City of Rockingham

Rockingham Strategic Centre Precinct Structure Plan

April 2023

DRAFT FOR PUBLIC ADVERTISING

ENDORSEMENT PAGE

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

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

DATE

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

_____

An officer of the Commission duly authorised by the Commission pursuant to section 16 of the Planning and Development Act 2005 for that purpose, in the presence of:

_____ Witness

_____ Date

_____ Date of Expiry

TABLE OF AMENDMENTS

AMENDMENT NO.	SUMMARY OF THE AMENDMENT	AMENDMENT TYPE	DATE APPROVED BY WAPC

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.

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 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 Town 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 SPP 7.2, 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: Celebrate; Connect; Enable.

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 preeminent 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. It 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 City is large and linking its key nodes just through active transport has limitations. As such, establishment of the RCCTS will bring Rockingham's station, city centre and waterfront together in a sustainable, accessible and reliable way.

Enable – Despite its maturity, the RSC still has enormous potential with major development opportunities existing in many of its sub-precincts, namely the city centre and waterfront. 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. Refer accompanying RPSP documentation (advertised concurrently) for further details regarding the PSP and its implementation.

PART ONE: IMPLEMENTATION

Revision Letter	Date	Reason for Issue	INITIAL
A	05-11-2021	Work in Progress Draft (Part 2) for Client Review	NT
B	21-12-2021	Draft RPSP (Part 1 and Part 2)	NS
C	14-04-2022	Draft RPSP (Part 1 and Part 2)	NS
D	26-04-2022	Final Draft RPSP (Part 1 and Part 2) For Advertising	NS

Project No: 44322

Project Name: Rockingham Strategic Centre - Precinct Structure Plan

Prepared for:

city of Rockingham

Project Team:

Hames Sharley	Planning, Urban Design, Architecture
Shape Urban	Stakeholder Engagement
Franklin Planning	Scheme Amendment
FAR Lane	Economics
Stantec	Transport Water Management Environment Engineering Services

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PART ONE: IMPLEMENTATION

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IMPLEMENTATION

1.1 PRECINCT PLAN AREA

The Rockingham Precinct Structure Plan (RPSP) shall apply to the Rockingham Strategic Centre (RSC) being the land contained within the inner edge of the line denoting the activity centre boundary as shown on **P1 - Figure 1**.

The RSC totals an area of 533 ha.

1.2 OBJECTIVES

The following objectives apply to all areas within the RPSP area. 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 and land assembly strategies 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 precincts and along transport corridors to increase the Strategic Centre's population base.

+ Promote active day and night time retail and social environments.

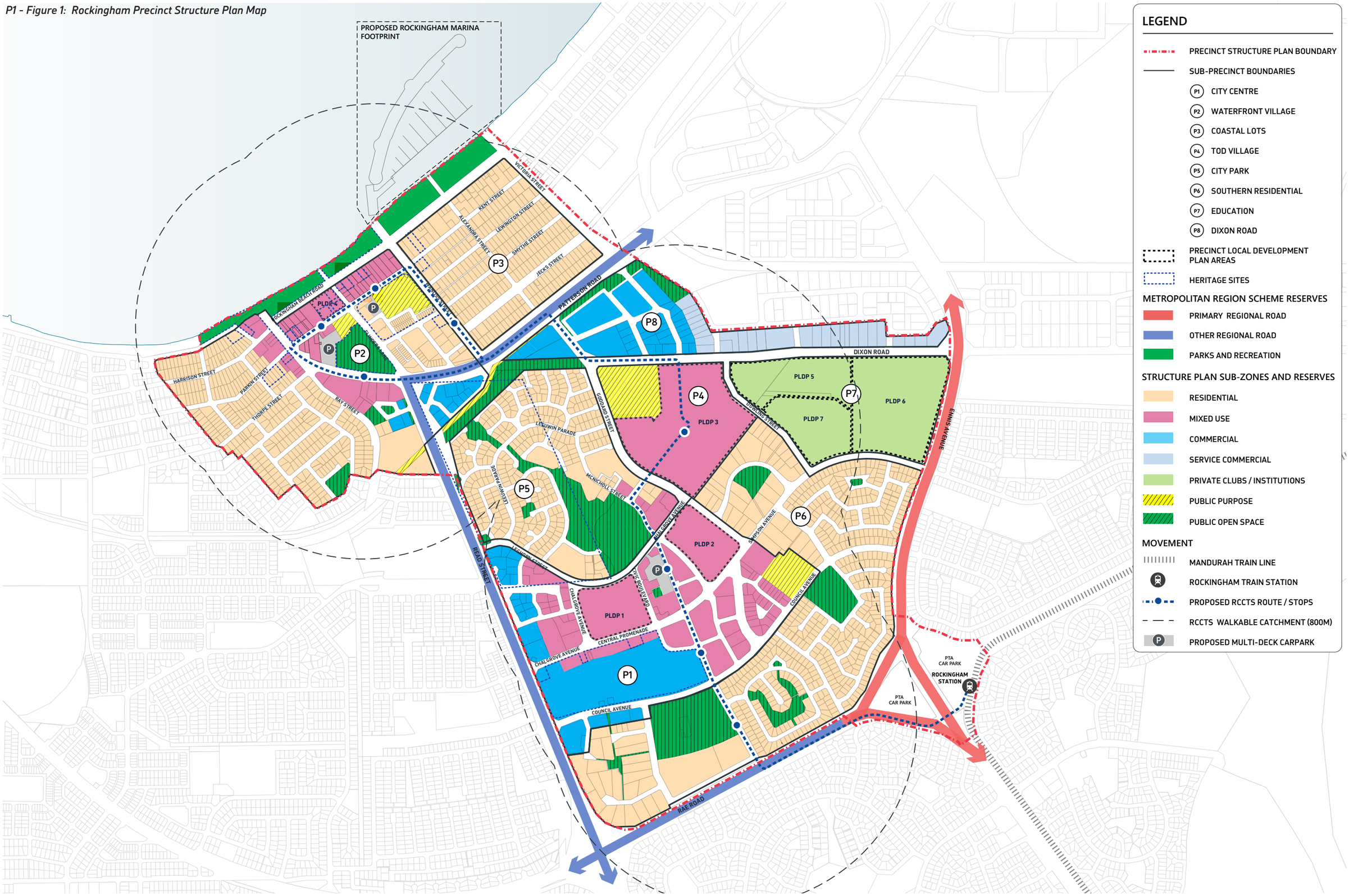
1.2.6. BUILT FORM

+ 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: Rockingham Precinct Structure Plan Map



LEGEND

- PRECINCT STRUCTURE PLAN BOUNDARY
- SUB-PRECINCT BOUNDARIES
  - P1 CITY CENTRE
  - P2 WATERFRONT VILLAGE
  - P3 COASTAL LOTS
  - P4 TOD VILLAGE
  - P5 CITY PARK
  - P6 SOUTHERN RESIDENTIAL
  - P7 EDUCATION
  - P8 DIXON ROAD
- PRECINCT LOCAL DEVELOPMENT PLAN AREAS
- HERITAGE SITES

METROPOLITAN REGION SCHEME RESERVES

- PRIMARY REGIONAL ROAD
- OTHER REGIONAL ROAD
- PARKS AND RECREATION

STRUCTURE PLAN SUB-ZONES AND RESERVES

- RESIDENTIAL
- MIXED USE
- COMMERCIAL
- SERVICE COMMERCIAL
- PRIVATE CLUBS / INSTITUTIONS
- PUBLIC PURPOSE
- PUBLIC OPEN SPACE

MOVEMENT

- MANDURAH TRAIN LINE
- ROCKINGHAM TRAIN STATION
- PROPOSED RCCTS ROUTE / STOPS
- RCCTS WALKABLE CATCHMENT (800M)
- PROPOSED MULTI-DECK CARPARK

P1 - Figure 2: Rockingham Precinct Structure Plan - Residential Density Plan

PROPOSED ROCKINGHAM MARINA FOOTPRINT

P1 CITY CENTRE
P2 WATERFRONT VILLAGE
P3 COASTAL LOTS
P4 TOD VILLAGE
P5 CITY PARK
P6 SOUTHERN RESIDENTIAL
P7 EDUCATION
P8 DIXON ROAD

PLDP 1
PLDP 2
PLDP 3
PLDP 4

VICTORIA STREET
KENT STREET
LEWINGTON STREET
SMYTHE STREET
JECKS STREET
ALEXANDRA STREET
ROCKINGHAM BEACH ROAD
FLINDERS LANE
HARRISON STREET
PARKER STREET
THORPE STREET
RAY STREET
PATTERSON ROAD
DIXON ROAD
GODDARD STREET
LEEUWIN PARADE
MCNICHOLL STREET
DUNCRAIG STREET
EMNY AVENUE
SIMPSON AVENUE
CHALGROVE AVENUE
CENTRAL PROMENADE
COUNCIL AVENUE
RAE ROAD
READ STREET
ROCKINGHAM STATION

