

PLANNING POLICY NO.3.2.12

August 2016

Development Policy Plan
**Southern Gateway
and Rockingham
Station Sectors**



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1. Introduction

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1.1 BACKGROUND

The Southern Gateway and Rockingham Station Sectors are two of a number of defined development sectors within the planning envelope of the endorsed Centre Plan for the Rockingham Strategic Metropolitan Centre.

This Planning Policy provides a more detailed planning vision and policy framework for the Southern Gateway and Rockingham Station Sectors. The policy area boundaries generally follow those illustrated in the endorsed Centre Plan.

It is anticipated that the two sectors will be combined into one sector when the Centre Plan is reviewed in the future.

1.2 CENTRE PLAN STATUS - STRATEGIC METROPOLITAN CENTRE

Under its Statement of Planning Policy 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 Activity Centre Structure Plan (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 a new Centre 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 Centre Plan project covers an area of almost 600 hectares between the Rockingham Train Station and Rockingham Beach and includes the area covered by the existing Central City Area zone in the Metropolitan Region Scheme, as shown in Figure 1.1.

Stage 1 of the Centre Plan Review was advertised for public comment in December 2007. It laid down an overall Concept Plan that addressed the priority issues of: a better connected access and movement network; and a 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 legible street blocks, built form and public space.

The overall Centre Plan area was divided into 11 Sectors (refer to Figure 1.2) as follows:

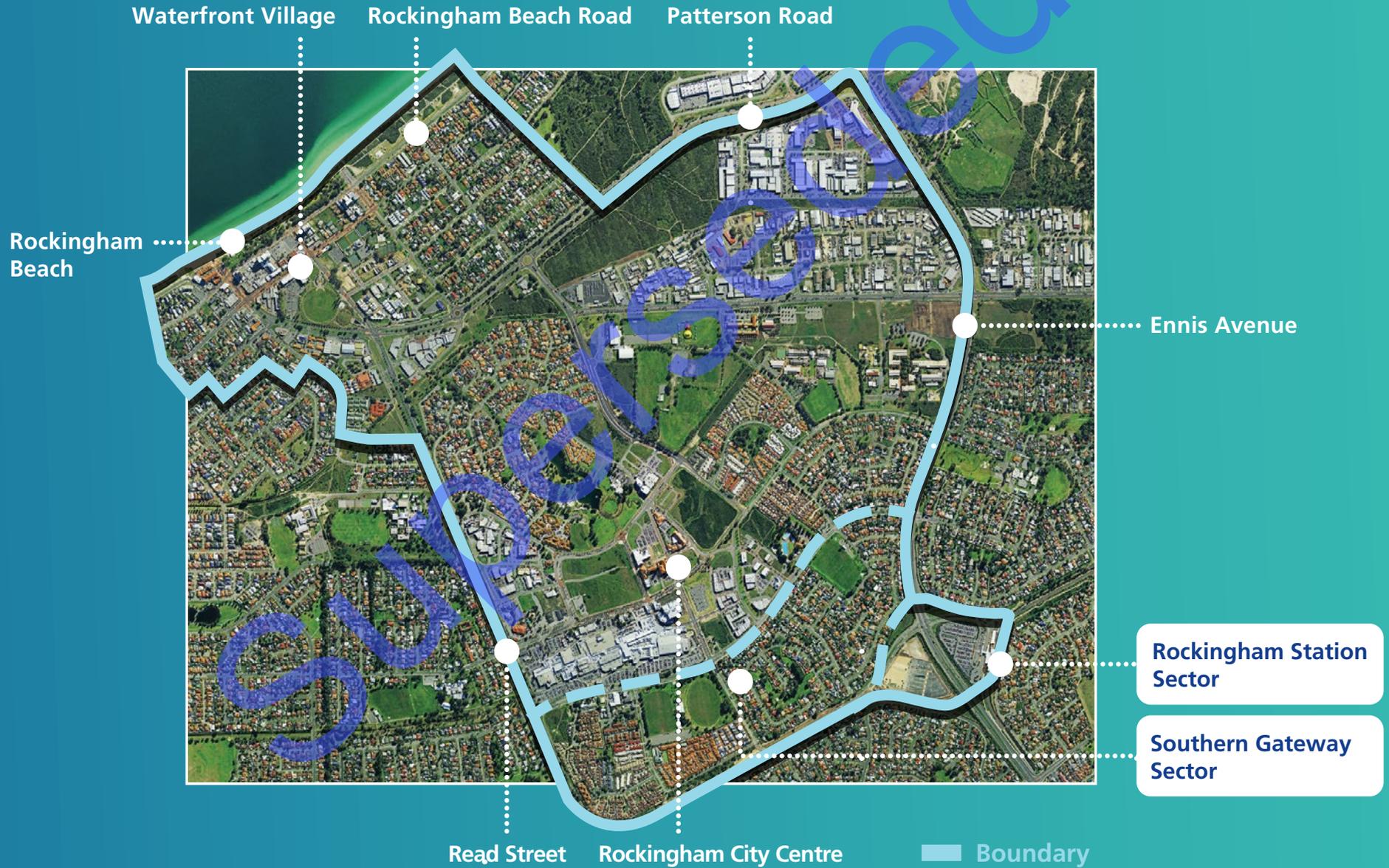
- City Centre
- Waterfront Village
- Smart Village (South)
- Smart Village (North)
- Northern Gateway
- Campus
- Eastern
- Leeuwin
- Northern Waterfront
- Southern Gateway
- Rockingham Station

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 1995 Development Policy Plan (DPP) for the City Centre sector, with a revised Indicative Development Plan and related Precinct Policies and Guidelines. The 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.

Rockingham Strategic Metropolitan Centre Boundary
Figure 1.1



Rockingham Strategic Metropolitan Centre Sector Plan

Figure 1.2



1.3 NEED FOR A DEVELOPMENT POLICY PLAN FOR THE SOUTHERN GATEWAY AND ROCKINGHAM STATION SECTORS

The Southern Gateway Sector adjoins the City Centre Sector where the City has been funding and implementing an ongoing strategy of civic improvements, mixed use urban renewal and townscape consolidation to provide greater opportunities for people to work, shop, live and recreate in a high amenity environment within walking distance of facilities and services.

Investment in the ongoing development of the City Centre needs to be supported over time by an intensification of complementary development in the adjoining Southern Gateway Sector. It is highly desirable that residential densities within walking distance of the route of the RCCTS are increased over time to support the operation of a sustainable, high frequency transit service.

Redevelopment within the Southern Gateway Sector needs to occur at higher densities than would be appropriate in areas outside of the Activity Centre and away from high frequency public transport.

Planning should allow for more intensified development to complement the Activity Centre and public transport in the Southern Gateway Sector and should not occur on a piecemeal basis, but rather should be coordinated to ensure that the residential density targets for the sector can be met and the townscape amenity can be improved.

It is acknowledged that the Rockingham Station Sector falls totally within a Regional Road and Rail Reservation and the responsibility for planning and development therefore rests with the State Government.

The completion of the Stage 2 park and ride car park on the western side of Ennis Avenue effectively completes the known Rockingham Station Masterplan and there is little likelihood of substantial additional development within the planning horizon of this policy.

It makes sense, however, to include the completed development pattern of Rockingham Station within this policy to ensure that there is good connectivity between the station and the Centre and a context for well integrated, transit-oriented development.

The Southern Gateway and Rockingham Station DPP sets out the planning context and detailed guidelines within which a properly integrated and high amenity urban renewal outcome may be achieved.

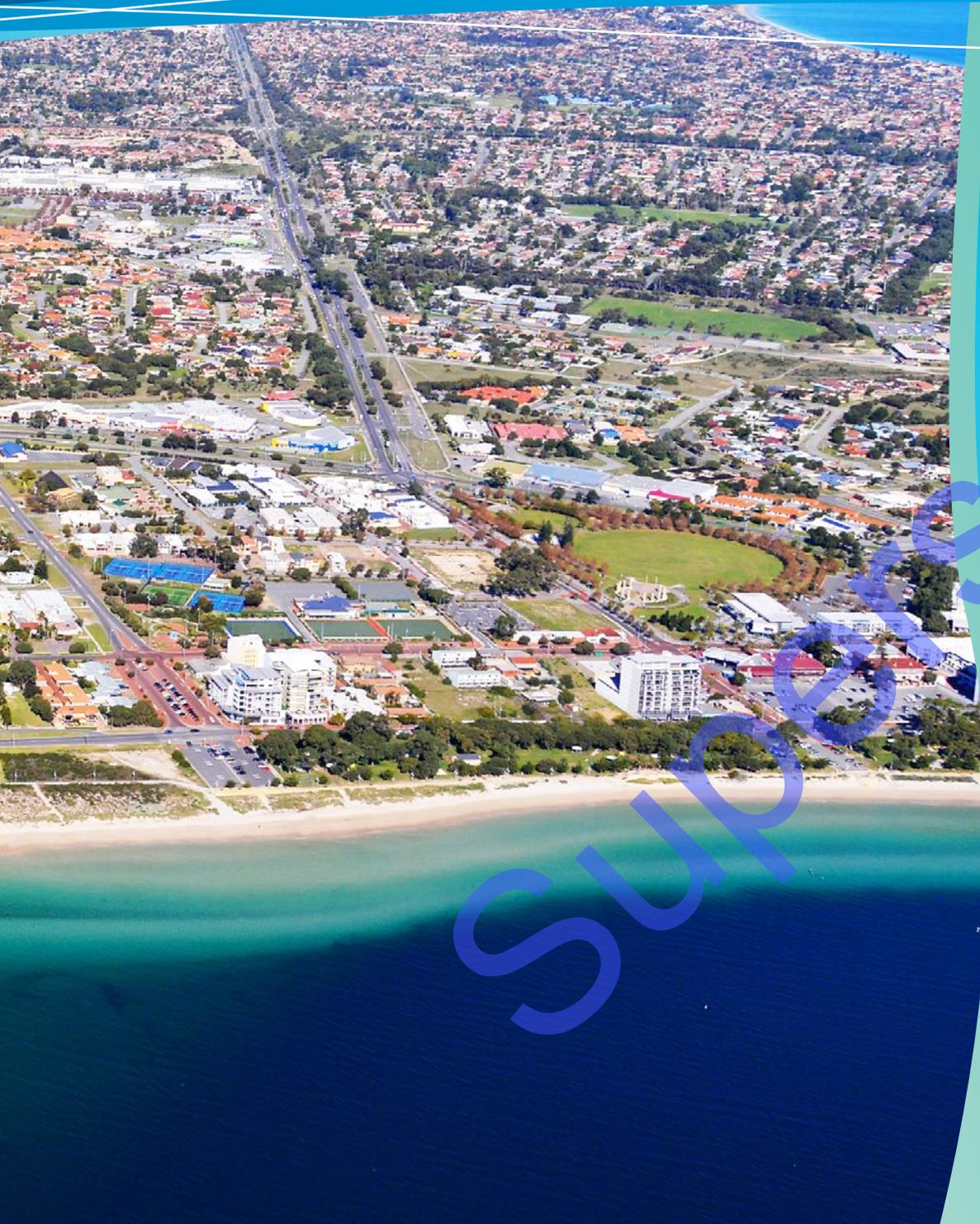


Kitson Street connects Rockingham Station with the City Centre and beyond.



Existing isolated pocket of commercial and community uses on the southern side of Council Avenue.





2. Strategic Metropolitan Centre Planning Framework

2. Strategic Metropolitan Centre Planning Framework

2.1 VISION FOR THE ROCKINGHAM STRATEGIC METROPOLITAN CENTRE

The following vision has been endorsed in the 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 interconnected, urban-scaled townscape, comprising a major activity centre and related urban villages based on ‘Main Street’ principles.”

This 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 DPP.

It has a wider scope to encompass higher education campuses and urban villages along the route of the RCCTS through to Rockingham Beach.

Development in the 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 urban villages between the City Centre and Rockingham Beach along the route of the transit system. The new urban villages 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 PLANNING AND DEVELOPMENT PRINCIPLES

The following planning and development principles apply across the Strategic Metropolitan Centre:

2.2.1 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.

2.2.2 Access and Parking

Principles:

- Make walking the most important mode of transport. 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 with direct and legible street connections.
- Ensure that the street network is ‘fine grained’ to provide a multiple choice of routes for pedestrians, cyclists and vehicles.

2.2.2 Access and Parking cont.

- Integrate the street-based central transit system to link the Rockingham Beach, the City Centre and the Rockingham railway station together.
- Ensure that appropriate land uses are located adjacent to the transit route.
- Adopt an integrated urban design and traffic management approach to deliver a low speed traffic environment and a high level of interest and amenity.
- 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/vehicle conflicts.
- Avoid semi-basement car parking solutions where they would impact negatively on the ground level activation of adjoining streets.

2.2.3 Public Domain

Principles:

- 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.

2.2.4 Land Uses

Principles:

- Ensure that new uses support and enhance the role of the Strategic Metropolitan 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.
- Encourage land uses and developments that employ and attract high numbers of people. Such uses should include medium to high density residential, short stay accommodation, 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.
- Encourage and promote a diverse mix of uses in preference to mono-functional land uses on larger sites.
- Enhance the activity appeal of the 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 Centre.
- Encourage the aggregation of facilities along 'Main Street' corridors, pedestrian links and major public spaces that are characterised by high levels of pedestrian activity during normal shopping hours.
- Encourage new development to provide options for future flexibility and changes in land use.

2.2.5 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.

2.2.6 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 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, floor area, ownership patterns, price and building types) to ensure a diverse population can be housed, including designing buildings to be adaptable over time.

2.3 CONCEPT PLAN

An overall Concept Plan for the Strategic Metropolitan Centre was developed in conjunction with the preparation of an access and movement network (refer to Figure 2.1).

The plan makes provision for a better connected and more legible road network with particular emphasis given to improving north-south connectivity. Moreover, the plan makes the City Centre Transit System the focus of an intensified corridor of mixed use development between the City Centre, education campuses and the beachfront.

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 activity centres north and south of Dixon Road along the route of the local transit system. The land south of Dixon Road 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.

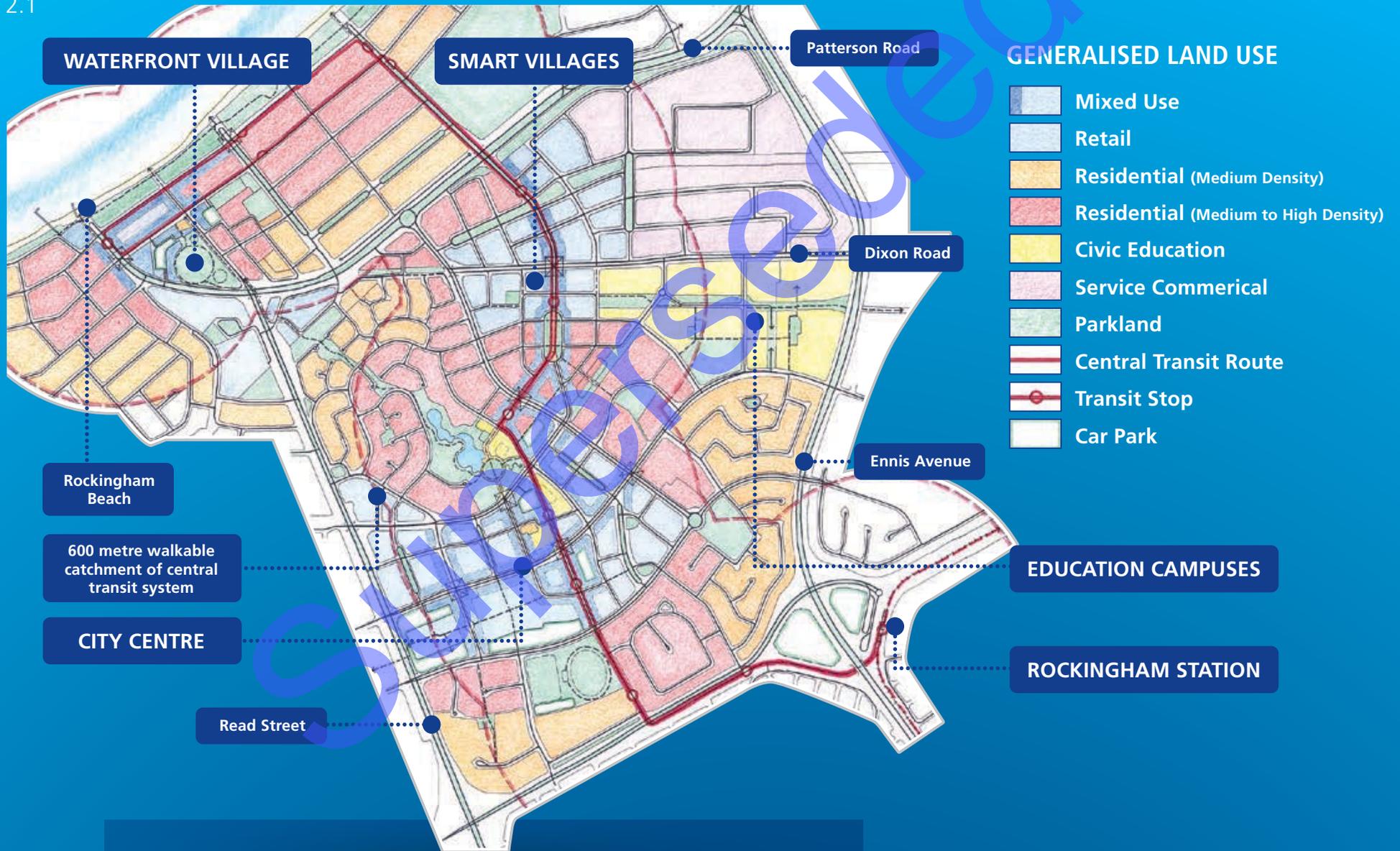
Between Dixon Road and Patterson Road an opportunity exists to extend the 'Main Street' activity corridor to directly connect with Victoria Street and the fast redeveloping Rockingham Waterfront.

