



City of Rockingham

# City of Rockingham Local Planning Strategy

April 2023

**DRAFT FOR PUBLIC ADVERTISING**

## **ACKNOWLEDGEMENT OF COUNTRY**

Rockingham, ngala kaaditj moondang-ak kaaradjiny nidja boodja, Binjareb wer Whadjuk Nyoongar moort, wer baalabang kalyogool dandjoo boodja, kep wer moort.

The City of Rockingham acknowledges the Traditional Owners and Custodians of this land, the Binjareb and Whadjuk, Nyoongar\* peoples and their continuing connection to the land, waters and community. We pay our respects to all members of Aboriginal communities and their cultures; and to Elders past and present.

\*While Nyoongar is identified as a single, spoken language there are up to 14 different dialects and variations in both pronunciation and in the spelling of many words such as: Nyoongar, Whadjuk and Binjareb. Additionally where the City uses the term Aboriginal it is intended to encompass all Aboriginal and Torres Strait Islander people. The City has utilised the services of the Noongar Boodjar Language Cultural Aboriginal Corporation for the translations present in this document.



CITY OF ROCKINGHAM  
**LOCAL PLANNING STRATEGY**

**CERTIFICATION FOR ADVERTISING**

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Supported for submission to the Western Australian Planning Commission for endorsement by resolution of the City of Rockingham at the Ordinary Council Meeting held on **INSERT DATE**

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MAYOR

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CHIEF EXECUTIVE OFFICER

**ENDORSEMENT OF LOCAL PLANNING STRATEGY**

Endorsed by the Western Australian Planning Commission on

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*an officer of the Commission duly authorised by the Commission  
(pursuant to the Planning and Development Act 2005)*

Project No: 44550

Project Name: City of Rockingham Local Planning Strategy

Prepared for:



Prepared by:



Supported by:

**SHAPE URBAN**

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Revision Letter	Date	Reason for Issue	CM
A	18/10/22	Rev A – Draft for City Review (Part 2 only)	RS
B	14/11/22	Rev B – Draft for City Review	NS
C	22/12/22	Rev C – Final Draft for City Review	NS
D	27/02/23	Rev D – Final Draft for Council Consent to Advertise	NS
E	03/04/23	Rev E – For Public Advertising	NS



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## INTRODUCTION

# 1.1 INTRODUCTION

The City of Rockingham Local Planning Strategy (LPS) comprises:

- + Part 1 – Strategy; and
- + Part 2 – Background Information and Analysis

The LPS applies to the area shown on **Figure 1**.

This LPS comes into operation on the day on which it is endorsed by the Western Australian Planning Commission, it should be read in conjunction with the following City of Rockingham Community Plan Strategies:

- + Environmental Protection Strategy;
- + Public Open Space Strategy;
- + Rural Land Strategy; and
- + Local Commercial Activity Centres Strategy.

As required by Regulation 11 of the *Planning and Development (Local Planning Schemes) Regulations 2015*, the purpose of the Strategy is to:

1. Set out the long-term planning directions for the local government;
2. Apply any state or regional planning policy that is relevant to the strategy; and
3. Provide the rationale for any zoning or classification of land under the local planning scheme.

The Strategy forms the strategic basis for the preparation and implementation of a new planning scheme, referred to as the City of Rockingham Local Planning Scheme No.4 (LPS4).

## 1.1.1. COMMUNITY AND STAKEHOLDER ENGAGEMENT INPUT

In 2019, prior to commencing the LPS, the City of Rockingham and Creating Communities undertook engagement to develop an early understanding of the issues and ideas that the community had regarding the future of planning in the City. The findings from this work have been considered and incorporated into the LPS preparation, and are provided in **Appendix 1**.

On commencement of formal drafting of the LPS, it was agreed that a more focused, supplementary engagement programme would be undertaken to address key issues arising in initial Part 2 background investigations. In early 2022, with the commencement of the LPS, a Community and Stakeholder Engagement Plan (CSEP) was prepared by Hames Sharley and Shape Urban and endorsed by the City.

From August to September 2022, an online and in-person pre-engagement process was undertaken to flesh out specific issues requiring more investigation with the community and to inform this LPS.

The findings and feedback from community and stakeholder interactions have provided insight into the issues and opportunities experienced in the City. Taken together with research and analysis plus interrogation of the guiding documents within the State and Regional planning realm, this information has assisted in underpinning the strategic direction for the City's planning framework.

Refer to **Appendix 2** for the most recent Engagement Summary Report which details the process and findings from the consultation. Information from this process is referred to throughout this LPS as "preliminary engagement".



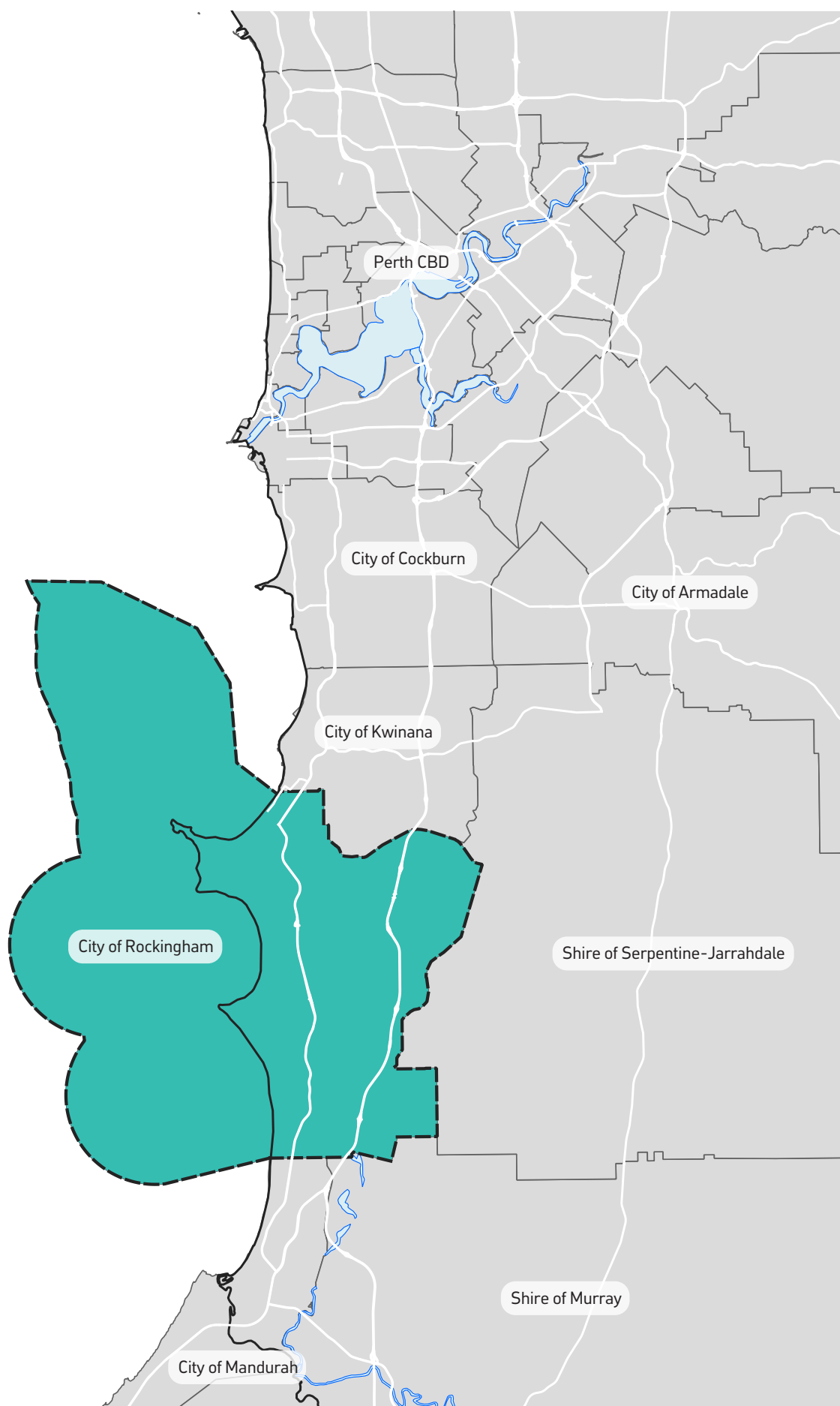


Figure 1: City of Rockingham Location Plan and Strategy Extent

## 1.2 VISION

With a geographical extent of 257km<sup>2</sup> the City of Rockingham (the City) is one of the largest local government authorities in the Perth Metropolitan Region. It is bordered by the City of Kwinana (north), City of Mandurah and Shire of Murray (south), Shire of Serpentine Jarrahdale (east), and the Indian Ocean (west) as shown on **Figure 1**.

This LPS outlines the 15-year vision for how land use change and development will occur within the City. The vision has regard to the City's Strategic Community Plan (<https://rockingham.wa.gov.au/forms-and-publications/your-city/our-vision/strategic-community-plan-2019-2029>), but recognises that any community aspirations for future land use change and development is balanced with the requirements of planning legislation and policy. The LPS will provide for the expression of how broader State planning requirements can be applied and ultimately implemented at a local level.

The City's vision is to be:

**A thriving and connected community that offers a modern lifestyle balanced with an abundance of environmental assets.**

To deliver on this vision, the LPS seeks to ensure that the City is a place which is:

- + Home to well-designed and high quality centres and neighbourhoods which provide access to a diversity of housing types in both infill and greenfield areas.
- + For business growth and investment generating opportunities for employment generating land that helps create a robust economic base that enhances self-sufficiency.
- + Well connected by an extensive public transport network which connects existing areas and unlocks new opportunities for employment, housing, and recreation.
- + Recognised and admired as a contemporary and vibrant waterfront destination, renowned for its heritage, natural beauty and world class coastal and marine environments. New development is respectful of Aboriginal and Torres Strait Islander culture, built heritage, and the natural environment.
- + A safe, relaxed and friendly environment, underpinned by a diverse range of carefully planned community and social infrastructure facilities.

### ROCKINGHAM LPS 2050 ASPIRATIONS



60% of all new dwellings are provided in infill areas



74% Employment Self Sufficiency (31,000 - 40,000 new local jobs)



10-15% reduction in private vehicle trips



15% of all future local trips made by public transport



17% of all future local trips made by walking



8% of all future local trips made by cycling / e-rideables

Figure 2: Rockingham LPS Targets

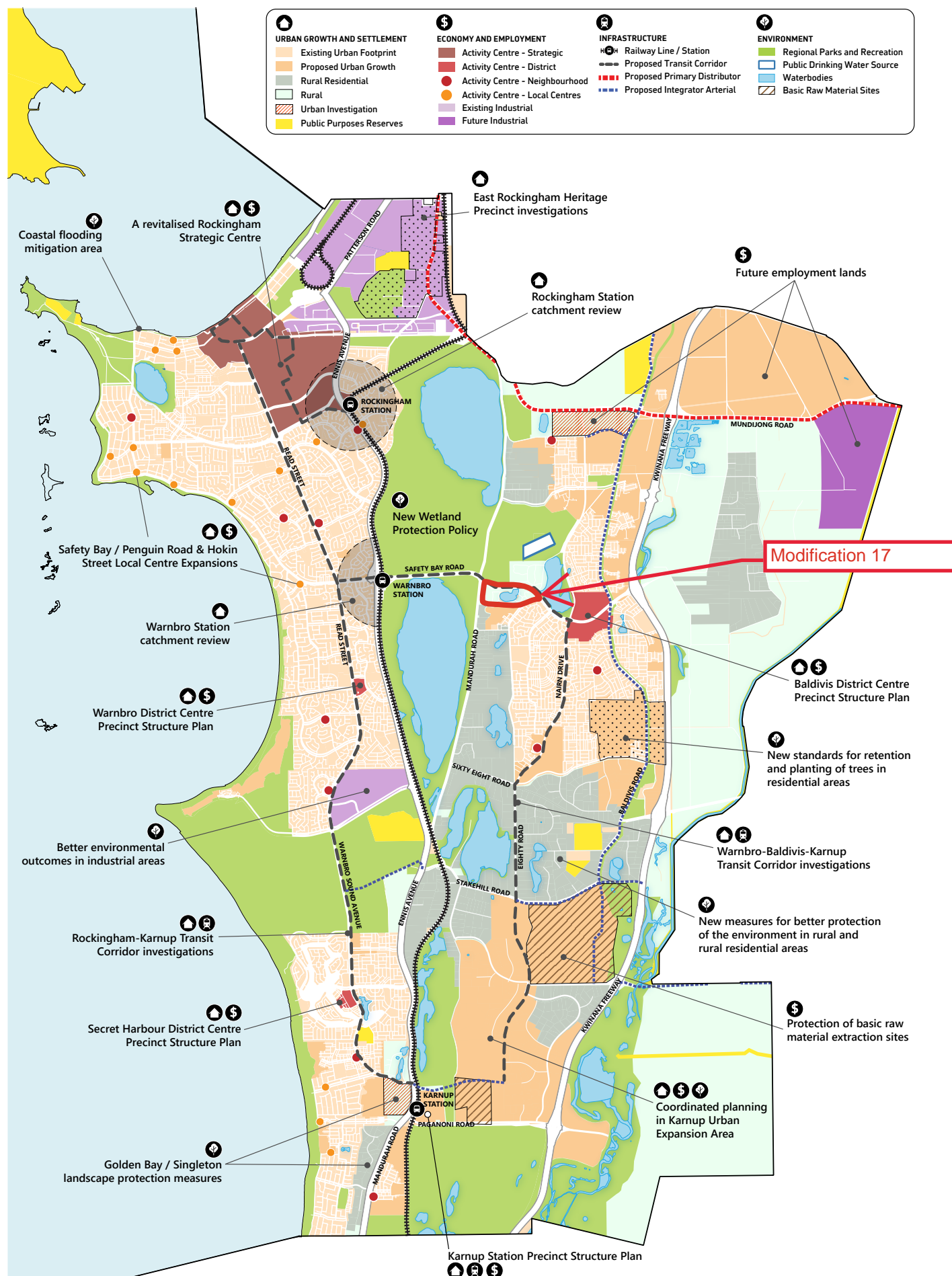


Figure 3: Rockingham LPS Key Features



## 1.2.1. STRATEGIC COMMUNITY PLAN ALIGNMENT

Alignment between the City's LPS and its Strategic Community Plan (SCP) is essential to ensuring a transparent and seamless planning framework. **Figure 4** illustrates the City's Integrated Planning and Reporting Framework, which highlights the relationship between these documents.

