

SCHEDULE OF SUBMISSIONS (PUBLIC SUBMISSIONS)

Number	Submitter/Address	Summary of Submission	Local Government Response	Local Government Recommendation
01(a)	1. Mr Steve Belohlawek Unit 7, 2 Lewington Street ROCKINGHAM WA 6168	Why is the marina still showing on the plans? Didn't everyone agree in 2021 that the idea is to be buried. No one wants it.	<p>The Precinct Structure Plan reflects the footprint of the Port Rockingham Marina proposal approved by the Metro-Outer Joint Development Assessment Panel in 2018 and to which has received State Government Environmental Approval.</p> <p>The marina location and footprint is acknowledged in the Department of Transport's <i>Perth Recreational Boating Facilities Study Review (2019)</i> as the only marina proposed to address recreational boating requirements and demand for boat pens to 2036.</p> <p>The Council's Community Plan Strategy - <i>Coastal Facilities Strategy 2021 – 2025</i>, identifies support for the development of a marina as the highest coastal infrastructure priority for boat owners and second highest priority identified by residents surveyed.</p> <p>The Strategy also establishes an action for the Council to advocate for the development of an appropriate, planning approved and environmentally sound Marina.</p> <p>Through extensive public consultation processes for both the consideration of the development application of the Port Rockingham Marina and the City's <i>Coastal Facilities Strategy 2021 – 2025</i>, there is significant community support for the development of a Marina.</p>	No change is recommended.
01(b)		I am not seeing any strategy to ensure the wellbeing of the big Tuart trees in Bell park, nor any plan to plant new ones. These trees are the soul of the area and you have failed to incorporate them into the plan.	<p>This is a valid consideration.</p> <p>Churchill and Bell Parks are predominantly reserved as 'Parks and Recreation' under the Metropolitan Region Scheme, which affords certain protection.</p> <p>The preservation of established mature trees remains a high priority of the City.</p>	<p>Part 1 – Section 1.4 Staging Modify P1-Table 3 Public Realm Actions to include a new Medium-Term Action:</p> <p><i>Implementation of Rockingham Beach Foreshore Master Plan</i></p>

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			<p>In this regard, the City's <i>Rockingham Beach Foreshore Master Plan Community Plan Strategy</i> provides the basis for all improvements to the Rockingham Foreshore and specifies the retention of existing trees.</p> <p>More broadly, Rockingham Foreshore represents the Precinct's most important and strategic public space. As such, it is recognised that the Precinct Structure Plan needs to acknowledge the Council's adopted Strategic Community Plan and address the identified priorities to improve the public realm.</p> <p>To this end, it is recommended the Precinct Structure Plan be amended to:</p> <ul style="list-style-type: none"> (i) Identify the priority improvements and upgrades to be listed as staging actions within the Precinct Structure Plan. (ii) Amend the Precinct Structure Plan to acknowledge and reflect the outcomes of the City's <i>Rockingham Beach Foreshore Masterplan Community Plan Strategy</i>. 	<p><i>(Area One) to deliver on the proposed vision for Bell and Churchill Parks.</i></p> <p>Amend P2 Section 4.3 Public Realm (Page 158) to reference the elements of the <i>Rockingham Beach Foreshore Master Plan</i> applicable to the Precinct Structure Plan</p>
01(c)		<p>Your left hand is sending me information to say you are putting roundabouts on Wanliss and Alexander (where they are not needed) and your right hand is showing me this 'strategic' plan that does not show these traffic calming items. You need a proper up to date master plan... Ps...Focus should on calming the traffic on Rockingham beach road and in particular making the cafe strip one way or better still car free.</p>	<p>The correspondence referenced by submission relates to a separate notice issued by the City's Engineering Department (Asset Services), with respect to the delivery intent of roundabout treatments and raised safety platforms to local roads throughout P3 - Coastal Lots sub-precinct, as part of Main Roads Western Australia Low Cost Urban Road Safety (LCURS) Program.</p> <p>Prior to the finalisation of the Structure Plan, the implementation of any LCURS treatments is considered to be an interim measure to address identified traffic safety issues and it not intended as an ultimate solution.</p> <p>With respect to the Structure Plan, all intersections proposed for upgrading are identified on P1 – Figure 3: Rockingham Precinct Structure Plan – Movement.</p>	<ol style="list-style-type: none"> 1. Update Table 13 with a new column to provide guidance for the preferred type of intersection treatment to be further investigated through detailed design. 2. Introduce cross-sections to illustrate streetscape intent, profile and key considerations for the 6 types of streets outlined in section 4.4.4. 3. Introduce a Medium-Term (5-10year) staging action for the upgrade of Rockingham Beach Road between Railway Terrace



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			<p>Justification for upgrades is provided in Part 2 (P2-Table 13: Proposed Intersection Upgrades, Page 182).</p> <p>It is intended that the Structure Plan will provide the strategic basis for the implementation of future improvements to the movement network that are consistent and appropriate to the function of the street in question.</p> <p>Improvements will need to consider the purpose of the street for movement of traffic and people together with the value and priority of place. It is intended that consistent treatments for streets are selected based on these considerations.</p> <p>Upon review of the Structure Plan, it is recommended that further guidance be provided to assist the delivery of proposed intersection treatment upgrades and the profile of streets throughout the Strategic Centre. In this regard, the following changes are recommended:</p> <ol style="list-style-type: none"> 1. Outline key design criteria to guide the design of future intersection treatments in locations identified by the staging plan. 2. Street cross-section profiles as recommended for the six types of streets identified by the Structure Plan being <ul style="list-style-type: none"> - Movement Corridors - Active Streets and Connectors - City Destinations - City Streets - City Places - Local Streets <p>This is to provide for consistent considerations for the movement network and public realm</p> <p>Rockingham Beach Road</p>	<p>and Wanliss Street (i.e. shared street).</p> <ol style="list-style-type: none"> 4. Amend Part Two Section 4.4.4 to Introduce a Street profile and design considerations for Rockingham Beach Road (between Railway Terrace and Wanliss Street) from the City's Rockingham Beach Foreshore Master Plan to guide future improvements to the public realm and movement network.

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			<p>With respect to Rockingham Beach Road, potential traffic calming is identified as a key sub-precinct objective under P2-Waterfront Village (Part 1, Section 3.2, Page 48).</p> <p>The City has an established a vision for the upgrade of Rockingham Beach Road within its adopted <i>Rockingham Beach Foreshore Master Plan</i>, which seeks to create a low speed shared space environment (i.e. Shared Street).</p> <p>It is recommended that the Structure Plan be amended to recognise the intended improvements to Rockingham Beach Road between Railway Terrace and Wanliss Street and provide indicative timing to guide its implementation.</p>	
01(d)		<p>We need to discuss an alternative to the Australia Day fireworks. The cost of the whole event - the fireworks, the enormous rubbish collection, littering of our beautiful beaches, the policing, and all for a wasteful 15 minutes. Kwinana achieves a much better community experience by having a morning BBQ for those that genuinely want to celebrate being Australians and meeting others. Let's have a morning BBQ aim Rockingham oval and invite clubs to each have a bbq and sell sausages as big fund raising event.</p> <p>The council could support it and the clean-up would much simpler and by 1pm all done and everyone home. Instead of the utter destruction of our sensitive coastal dunes and me and a few others spending weeks skin diving to pick up all the shattered glass and other undesirables out of waters and beach sand.</p>	<p>These matters are not within scope of the Precinct Structure Plan and are not a relevant planning consideration.</p>	<p>No change is recommended.</p>



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01(e)		<p>What are you doing about the massive vacant block and derelict buildings north of the high school? Come on, this area is a ghetto and it could easily fit 250 super nice apartments.</p>	<p>There are two potential high schools that may relate to this submission being Rockingham Senior High School and Kolbe Catholic College.</p> <p>Rockingham Senior High School This area is zoned 'Residential – R40' under the Structure Plan and has been identified for future residential development. The R80 code, enables the development of apartments to a maximum height of four storeys. The Precinct Structure Plan provides for development incentives to encourage private landowners to develop or re-develop their land. As this land is privately owned the City is unable to compel landowners to develop.</p>	<p>No change is recommended.</p>
01(f)		<p>I cannot see in the Strategic plan, a plan to deal with above ground powerlines. Until you get the power underground you are hampering the ability to get decent tree scapes in the streets and blocking views. Everyone knows the former infrastructure minister redirected the funds allocated to putting Rockingham beach power underground to his home suburb in Warnbro. Until the city and state development authorities get serious with dealing with the key aspects of improving the beachfront, this strategic plan is a waste of time.</p> <p>These items need to be central to the plan. - redevelop the vacant blocks (old Rockingham hotel, the old petrol station opposite IGA, and the massive derelict block north of the high school) - traffic removed or one way on Rockingham beach front - a proper strategy for ensuring the survival of the big trees which are soul of the beach front. - getting the powerlines underground. Stop wasting time with stupid visions of high density housing. Compare the area to the suburbs adjacent to Hilary's.</p>	<p>In March 2023, Council voted to progress plans that would see remaining overhead power lines in the Safety Bay - Shoalwater area go underground. The resolution enables Western Power to commence project planning and design.</p> <p>Currently, Western Power has not identified the Strategic Centre as an area requiring a switch to underground power. While this has not been identified by Western Power, the intent of this submission is supported.</p> <p>It is recommended the Council consider a separate advocacy position to address a future underground power project for the Strategic Centre outside the Structure Plan process.</p> <p>The Precinct Structure Plan provides guidance to improve its streetscapes and the Strategic Centre's sense of place and comments regarding the aesthetic perspective is noted.</p> <p>Regarding activation of the Waterfront, this is a primary focus of the Precinct Structure Plan evidenced by the desired sub-precinct objectives</p>	<p>No change is recommended to the Structure Plan. This matter will be considered through a separate advocacy process.</p>

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01(g)		Strategic Community Plan (2023-2033) Good work but neither the plan nor the referenced documents outline a clear policy of preserving & planting replacement trees of Bell Park. Bell Park is the face of Rockingham. It is the unique thing that everyone in WA remembers about Rockingham. The strategic plan must specifically address this beautiful asset of Rockingham. Ref - Environment Plans https://rockingham.wa.gov.au/your-city/sustainability-and-environment/environmental-management-plans - Foreshore management plan https://rockingham.wa.gov.au/forms-and-publications/your-city/protecting-our-environment/foreshore-management-plan	for P2-Waterfront Village (Part 1, Section 3.2, Page 48). Refer to Submission No.1 (b) response.	Refer to Submission No.1(b) recommendation.
02	Mrs Vicki M McClelland 45 Lewington Street ROCKINGHAM WA 6168	I strongly support the amendments as part of this plan particularly reducing the minimum lot size required for development. It is a sensible and long overdue amendment which will allow owners of 1,000m ² blocks to either develop the land themselves or sell to a developer. Well done City of Rockingham, perfect way to revitalise our beautiful area.	The submission is noted.	No change.
03	Mrs Marie Gain Unit 203, 12 Flinders Lane ROCKINGHAM WA 6168	I object to the possible construction of 24 storey buildings along Rockingham Beach Rd. They would cast massive shadows over the Waterfront Village, especially in the winter months. On the whole, I feel lower level developments would be more in keeping with the 'Village' theme (4 or 5 stories). There should be easy and open access, with suitable entertainment amenities between the village green and the foreshore. Highrise buildings will cause an unpleasant wall between these two excellent public areas. I object to the possible construction of a multi-deck carpark to the rear of Azure at Empress corner. Any building over 1 level would block light, eliminate privacy and increase noise to users of the pool deck, as well as residents with east facing balconies.	Building Height The ability for a development to propose up to 24 storeys in this sub-precinct is consistent with the existing planning framework, which applies to the 'Foreshore' area and is subject to a range of criteria being appropriately addressed (see Part One Section 2.2.2 – Building Heights, subclause 3 on page 30) In 2018, the City prepared the ' <i>Building Height Study</i> ' for the 'Foreshore Precinct' (in the 'Waterfront Village'). This Study examined a range of development scenarios and was subject to an extensive public consultation process. In April 2019, the Council resolved to adopt modifications to Local Planning Policy 3.2.5 – <i>Waterfront Village Development Policy Plan</i> to increase the permissible building height (and add	1. Part 1 Section 2.2.2 Building Heights sub-clause (4) to be replaced in full as follows: <i>In Sub-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:</i> (a) <i>Is located on a single consolidated site within the Waterfront Village Precinct, with a minimum site area of 1 hectare 10,000m²).</i> (b) <i>Contributes to improvements to local character and identity (to a standard</i>

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			<p>bonus height provisions) within the Foreshore Precinct.</p> <p>The building height criteria stipulate a provision to avoid overshadowing of the main footpath/kerb line on the south side of Kent Street and the southern side of Railway Terrace is also required to be avoided at 12pm mid-winter.</p> <p>State Planning Policy 7.3 – <i>Residential Design Codes - Volume 2 Apartments</i>, stipulates overshadowing considerations for apartment development. In this regard, it states that proposals should recognise the need for daylight and solar access to adjoining properties and minimise the extent of overshadowing on habitable rooms and open spaces.</p> <p>This consideration, together with provisions contained within the Precinct Structure Plan will be required to be addressed for any new mixed use or apartment building at proposed for assessment and approval.</p> <p>In the context of locality, the 'Rockingham Hotel' site (No.26-40 Kent Street) is the only site likely to have the ability to absorb greater height (i.e. up to 24 storeys that is to be sited along the Rockingham Beach Road frontage to minimise overshadowing implications).</p> <p>To achieve the 'bonus' height of up to 24 storeys, certain design criteria must be satisfied, which as part of, also includes the requirement to demonstrate that winter sunlight penetration to Kent Street is possible.</p> <p>It is acknowledged that clearer guidance is required within the Precinct Structure Plan to set out the development objectives that need to be achieved in</p>	<p><i>supported by the City's Design Review Panel or State Design Review Panel (if applicable) through:</i></p> <p>(i) <i>Provision of a dedicated pedestrian walkway mid-block connection (with a minimum width of 8m) framed with development that provides passive surveillance and when appropriate ground floor commercial tenancy activation between Kent Street and Rockingham Beach Road (in dedicated locations); and</i></p> <p>(ii) <i>Conserves / revitalises existing heritage buildings and recognises heritage stories through reinterpretation.</i></p> <p>(c) <i>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.</i></p>

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			<p>order to access the bonus development height permitted by the plan,</p> <p>It is recommended that the Precinct Structure Plan be modified to more clearly set out development standards and provisions required to be demonstrated to access bonus height for the Rockingham Beach Hotel site.</p> <p>Multi-Deck Parking</p> <p>The Structure Plan identifies two of its largest public car parks at the Foreshore, behind the Gary Holland Community Centre and Rockingham Museum (on Kent Street) 'rear of Azure', consistent with the City's adopted Parking Strategy for the Strategic Centre.</p> <p>When the City's parking surveys establish that there is regular unavailability of public car parking, the City will consider intervention, which may involve the provision of decked parking. While, overshadow and visual privacy are valid planning considerations, these matters would need to be addressed at the Development Application stage.</p>	<p>2. Part 2 Section 4.6.2 Built Form Testing to include new sub-section called 'Waterfront Village'. This will include key extracts (text and diagrams) from the Building Height Study. Building Height Study to also be included in full as an Appendix.</p> <p>3. No change is recommended regarding the references to multi-deck carparks.</p>
04	<p>Mr Peter & Mrs Sandra Harn Azure Apartments Unit 106, 12 Flinders Lane ROCKINGHAM WA 6168</p>	<p>I am emailing in reference to the Draft Local Planning Framework, Rockingham Waterfront Village. After a meeting held at the Gary Holland Centre on Wednesday 17 May 2023. We were informed that Rockingham City Council will allow a building of 24 levels, to be constructed on the Old Rockingham Hotel site.</p> <p>This would cast a shadow over a large area. Depending on the time of day and year. As we live in the Azure Apartments on Flinders Lane we would certainly be affected. By my estimate any time after 3:00pm.</p> <p>I have no problems with a new building on this site, but with height restrictions to 6 or 8 levels only. This new complex should</p>	<p>In 2019, the Council adopted modifications to Local Planning Policy 3.2.5 – <i>Waterfront Village Development Policy Plan</i> to increase building height and modify built form within the Foreshore Precinct.</p> <p>The Council was satisfied that the increase of height through the policy amendment could be managed in a manner that respects the context and character of the locality.</p> <p>The Amendment also provided greater scope for height within the precinct and allowed for a rationalised building envelope with reduced heights fronting Kent Street.</p>	<p>No change is recommended.</p>

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		<p>blend in with existing buildings. Not a huge eye sore that would look out of place.</p> <p>Also we were informed that the carpark area between Flinders lane and the Rockingham Bowling Club (on Kent Street) has a proposal for up to 5 levels. This would certainly place a shadow in the mornings over Azure apartments, Flinders Lane. From sunrise to 12 o'clock. Yes carparks are required but of a reduced level as well ie 2-3 levels would be a better solution.</p>	<p>The building height criteria stipulate a provision to avoid overshadowing of the main footpath/kerb line on the south side of Kent Street and the southern side of Railway Terrace is also required to be avoided at 12pm mid-winter.</p> <p>Part 1, P1 - Figure 7: Waterfront Village Sub-Precinct Requirements illustrates a maximum height of up to four storeys for the site, and this height provision is not mandatory or absolute. The only mandatory provision is that development must achieve a minimum height of two storeys, as specified within the accompanying Amendment No.191.</p> <p>The height and associated implications of any future development on the carpark site would be considered at the time of a Development Application being submitted for consideration.</p>	
05	<p>Mr Ian Sagers 125 Parkin Street ROCKINGHAM WA 6168</p> <p>PO Box 5204 ROCKINGHAM BEACH WA 6969</p>	<p>There is a problem with the uncertainty of the current zoning and the planned zoning with the new City of which I believe is at the advertising stage.</p> <p>The area of concern is that that lies between Florence Street and William Street which is currently zoned R30 and now proposed to become R40 which will not affect any possible sale of land currently being offered as R30. But the future height requirements, the building of two story homes which is in the new plan is affecting the sale of the current properties on the market of which my wife and I are endeavoring to sell. Builders are not accepting contracts for single story homes due to the uncertainty of when the plan will come into effect.</p> <p>Prospective buyers who are wishing to purchase the properties and build a single story home are being told by some builders that they will not accept their plans for submission as they are uncertain of when the new plan will be adopted. I have currently had a sale of a property cancelled because of this uncertainty by two elderly people who like myself would not want to live in a two story home and in their case could not afford to build more than</p>	<p>The City is unable to verify any of the claims made regarding market impacts / activity, and note this is not a valid planning consideration.</p> <p>Precinct Boundary</p> <p>Following a proposed change to the Rockingham City Centre Transit System (RCCTS) route within the draft Structure Plan, more residential land within the Waterfront Village sub-precinct, within walking distance to the system, was added to the Rockingham Strategic Centre (RSC) boundary, hence, resulting in the 'up-coding' from R30 to R40. The request to remove the 'extended' section of the RSC boundary, based on submitted justification is not supported.</p> <p>Minimum 2 Storey Height Limit</p> <p>The preparation of the Structure Plan was informed by an evidence base that includes:</p> <ul style="list-style-type: none"> - A preliminary development potential assessment; - A market feasibility analysis; and 	<p>No change is recommended.</p> <p>No change is recommended.</p> <p>Part 1 to be modified include further information under Sections 2.2.2 Building Heights and 2.2.4 Subdivision and Amalgamation to clarify that refurbishments, additions and</p>

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		<p>a single story. There is currently a single story build underway on the sub-division which consists of three blocks.</p> <p>The area does not lend itself to two story buildings with only six two story buildings in the Florence Street and William Street block and very few properties that would be worthy of sub-division as the current homes on the majority of the sector being of far greater value as a single residence rather than demolishing and sub-dividing for a gain.</p> <p>I would ask that the section be removed from the plan and if this is not possible that a date be given as to when the new plan will be adopted and no further single story residences will be approved so as people considering a single story home can work within that time frame to have the current conditions for an R30 block approved.</p> <p>It is very unfortunate that the original literature containing the map that was sent to property owners regarding the new policy plan was so small that the inclusion of the Florence -William Street section was hard to detect.</p>	<p>- Built form testing; to understand spatially where future development could be prioritised.</p> <p>This assessment included a combination of quantitative and qualitative analysis and considered factors such as tenure, lot size, existing use and age/condition.</p> <p>These indicators were further assessed having consideration for a range of qualitative factors such proximity to public open space, transport or land use amenity and feedback received following the preliminary stakeholder engagement process.</p> <p>The minimum two (2) storey building height requirement were informed by a market feasibility analysis and built form testing, which seeks to:</p> <ul style="list-style-type: none"> • Preserve and enhancing space for deep soil, trees and landscaping - The design testing focussed on ways to deliver density while offering suitable space for backyards, front yards and courtyards of varying size and function. This is particularly relevant where there is suitable space for deep soil and retention of existing mature trees. • Deliver built form which enhances streetscape character and reflects intended outcomes appropriate to a Strategic Centre environment - The testing has sought to ensure that the built form appropriately responds to and enhances street character with a 2 storey built form. • Consolidated access - The design testing seeks to ensure that consolidated access via one-crossover per development site is provided. This assists in minimising the amount of space taken up by parking and driveways. 	<p>incidental structures are excluded from the requirement to achieve a two-storey built form.</p> <p>Section 2.2.2 – Building Heights (General) (Page 30) to be modified as follows:</p> <ol style="list-style-type: none"> 1. Include Sub-Clause 1 (a) as follows: <ul style="list-style-type: none"> A minimum building height of two (2) storeys applies to all land, the subject of Rockingham Precinct Structure Plan except for: <ol style="list-style-type: none"> (a) Development proposals for interim uses on designated sites of the Rockingham Strategic Centre Precinct Structure Plan; (b) Land coded Residential 'R40' as set out in P1 - Rockingham Strategic Centre Precinct Structure Plan - Density Plan located in P5 City Park and P6 Southern Residential sub-precincts; or (c) Any other development proposals as identified under the Rockingham Strategic Centre Precinct Structure Plan.

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			<p>Following review of the submission and consideration of development potential in the Strategic Centre, the City has determined to retain this Amendment provision, in a modified format, to not compromise the existing suburban character of Rockingham and ensures desired urban form and street outcomes can still be achieved.</p> <p>The Scheme Amendment wording is proposed to be updated to provide some flexibility to vary this requirement, clarifying when two-storey development is required and enabling single storey development in certain circumstances. This includes:</p> <ul style="list-style-type: none"> (i) Outlining a new provision to enable the Structure Plan to identify limited circumstances to relax the two-storey requirement. For example, exemptions for interim land uses and development proposals for additions, alterations, incidental structures to established development. (ii) Relaxing the two-storey requirement for all sites coded R40 under the Structure Plan 'Residential Density Plan' in 'P5' City Park and 'P6' Southern Residential sub-precincts. <p>This is proposed for the following reasons:</p> <ul style="list-style-type: none"> - These residential areas are located away from the primary movement network and/or key areas of interest. - They are identified as having 'low to medium' development potential under the Structure Plan, meaning the land is either highly unlikely (low) or may be likely (medium) to be developed in the next 10-20 years. 	

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			<p>- As it relates to the vision for the Structure Plan, the desired built form outcomes in these locations are considered of 'lower priority'.</p> <p>With respect to P2 Waterfront Village sub-precinct referenced by the submission, this area is identified as having 'medium' to 'high' level of development potential, that is likely to attract redevelopment in the next 10 years.</p> <p>Following review of the submission and consideration of development potential areas for the Strategic Centre, this provision is recommended for retention, in a modified format, to ensure desired urban building and street outcomes can be achieved.</p> <p>Public Advertising Information contained within consultation letters encouraged the community to inspect available information in detail as follows:-</p> <ul style="list-style-type: none"> • In person at City's Administration Building and Rockingham Library; and • Electronically, via a website link. <p>The manner in which the City sought to make information available to the public is documented within the 'Implications to Consider' section of the Local Government Report.</p> <p>As part of the advertising process, the City also prepared information sheets for each sub-precinct to assist the public, which are provided as an attachment to the Local Government Report.</p>	
06(a)	Mr Terry Coffey & Ms Angela McPhee 3 Kybra Mews ROCKINGHAM WA 6168	The above draft plan shows the temporary closure of Leeuwin Parade being removed and the road being fully re-opened (see pg 61 of RSCPSP). We would be against such a re-opening for all the reasons previously provided in letters / submissions dated 12/7/08 and 16/7/04. (Copies attached)	Leeuwin Parade is a neighbourhood connector residential street, which is approximately 900m long. It connects Read Street to Dixon Road via Leghorn Street and Goddard Street. Due to the increasing use by motorists of Leeuwin Parade as a shortcut, the Council in 1998 resolved	Part One, <i>P1-Figures 3: Movement and 11: City Park Sub-Precinct Requirements</i> Map modified to remove Leeuwin Parade through connection reference and

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		<p>It would result in considerably more traffic, faster traffic, increased noise even if calming traffic measures being in place and considerably endanger locals entering Leeuwin Parade from narrow and often blind streets. The result would be a very noisy and unsafe suburban environment.</p> <p><i>(Letters attached to Submission)</i></p> <p><u>Temporary Closure of Leeuwin Parade</u> <u>12.07.08</u> <i>With regard to your letter of 26-6-08 we would like to advise the following.</i></p> <ol style="list-style-type: none"> 1) <i>We fully support the temporary closure of Leeuwin Parade for a further 4 years from August 2008 to August 2012.</i> 2) <i>We believe the closure should be permanent and that one end of the parade be renamed.</i> <p><i>Our reasons for supporting the above were attached to our letter of 16/7/04 when the last temporary closure was (unknown word) - please refer to some. No one in this area wishes the closure to be re-opened now or in the future. It would invite more faster traffic, it would result in noise from resulting traffic, it would endanger locals entering and exiting Leeuwin Pde from the narrow side streets, in all it would be a disaster.</i></p> <p><u>Temporary Closure of Leeuwin Parade</u> <u>16.07.04</u> <i>With regards to your letter of 5 July 2004 we would like to advise the following.</i></p> <ol style="list-style-type: none"> A) <i>We fully support the temporary closure of Leeuwin Parade for a further 4 years from August 2004 to August 2008.</i> B) <i>We believe that the closure should be permanent and that one end of the parade be renamed.</i> <p><i>Please refer to attached letter which supports the above submission.</i></p> <p><u>Temporary Closure of Leeuwin Parade</u></p> <ol style="list-style-type: none"> 1) <i>In your letter and in the report you state several times that Option 4 (leaving Leeuwin Parade open but using traffic calming measures) is the Council's long term strategy for Leeuwin Parade,</i> <ol style="list-style-type: none"> a) <i>because it is the Resident's preferred option, ad</i> b) <i>because it meets the long-term traffic management needs of the parade.</i> 	<p>to 'temporarily' close a section of Leeuwin Parade to prevent through movement. The temporary closure also allowed for unresolved strategic planning matters associated with the Strategic Centre to be resolved before determining the ultimate status of Leeuwin Parade.</p> <p>When the Council initially made its decision to temporarily close Leeuwin Parade, the alignment of the South West Metropolitan Railway through the Strategic Centre had been confirmed by the State Government Cabinet in 1997, through the endorsement of the <i>Rockingham City Centre - Railway Access Study</i> (Ministry for Planning, 1996). This study provided for the Mandurah Railway line diverging into central Rockingham (in proximity to Rockingham Shopping Centre/civic areas) and provided for an underground railway tunnel from Dixon Road in the north to Elanora Drive in the south. A transit station was proposed at the intersection of Goddard Street/Leeuwin Parade.</p> <p>Together with the proposed transit stop, a busway was proposed located on the eastern side of Goddard Street. The original intention was for a public transport route along Leeuwin Parade to connect to the transit stop.</p> <p>Since that time, a number of significant changes to the previous intent occurred with:</p> <ul style="list-style-type: none"> - The establishment of Mandurah Rail Line and Rockingham Station on Ennis Avenue in 2007, which did not proceed with the railway deviation into central Rockingham; and - In 2015, the City realigned and upgraded Market Street, to accommodate the future alignment of the RCCTS transit corridor away from Chalgrove Avenue. 	<p>replaced with a green connection notation.</p> <p>Update Part 1 section 1.4 Staging to include a new short term movement action to upgrade the green connection.</p> <p>Part Two, Section 4.4.1 Proposed Movement Network</p> <ul style="list-style-type: none"> • <i>P2-Table 13: Proposed Intersection Upgrades</i> to remove Intersection No.6 Leeuwin Parade from the table. • <i>P2-Figure 27: Movement Plan</i> to remove Intersection No.6 from the figure.