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 1.2 of the Centre Plan divides the Strategic Metropolitan Centre into 11 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.

Rockingham Strategic Metropolitan Centre Concept Plan

Figure 2.1



2.4 FRAMEWORK PLAN

A Framework Plan (refer to Figure 2.2) over the Strategic Metropolitan Centre illustrates 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 2.5 and builds on the adopted access and movement network described in Section 2.6. 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 cooperation 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 are likely to undergo incremental change over an extended period. Development in these areas will be guided by separate Sector Development Policy Plans (such as the Southern Gateway and Rockingham Station Sectors DPP) and relevant guidelines.

Rockingham Strategic
Metropolitan Centre Framework Plan
Figure 2.2



2.5 TRANSIT ORIENTED DEVELOPMENT (TOD)

2.5.1 Background

The RCCTS connects Rockingham 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.

2.5.2 TOD Policy Background

It is important to understand the strong and consistent TOD policy background to the Centre Plan and its ongoing implementation.

Towards Perth & Peel @ 3.5 Million (2015)

The draft strategy emphasises the need to integrate land use and activity within the transport network. The document calls for an increase in residential development, *“in and around activity centres linked by a robust movement network”*.

Directions 2031 and Beyond (2010)

The metropolitan planning strategy identified the “connected city” model as the preferred future growth scenario for the metropolitan region.

The connected city pattern of growth is, in part, characterised by:

“Planning and developing key public transport corridors, urban corridors and transit oriented developments to accommodate increased housing needs and encourage reduced vehicle use”.

To cater for an increased supply of infill housing:

“Planning will need to focus on targeted locations for future urban growth such as in and around retail and employment centres, transit oriented developments and high frequency public transport corridors”.

Directions 2031 sought to encourage a shift to more sustainable transport options including:

“Planning and design of activity centres around transit-oriented development principles to promote public transport, walking and cycling as an alternative to private car use”.

Network City (2004)

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

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.

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.

2.5.3 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).

2.5.4 Land Use Distribution and Development Intensity

The following land use assumptions were 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 characteristics along the activity corridor.

The City Centre and the Waterfront Village are established Activity Centres which have, to date, been planned to accommodate the bulk of retail, office, hospitality and higher density residential development. The 2009 Centre Plan allows for a more balanced distribution of activity-generating uses along the transit corridor where there are significant opportunities for sustainable TOD.

Retail floorspace has been notionally allocated as follows:

- City Centre 85,000 m²
- Waterfront Village 18,000 m²
- Smart Villages 12,000 m²

Office floorspace has been notionally allocated as follows:

- City Centre 60,000 m²
- Waterfront Village 8,000 m²
- Smart Villages 32,000 m²

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

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 in the Waterfront Village and clusters of medium density group housing around the City Centre.

Over recent years, the City has considered a number of applications for 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 there is a demand for residential apartments close to central retail, employment and public transport opportunities. There appears to be latent potential for strategically located medium to high density 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 late 1980, 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 recognised that a greater intensity and massing of development is needed to create the urban context for successful TOD.

TODs 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 Waterfront Village). It is acknowledged that parts of the Strategic Metropolitan Centre to the east and south of the City Centre (including the western part of the Southern Gateway Sector) have already been developed at densities of 30-40 dwellings per hectare and these strata titled areas are unlikely to be redeveloped to higher densities in the foreseeable future. This will influence the density of nearby residential infill.

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.

2.5.5 Urban Design and Built Form

While the overall TOD concept is for a consolidated, medium to high density and 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.

2.5.6 Residential Yields

Estimates of residential potential within the RCCTS catchment (600 metres) 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 6,000 dwellings (at a gross average of 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 people per household) at a gross average density of 62 people per hectare. This scenario could achieve the light rail transit threshold density of 50 people per hectare.

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

Within the Southern Gateway Sector, there is a TOD potential for approximately 2,375 residential dwellings, housing around 4,750 people.

2.6 ADOPTED ACCESS AND MOVEMENT NETWORK

A preferred access and movement network has been adopted by the City. Particular attention has been given to the 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.

2.6.1 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 - 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.

Transit Street and Transit Priority Streets - are 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. Designs permit 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.

Green Parking Streets - are 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 still allowing the street to function normally for both 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 - are 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 - are found outside 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/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 accessways and pathways through public space connect a wide array of mixed uses.



Rockingham Train Station and Bus Interchange



Westerly view from Rockingham Train Station towards Southern Gateway Sector

2.6.2 The Adopted Network

The adopted access and movement network (Figure 2.3) 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.

2.6.3 Traffic Modelling and Traffic Predictions

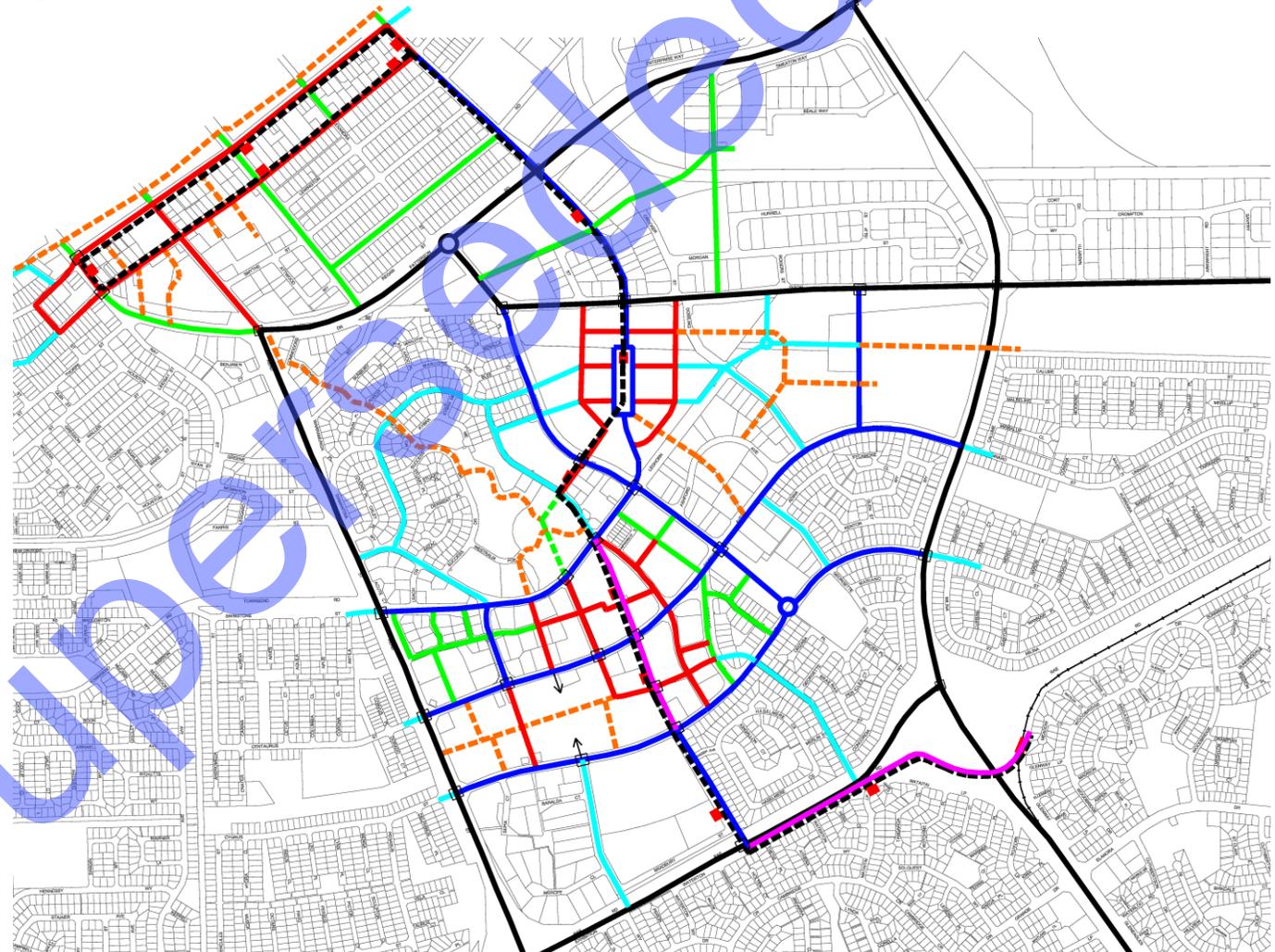
Traffic modelling has been undertaken by engineering consultants Uloth and Associates.

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.

Adopted Access and Movement Network

Figure 2.3



2.6.4 Public Transport Network Planning

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

- The principal custom designed street-based public bus transport system (the RCCTS), linking the train station with the City Centre, the Campus Sector and the Rockingham foreshore. This is the major linking element through the City Centre supporting the proposed transit oriented development.
- The Rockingham/Fremantle principal bus transit service. This high frequency service would either enter Rockingham through the Campus Sector and travel through the City Centre, terminating at the railway station, or enter the City through the railway station, terminating in the Campus Sector (near the Challenger Institute of Technology).
- 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.

The potential public transport network is shown in Figure 2.4.

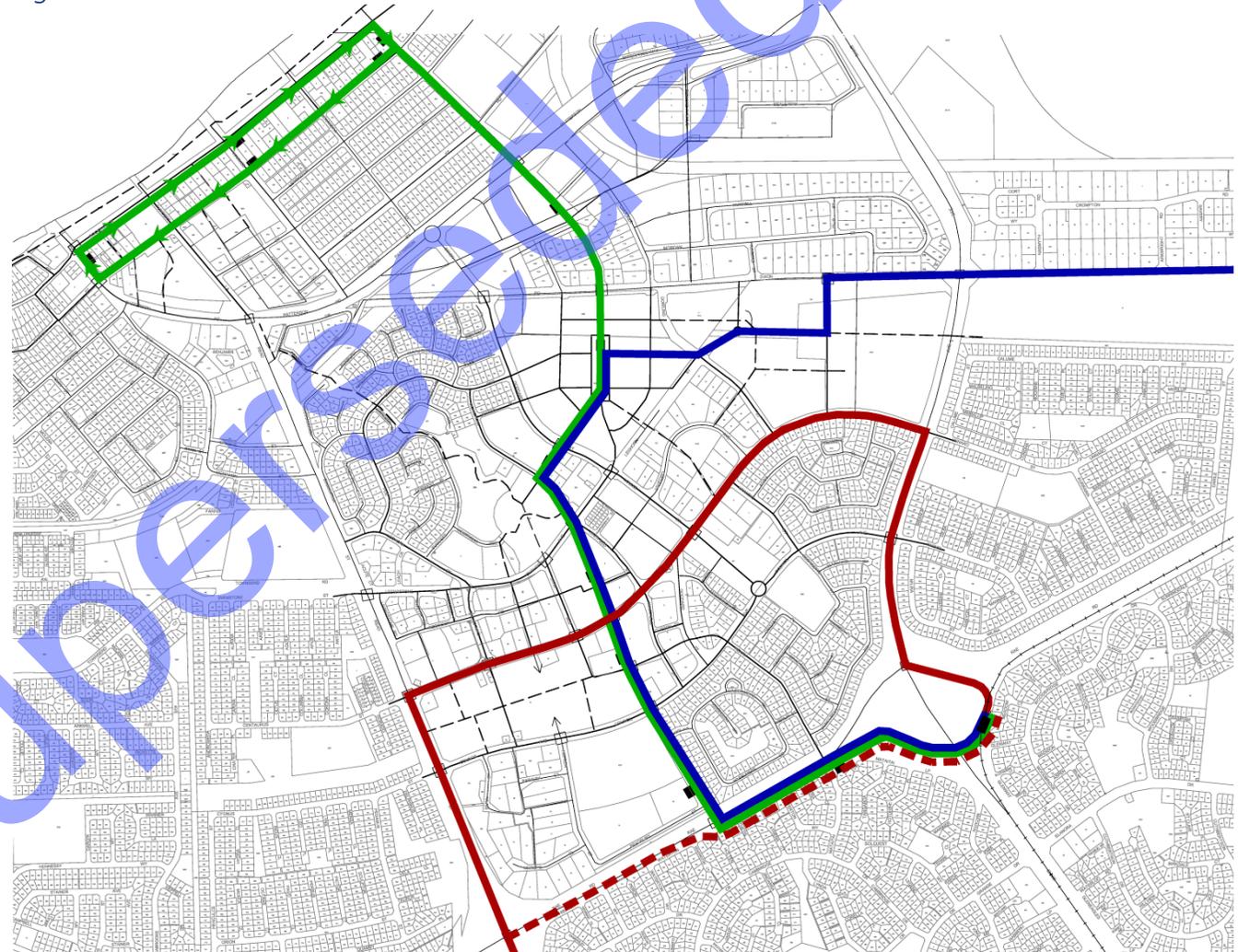
2.6.5 Parking Policy and Principles

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

The distribution of car parking in the Southern Gateway Sector should maximise the amount of on-street, kerbside parking, subject to traffic and pedestrian safety, and other relevant design considerations.

Potential Principal Public Transport Routes

Figure 2.4



— 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

Walkable Catchment – Central Transit System Figure 2.5

-  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.

Figure 2.5 shows the walking catchment around the proposed stops along the principal street-based public transport system, linking the railway station, the City Centre, the Campus sector and the Rockingham 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).



Combined Public Transport Services

Figure 2.6

-  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.