The SCP aspirations, outcomes, and objectives relevant to land use planning are set out in **Table 1** to demonstrate how the LPS aligns.

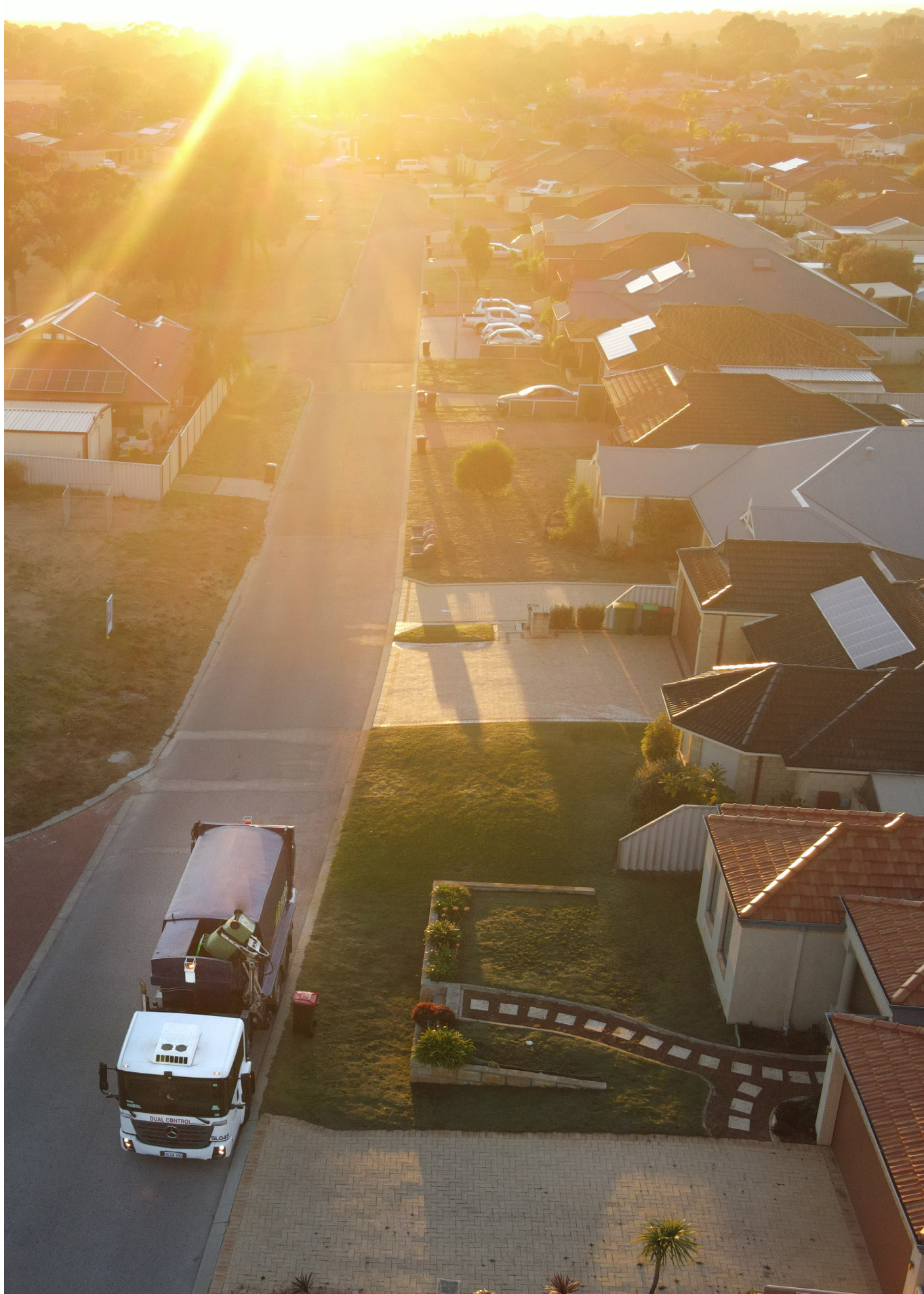


Figure 4: Integrated Planning and Reporting Framework

Table 1: Strategic Community Plan Outcomes

ASPIRATIONS	OUTCOMES RELEVANT TO LPS	RELEVANT LPS THEME
<b>Actively Pursue Tourism and Economic Development</b>	<b>Coastal destination</b> Promote the City as the premier metropolitan coastal tourism destination.	Tourism (Part 2 - Section 4.3.6)
	<b>Infrastructure investment – local, regional and state</b> Lobby local, State and federal stakeholders to establish infrastructure and development opportunities for the City.	Transport and Infrastructure (Part 2 - Section 4.5)
<b>Grown and Nature Community Connectedness and Wellbeing</b>	<b>Aboriginal heritage and inclusion</b> Strengthen relationships with Aboriginal and Torres Strait Islander people which foster mutual respect and support, and cultural awareness.	Culture, Arts, and Heritage (Part 2 - Section 4.2.2)
	<b>Services and facilities</b> Provide cost effective services and facilities which meet community needs.	Public Open Space and Community Infrastructure (Part 2 - Section 4.2.4)
<b>Plan for Future Generations</b>	<b>Infrastructure planning</b> Plan and develop sustainable and safe infrastructure which meet the current and future needs of the City's growing population.	Culture, Arts, and Heritage (Part 2 - Section 4.2.2)
	<b>Responsive planning and control of land use</b> Plan and control the use of land to meet the needs of the growing population, with consideration of future generations.	Demographic Profile (Part 2 - Section 4.1)  Urban Growth and Settlement (Part 2 - Section 4.2)
	<b>Preservation and management of bushland and coastal reserves</b> Encourage the sustainable management and use of the City's bushland and coastal reserves.	Environment (Part 2 - Section 4.4)
	<b>Liveable suburbs</b> Plan for attractive sustainable suburbs that provide housing diversity, quality public open spaces, walkways, amenities and facilities for the community.	Public Open Space and Community Infrastructure (Part 2 - Section 4.2.4)  Urban Growth and Settlement (Part 2 - Section 4.2)
<b>Deliver Quality Leadership and Business Expertise</b>	<b>Effective governance</b> Apply systems of governance which empower the Council to make considered and informed decisions within a transparent, accountable, ethical and compliant environment.	Whole LPS will assist with empowering Council to make considered and informed planning related decisions.







# 02

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## ISSUES AND OPPORTUNITIES

Consistent with the State Planning Framework, planning issues of relevance to the City of Rockingham are presented under the following four themes:

- + Community, Urban Growth and Settlement
- + Economy and Employment
- + Environment
- + Transport and Infrastructure

For each planning issue identified in this chapter, planning directions and actions have been defined.

Planning directions are short statements that specify what is to be achieved or desired for the issue or opportunity. Each planning direction is supported by an action(s), that:

- + Is concise and easy to understand;
- + Outlines what is proposed and how it is to be undertaken;
- + Is relevant to land use planning and provides the implementation arrangements for the related planning direction;
- + Is measurable and can be designated a timeframe; and
- + Indicates who the responsible party, agency or authority is.



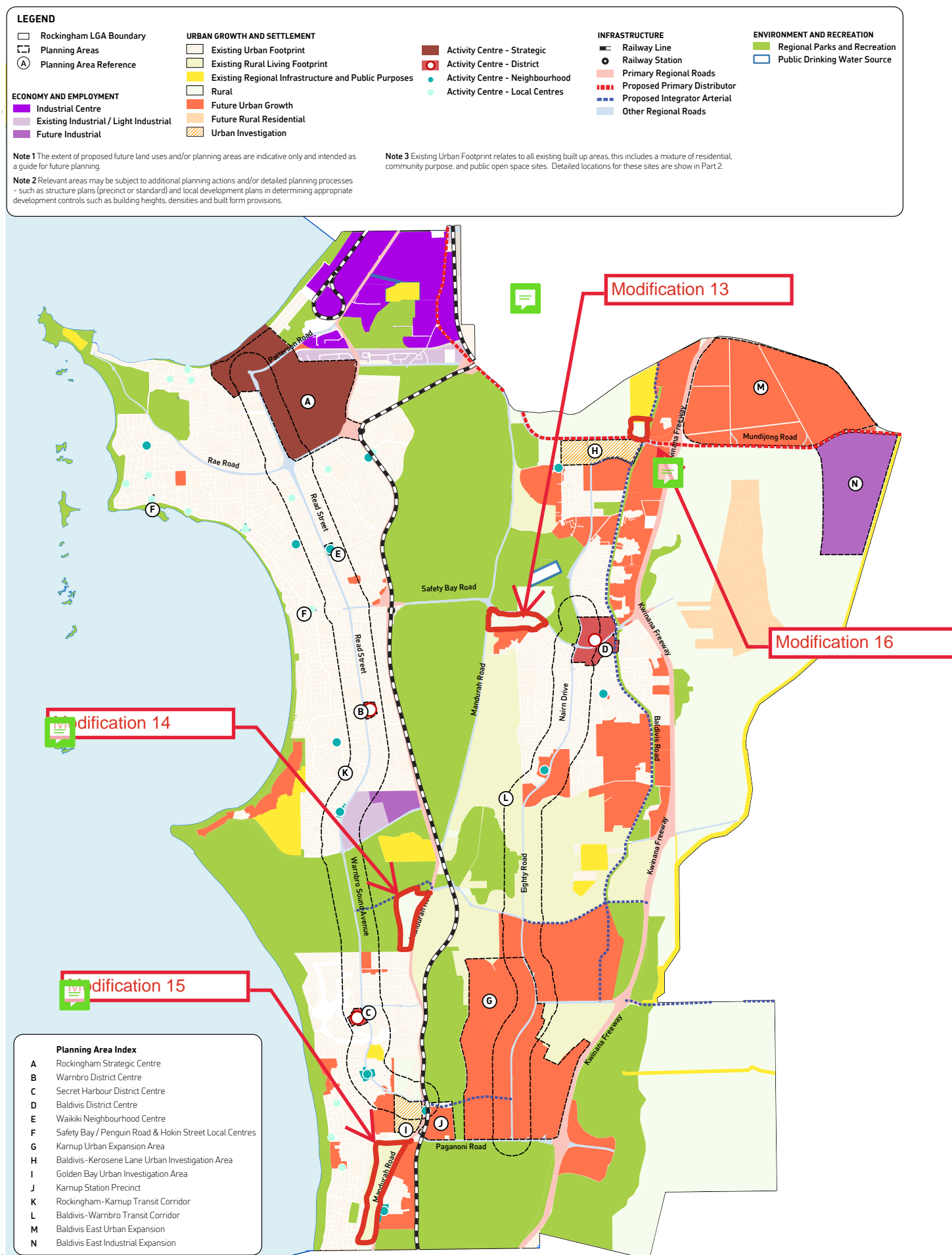


Figure 5: City of Rockingham Local Planning Strategy Map

## 2.1 COMMUNITY, URBAN GROWTH AND SETTLEMENT

### 2.1.1. HOUSING

The City is one of the fastest growing local government areas in Western Australia and is home to a diverse and growing population. By 2036, the City's population is expected to increase by approximately 60,000 people (requiring 25,000 new dwellings), to a total population of 190,000 residents.

This growth trajectory, and the City's changing demographic profile are key elements which have informed the housing approach set out in this LPS. Part 2 includes detailed analysis of the patterns and trends observed and their implications. Elements which exemplify these socio-economic characteristics include:

- + A growing group of Seniors (60+ years), together with a high proportion of one and two person households. This requires a greater diversity of housing typologies to counteract the dominance of larger homes in low-density areas.
- + The City is an attractive place for families with children, however, access to localised higher education and employment is limited. A related issue is improving residents' ability to access learning, employment, social, and health opportunities without reliance on private vehicles.
- + Housing stress (for both renters and mortgage holders) is evident in the City, with the proportion of incomes spent on housing costs higher than Greater Perth averages. Furthermore, affordable, and social housing provision has not kept pace with the proportion of lower income households that require relief from housing stress or homelessness that has become more evident, especially in locations such as the Rockingham Strategic Centre (RSC).

The mismatch between current housing provision and the changing demographics needs is highlighted in Part 2. This analysis has been supported by stakeholder engagement conducted during the preparation of this LPS. The outcomes of which have ensured that this LPS:

- + Enables provision of housing in activity centres, or areas with good access to public transport;
- + Offers greater housing choice from both a dwelling type and affordability perspective suitable for people in all life stages;
- + Be delivered in an environmentally sensitive manner, particularly in greenfield locations where areas with significant environmental or landscape values are at greatest risk; and
- + Better meets the needs of groups such as seniors and the homeless.

The findings in Part 2 illustrate that to achieve the above, the City needs to transition to a more consolidated urban form, which places greater emphasis on delivering new medium density housing in identified infill priority areas, such as activity centres, station precincts, and along transit corridors. This will allow utilisation of existing transport, activity centres and other infrastructure, and provide greater opportunities for preservation of the natural environment.

