibility Table, for lots fronting Grand Boulevard and the west side of McLarty Avenue, multiple dwellings and short stay accommodation are not permitted on the ground floor fronting a street with the exception of entrances to those uses.

Mixed Use Corridor Land Use Permissibility Table		
'P' Uses <sup>1</sup>		'D' Uses
Aged or Dependent Persons' Dwelling	Home Business – Category 1	Bakery
Amusement Parlour	Hotel	Child Care Centre
Art Gallery	Land Sales Office (Temporary)	Club (Non-Residential)
Auction Room	Laundrette	Communication Antenna
Bank	Liquor Store	Convenience Store
Beauty Parlour	Lunch Bar	Home Business – Category 2
Bed & Breakfast	Medical Centre	Nursing Home
Caretaker's Dwelling	Multiple Dwelling	Open Air Display
Civic Building	Office	Place of Assembly
Communication Antenna - Domestic	Place of Worship	Private Recreation
Consulting Rooms	Public Utility	Public Exhibition Facility
Corner Store	Reception Centre	Recreation Centre
Costume Hire	Restaurant	Retirement Village
Display Home	Service Station	Showroom
Dry Cleaning Premises	Shop	Tavern
Educational Establishment		Theatre

Grouped Dwelling <sup>2</sup>		Vehicle Repairs
Hairdresser		Take Away Food Outlet
Hardware Store		Veterinary Consulting Rooms

Note:

1. In accordance with Clause 6.1.3 (n) of the Scheme, a change in land use may be permitted without planning approval where it complies with Clause 1.3.2 (b).
2. A Grouped Dwelling is permitted with the exception of lots fronting Grand Boulevard and the west side of McLarty Avenue, Joondalup.

## 6 BUSINESS BOULEVARD DISTRICT

### 6.1 Business Boulevard Objectives

The objectives of the Business Boulevard District are:

- (a) to provide an attractive and substantial built form entry to the Joondalup City Centre with a range of commercial land uses;
- (b) to provide a secondary commercial and employment focus to the adjoining Central Core Zone;
- (c) to create vibrant lively pedestrian routes and public spaces; and
- (d) to ensure the built form frames the street and contributes to a strong built theme when entering the City Centre from main arteries.

### 6.2 Business Boulevard development standards

In addition to the requirements of Clause 2.2 the following development standards apply:

(a) Building Height	A building must comply with the requirements of the Building Height Plan (Figure 3).	
(b) Building setbacks to the street	A building must have a maximum setback of 3 metres from Joondalup Drive or any vehicular access easement.  For all other streets, there is no minimum or maximum setback to the street.  Every part of a building above the fifth storey, other than a roof, balcony or outdoor living area must have a minimum setback of 6 metres from the street alignment.	
(c) Side Setbacks	There is no minimum or maximum side setback requirement.	
(d) Ground Floor Façade	Not less than 50% of the area of the façade of the ground floor is to be glass windows or glass doors and the windows and doors must be a minimum of 75% of the width of the ground floor façade;  The sill of a ground floor window must not be higher than 500mm above the finished floor level; and  Any security grill or shutter must be a minimum of 50% visually permeable and must not be located on the outside of a building.	
(e) Pedestrian Shelter	A pedestrian shelter must be provided to the entrance of a building.	
(f) Open Space	A dwelling must be provided with a courtyard or balcony having a minimum area of 10m <sup>2</sup> and having no dimension less than 2 metres.  Multiple dwellings of more than 5 dwellings must be provided with communal space having a minimum area of 50m <sup>2</sup> and having no dimension less than 5 metres.	
(g) Fencing	A fence located between the street alignment and the building must be visually permeable above 0.75 metres from natural ground level, and must have a maximum height of 1.8 metres from natural ground level.	
(h) Minimum Car Parking standard		
	Multiple Dwellings	1 bay/dwelling
	Short Stay Accommodation	1 bay/short stay accommodation unit
	Other	

		1 bay/30m <sup>2</sup> NLA
(j) Landscaping	An area no less than 3 metres wide along all street boundaries must be landscaped, except to the extent that a building is located within that area.	

Clause 6.2(a) cannot be varied under Clause 4.5.1 of the Scheme.

### 6.3 Land Use Permissibility

- (a) Land use permissibility within the Business Boulevard District shall be in accordance with the Business Boulevard Land Use Permissibility Table and the following provisions:
- (i) The symbols used in the table have the same meaning as clause 3.2.2 of the Scheme.
- (ii) Notwithstanding the provisions of the Business Boulevard Land Use Permissibility Table, multiple dwellings and short stay accommodation are not permitted on the ground floor fronting a street with the exception of entrances to those uses.

<b>Business Boulevard Land Use Permissibility Table</b>		
<b>'P' Uses<sup>1</sup></b>		<b>'D' Uses</b>
Art Gallery	Hardware Store	Bakery
Auction Room	Home Business – Category 1	Club (Non-Residential)
Bank	Land Sales Office (Temporary)	Communication Antenna
Beauty Parlour	Laundrette	Convenience Store
Caretaker's Dwelling	Liquor Store	Home Business – Category 2
Civic Building	Lunch Bar	Open Air Display
Communication Antenna – Domestic	Medical Centre	Place of Assembly
Consulting Rooms	Multiple Dwelling	Public Exhibition Facility
Corner Store	Office	Reception Centre
Costume Hire	Place of Worship	Recreation Centre
Display Home	Public Utility	Tavern
Drive Through Food Outlet	Restaurant	Theatre
Dry Cleaning Premises	Service Station	Trade Display
Educational Establishment	Showroom	Vehicle Repairs
Equipment Hire	Take Away Food Outlet	Vehicle Sales/Hire Premises
Funeral Parlour	Veterinary Consulting Rooms	Veterinary Hospital
Hairdresser	Warehouse	

Note:

1. In accordance with Clause 6.1.3 (n) of the Scheme, a change in land use may be permitted without planning approval where it complies with Clause 1.3.2 (b).

## 7 BUSINESS SUPPORT DISTRICT

### 7.1 Business Support Objectives

The objectives of the Business Support district are:

- (a) to provide for the creation of a well designed and attractive business park style development with a range of service commercial uses;
- (b) to provide a location for the development of businesses with larger floor space requirements that would be inappropriate in the Central Core district; and
- (c) to ensure that development contributes to the provision of attractive streetscapes; and

### 7.2 Business Support Development Standards

In addition to the requirements of Clause 2.2 the following development standards apply:

(a) Building Height	A building must comply with the requirements of the Building Height Plan (Figure 3).
(b) Building setbacks to the street	A building must have a maximum setback of 3 metres from the street alignment to Joondalup Drive, Eddystone Avenue, and Hodges Drive for a minimum of 25% of the frontage of the lot. There is no minimum or maximum setback to the street alignment for the remainder of the frontage of the lot.  For all other streets, a building must have a minimum setback of 3 metres to the street alignment.
(c) Side and Rear Setbacks	For lots abutting the Mitchell Freeway, a building must have a minimum setback of 1.5 metres  For all other lots, there is no minimum or maximum side or rear setback requirement.
(d) Building Façade	A building on Joondalup Drive, Eddystone Avenue, Hodges Drive and Injune Way must address those streets.
(e) Ground Floor Façade	Not less than 50% of the area of the ground floor street façade is to be glass windows or doors.  For the external wall of a building which predominately faces the Mitchell Freeway, the area of a wall above 3 metres shall contain not less than 25% glass windows.
(f) Pedestrian Shelter	A pedestrian shelter must be provided to the entrance of a building.
(g) Fencing	A fence located between the street alignment and the building must be visually permeable above 0.75 metres from natural ground level, and must have a maximum height of 1.8 metres from natural ground level.
(h) Minimum Car Parking standard	To be provided in accordance with Table 2 of the Scheme.
(i) Landscaping	A minimum of 8% of the area of a development site shall be designed, developed and maintained as landscaping which shall include an area no less than 3 metres wide along all street boundaries except to the extent that a building is located within that area. For lots abutting the Mitchell Freeway, the area between the freeway and the building must be developed and maintained with screen landscaping. This area must be readily accessible from within the lot boundaries.

Clause 7.2(a) cannot be varied under Clause 4.5.1 of the Scheme.

### 7.3 Land Use Permissibility

- (a) Land use permissibility within the Business Support District shall be in accordance with the Business Support Land Use Permissibility Table and the following provision:
- (i) The symbols used in the table have the same meaning as clause 3.2.2 of the Scheme.

<b>Business Support Land Use Permissibility Table</b>		
<b>'P' Uses<sup>1</sup></b>		<b>'D' Uses</b>
Amusement Parlour	Lunch Bar	Bakery
Art Gallery	Medical Centre	Child Care Centre
Auction Room	Milk Depot	Communication Antenna - Domestic
Bank	Office	Communication Antenna
Car Wash	Open Air Display	Convenience Store
Caretaker's Dwelling	Place of Worship	Fuel Depot
Club (Non-Residential)	Private Recreation	Kindergarten
Costume Hire	Public Exhibition Facility	Markets (Retail)
Dry Cleaning Premises	Public Utility	Night Club
Educational Establishment	Recreation Centre	Place of Assembly
Equipment Hire	Restricted Premises	Reception Centre
Funeral Parlour	Service Station	Salvage Yard
Garden Centre	Showroom	Special Place of Assembly
Hall	Storage Yard	Take Away Food Outlet
Hardware Store	Trade Display	Transport Depot
Industry – Light	Vehicle Panel Beating/Spray Painting	
Land Sales Office (Temporary)	Vehicle Repairs	
Landscape Supplies	Vehicle Sales/Hire Premises	
Laundrette	Veterinary Consulting Rooms	
Laundry	Veterinary Hospital	
Liquor Store	Warehouse	

Note:

- In accordance with Clause 6.1.3 (n) of the Scheme, a change in land use may be permitted without planning approval where it complies with Clause 1.3.2 (b).

## 8 INNER CITY RESIDENTIAL DISTRICT

### 8.1 Inner City Residential Objectives

The objectives of the Inner City Residential District are:

- (a) to provide a mixture of residential densities and promote a high quality residential environment;
- (b) to provide a wide range of housing choices within an inner city residential environment to accommodate population growth and meet changing household and community needs; and
- (c) to encourage an attractive and vibrant living environment with a high standard of residential amenity in a highly urbanised setting.

### 8.2 Inner City Residential Development Standards

#### 8.2.1 R15 Provisions

The following Structure Plan provisions take precedence over, and operate as variations, to the relevant R-Code standards and thereby constitute Acceptable Development. All provisions of the R-Codes not mentioned below are deemed to apply.

	Acceptable Development Standard
(a) Buildings setback generally	A building must have a minimum setback of 6 metres from the primary street. A building must have a minimum setback of 1.5 metres from the secondary street.
(b) Setback of Garages and Carports	A garage or carport must have a minimum setback of 1.5 metres from the side and rear boundary.
(c) Street walls and fences	A wall or fence within the primary street setback area must be visually permeable above 750mm from natural ground level to a maximum height of 1.8 metres. A wall or fence within the primary street setback area must be masonry, timber or decorative metal.
(d) Buildings setback from the boundary	Buildings other than garages and carports must be setback a minimum of 4 metres from the rear boundary.
(e) Building height	The wall of a building, measured to the eaves from the highest point on the western boundary line, must have a maximum height of 6 metres. A building must not have more than 2 storeys facing the western boundary of the land. A building must not have more than 3 storeys facing the eastern boundary of the land.
(f) Pedestrian Access	In the case of lots having a street alignment to Cockatoo Ridge, Tern Ridge or Woodswallow Close, the pedestrian entrance to a dwelling must be to that street.
(g) Vehicular Access	Vehicular access must not be from: <ul style="list-style-type: none"><li>(i) Cockatoo Ridge;</li><li>(ii) Tern Ridge; or</li><li>(iii) Woodswallow Close</li></ul>

#### 8.2.2 R40 Provisions

The following Structure Plan provisions take precedence over, and operate as variations, to the relevant R-Code standards and thereby constitute Acceptable Development. All provisions of the R-Codes not mentioned below are deemed to apply.

