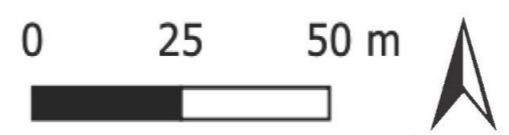




LEGEND	
	SITE BOUNDARY
	COMMERCIAL ZONE
	MIXED USE ZONE
	PUBLIC OPEN SPACE
	PUBLIC PLAZA
	MAJOR VEHICLE ACCESS
	KEY PEDESTRIAN/CYCLE ROUTE
	MAIN STREET
	PREFERRED VEHICLE ACCESS POINT
	SHARED ROAD
	NO VEHICLE ACCESS
	PARKING
	MINIMUM 6M LANDSCAPED SETBACK
	NIL SETBACK
	SECONDARY ACTIVE FRONTAGE
	INTEGRATION WITH SUMP
	LANDFORM FEATURE
	IMPORTANT BUILDING ORIENTATION
	EXISTING SIGNIFICANT TREES



## 1 PURPOSE

This LDP has been prepared to facilitate the transformation of the Koondoola Neighbourhood Activity Centre into an attractive, safe and contemporary centre where locals and visitors can meet, connect and celebrate the diversity of the local community and its culture. The vision for the centre is to become a lively local hub where people can eat, shop and live; offering a mixture of retail, food-and-beverage, commercial, community and apartment-style uses.

## 2 OBJECTIVES

- To guide the staged redevelopment of the Koondoola Neighbourhood Centre;
- To position the Koondoola Neighbourhood Centre as a local focus for a range of retail, commercial and community activities;
- To address existing social and amenity issues through the use of Crime Prevention Through Environmental Design (CPTED) principles which supports the application of good urban planning and design.

## 3 APPLICATION OF LOCAL DEVELOPMENT PLAN

The provisions of the City of Wanneroo District Planning Scheme No. 2 (DPS2) and the SPP 7.3 Residential Design Codes (R-Codes) Volume 2 are varied as detailed within this LDP. All other requirements should satisfy the provisions of the R-Codes and DPS2.

## 4 PLANNING AND DEVELOPMENT STANDARDS

New development is to be in accordance with the general standards for land use and development of the Scheme and any relevant State policies and applicable Australian Standards, except where varied below.

### 4.1. Maximum Permitted Building Heights

- 4.1.1 Maximum permitted building height for all development is 3 storeys.
- 4.1.2 Minimum finished floor to ceiling height of all development is to be:
  - (a) 4m for residential and non-residential ground floor; and
  - (b) 3.3m for non-residential upper floors; and
  - (c) Residential upper floors in accordance with the R-Codes.

### 4.2. Residential Development

- 4.2.1 All residential development shall be in accordance with the R60 provisions of the R-Codes Volume 2.
- 4.2.2 Residential dwellings, or permanent accommodation uses within a mixed use development, must not be located on the ground floor of any development adjoining Koondoola Avenue and/or public open space (POS).

### 4.3. Building Setbacks

- 4.3.1. Where 'Nil Setback' is indicated on the LDP, development may have a minimum nil setback to the primary street with the ability to vary to allow for alfresco dining areas.
- 4.3.2. Residential development is to be set back from side and rear property boundaries in accordance with the R-Codes Volume 2.
- 4.3.3. Where 'Secondary Active Frontage' is indicated on the LDP, buildings may have a 4m setback, to be used to facilitate alfresco dining.
- 4.3.4. Where Landscape Setback is indicated on the LDP, buildings must have a minimum setback from the lot boundary of 6 metres.

### 4.4. Façade Articulation

- 4.4.1. Ground floor building walls facing onto street shall have openings/glazed areas of a minimum of 50% of the building façade.
- 4.4.2. Non active portions of walls are to be articulated through colour, texture and form to provide visual interest.

### 4.5. Landmark Feature

- 4.5.1. Where indicated on the LDP, a landmark feature shall be provided to emphasise the corner location.
- 4.5.2. The landmark feature shall incorporate architectural design elements of an appropriate scale, height and built form that provides a high quality interface with surrounding development.
- 4.5.3. Signage shall not be considered as a landmark feature.

### 4.6. Service Areas

- 4.6.1. Service area/s are to be screened from view when not in use, to the satisfaction of the City of Wanneroo.