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		<p><i>We fail to see how you concluded it was the residents preferred option - nowhere do you quote the survey statistics, however the statistics you quote for the temporary closure submissions show people being roughly 9 to 1 in favour of closure to start with and then roughly 12 to 1 in favour of closure after the 1st year. I knew from talking to you (unknown word) staff that there has been no agitation for any re-opening.</i></p> <p><i>2) As for the long term traffic management needs of the parade, we fail to see how opening up the road - and thus inviting through-traffic - and using speed bumps, restrictions or other methods could be an improvement. Increased traffic will make it more difficult / dangerous to enter onto Leeuwin Parade from the side streets - some with limited vision along the Parade. Increased traffic will also bring increased noise, as do speed bumps and restriction / direction barriers.</i></p> <p><i>3) By constantly quoting the phrase "long term solution" are we to assume that you envisage or indeed intend to encourage and for greater through put of traffic along Leeuwin Parade - heaven forbid.</i></p> <p><i>As you point out yourself, the meadows is a wholly contained area. Dual land roads to the west and north give ample access to the foreshore and beached while Leghorn St and in particular the shopping centre to the sports centre, west Dixon Rd commercial district, and university area.</i></p> <p><i>I fact I understand it is planned that Chalgrove Ave is to be extended through the sports ground area to Dowling St and onto Dixon Rd. if any extra thru-road is needed perhaps you should fast track this option. (Along with a pedestrian linear pathway from the City Centre area to the University - already proposed I understand).</i></p>	<p>These changes have resulted in Leeuwin Parade not being a preferred public transport alignment.</p> <p>The City also reviewed the development potential proposed within the 'City Park' sub-precinct in the Structure Plan and the potential vehicle traffic that could be generated.</p> <p>It determined that even with the ultimate development potential of the Structure Plan being realised, the existing movement network is capable of accommodating any increase in traffic resulting from new development.</p> <p>The surrounding localised road intersection upgrades may be considered in the event there is congestion within the sub-precinct. Leeuwin Parade is unlikely to warrant a through connection for vehicle traffic during the timeframe of the Structure Plan.</p> <p>Whilst Leeuwin Parade is recommended to remain closed to vehicle through traffic, it is recommended that the green link connecting City Park to the Rockingham Beach foreshore be upgraded to enhance, pedestrian and cyclist movement Leeuwin Parade is a neighbourhood connector residential street, which is approximately 900m long. It connects Read Street to Dixon Road via Leghorn Street and Goddard Street.</p>	
06(b)		<p>The draft Rockingham Strategic Centre Precinct Structure Plan, Page 61, shows Marks Place, which is a cul-de-sac, being opened up to Goddard St. I feel this would be a very unsafe option - the traffic coming along Goddard St from the South is 60km phr and is partly obscured by the centre island trees. If people pull out to travel north, vehicles coming from the south will be on them before they are aware.</p> <p>I make these observations based on experience at the Leeuwin Parade - Goddard St Cnr and my many years of driving trucks</p>	<p>The initial proposal for Marks Place was to consider an additional 'left-in, left-out' intersection at Goddard Street to facilitate access to 7 (Lot 9001) McNicholl Street.</p> <p>On review, it has been determined that this connection is not required.</p>	<p>Part One, P1-Figure 11: City Park Sub-Precinct Requirements Map to be modified to remove the Marks Place through connection.</p>

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		and tour coaches in Europe, USA, Sth America, Midle East, Asia and Africa.		
07	Mr San Maung 59 Jecks Street ROCKINGHAM WA 6168	I support the permission of future subdivision.	The submission is noted.	No change.
08	Mr James & Mrs Wendy Best 40 Leeuwin Parade ROCKINGHAM WA 6168	<p>I am writing to you with my concerns regarding the lack of detail in the Rockingham Strategic Centre Precinct Structure Plan for the “proposed intersection upgrade” of Leeuwin Parade and Moresby Grove. What does this mean?(https://rockingham.wa.gov.au/forms-and-publications/planning-and-building/local-planning/rscpsp-part-a page 21.)</p> <p>I realise this is a work in progress but I wish to strongly object to any thoughts of opening Leeuwin Parade to through traffic. So much so that I have conducted a letter drop to the residents of Leeuwin Parade reminding people of the horrendous traffic situation we were subjected to before we took action to get the road closed. I have included this letter here. I would like to know what the upgrade entails as I cannot seem to find the information or get an answer to my enquiries. If, as I suspect, there are plans afoot to reopen Leeuwin Parade then I must register my strenuous opposition to this. The arguments that applied in 1993, apply just as strongly, if not more so today. Opening Leeuwin Parade to through traffic would create a rat run between Read Street and Dixon Road that would result in a horrendous situation for the residents of Leeuwin Parade and The Meadows. The road is not designed for more than residential traffic and the potential for problems is enormous. Having lived here since 1989 I have been subjected to near misses when reversing out of my driveway on a weekly basis and feared the potential for a fatality to occur from pedestrians crossing Leeuwin Parade adjacent to Moresby Grove following the pathway sited on a blind corner. These are just some of the examples I could furnish. The Meadows is bounded on virtually</p>	<p>Leeuwin Parade is a neighbourhood connector residential street, which is approximately 900m long. It connects Read Street to Dixon Road via Leghorn Street and Goddard Street. Due to the increasing use by motorists of Leeuwin Parade as a shortcut, the Council in 1998 resolved to 'temporarily' close a section of Leeuwin Parade to prevent through movement. The temporary closure also allowed for unresolved strategic planning matters associated with the Strategic Centre to be resolved before determining the ultimate status of Leeuwin Parade.</p> <p>When the Council initially made its decision to temporarily close Leeuwin Parade, the alignment of the South West Metropolitan Railway through the Strategic Centre had been confirmed by the State Government Cabinet in 1997, through the endorsement of the <i>Rockingham City Centre - Railway Access Study</i> (Ministry for Planning, 1996). This study provided for the Mandurah Railway line diverging into central Rockingham (in proximity to Rockingham Shopping Centre/civic areas) and provided for an underground railway tunnel from Dixon Road in the north to Elanora Drive in the south. A transit station was proposed at the intersection of Goddard Street/Leeuwin Parade.</p> <p>Together with the proposed transit stop, a busway was proposed located on the eastern side of</p>	<p>Part One, <i>P1-Figure 11: City Park Sub-Precinct Requirements Map</i> modified to remove Leeuwin Parade through connection reference.</p> <p>Part Two, Section 4.4.1 Proposed Movement Network</p> <ul style="list-style-type: none"> • <i>P2-Table 13: Proposed Intersection Upgrades</i> to remove Intersection No.6 Leeuwin Parade from the table. • <i>P2-Figure 27: Movement Plan</i> to remove Intersection No.6 from the figure.

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		<p>all sides by main roads that are dual carriageways, that is where non-residential traffic should be directed.</p> <p>I would wholeheartedly support upgrades that include beautification of the area with the pathway continuing across Leeuwin Parade so that pedestrians do not have to walk on the roadway.</p> <p>The rationale for including a gate to provide access for emergency services has never been used for that purpose and currently just serves as a challenge for drivers who dislike being unable to use Leeuwin Parade as a cut through. It has been damaged numerous times over the last 30 years, the most recent within the last month.</p> <p>I would like to see the gate removed, the pathway and green parkway permanently established across Leeuwin Parade. Leeuwin Parade could possibly be renamed 'Leeuwin Parade East' and 'Leeuwin Parade West' so there is no ambiguity about the closure to traffic at this point. I would like to think these suggested changes would enhance the Greenway that connects the City Centre with the Village Green and the Foreshore providing people with a safe and aesthetically pleasing route. I look forward to hearing from you in the near future.</p> <p><i>Dear Resident.</i> <i>Concerns for the future of Leeuwin Parade</i> <i>On examination of the Rockingham Strategic Centre Precinct Structure Plan, there is ambiguity regarding the current closure of Leeuwin Parade where it intersects with Moresby Close. What do these arrows on Leeuwin Parade mean?</i></p> <p>https://rockingham.wa.gov.au/forms-and-publications/planning-and-building/local-planning/rscpsp-part-a page61 <i>When I phoned the council offices and spoke to a planning officer, they were unable to clarify the meaning of these arrows and the current copy of the strategic plan has no legend to explain this either.</i> <i>We are concerned if there is any intention to reopen Leeuwin Parade.</i> <i>In 1993 after 2 years of lobbying by the residents of The Meadows and on the results of a traffic study conducted by the</i></p>	<p>Goddard Street. The original intention was for a public transport route along Leeuwin Parade to connect to the transit stop.</p> <p>Since that time, a number of significant changes to the previous intent occurred with:</p> <ul style="list-style-type: none"> - The establishment of Mandurah Rail Line and Rockingham Station on Ennis Avenue in 2007, which did not proceed with the railway deviation into central Rockingham; and - In 2015, the City realigned and upgraded Market Street, to accommodate the future alignment of the RCCTS transit corridor away from Chalgrove Avenue. <p>These changes have resulted in Leeuwin Parade not being a preferred public transport alignment.</p> <p>The City also reviewed the development potential proposed within the 'City Park' sub-precinct in the Structure Plan and the potential vehicle traffic that could be generated.</p> <p>It determined that even with the ultimate development potential of the Structure Plan being realised, the existing movement network is capable of accommodating any increase in traffic resulting from new development.</p> <p>The surrounding localised road intersection upgrades may be considered in the event there is congestion within the sub-precinct. Leeuwin Parade is unlikely to warrant a through connection for vehicle traffic during the timeframe of the Structure Plan.</p> <p>Whilst Leeuwin Parade is recommended to remain closed to vehicle through traffic, it is recommended that the green link connecting City Park to the Rockingham Beach foreshore be upgraded to</p>	

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		<p><i>City of Rockingham, Leeuwin Parade was closed to through traffic.</i></p> <p><i>The residents had reasoned that Leeuwin Parade was not designed for the then current levels of excessive traffic, speed and noise, and that the unsuitable road design created dangerous conditions that could result in potential injury or death for pedestrians and road users.</i></p> <p><i>The 1993 traffic survey confirmed these concerns:-</i></p> <ul style="list-style-type: none"> • <i>Over 2000 vehicles per day used Leeuwin Parade as a shortcut</i> • <i>Over 80 heavy goods vehicles per day used Leeuwin Parade between Dixon Rd and Read Street commencing at 5:00 AM</i> • <i>The highest speed recorded on Leeuwin Parade was a motorbike at 140 km/hour.</i> <p><i>This situation was 30 years ago. Imagine the impact on the ambience, lifestyle and property values we currently enjoy if Leeuwin Parade was opened to through traffic.</i></p> <p><i>If you share our concerns regarding the future of Leeuwin Parade, please make your thoughts clear to the Council before July 3rd, 2023.</i></p> <p><i>From the CoR website</i></p> <ul style="list-style-type: none"> • <i>online via Rock Port</i> • <i>online via email to customer@rockingham.wa.gov.au</i> • <i>in writing to the Chief Executive Officer, City of Rockingham, PO Box 2142, Rockingham DC WA 6967</i> <p><i>Written submissions must be lodged on or before Monday 3 July 2023.</i></p>	<p>enhance, pedestrian and cyclist movement</p> <p>Leeuwin Parade is a neighbourhood connector residential street, which is approximately 900m long. It connects Read Street to Dixon Road via Leghorn Street and Goddard Street.</p>	

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09	<p>Gwen H Humphries 37 Leeuwin Parade ROCKINGHAM WA 6168</p>	<p>I wish to voice my objections to the reopening of Leeuwin Parade. I live at 37 Leeuwin Parade. I am 81 years old and walk with a roller walker. Everyday I cross the road albeit very slowly. I would feel too afraid to do this if the road was open.</p>	<p>The City reviewed the development potential proposed within the 'City Park' sub-precinct in the Structure Plan and the potential vehicle traffic that could be generated. The City determined that even with the ultimate development potential of the Structure Plan being realised, the existing movement network is capable of accommodating any increase in traffic resulting from increase residential density development.</p> <p>Whilst Leeuwin Parade is recommended to remain closed to vehicle through traffic, it is recommended that the green link connecting City Park to the Rockingham Beach foreshore be upgraded to enhance, pedestrian and cyclist movement and this may likely result in removal of existing gate.</p>	<p>Part One, <i>P1-Figure 11: City Park Sub-Precinct Requirements Map</i> modified to remove Leeuwin Parade through connection reference.</p> <p>Part Two, Section 4.4.1 Proposed Movement Network</p> <ul style="list-style-type: none"> • <i>P2-Table 13: Proposed Intersection Upgrades</i> to remove Intersection No.6 Leeuwin Parade from the table. • <i>P2-Figure 27: Movement Plan</i> to remove Intersection No.6 from the figure.

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10	Stefan & Ani Milan 8 Leeuwin Parade ROCKINGHAM WA 6168	<p>We are writing to you about the reopening of Leeuwin Parade to through traffic - Leghorn street to Goddard Street .</p> <p>Please do not open the road as the base on the survey in 1993 :</p> <ul style="list-style-type: none"> * Over 2000 vehicles per day used Leeuwin Parade as shortcut. * Over 80 heavy goods vehicles per day used Leeuwin Parade between Dixon Rd and Read Street commencing at 5.00 AM. * The highest speed recorded on Leeuwin Parade was on motorbike at 140 km/ hour. <p>This situation was 30 years ago. We can't imagine the impact on ambient, lifestyle and property value we currently enjoy if Leeuwin Parade was open through traffic again</p>	<p>Leeuwin Parade is a neighbourhood connector residential street, which is approximately 900m long. It connects Read Street to Dixon Road via Leghorn Street and Goddard Street.</p> <p>Due to the increasing use by motorists of Leeuwin Parade as a shortcut, the Council in 1998 resolved to 'temporarily' close a section of Leeuwin Parade to prevent through movement. The temporary closure also allowed for unresolved strategic planning matters associated with the Strategic Centre to be resolved before determining the ultimate status of Leeuwin Parade.</p> <p>When the Council initially made its decision to temporarily close Leeuwin Parade, the alignment of the South West Metropolitan Railway through the Strategic Centre had been confirmed by the State Government Cabinet in 1997, through the endorsement of the <i>Rockingham City Centre - Railway Access Study</i> (Ministry for Planning, 1996). This study provided for the Mandurah Railway line diverging into central Rockingham (in proximity to Rockingham Shopping Centre/civic areas) and provided for an underground railway tunnel from Dixon Road in the north to Elanora Drive in the south. A transit station was proposed at the intersection of Goddard Street/Leeuwin Parade.</p> <p>Together with the proposed transit stop, a busway was proposed located on the eastern side of Goddard Street. The original intention was for a public transport route along Leeuwin Parade to connect to the transit stop.</p> <p>Since that time, a number of significant changes to the previous intent occurred with:</p> <ul style="list-style-type: none"> - The establishment of Mandurah Rail Line and Rockingham Station on Ennis Avenue in 2007, which did not proceed with the railway deviation into central Rockingham; and 	<p>Part One, <i>P1-Figure 11: City Park Sub-Precinct Requirements Map</i> modified to remove Leeuwin Parade through connection reference.</p> <p>Part Two, Section 4.4.1 Proposed Movement Network</p> <ul style="list-style-type: none"> • <i>P2-Table 13: Proposed Intersection Upgrades</i> to remove Intersection No.6 Leeuwin Parade from the table. • <i>P2-Figure 27: Movement Plan</i> to remove Intersection No.6 from the figure.

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			<p>- In 2015, the City realigned and upgraded Market Street, to accommodate the future alignment of the RCCTS transit corridor away from Chalgrove Avenue.</p> <p>These changes have resulted in Leeuwin Parade not being a preferred public transport alignment.</p> <p>The City also reviewed the development potential proposed within the 'City Park' sub-precinct in the Structure Plan and the potential vehicle traffic that could be generated.</p> <p>It determined that even with the ultimate development potential of the Structure Plan being realised, the existing movement network is capable of accommodating any increase in traffic resulting from new development.</p> <p>The surrounding localised road intersection upgrades may be considered in the event there is congestion within the sub-precinct. Leeuwin Parade is unlikely to warrant a through connection for vehicle traffic during the timeframe of the Structure Plan.</p> <p>Whilst Leeuwin Parade is recommended to remain closed to vehicle through traffic, it is recommended that the green link connecting City Park to the Rockingham Beach foreshore be upgraded to enhance, pedestrian and cyclist movement. Leeuwin Parade is a neighbourhood connector residential street, which is approximately 900m long. It connects Read Street to Dixon Road via Leghorn Street and Goddard Street.</p>	
11	Mrs Sabina Goss Unit 32, 43 Rockingham Beach Road ROCKINGHAM WA 6168	In reading information provided by my seller and speaking to neighbours, Leeuwin Parade was not due to connect between Goddard and Leghorn and they bought their plots and future homes based on this – much the same as I am doing now. Across the course of time, this changed and became through road. A traffic survey carried out by the City of Rockingham in 1993 noted that over 2000 vehicles per day were using Leeuwin	The City reviewed the development potential proposed within the 'City Park' sub-precinct in the Structure Plan and the potential vehicle traffic that could be generated. It determined that even with the ultimate development potential of the Structure Plan being realised, the existing movement network is capable of accommodating any increase in traffic	Part One, P1-Figure 11: City Park Sub-Precinct Requirements Map modified to remove Leeuwin Parade through connection reference.

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		<p>Parade as a shortcut, over 80 Heavy Vehicles used Leeuwin Parade as a cut through from Dixon to Read (commencing at 5am) and the highest speed recorded on Leeuwin Parade was a motorbike at 140km/hour. Following two years of lobbying, plus the above survey, the Council closed Leeuwin Parade to through traffic.</p> <p>I am extremely concerned that proposals to actively encourage Leeuwin to be an RCCTS will be extremely detrimental to my young family, myself and all within the Meadows Estate. The RCCTS, for us, represents:</p> <ul style="list-style-type: none"> • a huge increase in traffic to the road • during peak times it would cause a lot of vehicles backed up outside my property and others, with engines running, whilst they queue to access Read Street • issues accessing my property/driveway due to traffic congestion • the potential for road traffic accidents (resulting in injury or death) especially given that it was not designed to be a main thoroughfare and is narrow with several blind spots • a huge increase in noise pollution • a huge increase in air pollution – especially during peak times. The black dust created in these situations which enters the house is disgusting and something I hoped to avoid • safety concerns for my young children in living by such a busy road • the impact to our quality of life and mental health • devaluation in property along the road, devastating for my and others longer term financial stability • the potential for even higher rates of vehicle use than that noted in the 1993 survey given how much busier the City is now <p>I urge you to reconsider these plans and keep Leeuwin Parade closed. Re-opening the road does not offer any benefit to the Meadows Estate and its inhabitants. The roads circumnavigating it are built for large volumes or traffic, Leeuwin Parade is not.</p>	<p>resulting from increase residential density development.</p> <p>Whilst Leeuwin Parade is recommended to remain closed to vehicle through traffic, it is recommended that the green link connecting City Park to the Rockingham Beach foreshore be upgraded to enhance, pedestrian and cyclist movement and this may likely result in removal of existing gate.</p> <p>Leeuwin Parade is not proposed to form part of the proposed RCCTS route, as per Part 1, P1-Figure 1: Rockingham Precinct Structure Plan Map (Part 1, Page 16) which demonstrates that the route would travel from the City Centre sub-precinct via McNicholl and Market Streets.</p>	<p>Part Two, Section 4.4.1 Proposed Movement Network</p> <ul style="list-style-type: none"> • <i>P2-Table 13: Proposed Intersection Upgrades</i> to remove Intersection No.6 Leeuwin Parade from the table. • <i>P2-Figure 27: Movement Plan</i> to remove Intersection No.6 from the figure.

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12	Kristian and Traci Liss 62 Leeuwin Parade ROCKINGHAM WA 6168	It has been brought to my attention by fellow neighbours, that under the proposed Rockingham Strategic Precinct Structure Plan, that Leeuwin Parade will be reopened as a connector street. I can not stress to you enough how opposed my family and i are - along with other neighbours at this news. Having been a resident of Leeuwin Parade for 13 years, I can safely say that this is a huge mistake. My fellow neighbours informed me that back in 1993, over 2000 cars were recorded using this road as a thoroughfare, sometimes travelling at unsafe speeds (one motorbike at 140kph). They fought long and hard to close this road and I believe, by doing so, lives have been saved. This is a narrow, winding, residential road that has many blind spots, with the potential to endanger drivers and pedestrians alike. As it is, there are cars that tear around Leeuwin Parade and Marjorie Parade now with the road closed and I shudder to think what would happen if this proposal goes ahead. With two young children, I am frightened for their safety. Please, I implore you to not open this road and let traffic use Patterson or Chalgrove Ave, as they have for thirty years with no threat to a beautiful family home, in an estate that we love.	<p>The City reviewed the development potential proposed within the 'City Park' sub-precinct in the Structure Plan and the potential vehicle traffic that could be generated.</p> <p>It determined that even with the ultimate development potential of the Structure Plan being realised, the existing movement network is capable of accommodating any increase in traffic resulting from increase residential density development. Whilst Leeuwin Parade is recommended to remain closed to vehicle through traffic, it is recommended that the green link connecting City Park to the Rockingham Beach foreshore be upgraded to enhance, pedestrian and cyclist movement and this may likely result in removal of existing gate for a more permanent solution.</p>	<p>Part One, <i>P1-Figure 11: City Park Sub-Precinct Requirements</i> Map modified to remove Leeuwin Parade through connection reference.</p> <p>Part Two, Section 4.4.1 Proposed Movement Network</p> <ul style="list-style-type: none"> • <i>P2-Table 13: Proposed Intersection Upgrades</i> to remove Intersection No.6 Leeuwin Parade from the table. • <i>P2-Figure 27: Movement Plan</i> to remove Intersection No.6 from the figure.
13	Mr Gary A Walpole 58 Leeuwin Parade ROCKINGHAM WA 6168	<p>I am concerned about the possibility of reopening Leeuwin Parade, and to allow enormous amount of traffic including Heavy vehicle easy access to Dixon Rd/Goddard street.</p> <p>I have lived on Leeuwin Parade since 1995 and have witnessed a number of near misses.</p> <p>One of my concern is the People trying to access Leeuwin parade (East Bound), from Kybra Mews, mainly occupied by the elderly living in units (That still drive), because, it is on a blind bend, and due to the speed that people arrive at that intersection from time to time is astounding, well over The posted speed limit of 50KPH.</p> <p>Additional concerns is the amount of children who use Leeuwin Parade to access the Mike Barnett Sports Centre, usually from Rockingham Highschool, Although there are foot paths ,often children walk on the other side of the street, bouncing basketballs on the Road.</p> <p>I also have concerns regarding the impact of the ambience and lifestyle to the residents of Leeuwin Parade and surrounding area, when you consider a traffic survey (1993), that showed over 2000 vehicles a day used Leeuwin Parade as a short cut, who knows how many in (2023)? I would suggest Considerably</p>	<p>The City reviewed the development potential proposed within the 'City Park' sub-precinct in the Structure Plan and the potential vehicle traffic that could be generated. The City determined that even with the ultimate development potential of the Structure Plan being realised, the existing movement network is capable of accommodating any increase in traffic resulting from increase residential density development.</p> <p>Whilst Leeuwin Parade is recommended to remain closed to vehicle through traffic, it is recommended that the green link connecting City Park to the Rockingham Beach foreshore be upgraded to enhance, pedestrian and cyclist movement and this may likely result in removal of existing gate.</p>	<p>Part One, <i>P1-Figure 11: City Park Sub-Precinct Requirements</i> Map modified to remove Leeuwin Parade through connection reference.</p> <p>Part Two, Section 4.4.1 Proposed Movement Network</p> <ul style="list-style-type: none"> • <i>P2-Table 13: Proposed Intersection Upgrades</i> to remove Intersection No.6 Leeuwin Parade from the table. • <i>P2-Figure 27: Movement Plan</i> to remove Intersection No.6 from the figure.

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		<p>more, not to mention heavy vehicles using Leeuwin Parade between Dixon Road and Read Street.</p> <p>It is my hope that the City Of Rockingham is a progressive entity, for the betterment of all who live within its boundaries.</p> <p>Please keep Leeuwin Parade closed to through traffic.</p>		
14	<p>Mr Tony Rushton 1 Adroit Court ROCKINGHAM WA 6168</p>	<p>There is a rumour that you intend to open up Leeuwin ave Rockingham.</p> <p>This would be a very serious error and no doubt, if true you will have a petition coming your way ,from all the street as there is a disable home plus retirement residences in close proximity.</p> <p>We look forward to hearing from you.</p>	<p>The City reviewed the development potential proposed within the 'City Park' sub-precinct in the Structure Plan and the potential vehicle traffic that could be generated. It determined that even with the ultimate development potential of the Structure Plan being realised, the existing movement network is capable of accommodating any increase in traffic resulting from increase residential density development.</p> <p>Whilst Leeuwin Parade is recommended to remain closed to vehicle through traffic, it is recommended that the green link connecting City Park to the Rockingham Beach foreshore be upgraded to enhance, pedestrian and cyclist movement and this may likely result in removal of existing gate for a more permanent solution.</p>	<p>Part One, <i>P1-Figure 11: City Park Sub-Precinct Requirements</i> Map modified to remove Leeuwin Parade through connection reference.</p> <p>Part Two, Section 4.4.1 Proposed Movement Network</p> <ul style="list-style-type: none"> • <i>P2-Table 13: Proposed Intersection Upgrades</i> to remove Intersection No.6 Leeuwin Parade from the table. • <i>P2-Figure 27: Movement Plan</i> to remove Intersection No.6 from the figure.
15	<p>Mr Michael and Ms Shirley Carter 42 Leeuwin Parade ROCKINGHAM WA 6168</p>	<p>It has come to our notice that changes to Leeuwin parade are being considered</p> <p>This is in the form of reverting back to a through road. As it was stated in the previous consultation with residents the reasons were speed of traffic and the use of heavy vehicles use of it as a shortcut.</p> <p>We would like to register our objection to any changes to the status quo</p>	<p>The City reviewed the development potential proposed within the 'City Park' sub-precinct in the Structure Plan and the potential vehicle traffic that could be generated. It determined that even with the ultimate development potential of the Structure Plan being realised, the existing movement network is capable of accommodating any increase in traffic resulting from increase residential density development.</p> <p>Whilst Leeuwin Parade is recommended to remain closed to vehicle through traffic, it is recommended that the green link connecting City Park to the Rockingham Beach foreshore be upgraded to enhance, pedestrian and cyclist movement and this may likely result in removal of existing gate.</p>	<p>Part One, <i>P1-Figure 11: City Park Sub-Precinct Requirements</i> Map modified to remove Leeuwin Parade through connection reference.</p> <p>Part Two, Section 4.4.1 Proposed Movement Network</p> <ul style="list-style-type: none"> • <i>P2-Table 13: Proposed Intersection Upgrades</i> to remove Intersection No.6 Leeuwin Parade from the table. • <i>P2-Figure 27: Movement Plan</i> to remove Intersection No.6 from the figure.

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16	Mr Rodney Banovic 45 Leeuwin Parade ROCKINGHAM WA 6168	<p>I oppose the opening of Leeuwin Parade road in Meadows, as specified in DPP 3.2.10 - Leeuwin (Sector 8). Quite a few reasons why this road should remain closed, but just to name a few: substantial traffic increase, as Leeuwin Parade would be used as a thoroughfare between Read St and Dixon Rd. Measurements made in 1993 recorded an additional 2,000 vehicles using the Leeuwin Parade on a daily basis - this is when Rockingham had a population of ~ 45,000 in 1993. Residents living in The Anchorage and most of Shoalwater would be using Leeuwin Parade to bypass traffic lights toward Dixon Rd; noise caused by increased traffic, impacts the lifestyle of residents in Meadows area; health, due to vehicle emissions from increased traffic; safety concerns, as vehicles passing through Leeuwin Parade had no concerns for limit speeds. This additional traffic also caused a number of traffic accidents before 1993, when Leeuwin Parade was open, mainly from Kirby Mews area entering into Leeuwin Parade. There is also a safety concern from speeding vehicles for students walking on a daily basis from Rockingham Senior High School to Mike Barnett Sports Complex; crime rate, which was quite high in the area pre-1993 when Leeuwin Parade was open. Nowadays, crime rate in Meadows is very low --- Please let the Leeuwin Parade remain closed.</p>	<p>Leeuwin Parade is a neighbourhood connector residential street, which is approximately 900m long. It connects Read Street to Dixon Road via Leghorn Street and Goddard Street.</p> <p>Due to the increasing use by motorists of Leeuwin Parade as a shortcut, the Council in 1998 resolved to 'temporarily' close a section of Leeuwin Parade to prevent through movement. The temporary closure also allowed for unresolved strategic planning matters associated with the Strategic Centre to be resolved before determining the ultimate status of Leeuwin Parade.</p> <p>When the Council initially made its decision to temporarily close Leeuwin Parade, the alignment of the South West Metropolitan Railway through the Strategic Centre had been confirmed by the State Government Cabinet in 1997, through the endorsement of the <i>Rockingham City Centre - Railway Access Study</i> (Ministry for Planning, 1996). This study provided for the Mandurah Railway line diverging into central Rockingham (in proximity to Rockingham Shopping Centre/civic areas) and provided for an underground railway tunnel from Dixon Road in the north to Elanora Drive in the south. A transit station was proposed at the intersection of Goddard Street/Leeuwin Parade.</p> <p>Together with the proposed transit stop, a busway was proposed located on the eastern side of Goddard Street. The original intention was for a public transport route along Leeuwin Parade to connect to the transit stop.</p> <p>Since that time, a number of significant changes to the previous intent occurred with:</p> <ul style="list-style-type: none"> - The establishment of Mandurah Rail Line and Rockingham Station on Ennis Avenue in 2007, which did not proceed with the railway deviation into central Rockingham; and 	<p>Part One, <i>P1-Figure 11: City Park Sub-Precinct Requirements Map</i> modified to remove Leeuwin Parade through connection reference.</p> <p>Part Two, Section 4.4.1 Proposed Movement Network</p> <ul style="list-style-type: none"> • <i>P2-Table 13: Proposed Intersection Upgrades</i> to remove Intersection No.6 Leeuwin Parade from the table. • <i>P2-Figure 27: Movement Plan</i> to remove Intersection No.6 from the figure.

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			<p>- In 2015, the City realigned and upgraded Market Street, to accommodate the future alignment of the RCCTS transit corridor away from Chalgrove Avenue.</p> <p>These changes have resulted in Leeuwin Parade not being a preferred public transport alignment.</p> <p>The City also reviewed the development potential proposed within the 'City Park' sub-precinct in the Structure Plan and the potential vehicle traffic that could be generated.</p> <p>It determined that even with the ultimate development potential of the Structure Plan being realised, the existing movement network is capable of accommodating any increase in traffic resulting from new development.</p> <p>The surrounding localised road intersection upgrades may be considered in the event there is congestion within the sub-precinct. Leeuwin Parade is unlikely to warrant a through connection for vehicle traffic during the timeframe of the Structure Plan.</p> <p>Whilst Leeuwin Parade is recommended to remain closed to vehicle through traffic, it is recommended that the green link connecting City Park to the Rockingham Beach foreshore be upgraded to enhance, pedestrian and cyclist movement Leeuwin Parade is a neighbourhood connector residential street, which is approximately 900m long. It connects Read Street to Dixon Road via Leghorn Street and Goddard Street.</p>	
17	Mrs Traci Liss 62 Leeuwin Parade ROCKINGHAM WA 6168	It has been brought to my attention by fellow neighbours, that under the proposed Rockingham Strategic Precinct Structure Plan, that Leeuwin Parade will be re-opened as a connector street. I can not stress to you enough, how opposed my family and I are - along with other neighbours at this news. Having been a resident of Leeuwin Parade for 13 years, i can safely say that this a huge mistake. My fellow neighbours informed me that	Leeuwin Parade is a neighbourhood connector residential street, which is approximately 900m long. It connects Read Street to Dixon Road via Leghorn Street and Goddard Street. Due to the increasing use by motorists of Leeuwin Parade as a shortcut, the Council in 1998 resolved to 'temporarily' close a section of Leeuwin Parade	Part One, <i>P1-Figure 11: City Park Sub-Precinct Requirements Map</i> modified to remove Leeuwin Parade through connection reference.