	Acceptable Development Standard
(a) Buildings setback generally	A building must have a minimum setback of 1 metre and maximum of 4 metres from the primary street.  A building must have a minimum setback of 1 metre from the secondary street.
(b) Setback of Garages and Carports	A garage or carport must have a minimum setback of 1.5 metres from the side and rear boundary.
(c) Street walls and fences	A wall or fence within the primary street setback area must be visually permeable above 750mm from natural ground level to a maximum height of 1.8 metres.  A wall or fence within the primary street setback area must be masonry, timber or decorative metal.
(d) Buildings setback from the boundary	The ground floor of a building must be setback a minimum of 1.5 metres from the rear boundary.
(e) Buildings on the boundary	Nil side setbacks are permitted
(f) Setback of retaining walls	Nil side setbacks are permitted
(g) Open Space Provision	A minimum of 30% open space must be provided
(h) Outdoor Living Area	An outdoor living area to be provided: <ul style="list-style-type: none"> <li>• with a minimum area of 16sqm;</li> <li>• directly accessible from a habitable room;</li> <li>• with a minimum length and width dimension of 4 metres; and</li> <li>• to have at least two thirds without permanent roof cover.</li> </ul>
(i) Building height	The wall of a building, measured to the eaves from the highest point on primary street alignment, must not exceed 6 metres.
(j) Visual Privacy	Major openings and unenclosed outdoor active habitable spaces (balconies, verandahs, terraces or other outdoor living areas) which have a floor area more than 0.5m above natural round level and which overlook any part of any other residential property behind its street setback line must front the primary street or rear of the lot.
(k) Solar access for adjoining sites	A building must not overshadow more than 50% of the required outdoor living area on the adjoining property, as cast at midday, 21 June.
(l) Vehicular Access	If land adjoins a laneway then vehicular access must only be provided from the laneway.

### 8.2.3 R60 Provisions

The following Structure Plan provisions take precedence over, and operate as variations, to the relevant R-Code standards and thereby constitute Acceptable Development. All provisions of the R-Codes not mentioned below are deemed to apply.

	Acceptable Development Standard
(a) Buildings setback generally	A building must have a minimum setback of 1 metre and maximum of 3 metres from the primary street.  A building must have a minimum setback 1 metre from the secondary street.
(b) Setback of Garages and Carports	A garage or carport must have a minimum setback of 1.5 metres from the side and rear boundary.
(c) Street walls and fences	A wall or fence within the primary street setback area must be visually permeable above 750mm from natural ground level to a maximum height of 1.8 metres.  A wall or fence within the primary street setback area must be masonry, timber or decorative metal.

	Acceptable Development Standard
(d) Buildings setback from the boundary	The ground floor of a building must be setback a minimum of 1.5 metres from the rear laneway.  The ground floor of a building must be setback a minimum of 2 metres from the rear street.
(e) Buildings on the boundary	Nil side setbacks are permitted.
(f) Setback of retaining walls	Nil side setbacks are permitted.
(g) Open Space Provision	A minimum of 30% open space must be provided.
(h) Outdoor Living Area	An outdoor living area to be provided: <ul style="list-style-type: none"> <li>• with a minimum area of 16sqm;</li> <li>• directly accessible from a habitable room;</li> <li>• with a minimum length and width dimension of 4 metres; and</li> <li>• to have at least two thirds without permanent roof cover.</li> </ul>
(i) Building height	The wall of a building, measured to the eaves from the highest point on primary street alignment, must not exceed 6 metres.  For a building fronting Lakeside Drive, a portion of the front façade must be 2 storeys.
(j) Visual Privacy	Major openings and unenclosed outdoor active habitable spaces (balconies, verandahs, terraces or other outdoor living areas) which have a floor area more than 0.5m above natural round level and which overlook any part of any other residential property behind its street setback line must front the primary street or rear of the lot.
(k) Solar access for adjoining sites	A building must not overshadow more than 50% of the required outdoor living area on the adjoining property, as cast at midday, 21 June.
(l) Vehicular Access	If a lot adjoins a laneway then vehicular access must only be provided from the laneway.
(m) Entrances for lots adjoining Lakeside Drive	(i) In the case of lots adjoining Lakeside Drive a dwelling must have a front door facing Lakeside Drive.  (ii) In the case of lots adjoining both Lakeside Drive and Cornell Parade a portico, gatehouse or other like structure, must: <ul style="list-style-type: none"> <li>(A) face Cornell Parade;</li> <li>(B) be located within 1.5 metres of the Cornell Parade street alignment; and</li> <li>(C) not be greater than 2.5 metres wide and 3.5 metres high.</li> </ul>

#### 8.2.4 R100 Provisions

The following Structure Plan provisions take precedence over, and operate as variations, to the relevant R-Code standards and thereby constitute Acceptable Development. All provisions of the R-Codes not mentioned below are deemed to apply.

	Acceptable Development Standard
(a) Buildings setback generally	A building must have a maximum setback of 2 metres from the street alignment.
(b) Street walls and fences	A wall or fence within the primary street setback area must be visually permeable above 750mm from natural ground level to a maximum height of 1.8 metres.  A wall or fence within the primary street setback area must be masonry, timber or decorative metal.
(c) Buildings setback from the boundary	There is no minimum or maximum side setback requirement.
(d) Buildings on the boundary	Nil side setbacks are permitted.
(e) Setback of	Nil side setbacks are permitted.

Acceptable Development Standard	
retaining walls	
(f) Open Space Provision	A minimum of 30% open space must be provided.
(e) Building height	A building must have a minimum of 2 storeys and a maximum of 5 storeys.

### 8.3 Land Use Permissibility

(a) Land use permissibility within the Inner City Residential District shall be in accordance with the Inner City Land Use Permissibility Table and the following provision:

(i) The symbols used in the table have the same meaning as clause 3.2.2 of the Scheme.

Inner City Land Use Permissibility Table	
'P' Uses	'D' Uses
Aged or Dependent Persons Dwelling	Communication Antenna
Ancillary Accommodation	Corner Store
Bed & Breakfast	Home Business – Category 2
Caretaker's Dwelling	Retirement Village
Communication Antenna - Domestic	
Display Home	
Grouped Dwelling	
Home Business – Category 1	
Land Sales Office (Temporary)	
Multiple Dwelling	
Nursing Home	
Public Utility	
Single House	

## 9 ARENA DISTRICT

### 9.1 Arena Objectives

The objectives of the Arena district are:

- (a) to facilitate a major regional sporting and multi-use facility;
- (b) to provide services and facilities that will make the district the focal point for sporting and recreational activities and organisations in the region;
- (c) to provide for a wide range of services and facilities to encourage public participation in sporting and recreational activities;
- (d) to provide for the development of educational facilities that complement the predominant sporting and recreational focus of the of district; and
- (e) to provide an urban form that is appropriate to the uses on the site, while minimising the impact on residential properties located opposite the district.

### 9.2 Arena Development Standards

In addition to the requirements of Clause 2.2 the following development standards apply:

(a) Building Height	A building within 25 metres of Moore Drive must have a maximum height of 10 metres from natural ground level.  An architectural feature may exceed a height of 10 metres above natural ground level but must not exceed 14 metres above natural ground level.
(b) Building setbacks to the street	In the case of lots adjoining Moore Drive or Kennedy Drive a building must have a minimum setback of 6 metres from the street alignment.  There is no minimum or maximum building setback to Shenton Avenue or Joondalup Drive.
(c) Side setbacks	There is no minimum or maximum side setback requirement.
(d) Pedestrian Shelter	A pedestrian shelter must be provided to the entrance of a building.
(e) Car Parking	To be provided in accordance with Table 2 of the Scheme.
(f) Landscaping	To be provided in accordance with the Scheme.

### 9.3 Land Use Permissibility

- (a) Land use permissibility within the Arena District shall be in accordance with the Arena Land Use Permissibility Table and the following provisions:
  - (i) The symbols used in the table have the same meaning as clause 3.2.2 of the Scheme.

Arena Land Use Permissibility Table		
	'P' Uses <sup>1</sup>	'D' Uses
Child Care Centre		Communication Antenna
Civic Building	Office <sup>2</sup>	Medical Centre
Club (Non-Residential)	Private Recreation	Public Exhibition Facility
Consulting Rooms	Public Utility	Reception Centre

Drive In Theatre	Recreation Centre	
Educational Establishment	Restaurant	
Equestrian Activity	Special Place of Assembly	
Hall	Sports Ground	

Note:

1. In accordance with Clause 6.1.3 (n) of the Scheme, a change in land use may be permitted without planning approval where it complies with Clause 1.3.2 (b).
2. An Office is permitted provided that it is related to and supportive of sport and recreational activities.

## **10 THE GATEWAY DISTRICT**

### **10.1 The Gateway Objectives**

The objectives of the Gateway district are:

- (a) to provide for development that takes best advantage of the transit opportunities of the Edgewater train station;
- (a) to encourage a lively mix of uses that provide support and surveillance to the adjoining railway station; and
- (b) to encourage mixed use development that promotes transit use and makes it possible for one transit trip to serve a wide variety of purposes.

### **10.2 The Gateway Development Standards**

All development is to be in accordance with the objectives and provisions of the Business Zone as set out in the Scheme.

### **10.3 Land Use Permissibility**

Land use permissibility within the Gateway shall be in accordance with the Business Zone as set out in the Scheme.

## **11 OPERATION AND IMPLEMENTATION**

### **11.1 Adoption of Structure Plan**

The Structure Plan is to be formally adopted under Clause 9.6.1 of the Scheme. Once adopted, the Structure Plan will provide the basis for guiding future development within the City Centre.

Adoption of the Structure Plan is the first step in improvement of the urban design quality of the City Centre. The Structure Plan has been designed to facilitate new commercial and residential development opportunities within the City Centre and consolidate and intensify existing activity. Achievement of this aim requires a long term commitment to the Structure Plan's implementation by not only the City of Joondalup but all stakeholders in the city.

### **11.2 Policies**

The development of policies will put a range of finer grained controls into effect that would not be appropriate to impose through the Structure Plan. These policies may cover such aspects as:

- Promotion of Green building programs, technologies and design;
- Guidance on the development of studios;
- Provision of bike and end of trip facilities; and
- Provision of public art.

