

City of Rockingham  
Planning Policy No.3.2.5

# Development Policy Plan

## Waterfront Village Sector



[rockingham.wa.gov.au](http://rockingham.wa.gov.au)

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# Introduction



# 1. Introduction

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## 1.1 Background

The Waterfront Village Sector, which is the subject of this Planning Policy, is one of a number of defined development Sectors within the planning envelope of the endorsed Centre Plan for the Rockingham Strategic Metropolitan Centre (Refer to Figure 1.1).

The beachfront park and commercial area at Rockingham Beach has for many years relied on the shelter afforded by Cockburn Sound and a rare north easterly aspect to become a favourite seaside destination for families from all over the State.

As the town gradually matured into a more permanent community throughout the 1950's and early 1960's, the future of the beachfront commercial area as a local town centre seemed assured.

Rockingham was, however, experiencing unprecedented residential growth and the scale of certain forms of car dominated retail development led to the State and Local Government agreeing to the setting aside of a new City Centre, on privately owned land, some two kilometres south east of the Rockingham Beachfront.

For many years, the wisdom of this decision was quietly questioned. The beachfront still had a civic and community presence which had yet to be replicated in the new Centre. The regular street grid and streetfront shops of the beachfront certainly felt like 'town' and the affordable rentals and multiplicity of land tenure provided opportunities which had not been available in the suburban-scaled development pattern of the inland City Centre.

Without some clarification of strategic planning roles and more intensive management of townscape quality, neither the beachfront area nor the inland City Centre seemed likely to achieve their real potential.

The City responded by properly defining the complementary roles of both centres within an overall City Centre planning context. It recognised that massive population growth within the South West Corridor would see a catchment population (Rockingham and its surrounds), of approximately 250,000 some time after the year 2020.

The City Centre would continue to expand to meet this demand but the City also determined that it should provide a full spectrum of commercial, civic, cultural and employment functions. This approach was adopted by Council and a comprehensive plan to achieve that goal and to make the City Centre recognisable as such, in terms of its townscape character and general amenity, was commenced.

This enabled the future of the historic beachfront centre to be confidently clarified. Clearly, there was little point in the beachfront centre attempting to duplicate the higher order retail and other commercial functions of the City Centre. The beachfront centre should primarily fulfil the function of an urban village within the Metropolitan Centre, providing a rare urban waterfront lifestyle opportunity in much the same way as South Fremantle complements the Fremantle City Centre and City North has been planned to complement the Joondalup City Centre. In addition, the beachfront centre should continue to play a secondary role as a District Centre servicing the social, commercial and community needs of its local catchment.

While there may have been little scope for retail floorspace expansion beyond that recommended for the Centre, there was scope for additional tourist and leisure related shops (eg, dive and surf shops, recreational clothing, etc), restaurants, markets, galleries and offices which could take advantage of the proximity of Cockburn Sound. The City also recognised the appropriateness of attracting more urban-scaled residential and short stay visitor accommodation to the area.

In 1993 the Rockingham Beach Townscape Study was completed and the streetscape components of the adopted Townscape Master Plan were progressively implemented.

In 1997, Council adopted Statement of Planning Policy No.8.2 - Rockingham Beach Waterfront Village Policy (Waterfront Village Policy). The Policy sought to compliment the upgrade of the public infrastructure through the Townscape Policy, to provide guidance to developers for the redevelopment of the private landholdings.

Within the private domain, several major developments and a number of smaller building refurbishments have responded to the City's objectives.

In 2003, the Policy was amended to introduce the recommendations of the Building Height Model (BHM). The BHM guided the height and massing of buildings mainly along the narrow coastal strip behind the foreshore, generally between Rockingham Beach Road and Kent Street. The findings of the BHM were informed by case studies of comparable coastal locations in other parts of Australia and sought to balance expanded development potential with protecting the public domain.

In 2004, the Policy was amended again to introduce new cash-in-lieu parking controls that mandated an element of cash-in-lieu. The Policy adopted a shared parking approach where a substantial proportion of parking is provided through public parking (the cash-in-lieu contribution), which reduced the overall statutory requirement for non-residential parking by 25 percent.

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 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 (WAPC) requires the City of Rockingham to prepare and maintain an endorsed Activity Centre Structure Plan (Centre Plan) to guide the development of public and private property within the Rockingham Strategic Metropolitan Centre.

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

**Figure 1.1 - Rockingham Strategic Metropolitan Centre Planning Envelope**

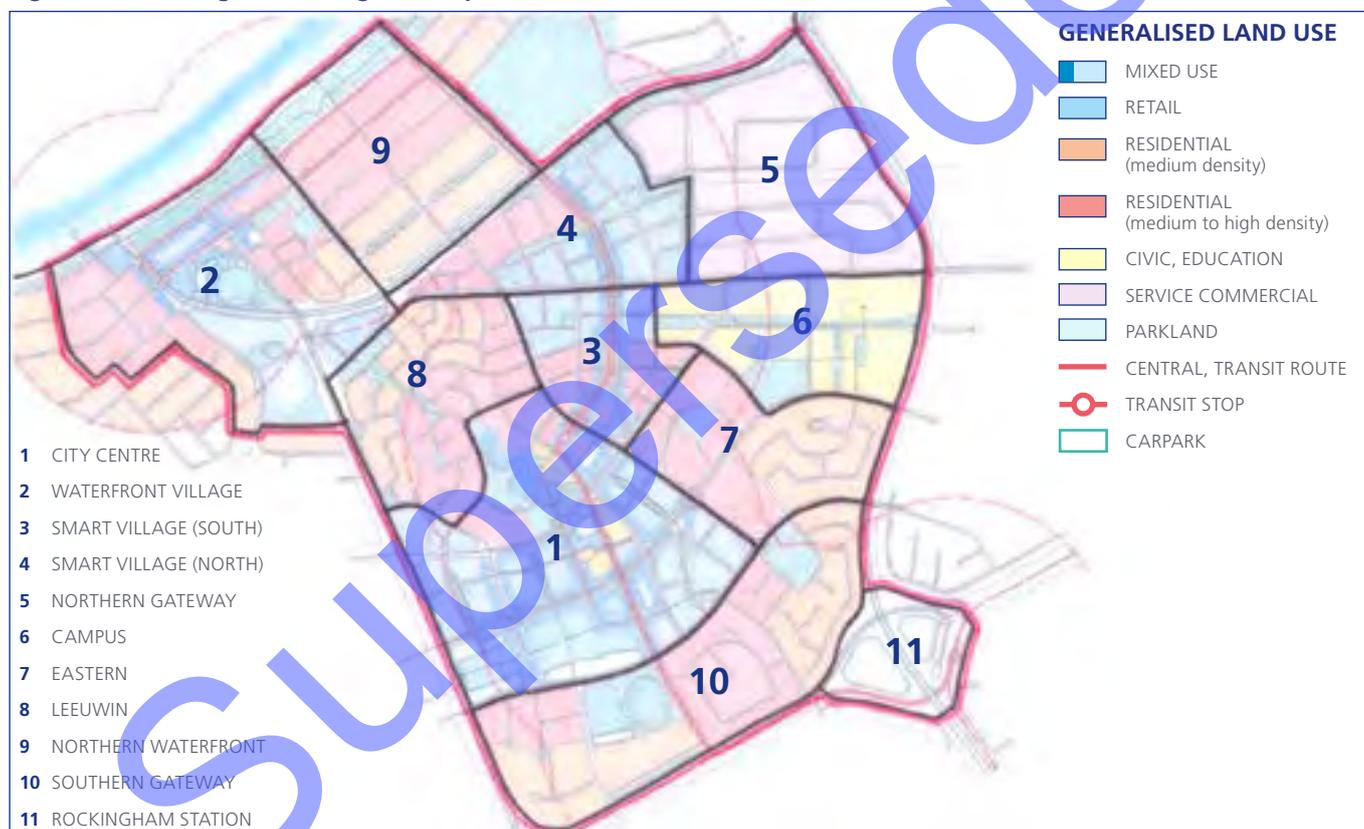


Stage one of the Centre Plan Review was advertised for public comment in December 2007. It laid down an overall Concept Plan that addressed the priority issues of: a better connected access and movement network; and a land use pattern based on contemporary 'Main Street' and 'Transit Oriented Development' 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 endorsed the long term planning framework and transport network recommendations for the Strategic Metropolitan Centre, as proposed in the Stage one Report.

Stage two 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. Council endorsed the Stage two Final Reports at its ordinary meeting held on the 22nd September 2009.

On the 10th November 2009, the WAPC Statutory Planning Committee considered the Stage two 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.

# Strategic Metropolitan Centre Planning Framework



# 2. Strategic Metropolitan Centre Planning Framework

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## 2.1 Vision for the Strategic Metropolitan Centre

The endorsed Centre Plan for the Rockingham Strategic Metropolitan Centre is guided by the following vision:

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

This vision builds on the principles of the Network City (2004) regional planning framework and the objectives and concepts of the adopted 1995 Rockingham City Centre 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 & 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 & Parking

#### Principles:

- Make walking the most important mode of transport within the Waterfront 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 Waterfront Village by a range of direct and legible street connections.
- Ensure that the Waterfront 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 Waterfront Village with the Smart Villages, 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 Waterfront 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.



Foreshore Boardwalk

## 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 Waterfront 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 Waterfront 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 Waterfront 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 & Security

### Principles:

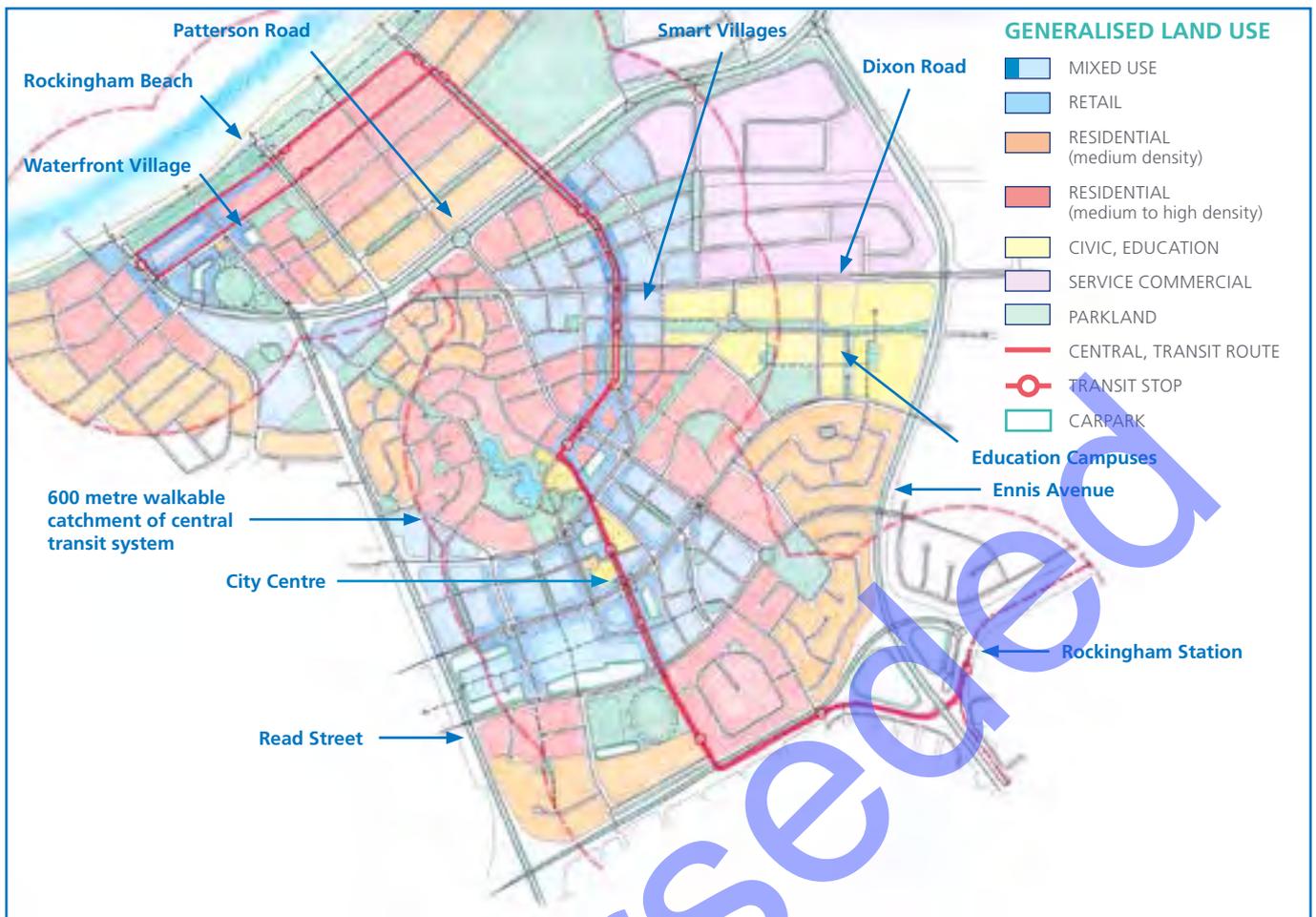
- Design buildings to provide a safe environment for all users, contribute positively to the enhancement of public safety, and minimise the need for intrusive surveillance technologies.
- Incorporate unobtrusive security measures into building design that is in keeping with the building's architectural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

Figure 2.1 - Rockingham Strategic Metropolitan Centre Concept Plan



### 2.3 Concept Plan

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

The Plan makes provision for 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.

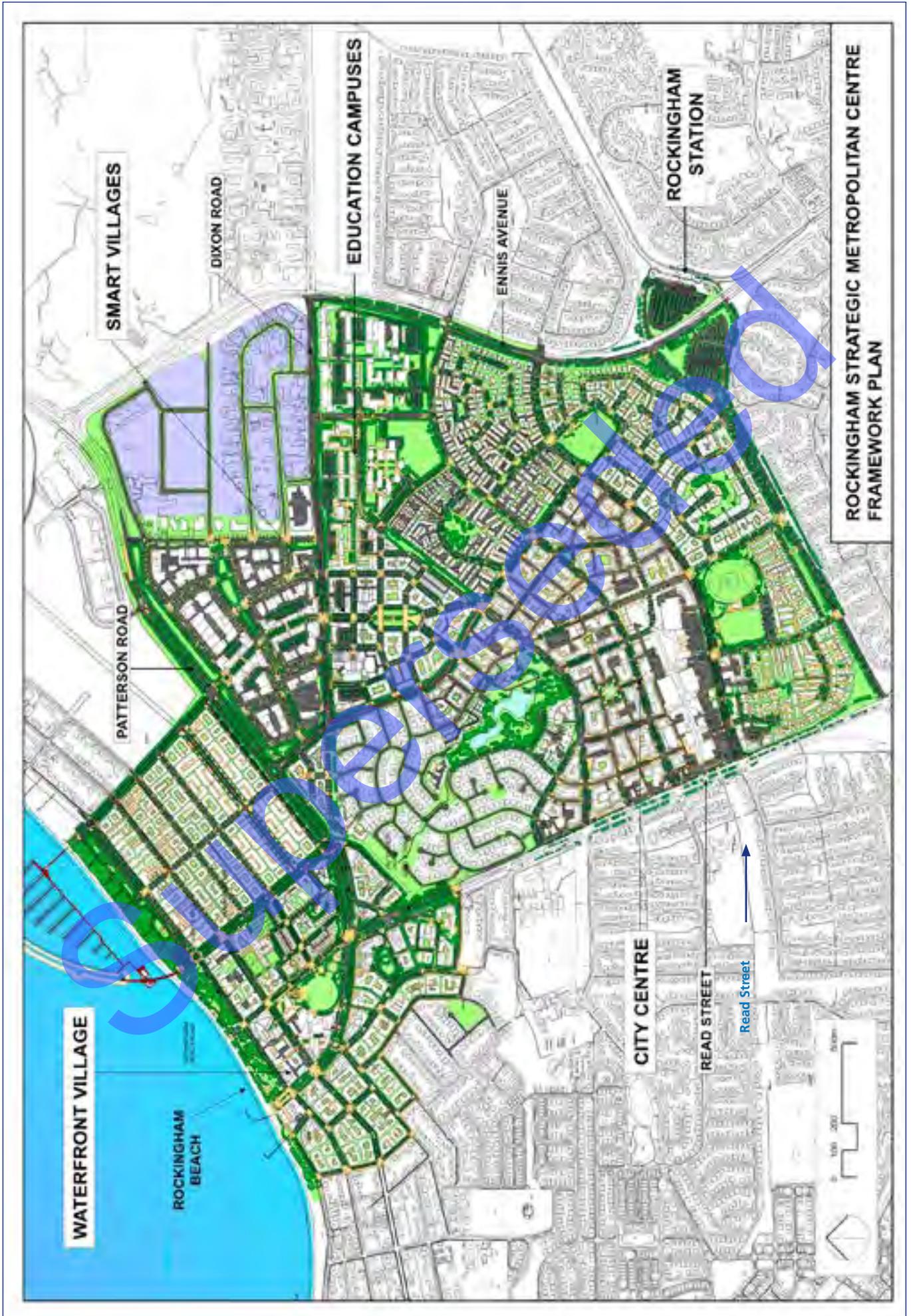
Further expansion of the Waterfront Village is envisaged, particularly to the west of Patterson Road. An intensification of residential development to the east of the Waterfront Village would follow the coastal route of the transit system.

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.

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.

Figure 2.2 - Rockingham Strategic Metropolitan Centre Framework Plan



## 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.

## 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.

### 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.

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

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

#### **The Policy notes that:**

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

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

**Policy measures include:**

- transit-supportive development patterns;
- land use to support transit;
- the public domain in transit oriented precincts;
- transit supportive design;
- integrating transit infrastructure; and
- 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 m 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<sup>2</sup>
- Waterfront Village 18,000m<sup>2</sup>
- Smart Villages 12,000m<sup>2</sup>

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

- City Centre 60,000m<sup>2</sup>
- Waterfront Village 8,000m<sup>2</sup>
- Smart Villages 32,000m<sup>2</sup>

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).

