



# BALDIVIS

## ACTIVITY CENTRE STRUCTURE PLAN

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NOVEMBER 2012





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**Certification of agreed activity centre structure plan**

IT IS CERTIFIED THAT THE BALDIVIS ACTIVITY CENTRE STRUCTURE PLAN WAS PREPARED  
PURSUANT TO CLAUSE 6.4.1 OF STATE PLANNING POLICY 4.2 AND WAS ADOPTED BY  
RESOLUTION OF THE COUNCIL OF THE CITY OF ROCKINGHAM ON 24<sup>th</sup> July 2012

*[Handwritten signature]*

.....  
Director, Planning & Development Services, City of Rockingham

12/11/12  
..... Date

AND BY THE WESTERN AUSTRALIAN PLANNING COMMISSION ON 13-12-2012

Signed for and on behalf of the Western Australian Planning Commission

*[Handwritten signature]*

.....  
An officer of the commission duly authorised by the commission pursuant to section 24 of the planning  
and development act 2005 for that purpose, in the presence of:

PS Stewart  
..... Witness  
13-12-2012  
..... Date

# DOCUMENT NAVIGATION.

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# 1.0 INTRODUCTION.

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# 1.0 INTRODUCTION

## 1.1 WHAT IS THIS DOCUMENT?

The Baldivis Activity Centre Structure Plan (BACSP) has been prepared in accordance with the Western Australian Planning Commission's State Planning Policy 4.2 - Activity Centres for Perth and Peel (SPP4.2) to guide the future development of the Baldivis Activity Centre. The Structure Plan covers the existing Integrated Development Guide Plan area, and additional areas to the south of Safety Bay Road which are covered by the approved Settlers Hills East Structure Plan.

Planning for the BACSP area dates back to the early 1990's and has included numerous iterations to the Baldivis Town Centre Indicative Development Guide Plan (IDGP). This report consolidates, aligns and updates the various plans covering the study area and tests them against the requirements of SPP 4.2. Any required amendments to relevant documents within the City of Rockingham's planning framework have been set out in the implementation section of this report.

Importantly, many of the principles of the previous planning documents still have strong merit in the context of contemporary planning practice. The intent of this document is to identify necessary modifications to existing documents prompted by changes in population and community needs forecasts, State Government policy, and contemporary retail planning requirements, and more recent planning and subdivisional approvals. Once updated, the planning framework that governs development of Baldivis Activity Centre will generally be consistent with SPP4.2.

The broader intent of the BACSP is to ensure that development within the Baldivis Activity Centre is integrated, cohesive and accessible and will create a diverse and functional focal point for the Baldivis community in a district capacity.

## 1.2 HOW IS THIS DOCUMENT USED?

This document has been adopted by the City of Rockingham and endorsed by the WAPC to set the strategic vision for the Baldivis Activity Centre. The policy outlines high level objectives and sets out the intended growth of the centre to maturity and development principles that relate to all land included within the current Baldivis Town Centre zone.

This document should be used as a key reference point in assessing proposals to amend:

- Baldivis Town Centre - Local Planning Policy,
- Baldivis Integrated Development Guide Plan
- Local Commercial Strategy
- Settlers Hills East Local Structure Plan

Development Applications within the BACSP area will continue to be assessed against the Local Planning Scheme and existing Local Planning Policy within the City of Rockingham's planning framework, which will be brought into line with the BACSP.

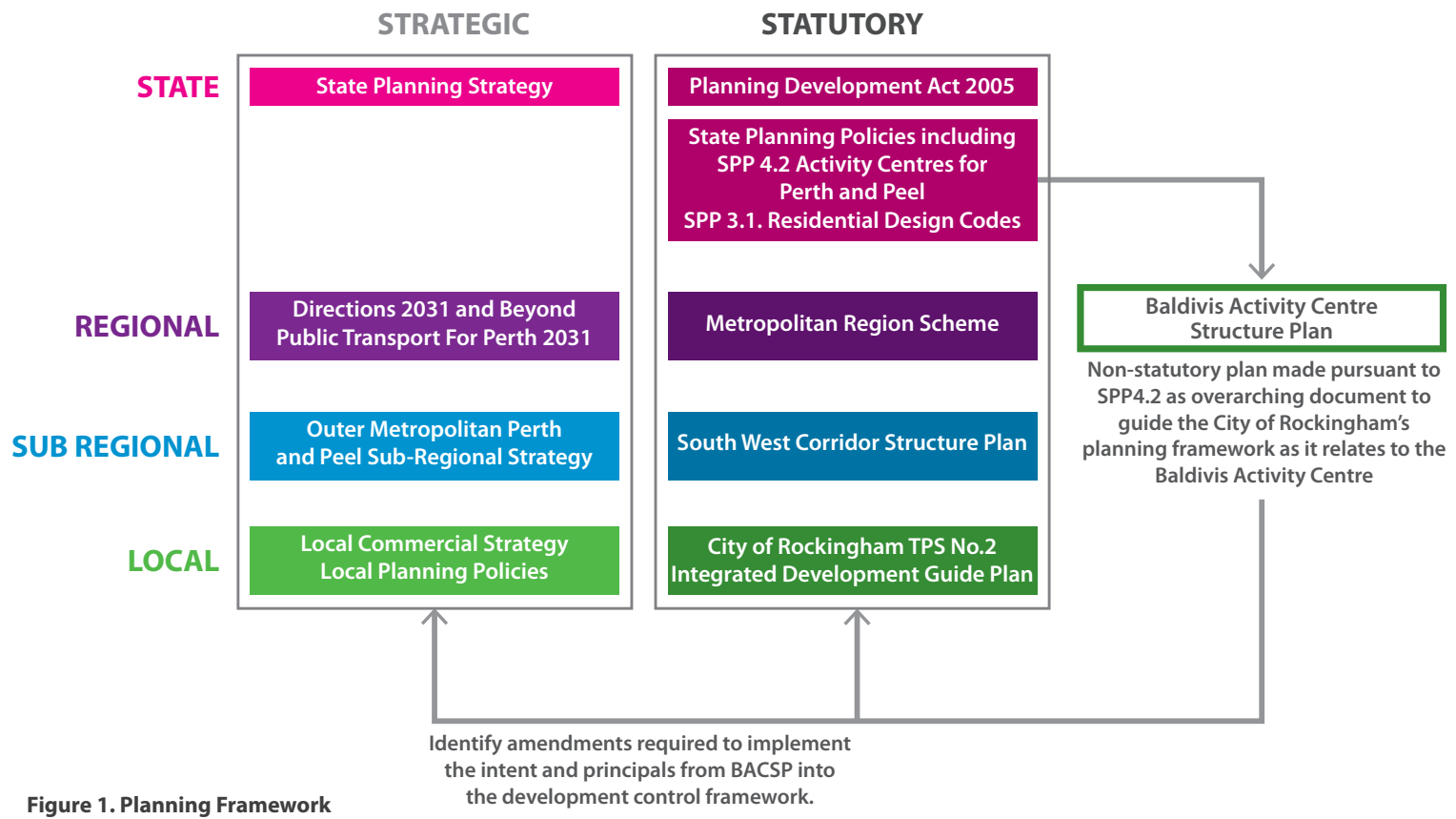


Figure 1. Planning Framework

# 1.0 INTRODUCTION

## 1.3 WHY HAS THIS PROCESS BEEN UNDERTAKEN?

The process was initiated to bring the planning provisions for the Baldvis Activity Centre in line with the new SPP4.2. The previous State Planning Policy 4.2 - Metropolitan Centres Policy Statement for the Perth Metropolitan Region was rescinded by the State Government on 30 August 2010, and replaced with the current policy.

The current SPP4.2 requires the preparation of an Activity Centre Structure Plan for all strategic metropolitan, secondary, district and specialised centres. This document sets out a vision for the development of the Baldvis Activity Centre over time, and demonstrates how this structure plan satisfies the requirements of SPP4.2. To ensure the BACSP has effect, the necessary amendments to the City of Rockingham's Planning Framework have been identified and outlined in the implementation section of this report. Any development within the BACSP area that complies with the Structure Plan is taken to also comply with SPP4.2.

SPP4.2 moves away from a simple yet blunt system of retail floorspace caps with no real requirement to consider urban setting and context. The focus of the new policy is on the spatial arrangement of the activity centre in terms of movement, built form and land use. The function the centre is intended to perform is articulated qualitatively, rather than numerically (i.e. through capping NLA). The new SPP4.2 is intended to foster the development of activity centres that contain a diverse range of uses, are highly accessible and provide a high quality public realm and provide increased employment opportunities.

## 1.4 WHAT IS THE BALDIVIS ACTIVITY CENTRE?

The Baldvis Activity Centre is 42 kilometres south of the Perth Central Business District and 8km south-east of the Rockingham Strategy Metropolitan Centre.

The Baldvis Activity Centre covers 77.4ha, dissected by Safety Bay Road and bordered to the east and west by Baldvis Road and Nairn Drive respectively. The site is bordered by existing residential areas to the north and south.

