City of Rockingham

Planning Policy No.3.2.2

Development Policy Plan

Smart Village Sector

city of Rockingham

where the coast comes to life

Table of Contents

Table of Contents

FIGURES

1. Introduction

1. Introduction

1.1 Background

The Smart Village Sector is one of a number of defined development sectors within the planning envelope of the endorsed Centre Plan for the Rockingham Strategic Metropolitan Centre. Under the Centre Plan, the Smart Village Sector is referred to as 'Smart Village (South)'.

This Planning Policy provides a more detailed planning vision and policy framework for the Sector, based on the concept of a sustainable, medium to high density urban village arranged around a central, high frequency transit spine. A logical policy area boundary has been defined within which the land use and townscape characteristics of individual precincts are described and illustrated.

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 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.

Figure 1.1 - Rockingham Strategic Metropolitan Centre Planning Envelope

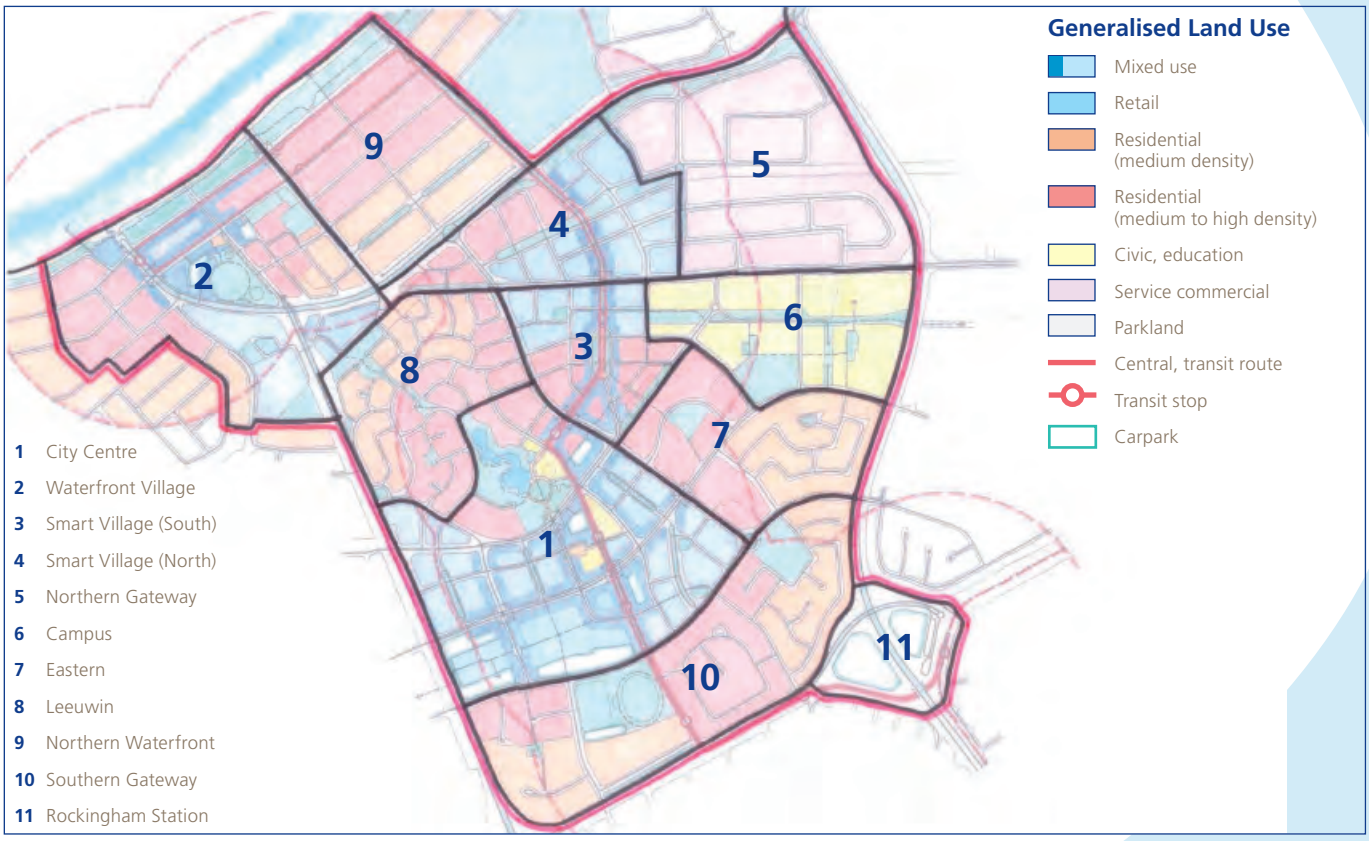
The City commissioned a review of its endorsed 1995 Centre Plan with the goal of producing a new Centre Plan that would cover the full extent of the area to be serviced by the Rockingham City Centre Transit System (RCCTS). The scope of the Centre Plan project covers an area of almost 600 hectares between the Rockingham Train Station and Rockingham Beach and includes the area covered by the existing Central City Area zone in the Metropolitan Region Scheme, within which the Smart Village Sector is located.

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

Figure 1.2 - Rockingham Strategic Metropolitan Centre Sector Plan



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

Stage 2 of the Centre Plan Review updated the Development Policy Plan for the City Centre sector, with a revised Indicative Development Plan and related Precinct Policies and Guidelines. The Council endorsed the Stage 2 Final Reports at its ordinary Meeting held on the 22 September 2009.

On the 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.

2. Strategic Metropolitan Centre Planning Framework

2. Strategic Metropolitan Centre Planning Framework

2.1 Vision for the Strategic Metropolitan Centre

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

> *The vision is for a modern, distinctly coastal centre offering a wide range of mixed uses including retail, commercial, office, civic, residential, education and recreation within an accessible and highly inter-connected, urban-scaled townscape, comprising a major activity centre and related urban villages based on 'Main Street' 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 Development Policy Plan. It has a wider scope to encompass higher education campuses and urban villages along the route of the Rockingham City Centre Transit System through to Rockingham Beach.

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

- Medium to high density development based on activated, 'Main Street' principles.
- A configuration of generally contiguous streetfront buildings and a mix of uses that generate high levels of pedestrian activity and a sense of vitality.
- A street-based transit system, with closely spaced stops.
- A permeable network of streets, laneways, arcades and public spaces that provide high quality linkages, particularly for pedestrians, to Centre activities from transit stops, street and off-street car parking and from the surrounding walkable catchment.
- An identifiable City Centre hub to provide major CBD functions.
- Connected 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 within the Smart Village. Streets, public places and adjacent development should be designed to provide a safe, secure, stimulating and pleasant walking environment.
- Link the major regional and sub-regional road system to the Smart Village by a range of direct and legible street connections.
- Ensure that the Smart Village and related activity centre street networks are 'fine grained' to provide a multiple choice of routes for pedestrians, cyclists and vehicles.
- Integrate the street-based central transit system to link the Smart Village with Rockingham Beach, the City Centre and the Rockingham railway station.
- Ensure that appropriate land uses are located adjacent to the transit route.
- Adopt an integrated urban design and traffic management approach within the Smart Village 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 toilets, 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, and have the potential to activate the central spine of the Smart Village by day and night along the route of the principal, street based public transport system. 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 Smart Village 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 Smart Village.
- 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).

Figure 2.1 - Rockingham Strategic Metropolitan Centre Concept Plan

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

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

2.4 Framework Plan

A Framework Plan (refer to Figure 2.2) has been prepared over the Strategic Metropolitan Centre to illustrate a generalised arrangement of built form, movement networks and public and private spaces consistent with the strategic arrangement of functions illustrated in the Concept Plan.

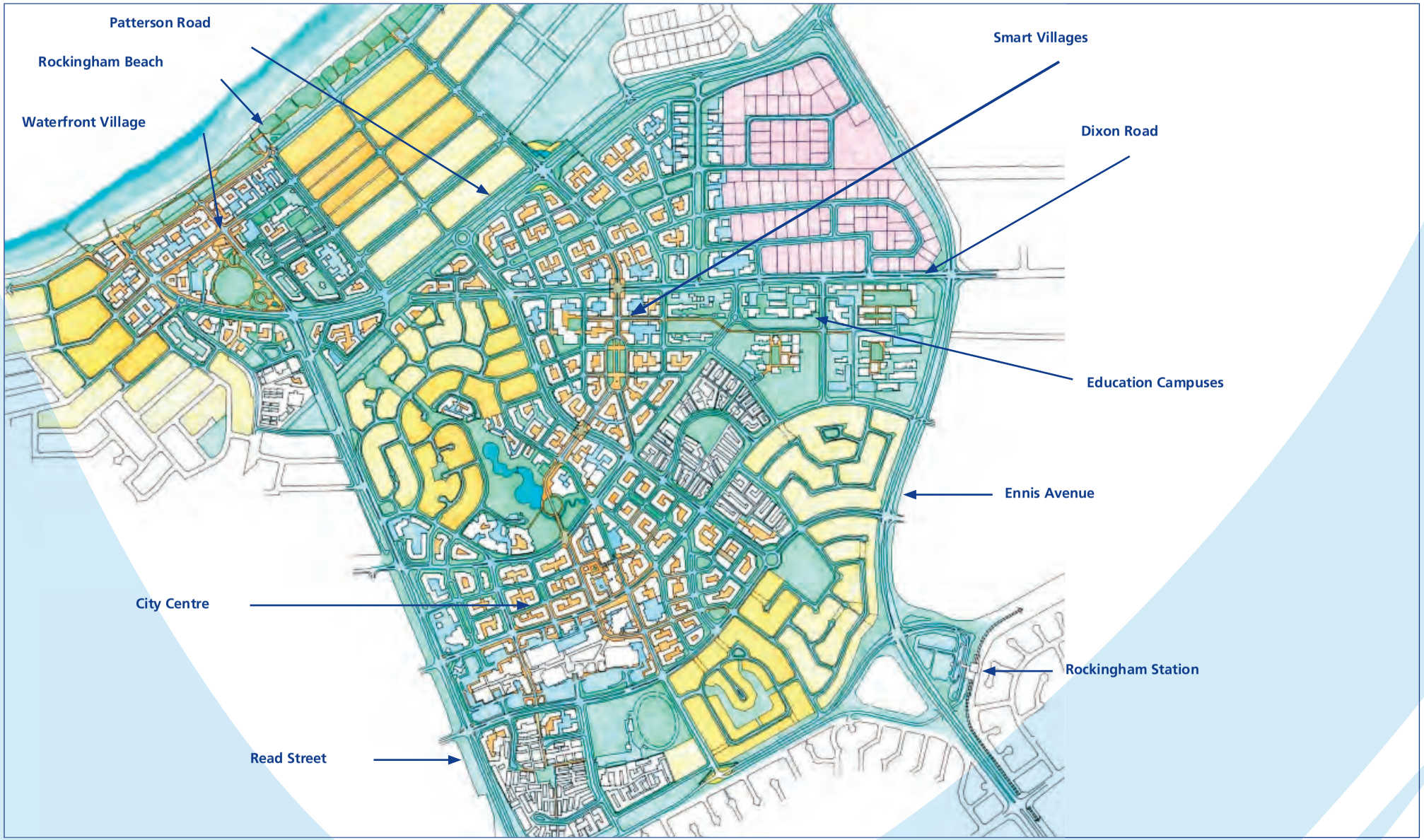
The Plan is also consistent with the potential for Transit Oriented Development (TOD) described in Section 2.5 and builds on the adopted access and movement network described in Section 2.6. The Framework Plan illustrates a long term (i.e. greater than 10 years) view of development and redevelopment 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 co-operation of affected property owners.

The Framework Plan provides a platform for more detailed conceptual planning, urban design and planning policy within each of the Centre Plan Sectors.

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

Outside of the more detailed parts of the Plan, existing residential and service commercial areas have been simply shaded in yellow and purple tones consistent with the strategic intent of the Concept Plan. These areas are likely to undergo change on a site-by-site basis over an extended period. Development in these areas will be guided by separate Sector Development Policy Plans and relevant guidelines.

Figure 2.2 - Rockingham Strategic Metropolitan Centre Framework Plan



2.5 Transit Oriented Development

2.5.1 Background

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

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

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

Light Rail Transit.

2.5.2 TOD Policy Background

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

Network City (2004)

The Network City document set out a 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. The Smart Village site provides a rare opportunity to integrate an intensive land use mix with the development of a new, high frequency transit service.

Mixed Use Development incorporating Medium to High density Residential.

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.

Medium density Terrace Housing.

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 85,000m^2
- Waterfront Village 18,000m^2
- Smart Villages 12,000m^2

Office floorspace has been notionally allocated as follows:-

- City Centre 60,000m^2
- Waterfront Village 8,000m^2
- Smart Villages 32,000m^2

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 along the Rockingham beachfront (200+ dwellings per hectare along Rockingham Beach Road and up to 100 dwellings per hectare in the adjoining Waterfront Village) and in clusters of group housing around the City Centre (typically 50 dwellings per hectare).

Over recent years, the City has received proposals 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 the elevated apartment building model in central Rockingham could achieve expansive views around the entire Rockingham coastline. There appears to be latent potential for higher rise, multi-residential apartment development beyond the coastal fringe.

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

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

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

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

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

2.5.5 Urban Design and Built Form

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

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

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

Particular emphasis will be given to shaping the form of development along the edge of the transit route and around transit stops. In particular, there is a need for design measures to optimize 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 10 dwellings per hectare) and a population of approximately 12,000 based on a household occupancy of 2.0. This allows for continued intensification in and around the Waterfront Village, but no significant residential consolidation in the City Centre and along the transit route.

With TOD intervention and average net block densities of 100 dwellings per hectare applied along the activity spine, the subject area could yield approximately 20,000 dwellings and a population of 36,000 (based on 1.8 persons per household) at a gross average density of 62 persons per hectare. This scenario could achieve the light rail transit threshold density of 50 persons per hectare.

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

Within the Smart Village South, there is a TOD potential for approximately 1,500 residential units, housing around 2,700 people.

