

PLANNING POLICY NO. 3.2.6

Development Policy Plan

Northern Waterfront Sector



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1. Introduction



1. Introduction

1.1 BACKGROUND

The Northern Waterfront Sector is one of a number of defined development sectors within the planning envelope of the endorsed Centre Plan for the Rockingham Strategic Metropolitan Centre.

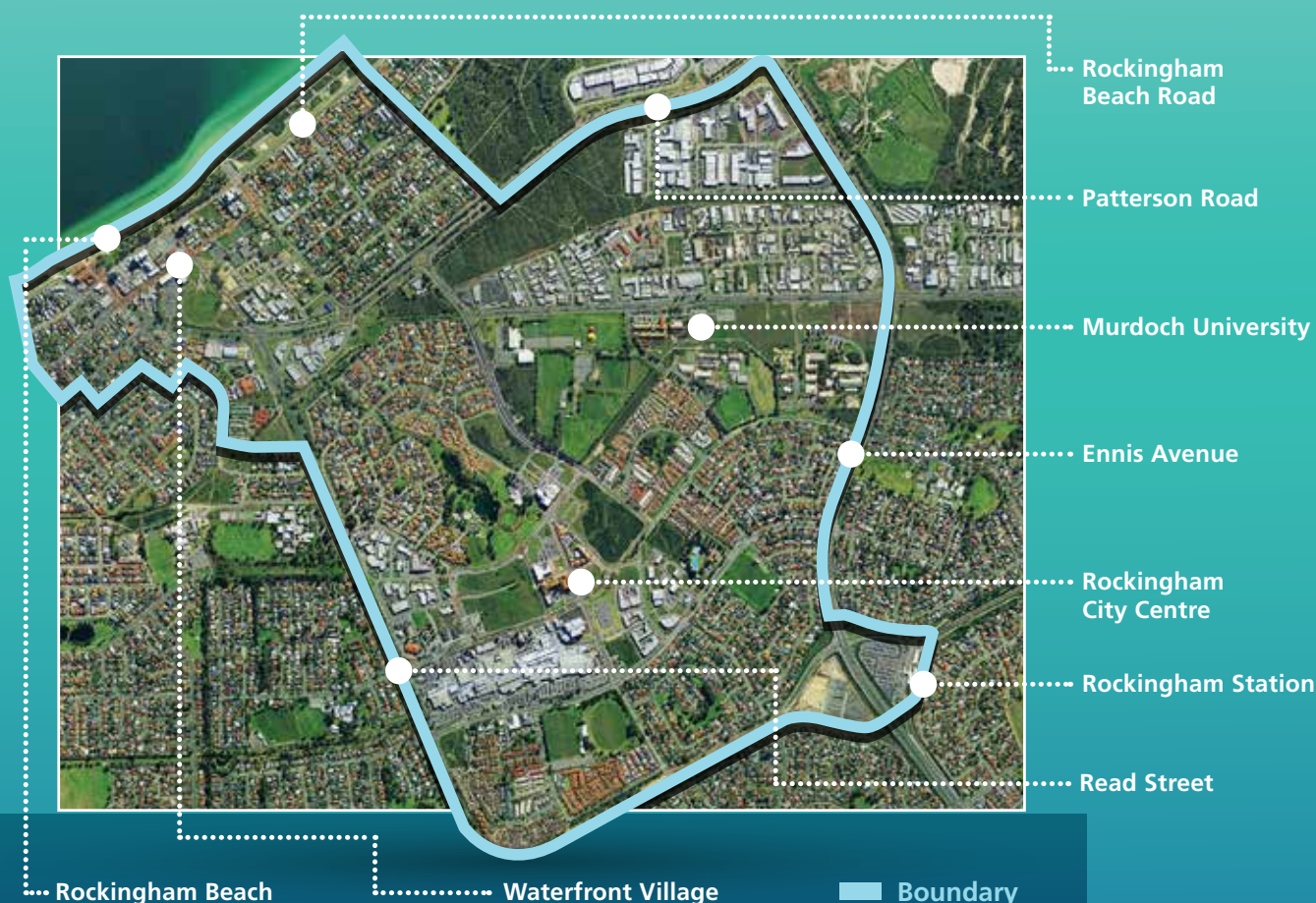
This Planning Policy provides a more detailed planning vision and policy framework for the Sector. A logical policy area boundary has been defined within which the land use and townscape characteristics of individual precincts are described and illustrated.

1.2 CENTRE PLAN STATUS - STRATEGIC METROPOLITAN CENTRE

Under its Statement of Planning Policy 4.2 (Activity Centres for Perth and Peel), the Western Australian Planning Commission requires the City of Rockingham to prepare and maintain an endorsed Activity Centre Structure Plan (Centre Plan) to guide the development of public and private property within the Rockingham Strategic Metropolitan Centre.

The City commissioned a review of its endorsed 1995 Centre Plan with the goal of producing a new Centre Plan that would cover the full extent of the area to be serviced by the Rockingham City Centre Transit System (RCCTS). The scope of the Centre Plan project covers an area of almost 600 hectares between the Rockingham Train Station and Rockingham Beach and includes the area covered by the existing Central City Area zone in the Metropolitan Region Scheme. The location of the Centre Plan is shown in Figure 1.1.

Figure 1.1 Rockingham Strategic Metropolitan Centre Boundary



Stage 1 of the Centre Plan Review was advertised for public comment in December 2007. It laid down an overall Concept Plan that addressed the priority issues of: a better connected access and movement network; and a land use pattern based on contemporary 'Main Street' and 'Transit Oriented Development' principles. A Framework Plan translated the Concept Plan into a general arrangement of legible street blocks, built form and public space.

The overall Centre Plan area was divided into 11 Sectors (refer to Figure 1.2) as follows:

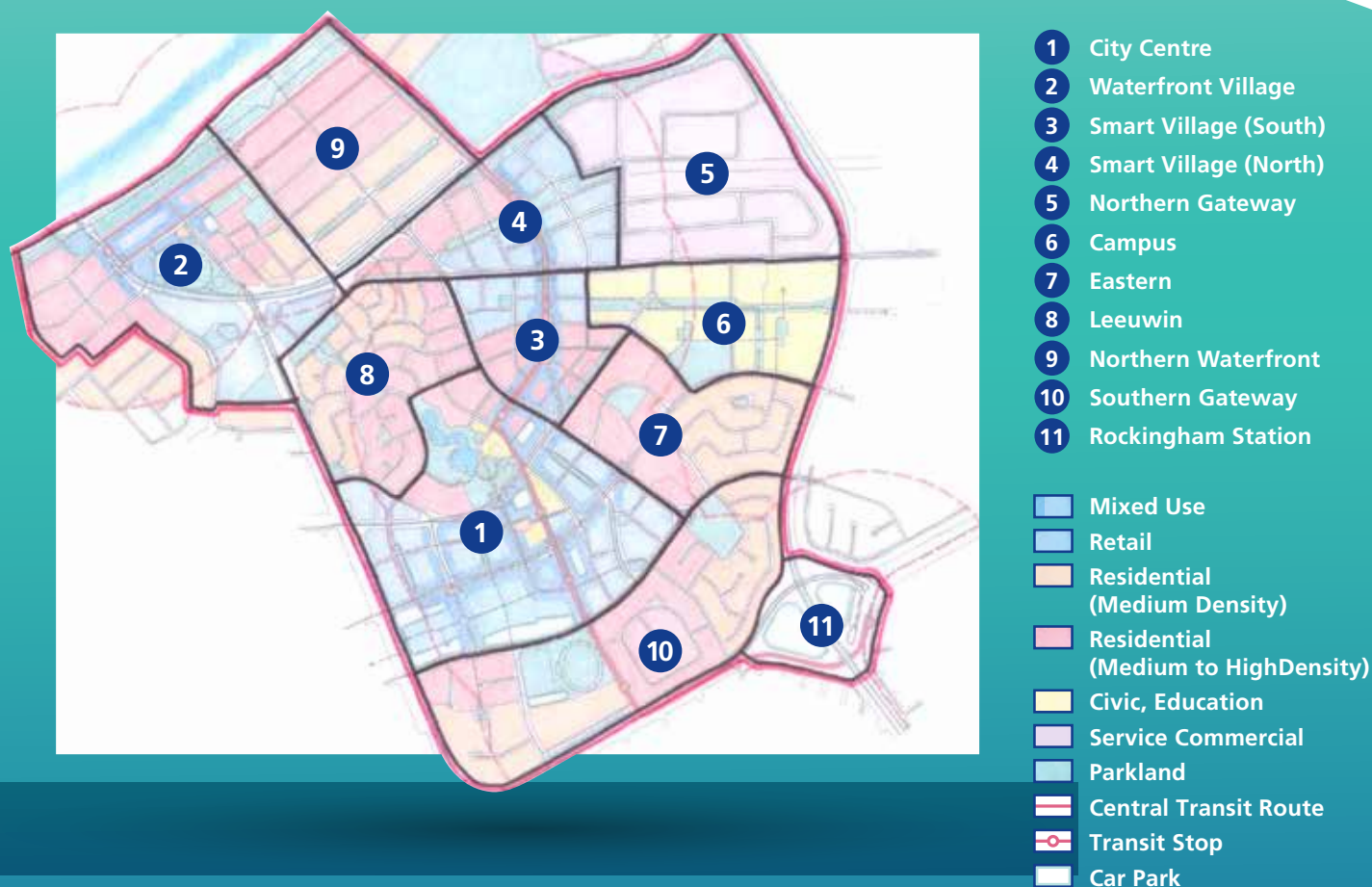
- City Centre
- Waterfront Village
- Smart Village (South)
- Smart Village (North)
- Northern Gateway
- Campus
- Eastern
- Leeuwin
- Northern Waterfront
- Southern Gateway
- Rockingham Station.

In February 2008, following a review of stakeholder and public submissions, the City of Rockingham endorsed the long term planning framework and transport network recommendations for the Strategic Metropolitan Centre, as proposed in the Stage 1 Report.

Stage 2 of the Centre Plan Review updated the 1995 Development Policy Plan (DPP) for the City Centre sector, with a revised Indicative Development Plan and related Precinct Policies and Guidelines. The Council endorsed the Stage 2 Final Reports at its ordinary Meeting held on 22 September 2009.

On 10 November 2009, the WAPC Statutory Planning Committee considered the Stage 2 Final Reports on the Review of the Rockingham Strategic Metropolitan Centre and resolved to endorse the documents as an appropriate Centre Plan to guide future planning and development.

Figure 1.2 Rockingham Strategic Metropolitan Centre Sector Plan



1.3 NEED FOR A DEVELOPMENT POLICY PLAN FOR THE NORTHERN WATERFRONT

The Northern Waterfront Sector has a history of low density suburban housing serviced by wide road reserves with few street trees.



The Northern Waterfront Sector of the Rockingham Strategic Metropolitan Centre adjoins the Rockingham Waterfront Village, where the City has been funding and implementing an ongoing strategy of civic improvements, mixed use urban renewal and townscape consolidation to provide greater opportunities for people to live and recreate in a high amenity environment within walking distance of one of the State's best family beaches.

Factors that could increase the attraction of the Northern Waterfront as a place to live include: the staged, easterly extension of the RCCTS along Victoria Street, Rockingham Beach Road and Kent Street and the proposed development of the Port Rockingham marina and associated commercial facilities. The development of either of these pieces of infrastructure would attract complementary investment in additional residential development in both the Waterfront Village and the adjoining Northern Waterfront Sector. It is highly desirable that residential densities close to the route of the RCCTS are significantly increased over time to support the operation of a sustainable, high frequency transit service.

Planning for more intensified development in the Northern Waterfront Sector should not occur on a piecemeal basis, but rather should be coordinated to ensure that the overall townscape amenity of the sector is improved and impacts are minimised.

The Northern Waterfront Sector DPP sets out the planning context and detailed guidelines within which a properly integrated and high amenity urban renewal outcome may be achieved.

Significant improvements in amenity are needed in the public and private domain to make the area more liveable and to reflect the strategic context of the Sector.



2. Strategic Metropolitan Centre Planning Framework



2. Strategic Metropolitan Centre Planning Framework

2.1 VISION FOR THE STRATEGIC METROPOLITAN CENTRE

The following vision has been endorsed in the Centre Plan for the Rockingham Strategic Metropolitan Centre:

The vision is for a modern, distinctly coastal centre offering a wide range of mixed uses including retail, commercial, office, civic, residential, education and recreation within an accessible and highly interconnected, urban-scaled townscape, comprising a major activity centre and related urban villages based on 'Main Street' principles.

This vision builds on the principles of the Network City (2004) regional planning framework and the objectives and concepts of the adopted 1995 Rockingham City Centre DPP. It has a wider scope to encompass higher education campuses and urban villages along the route of the RCCTS through to Rockingham Beach.

Development in the Rockingham Strategic Metropolitan Centre will be defined and characterised by:

- Medium to high density development based on activated, 'Main Street' principles.
- A configuration of generally contiguous streetfront buildings and a mix of uses that generate high levels of pedestrian activity and a sense of vitality.
- A street-based transit system, with closely spaced stops.
- A permeable network of streets, laneways, arcades and public spaces that provide high quality linkages, particularly for pedestrians, to Centre activities from transit stops, street and off street car parking and from the surrounding walkable catchment.
- An identifiable City Centre hub to provide major CBD functions.
- Connected urban villages between the City Centre and Rockingham Beach along the route of the transit system. The new urban villages will make provision for mixed and consolidated education (university), technology, commercial and medium to high density residential development, based on sustainable planning principles and design criteria.

2.2 PLANNING AND DEVELOPMENT PRINCIPLES

The following planning and development principles apply across the Strategic Metropolitan Centre:

2.2.1 Built Form and Urban Design

Principles:

- Develop in accordance with 'Main Street' design principles.
- Incorporate a diversity of activities and human scale in streetfront development.
- Develop local areas in accordance with specific precinct design and development guidelines and controls.
- Locate and configure buildings to address the street and progressively facilitate continuous and contained streetscapes which provide interest and interaction between buildings and pedestrians at street level.
- Make public buildings and spaces universally accessible.
- Design buildings and public spaces that contribute to a comfortable pedestrian environment, providing opportunities for weather protection, including shelter from prevailing strong wind conditions.
- Minimise any detrimental impacts on neighbouring properties.
- Encourage a gradual stepping up of the built form at the interface of low and high rise development.

2.2.2 Access and Parking

Principles:

- Make walking the most important mode of transport within the Northern Waterfront. Streets, public places and adjacent development should be designed to provide a safe, secure, stimulating and pleasant walking environment.
- Link the major regional and subregional road system to the Northern Waterfront by a range of direct and legible street connections.
- Ensure that the Northern Waterfront and related activity centre street networks are 'fine grained' to provide a multiple choice of routes for pedestrians, cyclists and vehicles.
- Integrate the street-based central transit system to link the Rockingham Beach, the City Centre and the Rockingham railway station together.
- Ensure that appropriate land uses are located adjacent to the transit route.
- Adopt an integrated urban design and traffic management approach within the Northern Waterfront to deliver a low speed traffic environment and a high level of interest and amenity.
- Manage provision of adequate parking facilities and encourage integration of car parking with adjoining sites which are convenient, safe and sustainable.
- Locate parking areas to minimise adverse impacts on the streetscape.
- Control new development so that access ways and parking facilities do not visually dominate the public realm or create obstructions to the pedestrian environment and minimise potential pedestrian/vehicle conflicts.
- Avoid semi-basement car parking solutions where they would impact negatively on the ground level activation of adjoining streets.

2.2 PLANNING AND DEVELOPMENT PRINCIPLES (*Continued*)

2.2.3 Public Domain

Principles:

- Integrate different precincts through the use of a simple and consistent palette of vegetation, paving, signage and street furniture.
- Design new development so as to contribute to the quality of the public domain and the framing and activation of the public space network.
- Provide for well designed and integrated toilets, seating, lighting and public art within the public domain.

2.2.4 Land Uses

Principles:

- Ensure that new uses support and enhance the role of the Strategic Metropolitan Centre as the primary 'Main Street' activity centre in the South West Perth Region.
- Reinforce the 'Main Street' model for the Centre by giving priority to active street-oriented land uses.
- Encourage land uses and developments that employ and attract high numbers of people. Such uses should include medium to high density residential, short stay accommodation, retail, civic and community facilities, educational and cultural facilities, cafes, restaurants, hotels, offices and other intensive employment uses.
- Avoid land uses and developments that generate high volumes of cars and trucks and have low employment intensities.
- Encourage and promote a diverse mix of uses in preference to monofunctional land uses on larger sites.
- Enhance the activity appeal of the Northern Waterfront to both local and regional visitors.
- Encourage attractive and safe alfresco dining facilities to foster a lively streetscape.
- Promote appealing and distinctive retail uses reflecting the coastal nature and lifestyle of Rockingham and its community.
- Ensure that residential uses are integrated with the retail, commercial and hospitality potential of the Northern Waterfront.
- Encourage the aggregation of facilities along 'Main Street' corridors, pedestrian links and major public spaces that are characterised by high levels of pedestrian activity during normal shopping hours.
- Encourage new development to provide options for future flexibility and changes in land use.

2.2.5 Safety and Security

Principles:

- Design buildings to provide a safe environment for all users, contribute positively to the enhancement of public safety, and minimise the need for intrusive surveillance technologies.
- Incorporate unobtrusive security measures into building design that is in keeping with the building's architectural style and materials.
- Design public spaces to facilitate safe pedestrian use and create a sense of public ownership.