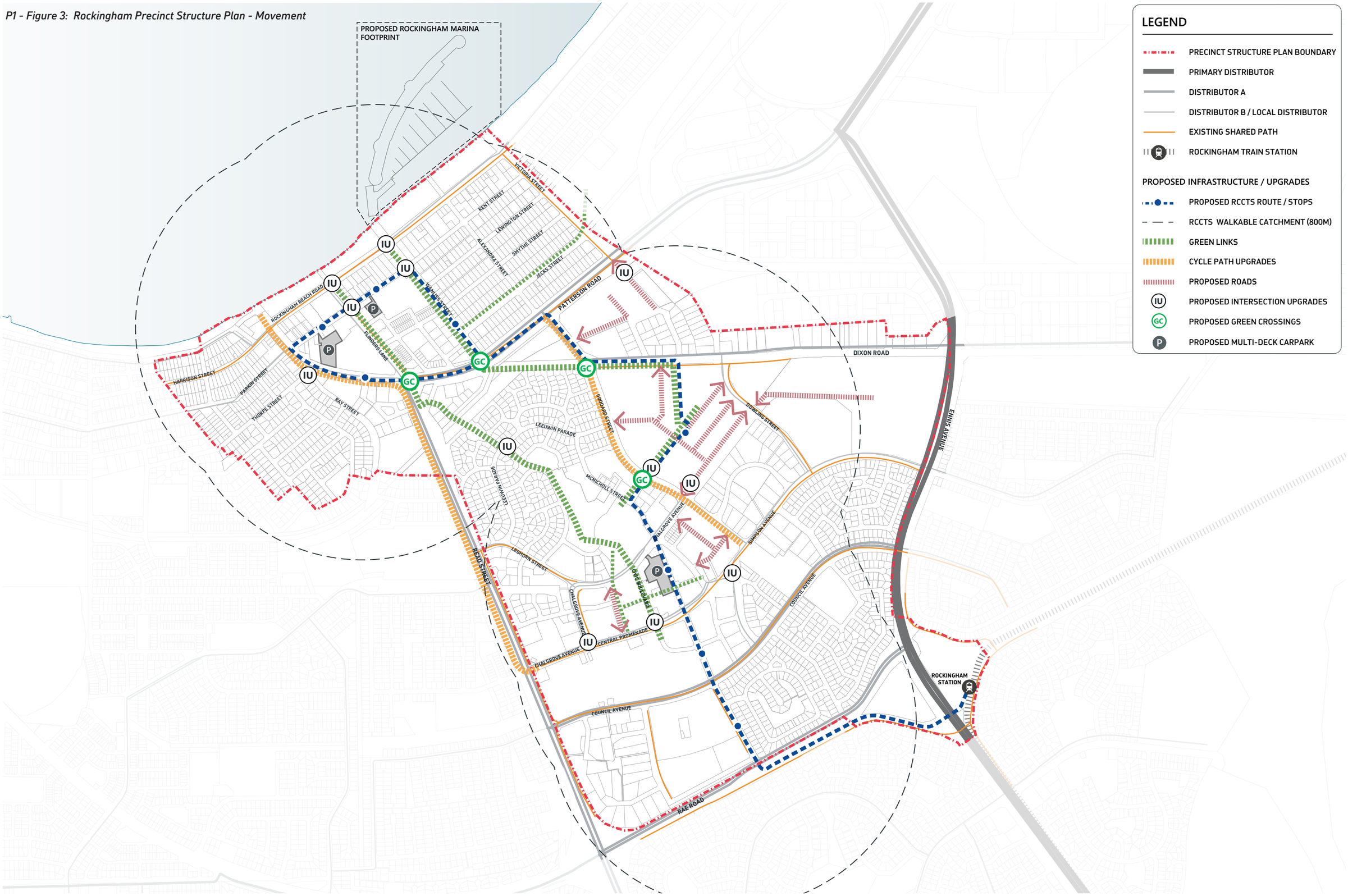
LEGEND

PRECINCT STRUCTURE PLAN BOUNDARY
SUB-PRECINCT BOUNDARIES
PRECINCT LOCAL DEVELOPMENT PLAN AREAS

RESIDENTIAL DENSITY
RESIDENTIAL - R40
RESIDENTIAL - R60
RESIDENTIAL - R80
MIXED USE - RAC-0

MOVEMENT
MANDURAH TRAIN LINE
ROCKINGHAM TRAIN STATION
PROPOSED RCCTS ROUTE / STOPS
RCCTS WALKABLE CATCHMENT (800M)

P1 - Figure 3: Rockingham Precinct Structure Plan - Movement



LEGEND

- PRECINCT STRUCTURE PLAN BOUNDARY
- PRIMARY DISTRIBUTOR
- DISTRIBUTOR A
- DISTRIBUTOR B / LOCAL DISTRIBUTOR
- EXISTING SHARED PATH
- ROCKINGHAM TRAIN STATION

PROPOSED INFRASTRUCTURE / UPGRADES

- PROPOSED RCCTS ROUTE / STOPS
- RCCTS WALKABLE CATCHMENT (800M)
- 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 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 and Peel*, and *State Planning Policy 7.2 Precinct Design*.

1.3.1. SCHEME RELATIONSHIP

The City of Rockingham Town Planning Scheme No.2 (TPS2) zones the RPSP area as 'Strategic Centre'.

The objectives and development standards of the RPSP are complementary to the provisions, standards or requirements of TPS2.

Where it is otherwise not covered, the provisions of TPS2 and State Planning Policy 7.3 - Residential Design Codes (R-Codes) shall prevail. All relevant policies of the Western Australian Planning Commission, and City of Rockingham also apply.

Where a Local Development Plan or Development Application 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 or Precinct 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. VARIATION TO THE R-CODES

The R-Codes applies to this Precinct Structure Plan in the following ways.

R-Codes Volume 1 applies for all single house(s) and grouped dwellings; and multiple dwellings in areas coded less than R40. Deemed-to-comply provisions of the R-Codes Volume 1 that are amended or replaced by the RPSP are done so in accordance with Part 7 of that policy, and are as follows:

+ Street Setback (sub-clauses 5.1.2);
+ Lot boundary Setback (sub-clauses 5.1.3);
+ Open Space Provision (sub-clause 5.1.5);

+ Building Height (sub-clauses 5.1.6);
+ Setback of Garages and Carports (sub-clauses 5.2.1);
+ Landscaping (sub-clauses 5.3.2); and
+ Vehicular Access (sub-clauses 5.3.5).

R-Codes Volume 2 applies for multiple dwellings in areas coded R40 or greater; within mixed use development and activity centres. Acceptable Outcome provisions of the R-Codes Volume 2 that are amended or replaced by the RPSP are done so in accordance with Part 1.2 of that policy, and are as follows:

+ Section 2.2 - Building Height;
+ Section 2.3 - Street Setbacks
+ Section 2.4 - Side and rear setbacks
+ Section 2.5 - Plot Ratio
+ Section 3.8 - Vehicle Access
+ Section 3.6 - Public Domain Interface
+ Section 3.9 - Car and Bicycle Parking

1.3.3. INTERPRETATIONS

The RPSP applies the same definitions as set out in the *Planning and Development Act 2005* or *State Planning Policy 7.3 Residential Design Codes (Volume 1 and 2)*. Unique definitions or interpretations for the RPSP are set out as follows:

"Frontage Type" refers to the various fontage 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).

"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 Rockingham City Centre Transit System.

"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 Precinct 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 1: 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, Goddard / Louise Street, Dixon Road, Contest Parade, Read Street, Charlgrove Avenue.	City of Rockingham	City of Rockingham
	Prepare local planning policy regarding tree retention on existing lots to help minimise tree loss and contribute to enhanced urban tree canopy.	City of Rockingham	City of Rockingham
	Undertake relevant environmental studies (including appropriate Flora and Fauna Studies) for Lot 501 Patterson Road, and Lots 502 and 503 Dixon Road in P8 - Dixon Road to determine land suitability.	City of Rockingham / State Government	DWER, EPA, 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	DWER
	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 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
Medium	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 2: 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
	Preparation of PLDP3 to guide subdivision and development in the TOD Village Precinct.	State Government, City of Rockingham	State Government, City of Rockingham
	Preparation of PLDP1 and PLDP2 to establish a vision to stimulate development of major vacant land parcels in the City Centre.	Private Landowner/s	City of Rockingham
	Establish new dedicated mid-block connections between Rockingham Beach Road and Kent Street in P2.	City of Rockingham Landowners	Private Landowners

P1 - Table 3: Public Realm Actions

PRIORITY	ACTION	RESPONSIBILITY	STAKEHOLDERS
Short	Develop more detailed Public Realm Style Guide for key precincts as recommended. To include audit of existing assets.	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	Aboriginal Advisory Group, Local Artists
	Implement Patterson Road / Flinders Lane and Patterson Road / Wanliss Street 'Green Link Crossings' as trials.	City of Rockingham	MRWA
	Complete City Park Green Link with new path connections and planting from Bunbury Place to Patterson Road.	City of Rockingham	Landowners
	Establish Wanliss and Jecks Street Green Links.	City of Rockingham	Landowners
	Deliver POS in accordance with approved PLDP3 layout as part of delivery.	DevelopmentWA, City of Rockingham	
Medium	Implement Goddard Street / Market Street 'Green Link Crossing' as part of PLDP4 delivery (timing can therefore vary).	City of Rockingham	MRWA, DevelopmentWA
	Establish Dixon Road Green Link to Wanliss Street, including 'Green Link Crossing' at Goddard Street.	City of Rockingham	City of Rockingham MRWA

P1 - Table 4: Movement Actions

PRIORITY	ACTION	RESPONSIBILITY	STAKEHOLDERS
Short	Undertake investigations and detailed design 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, PTA
	Undertake investigations and detailed design 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 PLDP3.	City of Rockingham	Development WA, MRWA, PTA
Medium	Undertake investigations and detailed design of Central Promenade / Simpson Avenue intersection to enhance movement permeaibility 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, DOT
	Detailed design and construction of Read Street / Goddard Street cycle path upgrades.	City of Rockingham	
Long	Expand RCCTS from Charlgrove Avenue to Waterfront Village. To be delivered as part of PLDP3 implementation.	PTA, City of Rockingham	MRWA, PTA
	Investigation for design and construction of new intersection at Patterson Road / Ambros 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 P2 Waterfront Village (subject to land availability).	City of Rockingham	Landowners

02

SUBDIVISION AND DEVELOPMENT REQUIREMENTS

2.1 LAND USE

2.1.1. LAND USE PERMISSIBILITY

1. Land use permissibility within the RPSP shall be determined in accordance with the Rockingham Strategic Centre Land Use table set out in TPS2.

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

2. The land use permissibility for the following sub-zones varies dependent on sub-precinct location (refer **P1 - Figure 1**), as set out below:

   (a) **Mixed Use Sub-Zone:** Nightclub, Amusement Parlour, and Betting Agency will only be an 'A' use in P1 - City Centre and P2 - Waterfront Village.

   (b) **Mixed Use and Commercial Sub-Zone:** Brewery will only be an 'A' use in P1 - City Centre and P2 - Waterfront Village.

   (c) **Commercial and Service Commercial Sub-Zone:** Liquor Store Large will only be an 'A' use in P1 - City Centre, P2 - Waterfront Village, and P8 - Dixon Road.

3. Land use permissibility for Restricted Premises will only be supported on land having a street frontage to any of the following streets within the Commercial Sub-Zone:

   (a) Civic Boulevard;

   (b) Council Avenue;

   (c) Central Promenade;

   (d) Syren Street;

   (e) Contest Parade; and

   (f) Read Street.

2.1.2. TIME LIMITED APPROVALS FOR INTERIM USES

Development and activation of existing large vacant lots within strategic locations of the Rockingham Strategic Centre 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 the City's Local Planning Scheme No.2 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. Time limited approvals for interim uses will only be considered in the following geographical areas (as identified on the RPSP Structure Plan Map):

   (a) PLDP 1 area (bounded by Charlgrove Avenue, Civic Boulevard, and Central Promenade)

   (b) PLDP 2 area (bounded by Charlgrove / Simpson Avenues, and Whitfield / Louise Streets)

   Note: An application for temporary development in the areas identified in Clause 2.1.2 (1) may be considered without prior approval of a PLDP at the discretion of the City.

2. Time limited approvals for interim uses shall meet all provisions set out in the City's Local Planning Scheme No.2 and this Precinct Structure Plan, 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

      (ii) Cinema / Theatre

      (iii) Art Gallery

      (iv) Restaurant/Cafe

      (v) Market

   (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.

5. Any subdivision associated with an interim use must consider the requirements set out in Section 2.2.4 (1) of the RPSP.

Temporary Development definition: A development that is intended to be temporary in nature, where the proponent can demonstrate the development's construction cost can give the proponent a return on investment within five years (to the satisfaction of the City).

2.2 GENERAL REQUIREMENTS

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 Precinct Development Requirements (Section 03).

2.2.1. RESIDENTIAL DENSITY

1. Residential density shall be in accordance with **P1 - Figure 2**, or an approved Precinct Local Development Plan prepared in accordance with **Section 2.3**.

2.2.2. BUILDING HEIGHTS

GENERAL

1. Building heights shall comply with the minimum and maximum building heights set out in the City of Rockingham's Local Planning Scheme, **Section 03** of the RPSP, or an approved Precinct Local Development Plan prepared in accordance with **Section 2.3**.