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		<p>back in 1993, over 2000 cars were recorded using this road a thoroughfare, sometimes travelling at unsafe speeds (one motorbike at 140kph). They fought long and hard to close this road and I believe, by doing so, lives have been saved. This road is winding and provides many blind spots, endangering drivers and pedestrians alike. As it is, there are cars that tear around Leeuwin Parade and Marjorie Parade now with the road closed and i shudder to think what would happen if this proposal goes ahead. With two young children, I am frightened for their safety. Please, i implore you to not open this road and let traffic use Patterson or Chalgrove Ave, as they have for thirty years with no threat to a beautiful family estate, that we love.</p>	<p>to prevent through movement. The temporary closure also allowed for unresolved strategic planning matters associated with the Strategic Centre to be resolved before determining the ultimate status of Leeuwin Parade.</p> <p>When the Council initially made its decision to temporarily close Leeuwin Parade, the alignment of the South West Metropolitan Railway through the Strategic Centre had been confirmed by the State Government Cabinet in 1997, through the endorsement of the <i>Rockingham City Centre - Railway Access Study</i> (Ministry for Planning, 1996). This study provided for the Mandurah Railway line diverging into central Rockingham (in proximity to Rockingham Shopping Centre/civic areas) and provided for an underground railway tunnel from Dixon Road in the north to Elanora Drive in the south. A transit station was proposed at the intersection of Goddard Street/Leeuwin Parade.</p> <p>Together with the proposed transit stop, a busway was proposed located on the eastern side of Goddard Street. The original intention was for a public transport route along Leeuwin Parade to connect to the transit stop.</p> <p>Since that time, a number of significant changes to the previous intent occurred with:</p> <ul style="list-style-type: none"> - The establishment of Mandurah Rail Line and Rockingham Station on Ennis Avenue in 2007, which did not proceed with the railway deviation into central Rockingham; and - In 2015, the City realigned and upgraded Market Street, to accommodate the future alignment of the RCCTS transit corridor away from Chalgrove Avenue. <p>These changes have resulted in Leeuwin Parade not being a preferred public transport alignment.</p>	<p>Part Two, Section 4.4.1 Proposed Movement Network</p> <ul style="list-style-type: none"> • <i>P2-Table 13: Proposed Intersection Upgrades</i> to remove Intersection No.6 Leeuwin Parade from the table. • <i>P2-Figure 27: Movement Plan</i> to remove Intersection No.6 from the figure.

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			<p>The City also reviewed the development potential proposed within the 'City Park' sub-precinct in the Structure Plan and the potential vehicle traffic that could be generated.</p> <p>It determined that even with the ultimate development potential of the Structure Plan being realised, the existing movement network is capable of accommodating any increase in traffic resulting from new development.</p> <p>The surrounding localised road intersection upgrades may be considered in the event there is congestion within the sub-precinct. Leeuwin Parade is unlikely to warrant a through connection for vehicle traffic during the timeframe of the Structure Plan.</p> <p>Whilst Leeuwin Parade is recommended to remain closed to vehicle through traffic, it is recommended that the green link connecting City Park to the Rockingham Beach foreshore be upgraded to enhance, pedestrian and cyclist movement. Leeuwin Parade is a neighbourhood connector residential street, which is approximately 900m long. It connects Read Street to Dixon Road via Leghorn Street and Goddard Street.</p>	
18	Mr David J Whait 6A Cowan Street ALFRED COVE WA 6154	<p>I am the owner of 9 May Street, Rockingham.</p> <p>I am writing to you to provide feedback in regards to the RSCPSP. When the City implemented the existing Activity Centre Plans, I feel that the City didn't understand that the vast majority of landowners had the skills or capacity to understand the technical detail of the ACP, and just exactly how the implications of the ACP would affect the value of properties. Landowners approach is simple. Will my land increase or decrease in value.</p> <p>The inability of most landowners to understand the outcome meant that very little push back occurred from land owners and as a consequence the City implemented what proved to be a policy that was way too 'futuristic', and very little development occurred due to the arduous requirements of amalgamation, in</p>	<p>The submission comments are noted, the City cannot validate claims made regarding property prices. This is also not a valid planning consideration. Please see below responses to specific recommendations made.</p> <p>1. Allow consideration to develop a site of less than 1000m² if it can be designed to meet the Built Form proposed in the ACP, either grouped or multiple dwelling.</p>	<p>Part One, Section 2.2.4 Subdivision and Amalgamation Clause (2) (a)</p> <p>Amend Clause (2) (a) as follows:</p>

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		<p>most cases owners would have needed to amalgamate with 2 other landowners.</p> <p>As a result, values of property plummeted and many owners at the time saw their property values decrease in the vicinity of \$200,000. Values have still failed to recover. Developers will only develop on such scale where their financial viability and profit.</p> <p>The case still exists today that the financially it does not stack up to conduct development on such a large scale in the Rockingham location. Whilst there is no commercial viability, there will be no development, it really is that simple.</p> <p>The RSCPSP is being conducted essentially as an admission by the City that the policy did not achieve what was expected. However it seems that there have been no or little lessons learnt from the past, as the proposed changes to the ACP still require amalgamation in the vast majority of cases.</p> <p>Regardless of whether amalgamation of 3 Lots under the existing policy, or 2 Lots under the proposed policy, the mere fact that an amalgamation is required is still well beyond most if not all existing landowners and will require the appetite of larger developers to purchase 2 sites together for any uptake on development to occur. The fact still remains that multiple dwelling type development is not commercially viable in Rockingham because the resulting value of completed dwellings does not have sufficient demand and therefore does not have sufficient value to be considered viable.</p> <p>Whilst I understand that the City is trying to 'protect' the Built Form of the area to avoid splintered development types, there has not been sufficient consideration placed into how a transitional program of development could occur. Other than Perth City, there is nowhere currently that has been successful in implementing the development typology that is being proposed. Not even an area like Fremantle has been able to do this, and the value of land and property is considerably greater than Rockingham.</p> <p>Therefore, I do not support the proposed ACP Built Form proposal, and seek that further changes are made. I propose the City consider the following.</p> <ol style="list-style-type: none"> 1. Allow consideration to develop a site of less than 1000m² if it can be designed to meet the Built Form proposed in the ACP, either grouped or multiple dwelling. 	<p>Upon further consideration, the City supports development of lots less than 1,000m² where a site meets all of the below criteria:</p> <ul style="list-style-type: none"> - Has a minimum site area of 800m². - Is situated on a corner lot. <p>This is for the following reasons:</p> <ul style="list-style-type: none"> - Sites with multiple road frontages are simpler to redevelop, with more options to consider consolidated access and address both street frontages. - There is an improved ability to retain existing mature trees and provide green space through redevelopment, as less land area is required for service access and vehicle manoeuvring. - With respect to 'P2' - Waterfront Village sub-precinct, this area is identified as having 'medium' to 'high' level of development potential that is likely to attract redevelopment in the next 10 years. The sub-precinct as a range of corner sites that are approximately 800m² or greater that can meet the criteria for redevelopment in an appropriate manner. - The irregular nature of lot sizes in 'P5' – City Park and 'P6' – Southern Residential sub-precincts that are not both 800m² and located on a corner were determined to be difficult to effectively redevelop without a larger contiguous area of 1,000m² as proposed by the Structure Plan. <p>This approach ensures the provision of greater flexibility and incentive to deliver high quality infill development that meets the vision and objectives of the Structure Plan to maintain the character of the residential focused sub-precincts and protect existing mature trees as part of any redevelopment.</p> <p>2. Only allow subdivision of land to be supported if land is 1,000m² or greater. This</p>	<p>(a) The resultant lot/s have a minimum lot size of 1,000m²</p> <p>Development on lots less than 1,000m² may be considered where a site meets all of the below criteria:</p> <ul style="list-style-type: none"> • Has a minimum site area of 800m² AND. • Is situated on a corner lot.

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		<p>2. Only allow subdivision of land to be supported if land is 1000m² or greater. This would avoid the development of low rise single storey development.</p> <p>3. For sites under 1000m², Include a minimum of 2 storey development.</p> <p>4. For sites under 1000m², Include a minimum development or subdivision density, so that for example a site that is zoned R60 cannot be subdivided or developed at R30.</p> <p>5. Consider changing the minimum site area to 800m² (for development, not subdivision), this will allow a much greater number of properties to be developed in the shorter term. As proven in City of Joondalup, increased subdivision and development activity creates demand for buyers who wish to subdivide/develop, which in turn increases the value of resulting properties. This will naturally allow the commercial viability of a development to occur.</p> <p>In the case of my particular property, the City risks the same scenario occurring that happened in East Cannington over the last 10 years. If 'splintered' amalgamation occurs, this will effectively lock out other sites from being amalgamated. For example, if I was to amalgamate my site with 7 May St, this would lock out 11 May St forever. That property would not be able to be developed in a way that could meet the Built Form and minimum 1000m² requirement. And eventually there will be remaining old, undevelopable sites throughout the precinct.</p> <p>There are already a number of owners that I am aware of that have just decided to demolish their old existing dwelling and replace it with a single residential dwelling. That means that site will be locked out of developing for 20 plus years, as the commercial reality of building a new dwelling would mean that financially no one would demolish a near new dwellings to conduct a development.</p> <p>As such, I recommend that the City review further the 1000m² requirement and consider the 1000m² a subdivision only requirement.</p>	<p>would avoid the development of low rise single storey development.</p> <p>The current framework is already structured to allow these outcomes to occur, through the following provisions:</p> <ul style="list-style-type: none"> In Sub-Precincts 1 (City Centre) and 7 (Education) Section 2.2.4 Subdivision and Amalgamation Clause (1) limits subdivision to 2,000m² or more. In Sub-Precincts 2 (Waterfront Village), 3 (Coastal Lots), 5 (City Park) and 6 (Southern Residential) Section 2.2.4 Subdivision and Amalgamation Clause (3), only limits subdivision when in a battle-axe configuration. The City is supporting subdivision of corner lots with an area of 800m² or greater following further analysis. <p>3. For sites under 1,000m², Include a minimum of 2 storey development.</p> <p>Amendment 191 to the City's Town Planning Scheme (which supports implementation of the Structure Plan) mandates a minimum 2 storey height requirement across the Structure Plan area.</p> <p>4. For sites under 1,000m², Include a minimum development or subdivision density, so that for example a site that is zoned R60 cannot be subdivided or developed at R30.</p> <p>The City explored a mandate for minimum densities, however, its inclusion is unlikely to be supported by the State Government.</p>	<p>Section 2.2.2 – Building Heights (General) (Page 30) to be modified as follows:</p> <p>2. Include Sub-Clause 1 (a) as follows:</p> <p>A minimum building height of two (2) storeys applies to all land, the subject of Rockingham Precinct Structure Plan except for:</p> <p>(a) Development proposals for interim uses on designated sites of the Rockingham Strategic Centre Precinct Structure Plan;</p> <p>(b) Land coded Residential 'R40' as set out in P1 - Rockingham Strategic Centre Precinct Structure Plan - Density Plan located in P5 City Park and P6 Southern Residential sub-precincts; or</p> <p>(c) Any other development proposals as identified under the Rockingham Strategic Centre Precinct Structure Plan.</p>

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			<p>The City is recommending the introduction of dwelling targets for each sub-precinct into the Structure Plan. These targets will serve as a planning consideration for the Western Australian Planning Commission to limit the underdevelopment of land within the Strategic Centre.</p> <p>The minimum 2 storey height limit mandated in the Scheme (as referenced above) will be a primary driver in ensuring built form outcomes are delivered in a way which aligns with the intent of an R60 density.</p> <p>5. Consider changing the minimum site area to 800m² (for development, not subdivision), this will allow a much greater number of properties to be developed in the shorter term.</p> <p>See response to number 1, these proposed changes will also be key in limiting the potential for 'splintered amalgamation'.</p>	
19	Mr Paul McGuire 41 Leeuwin Parade ROCKINGHAM WA 6168	<p>My name is Paul McGuire and I am resident, rate payer, and home owner of 41 Leeuwin Parade, Rockingham.</p> <p>I have been made aware of the Rockingham Strategic centre Precinct Structure plan (draft) for public comment.</p> <p>I wish to refer to page 60, P1 Figure 11 (city park sub-precinct requirement). I reference Leeuwin Parade in its current state (No through road)</p> <p>In your illustration, on Leeuwin Parade, there is some markings for which there seems to be no distinguishable key for. I may suggest that there is a proposal or plan to open Leeuwin Parade to through traffic.</p> <p>As you are probably well aware, this has been dealt with in 1993.</p> <p>As you are probably aware, It was found through your own study and I believe an independent study that the road was not suitable for the high amounts of traffic expected. It was found that traffic calming infrastructure still wasn't enough to deem the road safe.</p>	<p>Leeuwin Parade is a neighbourhood connector residential street, which is approximately 900m long. It connects Read Street to Dixon Road via Leghorn Street and Goddard Street.</p> <p>Due to the increasing use by motorists of Leeuwin Parade as a shortcut, the Council in 1998 resolved to 'temporarily' close a section of Leeuwin Parade to prevent through movement. The temporary closure also allowed for unresolved strategic planning matters associated with the Strategic Centre to be resolved before determining the ultimate status of Leeuwin Parade.</p> <p>When the Council initially made its decision to temporarily close Leeuwin Parade, the alignment of the South West Metropolitan Railway through the Strategic Centre had been confirmed by the State Government Cabinet in 1997, through the</p>	<p>Part One, <i>P1-Figure 11: City Park Sub-Precinct Requirements Map</i> modified to remove Leeuwin Parade through connection reference.</p> <p>Part Two, Section 4.4.1 Proposed Movement Network</p> <ul style="list-style-type: none"> • <i>P2-Table 13: Proposed Intersection Upgrades</i> to remove Intersection No.6 Leeuwin Parade from the table. • <i>P2-Figure 27: Movement Plan</i> to remove Intersection No.6 from the figure.

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		<p>To this day, the amount of cars that speed past our houses is still high due to it not being immediately distinguishable that the road is not a through road (As the west side is still called Leeuwin Parade.) I have called the police on more than one occasion for this behavior.</p> <p>Located at 43 Leeuwin Parade is an "Active" residential care facility housing 4 residents and up to 6 carers at any one time. They need access Leeuwin Parade via Marjorie parade many times a day (anywhere from 5-15 times a day) in a slow minivan. This number is not including the staff. On inspection you will find that the speed at which cars travel along Leeuwin parade and the amount of cars expected will not provide a safe environment for the residents to access the community. The reason that this purpose-built house was placed here was because of the suitable nature of the meadows estate. Access and egress for the residents and carers will no longer be safe if Leeuwin Parade is opened to through traffic.</p> <p>I also refer to access and egress from Kybra Mews. You will note the blind spot or corner to the west of the entry. As you know, Kybra Mews is home to a range of accommodation options including over 50's complexes. Currently they enjoy safe access and egress to the community via both Leeuwin Parade and the un-interrupted greenway through the meadows provided by the No through road. Opening Leeuwin Parade would pose great threat to their safety when accessing the community.</p> <p>I am aware of a petition circulating organised by the residents of the "meadow's estate" is to be presented with over 50 households (ratepayers) concerned about these proposals. I would urge you and your team to reconsider any proposal to open Leeuwin Parade. Doing so will be a waste of precious council resources dealing with the community backlash in the ensuing period. Opening Leeuwin Parade will also burden an already stretched Police force with complaints of speeding and anti-social behaviour. As previously stated, it is just lower than tolerable as it is at the moment and I, and many of the meadows residents, have unfortunately had to burden the police with complaints of speeding on more than one occasion.</p>	<p>endorsement of the <i>Rockingham City Centre - Railway Access Study</i> (Ministry for Planning, 1996). This study provided for the Mandurah Railway line diverging into central Rockingham (in proximity to Rockingham Shopping Centre/civic areas) and provided for an underground railway tunnel from Dixon Road in the north to Elanora Drive in the south. A transit station was proposed at the intersection of Goddard Street/Leeuwin Parade.</p> <p>Together with the proposed transit stop, a busway was proposed located on the eastern side of Goddard Street. The original intention was for a public transport route along Leeuwin Parade to connect to the transit stop.</p> <p>Since that time, a number of significant changes to the previous intent occurred with:</p> <ul style="list-style-type: none"> - The establishment of Mandurah Rail Line and Rockingham Station on Ennis Avenue in 2007, which did not proceed with the railway deviation into central Rockingham; and - In 2015, the City realigned and upgraded Market Street, to accommodate the future alignment of the RCCTS transit corridor away from Chalgrove Avenue. <p>These changes have resulted in Leeuwin Parade not being a preferred public transport alignment.</p> <p>The City also reviewed the development potential proposed within the 'City Park' sub-precinct in the Structure Plan and the potential vehicle traffic that could be generated.</p> <p>It determined that even with the ultimate development potential of the Structure Plan being realised, the existing movement network is capable of accommodating any increase in traffic resulting from new development.</p>	

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			<p>The surrounding localised road intersection upgrades may be considered in the event there is congestion within the sub-precinct. Leeuwin Parade is unlikely to warrant a through connection for vehicle traffic during the timeframe of the Structure Plan.</p> <p>Whilst Leeuwin Parade is recommended to remain closed to vehicle through traffic, it is recommended that the green link connecting City Park to the Rockingham Beach foreshore be upgraded to enhance, pedestrian and cyclist movement Leeuwin Parade is a neighbourhood connector residential street, which is approximately 900m long. It connects Read Street to Dixon Road via Leghorn Street and Goddard Street.</p>	
20	Mrs Breanna Hunter 41 Leeuwin Parade ROCKINGHAM WA 6168	<p>My name is Breanna Hunter and I am resident, rate payer, and home owner of 41 Leeuwin Parade, Rockingham. I have been made aware of the Rockingham Strategic centre Precinct Structure plan (draft) for public comment. I wish to refer to page 60, P1 Figure 11 (city park sub-precinct requirement). I reference Leeuwin Parade in its current state (No through road) In your illustration, on Leeuwin Parade, there is some markings for which there seems to be no distinguishable key for. I may suggest that there is a proposal or plan to open Leeuwin Parade to through traffic. As you are probably well aware, this has been dealt with in 1993. As you are probably aware, it was found through your own study and I believe an independent study that the road was not suitable for the high amounts of traffic expected. It was found that traffic calming infrastructure still wasn't enough to deem the road safe. To this day, the amount of cars that speed past our houses is still high due to it not being immediately distinguishable that the road is not a through road (As the west side is still called Leeuwin Parade.) My husband has called the police on more than one occasion for this behaviour. Located at 43 Leeuwin Parade is an "Active" residential care facility housing 4 residents and up to 6 carers at any one time. They need access Leeuwin Parade via Marjorie parade many times a day (anywhere from 5-15 times a day) in a slow minivan. This number is not including the staff. On inspection you will find that the speed at which cars travel along</p>	<p>Leeuwin Parade is a neighbourhood connector residential street, which is approximately 900m long. It connects Read Street to Dixon Road via Leghorn Street and Goddard Street. Due to the increasing use by motorists of Leeuwin Parade as a shortcut, the Council in 1998 resolved to 'temporarily' close a section of Leeuwin Parade to prevent through movement. The temporary closure also allowed for unresolved strategic planning matters associated with the Strategic Centre to be resolved before determining the ultimate status of Leeuwin Parade.</p> <p>When the Council initially made its decision to temporarily close Leeuwin Parade, the alignment of the South West Metropolitan Railway through the Strategic Centre had been confirmed by the State Government Cabinet in 1997, through the endorsement of the <i>Rockingham City Centre - Railway Access Study</i> (Ministry for Planning, 1996). This study provided for the Mandurah Railway line diverging into central Rockingham (in proximity to Rockingham Shopping Centre/civic areas) and provided for an underground railway tunnel from Dixon Road in the north to Elanora Drive in the</p>	<p>Part One, <i>P1-Figure 11: City Park Sub-Precinct Requirements</i> Map modified to remove Leeuwin Parade through connection reference.</p> <p>Part Two, Section 4.4.1 Proposed Movement Network</p> <ul style="list-style-type: none"> • <i>P2-Table 13: Proposed Intersection Upgrades</i> to remove Intersection No.6 Leeuwin Parade from the table. • <i>P2-Figure 27: Movement Plan</i> to remove Intersection No.6 from the figure.

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		<p>Leeuwin parade and the amount of cars expected will not provide a safe environment for the residents to access the community. The reason that this purpose-built house was placed here was because of the suitable nature of the meadows estate. Access and egress for the residents and carers will no longer be safe if Leeuwin Parade is opened to through traffic. I also refer to access and egress from Kybra Mews. You will note the blind spot or corner to the west of the entry. As you know, Kybra Mews is home to a range of accommodation options including over 50's complexes. Currently they enjoy safe access and egress to the community via both Leeuwin Parade and the un-interrupted greenway through the meadows provided by the No through road. Opening Leewin Parade would pose great threat to their safety when accessing the community. I am aware of a petition circulating organised by the residents of the "meadow's estate" is to be presented with over 50 households (ratepayers) concerned about these proposals. I would urge you and your team to reconsider any proposal to open Leeuwin Parade. Doing so will be a waste of precious council resources dealing with the community backlash in the ensuing period. Opening Leeuwin Parade will also burden an already stretched Police force with complaints of speeding and anti-social behaviour. As previously stated, it is just lower than tolerable as it is at the moment and I, and many of the meadows residents, have unfortunately had to burden the police with complaints of speeding on more than one occasion.</p>	<p>south. A transit station was proposed at the intersection of Goddard Street/Leeuwin Parade.</p> <p>Together with the proposed transit stop, a busway was proposed located on the eastern side of Goddard Street. The original intention was for a public transport route along Leeuwin Parade to connect to the transit stop.</p> <p>Since that time, a number of significant changes to the previous intent occurred with:</p> <ul style="list-style-type: none"> - The establishment of Mandurah Rail Line and Rockingham Station on Ennis Avenue in 2007, which did not proceed with the railway deviation into central Rockingham; and - In 2015, the City realigned and upgraded Market Street, to accommodate the future alignment of the RCCTS transit corridor away from Chalgrove Avenue. <p>These changes have resulted in Leeuwin Parade not being a preferred public transport alignment.</p> <p>The City also reviewed the development potential proposed within the 'City Park' sub-precinct in the Structure Plan and the potential vehicle traffic that could be generated.</p> <p>It determined that even with the ultimate development potential of the Structure Plan being realised, the existing movement network is capable of accommodating any increase in traffic resulting from new development.</p> <p>The surrounding localised road intersection upgrades may be considered in the event there is congestion within the sub-precinct. Leeuwin Parade is unlikely to warrant a through connection for vehicle traffic during the timeframe of the Structure Plan.</p>	

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			<p>Whilst Leeuwin Parade is recommended to remain closed to vehicle through traffic, it is recommended that the green link connecting City Park to the Rockingham Beach foreshore be upgraded to enhance, pedestrian and cyclist movement</p> <p>Leeuwin Parade is a neighbourhood connector residential street, which is approximately 900m long. It connects Read Street to Dixon Road via Leghorn Street and Goddard Street.</p>	
21	Mr Ian Hedley on behalf of Rae Hedley (current registered owner)	<p>My family are currently in the process of purchasing 153 Parkin street Rockingham.</p> <p>We have plans to develop this property once all the land use and development requirements have been passed.</p> <p>May we please request that the property size limit for development be 800m²</p> <p>Most of the properties in our area are 800m² and many of the homes are in very poor condition.</p> <p>Once these properties are developed with Townhouses it will greatly improve the aesthetics of the area.</p> <p>Being so close to public transport and the local shopping and café precinct it will undoubtedly be very popular.</p> <p>We have spoken to many of our neighbours and they all agree.</p>	<p>Through a review of the submissions received and draft documents, the City intends to support amending the Structure Plan to enable development on lots less than 1,000m² where a site meets all of the below criteria:</p> <ul style="list-style-type: none"> • Has a minimum site area of 800m². • Is situated on a corner lot. <p>This is for the following reasons:</p> <ul style="list-style-type: none"> - Sites with multiple road frontages are simpler to redevelop, with more options to consider consolidated access and address both street frontages. - There is an improved ability to retain existing mature trees and provide green space through redevelopment, as less land area is required for service access and vehicle manoeuvring. - With respect to 'P2' - Waterfront Village sub-precinct, this area is identified as having 'medium' to 'high' level of development potential that is likely to attract redevelopment in the next 10 years. The sub-precinct as a range of corner sites that are approximately 800m² or greater that can meet the criteria for redevelopment in an appropriate manner. - The irregular nature of lot sizes in 'P5' – City Park and 'P6' – Southern Residential sub-precincts that are not both 800m² and located 	<p>Part One, Section 2.2.4 Subdivision and Amalgamation Clause (2) (a)</p> <p>Amend Clause (2) (a) as follows:</p> <p>(a) The resultant lot/s have a minimum lot size of 1,000m²;</p> <p>Development on lots less than 1,000m² may be considered where a site meets all of the below criteria:</p> <ul style="list-style-type: none"> • Has a minimum site area of 800m². • Is situated on a corner lot.

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			<p>on a corner were determined to be difficult to effectively redevelop without a larger contiguous area of 1,000m² as proposed by the Structure Plan.</p> <p>This approach ensures the provision of greater flexibility and incentive to deliver high quality infill development that meets the vision and objectives of the Structure Plan to maintain the character of the residential focused sub-precincts and protect existing mature trees as part of any redevelopment. It is recommended the Structure Plan be modified to enable subdivision on lots with both a minimum area of 800m² and where located on a street corner.</p>	
22	<p>Vicinity Centres Lvl 4, 1341 Dandenong Road CHADSTONE VIC 3148</p>	<p>Please find attached to this email Vicinity and IPG's submission on the proposed Rockingham Strategic Centre Precinct Structure Plan and Amendment No.191 to TPS2. Noting on the website that we can provide submissions via RockPort or via this email address.</p> <p>Whilst there are individual submission forms attached to this email (one for each advertised document), the appended submission letter is the same. Each document was reviewed in conjunction. This is due to how they will operate together once finalised and with key comments raised reflective of both the Amendment and RSCPSP.</p> <p>Thank you again for providing Vicinity and IPG with the opportunity to provide this submission. If you have any questions regarding the content of the submission, please do not hesitate to reach out to discuss.</p> <p>Vicinity Centres (managers of Rockingham Centre), on behalf of Vicinity Centres and IP Generation (the co-owners) are pleased to provide this submission to the City of Rockingham (the City) relating to the Rockingham Strategic Centre Planning Framework Review, currently seeking public comment. This review is comprised of the Rockingham Strategic Centre Precinct Structure Plan (RSCPSP) and the corresponding Amendment No.191 to Town Planning Scheme No.2 (TPS 2). We appreciate the ongoing opportunities to engage with the City, including our recent meeting where we discussed your Local</p>	<p>1. Interim Uses and Minimum Height Provision. As the largest landholdings in the City Centre, the two PLDP Areas were strategically selected as priority areas where interim development is to be considered as it was acknowledged that activation of these large sites may be difficult.</p> <p>The City will broaden the list of interim uses which will be contemplated, however, other sites are not considered appropriate for interim uses.</p> <p>Minimum building heights are addressed in the City's consideration of Amendment No.191 schedule of submissions.</p> <p>2. Precinct Local Development Plan 1 Clarification Following public advertising, the City engaged with the Department of Planning, Lands and Heritage (DPLH) (representing the approval authority of the Structure Plan) to discuss the draft document and matters raised in submissions.</p> <p>DPLH advised that the City's proposed process to utilise Precinct Local Development Plans for more</p>	<p>1. Part One, Section 2.1.2 Time Limited Approvals for Interim Uses to be modified as follows:</p> <ul style="list-style-type: none"> Amend Clause 2.1.2 (1) as follows: <i>Time limited approvals for interim uses will only be considered in the following geographical areas (as identified on the Rockingham Precinct Structure Plan Structure Plan Map):</i> <ul style="list-style-type: none"> (a) Area 1 (bounded by Chalgrove Avenue, Civic Boulevard, and Central Promenade) (b) Area 2 (bounded by Chalgrove / Simpson Avenues, and Whitfield / Louise Streets)

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		<p>Commercial and Activity Centres Strategy (LCACS). We appreciate that you are now moving towards the Rockingham Strategic Centre Planning Framework Review. The co-owners acknowledge our role as owner of a key node within the City of Rockingham and seek to contribute where possible to ensure the best outcome is achieved for both the City and the community that we serve.</p> <p>The co-owners own a number of key landholdings within the RSCPSP area. These key landholdings are prominent sites within the Draft RSCPSP area and are identified in Figure 1 below.</p> <p>The co-owners broadly support the progression of the RSCPSP and TPS 2 Amendment No. 191 (the Amendment) as part of the wider implementation of a contemporary planning framework to complement the State Government planning reforms. The RSCPSP represents an evolution of the planning framework for the Rockingham City Centre and we appreciate the City's ambition for the Precinct.</p> <p>As referenced above, we have previously participated in the LCACS consultation process. While reiterating the co-owners' broad support for the provisions within the LCACS, we wish to again highlight the importance and significance of the Rockingham City Centre. Planning should achieve efficient and equitable outcomes as cities develop. In this respect the most efficient and effective means of enabling the achievement of the City's ambitions is to ensure changes to the Planning Scheme sees Rockingham Centre remain the primary commercial and retail focal point of the Rockingham City Centre so as to enable growth from an established base. Ensuring that the Draft RSCPSP maintains this approach is paramount to co-owners. As a major landowner and commercial operator within the City of Rockingham at its Strategic Centre we are supportive of the intentions of the RSCPSP, particularly the positive and dedicated approach to seeing uplift and revitalisation of the Precinct. The continued growth of the City of Rockingham is important to the co-owners and, a committed stakeholder, we applaud the ongoing strategic focus on the City Centre as the principal activity centre in the region.</p> <p>While we recognise the need for cohesive planning throughout the precinct to ensure development is both coordinated and</p>	<p>flexible and refined planning to inform urban structure (and future subdivision) is unlikely to be supported by the Western Australian Planning Commission. In light of this likely outcome, it is recommended for removal and the intent be stipulated within the Precinct Structure Plan.</p> <p>The built form guidance previously included in Sections 3.1.2 (including P1-Figure 5) will be transferred to an updated P1-Figure 4: City Centre Sub-Precinct Requirements and P1-Table 8: City Centre Built Form Controls.</p> <p>Greater flexibility for proposed public open space is supported, as such any references to the proposed 'green link' between Chalgrove Avenue and Central Promenade will be removed.</p> <p>3. Height Provisions for Rockingham Centre The submission is supported, the maximum building height for the Rockingham Centre site will be increased to 6 storeys.</p> <p>4. Applicable R-Coding for the Primary Centre The submission is supported. An RAC-0 coding will be applied to the Rockingham Centre site to support residential development, however, it will retain its Commercial sub-zoning.</p> <p>Where residential development is proposed to occur, it will be designed to the 'Urban Street Mixed Use' frontage type requirements.</p> <p>5. Green Link Provision in PLDP 1. Greater design flexibility is supported, as such any references to the proposed 'green link' between Chalgrove Avenue and Central Promenade will be removed.</p>	<ul style="list-style-type: none"> • Amend Clause 2.1.2 (2) (c) by adding the following land uses: <ul style="list-style-type: none"> • Community Purpose • Convenience Store • Exhibition Centre • Shop • Small Bar <p>2. Part One, P1-Figure 1: Rockingham Precinct Structure Plan Map and P1-Figure 2: Residential Density Plan to remove references to PLDP1.</p> <p>3. Part One, P1 – Figure 4: City Centre Sub-Precinct Requirements to be amended as follows: <ul style="list-style-type: none"> • References to PLDP1 to be removed. • Green Link between Central Promenade and Chalgrove Avenue to be removed. • Built form guidance for PLDP1 to be transferred to the Structure Plan • Reference to PLDP 1 from Table 7. </p> <p>4. Part One, Section 3.1.2 PLDP 1 to be removed in its entirety.</p> <p>5. P1 – Figure 4: City Centre Sub-Precinct Requirements</p>