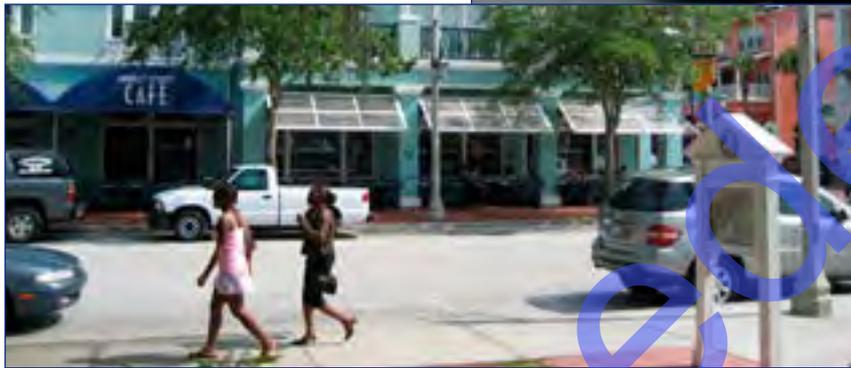
Over recent years, the City has received proposals for medium rise, multi-residential apartment developments on City Centre zoned land. This has been driven by strong sales in the Waterfront Village and the realisation that the elevated apartment building model in central Rockingham could achieve expansive 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.



**Light Rail Transit.**



**Mixed Use Development incorporating Medium to High Density Residential.**

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 has been sited to connect with streetfront tenancies and an adjacent cinema 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 m) 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. 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.

## 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.

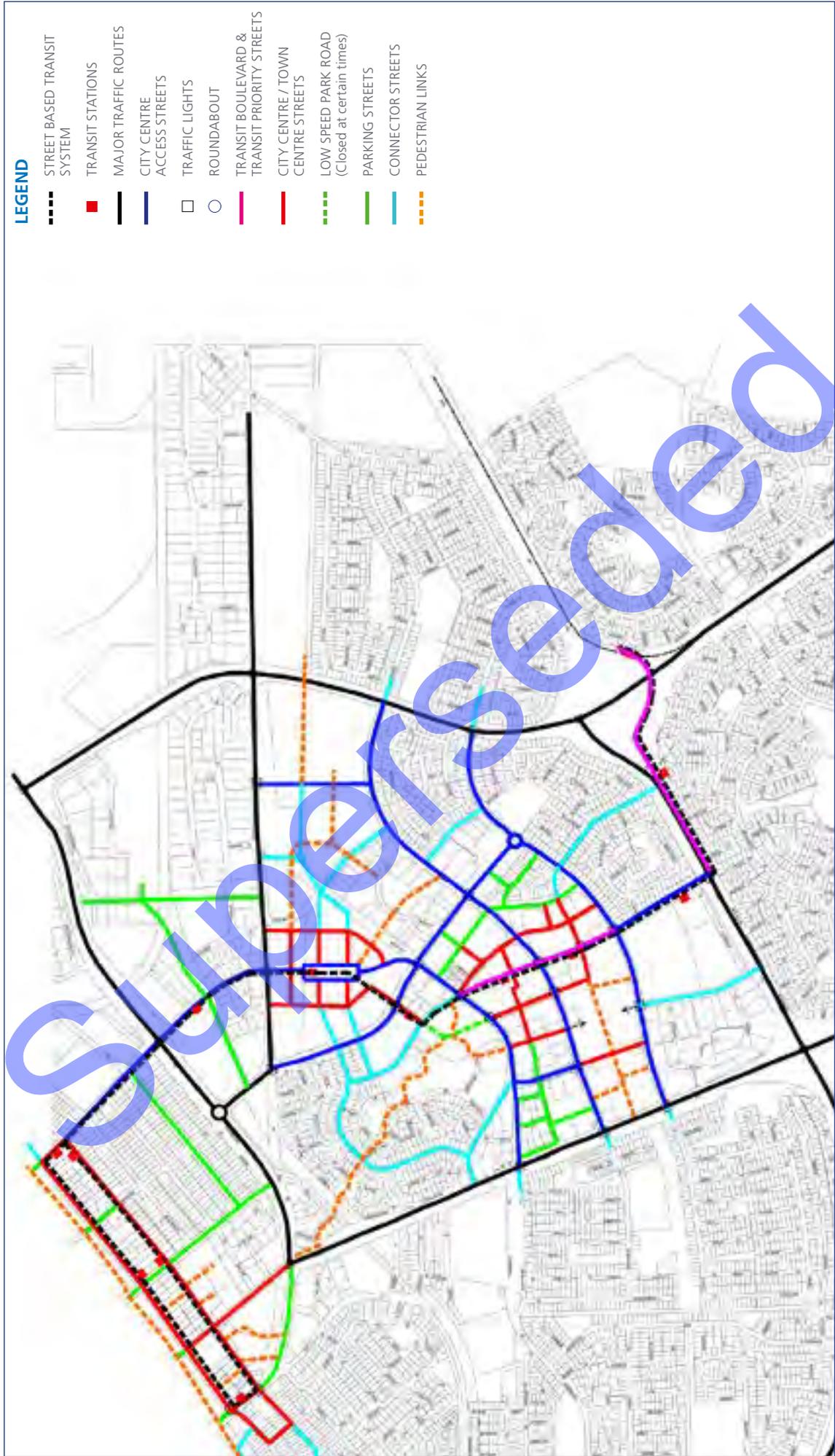
*Green Parking Streets* - to be constructed around the periphery of the City Centre and on sections of Patterson Road near the foreshore. Their function is to assist with the provision of public parking whilst allowing the street to function normally for both pedestrian and vehicular access. Right angle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

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

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

*Pedestrian Malls/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.

Figure 2.3 - Adopted Movement Network



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

### 2.6.3 Traffic Modelling and Traffic Predictions

Traffic modelling has been undertaken by 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 Strategic Metropolitan Centre, especially from the south. Traffic volumes on the fine grained street network within the Strategic 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 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 public transport system for central 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 Waterfront 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 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 Principle Public Transport Routes

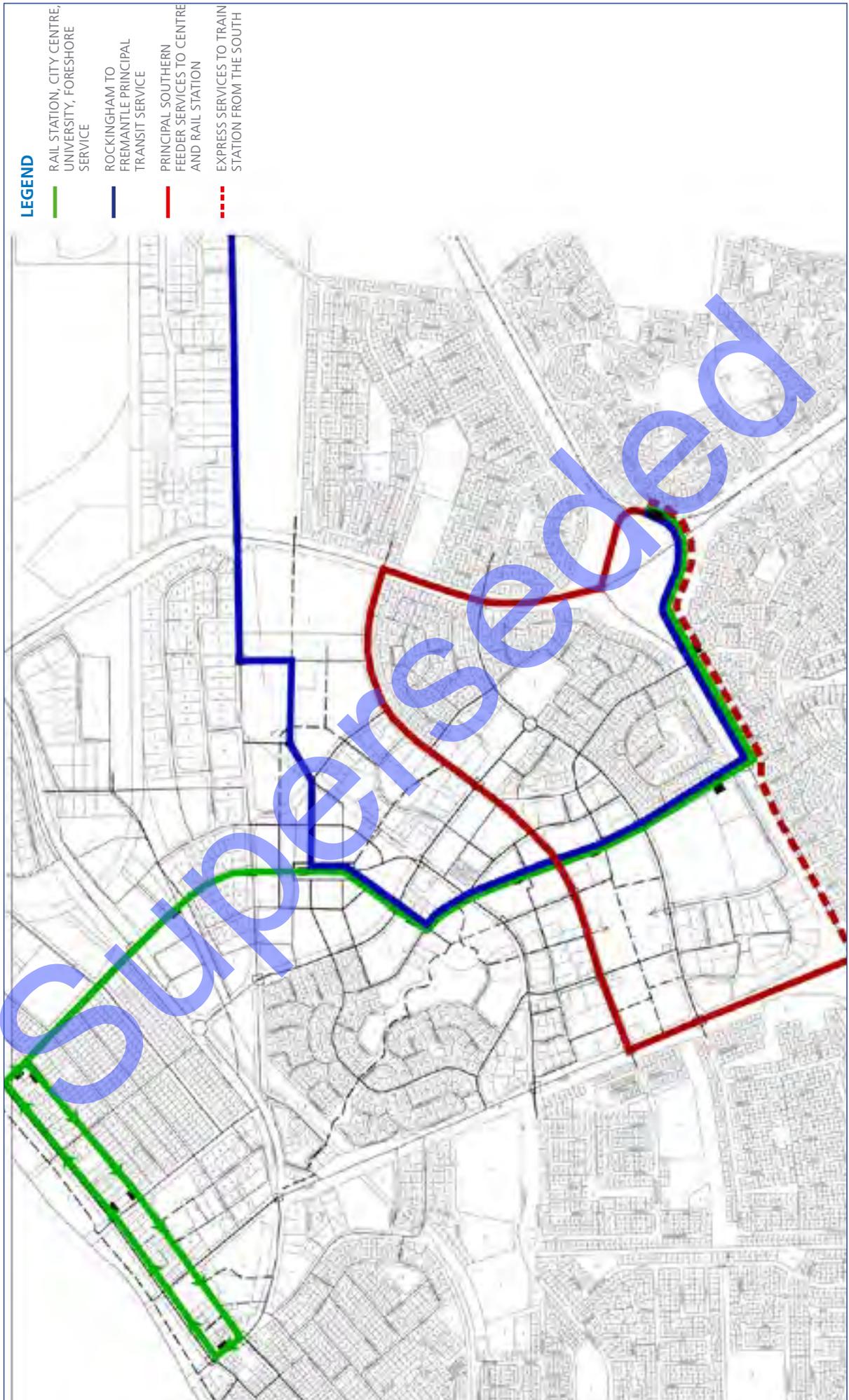
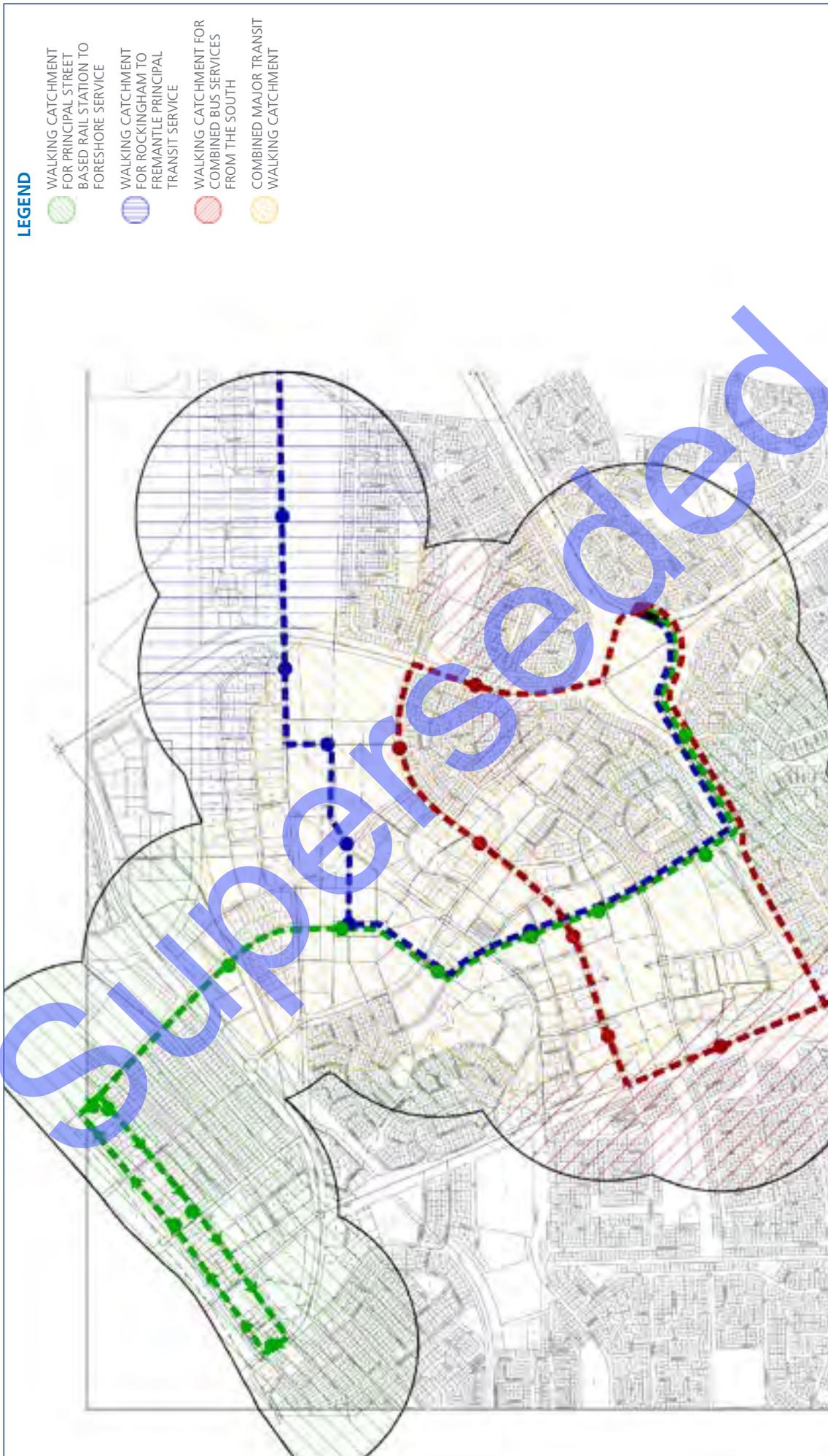


Figure 2.5 - Walkable Catchment - Central Transit System



Figure 2.6 - Combined Public Transport Services





## 2.7 Endorsed Sector Planning Guidelines for the Waterfront Village

Section 10.2 in Volume 1 of the endorsed Centre Plan sets out broad Sector Planning Guidelines within which more detailed planning of the Waterfront Village 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*

*Port Rockingham was once the busiest port in the State by tonnage of goods shipped through the jetties at the end of Railway Terrace. The associated beachfront and coastal settlement was subsequently transformed into one of the State’s most popular holiday and day trip destinations. While many of Rockingham’s commercial and civic functions moved further south to the new Regional Centre in the early 1970’s, the historic waterfront settlement retained a compact townscape character well suited to the demands of a contemporary urban lifestyle.*

*The emerging Waterfront Village will continue with its transformation, with further rationalisation and redevelopment of under-utilised public and private properties. The Waterfront Village represents a strategic TOD opportunity of regional significance. An attractive mix of medium to high density residential and short stay apartments, hospitality-focussed retail, offices and urban waterfront recreation uses will continue to make the Village a priority destination on the Rockingham coastline.*

### **Preferred Uses**

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

## Elements

- Continue with the transformation of the historic beachfront centre into a contemporary waterfront residential, commercial and recreational activity node servicing local residents and regional visitors.
- Prepare an updated sector Development Plan with relevant changes to residential density codings to guide the progressive urban consolidation and transformation of the area consistent with its TOD context.
- Respond to the rare combination of a northerly coastal aspect, sheltered beach and shady parkland with appropriate land uses, in detailed urban design and with site responsive architecture.
- Consolidate development within the walkable catchment of the transit system.
- Facilitate continued infill of residential and short stay apartments along central section of Rockingham Beach Road and along south western side of Railway Terrace through to Read Street intersection.
- Retail and enhance activated commercial frontages to Rockingham Beach Road, central Kent Street, Flinders Lane (north of Kent Street) and Railway Terrace (north of Kent Street).
- Update and expand the application of the existing building height policy consistent with an adopted sector improvement plan.
- Ensure that all new development is planned in accordance with the sustainability principles listed in Section 3.1.6 and designed in detail to meet any applicable sustainability key performance indicators endorsed by the City of Rockingham.



# Waterfront Village Indicative Development Plan



# 3. Waterfront Village

## Indicative Development Plan

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### 3.1 Indicative Development Plan

The Waterfront 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 of the Centre Plan. In addition, it is an updated version of the IDP adopted under the current Policy and it encompasses a larger planning envelope. While the 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 above.

Figures 3.1.1 and 3.1.2 illustrate indicative cross sections through possible development in the area between Rockingham Beach and Patterson Road. The cross sections demonstrate the varied height and massing of mixed use, TOD development that is envisaged by the Waterfront Village DPP.

The IDP builds on successive improvements that have been made to the townscape, built form and general amenity of the Sector, guided by the existing Waterfront Village Policy. These improvements have been complemented since 2005 by more substantial place-making and urban renewal initiatives to the south of Kent Street. New medium to high density mixed use development has been attracted to the Rockingham Beach Road strip and to sites along Kent Street and Flinders Lane.

Provision has been made for an off-shore marina development at the beach front end of Wanliss Street. If the marina is constructed, it will stimulate further investment in nearby development. It could also act as a catalyst for urban renewal along the length of Wanliss Street. The IDP demonstrates that there is significant scope for further complementary development in the adjoining precincts.

Further development consolidation is anticipated within the street blocks of the historic Rockingham Beach townsite. The Rockingham Hotel property encompasses nearly half a street block and the redevelopment of the site with appropriately activated infill development along the Rockingham Beach Road frontage is acknowledged as a priority 'place-making' project.

The IDP shows how the western flank of the Village Green could be developed to accommodate a mix of uses. Development scenarios could include a possible contemporary arts centre and/or offices, residential apartments and related commercial tenancies on top of the existing public car park. An elevated pedestrian promenade could overlook the Village Green with connections to Kent Street, the Village Square and Patterson Road.

The landscape transformation of the Village Green and Flinders Lane and the visually impressive architecture of the adjoining Gary Holland Community Centre have combined to add significant depth to the Waterfront Village and create the setting for further urban renewal in properties with identified TOD potential to the south and west of the Village Green and Patterson Road. These properties, extending through to Florence, Langley and Houston Streets, fall within the walkable catchment of the transit system and the core recreation and hospitality attractions of the Waterfront Village.

