



## Joondalup City Centre • **Development Plan and Manual**

**This document constitutes the “Joondalup City Centre Development Plan and Manual” as prescribed by the City of Wanneroo Town Planning Scheme No.1. It describes the physical framework within which development should take place to accommodate the diverse functions of an economically viable city and to create the most desirable quality of public space.**



LandCorp acknowledges the assistance of the City of Wanneroo and Donaldson Smith &

Hooke, consultant architects and urban designers, in the preparation of this document.

**Joondalup**

**City Centre**

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<b>A</b> Site Planning	<b>B</b> Building Envelope	<b>C</b> Details
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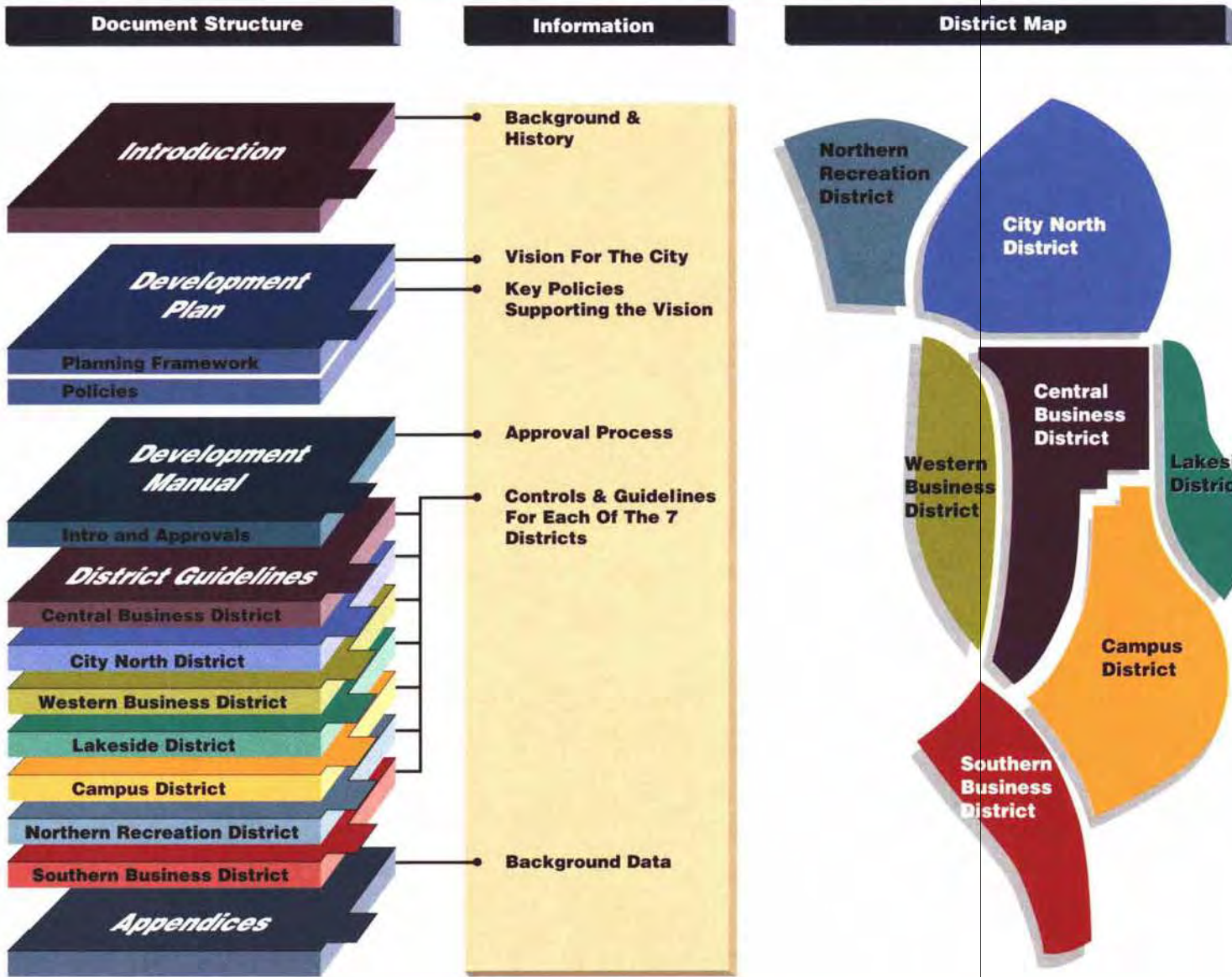
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# Introduction

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# Introduction



## Preface

**This document constitutes the Joondalup City Centre Development Plan and Development Manual.**

The Development Plan describes the planning strategy while the Development Manual contains the design guidelines for the continued orderly development of the City Centre.

This document represents a review and update of the 1990 Development Plan and Development Manual.

The review has been undertaken in accordance with:

- *The Western Australian Land Authority Act 1992, the governing legislation of LandCorp, which requires a plan to remain in force for the continued development of the Joondalup Centre, that the plan be kept under review and any such amendment be approved by the Authority's responsible Minister.*
- *The current City of Wanneroo Town Planning Scheme No 1 which requires, under the Joondalup City Centre Zone, that a Development Plan and Development Manual be prepared by LandCorp and approved by the Council.*

The Plan and Development Manual will continue to be kept under constant review in cooperation with the City of Wanneroo.

This document has been:

- *Endorsed by the Board of LandCorp, 15 February 1994.*
- *Approved by the Hon George Cash J.P. MLC, Minister for Lands, April 1994.*
- *Approved by the City of Wanneroo, April 1994.*

and subsequently approved as amended.

## Chairman's Note

The planning and development of Joondalup City Centre is at a most exciting stage in its history. Large sections of infrastructure are now complete and building programmes are transforming plans into physical reality. The intended vision for the city is beginning to emerge. The population of the north-west suburbs of Perth is rapidly expanding; the northern suburbs railway is operating and investors are showing great confidence in the future of the City Centre.

To accommodate the future business, recreational, civic and community needs of the north-west metropolitan region as a whole, LandCorp - encompassing what was formerly the Joondalup Development Corporation - has continued planning and development activity within the Joondalup City Centre.

The 1990 Development Plan and Development Manual for the Joondalup City Centre were adopted by the City of Wanneroo and approved by the then Minister for Planning. Their purpose was to guide the first stages of development of the City Centre and they served that task well. With the rapid pace of development, however, it has become necessary to review and update these documents to reflect the most recent planning intentions. To better serve developers, this includes an update of guidelines and clarification of the City of Wanneroo approval procedures.

The new document combines the two previous documents into a flexible format allowing future amendments to be easily incorporated. As with the 1990 Plan, it is intended to keep the plan

and guidelines under review to ensure development practices at Joondalup provide a model for others.

In accordance with Sections 16 and 18 of the Western Australian Land Authority Act, 1992, this document will guide the future development activities of the Authority in Joondalup. It carries forward the previous responsibilities of the Joondalup Development Corporation under the repealed Joondalup Act, 1976.

This document is available to all persons who have an interest in Joondalup and the region.



**Bill Griffiths**  
*Chairman*





### Metropolitan Significance

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

Metroplan, the 1990 review of the Metropolitan strategy, has re-affirmed Joondalup’s role. Once developed to its ultimate capacity, Joondalup will be the second major business and employment centre of the metropolitan region.

### Previous Plans

In 1977, a plan was released for the development of Joondalup as required by the Joondalup Act 1976. The plan was prepared under the guidance of Professor Gordon Stephenson in consultation with the (then) Shire of Wanneroo and various public and private interests. It formed the basis of early development by the Joondalup Development Corporation. The plan established the key boundaries and location of the City in relation to its site and the regional transport network. The plan was based on a “campus” philosophy with a “pedestrianised” core of buildings surrounded by carparking and roads at the periphery.

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

### 1994 Review

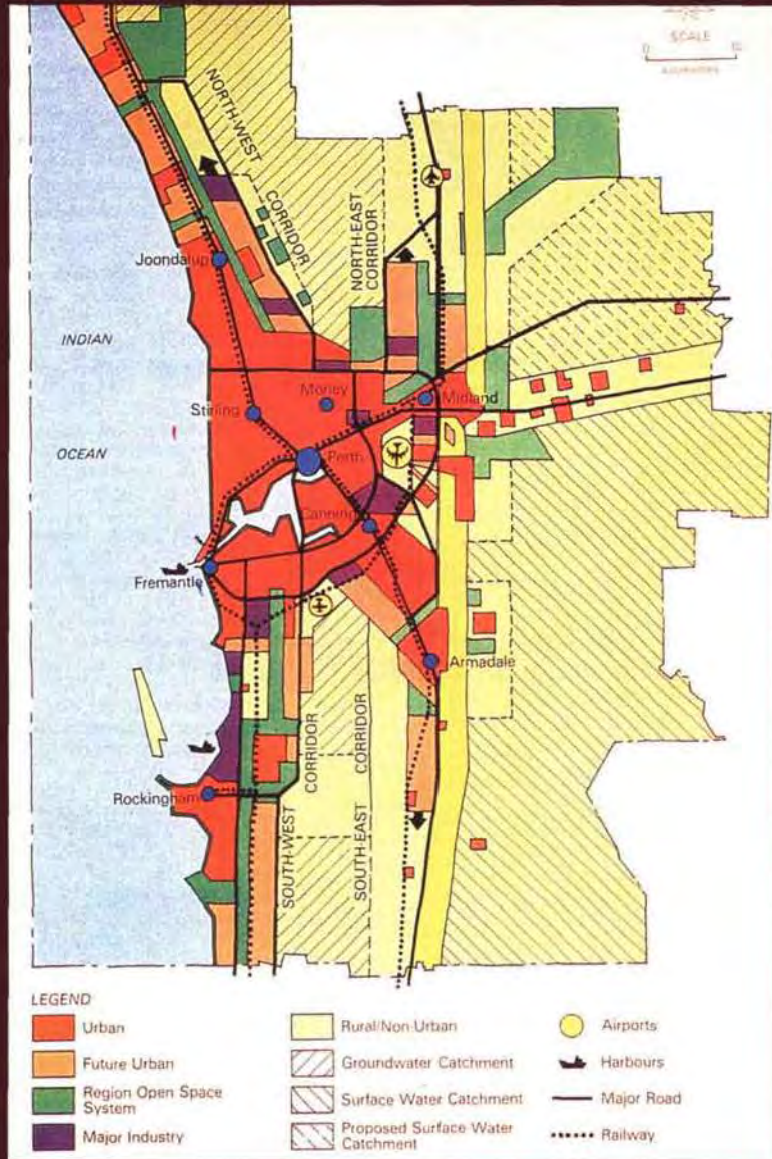
The review of the Development Plan and Manual, carried out during 1994, has built on the urban philosophy of the 1990 plan, with its emphasis on a consolidated core to the city and the desire for a strong emphasis on a multifunctional development.

*Important features of the review include:*

- *The definition of seven distinct development Districts within the City.*
- *The Development Plan updated to include recent planning undertaken since the 1990 plan.*
- *The definition of a carparking strategy.*
- *The creation of policies which form the basis of the development guidelines.*
- *The revision and update of guidelines reflecting experience gained over the first phase of development.*
- *Enhancement of the approval process between LandCorp and the City of Wanneroo.*



# Planning History



Metro area location



Stephenson Plan 1977



1990 Development Plan



## Development Rationale

The 1976 Joondalup Centre Act set in place the statutory framework for the creation of the new urban centre to serve the most rapidly growing of the four corridors as identified in the "Corridor Plan". Unlike the other three, where Midland, Armadale and Rockingham already existed as the respective regional urban centres, the north-west corridor had no existing equivalent focus. The unencumbered greenfields site adjacent to Lake Joondalup was chosen as the site best suited to service the region.