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		<p>equitable it must also be efficient. The use of a Precinct Structure Plan as the ultimate planning framework is valuable and proven as an optimum governance tool. However, we remain concerned about the potential dilution of the Central Business District (CBD) and a resulting dispersal of activity and services. A broad reaching and liberal Precinct Structure Plan has the potential to undermine established centres and reduce accessibility across the Precinct.</p> <p>Notwithstanding, we want to ensure that the eventual RSCPSP is successful in its implementation and upholds its key intentions towards the precinct's development. Below we have provided key items for your consideration with respect to the advertised RSCPSP and Amendment No. 191 that will ultimately guide the development of the Rockingham Strategic Centre.</p> <p>The key items we wish to raise include:</p> <ol style="list-style-type: none"> 1. In light of the current modest space demands in the precinct we hold concern regarding the short to medium term impacts of interim land use provisions and, particularly, the stipulated minimum height. This provision may lead to delayed implementation of the precinct's development and is, perhaps, counter-productive to the City's ambitions. 2. There needs to be greater clarity regarding the implementation of Precinct Local Development Plan 1. 3. There is a need to clarify the height controls assigned to the Rockingham Centre site so that instead of being mandated they are preferred with ability to negotiate variation subject to design quality and nature of uses proposed. 4. It is not clear how residential development will be assessed where no RCoding is reflected through the RSCPSP. 5. We question the need for the paired location of green links along Civic Boulevard and Precinct Local Development Plan 1 where one consolidated link can provide greater benefit. 6. As we'd indicated previously, we continue to have concerns regarding the development of Supermarkets outside of the City Centre precinct. This will lead to a dilution of the retail core and compromises the accessibility and energy of the CBD. 7. A lack of consideration has been given to the interface between Syren Street and Lot 53. The transition between the Rockingham Centre and land to east is integral to ensure to 	<p>6. Dixon Road Centre Provisions</p> <p>This area is proposed to be rezoned from 'Commercial' to 'Service Commercial' to address an identified anomaly within the advertised Scheme Amendment that enabled incompatible land uses within the Kwinana Air Quality Buffer.</p> <p>As a result of this change, a supermarket cannot be approved into this location.</p> <p>Land use permissibility for the Dixon Road Sub-Precinct are addressed in the City's consideration of Amendment No.191 Schedule of Submissions. Supermarkets (i.e. Shop) can still be considered this the Mixed-Use sub-zone. Both the Department of Planning, Lands and Infrastructure and the City consider it is a preferred outcome that a small supermarket be established within the TOD-Village sub-precinct to support access to daily goods and services within a walkable catchment, whilst not impacting the broader hierarchy of centres.</p> <p>The City's adopted, draft Local Planning Strategy, Needs Assessment and Local Commercial and Activity Centre Strategy support the intended approach.</p> <p>7. Syren Street and Lot 53</p> <p>The City will engage in further discussions on this topic, and welcome the opportunity to implement outcomes sought by the Precinct Structure Plan, once approved.</p>	<p>Maximum Height of Shopping Centre site to be increased to 6 storeys.</p> <p>6. Clause 2.2.1 Residential Density</p> <p>Insert new Clause 2.2.1 (2) as follows:</p> <p>For sites zoned Commercial RAC-0, built form requirements to be in accordance with the Urban Street Mixed Use Frontage Type as set out in P1-Table 8.</p>

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		<p>support the retail core and greater inner-precinct connectivity.</p> <p>To illuminate the above points please refer to the explanations and diagrams we have provided below to further articulate our thinking and submission.</p> <p>Figure 1 – Co-owners’ Landholdings (in red)</p>  <p>1. Interim Uses and Minimum Height Provision.</p> <p>Upon detailed review of the advertised TPS 2 Amendment No. 191, it was identified that a minimum building height of two (2) storeys will apply to all development within the RSCPSP area. Exemptions to this height minimum do apply for interim uses that are listed within the RSCPSP, however, interim uses are only permitted within Precinct Local Development Plan (PLDP) 1 Area and PLDP Area 2. This raises concerns when viewing the development of the RSCPSP in the short to medium term, specifically with regards to our Rockingham Centre.</p> <p>Interim development is a supported concept by the co-owners in which it is believed provisional activation that occurs over the short to medium term assists in the staged development of a wider precinct. Specifically, interim development at major centres, such as Rockingham Centre will support a gradual</p>		

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		<p>expansion whilst also supporting the provision of new and activity-based land uses. These uses can take the form of those accurately listed within the draft RSCPSP through Section 2.1.2(2)(c) but can also include various other pop-up or staged activation that requires development approval.</p> <p>The current provisions relating to interim land uses within the draft RSCPSP are very restrictive and provide barriers to development in the short and medium term.</p> <p>The two prescribed locations where interim land uses are permitted do not support the use of short- and medium-term activation. By being only permitted in the vacant landholdings of PLDP 1 and PLDP 2, other areas that provide key viable locations for short- and medium-term uses are sterilised. This includes carparking at established centres such as Rockingham Centre and other vacant landholdings such as the portion of Lot 2 Chalgrove Avenue fronting Robinson Road.</p> <p>Under the advertised Interim Land Use provisions, these areas would not be able to accommodate uses of the defined interim nature and must be developed to their ultimate, long-term form. This includes the requirement for a minimum height of two storeys. If two storeys are not provided, development will not occur and thus short to medium term activation of these areas will not be achieved. Vacant areas outside of the PLDP 1 and PLDP 2 will remain unused for extended periods, compromising to ability to fulfil the objectives of the structure plan in the short to medium term.</p> <p>In order to rectify the abandonment of short to medium term activation, it is recommended that alterations are made to the wording of the proposed Clause 4.23, Table 1, of the Scheme Amendment to read as below. This is to ensure that interim uses are capable of approval on other vacant land portions, other than the PLDP sites. This would support the activation of the Rockingham CBD in the short and medium term, allowing for key landowners to generate activation on vacant land whilst the design development for long term use for the land is undertaken.</p>		



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		<table border="1"> <thead> <tr> <th data-bbox="483 260 557 336">No.</th> <th data-bbox="566 260 779 336">Description of Land</th> <th data-bbox="788 260 1122 336">Requirement</th> </tr> </thead> <tbody> <tr> <td data-bbox="483 343 557 1005">1</td> <td data-bbox="566 343 779 1005">Rockingham Strategic Centre, as defined in the Rockingham Strategic Centre Precinct Structure Plan and as shown on the Scheme Map.</td> <td data-bbox="788 343 1122 1005"> (1) Subdivision and development of land is to be generally in accordance with an approved structure plan with residential densities as set out in P1 – Rockingham Strategic Centre Precinct Structure Plan - Residential Density Plan. (2) A minimum building height of two (2) storeys applies to all land, the subject of Rockingham Precinct Structure Plan except for development proposals for interim uses on designated sites within PLDP 1 and PLDP 2 of the Rockingham Strategic Centre Precinct Structure Plan. </td> </tr> </tbody> </table>	No.	Description of Land	Requirement	1	Rockingham Strategic Centre, as defined in the Rockingham Strategic Centre Precinct Structure Plan and as shown on the Scheme Map.	(1) Subdivision and development of land is to be generally in accordance with an approved structure plan with residential densities as set out in P1 – Rockingham Strategic Centre Precinct Structure Plan - Residential Density Plan. (2) A minimum building height of two (2) storeys applies to all land, the subject of Rockingham Precinct Structure Plan except for development proposals for interim uses on designated sites within PLDP 1 and PLDP 2 of the Rockingham Strategic Centre Precinct Structure Plan.				
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<p>It is recommended this be carried across to the draft RSCPSP, with Section 2.1.2 being amended to remove the reference to the PLDP 1 and PLDP 2 as the only locations for interim uses.</p> <p>2. Precinct Local Development Plan 1 Clarification</p> <p>The Draft RSCPSP proposes the use of Precinct Local Development Plans to guide the development of two large, vacant blocks of land within the RSCPSP area. Within the City Centre Sub-Precinct, they are referred to as PLDP 1 and PLDP 2 respectively. The co-owners are a substantial landowner within PLDP 1, owning approximately two-thirds of the PLDP area (10 lots). The remaining lots are owned by a separate proprietor. The co-owners are supportive of the utilisation of a Precinct Local Development Plan to manage future subdivision and</p>												



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		<p>development of the lots, however, have concerns regarding the coordination of the preparation of PLDP 1 due to the multiple landowners involved. As such, we support the notion of separate PLDPs across the PLDP 1 site.</p> <p>It is noted that this is written into the RSCPSP through Table 7. This is not however referenced in Section 3.2.1 PLDP 1 of the draft RSCPSP or any other locations within the draft document.</p> <p>In order to improve the legibility of the RSCPSP, it is suggested that the following text be incorporated into Section 3.2.1 PLDP 1 of the draft RSCPSP in order to ensure that such a provision remains clear to those utilising the document in the future, and supporting the simplified utilisation of the documentation.</p> <p>“As the site incorporates two landowners, preparation of separate PLDPs may be considered by the City.”</p> <p>3. Height Provisions for Rockingham Centre</p> <p>The Draft RSCPSP designates the majority of the Rockingham Centre site as having a maximum building height of 3 storeys. Whilst the co-owners appreciate that the Draft RSCPSP will be treated as a ‘due regard’ document only, there is concern that the height provisions for the Rockingham Centre site will undermine future redevelopment potential.</p> <p>Whilst it is noted that the Rockingham Centre site is identified as ‘Strategic Centre - Commercial’ under the proposed Scheme amendment, greater considerations should be given to the uplift of the maximum height provisions for this site. Particularly given that the periphery of the Rockingham Centre site (fronting onto Central Promenade and Syren Street) allows for greater consideration of height, it is considered appropriate to lift the Rockingham Centre area to at least a “preferred 4-6 storey height” allowance within the Draft RSCPSP.</p> <p>Ensuring proponent and community expectations are clearly set out within the Draft RSCPSP (specifically with regard to height) is seen as critical. This will ensure that that should a future development application seeking approval for a height that is greater than 3 storeys, the proposal is not met with resistance on a height greater than 3 storeys as if that were a mandated maximum.</p> <p>Particularly in relation to redevelopment opportunities that may become more feasible in Rockingham in the coming years (build to rent for example) it is absolutely critical that the Rockingham</p>		



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		<p>Centre site be afforded improved baseline height provisions to ensure that any such opportunity can be realised. The current height provisions for the site potentially risk such an opportunity not coming to fruition as there is no certainty that greater heights will be supported.</p> <p>We respectfully request that the City resolve to increase the height provisions for the Rockingham Centre site to "preferred 4-6 storey height" to ensure community expectations can be realised and to allow for adequate flexibility for future applications.</p> <p>4. Applicable R-Coding for the Primary Centre</p> <p>The Draft RSCPSP does not designate a specific R-Coding for the Rockingham Centre site. The City have advised in discussions to date that that there are adequate provisions within the Scheme that cater to density coding and residential development considerations for this site. Further clarity is requested from the City in relation to how an appropriate R-Coding/assessment of potential future residential development will occur on the Rockingham Centre site.</p> <p>TPS2 currently notes the following provisions and considerations for residential development within the Primary Centre City Centre zone (fully appreciating the zoning will change to Strategic Centre – Commercial). It is understood these provisions will carry over and remain applicable to the updated zoning):</p> <p><i>4.3A.2 The R-Codes are not to apply to the development of land in the Primary Centre City Centre Zone for any of the residential purposes dealt with by the R-Codes.</i></p> <p><i>4.3A.3 Minimum residential density In the Primary Centre City Centre Zone, all development for the purpose of grouped or multiple dwellings must have a minimum of one dwelling per 125m² of land area.</i></p> <p>We wish to highlight that the default Scheme provisions that relate to the Rockingham Centre site unnecessarily limit development potential and will become counterproductive in relation to what the Draft RSCPSP is attempting to achieve. Whilst it is clear that the intent for the Rockingham Centre site is to remain primarily commercial in nature, the framework contemplates residential development (multiple dwellings are a 'D' use). Therefore, the framework should provide a greater level of guidance and certainty for landowners and the community as</p>		



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		<p>to what scale and nature of residential development could occur on this site.</p> <p>Further clarity is sought from the City in terms of how residential development on the Rockingham Centre site will be considered. We feel that there are opportunities to either add in the appropriate R-Coding provisions within the Draft RSCPSP (Mixed Use RAC-0 or RAC-1 for example) or amend the Scheme provisions referred above that limit and restrict residential development on the Rockingham Centre site. The 'D – Discretionary' permissibility of Multiple Dwellings provide the City with enough control to ensure the site is retains its commercial prominence. As such, the introduction of RCoding will not undermine the commercial intent of the site.</p> <p>We wish to reiterate that ensuring flexibility and greater redevelopment opportunity for the Rockingham Centre site is critical. Should potential future redevelopment opportunities arise, the Rockingham Centre site needs have a clear guidelines on what can happen on the site and at what scale.</p> <p>5. Green Link Provision in PLDP 1.</p> <p>The use of a PLDP to guide the development of the strategically important site subject to PLDP 1 is supported by the co-owners. However, concerns are raised with regards to the provision of the Green Link within the PLDP 1, of which is in such close proximity to the Green Link along Civic Boulevard.</p> <p>With the majority of public open space (POS) areas within the RSCPSP area already established, the document utilises the notion of 'Green Links' to increase the provision of POS in a functional manner, interconnecting key POS nodes and wider sub-precincts. Specifically, green links are utilised to address the identified opportunity of 'improving the access, function and quality of the existing POS'. The green links are separated into two sub-categories, being Primary North-South Links, and Secondary East-West Links.</p> <p>Civic Boulevard is proposed to be a primary north-south green link, connecting City Park to Syren Street and the co-owners' landholding. This is to include dedicated pedestrian and bicycle/e-bike pathways will improve access and liveability for residents and reduce the reliance on vehicles for shorter, local trips. The co-owners are highly supportive of the transformation of Civic Boulevard into a 'Green Link'.</p>		

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		<p>However, to the immediate west of the site, an additional Green Link is proposed. This is located within the PLDP 1 land. The proximity between the two links is demonstrated on the below RSCPSP extracts. This represents a 'double up' of infrastructure in a single location, of which its overall benefit can be consolidated into a primary location. Through an understanding of existing and anticipated hierarchy, particularly through the use of 'Main Street Frontages', Civic Boulevard is to be the activated green connector between City Park and Rockingham Central.</p> <p>It is through this that the use of the Green Link through PLDP 1 becomes undefined. If it is to be developed as intended in the structure plan, being that of a Primary North-South Links, it is our opinion that it will undermine the strength and intent of Civic Boulevard. Further, it will generate unnecessary infrastructure spend that will be either; underutilised due to the development of Civic Boulevard; or detrimental to the prioritisation of Civic Boulevard.</p> <p>As such, it is recommended that the green link through PLDP 1 be removed for the purpose of directing maximum investment towards Civic Boulevard. This will ensure that legibility through the RSCPSP will be maintained and appropriated hierarchy of functions preserved.</p> <p>Figure 2 - Extract from City Centre Sub-Precinct Requirements</p> 		

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		<p>Figure 3 - Extract from Movement Plan</p>  <p>6. Dixon Road Centre Provisions</p> <p>There is concern with the potential future function and operation of the Dixon Road Precinct – referred to within the Draft RSCPSP as ‘P8 – Dixon Road’ (referred to below as ‘P8’). Whilst we appreciate that P8 is intended to function as a ‘service employment’ and ‘bulky goods/ showroom’ centre (as is identified within the LCACS) the potential for future development to undermine Rockingham Centre and the RSCPSP area more broadly requires additional consideration prior to completion of the Draft RSCPSP.</p> <p>The proposed scheme amendment will rezone the P8 area to ‘Strategic Centre – Commercial’. We note that this is the same underlying zoning as Rockingham Centre. P8 and Rockingham Centre will therefore have the same land use permissibility. Whilst we understand that it is not the intent to allow ‘shop’ (specifically ‘supermarket’) development within the Dixon Road precinct, the emerging framework will allow ‘shop’ development to be permitted as of right. This is a significant concern for the co-owners and we wish to highlight that this has the potential to completely undermine the Draft RSCPSP and Rockingham Centre.</p>		



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		<p>We appreciate that State Planning Policy 4.2 requires impact testing and a demonstration that the emergence of new retail development will not unduly undermine existing retail centres. However, the permitted as of right land use permissibility for shop development within P8 poses significant risk to the broader Rockingham City Centre area.</p> <p>There is recent precedent within other local government jurisdictions in WA where similar land use permissibility anomalies have essentially facilitated 'out of centre' retail development. In turn, this has had a significant impact on higher order centres. The co-owners wish to highlight that the proposed P8 land use permissibility provides substantial risk for a similar outcome. We respectfully request that specific provisions be built into the planning framework to prohibit or limit certain 'shop' development.</p> <p>Further clarity is sought from the City in relation to how they intend to address the risk of significant retail development within the P8 area. The current provisions and potential unintended consequences of land use permissibility within the Draft framework are of significant concern to the co-owners.</p> <p>7. Syren Street and Lot 53</p> <p>We would welcome the opportunity to test the provisions and intent with the City as we review the operation and expansion of the Syren Street ELP. As raised in our meeting this may include temporary or permanent closure to cars and complementary development on Lot 53 (currently used for overflow parking).</p> <p>The transition across Contest Parade, staged development and integration of the transport (RCCTS) may offer an opportunity to explore/test the translation of the proposed provisions. From a strategic and operational level the increased emphasis on the eastern area will require careful consideration to integrate, expand and bolster the existing precinct in Syren St to create a diversified and robust precinct which can accommodate increased intensity over time and be a community focal point.</p> <p>A joint workshop (Vicinity and City) looking at this location may be a mutually beneficial exercise in exploring this changing context and relationship with provisions.</p> <p>Conclusion</p> <p>We appreciate the opportunity to provide comment on the Rockingham Strategic Centre Planning Framework Review,</p>		



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		<p>comprised of the draft Rockingham Strategic Centre Precinct Structure Plan (RSCPSP) and Amendment No.191 to Town Planning Scheme No.2. Following a detailed review, the co-owners consider that the current direction of the strategic centre review is positive and will guide the development of Rockingham to its full extent. However, further areas for consideration and refinement are required in order to ensure a robust planning framework. Specifically, we wish to see the final RSCPSP and Scheme Amendment ensuring the promotion and development of the CBD as the primary centre and resist dispersal of functions further east to not erode this function.</p> <p>It is recommended that the following matters are considered in the City's ongoing RSCPSP preparation:</p> <ol style="list-style-type: none"> 1. The finalised Strategic Centre Framework should support the wider utilisation of short to medium term activation across the entire Strategic Centre. The 'Interim Land Use' provisions should be reviewed in order to allow for short to medium term development in vacant areas that generate activation without compromising the ultimate developability of the site. 2. PLDP 1 provisions within the RSCPSP should be reviewed in order to clarify the intended preparation and operation of the subsidiary document. Such clarity is required to ratify how a document will operate across multiple landowners, and if two separate PLDPs can be considered. 3. Increase the maximum height across the wider Rockingham Centre site from 3 storeys to 6 storeys. This is to ensure community expectations can be realised and to allow for adequate flexibility for future applications. 4. Further clarity is sought from the City in terms of how residential development on the Rockingham Centre site and other areas without a RCode delineation will be considered. Residential development is permitted throughout the strategic centre however there remains areas where no applicable RCoding applies, thus removing the ability to utilise best practice guidelines for both design and assessment. 5. Reevaluate the need for two parallel 'Green Links' in the City Centre sub-precinct. Having such a provision can undermine the strength and intent of Civic Boulevard and generate unnecessary infrastructure spend that will be either; 		

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		<p>underutilised due to the development of Civic Boulevard; or detrimental to the prioritisation of Civic Boulevard. Further legibility issues can also arise without appropriate identification of primary pathways to key activity nodes.</p> <ol style="list-style-type: none"> 6. Revisit the proposed mechanisms regarding Supermarket development within the RSCPSP area. The current RSCPSP and associated Scheme Amendment allows for the contemplation of the Supermarket development outside of the Rockingham Centre, supporting the dilution of the City Centre sub-precinct. 7. Further design resolutions are required for the interface between Syren Street and Lot 53. This is in order to ensure the transition between the Rockingham Centre and land to east maintains the ability for CBD development and support of the retail core. <p>While highlighting the above consideration Vicinity and IP Generation would welcome any available opportunity to expand upon these concerns. The Rockingham Strategic Centre Framework is an encouraging step for the eventual development and growth of the Rockingham Strategic Centre, and ensuring that it is planned appropriately will enhance a key urban centre in Western Australia. Should you have any additional questions, please do not hesitate to contact Ray Haeren at Urbis.</p>		
23	Mr Roland & Mrs Maureen Richardson 90 Harrison Street ROCKINGHAM WA 6168	<p>We have lived here for 10 years and have found it to be a nice quiet neighbourhood so we are therefore concerned about all the extra noise from a great increase of residents living near- by.</p> <p>With the increased proposed building heights in this area, and the higher population density, we are concerned that not enough parking will be available for all the new residents.</p> <p>Currently our street has marked parking bays and many cars park there, especially in summer. It already causes us problems when driving out on to the street as the parked cars block our vision, and make it difficult to see any on- coming traffic.</p> <p>If there is not enough on-site parking for the new residents, and their VISITORS, to this area it will cause parking and traffic chaos. Maybe more parking bays needs to be installed along the Esplanade, or possibly a multi storey parking facility could be built over the existing parking area at the rear of the Gary Holland Centre,</p>	<p>The Rockingham Precinct Structure Plan is a review of the City's existing framework (which has been in place for over 10 years). In many cases, the densities proposed in the Structure Plan have been reduced to those permitted by the existing framework.</p> <p>Regarding provision of parking, all future development applications will be required to demonstrate that they can accommodate sufficient parking for both residents and visitors as is required under State Planning Policies such as the State Planning Policy 7.3 - <i>Residential Design Codes Volumes 1 and 2</i>.</p> <p>The need for future additional parking at the Rockingham Foreshore and City Centre and areas is a key focus of the Structure Plan.</p>	No change is recommended.

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		<p>We appreciate this opportunity to voice our concerns about the amendments for this area. We also hope that current residents like us, who are effected by these changes truly have their concerns considered by council. We hope that it is not just a case of calling for submissions because it is a step that the Council is expected to take, and that residents concerns are not really high on Councils agenda. As we have gone to the trouble of putting in this submission, it would be nice to receive a reply from the council, especially concerning the reasons for the decisions that will be taken.</p>	<p>The City can confirm that the long-term intent is to provide a multi-storey car park at:</p> <ul style="list-style-type: none"> - the rear of Gary Holland Community Centre, - on Empress Corner, and - in the City Centre, <p>as demonstrated on P1 – Figure 1: Rockingham Precinct Structure Plan Map (Part 1, Page 16).</p>	
24	<p>Mrs Marina (Wendy) Best (Community Petition) 40 Leeuwin Parade ROCKINGHAM WA 6168</p>	<p>Included in this submission:-</p> <ol style="list-style-type: none"> 1. Covering Letter 2. List of Respondents 3. Signed petition letters from Residents of Leeuwin Parade & the Meadows 4. Appendices <p>I, Marina Best, as the author of this submission, do so on behalf of the following residents of Leeuwin Parade and The Meadows Estate. (see Appendix A List of Respondents)</p> <p>We would appreciate if due diligence could be exercised and the petitions, submissions, minutes of council meetings with residents, and the results of the traffic survey conducted in the early 1990s regarding the traffic issues of Leeuwin Parade could be retrieved and re-examined. (City of Rockingham commissioned Traffic Survey of Leeuwin Parade will be in your archives).</p> <p>Leeuwin Parade was closed to through traffic because of the actions of the residents of the Meadows Estate in consultation with the City of Rockingham council. This situation has endured for 30 years.</p> <p><u>A summary of the situation in the 1990s</u></p> <p>Leeuwin Parade was not connected to Goddard Street until most of the Stages 1-4 of The Meadows Estate had been sold and homes built.</p> <p>When it was connected it quickly became a short cut for traffic between Read Street and Dixon Road with excessive traffic volumes, excessive vehicle speeds and an excessive number of heavy goods vehicles.</p>	<p>Leeuwin Parade is a neighbourhood connector residential street, which is approximately 900m long. It connects Read Street to Dixon Road via Leghorn Street and Goddard Street.</p> <p>Due to the increasing use by motorists of Leeuwin Parade as a shortcut, the Council in 1998 resolved to 'temporarily' close a section of Leeuwin Parade to prevent through movement. The temporary closure also allowed for unresolved strategic planning matters associated with the Strategic Centre to be resolved before determining the ultimate status of Leeuwin Parade.</p> <p>When the Council initially made its decision to temporarily close Leeuwin Parade, the alignment of the South West Metropolitan Railway through the Strategic Centre had been confirmed by the State Government Cabinet in 1997, through the endorsement of the <i>Rockingham City Centre - Railway Access Study</i> (Ministry for Planning, 1996). This study provided for the Mandurah Railway line diverging into central Rockingham (in proximity to Rockingham Shopping Centre/civic areas) and provided for an underground railway tunnel from Dixon Road in the north to Elanora Drive in the south. A transit station was proposed at the intersection of Goddard Street/Leeuwin Parade.</p> <p>Together with the proposed transit stop, a busway was proposed located on the eastern side of Goddard Street. The original intention was for a</p>	<p>Part One, <i>P1-Figure 11: City Park Sub-Precinct Requirements</i> Map modified to remove Leeuwin Parade through connection reference.</p> <p>Part Two, Section 4.4.1 Proposed Movement Network</p> <ul style="list-style-type: none"> • <i>P2-Table 13: Proposed Intersection Upgrades</i> to remove Intersection No.6 Leeuwin Parade from the table. • <i>P2-Figure 27: Movement Plan</i> to remove Intersection No.6 from the figure.

