

# TRANSIT ORIENTED DEVELOPMENT POTENTIAL

## 6.7 Residential Yields

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

Without TOD intervention, the subject area (about 580 hectares) would yield approximately 6,000 dwellings (at a gross average 10 dwellings per hectare) and a population of approximately 12,000 based on a household occupancy of 2.0. This allows for continued intensification in and around the Waterfront Village, but no significant residential consolidation in the City Centre and along the transit route.

*Residential 'TOD' at minimum density*



*'TOD' residential mix*



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

If a net block density of 200 dwellings per hectare is applied to property along the activity spine, the aggregate potential could be 26,500 dwellings with a resident population of up to 48,000 at a gross average density of 82 persons per hectare. Both scenarios would exceed the accepted light rail transit threshold density of 50 persons per hectare.

There is approximately 30 hectares of land within the two Smart Villages that could be developed for multi-residential purposes at net block densities ranging between 80 and 200 dwellings per hectare (including relevant portions of mixed use sites).

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

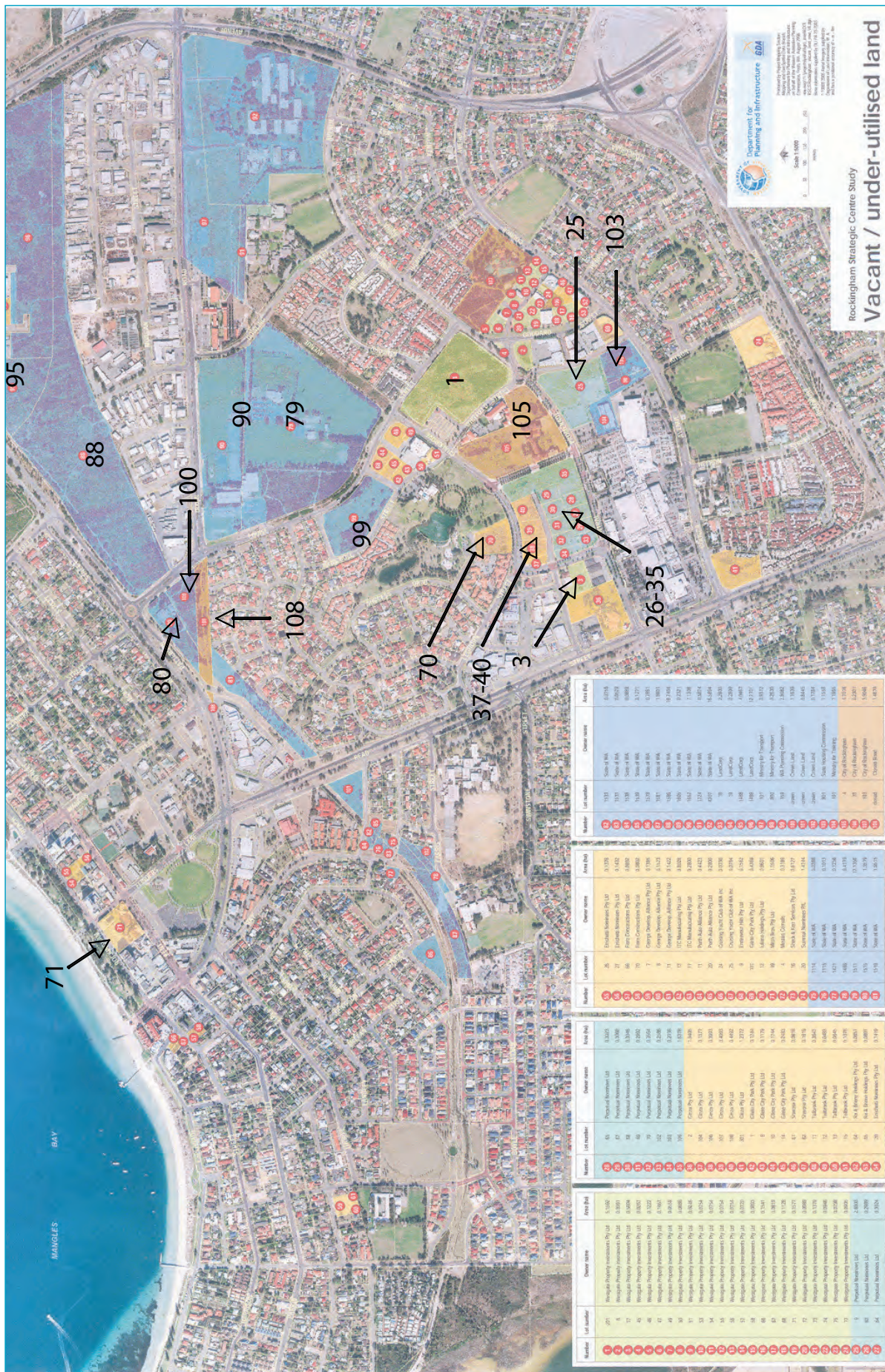
## 6.8 TOD Potential

Figure 6.1 shows the location and extent of vacant and under-utilised land in the study area. Within the TOD catchment, between Council Avenue and Rockingham Beach, this land comprises a total area of approximately 82 hectares. Of this total area, approximately 54 hectares is situated in the core of the City Centre to the north and east of the shopping centre and extends northwards across existing (soon to be relocated) playing fields through to Dixon Road.

The most significant land parcels with TOD potential include:

• Sites 79 and 90	City of Rockingham (Crown Reserves)	24.27 ha
• Site 88 and 95	State of WA/LandCorp	22.79 ha
• Site 1	Westgate Property Investments	5.16 ha
• Site 105	City of Rockingham	4.70 ha
• Sites 26–35	Perpetual Nominees	4.26 ha
• Site 80,100 and 108	Crown/State of WA	3.98 ha
• Site 99	WAPC	2.81 ha
• Site 25	Perpetual Nominees	2.69 ha
• Sites 37–40	Ginza P/L	1.39 ha
• Site 103	State Housing Commission	1.16 ha
• Site 71	Mirco Bros.	1.15 ha
• Site 70	Luliano Holdings	0.96 ha







# TRANSIT ORIENTED DEVELOPMENT POTENTIAL

Sites 79 and 90 are Crown Reserves vested in the City of Rockingham for the purpose of Recreation. The land was identified in 1992 as part of a 100 ha parcel of land within which the joint Tertiary Education campuses of Murdoch University and Rockingham TAFE could be developed. It was understood that any redevelopment of the sites would involve a co-operative partnership between the State Government and the City of Rockingham to reflect the cost to the community of the progressive relocation of the existing sports fields and associated facilities to a new regional recreation centre.

More recently it has been recognized that the joint campuses will not need the extent of land once envisaged and could reasonably be expected to consolidate to the east of the existing university buildings. The remaining 24 ha parcel of sites 79 and 90, bounded by Dixon Road, Goddard Street and Dowling Street is well situated along the proposed transit route and could be readily developable as a major, mixed use TOD project with connections to the adjoining university campus.

Sites 88 and 95 are owned by the State and LandCorp and have an extensive frontage to Patterson Road. Subject to a change in zoning and the provision of replacement light industrial land elsewhere in Rockingham, they have the potential to be part of a more intensive, mixed use TOD between Dixon and Patterson Roads.

Site 1 is privately owned land that is located adjacent to the transit route within the City Centre zone. It can be readily developed for a wide range of inner-city uses, including offices and high density residential development.

Site 105 is the remaining portion of the City of Rockingham superlot bounded by Civic Boulevard, Central Promenade, Whitfield Street and Charlgrove Avenue. The transit route passes through the superlot that already houses the Rockingham Courthouse and Police Station, the Civic Administration Centre, Council Chambers, City Square and other arts and community buildings. Subdivided mixed use sites are well-suited to TOD.

Sites 26 to 35 are privately owned and part of the shopping centre portfolio. They fall within the City Centre zone and collectively have Main Street frontage to Civic Boulevard and Central Promenade. They are close to the transit route and are readily developable for a mix of inner-city uses.

Sites 80, 100 and 108 comprise State owned land with a high exposure to Patterson Road at the Louise Street/ Goddard Street gateway intersection. Currently accommodates an Active Foundation lease but would be suited to medium to high density residential redevelopment.

Site 99 is owned by the WAPC and falls within the City Centre zone. It is close to the transit route and lies opposite Sites 79 and 90 where a comprehensive TOD is envisaged.

Site 25 is privately owned and part of the shopping centre portfolio. It adjoins the transit route and is within the City Centre zone and can be readily developed for a wide range of mixed uses, including high density offices, serviced accommodation and residential.

Sites 37 to 40 are privately owned and fall within the City Centre zone. They are close to the transit route and are readily developable for a mix of inner-city uses.

Site 103 is a Department of Housing and Works site that has direct frontage to the transit route and has already been identified as a demonstration TOD project which will be initiated once the adjoining transit route is commissioned.

Site 71 is a privately owned property which currently houses the Rockingham Hotel. The site is bounded by Rockingham Beach Road, Flinders Lane and Kent Street and is strategically located along the transit route with a prominent waterfront outlook. The site is suited to intensive, mixed use redevelopment.

Site 70 is a privately owned property adjacent to a church owned aged person's complex. It is well-suited to higher density residential development given its prominent location overlooking the City Park.

# TRANSIT ORIENTED DEVELOPMENT POTENTIAL

## 6.9 Sector Potentials

Figure 6.2 divides the study area into sectors and provides a convenient means of describing and further detailing the TOD strategy.

### Sector 1 – City Centre

The City Centre will continue to be the tertiary employment focus of the Rockingham Activity Centre with the retail anchor of an expanded shopping centre merging with Main Street mixed use development, civic buildings and major public spaces including the City Square and the proposed Central Promenade Piazza. Provision will also be made for higher density offices and residential apartments over street level retail and commercial tenancies.

### Sector 2 – Waterfront Village

The Waterfront Village will continue with its transformation into a regionally significant beachfront hub with further redevelopment of under-utilised land and lower density properties. A vibrant mix of medium to high density residential and short-stay apartments, hospitality-focussed retail, offices and urban waterfront recreation uses will combine to make this a priority destination on the Rockingham coastline.

### Sector 3 – Smart Village (South)

The 24 hectare site which is vested in the City of Rockingham, represents a strategic TOD opportunity at the junction of the transit route and Dixon Road. A contemporary mixed use, higher density development will embody sustainable development principles and high quality design. It will draw on the experience and amenity foundation of the nearby Waterfront Village and will include a village Main Street and central park around which the higher density TOD will be assembled.



*Commercial uses will be well serviced by the transit system*



#### **Sector 4 – Smart Village (North)**

Subject to the provision of replacement light industrial land elsewhere in Rockingham, this sector presents another strategically located TOD opportunity along the transit route between Dixon Road and Patterson Road. It is envisaged that a change in zoning from light industry to an appropriate mixed use designation along the northern side of Dixon Road will allow a new TOD to be developed at the confluence of two major entry roads and the transit route. A mixed use TOD would incorporate a combination of Government and private property.

#### **Sector 5 – Northern Gateway**

The area bounded by Ennis Avenue, Patterson Road and Dixon Road should be consolidated for service commercial uses consistent with its close proximity to high intensity central area land uses, including adjacent tertiary education campuses and the mixed use TOD corridor.

#### **Sector 6 – Central Campuses**

The adjoining campuses of TAFE, Murdoch University and Kolbe College are located between Ennis Avenue, Dixon Road and Simpson Avenue. The western end of the joint campuses falls within the walkable catchment of the transit route and would directly interface with the proposed Smart Village TOD on the southern side of Dixon Road. There will also be opportunities for TAFE and university tenancies to locate within the adjoining proposed Smart Village TOD.

#### **Sector 7 – Eastern**

Comprising residential properties between Ennis Avenue and a re-aligned Goddard Street. Opportunity to progressively upgrade residential capacity and introduce an urban built form consistent with proximity to transit.

#### **Sector 8 – Leeuwin**

Comprising residential properties in the 'Meadows Estate' between the City Centre and the Waterfront Village (ie between Read Street and Goddard Street). Opportunity to progressively lift residential capacity and introduce an urban built form that is more consistent with MRS Central City Area zone, proximity to transit and central uses.

#### **Sector 9 – Northern Waterfront**

A residential area between Rockingham Beach Road, Victoria Street, Patterson Road and Wanliss Street with good access to the beach, the Waterfront Village and the transit route. Opportunity to progressively upgrade residential capacity and introduce an urban built form consistent with proximity to transit and central uses.

#### **Sector 10 – Southern Gateway**

An existing residential area bounded by Council Avenue, Read Street, Ennis Avenue and Rae Road that is situated at the southern end of the transit route, with the majority of properties falling within its walkable catchment. The area presents an opportunity to progressively upgrade residential capacity and introduce an urban built form consistent with proximity to transit and central uses. Existing areas of single storey group housing to the west of the transit route unlikely to change in the near term.

#### **Sector 11 – Rockingham Station**

The rail station will be serviced by park and ride car parks located on either side of Ennis Avenue. The station is relatively removed from the activity focus of the City Centre and does not present any obvious TOD opportunities. The western-most car park has not been constructed at this time and presents a possible opportunity to locate multiple residential apartments over a future park and ride facility. However, priority should be given to TOD consolidation along the activated route of the transit system before any consideration is given to development over the more isolated park and ride car park.

