Western Business District
The retail component of the Western Business District will focus on "Comparison Shopping".

The intention of this District is not to duplicate the proposed uses of the Central Business District and Business Park, but to sit compatibly between the two. This will be achieved by providing medium to large floor space buildings and utilising the location's high exposure to Joondalup Drive, with the flexibility to provide sub-divided strata titled showrooms.

The District provides the convenience of integrated carparking without compromising the appearance of this western entrance to the City along Joondalup Drive.

Street infrastructure will be of a quality finish in keeping with the remainder of Joondalup City Centre.
View from Northern Suburbs Railway Line

View from Joondalup Drive
Western Business District
Site Planning
Educational Uses permitted and restrictions on CBD uses removed from the Western Business District

See supplementary information on next page
A1 LAND USE

A1.1 See original document
A1.2 See original document
A1.3 Replaced as follows:

A1.3 Highway/Drive-In

Preferred uses

- Fast food outlets with drive-in facility
- Service Stations
- Video hire
- Take-away food without drive-in facility
- Bottleshop with/without drive through

CJ69-08/98 (11/8/98)

A1.4 See original document

Educational and Restrictions on CBD Uses
CJ127-05/00 (23/5/00)
CJ184-07/02 (23/7/02)
The Carparking policy is currently under review
A2.6 Carparking Dimensions
A3 POLICIES

Continuous urban wall enhancing gridded street pattern.

Form discrete contained street spaces and avoid visual domination of open space.

Control adverse environmental impact upon streets from buildings.

Building facade at street level conducive to social activity.

Control elements requiring special location or visual control.

Setbacks

Special Setback conditions apply to the Comparison Shopping area. These shall be in accordance with the following:

A3.1 Primary-Frontage

Primary frontages to lots shall be as designated on the plan.

Multi-fronted lots

Where building lots (including lot amalgamations) facing Joondalup Drive are multi-fronted with Collier Pass and/or Clark Crescent, Joondalup Drive shall be the Primary Frontage.

A3.2 Setbacks

Front Setbacks

• 2.4 m setback from cross easement on Joondalup Drive.

• 0.0 m setback to the property line on designated Primary Frontages elsewhere.

Pedestrian shelter is desirable to the Primary Frontage. Where Colonnades are provided these should be provided within the property and canopies provided over the public space; refer BS.

Side and Rear Setbacks

In accordance with the Building Code of Australia.

Special Setback conditions may apply to the Regional Shopping Centre and Highway Use areas. These shall be generally in accordance with the following:

A3.3 Primary-Frontage

• Joondalup Drive and Shenton Avenue will be the primary frontages.

A3.4 Setbacks

Setbacks will be assessed on their merits.
Western Business District
Building Envelope
B1 POLICIES

P1.1 Encourage richness of form.
P1.2 Form distinct street character.
P1.3 Ensure form of streets and other public space is conducive to social activity.
P1.4 Optimize interaction between street spaces and building interior.
P1.5 Control parking access to minimize impact on streets.

B1 Design In Context / Active Frontages

B1.1 Street Context
The richness and character of the street space should be achieved through the variety of the individual buildings.
The integrity of the streetscape requires some consistency in the form and rhythm of building frontages which contribute to a quality of public amenity within the street space.
Ancillary structures and landscaping should be used to continue the Primary Frontage edge.

B1.2 Animation
Façades should present an animated frontage and address the primary street frontages, refer A3.1 and A3.3.

B1.3 Public Space Landscaping and Furniture
The design of the building façade should take into account the location and form of existing street planting and furniture to ensure a considered and integrated composition of streetscape and building.

B1.4 Staged Development
Planning of a staged development of a site should ensure that each stage is designed as a complete architectural composition and that site planning for the complete development should reflect the requirements of these guidelines.

B1.5 Ground Floor Facade
Window display glazing at ground floor level should be maximised and set within a visually solid, framed façade.
The horizontal dimension of the glazing shall comprise at least 75% of the total building frontage. Window sill heights should be at or close to the street or carpark level. Obscured or reflective glazing shall not generally be used at ground floor level.