**To deliver on the above, this LPS seeks to provide a framework for the City which sets out to achieve a long-term aspirational target whereby 60% of all new development is delivered in identified infill priority areas, compared to 40% focussed in greenfield areas. This aspiration exceeds the benchmarks currently set out in the South Metropolitan Peel Sub-Regional Framework (SMPSRF).**

*Note: It is acknowledged that achieving these targets is a long-term aspiration which will likely occur beyond the lifetime of this LPS, due to current availability of zoned greenfield land.*

Table 2: Housing – Planning Directions and Actions

ISSUES / OPPORTUNITIES	PLANNING DIRECTION	ACTION	RATIONALE	TIMEFRAME
Achieving Urban Consolidation	Ensure activity centres are compact and provide sufficient development intensity and land use mix to support high-frequency public transport and active travel modes.	<p>City and landowners to ensure future detailed planning for nominated activity centres is guided by the preparation of Precinct Structure Plans (PSPs). PSPs will be prepared by landowners and / or developers:</p> <ul style="list-style-type: none"> <li>+ In accordance with the requirements of the LPS Regulations, and SPP 7.2 Precinct Design; and</li> <li>+ To the appropriate hierarchy level, meeting draft SPP 4.2 objectives and requirements.</li> </ul> <p>Refer <b>Figure 5</b> for locations, and Planning Areas A-F in <b>Table 19</b> for further details.</p>	<p>Section 4.1.3 of Part 2 demonstrates there is substantial existing capacity to accommodate infill. Section 4.2.1 then explores the importance of urban consolidation, and identifies activity centres as a primary focus area as per the recommendation in Perth and Peel @3.5 Million (PP3.5) strategic planning framework.</p> <p>To ensure a best practice contemporary planning approach, PSPs prepared in accordance with <i>SPP 7.2 – Precinct Design</i> are identified as the best course of action.</p>	Ongoing
	Future detailed planning in station precincts to facilitate enhanced urban consolidation.	<p>City to review outcomes of previous urban design and housing studies in the Rockingham and Warnbro Station Precincts to identify the interventions required to support infill development.</p> <p><i>Note: Investigations to be coordinated as described below.</i></p>	The City has undertaken previous studies and analyses which determined that certain urban interventions would be required to increase density within the Rockingham and Warnbro Station Precinct walkable catchments. These additional investigations will help prioritise the required interventions.	Short Term 1-5 Years
		<p>City to support State Government in preparation of a PSP for the Karnup Station Precinct.</p> <p>Refer <b>Figure 5</b> for location, and Planning Area J in <b>Table 19</b> for further details.</p>	Section 4.1.3 of Part 2 states that there is substantial existing capacity to accommodate infill. Section 4.2.1 then explores the importance of urban consolidation, identifying station precincts as a primary focus area.	Short Term 1-5 Years
	Explore opportunities to support future intensification along designated transit corridors.	<p>City to advocate for establishment of the Rockingham-Karnup and Baldivis-Warnbro Transit Corridors with State Government. Further investigations to:</p> <ul style="list-style-type: none"> <li>+ Determine optimal alignment and stop locations;</li> <li>+ Confirm level of urban infill possible to support and enable public transport investment into proposed transit corridors;</li> <li>+ Identify opportunities to enhance provision of local employment.</li> </ul> <p>Refer to Planning Areas K-L for further details in <b>Table 19</b>.</p>	Section 4.2.1 of Part 2 identifies transit corridors as a major opportunity to support further infill development, and reduce the reliance on cars and increase public transport patronage as described in Sections 4.5.1-4.5.2 (in Part 2).	Medium Term 5-10 years

ISSUES / OPPORTUNITIES	PLANNING DIRECTION	ACTION	RATIONALE	TIMEFRAME
Coordinated Infill Investigations	Future opportunities for infill development are identified and prioritised, through coordinated investigations.	<p>City to undertake ongoing investigations to determine future infill priority areas. Investigations to have consideration for:</p> <ul style="list-style-type: none"> <li>+ Commercial viability including infrastructure capacity;</li> <li>+ Age of housing stock;</li> <li>+ Likelihood of redevelopment in the short term;</li> <li>+ Impact on other infill locations;</li> <li>+ Proximity to amenities such as employment, public transport, public open space; and</li> <li>+ What changes (if any) are required in the planning framework to assist with implementation.</li> </ul> <p><i>Note: The extent of each review is likely to vary, depending on the location, characteristics, and complexity of an area.</i></p>	<p>Section 4.1.3 of Part 2 includes a dwelling yield analysis which has consideration for existing areas and their potential capacity to accommodate infill. Section 4.2.1 explores the importance of urban consolidation and identifies areas where future infill should be prioritised.</p> <p>The purpose of this planning action would be to both review existing, and identify future priority areas for infill to ensure the City's housing targets can be achieved.</p>	Ongoing Every 5 years
		<p>Future planning proposals in the City to ensure a mix of residential densities and building types which consider the following:</p> <ul style="list-style-type: none"> <li>+ High Density dwellings (R80+ Multiple Dwellings) are prioritised in designated Activity Centres and Station Precincts.</li> <li>+ Medium Density dwellings (R30+ for Single / Grouped Dwellings and R30-R60 for Multiple Dwellings) are prioritised in designated Activity Centres, Station Precincts, Transit Corridors, and Greenfield Centres.</li> <li>+ Low Density dwellings (R25 and below for Single Dwellings) are prioritised in Greenfield Areas.</li> </ul>	<p>Section 4.1.1 of Part 2 includes demographic analysis which identified that housing diversity is a major gap in the City, impacting affordability. Due to the City's ageing population, there is also a need to consider how aged accommodation will be delivered.</p> <p>The LPS therefore sets housing diversity targets to address this issue.</p>	Ongoing
Improved Housing Diversity	Future development in the City contributes to improved housing diversity in both infill and greenfield areas.	<p>City to ensure ongoing collaboration with Department of Communities and specialist housing providers to ensure planning helps to provide affordable housing which meets demographic needs.</p> <p><i>Note: Preferred locations for seniors / affordable housing to align with proposed urban consolidation approach i.e. these types of housing are prioritised in high-amenity areas.</i></p>	<p>Section 4.1.1 of Part 2 includes demographic analysis which identified that housing diversity is a major gap in the City, impacting affordability. Due to the City's ageing population, there is also a need to consider how aged accommodation will be delivered.</p> <p>The LPS therefore sets housing diversity targets to address this issue.</p>	Ongoing

Modification 2



ISSUES / OPPORTUNITIES	PLANNING DIRECTION	ACTION	RATIONALE	TIMEFRAME
Delivering high quality greenfield development	Planning and design in identified expansion and investigation areas promotes quality built form, and environmental outcomes.	<p>City to collaborate with State Government to ensure that areas identified in PP@3.5 for urban expansion, urban investigation, or planning investigation have consideration for:</p> <ul style="list-style-type: none"> <li>+ Guidance on planning in rural land use areas as set out in <b>Table 4</b>;</li> <li>+ Guidance on desired environmental outcomes as set out in <b>Table 10</b>; and</li> <li>+ <b>Table 19</b> for specific guidance on Planning Areas G-I.</li> </ul>	Sections 2.3 and 4.2.1 of Part 2 identify the urban expansion, urban / planning investigation areas set out in the PP@3.5 framework. LPS seeks to ensure high-quality environmental outcomes in these locations, as such the future growth will need to be dependent on satisfying environmental objectives of this LPS.	Ongoing
		City to review key design-related State Planning Policies (SPP), namely SPP 7.1 Neighbourhood Design; and SPP 7.3 Medium Density Code to determine if a City-specific Local Planning Policy (LPP) is required to guide future development.	Section 4.2.1 of Part 2 highlights the issues associated with poorly designed greenfield development. To ensure best-practice design, a careful review of latest SPPs will be required to balance the State's position against desired local outcomes.	Medium Term 5-10 years

## 2.1.2. CULTURE, ARTS AND HERITAGE

Nyoongar people successfully managed and nurtured the land and water for thousands of generations, and an enduring spiritual and physical connection remains today. By showing similar respect and care for the land and water, the City can continue to work towards the sustainability of the environment for future generations. The City sits on the boundary of the **Whadjuk** and **Binjareb** Nyoongar peoples lands and is also completely encompassed by the Gnaala Karla Booja Indigenous Land Use Agreement (ILUA) area of the South West Native Title Settlement (SWNTS).

The City and its community are proud of its cultural heritage, however, improvements in infrastructure and urban design can be made to better celebrate Whadjuk Nyoongar culture and history. From this perspective, there is a significant opportunity to foster increased appreciation and celebration of the Whadjuk Nyoongar Aboriginal culture to enhance a sense of place throughout the City.

The City of Rockingham Strategic Community Plan (SCP) 2019-2029 includes specific community aspirations related to Aboriginal Heritage and inclusion, and Cultural Heritage through the following documents:

- + Innovate Reconciliation Action Plan (RAP) April 2021 – April 2023; and
- + City's Heritage Strategy 2020 – 2025

The City's RAP April 2021 – April 2023 actions foster the building of relationships within the community to champion mutual respect and support opportunities for local Aboriginal and Torres Strait Islander people/s. Underpinning the RAP are the City's actions classified according to the Reconciliation Australia's Key Pillars of Relationships, Respect, Opportunities and Governance, which continue to foster a cohesive community.

The City's Heritage Strategy 2020 -2025 sets the future direction for heritage management within the City of Rockingham. The City recognises that its heritage is a valuable finite resource that must be preserved for future generations due to its importance to the community's social, environmental and economic prosperity. The City's Heritage Strategy includes, Natural heritage; Aboriginal heritage, Historic Heritage; and Tangible and Intangible heritage (stories). Underpinning the Heritage Strategy Actions are objectives to deliver the vision which are structured into themes of "Understanding", "Protecting", "Sustaining" and "Celebrating".

In addition, Part 2 of the LPS identifies that exposure to creative industries could be enhanced across the City, including potential for new, dedicated facilities. These initiatives are important to enhance a sense of wellbeing, community pride, and quality of life in the City.

Table 3: Culture, Arts and Heritage – Planning Directions and Actions

ISSUES / OPPORTUNITIES	PLANNING DIRECTION	ACTION	RATIONALE	TIMEFRAME
<b>Aboriginal Heritage and Culture</b>	Aboriginal culture is better celebrated and included in future planning processes throughout the City.	City to ensure implementation of the City's RAP by embedding Aboriginal culture in future planning proposals.  This is to be achieved through preparation of a new 'planning procedure' for 'Aboriginal Engagement' which sets out requirements for:  + Engaging and working with Aboriginal stakeholders, including liaison with the City's Aboriginal Advisory Committee;  + Engagement with Department of Aboriginal Affairs for matters considered under the <i>Aboriginal Heritage Act 1972</i> .  + Procedure for assessment of applications (including referrals where required).	Section 4.2.2 of Part 2 highlights the importance of the City's RAP, and the need to ensure ongoing review and implementation of key actions for the lifetime of the LPS.  The City's approach is to strengthen relationships with Aboriginal people, by ensuring that Aboriginal culture is recognised and embedded in the planning process. This will include ongoing engagement with relevant Aboriginal groups and bodies in accordance with the City's RAP.	Short Term 1-5 years
<b>Heritage Management</b>	Heritage places are properly recognised and/or conserved throughout the City.	Undertake a review of the City's Heritage Conservation and Development Policy to understand how it can be more accessible and usable for the City's planners and community stakeholders.	Section 4.2.2 of Part 2 identifies these initiatives as key actions from the City's Heritage Strategy.  These proposed initiatives would help improve the transparency and robustness of heritage planning in the City. It would also allow for investigations to determine the suitability of East Rockingham as a designated 'heritage area'.	Short Term 1-5 years
		Prepare a Conservation Management Strategy (CMS) or Conservation Management Plans (CMP) for all the City's Heritage Assets, which sets out the significance of a place and strategies to guide and manage change.		Medium Term 5-10 years
		City to undertake investigations to determine whether the East Rockingham Precinct should be identified as a 'heritage area'.		Medium Term 5-10 years
<b>Cultural Development and Arts</b>	Delivery of public art guided by planning policy which ensures best practice outcomes are delivered in the City.	City to ensure regular review of Planning Policy (PP) 3.3.25 Percent for Public Art to ensure outcomes being delivered are: consistent with the local identity of an area; improve amenity; and align with desired streetscapes.	Section 4.2.2 of Part 2 identifies this initiative as a key action of the City's Cultural Development and the Arts (CDATA) Strategy 2018-2022.  Ongoing review of LPP would enable the City to ensure a best practice approach to the delivery of public art.	Medium Term 5-10 years

## 2.1.3. RURAL LAND USE

Rural land in the City is generally categorised in the following ways:

- + Rural Residential;
- + Rural Areas;
- + Urban Expansion Areas;
- + Planning /Urban Investigation Areas.

Through a review of the City's Rural Land Strategy (RLS), Part 2 of the LPS highlights that there are several critical issues which should be considered when undertaking future planning in these areas:

- + Urban transition management;
- + Land use control in planning, urban investigation, and urban expansions areas;
- + Identify and protect priority agricultural land;
- + Identify and protect priority ecological values;
- + Identify and protect priority landscape values; and
- + Bushfire risk mitigation.

The primary challenge associated with the above issues, is that City-wide coordination is difficult due to the highly fragmented ownership structure in existing rural areas. As such, this LPS provides a range of measures which would need to be implemented by individual proponents prior to any changes being contemplated in TPS2 (or LPS4), and any subdivision or development occurring.

