

PLANNING POLICY NO.3.2.1

August 2010 (Revised August 2014)

Development Policy Plan

# City Centre Sector



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# 1. Introduction

Supersedes



# 1. Introduction

## 1.1 BACKGROUND

Under its State Planning Policy No.4.2 (Activity Centres for Perth and Peel), the Western Australian Planning Commission (WAPC) requires the City of Rockingham to prepare and maintain an endorsed Centre Plan to guide the development of public and private property within the Rockingham Strategic Metropolitan Centre.

The City commissioned a review of its endorsed 1995 Centre Plan with the goal of producing an updated and expanded plan that would cover the full extent of the area to be serviced by the Rockingham City Centre Transit System (RCCTS). The scope of the project covers an area of almost 600 hectares between the Rockingham Train Station and Rockingham Beach and includes the area covered by the existing City Centre Zone.

Stage 1 of the Centre Plan Review was advertised for public comment in December 2007. It 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 built form and space.

**The overall Centre Plan area was divided into 11 Sectors (refer to Figure 3.2) as follows:**

- City Centre
- Waterfront Village
- Smart Village (South)
- Smart Village (North)
- Northern Gateway
- Campus
- Eastern
- Leeuwin
- Northern Waterfront
- Southern Gateway
- Rockingham Station

In February 2008, following a review of stakeholder and public submissions, the City of Rockingham endorsed the long term planning framework and transport network recommendations for the Strategic Metropolitan Centre, as proposed in the Stage 1 Report.

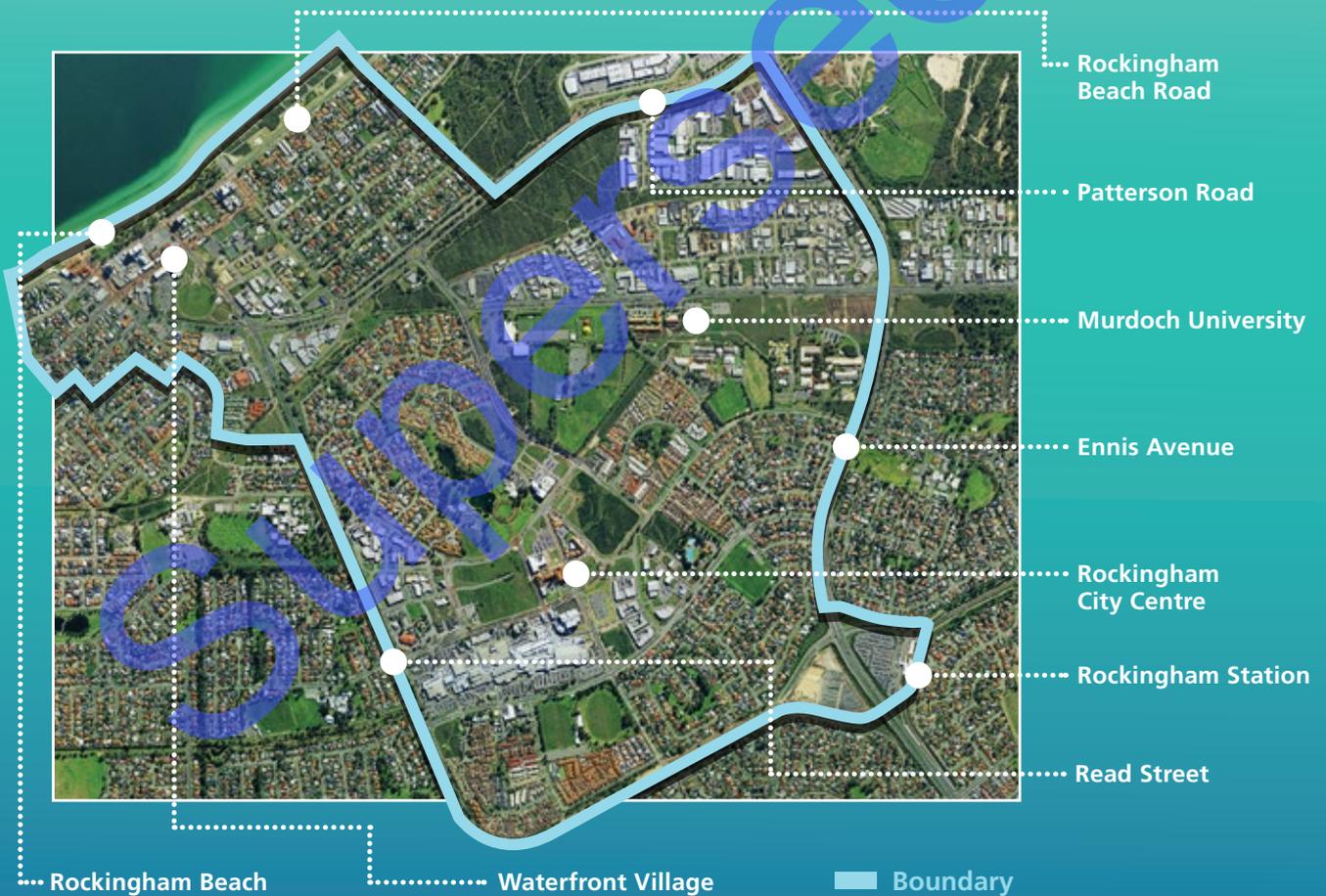
Stage 2 of the Centre Plan Review updated the Development Policy Plan for the City Centre sector, with a revised Indicative Development Plan and related Precinct Policies and Guidelines.

Superseded

## 1.2 CENTRE PLAN STATUS – STRATEGIC METROPOLITAN CENTRE

Council endorsed the Stage 2 Final Reports at its ordinary Meeting held on 22 September 2009. On 10 November 2009, the WAPC Statutory Planning Committee considered the Stage 2 Final Reports on the Review of the Rockingham Strategic Metropolitan Centre and resolved to endorse the documents as an appropriate Centre Plan to guide future planning and development.

Figure 1.1 Rockingham Strategic Metropolitan Centre Boundary



## 2. Vision



## 2. Vision

### 2.1 VISION FOR THE STRATEGIC METROPOLITAN CENTRE

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The following vision has been endorsed in the endorsed Centre Plan for the Rockingham Strategic Metropolitan Centre:

*"The vision is for a modern, distinctly coastal centre offering a wide range of mixed uses including retail, commercial, office, civic, residential, education and recreation within an accessible and highly inter-connected, urban-scaled townscape, comprising a major activity centre and related urban villages based on 'Main Street' principle."*

The vision builds on the principles of the Network City (2004) regional planning framework and the objectives and concepts of the adopted 1995 Rockingham City Centre Development Policy Plan. It has a wider scope to encompass higher education campuses and urban villages along the route of the Rockingham City Centre Transit System through to Rockingham Beach.

Development in the Rockingham Strategic Metropolitan Centre will be defined and characterised by:

- Medium to high density development based on activated, 'Main Street' principles.
- A configuration of generally contiguous streetfront buildings and a mix of uses that generate high levels of pedestrian activity and a sense of vitality.
- A street-based transit system, with closely spaced stops.
- A permeable network of streets, laneways, arcades and public spaces that provide high quality linkages, particularly for pedestrians, to Centre activities from transit stops, street and off-street car parking and from the surrounding walkable catchment.
- An identifiable City Centre hub to provide major CBD functions.
- Connected village precincts between the City Centre and Rockingham Beach along the route of the transit system. The new village precincts will make provision for mixed and consolidated education (university), technology, commercial and medium to high density residential development, based on sustainable planning principles and design criteria.

### 2.2 VISION FOR THE CITY CENTRE

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The City Centre will continue to be the tertiary economic and employment focus of the Rockingham Strategic Metropolitan 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 offices and higher density apartments over street level retail and commercial tenancies.

## 2.3 PLANNING AND DEVELOPMENT PRINCIPLES

The following Planning and Development Principles apply to the Strategic Metropolitan Centre:

### 2.3.1 Built Form and Urban Design

#### Principles:

- Develop in accordance with 'Main Street' design principles.
- Incorporate a diversity of activities and human scale in streetfront development.
- Develop local areas in accordance with specific precinct design and development guidelines and controls.
- Locate and configure buildings to address the street and progressively facilitate continuous and contained streetscapes which provide interest and interaction between buildings and pedestrians at street level.
- Make public buildings and spaces universally accessible.
- Design buildings and public spaces that contribute to a comfortable pedestrian environment, providing opportunities for weather protection, including shelter from prevailing strong wind conditions.
- Minimise any detrimental impacts on neighbouring properties.
- Encourage a gradual stepping up of the built form at the interface of low and high rise development.

### 2.3.2 Access and Parking

#### Principles:

- Make walking the most important mode of transport within the City Centre. Streets, public places and adjacent development should be designed to provide a safe, secure, stimulating and pleasant walking environment.
- Link the major regional and sub-regional road system to the City Centre by a range of direct and legible street connections.
- Ensure that the City Centre and related activity centre street networks are 'fine grained' to provide a multiple choice of routes for pedestrians, cyclists and vehicles.
- Provide a custom-designed, street-based public transit system to link the City Centre with the railway station, the university precinct and the Rockingham foreshore.
- Provide convenient access from surrounding suburbs, Kwinana and Fremantle via an integrated bus system. Support this transit system by ensuring that appropriate land uses are located adjacent to the route.
- Adopt an integrated urban design and traffic management approach within the City Centre and adjacent mixed use precincts to deliver a low speed traffic environment and a high level of interest and amenity.
- Provide short-term car parking on most city streets and a range of small to medium sized off-street car parks for mid and longer-term parking on the periphery of the City Centre. This will reduce conflict and congestion in areas with high pedestrian usage, and increase the numbers of people walking past businesses and shops to major attractors.

- Manage provision of adequate parking facilities and encourage integration of car parking with adjoining sites which are convenient, safe and sustainable.
- Locate parking areas to minimise adverse impacts on the streetscape.
- Control new development so that access ways and parking facilities do not visually dominate the public realm or create obstructions to the pedestrian environment and minimise potential pedestrian and/or vehicle conflicts.
- Avoid semi-basement car parking solutions as they impact negatively on the ground level activation of adjoining streets.

### 2.3.3 Public Domain

#### Principles:

- Enhance the quality, identity, comfort, accessibility and usability of existing streets, parks and civic spaces.
- Expand and link the number of public spaces wherever possible through both public and private initiatives.
- Integrate different precincts through the use of a simple and consistent palette of vegetation, paving, signage and street furniture.
- Design new development so as to contribute to the quality of the public domain and the framing and activation of the public space network.
- Provide for well-designed and integrated toilet facilities, seating, lighting and public art within the public domain.

### 2.3.4 Land Uses

#### Principles:

- Ensure that new uses support and enhance the role of the Rockingham Centre as the primary 'Main Street' activity centre in the South West Perth Region.
- Reinforce the 'Main Street' model for the Centre by giving priority to active street-oriented land uses over off-street 'big-box' activities.
- Encourage land uses and developments that employ and attract high numbers of people, and have the potential to activate the City Centre and related village precincts by day and night along the route of the principal, street based public transport system. Such uses should include medium to high density residential, retail, civic and community facilities, educational and cultural facilities, cafes, restaurants, hotels, offices and other intensive employment uses.
- Avoid land uses and developments that generate high volumes of cars and trucks and have low employment intensities within the City Centre or the adjacent Transit Oriented Development village precincts.
- Encourage and promote a diverse mix of uses in preference to mono-functional land uses on larger sites.

- Enhance the activity appeal of the Rockingham City Centre to both local and regional visitors.
- Encourage attractive and safe alfresco dining facilities to foster a lively streetscape.
- Promote appealing and distinctive retail uses reflecting the coastal nature and lifestyle of Rockingham and its community.
- Ensure that residential uses are integrated with the retail, commercial and hospitality potential of the Rockingham Centre.
- Discourage the undue aggregation of facilities along 'Main Street' corridors, pedestrian links and major public spaces that are characterised by low levels of activity during normal shopping hours.
- Encourage new development to provide options for future flexibility and changes in land use.

### 2.3.5 Safety and Security

#### Principles:

- Design buildings to provide a safe environment for all users, contribute positively to the enhancement of public safety, and minimise the need for intrusive surveillance technologies.
- Incorporate unobtrusive security measures into building design that is in keeping with the building's architectural style and materials.
- Design public spaces to facilitate safe pedestrian use and create a sense of public ownership.

### 2.3.6 Sustainability

#### Principles:

- Ensure timely and efficient provision of physical and social infrastructure to enable the Centre to service its strategic functions.
- Promote environmentally sustainable practices, including resource efficiency (energy, water, waste, air quality, material selection), at all stages of development – planning, subdivision design, building construction and maintenance.
- Provide sufficient land for employment opportunities and to support local and regional economic growth.
- Expand sustainable and efficient transport options within and to the City Centre for the broad population while creating opportunities to reduce single occupancy vehicle trips.
- Ensure timely provision of services and facilities that are equitable, durable, accessible, of a high-quality and that promote community well-being and health.
- Promote a range of housing choices (densities, ownership patterns, price and building types) to ensure a diverse population can be housed, including designing buildings to be adaptable and to accommodate changes in land use or additions expected over time.
- Protect the air and water quality of the City Centre.

# 3. Strategic Metropolitan Centre Planning Framework



# 3. Strategic Metropolitan Centre Planning Framework

## 3.1 CONCEPT PLAN

An overall Concept Plan for the Strategic Metropolitan Centre has been developed in conjunction with the preparation of an access and movement network (refer to Figure 3.1).

The Plan makes provision for improved road connectivity and a more legible road network with particular emphasis given to improved north-south connectivity. Moreover, the Plan makes the local transit system the focus of an intensified corridor of mixed use development between the City Centre, education campuses and the beachfront.



Eastern aspect along Central Promenade.

The foundation of the Plan is the ongoing development of land within the existing City Centre Zone, with the expectation that development will consolidate around the commercial and civic core of the City, with progressive expansion along streetfronts, to the north.

Between the designated City Centre and the Waterfront Village, there are opportunities to develop two new, mixed use urban villages north and south of Dixon Road, along the route of the local transit system. The land to the south presents an opportunity to integrate the western end of the Murdoch University campus with other mixed uses (including residential) in a consolidated, 'Main Street' configuration.

Between Dixon Road and Patterson Road, an opportunity exists to extend the 'Main Street', mixed use activity corridor northwards to directly connect with Victoria Street and the fast developing Rockingham waterfront sector.

Further expansion of the Waterfront Village is envisaged, particularly to the west of Patterson Road. An intensification of residential development to the east of the Waterfront Village would follow the coastal route of the transit system.

Figure 3.2 divides the Strategic Metropolitan Centre into Sectors and overlays them on the Concept Plan base to provide a convenient means of describing and further detailing the strategy. While the boundaries are indicative, they are consistent with the boundaries of existing zones, Policy areas and Precincts within the Town Planning Scheme.

### 3.1 CONCEPT PLAN

Figure 3.1 Rockingham Strategic Metropolitan Centre Concept Plan

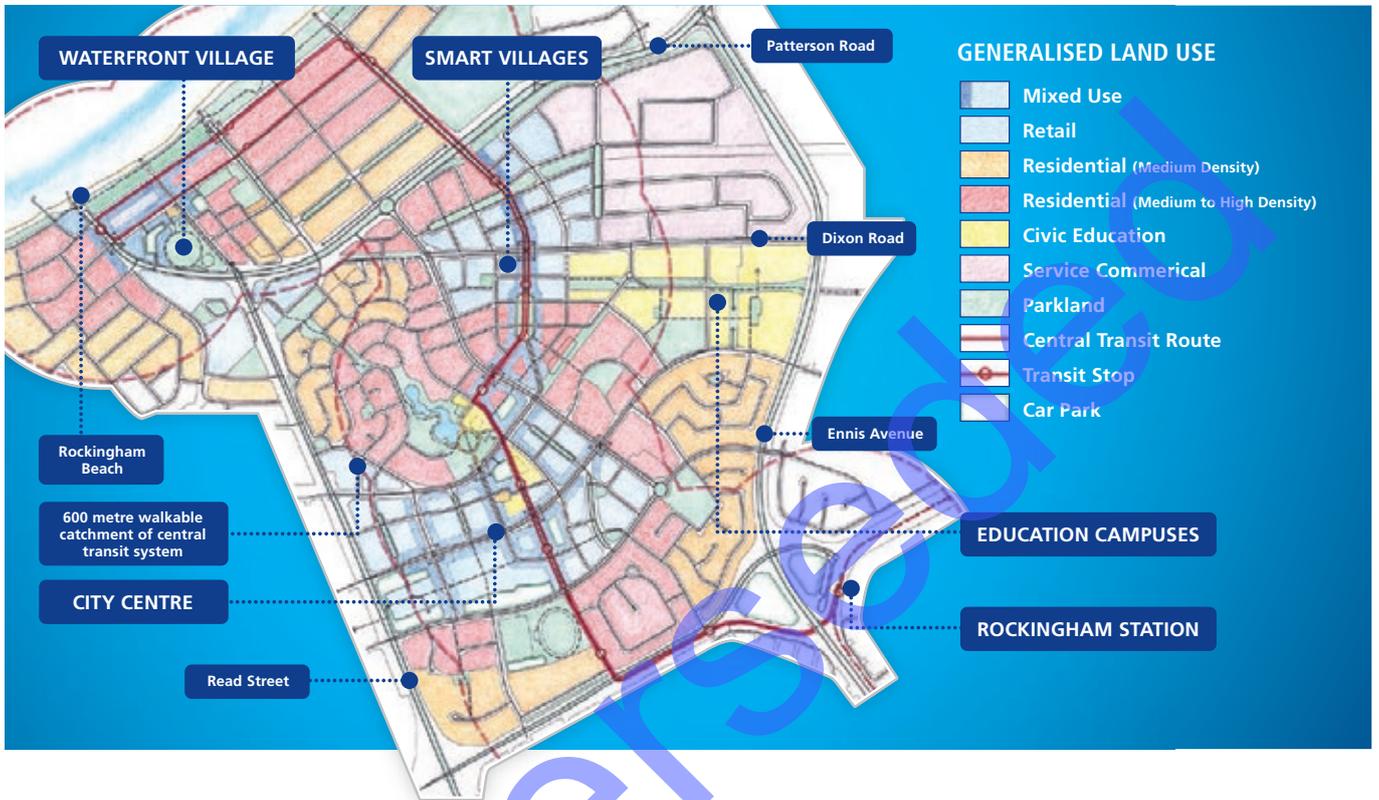


Figure 3.2 Rockingham Centre Sector Plan



## 3.2 FRAMEWORK PLAN

A Framework Plan (refer to Figure 3.3) has been prepared over the Strategic Metropolitan Centre 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 3.3 and builds on the adopted access and movement network described in Section 3.4. The Framework Plan illustrates a long term (i.e. greater than 10 years) view of development and redevelopment potential. While 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, urban design and planning policy within each of the Centre Plan Sectors.

Consistent with the scope of the Centre Plan, the Framework 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 will be guided by separate Sector Development Policy Plans and relevant guidelines.

**Figure 3.3** Rockingham Centre Framework Plan



## 3.3 TRANSIT ORIENTED DEVELOPMENT

### 3.3.1 Background

The RCCTS connects the Rockingham Train Station with the City Centre, education campuses and the beachfront. The route of the street-based transit system is being developed initially in shuttle-bus mode with the understanding that it will be upgraded to an electric streetcar or light rail operation once a more supportive level of development has been achieved along the route.

The City of Rockingham is committed to achieving the vision of a fixed route, streetcar transit system as the focus of a corridor of high intensity, mixed use development between the train station and the beachfront.