# TRANSIT ORIENTED DEVELOPMENT POTENTIAL

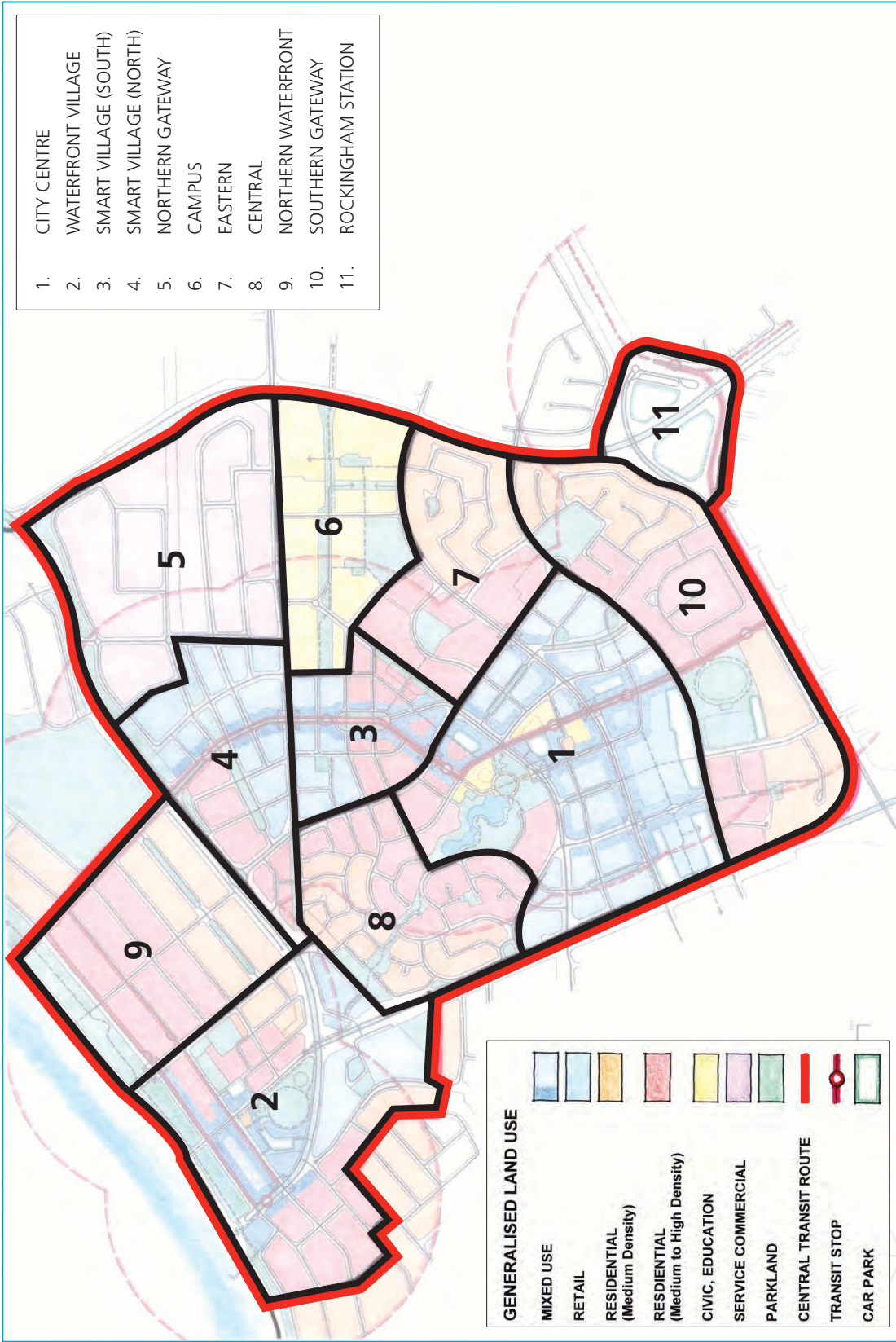


Figure 6.2 Rockingham Centre Plan – Sectors



# ADOPTED ACCESS AND MOVEMENT NETWORK





# ADOPTED ACCESS AND MOVEMENT NETWORK

A preferred movement network has been adopted by the City for further, more detailed development, taking account of the vision for the strategic regional centre and the access and parking principles discussed in Section 3. Particular attention has been given to the transit oriented development potential of the Strategic Regional Centre (refer Section 6) and preliminary modelling outputs which indicate that there is more than sufficient street capacity on the proposed fine grained network within the centre.

## 7.1 The Adopted Network

The adopted access and movement network is illustrated in Figure 7.1. It includes a wide range of street types which enable different functions to be undertaken in different areas in and around the strategic regional centre. The different street types are described in Section 4.1.

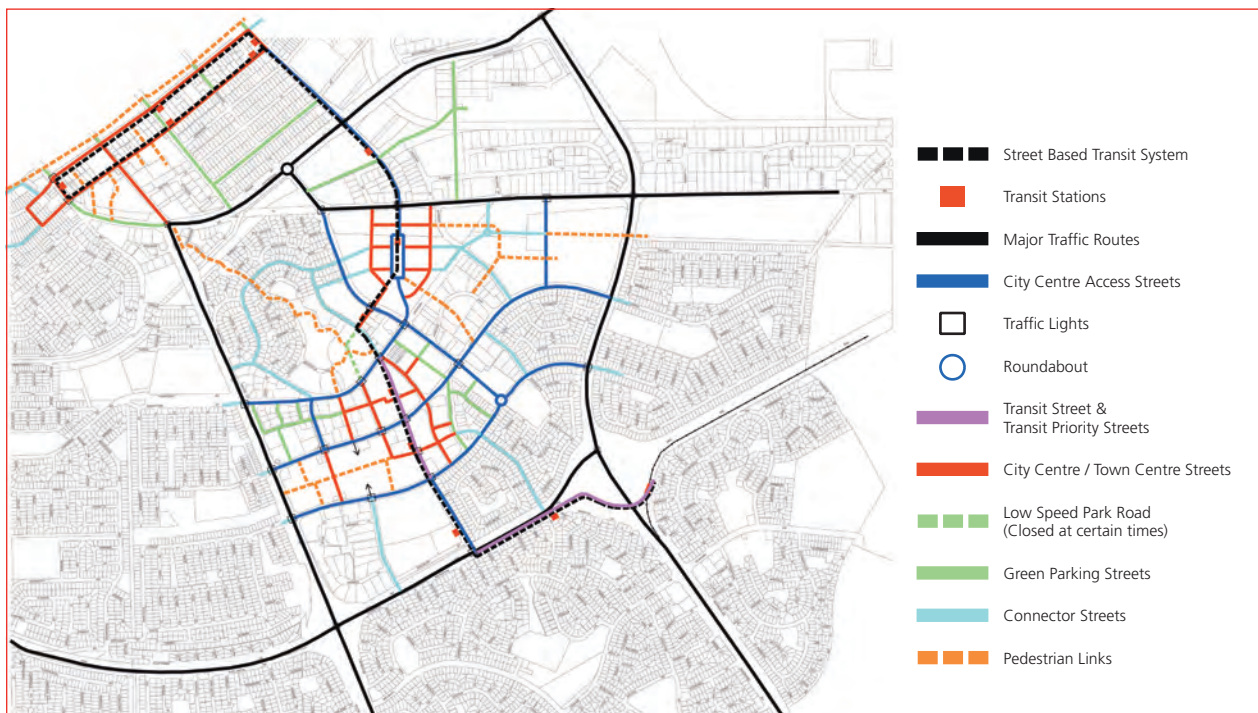
The network has been developed around the modified route of the street based public transport system, connecting the City Centre to Rockingham Beach (Option 2). Key aspects of the network include:

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

## 7.2 Traffic Modelling and Traffic Predictions

Traffic modelling has been undertaken by Uloth and Associates on the two alternative network options discussed in Section 4.

**Figure 7.1** Adopted Movement Network



The key findings from the traffic modelling are:

- Long term estimated traffic volumes on the surrounding arterial road network (Ennis Avenue, Read Street and Patterson Road) are high. This is due to an impermeable street network on approach to the Rockingham Regional Centre, especially from the south.
- Traffic volumes on the fine grained street network within the regional centre are fairly low. The modelled volumes are based on development yield input derived from the draft Concept Plan prior to the full exploration of transit oriented development potential described in Section 6.

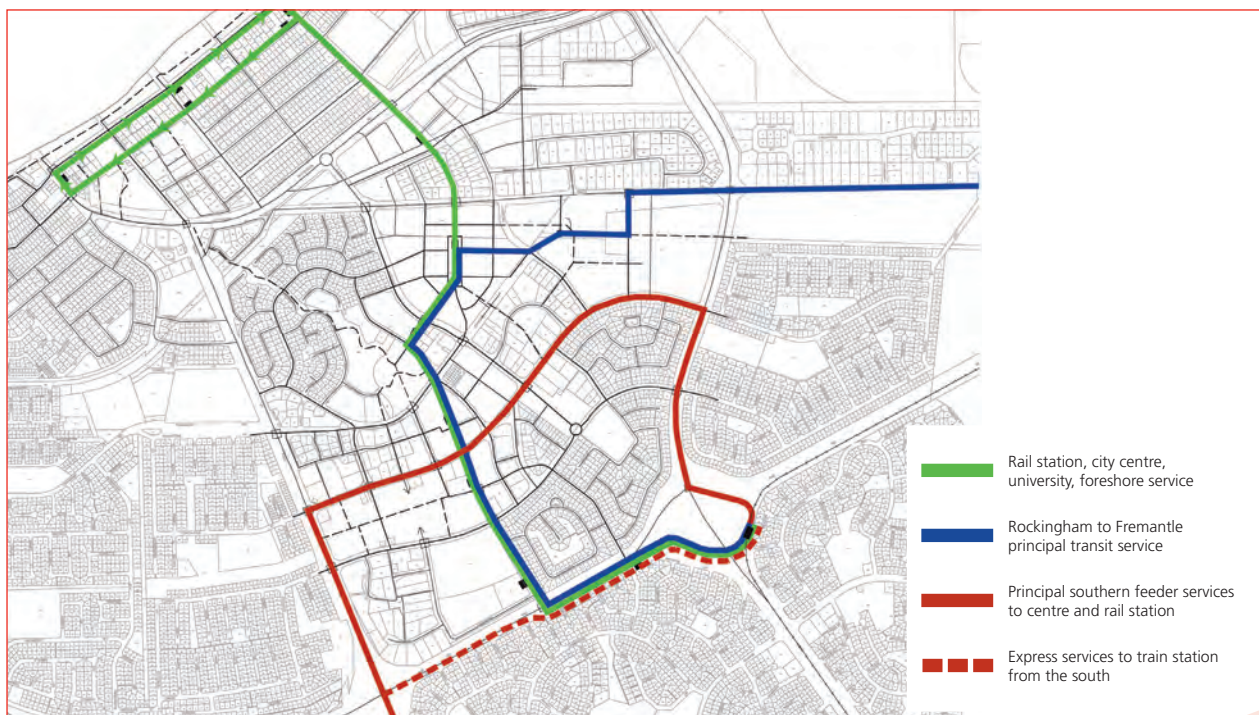
### 7.3 Public Transport Network Planning

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

- The principal custom designed street based public transport system (the Rockingham City Centre Transit System), linking the rail station with the City Centre, Murdoch University and the Rockingham Foreshore. This is the major linking element through the City Centre supporting the proposed transit oriented development.
- The Rockingham/ Fremantle principal transit service (the 920 service). This high frequency service would either enter Rockingham through the educational precinct and travel through the City Centre, terminating at the railway station, or enter the city through the railway station, terminating in the education campus sector (near the TAFE).
- Services from the south entering the City Centre via Read Street and Central Promenade. These services could proceed through the City Centre to the rail station. Some peak hour services could travel in a more direct route via Read Street and Rae Road to the rail station.

The potential public transport network is shown in Figure 7.2.

