

City of Rockingham

# Rockingham Strategic Centre Precinct Structure Plan

September 2025



## Endorsement Page

This Precinct Structure Plan is prepared under the provisions of the City of Rockingham Local Scheme No. 2.

IT IS CERTIFIED THAT THIS STRUCTURE PLAN WAS APPROVED BY RESOLUTION OF THE WESTERN AUSTRALIAN PLANNING COMMISSION ON:

14 January 2026

Signed for and on behalf of the Western Australian Planning Commission:



An officer of the Commission duly authorised by the Commission pursuant to section 24 of the *Planning and Development Act 2005* for that purpose, in the presence of:

Witness:

*Anne Woodin*

Date:

15 January 2026

Date of Expiry:

15 January 2036

## Table of Amendments

Amendment No.	Summary of the Amendment	Amendment Type	Date approved by WAPC

## Acknowledgement of Country

Rockingham, ngala kaaditj moondang-ak kaaradjiny nidja boodja, Bi njareb 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.

\*The word Nyoongar is identified as a single language but can be pronounced several ways. This document uses the spelling Nyoongar to represent the different spellings including Noongar, Nyungar, Nyoongah, Nyungah, Nyugah, Yungar and Noongah.



## Executive Summary

As the primary centre in one of Western Australia's fastest growing regions, the Rockingham Strategic Centre (**RSC**) fulfils a critical role as a major destination for housing, employment, and entertainment in the City of Rockingham.

Both its planning framework and physical form have been established over many years. Each period of development has brought its own contributions which have influenced this rich tapestry of urban life. The character of the RSC's sub-precincts is varied, and reflective of many distinct patterns of development.

Three primary urban interventions set the course for the RSC, these include:

- Initial establishment of the original town centre along the foreshore (circa 1950s);
- Development of the new shopping centre on Council Avenue in the 1970s; and
- Establishment of Rockingham Train Station in the early 2000s.

These interventions have shaped the RSC's physical layout, influencing not only why people come to the RSC, but also how they may move throughout it to access these three key activity nodes.

The Rockingham Strategic Centre Precinct Structure Plan (**RPSP**) has been prepared to coordinate future subdivision and development of land within this important precinct.

The plan has been drafted in accordance with the provisions of: the City of Rockingham Local Planning Scheme No. 2; State Planning Policy 4.2 - *Activity Centres for Perth and Peel*; State Planning Policy 7.2 – *Precinct Design*; and the *Planning and Development (Local Planning Schemes) Regulations 2015*.

The RPSP's contents align with the Precinct Design Guidelines and Manner and Form documents which form part of State Planning Policy 7.2 – *Precinct Design*, it includes:

- Part One: Implementation
- Part Two: Explanatory Report
- Technical Appendices

# RPSP Vision

Rockingham leverages off its unique coastal atmosphere to establish a green and walkable centre that offers a diversity of uses and building types, celebrates local culture, and promotes a relaxed lifestyle. It is a regional employment destination that connects its distinct activity hubs via high-frequency public transport.

**Looking to the future, the RPSP is underpinned by three core principles:**



## Enable

Despite its maturity, the Rockingham Strategic Centre still has enormous potential with major development opportunities existing in many of its sub-precincts, namely the City Centre and Foreshore. The RPSP focuses on ways to unlock the precinct by stimulating urban development in these areas, which will be necessary to support the larger population of residents and workers that is envisioned.



## Celebrate

Explores how the RPSP can embrace the welcoming ambiance of coastal life in the design of streets and public spaces. It focuses on celebrating the proud legacy of the Rockingham Foreshore as the pre-eminent coastal location in the sub-region. However, there is also an eye to the past, with an acknowledgement that Aboriginal stories and heritage could be better reflected to improve sense of place and belonging throughout the RSC.



## Connect

The primary focus of the RPSP from a connectivity perspective is to reduce car dependency for local trips. The approach to achieving this is multi-faceted. Many of the RSC's streets are wide and have been designed for the car. This separates neighbourhoods and limits safety and permeability for active transport.

The RPSP promotes a City-wide focus on green streets and links, which is just one way in which existing streets/crossings can be designed beyond car movement.

It is acknowledged too that the RSC is large and linking its key nodes just through active transport has limitations. As such, establishment of the Rockingham City Centre Transit System will bring the Rockingham Train Station, City Centre and Foreshore together in a sustainable, accessible and reliable way.



# Structure Plan Summary Table

Item	Data	Structure Plan Ref
Total area covered by the structure plan	534 hectares	Part One - Section 1.1
Area of each land use proposed		Part Two - Section 5.5.3 Land Use Mix
<b>Land Use</b>		
• Mixed Use	68 hectares	
• Commercial	26 hectares	
• Service Commercial	26 hectares	
• Residential R80	34 hectares	
• Residential R60	77 hectares	
• Residential R40	55 hectares	
• Private Clubs and Institutions	8 hectares	
<b>Reserve</b>		
• Public Purposes	39 hectares	
• Public Open Space	49 hectares	
• Primary Regional Roads	21 hectares	
• All Other Road Reserves	131 hectares	
<b>Estimated Number of Dwellings</b>	Current: 3967 dwellings Capacity: 15,093 dwellings (estimate)	Part Two - Section 5.5.3 Residential Densities
<b>Estimated Residential Site Density</b>	61 dwellings/hectare (estimate)	Part Two - Section 5.5.3 Residential Densities
<b>Estimated Population</b>	30,000 people (estimate) Note: based on average household size of 2.07 people	Part Two - Section 5.5.3 Residential Densities
<b>Number of High Schools</b>	0	
<b>Number of Primary Schools</b>	1 (required beyond 2035)	Part Two - Section 5.5.6 Schools
<b>Estimated Area and Percentage of Public Open Space given over to:</b>	49.74 hectares (9%)	Part One - Section 4.1 Land Use Zones and Reserves
• Pocket Park	1.6 hectares	
• Local Park	4.62 hectares	
• Neighbourhood Park	8.82 hectares	
• District Park	22.38 hectares	
• Other	12.32 hectares	

Part One

# Implementation



# Contents



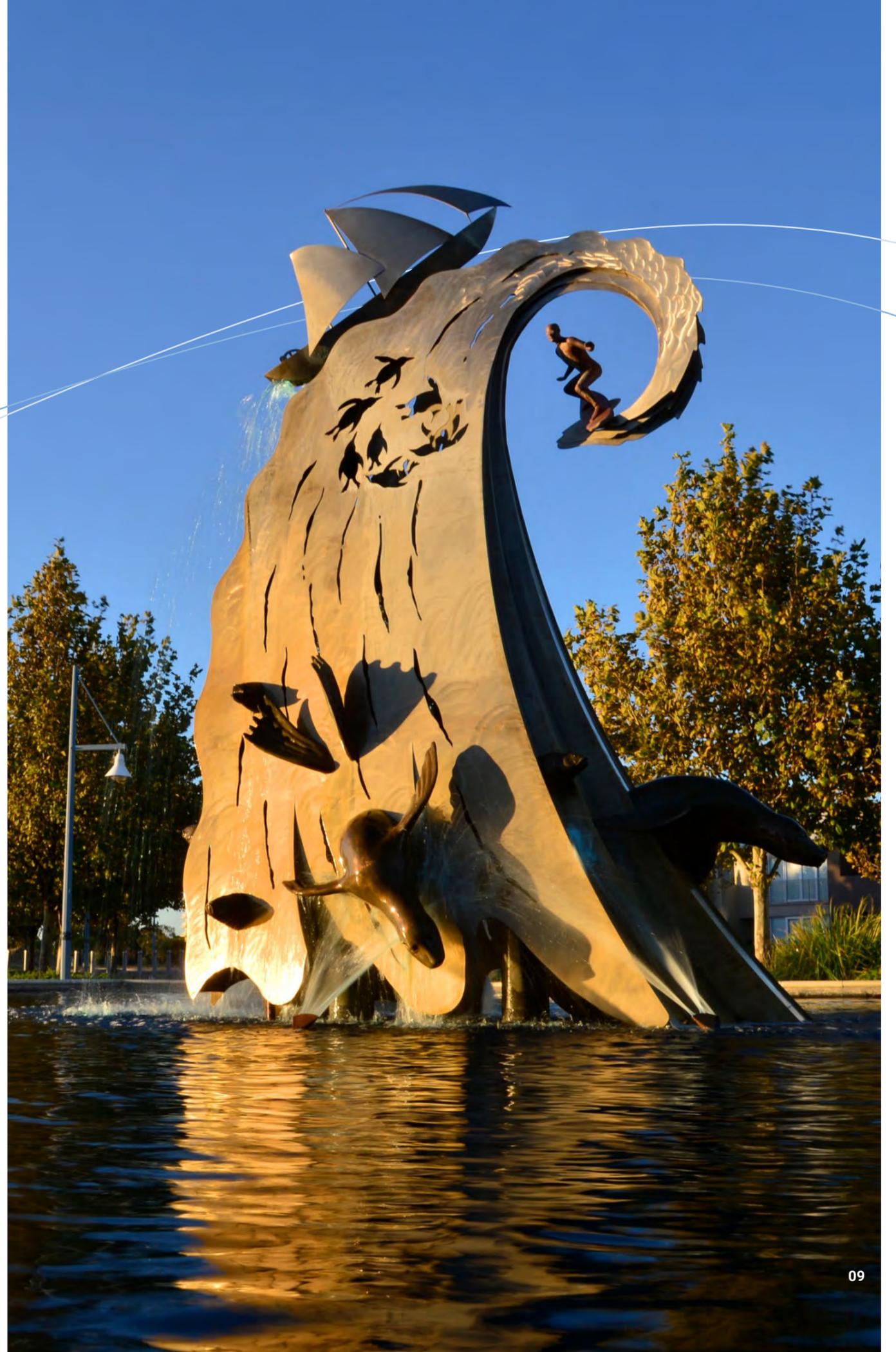
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# 01

## Implementation



## 1.1 Precinct Plan Area

The RPSP shall apply to the land contained within the inner edge of the line denoting the activity centre boundary as shown on **P1 - Figure 1**.

The RSC has a total area of 534ha.

## 1.2 Objectives

The following objectives apply to all areas within the RPSP. Planning and development in the RSC shall have due regard for the following objectives:

### 1.2.1 Urban Ecology

- Adopt an environmentally sustainable approach to development within the RSC which appropriately manages environmentally sensitive areas including remnant vegetation and potential fauna habitats, and encourages conservation of resources, reduced waste, energy, and water use.
- Create a green urban centre supported by open spaces, streets, and development sites which promote enhanced tree canopy to lessen impacts of climate change and urban heat island effect.
- Celebrate local Aboriginal, cultural, and built heritage in the design of buildings and public spaces to enhance Rockingham's place identity.

### 1.2.2 Urban Structure

- Establish a highly interconnected urban environment that links key precincts together through a network of green links and enhanced public transport connections.
- Ensure that new development provides lot and block configurations that are flexible and adaptable, to change with the centre's needs over time.
- Planning provisions support high-quality development outcomes in nominated infill areas.

### 1.2.3 Public Realm

- Create high quality connected public spaces that permit a range of recreation and social activities, retain mature trees where possible, and foster high quality development along their edges.
- Encourage an attractive urban environment through the use of high-quality design, materials, street furniture, and public art.
- Enhance the quality and consistency of streetscapes through targeted greening which includes new planting and retention of existing vegetation where appropriate.

### 1.2.4 Movement

- Establish the Rockingham City Centre Transit System (**RCCTS**) as a high amenity, street based public transit system that will catalyse transit oriented development, and provide for sustainable movement.
- Create a permeable, well connected network of public streets and spaces that provide legible and high amenity linkages, prioritised towards pedestrians and cycle movement.

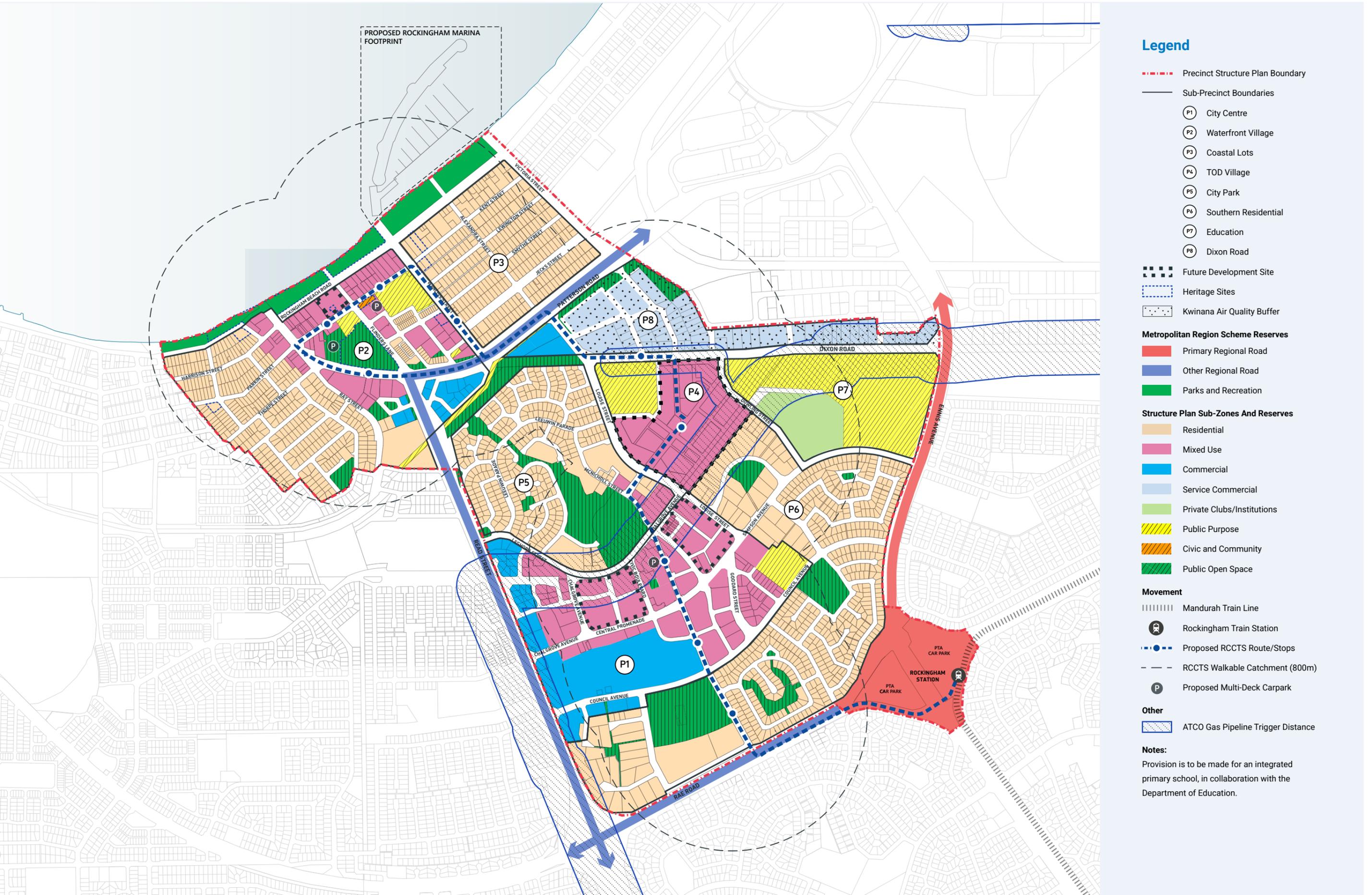
### 1.2.5 Land Use

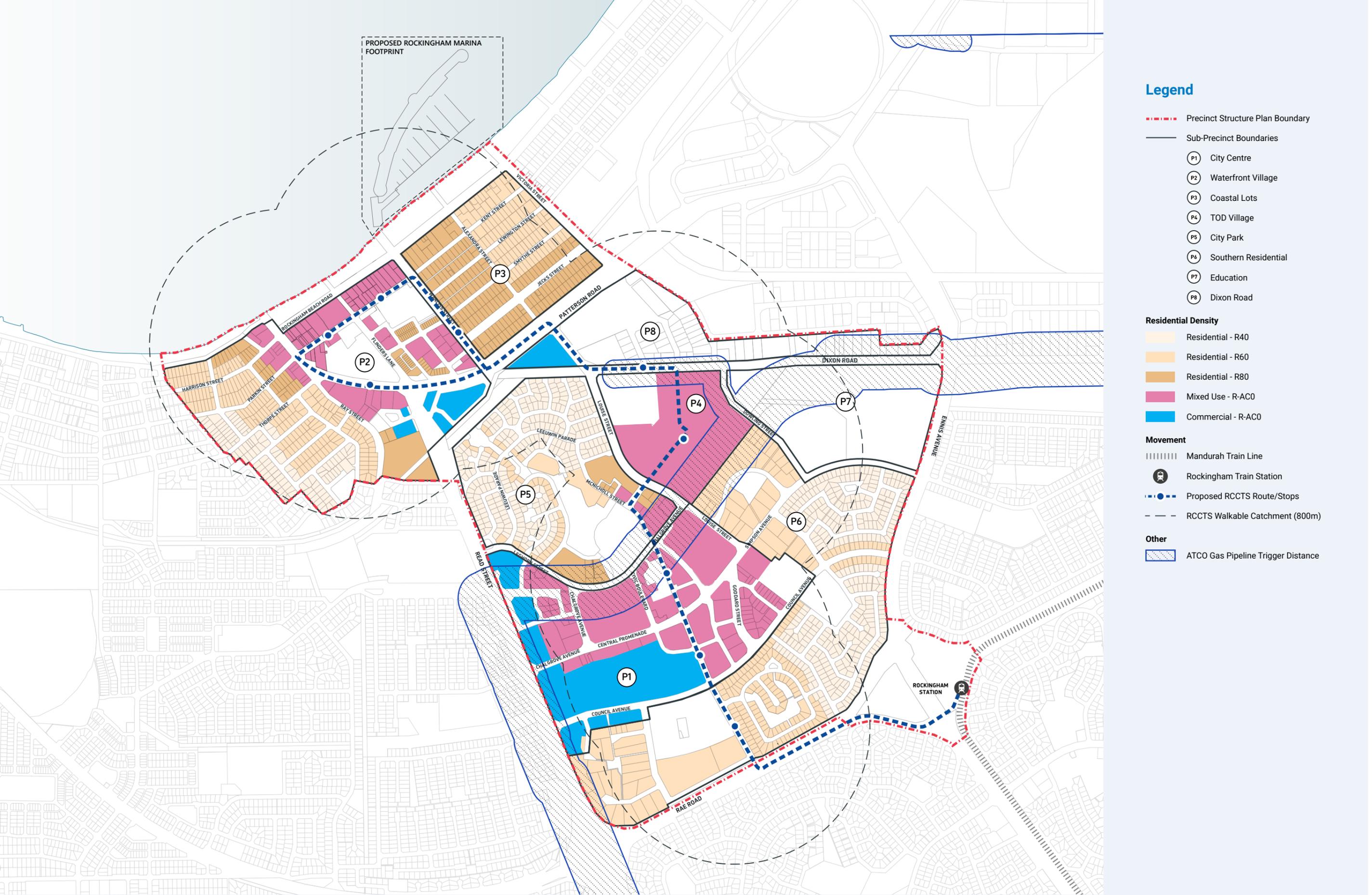
- Encourage and facilitate a broad range of employment opportunities to promote diversity and help meet the self-sufficiency targets of the sub-region.
- Foster the provision of a balanced and diverse mix of uses which contribute to the development of an active and interesting character in the public and private realm of the Strategic Centre.
- Encourage increased development intensity, through mixed use and high density in key sub-precincts and along transport corridors to increase the Strategic Centre's population base.
- Promote active day and night time retail and social environments.

### 1.2.6 Built Form

- Foster the development of a Strategic Centre which possesses a diversity of built form typologies, framed around a legible public street pattern guided by the movement and place framework.
- Provide high-quality streetscapes through well considered approaches to building frontages, which ensure generally contiguous and active street front buildings in the mixed use/commercial precincts.
- Achieve appropriate built form outcomes, including a range of medium to high density housing, within the walkable catchment of the Rockingham City Centre Transit System.

