

JOONDALUP ACTIVITY CENTRE PLAN

Prepared for the City of Joondalup



DECEMBER 2016



Endorsement Page

This Activity Centre Plan is prepared under the provisions of the City of Joondalup District Planning Scheme No. 2.

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

TABLE OF AMENDMENTS

AMENDMENT NO.	SUMMARY OF THE AMENDMENT	AMENDMENT TYPE	DATE APPROVED BY WAPC

TABLE OF DENSITY PLANS

DENSITY PLAN NO.	AREA OF DENSITY PLAN APPLICATION	DATE ENDORSED BY WAPC



Preface

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.

Joondalup's long held aspiration is to be recognised as the 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 the State Planning Policy SPP 4.2. The Plan 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 JACP, 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

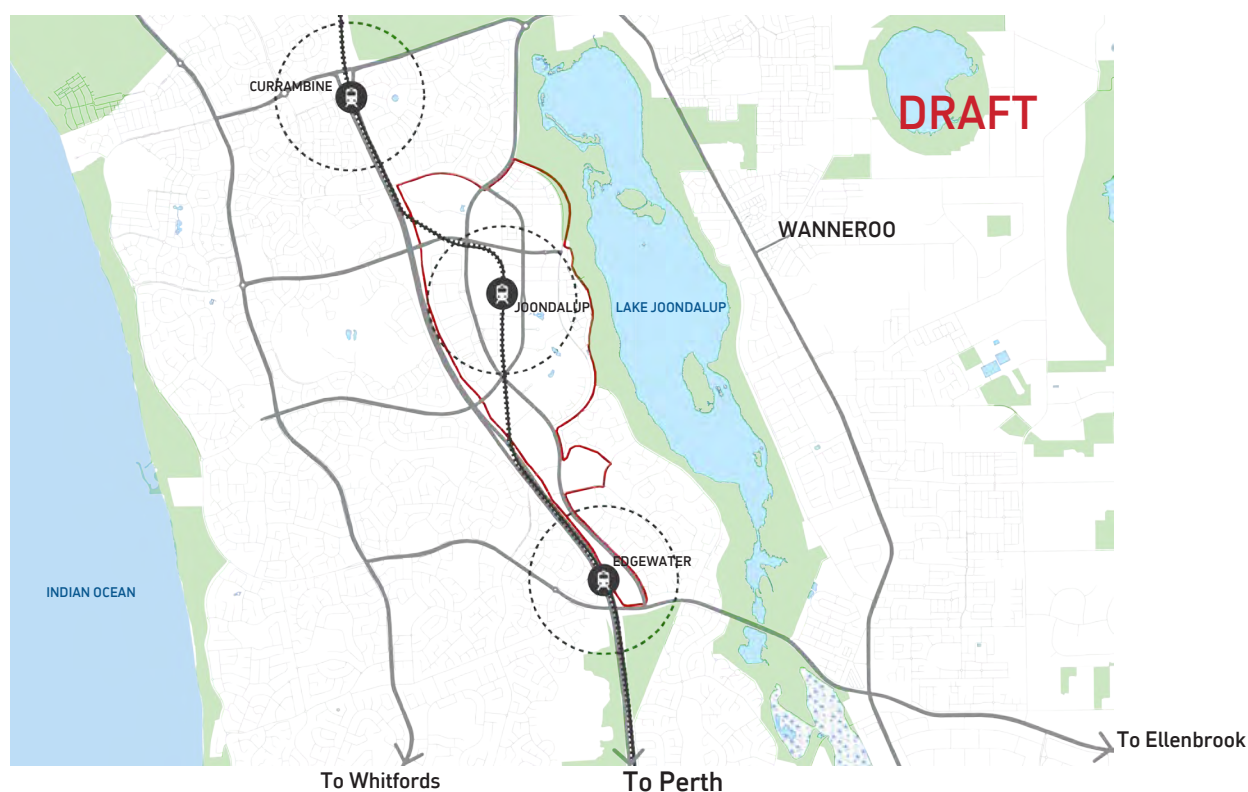
connectivity across the rail cutting, better integration between Lakeside Shopping Centre and the city and improved access from Joondalup train station into the city centre. The Plan also seeks to integrate the city across Joondalup Drive.

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 WA 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

Joondalup Activity Centre (JAC) is classified as a Strategic Metropolitan Centre under State Planning Policy 4.2 - Activity Centres for Perth and Peel. 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 Joondalup Activity Centre Plan (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 the State Planning Policy 4.2 Activity Centres for Perth and Peel 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.

Summary Table of Areas

ITEM	2015	2050	ACTIVITY CENTRE PLAN REFERENCE (SECTION NO.)
Total area covered by the JACP	488 hectares		
Estimated number of dwellings	2,008	9,145	
Estimated population	4,419	19,845	
Number of high schools	1 high school.		
Number of primary schools	0 primary schools.		
Estimated non-residential floor space	842,400	1,628,170	



- Structure Plan Boundary
- Train Line
- Train Station
- Train Interchange
- LRT stops
- LRT route
- Bus Priority
- Principal Shared Path
- Freeway to Lake Connection
- Roads
- Built Form
- City Squares
- Multi Deck Parking
- Car Parking
- Open space
- Underpass



Revision Letter	Date	Reason for Issue	CM
A	13-05-2016	First Draft Part 1 & First Draft Part 2	RS
B	3-10-2016	Final Draft Part 1 & First Draft Part 2	RS
C	14-11-2016	Final Draft Part 1 & Final Draft Part 2	RS
D	29-11-2016	Final Draft Part 1 & Final Draft Part 2 - City of Joondalup Comments	RS

Prepared for:



November 2016

Prepared by Hames Sharley:

**HAMES
SHARLEY**

www.hamessharley.com.au

In collaboration with Arup and RPS:



DISCLAIMER

The information contained in this report has been prepared with care by our company, or it has been supplied to us by apparently reliable sources. In either case, we have no reason to doubt its completeness or accuracy. However, neither this company nor its employees guarantee the information, nor does it or is it intended to form part of any contract. Accordingly, all interested parties should make their own inquiries to verify the information, as well as any additional or supporting information supplied, and it is the responsibility of interested parties to satisfy themselves in all respects.

This report is for the use only of the party to whom it is addressed and Hames Sharley disclaims responsibility to any third party acting upon or using the whole or part of its contents.

This document has been prepared for the use of the City of Joondalup only. Copyright © 2016 by Hames Sharley WA Pty Ltd. No part of this document shall be reproduced in any form without written permission of Hames Sharley.

Contents

	EXECUTIVE SUMMARY	IV
PART ONE: IMPLEMENTATION		
<hr/>		
01	JOONDALUP ACTIVITY CENTRE PLAN	2
PART TWO: EXPLANATORY SECTION		
<hr/>		
02	INTRODUCTION	44
<hr/>		
03	CENTRE CONTEXT	50
<hr/>		
04	VISION AND PRINCIPLES	80
<hr/>		
05	ACTIVITY	96
<hr/>		
06	MOVEMENT	116
<hr/>		
07	URBAN FORM	136
<hr/>		
08	RESOURCE CONSERVATION	178



List of Tables

PART ONE

TABLE 1: ADDITIONAL USE ZONES	11
TABLE 2: LAND USE PERMISSIBILITY	13

PART TWO

TABLE 3: BICYCLE PARKING STANDARDS	16
TABLE 4: ACTIVITY CENTRE FUNCTIONS, TYPICAL CHARACTERISTICS AND PERFORMANCE	54
TABLE 5: ACTIVITY CENTRE FUNCTIONS, TYPICAL CHARACTERISTICS AND PERFORMANCE	55
TABLE 6: HERITAGE SITES IN THE JAC	69
TABLE 7: JAC - MAJOR LAND OWNERS	70
TABLE 8: JAC LAND USE AND EMPLOYMENT DISTRIBUTION, 2015	98
TABLE 9: JAC LAND USE AND EMPLOYMENT GROWTH, 2015	98
TABLE 10: JOONDALUP - EDGEWATER EMPLOYING BUSINESS LEVELS, 2011-2015	100
TABLE 11: BUSINESS ENTRIES AND EXITS, JOONDALUP - EDGEWATER, 2011-2014	101
TABLE 12: PRECINCT LAND USE OVERVIEW	106
TABLE 13: JAC EMPLOYMENT AND POPULATION SCENARIOS	108
TABLE 14: LAND USE GROWTH SCENARIO ASSUMPTIONS	110
TABLE 15: JAC ESTIMATED AND POTENTIAL INDICATORS	111
TABLE 16: JAC EMPLOYMENT AND FLOORSPACE PRECINCT TARGETS, SCENARIO THREE	111
TABLE 17: NORTH WEST CORRIDOR EMPLOYMENT PROJECTIONS	112
TABLE 18: CONTRIBUTION TO CORRIDOR EMPLOYMENT	112
TABLE 19: JAC POPULATION AND DWELLINGS PRECINCT TARGETS, SCENARIO THREE	113
TABLE 20: JAC WALKABLE CATCHMENTS	114
TABLE 21: EXISTING TRAFFIC FLOWS AND ROAD HIERARCHY	117
TABLE 22: ROAD HIERARCHY DEFINITIONS	118
TABLE 23: OFF-STREET CAR PARKING INVENTORY IN THE JAC	121
TABLE 24: ON-STREET CAR PARKING RATES IN JAC	124
TABLE 25: EXISTING BUS SERVICES IN JAC NETWORK	128
TABLE 26: PROPOSED ROAD HIERARCHY CHANGES	129
TABLE 27: JAC FORECAST CAR PARKING PROVISIONS	132

List of Figures

PART ONE

FIGURE 1: JOONDALUP ACTIVITY CENTRE PLAN - AREA AND BOUNDARY	3
FIGURE 2: JOONDALUP ACTIVITY CENTRE PLAN	8
FIGURE 3: RESIDENTIAL DENSITY CODE PLAN	9
FIGURE 4: BUILDING HEIGHTS PLAN	10
FIGURE 5: PRECINCTS PLAN	12
FIGURE 6: CITY CENTRE PRECINCT PLAN	20
FIGURE 7: HEALTH AND WELLNESS PRECINCT PLAN	24
FIGURE 8: LEARNING AND INNOVATION PRECINCT PLAN	27
FIGURE 9: JOONDALUP EDGE PRECINCT PLAN	30
FIGURE 10: JOONDALUP WEST PRECINCT PLAN	33
FIGURE 11: QUARRY PARK PRECINCT PLAN	34
FIGURE 12: LAKESIDE RESIDENTIAL PRECINCT PLAN	37