The IDP illustrates how the area could be redeveloped in an integrated way over time based on the preferred street framing, mixed use development typology described in Section 3.2. Variants to this form of development could range from 2-3 storey terrace housing at the periphery through to medium rise tower on podium developments in nominated street blocks closer to Patterson Road and Railway Terrace. Properties along the southern side of Patterson Road between Read Street and Thorpe Street are strategically well suited to more intensive, tower on podium redevelopment, at a scale that provides a fitting visual backdrop to the Village Green.

Figure 3.1 - Waterfront Village Indicative Development Plan



The southern extent of the Waterfront Village has been extended to Greene Street to encompass the Challenger Lodge Aged Care facility. It is anticipated that the facility will undergo a staged redevelopment within a medium density building configuration and a significantly enhanced urban landscape.

Existing service commercial properties on the eastern side of Read Street have also been incorporated into the fold of the Waterfront Village with an expectation that they will progressively be redeveloped for higher density mixed use as existing service commercial tenancies consolidate further to the east and south in Rockingham.

The IDP illustrates how Wanliss Street could be upgraded to dual carriageway 'Boulevard' status in conjunction with formal landscaping and street lighting to properly define the eastern flank of the Waterfront Village.

To meet the TOD objectives of the Centre Plan along the route of the central transit system, further urban consolidation would be desirable along the western side of Wanliss Street. This applies to properties between the gateway corner of Patterson Road and Wanliss Street through to Smythe Street, as well as under-utilised space around the lawn bowls and tennis club facilities.

The IDP illustrates one way that this could be achieved by integrating residential apartments with new club facilities around the rinks and courts in a manner consistent with the urban consolidation intent of the Centre Plan. The illustrated scheme is indicative only and would not preclude the evaluation of a range of alternative revitalisation options for this part of the Village.

The three nominated sites for public car parks (ie: adjacent to Patterson Road; Kent Street between the museum and tennis club; and on the corner of Harrison Street and Val Street) have been depicted on the IDP as having development potential above the decked car parking level(s). It has been assumed that such development potential on these sites would be subject to the satisfactory accommodation of the planned car parking capacity.

The IDP makes provision for street car parking wherever possible in the Waterfront Village to service visitor parking needs close to adjoining land uses, to distribute traffic as widely as possible and to slow vehicle speeds. The installation of favoured angled median and parallel kerbside parking in Patterson Road between Read Street and Kent Street and on the eastern side of the Waterfront Village in Wanliss Street, could make a significant contribution to each of these outcomes.

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 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.



**Rockingham Waterfront Village.**

Figure 3.1.1 - Indicative Development Cross Section - Rockingham Beach Road

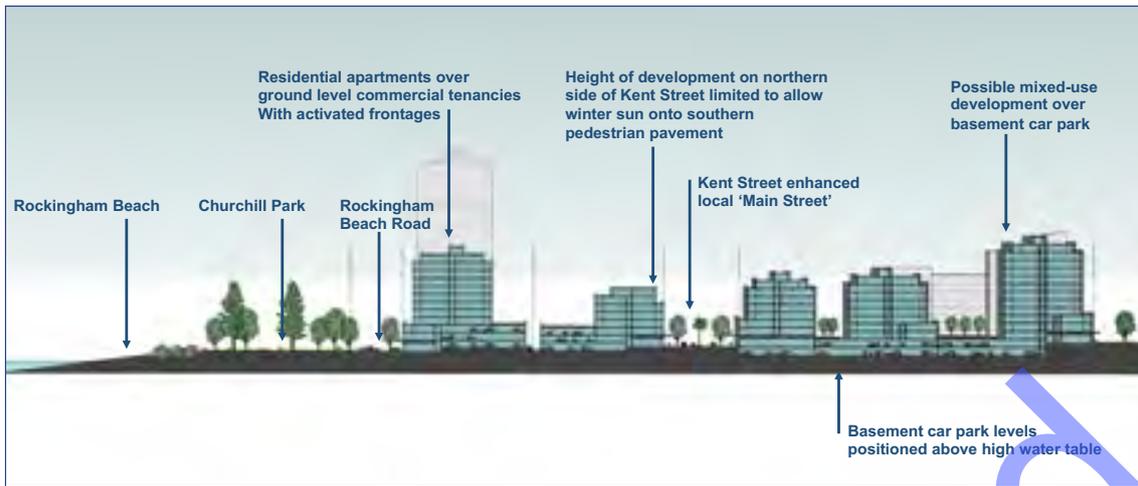
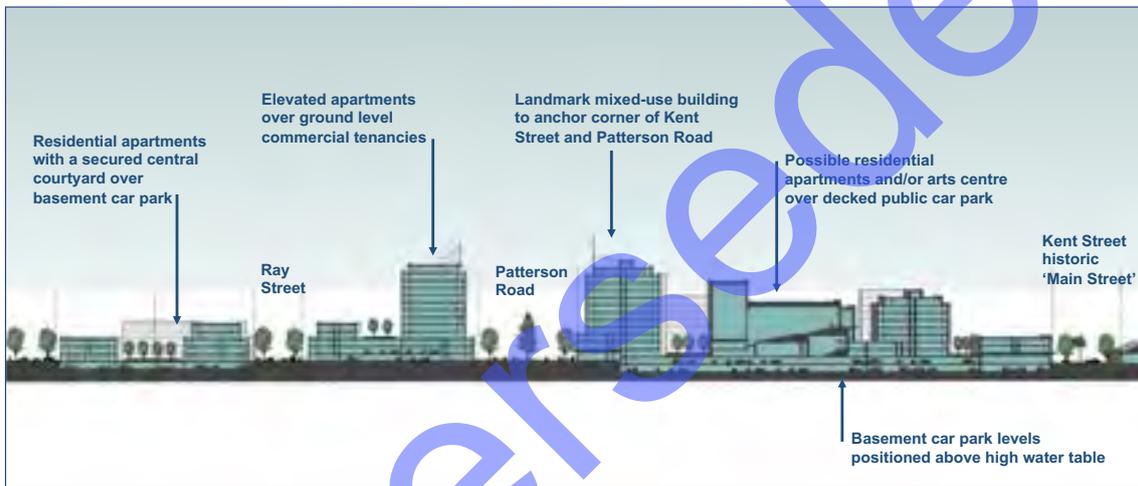


Figure 3.1.2 - Indicative Development Cross Section - Patterson Road



### 3.2 Site Option for Contemporary and Performing Arts Centre (CAPAC)

In October 2010, the Final Report of a Feasibility Study into the development of a Contemporary and Performing Arts Centre short-listed sites in the City Centre, Smart Village and Waterfront Village. The Study illustrated and costed various planning scenarios for each of the site options.

For the Waterfront Village option, the Study explored the feasibility of developing the complex on the site of the existing public car park, on the western side of the Village Green. The CAPAC was configured so that it would frame and address the edge of the Village Green with an entry forecourt accessed from a curved pedestrian promenade. Secondary pedestrian connections to Kent Street were proposed via the existing car park. Various blank walls, car parking and service docks were positioned along the Patterson Road boundary.

While there has been no subsequent action by the State Government or the City to proceed with the implementation of the CAPAC on any of the alternative sites, it is understood that there is a strategic preference amongst stakeholders for the Waterfront Village site option. For this reason, more detailed planning of the Waterfront Village needs to demonstrate how the functions and basic building envelope of the CAPAC could be more effectively integrated with the future development of the Village.

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

- Re-siting and reconfiguring the facility to allow for a more credible pedestrian interface with the 'Main Street' streetscape of Kent Street and the Village Square.
- Ensuring that planning for the CAPAC, off-street public car park and any other contemplated uses on the site can be accommodated above the existing high water table.
- Sleeving any servicing or big box elements such as the auditorium with street activating tenancies, including suitably scaled development along the Patterson Road frontage.



Concepts for the generic model of the CAPAC by Sandover Pinder Architects.

### 3.3 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 each of the inter-connected urban villages (including the Waterfront 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 on 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 are involved. Surveyed 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 Waterfront Village are summarised as follows:

#### Development Forms/Typologies

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



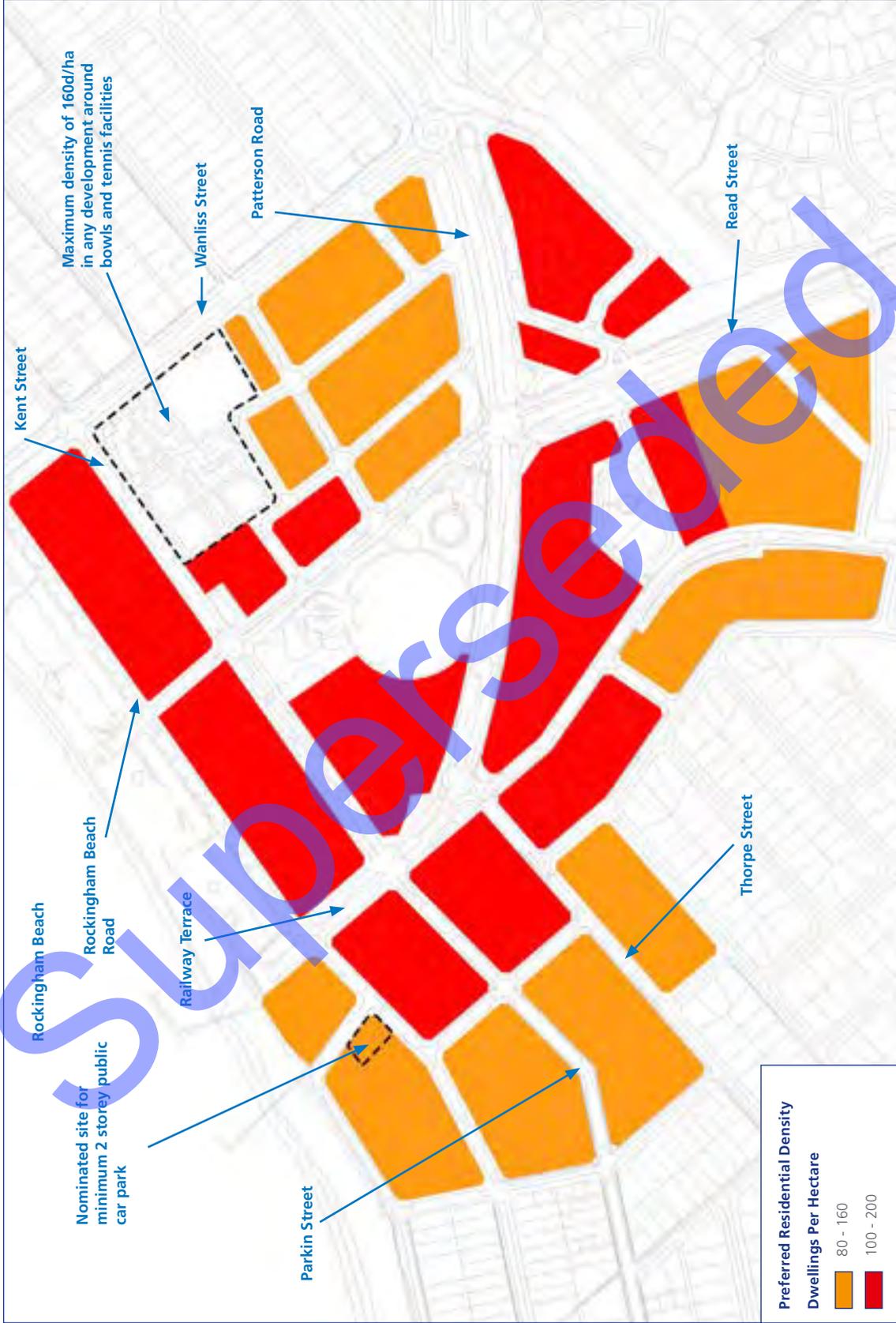
#### Minimum Site Area

- 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 and convenient vehicle circulation. Typically, this requires a minimum lot width of 35-40 m.
- Multiple dwelling and mixed use development lots should generally be 2,500m<sup>2</sup> in area, with a minimum of 2,200m<sup>2</sup>.
- New multiple dwelling and mixed use development lots should be provided with vehicular access (public roads, laneways) on a minimum of two sides.

### 3.4 Residential Design Codes

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 Residential Density

Figure 3.2 illustrates a Residential Density overlay to the Waterfront Village IDP which is intended 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 Waterfront 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 m of the Central Transit route, with particular concentrations around planned stops at Railway Terrace, Flinders Lane and Wanliss Street.

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.

### 3.6 Building Height

Figure 3.3 illustrates a Building Height Overlay to the Waterfront Village IDP, with permitted building heights generally rising with proximity to the route of the RCCTS and proximity to activity generators.

The building height provisions of the DPP are generally consistent with the wider TOD based density and height provisions set down in Section 9.2 and 9.3 of the endorsed 2009 Centre Plan. The Centre Plan, with its height and density provisions, was the subject of two rounds of public advertising before it was adopted by the City and subsequently endorsed by the WAPC in 2009.

The Building Height Overlay will generally result in less elevated residential development at the western margin of the Waterfront Village than was envisaged in Figure 9.5 in Volume 1 of the Centre Plan.

The building height provisions for the Waterfront Village balance the urban sustainability advantages of high density, mixed use development with the orderly management of the height and massing of buildings, within the following parameters:

- (a) Generally maintain a 2 to 3 storey building profile to a maximum height of 12.5m along all street frontages with building height above 3 storeys to be setback except where specified in the Foreshore Precinct Policy.
- (b) Generally locate development over 19m (5 storeys) in height on 2-3 storey podiums, with upper floors setback a minimum of 6m from the street front building line of the podium and separated from adjoining buildings to maintain vistas, solar access and an appropriate level of visual permeability except where specified in the Foreshore Precinct Policy.
- (c) Limit the height of buildings to permit winter sun (mid-day, June 21) penetration to the main kerb line of the footpath along the southern side of Kent Street between Railway Terrace and Wanliss Street. This will protect the winter amenity of 'Main Street' tenancies, including sidewalk cafes and restaurants.
- (d) Ensure that new development is designed to allow solar access to neighbouring properties.
- (e) Ensure that new development falls within the maximum building height limits depicted on Figure 3.3, subject to (a), (b), (c) and (d) above.
- (f) For the purposes of this Policy, building 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 m 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 City.