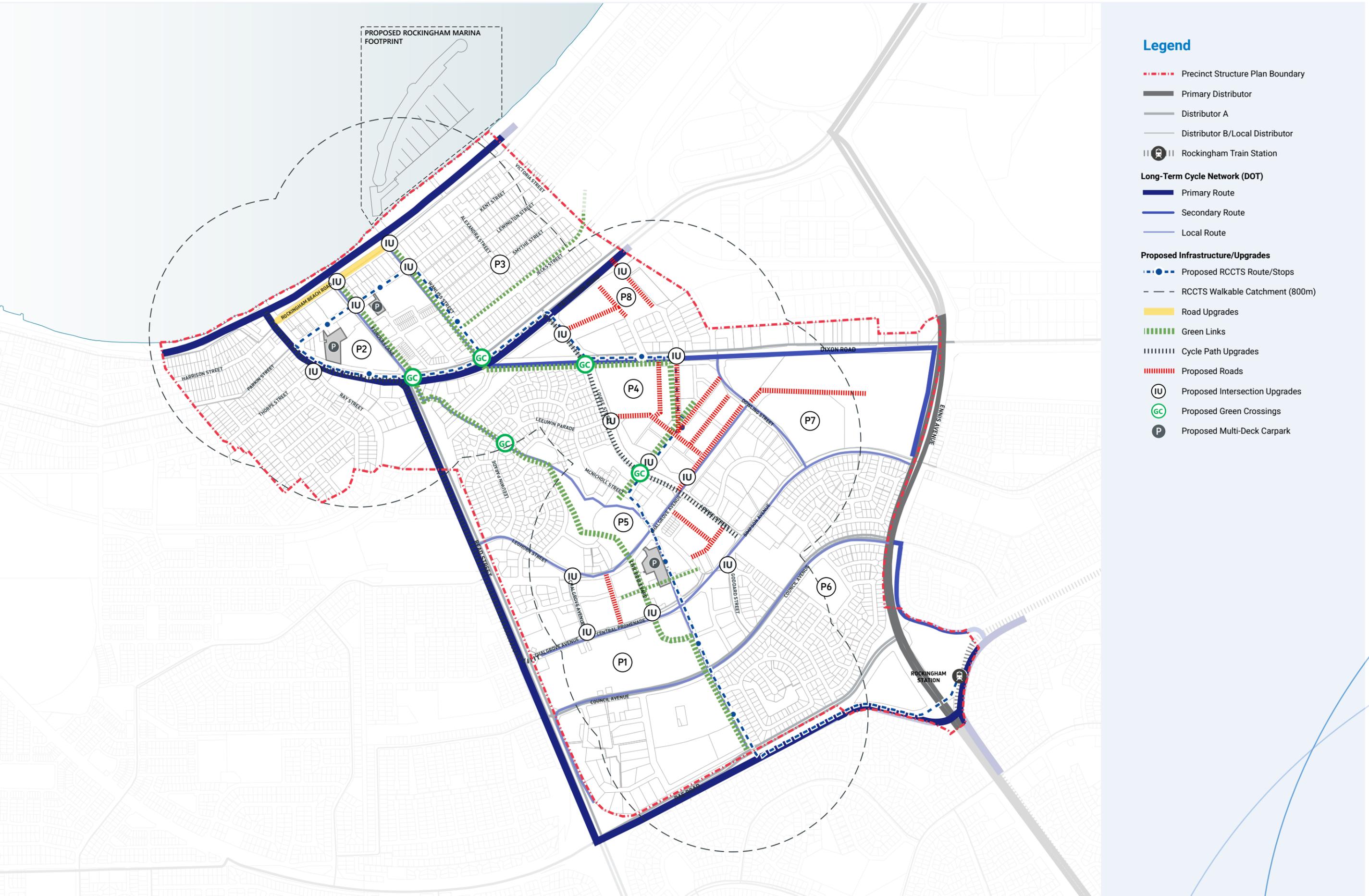
P1 - Figure 1: RPSP Map





P1 - Figure 2: RPSP Residential Density Plan

P1 - Figure 3: RPSP Movement



### Legend

- Precinct Structure Plan Boundary
- Primary Distributor
- Distributor A
- Distributor B/Local Distributor
- 🚂 Rockingham Train Station
- Long-Term Cycle Network (DOT)**
  - Primary Route
  - Secondary Route
  - Local Route
- Proposed Infrastructure/Upgrades**
  - Proposed RCCTS Route/Stops
  - - - RCCTS Walkable Catchment (800m)
  - Road Upgrades
  - Green Links
  - ⋯ Cycle Path Upgrades
  - Proposed Roads
  - ⊕ Proposed Intersection Upgrades
  - ⊕ Proposed Green Crossings
  - ⊕ Proposed Multi-Deck Carpark



## 1.3 Operation

The RPSP shall come into operation when it is approved by the Western Australian Planning Commission (**WAPC**) pursuant to Part 4, Clause 22(1)(a) of the Deemed Provisions.

The RPSP has been prepared in accordance with *State Planning Policy 4.2 Activity Centres for Perth (SPP 4.2)* and *Peel, and State Planning Policy 7.2 Precinct Design (SPP 7.2)*.

### 1.3.1 Scheme Relationship

The RPSP has been prepared under the City of Rockingham (**the City**) Local Planning Scheme No.2 (**LPS2**). Zones and Reserves for the RPSP are set out on the Scheme Maps.

The objectives and development standards of the RPSP are complementary to the provisions, standards or requirements of LPS2.

Where it is otherwise not covered, the provisions of LPS2 and the Residential Design Codes Volume 1 and Volume 2 (**R-Codes**) shall prevail. All applicable State Planning Policies of WAPC and City of Rockingham Local Planning Policies apply.

Where a Local Development Plan, Development Application or Subdivision Plan prepared pursuant to the RPSP varies the development standards and requirements of the RPSP, it will be assessed against the design principles of relevant State Planning Policy 7.0 and the objectives set out in the RPSP.

Due regard must also be given to any adopted Local Development Plans, which shall operate in accordance with the requirements of **Section 2.3**.

The RPSP supersedes the following documents, which will be rescinded upon approval of the RPSP:

- *Rockingham Strategic Regional Centre - Centre Plan (2010)*;
- *Planning Policy No 3.2.1 - Development Policy Plan City Centre Sector*;
- *Planning Policy No 3.2.2 - Development Policy Plan Smart Village Sector*;
- *Planning Policy No 3.2.5 - Development Policy Plan Waterfront Village Sector*;
- *Planning Policy No 3.2.6 - Development Policy Plan Northern Waterfront Sector*;
- *Planning Policy No 3.2.8 - Development Policy Plan Campus Sector*;
- *Planning Policy No 3.2.9 - Development Policy Plan Eastern Sector*; and
- *Planning Policy No 3.2.12 - Development Policy Plan Southern Gateway Sector*.



## 1.3.2 R-Codes Application

The R-Codes are applied to the RPSP in the following ways:

**P1 - Table 1:** RPSP R-Code Application

R-Code	Single Dwellings	Grouped Dwellings	Multiple Dwellings
<b>R40</b>	<b>Volume 1 Part B</b> Some modifications to Volume 1 Part B are proposed. Modifications are summarised for each relevant sub-precinct in <b>Section 03</b> .	<b>Volume 1 Part C</b> Some modifications to Volume 1 Part C are proposed. Modifications are summarised for each relevant sub-precinct in <b>Section 03</b> .	
<b>R60</b>	<b>Volume 1 Part C</b> Some modifications to Volume 1 Part C are proposed. Modifications are summarised for each relevant sub-precinct in <b>Section 03</b> .		
<b>R80/R-AC0</b>	<b>Volume 1 Part C</b> Some modifications to Volume 1 Part C are proposed. Modifications are summarised for each relevant sub-precinct in <b>Section 03</b> .		<b>Volume 2</b> Some modifications to Volume 2 are proposed. Modifications are summarised for each relevant sub-precinct in <b>Section 03</b> .

## 1.3.3 Interpretations

The RPSP applies the same definitions as set out in the *Planning and Development Act 2005* or the R-Codes. Unique definitions or interpretations for the RPSP are set out as follows:

**“Frontage Type”** refers to the various frontage types set out in Part 2 of the RPSP. These frontage types are used as an organising tool for the built form controls to ensure desired streetscape approaches can be met.

**“Frontage Build Out”** means the percentage of a street frontage which is occupied by a building.

**“Green Link”** refers to specific streets or pathways where an enhanced landscape treatment is desired. These links provide important connections and include enhanced amenity (e.g. lighting, shade, furniture).

**“Outdoor Uses”** refers to a land use conducted in an open-air environment without permanent buildings, including markets, pop-up bars, and similar temporary development activities.

**“Street Level Interface”** refers to the space between a building edge and a street. The design standards included in the RPSP focus on how future development responds to this interface (primarily at ground level).

**“Temporary Development”** Development that is intended to be temporary in nature that addresses (but is not limited to) the following considerations:

- Does not provide significant structures and uses materials and construction techniques that allows for the development to be easily removed from the site;
- Proposed access and parking does not change existing traffic conditions;
- Development does not provide for environment impacts;
- Development to be in operation within two years of development approval being granted; and
- Any other matter considered relevant by the City at the time of application.

**“Transit Oriented Development”** means development that is planned and designed to encourage and enhance the use of public transport. Specifically it refers to development with an 800 metre walkable catchment of Rockingham Train Station or the RCCTS.

**“Visual Gateway”** refers to an urban design approach which uses the built form to help curate views into an important place.

## 1.4 Staging

Due to size of the RSC and complex land assembly, a traditional approach to staging is not deemed appropriate. Rather, the RPSP advocates for a development priority based approach. Staging of built form and development in the RSC is largely based on the timing and willingness of individual landholders to develop their sites, such as the redevelopment of the various Local Development Plan areas. It is also dependent on a number of key transport and infrastructure triggers.

The key actions or upgrades critical to the implementation of the RPSP are set out below, with consideration for short (0-5 years), medium (5-10 years), and long (10+ years) term aspirations. Noting that those actions listed as long-term, extend beyond the initial life of this structure plan.

**P1 - Table 2:** Urban Ecology Actions

Priority	Action	Responsibility	Stakeholders
Short	Undertake Aboriginal Heritage cultural interpretation study to investigate opportunities to enhance representation of Aboriginal people through a more inclusive sense of place in the RPSP.	City of Rockingham	City of Rockingham, community members
	Implement Stage 1 of proposed street greening: Wanliss Street, Louise Street, Dixon Road, Contest Parade, Read Street, Charlgrove Avenue.	City of Rockingham	City of Rockingham
	Undertake flora/vegetation/fauna surveys and tree retention plans for urban greening and black cockatoos for proposed development parcels south of Patterson Road in P8 and P4 to determine development suitability. To be complete prior to clearing and/or subdivision/development application is submitted.	Developer	Department of Water and Environmental Regulation (DWER), Environmental Protection Authority (EPA), Department of Biodiversity, Conservation and Attractions (DBCA)
	Conduct a wetland identification and/or delineation investigation for Lot 201 Chalgrove Avenue and Lot 103 Council Avenue to reclassify existing Conservation Category Wetland prior to development and/or subdivision of the site adjacent to the existing Aquatic Centre.	City of Rockingham/ Private landowner	DBCA
	Detailed surface water modelling will be required to support future water management strategies. This modelling will need to include consideration of the risks associated with surface and groundwater interaction both now and in the future taking into consideration sea level rise (SLR). The establishment of appropriate antecedent conditions in drainage infiltration basins and at outfalls will need to consider changing groundwater levels and SLR.	City of Rockingham	DWER
	Investigation and identification of mature trees to be retained for black cockatoo habitat along Louise Street and Patterson Road.	City of Rockingham	Adjacent landowners
	Implement Stage 2 of proposed street greening: Simpson Avenue, Victoria Street, Alexandra Street, Council Avenue, Rae Road, Leeuwin Parade, Dowling Street.	City of Rockingham	City of Rockingham

**P1 - Table 3:** Urban Structure Actions

Priority	Action	Responsibility	Stakeholders
Short	Monitor development activity to ensure proposed subdivision and amalgamation controls are leading to positive built outcomes.	City of Rockingham	City of Rockingham
	Undertake investigations, in collaboration with the Department of Education (and other stakeholders) to determine timing and necessary steps involved in planning for a future primary school site.	City of Rockingham/ Department of Education	DPLH
Medium	Establish new dedicated mid-block connections between Rockingham Beach Road and Kent Street in P2 Waterfront Village.	City of Rockingham Landowners	Private landowners

**P1 - Table 4:** Public Realm Actions

Priority	Action	Responsibility	Stakeholders	
Short	Develop a more detailed Public Realm Style Guide for priority areas identified on P2-Figure 25: Public Realm Investment Priority. Style Guide should include an audit of existing assets and identify a preferred approach for elements such as materiality, furniture, public art, and signage.	City of Rockingham	City of Rockingham	
	Develop Public Art Strategy for the RPSP Area to coordinate delivery of public art throughout the RPSP.	City of Rockingham	Mooriboordap Advisory Group, local artists	
	Implement Patterson Road/Flinders Lane and Patterson Road/Wanliss Street 'Green Link Crossings' as trials.	City of Rockingham	Main Roads Western Australia (MRWA)	
	Complete City Park Green Link with new path connections and planting from Bunbury Place to Patterson Road.	City of Rockingham	Landowners	
	Establish Wanliss Street and Jecks Street Green Links.	City of Rockingham	Landowners	
	Deliver Public Open Space (POS) in P4 - TOD Village in accordance with approved layout as part of delivery.	DevelopmentWA, City of Rockingham		
	City to prepare a Public Realm Plan to define new public realm improvements and acknowledge existing planned works and plans to determine public realm improvements for the 10 year life of the Precinct Plan.	City of Rockingham	Landowners	
	City to prepare a Street Tree Master Plan for Strategic Centre to guide street greening prioritisation including species selection and planting. Future updates to the Greening Plan to ensure implementation.	City of Rockingham	Landowners	
	Medium	Implement Louise Street/Market Street 'Green Link Crossing' as part of P4 - TOD Village delivery (timing can therefore vary).	City of Rockingham	MRWA, DevelopmentWA
		Establish Dixon Road Green Link to Wanliss Street, including 'Green Link Crossing' at Louise Street.	City of Rockingham	City of Rockingham, MRWA
Implementation of Rockingham Beach Foreshore Master Plan (Area One) to deliver on the proposed vision for Bell and Churchill Parks.		City of Rockingham	Landowners	

**P1 - Table 5:** Movement Actions

Priority	Action	Responsibility	Stakeholders
<b>Short</b>	Undertake investigations and detailed design and construction of the Central Promenade/Civic Boulevard intersection to enhance safety for all modes, in alignment with the intended land use vision.	City of Rockingham	MRWA, Public Transport Authority (PTA)
	Undertake investigations and detailed design and construction of the Flinders Lane/Kent Street intersection to enhance safety for all modes, in alignment with the intended land use vision.	City of Rockingham	MRWA
	Undertake investigations and detailed design of RCCTS Route to support delivery of P4 - TOD Village.	City of Rockingham	DevelopmentWA, MRWA, PTA
	Undertake investigations, design and construction of the following Green Crossings: <ul style="list-style-type: none"> <li>• Louise Street and Dixon Road.</li> <li>• Patterson Road and Wanliss Street.</li> <li>• Patterson Road and Flinders Lane.</li> <li>• Leeuwin Parade.</li> </ul>	City of Rockingham	MRWA, PTA, Landowners
	Undertake investigations, design and construction of following Intersection upgrades: <ul style="list-style-type: none"> <li>• Central Promenade and Chalgrove Avenue.</li> <li>• Rockingham Beach Road and Flinders Lane.</li> <li>• Kent Street and Wanliss Street.</li> <li>• Rockingham Beach Road and Wanliss Street.</li> </ul>	City of Rockingham	MRWA, PTA, Landowners
<b>Medium</b>	Undertake investigations and detailed design and construction of Central Promenade/Simpson Avenue intersection to enhance movement permeability and safety in the City Centre.	City of Rockingham	MRWA
	Multi-deck Car Parks to be constructed as demand dictates in accordance with City's Parking Strategy.	City of Rockingham	MRWA, Department of Transport
	Detailed design and construction of Read Street/Louise Street cycle path upgrades.	City of Rockingham	
	Undertake investigations, detailed design and construction of the following Intersection upgrades: <ul style="list-style-type: none"> <li>• Louise Street and Chalgrove Avenue extension.</li> <li>• Louise Street and Market Street extension (to also include Green Crossing).</li> <li>• Patterson Road and Thorpe Street.</li> </ul>	City of Rockingham	MRWA, PTA, Landowners
	Upgrade of Rockingham Beach Road between Railway Terrace and Wanliss Street in accordance with the Rockingham Beach Foreshore Master Plan.	City of Rockingham	PTA, Landowners

Priority	Action	Responsibility	Stakeholders
<b>Long</b>	Expand RCCTS from Chalgrove Avenue to Waterfront Village. To be delivered as part of future development of P4 – TOD Village.	PTA, City of Rockingham	MRWA, PTA, METRONET
	Investigation for design and construction of new intersection at Patterson Road/Ambrose Street (extension). Subject to environmental approvals associated with development of proposed commercial lots.	Proponent	City of Rockingham, MRWA, DWER, EPA
	Formalisation/construction of nominated laneways in P3 Coastal Lots (subject to land availability).	City of Rockingham	Landowners
	Undertake investigations and detailed design of following Intersection upgrades: <ul style="list-style-type: none"> <li>• Patterson Road and new North-South extension of Ambrose Street (P8 – Dixon Road).</li> <li>• Louise Street and new East-West Road (P8 – Dixon Road).</li> </ul>	City of Rockingham	MRWA, PTA, Landowners

# 02

## Subdivision and Development Requirements



## 2.1 General Requirements

### 2.1.1 Bushfire Management

- 1) Development and subdivision on lots identified as being bushfire prone on the *Department of Fire and Emergency Services bushfire prone mapping* shall be required to prepare and submit a Bushfire Management Plan with any development or subdivision application, in accordance with *State Planning Policy 3.7 Bushfire*.

### 2.1.2 Heritage Management

- 1) Existing local heritage places (as shown on **P1 - Figure 1**) have been assessed and recognised to have cultural heritage significance to the local community. The places which are included on the City's Heritage List are protected under the provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015* and owners of these places should conserve the property in a manner that retains the assessed cultural heritage significance.
- 2) All development to be delivered in accordance with the requirements set out in the City's *Local Planning Policy No.3.3.21 - Heritage Development and Design*.

### 2.1.3 Public Art

- 1) A public art contribution is required pursuant to the City's *Local Planning Policy 3.3.25 - Percent for Public Art - Private Developer Contribution*.

## 2.2 Local Development Plans

This section provides an overview of the development standards which apply to all subdivision and development in the RPSP area. These standards shall be read in conjunction with the Sub-Precinct Development Requirements (**Section 03**).

- 1) Local Development Plans (**LDP**) may be required as a condition of subdivision for specific sites within the RPSP Area. A Local Development Plan shall be prepared and approved in accordance with the Part 6 of the Deemed Provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015*.

### 2.1.4 Environmental Considerations

#### Coastal Hazard Risk Management and Adaptation Plan (CHRMAP)

- 1) Development and subdivision on lots impacted by the City's CHRMAP will be required to be developed in accordance with its requirements. Conditions of approval will be imposed on all impacted development sites.

### 2.1.5 Urban Water Management

- 1) All major development sites (1ha or greater) shall require the preparation of a water management strategy prior to applying for subdivision and development.
- 2) The water management strategy is to be prepared by the developer in accordance with this Precinct Structure Plan. It should demonstrate to the satisfaction of the WAPC and the City (and if required the DWER):
  - How the key principles and criteria of the RPSP Water Management Strategy have been met;
  - How the urban structure will address water use and management; and
  - Existing and required water management infrastructure.
- 3) The water management strategy must demonstrate proof of concept including how the water management strategy addresses the issues and criteria identified in the RPSP Water Management Strategy and will achieve the criteria in Section 2.2 (of **Appendix 1**).

### 2.1.6 Future Primary School Site

- 1) The Department of Education, in conjunction with the City of Rockingham, will need to investigate potential locations for an integrated primary school site, within the precinct structure plan area, anticipated to be required beyond the 10 year approval of the precinct structure plan.

## 2.3 Built Form Design

### 2.3.1 SPP 7.0 -Design of the Built Environment

- 1) All new development proposals within the RSC should demonstrate the following:
  - a) Alignment with the 10 principles set out in *State Planning Policy 7.0: Design of the Built Environment* to the satisfaction of the City and/or its Design Review Panel (or the State Design Review Panel if applicable).
  - b) Consistency with the objectives of both the RPSP and relevant sub-precinct.

