



**DRAFT MODIFICATIONS TO JOONDALUP CITY CENTRE DEVELOPMENT PLAN  
AND MANUAL – STRUCTURE PLAN NO 1****A2 PLOT RATIO**

**Plot ratios are to be in accordance with the following and the plan opposite.**

**A2.1 Residential Uses**

Residential R60. The minimum amount of open space (as defined under the Residential Design Codes) is 30% subject to the provision of a courtyard with a minimum dimension of 4 metres. The plot ratio provisions in the Residential Design Codes do not apply to City North.

**A2.2 Residential/Mixed Uses**

The residential development that is provided on mixed use lots will not be counted towards the plot ratio. The provisions of the Residential Design Codes do not apply to mixed use lots, but may be used as a guide. For other preferred uses on mixed use lots, buildings should not exceed a maximum plot ratio of 0.5.

**A2.3 General City Uses**

Maximum plot ratio of 1.0

**A2.4 Institutional Uses**

The scale and density of institutional development must be compatible with surrounding urban fabric.

**A2.5 Measuring Plot Ratio**

Plot ratio shall be determined as the ratio of the gross total of the areas of all floors of the buildings on a site to the area of land within the site boundaries. For this purpose, such areas shall include the area of any walls, but not include the area of lift shafts, stairs or stair landings common to two or more residential/commercial units, machinery, air-conditioning and equipment rooms, non-habitable space that is wholly below natural ground level, areas used exclusively for the parking of wheeled vehicles at or below natural ground level, lobbies or amenities areas common to more than one residential/commercial unit, or balconies or verandahs open on at least two sides.

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**The Development Plan Policies call for graded densities and built form having a maximum density at the centre of the City and lower density on the periphery.**

**A2.1 Graded Density**

The plot ratios are graded from the centre to the periphery with maximum plot ratios as illustrated.

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**A2.3 Concessions**

The provision of public open space and residential will not be counted towards the plot ratio.

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**A2.1 Graded Density**

The plot ratios are graded from the centre to the periphery with maximum plot ratios as illustrated.

**A2.2 Measuring Plot Ratio**

~~Plot ratios are measured in terms of Gross Leasable Area (GLA) for Retail and Commercial uses, and Gross Floor Area (GFA) for all other uses as defined in the City of Wanneroo Town Planning Scheme No 1.~~

Plot ratio shall be determined as the ratio of the gross total of the areas of all floors of the buildings on a site to the area of land within the site boundaries. For this purpose, such areas shall include the area of any walls, but not include the area of lift shafts, stairs or stair landings common to two or more residential/commercial units, machinery, air-conditioning and equipment rooms, non-habitable space that is wholly below natural ground level, areas used exclusively for the parking of wheeled vehicles at or below natural ground level, lobbies or amenities areas common to more than one residential/commercial unit, or balconies or verandahs open on at least two sides.

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**DRAFT MODIFIED JOONDALUP CITY CENTRE DEVELOPMENT PLAN AND  
MANUAL****A3 CAR PARKING****A3.1 Car Parking Requirements:**

Residential dwelling:	2 bays per dwelling
Single Bedroom Dwelling:	1 bay per dwelling
Aged/Dependent Persons Dwelling:	1 bay per dwelling
Residential Mixed Use:	1 bay per 30m <sup>2</sup> Net Lettable Area (Commercial) and 1 bay per dwelling
Commercial:	1 bay per 30m <sup>2</sup> Net Lettable Area
Hotels:	1 bay per 3 bedrooms plus 1 bay per 30m <sup>2</sup> for any other commercial space accessible by the public
Warehouse:	1 bay per 50m <sup>2</sup> Net Lettable Area

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MANUAL**

**A3 CAR PARKING**

**A3.1 Car Parking Requirements:**

Residential Dwelling:	2 bays per dwelling
Single Bedroom Dwelling:	1 bay per dwelling
Aged/Dependent Persons' Dwellings:	1 bay per dwelling

**A3.2 For landmark sites, car parking shall be provided out of sight of primary frontages.**

**DRAFT MODIFIED JOONDALUP CITY CENTRE DEVELOPMENT PLAN AND MANUAL****A3 CAR PARKING**

**A3.1** ~~Carparking is to be provided in accordance with the residential planning codes.~~

**Car Parking Requirements:**

<u>Residential Dwelling:</u>	<u>2 bays per dwelling</u>
<u>Single Bedroom Dwelling:</u>	<u>1 bay per dwelling</u>
<u>Aged/Dependent Persons' Dwellings:</u>	<u>1 bay per dwelling</u>

**A3.2** For landmark sites, carparking shall be provided out of sight of primary frontages.

### **3.0 CARPARKING**

It is intended that where lane ways are provided all access will be from the rear and all garaging will be at the rear.