Figure 3.3 - Building Height



Figure 3.3.1 - Profile of Development Section AA

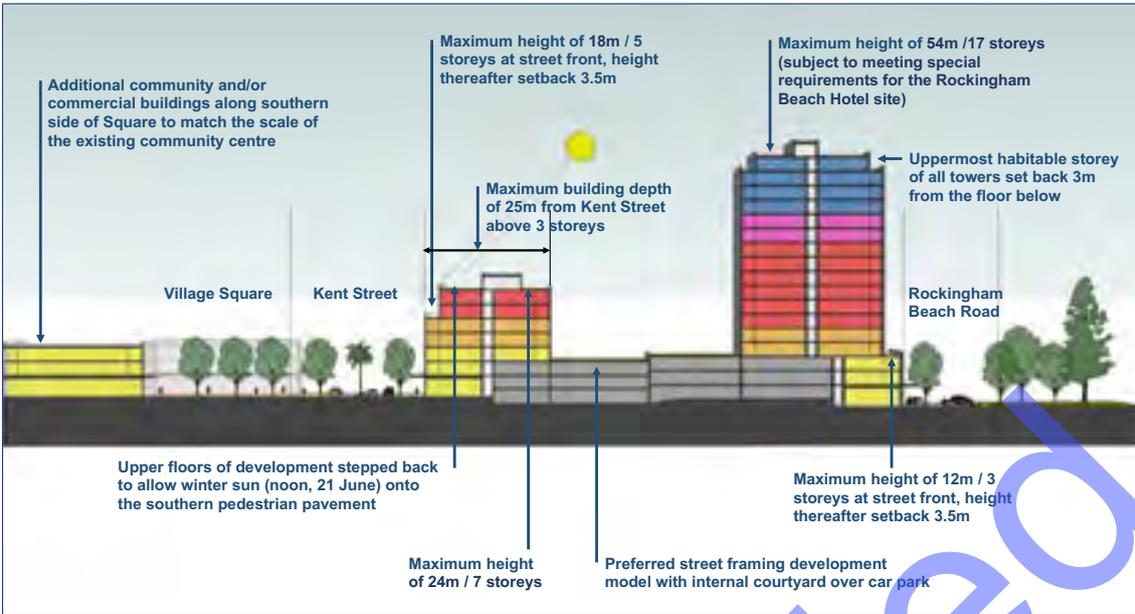


Figure 3.3.2 - Profile of Development Section BB

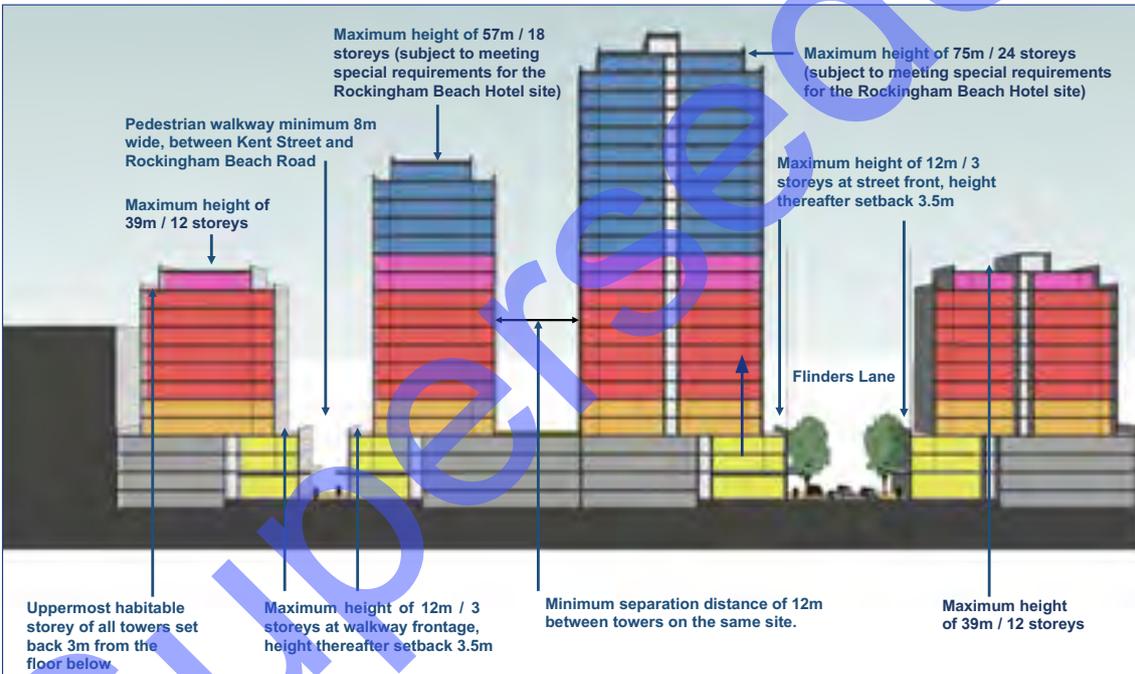


Figure 3.3.3 - Profile of Development Section CC

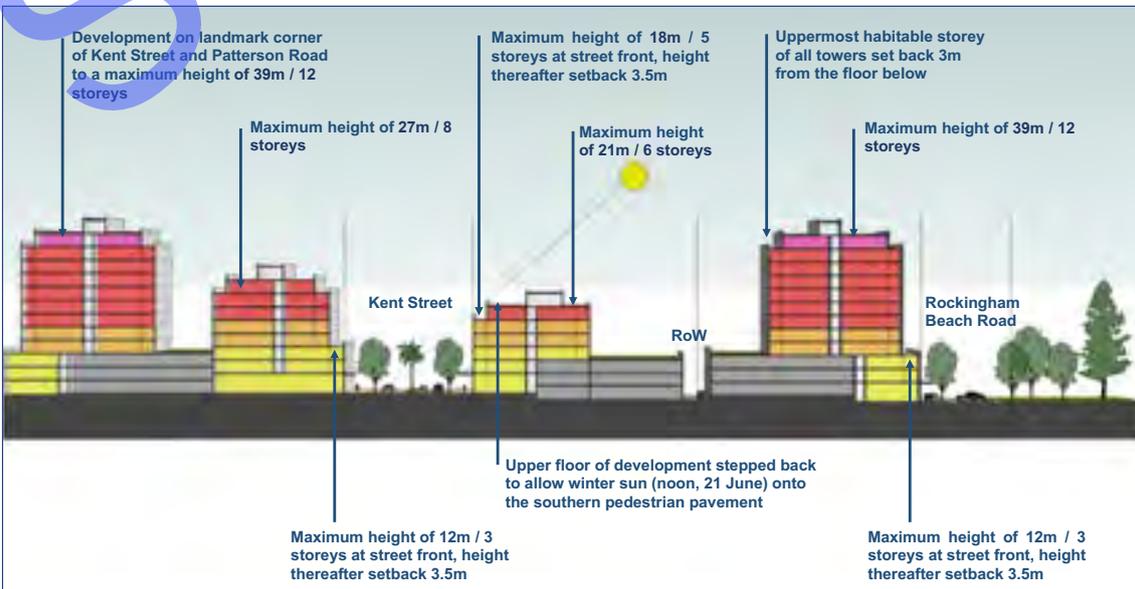


Figure 3.3.4 - Profile of Development Section DD

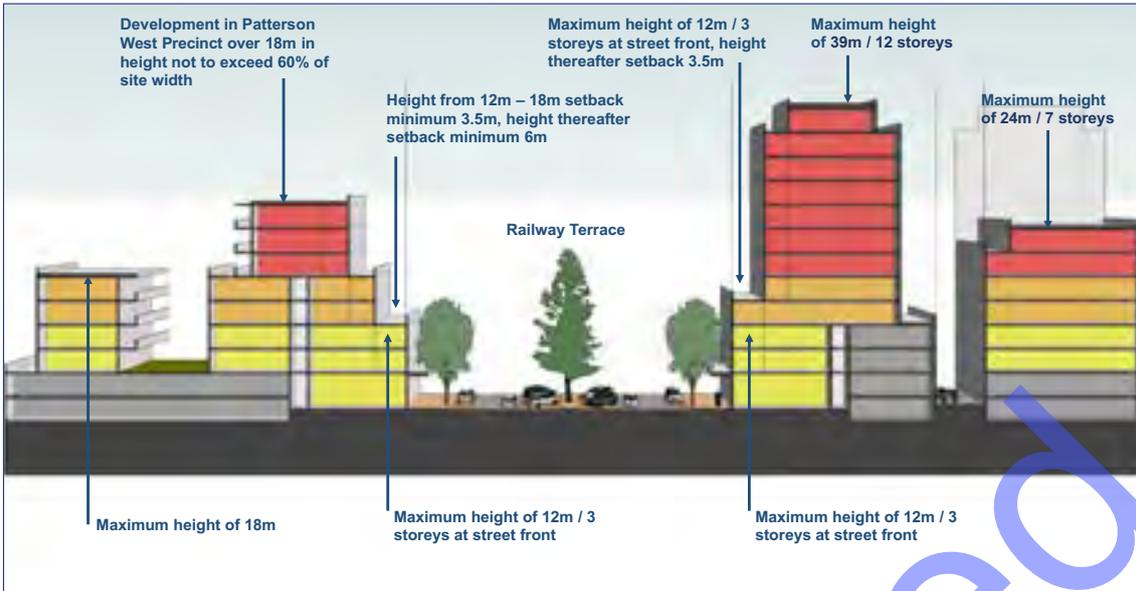


Figure 3.3.5 - Profile of Development Section EE

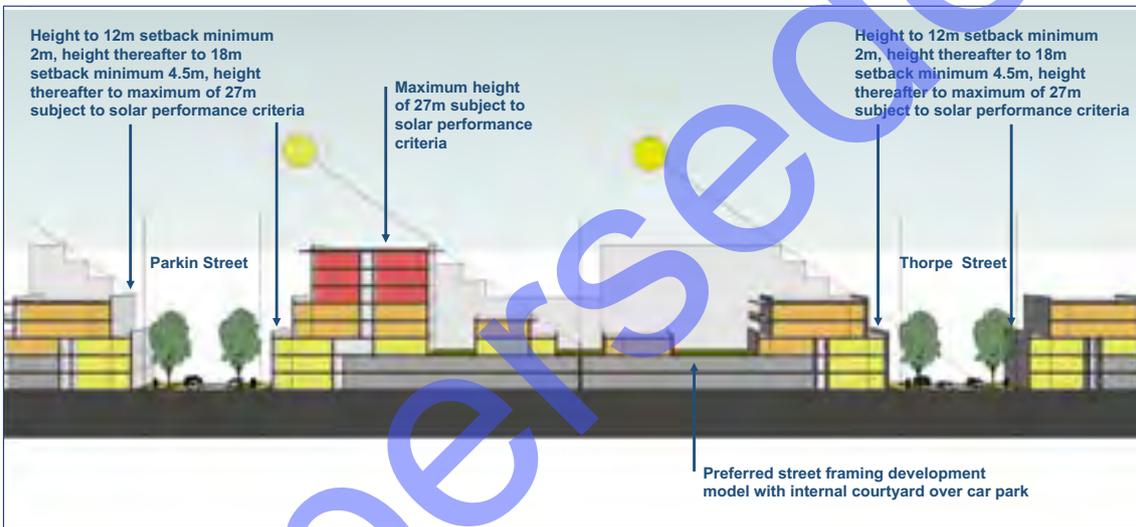


Figure 3.3.6 - Profile of Development Section FF

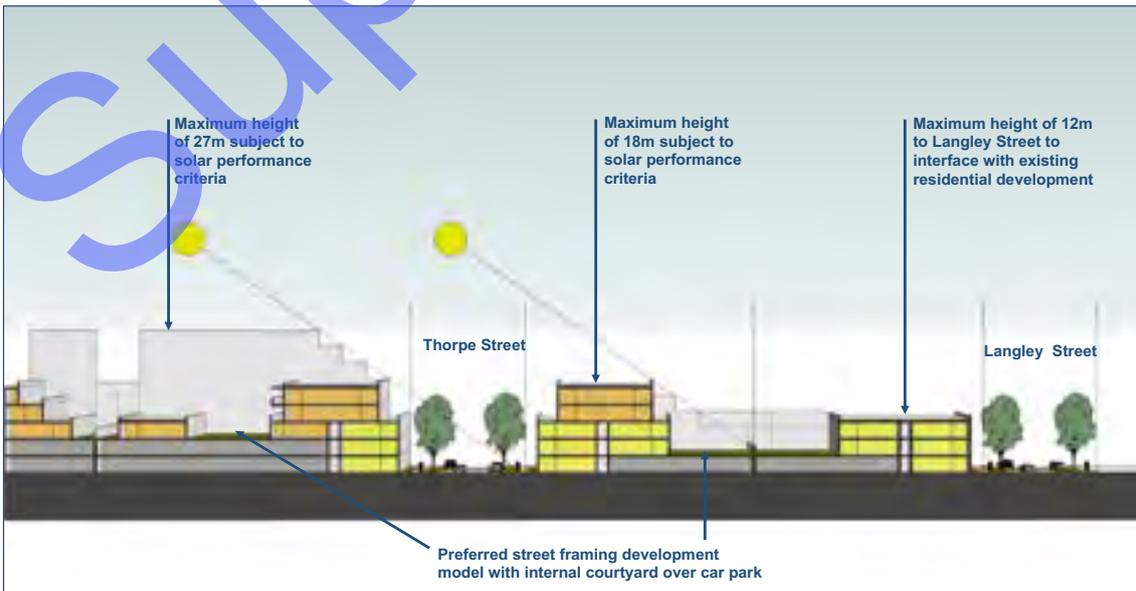


Figure 3.3.7 - Profile of Development Section GG

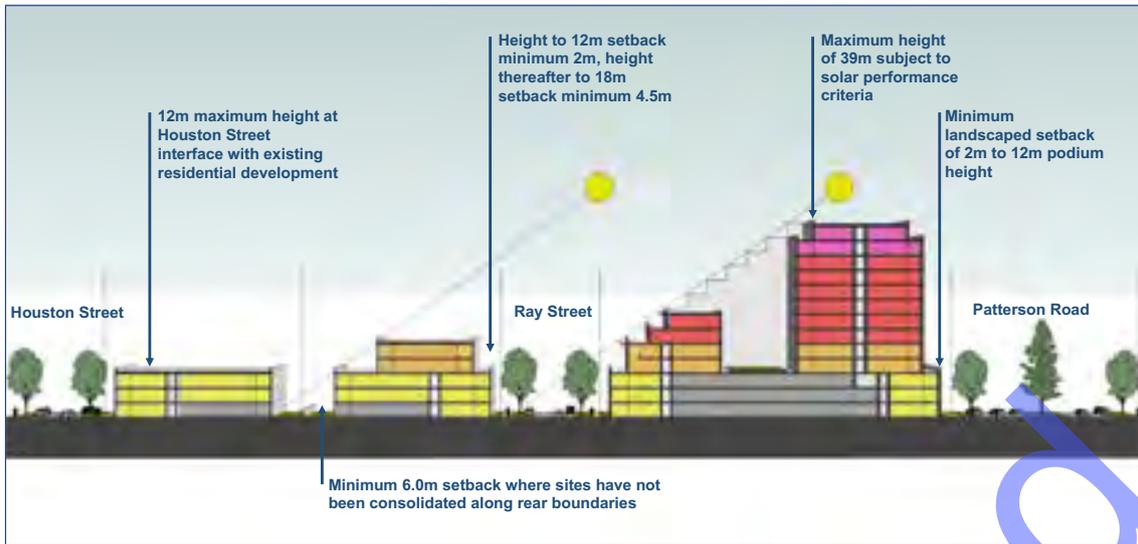


Figure 3.3.8 - Profile of Development Section HH



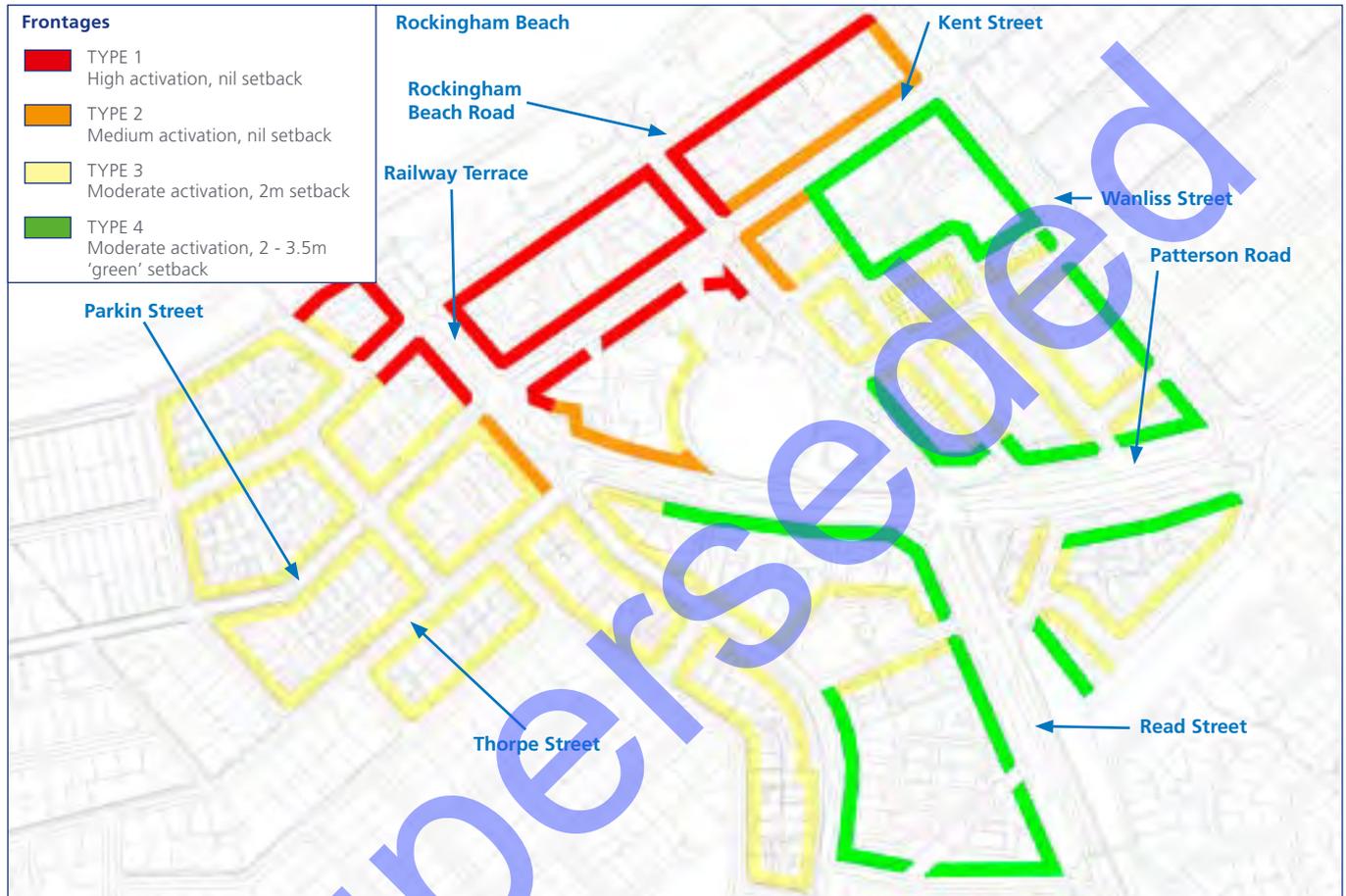
### 3.7 Frontage Types

The Framework Plan, as it applies to the Waterfront 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 and major public spaces should be activated.

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:

Figure 3.4 - Frontage Types



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

A highly activated frontage with retail and small scale commercial uses at ground level and a 2 to 3 storey, contiguous façade positioned at the streetfront boundary. At the ground level, buildings should address the street with a fine grained tenancy pattern, and activated shopfronts that are transparent over at least 75% of the area of the façade.

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

A medium level of frontage activation with secondary retail, customer oriented offices, small scale 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 façade.

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

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

For the purposes of this Policy, setbacks are the distance measured from the relevant property boundary to the start of any balcony or wall (in the absence of a balcony).

### 3.8 Car Parking

The management of carparking distribution and its impact on townscape quality is an important issue addressed in the Policy Statement. The City is keen to ensure that, where appropriate, statutory carparking standards should not become an impediment to successful urban townscape reconstruction.

Figure 3.5 - Cash-in-lieu Car Parking Areas



#### 3.8.1 Car Parking Requirements

The parking ratios appear within Appendix 1 and are in accordance with Table 4 of Town Planning Scheme No.2. The following requirements applied for the assessment of car parking are in accordance with the requirements of the Scheme:

- In the case of residential development, the cash-in-lieu contribution shall be the visitor allocation as per the Residential Design Codes.
- In the case of commercial or non residential development, the cash-in-lieu contribution shall be a minimum of 60 per cent of the total number of parking spaces required.
- The number of parking spaces provided on-site may be reduced by the number of parking spaces provided through the cash-in-lieu.

- In the case of development on land within Area A (defined in Figure 3.5), the cash-in-lieu payment shall be not less than the estimated cost to the owner or developer of providing and constructing the parking bays in the form of a decked structure (including full civil works, lighting, signage, line marking and landscaping), for that area of land which would have been occupied by the parking spaces and manoeuvring area as estimated by a qualified civil engineer approved by the Council.

In the case of development on land within Area B (defined in figure 3.5), the cash-in-lieu payment shall not be less than the estimated cost of the owner or developer of providing and constructing the parking bays in the form of on-street parking bays (including full civil works, lighting, signage, line marking and landscaping), for that area of land which would have been occupied by the parking spaces and manoeuvring area as estimated by a qualified civil engineer approved by the Council.