The Structure Plan boundary was developed in response to the criteria in the SPP4.2, specifically:

- Incorporating land with the capacity to deliver land use diversity,
- Capturing the walkable catchment from the core of the precinct, and
- Incorporating areas with growth potential and acknowledging existing plan boundaries.

Consequentially, the boundaries of the BACSP area include the existing Baldvis Town Centre IDGP and a portion of the Settlers Hills East Local Structure Plan area. The site comprises primarily residential uses at a range of densities to the south of Safety Bay Road and a mixture of retail, commercial, bulky goods, fast food and residential uses to the north.

A key feature of the Baldvis Activity Centre is the linear park that runs through the centre linking the site to the residential communities to the north and south. The linear park is on the alignment of the Parmelia Gas Pipeline that cannot be built upon.

Stockland is the owner of most major landholdings within the Baldvis Activity Centre, including the main retail areas, and residential areas south of Safety Bay Road. The other major landowner is Vinko and Mairja Macukat who own land within the north-west portion of the activity centre. This plan has been prepared to function seamlessly across different land holdings to guide the development of the activity centre.



Figure 2. Regional Centres Context



- |  |   |
|--|---|
|  Strategic Metropolitan Centres |  Specialised Centres |
|  Secondary Centres              |  District Centres    |

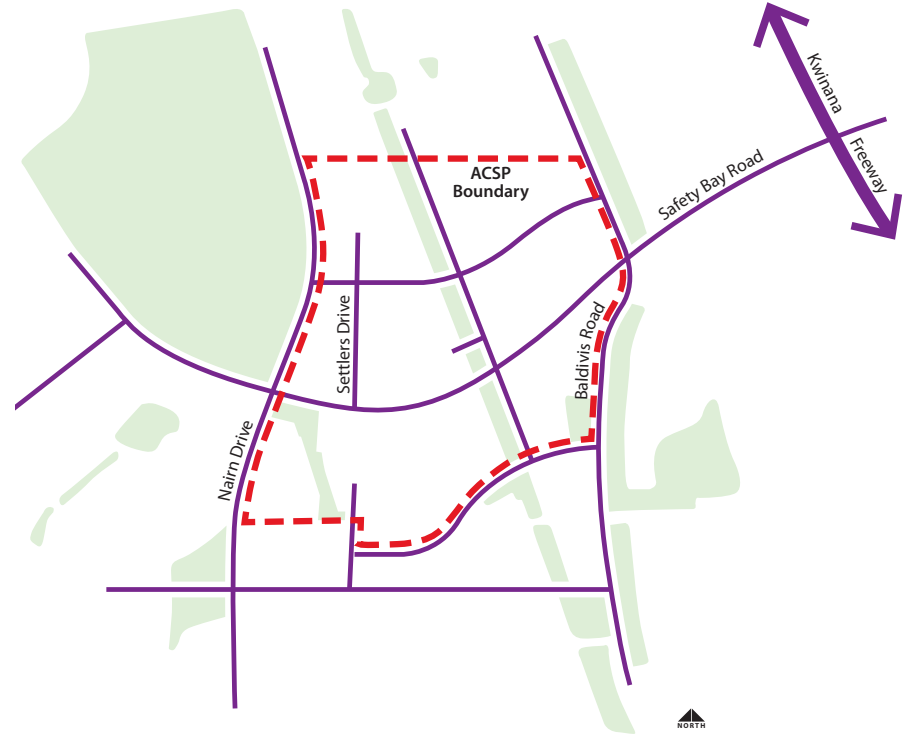


Figure 3. Baldvis Activity Centre



# 2.0 CENTRE VISION.

## 2.0 CENTRE VISION

The Baldvis Activity Centre will continue to evolve as a mixed use centre that provides for the needs of the existing and future Baldvis community. The centre vision is established as follows:

*In 2031, the Baldvis Activity Centre will have a mixture of housing, office, shops, dining, community, entertainment and recreational uses that together create a harmonious and vibrant centre that is a community focal point for social interaction and effectively services the urban needs of the Baldvis locality.*

In structure planning terms this vision translates into a clear set of principles. The Baldvis Activity Centre will:

- be a distinctive and attractive centre that capitalises on its existing natural and built assets.
- have a spatial layout that facilitates the connectivity of the centre with residential areas and other centres to support the intensification of employment, recreation and residential uses within the centre over time.
- provide a variety of high quality, usable public open spaces that are connected to the built areas.
- have high quality streets and buildings that create a pleasant and attractive activity centre that people want to interact with.
- fulfil its district function and complement the activities in surrounding centres.
- provide for the evolution of uses, and preserve building areas for uses that occur at different times across the growth and maturity of the centre.

## 2.1 PRECINCT VISIONS

The BACSP has been divided into precincts (figure 4) to acknowledge their differing nature of intensity and land use. The vision for each precinct are described in this section.

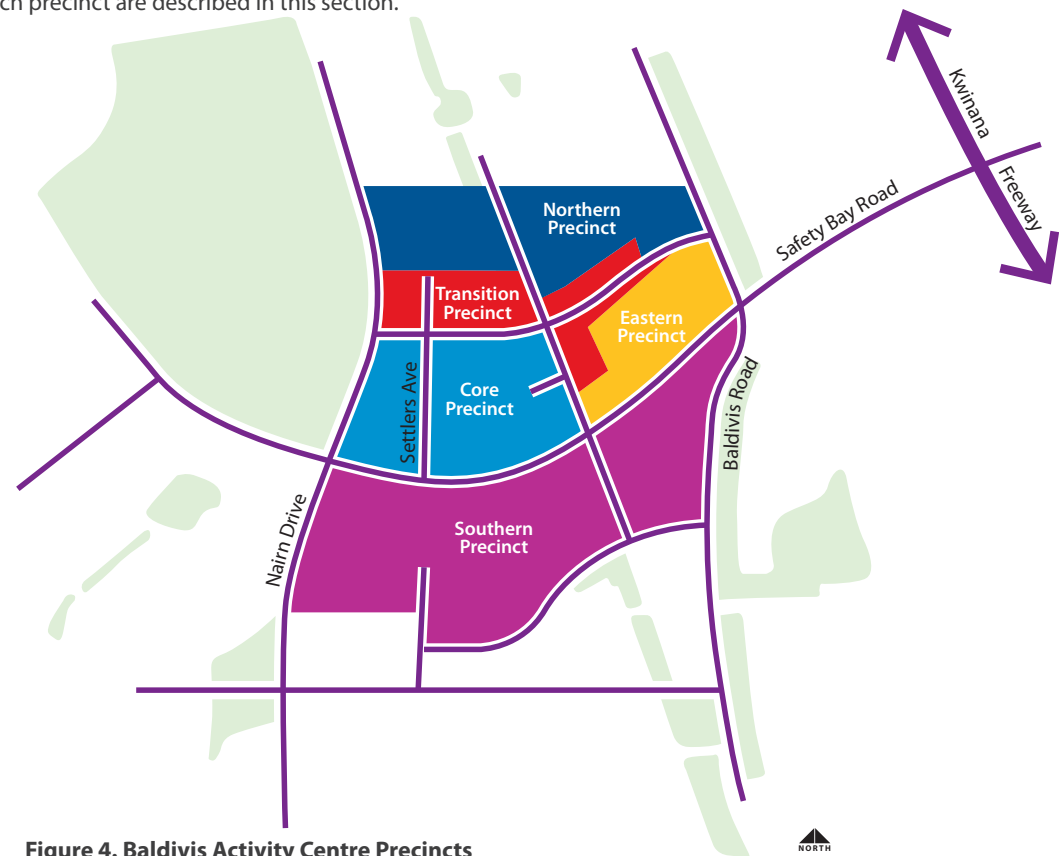


Figure 4. Baldvis Activity Centre Precincts

## 2.2 CORE PRECINCT

The Core Precinct comprises the major shopping and community facilities for the activity centre and is focused on the urban scaled, mixed use 'main street' - Settlers Avenue. The precinct will achieve a lively character with an emphasis on land uses which will generate interest and pedestrian activity. Attractive streetscapes and the provision of kerbside parking are important elements of a viable street based town centre environment.

The major shopping facilities within the Baldivis Activity Centre will be located within the Core Precinct, having an attractive visual presence to the traffic dominated Safety Bay Road, and an intimate pedestrian orientated presence to Settlers Avenue.

To promote a functional town centre, the Baldivis Activity Centre will consolidate its retail within the Core Precinct. The Core Precinct will include a Discount Department Store (DDS), full line supermarkets, and a range of speciality shops, as well a wide range of community and entertainment uses. Whilst retail dominated, the Core Precinct will also include a complementary mix of commercial (office), residential and personal services uses.

The precinct will operate as a hybrid centre initially. A 'hybrid centre' refers to a centre which has a combination of 'enclosed format' retail and 'main street' retail. This will involve a strong focus on achieving main street development along the length of Settlers Avenue, whilst acknowledging the majority of retail floor space will be within the enclosed portion of the centre, between Settlers Avenue and the linear open space.