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		<p>Leeuwin Parade is a 7.2m wide, winding residential street that was never designed for this amount of traffic and the design of the road presented a clear and present danger to residents' health and safety under those circumstances. We argued that it should be remediated so that only residential traffic access the road and the council of the day agreed, hence the current closure east of the Leeuwin Parade/Moresby Grove intersection. The barrier installed was a cost-effective method of redirecting non-residential traffic to the main roads that surround the estate, the majority of which are dual carriageways with appropriate traffic management infrastructure.</p> <p>The gate in the barrier across the road was a concession to allow emergency services access if needed. In 30 years, I have never witnessed any emergency vehicles use this gate.</p> <p><u>Present Day Scenario should Leeuwin Parade be reopened.</u></p> <ul style="list-style-type: none"> · Huge increase in traffic volume in the order of thousands of vehicles per day · Excessive congestion due to increased traffic flow from Leeuwin Parade to Leghorn Street/Read Street making accessing Read Street more difficult. · Excessive congestion due to increased traffic flow from Leeuwin Parade to Goddard Street making accessing Goddard Street more difficult, particularly turning right to head south on Goddard Street. · Issues for residents accessing the street from their properties due to excessive traffic and the increased potential for accidents due to the winding nature of the road when combined with a 50kmh speed limit. Vehicles speeds of more than 50kmh would exponentially increase the potential for crashes, particularly on the bends in Leeuwin Parade, where the stopping distances required exceed the line of sight. · Increased traffic volumes mean increased noise and air pollution that would negatively impact residents' health and wellbeing. · Safety concerns regarding children who play in their front yards and walk or ride along the pavements. There are several homes with basketball rings on their driveways. · The pathway that is adjacent to Moresby Grove and crosses Leeuwin Parade west of #35 and #40 Leeuwin Parade is sited on a bend that would put any pedestrian at serious risk 	<p>public transport route along Leeuwin Parade to connect to the transit stop.</p> <p>Since that time, a number of significant changes to the previous intent occurred with:</p> <ul style="list-style-type: none"> - The establishment of Mandurah Rail Line and Rockingham Station on Ennis Avenue in 2007, which did not proceed with the railway deviation into central Rockingham; and - In 2015, the City realigned and upgraded Market Street, to accommodate the future alignment of the RCCTS transit corridor away from Chalgrove Avenue. <p>These changes have resulted in Leeuwin Parade not being a preferred public transport alignment.</p> <p>The City also reviewed the development potential proposed within the 'City Park' sub-precinct in the Structure Plan and the potential vehicle traffic that could be generated.</p> <p>It determined that even with the ultimate development potential of the Structure Plan being realised, the existing movement network is capable of accommodating any increase in traffic resulting from new development.</p> <p>The surrounding localised road intersection upgrades may be considered in the event there is congestion within the sub-precinct. Leeuwin Parade is unlikely to warrant a through connection for vehicle traffic during the timeframe of the Structure Plan.</p> <p>Whilst Leeuwin Parade is recommended to remain closed to vehicle through traffic, it is recommended that the green link connecting City Park to the Rockingham Beach foreshore be upgraded to enhance, pedestrian and cyclist movement</p>	



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		<p>of injury or death should there be a vehicle vs pedestrian accident. Again, line of sight and stopping distances would make this inevitable. Not a question of if this happens but when. The potential legal ramifications for the City of Rockingham when this occurs would be justified particularly when it comes to light that Council has been made aware of these risks. (see Appendix B Pedestrian vs Vehicle information)</p> <ul style="list-style-type: none"> · Several elderly residents, who use roller walkers and cross Leeuwin Parade daily, have expressed fears they would be unable to do this safely and would be trapped in their homes should Leeuwin Parade traffic volumes change. · The impact on property values of Leeuwin Parade and The Meadows Estate will be a huge consideration for residents both long term and new. There have been a dozen houses sold recently on Leeuwin Parade, particularly in the last 6 months and imagine the backlash should residents' homes drop in value by \$100 000 or more. We did not buy homes on a main street and our investments should be protected by council's actions not eroded. <p>A good decision was made by the council in closing the road. The wisdom, forethought, and common sense of key members of the planning department and enlightened councillors prevailed. I would like to acknowledge Mr Bob Jeans in Planning and Cr Alan Hill once again for their unwavering support at the time.</p> <p>The respondents to our letters and petitions have all expressed vehement support and are committed to ensure Leeuwin Parade remains a pleasant, quiet, and safe residential street that is a pleasure to live on. (see Appendix C signed letters)</p> <p>We love where we live and we implore the City of Rockingham to enhance the liveability, amenity and environment of our road and our estate, not destroy it. There are no upsides to reopening Leeuwin Parade for the residents who live here. The saying "If it ain't broke don't fix it" applies. Spend our rates on maintaining the status quo or, just maybe, make this closure a well-designed and permanent cul-de-sac. Feel free to consult us at any time for ideas to improve this situation.</p>	<p>Leeuwin Parade is a neighbourhood connector residential street, which is approximately 900m long. It connects Read Street to Dixon Road via Leghorn Street and Goddard Street.</p>	



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		<p>Appendix A List of Respondents</p> <table border="1"> <thead> <tr> <th data-bbox="508 312 779 335">Name</th> <th data-bbox="786 312 1102 335">Address (# Leeuwin Parade)</th> </tr> </thead> <tbody> <tr><td>Andrew Rodger</td><td>5</td></tr> <tr><td>Nicholas Smith</td><td>6</td></tr> <tr><td>Mr & Mrs Danglis</td><td>7</td></tr> <tr><td>Stefan & Ani Milan</td><td>8</td></tr> <tr><td>Sabina Goss</td><td>9</td></tr> <tr><td>Edie & Wally Chamberlain</td><td>10</td></tr> <tr><td>Brezo Milomir</td><td>11</td></tr> <tr><td>Jonathon Dong & Kelly Westcott</td><td>12</td></tr> <tr><td>Tracey & Mark De Vos</td><td>13</td></tr> <tr><td>Colin & Vanessa Cooke</td><td>14</td></tr> <tr><td>Lesley Franks</td><td>15</td></tr> <tr><td>Marek Ostle</td><td>17</td></tr> <tr><td>Zoe Hogan</td><td>18</td></tr> <tr><td>James Robertson & Rhoda Leisk</td><td>19</td></tr> <tr><td>Kuzet</td><td>20</td></tr> <tr><td>John Howard</td><td>21</td></tr> <tr><td>Gene Booth</td><td>23</td></tr> <tr><td>Shane & Erin Schnaars</td><td>24</td></tr> <tr><td>Tony & Cheryl Petlik</td><td>29</td></tr> <tr><td>Andrew & Ann Rowe</td><td>30</td></tr> <tr><td>Adam & Kellie Brown</td><td>31</td></tr> <tr><td>Mrs Brick</td><td>33 No form due to covid isolation</td></tr> <tr><td>David Wilson</td><td>34</td></tr> <tr><td>Conal & Tamlyn McCullough</td><td>36</td></tr> <tr><td>Gwen Humphries</td><td>37</td></tr> <tr><td>Joseph Portelli</td><td>39</td></tr> <tr><td>Jim & Wendy Best</td><td>40</td></tr> <tr><td>Paul McGuire</td><td>41</td></tr> <tr><td>Shirley & Michael Carter</td><td>42</td></tr> <tr><td>Brian & Yolande Braganza</td><td>44</td></tr> <tr><td>Tony & Hiyam Abou-Merhi</td><td>46</td></tr> <tr><td>Rob & Lee Bunney</td><td>47</td></tr> <tr><td>Josie Tiopii & Adam Haimona</td><td>48</td></tr> <tr><td>Tom Laba</td><td>49</td></tr> <tr><td>Chris Wylie</td><td>50</td></tr> <tr><td>Clive & Dorothy Cheeseman</td><td>51</td></tr> <tr><td>Merle Wintle</td><td>53</td></tr> <tr><td>Keith Turner</td><td>55</td></tr> <tr><td>Gary & Linda Walpole</td><td>58</td></tr> <tr><td>S & C Isailovich</td><td>60</td></tr> <tr><td>Kris & Traci Liss</td><td>62</td></tr> <tr><td>Warren & Michelle Walker</td><td>64</td></tr> </tbody> </table>	Name	Address (# Leeuwin Parade)	Andrew Rodger	5	Nicholas Smith	6	Mr & Mrs Danglis	7	Stefan & Ani Milan	8	Sabina Goss	9	Edie & Wally Chamberlain	10	Brezo Milomir	11	Jonathon Dong & Kelly Westcott	12	Tracey & Mark De Vos	13	Colin & Vanessa Cooke	14	Lesley Franks	15	Marek Ostle	17	Zoe Hogan	18	James Robertson & Rhoda Leisk	19	Kuzet	20	John Howard	21	Gene Booth	23	Shane & Erin Schnaars	24	Tony & Cheryl Petlik	29	Andrew & Ann Rowe	30	Adam & Kellie Brown	31	Mrs Brick	33 No form due to covid isolation	David Wilson	34	Conal & Tamlyn McCullough	36	Gwen Humphries	37	Joseph Portelli	39	Jim & Wendy Best	40	Paul McGuire	41	Shirley & Michael Carter	42	Brian & Yolande Braganza	44	Tony & Hiyam Abou-Merhi	46	Rob & Lee Bunney	47	Josie Tiopii & Adam Haimona	48	Tom Laba	49	Chris Wylie	50	Clive & Dorothy Cheeseman	51	Merle Wintle	53	Keith Turner	55	Gary & Linda Walpole	58	S & C Isailovich	60	Kris & Traci Liss	62	Warren & Michelle Walker	64		
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		<ul style="list-style-type: none"> • 50kmh lucky if just scared. • 60kmh lucky to get away with scrapes and bruises. • 70kmh really lucky to not need an ambulance. • 80kmh really lucky to not need an ambulance. • 90kmh plus you're going to need an ambulance. <p>no need for ambulance or lights and sirens, casualty is dead.</p> <p>So is your child on their bike and your dog, and so are the boys playing basketball in #35's driveway.</p> <p>And that's under good conditions, not when you're running late for work, driving into the sun, reaching for the coffee you've just picked up at Maccas or HJs, and the road's wet.</p> <p>Do you really want that on your conscience? Or facing the litigation when it's known that you had been made aware of this and went ahead anyway?</p> <p>The PHYSICS</p> <p>Distance from where the pedestrian crossing the road between the pathways becomes visible to the driver of the vehicle is assumed to be 50 m. (Hint - think about reaction time too)</p> <p>For example, traveling at 50km/h (13.8m/s) it will take 3.6 seconds to travel that distance. Stopping distance 48m (wet 63m)</p> <p>Speed and Stopping Distance table 1</p> <table border="1" data-bbox="483 1110 1131 1430"> <thead> <tr> <th>Vehicle speed (km/h)</th> <th>Vehicle speed (m/s)</th> <th>Time to travel 50m (sec)</th> <th>Stopping distance in dry conditions (m)</th> <th>Stopping distance in wet condition</th> </tr> </thead> <tbody> <tr> <td>50</td> <td>13.8</td> <td>3.6</td> <td>48</td> <td>63</td> </tr> <tr> <td>60</td> <td>16.6</td> <td>3.0</td> <td>62</td> <td>85</td> </tr> <tr> <td>70</td> <td>19.4</td> <td>2.5</td> <td>76</td> <td>110</td> </tr> <tr> <td>80</td> <td>22.2</td> <td>2.2</td> <td>91</td> <td>138</td> </tr> <tr> <td>140</td> <td>38.9</td> <td>1.2</td> <td>209</td> <td>394</td> </tr> </tbody> </table>	Vehicle speed (km/h)	Vehicle speed (m/s)	Time to travel 50m (sec)	Stopping distance in dry conditions (m)	Stopping distance in wet condition	50	13.8	3.6	48	63	60	16.6	3.0	62	85	70	19.4	2.5	76	110	80	22.2	2.2	91	138	140	38.9	1.2	209	394		
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		<p>https://www.omnicalculator.com/physicsstopping-distance</p> <p>Appendix C Respondents Signed Letters Leeuwin Parade Residents</p> <p>On investigation it appears very likely that Leeuwin Parade is going to be reopened under the current Rockingham Strategic Centre Precinct Structure Plan.</p> <p>Are you aware this would mean the total degradation of our environment, lifestyle and safety? As well as our property values? This was previously address by a committee of the residents in 1993 who worked tirelessly for 2 years to get this road closed.</p> <p>When we bought our blocks, Leeuwin Parade was not completed, and we were assured it would not connect to Dixon Road. Unfortunately, when it was connected to Goddard Street it quickly became a well-known rat run for people to traveling between Read Street and Dixon Road, and the nightmare commenced. Huge volumes of traffic, high vehicle speeds, heavy goods vehicles and near misses all created an untenable situation.</p> <p>However, we presented our arguments for closure, backed up by a petition signed by over 90% of the residents of our estate 'The Meadows', not just Leeuwin Parade, and the council conducted traffic survey supported the closure of the road. Not roundabouts, not chicanes, not traffic calming measures but closure!</p> <p>We urge the council to revisit the information provided regarding the closure in 1993 and it will be abundantly evident that all the reasons why it was closed 30 years ago still apply, even more strongly.</p> <p>We urge the council to retain the present nature of Leeuwin Parade by maintaining the status quo and keeping Leeuwin Parade closed to through traffic.</p>		
25	Mr Shane and Mrs Emma Allison 7 Anzac Place ROCKINGHAM WA 6168	<p>Thank you for your invitation to view and provide feedback regarding the above-mentioned plan.</p> <p>We purchased our home at 7 Anzac Place, Rockingham in February 2021. We felt very fortunate to move into a private home within the Meadows precinct of Rockingham.</p>	<p>It is not the intention to open Anzac Place.</p> <p>There is a drafting error on P1 - Figure 11: City Park Sub-Precinct Requirements whereby existing road cadastral boundaries are missing.</p>	<p>Part 1, P1 - Figure 11: City Park Sub-Precinct Requirements plan to be modified to include cadastral boundaries for all roads.</p>



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		<p>Anzac Place is currently only accessible from Derwent Place and therefore is extremely quiet with basically only local residential traffic.</p> <p>Anzac Place is currently not open to vehicles at the Leghorn Street intersection end of our road. It is closed off by the developer's brick wall with only pedestrian access available.</p> <p>At your invitation we viewed the Rockingham Strategic Centre Precinct Structure Draft Plan both online and in the City's offices on Friday June 16. After speaking to a Planning Officer, it was clear that not only is your plan indecipherable to the layman it was no clearer to the Planning Officer. He suggested we submit our concerns, so they were addressed.</p> <p>While several maps within the plan were unclear the plan on page 61 (please see below) definitely depicts an intersection which opens directly onto Leghorn Street.</p> <p>If we are interpreting the plan correctly the City of Rockingham are now proposing direct access to and from the Leghorn Street into the southern end of Anzac Place, something the Planning Officer we spoke to agreed made no planning sense. This is of great concern to us as the through traffic created would significantly alter the noise, safety, and security on our street. This would also create a slightly off centre four-way intersection at the intersection of Anzac Place, Leghorn Street and Leach Crescent. Obviously, this makes for a busier and more dangerous road design at this location.</p> <p>We are a quiet street of parents with young children, long term residents with grandchildren, residents walking pets, children riding bicycles etc. As there are no footpaths provided in Anzac Place or Derwent Place, adding through vehicle traffic will create a significant danger to all users.</p> <p>Our street is a small community of homeowners who take pride in their properties and feel safe and secure in knowing basically every car, visitor's car, and family member on the street. We know what a normal event looks like and what needs further investigation.</p> <p>Our submission to you as CEO and the planning department, is that the intersection of Leghorn and Anzac Place remain closed to through traffic and is to remain in its current state.</p> <p>Allowing us to live in our quiet, friendly little community within the Meadows, where we live safely and securely, monitoring our neighbour's wellbeing and safety. This would also save</p>	<p>This will be rectified in the final Structure Plan document.</p>	

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		<p>taxpayers' dollars on a project that would be of some expense to change the road design, for no benefit to the wider community and detriment to our way of living.</p> <p>We have since spoken to City Planner, David Banovic who stated he understood our concerns and although the plans were ambiguous it was not his intention nor the city's intention to open the end of Anzac Place to Leghorn Street. Given it is the nature of all workplaces for staffing and ideas to change we would still like to have our concerns addressed in writing.</p>  <p>P1 - Figure 11: City Park Sub-Precinct Requirements</p> <p>LEGEND</p> <table border="0"> <tr> <td>BUILDING HEIGHT</td> <td>FRONTAGE TYPES</td> <td>OTHER ELEMENTS</td> <td>MOVEMENT</td> </tr> <tr> <td>1 STOREYS</td> <td>POS / PAW</td> <td>PUBLIC OPEN SPACE</td> <td>PROP</td> </tr> <tr> <td>2 STOREYS</td> <td>SUBURBAN STREET</td> <td></td> <td>PROP</td> </tr> <tr> <td>3 STOREYS</td> <td>LIBRARY / AMENITY</td> <td></td> <td>GREEN</td> </tr> <tr> <td>4 STOREYS</td> <td></td> <td></td> <td></td> </tr> </table>	BUILDING HEIGHT	FRONTAGE TYPES	OTHER ELEMENTS	MOVEMENT	1 STOREYS	POS / PAW	PUBLIC OPEN SPACE	PROP	2 STOREYS	SUBURBAN STREET		PROP	3 STOREYS	LIBRARY / AMENITY		GREEN	4 STOREYS					
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26	<p>DevelopmentWA Naomi Lawrance A/Manager Metro South 40 The Esplanade PERTH WA 6000</p>	<p>DevelopmentWA welcomes the opportunity to make a submission in relation to the proposed Rockingham Strategic Centre Precinct Structure Plan (RSCSP), and also thank the City of Rockingham for the time they have provided for numerous meetings to discuss the future development of their interests.</p> <p>DevelopmentWA owns Lot 9001 McNicholl Street, Rockingham (Parcel B) and has been assessing development options for Pt Lot 1511 Chalgrove Avenue and Pt Lot 1652 Dixon Road, Rockingham (Parcel A) land. The lots are irregularly shaped and</p>	<p>The submission comments are noted, detailed replies to each element are provided below. Notably, discussions were held between the City and Department of Planning, Lands and Heritage post-advertising and it was identified that use of a 'PLDP' to guide future subdivision and development of this area would not be supported.</p> <p>Instead, the Department's preference is to identify this area as being 'subject to future planning', which</p>	<p>1. Section 3.4 – TOD Village Sub-Precinct Intent.</p> <p>Text to be modified as follows:</p> <p>Extension of the RCCTS represents a strategic TOD to provide contemporary higher medium density</p>																				

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		<p>are separated by Goddard Street with Parcel A (20.16ha) and Parcel B (1.94ha) being the 'subject site' as illustrated in Figure 1 below for the purposes of our submission.</p> <p>Figure 1 - Subject Site</p>  <p>DevelopmentWA is highly supportive of the ongoing economic development of the locality, and shares the City's overarching vision to see Rockingham develop as a Strategic Metropolitan Centre, and fulfil its role at the top of the established hierarchy of centres that have been defined for the wider locality under the guidance of State Planning Policy 4.2 — Metropolitan Centres for Perth and Peel.</p> <p>The subject site has remained largely undeveloped as the Rockingham Activity Centre has grown around it, and it is now located within a confluence of land uses consisting of residential, community purpose, education, commercial and light industrial. The large consolidated land holding creates the ability for a vibrant, high quality development outcome that delivers a mixture of uses (albeit predominately residential) — however, the ambition for the site needs to match the economic conditions to ensure a feasible development outcome can be achieved within a reasonable timeframe.</p> <p>Overall, the current calibration for the development of the subject site is too ambitious, and needs to be amended to reflect the capacity of the market to deliver a timely urban development solution. We wish to advise that we support to the draft RSCPSP subject to the proposed changes outlined within the submission below.</p>	<p>would be undertaken as an amendment to the structure plan.</p> <p>The comments provided below are still relevant, however, this site will no longer be referred to as 'PLDP 3'.</p> <p>Employment Targets</p> <p>To ensure the long-term success of the City Centre and quantum of available land for commercial development / strategic employment, the City is willing to support greater flexibility in the delivery of non-residential floorspace in the TOD Village. However, given the existing population catchment in the immediate area (residents, students, workers) and proposed residential densities it is expected that some non-residential floorspace is provided for to ensure the sub-precinct can accommodate higher-order employment uses, supporting small-scale shopping centre (e.g. IGA) and other local services.</p> <p>Notwithstanding the above, no changes to the proposed sub-precinct objectives are required.</p> <p>Residential Density</p> <p>The feasibility assessment undertaken by DevelopmentWA is valuable and provides some insights into the potential timing for realisation of development in the TOD Village. The primary built form typologies contemplated under the proposed layout are terraces, walk-up apartments, mid-rise apartments, and mixed use.</p> <p>The City anticipates the build out of the sub-precinct is likely to extend beyond the timeframe of the Structure Plan. As such, it is recommended that the progressive development of the sub-precinct be monitored and reviewed over time to ensure appropriate development outcomes can be achieved.</p>	<p>development and employment opportunities that support a compact urban form. The transit stop will be enhanced via quality public open spaces and the capacity for non-residential uses includes a quality-landscaped central park and local centre that creates a focus for community life — a destination with and localised amenity to support growth in the precinct.</p> <p>2. Section 3.4 – TOD Village Sub-Precinct Objectives.</p> <p>Text to be modified as follows:</p> <ul style="list-style-type: none"> Promote a range of building heights and densities to support housing diversity with a minimum target of 750 dwellings and an ambition to achieve approximately 1,000 new dwellings. Buildings are integrated with the centrally located transit to visually define the route. Promote transit use by strengthening the accessibility to the transit stop and allowing efficient movement of

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		<p>BACKGROUND</p> <p>The City of Rockingham (City) have had a well-founded and long-standing planning regime in place to strategically guide and manage the growth within its major activity centre, being the Rockingham Strategic Activity Centre. The 1995 Centre Plan was the original incarnation for the strategic vision for the activity centre, which was reviewed in 2006 with the goal of producing an updated and expanded plan that would cover the full extent of almost 600 hectares between the new Rockingham Train Station and Rockingham Beach, including the subject site. The introduction of the heavy rail connection into the Perth CBD and subsequently the remainder of the suburban rail network was a major change in the standing of Rockingham in the context of the wider metropolitan area.</p> <p>Stage 1 of the Centre Plan review was endorsed by the City in 2008 and laid down an overall Concept Plan that included a balanced access and movement network and an integrated land use pattern based on contemporary 'Main Street' and 'Transit Oriented Development' principles. A Framework Plan translated the Concept Plan into a general arrangement of how built form can be delivered across the centre.</p> <p>Stage 2 of the review was completed in 2009 and contained general guidelines (Sector Briefs) for the City Centre, Waterfront Village, two proposed 'Smart Villages' and related residential areas and more detailed Precinct and Sub-Precinct guidelines to accompany the updated City Centre Indicative Development Plan (IDP). In November 2009, the WAPC endorsed the Stage 2 Reports as per SPP 4.2 Activity Centres for Perth and Peel, to guide the future development of the City Centre.</p> <p>Parcel A of the subject site currently resides within the Smart Village Sector Development Policy Plan (DPP) area which was to encourage mixed use development with built form ranging from 2 storeys to 12 storeys. Parcel B of the subject site resides within the City Centre Sector Development Policy Plan (DPP) area and is intended to accommodate medium to high-density mixed-use development.</p> <p>Since the detailed planning was introduced in 1995, there has been very little development despite the availability of the land and the waves of buoyant economic conditions that have passed. Development on the subject site has been limited to 2</p>	<p>It is critical that a flexible framework allows adaptability in line with market conditions over time. Staging should be a major consideration to ensure that this strategically important sites are not 'underdeveloped'.</p> <p>Reducing the minimum dwelling target by 35% to 650 is not supported, particularly with a relaxation on the extent of mixed-use / non-residential floorspace contemplated.</p> <p>A lowering of the residential density is also contrary to the intent of SPP 4.2 – Activity Centres, which requires future planning for Strategy Centres to achieve at least 50 dwellings per hectare in centres with access to a railway station. The Rockingham City Centre Transit System is a high frequency public transport extension of the rail station.</p> <p>Desire for more flexibility in the layout (Amendments 3-5).</p> <p>The City understands that some flexibility is required in the PLDP Layout to ensure delivery and implementation of a successful precinct.</p> <p>The Department of Planning, Lands and Heritage have advised that the City's proposed process to utilise Precinct Local Development Plans for more flexible and refined planning to inform urban structure (and future subdivision) is unlikely to be supported by the Western Australian Planning Commission. In light of this likely outcome, it is recommended for removal and the intent be stipulated within the Precinct Structure Plan.</p> <p>Notwithstanding this point, the City recognises the need for more refined planning of the sub-precinct and it is recommended that the Structure Plan be modified to stipulate matters than must be delivered</p>	<p>the transit mode through the precinct.</p> <ul style="list-style-type: none"> • Leverage off proximity to the Education Precinct and promote new employment opportunities and enhance the offer and attractiveness of that precinct. • Create high-quality and attractive public amenity to support increased density, making the TOD Village a place that encourages people to live, work, and recreate in the Rockingham Strategic Centre. • New development integrates with the existing landscape and a retained Mike Barnett Sporting Complex, Both become- which will form an identifiable part of the TOD Village. with strong connections that 'draw into' the development. <p>3. Section 3.4.2 PLDP 3</p> <ul style="list-style-type: none"> • First paragraph to be modified as follows: <p>As described in P1 - Table 7, the primary focus of PLDP 3 is to provide a framework to</p>

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		<p>storey townhouses and 3 storeys walk up apartments on a portion of land to the south of Parcel B.</p> <p>It is our view that a significant reason for the lack of development has been due to the existing framework being overly ambitious and seeking a development outcome that is not grounded in the fundamental development realities that exist in the current market. If the development standards are not corrected, the land will simply remain undeveloped in the long term.</p> <p>OVERALL REVIEW</p> <p>We commend the City and its project team in preparing a well thought out Precinct Structure Plan that provides a strong understanding of the future form of the Activity Centre. The vision that has been developed for the RSCPSP, and the three core principles that underpin the vision (being Celebrate; Connect; Enable) are considered to be sound and are supported. Additionally, the approach to the development of Parcel A (known as sub-precinct P4 - TOD VILLAGE under the proposed RSCPSP) via the preparation of a Precinct Local Development Plan (PLDP) is also considered an appropriate way to allow for the future development of large landholding in a manner that is able to be responsive to a more detailed contextual understanding (as opposed to a macro, top-down directive of the RSCPSP).</p> <p>DevelopmentWA have undertaken a significant amount of work to understand the capacity of the site and its ability to absorb additional housing within the precinct over the medium term. The broad objectives of the sub-precinct P4 are generally summarised as follows:</p> <ul style="list-style-type: none"> • Highly flexible Urban Structure • Range of Building heights • Central transit route • Employment opportunity via mixed use development and high mobility via transit connections • High amenity and provision of quality 'green' spaces <p>None of the objectives are considered to be limiting in terms of the capacity for the successful delivery of the site. Further, it is critical that the document provides clear acknowledgement that the spatial resolution and built form guidance provided in the RSCPSP is indicative only and the specific development</p>	<p>to ensure the delivery of intended planning outcomes for the precinct, which are listed as follows:</p> <ul style="list-style-type: none"> • The proposed RCCTS Alignment through the precinct is fixed. As part of the <i>Rockingham Precinct Structure Plan</i>, a modification to the original RCCTS alignment was contemplated as an interim measure. In the long-term, there is a desire to extend the route northwards connecting to Victoria Street (via Ambrose Street). An alternate road connection on Dixon Road would compromise this intent. • The existing vegetation / bushland on Goddard Street is to be retained, unless Clause 2.2.12 (2) can be satisfied. This was an instruction of the Environmental Protection Authority as part of its assessment of Amendment No.191. • The footprint of the Mike Barnett Sporting Complex. <p>Section 3.4.2 (Clauses 1-3) and P1-Figure 10 are both to be amended to clearly set out which elements of the proposed layout are fixed, and which elements can be varied.</p>	<p>coordinate future subdivision and development of the lots shown on P1 - Figure 10. The spatial layout shown is indicative only, the ultimate form will be set out in a future and is intended to inform preparation of a more detailed PLDP.</p> <ul style="list-style-type: none"> • Include new table which summarises built form controls for the sub-precinct. <p>4. Remove P1 – Figure 10: PLDP 3 Built Form Guidance</p> <p>5. Amend P1 – Figure 9: TOD Village Sub-Precinct Requirements:</p> <ul style="list-style-type: none"> • Amend figure to include proposed frontage types to align with the new built form table. • Amend figure to include building heights as shown on current P1-Figure 10. • Amend figure and legend to clearly sets out which elements of the indicative layout are 'fixed', and which elements could be 'varied' through a

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		<p>outcome will be guided by a Precinct Local Development Plan to be prepared by the landowner/proponent.</p> <p>Employment Targets</p> <p>We believe that the starting principle of reverse engineering the employment targets for Strategic Centres and distributing them across the Precinct, may not be the most practicable method. Whilst the Rockingham Strategic Centre may not be achieving the employment self-sufficiency on its own, the outer south metro region has a far greater employment self-sufficiency than other regions, such as the outer north metro.</p> <p>The requirement for the P4 - TOD VILLAGE to accommodate significant amounts of non-residential floorspace is unrealistic and ignores the fundamental success factors for employment intensive land uses. Activity precincts largely benefit from having a localised residential population. Further, delivery of significant amounts of floorspace within this precinct would act against the principles of agglomeration and would remove the benefits of critical mass by spreading it across the wider activity centre simply because land is currently undeveloped. The benefits of additional employment land would be best consolidated within the core city centre as well as on the university campus.</p> <p>Notwithstanding, the development of the subject site should continue to allow for a range of land uses that can organically emerge in response to the market as it evolves over time. Therefore, the RSCPSP should be optimistic, not prescriptive in terms of the amount of non-residential floorspace.</p> <p>Residential Density</p> <p>DevelopmentWA have invested heavily to gain a clear understanding of the development capacity of the site. This understanding includes engineering, urban design, landscape and planning — however, most informatively, it included completed a market assessment. The market assessment has indicated that it is highly unlikely that any development other than townhouses and walk up (2-3 storey) apartments will be viable within the next 5 to 10 year timeframe. Greater ambition is held for low rise (4-6 storey) apartments and mixed use (ground level retail / commercial uses) development in the years from 2035 and beyond.</p> <p>Therefore, in order to support the capacity to deliver the much-needed housing supply in the near term, there is a need for a</p>		<p>structure plan amendment.</p>



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		<p>recalibration for the density ambitions over the site. An ambitious plan is commendable — provided it is clear that the more realistic outcomes will be accepted and not result in the site continuing to remain undevelopable into the long term. Fundamentally, it is our assessment that the projected residential density and employment outcomes are not achievable.</p> <p>Three development scenarios have been modelled: Low/Medium, Medium and High.</p> <p>Table 1 - Development Scenarios</p> <table border="1" data-bbox="483 549 1137 738"> <thead> <tr> <th></th> <th>Low/Medium</th> <th>Medium</th> <th>High</th> </tr> </thead> <tbody> <tr> <td>Terrace Home</td> <td>391</td> <td>301</td> <td>51</td> </tr> <tr> <td>Apartment</td> <td>104</td> <td>250</td> <td>629</td> </tr> <tr> <td>Apartment in Mixed Use Configuration</td> <td>166</td> <td>242</td> <td>257</td> </tr> <tr> <td>Total Dwelling Yield</td> <td>661</td> <td>793</td> <td>937</td> </tr> <tr> <td>Dwellings per hectare</td> <td>22</td> <td>39</td> <td>46</td> </tr> <tr> <td>Years to Complete</td> <td>15</td> <td>17</td> <td>20+</td> </tr> <tr> <td>Project IRR</td> <td>5.35%</td> <td>2.057%</td> <td>-2.03%</td> </tr> </tbody> </table> <p>As demonstrated above in Table 1, the three modelled development scenarios do not demonstrate an ability to achieve 1,000 dwellings on the site, and the timeframes for completion grow significantly out to 20+ years. Critically, the high-density option results in a loss and is considered unfeasible on today's market evidence. Therefore, the expectation of 805 dwellings on site within 10 years of approval of the RSCPSP and 1,205 within 20 years of approval of the RSCPSP is not realistic — and if enforced, would result no development occurring on site. The language should be amended to acknowledge the likely development outcomes that are feasible within the nominated timeframes, and discuss the 805 / 1,205 yields as ambitious targets that are encouraged and will be supported — however, will not be enforced.</p> <p>PROPOSED MODIFICATIONS</p> <p>Following our detailed review of the RSCPSP, we believe that there are a number of important amendments that are required in order to ensure the vision and objectives can be achieved. We have limited our suggestions to aspects in the Part 1 due to their greater statutory effect.</p> <p>Recommended Amendment 1: Revise Sub-Precinct Intent set out in section 3.4 as follows:</p>		Low/Medium	Medium	High	Terrace Home	391	301	51	Apartment	104	250	629	Apartment in Mixed Use Configuration	166	242	257	Total Dwelling Yield	661	793	937	Dwellings per hectare	22	39	46	Years to Complete	15	17	20+	Project IRR	5.35%	2.057%	-2.03%		
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		<p>Extension of the RCCTS represents a strategic TOD to provide contemporary higher density development and employment opportunities at a density that supports a more compact urban form. The transit stop will be enhanced via quality landscaping and the capacity for non-residential uses includes a quality-landscaped central park and local centre that creates a focus for community life — a destination with and localised amenity to support growth in the precinct.</p> <p>Justification:</p> <p>There is a need to re-calibrate the language to alter the expectations of a high-density outcome. As has been demonstrated by the Market Assessment, a high density outcome is not achievable and will result in another lengthy period of no development occurring on the subject site. The language also augments the expectations around the delivery of a local centre (as opposed to a Strategic Metropolitan Centre as identified in Perth and Peel @3.5 million), and transitions that to the capacity to transition for a range of uses.</p> <p>Recommended Amendment 2: Revise Sub-Precinct Objectives as follows:</p> <table border="1" data-bbox="481 833 1131 1436"> <thead> <tr> <th data-bbox="481 833 792 869">Amended Objective</th> <th data-bbox="799 833 1131 869">Justification</th> </tr> </thead> <tbody> <tr> <td data-bbox="481 874 792 986">Promote a highly flexible urban structure that enables block and lot configurations that can</td> <td data-bbox="799 874 1131 986">N/A</td> </tr> <tr> <td data-bbox="481 991 792 1118">accommodate a range of building typologies that can adapt with Rockingham's needs at the time of development.</td> <td data-bbox="799 991 1131 1118">N/A</td> </tr> <tr> <td data-bbox="481 1123 792 1305">Promote a range of building heights and densities to support housing diversity with a minimum target of 650 dwellings and an ambition to achieve approximately 1,000 new dwellings.</td> <td data-bbox="799 1123 1131 1305">Include an identified minimum housing target, whilst retaining a higher stated ambition for long term housing provision.</td> </tr> <tr> <td data-bbox="481 1310 792 1436">Buildings are integrated with the centrally located transit to visually define the route. Promote transit use by strengthening the</td> <td data-bbox="799 1310 1131 1436">It is not considered to necessary to visually define the route with built form. The route itself is actually unimportant (and in fact carried negative impacts that</td> </tr> </tbody> </table>	Amended Objective	Justification	Promote a highly flexible urban structure that enables block and lot configurations that can	N/A	accommodate a range of building typologies that can adapt with Rockingham's needs at the time of development.	N/A	Promote a range of building heights and densities to support housing diversity with a minimum target of 650 dwellings and an ambition to achieve approximately 1,000 new dwellings .	Include an identified minimum housing target, whilst retaining a higher stated ambition for long term housing provision.	Buildings are integrated with the centrally located transit to visually define the route. Promote transit use by strengthening the	It is not considered to necessary to visually define the route with built form. The route itself is actually unimportant (and in fact carried negative impacts that		
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		<p>accessibility to the transit stop and allowing efficient movement of the transit mode through the precinct.</p>	<p>could act against the desirability of residential homes), as the maximum benefit is derived from the transit stop. Therefore, the objective should be focused on promoting the placemaking and experience around the stop, as well as improving the pedestrian journey to the stop.</p>		
		<p>Leverage off proximity to the Education Precinct and promote new employment opportunities and enhance the offer and attractiveness of that precinct.</p>	<p>This adds additional context that acknowledges there is significant capacity for the precinct to grow, and the benefits will flow to the subject site, without necessarily drawing the uses away from the education precinct.</p>		
		<p>Create high-quality and attractive public amenity (including an upper target of 10% public open space) to support increased density, making the TOD Village a place that encourages people to live, work, and recreate in the Rockingham Strategic Activity Centre area.</p>	<p>This include additional confirmation that the POS delivery is not expected to be higher than the standard 10% (although it can if the proponent sees the value in a higher provision). It also acknowledges the role of the wider activity centre in facilitating the basic functions of urban life, and makes it clear that the connectivity of the wider Rockingham Strategic Centre will create options for daily life, however, these functions of daily life not all necessarily occur within the precinct.</p>		
		<p>New development integrates with the existing landscape and a retained Mike Barnett Sporting Complex. Both become a which will form an identifiable part of the TOD Village, with strong connections that 'draw into' the development.</p>	<p>The landscape and sporting complex are not considered to be features that will draw people into the precinct, rather they are likely to be features that define the precinct and create a clear identity.</p>		
		<p>Facilitate the priority construction of a direct access and movement</p>	<p>N/A</p>		