2.2.6 Sustainability

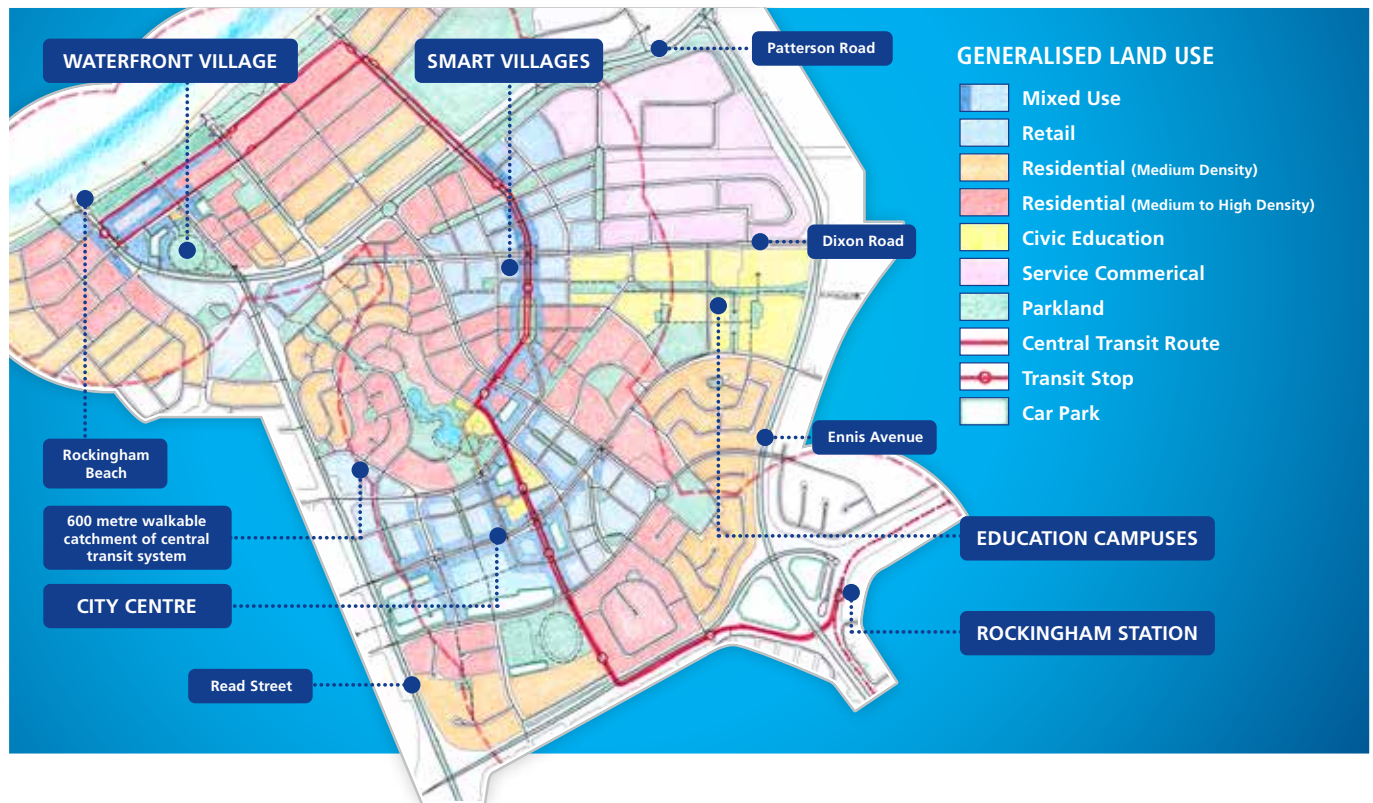
Principles:

- Ensure timely and efficient provision of physical and social infrastructure to enable the Centre to service its strategic functions.
- Promote environmentally sustainable practices, including resource efficiency (energy, water, waste, air quality, material selection), at all stages of development – planning, subdivision design, building construction and maintenance.
- Provide sufficient land for employment opportunities and to support local and regional economic growth.
- Expand sustainable and efficient transport options while creating opportunities to reduce single occupancy vehicle trips.
- Ensure timely provision of services and facilities that are equitable, durable, accessible, of a high quality and that promote community wellbeing and health.
- Promote a range of housing choices (densities, floor area, ownership patterns, price and building types) to ensure a diverse population can be housed, including designing buildings to be adaptable over time.

2.3 CONCEPT PLAN

An overall Concept Plan for the Strategic Metropolitan Centre was developed in conjunction with the preparation of an access and movement network (refer to Figure 2.1).

Figure 2.1 Rockingham Strategic Metropolitan Centre Concept Plan



The Plan makes provision for improved road connectivity and a more legible road network with particular emphasis given to improved north-south connectivity. Moreover, the Plan makes the local transit system the focus of an intensified corridor of mixed use development between the City Centre, education campuses and the beachfront.

The foundation of the Plan is the ongoing development of land within the existing City Centre Zone, with the expectation that development will consolidate around the commercial and civic core of the City, with progressive expansion along streetfronts, to the north.

Between the designated City Centre and the Waterfront Village, there are opportunities to develop two new activity centres north and south of Dixon Road, along the route of the local transit system. The land south of Dixon Road presents an opportunity to integrate the western end of the Murdoch University campus with other mixed uses (including residential) in a consolidated, 'Main Street' configuration.

Between Dixon Road and Patterson Road, an opportunity exists to extend the 'Main Street' activity corridor to directly connect with Victoria Street and the fast redeveloping Rockingham Waterfront.

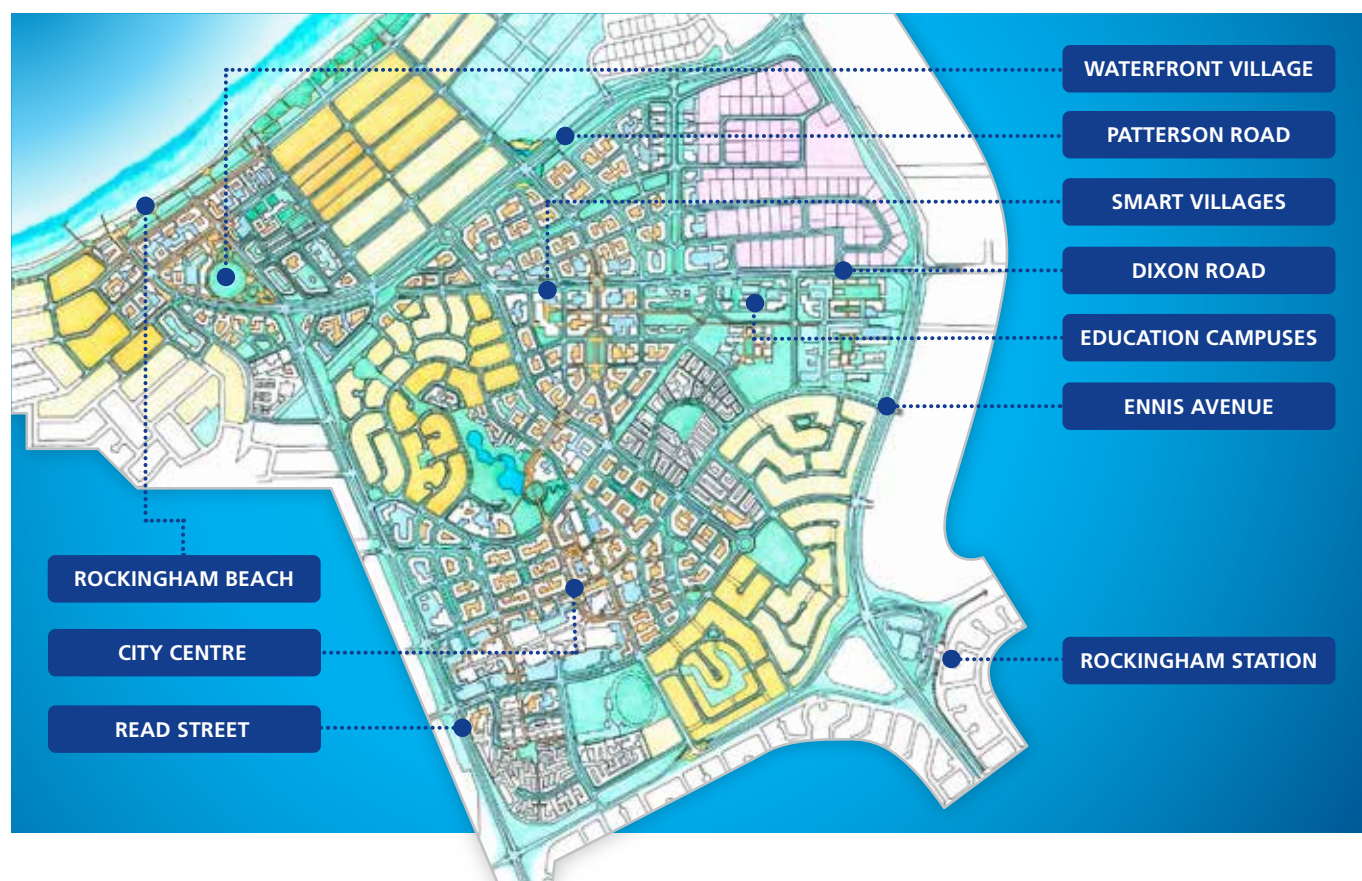
Further expansion of the Waterfront Village is envisaged, particularly to the west of Patterson Road. An intensification of residential development to the east of the Waterfront Village would follow the coastal route of the transit system.

Figure 1.2 divides the Strategic Metropolitan Centre into sectors and overlays them on the Concept Plan base to provide a convenient means of describing and further detailing the strategy. While the boundaries are indicative, they are consistent with the boundaries of existing zones, Policy areas and Precincts within the Town Planning Scheme.

2.4 FRAMEWORK PLAN

A Framework Plan (refer to Figure 2.2) has been prepared over the Strategic Metropolitan Centre to illustrate a generalised arrangement of built form, movement networks and public and private spaces consistent with the strategic arrangement of functions illustrated in the Concept Plan.

Figure 2.2 Rockingham Strategic Metropolitan Centre Framework Plan



The Plan is also consistent with the potential for Transit Oriented Development (TOD) described in Section 2.5 and builds on the adopted access and movement network described in Section 2.6. The Framework Plan illustrates a long term (i.e. greater than 10 years) view of development and redevelopment potential. While the Plan shows possible new road links over privately owned property, it is acknowledged that such improvements would be subject to the agreement and co-operation of affected property owners.

The Framework Plan provides a platform for more detailed conceptual planning, urban design and planning policy within each of the Centre Plan Sectors.

Consistent with the scope of the Centre Plan, the Framework Plan focuses its detail on areas where there is the greatest potential and/or priority for integrated development or redevelopment in the near term, including land in the City Centre, in the Waterfront Village and along the route of the City Centre Transit System.

Outside of the more detailed parts of the Plan, existing residential and service commercial areas have been simply shaded in yellow and purple tones consistent with the strategic intent of the Concept Plan. These areas are likely to undergo change on a site-by-site basis over an extended period. Development in these areas will be guided by separate Sector Development Policy Plans and relevant guidelines.

2.5 TRANSIT ORIENTED DEVELOPMENT

2.5.1 Background

The RCCTS connects the Rockingham Train Station with the City Centre, education campuses and the beachfront. The route of the street-based transit system is being developed initially in shuttle bus mode with the understanding that it will be upgraded to an electric streetcar or light rail operation, once a more supportive level of development has been achieved along the route.

The City of Rockingham is committed to achieving the vision of a fixed route, streetcar transit system as the focus of a corridor of high intensity, mixed use development between the train station and the beachfront.

Accordingly, a review of the Centre Plan was commissioned on the understanding that it would demonstrate the application of sustainable development principles with a particular emphasis on TOD.

2.5.2 TOD Policy Background

It is important to understand the TOD policy background to the Centre Plan.

Network City (2004)

The Network City document set out a strategic foundation for TOD implementation in the Perth region.

Strategy 1.1 sought to foster land use and transport integration to form a Network city, by:

“Encouraging mixed use development in activity centres, including higher density residential developments and employment generators, especially where centres are well served by public transport and have high amenity, walkable catchments.”

In a key action to support the strategy, Network City proposed demonstration projects in Activity Centres to promote TOD, mixed use and higher density residential projects, and to demonstrate best practice in design and implementation. The Rockingham Activity Centre between the Rockingham Train Station and the foreshore was one of several locations nominated for a major TOD demonstration project.

Development Control Policy DC 1.6 – Planning to Support Transit Use and Transit Oriented Development

The amended Development Control Policy 1.6 was adopted by the WAPC in 2005 to reflect the Government’s vision for a sustainable future as outlined in the Network City and the State Sustainability Strategy.

The Policy notes that:

“As the public transport system is further refined and extended, there will be emerging opportunities for new development that is focused upon, and maximizes the benefits derived from significant new public investments in transit infrastructure.”

The Policy has direct application to the planning and development of property along the route of the RCCTS.

Policy measures include:

- Transit-supportive development patterns
- Land use to support transit
- The public domain in transit oriented precincts
- Transit supportive design
- Integrating transit infrastructure
- Precinct planning.

2.5.3 TOD Catchment

The TOD catchment encompasses land within a walkable distance of the transit system. At Rockingham the catchment follows the route of the City Centre Transit System between the train station and the beachfront. It is approximately 600 metres wide (each side) along the transit route (to service a future tram or streetcar system).

2.5 TRANSIT ORIENTED DEVELOPMENT (*Continued*)

2.5.4 Land Use Distribution and Development Intensity

The following land use assumptions were generated in conjunction with the draft Concept Plan, the modelling of transport network options and the selection of a preferred transport network.

A mix of active, high intensity uses are appropriate for land within the walkable catchment of the transit route. The intensity and mix of uses should reflect local characteristics along the activity corridor.

The City Centre and the Waterfront Village are established Activity Centres which have to date been planned to accommodate the bulk of retail, office, hospitality and higher density residential development. The 2009 Centre Plan allows for a more balanced distribution of activity-generating uses along the transit corridor where there are significant opportunities for sustainable TOD.

Retail floorspace has been notionally allocated as follows:

- City Centre 85,000m²
- Waterfront Village 18,000m²
- Smart Villages 12,000m²

Office floorspace has been notionally allocated as follows:

- City Centre 60,000m²
- Waterfront Village 8,000m²
- Smart Villages 32,000m²

The majority of office floorspace allocated to the Smart Villages should be situated in a mixed use, 'Main Street' environment close to the transit spine and its intersection with Dixon Road.

Residential land use is typically a major component of mixed use TOD. Given that the Waterfront Village project has demonstrated a demand for high amenity, urban-scaled, residential development, it has been assumed that medium to high density residential development will be a major driver of the TOD process. It has the capacity to shape and populate the desired activity corridor.

Within the defined TOD catchment, existing residential densities match the suburban norm of Rockingham with the exception of pockets of higher density along the Rockingham beachfront (200+ dwellings per hectare along Rockingham Beach Road and up to 100 dwellings per hectare in the adjoining Waterfront Village) and in clusters of group housing around the City Centre (typically 50 dwellings per hectare).

Over recent years, the City has received proposals for medium rise, multi-residential apartment developments on City Centre zoned land. This has been driven by strong sales in the Waterfront Village and the realisation that the elevated apartment building model in central Rockingham could achieve expansive views around the entire Rockingham coastline. There appears to be latent potential for higher rise, multi-residential apartment development beyond the coastal fringe.

The advent of the TOD concept along the transit corridor provides the planning and amenity context for an orderly arrangement and distribution of medium to higher density residential development.

Since the late 1980's there has been an international consensus among researchers and transit operators that the gross average residential density threshold for light rail transit is approximately 50 persons per hectare. More recently, planners have also recognised that a greater intensity and massing of development is needed to create the urban context for successful TOD.



TOD's at Subiaco are being planned to achieve an average residential density of 120 dwellings per hectare with a net yield of 60 to 200 dwellings per hectare on defined blocks. Similar TOD densities are being implemented in Government fostered development projects at Leighton, Cockburn Central and Murdoch.

In the case of the Rockingham TOD, residential densities could range between 60 and 200+ dwellings per hectare (as is currently being developed in parts of the Waterfront Village).

It has been assumed that car parking generated by various land uses and activities will be self contained within the relevant traffic zones to avoid an over concentration in any one sector.

2.5.5 Urban Design and Built Form

While the overall TOD concept is for a consolidated, generally contiguous corridor of development along the transit route, it is essential that TOD at Rockingham has a varied and geographically appropriate character that offers multiple choices in lifestyle and convenience.

TOD with a commercial content will range from the expanded shopping centre that will be sleeved to connect with streetfront tenancies and an adjacent entertainment complex, through to individual mixed use developments on freehold sites.

A variety of residential dwelling types and tenures will be encouraged, including traditional streetfront townhouses, contemporary row houses, mews housing, low rise apartment blocks and medium to high-rise multiple apartments with a lifestyle focus ranging in height from three to ten or more storeys, subject to precinct-specific guidelines. Drawing on recent good practice, a range of urban-scaled dwelling sizes will also be encouraged (and possibly mandated) to ensure that a wide spectrum of household types and levels of affordability can be accommodated.

Particular emphasis will be given to shaping the form of development along the edge of the transit route and around transit stops. In particular, there is a need for design measures to optimize the safety and amenity of stops along the route, including achieving adequate levels of activation and passive surveillance from adjoining properties.

2.5.6 Residential Yields

Estimates of residential potential within the RCCTS catchment (600 metres) each side of the transit route) vary according to density assumptions.

Without TOD intervention, the overall area of the Strategic Metropolitan Centre (about 580 hectares) would yield approximately 6000 dwellings (at a gross average 10 dwellings per hectare) and a population of approximately 12,000 based on a household occupancy of 2.0. This allows for continued intensification in and around the Waterfront Village, but no significant residential consolidation in the City Centre and along the transit route.

With TOD intervention and average net block densities of 100 dwellings per hectare applied along the activity spine, the subject area could yield approximately 20,000 dwellings and a population of 36,000 (based on 1.8 persons per household) at a gross average density of 62 persons per hectare. This scenario could achieve the light rail transit threshold density of 50 persons per hectare.

With TOD, there is the potential to ultimately triple the anticipated population within the walkable catchment of the RCCTS.