PART TWO

FIGURE 13: WANNEROO COUNCIL BUILDING AND WANNEROO HOSPITAL, 1984	45
FIGURE 14: REGIONAL CONTEXT	61
FIGURE 15: JOONDALUP ACTIVITY CENTRE PLAN - AREA	65
FIGURE 16: JAC - MAJOR LAND OWNERS	71
FIGURE 17: JOONDALUP CITY CENTRE MASTER PLAN (1990)	86
FIGURE 18: JOONDALUP CITY CENTRE AERIAL PHOTOGRAPH 2015	87
FIGURE 19: JOONDALUP CITY CENTRE TRANSITION	89
FIGURE 20: ORIGINAL LANDSCAPE INTENT	91
FIGURE 21: CITY SQUARES IN THE CITY CENTRE	94
FIGURE 22: JAC CONTRIBUTION TO ECONOMY, 2015	97
FIGURE 23: JAC EMPLOYMENT SHARES ASSESSMENT, 2011	99
FIGURE 24: SHARE OF EMPLOYING BUSINESSES, JOONDALUP-EDGEWATER, JUNE 2015	100
FIGURE 25: JAC - PRECINCTS	105
FIGURE 26: RESIDENTIAL POPULATION AND JOB ESTIMATES, BENCHMARK CENTRES	109
FIGURE 27: JAC WALKABLE CATCHMENTS / RESIDENTIAL DENSITY	115
FIGURE 28: JOONDALUP ACTIVITY CENTRE ROAD NETWORK	119
FIGURE 29: OFF-STREET CAR PARKING LOCATIONS IN THE JAC	123
FIGURE 30: CITY OF JOONDALUP ACTIVE CYCLE NETWORK	125
FIGURE 31: EXISTING PUBLIC TRANSPORT NETWORK AND STOPS	127
FIGURE 32: EXAMPLE OF AN INTEGRATOR A ARTERIAL ADJACENT TO AN ACTIVITY CENTRE	131
FIGURE 33: EXAMPLE OF AN INTEGRATOR B ARTERIAL - ACTIVITY CENTRE MAIN STREET	131
FIGURE 34: TRAIN STATION CONNECTION	134
FIGURE 35: DESIRED FREEWAY INTERCHANGE CATCHMENTS FOR JAC	135
FIGURE 36: POLYCENTRIC CITY MODEL APPLIED TO THE JAC	137
FIGURE 37: JAC - EXISTING URBAN STRUCTURE	139
FIGURE 38: EXISTING MOVEMENT NETWORK	141
FIGURE 39: JOONDALUP ACTIVITY CENTRE MASTER PLAN	143
FIGURE 41: JAC - URBAN DESIGN FRAMEWORK	145
FIGURE 42: JAC - EXISTING BUILT FORM	147
FIGURE 43: JAC - PROPOSED BUILT FORM	149
FIGURE 44: JAC - BUILDING HEIGHTS PLAN	151
FIGURE 45: JAC - INDICATIVE 3D MODELLING	153
FIGURE 46: JAC - INDICATIVE 3D MODELLING	155
FIGURE 48: JAC - PUBLIC REALM & STREETScape PLAN	159



List of Abbreviations

AAWDT	Annual Average Weekday Traffic
ABS	Australian Bureau of Statistics
ACP	Activity Centre Plan
BMP	Bushfire Management Plan
DOP	Department of Planning (WA)
ECU	Edith Cowan University
JAC	Joondalup Activity Centre
JACP	Joondalup Activity Centre Plan
JHC	Joondalup Health Campus
LAT	Local Area Transit
LCS	Local Commercial Strategy
LPS3	City of Joondalup Local Planning Scheme No.3
MRS	Metropolitan Region Scheme
MRWA	Main Roads Western Australia
NLA	Net Lettable Area
NWSR	North-West Sub-Region
ORR	Other Regional Road
PSP	Principal Shared Path
ROM	Regional Operations Model (MRWA)
SMC	Strategic Metropolitan Centre
SME	Small Medium Enterprise
SPP4.2	State Planning Policy 4.2 - Activity Centres for Perth and Peel
TOD	Transit Oriented Development
VPD	Vehicles Per Day
WAPC	Western Australian Planning Commission







PART ONE **IMPLEMENTATION**



01 JOONDALUP ACTIVITY CENTRE PLAN



1.1 Joondalup Activity Centre Plan (JACP)

1.1.1 ACTIVITY CENTRE PLAN AREA

The Activity Centre Plan (ACP) shall apply to the Joondalup Activity Centre (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 - Area and 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 this ACP are complementary to the provisions, standards or requirements of the Local Planning Scheme. Where it is otherwise not covered, the provisions of State Planning Policy 3.1 - Residential Design Codes (R-Codes) and LPS3 shall prevail.

In this ACP:

"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 that is generally set on the street boundary 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

This Activity Centre Plan shall come into operation when it is approved by the Western Australian Planning Commission (WAPC).

This ACP supersedes the draft Joondalup City Centre Structure Plan.

This ACP 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 this ACP. 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 centre 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 City Centre 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 that serve the city centre as a destination.
- + 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.

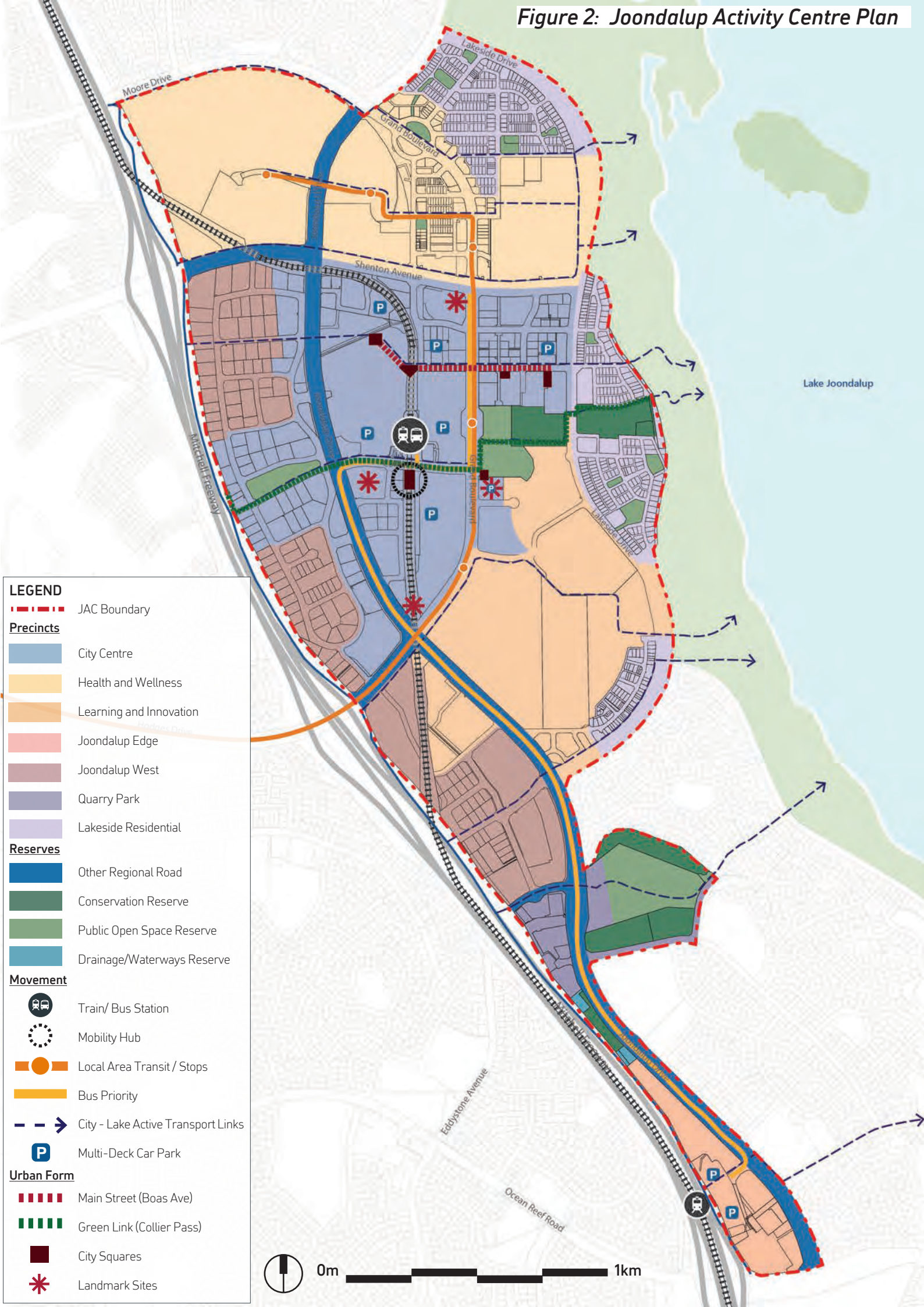
1.2.1.4 URBAN FORM (CHARACTER)