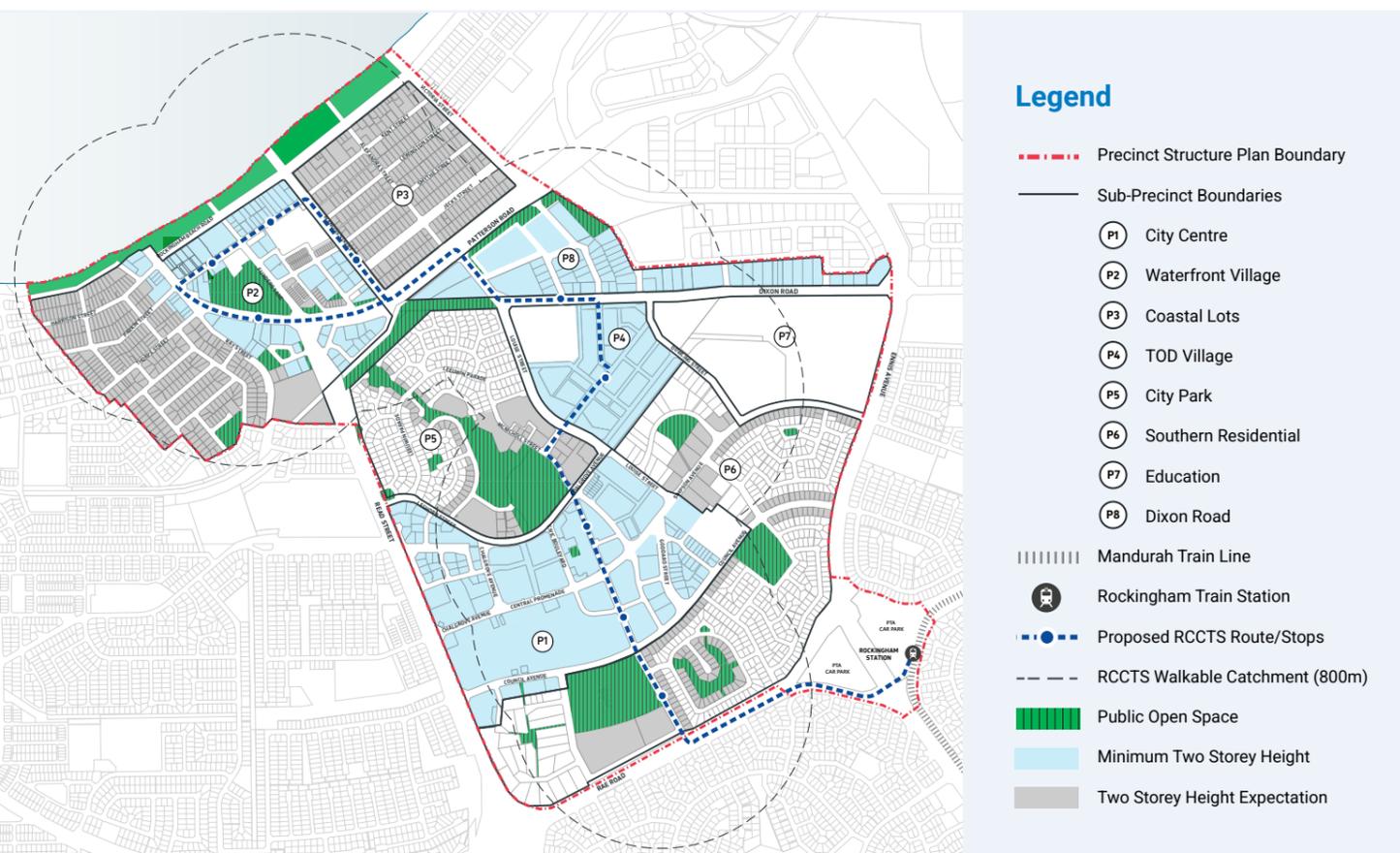
## 2.3.2 Building Heights

### General

- 1) Building heights shall comply with the minimum and maximum building heights set out in LPS2, and the RPSP. Building height should typically be expressed in storeys to allow flexibility of design solutions at ground and roof levels. Section 2.2 of the R-Codes (Volume 2) links storeys to metres (Table 2.2), but offers flexibility to the developers which is required for large mixed use development.
- 2) A minimum building height of two storeys is required within the 'Mixed-Use', 'Commercial' and 'Service Commercial' zones of the RPSP as shown on **P1 - Figure 4**.
- 3) It is the City's expectation that development has a minimum two storey building height in the following locations of the RPSP as shown on **P1 - Figure 4**:
  - a) P2 - Waterfront Village, P3 - Coastal Lots Sub-Precincts.
  - b) R80 zone within P5 - City Park.
  - c) Adjacent to the RCCTS route.
  - d) Adjacent/fronting areas of public open space.
  - e) Along Simpson and Council Avenues.
- 4) A minimum two storey height will not apply in the following circumstances within the RPSP area:
  - a) Proposals for temporary developments/uses on designated sites; and
  - b) Additions and alterations to existing developments.

### Bonus Height Criteria

- 5) In the P2 Waterfront Village Sub-Precinct lots designated for bonus height (on **P1 - Figure 14**) are permitted a maximum height up to 16 storeys subject to the following criteria:
  - a) Can demonstrate that the design permits winter sun (mid-day, June 21) penetration to the main kerb line of the footpath along the southern side of Kent Street between Railway Terrace and Wanliss Street; and
  - b) Contributes to improvements to local character and amenity (to a standard supported by the City's Design Review Panel/State Design Review Panel if applicable) through provision of a mid-block connection (with a minimum width of 8m) framed with development that provides passive surveillance and ground floor activation between Kent Street and Rockingham Beach Road (in dedicated locations).
- 6) In the P2 Waterfront Village Sub-Precinct lots designated for bonus height (on **P1 - Figure 14**) are permitted on the Rockingham Beach Hotel Future Development Site to a maximum height up to 24 storeys subject to the following criteria:
  - a) Can demonstrate that the design permits winter sun (mid-day, June 21) penetration to the main kerb line of the footpath along the southern side of Kent Street between Railway Terrace and Wanliss Street.
  - b) Contributes to improvements to local character and amenity (to a standard supported by the City's Design Review Panel/State Design Review Panel if applicable) through:
    - i) Provision of a mid-block connection (with a minimum width of 8m) framed with development that provides passive surveillance and ground floor activation between Kent Street and Rockingham Beach Road (in dedicated locations); and
    - ii) Reinterpretation of places of cultural heritage significance such as the reuse of heritage fabric on the site.



P1 - Figure 4: RPSP Two Storey Height Requirements

### 2.3.3 Setbacks

- 1) All setback requirements to be in accordance with the standards set out in **Section 03**, except for:
  - a) Outbuildings and other incidental structures which shall be guided by the R-Codes.
  - b) No outbuildings are to be located within the front setback area.

### 2.3.4 Street Interface

#### Building Frontages

- 1) Building frontages shall be in accordance with the precinct development requirements set out in **Section 03**.  
Guidance on how to interpret the development requirements is illustrated on **P2 - Figure 30 - P2 - Figure 37**.
- 2) RCCTS Interface as a general requirement will be required for P1, P2, P3, P4, P5, P6 and P8. For sites fronting the RCCTS route, a Frontage Build Out greater than 70% and orientation of openings and habitable rooms towards the RCCTS route are encouraged to provide passive surveillance and activity.

#### Prominent Corners

- 3) In locations identified as 'Prominent Corner' in **Section 03** the design response should provide a special architectural emphasis including elements such as additional height, distinct roof forms, canopies, curved walls and tower elements. Discretion may be applied through the design review process to relax standard street setback requirements in these locations.

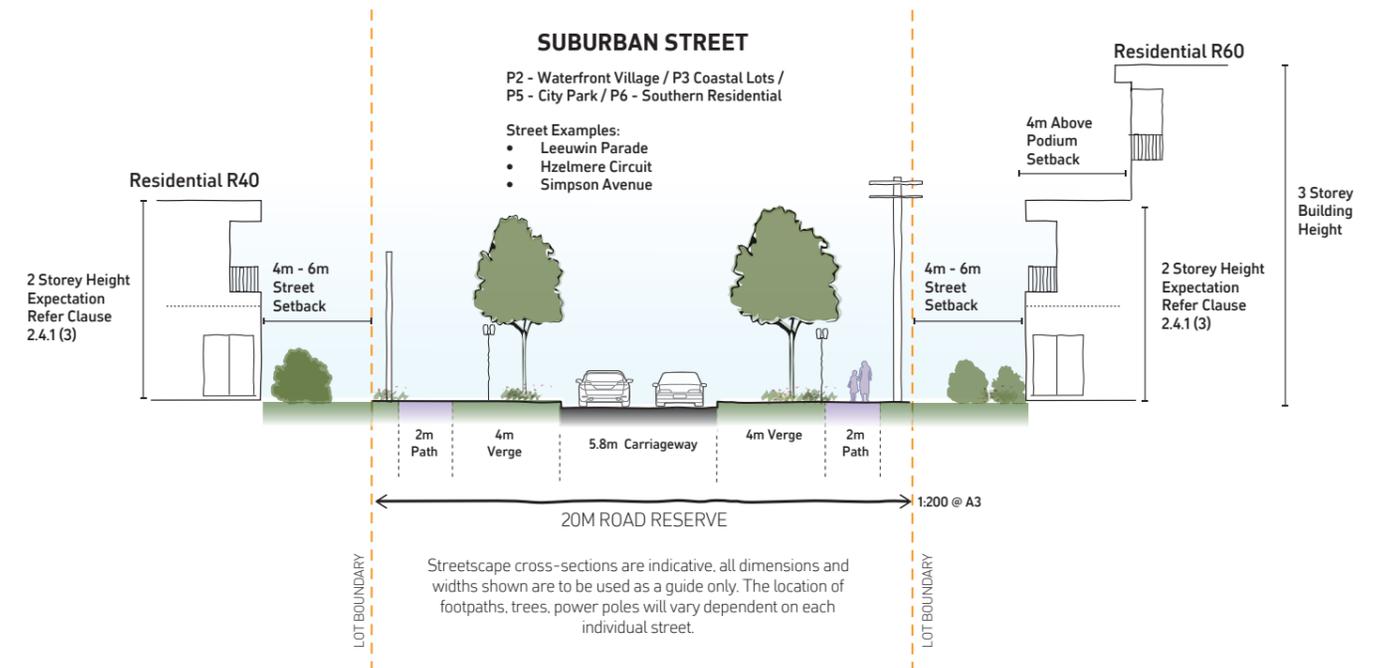
#### Facade Design

- 4) In the case of multiple dwelling developments, including all mixed-use residential developments refer to **Section 03** and Part 4 'Designing the Building' of the R-Codes Volume 2.
- 5) For non-residential development, facade design includes:
  - Scaling, articulation, materiality and detailing at lower levels that reflect the scale, character and function of the public realm.
  - Rhythm and visual interest achieved by a combination of building articulation, the composition of different elements and changes in texture, material and colour.
- 6) In buildings with height greater than four storeys, façades include a defined base, middle and top for the building.
- 7) The facade includes design elements that relate to key datum lines of adjacent buildings through upper level setbacks, parapets, cornices, awnings or colonnade heights.
- 8) Building services fixtures are integrated in the design of the façade and are not visually intrusive from the public realm.

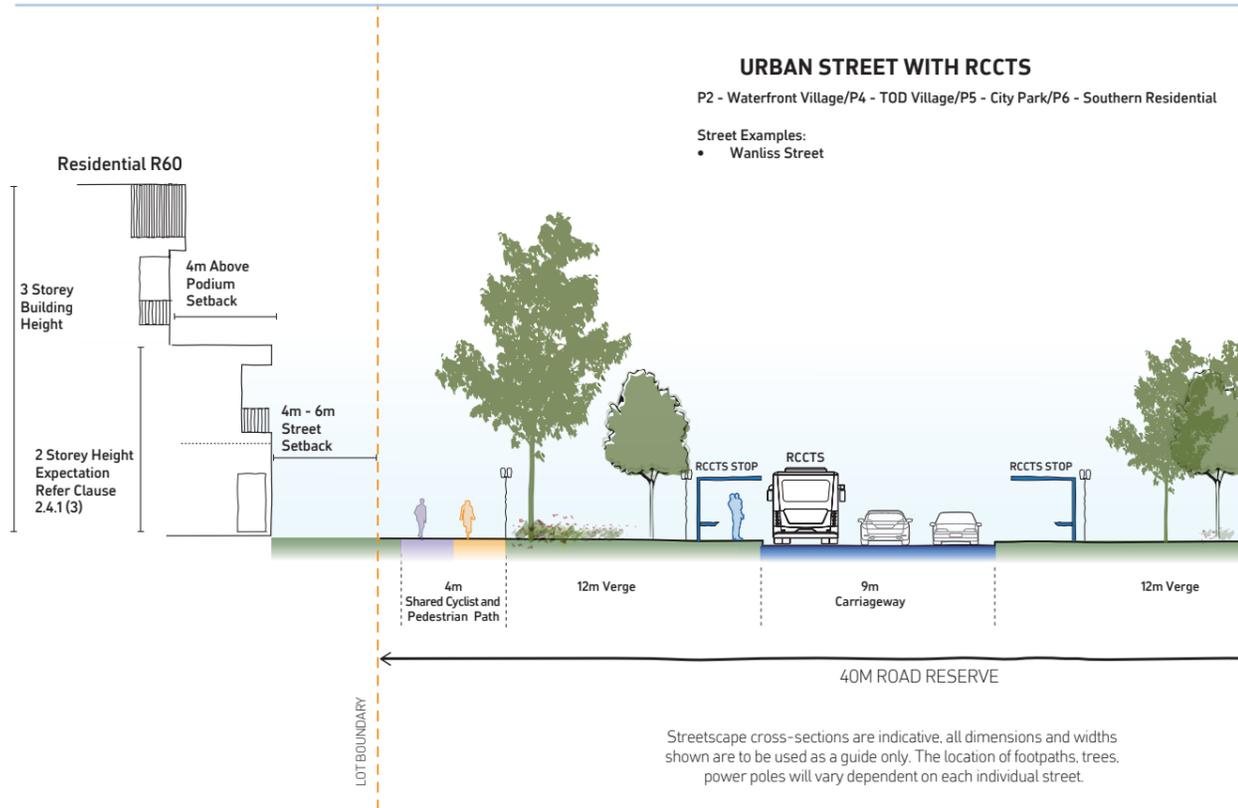
- 9) Development with a primary setback of 1m or less to the street includes awnings that:
  - Define and provide weather protection to entries.
  - Are integrated into the facade design.
  - Are consistent with the streetscape character.

#### Street Cross-Sections

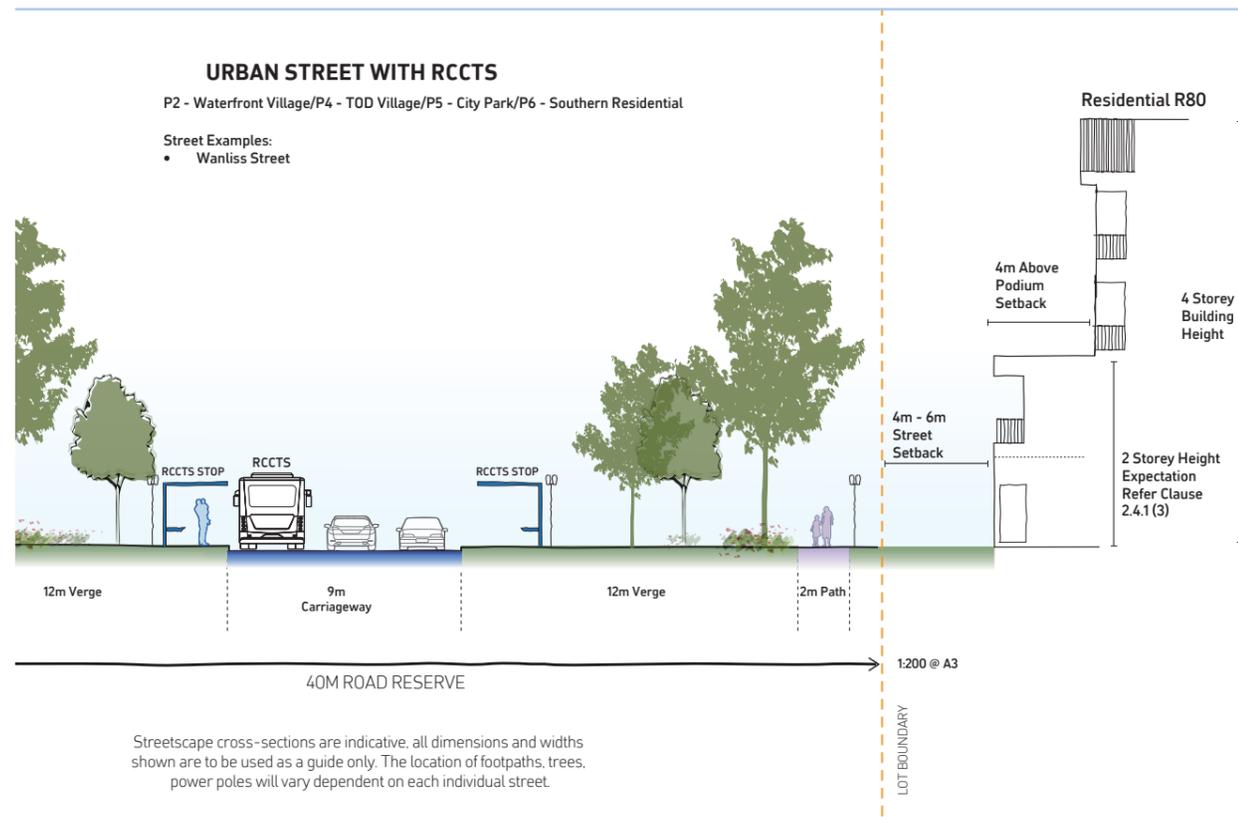
**P1 - Figure 5:** Suburban Frontage Type



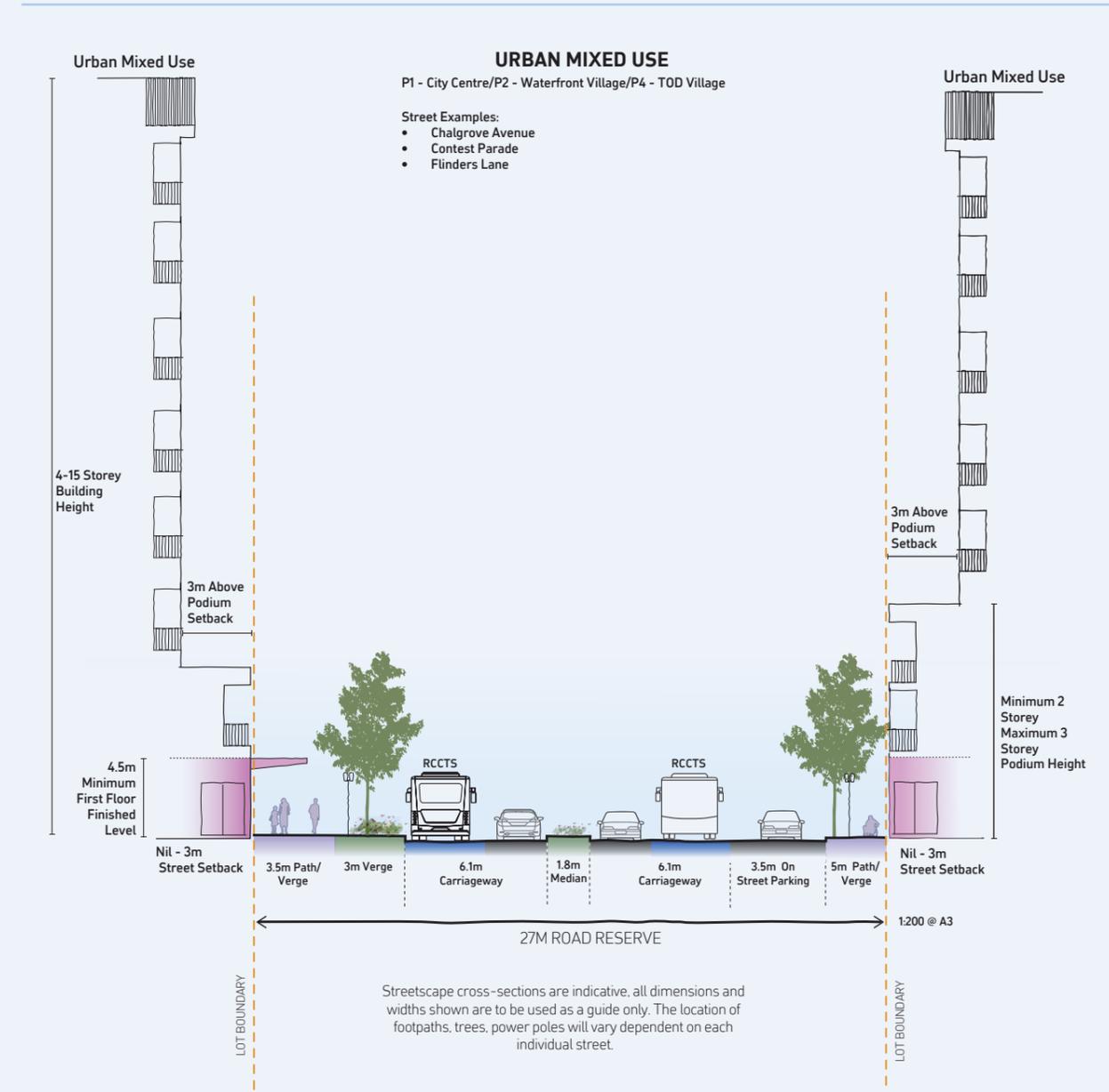
P1 - Figure 6: Urban Street R60 Frontage Type