Over time the structure of the centre allows for it to transform into a more traditional street based town centre increasing the proportion of street based retail, as accessibility (particularly public transport provision) improves and private vehicle use drops in the modal share.



Figure 5. Core Precinct

## 2.0 CENTRE VISION

### 2.3 TRANSITION PRECINCT

The Transition Precinct provides for a mix of land uses, including small format retail in mixed-use configurations, commercial and residential dwellings in an urban setting. The Transition Precinct provides a clear buffer from the more intensely developed areas of the Core Precinct and the Eastern Precinct, which will generate the highest amount of vehicle trips and activity. The area of the Transition Precinct fronting Settlers Avenue is identified as having an 'active frontage' requiring commercial development in a main street format.

The expectations of the Transition Precinct are to provide an 'urban lifestyle' for the residents within it. The dwellings sizes will be generally smaller than the areas to the north, and the precinct will offer a very high level of amenity due to its proximity to the core precinct and associated retail, entertainment uses, civic spaces and transportation options.



Figure 6. Transition Precinct

## 2.4 NORTHERN PRECINCT

Predominantly residential in character, the northern precinct is intended to link the urban housing form within the Transition Precinct and retail/commercial core to the more traditional 'suburban' housing product within adjacent residential developments to the north. Housing will range from walk up apartments and terrace housing to grouped housing and cottage lots, reinforcing that the Northern Precinct remains part of the Baldivis Activity Centre and is not part of standard suburban development. Residents within the Northern Precinct will enjoy high levels of access to core facilities and services with the permeable street network and the linear open space corridor. As the Baldivis Activity Centre matures and commercial uses diversify, the opportunity for home office and home business uses will arise in this precinct.

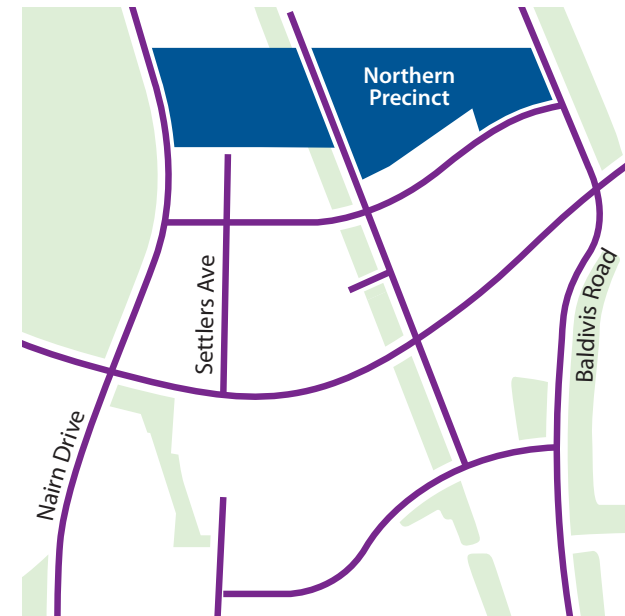


Figure 7. Northern Precinct

## 2.0 CENTRE VISION

### 2.5 EASTERN PRECINCT

The Eastern Precinct is strategically located within the Baldivis Activity Centre with high visibility and exposure from Safety Bay Road - a high volume traffic route - and within close proximity to Kwinana Freeway that is excellent for businesses that, due to their size or nature, are more car-orientated. In line with the key shift of the new SPP4.2, bulky goods will be contained within the activity centre, not in stand-alone or industrial precincts. As a result, the Eastern Precinct is designated for bulky-goods uses, to consolidate the most car-dominated retail uses adjacent to the Core Precinct. The Eastern Precinct is predominantly located outside the immediate 400m walkable catchment of the Core Precinct, however, is located within the 800 metre walkable catchment. The linear open space corridor provides a visual and physical break from the Core Precinct and Eastern Precinct, avoiding a clash between different levels of activity and urban form.

The precinct is centrally located on the eastern side of the Baldivis Activity Centre, such that the majority of the vehicle movements between the bulky goods precinct and the Kwinana Freeway are not drawn into the Core Precinct, which will ensure that the capacity for a fine grain, compact town centre core is not compromised.

While the street layout and spatial arrangement of this precinct will still be well connected and permeable, it will be less pedestrian orientated than other precincts, due to the larger format and longer distance of travel. Notwithstanding, the connections, way finding and associated infrastructure should be provided in a high quality manner that ensures safe, pleasant and efficient pedestrian movement within the centre. At its edges, however, the precinct will integrate into the pedestrian infrastructure of the Core and Transition Precincts. The Eastern Precinct will be strictly managed to ensure that there is no leakage of retail (specifically food, clothing or personal effects) away from the Core and Transition Precincts.



Figure 8. Eastern Precinct

## 2.6 SOUTHERN PRECINCT

Residential in nature, the Southern Precinct provides a range of living choices, including apartments, grouped housing, retirement living, aged care and single dwellings within a walkable distance to the Core Precinct. This diversity of living options will support the economic and social vibrancy of the town, ensure a richer demographic mix and provide housing options for a wide range of people enabling them to remain in the community as they move through different stages of their lives. The proximity to the Core Precinct enables residents to take advantage of town centre facilities without utilising motor vehicles, whilst enabling a complementary, yet different, urban form on the southern side of Safety Bay Road.

This precinct will be strongly linked with the Core Precinct on the northern side of Safety Bay Road. Whilst Safety Bay Road does create a potential pedestrian barrier through the activity centre, there are clear crossing points and transit stops that ensure the Southern Precinct effectively functions as part of the overall activity centre.

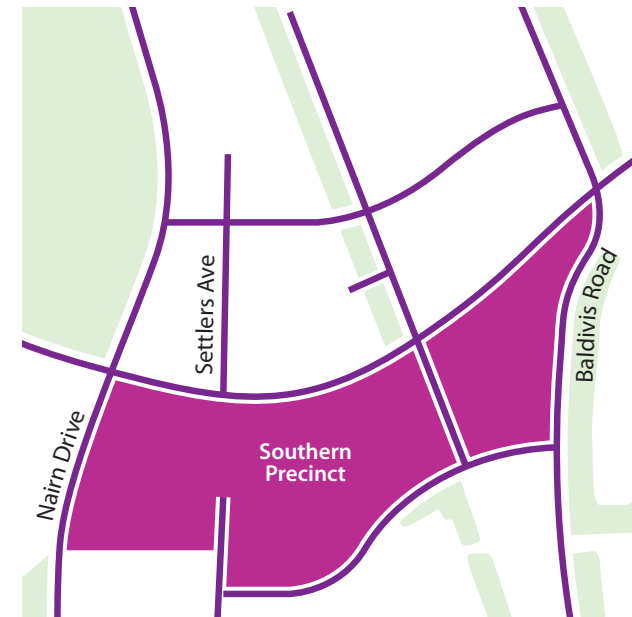


Figure 9. Southern Precinct



# 3.0 THEMES.

## 3.0 THEMES

The Baldvis Activity Centre Structure Plan is underpinned by five key themes. These themes describe the key areas that need to be addressed in implementing the above vision.

### EVOLUTION

#### from paddock to urban village

Planning first commenced for the Town Centre in the early 1990's, and since then the Baldvis Activity Centre has undergone a steady transformation. The centre will continue to grow and mature over the next 20 and more years. The interpretation of the plan at a development control level needs to acknowledge that the development of the ultimate uses and form articulated by the BACSP will occur over time. The success drivers are different for each land use and development form, which means the viability occurs at different times, as the centre incrementally grows.

The key principle is that development undertaken in the short term must not limit capacity for the intended outcomes for the centre, as set out in the BACSP, to eventuate. In some situations, lower order activities will provide interim uses, with the preferred uses resulting with the redevelopment of sites as they become viable.

The important consideration is that the structural integrity of the spatial layout of the activity centre is not compromised by short term development. Additionally, buildings should be designed to be adaptable to accommodate the ultimate intended use over time.

### COMPACT

#### an urban form that creates synergies between land uses

The Baldvis Activity Centre will be developed at a scale that promotes the effective functioning of the centre in line with current policy objectives, whilst acknowledging the limitations of a location at the edge of the metropolitan area such as limited public transport options and the motivation of people living on the urban fringe being primarily driven by a desire for space. In response to the centres location and District Centre designation, it is important that the most active uses are clustered into a compact area.

To ensure the successful functioning of the centre, the Baldvis Activity Centre will be a place where people live, work and recreate. Particularly within its core, a sense of vibrancy and discovery will be promoted by the extended hours of activity, diversity of housing and non-residential uses, as well as the broad cross-section of the people participating and engaging within it. The clear street network will create cross visitation options between land uses, enabling a range of tasks to be undertaken from a single visit to the centre.

## **ACCESSIBLE**

**easy, safe and pleasant to visit**

The Baldivis Activity Centre will have strong transportation networks linking the centre with the broader region, into the surrounding residential areas and other activity centres. The spatial arrangement of the street and movement network within the Baldivis Activity Centre will be clear, permeable and legible such that it is easy to traverse and navigate. Private vehicles will be the primary way to access the centre, however once within the centre, walking will be the dominant mode of transport, particularly within the Core Precinct. In areas such as the Eastern Precinct where bulky goods and car-based activities are located, the private vehicle transport will dominate, however these areas are located on the periphery of the activity centre so they do not significantly impact on the overall accessibility. Over time the public transport provision will improve and an increasing number of people will arrive by public transport.