- + 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

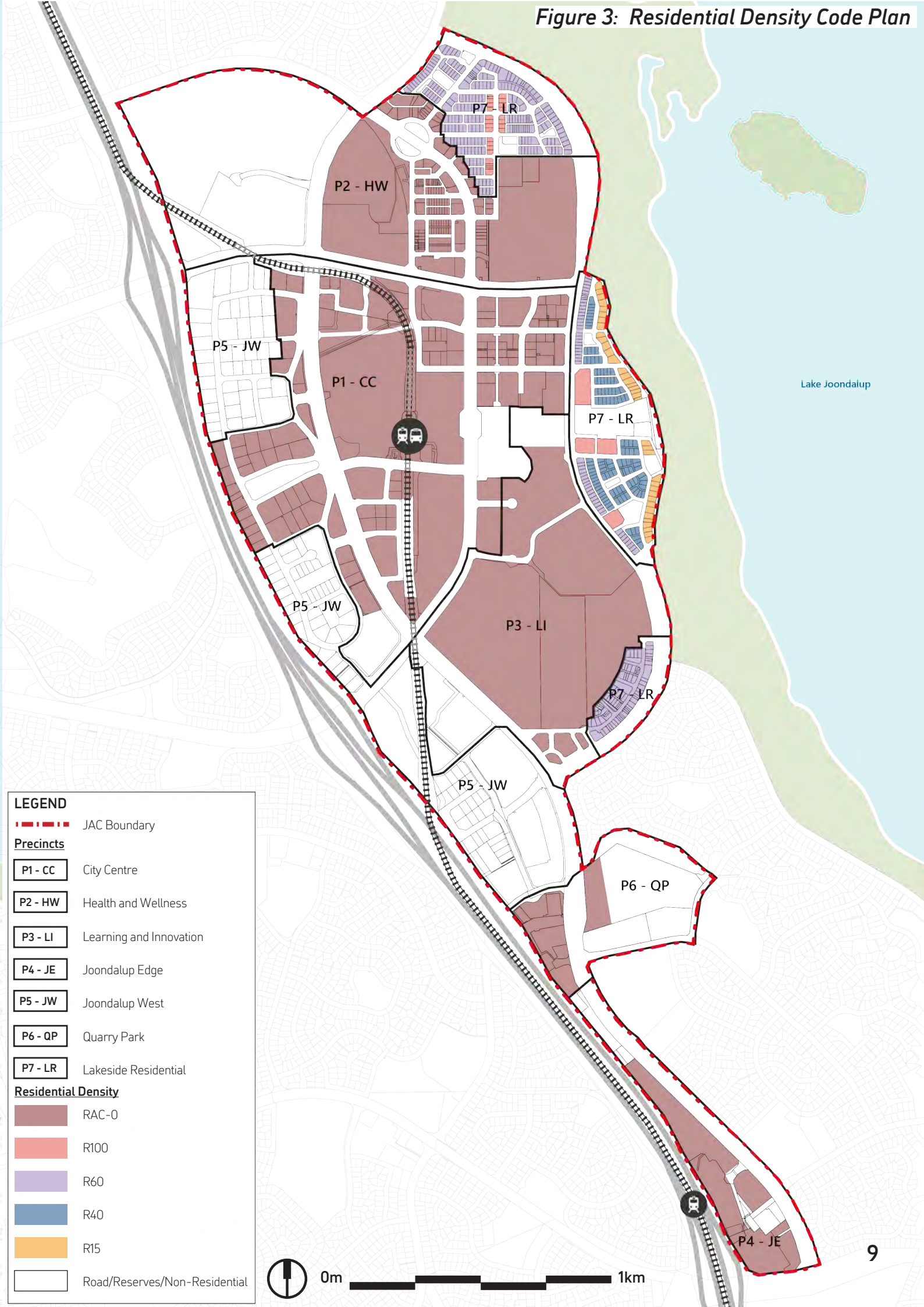


LEGEND

- - - - - 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 / Stops
- Bus Priority
- City - Lake Active Transport Links
- P Multi-Deck Car Park
- Urban Form**
- Main Street (Boas Ave)
- Green Link (Collier Pass)
- City Squares
- * Landmark Sites



Figure 3: Residential Density Code Plan

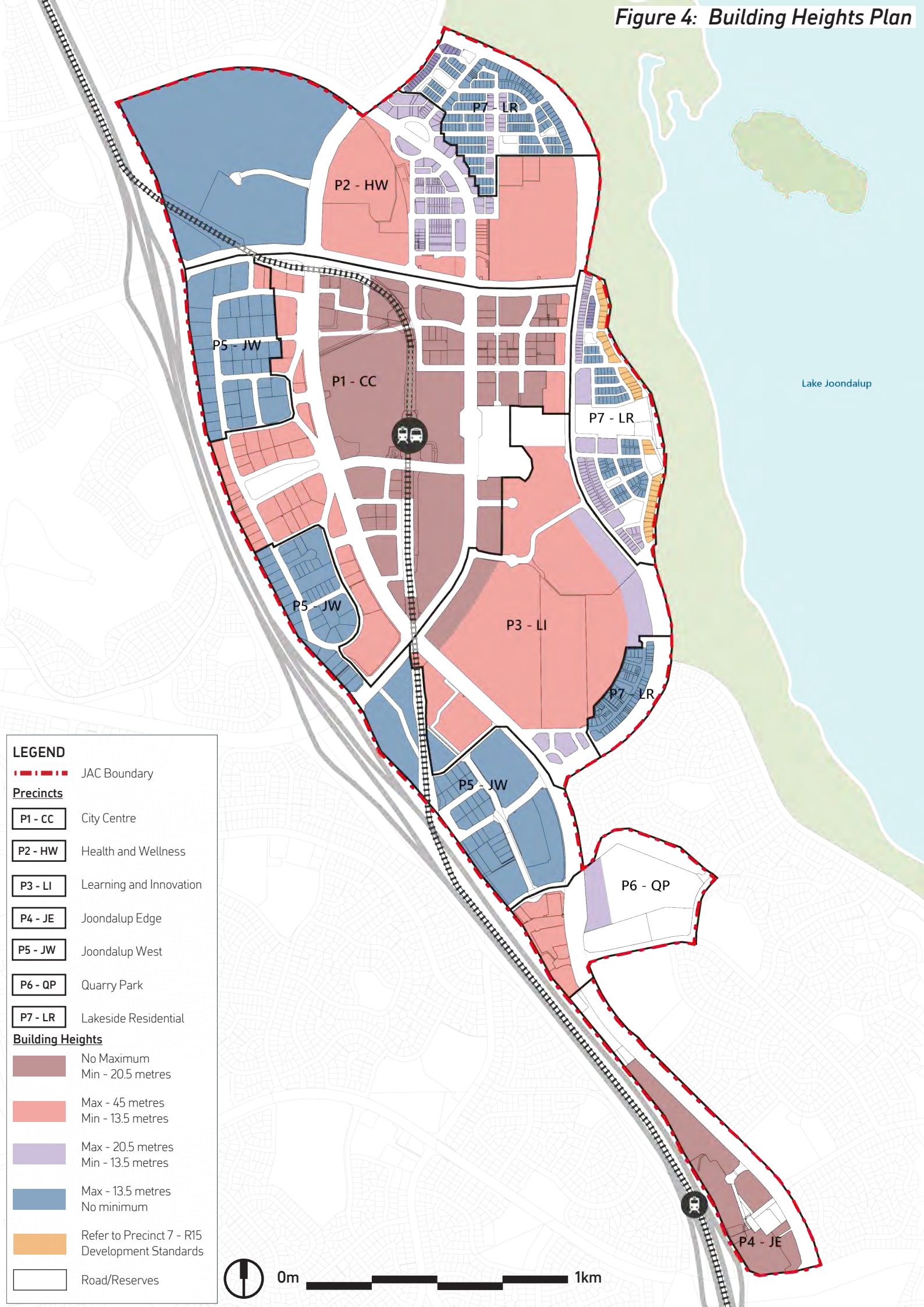


LEGEND

- JAC Boundary
- 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



Figure 4: Building Heights Plan



LEGEND

JAC Boundary
- - - - - JAC Boundary

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

Building Heights

■ 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

Road/Reserves

0m 1km

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 2 identifies the use class permissibility within each of the designated precincts. Land use permissibility shall be determined by reference to **Table 2** and any additional land use requirements under the development standards of the relevant precinct.

The symbols used in **Table 2** have the following meanings:

- + **'P'** means that the use is permitted if it complies with any relevant development standards or requirements of this Scheme, local planning policy, 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 this Scheme.

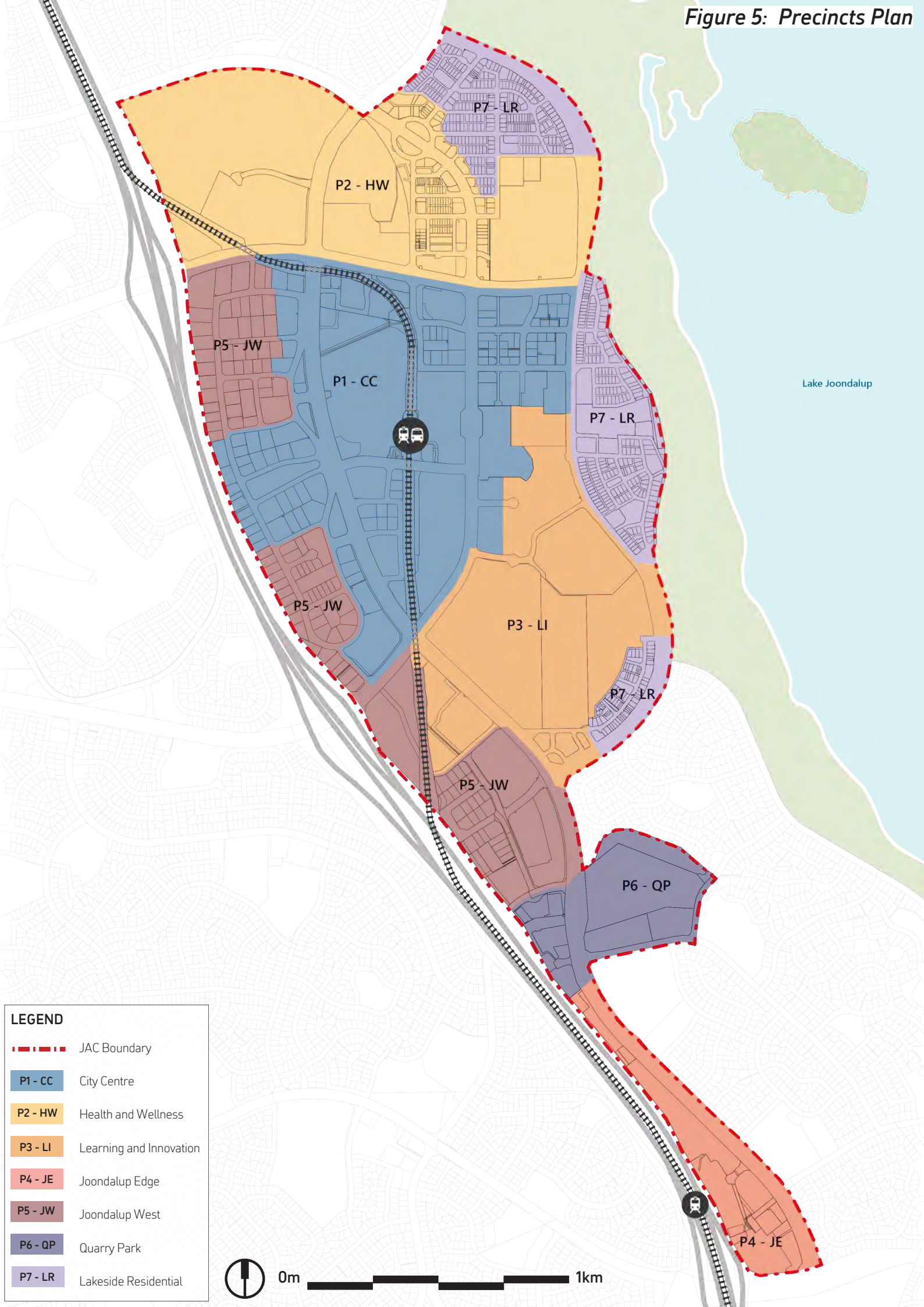
1.3.1.2 ADDITIONAL USE ZONES

Despite the information contained in the Land Use Permissibility Table, the land specified in **Table 1** below may be used for the specific use or uses that are listed in addition to any uses permissible in the precinct.