Within the Northern Waterfront Sector, there is a TOD potential for approximately 2000 residential units, housing around 3600 people.

Possible Transit Oriented Development – Contest Parade & Council Avenue Intersection (City Centre Sector)



2.6 ADOPTED ACCESS AND MOVEMENT NETWORK

A preferred movement network has been adopted by the City. Particular attention has been given to the TOD potential of the Strategic Metropolitan Centre and traffic modelling outputs which indicate that there is more than sufficient street capacity on the proposed fine grained network within the centre.

2.6.1 Street Types

A number of different street types are commonly found in city centres, mixed use urban villages and on access streets to, through and around these centres.

Street types relevant to the development of the Strategic Metropolitan Centre include:

Major Traffic Routes - the main traffic carrying roads in the area. They include Ennis Avenue, Patterson Road, Dixon Road, Read Street and Rae Road. They are dual carriageways designed to carry high volumes of traffic and do not penetrate the City Centre or adjoining mixed use town or village centres.

Transit Street and Transit Priority Streets - custom designed to provide priority for public transport along major transit routes and avoid undue delay to public transport services. Transit priority is proposed along significant sections of the RCCTS route. The design varies to meet local design constraints. Access for other traffic is permitted within the street reservation, but this is not always the case. They are designed to provide for safe, convenient pedestrian movement.

City and Town Centre Streets - pedestrian movement and circulation is very important on these streets. Design permits two-way traffic movement but at a slow speed to provide for safe pedestrian movement. Kerbside parking is normally permitted. A central median is sometimes provided to improve the streetscape, but is not mandatory.

Green Parking Streets - to be constructed around the periphery of the City Centre and on sections of Patterson Road near the foreshore. Their function is to assist with the provision of public parking whilst allowing the street to function normally for both pedestrian and vehicular access. Right angle median and parallel kerbside parking is normally permitted. Examples of this street type are quite common in areas of Melbourne (e.g. Carlton).

Connector Streets - provided outside the major activity nodes to link areas within and adjacent to the City Centre. They can pass through areas with different land uses (eg residential, business or education). Indented kerbside parking and appropriately designed pedestrian crossing areas would normally be incorporated into the design.

Access Streets - found outside of the highly trafficked areas of city, town and village centres. The primary purpose of these streets is to provide access to properties for motorists, pedestrians and cyclists. In light industrial and commercial areas (and in residential areas on an infrequent basis) they also cater for delivery vehicles.

Pedestrian Malls/Accessways - provide essential pedestrian connectivity in areas where the street network is not well connected. An internal network of pedestrian malls exists within the Rockingham shopping centre. A major purpose of such pedestrian malls is to provide a sheltered and controlled retail environment. Beyond the private domain of the shopping centre, pedestrian laneways and pathways through public space connect a wide array of mixed uses.

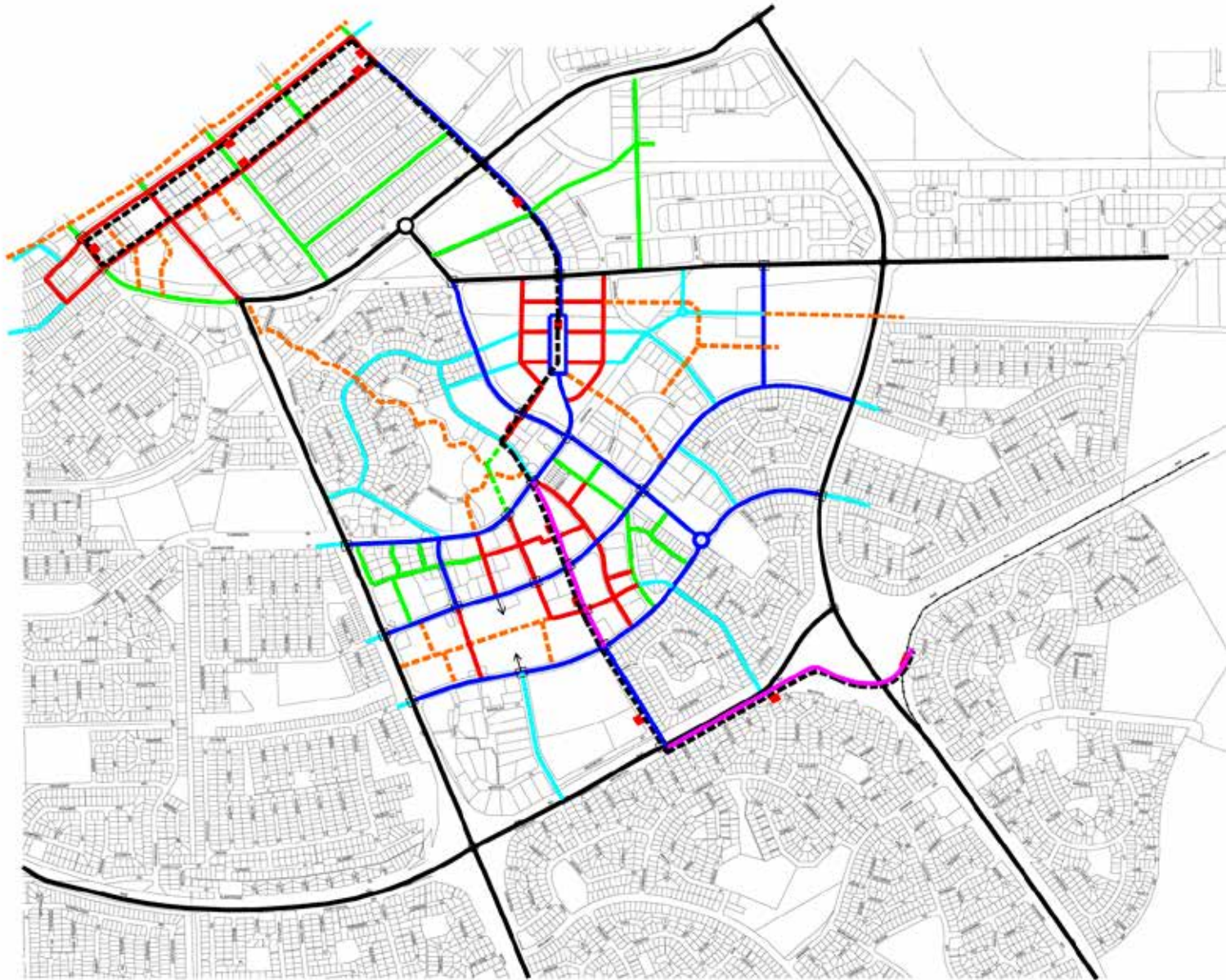
2.6.2 The Adopted Network

The adopted access and movement network is illustrated in Figure 2.3. It includes a wide range of street types which enable different functions to be undertaken in different areas in and around the Strategic Metropolitan Centre.

The network has been developed around the modified route of the street based public transport system, connecting the City Centre to Rockingham Beach. Key aspects of the network include:

- The street network provides well connected linkages through the proposed Smart Villages between the City Centre and the Rockingham foreshore.
- The street network in the City Centre and in the proposed Smart Villages is fine grained and highly connected, providing a high degree of robustness and flexibility for future planning.

Figure 2.3 Adopted Movement Network



2.6 ADOPTED ACCESS AND MOVEMENT NETWORK (*Continued*)

2.6.3 Traffic Modelling and Traffic Predictions

Traffic modelling has been undertaken by Uloth and Associates.

One of the key findings from the traffic modelling was:

- Long term estimated traffic volumes on the surrounding arterial road network (Ennis Avenue, Read Street and Patterson Road) are high. This is due to an impermeable street network on approach to the Rockingham Strategic Metropolitan Centre, especially from the south. Traffic volumes on the fine grained street network within the Metropolitan Centre are fairly low.

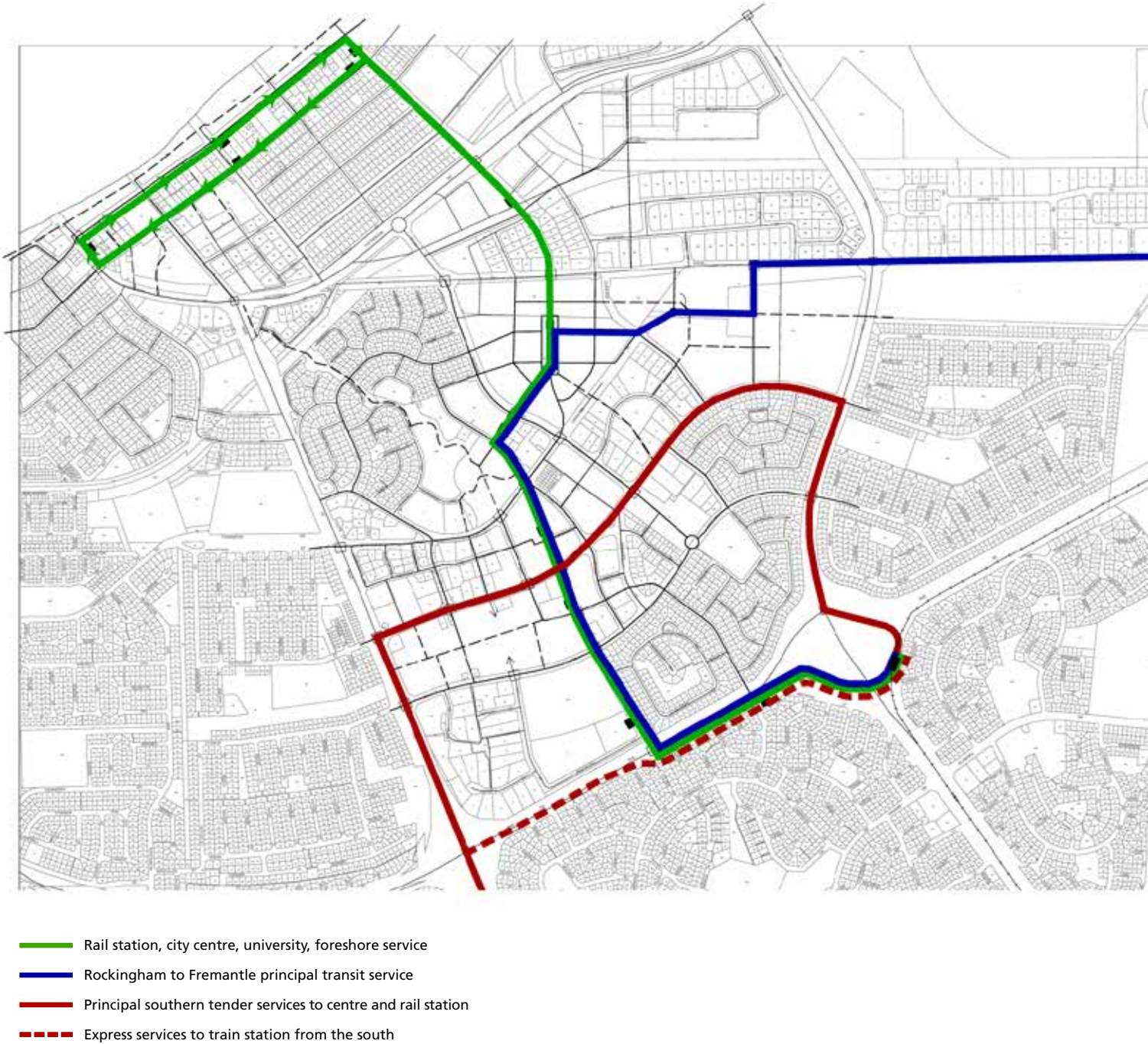
2.6.4 Public Transport Network Planning

There are three main elements to public transport network planning in Rockingham:

- The principal custom designed street based public transport system (the RCCTS), linking the train station with the City Centre, Murdoch University and the Rockingham foreshore. This is the major linking element through the City Centre supporting the proposed transit oriented development.
- The Rockingham/ Fremantle principal transit service. This high frequency service would either enter Rockingham through the educational precinct and travel through the City Centre, terminating at the railway station, or enter the city through the railway station, terminating in the education campus sector (near the Challenger Institute of Technology).
- Services from the south entering the City Centre via Read Street and Central Promenade. These services could proceed through the City Centre to the train station. Some peak hour services could travel in a more direct route via Read Street and Rae Road to the train station.

The potential public transport network is shown in Figure 2.4.

Figure 2.4 Proposed Principal Public Transport Routes



2.6 ADOPTED ACCESS AND MOVEMENT NETWORK (Continued)

Figure 2.5 Walkable Catchment – Central Transit System



Figure 2.5 shows the walking catchment around the proposed stops along the principal street based public transport system, linking the railway station, the City Centre, the University and the foreshore. The outer line is based on a 750 metre walking distance (depicted by a 600 metre radius) applicable to a streetcar or very high frequency bus service. The inner shaded area depicts a walking catchment within the City Centre and adjacent Smart Villages for retail and entertainment uses within a vibrant, mixed use centre. This is based on a 500 metre walking distance (depicted by a 400 metre radius).




-  Walking catchment for residential and medium intensity mixed use along the route of the principal street based public transport system
-  Core area suitable for higher intensity mixed use within an expanded centre
-  Proposed principal transit route: railway station, city centre, education campus sector, foreshore service.

Figure 2.6 Combined Public Transport Services

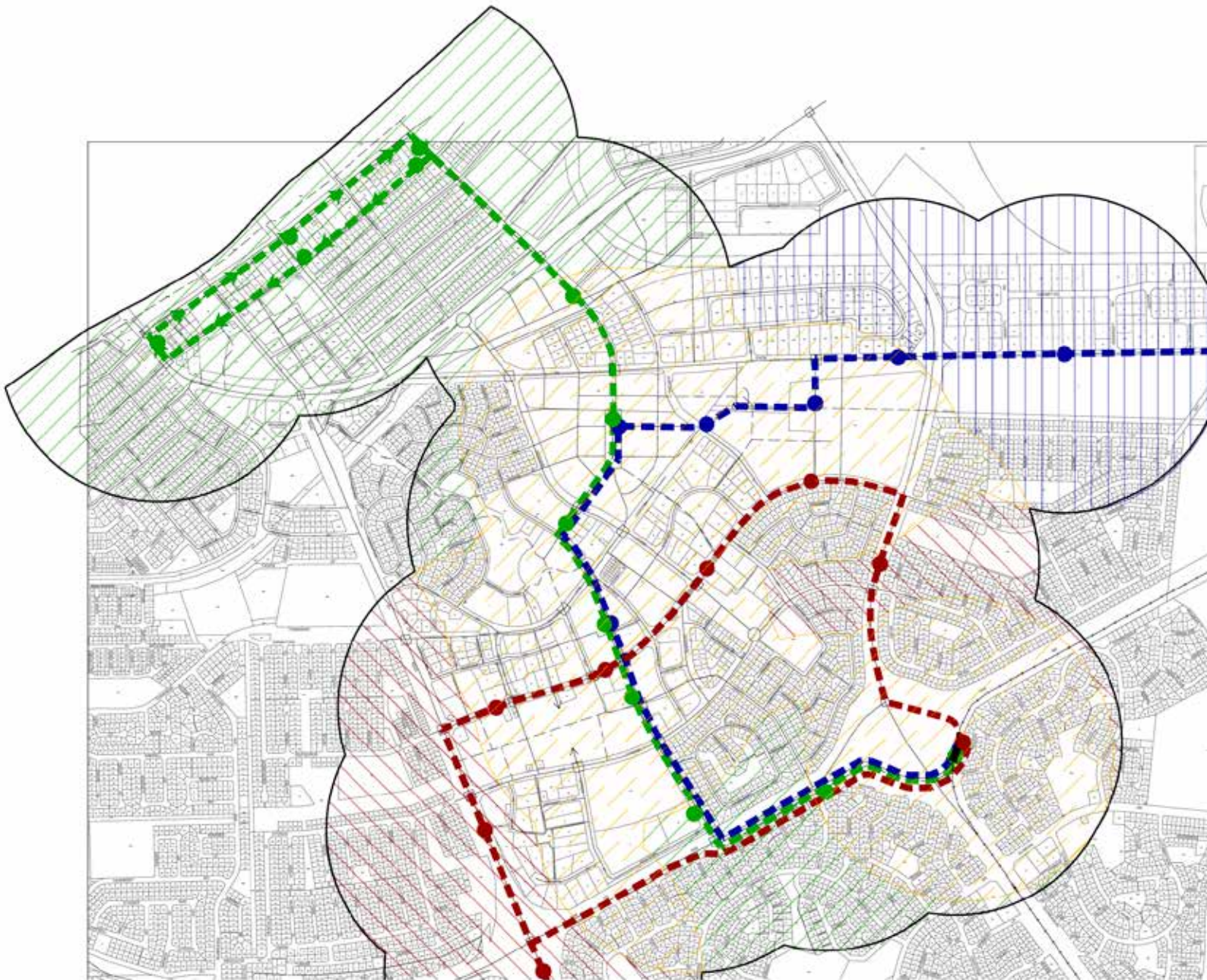









Figure 2.6 shows the walking catchment for the proposed combined major transit services for Rockingham. It can be seen that the Strategic Metropolitan Centre will be very well served by high frequency transit. This level of coverage by high frequency services means that Rockingham could be described as a 'Transit City' rather than a city with transit.

-  Walking catchment for principal street based rail station to foreshore services
-  Walking catchment for Rockingham to Fremantle principal transit service
-  Walking catchment for combined bus services from the south
-  Combined major transit walking catchment

-  Proposed principal transit route: railway station, city centre, education campus sector, foreshore service.
-  Principal southern tender services to centre and railway station.
-  Rockingham to Fremantle principal transit.

2.6 ADOPTED ACCESS AND MOVEMENT NETWORK (*Continued*)

2.6.5 Parking Policy and Principles

In city and town centres and TOD's, it is important that a balance is achieved between meeting the access and parking needs for vehicles and the movement needs of pedestrians in the context of overall urban design.