## **DIVERSE**

**a highly functional mixture of complementary uses**

The Baldivis Activity Centre will provide a range of uses, at a variety of development intensities. The centre will have a healthy day and evening economy. The centre will contribute towards the employment needs of the local population, and provide for the urban needs of the locality. Uses will complement each other, creating opportunities for cross-visitation, and offer a range of amenities. The activated spaces, along with good building design, will ensure that actual and perceived safety is maximised for residents and visitors and uses will be appropriately located and sufficient public open space will be provided to meet community requirements.

## **INTERACTIVE**

**a meeting place and a place of urban amenity**

The nexus between the built form, street network and distribution of land uses will create an environment where people want to be, and create opportunities for interaction. The centre will be highly used by the residents who live within it as well as the surrounding Baldivis locality. It will form the key community hub, where community spirit is developed and cultural transactions occur, resulting in a unique identity. As the centre matures, so too will cultural, economic and community relations, which in turn will deliver social and economic benefits to the locality.



# 4.0 CENTRE CONTEXT.

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## 4.0 CENTRE CONTEXT

### 4.1 LOCAL HISTORY & SETTING

The Baldivis Activity Centre is located in the south-west sub-region of the Perth Metropolitan Region, approximately 42 kilometres south of the Perth Central Business District, (measured in a straight line).

The area was first settled in the 1920's as part of the Group Settlement Scheme to establish agricultural activities in south-western Australia. Baldivis is named after three ships which travelled to WA in 1922:

- **BAL**ranald
- **DI**ogenes; and
- **JerVIS** Bay.

The area has been significantly developed in the recent past, with a wave of residential development beginning in the 1990's. The first development within the Baldivis Town Centre was the petrol station on the corner of Safety Bay Road and Baldivis Road, established in 2003. The first stage of development of the Stockland Baldivis Shopping Centre occurred in 2007.

Baldivis and the surrounding locality provide an important role in the development in Perth, with a significant new population forming the main growth centre of the south-west sub-region. Residential development initially began in the locality to the west of the BACSP boundary at Settlers Hills.

Following this, residential development has occurred to the south and north of Safety Bay Road. The Baldivis residential area has considerable growth prospects and will take significant time to achieve its full development potential.

The Baldivis Activity Centre is located on Safety Bay Road, which provides access to the Warnbro Train Station on the Southern Suburbs Rail Line and on to Rockingham. Safety Bay Road is also connected to the Kwinana Freeway which forms the major arterial route in the southern suburbs of Perth and connects to other major vehicle routes. The Dampier to Bunbury Natural Gas Pipeline traverses the activity centre, resulting in a consistent landscaped corridor that provides open space and has been utilised to transition between different land uses and urban forms.

Baldivis is relatively isolated from other centres when compared to the spatial spread of centres across the metropolitan area generally. The nearest District Centre is Warnbro, located 5km to the West and serving a catchment significantly separated from Baldivis by Regional Open Space. The Rockingham Strategic Metropolitan Centre (8km west) and the Kwinana Secondary Centre (10km north) form the nearest major centres.

Baldivis' position as a growth centre is reflected in its demographics, with higher than average numbers in younger age groups, with a median age of 31 compared to 37 across the country. The prevalence of couples with children (62%) is also considerably higher than the national average (45%).

### 4.2 REGIONAL CONTEXT

#### 4.2.1 CATCHMENT

The trade area for the Baldivis Activity Centre is based on the current and future role of the centre, taking into account the pattern of urban development, location of other existing and proposed activity centres, road and public transport infrastructure and the existence of urban breaks such as Lake Coo loongup and Lake Walyungup.

Figure 10 shows the catchment served by the Baldivis Activity Centre, defined by the primary trade area and secondary trade area. The primary trade area covers an area extending approximately 5km from the centre. In the north this is defined by the extent of the suburb of Baldivis, and in the south at Sixty Eight Road.

The secondary trade area comprises the area south of Sixty Eight Road to Keralup (presently undeveloped for urban housing and has a small rural population). The secondary trade area has easy access to Baldivis via the Kwinana Freeway or Baldivis Road. It too is somewhat separated from the rest of Rockingham's suburbs by the existence of urban breaks such as the Rockingham Lakes regional park.

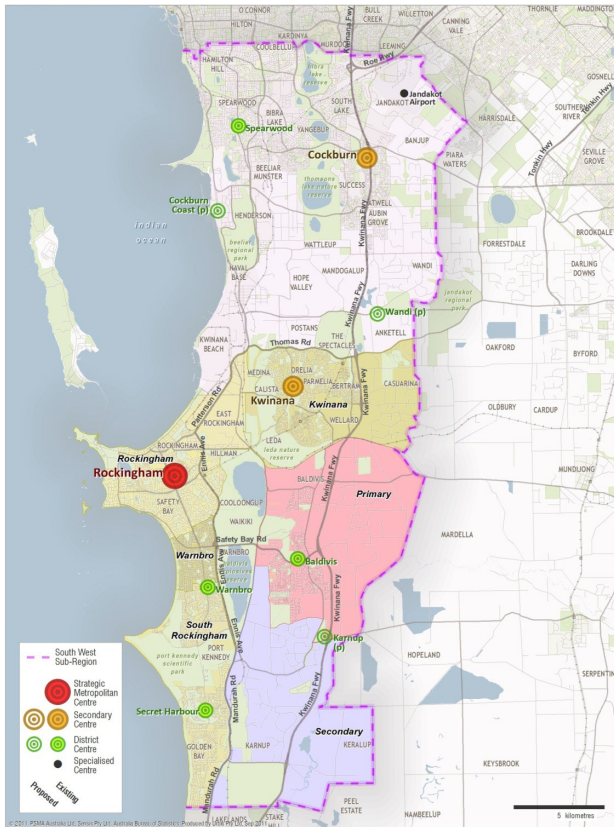


Figure 10. Baldvis Activity Centre Catchment

#### 4.2.2 METROPOLITAN REGION SCHEME

The Baldvis Activity Centre is entirely zoned 'Urban' under the Metropolitan Region Scheme, with Safety Bay Road being reserved as an Other Regional Road. An excerpt of the MRS map for the area is provided in Figure 11. The Urban zoning provides for a range of activities, including residential, retail, commercial, recreation and light industry.

Land surrounding the Baldvis Activity Centre is also largely zoned 'Urban' or 'Urban Differed' to the north and south with reserved lands for Parks and Recreation (Tamworth Swamp) located to the west.

The ongoing development of the Baldvis Activity Centre is consistent with the Urban zoning of the land.

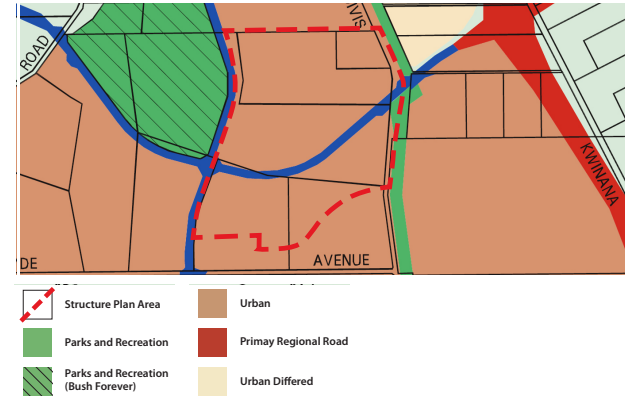


Figure 11. Metropolitan Region Scheme

## 4.0 CENTRE CONTEXT

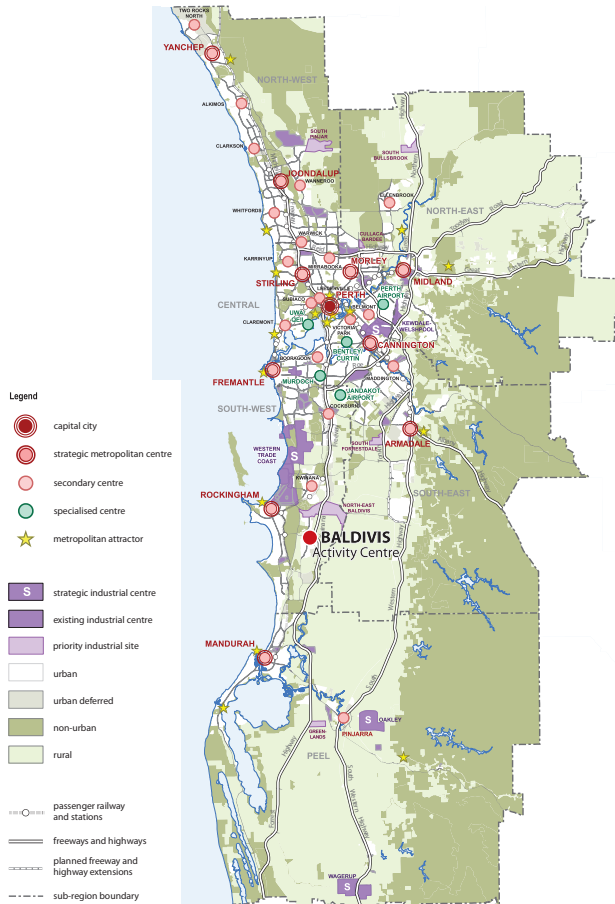


Figure 12. Directions 2031 and Beyond

### 4.2.3 DIRECTIONS 2031 AND BEYOND

Directions 2031 and Beyond is the State Government’s high level strategic plan that establishes a vision for the future growth of the Perth and Peel area, which is expected to grow from 1.65 million people to approximately 2.2 million people by 2031.