BONUS HEIGHT CRITERIA

2. In Precinct 1 City Centre lots designated for bonus height (on **P1 - Figure 4**) are permitted a maximum height of 12 storeys, if it can be demonstrated that all of the criteria set out below can be met:

   (a) Provides a development response that provides a visual gateway to the City Centre;

   (b) Is located on a single consolidated site within the City Centre Precinct, with a minimum site area of 5,000m^2;

   (c) Is consistent with the objectives of both the RPSP (**Section 1,2**) and City Centre Sub-Precinct (**Section 3.1**); and

   (d) Can demonstrate alignment with the 10 principles set out in *State Planning Policy 7.0: Design of the Built Environment* to the satisfaction of the City's Design Review Panel (or the State Design Review Panel if applicable).

3. In Precinct 2 Waterfront Village lots designated for bonus height (on **P1 - Figure 7**) are permitted a maximum height up to 12 storeys subject to the following criteria:

   (a) Is located on a single consolidated site within the Waterfront Village Precinct, with a minimum site area of 2,000m^2;

   (b) Is consistent with the objectives of both the RPSP (**Section 1,2**) and Waterfront Village Sub-Precinct (**Section 3.2**);

   (c) Can demonstrate alignment with the 10 principles set out in *State Planning Policy 7.0: Design of the Built Environment* to the satisfaction of the City's Design Review Panel (or the State Design Review Panel if applicable);

   (d) 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

   (e) Contributes to improvements to local character and identity (to a standard supported by the City's Design Review Panel or State Design Review Panel if applicable) through:

      (i) Provision of a dedicated pedestrian walkway between Kent Street and Rockingham Beach Road (in dedicated locations) that demonstrates a design); OR

      (ii) Preserves / revitalises existing heritage buildings and/or recognises historical stories through reinterpretation.

4. In Precinct 2 Waterfront Village lots designated for bonus height (on **P1 - Figure 7**) are permitted a maximum height up to 24 storeys subject to the following criteria:

   (a) Satisfaction of all criteria listed in Clause 2.2.2. (3) (b-e); and

   (b) Is located on a single consolidated site within the Waterfront Village Precinct, with a minimum site area of 1 hectare (10,000m^2).

2.2.3. STREET INTERFACE

1. Building frontages shall be in accordance with the precinct development requirements set out in **Section 03**.

2.2.4. SUBDIVISION AND AMALGAMATION

1. In the City Centre (P1) and Education (P7) Sub-Precincts, subdivision will not be supported unless the following criteria are met to the satisfaction of the City:

   (a) The resultant lot/s are 2,000m^2 or larger; or

   (b) 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

   (c) The subdivision has been delivered in accordance with an approved PLDP prepared in accordance with the requirements of **Section 2.3**; or

   (d) The subdivision relates to development which has been approved and the construction of which is substantially commenced; or

   (e) Subdivision is not associated with an interim or temporary use.

2. In the Waterfront Village (P2), Coastal Lots (P3), City Park (P5), and Southern Residential (P6) Sub-Precincts, new development will not be supported unless the following criteria are met to the satisfaction of the City:

   (a) The resultant lot/s have a minimum lot size of 1,000m^2; and

   (b) 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, battle-axe subdivision will not be permitted.
4. In the TOD Village (P4), subdivision must be delivered in accordance with an approved PLDP prepared in accordance with the requirements of **Section 2.3**.
5. Pursuant to s.153(1)(b) of the Planning and Development Act 2005, all subdivision of land that creates three or more lots must be subject to a condition requiring that the owner of the land provide 10% of the site area; or make a payment equal to 10% of the value of that land to the City of Rockingham.

2.2.5. 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 required with one crossover per lot. This also applies to lots that may be amalgamated in accordance with Section 2.2.4 (2).
   - **(b)** Visitor parking must be accommodated on-site.
3. Parking within the RPSP shall be provided at the ratios specified in **P1 - Table 5**:

P1 - Table 5: RPSP Parking Requirements

LAND USE	PARKING STANDARDS
Residential Uses (All Sub-Precincts)	Shall be provided in accordance with SPP 7.3 Residential Design Codes Volume 1 and 2.
Non-Residential Uses (P1, P2, P4)	Parking for non-residential uses to be provided at a rate of 1 bay per 25m² NLA.
Non-Residential Uses (P8)	Parking for Bulky Goods Showroom, Warehouse/Storage uses to be provided at a rate of 1 bay per 60m² NLA. Parking for all other non-residential uses to be provided at a rate of 1 bay per 25m² NLA for all

CASH-IN-LIEU OF CAR PARKING

4. Where an applicant proposes a development which is required to provide car parking bays in accordance with 2.2.5 (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 Local Planning Scheme.
   - **(a)** For change of use applications less than 300m² NLA in size cash-in-lieu of parking requirements do not apply.

2.2.6. BICYCLE PARKING AND END OF TRIP FACILITIES

1. For residential development, bicycle parking and end of trip facilities shall be provided in accordance with SPP 7.3 Residential Design Codes (Volume 1 or Volume 2).

2. For non-residential development, bicycle parking and end of trip facilities shall be provided in accordance with City of Rockingham Planning Policy No.3.3.14 Bicycle Parking and End-Of-Trip Facilities.

2.2.7. LANDSCAPE AND DEEP SOIL

To achieve the RPSP's urban ecology and public realm objectives, all development 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 2.2.6 (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 6**, and the below standards:

P1 - Table 6: RPSP Deep Soil Requirements

SITE AREA	MINIMUM DEEP SOIL	MINIMUM REQUIREMENT FOR TREES*
Less than 700m²	10% **OR** 7% if existing tree(s) retained on site (% site area)	1 medium tree and small trees to suit area
700 – 1,000m²		2 medium trees **OR** 1 large tree** and small trees to suit area
> 1,000m²	*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)*	1 large tree** and 1 medium tree for each additional 400m² in excess of 1000m² **OR** 1 large tree** for each additional 900m² in excess of 1000m² and small trees to suit area

**Tree sizes to be in accordance with those set out in Table 3.3b of SPP 7.3 Residential Design 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.

2.2.8. HERITAGE MANAGEMENT

1. Existing heritage buildings (as shown on **P1 - Figure 1**) be retained and incorporated into any new development proposal.
2. All development to be delivered in accordance with the requirements set out in City of Rockingham Planning Policy No. 3.3.21 Heritage Conservation and Development.

2.2.9. FACADE DESIGN

1. New buildings must be of a high architectural quality, incorporating articulated facades with large openings to the street or clear glazing, fenestration, parapet treatments and other detailing and materials that respect and complement the established character of the RPSP.
2. Materials must be attractive, durable and easy to maintain.

2.2.10. PUBLIC ART

1. A public art contribution is required pursuant to Planning Policy 3.3.25 - Percent for Public Art - Private Developer Contribution.

2.2.11. 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.

2.2.12. ENVIRONMENTAL CONSIDERATIONS

1. A conservation category wetland is mapped within P1 - City Centre, Lot 201 Chalgrove Avenue and Lot 103 Council Avenue 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.

2. Priority and threatened species are known to occur in the RPSP area and might be disturbed by future development. Lots 501 Patterson Road and Lots 502 and 503 Dixon Road and Lot 1511 Dowling Street (Mike Barnett Sports Complex) 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.

   (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.

2.2.13. 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 andf 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

2. Lot 9001 (7) McNicholl Street is classified as 'Remediated for Restricted Use' by DWER. The following must be undertaken prior to subdivision andf 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.

2.2.14. URBAN WATER MANAGEMENT

1. All PLDP areas and/or major development sites (1 ha or greater) shall require the preparation of a water management strategy prior to subdivision and devevelopment.
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 criteira identified in the RPSP Water Management Strategy and will achieve the criteria in Section 2.2 (of **Appendix 1**).

2.3 LOCAL DEVELOPMENT PLAN

2.3.1. PRECINCT LOCAL DEVELOPMENT PLANS

A Precinct Local Development Plan (PLDP) will be required prior to subdivision and development for all sites identified on **P1 - Figure 1**. A summary of required PLDPs is provided in **P1 - Table 7**.

P1 - Table 7: Precinct Local Development Plans

LDP	SUB-PRECINCT	PLDP INTENT	RESPONSIBILITY
PLDP1	P1 - City Centre	To coordinate future subdivision and development of the lots bounded by Civic Boulevard, Central Promenade, and Charlgrove Avenue in the City Centre. As the site incorporates two landowners, preparation of separate PLDPs may be considered by the City. Refer to **Section 3.1.2** for further details.	Private Landowner/s
PLDP2	P1 - City Centre	To coordinate future subdivision and development of the lots bounded by Charlgrove Avenue, Whitfield Street, Simpson Avenue, and Louise Street in the City Centre. Any development and subdivision applications must have consideration for environmental requirements set out in **Section 2.2.12**. Refer to **Section 3.1.3** for further details.	Private Landowner
PLDP3	P4 - TOD Village	To coordinate future subdivision and development of the Dixon Road playing fields, to provide a balance of high density residential and employment opportunities along the RCCTS Route. Establish a green link between Goddard and Dowling Streets including the potential retention of remnant vegetation and associate fauna habitats in the vicinity of the Goddard Street frontage. Any development and subdivision applications must have consideration for environmental requirements set out in **Section 2.2.12**. Refer to **Section 3.4.2** for further details	Local and State Government
PLDP4	P2 - Waterfront Village	To guide and coordinate future development of the Rockingham Beach Hotel Site. The PLDP shall have consideration for the following: + Conservation of conservation of the Rockingham Hotel and associated walls. + Retention of relocation (on-site) of existing mature trees. + Provision of a mid-block pedestrian connection between Kent Street and Rockingham Beach Road. + Contaminated site requirements set out in **Section 2.2.13**.	Private Landowner
PLDP5	P7- Education	To guide and coordinate future development on the Murdoch University Campus. The PLDP shall have consideration for the following: + Construction of new loop road. + Exploration for centralised public open space, capable of holding organised sport. + Potential location for a primary school. + Heights to be limited to 3-5 storeys.	State Government / Murdoch University
PLDP6	P7- Education	To guide and coordinate future development on the South Metropolitan TAFE Campus. Heights in this area to be limited to a maximum of 3-5 storeys.	State Government
PLDP7	P7- Education	To guide and coordinate future development on the Kolbe College Campus.	Private Landowner

Note: Though a PLDP is required for development on the above sites, it is recognised that a number of different development scenarios may occur. Notwithstanding, Section 03 includes guidance in the form of tables and PLDP diagrams to assist in the preparation of PLDPs and set expectations for the scale and urban structure for this site.

Subdivision and development within nominated PLDP Areas will apply the provisions of, and be read in conjunction with the RPSP. Where the provisions of the RPSP and an approved PLDP vary, the provisions of the approved PLDP shall prevail.