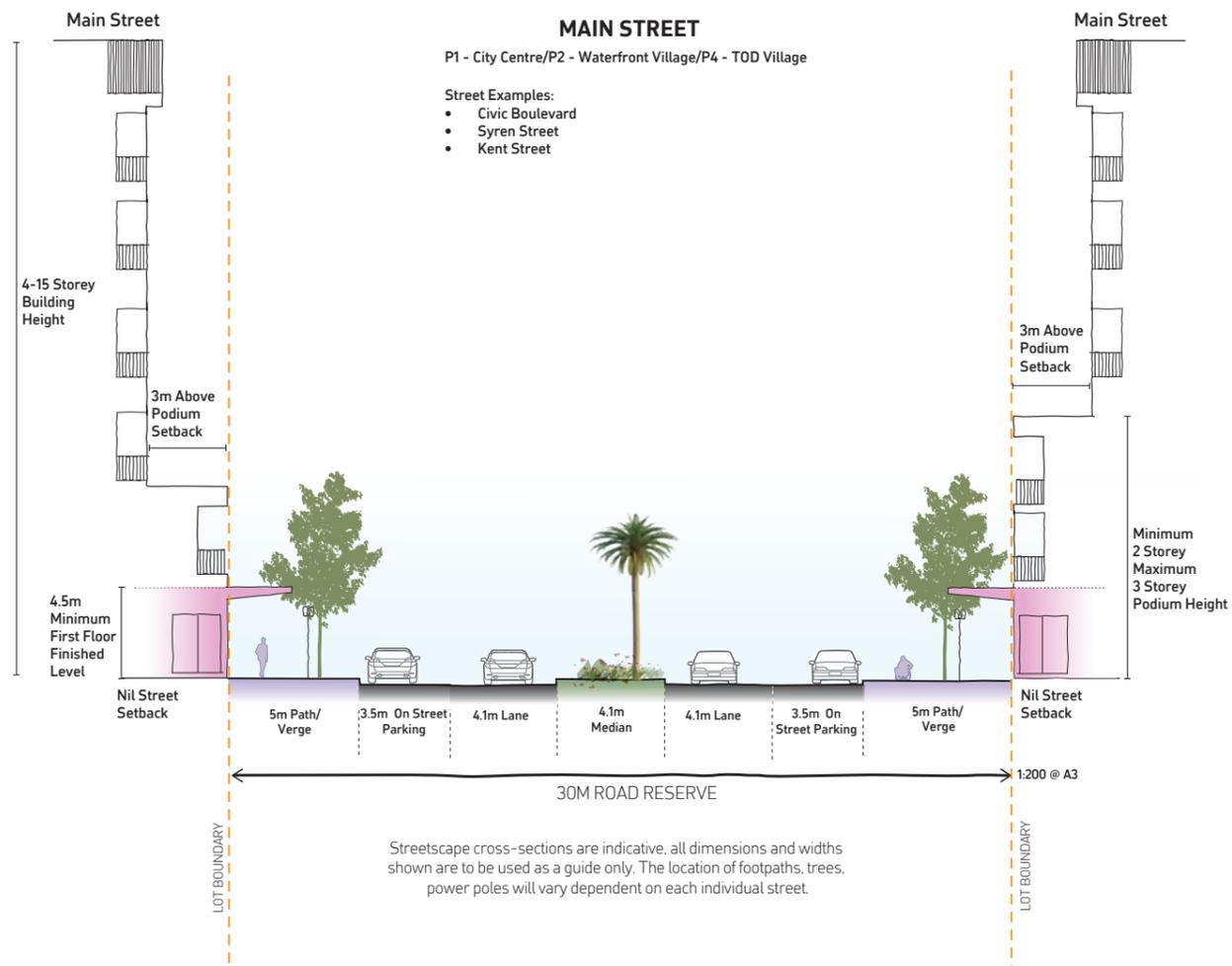
P1 - Figure 7: Urban Street R80 Frontage Type



P1 - Figure 8: Urban Mixed Use Frontage Type

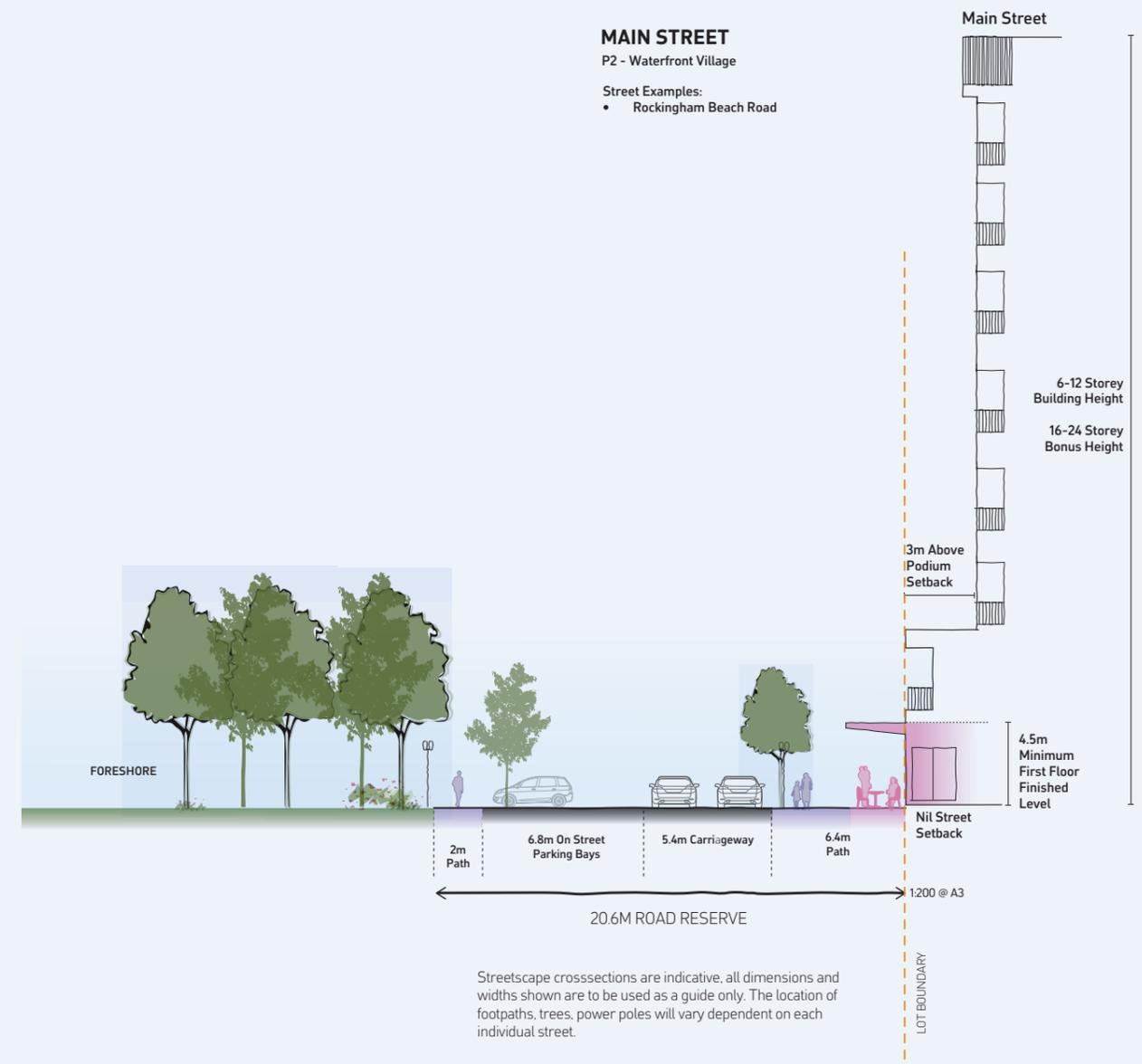


P1 - Figure 9: Main Street Frontage Type

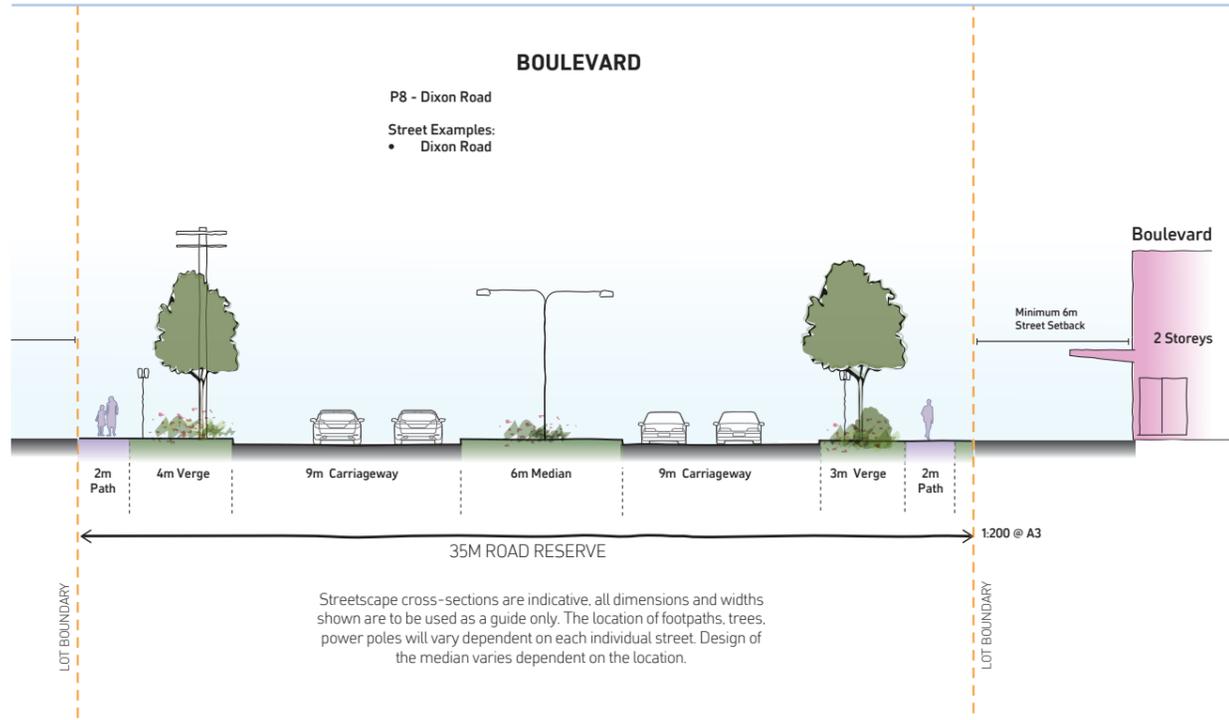


P1 - Figure 10: Main Street Frontage Type

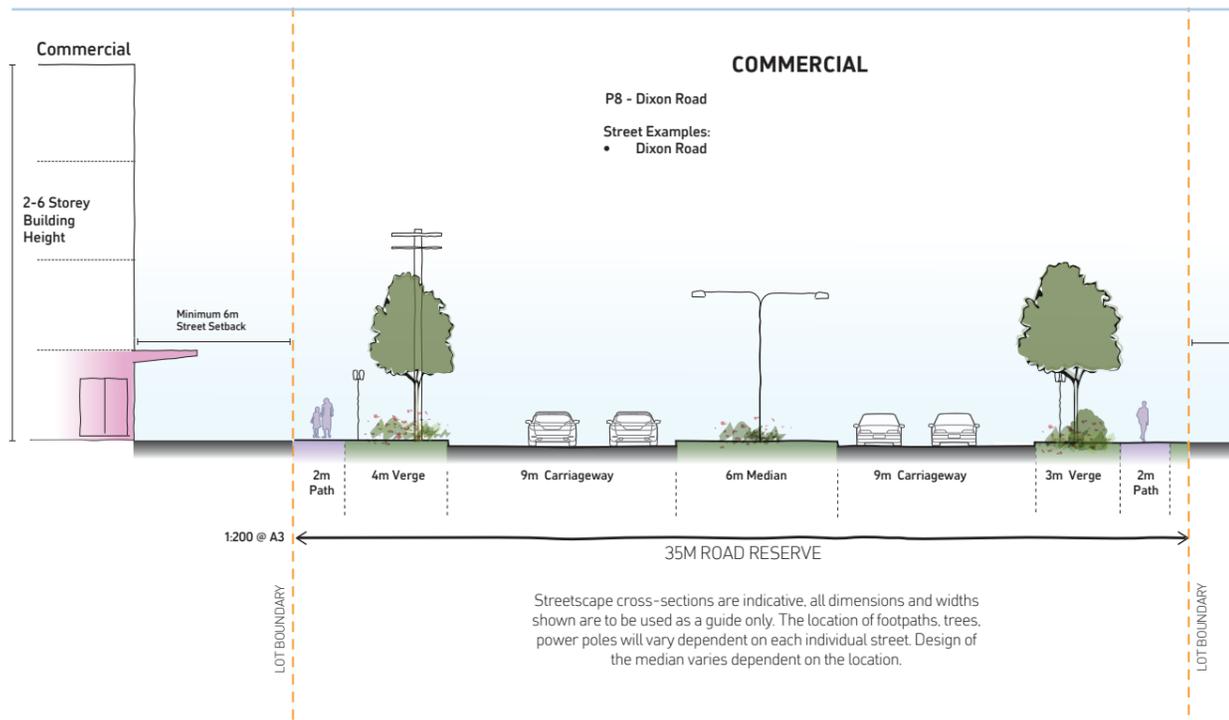
Note: Rockingham Beach Road only



P1 - Figure 11: Boulevard Frontage Type



P1 - Figure 12: Commercial Frontage Type



### 2.3.5 Subdivision and Amalgamation

- 1) In the **P1 - City Centre** and **P7 - Education Sub-Precincts**, subdivision will not be supported unless the following criteria are met to the satisfaction of the City:
  - a) It is adequately demonstrated that the resultant lots are of a size which will accommodate development with a form and scale that reflects the relevant development provisions and objectives of the RPSP; or
  - b) The subdivision relates to development which has been approved and the construction of which is substantially commenced; or
  - c) Subdivision is not associated with an interim or temporary use.
- 2) In the **P2 - Waterfront Village**, **P3 - Coastal Lots**, **P5 - City Park**, and **P6 - Southern Residential Sub-Precincts**, new development needs to address the following criteria to the satisfaction of the City:
  - a) The resultant lot/s have a minimum lot size of 1000m<sup>2</sup>. Development on lots less than 1000m<sup>2</sup> may be acceptable where a site meets the below additional criteria:
    - Has a minimum site area of 800m<sup>2</sup>; and
    - Is situated on a corner lot.

**OR**

  - b) For lots under 1000m<sup>2</sup>, development concept plans will be required at subdivision application stage which demonstrate development can be built in accordance with the RPSP to the satisfaction of the City. This must include demonstration that:
    - Street and lot boundary setbacks of the RPSP can be met;
    - Deep soil and/or landscape requirements of the R-Codes are achieved;
    - Street interface requirements are met, in accordance with requirements of relevant frontage type;
    - Desired vehicle access and location/design of vehicular parking requirements are met; and
    - Amenity of occupants is not compromised, by ensuring all minimum standards can be met for private open space, outdoor living areas, and primary garden areas.  - c) Meets the development requirements set out in **Section 03**.

*Note: The refurbishment or replacement of a single house is excluded from the above.*

- 3) In the **Waterfront Village (P2)**, **Coastal Lots (P3)**, **City Park (P5)**, and **Southern Residential (P6) Sub-Precincts**, the battle-axe subdivision is not favoured. The City's preference is for survey-strata subdivision (with common property) to meet the planning objectives of residential infill development and to limit the proliferation of driveway crossovers into the streetscape. Use of battle-axe lot configuration is not favoured. Direct street frontage or dual street and rear laneway access is the preferred configuration. Exceptions may be considered in the following circumstances:
  - a) Battle-axe legs used to provide alternative access for lots fronting major roads with access controls or public open space.
  - b) To facilitate vehicular access to significantly sloping sites where acceptable street gradient can not be achieved.
  - c) Retention of existing heritage or character development.
  - d) Retention of verge trees where recommended by the local government.

### 2.3.6 Car Parking Requirements

#### General

- 1) Basement car parking or parking sleeved behind residential or non-residential is encouraged within the RPSP area (unless otherwise stated in **Section 03**).
- 2) For all residential development (excluding land identified as Mixed Use on the Structure Plan Map) the following applies:
  - a) Consolidated access is encouraged with one crossover per lot. This also applies to lots that may be amalgamated in accordance with **Section 2.3.5 (1) and (2)**.
- 3) Parking within the RPSP shall be provided at the ratios specified in **P1 - Table 6**:

**P1 - Table 6:** RPSP Parking Requirements

Land Use	Parking Standards
<b>Residential Uses</b> (All Sub-Precincts)	• Shall be provided in accordance with the R-Codes.
<b>Non-Residential Uses</b> (P1, P2, P4, P5)	• Parking for non-residential uses to be provided at a rate of 1 bay per 25m <sup>2</sup> NLA.
<b>Non-Residential Uses</b> (P7)	• Educational Establishment: 10 bays per 100 students and 1 bay per 5 employees. • All other non-residential uses: 1 bay per 25m <sup>2</sup> NLA.
<b>Non-Residential Uses</b> (P8)	• Parking for Bulky Goods Showroom, Warehouse/Storage uses to be provided at a rate of 1 bay per 60m <sup>2</sup> NLA. Parking for all other non-residential uses to be provided at a rate of 1 bay per 25m <sup>2</sup> NLA for all.
<b>Outdoor Uses Without NLA</b>	• 1 bay for every 10 persons accommodated (excluding alfresco dining). Refers to a land use conducted in an open-air environment without permanent buildings, including markets, pop-up bars and similar temporary development activities.

\* Net Lettable Area (NLA)

#### Cash-In-Lieu of Car Parking

- 4) Where an applicant proposes a development which is required to provide car parking bays in accordance with **Section 2.3.6 (3)** that person may, if agreed by the City, make a cash payment to the City in lieu of the provision of all or any of the required number of car parking spaces. The cash payment shall be in accordance with the requirements of the City's LPS2.
  - a) For change of use applications less than 300m<sup>2</sup> NLA in size cash-in-lieu of parking requirements do not apply.

### 2.3.7 Bicycle Parking and End of Trip Facilities

- 1) For residential development, bicycle parking and end of trip facilities shall be provided in accordance with the R-Codes.
- 2) For non-residential development, bicycle parking and end of trip facilities shall be provided in accordance with the City's *Local Planning Policy No.3.3.14 Bicycle Parking and End-Of-Trip Facilities*.

### 2.3.8 Landscape and Deep Soil

All non-residential development (commercial/mixed use) where the R-Codes do not apply, is required to achieve the following:

- 1) Retention of existing trees in the front and rear setback areas of a site that meet the following criteria:
  - a) Healthy specimens with ongoing viability and
  - b) Species is not included on a State or local area weed register and
  - c) Height of at least 4m and/or
  - d) Trunk diameter of at least 100mm, measured 1m from the ground and/or
  - e) Average canopy diameter of at least 4m.
- 2) The removal of existing trees in the front and rear setback area that meet any of the criteria in **Section 2.3.8 (1)** shall only be permitted when:
  - a) It can be relocated to another portion of the site or
  - b) Is supported by an arboriculture report or
  - c) It can be reasonably demonstrated to the satisfaction of the City that retention of the tree will adversely compromise the development potential of the site, impacting its ability to meet sub-precinct objectives.

- 3) Deep soil areas are provided in accordance with **P1 - Table 7**, and the below standards:

**P1 - Table 7:** RPSP Deep Soil Requirements

Site Area	Minimum Deep Soil	Minimum Requirement For Trees*
Less than 700m <sup>2</sup>	10%	1 medium tree and small trees to suit area
700 – 1000m <sup>2</sup>	<b>OR</b> 7% if existing tree(s) retained on site (% site area)	2 medium trees <b>OR</b> 1 large tree** and small trees to suit area
> 1000m <sup>2</sup>	<i>Note: Variations to the above may be considered for land identified as Commercial or Service Commercial on the Structure Plan Map (at the discretion of the City)</i>	1 large tree** and 1 medium tree for each additional 400m <sup>2</sup> in excess of 1000m <sup>2</sup> <b>OR</b> 1 large tree** for each additional 900m <sup>2</sup> in excess of 1000m <sup>2</sup> and small trees to suit area

\*Tree sizes to be in accordance with those set out in Table 3.3b of the R-Codes Volume 2.

\*\* Where 1 large tree cannot be provided due to site constraints, 2 medium trees can be provided in its place.

- a) Deep soil areas are to be co-located with existing trees for retention and/or adjoining trees (where possible), or alternatively provided in a location that is conducive to tree growth and suitable for communal open space.
- b) The extent of permeable paving or decking within a deep soil area does not exceed 20 per cent of its area and does not inhibit the planting and growth of trees.
- c) Where the required deep soil areas cannot be provided due to site restrictions, planting on structure with an area equivalent to two times the shortfall in deep soil area provision is provided.

### 2.3.9 Fencing

All fencing shall be in accordance with the following standards:

- a) **Residential/Mixed Use Development:** Where fences are proposed in front setback areas, the fencing requirements of the relevant R-Codes Volume shall apply.
- b) **Commercial/Service Commercial Development:** Fencing forward of the predominant building line is not permitted.
- c) **Commercial/Service Commercial Development:** Fencing behind the predominant building line must be of a high quality material and finish.

### 2.3.10 Ancillary Accommodation

The following provisions apply to ancillary accommodation development in the RSC. See **P1 - Table 8**.

**P1 - Table 8:** New Provision Ancillary Accommodation

New provision	R-Code Application Volume 1 Part B	R-Code Application Volume 1 Part C
The use of materials and colours which are compatible with the main dwelling.	Augments 5.5.1	Augments C2.8.1
Ancillary dwellings must be located behind or as an extension to the primary dwelling.	Modifies 5.5.1 C1 iv.	Augments C2.8.1

## 2.4 Land Use

- 1) Land use permissibility within the RPSP shall be determined in accordance with the Rockingham Strategic Centre Land Use table set out in LPS2.

Land use permissibility is based on the RPSP 'sub-zones' as defined on the Structure Plan Map (P1 - Figure 1).

### 2.4.1 Temporary Development Approvals

Development and activation of existing large vacant lots within strategic locations of the RSC is an important consideration to meet economic objectives of the RPSP. To promote these economic objectives, nominated interim uses on the following sites may be eligible for a time limited development approval that relaxes certain development provisions set out in LPS2, and this Precinct Structure Plan where the application can demonstrate the development is of a temporary nature (to the satisfaction of the City based on the City's definition of Temporary Development).