- The applicant will be responsible for submitting to the City, an itemised quotation for these works, prepared by a qualified civil engineer, for approval by the City.

Where cash-in-lieu is to be paid, consideration regarding the amount shall be approved by the Director, Planning and Development Services, prior to the issue of a building licence.

These parking standards relate primarily to new construction and the City may exercise discretion in determining applications for a change of use for existing commercial tenancies.

### **3.8.2 General Car Parking Standards**

In addition to Section 2.6.5, to facilitate contiguous streetfront development and to limit the visual impact of car parks, 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.

Superseded

# Precinct Policies



Superseded

4

# 4. Precinct Policies

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An important objective of the planning and development process is to encourage mixed use development and diversity within the Waterfront Village. Diversity and administrative flexibility will continue to be facilitated by dealing with property in the Waterfront 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, Building Height and 'Frontage Types' (referred to in Section 3) and the following Precinct Policies and Design Guidelines and any supplementary development guidelines and related Policy Statements, which Council may adopt from time to time.

**The Waterfront Village Sector has been divided into seven Precincts, comprising:**

- Foreshore
- Village Green
- Village East
- Village West
- Patterson West
- Patterson East
- Village South

The Waterfront 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.



**Railway Terrace**

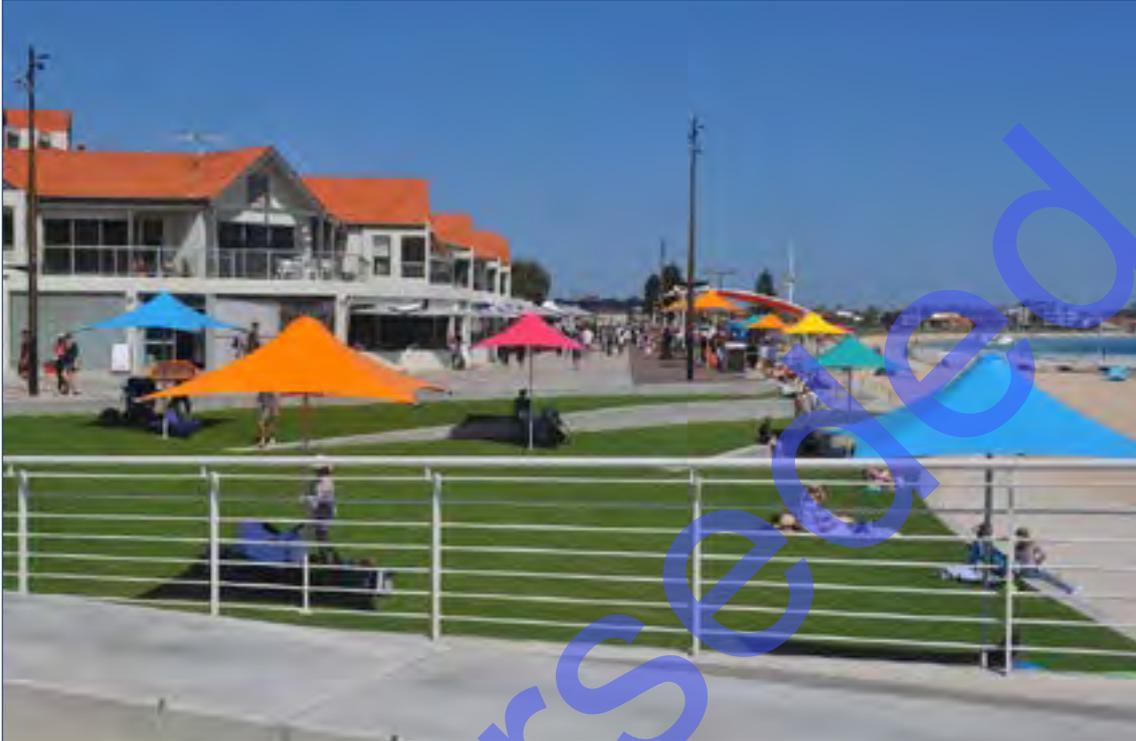
Figure 4.1 - Precinct Boundaries



## 4.1 Foreshore Precinct Policy

### 4.1.1 Application

This Policy applies to the Foreshore Precinct as defined in the Precinct Plan (refer to Figure 4.1). The Foreshore Precinct extends along the foreshore reserve from Val Street through to Wanliss Street and incorporates Churchill and Bell Parks and properties between Rockingham Beach Road, Railway Terrace, Kent Street and Wanliss Street.



### Boardwalk and grassed terrace

### 4.1.2 Desired Future Character

The visual and economic revitalisation of the Waterfront Village area will be pivotal to the future prospects of the overall Policy Area.

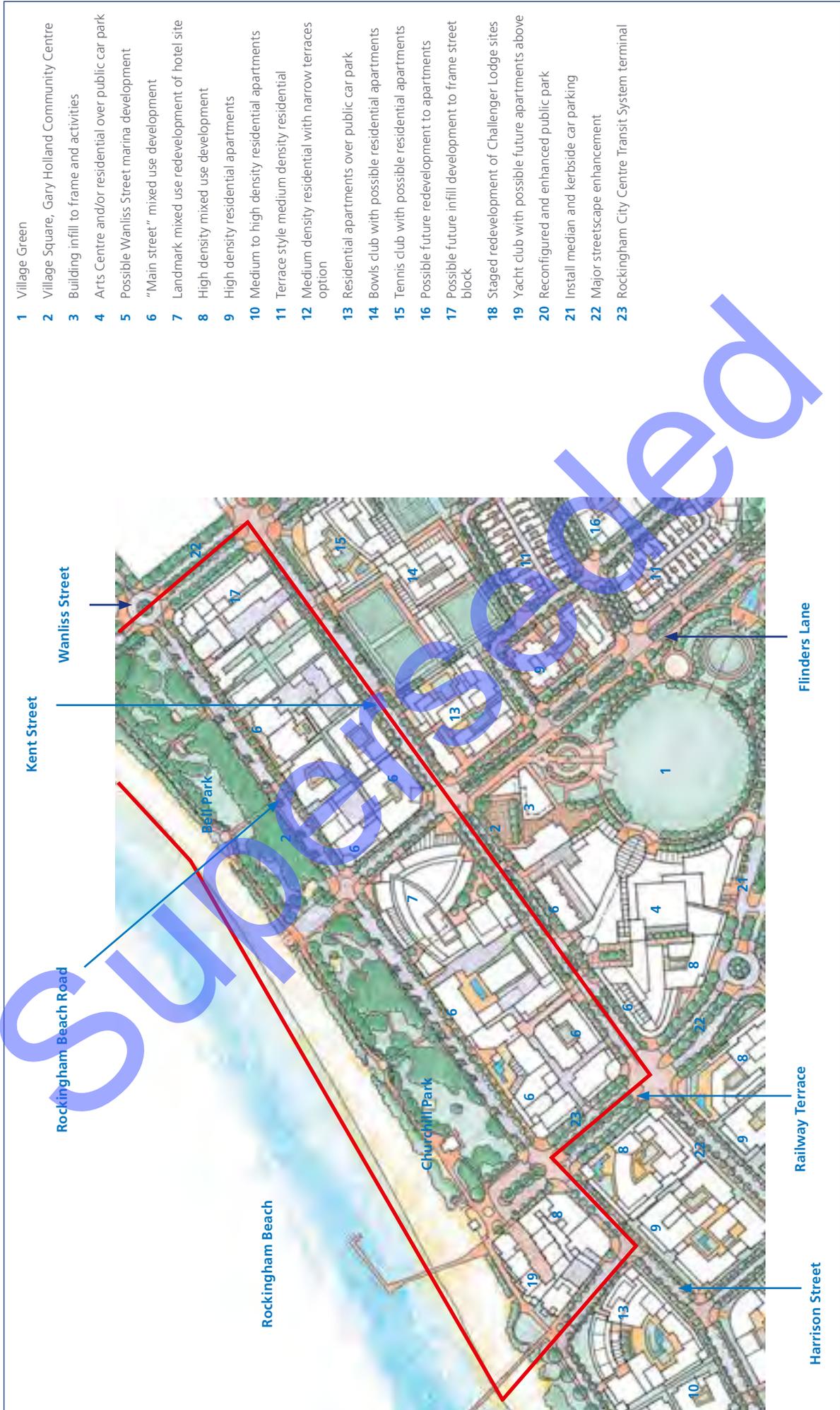
The Precinct has a proud history as a timber port, former district centre and tourist destination. Development along this 'promenade strip' should be designed to imaginatively respond to the opportunity presented by the rare combination of a stimulating ocean outlook, a safe family beach and well-shaded, waterfront parkland.

The Precinct should aim to achieve a lively, mixed use character with an emphasis on land uses which will generate general interest and pedestrian activity within the public domain.

A contemporary waterfront aesthetic, of varied, yet unified, architectural style (similar to the newer architecture of East Perth and Subiaco) is seen as more appropriate than resorting to a superficially themed (e.g. 'colonial', 'federation' etc) building appearance.

Given the attractiveness and uniqueness of Churchill and Bells Parks, the adjacent north facing family friendly beaches, and the emerging mixed use and apartment precinct along Rockingham Beach Road and Kent Street, coupled with the City's intentions to significantly redevelop the area in accordance with the adopted 'Rockingham Beach Foreshore Master Plan' (August 2015), to enhance the appeal of the Foreshore Precinct, the City considers that a Hotel development, based on business tourism, will provide a facility that will genuinely attract and retain both leisure and business tourists.

Figure 4.2 - Foreshore Precinct Concept Plan



Attracting a major hotel brand to the Rockingham foreshore is a key element of the City's 'Economic Development Strategy 2014-2017'; in respect of this Key Element, a 'Hotel' is defined as comprising a minimum of 160 rooms, 4 star full service internationally or nationally branded hotel, with the following facilities:

- (i) Bar and bistro
- (ii) Restaurant (incorporating a mix of indoor and outdoor space)
- (iii) Room service
- (iv) Meeting and conference facilities
- (v) Function room (approximate minimum capacity of 300 guests)
- (vi) Leisure facilities e.g. pool, gym, spa, steam room sauna.

This Policy supports the development of a hotel within the Foreshore Precinct, subject to the planning and urban design intent and objectives of the Policy being respected through the building design.

This Policy acknowledges that potential hotel sites and buildings have a prominence and importance, together with a high level of activity, that requires an additional level of sophistication in planning and design that simultaneously respects the overall objectives of the Precinct, whilst allowing some design flexibility with respect to height and density.

Such variations will only be considered if the building design satisfies the intent of Policy objectives, including any proposed variations.

#### **4.1.3 Preferred Uses**

**Within the Foreshore Precinct the preferred uses are:**

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

Other permissible uses listed under the Scheme are not preferred.



#### **4.1.4 Required Elements - Foreshore Precinct**

The IDP (refer to Figure 3.1) and the Foreshore 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 2.3, there is scope for flexibility in the interpretation of the Centre Plan in relation to the scale and configuration of particular developments. Notwithstanding the indicative intent of these plans, development will be required to incorporate and maintain the following elements, as applicable:

- (a) The Precinct is to be developed as a quality, mixed use area, framed by generally contiguous, streetfront buildings which address the street with a mix of tenancies in a manner consistent with contemporary 'Main Street' principles.
- (b) Buildings are to be located, configured and activated to frame and address street frontages, laneways and other public spaces in a way that is generally consistent with the Precinct Concept Plan and relevant 'Frontage Types', as indicated in Section 3.7.
- (c) The City will encourage private landowners to bring about a satisfactory infilling of streetfront buildings along the Rockingham Beach Road frontage between Railway Terrace and Wanliss Street.
- (d) Buildings shall be designed to achieve an appropriate use profile along Rockingham Beach Road, with an active, ground floor street frontage incorporating festive, convenience or recreation related retail, entertainment, cafes, restaurants and similar uses. Short-stay accommodation, multiple dwellings, offices, function rooms, etc are the preferred upper floor uses.
- (e) The City acknowledges that the most likely form of short stay accommodation in the Precinct will be serviced, residential scale apartments. The City will encourage such development, provided that it occurs in a mixed use arrangement with the ground floor allocated to an appropriately activated retail or commercial use.
- (f) Consistent with Figure 3.2 'Residential Density', 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.
- (g) Building height, upper level setbacks, side setbacks etc are to be determined by reference to Sections 3.4 to 3.7 and 4.1.5, Figures 3.3 and 3.3.1 to 3.3.4 and are to present a minimum 2 storey (6m) or equivalent parapet height to the street or relevant public space. The scale and massing of buildings are to be designed to minimise overshadowing of adjoining residential properties and public spaces.
- (h) Lots 500 and 505 Railway Terrace and Harrison Street contain a mixed use development with a maximum height of 4 storeys, with 2 storey development along the beach front promenade. The City considers the current scale of development to be appropriate given the strategic location and environmental attributes of the location. Lot 1 Val Street contains the Cruising Yacht Club premises and while any proposals to redevelop the site will be assessed on its merits, the scale of development should be consistent with that of existing development on the adjoining Lots 500 and 505 Railway Terrace and Harrison Street.
- (i) Notwithstanding the constraints imposed by the high water table, ground floor levels should match the adjacent level of public footpath wherever a medium to high level of frontage activation is indicated on the 'Frontage Types' plan in Section 3.7.
- (j) Car parking is to be provided in accordance with Clauses 4.15, 4.16 and Table 4 of Town Planning Scheme No.2, refer to Appendix 1.
- (k) Car parking is not permitted between the road reserve boundary and building frontages.
- (l) To complement the City's townscape objectives for the Waterfront Village, the massing, articulation and facade treatments of all development will be required to adhere to a quality, urban waterfront aesthetic. The basic building finishes should favour materials which complement the colours and textures of the Rockingham coastal landscape to the satisfaction of the City.
- (m) Corrugated steel (whether painted or not) or similar wall cladding, face brickwork, reflective glass and curtain-walling will not be permitted.
- (n) 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 3.7.
- (o) 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 widened and upgraded public footpaths for street side dining, subject to private street furniture meeting design and quality standards acceptable to the City.
- (p) 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 should illustrate three dimensional 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 2,200m<sup>2</sup> to allow for a simple and cohesive layout.

- (q) 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.

#### 4.1.5 Building Height Development Controls - Foreshore Precinct

To be applied in conjunction with Sections 3.4 to 3.7 and Figures 3.3 and 3.3.1 to 3.3.4.

##### (a) Building Height:

###### **Rockingham Beach Road**

Street front:

Minimum 6m/2 storeys, maximum 12m/3 storeys within a 3.5m street setback, 39m/12 storeys at a 3.5m street setback in accordance with Figure 3.3 and Figures 3.3.1 to 3.3.4 and subject to Section 4.1.5 (b), (c), (d) and (e).

Rear of site (other than Rockingham Hotel property):

Nil from centre-line of street block to 4m setback. Variable maximum 19m to 32m, north of the 4m setback.

Ground floor to first floor:

Minimum 3.6m with a minimum floor to ceiling height of 3m.

###### **Kent Street**

Street front:

Minimum 6m/2 storeys, maximum 18m/5 storeys within 3.5m street setback, 24m/7 storeys at a 3.5m street setback and 27m/8 storeys at a 6m street setback.

Rear of site (other than Rockingham Hotel property):

12m/3 storeys from centre-line of street block to 25m setback.

Ground floor to first floor:

Minimum 3.6m with a minimum floor to ceiling height of 3m.

###### **Flinders Lane, Railway Terrace, Wanliss Street**

Street front:

Minimum 6m/2 storeys, maximum 15m/4 storeys within 3.5m street setback, 39m/12 storeys at a 3.5m street setback in accordance with Figure 3.3 and Figures 3.3.1 to 3.3.4 and subject to Section 4.1.5 (b), (c), (d) and (e).

Rear of site (other than Rockingham Hotel property):

Nil from centre-line of street block to 4m setback. Maximum 19m between 4m and 6.5m setback. Maximum 30m thereafter.

Ground floor to first floor:

Minimum 3.6m with a minimum floor to ceiling height of 3m.

###### **Rockingham Beach Road Height Bonus Provision**

In order to achieve a height bonus the proposed development:

- (a) Must provide an activated 8m wide pedestrian walkway from Kent Street to Rockingham Beach Road;
- (b) Is located on a single consolidated site of a minimum of 4,000m<sup>2</sup>, located within the Foreshore Precinct.
- (c) Is consistent with the Objectives of the Primary Centre, as set out in Clause 3.4.2 of the Town Planning Scheme No.2.
- (d) Is consistent with Clause 4.3.3 (Special Considerations Applicable to Planning Applications, specifically sub-clause (a), (b) and (e).
- (e) Is consistent with the Objectives of the Primary Centre Waterfront Village Zone, as set out in Clause 4.3B.1.

- (f) Is consistent with the planning and development principles, as set out in Clause 2.2 of this Policy.
- (g) Is consistent with the Required Elements – Foreshore Precinct, as set out in Clause 4.1.4 of the Policy, except where varied by this Clause.
- (h) Receives an endorsement with respect to the building design from the City’s Design Review Panel.

Provided the above is achieved, the following height bonus applies:

Sites above 1 Hectare in size

Minimum 6m/2 storeys, maximum 12m/3 storeys within a 3.5m street setback, 75m/24 storeys at a 3.5m street setback in accordance with Figure 3.3 and Figures 3.3.1 to 3.3.4 and subject to Section 4.1.5 (b), (c), (d) and (e).

Sites below 1 Hectare in size

Minimum 6m/2 storeys, maximum 12m/3 storeys within a 3.5m street setback, 51m/16 storeys at a 3.5m street setback in accordance with Figure 3.3 and Figures 3.3.1 to 3.3.4 and subject to Section 4.1.5 (b), (c), (d) and (e).

**(b) Front and Rear Setbacks:**

***Rockingham Beach Road:***

Street front:

Nil setback for development to 12m/3 storeys high, 3.5m setback thereafter.

Uppermost floor must be setback a further 3m.