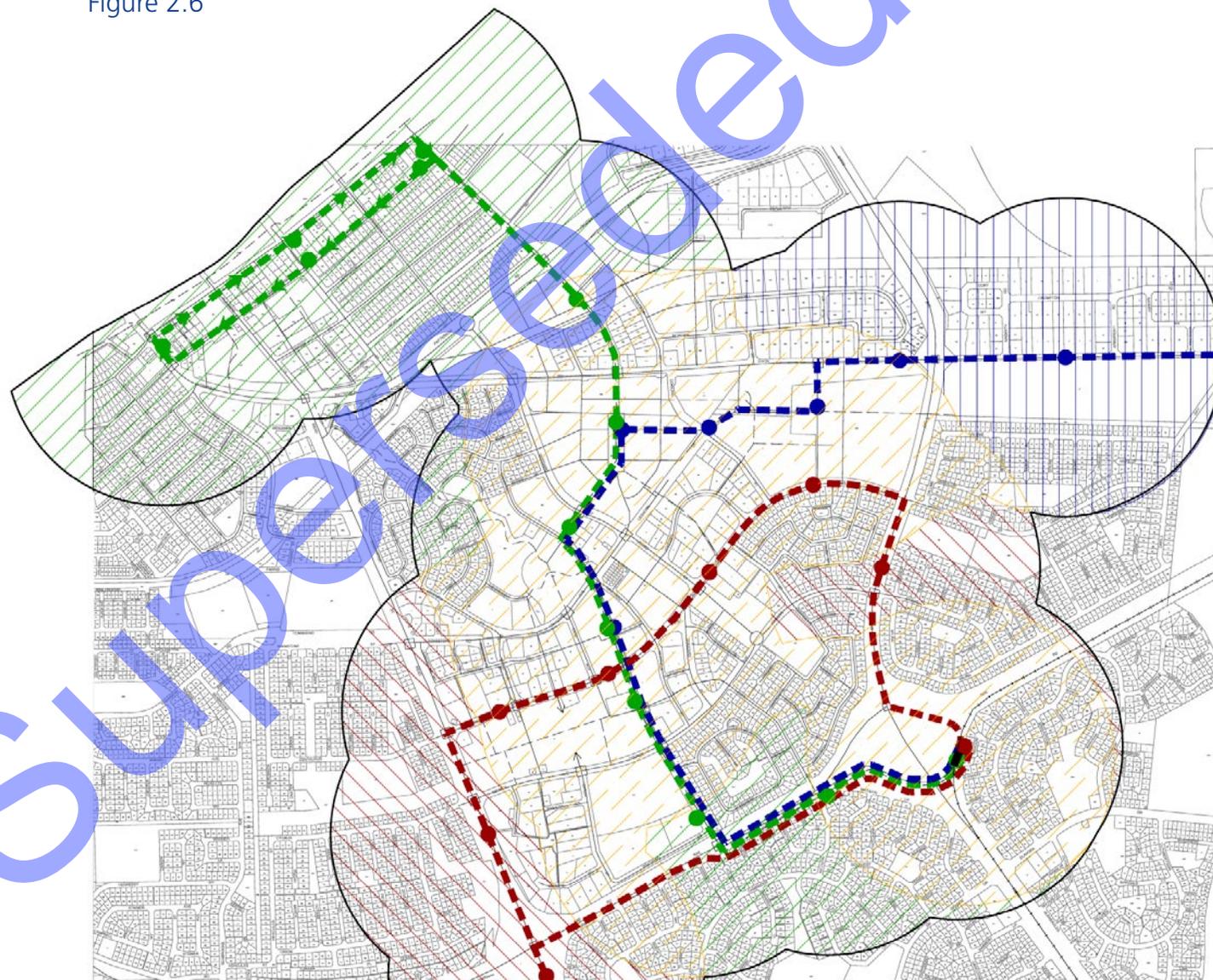


Figure 2.6 shows the walking catchment for the proposed combined major transit services for Rockingham. It can be seen that the Strategic Metropolitan Centre will be very well served by high frequency transit. This level of coverage by high frequency services means that Rockingham could be described as a 'Transit City' rather than a city with transit.

2.7 ENDORSED SOUTHERN GATEWAY SECTOR PLANNING GUIDELINES

Section 10.10 in Volume 1 of the endorsed Centre Plan sets out broad Sector Planning Guidelines within which more detailed planning of the Southern Gateway Sector should be undertaken. The following text is an extract from the Centre Plan:

Location

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

Desired Future Character

This sector presents an opportunity to progressively upgrade residential capacity and introduce an urban townscape and built form more consistent with proximity to transit and central area uses.

Existing areas of single storey group housing to the west of the transit route would be unlikely to change in the near term.

Preferred Uses

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

Elements

- Prepare a sector Development Plan with relevant changes to residential density codes to guide the progressive urban consolidation and transformation of this area consistent with its TOD context.
- Upgrade the landscape at all levels to convey a more distinctly urban townscape character.

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

2.8 ENDORSED ROCKINGHAM STATION SECTOR PLANNING GUIDELINES

The following extract from Section 10.11 in Volume 1 of the endorsed Centre Plan sets out broad Sector Planning Guidelines within which more detailed planning of the Rockingham Station Sector should be undertaken.

Location

The area on either side of Ennis Avenue which has been allocated for the Rockingham Train Station, including the park and ride car parks.

Desired Future Character

The train station will be serviced by park and ride car parks located on either side of Ennis Avenue. The station is relatively removed from the activity focus of the City Centre and does not present any obvious TOD opportunities. The western-most car park has not been constructed at this time and presents a possible opportunity to locate multiple residential apartments over a future park and ride facility.

Priority should be given to TOD consolidation along the activated route of the transit system in the heart of the centre before any consideration is given to development over the more isolated park and ride car park.

(**Note:** An at-grade, “western-most car park” referred to above has been constructed since the completion of the Centre Plan, so the possibility of “locating multiple residential apartments over a future park and ride facility” is unlikely to occur in the near to medium term.)

Preferred Uses

- TOD-related uses

Elements

- Maintain and enhance the landscape at all levels to convey a distinctly urban townscape context.
- Give particular attention to the landscape treatment of Ennis Avenue and related entry points to the centre where

planting, lighting and signage should convey a clear sense of arrival at the edge of a major activity centre.

- Ensure that all new development is planned in accordance with the sustainability principles listed in Section 3.1.6 and designed to meet any applicable sustainability Key Performance Indicators endorsed by the City of Rockingham.



Rockingham Train Station, RCCTS interchange and associated parking areas separated by Ennis Avenue



3. Characteristics of the Southern Gateway Sector

Superseded

3. CHARACTERISTICS OF THE SOUTHERN GATEWAY SECTOR

3.1 EXISTING LAND USE AND DEVELOPMENT PATTERN

Figure 3.1 shows the existing land use and development pattern and is based on a recent aerial photograph (2015).

For ease of description, the Sector has been broken into four Precincts, namely Hefron, Anniversary, Haselmere and Careeba.

3.1.1 Hefron Precinct

The Hefron Precinct is predominantly comprised of: one and two storey medium density residential dwellings to the west of Hefron Street; a retirement village to the east of Hefron Street; and a smaller pocket of commercial and community uses in buildings located between Council Avenue and Baralda Court. With the exception of a small pocket of group housing along the western side of Sepia Court, the remainder of the gateway site bounded by Read Street, Council Avenue and Sepia Court remains undeveloped.

The composition, tenancy mix and presentation of buildings and spaces bounded by Council Avenue, Hefron Street and Baralda Court suggests that the viability of this area has been hampered as a consequence of its physical isolation from the main body of the City Centre on the opposite side of Council Avenue.

The poor quality of this section of Council Avenue streetscape can also be attributed to the questionable planning decision many years ago to elevate the pavements of Council Avenue to accommodate a pedestrian underpass. The underpass links the City Centre with group housing to the south via Sepia Reserve and a network of segregated pedestrian pathways.

The largely hidden Sepia Reserve and the pedestrian paths that radiate out from it are generally isolated behind fenced clusters of medium density dwellings.

This 'Radburn'-like planning arrangement may have been implemented at the time with the intention of safely segregating pedestrian and vehicle traffic, but as has been discovered across the world since the 1970's, this approach has left an intractable townscape and public safety legacy because there is virtually no passive surveillance of pedestrian activity in those spaces from adjoining housing or nearby roads. Isolated laneways also provide a generally hidden pathway for criminals to illegally access the rear of residential properties.

In other parts of Australia and overseas where this type of housing arrangement has contributed to unsustainable social and environmental outcomes, the solution has often been to completely redevelop whole housing precincts to eliminate segregated and isolated pedestrian networks. Typically this drastic remedy has been implemented over problematic public housing estates. This is unlikely to be a viable option in the Hefron Precinct where properties are privately owned under Strata Titles. Measures to improve security and public safety require investigation.

- Southern Gateway Sector Boundary
- Operational High Frequency City Centre Transit Route

Existing Land Use and Development Pattern
Figure 3.1



- 1** Existing mixed use frontage along Council Avenue has potential for further urban scaled infill development to better frame and activate a major entrance to the City Centre
- 2** Sepia Reserve and PAW's Originally conceived as a local park with connecting pedestrian laneways free from vehicles. Fenced isolation and lack of surveillance has left a potentially dangerous safety and security legacy.
- 3** Areas west and south of Anniversary Park have been developed for medium density residential and retirement housing and most of this precinct is unlikely to be redeveloped in the near future. Crime prevention (CPTED) issues with pedestrian laneways west of Hefron Street. Scope for improved streetscape amenity
- 4** Anniversary Park Functional active recreation space, but lacks urban landscape amenity.
- 5** Predominantly single residential dwellings on typical 680 m² lots suited to redevelopment at higher, transit oriented (TOD) densities, subject to site amalgamations to foster appropriate urban townscape outcomes
- 6** Haselmere Reserve Local open space originally conceived as safe parkland. In reality, adjoining residential properties have fenced off the POS space for privacy and security reasons. Isolation and lack of surveillance leaves a potentially dangerous safety and security legacy.
- 7** Careeba Reserve Potential to enhance amenity in conjunction with progressive urban renewal of adjoining residential properties to higher, TOD densities

3.1.1 Hefron Precinct cont.

Poor connectivity and a lack of legibility in the street network is an issue across the Rockingham Centre. Connectivity in the Southern Gateway Sector is further hampered by the presence of cul-de-sac streets which service most of the residential and mixed use properties to the west of Hefron Street.

While Hefron Street and Kitson Street connect directly to the adjoining City Centre Sector to the north via signalised intersections with Council Avenue there is currently no road connection between Hefron Street and Rae Road.

Kitson Street is part of the route of the RCCTS and provides access to buses that travel from the Rockingham Station to Rockingham Beach and return.



Existing high density predominantly single storey aged care facility



Isolated Pedestrian Accessways – Sepia Reserve



Existing two storey medium density dwellings in the Hefron Precinct



Existing residential Aged Care facility on the eastern side of Hefron Street

The landscape character of the Precinct is nondescript, with a sparse scattering of native trees along road verges that lack shade, colour, pedestrian amenity and many of the other elements that contribute to an attractive townscape outcome.



Kitson Street RCCTS transit route looking north towards Rockingham City Shopping Centre

3.1.2 Anniversary Park Precinct

The Anniversary Park Precinct accommodates two major sporting fields and associated sports infrastructure, amenities and pavilions. It also accommodates a 'Men's Shed' facility.

One of the sporting fields is rectangular and multi-purpose, whereas the other field is oval shaped with a grassed perimeter embankment to suit the needs of Australian Rules Football.

An unshaded, rectangular shaped car park occupies much of the southern boundary. The sparse, suburban landscape character of this Precinct is tired, unattractive and lacks any clear sense of purpose.



The existing Anniversary Park oval, sporting fields and associated clubrooms present a significant opportunity for landscape enhancement to Village Green standards

Anniversary Park Masterplan



- 1 Youth recreation space
- 2 AFL goal line nettings
- 3 Path network
- 4 Play equipment renewal
- 5 Realign oval dividing fence
- 6 Bollards to restrict vehicle traffic
- 7 Formalise oval entry
- 8 Car park upgrade
- 9 Possible demolition of masters change rooms for relocation to expanded rams club facility
- 10 Possible expansion of Men's shed
- 11 Men's shed
- 12 Gridiron goalpost sleeves
- 13 Clubroom expansion to include kitchen, bar, storage, change rooms and toilets
- 14 Removal of sea container
- 15 Pedestrian zone
- 16 Fence redevelopment

A Masterplan has been prepared to guide the upgrading and redevelopment of facilities but there is scope for further landscape enhancement.

3.1.3 Haselmere Precinct

This Precinct is strategically located between the train station and City Centre. It is predominantly comprised of single residential properties and grassed public open space.

Haselmere Reserve is a band of passive parkland that sits at the rear of properties fronting Hazelmere Circus and Kingallon Court.

As with Sepia Reserve in the Hefron Precinct, Haselmere Reserve would have been originally planned to accord with 'Radburn' planning principles which united dwellings with public parkland and segregated pedestrian movement and activity away from vehicle traffic.

In the original 'Radburn' concept there were no impenetrable fences or barriers between homes and parkland.

In the Haselmere Precinct example, the majority of residential properties have been individually fenced off from the grassed parkland, with sheet fencing separating and screening one from the other. While a few properties have installed gates to facilitate access to and from the parkland from the rear, the greater majority have closed off any direct access.

Entry to Haselmere Reserve is generally via four dogleg entry points from Hazelmere Circus. This kind of arrangement of housing and hidden pedestrian parkland is now frowned upon in contemporary town planning and urban design because of the inherent lack of public surveillance and high potential for criminal activity.

In short, the current arrangement does not meet contemporary crime prevention through environmental design (CPTED) criteria and the issue would need to be addressed in any sustainable urban renewal strategy for the Precinct.

The existing landscape character of the Precinct reflects the suburban origins of the housing estate. Street trees are scarce and provide little shade to encourage pedestrian movement.



Haselmere Reserve public open space



Easterly view towards Haselmere Reserve

3.1.4 Careeba Precinct

This Precinct occupies the south eastern corner of the Strategic Metropolitan Centre and is located between the Rockingham train station and City Centre.



North easterly aspect looking towards Careeba Reserve

It is predominantly comprised of single residential properties arranged around the focal point of Careeba Reserve, which is a utilised and well located piece of active open space bounded by Council Avenue and Georgette Way.

As with the adjoining Haselmere Precinct, the existing landscape character reflects the suburban origins of the housing estate. Street trees are scarce and provide little shade to encourage pedestrian movement.

While Henry Street provides for a relatively direct pedestrian connection between the Rockingham train station and the City Centre, a lack of shade and pedestrian amenity does little to encourage foot traffic.



Careeba Reserve Public Open Space



Single residential housing on Georgette Way surrounding Careeba Reserve

3.2 TOWNSCAPE APPRAISAL

The existing perimeter landscape has a varied and typically suburban character. The wide road reserves and predominantly naturalistic planting of Read Street, Council Avenue, Ennis Avenue and Rae Road do little to convey the urban context or any sense of arrival at a major Activity Centre.

The existing internal townscape of the Southern Gateway Sector is tired and lacking in pedestrian amenity, with streets lined by either single family dwellings or consolidated group housing with little or no effective tree planting.

Landscape treatment of public open space at Sepia Reserve, Anniversary Park, Haselmere Reserve and Careeba Reserve needs to be revitalised to create: greater amenity; improved safety and security; and to stimulate surrounding urban renewal.



The design and interface of public open space with adjoining land uses throughout the Sector needs to be carefully reviewed within the context of the 2006 WAPC 'Designing out Crime Guidelines'



Hefron Street looking south – Lack of street trees and streetscape amenity



Landscape treatment of Careeba Reserve could be enhanced with more effective shade tree planting



4. Catalysts for Change

Superseded

4. Catalysts for Change

4.1 GOVERNMENT POLICY CONTEXT FOR SUSTAINABLE URBAN RENEWAL

In August 2010 the State Government released “Directions 2031 and beyond” as its high level spatial framework and strategic plan that establishes a vision for the future growth of metropolitan Perth and Peel. It provides the framework to guide the detailed planning and delivery of new and infill housing, infrastructure and services, based on a ‘connected city’ growth scenario. It addresses urban infill and expansion beyond 2031, to accommodate a city of 3.5million by 2056, modelled on high, medium and low density scenarios.

The associated State Planning Policy 4.2 “Activity Centres for Perth and Peel” was Gazetted in August 2010 and provides more detail on the functions, typical characteristics and performance targets for development in Strategic Metropolitan Centres. The Policy recognises the importance of achieving higher density residential development within the walkable catchment of Centres.

WAPC Development Control Policy 1.6 “Planning to Support Transit Use and Transit Oriented Development”, requires local governments to facilitate higher density residential development within the walkable catchment of high frequency transit services such as the RCCTS at Rockingham. It is envisaged that local Town Planning Schemes will be amended to identify and promote opportunities for higher density TOD.

The WAPC endorsed Centre Plan for the Rockingham Strategic Metropolitan Centre incorporates a residential TOD strategy that could ultimately meet the residential consolidation objectives of State Government Policy.

To implement this facet of the Centre Plan, the City of Rockingham is progressively amending its Town Planning Scheme No.2 to set targets for residential TOD within each of the Centre Plan Sectors, including the Southern Gateway.