- 1) Temporary development approvals for interim uses will only be considered in the following geographical areas (as identified on P1 - Figure 13):
  - a) Future Development Site 1 (bounded by Charlgrove Avenue, Civic Boulevard, and Central Promenade).
  - b) Future Development Site 2 (bounded by Charlgrove/Simpson Avenues, and Whitfield/Louise Streets).
- 2) Temporary development approvals for interim uses shall meet all provisions set out in LPS2 and the RPSP, with the exception of minimum height provisions and open space provisions only where:
  - a) The development demonstrates that it is temporary in nature (to the satisfaction of the City based on the City's definition of Temporary Development).
  - b) The development demonstrates how it meets the economic objectives of the PSP.
  - c) The development is for any of the following uses (to the exclusion of all other uses):

i) Amusement Parlour	v) Convenience Store	viii) Restaurant/Cafe
ii) Art Gallery	vi) Exhibition Centre	ix) Shop
iii) Cinema/Theatre	vii) Market	x) Small Bar
iv) Community Purpose		
  - d) The development does not impact an area designated with a 'Main Street' Frontage Type.
- 3) The proponent must demonstrate how the site will be restored back to its former condition within five years (to the satisfaction of the City).
- 4) After the expiry of the time limited development approval the landowner must apply for a new time limited development approval to continue using the land for that purpose.

### 2.4.2 Residential Density

- 1) Residential density shall be in accordance with P1 - Figure 2.
- 2) For sites zoned 'Commercial R-AC0', built form requirements are required to be accordance with the tables provided in Section 03.

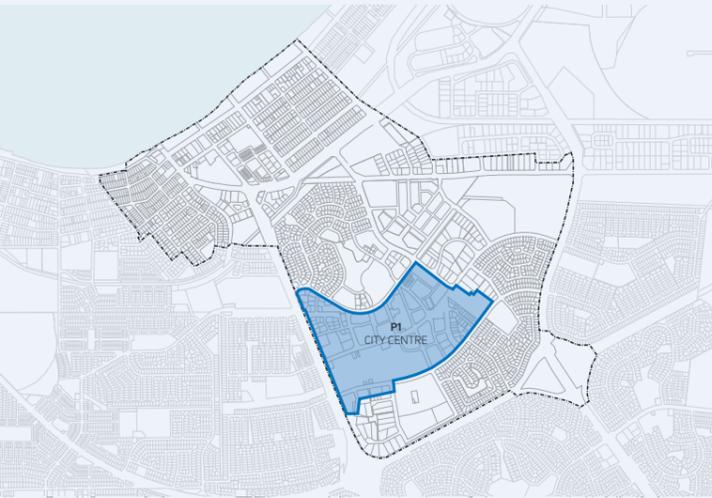


# 03

## Sub-Precinct Development Requirements



## 3.1 P1 - City Centre Sub-Precinct



### Sub-Precinct Intent

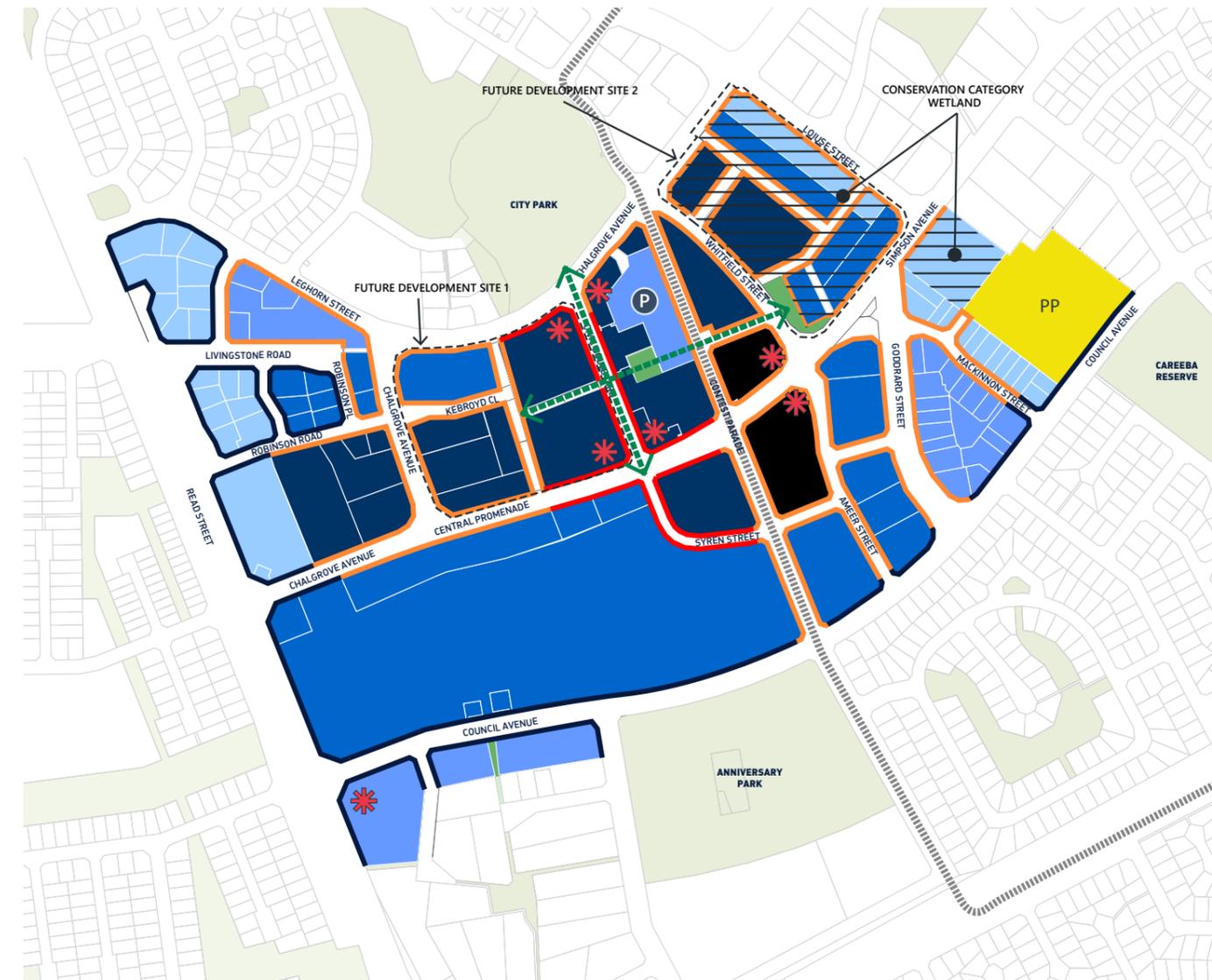
Anchored by the shopping centre and civic precinct, the City Centre will provide the primary economic and employment focus of the RSC. Higher density housing and new commercial development creates a critical mass of people who enjoy highly permeable and walkable urban streets, that connect major public spaces with public transport on Contest Parade. New development provides a positive and well-defined urban street interface, where pedestrians and cyclists enjoy priority over vehicles.

### Sub-Precinct Objectives

- Provide for an attractive and compact City Centre, supported by green and walkable streets.
- Concentrate a mix of uses in the central core including high density residential and employment intensive land uses.
- Establish the land interfacing with the Syren Street/Civic Boulevard/Central Promenade intersection (and surrounds) as the primary retail heart of the City Centre.
- Unlock vacant development sites through flexible urban structure and planning controls that allow short term development that does not impact on the long term vision for the City Centre.
- Achieve a gradation of height to visually define the activity core of the City Centre and on Contest Parade along the RCCTS route.
- Realign the Whitfield Street/Louise Street/Simpson Avenue intersection to allow an eastern extension of Central Promenade to enhance sub-precinct legibility.
- Sleeving of Rockingham Central Shopping Centre to activate Central Promenade and Civic Boulevard.
- Prominent corner sites provide development responses that create a visual gateway to the City Centre.

### 3.1.1 Development Requirements

In addition to the requirements provided in **Section 02**, the provisions set out in **P1 - Table 9** shall apply to the area included within the City Centre Sub-Precinct Plan (**P1 - Figure 13**).



**P1 - Figure 13:** City Centre Sub-Precinct Requirements

### Legend

<b>Building Height</b>	<b>Frontage Types</b>	<b>Other Elements</b>	<b>Movement</b>
3 Storeys	Urban Mixed Use	Future Development Sites 1 and 2	Proposed RCCTS Route/Stops
4 Storeys	Main Street	Public Open Space	Green Links
6 Storeys	Commercial/Boulevard	Public Purpose	Multi-Deck Car Park (Public)
8 Storeys		Prominent Corners	
12 Storeys			

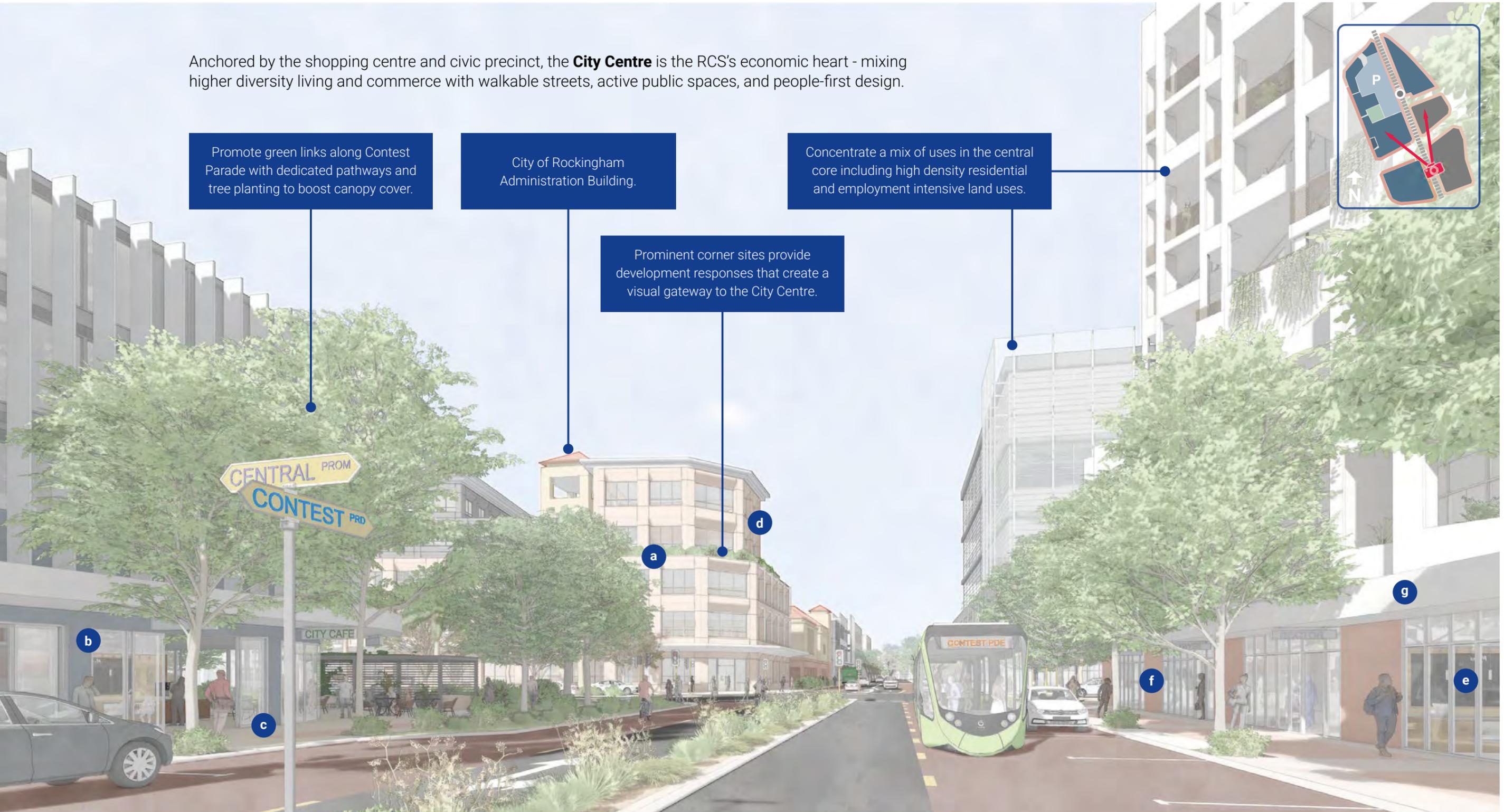
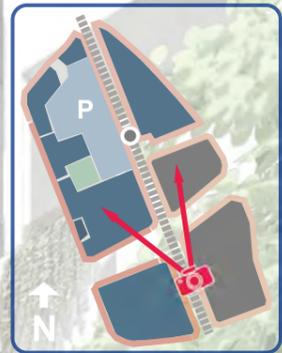
Anchored by the shopping centre and civic precinct, the **City Centre** is the RCS's economic heart - mixing higher diversity living and commerce with walkable streets, active public spaces, and people-first design.

Promote green links along Contest Parade with dedicated pathways and tree planting to boost canopy cover.

City of Rockingham Administration Building.

Concentrate a mix of uses in the central core including high density residential and employment intensive land uses.

Prominent corner sites provide development responses that create a visual gateway to the City Centre.



**Key Built Form Control For City Centre Main Street**

- a) Maximum Podium Height - 3 Storeys
- b) Minimum Ground Floor Height - 4.5m

- c) Minimum and Maximum Primary/Secondary Street Setback (Podium) - Nil
- d) Minimum Primary/Secondary Street (Above Podium) - 3m

- e) Minimum Clear Glazing - 80% of Building Frontage or 2/3 Lot Frontage
- f) Minimum Frontage Build Out - 100%

- g) Awnings Minimum Standards - Height 3m/Width - 2.4m

P1 - Table 9: City Centre Built Form Controls

Provision	Provision	Frontage Type		R-Codes Application Volume 2
		Main Street (R-AC0)	Urban Mixed Use (R-AC0)	
<b>Land Use</b>	Preferred Land Use at Street Level	<b>Non-Residential:</b> Shop, Convenience Store, Restaurant/Cafe, Small Bar	<b>Non-Residential:</b> Shop, Convenience Store, Restaurant/Cafe, Small Bar	-
<b>Building Height</b>	Minimum Podium Height	2 Storeys	2 Storeys	Augments A2.2.1
	Maximum Podium Height	3 Storeys	3 Storeys	Augments A2.2.1
	Maximum Building Height	Refer to <b>P1 - Figure 13</b> for maximum building heights.		Augments A2.2.1
	Minimum Ground Floor Finished Level to First Floor Finished Level	4.5m	4.5m	Modifies A4.3.3
<b>Street Setbacks</b>	Minimum Primary/Secondary Street (Podium)	Nil	Nil	Augments A 2.3.1
	Maximum Primary/Secondary Street (Podium)	Nil	3m	Augments A 2.3.1
	Minimum Primary/Secondary Street (Above Podium)	3m	3m (additional to podium setback)	Augments A 2.3.1
<b>Side and Rear Setbacks</b>	Side Setbacks (Podium)	Nil	Nil	Augments A2.4.1
	Rear Setbacks (Podium)	Nil	Nil	Augments A2.4.1
	Minimum Side and Rear Setbacks (Above Podium)	Per Element 2.7 of the R-Codes		-
<b>Plot Ratio</b>	Plot Ratio	Plot ratio does not apply.		Modifies A2.5.1
<b>Public Domain Interface</b>	On-Site Parking Between Street and Building	Not Permitted	Not Permitted	Augments A3.6.2
	Vertical Separation	Ground floor apartments are not permitted.	Average less than 1m and does not exceed 1.2m	Replaces A3.6.1 and A3.6.5 (Main Street only)
<b>Vehicle Access/Parking</b>	Direct Vehicle Access	Not Permitted* Unless no access can be provided from secondary frontage or rear laneway.	Permitted in locations nominated by the City.	Replaces A3.8.1
<b>Facade Design (Street Level)</b>	Minimum Clear Glazing %	80% of building frontage or 2/3 of lot frontage (whichever is greater)	50% of building frontage	Replaces A3.8.2
	Minimum Frontage Build Out	100%	70% (up to 30% for crossover/side setbacks)	Augments A4.10.1
	Awnings as a Minimum % of Building Frontage	100%	70%	Augments A4.10.1
	Awnings Minimum Standards	Height - 3m Width - 2.4m	Height - 3m Width - 2.4m	Augments A4.10.5
<b>Deep Soil</b>	Landscaping and deep soil shall be provided in accordance with the requirements set out in <b>Section 2.3.8</b> .			
<b>Landscape</b>				

Provision	Provision	Frontage Type		R-Codes Application Volume 2
		Commercial/Boulevard (R-AC0)		
<b>Land Use</b>	Preferred Land Use at Street Level	<b>Non-Residential:</b> Shop, Brewery, Child Care Premises, Consulting Rooms, Medical Centre, Liquor Store Large		-
<b>Building Height</b>	Minimum Podium Height	2 Storeys		Augments A2.2.1
	Maximum Podium Height	3 Storeys		Augments A2.2.1
	Maximum Building Height	Refer to <b>P1 - Figure 13</b> for maximum building heights.		Augments A2.2.1
	Minimum Ground Floor Finished Level to First Floor Finished Level	4.5m		Modifies A4.3.3
<b>Street Setbacks</b>	Minimum Primary/Secondary Street (Podium)	Nil		Augments A 2.3.1
	Maximum Primary/Secondary Street (Podium)	3m		Augments A 2.3.1
	Minimum Primary/Secondary Street (Above Podium)	3m		Augments A 2.3.1
<b>Side and Rear Setbacks</b>	Side Setbacks (Podium)	Nil		Augments A2.4.1
	Rear Setbacks (Podium)	Nil		Augments A2.4.1
	Minimum Side and Rear Setbacks (Above Podium)	Per Element 2.7 of the R-Codes		-
<b>Plot Ratio</b>	Plot Ratio	Plot ratio does not apply.		Modifies A2.5.1
<b>Public Domain Interface</b>	On-Site Parking Between Street and Building	Permitted		Modifies A3.6.2
	Vertical Separation	Average less than 1m and does not exceed 1.2m		-
<b>Vehicle Access/Parking</b>	Vehicle Access	Permitted in locations nominated by the City and/or MRWA.		Replaces A3.8.1 Replaces A3.8.2
<b>Facade Design (Street Level)</b>	Minimum Clear Glazing %	70% of building frontage		Augments A4.10.1
	Minimum Frontage Build Out	70% (up to 30% for crossover/side setbacks)		Augments A4.10.1
	Awnings as a Minimum % of Building Frontage	70%		Augments A4.10.5
	Awnings Minimum Standards	Height - 3m Width - 1.8m		Augments A4.10.5
<b>Deep Soil</b>	Landscaping and deep soil shall be provided in accordance with the requirements set out in <b>Section 2.3.8</b> .			
<b>Landscape</b>				

### 3.1.2 Land Use Permissibility

- 1) The land use permissibility for the following sub-zones is modified in P1-City Centre as set out below:
  - a) **Mixed Use Sub-Zone:** Nightclub, Amusement Parlour, and Betting Agency will only be an 'A'.
  - b) **Mixed Use and Commercial Sub-Zone:** Brewery will only be an 'A' use.
  - c) **Commercial and Service Commercial Sub-Zone:** Liquor Store Large will only be an 'A' use.

### 3.1.3 Integrated Development Guide Plans

The Integrated Development Guide Plan for the corner of Council Avenue and Goddard Street, Rockingham (**Appendix 11**) guides the built form framing and provision of car parking in this location.

### 3.1.4 Environmental Considerations

A conservation category wetland is mapped within P1 - City Centre, Lot 201 Chalgrove Avenue and Lot 103 Council Avenue, and must undertake the following prior to subdivision and development:

- a) Conduct a wetland identification and/or delineation investigation to investigate and update the environmental significance of the mapped wetland.
- b) Development of an environmental management plan at development stage detailing mitigation strategies, triggers and contingency actions for clearing for the proposed development.

### 3.1.5 Future Development Site 1

The primary focus of Future Development Site 1 is to provide a framework to coordinate future subdivision and development of the lots shown on **P1 - Figure 13**. The lot layout shown is indicative only and is intended to inform future subdivision and development proposals.

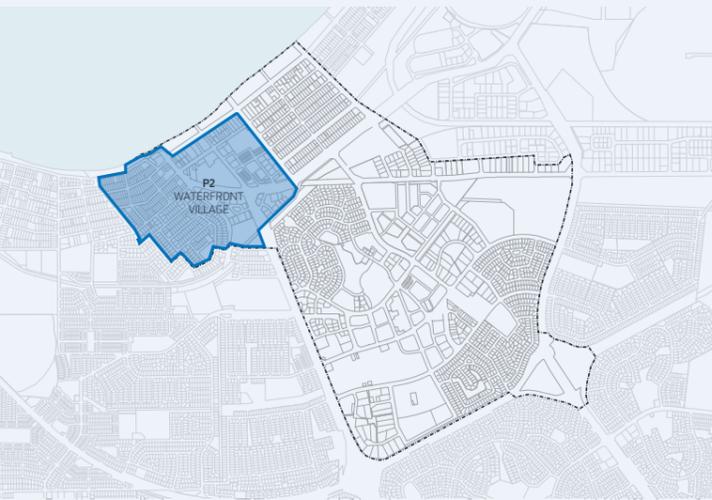
- 1) Future proposals must satisfy the following design objectives:
  - a) Establish a new north-south mid-block connection (for all transport modes) between City Park and Central Promenade to provide a more permeable urban structure underpinned by direct and legible links.
  - b) Establish a new east-west mid-block connection and green link between Civic Boulevard and the new north-south road as described in **3.1.5 (1) (a)**. The mid-block connection will ensure a pedestrian entry onto Civic Boulevard connecting with Ako Lane to the east. No vehicle cross-overs are permitted on Civic Boulevard.