**Figure 7.2** Proposed Principal Public Transport Routes

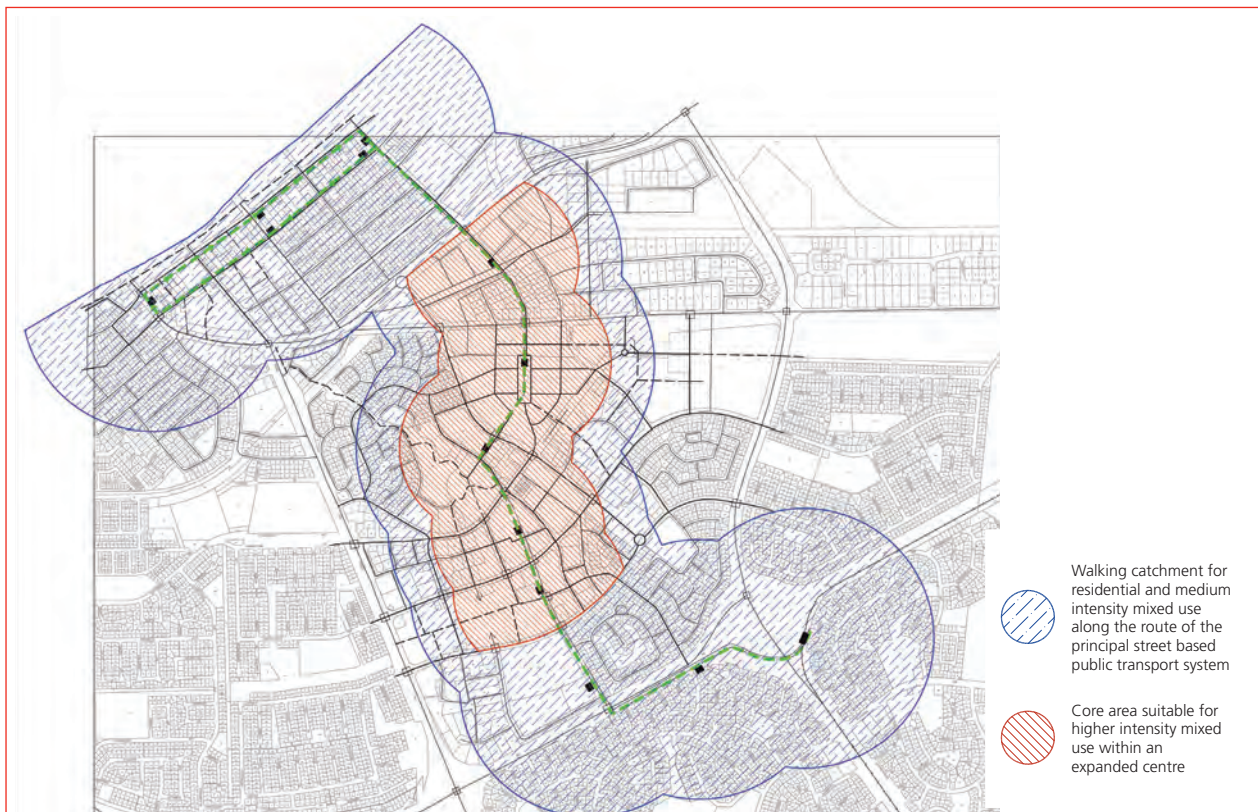




# ADOPTED ACCESS AND MOVEMENT NETWORK

Figure 7.3 shows the walking catchment around the proposed stops along the principal street based public transport system, linking the railway station, the City Centre, the university and the foreshore. The outer line is based on a 750 metre walking distance (depicted by a 600 metre radius) applicable to a streetcar or very high frequency bus service. The inner shaded area depicts a walking catchment within the City Centre and adjacent Smart Villages for retail and entertainment uses within a vibrant, mixed use centre. This is based on a 500 metre walking distance (depicted by a 400 metre radius).

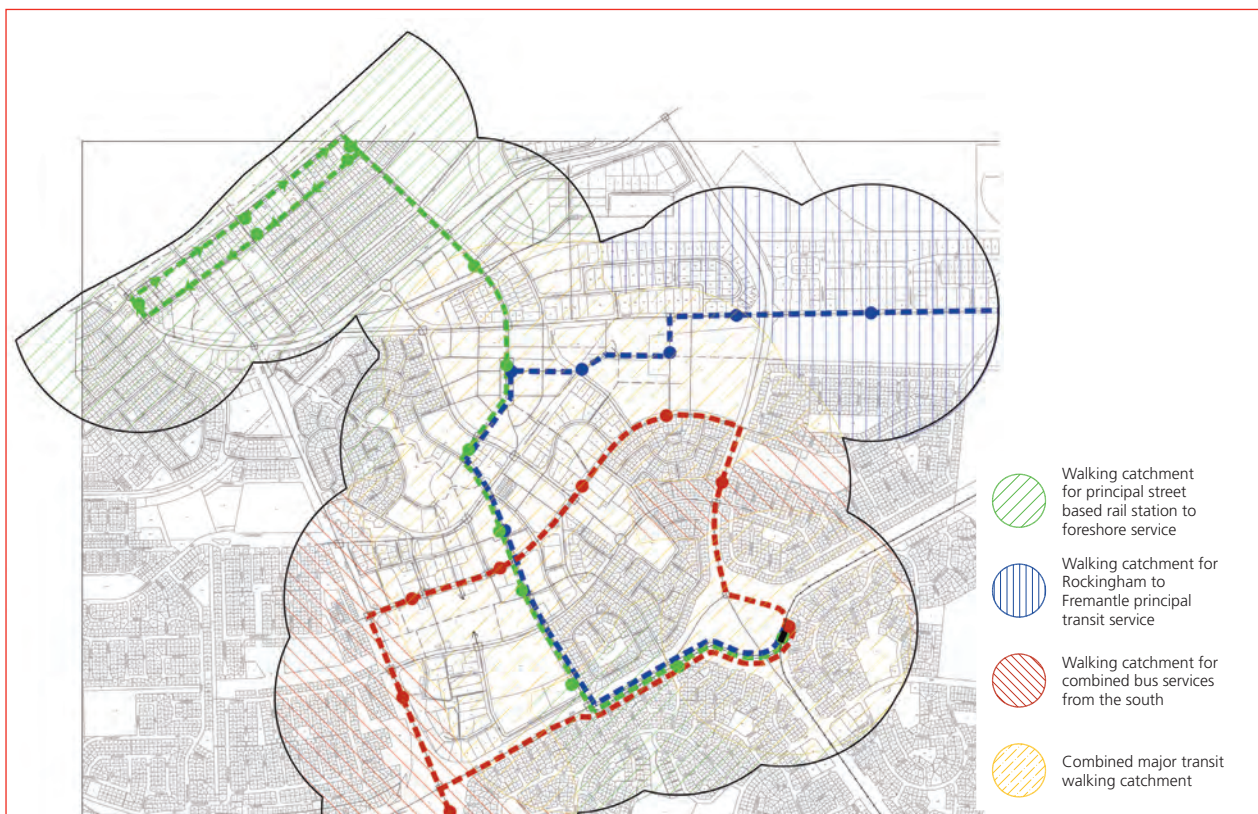
**Figure 7.3** Walkable Catchment – Central Transit System



*Central transit system as the focus for higher intensity development*

Figure 7.4 shows the walking catchment for the proposed combined major transit services for Rockingham. It can be seen that the strategic regional centre will be very well served by high frequency transit. This level of coverage by high frequency services means that Rockingham could be described as a “Transit City” rather than a city with transit.

**Figure 7.4** Combined Public Transport Services



## 7.4 Parking Policy and Principles

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

A parking management plan has been developed for Rockingham Beach and has been incorporated in the City's Planning Policy No. 3.2.5 – Rockingham Beach Waterfront Village.

The distribution of car parking in the City Centre and adjacent Smart Villages should be based on the following principles:

- Where possible provide public parking in preference to private parking.
- Maximise the amount of on-street, short term parking, subject to traffic and pedestrian safety, and other urban design considerations.
- Provide a range of off-street public parking facilities within easy walking distance of commercial, retail entertainment and other facilities, but do not provide vehicle access to the car parks from high pedestrian movement areas in the very core of centres.



# ADOPTED ACCESS AND MOVEMENT NETWORK

- As has been the case at Rockingham Beach and other mixed use centres, the overall amount of parking can be reduced by about 25% on the basis that public car parks are a shared resource which can cater for a spread of demands throughout the day and night.
- The mechanism proposed for provision of public parking is for developers to provide cash-in-lieu of parking to the City for a set minimum percentage of parking bays, with the option to increase the cash-in-lieu allowance by agreement. The details of this mechanism will be included in the parking provisions of Town Planning Scheme No.2.

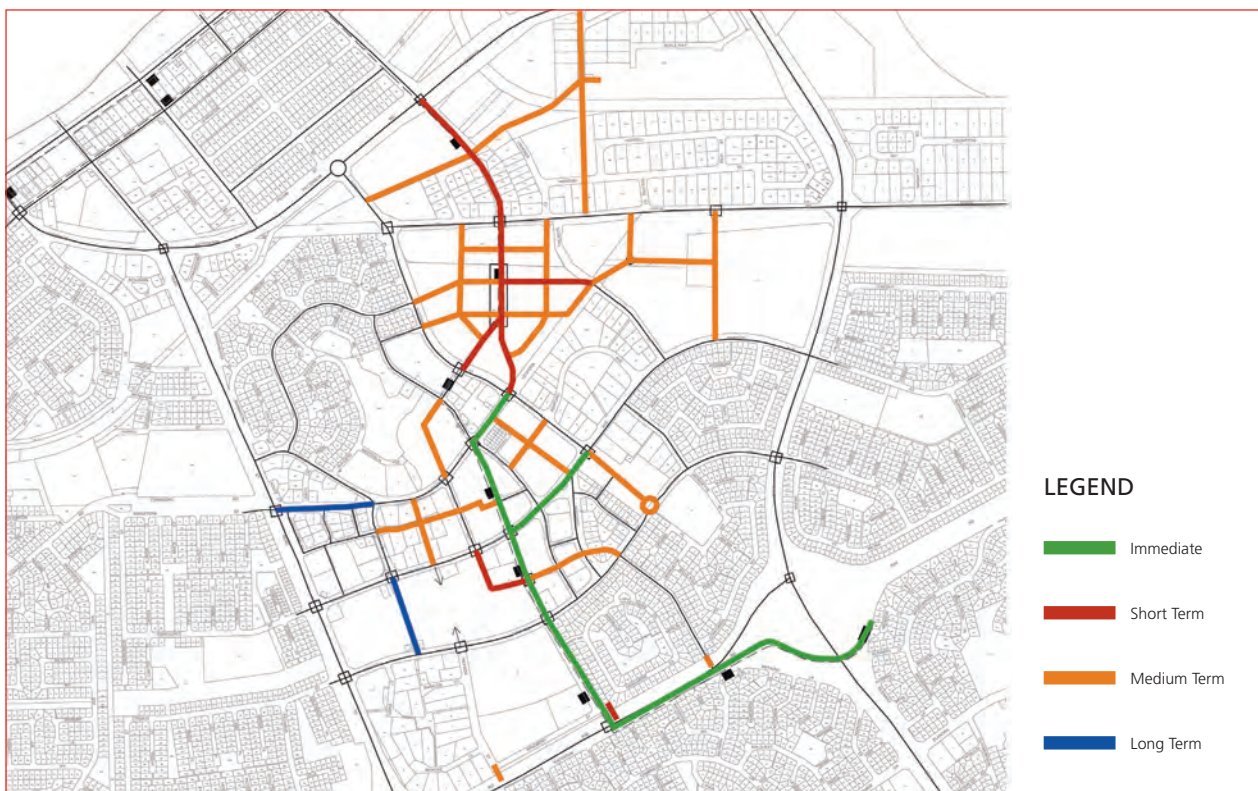
## 7.5 Transport Network Staging

It would be neither desirable nor practical to construct all of the elements of the transport and movement network at the same time. Clearly, the staging of the movement network will be closely linked to the development priorities for land within the area. The proposed staging plan is based on:

- The urgent need to establish a more direct and legible access street network to the City Centre.
- The urgent need to create a legible grid of streets in the heart of the City Centre.
- The urgent need to establish the route of the permanent major street based public transport system to provide certainty and to guide development within the walkable TOD catchments.
- Development of the spine of the Smart Village south of Dixon Road and along the principal transit route as soon as possible.
- Development of the proposed new street links at the western end of the City Centre, including possible new street link through the shopping centre site, as long term proposals. A number of these proposals would affect private property and would be subject to the agreement and co-operation of the various property owners.

Subject to the need to retain flexibility, a notional staging plan is illustrated in Figure 7.5.

**Figure 7.5** Street Network – Staging Plan



## 7.6 Discussion – Network Changes

The existing street network is inadequate to meet the movement and access needs of the Rockingham Strategic Regional Centre in the future. The centre is currently underdeveloped and the implementation of the Centre Plan will provide an opportunity to make the necessary changes and improvements.

The lack of a coherent and legible street network is one of a number of reasons that the Rockingham Strategic Regional Centre has been slow to develop. The adoption of a long term street network that can be implemented in stages will enable and facilitate the growth of the Strategic Regional Centre in a way that meets the needs of the growing region.

The overall changes proposed to the street network are quite significant. It is considered that incremental small scale change, whilst offering some improvement, would not provide the benefits necessary for Rockingham to meet its full potential, particularly in view of the challenges posed by the growth of nearby centres such as Cockburn and Mandurah.

The overall network plan has been developed in an integrated manner to provide good accessibility and to enable the centre to grow. Each element of the proposed plan is closely related to, and has an impact on other elements, including some existing streets. However, various stakeholders will have a particular interest in certain elements of the proposed street network changes. Some of the more significant changes are discussed below.

### 7.6.1 Access from the North and East

Current access from the North is illegible and indirect. A number of improved access routes have been incorporated in the plan, including:

- A link from Rockingham Beach across Patterson Road and Dixon Road through two proposed Smart Villages to connect directly into Chalgrove Avenue, immediately to the North of the core area of the Strategic Regional Centre. This link will provide a route for the principal street based transit system (the RCCTS) between the City Centre and the foreshore through areas appropriate for development or redevelopment. The transit route, particularly once it is upgraded to a streetcar or some fixed route system, will significantly enhance development opportunities. This route will also provide a legible street connection from the foreshore to the City Centre, as well as from Patterson Road and Dixon Road to the City Centre.
- A secondary link along the alignment of Pickard Avenue, connecting Patterson Road with Dixon Road. This link would support the link discussed above and would provide an important street along the eastern boundary of the northern Smart Village.
- A number of additional north south links are proposed south of Dixon Road linking through the proposed southern Smart Village to Chalgrove Avenue. These streets would be linked by a number of east–west streets which would provide a fine grained network of streets in the Smart Village and good connections to the University and TAFE to the east, and to Goddard Street and the residential area to the west of Goddard Street.
- A north–south link from Dixon Road to Simpson Avenue along the western boundary of the TAFE site and the eastern boundary of Kolbe College. This link would provide a number of functions, including integrated access to TAFE, Murdoch University and, potentially, Kolbe College, as well as improved access from Dixon Road into the eastern end of the Strategic Regional Centre via Simpson Avenue. This link would also enable the Fremantle Rockingham transitway buses (the 920 service) to access the educational campus sector to drop off and pick up passengers (refer Figure 7.2). This would be preferable to passengers having to cross Dixon Road from the campus sector to board buses.