**Table 4: Rural Land Use - Planning Direction and Actions**

ISSUES / OPPORTUNITIES	PLANNING DIRECTION	ACTION	RATIONALE	TIMEFRAME
<b>Planning in Rural Residential Areas</b>	Development in rural residential areas is guided by the City's Rural Land Strategy.	<p>City to review and incorporate development standards of Policy Area 1 of the RLS into LPS4 for land in rural residential zones:</p> <ul style="list-style-type: none"> <li>+ Require Environmental Assessment Reports to be submitted in support of applications where Local Natural Areas (LNAs) may be impacted. These reports are required to address the protection of: <ul style="list-style-type: none"> <li>- Priority flora, fauna and ecological communities;</li> <li>- Habitat used by priority fauna;</li> <li>- Remnant vegetation;</li> <li>- Regional ecological linkages;</li> <li>- Wetlands and waterways; and</li> <li>- Areas with significant landscape value.</li> </ul> </li> </ul>	Section 4.2.3 in Part 2 identifies that there are a number of potential issues associated with development of the City's existing rural land. To avoid or minimise potential land use conflicts, implementation of the provisions set out in the City's RLS will be required to ensure desired development outcomes are achieved.	Short Term 1-5 years



ISSUES / OPPORTUNITIES	PLANNING DIRECTION	ACTION	RATIONALE	TIMEFRAME
		<ul style="list-style-type: none"> <li>+ Minimum lot sizes for subdivisions have been increased to allow greater retention of vegetation and/ or require a minimum 70% retention of vegetation for subdivisions.</li> <li>+ Require developments within rural areas to construct buildings to the maximum BAL rating of BAL-29 in order to limit clearing.</li> <li>+ Greater restrictions on land uses surrounding sensitive environments such as wetlands, with the Rural Land Strategy requiring development setbacks be established and revegetated.</li> </ul>		
	Planning for rural residential in the City aligns with the locations identified in the PP@3.5 Framework.	City to zone land designated on the LPS Map (Figure 5) as 'Rural Residential' in LPS4.	Section 4.2.3 in Part 2 identifies that these changes will ensure alignment with PP@3.5, which is the primary strategic land use planning document. Proposed amendments will allow immediate updates in LPS4, ensuring alignment between the State and local planning frameworks.	Immediate 1 year
<b>Planning in Rural Areas</b>	Scheme review ensures that new LPS4 provides contemporary framework for planning in rural areas.	City to conduct a review (as part of LPS4) of appropriate land use designations in the rural zones taking into consideration the State policy position on rural, rural-residential land and the need to conserve land for environmental purposes.	Section 4.2.3 in Part 2 provides commentary on the potential issues related to scheme zones and land use permissibilities in LPS4. The proposed investigations will ensure compliance with the Model Scheme Text.	Immediate 1 year
	Development in rural areas is guided by the Rural Land Strategy.	City to incorporate development standards of Policy Area 1 of the RLS into LPS4 for land zoned 'Rural' or 'Rural Small Holdings'.	Section 4.2.3 in Part 2 identifies that there are a number of potential issues associated with development of the City's existing rural land. To avoid or minimise potential land use conflicts, implementation of the provisions set out in the City's RLS will be required to ensure desired development outcomes are achieved.	Short Term 1-5 years

Modification 4

Modification 5

ISSUES / OPPORTUNITIES	PLANNING DIRECTION	ACTION	RATIONALE	TIMEFRAME
	Planning for rural land in the City aligns with the locations identified in the PP@3.5 Framework.	City to zone land designated on the Strategy Maps (Figure 5) as rural in LPS4 as 'Rural' or 'Rural Small Holdings'.	Section 4.2.3 in Part 2 identifies that these changes will ensure alignment with PP@3.5, which is the primary strategic land use planning document. Proposed amendments will allow immediate updates in LPS4, ensuring alignment between the State and local planning frameworks.	Immediate 1 year
<b>Planning in Urban Expansion / Investigation Areas</b>	Higher-order strategic planning to manage transition of rural land to urban where land is identified for urban expansion.	Higher-order strategic planning will need to consider the management of rural land which is proposed to transition to urban and the treatment of the associated rural/urban interface. Matters to be considered include: + Identification of potential hazards and separation areas. + Identification of rural pursuits which require separation areas. + Management of rural/urban interface areas. + Avoid or minimise potential land use conflicts. + Protection of existing rural character and amenity. Refer <b>Figure 5</b> for locations, and Planning Area G in <b>Table 19</b> for further details.	Section 4.2.3 in Part 2 identifies that there are a number of potential issues associated with development of the City's existing rural land. To avoid or minimise potential land use conflicts, implementation of the provisions set out in the City's RLS will be required to ensure desired development outcomes are achieved.  Collaboration between the City and key stakeholders will be critical to the long-term success of this process.	Medium Term 5-10 years
	Future detailed planning to determine suitability of land (for urban development), on land identified as 'Urban Investigation'.	Future detailed planning will need to consider the management of rural land which is proposed to transition to 'Urban' and the treatment of the associated rural/urban interface. Matters to be considered include: + Significant environmental attributes; + Servicing; + Community and social infrastructure; + Movement networks; and employment. Refer <b>Figure 5</b> for locations, and Planning Area H-I in <b>Table 19</b> for further details.	Section 4.2.3 in Part 2 identifies that there are a number of potential issues associated with development of the City's existing rural land. To avoid or minimise potential land use conflicts, implementation of the provisions set out in the City's RLS will be required to ensure desired development outcomes are achieved.	Medium Term 5-10 years

## Modification 1

## 2.1.4. PUBLIC OPEN SPACE AND COMMUNITY INFRASTRUCTURE

Community and social infrastructure is essential to ensure the City can meet the health, education, sport and recreation, and other social needs of its growing and ageing population. Part 2 of the LPS explores the provision and management of public open space and community infrastructure, pertaining to the aforementioned facilities. Currently, the provision of open space and community infrastructure is led by the City's own community infrastructure planning, with ongoing review and monitoring to ensure the community's needs and expectations are met now and into the future.

Education provision, however, is led by State Government. The City's anticipated growth trajectory over the LPS lifetime indicates a potential shortfall in primary schools may be experienced without proactive planning and investment in primary, secondary and tertiary facilities. Enabling people to access education and training in close proximity to their homes will provide opportunities for the City's workforce to become skilled across a range of industry sectors, it will also create the ability for workers to be drawn from the local area, not further afield.

**Table 5: Public Open Space and Infrastructure – Planning Directions and Actions**

ISSUES / OPPORTUNITIES	PLANNING DIRECTION	ACTION	RATIONALE	TIMEFRAME
<b>Delivery of POS and Community Infrastructure</b>	POS and Community Infrastructure delivered in accordance with the City's adopted frameworks to ensure equitable access and distribution of facilities.	City to undertake comprehensive review of LPP 3.4.1 – Public Open Space to enable implementation of the actions set out in the Public Open Space Community Plan Strategy.	Section 4.2.4 of Part 2 identifies that the provision of public open space and community infrastructure across the City's community in a manner that provides equitable access is an important factor in ensuring health and wellbeing for the local population.  The listed initiatives are actions identified in key documents such as the City's Public Open Space Strategy.	Short Term 1-5 Years
		City to develop Strategic Asset Management Framework to enable implementation of the actions set out in the Public Open Space Community Plan Strategy.		Short Term 1-5 years
		City's Community Infrastructure Plan is reviewed and updated annually to ensure coordinated planning and delivery of facilities in line with community needs.		Ongoing
<b>Provision of Education Facilities</b>	Future planning to ensure adequate provision of education facilities commensurate to growth in the City.	City and Department of Education to collaborate and establish future education requirements. City to also advocate for improved and more diverse range of educational facilities.	Section 4.2.4 demonstrates that there could be a potential shortfall of education facilities in the future.  These actions will ensure alignment with the WAPC's Development Control Policy – 2.4 School Sites, by providing primary and high school education facilities that support the needs of the City's growing population.	Short Term 1-5 Years
		City to ensure that future structure planning proposals (precinct and standard) have consideration for education requirements, particularly in Precincts 1, 3, 4 and 5.		Ongoing
		City to advocate preparation of a Precinct Local Development Plan to guide and coordinate future planning of Murdoch University and South Metropolitan TAFE.	Section 4.2.4 of Part 2 demonstrates that there are opportunities to expand provision of tertiary education facilities in the RSC (refer Planning Area A) in <b>Table 19</b> .	Medium Term 5-10 Years

## 2.2 ECONOMY AND EMPLOYMENT

### 2.2.1. ACTIVITY CENTRES AND EMPLOYMENT

Several recent studies have been undertaken to inform the LPS, with a focus on planning for employment and activity centres. The findings of these relevant studies are detailed in Part 2. The outcomes of this work identify the drivers, issues and needs underpinning future demand for commercial land, floorspace, and jobs.

Findings from the *Local Commercial and Activity Centres Strategy* (LCACS) and *Needs Assessment* modelling indicate that future expansion of activity centres will be critical in meeting the City's projected housing and employment needs. Part 2 of the LPS outlines strategies for this expansion, including the development of new activity centres and expansion of existing activity centres.

In summary, the rationale for the approach set out in this LPS is captured in the following elements:

- + The economy and employment demand is driven by multiple factors and these influence floorspace, commercial provision and the activity centres hierarchy in the City. Retail and consumer trends are more elusive and fast changing due to technological advancements and market conditions. Notable trends influencing centre development and redevelopment are e-commerce, local authenticity, and ethical consumerism.
- + An activity centre hierarchy ensures corresponding services, goods and activities can be provided to surrounding catchments and facilitate the delivery of new housing in or adjacent to centres.
- + *Needs Assessment* analysis established that the City has an existing floorspace supply of approximately 240,000m<sup>2</sup>; and further 31,000m<sup>2</sup> of retail floorspace planned for new and emerging activity centres. Walkable access to daily/weekly needs and activity centres provision highlights that by 2041 there will be gaps in Precincts 2 (Warnbro – Port Kennedy), 3 (South Coastal), and 4 (Baldivis).
- + Substantial expansions in both retail and non-retail floorspace are required for the RSC and the Secret Harbour, Warnbro, and Baldivis District Centres under both population growth scenarios included in the analysis in Part 2.
- + Planning must ensure that the location of new centres is provided through an appropriate distribution and hierarchy of centres, especially in Karnup. There are some existing activity centres that may be considered in future for possible changes to their hierarchy level, namely Baldivis District Centre, Parkland Heights Neighbourhood Centre, and Millars Landing Local Centre. A revised *Needs Assessment* will be required in the long term development of the Karnup Urban Expansion Area to inform future district structure planning.
- + Most precincts in the City are sufficiently supported by Other Retail centres (bulky goods floorspace) currently. By 2041, Baldivis will require additional floorspace of this type to accommodate future growth. However, such increase cannot be accommodated due to the availability of land in the District Centre, therefore identifying land in alternative locations is important.
- + The RSC is expected to have an increase of between 6,200 – 39,100m<sup>2</sup> retail floorspace; 4,500–8,000m<sup>2</sup> in bulky goods retail floorspace; and 147,000–186,000m<sup>2</sup> non-retail floorspace.
- + Significant increase in non-retail floorspace for the City is supported by both the City of Rockingham and the *WA Tomorrow Population Projection* scenarios. Non-retail floorspace should be distributed in Port Kennedy Business Enterprise Park, Dixon Road area and at the northern end of Baldivis District Centre, and possibly in the future as part of the Karnup Specialised Node.



- + The LPS considers employment in two contexts:
  - **Activity Centre employment**, which is population driven and found in businesses and uses within the hierarchy of designated centres.
  - **Strategic Employment**, which comes from industries that rely on the comparative advantages of an area (i.e. resources, location). Growth in strategic employment can be achieved through promoting the unique advantages of the area to businesses, encouraging business collaboration and other business-friendly policies. The primary locations that can best accommodate strategic employment within the City are the RSC and Rockingham Industrial Zone.
- + Activity Centres as well as Strategic Employment Areas are the primary places for growing employment opportunities in the City. Findings from Part 2 of the LPS demonstrate that the City's jobs potential could be increased through the expansion of activity centres as well as through jobs within the RSC and Rockingham Industrial Areas.
- + To help close the employment gap and reach the target ESS, an additional 2,100 - 5,100 jobs will be required within the RSC as well as 6,400 - 11,700 jobs on other employment lands outside of the RSC. Greater concentration of employment is needed for the RSC to achieve the regional ESS target. The Employment Planning Study (**Appendix 3**) indicates the significance of integrating and activating the existing primary regional institutions; business services for nearby industrial areas; and tourist activities.
- + The City has several strengths to aid the growth of local employment such as established industries and organisations including defence, industrial complexes, and the Western Trade Coast (refer **Section 2.2.2**).

This analysis informs and provides the basis for the planning framework's ability to improve and facilitate residents' opportunities to live and work within the local area and undertake some activity centre trips via active travel or public transport rather than private car. Improved employment self-sufficiency reduces travel times to jobs, and access to daily needs shopping and services will significantly improve the liveability and affordability of City households. The highlighted findings above and detailed rationale in Part 2 provide guidance for the Actions and Directions in **Table 6** below.