2.6 Adopted Access and Movement Network

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

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

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

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

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

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

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

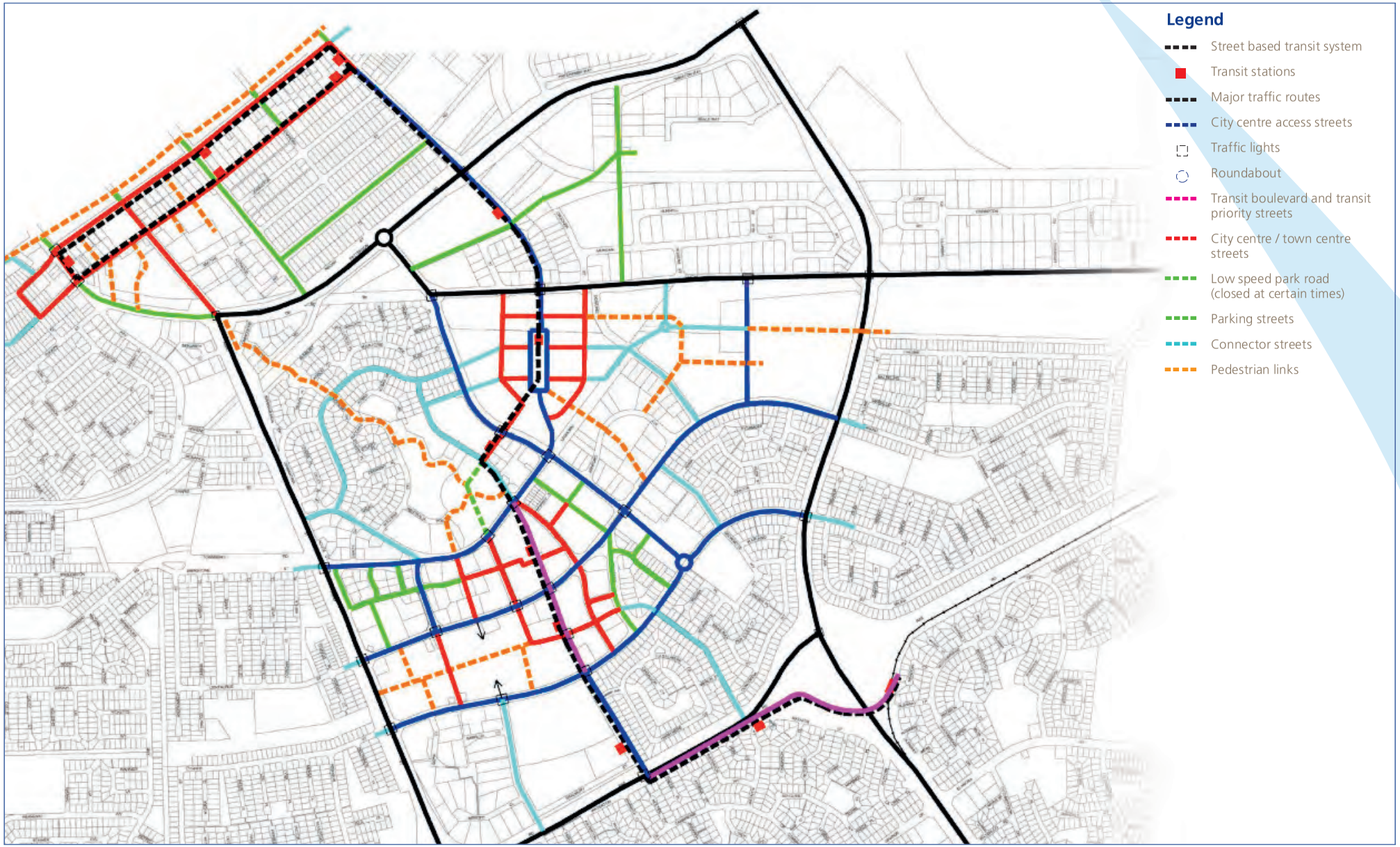
2.6.2 The Adopted Network

The adopted access and movement network is illustrated in Figure 2.3. It includes a wide range of street types which enable different functions to be undertaken in different areas in and around the Strategic Metropolitan Centre.

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

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

Figure 2.3 - Adopted Movement Network



2.6.3 Traffic Modelling and Traffic Predictions

Traffic modelling has been undertaken by Uloth and Associates.

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

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

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 transport system (the RCCTS), linking the train station with the City Centre, Murdoch University and the Rockingham foreshore. This is the major linking element through the City Centre supporting the proposed transit oriented development.
- The Rockingham/ Fremantle principal transit service. This high frequency service would either enter Rockingham through the educational precinct and travel through the City Centre, terminating at the railway station, or enter the city through the railway station, terminating in the education campus sector (near the TAFE).
- Services from the south entering the City Centre via Read Street and Central Promenade. These services could proceed through the City Centre to the 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.

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 University and the foreshore. The outer line is based on a 750 metre walking distance (depicted by a 600 metre radius) applicable to a streetcar or very high frequency bus service. The inner shaded area depicts a walking catchment within the City Centre and adjacent Smart Villages for retail and entertainment uses within a vibrant, mixed use centre. This is based on a 500 metre walking distance (depicted by a 400 metre radius).

Figure 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.

2.6.5 Parking Policy and Principles

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

The distribution of car parking in the Smart Village should be based on the following principles:-

- Where possible provide public parking in preference to private parking.
- Maximise the amount of on-street, short term parking, subject to traffic and pedestrian safety, and other urban design considerations.
- Provide a range of off-street public parking facilities within easy walking distance of commercial, retail entertainment and other facilities, but limit vehicle access to car parks where such traffic would be in conflict with high levels of pedestrian movement.

Figure 2.4 - Proposed Principal Public Transport Routes

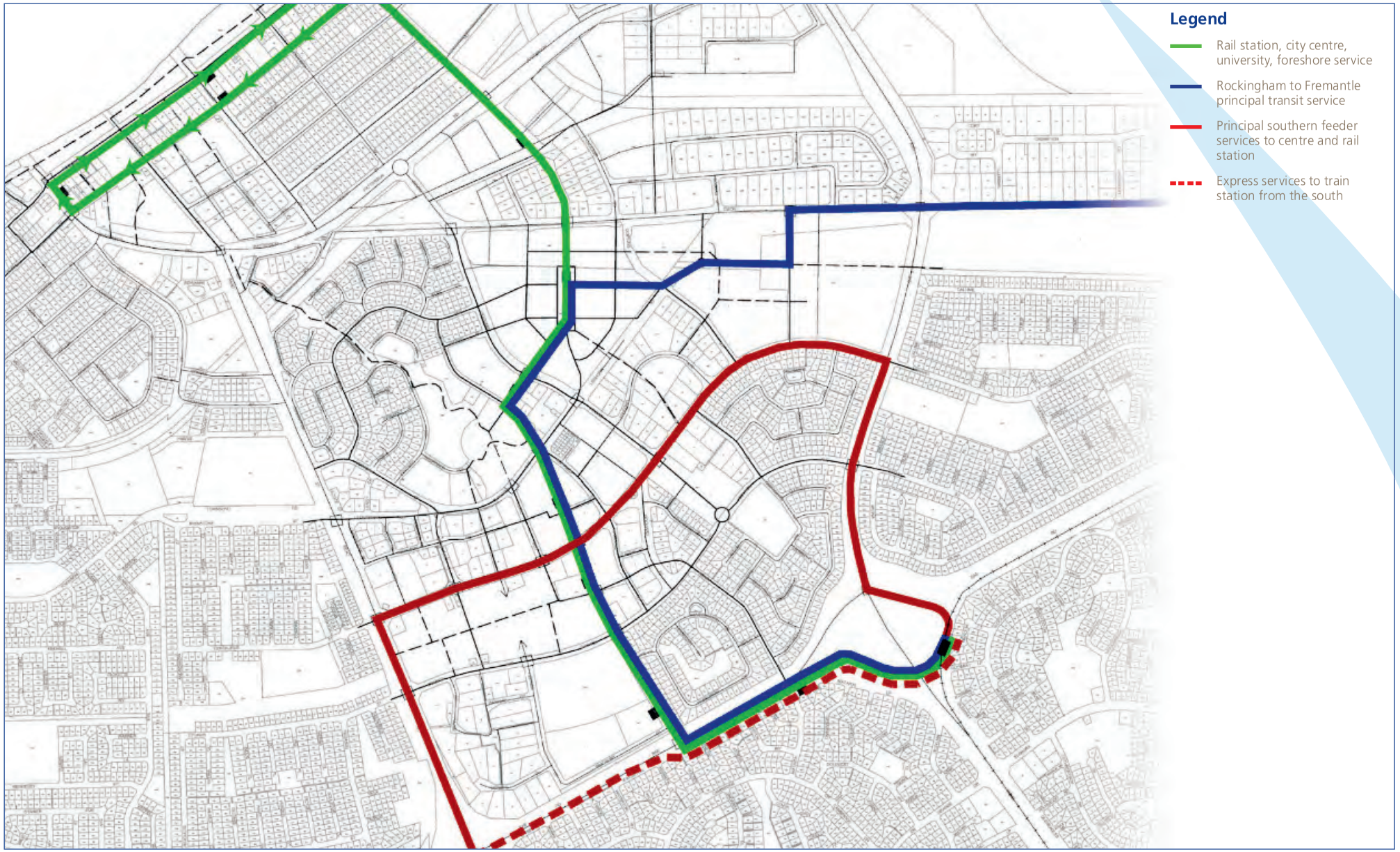


Figure 2.5 - Walkable Catchment - Central Transit System

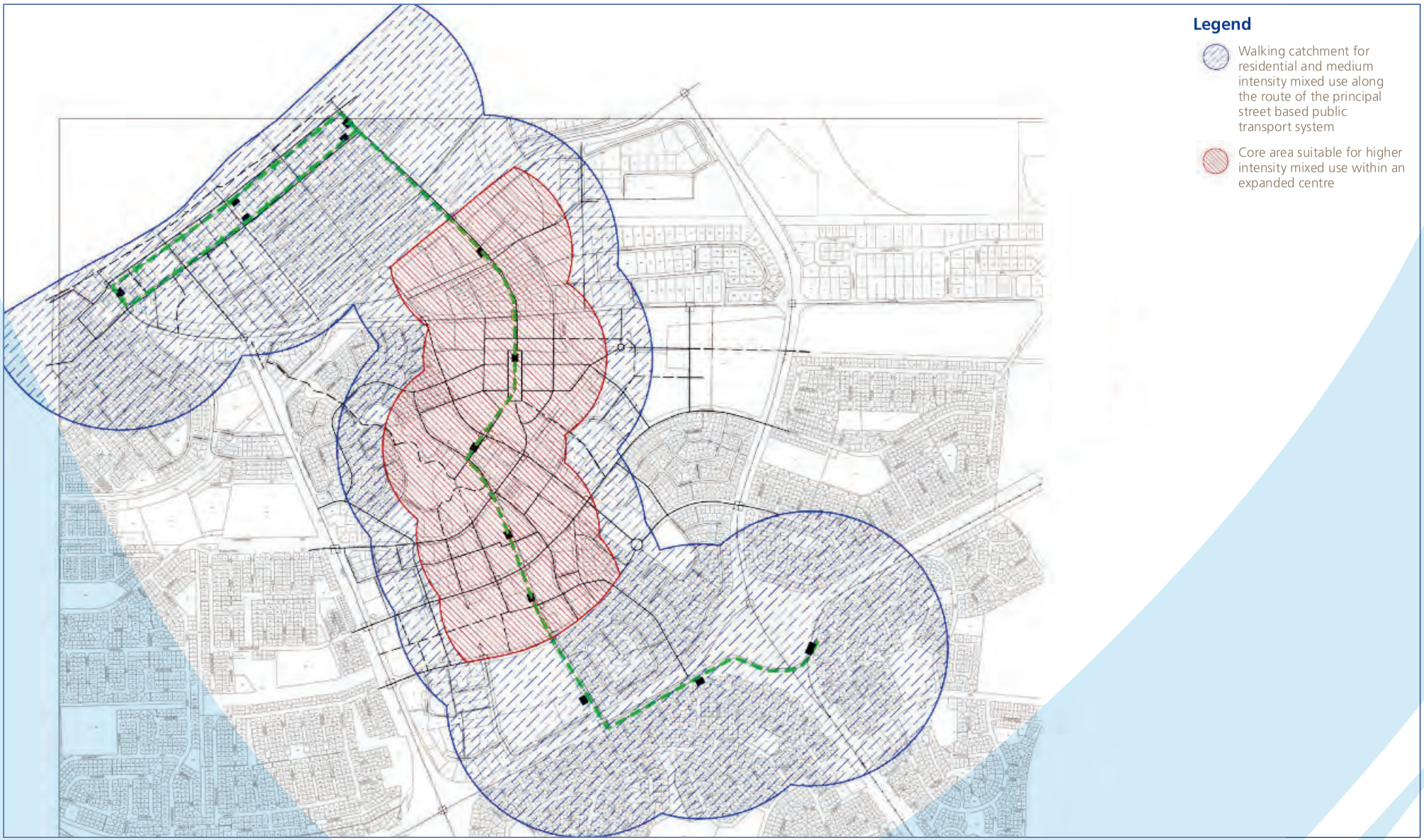
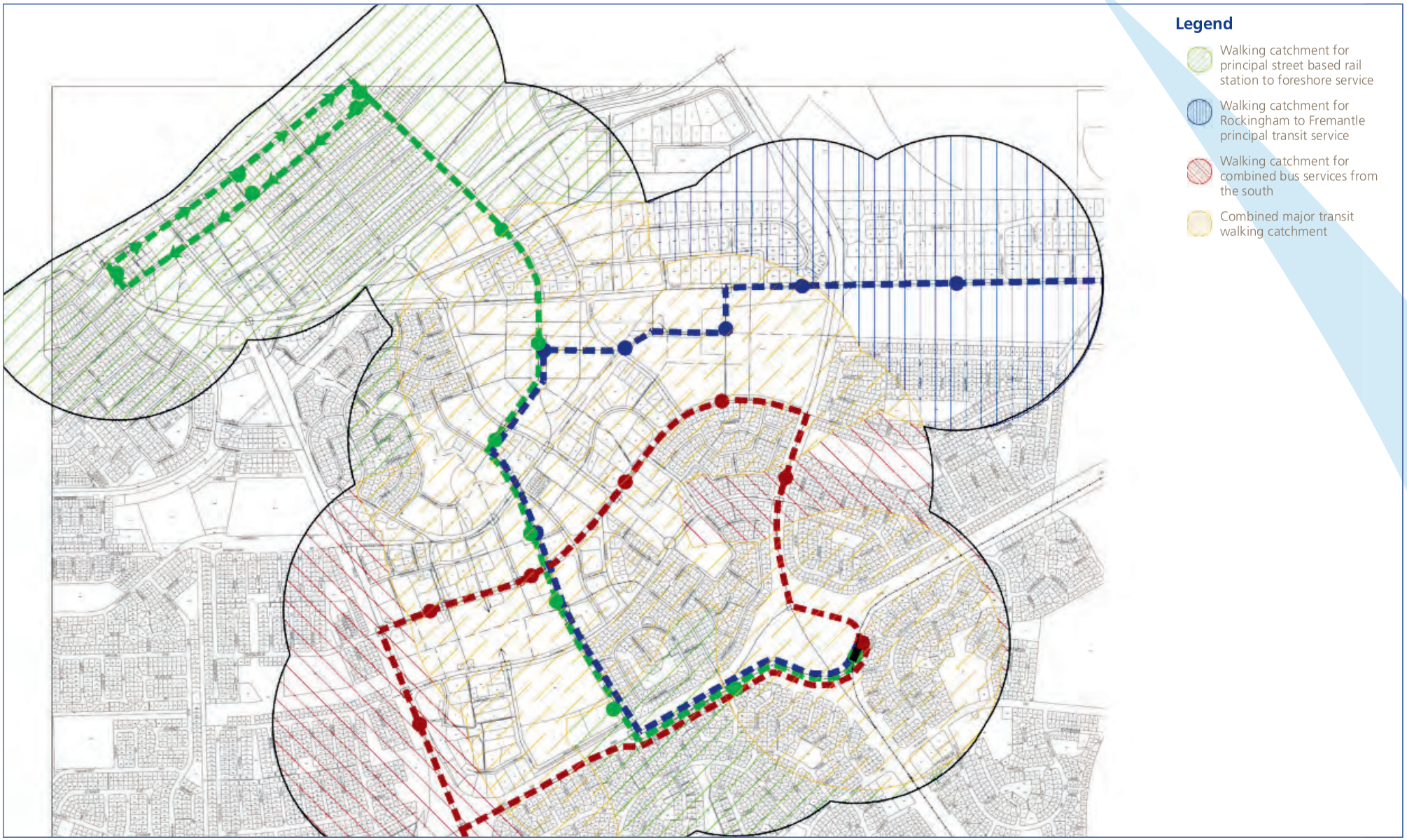