Accordingly, a review of the Centre Plan was commissioned on the understanding that it would demonstrate the application of sustainable development principles with a particular emphasis on TOD.

### 3.3.2 TOD Policy Background

It is important to understand the TOD policy background to the Centre Plan.

#### Network City (2004)

The Network City document set out a clear strategic foundation for TOD implementation in the Perth region.

#### According to the document:

*“The concept of the Network City is designed to optimize land use and transport linkages between centres and for public transport to be supported by a range of activities at the centres as well as the land uses along the corridors linking the centres. Strong centres at each end of the ‘activity corridors’ support an effective public transport system in both directions along the corridor. The major elements of the Network City are the activity corridors, activity centres, and transport corridors.*

*Activity centres are locations where a range of activities is encouraged. Employment, retail, living, entertainment, higher education, high level or specialized medical services are just a few such activities.*

*Activity corridors are connections between activity centres that provide excellent, high frequency public transport to support the land uses that will occur along the activity corridors and at the activity centres. Activity corridors are not designed to be high-speed through traffic routes.”*

#### Strategy 1.1 sought to foster land use and transport integration to form a Network city, by:

*“Encouraging mixed use development in activity centres, including higher density residential developments and employment generators, especially where centres are well served by public transport and have high amenity, walkable catchments.”*

In a key action to support the strategy, Network City proposed demonstration projects in Activity Centres to promote TOD, mixed use and higher density residential projects, and to demonstrate best practice in design and implementation. The Rockingham Activity Centre between the Rockingham Train Station and the foreshore was one of several locations nominated for a major TOD demonstration project. The Rockingham Planning and Development Taskforce is facilitating the project through the Terms of Reference of the Rockingham Centre Plan.

#### **Development Control Policy DC 1.6 – Planning to Support Transit Use and Transit Oriented Development**

The amended Development Control Policy 1.6 was adopted by the WAPC in 2005 to reflect the Government’s vision for a sustainable future as outlined in the Network City and the State Sustainability Strategy.

#### The Policy notes that:

*“As the public transport system is further refined and extended, there will be emerging opportunities for new development that is focused upon, and maximizes the benefits derived from significant new public investments in transit infrastructure.”*

The Policy has direct application to the planning and development of property along the route of the RCCTS.

#### Policy measures include:

- Transit-supportive development patterns
- Land use to support transit
- The public domain in transit oriented precincts
- Transit supportive design
- Integrating transit infrastructure
- Precinct planning.

### 3.3.3 TOD Catchment

The TOD catchment encompasses land within a walkable distance of the transit system. At Rockingham the catchment follows the route of the City Centre Transit System between the train station and the beachfront. It is approximately 600 metres wide (each side) along the transit route (to service a future tram or streetcar system).

### 3.3.4 Land Use Distribution and Development Intensity

The following land use assumptions have been generated in conjunction with the draft Concept Plan, the modelling of transport network options and the selection of a preferred transport network.

A mix of active, high intensity uses are appropriate for land within the walkable catchment of the transit route. The intensity and mix of uses should reflect local precinct characteristics along the activity corridor.

The City Centre and the Waterfront Village are established Activity Centres which have been planned to accommodate the bulk of retail, office, hospitality and higher density residential development. This established land use concept needs to be modified to allow for a balanced distribution of activity-generating uses along the transit corridor. This change in approach particularly applies to the section of the corridor that passes through the expanse of under-developed or suburban scaled properties that lie between the City Centre and the Waterfront Village. These areas present significant opportunities for sustainable TOD.

For planning purposes, it is assumed that a notional distribution of approximately 115,000 m<sup>2</sup> of retail floorspace and 100,000 m<sup>2</sup> of office floorspace will be provided between the City Centre, the Waterfront Village and the proposed new, high intensity activity corridor (including the Smart Villages) to the west of the Murdoch University campus. This assumption is consistent with proceeding commercial strategies and expectations for the City Centre and the Waterfront Village. It is considered that the Waterfront Village will provide much of the eating, entertainment and drinking outlets (EEDO) for the Strategic Metropolitan Centre.

#### Retail floorspace has been notionally allocated as follows:

- City Centre 85,000 m<sup>2</sup>
- Waterfront Village 18,000 m<sup>2</sup>
- Smart Villages 12,000 m<sup>2</sup>

#### The Waterfront Village allocation assumes a retail floorspace breakdown as follows:

- Comparison and convenience retail 6000 m<sup>2</sup>
- Eating, entertainment and drinking outlets (EEDO) 12,000 m<sup>2</sup>

#### Office floorspace has been notionally allocated as follows:

- City Centre 60,000 m<sup>2</sup>
- Waterfront Village 8000 m<sup>2</sup>
- Smart Villages 32,000 m<sup>2</sup>

The majority of office floorspace allocated to the Smart Villages would be situated in a mixed use, 'Main Street' environment close to the transit spine and its intersection with Dixon Road.



Example of high density apartment development

Residential land use is typically a major component of mixed use TOD. Given that the Waterfront Village project has demonstrated a demand for high amenity, urban-scaled residential development it has been assumed that medium to high density residential development will be a major driver of the TOD process. It has the capacity to shape and populate the desired activity corridor.

Within the defined TOD catchment, existing residential densities match the suburban norm of Rockingham with the exception of pockets of higher density along the Rockingham beachfront (200+ dwellings per hectare along Rockingham Beach Road and up to 100 dwellings per hectare in the adjoining Waterfront Village) and in clusters of group housing around the City Centre (typically 50 dwellings per hectare).

### 3.3.4 Land Use Distribution and Development Intensity (Continued)

Over recent years, the City has received proposals for several medium rise, multi-residential apartment developments on City Centre zoned land. This has been driven by strong sales in the Waterfront Village and the realisation that the elevated apartment building model in central Rockingham could achieve expansive views around the entire Rockingham coastline. There appears to be a market potential for higher rise, multi-residential apartment development beyond the coastal fringe.

The advent of the TOD concept along the transit corridor provides the planning and amenity context for an orderly arrangement and distribution of medium to higher density residential development.

Since the late 1980's there has been an international consensus among researchers and transit operators that the gross average residential density threshold for light rail transit is approximately 50 persons per hectare. More recently, planners have also recognized that a greater intensity and massing of development is needed to create the urban context for successful TOD.

TOD's at Subiaco are being planned to achieve an average residential density of 120 dwellings per hectare with a net yield of 60 to 200 dwellings per hectare on defined blocks. Similar TOD densities are being implemented in Government fostered development projects at Leighton, Cockburn Central and Murdoch.

In the case of the Rockingham TOD, residential densities could range between 60 and 200+ dwellings per hectare (as is currently being developed in parts of the Rockingham Waterfront Village).

It has been assumed that car parking generated by various land uses and activities will be self-contained within the relevant traffic zones to avoid an over-concentration in any one Sector.

### 3.3.5 Urban Design and Built Form

While the overall TOD concept is for a consolidated, generally contiguous corridor of development along the transit route, it is essential that TOD at Rockingham has a varied and geographically appropriate character that offers multiple choices in lifestyle and convenience.

TOD with a commercial content will range from the expanded shopping centre that will be sleeved to connect with streetfront tenancies and an adjacent entertainment complex, through to individual mixed use developments on freehold sites.

A variety of residential dwelling types and tenures will be encouraged, including traditional streetfront townhouses, contemporary row houses, mews housing, low rise apartment blocks and medium to high-rise multiple apartments with a lifestyle focus ranging in height from three to ten or more storeys, subject to precinct-specific guidelines. Drawing on recent good practice, a range of urban-scaled dwelling sizes will also be encouraged (and possibly mandated) to ensure that a wide spectrum of household types and levels of affordability can be accommodated.

Particular emphasis will be given to shaping the form of development along the edge of the transit route and around transit stops. In particular, there is a need for design measures to optimise the safety and amenity of stops along the route, including achieving adequate levels of activation and passive surveillance from adjoining properties.



Traditional streetfront Town Houses

### 3.3.6 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 overall area of the Strategic Metropolitan Centre (about 580 hectares) would yield approximately 6000 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.

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.

This scenario would exceed the accepted light rail transit threshold density of 50 persons per hectare.

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



Example of mixed use residential development

### 3.3.7 TOD Potential

Figure 3.4 shows the location and extent of vacant and under-utilised land in the Centre Plan 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 privately owned land parcels with TOD potential in the City Centre Sector include:

• 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 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 70	Luliano Holdings	0.96 ha

**Site 1** is privately owned land that is located adjacent to the transit route within the City Centre Sector. 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 Chalgrove Avenue. The transit route passes through the super-lot 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 Sector 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.

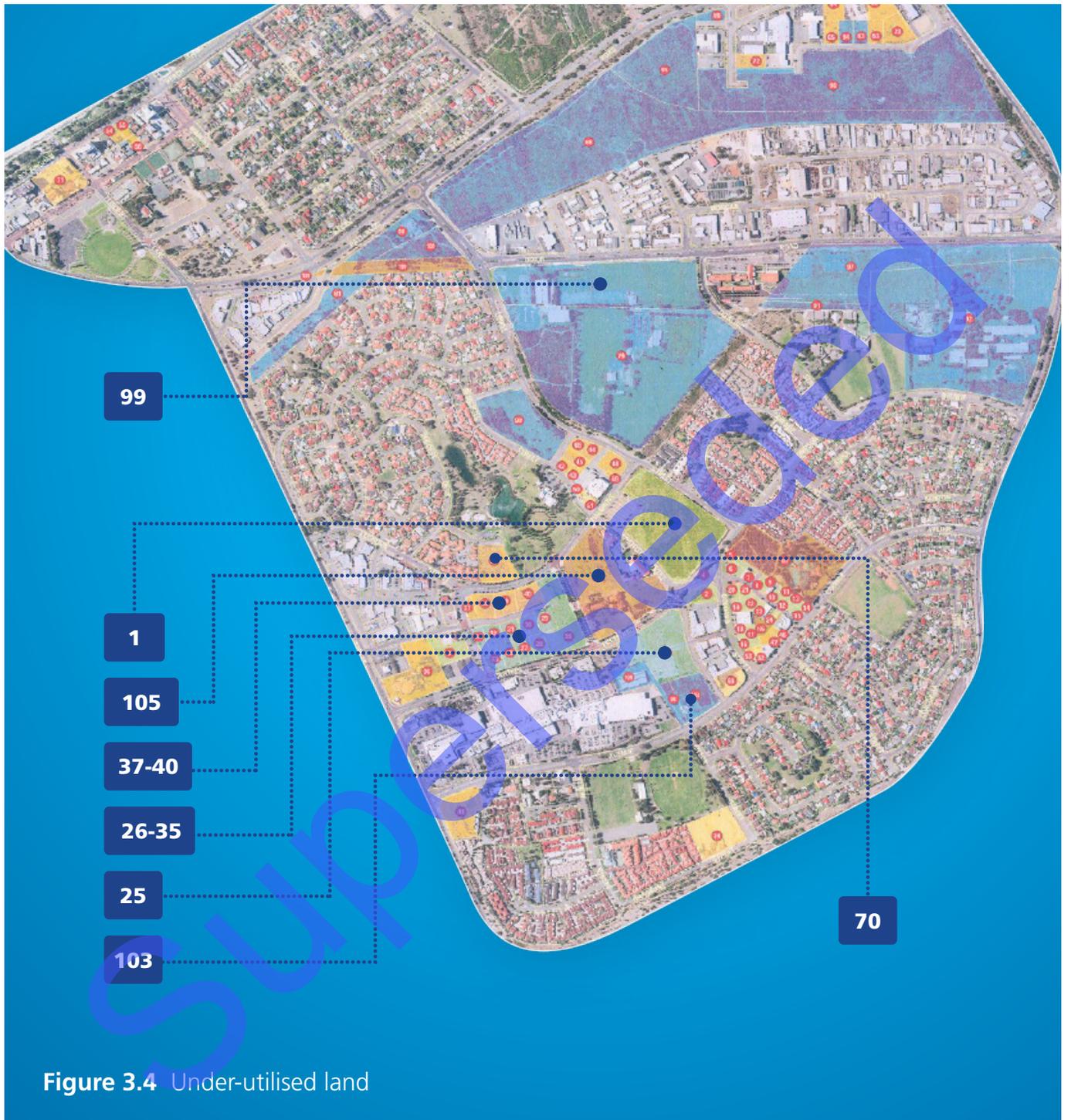
**Site 99** is owned by the WAPC. It is close to the transit route and lies opposite Sites 79 and 90 in the Smart Villages Sector where a comprehensive TOD is envisaged.

**Site 25** is privately owned and part of the shopping centre portfolio. It adjoins the transit route and is within the City Centre Sector 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 Sector. 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 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 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.



## 3.4. ADOPTED ACCESS AND MOVEMENT NETWORK

A preferred movement network has been adopted by the City. Particular attention has been given to TOD potential of the Strategic Metropolitan Centre and traffic modelling outputs which indicate that there is more than sufficient street capacity on the proposed fine grained network within the centre.

### 3.4.1 Street Types

A number of different street types are commonly found in city centres, mixed use urban villages and on access streets to, through and around these centres.

#### Street types relevant to the development of the Strategic Metropolitan Centre include:

**Major Traffic Routes** - the main traffic carrying roads in the area. They include Ennis Avenue, Patterson Road, Dixon Road, Read Street and Rae Road. They are dual carriageways designed to carry high volumes of traffic and do not penetrate the City Centre or adjoining mixed use town or village centres.

**City Centre Access Streets** - connect with the major traffic routes and provide access directly into and through the City Centre. They include Council Avenue, Central Promenade, Chalgrove Avenue and Goddard Street. These streets balance access, parking and pedestrian amenity needs. They usually have only one traffic lane in each direction with a median and kerbside parking.

**Transit Street and Transit Priority Streets** - custom designed to provide priority for public transport along major transit routes and avoid undue delay to public transport services. Transit priority is proposed along significant sections of the RCCTS route. The design varies to meet local design constraints. Access for other traffic is permitted within the street reservation, but this is not always the case. They are designed to provide for safe, convenient pedestrian movement.

**City and Town Centre Streets** - pedestrian movement and circulation is very important on these streets. Design permits two-way traffic movement but at a slow speed to provide for safe pedestrian movement. Kerbside parking is normally permitted. A central median is sometimes provided to improve the streetscape, but is not mandatory.

**Low Speed Park Road** - this road type could improve connectivity through the City Park to the north of Civic Boulevard. Such a road would be subject to closure at certain times when events such as open air concerts are held in the park. The paved area would be narrow (about 5 metres) to encourage slow speed. Parking would not be permitted along this section of road.

**Green Parking Streets** - to be constructed around the periphery of the City Centre and on sections of Patterson Road near the foreshore. Their function is to assist with the provision of public parking whilst allowing the street to function normally for both



View of City Park looking south

pedestrian and vehicular access. Right angle median and parallel kerbside parking is normally permitted. An example of this type of street exists along part of Patterson Road near the foreshore. Streets of this type are quite common in areas of Melbourne (e.g. Carlton).

**Connector Streets** - provided outside the major activity nodes to link areas within and adjacent to the City Centre. They can pass through areas with different land uses (e.g. residential, business or education). Indented kerbside parking and appropriately designed pedestrian crossing areas would normally be incorporated into the design.

**Access Streets** - found outside of the highly trafficked areas of city, town and village centres. The primary purpose of these streets is to provide access to properties for motorists, pedestrians and cyclists. In light industrial and commercial areas (and in residential areas on an infrequent basis) they also cater for delivery vehicles.

**Pedestrian Malls and Accessways** - provide essential pedestrian connectivity in areas where the street network is not well-connected. An internal network of pedestrian malls exists within the Rockingham shopping centre. A major purpose of such pedestrian malls is to provide a sheltered and controlled retail environment. Beyond the private domain of the shopping centre, pedestrian laneways and pathways through public space connect a wide array of mixed uses.

### 3.4.2 The Adopted Network

The adopted access and movement network is illustrated in Figure 3.5. It includes a wide range of street types which enable different functions to be undertaken in different areas in and around the Strategic Metropolitan Centre.

**The network has been developed around the modified route of the street based public transport system, connecting the City Centre to Rockingham Beach. 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.

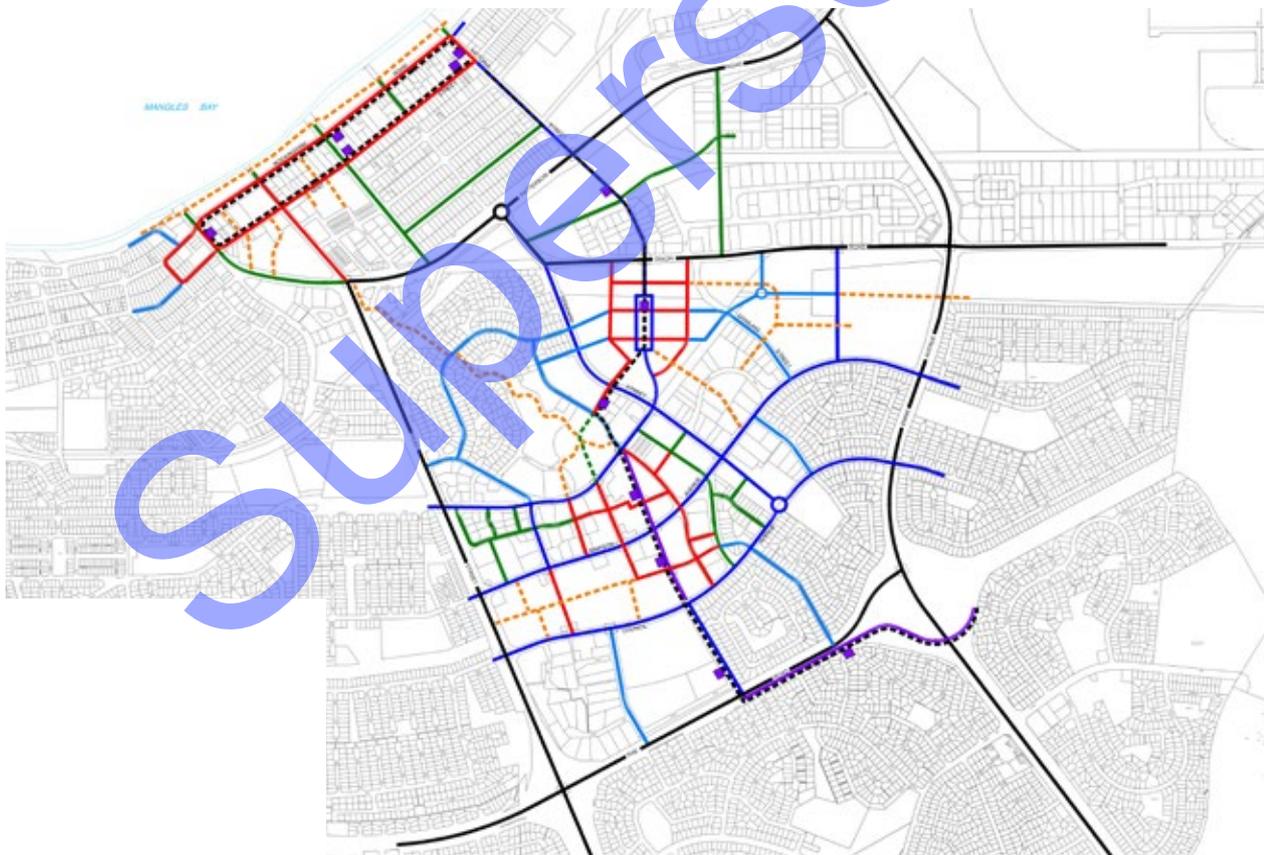
### 3.4.3 Traffic Modelling and Traffic Predictions

Traffic modelling has been undertaken by Uloth and Associates.