Table 1: Additional Use Zones

NO.	Description of Land	Additional Use	Conditions
1	"City Centre Precinct" Lot 6 - D091648	"P" - Car Park	Public car parking structure permitted.
2	"City Centre Precinct" Lot 456 - P017996	"P" - Car Park	Public car parking structure permitted.
3	"City Centre Precinct" Lot 535 - P019637	"P" - Car Park	Public car parking structure permitted.
4	"City Centre Precinct" Lot 708 - P075161	"P" - Car Park	The additional use is restricted to the existing multi-level parking structures as indicated on Figure 1 - Activity Centre Plan. No additional parking structures are permitted.
5	"City Centre Precinct" Lot 9000 - P040107	"P" - Car Park	Multi-deck car parking structure permitted to service future ECU Endowment Precinct development.
6	"City Centre Precinct" Lot 1000 - P048551	"P" - Car Park	Public car parking structure permitted.

Figure 5: Precincts Plan



Lake Joondalup

LEGEND

- JAC Boundary
- 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



0m



1km

Table 2: Land Use Permissibility

Use Classes	City Centre	Health and Wellness	Learning and Innovation	Joondalup Edge	Joondalup West	Quarry Park	Lakeside Residential
Aged or Dependent Person's Dwelling	D	D	D	D	X	D	D
Amusement Parlour	P	D	D	D	D	X	X
Ancillary Dwelling	X	X	X	X	X	X	D
Animal Establishment	X	X	X	X	X	X	X
Bed and Breakfast	D	D	D	D	X	D	D
Betting Agency	D	D	D	D	X	X	X
Bulky Goods Showroom	X	X	X	D	P	D	X
Car Park	X	X	X	D	X	X	X
Caravan Park	X	X	X	X	X	X	X
Caretaker's Dwelling	D	D	D	D	D	D	D
Child Care Premises	D	D	D	D	D	D	D
Cinema/Theatre	D	D	D	X	D	X	X
Civic Use	P	D	D	D	D	X	X
Club Premises	D	D	D	D	D	X	X
Commercial Vehicle Parking	D	D	D	D	D	X	X
Community Purpose	D	D	D	D	D	D	D
Consulting Rooms	P	P	P	P	D	D	D
Convenience Store	D	D	D	D	P	D	D
Display Home	D	D	D	D	X	P	P
Dry Cleaning Premises	P	D	D	D	D	D	D
Educational Establishment	D	D	P	D	D	X	X
Exhibition Centre	D	D	D	D	X	D	D
Fast Food Outlet	D	D	D	D	D	D	D
Fuel Depot	X	X	X	X	X	X	X
Funeral Parlour	X	X	X	X	D	X	X
Garden Centre	X	X	X	X	P	X	X
Grouped Dwelling	X	X	X	X	X	X	D
Holiday Accommodation	D	D	D	D	X	D	D
Holiday House	X	X	X	X	X	X	D
Home Office	P	P	X	X	X	P	P
Home Occupation	X	D	X	X	X	D	D
Home Business	X	D	X	X	X	D	D
Home Store	X	X	X	X	X	X	D
Hospital	X	D	X	X	X	X	X
Hotel	D	D	X	X	X	D	X
Industry	X	X	X	X	D	X	X
Industry - Extractive	X	X	X	X	X	X	X
Industry - Light	X	X	X	X	D	X	X
Land Sales Office (Temporary)	D	D	D	D	P	P	P
Laundrette	D	D	X	D	D	D	D
Liquor Store - large	X	X	X	D	D	X	X
Liquor Store - small	D	D	D	D	X	D	D
Lunch Bar	P	D	X	D	P	D	X
Market	P	X	X	X	X	X	X
Medical Centre	D	D	D	D	D	D	D



Use Classes	City Centre	Health and Wellness	Learning and Innovation	Joondalup Edge	Joondalup West	Quarry Park	Lakeside Residential
Motel	D	D	X	X	X	X	X
Motor Vehicle, Boat or Caravan Sales	X	X	X	X	D	X	X
Motor Vehicle Repairs	X	X	X	X	D	X	X
Motor Vehicle Wash	D	D	D	D	D	D	X
Multiple Dwelling	P	D	D	P	X	D	D
Night Club	D	X	X	X	X	X	X
Nursing Home	D	D	X	X	X	D	D
Office	P	D	D	D	X*	X	X
Park Home Park	X	X	X	X	X	D	D
Place of Worship	D	D	D	D	D	X	X
Reception Centre	D	D	D	D	D	X	X
Recreation - Private	D	D	D	D	D	D	D
Residential Building	P	D	D	D	X	D	D
Restaurant/Cafe	P	D	D	D	X	D	D
Restricted Premises	D	D	X	D	D	X	X
Retirement Village	D	D	X	D	X	D	D
Serviced Apartment	P	D	D	D	X	D	D
Service Station	X	X	X	D	D	D	X
Shop	P	D	D	D	X*	D	D
Single House	X	X	X	X	X	X	P
Small Bar	P	D	D	D	X	X	X
Tavern	P	D	D	D	X	X	X
Telecommunications Infrastructure	D	D	D	D	D	D	D
Tourist Development	X	X	X	X	X	X	X
Trade Display	X	X	X	X	D	X	X
Trade Supplies	X	X	X	X	D	X	X
Transport Depot	D	X	X	X	D	X	X
Veterinary Centre	X	D	D	X	D	X	X
Warehouse/Storage	X	X	X	X	D	X	X

Note:

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

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 BUILDING HEIGHTS

- + Building Heights shall be in accordance with **Figure 4 - Building Heights Plan**.
- + Minimum building heights do not apply to ancillary/incidental structures.

Taller buildings will generally take the form of a tower structure set over a podium. Where a lower street fronted building is proposed with no tower structure, the requirements for podiums apply to the building as a whole.

The podium sets the scale of the street and reduces the impact of the tower. The podium can be interrupted by tower elements that come to the ground at locations such as the building entry where the scale and design of the building is respectful of the street scale.

The podium roofscape will be viewed from adjacent towers and should be designed accordingly. Appropriate podium roofscapes include rooftop terraces and gardens.

“**Podium**” means the lower part of a tall building that is generally set on the street boundary, complies with minimum height requirements and forms a base for the tower above.

“**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.

1.4.4 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.



1.4.5 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.

1.4.6 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

USE CLASS	EMPLOYEE BICYCLE PARKING	VISITOR BICYCLE PARKING
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	N/A	1 per 50 people accommodated
Betting Agency, Convenience Store, Home Store, Liquor Store – small, Lunch Bar, Market	1 per 100m ² NLA	1 per 50m ² NLA
Consulting Rooms, Medical Centre, Veterinary Centre	1 per 8 practitioners	1 per 4 practitioners
Bakery, Dry Cleaning Premises, Laundrette, Liquor Store – large, Restricted Premises, Shop, Tattoo Studio	1 per 300m ² NLA	1 per 500m ² NLA
Educational Establishment Primary School Secondary School Tertiary College	N/A	1 per 20 students 5 per classroom 5 per classroom 1 per 20 students
Hospital, Nursing Home	1 per 15 beds	1 per 30 beds
Hotel, Motel, Tavern	1 per 150m ² of bar and dining area	1 per 100m ² of bar and dining area
Retirement Village	1 per 10 units	N/A
Bulky Goods Showroom, Exhibition Centre, Hardware Store, Laundry, Trade Supplies	1 per 750m ² NLA	1 per 1,000m ² NLA
Office	1 per 200m ² NLA	1 per 1,000m ² NLA
Shopping Centres under 30,000m ²	1 per 1,500m ² NLA	1 per 3,000m ² NLA
Shopping Centres from 30,000 to 50,000m ²	1 per 1,500m ² NLA	1 per 3,000m ² NLA
Shopping Centres greater than 50,000m ²	1 per 3,000m ² NLA	1 per 5,000m ² NLA

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 5 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 female and one male shower for every 10 additional bicycle parking bays, to a maximum of five male and five female showers per development.
- + A locker for every bicycle parking bay provided.
- + End-of-trip facilities are to be located as close as possible to the bicycle parking facilities.

1.4.7 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.

1.4.8 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.

1.4.9 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 subdivision/amalgamation of tenancy spaces and enable future uses (e.g. grease traps, metering provisions).



1.4.10 VARIATION FROM THE R-CODES

Part 6 of the R-Codes applies to development in an ACP 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);
- + Landscape (sub-clauses 5.3.2 6.3.2);
- + Parking (sub-clauses 5.3.3 and 6.3.3); 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 of this ACP, the following provisions shall apply to the area shown as 'City Centre' on the City Centre Precinct Plan (**Figure 7**).

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.