These street connections would combine to provide excellent access to and between the City Centre, the proposed Smart Villages, the Rockingham foreshore and activities along Patterson Road and Dixon Road. The traffic load would be shared between a number of streets. This would enable all of the streets to be designed as slow speed streets with one lane of traffic in each direction.



# ADOPTED ACCESS AND MOVEMENT NETWORK

## 7.6.2 Access from the South and West

Access from the South and West is arguably more constrained than from the north and east. Both Ennis Avenue and Read Street carry heavy traffic loads, partly because there are no supporting streets in the network providing access to the Strategic Regional Centre. Read Street and Ennis Avenue are approximately 1.5 kms apart and there is no access to Rae Road between Read Street and Ennis Avenue.

Whilst it would not be possible in other than the very long term to provide additional north/ south access to the south of Rae Road, there are opportunities to the north of Rae Road. The proposed long term street network allows for three connecting streets between Rae Road and Council Avenue as follows:

- Connection of Kitson Street from Rae Road into Contest Parade (the new transit street), north of Council Avenue.
- Connection of Henry Street between Rae Road and Council Avenue. This local street connection could be extended to the west in the longer term, to cross the transit street and link to Civic Boulevard via the proposed 'retail main street' adjacent to the shopping centre.
- Connection of Hefron Street from Rae Road to Council Avenue. In the longer term, the existing informal connection under the shopping centre to Central Promenade could be formalised to improve connectivity.

It is considered that all three connections form a part of the long term plan. This provides the highest level of connectivity and the most equitable distribution of traffic. Kitson Street provides the best opportunity in the short to medium term to improve connectivity from the south, as it connects directly into the transit street and the core of the City Centre.

Currently access from Safety Bay and West Rockingham to the Strategic Regional Centre is indirect and fairly illegible. The connections discussed above would provide improved and more legible access via Rae Road. It is also proposed that Townsend Road and Swinstone Street be connected across Read Street by traffic signals to provide a direct connection into the City Centre, via Chalgrove Avenue. The connection to Chalgrove Avenue from Swinstone Street would require property acquisition and is likely to be a longer term proposition.

Increased connectivity is vital to the development of the Strategic Regional Centre. The adoption of all of the connecting links, as part of a long term, integrated plan, will deliver a robust and well connected street network to serve the needs of the centre. It also presents the most equitable outcome. If all of the proposed links are adopted and implemented, traffic volumes on each link will be moderate, minimising impacts on all members of the community.

# CONTEMPORARY ARTS CENTRE





# CONTEMPORARY ARTS CENTRE

## 8.1 Background

The development of a Contemporary Arts Centre was originally identified as a priority in the 1994 Regional Arts Strategy Implementation Study. The project forms an integral part of Council's vision for a community arts focus in the core of the Strategic Regional Centre.

The City's original intention (1994) was for a 250 seat facility – “to best suit the needs of local theatre groups”. The State Government committed up to \$2Million towards the project. The area of land identified as necessary to accommodate the facility was approx. 2,000m<sup>2</sup> (not including parking).

More recently, community groups and others have sought a larger venue – up to 650 seats – to accommodate a wider range of activities. This would clearly be a much larger and more costly development, and might need to involve additional options (meeting rooms, rehearsal room, bar/café, function rooms, exhibition space/art gallery, etc.).

## 8.2 Scale and Characteristics of other Venues

The general scale and characteristics of a relevant range of public arts facilities around Western Australia can be summarized as follows:

- Perth Concert Hall has 1,729 seats.
- The Mandurah Boardwalk Theatre has 805 seats.
- The Playhouse in Pier St Perth has 427 seats.
- The recently refurbished Subiaco Arts Centre (i.e., a suburban performing arts facility) has a main auditorium for 302 seats, and a studio theatre with 100 seats plus rehearsal room, office, three multi-purpose rooms, studio and bar. It also has a garden (outdoor) amphitheatre which can accommodate approx. 500, seated on grass.
- The new Albany Waterfront Entertainment Centre (due to be completed in 2010) will have 620 seats and will cost at least \$50.0M on latest funding estimates with \$46.3M from State.
- The new State Government Performing Arts venue located on the corner of William and Roe Streets in Northbridge will comprise a 575 seat main theatre and a 200 seat studio theatre.

The Subiaco Arts Centre on Hamersley Road Subiaco is a 3 storey building with a footprint of 48m by 19.6m for an area of 940m<sup>2</sup>.

The State Government's new Performing Arts Centre in Northbridge will be a two storey structure, with one theatre located above the other and built on a site of 4,016 m<sup>2</sup>. It has no on-site public car parking.

The City of Rockingham's original proposal for a 250 seat facility was costed at \$5.2Million. A 650 seat theatre plus ancillary/supporting facilities could cost \$30Million+.

### 8.3 Alternative Locations within the Strategic Regional Centre

A theatre without parking could be sited on a relatively small site. A theatre plus parking would be a different matter. It may be beneficial to locate the proposed Rockingham facility somewhere close to the City Centre adjacent to established public parking areas and the transit route, and/or co-located with other complementary uses (e.g., the Smart Village main street) to minimize the extent of car parking.

An alternative would be to locate the facility in a central park setting and use the Subiaco Arts Centre “model”, where ample car parking is provided nearby and an outdoor, grassed amphitheatre can accommodate large crowds from Spring through to Autumn.

Alternative site locations include:

- Adjacent to the City Square and Civic Centre
- At the south east corner of Central Promenade and the Transit Street
- Adjacent to the Autumn Centre
- Within the Smart Village (south) sector
- Within the Waterfront Village sector

### 8.4 SWOT Analysis of Alternative Locations

#### Site A. Adjacent to the City Square and Civic Centre

Strengths	Weaknesses
<ul style="list-style-type: none"><li>• Within the heart of the city centre.</li><li>• Located on the (adopted) transit route.</li><li>• Land is already in public ownership.</li><li>• Close to public car parking, which will be particularly abundant after office hours.</li><li>• Site exposure good.</li><li>• A large scale development would not look out of place in this existing urban environment.</li></ul>	<ul style="list-style-type: none"><li>• As part of the designated civic centre of the city, this site will not be immediately surrounded by retail uses or other, complementary recreational/entertainment uses.</li></ul>
Opportunities	Threats
<ul style="list-style-type: none"><li>• The site and the locality in which it sits has the potential to form an identifiable city heart and community focal point.</li></ul>	<ul style="list-style-type: none"><li>• Delays in decision-making could mean the site becomes unavailable.</li></ul>

# CONTEMPORARY ARTS CENTRE

## Site B. South–East Corner Central Promenade and Transit Street

**Note:** This site is owned by the shopping centre owners. In a letter to the City of Rockingham (dated 14 March 2007) the shopping centre management proposed “... it may be possible for Colonial First State Property Management to deliver the completed facility (i.e., the Contemporary Arts Centre) through a long term lease agreement with Council or the State Government.” On the strength of this proposal, the site has been included in the SWOT analysis.

Strengths	Weaknesses
<ul style="list-style-type: none"> <li>• Within the heart of the city centre.</li> <li>• Located on the (adopted) transit route.</li> <li>• Close to public car parking, which will be particularly abundant after office hours.</li> <li>• Site exposure good.</li> <li>• Would satisfy an EbD objective of establishing an icon building at this location.</li> </ul>	<ul style="list-style-type: none"> <li>• Success of the proposal would require three-party commitments and negotiations, which could prove difficult and lengthy.</li> <li>• At the time of writing the proponents have yet to follow-up and formally confirm the proposal.</li> </ul>
Opportunities	Threats
<ul style="list-style-type: none"> <li>• The site and the locality in which it sits have the potential to form an identifiable city heart and community focal point.</li> <li>• The development could include public car parking as an integral part of the development of the site.</li> <li>• Could provide the solution to the City’s concerns regarding the likely up-front high cost of the development.</li> </ul>	<ul style="list-style-type: none"> <li>• The site may be more commercially attractive to its owners in the immediate and short-term as a car park.</li> </ul>



*Public art animates civic space and aids place-making*



### Site C. Adjacent to the Autumn Centre

Strengths	Weaknesses
<ul style="list-style-type: none"> <li>• Within walking distance of the city centre.</li> <li>• Close to/within the attractively landscaped City Park.</li> <li>• Located on the (proposed) transit route.</li> <li>• Site exposure potentially very good if proposed road pattern comes to fruition.</li> <li>• If located within City Park, land acquisition costs could be nil.</li> <li>• If located on Council-owned land or Reserved land, the lead time for construction could be reduced.</li> </ul>	<ul style="list-style-type: none"> <li>• Uncertainty prevails over future adjacent uses, which could be less than optimal for creating a vibrant cultural/entertainment focus.</li> <li>• A large scale development could look out of place until low-scale suburban environment is consolidated.</li> <li>• Car parking availability?</li> <li>• Sufficient land available?</li> </ul>
Opportunities	Threats
<ul style="list-style-type: none"> <li>• Proximity to City Park and views to it could be exploited through appropriate siting and design.</li> <li>• Proximity of the site to the Autumn Centre could generate greater day-to-day use of the facility.</li> </ul>	<ul style="list-style-type: none"> <li>• Proposed transit route is yet to be fixed in this locality.</li> <li>• Autumn Centre users particularly conservative in their opinions, and may object to such a facility being located near them.</li> </ul>

### Site D. Within the Smart Village (south) Sector

Strengths	Weaknesses
<ul style="list-style-type: none"> <li>• Site exposure and access potentially very good.</li> <li>• Located on the (proposed) transit route.</li> <li>• Co-use of main street commercial and university parking areas highly possible.</li> <li>• Land ownership?</li> </ul>	<ul style="list-style-type: none"> <li>• Proposed transit route is yet to be fixed in this locality.</li> <li>• The location away from the city centre could reduce the facility's profile.</li> <li>• The timing of infrastructure development in this locality is unknown at this stage.</li> </ul>
Opportunities	Threats
<ul style="list-style-type: none"> <li>• As a "greenfields" location, the potential exists to develop an iconic building, yet integrated into neighbouring development.</li> <li>• Could form the catalyst for development in this locality.</li> <li>• The potential exists for a joint or complementary development to occur with the education campuses.</li> </ul>	<ul style="list-style-type: none"> <li>• Uncertainty at this stage over the future of this site and the surrounding land. Requires co-operation from others for development of the facility to eventuate.</li> </ul>

# CONTEMPORARY ARTS CENTRE

## Site E. Within the Waterfront Village Sector

Strengths	Weaknesses
<ul style="list-style-type: none"> <li>• Located on the (proposed) transit route.</li> <li>• Could be located amongst complementary recreational, retail and entertainment uses, as part of an identified entertainment hub.</li> <li>• Car parking availability would be good.</li> <li>• A large scale development would not look out of place in this existing urban environment.</li> </ul>	<ul style="list-style-type: none"> <li>• Proposed transit route is yet to be fixed in this locality.</li> <li>• The development's location well away from the city centre will reduce the latter's potential to reach its full status as a regional centre.</li> <li>• Much of the site's walkable catchment falls within the ocean.</li> </ul>
Opportunities	Threats
<ul style="list-style-type: none"> <li>• Has the potential to function as a neighbourhood focal point for this relatively young and emerging community.</li> </ul>	<ul style="list-style-type: none"> <li>• Could meet resistance from existing residents and land owners.</li> <li>• Available, suitable sites in this locality are quickly reducing in number.</li> </ul>

A separate feasibility study has been commissioned by the City of Rockingham and the Rockingham/Kwinana Development Office to determine the relevance and potential for a Contemporary Arts Centre in Rockingham.

The Centre Plan needs to make provision for a number of alternative arts centre locations which will be further evaluated if and when a decision is made to proceed to the next level of detail.



# REGIONAL CENTRE FRAMEWORK PLAN



# REGIONAL CENTRE FRAMEWORK PLAN

## 9.1 Framework Plan

A Framework Plan (refer to Figures 9.1 to 9.4) has been prepared over the Centre Plan envelope to illustrate a generalised arrangement of built form, movement networks and public and private spaces consistent with the strategic arrangement of functions illustrated in the Concept Plan.

The plan is also consistent with the potential for transit oriented development (TOD) described in Section 6 and builds on the adopted access and movement network described in Section 7. In each case, the Framework Plan illustrates a long term (ie. greater than 10 years) view of development and redevelopment potential. The plan shows possible new road links over privately owned property. It is acknowledged that such improvements would be subject to the agreement and co-operation of affected property owners.

The Framework Plan provides a platform for more detailed conceptual planning and urban design within each of the Centre Plan Sectors (City Centre, Waterfront Village, Smart Villages etc.) referred to in Sections 5 and 6.

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

Outside of the more detailed parts of the plan, existing residential and service commercial areas have been simply shaded in yellow and purple tones consistent with the strategic intent of the Concept Plan. These areas are likely to undergo change on a site by site basis over an extended period. Development in these areas should be guided by Sector development plans and relevant guidelines, including the Sector Planning Guidelines which follow this Section.