The Joondalup Development Corporation (JDC) was established in 1976 to co-ordinate the planning, design, servicing, subdivision,

sales and marketing functions under the Act. The JDC was vested with almost 1000 hectares of land on a deferred liability basis to assist in achieving self-funding of the development. Initial development of this land occurred during the 1980s focussing upon the provision of a residential catchment for the centre, local service industry in the "Business Park", and the early development of the City of Wanneroo's administration centre, Wanneroo Hospital and the first stage of Edith Cowan University. Significant development and subdivision of the City Centre occurred from 1991.

## Place and Identity

Originally, the Nyungar people named the location 'djunda-ap' meaning - place of the glistening. Much of the land in the area belonged to Yellagonga and his family after whom the Regional Park encompassing Lake Joondalup is named.

In the early years of European settlement, white settlers largely bypassed the area apart from some exploring, hunting and droving. The few early settlers were dairy farmers, woodcutters and lime burners who used the Canning Stock Route from Geraldton to Sorrento. The opening of the northern railway further to the east only served to further isolate the area.

Almost a century after British colonisation, European migrants recognised the potential of the area for market gardening.

More recently, vast increases in the residential population have begun to change the character of the region.

The planning and design of Joondalup has taken great care to avoid further threat to the wetlands. Both the Aboriginal and settler heritages have been recognised in the "Joondalup Cultural Plan" and the public art programmes.

The City will be a major focus for service, amenities and the civic and cultural life of residents, workers and visitors. Like previous planning, future planning and development, as guided by these documents, will further acknowledge the area's past to instill all users with a sense of place and identity.



**Aerial Photograph 1989**



**Aerial Photograph 1994**

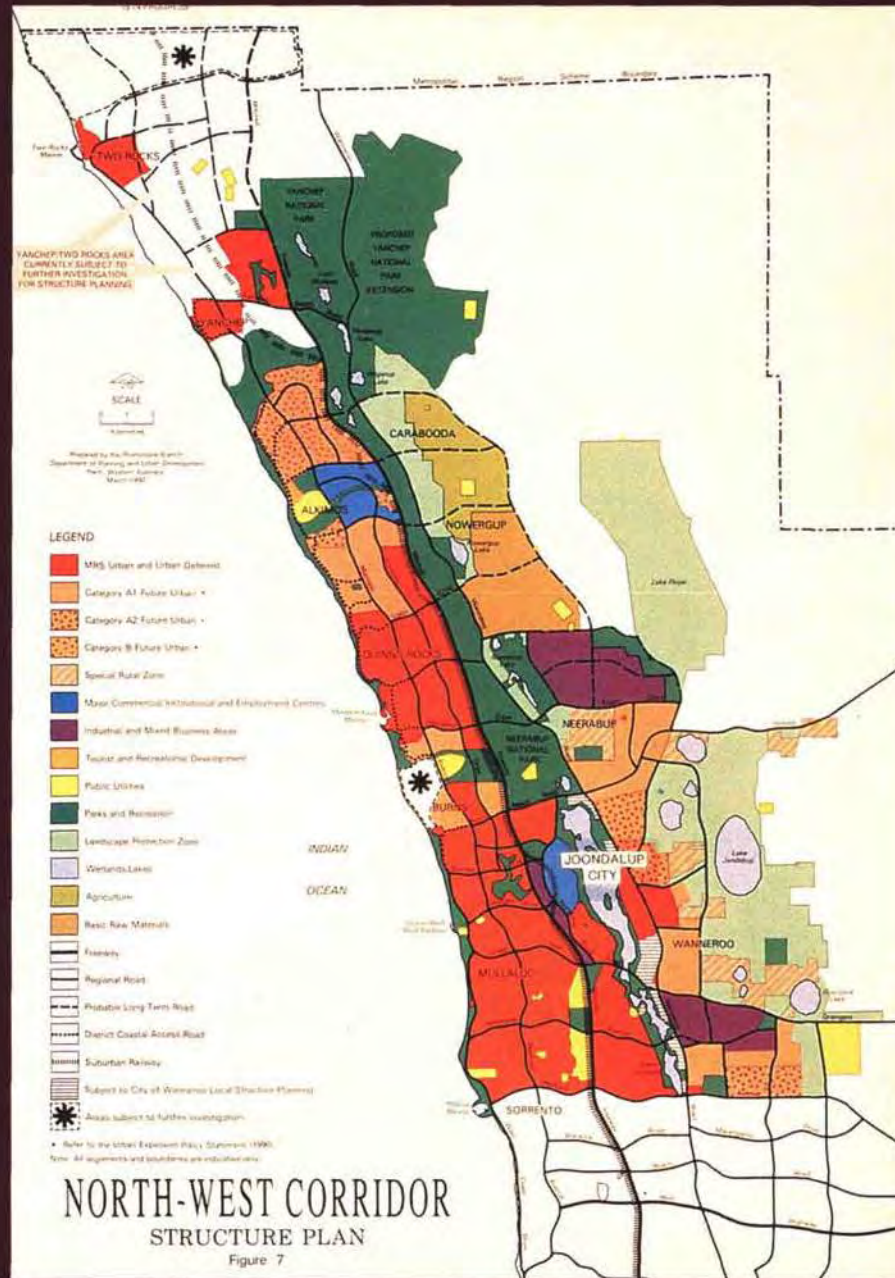


## Regional Significance

Joondalup is now developing into a multi-functional centre which provides an extensive range of services and opportunities for the residents of the north-west Corridor.

Joondalup will be the focus of :

- *Civic, office, retail and commercial uses.*
- *Cultural, recreational and entertainment activities.*
- *Post secondary education, health and welfare services.*
- *Office and service industry employment.*



Corridor Plan



Regional Significance

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# Development Plan

## C O N T E N T S

### Planning Framework

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### Planning and Design Policies

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	<b>Policy Elements</b>
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<b>P3</b>	<b>Orientation</b>
<b>P4</b>	<b>Public Amenity</b>
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<b>P8</b>	<b>Energy Efficiency</b>

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# **Development Plan**







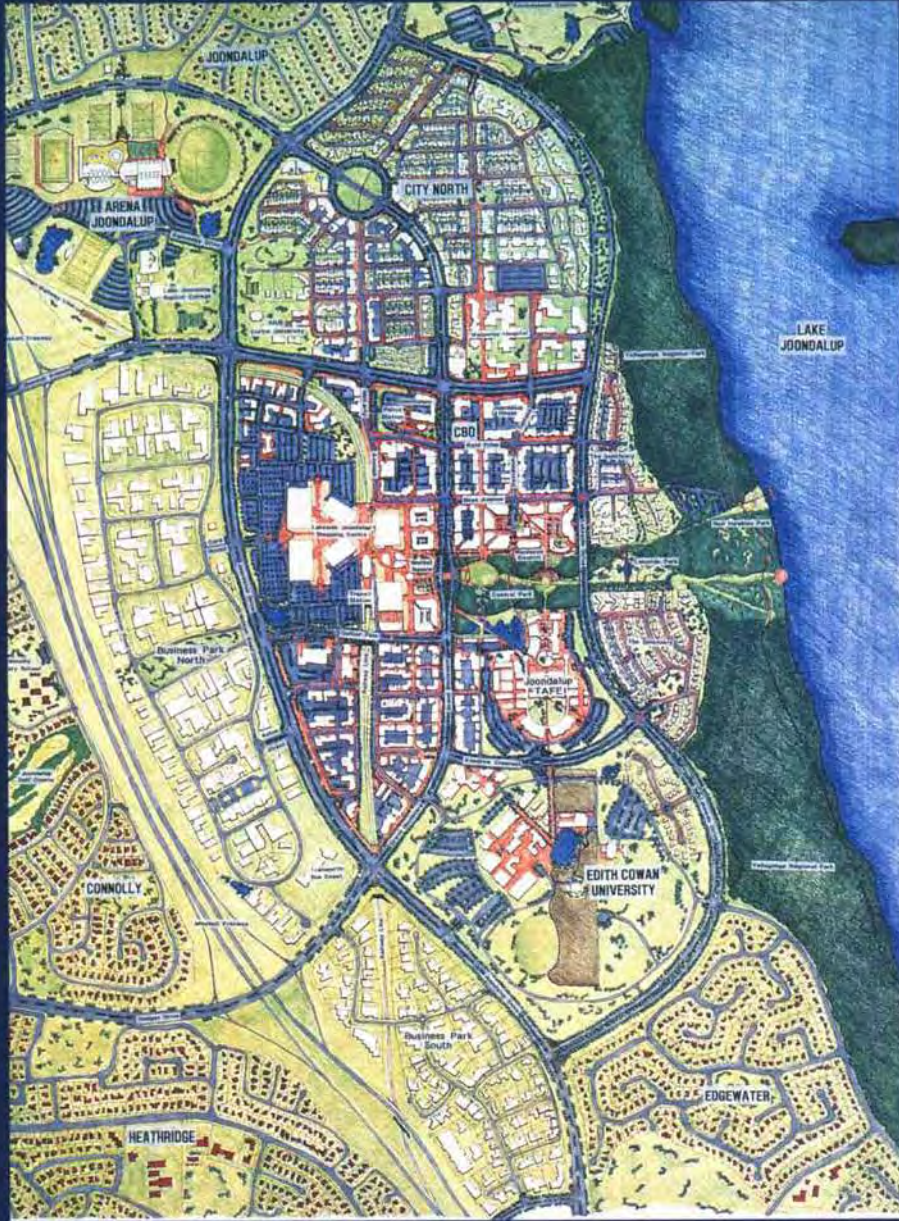
**This is the Development Plan referred to by the City Of Wanneroo Town Planning Scheme No.1 and the Western Australian Land Authority Act.**

The Development Plan contains:

- *A Vision for the City.*
- *A Planning Framework.*
- *Planning and Design Policies.*

The Development Plan provides the broad strategy for the planning of the City in two and three dimensions. It:

- *Creates the physical planning framework for future development, principally establishing land use, transportation and servicing infrastructure.*
- *Promotes the concepts of mixed use planning, density, legibility and a sense of place, growth and change.*
- *Identifies districts with their particular desired character.*
- *Provides the basis for the planning and design policies and guidelines for development.*



Indicative Development Plan

## Vision for the City



### V I S I O N   S T A T E M E N T S

The vision for Joondalup is based upon the following key statements.

These are the basis of the policies and guidelines to form the physical and social character of the city.