Information required to be submitted as part of the PLDP shall include that set out in Section 5 of the *State Planning Policy 7.2 - Precinct Design* Manner and Form document which includes the following:

+ LDP Area
+ Purpose of LDP
+ LDP Operation
+ Relationship to the Residential Design Codes
+ Staging
+ Vision
+ Development Provisions

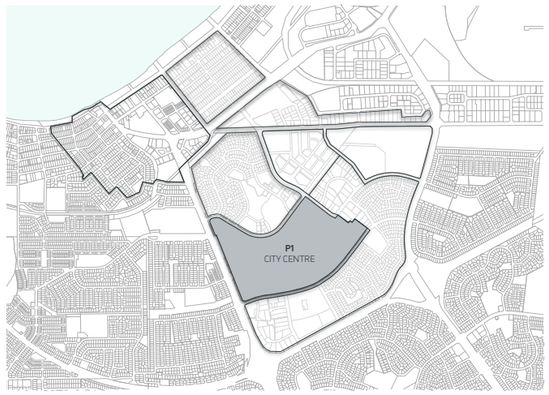
2.3.2. LOCAL DEVELOPMENT PLANS

1. Local Development Plans (LDPs) 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 *Local Planning Scheme Regulations (2015)*.
2. The following Integrated Development Guide Plans will continue to have effect in the following locations:
   - **(a)** Corner Council Avenue and Goddard Street, Rockingham.
   - **(b)** Lot 359 Bounded by Goddard Street, Market Street, McNicholl Street, and Marks Place, Rockingham.
   - **(c)** Lot 2 Bounded Leghorn Street, Leach Crescent, and Livingstone Street, Rockingham

03

SUB-PRECINCT DEVELOPMENT REQUIREMENTS

3.1 P1 - CITY CENTRE



SUB-PRECINCT INTENT

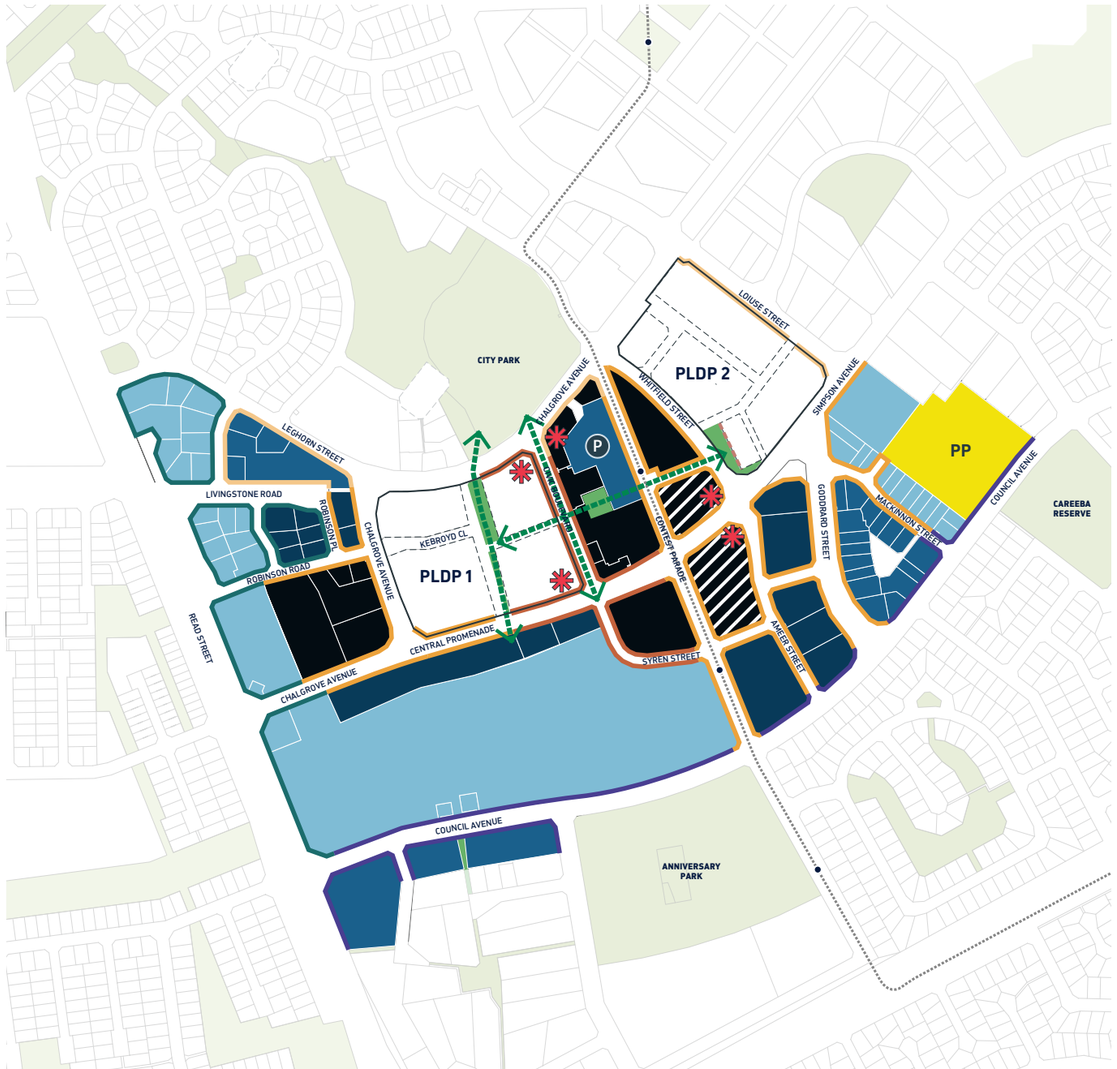
Anchored by the shopping centre and civic precinct, the City Centre will provide the primary economic and employment focus of the RSC. Higher density housing and new commercial development creates a critical mass of people who enjoy highly permeable and walkable urban streets, that connect major public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

3.1.1. DEVELOPMENT REQUIREMENTS

In addition to the General Development Standards provided in Section 02, the provisions set out in **P1 - Table 8** shall apply to the area included within the City Centre Sub-Precinct Plan (**P1 - Figure 4**).



P1 - Figure 4: City Centre Sub-Precinct Requirements

LEGEND

BUILDING HEIGHT
- 2 STOREYS
- 3 STOREYS
- 4 STOREYS
- 6 STOREYS
- 8 STOREYS
- 8 STOREYS (BONUS UP TO 12 STOREYS)

FRONTAGE TYPES
- POS / PAW
- LANEWAY
- URBAN RESIDENTIAL
- URBAN MIXED USE
- MAIN STREET
- COMMERCIAL
- BOULEVARD

OTHER ELEMENTS
- PLDP BOUNDARY
- PROPOSED LOTS
- PUBLIC OPEN SPACE
- PUBLIC PURPOSE
- PROMINENT CORNERS

MOVEMENT
- PROPOSED RCCTS ROUTE / STOPS
- GREEN LINKS
- MULTI-DECK CAR PARK (PUBLIC)

P1 - Table 8: City Centre Built Form Controls

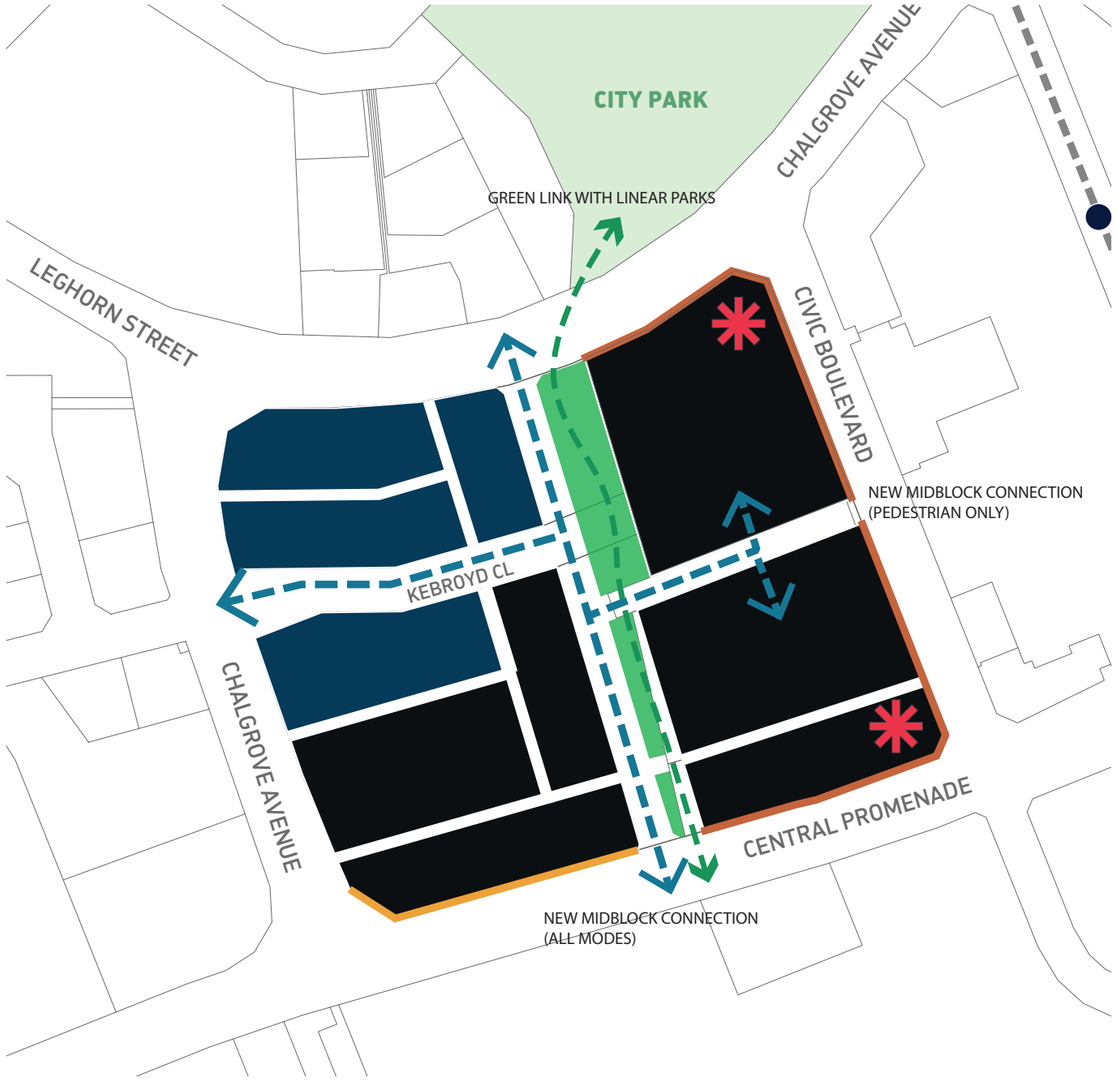
CODE	ELEMENT	PROVISION	FRONTAGE TYPE		
			MAIN STREET	URBAN STREET MIXED USE	URBAN STREET RESIDENTIAL
CC1	**Building Height (read with 'Floor Levels')**	Minimum Podium Height	2 Storeys	2 Storeys	2 Storeys
		Maximum Podium Height	3 Storeys	3 Storeys	3 Storeys
		Maximum Building Height	Refer to **P1 - Figure 4** for maximum building heights.		
CC2	**Street Setback**	Minimum Front Setback	Nil	Nil	2m
		Maximum Front Setback	Nil	3m	3m
		Minimum Front Setback Above Podium	3m	3m (additional to front setback)	3m (additional to front setback)
CC3	**Side / Rear Setbacks**	Minimum Side and Rear Setbacks (Podium)	Nil	Nil	Nil
		Minimum Side and Rear Setbacks (Above Podium non-residential)	No openings: Nil With openings: 4m	No openings: Nil With openings: 4m	No openings: Nil With openings: 4m
		Minimum Side and Rear Setbacks (Above Podium residential)	For residential development, privacy and building separation provisions of SPP 7.3 R-Codes (Volume 2) apply.		
CC4	**Land Use**	Preferred Land Use at Street Level	Non-residential: Shop, Convenience Store, Restaurant / Cafe, Art Gallery, Small Bar	Non-residential: Shop, Convenience Store, Restaurant / Cafe, Art Gallery, Small Bar	Multiple Dwelling, Serviced Apartments
CC5	**Floor Levels**	Minimum first floor finished level to ground floor height	4.5m	4.5m	Refer to R-Codes
		Minimum upper floor to ceiling height (residential)	3.1m	3.1m	Refer to R-Codes
		Minimum upper floor to ceiling height (non-residential)	2.7m	2.7m	Refer to R-Codes
CC6	**Street Level Interface (Non-Residential)**	Minimum Clear Glazing %	80% of building frontage of 2/3 of lot frontage (whichever is greater)	50% of building frontage	N/A
		Minimum Frontage Build Out	100%	70% (up to 30% for crossover / side setbacks)	70% (up to 30% for crossover / side setbacks)
		Awnings as a minimum % of building frontage	100%	70%	Discretionary
		Awnings Minimum Standards	Height - 3m / Width - 2.4m	Height - 3m / Width - 2.4m	Height - 3m / Width - 1.8m
CC7	**Vehicle Access**	On-site parking between street and building	Not Permitted	Not Permitted	Not Permitted
		Direct vehicle access	Not Permitted* *Unless no access can be provided from secondary frontage or rear laneway.*	Permitted in locations nominated by the City.	Permitted in locations nominated by the City.
CC8	**Open Space and Landscape**	Development sites shall incorporate landscape that is designed, developed and maintained to a standard satisfactory to the City. Landscaping and deep soil shall be provided in accordance with the requirements set out in **Section 2.2.7**.			
CC9	**Prominent Corners**	In locations identified as 'Prominent Corner' 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.			
CC10	**RCCTS Interface**	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.			

