

PLANNING POLICY NO.3.2.9

September 2014

Development Policy Plan

Eastern Sector



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1. Introduction



1. Introduction

1.1 BACKGROUND

The Eastern Sector is one of a number of defined development sectors within the planning envelope of the endorsed Centre Plan for the Rockingham Strategic Metropolitan Centre.

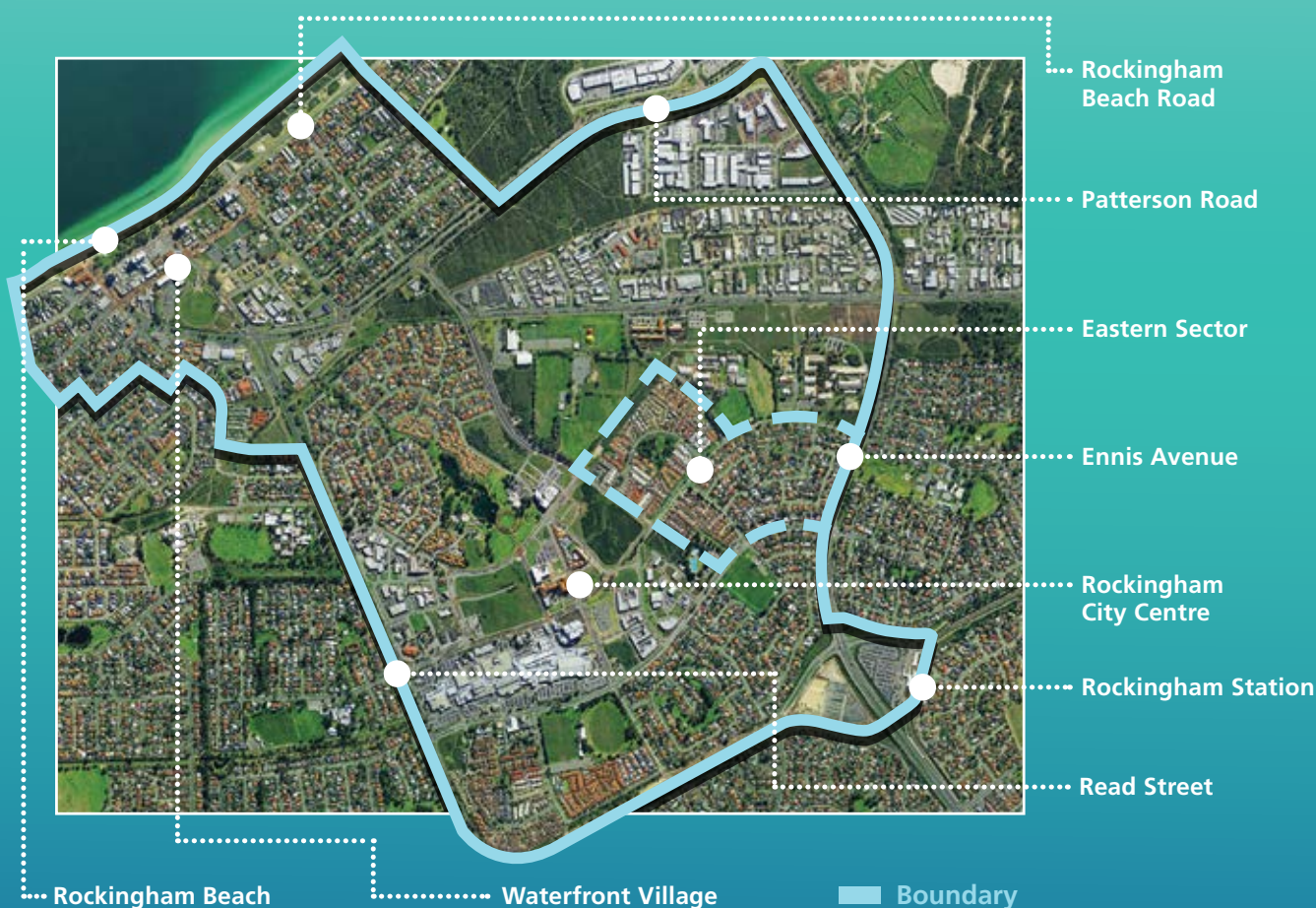
This Planning Policy provides a more detailed planning vision and policy framework for the Sector. A logical policy area boundary has been defined within which the land use and townscape characteristics of individual precincts are described and illustrated.

1.2 CENTRE PLAN STATUS - STRATEGIC METROPOLITAN CENTRE

Under its Statement of Planning Policy 4.2 (Activity Centres for Perth and Peel), the Western Australian Planning Commission (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. The location of the Centre Plan is shown in Figure 1.1.

Figure 1.1 Rockingham Strategic Metropolitan Centre Boundary



Stage 1 of the Centre Plan Review was advertised for public comment in December 2007. It laid down an overall Concept Plan that addressed the priority issues of: a better connected access and movement network; and a land use pattern based on contemporary 'Main Street' and 'Transit Oriented Development' principles. A Framework Plan translated the Concept Plan into a general arrangement of legible street blocks, built form and public space.

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

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

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

Stage 2 of the Centre Plan Review updated the 1995 Development Policy Plan (DPP) for the City Centre Sector, with a revised Indicative Development Plan and related Precinct Policies and Guidelines. The Council endorsed the Stage 2 Final Reports at its ordinary Meeting held on the 22nd September 2009.

On the 10th November 2009, the WAPC Statutory Planning Committee considered the Stage 2 Final Reports on the Review of the Rockingham Strategic Metropolitan Centre and resolved to endorse the documents as an appropriate Centre Plan to guide future planning and development.

Figure 1.2 Rockingham Strategic Metropolitan Centre Sector Plan



1.3 NEED FOR A DEVELOPMENT POLICY PLAN FOR THE EASTERN SECTOR

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

The ongoing development of the City Centre is likely to attract complementary investment in residential development in the adjoining Eastern Sector. It is highly desirable that residential densities within walking distance of the route of the RCCTS are increased over time to support the operation of a sustainable, high frequency transit service.

Planning for more intensified development in the Eastern Sector should not occur on a piecemeal basis, but rather should be co-ordinated to ensure that the overall townscape amenity of the Sector is improved and impacts are minimised.

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



The Eastern Sector has a historic legacy of low to medium density suburban housing serviced by wide road reserves with limited and/or ineffective street tree cover

Completed medium density residential developments provide a transitional development context to possible redevelopment of nearby single residential properties to higher densities





2. Strategic Metropolitan Centre Planning Framework



2. Strategic Metropolitan Centre Planning Framework

2.1 VISION FOR THE STRATEGIC METROPOLITAN CENTRE

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

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

This Vision builds on the principles of the Network City (2004) regional planning framework and the objectives and concepts of the adopted 1995 Rockingham City Centre DPP. It has a wider scope to encompass higher education campuses and urban villages along the route of the RCCTS through to Rockingham Beach.

Development in the 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 Campus Sector. 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 Campus Sector by a range of direct and legible street connections.
- Ensure that the street network is 'fine grained' to provide a multiple choice of routes for pedestrians, cyclists and vehicles.
- Integrate the street-based central transit system to link the Rockingham Beach, City Centre and Rockingham railway station together.
- Ensure that appropriate land uses are located adjacent to the transit route.
- Adopt an integrated urban design and traffic management approach to deliver a low speed traffic environment and a high level of interest and amenity.
- Manage provision of adequate parking facilities and encourage integration of car parking with adjoining sites which are convenient, safe and sustainable.

2.2.2 Access & Parking cont.

- Locate parking areas to minimise adverse impacts on the streetscape.
- Control new development so that access ways and parking facilities do not visually dominate the public realm or create obstructions to the pedestrian environment and minimise potential pedestrian/vehicle conflicts.
- Avoid semi-basement car parking solutions where they would impact negatively on the ground level activation of adjoining streets.

2.2.3 Public Domain

Principles:-

- Integrate different precincts through the use of a simple and consistent palette of vegetation, paving, signage and street furniture.
- Design new development so as to contribute to the quality of the public domain and the framing and activation of the public space network.
- Provide for well-designed and integrated toilet facilities, seating, lighting and public art within the public domain.

2.2.4 Land Uses

Principles:-

- Ensure that new uses support and enhance the role of the Strategic Metropolitan Centre as the primary 'Main Street' activity centre in the South West Perth Region.
- Reinforce the 'Main Street' model for the Centre by giving priority to active street-oriented land uses.
- Encourage land uses and developments that employ and attract high numbers of people. Such uses should include medium to high density residential, short stay accommodation, retail, civic and community facilities, educational and cultural facilities, cafes, restaurants, hotels, offices and other intensive employment uses.
- Avoid land uses and developments that generate high volumes of cars and trucks and have low employment intensities.
- Encourage and promote a diverse mix of uses in preference to mono-functional land uses on larger sites.
- Enhance the activity appeal to both local and regional visitors.
- Encourage attractive and safe alfresco dining facilities to foster a lively streetscape.
- Promote appealing and distinctive retail uses reflecting the coastal nature and lifestyle of Rockingham and its community.
- Ensure that residential uses are integrated with the retail, commercial and hospitality potential of the Centre.
- Encourage the aggregation of facilities along 'Main Street' corridors, pedestrian links and major public spaces that are characterised by high levels of pedestrian activity during normal shopping hours.
- Encourage new development to provide options for future flexibility and changes in land use.

2.2.5 Safety & Security

Principles:-

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

2.2.6 Sustainability

Principles:-

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

2.3 CONCEPT PLAN

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

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

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

Between the designated City Centre and the Waterfront Village, there are opportunities to develop two new activity centres north and south of Dixon Road, along the route of the local transit system. The land south of Dixon Road presents an opportunity