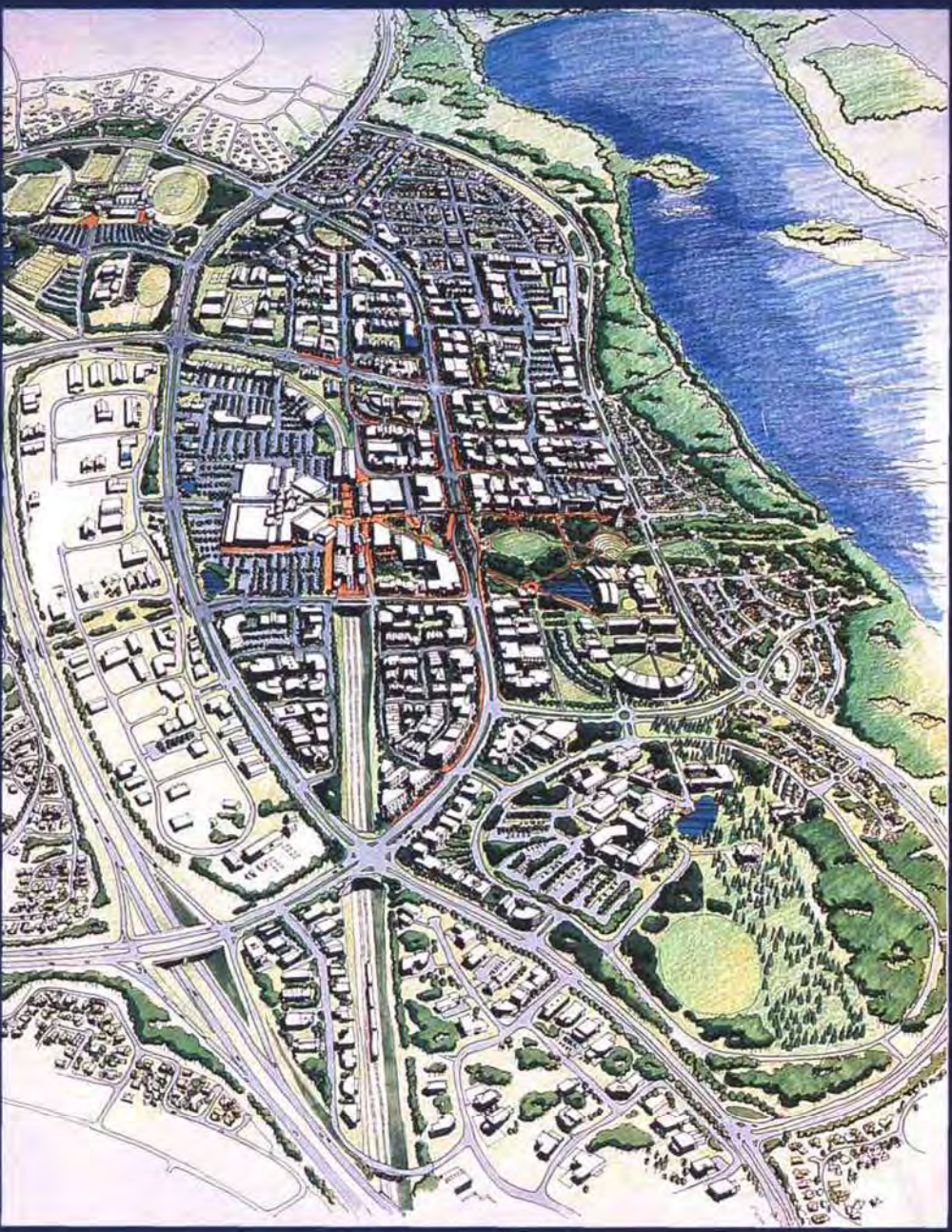
<b>Create a memorable image of the City</b>	The City is a compact and clearly defined landmark on the high ground west of Lake Joondalup. The built form of the City will be directed to reinforce this image through a gradation of buildings and landmarks reaching the highest scale and density at the centre of the City.
<b>Integrate with its natural setting</b>	The City's built form will be set back from the lake's edge and be relatively low-rise. It will have a strong landscape character. In recognition of the environment, buildings will be encouraged to optimise energy efficiency in materials' choice, construction and day-to-day operation.
<b>Create comfortable and memorable places</b>	The built form and landscape form of the City will be directed to "enclose and protect spaces" rather than be "objects in space". The design of building facades will provide for an active interface and enhance public shelter, safety and amenity.
<b>Have a clear movement system</b>	The City will have good access for people by public transport, private vehicles, cycles and as pedestrians. Vehicles, cycles and pedestrians will share street spaces, with pedestrian spaces becoming dominant towards the centre.
<b>Create variety of form and activity</b>	The City will encourage activities to mix creating a vibrant place with extended hours of patronage. The subdivision pattern and built form policies will reflect this intent by providing smaller lots and encouraging a variety of facades. Residential activity will be encouraged to occur throughout in support of this goal.
<b>Be expressive of its place and metropolitan status</b>	The City's buildings will also recognise the status of the City as the second metropolitan centre for economic, cultural and civic life. The design of buildings and spaces should recognise the materials and colours of the natural setting.
<b>Optimise economic and employment opportunities</b>	As the primary employment and business centre north of Perth, the planning and design of Joondalup will encourage a multiplicity of business and investment opportunities.
<b>Create a regional social and cultural focus</b>	The public spaces and facilities of the City will be designed to support daily life and cultural expression in recognition of the City's status as the social focus of the region. Public and private facilities such as theatres, galleries, libraries, cinemas, cafes, restaurants, night-clubs, youth, sport and entertainment facilities will be encouraged in support of this goal.

The statements recognise that people experience a city on three levels:

- 1 *As an overall physical entity.*
- 2 *As a network of paths, spaces and landmarks giving a picture and mental map of the city.*
- 3 *As discrete spaces, each with their own spatial and social character.*

4

# Vision for the City





The ultimate catchment population served by Joondalup is likely to be around 500,000 people. Joondalup will also be the major employment node in the North-West Corridor. With the full development of the health, education and commercial sectors, employment opportunities are planned for around 34,000 persons.

The concept of Joondalup as a campus town has featured prominently with three tertiary institutions and one secondary college. The projected student population is 20,000-25,000.

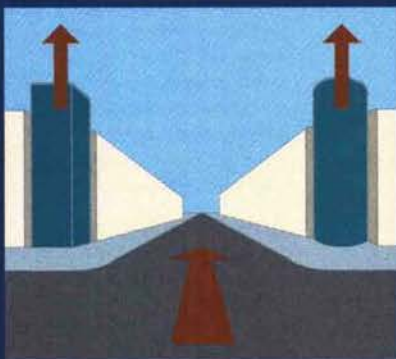
Central to the urban mixed use concept for the City, a residential population of 3,300 is planned, with opportunities for residential development spread throughout the City.

*See appendix for the derivation of City Centre population statistics.*

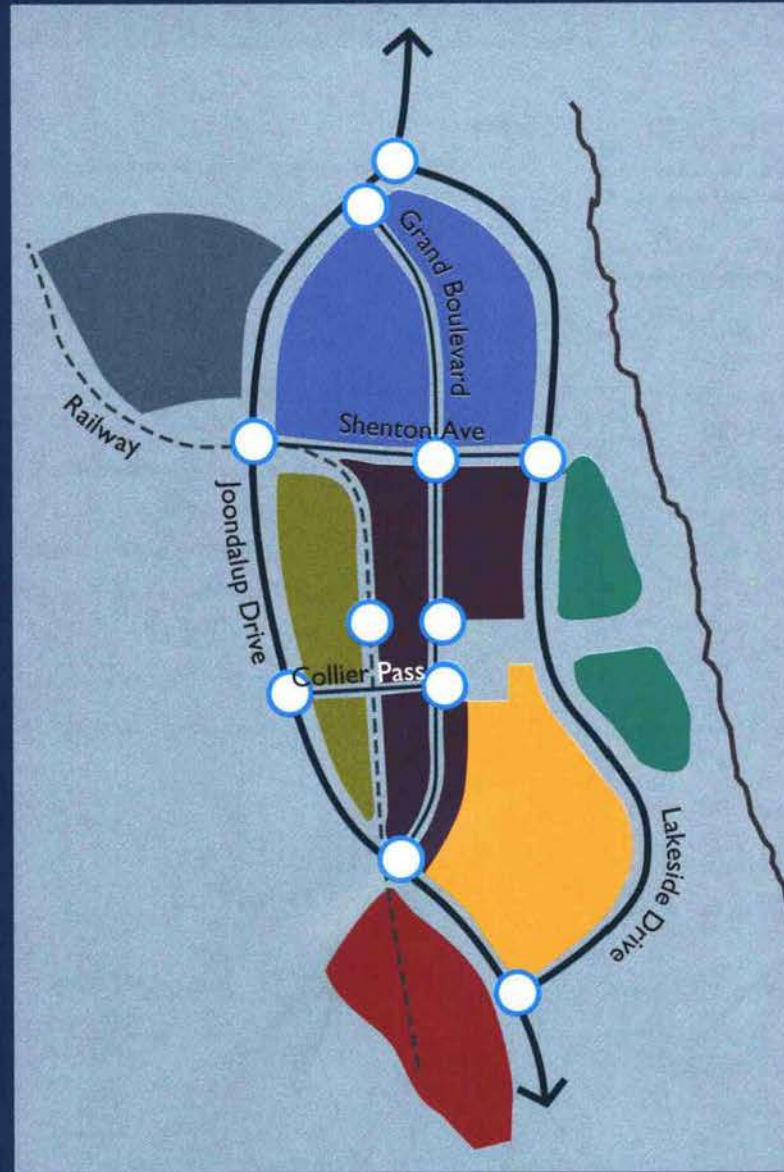
**P1** P O L I C I E S

**P1.6** Ensure that, notwithstanding the details of the guidelines, exceptional proposals of richness and character are considered on their merit.

**P1.7** Encourage the opportunities for public art to contribute to the creation of a District's Identity



P1.4 Building Gateways



P1 Districts

● Gateways

**District Legend**

- Central Business
- City North
- Western Business
- Campus
- Lakeside
- Southern Business
- Northern Recreation

**The City Centre of Joondalup is comprised of a distorted road grid, the major streets of which form an hierarchical system of pathways. The open spaces and streets are the City. All other experiences are at the reduced scale of the interior of buildings. It is important to create good quality spaces, streets and pathways to ensure the City is comfortable, safe and well patronised.**

#### Street and Pedestrian Axes

Access to the City in the region is via Joondalup Drive, Moore Drive, Shenton Avenue, Hodges Drive and Lakeside Drive.

Within the centre, the primary streets are Grand Boulevard and Shenton Avenue. Secondary paths are McLarty Avenue, Reid Promenade and Boas Avenue.

In addition, there are three primary pedestrian paths:

- \* *The north-south path between Grand Boulevard and Davidson Terrace.*
- \* *The east-west path along the northern edge of Central Park.*
- \* *The diagonal path from Station Square to the TAFE campus.*

The following issues are relevant to the formulation of policy:

- \* *The street and pedestrian system should form a clear "mental map" of the City.*
- \* *Key pathways should be terminated with a physical point of orientation.*
- \* *Paths will be more significant if they have strongly defined edges.*
- \* *The intersection of key pathways form important spatial locations or nodes.*

#### Nodes

Nodes are strategic locations or bounded open spaces. They may be primary junctions such as the intersection of Grand Boulevard and Shenton Avenue, they may be parkland open spaces such as Central Park or urban open spaces such as Station Square.

Key locations which offer the potential to strengthen the legibility of the City include:

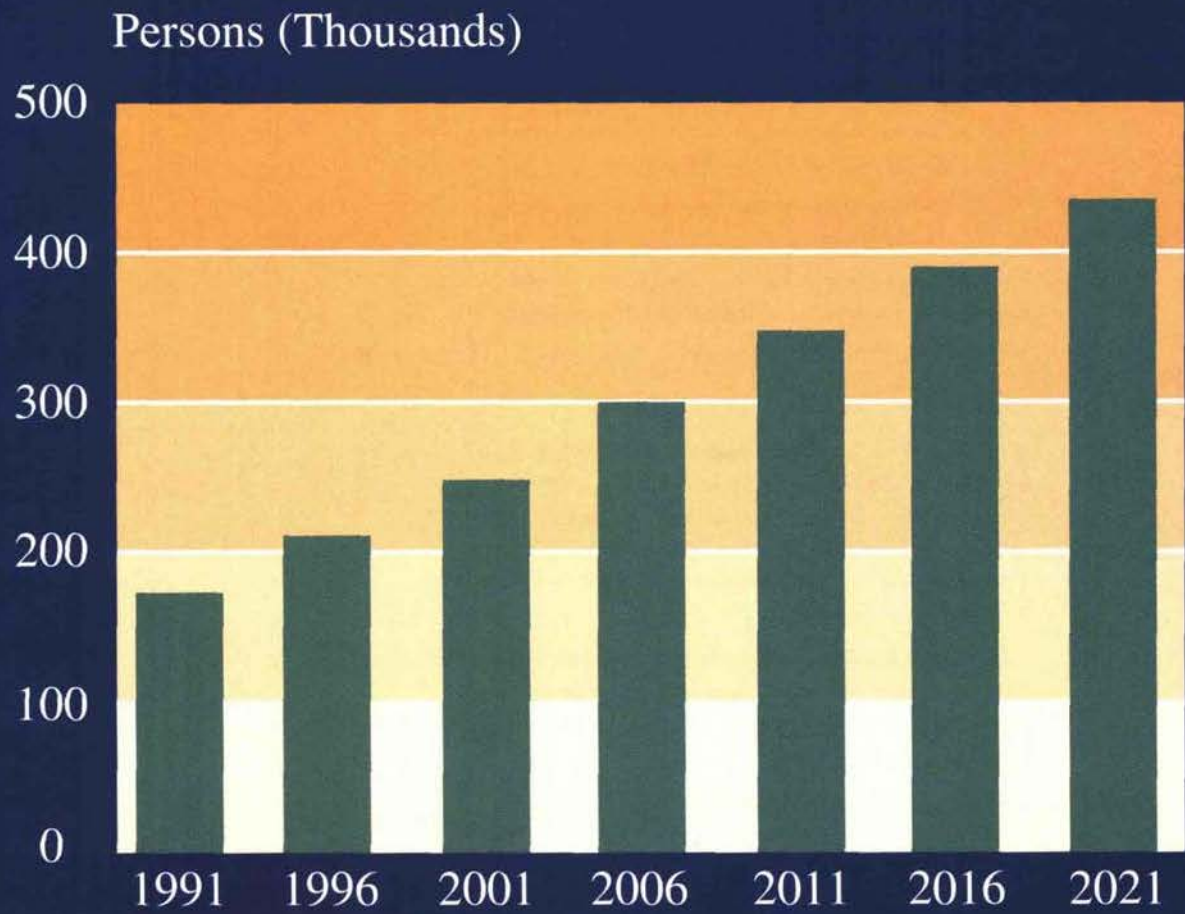
- \* *The intersection of the internal pedestrian path between Davidson Terrace and Grand Boulevard with Shenton Avenue.*
- \* *The termination of the above pedestrian route with Central Park.*
- \* *The "Forum" within City North on Grand Boulevard.*
- \* *The intersection of Grand Boulevard and Shenton Avenue.*
- \* *Station Square.*
- \* *The open space between Station Square and Grand Boulevard.*
- \* *Locations of special significance will be treated in detailed action plans.*



## P2 POLICIES

The Development Guidelines pertaining to the City Open Space network shall:

- P2.1** Enhance the character of the gridded street pattern through the creation, in designated streets, of a continuous "urban wall" built to the street boundary and where possible to their side boundaries.
- P2.2** Guide the development of a distinct character of each street space.
- P2.3** Define the typical height, scale and setback of the buildings forming discrete and contained street spaces and avoiding visual domination of adjacent open space.
- P2.4** Ensure that building design avoids any adverse effect upon the environmental quality of the street space including the effects of wind, sunlight shade, reflective materials and watershed.
- P2.5** Require that open space on private land, identified as being part of or adjacent to the City Open Space Network, is designed to form a coherent part of that Network and be accessible 24 hours a day.



Projected Regional Population Levels





**Public transport is a primary focus in the planning of Joondalup. The opening of the rapid transit rail line in 1992 established a high degree of accessibility at the City's commencement.**

**By the year 2021 it is expected a minimum of 25% of all peak time trips to Joondalup will be made by public transport.**

#### Public Transport

Principal features of public transport are:

- *A centrally located bus-rail transport interchange with an ultimate capacity to accommodate 6 car trains and up to 18 bus-bays. The station has short term parking for set-down, pick up and taxis.*
- *Capacity for a future local bus service offering good accessibility to all parts of the City centre.*
- *Future potential for an additional "special-events" railway station to serve the sporting complex in the north-west District.*

#### Road Network

Initially roads to the City centre are being constructed to near-ultimate capacity to promote good accessibility for establishing business and facilities.

The opening of the Mitchell Freeway to Joondalup will increase the level of accessibility to the rest of the metropolitan area.

In the longer term, when the City approaches its ultimate level of development, roads will become more congested during peak-times, encouraging more commuters to use the public transport system.

The major roads are planned with different functions:

- *Joondalup Drive - high volume access road, higher speed.*
- *Grand Boulevard and Shenton Avenue - medium volume, "ceremonial" access roads, lower speeds.*
- *Lakeside Drive - medium volume, scenic road, moderate to higher speeds.*

The grid of smaller streets provide a good, legible system of access to lots, and are designed to accommodate a harmonious mix of vehicles, cycles and pedestrians.

#### Parking

In recognition of the mixed use nature of the City, there is potential for reciprocal usage of parking. It is estimated that the ultimate number of car-bays in Joondalup will be approximately 16,000.

This will be achieved through a mix of public parking (which can be regulated) and on-site parking.

Public parking will be provided on various sites, some of which will ultimately contain decked structures. Prior to the viability of building deck structures, some additional temporary parking areas may be provided.

*Refer to the Carparking Policy under P7 for greater detail.*

### Pedestrian And Bicycle Planning

The City Centre has been planned to be highly accessible for pedestrians and cyclists.

Bicycle trips to Joondalup will be encouraged as an alternative form of commuting.

The principal features of pedestrian and bicycle planning are:

- *Dominance of public pedestrian space at the centre of the City, principally in the retail/transit area and Central Park.*
- *Major east-west and north-south pedestrian spines linking the lake, transit station, City North and Edith Cowan University from their convergence in Central Park.*
- *An off-road network of dual-use paths linking adjacent areas.*
- *Planning for or construction of grade-separated crossings at major arterial roads.*
- *Provision of a marked 1.5m lane for cycles on major city roads.*

### Helicopter Service

An area within the Business Park has been reserved for helicopter use.

#### Legend

	Mitchell Freeway
	Railway
	Arterial Road
	Pedestrian/Cycle Paths
	Traffic Signal
	Overpass
	Underpass



Road & Pedestrian Network

**Modified Grid**

The City is laid out in a modified grid pattern which is responsive to existing conditions and the contextual setting of the City. The grid format stretches throughout the City creating an easily comprehensible network of public accessways.

This network serves to optimise the sense of accessibility by penetrating the superblocks and framing the basic planning form for major private developments, such as the shopping centre.

**Subdivision**

Apart from some larger sites for prime retail and institutional activities, the City's subdivision pattern is comprised of small lots, enabling a larger number of smaller scale developments. Larger developments may still occur through amalgamations.

Each subsequent subdivision is designed in detail to be responsive to particular market requirements.

**Densities**

A system of graded plot ratios has been devised to ensure the highest densities of development occur at the core of the City to create a maximum intensity of activity. The plot ratios have been based on accommodating the ultimate employment population of 34,000.

**Human Scale**

The strong desire for an urban form conducive to an animated street life has focused importance on human scale in the streets and other open spaces of the City. Policies have been created to ensure this goal is consistently achieved throughout the City.

**Design Quality**

Whilst the character and vitality of cities normally evolve over a long period of time, those investing in a new City need to be assured that certain qualities are achieved from the beginning. This is to ensure that the civic design goals are consistently established and that private investment is safeguarded.

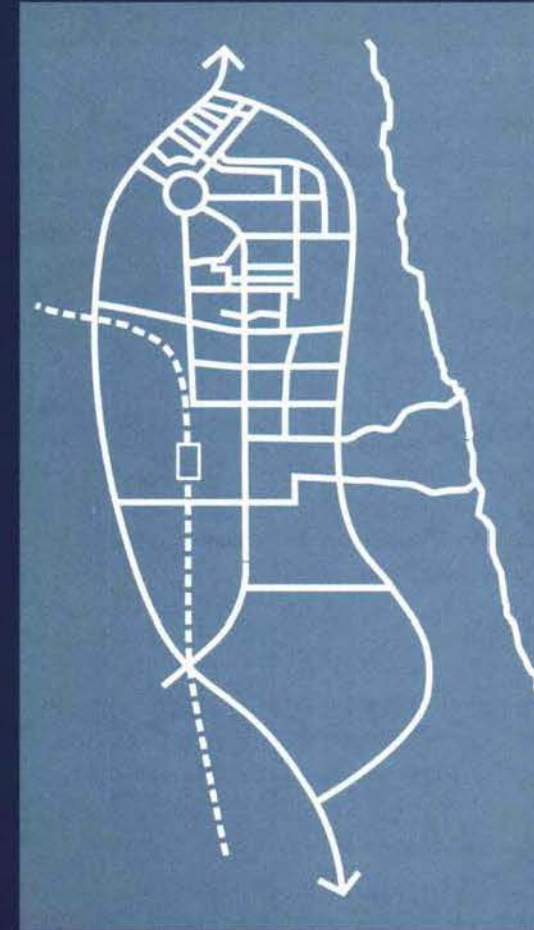
A high value is placed on the quality of the design of all elements comprising the urban form, from the public services infrastructure to the individual buildings and landscaping.



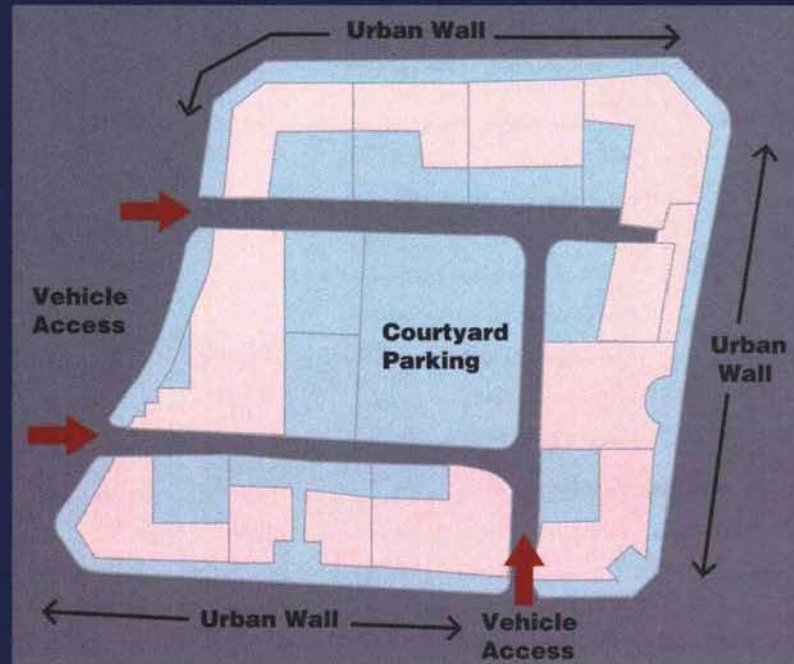
Existing Streetscape



Streetscape Vision



Modified Grid



Urban Subdivision

4  
3 Urban Form



### City Living

Inner-city living is a vital element of the vision for the City. The Joondalup City Centre will diversify the residential alternatives available to residents of the north-west corridor by providing opportunities for city living. This residential component will also benefit the development of the City by promoting the full utilisation of services, adding to the vitality of the centre and increasing the out-of-hours and weekend patronage.

### Education

The prominence of educational facilities in the City Centre is unique in Western Australia and is a significant factor in the image and character of the City. A total of almost 25,000 students is expected to attend the following facilities:

- *Edith Cowan University - 10,000.*
- *College of Technical and Further Education - 12,000.*
- *Australian Institute for University Studies (Curtin University, Joondalup Campus) - 2,000.*
- *Lake Joondalup Baptist College - 700.*

### Sport and Recreation

The major regional sporting complex is located in the north-west District of the City Centre. The complex is intended to be multifunctional, servicing entertainment, leisure, cultural, social and business functions, in addition to the sports programme.