*Recent development along the eastern side of Civic Boulevard*





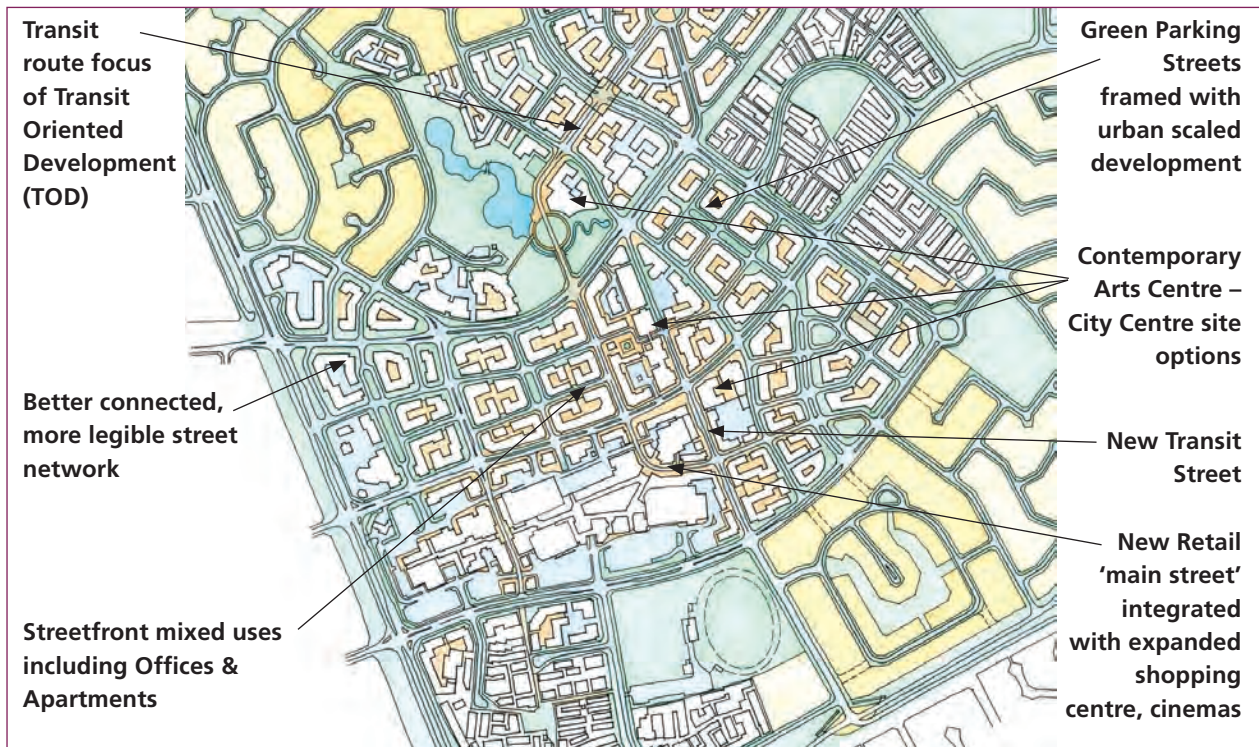


**Figure 9.1** Framework Plan

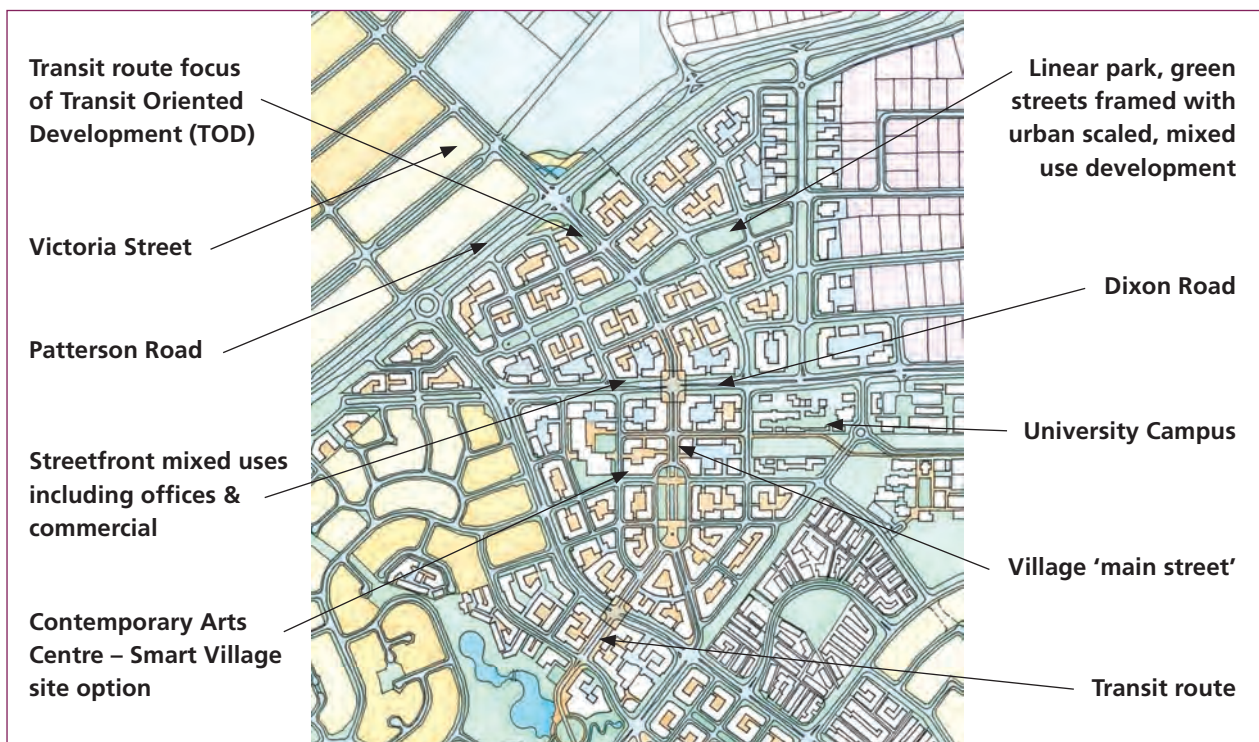


# REGIONAL CENTRE FRAMEWORK PLAN

**Figure 9.2** City Centre Sector

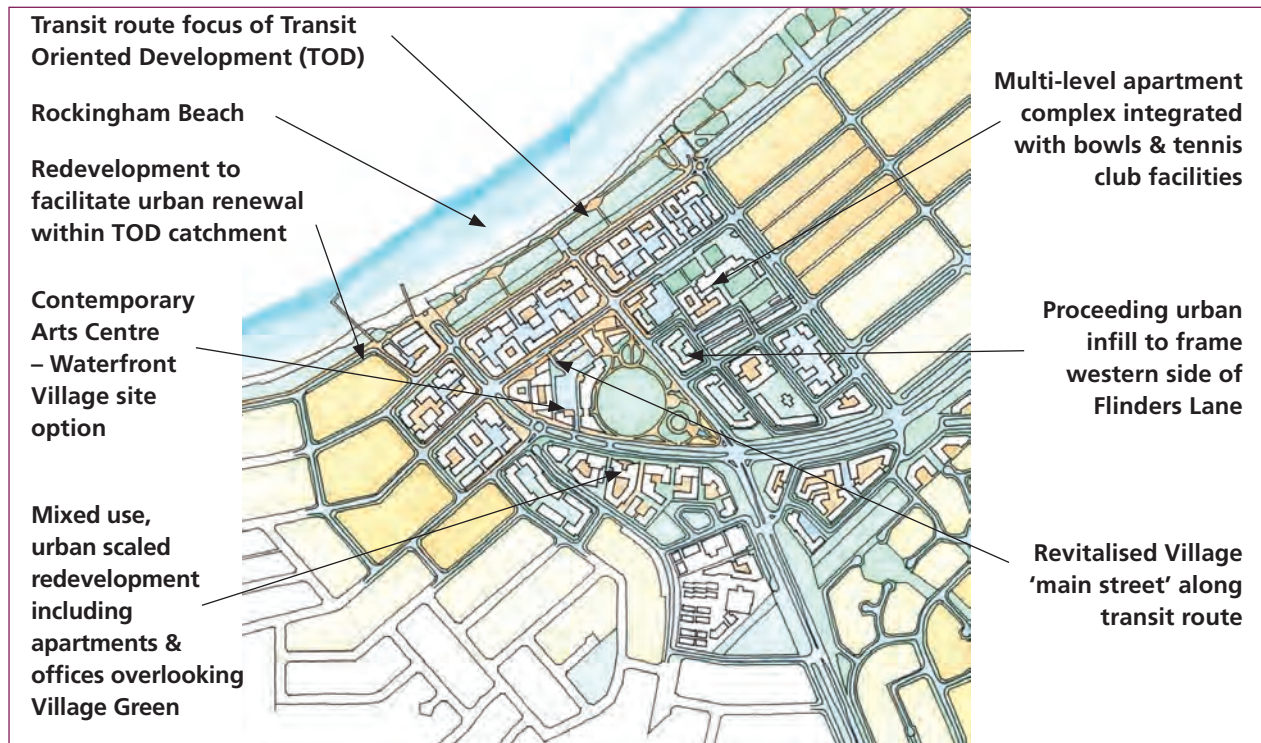


**Figure 9.3** Smart Village Sectors





**Figure 9.4** Waterfront Village Sector



*Rockingham Beach will make an important contribution to the lifestyle of centre residents*





# REGIONAL CENTRE FRAMEWORK PLAN

## 9.2 Residential Density

Figure 9.5 illustrates a Density and Height overlay to the Framework Plan which is designed to manage the density of development in general accordance with the planning principles and the adopted transit oriented development model described and illustrated in Sections 3 to 6.

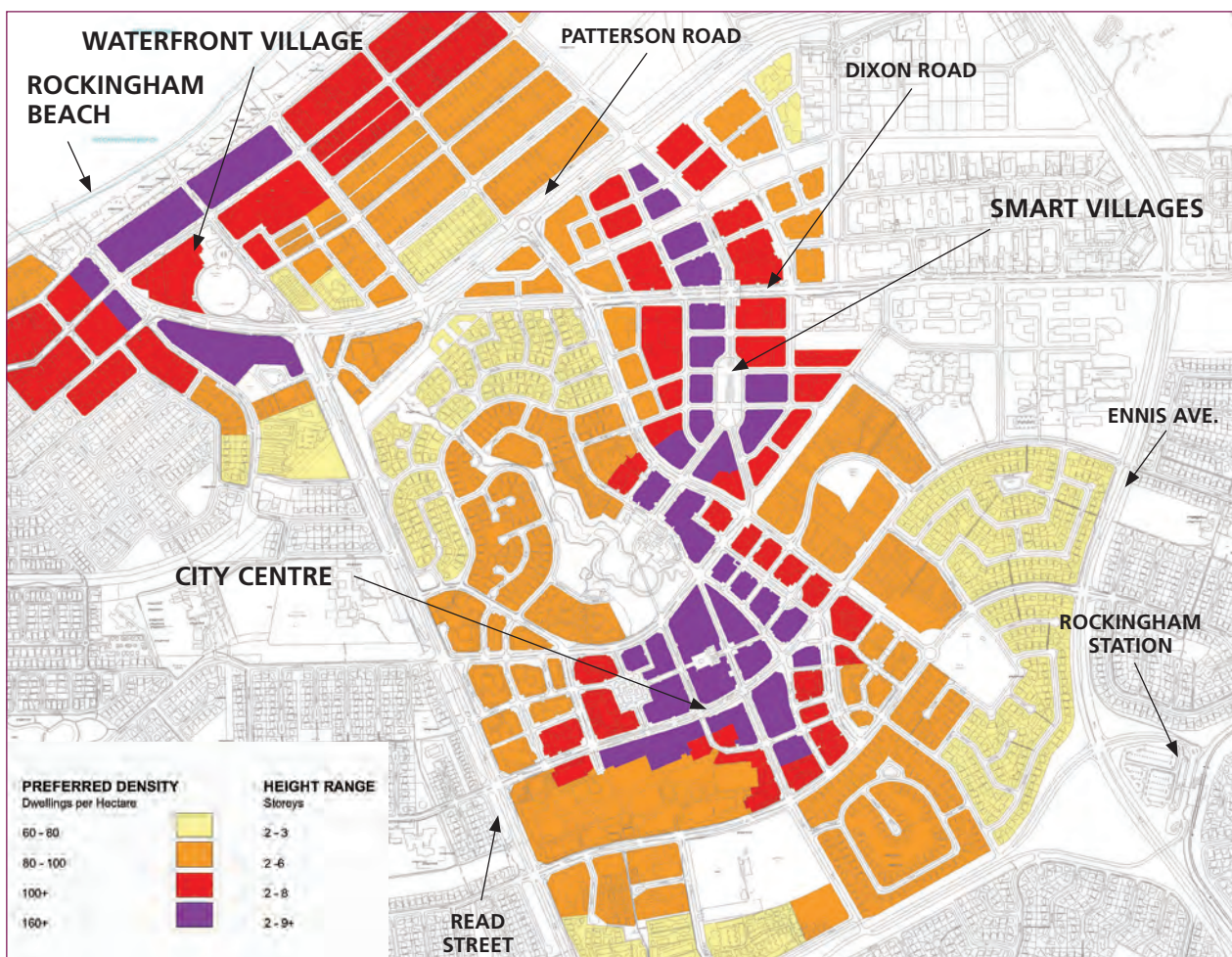
The distribution of residential density responds to the particular functions, amenity and levels of mixed use activity anticipated in different Sectors. In general, high density residential development should be located within 250 metres of the Central Transit route, with particular concentrations around the Core of the City Centre, near the City Park, along the central spine of the Smart Villages and close to the beach and the Waterfront Village.

The urban design intent of the residential density framework will be reflected and refined as necessary in more detailed development plans and guidelines for each of the Centre Plan Sectors.