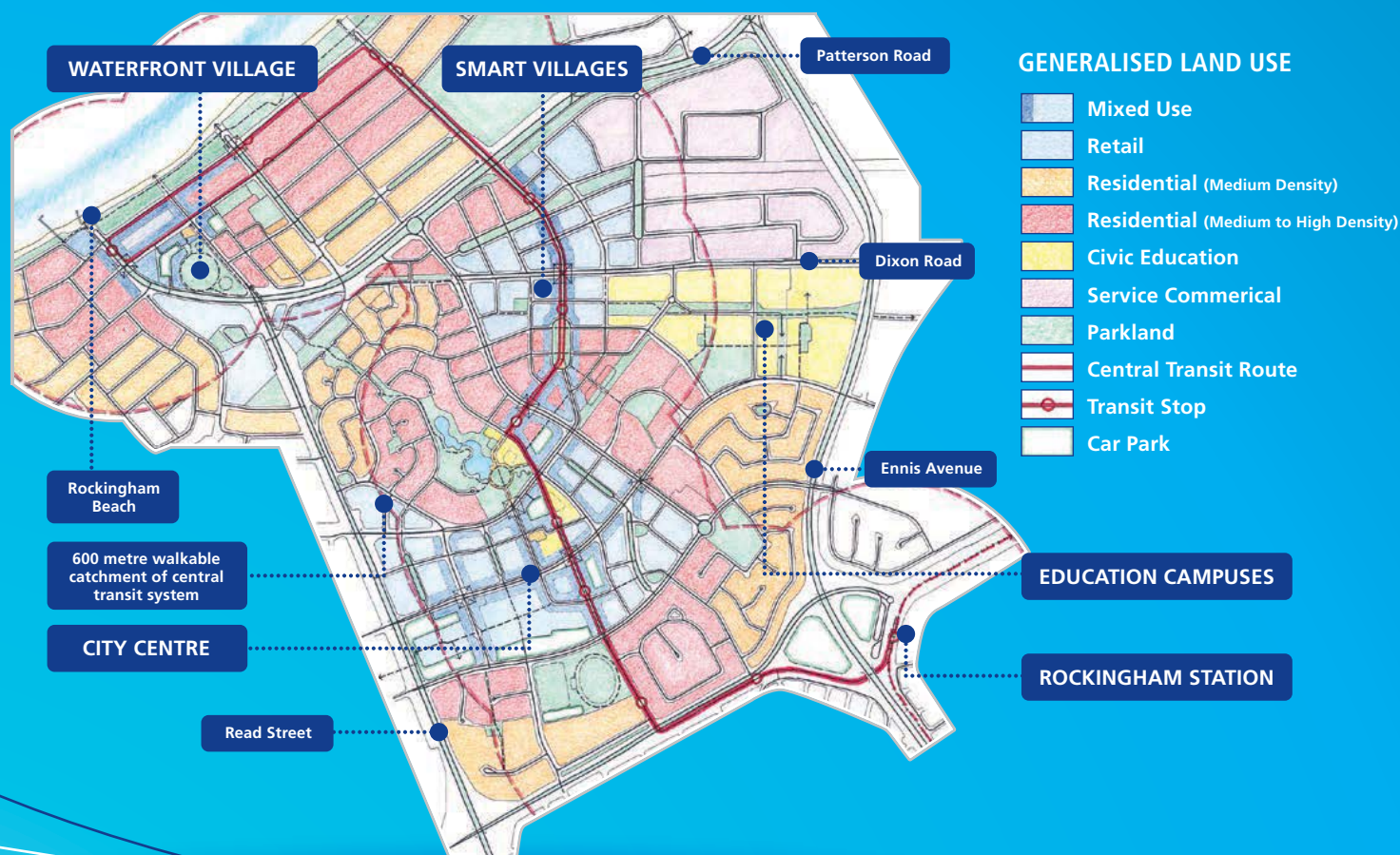
to integrate the western end of the Murdoch University campus with other mixed uses (including residential) in a consolidated, 'Main Street' configuration.

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

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

Figure 1.2 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 generally consistent with the boundaries of existing zones, Policy areas and Precincts within the Town Planning Scheme.

Figure 2.1 Rockingham Strategic Metropolitan Centre Concept Plan



2.4 FRAMEWORK PLAN

A Framework Plan (refer to Figure 2.2) was 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 (such as the Eastern Sector DPP) and relevant guidelines.

Figure 2.2 Rockingham Strategic Metropolitan Centre Framework Plan



2.5 TRANSIT ORIENTED DEVELOPMENT

2.5.1 Background

The RCCTS connects the Rockingham Train Station with the City Centre, education campuses and the beachfront. The route of the street-based transit system is 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, the 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.

Directions 2031 and beyond (August 2010)

Directions 2031 superseded Network City and is the WAPC's highest level strategic planning framework document for the growth of Perth to accommodate a population of 3.5million by 2031. The document sets out a regional planning framework that seeks to:-

- reduce the overall need to travel;
- support the use of public transport, cycling and walking for access to services, facilities and employment; and
- promote a more energy efficient urban form.

Directions 2031 supports a compact and environmentally sustainable city, which promotes, amongst other things, the importance of planning and designing activity centres around the TOD principles to encourage public transport, walking and cycling as an alternative to private car use.

Statement of Planning Policy 4.2 – Activity Centres for Perth and Peel (August 2010)

The main purpose of SPP 4.2 is to specify broad planning requirements for the planning and development of new activity centres and the redevelopment and renewal of existing centres. The Policy deals with the distribution, function, land-use and urban design criteria of activity centres, and with co-ordinating their land use and infrastructure planning.

Relevant TOD Policy objectives include:-

- the integration of activity centres with public transport.
- increase the density and diversity of housing in and around activity centres.
- ensure that development patterns for activity centres support high frequency public transport; and
- maximise access to activity centres by public transport.

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

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

The Policy notes that:-

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

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

Policy measures include:-

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

2.5.3 TOD Catchment

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

2.5.4 Land Use Distribution and Development Intensity

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

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

The City Centre and the Waterfront Village are established Activity Centres which are 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 85,000m²
- Waterfront Village 18,000m²
- Smart Villages 12,000m²

Office floorspace has been notionally allocated as follows:-

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

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

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

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

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

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

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

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

In the case of the Rockingham TOD, residential densities could range between 60 and 200+ dwellings per hectare (as is currently being developed in parts of the Waterfront Village). It is acknowledged that parts of the Strategic Metropolitan Centre to the east and south of the City Centre have already been developed at densities of 30-40 dwellings per hectare and these strata titled areas are unlikely to be redeveloped to higher densities in the foreseeable future. This will influence the density of nearby residential infill.

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

2.5.5 Urban Design and Built Form

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

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

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

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

2.5.6 Residential Yields

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

Without TOD intervention, the overall area of the Strategic Metropolitan Centre (about 580 hectares) would yield approximately 6,000 dwellings (at a gross average 10 dwellings per hectare) and a population of approximately 12,000 based on a household occupancy of 2.0.

This allows for continued intensification in and around the Waterfront Village, but no significant residential consolidation in the City Centre and along the transit route.

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

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

Within the Eastern Sector, there is a TOD potential for approximately 550 residential units, housing around 1,000 people.

2.6 ADOPTED ACCESS AND MOVEMENT NETWORK

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

2.6.1 Street Types

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

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

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

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

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

Green Parking Streets - to be constructed around the periphery of the City Centre and on sections of Patterson Road near the foreshore. Their function is to assist with the provision of public parking whilst allowing the street to function normally for both pedestrian and vehicular access. Right angle median and parallel kerbside parking is normally permitted. An example of this type of street exists along part of Patterson Road near the foreshore. Streets of this type are quite common in areas of Melbourne (eg. Carlton).

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

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

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

2.6.2 The Adopted Network

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

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

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

Figure 2.3 Adopted Movement Network

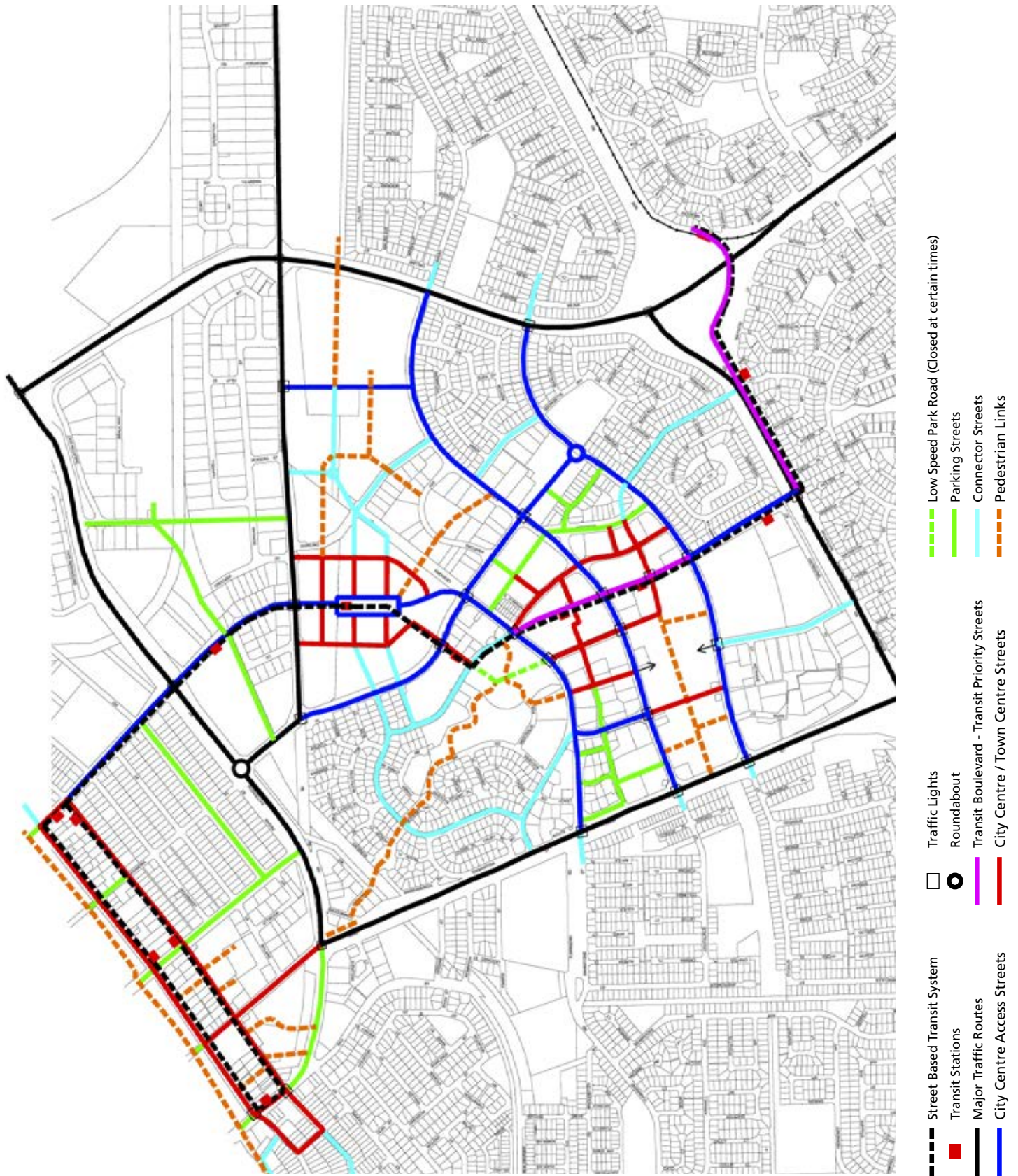
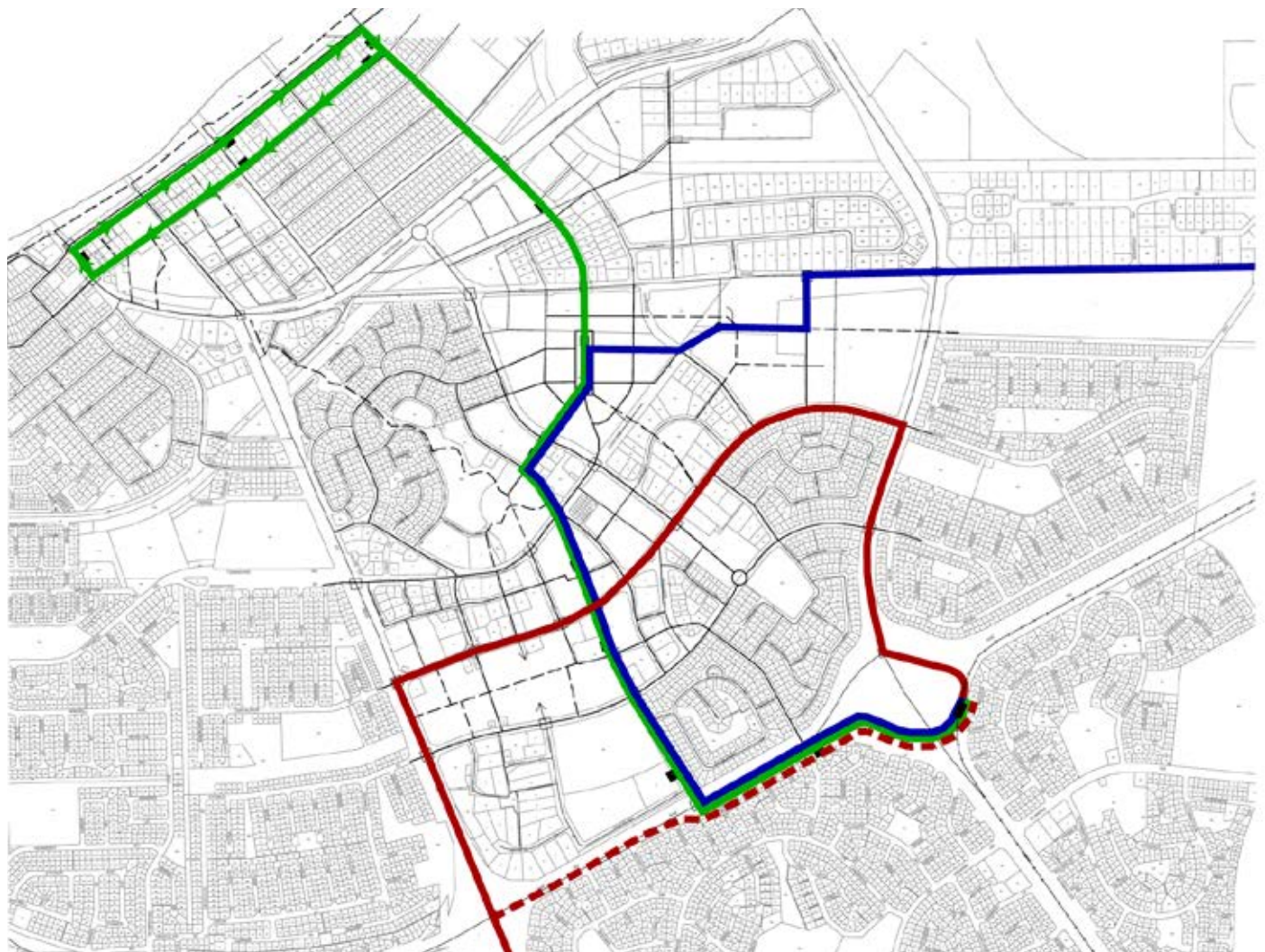