Visitor parking is provided in the form of embayed parking within the road reserves

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~~Car parking for residential development to be provided in accordance with the Residential Planning Codes.~~

#### Car Parking Requirements:

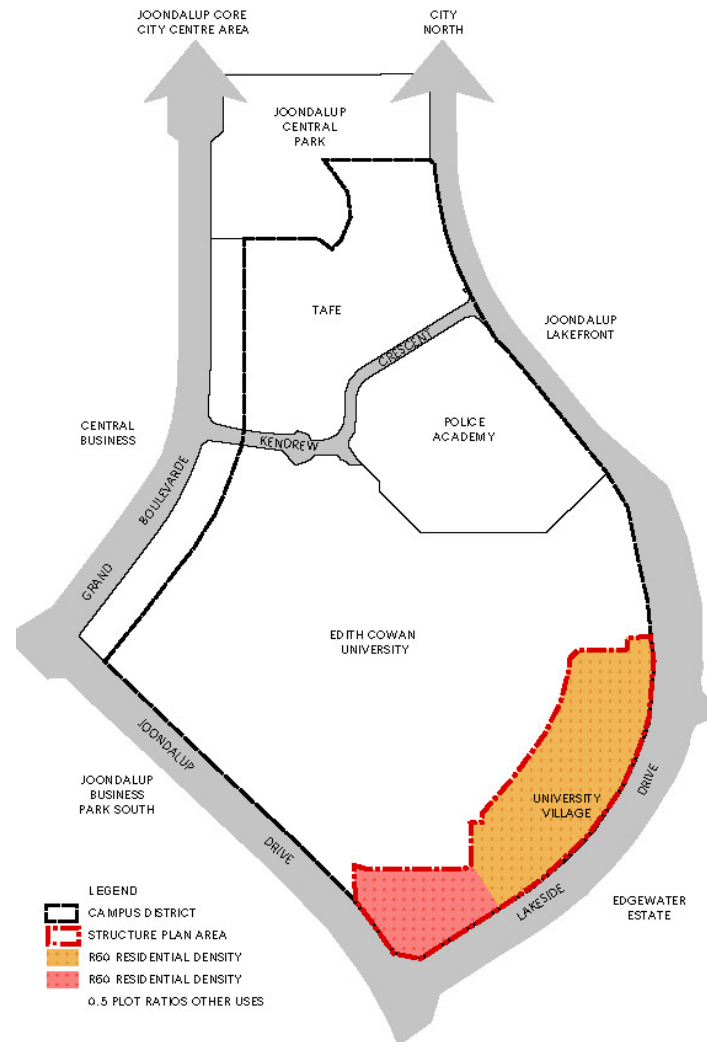
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***CAMPUS DISTRICT PLOT RATIO***

**Preferred uses:**

- Residential (Mandatory)
- Retail
- Office
- Entertainment
- Restaurant/Café
- Medical Suites
- Accommodation
- Community Facilities
- Recreation

**Uses not permitted:**

- Service Station
- Fast Food

## **2.0 PLOT RATIO**

Plot ratios are to be in accordance with the plan opposite.

### **2.1 Residential Uses**

Residential R60. The minimum amount of open space (as defined under the Residential Design Codes) is 30% subject to the provision of a courtyard with a minimum dimension of 4 metres.

### **2.2 Mixed Use/Residential**

For residential purposes buildings should, as far as practical, comply with the R60 provision for Multiple dwellings under the Residential Design Codes. For other preferred uses, generally a plot ratio of 0.5 will apply. Council may approve of higher plot ratio and density for buildings of landmark qualities.

