Endorsement Page

This Activity Centre Plan is prepared under the provisions of the City of Joondalup Local Planning Scheme No. 3.

IT IS CERTIFIED THAT THIS ACTIVITY CENTRE PLAN WAS APPROVED BY RESOLUTION OF THE WESTERN AUSTRALIAN PLANNING COMMISSION ON:

DATE

Signed for and on behalf of the Western Australian Planning Commission:

_____________________________________________________________

An officer of the Commission duly authorised by the Commission pursuant to section 16 of the Planning and Development Act 2005 for that purpose, in the presence of:

_____________________________________________________________
Witness

_____________________________________________________________
Date

_____________________________________________________________
Date of Expiry
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Joondalup’s long held aspiration is to be recognised as the Central Business District (CBD) of the North West Corridor and to become a bold, creative and prosperous City on the global stage. Planned as a strategic regional centre for the north-west region of Perth, Joondalup is the second largest local government in Western Australia by population.

The Joondalup Activity Centre Plan (JACP) responds to State Planning Policy 4.2 (SPP 4.2), it will guide how the Joondalup Activity Centre (JAC) will respond to the future needs and aspirations of the Joondalup community. The centre has a boundary based on the current structure plan boundary with some minor amendments. Covering a large geographical area and as yet, not fully developed, JAC has capacity to support regional growth in a sustainable way.

Joondalup is unique in that it is a planned city that has a distinct West Australian character articulated through its landscape. It is a commercial, civic and cultural hub with retail and professional services, tertiary educational institutions, police training facilities and a health sector that services the broader north-west region providing unique opportunities for Western Australians to study and work.

Regional residential growth has been very strong and it is now time for the City to mature as a self-sufficient employment centre and a location of choice for strategic and knowledge based business. The JACP proposes a range of initiatives to stimulate development and intensity to support employment growth while enhancing the liveability of Joondalup as a modern, connected and prosperous city.

Precincts in the JAC, based on existing activity, offer a base for increased local employment and business synergies, housing and new attractions. Each will have a defining character with the city centre being the primary location for urban intensity with Boas Avenue as the focus.

With a larger population of residents and workers and more visitors, Joondalup will need strategies to ensure efficient access to and around the city, reduce pressure on regional transport networks, co-ordinate car parking and encourage a shift to active and public transport. This includes promoting ‘the trip not taken’ as people choose to live, work and play in Joondalup rather than commuting to Perth. Local journeys on foot or cycle will contribute to modal shift and healthy lifestyles.

Joondalup is fortunate to have great streets. They are beautifully landscaped and wide enough for elements such as rapid bus transit, light rail and protected cycle lanes. The focus of the JACP is on better east-west connections and a landscaped green link is envisioned on Collier Pass connecting from the Mitchell Freeway shared path through Central Park to Lake Joondalup. The link is one of several local east-west connections from freeway to lake promoted in the JACP.

The JACP seeks to improve aspects of the existing city design. This includes strategies for better connectivity across the rail cutting, better integration between Lakeside Shopping Centre and the city and improved access from Joondalup train station into the city centre. The JACP also seeks to integrate the city across Joondalup Drive.

**VISION STATEMENT**

As a bold, creative and prosperous city, Joondalup will be recognised through the quality of its urban environment. Elegant boulevards and squares will be the setting for a rich commercial and community life and buildings will be well designed and sustainable. The city will welcome visitors arriving by car, cycle and public transport and people will walk safely in the city’s beautiful streets. City residents and their families will mingle with those doing business, studying or simply enjoying the lively urban atmosphere. Joondalup will be a place of choice for a diversity of people who will bring energy, employment and cultural vibrancy to the city.
City streets and squares act as a stage for community life. The intent of the JACP is to encourage people to stay in the city beyond shopping and work by enabling a wide range of diverse and intense uses to occur including residential. A re-energised public realm will include city squares that are integrated into redevelopment. These squares will provide a focus for a mix of activity to support a richer, more diverse civic life engaging Joondalup’s community and visitors to the city.

The JACP envisages an increased urban intensity with more and taller buildings in the next era of the city’s development. The wide streets and urban grid of the JAC form a suitable framework for redevelopment of buildings that are now reaching the end of their productive lives. These buildings and the businesses within were the ‘pioneers’ of Joondalup, enabling the city to prosper in its first phase. There are also large areas within the JAC that are, as yet, undeveloped providing excellent opportunities for future activity.

The JACP recognises the importance of open space in Joondalup as a valuable asset to support the lifestyles of those who live in apartments and inner city dwellings in Joondalup. Central Park is the primary open space within the city and there is opportunity to activate the edges of the park and to provide enhanced access through it. As the city becomes more intensely urban, the value of its open spaces and landscape will be recognised for their role in ameliorating the urban heat island effect. The JACP further encourages private development to include green spaces such as roof terraces as well as climate responsive buildings that are efficient in energy, water and material use.

The JACP advocates policy that enables and encourages high quality development and is in line with new Design WA policies prepared by the Department of Planning. The intent is not to control the finer detail and character of buildings but to collaborate with developers to ensure that their buildings contribute to a beautiful city designed for the future.
Executive Summary

The JAC is classified as a Strategic Metropolitan Centre (SMC) under SPP 4.2. The centre is situated in the north-west corridor of the Perth Metropolitan Region which has been identified as a major urban growth corridor. Due to the significant growth projected within its catchment, the JAC is undergoing a transition in size and scale. The JACP provides the vision and strategic planning framework to guide development within the JACP area. It has been prepared to address these opportunities and challenges, providing a clear direction and guidance on the strategic development of the JAC.

Activity Centre Plan Content

This Activity Centre Plan has been prepared to meet the requirements of SPP 4.2 and the draft Structure Plan Framework as per the Planning and Development (Local Planning Schemes) Regulations 2015. The Activity Centre Plan comprises three parts:

Part One: Implementation – sets out the planning provisions to guide the assessment and approval of development and subdivision.

Part Two: Explanatory Section – provides a summary of the vision, objectives, context and technical analysis to support the JACP, providing the rationale for the Part One Development Standards. Part Two of the JACP also sets out the development intent for development in the JACP area which is underpinned by a supporting Joondalup Activity Centre Master Plan.

Technical Appendices – containing technical studies and reports prepared by the various consultants to support the JACP.

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Prepared for:

City of Joondalup

June 2017

Prepared by Hames Sharley:

Hames Sharley

www.hamessharley.com.au

In collaboration with Arup and RPS:

ARUP  RPS

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PART ONE
IMPLEMENTATION
1.1 Joondalup Activity Centre Plan

1.1.1 ACTIVITY CENTRE PLAN AREA

The JACP shall apply to the JAC being the land contained within the inner edge of the line denoting the activity centre boundary as shown on Figure 1.

Figure 1: Joondalup Activity Centre Plan Boundary
1.1.2 INTERPRETATION AND RELATIONSHIP WITH SCHEME

The City of Joondalup Local Planning Scheme No.3 (LPS3) zones the JACP area as ‘Centre’.

The objectives and development standards of the JACP are complementary to the provisions, standards or requirements of LPS3. Where it is otherwise not covered, the provisions of State Planning Policy 3.1 - Residential Design Codes (R-Codes) and LPS3 shall prevail.

In the JACP:

“Building Height” means the maximum vertical distance between the natural ground level and the finished roof height directly above.

“End of Trip Facilities” means those facilities that support bicycle use by providing cyclists with opportunity to shower and change and to store their bicycle securely at the end of their journey.

“Frontage” means the road alignment at the front of a lot and, if a lot abuts 2 or more roads, the one to which the building or proposed building faces.

“Podium” means the lower part of a tall building and forms a base for the tower above.

“Public Realm” means all spaces and places outside of buildings and private lots and includes streets, laneways, squares and open spaces.

“Street Activation” means the uses, activities and building elements that provides interaction with people on the street such as shop display windows and alfresco areas. It can also include entrance foyers to residential and other buildings. Activation predominantly occurs at ground level but also includes upper level elements such as balconies.

“Tower Structure” means the part of a building that extends above a lower podium or street front building and is stepped back to reduce its impact on the street.

“Transit Oriented Development” means development that is planned and designed to encourage and enhance the use of public transport. Specifically it refers to development with an 800 metre walkable catchment of a train station or other transport mode. Attention should be given to the safety, connectivity and amenity of the pedestrian environment in the catchment.

“Visually Permeable” means in reference to a wall, gate, door or fence that the vertical surface has:

- Continuous vertical or horizontal gaps of 50mm or greater width occupying not less than one third of the total surface area; or
- A surface offering equal or lesser obstruction to view, as viewed directly from the street.
1.1.3 OPERATION

The JACP shall come into operation when it is approved by the Western Australian Planning Commission (WAPC).

The JACP supersedes the draft Joondalup City Centre Structure Plan.

The JACP and the supporting Joondalup Activity Centre Master Plan (Section 7 - Urban Form) form the principal planning and urban design framework for the JAC. Any proposed variations prepared for Local Development Plans and development applications for sites within the centre’s boundaries will be required to be assessed against the design principles of the R-Codes and the objectives and development standards within the JACP. This is in addition to the planning considerations set out in LPS3 and the City’s planning policies.

1.1.4 STAGING AND IMPLEMENTATION

Staging of the JACP is largely based on the timing and willingness of individual landholders to develop their sites. It is also dependent on a number of key transport and infrastructure triggers. These key triggers include infrastructure and public realm investments such as:

- Creation and construction of city squares;
- Capping of portions of the railway reserve for development;
- Construction of new bridges over the railway to improve east-west movement;
- Road intersection upgrades;
- Improvements to Collier Pass Green Link;
- Improvements to the shared path network to increase connectivity between the Mitchell Freeway and Lake Joondalup;
- Construction of public car parks as demand dictates; and
- Public transport improvements including development of Local Area Transit throughout the JAC.