### 3.1.6 Future Development Site 2

The primary focus of Future Development Site 2 is to provide a framework to coordinate future subdivision and development of the lots shown on **P1 - Figure 13**. The lot layout shown is indicative only and is intended to inform future subdivision and development proposals.

- 1) Future proposals must satisfy the following design objectives:
  - a) Establish a new public open space at the end of Ako Lane as part of the east-west green link that connects to Civic Boulevard. Park to ensure a minimum area of 1800m<sup>2</sup> and width of 20m.
  - b) New development provided adjacent to the park should ensure that building design increases overlooking opportunities through orientation of windows, balconies and other living spaces towards the POS for passive surveillance.
  - c) Establish at a minimum the following mid-block connections:
    - i) 1 x new primary connection between Whitfield Street and Louise Street.
    - ii) 1 x new secondary connection from Whitfield Street.
    - iii) 1 x new connection from Chalgrove Avenue.
    - iv) 1 x new connection from Central Promenade.

## 3.2 P2 - Waterfront Village Sub-Precinct



### Sub-Precinct Intent

As an identified coastal node, the Waterfront Village will continue the transformation of Rockingham Beach into a regionally significant entertainment, culture, and tourism hub. Redevelopment of underutilised public and private land provides an attractive mix of medium to high density residential, short-stay accommodation, hospitality-focused retail, and high quality public spaces. Combined, these ingredients will see Rockingham's coastline, established as a priority destination for locals and visitors.

### Sub-Precinct Objectives

- Support transformation into a contemporary waterfront activity node servicing local residents and tourists through enhanced entertainment, short-stay accommodation, and cultural development opportunities.
- Rockingham Beach Road is established as the sub-precinct's focal point of activity, with uses such as alfresco dining spilling out onto the street. Traffic calming helps to reduce speeds, enhancing safety and useability.
- Reinforce Kent Street as a secondary main street with a focus on heritage, culture and the arts. Its prominence is enhanced by leveraging off the realigned RCCTS Route and creating new mid-block connections to Rockingham Beach Road.
- Respond to the rare combination of a northerly coastal aspect, a sheltered beach and shady foreshore parklands with land uses that promote active recreation, living and business activities.
- Concentrate larger development typologies in the mixed use areas on Rockingham Beach Road, Kent Street, and Patterson Road.
- Carefully manage infill residential development to create high-quality residential neighbourhoods that respect the landscape qualities of these places to support Waterfront Village businesses.
- Encourage residential density along Wanliss Street and Patterson Road to help frame and support the RCCTS Route.
- Manage provision of adequate parking facilities and encourage integration of car parking with adjoining sites which are convenient, safe and sustainable.
- Battle-axe subdivision is discouraged to ensure desired streetscape and density outcomes can be achieved.
- Support retention of existing mature trees and quality urban water management outcomes through well-considered approach to landscape and deep soil for infill development sites.



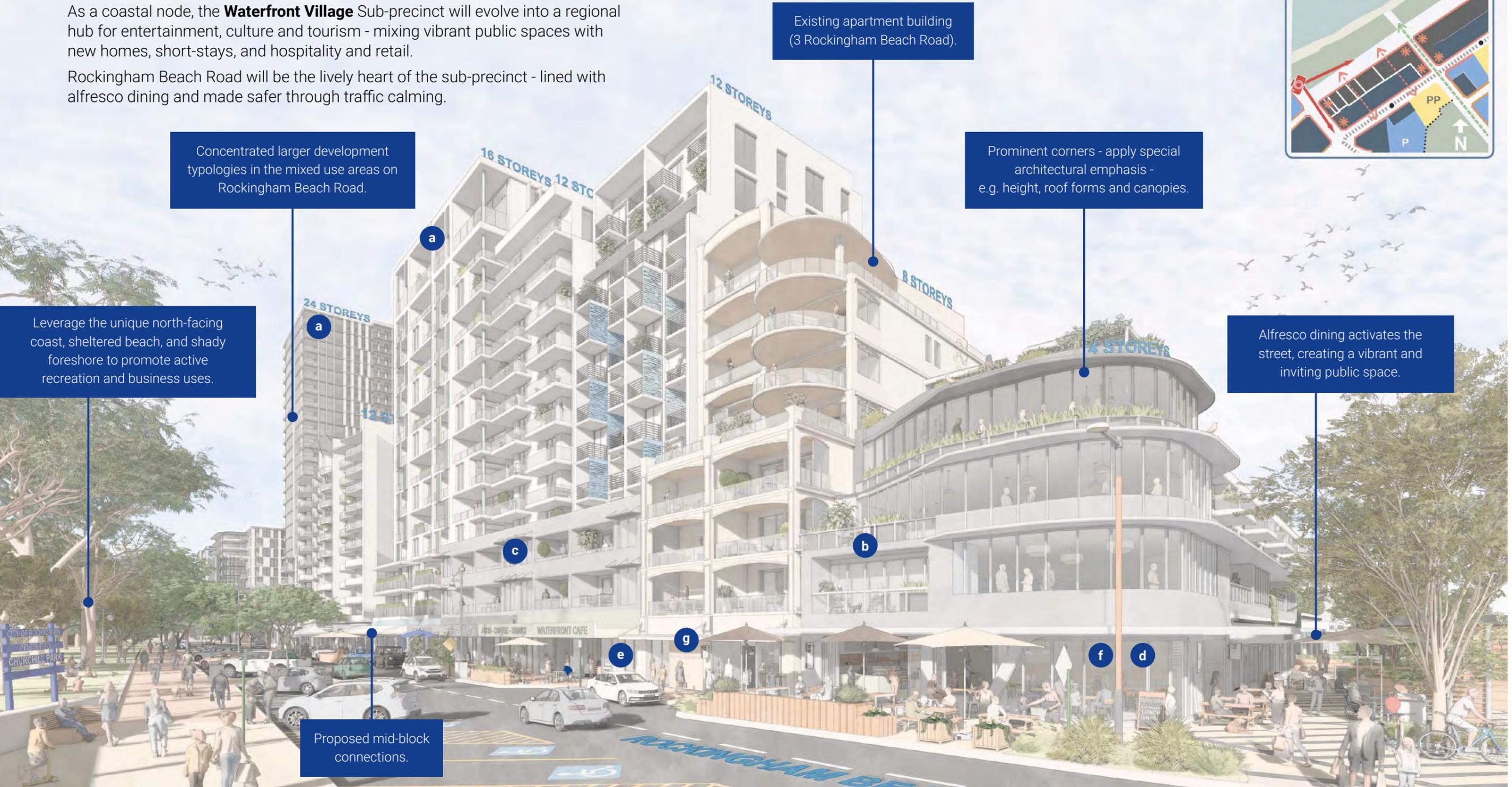
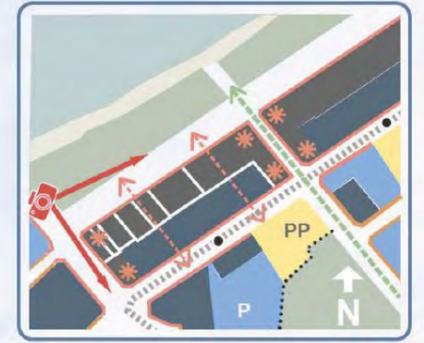
P1 - Figure 14: Waterfront Village Sub-Precinct Requirements

### Legend

Building Height	Frontage Types	Other Elements	Movement
2 Storeys	POS/PAW	Future Development Sites	Proposed RCCTS Route/Stops
3 Storeys	Suburban Street	Public Open Space	Green Links
4 Storeys	Urban Street	Public Purpose	Proposed Mid-Block Connections
6 Storeys	Urban Mixed Use	Kent Street Cultural Precinct	Multi-Deck Car Park (Public)
8 Storeys	Main Street	Prominent Corners	
12 Storeys	Commercial/Boulevard		
12 Storeys Bonus up to 16 or 24 Storeys See Clause 2.3.2			

As a coastal node, the **Waterfront Village** Sub-precinct will evolve into a regional hub for entertainment, culture and tourism - mixing vibrant public spaces with new homes, short-stays, and hospitality and retail.

Rockingham Beach Road will be the lively heart of the sub-precinct - lined with alfresco dining and made safer through traffic calming.



Concentrated larger development typologies in the mixed use areas on Rockingham Beach Road.

Existing apartment building (3 Rockingham Beach Road).

Prominent corners - apply special architectural emphasis - e.g. height, roof forms and canopies.

Leverage the unique north-facing coast, sheltered beach, and shady foreshore to promote active recreation and business uses.

Alfresco dining activates the street, creating a vibrant and inviting public space.

Proposed mid-block connections.

**Key Built Form Control For Main Street**

**a)** Maximum Storey Height - 12 Storeys/Bonus up to 16 or 24 Storeys (See clause 2.3.2)

**b)** Minimum Podium Height - 2 Storeys

**d)** Minimum Ground Floor Height - 4.5m

**f)** Minimum Clear Glazing - 80% of Building Frontage or 2/3 Lot Frontage

**c)** Maximum Podium Height - 3 Storeys

**e)** Minimum and Maximum Street Setbacks - Nil

**g)** Awnings Minimum Standards - Height 3m/Width - 2.4m

### 3.2.1 Development Requirements

In addition to the General Development Standards provided in **Section 02**, the provisions set out in **P1 - Table 10** shall apply to the area included within the Waterfront Village Sub-Precinct Plan (**P1 - Figure 14**).

- 1) The minimum two storey building height referenced in **P1 - Table 10** in the Residential sub-zone, is an expectation not a requirement.
- 2) Where grouped dwellings are proposed Urban Street R60 provisions in **P1 - Table 10** apply.
- 3) For sites abutting POS/Pedestrian Access Way (**PAW**), setback greater than 1m with generous landscaping (for privacy and visual amenity for POS/PAW users) is encouraged. The building design should increase overlooking opportunities through orientation of windows balconies and other living space openings towards POS/PAW for passive surveillance. Where sites back onto POS, consider providing direct access from private open space to POS.

### 3.2.2 Land Use Permissibility

- 1) The land use permissibility for the following sub-zones is modified in P2-Waterfront Village as set out below:
  - a) **Mixed Use Sub-Zone:** Nightclub, Amusement Parlour, and Betting Agency will only be an 'A'.
  - b) **Mixed Use and Commercial Sub-Zone:** Brewery will only be an 'A' use.
  - c) **Commercial and Service Commercial Sub-Zone:** Liquor Store Large will only be an 'A' use.

### 3.2.3 Contaminated Sites

- 1) Lot 99 (26-40) Kent Street is classified as 'Contaminated - Remediation Required' by DWER. The following must be undertaken prior to subdivision and development:
  - a) Conduct further environmental assessment prior to ground disturbance to determine remediation requirements and land use suitability.
  - b) Development of an environmental management plan at development stage detailing mitigation strategies, triggers and contingency actions.

### 3.2.4 Rockingham Beach Hotel Future Development Site

- 1) Future proposals at Lot 99 (26-40) Kent Street as shown on **P1 - Figure 23** must satisfy the following design objectives:
  - a) Define pedestrian access to be provided and with commercial 'active' uses at ground floor, open to public at all times. No vehicle access is to traverse the access way.
  - b) Existing heritage walls and vegetation to be retained and incorporated into the design of the development.
  - c) An active development frontage is required to address Rockingham Beach Road, Flinders Lane and Kent Street.
  - d) No vehicle access and egress being permitted to Rockingham Beach Road and specify access points from Flinders Lane and Kent Street.
  - e) Development over this site is to provide consolidated parking and reciprocity of use attributed to visitors for commercial land use components of a development.
  - f) Contaminated site requirements per **Clause 3.2.3**.

P1 - Table 10: Waterfront Village Built Form Controls

Provision	Provision	Frontage Type		R-Codes Application Volume 2
		Main Street (R-AC0)	Urban Mixed Use (R-AC0)	
<b>Land Use</b>	Preferred Land Use at Street Level	<b>Non-Residential:</b> Shop, Convenience Store, Restaurant/Cafe, Small Bar	<b>Non-Residential:</b> Shop, Convenience Store, Restaurant/Cafe, Small Bar	-
<b>Building Height</b>	Minimum Podium Height	2 Storeys	2 Storeys	Augments A2.2.1
	Maximum Podium Height	3 Storeys	3 Storeys	Augments A2.2.1
	Maximum Building Height	Refer to <b>P1 - Figure 14</b> for maximum building heights.		Augments A2.2.1
	Minimum Ground Floor Finished Level to First Floor Finished Level	4.5m	4.5m	Modifies A4.3.3
<b>Street Setbacks</b>	Minimum Primary/Secondary Street (Podium)	Nil	Nil	Augments A 2.3.1
	Maximum Primary/Secondary Street (Podium)	Nil	3m	Augments A 2.3.1
	Minimum Primary/Secondary Street (Above Podium)	3m	3m (additional to podium setback)	Augments A 2.3.1
<b>Side and Rear Setbacks</b>	Side Setbacks (Podium)	Nil: Where major openings are provided, setbacks to comply with BCA.	Nil: Where major openings are provided, setbacks to comply with BCA.	Augments A2.4.1
	Rear Setbacks (Podium)	Nil: Where major openings are provided, setbacks to comply with BCA.	Nil: Where major openings are provided, setbacks to comply with BCA.	Augments A2.4.1
	Minimum Side and Rear Setbacks (Above Podium)	Per Element 2.7 of the R-Codes		-
<b>Plot Ratio</b>	Plot Ratio	Plot ratio does not apply.		Modifies A2.5.1
<b>Public Domain Interface</b>	On-Site Parking Between Street and Building	Not Permitted	Not Permitted	Augments A3.6.2
	Vertical Separation	Ground floor apartments are not permitted.	Average less than 1m and does not exceed 1.2m	Replaces A3.6.1 and A3.6.5 (Main Street only)
<b>Vehicle Access/ Parking</b>	Direct Vehicle Access	Not Permitted* Unless no access can be provided from secondary frontage or rear laneway.	Permitted in locations nominated by the City.	Replaces A3.8.1 Replaces A3.8.2
<b>Facade Design (Street Level)</b>	Minimum Clear Glazing %	80% of building frontage or 2/3 of lot frontage (whichever is greater)	50% of building frontage	Augments A4.10.1
	Minimum Frontage Build Out	100%	70% (up to 30% for crossover/side setbacks)	Augments A4.10.1
	Awnings as a Minimum % of Building Frontage	100%	70%	Augments A4.10.5
	Awnings Minimum Standards	Height - 3m Width - 2.4m	Height - 3m Width - 2.4m	Augments A4.10.5
<b>Deep Soil</b>	Landscaping and deep soil shall be provided in accordance with the requirements set out in <b>Section 2.3.8</b> .			
<b>Landscape</b>				

Provision	Provision	Frontage Type		R-Codes Application Volume 2
		Commercial/Boulevard (R-AC0)	Urban Street (R80)	
<b>Land Use</b>	Preferred Land Use at Street Level	<b>Non-Residential:</b> Shop, Brewery, Child Care Premises, Consulting Rooms, Medical Centre, Liquor Store Large	<b>Residential:</b> Multiple Dwellings	-
<b>Building Height</b>	Preferred Minimum Building Height	2 Storeys	2 Storeys	Augments A2.2.1
	Maximum Building Height	Refer to <b>P1 - Figure 14</b> for maximum building heights.		Augments A2.2.1
	Minimum Ground Floor Finished Level to First Floor Finished Level	4.5m	N/A	Modifies A4.3.3
<b>Street Setbacks</b>	Minimum Primary Street	Nil	4m	Augments A 2.3.1
	Minimum Secondary Street	Nil	2m	Augments A 2.3.1
	Maximum Primary/ Secondary Street	Nil	6m	Augments A 2.3.1
<b>Side and Rear Setbacks</b>	Minimum Side Setbacks	Nil: Where major openings are provided, setbacks to comply with BCA.	2m	Augments A2.4.1
	Minimum Rear Setbacks	Nil: Where major openings are provided, setbacks to comply with BCA.	4m	Augments A2.4.1
<b>Plot Ratio</b>	Plot Ratio	Plot ratio does not apply.		Modifies A2.5.1
<b>Public Domain Interface</b>	On-Site Parking Between Street and Building	Permitted	Not Permitted (unless visitor parking)	Augments A3.6.2 (Commercial Only)
<b>Vehicle Access/ Parking</b>	Direct Vehicle Access	Permitted in locations nominated by the City and/or MRWA.	Permitted	Compliant
<b>Facade Design (Street Level)</b>	Minimum Clear Glazing %	70% of building frontage	N/A	Augments A4.10.1
	Minimum Frontage Build Out	70% (up to 30% for crossover/side setbacks)	70% (up to 30% for crossover/side setbacks)	Augments A4.10.1
	Awnings as a Minimum % of Building Frontage	70%	Discretionary	Augments A4.10.5
	Awnings Minimum Standards	Height - 3m Width - 1.8m	Height - 3m Width - 1.8m	Augments A4.10.5
<b>Deep Soil</b>	Landscaping and deep soil shall be provided in accordance with the requirements set out in <b>Section 2.3.8</b> .			
<b>Landscape</b>				

Provision	Provision	Frontage Type		R-Codes Application Volume 1: Part C
		Urban Street (R60)	Suburban (R40)	
<b>Land Use</b>	Preferred Land Use at Street Level	<b>Residential:</b> Grouped Dwellings, Multiple Dwellings	<b>Residential:</b> Grouped Dwellings, Multiple Dwellings	-
<b>Building Height</b>	Preferred Minimum Building Height	2 Storeys	2 Storeys	Modifies C3.2.1
	Maximum Building Height	4 Storeys	3 Storeys	Compliant
	Minimum Ground Floor Finished Level to First Floor Finished Level	N/A	N/A	-
<b>Street Setbacks</b>	Minimum Primary Street	4m	4m	Modifies C3.3.1
	Minimum Secondary Street	2m	2m	Modifies C3.3.1
	Maximum Primary/Secondary Street	6m	6m	Modifies C3.3.1
<b>Lot Boundary Setbacks</b>	Minimum Side Setbacks	In accordance with the R-Codes.		Compliant
	Minimum Rear Setbacks	4m	4m	Modifies C3.4.1
<b>Site Cover</b>	Maximum Site Cover	70%	65%	Compliant
<b>Streetscape</b>	Garage Location	Garages or carports are located behind the building line to ensure that they are not visible from the primary street.		Replaces C3.6.5
<b>Deep Soil</b>	Landscaping and deep soil shall be provided in accordance with the requirements set out in <b>Section 2.3.8.</b>			
<b>Landscape</b>				

Provision	Provision	Frontage Type		R-Codes Application Volume 1: Part B
		Suburban (R40)		
<b>Land Use</b>	Preferred Land Use at Street Level	<b>Residential:</b> Single Dwellings		-
<b>Building Height</b>	Preferred Minimum Building Height	2 Storeys		Augments C6
	Maximum Building Height	Refer to <b>P1 - Figure 14</b> for maximum building heights.		Replaces C6
	Minimum Ground Floor Finished Level to First Floor Finished Level	N/A		N/A
<b>Street Setbacks</b>	Minimum Primary Street	3m		Replaces C2.1
	Minimum Secondary Street	1m		Replaces C2.2
	Maximum Primary/Secondary Street	6m		Augments C2.1 and C2.2
<b>Side and Rear Setbacks</b>	Minimum Side Setbacks	In accordance with the R-Codes		N/A
	Minimum Rear Setbacks	4m		Augments C3.1
<b>Public Domain Interface</b>	On-Site Parking Between Street and Building	Not Permitted (unless visitor parking)		Augments C3.6.1
<b>Vehicle Access/ Parking</b>	Direct Vehicle Access	Permitted		Replaces C.3.7.1
<b>Deep Soil</b>	Landscaping and deep soil shall be provided in accordance with the requirements set out in <b>Section 2.3.8.</b>			
<b>Landscape</b>				

### 3.3 P3 - Coastal Lots Sub-Precinct



#### Sub-Precinct Intent

High-quality medium density development supports quality urban infill outcomes within the catchment of the RCCTS. A combination of grouped and multiple dwelling typologies enable an increased density, balanced with generous street setbacks and open space to encourage improved tree canopy as the neighbourhood evolves.

#### Sub-Precinct Objectives

- Guide the progressive urban consolidation and transformation of this area into a high-quality residential infill setting.
- Jecks Street reinforced as a green link to enhance connections between parkland and Wanliss Street transit stop.
- Design approaches to building envelopes, vehicle access, and landscape ensure existing neighbourhood character can be preserved.
- Battle-axe subdivision is discouraged to ensure desired streetscape and density outcomes can be achieved.
- Support retention of existing mature trees and urban water management through well-considered approaches to on-site landscape design.
- Land ceded from properties adjacent to existing laneways helps to formalise two-way vehicle movement unlocking new development opportunities.

#### 3.3.1 Development Requirements

In addition to the requirements provided in **Section 02**, the provisions set out in **P1 - Table 11** shall apply to the area included within the Coastal Lots Sub-Precinct Plan (**P1 - Figure 15**).

- 1) The minimum two storey building height referenced in **P1 - Table 11** is an expectation not a requirement.
- 2) For sites abutting POS/PAW, setback greater than 1m with generous landscaping (for privacy and visual amenity for POS/PAW users) is encouraged. The building design should increase overlooking opportunities through orientation of windows balconies and other living space openings towards POS/PAW for passive surveillance. Where sites back onto POS, consider providing direct access from private open space to POS.