Figure 2.6 - Combined Public Transport Services Catchment



2.7 Endorsed Sector Planning Guidelines for the Smart Village

Section 10.3 in Volume 1 of the endorsed Centre Plan sets out broad Sector Planning Guidelines within which more detailed planning of the Smart Village South Sector should be undertaken in accordance with the adopted Planning Framework for the Strategic Metropolitan Centre. The following text is an extract from the Centre Plan:-

Desired Future Character

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

Preferred Uses

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

Elements

- Plan and design the sector as part of a generally contiguous, transit-oriented development bridge between the City Centre, Campus and Waterfront sectors.
- Facilitate the priority construction of a more direct access and movement corridor between Dixon Road and the City Centre.
- Establish a commercial gateway and commercially activated village 'Main Street' immediately south of the junction of the transit route and Dixon Road.
- Retain community recreation buildings for as long as necessary.
- Develop a central, linear park along the transit route spine as an amenity focus for the development of high density residential apartments and offices.
- Examine opportunities to locate landmark civic buildings along the transit route as part of the place-making agenda.
- Design the interface between the village Main Street and the Campus Sector to allow for a generally seamless transition in built form.
- Provide a legible and well connected arrangement of streets, laneways and public spaces.
- Frame street blocks with generally contiguous, urban scaled buildings of high architectural quality.
- Develop a distinct and appealing townscape with high levels of amenity and interest for pedestrians.
- Grade and arrange the height of buildings to visually define the transit route, orient movement towards the activity spine and exploit expansive views of the coastal landscape.
- Ensure that all new development is planned in accordance with the sustainability principles listed in Section 3.1.6 (Centre Plan Vol.1) and designed in detail to meet any applicable sustainability Key Performance Indicators endorsed by the City of Rockingham.

3. Smart Village Indicative Development Plan

3. Smart Village Indicative Development Plan

3.1 The Indicative Development Plan

The Smart Village Indicative Development Plan (IDP) (refer to Figure 3.1), illustrates a more detailed interpretation of the planning framework described and illustrated in Section 2. While the Smart Village IDP has been derived from the overall Framework Plan, it includes modifications and refinements that demonstrate how the Centre Plan could be expected to evolve within particular sectors and precincts, consistent with the endorsed Sector Planning Guidelines listed under Section 3.2 below.

The street network has been modified as necessary: to improve road geometries; to better align the street grid with the layout of the existing Murdoch University campus; to accommodate new development (including a possible aquatic facility) around the existing indoor recreation centre; and to make provision for a wide range of development types, from tall residential apartment towers on podiums to pockets of terrace housing on the periphery.

The IDP incorporates a strong, central spine of mixed use development along the transit route and it is envisaged that a lively pedestrian environment will be fostered by significant investment in high amenity place-making.

Smart Village High Street.

Central Park will be the spatial focus of the Smart Village and the road network has been carefully laid out to radiate out from this green heart to provide direct and legible connections with the surrounding urban context. The formally landscaped park will provide a fitting setting for the development of high density residential and office buildings around its perimeter. Accommodation in these buildings around the park could conceivably be related to the functions and users of the University, including possible partners in research and development (e.g. marine science, resources, defence). Taller towers to possibly 20 or more storeys could be located along the western flank of the park where they would not cast morning shadows over the space.

Consistent with the intent of the adopted Access and Movement Network in the Centre Plan, the Smart Village 'High Street' has been planned as a prominent, yet human-scaled node of development that will draw traffic from Dixon Road through the business core of the Smart Village and then through to the City Centre a northerly extension of Chalgrove Avenue. This will satisfy the need for improved access to the City Centre from Dixon Road as well as providing an essential stream of traffic to sustain street front commerce.

A secondary link to the City Centre via an easterly extension of Market Street will pave the way for a visual connection between the proposed Central Park and the existing City Park. The central transit system will follow this Market Street link and it is envisaged that development sites along both sides of this route will be developed at high density, with landmark residential apartment and office towers taking advantage of the amenity and proximity to a wide range of central area facilities.

Midway along the proposed 'High Street', an east-west cross street will visually and physically connect the existing Murdoch University campus with a redeveloped recreation centre. The IDP shows how a new main entry to the recreation centre could be created in conjunction with the development of new community and commercial accommodation, with a possible, predominantly indoor aquatic facility on the northern side of the entrance lobby and a possible gymnasium and fitness centre on the south side.

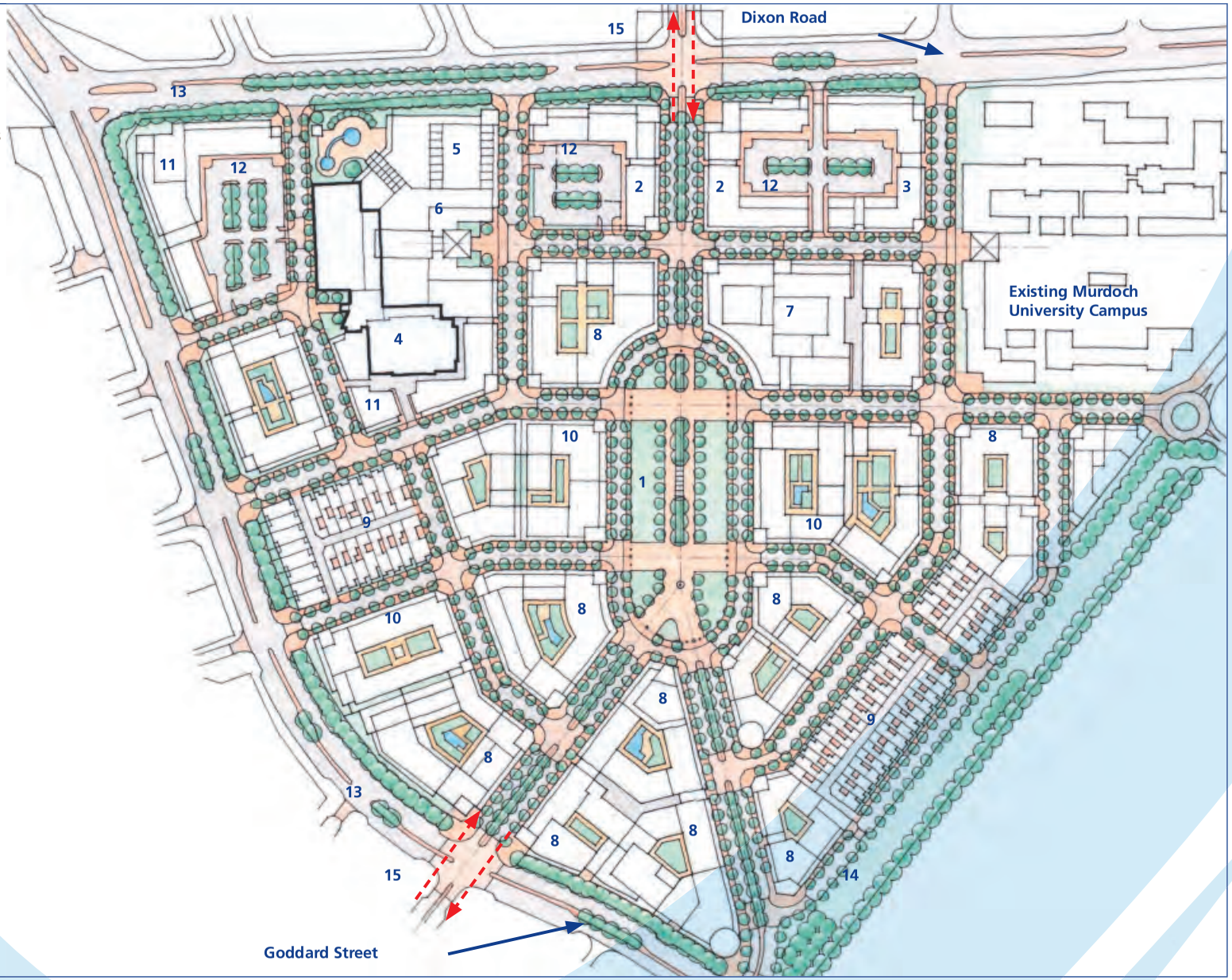
This arrangement of public spaces and built form between the existing University campus and the existing recreation centre at the northern end of the Smart Village will allow for a seamless integration of the various functions, with a critical mass of development and activity that makes each of the components more likely to be viable. The strategy embodies the beneficial and enduring characteristics of historic University towns in many parts of the world.

Provision has been made on the eastern side of the Smart Village 'High Street' for a range of possible mixed use developments, including retail, commercial, office and education tenancies. The plan also illustrates a site option for a possible Contemporary and Performing Arts Centre (CAPAC). While the development of a CAPAC in the Smart Village is considered unlikely at this stage, it is nonetheless important to show how such a facility could be sleeved with other tenancies to satisfy the street framing and activation requirements of the planning framework for the Village. The development of a CAPAC in this location could bolster the physical development and identity of the Smart Village, with the University as a key user and possible funding contributor.

Within the scope and meaning of the Planning and Development Principles listed in Section 2, there is scope for flexibility in the interpretation of the DPP requirements that could result in acceptable alternative development configurations to those illustrated in the IDP, particularly in relation to the scale and configuration of individual developments.

Figure 3.1 - Smart Village Indicative Development Plan

1 Central Park with high amenity place-making
2 'Main Street' mixed use development
3 Seamless development interface with University
4 Existing indoor arena and recreation centre
5 Possible future aquatic centre, gym and mixed uses
6 Main entrance to consolidated recreation centre
7 Integrated Cultural/Residential with Public Car Parking
8 High density mixed use development
9 Terrace style medium density residential
10 Preferred street-framing development model
11 Infill development to frame street block
12 Shared carpark
13 Major streetscape enhancement
14 Linear park along unmade road reserve
15 Rockingham City Centre Transit System route



3.2 Relevant Residential and Mixed Use Building Typologies

The endorsed Centre Plan provides the planning framework that governs more detailed planning for the City Centre and the urban villages (including the Smart Village). This 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 the types of development 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 were surveyed, with a particular focus on Activity Centre locations where Government development agencies such as Landcorp are involved. Developments include completed and proceeding projects in Midland, Cockburn Central, Northbridge, Floreat, Melbourne and Rockingham Beach.

Characteristics relevant to the detailed planning and urban design of the Smart Village are summarised as follows:-

Development Forms/Typologies

- Medium density residential developments should take the form of 2 to 4 storey multiple dwellings. A smaller component of narrow frontage, 2 to 3 storey terrace housing could be incorporated in peripheral locations.
- High density residential developments (including mixed use) should predominantly take the form of street framing ('doughnut') developments with internal landscaped courtyards located over basement and/or off-street car parking areas. Developments over 4 storeys in height should be sited on 3 to 4 storey podiums, with upper floors setback from the street front building line of the podium and set back from the adjoining lot boundaries.

Subdivision Design

- Lots should be of sufficient area with dimensions to permit a feasible, functional development. The dimensions of multiple dwelling and mixed use lots should permit conventional car parking layouts. Typically, this requires a minimum lot width of 38 to 40 metres.
- Multiple dwelling and mixed use development lots should generally be a minimum of 2,500m^2 in area.
- New multiple dwelling and mixed use development lots should be provided with vehicular access (public roads, laneways) on a minimum of two sides.

3.3 Other Considerations

Retention of Indoor Recreation Centre

The Smart Village site was developed and used as a district recreation centre until 2008 when the existing outdoor sporting fields and related facilities were relocated to the 270 hectare Lark Hill Sportsplex.

The existing indoor recreation centre, associated outdoor netball courts and paved car park have been retained in the north-west corner of the Smart Village site. The indoor facilities are likely to be retained in this location in one form or another for the foreseeable future. It is anticipated that the number of outdoor netball courts will be reduced as the Smart Village develops and will be replaced by more intensive development in the medium term. It is anticipated that an upgraded indoor recreation centre will be integrated with the urban design of the remainder of the new Smart Village.

Possible Aquatic Facility

The existing Rockingham Aquatic Centre on Council Avenue is located on the proposed alignment of an extended Goddard Street. This alignment was selected on the expectation that the Aquatic Centre would likely be either decommissioned or relocated, once it reached the end of its service life (ie. when a major re-construction was needed).

A modern, predominantly indoor aquatic facility could be located within the proposed Smart Village in the vicinity of the existing indoor recreation centre buildings where it could share common infrastructure and management. With a contemporary, consolidated design befitting the planning context, the project could act as a catalyst to further, complementary street front urban development, including inner-city offices and apartments.

Key urban design assumptions:-

- The facility would be a more compact, essentially indoor facility, with an outdoor water playground, integrated with the planning framework and street oriented urban design principles of the overall Centre Plan and Smart Village South Sector Guidelines.
- There are potentially two alternative site options adjoining the indoor complex that could accommodate a new Aquatic Facility, with one site adjoining Dixon Road to the east of the indoor complex and a second site adjoining Goddard Street to the south west.

- The design should be functionally integrated with the indoor complex, with potentially shared entrance, kiosk and related amenities.
- The development should be planned and designed to mark an important gateway to the City following significant street upgrades. The architecture of the development should also serve to mask, articulate and activate the blank, box-like presence of the existing structures.
- Relevant models of contemporary Aquatic Facility design include the indoor section of the new East Victoria Park (Somerset) aquatic centre, the Kwinana Leisure complex (including indoor pool) and the new Balga Pool Leisure Park, each of which fits within a planning envelope of between 75m X 75m and 100m X 100m. The Kwinana indoor pool is a relevant case study because it was integrated with an existing recreation centre which has subsequently undergone a major re-build and upgrade.
- The project could act as a catalyst to further, complementary urban development, including inner-city offices and apartments.
- Car parking should be located and arranged behind a generally contiguous line of buildings that address the street.