The distribution of car parking in the Northern Waterfront should be based on the following principles:

- Where possible provide public parking in preference to private parking.
- Maximise the amount of on-street, short term parking, subject to traffic and pedestrian safety, and other urban design considerations.

2.7 ENDORSED SECTOR PLANNING GUIDELINES FOR THE NORTHERN WATERFRONT

Section 10.9 in Volume 1 of the endorsed Centre Plan sets out broad Sector Planning Guidelines within which more detailed planning of the Northern Waterfront Sector should be undertaken in accordance with the adopted Planning Framework for the Strategic Metropolitan Centre.

The following text is an extract from the Centre Plan:

Desired Future Character

This Sector will be redeveloped progressively over time resulting in upgraded residential capacity with an urban form more consistent with proximity to transit, the coast and central uses.

Preferred Uses

- Medium and high density residential
- Serviced apartments
- Local retail (corner shops)
- Existing parkland.

Elements

- Prepare a sector Development Plan with relevant changes to residential density codings to guide the progressive urban consolidation and transformation of this area consistent with its TOD planning context.
- Upgrade the landscape at all levels to convey a more distinctly urban townscape character.
- Give particular attention to the landscape treatment of Patterson Road, Victoria Street, Rockingham Beach Road and Wanliss Street and the related entry points where planting, lighting and signage should convey a clear sense of arrival at the edge of a major urban centre.
- Ensure that all new development is planned in accordance with the sustainability principles listed in Section 3.1.6 and designed in detail to meet any sustainability Key Performance Indicators adopted by the City of Rockingham.

3. Characteristics of the Northern Waterfront



3. Characteristics of the Northern Waterfront

3.1 EXISTING LAND USE AND DEVELOPMENT PATTERN

Figure 3.1 is an aerial photo from July 2012 showing the existing land use and development pattern. On the beach side of Rockingham Beach Road, the foreshore reserve comprises grassed parkland, with a scattering of shelter structures and barbeques between the road pavement and a strip of lightly vegetated dunes which lead to the beach via delineated sand pathways.



South of Rockingham Beach Road, the sector is almost exclusively residential in land use with a rectilinear subdivision pattern that reflects the “quarter acre”, single residential heritage of the area. As a consequence, typical lot sizes are 1000 m² in area, with a width of 20 metres and a depth of 50 metres.



Figure 3.1 Existing Land Use and Development Pattern

3.1 EXISTING LAND USE AND DEVELOPMENT PATTERN *(Continued)*

Looking westwards along Rockingham Beach Road with low density dwellings in foreground



Properties bounded by Kent Street, Alexandra Street, Smythe Street and Wanliss Street back onto unpaved, 5 metre wide rear laneways. Currently, none of these properties takes access from these laneways, so they are an underutilised public resource that has significant potential in the context of planning for urban renewal to higher densities.

Single residential housing stock varies significantly in age, scale and condition. While there are several substantial two storey houses along Rockingham Beach Road, most of the remaining single residential houses are more modest in scale and value, reflecting the period and economic circumstances during which they were constructed. The building footprint of many older houses occupies less than 25% of the property area.



One of the remaining older beachside cottages in the Northern Waterfront



Approximately 75% of the properties to the north of Lewington Street have been either subdivided and/or redeveloped and strata titled into one to two storey medium density residences. While some sites have been amalgamated to achieve a larger number of residential units, the more common approach has been to redevelop a single residential lot, with a common access driveway running down either the side or centre of the site.

This lot by lot approach to urban renewal has produced a less than ideal urban design outcome which is similar in many ways to the effect of battle-axe subdivisions where much of the resultant housing has little or no outlook, constrained access and compromised privacy. Enduring safety and security issues arise because fewer residences are within the common gaze of public streets.



The area is already making the transition from single residential to medium density residential



Subdividing off underutilised backyards generally stops high amenity urban renewal at sustainable TOD densities.

3.2 TOWNSCAPE APPRAISAL

The existing perimeter landscape has an open, exposed character. The wide road reserves of Rockingham Beach Road, Wanliss Street and Victoria Street have not been framed or sheltered by adequately scaled street trees.

A good example of urban renewal at the corner of Victoria Street and Jecks Street.
A proper street tree regime would improve the quality of the public domain.



The existing internal townscape of the Northern Waterfront Sector is in a state of transition - changing from a typically low density, coastal, suburban character with streets lined by remnant retirement cottages, holiday homes and compact family dwellings through to more consolidated clusters of newer and more substantial single and multiple residential properties.

While more substantial individual residences are predictably located within sight of the beach along Rockingham Beach Road, there is also a sprinkling of well maintained and/or recently constructed single residential dwellings throughout the sector.

Streetscapes around the perimeter are generally devoid of street trees in contrast to the Waterfront Village and Palm Beach



The combination of flat topography, the wide spacing of modestly scaled buildings, relatively wide road reserves, above-ground power poles and cables and an absence of mature trees in many of the streets reinforces perceptions of a relatively tired suburban townscape with limited streetscape amenity.

Streetscapes around the perimeter are generally devoid of street trees in contrast to the Waterfront Village and Palm Beach



Pockets of newer medium density housing along Wanliss Street, Victoria Street and Kent Street are gradually infilling the gaps between houses and changing the sense of place. It is noticeable that better streetscape outcomes have resulted from those developments where lots have been amalgamated to allow residential units to address one or more streets. This contrasts with the fragmented streetscape outcomes of single lot redevelopments where many of the one and two storey residential units face onto narrow driveways and/or side fences.

4. Catalysts For Change



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4. Catalysts For Change

4.1 GOVERNMENT POLICY CONTEXT FOR SUSTAINABLE URBAN RENEWAL

In August 2010 the State Government released “Directions 2031 and beyond” as its high level spatial framework and strategic plan that establishes a vision for the future growth of metropolitan Perth and Peel. It provides the framework to guide the detailed planning and delivery of new and infill housing, infrastructure and services, based on a ‘connected city’ growth scenario. It addresses urban infill and expansion beyond 2031, to accommodate a city of 3.5million by 2056, modelled on high, medium and low density scenarios.

The associated State Planning Policy 4.2 “Activity Centres for Perth and Peel” was Gazetted in August 2010 and provides more detail on the functions, typical characteristics and performance targets for development in Strategic Metropolitan Centres. The Policy recognises the importance of achieving higher density residential development within the walkable catchment of Centres.

WAPC Development Control Policy 1.6 “Planning to Support Transit Use and Transit Oriented Development”, requires local governments to facilitate higher density residential development within the walkable catchment of high frequency transit services such as the RCCTS at Rockingham. It is envisaged that local Town Planning Schemes will be amended to identify and promote opportunities for higher density TOD.

The WAPC endorsed the Centre Plan for the Rockingham Strategic Metropolitan Centre which incorporates a residential TOD strategy that could ultimately meet the residential consolidation objectives of State Government Policy. To implement this facet of the Centre Plan, the City of Rockingham is progressively amending its Town Planning Scheme No.2 to set targets for residential TOD within each of the Centre Plan Sectors, including the Northern Waterfront.

Targets

- Directions 2031 seeks a 50% improvement on current infill residential development trends of 30 and 35%; and, has set a target of 47% or 154,000 of the required 328,000 dwellings as infill development.
- State Planning Policy 4.2 “Activity Centres for Perth and Peel” has set a minimum residential density target of 30 dwellings per gross hectare and a desirable target of 40 dwellings per gross hectare in Strategic Metropolitan Centres. This equates to a minimum net site density of 60 to 90 dwellings per hectare and a desirable net site density of 90 to 135 dwellings per hectare.

- Development Control Policy 1.6 “Planning to Support Transit Use and Transit Oriented Development” requires local governments to apply residential densities substantially higher than 25 dwellings per gross hectare over land in close proximity to a high frequency transit route.
- The endorsed Centre Plan for the Rockingham Strategic Metropolitan Centre has set a target population density of 50 persons per gross hectare across the area serviced by the RCCTS. A distribution of residential densities ranging from 60 to over 150 dwellings per hectare will be needed to achieve that target.

This target range will apply to all the land contained within the Northern Waterfront Sector, with specific density targets for each of the Precincts determined according to location.

The extent of property redevelopment that has already occurred is a clear sign that the prevailing low density single residential property format of the sector will be progressively replaced by demand for medium to higher density forms of housing which provides more people with the opportunity to live close to coastal amenities.

Factors such as: the difficulty of maintaining large gardens on poor soils; the cost of maintaining weathered coastal dwellings; the need to make more efficient use of serviced land; and rising building and utility costs will add to the burden of maintaining older, single residential houses that do not incorporate the latest in sustainable design measures.

The Government’s urban renewal agencies have demonstrated how sustainable, medium to high density urban renewal can be achieved with a high amenity outcome in locations as diverse as Midland, South Fremantle, East Perth, Subiaco, Northbridge and the Waterfront Village at Rockingham.

The development outcomes at the Waterfront Village are particularly relevant to planning for sustainable urban renewal at the Northern Waterfront which enjoys similar proximity to one of Perth’s best family beaches and the associated coastal amenities of Cockburn Sound.

4.2 A COMMITMENT TO TRANSIT ORIENTED DEVELOPMENT

As referred to in Section 2.5.1, the RCCTS connects the Rockingham Train Station with the City Centre, education campuses and the beachfront. The street-based transit system has been planned and developed on the understanding that it will be upgraded to a light rail or similar operation once a more supportive level of development and population have been achieved along the route.

The City of Rockingham is committed to achieving this outcome as the focus of a corridor of high intensity, mixed use development between the Rockingham train station and the beachfront.

Accordingly, the endorsed Centre Plan was founded on the understanding that residential densities within walking distance of the adopted route for the RCCTS will need to rise consistent with sustainable Transit Oriented Development (TOD) principles.

4.3 PLANNING FOR THE EFFECTS OF A POSSIBLE MARINA DEVELOPMENT

The Centre Plan has made provision for the development of a substantial marina adjacent to the Northern Waterfront beach. An appropriately designed marina built offshore from the Northern Waterfront could complement the recreation and tourism infrastructure of the adjacent Waterfront Village. The evidence from other similar developments would suggest that terrestrial land use could be affected with an increased demand for nearby residential accommodation.

This increased demand for residential accommodation would most likely take the form of low maintenance residential apartments. Making provision for more residential apartments in the sector would be consistent with the TOD residential density objectives of the Centre Plan.

No specific provision has been made in the Centre Plan for marina related onshore retail and commercial development. Subject to environmental and planning approvals (including satisfactory car parking arrangements), it is anticipated that a limited range of offshore commercial facilities could be incorporated into such a facility.

It is generally understood that more extensive complementary commercial facilities such as shops, cafes, restaurants and bars would be accommodated within the confines of the adjacent Waterfront Village sector. An exception may be considered where cafe and restaurant facilities that are incorporated in tourist hotel or short stay apartment developments along Rockingham Beach Road.



5. Northern Waterfront Sector Indicative Development Plan



5. Northern Waterfront Sector Indicative Development Plan

5.1 THE INDICATIVE DEVELOPMENT PLAN



The Northern Waterfront Indicative Development Plan (IDP) (refer to Figure 5.1), illustrates a more detailed interpretation of the planning framework described and illustrated in Section 2.

The IDP follows a similar urban consolidation approach to that adopted for the non-commercial portions of the Village West and Patterson West Precincts in the IDP for the adjoining Waterfront Village. This is appropriate since much of the Northern Waterfront shares the same catalysts for urban renewal and residential development intensification as the Waterfront Village.

Provision has been made for an offshore marina development at the beach front end of Wanliss Street. If the marina is constructed, it will stimulate further investment in nearby development. It could also act as a catalyst for urban renewal along the length of Wanliss Street. The IDP demonstrates that there is significant scope for further complementary development in the adjoining precincts.

Consistent with the building height and residential density provisions of the endorsed Centre Plan, the IDP shows more substantial, higher density development to the north of Lewington Street, with taller development to a maximum height of eight storeys sited to the west of Alexandra Street where it would interface with similar scaled development in the adjoining Waterfront Village.

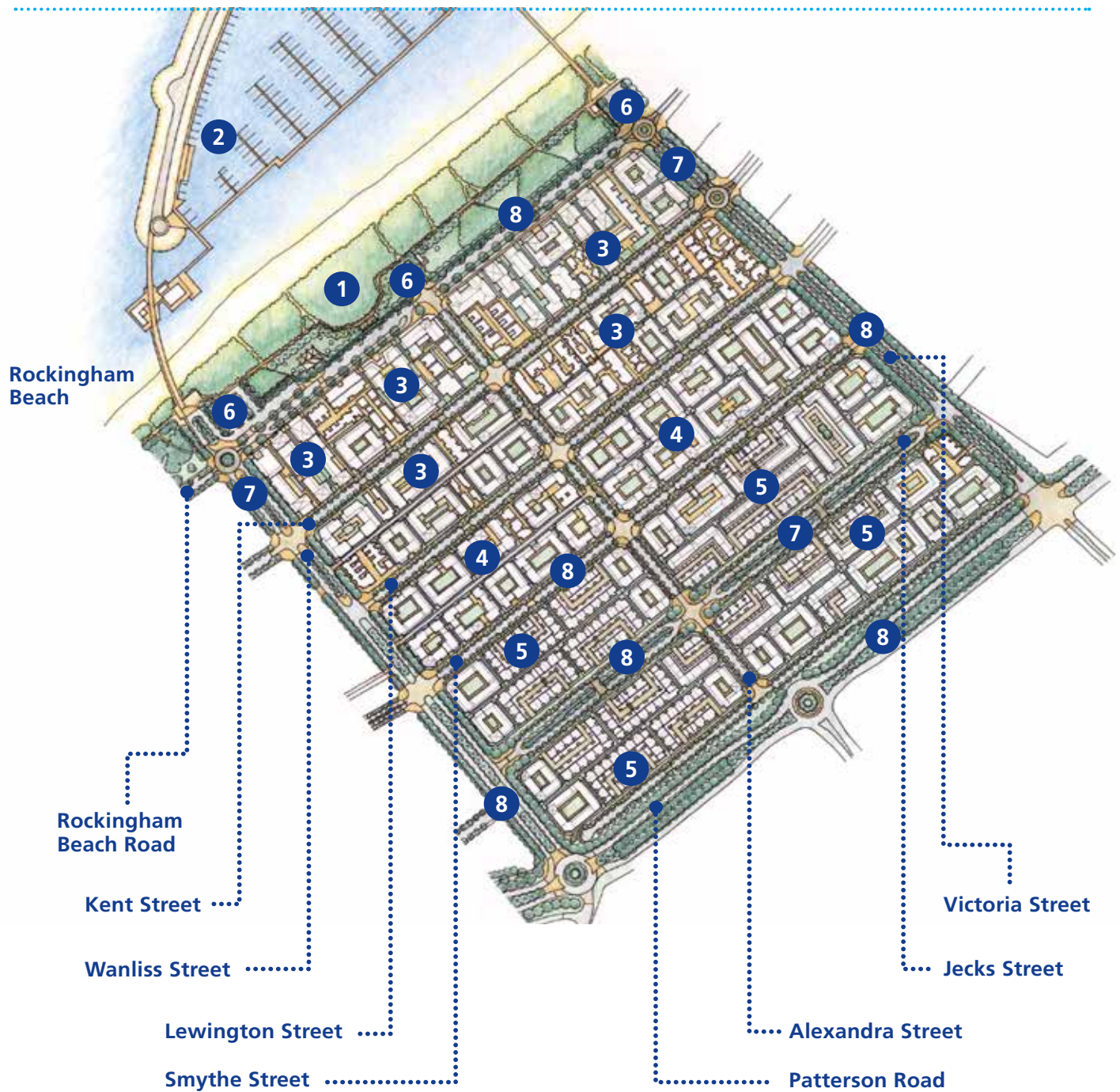


Figure 5.1 Northern Waterfront Sector Indicative Development Plan

- | | |
|---|---|
| 1. Enhanced foreshore parkland with comprehensive shade tree planting | 5. Medium density residential with narrow terraces option |
| 2. Possible Wanliss Street marina development | 6. Public car park |
| 3. High density residential apartments and short stay accommodation | 7. Install median and kerbside car parking |
| 4. Medium to high density residential apartments | 8. Major streetscape enhancement |

The IDP illustrates how the area could be redeveloped in an integrated way over time based on the preferred street framing development typologies described in Section 5.2. Variants to these forms of development could range from two to three storey terrace housing at the periphery through to high rise tower on podium developments in nominated street blocks between Rockingham Beach Road and Kent Street.

The IDP illustrates how Wanliss Street could be upgraded to dual carriageway, 'Boulevard' status leading visitors to the waterfront and possible future marina. The upgraded streetscape, with formal landscaping and street lighting, will act as a seam between the Waterfront Village and the Northern Waterfront.

To meet the TOD objectives of the Centre Plan along the route of the central transit system, further urban consolidation would be desirable along Rockingham Beach Road and Victoria Street.

The IDP responds to the reality of existing wide road reserves throughout the sector by proposing an effectively scaled street tree planting regime and making provision for street car parking wherever possible to service visitor parking needs close to adjoining land uses, to distribute traffic as widely as possible and to slow vehicle speeds. There is significant capacity to accommodate angled car parking along the Rockingham Beach Road reserve where it could service beach goers and future marina visitors.

The Plan shows a major upgrade to the landscape of the public domain at all levels to convey a more distinctly urban townscape character. Particular attention has been given to the landscape treatment of Patterson Road, Victoria Street, Rockingham Beach Road and Wanliss Street and the related entry points where street tree planting, lighting and signage should convey a clear sense of arrival at the edge of a major place of urban renewal.



Existing development generally south of Victoria Street.

5.1 THE INDICATIVE DEVELOPMENT PLAN (*Continued*)

Within the meaning of the Planning and Development Principles listed in Section 2.2, there is scope for further flexibility in the interpretation of the DPP requirements that could result in acceptable alternative development configurations to those illustrated in the IDP, particularly in relation to the scale and configuration of individual developments.