### 4.7. Active Frontages

- 4.7.1. Buildings are to present attractive, well-articulated elevations to each adjoining street elevation and publicly accessible space.
- 4.7.2. Tenancies must present active frontages to the community plaza space to provide passive surveillance over the area.
- 4.7.3. Where active frontages are indicated on the LDP, well defined building entrances, windows, verandahs, balconies and/or other activating design elements are to be provided where appropriate.

### 4.8. Landscaping

- 4.8.1. Where indicated Landscaped Setback on the LDP, a landscape plan is to be provided to the satisfaction of the City.
- 4.8.2. Where indicated on the LDP, existing trees are to be retained on site, as per the Koondoola Neighbourhood Centre Tree Survey report.
- 4.8.3. Street trees shall be provided at a rate of not less than 1 tree per 14m on both sides of the 'major vehicle access' route and 'main street' roads, in addition to all other requirements of DPS2.

### 4.9. Public Plaza

- 4.9.1. A public plaza is to be provided generally in accordance with the location indicated on the LDP. The plaza is to be designed to provide shading, seating and greenery.

### 5.0. Safety and Security

- 5.0.1. Suitable lighting shall be provided throughout the site, especially in public open space and car parking areas to increase security at all times of the day.

### 5.1. Main Street

- 5.1.1. The main street shall be designed to incorporate traffic calming measures and pedestrian crossings to prioritise pedestrian movement over vehicles.
- 5.1.2. Where practical, the main street shall accommodate on street parking as well as loading zones on each side of the street.
- 5.1.3. The main street shall be designed to promote pedestrian amenity through incorporating features such as street trees, lighting, low planting, and street furniture where practical.

### 5.2. Vehicle Access

- 5.2.1. The area indicated on the LDP as 'major vehicle access' is to be created as a road reserve if subdivision is to occur on Lot 250.

- 5.2.2. Upon redevelopment of Lot 252, the preferred vehicle access point to car parking and service areas is to be generally in accordance with the location indicated on the LDP.

- 5.2.3. Where indicated 'shared road' on the LDP, the road is to be designed using shared road principles, to ensure low speeds and clearly defined pedestrian crossing points where necessary.

- 5.2.4. Where indicated 'shared road' on the LDP, traffic control measures are to be implemented to temporarily prevent vehicle access to the road, creating a flexible pedestrian oriented space which can be used for pop up community events.

- 5.2.5. Upon redevelopment of the affected lot, vehicle access shall be generally as indicated on the LDP, unless it can be demonstrated that traffic circulation and pedestrian access and safety will not be negatively affected by alternative vehicle access arrangements. A traffic impact statement prepared by a reputable traffic and transport consultant will be required if additional vehicular access points are proposed.

### 5.3. Pedestrian Access

- 5.3.1. Public pedestrian access is to be provided in the locations identified on the LDP as 'Key Pedestrian/Cycle Route'.
- 5.3.2. Pedestrian routes and car parking areas should be well lit at night, have clear sight lines for pedestrians and drivers, and be overlooked by windows to habitable rooms within adjacent buildings.

### 5.4. Parking

- 5.4.1. Car parking on Lot 252 is to be consolidated generally in the location indicated, incorporate safe pedestrian routes and shade tree planting in accordance with DPS2.
- 5.4.2. In mixed use and/or commercial developments all occupant/tenant car parking is to be located within the building envelope and screened from view from any public area or adjacent development.
- 5.4.3. Customer car parking for premises on lots other than Lot 252, if not located within the building envelope, must be designed and located so as not to visually dominate the streetscape.
- 5.4.4. All non-residential development is to provide bicycle parking and end-of-trip facilities for staff/tenants in accordance with the standards and rates set out in the latest edition of Austroads' *Bicycle Parking Facilities: Updating the Austroads Guide to Traffic Management*, or as otherwise agreed by the City of Wanneroo.

### 5.5. Size Limits for Certain Uses

- 5.5.1. For permitted ('P') or discretionary ('D' or 'A') use proposed within Lot 252, a maximum 3,000 NLA will apply as per the City's DPS2.
- 5.5.2. For proposed permitted ('P') or discretionary ('D' or 'A') use outside Lot 252, the City may impose a maximum NLA to ensure an appropriate balance and mixture of uses within the neighbourhood centre.
- 5.5.3. With the exceptions of Lot 250 and Lot 155, no lot may be used exclusively for residential purposes.

## APPROVAL

This LDP has been approved by the City of Wanneroo pursuant to clause 50 of the Deemed Provisions of City of Wanneroo District Planning Scheme No. 2.

Signature

Date