**One of the key findings from the traffic modelling was:**

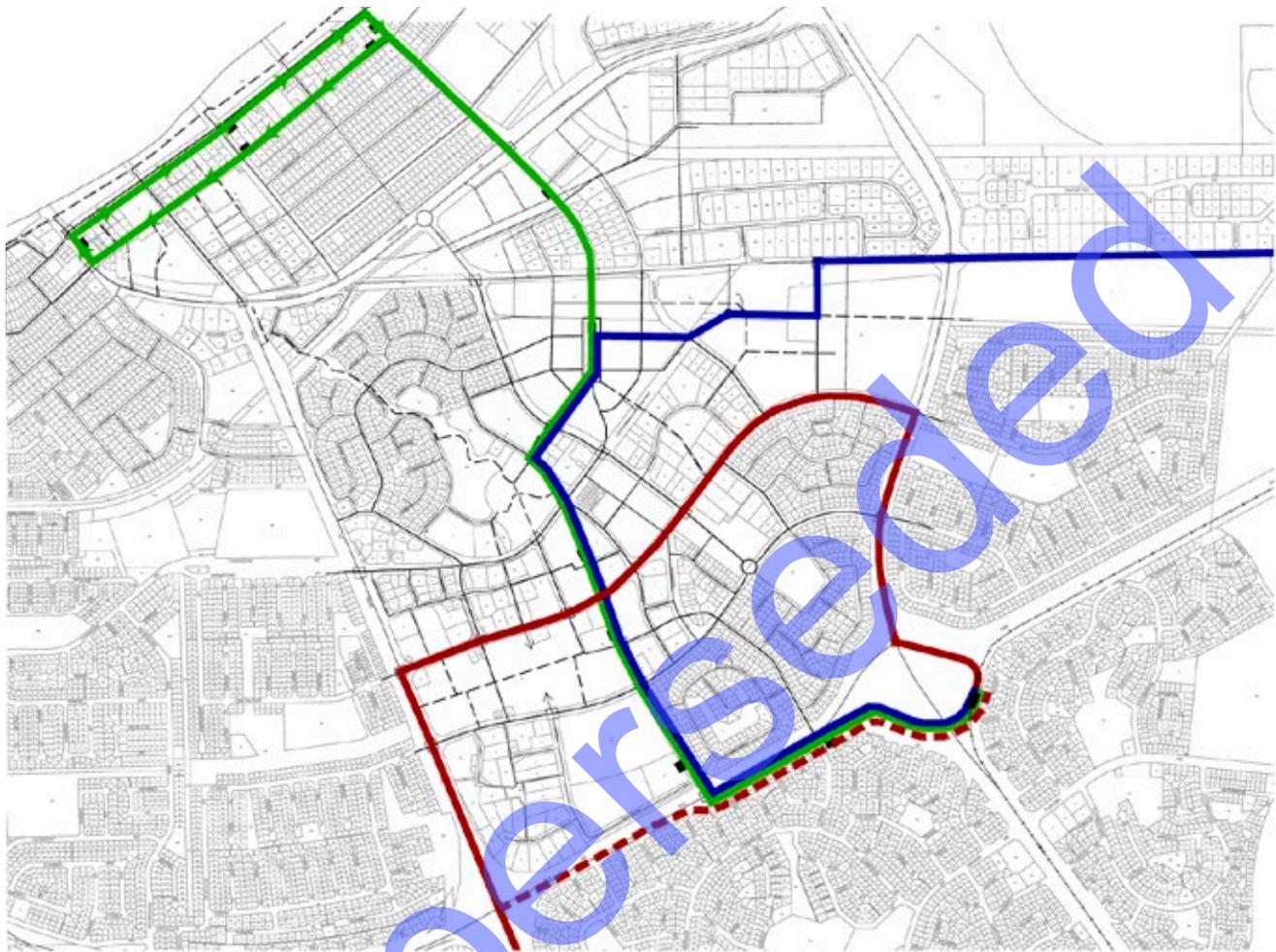
- Long term estimated traffic volumes on the surrounding arterial road network (Ennis Avenue, Read Street and Patterson Road) are high. This is due to an impermeable street network on approach to the Rockingham Metropolitan Centre, especially from the south. Traffic volumes on the fine grained street network within the Metropolitan Centre are fairly low.

**Figure 3.5** Adopted Movement Network



•••••	STREET BASED TRANSIT SYSTEM	—	TRANSIT BOULEVARD & TRANSIT PRIORITY STREETS
■	TRANSIT STATIONS	—	CITY CENTRE / TOWN CENTRE STREETS
—	MAJOR TRAFFIC ROUTES	•••••	LOW SPEED PARK ROAD (CLOSED AT CERTAIN TIMES)
—	CITY CENTRE ACCESS STREETS	—	PARKING STREETS
□	TRAFFIC LIGHTS	—	CONNECTOR STREETS
○	ROUNDBOULT	•••••	PEDSTRIAN LINKS

**Figure 3.6** Proposed Principal Public Transport Routes



#### 3.4.4 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 RCCTS), linking the train 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. 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 Central Institute of Technology (CIoT)).
- Services from the south entering the City Centre via Read Street and Central Promenade. These services could proceed through the City Centre to the train station. Some peak hour services could travel in a more direct route via Read Street and Rae Road to the train station.

- Rail station, City Centre, University, foreshore service
- Rockingham to Fremantle principal transit service
- Principal southern tender services to centre and rail station
- - - Express services to train station from the south

The potential public transport network is shown in Figure 3.6.

**Figure 3.7** Walkable Catchment – Central Transit System



Figure 3.7 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).

-  Walking catchment for residential and medium intensity mixed use along the route of the principal street based public transport system
-  Core area suitable for higher intensity mixed use within an expanded centre
-  Proposed principal transit route: railway station, City Centre, education campus sector, foreshore service.

**Figure 3.8** Walkable Catchment - Central Transit System

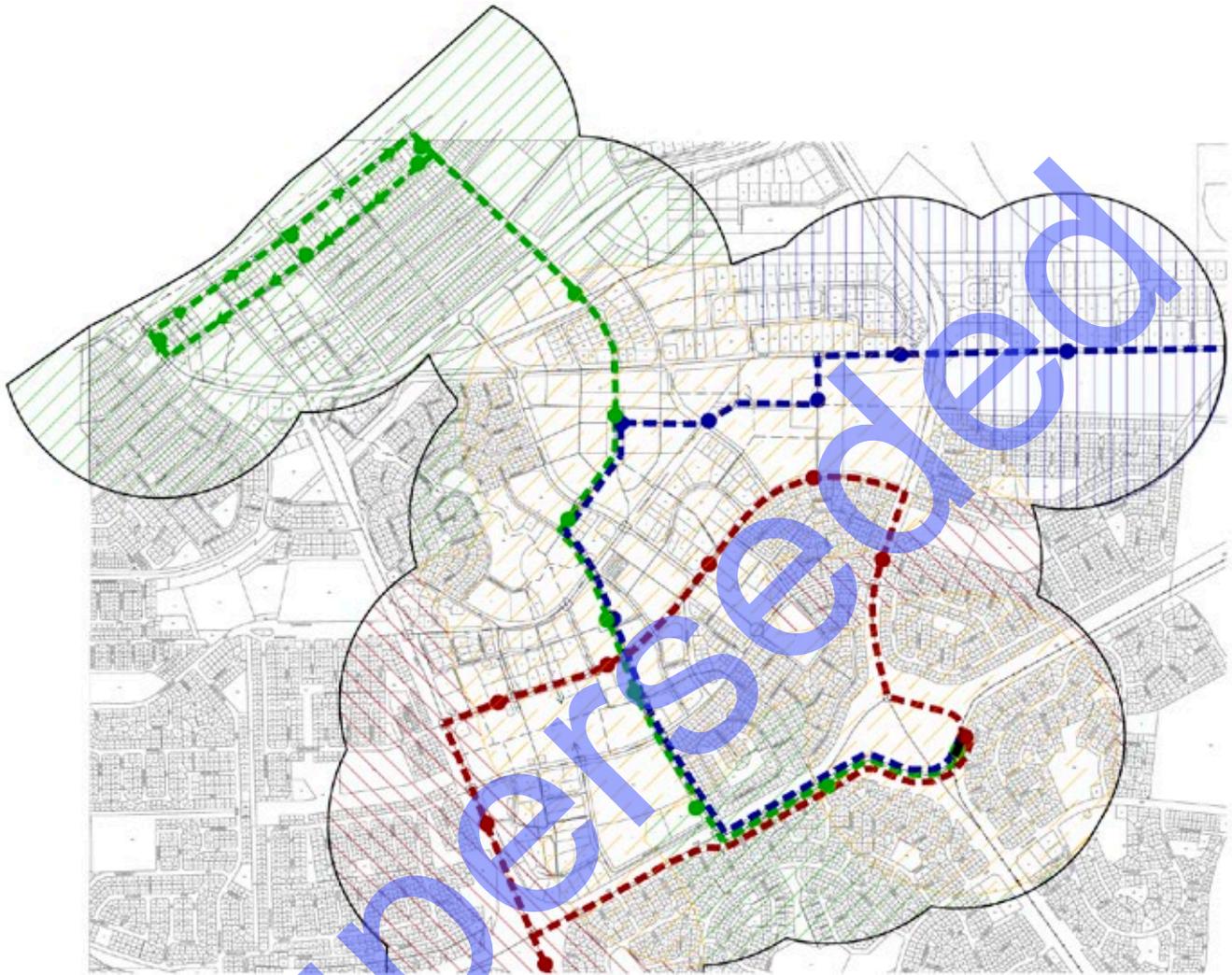


Figure 3.8 shows the walking catchment for the proposed combined major transit services for Rockingham. It can be seen that the Strategic Metropolitan Centre will be very well served by high frequency transit. This level of coverage by high frequency services means that Rockingham could be described as a 'Transit City' rather than a city with transit.

-  Walking catchment for principal street based rail station to foreshore services
-  Walking catchment for Rockingham to Fremantle principal transit service
-  Walking catchment for combined bus services from the south
-  Combined major transit walking catchment
-  Proposed principal transit route: railway station, City Centre, education campus sector, foreshore service.
-  Principal southern tender services to centre and railway station.
-  Rockingham to Fremantle principal transit.

### 3.4.5 Parking Policy and Principles

In city and town centres and TOD's, 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.

**The distribution of car parking in the City Centre 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.

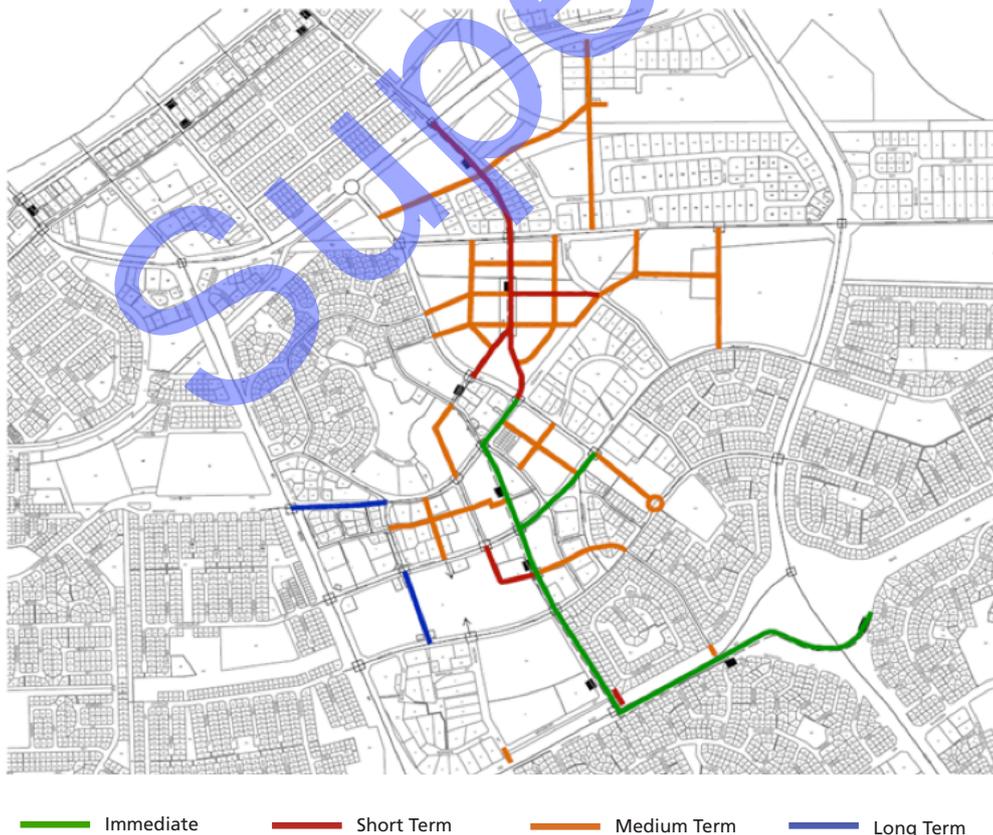
### 3.4.6 Transport Network Staging

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 links 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 3.9.

**Figure 3.9** Street Network - Staging



### 3.4.7 Discussion - Network Changes

The existing street network is inadequate to meet the movement and access needs of the Rockingham Strategic Metropolitan 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 Strategic Metropolitan Centre has been slow to develop. The adoption of the long term street network that can be implemented in stages will enable and facilitate growth in a way that meets the needs of the 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.

#### 3.4.7.1 Access from the North and East

Current access from the north to the City Centre 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 Metropolitan 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 CloT 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 CloT site and the eastern boundary of Kolbe College. This link would provide a number of functions, including integrated access to CloT, Murdoch University and, potentially, Kolbe College, as well as improved access from Dixon Road into the eastern end of the Strategic Metropolitan Centre, via Simpson Avenue. This link would also enable the Fremantle Rockingham transit way buses to access the educational campus sector to drop off and pick up passengers. 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.

### 3.4.7.2 Access from the South and West

Access from the south and west to the City Centre 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 Metropolitan Centre. Read Street and Ennis Avenue are approximately 1.5 km 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, 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 Contest Parade and link to Civic Boulevard, via the Syren 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 3 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 Contest Parade and the core of the City Centre.

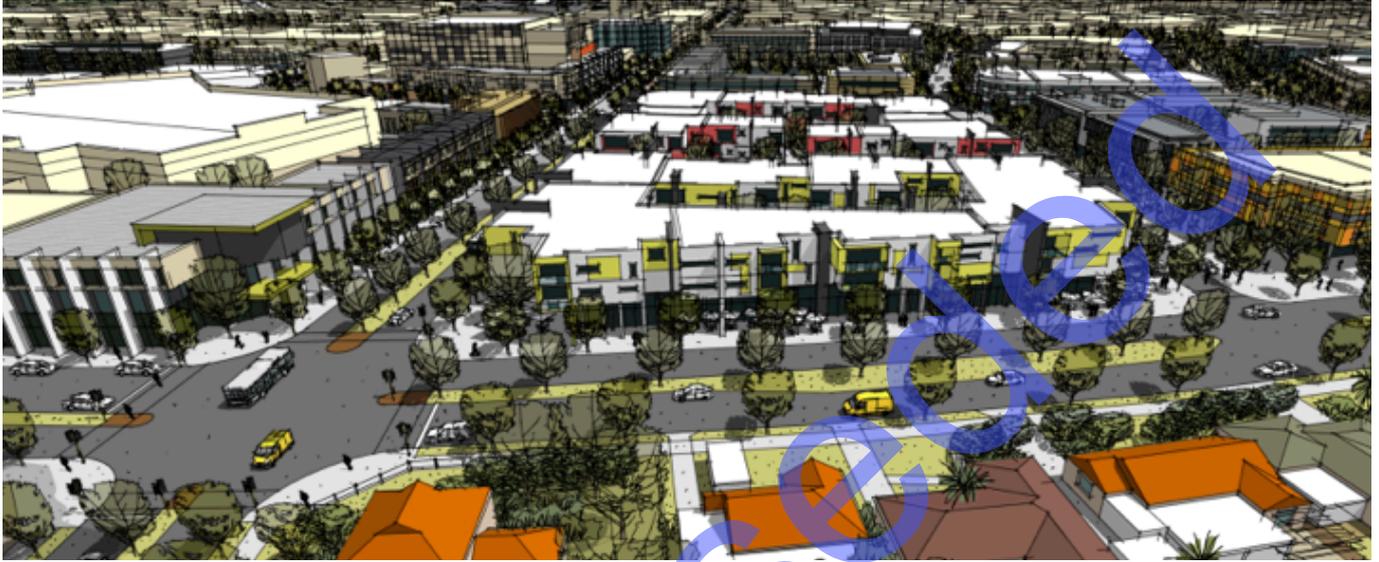
Currently, access from Safety Bay and West Rockingham to the Strategic Metropolitan Centre is indirect and fairly illegible. The connections discussed above would provide improved and more legible access via Rae Road. It is also proposed that Townsend Road and Swinstone Street be connected across Read 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 Metropolitan 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.

# 4. City Centre Indicative Development Plan



# 4. City Centre Indicative Development Plan



Development examples on the corner of Council Avenue and Contest Parade

## 4.1 THE INDICATIVE DEVELOPMENT PLAN

The updated City Centre Indicative Development Plan (IDP - refer to Figure 4.1), illustrates a more detailed interpretation of the planning and development principles described and illustrated in Section 3. While the City Centre IDP has been derived from the overall Framework Plan, it includes modifications and refinements that demonstrate how the Centre Plan could evolve as development proceeds within particular precincts. Within the scope and meaning of the Planning and Development Principles listed in Section 2, there is scope for flexibility in the interpretation of the DPP requirements that could result in acceptable alternative development configurations to those illustrated in the IDP, particularly in relation to the scale and configuration of individual developments and the implementation of new road links and public spaces over private property.

The updated IDP retains much of the core structure and content of the 1995 City Centre IDP (as amended April 2006). Where changes have been made, they are aimed at illustrating improvements to the legibility and connectivity of the street network and enhancing the likelihood of TOD within walking distance of the RCCTS.

A modification to the previously planned route of the second stage of the RCCTS through the northern part of the City Centre will result in transit vehicles crossing Chalgrove Avenue, travelling north along McNicholl Street and along a re-aligned

Market Street from which they will travel through the heart of the proposed Smart Villages to Rockingham Beach.

To achieve this outcome, the built form of the City will need to accommodate a range of medium to high density, elevated residential apartment buildings that can fully exploit proximity to the central transit system and the opportunity of panoramic views over the City Park and Perth's most scenic coastline.

The amended plan for the City Centre incorporates further place-making initiatives around which a predominantly residential/commercial mix of uses is anticipated to be a driver of new development over the next 10 to 15 years.



City Park

The IDP illustrates how the adopted access and movement network could be implemented with significant improvements to remove barriers to access and circulation for both pedestrians and motorists.

Central Promenade will be realigned at both ends to directly connect with Simpson Avenue via signalised intersections. This will simplify the road network, draw more business traffic into the core to activate and support 'Main Street' development.

Civic Boulevard will be extended northwards as a narrow, block paved carriageway through the City Park towards the edge of the lake. Between the lake and the Autumn Centre, the low speed park road will turn eastwards to connect with a slightly re-aligned Market Street through to Goddard Street and the 'Main Street' spine of the proposed Smart Villages.

This will formalise a scenic link between the 'Main Street' core of the City to the south and the proposed Smart Villages to the north-east of the City Centre. It will also more effectively integrate the park with the townscape and day-to-day functions of the City Centre. At the southern end of Civic Boulevard, Syren Street could be further extended eastwards to Ameer Street, with the possibility of a longer term connection across Goddard Street to connect with Henry Street.