In addition, other drivers that will support implementation of the plan include:

- Major public projects or investments;
- Collaboration with other agencies;
- Promotion, marketing and branding of the JAC;
- Investment in local infrastructure.
1.2 Joondalup Activity Centre Plan

1.2.1 OBJECTIVES

The following objectives apply to all areas within the JACP boundary. Planning and development in the JAC shall have due regard for the following objectives.

1.2.1.1 GENERAL
- Aspire to elevate Joondalup Activity Centre to a primary centre, recognised by the WAPC.
- Promote employment self-sufficiency, self-containment and inter-regional access.
- Provide a simple, transparent and flexible planning framework that enables development to respond to investment opportunities.

1.2.1.2 ACTIVITY
- Establish significant knowledge intensive industry and employment, complemented by education.
- Facilitate land assembly and redevelopment that will further intensify development and activity in the city centre.
- Achieve a diverse mix of compatible uses that generate activity at all times of the day and night.
- Establish street based retail activity outside of Lakeside Shopping Centre within the city centre.
- Encourage increased activation of city streets and Central Walk.
- Facilitate high density residential development in the city centre and a diversity of housing to provide choice for residents.
- Encourage land uses that generate high concentrations of workers, residents and visitors to improve local employment self-sufficiency and self-containment.
- Focus travel, employment and user intensive activity around public transport stations and along movement corridors.

1.2.1.3 MOVEMENT
- Integrate and prioritise transport modes including local area transit to efficiently connect people with attractions, and destinations in the city centre and region.
- Provide safe, functional and attractive interchange facilities and waiting areas for public transport patrons.
- Provide safe and attractive streets and public places to enhance the pedestrian experience throughout JAC.
- Strengthen east-west movement across the city with pedestrian/cycle connections between Mitchell Freeway, Joondalup West, the CCP and Lake Joondalup.
- Reduce transport conflict by providing dedicated cycle lanes, footpaths separated from vehicles and minimal vehicle crossovers in the city centre.
- Provide car parking commensurate with the road network capacity.
- Promote short-term, public on-street car parking in highly accessible areas.
- Consolidate car parking, encourage reciprocal public use and consolidate access to reduce the dominance of cars in the urban landscape.
- Provide adequate bicycle parking and end of trip facilities to promote cycling trips within JAC.
1.2.1.4 **URBAN FORM (CHARACTER)**

* Create an identifiable and unique civic heart that is enlivened and activated through a series of connected city squares, each with a unique character and function.

* Create an attractive city centre that sets Joondalup apart through the use of high-quality design, materials, street furniture, public art, landscape and the retention of vegetation where appropriate.

* Promote buildings with scale and character that reflects JAC’s status as the primary centre of the north-west sub-region.

* Encourage development at gateways to the city to enhance arrival and contribute to the city’s character and identity.

* Encourage increased development intensity, building scale and design quality along transport corridors to appropriately frame the city centre.

* Encourage buildings and development that are able to adapt to changing economic, technological, environmental and social conditions.

* Encourage buildings that have a well-considered relationship to the street, enabling the city to become more intense and active while retaining a human scale.

* Enhance the natural environment and emphasise the existing ‘bush’ identity and landscape quality throughout the JAC.

1.2.1.5 **RESOURCE CONSERVATION**

* Adopt an environmentally sustainable approach to development within the JAC.

* Create a green open space and landscaped street network to lessen the heat island effect of city development.

* Encourage conservation of resources, including reduced waste and energy and water use.

* Encourage solar access, natural cross ventilation and renewable energy use in buildings.

* Maximise solar access and good microclimate conditions in public open spaces and city squares.

* Optimise water quality management outcomes.
Figure 2: Joondalup Activity Centre Plan

LEGEND
- JAC Boundary
- Precincts
  - City Centre
  - Health and Wellness
  - Learning and Innovation
  - Joondalup Edge
  - Joondalup West
  - Quarry Park
  - Lakeside Residential
- Reserves
  - Other Regional Road
  - Conservation Reserve
  - Public Open Space Reserve
  - Drainage/Waterways Reserve
- Movement
  - Train/Bus Station
  - Mobility Hub
  - Local Area Transit/Stop
  - Bus Priority
  - City-Lake Active Transport Links
  - Multi-Deck Car Park
- Urban Form
  - Main Street (Boas Ave)
  - Green Link (Collier Pass)
  - City Squares
  - Landmark Sites

0m 1km
Figure 3: Residential Density Code Plan

LEGEND

Precincts
- P1 - CC: City Centre
- P2 - HW: Health and Wellness
- P3 - LI: Learning and Innovation
- P4 - JE: Joondalup Edge
- P5 - JW: Joondalup West
- P6 - QP: Quarry Park
- P7 - LR: Lakeside Residential

Residential Density
- RAC-0
- R100
- R60
- R40
- R15
- Road/Reserves/Non-Residential

JAC Boundary
0m 1km
Figure 4: Building Heights Plan

- **JAC Boundary**
- **City Centre**
- **Health and Wellness**
- **Learning and Innovation**
- **Joondalup Edge**
- **Joondalup West**
- **Quarry Park**
- **Lakeside Residential**

- **No Maximum**
- **Min - 20.5 metres**
- **Max - 45 metres**
- **Min - 13.5 metres**
- **Max - 20.5 metres**
- **Min - 13.5 metres**
- **Max - 13.5 metres**
- **No minimum**

Refer to Precinct 7 - R15 Development Standards
1.3 Land Use

1.3.1 LAND USE PERMISSIBILITY

Land use within the JACP is divided into seven precincts identified on Figure 5:

+ Precinct 1 - City Centre;
+ Precinct 2 - Health and Wellness;
+ Precinct 3 - Learning and Innovation;
+ Precinct 4 - Joondalup Edge;
+ Precinct 5 - Joondalup West;
+ Precinct 6 - Quarry Park; and
+ Precinct 7 - Lakeside Residential.

1.3.1.1 LAND USE PERMISSIBILITY TABLE

Table 1 identifies the use class permissibility within each of the designated precincts. Land use permissibility shall be determined by reference to Table 1 and any additional land use requirements under the development standards of the relevant precinct.

The symbols used in Table 1 have the following meanings:

+ ‘P’ means that the use is permitted if it complies with any relevant development standards or requirements of the Scheme, local planning policy (LPP), structure plan, activity centre plan or local development plan;
+ ‘D’ means that the use is not permitted unless the local government has exercised its discretion by granting development approval;
+ ‘A’ means that the use is not permitted unless the local government has exercised its discretion by granting development approval after giving notice in accordance with clause 64 of the deemed provisions; and
+ ‘X’ means that the use is not permitted by the Scheme.
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<th>Use Classes</th>
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<th>Learning and Innovation</th>
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<th>Joondalup West</th>
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Note:

X* = permitted where floorspace does not exceed 200m² NLA per green title lot.
1.3.1.2 ADDITIONAL USE ZONES

Despite the information contained in the Land Use Permissibility Table, the land specified in Table 2 below may be used for the specific use or uses that are listed in addition to any uses permissible in the precinct.

Table 2: Additional Use Zones

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<td>2</td>
<td>“City Centre Precinct” Lot 456 - P017996</td>
<td>“P” - Car Park</td>
<td>Public car parking structure permitted.</td>
</tr>
<tr>
<td>3</td>
<td>“City Centre Precinct” Lot 535 - P019637</td>
<td>“P” - Car Park</td>
<td>Public car parking structure permitted.</td>
</tr>
<tr>
<td>4</td>
<td>“City Centre Precinct” Lot 708 - P075161</td>
<td>“P” - Car Park</td>
<td>The additional use is restricted to the existing multi-level parking structures as indicated on Figure 1 - Activity Centre Plan.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>“D” - Garden Centre</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>“D” - Motor Vehicle Repairs</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>“D” - Service Station</td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>“City Centre Precinct” Lot 9000 - P040107</td>
<td>“P” - Car Park</td>
<td>Multi-deck car parking structure permitted to service future ECU Endowment Precinct development.</td>
</tr>
<tr>
<td>6</td>
<td>“City Centre Precinct” Lot 1000 - P048551</td>
<td>“P” - Car Park</td>
<td>Public car parking structure permitted.</td>
</tr>
</tbody>
</table>
1.4 General Development Standards

This section provides an overview of the development standards which apply to the JACP area. These standards shall be read in conjunction with the Precinct Specific Development Standards (Section 1.5) and Section 07 - Urban Form.

1.4.1 LAND USE

- Land use shall be in accordance with Table 2 - Land Use Permissibility.

1.4.2 RESIDENTIAL DENSITY

- Residential density shall be in accordance with Figure 3 - Residential Density Code Plan.

1.4.3 SUBDIVISION REQUIREMENTS

Subdivision within the JAC will not be supported unless the following criteria are met to the satisfaction of the City:

- The resultant lot/s are 2,000m² or larger; or
- It is adequately demonstrated that the resultant lots are of a size which will accommodate development with a form and scale that reflects the relevant development provisions and objectives of the JACP, which may include the preparation and approval of a Local Development Plan; or
- The subdivision relates to development which has been approved and the construction of which is substantially commenced; or
- The subdivision facilitates the creation of road reserves and/or superlots generally consistent with the relevant precinct plan/s (Figures 6 to 12).

In all instances, it must be demonstrated that any subdivision proposal has regard to the highest applicable residential density coding under the JACP.