B1.6 On-Grade Parking
Where a Carparking area abuts a street frontage between buildings, the area shall be landscaped or paved in accordance with Diagram A2.6 and clause C6.7.
B1.1 Continuity of urban edge with ancillary structures or landscaping

B1.5 Relation of entry to the street space
The following Levels guidelines apply to street frontage as well as internal pedestrian ways:

**B2.1 Ground Floor Level**

The ground floor level of the building should be at finished pedestrian paving level to allow ease of access and contribute to the animation of the street.

Where paving is incomplete, floor levels should be set to meet a continuous 2% grade from kerb to property boundary.

Additional grading, where necessary, must occur within the property.

Where, for reasons pertaining to the use of the ground floor or to basement conditions, the ground floor of the building is raised above the pavement level, the Finished Floor Level (FFL) shall be not more than 0.6m above the finished ground level.

**B2.2 Sloping Sites**

For sites with a sloping frontage, the average height of the FFL above the pavement level at the property line must not exceed 0.6m. No part of the internal FFL shall be more than 1.2m above pavement level.

The height above pavement level of the sills of glazed openings shall be at or close to floor level.

For corner sites, the average height difference will be calculated for the combined frontage to both streets.

**B2.3 Access**

Where a level change from pavement to interior exists, provision must be made within the property, for ramped street front access for those with limited mobility.

Changes in level should be delineated with changes in colour or paving pattern to alert those with impaired vision.

Where an abrupt level change occurs immediately in front of a common access point, bollards or a similar device should be used.

Where revolving doors or turnstiles are used, adjacent alternative access should be provided suitable for prams, wheelchairs and the elderly.

**B2.4 Shared Access Parking**

Where shared access parking exists between two properties, levels are to be coordinated to satisfy conditions prescribed in B2.1-B2.3.
B3.3 Roof pitches should be greater than 25° when visible

B3.4 Screening of rooftop services designed as an integral part of the building
B4 Policies

B4.1 Orientation
Where possible, open space should be located to collect the maximum sunlight allowing for year round use.
Buildings with Primary Frontage on Joondalup Drive will have west facing elevation requiring consideration of solar gain during summer months.

B4.2 Facades
The glazed areas of the upper floor of buildings shall not exceed 50% of the upper floor facade area.
For ground floor level facades, B1.3 will apply.
The design of glazing area of north facing facades to optimise winter solar gain opportunities is encouraged.
Glazed areas of facades must be protected from direct summer solar gain.
B4.2 Maximum glazed area for upper floors shall not exceed 50%.
Protect glazed areas from direct summer solar gain.
B5 Policies

B5.1 Shelter
Developments should provide pedestrian shelter to street and carpark frontages in the form of awnings or colonnades.

Where means of shelter are provided as colonnades within the site, the colonnade area will not be included as GLA.

B5.2 Height
The ceiling clearance of structure and signage for colonnades and awnings shall be 2.75m.

B5.3 Width
Joondalup Drive
Colonnades with Joondalup Drive frontage shall have a minimum internal clearance width of 2.4m.
Awnings with Joondalup Drive frontage shall have a minimum width of 2.4m.

Awnings
Awnings with street frontage shall have a minimum width of 2.0m.
Awnings to internal pedestrian access ways fronting carpark areas shall have a minimum width of 1.2m.

Colonnades
Colonnades with street frontage shall have a minimum internal clearance width of 2.0m.
Colonnades to internal pedestrian access ways fronting carpark areas shall have a minimum internal clearance width of 1.5m.
B2.1 Maximum level change at ground level

B2.2 Sloping sites
B3 POLICIES

B3.1 Integral Design
Buildings, particularly those with large floor areas, should be articulated with roof form or parapets to complement the overall composition.

B3.2 Flat Roofs
Provide parapets to the perimeter of flat roofs.

B3.3 Pitched Roofs
Where pitched and visible, roof pitches should be 25° or greater.

B3.4 Plant and Equipment
Mechanical plant and equipment should be screened from the street by the roof form.
B4.1 Screening of rooftop services designed as an integral part of the building

B4.2 Pitched roofs greater than 25° should incorporate gables into the rooftscape

B4.3 Provide parapets in front of flat roofs
Site Planning should allow opportunities for sunlight penetration and energy efficiency.

