

















LEGEND

-  LDP Boundary
-  Neighbourhood Centre Main Street
-  Service / Delivery Route
-  Indicative Building Location
(notional building footprint only and subject to review at detailed design)
-  Indicative Car Park and Aisle Location
-  Left In / Left Out Intersection
-  Full Movement Intersection
-  Loading Area
-  Landscaping
-  Active Building Edge
-  Secondary Building Edge
-  Screen Wall
-  Key Pedestrian Link
-  Potential Residential Precinct
-  Roofed Piazza
-  Pedestrian Crossing



PARKLAND HEIGHTS NEIGHBOURHOOD CENTRE

LOCAL DEVELOPMENT PLAN 1

APPLICATION OF LOCAL DEVELOPMENT PLAN

The provisions of this Local Development Plan (LDP) are in addition to any requirements under Local Planning Scheme No.2 (LPS No.2) and any development control provisions prescribed under a Local Structure Plan.

DEVELOPMENT STANDARDS

Main Street

1. The main street shall be designed as a low-speed traffic environment that prioritises pedestrian movement over vehicles. Traffic-calming measures should be incorporated into the design with pedestrian crossings provided that generally align with entrance points to buildings.
2. The main street shall accommodate on-street parking as well as loading zones for service vehicles on each side of the main street where practical and safe.
3. The main street shall be designed for a high-level of pedestrian amenity and incorporate features such as street furniture, low planting, street trees and lighting where practicable and safe.

Active Building Edges

Where identified, active building edges shall:

4. Have a nil setback to the footpath.
5. Have a continuous frontage with a minimum building facade height of 5.5m.
6. Comprise a minimum of 60% glazing for the length of the ground floor facade.
7. Provide continuous pedestrian shelter that extends over the width of the adjoining footpath to the extent that they do not pose a hazard for passing vehicles (eg. delivery and service trucks).
8. Comprise 'preferred' uses with the exception of where entry points are required for access to internal shopping centre pedestrian malls and buildings denoted with a # symbol. 'Preferred' uses include 'fast food outlet', 'market', 'restaurant', 'small bar', 'tavern', and 'shop'. Other uses may be considered in accordance with Clause 4.1 of the Parkland Heights Local Structure Plan and Table No.1 - Zoning Table of LPS No.2.

Secondary Building Edges

9. Where identified, secondary building edges are to be designed as an entry statement to the main street and provide visual interest through an architectural response. Secondary building edges shall have a nil setback to the adjoining footpath, have a continuous frontage with continuous pedestrian shelter and a minimum of 60% glazing.
10. Secondary Building Edges shall have a minimum height of 5.5m with additional building height on the corner encouraged.

Other Building Facades

11. With the exception of 'Active Building Edges', 'Secondary Building Edges' and walls adjoining loading areas, building facades should avoid blank walls to enhance visual presentation through the use of features such as glazing (where conducive to the floor plan and use), alternative colours, finishes and textures and/or intrusions and extrusions in the wall.

Vehicle Access

12. Intersection treatments for vehicle access points to the Neighbourhood Centre are to be provided in accordance with the LDP.
13. Alternative intersection treatments may be considered where a Traffic Impact Assessment is provided to the satisfaction of the City of Rockingham.

Pedestrian Access

14. Footpaths adjacent 'Active Building Edges' are to have a minimum width of 4.5m in order to accommodate alfresco dining opportunities and pedestrian movement.
15. For buildings abutting the main street, primary pedestrian access to building entries is to be provided from the main street.

Landscaping

16. Landscaping strips a minimum of 2.0m wide are to be provided within the property boundary in the general locations depicted on the LDP. Timing for the installation of the landscaping is to coincide with the construction of the adjoining car park to provide screening.
17. Where landscaping strips adjoin car parking areas, loading areas and buildings facades, the Landscape Plan that accompanies the Development Application is to provide details that demonstrate screening of these areas through the use of shrubs and tree planting.
18. A minimum of 10% of the site area should be provided as landscaping. This may include shade trees and landscaping areas within car parks.
19. Car parking areas are to include shade trees at a minimum rate of 1 tree per 6 car bays.