FIGURE 1 – STRUCTURE PLAN MAP

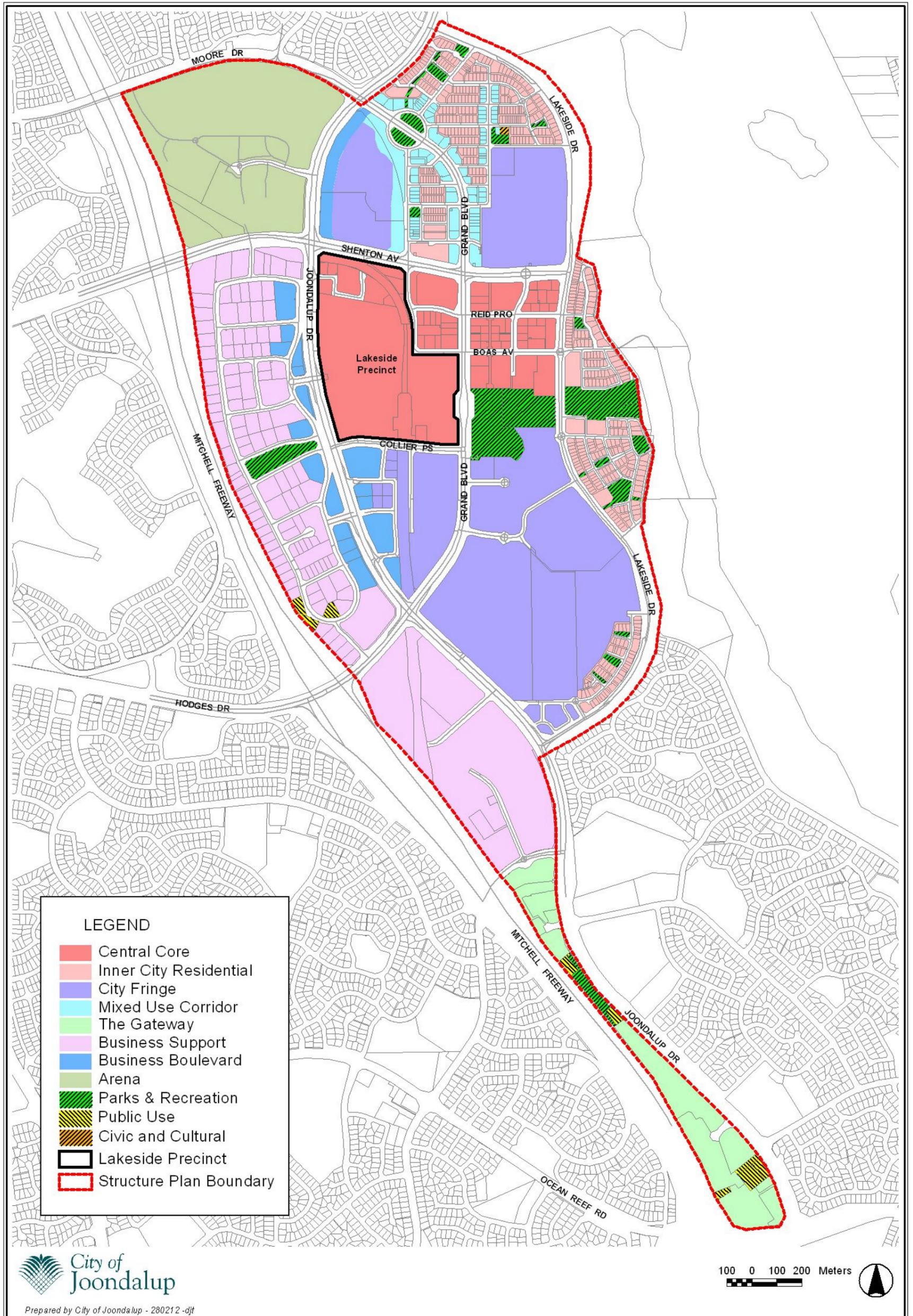
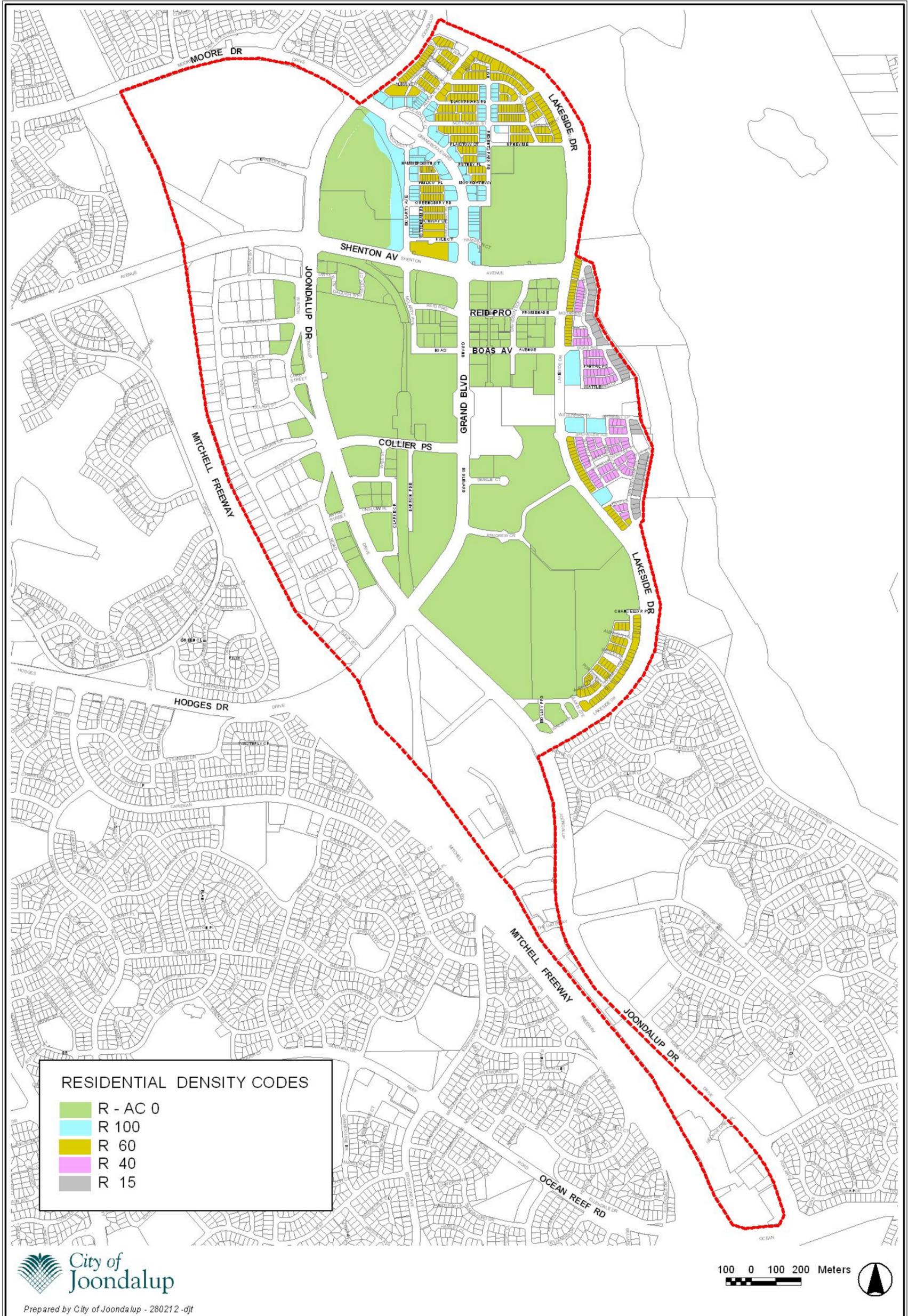
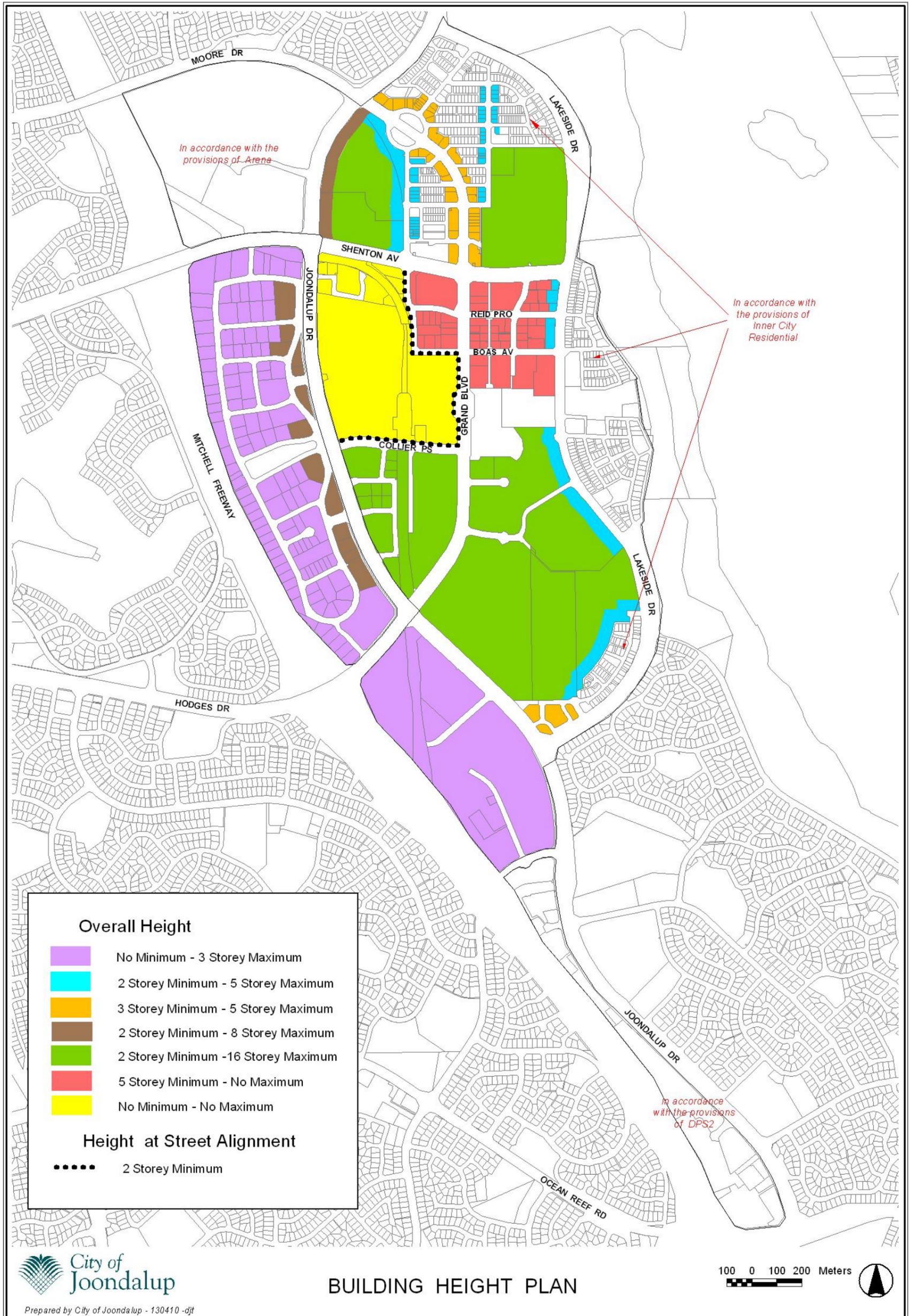


FIGURE 2 – RESIDENTIAL DENSITY CODE PLAN



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**FIGURE 3 – BUILDING HEIGHT PLAN**



## **PART 2 – EXPLANATORY INFORMATION**

### **1 INTRODUCTION**

#### **1.1 Purpose**

This report provides the rationale and framework for the further development of the Joondalup City Centre.

The Joondalup City Centre is to become the primary Central Business District and service hub for the northern metropolitan region of Perth. The Structure Plan is intended to facilitate the growth of a city that demonstrates an intense mix of opportunities to live, work, play and learn with convenient transport links to the surrounding region.

The City must be easily accessible by a large population catchment – both by supporting a network of public transport, walking and cycling routes from the surrounding area, and by enabling a large number of people to live within the centre itself.

The Joondalup City Centre needs to grow and evolve into a true City Centre with a diverse range of land uses rather than remain an oversized version of the conventional suburban centre with a predominantly retail focus.

To enable all of the above, the Structure Plan employs a planning and design framework that is robust, flexible, and permeable, which can operate within the constraints of the existing development and movement pattern.

#### **1.2 Land Description**

##### **1.2.1 Location**

The structure plan area is generally bounded by the Mitchell Freeway to the west, the Yellagonga Regional Park to the east, and the existing residential suburbs of Currambine to the north and Edgewater to the south.

The extent is delineated on the Location Map (Figure 1).

##### **1.2.2 Area and Land Use**

The structure plan area has increased in size from the previous Joondalup City Centre Development Plan and Manual 1995 as it now includes the Winton Road industrial area and the Joondalup Gate business area. It covers approximately 465 hectares.

##### **1.2.3 Ownership**

The City Centre was subdivided during the 1980s and 1990s and is now predominantly under individual land ownership. There are only a few remaining sites within the city centre yet to be subdivided. These include the Landcorp site (271 Joondalup Drive) and ECU site (Lot 9000 Grand Boulevard) to the south and the Department of Housing site (480 Joondalup Drive) to the north.

This fragmentation of land ownership makes cohesive development and redevelopment difficult.

### **1.3 History**

In 1970, the Metropolitan Regional Planning Authority (predecessor to the West Australian Planning Commission) released “The Corridor Plan for Perth” which outlined the strategy for the future growth of the Metropolitan Region. The primary thrust of the Plan was to provide for the urban expansion of Perth into four corridors. In each corridor, a sub-regional centre was proposed to provide an alternative to the Perth Central Business District with a substantial range of employment, social and educational opportunities. Joondalup is the northernmost of these centres servicing the north-west corridor.

Metroplan, the 1990 review of the metropolitan strategy, reaffirmed Joondalup’s role as the city and employment centre of the northern metropolitan region (then expressed as Perth’s second CBD).

#### **1.3.1 Local plans**

In 1977, a plan was released for the development of Joondalup as required by the Joondalup Act 1976. It formed the basis of early development by the Joondalup Development Corporation. The plan established the key boundaries and location of the City in relation to its site and the regional transport network. The plan was based on a ‘campus’ philosophy with a ‘pedestrianised’ core of buildings surrounded by car parking and roads at the periphery.

The 1990 Development Plan and Manual constituted the first major review of earlier planning. The review under the guidance of Hames Sharley Australia Planning Consultants built upon earlier key elements to include a legible grid pattern of roads and pedestrian paths. This allowed for a conventional subdivision pattern of smaller lots providing greater suitability to market demands. The revised plans incorporated planning for the new Northern Suburbs Railway Line and bus/rail interchange, the major retail centre, TAFE campus and regional sporting complex. It established a design philosophy for the City as a mixed-use urban place with a strong landscape setting and formed the first City subdivision in 1991.

The 1995 review of the Development Plan and Manual built on the urban philosophy of the 1990 plan, with an emphasis on a consolidated core to the city and a desire for a strong emphasis on multifunctional development.

The Joondalup City Centre Structure Plan 2012 is the product of a review of the Joondalup City Centre Development Plan and Manual 1995.

Significant development has occurred since 1995, however the quality and scale of the urban form is not truly representative of the intentions of the Development Plan. As such the review of the Joondalup City Centre Development Plan and Manual 1995 has been initiated to evaluate the opportunities for future development and adopt a planning framework to stimulate the desired outcome and vision for the future.