Figure 2.4 Proposed Principal Public Transport Routes



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

Figure 2.5 Walkable Catchment – Central Transit System

Figure 2.5 shows the walking catchment around the proposed stops along the principal street based public transport system, linking the railway station, the City Centre, the Campus Sector and the foreshore. The outer line is based on a 750 metre walking distance (depicted by a 600 metre radius) applicable to a streetcar or very high frequency bus service. The inner shaded area depicts a walking catchment within the City Centre and adjacent Smart Villages for retail and entertainment uses within a vibrant, mixed use centre. This is based on a 500 metre walking distance (depicted by a 400 metre radius).








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

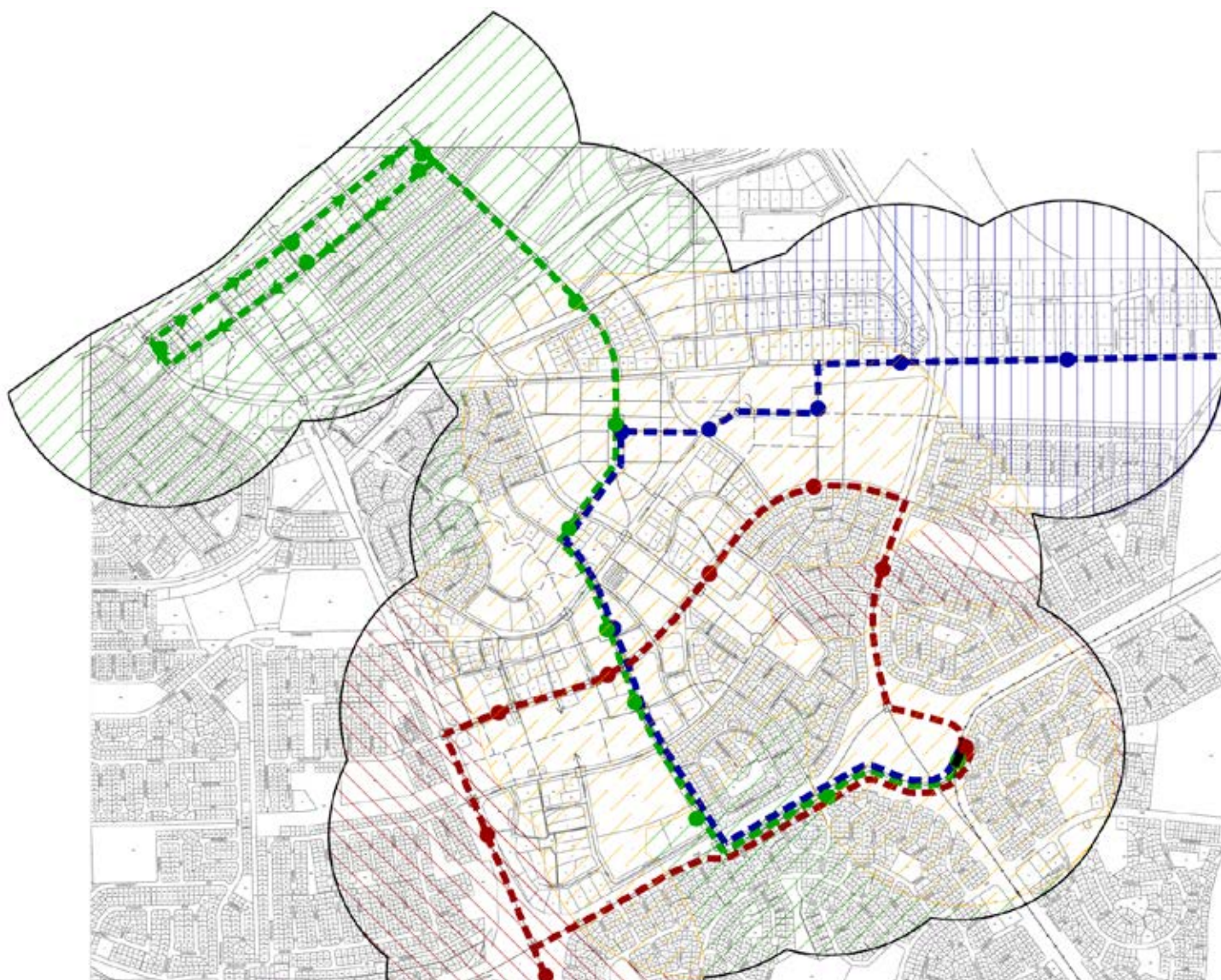







Figure 2.6 Combined Public Transport Services

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

-  Walking catchment for principal street based rail station to foreshore services
-  Walking catchment for Rockingham to Fremantle principal transit service
-  Walking catchment for combined bus services from the south
-  Combined major transit walking catchment

-  Proposed principal transit route: railway station, City Centre, education campus sector, foreshore service.
-  Principal southern tender services to centre and railway station.
-  Rockingham to Fremantle principal transit.

2.6.3 Traffic Modelling and Traffic Predictions

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

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

2.6.4 Public Transport Network Planning

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

- The principal custom designed street based public transport system (the RCCTS), linking the train station with the City Centre, Smart Villages, adjoining education campuses 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 Campus Sector 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 ClOT).
- Services from the south entering the City Centre via Read Street and Central Promenade. These services could proceed through the City Centre to the train station. Some peak hour services could travel in a more direct route via Read Street and Rae Road to the train station.

The potential public transport network is shown in Figure 2.4.

2.6.5 Parking Policy and Principles

In cities, town centres and 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 Eastern Sector should maximise the amount of on street, kerbside parking, subject to traffic and pedestrian safety and other urban design considerations.

2.7 ENDORSED SECTOR PLANNING GUIDELINES FOR THE EASTERN SECTOR

Section 10.3 in Volume 1 of the endorsed Centre Plan sets out broad Sector Planning Guidelines within which more detailed planning of the Eastern 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

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

Preferred Uses

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

Elements

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

3. Characteristics of the Eastern Sector



3. CHARACTERISTICS OF THE EASTERN SECTOR

3.1 EXISTING LAND USE AND DEVELOPMENT PATTERN

Figure 3.1 is a July 2012 aerial photo showing the existing land use and development pattern.

The south west corner of the Sector comprises: existing group housing on lots fronting Simpson Avenue and Hawkins Street; the eastern portion of the Rockingham Aquatic Centre site; and the eastern portion of an undeveloped City of Rockingham owned site fronting Simpson Avenue.

The group housing sites have been developed for single storey dwellings at densities ranging from 30-40 dwellings per hectare on lots that typically average 4,000m² in area.

A convenience store, located on the corner of Council Avenue and Hawkins Street, is well located to service the residents of nearby group housing.



Convenience store, corner of Council Avenue and Hawkins Street



View from Ashford Avenue showing typical group housing



Single residential housing around Sycamore Park

Figure 3.1 Existing Land Use and Development Pattern

1 Ashford Avenue Reserve. Exaggerated mounding of ground contours and informal layout of native vegetation results in a park that has poor levels of passive surveillance that compromises the safety of users - including pedestrians using link to Simpson Avenue.

2 Areas north of Simpson Avenue and west of Hawkins Street have been developed for medium density, strata-titled residential units and are unlikely to be redeveloped in the foreseeable future. Improvements should concentrate on streetscape amenity.

3 Generally wide road reserves are devoid of an adequate cover of shade and amenity trees. Lack of shade trees discourages pedestrians.

4 Predominantly single residential dwellings on typical 680m² lots suited to medium term redevelopment at higher densities subject to site amalgamations townscape amenity.

The Rockingham Aquatic Centre site incorporates: an outdoor, 50 metre long pool; a 25 metre long learner's pool; toddler's water play facility; landscaped grounds; related change rooms and amenities; a former manager/caretaker's residence; and a car park with access from Council Avenue.

The facility was originally developed in 1971 and is open to the public from October to April each year.



Rockingham Aquatic Centre

To the north of Simpson Avenue, the land between Louise Street and Dowling Street has been developed with single storey, group housing at densities ranging from 30-40 dwellings per hectare on lots that typically average 4,000m² in area.

Ashford Avenue Reserve is a central pocket of public open space on the southern side of Ashford Avenue and has been developed as passive parkland, with re-contoured ground levels and an informal arrangement of introduced tree planting.

The southern end of the park is connected to Simpson Avenue by a narrow pedestrian access way (PAW). The condition of the PAW is poor with little or no paving or other improvements. The imposed topography and mass planting of eucalypts and understorey shrubs in the adjoining park limits sight-lines and as a consequence, limits passive surveillance of the park and PAW from adjoining houses and Ashford Avenue.