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		<table border="1" data-bbox="488 252 1131 419"> <tr> <td data-bbox="488 252 792 308">corridor between Dixon Road and the City Centre.</td> <td data-bbox="792 252 1131 308"></td> </tr> <tr> <td data-bbox="488 308 792 419">Provide a legible and well-connected arrangement of streets, lane ways and public spaces.</td> <td data-bbox="792 308 1131 419">N/A</td> </tr> </table> <p>Recommended Amendment 3: Revise 3.4.2. PLDP 3 as follows: As described in P1 - Table 7, the primary focus of PLDP 2 3 is to provide a framework to coordinate future subdivision and development of the lots shown on P1 - Figure 10. The spatial (lot, road and public open space) layout shown is indicative only and only intended simply illustrate one way of resolving the precinct — the ultimate form will be set out in a future, is intended to inform preparation of a more detailed PLDP.</p> <p>Justification: Correcting a typographical error, as well as confirm that the concept plan is not intended to be carried forward by the proponent of a PLDP.</p> <p>Recommended Amendment 4: Revise legend as follows: MAXIMUM BUILDING HEIGHT PUBLIC OPEN SPACE (INDICATIVE) MOVEMENT (INDICATIVE)</p> <p>Justification: Providing clarification that the concept plan is simply indicative, and the built form communicates an ambition, not an expected standard. As outlined in section 2.3 of the Planning and Development Regulations Structure Plan Framework, Structure Plans are not intended to determine built form.</p> <p>Recommended Amendment 5: Revise Clause 2 within section 3.4.2. as follows: The following design objectives apply must be met:</p> <p>Justification: Providing clarity that there are a number of ways to achieve the design objectives. Having immovable / non-negotiable provisions acts against the purpose of an objective — which should be a qualitative requirement that has a level of flexibility built in to see the best outcome realised on site.</p>	corridor between Dixon Road and the City Centre.		Provide a legible and well-connected arrangement of streets, lane ways and public spaces.	N/A		
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		<p>CONCLUSION</p> <p>DevelopmentWA support to the draft RSCPSP subject to the proposed changes outlined within this submission. The suggested changes will better support a vibrant, and high quality development outcome that will support the wider development and transformation of the City centre.</p> <p>DevelopmentWA requests that the issues outlined within this submission are taken into account by the City of Rockingham in the finalisation of the Precinct Structure Plan. We wish to remain informed of the progress of the Precinct Structure Plan and would like to opportunity to provide further clarification of our position should this be required or be of benefit to the City.</p> <p>Thank you for the opportunity to provide comments in relation to this proposed local structure plan modification.</p>										
27	<p>Alex Watson CLE Town Planning + Design PO Box 796 SUBIACO WA 6904</p>	<p>This submission has been prepared by CLE Town Planning + Design on behalf of our Client, the Foreshore Group, which owns the Rockingham Hotel site at 26-40 (Lot 99) Kent Street, Rockingham. We understand that the City has prepared a Precinct Structure Plan ('PSP') for the Strategic Centre and will enable its implementation through a new Strategic Centre zone to be applied through Town Planning Scheme No. 2 ('TPS 2').</p> <p>The Foreshore Group ('the Group') acquired the Rockingham Hotel site earlier in 2023 and takes a keen interest in the planning initiatives relevant to the area. The Group is supportive of the City's ambitious plans for the Rockingham Waterfront Village area and is looking forward to working constructively with the City to support their realisation. The Group recognises that Lot 99 is a landmark site that has a role to play in the growth and activation of the local area.</p> <p>The Foreshore Group's vision</p> <p>The Group acquired Lot 99 on the understanding that the incumbent planning framework, led by Local Planning Policy 3.2.5: Development Policy Plan – Waterfront Village ('LPP 3.2.5') places high expectations on the site. It is a relatively large, largely vacant site in a high-profile location. Accordingly, LPP 3.2.5 envisages a "landmark mixed use redevelopment" and implements planning provisions that reflect that objective, including:</p> <ul style="list-style-type: none"> A minimum height requirement of 2 storeys to all street frontages. 	<p>Submission comments are noted. A response to the key issues raised is as follows:</p> <p>Building height limits</p> <p>Following review of the submission and consideration of development potential areas for the Rockingham Foreshore, it is recommended the Structure Plan building heights for the sites bounded by Kent Street, Flinders Lane, Railway Terrace and Rockingham Beach Road be modified to reflect those set out in the existing Development Policy Plan 3.2.5 – Waterfront Village.</p> <p>Further, information will be included in Part Two of the Structure Plan to set out the rationale for how the height limits in the Waterfront Village Sub-Precinct were developed. It is recommended the high controls reflect the following change:</p> <table border="1" data-bbox="1198 1204 1747 1428"> <thead> <tr> <th>Frontage</th> <th>Existing Policy</th> <th>Advertised Structure Plan</th> <th>Proposed Change</th> </tr> </thead> <tbody> <tr> <td>Rockingham Beach Road</td> <td>12 storeys bonus to 16 storeys for lots 4,000m² or 24 storeys for lots >1ha</td> <td>8 storeys Bonus to 12 storeys for lots >2000m²; or 24 storeys for lots >1ha</td> <td>12 storeys bonus to 16 storeys for lots 4,000m² or 24 storeys for lots >1ha</td> </tr> </tbody> </table>	Frontage	Existing Policy	Advertised Structure Plan	Proposed Change	Rockingham Beach Road	12 storeys bonus to 16 storeys for lots 4,000m ² or 24 storeys for lots >1ha	8 storeys Bonus to 12 storeys for lots >2000m ² ; or 24 storeys for lots >1ha	12 storeys bonus to 16 storeys for lots 4,000m ² or 24 storeys for lots >1ha	<ol style="list-style-type: none"> P1-Figure 7: Waterfront Village Sub-Precinct Requirements <p>Modify Figure to ensure height limits in the sub-precinct reflect those currently contemplated in Development Policy Plan 3.2.5</p> <ol style="list-style-type: none"> Part 2 Section 4.6.2 Built Form Testing to include new sub-section called 'Waterfront Village'. This will include key extracts (text and diagrams) from the Building Height Study. Building Height Study to also be included in full as an Appendix. Part One, Section 2.2.2 Building Heights Clause (3) to be amended as follows:
Frontage	Existing Policy	Advertised Structure Plan	Proposed Change									
Rockingham Beach Road	12 storeys bonus to 16 storeys for lots 4,000m ² or 24 storeys for lots >1ha	8 storeys Bonus to 12 storeys for lots >2000m ² ; or 24 storeys for lots >1ha	12 storeys bonus to 16 storeys for lots 4,000m ² or 24 storeys for lots >1ha									

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		<ul style="list-style-type: none"> A nil setback for the first 2-3 storeys (podium), enabling buildings to create a “contiguous façade” and “address the street with a fine-grained tenancy pattern and activated shopfronts”. A height limit of up to 12 storeys on the Rockingham Beach Road and Flinders Lane frontages (8 to Kent Street), with potential for up to 24 for a parent lot of more than one hectare if bonus criteria are met. A width limit of 70m for buildings more than 19m in height, indicating that multiple towers are envisaged. A range of ‘preferred uses’, including retail, entertainment, eating and drinking places, short-stay accommodation, offices and commercial, recreation and multiple dwellings. A target range of 100-200 dwellings per hectare, which translates to approximately 115-230 dwellings for the site. <p>The Foreshore Group is considering the preparation of a Local Development Plan for the site in the context of these requirements to provide site-specific guidance for future development application/s. At this stage, options for the site include short-stay accommodation, office space, apartments and ground-floor retail, food and beverage outlets. This vision reflects the City’s aspirations for the site and the Group is looking forward to working with the City to deliver it.</p> <p>In the short-term, a significant tavern and function centre complex is being considered for a site near the Rockingham Beach Road / Flinders Lane intersection, which will generate significant activity and create a visual and social landmark. The Foreshore Group is in common ownership with the Three Pound Group, which is the owner of significant, high-profile venues such as the Camfield in Burswood, the Reveley at Elizabeth Quay, Good Company in the Karrinyup shopping centre, the Elford in Mt Lawley and the Stables Bar in the Perth city centre.</p> <p>A landmark venue with a family focus and a local characteristic is envisaged for Lot 99. The site has a long history as a meeting place and licensed venue, and the tavern and function centre complex will build on that history with a modern interpretation that makes optimal use of the site’s outlook to Rockingham Beach Road, the foreshore reserve and Cockburn Sound.</p> <p>Building height limits</p> <p>The Group notes that the draft PSP generally proposes similar objectives and built form controls to LPP 3.2.5, which is</p>	<table border="1"> <tr> <td>Kent Street</td> <td>8 storeys</td> <td>6 storeys</td> <td>8 storeys</td> </tr> <tr> <td>Flinders Lane</td> <td>12 storeys</td> <td>8 storeys bonus to 12 storeys</td> <td>12 storeys</td> </tr> </table>	Kent Street	8 storeys	6 storeys	8 storeys	Flinders Lane	12 storeys	8 storeys bonus to 12 storeys	12 storeys	<p>Twenty-four storey height bonus</p>			<p>In Precinct 2 Waterfront Village lots designated for bonus height (on P1 - Figure 7) are permitted a maximum height up to 16 storeys subject to the following criteria:</p> <p>a) Is located on a single consolidated site within the Waterfront Village Precinct, with a minimum site area of 4,000m²;</p> <p>b) 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:</p> <p>i. Provision of a mid-block connection (with a minimum width of 8m) framed with development that provides passive surveillance and ground floor activation between Kent Street and Rockingham Beach Road (in dedicated locations); and</p>
Kent Street	8 storeys	6 storeys	8 storeys												
Flinders Lane	12 storeys	8 storeys bonus to 12 storeys	12 storeys												
<p>The provisions as drafted are clear that it is the City’s intent that 24 Storeys will only be contemplated on the former Rockingham Beach Hotel Site as the site is large enough to mitigate potential impacts associated with bulk and scale. This is consistent with the existing DPP which permits this bonus height for the ‘Rockingham Beach Hotel Site’.</p> <p>A reduction to 5,000m² has the potential to introduce unintended consequences for the provision of significant height and scale in locations not envisaged by the City’s <i>Rockingham Beach Height Study</i>, and could make it more feasible to allow amalgamation of other sites, which are deemed to be less appropriate for development of this scale.</p> <p>To avoid any unintended consequences, no changes are proposed. Further information will be included in Part Two of the Precinct Structure Plan to set out the rationale for how the height limits in the Waterfront Village Sub-Precinct were developed.</p> <p>Pedestrian walkway</p> <p>The Green Link on Flinders Lane is a broader north-south link connecting to the City Centre. Its function is to support pedestrian and cyclist journeys across sub-precincts. The proposed mid-block connection is essential in delivering a walkable and permeable Waterfront Village, and is consistent with the existing DPP 3.2.5. C2.2.3 (Urban Structure) of the SPP 7.2 states that where block lengths exceed 120m, that mid-block</p>															

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		<p>supported. These include the objective of a high-density mixed-use development with activated street frontages. The Group also supports the City moving to a contemporary planning framework in the form of a PSP with an enabling zone and provisions in TPS 2. This is clear and robust.</p> <p>It is noted, however, that building height permissibility is proposed to be reduced as summarised in the following table:</p> <table border="1" data-bbox="483 459 1131 826"> <thead> <tr> <th data-bbox="483 459 622 496">Frontage</th> <th data-bbox="622 459 869 496">LPP 3.2.5</th> <th data-bbox="869 459 1131 496">Draft PSP</th> </tr> </thead> <tbody> <tr> <td data-bbox="483 496 622 632">Rockingham Beach Road</td> <td data-bbox="622 496 869 632">12 storeys at a 3.5m setback; bonus to 24 storeys for lots >1ha</td> <td data-bbox="869 496 1131 632">8 storeys at a 3m setback; bonus to 12 storeys for lots >2000sqm or 24 storeys for lots >1ha</td> </tr> <tr> <td data-bbox="483 632 622 691">Kent Street</td> <td data-bbox="622 632 869 691">8 storeys at a 6m setback</td> <td data-bbox="869 632 1131 691">6 storeys at a 6m setback</td> </tr> <tr> <td data-bbox="483 691 622 826">Flinders Lane</td> <td data-bbox="622 691 869 826">12 storeys at a 3.5m setback</td> <td data-bbox="869 691 1131 826">8 storeys at a 3m setback; bonus to 12 storeys for lots >2000sqm or 24 storeys for lots >1ha</td> </tr> </tbody> </table> <p>The Group would be interested to understand the City's reasoning for making the 12 storey height limits in LPP 3.2.5 a bonus in the draft PSP rather than being offered as-of-right, and for reducing the height limit for the Kent Street frontage from 8 storeys to 6. The Group objects to this proposal in its current form, as it diminishes the potential of a site that, by the City's own description, is for a "landmark" development and has no apparent rationale.</p> <p>Although the adjustments to building height could be seen as minor, they influence investment decision-making and could act as a disincentive for prospective developers. The vision for the Waterfront Village area that is communicated in LPP 3.2.5 is carried forward into the draft PSP as follows, and the built form controls should reflect it. The sub-precinct intent for the Waterfront Village is:</p> <p><i>"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-</i></p>	Frontage	LPP 3.2.5	Draft PSP	Rockingham Beach Road	12 storeys at a 3.5m setback; bonus to 24 storeys for lots >1ha	8 storeys at a 3m setback; bonus to 12 storeys for lots >2000sqm or 24 storeys for lots >1ha	Kent Street	8 storeys at a 6m setback	6 storeys at a 6m setback	Flinders Lane	12 storeys at a 3.5m setback	8 storeys at a 3m setback; bonus to 12 storeys for lots >2000sqm or 24 storeys for lots >1ha	<p>connections should be provided. With a total block length of 277m 1-2 mid-block connections are deemed appropriate because it will:</p> <ul style="list-style-type: none"> • Enable shorter and more convenient journeys for pedestrians (of all ages and abilities); • Provide connectivity between the foreshore and proposed RCCTS Stops on Kent Street; • Provide connectivity between the foreshore and the existing public car park at the Village Green; and • Provides a direct link to Gary Holland Community Centre and the Village Green. <p>Heritage-related provisions The Structure Plan sets out:</p> <ul style="list-style-type: none"> - An objective to reinforce Kent Street as a secondary main street with a focus on heritage, culture and the arts; - Development incentives, doubling the development height limit from 12 storeys to 24 storeys where the Rockingham Beach Hotel, existing mature trees and associated walls are retained and enhanced. - A flexible approach to adaptive reuse of the heritage assets to contribute to the local identity and character. <p>The Precinct Structure Plan provides reference and reflects the required considerations set out in Local Planning Policy -3.3.21 – <i>Heritage Development and Design</i>, the City's <i>Heritage Strategy 2020-2025</i> and <i>Heritage List</i>.</p> <p>There are separate processes contained within the Planning Policy 3.3.21 to consider the reclassification of properties on the heritage list and the landowner has exercised this right.</p>	<p>c) 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;</p> <p>4. Part One, Section 2.2.2 Building Heights Clause (4) Bonus Height Criteria to be amended as follows:</p> <p>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:</p> <p>(a) Is located on a single consolidated site within the Waterfront Village Precinct, with a minimum site area of 1 hectare (10,000m²).</p> <p>(b) Contributes to improvements to local character and identity (to a standard supported by the City's Design Review Panel or State Design</p>
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Flinders Lane	12 storeys at a 3.5m setback	8 storeys at a 3m setback; bonus to 12 storeys for lots >2000sqm or 24 storeys for lots >1ha														



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		<p><i>stay accommodation, hospitality-focused retail and high-quality public spaces...</i>"</p> <p>In the context of this vision, the Foreshore Group considers that it would be prudent and appropriate to maintain the height limits in LPP 3.2.5, which provides certainty for prospective investors and upholds the development potential of the site. Lot 99 is the only large, consolidated parent lot along Rockingham Beach Road and is therefore uniquely positioned, geographically and commercially, to accommodate a significant, holistic mixed-use development.</p> <p>Twenty-four storey height bonus</p> <p>The Group notes that the draft PSP carries forward the 1 hectare minimum lot size specified in LPP 3.2.5 in relation to the 24-storey height bonus. The Foreshore Group believes that this limitation is unnecessarily restrictive and should be reduced to 5000sqm.</p> <p>Relative to the prevailing lot size in the Waterfront Village area, 1ha is a large area and would depend, in most cases, on land being amalgamated. Whilst this is presumably the purpose of the requirement, the Group believes it is impractical and likely to significantly constrain uptake, which in turn will stifle investment and activation. A lower number would still generate effort by prospective developers to assemble a consolidated site but make the bonus more attainable.</p> <p>It should be noted that the design and construction of a 24-storey building brings site requirements without the intervention of the planning system, so there is a natural incentive to amalgamate. In this regard, the Group notes that the Scarborough Redevelopment Scheme (being a comparable metropolitan beachfront development precinct) does not use a minimum site area requirement in respect of its height bonuses. Instead, it relies on performance criteria similar to those used in LPP 3.2.5 and the draft PSP. As such, there are adequate controls in place even without our suggested 5000sqm minimum.</p> <p>Pedestrian walkway</p> <p>The Group notes that the PSP also carries forward references to a pedestrian walkway between Kent Street and Rockingham Beach Road, roughly half-way along the Lot 99 frontage. This is shown indicatively on Figure 7 of Part 1 as a 'Proposed mid-block connection' and Section 2.2.2 of Part 1 makes its provision</p>		<p>Review Panel (if applicable) through:</p> <p>(i) Provision of a dedicated pedestrian walkway between Kent Street and Rockingham Beach Road (in dedicated locations) that demonstrates a design); AND</p> <p>(ii) Preserves / revitalises existing heritage buildings and/or recognises historical stories through reinterpretation.</p>

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		<p>one of the criteria for the 12 storey height bonus. It is also shown in Figure 20 of Part 2, albeit in a different location.</p> <p>The Group considers that the walkway is unnecessary. The indicative location shown on Figure 7 is only 65 metres from Flinders Lane, making Flinders Lane sufficient as a legible, safe and accessible pedestrian route between Kent Street and Rockingham Beach Road. Flinders Lane's role in this regard is in fact highlighted in the PSP, which identifies it as a proposed 'Green Link' connecting the foreshore to City Park to the south. The success of this depends partly on a successful landscaping approach but also on activation and use by the public. It is therefore important that the 'Green Link' is promoted as a focal point for pedestrian movement. The provision of another thoroughfare in such close proximity would undermine this objective.</p> <p>The Group also believes that mandating the walkway (in the event that the 12 storey bonus is adopted) could have unintended consequences, because there is significant risk that it could be unattractive and ineffective. The notion of an open-air thoroughfare commencing at the former beer garden area holds theoretical aesthetic appeal. However, there is risk that beyond that, toward Rockingham Beach Road, built form demands will translate to an enclosed outcome for the walkway. Day and night activation of this would be difficult to achieve and its success would be highly dependent on design.</p> <p>There are many good and bad examples of pedestrian walkways in WA that illustrate this point. Shafto Lane, for example, has developed organically with a fine-grained character and is consistently active. By contrast, Post Office Lane in Geraldton, which is in a similar setting to Lot 99, has a covered section that the Group understands is poorly activated outside events and attracts antisocial behaviour. Locally, the Group notes that the walkway through Lot 100 (the neighbouring lot) is illegible and poorly activated, and closed at night due to the risk of antisocial behaviour.</p> <p>The Group therefore requests that the City removes the walkway from Figure 7 in the PSP and delete it as one of the criteria for the 12 storey height bonus. At least, it should be removed from Figure 7 and careful consideration given to how it would contribute as a height bonus criterion, should that aspect be kept. The Group believes it would be better to leave the provision of a walkway to the discretion of a future developer,</p>		

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		<p>rather than mandating it. In that case, a quality proposal could then be accepted and a poor proposal rejected if need be. However, overall, the Group considers that Flinders Lane is sufficient as a pedestrian route for this area, particularly given its identification as a 'Green Link'.</p> <p>Heritage-related provisions</p> <p>Lot 99 contains the currently closed Rockingham Hotel complex of buildings. This is listed on the City's Local Heritage Survey (formerly the Municipal Heritage Inventory) under the Heritage Act 2018 and Heritage List under TPS 2, but is in poor condition. The complex was nominated for a State heritage listing in 2008 but in 2011, the Minister for Heritage made a decision not to include it permanently. The Heritage Council record of the complex notes its condition as being "Fair to poor", which is consistent with observations made by specialist consultants appointed by the Foreshore Group over recent months. In particular, the original building (the two-storey structure abutting Kent Street) has major structural issues relating to its foundations, contains asbestos and has been extensively modified.</p> <p>The PSP is somewhat unspecific about its intentions for the Rockingham Hotel complex. A lower height limit (6 storeys) is imposed for the Kent Street frontage of Lot 99, which could be interpreted as meaning that the Hotel was intended for retention. Similarly, Section 2.2.8(1) states that "<i>Existing heritage buildings (as shown on P1 - Figure 1) [should] be retained and incorporated into any new development proposal</i>".</p> <p>However, Table 7 states that the LDP for the site should have "<i>Consideration of the Rockingham Hotel and associated walls</i>" and Section 2.2.2(3)(e)(ii) states that one of the criteria for granting a 12 or 24 storey height limit is for development that "<i>Preserves / revitalises existing heritage buildings and/or recognises heritage stories through reinterpretation</i>", both of which imply flexibility.</p> <p>The Group supports flexibility in the PSP in relation to the Rockingham Hotel complex. For reasons relating to its poor condition, low degree of authenticity and structural deficiencies, the Group does not believe that retention of the complex is a feasible proposition. Simply making the building safe would, to the Group's estimates, incur costs in the order of \$1.5 million. This does not include any costs associated with restoring or</p>		

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		<p>reopening the venue. Furthermore, the Group's proposal for a modern tavern and function centre on an opposite corner of Lot 99 makes the continuation of the Rockingham Hotel complex as a licensed premises untenable, and because it has always been a licensed premises, reconfiguration into something else would be impractical and further undermine its low degree of authenticity.</p> <p>The Group is, however, committed to using materials from the Rockingham Hotel complex in the above-mentioned proposed tavern and function centre. In particular, we expect to be able to salvage a reasonable quantity of jarrah beams and floorboards and, depending on its condition, some limestone. The development of a new tavern and function centre also has the potential to significantly increase patronage of the site and, enable the history of the site to be recorded and publicised, and for public awareness and recognition of that history to thus be increased.</p> <p>CONCLUSION</p> <p>In summary, the Foreshore Group is supportive of the proposed PSP and Amendment 191 in principle, however, we believe the City should:</p> <ul style="list-style-type: none"> • Reconsider the proposed height limits for Lot 99 Kent Street and change these to ensure consistency with LPP 3.2.5. There appears to be no need to depart from the existing requirements and we believe that their retention will optimise development potential. • Reduce the minimum site area requirement for the 24 storey height bonus from 1ha to 5000sqm, to improve the likelihood of achievement. • Remove the 'Proposed mid-block connection' from Figure 7 of Part 1 and delete it as one of the criteria for a height bonus in Section 2.2.2, improving the likelihood of success for the 'Green Link' along Flinders Lane. <p>We look forward to receiving the City's responses to the matters raised in this submission and seeing the PSP and Amendment 191 progressing. Please do not hesitate to contact the undersigned should you wish to discuss any aspect of this submission.</p>		

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28	Hamish Gleeson 242 Leach Highway MYAREE WA 6154	<p>Thank you for the opportunity to comment on the proposed Rockingham Centre Planning Framework Review.</p> <p>Summit Homes Group includes companies such as Rockingham Park Pty Ltd, Summit Development Corporation and Westgate Property Investments Pty Ltd with significant land holdings throughout the Rockingham Strategic Centre. The Group own the land comprising PLDP1 and PLDP2 and the majority of the comments below relate to these sites.</p> <p>SHG welcomes amendments to the City Centre planning framework which improve legibility and increase the flexibility of the framework. The following comments are provided in the interest of amending the framework to assist in its implementation.</p> <p>Feasibility Testing</p> <p>Clause 2.7 of SPP 7.2 Precinct Design Guidelines requires a Precinct Plan to be based upon the overall feasibility of delivering the envisaged development proposed. It is noted the PSP includes a site-specific viability assessment completed by FARlane consulting.</p> <p>SHG dispute the construction costs within the viability assessment. Site 1 - City Centre states a 4-level building would cost \$2580 per sqm. In our experience, and based on the advice of a QS and Architect, a 4-level building would cost \$3300 per sqm (incorporating a low specification). It is considered neither Option 1 nor 2 in relation to Site 1 - City Centre would be currently viable contrary to the PSP (which states Option 1 is viable).</p> <p>Given the actual sqm construction cost of the 4-level option would be 27.9% greater than what is stated in the PSP it is considered the feasibility testing is not accurate and should be peer reviewed. This also suggests there is a much greater timeframe at which point this development form may be viable. This review should occur prior to progressing the framework in its current form as the framework is based on incorrect data and assumptions.</p> <p>Summit Realty have experience in selling apartments within a completed apartment complex in close proximity to PLDP2. The development was completed in 2016. Despite several attempts to sell out, the developer has not been able to exit due to low enquiry and below market/replacement values. The developer</p>	<p>Feasibility Testing</p> <p>The analysis done for the site-specific assessments was a point-in-time exercise which was primarily conducted in late 2021 with contemporary data. As is well known, inflation has been steadily increasing since this time. For example, the ABS Producer Price Index notes that inputs for house construction rose by over 12% in Perth from March 2022 - March 2023.</p> <p>Due to the size of the RSC area and its complex land tenure and associated development intentions, it is highly unlikely that the RSC will be fully developed in the medium term and there will be a continued need for a <i>Rockingham Precinct Structure Plan</i> for the foreseeable future. The contention that feasibility testing should be reviewed at this point in time is not supported. As the <i>Rockingham Precinct Structure Plan</i> will need to be reviewed in 10 years (post approval) per the Regulations, the feasibility can be reviewed again at that point in time. Further, through its current draft Local Planning Strategy, the City is also making a commitment to undertake 5-yearly market feasibility testing to understand how this relates to its local planning framework.</p> <p>The challenges associated with delivery of the apartments in the City Centre Sub-Precinct today are understood, however, the City Centre will continue to be the tertiary economic and employment focus of the RSC with the retail anchor of an expanded shopping centre merging with Main Street mixed use development. The <i>Rockingham Precinct Structure Plan</i> provides a flexible land use framework, with provision for a range of development types (and scales), as is expected for a Strategic Centre. No changes to this intent are supported</p>	<p>1. Part One, Section 2.1.2 Time Limited Approvals for Interim Uses to be modified as follows:</p> <ul style="list-style-type: none"> • Amend Clause 2.1.2 (1) as follows: <i>Time limited approvals for interim uses will only be considered in the following geographical areas (as identified on the Structure Plan Map):</i> <ul style="list-style-type: none"> (a) Area 1 (bounded by Chalgrove Avenue, Civic Boulevard, and Central Promenade) (b) Area 2 (bounded by Chalgrove / Simpson Avenues, and Whitfield / Louise Streets) • Amend Clause 2.1.2 (2) (c) by adding the following land uses: <ul style="list-style-type: none"> • Community Purpose • Convenience Store • Exhibition Centre • Shop • Small Bar <p>2. Part One, P1-Figure 1: Rockingham Precinct Structure Plan Map and P1-Figure 2: Residential Density Plan to remove references to PLDP1 and PLDP2.</p>