1.4.4 BUILDING HEIGHTS

Buildings shall comply with the minimum building height required under Figure 4 - Building Heights Plan, however, parts of a building (including the podium) may be developed at a lesser height provided that the proposed development:

- Includes a tower structure which exceeds the minimum building height required under Figure 4 by at least the equivalent dimension to the reduction sought to those portions of the building below the minimum height; and is considered to meet the relevant objectives under the JACP; and is consistent with the existing/desired streetscape; or
- Represents extensions/alterations to an existing approved building; and is considered to meet the relevant objectives under the JACP; and is consistent with the existing/desired streetscape to the satisfaction of the determining authority.

Podium Roofscape
The podium roofscape shall be designed to be an attractive and unified architectural feature when viewed from towers above. This may include rooftop terraces and gardens.

1.4.5 STREET INTERFACE

- Street frontages shall be in accordance with the relevant Precinct Plans.
- Where an active or semi-active frontage is not required, the following edge types must be provided:
- **Passive frontage** shall be provided where office and residential land uses are provided on the ground floor. These edges shall ensure that buildings and their entrances are articulated toward the street providing a strong urban character; and

- **Attractive frontage** shall be provided to improve the visual appearance of non-active frontages such as blank walls, service edges and car parks. They can provide visual interest and appeal through high-quality materials, artwork, screens or landscape.

- **Multi-storey parking decks** with street elevations shall be treated aesthetically with applications such as screening, artwork and green walls to reduce their visual impact.

### 1.4.6 CASH-IN-LIEU OF CAR PARKING

- Where it is considered by the City that there is a reasonable expectation in the immediate future that there will be adequate provision of public car parking in the proximity of the proposed development; and

- Where an applicant proposes a development which is required to provide car parking bays, that person may, if so agreed by the City, make a cash payment to the City in lieu of the provision of all or any of the required number of car parking bays in accordance with the relevant clauses under LPS3.

### 1.4.7 BICYCLE PARKING AND END OF TRIP FACILITIES

**Bicycle Parking**

*Table 3* outlines the bicycle parking standards that apply to the JACP area (standards for uses not listed will be at the discretion of the City). Both short-term and long-term bicycle parking requirements shall be satisfied.

*Table 3: Bicycle Parking Standards*

<table>
<thead>
<tr>
<th>USE CLASS</th>
<th>EMPLOYEE BICYCLE PARKING</th>
<th>VISITOR BICYCLE PARKING</th>
</tr>
</thead>
<tbody>
<tr>
<td>Amusement Parlour, Auction Room, Cinema/Theatre, Community Purpose, Civic Use, Club Premises, Fast Food Outlet, Place of Assembly, Place of Worship, Reception Centre, Recreation – Private, Restaurant/Cafe, Small Bar</td>
<td>N/A</td>
<td>1 per 50 people accommodated</td>
</tr>
<tr>
<td>Betting Agency, Convenience Store, Home Store, Liquor Store – small, Lunch Bar, Market</td>
<td>1 per 100m² NLA</td>
<td>1 per 50m² NLA</td>
</tr>
<tr>
<td>Consulting Rooms, Medical Centre, Veterinary Centre</td>
<td>1 per 8 practitioners</td>
<td>1 per 4 practitioners</td>
</tr>
<tr>
<td>Bakery, Dry Cleaning Premises, Laundrette, Liquor Store – large, Restricted Premises, Shop, Tattoo Studio</td>
<td>1 per 300m² NLA</td>
<td>1 per 500m² NLA</td>
</tr>
<tr>
<td>Educational Establishment</td>
<td>N/A</td>
<td>1 per 20 students 5 per classroom 5 per classroom 1 per 20 students</td>
</tr>
<tr>
<td>Primary School</td>
<td>5 per classroom</td>
<td>1 per 20 students</td>
</tr>
<tr>
<td>Secondary School</td>
<td>5 per classroom</td>
<td>1 per 20 students</td>
</tr>
<tr>
<td>Tertiary College</td>
<td>1 per 15 beds</td>
<td>1 per 30 beds</td>
</tr>
<tr>
<td>Hospital, Nursing Home</td>
<td>1 per 150m² of bar and dining area</td>
<td>1 per 100m² of bar and dining area</td>
</tr>
<tr>
<td>Hotel, Motel, Tavern</td>
<td>1 per 10 units</td>
<td>N/A</td>
</tr>
<tr>
<td>Retirement Village</td>
<td>1 per 10 units</td>
<td>N/A</td>
</tr>
<tr>
<td>USE CLASS</td>
<td>EMPLOYEE BICYCLE PARKING</td>
<td>VISITOR BICYCLE PARKING</td>
</tr>
<tr>
<td>-----------</td>
<td>--------------------------</td>
<td>-------------------------</td>
</tr>
<tr>
<td>Bulky Goods Showroom, Exhibition Centre, Hardware Store, Laundry, Trade Supplies</td>
<td>1 per 750m² NLA</td>
<td>1 per 1,000m² NLA</td>
</tr>
<tr>
<td>Office</td>
<td>1 per 200m² NLA</td>
<td>1 per 1,000m² NLA</td>
</tr>
<tr>
<td>Shopping Centres under 30,000m²</td>
<td>1 per 1,500m² NLA</td>
<td>1 per 3,000m² NLA</td>
</tr>
<tr>
<td>Shopping Centres from 30,000 to 50,000m²</td>
<td>1 per 1,500m² NLA</td>
<td>1 per 3,000m² NLA</td>
</tr>
<tr>
<td>Shopping Centres greater than 50,000m²</td>
<td>1 per 3,000m² NLA</td>
<td>1 per 5,000m² NLA</td>
</tr>
</tbody>
</table>

End of Trip Facilities

Residential Development:
+ Residential developments are not required to provide end of trip facilities (showers/lockers/changing facilities).

Non-Residential Development:
All developments that are required to provide 6 or more employee bicycle parking bays in accordance with Table 3 above must also provide end of trip facilities with the following criteria:
+ A minimum of one female and one male shower, located in separate change rooms or a minimum of two separate unisex showers and change rooms;
+ Additional shower facilities to be provided at a rate of one shower for every 10 additional bicycle parking bays;
+ A locker for every bicycle parking bay provided; and
+ End-of-trip facilities are to be located as close as possible to the bicycle parking facilities.

1.4.8 SCREENING OF EQUIPMENT

+ Air conditioner condensers and any other external building plant, lift overruns, piping, ducting, water tanks, transformers, and fire booster cabinets shall be located so as to minimise any visual and noise impact on adjacent developments and public spaces and shall be screened from view of the street.

1.4.9 SERVICE AREAS

+ A storage area for refuse and recyclable material must be provided on the land and the area must not be visible from any street; and
+ Facilities must be provided on the land for the loading and unloading of service and delivery vehicles.

1.4.10 ADAPTABLE BUILDINGS

All buildings shall be adaptable to future uses. They should have:
+ Minimum floor to floor height of 4.5 metres at ground floor; and
+ Structure and core configurations, vertical circulation and services provision to enable future-proofing and adaptation of floor/tenancy spaces.
1.4.11 VARIATION FROM THE R-CODES

Part 6 of the R-Codes applies to development in an Activity Centre Plan area (including non-residential buildings).

Part 7 of the R-Codes allows for Activity Centre Plans to amend or replace the deemed-to-comply provisions of the R-Codes.

Those deemed-to-comply provisions of the R-Codes that are amended or replaced by this Activity Centre Plan are as follows:

- Building height (sub-clauses 5.1.6 and 6.1.2);
- Street setback (sub-clauses 5.1.2 and 6.1.3);
- Lot boundary setbacks (sub-clauses 5.1.3 and 6.1.4);
- Open Space Provision (sub-clause 5.1.5 and 6.1.5);
- Outdoor Living Area (sub-clause 5.3.1 and 6.3.1); and
- Vehicular access (sub-clauses 5.3.5 and 6.3.5).
1.5 Precinct Specific Development Standards

1.5.1 PRECINCT 1 - CITY CENTRE

In addition to the General Development Standards under Section 1.4, the following provisions shall apply to the area shown as ‘City Centre’ on the City Centre Precinct Plan (Figure 6).

1.5.1.1 CITY CENTRE OBJECTIVES

a) Encourage the highest intensity of mixed use development and the greatest concentration of employment intensive land uses.

b) Support mixed-use development along Joondalup Drive and Grand Boulevard to form intense inner-city development corridors.

c) Establish the Joondalup Drive/Grand Boulevard and Shenton Avenue/Grand Boulevard intersections as the primary gateways into the city centre.

d) Improve connectivity from Joondalup Train / Bus Stations to surrounding precincts.

e) Establish a local mobility hub at the Collier Pass city square to improve connectivity between Joondalup Train Station and other precincts within the JAC.

f) Establish a series of interconnected, functional and unique squares that form part of an integrated pedestrian network.

g) Provide car parking in negotiation with Lakeside Shopping Centre as the major trip generator in the City Centre.

h) Reinforce Central Walk (north-south) and Boas Avenue (east-west) as the primary pedestrian spines by activating buildings at ground floor uses.

i) Encourage the amalgamation of smaller lots into larger parcels to optimise redevelopment potential.
Figure 6: City Centre Precinct Plan

LEGEND
- JAC Boundary
- Rail/Bus Interchange
- City Centre Precinct
- Conservation Reserve
- Public Open Space
- ECU Endowment Precinct
- Landmark Site
- City Squares
- Main Street
- Green Link
- Active Frontage
- Semi-Active Frontage
- Proposed Infrastructure Upgrades
- New Roads
- Railway Caps
### CITY CENTRE PRECINCT DEVELOPMENT STANDARDS

#### CC1 - Building Height

Building heights shall be in accordance with [Figure 4 - Building Heights Plan](#).