Analysis of Alternative Aquatic Centre Locations in Smart Village

Site Option 1 – Goddard Street (adjoining southern side of existing indoor arena)

Strengths	Weaknesses
• Conveniently located next to the existing entrance, kiosk and amenities. • Located adjacent to the current (interim) route of the central transit system. • Well serviced by existing car parking. • Good site exposure. • Would complement the upgrading of this section of Goddard Street to dual carriage-way status. • Would help to mask the box-like appearance of the existing Mike Barnett (MB) complex from Goddard Street.	• Relatively remote and visually fragmented from the investment core of the village. • Relatively remote from the route of final route of the central transit system.
Opportunities	**Threats**
• Development of this site would preserve Dixon Road sites for predominantly mixed use development. • Facilitates an economical staging of development around the MB complex, including subsequent mixed use building infill around the perimeter of the street block.	• Day and night time activity (particularly in the water playground), lighting and traffic could impact on nearby residential amenity. • Initial development would reduce the number of bays available in the existing car park.

Site Option 2 – Dixon Road Eastern (adjoining eastern side of existing indoor arena)

Strengths	Weaknesses
• Places a high calibre public building close to the core of the village where significant development is anticipated. • Located close to the final route of the central transit system. • Preserves existing public car parking on the western side of the MB complex.	• Relatively remote and visually fragmented from the investment core of the village. • Relatively remote from the route of final route of the central transit system.
Opportunities	**Threats**
• The new building has the potential to screen the box-like presence of the existing MB complex and provide an activated outlook to Dixon Road.	• Reliant on site subdivision and part construction of a north south access from Dixon Road.

Following consideration of the two site options by project officers and consultants involved in both the Smart Village DPP and the Aquatic Facility projects, the Dixon Road site on the eastern side of the indoor recreation centre was selected as the preferred Smart Village option. A final decision by the Council on a redevelopment strategy for the Aquatic Centre will need to consider the merits of a Smart Village site versus the consequences of any decision to retain and upgrade the existing facility on Council Avenue.

Interface with Murdoch University

The Smart Village site was formerly seen as the area into which the adjoining, embryonic Murdoch University campus would grow, with the expectation that the campus would eventually become a land use bridge between the City Centre Sector and the Waterfront Village.

After its initial development phase more than 10 years ago, further growth of the University campus has stalled. A more pragmatic and ultimately more likely transit oriented development model for this strategic land was devised in conjunction with the master planning of the high frequency central transit system. This TOD driven development strategy was further refined, described and illustrated through each phase of preparing the new Centre Plan for the Strategic Metropolitan Centre.

Under the endorsed Centre Plan, the Smart Village will play a crucial role in consolidating development between the City Centre and the Waterfront Village. It also has the potential to deliver a significant proportion of the development intensity needed to support the operation of a light rail system between the Rockingham Station and the Waterfront Village. This form of development could complement the development of the University.

The strategy is to plan and develop a high density, mixed use urban village into which the University campus can seamlessly grow. This could be accomplished through joint venture development of buildings and/or the leasing of floorspace alongside a diverse array of other public and private sector tenancies.

Site Option for Contemporary and Performing Arts Centre (CAPAC)

The sites in the Smart Village and Waterfront Village have been evaluated in the course of preparing a feasibility study into the development of a Contemporary and Performing Arts Centre at Rockingham. In October 2010, the Final Report of the consultant Feasibility Study illustrated costed planning scenarios for each of the site options.

The conceptual plans in the CAPAC feasibility study positioned the complex on the nominated site at the south west end of the Smart Village High Street. The CAPAC was configured so that it would address the section of curved street frontage facing the proposed linear park to the south with an entry foyer, box office and cafe. Various blank walls, car parking and service docks were arranged along the remaining street boundaries. Such an outcome would not comply with the planning and urban design principles that underpin the Centre Plan.

While there has been no subsequent action taken by the State Government or the City of Rockingham to proceed with further detailed design work or to fund the implementation of the CAPAC on either of the alternative sites, it is understood that there is a strategic preference amongst stakeholders for the Waterfront Village site option.

The City generally concurs with this sentiment but nevertheless understands the need to demonstrate how such a facility could be better integrated with the Smart Village and adjoining land uses to cover the unlikely event that a decision is taken to build such a facility in the Smart Village. This option should not be left open indefinitely because protecting a vacant site of this size could stymie urban consolidation in a critical part of the village.

Important factors to be addressed in any re-working of the 2010 CAPAC conceptual design for the Smart Village include:-

- Re-siting the facility to the east of the Village High Street spine where it could perhaps be integrated with and partly funded in capital and operational terms by the University.
- Providing off-street car parking within public car parking stations that are shared and partly funded by other land uses in the vicinity.
- Sleeving any servicing or big box elements such as the auditorium with street activating tenancies.

3.4 Residential Density

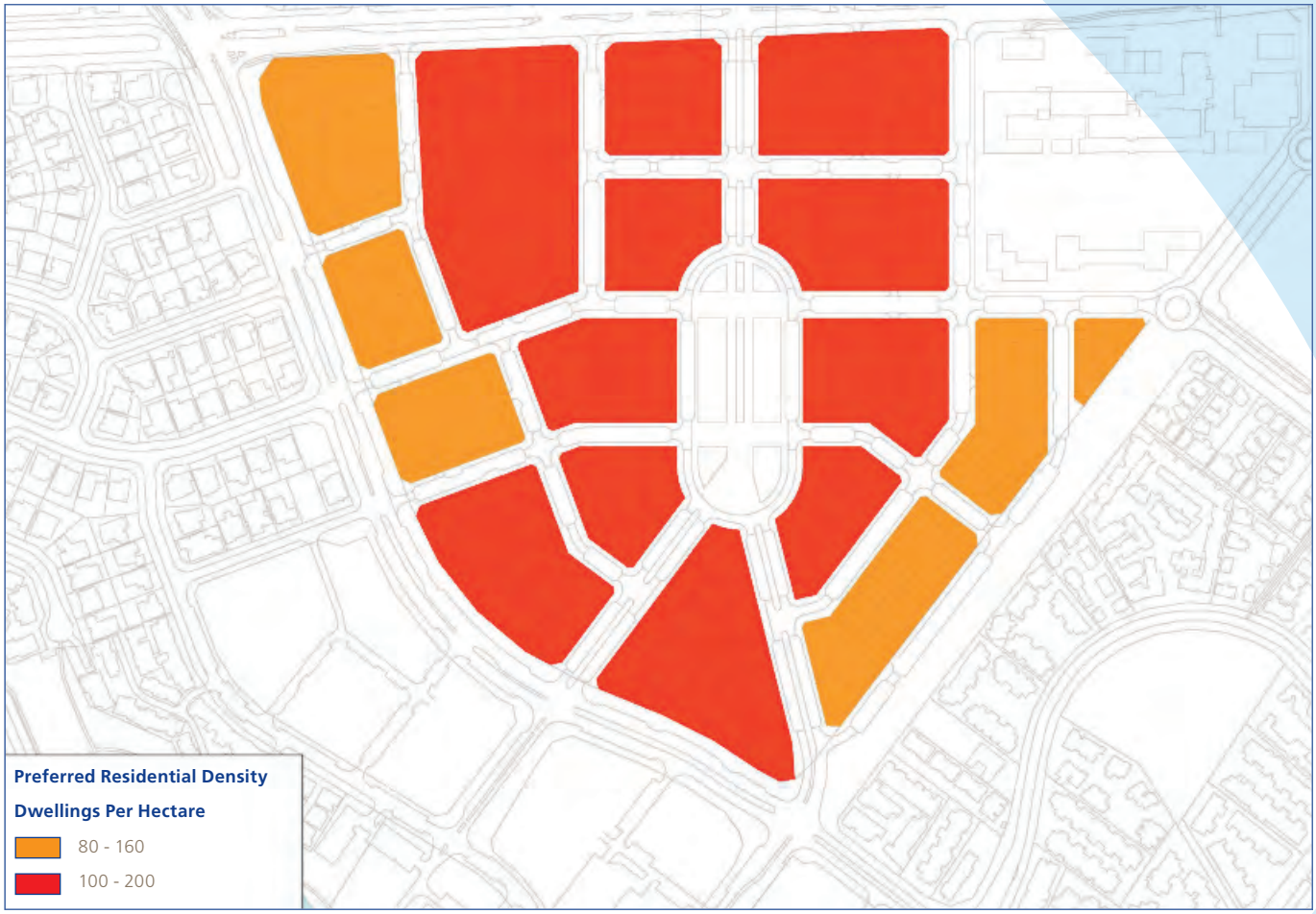
Figure 3.2 illustrates a Residential Density overlay to the Smart Village IDP which is designed to manage the density of development in general accordance with the planning principles and the adopted TOD model described and illustrated in Section 2.

The distribution of residential density in the Smart Village responds to the particular functions, amenity and levels of mixed use activity anticipated in the Sector. In general, high density residential development should be located within 250 metres of the Central Transit route, with particular concentrations around the Central Park and links to the City Centre Sector.

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 4.

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.

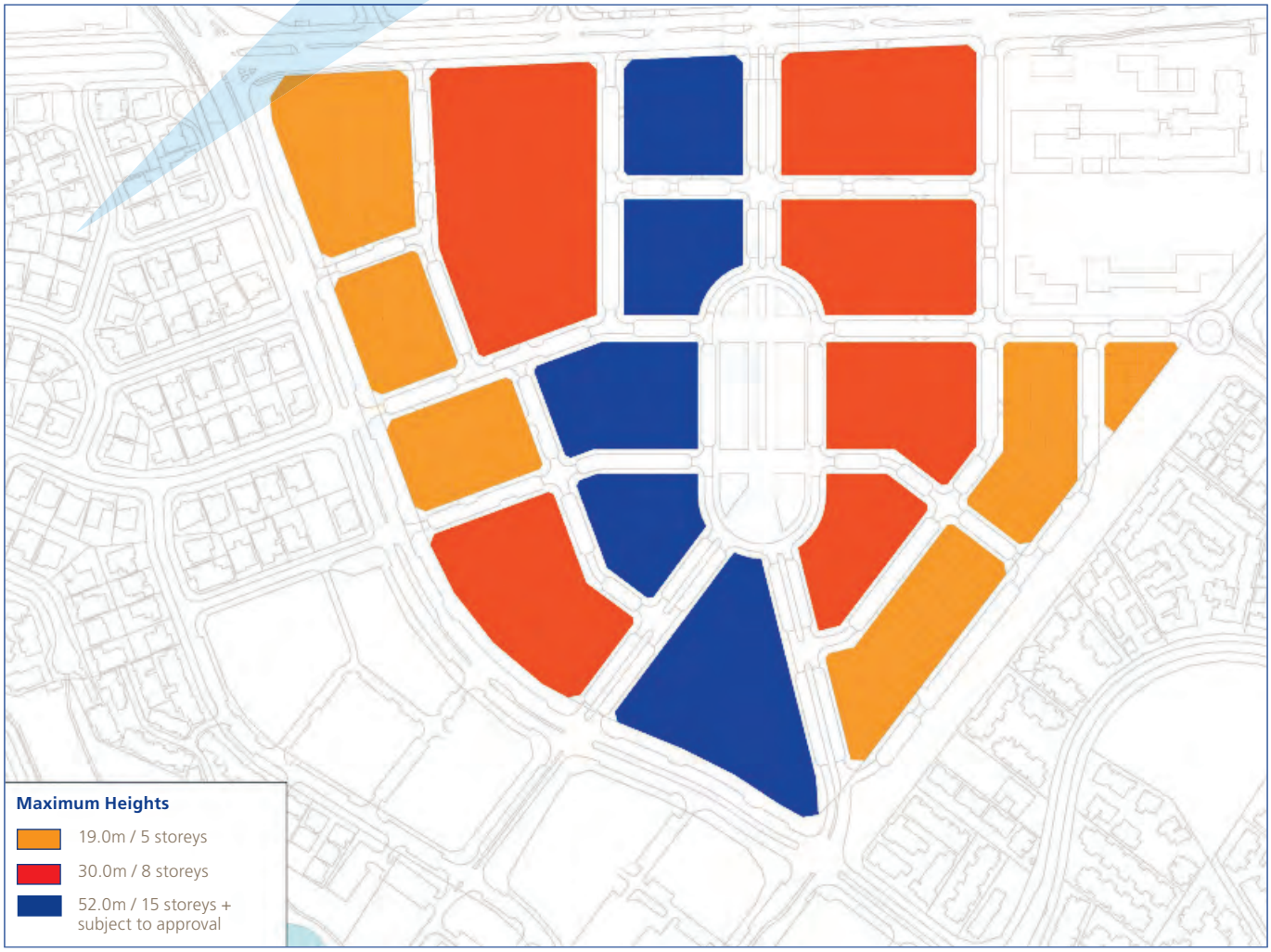
Figure 3.2 - Residential Density



3.5 Building Height

Figure 3.3 illustrates a Building Height Overlay to the Smart Village IDP, with permitted building heights rising as development gets closer to the Central Transit route and activity generators.