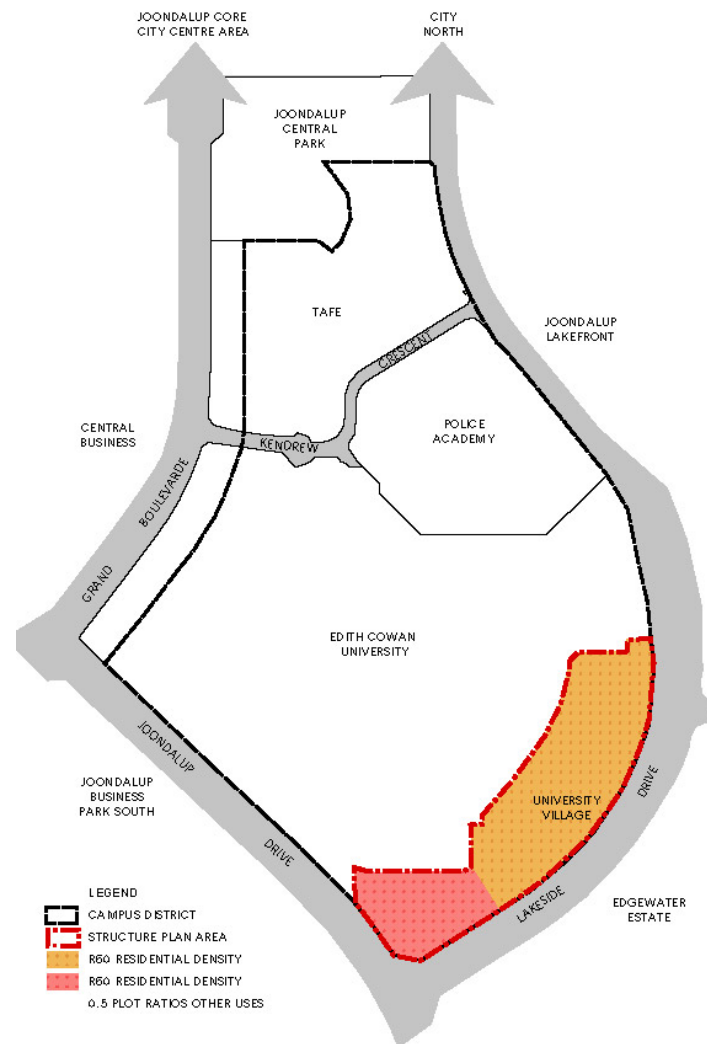
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The scale and density of institutional development should as far as practical be compatible with surrounding urban fabric.

## **2.4 Measuring Plot Ratio**

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**JOONDALUP CITY CENTRE DEVELOPMENT PLAN AND MANUAL  
ADDENDUM**

**Residential Design Codes (October 2002)**

**All references to the “Residential Planning Codes” to read “Residential Design Codes”.**

## ATTACHMENT 17

### MODIFICATIONS TO JOONDALUP CITY CENTRE DEVELOPMENT PLAN AND MANUAL - STRUCTURE PLAN NO 1 SCHEDULE OF SUBMISSIONS FOLLOWING ADVERTISING (CLOSED 1 JULY 2004)

NO	NAME OF SUBMITTOR	DESCRIPTION OF AFFECTED PROPERTY	SUBMISSION SUMMARY	COUNCIL'S RESPONSE/RECOMMENDATION
1	M Moon	N/A	<ul style="list-style-type: none"> <li>• Objects for the following reasons:</li> <li>• The Joondalup City Centre Development Plan and Manual (JCCDPM) is not an Agreed Structure Plan.</li> <li>• no planning definition for residential/commercial units;</li> <li>• no mention of how the plot ratio relates to dwellings;</li> <li>○ replaces the definition of plot ratio for dwellings of the Residential Design codes (R Codes);</li> <li>○ silent on some forms of development leaving residential/commercial units without a plot ratio;</li> </ul>	<ul style="list-style-type: none"> <li>• The JCCDPM was adopted as a Structure Plan under the City of Wanneroo's Town Planning Scheme No 1 (TPS1). The City has obtained legal advice that confirms the status of its JCCDPM as an Agreed Structure Plan.</li> <li>• The term 'residential/commercial unit' refers to a combination of both residential and commercial uses. This combination is also referred to as mixed use development and distinct from either use on its own.</li> <li>• By excluding reference to "residential" buildings in the definition, the plot ratio definition does not apply to residential use. Therefore, no plot ratio applies to wholly "residential" uses, only to the commercial component of mixed use developments.</li> <li>• The proposed definition varies only in specifying "residential/commercial units" rather than just using the term buildings as in the R Codes. This change specifically addresses the intent of the JCCDPM to apply plot ratio to only mixed use development in City North, Central Business and Campus Districts, not to solely "residential" uses.</li> <li>• It is unclear to what forms of development the submitter refers. Dwellings are defined in the R Codes and the terms 'residential' and 'commercial'</li> </ul>