The ultimate range of facilities are planned to include;

- *Outdoor facilities including a main football oval, hockey pitches (2), athletics track, soccer pitch, tennis/netball courts (4) and an oval for further rugby and soccer pitches.*

- *Indoor sports facilities including a three court multipurpose ball seating up to 2000 spectators, further one court and two court halls, aquatic facilities for competition and for leisure activities, further rooms for gymnasia and aerobics/dance activities.*
- *Indoor social facilities including restaurant, bar, kiosk, function rooms, tenancy space, creche and administration facilities.*

### Commercial Retail and Entertainment

A major part of the 34,000 workforce will be occupied in commercial and retail activities, the City being the business centre for the north-west corridor. These activities will include:

- *A regional shopping centre with an ultimate floor space of 80,000m<sup>2</sup>.*
- *Other retail activities distributed throughout the City Centre.*
- *Showroom activities in certain districts.*
- *General office and banking activities.*
- *Hotels, taverns, nightclubs and other licensed activities.*
- *Restaurants and cafes.*
- *Cinemas and other leisure facilities.*

### Civic and Cultural Facilities

Planning for the cultural life of the City has been an integral part of the vision.

A diverse range of arts, cultural and service facilities are planned for the City Centre. These include the City of Wanneroo Administration and Civic Centre, Library and Cultural Resource Centre, Museum-Gallery, Dance Drama Theatre, Youth Centre, Concert Hall, Day Care and Community Care.



Edith Cowan University



TAFE



Shopping Centre Interior



Shopping Centre Aerial



Joondalup Arena



Land Use

**Indicative Land Use**

	Multiple Use	<b>A</b>	T.A.F.E
	Residential	<b>B</b>	Edith Cowan University
	Education	<b>C</b>	Australian Institute for University Studies
	Civic and Cultural	<b>D</b>	Lake Joondalup Baptist College
	Retail	<b>E</b>	City of Wanneroo
	Medical	<b>F</b>	Shopping Centre
	Sport	<b>G</b>	Joondalup Arena
		<b>H</b>	Wanneroo Hospital

**4**

**4 Land Use and Community Facilities**



**Contemporary urban theory recognises the importance of understanding how it feels for inhabitants to live in a particular community. For this reason "Cultural Planning" has become an integral part of planning for future communities.**

#### Cultural Plan

The Cultural Plan provides the policy framework for civic and cultural facilities, programmes and services. The key theme is that of a partnership in facilities and programmes: Facilities which respond to existing local needs and serve programmes of community cultural development.

Central to the Cultural Plan has been the creation of an optimum level of integration of cultural life with other dimensions of the City: Living, shopping, working, relaxing and eating in a distinctive urban environment. This should be achieved through programmes which allow for the social integration of cultural activities into the lives and daily activities of community members and through the physical integration of the civic and cultural buildings into the fabric and natural circulation systems of the City.

The Cultural Mapping process used in the development of the Cultural Plan actively involved members of the community in identifying and interpreting existing cultural activity, the cultural heritage of the area and future cultural needs.

The Cultural Plan promotes community and economic development through:

- *Community involvement in the planning of cultural facilities and the development of cultural programmes.*
- *Community participation in cultural activities.*
- *Improved access to information on cultural programmes.*
- *Recognising and promoting cultural diversity in the Wanneroo area.*
- *Enhancing and promoting the unique and diverse identity of the region's heritage through cultural tourism.*
- *Promotion of local cultural industry development.*

#### Public Art

In Joondalup, public art contributes positively to the quality of life in the City by improving the public environment for all residents and visitors. Commissioned artworks form memorable elements, animating public open spaces, while community arts projects enhance the development of community ownership of City spaces and allow for the expression of local aspirations.

An Art in Public Spaces Programme for Joondalup was introduced in February 1990 and a number of public art projects have been completed. Artists have worked together with design teams and with community members on special arts projects, in addition to individually commissioned artworks.

Projects include: The Central Park design, street furniture and lighting and the community 'kerb stamp' project.

#### City Animation

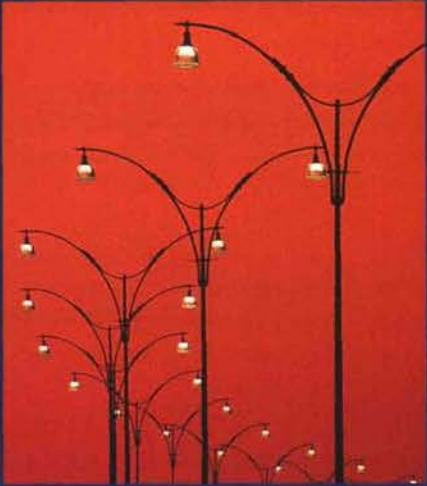
A programme of animation will make the City a lively place, not just during work hours, but also in the evenings and during the weekends. It will involve local residents and visitors as active participants in various forms of cultural activity.

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

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

1

5 Community Goals





**Lake Joondalup**

In the past, cities have very often developed overlooking a major body of water. In the course of development, the original natural setting has been totally transformed through the desire to take maximum advantage of the setting.

The planning of the City of Joondalup adjacent to its lake has created a special and unusual waterside setting for the City. The establishment of Yellagonga Regional Park has protected the natural environment and maintained the opportunity of an extraordinary recreational asset within easy walking distance of the City.

**Central Park**

Central Park has been designed as an urban park linking Lake Joondalup to the heart of the civic and commercial area on Grand Boulevard. It has been designed to be the recreational and social focus of the City, integrating a variety of activities.

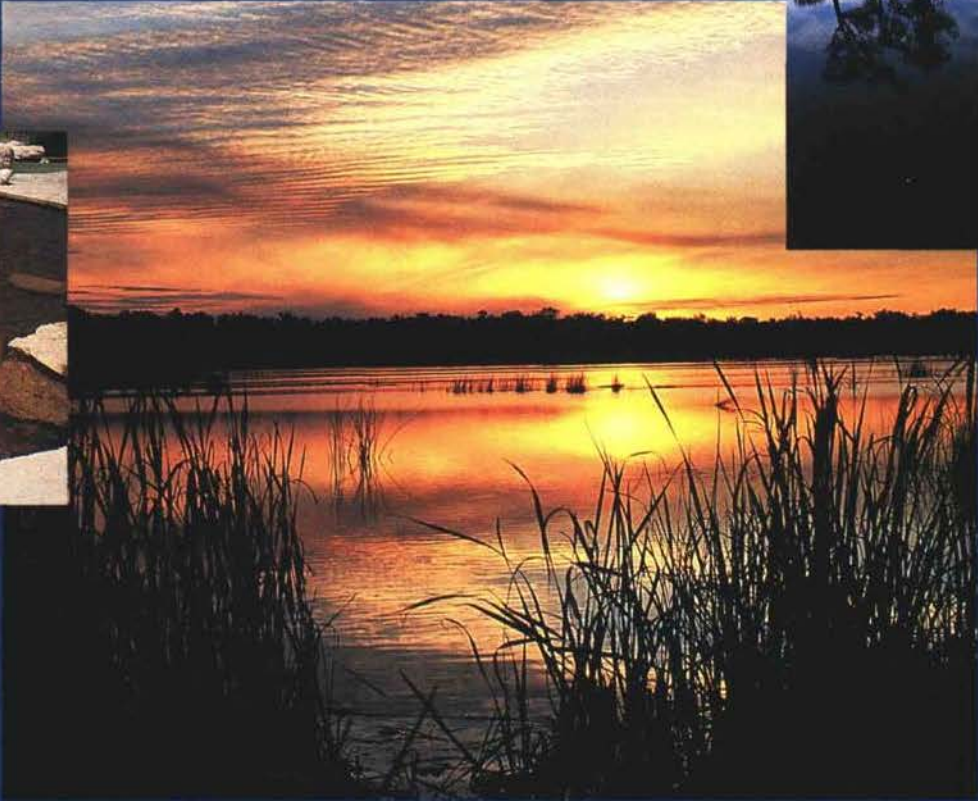
The design incorporates substantial areas of natural bushland with increased 'modification' towards the centre of the City. The large lake provides a visual focus and a reservoir of irrigation water for the City's landscape.

**City Streets**

A strong landscape theme has been designed to reinforce the grid pattern of the City. Larger native trees are planted in the major roads, whilst smaller deciduous trees provide summer shade and winter light to the smaller streets and spaces.



Central Park



Lake Joondalup



Central Park



An essential objective of Metroplan is to provide maximum opportunities for economic growth and the creation of local employment opportunities in each corridor.

This objective is highlighted in the north-west corridor where the job self-sufficiency rate is projected to grow from 18% in 1993 to an ultimate target of 60%. In addition, around 12% non-residents will also work in the corridor.

This magnitude of growth requires economic and job creation strategies of a substantial nature.

The Joondalup City Centre, including the Joondalup Business Park, is the focus for the region's economic growth with a projected employment base of 34,000 workers. The prime employment sector for the corridor will be in the tertiary sectors of retail, service, and community services representing 78% jobs. This sector will need to focus on the provision of quality goods and services to ensure money is spent in the region.

Development of new industries in the research and development, and technology areas will be important to Joondalup. Tourism, cultural and related activities will also have an important impact on the level of visitation and the success of the service/retail sector, and hence, need to be encouraged.

Business development strategies are important to the growth rate of jobs. These range from the attraction of established business, new business formation, (particularly small businesses), through to retention and expansion of existing businesses.

In Joondalup, a number of specific strategies have been identified to assist with economic growth of the region.

These include:

- *A business incubation centre catering for at least 40 tenants.*
- *Business Advisory Services.*
- *Business Training Services.*
- *Information, linkage and data base services.*

*See appendix for the derivation of City Centre population statistics.*

1

7 Economic Goals



Business Park

## Why Guide Built Form

The built form and spatial components of a city create patterns on which people base their perceptions and use of that city. These, in turn, impact on patterns of commerce and capital investment.

The experience of a city is primarily that of the public and private open space. By combining elements which contribute the greatest consideration to public amenity the experience is enhanced. People are encouraged to stay and to return.

By promoting design that addresses the whole environment, a city is created in which people want to stay, live, work, browse, shop and play. When these activities are encouraged the businesses they support will also be favoured and capital investment will be enhanced.

## Policy Elements

Eight policy elements have been identified to encompass the most important components of design both in terms of amenity and statutory requirements. They are as follows:

- \*P1 Districts
- \*P2 Open Space Network
- \*P3 Orientation
- \*P4 Public Amenity
- \*P5 Land Use
- \*P6 Density
- \*P7 Car Parking
- \*P8 Energy Efficiency

Under each heading the element is defined and principles set out describing how the element contributes to the City. This information forms the background to definitive policies which need to be supported in order to optimise the City experience.

### Policies

The policies are numbered and form the background to the specific guidelines set out in the Development Manual. The policies form a logical link between the Development Plan and the Development Manual.

**Districts are definable areas of the City, each with a distinctive character. The character is derived from the coherent identity of the built form, density, space and activities.**

The variety in the character of each District gives the City a feeling of a richness in form and activity. Their clear identity helps reinforce the sense of location within the City. There is a strong relationship between a District's character and economic activity.

Seven distinct functional areas have been planned for Joondalup:

- **City North** with its commercial spine on Grand Boulevard, special mixed-use areas, residential areas, the Wanneroo Hospital and the Australian Institute for University Studies.
- **Central Business** with its concentrated commercial core focussed on Grand Boulevard from Shenton Avenue to Joondalup Drive, major retail development, cultural facilities and Civic Centre, Central Park, and the business faces of TAFE and Edith Cowan University.
- **Lakeside** residential area.
- **Western Business** between the railway line and Joondalup Drive containing stage one of the retail centre and lower scale commercial development.
- **Campus** with TAFE and Edith Cowan University.
- **North Western** incorporating the Regional Sporting Complex and the Baptist College.
- **Southern Business** with an emphasis on mixed business and technology development.

Within each District there is the potential for development with a variety of uses whilst maintaining the overall character.

Each area will have its own built form with associated distinctive public space characteristics. These distinguishing qualities should be reinforced, contributing to the overall legibility of the City.

The principal spatial elements in the definition of a District are boundary edges and gateways.