## 1.4 Planning Framework

The Structure Plan recognises the objectives of a range of State and Local planning frameworks.

### 1.4.1 Zoning and Reservations

The city centre is zoned Central City Area and Urban under the Metropolitan Region Scheme (MRS). An MRS amendment will incorporate the Urban zoned land in the Central City Area.

The existing city centre is zoned Centre under the Scheme. The additional areas to be included in the structure plan are currently zoned Service Industrial and Business. A Scheme amendment will incorporate the Service Industrial and Business zoned land within the Centre zone.

Under DPS2, the existing city centre is zoned Centre, with the additional areas zoned Service Industrial and Business. A Scheme amendment will incorporate the Service Industrial and Business zoned land in the Centre zone.

### 1.4.2 State Planning Context

#### State Planning Strategy

The State Planning Strategy (SPS) provides the basis for long-term State and regional land use planning and coordinates a whole-of-government approach to planning. The SPS provides guidance when developing clear policy responses to a number of issues facing the state including the long-term impact of development on the environment, economic development and responding to social changes; all of which are matters considered when developing the Structure Plan.

#### Metropolitan Region Scheme

The MRS defines the future use of land, dividing it into broad zones and reservations. It requires local government town planning schemes to provide detailed plans for their part of the region. These schemes must be consistent with the MRS. The land contained by the Structure Plan Area is currently zoned Urban and Central City Area under the MRS.

#### Metroplan (1990) and the North-West Corridor Structure Plan (1992)

The North-West Corridor Structure Plan establishes a comprehensive approach to planning and development in the corridor. The plan is part of the advisory document; it is not a zoning plan. The study area incorporates the Cities of Joondalup and Wanneroo, north of Hepburn Avenue, to the City of Wanneroo's local government boundary in the north and to various lakes to the east.

Metroplan is the guiding “blueprint” for the future growth of the Perth metropolitan area. Metroplan refined the corridor-based expansion of Perth and cemented Joondalup as the strategic regional centre that would provide substantial employment and become the crucial focus for community activity.

Metroplan also establishes a hierarchy of retail and commercial centres throughout the metropolitan area which was detailed under the 1991 Metropolitan Centres Policy. This further confirmed Joondalup's status as the retail, commercial, economic and employment centre of the North-West Corridor, and identified that now other 'lesser' centres would also have a role in providing employment and services.

#### Network City Community Planning Strategy for Perth and Peel

This policy applies to the Perth Metropolitan Region, the City of Mandurah and the Shire of Murray. The objectives are to confirm the primary status of the *Network City Framework (September 2004)*, the *Network City Action Plan (September 2004)* and the document *Network City: Community Planning Strategy for Perth and Peel (September 2004)* as the metropolitan strategy for Perth and Peel.

The Network City Framework outlines the importance of creating a vibrant and accessible city. Its key objective is to accommodate urban growth within a network city pattern, which incorporates communities and aims to deliver a safe, reliable and energy efficient transport system that provides travel choice. The consolidation of the City Centre through the guidance of the Structure Plan is consistent with the principles of *Network City*.

#### Directions 2031: Draft Spatial Framework for Perth and Peel

*Directions 2031* is a high-level spatial framework plan to guide the detailed planning and delivery of housing, infrastructure and services necessary to accommodate the future growth of Perth and Peel. It proposes that new growth occurs in a more balanced way around a diverse network of activity centres, linked by a robust movement network and supported by a green network of parks and conservation areas. To achieve Directions 2031 targets, employment self sufficiency must increase within the north-west sub region. This structure plan will help to achieve this.

### **1.4.3 Policies**

#### DCP 1.6 Planning to Support Transit Use and Transit Oriented Development

Development Control Policy 1.6 seeks to maximise the benefits to the community of an effective and well used public transit system by promoting planning and development outcomes that will support and sustain public transport use.

The policy applies to all transit precincts within the State and includes land within 10-15 minutes walking time or within an 800 metre radius of Edgewater and Joondalup Train Stations. The policy is applied by the WAPC and as such provides guidance when formulating the development provisions of land in these locations.

#### SPP 3.1 Residential Design Codes

The Residential Design Codes provide controls for residential design and development and apply across the City of Joondalup. Its provisions are

supplementary to the Scheme and apply to certain Zones within the Structure Plan Area.

#### SPP 4.2 Activity Centres for Perth and Peel

The purpose of this policy is to specify broad planning requirements for the development of new and the redevelopment of existing centres. It is mainly concerned with the location, distribution, and broad land use and urban design criteria for Activity Centres. It identifies Joondalup as a Strategic Metropolitan Centre. Strategic Metropolitan Centres are the main regional activity centres which provide the full range of economic and community services. The Structure Plan provisions will support future development of this nature to strengthen Joondalup's role as a Strategic Metropolitan Centre.

### **1.4.4 Local Planning Context**

#### District Planning Scheme No. 2

The District Planning Scheme establishes the zones and related provisions for land within the City of Joondalup. The Structure Plan includes all land previously shown in the Joondalup City Centre Development Plan and Manual, with the addition of the Winton Road industrial area and the Joondalup Gate business area. A separate DPS amendment will include these areas within the Centre zone.

#### City of Joondalup Strategic Plan 2008-2011

The City's Strategic Plan articulates the highest level of direction for the City of Joondalup for the years 2008-2011. It is an overarching framework that aims to achieve better leadership and decision making with greater community participation. The review and adoption of the Structure Plan is a key task which will assist the delivery of a number of Strategic Plan objectives including the following:

*1.3 Objective: To lead and manage the City effectively.*

*Strategy 1.3.3 The City develops and implements a wide variety of Plans which benefit the community socially, economically and environmentally.*

*3.1 Objective: To encourage the development of the Joondalup CBD.*

*Strategy 3.1.2 The City facilitates opportunities for development in the CBD through promotion, the provision of information, the identification of suitable opportunities for development and the implementation of supportive planning provisions, including the development and implementation of a new Structure Plan for the CBD (see Strategy 4.1.2).*

*Strategy 3.1.4 The City attracts and grows office-based professional service industries within the CBD.*

*4.1 Objective: To ensure high quality urban development within the City.*

*Strategy 4.1.2 Develop and implement a new Structure Plan for the Joondalup CBD.*

#### City of Joondalup Local Planning Strategy 2009

The Local Planning Strategy provides the vision and strategic planning direction for the City of Joondalup for the next fifteen to twenty years after its adoption. The strategic direction for the Joondalup City Centre has driven much of the development and implementation of the Structure Plan.

#### Policy 3-3 Centres Strategy

This Policy is currently under review. Nevertheless, the main objective of the current policy is to adopt a new approach to the distribution, size and nature of centres in the City of Joondalup. This policy seeks to implement the objectives of the Metropolitan Centres Policy Statement and consolidate existing centres throughout the City of Joondalup.

The policy recommends that development of the City Centre be promoted in favour of competing centres and that there be a sustained effort to attract employment generating land uses such as offices.

## **2 EXISTING ENVIRONMENT**

### **2.1 Natural Environment**

The City of Joondalup is bounded by the Yellagonga Regional Park to the east which provides the City with a unique waterside setting. The establishment of Yellagonga Regional Park has protected much of the natural environment and maintained the opportunity of an extraordinary recreational asset within easy walking distance of the City Centre.

Central Park has been designed as an urban park linking Lake Joondalup to the heart of the Civic and commercial area on Grand Boulevard. The design incorporates substantial areas of natural bushland with increased 'modification' towards the centre of the City. The large lake provides a visual focus and reservoir of irrigation water for the City's landscape.

### **2.2 Built Environment**

The built form within the Joondalup City Centre varies across the city. The Joondalup City Centre Development Plan and Manual 1995 implemented a system of graded plot ratios to ensure the highest density of development occurred at the core of the City Centre to create a maximum density of activity. This has resulted in the tallest buildings being located in the Central Business District (CBD) which is characterised by one to four storey buildings with one, five storey building. The area around Winton Road and Edgewater Train Station is characterised by single storey buildings with a large floor area while the University Campus contains a variety of clustered buildings with building heights ranging from one to three storeys.

There is a range in the quality of the existing buildings within the Joondalup City Centre. Some of the buildings are of a high architectural standard, whilst others are simply constructed of concrete tilt up panels. There are very few true iconic buildings within the Joondalup City Centre. The majority of the development is of an average standard, and there are no architectural standouts within the existing City Centre, with the possible exception of the administration building at ECU. The existing residential development is for the most part of a good standard and quality.

Apart from some larger sites for prime retail and institutional activities, most of the City's subdivision pattern is comprised of small lots, which provide a large number of smaller scale developments.

### **2.3 Land Uses**

The existing urban structure accommodates a range of land uses clustered in locations throughout the Joondalup City Centre.

The land surrounding Winton Road to the west (west of Joondalup Drive, north of Hodges Drive, east of Mitchell Freeway, south of Shenton Avenue) provides the largest area of Service Industrial zoned land within the City of Joondalup. Land uses in this location include showrooms, warehouses, vehicle repairs and

other light industrial uses. No shop or office uses are permitted within this part of the City in accordance with the current Scheme.

The prominence of tertiary educational facilities in the City Centre is a significant factor in the image and character of the City. The City Centre is currently the location for Edith Cowan University, WA Police Academy, West Coast Institute of Training and Lake Joondalup Baptist College. In addition, the establishment of the Motor Industry Training Association will further contribute to the learning facilities, when complete.

The Joondalup Health Campus occupies a significant area of land on the north east corner of Shenton Avenue and Grand Boulevard. The public hospital and associated medical uses service the north-west metropolitan area and a substantial expansion of the campus is to occur over the next few years.

A major regional sporting complex (Arena Joondalup) is located within the north west of the Structure Plan area and serves as a multifunctional centre which accommodates entertainment, leisure, cultural, social and business functions in addition to sports programs.

The Regional Shopping Centre (Lakeside Shopping Centre) is located in the core of the City Centre and offers the greatest concentration of convenience and comparison within the City of Joondalup. Lakeside Shopping Centre has experienced some recent growth and now has a floor space of 80,000m<sup>2</sup>.

Significant areas of residential development are clustered around Lakeside Drive and accommodate a range of dwelling types and densities ranging from R15 and R40 detached houses to R60 terrace houses and R100 multiple dwelling developments. Small pockets of residential and mixed use developments are scattered throughout the City Centre which offer a variety of inner-city living opportunities.

## **2.4 Street Network**

The City is laid out in a modified grid pattern which is responsive to existing conditions and the contextual setting of the City. The grid format stretches throughout parts of the City creating an easily comprehensible network of public accessways. However, the City also consists of several large sites, such as Lakeside Shopping Centre, Edith Cowan University and the Joondalup Health campus which have private streets that are not laid out in a modified grid pattern. The streets within these sites are not part of the public realm and therefore do not contribute to the public street network, however, are nonetheless important links.

There are a number of pockets of undeveloped urban land remaining within the City which are yet to be subdivided, including Lot 9000 Grand Boulevard/Joondalup Drive, and careful consideration will be needed to ensure appropriate connections are made with the existing street and pedestrian networks.

### **3 OPPORTUNITIES AND CONSTRAINTS**

#### **3.1 Introduction**

Joondalup is still a very young city. There are parts yet to be developed, and much of the development that has occurred could be considered to be pioneering 'first generation' development that will ultimately give way to more intensive development forms.

The Development Opportunities Plan (Figure 2) identifies parts of the Joondalup City Centre where development of vacant land, or the redevelopment of existing buildings, would be highly beneficial in helping to evolve and consolidate Joondalup as a strategic regional centre.

#### **3.2 Transit Orientated Development (TOD)**

The opportunity to adopt the principles of Transit Orientated Development exist around Joondalup and Edgewater Train Stations where the location of medium to high density housing will facilitate better linkages between residential, employment and commercial land in addition to reducing reliance on private vehicles.

In the long term, it is envisaged that the Gateway district will be developed in line with the principles of transit oriented development by focussing development around the rail station and transit interchange with higher residential densities and a mix of land uses that benefit from pedestrian exposure and proximity to public transport.

#### **3.3 Open Space network**

The Structure Plan builds upon the existing open space network (refer Figure 3), particularly recognising the opportunity to provide a green link via a tree lined boulevard along Collier Pass. This will strengthen the links between Elcar Park to the west and Yellagonga Regional Park to the east via Central Park. Street trees will also serve to provide some human scale and pedestrian amenity to the vast road reserve of Collier Pass.

The original intent was that Central Park would be the recreational and social focus for the City and that it would integrate a variety of activities. However, this vision has not yet been achieved and as such it is envisaged that a greater use and range of activities will occur within Central Park.