Subject to the co-operation of property owners, the existing east-west civic axis that runs from Ako Lane through to Civic Boulevard via the City Square could be extended eastwards through to Goddard Street and westwards, potentially through to Read Street, via a trafficable urban square.

The illustrated urban square could accommodate connecting pedestrian and vehicle traffic, car parking and a central park feature. The square could be framed by medium to high rise, mixed use buildings in the European tradition. The square could have a distinctly urban character and identity that would establish an amenity focus for well situated inner-city apartments and offices to complement the expanding retail base of the City Centre. Development around the square could be sleeved directly into the Civic Boulevard and Central Promenade streetscapes.

Landscaped and well shaded 'green street parking' is an integral component of the access and movement network in the overall planning framework. Nominated streets away from the 'Main Street' core, could provide accessible car parking within a 30 to 35 metre wide reserve to sustain street oriented development.

In the City Centre, 'green street parking' could provide an effective setting for further medium to high density, mixed use development in the western and eastern flanks of the City Centre. The profile of the wider 'parking streets' could follow the proven model of Railway Terrace at Rockingham Beach (also seen in the north-south cross streets of the Melbourne CBD), with a divided carriageway in each direction; a central median with large canopied shade trees and angled car parking; parallel verge car parking; and shaded sidewalks.

Wherever new or re-aligned roads are proposed through private property, their implementation will rely on the co-operation and involvement of the affected property owners. It is anticipated that a number of new road links will be needed through areas of vacant land in the normal course of development. Where this is the case, such roads should follow a similar alignment to that illustrated in the IDP, with any resulting road reserves ceded to the Crown, according to normal practice. The IDP illustrates a balanced distribution of on-street and off-street car parking. The latter will be located behind, under or above activated, street oriented development.

In the early phases of development it is anticipated that much of this off-street car parking will be at ground level behind streetfront buildings.

As the City matures and consolidates, more complex multi-level development could accommodate off-street tenant and resident car parking in one or more levels behind activated building frontages and under podium level courtyards or under higher rise buildings. This robust development model is particularly favoured for mixed use development containing residential apartments and has been successfully implemented in the Joondalup City Centre, East Perth Redevelopment Area and Mandurah Marina in recent years.

The IDP shows three relatively compact but strategically located car parking stations which could service a portion of the aggregated car parking needs of 'Main Street' commerce in Central Promenade and Civic Boulevard.

One site, which is located on City-owned land to the south of Chalgrove Avenue, has already been developed as an at-grade car park with the capacity for multi-level development in the future.

A second site is located on privately owned land bounded by Central Promenade, the Contest Parade, Ameer Street and Syren Street (east). As a condition of development approval, this site is initially being paved as an at-grade car park to service the Syren Street (east) development to the west but has been planned to be further developed in the future as a multi-level car park to service more intensive streetfront development in the vicinity.

A site for a third car parking station has been notionally identified to the south of Simpson Avenue, just west of a reconfigured Central Promenade/Simpson Avenue/Chalgrove Avenue intersection. This streetfront site is currently part of a wider at-grade car park which services the shopping centre.

It has the capacity for multi-level development in the future with an activated street frontage to support the development of an activated building frontage on the southern side of Central Promenade and Simpson Avenue and the further possibility of a retail street development in conjunction with an extension of Chalgrove Avenue to Council Avenue. The implementation of the third car parking station and related north-south retail street development would be subject to the co-operation and involvement of the affected property owners.

Figure 4.1 Indicative Development Plan



- |  |   |
|--|---|
| <ul style="list-style-type: none"> <li>1 City Square</li> <li>2 Civic Piazza</li> <li>3 Transit Street (Contest Parade)</li> <li>4 Trafficable 'Urban Square'</li> <li>5 City Administration Centre</li> <li>6 Police and Justice Complex</li> <li>7 Civic Bvd. 'Main Street' Development</li> <li>8 Syren St. 'Main Street' Development</li> <li>9 Central Prm 'Main Street' Development</li> </ul> | <ul style="list-style-type: none"> <li>10 Scenic Low Speed Park Road</li> <li>11 High Density Mixed Use</li> <li>12 Medium to High Density Mixed Use</li> <li>13 Multiplex Cinemas</li> <li>14 Mixed Use Development</li> <li>15 'Green Parking Street'</li> <li>16 Decked Car Park</li> <li>17 Possible Decked Car Park</li> </ul> |
|--|---|



Example of 'green street parking'

While the relevant property owners have indicated that they have no plans to develop the north-south retail street or related car park as shown on the IDP, the City has recognised the need to plan for the long term and to promote further building infill and intensification of development along the western end of

Central Promenade should the opportunity arise in the future. It is anticipated that a car parking station with a similar affect to that shown on the IDP would be needed to service such an outcome.

## 4.2 RESIDENTIAL DENSITY

Figure 4.2 illustrates a Density and Height overlay to the Framework Plan, as it applies to the City Centre Sector, which is designed to manage the density of development in general accordance with the planning principles and the adopted TOD model described and illustrated in Section 3.

The distribution of residential density in the City Centre responds to the particular functions, amenity and levels of mixed use activity anticipated in the Sector. 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 and the City Park.

The urban design intent of the residential density framework is reflected and refined as necessary in the IDP and in more detailed precinct concept plans and guidelines described and illustrated in Section 5.

## 4.3 BUILDING HEIGHT

Figure 4.2 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.

The urban design intent of the building height model is further illustrated in 400 metre wide cross sections (refer to Figure 4.3) which show how the profile of building bulk and scale should be arranged in relation to streets and public spaces.

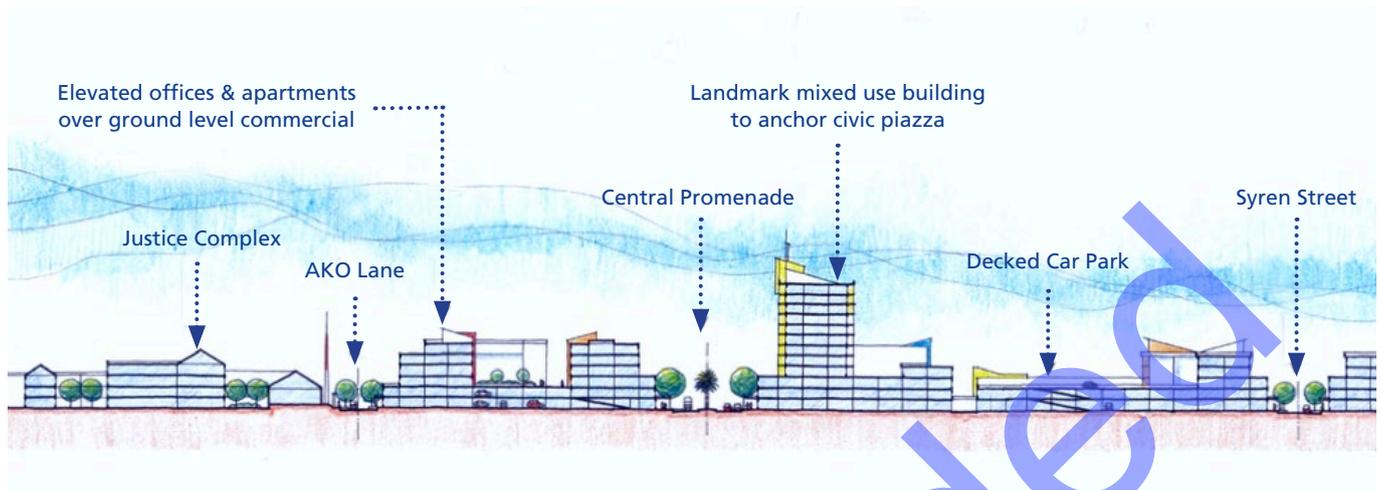
Figure 4.2 Density/Height



PREFERRED DENSITY Dwellings per hectare	HEIGHT RANGE Storeys
 80 - 100	2 - 6
 100 +	2 - 8
 180 +	2 - 9 +

**Note:** Higher minimum heights will apply to nominated Prominent Corner and Landmark Sites, as referred to in Figure 5.2.1 and elsewhere in this Policy.

**Figure 4.3** Indicative North/South Section



## 4.4 FRONTAGE TYPES

The Framework Plan, as it applies to the City Centre Sector, has been formulated in accordance with consolidated 'Main Street' development principles that require buildings to frame, address and activate an interconnected, hierarchical street network.

Figure 4.4 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 two to three storey, contiguous facade positioned at the streetfront boundary. At the ground level, buildings should address the street with a primary business entrance and a shopfront facade 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 two to three storey facade positioned at the streetfront boundary. At the ground level, buildings should address the street with a primary business entrance and a commercial facade that is transparent over at least 60% of the area of the facade.

### **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 two to three storey facade positioned behind a two 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 facade. The ground level of inner-city residential units would address the street with a facade 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 two to three storey facade positioned behind a two to four 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 facade. Ground level inner-city residential units would address the street with a facade that is transparent over at least 30% of its area.

Figure 4.4 Frontages



- |   |  |
|---|--|
| <p><b>TYPE 1 FRONTAGE</b><br/>High Activation Nil Frontage</p>  | <p><b>TYPE 3 FRONTAGE</b><br/>Moderate Activation 2m Setback</p>   |
| <p><b>TYPE 2 FRONTAGE</b><br/>Medium Activation Nil Setback</p> | <p><b>TYPE 4 FRONTAGE</b><br/>Moderate Activation 2-4m Setback</p> |

# 5. Precinct Policies

Superseded



# 5. Precinct Policies

## 5. PRECINCT POLICIES

An important objective of the planning and development process is to encourage mixed use development and diversity within the City Centre. Diversity and administrative flexibility will continue to be facilitated by dealing with property in the City Centre Sector under a single zone in the Scheme.

Ongoing planning and development will be controlled by reference to the IDP and the framework plans relating to Density and Building Height and 'Frontage Types' (referred to in Section 4) and the following Precinct Policies and Sub-Precinct Design Guidelines and any supplementary development guidelines and related Policy Statements, which Council may adopt from time to time.

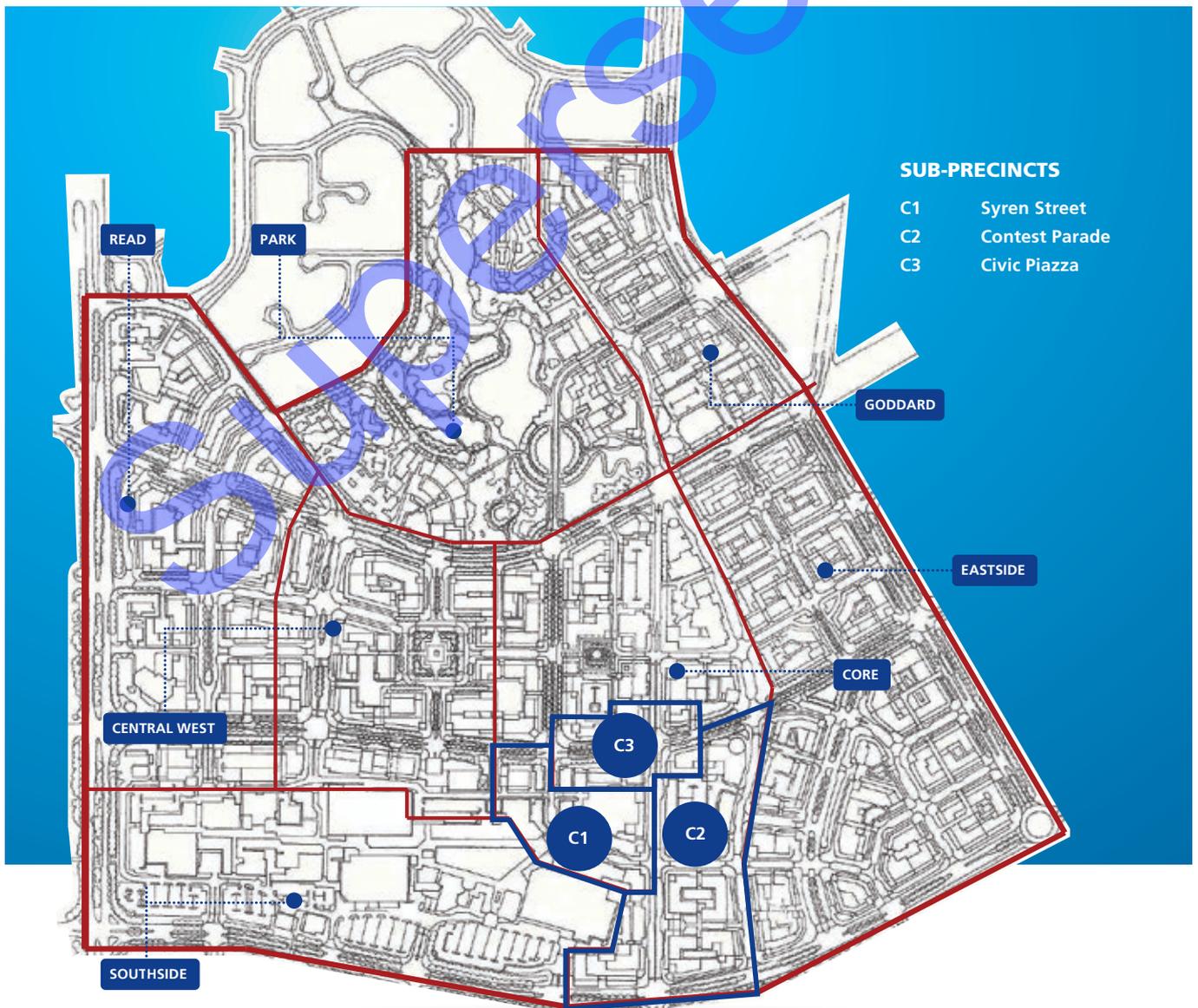
**The City Centre Sector has been divided into seven Precincts, comprising:**

- Core
- Central West
- Eastside
- Goddard
- Read
- Southside
- Park

The City Centre Precincts are based on areas where a particular geographic identity, activity mix and/or townscape character is envisaged. The location and boundaries of the Precincts are illustrated in Figure 5.1.

The desired future character, preferred uses and required elements of development within each of these Precincts are further described in the following sections.

**Figure 5.1** Precinct Boundaries



## 5.1 CORE PRECINCT POLICY

### 5.1.1 Application

This Policy applies to the Core Precinct as defined in the Precinct Plan (refer to Figure 5.1). The Precinct encompasses all of Lot 9000 (formerly Lot 80) and development sites fronting Civic Boulevard, Syren Street, Central Promenade, Contest Parade, Chalgrove Avenue and Whitfield Street.

### 5.1.2 Desired Future Character

The Core Precinct focuses on the development of an urban scaled, downtown character along all streets and public spaces within the Precinct.

A vibrant and highly connected network of streets and pedestrian spaces is to be developed to allow a safe mixing of vehicles and pedestrians. Benchmark models include: Rokeby Road Subiaco, Bay View Terrace Claremont, Oxford Street Leederville, the Fremantle CBD and the west end of the Perth CBD.

### 5.1.3 Preferred Uses

Within the Core Precinct the preferred uses are:

- retail
- office and commercial
- residential (first floor and above)
- serviced accommodation
- civic and community
- eating and drinking places
- arts and entertainment
- leisure
- showrooms

Other permissible uses are not preferred.

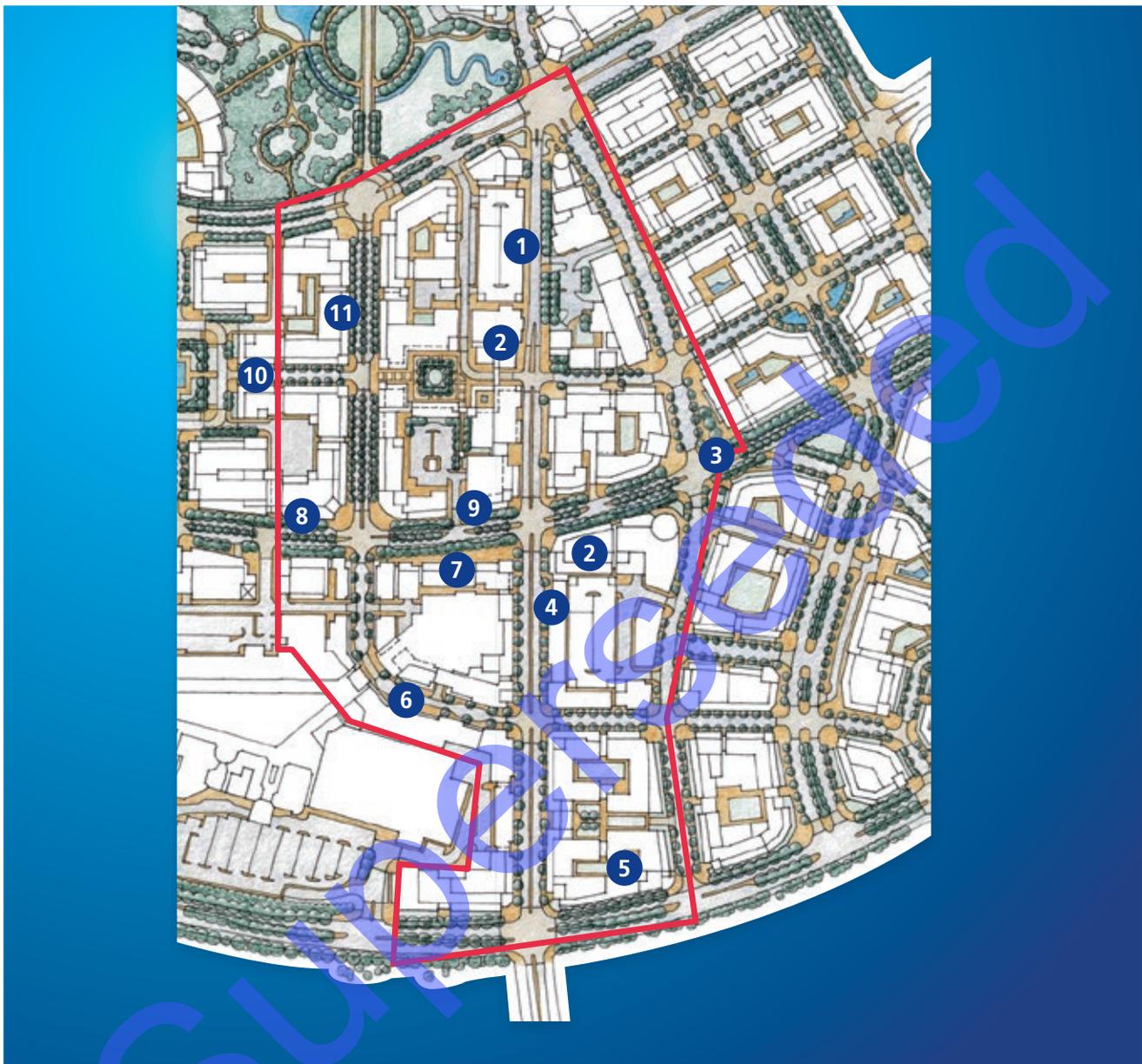
### 5.1.4 Required Elements - Core Precinct

The IDP (refer to Figure 4.1) and the Core Precinct Concept Plan (refer to Figure 5.2) show the general location and pattern of development envisaged by Council and preferred under this Policy. Within the scope and meaning of the planning and development principles listed in Section 2.3, there is scope for further flexibility, through discussion with landowners, in the interpretation of the Centre Plan in relation to the scale and configuration of particular developments and the implementation of new road links and public spaces over private property. Notwithstanding the indicative intent of these plans, development is to be required to incorporate and maintain the following elements, as applicable:

- (a) Civic Boulevard, Syren Street and Central Promenade is to be developed as highly activated commercial streets framed by generally contiguous, streetfront buildings which address the street with a mix of tenancies in a manner consistent with contemporary 'Main Street' principles.
- (b) The existing City Square is to be interconnected to a pathway of local streets, lanes and squares extending to the east and west of the Precinct. This east-west pathway shall be developed as a high amenity setting for consolidated 'inner-city' mixed use development (including residential apartments on the first floor and above) that will benefit from being in close proximity to 'Main Street' activities.
- (c) Contest Parade is to be developed as an integral, inner city streetscape, with generally contiguous, streetfront development framing and activating both sides of the street between Council Avenue and Ako Lane.
- (d) Lot 9000 (formerly Lot 80), a Council owned site bounded by Central Promenade, Civic Boulevard, Chalgrove Avenue and Whitfield Street is to be progressively developed as a mixed use, community focal point of the City.