B5.1 Solar Access
Where possible the building should have a northerly aspect, free of obstructions which would block winter sun.
Wherever possible the largest windows should be located on the northern side of buildings incorporating shade protection against summer sun.
Designs with living and working areas orientated to the north will be encouraged.

B5.2 Overshadowing
The design of buildings should minimise the effect of overshadowing on the following:
- Adjacent residential dwellings ie denying solar access to glazing and collector panels.
- Any residential private open space.
- Public squares and parks.

B5.3 Orientation
Where possible public open space should be located to collect the maximum sunlight allowing for year round use.

For General City Use developments the following guidelines shall apply:

B5.4 North and South Facades
The design of glazing area of north-facing facades to optimise winter solar gain opportunities is encouraged.
The glazed area of the north and south faces of a building shall not exceed 75% of the total wall area, except at the ground floor level where the provisions of B2 shall apply.

B5.5 East and West Facades
The glazed area of building facades on the east and west facades should not generally exceed 50% except on ground floors where B2 will apply.
Glazed areas of east and west facades must be protected from direct summer solar gain.
B6 POLICIES

B6.1 Design
Signage should be of high quality and should be integrated with the building design in character and detail.

Potential signage zones should be in keeping with the scale and proportion of the buildings.

Parapet signage should be incorporated into building form and should assist in articulating form.

Signage above eaves line of canopy shall be designed into canopy form.

B6.2 Pylon Signs
Pylon signs are not permitted within Western Business District with the exception of Highway / Drive-In zone (refer A1.3), where 1 pylon sign per development site is allowable with a total maximum height of 6.0m. No single face of a Pylon Sign shall exceed 4.0m2 in total area.

B6.3 Clearance
Signage above pedestrian areas shall have a minimum clearance of 2.75m clear of finished ground level.

B6.4 Special Signage
Unique signage which may enliven and entertain in keeping with the scale and character of the District will be considered on merit.
B6.1 Signage: potential zones should be in keeping with the scale and proportion of the building.

B6.3 Signage: height clearance.
## Western Business District

**Details**

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C1 Policies

C1.1 Form
Public art may be of a permanent or temporary nature and may take the form of:
- Freestanding (or freeflowing) objects located on the ground, on a support structure, on a wall or suspended in the air.
- Elements integrated into the surfaces of a building facade and internal or external paving.
Within the Western Business District public art will be encouraged on exposed parapet walls.

C1.2 Context
Public artworks should be site-specific, relating thematically to the use and identity of the building or public open space within the broader context of the City of Joondalup.

C1.3 Materials
Where the artwork is intended to be permanent, the materials used should be durable and appropriate for use in an urban public space.
Where the artwork is intended to be of a temporary nature, the materials should be appropriate for the anticipated life of the artwork in an urban public space.

C1.4 Public Safety
The design and construction of the artwork, permanent and temporary, should be appropriate to the need for public safety.

C1.5 Maintenance
Maintenance responsibility for the artwork should be established at the time of commissioning. A conservation and maintenance repair report should be completed by the artist following the completion of the artwork and lodged with the responsible party.
C2 Policies

C2.1 Refuse Disposal

The storage of all refuse and recyclable materials should be provided out of sight.

For proposed food premises, the City Environmental Health Department should be consulted to determine the preferred method of storage and disposal of refuse.

Where the redevelopment of an existing property is proposed, the City Engineering Department should be consulted to determine the need for waste handling systems such as static compaction and recycling facilities.

C2.2 Loading Zones

All Loading Zone parking shall be accommodated on-site.

C2.3 Services

Power, water, sewerage, stormwater and communication services are provided within or immediately adjacent to each lot.

It is the developer's responsibility to ensure that all connection points are incorporated within the building or its associated hard and soft landscaping.

Service connections shall not protrude from paving or driveways or cause any hazard for pedestrians or vehicles.