Figure 3.3 - Building Height



3.6 Frontage Types

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

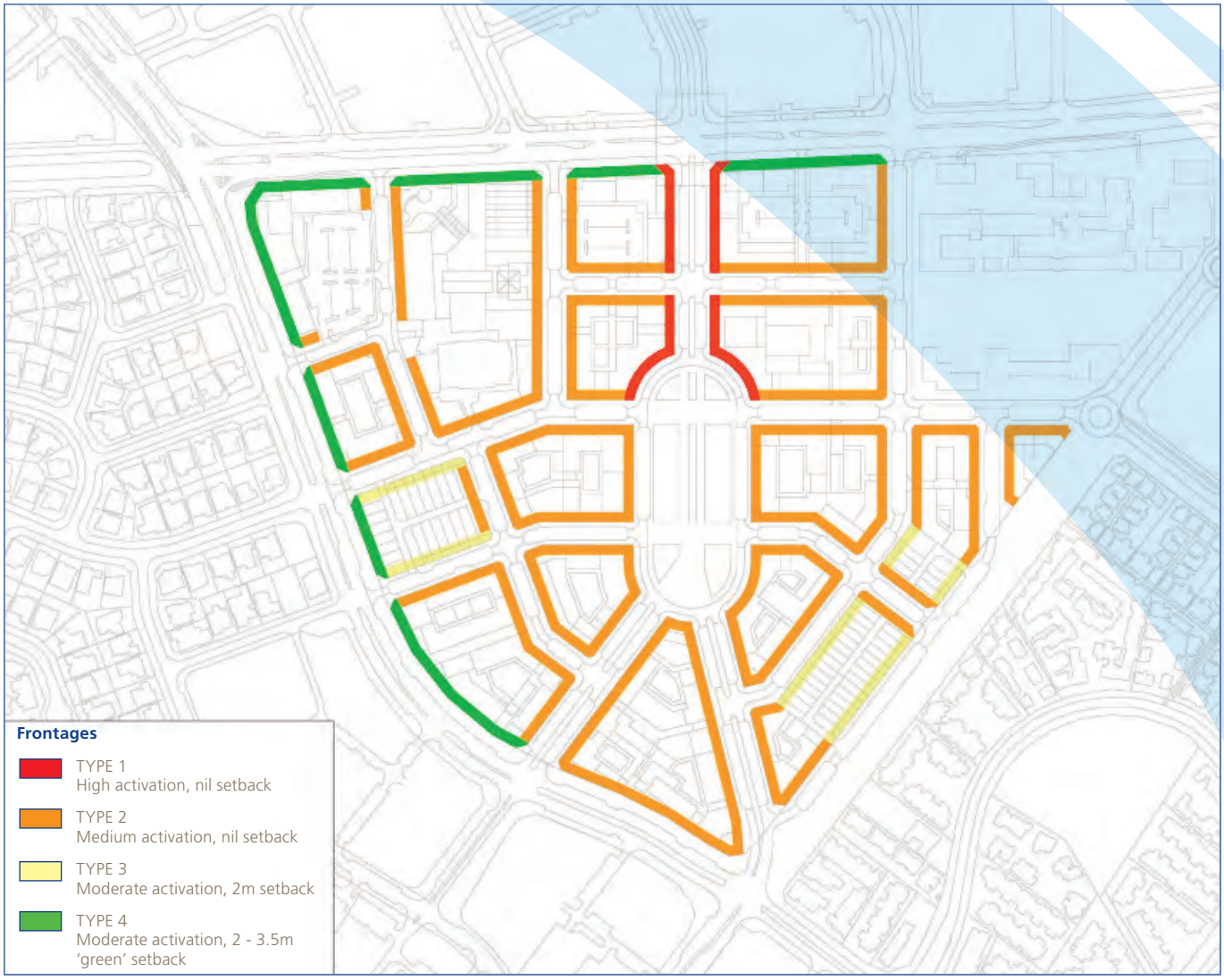
Figure 3.4 illustrates an orderly arrangement of 'Frontage Types' in 'Main Street' and mixed use areas based on the common principle that building frontages to all streets, major laneways and public spaces should be activated.

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

Type 1 – High Level of Activation, Nil Setback

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

Figure 3.4 - Frontage Types



Type 2 – Medium Level of Activation, Nil Setback

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

Type 3 - Moderate Level of Activation, 2 Metre Setback

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

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

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

3.7 Car Parking

In addition to Section 2.6.5, the management of carparking distribution and its impact on townscape quality is an important issue addressed in the Policy Statement.

To facilitate contiguous streetfront development and to limit the visual impact of carparks, parking areas 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.

Where restructuring of existing streets or the provision of new streets is possible, provision for on-street parking embayments should be made.

The number of crossovers and driveways serving a development will be limited by the City to maintain streetscape continuity.

4. Precinct Policies

4. Precinct Policies

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

Ongoing planning and development will be controlled by reference to the IDP and the framework plans relating to Density and Building Height and 'Frontage Types' (referred to in Section 3) and the following Precinct Policies and Sub-Precinct Design Guidelines and any supplementary development guidelines and related Policy Statements, which Council may adopt from time to time.

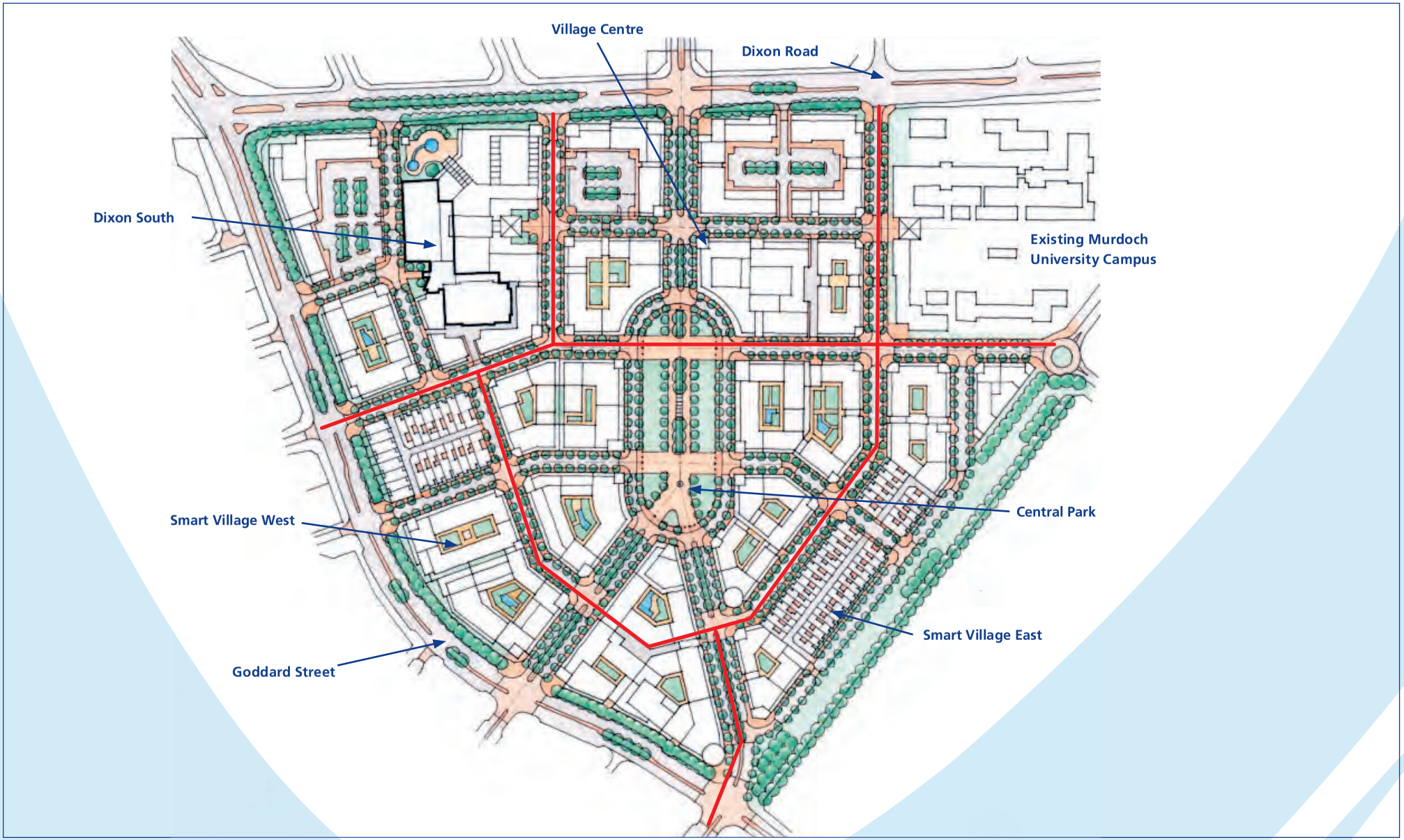
The Smart Village Sector has been divided into five Precincts, comprising:-

- Village Centre
- Dixon South
- Central Park
- Smart Village East
- Smart Village West

The Smart Village Precincts are based on areas where a particular geographic identity, activity mix and/or townscape character is envisaged. The location and boundaries of the Precincts are illustrated in Figure 4.1.

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

Figure 4.1 - Precinct Boundaries



4.1 Village Centre Precinct Policy

4.1.1 Application

This Policy applies to the Village Centre Precinct as defined in the Precinct Plan (refer to Figure 4.1). The Village Centre Precinct encompasses properties bounded by Dixon Road, proposed Crocker Street (south), proposed Leeuwin Parade (east) and the proposed north/south road to the east of the indoor recreation complex.

4.1.2 Desired Future Character

The Village Centre will be developed around contemporary 'Main Street' townscape characteristics as a consolidated hub of street oriented activity that complements and merges the commercial and residential functions of a high density urban village and the education functions of an adjoining inner-city University campus.

The Dixon Road edge to the Precinct will be framed by high calibre, gateway architecture that responds to the prominence of a Dixon Road address and the civic context of the adjoining University campus.

The scale, density and levels of activity in new development should reflect the opportunity afforded by proximity to a high frequency, street-based transit system and convenient road access.

4.1.3 Preferred Uses

Within the Village Centre Precinct the preferred uses are:-

- retail
- entertainment
- eating and drinking places
- offices and commercial
- education
- short-stay accommodation
- recreation
- multiple dwellings/residential

Other permissible uses listed under the Scheme are not preferred.

4.1.4 Required Elements – Village Centre Precinct

The IDP (refer to Figure 3.1) and the Village Centre Precinct Concept Plan (refer to Figure 4.2) 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 is to be required to incorporate and maintain the following elements, as applicable:-

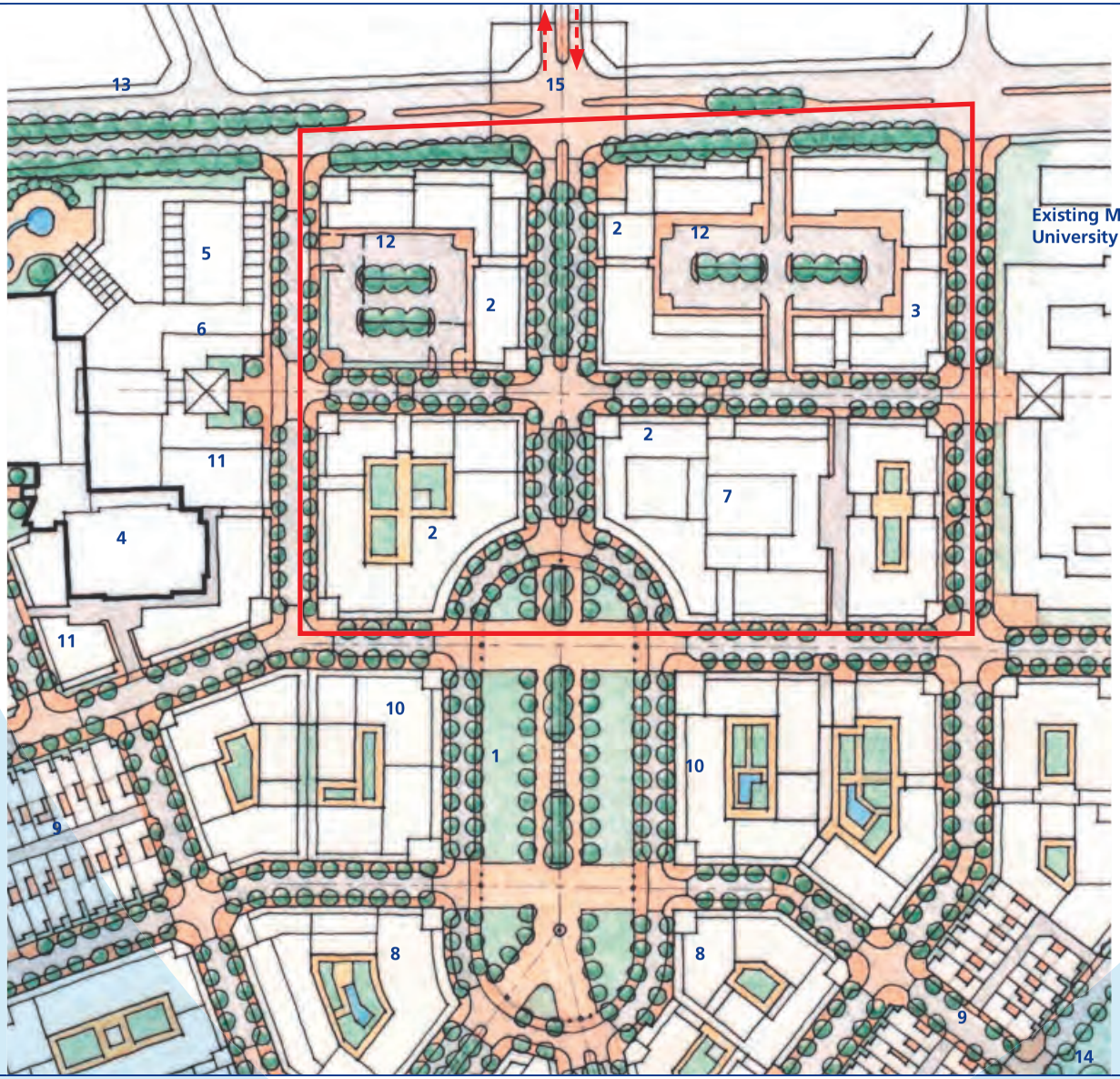
(a) The Precinct is to be developed as a high quality, mixed use area, framed by generally contiguous, street front buildings which address the street with a mix of tenancies in a manner consistent with a contemporary 'Main Street' townscape discipline.

(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, relevant 'Frontage Types' as indicated in Section 3.6.

(c) Buildings shall be designed to achieve an appropriate use profile along the designated 'Main Street' spine of the precinct, with an active, ground floor street frontage to retail tenancies, cafes, restaurants and similar uses. Offices, education accommodation, short-stay and student accommodation, multiple dwellings, function rooms, arts and community purposes are preferred upper floor uses.

(d) Consistent with Figure 3.2 'Density', in Section 3.4, residential development within the Precinct is to be developed to accommodate a balanced mix of dwelling sizes at preferred densities ranging from 100 to 200 dwellings per hectare, with a minimum density of 80 dwellings per hectare in any development which includes a residential component.

Figure 4.2 - Village Centre Precinct Concept Plan



1 Central Park with high amenity place-making

2 'Main Street' mixed use development

3 Seamless development interface with University

4 Existing indoor arena and recreation centre

5 Possible future aquatic centre, gym and mixed uses

6 Main entrance to consolidated recreation centre

7 Integrated Cultural/Residential with Public Car Parking

8 High density mixed use development

9 Terrace style medium density residential

10 Preferred street-framing development model

11 Infill development to frame street block

12 Shared carpark

13 Major streetscape enhancement

14 Linear park along unmade road reserve

15 Rockingham City Centre Transit System route

(e) Consistent with Figure 3.3 'Building Height', in Section 3.5, buildings are to present a minimum 2 storey or equivalent parapet height to the street or relevant public space subject to the maintenance of a 12.5 metre height limit along street frontages, with any additional height to be setback a minimum of 3.5 metres. The scale and massing of buildings are to be designed to minimise any overshadowing of adjoining properties and public spaces.

(f) Podium level courtyard gardens may provide private open space over car parks located behind streetfront buildings. Examples of this form of development are located at Rockingham Beach, Mandurah Marina, Joondalup City Centre, Subi-Centro Subiaco and in Northbridge over the Graham Farmer Freeway.

(g) Car parking is to be provided in accordance with Table 3 of Town Planning Scheme No.2, refer to Appendix 1.

(h) Car parking is not to be permitted between the road reserve boundary and building frontages.

(i) Semi-basement car parks are to be avoided wherever a medium to high level of frontage activation is indicated on the 'Frontage Types' plan in Section 3.6.

(j) To complement the City's townscape objectives for the Smart Village, the massing, articulation and facade treatments of all development will be required to adhere to a quality, urban townscape aesthetic.