CODE	ELEMENT	PROVISION	FRONTAGE TYPE	
			COMMERCIAL STREET	BOULEVARD
CC1	**Building Height (read with 'Floor Levels')**	Minimum Podium Height	1 Storey at 7.5m	2 Storeys
		Maximum Podium Height	3 Storeys	3 Storeys
		Maximum Building Height	Refer to **P1 - Figure 4** for maximum. building heights.	
CC2	**Street Setback**	Minimum Front Setback	3m	3m
		Maximum Front Setback	15m where car parking is provided *(Note: Nominally 2m walkway, 5.5m parking, 6m access, 1.5m landscaping)*	15m where car parking is provided *(Note: Nominally 2m walkway, 5.5m parking, 6m access, 1.5m landscaping)*
		Minimum Front Setback Above Podium	N/A	3m
CC3	**Side / Rear Setbacks**	Minimum Side and Rear Setbacks (Podium)	Nil	Nil
		Minimum Side and Rear Setbacks (Above Podium non-residential)	No openings: Nil With openings: 4m	No openings: Nil With openings: 4m
		Minimum Side and Rear Setbacks (Above Podium residential)	N/A	For residential development, privacy and building separation provisions of SPP 7.3 R-Codes (Volume 2) apply.
CC4	**Land Use**	Preferred Land Use at Street Level	Non-residential: Office, Shop, Brewery, Child Care Premises, Convenience Store, Consulting Rooms, Medical Centre, Liquor Store Large	Non-residential: Office, Shop, Brewery, Child Care Premises, Consulting Rooms, Medical Centre
CC5	**Floor Levels**	Minimum first floor finished level to ground floor height	4.5m	4.5m
		Minimum upper floor to ceiling height (residential)	N/A	2.7m
		Minimum upper floor to ceiling height (non-residential)	3m	3m
CC6	**Street Level Interface (Non-Residential)**	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 / Width - 1.8m	Height - 3m / Width - 1.8m
CC7	**Movement and Access**	On-site parking between street and building	Permitted	Permitted
		Direct vehicle access	Permitted in locations nominated by the City or MRWA.	Permitted in locations nominated by the City or MRWA.
CC8	**Open Space and Landscape**	The front setback area for all new development must be landscaped. Development sites shall incorporate landscape that is designed, developed and maintained to a standard satisfactory to the City. Landscaping and deep soil shall be provided in accordance with the requirements set out in **Section 2.2.7**.		
CC9	**Prominent Corners**	In locations identified as 'Prominent Corner' 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.		
CC10	**RCCTS Interface**	N/A		

3.1.2. PLDP 1

As described in **P1 - Table 7**, the primary focus of PLDP 1 is to provide a framework to coordinate future subdivision and development of the lots shown on **P1 - Figure 5**. The lot layout shown is indicative only and is intended to inform preparation of a more detailed PLDP.

1. The following design criteria must be satisfied in the preparation of PLDP 1:
   - **(a)** Maximum building heights to be in accordance with **P1 - Figure 5**.
   - **(b)** If a specific frontage type is shown on **P1 - Figure 5**, new development must adhere to the controls set out in **P1 - Table 8**. If a specific frontage type is not shown, the following frontage types are permitted:
     - **(i)** Primary Frontage Types: Main Street, Urban Mixed Use, and Urban Residential.
     - **(ii)** Supporting Frontage Types: POS / PAW and Laneway.
   - **(c)** Prominent corners must be designed in accordance with the requirements set out in **P1 - Table 8**.
2. The following design objectives must be met:
   - **(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 between Civic Boulevard and the new north-south road as described in 3.1.2 (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.
   - **(c)** Establish a new north-south green link between City Park and Central Promenade adjacent to the the new north-south road as described in 3.1.2 (1) (a). Green link to incorporate linear parks to provide public open space for both amenity and outlook (from new developments). Linear park to include one primary open space area with a minimum area of 2,000m^2 and width of 25m.

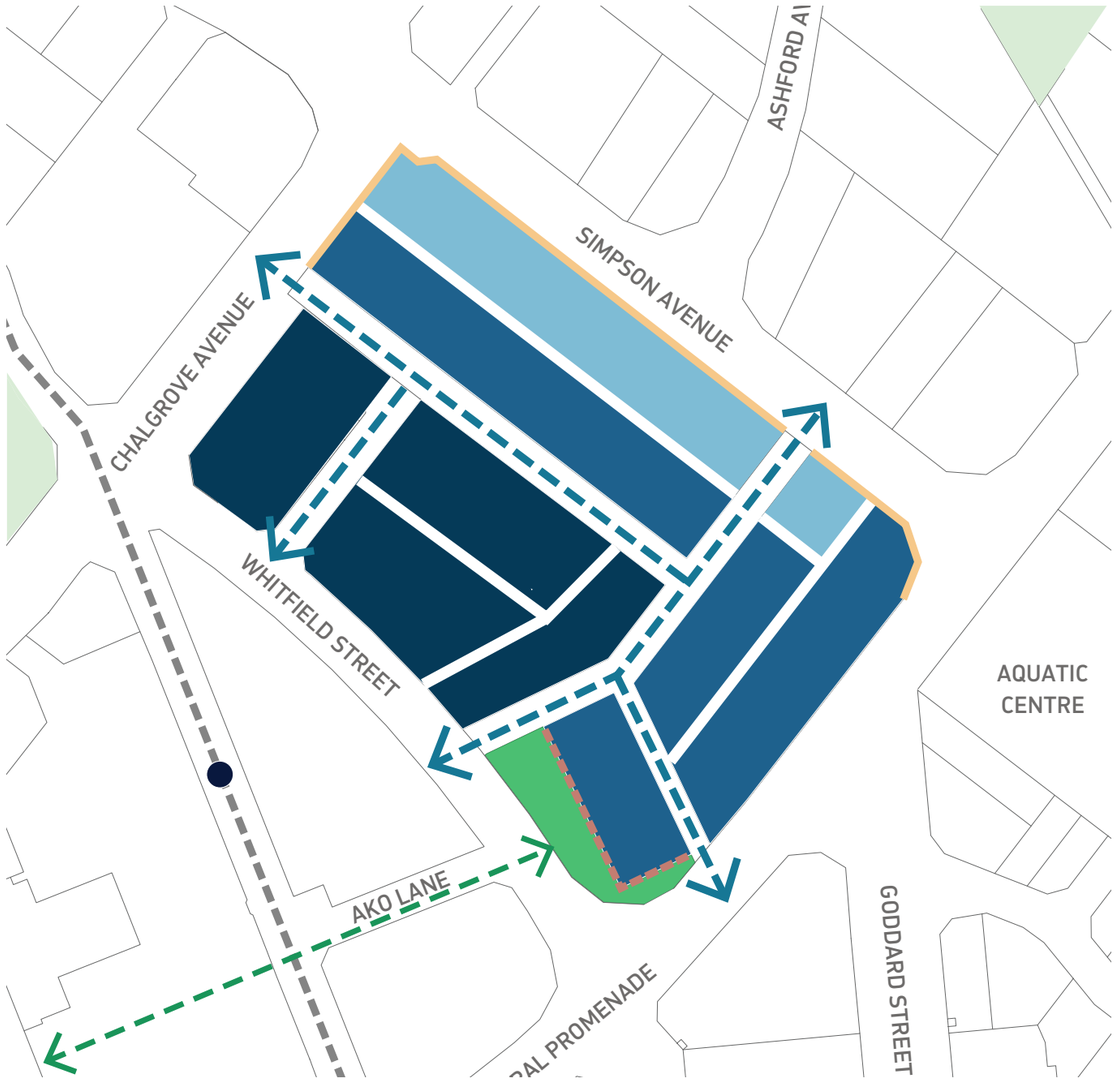


P1 - Figure 5: PLDP 1 Built Form Guidance

3.1.3. PLDP 2

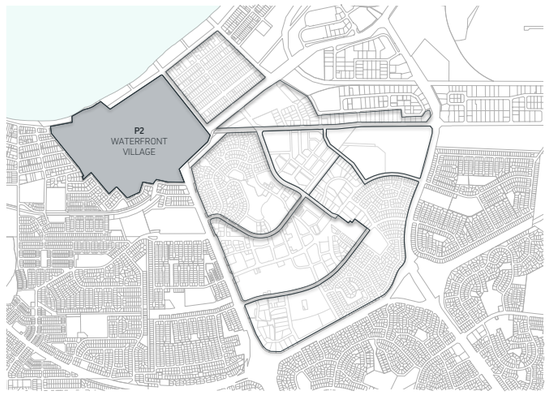
As described in **P1 - Table 7**, the primary focus of PLDP 2 is to provide a framework to coordinate future subdivision and development of the lots shown on **P1 - Figure 6**. The lot layout shown is indicative only and is intended to inform preparation of a more detailed PLDP.

1. The following design criteria must be satisfied in the preparation of PLDP 1:
   - **(a)** Maximum building heights to generally be in accordance with **P1 - Figure 6**:
     - **(i)** A maximum of 3 storeys along Simpson Avenue.
     - **(ii)** A maximum of 4 storeys along Central Promende.
     - **(iii)** A maximum of 6 storeys along Whitfield Street and Charlgrove Avenue.
   - **(b)** If a specific frontage type is shown on **P1 - Figure 6**, new development must adhere to the controls set out in **P1 - Table 8**. If a specific frontage type is not shown, the following frontage types are permitted:
     - **(i)** Primary Frontage Types: Urban Mixed Use and Urban Residential.
     - **(ii)** Supporting Frontage Types: POS / PAW and Laneway.
2. The following design objectives must be met:
   - **(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 1,800m^2 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)** x1 new primary connection between Whitfield Street and Simpson Avenue.
     - **(ii)** x1 new secondary connections from Whitfield Street.
     - **(iii)** x1 new connection from Charlgrove Avenue.
     - **(iv)** x1 new connection from Central Promenade.