Potential Residential Precinct

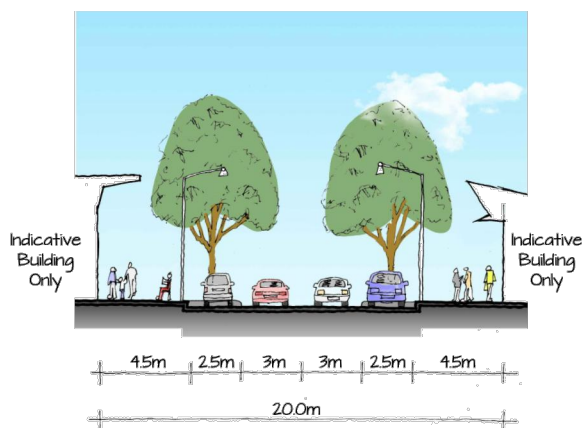
20. The southern indicative car park identified as a 'Potential Residential Precinct' may be developed for residential purposes where it can be demonstrated that the indicative car park is not necessary to satisfy the parking requirements for the Neighbourhood Centre.
21. Should residential development be proposed within the 'Potential Residential Precinct' at a future stage, a separate LDP will be required in order to coordinate vehicle access and built form outcomes.
22. A separate LDP for the 'Potential Residential Precinct' shall consider and respond to potential sources of noise emanating from the Neighbourhood Centre, particularly the loading area. The LDP should be accompanied by an Acoustic Assessment prepared by a suitably qualified Acoustic Consultant that identifies potential sources of noise and outlines strategies to mitigate and manage the potential impact of noise on dwellings.

Noise Management

23. A Development Application that includes either of the 'Loading Areas' depicted on the LDP is to be accompanied by an Acoustic Assessment prepared by a suitably qualified Acoustic Consultant that outlines strategies to mitigate and manage the potential impacts of noise from delivery vehicles and activities on surrounding sensitive land uses.


NOTES

- The LDP depicts indicative building footprints only for the purpose of spatial site planning. The buildings are subject to more detailed design which will be refined as part of the Development Application but shall be generally consistent with the LDP.
- The car park designs and locations depicted on the LDP are indicative only for the purpose of spatial site planning. The exact configuration and location of car parks is to be refined as part of the Development Application but shall be generally consistent with the LDP.
- The indicative Main Street Cross Section depicted on the LDP has been prepared for illustrative purposes only and is subject to refinement at the Development Application stage. Widths and dimensions may vary from those shown on the indicative cross section as part of the detailed design process.
- Building truncations that maintain appropriate visual sightlines at the corners of intersections are to be demonstrated at the Development Application stage.
- The location and number of on-street parking bays is indicative only and subject to more detailed design at the Development Application stage.
- The location and alignment of pedestrian crossings are indicative only and subject to change at the detailed Development Application stage.
- Stormwater management on the site is to be in accordance with the approved addendum to the Parkland Heights Local Water Management Strategy dated 22 February 2018 in accordance with WSUD principles.
- Design details for intersection treatments are to be provided at the development application stage.
- Intersection treatments along the portion of Arpenteur Drive adjoining the Neighbourhood Centre will be resolved through the subdivision process. The spatial requirements for roundabouts at road intersections with Primrose Way and Brockwell Street may entail the need for greater corner truncations to be provided.
- Landscape drawings submitted with development applications are to include details of landscaping within verge areas.
- Trees along the perimeter of the site as depicted on the LDP are to be planted at a rate of one tree every 10 metres where vehicle access, parking and sightlines permit.



INDICATIVE MAIN STREET CROSS SECTION
(Not to scale)

THIS LDP HAS BEEN APPROVED BY THE CITY UNDER SCHEDULE 2, CLAUSE 52(1)(A) OF THE PLANNING AND DEVELOPMENT (LOCAL PLANNING SCHEMES) REGULATIONS 2015.


MANAGER, STATUTORY PLANNING

6th September 2019

DATE