JOONDALUP ACTIVITY CENTRE PLAN

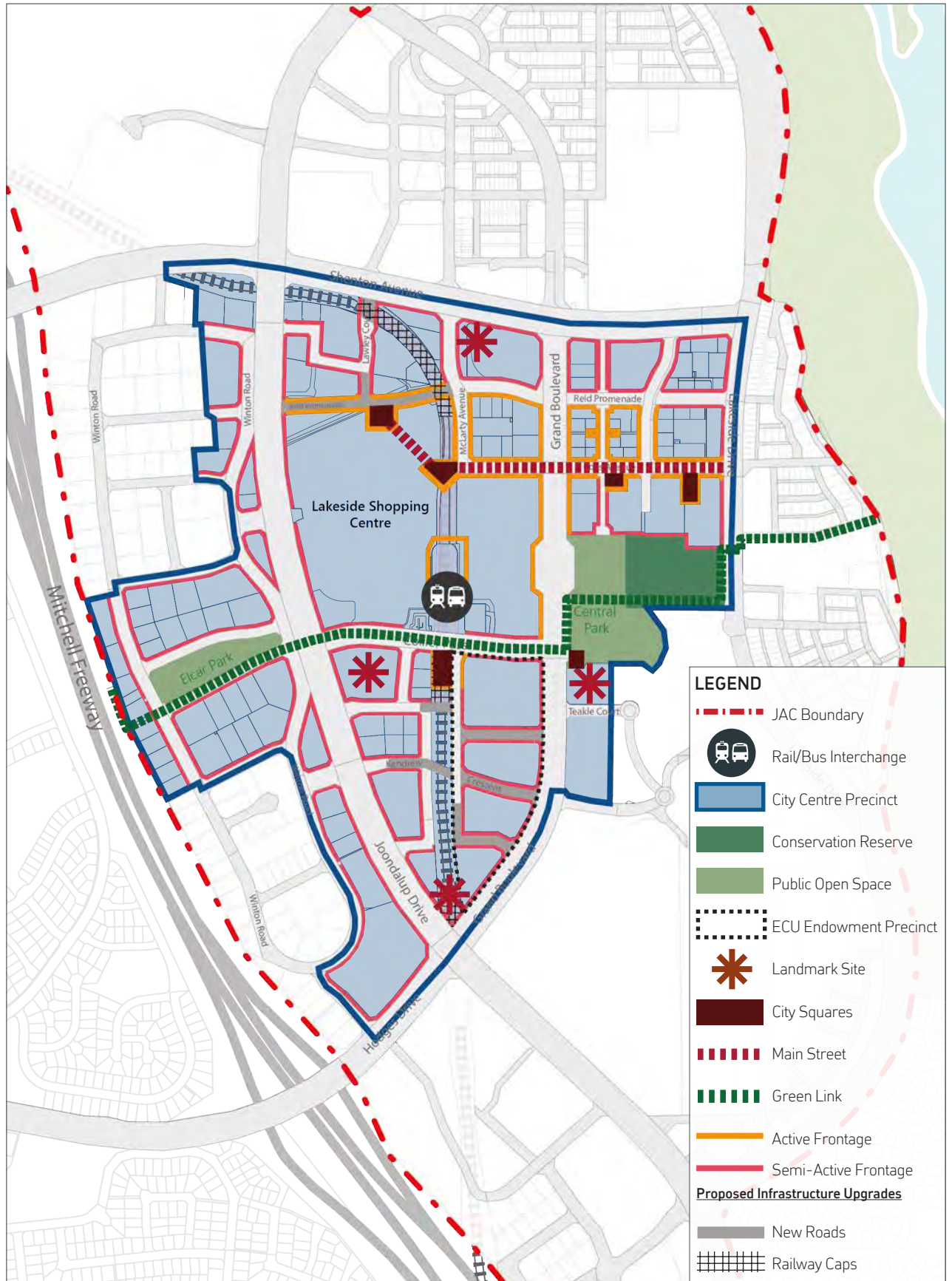


Figure 6: City Centre Precinct Plan

CITY CENTRE PRECINCT DEVELOPMENT STANDARDS

<p>CC1 - Building Height</p>	<p>Building heights shall be in accordance with Figure 4 - Building Heights Plan.</p> <p><u>Overshadowing/Solar Access:</u></p> <ul style="list-style-type: none"> 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). <p>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.</p> <ul style="list-style-type: none"> Buildings on the northern boundary of Central Park shall not overshadow further than 20m into Central Park and the adjacent conservation reserve.
<p>CC2 - Building Setbacks</p>	<p><u>Street Frontage:</u></p> <ul style="list-style-type: none"> A nil setback is required at ground level to 75% of the building frontage (maximum setback 3m), with the exception of: <ul style="list-style-type: none"> A colonnade having a maximum depth of 4m; Minor variations to accommodate an irregular shaped lot; or Entry courtyards or similar open spaces. <p><u>Minimum Side and Rear Setbacks:</u></p> <ul style="list-style-type: none"> No openings or balconies - Nil With openings and balconies - 4m <p><u>Tower Structure:</u></p> <ul style="list-style-type: none"> Tower structures shall be stepped back a minimum of 6m from the street frontage, side and rear lot boundaries.
<p>CC3 - Street Interface</p>	<p>Street interfaces shall be in accordance with Figure 6 - City Centre Precinct Plan.</p> <p><u>Active Frontages:</u></p> <ul style="list-style-type: none"> 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; <p><u>Semi-Active Frontages:</u></p> <ul style="list-style-type: none"> 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><u>All Other Frontages:</u></p> <ul style="list-style-type: none"> 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.



CITY CENTRE PRECINCT DEVELOPMENT STANDARDS	
CC4 - Floor Levels	<p><u>Ground Floor Levels:</u> The ground floor level of a development should not be more than 1m above the existing pedestrian pavement level.</p>
CC5 - Adaptable Buildings	<p><u>Adaptable Buildings:</u> All buildings should be adaptable to future uses. They should have:</p> <ul style="list-style-type: none"> • 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	<p><u>Multiple Residential:</u></p> <ul style="list-style-type: none"> • 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 dwellings of more than 5 dwellings must be provided with communal space having a minimum area of 50m² and having no dimension less than 5m. <p><u>Non-Residential Development:</u></p> <ul style="list-style-type: none"> • Where a building is set back from the street, the front setback area is to be landscaped.
CC7 - Car Parking & Access	<p><u>Residential Development:</u></p> <ul style="list-style-type: none"> • Bays - minimum as per the R-Codes. • Visitor Bays - minimum as per the R-Codes. Visitor bays shall be publicly accessible at all times. <p><u>Non-Residential Development:</u></p> <ul style="list-style-type: none"> • 1 bay per 75m² net lettable area. <p><u>Lakeside Shopping Centre:</u></p> <ul style="list-style-type: none"> • Parking provision subject to negotiation with the City. <p><u>Motorcycle/Scooter Parking:</u></p> <ul style="list-style-type: none"> • 10% of required car bays shall each be replaced by 2 motorcycle/scooter bays. The car bay requirement shall be reduced accordingly. <p><u>Vehicle Access:</u></p> <ul style="list-style-type: none"> • 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. <p><u>At-Grade Parking:</u></p> <ul style="list-style-type: none"> • 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	<p>The JAC Plan identifies the location of City Squares. These guidelines apply to existing and future square locations.</p> <p><u>Development Guidelines</u></p> <ul style="list-style-type: none"> • 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	<p>Landmark sites are indicated at strategic locations in the city centre precinct.</p> <ul style="list-style-type: none"> • 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	<p>Boas Avenue is considered the primary main street within the Joondalup city centre.</p> <ul style="list-style-type: none"> • 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	<p>Collier Pass forms the primary green link east west across the JAC.</p> <ul style="list-style-type: none"> • 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 of this ACP, 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

- Establish Shenton Avenue as the northern gateway to JAC and as a multi-modal east-west connection linking Joondalup Arena and Joondalup Health Campus.
- Encourage more intense development on both sides of Joondalup Drive and Grand Boulevard.
- Improve pedestrian connectivity between Joondalup Arena and Joondalup Health Campus.
- Establish Kennedy Drive as an east-west connector for all transport modes.
- Establish a centrally located community focal point or neighbourhood centre to serve the residential community in the precinct.

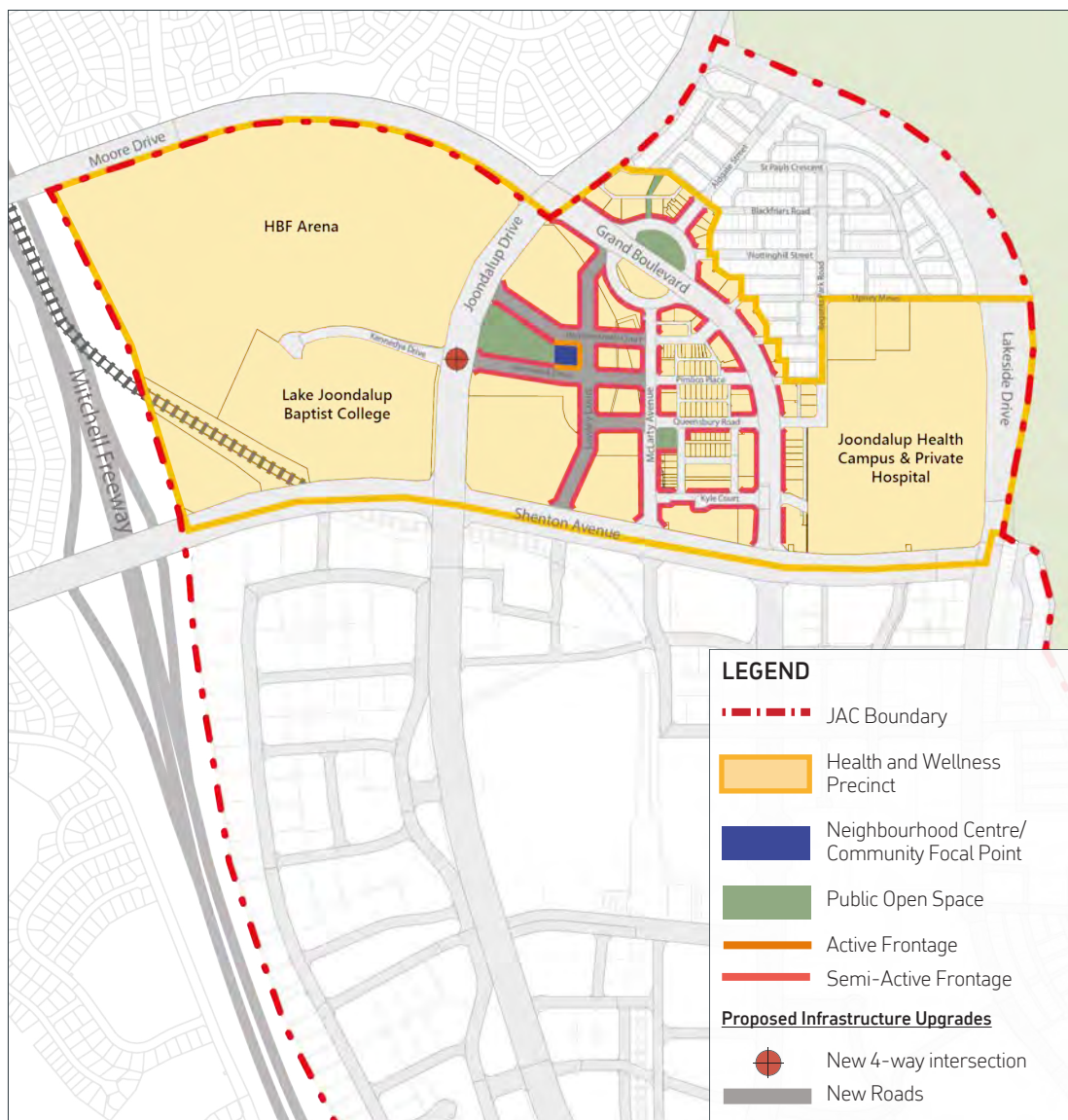


Figure 7: Health and Wellness Precinct Plan

HEALTH AND WELLNESS PRECINCT DEVELOPMENT STANDARDS

<p>HW1 - Building Height</p>	<p>Building heights shall be in accordance with Figure 4 - Building Heights Plan.</p> <p><u>Overshadowing/Solar Access:</u></p> <ul style="list-style-type: none"> 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). <p>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.</p>
<p>HW2 - Building Setbacks</p>	<p><u>Street Frontage:</u></p> <ul style="list-style-type: none"> A nil setback is required at ground level to 75% of the building frontage (maximum setback 3m), with the exception of: <ul style="list-style-type: none"> A colonnade having a maximum depth of 4m; Minor variations to accommodate an irregular shaped lot; or Entry courtyards or similar open spaces. A minimum nil or maximum 4m setback is permitted for lots fronting Joondaup Drive or Shenton Avenue where the building is within 30m of the street alignment. <p><u>Minimum Side and Rear Setbacks:</u></p> <ul style="list-style-type: none"> No openings or balconies <ul style="list-style-type: none"> Nil With openings and balconies <ul style="list-style-type: none"> 4m <p><u>Tower Structure:</u></p> <ul style="list-style-type: none"> Tower structures shall be stepped back a minimum of 6m from the street frontage, side and rear lot boundaries.
<p>HW3 - Street Interface</p>	<p>Street interfaces shall be in accordance with Figure 7 - Health and Wellness Precinct Plan.</p> <p><u>Active Frontages:</u></p> <ul style="list-style-type: none"> 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; <p><u>Semi-Active Frontages:</u></p> <ul style="list-style-type: none"> 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><u>All Other Frontages:</u></p> <ul style="list-style-type: none"> 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.