The established areas of group housing to the north and south of Simpson Avenue appear to be generally well maintained with neat gardens and widespread evidence of ongoing home improvement.



Ashford Avenue Reserve with re-contoured ground and informal tree planting



View from Ashford Avenue showing typical group housing

The remainder of the Sector, between Hawkins Street and Ennis Avenue, comprises single residential development on sites that typically average 680m² in area. Sycamore Park provides a small, well maintained piece of public open space with paved PAWs to Simpson Avenue, Adina Way and Kenton Way.

The condition of established single residential properties in this part of the Sector varies considerably, with many properties being well maintained, while others show signs of neglect, possibly reflecting the mix of tenures.



Single residential housing around Sycamore Park

3.2 TOWNSCAPE APPRAISAL

The existing perimeter landscape has a varied and discordant character. The wide road reserves of Simpson Avenue, Council Avenue, Hawkins Street and Ashford Avenue have not been framed or sheltered by adequate and consistently scaled street trees.

The existing internal townscape of the Eastern Sector exhibits a typically low to medium density, suburban character with streets lined by either single family dwellings or consolidated group housing. The treatment of streetscapes does not provide the level of amenity that is needed to complement inner-city housing and encourage pedestrian activity.



Streetscapes throughout the Sector are generally devoid of effective street trees in contrast to the attractively enhanced streetscapes of much of the City Centre and Waterfront Village Sectors



While there are some large specimens of Norfolk Island Pines in Hawkins Street they only shade parts of the footpath for a part of the day

4. Catalysts for Change



4. Catalysts for Change

4.1 GOVERNMENT POLICY CONTEXT FOR SUSTAINABLE URBAN RENEWAL

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

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

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

The WAPC endorsed Centre Plan for the Rockingham Strategic Metropolitan Centre incorporates a residential TOD strategy that could ultimately meet the residential consolidation objectives of State Government Policy. To implement this facet of the Centre Plan, the City of Rockingham is progressively amending its Town Planning Scheme No.2 to set targets for residential TOD within each of the Centre Plan Sectors, including the Eastern Sector.

Targets

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

While this target range applies to all the land within the Centre Plan area, it is acknowledged that the Eastern Sector has already been substantially developed and strata titled for group housing at densities of around 30 dwellings per hectare.

These areas are unlikely to be redeveloped in the foreseeable future and it means that more realistic density targets will need to be assigned, with specific density targets for each of the Precincts in the Eastern Sector determined according to location and context.

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

The residential consolidation and related townscape outcomes at the Waterfront Village are particularly relevant to planning for sustainable urban renewal in the Eastern Sector.

4.2 A COMMITMENT TO TRANSIT ORIENTED DEVELOPMENT

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

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

Accordingly, the endorsed Centre Plan was founded on the understanding that residential densities within walking distance of the adopted route for the RCCTS will need to rise consistent with sustainable Transit Oriented Development (TOD) principles. Specifically, the Centre Plan contained the following references to the TOD potential of the Eastern Sector:-

'Sector 7 – Eastern Sector

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

4.3 EXTENSION OF GODDARD STREET AND POSSIBLE RELOCATION OR RECONFIGURATION OF THE ROCKINGHAM AQUATIC CENTRE

Changes to the road system to address poor road connectivity and legibility in the Strategic Metropolitan Centre were identified as a high priority in the State Government facilitated "Main Street", Enquiry by Design exercise in November 2005. These changes were subsequently evaluated and, where relevant, incorporated into the City's Centre Plan for the Strategic Metropolitan Centre. The Centre Plan was extensively advertised for public comment in December 2007 and later endorsed by the Western Australian Planning Commission in November 2009.

The extension of Goddard Street (via Louise Street) through to Council Avenue is a critical component of the recommended road network. Figure 2.3 is an extract from the endorsed Centre Plan and it illustrates that there is no other road option that can adequately provide for north-south traffic flows through the Centre. The completion of this part of the road network is seen as being critically important to the development prospects of much of the City Centre and adjoining Smart Villages.

When the Centre Plan was being prepared, it was assumed that the extension of Goddard Street through to Council Avenue would proceed in the medium term, at a point in time when the Rockingham Aquatic Centre needed to be refurbished or redeveloped to remain viable. Planning for the alignment of Goddard Street proceeded on the basis that the Aquatic Centre would likely be relocated, possibly to a site alongside the route of the Central Transit System in the proposed Smart Village Sector, to the south of Dixon Road.

It was envisaged that a contemporary aquatic facility could be integrated with surrounding uses and act as a catalyst to nearby, transit oriented development.

These strategic assumptions were subsequently reflected in the more detailed planning of the City Centre Development Policy Plan which shows the Goddard Street extension following a direct alignment through land currently occupied by the Aquatic Centre. This plan was advertised for public comment in 2009 and was later adopted by the City of Rockingham through Amendment No.91 to Town Planning Scheme No.2.

Notwithstanding the official status of the Centre Plan and the City Centre Development Policy Plan, the City of Rockingham recognises the need to explore and consider any alternative options for the alignment of an extended Goddard Street site that would not be reliant on the total relocation of the Aquatic Centre. If such a variation is deemed to be feasible it would allow for the orderly extension of Goddard Street and the retention of a reconfigured Aquatic Centre (Figure 5.1.1).

5. Eastern Sector Indicative Development Plan



5. Eastern Sector Indicative Development Plan

5.1 THE INDICATIVE DEVELOPMENT PLAN

The Eastern Sector Indicative Development Plan (IDP) (refer to Figure 5.1), illustrates a more detailed interpretation of the planning framework described and illustrated in Section 2.

The IDP follows a similar, though less intense urban consolidation approach to that adopted for the non-commercial portions of the Northern Waterfront Sector and the Village West and Patterson West Precincts in the IDP for the Waterfront Village Sector.

The starting point for this IDP is the proposed alignment of the extension of Goddard Street (via Louise Street) through to Council Avenue. This part of the plan is consistent with what has already been publicly advertised for comment and subsequently adopted by the City of Rockingham in the preparation of a DPP for the adjoining City Centre Sector.

The IDP assumes that the Rockingham Aquatic Centre site could be redeveloped to accommodate the Goddard Street extension and any remaining land would be redeveloped for medium to high density residential purposes (in the case of Eastern Sector land) and high density mixed use development (in the case of City Centre land to the west).

Beyond the area affected by the proposed extension of Goddard Street, it has been assumed that those parts of the Sector that have already been developed for strata titled group housing are unlikely to be redeveloped in the foreseeable future and certainly within the timeframe covered by the DPP.

That assumption covers the remaining privately owned properties bounded by Simpson Avenue, Hawkins Street and Council Avenue as well as privately owned properties bounded by Simpson Avenue, Dowling Street, the unmade portion of Leghorn Street and Goddard Street.

That part of the Sector bounded by Council Avenue, Hawkins Street, Simpson Avenue and Ennis Avenue falls outside of the walkable catchment of the Central Transit System, as defined in Figure 2.5, but is nevertheless likely to come under pressure for redevelopment to higher residential densities as a consequence of its strategic proximity to transport and activity centre functions and services.

While there is little evidence of developer interest in this eastern-most part of the Sector, there is evidence that investors are purchasing properties to rent with a likely longer term aspiration for redevelopment to higher densities. The possibility of there being a demand for piecemeal redevelopment to higher densities is unlikely to be diminished by this area being more remote than other Sectors from the core social and economic attractions of the City Centre.

Recent Victorian research has shown a trend for urban infill in areas other than around activity centres or close to transport infrastructure and redevelopment trends in Rockingham will probably follow a similar trend.

It would nevertheless be sensible to assume that only medium density residential redevelopment is likely to be marketable and therefore economically viable in this location. The market parameters for medium density residential development in this location will be influenced by the scale and low to medium density of what has already been developed over approximately 50% of the Sector.

For illustrative purposes, the IDP shows just over half of the existing single residential properties to the east of Hawkins Street being redeveloped with a mix of one and two storey townhouse configurations on sites where two or more single residential lots have been amalgamated to optimise townscape outcomes. Also for illustrative purposes, these redevelopments predominantly cover the western half of the existing single residential area, with further redevelopment to the east on amalgamated sites along Simpson Avenue and Council Avenue where a more robust and urban scaled development profile would be appropriate from a townscape perspective.

The Sector could be redeveloped in an integrated way over time based on the preferred street oriented development typologies described in Section 5.2. Forms of development could range from 1-2 storey terrace or townhouse residential at the periphery through to 3-5 storey multi-residential apartment blocks on sites along the eastern side of an extended Goddard Street.

The IDP responds to the reality of existing wide road reserves throughout the Sector by proposing an effectively scaled street tree planting regime and making provision for street car parking wherever possible to:-

- service visitor parking needs to be close to adjoining land uses;
- distribute traffic as widely as possible; and
- to slow speeds

The Plan shows a major upgrade to the landscape of the public domain at all levels to convey a more distinctly urban townscape character.

Within the 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.

Figure 5.1 Eastern Sector Indicative Development Plan

- | | |
|--|--|
| <p>1 Possible medium density residential redevelopment - subject to site amalgamations to protect townscape amenity</p> <p>2 Existing medium density residential unlikely to be redeveloped in foreseeable future</p> <p>3 Possible parkland enhancement to improve local amenity and encourage passive recreation and pedestrian activity</p> <p>4 Possible extension of Goddard Street through to Council Avenue - subject to relocation or redevelopment of Aquatic Centre site</p> | <p>5 Possible medium to high density redevelopment of portion of Aquatic Centre site</p> <p>6 Install indented kerbside car parking in conjunction with streetscape enhancement</p> <p>7 Major streetscape enhancement with appropriately scaled street trees</p> |
|--|--|

5.1.1 Supplementary Indicative Development Plan - Alternative Goddard Street Alignment

As referred to in Section 4.3, the extension of Goddard Street (via Louise Street) through to Council Avenue on the direct alignment, as illustrated in the endorsed 2009 Centre Plan and in Figure 5.1 of this document, is reliant on the City making a decision at some time in the future to close and/or relocate the Rockingham Aquatic Centre.

This leaves a significant level of uncertainty over the implementation of an important part of the Centre Plan road network.