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			<ul style="list-style-type: none"> <li>only refers to parking for residential dwellings and dwellings and is silent on accommodation other than permanent dwellings (short stay, medium stay and long stay);</li> <li>Council has been directed by the Western Australian Planning Commission (WAPC) to form policy on temporary accommodation which has not done and so the impact of parking of temporary accommodation for students, tourists, visitors, business clientele and temporary workers etc. must be considered;</li> <li>Lack of clarification as to whether temporary accommodation is commercial or residential development and therefore it is unclear what car parking requirement would apply;</li> <li>hotel parking does not include parking for the employees, caretakers, maintenance worker on shift work, hire cars or people using their own vehicles. which raises a safety concern about the</li> </ul>	<p>are uniformly understood such that definitions of these terms is not considered necessary.</p> <ul style="list-style-type: none"> <li>There are no specific car parking provisions stated within DPS2 for non-permanent (temporary) forms of accommodation. Therefore, car parking requirements are assessed on the merits of a development application.</li> <li>The Minister for Planning and Infrastructure in her letter to the City dated 31 May 2004 concerning the redevelopment of the former Mullaloo Tavern site as serviced apartments, recommended urgent attention be given to the formulation of guidelines for the development of short stay accommodation in Commercial zones where such developments are permissible. It is noted that the preparation of such a policy is urgent, therefore its preparation has commenced and will be finalised as soon as possible.</li> <li>The Supreme Court ruling included in a letter to the City from the Minister for Planning and Infrastructure dated 31 May 2004 concerning the redevelopment of the former Mullaloo Tavern site as serviced apartments determined that short stay accommodation is to be classified as a residential building. Car parking provisions for residential uses are proposed within this modification to the JCCDPM.</li> <li>An assessment of car parking requirements would be based on an overall car parking requirement having considered the particular form of accommodation,</li> </ul>
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			<p>lack of provision for these workers;</p> <ul style="list-style-type: none"><li>• A3.2 only states parking can't be primary frontage therefore clause A3.1 must include the numbers of parking bay required for a landmark site;</li><li>• in the Campus District and mixed use developments generally, 1 car bay is insufficient and will adversely affect the amenity and accessibility of the campus district;</li><li>• there is no limit to the number of bedrooms permissible in the residential apartments and 1 car bay is insufficient.</li><li>• no mention of how the plot ratio relates to dwellings and considers plot ratio is necessary to control bulk and height;</li></ul>	<p>the number of employees, hours of operation and any anticipated visitors to the site. This assessment would therefore be site specific. Furthermore, the Joondalup City Centre was specifically planned to promote the use of alternative modes of transport other than private vehicles. A requirement to provide more car parking bays would be contrary to the intent of the City Centre and would not support principles of sustainability. The safety of workers is not directly related to car parking provisions and, rather, is a security issue related such details as lighting and visibility.</p> <ul style="list-style-type: none"><li>• The location of car parking bays is not the subject of this report. The number of car parking bays required for a landmark building is assessed according to the merit of a development application to the City.</li><li>• The proposed provisions are consistent with the R Codes as the standard for the State and are therefore considered adequate.</li><li>• The proposed provisions are consistent with the R Codes as the standard for the State and are therefore considered adequate.</li><li>• By excluding a specific reference to "residential" buildings in the definition, the plot ratio definition does not apply to this use. No plot ratio applies therefore to "residential" only developments in these Precincts.</li></ul>
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			<ul style="list-style-type: none"> <li>Removal of plot ratio provision for dwellings is not in the interest of proper and orderly planning and was not stated in the report to Council;</li> <li>replaces the definition of plot ratio for dwellings of the Residential Design codes;</li> <li>Planning terminology not being applied.</li> <li>No development controls for residential building and short, long, medium, stay apartments.</li> </ul> <p>The submitter also provided copies of previous questions to the Joint Commissioners and answers provided to these questions, as well as an analysis of some points she raised.</p>	<ul style="list-style-type: none"> <li>Plot ratio is not the major planning tool used to control the bulk and scale of development, rather other measures such as setbacks and policies relating to height and scale are used to control height and scale. The R60 density provisions of the R Codes are considered to be adequate in this case, making plot ratio unnecessary.</li> <li>The definition varies only in specifying “residential/commercial units” rather than just using the term buildings as in the R Codes. This change specifically addresses the intent of the JCCDPM to apply plot ratio to mixed use only development in City North, Central Business and Campus Districts, not to solely ‘residential’ uses.</li> <li>Where possible, the use of planning terminology and jargon is avoided, and the use of common language is usual to increase public understanding. This is normal practice within Council reports and correspondence where the understanding of the reader is essential.</li> <li>Development controls relating to temporary accommodation are not the subject of this proposed modification to the JCCDPM, however is intended to be covered within a future local planning policy relating to short stay accommodation/tourist developments.</li> </ul> <p>Adoption of the proposed modifications is recommended.</p>
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SCHEDULE OF SUBMISSIONS FOLLOWING ADVERTISING  
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