P1 - Figure 6: PLDP 2 Built Form Guidance

3.2 P2 - WATERFRONT VILLAGE



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-focussed retail, and high quality public spaces. Combined these ingredients 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 midblock 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 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 not permitted 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.

DEVELOPMENT REQUIREMENTS

In addition to the General Development Standards provided in Section 02, the provisions set out in **P1 - Table 9** shall apply to the area included within the Waterfront Village Sub-Precinct Plan (**P1 - Figure 7**).

P1 - Figure 7: Waterfront Village Sub-Precinct Requirements

P1 - Table 9: Waterfront Village Built Form Controls

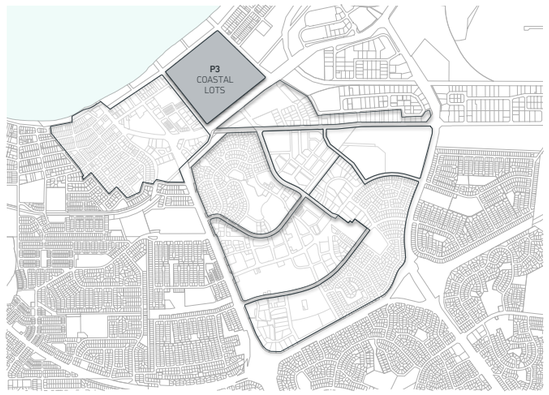
CODE	ELEMENT	PROVISION	FRONTAGE TYPE	
			MAIN STREET	URBAN STREET MIXED USE
WV1	**Building Height (read with 'Floor Levels')**	Minimum Podium Height	2 Storeys	2 Storeys
		Maximum Podium Height	3 Storeys	3 Storeys
		Maximum Building Height	Refer to **P1 - Figure 7** for maximum building heights.	
WV2	**Front Setback**	Minimum Front Setback	Nil	Nil
		Maximum Front Setback	Nil	3m
		Minimum Front Setback (Above Podium)	3m	3m (additional to front setback)
WV3	**Side / Rear Setbacks**	Minimum Side and Rear Setbacks (Podium)	Nil	Nil
		Minimum Side and Rear Setbacks (Above Podium non-residential)	No openings: Nil With openings: 4m	No openings: Nil With openings: 4m
		Minimum Side and Rear Setbacks (Above Podium residential)	For residential development, privacy and building separation provisions of SPP 7.3 R-Codes (Volume 2) apply.	
WV4	**Land Use**	Preferred Land Use at Street Level	Non-residential: Shop, Restaurant / Cafe, Small Bar	Non-residential: Shop, Convenience Store, Restaurant / Cafe, Small Bar
WV5	**Floor Levels**	Minimum first floor finished level to ground floor height	4.5m	4.5m
		Minimum upper floor to ceiling height (residential)	3.1m	3.1m
		Minimum upper floor to ceiling height (non-residential)	2.7m	2.7m
WV6	**Street Level Interface (Non-Residential)**	Minimum Clear Glazing %	80% of building frontage of 2/3 of lot frontage (whichever is greater)	50% of building frontage
		Minimum Frontage Build Out	100%	70% (up to 30% for crossover / side setbacks)
		Awnings as a minimum % of building frontage	100%	70%
		Awnings Minimum Standards	Height - 3m / Width - 2.4m	Height - 3m / Width - 2.4m
WV7	**Movement and Access**	On-site parking between street and building	Not Permitted	Not Permitted
		Direct vehicle access	Not Permitted* *Unless no access can be provided from secondary frontage or rear laneway*	Permitted in locations nominated by the road authority.
WV8	**Open Space and Landscape**	Development sites shall incorporate landscape that is designed, developed and maintained to a standard satisfactory to the City. Landscaping and deep soil shall be provided in accordance with the requirements set out in **Section 2.2.7**.		
WV9	**RCCTS Interface**	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.		
WV10	**POS/PAW Edge**	For sites abutting POS, side/rear setback greater than 1.0m should be provided with landscaping (for privacy and visual amenity for POS users) encouraged. The building design should increase overlooking opportunities through orientation of windows, balconies and other living space openings towards POS for passive surveillance. Where sites back onto POS, consider providing direct access from private open space to POS.		

CODE	ELEMENT	PROVISION	FRONTAGE TYPE	
			COMMERCIAL STREET	MAJOR ROAD/ BOULEVARD
WV1	**Building Height (read with 'Floor Levels')**	Minimum Podium Height	1 Storey at 7.5m	2 Storeys
		Maximum Podium Height	N/A	N/A
		Maximum Building Height	Refer to **P1 - Figure 7** for maximum building heights.	
WV2	**Front Setback**	Minimum Front Setback	3m	3m
		Maximum Front Setback	15m where car parking is provided *(Note: Nominally 2m walkway, 5.5m parking, 6m access, 1.5m landscaping)*	3m
		Minimum Front Setback Above Podium	3m (additional to front setback)	3m (additional to front setback)
WV3	**Side / Rear Setbacks**	Minimum Side and Rear Setbacks (Podium)	Nil	Nil
		Minimum Side and Rear Setbacks (Above Podium non-residential)	No openings: Nil With openings: 4m	No openings: Nil With openings: 4m
		Minimum Side and Rear Setbacks (Above Podium residential)	N/A	N/A
WV4	**Land Use**	Preferred Land Use at Street Level	Non-residential: Office, Shop, Trade Supplies	Non-residential: Office, shop, bulky goods showroom, garden centre, trade supplies
WV5	**Floor Levels**	Minimum first floor finished level to ground floor height	4.5m	4.5m
		Minimum upper floor to ceiling height (residential)	N/A	N/A
		Minimum upper floor to ceiling height (non-residential)	2.7m	2.7m
WV6	**Street Level Interface (Non-Residential)**	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 Height	Height - 3m / Width - 1.8m	Height - 3m / Width - 1.8m
WV7	**Movement and Access**	On-site parking between street and building	Permitted	Not Permitted
		Direct vehicle access	Permitted in locations nominated by the road authority.	Permitted in locations nominated by the road authority.
WV8	**Open Space and Landscape**	The front setback area for all new development must be landscaped. Development sites shall incorporate landscape that is designed, developed and maintained to a standard satisfactory to the City. Landscaping and deep soil shall be provided in accordance with the requirements set out in **Section 2.2.7**.		
WV9	**RCCTS Interface**	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.		
WV10	**POS/PAW Edge**	For sites abutting POS, side/rear setback greater than 1.0m should be provided with landscaping (for privacy and visual amenity for POS users) encouraged. The building design should increase overlooking opportunities through orientation of windows, balconies and other living space openings towards POS for passive surveillance. Where sites back onto POS, consider providing direct access from private open space to POS.		

P1 - Table 6 Continued

CODE	ELEMENT	PROVISION	FRONTAGE TYPE		
			URBAN STREET R80	URBAN STREET R60	SUBURBAN STREET R40
WV1	**Building Height (read with 'Floor Levels')**	Minimum Podium Height	2 Storeys	2 Storeys	1 Storey
		Maximum Podium Height	3 Storeys	N/A	N/A
		Maximum Building Height	Refer to **P1 - Figure 7** for maximum building heights.		
WV2	**Front Setback**	Minimum Front Setback	4m	6m	6m
		Maximum Front Setback	6m	7.5m	7.5m
		Minimum Front Setback Above Podium	4m (additional to front setback)	N/A	N/A
WV3	**Side / Rear Setbacks**	Minimum Side Setback	2m (up to 2 storeys) Refer Table 2.1 of R-Codes for 3 storeys or above.	1.5m	1.5m
		Minimum Rear Setback	6m	4m	4m
WV4	**Land Use**	Preferred Land Use at Street Level	Multiple Dwellings	Multiple Dwellings, Grouped Dwellings	Multiple Dwellings, Grouped Dwellings
WV5	**Floor Levels**	Minimum first floor finished level to ground floor height	Refer to R-Codes	Refer to R-Codes	Refer to R-Codes
		Minimum upper floor to ceiling height (residential)	Refer to R-Codes	Refer to R-Codes	Refer to R-Codes
WV6	**Street Level Interface**	Minimum Frontage Build Out	70% including dwelling at ground floor (up to 30% for crossover / side setbacks)		
		Awnings as a minimum % of building frontage	Discretionary	N/A	N/A
		Awnings Minimum Standards	Height - 3m / Width - 1.8m	N/A	N/A
WV7	**Movement and Access**	On-site parking between street and building	Not Permitted (unless visitor parking)	Not Permitted (unless visitor parking)	Not Permitted (unless visitor parking)
		Direct vehicle access	Permitted	Permitted	Permitted
WV8	**Open Space and Landscape**	Landscaping and deep soil shall be provided in accordance with the requirements set out in **Section 2.2.7**.			
WV9	**RCCTS Interface**	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.			
WV10	**POS/PAW Edge**	For sites abutting POS/PAW setback greater than 1.0m 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.			

3.3 P3 - COASTAL LOTS



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 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 not permitted 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

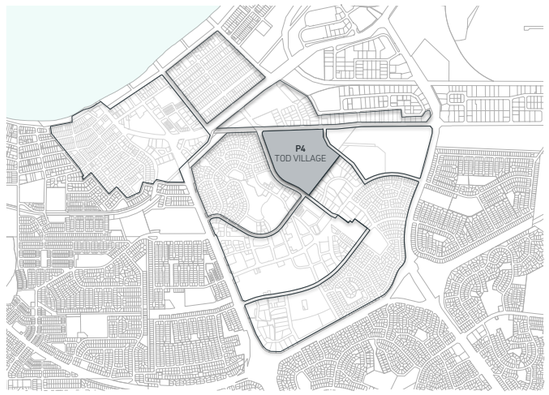
In addition to the General Development Standards provided in Section 02, the provisions set out in **P1 - Table 10** shall apply to the area included within the Coastal Lots Sub-Precinct Plan (**P1 - Figure 8**).