Figure 5.1.1 Indicative Development Cross Section – Rockingham Beach Road to Kent Street

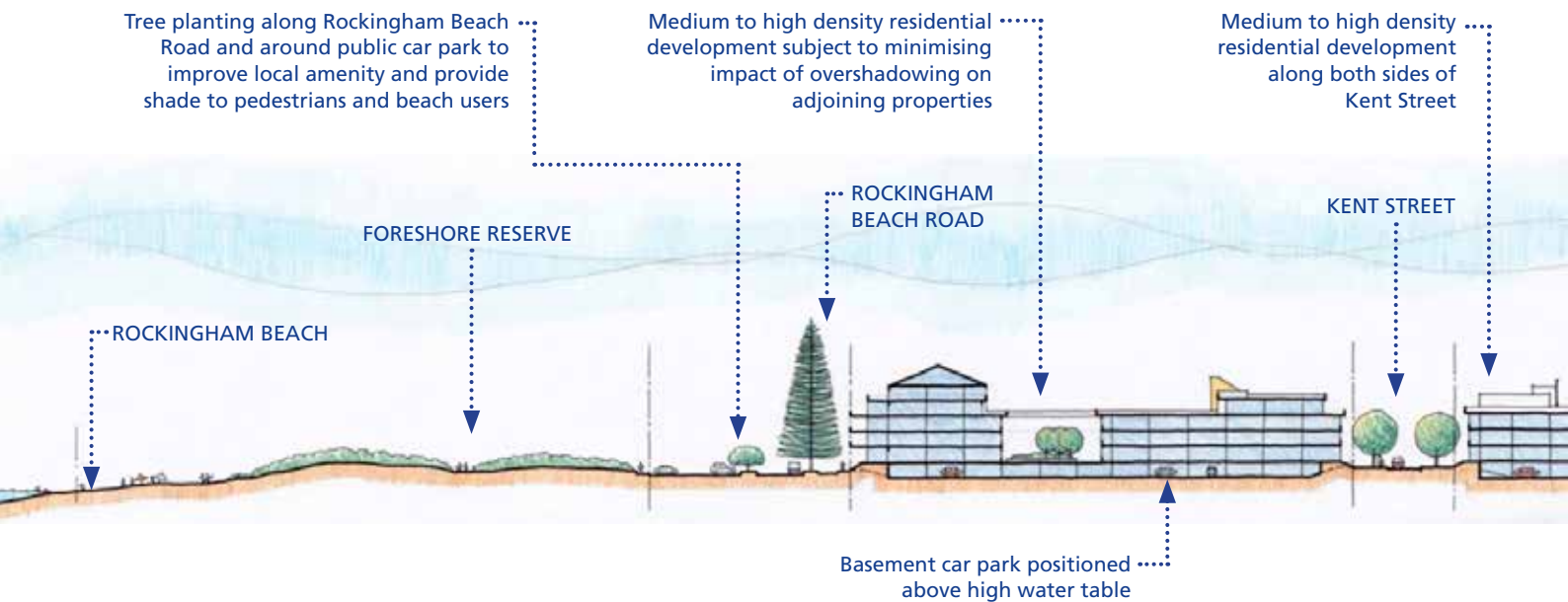
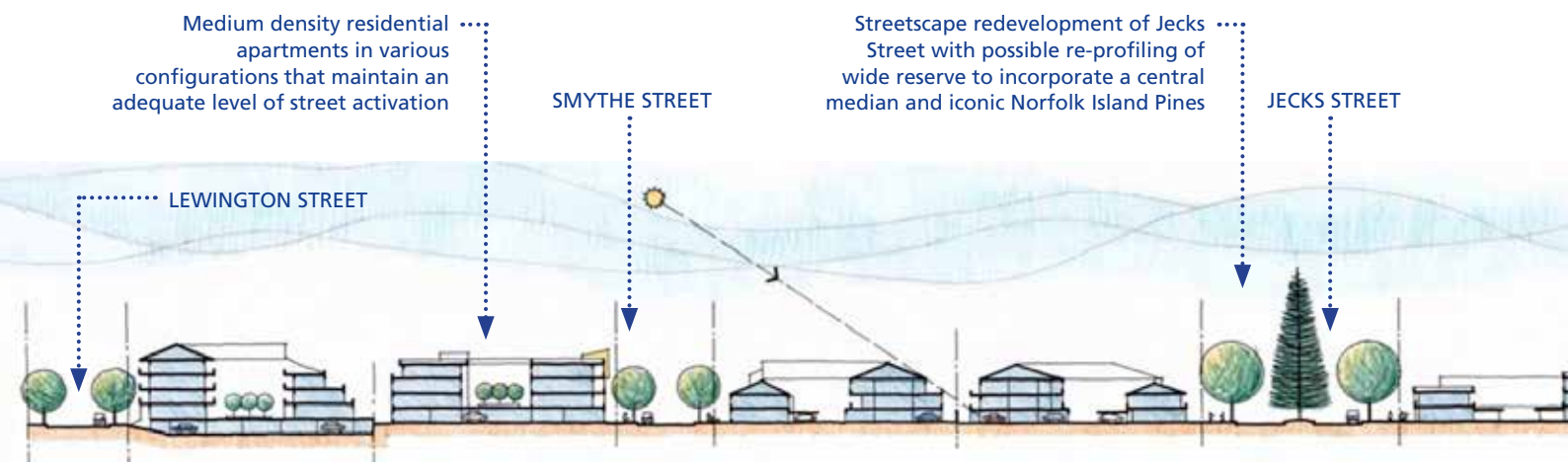


Figure 5.1.2 Indicative Development Cross Section – Lewington Street to Jecks Street



5.2 RELEVANT RESIDENTIAL AND MIXED USE BUILDING TYPOLOGIES



Affordable high density residential development at Cockburn Central provides a good base model for appropriate urban renewal at the Northern Waterfront

The endorsed Centre Plan provides the planning framework that governs more detailed planning for the City Centre and the urban villages. This framework requires a medium to high density TOD outcome that has much in common with inner city development and urban regeneration projects in other parts of metropolitan Perth and elsewhere in Australia.

To ensure that the types of development proposed within the Centre Plan area are based upon relevant development models and building typologies, the characteristics of a representative range of residential and mixed use developments have been surveyed, with a particular focus on Activity Centre and waterfront locations. Developments include completed and proceeding projects in Midland, Cockburn Central, Northbridge, Joondalup, Brisbane and Rockingham Beach.

5.2 RELEVANT RESIDENTIAL AND MIXED USE BUILDING TYPOLOGIES (*Continued*)

Characteristics relevant to the detailed planning and urban design of the Northern Waterfront are summarised as follows:

Development Forms/Typologies

- Medium density residential developments should take the form of two to four storey multiple dwellings. A smaller component of narrow frontage, two to three storey terrace housing could be incorporated in peripheral locations.

An example of street framing, mixed use development with ground level car parking at the rear of a corner site in the Kelmscott District Centre.



Well articulated, medium density terrace housing model from Northbridge



- High density residential developments should predominantly take the form of street framing ('doughnut') developments. On larger sites internal landscaped courtyards could be located over basement and/or off-street car parking areas.
- Developments over four storeys in height should be sited on three to four storey podiums, with upper floors setback from the street front building line of the podium and set back from the adjoining lot boundaries.

A high density development in a Brisbane waterfront suburb demonstrates how to place an apartment tower on a low rise street front podium to minimise the perception of building bulk and scale.



Minimum Site Area

- Lots should be of sufficient area with dimensions to permit a feasible, functional development. The dimensions of grouped, multiple dwelling and mixed use lots should permit conventional car parking layouts. Typically, this requires a minimum lot width of 30-40 metres and a minimum lot area of 1500m².
- The suitability of smaller lot sizes for such developments should be determined on urban design merit taking into account the Planning Principles listed in Section 2.2.

5.3 RESIDENTIAL DENSITY

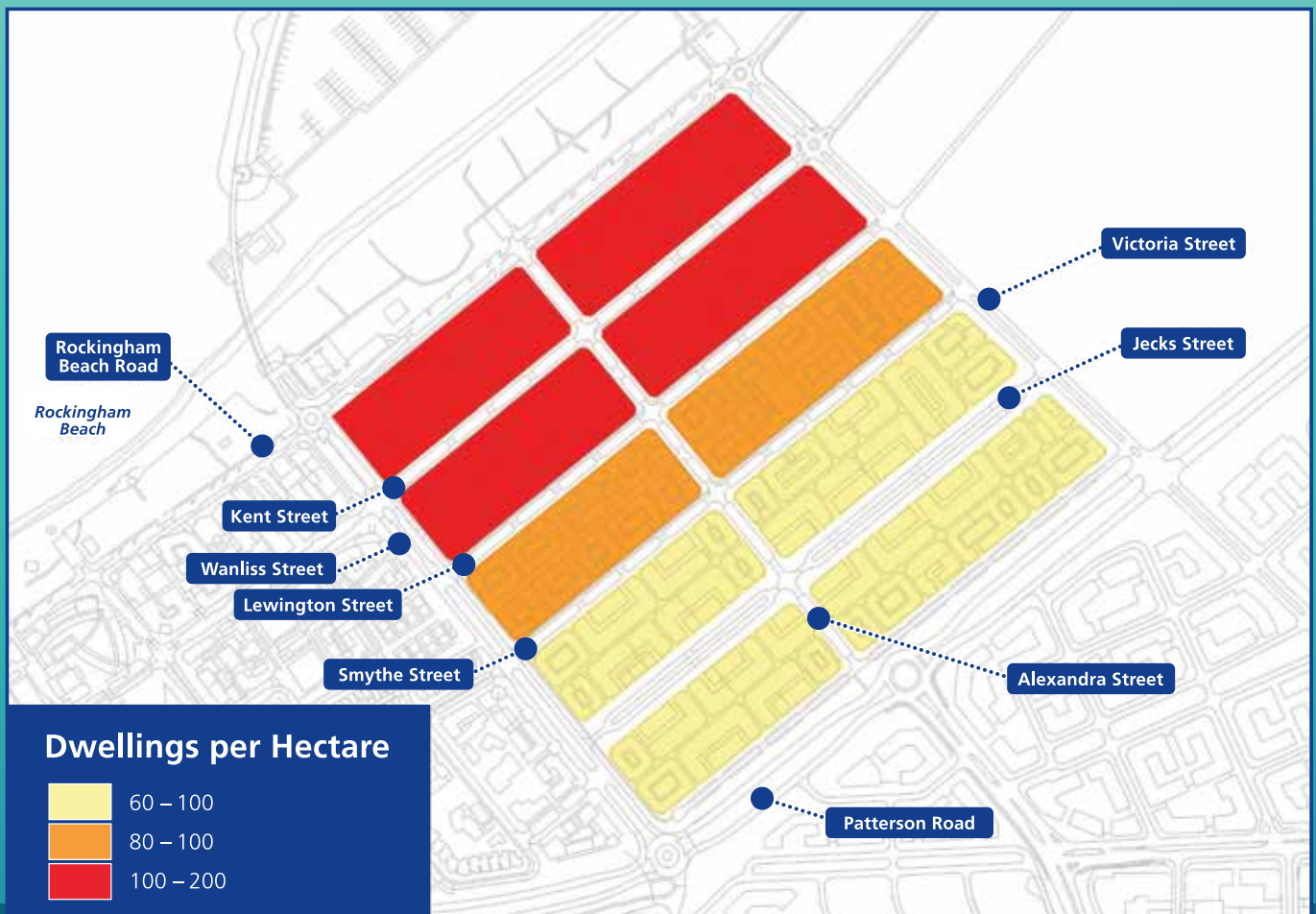
Figure 5.2 illustrates a Residential Density overlay to the Northern Waterfront IDP and is designed to assist with managing the density of development in general accordance with the planning principles and the adopted TOD model described and illustrated in Section 2.

The distribution of residential density in the Northern Waterfront responds to the particular functions, amenity and levels of mixed use activity anticipated in the Sector. In general, high density residential development should be located within 250 metres of the Central Transit route, with particular concentrations around planned stops along Victoria Street, Rockingham Beach Road and Kent Street.

The urban design intent of the residential density framework is reflected and refined as necessary in the IDP and in more detailed Precinct Concept Plans and Guidelines described and illustrated in Section 6.

Where residential development is proposed, the R-AC0 density code of State Planning Policy 3.1 – Residential Design Codes (as amended) (R-codes) will apply.

Figure 5.2 Residential Density



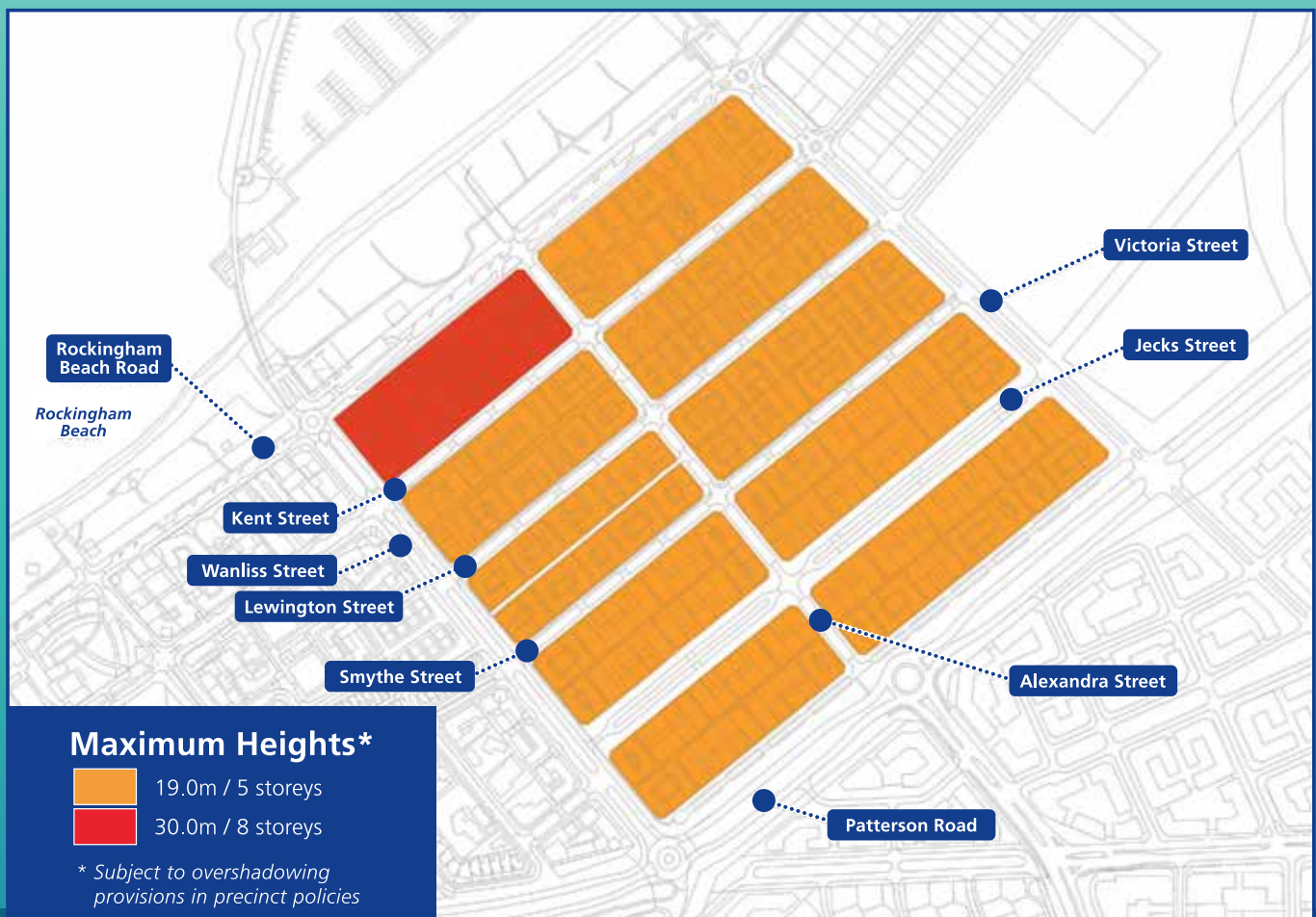
5.4 BUILDING HEIGHT

Figure 5.3 illustrates a Building Height Overlay to the Northern Waterfront IDP. The height overlay takes into account the provisions of SPP 2.6 State Coastal Planning Policy.

In refining the strategy for managing building height that is illustrated on Figure 9.5 in the overall Centre Plan, the Height Overlay for the Northern Waterfront Sector recognises that low rise, strata titled residential development that has occurred over the last 10-15 years is unlikely to be redeveloped to desirable higher densities in the short to medium term. Overshadowing considerations therefore puts a constraint on the height of new buildings on adjoining and nearby properties, particularly to the north of Lewington Street.

Subject to individual developments minimising the impact of overshadowing on neighbouring properties, development up to a maximum height of eight storeys has been confined to the area bounded by Rockingham Beach Road, Wanliss Street, Kent Street and Alexandra Street.