## 9.3 Building Height

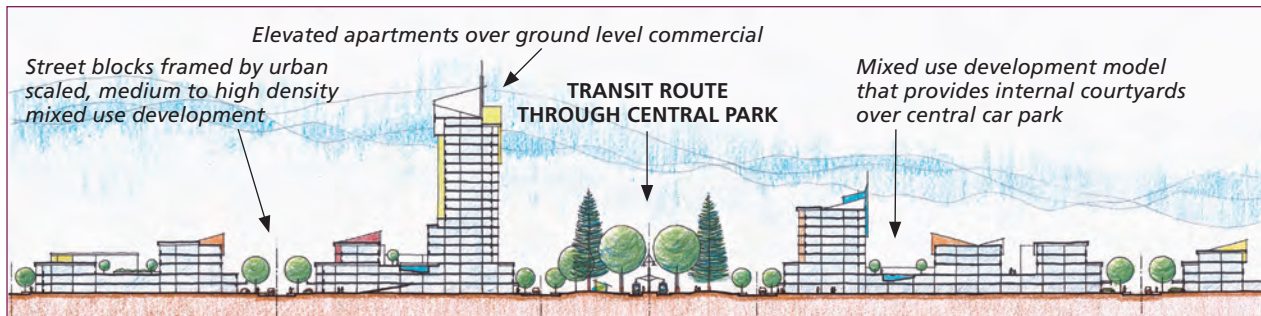
Figure 9.5 shows that building height would also rise as development gets closer to the Central Transit route and activity generators such as around the Core of the City Centre, along the central spine of the Smart Villages and close to the beach and the Waterfront Village.

*Figure 9.5 Density and Height*

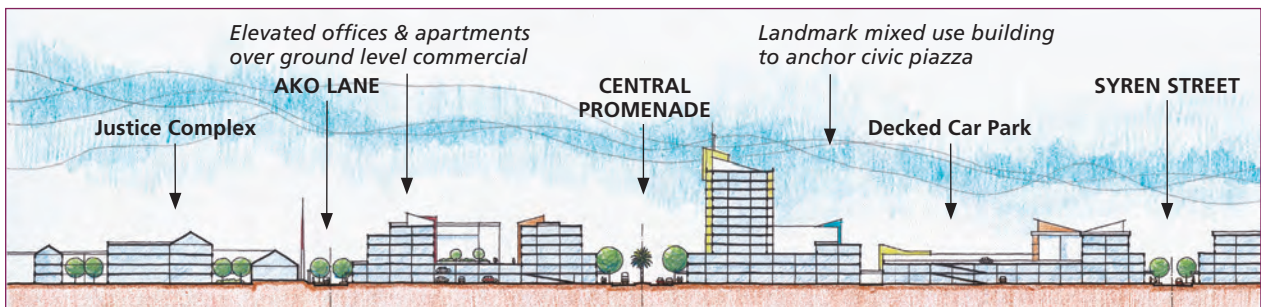


The urban design intent of the building height model is further illustrated through indicative 400 metre long sections (refer to Figure 9.6) which show how the profile of building bulk and scale should be arranged in relation to streets and public spaces.

**Figure 9.6 Indicative Sections**



*Section through Smart Village – South*



*Section through City Centre*

## 9.4 Frontage Types

The Framework Plan has been formulated in accordance with consolidated 'main street' development principles that generally require buildings to frame, address and activate an interconnected, hierarchical street network.

Figure 9.7 illustrates an orderly arrangement of frontage types in 'main street' and mixed use areas based on the common principle that building frontages to all streets, major laneways and public spaces should be activated.

At least four Frontage Types are envisaged, with building frontages positioned and managed according to the desired level of street activation and streetscape character as follows:

### **Type 1 – High Level of Activation, Nil Setback**

A highly activated frontage with retail and commercial uses at ground level and a 2 to 3 storey, generally contiguous facade positioned at the street front boundary. At the ground level, buildings should address the street with a primary business entrance and a shopfront façade that is transparent over at least 75% of the area of the facade.

### **Type 2 – Medium Level of Activation, Nil Setback**

A medium level of frontage activation with secondary retail, customer oriented offices, inner-city commercial tenancies and residential lobbies at ground level and a 2 to 3 storey façade positioned at the street front boundary. At the ground level, buildings should address the street with a primary business entrance and a commercial façade that is transparent over at least 60% of the area of the facade.



# REGIONAL CENTRE FRAMEWORK PLAN

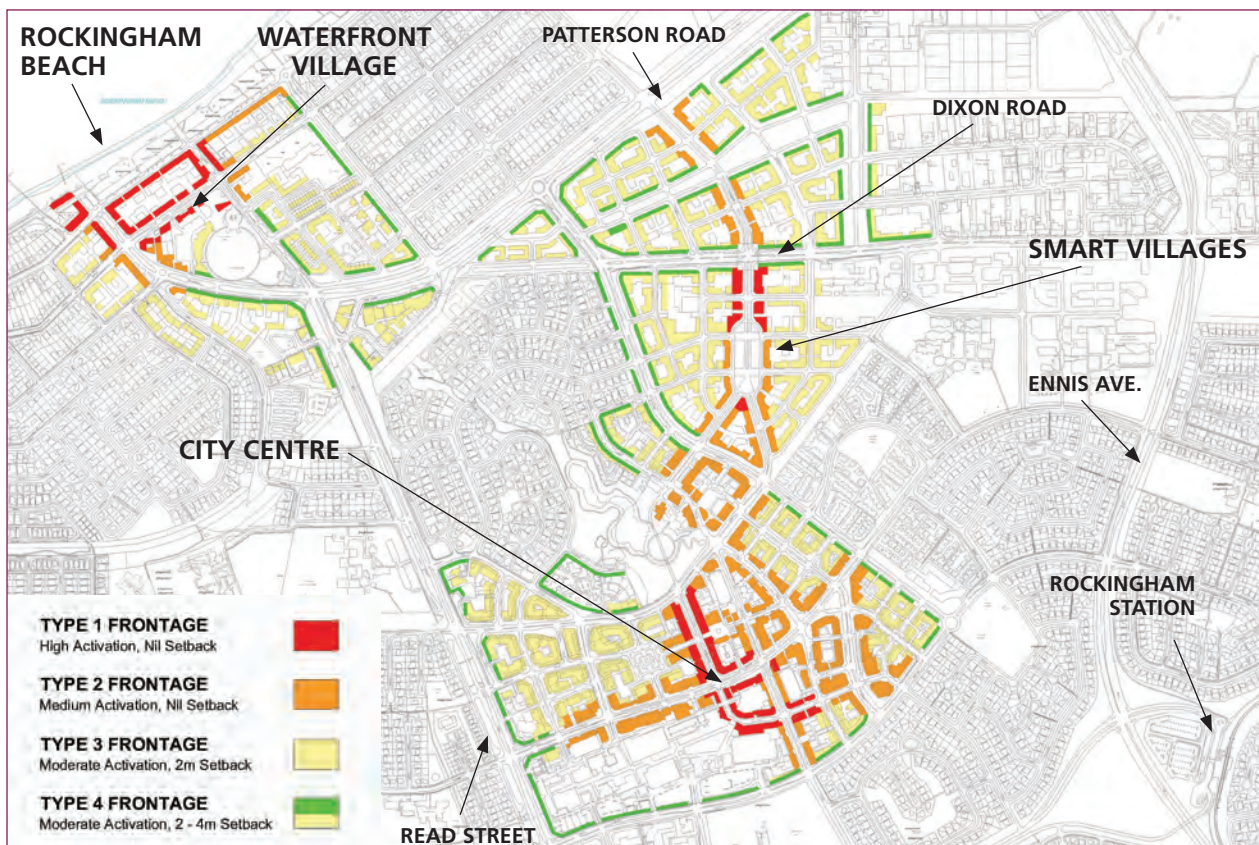
## Type 3 – Moderate Level of Activation, 2 Metre Setback

A moderate level of frontage activation with a mix of inner-city commercial tenancies and residential apartments at ground level and a 2 to 3 storey façade positioned behind a 2 metre, green landscaped setback. At the ground level, the facades of mixed use buildings would address the street with a commercial shopfront, primary business entrance and/or residential entry lobby that is transparent over at least 60% of the area of the façade. The ground level of inner-city residential units would address the street with a façade that is transparent over at least 30% of its area.

## Type 4 – Moderate Level of Activation, 2–4 Metre ‘green’ Setback

A moderate level of frontage activation with a mix of inner-city commercial tenancies and residential apartments at ground level and a 2 to 3 storey façade positioned behind a 2–4 metre, green landscaped setback. At the ground level, the facades of mixed use buildings would address the street with a commercial shopfront, primary business entrance and/or residential entry lobby that is transparent over at least 60% of its façade. Ground level inner-city residential units would address the street with a façade that is transparent over at least 30% of its area.

Figure 9.7 Frontage Types





# SECTOR PLANNING GUIDELINES



# SECTOR PLANNING GUIDELINES

More detailed planning within each of the Sectors should be undertaken in general accordance with the adopted Planning Framework and the following Guidelines.

## 10.1 Sector 1 – City Centre

### Location

The area generally bounded by Council Avenue, Read Street, Leghorn Street, Success Drive, Marks Place, Louise Street and its extension through to Council Avenue.

### Desired Future Character

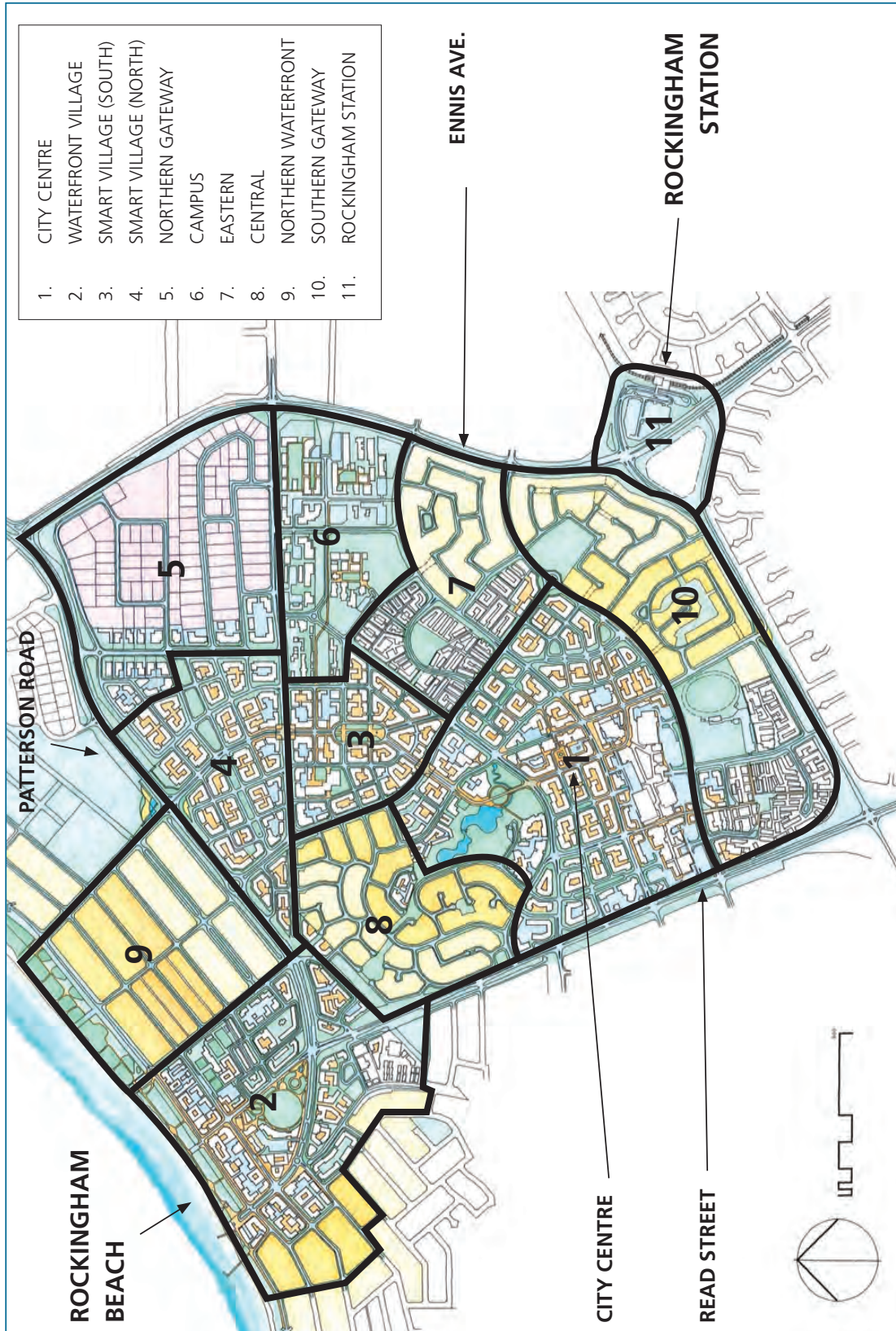
The City Centre will continue to be the tertiary economic and employment focus of the Rockingham Strategic Regional Centre with the retail anchor of an expanded shopping centre merging with Main Street mixed use development, civic buildings and major public spaces including the City Square and the proposed Central Promenade Piazza. Provision will be made for higher density offices and residential apartments over street level retail and commercial tenancies.