**Overshadowing/Solar Access:**

- For buildings to the northern boundary of east-west streets, Development Applications shall demonstrate that there is no overshadowing to the southern 25% of the width of the road reserve at 12noon on 21st June (winter solstice).

  Note: This can be varied where a slender tower element is proposed resulting in a larger area of the road reserve being in sunlight at that time albeit with a longer shadow penetrating beyond the southern 25% line.

- Buildings on the northern boundary of Central Park shall not overshadow further than 20m into Central Park and the adjacent conservation reserve.

#### CC2 - Building Setbacks

| Street Frontage |  
|-----------------|-----------------|
| A nil setback is required at ground level to 75% of the building frontage (maximum setback 3m), with the exception of: |  
| - A colonnade having a maximum depth of 4m; |  
| - Minor variations to accommodate an irregular shaped lot; or |  
| - Entry courtyards or similar open spaces. |  

**Minimum Side and Rear Setbacks:**

- No openings or balconies - Nil
- With openings and balconies - 4m

**Tower Structure:**

- Tower structures shall be stepped back a minimum of 6m from the street frontage, side and rear lot boundaries.

#### CC3 - Street Interface

Street interfaces shall be in accordance with [Figure 6 - City Centre Precinct Plan](#).

**Active Frontages:**

- Street activation shall be provided at the ground floor.
- Residential shall not be located on the street at ground floor except for common foyers and other communal spaces.
- Continuous pedestrian shelter of 2.5m minimum width and a minimum 3m and maximum 4m height clearance above the footpath shall be provided.
- Primary building entrances shall be visible from the public realm and shall be accessed directly onto the primary street frontage.
- Glazing shall be provided at ground floor to a minimum of 75% of the area of any street frontage and 50% at other frontages.
- There shall be no fencing to any public road or public space, and
- There shall be no on-site parking adjacent to any public road.

**Semi-Active Frontages:**

- Continuous pedestrian shelter of 2.5m minimum width and a minimum 3m and maximum 4m height clearance above the footpath shall be provided to a minimum of 50% of street frontage.
- Primary building entrances shall be visible from the public realm and provide pedestrian shelter and be accessed directly from the primary frontage.
- Glazing shall be provided, be visible from the public realm and at ground floor to a minimum of 50% of the area of any street frontage.
- There shall be no fencing to any public road or public space, and
- There shall be no on-site parking adjacent to any public road.

**All Other Frontages:**

- Building entrances must be clearly visible, directly accessible from the street and provide pedestrian shelter.
- Any fencing to a public road shall be a maximum height of 1.2m and shall be visually permeable.
<table>
<thead>
<tr>
<th>CC4 - Floor Levels</th>
<th>Ground Floor Levels: The ground floor level of a development should not be more than 1m above the existing pedestrian pavement level.</th>
</tr>
</thead>
</table>
| CC5 - Adaptable Buildings | Adaptable Buildings: All buildings should be adaptable to future uses. They should have:  
- Minimum floor to floor height of 4.5 metres at ground floor; and  
- Structure and core configurations, vertical circulation and service provision to enable future subdivision/amalgamation of tenancy spaces and enable future uses (e.g. grease traps, metering provisions). |
| CC6 - Open Space & Landscape | Multiple Residential:  
- Development sites shall incorporate landscape that is designed, developed and maintained to a standard satisfactory to the City.  
- Private open space within multiple dwellings shall be provided in the form of courtyards or balconies with a minimum area of 10m² and no dimension less than 2m.  
- Multiple Dwelling developments of more than 12 dwellings shall be provided with communal space, either internal or external to the building, having a minimum cumulative area of 50m² and having no dimension less than 4m.  
Non-Residential Development:  
- Where a building is set back from the street, the front setback area is to be landscaped. |
| CC7 - Car Parking & Access | Residential Development:  
- Bays - minimum as per the R-Codes.  
- Visitor Bays - minimum as per the R-Codes, Visitor bays shall be publicly accessible at all times.  
Non-Residential Development:  
- 1 bay per 75m² NLA.  
Lakeside Shopping Centre:  
- Parking provision subject to negotiation with the City.  
Motorcycle/Scooter Parking:  
- 10% of required car bays shall be replaced by 2 motorcycle/scooter bays. The car bay requirement shall be reduced accordingly.  
Vehicle Access:  
- If a lot adjoins a laneway then vehicular access must only be provided from the laneway.  
- A maximum of one vehicle crossover per lot is permitted.  
At-Grade Parking:  
- Private off-street at-grade parking is discouraged and shall be located behind buildings.  
- Uncovered car parking at ground level shall be provided with minimum one shade tree per 4 bays. |
| CC8 - City Squares | The JAC Plan identifies the location of City Squares. These guidelines apply to existing and future square locations.  
Development Guidelines:  
- The square shall have one side open, connected and integrated with an adjacent street to the north.  
- The square shall not be overshadowed by buildings at 12 noon on 21st June (winter solstice) to more than 25% of its area.  
- The square shall be physically and visually connected to key pedestrian pathways and desire lines through the city centre.  
- Buildings surrounding the square shall have nil setback, active frontages and pedestrian shelter to the square; and  
- Squares shall be finished as pedestrian priority shared spaces with limited vehicle access. |
CITY CENTRE PRECINCT DEVELOPMENT STANDARDS

| CC9 - Landmark Sites | Landmark sites are indicated at strategic locations in the city centre precinct.  
|                       | • Buildings and associated development on these sites should be designed to enhance way finding and identity of the city.  
|                       | • Development on these sites is intended to be set apart from the general urban fabric of the city and may not be required to comply with development standards such as setbacks.  
|                       | • Development including architecture, landscape and signage should be of very high standard and should contribute significantly to the surrounding streetscape.  
|                       | • Materials used should be robust and consistently high quality. |

| C10 - Main Street Boas Avenue | Boas Avenue is considered the primary main street within the Joondalup city centre.  
|                              | • Boas Avenue frontages should be fully activated with priority for uses that generate evening activity.  
|                              | • Pedestrian shelter are to be provided through awnings, canopies and colonnades.  
|                              | • Materials used should be robust and consistently high quality. |

| C11 - Green Link Collier Pass | Collier Pass forms the primary green link east west across the JAC.  
|                               | • Frontages to the south side of Collier Pass should be well landscaped to create a pleasant environment for pedestrians and cyclists to traverse the city.  
|                               | • Streetscape materials and details, plantings and public art should provide a seamless connection between green spaces and emphasize the primacy of the green link.  
|                               | • Collier Pass southern frontages should be activated with priority for uses that generate pedestrian activity.  
|                               | • Materials used should be robust and consistently high quality. |
1.5.2 PRECINCT 2 - HEALTH AND WELLNESS

In addition to the General Development Standards under Section 1.4, the following provisions shall apply to the area shown as ‘Health and Wellness’ on the Health and Wellness Precinct Plan (Figure 7).

1.5.2.1 HEALTH AND WELLNESS OBJECTIVES

a) Establish Shenton Avenue as the northern gateway to JAC and as a multi-modal east-west connection linking Joondalup Arena and Joondalup Health Campus.

b) Encourage more intense development on both sides of Joondalup Drive and Grand Boulevard.

c) Improve pedestrian connectivity between Joondalup Arena and Joondalup Health Campus.

d) Establish Kennedya Drive as an east-west connector for all transport modes.

e) Establish a centrally located community focal point or neighbourhood centre to serve the residential community in the precinct.

f) Encourage mixed use development throughout the precinct by focusing street base non-residential activity around the neighbourhood centre/community focal points, along Grand Boulevard, and surrounding key institutions such as the JHC and Private Hospital.
### HEALTH AND WELLNESS PRECINCT DEVELOPMENT STANDARDS

<table>
<thead>
<tr>
<th>HW1 - Building Height</th>
<th>Building heights shall be in accordance with <strong>Figure 4 - Building Heights Plan</strong>.</th>
<th><strong>Overshadowing/Solar Access:</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>For buildings to the northern boundary of east-west streets, Development Applications shall demonstrate that there is no overshadowing to the southern 25% of the width of the road reserve at 12noon on 21st June (winter solstice). Note: This can be varied where a slender tower element is proposed resulting in a larger area of the road reserve being in sunlight at that time albeit with a longer shadow penetrating beyond the southern 25% line.</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>HW2 - Building Setbacks</th>
<th><strong>Street Frontage:</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Lots with an active frontage as identified under Figure 7: Health and Wellness Precinct Plan shall provide a nil setback to 75% of the building frontage (maximum setback 3 metres), with the exception of:</td>
</tr>
<tr>
<td></td>
<td>- A colonnade having a maximum depth of 4m;</td>
</tr>
<tr>
<td></td>
<td>- Minor variations to accommodate an irregular shaped lot; or</td>
</tr>
<tr>
<td></td>
<td>- Entry courtyards or similar open spaces.</td>
</tr>
<tr>
<td></td>
<td>A minimum nil and maximum 3m setback is required to all other street frontages identified in <strong>Figure 7: Health and Wellness Precinct Plan</strong>, excluding Joondalup Drive and Shenton Avenue.</td>
</tr>
<tr>
<td></td>
<td>Setbacks to Joondalup Drive and Shenton Avenue shall be determined at the discretion of the determining authority having regard to the development context and achieving a high quality streetscape.</td>
</tr>
</tbody>
</table>

|                         | **Minimum Side and Rear Setbacks:** |
|                         | - No openings or balconies |
|                         | - Nil |
|                         | - With openings and balconies |
|                         | - 4m |

|                         | **Tower Structure:** |
|                         | Tower structures shall be stepped back a minimum of 6m from the street frontage, side and rear lot boundaries. |