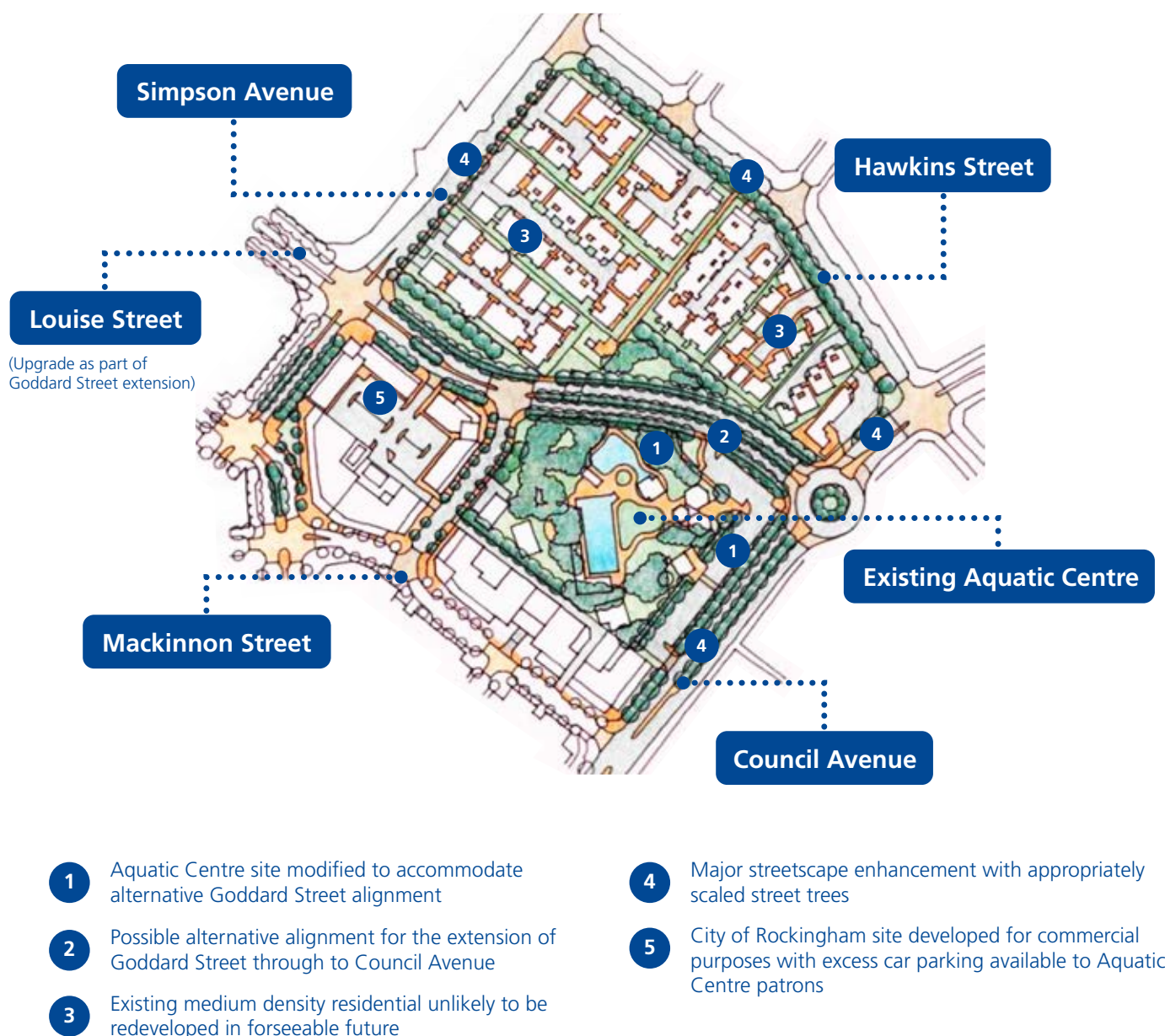
Further investigations have revealed that it may be possible to reconfigure and consolidate peripheral parts of the Aquatic Centre facility westwards to the extent that it could be retained while leaving space for a curved alignment of Goddard Street as it extends towards Council Avenue.

Subject to more detailed architectural and engineering feasibility studies, Figure 5.1.1 illustrates how this alternative alignment for Goddard Street could be achieved. Requisite changes to the Aquatic Centre facility would be limited to non pool components, including:-

- the relocation of car parking to the Council Avenue frontage;
- removal of the former caretaker's house; and
- a contraction in the area of landscaped space along the eastern flank of the learner's pool.

To fit the dual carriageway into the available space, a narrower 25 metre road reserve would be required with no kerbside car parking along that section of road.

Figure 5.1.1 Eastern Sector Supplementary Indicative Plan - Alternative Goddard Street Alignment



5.2 RELEVANT RESIDENTIAL AND MIXED USE BUILDING TYPOLOGIES

The endorsed Centre Plan provides the planning framework that governs more detailed planning for the City Centre and the urban villages. This framework requires a medium to high density TOD outcome that has much in common with inner-city development and urban regeneration projects in other parts of metropolitan Perth and elsewhere in Australia.

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

Applicable characteristics of medium density residential developments in other parts of metropolitan Perth have also been considered.

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

Development Forms/Typologies

- Medium density residential developments should take the form of 1-2 storey grouped dwellings or narrow frontage, 2-3 storey terrace housing.
- Higher density residential developments should predominantly take the form of street framing ('doughnut') developments. On larger sites internal landscaped courtyards could be located over basement and/or off-street car parking areas.



Medium density residential redevelopment near Rockingham Beach provides a good base model for appropriate urban renewal



An example of completed, street oriented two storey residential development near Rockingham Beach

Minimum Site Area

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

- Sites for higher density development should be of sufficient area with dimensions to permit a feasible, functional development. Typically, this will require a minimum site width of 30-40 metres and a minimum site area of 1,200m². With existing single residential lots this will typically require the amalgamation of at least two lots.
- The suitability of smaller sites for such developments should be determined on urban design merit taking into account the Planning Principles listed in Section 2.2.

Indicative Redevelopment Concepts

Group housing configurations and yields for typical two, three and four lot amalgamations have been explored to illustrate possible outcomes. The concepts are not intended to be design templates for any site, but they do demonstrate that a mix of one and two storey dwellings can be arranged in a way that minimises the area devoted to vehicle pavements and maintains activated street frontages.



Well designed, medium to high density, street oriented housing model from Northbridge

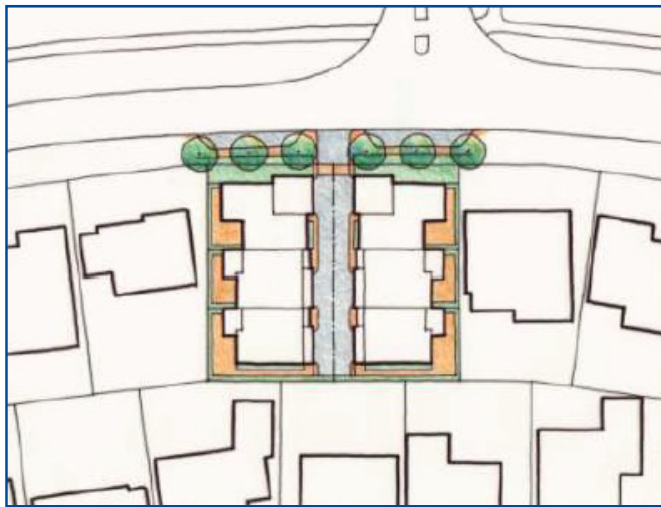


Well landscaped medium density residential development on two amalgamated lots in Applecross



Medium density residential development on two amalgamated lots near Canning Bridge

Figure 5.2.1 Indicative Redevelopment Concept Typical 2 lot amalgamation



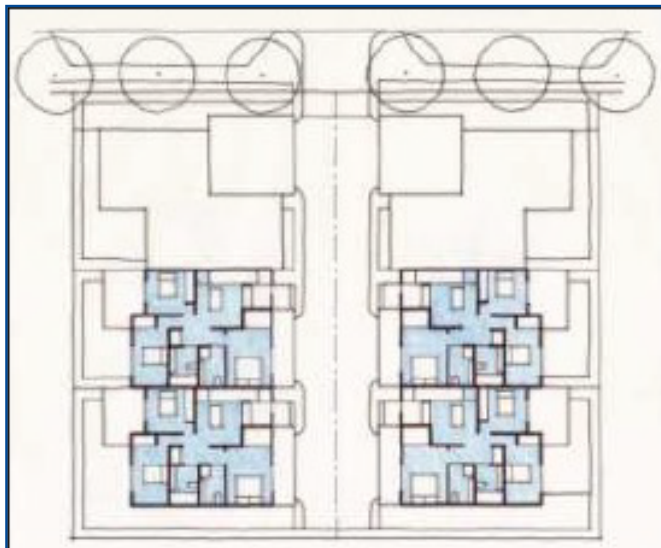
**Site example: Two amalgamated 680m² lots
fronting a public street**

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

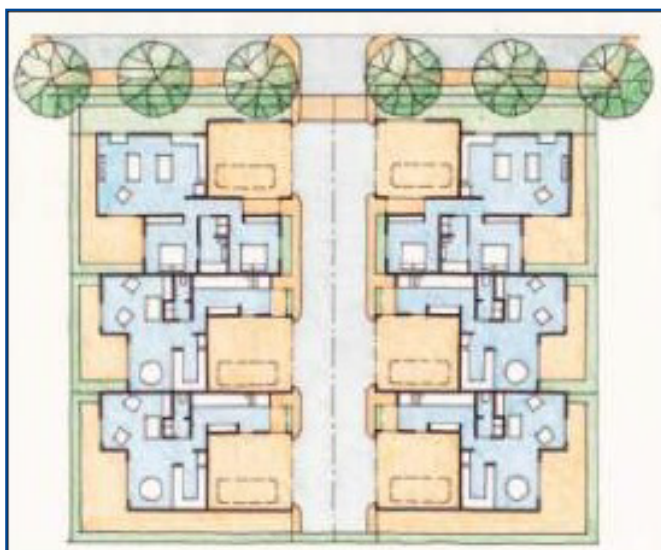
Density: approximately 44 dwellings per hectare.

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

Typical 2 lot amalgamation



First floor level



Ground level

Figure 5.2.2 Indicative Redevelopment Concept Typical 3 lot amalgamation



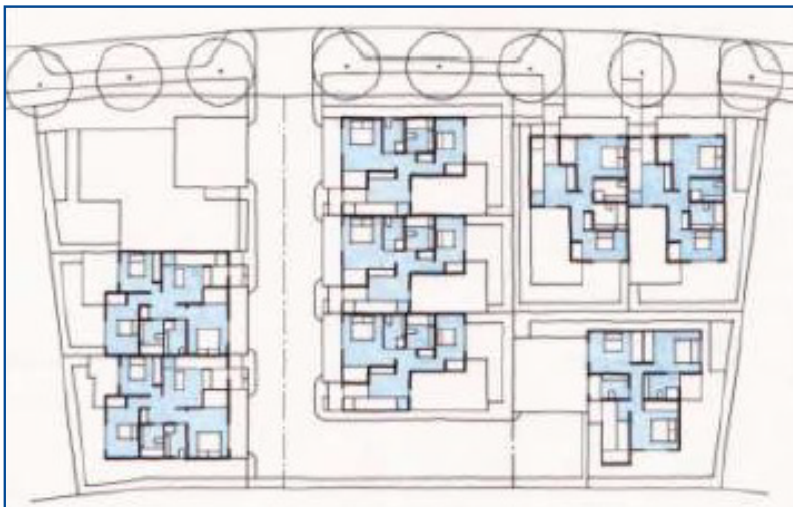
Site example: Three amalgamated 680m² lots fronting a public street

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

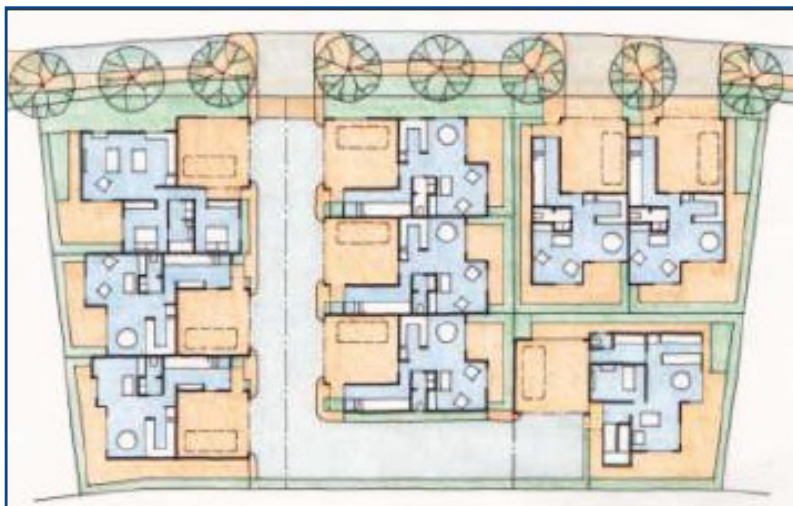
Density: approximately 44 dwellings per hectare.