Infill Targets

- *Directions 2031 sought a 50 per cent improvement on current infill residential development trends of 30 and 35 per cent; and set a target of 47 per cent or 154,000 of the required 328,000 dwellings as infill development.*
- *State Planning Policy 4.2 “Activity Centres for Perth and Peel” sets a minimum residential density target of 30 dwellings per gross hectare and a desirable target of 40 dwellings per gross hectare in Strategic Metropolitan Centres. This equates to a minimum net site density of 60 to 90 dwellings per hectare and a desirable net site density of 90 to 135 dwellings per hectare.*
- *Development Control Policy 1.6 “Planning to Support Transit Use and Transit Oriented Development” requires local governments to apply residential densities substantially higher than 25 dwellings per gross hectare over land in close proximity to a high frequency transit route.*
- *The endorsed Centre Plan for the Rockingham Strategic Metropolitan Centre has set a target population density of 50 persons per gross hectare across the area serviced by the RCCTS. A distribution of residential densities ranging from 60 to over 150 dwellings per hectare will be needed to achieve that target.*

While this target range applies to all the land within the Centre Plan area, it is acknowledged that the Hebron Precinct in the Southern Gateway Sector has already been substantially developed and strata titled for group housing at densities of around 30 dwellings per hectare. This Precinct is unlikely to be redeveloped in the foreseeable future. Appropriate density targets will need to be assigned over other parts of the Sector according to location and planning context.

The Government’s urban renewal agencies have demonstrated how sustainable, medium to high density urban renewal can be achieved with a high amenity outcome in locations as diverse as Midland, South Fremantle, East Perth, Subiaco, Northbridge and the Waterfront Village at Rockingham.

The residential consolidation and related townscape outcomes at the Waterfront Village are particularly relevant to planning for sustainable urban renewal in those parts of the Southern Gateway Sector that are located close to the City Centre and in close proximity to the Rockingham Station.

4.2 A COMMITMENT TO TRANSIT ORIENTED DEVELOPMENT

As referred to in Section 2.5.1, the RCCTS connects the Rockingham train station with the City Centre, education campuses and the beachfront. The street-based transit system has been planned and developed on the understanding that it will be upgraded to a light rail or similar operation once a more supportive level of development has been achieved along the route.

The City is committed to achieving this outcome as the focus of a corridor of high intensity, mixed use development between the train station and the beachfront.

Accordingly, the endorsed Centre Plan was founded on the understanding that residential densities within walking distance of the adopted route for the RCCTS will need to rise consistent with sustainable TOD principles.

The juxtaposition of the eastern half of the Southern Gateway Sector between the City Centre and the Rockingham train station makes it an imperative that any redevelopment is planned and constructed at higher densities to:

- support the operation of high frequency public transport
- provide greater levels of passive surveillance and activation of public spaces, including existing hidden parkland
- create more of an urban scale and character, bridging the townscape divide between the Rockingham Station and City Centre.

The development of high density residential development in other comparable metropolitan Activity Centres such as Cockburn Central, Midland and Joondalup demonstrates what needs to be achieved at Rockingham.

4.3 IMPROVING VEHICULAR AND PEDESTRIAN ACCESS TO THE CENTRE FROM THE SOUTH WEST

Section 7.6 of the WAPC endorsed 2009 Centre Plan reported that the existing street network is inadequate to meet the future movement and access requirements of the Centre.

The report concluded that:

“The lack of a coherent and legible street network is one of a number of reasons that the Rockingham Strategic Metropolitan Centre has been slow to develop.”

Section 7.6.2 of the Centre Plan details necessary improvements to access from the south and west of the Centre that have implications for the future of the Southern Gateway Sector. The following extract from the document describes both the challenges and proposed solutions.

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

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

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

It is considered that all three connections form a part of the long term plan. This provides the highest level of connectivity and the most equitable distribution of traffic.

Kitson Street provides the best opportunity in the short to medium term to improve connectivity from the south, as it connects directly into the transit street and the core of the City Centre.

Currently access from Safety Bay and West Rockingham to the strategic regional centre is indirect and fairly illegible. The connections discussed above would provide improved and more legible access via Rae Road.

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

With the adoption of the proposed Access and Movement Network by the City of Rockingham and its subsequent endorsement by the WAPC through its endorsement of the Centre Plan, the City will accommodate the proposed modifications to the road network in its more detailed planning. Accordingly, the Southern Gateway Sector DPP needs to make provision for the changed functions of Kitson, Henry and Hebron Streets and in particular, their connection with Rae Road.

5. Southern Gateway and Rockingham Station Sector Indicative Development Plan



5. Southern Gateway and Rockingham Station Sector Indicative Development Plan

5.1 THE INDICATIVE DEVELOPMENT PLAN

The Southern Gateway and Rockingham Station Sectors Indicative Development Plan (IDP) (refer to Figure 5.1), illustrates a more detailed interpretation of the planning framework described and illustrated in Section 2. The IDP also depicts the existing development pattern of Rockingham train station and its adjoining car parks where little change is anticipated in the near to medium term.

The IDP follows a similar urban consolidation approach to that adopted for the Eastern Sector, Northern Waterfront Sector and parts of the Waterfront Village Sector.



Indicative development – elevated south easterly view towards Haselmere Reserve

It has been assumed that those parts of the Sector that have already been developed for strata titled group housing and aged care accommodation between Read Street and Kitson Street are unlikely to be redeveloped within the timeframe covered by this Policy. There is scope for further mixed use development along the northern Council Avenue edge between Read Street and Hebron Street. Additional infill development on vacant land would help to better integrate and connect the existing isolated pocket of offices and community facilities, including the youth centre, Anglican Church and child care centre.

Most of the redevelopment activity in the Sector is likely to occur to the east of Kitson Street where there is extensive scope for incremental site consolidation and urban renewal to higher residential densities.

The route of the RCCTS connects the train station with the City Centre and through to Rockingham Beach and the Waterfront Village via Rae Road and Kitson Street. Higher residential densities are warranted within walking distance of this high frequency public transport route.

The IDP illustrates a general arrangement of how existing single residential sites could be amalgamated and redeveloped into urban scaled residential dwellings between Anniversary Park and Careeba Reserve.

A range of development options are envisaged within a high quality townscape setting. New buildings would be a minimum of 2 storeys, with built form similar to that which is progressively being implemented in the Rockingham City Centre and in comparable situations at other centres such as Cockburn Central, Midland and Joondalup.



Proposed connection of Henry Street between Rae Road and Council Avenue

Residential densities and the scale of development would generally be lower towards the eastern or Ennis Avenue end of the Sector. Proximity to the train station means there is still a case for redevelopment of existing single residential properties to medium densities that will complement investment in transit infrastructure and services. The IDP illustrates how the type of redevelopment might range from more comprehensive apartment style buildings to less sophisticated group housing models to the east of Henry Street.

It is accepted that high amenity urban parkland complements and helps to facilitate quality urban renewal over surrounding properties. In this context, there is ample scope for the perimeter landscape treatment of Anniversary Park and Careeba Reserve to be upgraded in a manner similar to that of the Village Green at the Waterfront Village.

Safety and security concerns over the current lack of passive surveillance over the largely hidden Haselmere Reserve (refer to Section 3.1.3) can be addressed through the proposed redevelopment of adjoining properties to higher residential densities, with an elevated built form to facilitate greater levels of passive surveillance over the park and its users. It is also assumed that the design of apartment style buildings will allow for improved pedestrian access to the park, with less fencing than currently exists.

The City has adopted a Masterplan to guide the redevelopment of Anniversary Park, with upgraded facilities and a space allocated alongside Council Avenue to accommodate informal youth recreation. Landscape improvements illustrated on the IDP are intended to complement these improvements.

As referred to in Section 4.3, 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 the transit street and link to Civic Boulevard via the proposed retail main street adjacent to the shopping centre (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).
- Connection of Hebron Street from Rae Road to Council Avenue.

The IDP illustrates how each of these road connections to Rae Road could be implemented, subject to more detailed traffic engineering and related urban design being undertaken.

As indicated in the Centre Plan, while it is desirable that all three of these road connections are completed to evenly distribute the traffic load, it is likely that they will be completed one at a time, with possibly the Kitson Street connection being the first to be implemented.

The IDP shows left in, left out traffic movements between Henry Street and Rae Road and the timing of connection works in that instance could be delayed until funding is secured to carry out an integrated streetscape upgrade to Henry Street between Rae Road and Council Avenue.

Streetscape enhancement is proposed generally across the IDP and priority should be given to those parts of the Sector where new development or redevelopment prospects on adjoining properties are highest.

At a broader level, the IDP illustrates significant changes to the landscape treatment of the perimeter traffic arteries through which most users enter the Activity Centre.

In this regard, more formal tree planting and landscaping with recognisably urban characteristics is proposed around the gateway intersections as an aid to place-making and to flag the existence and sense of arrival at a major Activity Centre.

Formal landscaping should also be extended along the road and transit and pedestrian routes between the Rockingham Station and the Activity Centre.

Within the meaning of the Planning and Development Principles listed in Section 2.2, there is scope for flexibility in the interpretation of the Policy 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.

Southern Gateway Sector Indicative Development Plan

Figure 5.1



1 Medium to high density residential redevelopment consistent with proximity to the City Centre and major public transport infrastructure

2 Medium density residential redevelopment

3 Existing medium density retirement village and related group housing unlikely to be redeveloped in foreseeable future

4 Develop vacant and under-utilised land along Council Avenue with mixed commercial and community uses

5 Develop Anniversary Park as per City of Rockingham Masterplan. Enhance landscape and planting to Village Green standard

6 Enhance Careeba Reserve landscape and planting to Village Green standard

7 Prepare landscape masterplans for Sepia and Haselmere Reserves to improve amenity consistent with WAPC 'Designing out Crime Planning Guidelines'

8 Gateway landscape and streetscape enhancement

9 Rockingham Station and 'park and ride' car parks to be developed in accordance with government masterplan

5.2 RELEVANT RESIDENTIAL AND MIXED USE BUILDING TYPOLOGIES

The Centre Plan provides the integrated planning framework that governs more detailed planning for the City Centre and each of the other Sectors, including the Southern Gateway.

This planning framework requires a medium to high density TOD outcome that has much in common with inner-city development and urban regeneration projects in other parts of metropolitan Perth and elsewhere in Australia.

To ensure that development types proposed within the Centre Plan area are based upon relevant development models and building typologies, the characteristics of a representative range of residential and mixed use developments have been surveyed, with a particular focus on Activity Centre locations. Developments include completed and proceeding Activity Centre projects in Midland, Cockburn Central, Northbridge, Joondalup and Rockingham. Applicable characteristics of medium density residential developments in other parts of metropolitan Perth have also been considered.

Characteristics relevant to the detailed planning and urban design of the Southern Gateway Sector are summarised as follows:

Development Forms/Typologies

- Higher density residential developments should predominantly take the form of street framing ('doughnut') developments. On larger sites internal landscaped courtyards could be located over basement and/or off-street car parking areas. Alternatively, ground level car parking and landscaped open space can be provided behind street front apartments in a manner that still achieves a generally contiguous built form along urban scaled streets.
- Medium density residential developments should predominantly take the form of 2-3 storey attached dwellings.



Minimum Site Area

Existing single residential lots in the Sector are typically 680 m² in area. Piecemeal redevelopment on individual lots of that size often results in a fragmented townscape outcome, with numerous driveways alongside boundaries and little active engagement with the public domain.

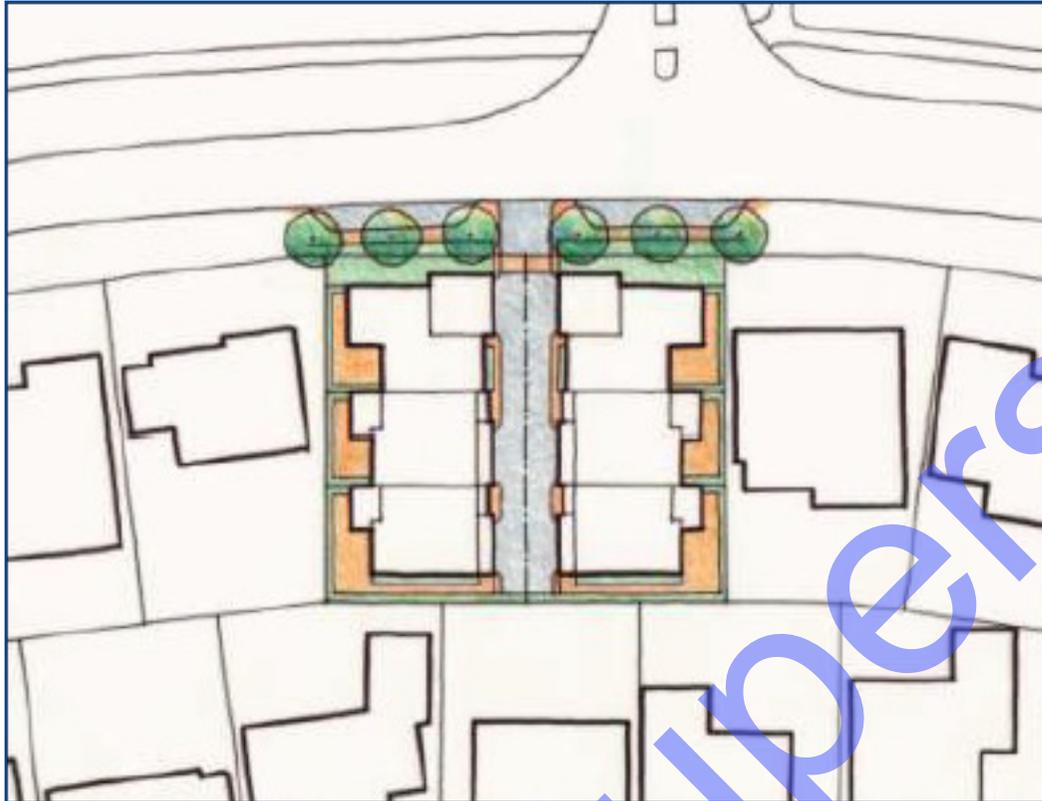
- Sites for higher density development should be of sufficient area with dimensions to permit a feasible, functional development. Typically, this will require a minimum site width of 30-40 metres and a minimum site area of 1200 m². With existing single residential lots this will typically require the amalgamation of at least 2 lots.
- The suitability of smaller sites for such developments should be determined on urban design merit taking into account the Planning Principles listed in Section 2.2.

Indicative Redevelopment Concepts

Group housing configurations and yields for typical 2 and 3 lot amalgamations have been explored to illustrate possible outcomes at the bottom end of the density spectrum. The concepts are not intended to be design templates for any site, but they do demonstrate that a mix of dwelling sizes can be arranged in a way that minimises the area devoted to vehicle pavements and maintains an activated street frontage.



Indicative Redevelopment Concept based on a typical 2x680 m² Lot Amalgamation Figure 5.2.1



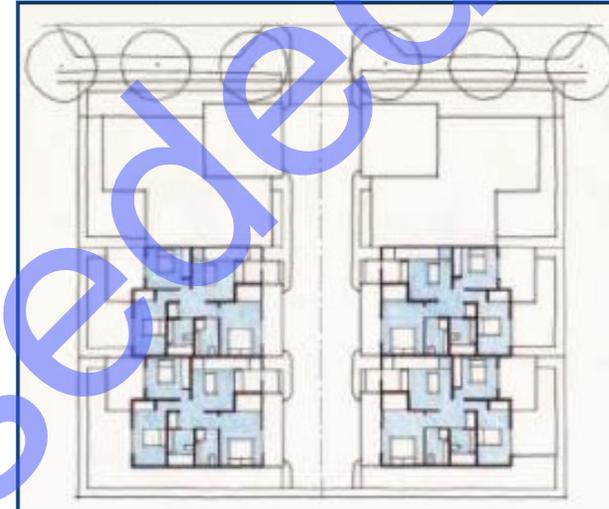
Typical 2 lot amalgamation

Site example: Two amalgamated 680 m² lots fronting a public street

Townhouse type development comprising 6 residential units, with: 1 single storey, 2 bed; 3 two storey, 3 bed and 2 two storey, 2 bed dwellings.

Density: approximately 44 dwellings per hectare.