#### **3.4 Building Heights**

Although the most intensive development occurs in the core of the existing City Centre, the desired scale of development has not been achieved and as such the Structure Plan reviews these development controls to effectively encourage a greater scale of built form in the City Centre. The Structure Plan acknowledges opportunities for the various districts to accommodate increased building heights which seek to intensify activity within the Structure Plan Area.

In regard to building height it is important to consider whether taller buildings are appropriate, and if so, where and how high. There are a number of reasons to consider a greater concentration of activity in strategic locations within the Structure Plan Area, as summarised below:

- To promote and stimulate greater economic development within the City Centre.
- To better utilise scarce land resources.
- To promote and stimulate a larger residential population which will contribute to activity in the City Centre.
- To encourage development of an appropriate scale in the City Centre; this may contribute to the Joondalup skyline and iconic buildings.
- To ensure a transition of building heights which contribute to the legibility of the City; that is tallest buildings within the City's core and low-rise buildings on the edge of the Structure Plan Area.

The development provisions of the Structure Plan identify a permissible height range with a minimum and a maximum height, or even no height limit. In some cases, a height range is also stipulated for the 'urban wall'; being the height of the building built along the street edge. Specifying a minimum building height will ensure a benchmark is achieved and future building height opportunities are not lost as the result of approving lower-rise development that contributes little to the City's skyline and streetscape.

Setting minimum building height requirements will impact on the cost of a proposed development and therefore applicants will need to give careful consideration to this factor. However, once development is built it is likely to exist for some time, therefore it is considered more appropriate that development wait until a point where the project would be more viable, rather than approving smaller buildings.

The potential impact of taller buildings will require further guidance in dealing specifically with:

- Public and private amenity
- Servicing
- Viability of land use tenure
- Overall building appearance
- Building façade and street interface
- Parking

The Structure Plan sets out objectives and provisions to safeguard the quality of building form and development with regard to potential impacts, particularly at street level.

### **3.5 Existing development and subdivision pattern**

The Structure Plan Area is partly constructed, which provides some constraints on the future development of the area. Much of the development that has occurred is at a lower density and height than that ultimately envisaged for the City Centre, and therefore until these sites are redeveloped, the City Centre will not achieve its desired vision.

Some existing subdivision of land within the Structure Plan Area has occurred under Strata Titles and the redevelopment of these sites may require the collaborative effort of a number of property owners, which may hinder the redevelopment process. Furthermore the size of some of the lots within the City Centre can be viewed as a constraint as the delivery of the desired intensity of development can be difficult on small lots. The removal of the requirement for commercial development to provide parking for development above the ground floor and residential development above the 5<sup>th</sup> floor in the Central Core will allow development on small lots to achieve the desired minimum height, where previously a large amount of cash in lieu of parking would have been required.

The Structure Plan will act to minimise the development constraints and in some instances turn them into a development opportunities.

### **3.6 Movement Network**

The movement network within the city centre was established by the previous development plans. The network of streets are shared by both the vehicles and pedestrians.

The early planning of the City Centre established wide road reserves throughout various parts of the Structure Plan Area. Wide roads may cater adequately for on-street parking, pedestrian refuge islands and traffic but do not necessarily provide pedestrians with an appropriate inner city environment whereby wide intersections are timely to cross and the vast street verges and pedestrian paths do not create a sense of enclosure or human scale. In addition, wider roads often allow traffic to travel at a greater speed which can detract from pedestrian safety.

The large size of some of the institutional lots can be viewed as a constraint as these lots do not have a well connected street network, and existing development has been largely focussed internal to these sites rather than addressing the public streets which frame these lots and contribute to the greater City Centre environment. The Edith Cowan University Campus is one such example. Objectives of the Structure Plan encourage future development to contribute to the existing road network and provide greater connectivity to the City Centre. This will assist these areas to be integrated with the rest of the City Centre, rather than appearing as single localities.

The Shared Movement Network Plan (Figure 4) depicts the proposed future connections. These should significantly improve permeability of movement within the city centre to:

- provide greater choice of movement;
- improve walkability;
- disperse traffic and, thus, relieve pressure on major intersections; and
- enable more convenient access to the City Centre from the surrounding residential areas.

The Pedestrian Network Plan (Figure 5) identifies the existing and desired pedestrian and cycle routes, within the Structure Plan area, including connections to the surrounding suburban area.

### 3.7 Views and Vistas

The identity and sense of place of the structure plan area is derived, in part, from its proximity to Lake Joondalup and the Yellagonga Regional Park. If Joondalup is to retain its sense of place, it is important to maintain views and vistas to the parkland (refer Figure 6). The identity of Joondalup City Centre is also derived, in part from the character of the principal streets within the City Centre.

Therefore, the following views and vistas should be framed and emphasised by the creation of iconic buildings and urban walls with high quality streetscapes and by the maintenance and enhancement of views to Lake Joondalup and the Yellagonga Regional Park:

- The vista along Grand Boulevard.
- Views between the City and Lake Joondalup through the parkland structure.
- Controlled vistas from Central Park.
- Along Shenton Avenue to Yellagonga Regional Park.
- From the intersection of Kendrew Crescent and Lakeside Drive to Lake Joondalup.

## 4 STRUCTURE PLAN CONCEPT

### 4.1 Vision for the City

The earlier planning vision for the City of Joondalup was heavily embedded in the ideals of a campus town where pockets of health, education and commercial development were located in a dispersed manner. As the City Centre begins to mature there are numerous opportunities to create a better interface between these pockets of development as much of the existing development does not relate to the street. A significant amount of development has occurred since 1995, however the quality of the urban form and scale of this development is not truly representative of a City Centre. The current review, whilst building on the urban philosophy laid down in the 1990 and 1995 reviews, seeks to encourage taller buildings, higher residential populations and more consolidated development patterns by relaxing height controls and residential densities in appropriate locations, and prescribing minimum and maximum development requirements.

The important features of the 2012 review include:

- The creation of districts which build on similar land use and built form characteristics.
- The incorporation of the Winton Road (DPS2 Service Industrial Zone) and Gateway (DPS2 Business Zone) areas into the structure plan area which were previously governed by development provisions set out in the Scheme. The Structure Plan area is expanded to include these areas as there are opportunities to require a higher standard and/or density of built form which should provide a transition to the adjoining districts.
- The removal of parking requirements for office development above the first floor and residential development above the fifth floor in the Central Core.
- The introduction of minimum building heights to ensure a significant scale of development within the city centre.

The Draft Local Planning Strategy establishes a number of vision statements for the Joondalup City Centre which forms the foundation of the Structure Plan Concept. The Overall Vision Statement for the City Centre is as follows:

*The City of Joondalup's future economic prosperity will be driven by the growth of the City Centre. The City Centre will continue to develop and consolidate as the strategic regional centre and economic anchor for the rapidly growing north-west corridor and will be promoted as Perth's second city.*

The delivery of the overall vision for the City Centre will be realised through the actions of the Structure Plan which serve the following four vision statements.

<b>Vision Statements</b>	
<p><b>Vision Statement 1</b>  <b>The City Centre is the principal commercial and retail hub of the North-West Corridor</b></p>	<p>The Structure Plan encourages office and general commercial developments through the diverse mixed use opportunities in the city.</p> <p>A wide range of retail experiences are provided in the City Centre through the permissibility of retail land uses within the various districts. The Structure Plan encourages the appropriate location of different types of retail uses within these different districts.</p>
<p><b>Vision Statement 2</b>  <b>The Joondalup City Centre is the cultural and entertainment hub of the North-West region.</b></p>	<p>Planning requirements are flexible and supportive of cultural land uses within the City Centre including art galleries, places of worship, theatres and cultural activities such as the Pines Lotterywest Festival Film season. The provision of public art and its cultural contribution to the City is also encouraged through objectives of the Structure Plan.</p> <p>The provisions of the Structure Plan accommodate a diverse mix of permitted land uses that are entertainment and leisure based such as cinema, tavern and restaurant. Land uses with extended hours of patronage in addition to further residential development both within and in close proximity to the City Centre will contribute to the social and vibrant atmosphere.</p>
<p><b>Vision Statement 3</b>  <b>The Joondalup City Centre is a welcoming place for people.</b></p>	<p>In addition to creating a cultural and social urban setting, planning provisions for pedestrian protection from the weather, public safety through design and creating plenty of street level interaction are key elements for providing better amenity in the public realm. These aspects of the Structure Plan will make the City Centre a more attractive, comfortable and safe place for people.</p> <p>Increasing the residential population by removing the maximum residential density will provide more people to support the restaurants, entertainment and cultural events. This will in turn contribute to a livelier City Centre.</p> <p>The Structure Plan does not permit residential uses at the ground floor in numerous areas of the City to ensure that land uses at the ground floor contribute to City Centre activity.</p> <p>The Structure Plan provisions require development in the heart of the City to address the public realm through a range of street interface provisions which contribute to the creation of active building frontages at street level.</p>
<p><b>Vision Statement 4</b>  <b>The City Centre recognises and acknowledges the natural environment.</b></p>	<p>Guidance is provided by way of landscaping objectives which encourage native plantings and the use of water wise design principles.</p> <p>The Structure Plan also requires buildings to support environmental sustainability through a range of resource conservation provisions which aim to lessen the impact of urban development.</p>

## 4.2 Districts

As the City has developed over time, a number of impediments have arisen which have slowed the development and delivery of Joondalup as the strategic regional centre for the north west corridor.

The following challenges have been identified:

- The previous Joondalup City Centre Development Plan and Manual 1995 precincts are large and are currently defined by the street system with limited focus on the places and destinations within the City Centre.
- The previous Joondalup City Centre Development Plan and Manual 1995 precincts, their applicable planning provisions and the planning and detailed-design of the city structure serve to segregate many activity hubs with little connectivity with neighbouring precincts.
- The need for a clear yet flexible planning framework that does not rely solely on prescriptive regulations.
- The need to preserve and reinforce existing land use clusters.

In response, the City Centre has been divided into eight districts. Each district defines an area that is intended to have common characteristics and serve a common function in relation to the City Centre as a whole. These are:

- Central core
- City fringe
- Mixed use corridor
- Business boulevard
- Business support
- Inner city residential
- Arena
- The Gateway

The extent of the districts is identified in the Structure Plan Map (refer Part 1 Figure 1).

The desired vision for each district is described below, a set of Objectives and Provisions specific to each district can be found in Part One.

#### **4.2.1 Central Core**

The Central Core district is intended to epitomise the heart and urbanity of a bustling City Centre. The scale of development is anticipated to have the highest intensity within the Structure Plan Area.

There will be an intensely developed mix of City Centre activities within a 'pedestrianised' environment best appreciated at a walking pace, where street level retail and entertainment facilities predominate. There will be an emphasis on specialty shops, cinemas, personal service establishments, restaurants, alfresco dining and offices on the ground floor. The intensity and combination of these uses will contribute to the 24-hour character of the district, with nightlife focused upon entertainment, leisure, arts and cultural activities.

Movement through the district should be pedestrian-dominated; however, a high level of accessibility by private and public transport is also intended. Grand Boulevard and Boas Avenue are anticipated to be lively and active streets with high levels of pedestrian traffic which support development along these pedestrian routes and feed into Central Walk, Lakeside Shopping Centre and neighbouring commercial developments. Pedestrian amenity will be enhanced by articulated street frontages and boundary to boundary buildings built up to

the street alignment, together with elements such as colonnades, walkways, seating areas and small plazas.

The retail component of the district will focus on a range of comparison, convenience and specialty retailing in contrast to showroom and warehouse developments in the Business Support district. Station Square, above the railway, has the potential to be a major node of the City, supporting retail and entertainment activities as well as being the interfacing element between transportation modes.

#### **4.2.2 City Fringe**

The City Fringe district is intended to accommodate a mix of land uses which support and reinforce institutional uses such as education and medical uses. These uses contribute to a rich and diverse City Centre and provide for the needs of the wider community. Future development will contribute to the existing road network and provide greater connectivity to the City Centre. This will assist these areas to be integrated with the rest of the City Centre, rather than appearing as single entities.

#### **4.2.3 Mixed Use Corridor**

The Mixed Use Corridor is intended to accommodate a mixture of residential development integrated with commercial, retail and dining uses.

Development in this district will largely form the northern entrance to the Central Core and form a transitional area between neighbouring residential pockets and dense commercial activity centres. The district may attract smaller commercial footprints which are compatible with residential developments. Development will generally form a wall-to-wall built environment at the street level with building heights ranging from two to five storeys.

The Mixed Use Corridor will have a strong residential focus that contributes to the vibrant and diverse mixed use precinct and complements the adjoining districts. The scale and detail of development should be sensitive to its highly pedestrianised nature. Accordingly structures will be promoted which offer a high level of amenity for pedestrians ensuring an active relationship with the street.