#### Boundary Edges

Each District is separated by an important pathway. Whilst the boundary of a District should have clearly defined edges, the adjoining edges should be designed to integrate adjoining Districts.

#### Gateways

Gateways are formed by building and/or landscaping at key locations where important pathways penetrate the built edges of a District. They have an important civic role and they will have an on-going and perhaps subtle role providing a sense of place and orientation for the users of the City.

The potential for a number of strategically located gateways exist where paths penetrate the edges.

These include:

- *The two intersections of Grand Boulevard with Joondalup Drive.*
- *The intersections of Shenton Avenue and Collier Pass with Joondalup Drive.*
- *The intersection of Shenton Avenue with Lakeside Drive.*

In addition, there are other internal gateways where pathways move from one realm to another within the City:

- *The entrances to the Central Business District along Grand Boulevard at the northern edge of Central Park and at Shenton Avenue.*
- *The exit of the railway station to Station Square.*



## P1 POLICIES

The Development Guidelines pertaining to Districts shall:

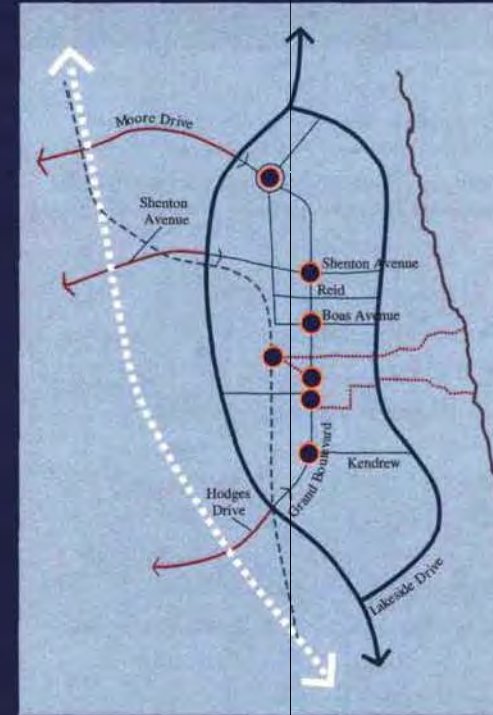
- P1.1** Reinforce the unique identity of each District through the guidance of built form, density, activities and spatial character.
- P1.2** Ensure that the design of buildings and landscaping comprising a part of the edges of a District contribute to the integration of the separate Districts.
- P1.3** Increase the visual prominence of gateways through enhanced vistas from key locations and along main accessways to and within the City.
- P1.4** Encourage buildings at gateway locations to contribute to the sense of a threshold definition: Arrival and entry.
- P1.5** Ensure the design of landscaping and street furniture is in keeping with the District identity.

## P2 POLICIES

- P2.6** Promote a coherent approach to all street paving and furnishings including any street furniture provided on private land forming part of the public space.
- P2.7** Enhance the visual prominence of both the nodes and the open spaces of the City through axial vistas and visual connection with other points of orientation.
- P2.8** Optimise physical and visual accessibility of the lake from within the City.
- P2.9** Optimise the public amenity of the street and open space by recognising the potential for cultural expression through social activity and public art.
- P2.10** Encourage the incorporation of public art at nodes.
- P2.11** Maximise the physical accessibility of the open space network on both public and private land.



P2 Open Space Network - Pedestrian Axes



P2 Open Space Network - Streets

### Legend

- Mitchell Freeway
- Railway
- Boundary Arterial Road
- Regional Arterial Road
- Local Distributor
- Pedestrian Axes
- Nodes

## 1 P2 Open Space Network



The ways in which people comprehend how the City fits together will strongly impact on the way they use it.

The views of prominent features and vistas from significant locations are important contributors to the understanding of the City.

#### Landmarks

There are opportunities for significant landmarks to be apparent from the periphery:

- *The new railway station building is a landmark along the line from the Grand Boulevard and Joondalup Drive intersection and from the Collier Pass and Joondalup Drive intersection.*
- *A significant structure in, around or over Station Square should be prominent from Joondalup Drive.*
- *Landmarks on the curves of Grand Boulevard visible from the northern and southern intersections of Grand Boulevard with Joondalup Drive.*

The visual integration of one location with another reduces the perceptual depth and encourages movement between locations. For example:

- *The TAFE tower and Station Square along the diagonal path between them.*
- *Landmark connections between Station Square and the City North "crescent".*
- *Landmarks at the gateways on the northern and southern sides of Central Park linking with other prominent features at nodes along Grand Boulevard.*

#### Views and Vistas

Several key views and vistas will play an important role in the creation of the experience of the City and the construction of a memorable "image":

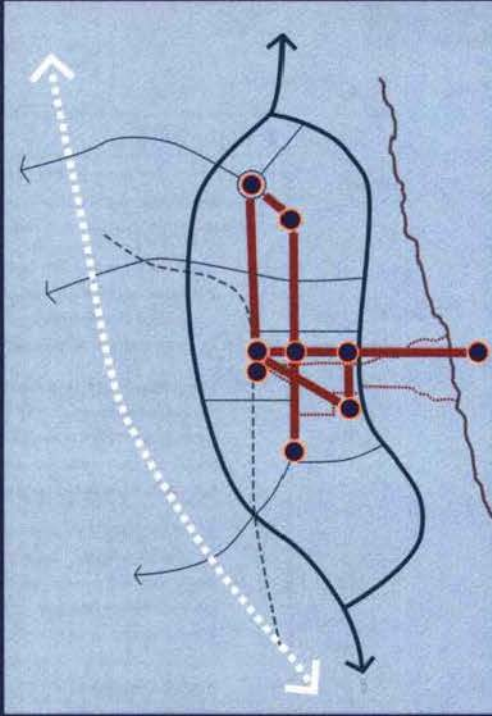
- *The Vista along Grand Boulevard.*
- *The Vista along McLarty Avenue from Station Square with an appropriate truncation at the "Forum" in City North.*
- *Views between the City and Lake Joondalup through the parkland structure.*
- *Controlled vistas from Central Park.*
- *Along Shenton Avenue to Yellagonga Regional Park.*
- *From the intersection of Kendrew Crescent and Lakeside Drive to Lake Joondalup.*

The Development Guidelines pertaining to Orientation shall:

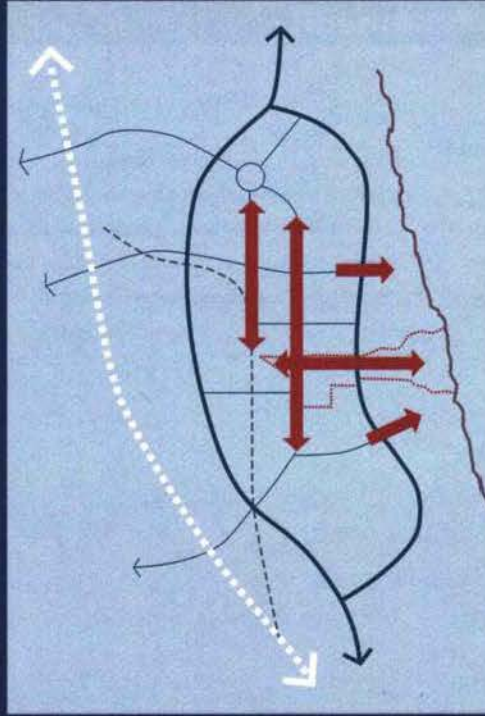
- P3.1** Encourage landmark elements where identified on the plan to reinforce the patterns and the form of the City.
- P3.2** Maintain the integrity of landmarks through appropriately designed adjoining development.
- P3.3** Enhance the prominence of landmarks through the creation of vistas focused on them.
- P3.4** Optimise all opportunities for strong vistas from outside the centre into key locations and landmarks within the City.
- P3.5** Use landmarks to signify nodes or key locations.
- P3.6** Optimise views from within the City to the lake and other parts of the enclosing ring of open space.
- P3.7** Encourage the use of public art in the creation of landmarks.



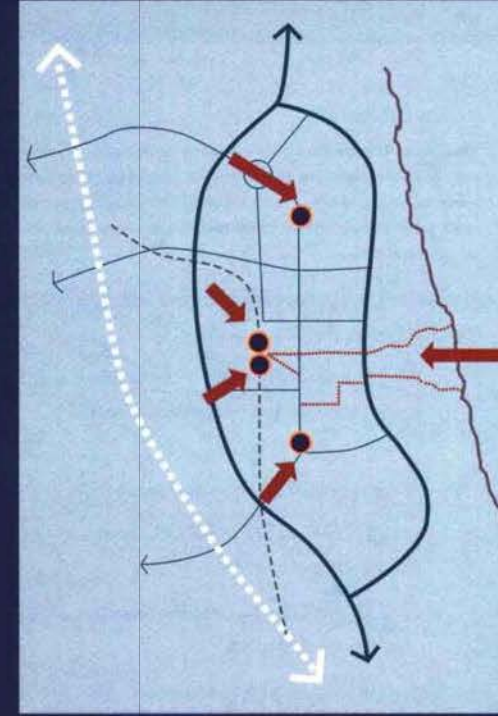
**1**  
**P3 Orientation**



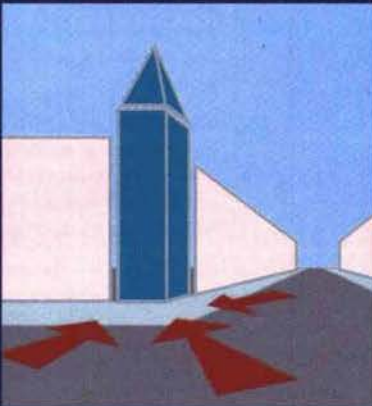
**P3 Landmarks**



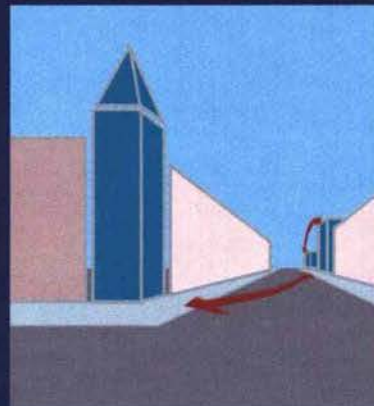
**P3 Views and Vistas**



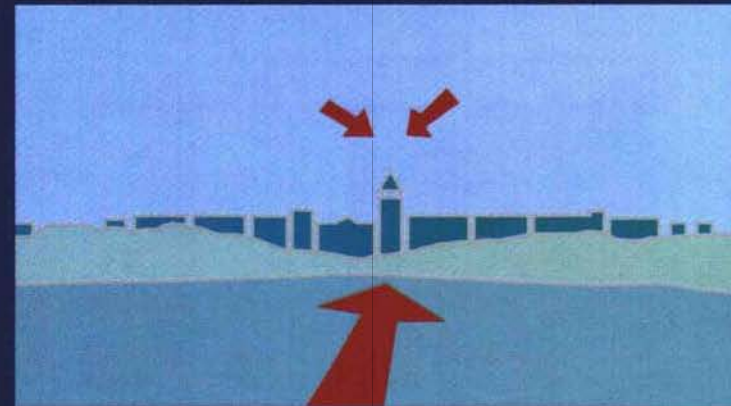
**P3 Landmarks viewed from the periphery**



**P3.5 Landmarks viewed from within the City assist with orientation**



**P3.1 Visually integrated landmarks assist with orientation within the City**



**P3.1 Landmarks viewed from the periphery**



#### Sense Of Place

**The quality of life in the City is largely experienced within the public realm: The street spaces, the squares and courtyards, parks and malls. The quality of these spaces will therefore either inhibit or encourage the generation of public life.**

The factors which encourage a sense of place and enhance the public amenity within the City include:

- \* *The form and surfaces of the buildings which create comfortable and protected outdoor space.*
- \* *A high level of interaction between the interiors of buildings at ground level and the street space.*
- \* *The experience of public open space as inviting and safe during the day and at night.*
- \* *The level of local cultural expression within, and animation of, the public space.*
- \* *The congregation of activities.*
- \* *The reduction of nuisance caused by physical objects, operating plant and anti-social activities.*
- \* *Visual harmony of architectural form, colour and materials.*
- \* *Ground floor levels being at or near footpath level.*
- \* *Recognition of the existing landscape, colours and materials in the design.*

#### Safety

The sense of public safety throughout the public open space network can be achieved by avoiding the creation of areas which are obscured from the general view or which are poorly illuminated at night. Adequate visual accessibility of all parts of the open space network and good lighting are essential.