<table>
<thead>
<tr>
<th>HW3 - Street Interface</th>
<th>Street interfaces shall be in accordance with <strong>Figure 7 - Health and Wellness Precinct Plan</strong>.</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td><strong>Active Frontages:</strong></td>
</tr>
<tr>
<td></td>
<td>- Street activation shall be provided at the ground floor.</td>
</tr>
<tr>
<td></td>
<td>- Residential shall not be located on the street at ground floor except for common foyers and other communal spaces.</td>
</tr>
<tr>
<td></td>
<td>- Continuous pedestrian shelter of 2.5m minimum width and a minimum 3m and maximum 4m height clearance above the footpath shall be provided.</td>
</tr>
<tr>
<td></td>
<td>- Primary building entrances shall be visible from the public realm and shall be accessed directly onto the primary street frontage.</td>
</tr>
<tr>
<td></td>
<td>- Glazing shall be provided at ground floor to a minimum of 75% of the area of any street frontage and 50% at other frontages.</td>
</tr>
<tr>
<td></td>
<td>- There shall be no fencing to any public road or public space; and</td>
</tr>
<tr>
<td></td>
<td>- There shall be no on-site parking adjacent to any public road;</td>
</tr>
</tbody>
</table>

<p>|                         | <strong>Semi-Active Frontages:</strong> |
|                         | Continuous pedestrian shelter of 2.5m minimum width and a minimum 3m and maximum 4m height clearance above the footpath shall be provided to a minimum of 50% of street frontage. |
|                         | Primary building entrances shall be visible from the public realm and provide pedestrian shelter and be accessed directly from the primary frontage. |
|                         | Glazing shall be provided; be visible from the public realm and at ground floor to a minimum of 50% of the area of any street frontage; |
|                         | There shall be no fencing to any public road or public space; and |
|                         | There shall be no on-site parking adjacent to any public road. |</p>
<table>
<thead>
<tr>
<th>HEALTH AND WELLNESS PRECINCT DEVELOPMENT STANDARDS</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>HW4 - Floor Levels</strong></td>
</tr>
<tr>
<td>All Other Frontages:</td>
</tr>
<tr>
<td>• Building entrances must be clearly visible, directly accessible from the street and provide pedestrian shelter.</td>
</tr>
<tr>
<td>• Any fencing to a public road shall be a maximum height of 1.2m and shall be visually permeable.</td>
</tr>
<tr>
<td>The ground floor level of a development should not be more than 1m above the existing pedestrian pavement level.</td>
</tr>
<tr>
<td>Minimum floor to floor height shall be 4.5m at ground floor.</td>
</tr>
</tbody>
</table>

| **HW5 - Open Space & Landscape**                   |
| Multiple Residential:                              |
| • Private open space within multiple dwellings shall be provided in the form of courtyards or balconies with a minimum area of 10m² and no dimension less than 2m. |
| • Multiple dwelling developments of more than 12 dwellings shall be provided with communal space, either internal or external to the building, having a minimum cumulative area of 50m² and having no dimension less than 4m. |
| Non-Residential Development:                       |
| • Where a building is set back from the street, the front setback area is to be landscaped. |
| • Development sites shall incorporate landscape that is designed, developed and maintained to a standard satisfactory to the City. |

| **HW6 - Car Parking & Access**                     |
| Residential Development:                           |
| • Bays - minimum as per the R-Codes.               |
| • Visitor Bays - minimum as per the R-Codes, in addition visitor bays shall be publicly accessible (i.e. not behind a lockable gate). |
| Non-Residential Development:                       |
| • 1 bay per 75m² NLA.                              |
| Joondalup Health Campus:                           |
| • Parking provision subject to negotiation with the City. |
| Joondalup Arena and Lake Baptist College:          |
| • Parking provision subject to negotiation with the City. |
| Motorcycle/Scooter Parking:                        |
| • Shall be provided at a maximum rate of 1 bay per 10 dwellings or 1 bay per 300m² NLA. |
| Vehicle Access:                                    |
| • If a lot adjoins a laneway then vehicular access must only be provided from the laneway. |
| • A maximum of one vehicle crossover per street per lot is permitted. |
| At-Grade Parking:                                  |
| • Preferably at-grade parking will be located behind buildings. Where at-grade parking is not behind a building it shall be setback a minimum of 3m from the street frontage with landscaping and/or screening. |
| • Uncovered car parking at ground level must be provided with minimum one shade tree per 4 car parking bays. |

<table>
<thead>
<tr>
<th><strong>HW7 - Neighbourhood Centre/Community Focal Point</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>As part of the residential development in the precinct a community focal point should be established that:</td>
</tr>
<tr>
<td>• Offers activity and services for residents in the precinct.</td>
</tr>
<tr>
<td>• Interfaces with local open space.</td>
</tr>
<tr>
<td>• Provides a meeting place with active frontages.</td>
</tr>
</tbody>
</table>

**Land Use:**
Active land uses are encouraged within the Neighbourhood Centre, as such the following land uses will be ‘P’ uses within the Neighbourhood Centre:
• Restaurant/Cafe; and
• Shop.
1.5.3 PRECINCT 3 - LEARNING AND INNOVATION

In addition to the General Development Standards under Section 1.4, the following provisions shall apply to the area shown as ‘Learning and Innovation’ on the Learning and Innovation Precinct Plan (Figure 8).

1.5.3.1 LEARNING AND INNOVATION OBJECTIVES

a) Enhance Edith Cowan University (ECU) and associated education uses by attracting a mix of strategic partners to encourage development that encompasses knowledge, innovation and digital industries.

b) Enhance pedestrian and cycle links through ECU to strengthen east–west movement from the principal shared path to Lake Joondalup.

c) Encourage residential development on Lakeside Drive to provide a transition in built form that is in keeping with the local context.
<table>
<thead>
<tr>
<th>LI1 - Building Height</th>
<th>Building heights shall be in accordance with Figure 4 - Building Heights Plan.</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>• Buildings that are within 30m of Grand Boulevard have no maximum height and the buildings primary frontage shall be oriented towards the street alignment.</td>
</tr>
<tr>
<td></td>
<td>• Buildings that are within 30m of Lakeside Drive have a maximum height of 20.5m and the buildings primary frontage shall be oriented towards the street alignment.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>LI2 - Building Setbacks</th>
<th>Street Frontage:</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>• A nil setback is required at ground level to 75% for buildings fronting Grand Boulevard or Kendrew Crescent (maximum setback 3m), with the exception of:</td>
</tr>
<tr>
<td></td>
<td>- A colonnade having a maximum depth of 4m; or</td>
</tr>
<tr>
<td></td>
<td>- Minor variations to accommodate an irregular shaped lot.</td>
</tr>
<tr>
<td></td>
<td>- Entry courtyards or similar spaces.</td>
</tr>
<tr>
<td></td>
<td>• A minimum nil or maximum 4m setback is permitted on all other frontages where the building is within 30m of the street alignment.</td>
</tr>
<tr>
<td>Minimum Side and Rear Setbacks:</td>
<td></td>
</tr>
<tr>
<td>• No openings or balconies</td>
<td></td>
</tr>
<tr>
<td>- Nil</td>
<td></td>
</tr>
<tr>
<td>• With openings and balconies</td>
<td></td>
</tr>
<tr>
<td>- 4m</td>
<td></td>
</tr>
</tbody>
</table>

| Tower Structure: |
| Tower structures shall be stepped back a minimum of 6m from the street frontage, side and rear lot boundaries. |

<table>
<thead>
<tr>
<th>LI3 - Street Interface</th>
<th>Street interfaces shall be in accordance with Figure 8 - Learning and Innovation Precinct Plan.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Semi-Active Frontages:</td>
<td></td>
</tr>
<tr>
<td>• Continuous pedestrian shelter of 2.5m minimum width and a minimum 3m and maximum 4m height clearance above the footpath shall be provided to a minimum of 50% of street frontage.</td>
<td></td>
</tr>
<tr>
<td>• Primary building entrances shall be visible from the public realm and provide pedestrian shelter and be accessed directly from the primary frontage.</td>
<td></td>
</tr>
<tr>
<td>• Glazing shall be provided, be visible from the public realm and at ground floor to a minimum of 50% of the area of any street frontage.</td>
<td></td>
</tr>
<tr>
<td>• There shall be no fencing to any public road or public space; and</td>
<td></td>
</tr>
<tr>
<td>• There shall be no on-site parking adjacent to any public road.</td>
<td></td>
</tr>
</tbody>
</table>

| All Other Frontages: |
| • Building entrances must be clearly visible, directly accessible from the street and provide pedestrian shelter. |
| • Any fencing to a public road shall be a maximum height of 1.2m and shall be visually permeable. |

<table>
<thead>
<tr>
<th>LI4 - Open Space &amp; Landscape</th>
<th>Multiple Residential:</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>• Development sites shall incorporate landscape that is designed, developed and maintained to a standard satisfactory to the City.</td>
</tr>
<tr>
<td></td>
<td>• Private open space within multiple dwellings shall be provided in the form of courtyards or balconies with a minimum area of 10m² and no dimension less than 2m.</td>
</tr>
<tr>
<td></td>
<td>• Multiple Dwelling developments of more than 12 dwellings shall be provided with communal space, either internal or external to the building, having a minimum cumulative area of 50m² and having no dimension less than 4m.</td>
</tr>
</tbody>
</table>

| Non-Residential Development: |
| • Where a building is set back from the street, the front setback area is to be landscaped. |
### LEARNING AND INNOVATION PRECINCT DEVELOPMENT STANDARDS