**The City's aspiration is to achieve an Employment Self Sufficiency (ESS) target of 74%. To meet this an employment gap of between 31,000 and 40,000 jobs needs to be addressed.**

Table 6: Activity Centres and Employment- Planning Direction and Actions

ISSUES / OPPORTUNITIES	PLANNING DIRECTION	ACTION	RATIONALE	TIMEFRAME
<b>Centres Hierarchy</b>	Provide a robust hierarchy and network of activity centres that meets community need and provides social, economic and environmental benefits to the City and its sub-region.	City to undertake regular reviews of its LCACS to monitor implementation and ensure the planning framework supports decision making, which satisfies the City's desired role and function for its activity centres.	Section 4.3.2 (Part 2) details the findings of the <i>Needs Assessment</i> and LCACS as they inform this planning action. Maintaining and monitoring the hierarchy of centres within the City is an important strategic direction, as it will enable the planning framework to adapt over time in line with planned growth and community needs.	Ongoing
	Ensure activity centres accommodate growth in a coordinated manner and deliver good quality-built environment outcomes that provide social, economic and environmental benefits.	City to update LPS4 to ensure: <ul style="list-style-type: none"> <li>+ Introduction of zones for the complete hierarchy of activity centres.</li> <li>+ Introduce standardised zones and land use definitions from the LPS Regulations 2015 as it applies to activity centres.</li> <li>+ Review and amend (Table 1) land use permissibilities for land uses that have a planning rationale in 'Centre' zones.</li> <li>+ Review and amend the LPS4 development and subdivision standards applicable to 'Centre' and 'Commercial' zoned land.</li> </ul>	The LCACS <i>Implementation</i> informs this planning action. The alignment of LPS4 with appropriate and contemporary statutory planning zonings, permissibilities and development standards is an important complementary action to the strategic direction established in the LPS.	Immediate 1 year
<b>Future Floorspace Provision</b>	Enhance employment self-sufficiency by protecting employment land from the threat of competing land uses by ensuring land is allocated in the City's planning framework.	City to prepare a Needs Assessment to inform the Karnup District Structure Plan (DSP), to help inform the classification of the: <ul style="list-style-type: none"> <li>+ Baldivis District Centre;</li> <li>+ Parkland Heights Neighbourhood centre; and</li> <li>+ Hierarchy of centres within the Karnup Urban Expansion Area.</li> </ul>	Section 4.3.3 (Part 2) details the findings of the <i>Needs Assessment</i> and LCACS as they inform this planning action. The analysis evaluated the current hierarchy and assessed that there are several centres that could potentially change centre classification in the future, based on projected growth.	Medium Term 5 – 10 years
		City to define employment locations within the RSC and job targets for activity centres, reflective of the Needs Assessment findings and consistent with the sub-regional targets.  Refer to Planning Area A in <b>Table 19</b> for further details.	Section 4.3.4 (Part 2) details the findings of the <i>Needs Assessment</i> as it informs this planning action.	Medium Term 5 – 10 years

ISSUES / OPPORTUNITIES	PLANNING DIRECTION	ACTION	RATIONALE	TIMEFRAME
		<p>Investigate the provision of employment land to address non-retail and light industry floorspace demands specified by the Needs Assessment within:</p> <ul style="list-style-type: none"> <li>+ North-East Baldivis Urban Expansion Area.</li> <li>+ Urban Investigation Area at Kerosene Lane; and</li> <li>+ Karnup Urban Expansion Area.</li> </ul> <p>Refer Planning Areas G-1 in <b>Table 19</b>.</p>	Section 4.3.5 (Part 2) details the findings of the <i>Needs Assessment</i> as it informs this planning action.	Short Term 1 – 5 years
Activity Centres Governance	Ensure consistency and rigour in the planning and development of activity centres supported by State and local policy frameworks.	<p>City to review Local Planning Policies that relate to activity centres. These include:</p> <ul style="list-style-type: none"> <li>+ LPP 3.3.4 cash-in-lieu of car-parking</li> <li>+ LPP 3.3.5 - Child Care Premises</li> <li>+ LPP 3.3.9 - Fast Food Outlets</li> <li>+ LPP 3.3.14 - Bicycle Parking and End of Trip Facilities</li> <li>+ LPP 3.3.19 - Licensed Premises</li> <li>+ LPP 3.3.24 - Parklets</li> <li>+ LPP 3.3.25 - Percent for Public Art - Private Developer Contribution</li> </ul>	<p>Section 2.2 (Part 2) details the findings of LCACS and how it relates to SPP 4.2 – Activity Centres for Perth and Peel. A key focus of the actions identified in the LCACS was to ensure consistent governance for activity centres.</p> <p>These actions will ensure greater consistency and rigour as set out in the planning direction.</p>	Short Term 1-5 years
		<p>City to prepare a new planning policy 'Planning for Activity Centres', which will include:</p> <ul style="list-style-type: none"> <li>+ Supporting design guidelines regarding built form and floorspace requirements.</li> <li>+ The procedure for the preparation and assessment of development applications within Activity Centres.</li> </ul>		Short Term 1-5 years

## 2.2.2. INDUSTRIAL DEVELOPMENT

The Rockingham Industrial Zone (RIZ) is a critical driver of the local economy and growth of employment opportunities in the City. The RIZ includes industrial zoned land which provides for a range of port-related commercial, light industrial, and general/heavy industry.

There is an underutilisation of land within the RIZ caused by undeveloped and vacant developed land. Analyses in Part 2 indicate that strategies that regenerate and encourage utilisation of these areas could significantly increase employment opportunities (as outlined in 2.2.1 above). There is also a further need to increase industrial zoned land to reach targets outlined in the Perth and Peel @ 3.5 million Framework, with additional opportunities for light industrial development in the Port Kennedy Enterprise Zone.

**Table 7: Industrial – Planning Directions and Actions**

ISSUES / OPPORTUNITIES	PLANNING DIRECTION	ACTION	RATIONALE	TIMEFRAME
<b>Industrial Land Supply</b>	Strategic industrial areas identified and protected to minimise land use conflict with incompatible land uses.	City to ensure LPS4 protects strategic industries and land classified for this purpose, together with their buffers, from the encroachment of non-strategic and/or incompatible land uses.	Section 4.3.5 in Part 2 identifies the critical importance of industrial activity in the City. The proposed actions will directly inform the City's new LPS4 which seeks to better protect industrial areas from incompatible development.	Immediate 1 year
		City to ensure LPS4 considers restriction of offices and commercial uses within industrial zones to (i) incidental uses only.		Immediate 1 year
	Industrial land supply should be maintained to ensure there is enough land capable of substantial further development.	City to partner with State Government to monitor both general and light industrial land supply in RIZ and Port Kennedy to ensure a ready supply.	Section 4.3.5 in Part 2 identifies the critical importance of industrial activity in the City. The proposed actions will ensure that future planning in the City has consideration for ongoing supply of industrial land to ensure economic and employment self-sufficiency aspirations are met.	Ongoing
		City to partner with State Government to explore provision of future industrial land in the North East Baldivis Urban Expansion Area. Refer to Planning Area N in <b>Table 19</b> for further details.	Section 4.3.5 in Part 2 identifies the critical importance of industrial activity in the City. The proposed actions will ensure that future planning in the City has consideration for ongoing supply of industrial land to ensure economic and employment aspirations are met.	Medium Term 5-10 years
		City to support proposed new alignment for the Kwinana Loop Freight Rail (see <b>Section 2.4.4</b> ), and explore opportunities for the southern expansion of the Alumina Road industrial estate	As described in Section 4.5.4 in Part 2, the State Government's proposed Kwinana Freight Rail Loop alignment would require relocation of existing sporting and recreation clubs. This would potentially free up land for future industrial development.	Medium Term 5-10 years

ISSUES / OPPORTUNITIES	PLANNING DIRECTION	ACTION	RATIONALE	TIMEFRAME
<b>Environmental Protection</b>	Environmental outcomes in industrial areas are enhanced through additional controls and protection measures.	Advocate to the WAPC to prepare and implement a new State Development Control Policy which includes a requirement for subdivisions in "Industrial" and "Commercial" zoned land to set aside 10% of the subdivisible area for the purpose of passive public open space to improve environmental outcomes.	Section 4.4.1 in Part 2 determines that the City's policy framework (as it relates to environmental protection) is outdated. These actions will ensure implementation and alignment with the City's Environmental Protection Strategy which seeks to: <ul style="list-style-type: none"> <li>+ Retain environmental assets to protect native vegetation;</li> <li>+ Assists in providing clean air;</li> <li>+ Reduce impacts of urban heat island effect; and</li> <li>+ Provides passive public open space as respite for employees within commercial/ industrial areas.</li> </ul>	Short Term 1-5 years
		Review the suite of outdated LPPs that are no longer used to protect environmental values on private land and determine whether the policies should be updated or rescinded (PP7.1 – East Rockingham Industrial Park).		Short Term 1-5 years
<b>Kwinana Air Quality Buffer</b>	Kwinana Industrial Area Air Quality Buffer is reviewed to unlock future employment opportunities.	City to advocate for a scientific review of the Kwinana Air Quality Buffer.	Section 4.3.5 in Part 2 establishes the City's position regarding the need and benefits of reviewing the Air Quality Buffer, namely to enable creation of additional employment opportunities, through implementation of the RSC PSP.	Short Term 1-5 years



## 2.2.3. TOURISM

Rockingham boasts a unique coastline which offers a variety of iconic, family friendly activities including day trips to Penguin Island and swimming with dolphins. The amenities and attractions of the City are enjoyed by tourists as well as residents, and encourage appreciation of the landscape and beaches. The proximity of Rockingham to Perth enables both day trips and overnight stays.

Recently, Rockingham has experienced a declining number of visitors following a peak in 2016/17. While COVID-19 likely played a role, there is an opportunity to better capitalise on this industry by increasing accommodation options, events and attractions. Strategically, the tourism industry can complement growth and development through the provision of employment opportunities, activation of activity centres and increased patronage of the public transport system. Part 2 analysis findings indicate that future tourism planning, initiatives and strategies in the City should appeal to families and respond to their needs.

**Table 8: Tourism – Planning Directions and Actions**

ISSUES / OPPORTUNITIES	PLANNING DIRECTION	ACTION	RATIONALE	TIMEFRAME
<b>Tourist Accommodation</b>	Leverage and expand City's tourism industry as a source of employment, activity centre and public transport utilisation and activation.	<p>City to undertake investigations into tourist accommodation to help growth in overnight visitor stays. Investigations to include:</p> <ul style="list-style-type: none"> <li>+ Identification of preferred locations and types of accommodation;</li> <li>+ A review of the State Government's Planning for Tourism Position Paper;</li> <li>+ Collaboration with Tourism WA and private landowner proponents seeking to develop tourist accommodation in the City.</li> </ul> <p>Outcomes of investigations to inform LPS4 planning considerations associated with zones, land use permissibility, and development standards.</p> <p>In the review of LPS4 ensure zoning and provisions that encourage tourism in the City that identifies and incentivises short stay accommodation in preferred precincts such as the RSC, especially the Waterfront Precinct, and locations that utilise existing investment in public transport and activity centres.</p>	Section 4.3.6 (of Part 2) identifies that tourists needs and desires vary according to their origin and reason for visiting. However, it is important to recognise that local residents are often seeking similar amenity and experiences of the natural attractions of the City as visitors. With the natural environment, especially coastal areas of the City, providing an excellent basis for tourism, the potential for expansion of this sector is high. This would help drive growth in local employment opportunities, activate centres as well as increase usage of public amenities and transport in the City.	Short Term 1 – 5 years

## 2.2.4. RESOURCE MANAGEMENT

Land use transition is likely in the medium to long term as the majority of agricultural land in the City is identified for future Urban Expansion or Rural Residential in the Perth and Peel@3.5 Million Strategic Framework. Future planning should prepare these areas for urban use.

**Table 9: Resource Management - Planning Directions and Actions**

ISSUES / OPPORTUNITIES	PLANNING DIRECTION	ACTION	RATIONALE	TIMEFRAME
<b>Protection of Basic Raw Materials</b>	Basic raw materials sites are identified and protected.	City to identify and protect any substantial basic raw material sites to support local construction industry. This will include appropriate provisions for extractive industries in LPS4.	Section 4.3.4 of Part 2 identifies the critical role basic raw materials extraction sites play in the delivery of new urban areas. As such, these actions ensure adequate protections are put in place.	Short Term 1 – 5 years
		<div>Modification 7</div> Future planning in the Baldivis – Kerosene Lane Urban Investigation Area to ensure consideration for protection of basic raw materials.  Refer to Planning Area H in <b>Table 19</b> for further details.		Medium Term 5 – 10 years
<b>Agricultural Transition</b>	Transition of agricultural land is implemented carefully to minimise environmental impacts.	City to advocate that any structure plan or subdivision proposals on existing agricultural land is delivered in accordance with the desired environmental outcomes of the LPS.  Refer to <b>Table 4</b> for further details.	Sections 4.2.3 and 4.4.1 in Part 2 identify the challenges and issues associated with agricultural transition (to urban land uses). As described in other sections of this LPS, this transition is proposed to occur in a way which mitigates environmental impacts.	Ongoing
		City to ensure that LPS4 supports continued operation of existing agricultural pursuits in areas not identified as urban expansion or future rural residential.		Immediate 1 year
<b>Renewable Energy</b>	Strategic direction to guide future energy upgrades in accordance with best practice emerging technologies and to prioritise allocation of resources.	City to prepare an Energy Management Plan in accordance with approved Sustainability Strategy.	Section 4.3.7 of Part 2 identifies these actions as key initiatives from the City's Sustainability Strategy.	Short Term 1-5 years

## 2.3 ENVIRONMENT

In June 2022, the City of Rockingham released its *Environmental Protection Planning Strategy* which aims to protect and enhance environmental values through land use planning processes. Recommendations from this strategy have been included as actions within this section of the LPS.

### 2.3.1. NATURAL AREAS AND LANDSCAPE VALUES

Land clearing resulting from agricultural expansion and urbanisation has significantly threatened the City's biodiversity over time. The City is located within a Global Biodiversity Hotspot with only 30% of original vegetation remaining in pristine condition. Habitat loss and fragmentation has led to a number of species living within the City's natural vegetation being classified as Threatened Species and Ecological Communities which are required to be protected under legislation.