Note: Selection of site, mix and design of units for illustrative purposes only



First floor level



Ground level

Indicative Redevelopment Concept based on a typical 3x680 m² Lot Amalgamation Figure 5.2.2



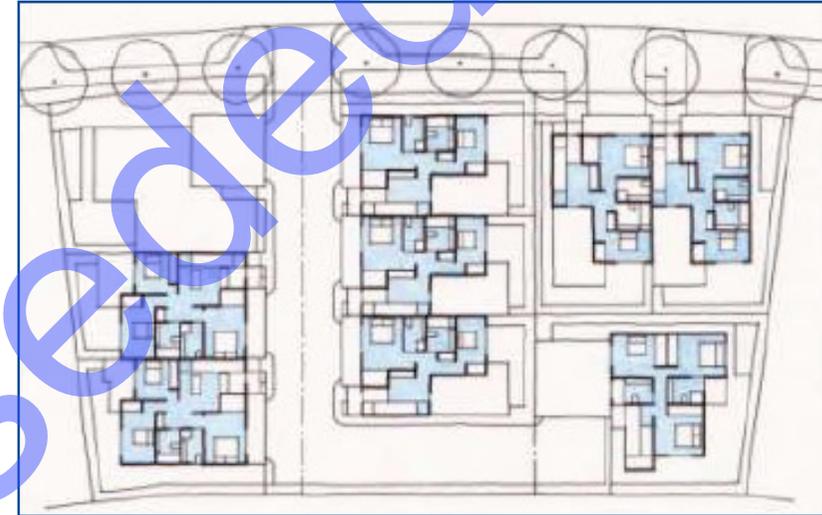
Typical 3 lot amalgamation

Site example: Three amalgamated 680 m² lots fronting a public street

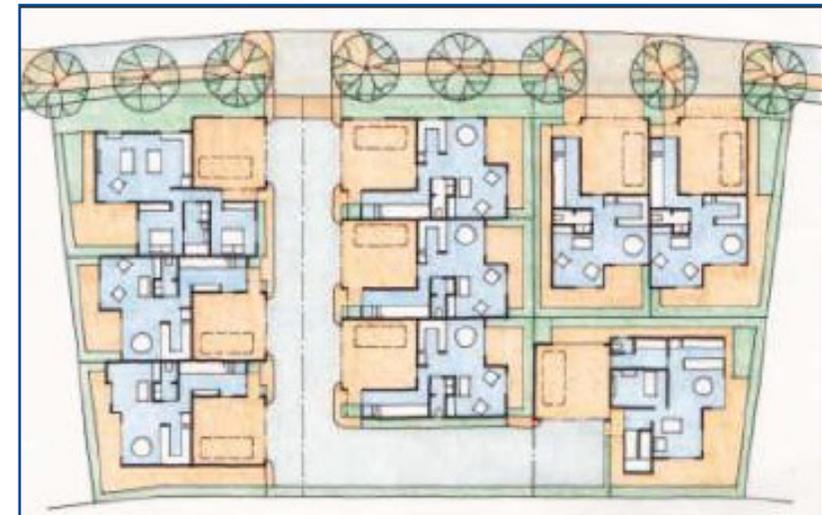
Townhouse type development comprising 9 residential units, with:
1 single storey, 2 bed; 3 two storey, 3 bed and 2 two storey, 2 bed dwellings.

Density: approximately 44 dwellings per hectare.

Note: Selection of site, mix and design of units for illustrative purposes only



First floor level



Ground level

5.3 RESIDENTIAL DENSITY

Figure 5.3 illustrates a Residential Density overlay to the IDP and its purpose is to assist with managing the density of development in general accordance with the planning principles and the adopted TOD model described and illustrated in Section 2.

The distribution of residential density within the Sector responds to the existing development pattern and proximity to Activity Centre functions. In general, higher density residential development should be located within the walkable catchment (defined in this document as 600 metres) of the Central Transit route or within close proximity to the City Centre.

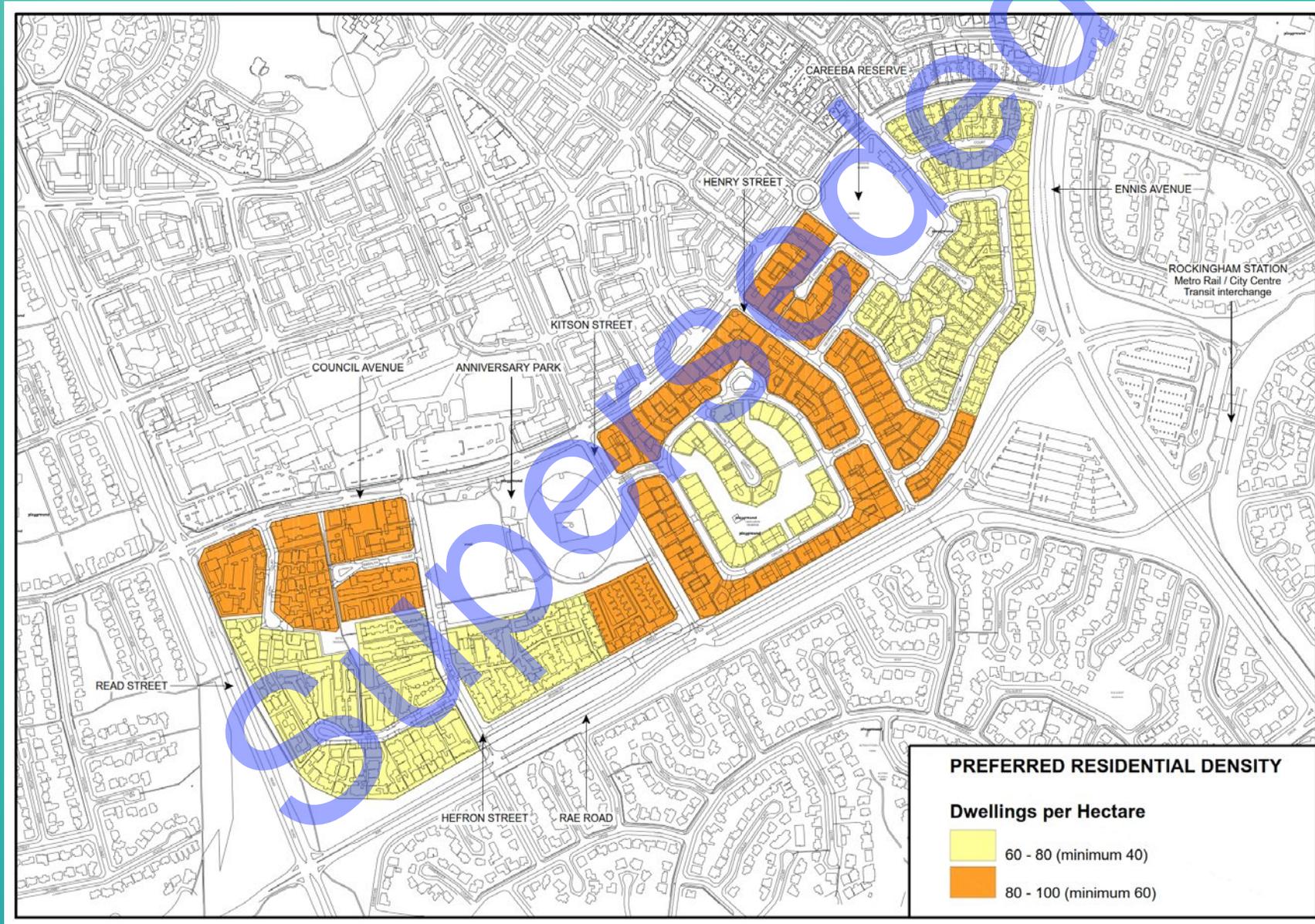
While most of the properties within the Sector fall within the walkable catchment of the Central Transit System it is recognised that existing lower density properties at the western and eastern ends of the Sector are unlikely to be redeveloped to higher densities in the foreseeable future. These properties and those around Haselmere Reserve have been assigned a lesser, preferred residential density of 60 to 80 dwellings per hectare, with a minimum density of 40 dwellings per hectare.

Properties in the remainder of the Sector and within the catchment of the Central Transit System have been assigned a higher, preferred residential density of 80 to 100 dwellings per hectare, with a minimum density of 60 dwellings per hectare.

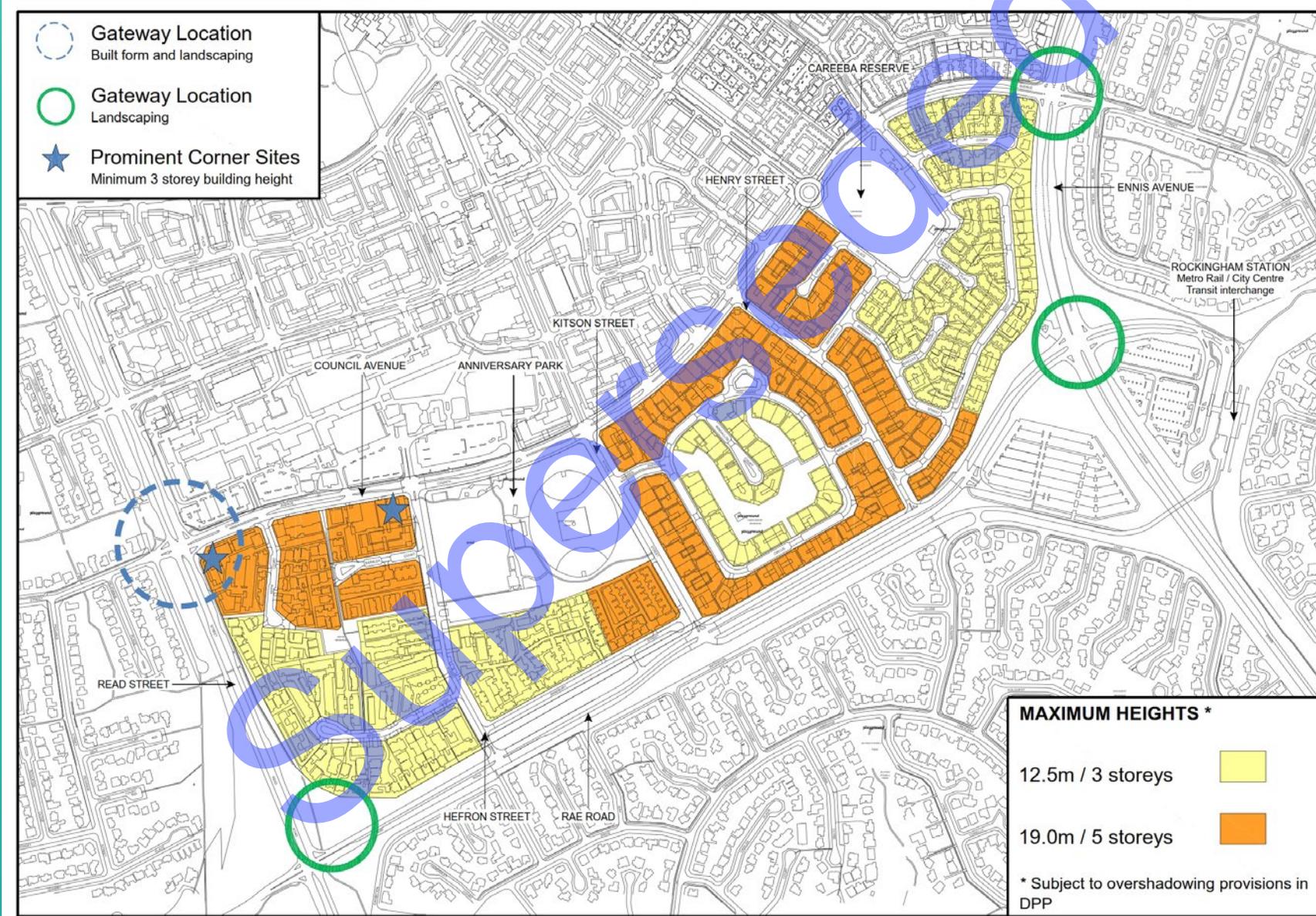
The urban design intent of the residential density framework is reflected and refined as necessary in the IDP and in more detailed Precinct Concept Plans and Guidelines described and illustrated in Section 6.

Where residential development is proposed, the R-AC0 density code of State Planning Policy 3.1 – Residential Design Codes (as amended) (R-codes) will apply.

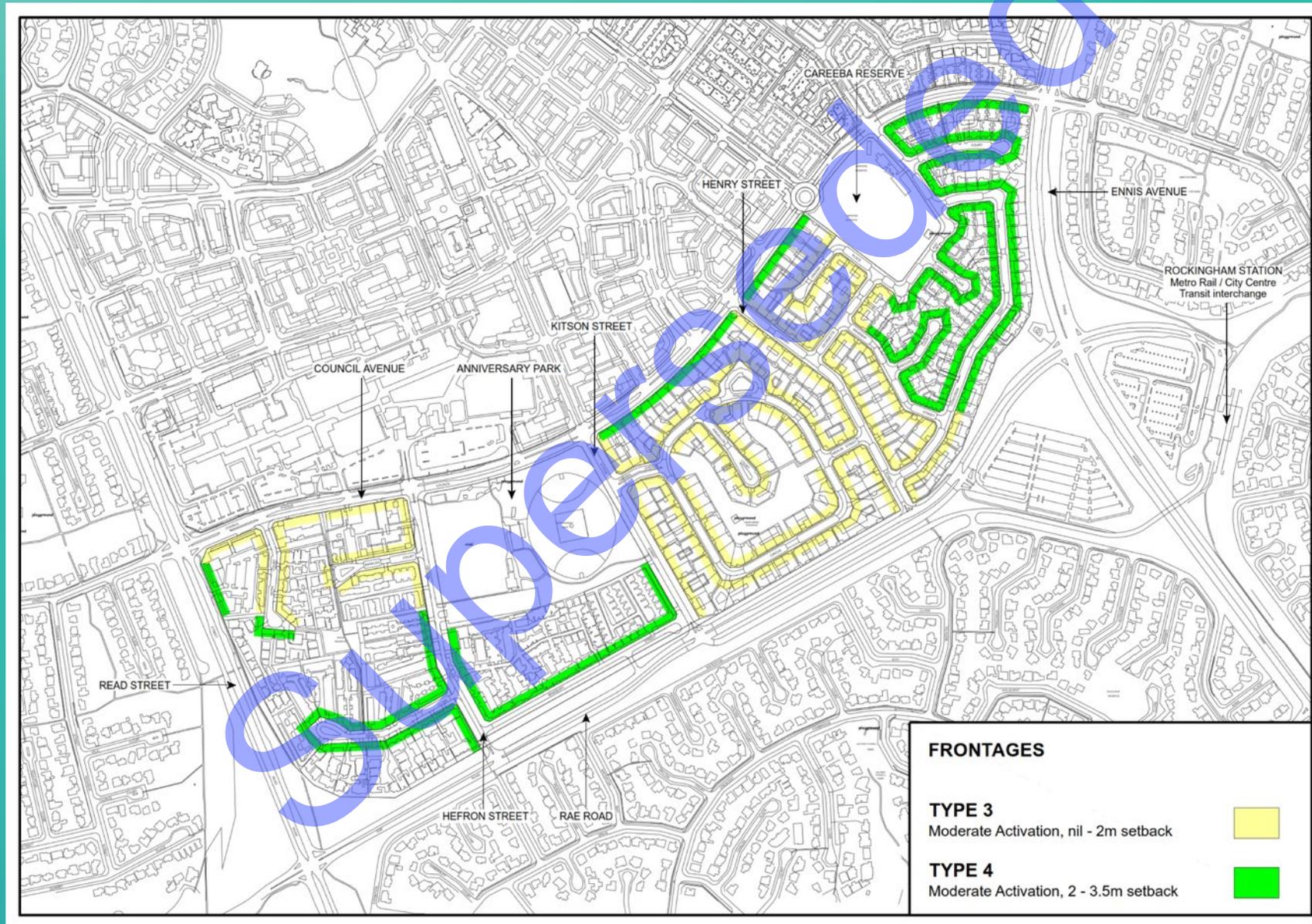
Residential Density Figure 5.3



Building Height Figure 5.4



Frontage Types Figure 5.5



5.4 BUILDING HEIGHT AND PROMINENT SITES

Figure 5.4 illustrates a Building Height overlay to the IDP.

In refining the strategy for managing building height that is illustrated on Figure 9.5 in the overall Centre Plan, the Height overlay for the Southern Gateway Sector recognises that low rise, strata titled residential development that has occurred over the last 30-40 years may not be redeveloped to desirable higher densities in the foreseeable future.

Overshadowing considerations may put a constraint on the height of new buildings on adjoining and nearby properties in areas affected by the higher preferred residential densities.

Subject to individual developments minimising the impact of overshadowing on neighbouring properties, development up to a maximum height of 5 storeys will be permitted in areas with the higher, preferred residential density range of 80 to 100 dwellings per hectare.