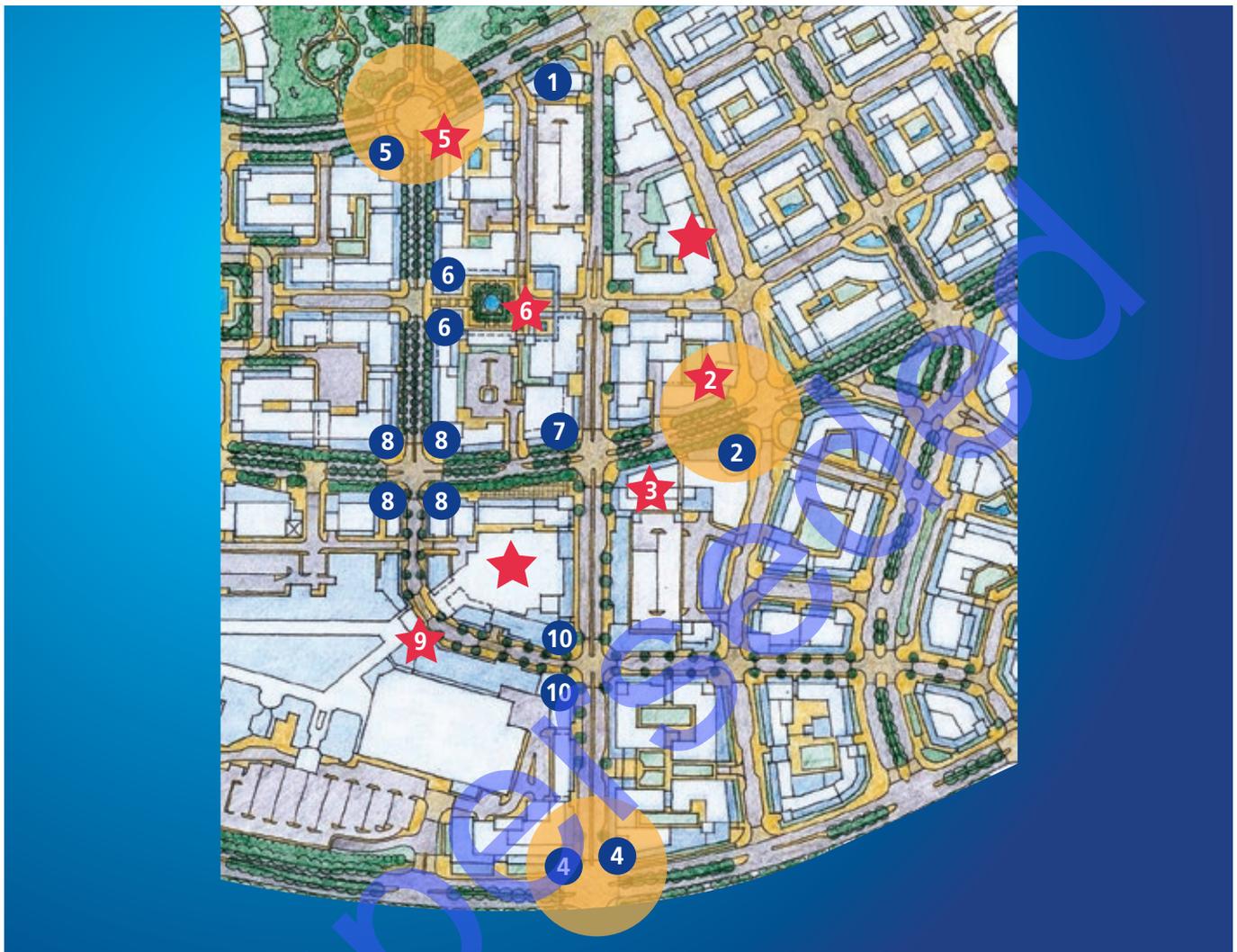
- (e) The site is to accommodate an expanded Council Chambers and Administration Building as well as other civic, arts and community facilities with activated frontages at ground level to the City Square, Central Promenade, Civic Boulevard and Contest Parade. A subdivision of the remaining portions of the site is to accommodate mixed use, streetfront development consistent with the overall urban design objectives of the Centre Plan.
- (f) A contiguous, colonnaded walkway or similar pathway is to be integrated with building development around the perimeter of the City Square to define the space and to provide sheltered pedestrian connections between adjoining tenancies and activity generators.
- (g) Buildings are to be located, configured and activated to frame and address street frontages, laneways and other public spaces in a way that is generally consistent with the Precinct Concept Plan, relevant 'Frontage Types' as indicated in Section 4.4.
- (h) Building frontages are to be activated in all cases and the preferred ground floor uses are retail or commercial.
- (i) The frontage of any building is to incorporate and maintain the required area of transparent facade with suitably glazed shopfronts, windows and doors.
- (j) Side and rear building setbacks are to generally be determined by reference to the example of the Core Precinct Concept Plan, subject to review by Council of individual land use and siting proposals and compliance with relevant health, building and safety regulations.
- (k) Consistent with Figure 4.2 'Density and Height', in Section 4.2, residential development within the Precinct is to be developed to accommodate a balanced mix of dwelling sizes at preferred densities ranging from 100 to 200 dwellings per hectare, with a minimum density of 80 dwellings per hectare in any development which includes a residential component.
- (l) Consistent with Section 4.3 and with the exception of any requirements for Corner Sites, nominated Prominent Corner and Landmark Sites, buildings are to present a minimum two storey or equivalent parapet height to the street or relevant public space, subject to the maintenance of a 10.5 metre height limit along street frontages, with any additional height to be setback a minimum of 3 metres. The scale and massing of buildings are to be designed to minimise any overshadowing of adjoining properties and public spaces to the satisfaction of the City. For Corner Sites, nominated Prominent Corner Sites and Landmark Sites, building massing, building heights and variations to front setbacks will apply as referred to in Supplementary Policy 6.3 and as specified in Figure 5.2.1. Where no minimum building height is specified for nominated Prominent Corner Sites, a minimum three storey building height will apply.
- (m) Car parking is to be provided in accordance with Table 3 of Town Planning Scheme No.2 a copy of which is set out in Appendix 1.
- (n) Car parking is not to be permitted between the road reserve boundary and building frontages.
- (o) Semi-basement car parks are to be avoided wherever a medium to high level of frontage activation is indicated on the 'Frontage Types' plan in Section 4.4.
- (p) Pedestrian pavements are to be block paved and co-ordinated with pedestrian crossing treatments and threshold statements in accordance with the City Centre Streetscape Study adopted by Council.
- (q) The number and width of vehicle access points from Civic Boulevard and Central Promenade to car parking areas are to be limited consistent with the maintenance of building frontage continuity and responsible traffic management.
- (r) Any subdivision application is to be prepared in concert with an Integrated Development Guide Plan (IDGP), to be prepared by or on behalf of the land owner. The IDGP shall illustrate building envelopes, indicative building configurations, setbacks, pedestrian and vehicular access, indicative car parking layouts and any rights of way or access easements required. In general, a rectilinear subdivision pattern will be preferred with a minimum lot size of 4000 m<sup>2</sup> to allow for a simple and cohesive layout.
- (s) In lieu of the normal landscaping requirements of the Scheme, developers may be required to contribute to the cost of streetscape and/or landscape works within the public domain in the general vicinity of their development site. The particular streetscape treatment applicable to any site is to be determined by reference to the recommendations of the relevant City Centre Streetscape Study.
- (t) Any landscaping of ancillary areas is to be undertaken in accordance with an approved landscape plan and in a manner generally consistent with the desired future character of the Precinct and any townscape development plans which Council may adopt from time to time.

Figure 5.2 Core Precinct Concept Plan



- 1 Decked car park with convenient pedestrian access to the City Square & 'Main Street' and ready vehicle access from Chalgrove Avenue
- 2 Contemporary Arts Centre site options
- 3 Central Promenade directly aligned with Simpson Avenue
- 4 Contest Parade – the new Transit Street
- 5 Department of Housing & Works site with medium to high density residential apartments over ground floor retail and commercial tenancies with parking under secured podium level courtyard gardens
- 6 Syren Street - new retail 'Main Street' integrated with expanded shopping centre & cinema complex
- 7 Civic Piazza framed by buildings with highly activated frontages
- 8 'Main Street' mixed use buildings to frame corner & northern side of Central Promenade
- 9 City Administration Centre to address & activate northern side of Central Promenade
- 10 Street link between Civic Boulevard and new urban square to the west
- 11 Civic Boulevard framed by 'Main Street' buildings with offices and residential apartments over ground level retail and commercial uses

**Figure 5.2.1** Core Precinct Prominent Corner & Landmark Sites



- 1 Prominent building at northern end of transit street. Height to screen multi-level public car park at road.
- 2 Central Promenade - Gateway to business heart of the City Centre framed by Prominent and Landmark buildings. Min. height - 3 storeys.
- 3 Elevated, Landmark building. refer to 2005 'Enquiry by Design' Outcomes. Min. height - 4 storeys.
- 4 Contest Parade - Transit Gateway from the south with medium to high density, mixed use buildings on Prominent Corner sites. Min. height of eastern site - 4 storeys.
- 5 Civic Boulevard - Gateway from Chalgrove Avenue to 'Main Street' core of City Centre with mixed use buildings on Prominent and Landmark Corners. Min. height of Landmark Site - 5 storeys.
- 6 Completed pedestrian link to Civic boulevard to City Square framed by Prominent Corner
- 7 Prominent Corner site with Stage 3 City Administration Centre to address & activate northern side of Central Promenade. Min. height - 5 storeys.
- 8 Central Promenade - Prominent Corner buildings to frame 'Main Street' intersection.
- 9 Existing Landmark entrance to retail mall.
- 10 Syren Street & Contest Parade - Prominent Corner buildings to frame retail 'Main Street'.

-  Landmark Sites
-  Prominent Corner Sites
-  Gateway Locations

NOTE: Minimum building height of 3 storeys will apply to Prominent Corner Sites unless otherwise notated.

## 5.1.5 Supplementary Design Guidelines - Core Precinct

### 5.1.5.1 Sub-Precinct C1 - Syren Street

#### Objectives

- To develop a high quality retail street at the commercial focus of the Rockingham Strategic Metropolitan Centre.
- To integrate an expanded shopping centre with the street block form and function of a traditional 'Main Street' centre.
- To promote an active day and night time retail and commercial environment.
- To encourage vibrant and diverse uses which promote the precinct as a priority destination.
- To ensure the development of continuous shop front development on both sides of the street in accordance with contemporary 'Main Street' design principles.
- To achieve a safe mix of vehicles and pedestrians within the street.
- To ensure that provision is made for a car park to the east of Contest Parade, as depicted on the IDP, to service new private development and to establish a strong pedestrian trail across and through the Civic Piazza, Contest Parade and Syren Street as people make their way from the car park to the 'Main Street' entertainment area and the shopping centre and back again.
- To provide an attractive setting for business and social interaction within a streetscape environment that marries an appropriate mix of uses with a high quality public domain.

#### Development Pattern

The intended Development Pattern is illustrated on the Core Precinct Concept Plan. Development of the Syren Street Sub-Precinct is to incorporate and maintain:

- A retail 'Main Street' extension of Civic Boulevard from Central Promenade to meet Contest Parade.
- A street profile with a single vehicle lane and indented kerbside car parking in each direction, pedestrian sidewalks with nib extensions to accommodate tree planting, coordinated street furniture, lighting and block paved pedestrian crossings.
- Contiguous, streetfront buildings which address the street with highly activated, ground level frontages (consistent with busy retail premises) which mask off-street car parks and the 'big box' elements of the shopping centre and multiplex cinemas.
- Relevant 'Frontage Types', including the minimum area of transparent façade, as set down in Section 4.4. Customer access to premises is to be from the streetfront entry.
- A fully integrated, sleeved entry to the shopping centre from Syren Street.
- Off-street car parking located behind, under or above ground level, streetfront buildings (or equivalent landscaped footprint for future streetfront buildings).
- Car parking located above ground floor buildings is to be screened from view in the street or affected public spaces by suitable architectural means to the satisfaction of the City of Rockingham.

#### Built Form

- Streetfront buildings are to be a minimum of two storeys or equivalent parapet height to a maximum of 10.5 metres, beyond which, additional height shall be set back a minimum of 3 metres from the street boundary.
- Ground floor to first floor height is to be a minimum of 3.2 metres with a minimum floor to ceiling clearance of 3.0 metres to provide for commercial tenancies.
- Consistent with the applicable 'Frontage Types' set down in Section 4.4, street elevations are to be articulated to include defined streetfront entries which are clearly identifiable from the street and projections and indentations in the floor plan with balconies, generous window reveals, related awning and roof elements and changes in materials.
- 'Main Street' and laneway façades are to express a rhythm of varied, narrow-fronted tenancies.
- Provide pedestrian shelter along building frontages at street level through a generally contiguous awning treatment with a minimum depth of 2.0 metres unless otherwise approved by the City.
- Provide special architectural emphasis within 15 metres of prominent street and laneway intersections and the primary building entry point from the street, including elements such as additional height, distinct roof forms, canopies, curved walls and tower elements. The standard requirement for a minimum 3 metre setback for building façades above 10.5 metres in height is not normally to apply under these circumstances.
- Roofs for streetfront commercial buildings may be flat or pitched, however, where pitched roofs are to be employed, the pitch is to be 25 degrees minimum and 42 degrees maximum.

#### Materials and Finishes

Durable materials which express a quality 'Main Street' retail character are to be selected over those which are more recognisably suburban and temporary in appearance.

The selection of materials and finishes is to comply with the following:

- Between windows and glazed shop fronts, walls are to be predominantly masonry, rendered brick or stone.
- Roof tiles are to generally harmonise with those already in use in the Precinct. Flat or low pitched roofs are in all cases to be screened from normal view along major public spaces by parapets or similar construction.
- All landscaping is to be undertaken in accordance with an approved plan which complements treatments used in the public domain.
- Within an urban streetscape discipline, variety and high design standards are encouraged in the fit-out, awning treatments, lighting and signage of individual premises.

Tilt slab or pre-cast concrete construction is only to be approved for visible external walls where the design achieves an adequate level of articulation and detail consistent with the spirit and intent of these guidelines.

### 5.1.5.2 Sub-Precinct C2 - Contest Parade

#### Objectives

- To provide an efficient street-based transit route through the core of the City Centre.
- To accommodate a mix of transit and general purpose vehicles with priority access afforded to transit vehicles.
- To encourage vibrant and diverse uses which promote the precinct as an attractive business and residential address.
- To ensure the development of contiguous activated streetfront development on both sides of the street in accordance with contemporary 'Main Street' design principles.
- To ensure that provision is made for a car park to the east of Contest Parade, as generally depicted on the IDP, to service new private development and to establish a strong pedestrian trail across and through the Civic Piazza, Contest Parade and Syren Street as people make their way from the car park to the 'Main Street' entertainment area and the shopping centre and back again.
- To achieve a safe mix of vehicles and pedestrians within the street.
- To provide an attractive setting for business and social interaction within a streetscape environment that marries a mix of businesses with a high quality public domain.

#### Development Pattern

The intended Development Pattern is illustrated on the Core Precinct Concept Plan. Development of the Syren Street Sub-Precinct is to incorporate and maintain:

- A street profile with a dedicated transit lane, a general purpose vehicle lane and indented kerbside car parking in each direction, a central median/pedestrian refuge and pedestrian sidewalks with nib extensions to accommodate tree planting, street furniture and pedestrian crossings.
- Contiguous streetfront buildings with active, ground level frontages to both sides of Contest Parade to mask car parks and the 'big box' elements of the shopping centre.
- Relevant 'Frontage Types', including the minimum area of transparent façade, as set down in Section 4.4. Customer access to premises shall be from the streetfront entry.
- Off-street car parking is to be located behind, under or above ground level, streetfront buildings (or equivalent landscaped footprint for future streetfront buildings).
- Car parking located above ground floor buildings is to be screened from view in the street or affected public spaces by suitable architectural means to the satisfaction of the City of Rockingham.
- Provision is to be made in the layout and development of streetfront buildings between Contest Parade and Ameer Street for the future development of a multi-level car parking station at the rear.

#### Built Form

- Streetfront buildings are to be a minimum of two storeys or equivalent parapet height to a maximum of 10.5 metres, beyond which, additional height shall be set back 3 metres from the street boundary.
- Ground floor to first floor height is to be a minimum of 3.2 metres with a minimum 3.0 metre ceiling height to provide for commercial tenancies.
- Consistent with the relevant 'Frontage Types', as set down in Section 4.4, street elevations are to be articulated to include defined streetfront entries which are clearly identifiable from the street and projections and indentations in the floor plan with balconies, generous window reveals, related awning and roof elements and changes in materials.
- Provide pedestrian shelter at street level through a contiguous awning treatment with a minimum depth of 2.0 metres unless otherwise approved by the City.
- Provide special architectural emphasis within 15 metres of prominent street and laneway intersections and the primary building entry point from the street, including elements such as additional height, distinct roof forms, canopies, curved walls and tower elements. The standard requirement for a minimum 3 metre setback for building facades above 10.5 metres in height is not ordinarily to apply under these circumstances.
- Roofs for streetfront commercial buildings may be flat or pitched, however, where pitched roofs are to be employed, the pitch is to be 25 degrees minimum and 42 degrees maximum.

#### Materials and Finishes

Durable materials which express a quality 'Main Street' centre character are to be selected over those which are more recognisably suburban and temporary in appearance.

The selection of materials and finishes is to comply with the following:

- Between windows and glazed commercial frontages, walls are to be predominantly masonry, rendered brick or stone.
- Roof tiles are to harmonise with those already in use in the Precinct. Flat or low pitched roofs are in all cases to be screened from normal view along major public spaces by parapets or similar construction.
- All landscaping is to be undertaken in accordance with an approved plan which complements treatments used in the public domain.
- Within an urban streetscape discipline, variety and high design standards is encouraged in the fit-out, awning treatments, lighting and signage of individual premises.

Tilt slab or pre-cast concrete construction is only to be approved for visible external walls where the design achieves an adequate level of articulation and detail consistent with the spirit and intent of these guidelines.

### 5.1.5.3 Sub-Precinct C3 - Civic Piazza

#### Objectives

- To develop a high quality civic space at the commercial focus of the Rockingham Strategic Metropolitan Centre.
- To integrate an expanded shopping centre with the public domain of a traditional 'Main Street' centre.
- To promote an active day and night time civic and commercial environment.
- To encourage vibrant and diverse uses which promote the Precinct as a priority destination.
- To ensure the development of contiguous, activated streetfront development on both sides of the piazza in accordance with contemporary 'Main Street' design principles.
- To ensure that provision is made for a car park to the east of Contest Parade, as depicted on the IDP, to service new private development and to establish a strong pedestrian trail across and through the Civic Piazza, Contest Parade and Syren Street as people make their way from the car park to the 'Main Street' entertainment area and the shopping centre and back again.
- To achieve a safe mix of vehicles and pedestrians within the street.
- To provide an attractive setting for business and social interaction within a streetscape environment that marries an appropriate mix of uses with a high quality public domain.