If service valves occur in areas to be paved, LandCorp should be contacted as special service covers may be made available.
C3 Policies

C3.1 All lighting must be appropriate for, and contribute to, the general character and amenity of the area.

C3.2 Ambient feature lighting at ground level should be designed to complement existing street lighting.

C3.3 Where architectural floodlighting of a building or space is to be provided, this should be achieved through the integration of the luminaires into the fabric of the building.

Architectural floodlighting to existing buildings will be subject to a separate Development Application.

C3.4 Lighting systems must be designed to prevent direct and/or reflected glare to surrounding areas. This applies particularly to disability and discomfort glare to pedestrian and vehicular movement or at entrances, steps, stairs and pedestrian paths.

C3.5 Split light to surrounding properties and roadways, in particular Joondalup Drive, should be minimised and controlled.

C3.6 All car parking areas on private property and open space which may be subject to night time use should be artificially illuminated for public safety. The minimum is 3 lux and maximum is 40 lux. Greater illumination may be required for focal points or hazards such as steps.

C3.7 Luminaries classified Type 1 under AS 1158.1 (i.e. those which have a clear or translucent enclosure which does not disperse the outline or diminish the brightness of the lamp), should not be used in carparks or areas immediately adjacent to a roadway and or pedestrian path.

C3.8 The efficiency of energy consumption should be taken into account in the design of lighting systems.

C3.9 Colour temperature design for the lighting of public space, other than feature floodlighting, shall be in the white range (mercury vapour, metal halide) in keeping with existing public lighting.


**C4 Policies**

**C4 Public Safety and Security**

In order to encourage activity throughout the public space of the Western Business District, the maintenance of public safety through the following design considerations is a high priority:

- **C4.1** Avoid obscured corners and dead-end alleys.
- **C4.2** Do not create space with blank walls which are not overlooked from occupied space.
- **C4.3** Avoid landscaping and planting which obscure public areas from general view.
- **C4.4** Security and safety lighting must be provided throughout.

- **C4.5** Security grilles and grates shall be designed as an integral part of the architecture.
- **C4.6** Consideration should be given to appropriate lighting of Carparking areas at night for public safety. Refer C3.6.

**C5 Policies**

**C5 Ancillary Structures**

- **C5.1** All ancillary structures such as signage, plant rooms, services areas, collection areas, and open storage areas shall be designed as an integral part of the building. Where this is not possible they shall be either concealed or screened from view of the street, and neighbouring properties in a manner to complement the building.
C4 Avoid blank walls, dead-ends and obscured corners. Provide security and safety lighting throughout.

C5.1 All Ancillary Structures shall be designed as an integral part of the building.
Landscaping and Open Space

C6.1 In staged development any undeveloped areas of a site should be landscaped to the satisfaction of the Authorities.

C6.2 Where public footpath is incomplete, paving should be finished to match existing detail and gradient (2%). Refer Levels B2.

C6.3 Where landscaped public plazas and or courts are provided these should be accessible from public thoroughfares.

C6.4 Access provision for those with disability and limited mobility shall be provided in accordance with the relevant Australian Standards (AS 1428.1)

C6.5 Where public accessways, plazas and courts are provided within the site, they will not be measured as part of GLA. The design of the public space should meet the following criteria:

- Public accessibility will be maintained at all hours.
- The design of the public accessways on private property, which link with the city pedestrian network, should be in keeping with the landscape detail of the public space.
- The space will be illuminated after hours to a level adequate for visibility and public safety.

C6.6 Levels should be coordinated where two carpark areas on adjacent properties abut. Refer shared access parking B2.4.

C6.7 For areas other than those with ground level paving, landscape vegetation is to be provided and shall be 1.0m minimum in width.

For landscaped areas less than 1.0m in width and adjacent to public footpath, these areas shall be paved out to match existing. Refer appendices for paving specification.
C7.1 Materials used on the exterior of the building and in the public realm shall be of a robust nature; durable and resistant to vandalism.

C7.2 All exposed surfaces to be of appropriately finished materials.

C7.3 Materials and colour are encouraged to recognise those of the local environment.

C7.4 Material selection should be made with consideration to the policies in section P8.