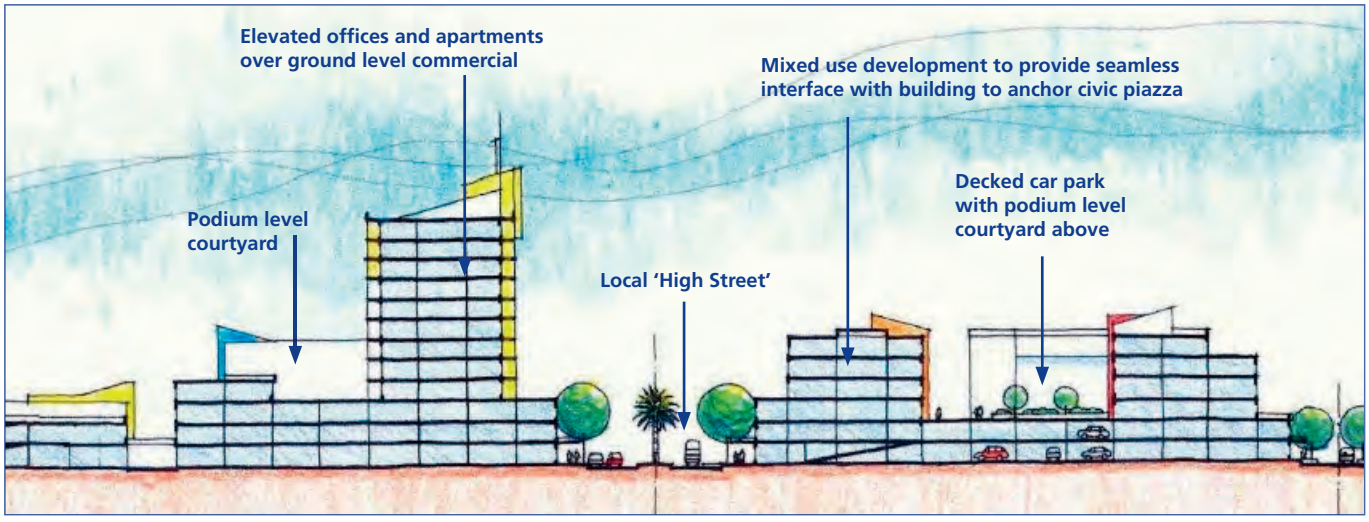
(k) The frontage of any building is to incorporate and maintain the required area of transparent facade with suitably glazed shopfronts, windows and doors, consistent with the applicable 'Frontage Types' set down in Section 3.6.

(l) Variety and high design standards will be encouraged in the fit-out, awning treatments, signage and private street furniture attached to individual premises. Where appropriate, the City will encourage businesses to use the public footpaths for streetside dining, subject to private street furniture meeting design and quality standards acceptable to the City.

(m) 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 2500m^2 to allow for a simple and cohesive layout.

(n) 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.

Figure 4.2.1 - Village Centre Cross Section



4.2 Dixon South Precinct Policy

4.2.1 Application

This Policy applies to the Dixon South Precinct as defined in the Precinct Plan (refer to Figure 4.1). The Dixon South Precinct encompasses properties bounded by Goddard Street, Dixon Road, proposed Leeuwin Parade (east) and the proposed north/south road to the east of the indoor recreation complex.

4.2.2 Desired Future Character

The Precinct will be developed around the nucleus of the existing indoor recreation centre with new, mixed use development framing and activating the street edges of the Precinct and masking the box-like appearance of the existing, off-street buildings with articulated buildings and attractive streetscapes.

The Dixon Road and Goddard Street edges to the Precinct will be framed by substantial, high calibre buildings that respond to the prominence of a prestigious distributor road address and the civic context of the nearby University campus. The scale, density and levels of activity in new development should reflect the opportunity afforded by proximity to a high frequency, street-based transit system and convenient road access.

4.2.3 Preferred Uses

Within the Dixon South Precinct the preferred uses are:-

- offices and commercial
- education
- short-stay accommodation
- recreation
- multiple dwellings/residential

Other permissible uses listed under the Scheme are not preferred.

4.2.4 Required Elements – Dixon South Precinct

The IDP (refer to Figure 3.1) and the Dixon South Precinct Concept Plan (refer to Figure 4.3) 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 is to be required to incorporate and maintain the following elements, as applicable:-

(a) The Precinct is to be developed as a high quality, mixed use area, consistent with a contemporary urban townscape discipline.

(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, relevant 'Frontage Types' as indicated in Section 3.6.

(c) Buildings shall be designed to achieve an appropriate use profile with active, ground floor retail tenancies and commercial tenancies. Offices, education accommodation, short-stay and student accommodation, multiple dwellings, function rooms, arts and community purposes are preferred upper floor uses.

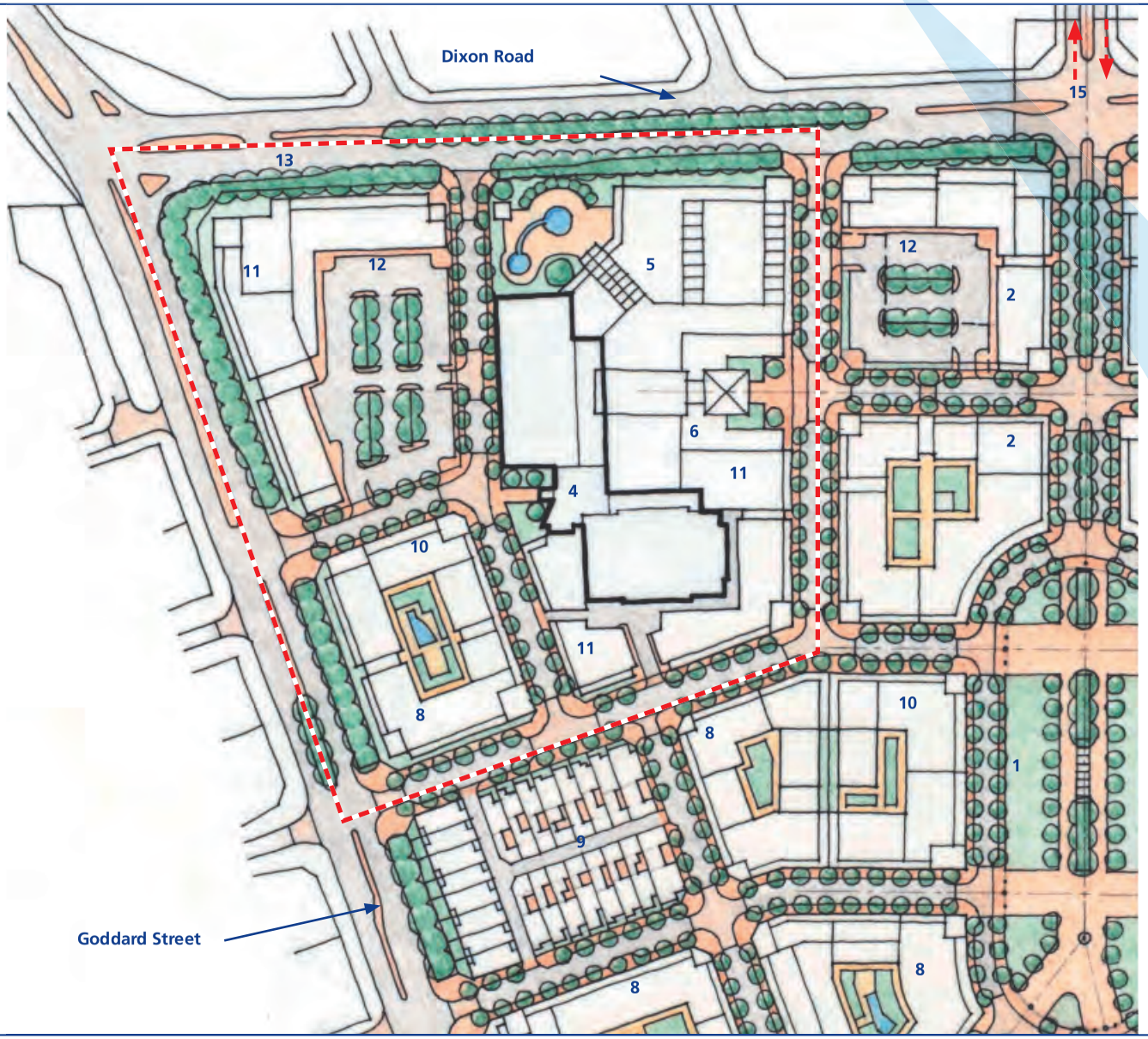
(d) Consistent with Figure 3.2 'Density', in Section 3.4, residential development within the Precinct is to be developed to accommodate a balanced mix of dwelling sizes at preferred densities ranging from 80 to 200 dwellings per hectare, with a minimum density of 80 dwellings per hectare in any development which includes a residential component.

(e) Consistent with Figure 3.3 'Building Height', in Section 3.5, buildings are to present a minimum 2 storey or equivalent parapet height to the street or relevant public space subject to the maintenance of a 12.5 metre height limit along street frontages, with any additional height to be setback a minimum of 3.5 metres. The scale and massing of buildings are to be designed to minimise any overshadowing of adjoining properties and public spaces.

(f) Podium level courtyard gardens may provide private open space over car parks located behind streetfront buildings. Examples of this form of development are located at Rockingham Beach, Mandurah Marina, Joondalup City Centre, Subi-Centro Subiaco and in Northbridge over the Graham Farmer Freeway.

Figure 4.3 - Dixon South Precinct Concept Plan

1 Central Park with high amenity place-making
2 'Main Street' mixed use development
3 Seamless development interface with University
4 Existing indoor arena and recreation centre
5 Possible future aquatic centre, gym and mixed uses
6 Main entrance to consolidated recreation centre
7 Integrated Cultural/Residential with Public Car Parking
8 High density mixed use development
9 Terrace style medium density residential
10 Preferred street-framing development model
11 Infill development to frame street block
12 Shared carpark
13 Major streetscape enhancement
14 Linear park along unmade road reserve
15 Rockingham City Centre Transit System route



(g) Car parking is to be provided in accordance with Table 3 of Town Planning Scheme No.2, refer to Appendix 1.

(h) Car parking is not to be permitted between the road reserve boundary and building frontages.

(i) Semi-basement car parks are to be avoided wherever a medium to high level of frontage activation is indicated on the 'Frontage Types' plan in Section 3.6.

(j) To complement the City's townscape objectives for the Smart Village, the massing, articulation and facade treatments of all development will be required to adhere to a quality, urban townscape aesthetic.

(k) The frontage of any building is to incorporate and maintain the required area of transparent facade with suitably glazed shopfronts, windows and doors, consistent with the applicable 'Frontage Types' set down in Section 3.6.

(l) Variety and high design standards will be encouraged in the fit-out, awning treatments, signage and private street furniture attached to individual premises. Where appropriate, the City will encourage businesses to use the public footpaths for streetside dining, subject to private street furniture meeting design and quality standards acceptable to Council.

(m) 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 2500m^2 to allow for a simple and cohesive layout.

(n) 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.

4.3 Central Park Precinct Policy

4.3.1 Application

This Policy applies to the Central Park Precinct as defined in the Precinct Plan (refer to Figure 4.1). The Central Park Precinct encompasses properties bounded the proposed Leeuwin Parade (east) and the proposed loop road extension of Crocker Street to the south and west.

4.3.2 Desired Future Character

This Precinct, which is at the core of the Smart Village will feature high density Transit Oriented Development around the place-making nucleus of an attractive park with recognisably urban landscape characteristics.

The scale, density and quality of building design should reflect the opportunity afforded by proximity to a high frequency, street-based transit system and convenient road access. It is anticipated that residential apartment buildings will be a significant driver of development, with elevated towers on low rise podiums taking advantage of coastal views.

4.3.3 Preferred Uses

Within the Central Park Precinct the preferred uses are:-

- offices and commercial
- education
- short-stay accommodation
- recreation
- multiple dwellings/residential

Other permissible uses listed under the Scheme are not preferred.

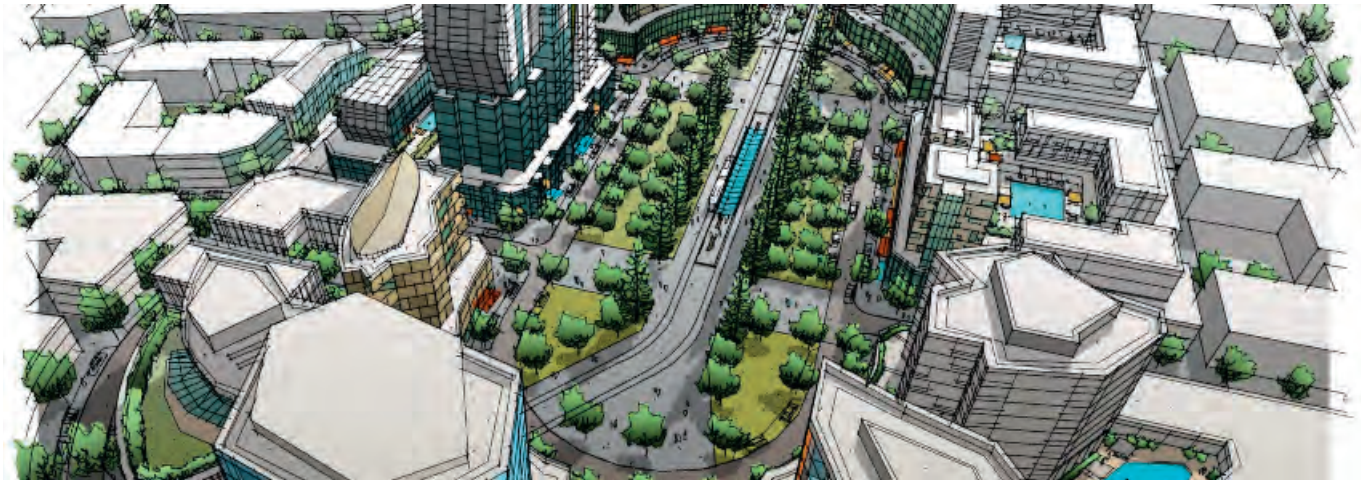
4.3.4 Required Elements – Central Park Precinct

The IDP (refer to Figure 3.1) and the Central Park Precinct Concept Plan (refer to Figure 4.4) 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 is to be required to incorporate and maintain the following elements, as applicable:-

(a) The Precinct is to be developed as a high quality, mixed use area, consistent with a contemporary urban townscape discipline.

(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, relevant 'Frontage Types' as indicated in Section 3.6.

(c) Buildings shall be designed to achieve an appropriate use profile with active, ground floor retail tenancies and commercial tenancies. Offices, education accommodation, short-stay and student accommodation, multiple dwellings, function rooms, arts and community purposes are preferred upper floor uses.



Transit Route through Smart Village Central Park.