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

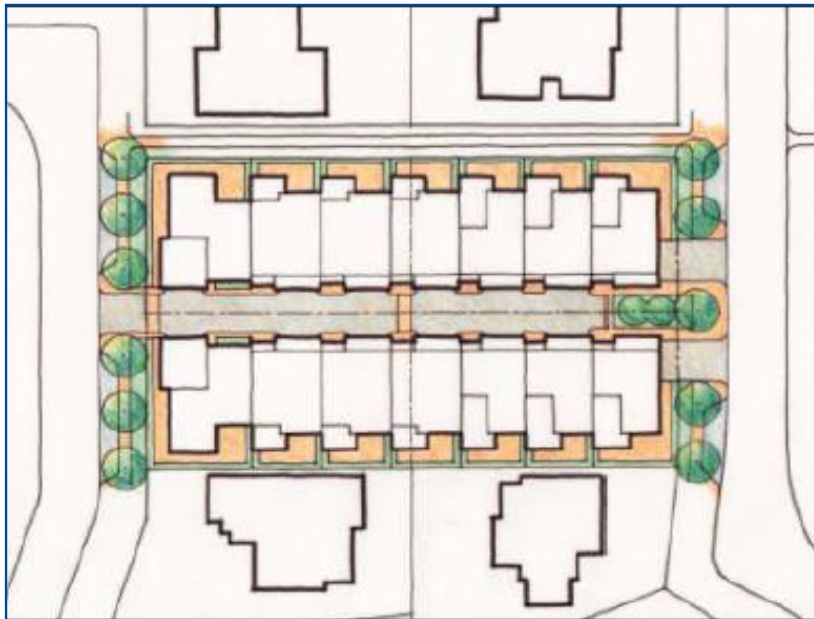
Typical 3 lot amalgamation



First floor level



Ground level

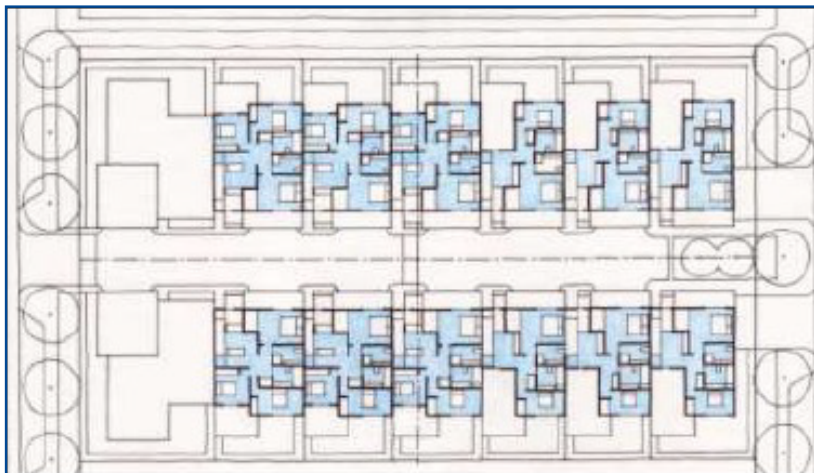
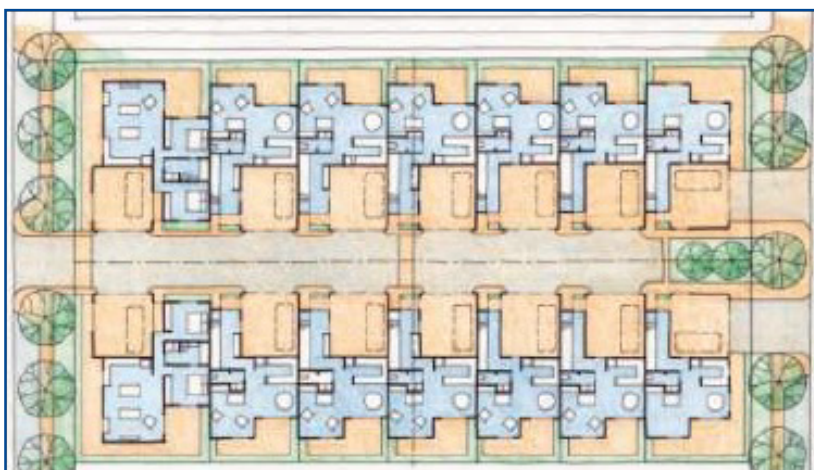
Figure 5.2.3 Indicative Redevelopment Concept Typical 4 lot amalgamation

Site example: Four amalgamated 680m² lots fronting two public streets

Mews type development comprising 14 residential units, with: 2 single storey, 2 bed; 6 two storey, 3 bed and 3 two storey, 2 bed dwellings.

Density: approximately 50 dwellings per hectare.

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

Typical 4 lot amalgamation**First floor level****Ground level**

5.3 RESIDENTIAL DENSITY

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

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

On that basis, properties beyond the Central Transit System catchment in the area bounded by Simpson Avenue, Ennis Avenue, Council Avenue and Hawkins Street have been assigned a lesser, preferred residential density of 40 to 60 dwellings per hectare. This density range is less than the minimum 60 dwellings per hectare recommended in the Centre Plan, but it takes into account the established lower density, group housing context.

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

The City is aware that this target density will only be realised if land occupied by existing lower density, strata titled group housing is redeveloped in the longer term and at the instigation of property owners.

Similarly, the eastern portion of the Aquatic Centre site will only be available for residential development if the City of Rockingham decides at some time in the future to close or relocate the existing facility.

As noted in Section 5.2, if the alternative Goddard Street alignment is implemented, there would be a reduction in the possible residential yield to the east of the road. Under this scenario, if the reconfigured Aquatic Centre is ever closed or relocated, the opportunity would still remain for higher density residential development to occur on the western side of the road.

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

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

Figure 5.3 Residential Density

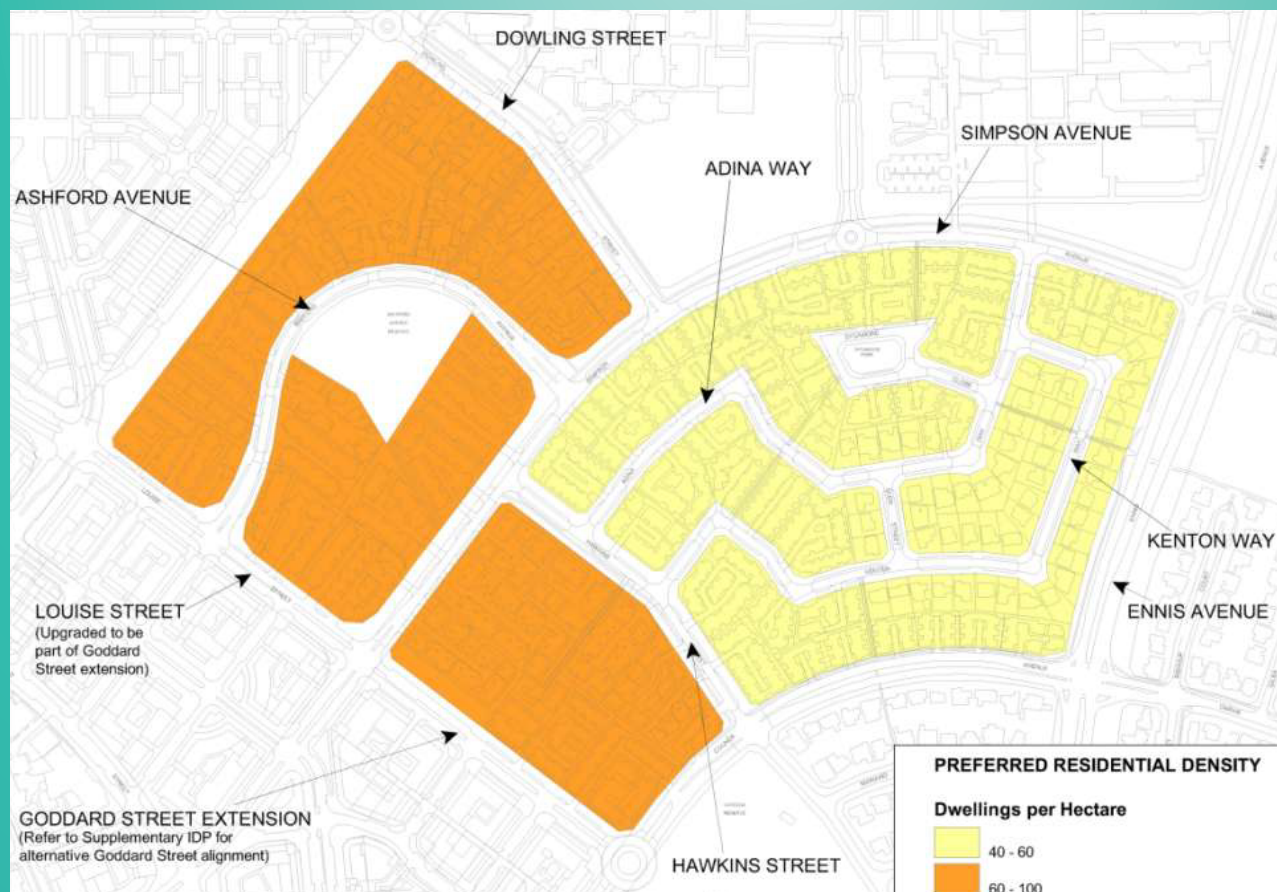


Figure 5.4 Building Height



Figure 5.5 Frontage Types



5.4 BUILDING HEIGHT

Figure 5.4 illustrates a Building Height Overlay to the Eastern Sector IDP.

In refining the strategy for managing building height (illustrated in the overall Centre Plan), the Height Overlay for the Eastern Sector recognises that low rise, strata titled residential development that has occurred over the last 30-40 years may not be redeveloped to desirable higher densities in the foreseeable future. Overshadowing considerations therefore put a constraint on the height of new buildings on adjoining and nearby properties in areas affected by the higher preferred residential density of 60-100 dwellings per hectare.

Subject to individual developments minimising the impact of overshadowing on neighbouring properties, development up to a maximum height of five storeys will be permitted in areas with the higher, preferred residential density range with the exception of properties between Ashford Avenue and Dowling Street as indicated on Figure 5.4.

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

5.5 FRONTAGE TYPES

The Framework Plan and Eastern Sector Indicative Development Plan, have been formulated in accordance with consolidated 'Main Street' development principles that require buildings to frame, address and activate an interconnected, hierarchical street network.