A lower height limit of 3 storeys will apply to properties over the remainder of the Sector.

A minimum building height of 3 storeys will apply to the nominated Prominent Corner Sites (refer to Section 8.1). A minimum building height of 2 storeys will apply to the remainder of the Sector.

5.5 FRONTAGE TYPES

The Framework Plan and Southern Gateway Sector IDP have been formulated in accordance with consolidated urban design principles that require buildings to frame, address and activate an interconnected, hierarchical street network.

Figure 5.5 illustrates an orderly arrangement of 'Frontage Types' based on the common principle that building frontages to all streets and public spaces should be activated.

Two 'Frontage Types' from the Centre Plan are applicable to this Sector, with local modifications so that building frontages will be positioned and managed according to the desired level of level of street activation and streetscape character as follows:-

Type 3 - Moderate Level of Activation, 0-2 Metre Setback

A moderate level of frontage activation with a mix of inner-city commercial tenancies, residential apartments and associated lobbies at ground level and a 2 to 3 storey façade positioned behind a variable 0-2 metre, green landscaped setback. At the ground level, the façades of mixed use buildings would address the street with a commercial shopfront, primary business entrance and/or residential entry lobby that is transparent over at least 60% of the area of the façade. The ground level of residential units would address the street with a façade that is transparent over at least 30% of its area.

Type 4 - Moderate Level of Activation, 2-3.5 Metre 'green' Setback

A moderate level of frontage activation with a mix of residential apartments, associated lobbies and some commercial tenancies at ground level and a 2 to 3 storey façade positioned behind a 2-3.5 metre green landscaped setback. At the ground level, residential units would address the street with a façade that is transparent over at least 30% of its area. The façades of mixed use buildings would address the street with a commercial shopfront, primary business entrance and/or residential entry lobby that is transparent over at least 60% of the area of the façade.

5.6 CAR PARKING

In addition to Section 2.6.5, the management of car parking distribution and its impact on townscape quality is an important issue.

To facilitate contiguous streetscapes and to limit the visual impact of car parks, parking areas servicing residential densities of 60 or more dwellings per hectare shall be consolidated and located behind generally contiguous buildings or an appropriate colonnade or structural screening device (other than a blank wall).

Such devices are intended to maintain street facade continuity and in general should not comprise more than 25% of the length of any individual street frontage.

Where individual Precinct development standards allow for some variation to this principle parking areas should be screened from the street by an appropriate structural screening device (other than a blank wall), hedge or planting of an appropriate urban character.

Wherever possible, provision for on-street parking should be made in streetscape redevelopment.

The number of crossovers and driveways serving a development will be limited to optimise streetscape continuity.



Supplied

6. Precinct Policies

6. Precinct Policies

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

Ongoing planning and development will be controlled by reference to the IDP and the plans relating to Density, Building Height, Frontage Types (referred to in Section 5), and the following Precinct Policies, Sub-Precinct Design Guidelines and any supplementary development guidelines and related Policy Statements, which Council may adopt from time to time.

The Southern Gateway Sector is divided into 4 Precincts, comprising:

- Hefron
- Anniversary Park
- Haselmere
- Careeba

The Precincts are based on areas where a particular geographic identity, density and scale of development and/or townscape character is envisaged. The location and boundaries of the Precincts are illustrated in Figure 6.1. The desired future character, preferred uses and required elements of development within each of these Precincts are further described in the following sections.

Precinct Boundaries Figure 6.1

- Precinct Boundaries
- Sector Boundary



6.1 HEFRON PRECINCT

6.1.1 Application

This Policy applies to the Hefron Precinct as defined in the Precinct Plan (refer to Figure 6.1). The Hefron Precinct encompasses properties bounded by Council Avenue, Hefron Street, the southern edge of Anniversary Park, Kitson Street, Rae Road and Read Street.

6.1.2 Desired Future Character

The existing character of the Precinct is predominantly defined by a mix of single and two storey group housing which stretches southward to Rae Road behind a narrow band of commercial and community uses and vacant land along Council Avenue. Wide road reserves with a varied but largely ineffective street tree regime impact negatively on streetscape amenity.

There is little likelihood of much change in the density, scale and fabric of existing housing in the near future given the obstacles posed to redevelopment by strata titled property tenure. If property owners in the this Precinct agree to pursue higher density development over the longer term, the Policy makes provision for a substantial lift in density commensurate with proximity to the route of the Central Transit System and the related activities and development intensity of the nearby City Centre.

The greatest opportunity for change exists in the band of property along the southern side of Council Avenue, where further mixed use development infill would be appropriate given its proximity to the City Centre and its location at an important gateway to the Centre. In this regard, Supplementary Design Guidelines (Section 6.1.5) have been prepared to guide development in the Council Avenue sub-precinct and will be administered under the Primary Centre City Centre zone under Town Planning Scheme No.2.

A landscape masterplan plan needs to be formulated to guide the improvement of Sepia Reserve and associated pedestrian access ways. The masterplan needs to address the inherent lack of passive surveillance and associated safety and security issues in accordance with the 2006 WAPC 'Designing out Crime Planning Guidelines'.

Upgraded footpaths, street lighting and a continuous street tree canopy along thoroughfares will also help to re-brand the Sector and stimulate investment in higher quality property development.

6.1.3 Preferred Uses

Preferred uses in the Hefron Precinct are:

- multiple dwellings/residential
- civic and community
- office and commercial
- professional consulting rooms

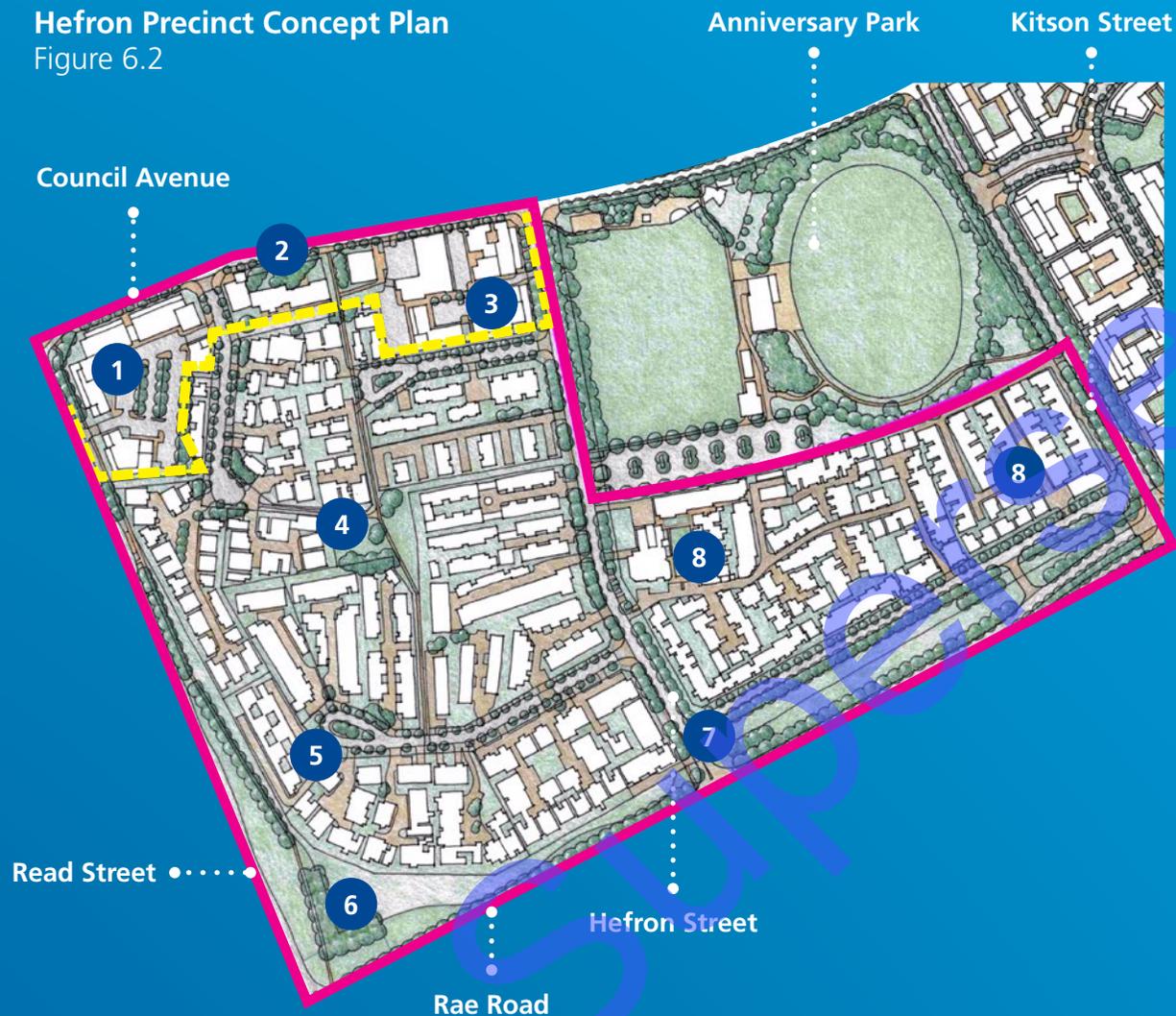
Other permissible uses listed under the Scheme are not preferred.



Consolidate the western gateway to the Strategic Metropolitan Centre with minimum 2 storey infill development and a mix of uses at the western end of Council Avenue between Read Street and Hefron Street

Hefron Precinct Concept Plan

Figure 6.2



1 Mixed use development on vacant land to properly frame and activate street frontages at entrance to major gateway location.

2 Enhance perimeter streetscape with an adequate cover of shade trees, upgraded pedestrian pavements and street lighting.

3 Redevelop civic and community buildings to properly frame and activate street frontages.

4 Sepia Reserve
Prepare a landscape masterplan to improve the safety and amenity of Sepia Reserve and connecting pedestrian paths consistent with the 2006 WAPC "Designing out crime planning guidelines".

5 Existing medium density residential over the majority of the Precinct is unlikely to be redeveloped in foreseeable future.

6 Create a bold, urban landscape gateway to the Activity Centre, with formal deciduous tree planting and signage that reflects the function and character of the inner-city beyond.

7 Enhance the streetscape of Hefron Street and connect to Rae Road as per endorsed Centre Plan. Formalise streetscape plantings to reflect the character and function of the inner-city beyond.

8 Existing Retirement Village and associated medium density housing is unlikely to be redeveloped in the near term but scope for future higher density redevelopment has been provided for.

NOTE: There is scope for flexibility in the interpretation of the DPP that could result in acceptable alternative development plans to those illustrated on this Concept Plan

6.1.4 Required Elements – Hefron Precinct

The IDP (refer to Figure 5.1) and the Hefron Precinct Concept Plan (refer to Figure 6.2) show the general location and pattern of development envisaged by the City and preferred under this Policy. Within the scope and meaning of the planning and development principles listed in Section 2.2, there is scope for further flexibility 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 will be required to incorporate and maintain the following elements, as applicable:-

- (a) The Precinct is to be developed as a quality, medium to high density residential area, framed along its Council Avenue interface with the City Centre by a band of mixed use street front buildings. All forms of development and redevelopment should address the street in a manner consistent with a contemporary inner-city townscape discipline.
It is essential that all buildings along the Council Avenue, Read Street and Hefron Street frontages (within the Council Avenue sub-precinct) maintain at least a commercial ground floor function, with potential for residential or commercial above and are consistent with the requirements of Section 6.1.5 - Council Avenue Sub-Precinct Supplementary Design Guidelines.
- (b) 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 and relevant 'Frontage Types' as listed in Section 5.
- (c) Consistent with Figure 5.3 'Density', in Section 5.3, residential development is to accommodate a balanced mix of dwelling sizes at preferred densities ranging from 60 to 80 dwellings per hectare (with a minimum density of 40 dwellings per hectare) and 80 to 100 dwellings per hectare (with a minimum density of 60 dwellings per hectare).
- (d) Consistent with Figure 5.4 'Building Height and Prominent Sites' in Section 5.4, and with the exception of any requirements for Corner Sites and nominated Prominent Corner Sites, buildings are to present a minimum 2 storey or equivalent parapet height (6.0m) to the street or relevant public space within a 12.5 metre height limit. In those areas with a permitted maximum height of 19.0 metres, any height between 12.5 metres and 19.0 metres is to be setback a minimum of 3.5 metres. The scale and massing of buildings shall be designed to minimise any overshadowing of adjoining properties and public spaces.
For corner sites and nominated Prominent Corner Sites, building massing, building heights and variations to front setbacks will be as referred to in Supplementary Policy 8.1 and as specified in Figure 5.4.
- (e) 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 the Rockingham Waterfront Village, Mandurah Marina, Joondalup City Centre, Subi-Centro Subiaco and in Northbridge over the Graham Farmer Freeway.
- (f) Car parking is to be provided in accordance with Table 3 of Town Planning Scheme No.2, refer to Appendix 1.
- (g) Car parking is not permitted between the road reserve boundary and building frontages.
- (h) Off-street car parking will generally be located behind, under or over ground floor, streetfront buildings.
- (i) Semi-basement car parks are permitted wherever nominal ground floor residential development would benefit from being elevated up to 1.0m above the level of the adjacent public footpath.
- (j) The frontage of any building is to incorporate and maintain the required area of transparent facade with suitably glazed shop front windows and doors, consistent with the applicable 'Frontage Types' set down in Section 5.5.
- (k) Any subdivision application is to be prepared in conjunction 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 1200 m² to allow for a simple and cohesive layout.
- (l) The ongoing management and any refurbishment or upgrading of Sepia Reserve and the connected pedestrian access ways should be informed by a landscape masterplan that follows the 2006 WAPC "Designing out crime planning guidelines". 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.

6.1.5 Council Avenue Sub Precinct - Supplementary Design Guidelines

6.1.5.1 Objectives

- To provide for high quality commercial, mixed use and residential buildings;
- To achieve high intensity land use and built form outcomes consistent with major 'CBD' functions;
- To provide contiguous, activated streetfront developments;
- To promote active day and night time retail and social environments; and
- To encourage vibrant and diverse uses which promote the sub-precinct as a destination

6.1.5.2 Preferred Uses

Preferred uses in the Council Avenue Sub-Precinct are:

- shops
- office and commercial
- showrooms
- entertainment and leisure
- multiple dwellings/residential (1st floor and above)

Other permissible uses listed under the Scheme are not preferred.

6.1.5.3 Required Elements (to be read in conjunction with Section 6.1.4)

Development Pattern

The intended development pattern is illustrated on the Hebron Precinct Concept Plan. Development of the Council Avenue sub-precinct is to incorporate and maintain:

- Prominent Corner Sites to reinforce the townscape structure, aid place-making and add legibility to the access and movement network;
- Contiguous streetfront building with active ground level frontages to Hebron Street, Council Avenue and Read Street;
- To ensure contiguous streetfront development along Council Avenue, where lots abutting Council Avenue have frontage to more than one street, vehicular access is not to be taken from Council Avenue;
- Car parking located above ground floor buildings is to be screened from view in the street or affected public space by suitable architectural means to the satisfaction of the City of Rockingham;
- 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 lobbies); and
- Buildings are to provide for safe access and egress from either Council Ave or Read Street.

Built Form

- Development up to a maximum height of 5 storeys;
- The frontage of any building is to incorporate and maintain the required area of transparent façade with suitably glazed shopfronts, windows and doors;
- A contiguous, colonnaded walkway or similar pathway is to be integrated with building development to provide sheltered pedestrian connections between adjoining tenancies and activity generators;

- Activate the ground floor level of buildings with predominantly glazed building entry lobbies and/or high visitation commercial and retail tenancies; and
- Prominent Corner Sites are at Read Street, Council Avenue and Hebron Street are to be developed as per Section 8.1 – Prominent Sites.

Materials and Finishes

Durable materials which express quality and are consistent with a high profile location and designation of an Activity Centre are to be selected over those which are more recognisably suburban and temporary in character.

The selection of materials and finishes are 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.



Development Concept Sketch – Prominent Corner Site cnr Read Street and Council Avenue

6.2 ANNIVERSARY PARK PRECINCT

6.2.1 Application

This Policy applies to the Anniversary Park Precinct as defined in the Precinct Plan (refer to Figure 6.1). The Anniversary Park Precinct encompasses public open space and related infrastructure bounded by Council Avenue, Kitson Street, part of the boundary with the Hefron Precinct and Hefron Street.