The South West Sub-Region, of which Baldvis forms part of, is expected to accommodate two hundred thousand additional people by 2031.

Directions 2031 establishes a hierarchy of activity centres throughout the metropolitan region. Baldvis is classified as a District Centre.

A District centre is defined as:

*...town centres that generally serve the main weekly household shopping, service and community needs of the district. They are predominantly retail focused but many also include a limited mix of other uses such as offices, medical and professional services, hospitality and entertainment and housing. Some also include or are associated with civic, community and recreation facilities.*

*District Centres have a greater focus of servicing the daily and weekly needs of residents. The composition and diversity of activity in a District Centre varies throughout Perth and Peel according to the size and maturity of its catchment. However, their relatively smaller scale enables them to have a greater local community focus and provide services, facilities and employment opportunities that reflect the particular needs of their catchments. The continued development of this tier of centres is essential to ensure local communities have good access to a minimum range of services.*

Under the policy in general, activity centres will:

- Provide services, employment and activities that are appropriate and accessible to the communities they support by agglomerating economic activity;
- Promote public transport, walking and cycling and reducing the number and length of trips; and
- Provide opportunities as places to live through higher density housing and the development of social and cultural networks, and support the development of local identity and sense of place.

Directions 2031 adopts a 'connected city' vision for the metropolitan area whereby 47% of all new dwellings are to be created within an infill setting and 53% of new dwellings are to be created in greenfield locations. Therefore there is a significant role for new or developing activity centres in the delivery of additional dwellings.

Across the metropolitan area it is estimated that an additional 556,000 residents will generate a demand for 328,000 dwellings needed by 2031. Activity centres in the existing built area of the metropolitan region with good access to public transport are identified as excellent candidates for urban consolidation – Baldivis does not currently have immediate access to mass transit services so while still providing a good range of housing, the intensity is likely to be less in comparison to a centre located on a train line. Nevertheless, future bus services including possibly Bus Rapid Transit services will provide direct and convenient access to Warnbro Train Station and on to Rockingham.

Baldivis is one of only four existing District Centres in the South West Sub Region, and consequently its continued development is important in achieving forecast growth, and in ensuring that existing and new residents have good access to range and scale of services expected in a relatively large District Centre.

#### 4.2.4 SPP 4.2 ACTIVITY CENTRES FOR PERTH AND PEEL

Consistent with Directions 2031 and Beyond, Baldivis is designated as a District Centre in State Planning Policy 4.2 Activity Centres for Perth and Peel (SPP4.2).

The major changes in direction under the new policy are as follows:

- Increased reliance on the spatial layout of centres, providing guidance for development and growth in terms of built form, spatial layout, land use mix and development intensity;
- Increased focus on centres as 'activity centres' where a range of uses are provided. This presents a shift away from shopping dominated centres, improving the cohesion between the retail uses and leveraging the capacity of retail developments to attract visitors and activity. There is a significant emphasis on creating a mix of uses within the centre, and spaces for community interaction;

- Removal of the previous shopping floorspace caps, in favour of growth being spread across a range of land uses, not just shopping floorspace. Size is now limited by the designation of a centre in the hierarchy, and needs based assessment rather than standardised shopping floorspace caps; A desire for centres to incorporate residential uses, as well as increased intensity of residential development on the periphery of the centre to increase the walkable catchment to each centre and land use diversity; and
- Renewed encouragement of bulky goods retail within centres, although generally located on the periphery to reinforce the role of centres by consolidating retail activity within centres.

The BACSP provides the basis for the centre to fulfil the role of a District Centre under the policy.

## 4.0 CENTRE CONTEXT

### 4.2.5 OUTER METROPOLITAN SUB REGIONAL STRATEGY

In November 2010 the State Government released the Central Metropolitan Sub Regional Strategy and the Outer Metropolitan Perth and Peel Sub Regional Strategy in draft form. These strategies were made pursuant to Directions 2031, providing a greater level of detail by identifying areas for infill and greenfield growth across the metropolitan area. Being located in the South-West Sub-Region, Baldivis' growth is outlined in the Outer Metropolitan document.

The South-West Sub-Region, comprising the City of Cockburn, Town of Kwinana and City of Rockingham is expected to accommodate an additional 90,000 to 120,000 additional dwellings by 2031. This represents a potential additional population in excess of 200,000 people. The City of Rockingham is expected to accommodate almost 60% of this growth.

The 'Baldivis Town Centre' is outlined in the document as having potential for 300-500 dwellings. Existing development plans identify almost 500 dwellings within the ACSP north of Safety Bay Road and almost 800 south of Safety Bay Road. Consequently the BACSP provides for, and likely will exceed, the dwelling targets set out in the Outer Metropolitan Perth and Peel Sub Regional Strategy.

### 4.2.6 LIVEABLE NEIGHBOURHOODS

Liveable Neighbourhoods is an operational development control policy which guides the design and assessment of structure plans and subdivision applications. It is an implementation tool; aimed at providing practical application of the State Government's strategic policy documents. Liveable Neighbourhoods sets out a range of design principles for developing the urban structure to achieve compact, well defined, and sustainable urban communities.

With respect to activity centres, Liveable Neighbourhoods seeks to deliver:

- A wide variety of housing types and sizes, including medium density residential development in close proximity to centres, and medium to high density residential and mixed-use development within centres;
- A wide variety of local employment opportunities;
- A sense of community, focused on walkable neighbourhoods and towns;
- Support for public transport; and
- A more integrated approach to the design of public open space.

Liveable Neighbourhoods assists in setting out the structure of the activity centres, creating a high quality public realm that is highly walkable and legible with the following relevant key design principles:

- Main street-fronting retail layouts should predominate, instead of enclosed or parking lot-dominated retail formats;
- The key focus of the centre planning is the quality of the public realm with the street being the main organising element for centre design;
- Centres capitalise on, relate to and address arterial roads rather than just using them for access;
- Centres are designed to facilitate and encourage walking, cycling and public transport access, and not just car access;
- Off-street parking is sleeved by buildings and is shared between different centre uses;
- Most commercial and business uses are integrated into a mixed-use centre, rather than segregated in single-use business parks; and
- To achieve good streetscapes, appropriate building types or forms are needed, with a particular focus on the ground floor, to support adaptability, economic change, and amenity over time.

While Baldivis is a new centre, it already illustrates some of the key principles of Liveable Neighbourhoods. The key focus of main street retail, relationship with Safety Bay Road and clustering of a variety of land uses in Baldivis will assist the centre's evolution over time in accordance with Liveable Neighbourhoods. The principles of Liveable Neighbourhoods have continued to inform the BACSP.

#### **4.2.7 SOUTH WEST CORRIDOR STRUCTURE PLAN**

The South West Corridor Structure Plan was prepared in 1993 and has not been updated to reflect the recent policy direction outlined in Directions 2031 and Beyond. Notwithstanding, the plan clearly identifies Baldivis Town Centre as a 'Major Commercial/Institution and Employment Centre', with a 'Mixed Business' area to the north of the Core Precinct. Areas south of Safety Bay Road are designated as future urban.

This document is now dated, and the while BACSP provides for development generally consistent with the South West Corridor Structure Plan, it will ultimately be superseded by the Outer Metropolitan Sub-regional Structure Plan once adopted.

#### **4.2.8 DEVELOPMENT CONTROL POLICY 3.4 – PLANNING TO SUPPORT TRANSIT USE AND TRANSIT ORIENTATED DEVELOPMENT**

Development Control Policy No3.4 (DC 3.4) promotes development in proximity to high frequency transit stations, with a number of people residing near such stations. This provides additional opportunities for public transport usage. Transit Orientated Developments are about achieving greater land use cohesion, social diversity, conservation, public safety and community vitality. Mixing compatible uses in transit oriented precincts within an environment that favours walking, makes it possible for one transit trip to serve a wide variety of purposes, compared to dispersed uses that are more likely to generate several separate trips by car.