P1 - Figure 8: Coastal Lots Sub-Precinct Requirements

P1 - Table 10: Coastal Lots Built Form Controls

CODE	ELEMENT	PROVISION	FRONTAGE TYPE		
			URBAN STREET MIXED USE	URBAN STREET R80	URBAN STREET R60
CL1	**Building Height (read with 'Floor Levels')**	Minimum Podium Height	2 Storeys	2 Storeys	2 Storeys
		Maximum Podium Height	3 Storeys	3 Storeys	N/A
		Maximum Building Height	Refer to **P1 - Figure 8** for maximum building heights.		
CL2	**Front Setback**	Minimum Front Setback	Nil	4m	4m
		Maximum Front Setback	3m	6m	6m
		Minimum Front Setback Above Podium	3m (additional to front setback)	4m (additional to front setback)	N/A
CL3	**Side / Rear Setbacks**	Minimum Side and Rear Setbacks (Podium)	Nil	Side: 2m (up to 2 storeys) Rear: 6m Refer Table 2.1 of R-Codes for 3 storeys or above.	Side: 2m Rear: 4m
		Minimum Side and Rear Setbacks (Above Podium)	Privacy and building separation provisions of SPP 7.3 R-Codes (Volume 2) apply.		
CL4	**Land Use**	Preferred Land Use at Street Level	Non-residential: Shop, Restaurant / Cafe	Multiple Dwellings, Grouped Dwellings	Multiple Dwellings, Grouped Dwellings
CL5	**Floor Levels**	Minimum first floor finished level to ground floor height	4.5m	Refer to R-Codes	Refer to R-Codes
		Minimum upper floor to ceiling height (residential)	3.1m	Refer to R-Codes	Refer to R-Codes
		Minimum upper floor to ceiling height (non-residential)	2.7m	N/A	N/A
CL6	**Street Level Interface**	Minimum Clear Glazing %	50%		
		Minimum Frontage Build Out	70% (up to 30% for crossover / side setbacks)	70% including dwelling at ground floor (up to 30% for crossover / side setbacks)	
		Awnings as a minimum % of building frontage	70%	Discretionary	N/A
		Awnings Minimum Standards	Height - 3m / Width - 2.4m	Height - 3m / Width - 1.8m	N/A
CL7	**Movement and Access**	On-site parking between street and building	Not Permitted	Not Permitted (unless visitor parking)	Not Permitted (unless visitor parking)
		Direct vehicle access	Permitted. If a lot adjoins a laneway then vehicular access must be provided from the laneway.		
CL8	**Laneway**	Where **P1 - Figure 8** requires laneway widening the local government will require, by way of condition of development approval, up to 0.5m of land to be ceded to the crown free of cost to widen the laneway to 6m. Where CL8 requires land being ceded to the crown, the maximum building height may be increased to five storeys.			
CL9	**Open Space and Landscape**	Landscaping and deep soil shall be provided in accordance with the requirements set out in **Section 2.2.7**.			
CL10	**RCCTS Interface**	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.			
CL11	**POS/PAW Edge**	For sites abutting POS/PAW setback greater than 1.0m 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.			

3.4 P4 - TOD VILLAGE



SUB-PRECINCT INTENT

Extension of the RCCTS represents a strategic TOD to provide contemporary higher density development and employment opportunities. The transit stop includes a quality landscaped central park and local centre that creates a focus for community life – a destination with local amenity to support growth in the precinct.

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 and approximately 1,000 new dwellings.
+ Buildings are integrated with the centrally located transit to visually define the route.
+ Leverage off proximity to the Education Precinct and promote new employment opportunities.
+ 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 area.
+ New development integrates with the existing landscape and a retained Mike Barnett Sporting Complex. Both become a part of the TOD Village, with strong connections that 'draw into' the development.
+ 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.

3.4.1. DEVELOPMENT REQUIREMENTS

In addition to the General Development Standards 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 9**).

P1 - Figure 9: TOD Village Sub-Precinct Requirements

LEGEND

OTHER ELEMENTS
- PLDP BOUNDARY
- PROPOSED LOTS
- PUBLIC OPEN SPACE
- PUBLIC PURPOSE

MOVEMENT
- PROPOSED RCCTS ROUTE / STOPS
- GREEN LINKS

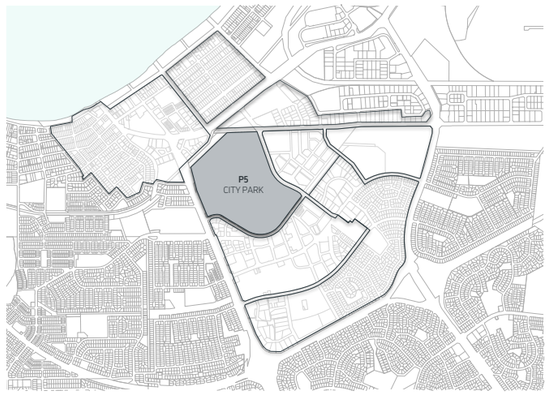
3.4.2. PLDP 3

As described in **P1 - Table 7**, the primary focus of PLDP 2 is to provide a framework to coordinate future subdivision and development of the lots shown on **P1 - Figure 10**. The lot layout shown is indicative only and is intended to inform preparation of a more detailed PLDP.

1. The following design criteria must be satisfied in the preparation of PLDP 1:
   - **(a)** Maximum building heights to generally be in accordance with **P1 - Figure 10**:
     - **(i)** A maximum of 6 storeys fronting public open space on Goddard Street.
     - **(ii)** A maximum of 4 storeys throughout the rest of the PLDP area.
2. The following design objectives must be met:
   - **(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 Goddard Street specifically for the transit system and pedestrians / cyclists. No car access is permitted from this crossover.
   - **(c)** Green link established and provided between Goddard 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.
3. Other design considerations include:
   - **(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 Sporting Complex.

P1 - Figure 10: PLDP 3 Built Form Guidance

3.5 P5 - CITY PARK



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.

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 the 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 not permitted 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 General Development Standards provided in Section 02, the provisions set out in **P1 - Table 11** shall apply to the area included within the the City Park Sub-Precinct Plan (**P1 - Figure 11**).

P1 - Figure 11: City Park Sub-Precinct Requirements

LEGEND

BUILDING HEIGHT
- 2 STOREYS
- 3 STOREYS
- 4 STOREYS

FRONTAGE TYPES
- POS / PAW
- SUBURBAN STREET
- URBAN RESIDENTIAL

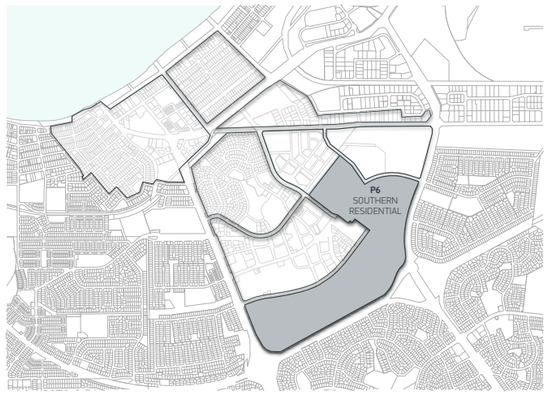
OTHER ELEMENTS
- PUBLIC OPEN SPACE

MOVEMENT
- PROPOSED RCCTS ROUTE / STOPS
- PROPOSED ROAD / UPGRADE
- GREEN LINKS

P1 - Table 11: City Park Built Form Controls

CODE	ELEMENT	PROVISION	FRONTAGE TYPE		
			URBAN STREET R80	URBAN STREET R60	SUBURBAN STREET R40
CP1	**Building Height (read with 'Floor Levels')**	Minimum Podium Height	2 Storeys Unless a landowner wishes to refurbish or replace an existing single dwelling, in which case the above may be varied to 1 storey.		1 Storey
		Maximum Podium Height	3 Storeys	N/A	N/A
		Maximum Building Height	Refer to **P1 - Figure 11** for maximum building heights. For Suburban Street R60, if the minimum lot size set out in Section 2.2.4 (3) cannot be achieved then the requirements of Suburban Street R40 apply.		
CP2	**Front Setback**	Minimum Front Setback	Nil	4m	4m
		Maximum Front Setback	2m	6m	6m
		Minimum Front Setback (Above Podium)	3m (additional to front setback)	N/A	N/A
CP3	**Side / Rear Setbacks**	Minimum Side Setback	3m	2m	2m
		Minimum Rear Setback	6m	4m	4m
CP4	**Land Use**	Preferred Land Use at Street Level	Multiple Dwellings	Multiple Dwellings, Grouped Dwellings	Multiple Dwellings, Grouped Dwellings
CP5	**Floor Levels**	Minimum first floor finished level to ground floor height	Refer to R-Codes	Refer to R-Codes	Refer to R-Codes
		Minimum upper floor to floor height (residential)	Refer to R-Codes	Refer to R-Codes	Refer to R-Codes
CP6	**Street Level Interface**	Minimum Frontage Build Out	70% including dwelling at ground floor (up to 30% for crossover / side setbacks)		
		Awnings as a minimum % of building frontage	Discretionary	N/A	N/A
		Awnings Minimum Standards	Height - 3m / Width - 1.8m	N/A	N/A
CP7	**Movement and Access**	On-site parking between street and building	Not Permitted	Not Permitted (unless visitor parking)	Not Permitted (unless visitor parking)
		Direct vehicle access	Permitted	Permitted	Permitted
CP8	**Open Space and Landscape**	Landscaping and deep soil shall be provided in accordance with the requirements set out in **Section 2.2.7**.			
CP9	**RCCTS Interface**	For sites fronting the RCCTS route the following applies: + A nil front setback; and + 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. Sites fronting the RCCTS interface are also permitted non-residential uses at street level subject to Council approval.			
CP10	**POS/PAW Edge**	For sites abutting POS, side/rear setback greater than 1.0m 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 for passive surveillance. Where sites back onto POS, consider providing direct access from private open space to POS.			

3.6 P6 - SOUTHERN RESIDENTIAL



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 not permitted 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 General Development Standards provided in Section 02, the provisions set out in **P1 - Table 12** shall apply to the area included within the Southern Residential Sub-Precinct Plan (**P1 - Figure 12**).

P1 - Figure 12: Southern Residential Sub-Precinct Requirements

LEGEND

BUILDING HEIGHT
- 2 STOREYS
- 3 STOREYS

FRONTAGE TYPES
- POS / PAW
- SUBURBAN STREET
- URBAN RESIDENTIAL

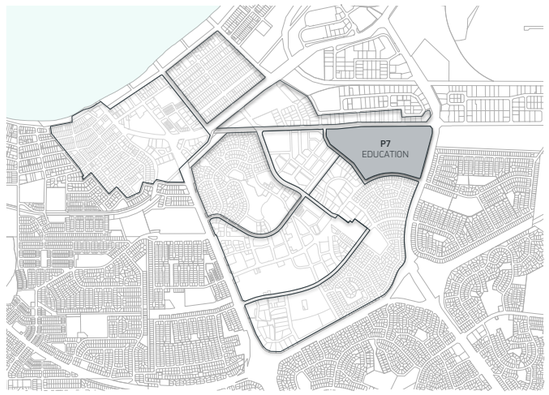
OTHER ELEMENTS
- PUBLIC OPEN SPACE

MOVEMENT
- PROPOSED RCCTS ROUTE / STOPS

P1 - Table 12: Southern Residential Built Form Controls

CODE	ELEMENT	PROVISION	FONTAGE TYPE		
			URBAN STREET R60	SUBURBAN STREET R60	SUBURBAN STREET R40
CP1	**Building Height (read with 'Floor Levels')**	Minimum Podium Height	2 Storeys Unless a landowner wishes to refurbish or replace an existing single dwelling, in which case the above may be varied to 1 storey.		1 Storey
		Maximum Podium Height	N/A	N/A	N/A
		Maximum Building Height	Refer to **P1 - Figure 12** for maximum building heights.		
CP2	**Front Setback**	Minimum Front Setback	6m	6m	6m
		Maximum Front Setback	7.5m	7.5m	7.5m
CP3	**Side / Rear Setbacks**	Minimum Side Setback	2m	2m	2m
		Minimum Rear Setback	4m For lots abutting Hazelmere Reserve refer to CP10.	4m For lots abutting Hazelmere Reserve refer to CP10.	4m
CP4	**Land Use**	Preferred Land Use at Street Level	Multiple Dwellings, Grouped Dwellings	Multiple Dwellings, Grouped Dwellings	Multiple Dwellings, Grouped Dwellings
CP5	**Floor Levels**	Minimum first floor finished level to ground floor height	Refer to R-Codes	Refer to R-Codes	Refer to R-Codes
		Minimum upper floor to floor height (residential)	Refer to R-Codes	Refer to R-Codes	Refer to R-Codes
CP6	**Street Level Interface**	Minimum Frontage Build Out	70% including dwelling at ground floor (up to 30% for crossover / side setbacks)		
CP7	**Movement and Access**	On-site parking between street and building	Not Permitted (unless visitor parking)	Not Permitted (unless visitor parking)	Not Permitted (unless visitor parking)
		Direct vehicle access	Permitted	Permitted	Permitted
CP8	**Open Space and Landscape**	Landscaping and deep soil shall be provided in accordance with the requirements set out in **Section 2.2.7**.			
CP9	**RCCTS Interface**	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.			
CP10	**POS/PAW Edge**	For sites abutting POS, side/rear setback greater than 1.0m 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 for passive surveillance. Where sites back onto POS, consider providing direct access from private open space to POS.			