#### **4.2.4 Business Boulevard**

The Business Boulevard district is intended to accommodate a range of commercial uses that attract people by necessity instead of by impulse including banks, professional services, specialty bulk goods stores and the like. Development will generally be of a detached nature accommodating large building footprints. The Business Boulevard will be a secondary commercial and employment focus to the adjoining Central Core district. The roads will not accommodate on-street parking however, street improvements such as trees and a landscaped median would be favourable to embrace this boulevard concept.

#### **4.2.5 Business Support**

The Business Support district is intended to accommodate a wide range of business, warehouses, showrooms, light and service industrial uses. It will accommodate a mix of businesses that do not rely heavily on pedestrian

exposure and would otherwise be undesirable in the Central Core or City Fringe. Development in the Business Support district will be up to three storeys in height and have attractive facades in a well maintained landscaped setting. In addition, the Structure Plan includes provisions for the development of buildings facing the Freeway to provide an attractive outlook to passing traffic.

#### **4.2.6 Inner City Residential**

The Inner City Residential district is intended to provide for dwelling types ranging from lower density detached houses adjacent to Yellagonga Regional Park to multi-storey apartment buildings and terrace housing adjacent to Central Park. Land within this district is predominantly developed. Developments within the Inner City Residential district make more intensive use of land than in typical suburban locations and reflect a relatively intimate inner city character within close proximity to the Central Core. Housing in addition to studio developments will provide a high level of surveillance to streets and laneways.

#### **4.2.7 Arena**

The Arena district is intended to accommodate a wide range of recreational and educational pursuits with supporting uses such as cafes, sports medicine and child care uses. Development within the Arena district is set in a high quality landscape setting including formal playing fields. Dominant buildings will consist of clubrooms, grandstands, changing rooms, toilets, shelters, storage facilities and buildings associated with recreational use. Facilities for outdoor concerts will provide cultural and leisure opportunities for the community.

#### **4.2.8 The Gateway**

All development within The Gateway district is to be in accordance with the provisions of the Business Zone of the Scheme. However, it is envisaged that in the long term, The Gateway will be developed as a compact village that contains a mixture of uses including office, residential and small retail tenancies which capitalise on foot traffic feeding from transit facilities and services.

## **5 DESIGN PHILOSOPHY**

### **5.1 Introduction**

The Joondalup City Centre Structure Plan sets guiding objectives to which all development should adhere to in order to achieve the overall design philosophy for the City Centre. The objectives of the Structure Plan, be it general or district specific, will lend some flexibility when an applicant seeks a variation to any development provision in the Structure Plan, DPS2 or R-Codes. In this respect the objectives of the Structure Plan (in addition to any other matters which Council is required to consider) provide some support for an application where, for instance, an innovative design is non-compliant yet the overall development fulfils all the objectives applying to that property and would be a welcome contribution to the City Centre. There are however, some matters such as building height and setbacks which are considered so significant that variations are not permitted.

The objectives of the Structure plan cover a number of design elements being:

- Urban structure
- Land use
- Built form
- Street interface
- Occupant amenity
- Pedestrian movement, safety and amenity
- Public spaces and landscape elements
- Public art
- Public transport
- Vehicular movement
- Parking
- Servicing
- Resource conservation

As a preamble to the objectives and provisions of the Structure Plan, the following information will provide guidance and understanding of the Joondalup City Centre Structure Plan.

### **5.2 Urban Structure**

A strong, permeable and legible urban structure is a feature of great towns and cities regardless of their scale and location. Good urban structure provides appropriate and desirable locations for the wide range of different types of land uses found in major centres. Good urban structure also enables freedom of choice in how to get from one part of a city to another, and in a way which is understandable by residents and visitors alike. As such, future development and subdivision of the City should accord with the objectives for good urban structure as identified in Clause 7.1.1 of the Structure Plan.

### **5.3 Land Use**

As the major strategic regional activity centre for the north western corridor of the Perth metropolitan region, the Joondalup City Centre has an important role in the provision of a high concentration of residential, employment, health, entertainment, education, major comparison and convenience retail, and other service uses.

The Joondalup City Centre was established in 1977 and has grown steadily since. However, the city still has considerable capacity to absorb further growth and change. The continual growth of residential, commercial and cultural/entertainment activities within the City Centre is to be encouraged in such a manner that a more intensive mixed-use city may occur, with new development working in harmony with established land use activities.

Land use permissibility has been developed to provide flexibility and diversity in the range of uses permitted in each district. The general objectives in addition to the development provisions for each district provide specific guidance relating to land use and activity within the Structure Plan Area.

## **5.4 Built Form**

The quality of the experience in the Joondalup City Centre will be largely defined by the quality of its buildings, streets, and public spaces. A high standard of quality and design is essential to ensure that the Joondalup experience is a positive one. Good architecture and urban design employed in the short term will also set a benchmark for the community's expectation in the future.

Whilst the character and vitality of cities normally evolves over a long period of time, those investing in a new City need to be assured that certain qualities are established in the early stages of development. This is to ensure that civic design goals are constantly established and that private investment is safeguarded. A high value is placed on the quality of the design of all elements comprising the urban form, from public services infrastructure to the individual buildings and landscaping.

In the city centre, buildings should be built to the street alignment to reinforce the urban character and improve pedestrian amenity and activity at street level. Elements of taller buildings may need to be set back to provide for sunlight to streets, to offer comfortable wind conditions, maintain view corridors, an appropriate building scale for pedestrians, and good growing conditions for street trees.

The general objectives in addition to the development provisions for each district, provide specific guidance on the scale and quality of design expected in the Joondalup City Centre.

## **5.5 Street Interface**

The interface of a building with the public realm (whether a street, piazza or other public space) creates a strong and lasting impression of the quality of both the public space and the buildings that define it. This appearance from the public realm is commonly referred to as the streetscape, regardless of the type of adjacent public realm.

Furthermore, the street interface determines the way in which people relate to a building, enter it, and use it. The street interface also determines how a building's occupants relate to the public outside. In essence, the quality of the street interface is central to the way in which it allows people to use the urban environment, and therefore, the success of the city as a centre for human interaction is dependent on the success of the street interface.

The development provisions contained in the Structure Plan, provide specific guidance on how a development is expected to contribute to street interaction in differing areas of the Joondalup City Centre.

## **5.6 Occupant Amenity**

The design of buildings and the spaces between them can have a direct positive, or negative, impact on the comfort and amenity of the building's occupants or the occupants of adjacent buildings. The Joondalup City Centre will diversify the residential alternatives available to residents of the north-west corridor by providing additional opportunities for city living.

A certain standard of occupant amenity is expected of all development which should take into account access to natural light, provision of private open space, visual privacy, and minimising exposure to nuisances such as noise and glare. Whilst residential development shall retain a degree of visual privacy, it is acknowledged that reduced privacy may be a condition of living within an inner city area, and that the high privacy standards afforded to suburban areas cannot be accommodated in a higher density urban environment.

The application of the R-AC 0 density code allows residential development to be in accordance with an adopted Structure Plan rather than the Residential Design Codes. This allows the standards for car parking, open space, building setbacks and height, privacy, and overshadowing to be more flexible than those contained in the R-Codes.

The development provisions for each district provide specific guidance on the level of occupant amenity which is expected in differing areas of the Joondalup City Centre.

## **5.7 Pedestrian Movement, Safety and Amenity**

The distinguishing feature of an urban environment, as opposed to a suburban environment, is the high level of pedestrian movement that activates and brings alive city streets. Therefore, fostering the comfort and desirability of walking as an alternative to car use is imperative. To do this, the urban environment should be safe, functional and accessible to all pedestrians.

Designing for pedestrian movement, safety and amenity also directly affects the perceived quality and character of the public domain and the buildings that define it. For example, the design of buildings and spaces has an impact on perceived, and actual, opportunities for crime. A safe environment encourages activity, which in itself will improve the safety of the area.

Provision of pedestrian shelter (for example, through the use of arcades, canopies and awnings), increases the use of streets and comfort for pedestrians, and in conjunction with active street frontages, will assist in providing a vibrant City Centre in all weather.

The general objectives in addition to the development provisions for each district, provide specific guidance on the manner in which development is expected to contribute to pedestrian safety, comfort and amenity within the Structure Plan Area.

## **5.8 Public Spaces and Landscape Elements**

Landscaping is a highly valued element within the urban environment that not only provides visual relief from the built environment but plays a role in modifying the micro-climate and the way in which people use outdoor spaces. For example, landscaping can contribute to a well-shaded courtyard that provides a place to sit with relief from the summer sun. Furthermore, landscaping can be used to establish tree lined boulevards that reinforce major routes through the urban environment.

Quality public spaces will contribute to the City's role as a lively place, not just during work hours, but also in the evenings and during the weekends. It will involve local residents and visitors as active participants in various forms of cultural activity.

The encouragement of cultural and recreational usage of public spaces such as streets, squares, building forecourts and parks will:

- Reduce street crime and provide a safe environment.
- Contribute positively to the economic viability of the City.
- Enhance the quality of life through easy access to a range of activities for all residents.
- Provide venues for public entertainment and temporary arts events - street theatre, busking, pavement and outdoor exhibitions, markets, ephemeral site specific public artworks, local festivals and celebrations with associated decorations.
- Enhance the cultural tourism potential of the City.

The general objectives of the Structure Plan provide guidance on landscaping matters in order to minimise the use of resources and achieve the most appropriate design outcome for a development.

## **5.9 Public Art**

Public art adds visual interest, character, and sense of civic pride to the urban environment, as well as assisting to develop a sense of community. For these reasons the provision of public art is strongly encouraged. In Joondalup, public art contributes positively to the quality of life in the City by improving the public environment for residents and visitors. Commissioned artworks form memorable elements, animating public open spaces, while community arts projects enhance community ownership of city spaces and allow for the expression of local aspirations.

Public art may take the form of freestanding (or free-flowing) objects located on the ground, on a support structure, on a wall or suspended in the air. Alternatively, public art may consist of creative and symbolic elements integrated into the surface of a building facade or external paving. Whilst the Structure Plan sets objectives for public art, the development of a City Policy will provide specific provisions and procedures for the public art within the Structure Plan Area.

## **5.10 Public Transport**

Whilst car use dominates in suburban areas, the intensity of development in an urban area requires that a greater proportion of travel is undertaken on foot or on public transport otherwise the amount of road infrastructure required to support car use would severely diminish the amenity of the urban area.

If the Joondalup City Centre is to function as an important activity and service centre for the broader region in a future where the cost of car travel is likely to increase significantly, then it is vital that new development helps to support the viable provision of public transport services.

The Structure Plan encourages the location of the highest intensity of development around public transport nodes which in turn should encourage higher public transport patronage.

## **5.11 Vehicular Movement**

If the Joondalup City Centre is to be a comfortable and attractive place for people as they walk from activity to activity, and efficient for public transport services, then it is important to manage vehicle movement so that the urban environment is not dominated by cars and trucks.

Vehicle management is broadly about managing traffic demand (and, hence traffic volumes), traffic direction, and traffic behaviour. Other aspects of vehicle management such as car parking, and service and delivery vehicles are controlled through the objectives and provisions of the Structure Plan.

## **5.12 Parking**

The management of vehicle and bicycle parking is an important tool for reducing car-based travel demand and improving the visual amenity of streets; both of which are necessary if the Joondalup City Centre is to better support public transport use and become a more desirable place for pedestrians and cyclists.

Vehicle parking can be managed through the amount of vehicle parking provided, where vehicle parking is provided, who it is made available to, for how long, and at what cost. The Joondalup City Centre Parking Policy provides specific guidance on public and private parking provision. Where parking is provided, consideration needs to be given to the fact that the occupants of a vehicle become pedestrians when they leave the vehicle and, thus, will require a safe and convenient pedestrian environment. This will have a bearing on the design of car-parking areas.

The general objectives encourage the provision of bicycle parking within new development. In addition, the development provisions for each district provide specific guidance on the manner in which development is expected to accommodate parking within the Structure Plan Area.

### **5.13 Servicing**

Services are an essential component to the functioning of buildings and other components of the urban environment; however, many aspects of servicing, such as mechanical plant, delivery areas and waste disposal can also be unsightly and cause nuisance in respect to noise and odours. Therefore, service areas and service infrastructure must be appropriately located and designed to avoid any potential impact on the general amenity and streetscapes of the Joondalup City Centre.

### **5.14 Resource Conservation**

At a time when there is mounting concern about the global environmental impact of energy consumption from non-renewable sources, and a growing realisation that we are increasingly dependant on finite resources, the notion of conserving what we have for the benefit of future generations is taking centre stage.