### P4 POLICIES

The Development Guidelines pertaining to Public Amenity shall:

- P4.1** Ensure that the three-dimensional form of streets, squares and other public space is conducive to social activity.
- P4.2** Require that the building facades above street level are designed with a solid to void ratio so that the glazing appears set into a solid composition.
- P4.3** Ensure that the building facade at ground level, on a street or pathway frontage, optimises the potential for interaction between the interior and the public space and that front door access is possible for all building users.
- P4.4** Control materials comprising the horizontal and vertical surfaces enclosing public spaces to enhance the comfort and ambient quality of those spaces.
- P4.5** Ensure that materials used on horizontal and vertical surfaces in public spaces are durable, vandal-resistant and appropriate for use in a civic space.
- P4.6** Ensure that the design of open spaces will inhibit anti-social behaviour and provide a safe environment for social activity at all hours.

**P4** P O L I C I E S

- P4.7** Require that the illumination of all open spaces is adequate for public safety.
- P4.8** Ensure that a creative programme of cultural events and public art is integrated with the overall fabric and administration of the public space of the City.
- P4.9** Integrate, as far as possible, the existing landscape, vegetation, colours and materials with new development.
- P4.10** Require that where possible building design should avoid overlooking of indoor and outdoor space of residential developments.
- P4.11** Where possible, enhance the quality of the environment at ground level through provision of shelter from sun, wind and water.
- P4.12** Control all sundry items requiring special location or visual treatments including but not limited to - rubbish collection, air conditioning, antennae, satellite dishes etc.



**P4.7 Night lighting of public areas**



**P4.6 Provide a safe environment**

**The Centre falls within a "Joondalup City Centre Zone" under the City of Wanneroo's current Town Planning Scheme. This zone provides significant flexibility for the provision of a range of different land uses as identified within the approved Plan.**

The principal elements of the Plan are:

- \* *An overlapping and integration of land uses in the central general use area of the City.*
- \* *A central city retailing area surrounding the major public transport interchange, including entertainment, cultural, office and accommodation.*
- \* *Residential districts providing a mix of densities and housing forms.*
- \* *Residential mixed-use areas where a mix of residential and other uses occur on the same site.*
- \* *A comprehensive range of arts and cultural service facilities integrated with the commercial and residential areas of the City.*
- \* *A park extending through the City between Lake Joondalup and the central retailing area providing a link between the City and its environmental setting.*
- \* *Several education establishments to the north and south of the City.*
- \* *The Wanneroo Regional Hospital, complemented by private medical facilities and a nursing home.*
- \* *Commercial areas (excluding office uses) for private, public and community service facilities as well as showroom and warehouse retailing.*
- \* *A major regional sporting complex.*



## P5 POLICIES

The Development Guidelines pertaining to Land Use shall :

- P5.1** Concentrate the main commercial and retail activity within the Central Business District.
- P5.2** Create a significant residential population within the City:
- Medium to high density in specified residential areas.
  - As a desirable use within the Central Business District.
  - Integrated within specified residential mixed use areas.
  - Student accommodation associated with the separate campuses.
- P5.3** Integrate a major education element within the City on three separate campuses, contributing to a campus city quality.
- P5.4** Concentrate commercial and retail needs for larger floor space accommodation on the western edge of the City:
- P5.5** Integrate retail activity throughout the City as a secondary use, in addition to the major retail centre.
- P5.6** Enable the commercial activities of the central area to expand with market demand north and south along Grand Boulevard.
- P5.7** Retain flexibility in the land use patterns to adapt to market forces as the City evolves.

**P5** P O L I C I E S

**P5.8** Facilitate a pattern of multi-use development on individual sites to help ensure an enlivening of all parts of the City throughout the day and night .

**P5.8** Encourage outdoor activities throughout the City.

**Land Use legend**

-  General City Uses
-  Retail
-  Residential
-  Residential Mixed Use
-  Medical
-  Commercial (excluding office)
-  Education
-  Service Industries
-  Sporting Complex
-  Technology/Office
-  Public Open Space
-  Regional open Space
-  Freeway
-  **T** Transit Station
-  **S** Special Stop Station (at Sports Complex)



 P5 Land Use

See individual District guidelines for details

**1** P5 Land Use

**The principal feature of the built form of the City Centre is the gradation in scale and intensity of development from the core area to the periphery. This scale differentiation will be achieved by use of plot ratios whereby the highest plot ratios pertain to the central area then decrease to the periphery of the City.**

The plot ratio plan indicates maximum plot ratios required for the City to support a long term workforce population of 34,000, a residential population of 3,300 and student population of up to 25,000.

The shopping centre site has no specific plot ratio allocation and development is to be of a scale and intensity to reflect the status and vision of its central city location.

Residential densities will reflect commercial densities with the highest in the CBD, medium density in City North and graded densities in the Lakeside District.

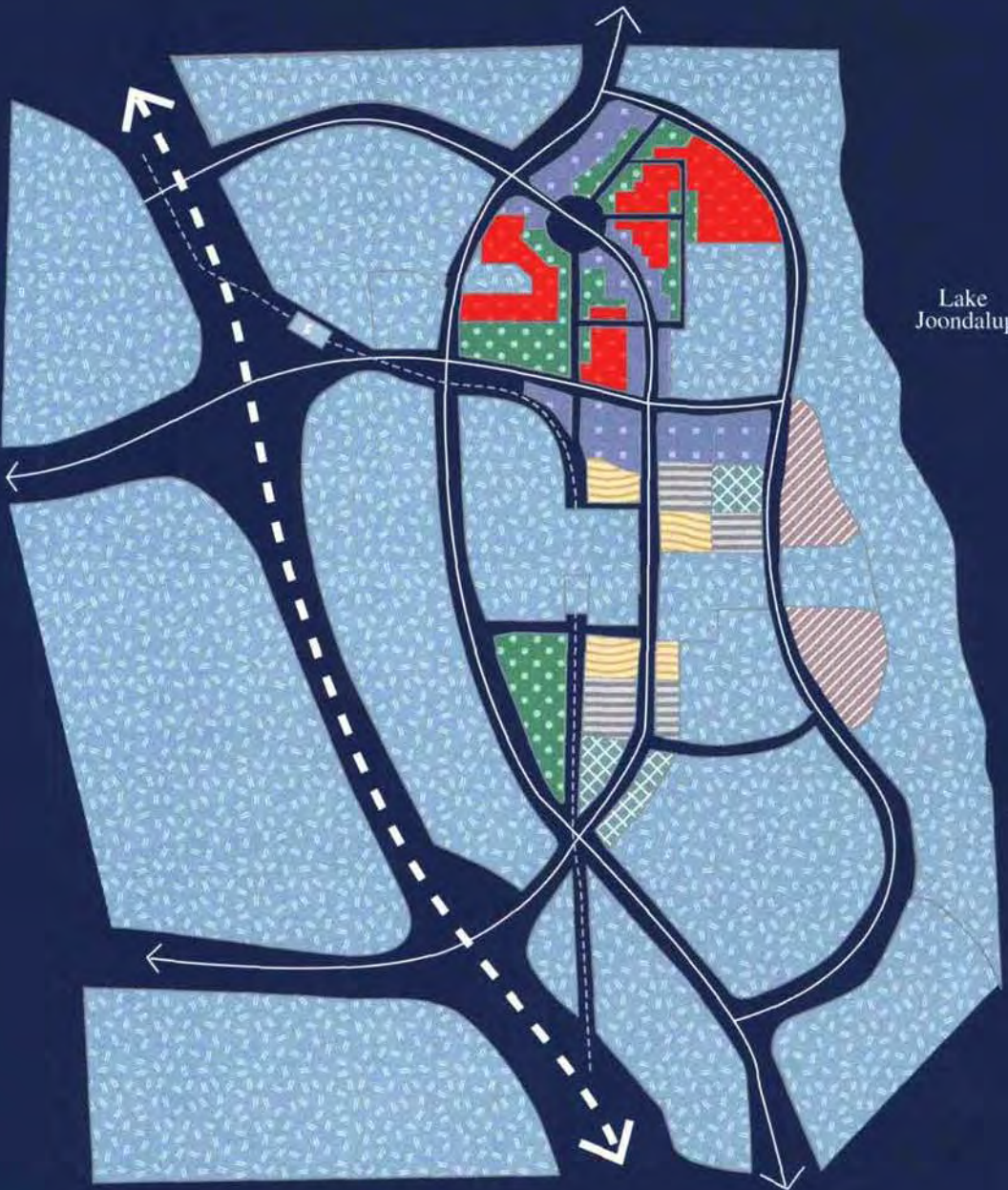
GLA: The measurement in square metres to be taken for all floors that could be occupied by a tenant for exclusive use, including the thickness of internal walls, basements, mezzanines and storage areas.



## P6 POLICIES

The Development Guidelines pertaining to density shall:

- P6.1** Ensure that the building density is maximised within the Central Business District and that this coincides with the highest intensity of use.
- P6.2** Create densities in City North which maintain an urban intensity within viable residential mixed-use development.
- P6.3** Optimise the use of residential land in the Lakeside District, whilst maintaining the special outlook from the location and minimising negative environmental impact.
- P6.4** Ensure that the Western Business, North Western and Southern Business Districts maintain relatively low densities in comparison to the CBD and City North.
- P6.5** Require that plot ratios are reviewed periodically in the light of updated projected floor space needs for the City, changes in occupancy standards of m<sup>2</sup>/person and projections for the City's working population.



Lake Joondalup

Density Legend	
	R60 Residential Density 0.5 Plot Ratios Other Uses
	R60 Residential Density
	R40 average
	1.0 Plot Ratio
	1.5 Plot Ratio
	2.0 Plot Ratio
	2.5 Plot Ratio
	Other Uses

1

**P6 Density**

P6 Density

See individual District guidelines for details

**Carparking is a crucial element in the implementation of the transport system for the City Centre.**

In the early stages of development a plentiful supply of parking shall be required in order to attract business enterprises and provide convenience for employees and patrons alike.

Initially, all carparking within the City will be on-ground. Multi-storey public car parks will also be required as the city develops.

In the longer term, carparking policy should reinforce overall transportation goals by encouraging the use of public transport and public carparking facilities.

Carparking will be encouraged at the rear of developments in order to avoid streetscapes dominated by carparking areas.



## P7 P O L I C I E S

The Development Guidelines pertaining to Carparking shall:

- P7.1** Encourage up to fifty percent (50%) of commercial parking in the Central Business District is provided in the long term as public parking.
- P7.2** Ensure that public parking is self-funding.
- P7.3** Encourage residential elements within mixed use developments through parking concessions in the CBD.
- P7.4** Require that, wherever possible, loading bays are accommodated on-site, accessed from laneways.
- P7.5** Control the access to parking and service areas for minimum disruption to the continuity of street front activity.
- P7.6** Require that all developments, other than residential, provide for ACROD parking.
- P7.7** Overall parking ratios should recognise opportunities for reciprocal carparking at different times of the day.
- P7.8** Maximise safety where vehicles and pedestrians meet.
- P7.9** Minimise the impact of basement carparking on the street.