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		<p>still owns 45 apartments and Summit Reality are only marketing one or two at a time due to the extremely low demand. In our experience there is little appetite for apartments within the City Centre with greater demand being concentrated in closer proximity to the coast.</p> <p>It is noted interim uses can be considered. However, there are concerns these would also not be viable due to servicing upgrade requirements and civil works. Again, it is considered feasibility testing be peer reviewed prior to progressing the planning framework.</p> <p>Mixed Use Sub-Zone and PLDP1/PLDP2 Height and Floor Level Standards - Minimum Limits</p> <p>With reference to the feasibility testing above, it is considered flexibility should be afforded in order to facilitate development in certain instances. This could include modification of development standards to enable lower height limits for a certain proportion of the development where the overall design achieves the objectives of the PSP and the applicant can demonstrate it is not feasible to achieve strict compliance (even down to a 1 level height potentially or less than 4.5m ground floor ceiling height). If accurate feasible testing confirms the intended form of development would not be feasible even if the medium to long term there may be merit in reviewing all minimum development standards and height limits.</p> <p>Use and Development Class Definitions</p> <p>It is considered this Scheme amendment could be used to update some of the land use definitions or include new land use definitions. Some of the land use definitions are outdated and not in keeping with current industry business and land uses. For example, there is no appropriate definition for a modern aged care facility which would trigger classification as a 'Nursing Home'. This may lead to uncertainty regarding land use classification and could prevent land uses within sub-zones that may otherwise be in keeping with the Scheme objectives. It is noted a 'Nursing Home' is no longer prohibited in the Mixed-Use Sub Zone. However, it is considered a review of land use definitions should occur such that the framework incorporate</p>	<p>'Interim uses' are intended as initiatives to incentivise different type of development for short-term opportunities to be delivered to try and promote use of vacant land and encourage activity. The type of Interim uses specified will generally not need significant servicing upgrades or need for civil works.</p> <p>To promote this type of development, through the accompanying Amendment No.191, provision has also been made to exclude interim uses from requirement to achieve a minimum height of two storeys.</p> <p>Mixed Use Sub-Zone Minimum Height Limits</p> <p>The Rockingham Precinct Structure Plan is flexible in that all heights referenced are maximums only. The only development standard to be enforced through the Scheme applicable to the City Centre Sub-Precinct (in accompanying Amendment 191) is a minimum height limit of 2 storeys (interim uses excluded). Given its strategic location, it is the City's position that a minimum height of 2 storeys in the City Centre should be achieved, as the least, to ensure that streets with more defined urban edges can be delivered, commensurate to its role as a Strategic Centre.</p> <p>Use and Development Class Definitions</p> <p>Updating land use definitions as part of Amendment 191 is not being contemplated. The City is currently reviewing its Town Planning Scheme where this will be undertaken.</p> <p>City Centre Preferred Land Use at Street Level</p> <p>The land uses set out in Table 8 are identified as 'preferred' as they set out the City's priorities for which land uses should be contemplated at the ground floor.</p>	<p>3. Modify P1 - Figure 4: City Centre Sub-Precinct Requirements as follows:</p> <ul style="list-style-type: none"> • References to PLDP1 and PLDP2 to be removed. • Green Link between Central Promenade and Chalgrove Avenue to be removed. • Built form guidance and frontage types from P1-Figure 5: PLDP1 to be transferred to this plan. • Built form guidance and frontage types from P1-Figure 6: PLDP2 to be transferred to this plan. • Maximum Height of Shopping Centre site to be increased to 6 storeys. • Update all Figures relating to modified height limits accordingly <p>4. Part One, Section 3.1.2 PLDP 1 to be removed in its entirety.</p> <p>5. Part One, Section 3.1.3 PLDP 2 to be removed in its entirety.</p>

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		<p>evolving land uses and hybrid uses to ensure these are not prohibited when it could ultimately achieve identified objectives.</p> <p>City Centre Preferred Land Use at Street Level</p> <p>It is noted Table 8 of the PSP states preferred land uses at street level. However, it is considered text should be incorporated to support other uses which are not listed but which can also provide street activation. For example, a modern aged care residential development may be classified a 'Nursing Home' which is not listed as a preferred street level use. However, this use could achieve the general objectives through provision of active components such as gym, activity room, kitchen/dining room and offices fronting the public realm to activate the street.</p> <p>PLSP1 and PLDP2 Movement Network and POS Allocation</p> <p>Flexibility should be afforded to alter to the proposed movement network or POS allocation subject to the proposal achieving the overall objective.</p>	<p>As set out in Amendment 191, detailed information is provided regarding specific land use controls for each sub-zone. Under Amendment 191, a Nursing Home is identified as a 'Discretionary' ('D') use and therefore can be considered subject to formal assessment of a future development application.</p> <p>PLDP1 and PLDP2 Movement Network and POS Allocation</p> <p>After public advertising occurred, the City engaged with the Department of Planning, Lands and Heritage (as the approval authority of the structure plan) to discuss the draft document. The advice received was that both PLDP 1 and PLDP 2 would not be supported, and as such, they are recommended for removal.</p> <p>The built form guidance previously included in Sections 3.1.2 (including P1-Figure 5) and 3.1.3 (P1-Figure 6) will be transferred to an updated P1-Figure 4: City Centre Sub-Precinct Requirements and P1-Table 8: City Centre Built Form Controls.</p> <p>Greater flexibility for proposed public open space is supported, as such any references to the proposed north-south 'green link' between Chalgrove Avenue and Central Promenade will be removed.</p>	
29	Mr Benjamin Parsons 32 Sabot Avenue WAIKIKI WA 6169	<p>This feedback submission is in relation to the draft Rockingham Strategic Centre Precinct Structure Plan released for advertisement in May 2023. Specifically, this feedback identifies concerns about the scale of proposed development, the concentration within a small geographic area, and the lack of planning integration with other key places that are essential to the identity of Rockingham. While it is appropriate for the draft plan to increase density to accommodate a growing population in the Rockingham district, the proposal increases density and built-form scale beyond what is reasonable for the area at the expense of the existing community and identity of Rockingham. The key concerns are:</p>	<p>The <i>Rockingham Precinct Structure Plan</i> is a review of the City's existing framework (which has been in place for over 10 years). In many cases, the densities proposed in the Structure Plan will be lesser than those in the existing framework. It is also important to recognise that heights contemplated in the <i>Structure Plan</i> are 'maximum heights'.</p> <p>The City disagrees with concerns relating to built form and scale in the Coastal Lots Precinct (P3) for example, densities have been reduced, currently</p>	No change is recommended.

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		<p>1. Built-form scale of proposed building developments. The draft plan ignores the appeal of Rockingham as a town-scale beachside destination. Ratepayers and residents do not want to see the Rockingham foreshore and adjacent streets developed into a 'metropolis by the sea' and lose the essence of what makes it an attractive family-friendly place to live and visit in the first place. Pursuing a broader medium-density housing strategy limited to two storeys in existing residential areas will result in more attractive housing options and retain the iconic beach town identity of Rockingham.</p> <p>2. Coastal Lots high-density zoning and building heights. The Coastal Lots, a single neighbourhood, should not be burdened with accommodating the vast majority of proposed three and four-storey high-density development within the strategic centre. High-rise developments in this area are incompatible with homes in the neighbourhood and completely disregard the heritage, scale and appeal of the existing community. Three-storey and higher development should be limited to larger parcels of vacant land or immediately adjacent to commercial areas such as Rockingham Central and the Civic Centre where the scale of such developments and the services they require can be appropriately addressed within the larger land parcel without unfairly impacting neighbouring properties and streets.</p> <p>3. Integration of other district centres. There are several 'district centres' within the Rockingham region that would benefit from integrated development and transport planning. Planning for Palm Beach, Shoalwater and Safety Bay should be considered along with the strategic centre to achieve an attractive, linked, cohesive whole for these desirable locations as part of Rockingham's beachside community. More appropriate 'town-scale' housing options should be pursued with medium-density housing shared across all of these areas rather than high-rise high-density concentration within portions of the existing strategic centre alone.</p> <p>4. The impact of growth at Garden Island. The draft plan does not address the workforce and infrastructure growth planned for Garden Island. Within the next decade, the Commonwealth will spend \$8bn on infrastructure at HMAS Stirling to home port a fleet of nuclear submarines as part of its AUKUS trilateral partnership agreement. An entire workforce and industry of national significance will expand to support these vessels and infrastructure. The main thoroughfares of Parkin Street, Rae</p>	<p>five storeys is possible. Under the <i>Rockingham Precinct Structure Plan</i> a maximum height between 3-4 storeys is proposed. Design testing for all residential/urban areas had been undertaken to ensure that new development can be delivered in a way which is sensitive to the existing character while also meeting the intended transitional urban built form. This includes maintaining larger front, side, and rear setbacks to ensure space between buildings and adequate areas for landscaping.</p> <p>Regarding other District Centres, while this is not part of the scope of the project, the City is seeking to coordinate infill development holistically through its draft Local Planning Strategy.</p> <p>This element of the submission is noted.</p> <p>The City is contributing to a number of State planning initiatives, which are not related to the Structure Plan but involve amongst other matters, the progression of regional road planning. The City's advocacy on Garden Island Highway is a component of that work.</p> <p>The City is also liaising with Department of Defence (main driver of the traffic demand to Garden Island/Cape Peron), to understand its requirements for the ultimate timing and profile of Garden Island Highway, and any implications to the local road network.</p>	

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		<p>Road and Safety Bay Road to access the base are already barely adequate during periods of heightened activity at Garden Island now. The plan must address the increased transport and vehicle movement needs and the impact on property planning in the adjacent areas. There are alternative ways for the Rockingham district to increase density without losing its identity rather than the concentrated high-rise approach the plan proposes. Addressing the significant concerns explained above will greatly improve the liveability of Rockingham and retain the appeal that makes it an attractive destination to visit and live.</p>		
30	<p>Mr Yan Peng 142 Simpson Avenue ROCKINGHAM WA 6168</p>	<p>I am of the owners of 142 Simpson Avenue Rockingham. I understand that my property sits in the P6 sub precinct and will be R40. Due to the size of my property, I can technically subdivide into two lots with minimum of 250 sqm. However I have been also advised by one of senior planning officer Marius Le Grange that a minimum of 1000sqm is required for subdivision. Meaning that I will need to amalgamate with my neighbours (i.e. buy their property) in order to subdivide. I think that it is unfair to have such restrictions imposed on individual property owner. My neighbours are not planning to sell or move out of their property. I would like City of Rockingham to please remove this rule of minimum to land of 1000 sqm for subdivision. The ability to subdivide without this restriction can increase the value of my property.</p>	<p>Through a review of the submissions received against the draft documents, it is recommended the Structure Plan be modified to support development of lots less than 1,000m² where a site meets all of the below criteria:</p> <p>(i) Has a minimum site area of 800m²; <u>and</u> (ii) Is situated on a corner lot.</p> <p>This is for the following reasons:</p> <ul style="list-style-type: none"> - Sites with multiple road frontages are simpler to redevelop, with more options to consider consolidated access and address both street frontages. - There is an improved ability to retain existing mature trees and provide green space through redevelopment, as less land area is required for service access and vehicle manoeuvring. - With respect to 'P2' - Waterfront Village sub-precinct, this area is identified as having 'medium' to 'high' level of development potential that is likely to attract redevelopment in the next 10 years. The sub-precinct as a range of corner sites that are approximately 800m² or greater that can meet the criteria for redevelopment in an appropriate manner. - The irregular nature of lot sizes in 'P5' – City Park and 'P6' – Southern Residential sub- 	<p>Part One, Section 2.2.4 Subdivision and Amalgamation Clause (2) (a)</p> <p>Amend Clause (2) (a) as follows:</p> <p>(a) The resultant lot/s have a minimum lot size of 1,000m²;</p> <p>Development on lots less than 1,000m² may be permitted where a site meets all of the below criteria:</p> <ul style="list-style-type: none"> • Has a minimum site area of 800m². • Is situated on a corner lot.



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			<p>precincts that are not both 800m² and located on a corner were determined to be difficult to effectively redevelop without a larger contiguous area of 1,000m² as proposed by the Structure Plan.</p> <p>This approach ensures the provision of greater flexibility and incentive to deliver high quality infill development that meets the vision and objectives of the Structure Plan to maintain the character of the residential focused sub-precincts and protect existing mature trees as part of any redevelopment.</p> <p>Regarding subdivision potential, it should be noted that in Sub-Precincts 2 (Waterfront Village), 3 (Coastal Lots), 5 (City Park) and 6 (Southern Residential) Section 2.2.4 Subdivision and Amalgamation Clause (3), limits subdivision when in a battle-axe configuration.</p> <p>It is recommended the Structure Plan be modified to enable subdivision on lots with both a minimum area of 800m² <u>and</u> where located on a street corner.</p>	

SUBMISSIONS – KEY THEMES

Key Themes	Number of Submissions	Summary of Submission	Local Government Response	Local Government Recommendation
Objection to proposed re-opening of roads in the City Park Precinct.	15 (6, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 19, 20, 24, 25)	Numerous residents living on / near Leeuwin Parade raised concerns with the proposed opening of the road (which is currently closed). Concerns were also raised regarding Marks and ANZAC Places).	The necessary information to determine the need / trigger for why / when Leeuwin Parade should be reopened could not be clearly defined. It is the City's preference to ensure Leeuwin Parade is not reopened in response to these submissions.	Multiple changes proposed to relevant text and figures in both Part One and Part 2 of the Structure Plan to ensure Leeuwin Parade, Marks Place and ANZAC Place are no longer proposed to be reopened. For Leeuwin Parade, a 'Green Link Crossing' is proposed instead, this will focus on enhanced pedestrian and cyclist connectivity.
Desire for greater flexibility regarding amalgamation requirements.	3 (18, 21, 30)	There was general support for the the updated approach to subdivision and amalgamation whereby the minimum site areas for redevelopment were reduced to 1,000m ² . Additional feedback was provided requesting that this be reduced further.	The City supports exploring options to further increase opportunities for high-quality infill development in the right locations.	Additional flexibility proposed whereby the City will consider development on lots less than 1,000m ² where they are 800m ² and situated on a street corner.
Desire for greater design flexibility in nominated PLDP areas.	3 (22, 26, 28)	Request for greater design flexibility in some of the areas identified as Precinct Local Development Plan Areas. These submissions were in reference to PLDP Areas 1-3.	The City's response has been informed by advice from the DPLH, who confirmed that the use of PLDPs should only be considered in exceptional circumstances. In response to this feedback, the three PLDP Areas (1-3) are proposed for removal with additional built form guidance required to ensure that the planning framework is clear.	Multiple changes proposed to relevant text and figures in Part One to remove references to PLDP Areas 1-3. To ensure clarity for these sites in the planning framework additional built form guidance is proposed to be included.
Desire to retain existing maximum building heights limits.	3 (22, 27, 29)	Retention of existing building height provisions for key sites such as Rockingham Hotel complex and Rockingham Shopping Centre.	The existing building height provisions were scaled back to strike a balance between tested local market conditions and 'fit for purpose' built form needs. The City, however, has no objection to reinstating the 'status quo' building heights for these two sites as a detailed heights study was prepared in 2018 to provide the rationale for these controls.	Structure Plan to be updated to reflect the heights under the current planning requirement for the Rockingham Hotel Complex, Rockingham Shopping Centre, and for numerous properties along Rockingham Beach Road. Extracts of the 2018 heights study (prepared by Mackay Urban Design) are proposed to be included in Part Two to provide supporting rationale.

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Objection to proposed building heights.	3 (3, 4, 23)	Some concerns were raised with the proposed heights and densities being contemplated, namely in the Waterfront Village area.	The proposed building heights are consistent with the existing planning framework which applies to the foreshore area. These controls were informed by a detailed building heights study and were adopted by Council through <i>Local Planning Policy 3.2.5 – Waterfront Village Development Policy Plan</i> .	No changes recommended.
Desire for flexibility to vary the mandatory two-storey (minimum) height requirement.	2 5	Submissions seeking flexibility to vary the mandatory two-storey (minimum) height requirement set out in the Local Planning Scheme as part of Amendment 191.	It is reasonable to provide some flexibility in areas where the built form outcomes are desired but not mandatory to meet the intent of the Structure Plan or where substantial re-development is unlikely to occur within the 10-year timeframe of the Structure Plan.	Amendment No.191 to be updated to enable all Residential 'R40' zoned properties in 'P5' City Park and 'P6' Southern-residential sub-precincts to vary the two-story (minimum) height requirement. A separate modification proposed to clarify that additions, alterations and incidental structures are also excluded from the two-storey minimum building height requirement.
Concerns regarding feasibility of development outcomes required by Structure Plan.	2 (26, 28)	Submissions raised some concerns with the development feasibility of the outcomes being sought through the Structure Plan. Issues raised were primarily regarding multiple dwellings (apartment) developments.	The built form approach set out in the Structure Plan ensures a high degree of flexibility. A minimum height limit of 2 storeys is set out in the Scheme in key areas, however, all other height limits are maximums only. Development is not required to be developed to the maximum	No change recommended.
Desire to expand location and uses considered for interim development.	2 (22, 28)	Request for the expansion of interim land uses and number of sites that can be considered for these uses.	Interim land use sites and associated uses are only provided for in 'P1' City Centre sub-precinct to encourage temporary use of larger vacant / undeveloped landholdings in the short term, while not prejudicing the ultimate development outcomes. The list of interim land uses and sites is limited for this reason. The City will contemplate an expansion of the uses which can be considered for interim development.	Structure Plan to be updated to outline additional uses to be contemplated on a temporary basis. Further flexibility for additional vacant sites is not supported.
Support	2 (2 and 7)	Respondents highlighted support for proposed documents.	N/A	N/A

SCHEDULE OF SUBMISSIONS (GOVERNMENT AGENCIES AND SERVICE PROVIDERS)

Submission Number	Submitter/Address	Summary of Submission	Local Government Response	Local Government Recommendation												
01	<p>Mr Mark Hingston Planning Advice – Kwinana Peel Region Department of Water and Environmental Regulation PO Box 332 MANDURAH WA 6210</p>	<p>Thank you for providing the opportunity to comment on the draft Rockingham Strategic Centre Precinct - Structure Plan Amendment 191 received with correspondence dated 3 May 2023.</p> <p>The Department of Water and Environmental Regulation (the Department) has reviewed the amended Local Structure Plan (LSP) and associated documents and provides the following comments.</p> <p>The structure plan amendments propose an increase in development densities within a number of the structure plan's sub-precincts. A Water Management Strategy produced by Cardno in December 2021 has been provided in the document package received by the Department which intends to provide the framework for the application of total water cycle management. With an identified reduction in pervious areas and an increase in density within sub-precinct areas the Department recommends further information be provided in the Water Management Strategy (WMS). The Department provides the attached comments for your consideration. Accordingly, the proposed structure plan amendment should not be finalised prior to the endorsement of a satisfactory WMS by the Department.</p> <p>In the event there are modifications to the proposal that may have implications on aspects of environment and/or water management, the Department should be notified to enable the implications to be assessed.</p> <p>Should you require any further information on the comments, please contact Mark Hingston at the Mandurah office on 9550 4209.</p> <p>Attachment 1 - Department of Water and Environmental Regulation - comments on the Rockingham City Centre, Precinct Structure Plan, Water Management Strategy (Cardno, 2021) Contact for further information: Mark Hingston – 9550 4209</p> <table border="1" data-bbox="730 1137 1469 1398"> <thead> <tr> <th>No.</th> <th>Page</th> <th>Section</th> <th>Rev 1 -DWER Comments</th> </tr> </thead> <tbody> <tr> <td>1</td> <td></td> <td>General Comments</td> <td>Please ensure that references to DoW are changed to DWER (Department of Water and Environmental Regulation)</td> </tr> <tr> <td>2</td> <td>8</td> <td>Section 2.2 - WMS Objectives</td> <td>Reference to sub-surface drainage (subsoils) should state that they are to be set at or above</td> </tr> </tbody> </table>	No.	Page	Section	Rev 1 -DWER Comments	1		General Comments	Please ensure that references to DoW are changed to DWER (Department of Water and Environmental Regulation)	2	8	Section 2.2 - WMS Objectives	Reference to sub-surface drainage (subsoils) should state that they are to be set at or above	<p>Based on correspondence with DWER, it is understood that DWER's primary concern is that more information is required as part of the Water Management Strategy to better understand the impacts future development will have on surface runoff. One of the primary drivers for this additional work, is that the existing drainage infrastructure cannot accommodate any additional flows into Lake Richmond.</p> <p>It is the expectation of DWER that areas subject to higher densities would fall within established urban catchments which drain to existing flood storage areas. The task would be to determine if those existing flood storage areas have the capacity to hold (if any) additional stormwater runoff calculated. If existing flood storage infrastructure is not capable of accommodating extra stormwater runoff, the Structure Plan must consider what options there are for additional storage within each catchment.</p> <p>The only existing City infrastructure to be 'assessed' would be the ultimate capacity of the relevant existing flood storage areas.</p>	<p>The Water Management Strategy (and any relevant sections of the Structure Plan) to be updated in collaboration with DWER / Water Corporation.</p>
No.	Page	Section	Rev 1 -DWER Comments													
1		General Comments	Please ensure that references to DoW are changed to DWER (Department of Water and Environmental Regulation)													
2	8	Section 2.2 - WMS Objectives	Reference to sub-surface drainage (subsoils) should state that they are to be set at or above													

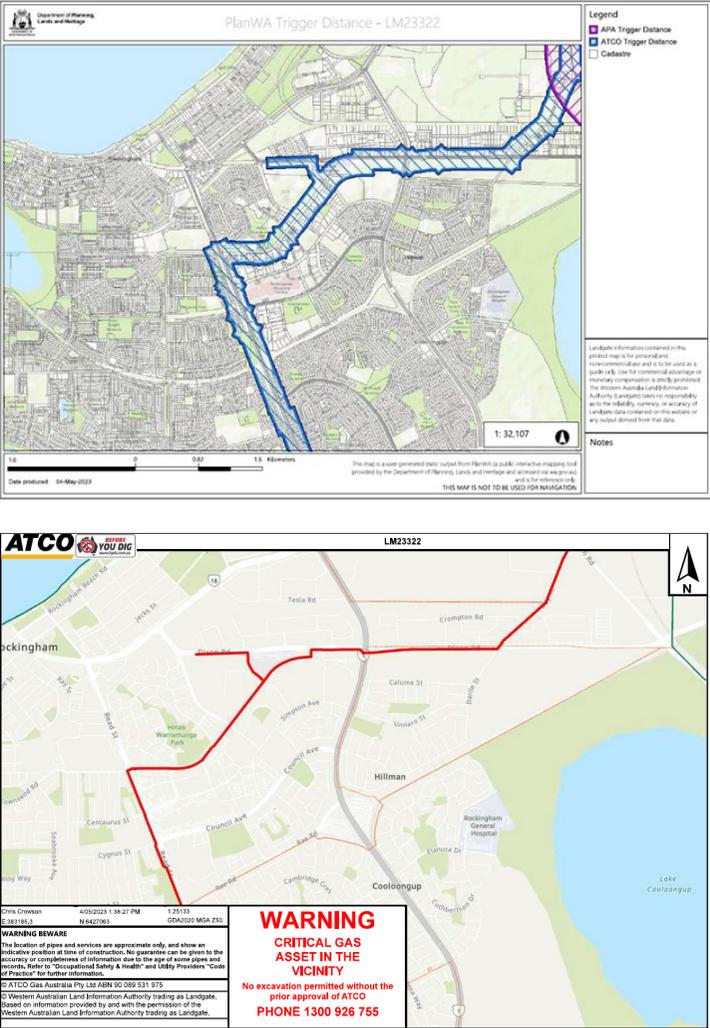


Submission Number	Submitter/Address	Summary of Submission				Local Government Response	Local Government Recommendation
					maximum groundwater level (MGL).	The WMS will need to demonstrate that any increased stormwater runoff from the changes in densities must be able to be handled within the strategic centre study catchments and not direct to/through its infrastructure. This may require increased capacity at existing storage areas, or identification of new storage areas.	
4	15	Section 4.4 - Stormwater Management	The Water Management Strategy (WMS) identifies that the amendment will create additional stormwater runoff and that this runoff must be infiltrated on-site. The WMS should, <ul style="list-style-type: none"> • Quantify the volume of additional runoff from proposed density changes, • Quantify the amount of additional land required, if any, for drainage/infiltration purposes, • If required, identify likely areas available for future stormwater drainage infrastructure, and • Discuss the potential for increased groundwater recharge and possible effects on groundwater dependent ecosystems and current and future development. 				
5	18	Section 4.6 - Water Quality Management	The WMS notes that bio-filtration systems should be considered as part of an overall strategy for managing stormwater in a development where the depth to Maximum Groundwater Level (MGL) is less than 5 m. Please note, the use of biofiltration systems are also dependant on other factors including, location of groundwater dependent ecosystems, soil types and direction of groundwater flow.				
02	Chris Crowson Land Management Coordinator Gas Division ATCO	ATCO Reference: LM23322 ATCO Gas Australia (ATCO) has no objection to the proposed application, based on the information and plan provided. ATCO instruction:					

Submission Number	Submitter/Address	Summary of Submission	Local Government Response	Local Government Recommendation
	81 Prinsep Road JANDAKOT WA 6164	<ol style="list-style-type: none"> 1. The proposed areas fall within the WAPC Draft Development Control 4.3 Trigger Distance for ATCO Infrastructure (area hachured blue in attachment). Any sensitive land use or high density community use developments within this Trigger Distance of a High Pressure Gas Pipeline requires further consultation with ATCO prior to preliminary designs being finalised. Please consider the WAPC's draft DC4.3 and also the site; PlanWA for development planning. 2. ATCO identifies that proposed future developments may require additional safety measures to be considered, identified and in place for the high pressure gas pipeline risk mitigation. 3. Anyone proposing to carry out construction or excavation works within 15 metres of Critical Asset Infrastructure must contact 'Before You Dig Australia' (www.byda.com.au) to determine the location of buried gas infrastructure. Refer to ATCO document AGA-O&M-PR24- Additional Information for Working Around Gas Infrastructure https://www.atco.com/en-au/for-home/natural-gas/wa-gas-network/working-around-gas.html 4. All works occurring within 15 metres of Critical Asset Infrastructure must undergo ATCO Engineering Assessment to determine if additional safety measures are required. Risk mitigation and asset protection measures may be necessary. Notification for the works must be submitted to ATCO via the online web portal. 5. All works occurring within 15 metres of Critical Asset Infrastructure must comply with the ATCO document Additional Information for Working Around Gas Infrastructure - AGA-O&M-PR24 https://www.atco.com/en-au/for-home/natural-gas/wa-gas-network/working-around-gas.html 6. Future construction and any proposed access roads across the ATCO Critical Asset gas mains (including proposed roads and road upgrades) need to be managed in accordance with the ATCO document Additional Information for Working Around Gas Infrastructure - AGA-O&M-PR24 https://www.atco.com/en-au/for-home/natural-gas/wa-gas-network/working-around-gas.html 7. Anyone proposing to carry out construction or excavation works must contact 'Before You Dig Australia' (www.byda.com.au) to determine the location of buried gas infrastructure. Refer to ATCO document AGA-O&M-PR24- Additional Information for Working Around Gas Infrastructure https://www.atco.com/en- 	<ol style="list-style-type: none"> 1. The protection of essential ATCO Gas Infrastructure is acknowledged and understood. The inclusion of relevant measures to ensure appropriate measures are considered in proximity to high pressure gas is supported. 2. All further comments to be addressed at Development Application stage. 	<ol style="list-style-type: none"> 1. Amend the Structure Plan Map to identify trigger distance and include further information under Section 2.2 'General Requirements' to identify any impacted lots and set out matters to be addressed within future development applications.