HEALTH AND WELLNESS PRECINCT DEVELOPMENT STANDARDS	
HW4 - Floor Levels	<p>The ground floor level of a development should not be more than 1m above the existing pedestrian pavement level.</p> <p>Minimum floor to floor height shall be 4.5m at ground floor.</p>
HW5 - Open Space & Landscape	<p><u>Multiple Residential:</u></p> <ul style="list-style-type: none"> 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 dwellings of more than 5 dwellings must be provided with communal space having a minimum area of 50m² and having no dimension less than 5m. <p><u>Non-Residential Development:</u></p> <ul style="list-style-type: none"> Where a building is set back from the street, the front setback area is to be landscaped. <p>Development sites shall incorporate landscape that is designed, developed and maintained to a standard satisfactory to the City.</p>
HW6 - Car Parking & Access	<p><u>Residential Development:</u></p> <ul style="list-style-type: none"> Bays - minimum as per the R-Codes. Visitor Bays - minimum as per the R-Codes, in addition visitor bays shall be publically accessible (i.e. not behind a lockable gate). <p><u>Joondalup Health Campus</u></p> <ul style="list-style-type: none"> Parking provision subject to negotiation with the City. <p><u>Joondalup Arena and Lake Baptist College</u></p> <ul style="list-style-type: none"> Parking provision subject to negotiation with the City. <p><u>Motorcycle/Scooter Parking:</u></p> <ul style="list-style-type: none"> Shall be provided at a maximum rate of 1 bay per 10 dwellings or 1 bay per 300m² NLA. <p><u>Vehicle Access:</u></p> <ul style="list-style-type: none"> 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. <p><u>At-Grade Parking:</u></p> <ul style="list-style-type: none"> 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.
HW7 - Neighbourhood Centre/ Community Focal Point	<p>As part of the residential development in the precinct a community focal point should be established that:</p> <ul style="list-style-type: none"> Offers activity and services for residents in the precinct. Interfaces with local open space. Provides a meeting place with active frontages. <p><u>Land Use:</u></p> <p>Active land uses are encouraged within the Neighbourhood Centre, as such the following land uses will be 'P' uses within the Neighbourhood Centre:</p> <ul style="list-style-type: none"> Restaurant/Cafe; and Shop.

1.5.3 PRECINCT 3 - LEARNING AND INNOVATION

In addition to the General Development Standards under Section 1.4 of this ACP, 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

- Enhance Edith Cowan University and associated education uses by attracting a mix of strategic partners to encourage development that encompasses knowledge, innovation and digital industries.
- Enhance pedestrian and cycle links through Edith Cowan University to strengthen east-west movement from the principal shared path to Lake Joondalup.
- Encourage residential development on Lakeside Drive to provide a transition in built form that is in keeping with the local context.

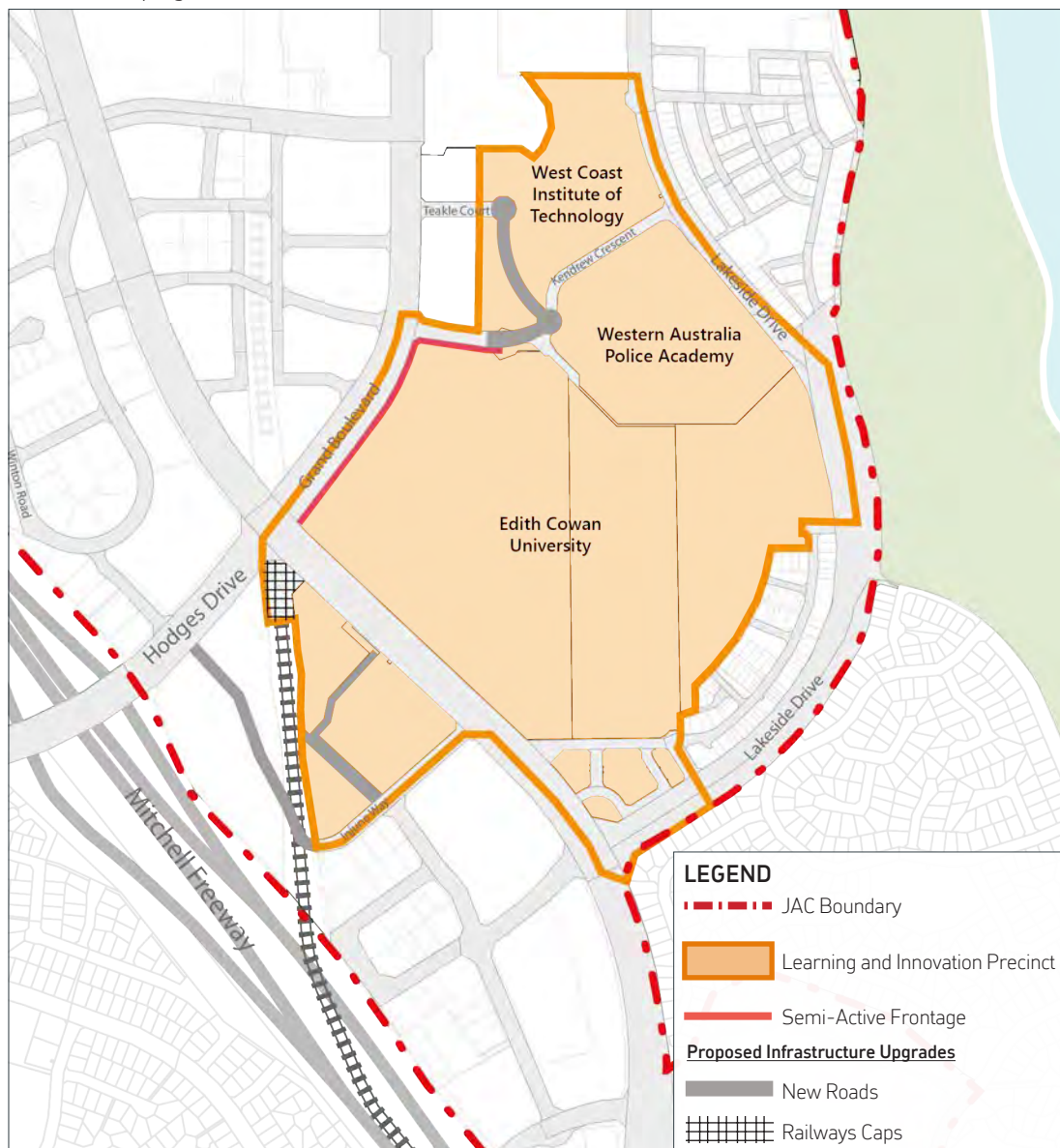


Figure 8: Learning and Innovation Precinct Plan



LEARNING AND INNOVATION PRECINCT DEVELOPMENT STANDARDS	
L11 - Building Height	<p>Building heights shall be in accordance with Figure 4 - Building Heights Plan.</p> <ul style="list-style-type: none"> • Buildings that are within 30m of Grand Boulevard have no maximum height and the buildings primary frontage shall be oriented towards the street alignment. • 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.
L12 - Building Setbacks	<p><u>Street Frontage:</u></p> <ul style="list-style-type: none"> • 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: <ul style="list-style-type: none"> - A colonnade having a maximum depth of 4m; or - Minor variations to accommodate an irregular shaped lot. - Entry courtyards or similar spaces. • A minimum nil or maximum 4m setback is permitted on all other frontages where the building is within 30m of the street alignment. <p><u>Minimum Side and Rear Setbacks:</u></p> <ul style="list-style-type: none"> • No openings or balconies <ul style="list-style-type: none"> - Nil • With openings and balconies <ul style="list-style-type: none"> - 4m <p><u>Tower Structure:</u></p> <ul style="list-style-type: none"> • Tower structures shall be stepped back a minimum of 6m from the street frontage, side and rear lot boundaries.
L13 - Street Interface	<p>Street interfaces shall be in accordance with Figure 8 - Learning and Innovation Precinct Plan.</p> <p><u>Semi-Active Frontages:</u></p> <ul style="list-style-type: none"> • 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><u>All Other Frontages:</u></p> <ul style="list-style-type: none"> • 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.
L14 - Open Space & Landscape	<p><u>Multiple Residential:</u></p> <ul style="list-style-type: none"> • 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 dwellings of more than 5 dwellings must be provided with communal space having a minimum area of 50m² and having no dimension less than 5m. <p><u>Non-Residential Development:</u></p> <ul style="list-style-type: none"> • Where a building is set back from the street, the front setback area is to be landscaped.

LEARNING AND INNOVATION PRECINCT DEVELOPMENT STANDARDS

LI5 - 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 publically accessible (i.e. not behind a lockable gate).

Non-Residential Development:

- Subject to negotiation with the City.

Motorcycle/Scooter Parking:

- Subject to negotiation with the City.

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:

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



1.5.4 PRECINCT 4 - JOONDALUP EDGE

In addition to the General Development Standards under Section 1.4 of this ACP, 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.