P1 - Figure 15: Coastal Lots Sub-Precinct Requirements

#### Legend

<b>Building Height</b>	<b>Frontage Types</b>	<b>Movement</b>
3 Storeys	Laneway Widening	Proposed RCCTS Route/Stops
4 Storeys	Urban Street	Green Links



The **Coastal Lots** Sub-precinct will progress with high-quality medium density housing near the RCCTS. It supports smart infill, combining diverse dwelling types with setbacks and open space to boost tree canopy.

Jecks Street reinforced as a green link to enhance connections between parkland and Wanliss Street transit stop with dedicated pathways and tree planting to boost canopy coverage.

Enhance and retain existing mature tree canopy within the urban environment to promote climate resilience, improve shade and shelter, enhance sense of place and improve biodiversity outcomes.

Garage location behind building line to ensure they are not visible to the street.

Promote native plants for landscaping to enhance local ecosystems.

**Key Selected Built Form Control for Urban Street (R80)**

- a) Preferred Minimum Building Height - 2 Storeys
- b) Maximum Building Heights - 4 Storeys
- c) Minimum Primary Street Setbacks - 4m
- d) Maximum Primary/Secondary Street Setbacks - 6m
- e) Minimum Side Setbacks - 2m

P1 - Table 11: Coastal Lots Built Form Controls

Provision	Provision	Frontage Type	R-Codes Application Volume 2
		Urban Street (R80)	
<b>Land Use</b>	Preferred Land Use at Street Level	<b>Residential:</b> Multiple Dwellings	-
<b>Building Height</b>	Preferred Minimum Building Height	2 Storeys	Augments A2.2.1
	Maximum Building Height	Refer to <b>P1 - Figure 15</b> for maximum building heights.	Augments A2.2.1
<b>Street Setbacks</b>	Minimum Primary Street	4m	Augments A 2.3.1
	Minimum Secondary Street	2m	Augments A 2.3.1
	Maximum Primary/ Secondary Street	6m	Augments A 2.3.1
	Minimum Laneway Setback	1m	Augments A 2.3.1
<b>Side and Rear Setbacks</b>	Minimum Side Setbacks	2m	Augments A2.4.1
	Minimum Rear Setbacks	4m	Augments A2.4.1
<b>Plot Ratio</b>	Plot Ratio	Plot ratio does not apply	Modifies A2.5.1
<b>Public Domain Interface</b>	On-Site Parking Between Street and Building	Not Permitted (unless visitor parking)	Augments A3.6.2
<b>Vehicle Access/ Parking</b>	Direct Vehicle Access	Permitted	Replaces A3.8.1 Replaces A3.8.2
<b>Facade Design (Street Level)</b>	Minimum Frontage Build Out	70% (up to 30% for crossover/side setbacks)	Augments A4.10.1
	Awnings as a Minimum % of Building Frontage	Discretionary	Augments A4.10.5
	Awnings Minimum Standards	Height - 3m Width - 1.8m	Augments A4.10.5
<b>Deep Soil</b>	Landscaping and deep soil shall be provided in accordance with the requirements set out in <b>Section 2.3.8</b> .		
<b>Landscape</b>			

Provision	Provision	Frontage Type	R-Codes Application Volume 1: Part C
		Urban Street (R60)	
<b>Land Use</b>	Preferred Land Use at Street Level	<b>Residential:</b> Grouped Dwellings, Multiple Dwellings	-
<b>Building Height</b>	Preferred Minimum Building Height	2 Storeys	Modifies C3.2.1
	Maximum Building Height	Refer to <b>P1 - Figure 15</b> for maximum building heights.	Compliant
<b>Street Setbacks</b>	Minimum Primary Street	4m	Modifies C3.3.1
	Minimum Secondary Street	2m	Modifies C3.3.1
	Maximum Primary/ Secondary Street	6m	Modifies C3.3.1
<b>Lot Boundary Setbacks</b>	Minimum Side Setbacks	In accordance with the R-Codes.	Compliant
	Minimum Rear Setbacks	4m	Modifies C3.4.1
<b>Site Cover</b>	Maximum Site Cover	70%	Compliant
<b>Streetscape</b>	Garage Location	Garages or carports are located behind the building line to ensure that they are not visible from the primary street.	Replaces C3.6.5
<b>Deep Soil</b>	Landscaping and deep soil shall be provided in accordance with the requirements set out in <b>Section 2.3.8</b> .		
<b>Landscape</b>			

## 3.4 P4 - TOD Village Sub-Precinct



### Sub-Precinct Intent

Extension of the RCCTS represents a strategic Transit Oriented Development (TOD) to provide contemporary medium to high density development and employment opportunities that support a more compact urban form. The transit stop will be enhanced via quality public open spaces and the capacity for non-residential uses that creates a focus for community life and localised amenity.

### Sub-Precinct Objectives

- Promote a highly flexible urban structure that enables block and lot configurations that can accommodate a range of building typologies that can adapt with Rockingham's needs at the time of development.
- Promote a range of building heights and densities to support housing diversity with a minimum target of 1000 dwellings.
- Promote transit use by strengthening the accessibility to the transit stop and allowing efficient movement of the transit mode through the precinct.
- Leverage off proximity to the P7 - Education Precinct and promote new employment opportunities and attractiveness of that precinct.
- Create high-quality and attractive public amenity to support increased density, making the TOD Village a place that encourages people to live, work, and recreate in the RSC.
- New development integrates with the existing landscape and a retained Mike Barnett Sports Complex, which will form an identifiable part of the TOD Village.
- Facilitate the priority construction of a direct access and movement corridor between Dixon Road and the City Centre.
- Provide a legible and well-connected arrangement of streets, laneways and public spaces.
- New development to integrate mature trees along Louise Street to protect existing vegetation.

### 3.4.1 Development Requirements

In addition to the requirements provided in **Section 02**, the provisions set out in **Section 3.4.2** shall apply to the area included within the TOD Village Sub-Precinct Plan (**P1 - Figure 16**).

- 1) For sites abutting POS/PAW, setback greater than 1m with generous landscaping (for privacy and visual amenity for POS/PAW users) is encouraged. The building design should increase overlooking opportunities through orientation of windows balconies and other living space openings towards POS/PAW for passive surveillance. Where sites back onto POS, consider providing direct access from private open space to POS.



P1 - Figure 16: TOD Village Sub-Precinct Requirements

### Legend

Building Height	Frontage Types	Other Elements	Movement
2 Storeys	POS/PAW	Future Development Sites	Proposed RCCTS Route/Stops
3 Storeys	Urban Street	Public Open Space	Green Links
4 Storeys	Urban Mixed Use	Public Purpose	Intersection Upgrade
6 Storeys	Main Street	Prominent Corners	
8 Storeys			
15 Storeys			

The **TOD Village** Sub-precinct represents a strategic Transit Oriented Development, supporting medium to high density living, jobs and a compact urban form - centred around quality public spaces and mixed-use activity.



New development to integrate mature trees along Louise Street to protect existing vegetation.

Promote a range of building heights and densities to support housing diversity with a minimum target of at least 1000 dwellings.

Promote transit use by strengthening the accessibility to the transit stop and allowing efficient movement of the transit mode through the precinct.



**Key Selected Built Form Control for Urban Street**

- a) Preferred Land Use at Street Level - Multiple Dwellings
- b) Maximum Podium Height - 3 Storeys

- c) Minimum Primary/Secondary Street Setbacks - 2m
- d) Maximum Primary/Secondary Street Setbacks - 4m

- e) Minimum Clear Glazing - 2 Storeys
- f) Minimum Frontage Build Out - 70%

- g) Awnings Minimum Standards - Height 3m/Width - 1.8m

P1 - Table 12: TOD Village Built Form Controls

Provision	Provision	Frontage Type		R-Codes Application Volume 2
		Main Street (R-AC0)	Urban Mixed Use (R-AC0)	
<b>Land Use</b>	Preferred Land Use at Street Level	<b>Non-Residential:</b> Shop, Restaurant/Cafe, Small Bar	<b>Non-Residential:</b> Shop, Restaurant/Cafe, Small Bar	-
<b>Building Height</b>	Minimum Podium Height	2 Storeys	2 Storeys	Augments A2.2.1
	Maximum Podium Height	3 Storeys	3 Storeys	Augments A2.2.1
	Maximum Building Height	Refer to <b>P1 - Figure 16</b> for maximum building heights.		Augments A2.2.1
	Minimum Ground Floor Finished Level to First Floor Finished Level	4.5m	4.5m	Modifies A4.3.3
<b>Street Setbacks</b>	Minimum Primary/Secondary Street (Podium)	Nil	Nil	Augments A 2.3.1
	Maximum Primary/Secondary Street (Podium)	Nil	Nil	Augments A 2.3.1
	Minimum Primary/Secondary Street (Above Podium)	3m	3m (additional to podium setback)	Augments A 2.3.1
<b>Side and Rear Setbacks</b>	Side Setbacks (Podium)	Nil	Nil	Augments A2.4.1
	Rear Setbacks (Podium)	Nil	Nil	Augments A2.4.1
	Minimum Side and Rear Setbacks (Above Podium)	Per Element 2.7 of the R-Codes		-
<b>Public Domain Interface</b>	On-Site Parking Between Street and Building	Not Permitted	Not Permitted	Augments A3.6.2
	Vertical Separation	Ground floor apartments are not permitted.	Ground floor apartments are not permitted.	Replaces A3.6.1 and A3.6.5 (Main Street and Urban Mixed Use)
<b>Facade Design (Street Level)</b>	Minimum Clear Glazing %	80% of building frontage of 2/3 of lot frontage (whichever is greater)	50% of building frontage	Augments A2.2.1
	Minimum Frontage Build Out	100%	70% (up to 30% for crossover/side setbacks)	Augments A2.2.1
	Awnings as a Minimum % of Building Frontage	100%	70%	Augments A2.2.1
	Awnings Minimum Standards	Height - 3m Width - 2.4m	Height - 3m Width - 2.4m	Modifies A4.3.3
<b>Deep Soil</b>	Landscaping and deep soil shall be provided in accordance with the requirements set out in <b>Section 2.3.8</b> .			
<b>Landscape</b>				

Provision	Provision	Frontage Type		R-Codes Application Volume 2
		Urban Street (R-AC0)		
<b>Land Use</b>	Preferred Land Use at Street Level	<b>Residential:</b> Grouped Dwellings, Multiple Dwellings		-
<b>Building Height</b>	Minimum Podium Height	2 Storeys		Augments A2.2.1
	Maximum Podium Height	3 Storeys		Augments A2.2.1
	Maximum Building Height	Refer to <b>P1 - Figure 16</b> for maximum building heights.		Augments A2.2.1
	Minimum Ground Floor Finished Level to First Floor Finished Level	N/A		Modifies A4.3.3
<b>Street Setbacks</b>	Minimum Primary/Secondary Street (Podium)	2m		Augments A 2.3.1
	Maximum Primary/Secondary Street (Podium)	4m		Augments A 2.3.1
	Minimum Primary/Secondary Street (Above Podium)	3m (additional to podium setback)		Augments A 2.3.1
<b>Side and Rear Setbacks</b>	Side Setbacks (Podium)	2m		Augments A2.4.1
	Rear Setbacks (Podium)	4m		Augments A2.4.1
	Minimum Side and Rear Setbacks (Above Podium)	Per Element 2.7 of the R-Codes		-
<b>Public Domain Interface</b>	On-Site Parking Between Street and Building	Not Permitted		Augments A3.6.2
	Vertical Separation	Average less than 1m and does not exceed 1.2m		Replaces A3.6.1 and A3.6.5 (Main Street and Urban Mixed Use)
<b>Facade Design (Street Level)</b>	Minimum Clear Glazing %	50% of building frontage for non-residential uses at street level.		Augments A2.2.1
	Minimum Frontage Build Out	70% (up to 30% for crossover/side setbacks)		Augments A2.2.1
	Awnings as a Minimum % of Building Frontage	70%		Augments A2.2.1
	Awnings Minimum Standards	Height - 3m Width - 1.8m		Modifies A4.3.3
<b>Deep Soil</b>	Landscaping and deep soil shall be provided in accordance with the requirements set out in <b>Section 2.3.8</b> .			
<b>Landscape</b>				

### 3.4.2 Future Development Considerations

The primary focus of **P1 - Figure 16** is to provide a framework to coordinate future subdivision and development. The lot layout shown is indicative only and is intended to inform future detailed subdivision.

- 1) The following design considerations must be included in any future development or subdivision application/s:
  - a) New development frames the centrally located transit route, with a proposed stop located in the heart of the precinct. Connection to Dixon Road must align with Ambrose Street to allow for potential future expansion to the north.
  - b) New crossover provided from Louise Street specifically for the RCCTS and pedestrians/cyclists. No car access is permitted from this crossover.
  - c) Green link established and provided between Louise Street and Dowling Street. Green link to also provide connectivity to a series of public open space nodes.
  - d) New development provided adjacent to the park should ensure that building design increases overlooking opportunities through orientation of windows, balconies and other living spaces towards the POS for passive surveillance.
  - e) Prior to development/subdivision, a vegetation and flora and fauna assessment is to be undertaken by the landowner/developer, areas identified for protection shall be retained.
  - f) The location of public open space on Louise Street is a fixed requirement, it serves important functions associated with vegetation retention (**Clause 3.4.2 e**), provides visual outlook and amenity for future residents, and assists with managing the built form scale transition between both sides of Louise Street.
  - g) The proposed boundary of the Mike Barnett Sports Complex cannot be changed.
  - h) Any new development which adjoins medium density housing to the southeast is limited to two storeys in height.
- 2) The following matters, are to be considered in any future development or subdivision application/s:
  - a) Proposed lot configuration and road network to ensure highly permeable and flexible urban structure that can accommodate a range of building types/residential densities.
  - b) Ensuring adequate noise mitigation for lots located adjacent to the Mike Barnett Sports Complex.
  - c) Maximum building heights are to generally be in accordance with **P1 - Figure 16**.

### 3.4.3 Environmental Considerations

- 1) Future development at Lot 1511 Dowling Street must undertake the following prior to subdivision and development:
  - a) Conduct appropriate Flora and Fauna surveys and impact assessments prior any clearing of vegetation and/or bushland. Retain areas of threatened fauna habitat as identified by these surveys.
  - b) Development of an environmental management plan at development stage detailing mitigation strategies, triggers and contingency actions.
  - c) Obtain any necessary clearing permits under the relevant environmental legislation.



## 3.5 P5 - City Park Sub-Precinct



### Sub-Precinct Intent

High-quality medium density development support sensitive and quality urban infill outcomes, primarily in the form of grouped dwellings and small scale apartment typologies. Heights are generally between two-four storeys, and generous street setbacks align with the existing suburban character of the area in the northern part of the sub-precinct. The southern portion of the sub-precinct is characterised by high-quality medium and high density urban development in proximity to the RCCTS and City Centre.

### Sub-Precinct Objectives

- Guide the progressive development of this area consistent with best practice infill residential development principles.
- Ensure future development responds to existing suburban neighbourhood character.
- Promote increased density in areas with access to high quality amenities such as City Park and connected linear parklands, and along the RCCTS route.
- Encourage amalgamation of lots adjacent to the green link to support new development which provides passive surveillance of the adjacent park land.
- Battle-axe subdivision is discouraged to ensure desired streetscape and density outcomes can be achieved.
- Support retention of existing mature trees and urban water management through well-considered approach to landscape and deep soil.

### 3.5.1 Development Requirements

In addition to the requirements provided in **Section 02**, the provisions set out in **P1 - Table 13** shall apply to the area included within the City Park Sub-Precinct Plan (**P1 - Figure 17**).

- 1) The minimum two storey building height referenced in **P1 - Table 13** is an expectation not a requirement.
- 2) For sites abutting POS/PAW, setback greater than 1m with generous landscaping (for privacy and visual amenity for POS/PAW users) is encouraged. The building design should increase overlooking opportunities through orientation of windows balconies and other living space openings towards POS/PAW for passive surveillance. Where sites back onto POS, consider providing direct access from private open space to POS.



P1 - Figure 17: City Park Sub-Precinct Requirements

### Legend

Building Height	Frontage Types	Other Elements	Movement
2 Storeys	POS/PAW	Public Open Space	Proposed RCCTS Route/Stops
3 Storeys	Suburban Street	Prominent Corners	Green Links
4 Storeys	Urban Street		

P1 - Table 13: City Park Built Form Controls

Provision	Provision	Frontage Type		R-Codes Application Volume 1: Part C
		Urban Street (R80)	Urban Street (R-AC0)	
<b>Land Use</b>	Preferred Land Use at Street Level	<b>Residential:</b> Multiple Dwellings	<b>Non-Residential:</b> Shop, Convenience Store, Restaurant/Cafe, Small Bar	-
<b>Building Height</b>	Preferred Minimum Building Height	2 Storeys	2 Storeys	Augments A2.2.1
	Maximum Podium Height	-	3 Storeys	Augments A2.2.1
	Maximum Building Height	Refer to <b>P1 - Figure 17</b> for maximum building heights.	4 Storeys	Augments A2.2.1
	Minimum Ground Floor Finished Level to First Floor Finished Level	-	4.5m	Modifies A4.3.3
<b>Street Setbacks</b>	Minimum Primary Street	4m	Nil	Augments A 2.3.1
	Minimum Secondary Street	2m	2m	Augments A 2.3.1
	Maximum Primary/Secondary Street	6m	3m	Augments A 2.3.1
	Minimum Primary/Secondary Street (above podium)	-	3m (additional to podium setback)	Augments A 2.3.1
<b>Side and Rear Setbacks</b>	Minimum Side Setbacks	2m	Nil	Augments A2.4.1
	Minimum Rear Setbacks	4m	Nil	Augments A2.4.1
	Minimum Side and Rear Setback (above Podium)	Per Element 2.7 of the R-Codes		-
<b>Plot Ratio</b>	Plot Ratio	Does not apply	Does not apply	Modifies A2.5.1
<b>Public Domain Interface</b>	On-Site Parking Between Street and Building	Not Permitted (unless visitor parking)	Not Permitted	Augments A3.6.2
<b>Vehicle Access/arking</b>	Direct Vehicle Access	Permitted	Permitted in Locations nominated by the City	Replaces A3.8.1 Replaces A3.8.2
<b>Facade Design (Street Level)</b>	Minimum Clear Glazing %	-	50% of Building Frontage	-
	Minimum Frontage Build Out	70% (up to 30% for crossover/side setbacks)	70% (up to 30% for crossover/side setbacks)	Augments A4.10.1
	Awnings as a Minimum % of Building Frontage	Discretionary	100%	Augments A4.10.5
	Awnings Minimum Standards	Height - 3m Width - 2.4m	Height - 3m Width - 2.4m	Augments A4.10.5
<b>Deep Soil</b>	Landscaping and deep soil shall be provided in accordance with the requirements set out in <b>Section 2.3.8.</b>			
<b>Landscape</b>				

Provision	Provision	Frontage Type		R-Codes Application Volume 1: Part C
		Suburban Street (R60)	Suburban Street (R40)	
<b>Land Use</b>	Preferred Land Use at Street Level	<b>Residential:</b> Grouped Dwellings, Multiple Dwellings	<b>Residential:</b> Grouped Dwellings	-
<b>Building Height</b>	Preferred Minimum Building Height	2 Storeys	2 Storeys	Modifies C3.2.1
	Maximum Building Height	Refer to <b>P1 - Figure 17</b> for maximum building heights.		Compliant
<b>Lot Boundary Setbacks</b>	Minimum Side Setbacks	In accordance with R-Codes.		-
<b>Street Setbacks</b>	Minimum Primary Street	4m	4m	Modifies C3.3.1
	Minimum Secondary Street	2m	2m	Modifies C3.3.1
	Maximum Primary/Secondary Street	6m	6m	Modifies C3.3.1
<b>Lot Boundary Setbacks</b>	Minimum Side Setbacks	In accordance with the R-Codes.		Compliant
	Minimum Rear Setbacks	4m	4m	Modifies C3.4.1
<b>Site Cover</b>	Maximum Site Cover	70%	65%	Compliant
<b>Streetscape</b>	Garage Location	Garages or carports are located behind the building line to ensure that they are not visible from the primary street.		Replaces C3.6.5
<b>Deep Soil</b>	Landscaping and deep soil shall be provided in accordance with the requirements set out in <b>Section 2.3.8.</b>			
<b>Landscape</b>				

Provision	Provision	Frontage Type	R-Codes Application Volume 1: Part B
		Suburban (R40)	
<b>Land Use</b>	Preferred Land Use at Street Level	<b>Residential:</b> Single Dwellings	-
<b>Building Height</b>	Preferred Minimum Building Height	2 Storeys	Augments C6
	Maximum Building Height	Refer to <b>P1 - Figure 14</b> for maximum building heights.	Replaces C6
	Minimum Ground Floor Finished Level to First Floor Finished Level	N/A	N/A
<b>Street Setbacks</b>	Minimum Primary Street	3m	Replaces C2.1
	Minimum Secondary Street	1m	Replaces C2.2
	Maximum Primary/Secondary Street	6m	Augments C2.1 and C2.2
<b>Side and Rear Setbacks</b>	Minimum Side Setbacks	In accordance with the R-Codes	N/A
	Minimum Rear Setbacks	4m	Augments C3.1
<b>Public Domain Interface</b>	On-Site Parking Between Street and Building	Not Permitted (unless visitor parking)	Augments C3.6.1
<b>Vehicle Access/ Parking</b>	Direct Vehicle Access	Permitted	Replaces C.3.7.1
<b>Deep Soil</b>	Landscaping and deep soil shall be provided in accordance with the requirements set out in <b>Section 2.3.8</b> .		
<b>Landscape</b>			



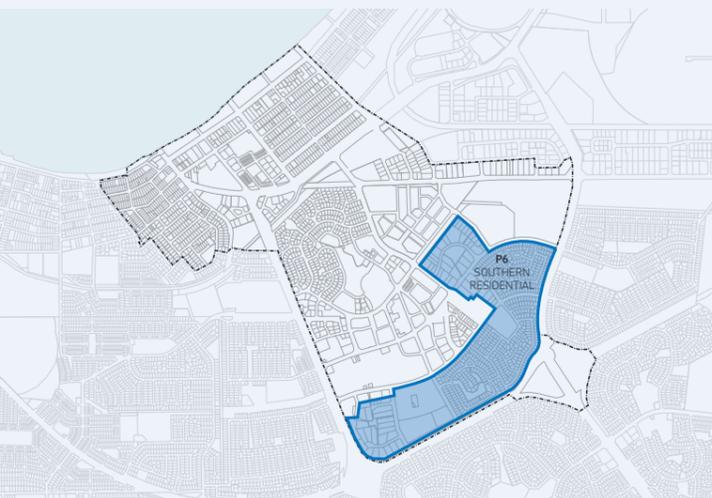
### 3.5.2 Contaminated Sites

- 1) Lot 9001 (No. 7) McNicholl Street, Lot 9 (No. 5) Market Street and Lot 10 (No. 81) Louise Street are classified as 'Remediated for Restricted Use' by DWER. The following must be undertaken prior to subdivision and development:
  - a) Develop and implement an asbestos management plan and construction environmental management plan as required.
  - b) Development of an environmental management plan at development stage detailing mitigation strategies, triggers and contingency actions.