It is important that planning in the City is effective in achieving quality development that is balanced with environmental considerations. Currently, Local Natural Areas (LNAs) are not protected from future rezoning. Future land use planning should consider the integration and enhancement of these important spaces within areas of urban development to accommodate both human populations and retain biodiversity.

Not only is it critical to protect natural landscapes and vegetation areas from a biodiversity perspective, these areas also provide visual amenity and are highly valued by the community. Amenity provided through landscapes supports the community's health and contribute towards a more liveable city. A Visual Landscape Evaluation identified locations including the Mandurah Road vista and the natural dune system as important to the community (and these sentiments were also expressed in community engagement that informs the LPS). These vistas and medium to high priority LNAs should be considered during the future land use planning and development. Assessments as part of the Rural Land Strategy found that it would be difficult to avoid detrimental impacts if increased development is pursued on remaining rural areas.

**Table 10: Natural Areas – Planning Directions and Actions**

ISSUES / OPPORTUNITIES	PLANNING DIRECTION	ACTION	RATIONALE	TIMEFRAME
<b>Conservation of Biodiversity and Natural Habitats for native flora and fauna</b>	Minimise impacts of urban development on significant ecological values by ensuring priority LNAs are protected, integrated, or enhanced in future land use planning.	<p>Respond to the Environmental Protection Planning Strategy to place greater emphasis on retention of high ecological value areas and ensure new development is balanced against optimal environmental outcomes by:</p> <ul style="list-style-type: none"> <li>+ Identifying and defining rural areas that are not suitable for keeping livestock, based on presence and quality of remnant vegetation.</li> <li>+ Defining areas not suitable for development, to be included in the LPS4 as special control areas (SCAs) (i.e. REWs, CCWs and Bush Forever Sites).</li> </ul>	The City's Environmental Protection Strategy identifies that the protection of the natural areas is a high priority of the LPS. However, given the population growth pressures and additional dwellings forecast to be required, it will be challenging to balance these matters and ensure further habitat and species loss is appropriately managed.	Medium Term 5-10 years

ISSUES / OPPORTUNITIES	PLANNING DIRECTION	ACTION	RATIONALE	TIMEFRAME
		<ul style="list-style-type: none"> <li>+ Include requirements for revegetation to offset clearing of significant trees or vegetated areas.</li> </ul> <p><i>Note: Further analysis is required in regard the appropriateness of land use controls, such as Special Control Areas, to protect significant landscapes consistent with the objectives of the RLS.</i></p>		
	Rezoning in areas identified for future residential or residential development to ensure consideration for protection of environmentally significant LNAs.	<p><del>City to identify areas of environmental and landscape significance subject to future rezoning or structure planning through assessment of LNA priority mapping, topographic contours, the City's Visual Landscape Evaluation and on-ground assessments.</del></p> <p>The most significant areas may then be protected by:</p> <ul style="list-style-type: none"> <li>+ Identifying areas not suitable for rezoning through the LPS.</li> <li>+ Identifying areas to be set aside as Landscape/ Bushland Protection Areas, to be reserved for conservation and/or recreation, as part of future structure planning.</li> <li>+ Protect landscape/bushland areas in addition to the 10% POS requirement, as per Development Control Policy 2.3 - Public Open Space in Residential Areas.</li> <li>+ Requiring Structure Plans to demonstrate measures have been taken to maximise retention of significant environmental values in POS and road reserves, particularly those that contain Medium to High Priority LNAs.</li> </ul>	<p>The City's Environmental Protection Strategy seeks to ensure that the LPS advocates for additional planning guidance in areas where significant LNAs are present.</p> <p>These actions will ensure best-practice environmental outcomes can be achieved in areas where future urban development is proposed.</p>	Short Term 1-5 years


**Modification 8**

ISSUES / OPPORTUNITIES	PLANNING DIRECTION	ACTION	RATIONALE	TIMEFRAME
<b>Improve Tree Canopy</b>	Enhance planning framework to provide greater focus on enhanced tree canopy in both a greenfield and infill development context.	City to prepare a new PP - <i>Tree Protection and Planting for New Developments</i> to protect significant trees on private property wherever possible and require provision of new trees as part of development.	The City's Environmental Protection Strategy identifies that there is currently limited ability to ensure the protection and provision of trees as part of greenfield and infill developments within Residential, Development, Commercial and Industrial zoned land. This action would provide greater protection for existing trees and add new trees to the urban tree canopy that may be lost during development, both of which would help mitigate impacts of urban heat island effect.	Short Term 1-5 years
		City to consider incorporation of new provisions into LPS4 (as guided by the proposed <i>Tree Protection and Planting for New Developments Policy</i> ).  Provisions would likely apply to land zoned 'Residential', 'Development', 'Commercial', and 'Industrial'.		Short Term 1-5 years
		City will advocate for the WAPC to include a standard subdivision condition for the provision of street trees and to establish policy guidance at a State level, which is consistent with the measures above. This could potentially be achieved through an update to the existing Liveable Neighbourhoods Policy.		Short Term 1-5 years
<b>Protection and Enhancement of Landscape Values</b>	Protect views of natural dunes	Undertake investigations to help determine future conservation areas (e.g. protect areas of significant landform and visual amenity particularly where these overlap with High priority LNAs).  Investigations should be supported by analysis which considers the appropriateness of land use controls, such as Special Control Areas, to protect significant landscapes (consistent with the objectives of the RLS).	Community engagement feedback highlighted the importance of the visual amenity the Golden Bay and Singleton dune system provides to them and the desire for retention and protection.	Short Term 1-5 years


**Modification 9**



## 2.3.2. WATER RESOURCES

Part 2 identifies that groundwater is a valuable resource in the City and is heavily relied on for irrigation of public facilities including parks and streetscapes which contribute to an attractive, liveable place that enhances community wellbeing. This resource is under increasing pressure due to the impacts of climate change and urbanisation, meaning, conservation of groundwater is vital. The City has adopted PP3.4.3 Urban Water Management to help manage water.

The City is limited in its ability to protect Resource Enhancement Wetlands (REWs) and Conservation Category Wetlands (CCWs). This is because a significant proportion of wetland area in Rockingham (429 hectares) exists on private land, and there are limitations in existing State policies to assist in supporting the protection of wetlands and their buffers. An opportunity exists to enhance the City's planning framework to provide greater guidance and protection of wetlands, through the preparation of a new LPP.

**Table 11: Water Systems - Planning Directions and Actions**

ISSUES / OPPORTUNITIES	PLANNING DIRECTION	ACTION	RATIONALE	TIMEFRAME
<b>Conservation and Sustainable Use of Water</b>	Preserve and sustainably manage water resources to meet the community needs without compromising the health of water systems.	City to progress investigations into managed aquifer recharge as an alternative water source for irrigation, as per recommendations outlined in the Managed Aquifer Recharge Feasibility Study 2018.	Section 4.4.4 in Part 2 highlights the critical importance of both water resource protection and general water management. Additional monitoring and a review of the City's existing policy are identified as important short-term measures.	Short Term 1-5 years
		City to review and analyse existing groundwater monitoring to establish trends and ensure data is accessible and usable. Additional data collection or analysis may be required to better detect changes in aquifer characteristics and inform necessary responses.		Short Term 1-5 years
		City to undertake review of PP3.4.3 Urban Water Management to ensure alignment with SPP 2.9 – Planning for Water (once finalised). This would include broadening the scope of PP3.4.3 to also have consideration for rural land.		Short Term 1-5 years

## Modification 10

ISSUES / OPPORTUNITIES	PLANNING DIRECTION	ACTION	RATIONALE	TIMEFRAME
<b>Wetland Protection</b>	Enhance planning framework to provide greater protection of wetlands.	<p>City to prepare a Wetland Protection Policy which would identify new provisions to be included in LPS4 and PP3.1.1 for different zones, as well as requirements for rural and residential subdivisions. This might include:</p> <ul style="list-style-type: none"> <li>+ Identification of CCWs, REWs and their required 50m buffers to be included as SCAs in LPS4 to restrict development and land uses. SCAs would not apply to wetlands and buffers covered by Structure Plans or that have already undergone development. All wetlands would be ground-truthed prior to being included as a SCA to ensure they are worthy of protection.</li> <li>+ Requirement for subdivisions to include memorials on titles and/or conservation covenants for rural properties containing CCWs, REWs and a 50m buffer to provide added protection to the wetlands and increase landowner awareness.</li> <li>+ Requirement for preparation of a Wetland Management Plan for development of land within 200m of CCWs and/or REWs.</li> <li>+ Restrictions on potentially contaminating land uses within 200m of CCWs or REWs such as intensive agriculture or service stations, unless it can be demonstrated the proposed land use will not have an adverse environmental impact.</li> <li>+ Landowner grants being made available to assist with rehabilitation activities on private property, including the rehabilitation of wetlands and TEC's</li> </ul> <p>The City will also seek to have the Policy endorsed by the WAPC to ensure a consistent approach towards planning on land affected by wetlands in the City of Rockingham.</p>	As described in Section 4.4.4 (Part 2), the City does not currently have adequate protections in place to manage and protect wetlands. Preparation of a new LPP is therefore identified as the best course of action (as recommended in the City's Environmental Protection Strategy).	Medium Term 5-10 years

### 2.3.3. COASTAL PROTECTION

The City has an extensive length of over 37km of coastline, with certain areas identified as being at risk of coastal erosion, and/or inundation. Through its Coastal Hazard Risk Management and Adaptation Plan (CHRMAP), the City has determined long-term pathways to help address these potential hazards. The value of assets that are at risk of being impacted by coastal hazards, erosion, and inundation to the year 2110 is over \$1.9 billion. In the short-term, two sites, the Wanliss Street-Garden Island Causeway and Boundary Road-Shelton Road are particularly vulnerable.

The CHRMAP is the primary document that should be used to guide future planning in coastal areas to address and respond to these risks.

**Table 12: Coastal Protection - Planning Directions and Actions**

ISSUES / OPPORTUNITIES	PLANNING DIRECTION	ACTION	RATIONALE	TIMEFRAME
<b>Coastal Planning</b>	Ensure protection from, and responsible management of coastal impacts.	<i>Consideration</i> and implementation of the City of Rockingham CHRMAP to ensure adaptation and protection of vulnerable areas. Land use planning should encourage strategic retreat from areas identified as at risk from coastal hazards unless otherwise identified in the CHRMAP.	As described in Section 4.4.3, the City's CHRMAP seeks to proactively manage and adapt potential risks to public and private land. The CHRMAP guides this planning response, providing direction which requires long-term implementation.	Ongoing
		Undertake detailed assessment of Sector 2A: Wanliss Street to Garden Island Causeway to adequately manage coastal vulnerability.	It does, however, identify two shorter-term priority areas. As such further detailed assessment is required to adequately manage coastal vulnerability in Sectors 2A and 3.	Medium Term 5-10 years
		Undertake detailed assessment of Sector 3: Boundary Road to Shelton Street to adequately manage coastal vulnerability.		Medium Term 5-10 years
	City's planning framework is updated to ensure implementation of coastal planning measures.	LPS4 to implement SPP 2.6 and include vulnerable areas as Special Control Areas (SCA). The purpose of the SCAs would be to provide guidance for land use and development within areas subject to coastal erosion and inundation, with an aim to: <ul style="list-style-type: none"> <li>+ Ensure land in foreshore areas is continuously provided for coastal foreshore management, public access, recreation and conservation;</li> <li>+ Ensure public safety and reduce risk associated with coastal erosion and inundation;</li> <li>+ Avoid inappropriate land use and development of land at risk from coastal erosion and inundation; and</li> </ul>	Section 4.4.3 of Part 2 identifies the CHRMAP as the primary planning guidance tool in coastal areas. These actions are identified in the CHRMAP as potential planning responses. The most immediate of which would be to include new SCAs in LPS4.  Two SCA's may be required, as different controls will be required in areas prone to erosion, compared to areas prone to inundation.	Immediate 1 year

ISSUES / OPPORTUNITIES	PLANNING DIRECTION	ACTION	RATIONALE	TIMEFRAME
		<ul style="list-style-type: none"> <li>+ Ensure land use and development does not accelerate coastal erosion or inundation risks.</li> </ul> <p>The SCA could also set out site and development provisions which require that all future structure plans, development applications, and subdivision proposals should have due regard for:</p> <ul style="list-style-type: none"> <li>+ The City's CHRMAP;</li> <li>+ SPP 2.6 - State Coastal PP and</li> <li>+ Any relevant LPPs.</li> </ul> <p><i>Note: The SCAs could also be supported by a new Local Planning Policy.</i></p>		
		<p>All lots identified in the CHRMAP as being impacted by coastal hazards by 2110, will require the City to notify landholders.</p> <p>The notification will be recommended as a condition of subdivision or development approval as per S74 of the <i>Transfer of Land Act</i>. This could include wording such as:</p> <p><i>"Vulnerable Coastal Area – This lot is located in an area likely to be subject to coastal erosion and/or inundation over the next 100 years".</i></p>		Short Term 1-5 years

## 2.3.4. NATURAL HAZARDS

The natural hazards likely to influence the future planning and development of the City include:

- + Coastal vulnerability (refer section 2.3.3);
- + Flooding;
- + Heatwaves; and
- + Bushfire risk.

These hazards have the potential to endanger the lives of community members and cause significant impacts to property and infrastructure.

Areas of the City are experiencing flooding issues, as such it has been identified that flooding risk could be reduced through improved groundwater management and water sensitive urban design. Areas to face significant flooding hazard in future include: the City's coastline, Port Kennedy, Peron, Shoalwater, Safety Bay and Rockingham.

In relation to Bushfire risk, the City is currently preparing a Bushfire Risk Management Plan (BRMP) and a future priority during the timeframe of this LPS will be the implementation of this plan.