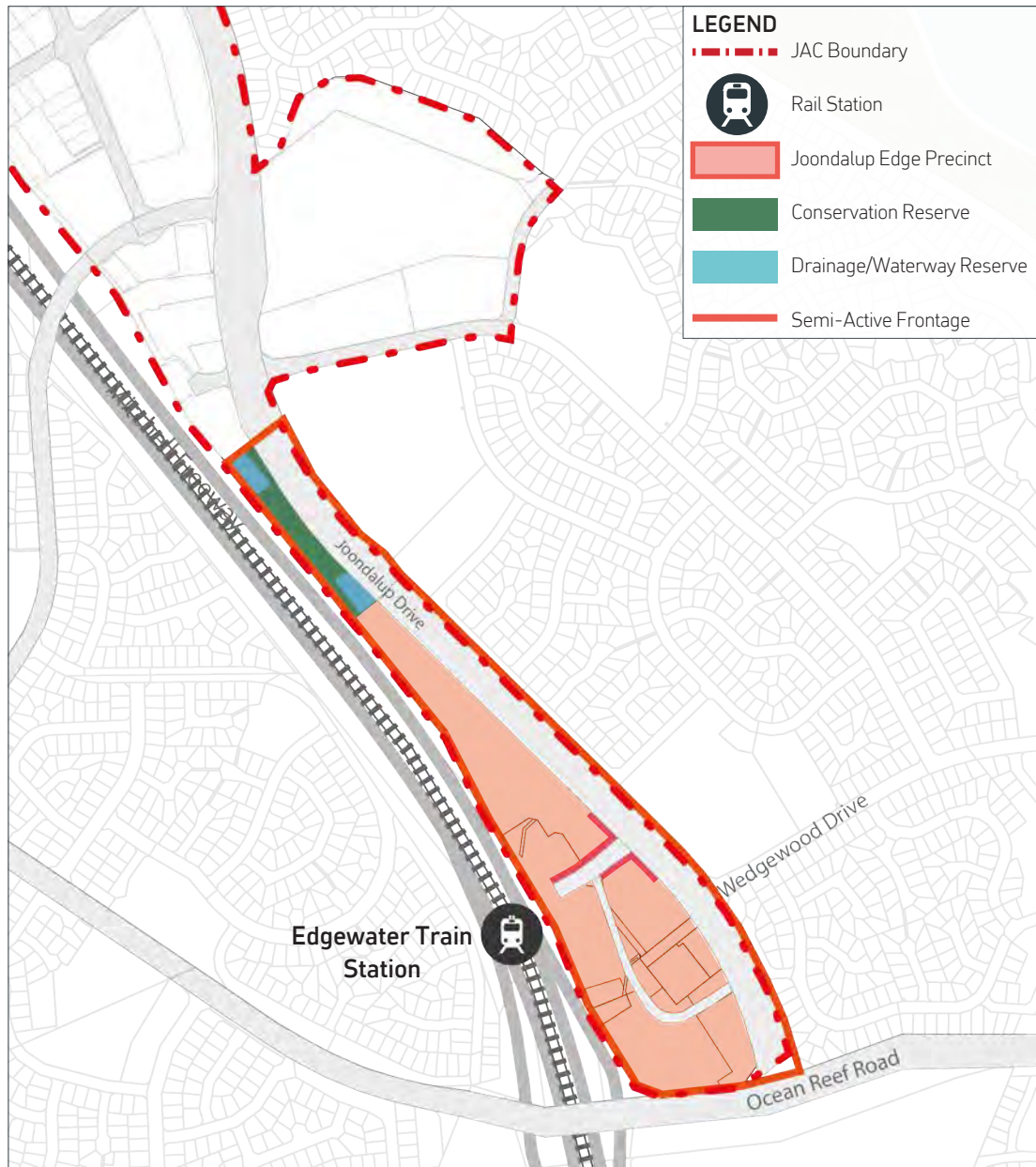


Figure 9: Joondalup Edge Precinct Plan

JOONDALUP EDGE PRECINCT DEVELOPMENT STANDARDS

JE1 - Building Height	Building heights shall be in accordance with Figure 4 - Building Heights Plan.
JE2 - Building Setbacks	<p><u>Street Frontage:</u></p> <ul style="list-style-type: none"> • A nil setback is required at ground level to 75% for buildings fronting George Grey Place (maximum setback 3m), with the exception of: <ul style="list-style-type: none"> - A colonnade having a maximum depth of 4m; or - Minor variations to accommodate an irregular shaped lot. • A nil-4m setback is permitted on all other frontages. <p><u>Minimum Side and Rear Setbacks:</u></p> <ul style="list-style-type: none"> • No openings or balconies <ul style="list-style-type: none"> - Nil • With openings and balconies <ul style="list-style-type: none"> - 4m <p><u>Tower Structure:</u></p> <ul style="list-style-type: none"> • Tower structures shall be stepped back a minimum of 6m from the street frontage, side and rear lot boundaries.
J33 - Street Interface	<p>Street interfaces shall be in accordance with Figure 9 - Joondalup Edge Precinct Plan.</p> <p><u>Semi-Active Frontages:</u></p> <ul style="list-style-type: none"> • 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. <p><u>All Other Frontages:</u></p> <ul style="list-style-type: none"> • 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	<p><u>Multiple Residential:</u></p> <ul style="list-style-type: none"> • 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 dwellings of more than 5 dwellings must be provided with communal space having a minimum area of 50m² and having no dimension less than 5m. <p><u>Non-Residential Development:</u></p> <ul style="list-style-type: none"> • Where a building is set back from the street, the front setback area is to be landscaped.
JE5 - Car Parking & Access	<p><u>Residential Development:</u></p> <ul style="list-style-type: none"> • Bays - minimum as per the R-Codes. • Visitor Bays - minimum as per the R-Codes, in addition visitor bays shall be publically accessible (i.e. not behind a lockable gate). <p><u>Non-Residential Development:</u></p> <ul style="list-style-type: none"> • 1 bay per 75m² net lettable area. <p><u>Motorcycle/Scooter Parking:</u></p> <ul style="list-style-type: none"> • 10% of required car bays shall each be replaced by 2 motorcycle/scooter bays. The car bay requirement shall be reduced accordingly. <p><u>Vehicle Access:</u></p> <ul style="list-style-type: none"> • 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. <p><u>At-Grade Parking:</u></p> <ul style="list-style-type: none"> • 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.



1.5.5 PRECINCT 5 - JOONDALUP WEST

In addition to the General Development Standards under Section 1.4 of this ACP, 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.

JOONDALUP WEST PRECINCT DEVELOPMENT STANDARDS	
JW1 - Building Height	Building heights shall be in accordance with Figure 4 - Building Heights Plan .
JW2 - Building Setbacks	<p><u>Street Frontage:</u></p> <ul style="list-style-type: none"> • A nil setback is required at ground level to 75% for buildings fronting Eddystone Avenue (maximum setback 3m), with the exception of: <ul style="list-style-type: none"> - A colonnade having a maximum depth of 4m; or - Minor variations to accommodate an irregular shaped lot. • A nil to 4m setback is permitted on all other frontages. <p><u>Minimum Side and Rear Setbacks:</u></p> <ul style="list-style-type: none"> • For lots abutting the Mitchell Freeway, a building must have a minimum setback of 1.5m. • For all other lots, there is no minimum or maximum side or rear setback requirement.
JW3 - Street Interface	<p>Street interfaces shall be in accordance with Figure 10 - Joondalup West Precinct Plan.</p> <p><u>Semi-Active Frontages:</u></p> <ul style="list-style-type: none"> • Main building entrances shall provide pedestrian shelter and be accessed directly on the primary street frontage; • Glazing shall be provided to a minimum of 50% of the area of any one 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><u>All Other Frontages:</u></p> <ul style="list-style-type: none"> • 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
JW4 - Open Space & Landscaping	<ul style="list-style-type: none"> • Development sites shall incorporate landscaping that is designed, developed and maintained to a standard satisfactory to the City.
JW5 - Car Parking & Access	<p><u>Residential</u></p> <ul style="list-style-type: none"> • As per R-Code requirements. <p><u>Industrial</u></p> <ul style="list-style-type: none"> • 1 bay per 100m² net lettable area. <p><u>Non-Residential Development:</u></p> <ul style="list-style-type: none"> • 1 bay per 75m² net lettable area. <p><u>Motorcycle/Scooter Parking:</u></p> <ul style="list-style-type: none"> • 10% of required car bays shall each be replaced by 2 motorcycle/scooter bays. The car bay requirement shall be reduced accordingly. <p><u>Vehicle Access:</u></p> <ul style="list-style-type: none"> • One vehicle crossover per street per lot is permitted. <p><u>At-Grade Parking:</u></p> <ul style="list-style-type: none"> • 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. • Uncovered car parking at ground level must be provided with minimum one shade tree per 4 car parking bays.



Figure 10: Joondalup West Precinct Plan



1.5.6 PRECINCT 6 - QUARRY PARK

In addition to the General Development Standards under Section 1.4 of this ACP, 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.



Figure 11: Quarry Park Precinct Plan

QUARRY PARK PRECINCT DEVELOPMENT STANDARDS

QP1 - Building Height	Building heights shall be in accordance with Figure 4 - Building Heights Plan .
QP2 - Building Setbacks	<p><u>Street Frontage:</u></p> <ul style="list-style-type: none"> • A nil setback is required at ground level to 75% for buildings fronting Joondalup Drive and Eddystone Avenue (maximum setback 3m), with the exception of: <ul style="list-style-type: none"> - A colonnade having a maximum depth of 4m; or - Minor variations to accommodate an irregular shaped lot. <p><u>Minimum Side and Rear Setbacks:</u></p> <ul style="list-style-type: none"> • No openings or balconies <ul style="list-style-type: none"> - Nil • With openings and balconies <ul style="list-style-type: none"> - 4m <p><u>Tower Structure:</u></p> <ul style="list-style-type: none"> • Tower structures shall be stepped back a minimum of 6m from the street frontage, side and rear lot boundaries.
QP4 - Street Interface	<p>Street interfaces shall be in accordance with Figure 11 - Quarry Park Precinct Plan.</p> <p><u>Semi-Active Frontages:</u></p> <ul style="list-style-type: none"> • 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><u>All Other Frontages:</u></p> <ul style="list-style-type: none"> • Building entrances shall 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.
QP5 - Open Space & Landscape	<p><u>Multiple Residential:</u></p> <ul style="list-style-type: none"> • 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 dwellings of more than 5 dwellings must be provided with communal space having a minimum area of 50m² and having no dimension less than 5m. <p><u>Non-Residential Development:</u></p> <ul style="list-style-type: none"> • Where a building is set back from the street, the front setback area is to be landscaped.