Rear of site (other than Rockingham Hotel property):

Minimum 4m setback from centre-line of street block to development from ground level to 19m high, height thereafter setback in accordance with R-codes.

***Kent Street:***

Street front:

Nil setback for development to 18m/5 storeys high, 3.5m setback for development to 21m/6 storeys high and 6m setback for development thereafter.

Rear of site (other than Rockingham Hotel property):

Nil setback from centre-line of street block for development from ground level to 12m/3 storey high, height thereafter setback minimum 25m.

***Railway Terrace, Flinders Lane and Wanliss Street:***

Street front:

Nil setback for development to 15m/4 storeys high, 3.5m setback for development to 39m/12 storeys high.

Uppermost floor must be setback a further 3m.

Rear of site (other than Rockingham Hotel property):

Minimum 4m setback from centre-line of street block for development from ground level to 19m high, height thereafter setback minimum 6.5m.

**(c) Side Setbacks:**

***Rockingham Hotel site:***

Side (western) boundary:

Nil to 2 or 3 storey podium height. Minimum 4m above podium height to 19m high, minimum 40m thereafter.

Rockingham Beach Road (other than Rockingham Hotel):

Side boundary:

Nil to 2 or 3 storey podium height. Minimum 4m above podium height.

**(d) Visual Separation:**

Landmark (Rockingham Hotel) site:

Buildings over 19m in height not to exceed 70m in site width.

Other sites:

Buildings over 19m in height not to exceed 45m in site width.

**(e) Site Dimensions:**

Minimum 25m site width for any building over 19m high.



**4.1.6 Hotel Development**

The Council may consider variations to Required Elements (f) and (g) relating to height and density within the Foreshore Precinct, providing the proposed development:

- (a) Includes a hotel as part of the building development, comprising a minimum of 160 rooms, 4 star full service internationally or nationally branded hotel, with the following facilities:
  - (i) Bar and bistro
  - (ii) Restaurant (incorporating a mix of indoor and outdoor space)
  - (iii) Room service
  - (iv) Meeting and conference facilities
  - (v) Function room (approximate minimum capacity of 300 guests)
  - (vi) Leisure facilities e.g. pool, gym, spa, steam room sauna;
- (b) Is located on a single consolidated site of a minimum of 4000m<sup>2</sup>, located within the Foreshore Precinct;
- (c) Is consistent with the Objectives of the Primary Centre, as set out in Clause 3.4.2 of the Town Planning Scheme No.2;
- (d) Is consistent with Clause 4.3.3 (Special Considerations Applicable to Planning Applications, specifically sub-clause (a), (b) and (e));
- (e) Is consistent with the Objectives of the Primary Centre Waterfront Village Zone, as set out in Clause 4.3B.1;
- (f) Is consistent with the planning and development principles, as set out in Clause 2.2 of this Policy;
- (g) Is consistent with the Required Elements – Foreshore Precinct, as set out in Clause 4.1.4 of the Policy, notwithstanding that the Council may consider variations to sub-clause (f) and (g); and
- (h) Receives an endorsement with respect to the building design from the City’s Design Review Panel.

Figure 4.3 - Village Green Precinct Concept Plan



- 1 Village Green
- 2 Village Square, Gary Holland Community Centre
- 3 Building infill to frame and activities
- 4 Arts Centre and/or residential over public car park
- 5 Possible Wanliss Street marina development
- 6 "Main street" mixed use development
- 7 Landmark mixed use redevelopment of hotel site
- 8 High density mixed use development
- 9 High density residential apartments
- 10 Medium to high density residential apartments
- 11 Terrace style medium density residential
- 12 Medium density residential with narrow terraces option
- 13 Residential apartments over public car park
- 14 Bowls club with possible residential apartments
- 15 Tennis club with possible residential apartments
- 16 Possible future redevelopment to apartments
- 17 Possible future infill development to frame street block
- 18 Staged redevelopment of Challenger Lodge sites
- 19 Yacht club with possible future apartments above
- 20 Reconfigured and enhanced public park
- 21 Install median and kerbside car parking
- 22 Major streetscape enhancement
- 23 Rockingham City Centre Transit System terminal

## 4.2 Village Green Precinct Policy

### 4.2.1 Application

This Policy applies to the Village Green Precinct as defined in the Precinct Plan (refer to Figure 4.1). The Village Green Precinct extends from Patterson Road in the south and west, along Kent Street, to Empress Court/Roscoe Turn in the east and back to Patterson Road.

### 4.2.2 Desired Future Character

In recent years the Village Green has been transformed into an attractive urban park and entry statement to the Waterfront Village. It will continue to be an amenity catalyst for urban renewal around its perimeter.

The transformation of properties along the eastern side of Flinders Lane will continue with high density residential apartments being developed on sites close to the Village Square. Consistent with the intent of the original Waterfront Village Concept Plan, the IDP has made provision for two new buildings to be added to the southern and eastern flanks of the Square. These buildings could accommodate suitably activated community, arts and/or commercial tenancies.

There is significant scope for further development consolidation in the area bounded by the Village Green, Patterson Road and Kent Street. The existing public car park has been constructed at a lower level than Kent Street to allow for a second level of public car parking in the future.

The IDP has demonstrated that this site could accommodate mixed use development on top of a two level car park. Development options cover a mix of short stay and residential apartments, retail and community uses including a Contemporary Arts Centre. The IDP has explored how these elements could be properly connected to the Village Square, Kent Street and Patterson Road if redevelopment is done in conjunction with the development of the Contemporary Arts Centre (former St John's Ambulance Station site).

The remaining wedge of property between the car park site and the corner of Patterson Road and Kent Street warrants redevelopment to a higher density that is commensurate with its strategic proximity to the main attractions of the Waterfront Village. Ideally, redevelopment of these properties would be integrated with development of the public car park site to ensure that building massing, access and frontage activation is optimised.



### 4.2.3 Preferred Uses

Within the Village Green Precinct the preferred uses are:

- retail
- arts and entertainment
- eating and drinking places
- short-stay accommodation
- offices and commercial
- recreation
- multiple dwellings/residential
- civic and community
- leisure

Other permissible uses listed under the Scheme are not preferred.

### 4.2.4 Required Elements - Village Green Precinct

The IDP (refer to Figure 3.1) and the Village Green 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 2.3, there is scope for 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 required to incorporate and maintain the following elements, as applicable:

- (a) The Precinct is to be developed as a quality, mixed use area, framed by generally contiguous, streetfront buildings which address the street with a mix of tenancies in a manner consistent with contemporary 'Main Street' principles.
- (b) Buildings are to be located, configured and activated to frame and address street frontages, laneways and other public spaces in a way that is generally consistent with the Precinct Concept Plan and relevant 'Frontage Types' as indicated in Section 3.7.
- (c) Building frontages are to be activated in all cases and the preferred ground floor uses along Kent Street are retail or commercial.
- (d) Consistent with Figure 3.2 'Residential Density', 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.
- (e) Building height, upper level setbacks, side setbacks etc are to be determined by reference to Sections 3.4 - 3.7 and 4.2.5, Figures 3.3, 3.3.1 and 3.3.3 and are to present a minimum 2 storey (6m) or equivalent parapet height to the street or relevant public space. The scale and massing of buildings are to be designed to minimise overshadowing of adjoining residential properties and public spaces.
- (f) Notwithstanding the constraints imposed by the high water table, ground floor levels should match the adjacent level of public footpath wherever a medium to high level of frontage activation is indicated on the 'Frontage Types' plan in Section 3.7. In other situations, ground floor levels should not exceed 1m in height above the level of the adjacent public footpath.
- (g) Car parking is to be provided in accordance with Clauses 4.15, 4.16 and Table 4 of Town Planning Scheme No.2, refer to Appendix 1.
- (h) Car parking is not permitted between the road reserve boundary and building frontages.
- (i) Off-street car parking is to be located behind, under or over ground floor, streetfront buildings or alternatively, no closer than 20 m to the streetfront boundary in the case of land identified in the IDP for future building development.
- (j) To complement the City's townscape objectives for the Waterfront Village, the massing, articulation and facade treatments of all development will be required to adhere to a quality, urban waterfront aesthetic. The basic building finishes should favour materials which complement the colours and textures of the Rockingham coastal landscape to the satisfaction of the City.

- (k) Corrugated steel (whether painted or not) or similar wall cladding, face brickwork, reflective glass and curtain-walling will not be permitted.
- (l) 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 3.7.
- (m) 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 widened and upgraded public footpaths for streetside dining, subject to private street furniture meeting design and quality standards acceptable to the City.
- (n) 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 should illustrate three dimensional 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 2,200m<sup>2</sup> to allow for a simple and cohesive layout.
- (o) 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.

#### 4.2.5 Building Height Development Controls – Village Green Precinct

To be applied in conjunction with Sections 3.4 to 3.7 and Figures 3.3, 3.3.1 and 3.3.3.

##### (a) Building Height:

Street front:

Minimum 6m or 2 storeys, maximum 12.5m or 3 storeys within 3.5m street setback, maximum 19m between 3.5m and 6m street setback.

Remainder of site:

Maximum 30m within 300m of coastline and 45m or 12 storeys beyond 300 m from coastline - subject to Sections 4.2.5 (b), (c) and (d).

Ground floor to first floor:

Minimum 3.6m with a minimum floor to ceiling height clearance of 3m.

##### (b) Front Setbacks:

Nil at streetfront to 12.5m high, 3.5m thereafter to 19m high, 6m thereafter. Refer to R-codes for solar access to properties on the southern side of Patterson Road.

##### (c) Side Setbacks:

Nil to 2 or 3 storey podium height. Minimum 4m above podium height.

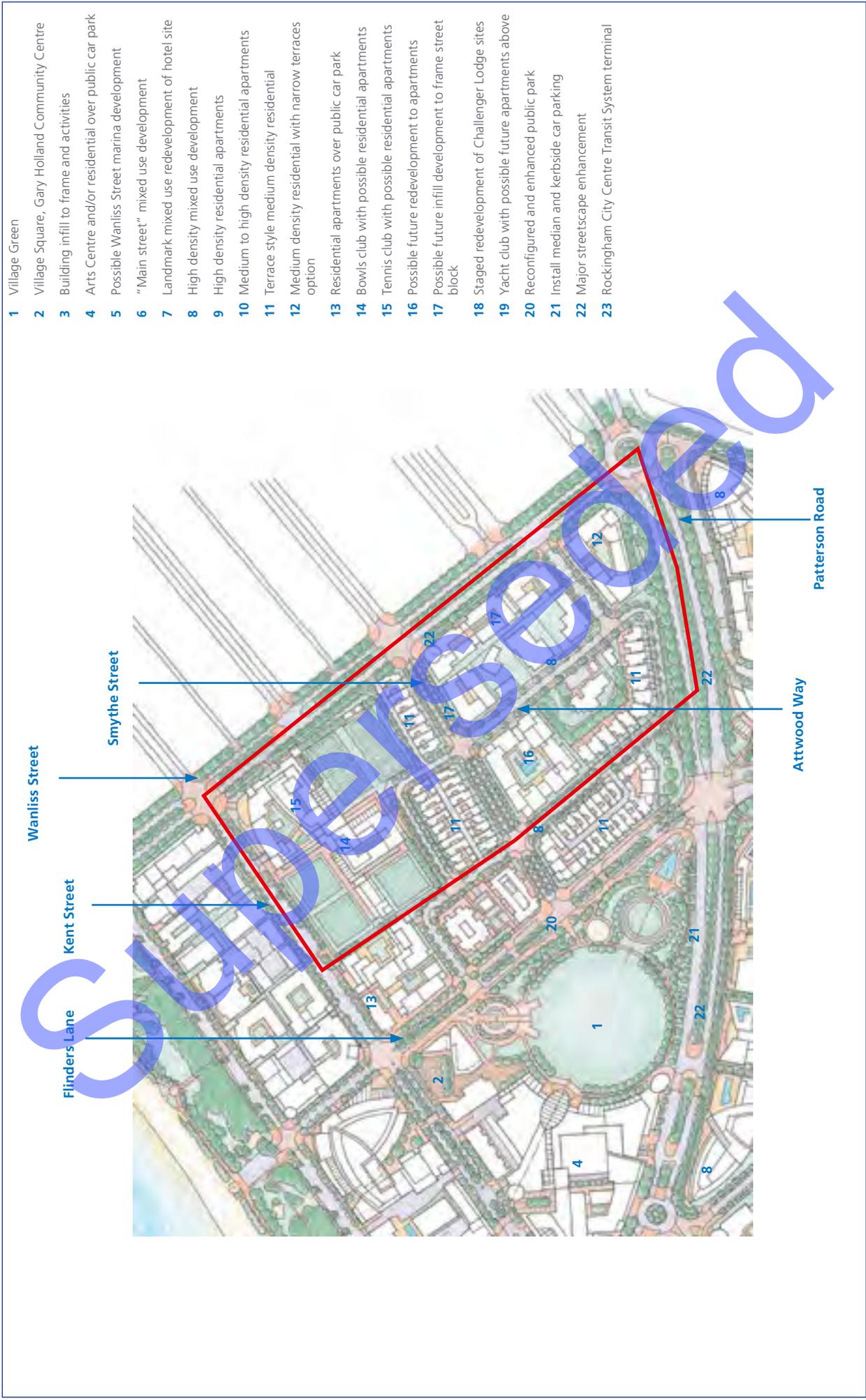
##### (d) Visual Separation:

Minimum 40% north-south site permeability above 19m height.



Waterfront Village indicative built form model.

Figure 4.4 - Village East Precinct Concept Plan



## 4.3 Village East Precinct Policy

### 4.3.1 Application

This Policy applies to the Village East Precinct as defined in the Precinct Plan (refer to Figure 4.1). The Village East Precinct from the Empress Court/Roscoe Turn in the west, Patterson Road to the south, Wanliss Street to the east and to Kent Street to the north.

### 4.3.2 Desired Future Character

This Precinct will contain a mix of land uses that will result in a vibrant, diverse and multi-functional Waterfront Village, including recreation uses, such as the bowling and tennis clubs. The Precinct should continue to accommodate premises and facilities for a range of recreation, social and community groups, subject to such facilities being sensitively consolidated where feasible. Where appropriate, well designed and landscaped infill development could be considered for pockets of the Precinct to add life and to bring a more satisfactory urban profile to the eastern flank of the Waterfront Village.

The addition of compatible short stay and residential apartments and commercial tenancies would reflect the urban consolidation objectives of the Centre Plan and the strategic proximity of these sites to the route of the central transit system and other facilities and attractions. Any new buildings or facilities should be well designed to integrate with the desired townscape character of the larger Waterfront Village.

### 4.3.3 Preferred Uses

**Within the Village East Precinct the preferred uses are:**

- multiple dwellings/residential
- short stay accommodation
- civic and community
- office and commercial
- professional consulting rooms
- eating and drinking places

Other permissible uses listed under the Scheme are not preferred.

### 4.3.4 Required Elements – Village East Precinct

The IDP (refer to Figure 3.1) and the Village East 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 2.3, there is scope for 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 required to incorporate and maintain the following elements, as applicable:

- (a) The Precinct is to be developed as a mixed use area conforming to an urban townscape discipline.
- (b) To ensure that this highly visible edge to the Waterfront Village does not detract from the townscape character of the area, the City will work with individual community groups and leaseholders to examine enhanced development options and to progressively upgrade the visual appearance of the Precinct.
- (c) The City will investigate the potential for supplementary streetscape and landscape works to bolster the structural definition of the eastern edge of the Village.
- (d) Buildings are to be located, configured and activated to frame and address street frontages, laneways and other public spaces in a way that is generally consistent with the Precinct Concept Plan and relevant 'Frontage Types' as indicated in Section 3.7.

- (e) Building frontages are to be activated in all cases and the preferred ground floor uses along Kent Street are retail or commercial.
- (f) Consistent with Figure 3.2 'Residential Density', 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.
- (g) Building height, upper level setbacks, side setbacks etc are to be determined by reference to Sections 3.4 - 3.7 and 4.3.5, Figure 3.3 and are to present a minimum 2 storey (6m) or equivalent parapet height to the street or relevant public space. The scale and massing of buildings are to be designed to minimise overshadowing of adjoining residential properties and public spaces.
- (h) Notwithstanding the constraints imposed by the high water table, ground floor levels should match the adjacent level of public footpath wherever a medium to high level of frontage activation is indicated on the 'Frontage Types' plan in Section 3.7. In other situations, ground floor levels should not exceed 1m in height above the level of the adjacent public footpath.
- (i) Street framing development with podium level courtyard gardens over car parks will be the preferred infill development model. Examples of this form of development are located at Rockingham Beach, Midland, Mandurah Marina, Joondalup City Centre, Subi-Centro Subiaco and in Northbridge over the Graham Farmer Freeway.
- (j) Car parking is to be provided in accordance with Clauses 4.15, 4.16 and Table 4 of Town Planning Scheme No.2, refer to Appendix 1.
- (k) parking is not permitted between the road reserve boundary and building frontages.
- (l) Off-street car parking is to be located behind, under or over ground floor, streetfront buildings or alternatively, no closer than 20 m to the streetfront boundary in the case of land identified in the IDP for future building development.
- (m) To complement the City's townscape objectives for the Waterfront Village, the massing, articulation and facade treatments of all development will be required to adhere to a quality, urban waterfront aesthetic. The basic building finishes should favour materials which complement the colours and textures of the Rockingham coastal landscape to the satisfaction of the City.
- (n) Corrugated steel (whether painted or not) or similar wall cladding, face brickwork, reflective glass and curtain-walling will not be permitted.
- (o) 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 3.7.
- (p) 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 widened and upgraded public footpaths for streetside dining, subject to private street furniture meeting design and quality standards acceptable to the City.
- (q) 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 should illustrate three dimensional 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 2,200m<sup>2</sup> to allow for a simple and cohesive layout.
- (r) 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.

#### 4.3.5 Building Height Development Controls – Village East Precinct

To be applied in conjunction with Sections 3.4 to 3.7 and Figure 3.3.