<table>
<thead>
<tr>
<th>LI5 - Car Parking &amp; Access</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Residential Development:</strong></td>
</tr>
<tr>
<td>• Bays - minimum as per the R-Codes.</td>
</tr>
<tr>
<td>• Visitor Bays - minimum as per the R-Codes, in addition visitor bays shall be publicly accessible (i.e. not behind a lockable gate).</td>
</tr>
<tr>
<td><strong>Non-Residential Development:</strong></td>
</tr>
<tr>
<td>• Subject to negotiation with the City.</td>
</tr>
<tr>
<td><strong>Motorcycle/Scooter Parking:</strong></td>
</tr>
<tr>
<td>• Subject to negotiation with the City.</td>
</tr>
<tr>
<td><strong>Vehicle Access:</strong></td>
</tr>
<tr>
<td>• If a lot adjoins a laneway then vehicular access must only be provided from the laneway.</td>
</tr>
<tr>
<td>• A maximum of one vehicle crossover per street per lot is permitted.</td>
</tr>
<tr>
<td><strong>At-Grade Parking:</strong></td>
</tr>
<tr>
<td>• Where at-grade parking is located near a street frontage it shall be set back a minimum of 3m from the street frontage with landscaping and/or screening.</td>
</tr>
<tr>
<td>• Uncovered car parking at ground level must be provided with minimum one shade tree per 4 car parking bays.</td>
</tr>
</tbody>
</table>
1.5.4 PRECINCT 4 - JOONDALUP EDGE

In addition to the General Development Standards under Section 1.4, the following provisions shall apply to the area shown as ‘Joondalup Edge’ on the Joondalup Edge Precinct Plan (Figure 9).

1.5.4.1 JOONDALUP EDGE OBJECTIVES

a) Provide intense mixed-use development in close proximity to Edgewater Train Station, consistent with transit oriented development principles.

b) Establish southern gateway entrance at intersection of Joondalup Drive and Ocean Reef Road.

c) Provide consolidated public car parking at Edgewater Train Station.

d) Improve pedestrian connectivity across Joondalup Drive between Edgewater Train Station and surrounding residential areas.

Figure 9: Joondalup Edge Precinct Plan
### JOONDALUP EDGE PRECINCT DEVELOPMENT STANDARDS

#### JE1 - Building Height

Building heights shall be in accordance with Figure 4 - Building Heights Plan.

#### JE2 - Building Setbacks

<table>
<thead>
<tr>
<th>Street Frontage:</th>
<th>Building heights shall be in accordance with Figure 4 - Building Heights Plan.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Street Frontage:</td>
<td>A nil setback is required at ground level to 75% for buildings fronting George Grey Place (maximum setback 3m), with the exception of:</td>
</tr>
<tr>
<td></td>
<td>- A colonnade having a maximum depth of 4m; or</td>
</tr>
<tr>
<td></td>
<td>- Minor variations to accommodate an irregular shaped lot.</td>
</tr>
<tr>
<td></td>
<td>A nil-4m setback is permitted on all other frontages.</td>
</tr>
</tbody>
</table>

Minimum Side and Rear Setbacks:

<table>
<thead>
<tr>
<th>No openings or balconies</th>
<th>Street Frontage:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Nil</td>
<td>Tower structures shall be stepped back a minimum of 6m from the street frontage, side and rear lot boundaries.</td>
</tr>
<tr>
<td>With openings and balconies</td>
<td>Tower structures shall be stepped back a minimum of 6m from the street frontage, side and rear lot boundaries.</td>
</tr>
<tr>
<td>4m</td>
<td>Tower structures shall be stepped back a minimum of 6m from the street frontage, side and rear lot boundaries.</td>
</tr>
</tbody>
</table>

#### JE3 - Street Interface

Street interfaces shall be in accordance with Figure 9 - Joondalup Edge Precinct Plan.

**Semi-Active Frontages:**

- Primary building entrances shall provide pedestrian shelter and be accessed directly from the primary frontage;
- Glazing shall be provided, be visible from the public realm and at ground floor to a minimum of 50% of the area of any street frontage;
- There shall be no fencing to any public road or public space; and
- There shall be no on-site parking adjacent to any public road.

**All Other Frontages:**

- Building entrances must be clearly visible, directly accessible from the street and provide pedestrian shelter;
- Any fencing to a public road shall be a maximum height of 1.2m and shall be visually permeable; and
- Development sites shall incorporate landscaping that is designed, developed and maintained to a standard satisfactory to the City.

#### JE4 - Open Space & Landscape

Multiple Residential:

- Private open space within multiple dwellings shall be provided in the form of courtyards or balconies with a minimum area of 10m² and no dimension less than 2m.
- Multiple Dwelling developments of more than 12 dwellings shall be provided with communal space, either internal or external to the building, having a minimum cumulative area of 50m² and having no dimension less than 4m.

Non-Residential Development:

- Where a building is set back from the street, the front setback area is to be landscaped.

#### JE5 - Car Parking & Access

Residential Development:

- Bays - minimum as per the R-Codes.
- Visitor Bays - minimum as per the R-Codes, in addition visitor bays shall be publicly accessible (i.e. not behind a lockable gate).

Non-Residential Development:

- 1 bay per 75m² NLA.

Motorcycle/Scooter Parking:

- 10% of required car bays shall each be replaced by 2 motorcycle/scooter bays. The car bay requirement shall be reduced accordingly.

Vehicle Access:

- If a lot adjoins a laneway then vehicular access must only be provided from the laneway.
- No additional vehicle cross-overs will be permitted on Joondalup Drive, all existing crossovers are permitted to remain.

At-Grade Parking:

- Where at-grade parking is not behind a building it shall be setback a minimum of 3m from the street frontage with landscaping and/or screening.
- Uncovered car parking at ground level must be provided with minimum one shade tree per 4 car parking bays.
In addition to the General Development Standards under Section 1.4, the following provisions shall apply to the area shown as ‘Joondalup West’ on the Joondalup West Precinct Plan (Figure 10).

1.5.5.1 **JOONDALUP WEST OBJECTIVES**

a) Provide a location for businesses with larger floor space requirements such as showrooms and bulky goods premises which complement the City Centre.

<table>
<thead>
<tr>
<th>JOONDALUP WEST PRECINCT DEVELOPMENT STANDARDS</th>
</tr>
</thead>
<tbody>
<tr>
<td>JW1 - Building Height</td>
</tr>
<tr>
<td>Building heights shall be in accordance with Figure 4 - Building Heights Plan.</td>
</tr>
<tr>
<td>JW2 - Building Setbacks</td>
</tr>
<tr>
<td>Street Frontage:</td>
</tr>
<tr>
<td>• A nil setback is required at ground level to 75% for buildings fronting Eddystone Avenue (maximum setback 3m), with the exception of:</td>
</tr>
<tr>
<td>• A colonnade having a maximum depth of 4m; or</td>
</tr>
<tr>
<td>• Minor variations to accommodate an irregular shaped lot.</td>
</tr>
<tr>
<td>• A nil to 4m setback is permitted on all other frontages.</td>
</tr>
<tr>
<td>Minimum Side and Rear Setbacks:</td>
</tr>
<tr>
<td>• For lots abutting the Mitchell Freeway, a building must have a minimum setback of 1.5m.</td>
</tr>
<tr>
<td>• For all other lots, there is no minimum or maximum side or rear setback requirement.</td>
</tr>
<tr>
<td>JW3 - Street Interface</td>
</tr>
<tr>
<td>Street interfaces shall be in accordance with Figure 10 - Joondalup West Precinct Plan.</td>
</tr>
<tr>
<td>Semi-Active Frontages:</td>
</tr>
<tr>
<td>• Main building entrances shall provide pedestrian shelter and be accessed directly on the primary street frontage;</td>
</tr>
<tr>
<td>• Glazing shall be provided to a minimum of 50% of the area of any one frontage;</td>
</tr>
<tr>
<td>• There shall be no fencing to any public road or public space; and</td>
</tr>
<tr>
<td>• There shall be no on-site parking adjacent to any public road.</td>
</tr>
<tr>
<td>All Other Frontages:</td>
</tr>
<tr>
<td>• Building entrances must be clearly visible, directly accessible from the street and provide pedestrian shelter.</td>
</tr>
<tr>
<td>• Any fencing to a public road shall be a maximum height of 1.2m and shall be visually permeable; and</td>
</tr>
<tr>
<td>JW4 - Open Space &amp; Landscaping</td>
</tr>
<tr>
<td>• Development sites shall incorporate landscaping that is designed, developed and maintained to a standard satisfactory to the City.</td>
</tr>
<tr>
<td>JW5 - Car Parking &amp; Access</td>
</tr>
<tr>
<td>Industrial:</td>
</tr>
<tr>
<td>• 1 bay per 100m² NLA.</td>
</tr>
<tr>
<td>Non-Residential Development:</td>
</tr>
<tr>
<td>• 1 bay per 75m² NLA.</td>
</tr>
<tr>
<td>Motorcycle/Scooter Parking:</td>
</tr>
<tr>
<td>• 10% of required car bays shall each be replaced by 2 motorcycle/scooter bays. The car bay requirement shall be reduced accordingly.</td>
</tr>
<tr>
<td>Vehicle Access:</td>
</tr>
<tr>
<td>• One vehicle crossover per street per lot is permitted.</td>
</tr>
<tr>
<td>At-Grade Parking:</td>
</tr>
<tr>
<td>• At-grade parking shall be setback a minimum of 3 metres from the street frontage with landscaping and/or screening from public view. Preferably at-grade parking shall be located behind building/s.</td>
</tr>
<tr>
<td>• Uncovered car parking at ground level must be provided with minimum one shade tree per 4 car parking bays.</td>
</tr>
</tbody>
</table>
Figure 10: Joondalup West Precinct Plan
1.5.6 PRECINCT 6 - QUARRY PARK

In addition to the General Development Standards under Section 1.4, the following provisions shall apply to the area shown as ‘Quarry Park’ on the Quarry Park Precinct Plan (Figure 11).