### Preferred Uses

- Appropriate TOD uses lining the Transit Route
- Retail at ground level in a “Main Street” configuration
- Streetfront mixed uses including offices and apartments
- Restaurants, small bars and cafes
- Civic and cultural uses, possible Contemporary Arts Centre
- Medium to high density residential
- Serviced apartments
- Public carparks
- Passive parkland

### Elements

- Facilitate the development of an attractive CBD with a wide range of mixed uses arranged and oriented around a contemporary Main Street development model.
- Integrate existing internal shopping centre with external retail, commercial, residential, recreation and civic components of a Main Street centre.
- Implement a legible and well connected arrangement of streets, laneways and public spaces framed with generally contiguous, urban scaled buildings of high architectural quality.
- Facilitate a distinct and appealing townscape with high levels of amenity and interest for pedestrians.
- Arrange built form with a gradation of height to visually define the activity core of the CBD and relevant sections of the transit route.
- Incorporate medium to high density mixed use development (including residential and offices) within walking distance of transit on land north of Central Promenade and east of the Transit Street.
- Modify current intersection treatment at western and eastern ends of Central Promenade to re-establish direct connection with Simpson Avenue.
- Modify current intersection treatment at junction of Leghorn Street and Chalgrove Avenue.



**Figure 10.1** Sector Overlay on Framework Plan



- With the co-operation of property owners, rationalise road alignments and cadastral boundaries where necessary to improve legibility, connectivity and townscape character in the area between Read Street, Chalgrove Avenue and Leghorn Street. Changes could include the introduction of a north–south ‘green parking’ street, as generally illustrated on the Framework Plan.
- Extend Goddard Street through to Council Avenue (subject to redevelopment of aquatic centre site).
- Develop the area between Goddard Street and the Aquatic Centre as a mixed use, inner–city precinct with potential for medium to high density residential.
- Ensure that all new development is planned in accordance with the sustainability principles listed in Section 3.1.6 and designed in detail to meet any applicable sustainability Key Performance Indicators endorsed by the City of Rockingham.

## 10.2 Sector 2 – Waterfront Village

### Location

The area generally bounded by the coast, Wanliss Street, Cessnock Way, Read Street, Greene Street, Ryan Street, Houston Street, Langley Street and Florence Street.

### Desired Future Character

Port Rockingham was once the busiest port in the State by tonnage of goods shipped through the jetties at the end of Railway Terrace. The associated beachfront and townsite was subsequently transformed into one of the State's favourite family holiday and day trip destinations. With the shifting south of many of its commercial and civic functions to the new Regional Centre in the early 1970's, the historic ‘main street’ centre retained a compact townscape character well suited to the demands of a contemporary urban waterfront lifestyle.

The emerging Waterfront Village will continue with its transformation into a regionally significant beachfront hub with further redevelopment of under–utilised public and private properties. An attractive mix of medium to high density residential and short–stay apartments, hospitality–focussed retail, offices and urban waterfront recreation uses will combine to make this a priority destination on the Rockingham coastline.

### Preferred Uses

- Appropriate TOD uses lining the Transit Route
- Mixed use, urban–scaled development
- Residential (medium to high density)
- Serviced apartments
- Entertainment/hospitality
- Possible Contemporary Arts Centre
- Restaurants, small bars and cafes
- Local convenience retailing
- Public carparks
- Passive Parkland

### Elements

- Continue with the transformation of the historic beachfront centre into a contemporary waterfront residential, commercial and recreational activity node servicing local residents and regional visitors
- Prepare an updated sector Development Plan with relevant changes to residential codings to guide the progressive urban consolidation and transformation of the area consistent with its TOD context.

- Respond to the rare combination of a northerly coastal aspect, sheltered beach and shady parkland with appropriate land uses, in detailed urban design and with site responsive architecture.
- Consolidate development within the walkable catchment of the transit system.
- Facilitate continued infill of residential and short-stay apartments along central section of Rockingham Beach Road and along south western side of Railway Terrace through to Read Street intersection.
- Retain and enhance activated commercial frontages to Rockingham Beach Road, central Kent Street, Flinders Lane (north of Kent Street) and Railway Terrace (north of Kent Street).
- Update and expand the application of the existing building height policy consistent with an adopted sector improvement plan.
- Ensure that all new development is planned in accordance with the sustainability principles listed in Section 3.1.6 and designed in detail to meet any applicable sustainability Key Performance Indicators endorsed by the City of Rockingham.

### 10.3 Sector 3 – Smart Village (South)

#### Location

The area generally bounded by Dixon Road, Dowling Street, Chalgrove Avenue (unmade) and Goddard Street (north).

#### Desired Future Character

The 24 hectare site, which is vested in the City of Rockingham, represents a strategic TOD opportunity at the junction of the transit route and Dixon Road. A contemporary mixed use, higher density development will embody sustainable development principles and high quality urban design. It will build on the market profile and amenity foundation of the nearby Waterfront Village and will include a village Main Street and central park around which the higher density TOD will be assembled. Contemporary residential apartments and offices will be situated over street front retail in a built form that ranges from 2 to 20 plus storeys.

#### Preferred Uses

- Appropriate TOD uses lining the Transit Route
- Streetfront mixed uses of urban scale including offices and commercial
- Local service retail
- University-related uses
- Medium to high density residential
- Possible Contemporary Arts Centre
- Passive Parkland

#### Elements

- Plan and design the sector as part of a generally contiguous, transit-oriented development bridge between the City Centre, Campus and Waterfront sectors.
- Facilitate the priority construction of a more direct access and movement corridor between Dixon Road and the City Centre.
- Establish a commercial gateway and commercially activated village 'main street' immediately south of the junction of the transit route and Dixon Road.
- Retain community recreation buildings for as long as necessary.
- Develop central, linear park along the transit route spine as an amenity focus for the development of high density residential apartments and offices.

# SECTOR PLANNING GUIDELINES

- Examine opportunities to locate landmark civic buildings along the transit route as part of the place-making agenda.
- Design the interface between the village Main Street and the Campus Sector to allow for a generally seamless transition in built form.
- Provide a legible and well connected arrangement of streets, laneways and public spaces.
- Frame street blocks with generally contiguous, urban scaled buildings of high architectural quality.
- Develop a distinct and appealing townscape with high levels of amenity and interest for pedestrians.
- Grade and arrange the height of buildings to visually define the transit route, orient movement towards the activity spine and exploit expansive views of the coastal landscape.
- Ensure that all new development is planned in accordance with the sustainability principles listed in Section 3.1.6 and designed in detail to meet any applicable sustainability Key Performance Indicators endorsed by the City of Rockingham.

## 10.4 Sector 4 – Smart Village (North)

### Location

The area is generally bounded by Patterson Road to a point just west of Merchant Drive, then a line running generally south and south-east to meet Dixon Road at a point just east of Dowling Street, then westwards along Dixon Road to its junction with Patterson Road and Wanliss Street.

### Desired Future Character

Subject to the provision of replacement light industrial land elsewhere in Rockingham, this sector presents another strategically located TOD opportunity along the proposed transit route alignment between Dixon Road and Patterson Road.

It is envisaged that a change in zoning from light industry to an appropriate mixed use designation along the northern side of Dixon Road will allow a new TOD to be developed at the confluence of two major entry roads and the transit route. A mixed use TOD would be developed over a combination of Government and private property.

### Preferred Uses

- Appropriate TOD uses lining the Transit Route
- Streetfront mixed uses of urban scale including offices and commercial
- Local service retail
- Medium to high density residential
- Possible Contemporary Arts Centre
- Passive Recreation

### Elements

- Design the sector as part of a generally contiguous, transit-oriented development bridge between City Centre and Waterfront sectors.
- Facilitate the priority construction of a more direct access and movement corridor between the Victoria Street/ Patterson Road intersection and Dixon Road.
- Accommodate high profile businesses within a consolidated urban townscape configuration along the Dixon Road frontage.
- Provide a legible and well connected arrangement of streets, laneways and public spaces, including an east-west greenway along the alignment of the old rail reserve.



- Frame street blocks with generally contiguous, urban scaled buildings of high architectural quality.
- Develop a distinct and appealing townscape with high levels of amenity and interest for pedestrians.
- Grade and arrange the height of buildings to visually define the transit route, orient movement towards the activity spine and exploit expansive views of the coastal landscape.
- Locate landmark, gateway developments with additional height at the Patterson Road and Dixon Road junctions with the transit route.
- Ensure that all new development is planned in accordance with the sustainability principles listed in Section 3.1.6 and designed in detail to meet any applicable sustainability Key Performance Indicators endorsed by the City of Rockingham.

## 10.5 Sector 5 – Northern Gateway

### Location

The area generally bounded by Patterson Road, Ennis Avenue, Dixon Road, and the eastern boundary of the Smart Village (North) Sector.

### Desired Future Character

The Northern Gateway Sector will be consolidated for more intensive service commercial uses, consistent with its close proximity to central area land uses, including adjacent tertiary education campuses and the mixed use TOD corridor.

### Preferred Uses

- Service commercial
- Showrooms
- Car yards
- Compatible light industry

### Elements

- Maintain and enhance the sector as an important service commercial area at the north eastern gateway to the Strategic Regional Centre.
- Extend Pickard Avenue through to Dixon Road to define the western edge of the sector and to mark the interface with more intensive mixed use development.
- Complete perimeter streetscaping along Pickard Avenue and Dixon Road to visually unify the sector.
- Give particular attention to the landscape treatment of Ennis Avenue, Patterson Road and Dixon Road where planting, lighting and signage should convey a clear sense of arrival at the gateway to a major urban centre.
- Upgrade the streetscapes of the long established light industrial area consistent with the changing function of the Sector.
- Ensure that all new development is planned in accordance with the sustainability principles listed in Section 3.1.6 and designed in detail to meet any applicable sustainability Key Performance Indicators endorsed by the City of Rockingham.

# SECTOR PLANNING GUIDELINES

## 10.6 Sector 6 – Central Campuses

### Location

The area generally bounded by Dixon Road, Ennis Avenue, Simpson Avenue and Dowling Street.

### Desired Future Character

The adjoining campuses of TAFE, Murdoch University and Kolbe College are located between Ennis Avenue, Dixon Road and Simpson Avenue. The western end of the joint campuses falls within the walkable catchment of the transit route and would directly interface with the proposed Smart Village TOD on the southern side of Dixon Road. There will also be opportunities for TAFE and university tenancies to locate within the adjoining Smart Villages.

### Preferred Uses

- Educational
- Civic
- Commercial
- Interconnecting, high quality parklands

### Elements

- Maintain and enhance high quality development in each of the individual campus operations.
- Ensure that individual campuses are developed in a complementary fashion to share resources where feasible and to present a generally integrated townscape character.
- Generally intensify development from east to west along Dixon Road consistent with proximity to the more urban scaled CBD of the Strategic Regional Centre. This should also be reflected in the urban design of the campuses with the more industrial architecture of the TAFE being set in landscaped grounds and the university campus integrated with the urban street grid of the adjoining Smart Village.
- Give particular attention to the landscape treatment of Ennis Avenue, Dixon Road and Simpson Avenue entry points where planting, lighting and signage should convey a clear sense of arrival at the edge of a major urban centre.
- Ensure that all new development is planned in accordance with the sustainability principles listed in Section 3.1.6 and designed in detail to meet any applicable sustainability Key Performance Indicators endorsed by the City of Rockingham.

## 10.7 Sector 7 – Eastern

### Location

The area generally bounded by Ennis Avenue, Council Avenue, Louise Street and its extension southwards, Chalgrove Avenue (unmade), Dowling Street and Simpson Avenue.

### Desired Future Character

This Sector will be redeveloped over time with medium and high density housing, having an urban townscape character more commensurate with the area's proximity to transit and central area activities.

### Preferred Uses

- Medium and high density residential
- Local service retail (corner shops)
- Retention and enhancement of existing parkland

### Elements

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

## 10.8 Sector 8 – Leeuwin

### Location

The area generally bounded by Read Street, Cessnock Way, Dixon Road, Louise Street, Marks Place, Success Drive and Leghorn Street.

### Desired Future Character

This Sector comprises existing residential properties in the “Meadows Estate”, and will be redeveloped over time with medium and high density housing, having an urban form more commensurate with the Sector’s location in the MRS Central City Area zone, and its proximity to transit and CBD uses.

### Preferred Uses

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

### Elements

- Prepare a sector Development Plan with relevant changes to residential codings to guide the progressive urban consolidation and transformation of this area consistent with its TOD planning context.
- Upgrade the landscape at all levels to convey a more distinctly urban townscape character.
- Give particular attention to the landscape treatment of Read Street and the Leghorn Street entry point where planting, lighting and signage should convey a clear sense of arrival at the edge of a major urban centre.
- Progressively connect existing cul-de-sac streets with City Centre access streets as indicated on the Framework Plan to improve network legibility and connectivity.
- Ensure that all new development is planned in accordance with the sustainability principles listed in Section 3.1.6 and designed in detail to meet any applicable sustainability Key Performance Indicators endorsed by the City of Rockingham.



# SECTOR PLANNING GUIDELINES

## 10.9 Sector 9 – Northern Waterfront

### Location

The area generally bounded by the coast, Victoria Street, Patterson Road and Wanliss Street.

### Desired Future Character

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

### Preferred Uses

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

### Elements

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

## 10.10 Sector 10 – Southern Gateway

### Location

The area generally bounded by Council Avenue, Ennis Avenue, Rae Road and Read Street.

### Desired Future Character

This Sector presents an opportunity to progressively upgrade residential capacity and introduce an urban townscape and built form more consistent with proximity to transit and central area uses. Existing areas of single storey group housing to the west of the transit route would be unlikely to change in the near term.