Submission Number	Submitter/Address	Summary of Submission	Local Government Response	Local Government Recommendation
		<p>au/for-home/natural-gas/wa-gas-network/working-around-gas.html</p> <p>8. If any proposed developments in the RSCPSP will result in a change in depth of cover over existing ATCO assets and infrastructure, in particular the Critical High Pressure 1900kPa natural gas pipeline, further consultation with ATCO must be undertaken prior to preliminary designs being finalised.</p> <p>9. All existing ATCO easements must be preserved and adequate separation distance for pipeline operation and maintenance maintained.</p> <p>10. If newly gazetted public property boundaries for road reserve are proposed, ATCO requests confirmation from the City of Rockingham that existing ATCO assets and infrastructure will be located within these road reserves and outside of private property boundaries.</p> <p>11. If, as a result of this RSCPSP, existing ATCO assets and infrastructure will no longer be located within road reserves, that safeguarding of the existing/proposed ATCO infrastructure will be addressed by:</p> <p>Relocation with costs met by the City of Rockingham prior to the proposed works being undertaken. Relocation of gas mains can be coordinated with ATCO's Engineering Services Team; or Cut and cap with costs met by the City of Rockingham (subject to ATCO Asset Services confirming cut and cap permissible); or The provision of an easement with costs of preparation and submission met by the City of Rockingham</p> <p>As part of the works that the ATCO Land Management Team undertook, in considering the City of Rockingham's proposal, ATCO identified several parcels of land that contain existing ATCO assets and infrastructure that require further investigation by ATCO.</p> <p>Those parcels of land are:</p> <ul style="list-style-type: none"> • Lot 500 on DP74005, Certificate of Title LR3163-82 • Lot 551 on DP405284, Certificate of Title 2883/451 • Lot 500 on DP55836, Certificate of Title 3151/155 • Lot 5 on Plan 7887 – Certificate of Title 2110/960 <p>The Land Management Team will continue to liaise with the City of Rockingham on these parcels of land.</p> <p>Please accept this email as ATCO's written response. Should you have any queries regarding the information above, please contact us on 13 13 56 or eservices@atco.com.</p>		

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		 <p>The top map, titled 'PlanWA Trigger Distance - LM23322', shows a residential area with a blue hatched area indicating the ATCO Trigger Distance and a purple hatched area for the AFA Trigger Distance. A scale bar shows 0 to 1.6 Kilometers. The bottom map, titled 'ATCO YOU DIG', shows a red line representing a critical gas asset. A prominent red warning box states: 'WARNING CRITICAL GAS ASSET IN THE VICINITY. No excavation permitted without the prior approval of ATCO PHONE 1300 926 755'. The maps include various street names like Tesla Rd, Crompton Rd, and Hillman.</p>		
03	<p>Environmental Health Directorate Public and Aboriginal Health Division Department of Health PO Box 8172</p>	<p>Thank you for your letter of 3 May 2023, requesting comments from the Department of Health (DoH) on the above proposal. The DoH provides the following comment:</p> <p>1. Water Supply and Wastewater Disposal</p>	<p>Water Supply and Wastewater Disposal This part of the submission is noted. Comments to be</p>	<p>1. Environmental Assessment Report</p>



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	PERTH BC WA 6849	<p>The DoH has no objection to the proposal for all sub-precincts, subject to all new development proposals being connected to reticulated sewerage in accordance with the DoH’s legislation.</p> <p>2. Chemical Hazards The submissions relate to a widespread change of zoning, from various specific residential and light industrial land uses to a holistic, “Strategic Centre Zone” designation. The DoH recommends that to ensure that there are no incompatible land uses which may give rise to health impacts or risks, the Council refer to Environmental Protection Authority 2006 Guideline: Separation Distances between Industrial and Sensitive Land Uses to ensure that there is an adequate protective buffer between any existing or proposed commercial/ industrial uses and more sensitive land uses under the proposed scheme amendment.</p> <p>Three areas of land have been identified on Department of Water and Environmental Health’s Contaminated Sites Database.</p> <ol style="list-style-type: none"> Area (DMO12867) Lot 99, 25 Rockingham Beach Road was reported and classified in 2011 as Contaminated – Remediation Required based on the presence of free phase petroleum hydrocarbons in shallow groundwater at levels posing an unacceptable health risk to all land uses and which requires further risk assessment and remediation works. Area (DMO64538-64540) McNicholl Street was reported and classified as Remediated for Restricted Use as the sites formed part of a larger uncontrolled landfill site known to contain deposits of asbestos containing materials. Area (DMO78438-78439) Goddard Street was reported and classified as Remediated for Restricted Use as the sites formed part of a larger uncontrolled landfill site known to contain deposits of asbestos containing materials. <p>Each of these sites has been identified as “M” Mixed Use under the amended scheme. The DoH recommends that additional information should be provided for each site to demonstrate its suitability for this use.</p> <p>The remainder of Lot 359 McNicholl Street appears to have been effectively remediated and is suitable for the proposed mixed uses under the amended scheme. However the Council should obtain a</p>	<p>addressed at Subdivision or Development Application stage.</p> <p>Chemical Hazards (Contaminated Sites) Section 2.2.13 of the <i>Rockingham Precinct Structure Plan</i> (in Part 1) identifies the contaminated sites located at Rockingham Beach Road and McNicholl Street. It provides specific measures which must be addressed by a proponent prior to subdivision or development occurring. This information was provided with guidance from the accompanying Environment Report.</p> <p>It is acknowledged that the identified contaminated site at Goddard Street has not been identified in the Structure Plan or Environmental Assessment Report, this will be updated.</p> <p>Medical Entomology The Department of Health has noted the City’s involvement in the Peel Mosquito Management Group, as well as the City’s extensive mosquito control program.</p> <p>The City considers mosquito breeding locations, and the potential for both mosquito-borne disease and mosquito nuisance impacts, for all land use planning decisions.</p>	<p>To be updated to include supporting information regarding the contaminated site at Lot 9 (5 Market Street) and Lot 10 (Goddard Street).</p> <p>2. Part One, Section 2.2.13 Contaminated Sites</p> <p>Add new Clause (3) for Lot 9 (5 Market Street) and Lot 10 (Goddard Street), and provide necessary supporting information to demonstrate suitability of proposed Mixed Use designation.</p>

Submission Number	Submitter/Address	Summary of Submission	Local Government Response	Local Government Recommendation
		<p>Basic Summary of Record (BSR) https://www.der.wa.gov.au/images/documents/your-environment/contaminated-sites/Forms/Form-2.pdf for these and other areas under the amended scheme to complete their assessment of suitability for use.</p> <p>3. Medical Entomology</p> <p>The City of Rockingham is a member of the Peel Contiguous Local Authorities Group (CLAG), which undertakes an extensive program of health-driven mosquito monitoring and management in conjunction with the Department of Health. Despite considerable efforts to manage mosquitoes and mosquito-borne disease in the region, there continues to be a number of cases of Ross River virus (RRV) and Barmah Forest virus (BFV) disease and adverse impacts on lifestyle during the spring and summer months of most years. Human cases of RRV and BFV diseases occur annually in the City of Rockingham, with 112 cases of RRV reported in the City over the past 5 years. In order to protect the health and lifestyle of communities, all land use planning decisions should include consideration of mosquitoes and their management. While it is well documented that mosquito-borne diseases occur in the Rockingham area, the risk of exposure to mosquitoes and their diseases for future residents and visitors to the Rockingham Strategic Centre (RSC) is not clearly defined. It is the recommendation of the Department of Health that:</p> <ul style="list-style-type: none"> • The City of Rockingham determines the extent of risk from mosquitoes and mosquito-borne disease in the RSC, and if that risk is considered medium or high by the City, a mosquito management plan be established. • The City ensures they have sufficient resources to continue mosquito management for any future development associated with the local planning scheme amendment and structure plan. <p>Should you have any queries or require further information please contact Chris Hill or Hannah Santoso.</p>	<p>The City will then determine a range of appropriate control measures based on the risk to future occupants, which may include design controls, mosquito monitoring, mosquito management plans, chemical controls, title notifications, or recommending against the land use proceeding.</p> <p>The Rockingham Strategic Centre is over 13kms from the main saltmarsh mosquito breeding area within the City. This saltmarsh mosquito breeding area is the focus of the City's mosquito management program, and has the highest risk in terms of potential mosquito-borne disease and nuisance to nearby occupants. It is highly unlikely that mosquitoes breeding in this location are able to travel the distance to the Rockingham Strategic Centre, it is beyond their flight range.</p> <p>There is the potential of freshwater mosquito breeding within the Rockingham Strategic Centre, however freshwater mosquitoes are generally not considered a risk to public health.</p> <p>The City will continue to investigate mosquito complaints in the Rockingham Strategic Centre, however the risk to occupants and visitors is</p>	

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			considered low, and no additional controls would be warranted.	
04	<p>Steven Fernandez Planning Assessment Officer Office of Managing Director Main Roads WA PO Box 6202 EAST PERTH WA 6892</p>	<p>In response to your correspondence received on 31 May 2023, Main Roads has reviewed the Scheme Amendment and Structure Plan and is unable to provide a recommendation at this point in time. Please provide the following items:</p> <ol style="list-style-type: none"> 1. The Transport Impact Assessment (TIA) is uncertain and requires amendment, in accordance with Transport Impact Assessment Guidelines (August 2016) and electronic SIDRA Intersection files (.sip) in Version 9, as appropriate. <ol style="list-style-type: none"> a) The TIA does not provide a development yield or forecast of land-use to projected trips generated by the Structure Plan. This is required to understand future intersection upgrades to Ennis Avenue and impacts to the State Road Network. b) Section 2.2 – It is unclear whether the ROM24 forecasts provided can be used without including the impacts of Westport or the Fremantle Rockingham Controlled Access Highway projects. <p><u>Advice</u></p> 2. Any traffic signal modifications or proposals will require a Traffic Signal Approval from Main Roads. Details of the Traffic Signals Approvals Policy (TSAP) can be found here. 3. The Structure Plan should consider how infrastructure is to be coordinated. The TIA would be required to inform possible infrastructure contributions as detailed in State Planning Policy 3.6 – Infrastructure Contributions. This is particularly relevant to the road and transport improvements. An efficient transport system results in greater economic performance. Transport enables businesses to reach markets and attract new investment, while presenting more job opportunities. The Structure Plan currently does not adequately detail how infrastructure will be delivered, coordinated or how costs will be recovered. 	<p>It is noted that the TIA does not currently include the forecasted development yield for the precinct, however, it is important to note that the <i>Rockingham Precinct Structure Plan</i> was a review of the City's existing framework (which has been in place for over 10 years). In some cases, the densities proposed in the <i>Rockingham Precinct Structure Plan</i> are less than those in the existing framework. It was therefore assumed that based on the age of the planning framework that the ROM Data provided included some assumptions on increased yields.</p> <p>If more specific information needs to be added to the TIA it could be considered. In Part 2 of the PSP, there are two tables which may be of use:</p> <ul style="list-style-type: none"> • P2 – Table 16: Structure Plan Land Use Mix (Page 197) provides land use mix by type in hectares. • P2 – Table 21: Structure Plan Density Targets (Page 205) provides a summary of 	The TIA is to be modified as requested by MRWA.

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		<p>4. The district will be impacted by significant infrastructure upgrades that will stimulate additional transport activity. The structure plan should be revised to inform the staging of development. Coordinated infrastructure provision (including intersection</p> <p>It is further advised that Main Roads will require a 30 day review period to assess any revised documentation.</p> <p>Should the City disagree with the above advice, Main Roads requests an opportunity to meet and discuss the proposal further, prior to a final determination being made.</p> <p>Main Roads requests a copy of the City’s final determination on this proposal to be sent to planninginfo@mainroads.wa.gov.au quoting the file reference above.</p> <p>In the interim, if you require any further information, please contact Steve Fernandez.</p>	<p>the density targets for each precinct.</p> <p>The City’s transport consultant has advised that the ROM they received had with and without FRCAH and that there was very little difference within the Rockingham City centre.</p> <p>With regard to West Port, ROM data does not include traffic modelling for the Port at this stage. It is anticipated in the first quarter of 2024 that further information will be available on potential traffics impacts from the outer harbour.</p> <p>The Precinct Structure Plan is a higher order strategic planning document, intended to provide planning and subdivision guidance for what is a large and diverse urban environment. It is acknowledged that delivery and coordination of transport infrastructure will be essential to achieving the precinct vision. However, given its size (over 550ha) and infill context it is very difficult to stage development, which will be almost completely reliant on private investment. Section 1.4 (page 25 in Part 1) does set out the key movement initiatives deemed necessary to support the plan’s implementation. This includes consideration for short,</p>	

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			<p>medium, and long-term outcomes.</p> <p>It is acknowledged that how infrastructure will be funded is still to be determined. It is important to note that SPP 3.6 does caution preparation of DCPs in infill areas where growth is slow and advocates for consideration of other mechanisms.</p> <p>Through further discussions with Main Roads the City understand that the Transport Impact Assessment (TIA) requires amendment, in accordance with Transport Impact Assessment Guidelines (August 2016).</p>	
05	<p>Brett Coombes Senior Urban Planner Development Services Water Corporation PO Box 100 LEEDERVILLE WA 6007</p>	<p>The Water Corporation has no objections to the various rezonings and associated text provisions pertaining to planning and development control within the Rockingham Centre.</p> <p>The water and wastewater planning summary at Section 4.2 of the Cardno Precinct Structure Plan report was provided by the Water Corporation. Long term infrastructure planning for the centre will need to be reviewed to reflect the land uses and development yields envisaged in the structure plan.</p> <p>The commentary under Sections 4.4 through 4.7 regarding stormwater management and detention measures and recommended options to be explored further for on-site detention need further clarification. A Local Water Management Strategy should be prepared for the area and referred to DWER and the Water Corporation for assessment.</p> <p>As previously advised, the Corporation's urban drainage network through Rockingham has finite hydraulic and environmental limits, and the system is not able to accept increased rates of flow. The advice (section 4.4.1) regarding retention of runoff to predevelopment</p>	<p>Based on correspondence undertaken between Water Corporation and the City, it is understood that the Water Corporation's primary concern is that existing drainage infrastructure is at capacity and that no additional flows into this network (and Lake Richmond) can be considered.</p> <p>It is the City's understanding that further modelling may be required. Please see information provided in response to DWER above.</p>	<p>The Water Management Strategy (and any relevant sections of the Structure Plan) to be updated in collaboration with DWER / Water Corporation.</p>

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		<p>levels and the downstream environmental controls/limits imposed by the need to protect levels in Lake Richmond are critical matters that need to be more fully addressed and detailed in the LWMS.</p>		
06(a)	<p>Michael Ball Senior Land Use Planning Officer Department of Fire and Emergency 20 Stockton Bend COCKBURN CENTRAL WA 6164</p>	<p>I refer to your letter dated 3 May 2023 in relation to the referral of the Rockingham Strategic Centre, Scheme Amendment 191, and associated Structure Plan.</p> <p>It is unclear from the documentation provided if the City of Rockingham has applied State Planning Policy 3.7 – Planning in Bushfire Prone Areas (SPP 3.7) to this proposal.</p> <p>Given the above proposal appears to increase the development potential of several areas classified as bushfire prone, the Scheme Amendment and Structure Plan provide an opportune mechanism for the coordination of bushfire risk to ensure that it does not result in the introduction or intensification of development or land use in an area that has or will, on completion, have an extreme BHL and/or BAL-40 or BAL-FZ. Comments in the submitted reports note that Bushfire Management Plans should be submitted with development and subdivision applications, however any potential bushfire impacts should be considered at the strategic stage of planning to ensure that the land is suitable for further intensification.</p> <p>SPP 3.7 seeks to reduce vulnerability to bushfire through the identification and consideration of bushfire risks in decision-making at all stages of the planning and development process.</p> <p>A Bushfire Management Plan (BMP) is required to accompany strategic planning proposals, subdivision and development applications in areas above BAL-LOW or areas with a bushfire hazard level above low (refer to clause 6.2b). A BMP includes the bushfire assessment, identification of the bushfire hazard issues arising from the relevant assessment and a clear demonstration that compliance with the bushfire protection criteria contained within Appendix 4 of these Guidelines, is or can be achieved.</p> <p>The BMP should be prepared as early as possible in the planning process and progressively refined or reviewed as the level of detail increases. The level of detail provided within a BMP should be commensurate with the applicable planning stage and scale of the proposal or application.</p> <p>Should you apply SPP 3.7 then, we request the relevant information pursuant to this policy be forwarded to DFES to allow us to review and provide comment prior to the City of Rockingham have confirmed that there will be no increase in the development potential of the</p>	<p>As per the requirements of State Planning Policy 7.2 - Precinct Design the role of documents, such as the <i>Rockingham Precinct Structure Plan</i>, is to provide a local framework which guides future subdivision and development. It provides a vision and a preferred spatial framework, and sets out the requirements which a proponent must consider in preparation of a subdivision or development application.</p> <p>From a bushfire perspective, the RSCPSP does this in two ways:</p> <p>1. <u>Part One Implementation - Section 2.2 General Requirements</u> provides an overview of the development standards which apply to all land prior to subdivision and development. This section includes a specific sub-clause 2.2.11 Bushfire Management which states:</p> <p><i>"Development and subdivision on lots identified as being Bushfire Prone on the Department of Fire and Emergency Services</i></p>	<p>No change is recommended.</p>

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		<p>development sites classified as bushfire prone. DFES notes that if the proposal will increase the development potential of bushfire prone sites, the previous response dated 30 June applies and the application of SPP 3.7 should be considered.</p> <p>The sites impacted by the proposal are understood to already be zoned for development, and the broader location of the area presents as built out, or (in most cases) appears to provide some level of hazard separation. DFES notes that each future application on bushfire prone sites will be required to provide a BMP, however the following comments are made with regard the bushfire prone sites within the Strategic Centre.</p> <ul style="list-style-type: none"> • As above the bushfire prone sites appear to be located generally within built out areas, however they will need to demonstrate that they can respond to bushfire hazards and provide sufficient separation at future planning stages. DFES notes that some sites (such as Area 6 – Lot 501 Patterson Road) currently detail zoned land abutting bushfire hazards which may require consideration of the lot layout to ensure sufficient separation can be provided. • Vehicular access to the bushfire prone sites appears to provide several potential access/egress routes, given the largely built out nature of the area. Future applications however will need to ensure that site specific responses are provided, to ensure that hazard separation, and sufficient internal access are provided to each proposal. • Further evidence will be required for each application to ensure that sufficient water is provided (via appropriate provisions to connect to the reticulated water supply). • Overall, each future application will need to ensure that compliance with SPP 3.7 can be achieved for each site. <p>Please call me on 9395 9819 if you have any queries/endorsement of the Scheme Amendment and associated Structure Plan.</p> <p>Land Use Planning staff are available to discuss planning proposals and provide general bushfire advice at any stage of the planning process. Please do not hesitate to contact me on the number below, should you require clarification of any of the matters raised.</p>	<p><i>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."</i></p> <p>2. <u>Part Two Explanatory Section</u> - Site and context analysis has determined that there are seven primary areas identified as being 'bushfire prone' by the Department of Fire and Emergency Services (DFES). These are identified within Section 1.4.7 and illustrated on P2 - Figure 15.</p> <p>This approach confirms the fact that bushfire assessment is the responsibility of individual proponents at the time that applications for development and subdivision approval are lodged. In this instance, the City's role is to set out the framework and since the post-development conditions and specific design details are presently unknown, it is appropriate for the proponents to conduct the Bushfire Assessment as part of an application package, prior to submission.</p> <p>Furthermore, some of the identified bushfire prone areas possess other environmental</p>	

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			<p>qualities which require further assessment (e.g. vegetation and wetlands).</p> <p>The proposed proponent-led approach will allow holistic consideration of all these elements, prior to determining the ultimate subdivision / development potential.</p>	
06(b)		<p>I've discussed the proposal with my Director, and can provide the following advice.</p> <p>In this instance DFES does not object to the proposal moving forward without the submission of a BMP, on the basis that the City of Rockingham have confirmed that there will be no increase in the development potential of the development sites classified as bushfire prone. DFES notes that if the proposal will increase the development potential of bushfire prone sites, the previous response dated 30 June applies and the application of SPP 3.7 should be considered.</p> <p>The sites impacted by the proposal are understood to already be zoned for development, and the broader location of the area presents as built out, or (in most cases) appears to provide some level of hazard separation. DFES notes that each future application on bushfire prone sites will be required to provide a BMP, however the following comments are made with regard the bushfire prone sites within the Strategic Centre.</p> <ul style="list-style-type: none"> As above the bushfire prone sites appear to be located generally within built out areas, however they will need to demonstrate that they can respond to bushfire hazards and provide sufficient separation at future planning stages. DFES notes that some sites (such as Area 6 – Lot 501 Patterson Road) currently detail zoned land abutting bushfire hazards which may require consideration of the lot layout to ensure sufficient separation can be provided. Vehicular access to the bushfire prone sites appears to provide several potential access/egress routes, given the largely built out nature of the area. Future applications however will need to ensure that site specific responses are provided, to ensure that hazard separation, and sufficient internal access are provided to each proposal. Further evidence will be required for each application to ensure that sufficient water is provided (via appropriate provisions to connect to the reticulated water supply). 	<p>The <i>Rockingham Precinct Structure Plan</i> will not result in an increase to the development potential of sites classified as being bushfire prone.</p> <p>The additional area in P2 Waterfront Village that has been added into the Structure Plan boundary is not mapped bushfire prone. This bushfire assessment matter will be addressed as part of any future subdivision or Development Application where the land is mapped as bushfire prone.</p>	No change is recommended.

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07	<p>Joshua Gould Senior Consultant – Land Planning Asset Planning and Services Department of Education 151 Royal Street EAST PERTH WA 6004</p>	<ul style="list-style-type: none"> Overall, each future application will need to ensure that compliance with SPP 3.7 can be achieved for each site. <p>Thank you for your email dated 3 May 2023 providing the Department of Education (the Department) with the opportunity to comment on the proposed Amendment No. 191 to Local Planning Scheme (LPS Amendment) and to the Rockingham Strategic Centre Precinct Structure Plan (Structure Plan).</p> <p>The Structure Plan area falls within the student enrolment intake areas of Rockingham Beach, Bungaree and Hillman Primary Schools and Rockingham Senior High School. These public schools currently operate within the accommodation capacity. However, preliminary analysis of the proposed dwelling targets indicates that an additional of 1 to 3 public primary schools will be required and that the capacity of the High School will need to be increased once the Structure Plan is fully developed.</p> <p>Public primary schools are generally designed to accommodate students in a locality based on the prescribed dwelling threshold of one public primary school site for every 1,500 dwellings as per the WAPC's Operational Policy 2.4 – Planning for School Sites. Any increase to the student numbers beyond the threshold will result in student enrolment pressure on the existing nearby schools. This would have a broader impact on the quality of educational outcomes, the operation and resourcing of schools and traffic management issues for the local community if a thorough strategic approach is not adopted. Whilst the Department acknowledges the broader intent to meet the infill dwelling targets and identify potential growth areas, it is imperative to balance the residential growth and resultant student population with public school provision in the locality.</p> <p>Given that there are no future public school sites within the Structure Plan, the Department has reservations with the proposed Structure Plan and associated LPS Amendment. The Department requests to be engaged at earliest convenience and investigate possible solutions including additional public primary school site/s to ensure that the public educational needs of the locality are met.</p> <p>Should you have any questions in relation to the above, please do not hesitate to contact Joshua Gould, Senior Consultant - Land Planning.</p>	<p>Following discussions with DoE, the City understands that due to the projected population growth set out in the proposed Structure Plan additional primary school/s may be required to be accommodated in the area.</p> <p>Given the size requirements of a primary school, the City identified concerns in our ability to find more than one site within the RSC boundary. This may mean considering alternate delivery models, such as those considered in other infill contexts where the footprint may be smaller.</p> <p>The City's preferred location for a potential primary school site is within the Education Sub-Precinct (P7), on the vacant land that is already owned by the Department of Education. The site would enjoy good access from Dixon Road and is in close proximity to P4 – TOD Village, one of the primary areas identified for increased density.</p> <p>Through further correspondence with the DOE and an email provided on 15-09 we understand that it has been confirmed that only one additional school will be needed. It is also understood,</p>	<p>The following recommendations are proposed.</p> <ol style="list-style-type: none"> Part One, Section 1.4 Staging to be updated to include further information regarding the timing and necessary steps involved in future planning for a primary school site. Part One, P1-Table 7: Precinct Local Development Plans to be updated to include further information regarding the design and development of the proposed primary school site. Part One, Section 3.7 – P7 Education <p>Include new Sub-Precinct Objective: Sub-precinct design ensures integrated delivery of a future primary school, in collaboration with the Department of Education.</p> <p>P1-Figure 13: Education Sub-Precinct Requirements</p>



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			<p>that in this correspondence the DOE identified that the City's preferred location in P7 – Education would not be supported, and that DOE's preference would be to contemplate a site within P4 – TOD Village. Given the strategic importance of this precinct, it is not preferred.</p> <p>On review of Operational Policy 2.4, the City have identified the following:</p> <ul style="list-style-type: none"> • Due to the strategic importance of the RSC a the primary centre in the sub-region for employment, and a key area for infill development it is strongly recommended that the WAPC consider implementing Clause 3.3.5 (b) to allow for an 'innovative' design response to provide a limited footprint. • The City's preferred site is capable of satisfying all criteria listed under Clause 3.4 Physical Site requirements, servicing and access. • The City's preferred site is capable of satisfying all criteria listed under Clause 3.5 Movement network and road safety. This would include creation of new roads to ensure access from three frontages and to ensure that the school is not 	<p>Identify preferred location and footprint for primary school site.</p> <p>4. Part Two, Section 4.5 Land Use to include a new sub-section called 'Schools'. Additional information to be provided to ensure rationale for planning information set out in Part One.</p>

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			<p>provided directly accessed from Dixon Road.</p> <ul style="list-style-type: none"> The City's preferred site is capable of satisfying all criteria listed under Clause 3.6 Relationship to nearbu land uses. The land uses to the north are a combination of light industry and service commercial. Under the proposed framework, these uses on Dixon Road are proposed to transition towards less sensitive uses, with a greater focus on service commercial. It is the City's opinion that there are not any perceived land use conflict issues. <p>To assist with future staging and implementation of the proposed primary school it is imperative that the population triggers are understood. It is also recommended that an update to the Structure Plan Map be undertaken to identify the potential location, however, confirmation of the school's size would also be required.</p>	
08	<p>Hannelie Evans Senior Planner Housing and Assets : Operations Department of Communities Level 5, 130 Stirling Street PERTH WA 6000</p>	<p>Communities in principle support the Draft Structure Plan and Scheme Amendment. It consolidates and simplifies the various zones that currently exists under the LPS. The proposed minimum height requirement and various mechanisms to deliver higher density outcomes could support diverse housing to meet the housing requirements of a broad range of residents.</p> <p>Considerations to deliver functional, universal accessible public realm, supplemented by appropriate wayfinding will support people of all abilities and is strongly supported. It will create places where people of all ages and abilities can interact and can be connected to infrastructure, facilities and opportunities including jobs.</p>	<p>The City acknowledges and supports the intent of the submission. The City's preferred position is to rely on standards set out in the Residential Design Codes regarding Liveable Housing Australia guidelines.</p>	<p>No change recommended.</p>

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		<p>Communities recommends that the city considers actions to incentivise accessible housing. It will provide opportunities for aging in place and support people of all abilities. It is suggested that the city incorporate Liveable Housing Australia (LHA) Design Guidelines and set targets for the delivery of Silver, Gold, or Platinum standard housing in policy.</p> <p>The Draft Structure Plan (Section 2) finds that households on lower income levels are experiencing ‘housing stress’ as they are spending more than 30% of income on bond or rental payments. With rising interest rates, housing stress is likely to continue restricting people’s ability to access appropriate homes. The implication may be that people are forced into unsuitable accommodation or even homelessness.</p> <p>The city is encouraged to investigate planning (including density incentives and parking concessions) as well as non-planning (including partnerships with community housing organisations) options to facilitate, incentivise and deliver affordable housing within the city.</p>		
09	<p>Kathryn Exell Senior Heritage Officer Heritage and Property Services Department of Planning, Lands and Heritage 140 William Street PERTH WA 6000</p>	<p>Thank you for your letter of 3 May 2023 regarding draft Amendment No. 191 to the City of Rockingham Town Planning Scheme No.2 (TPS2) and draft Rockingham Precinct Structure Plan (RPSP), which were referred to the Heritage Council under the provisions of Section 79 of the Planning and Development Act 2005.</p> <p>The proposed Scheme Amendment and Structure Plan have been considered for their potential impact on heritage places within the scheme area and the following advice is given:</p> <ol style="list-style-type: none"> 1. There are no places within the precinct area that are on the State Register of Heritage Places. However, there are several locally listed heritage places within the precinct, particularly within sub-precinct P2., identified in the Rockingham Precinct Structure Plan (RPSP) on map P1-Figure 1. 2. Generally, the proposed Scheme Amendment and Structure Plan are in accordance with the Development Principles outlined in State Planning Policy 3.5 Historic Heritage Conservation (SPP3.5). However, the RPSP heavily relies on Local Planning Policy (LPP) 3.3.21 Heritage Development and Conservation, to guide development of heritage places. As noted in the Department’s advice to the City in December 2022 in relation to both LPP 3.3.21 and LPP3.3.26 Guidelines to Establishing a Heritage List (copy attached), the City’s decision to include Category D places of little significance, together with other local 	<p>It is acknowledged that further clarity should be provided in Part 1 to determine the appropriate status of heritage listed properties. An amendment to the <i>Rockingham Precinct Structure Plan Map</i> is supported.</p>	<p>Part One, P1-Figure 1: Structure Plan Map to be amended to reflect heritage sites (i.e. those worthy of protection).</p>

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		<p>heritage places not deemed not worthy of built heritage conservation on the City’s Heritage List is contrary to the intent of the deemed provisions. The City should carefully consider how the RPSP will operate in this context.</p> <p>3. P1-Figure 1 does not make a distinction between places that are included solely on the Local Heritage Survey (LHS) and those on the Heritage List. Part 2.2.8.1 requires all ‘heritage buildings’ identified in P1-Figure 1 ‘be retained and incorporated into any new development’, which creates a conflict with LPP 3.3.21 and the intent of the deemed provisions. The City should consider amending P1-Figure 1 to only identify heritage listed places.</p> <p>4. Given the above identified inconsistencies between the RPSP, the Heritage List, LPP3.3.21 and LPP3.3.26, it is strongly recommended that the City review all documents relating to heritage places to ensure they meet any statutory requirements and are consistent with the relevant provisions of the Planning and Development Act 2005 and Planning and Development (Local Planning Scheme) Regulations 2015.</p> <p>We hope that these comments are of value in the development of the proposed Scheme Amendment and Structure Plan.</p> <p>Should you have any queries regarding this advice please contact Kathryn Exell.</p> <p><u>Attachments:</u> <u>Attachment 1</u></p>		
10	<p>Peter Jones Contract Manager Infrastructure Systems Infrastructure Planning and Land Services Public Transport Authority of Western Australia PO Box 8125 PERTH BC WA 6849</p>	<p>Thank you for providing the Public Transport Authority (PTA) with the opportunity to review and provide a late submission on the proposed Local Planning Scheme No. 2 Amendment No. 191 (Amendment No. 191) and the Rockingham Strategic Centre Structure Plan (RSCSP).</p> <p>The PTA appreciates the City’s intention for the LPS Amendment and the RSCSP to manage and support the vision and development within the City of Rockingham. However, the PTA hopes that the City can appreciate its objection of the Amendment No.191 and the RSCSP.</p> <p>The reasons for the PTA’s objection to the Amendment No. 191 and RSCSP are as follows:</p> <ol style="list-style-type: none"> 1. The impact of the proposals on the strategically located Rockingham Bus depot. 2. The impact of the proposals on the PTA’s current intention to expand the footprint of the existing Rockingham Bus Depot to 	<p>The City have reviewed the information provided by the Public Transport Authority and support an extension of the Bus Depot, subject to ensuring it does not compromise future road access into P8-Dixon Road.</p>	<p>1. Part One, Figure 1 Precinct Structure Plan Map and P1-Figure 14: Dixon Road Sub-Precinct Requirements.</p> <p>Figure to be amended to:</p> <ul style="list-style-type: none"> • Reflect ‘proposed bus depot’ expansion. • Demonstrate preferred location for a new connection onto Dixon Road (to be renamed Louise Street).



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		<p>allow it to continue to service the growing communities in the Southwestern Metropolitan Region.</p> <p>3. The PTA has been in discussion with Department of Planning, Lands and Heritage for several years to excise an area of 4,652m² from Lot 501 Patterson Road, Rockingham to extend the existing Rockingham Bus Depot and has recently reached agreement for this land to be excised and sold to the PTA following the resolution of the Southwest Native Title Claim which had otherwise delayed this matter from progressing.</p> <p>4. The development of Lot 501 as referred to in the proposed Amendment would preclude the proposed future expansion of the Rockingham Bus Depot. This expansion is necessary to convert the bus depot into an electric bus depot, noting that the space to be occupied by the electric bus infrastructure will reduce the bus depot's capacity by 15 per cent which is the reason the planned bus depot extension is necessary. The expansion of the bus depot would further support the level of public transport envisaged in the RSCSP.</p> <p>The PTA is looking forward to working with the City to achieve the best outcome for the Transperth depots and the strategic need for depots.</p> <p>Should the City have any queries in respect to the above comments, in the first instance, please feel free to contact Peter Jones, Contract Manager Infrastructure Systems.</p>		<p>2. Part Two, Section 4.4.1 Proposed Movement Network (Vehicle Transport)</p> <ul style="list-style-type: none"> • P2-Table 13: Proposed Intersection Upgrades, add Dixon Road Intersection Upgrade to table. • P2-Figure 27- Movement Plan, add Dixon Road Intersection Upgrade to figure. <p>3. Part Two, Section 4.6.11 Precinct 8 – Dixon Road. Include additional information regarding PTA's desires for a proposed expansion of the bus depot footprint.</p>