**Table 13: Natural Hazards - Planning Directions and Actions**

ISSUES / OPPORTUNITIES	PLANNING DIRECTION	ACTION	RATIONALE	TIMEFRAME
<b>Bushfire Management</b>	Ensure protection from and responsible management of bushfire threats.	City to prepare and implement Bushfire Risk Management Plan in collaboration with DFES.	Section 4.4.5 (Part 2) identifies that a major extent of the City is identified as being bushfire prone.	Short Term 1-5 years
		City to ensure future planning including structure planning, subdivision and development applications address the requirements of State Planning Policy (SPP) 3.7 - Planning in Bushfire Prone Areas.	To help mitigate bushfire risk, the City is in the process of preparing a Bushfire Risk Management Plan. The LPS therefore advocates for preparation and implementation of this important document.	Ongoing
<b>Flood Management and Protection</b>	Ensure protection from, and responsible management of flooding.	City to undertake review of <i>PP3.4.3 Urban Water Management</i> to ensure relevant recommendations from the Drainage Investigation Report.	Section 4.4.4 and Section 4.4.5 (Part 2) describe the challenges associated with water management. This includes observed flooding issues, particularly within proximity to Port Kennedy. This action seeks to ensure that the recommendations from the City's Drainage Investigation Report are incorporated into a future review of <i>PP3.4.3 Urban Water Management</i> .	Short Term 1-5 years



## 2.4 TRANSPORT AND INFRASTRUCTURE

### 2.4.1. PUBLIC TRANSPORT

A well-connected and efficient public transport network is crucial to addressing the current issues related to private car travel dominance in the City. At present, the location of the City's existing train stations in Rockingham and Warnbro have limited active transport accessibility and integration with the surrounding neighbourhood, with a heavy reliance on bus or park and ride facilities. The proposed new train station at Karnup represents a significant opportunity to maximise high quality transit-oriented development opportunities.

The expansion of public transport alternatives is also crucial to increase the connectivity of the City. Opportunity exists to investigate a Mid-Tier Transit system to complement the City's existing heavy rail infrastructure, and provide greater quality and frequency for local trips. Targeted development intensity around public transport routes especially within the RSC is important for increased patronage of these transport options, to help justify investment and address private car travel dominance and its impacts on the City's urban form and community access to jobs, activity centres and education.

**Table 14: Public Transport – Planning Directions and Actions**

ISSUES / OPPORTUNITIES	PLANNING DIRECTION	ACTION	RATIONALE	TIMEFRAME
<b>Expansion of Public Transport Network to Shift Mode Share</b>	Provide reliable alternatives to private car travel and increase the ability to access existing train stations by modes such as mid-tier transit, walking and cycling.	City to develop Sustainable Transport Strategy which considers the feasibility of a Mid-Tier Transit system to enhance public transport connectivity throughout the City, particularly for local trips. Proposed routes include: <ul style="list-style-type: none"> <li>+ Rockingham City Centre Transit System (RCCTS) to connect key nodes of activity within the RSC (Rockingham Station, City Centre, TOD Village and the Waterfront – refer Planning Area A).</li> <li>+ Rockingham – Karnup Transit Corridor (Refer Planning Area K); and</li> <li>+ Baldivis – Warnbro Transit Corridor (Refer Planning Area L).</li> </ul>	Section 4.5.1 (Part 2) explains that existing train stations in the City would benefit from additional public transport linkages providing better access to jobs, education, activity centres and tourism attractions nodes without the necessity to drive by private vehicle. With population growth anticipated in the City this will continue to present an issue in the future. Mid-tier transit connections are identified as a viable solution to help improve public transport patronage, particularly for local journeys.	Medium Term 5-10 years
		Through its Sustainable Transport Strategy, City to identify aspirational mode share targets which promote greater focus on public transport, walking, and cycling.		Medium Term 5-10 years

## 2.4.2. ROADS

There is currently concern over the high dependence on private vehicles and dominance of car travel for the majority of trips within the City and modelling indicates traffic is expected to grow rapidly with population forecasts to 2050. There is an opportunity to address these issues when planning and designing future roads by considering the needs of various road users, as well as the potential for streetscape improvements which enhance the attractiveness of key corridors.

Importantly, future road planning should be focused on improving linkages between urban growth areas and strategic activity centres linking people with local employment, entertainment, and social services. This is vital to support households access to essential activities and services without further congesting the existing road network. The LPS direction emphasises the need to encourage behaviour change and mode shift through a variety of approaches to creating a sustainable transport system.

**Table 15: Roads - Planning Directions and Actions**

ISSUES / OPPORTUNITIES	PLANNING DIRECTION	ACTION	RATIONALE	TIMEFRAME
<b>Roads are designed for all modes of transport, not just cars</b>	Road planning and design should broaden its consideration to encompass users that are travelling by alternative modes than private vehicles, encouraging shared and safe places to travel.	<p>City to develop Sustainable Transport Strategy which supports measures to improve the human experience of streets by considering roads as holistic movement systems, not solely for vehicle transport. This should include:</p> <ul style="list-style-type: none"> <li>+ Identifying preferred streetscape outcomes for key road typologies (based on the MRWA Hierarchy);</li> <li>+ Consideration for space requirements associated with mid-tier or bus rapid transit within specific road reserves;</li> <li>+ Consideration for the needs and experiences of various road users such as cycling lanes, footpaths, and medians for safe crossings;</li> <li>+ The City's Greening Plan with consideration for trees and shade;</li> <li>+ Other amenity considerations such as noise pollution and allowing access to clean air.</li> </ul> <p>Collaboration with MRWA where appropriate to seek input into above design solutions which should be used to guide future road designs.</p>	Section 4.5.2 of Part 2 identifies that existing transport networks in the City have been designed to encourage private car use and provide little opportunity for alternative modes such as public transport, cycling, electric vehicles and walking. Designing with these user groups in mind by ensuring all modes of transport are considered, safe crossings are provided, people feel safe and relaxed, together with a more consolidated urban form will improve the sustainability and connectivity of the public transportation network.	Short Term 1-5 years

ISSUES / OPPORTUNITIES	PLANNING DIRECTION	ACTION	RATIONALE	TIMEFRAME
<b>Improved connectivity between growth areas and activity centres</b>	Support and prioritise housing development and infill that has or can easily accommodate public transport and active travel modes to access activity centres and employment nodes.	Collaborate with Main Roads, Department of Transport and PTA to seek improved connections between the City's urban growth areas and activity centres in particular emphasising active and public transport connections that integrate with employment and activity centres adjacent to infill housing development.	The City's movement network and development pattern is heavily dependent on private vehicle ownership and travel which results in poor accessibility congestion and household affordability. In activity centres and residential areas, measures should be put in place to slow vehicles down and improve safety for pedestrians and cyclists. This will be critical to improving people's access to work, education and daily needs, without placing further burdens on the already stretched road network, which is likely to result in increased traffic and congestion.	Short Term 1-5 years
		<p>Collaborate with State Government to plan and implement proposed road upgrades as set out in PP@3.5, this includes:</p> <ul style="list-style-type: none"> <li>+ Nairn Drive will connect to Wellard Road — via Kerosene Lane and Baldivis Road with a direct grade-separated crossing over the railway;</li> <li>+ Stakehill Road extended west to Warnbro Sound Avenue and upgraded east of Nairn Drive;</li> <li>+ Dampier Drive will be extended east of Ennis Avenue; and</li> <li>+ Baldivis Road will be extended south to join Anstey Road.</li> </ul>		Medium Term 5-10 years


 Modification 11

## 2.4.3. ACTIVE TRANSPORT

As the population of the City grows, it is imperative to support for a range of active transport modes and routes to suit a diverse range of lifestyles and contribute to the liveability, sustainability, affordability and connectivity of the City. Exciting opportunities exist to create a comprehensive, high-quality pedestrian and cycling network through the City to enhance the connection between activity centres and public transport hubs. An integrated active transport system is also an effective method of alleviating high levels of dependence on private vehicles plus improving equity of access to jobs, education, goods and services across the community.

The investigation of e-rideables should be incorporated into active transport planning to align with current trends in popularity and the complementary nature of these modes (i.e. those that scoot or cycle by e-rideables also often undertake some walking or public transport within their trip). A further benefit is the land requirements for parking such vehicles is generally far lower than that consumed by cars and this space is often encompassed within the existing built form.

**Table 16: Active Transport - Planning Directions and Actions**

ISSUES / OPPORTUNITIES	PLANNING DIRECTION	ACTION	RATIONALE	TIMEFRAME
<b>Expansion of Cycling and Pedestrian Infrastructure</b>	Identify key infrastructure enhancements that complement and expand on the cycling and pedestrian network within the City improving the opportunity to choose these modes.	Collaborate with the Department of Transport to implement the Rae Road Shared Path Project to improve safe cyclist and pedestrian access from the Rockingham Station to the foreshore, a key desire line for the community.	Section 4.5 in Part 2 identifies that Rockingham is heavily car dominant and has lacked detailed design for integrating a comprehensive pedestrian and cycling network throughout the City. Therefore, as the City's population grows emphasis on providing high-quality, safe and comfortable pedestrian and cycling infrastructure, especially around activity centres will become more critical.	Short Term 1 - 5 years
		Advocate for and seek funding for future infrastructure enhancements that complement and expand on the cycling strategy (under development) to enable further connection options to the surrounding locality and the CBD.		
	Improving access to train stations via active transport, to improve mode share and reduce reliance on cars.	Support implementation of PTA's Rockingham Station Access Strategy by: <ul style="list-style-type: none"> <li>+ Establishing a new 1.5km high quality cycle route to service the southwest station quadrant (Cooloongup);</li> <li>+ Install a new shared path connection to service the north station quadrant (Hillman);</li> <li>+ Upgrade the existing shared path on the south side of Rae Road to create a strong connection between the Station and RSC;</li> </ul>	Section 4.5 in Part 2 identifies that Rockingham is heavily car dominant and has lacked detailed design for integrating a comprehensive pedestrian and cycling network throughout the City. Therefore, as the City's population grows emphasis on providing high-quality, safe and comfortable pedestrian and cycling infrastructure, especially around activity centres will become more critical.	Short Term 1 - 5 years

ISSUES / OPPORTUNITIES	PLANNING DIRECTION	ACTION	RATIONALE	TIMEFRAME
		<ul style="list-style-type: none"> <li>+ Investigate opportunities for a trial bike-share scheme to capitalise on the station's function as both a commuter boarding and destination station, as well as its tourism attractions within a 15 minute bike ride from the station; and</li> <li>+ Develop a station-specific wayfinding strategy.</li> </ul>		
<b>Support of Personal Electric Vehicles (E-scooters and E-bikes)</b>	Encourage and support individual and community adoption of personal electric vehicles that complement active and public transport modes to help reduce road congestion, pollution and parking issues.	City and private sector providers/partners (e.g. Beam) should continue to monitor the usage patterns and costs of the shared E-scooter or fleet in the City so that future expansion or adjustments to the scheme can reflect and support optimum land use and urban design outcomes.	E-transport has the positive impacts of convenient, healthier, more accessible, and sustainable trips. With ride-sharing options there is the additional benefit of the cost being lower than purchasing a outright and 'on-demand'/pay as you go access available. The investigation Urban Mobility Hubs to facilitate alternative modes of transport such as Personal Electric Vehicles may be explored, depending on the adoption of the technology over time.	Short Term 1-5 years
		City to explore proposed trial route for E-transport between the City Centre and Waterfront Sub-Precincts as proposed in the RSC PSP (RPSP).  Other routes that connect and complement the public / active transport networks to be explored.		
		Prepare an electric vehicle strategy (including Urban Mobility Hubs as a consideration), identifying how the City can be a leader in encouraging sustainable development for the south-west corridor.		



## 2.4.4. FREIGHT

The industrial and commercial areas of Rockingham are significant contributors to the local economy and have been heavily supported by the freight network. Freight has played a key role in the success of the industrial and commercial areas of Rockingham through the distribution of goods and services by rail and road. This LPS notes the consideration of a realignment of the freight rail reserve to the north of the RSC which could influence land use planning.

**Table 17: Freight - Planning Directions and Actions**

ISSUES / OPPORTUNITIES	PLANNING DIRECTION	ACTION	RATIONALE	TIMEFRAME
<b>Respond to future changes to the freight network</b>	Ensure freight reserves and corridors enable direct and efficient connections that avoid impacting residential and other sensitive land uses in the City.	Monitor and collaborate with neighbouring local governments, Department of Transport and MRWA to enable modified routes for freight servicing Westport and the Intermodal freight terminal along Mundijong Road and Kulijar Road consider and minimise effects on land use and activities in the RSC.	As described in Section 4.5.4 of Part 2, this action will ensure that Mundijong Road supports crucial transport and freight from the City and to the Intermodal freight terminal. PP@3.5 Transport Network, considers the possible realignment of the freight railway that currently passes through Mundijong and the area north of the RSC.	Medium Term 5-10 years
		City to support proposed new alignment for the Kwinana Loop Freight Rail.  <i>Note: This support is dependent on rail that is compatible with existing and future landuse.</i>		Short Term 1-5 years

## 2.4.5. UTILITIES

The coordinated delivery of infrastructure by both public and private agencies will be critical in ensuring close integration of land use planning and servicing through future planning proposals. An understanding of the issues and opportunities is provided in Part 2. Generally, given the geographic extent of the City, the LPS's role is to ensure that future structure planning in both an infill and greenfield context, avoids promoting development where land is not well serviced or if servicing is difficult and/or costly to provide.