1.5.6.1 QUARRY PARK OBJECTIVES

a) Support development on both sides of the Joondalup Drive interface.

b) Provide multi-residential development on the Edgewater Quarry site that is a benchmark for sustainable development.

1.5.6.2 REQUIREMENT FOR LOCAL PLANNING POLICY

A LPP shall be approved by the City prior to development commencing within the Edgewater Quarry Park site located east of Joondalup Drive. The LPP will provide further guidance on matters such as (but not limited to) access/parking location/s, servicing area/s, surveillance, interface with the adjacent open space and applying discretion in relation to discretionary (‘D’) land-uses.

Figure 11: Quarry Park Precinct Plan

LEGEND
- JAC Boundary
- Quarry Park Precinct
- Conservation Reserve
- Public Open Space Reserve
- Semi-Active Frontage
## QUARRY PARK PRECINCT DEVELOPMENT STANDARDS

<table>
<thead>
<tr>
<th>QUARRY PARK PRECINCT DEVELOPMENT STANDARDS</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>QP1 - Building Height</strong></td>
<td>Building heights shall be in accordance with <a href="#">Figure 4 - Building Heights Plan</a>.</td>
</tr>
<tr>
<td><strong>QP2 - Building Setbacks</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Street Frontage:</strong></td>
<td></td>
</tr>
<tr>
<td>• A nil setback is required at ground level to 75% for buildings fronting Eddystone Avenue (maximum setback 3m), with the exception of:</td>
<td></td>
</tr>
<tr>
<td>• A colonnade having a maximum depth of 4m; or</td>
<td></td>
</tr>
<tr>
<td>• Minor variations to accommodate an irregular shaped lot.</td>
<td></td>
</tr>
<tr>
<td>• Setbacks to Joondalup Drive shall be determined at the discretion of the determining authority having regard to the development context and achieving a high quality streetscape.</td>
<td></td>
</tr>
<tr>
<td><strong>Minimum Side and Rear Setbacks:</strong></td>
<td></td>
</tr>
<tr>
<td>• No openings or balconies</td>
<td></td>
</tr>
<tr>
<td>• With openings and balconies</td>
<td></td>
</tr>
<tr>
<td>• For development on the eastern side of Joondalup Drive, the setback to neighbouring residential lot boundaries shall be provided for in a LPP and shall respect the existing land form and amenity of existing properties.</td>
<td></td>
</tr>
<tr>
<td><strong>Tower Structure:</strong></td>
<td></td>
</tr>
<tr>
<td>• Tower structures shall be stepped back a minimum of 6m from the street frontage, side and rear lot boundaries.</td>
<td></td>
</tr>
<tr>
<td><strong>QP4 - Street Interface</strong></td>
<td>Street interfaces shall be in accordance with <a href="#">Figure 11 - Quarry Park Precinct Plan</a>.</td>
</tr>
<tr>
<td><strong>Semi-Active Frontages:</strong></td>
<td></td>
</tr>
<tr>
<td>• Continuous pedestrian shelter of 2.5m minimum width and a minimum 3m and maximum 4m height clearance above the footpath shall be provided to a minimum of 50% of street frontage.</td>
<td></td>
</tr>
<tr>
<td>• Primary building entrances shall be visible from the public realm and provide pedestrian shelter and be accessed directly from the primary frontage;</td>
<td></td>
</tr>
<tr>
<td>• Glazing shall be provided, be visible from the public realm and at ground floor to a minimum of 50% of the area of any street frontage;</td>
<td></td>
</tr>
<tr>
<td>• There shall be no fencing to any public road or public space; and</td>
<td></td>
</tr>
<tr>
<td>• There shall be no on-site parking adjacent to any public road.</td>
<td></td>
</tr>
<tr>
<td><strong>All Other Frontages:</strong></td>
<td></td>
</tr>
<tr>
<td>• Building entrances shall be clearly visible, directly accessible from the street and provide pedestrian shelter.</td>
<td></td>
</tr>
<tr>
<td>• Any fencing to a public road shall be a maximum height of 1.2m and shall be visually permeable; and</td>
<td></td>
</tr>
<tr>
<td>• Development sites shall incorporate landscaping that is designed, developed and maintained to a standard satisfactory to the City.</td>
<td></td>
</tr>
<tr>
<td><strong>QP5 - Open Space &amp; Landscape</strong></td>
<td>Multiple Residential:</td>
</tr>
<tr>
<td>• Private open space within multiple dwellings shall be provided in the form of courtyards or balconies with a minimum area of 10m² and no dimension less than 2m.</td>
<td></td>
</tr>
<tr>
<td>• Multiple Dwelling developments of more than 12 dwellings shall be provided with communal space, either internal or external to the building, having a minimum cumulative area of 50m² and having no dimension less than 4m.</td>
<td></td>
</tr>
<tr>
<td><strong>Non-Residential Development:</strong></td>
<td></td>
</tr>
<tr>
<td>• Where a building is set back from the street, the front setback area is to be landscaped.</td>
<td></td>
</tr>
<tr>
<td>QUARRY PARK PRECINCT DEVELOPMENT STANDARDS</td>
<td></td>
</tr>
<tr>
<td>-------------------------------------------</td>
<td></td>
</tr>
<tr>
<td><strong>QP6 - Car Parking &amp; Access</strong></td>
<td></td>
</tr>
<tr>
<td>Residential Development</td>
<td></td>
</tr>
<tr>
<td>• Bays - minimum as per the R-Codes.</td>
<td></td>
</tr>
<tr>
<td>• Visitor Bays - minimum as per the R-Codes, in addition visitor bays shall be publicly accessible (i.e. not behind a lockable gate).</td>
<td></td>
</tr>
<tr>
<td>Industrial</td>
<td></td>
</tr>
<tr>
<td>• 1 bay per 100m² NLA</td>
<td></td>
</tr>
<tr>
<td>Non-Residential Development</td>
<td></td>
</tr>
<tr>
<td>• 1 bay per 75m² NLA</td>
<td></td>
</tr>
<tr>
<td>Motorcycle/Scooter Parking</td>
<td></td>
</tr>
<tr>
<td>• 10% of required car bays shall each be replaced by 2 motorcycle/scooter bays. The car bay requirement shall be reduced accordingly.</td>
<td></td>
</tr>
<tr>
<td>Vehicle Access</td>
<td></td>
</tr>
<tr>
<td>• If a lot adjoins a laneway then vehicular access must only be provided from the laneway.</td>
<td></td>
</tr>
<tr>
<td>• If laneway access is not provided then a maximum of one vehicle crossover per street per lot is permitted.</td>
<td></td>
</tr>
<tr>
<td>At-Grade Parking</td>
<td></td>
</tr>
<tr>
<td>• At-grade parking shall be setback a minimum of 3m from the street frontage with landscaping and/or screening from public view. Preferably at-grade parking shall be located behind building/s.</td>
<td></td>
</tr>
<tr>
<td>• Uncovered car parking at ground level must be provided with minimum one shade tree per 4 car parking bays.</td>
<td></td>
</tr>
</tbody>
</table>
1.5.7 PRECINCT 7 - LAKESIDE RESIDENTIAL

In addition to the General Development Standards under Section 1.4, the following provisions shall apply to the area shown as ‘Lakeside Residential’ on the Lakeside Residential Precinct Plan (Figure 12).

1.5.7.1 LAKESIDE RESIDENTIAL OBJECTIVES

a) Preserve the existing residential character.

Figure 12: Lakeside Residential Precinct Plan
### General Provisions

#### LAKESIDE RESIDENTIAL PRECINCT DEVELOPMENT STANDARDS

<table>
<thead>
<tr>
<th>Buildings height</th>
<th>Building heights shall be in accordance with <strong>Figure 4 – Building Heights Plan</strong>.</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Building setbacks</strong></td>
<td>A building must shall a minimum setback of 1m and maximum of 3m from the primary street.</td>
</tr>
<tr>
<td></td>
<td>A building shall have a minimum setback 1 metre from the secondary street.</td>
</tr>
<tr>
<td></td>
<td>The ground floor of a building shall be setback a minimum of 15m from the rear laneway.</td>
</tr>
<tr>
<td></td>
<td>The ground floor of a building shall be setback a minimum of 2m from the rear street.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Street Interface</strong></th>
<th>Street interfaces shall be as per <strong>Figure 12 – Lakeside Residential Precinct Plan</strong>.</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Semi-Active Frontages:</strong></td>
<td>• Primary building entrances shall provide pedestrian shelter and be accessed directly from the primary frontage;</td>
</tr>
<tr>
<td></td>
<td>• Glazing shall be provided, be visible from the public realm and at ground floor to a minimum of 50% of the area of any street frontage;</td>
</tr>
<tr>
<td></td>
<td>• There shall be no fencing to any public road or public space; and</td>
</tr>
<tr>
<td></td>
<td>• There shall be no on-site parking adjacent to any public road.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Open space and landscape</strong></th>
<th>Where a building is set back from the street the front setback area is to be landscaped.</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th><strong>Car parking and access</strong></th>
<th><strong>Residential Development</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>• Bays – minimum as per the R-Codes.</td>
</tr>
<tr>
<td></td>
<td>• Visitor Bays – minimum as per the R-Codes, in addition visitor bays shall be publicly accessible (i.e. not behind a lockable gate).</td>
</tr>
<tr>
<td><strong>Non-Residential Development</strong></td>
<td>1 bay per 75m² NLA</td>
</tr>
<tr>
<td><strong>Motorcycle/Scooter Parking</strong></td>
<td>10% of required car bays shall each be replaced by 2 motorcycle/scooter bays. The car bay requirements shall be reduced accordingly.</td>
</tr>
</tbody>
</table>