### 3.5.3 Integrated Development Guide Plans

- 1) The following provisions of the Integrated Development Guide Plan located at Lot 359 Bounded by Goddard Street, Market Street, McNicholl Street, and Marks Place, Rockingham apply:
  - a) Develop and implement an asbestos management plan and construction environmental management plan as required.
  - b) Development of an environmental management plan at development stage detailing mitigation strategies, triggers and contingency actions.
  - c) Street treatments and configurations that align with the intended built form are a fundamental element of the IDGP design. Detailed proposals for each street treatment within the IDGP area can be found on pages 38-40 of the Integrated Development Plan (refer to **Appendix - 11.**)

### 3.6 P6 - Southern Residential Sub-Precinct



#### Sub-Precinct Intent

High-quality medium density development support sensitive and quality urban residential infill outcomes, responding to existing open spaces in the area. Heights are generally between two-three storeys, and generous street setbacks align with the existing suburban character of the area.

#### Sub-Precinct Objectives

- Guide the progressive development of this area consistent with best practice infill residential development principles.
- Ensure future development responds to existing suburban neighbourhood character.
- Promote increased density in areas with access to high quality amenities such as parkland and along the RCCTS route.
- Battle-axe subdivision is discouraged to ensure desired streetscape and density outcomes can be achieved.
- Support retention of existing mature trees and urban water management through well-considered approach to landscape and deep soil.

#### 3.6.1 Development Requirements

In addition to the requirements provided in **Section 02**, the provisions set out in **P1 - Table 14** shall apply to the area included within the Southern Residential Sub-Precinct Plan (**P1 - Figure 18**).

- 1) The minimum two storey building height referenced in **P1 - Table 14** is an expectation not a requirement.
- 2) For sites abutting POS/PAW, setback greater than 1m with generous landscaping (for privacy and visual amenity for POS/PAW users) is encouraged. The building design should increase overlooking opportunities through orientation of windows balconies and other living space openings towards POS/PAW for passive surveillance. Where sites back onto POS, consider providing direct access from private open space to POS.

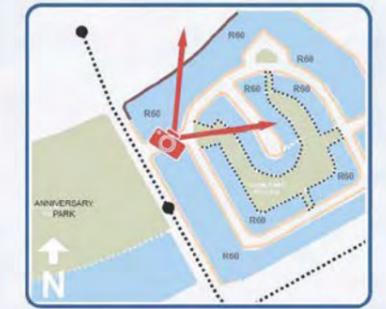


P1 - Figure 18: Southern Residential Sub-Precinct Requirements

#### Legend

<b>Building Height</b>	<b>Frontage Types</b>	<b>Other Elements</b>	<b>Movement</b>
2 Storeys	POS/PAW	Public Open Space	Proposed RCCTS Route/Stops
3 Storeys	Suburban Street		
	Urban Street		

The **Southern Residential** Sub-precinct will have high-quality medium density infill that responds to local open space and suburban character, with 2-3 storey heights and generous setbacks.



Ensure future development responds to existing suburban neighbourhood character.

Orient windows and balconies toward POS/PAWs for passive surveillance: provide direct access when sites back onto POS.

Promote increased density in areas with access to high quality amenities such as parkland and along the RCCTS route.

Garages are located behind the building line to ensure that they are not visible from the primary street.

Support retention of existing mature trees and urban water management through well-considered approach to landscape and deep soil.

Design public spaces to facilitate flexible use, safe environments for users and create sense of public ownership.

**Key Selected Built Form Control for Suburban Street (R60)**

- a) Preferred Minimum Building Heights - 2 Storeys
- b) Maximum Building Heights - 3 Storeys

- c) Minimum Primary Street Setbacks - 4m
- d) Minimum Secondary Street Setbacks - 2m

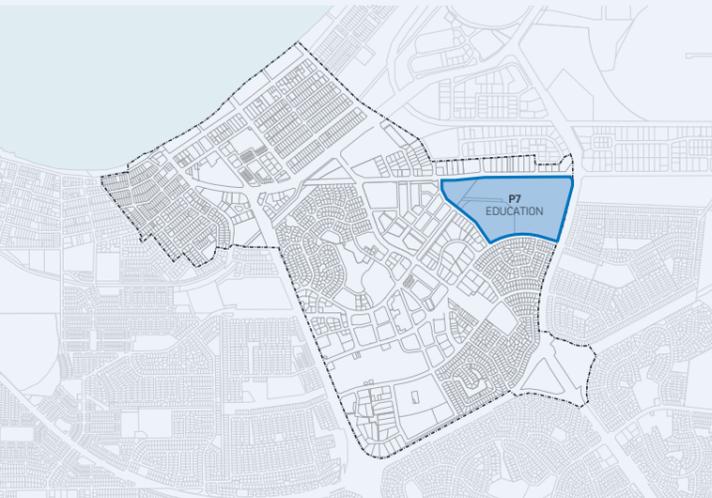
- e) Maximum Primary/Secondary Street Setbacks - 6m
- f) Minimum Side Setbacks - 2m

P1 - Table 14: Southern Residential Built Form Controls

Provision	Provision	Frontage Type			R-Codes Application Volume 1: Part C
		Urban Street (R60)	Suburban Street (R60)	Suburban Street (R40)	
<b>Land Use</b>	Preferred Land Use at Street Level	<b>Residential:</b> Grouped Dwellings, Multiple Dwellings	<b>Residential:</b> Grouped Dwellings, Multiple Dwellings	<b>Residential:</b> Grouped Dwellings	-
<b>Building Height</b>	Preferred Minimum Building Height	2 Storeys	2 Storeys	2 Storeys	Modifies C3.2.1
	Maximum Building Height	Refer to <b>P1 - Figure 18</b> for maximum building heights.			Compliant
<b>Street Setbacks</b>	Minimum Primary Street	4m	4m	4m	Modifies C3.3.1
	Minimum Secondary Street	2m	2m	2m	Modifies C3.3.1
	Maximum Primary/ Secondary Street	6m	6m	6m	Modifies C3.3.1
<b>Lot Boundary Setbacks</b>	Minimum Side Setbacks	In accordance with the R-Codes.			Compliant
	Minimum Rear Setbacks	4m	4m	4m	Modifies C3.4.1
<b>Site Cover</b>	Maximum Site Cover	70%	70%	65%	Compliant
<b>Streetscape</b>	Garage Location	Garages or carports are located behind the building line to ensure that they are not visible from the primary street.			Replaces C3.6.5
<b>Deep Soil</b>	Landscaping and deep soil shall be provided in accordance with the requirements set out in <b>Section 2.3.8</b> .				
<b>Landscape</b>					

Provision	Provision	Frontage Type		R-Codes Application Volume 1: Part B
		Suburban Street (R40)		
<b>Land Use</b>	Preferred Land Use at Street Level	<b>Residential:</b> Single Dwellings		-
<b>Building Height</b>	Preferred Minimum Building Height	2 Storeys		Augments C6
	Maximum Building Height	Refer to <b>P1 - Figure 18</b> for maximum building heights.		Replaces C6
	Minimum Ground Floor Finished Level to First Floor Finished Level	N/A		N/A
<b>Street Setbacks</b>	Minimum Primary Street	3m		Replaces C2.1
	Minimum Secondary Street	1m		Replaces C2.2
	Maximum Primary/ Secondary Street	6 m		Augments C2.1 and C2.2
<b>Side and Rear Setbacks</b>	Minimum Side Setbacks	In accordance with the R-Codes		N/A
	Minimum Rear Setbacks	4m		Augments C3.1
<b>Public Domain Interface</b>	On-Site Parking Between Street and Building	Not Permitted (unless visitor parking)		Augments C3.6.1
<b>Vehicle Access/ Parking</b>	Direct Vehicle Access	Permitted		Replaces C.3.7.1
<b>Deep Soil</b>	Landscaping and deep soil shall be provided in accordance with the requirements set out in <b>Section 2.3.8</b> .			
<b>Landscape</b>				

## 3.7 P7 - Education Sub-Precinct



### Sub-Precinct Intent

The Education Sub-Precinct is a place of learning and discovery, linking local residents to trade, research and recreation opportunities. Campus buildings are arranged around an internal loop which enhances connectivity between institutions and the neighbouring TOD Village. Sufficient capacity for new development ensures spaces between buildings supporting establishment of playing fields to provide for organised sport.

### Sub-Precinct Objectives

- Maintain and enhance high-quality refurbishment and redevelopment for each individual campus. Ensure that campuses are developed in a complementary way, to share resources where feasible and to present an integrated urban character.
- Urban design of campuses to ensure a high-quality and attractive environment, with buildings presented in a landscape setting, including orientation around centralised public open space.
- The Dixon Road and Simpson Avenue entry points use planting, lighting and signage to convey a clear sense of arrival into the Rockingham Strategic Centre.

### 3.7.1 Development Requirements

In addition to the requirements provided in **Section 02**, development within the Education Precinct will need to be delivered in accordance with **P1 - Figure 19**.

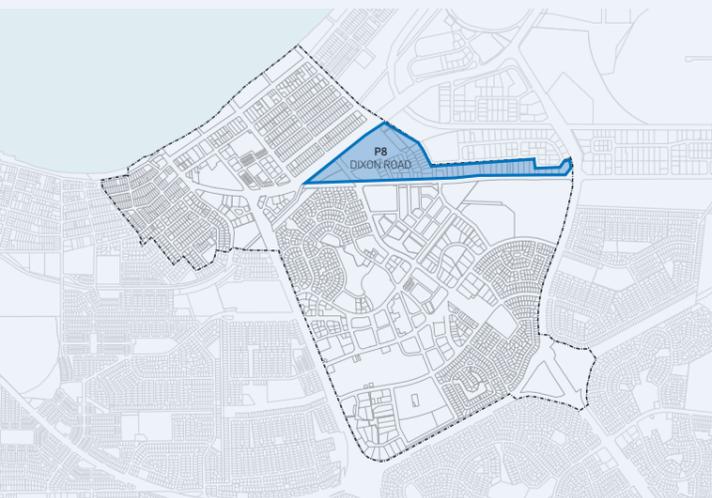


P1 - Figure 19: Education Sub-Precinct Requirements

### Legend

---> Proposed Roads

### 3.8 P8 - Dixon Road Sub-Precinct



#### Sub-Precinct Intent

Dixon Road fulfils a dual role as a service and employment hub. A gateway statement at the corner of Dixon Road and Ennis Avenue frames the entry into the RSC, with an enhanced streetscape supported by a green buffer which screens the light industrial and commercial development to the north. The area south of Patterson Road is developed with a flexible urban structure to create a new business park with an employment focus.

#### Sub-Precinct Objectives

- Maintain and enhance the sector as an important service commercial area at the north eastern gateway to the RSC.
- Give particular attention to the landscape treatment of Ennis Avenue and Dixon Road.
- Patterson Road and Dixon Road where planting, lighting and signage should convey a clear sense of arrival at the gateway to a major urban centre.
- Upgrade the streetscapes of the long established light industrial area consistent with the changing function of the Sub-Precinct.
- Ensure the environmental factors associated with the environmentally sensitive area are managed appropriately in accordance with relevant environmental legislation and regulations (i.e. clearing permits and Flora and Vegetation/Terrestrial Fauna).

#### 3.8.1 Development Requirements

In addition to the requirements provided in **Section 02**, the provisions set out in **P1 - Table 15** shall apply to the area included within the Dixon Road Sub-Precinct Plan (**P1 - Figure 20**).

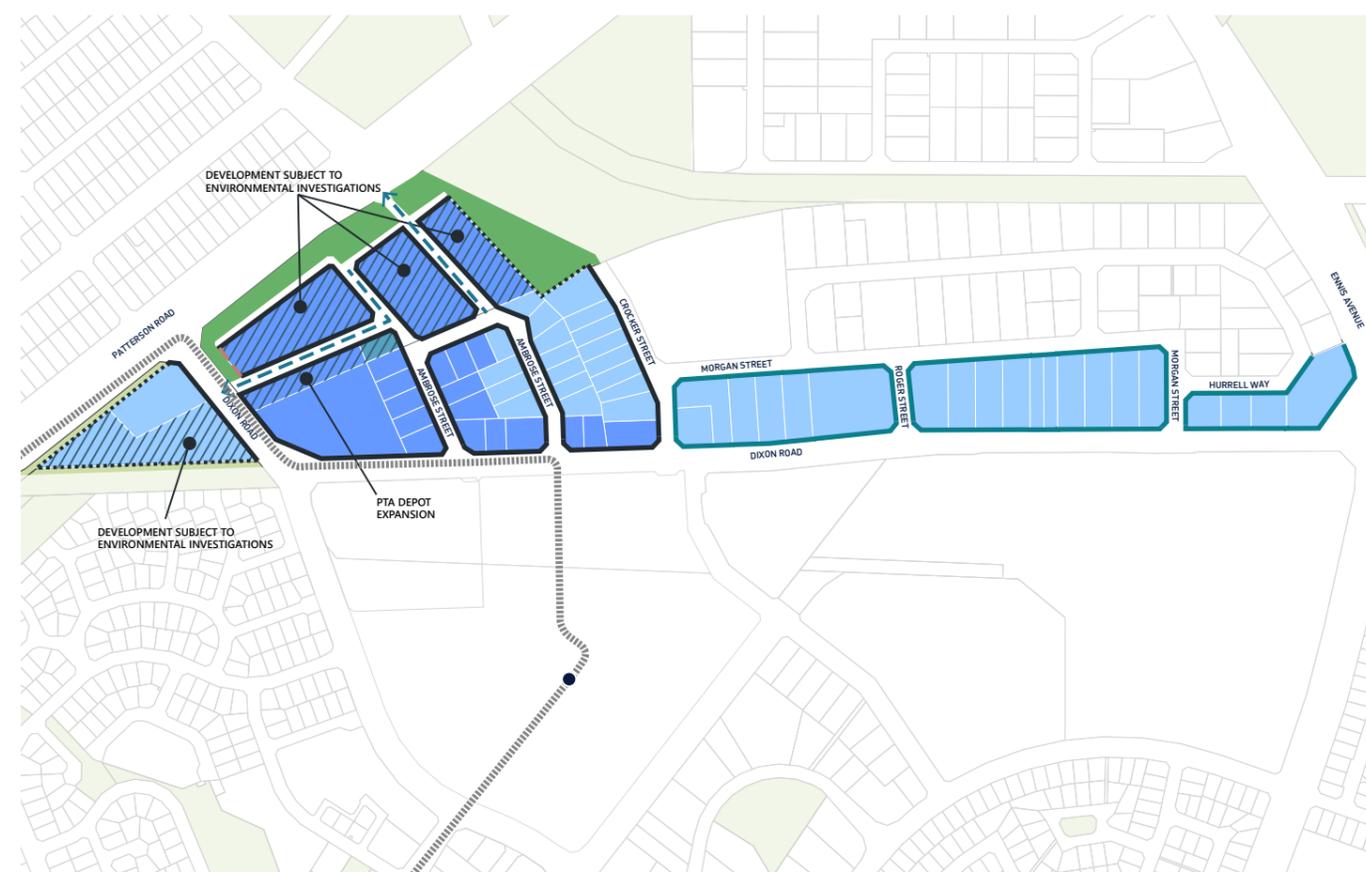
- 1) For Commercial Sub-Zoned Areas (Lot 1515 and Lot 502 Patterson Road) with an R-Code of R-AC0, built form requirements are guided by Commercial Frontage Type in **P1 - Table 9**.

#### 3.8.2 Land Use Permissibility

- 1) The land use permissibility for the following sub-zones is modified in P2 - Waterfront Village as set out below:
  - a) **Commercial and Service Commercial Sub-Zone:** Liquor Store Large will only be an 'A' use.

#### 3.8.3 Environmental Considerations

- 1) Future development of Lots 501 Patterson Road and Lots 502 and 503 Dixon Road must undertake the following prior to subdivision and development:
  - a) Conduct appropriate Flora and Fauna surveys and impact assessments prior any clearing of vegetation and/or bushland. Retain areas of threatened fauna habitat as identified by these surveys.
  - b) Development of an environmental management plan at development stage detailing mitigation strategies, triggers and contingency actions.
  - c) Obtain any necessary clearing permits under the relevant environmental legislation.



P1 - Figure 20: Dixon Road Sub-Precinct Requirements

#### Legend

<b>Building Height</b>	<b>Frontage Types</b>	<b>Other Elements</b>	<b>Movement</b>
3 Storeys	POS/PAW	Public Open Space	Proposed RCCTS Route/Stops
4 Storeys	Commercial	Environmental Investigations	Proposed Roads
	Boulevard/Major Road		

P1 - Table 15: Dixon Road Built Form Controls

Provision	Provision	Frontage Type	
		Commercial	Boulevard/Major Road
<b>Land Use</b>	Preferred Land Use at Street Level	<b>Non-Residential:</b> Office	<b>Non-Residential:</b> Bulky Goods Showroom, Light Industry, Motor Vehicle Repair, Warehouse/Storage, Trade Supplies
<b>Building Height</b>	Minimum Building Height	2 Storeys	2 Storeys
	Maximum Building Height	Refer to <b>P1 - Figure 20</b> for maximum building heights.	
	Minimum Ground Floor Finished Level to First Floor Finished Level	4.5m	4.5m
<b>Street Setbacks</b>	Minimum Primary Street	6m	6m
	Minimum Secondary Street	4m	4m
	Maximum Primary/Secondary Street	21m where car parking is provided <i>(Note: Nominally 2m walkway, 5.5m parking, 6m access, 6m landscaping)</i>	21m where car parking is provided <i>(Note: Nominally 2m walkway, 5.5m parking, 6m access, 6m landscaping)</i>
<b>Side and Rear Setbacks</b>	Minimum Side Setbacks	No openings: Nil With openings: 4m	No openings: Nil With openings: 4m
	Minimum Rear Setbacks		
<b>Plot Ratio</b>	Plot Ratio	Plot ratio does not apply.	
<b>Public Domain Interface</b>	On-Site Parking Between Street and Building	Permitted	Permitted
<b>Vehicle Access/ Parking</b>	Direct Vehicle Access	Permitted, unless fronting Dixon Road. No new crossovers on Dixon Road are permitted.	Permitted, unless fronting Dixon Road. No new crossovers on Dixon Road are permitted.
<b>Facade Design (Street Level)</b>	Minimum Clear Glazing %	70% of building frontage	50% of building frontage
	Minimum Frontage Build Out	70% (up to 30% for crossover/side setbacks)	70% (up to 30% for crossover/side setbacks)
	Awnings as a Minimum % of Building Frontage	70%	70%
	Awnings Minimum Standards	Height - 3m	Height - 3m
<b>Deep Soil</b>	Landscaping and deep soil shall be provided in accordance with the requirements set out in <b>Section 2.3.8</b> .		
<b>Landscape</b>			
<b>Other Requirements</b>	Environmental Investigations	In addition to <b>Clause 3.8.3</b> , lots designated on <b>P1 - Figure 20</b> as requiring 'future investigation' shall require necessary environmental approvals including: <ul style="list-style-type: none"> <li>• A clearing permit assessed under <i>Environmental Protection Act 1986 and the Environmental Protection (Clearing of Native Vegetation) Regulations 2004</i>;</li> <li>• Potential retention of black cockatoo habitat trees under <i>Planning and Development Act 2005</i>;</li> <li>• Potential retention of existing mature trees on Patterson Road; and</li> <li>• Fauna Relocation and Management Plan to the satisfaction of the City.</li> </ul>	
	POS/PAW Edge	For sites abutting POS, the building design should increase overlooking opportunities through orientation of windows and openings towards POS for passive surveillance.	





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