##### (a) Building Height:

Street front:

Minimum 6m or 2 storeys, maximum 12.5m or 3 storeys between 2m and 4.5m street setback, maximum 19m between 4.5m and 7m street setback, thereafter to maximum 30m or 8 storeys, subject to Sections 4.3.5(b), (c) & (d).

Ground floor to first floor:

Minimum 3.6m with a minimum floor to ceiling height clearance of 3m.

Rear of site:

Maximum 7m over 4m setback

##### (b) Front Setbacks:

2m landscaped setback for development to 12.5m high, 4.5m setback for development from 12.5m to 19m high, 7m setback for development from 19m to 30m high.

##### (c) Side Setbacks:

Nil to 2 or 3 storey podium height. Minimum 4m above podium height.

##### (d) Visual Separation:

Minimum 40% north-south site permeability above 19m height.

Superseded

Figure 4.5 - Village West Precinct Concept Plan



- 1 Village Green
- 2 Village Square, Gary Holland Community Centre
- 3 Building infill to frame and activities
- 4 Arts Centre and/or residential over public car park
- 5 Possible Wanliss Street marina development
- 6 "Main street" mixed use development
- 7 Landmark mixed use redevelopment of hotel site
- 8 High density mixed use development
- 9 High density residential apartments
- 10 Medium to high density residential apartments
- 11 Terrace style medium density residential
- 12 Medium density residential with narrow terraces option
- 13 Residential apartments over public car park
- 14 Bowls club with possible residential apartments
- 15 Tennis club with possible residential apartments
- 16 Possible future redevelopment to apartments
- 17 Possible future infill development to frame street block
- 18 Staged redevelopment of Challenger Lodge sites
- 19 Yacht club with possible future apartments above
- 20 Reconfigured and enhanced public park
- 21 Install median and kerbside car parking
- 22 Major streetscape enhancement
- 23 Rockingham City Centre Transit System terminal

## 4.4 Village West Precinct Policy

### 4.4.1 Application

This Policy applies to the Village West Precinct as defined in the Precinct Plan (refer to Figure 4.1). The Village West Precinct extends from Florence Street, in the west, Langley Street to the south, Houston, May and Val Streets to the east and the foreshore to the north.

### 4.4.2 Desired Future Character

This Precinct forms part of the western boundary of the Rockingham Strategic Metropolitan Centre. Medium to high density residential development is preferred.

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

### 4.4.3 Preferred Uses

**Within the Village West Precinct the preferred uses are:**

- multiple dwellings/residential
- office and commercial
- professional consulting rooms
- serviced accommodation

Other permissible uses listed under the Scheme are not preferred.

### 4.4.4 Required Elements – Village West Precinct

The IDP (refer to Figure 3.1) and the Village West Precinct Concept Plan (refer to Figure 4.5) show the general location and pattern of development envisaged by the City and preferred under this Policy. Within the scope and meaning of the planning and development principles listed in Section 2.3, there is scope for 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 mixed use area conforming to an urban townscape discipline.
- (b) The City will investigate the potential for supplementary streetscape and landscape works to bolster the structural definition of the western edge of the Village.
- (c) Buildings are to be located, configured and activated to frame and address street frontages, laneways and other public spaces in a way that is generally consistent with the Precinct Concept Plan and relevant 'Frontage Types' as indicated in Section 3.7.
- (d) Consistent with Figure 3.2 'Residential Density', 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) Building height, upper level setbacks, side setbacks etc are to be determined by reference to Sections 3.4 - 3.7 and 4.4.5, Figures 3.3 and 3.3.6 and are to present a minimum 2 storey (6m) or equivalent parapet height to the street or relevant public space. The scale and massing of buildings are to be designed to minimise overshadowing of adjoining residential properties and public spaces.
- (f) For redevelopment of the land within the Village West Precinct a minimum development site size of 2,200m<sup>2</sup> is required to allow for development which addresses the required development elements.
- (g) Notwithstanding the constraints imposed by the high water table, ground floor levels should not exceed 1m in height above the level of the adjacent public footpath.
- (h) Street framing development with podium level courtyard gardens over car parks will be the preferred infill development model. Examples of this form of development are located at Rockingham Beach, Midland, Mandurah Marina, Joondalup City Centre, Subi-Centro Subiaco and in Northbridge over the Graham Farmer Freeway.

- (i) Car parking is to be provided in accordance with Clauses 4.15, 4.16 and Table 4 of Town Planning Scheme No.2, refer to Appendix 1.
- (j) Car parking is not permitted between the road reserve boundary and building frontages.
- (k) Off-street car parking is to be located behind, under or over ground floor, streetfront buildings or alternatively, no closer than 20 m to the streetfront boundary in the case of land identified in the IDP for future building development.
- (l) To complement the City's townscape objectives for the Waterfront Village, the massing, articulation and facade treatments of all development will be required to adhere to a quality, urban waterfront aesthetic. The basic building finishes should favour materials which complement the colours and textures of the Rockingham coastal landscape to the satisfaction of the City.
- (m) Corrugated steel (whether painted or not) or similar wall cladding, face brickwork, reflective glass and curtain-walling will not be permitted.
- (n) 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 3.7.
- (o) 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 widened and upgraded public footpaths for streetside dining, subject to private street furniture meeting design and quality standards acceptable to the City.
- (p) Any subdivision application is to be prepared in concert with an Integrated Development Guide Plan (IDGP), to be prepared by or on behalf of the land owner. The IDGP should illustrate three dimensional 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<sup>2</sup> to allow for a simple and cohesive layout.
- (q) 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.

#### **4.4.5 Building Height Development Controls – Village West Precinct**

To be applied in conjunction with Sections 3.4 to 3.6 and Figures 3.3 and 3.3.6.

##### **(a) Building Height:**

Street front:

Minimum 6m or 2 storeys, maximum 12.5m or 3 storeys between 2m and 4.5m street setback or to the mid block of western perimeter sites as indicated on Figure 3.3.

Remainder of site:

Maximum 19m, subject to Sections 4.4.5(b), (c) & (d).

Ground floor to first floor:

Minimum 3.2m with a minimum floor to ceiling height clearance of 3m.

Rear of site/laneway:

Maximum 7m over 4m setback.

##### **(b) Front Setbacks:**

2m landscaped setback to building frontage, 4.5m setback for development from 12.5m to 19m high

##### **(c) Side Setbacks:**

Nil to 2 or 3 storey podium height. Minimum 4m above podium height.

Figure 4.6 - Patterson West Precinct Concept Plan



## 4.5 Patterson West Precinct Policy

### 4.5.1 Application

This Policy applies to the Patterson West Precinct as defined in the Precinct Plan (refer to Figure 4.1). The Patterson West Precinct is generally bounded by Patterson Road and a portion of Railway Terrace to the north, Harrison Street to the north west, May Street, Houston Street, Lindsay Street and Ray Street generally along the western boundary, Read Street to the east and the properties bordering the boundary of Benjamin Way to the south.

### 4.5.2 Desired Future Character

The band of properties that runs along the south western flank of Patterson Road and Railway Terrace from Read Street through to Harrison Street is significantly under-developed in its current state, given the proximity of these properties to the facilities and attractions of Rockingham Beach and the Waterfront Village.

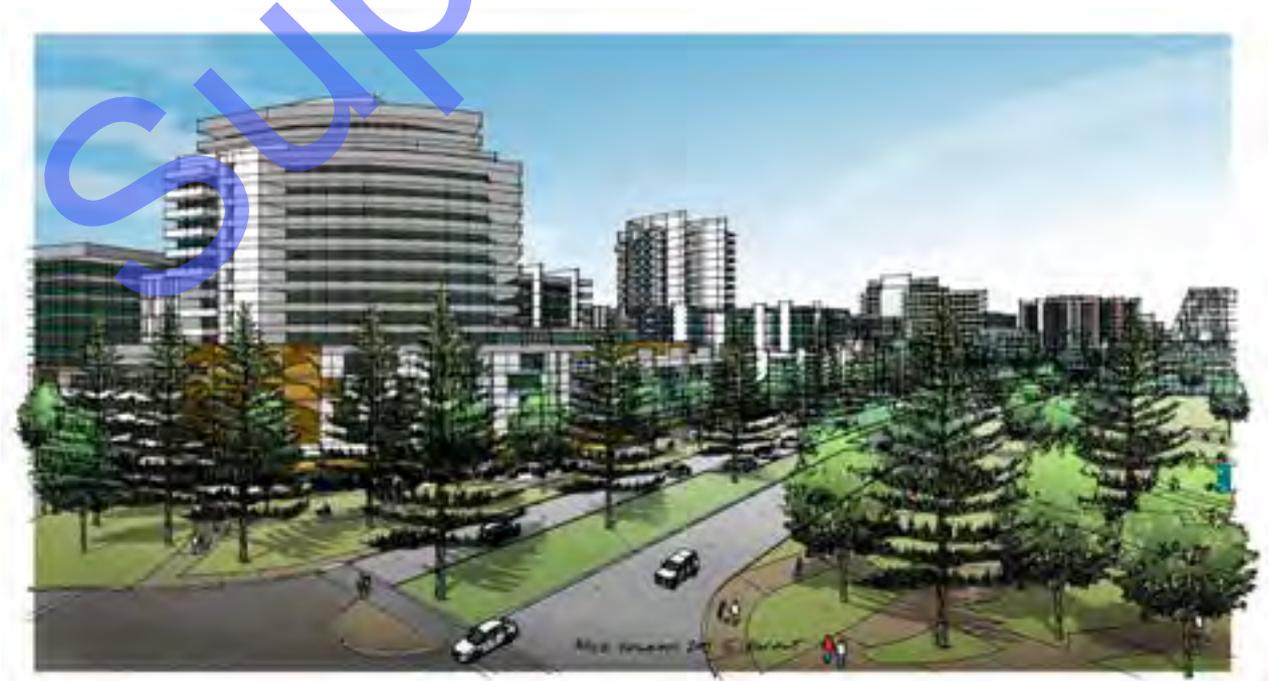
The endorsed Centre Plan recognised the potential for urban renewal across this Precinct and this has been factored into the endorsed TOD planning model, with an appropriate allocation of high density mixed use. The Waterfront Village IDP illustrates a variety of development forms and typologies including the favoured street framing model (refer to Section 3.2).

Sculptural built forms have also been illustrated on landmark sites and it is envisaged that such developments would incorporate residential and/or office towers on street framing podiums to create an attractively articulated townscape backdrop to the Village Green that is reflective of the maritime context of the Waterfront Village.

Developments alongside Patterson Road and Railway Terrace should be encouraged to incorporate a ground level retail or commercial component. Cafes and restaurants could be expected to occupy some of that floorspace, particularly between Thorpe Street and Harrison Street.

Development on properties further to the west, including those fronting Ray, Houston and May Streets should be stepped down in scale but should still be configured according to the preferred street framing model. This may require property amalgamations to meet the desired urban design and townscape objectives of the Policy.

Benjamin Reserve is a poorly integrated public open space that could be reconfigured and enhanced in concert with the provision of a road link to connect Read Street to Ray Street. With a simple landscape makeover to match the planting palette of the Village Green, surrounding properties would be more likely to attract and support an appropriate standard of mixed use development.



**Artist Impression looking north west along Patterson Road, with Village Green to the North.**

### 4.5.3 Preferred Uses

Within the Patterson West Precinct the preferred uses are:

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

Other permissible uses listed under the Scheme are not preferred.

### 4.5.4 Required Elements - Patterson West Precinct

The IDP (refer to Figure 3.1) and the Patterson 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 2.3, there is scope for 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 required to incorporate and maintain the following elements, as applicable:

- (a) Patterson Road and Railway Terrace are to be developed as highly activated, urban scaled streets framed by generally contiguous, streetfront buildings which address the street with a mix of tenancies in a manner consistent with contemporary 'Main Street' principles.
- (b) Buildings are to be located, configured and activated to frame and address street frontages, laneways and other public spaces in a way that is generally consistent with the Precinct Concept Plan and relevant 'Frontage Types' as indicated in Section 3.7.
- (c) Consistent with Figure 3.2 'Residential Density', 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.
- (d) Building height, upper level setbacks, side setbacks etc are to be determined by reference to Sections 3.4-3.7 and 4.5.5, Figures 3.3, 3.3.4, 3.3.5, 3.3.7 and 3.3.8 and are to present a minimum 2 storey (6m) or equivalent parapet height to the street or relevant public space. The scale and massing of buildings are to be designed to minimise overshadowing of adjoining residential properties and public spaces.
- (e) Notwithstanding the constraints imposed by the high water table, ground floor levels should match the adjacent level of public footpath wherever a medium to high level of frontage activation is indicated on the 'Frontage Types' plan in Section 3.7. In other situations, ground floor levels should not exceed 1m in height above the level of the adjacent public footpath.
- (f) For redevelopment of the land within the Patterson West Precinct a minimum development site size of 2,200m<sup>2</sup> is required to allow for development which addresses the required development elements.
- (g) Street framing development with podium level courtyard gardens over car parks will be the preferred infill development model. Examples of this form of development are located at Rockingham Beach, Midland, Mandurah Marina, Joondalup City Centre, Subi-Centro Subiaco and in Northbridge over the Graham Farmer Freeway.
- (h) Car parking is to be provided in accordance with Clauses 4.15, 4.16 and Table 4 of Town Planning Scheme No.2, refer to Appendix 1.
- (i) Car parking is not permitted between the road reserve boundary and building frontages.
- (j) Off-street car parking is to be located behind, under or over ground floor, streetfront buildings or alternatively, no closer than 20m to the streetfront boundary in the case of land identified in the IDP for future building development.
- (k) To complement the City's townscape objectives for the Waterfront Village, the massing, articulation and facade treatments of all development will be required to adhere to a quality, urban waterfront aesthetic. The basic building finishes should favour materials which complement the colours and textures of the Rockingham coastal landscape to the satisfaction of the City.

- (l) Corrugated steel (whether painted or not) or similar wall cladding, face brickwork, reflective glass and curtain-walling will not be permitted.
- (m) 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 3.7.
- (n) 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 widened and upgraded public footpaths for streetside dining, subject to private street furniture meeting design and quality standards acceptable to the City.
- (o) 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 should illustrate three dimensional 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 2,200m<sup>2</sup> to allow for a simple and cohesive layout.
- (p) 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.

#### **4.5.5 Building Height Development Controls – Patterson West Precinct**

To be applied in conjunction with Sections 3.4 to 3.7 and Figures 3.3, 3.3.4, 3.3.5, 3.3.7 and 3.3.8.

##### **(a) Building Height:**

Western side of Patterson Road, Railway Terrace (north of Thorpe Street):

Minimum 6m or 2 storeys, maximum 12.5m or 3 storeys within 3.5m street setback, maximum 19m between 3.5m and 6m street setback, thereafter maximum 30m, subject to Sections 4.5.5(b), (c) & (d).

Other Streets:

Minimum 6m or 2 storeys, maximum 12.5m or 3 storeys between 2m and 4.5m street setback, thereafter maximum 19m to 52m high as indicated on Figure 3.3, subject to Sections 4.5.5(b), (c), (d) & (f).

Ground floor to first floor:

Minimum 3.6m with a minimum floor to ceiling height clearance of 3m.

Rear of site/laneway (for unconsolidated street blocks):

Nil from rear boundary to 6m setback, maximum thereafter subject to R-codes.

##### **(b) Front Setbacks:**

Western side of Patterson Road, Railway Terrace and Benjamin Way frontages:

3.5m landscaped setback to building frontage, minimum 6m setback for building height over 12.5m.

Other Streets:

2m landscaped setback for development to 12.5m high, 4.5m setback for development from 12.5m to 19m high, 7m setback for development above 19m high.

##### **(c) Side Setbacks:**

Western side of Patterson Road and Railway Terrace:

Nil to 2 or 3 storey podium height. Minimum 4m for residential.

Other Sites:

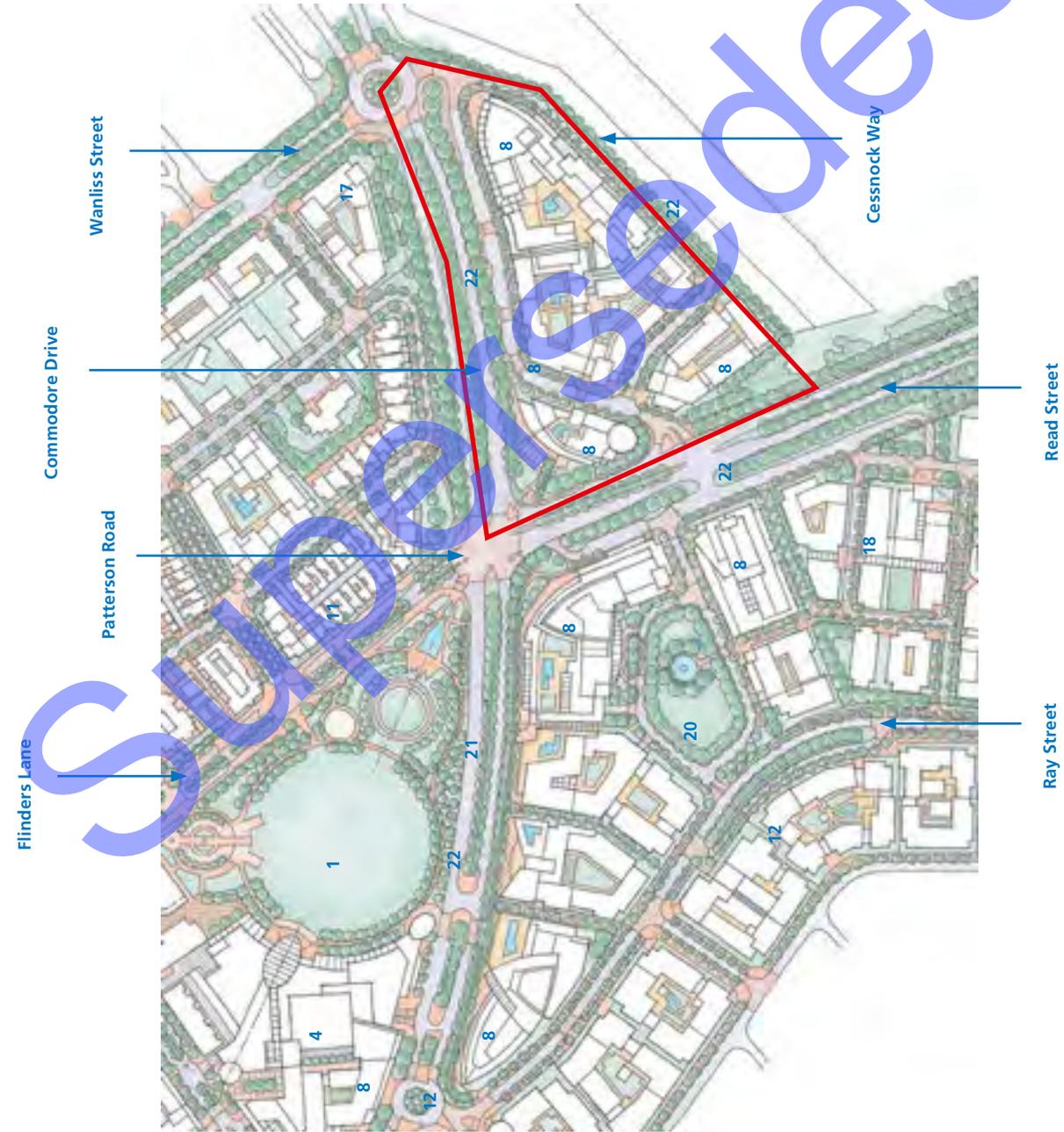
Minimum 4m.