### R-15 Provisions

#### LAKESIDE RESIDENTIAL PRECINCT DEVELOPMENT STANDARDS

<table>
<thead>
<tr>
<th><strong>Building height</strong></th>
<th>The wall of a building, measured to the eaves from the highest point on the western boundary line, shall have a maximum height of 6m.</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>A building shall not be more than 9m in height.</td>
</tr>
<tr>
<td><strong>Building setbacks</strong></td>
<td>A building shall have a minimum setback of 6m from the primary street.</td>
</tr>
<tr>
<td></td>
<td>A building shall have a minimum setback of 1.5m from the secondary street.</td>
</tr>
<tr>
<td></td>
<td>Buildings other than garages and carports shall be setback a minimum of 4m from the rear boundary.</td>
</tr>
<tr>
<td><strong>Setback of garages and carports</strong></td>
<td>A garage or carport opening shall have a minimum setback of 1.5 metres from the side and rear boundary.</td>
</tr>
<tr>
<td><strong>Street walls and fences</strong></td>
<td>A wall or fence within the primary street setback area shall be visually permeable above 0.75m from natural ground level to a maximum height of 1.8m.</td>
</tr>
<tr>
<td></td>
<td>A wall or fence within the primary street setback area shall be masonry, timber or decorative metal.</td>
</tr>
<tr>
<td><strong>Pedestrian Access</strong></td>
<td>For lots having a street alignment to Cockatoo Ridge, Tern Ridge or Woodswallow Close, the pedestrian entrance to a dwelling shall be to that street.</td>
</tr>
</tbody>
</table>
### LAKESIDE RESIDENTIAL PRECINCT DEVELOPMENT STANDARDS

#### Vehicular Access

Vehicular access shall not be from:

(i) Cockatoo Ridge;
(ii) Tern Ridge; or
(iii) Woodswallow Close.

#### R-40 Provisions

<table>
<thead>
<tr>
<th>Requirement</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Building height</strong></td>
<td>Building heights shall be as per the R-Codes. Note this does not supersede any height controls as defined in the Building Heights Plan of this Activity Centre Plan.</td>
</tr>
<tr>
<td><strong>Building setbacks</strong></td>
<td>A building shall have a minimum setback of 1m and maximum of 4m from the primary street.</td>
</tr>
<tr>
<td></td>
<td>A building shall have a minimum setback of 1m from the secondary street.</td>
</tr>
<tr>
<td></td>
<td>The ground floor of a building must be setback a minimum of 1.5m from the rear boundary.</td>
</tr>
<tr>
<td><strong>Setback of garages and carports</strong></td>
<td>A garage or carport opening shall have a minimum setback of 1.5m from the side and rear boundary.</td>
</tr>
<tr>
<td><strong>Street walls and fences</strong></td>
<td>A wall or fence within the primary street setback area shall be visually permeable above 0.75m from natural ground level to a maximum height of 1.8m.</td>
</tr>
<tr>
<td></td>
<td>A wall or fence within the primary street setback area shall be masonry, timber or decorative metal.</td>
</tr>
<tr>
<td><strong>Buildings on the boundary</strong></td>
<td>Nil side setbacks are permitted.</td>
</tr>
<tr>
<td><strong>Setback of retaining walls</strong></td>
<td>Nil side setbacks are permitted.</td>
</tr>
<tr>
<td><strong>Open space</strong></td>
<td>A minimum of 30% open space shall be provided.</td>
</tr>
<tr>
<td><strong>Outdoor living area</strong></td>
<td>An outdoor living area to be provided:</td>
</tr>
<tr>
<td></td>
<td>• with a minimum area of 16m²;</td>
</tr>
<tr>
<td></td>
<td>• directly accessible from a habitable room;</td>
</tr>
<tr>
<td></td>
<td>• with a minimum length and width dimension of 4m; and</td>
</tr>
<tr>
<td></td>
<td>• to have at least two thirds without permanent roof cover.</td>
</tr>
<tr>
<td><strong>Visual Privacy</strong></td>
<td>Major openings and unenclosed outdoor habitable spaces (balconies, verandahs, terraces or other outdoor living areas) which have a floor area more than 0.5m above natural ground level and which overlook any part of any other residential property behind its street setback line shall front the primary street or rear of the lot.</td>
</tr>
<tr>
<td><strong>Solar access for adjoining sites</strong></td>
<td>A building shall not overshadow more than 50% of the required outdoor living area on the adjoining property, as cast at midday, 21 June.</td>
</tr>
<tr>
<td><strong>Vehicular access</strong></td>
<td>If land adjoins a laneway then vehicular access shall only be provided from the laneway.</td>
</tr>
</tbody>
</table>

#### R-60 Provisions

<table>
<thead>
<tr>
<th>Requirement</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Building Height</strong></td>
<td>Building heights shall be as per the R-Codes. Note this does not supersede any height controls as defined in the Building Heights Plan of this Activity Centre Plan.</td>
</tr>
<tr>
<td><strong>Building setbacks</strong></td>
<td>A building must shall a minimum setback of 1m and maximum of 3m from the primary street.</td>
</tr>
<tr>
<td></td>
<td>A building shall have a minimum setback 1 metre from the secondary street.</td>
</tr>
<tr>
<td></td>
<td>The ground floor of a building shall be setback a minimum of 1.5m from the rear laneway.</td>
</tr>
<tr>
<td></td>
<td>The ground floor of a building shall be setback a minimum of 2m from the rear street.</td>
</tr>
</tbody>
</table>
## LAKESIDE RESIDENTIAL PRECINCT DEVELOPMENT STANDARDS

<table>
<thead>
<tr>
<th>Category</th>
<th>Requirements</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Setback of garages and carports</strong></td>
<td>A garage or carport opening shall have a minimum setback of 1.5m from the side and rear boundary.</td>
</tr>
<tr>
<td><strong>Street walls and fences</strong></td>
<td>A wall or fence within the primary street setback area shall be visually permeable above 0.75m from natural ground level to a maximum height of 1.8m. A wall or fence within the primary street setback area shall be masonry, timber or decorative metal.</td>
</tr>
<tr>
<td><strong>Buildings on the boundary</strong></td>
<td>Nil side setbacks are permitted.</td>
</tr>
<tr>
<td><strong>Setback of retaining walls</strong></td>
<td>Nil side setbacks are permitted.</td>
</tr>
<tr>
<td><strong>Open space</strong></td>
<td>A minimum of 30% open space shall be provided.</td>
</tr>
<tr>
<td><strong>Outdoor living area</strong></td>
<td>An outdoor living area to be provided:</td>
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<td>• with a minimum area of 16m²;</td>
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<td></td>
<td>• directly accessible from a habitable room;</td>
</tr>
<tr>
<td></td>
<td>• with a minimum length and width dimension of 4 metres; and</td>
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<td></td>
<td>• to have at least two thirds without permanent roof cover.</td>
</tr>
<tr>
<td><strong>Visual privacy</strong></td>
<td>Major openings and unenclosed outdoor habitable spaces (balconies, verandahs, terraces or other outdoor living areas) which have a floor area more than 0.5m above natural ground level and which overlook any part of any other residential property behind its street setback line shall front the primary street or rear of the lot.</td>
</tr>
<tr>
<td><strong>Solar access for adjoining sites</strong></td>
<td>A building shall not overshadow more than 50% of the required outdoor living area on the adjoining property, as cast at midday, 21 June.</td>
</tr>
<tr>
<td><strong>Vehicular access</strong></td>
<td>If land adjoins a laneway then vehicular access shall only be provided from the laneway.</td>
</tr>
<tr>
<td><strong>Entrance for lots adjoining Lakeside Drive</strong></td>
<td>In the case of lots adjoining Lakeside Drive a dwelling shall have a front door facing Lakeside Drive.</td>
</tr>
</tbody>
</table>

**R-100 Provisions**

<table>
<thead>
<tr>
<th>Category</th>
<th>Requirements</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Building height</strong></td>
<td>Building heights shall be as per the R-Codes. Note this does not supersede any height controls as defined in the Building Heights Plan of this Activity Centre Plan.</td>
</tr>
<tr>
<td><strong>Building setbacks</strong></td>
<td>A building shall have a maximum setback of 2m from the street alignment. There is no minimum or maximum side setback requirement.</td>
</tr>
<tr>
<td><strong>Street walls and fences</strong></td>
<td>A wall or fence within the primary street setback area shall be visually permeable above 750mm from natural ground level to a maximum height of 1.8m. A wall or fence within the primary street setback area shall be masonry, timber or decorative metal.</td>
</tr>
<tr>
<td><strong>Buildings on the boundary</strong></td>
<td>Nil side setbacks are permitted.</td>
</tr>
<tr>
<td><strong>Setback of retaining walls</strong></td>
<td>Nil side setbacks are permitted.</td>
</tr>
<tr>
<td><strong>Open space</strong></td>
<td>A minimum of 30% open space shall be provided.</td>
</tr>
<tr>
<td><strong>Visual Privacy</strong></td>
<td>Major openings and unenclosed outdoor active habitable spaces (balconies, verandahs, terraces or other outdoor living areas) which directly overlook the outdoor living area or windows of any other residential property shall be avoided.</td>
</tr>
</tbody>
</table>