Figure 5.3 Building Height

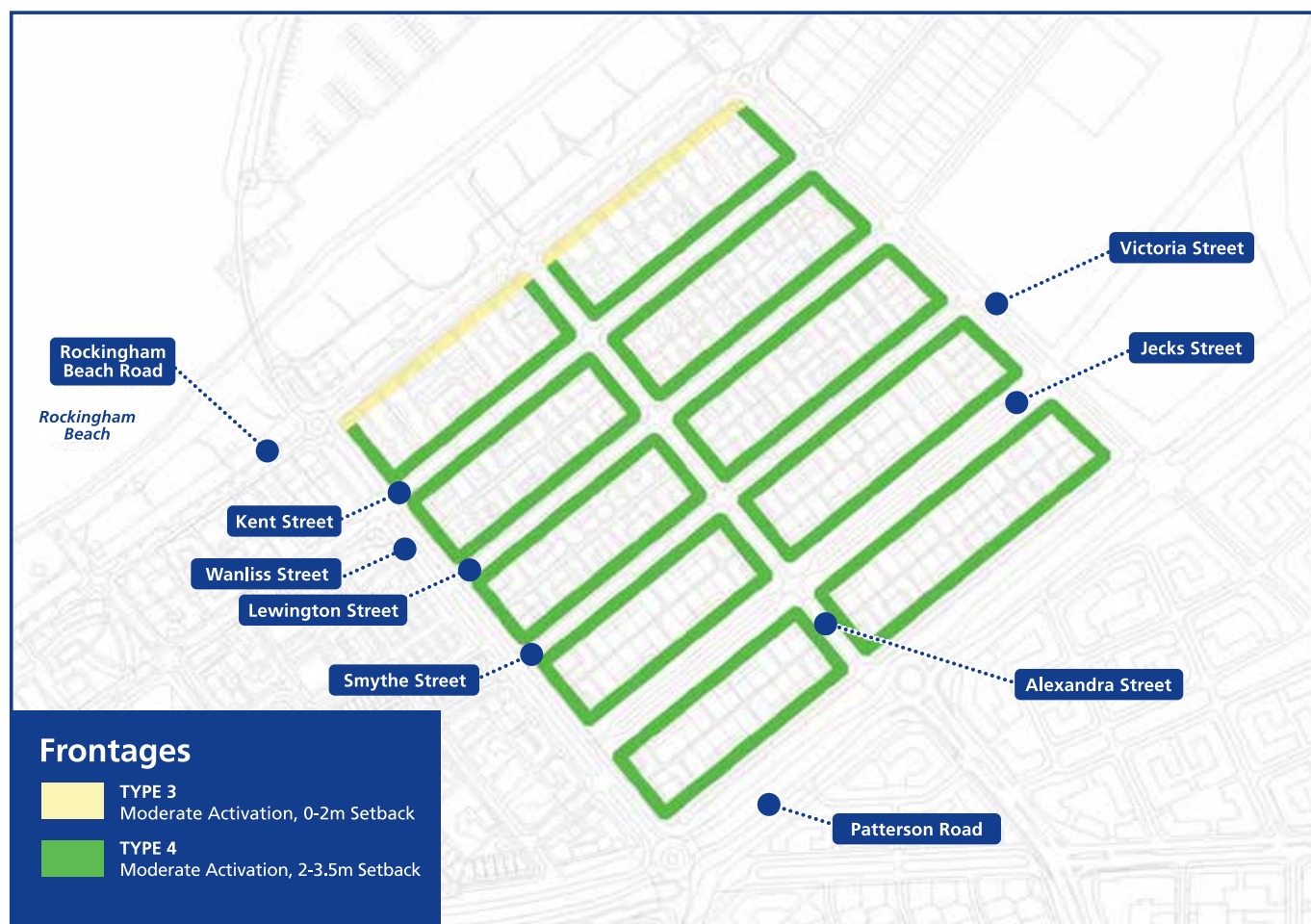


5.5 FRONTAGE TYPES

The Framework Plan (refer Figure 2.2) and Northern Waterfront Indicative Development Plan (refer Figure 5.1), have been formulated in accordance with consolidated 'Main Street' development principles that require buildings to frame, address and activate an interconnected, hierarchical street network.

Figure 5.4 illustrates an orderly arrangement of 'Frontage Types' based on the common principle that building frontages to all streets, major laneways and public spaces should be activated.

Figure 5.4 Frontage Types



Two 'Frontage Types' from the Centre Plan are applicable to this sector, with local modifications so that building frontages will be positioned and managed according to the desired level of level of street activation and streetscape character as follows:

Type 3 - Moderate Level of Activation, 0-2 Metre Setback

A moderate level of frontage activation with residential apartments, possible hotel and short stay accommodation lobbies and associated cafes and restaurants at ground level and a two to three storey facade positioned behind a variable 0-2 metre, green landscaped setback. The ground level of inner city residential units would address the street with a facade that is transparent over at least 30% of its area.

Type 4 – Moderate Level of Activation, 2-3.5 Metre 'green' Setback

A moderate level of frontage activation with residential apartments at ground level and a two to three storey facade positioned behind a 2-3.5 metre, green landscaped setback. Ground level inner city residential units would address the street with a facade that is transparent over at least 30% of its area.

5.6 CAR PARKING

In addition to Section 2.6.5, the management of carparking distribution and its impact on townscape quality is an important issue addressed in this Policy Statement.

To facilitate contiguous streetscapes and to limit the visual impact of carparks, parking areas shall be consolidated and located behind generally contiguous buildings or an appropriate colonnade or structural screening device (other than a blank wall). Such devices are intended to maintain street facade continuity and in general should not comprise more than 25% of the length of any individual street frontage.

Where individual Precinct development standards allow for some variation to this principle parking areas should be screened from the street by an appropriate structural screening device (other than a blank wall), hedge or planting of an appropriate urban character.

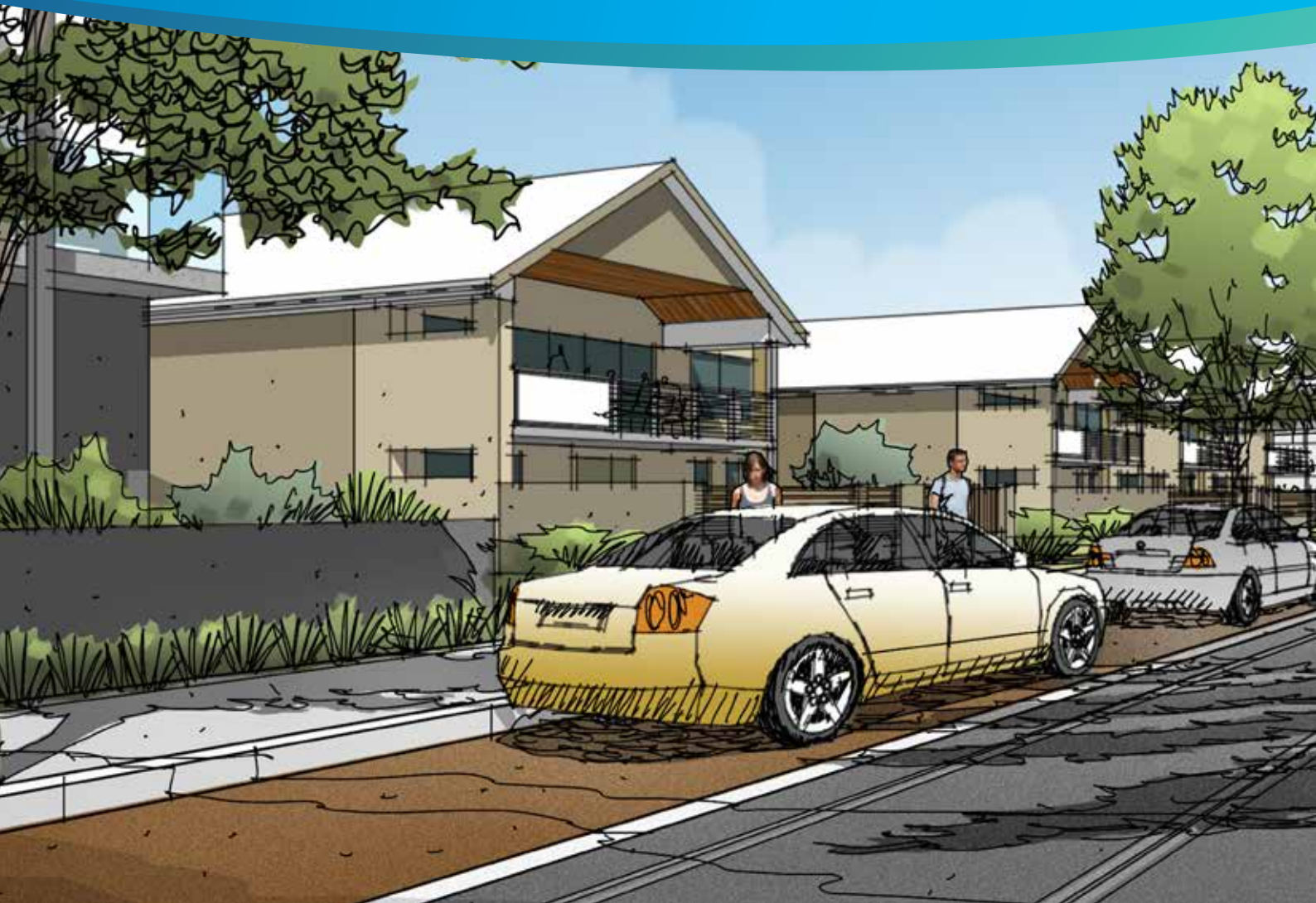
Provision for on-street parking embayments should be made wherever possible in streetscape redevelopment.

The number of crossovers and driveways serving a development will be limited by the City to optimise streetscape continuity.



Aerial view of Waterfront Village and Northern Waterfront.

6. Precinct Policies



6. Precinct Policies

An important objective of the planning and development process is to encourage mixed use development and diversity within the Northern Waterfront. Diversity and administrative flexibility will continue to be facilitated by dealing with property in the Northern Waterfront Sector under a single zone in the Scheme.

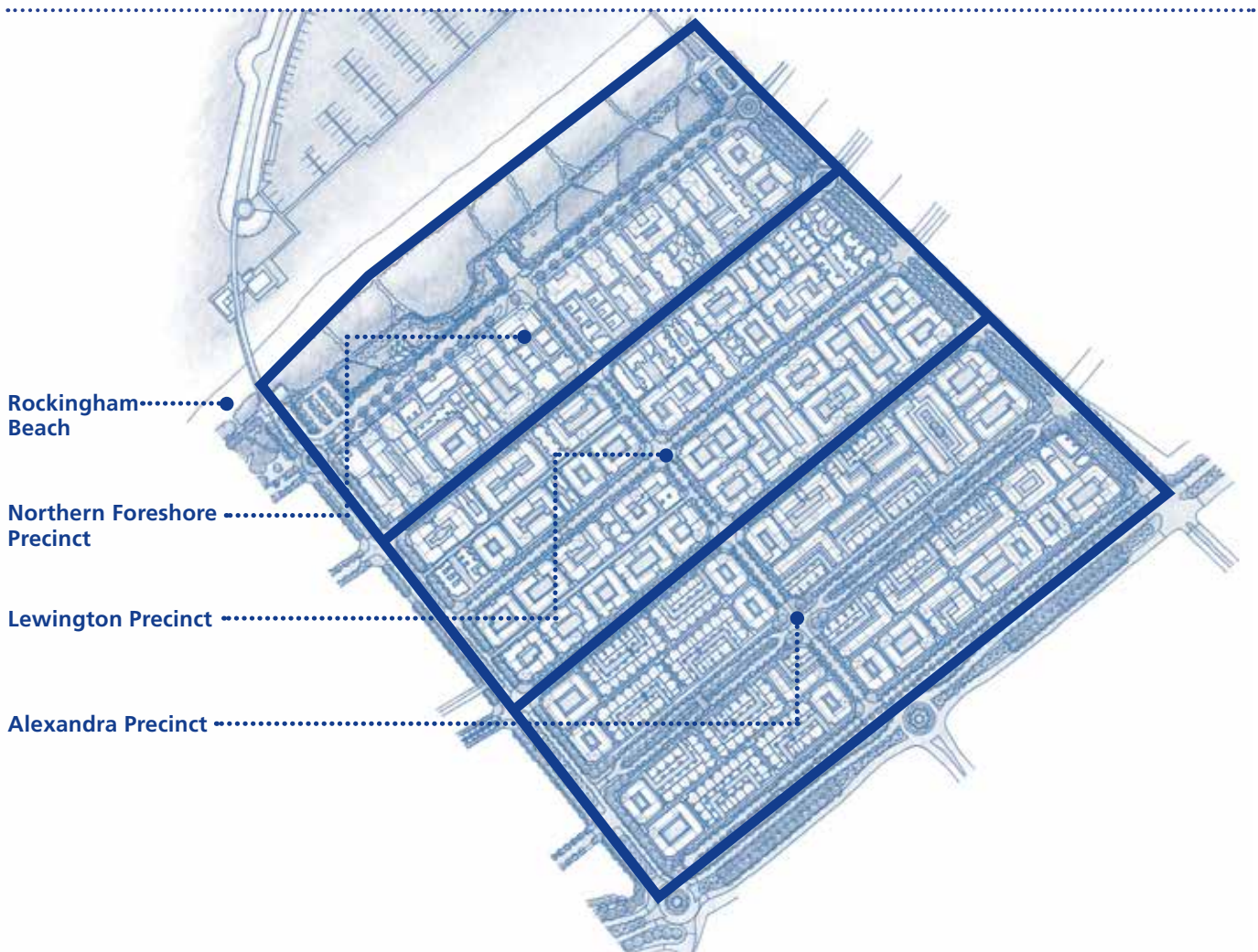
Ongoing planning and development will be controlled by reference to the IDP and the framework plans relating to Density and Building Height and 'Frontage Types' (referred to in Section 3) and the following Precinct Policies and Sub-Precinct Design Guidelines and any supplementary development guidelines and related Policy Statements, which Council may adopt from time to time.

The Northern Waterfront Sector has been divided into 3 Precincts, comprising:

- Northern Foreshore
- Lewington
- Alexandra.

The Northern Waterfront Precincts are based on areas where a particular geographic identity, activity mix and/or townscape character is envisaged. The location and boundaries of the Precincts are illustrated in Figure 6.1.

Figure 6.1 Precinct Boundaries



The desired future character, preferred uses and required elements of development within each of these Precincts are further described in the following sections.

6.1 NORTHERN FORESHORE PRECINCT POLICY

6.1.1 Application

This Policy applies to the Northern Foreshore Precinct as defined in the Precinct Plan (refer to Figure 6.1). The Northern Foreshore Precinct encompasses properties bounded by the Rockingham Beach shoreline, Wanliss Street, Kent Street and Victoria Street.

6.1.2 Desired Future Character

Proximity to Rockingham Beach, planned public transport and a near northerly coastal aspect makes property in this Sector of the Strategic Metropolitan Centre well suited to contemporary urban renewal at higher and more sustainable residential densities.

The most obvious deficiency in the public domain of Rockingham Beach Road is the almost total absence of shade and feature trees in the road reserve and in the adjacent passive parkland behind the dunes. This needs to be remedied to at least match the standard of planting in the foreshore area of the Waterfront Village and foreshore strip further west. Structural plantings are needed around the public barbeque and shelter areas to create a sense of shelter and amenity.

The City has recently completed a Street Tree Masterplan that makes provision for new tree planting along both sides of Rockingham Beach Road. The scope of that initiative needs to be broadened to include structural and shade tree planting within the developed parkland sections of the foreshore reserve and along the coastal pedestrian path. While Norfolk Island Pines have already been included in the adopted Street Tree Masterplan, further consideration needs to be given to the extent and preferred location of species within the context of the DPP proposals.

Three alternative tree planting profiles are illustrated in Figures 6.1.1a, 6.1.1b and 6.1.1c.

Figure 6.1.1a Alternative Tree Planting Profile Option A - Rockingham Beach to Kent Street