In general Transit Orientated Developments should:

- Maximise walkability to a number of relevant destinations, not just to transit locations;
- Maximise safety to encourage people to visit and stay in the area outside of peak times;
- Minimise the number and duration of private vehicle trips;
- Provide public and private car parking in a strategic manner;

Baldivis currently has limited access to public transport. This by no means should prevent the evolution of the centre taking place in accordance with Transit Oriented Design Principles. Following these principles will support the current limited bus routes and in the future form the foundation of the future Bus Rapid Transit link to Rockingham identified in the State Government's Public Transport for Perth 2031 masterplan. Consequently, a legible and intensified nature of the Baldivis Activity Centre forms the basis of the BACSP.

## 4.0 CENTRE CONTEXT

### 4.3 LOCAL CONTEXT

#### 4.3.1 INTRODUCTION

The boundary of the Baldivis Activity Centre is shown on the Activity Centre Structure Plan Map, set out in section 10. Stockland Baldivis Shopping Centre is located at the intersection of Safety Bay Road and Settlers Avenue in Baldivis, within the Core Precinct of the Activity Centre Structure Plan.

The area surrounding the Baldivis Activity Centre Core Precinct is currently a mix of newly developed residential estates. The area is characterised by low to medium density residential housing with potential for higher density dwellings in proximity to the town centre. There is also a large retirement village under construction on the southern side of Safety Bay Road

It is worth noting that the boundary of the BACSP includes the land South of Safety Bay Road (which is not included within the Baldivis Town Centre Policy, the District Town Centre zone, or the Integrated Development Guide Plan) as this land functions as part of the Activity Centre and is within the walkable catchment from the core.

Stockland Baldivis is the main retail complex within the Baldivis Activity Centre and currently provides 6,900 m<sup>2</sup> of leasable floorspace, of which 5,476 m<sup>2</sup> is classified as shop/retail floorspace (PLUC 5).

There are also freestanding retail uses in Settlers Avenue West and in the South-East Precinct within the Baldivis Activity Centre which are co-located with the shopping centre. In total, the Baldivis Activity Centre currently has 22,215 m<sup>2</sup> of existing or approved PLUC 5 shop floorspace.

The Retail Sustainability Report (appendix A) prepared to inform this document finds that the proposed (potential/anticipated) expansion of the retail activities in Baldivis is an appropriate development that can be supported by the market without adversely impacting existing and planned centres in the region. The development of the centre for the purpose of supermarkets, a discount department store, and associated speciality shops appropriate for a District Centre will not result in the centre performing the functions of a higher order centre or impact on the on going viability of higher order centres.

The breakdown of 'existing and approved' floorspace as well as the 'proposed' (potential/anticipated) floorspace is outlined at figure 18.

#### 4.3.2 CITY OF ROCKINGHAM SCHEME

The BACSP area is within the City of Rockingham's Town Planning Scheme No.2 (TPS2).

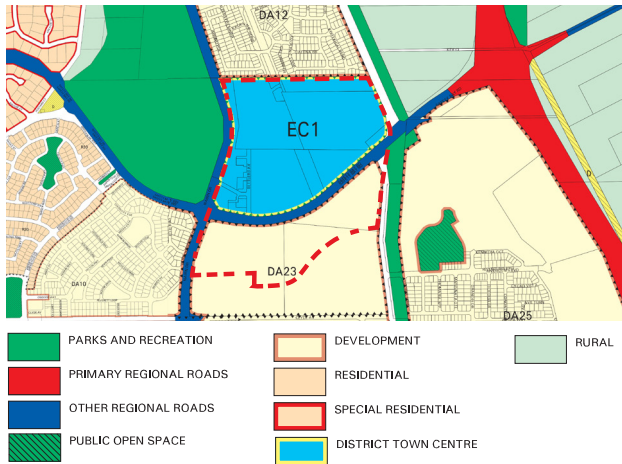
The area north of Safety Bay Road within the BACSP boundary is zoned 'District Town Centre' while the area to the south is zoned 'Development' (refer Figure 13).

The objective of the District Town Centre zone is generally to guide the development of the Baldivis Town Centre in accordance with the objectives and principles of the Baldivis Town Centre Policy. Council is guided by the following planning principles for this zone:

- Having due regard to the impact of development on the establishment, quality and use of the public domain; and
- Seek to encourage a mix of land uses within individual developments and more broadly across the centre.

The Baldivis Town Centre Policy is spatially interpreted by the Baldivis Integrated Development Guide Plan.

The objective of the Development Zones is to generally identify areas requiring Structure Plans to coordinate subdivisions, land and development. The Settlers Hills East Structure Plan covers all areas within the BACSP boundary that are zoned Development. This Structure Plan sets out the framework for subdivision and development of the land.



**Figure 13. Town Planning Scheme**

### 4.3.3 PLANNING POLICY 3.2.4 BALDIVIS TOWN CENTRE

The City of Rockingham's Planning Policy 3.2.4 generally guides the development of the BACSP area north of Safety Bay Road. The policy provides both general principles for development within the Baldivis Town Centre as well as precinct specific guidelines.

The associated Integrated Development Guide Plan illustrates the street layout, indicative building envelopes/configurations, setbacks, pedestrian and vehicular access, indicative car parking layouts and rights of way or access easements required.

The objectives of Planning Policy 3.2.4 have strongly influenced the preparation of the BACSP. These include:

- Ensuring the centre can accommodate existing and future needs in staged growth.
- Accommodating a wide range of uses in accordance with current townscape principles to create a place which will function as a community focal point. Land uses such as shops, offices, commercial, showrooms, residential, health, community, education, leisure and entertainment and recreation should be developed in an integrated manner. Row or terrace housing, walk up apartments and studio or loft-style apartments above retail/office are encouraged.
- Ensuring the centre is accessible and well integrated with surrounding areas. Efficient access should be accommodated through pedestrian, cycle, public transport and private vehicles in a manner that supports the development of a consolidated, pedestrian-oriented urban environment.
- Buildings should respect the scale of the streets and public spaces in which they are proposed and encourage day and night time uses. A variety of styles, materials and colours is encouraged.

### 4.3.4 BALDIVIS NORTH DISTRICT STRUCTURE PLAN

The Baldivis North District Structure Plan, adopted in 2000, guides the general form of urban development from the northern border of the BACSP north to Kerosene Lane. The plan sets out broad land uses, the basic movement network and centre locations. Only one neighbourhood centre is planned within the Structure Plan area, complemented by a variety of small local centres. The primarily residential land use forms a key role in supporting the Baldivis Activity Centre.

### 4.3.5 BALDIVIS SOUTH DISTRICT STRUCTURE PLAN

Similarly to the Baldivis North District Structure Plan, the Baldivis South District Structure Plan adopted in 1993 generally guides the form of urban development in Baldivis south of Safety Bay Road to Sixty Eight Road – between the Kwinana Freeway and Eighty Road.

The plan sets out broad land uses (being primarily residential and open space) and key connections within the Structure Plan Area. The Southern Precinct of the Activity Centre Structure Plan is within the District Structure Plan Boundary.

## 4.0 CENTRE CONTEXT

### 4.3.6 SETTLERS HILLS EAST LOCAL STRUCTURE PLAN

The Settlers Hills East Local Structure Plan covers the southern portion of the activity centre boundary and was adopted by the City of Rockingham and endorsed by the WAPC in 2010. This Structure Plan is more current than the applicable Baldivis South District Structure Plan. The plan includes single residential lots, R40 grouped housing sites, a retirement village site able to accommodate about 236 dwellings, a nursing home site and 4.3ha of public open space.

The BACSP is entirely consistent with the Settlers Hills East Local Structure Plan. The Settlers Hills East Local Structure Plan will continue to guide the land use, development and subdivision of this area and will prevail in case of any inconsistency between the two plans.

### 4.3.7 LOCAL COMMERCIAL STRATEGY

The City of Rockingham has in place a Local Commercial Strategy, adopted in 2004. The Strategy functions as Local Planning Policy No 6.3.

The Local Commercial Strategy was prepared under the provisions of the now rescinded State Planning Policy 4.2 – Metropolitan Centres Policy Statement for the Perth Metropolitan Region (Original SPP4.2). Under the original SPP4.2, the Baldivis Town Centre was defined as District Centre, and this designation was carried through to the Local Commercial Strategy.

As outlined in the review of the new Activity Centres Policy for Perth and Peel, the former rigid application of shop-retail floorspace caps has been removed, (subject to the preparation of a conforming Activity Centre Structure Plan). As the City's Local Commercial Strategy was prepared under the previous policy, a floorspace cap of 25,000 m<sup>2</sup> NLA is applicable to the Baldivis District Centre under the Strategy.

Clause 6.4(3) of the new SPP4.2 confirms that an Activity Centre Structure Plan is generally required to ensure a centre's development is "integrated, cohesive and accessible". Clause 6.6.1(2) of the new SPP4.2 states that development within centres should:

- "comply with the endorsed activity centre structure plan or local planning (Commercial) strategy; and
- be located in an appropriate level centre of the activity centre hierarchy."

The shop/retail floorspace areas outlined within the Local Commercial Strategy, will continue to guide the amount of shop-retail floorspace that is included within the Baldivis Activity Centre. Any proposal that results in the floor space levels nominated within the Local Commercial Strategy being significantly exceeded, will need to be supported by a retail needs/sustainability assessment to justify the extent of floor space provided is appropriate. It should be noted that the critical test is whether Baldivis will continue to perform as a District Centre consistent with the Local Commercial Strategy and the activity centres policy (SPP4.2).