### Preferred Uses

- Appropriate TOD uses lining the Transit Route
- Medium and high density residential

### Elements

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

## 10.11 Sector 11 – Rockingham Station

### Location

The area either side of Ennis Avenue which has been allocated for the Rockingham train station and park and ride car parks .

### Desired Future Character

The rail station will be serviced by park and ride car parks located on either side of Ennis Avenue. The station is relatively removed from the activity focus of the City Centre and does not present any obvious TOD opportunities. The western-most car park has not been constructed at this time and presents a possible opportunity to locate multiple residential apartments over a future park and ride facility. Priority should be given to TOD consolidation along the activated route of the transit system in the heart of the centre before any consideration is given to development over the more isolated park and ride car park.

### Preferred Uses

- TOD-related uses

### Elements

- Maintain and enhance the landscape at all levels to convey a distinctly urban townscape context.
- Give particular attention to the landscape treatment of Ennis Avenue and related entry points to the centre where planting, lighting and signage should convey a clear sense of arrival at the edge of a major urban centre.
- Ensure that all new development is planned in accordance with the sustainability principles listed in Section 3.1.6 and designed in detail to meet any applicable sustainability Key Performance Indicators endorsed by the City of Rockingham.

# IMPLEMENTATION





# IMPLEMENTATION

## 11.1 Statutory and Policy Implications

The Centre Plan represents a long term vision for the progressive development of the Rockingham Strategic Regional Centre, with a compact, transit oriented townscape integrating a number of distinct Sectors, including a growing City Centre, with the renaissance of Rockingham's attractive urban waterfront.

The planning framework set down in Volume 1 provides the context for initiating an Amendment to the Metropolitan Region Scheme to expand the 'Central City Area' to generally coincide with the Centre Plan envelope which stretches between the Rockingham train station and the Rockingham foreshore (generally encompassing the extent of Sectors 1 to 11).

Volume 2 of the Centre Plan updates the content of the existing Development Policy Plan for the City Centre Sector. It is envisaged that both the Metropolitan Regional Scheme and the local Town Planning Scheme will need to be amended to reflect the adopted outcomes of the Centre Plan project.

## 11.2 Sector Planning Priorities and Staging

Determining the priority for more detailed planning in each of the remaining Sectors will be tied to the strategic imperative of consolidating high intensity, mixed use development along the route of the Central Transit System (the RCCTS).

Consistent with this imperative, the City of Rockingham is committed to proceeding with the preparation of a Development Plan and Guidelines for Sectors 3 and 4, being the two 'Smart Villages' located either side of Dixon Road along the Central Transit route.

The priority is to advance the conceptual planning for Sector 3, to the south of Dixon Road where the first of the Smart Villages will be developed on the 24 hectare land parcel identified as sites 79 and 90 in Sections 6.8 and 6.9. The affected Crown Reserves are vested in the City of Rockingham and are likely to be developed in a partnership between the City and the State Government, building on the experience and marketing profile of the highly acclaimed Rockingham Waterfront Village project.

The development of Sector 3 will replace the existing district playing fields and sporting facilities which have been relocated to the new 270 hectare Lark Hill Sportsplex.

Sector 4, which incorporates sites 80, 88, 100 and 108 (identified as Crown reserves in Sections 6.8 and 6.9), the Crocker Street City Depot site, the Dixon Road Transperth Bus Depot site and privately owned light industrial sites, will be planned concurrently with Sector 3 to protect and implement the strategic TOD potential of the Sector, as generally identified in the Centre Plan.

An integrated Development Plan for these Sectors will include an Indicative Development Plan, Precinct Concept Plans and Guidelines. It will canvas appropriate implementation models to co-ordinate and facilitate development including: the preparation of statutory planning instruments; relevant property acquisition and consolidation; funding and management of infrastructure; and property marketing.

The priority with Sector 2 is to update and where necessary expand the coverage of the Waterfront Village Development Plan to incorporate Rockingham Beach foreshore parkland, residual elements of the District Centre, the proceeding Waterfront Village urban renewal project area and land identified in the Centre Plan for more intensive TOD development – particularly to the south and west of Railway Road.

As the latter properties are largely privately owned, it is envisaged that an updated and expanded Development Plan and Guidelines will be prepared in association with any relevant changes to Town Planning Scheme No.2.

Sectors 9 and 10 straddle the Central Transit route along which higher residential densities have been proposed in the Centre Plan. A more detailed examination of each of these Sectors should examine urban design options to achieve the desired TOD outcomes over the long term. A preferred Development Plan and Guidelines should inform any changes to Town Planning Scheme No.2.

### **11.3 Infrastructure Strategy**

The adopted planning framework includes a Preferred Movement Network with priorities for network staging described and illustrated under Section 7.5.

An infrastructure implementation strategy needs to be prepared to provide the basis for a revised capital works programme, sources of funding and Sector feasibility studies. It should draw on the approach and detail of a similar exercise completed in 1994 to complement the City Centre Development Policy Plan. The outcome of the 1994 infrastructure strategy has been variously updated as necessary to inform funding submissions and as a co-ordinating tool in sub-division and streetscape development.

The City is aware of the aspirations of several stakeholders including Kolbe College to expedite the implementation of parts of the adopted road network.

Such aspirations should be considered in the preparation of a detailed Infrastructure Implementation Strategy.

### **11.4 Sustainable Development**

The sustainability principles listed in Section 3.1.6 have been applied to the preparation of the planning framework through an integrated planning approach.

It is anticipated that the preparation of a more detailed Development Plan and Guidelines for the Smart Villages in Sectors 3 and 4 will provide the City with an ideal platform to establish a practical and effective approach to the implementation of Sustainable Development standards in the Regional Centre. A schedule will cover aims, objectives and key performance indicators (KPI's). The schedule will be adapted as necessary to suit the status and circumstances of the other Sectors.

The City is conscious of the need to apply accepted standards in sustainable development and will endeavour to interface as far as possible with the approach being adopted by Government agencies such as LandCorp which is applying sustainable development criteria in the implementation of the Waterfront Village project.

# CONSULTATION





# CONSULTATION

## 12.1 Approach

The adopted approach to consultation has built on the solid participatory foundation laid down over recent times through the following studies:

- the Waterfront Village Urban Design and Feasibility studies
- the Waterfront Village Master plan exercise
- the RCCTS planning and master planning exercises and,
- the City Centre 'Main Street' Enquiry by Design exercise.

At various stages of the project the team has sought out major stakeholders to assist with plan and strategy formulation and to test ideas and concepts.

An informal project reference group that includes representatives of the Rockingham Kwinana Development Office and Government agencies was convened as necessary to participate in critical aspects of the work, including a transport workshop.

The City of Rockingham has used its established exhibition dialogue process to allow the community to discuss issues and exchange ideas with planners in conjunction with the normal written submission processes.

## 12.2 Consultation with Key Stakeholders

The contents of this document have been developed by the consultant team in co-operation with officers of the City of Rockingham and the Department for Planning and Infrastructure.

Further consultation has been undertaken with representatives of the following groups:

- Western Australian Planning Commission (WAPC)
- Public Transport Authority
- Murdoch University
- TAFE
- Kolbe College
- Westgate Property Investments
- Colonial First State Property Management
- TOD Co-ordinating Committee

The **WAPC** was given a progress briefing at the completion of the Stage 1 Centre Plan Report and provided encouraging feedback on the scope of the project and the potential for transit-oriented development. The Chairman questioned whether more fundamental changes to the road network had been considered from the southern approaches to the Regional Centre to improve access. It was explained that the scope for bringing a more direct road corridor into the centre from the south was heavily constrained by the completed pattern of development.

Whilst it would not be possible in other than the very long term to provide additional north/ south access to the south of Rae Road, there are opportunities to improve connectivity to the north of Rae Road. The proposed long term street network allows for three connecting streets between Rae Road and Council Avenue. Achieving a connection between Rae Road and the new transit street via Kitson Street would be the most likely link in the medium term.

**Murdoch University** consultant planners have shared the outcomes of some of their work, including a summary report titled, *“Rockingham Campus Concept Plan, December 2006.”* In the report they refer to their Concept accommodating an additional 18,000 square metres of floorspace for what they have described as *“University (and related) land uses”*. They note that, *“....should additional floorspace be required, the design is robust in that it can be easily extended further west towards the Recreation Centre and City Centre.”*

Murdoch’s consultants have subsequently supplied a draft copy of their *“Campus Concept Plan”* which assumes the existing, provisional alignment of the transit route and with the north–south ‘main street’ located approximately 150 metres to the east of the location shown on the draft SRC Context Plan.

While the Murdoch consultant’s plan may differ in detail from the concept and road structure of the SRC Centre Plans, it is apparent that the campus plan can be readily modified to fit the more integrated framework of the SRC draft Centre Plans. In essence, all of the identified university campus requirements could be comfortably accommodated to the east of the amended transit route. Between the campus and the proposed Smart Village ‘main street’, there is ample scope for a mixing of education, relevant commercial, high density residential/ student accommodation, community and other uses.

**TAFE** representatives have responded positively to the planning framework, including the major road proposals, noting that the TAFE masterplan is likely to be reviewed to accommodate significant planned growth of the campus. The Rockingham campus is Challenger TAFE’s second largest, and is set for major expansion in coming years.

TAFE will use outcomes from the Strategic Regional Centre Review as an input to its masterplan review process.

*‘Main Street’ Enquiry by Design workshop*



# CONSULTATION

**Kolbe College** representatives were briefed on the draft transport network options and the draft Centre Plan, including possible modifications to the street network. The school representatives are generally supportive of the objectives of the Centre Plan project and have become strong advocates for the proposed new road links around the perimeter of their planned campus development.

**Colonial First State Property Management (CFS)** has been given regular updates and briefings on the progress of the Centre Plan project through their representation on the development Project Control Group. The lead consultant and the Director of Planning and Development at the City of Rockingham have also given a presentation to planning and development consultants appointed by CFS to investigate development potential on the northern side of Central Promenade.

**Westgate Property Investments** representatives have generally supported the planning framework and expressed a particular interest in the potential for higher density mixed-use development on their 5.1 hectare property adjacent to Louise Street.

**TOD Co-ordinating Committee** has been briefed on the project, including the key aspects affecting TOD potential and will be invited to contribute further to the more detailed planning in each of the Sectors.



# NEXT STEPS



# NEXT STEPS

The Rockingham City Council has adopted Volumes 1 and 2 of the Centre Plan.

On the 10th November 2009, the WAPC Statutory Planning Committee considered the Stage 2 Final Reports on the Review of the Rockingham Strategic Regional Centre and resolved to endorse the documents as an appropriate Centre Plan to guide future planning and development, subject to the adopted comments and recommendations as set out in the City of Rockingham Officer's Report dated 9th September 2009.

The format of the adopted and endorsed Centre Plan reports will be converted as necessary into a suitable Policy framework in accordance with the requirements as set out in Clause 8.9 of the Town Planning Scheme.

City Officers will prepare suitable amendments to the Metropolitan Region Scheme and Town Planning Scheme as appropriate.



# GLOSSARY OF TERMS





# GLOSSARY OF TERMS

## **Active or Interactive Frontages**

Refers to street frontages where there is an active visual and physical engagement between people in the street and those on the ground floors of buildings. This quality is assisted where the building facades include the main entrances, and the ground floor uses (such as shops, cafes, dwellings) face and open towards the street. Refer to Section 9.4 for an explanation of the various levels of activation related to frontage types.

## **Amenity**

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

## **Articulation**

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

## **Building Envelope**

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

## **Built Form**

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

## **Bulk**

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

## **Character**

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

City Centre means the major retail, commercial, civic and mixed use activity centre and the major social and employment hub of the Strategic Regional Centre. In this instance, the extent of the City Centre is defined by the City existing Centre zone in Town Planning Scheme No.2. . In the Metropolitan Region Scheme, the Central City Area zone for Rockingham takes in a larger area which currently extends from Rae Road to Patterson Road.

## **Façade**

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

## **Fenestration**

The arrangement of windows in a building.

## **Fine Grain**

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

## **Height**

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

## **Heritage**

Buildings, structures or places having aesthetic, historic, scientific or social value for past, present or future generations.

**Human Scale**

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

**Laneway**

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

**Legibility**

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

**Light Rail or Streetcar**

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

**Local Identity**

Means recognising and responding to the natural, cultural and historic characteristics and features of an area so that they are preserved and enhanced for people to experience the essential personality and character of that area. (See “Character”)

**Main Street Development**

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

**Massing**

The size and volume of a building.

**Mixed Use Development**

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

**Precinct**

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

**Public Realm or Public Domain**

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

**Sector**

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

**Scale**

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

**Strategic Regional Centre**

In the Metropolitan Centres Policy, a Strategic Regional Centre is defined as a main metropolitan centre, a “City in the Suburbs”, second only to the Perth Central Area as a major multi-purpose and employment centre containing a full range of regional shopping, office, administrative, social, entertainment, recreation and community services.

# GLOSSARY OF TERMS

## **Street Alignment**

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

## **Street Setback**

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

## **Streetscape**

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

## **Surveillance**

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

## **Sustainability**

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

## **Sustainable Development**

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

## **Traffic Calming**

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

## **Transit Orientated Development**

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

## **Urban Form**

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

## **Walkability**

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

## **Walkable Catchment**

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

## **Waterfront Village**

Refers to the area of the old Rockingham Beach town centre which includes a waterfront park, beachfront cafes, restaurants, “main street” shops, community facilities, apartments and a mixed use urban renewal project around a new Village Green.





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