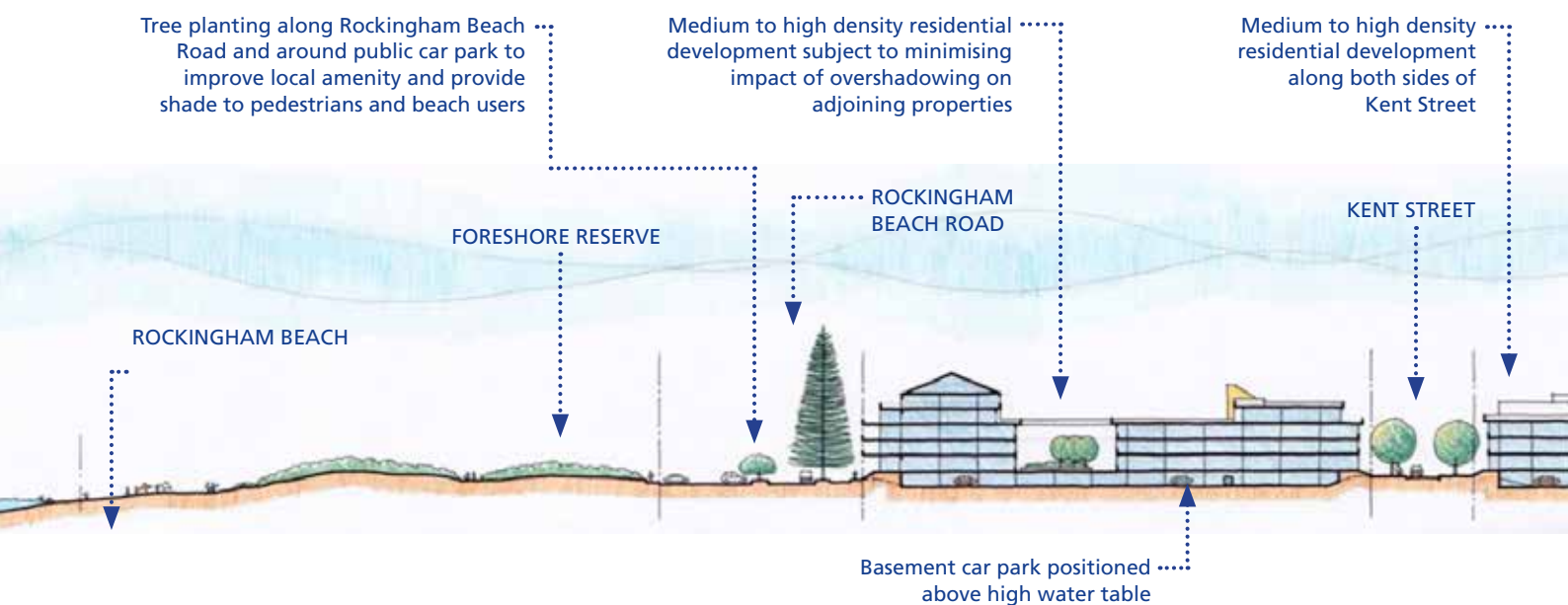
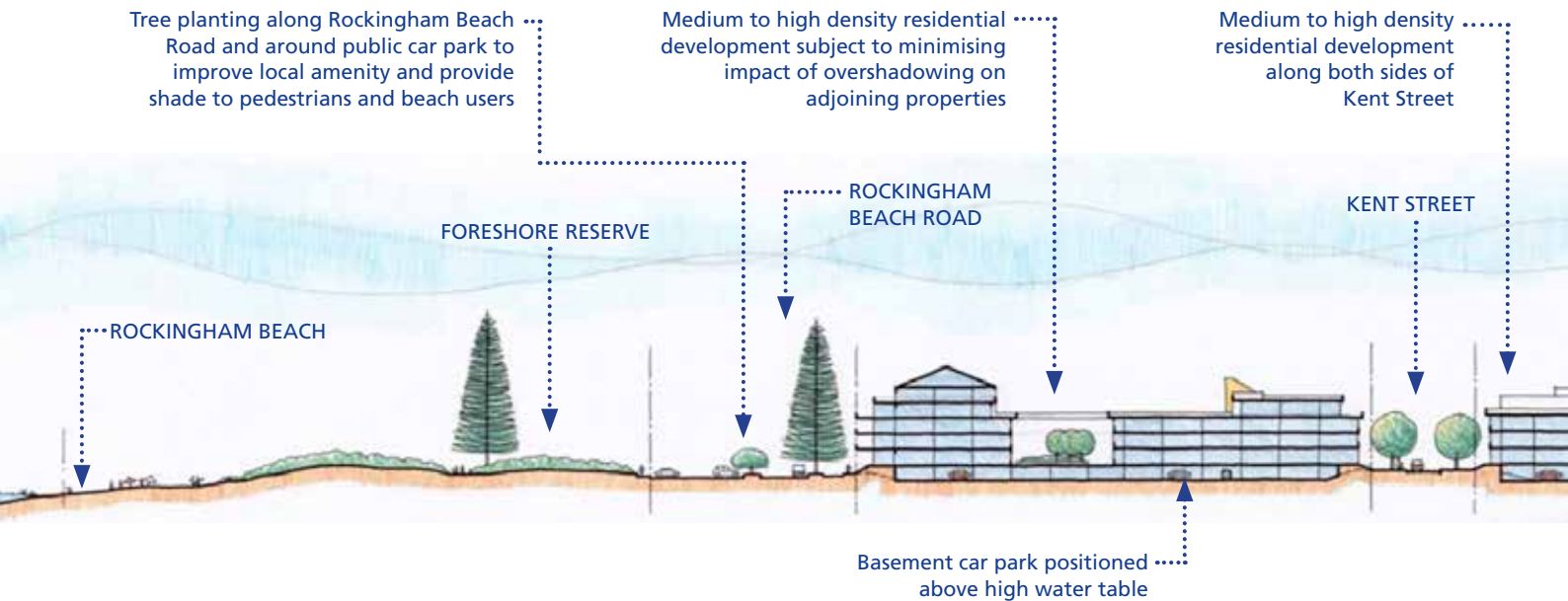
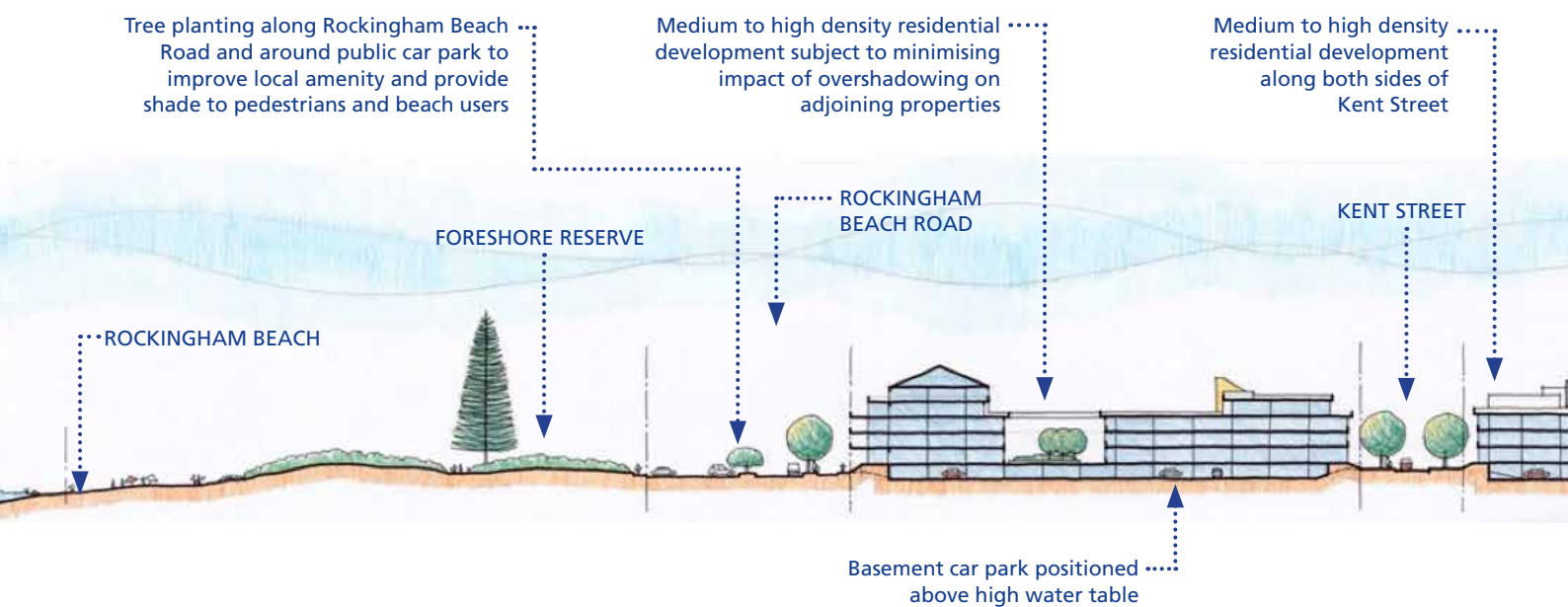


Figure 6.1.1b Alternative Tree Planting Profile Option B - Rockingham Beach to Kent Street**Figure 6.1.1c** Alternative Tree Planting Profile Option C - Rockingham Beach to Kent Street

6.1 NORTHERN FORESHORE PRECINCT POLICY *(Continued)*

Anticipated demand for secure, low maintenance residential apartments and short stay accommodation with ready access to the beach, recreation, entertainment facilities and public transport should be accommodated in a high amenity urban setting that makes walking the preferred mode of movement.

To achieve these objectives, a comprehensive townscape improvement programme should be implemented to create the setting within which walking becomes an attractive and stimulating option. Upgraded footpaths, street lighting and a continuous street tree canopy along thoroughfares will also help to rebrand the Sector and stimulate investment in higher quality property redevelopment.

6.1.3 Preferred Uses

Within the Northern Foreshore Precinct the preferred uses are:

- multiple dwellings/residential
- hotel or short-stay accommodation and related dining and hospitality
- recreation (existing waterfront parkland).

Other permissible uses listed under the Scheme are not preferred.



Rockingham Beach Foreshore Parks looking north along Rockingham Beach Road



An aerial view of Rockingham looking north from Wanliss Street

6.1 NORTHERN FORESHORE PRECINCT POLICY *(Continued)*

6.1.4 Required Elements – Northern Foreshore Precinct

The IDP (refer to Figure 5.1) and the Northern Foreshore Precinct Concept Plan (refer to Figure 6.2) show the general location and pattern of development envisaged by the City and preferred under this Policy. Within the scope and meaning of the planning and development principles listed in Section 2.2, there is scope for further flexibility in the interpretation of the Centre Plan in relation to the scale and configuration of particular developments. Notwithstanding the indicative intent of these plans, development will be required to incorporate and maintain the following elements, as applicable:

- (a) The Precinct is to be developed as a high quality, predominantly residential area, with street blocks framed by generally contiguous, street front buildings which address the street in a manner consistent with a contemporary, inner city townscape discipline.
- (b) Buildings are to be located, configured and activated to frame and address street frontages, laneways and other public spaces in a way that is generally consistent with the Precinct Concept Plan and relevant 'Frontage Types' as listed in Section 5.
- (c) Buildings shall be designed to achieve an appropriate use profile along Rockingham Beach Road, with a moderately activated, ground floor street frontage. In instances where ancillary cafes, restaurants and similar uses are associated with proposed hotel or short stay accommodation, the City will have regard for adverse impacts of alfresco hospitality facilities on the amenity of adjoining residential properties.
- (d) Consistent with Figure 5.2 'Density', in Section 5.3, residential development within the Precinct is to be developed to accommodate a balanced mix of dwelling sizes at preferred densities ranging from 100 to 200 dwellings per hectare, with a minimum density of 80 dwellings per hectare in any development which includes a residential component.
- (e) Consistent with Figure 5.3 'Building Height', in Section 5.4, buildings to the west of Alexandra Street are to present a minimum two storey (6.0m) or equivalent parapet height to the street or relevant public space subject to the maintenance of a 12.5 metre height limit along street frontages, with any additional height to a maximum of 19.0m to be setback a minimum of 3.5 metres and any height thereafter to a maximum of eight storeys (30.0m) to be setback a minimum of 6.0 metres. The scale and massing of buildings are to be designed to minimise any overshadowing of adjoining properties and public spaces.
- (f) Consistent with Figure 5.3 'Building Height', in Section 5.4, buildings to the east of Alexandra Street are to present a minimum two storey (6.0m) or equivalent parapet height to the street or relevant public space subject to the maintenance of a 12.5 metre height limit along street frontages, with any additional height to a maximum of 19.0m to be setback a minimum of 3.5 metres. The scale and massing of buildings are to be designed to minimise any overshadowing of adjoining properties and public spaces.
- (g) Podium level courtyard gardens may provide private open space over car parks located behind streetfront buildings. Examples of this form of development are located at Rockingham Beach, Mandurah Marina, Joondalup City Centre, Subi-Centro Subiaco and in Northbridge over the Graham Farmer Freeway.
- (h) Car parking is to be provided in accordance with Table 3 of Town Planning Scheme No.2, refer to Appendix 1.
- (i) Off-street car parking will generally be located behind, under or over ground floor, streetfront buildings.
- (j) Semi-basement car parks are permitted wherever nominal ground floor residential development would benefit from being elevated up to 1.0m above the level of the adjacent public footpath.
- (k) To complement the City's townscape objectives for the Northern Waterfront, the massing, articulation and facade treatments of all development will be required to adhere to a quality, urban townscape aesthetic.
- (l) The frontage of any building is to incorporate and maintain the required area of transparent facade with suitably glazed windows and doors, consistent with the applicable 'Frontage Types' set down in Section 5.5.
- (m) Variety and high design standards will be encouraged in the fit-out, awning treatments, signage and private street furniture attached to individual premises.
- (n) Any subdivision application is to be prepared in conjunction with an Integrated Development Guide Plan (IDGP), to be prepared by or on behalf of the land owner. The IDGP shall illustrate building envelopes, indicative building configurations, setbacks, pedestrian and vehicular access, indicative car parking layouts and any rights of way or access easements required. In general, a rectilinear subdivision pattern will be preferred with a minimum lot size of 1500m² to allow for a simple and cohesive layout.
- (o) In lieu of the normal landscaping requirements of the Scheme, developers may be required to contribute to the cost of streetscape and/or landscape works within the public domain in the general vicinity of their development site.



Figure 6.2 Northern Foreshore Precinct Concept Plan

1. Possible Wanliss Street marina development with offshore breakwater, boat pens and related marina infrastructure
2. Improve streetscape treatment of slip road – possibly combine pedestrian and traffic-calmed vehicle pavements
3. Enhanced foreshore parkland with comprehensive shade tree planting and car parking areas at both ends and along Rockingham Beach Road
4. Erect shade sails over existing playground
5. Rockingham Beach Road
6. Planned high frequency transit route
7. Wanliss Street
8. Kent Street
9. Facilitate sustainable urban renewal at higher TOD densities on amalgamated sites consistent with proximity to the transit service, beach, proposed marina and other waterfront attractions
10. Wherever possible, amalgamate sites at time of redevelopment to: reduce the number of driveway crossovers to the street; have more residences facing and engaging with the public realm; and to improve overall townscape amenity
11. Alexandra Street
12. Planned high frequency transit route connecting Rockingham Beach with University, City Centre and Rockingham Rail Station
13. Victoria Street
14. Wherever possible, facilitate sustainable urban renewal at higher TOD densities, subject to limiting the impact of any overshadowing on the amenity of nearby properties

6.2 LEWINGTON PRECINCT POLICY

6.2.1 Application

This Policy applies to the Lewington Precinct as defined in the Precinct Plan (refer to Figure 6.1). The Lewington Precinct encompasses properties bounded by Kent Street, Wanliss Street, Smythe Street and Victoria Street.

6.2.2 Desired Future Character

While a number of subdivisions and strata titled redevelopments have already occurred in the Precinct, there are still opportunities to carry out more sophisticated redevelopment to higher densities that: reflect proximity to planned public transport; adequately address the street; and produce a more positive impact on streetscape amenity.

Anticipated demand for secure, low maintenance residential apartments with close access to the beach, recreation facilities and public transport should be accommodated in a high amenity urban setting that makes walking the preferred mode of movement.

Upgraded footpaths, street lighting and a continuous street tree canopy along thoroughfares will also help to re-brand the sector and stimulate investment in higher quality property redevelopment.

Where possible, advantage should be taken of existing rear laneways to the west of Alexandra Street to reduce the impact of vehicle crossovers and driveways on streetscape continuity and to provide flexible access options for higher density development.

6.2.3 Preferred Uses

Within the Lewington Precinct the preferred uses are:

- multiple dwellings/residential
- short stay accommodation.

Other permissible uses listed under the Scheme are not preferred.



An aerial view looking north from Wanliss Street

6.2.4 Required Elements – Lewington Precinct

The IDP (refer to Figure 5.1) and the Lewington Precinct Concept Plan (refer to Figure 6.3) show the general location and pattern of development envisaged by the City and preferred under this Policy. Within the scope and meaning of the planning and development principles listed in Section 2.2, there is scope for further flexibility in the interpretation of the Centre Plan in relation to the scale and configuration of particular developments. Notwithstanding the indicative intent of these plans, development will be required to incorporate and maintain the following elements, as applicable:

- (a) The Precinct is to be developed as a quality, medium to high density residential area, framed by generally contiguous, street front buildings which address the street in a manner consistent with a contemporary inner city townscape discipline.
- (b) Buildings are to be located, configured and activated to frame and address street frontages, laneways and other public spaces in a way that is generally consistent with the Precinct Concept Plan and relevant 'Frontage Types' as listed in Section 5.
- (c) Consistent with Figure 5.2 'Density', in Section 5.3, residential development to the north of Lewington Street is to be developed to accommodate a balanced mix of dwelling sizes at preferred densities ranging from 100 to 200 dwellings per hectare, with a minimum density of 80 dwellings per hectare.
- (d) Consistent with Figure 5.2 'Density', in Section 5.3, residential development to the south of Lewington Street is to be developed to accommodate a balanced mix of dwelling sizes at preferred densities ranging from 80 to 100 dwellings per hectare, with a minimum density of 60 dwellings per hectare in any development which includes a residential component.
- (e) Consistent with Figure 5.3 'Building Height', in Section 5.4, buildings are to present a minimum two storey (6.0m) or equivalent parapet height to the street or relevant public space subject to the maintenance of a 12.5 metre height limit along street frontages, with any additional height to a maximum of 19.0m to be setback a minimum of 3.5 metres. The scale and massing of buildings are to be designed to minimise any overshadowing of adjoining properties and public spaces.
- (f) Podium level courtyard gardens may provide private open space over car parks located behind streetfront buildings. Examples of this form of development are located at Rockingham Beach, Mandurah Marina, Joondalup City Centre, Subi-Centro Subiaco and in Northbridge over the Graham Farmer Freeway.
- (g) Car parking is to be provided in accordance with Table 3 of Town Planning Scheme No.2, refer to Appendix 1.
- (h) Off-street car parking will generally be located behind, under or over ground floor, streetfront buildings.
- (i) Semi-basement car parks are permitted wherever nominal ground floor residential development would benefit from being elevated up to 1.0m above the level of the adjacent public footpath.
- (j) To complement the City's townscape objectives for the Northern Waterfront, the massing, articulation and facade treatments of all development will be required to adhere to a quality, urban townscape aesthetic.
- (k) The frontage of any building is to incorporate and maintain the required area of transparent facade with suitably glazed windows and doors, consistent with the applicable 'Frontage Types' set down in Section 5.5.
- (l) Variety and high design standards will be encouraged in the fit-out, awning treatments.
- (m) Any subdivision application is to be prepared in conjunction with an Integrated Development Guide Plan (IDGP), to be prepared by or on behalf of the land owner. The IDGP shall illustrate building envelopes, indicative building configurations, setbacks, pedestrian and vehicular access, indicative car parking layouts and any rights of way or access easements required. In general, a rectilinear subdivision pattern will be preferred with a minimum lot size of 1500m² to allow for a simple and cohesive layout.
- (n) In lieu of the normal landscaping requirements of the Scheme, developers may be required to contribute to the cost of streetscape and/or landscape works within the public domain in the general vicinity of their development site.