As a concentration of human activity, the urban environment is also a concentrated opportunity to reduce the rate at which we consume resources, whether it is the water we use, the oil we use to drive our cars or the energy we use to heat and cool buildings. A focus on building energy efficiency has the opportunity to both reduce greenhouse emissions, conserve a wide range of finite resources, and improve the working or living environment of the building's occupants. The development of a City Centre Policy is intended to foster these principles and encourage the development of 'green buildings' within the Joondalup City Centre.

## **6 IMPLEMENTATION**

### **6.1 Joondalup City Centre Structure Plan 2012**

The Structure Plan is to be formally adopted under Clause 9.6.1 of the Scheme. Once adopted, the Structure Plan will provide the basis for guiding future development and redevelopment within the City Centre.

### **6.2 Scheme Amendment No. 64**

The District Planning Scheme Amendment No. 64 has been prepared simultaneously with the Structure Plan to expand the structure plan area by including the Winton Road service industrial area and the Joondalup Gate business area. The adoption of the scheme amendment is imperative to the implementation of the structure plan.

### **6.3 Policies**

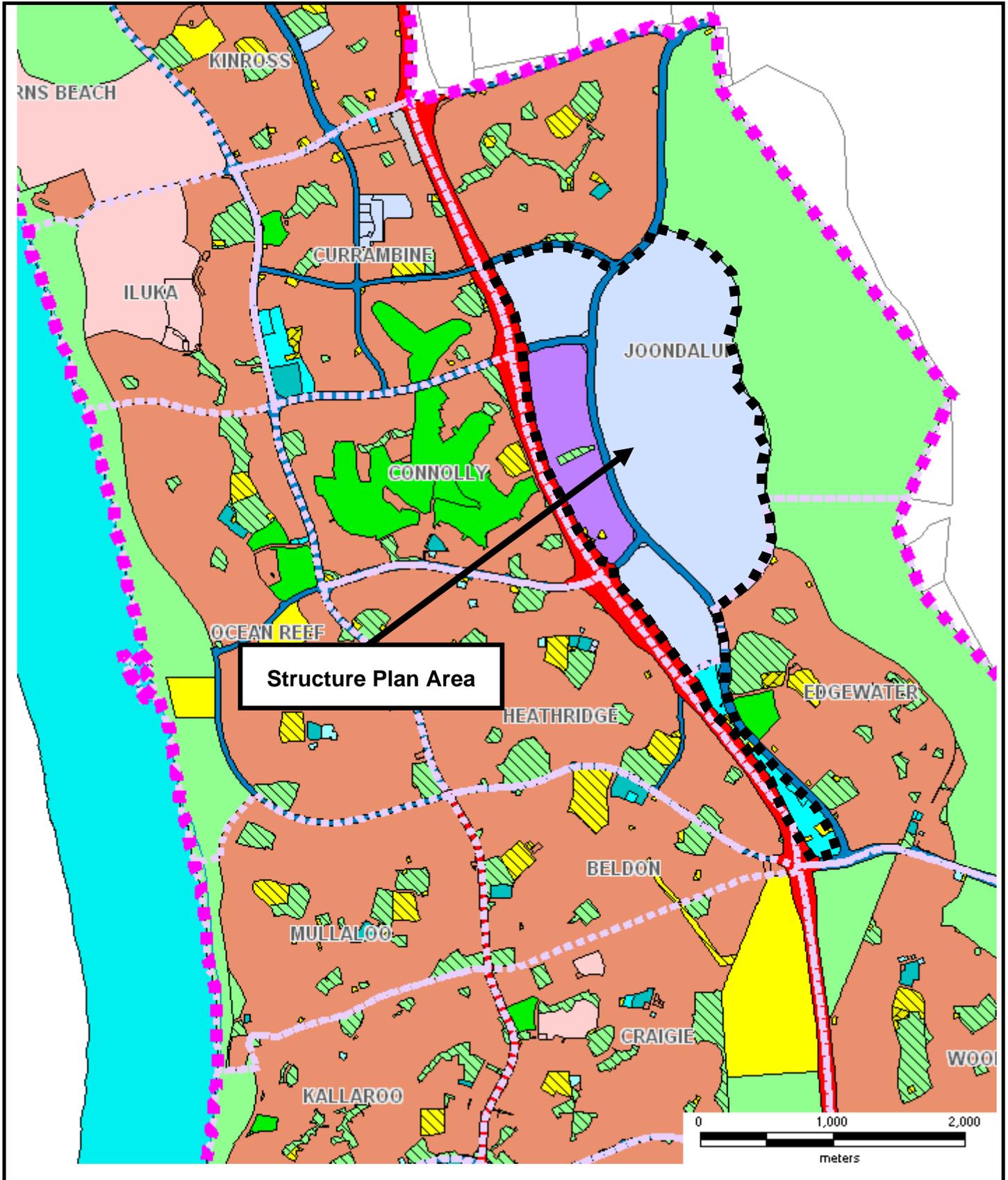
As outlined in Part 1, it will be necessary to develop and adopt policies to put a range of fine grained controls into effect that would not be appropriate to impose by way of the Structure Plan or Scheme Amendment.

## **7 CONCLUSION**

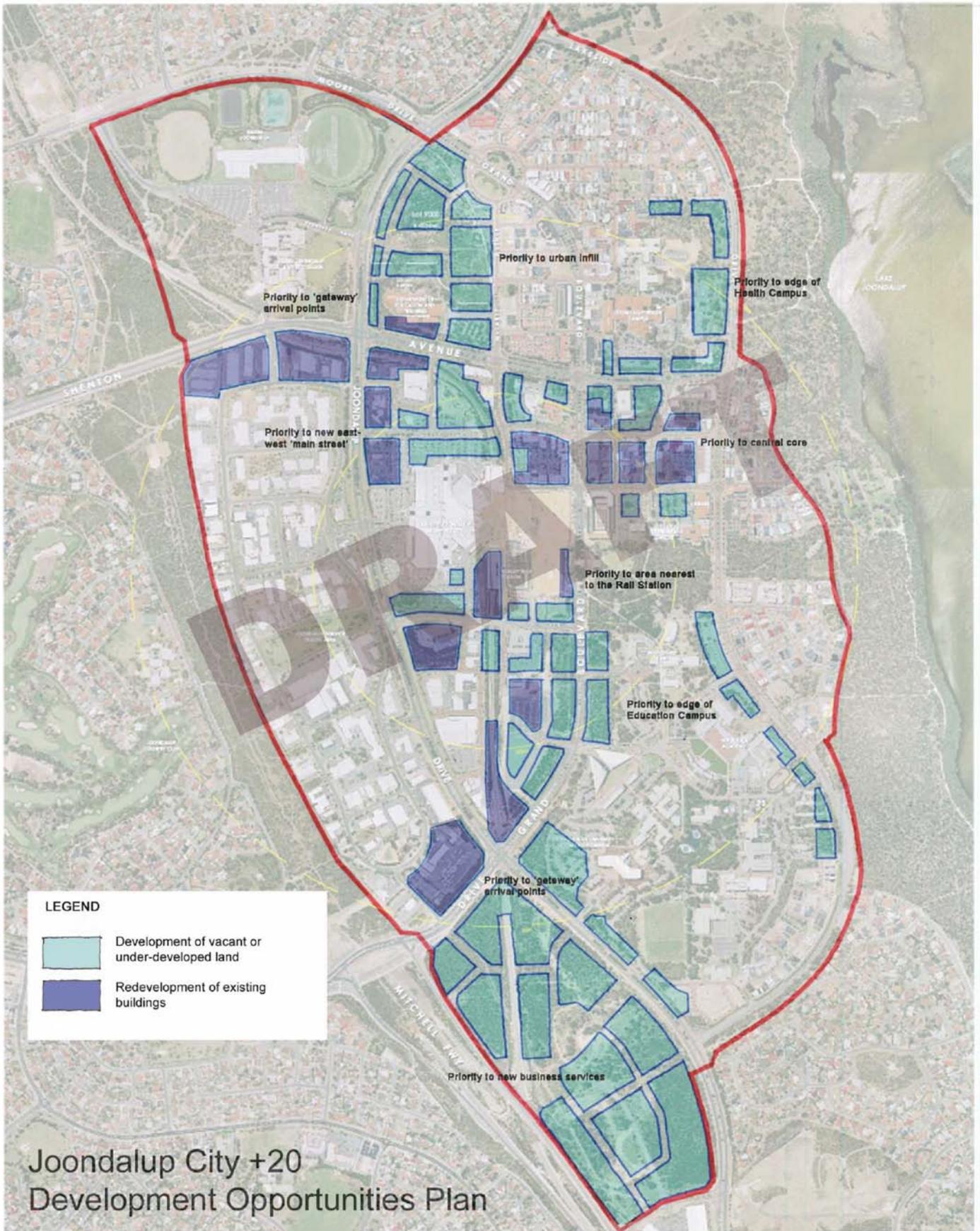
The Structure Plan attempts to strike a balance between the visionary and the practical, between what the community wants the city to be in the future and what must be done now to ensure future development steps closer to achieving this overall vision. A city must have a plan for its future and the Structure Plan will provide the legal framework for all future aspirations including taller buildings that contribute to the City's skyline, unique and innovative architecture and new opportunities for commercial development.

The Structure Plan does not attempt to dramatically change the City as we know it, but rather strengthen and built it into a compact and vibrant city where the community can work, live and play. Through the implementation of the Structure Plan and Scheme Amendment this vision will be achieved.