#### Development Pattern

The intended Development Pattern is illustrated on the Core Precinct Concept Plan. Development of the Civic Piazza Sub-Precinct is to incorporate and maintain:

- An extended pedestrian area on the southern side of Central Promenade between the Syren Street and Contest Parade.
- Retention of the Central Promenade street profile with a single vehicle lane and indented kerbside car parking in each direction, a central median/pedestrian refuge and pedestrian sidewalks to accommodate tree planting, street furniture and pedestrian crossings.
- Contiguous buildings with an active ground level frontage to frame the space and to mask car parks and the 'big box' elements of the shopping centre and multiplex cinemas.
- Relevant 'Frontage Types', including the minimum area of transparent façade as set down in Section 4.4. Customer access is to be from the streetfront entry.
- A high level of frontage activation shopfronts (consistent with busy retail tenancies, cafes and restaurants, shopfront offices and hotel lobbies). Customer access is to be from the streetfront entry.
- Provision for a tall, landmark building in excess of 10 stories on the eastern side of the Contest Parade to reinforce the corner and define the location of the civic space.
- Off-street car parking is to be located behind, under or over ground level, streetfront or piazza perimeter buildings (or equivalent landscaped footprint for future buildings).
- Where car parking is to be located above ground floor buildings it is to be screened from view in the street or affected public spaces by suitable architectural means to the satisfaction of the City of Rockingham.

#### Built Form

- Buildings fronting the piazza are to be a minimum of two storeys or equivalent parapet height to a maximum of 10.5 metres, beyond which, additional height is to be set back a minimum of 3 metres from the street boundary.
- Ground floor to first floor height is to be a minimum of 3.2 metres with a minimum floor to ceiling clearance of 3.0 metres to provide for commercial tenancies.
- Street elevations are to be articulated to include defined streetfront entries which are clearly identifiable from the street and projections and indentations in the floor plan with balconies, generous window reveals, related awning and roof elements and changes in materials (subject to the maintenance of a predominantly glazed shopfront).
- Provide continuous pedestrian shelter at street level through a continuous awning and/or colonnade treatment.
- Provide special architectural emphasis within 15 metres of prominent street and laneway intersections and the primary building entry point from the street, including elements such as additional height, distinct roof forms, canopies, curved walls and tower elements. The standard requirement for building facades above 10.5 metres in height to be stepped back a minimum of 3 metres from the street boundary is not ordinarily to apply under these circumstances.
- Roofs for civic and commercial buildings may be flat or pitched, however, where pitched roofs are to be employed, the pitch is to be 25 degrees minimum and 42 degrees maximum.

#### Materials and Finishes

Durable materials which express a quality 'Main Street' centre character are to be selected over those which are more recognisably suburban and temporary in appearance.

The selection of materials and finishes is to comply with the following:

- Between windows and glazed commercial frontages, walls shall be predominantly masonry, rendered brick or stone.
- Roof tiles are to harmonise with those already in use in the Precinct. Flat or low pitched roofs are in all cases to be screened from normal view along major public spaces by parapets or similar construction.
- All landscaping is to be undertaken in accordance with an approved plan which complements treatments used in the public domain.
- Within an urban streetscape discipline, variety and high design standards is encouraged in the fit-out, awning treatments, lighting and signage of individual premises.

Tilt slab or pre-cast concrete construction is only to be approved for visible external walls where the design achieves an adequate level of articulation and detail consistent with the spirit and intent of the guidelines.

## 5.2 CENTRAL WEST PRECINCT POLICY

### 5.2.1 Application

This Policy applies to the Central West Precinct as defined in the Precinct Plan (refer to Figure 5.1). The Central West Precinct is bounded by the Core, Southside, Read and Park Precincts.

### 5.2.2 Desired Future Character

The proximity of this Precinct to 'Main Street' activities, transit services and central parkland presents an opportunity to undertake relatively dense, mixed use development that includes commercial and residential elements framing high amenity streetscapes and related public spaces. More elevated buildings also present an opportunity to take in panoramic ocean views.

Activated local streets would link Central Promenade, Civic Boulevard, Chalgrove Avenue and beyond to provide excellent cross town connectivity to transit and a range of streetfront land uses.

It is envisaged that the Precinct is to provide a high calibre model of sustainable TOD with multiple residential apartments and offices located over street level commercial tenancies.

### 5.2.3 Preferred Uses

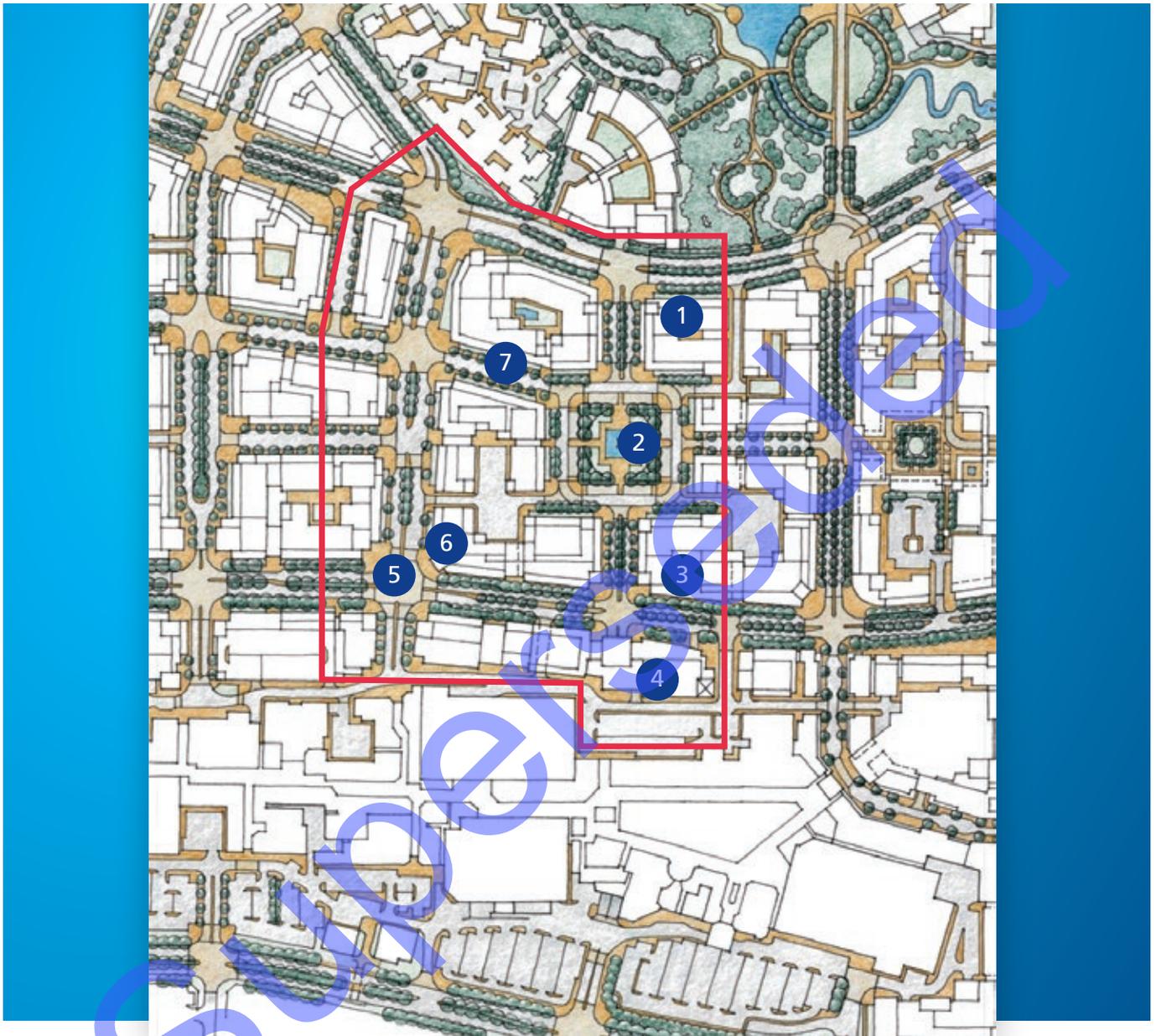
Within the Central West Precinct, the preferred uses are:

- office and commercial
- residential (first floor and above)
- professional consulting rooms
- showrooms
- residential
- serviced accommodation
- eating and drinking places
- retail
- leisure
- education.

Other uses are not preferred.

Superseded

**Figure 5.3** Central West Precinct Concept Plan



- |  |   |
|--|---|
| <p>1 Mixed use buildings with offices and residential apartments over ground level commercial uses</p> <p>2 Possible trafficable urban square as a focus for re-subdivision &amp; high density mixed use development around its perimeter</p> <p>3 High quality mixed use, street front development to frame &amp; activate Central Promenade</p> <p>4 Frame the southern side of Central Promenade with activated, generally contiguous street front buildings consistent with 'Main Street' principles</p> | <p>5 Reconfigure intersection of Chalgrove Avenue and Central Promenade as a controlled crossing Civic Piazza framed by buildings with highly activated frontages</p> <p>6 'Main Street' mixed use buildings to frame corner &amp; northern side of Central Promenade</p> <p>7 Street link between urban square &amp; Robinson Road to the west</p> |
|--|---|

### 5.2.4 Required Elements - Central West Precinct

The IDP (refer to Figure 4.1) and the Central West Precinct Concept Plan (refer to Figure 5.3) show the location and pattern of development envisaged by Council and preferred under this Policy. Within the scope and meaning of the planning and development principles listed in Section 2.3, there is scope for further flexibility, through discussion with landowners, in the interpretation of the Centre Plan in relation to the scale and configuration of particular developments and the implementation of new road links and public spaces over private property. Notwithstanding the indicative intent of these plans, development is required to incorporate and maintain the following elements, as applicable:

- (a) Central Promenade is to be developed as a highly activated commercial street framed by contiguous, streetfront buildings which address the street with a mix of tenancies and in a manner consistent with contemporary 'Main Street' principles.
- (b) A high quality urban square or similar landmark space is to be developed between Civic Boulevard and Chalgrove Avenue to provide a focus for the re-subdivision and staged development of property between the two streets. Connecting streets are to make provision for vehicle access, circulation and public domain car parking.
- (c) Buildings are to be located, configured and activated to frame and address street frontages, laneways and any public spaces in a way that is consistent with the Precinct Concept Plan, relevant 'Frontage Types' as indicated in Section 4.4.
- (d) Side and rear building setbacks are to be determined by reference to the example of the Central West Precinct Concept Plan, subject to review by Council of individual land use and siting proposals and compliance with relevant health, building and safety regulations.
- (e) Consistent with the Figure 4.2 'Density and Height' in Section 4.2, residential development within the Precinct is to be designed to accommodate a balanced mix of dwelling types and sizes at preferred densities ranging between 100 and 200 dwellings per hectare with a minimum density of 80 dwellings per hectare in any development which includes a residential component. The maximum density is 200 dwellings per hectare.
- (f) Consistent with Section 4.3, buildings are to present a minimum two storey or equivalent parapet height to the street or relevant public space subject to the maintenance of a 10.5 metre height limit along street frontages, with any additional height to be setback a minimum of 3 metres. The scale and massing of buildings is to be designed to minimise any overshadowing of adjoining properties and public spaces to the satisfaction of the City.
- (g) Car parking is to be provided in accordance with Table 3 of Town Planning Scheme No.2 a copy of which is set out in Appendix 1.
- (h) Car parking is not to be permitted between the road reserve boundary and building frontages.
- (i) Off-street car parking is to be located behind the ground floor of streetfront buildings or alternatively, no closer than 20 metres to the streetfront boundary in the case of land identified in the IDP for future building development.
- (j) Semi-basement car parks are to be avoided wherever a medium to high level of frontage activation is indicated on the 'Frontages Types' plan in Section 4.4.
- (k) Podium level courtyard gardens may provide private open space over car parks behind streetfront buildings. Relevant examples of this form of development exist at Rockingham Beach, Mandurah Marina, Joondalup City Centre, Subi Centro Subiaco and in Northbridge over the Graham Farmer Freeway.
- (l) Any subdivision application is to be prepared in concert with an IDGP, to be prepared by or on behalf of the land owner. The IDGP illustrates building envelopes, indicative building configurations, setbacks, pedestrian and vehicular access, indicative car parking layouts and any rights of way or access easements required. In general, a rectilinear subdivision pattern is preferred with a minimum lot size of 4000 m<sup>2</sup> to allow for a simple and cohesive layout.
- (m) In lieu of the normal landscaping requirements of the Scheme, developers are required to contribute to the cost of streetscape and landscape works within the public domain in the vicinity of their development site. The particular streetscape treatment applicable to any site is to be determined by reference to the recommendations of the relevant City Centre Streetscape Study.
- (n) Any landscaping of ancillary areas is to be undertaken in accordance with an approved landscape plan and in a manner consistent with the desired future character of the Precinct and any townscape improvement plans which Council may adopt from time to time.

## 5.3 EASTSIDE PRECINCT POLICY

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### 5.3.1 Application

The geographic extent of the Precinct is depicted on the Precinct Plan (refer to Figure 5.1), encompassing properties bounded by Louise Street, Whitfield/Ameer Streets, Council Avenue and Chalgrove Avenue.

### 5.3.2 Desired Future Character

Forming a band of urban-scaled development along Goddard Street with good access to the central core, the Precinct will frame up the eastern edge of the City and accommodate a mix of office, commercial and inner-city residential tenancies.

It is envisaged that the Precinct will provide significant opportunities for high calibre TOD with multiple residential apartments and offices located over street level commercial tenancies.

### 5.3.3 Preferred Uses

Within the Eastside Precinct the preferred uses are:

- office and commercial
- professional consulting rooms
- showrooms
- residential
- serviced accommodation
- eating and drinking places
- retail
- leisure
- education.

Other permissible uses are not preferred.

Superseded

**Figure 5.4** Eastside Precinct Concept Plan



- 1 Possible 'green Parking Street' with large canopy shade trees in median as the focus of high density, mixed use development
- 2 Extend Louise Street through to Council Avenue if Aquatic Centre site becomes available for redevelopment at any time in the future
- 3 Medium to high density mixed use development to frame and activate surrounding streets
- 4 Extend Syren Street through to Goddard Street (south) with a direct link through to Henry Street in conjunction with any longer term redevelopment of properties to the south of Clifton Street
- 5 'Main Street' mixed use buildings to frame northern frontage to Central Promenade
- 6 Street link to Ako Lane, Transit stop & City Square beyond
- 7 Elevated, high density mixed use development to take advantage of northerly aspect & views over park and coastal

### 5.3.4 Required Elements - Eastside Precinct

The IDP (refer to Figure 4.1) and the Eastside Precinct Concept Plan (refer to Figure 5.4) show the general location and pattern of development envisaged by Council and preferred under this Policy. Within the scope and meaning of the planning and development principles listed in Section 2.3, there is scope for further flexibility, through discussion with landowners, in the interpretation of the Centre Plan in relation to the scale and configuration of particular developments and the implementation of new road links and public spaces over private property. Notwithstanding the indicative intent of these plans, development will be required to incorporate and maintain the following elements, as applicable:

- (a) The Precinct is to be developed as a mixed use area conforming to an urban townscape discipline.
- (b) Rationalise the existing street network to establish a more legible and better connected street grid as illustrated in the City Centre IDP and Precinct Concept Plan.
- (c) Develop the Goddard Street (South) reserve and its northern extension through to Chalgrove Avenue as a 'green parking street' with large canopied shade trees, consistent with the intent of the adopted access and movement network (refer to Section 3.4).
- (d) Extend Syren Street eastwards through to Goddard Street (South) in conjunction with any substantial, longer term redevelopment of affected properties to the south of Clifton Street.
- (e) Buildings are to be located, configured and activated to frame and address street frontages and laneways in a way that is consistent with the Precinct Concept Plan, relevant 'Frontage Types' as indicated in Section 4.4.
- (f) Side and rear building setbacks are to be determined by reference to the example of the Eastside Precinct Concept Plan, subject to review by Council of individual land use and siting proposals and compliance with relevant health, building and safety regulations.
- (g) Consistent with Figure 4.2 'Density and Height' in Section 4.2, residential development within the Precinct is to be designed to accommodate a balanced mix of dwelling types and sizes at preferred densities ranging between 80 and 200 dwellings per hectare with a minimum density of 80 dwellings per hectare in any development which includes a residential component. The maximum density is 200 dwellings per hectare.
- (h) Consistent with Section 4.3, buildings are to present a minimum two storey or equivalent parapet height to the street or relevant public space subject to the maintenance of a 10.5 metre height limit along street frontages, with any additional height to be setback a minimum of 3 metres. The scale and massing of buildings is to be designed to minimise any overshadowing of adjoining properties and public spaces to the satisfaction of the City.
- (i) Car parking is to be provided in accordance with Table 3 of Town Planning Scheme No.2 a copy of which is set out in Appendix 1.
- (j) Car parking is not to be permitted between the road reserve boundary and building frontages.
- (k) Off-street car parking is to be located behind, under or over ground floor, streetfront buildings or alternatively, no closer than 20 metres to the streetfront boundary in the case of land identified in the IDP for future building development.
- (l) Semi-basement car parks are to be avoided wherever a medium to high level of frontage activation is indicated on the 'Frontage Types' plan in Section 4.4.
- (m) Podium level courtyard gardens may provide private open space over car parks located behind streetfront buildings. Relevant examples of this form of development are located at Rockingham Beach, Mandurah Marina, Joondalup City Centre, Subi-Centro Subiaco and in Northbridge over the Graham Farmer Freeway.
- (n) Any subdivision application is to be prepared in concert with an IDGP, to be prepared by or on behalf of the land owner. The IDGP is to illustrate building envelopes, indicative building configurations, setbacks, pedestrian and vehicular access, indicative car parking layouts and any rights of way or access easements required. In general, a rectilinear subdivision pattern is to be preferred with a minimum lot size of 4000 m<sup>2</sup> to allow for a simple and cohesive layout.
- (o) In lieu of the normal landscaping requirements of the Scheme, developers are required to contribute to the cost of streetscape and landscape works within the public domain in the vicinity of their development site. The particular streetscape treatment applicable to any site is to be determined by reference to the recommendations of the relevant City Centre Streetscape Study.
- (p) Any landscaping of ancillary areas is to be undertaken in accordance with an approved landscape plan and in a manner consistent with the desired urban character of the Precinct and any townscape improvement plans which Council may adopt from time to time.

## 5.4 GODDARD PRECINCT POLICY

### 5.4.1 Application

This Policy applies to the Goddard Precinct as depicted on the Precinct Plan (refer to Figure 5.1). The Goddard Precinct is bounded by Goddard, McNicholl, Marks Street and Chalgrove Avenue.

### 5.4.2 Desired Future Character

The Precinct is located in close proximity to the City Park and has high exposure to passing traffic along Goddard Street and Chalgrove Avenue. The second stage of development of the RCCTS is planned to pass through the middle of the Precinct. State and Commonwealth Government offices have already been accommodated in commercial buildings fronting Chalgrove Avenue.

The characteristics of the Precinct are well suited to the further development of multi-level commercial and mixed use buildings along the Chalgrove Avenue and Goddard Street frontages. Frontages along a re-aligned Market Street would suit higher density, mixed use development framing a vista along a formally landscaped street through to the lake in the City Park.