3.7 P7 - EDUCATION



SUB-PRECINCT INTENT

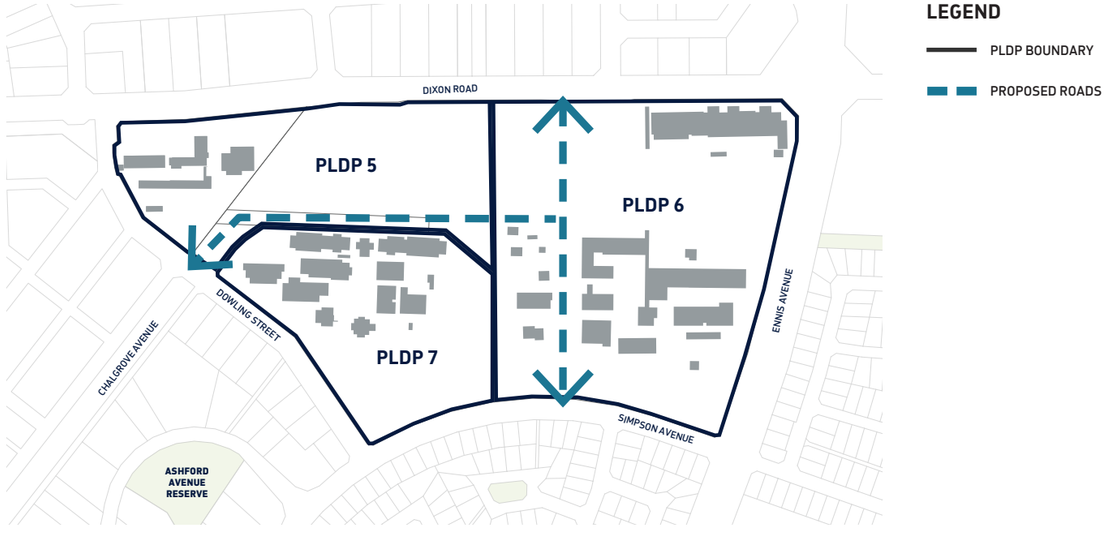
The Education Sub-Precinct is a place of learning and discovery, linking local residents to trade, research and recreation opportunities. Campus buildings are arranged around an internal loop which enhances connectivity between institutions and the neighbouring TOD Village. Sufficient capacity for new 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, coordinated through the preparation of PLDPs.
+ 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.

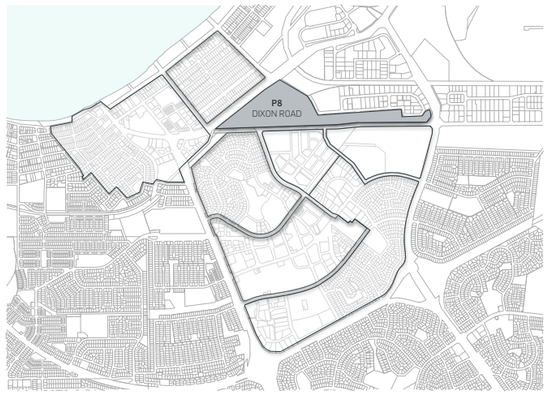
3.7.1. DEVELOPMENT REQUIREMENTS

In addition to the General Development Standards provided in Section 02, development within the Education Precinct (**P1 - Figure 13**) will need to be delivered in accordance with a PLDP prepared and approved in accordance with the requirements of **Section 2.3**.



P1 - Figure 13: Education Sub-Precinct Requirements

3.8 P8 - DIXON ROAD



SUB-PRECINCT INTENT

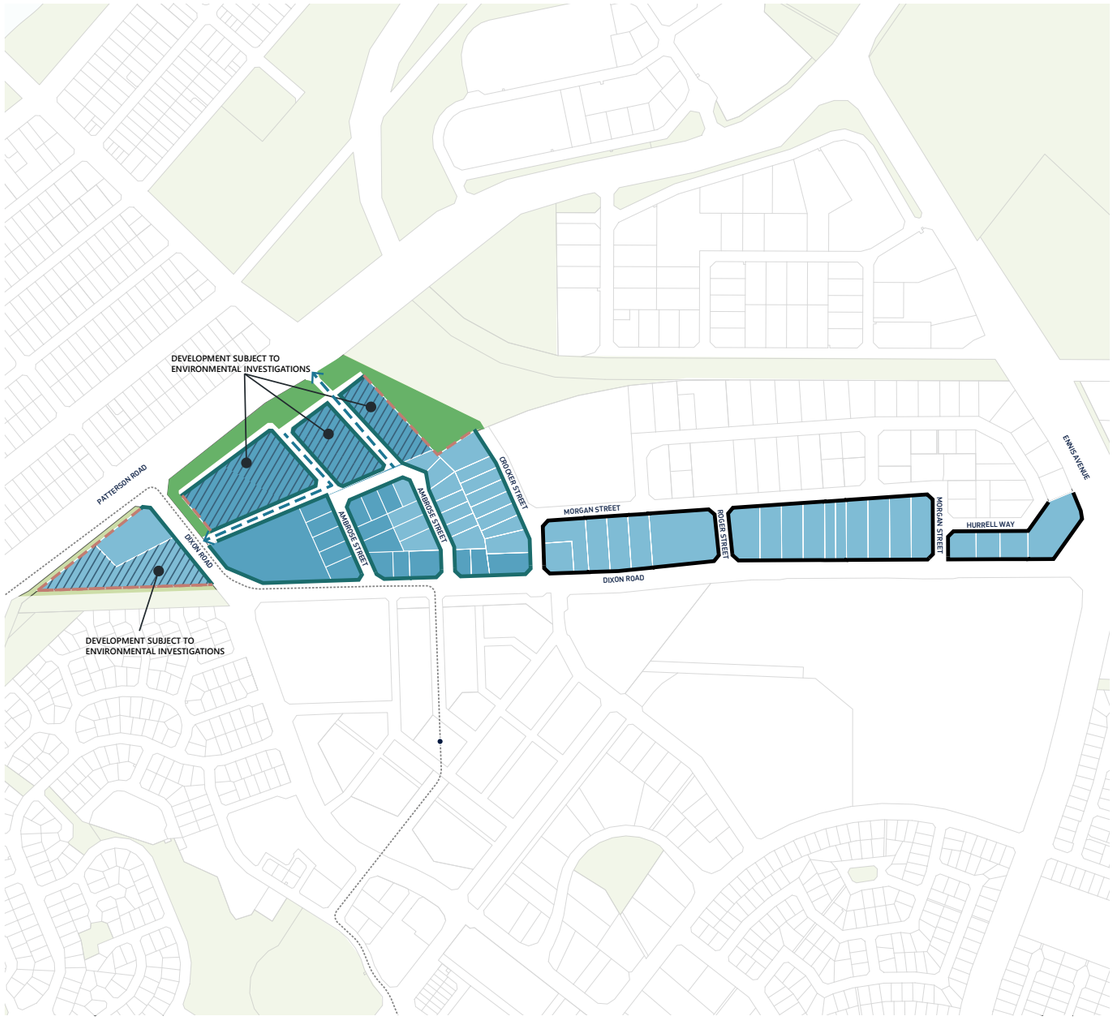
Dixon Road fulfils a dual role as service and employment hub. A gateway statement at the corner of Dixon Road and Ennis Avenue frames the entry into the RSC, with an enhanced streetscape supported by a green buffer which screens the light industrial and commercial development to the north. The area south 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,
+ 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 ESA 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 General Development Standards provided in Section 02, the provisions set out in **P1 - Table 13** shall apply to the area included within the Dixon Road Sub-Precinct Plan (**P1 - Figure 14**).



P1 - Figure 14: Dixon Road Sub-Precinct Requirements

P1 - Table 13: Dixon Road Built Form Controls

CODE	ELEMENT	PROVISION	FRONTAGE TYPE	
			COMMERCIAL STREET	MAJOR ROAD/ BOULEVARD
DR1	**Building Height (read with 'Floor Levels')**	Minimum Podium Height	1 Storey at 7.5m	1 Storey at 7.5m
		Maximum Podium Height	4 storeys	N/A
		Maximum Building Height	Refer to **P1 - Figure 14** for maximum building heights.	
DR2	**Front Setback**	Minimum Front Setback	6m	6m
		Maximum Front Setback	15m where car parking is provided *(Note: Nominally 2m walkway, 5.5m parking, 6m access, 1.5m landscaping)*	15m where car parking is provided *(Note: Nominally 2m walkway, 5.5m parking, 6m access, 1.5m landscaping)*
DR3	**Side / Rear Setbacks**	Minimum Side Setback	No openings: Nil With openings: 4m	No openings: Nil With openings: 4m
		Minimum Rear Setback		
DR4	**Land Use**	Preferred Land Use at Street Level	Non-residential: Office	Bulky Goods Showroom, Light Industry, Motor Vehicle Repair, Warehouse / Storage, Trade Supplies
DR5	**Floor Levels**	Minimum first floor finished level to ground floor height	4.5m	4.5m
		Minimum upper floor to floor height	3m	3m
DR6	**Street Level Interface (Non-Residential)**	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 Height	3m	3m
DR7	**Movement and Access**	On-site parking between street and building	Permitted	Permitted
		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.
DR8	**Open Space and Landscape**	The front setback area for all new development must be landscaped. Development sites shall incorporate landscape that is designed, developed and maintained to a standard satisfactory to the City. Landscaping and deep soil shall be provided in accordance with the requirements set out in **Section 2.2.7**.		
DR9	**Environmental Investigations**	Lots designated on **P1 - Figure 14** as requiring 'future investigation' shall require necessary environmental approvals including: + A clearing permit assessed under *Environmental Protection Act 1986* and the *Environmental Protection (Clearing of Native Vegetation) Regulations 2004*; and + Fauna Relocation and Management Plan to the satisfaction of the City.		
DR10	**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.		