QUARRY PARK PRECINCT DEVELOPMENT STANDARDS

<p>QP6 - Car Parking & Access</p>	<p><u>Residential Development:</u></p> <ul style="list-style-type: none">• Bays - minimum as per the R-Codes.• Visitor Bays - minimum as per the R-Codes, in addition visitor bays shall be publically accessible (i.e. not behind a lockable gate). <p><u>Industrial</u></p> <ul style="list-style-type: none">• 1 bay per 75m² net lettable area <p><u>Non-Residential Development:</u></p> <ul style="list-style-type: none">• 1 bay per 75m² net lettable area. <p><u>Motorcycle/Scooter Parking:</u></p> <ul style="list-style-type: none">• 10% of required car bays shall each be replaced by 2 motorcycle/scooter bays. The car bay requirement shall be reduced accordingly. <p><u>Vehicle Access:</u></p> <ul style="list-style-type: none">• If a lot adjoins a laneway then vehicular access must only be provided from the laneway.• If laneway access is not provided then a maximum of one vehicle crossover per street per lot is permitted. <p><u>At-Grade Parking:</u></p> <ul style="list-style-type: none">• 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.• Uncovered car parking at ground level must be provided with minimum one shade tree per 4 car parking bays.
--	--

1.5.7 PRECINCT 7 - LAKESIDE RESIDENTIAL

In addition to the General Development Standards under Section 1.4 of this ACP, 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.

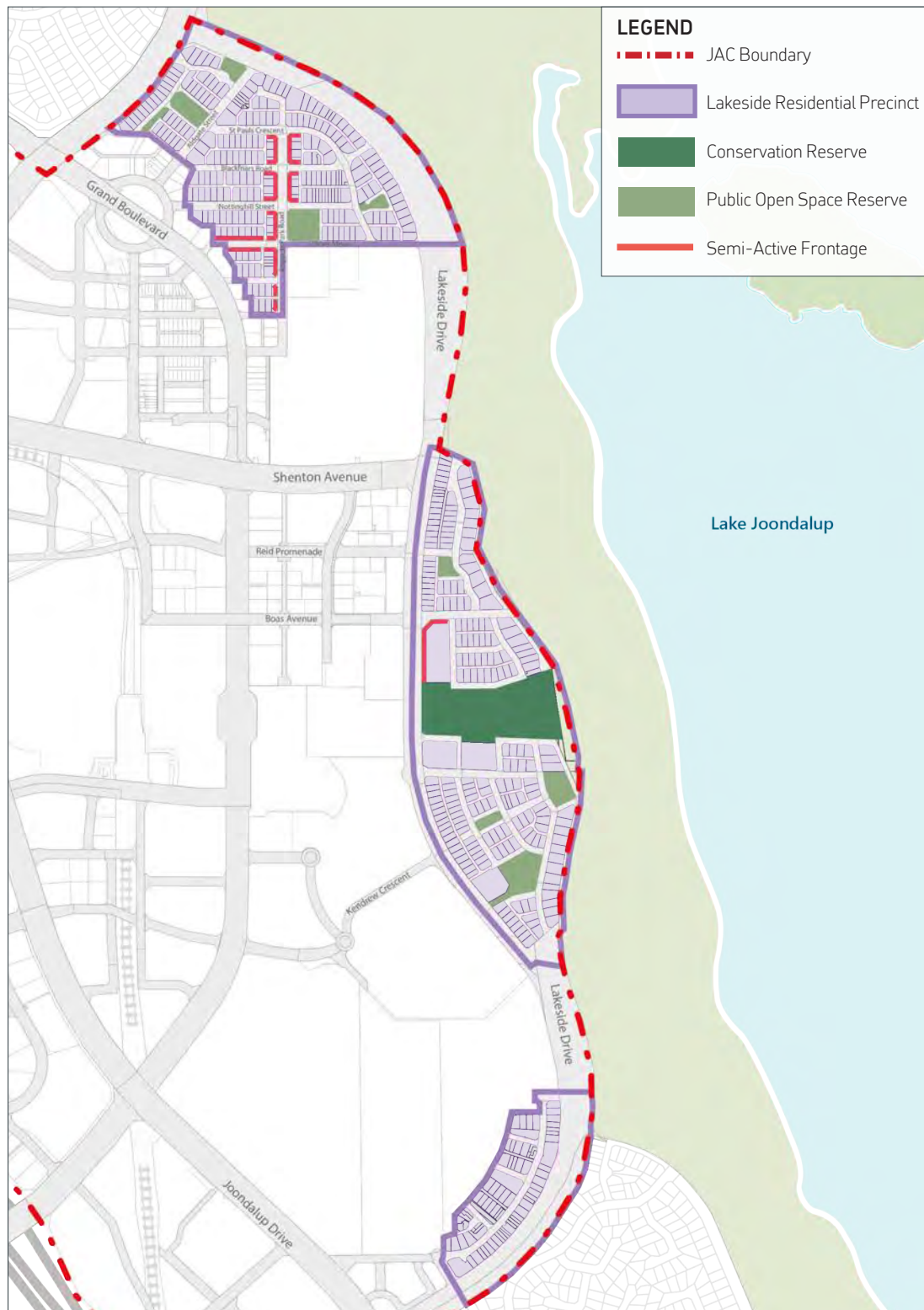


Figure 12: Lakeside Residential Precinct Plan



General Provisions

LAKESIDE RESIDENTIAL PRECINCT DEVELOPMENT STANDARDS	
Buildings height	Building heights shall be in accordance with Figure 4 - Building Heights Plan .
Building setbacks	<p>A building must shall a minimum setback of 1m and maximum of 3m from the primary street.</p> <p>A building shall have a minimum setback 1 metre from the secondary street.</p> <p>The ground floor of a building shall be setback a minimum of 1.5m from the rear laneway.</p> <p>The ground floor of a building shall be setback a minimum of 2m from the rear street.</p>
Street Interface	<p>Street interfaces shall be as per Figure 12 – Lakeside Residential Precinct Plan</p> <p><u>Semi-Active Frontages:</u></p> <ul style="list-style-type: none"> • 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.
Open space and landscape	Where a building is set back from the street the front setback area is to be landscaped.
Car parking and access	<p><u>Car Parking</u> 1 bay per 100 m² net lettable area.</p> <p><u>Motorcycle/Scooter Parking</u> 10% of required car bays shall each be replaced by 2 motorcycle/scooter bays. The car bay requirements shall be reduced accordingly.</p>

R-15 Provisions

LAKESIDE RESIDENTIAL PRECINCT DEVELOPMENT STANDARDS	
Building height	<p>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.</p> <p>A building shall not be more than 9m in height.</p>
Building setbacks	<p>A building shall have a minimum setback of 6m from the primary street.</p> <p>A building shall have a minimum setback of 1.5m from the secondary street.</p> <p>Buildings other than garages and carports shall be setback a minimum of 4m from the rear boundary.</p>
Setback of garages and carports	A garage or carport opening shall have a minimum setback of 1.5 metres from the side and rear boundary.
Street walls and fences	<p>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.</p> <p>A wall or fence within the primary street setback area shall be masonry, timber or decorative metal.</p>
Pedestrian Access	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.
Vehicular Access	<p>Vehicular access shall not be from:</p> <p>(i) Cockatoo Ridge;</p> <p>(ii) Tern Ridge; or</p> <p>(iii) Woodswallow Close</p>

R-40 Provisions

LAKESIDE RESIDENTIAL PRECINCT DEVELOPMENT STANDARDS	
Building height	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.
Building setbacks	<p>A building shall have a minimum setback of 1m and maximum of 4m from the primary street.</p> <p>A building shall have a minimum setback of 1m from the secondary street.</p> <p>The ground floor of a building must be setback a minimum of 1.5m from the rear boundary.</p>
Setback of garages and carports	A garage or carport opening shall have a minimum setback of 1.5m from the side and rear boundary.
Street walls and fences	<p>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.</p> <p>A wall or fence within the primary street setback area shall be masonry, timber or decorative metal.</p>
Buildings on the boundary	Nil side setbacks are permitted.
Setback of retaining walls	Nil side setbacks are permitted.
Open space	A minimum of 30% open space shall be provided.
Outdoor living area	<p>An outdoor living area to be provided:</p> <ul style="list-style-type: none"> • with a minimum area of 16m²; • directly accessible from a habitable room; • with a minimum length and width dimension of 4m; and • to have at least two thirds without permanent roof cover.
Visual Privacy	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.
Solar access for adjoining sites	A building shall not overshadow more than 50% of the required outdoor living area on the adjoining property, as cast at midday, 21 June.
Vehicular access	If land adjoins a laneway then vehicular access shall only be provided from the laneway.



R-60 Provisions

LAKESIDE RESIDENTIAL PRECINCT DEVELOPMENT STANDARDS	
Building Height	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.
Building setbacks	<p>A building must have a minimum setback of 1m and maximum of 3m from the primary street.</p> <p>A building shall have a minimum setback 1 metre from the secondary street.</p> <p>The ground floor of a building shall be setback a minimum of 1.5m from the rear laneway. The ground floor of a building shall be setback a minimum of 2m from the rear street.</p>
Setback of garages and carports	A garage or carport opening shall have a minimum setback of 1.5m from the side and rear boundary.
Street walls and fences	<p>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.</p> <p>A wall or fence within the primary street setback area shall be masonry, timber or decorative metal.</p>
Buildings on the boundary	Nil side setbacks are permitted.
Setback of retaining walls	Nil side setbacks are permitted.
Open space	A minimum of 30% open space shall be provided.
Outdoor living area	<p>An outdoor living area to be provided:</p> <ul style="list-style-type: none"> • with a minimum area of 16m²; • directly accessible from a habitable room; • with a minimum length and width dimension of 4 metres; and • to have at least two thirds without permanent roof cover.
Visual privacy	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.
Solar access for adjoining sites	A building shall not overshadow more than 50% of the required outdoor living area on the adjoining property, as cast at midday, 21 June.
Vehicular access	If land adjoins a laneway then vehicular access shall only be provided from the laneway.
Entrance for lots adjoining Lakeside Drive	In the case of lots adjoining Lakeside Drive a dwelling shall have a front door facing Lakeside Drive.

R-100 Provisions

LAKESIDE RESIDENTIAL PRECINCT DEVELOPMENT STANDARDS	
Building height	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.
Building setbacks	A building shall have a maximum setback of 2m from the street alignment. There is no minimum or maximum side setback requirement.
Street walls and fences	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.
Buildings on the boundary	Nil side setbacks are permitted.
Setback of retaining walls	Nil side setbacks are permitted.
Open space	A minimum of 30% open space shall be provided.
Visual Privacy	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.