## P7 Carparking

**The Carparking policy is currently under review**



**The energy and capital consumed in a city through the production of building materials, the construction process and the on-going operation of buildings should be kept to a practical minimum.**

The design and construction of city buildings which are carried out to optimise the consumption of energy will bring economies to both the construction and operational costs of buildings.

The increasing recognition of this has been shown by:

The Building Owners and Managers Association (BOMA) producing their own recommendations on energy audits for building operation,

State and Federal Governments endorsing the National Greenhouse Strategy and the National Strategy for Ecologically Sustainable Development.

NATSPEC, the national specification organisation, resolving to systematically incorporate energy conservation practice into its standard documents.

## P8 P O L I C I E S

The Development Guidelines pertaining to Energy Efficiency shall:

- P8.1** Encourage the use of low energy materials in construction and, where possible recycled materials or materials with recycling potential.
- P8.2** Encourage the use of energy efficient construction practices including waste management, delivery and recycling.
- P8.3** Promote building services design which achieves high levels of operational efficiency in energy consumption
- P8.4** Promote the use of locally produced materials to minimise energy consumption in transportation.
- P8.5** Encourage building design for passive energy use in heating, shading, natural ventilation, natural lighting, etc.



## **P8 Energy Efficiency**

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

## **Residential Design Codes (October 2002)**

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

## **Joondalup City Centre Development Plan and Manual (JCCDPM) Approval and Modifications Timeline 1986 - 2008**

**1986** Amendment 320 to Town Planning Scheme No 1 (TPS1) was gazetted 14 March 1986. This Amendment created the 'Joondalup City Centre' Zone, allocated permissible/prohibited land uses within this zone and added a new Clause 5.42 to the zone that made reference to the 'Joondalup City Centre Development Plan' and outlined the general development requirements for the zone.

### **1990**

- At the Special Meeting of Council in May 1990 (Report E80503 refers), Council considered the JCCDPM.
- Council at its meeting on 22 August 1990 (Report E20803 refers), approved the JCCDPM in accordance with clause 5.42 of Town Planning Scheme No.1 and advised the Joondalup Development Corporation (Landcorp) that the document is required to be reviewed to accommodate a number of investigations.

### **1993**

- Amendment 617 to TPS1 was gazetted 7 September 1993. This amendment Included amendments to Clause 5.42(b) and (c) to make it absolutely clear that the JCCDPM formed part of TPS1.

### **1994**

- Council at its meeting in April 1994 (I20402 refers) resolved that it was prepared to approve the revision to the JCCDPM in accordance with the draft dated February 1994 subject to references to the City Centre Parking Strategy not being included until adopted by the Council and a number of minor changes being incorporated into the document.

### **1995**

- At its meeting on 27 September 1995 (Report TP314-09/95 refers), Council resolved to modify the JCCDPM for the City North district to adjust development requirements relating to setbacks and open space. Advertising was not required and these modifications were adopted on 27 September 1995.
- As outlined above, Council adopted the reviewed JCCDPM at its meeting on 20 December 1995 (Report TP393-12/95 refers).

### **1996**

- Council at its meeting on 29 May 1996 (TP103-05/96 refers) resolved to modify the JCCDPM relating to freestanding signage. Advertising was not undertaken and this proposed modification was not proceeded with. Research has revealed for reasons unknown.
- Council at its meeting on 23 October 1996 (TP235-10/96 refers) resolved to modify the JCCDPM relating to the City North district with respect to the land use plan, setbacks and fencing.  
Advertised. Modifications adopted (not required to be further considered by Council).

## **Joondalup City Centre Development Plan and Manual (JCCDPM) Approval and Subsequent Modification Timeline**

- Council at its meeting on 27 November 1996 (TP262-11/06 refers) considered a request from Landcorp for the City to undertake development and building approvals for the Joondalup City Centre.  
Advertised. Adopted - 25 August 1998 (CJ86-08/98 refers)

### **1997**

- Amendment 731 to Town Planning Scheme No 1 was gazetted on 29 April 1997. This amendment introduced structure planning provisions, a "Centre Zone" and an "Urban Development Zone", deleted Clause 5.42 and replaced it with provisions pertaining to the Joondalup City Centre Zone (TP242-10/96 refers)
- Council at its meeting on 28 May 1997 (DP87-05/97 refers) resolved to modify the JCCDPM to include requirements for the Lakeside District.  
Advertised. Adopted - 25 August 1998 (CJ86-08/98 refers)
- Council at its meeting on 27 August 1997 (DP173-08/97 refers) resolved to modify the JCCDPM by altering its requirements with respect to roof pitch. Advertising not required.  
Modifications adopted - 27 August 1997.

### **1998**

- The Joint Commissioners at the meeting on 24 February (DP61-02/98 refers) resolved to modify the JCCDPM relating to the City North district.  
Advertised. Adopted – 23 June 1998 (CJ207-06/98 refers)
- The Joint Commissioners at the meeting on 26 May (DP158-05/98 refers) resolved to modify the JCCDPM relating to the Western Business district.  
Advertised. Adopted – 11 August 1998 (CJ69-08/98 refers)
- The Joint Commissioners at the meeting on 26 May (DP160-05/98 refers) resolved to modify the JCCDPM by including a new section for the Lakeside District, together with several other modifications for other areas covered within the JCCDPM.  
Advertised. Adopted – 25 August 1998 (CJ86-08/98 refers)
- The Joint Commissioners at the meeting on 8 September 1998 (CJ114-09/98 refers) resolved to initiate Amendment 832 to Town Planning Scheme No. 1 to uncode the Joondalup City Centre area and allow a structure plan to stipulate a residential density code for areas covered by a structure plan. Advertised. Adopted - 22 December 1998 (CJ305-12/98 refers). Gazetted - 5 February 1999.
- The Joint Commissioners at the meeting on 24 November 1998 (CJ262-11/98 refers) resolved to modify the JCCDPM relating to the lakeside district with respect to open space requirements. Advertising not required. Adopted – 24 November 1998.

### **1999**

- The Joint Commissioners at the meeting on 9 February 1999 (CJ33-02/99 refers) resolved to modify the JCCDPM and make it available for public comment. Advertising took place between 16 March and 15 April 1999.

## **Joondalup City Centre Development Plan and Manual (JCCDPM) Approval and Subsequent Modification Timeline**

Advertising undertaken – however, this proposed modification was not proceeded with.

- The Joint Commissioners at the meeting on 14 September 1999 (CJ315-09/99 refers) resolved to modify the JCCDPM relating to the Western Business district section and make it available for public comment. Advertising not undertaken and this proposed modification was not proceeded with.

### **2000**

- Council at its meeting on 23 May 2000 (CJ127-05/00 refers) resolved to modify the JCCDPM to remove restrictions to CBD uses from the Western Business District. Advertising not required. Adopted – 23 May 2000.
- Council at its meeting on 28 November 2000 (CJ350-11/00 refers) resolved to modify the JCCDPM by including requirements for the ‘Campus District’. Advertised. Adopted -13 February 2001 (CJ022-02/01 refers)
- On 28 November 2000, the City’s District Planning Scheme No. 2 was gazetted (DPS 2). Clause 9.13 of DPS2 relates to structure plans under Town Planning Scheme No. 1 and stated that where a structure plan was adopted, approved and has the status of an agreed structure plan under Town Planning Scheme No 1, the structure plan has the status of an agreed structure plan under DPS2. The JCCDPM structure plan was an agreed structure plan under TPS1, so it’s status remained unchanged with the gazettal of DPS2 as stated within Clause 9.13 of DPS2.
- Council at its meeting on 19 December 2000 (CJ388-12/00 refers) resolved to modify the JCCDPM to include Part Lot 3 Kennedy Drive, Joondalup in the education land use category. Advertising not required. Adopted – 19 December 2000.

### **2002**

- Council at its meeting on 23 July 2002 (CJ184-07/02 refers) resolved to modify the JCCDPM to allow for educational land uses within the Western Business district. Advertising not required. Adopted – 23 July 2002.

### **2003 to present**

- Refer to Amendments list on following pages

**JOONDALUP CITY CENTRE DEVELOPMENT PLAN AND MANUAL**

**This Structure Plan is prepared under the provisions of Part 9 of the City of Joondalup District Planning Scheme No. 2**

**CERTIFICATION OF AGREED STRUCTURE PLAN**  
**(SCHEDULE 8)**

CERTIFIED THAT MODIFIED AGREED JOONDALUP CITY CENTRE DEVELOPMENT PLAN AND MANUAL, WAS ADOPTED BY RESOLUTION OF THE WESTERN AUSTRALIAN PLANNING COMMISSION ON 17 MARCH 2008

.....

being an officer of the Commission duly authorised by the Commission pursuant to section 24 of the *Planning and Development Act 2005*

AND BY RESOLUTION OF THE COUNCIL OF THE CITY OF JOONDALUP ON 19 FEBRUARY 2008 AND THE SEAL OF THE CITY OF JOONDALUP WAS PURSUANT TO THE COUNCIL'S RESOLUTION HERETO AFFIXED IN THE PRESENCE OF

.....  
Mayor

.....  
Chief Executive Officer



## JOONDALUP CITY CENTRE DEVELOPMENT PLAN AND MANUAL

### Record of Amendments made to the Agreed Joondalup City Centre Development Plan and Manual

Amendment No	Description of Amendment	Endorsed by Council	Endorsed by WAPC
1	<p>City North District - Plan A1 – Change the Land Use map to provide for the following uses:</p> <ol style="list-style-type: none"> <li>1. Residential;</li> <li>2. Mixed-use/Residential;</li> <li>3. General City Use;</li> <li>4. Public Open Space; and</li> <li>5. Education.</li> </ol>	16/12/2003	5/11/2004
2	<p>City North District:</p> <ol style="list-style-type: none"> <li>1. Delete the “Public Parking” use and replace with “Residential” use;</li> <li>2. Delete a section of “General City” use and replace with “Residential” use;</li> <li>3. Identify Pimlico Place as a through road connecting to Grand Boulevard;</li> <li>4. Identify Hammersmith Court as a through road connecting to McLarty Avenue;</li> <li>5. Identify a laneway to the rear of the lots fronting Hammersmith Court and Pimlico Place;</li> <li>6. Identify a road connecting Hammersmith Court to McLarty Avenue;</li> <li>7. Identify a road connecting Pimlico Place and Hammersmith Court (dividing the Residential use lots from the General City use lots).</li> </ol>	8/6/2004	5/11/2004

**JOONDALUP CITY CENTRE DEVELOPMENT PLAN AND MANUAL**

<b>Amendment No</b>	<b>Description of Amendment</b>	<b>Endorsed by Council</b>	<b>Endorsed by WAPC</b>
3	<ol style="list-style-type: none"> <li>1. Add clause A2.5 to Section A2 Plot Ratio for City North District</li> <li>2. Replace clause A2.2 Measuring Plot Ratio for Central Business District</li> <li>3. Add text to clause 2.0 Plot Ratio for the Campus District</li> <li>4. Add car parking requirements for the Central Business and City North District</li> <li>5. Modify the car parking requirements for the Lakeside District</li> <li>6. Delete reference to car parking requirements of the R Codes for the Campus District</li> <li>7. Delete all references to the “Residential Planning Codes” and replace with the words “Residential Design Codes”</li> </ol>	31/8/2004	5/11/2004
4	Inclusion of objectives, permitted uses and development provisions for the Southern Business District	20/9/2005	23/2/2006
5	Inclusion of land uses and development provisions for the Edith Cowan University’s Joondalup City Centre Campus	6/6/2006	3/1/2008
6	Inclusion of an additional objective, permitted uses and development provisions for the Arena Joondalup Precinct	6/6/2006	17/3/2008
7	Delete the current wording of Clause A1.3 Residential/Mixed Use in the Central Business District and replace it with density provisions applicable to the ‘General City Use’ sites.	17/7/2007	17/3/2008