**Table 18: Utilities - Planning Directions and Actions**

ISSUES / OPPORTUNITIES	PLANNING DIRECTION	ACTION	RATIONALE	TIMEFRAME
<b>Coordinated delivery of infrastructure</b>	All land identified for future development or investigation can be adequately serviced to meet required needs.	City to ensure that an assessment of all future structure planning proposals (in both infill and greenfield areas) is supported by servicing infrastructure strategies which demonstrate that an area can be adequately serviced to meet the intent of the structure plan.	Section 4.5.5 in Part 2 identifies the need to ensure that future planning adequately considers the need to coordinate delivery of services and utilities infrastructure.	Ongoing
		City to ensure proponents engage in early discussions with Water Corporation and other utility authorities for substantial infill developments. This will ensure that in instances where a structure plan has not been prepared, it can be demonstrated that there is sufficient network capacity to support the development.	Where required in specific Planning Areas, additional information is provided in <b>Table 19</b> .	Ongoing





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## PLANNING AREAS



## 3.1 PLANNING AREAS

**Table 19** outlines in greater detail planning directions and actions for specific planning areas. Planning Areas that have been identified in this LPS are identified on the strategy map (**Figure 5**).

**Table 19: Planning Areas**

AREA	PLANNING DIRECTION	ACTIONS	RATIONALE	TIMING
A	Future planning of RSC guided by a PSP.	City to undertake a review of its Centre Plan and prepare a contemporary RSC PSP in accordance with draft SPP 4.2 and SPP 7.2 Precinct Design Guidelines detailing the intent and approach for planning within this highest order centre within the hierarchy.	Section 4.2.1 in Part 2 identifies a strong desire for the City to achieve greater urban consolidation, to be achieved by promoting infill development in designated activity centres such as the RSC.	Short Term 1-5 years
		The PSP to include the Actions from Part One Implementation of the PSP, Table 1 Urban Ecology, Urban Structure, Public realm, Movement Actions and Land use actions.	As the highest order activity centre in the City, it is the primary employment hub and represents the best opportunity to coordinate substantial future infill.	
		Develop more detailed Public Realm Style Guide for RSC as recommended in the RPSP and include an audit of existing assets.	The existing planning framework for the centre is over 10 years old, as such it has been determined that there is a need to review and develop a more contemporary plan, which satisfies latest changes in SPPs.	Short Term 1-5 years
		Future review of PSP to: <ul style="list-style-type: none"> <li>+ Promote establishment of the Rockingham City Centre Transit System to better connect Rockingham Train Station with the City Centre and Waterfront.</li> <li>+ The PSP provisions to facilitate a broad range of employment opportunities by promoting a diversity/intensity of land use to help meet the self-sufficiency targets of the sub-region.</li> <li>+ The PSP to facilitate a permeable, well-connected network of public streets and spaces that provide legible and high amenity linkages, prioritised towards pedestrians and cycle movement.</li> <li>+ Undertake investigations and detailed design of various central intersections to enhance safety for all modes, in alignment with the intended land use.</li> <li>+ The PSP to facilitate a City Park Green Link with new path connections and planting for various sites within the PSP area.</li> </ul>	With the release of SPP 7.2 - Precinct Design, it has been determined that the best mechanism to achieve this is the preparation of a PSP (this also applies to Planning Areas B-F).	Ongoing

AREA	PLANNING DIRECTION	ACTIONS	RATIONALE	TIMING
B	<b>Future planning of Warnbro District Centre guided by a PSP.</b>	Undertake a review of the Warnbro District Centre planning framework and prepare a PSP which aligns with contemporary planning practice set out in the LPS Regulations, draft SPP 4.2 – Activity Centres for Perth and Peel and SPP 7.2 – Precinct Design.	Section 4.2.1 in Part 2 identifies a strong desire for the City to achieve greater urban consolidation, to be achieved by promoting infill development in designated activity centres such as the Warnbro District Centre.	Medium Term 5-10 years
C	<b>Future planning of Secret Harbour District Centre guided by a PSP.</b>	Undertake a review of the Secret Harbour District Centre planning framework (including Planning Policy 3.2.3) and prepare a PSP which aligns with contemporary planning practice set out in the LPS Regulations, draft SPP 4.2 – Activity Centres for Perth and Peel and SPP 7.2 – Precinct Design.  Address the Provision of other retail floorspace in Secret Harbour (Precinct 3) subject to district structure planning being substantially progressed for Karnup.	Section 4.2.1 in Part 2 identifies a strong desire for the City to achieve greater urban consolidation, to be achieved by promoting infill development in designated activity centres such as the Secret Harbour District Centre.	Medium Term 5-10 years
D	<b>Future planning of Baldivis District Centre guided by a PSP.</b>	Undertake a review of the Baldivis District Centre planning framework (including Planning Policy 3.2.4) and prepare a PSP which aligns with contemporary planning practice set out in the LPS Regulations, draft SPP 4.2 – Activity Centres for Perth and Peel and SPP 7.2 – Precinct Design.  The classification of Baldivis District Centre to be kept under review within the potential reclassification to Secondary Centre status in the medium term, to be confirmed through the preparation of the Karnup DSP and a review of the Needs Assessment.	Section 4.2.1 in Part 2 identifies a strong desire for the City to achieve greater urban consolidation, to be achieved by promoting infill development in designated activity centres such as the Baldivis District Centre.	Short Term 1-5 years  Long Term >10 years
E	<b>Future planning of nominated neighbourhood centres to be guided by PSPs.</b>	PSP prepared for Waikiki Village which aligns with contemporary planning practice set out in the LPS Regulations, draft SPP 4.2 – Activity Centres for Perth and Peel and SPP 7.2 – Precinct Design.	Section 4.2.1 in Part 2 identifies a strong desire for the City to achieve greater urban consolidation, to be achieved by promoting infill development in designated activity centres such as the Waikiki Village Neighbourhood Centre.	Medium Term 5-10 years
F	<b>Future planning of nominated local centres to be guided by PSPs.</b>	PSPs to be prepared for the following Local Centres: + Penguin Road/Safety Bay Road Local Centre Precinct; and + Hokin Street Local Centre Precinct.  <i>Note: PSPs to ensure consideration for measures set out in City's CHRMAP.</i>	Section 4.2.1 in Part 2 identifies a strong desire for the City to achieve greater urban consolidation, to be achieved by promoting infill development in designated activity centres. The nominated centres have been identified as the highest priority for future planning.	Short Term 1-5 years



AREA	PLANNING DIRECTION	ACTIONS	RATIONALE	TIMING
G	Future planning in the Karnup Urban Expansion Area	Prepare a Needs Assessment to inform the Karnup District Structure Plan (DSP).	The Karnup Urban Expansion Area is the largest remaining area (of unzoned land) in Rockingham and one of the largest metropolitan wide to be set aside for future greenfield development. The LPS identifies this area as 'Future Urban Growth'. To help guide and coordinate future development in this important precinct, a DSP has been identified as the most appropriate mechanism.	Short Term 1-5 years
		<p>The Karnup DSP will be required to demonstrate that the RLS strategic objectives have been achieved. To address this requirement, the following specialist studies/reports are to be provided:</p> <ul style="list-style-type: none"><li>+ Environmental Assessment Report.</li><li>+ Bushfire Management Plan.</li><li>+ Wetland Management Plan (where relevant).</li><li>+ Tree Survey.</li><li>+ Indicative Earthworks Plan.</li><li>+ Landscape and Visual Impact Assessment.</li><li>+ Local Water Management Strategy</li></ul> <p>Additionally, the Karnup DSP will be required to:</p> <ul style="list-style-type: none"><li>+ Undertake detailed environmental surveys of the Karnup DSP project area to confirm the presence of LNAs onsite. The following assessments will be undertaken as part of the survey:<ul style="list-style-type: none"><li>- A detailed and targeted flora and vegetation survey</li><li>- A Level 2 fauna survey</li><li>- A Black Cockatoo habitat assessment</li></ul></li><li>+ Revise the LNA mapping for the Karnup area so that it reflects the results of the on-ground assessments.</li><li>+ Prepare Environmental Assessment Report to document the findings of all on ground assessments and to detail how environmental values will be incorporated into the Karnup DSP design through all future stages of development.</li><li>+ The Karnup DSP will also be prepared in accordance with the proposed PP – Tree Protection and Planting for New Developments.</li><li>+ Consider long-term DCP arrangements that will need to be guided by the DSP together with a framework contained within the Scheme.</li></ul>		Medium Term 5-10 years

Modification 12

Modification 12

AREA	PLANNING DIRECTION	ACTIONS	RATIONALE	TIMING
H	<b>Future planning in the Baldvis – Kerosene Lane Urban Investigation Area</b>	<p>In addition to the items listed in <b>Table 4</b>, the following matters are to be considered:</p> <ul style="list-style-type: none"> <li>+ Basic Raw Materials – sequential land use allowing for extraction of limestone.</li> <li>+ Provide land for employment generating land uses (e.g. bulky goods/light industry in nature).</li> <li>+ Protection of high value Carnaby's black cockatoo habitat.</li> </ul>	PP@3.5 identified this area as Urban Investigation. To align with the State Planning Framework this LPS aligns with this intent, nominating the criteria which needs to be addressed in future detailed planning.	Medium Term 5-10 years
I	<b>Future planning in the Golden Bay Urban Investigation Area</b>	<p>In addition to the items listed in <b>Table 4</b>, the following matters are to be considered:</p> <ul style="list-style-type: none"> <li>+ Access to the regional road network (Mandurah Road) and to Karnup Train Station;</li> <li>+ Dune protection;</li> <li>+ Integration with Karnup Train Station; and</li> <li>+ Bushfire risk.</li> </ul>	PP@3.5 identified this area as Urban Investigation. To align with the State Planning Framework this LPS aligns with this intent, nominating the criteria which needs to be addressed in future detailed planning.	Medium Term 5-10 years
J	<b>Karnup Station Precinct</b>	City to advocate and support DPLH / METRONET in preparation of the PSP for the Karnup Station Precinct.	As described in Section 4.2.1 and 4.5.1 in Part 2, Karnup Station represents an important opportunity to establish quality transit oriented development outcomes around this proposed future station. While this work is currently being undertaken by the State Government, the City's support role is critical to its successful delivery.	Short Term 1-5 years
K	<b>Rockingham – Karnup Transit Corridor</b>	City to collaborate with PTA and Department of Transport to undertake investigations for the establishment of Read Street / Warnbro Sound Avenue as a designated Transit Corridor.	Greater development intensity adjacent to the proposed Read Street/Warnbro Sound Avenue Activity Corridor aims to maintain a high level of accessibility to housing, jobs, education, and other attractions within the City. It also focuses network improvements to public transport on the connecting corridor between the RSC and future Karnup Station.	Medium Term 5-10 years
L	<b>Baldivis – Warnbro Transit Corridor</b>	City to collaborate with PTA and Department of Transport to undertake investigations for the establishment of the Baldivis-Warnbro High Priority Transit Corridor.	The Baldivis-Warnbro High Priority Transit Corridor will better connect the suburb of Baldivis with Warnbro Train Station and the RSC, better linking housing with employment opportunities. This approach aligns with community engagement feedback on priority locations for future housing.	Medium Term 5-10 years

AREA	PLANNING DIRECTION	ACTIONS	RATIONALE	TIMING
M	Baldivis East Urban Expansion	<p>City to support the DPLH in undertaking future detailed planning for the Baldivis East Urban Expansion area. Planning to consider:</p> <ul style="list-style-type: none"> <li>+ Delivery of employment generating lands, to complement the Baldivis East Industrial Expansion;</li> <li>+ To be strengthened in the LPS as an area of employment lands;</li> <li>+ Commitment to delivery of appropriate housing diversity outcomes as recommended in this LPS;</li> <li>+ Road transport infrastructure coordination and staging (at a regional and district level);</li> <li>+ Servicing infrastructure coordination and staging;</li> <li>+ Protection of significant environmental values;</li> <li>+ Land to be set aside for flooding and drainage; and</li> <li>+ Sand fill required to provide separation to groundwater and flood levels (including estimated volumes, resource locations and transport)</li> </ul>	<p>PP@3.5 identified 15 Planning Investigation Areas, which were sites that would require further detailed planning.</p> <p>In September 2022, the Department of Planning, Lands and Heritage, on behalf of the WAPC investigated all 15 Planning Investigation Areas, identifying that Baldivis East (north of Mundijong Road) should be identified for Urban Expansion as identified on <b>Figure 4</b>.</p>	Medium Term 5-10 years
N	Baldivis East Industrial Expansion	<p>City to support the DPLH in undertaking future detailed planning for the Baldivis East Industrial Expansion area. Planning to consider:</p> <ul style="list-style-type: none"> <li>+ Road transport infrastructure coordination and staging (at a regional and district level);</li> <li>+ Servicing infrastructure coordination and staging;</li> <li>+ Protection of significant environmental values;</li> <li>+ Land to be set aside for flooding and drainage; and</li> <li>+ Sand fill required to provide separation to groundwater and flood levels (including estimated volumes, resource locations and transport); and</li> <li>+ Interface with the adjoining Urban Investigation area at North-East Baldivis.</li> </ul>	<p>PP@3.5 identified 15 Planning Investigation Areas, which were sites which would require further detailed planning.</p> <p>In September 2022, the Department of Planning, Lands and Heritage, on behalf of the WAPC investigated all 15 Planning Investigation Areas, identifying that the area in Baldivis East (south of Mundijong Road) should be identified for Industrial Expansion <b>Figure 4</b>.</p>	Medium Term 5-10 years



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## IMPLEMENTATION AND REVIEW

Implementation of the actions within this LPS are intended to occur over a 15 year timeframe. Every 5 years a comprehensive review of the local planning scheme and strategy will be undertaken in the form of a report for review. The report of review will include a basic assessment of the status of all of the actions from the local planning strategy to confirm whether actions are either completed, in progress or not commenced.