6.2.2 Desired Future Character

The City has adopted an 'Anniversary Park Masterplan' which predominantly addresses the need for updated recreation and related community facilities and infrastructure. The proposals detailed in the Masterplan should also be complemented over time by a co-ordinated landscape enhancement programme, similar in effect and character to that achieved with the Village Green in the Waterfront Village Sector.

The streetscapes of Council Avenue, Kitson Street and Hefron Street should also be upgraded to achieve a similar level of urban amenity.

A comprehensive townscape improvement programme should be implemented to create the setting within which walking becomes an attractive and stimulating option. Upgraded footpaths, street lighting and a continuous street tree canopy along thoroughfares will also help to revitalise the Sector.

6.2.3 Preferred Uses

Preferred uses in the Anniversary Park Precinct are:

- recreation
- civic and community

Other permissible uses listed under the Scheme are not preferred.

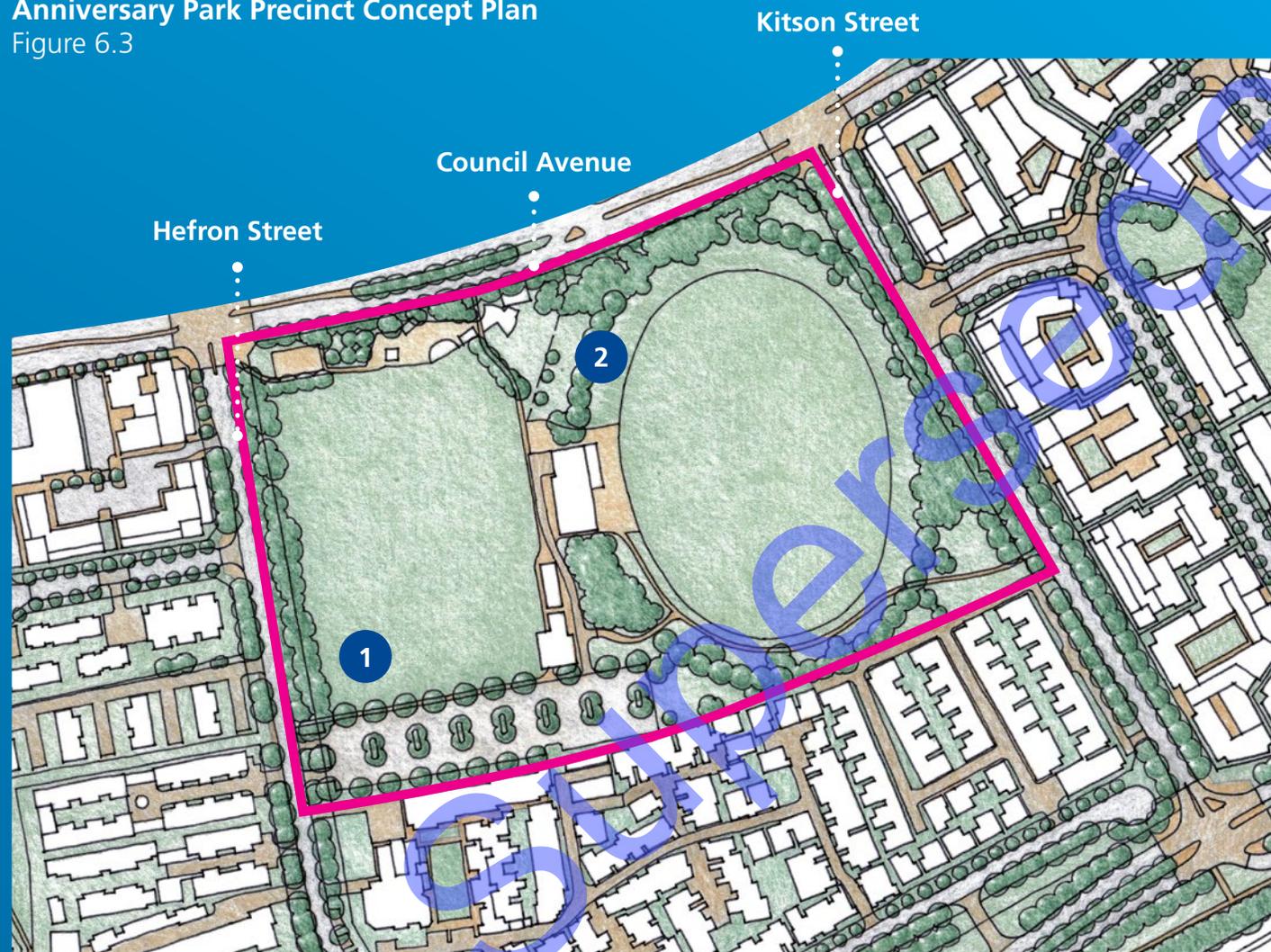
6.2.4 Required Elements – Anniversary Park Precinct

The IDP (refer to Figure 5.1) and the Anniversary Park Precinct Concept Plan (refer to Figure 6.3) show the general location and pattern of development envisaged by the City and preferred under this Policy. Within the scope and meaning of the planning and development principles listed in Section 2.2, there is scope for further flexibility 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 will be required to incorporate and maintain the following elements, as applicable:

- (a) The Precinct is to be developed as a quality, predominantly active outdoor recreation facility set in a high quality urban landscape.
- (b) Buildings are to be located, configured and activated. Buildings within this setting are to be located and configured to support active field sports and other community functions within a consistent architectural style and material palette that properly reflects the profile and urban status of the Rockingham Strategic Metropolitan Centre.

Anniversary Park Precinct Concept Plan

Figure 6.3



1 Soften the visual impact of the existing car park with effective perimeter and shade tree planting

2 Frame the perimeter of both playing fields with broad canopy, deciduous trees to visually integrate the Precinct with the urban landscape character of the adjoining City Centre Sector

GENERALLY:

Implement the City's Anniversary Park Masterplan for upgraded facilities. Upgrade quality of perimeter landscaping over time to Waterfront Village standard to improve amenity and encourage pedestrian activity

NOTE: There is scope for flexibility in the interpretation of the DPP that could result in acceptable alternative development plans to those illustrated on this Concept Plan

6.3 HASELMERE PRECINCT

6.3.1 Application

This Policy applies to the Haselmere Precinct as defined in the Precinct Plan (refer to Figure 6.1). The Haselmere Precinct encompasses properties bounded by Council Avenue, Henry Street, Rae Road and Kitson Street.

6.3.2 Desired Future Character

The existing character of the Precinct is typically suburban and comprises predominantly single storey, single residential dwellings on individual lots. A largely hidden band of maintained public recreation parkland sits at the rear of street oriented dwellings.

Given its proximity to the City Centre Transit route, City Centre and train station, this Sector warrants a significant increase in residential densities, with a consolidated built form scale and landscape character to properly convey the urban context of the location.

A landscape masterplan plan needs to be formulated to guide the improvement of Haselmere Reserve and associated pedestrian accessways. The masterplan needs to address the inherent lack of passive surveillance and associated safety and security issues in accordance with the 2006 WAPC 'Designing out Crime Planning Guidelines'.

Upgraded footpaths, street lighting and a continuous street tree canopy along thoroughfares will also help to re-brand the Sector and stimulate investment in higher quality property redevelopment.

6.3.3 Preferred Uses

Preferred uses in the Haselmere Precinct are:

- multiple dwellings/residential

Other permissible uses listed under the Scheme are not preferred.

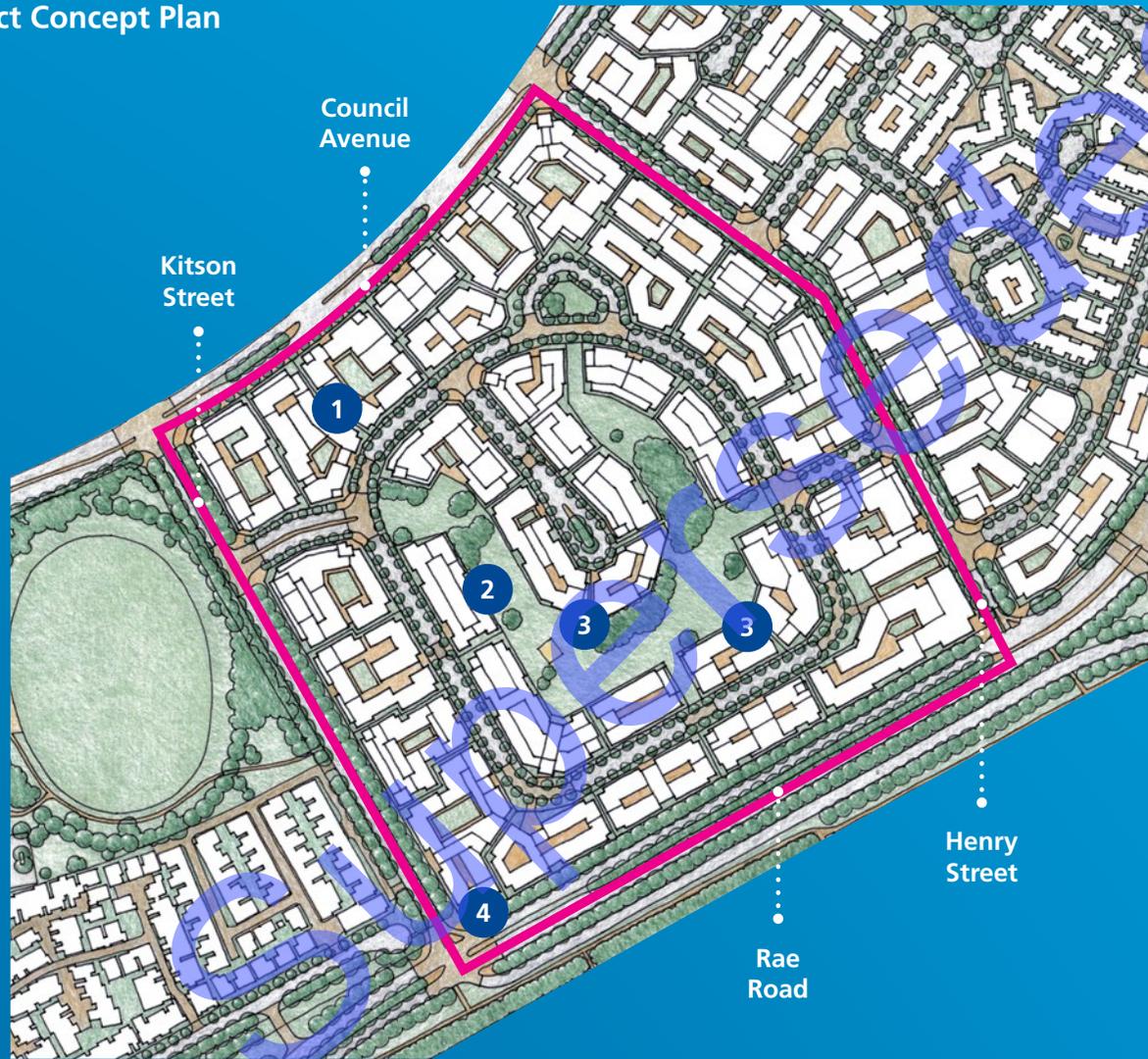
6.3.4 Required Elements – Haselmere Precinct

The IDP (refer to Figure 5.1) and the Haselmere Precinct Concept Plan (refer to Figure 6.4) show the general location and pattern of development envisaged by the City and preferred under this Policy. Within the scope and meaning of the planning and development principles listed in Section 2.2, there is scope for further flexibility 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 will be required to incorporate and maintain the following elements, as applicable:

- (a) The Precinct is to be developed as a quality, medium to high density residential area, framed by generally contiguous, streetfront buildings which address the street in a manner consistent with a contemporary inner-city townscape discipline.
- (b) Buildings are to be located, configured and activated to frame and address street frontages, laneways and public open spaces in a way that is generally consistent with the Precinct Concept Plan and relevant 'Frontage Types' as listed in Section 5. Redevelopment proposals for sites around the perimeter of Haselmere Reserve will be required to demonstrate that they have adequately addressed the 2006 WAPC "Designing out crime planning guidelines".
- (c) Consistent with Figure 5.3 'Density' in Section 5.3, residential development is to accommodate a balanced mix of dwelling sizes at preferred densities ranging from 60 to 80 dwellings per hectare (with a minimum density of 40 dwellings per hectare) and 80 to 100 dwellings per hectare (with a minimum density of 60 dwellings per hectare).
- (d) Consistent with Figure 5.4 'Building Height and Prominent Sites' in Section 5.4, buildings are to present a minimum 2 storey or equivalent parapet height (6.0m) to the street or relevant public space within a 12.5 metre height limit. In those areas with a permitted maximum height of 19.0 metres, any height between 12.5 metres and 19.0 metres is to be setback a minimum of 3.5 metres. The scale and massing of buildings shall be designed to minimise any overshadowing of adjoining properties and public spaces.
- (e) 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 the Rockingham Waterfront Village, Mandurah Marina, Joondalup City Centre, Subi-Centro Subiaco and in Northbridge over the Graham Farmer Freeway.
- (f) Car parking is to be provided in accordance with Table 3 of Town Planning Scheme No.2, refer to Appendix 1.
- (g) Car parking is not permitted between the road reserve boundary and building frontages.
- (h) Off-street car parking will generally be located behind, under or over ground floor, streetfront buildings.
- (i) Semi-basement car parks are permitted wherever nominal ground floor residential development would benefit from being elevated up to 1.0m above the level of the adjacent public footpath.
- (j) The frontage of any building is to incorporate and maintain the required area of transparent facade with suitably glazed windows and doors, consistent with the applicable 'Frontage Types' set down in Section 5.5.
- (k) Any subdivision application is to be prepared in conjunction with an Integrated Development Guide Plan (IDGP), to be prepared by or on behalf of the landowner. 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 1200 m² to allow for a simple and cohesive layout.
- (l) The ongoing management and any refurbishment or upgrading of Haselmere Reserve and the connected pedestrian accessways should be informed by a landscape masterplan that follows the 2006 WAPC "Designing out crime planning guidelines".
- (m) 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.

Haselmere Precinct Concept Plan

Figure 6.4



1 Facilitate sustainable urban renewal over time at medium to high densities, consistent with proximity to the City Centre, Rockingham train station and the route of the City Centre Transit system

2 Haselmere Reserve
Prepare a landscape masterplan to improve amenity and increase levels of activation and passive surveillance consistent with the 2006 WAPC "Designing out crime planning guidelines"

3 Any redevelopment around the perimeter of Haselmere Reserve should adequately address the 2006 WAPC "Designing out crime planning guidelines", with provision for high levels of passive surveillance over currently obscured public space

4 Connect Kitson and Henry Streets to Rae Road as per access recommendations of endorsed Centre Plan

GENERALLY:
Upgrade quality of streetscapes and perimeter landscaping over time to improve amenity and encourage pedestrian activity

NOTE: There is scope for flexibility in the interpretation of the DPP that could result in acceptable alternative development plans to those illustrated on this Concept Plan

6.4 CAREEBA PRECINCT

6.4.1 Application

This Policy applies to the Careeba Precinct as defined in the Precinct Plan (refer to Figure 6.1). The Careeba Precinct encompasses properties bounded by Council Avenue, Ennis Avenue, Rae Road and Henry Street.

6.4.2 Desired Future Character

The Precinct has a predominantly single residential character and configuration that wraps around the existing Careeba Reserve sports field. This character will progressively change as properties are amalgamated and redeveloped to the preferred medium to high density outcome described and illustrated in this Policy.

The IDP illustrates one possible mix of existing single residential and new medium density development. In reality, the pattern of residential infill is more likely to follow a patchwork pattern as properties come onto the market. The Policy recognises this reality and the preferred density range should ensure that the amenity of remaining single residential properties is protected.

Upgraded footpaths, street lighting and a continuous street tree canopy along thoroughfares will also help to re-brand the Sector and stimulate investment in high quality property redevelopment.

6.4.3 Preferred Uses

Preferred uses within the Careeba Precinct:

- multiple dwellings/residential

Other permissible uses listed under the Scheme are not preferred.