6.2 LEWINGTON PRECINCT POLICY (Continued)



Figure 6.3 Lewington Precinct Concept Plan

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| <ol style="list-style-type: none"> 1. Utilise upgraded rear laneway for vehicle access wherever possible to reduce impact of vehicle crossovers and local traffic on streetscape amenity 2. Planned high frequency transit route 3. Kent Street 4. Facilitate sustainable urban renewal at higher TOD densities on amalgamated sites consistent with proximity to the transit service, beach, proposed marina and other waterfront attractions 5. Wanliss Street 6. Smythe Street | <ol style="list-style-type: none"> 7. Wherever possible, amalgamate sites at time of redevelopment to: reduce the number of driveway crossovers to the street; have more residences facing and engaging with the public realm; and to improve overall townscape amenity 8. Lewington Street 9. Alexandra Street 10. Facilitate sustainable urban renewal at higher TOD densities, subject to limiting the impact of any overshadowing on the amenity of nearby properties. 11. Victoria Street 12. Planned high frequency transit route connecting Rockingham Beach with University, City Centre and Rockingham Rail Station |
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6.3 ALEXANDRA PRECINCT POLICY

6.3.1 Application

This Policy applies to the Alexandra Precinct as defined in the Precinct Plan (refer to Figure 6.1). The Alexandra Precinct encompasses properties bounded by Wanliss Street, Smythe Street Victoria Street and Patterson Road (including Regan Street).

6.3.2 Desired Future Character

The precinct has largely retained its single residential character and configuration with the exception of several small scale redevelopments for single storey group housing and one more noteworthy two to three storey medium density residential redevelopment on a site at the corner of Victoria Street and Jecks Street. The architectural qualities of this development set a benchmark for further, similar scaled development in the precinct.

There are opportunities to carry out more sophisticated redevelopment to higher densities on other amalgamated sites that: reflect proximity to planned public transport; adequately address the street; and produce a positive impact on streetscape amenity.

Anticipated demand for secure, low maintenance residential apartments with close access to the beach, recreation facilities and public transport should be accommodated in a high amenity urban setting.

Upgraded footpaths, street lighting and a continuous street tree canopy along thoroughfares will also help to re-brand the sector and stimulate investment in higher quality property redevelopment.

6.3.3 Preferred Uses

Within the Alexandra Precinct the preferred uses are:

- multiple dwellings/residential
- short stay accommodation.

Other permissible uses listed under the Scheme are not preferred.



Aerial view looking south west from Rockingham Beach

6.3 ALEXANDRA PRECINCT POLICY *(Continued)*

6.3.4 Required Elements – Alexandra Precinct

The IDP (refer to Figure 5.1) and the Alexandra Precinct Concept Plan (refer to Figure 6.4) show the general location and pattern of development envisaged by the City and preferred under this Policy. Within the scope and meaning of the planning and development principles listed in Section 2.2, there is scope for further flexibility in the interpretation of the Centre Plan in relation to the scale and configuration of particular developments. Notwithstanding the indicative intent of these plans, development will be required to incorporate and maintain the following elements, as applicable:

- (a) The Precinct is to be developed as a quality, medium to high density residential area, framed by generally contiguous, street front buildings which address the street in a manner consistent with a contemporary inner city townscape discipline.
- (b) Buildings are to be located, configured and activated to frame and address street frontages, laneways and other public spaces in a way that is generally consistent with the Precinct Concept Plan and relevant 'Frontage Types' as listed in Section 5.
- (c) Consistent with Figure 5.2 'Density', in Section 5.3, residential development is to accommodate a balanced mix of dwelling sizes at preferred densities ranging from 60 to 100 dwellings per hectare, with a minimum density of 60 dwellings per hectare.
- (d) Consistent with Figure 5.3 'Building Height', in Section 5.4, buildings are to present a minimum two storey (6.0m) or equivalent parapet height to the street or relevant public space subject to the maintenance of a 12.5 metre height limit along street frontages, with any additional height to a maximum of 19.0m to be setback a minimum of 3.5 metres. The scale and massing of buildings are to be designed to minimise any overshadowing of adjoining properties and public spaces.
- (e) Podium level courtyard gardens may provide private open space over car parks located behind streetfront buildings. Examples of this form of development are located at Rockingham Beach, Mandurah Marina, Joondalup City Centre, Subi-Centro Subiaco and in Northbridge over the Graham Farmer Freeway.
- (f) Car parking is to be provided in accordance with Table 3 of Town Planning Scheme No.2, refer to Appendix 1.
- (g) Car parking is not permitted between the road reserve boundary and building frontages.
- (h) Semi-basement car parks are permitted wherever nominal ground floor residential development would benefit from being elevated up to 1.0m above the level of the adjacent public footpath.
- (i) To complement the City's townscape objectives for the Northern Waterfront, the massing, articulation and facade treatments of all development will be required to adhere to a quality, urban townscape aesthetic.
- (j) The frontage of any building is to incorporate and maintain the required area of transparent facade with suitably glazed windows and doors, consistent with the applicable 'Frontage Types' set down in Section 5.5.
- (k) Variety and high design standards will be encouraged in the fit-out, awning treatments, signage and private street furniture attached to individual premises.
- (l) Any subdivision application is to be prepared in conjunction with an Integrated Development Guide Plan (IDGP), to be prepared by or on behalf of the land owner. The IDGP shall illustrate building envelopes, indicative building configurations, setbacks, pedestrian and vehicular access, indicative car parking layouts and any rights of way or access easements required. In general, a rectilinear subdivision pattern will be preferred with a minimum lot size of 1500m² to allow for a simple and cohesive layout.
- (m) In lieu of the normal landscaping requirements of the Scheme, developers may be required to contribute to the cost of streetscape and/or landscape works within the public domain in the general vicinity of their development site.



Figure 6.4 Alexandra Precinct Concept Plan

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| <ul style="list-style-type: none"> 1. Alexandra Street 2. Generally ensure that corner redevelopment sites are designed to frame and activate both street frontages 3. Car parking access and bays for low rise medium density residential development should generally be provided in discrete off street locations behind street front dwellings 4. Smythe Street 5. Facilitate sustainable urban renewal at medium densities on amalgamated sites consistent with proximity to the Waterfront Village, transit service, beach, proposed marina and other waterfront attractions 6. Wanliss Street | <ul style="list-style-type: none"> 7. Regan Street 8. Wherever possible, amalgamate sites at time of redevelopment to: reduce the number of driveway crossovers to the street; have more residences facing and engaging with the public realm; and to improve overall townscape amenity 9. Jecks Street 10. Facilitate sustainable urban renewal at higher TOD densities along Victoria Street, subject to limiting the impact of any overshadowing on the amenity of nearby properties 11. Victoria Street 12. Planned high frequency transit route along Victoria Street connecting Rockingham Beach with University, City Centre and Rockingham Rail Station |
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7. Supplementary Policies



7. Supplementary Policies

7.1 CENTRAL ARTS POLICY

7.1.1 Objective

The objective of the Central Arts Policy is to integrate the arts and culture into the built fabric and the day-to-day functioning of the Strategic Metropolitan Centre.

7.1.2 Aspects of the Policy

- The Central Arts Policy will foster ongoing development of an arts culture through the provision of facilities, the programming of arts and cultural activities and the incorporation of an arts component into the planning, development and operation of the Strategic Metropolitan Centre.
- A public art component is to be incorporated into major public building and townscape commissions.
- The City will facilitate the execution of public art beyond the familiar stand-alone sculpture or painting to encompass integral contributions to the form and aesthetics of public spaces, building facades, landscape and street furniture.
- Public art may act as significant landmarks at key entry points to the City or specific spaces and buildings or it may be employed to reinforce localised identity as has, for example, already occurred in the City Square, in the forecourt of the Justice complex and more recently at the gateway to the Waterfront Village.
- An ongoing programme of arts and cultural activities and community involvement will be pursued by Council to ensure that a wide cross section of interests and age groups is catered for in the development and functioning of the City Centre.
- Arts and community festivals will provide opportunities for periodic expression and the enlivenment of the public domain.

7.1.3 Funding of Public Art

A diverse range of funding options is to be pursued for the ongoing development of arts facilities, the running of arts programmes and the incorporation of public art within development.

One percent of the capital cost of public buildings and other appropriate public works is intended to be set aside for the integration of an arts component.

Council will work with other tiers of Government and the private sector to achieve similar funding for public art.

7.2 SECURITY POLICY

7.2.1 Objective

The objective of the Security Policy is to integrate a passive approach to crime prevention through appropriate planning and environmental design measures to minimise both the actual and perceived incidence of crime.

7.2.2 Passive Security Principles

In assessing planning and development proposals, the City will have regard for the incorporation of the following passive security principles:

- Activate the ground or street level as much as possible.
- Avoid grade separated movement networks which remove pedestrian activity from the streets.
- Frame streets, pedestrian routes and public spaces with active building frontages to minimise the area of exposed, blank walls and the prevalence of pockets of unclaimed space.
- Give priority to ground floor building tenancies (usually retail) which generate people movement and incorporate glazed shopfronts etc with a minimum of blank wall surface.
- Encourage commercial and community occupation of public pedestrian pavements - whether it be in the form of outdoor restaurants, cafes, charity stalls, buskers or street theatre.
- Make public spaces, pedestrian pavements and parks and gardens attractive, comfortable and well lit.
- Orient residential development towards public streets and laneways such that the outlook oversees the public domain and a defensible pattern of built form and space is established.
- Select durable and easily cleaned materials and finishes where public contact is envisaged.

8. Delegation Policies

9. Adoption and Operation



8. Delegation

The Council has the authority to delegate the determination of any application for planning approval. An applicant wishing to know whether the Council or one of the City's officers will determine an application should contact the City.

9. Adoption and Operation

This Planning Policy came into operation at the same time that Amendment No.129 to Town Planning Scheme No.2 was granted Final Approval by the Hon Minister for Planning on the 17 June 2014.

Appendices



Appendices

A1 CAR PARKING

Table A.1 Car Parking Requirements / Allowances

USE	MINIMUM PARKING REQUIREMENT (AND MAXIMUM PARKING ALLOWABLE - IN BRACKETS)
Residential	The provisions of the Residential Design Codes are taken to apply
Cinema, Theatre	1 bay per 8 (6) seats
Consulting Rooms	3 (4) bays per consultant
Fast Food Outlet	1 bay per 14 (11) m ² NLA
Health Studio	1 bay per 20 (15) m ² NLA available to the public, including swimming pools
Office	1 bay per 60 (40) m ² NLA
Private Recreation, Restaurant, Reception Centre	1 bay for every 8 (6) persons the building is designed to accommodate
Shop	1 bay per 22 (17) m ² NLA
Showroom, Warehouse	1 bay per 80 (60) m ² NLA
Hotel, Motel, Tavern	1 bay per bedroom plus 1 bay for every 5 (4) m ² of bar and public areas including lounges, beer gardens and restaurants
Child Care Premises	1 bay per employee and 1 bay per eight children
Public Assembly, Public Worship	1 bay per 8 (6) seats
Short Stay Accommodation	The provisions of the Residential Design Codes with respect to multiple dwellings are taken to apply

A2 INTERPRETATIONS

Active or Interactive Frontages

Refers to street frontages where there is an active visual and physical engagement between people in the street and those on the ground floors of buildings. This quality is assisted where the building facades include the main entrances, and the ground floor uses (such as shops, cafes, offices and residential dwellings) face and open towards the street. Refer to Section 5.5, for an explanation of the various levels of activation related to 'Frontage Types'.

Amenity

Means all those factors which combine to form the character of an area and includes the present and likely future amenity.

Articulation

An element of building design which means the breaking up of a facade into individual elements to provide a modulated effect aimed at enhancing individual building identity, variety and interest. This can be achieved through the use of such elements as window projections, balconies, awnings, minor recesses and/or projections of walls or parts of walls to provide visual interest, and to enhance the 'fine grained' scale of development.

Building Envelope

Means an area of land within a lot marked on a plan approved by the responsible authority, within which all buildings must be contained.

Built Form

The configuration of the aggregate of all buildings, structures, etc., which make up a town or city.

Bulk

The size or mass of a building, referring to structures which in their context appear relatively large.

Campus Sector

Means the area defined as Sector 6 in Figure 1.2 and refers to the adjoining sites of the Challenger Institute of Technology, the Rockingham campus of Murdoch University and Kolbe Catholic College.

Character

Character is essentially the combination of the public and private domains. Every property, public place or piece of infrastructure makes a contribution, whether large or small. It is the cumulative impact of all these contributions that establishes Precinct or neighbourhood character.

Centre Plan

Means the Rockingham Strategic Metropolitan Centre - Centre Plan, Volumes 1 and 2 as adopted by Council on the 22nd September 2009 and the Western Australian Planning Commission on 10 November 2009.

City Centre Sector

Means the major retail, commercial, civic and mixed use activity centre and the major social and employment hub of the Strategic Metropolitan Centre. In this instance, the existing extent of the City Centre Sector is defined in Figure 1.2.

Facade

Means the exposed face(s) of a building towards roads or open space, or the frontal outward appearance of a building.

Fine Grain

Refers to horizontal strips of development broken into a vertical rhythm by individual shop fronts and windows. This is usually a reflection of the original subdivision pattern of narrow lot frontages. A similar visual effect can be created for new, wide frontage development if the building is broken up into narrow modules by the use of architectural detailing and different colours.

Height

Means the measurement taken from the natural ground level immediately in front of the centre of the face of the building to a level at the top of the ridge, parapet, or flat roof, whichever is the highest, but does not include any lift plant, water tower or similar utility or service, not exceeding 3 metres in height, or any architectural feature or decoration (other than a freestanding sign) not used for any form of accommodation, which may be approved by the Council.

Human Scale

Buildings of a size or comprising a range of architectural elements which are of a magnitude and proportion related to our bodily dimensions.

IDP

Means an Integrated Development Guide Plan prepared in accordance with Clause 4.3.5 of Town Planning Scheme No. 2.

A2 INTERPRETATIONS (*Continued*)

Laneway

Means a narrow or very narrow local 'street', usually paved without a verge, located along the rear and/or side property boundary. Might be used exclusively by pedestrians, or shared by both pedestrians and vehicles, depending upon the circumstances.

Legibility

Is where the design of a street system provides a sense of direction and connection, giving clear signals regarding the spatial layout and geography of an area.

Light Rail or Streetcar

A modern electric tram system which usually runs on-street, but may also be capable of being segregated from road traffic.

'Main Street'

Means mixed land use developments fronting a street in a manner whereby pedestrian access to the majority of individual businesses can be achieved directly from the street, and/or where customer car parks on private property do not separate the road reserve boundary from the front of a building.

Massing

The size and volume of a building.

Mixed Use Development

Good mixed use development involves the 'fine grain' mixing of compatible land uses in a balanced blend, integrated in close proximity to each other. Physically it includes both vertical and horizontal mixing of uses. No single use should dominate other uses, although residential use is often the major component. Good mixed use development has the potential to improve the efficiency and amenity of neighbourhoods, reduce travel demand, increase walkability, and make more efficient use of available space and buildings.

Northern Waterfront Sector

Means the area defined in Figure 5.1 and is generally bounded by Rockingham Beach Road, Patterson Road, Wanliss Street and Victoria Street.

Precinct

Means a local area defined for the purposes of describing and managing the preservation and/or development of specific urban characteristics.

Public Realm or Public Domain

Means spaces that are physically accessible to the public, and those aspects of other spaces that are visible from physically accessible spaces. It incorporates features such as streets, parks, shops, community buildings and the street facades of other buildings.

Rockingham City Centre Transit System (RCCTS)

Means a shuttle bus service providing a high frequency link between the Rockingham Train Station, City Centre and Rockingham Foreshore along a dedicated transit route which supports TOD opportunities.

Scale

The size of a building and its relationship with its surrounding buildings or landscape.

Sector

Means a distinct geographic area within a Centre that may reflect an established local identity, co-ordinated ownership, zoning and/or policy characteristics. A sector may be comprised of one or a number of precincts.

Smart Village Sector

Means the area defined as Sector 3 in Figure 1.2 and it includes the land formerly used as sporting grounds on Dixon Road.

Strategic Metropolitan Centre

Means the area as defined by the Centre Plan as the Rockingham Strategic Metropolitan Centre. The boundary is defined in Figure 1.1.

Smart Village North Sector

Means the area defined as Sector 4 in Figure 1.2

Street Alignment

Means the common boundary between the land comprising a street (i.e. the road reserve), and the land abutting it.

Street Setback

Means the horizontal distance between the street alignment and a building, measured at right angles to the street alignment. The 'street setback area' is the area between the street alignment and the street setback line.

Streetscape

- (a) means the total visual impression gained from any one location within a street including the natural and man-made elements; and
- (b) is made up of the appearance of, and the relationships between, buildings in terms of design, scale, materials, colours, finishes, signs, external furniture, paving materials for roads, footpaths and landscaping.

Surveillance

Means the presence of passers-by or the ability of people to be seen in public spaces from surrounding windows, decks, balconies or the like. 'Casual surveillance' means "eyes on the street" provided by local people going about their daily activities.

Sustainability

Is meeting the needs of current and future generations through an integration of environmental protection, social advancement and economic prosperity.

Sustainable Development

Means development that meets the needs of the present without compromising the ability of future generations to meet their own needs.

Traffic Calming

Means the introduction of physical traffic management measures or techniques into a road or street aimed at reducing the impact of traffic on that road or street.

Transit Oriented Development (TOD)

Means a compact, mixed use community within the walkable catchment of a transit place, blending housing, shopping, employment and public uses in a pedestrian-friendly environment that makes it convenient and practicable for residents and employees to travel by public transport instead of by private car.

Urban Form

Means the broad shape and structure of an urban community and the distribution of its major features.

Walkability

Means the ease with which a person can walk in an area.

Walkable Catchment

Means the actual area served within a 600m (5 to 10 minute) walking distance along the street system from a central transit system stop or an 800m walking distance from the City Centre.

Waterfront Village Sector

Means the area defined as Sector 2 in Figure 1.2 and refers to the area of the old Rockingham Beach Town Centre which includes waterfront parks, beachfront cafes, restaurants, 'Main Street' shops, community facilities, apartments and village green.