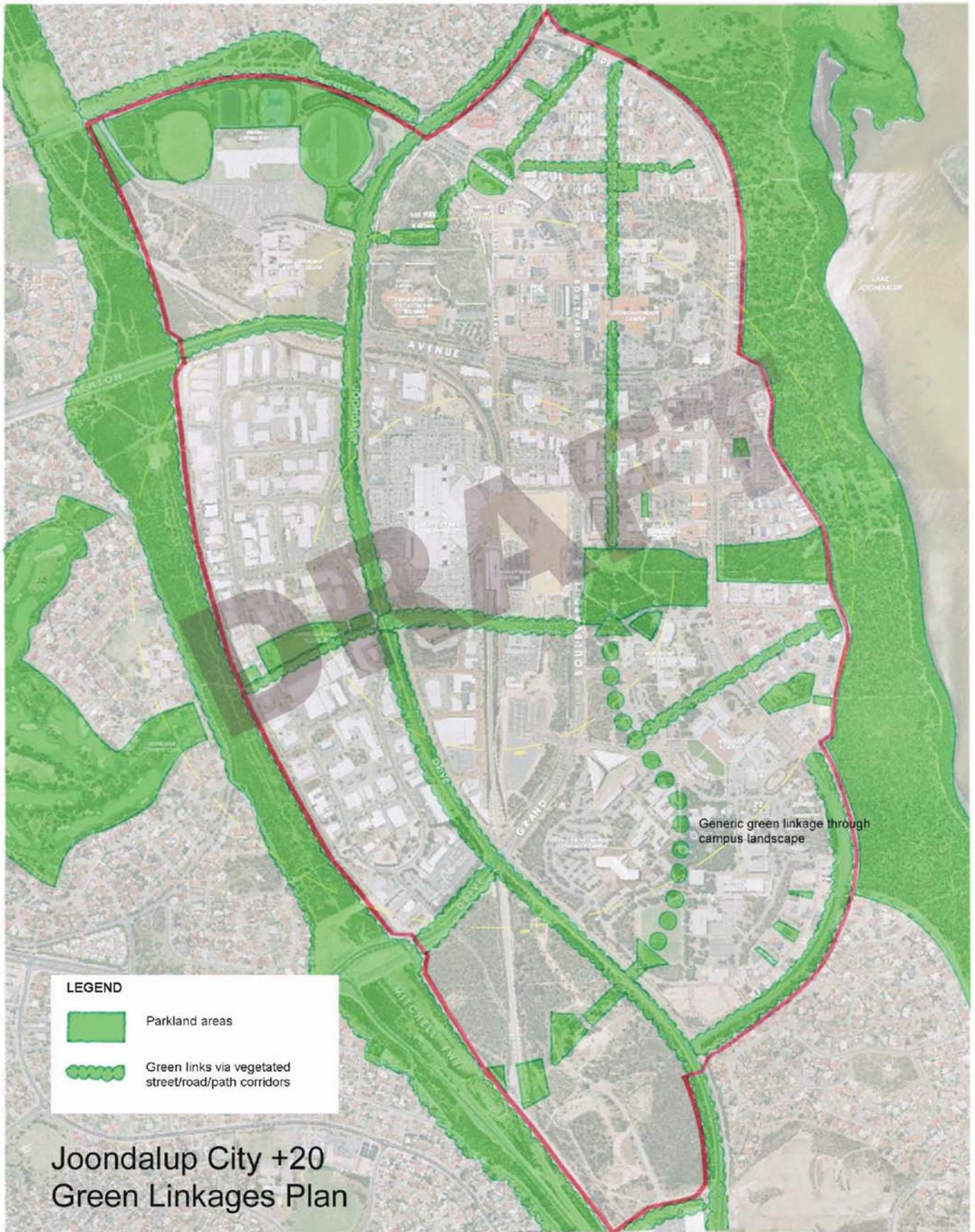
**FIGURE 1: LOCATION PLAN**



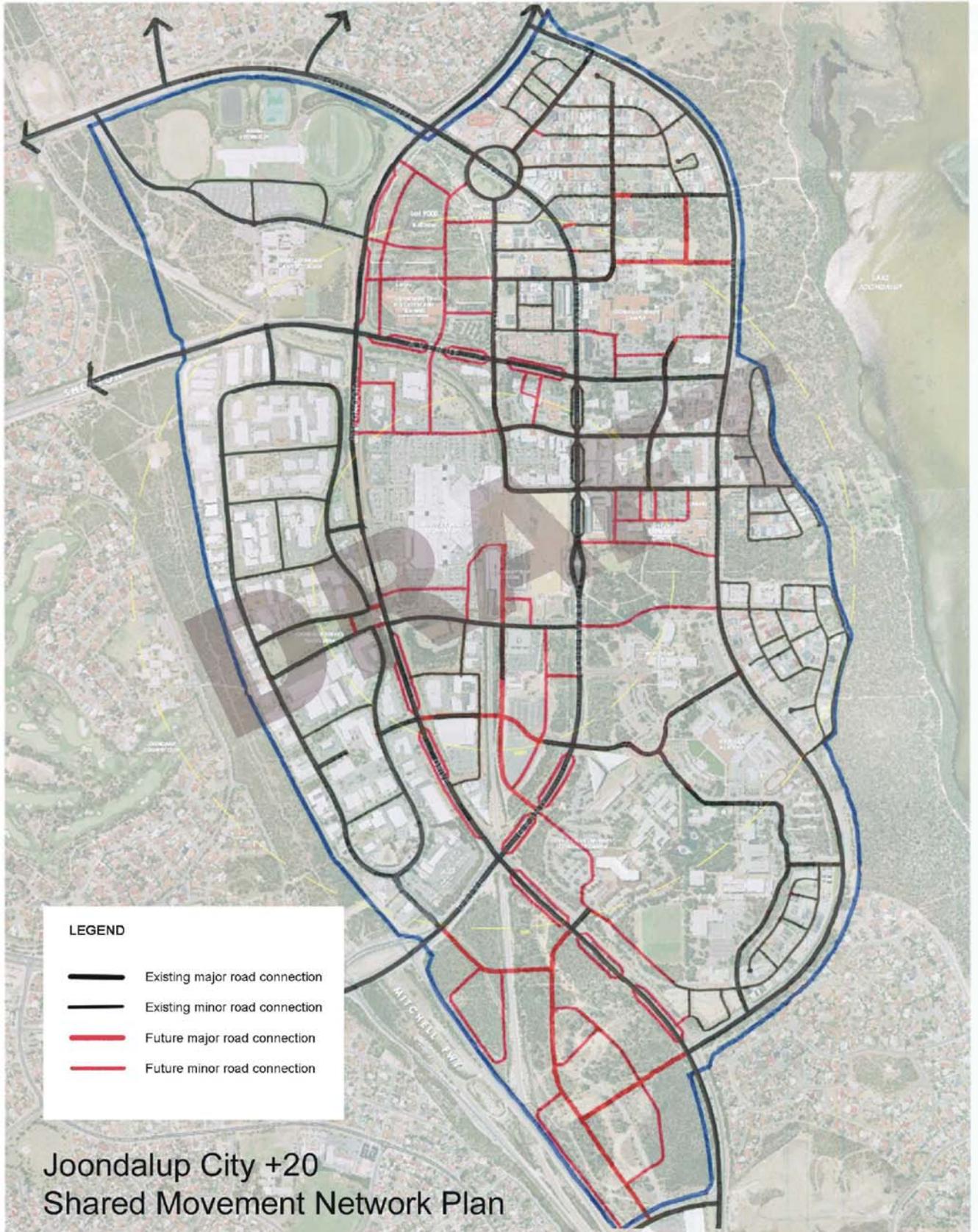
**FIGURE 2: DEVELOPMENT OPPORTUNITIES PLAN**



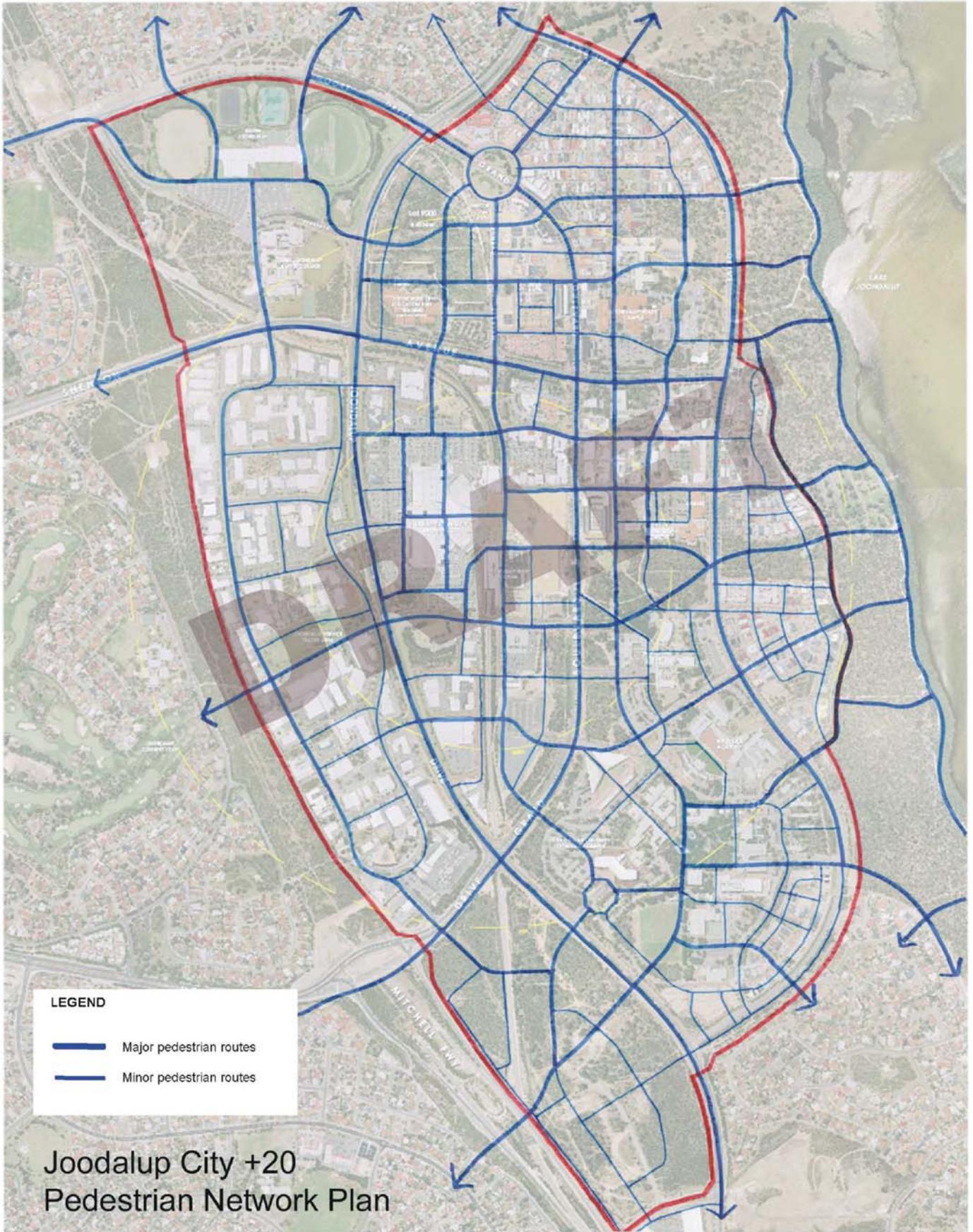
**FIGURE 3: GREEN LINKAGES PLAN**



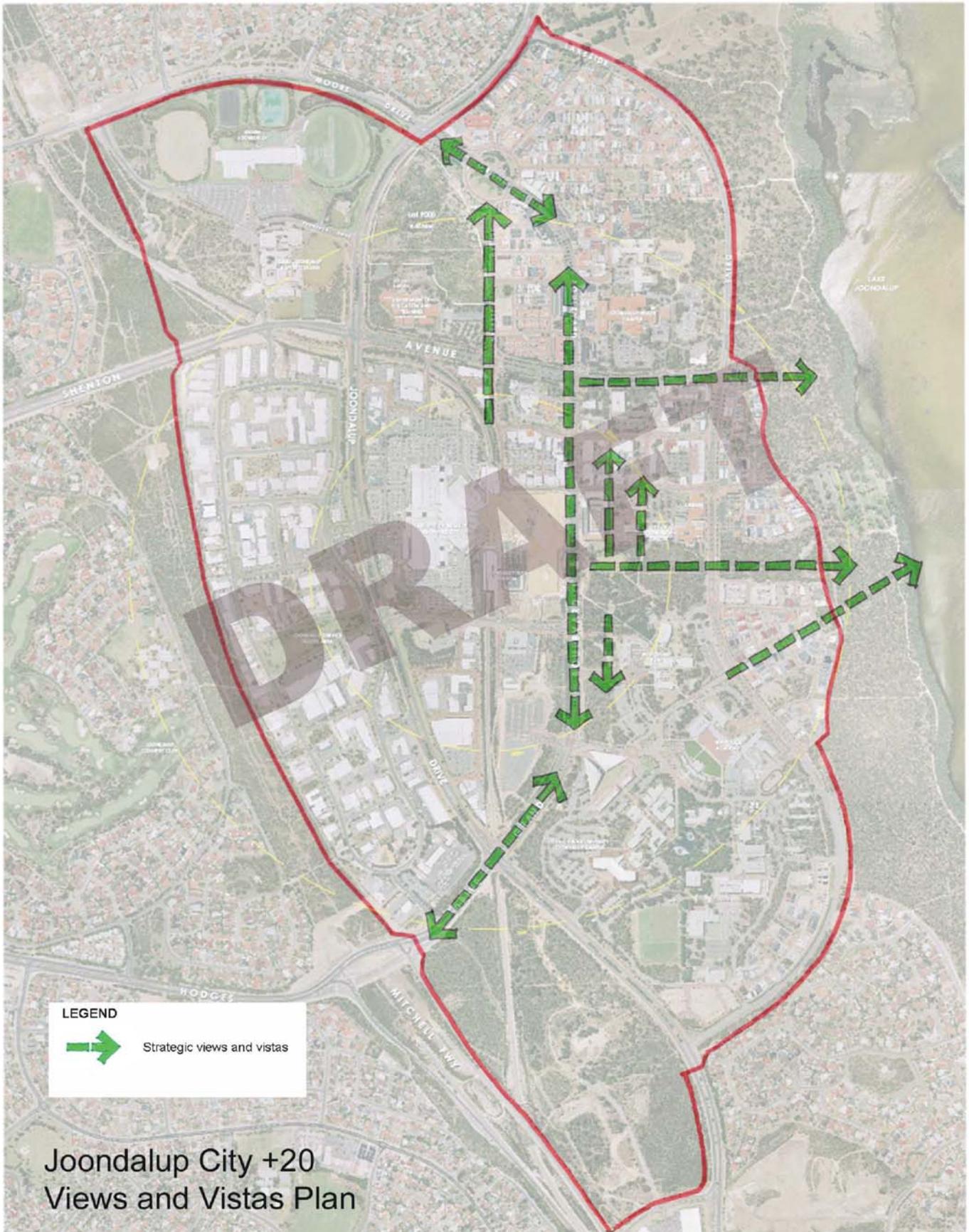
**FIGURE 4: SHARED MOVEMENT NETWORK PLAN**



**FIGURE 5: PEDESTRIAN NETWORK PLAN**



**FIGURE 6: VIEWS AND VISTAS PLAN**



**CERTIFICATION OF AGREED STRUCTURE PLAN  
(CLAUSE 9.6 - SCHEDULE 8)**

CERTIFIED THAT AGREED STRUCTURE PLAN NO.12

**JOONDALUP CITY CENTRE STRUCTURE PLAN**

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