Figure 4.4 - Central Park Precinct Concept Plan

1 Central Park with high amenity place-making
2 'Main Street' mixed use development
3 Seamless development interface with University
4 Existing indoor arena and recreation centre
5 Possible future aquatic centre, gym and mixed uses
6 Main entrance to consolidated recreation centre
7 Integrated Cultural/Residential with Public Car Parking
8 High density mixed use development
9 Terrace style medium density residential
10 Preferred street-framing development model
11 Infill development to frame street block
12 Shared carpark
13 Major streetscape enhancement
14 Linear park along unmade road reserve
15 Rockingham City Centre Transit System route

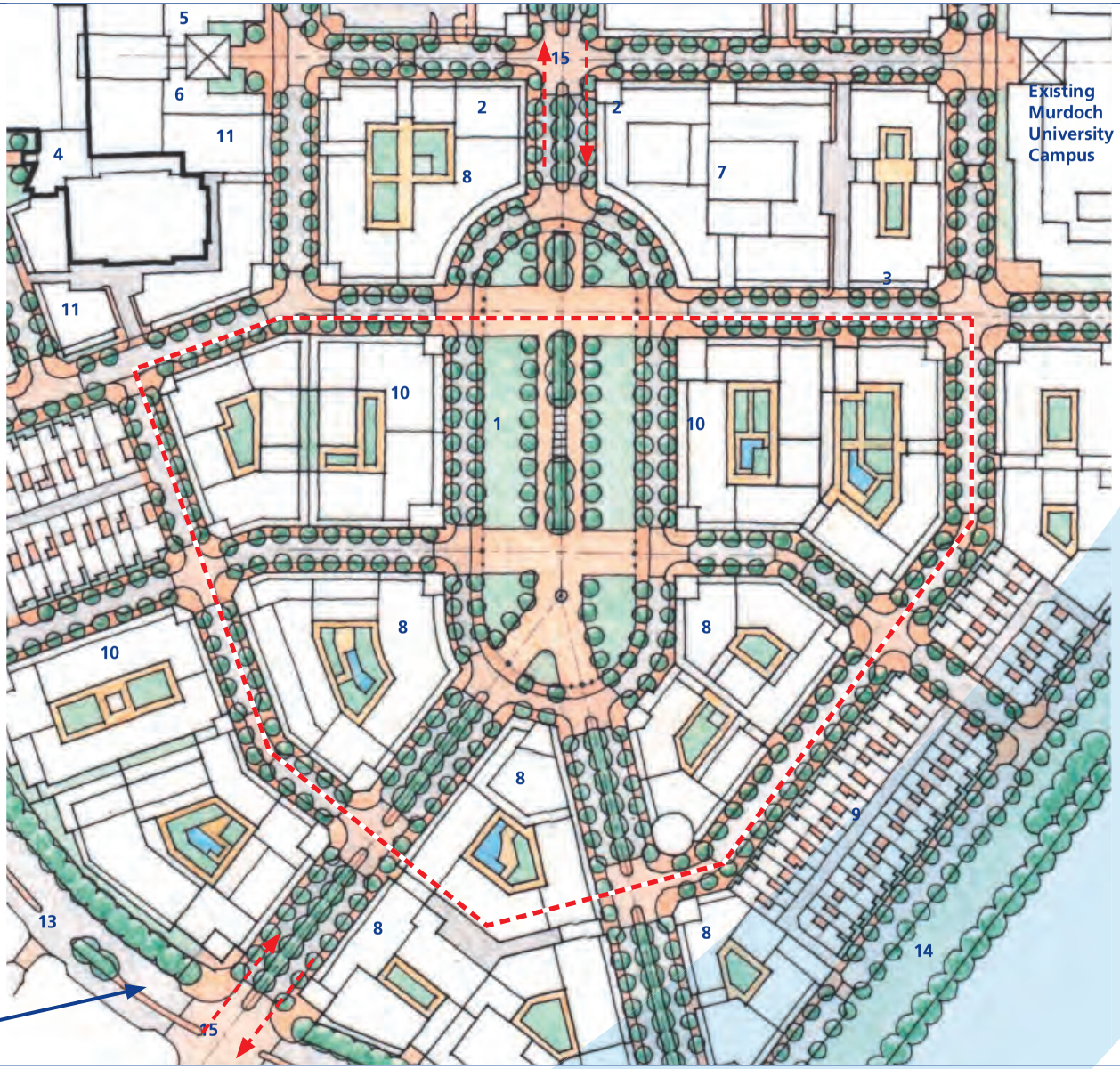
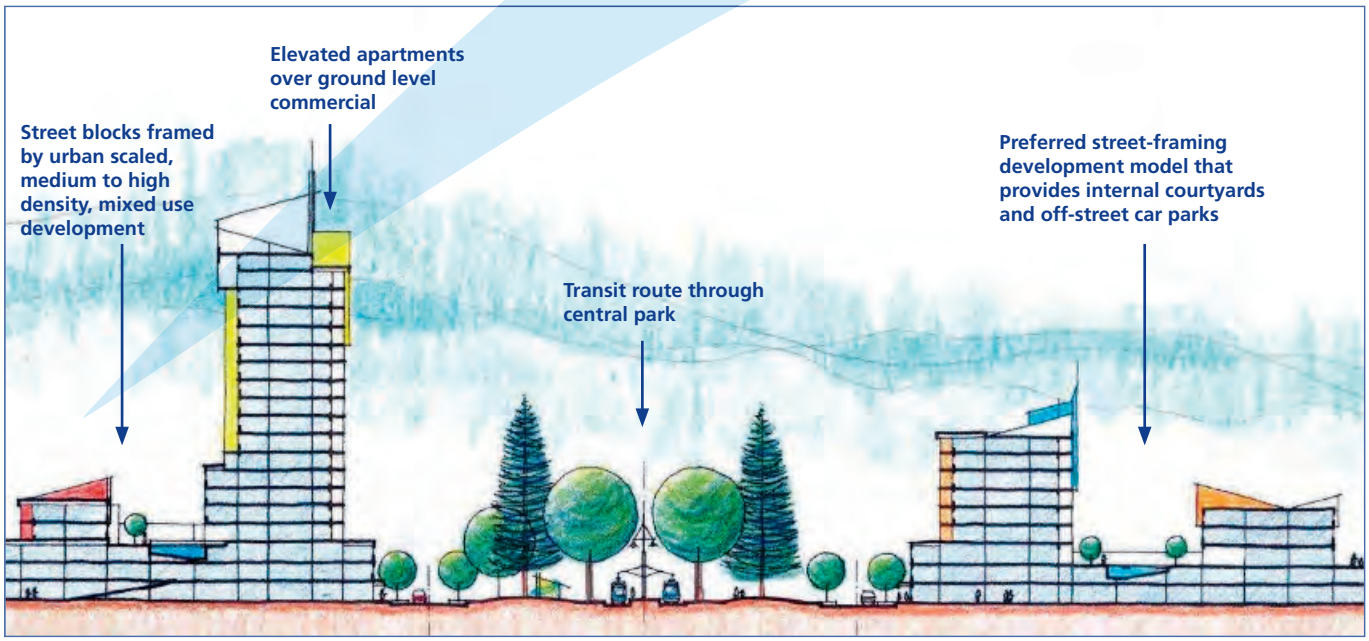


Figure 4.4.1 - Central Park Cross Section



(d) Consistent with Figure 3.2 'Density', in Section 3.4, residential development within the Precinct is to be developed to accommodate a balanced mix of dwelling sizes at preferred densities ranging from 100 to 200 dwellings per hectare, with a minimum density of 100 dwellings per hectare in any development which includes a residential component.

(e) Consistent with Figure 3.3 'Building Height', Section 3.5, buildings are to present a minimum 2 storey or equivalent parapet height to the street or relevant public space subject to the maintenance of a 12.5 metre height limit along street frontages, with any additional height to be setback a minimum of 3.5 metres. The scale and massing of buildings are to be designed to minimise any overshadowing of adjoining properties and public spaces.

(f) Podium level courtyard gardens may provide private open space over car parks located behind streetfront buildings. Examples of this form of development are located at Rockingham Beach, Mandurah Marina, Joondalup City Centre, Subi-Centro Subiaco and in Northbridge over the Graham Farmer Freeway.

(h) Car parking is not to be permitted between the road reserve boundary and building frontages.

(i) Semi-basement car parks are to be avoided wherever a medium to high level of frontage activation is indicated on the 'Frontage Types' plan in Section 3.6.

(j) To complement the City's townscape objectives for the Smart Village, the massing, articulation and facade treatments of all development will be required to adhere to a quality, urban townscape aesthetic.

(k) The frontage of any building is to incorporate and maintain the required area of transparent facade with suitably glazed shopfronts, windows and doors, consistent with the applicable 'Frontage Types' set down in Section 3.6.

(l) Variety and high design standards will be encouraged in the fit-out, awning treatments, signage and private street furniture attached to individual premises. Where appropriate, the City will encourage businesses to use the public footpaths for streetside dining, subject to private street furniture meeting design and quality standards acceptable to Council.

(m) 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 2500m^2 to allow for a simple and cohesive layout.

(n) 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.

4.4 Smart Village West Precinct Policy

4.4.1 Application

This Policy applies to the Smart Village West Precinct as defined in the Precinct Plan (refer to Figure 4.1). The Smart Village West Precinct encompasses properties bounded by Goddard Street, the proposed Leeuwin Parade (east) and the proposed loop road extension of Crocker Street and the proposed Chalgrove Avenue (north) extension.

4.4.2 Desired Future Character

This Precinct, which forms the western edge of the Smart Village will feature medium to high density development along the main north-south road corridor through the Strategic Metropolitan Centre.

The scale, density and quality of building design should reflect the opportunity afforded by proximity to a formally landscaped dual carriageway. It is anticipated that commercial and residential apartment buildings will be a significant driver of development, with elevated towers taking advantage of coastal and City Park views.

4.4.3 Preferred Uses

Within the Smart Village West Precinct the preferred uses are:-

- offices and commercial
- education
- short-stay accommodation
- recreation
- multiple dwellings/residential

Other permissible uses listed under the Scheme are not preferred.

4.4.4 Required Elements – Smart Village West Precinct

The IDP (refer to Figure 3.1) and the Smart Village West Precinct Concept Plan (refer to Figure 4.5) show the general location and pattern of development envisaged by Council and preferred under this Policy. Within the scope and meaning of the planning and development principles listed in Section 2.2, 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 is to be required to incorporate and maintain the following elements, as applicable:-

(a) The Precinct is to be developed as a quality, mixed use area, consistent with a contemporary urban townscape discipline.

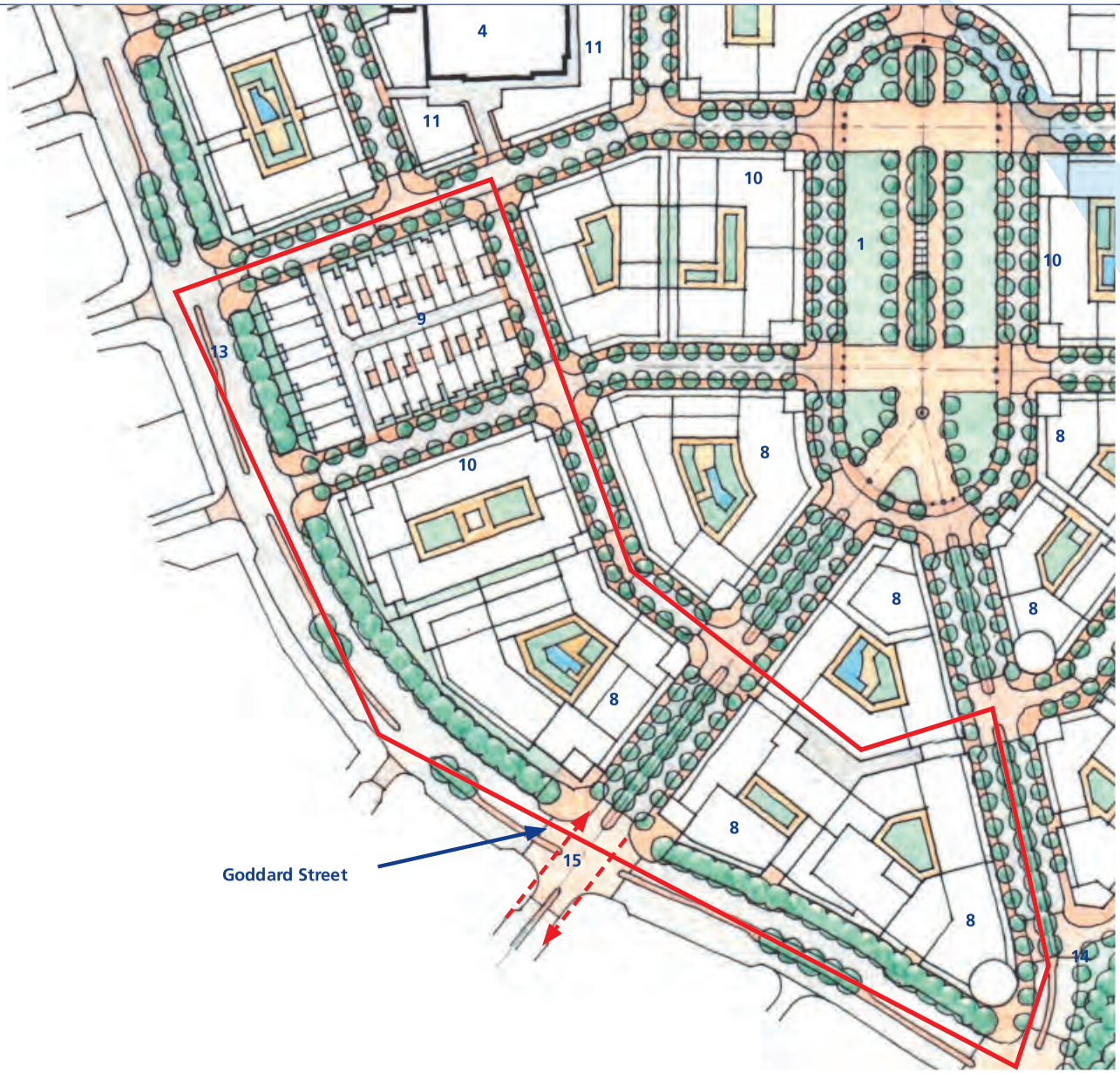
(b) Buildings are to be located, configured and activated to frame and address street frontages, laneways and other public spaces in a way that is generally consistent with the Precinct Concept Plan, relevant 'Frontage Types' as indicated in Section 3.6.

(c) Buildings shall be designed to achieve an appropriate use profile with active, ground floor retail tenancies and commercial tenancies. Offices, education accommodation, short-stay and student accommodation, multiple dwellings, function rooms, arts and community purposes are preferred upper floor uses.

(d) Consistent with Figure 3.2 'Density', in Section 3.4, residential development within the Precinct is to be developed to accommodate a balanced mix of dwelling sizes at preferred densities ranging from 80 to 200 dwellings per hectare, with a minimum density of 60 dwellings per hectare in any development which includes a residential component.