##### **(d) Visual Separation:**

Minimum 40% north-south visual permeability above 19m height.

Figure 4.7 - Patterson East Precinct Concept Plan

- 1 Village Green
- 2 Village Square, Gary Holland Community Centre
- 3 Building infill to frame and activities
- 4 Arts Centre and/or residential over public car park
- 5 Possible Wanliss Street marina development
- 6 "Main street" mixed use development
- 7 Landmark mixed use redevelopment of hotel site
- 8 High density mixed use development
- 9 High density residential apartments
- 10 Medium to high density residential apartments
- 11 Terrace style medium density residential
- 12 Medium density residential with narrow terraces option
- 13 Residential apartments over public car park
- 14 Bowls club with possible residential apartments
- 15 Tennis club with possible residential apartments
- 16 Possible future redevelopment to apartments
- 17 Possible future infill development to frame street block
- 18 Staged redevelopment of Challenger Lodge sites
- 19 Yacht club with possible future apartments above
- 20 Reconfigured and enhanced public park
- 21 Install median and kerbside car parking
- 22 Major streetscape enhancement
- 23 Rockingham City Centre Transit System terminal



## 4.6 Patterson East Precinct Policy

### 4.6.1 Application

This Policy applies to the Patterson East Precinct as defined in the Precinct Plan (refer to Figure 4.1). The Patterson Road East Precinct is the triangular portion of land generally bounded by Read Street to the west, Patterson Road to the north, and the properties along the southern boundary fronting Cessnock Way.

### 4.6.2 Desired Future Character

The existing pocket of service commercial property that is located to the south of Patterson Road and east of Read Street has potential for more intensive, mixed use urban renewal. It is anticipated that service commercial tenancies will progressively consolidate further to the east in the Challenger Business Park. As redevelopment sites become available in the Patterson East Precinct they should be redeveloped at an urban scale and within an urban townscape discipline.

Properties with less exposure to passing traffic may be well suited for residential development over ground floor offices or showrooms.

### 4.6.3 Preferred Uses

**Within the Patterson East Precinct the preferred uses are:**

- retail
- office and commercial
- professional consulting rooms
- serviced accommodation
- eating and drinking places
- multiple dwellings/residential

Other permissible uses listed under the Scheme are not preferred.

### 4.6.4 Required Elements - Patterson East Precinct

The IDP (refer to Figure 3.1) and the Patterson East Precinct Concept Plan (refer to Figure 4.7) 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 2.3, there is scope for 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 required to incorporate and maintain the following elements, as applicable:

- (a) The Precinct is to be developed as a high quality, mixed use area with a consolidation of built form that frames the gateway to the Waterfront Village within a more consolidated urban design and townscape context.
- (b) Buildings are to be located, configured and activated to frame and address street frontages, laneways and other public spaces in a way that is generally consistent with the Precinct Concept Plan and relevant 'Frontage Types' as indicated in Section 3.7.
- (c) Consistent with Figure 3.2 'Residential Density', 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.
- (d) Building height, upper level setbacks, side setbacks etc are to be determined by reference to Sections 3.4-3.7 and 4.6.5 and Figure 3.3 and are to present a minimum 2 storey (6m) or equivalent parapet height to the street or relevant public space. The scale and massing of buildings are to be designed to minimise overshadowing of adjoining residential properties and public spaces.
- (e) Notwithstanding the constraints imposed by the high water table, ground floor levels should match the adjacent level of public footpath wherever a medium to high level of frontage activation is proposed. In other situations, ground floor levels should not exceed 1m in height above the level of the adjacent public footpath.

- (f) Street framing development with podium level courtyard gardens over car parks will be the preferred infill development model. Examples of this form of development are located at Rockingham Beach, Midland, 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 Clauses 4.15, 4.16 and Table 4 of Town Planning Scheme No.2, refer to Appendix 1.
- (h) Car parking is not permitted between the road reserve boundary and building frontages.
- (i) Off-street car parking is to be located behind, under or over ground floor, streetfront buildings or alternatively, no closer than 20m to the streetfront boundary in the case of land identified in the IDP for future building development.
- (j) To complement the City's townscape objectives for the Waterfront Village, the massing, articulation and facade treatments of all development will be required to adhere to a quality, urban waterfront aesthetic. The basic building finishes should favour materials which complement the colours and textures of the Rockingham coastal landscape to the satisfaction of the City.
- (k) Corrugated steel (whether painted or not) or similar wall cladding, face brickwork, reflective glass and curtain-walling will not be permitted.
- (l) 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 3.7.
- (m) 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 widened and upgraded public footpaths for streetside dining, subject to private street furniture meeting design and quality standards acceptable to the City.
- (n) 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 2,200m<sup>2</sup> to allow for a simple and cohesive layout.
- (o) 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.

#### **4.6.5 Development Controls – Patterson East Precinct**

To be applied in conjunction with Sections 3.4 to 3.7 and Figure 3.3.

##### **(a) Building Height:**

Minimum 6m or 2 storeys, maximum 12.5m or 3 storeys between 2m and 4.5m street setback, thereafter maximum 19m to 30m high as indicated on Figure 3.3, subject to Sections 4.6.5(b), (c) & (d).

Ground floor to first floor:

Minimum 3.6m with a minimum floor to ceiling height clearance of 3m.

Rear of site/laneway:

Maximum 7m over 4m setback.

##### **(b) Front Setbacks:**

2m landscaped setback for development to 12.5m high, 4.5m setback for development from 12.5m to 19m high, 7m setback for development above 19m high.

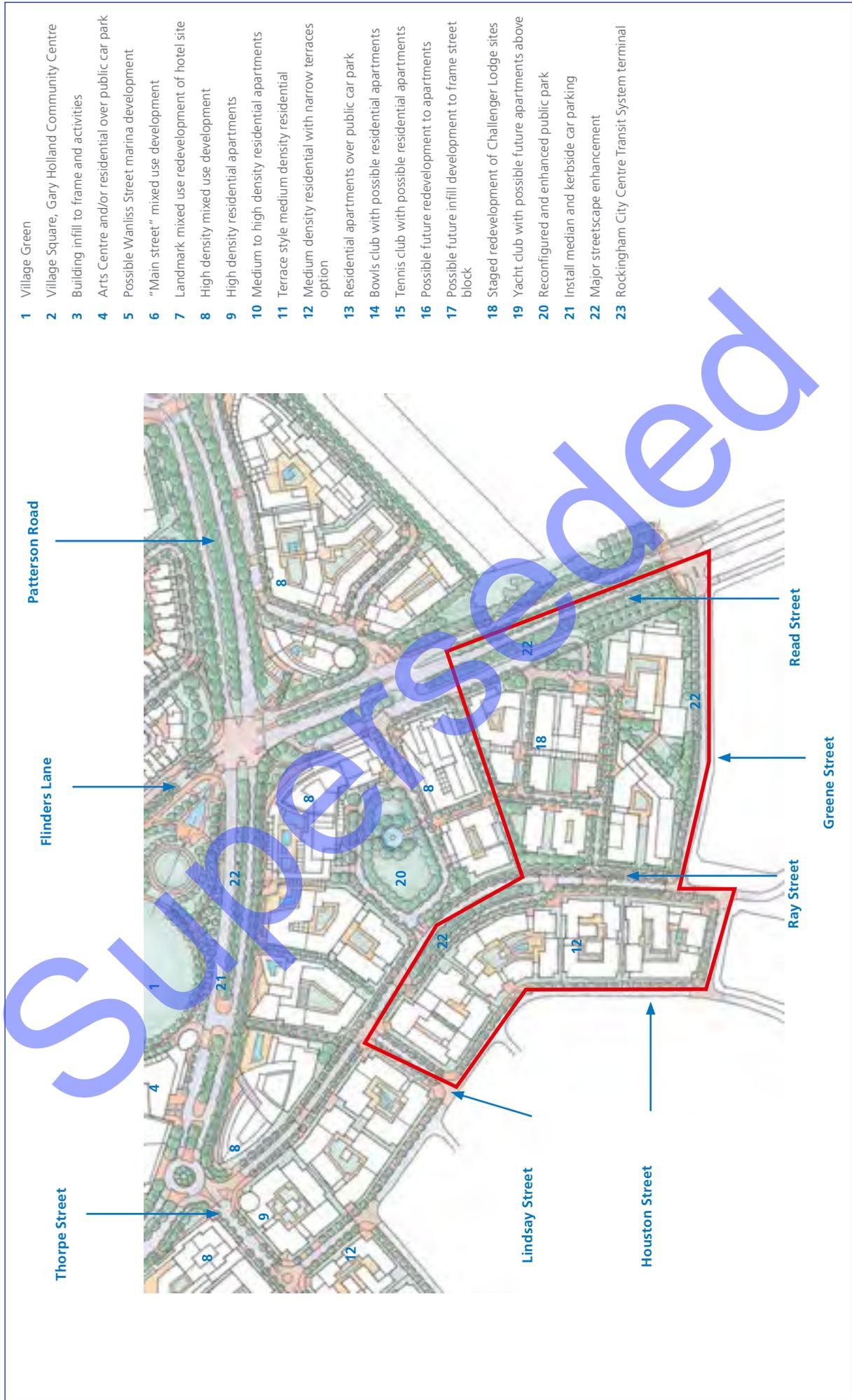
##### **(c) Side Setbacks:**

Nil to 2 or 3 storey podium height. Minimum 4m for residential.

##### **(d) Visual Separation:**

Minimum 40% north-south visual permeability above 19m height.

Figure 4.8 - Village South Precinct Concept Plan



## 4.7 Village South Precinct Policy

### 4.7.1 Application

This Policy applies to the Village South Precinct as defined in the Precinct Plan (refer to Figure 4.1). The Village South Precinct extends from Read Street to the east, Greene and Ryan Streets to the south, Houston Street to the west, Lindsay and Ray Streets to the north and the properties located along the southern boundary of Benjamin Way.

### 4.7.2 Desired Future Character

This Precinct forms part of the western boundary of the Rockingham Strategic Metropolitan Centre. Medium to high density residential development and aged care accommodation is preferred in the precinct.

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

### 4.7.3 Preferred Uses

Within the Village South Precinct the preferred uses are:

- office and commercial
- professional consulting rooms
- serviced accommodation
- multiple dwellings/residential
- aged care

Other permissible uses listed under the Scheme are not preferred.

### 4.7.4 Required Elements – Village South Precinct

The IDP (refer to Figure 3.1) and the Village South Precinct Concept Plan (refer to Figure 4.8) 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 2.3, there is scope for 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 required to incorporate and maintain the following elements, as applicable:

- (a) The Precinct is to be developed as a mixed use area conforming to an urban townscape discipline.
- (b) The City will investigate the potential for supplementary streetscape and landscape works to bolster the structural definition of the southern approach to the Village.
- (c) Buildings are to be located, configured and activated to frame and address street frontages, laneways and other public spaces in a way that is generally consistent with the Precinct Concept Plan and relevant 'Frontage Types' as indicated in Section 3.7.
- (d) Consistent with Figure 3.2 'Residential Density', 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) Building height, upper level setbacks, side setbacks etc are to be determined by reference to Sections 3.4-3.7 and 4.7.5 and Figure 3.3 and are to present a minimum 2 storey (6m) or equivalent parapet height to the street or relevant public space. The scale and massing of buildings are to be designed to minimise overshadowing of adjoining residential properties and public spaces.
- (f) Notwithstanding the constraints imposed by the high water table, ground floor levels should not exceed 1m in height above the level of the adjacent public footpath.
- (g) For redevelopment of the land within the Village West Precinct a minimum development site size of 2,200m<sup>2</sup> is required to allow for development which addresses the required development elements.
- (h) Street framing development with podium level courtyard gardens over car parks will be the preferred infill development model. Examples of this form of development are located at Rockingham Beach, Midland, Mandurah Marina, Joondalup City Centre, Subi-Centro Subiaco and in Northbridge over the Graham Farmer Freeway.

- (i) Car parking is to be provided in accordance with Clauses 4.15, 4.16 and Table 4 of Town Planning Scheme No.2, refer to Appendix 1.
- (j) Car parking is not permitted between the road reserve boundary and building frontages.
- (k) Off-street car parking is to be located behind, under or over ground floor, streetfront buildings or alternatively, no closer than 20m to the streetfront boundary in the case of land identified in the IDP for future building development.
- (l) To complement the City's townscape objectives for the Waterfront Village, the massing, articulation and facade treatments of all development will be required to adhere to a quality, urban waterfront aesthetic. The basic building finishes should favour materials which complement the colours and textures of the Rockingham coastal landscape to the satisfaction of the City.
- (m) Corrugated steel (whether painted or not) or similar wall cladding, face brickwork, reflective glass and curtain-walling will not be permitted.
- (n) 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.
- (o) 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 widened and upgraded public footpaths for streetside dining, subject to private street furniture meeting design and quality standards acceptable to the City.
- (p) 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 should illustrate three dimensional 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 2,200m<sup>2</sup> to allow for a simple and cohesive layout.
- (q) 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.

#### 4.7.5 Development Controls – Village South Precinct

To be applied in conjunction with Sections 3.4 to 3.7 and Figure 3.3.

##### (a) Building Height:

Minimum 6m or 2 storeys, maximum 12.5m or 3 storeys between 2m and 4.5m street setback, thereafter maximum 19m to 30m high as indicated on Figure 3.3, subject to Sections 4.7.5(b), (c) & (d).

Ground floor to first floor:

Minimum 3.6m with a minimum floor to ceiling height clearance of 3m.

Rear of site/laneway:

Maximum 7m over 4m setback.

##### (b) Front Setbacks:

2m landscaped setback for development to 12.5m high, 4.5m setback for development from 12.5m to 19m high, 7m setback for development above 19m high.

##### (c) Side Setbacks:

Nil to 2 or 3 storey podium height. Minimum 4m for residential.

##### (d) Visual Separation:

Minimum 40% north-south visual permeability above 12.5m height.

# Supplementary Policies

Superseded

5

# 5. Supplementary Policies

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## 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 program of arts and cultural activities and community involvement will be pursued by the City 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 programs and the incorporation of public art within development.

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

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

Superseded

## 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 24 November 2009.

## 8. Amendment

This Planning Policy was amended by the Council at its ordinary Meeting held on 23 July 2019.

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

# Appendices



# A1Car Parking

Table A.1 Car Parking Requirements / Allowances

USE	MINIMUM PARKING REQUIREMENT
Residential	The provisions of the Residential Design Codes are taken to apply
Cinema, Theatre	1 bay per 8 seats
Consulting Rooms	3 bays per consultant
Fast Food Outlet	1 bay per 14m <sup>2</sup> NLA
Health Studio	1 bay per 20m <sup>2</sup> NLA available to the public, including swimming pools
Office	1 bay per 40m <sup>2</sup> NLA
Private Recreation, Restaurant, Reception Centre	1 bay for every 8 persons the building is designed to accommodate
Shop	1 bay per 22 m <sup>2</sup> NLA
Showroom, Warehouse	1 bay per 80 m <sup>2</sup> NLA
Hotel, Motel, Tavern	1 bay per bedroom plus 1 bay for every 6.5m <sup>2</sup> of bar and public areas including lounges, beer gardens and restaurants
Child Care Premises	1 bay per employee and 1 bay per eight children
Public Assembly, Public Worship	1 bay per 8 seats
Short Stay Accommodation	The provisions of the Residential Design Codes with respect to multiple dwellings are taken to apply

# A2 Interpretations

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## **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 the Council on 22 September 2009 and the Western Australian Planning Commission on 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 3m 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 City.

## **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.

**Setback**

Means the distance measured from the relevant property boundary to the start of any balcony or wall (in the absence of a balcony).

**Strategic Metropolitan Centre**

Means the area as defined by the Centre Plan as the Rockingham Strategic Metropolitan Centre. The boundary is defined in Figure 2.1.

**Street Alignment**

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

**Street Setback**

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

**Streetscape**

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

**Surveillance**

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

**Sustainability**

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

**Sustainable Development**

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

**Traffic Calming**

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

**Transit Oriented Development (TOD)**

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

**Urban Form**

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

**Walkability**

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

**Walkable Catchment**

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

**Waterfront Village**

Refers to the area of the old Rockingham Beach town centre which includes a waterfront park, beachfront cafes, restaurants, 'Main Street' shops, community facilities, apartments and a mixed use urban renewal project around a new Village Green. Refer to Figure 3.1.

**Active or Interactive Frontages**

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