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

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

A moderate level of frontage activation with residential apartments and associated lobbies at ground level and a two to three storey façade positioned behind a variable 0-2 metre, green landscaped setback. The ground level of residential units would address the street with a façade that is transparent over at least 30% of its area.

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

A moderate level of frontage activation with residential units at ground level and a one to three storey façade, positioned behind a 2-3.5 metre, green landscaped setback. Ground level residential units would address the street with a façade that is transparent over at least 30% of its area.

5.6 CAR PARKING

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

To facilitate contiguous streetscapes and to limit the visual impact of car parks, parking areas servicing residential densities of 60 or more dwellings per hectare shall be consolidated and located behind generally contiguous buildings or an appropriate colonnade or structural screening device (other than a blank wall). Such devices are intended to maintain street facade continuity and in general should not comprise more than 25% of the length of any individual street frontage.

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

Provision for on-street parking embayments should be made wherever possible in streetscape redevelopment.

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

6. Precinct Policies



6. Precinct Policies

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

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

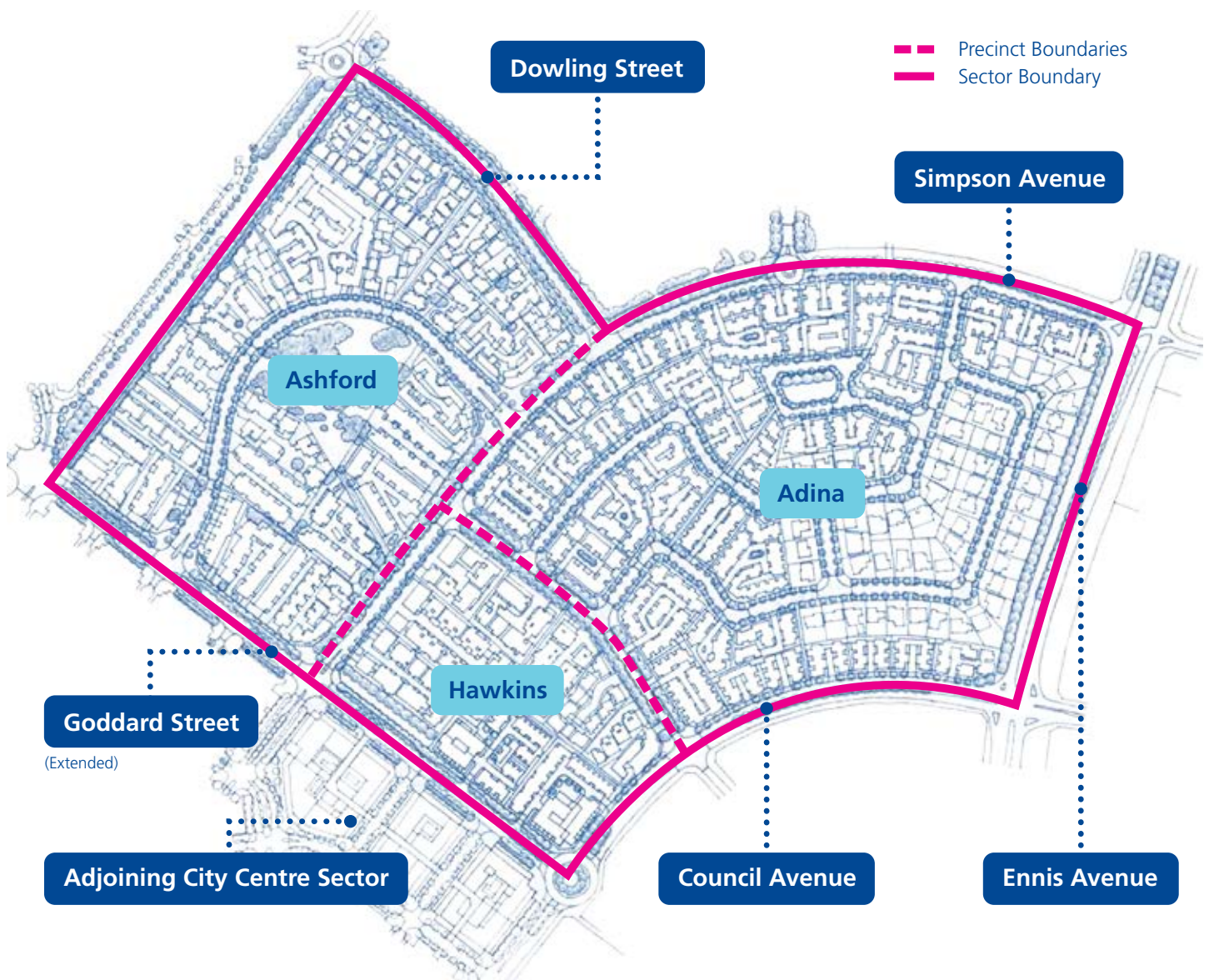
The Eastern Sector has been divided into three Precincts, comprising:

- Hawkins
- Ashford
- Adina

The Eastern Sector Precincts are based on areas where a particular geographic identity, density and scale of development and/or townscape character is envisaged. The location and boundaries of the Precincts are illustrated in Figure 6.1.

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

Figure 6.1 Precinct Boundaries



6.1 HAWKINS PRECINCT POLICY

6.1.1 Application

This Policy applies to the Hawkins Precinct as defined in the Precinct Plan (refer to Figure 6.1). The Hawkins Precinct encompasses properties bounded by the Council Avenue, Hawkins Street, Simpson Avenue and the proposed direct alignment of Goddard Street (as extended).

6.1.2 Desired Future Character

The existing character of the Precinct is defined by the presence of an outdoor Aquatic Centre, adjacent single storey group housing and a related convenience store. Wide road reserves with a varied but largely ineffective street tree regime impact negatively on streetscape amenity.

Implementation of the proposed Goddard Street extension through to Council Avenue poses significant challenges to the orderly planning and character of this Precinct. The recommended Indicative Development and Precinct Concept Plans illustrate a preferred, direct alignment for the street that would place an intersection with Council Avenue at a location almost equidistant between the Hawkins Street and MacKinnon Street intersections.

Under this scenario there would be an opportunity to undertake medium to high density residential and mixed use development on the western and eastern sides of the road reserve at an important gateway to the City Centre. The streetscape treatment of the Goddard Street extension would match that which has already been implemented to the north of Chalgrove Avenue. The streetscapes of Council Avenue, Simpson Avenue and Hawkins Street would be upgraded to achieve a similar level of amenity.

Significantly, however, the implementation of this direct street alignment would be dependent on either the closure or relocation of the Aquatic Centre to another site. The City may not be inclined to either close or relocate the facility unless there is a compelling strategic and economic case to act.

Accordingly, the City of Rockingham could decide to implement an alternative alignment for the extension of Goddard Street as illustrated in Figure 5.1.1. This alignment could be achieved by carrying out a modest consolidation westwards of peripheral and flexible aspects of the Aquatic Centre such as car parking. The gateway/entry statement to the City Centre from Council Avenue would then be defined by the consolidated Aquatic Centre on the western side and an existing convenience store and group housing on the eastern side.

Under this scenario, an increase in the number of residential dwellings in the Precinct would only be achieved if the owners of existing strata titled properties agreed to initiate a redevelopment to a higher density.

Regardless of which alignment of the Goddard Street extension is pursued, a comprehensive streetscape improvement program should be implemented to complement the City's Street Tree Masterplan Report by creating a setting within which walking becomes an attractive and stimulating option.

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

6.1.3 Preferred Uses

Within the Hawkins Precinct the preferred uses are:-

- multiple dwellings/residential
- recreation (existing parkland)
- local retailer (corner shop)

Other permissible uses listed under the Scheme are not preferred.

6.1.4 Required Elements – Hawkins Precinct

The IDP (refer to Figure 5.1), supplementary IDP (refer to Figure 5.1.1) and the Hawkins Precinct Concept Plan (refer to Figure 6.2) show the general location and pattern of development envisaged by the City and preferred under this Policy. Within the scope and meaning of the planning and development principles listed in Section 2.2, there is scope for further flexibility in the interpretation of the Centre Plan in relation to the scale and configuration of particular developments. Notwithstanding the indicative intent of these plans, development will be required to incorporate and maintain the following elements, as applicable:-

- (a) The Precinct is to be developed as a quality, medium to high density residential area, framed by generally contiguous, street front buildings which address the street in a manner consistent with a contemporary inner-city townscape discipline.
- (b) Buildings are to be located, configured and activated to frame and address street frontages, laneways and other public spaces in a way that is generally consistent with the Precinct Concept Plan and relevant 'Frontage Types' as listed in Section 5.
- (c) Consistent with Figure 5.2 'Density', in Section 5.3, residential development is to accommodate a balanced mix of dwelling sizes at preferred densities ranging from 60 to 100 dwellings per hectare, with a minimum density of 60 dwellings per hectare.
- (d) Consistent with Figure 5.3 'Building Height', in Section 5.4, buildings are to present a minimum two storey (6.0m) or equivalent parapet height to the street or relevant public space subject to the maintenance of a 12.5 metre height limit along street frontages, with any additional height to a maximum of 19.0m to be setback a minimum of 3.5 metres. The scale and massing of buildings are to be designed to minimise any overshadowing of adjoining properties and public spaces.
- (e) Podium level courtyard gardens may provide private open space over car parks located behind streetfront buildings. Examples of this form of development are located at Rockingham Beach, Mandurah Marina, Joondalup City Centre, Subi-Centro Subiaco and in Northbridge over the Graham Farmer Freeway.
- (f) Car parking is to be provided in accordance with Table 3 of Town Planning Scheme No.2, refer to Appendix 1.
- (g) Car parking is not permitted between the road reserve boundary and building frontages.

- (h) Off-street car parking will generally be located behind, under or over ground floor, streetfront buildings.
- (i) Semi-basement car parks are permitted wherever nominal ground floor residential development would benefit from being elevated up to 1.0m above the level of the adjacent public footpath.
- (j) To complement the City's townscape objectives for the Precinct, the massing, articulation and facade treatments of all development will be required to adhere to a quality, urban townscape aesthetic.
- (k) The frontage of any building is to incorporate and maintain the required area of transparent facade with suitably glazed windows and doors, consistent with the applicable 'Frontage Types' set down in Section 5.5.
- (l) 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 1200m² to allow for a simple and cohesive layout.
- (m) In lieu of the normal landscaping requirements of the Scheme, developers may be required to contribute to the cost of streetscape and/or landscape works within the public domain in the general vicinity of their development site.

Figure 6.2 Hawkins Precinct Concept Plan



- 1 Existing medium density residential over the majority of the Precinct unlikely to be redeveloped in foreseeable future. Any redevelopment should meet development requirements for adjoining Precincts
- 2 Isolated strip of City of Rockingham land resulting from extension of Goddard Street could be developed for medium to high density residential in the future to frame and activate the Goddard Street frontage
- 3 Extend Goddard Street to Council Avenue as proposed in Centre Plan subject to relocation or redevelopment of Aquatic Centre site
- 4 Enhance perimeter streetscape with an adequate cover of shade trees, indented kerbside car parking, upgraded pedestrian pavements and street lighting
- 5 If Aquatic Centre is relocated, facilitate medium to high density residential development on portion of land not required for the extension of Goddard Street

GENERALLY: Upgrade quality of streetscapes and perimeter landscape over time to Waterfront Village standard to improve amenity and encourage pedestrian activity.