Medium to high density residential development is preferred along the section of McNicholl Street to the north of Market Street where apartment buildings could take advantage of views over the City Park and Rockingham coastline.

The interface with existing, predominantly single storey residential development should be carefully managed with building mass and scale stepped down where appropriate to the 2 storey minimum height of the Precinct.

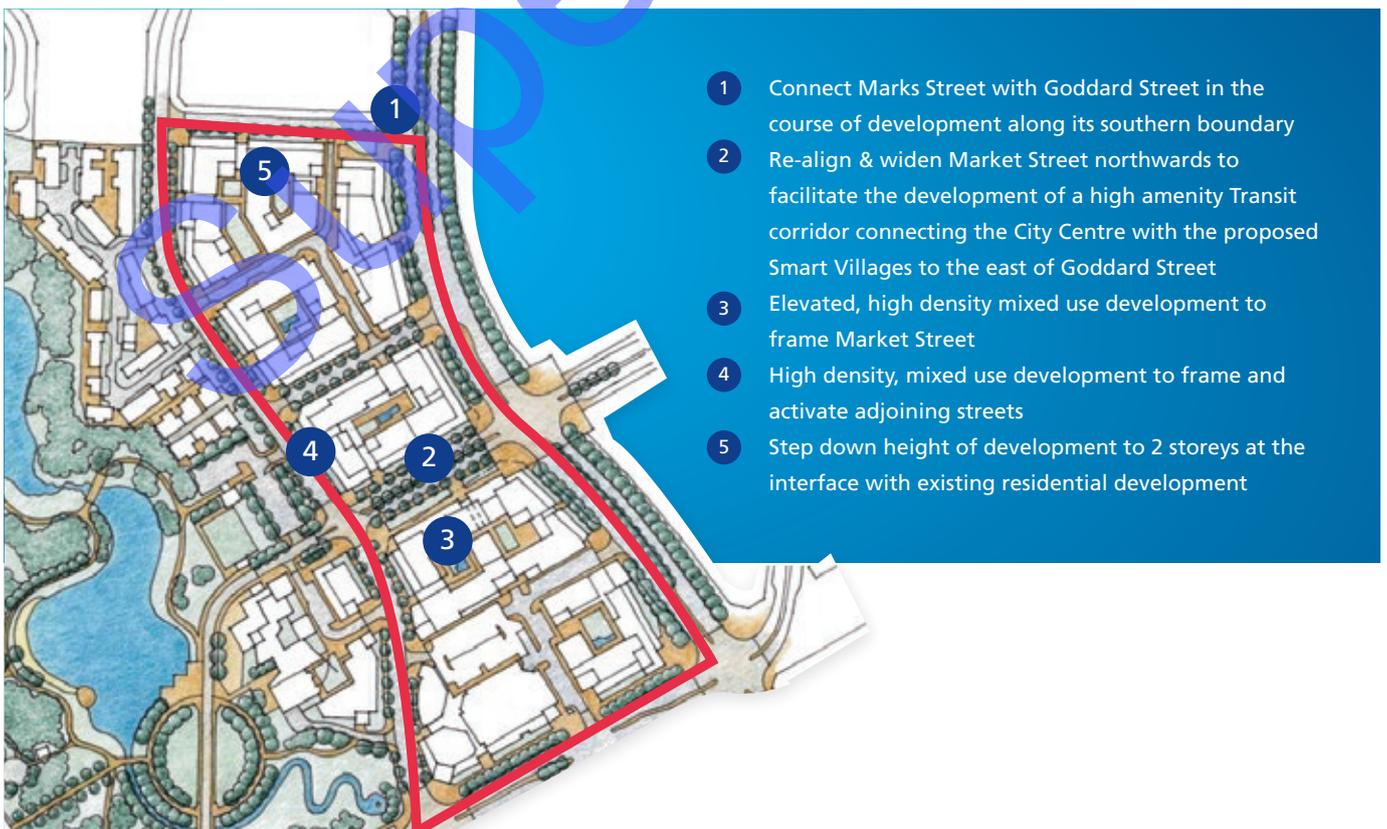
### 5.4.3 Preferred Land Uses

Within the Eastside Precinct the preferred uses are:

- office and commercial
- professional consulting rooms
- showrooms
- residential
- serviced accommodation
- eating and drinking places
- retail
- leisure
- education.

Other permissible uses are not preferred.

**Figure 5.5** Goddard Precinct Concept Plan



#### 5.4.4 Required Elements - Goddard Precinct

The IDP (refer to Figure 4.1) and the Goddard Precinct Concept Plan (refer to Figure 5.5) show the location and pattern of development envisaged by Council and preferred under this Policy. Within the scope and meaning of the planning and development principles listed in Section 2.3, there is scope for further flexibility, through discussion with landowners, in the interpretation of the Centre Plan in relation to the scale and configuration of particular developments and the implementation of new road links and public spaces over private property. Notwithstanding the indicative intent of these plans, development will be required to incorporate and maintain the following elements, as applicable:

- (a) The Precinct is to be developed as a mixed use area conforming to an urban townscape discipline.
- (b) Re-align and widen Market Street (to parallel the alignment of Chalgrove Avenue) through a minor adjustment to the northern road reserve boundary to accommodate a single vehicle lane in each direction, a central landscaped median, indented kerbside car parking and paved verge with shade trees, as illustrated in the Precinct Concept Plan.
- (c) Buildings are to be located, configured and activated to frame and address street frontages and laneways in a way that is consistent with the Precinct Concept Plan, relevant 'Frontage Types' as indicated in Section 4.4.
- (d) Setback buildings from the existing southern boundary of Market Street to a building line that suitably parallels the street re-alignment referred to in Clause (b) above, as illustrated on the Precinct Concept Plan.
- (e) Side and rear building setbacks are to be determined by reference to the example of the Goddard Precinct Concept Plan, subject to review by Council of individual land use and siting proposals and compliance with relevant health, building and safety regulations.
- (f) Consistent with Figure 4.2 'Density and Height' in Section 4.2, residential development within the Precinct is to be designed to accommodate a balanced mix of dwelling types and sizes at preferred densities ranging between 80 and 200 dwellings per hectare with a minimum density of 80 dwellings per hectare in any development which includes a residential component.
- (g) Consistent with Section 4.3, buildings are to present a minimum two storey or equivalent parapet height to the street or relevant public space subject to the maintenance of a 10.5 metre height limit along street frontages, with any additional height to be setback a minimum of 3 metres. The scale and massing of buildings is to be designed to minimise any overshadowing of adjoining properties and public spaces to the satisfaction of the City.
- (h) The massing and scale of development at the interface with existing, predominantly single residential dwellings is to be designed to step down to the minimum height of the Precinct.
- (i) Car parking is to be provided in accordance with Table 3 of Town Planning Scheme No. 2. A copy of which is set out in Appendix 1.
- (j) Car parking is not permitted between the road reserve boundary and building frontages.
- (k) Off-street car parking is to be located behind, under or over ground floor, streetfront buildings or alternatively, no closer than 20 metres to the streetfront boundary in the case of land identified in the IDP for future building development.
- (l) Semi-basement car parks are to be avoided wherever a medium to high level of frontage activation is indicated on the 'Frontage Types' plan in Section 4.4.
- (m) Podium level courtyard gardens may provide private open space over car parks located behind streetfront buildings. Examples of this form of development are located at Rockingham Beach, Mandurah Marina, Joondalup City Centre, Subi-Centro Subiaco and in Northbridge over the Graham Farmer Freeway.
- (n) Any subdivision application is to be prepared in concert with an IDGP, to be prepared by or on behalf of the land owner. The IDGP is to illustrate building envelopes, indicative building configurations, setbacks, pedestrian and vehicular access, indicative car parking layouts and any rights of way or access easements required. In general, a rectilinear subdivision pattern is to be preferred with a minimum lot size of 4000 m<sup>2</sup> to allow for a simple and cohesive layout.
- (o) In lieu of the normal landscaping requirements of the Scheme, developers are required to contribute to the cost of streetscape and landscape works within the public domain in the vicinity of their development site.  
The particular streetscape treatment applicable to any site is to be determined by reference to the recommendations of the relevant City Centre Streetscape Study.
- (p) Any landscaping of ancillary areas is to be undertaken in accordance with an approved landscape plan and in a manner consistent with the desired urban character of the Precinct and any townscape improvement plans which Council may adopt from time to time.

## 5.5 READ PRECINCT POLICY

### 5.5.1 Application

This Policy applies to the Read Precinct as depicted on the Precinct Plan. The Read Precinct is bounded by Read Street, Leghorn Street and the Central West and Southside Precincts.

### 5.5.2 Desired Future Character

The Read Precinct is currently characterised by a wide array of low density, single storey service commercial businesses typically associated with the early phases of broad-acre settlement and home establishment.

Over time, there is scope for a gradual reworking of much of the existing low intensity development pattern to achieve a more integrated, mixed use and urban scaled townscape character that seamlessly blends into the envisaged inner-city development pattern of the adjoining Central West Precinct.

A co-ordinated townscape improvement programme is needed to provide a more legible and better connected network of roads and pedestrian paths, to better integrate disparate building forms and to soften the impact of unrelieved car parking pavements.

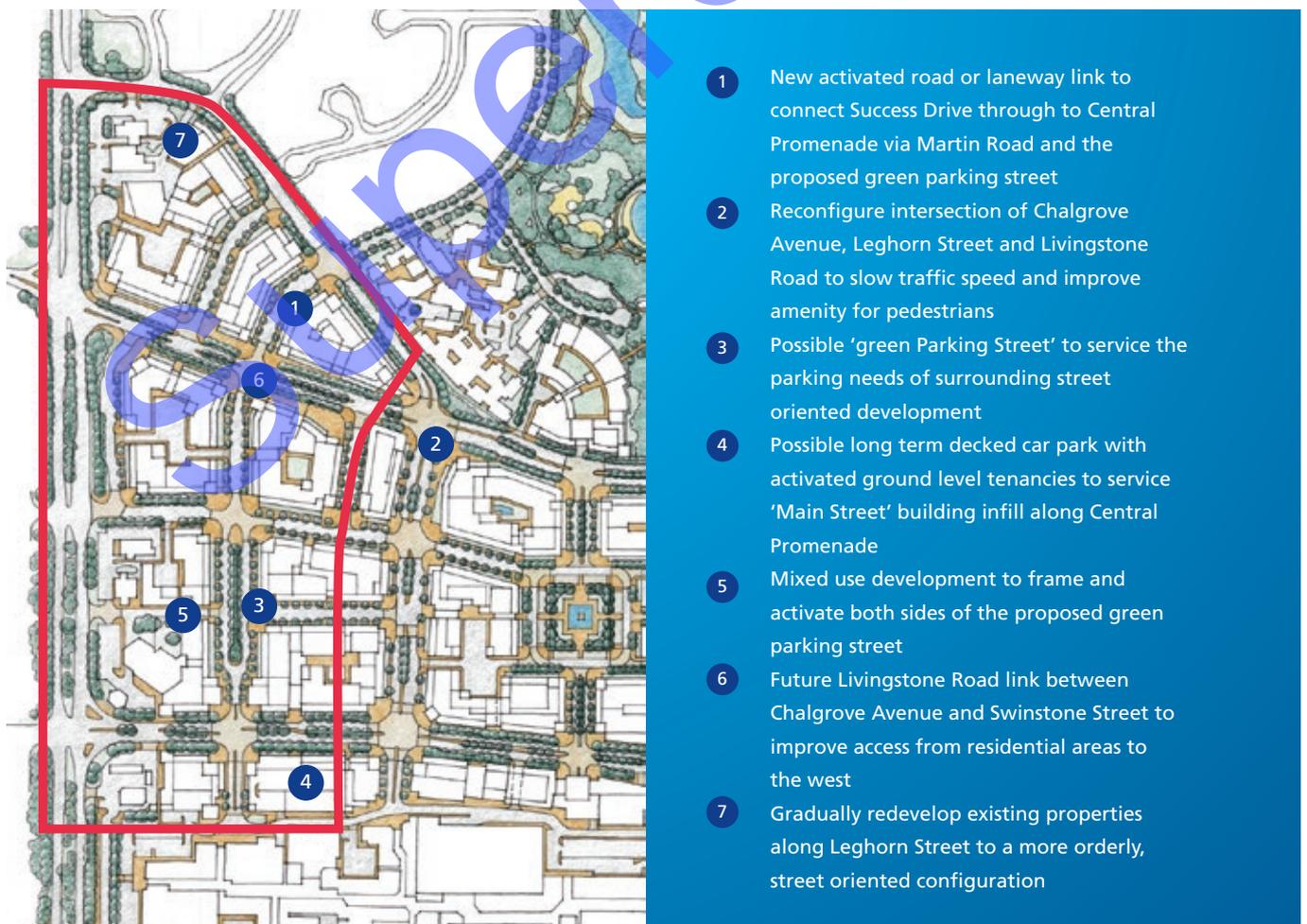
### 5.5.3 Preferred Land Uses

Within the Read Precinct the preferred uses are:

- office and commercial
- professional consulting rooms
- showrooms
- residential
- serviced accommodation
- eating and drinking places
- retail
- leisure
- education

Other permissible uses are not preferred.

**Figure 5.6** Read Precinct Concept Plan



#### 5.5.4 Required Elements - Read Precinct

The IDP (refer to Figure 4.1) and the Read Precinct Concept Plan (refer to Figure 5.6) show the location and pattern of development envisaged by Council and preferred under this Policy. Within the scope and meaning of the planning and development principles listed in Section 2.3, there is scope for further flexibility, through discussion with landowners, in the interpretation of the Centre Plan in relation to the scale and configuration of particular developments and the implementation of new road links and public spaces over private property. Notwithstanding the indicative intent of these plans, development is required to incorporate and maintain the following elements, as applicable:

- (a) The Precinct is to be developed as a mixed use area conforming to an urban townscape discipline.
- (b) Buildings are to be located, configured and activated to frame and address street frontages and laneways in a way that is consistent with the Precinct Concept Plan, relevant 'Frontage Types' as indicated in Section 4.4.
- (c) Side and rear building setbacks are to be determined by reference to the example of the Read Precinct Concept Plan, subject to review by Council of individual land use and siting proposals and compliance with relevant health, building and safety regulations.
- (d) Consistent with Figure 4.2 'Density and Height' in Section 4.2, residential development within the Precinct is to be designed to accommodate a balanced mix of dwelling types and sizes at preferred densities ranging between 80 and 160 dwellings per hectare with a minimum density of 80 dwellings per hectare in any development which includes a residential component. The maximum density is 160 dwellings per hectare.
- (e) Consistent with Section 4.3, buildings are to present a minimum two storey or equivalent parapet height to the street or relevant public space subject to the maintenance of a 10.5 metre height limit along street frontages, with any additional height to be setback a minimum of 3 metres. The scale and massing of buildings is to be designed to minimise any overshadowing of adjoining properties and public spaces to the satisfaction of the City.
- (f) Car parking is to be provided in accordance with Table 3 of Town Planning Scheme No.2 a copy of which is set out in Appendix 1.
- (g) Off-street car parking is to be located behind, under or over ground floor, streetfront buildings or alternatively, no closer than 20 metres to the streetfront boundary in the case of land identified in the IDP for future building development.
- (h) Semi-basement car parks shall be avoided wherever a medium level of frontage activation is indicated on the 'Frontage Types' plan in Section 4.4.
- (i) Podium level courtyard gardens may provide private open space over car parks located behind streetfront buildings. Examples of this form of development are located at Rockingham Beach, Mandurah Marina, Joondalup City Centre, Subi Centro Subiaco and in Northbridge over the Graham Farmer Freeway.
- (j) Replace any shortfall in the supply of car parking resulting from streetfront building infill along Simpson Avenue with a decked car parking structure set behind an activated commercial frontage, as illustrated in the Precinct Concept Plan.
- (k) Any amalgamation and re-subdivision associated with the creation of the proposed 'green parking street' is to be consistent with the Precinct Concept Plan.
- (l) Any other subdivision proposal is to be prepared in concert with an IDGP, to be prepared by or on behalf of the land owner. The IDGP is to illustrate building envelopes, indicative building configurations, setbacks, pedestrian and vehicular access, indicative car parking layouts and any rights of way or access easements required. In general, a rectilinear subdivision pattern is preferred with a minimum lot size of 4000 m<sup>2</sup> to allow for a simple and cohesive layout.
- (m) In lieu of the normal landscaping requirements of the Scheme, developers may be required to contribute to the cost of streetscape and landscape works within the public domain in the vicinity of their development site. The particular streetscape treatment applicable to any site is to be determined by reference to the recommendations of the relevant City Centre Streetscape Study.
- (n) Any landscaping of ancillary areas is to be undertaken in accordance with an approved landscape plan and in a manner consistent with the desired urban character of the Precinct and any townscape development plans which Council may adopt from time to time.

## 5.6 SOUTHSIDE PRECINCT POLICY

### 5.6.1 Application

This Policy applies to the Southside Precinct as depicted on the Precinct Plan (refer to Figure 5.1). The Southside Precinct is bounded by Read Street, Leghorn Street and the Central West and Southside Precincts.

### 5.6.2 Desired Future Character

The Southside Precinct houses the refurbished and extended retail mall and associated car parks to the south and west. The retail mall is likely to remain the largest building complex in the City. The latest refurbishment of the structure has resulted in a sleeved connection between the retail mall and the Syren Street in the core of the City Centre.

The Planning Framework in Section 3.2 seeks to further connect and integrate the Precinct with the 'Main Street' fabric of the City Centre with an innovative, long term proposal to extend Chalgrove Avenue southwards past Central Promenade to connect with Council Avenue. This improvement will only be realised with the co-operation of the property owners, to deliver a benefit in modifying the western end of the retail mall at the time of periodic refurbishment to permit the development of a new retail street with activated frontages.

### 5.6.3 Preferred Land Uses

Within the Southside Precinct the preferred uses are:

- retail
- office and commercial
- showrooms
- entertainment and leisure.

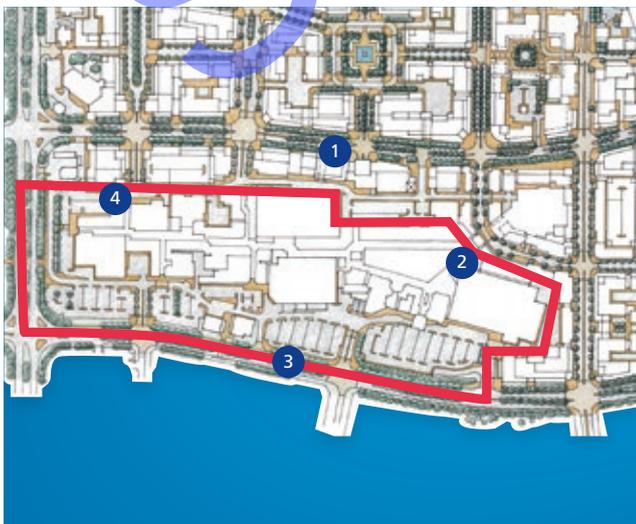
Other permissible uses are not preferred.