6.4.4 Required Elements – Careeba Precinct

The IDP (refer to Figure 5.1) and the Careeba Precinct Concept Plan (refer to Figure 6.5) show the general location and pattern of development envisaged by the City and preferred under this Policy. Within the scope and meaning of the planning and development principles listed in Section 2.2, there is scope for further flexibility 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 will be required to incorporate and maintain the following elements, as applicable:

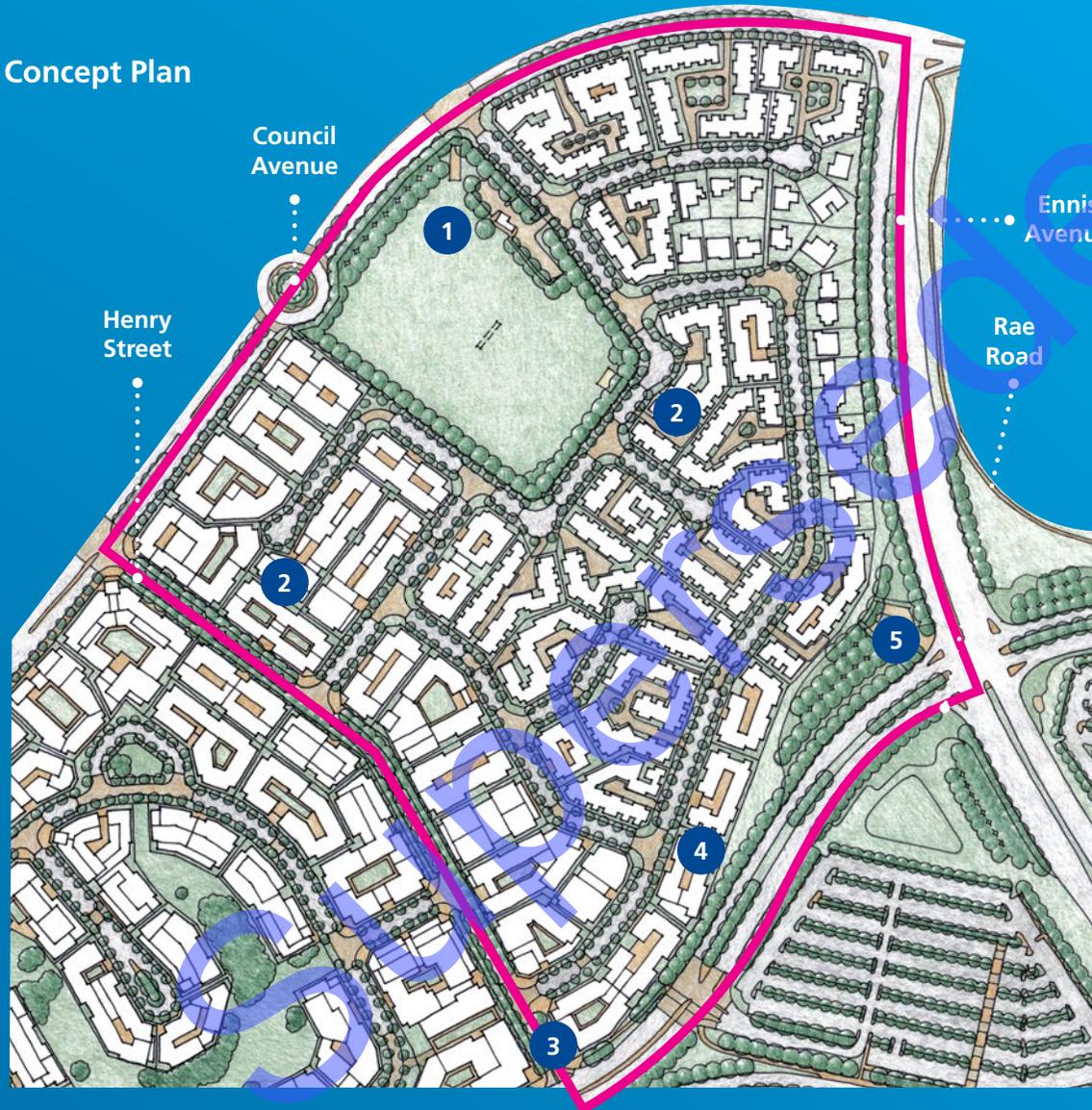
- The Precinct is to be developed as a quality, medium to high density residential area, framed by generally contiguous, streetfront buildings which address the street in a manner consistent with a contemporary inner-city townscape discipline.
- Buildings are to be located, configured and activated to frame and address street frontages, laneways and other public spaces in a way that is generally consistent with the Precinct Concept Plan and relevant 'Frontage Types' as listed in Section 5.
- Consistent with Figure 5.3 'Density' in Section 5.3, residential development is to accommodate a balanced mix of dwelling sizes at preferred densities ranging from 60 to 80 dwellings per hectare (with a minimum density of 40 dwellings per hectare) and 80 to 100 dwellings per hectare (with a minimum density of 60 dwellings per hectare).
- Consistent with Figure 5.4 'Building Height and Prominent Sites' in Section 5.4, buildings are to present a minimum 2 storey or equivalent parapet height (6.0m) to the street or relevant public space constructed within a 12.5 metre height limit.

In those areas with a permitted maximum height of 19.0 metres, any height between 12.5 metres and 19.0 metres is to be setback a minimum of 3.5 metres. The scale and massing of buildings shall be designed to minimise any overshadowing of adjoining properties and public spaces.

- Car parking is to be provided in accordance with Table 3 of Town Planning Scheme No.2, refer to Appendix 1.
- The frontage of any building is to incorporate and maintain the required area of transparent facade with suitably glazed windows and doors, consistent with the applicable 'Frontage Types' set down in Section 5.6.
- Any subdivision application is to be prepared in conjunction with an Integrated Development Guide Plan (IDGP), to be prepared by or on behalf of the landowner. 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 1,200 m² to allow for a simple and cohesive layout.
- 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.

Careeba Precinct Concept Plan

Figure 6.5



1 Careeba Reserve
Upgrade the perimeter landscaping to create a 'Village Green' character and a high amenity setting for surrounding urban renewal over time

2 Facilitate sustainable urban renewal to a range of medium to high residential densities that reflect proximity to public transport, parkland and centre activities

3 Upgrade streetscape to Henry Street to provide a high amenity pedestrian and vehicle link between Rae Road and the City Centre

4 Amalgamate sites at time of redevelopment to: reduce the number of driveway crossovers to the street; have more residences facing and engaging with the public realm; and to improve overall townscape amenity

5 Create a bold urban landscape gateway to the Activity Centre, with formal deciduous tree planting and signage that reflects the function and character of the inner-city beyond

GENERALLY:

Upgrade quality of streetscapes and perimeter landscaping over time to improve amenity and encourage pedestrian activity

NOTE: There is scope for flexibility in the interpretation of the DPP that could result in acceptable alternative development plans to those illustrated on this Concept Plan



7. Rockingham Station Sector

7. Rockingham Station Sector

The City acknowledges that the State Government is responsible for development within this Sector. State planning and transport agencies understand the need to coordinate the development of public transport infrastructure with planning for adjoining land uses and related Activity Centres.

The following Policy statement is intended to inform any consultation between relevant State Government agencies and the City. It is based on Section 10.11 in Volume 1 of the endorsed Centre Plan which set out broad Planning Guidelines within which more detailed planning of the Rockingham Station Sector should be undertaken in accordance with the adopted Planning Framework for the Strategic Metropolitan Centre.

7.1 APPLICATION

The Policy applies to the land on both sides of Ennis Avenue which has been allocated for the Rockingham train station and park and ride car parks.

7.2 DESIRED FUTURE CHARACTER

The rail/bus and future light rail station will be serviced by park and ride car parks located on both sides of Ennis Avenue. The train station is relatively removed from the activity focus of the City Centre and does not present any obvious TOD opportunities.

The western-most car park presents a possible longer term opportunity to locate multiple residential apartments over the park and ride car park.

In the meantime, priority should be given to TOD consolidation along the activated route of the transit system closer to the heart of the Activity Centre.

7.3 PREFERRED USES

Within the Rockingham Station Sector the preferred uses are:-

- TOD-related uses

7.4 ELEMENTS

The Southern Gateway and Rockingham Station IDP (refer to Figure 5.1) illustrates the intended integrated development outcome for the two Sectors. Within the scope and meaning of the planning and development principles listed in Section 2.2, there is scope for further flexibility in the interpretation of the Centre Plan in relation to the scale and configuration of particular developments and landscape elements.

Notwithstanding the indicative intent of these plans, development will be required to incorporate and maintain the following elements, as applicable:

- (a) Maintain and enhance the landscape at all levels to convey a distinctly urban townscape context.
- (b) Give particular attention to the landscape treatment of Ennis Avenue and related entry points to the centre where planting, lighting and signage should convey a

- (c) Ensure that all new development is planned in accordance with the sustainability principles listed in Section 3.1.6 and designed to meet any applicable sustainability Key Performance Indicators endorsed by the City of Rockingham.



8. Supplementary Policies

Superseded

8. Supplementary Policies

8.1 CORNER AND PROMINENT SITES POLICY

8.1.1 Application

This Policy applies to all building sites with trafficable corners (vehicular and pedestrian), as generally indicated on the Southern Gateway Indicative Development Plan and the Building Height and Prominent Sites Plan (refer to Figures 5.1 and 5.4), and wherever referred to in the text and/or related plans and illustrations in the Southern Gateway and Rockingham Station Development Policy Plan (Planning Policy 3.2.12).

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

8.1.2 Objective

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

8.1.3 Gateway Locations

For the purposes of this Policy, 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 built form and/or landscaping.

Gateways signal arrival and may incorporate Landmark and Prominent Corner buildings (where nominated), signage, trees, memorials, parks, fountains, water features, clock towers or sculptural artworks.

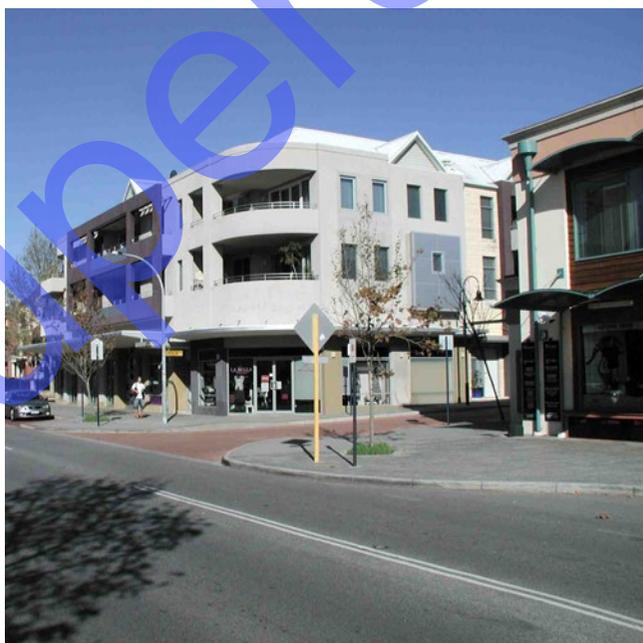
The treatment of landscape works at the Patterson Road/Flinders Lane entry to the Rockingham Waterfront Village provides a relevant example of effective gateway landscaping at the entrance to an urban activity centre.



8.1.4 Prominent Corner Sites

For the purposes of this Policy, 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 Southern Gateway Sector, 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.



8.1.5 Planning and Design Principles

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.

In general, built form and related public spaces on corner sites and nominated gateway locations, prominent corner sites should be designed to achieve distinctive, 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 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;
- Add additional height to corner buildings through the integration of vertical elements such as raised parapets, spires, roof sections and similar structures. The City will exercise its discretion in considering proposals to relax maximum height limits.
- Add at least one extra storey, or as indicated in Precinct Policies, plus any tower or similar elements above required Precinct minimum building heights on nominated prominent corner sites;
- Activate the ground floor level of buildings with predominantly glazed building entry lobbies and/or high visitation commercial and retail tenancies;
- Integrate public art and signage into the design of buildings and related public spaces at gateway locations and at prominent corner sites.



8.2 CENTRAL ARTS POLICY

8.2.1 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.

8.2.2 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.
- The City 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.

8.2.3 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 public buildings and other appropriate public works is intended 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.



8.3 SECURITY POLICY

8.3.1 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.

8.3.2 Passive Security Principles

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

- Incorporate residential occupation into as much as possible to provide extended hours, low key surveillance of public space and buildings.
- Activate the ground or street level as much as possible.
- Avoid grade separated movement networks which remove pedestrian activity from the 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.



Superseded

9. Delegation

10. Adoption and Operations

9. 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.

10. Adoption and Operation

Adoption

This Planning Policy was adopted by the Council at its ordinary Meeting held on the 24 August 2016. Modifications to this Policy were adopted by the Council at its ordinary Meeting held on 25 February 2020.

Operation

This Planning Policy came into operation at the same time that Amendment No.150 to Town Planning Scheme No.2 came into operation on the 27 June 2017.



Superseded

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
Consulting Rooms	3 (4) bays per consultant
Health Studio	1 bay per 20 (15) m ² NLA available to the public, including swimming pools
Office	1 bay per 60 (40) m ² NLA
Showroom, Warehouse	1 bay per 80 (60) m ² NLA
Child Care Premises	1 bay per employee and 1 bay per eight children
Public Assembly, Public Worship	1 bay per 8 (6) seats

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 4.4, for an explanation of the various levels of activation related to 'Frontage Types'.

Amenity

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

Articulation

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

Building Envelope

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

Built Form

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

Bulk

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

Campus Sector

Refers to that part of the Centre Plan area generally bounded by Dixon Road, Ennis Avenue, Simpson Avenue and Dowling Street. It encompasses adjoining campuses of Challenger Institute of Technology, Murdoch University and Kolbe College. The existing extent of the Sector is defined in Figure 1.2.

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 the 10th November 2009.

City Centre Sector

Refers to that part of the Centre Plan area generally bounded by Council Avenue, Read Street, Leghorn Street, Success Drive, Marks Place, Goddard Street and its extension through to Council Avenue. It is being developed as the major retail, commercial, civic and mixed use activity centre and the major social and employment hub of the Strategic Metropolitan Centre. The existing extent of the Sector is defined in Figure 1.2.

Eastern Sector

Refers to that part of the Centre Plan area generally bounded by Ennis Avenue, Council Avenue, Louise Street, and its extension southwards, Chalgrove Avenue (unmade portion), Dowling Street and Simpson Avenue. This Sector will be redeveloped over time with medium to high density housing. The existing extent of the Sector is defined in Figure 1.2.

Façade

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 shopfronts 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.

Indicative Development Plan (IDP)

Illustrates a more detailed interpretation of the planning framework described and illustrated 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.

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.

Northern Waterfront Sector

Refers to that part of the Centre Plan area generally bounded by the coast, Victoria Street, Patterson Road and Wanliss Street. The existing extent of the Sector is defined in Figure 1.2.

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.

RCCTS

The abbreviation for the Rockingham City Centre Transit system.

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, coordinated ownership, zoning and/or policy characteristics. A sector may be comprised of one or a number of precincts.

Smart Village (North) Sector

Refers to that part of the Centre Plan area generally bounded by Patterson Road and Dixon Road to the west of Merchant Drive. The existing extent of the Sector is defined in Figure 1.2.

Smart Village (South) Sector

Refers to that part of the Centre Plan area generally bounded by the Dixon Road, Chalgrove Avenue (unmade) and Goddard Street (north). The existing extent of the Sector is defined in Figure 1.2.

Strategic Metropolitan Centre

Means the area as defined by the Centre Plan as the Rockingham Strategic Metropolitan Centre. The boundary is defined in Figure 3.2.

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 the 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.

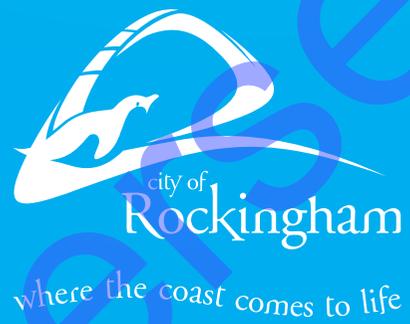
Walkable Catchment

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

Waterfront Village Sector

Refers to the area generally bounded by the coast, Wanliss Street, Cessnock Way, Read Street, Ryan Street, Houston Street, Langley Street, Quin Street, Thorpe Street and Florence Street. The existing extent of the Sector is defined in Figure 1.2.

Superseded



Suppliers needed