## 4.4 LOCAL CHARACTERISTICS

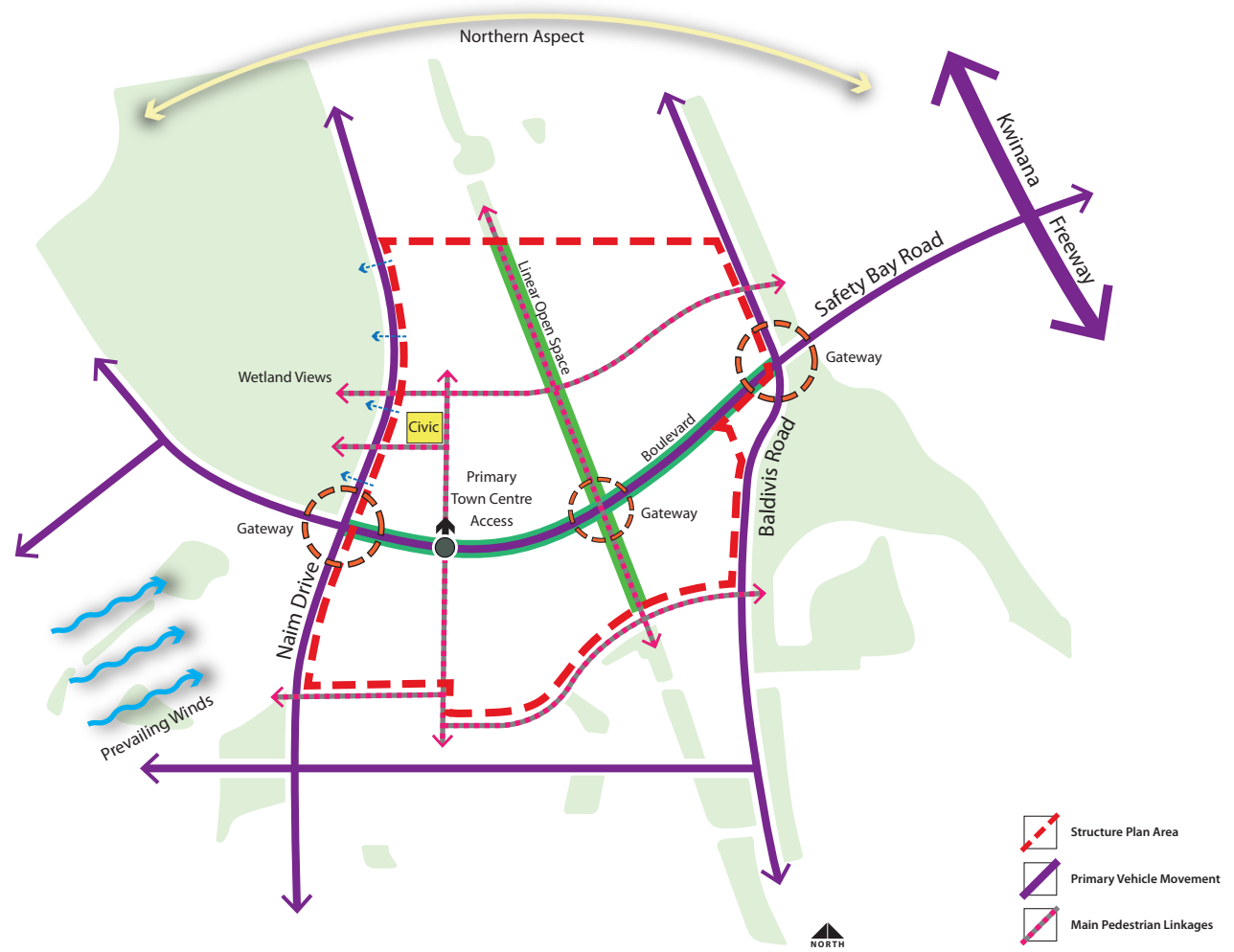
In general, Baldivis is a more affluent area compared with the wider sub-region. Average household incomes in the main trade area for the District Centre are 20% and 27% above the Perth average for the primary and secondary trade area sectors respectively.

It is clear that the areas of newer housing development in the locality, including to a lesser degree the area around Secret Harbour (South Rockingham, household incomes +7% v. Perth), are attracting a different kind of resident in contrast to the more established suburbs in the study area. These exhibit significantly lower household incomes, particularly around Rockingham (-21% v. Perth) and Kwinana (-22% v. Perth).

The Baldivis main trade area shows a much higher proportion of family households, particularly those with children under 15 years old, compared with the rest of the study area and Perth on average. This is borne out by the greater household sizes and lower average age in the area compared with the Perth average.

The higher incomes in the main trade area are supported by a lower level of unemployment (just 2%) and higher labour force participation than that found in the rest of the study area sectors, or Perth as a whole. Reflecting the relative affluence of the area, a higher proportion of residents have two cars and significantly less people are renting in the main trade area.

In summary the Baldivis main trade area is typical of a growth area profile in that it is characterised by young families paying off a mortgage. The levels of income and employment are higher than those typically found in developing outer suburban areas. These characteristics are positively correlated to retail spending and the residents of the Baldivis trade area will be generating one of the higher rates of spending on a per capita basis in the South West sub-region.



**Figure 14. Strengths, Weaknesses, Opportunities and Constraints**

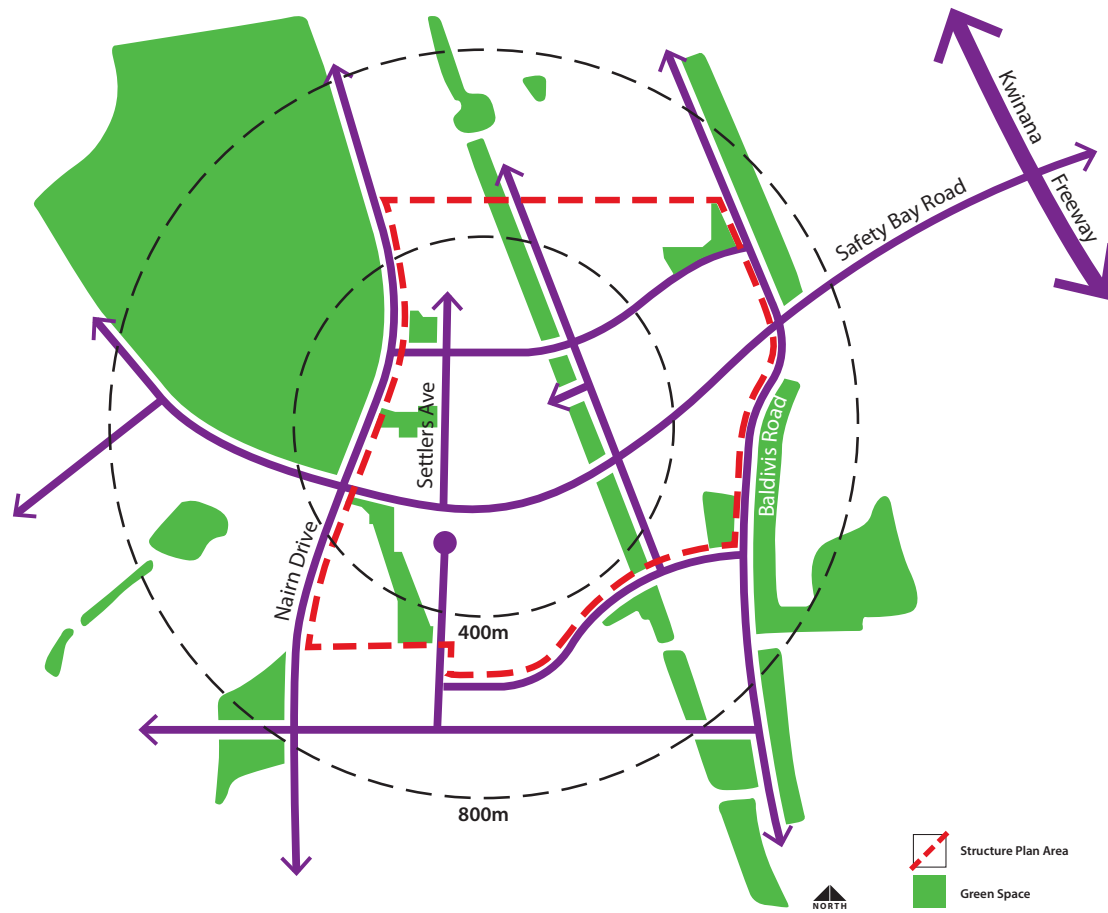


Figure 15. Public Open Space

# 5.0 MOVEMENT.

## 5.0 MOVEMENT

The growth of the Baldvis Activity Centre needs to be managed in a manner that supports the development of a consolidated, pedestrian-orientated urban environment. To achieve this, the movement network to and within the activity centre needs to appropriately accommodate pedestrians, cyclists, public transport users and private vehicle transportation users in a constructive manner.