6.2 ASHFORD PRECINCT POLICY

6.2.1 Application

This Policy applies to the Ashford Precinct as defined in the Precinct Plan (refer to Figure 6.1). The Ashford Precinct encompasses properties bounded by Simpson Avenue, Louise Street, Dowling Street and the unmade reserve of Leghorn Street.

6.2.2 Desired Future Character

The existing character of the Precinct is generally defined by a complete cover of single storey group housing. Wide road reserves with a varied but largely ineffective street tree regime impact negatively on streetscape amenity.

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

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

6.2.3 Preferred Uses

Within the Ashford Precinct the preferred uses are:

- multiple dwellings/residential

Other permissible uses listed under the Scheme are not preferred.

6.2.4 Required Elements – Ashford Precinct

The IDP (refer to Figure 5.1) and the Ashford Precinct Concept Plan (refer to Figure 6.3) show the general location and pattern of development envisaged by the City and preferred under this Policy. Within the scope and meaning of the planning and development principles listed in Section 2.2, there is scope for further flexibility in the interpretation of the Centre Plan in relation to the scale and configuration of particular developments. Notwithstanding the indicative intent of these plans, development will be required to incorporate and maintain the following elements, as applicable:-

- The Precinct is to be developed as a quality, medium to high density residential area, framed by generally contiguous, street front buildings which address the street in a manner consistent with a contemporary inner-city townscape discipline.
- Buildings are to be located, configured and activated to frame and address street frontages, laneways and other public spaces in a way that is generally consistent with the Precinct Concept Plan and relevant 'Frontage Types' as listed in Section 5.

- Consistent with Figure 5.2 'Density', in Section 5.3, residential development is to accommodate a balanced mix of dwelling sizes at preferred densities ranging from 60 to 100 dwellings per hectare, with a minimum density of 60 dwellings per hectare.
- Consistent with Figure 5.3 'Building Height', in Section 5.4, buildings are to present a minimum 2 storey (6.0m) or equivalent parapet height to the street or relevant public space subject to the maintenance of a 12.5 metre height limit along street frontages, with any permitted additional height to a maximum of 19.0 metre to be setback a minimum of 3.5 metres. The scale and massing of buildings are to be designed to minimise any overshadowing of adjoining properties and public spaces.
- Podium level courtyard gardens may provide private open space over car parks located behind streetfront buildings. Examples of this form of development are located at Rockingham Beach, Mandurah Marina, Joondalup City Centre, Subi-Centro Subiaco and in Northbridge over the Graham Farmer Freeway.
- Car parking is to be provided in accordance with Table 3 of Town Planning Scheme No.2, refer to Appendix 1.
- Car parking is not permitted between the road reserve boundary and building frontages.
- Off-street car parking will generally be located behind, under or over ground floor, streetfront buildings.
- Semi-basement car parks are permitted wherever nominal ground floor residential development would benefit from being elevated up to 1.0m above the level of the adjacent public footpath.
- The frontage of any building is to incorporate and maintain the required area of transparent facade with suitably glazed windows and doors, consistent with the applicable 'Frontage Types' set down in Section 5.5.
- 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 1,200m² to allow for a simple and cohesive layout.
- In lieu of the normal landscaping requirements of the Scheme, developers may be required to contribute to the cost of streetscape and/or landscape works within the public domain in the general vicinity of their development site.

Figure 6.3 Ashford Precinct Concept Plan

- 1 In consultation with local residents, prepare an enhancement plan for the existing park to improve amenity and encourage greater use of space
- 2 Existing medium density residential over the majority of the Precinct unlikely to be redeveloped in foreseeable future. Any redevelopment should meet development requirements for adjoining Precincts
- 3 Improve streetscape treatment of existing wide road reserves - including indented kerbside parking and effective street tree planting

GENERALLY: Upgrade quality of streetscapes and perimeter landscape over time to Waterfront Village standard to improve amenity and encourage pedestrian activity.

6.3 ADINA PRECINCT POLICY

6.3.1 Application

This Policy applies to the Adina Precinct as defined in the Precinct Plan (refer to Figure 6.1). The Adina Precinct encompasses properties bounded by Council Avenue, Ennis Avenue, Simpson Avenue and Hawkins Street.

6.3.2 Desired Future Character

The Precinct currently has a single residential character and configuration but this will progressively change as properties are amalgamated and redeveloped to the preferred medium density outcome described and illustrated in this Policy.

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

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

6.3.3 Preferred Uses

Within the Adina Precinct the preferred uses are:-

- multiple dwellings/residential

Other permissible uses listed under the Scheme are not preferred.

6.3.4 Required Elements – Adina Precinct

The IDP (refer to Figure 5.1) and the Adina Precinct Concept Plan (refer to Figure 6.4) show the general location and pattern of development envisaged by the City and preferred under this Policy. Within the scope and meaning of the planning and development principles listed in Section 2.2, there is scope for further flexibility in the interpretation of the Centre Plan in relation to the scale and configuration of particular developments. Notwithstanding the indicative intent of these plans, development will be required to incorporate and maintain the following elements, as applicable:-

- The Precinct is to be developed as a quality, medium density residential area, framed by generally contiguous, street front buildings which address the street in a manner consistent with a contemporary inner-city townscape discipline.
- Buildings are to be located, configured and activated to frame and address street frontages, laneways and other public spaces in a way that is generally consistent with the Precinct Concept Plan and relevant 'Frontage Types' as listed in Section 5.
- Consistent with Figure 5.2 'Density', in Section 5.3, residential development is to accommodate a balanced mix of dwelling sizes at preferred densities ranging from 40 to 60 dwellings per hectare, with a minimum density of 40 dwellings per hectare.
- Consistent with Figure 5.3 'Building Height', in Section 5.4, buildings are to present a minimum 2 storey (6.0m) or equivalent parapet height to the street or relevant public space subject to the maintenance of a 12.5 metre height limit and a street setback of 2 to 3.5 metres. The scale and massing of buildings are to be designed to minimise any overshadowing of adjoining properties and public spaces.
- Car parking is to be provided in accordance with Table 3 of Town Planning Scheme No.2, refer to Appendix 1.
- The frontage of any building is to incorporate and maintain the required area of transparent facade with suitably glazed windows and doors, consistent with the applicable 'Frontage Types' set down in Section 5.6.
- Any subdivision application is to be prepared in conjunction with an Integrated Development Guide Plan (IDGP), to be prepared by or on behalf of the landowner. The IDGP shall illustrate building envelopes, indicative building configurations, setbacks, pedestrian and vehicular access, indicative car parking layouts and any rights-of-way or access easements required. In general, a rectilinear subdivision pattern will be preferred with a minimum lot size of 1,200m² to allow for a simple and cohesive layout.
- In lieu of the normal landscaping requirements of the Scheme, developers may be required to contribute to the cost of streetscape and/or landscape works within the public domain in the general vicinity of their development site.

Figure 6.4 Adina Precinct Concept Plan



- 1 Facilitate sustainable urban renewal to medium densities, subject to limiting the impact of overshadowing on nearby properties
- 2 Amalgamate sites at time of redevelopment to: reduce the number of driveway crossovers to the street; have more residences facing and engaging with the public realm; and to improve overall townscape amenity

GENERALLY: Upgrade quality of streetscapes and perimeter landscape over time to Waterfront Village standard to improve amenity and encourage pedestrian activity.

7. Supplementary Policies



7. Supplementary Policies

7.1 CENTRAL ARTS POLICY

7.1.1 Objective

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

- An ongoing programme of arts and cultural activities and community involvement will be pursued by Council to ensure that a wide cross section of interests and age groups is catered for in the development and functioning of the City Centre.
- Arts and community festivals will provide opportunities for periodic expression and the enlivenment of the public domain.

7.1.2 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 at the gateway to the Waterfront Village.

7.1.3 Funding of Public Art

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

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

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

7.2 SECURITY POLICY

7.2.1 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.

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

8. Delegation

9. Adoption and Operation



8. 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.

9. Adoption and Operation

Adoption

This Planning Policy was adopted by the Council at its ordinary Meeting held on the 24 March 2015.

Operation

This Planning Policy is to come into operation at the same time that Amendment No.141 to the Scheme comes into operation on 3 February 2016.

Appendices



A1 CAR PARKING

Table A.1 Car Parking Requirements / Allowances

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

A2 INTERPRETATIONS

Active or Interactive Frontages

Refers to street frontages where there is an active visual and physical engagement between people in the street and those on the ground floors of buildings. This quality is assisted where the building facades include the main entrances, and the ground floor uses (such as shops, cafes, offices and residential dwellings) face and open towards the street. Refer to Section 4.4, for an explanation of the various levels of activation related to 'Frontage Types'.

Amenity

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

Articulation

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

Building Envelope

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

Built Form

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

Bulk

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

Campus Sector

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

Character

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

Centre Plan

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

City Centre Sector

Means the area defined as Sector 1 in Figure 1.2 and includes major retail, commercial, civic and mixed use activity centre and the major social and employment hub of the Strategic Metropolitan Centre.

Eastern Sector

Means the area defined as Sector 7 in Figure 1.2 and includes a mix of medium and high density housing and townscape character commensurate with the areas proximity to transit and central area activities.

Façade

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

Fine Grain

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

Height

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

Human Scale

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

IDGP

Means an Integrated Development Guide Plan prepared in accordance with Clause 4.3.5 of Town Planning Scheme No.2.

Laneway

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

Legibility

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

Light Rail or Streetcar

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

'Main Street'

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

Massing

The size and volume of a building.

Mixed Use Development

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

Northern Waterfront Sector

Means the area defined as Sector 9 in Figure 1.2 and is generally bounded by Rockingham Beach Road, Patterson Road, Wanliss Street and Victoria Street.

Precinct

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

Public Realm or Public Domain

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

RCCTS

Means the Rockingham City Centre Transit System and is defined as a shuttle bus service providing a high frequency link between the Rockingham Train Station, City Centre and Rockingham foreshore along a dedicated transit route.

Scale

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

Sector

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

Smart Village Sector

Means the area defined as Sector 3 in Figure 1.2 and it includes the land formerly used as sporting grounds on Dixon Road.

Northern Smart Village Sector

Means the area defined as Sector 4 in Figure 1.2 and will accommodate a mix of TOD business activities including offices, bulky goods retail, showrooms, inner-city warehouses and services that contribute to the employment but precludes any residential development on any land to the east of Goddard Street.

Strategic Metropolitan Centre

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

Street Alignment

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

Street Setback

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

Streetscape

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

Surveillance

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

Sustainability

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

Sustainable Development

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

Traffic Calming

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

Transit Oriented Development (TOD)

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

Urban Form

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

Walkability

Walkability is a measure of how friendly an area is for walking.

Walkable Catchment

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

Waterfront Village Sector

Means the area defined as Sector 2 in Figure 1.2 and refers to the area of the old Rockingham Beach Town Centre which includes waterfront parks, beachfront cafes, restaurants, 'Main Street' shops, community facilities, apartments and village green.