### 5.6.4 Required Elements - Southside Precinct

The IDP (refer to Figure 4.1) and the Southside Precinct Concept Plan (refer to Figure 5.7) show the location and pattern of development envisaged by Council and preferred under this Policy. Within the scope and meaning of the planning and development principles listed in Section 2.3, there is scope for further flexibility, through discussion with landowners, in the interpretation of the Centre Plan in relation to the scale and configuration of particular developments and the implementation of new road links and public spaces over private property. Notwithstanding the indicative intent of these plans, development is required to incorporate and maintain the following elements, as applicable:

- (a) The Precinct is to be developed as a retail and commercial area that is well integrated with the functions and townscape of the remainder of the 'Main Street' City Centre.
- (b) Buildings are to be located, configured and activated in a manner that is consistent with the Precinct Concept Plan and the 'Frontage Types' plan in Section 4.4.
- (c) External tenancies are to incorporate and maintain a minimum of 75% of their external frontage as a transparent façade with suitably glazed shopfronts, windows and doors.
- (d) Covered pedestrian ways, paving materials, street furniture, lighting and plant species are to be consistent with the overall townscape development objectives.
- (e) Car parking is to be provided in accordance with Table 3 of Town Planning Scheme No.2 which is set out in Appendix 1.

**Figure 5.7** Southside Precinct Concept Plan



- 1 Where possible, rationalise the number of vehicle crossovers and access driveways off Central Promenade to facilitate an orderly consolidation of street oriented built form along the southern side of Central Promenade
- 2 Maintain a high level of direct pedestrian connectivity and activated frontage continuity between internal tenancies and those along both sides of Syren Street
- 3 Upgrade Council Avenue streetscape including street trees, lighting, paving and signage consistent with the overall landscape masterplan
- 4 Shopping centre tenancies with glazed external shopfronts shall maintain at least 75% of their shopfront area as a transparent facade

## 5.7 PARK PRECINCT POLICY

### 5.7.1 Application

This Policy applies to the Park Precinct as depicted on the Precinct Plan (refer to Figure 5.1). The Park Precinct is bounded by Chalgrove Avenue, Leghorn Street, McNicholl Street and Success Drive.

### 5.7.2 Desired Future Character

The Park Precinct focuses on the 9 hectare City Park to the north of Chalgrove Avenue.

The Park design has been integrated with the overall City Centre urban design concept to a place for passive recreation and relaxation. It has also been planned to provide a high quality landscape focus for surrounding medium to high density inner-city residential and mixed use development.

A new low speed park road will be constructed between Civic Boulevard and Market Street to provide an attractive gateway into the core of the City Centre from the north.

In addition to the central lake element, car park, toilets, picnic and playground facilities, the Park will incorporate a series of themed, botanical settings. A transition in planting will be maintained with the more exotic (urban related) species located near Chalgrove Avenue and the more distinctly Western Australian native species located towards the northern end of the Park.

Within the gardens there will be an opportunity to create a small pavilion or bandstand and possibly a kiosk and/or café overlooking the lake. The latter could be incorporated into a future refurbishment and expansion of the Autumn Centre building complex.

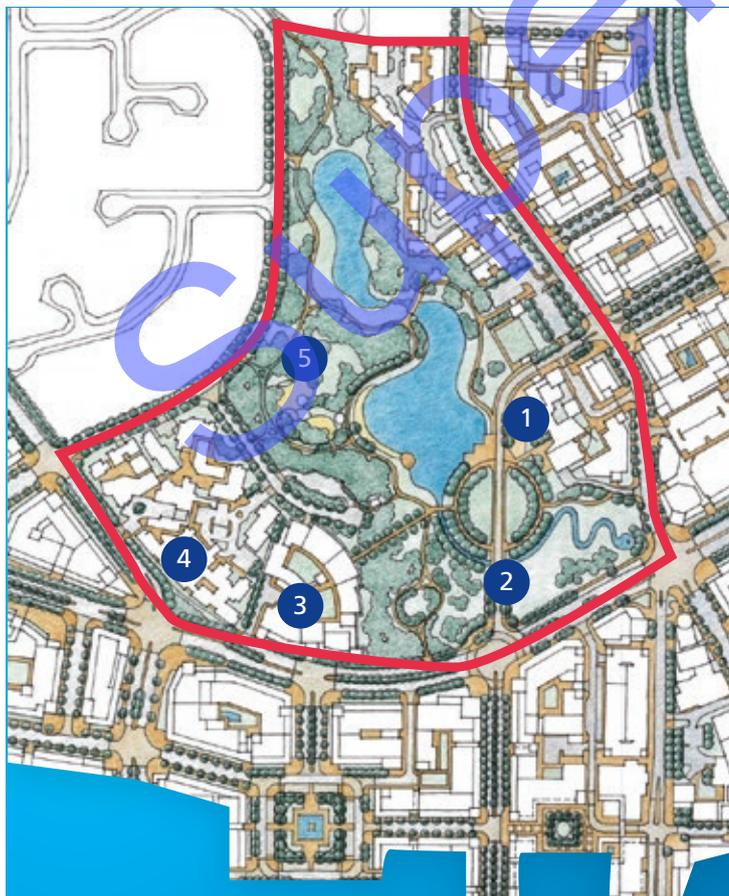
### 5.7.3 Preferred Land Uses

Within the Park Precinct the preferred uses are:

- leisure
- civic and community
- residential
- office
- education.

Other permissible uses are not preferred.

**Figure 5.8** Park Precinct Concept Plan



- 1 Expand and upgrade the range of community facilities around the Autumn Centre site to frame & activate the McNicholl Street and Park Road frontages and to improve the amenity of the park for the broader community
- 2 Construct a new low speed park road to connect a reconfigured Market Street with Civic Boulevard
- 3 Medium to high density residential development with activated frontages to Chalgrove Avenue and the City Park
- 4 Upgrade and consolidate built form when the opportunity arises with an activated, street and park orientation and to reflect more of an urban scale consistent with the City Centre context.
- 5 Maintain the lake and landscaped gardens as the centre-piece of the Precinct and to provide a high amenity setting for adjoining City Centre development

#### 5.7.4 Required Elements - Park Precinct

The IDP (refer to Figure 4.1) and the Park Precinct Concept Plan (refer to Figure 5.8) show the location and pattern of development envisaged by Council and preferred under this Policy. Within the scope and meaning of the planning and development principles listed in Section 2.3, there is scope for further flexibility, through discussion with landowners, in the interpretation of the Centre Plan in relation to the scale and configuration of particular developments. Notwithstanding the indicative intent of these plans, development is required to incorporate and maintain the following elements, as applicable:

- (a) The lake and associated landscaped gardens is to be maintained as the centrepiece of the Precinct.
- (b) Park buildings such as the "Autumn Centre" are to be consolidated to the south west of the proposed park road, with additional facilities such as an alfresco kiosk and/or cafe sited to overlook the nearby lake.
- (c) Development on private property around the perimeter of the Precinct is to overlook the Park and related street frontages.
- (d) Where relevant, buildings are to be located, configured and activated to frame and address street frontages and laneways in a way that is consistent with the Precinct Concept Plan, relevant 'Frontage Types' as indicated in Section 4.4.
- (e) Side and rear building setbacks are to be determined by reference to the example of the Read Precinct Concept Plan, subject to review by Council of individual land use and siting proposals and compliance with relevant health, building and safety regulations.
- (f) Consistent with Figure 4.2 'Density and Height' in Section 4.2, residential development within the Precinct is to be designed to accommodate a balanced mix of dwelling types and sizes at preferred densities ranging between 80 and 100 dwellings per hectare with a minimum density of 80 dwellings per hectare in any development which includes a residential component.
- (g) Consistent with Section 4.3, buildings are to present a two storey or equivalent parapet height (to a maximum of 7 metres) to the street or relevant public space, with any additional height to be setback a minimum of 3 metres. The scale and massing of buildings is to be designed to minimise any overshadowing of adjoining properties and public spaces to the satisfaction of the City.
- (h) Car parking is to be provided in accordance with Table 3 of Town Planning Scheme No.2 a copy of which is set out in Appendix 1.
- (i) Off-street car parking is to be located behind, under or over ground floor, streetfront buildings or alternatively, no closer than 20 metres to the streetfront boundary in the case of land identified in the IDP for future building development.
- (j) Semi-basement car parks is to be avoided wherever a medium level of frontage activation is indicated on the 'Frontage Types' plan in Section 4.4.
- (k) Podium level courtyard gardens may provide private open space over car parks located behind streetfront buildings. Examples of this form of development are located at Rockingham Beach, Mandurah Marina, Joondalup City Centre, Subi Centro Subiaco and in Northbridge over the Graham Farmer Freeway.

## 6. Supplementary Policies



# 6. Supplementary Policies

## 6.1 CENTRAL ARTS POLICY

### 6.1.1 Objective

The objective of the Central Arts Policy is to integrate the arts and culture into the built fabric and the day-to-day functioning of the Strategic Metropolitan Centre.

### 6.1.2 Aspects of the Policy

- The Central Arts Policy will foster ongoing development of an arts culture through the provision of facilities, the programming of arts and cultural activities and the incorporation of an arts component into the planning, development and operation of the Strategic Metropolitan Centre.
- A public art component is to be incorporated into major public building and townscape commissions.
- Council will facilitate the execution of public art beyond the familiar stand-alone sculpture or painting to encompass integral contributions to the form and aesthetics of public spaces, building facades, landscape and street furniture.
- Public art may act as significant landmarks at key entry points to the City or specific spaces and buildings or it may be employed to reinforce localised identity as has, for example, already occurred in the City Square, in the forecourt of the Justice complex and more recently at the gateway to the Waterfront Village.
- An ongoing programme of arts and cultural activities and community involvement will be pursued by Council to ensure that a wide cross section of interests and age groups is catered for in the development and functioning of the City Centre.
- Arts and community festivals will provide opportunities for periodic expression and the enlivenment of the public domain.

### 6.1.3 Funding of Public Art

A diverse range of funding options is to be pursued for the ongoing development of arts facilities, the running of arts programmes and the incorporation of public art within development.

One percent of the capital cost of buildings and other appropriate public works is to be set aside for the integration of an arts component.

Council will work with other tiers of Government and the private sector to achieve similar funding for public art.



City Administration Centre



Rockingham Sculpture 'Castaways' exhibit

## 6.2 SECURITY POLICY

### 6.2.1 Objective

The objective of the Security Policy is to integrate a passive approach to crime prevention through appropriate planning and environmental design measures to minimise both the actual and perceived incidence of crime.

### 6.2.2 Passive Security Principles

In assessing planning and development proposals, Council will have regard for the incorporation of the following passive security principles:

- Incorporate residential occupation into as much of the City Centre as possible to provide extended hours, low key surveillance of public space and buildings.
- Activate the ground or street level of the City as much as possible.
- Avoid grade separated movement networks which remove pedestrian activity from City streets.
- Frame streets, pedestrian routes and public spaces with active building frontages to minimise the area of exposed, blank walls and the prevalence of pockets of unclaimed space.
- Give priority to ground floor building tenancies (usually retail) which generate people movement and incorporate glazed shopfronts etc with a minimum of blank wall surface.
- Encourage commercial and community occupation of public pedestrian pavements - whether it be in the form of outdoor restaurants, cafes, charity stalls, buskers or street theatre.
- Make public spaces, pedestrian pavements and parks and gardens attractive, comfortable and well lit.
- Orient residential development towards public streets and laneways such that the outlook oversees the public domain and a defensible pattern of built form and space is established.
- Select durable and easily cleaned materials and finishes where public contact is envisaged.

## 6.3 PROMINENT CORNER AND LANDMARK SITES POLICY

### 6.3.1 Application

This Policy applies to all building sites with both trafficable corners (vehicular and pedestrian) and either Type 1 or Type 2 Frontages, as generally indicated on the City Centre Indicative Development Plan and the Frontages Plan (refer to Figures 4.1 and 4.4), and wherever referred to in the text and/or related plans and illustrations in the City Centre Development Policy Plan (Planning Policy 3.2.1).

In this context, the Policy is concerned with the design of buildings and related place-making at: Gateway Locations; Landmark Sites; Prominent Corner Sites; and Corner Sites.

### 6.3.2 Objective

The objective of the Corner and Landmark Sites Policy is to facilitate the development of visually distinctive buildings, structures and sculptural elements in locations that will provide navigational reference points and contribute to orderly street block formation, street activation, place-making and an enduring townscape identity.

### 6.3.3 Gateway Locations

Gateway Locations will generally be located where there is a change in townscape character and intensity at a spatial junction and may be framed by relevant buildings and/or landscape elements. Gateways signal arrival and Gateway Locations may incorporate Landmark and Prominent Corner buildings, trees, memorials, parks, fountains, water features, clock towers or sculptural artworks.



Gateway Locations in Midland, Northbridge, Melbourne Docklands and Brisbane Southbank

### 6.3.4 Landmark Sites

Landmark Sites will generally be located where existing or future buildings and building elements may be highly visible from a distance or within a framed vista. Historically such sites in town centres have attracted corporate headquarters, banks, hotels, town halls, courthouses, churches and theatres and associated clock and bell towers.

In the Rockingham City Centre, the range of uses suitable for Landmark Sites are similar to those of Prominent Corner Sites but are most likely to be those that are feasible within the cost parameters of more iconic architecture and/or distinctive civic design.

Typically, buildings on Landmark Sites will be taller than those within their local townscape context, with height increasing towards the street corner or terminating vista where tower elements, articulated or patterned elements of the facade and signage can be displayed.



Landmark buildings in South Melbourne, Subiaco and Rockingham

### 6.3.5 Prominent Corner Sites

Prominent Corner Sites will generally be located where at least one frontage is highly visible from the public domain. In “Main Street” centres, such sites often attract major businesses but they have also been favoured for theatres, libraries, galleries and museums - often accompanied by fine grain street retail tenancies such as cafes and convenience stores.

In the Rockingham City Centre, uses suitable for Prominent Corner Sites include a wide range of mixed uses (including residential) that benefit from and contribute to a high level of visual exposure and street activation.

Typically, buildings on Prominent Corner Sites will be taller than those along normal street frontages, with height increasing towards the street corner where tower elements, elevated roof structures and signage can be integrated.



Varied massing and articulation of built form at Prominent Corner Sites in Northbridge, Brisbane Southbank and Port Melbourne

### 6.3.6 Corner Sites

Corner Sites with both trafficable corners (vehicular and pedestrian) and either Type 1 or Type 2 Frontages (including sites at local street and laneway intersections), play an important role in anchoring intersecting building frontages and framing movement and activity corridors throughout the City Centre.

Buildings or parts of buildings on Corner Sites will often be higher than those along adjoining street frontages. Extra height may be in the form of a raised parapet, tower element or additional storey height - as referred to elsewhere in this Policy. Built form should maintain a high level of articulation and street front activation.



Corner building treatments in Joondalup, East Perth and Northbridge

### 6.3.7 Planning and Design Principles

In general, built form and related public spaces on Corner Sites and nominated Gateway Locations, Prominent Corner and Landmark sites should be designed to achieve distinctive design elements and high quality architecture that befits the strategic context of the location.

Common principles to be followed in planning sites and designing buildings, structures and public spaces for such locations include:

- Locate Prominent Corner and Landmark Sites to reinforce the townscape structure, aid place-making and add legibility to the access and movement network;
- Incorporate a balanced mix of such public and private sites to facilitate a mix of distinctive civic, commercial, mixed use and residential buildings in prominent locations;
- Frame and terminate vistas with suitably scaled buildings, towers and landscape elements;
- Ensure that the massing, articulation, detailing and finishes of buildings contribute to a lively but well balanced streetscape at intersecting street frontages. Position Corner buildings close to the intersection to frame and anchor the corner. At the junction of street elevations, the City will exercise its discretion in considering proposals to relax front setbacks for corner elements based on building design merits;
- Add additional height to Corner buildings through the integration of vertical elements such as additional storeys, raised parapets, spires, roof sections and similar structures. The City will exercise its discretion in considering proposals to relax maximum height limits and front setbacks based on site context and building design;
- Activate the ground floor level of buildings with predominantly glazed building entry lobbies and/or high visitation commercial and retail tenancies; and
- Integrate public art and signage into the design of buildings and related public spaces at Gateway Locations, Prominent Corner and Landmark Sites.

Superseded

## 7. Delegation

## 8. Adoption and Operation

## 9. Revocation



## 7. Delegation

The Council has the authority to delegate the determination of any application for planning approval. An applicant wishing to know whether the Council or one of the City's officers will determine an application should contact the City.

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## 8. Adoption and Operation

This Planning Policy was adopted by the Council at its ordinary Meeting held on 24 August 2010.

This Planning Policy came into operation at the same time that Amendment No.91 to Town Planning Scheme No.2 was granted Final Approval by the Hon Minister for Planning on 18 February 2011.

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## 9. Revocation

This Planning Policy supersedes the Council's Statement of Planning Policy No.8.1 - Rockingham City Centre Development Policy Plan.

# Appendices

## A1 CAR PARKING

**Table A.1** Car Parking Requirements / Allowances

USE	MINIMUM PARKING REQUIREMENT (AND MAXIMUM PARKING ALLOWABLE - IN BRACKETS)
Residential	The provisions of the Residential Design Codes are taken to apply
Cinema, Theatre	1 bay per 8 (6) seats
Consulting Rooms	3 (4) bays per consultant
Fast Food Outlet	1 bay per 14 (11) m <sup>2</sup> NLA
Health Studio	1 bay per 20 (15) m <sup>2</sup> NLA available to the public, including swimming pools
Office	1 bay per 60 (40) m <sup>2</sup> NLA
Private Recreation, Restaurant, Reception Centre	1 bay for every 8 (6) persons the building is designed to accommodate
Shop	1 bay per 22 (17) m <sup>2</sup> NLA
Showroom, Warehouse	1 bay per 80 (60) m <sup>2</sup> NLA
Hotel, Motel, Tavern	1 bay per bedroom plus 1 bay for every 5 (4) m <sup>2</sup> of bar and public areas including lounges, beer gardens and restaurants
Child Care Premises	1 bay per employee and 1 bay per eight children
Public Assembly, Public Worship	1 bay per 8 (6) seats
Short Stay Accommodation	The provisions of the Residential Design Codes with respect to multiple dwellings are taken to apply

## A2 INTERPRETATIONS

### 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, offices and residential dwellings) face and open towards the street. Refer to Section 5.5, 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 facade 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, referring to structures which in their context appear relatively large.

### Campus Sector

Means the area defined as Sector 6 in Figure 1.2 and refers to the adjoining sites of the Challenger Institute of Technology, the Rockingham campus of Murdoch University and Kolbe Catholic College.

### 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.

### Centre Plan

Means the Rockingham Strategic Metropolitan Centre - Centre Plan, Volumes 1 and 2 as adopted by Council on the 22nd September 2009 and the Western Australian Planning Commission on 10 November 2009.

### City Centre Sector

Means the major retail, commercial, civic and mixed use activity centre and the major social and employment hub of the Strategic Metropolitan Centre. In this instance, the existing extent of the City Centre Sector is defined in Figure 1.2.

### Facade

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

### 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.

## A2 INTERPRETATIONS (*Continued*)

### 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.

### 'Main Street'

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 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.

### Scale

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

### 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.

### Strategic Metropolitan Centre

Means the area as defined by the Centre Plan as the Rockingham Strategic Metropolitan Centre. The boundary is defined in Figure 1.1.

### 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 Oriented Development (TOD)**

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**

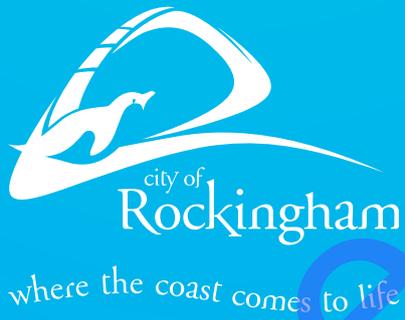
Means the ease with which a person can walk in an area.

**Walkable Catchment**

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

**Waterfront Village Sector**

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.



Superseded