Figure 4.5 - Smart Village West Precinct Concept Plan

1 Central Park with high amenity place-making
2 'Main Street' mixed use development
3 Seamless development interface with University
4 Existing indoor arena and recreation centre
5 Possible future aquatic centre, gym and mixed uses
6 Main entrance to consolidated recreation centre
7 Integrated Cultural/Residential with Public Car Parking
8 High density mixed use development
9 Terrace style medium density residential
10 Preferred street-framing development model
11 Infill development to frame street block
12 Shared carpark
13 Major streetscape enhancement
14 Linear park along unmade road reserve
15 Rockingham City Centre Transit System route



(e) Consistent with Figure 3.3 'Building Height', Section 3.5, buildings are to present a minimum 2 storey or equivalent parapet height to the street or relevant public space subject to the maintenance of a 12.5 metre height limit along street frontages, with any additional height to be setback a minimum of 3.5 metres. The scale and massing of buildings are to be designed to minimise any overshadowing of adjoining properties and public spaces.

(f) Podium level courtyard gardens may provide private open space over car parks located behind streetfront buildings. Examples of this form of development are located at Rockingham Beach, Mandurah Marina, Joondalup City Centre, Subi-Centro Subiaco and in Northbridge over the Graham Farmer Freeway.

(g) Car parking is to be provided in accordance with Table 3 of Town Planning Scheme No.2, refer to Appendix 1.

(h) Car parking is not to be permitted between the road reserve boundary and building frontages.

(i) Semi-basement car parks are to be avoided wherever a medium to high level of frontage activation is indicated on the 'Frontage Types' plan in Section 3.6.

(j) To complement the City's townscape objectives for the Smart Village, the massing, articulation and facade treatments of all development will be required to adhere to a quality, urban townscape aesthetic.

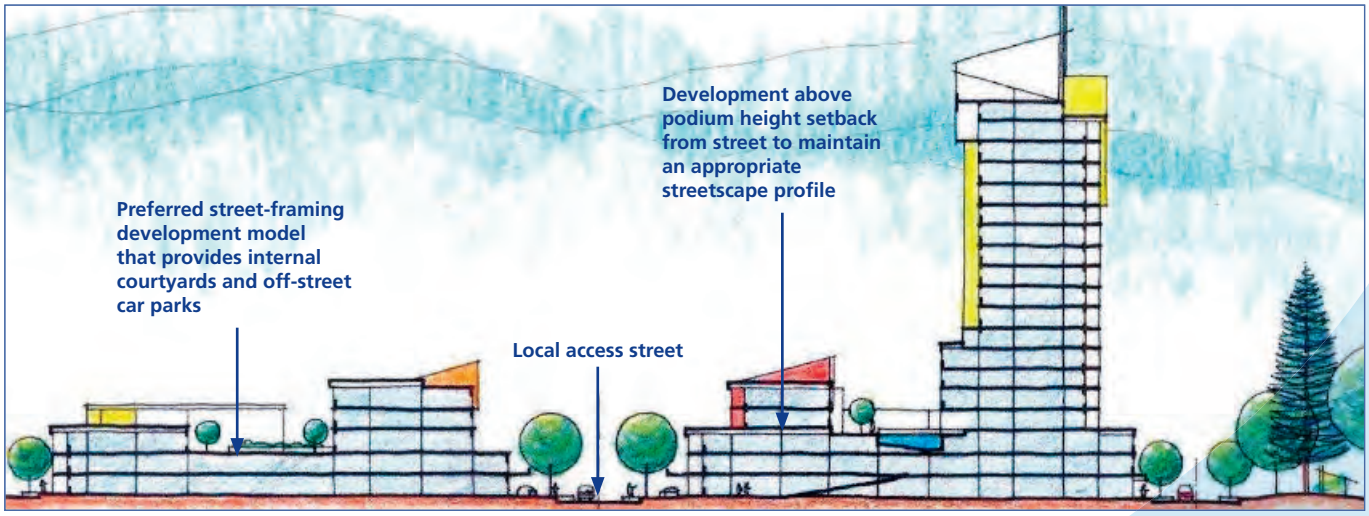
(k) The frontage of any building is to incorporate and maintain the required area of transparent facade with suitably glazed shopfronts, windows and doors, consistent with the applicable 'Frontage Types' set down in Section 3.6.

(l) Variety and high design standards will be encouraged in the fit-out, awning treatments, signage and private street furniture attached to individual premises. Where appropriate, the City will encourage businesses to use the public footpaths for streetside dining, subject to private street furniture meeting design and quality standards acceptable to Council.

(m) 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 2500m^2 to allow for a simple and cohesive layout.

(n) 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.

Figure 4.5.1 - Smart Village West Cross Section



4.5 Smart Village East Precinct Policy

4.5.1 Application

This Policy applies to the Smart Village East Precinct as defined in the Precinct Plan (refer to Figure 4.1). The Smart Village East Precinct encompasses properties bounded by the proposed Leeuwin Parade (east), Leghorn Street, the proposed loop road extension of Crocker Street and the proposed Chalgrove Avenue (north) extension.

4.5.2 Desired Future Character

This Precinct, which forms the south eastern edge of the Smart Village will feature medium to high density development along the former Leghorn Street road reserve which backs onto an existing single storey Residential R20 housing area.

The northern end of the Precinct adjoins the Murdoch University campus and development should reflect the opportunity that lies in accommodating land uses that will complement the civic qualities, physical design and functions of the institution.

The southern end of the Precinct lies at the interface between the Smart Village and City Centre Cectors and it is envisaged that mixed use development fronting the Chalgrove Avenue extension will contribute to the activation of pedestrian pavements in the vicinity.

4.5.3 Preferred Uses

Within the Smart Village East Precinct the preferred uses are:-

- offices and commercial
- education
- short-stay accommodation
- recreation
- multiple dwellings/residential

Other permissible uses listed under the Scheme are not preferred.

4.5.4 Required Elements – Smart Village East Precinct

The IDP (refer to Figure 3.1) and the Smart Village West Precinct Concept Plan (refer to Figure 4.6) 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 is to be required to incorporate and maintain the following elements, as applicable:-

(a) The Precinct is to be developed as a high quality, mixed use area, consistent with a contemporary urban townscape discipline.

(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, relevant 'Frontage Types' as indicated in Section 3.6.

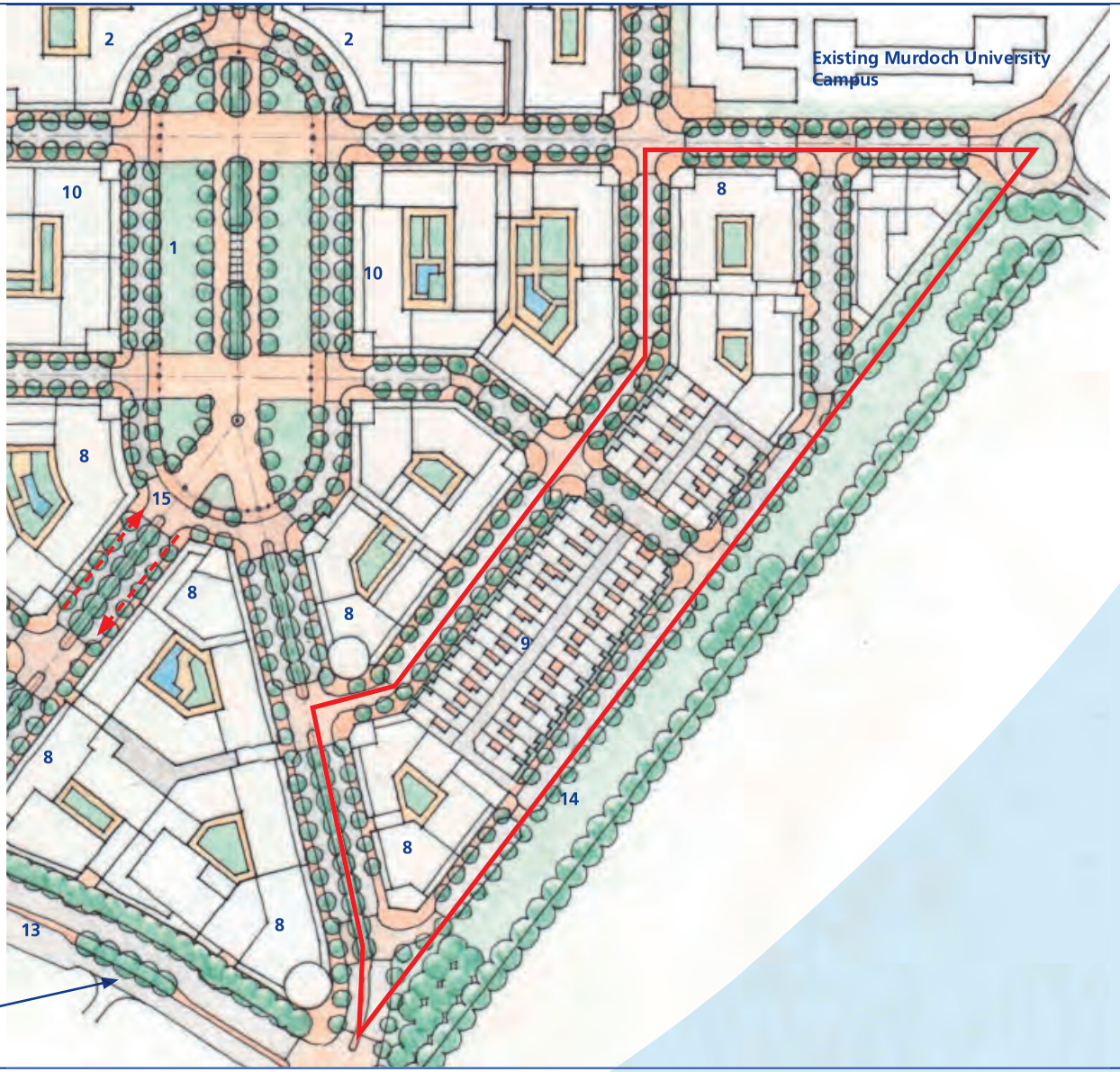
(c) Buildings shall be designed to achieve an appropriate use profile with active, ground floor retail tenancies and commercial tenancies. Offices, education accommodation, short-stay and student accommodation, multiple dwellings, function rooms, arts and community purposes are preferred upper floor uses.

(d) Consistent with Figure 3.2 'Density', in Section 3.4, residential development within the Precinct is to be developed to accommodate a balanced mix of dwelling sizes at preferred densities ranging from 80 to 160 dwellings per hectare, with a minimum density of 60 dwellings per hectare in any development which includes a residential component.

(e) Consistent with Figure 3.3 'Building Height', in Section 3.5, buildings are to present a minimum 2 storey or equivalent parapet height to the street or relevant public space subject to the maintenance of a 12.5 metre height limit along street frontages, with any additional height to be setback a minimum of 3.5 metres. The scale and massing of buildings are to be designed to minimise any overshadowing of adjoining properties and public spaces to the satisfaction of the City.

Figure 4.6 - Smart Village East Precinct Concept Plan

1 Central Park with high amenity place-making
2 'Main Street' mixed use development
3 Seamless development interface with University
4 Existing indoor arena and recreation centre
5 Possible future aquatic centre, gym and mixed uses
6 Main entrance to consolidated recreation centre
7 Integrated Cultural/Residential with Public Car Parking
8 High density mixed use development
9 Terrace style medium density residential
10 Preferred street-framing development model
11 Infill development to frame street block
12 Shared carpark
13 Major streetscape enhancement
14 Linear park along unmade road reserve
15 Rockingham City Centre Transit System route



(f) Podium level courtyard gardens may provide private open space over car parks located behind streetfront buildings. Examples of this form of development are located at Rockingham Beach, Mandurah Marina, Joondalup City Centre, Subi-Centro Subiaco and in Northbridge over the Graham Farmer Freeway.

(g) Car parking is to be provided in accordance with Table 3 of Town Planning Scheme No.2 a copy of which is set out in Appendix 1.

(h) Car parking is not to be permitted between the road reserve boundary and building frontages.

(i) Semi-basement car parks are to be avoided wherever a medium to high level of frontage activation is indicated on the 'Frontage Types' plan in Section 3.6.

(j) To complement the City's townscape objectives for the Smart Village, the massing, articulation and facade treatments of all development will be required to adhere to a quality, urban townscape aesthetic.

(k) The frontage of any building is to incorporate and maintain the required area of transparent facade with suitably glazed shopfronts, windows and doors, consistent with the applicable 'Frontage Types' set down in Section 3.6.

(l) Variety and high design standards will be encouraged in the fit-out, awning treatments, signage and private street furniture attached to individual premises. Where appropriate, the City will encourage businesses to use the public footpaths for streetside dining, subject to private street furniture meeting design and quality standards acceptable to Council.

(m) 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 2500m^2 to allow for a simple and cohesive layout.

(n) 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.

5. Supplementary Policies

5. Supplementary Policies

5.1 Central Arts Policy

5.1.1 Objective

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

5.1.2 Aspects of the Policy

- The Central Arts Policy will foster ongoing development of an arts culture through the provision of facilities, the programming of arts and cultural activities and the incorporation of an arts component into the planning, development and operation of the Strategic Metropolitan Centre.
- A public art component is to be incorporated into major public building and townscape commissions.
- 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.

5.1.3 Funding of Public Art

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

One percent of the capital cost of 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.

5.2 Security Policy

5.2.1 Objective

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

5.2.2 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 of the Smart Village as possible to provide extended hours, low key surveillance of public space and buildings.
- Activate the ground or street level of the Smart Village 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.

6. 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.

7. Adoption and Operation

This Planning Policy was adopted by the Council at its ordinary Meeting held on the 24 April 2012.

This Planning Policy is to come into operation at the same time that Amendment No.113 to the Scheme comes into operation.

Appendices

A1 Car Parking

Table A.1 Car Parking Requirements / Allowances

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

A2 Interpretations

Active or Interactive Frontages
Refers to street frontages where there is an active visual and physical engagement between people in the street and those on the ground floors of buildings. This quality is assisted where the building facades include the main entrances, and the ground floor uses (such as shops, cafes, offices and residential dwellings) face and open towards the street. Refer to Section 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.

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 22 September 2009 and the Western Australian Planning Commission on the 10 November 2009.

City Centre
Means the major retail, commercial, civic and mixed use activity centre and the major social and employment hub of the Strategic Metropolitan Centre. In this instance, the existing extent of the City Centre Sector is defined in Figure 3.2.

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

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

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

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

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

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

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

Massing
The size and volume of a building.

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

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

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

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

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

Smart Village
Means the area defined in Figure 3.2 and it includes the land formerly used for the sporting grounds on Dixon Road.

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 an integration of environmental protection, social advancement and economic prosperity.

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

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

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

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

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

Walkable Catchment
Means the actual area served within a 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.

where the coast comes to life