Movement networks are central to ensuring the effective operation of the town centre. There needs to be a balance between the ability to pass through the centre in a vehicle, and the ability to travel within the centre as a pedestrian in a safe, comfortable and pleasant manner. The pattern of public streets needs to be orderly and promote an efficient and clear path of travel.

The Baldvis Activity Centre will generally be compact, with a good degree of permeability. The centre will continue to evolve overtime, acknowledging its location on the outer metropolitan area will result in a high proportion of trips being via private vehicle for the foreseeable future.

The capacity for high quality public transport is built into the structure of the activity centre, to allow it to improve and provide an increased role in the operation of the activity centre over time. At maturity, the entire Baldvis Activity Centre will be within comfortable walking distance to a bus stop. Car parking provision will be relatively high in the initial stages of development, however, opportunities for the consolidation of the centre and removal of at-grade car parking will be possible over time, to ensure that the provision of car parking evolves with the centre to meet its needs.

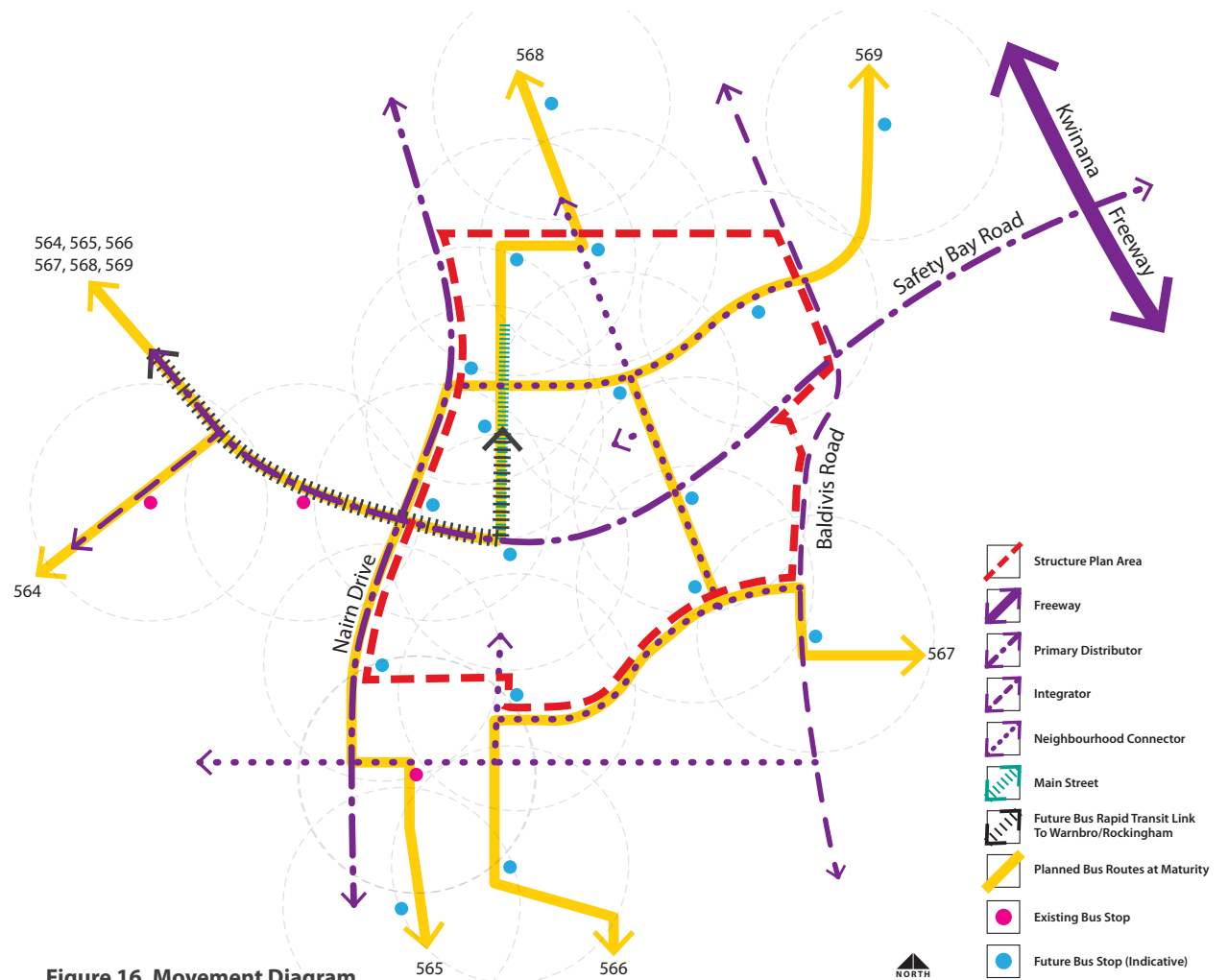


Figure 16. Movement Diagram

## 5.1 REGIONAL PERSPECTIVE

The Baldivis Activity Centre has excellent accessibility from the regional road network. The Kwinana Freeway passes just to the east, with Safety Bay Road connecting the activity centre with the freeway and the coastal areas to the west.

## 5.2 PUBLIC TRANSPORT INFRASTRUCTURE

The Baldivis Activity Centre has poor access to public transport infrastructure, however, this is set to improve significantly in the medium to long term.

Transperth currently provides two bus routes through Baldivis. One travels along the southern boundary of the activity centre, and does not enter the Core Precinct. The other deviates to the centre via Atwick Terrace for selected services. Both routes provide access to Warnbro Train Station and Rockingham City Centre. Park and Ride services are also available at Warnbro Train Station, which provides access to Mandurah, Rockingham, the Perth CBD and other major metropolitan centres and education precincts. These routes are temporary alignments until the road network in Baldivis is more complete.

Future (additional) bus routes will travel through the Baldivis Activity Centre, particularly the core of the centre, to support more intense land use and provide a high level accessibility for residents within the BACSP area.

The State Governments Public Transport for Perth 2031 plan provides for Bus Rapid Transit infrastructure linking the Baldivis town centre to Warnbro and on to Rockingham to be built. 'Bus Rapid Transit' is a system that operates with dedicated priority within existing streets. No route has been identified, however this will require additional infrastructure by way of bus lanes on Safety Bay Road or similar. To achieve maximum usability and to respond to transit oriented design principles, this future service should travel through Settlers Avenue. Future bus stop locations identified in the BACSP should be considered as indicative only.

## 5.3 WALKING AND CYCLING ACCESS

A unique and defining feature of the Baldivis Activity Centre is the Gas Pipeline Corridor, which has resulted in a linear open space that connects the surrounding areas to the north and south with the heart of the activity centre. The linear open space creates a relatively uninterrupted open space network, creating a pleasant and safe link from the surrounding suburban areas. The broader Baldivis area has recently been developed, with much of the areas still under development or planned for future development.

As a result, the development conforms to most of the principles of Liveable Neighbourhoods that facilitate high level of accessibility for pedestrians and cyclists. The Baldivis Activity Centre has been designed with modern principles of urban design. It has avoided the creation of a mono-focused, internalised shopping centre set amongst an impermeable street network that prevailed from between the 1950's to the 1990's.

Most of the street network within the Baldivis Activity Centre has already been granted subdivision approval, in a manner that is highly legible and walkable for pedestrians and cyclists, and a large proportion has been constructed. The only remaining portion of land that does not have approved subdivision or development plans in place is Lot 9001 (the area north of the Core Precinct and west of the linear open space. This network is able to feed pedestrian and cyclists into the Core Precinct where main street activity and community interaction occurs. The traffic lights at the intersection of Safety Bay Road and Settlers Avenue will provide safe access for pedestrians and cyclists into the core precincts from the southern precinct.

## 5.0 MOVEMENT

Large scale commercial developments will provide bicycle parking and end of trip facilities in line with Council policy. A long term aspiration for the Baldivis Activity Centre is for a dedicated cycle link to Warnbro Train Station and the Rockingham City Centre, improving the connectivity at a regional scale.

Where appropriate, particularly in the Core Precinct, pedestrian crossings should be provided throughout the activity centre. All subdivision applications and major development applicants should consider the need for pedestrian and cyclist infrastructure within the area subject to the application.

### 5.3.1 LINEAR OPEN SPACE AND ARBOURWAYS

The pedestrian and cycle movement network is underpinned by the provision of the Linear Open Space corridor and the Arbourways.

The Linear Open Space corridor runs on a north-south axis through the activity centre, and links the residential areas to the north and south with the town core, enabling safe and efficient movement through the activity centre.

There are two Arbourways that run on an east-west axis, and link two major areas of regional open space, being the 'tramway reserve' with Tamworth Wetland, via the Linear Open Space. One Arbourway connects just to the north of the core precinct along Mennock Approach, and the other along the southern boundary of the activity centre. These high quality pedestrian and cyclist orientated movement networks effectively link the activity centre with the broader area, making it a leading example of contemporary urban design.

## 5.4 TRANSPORT ASSESSMENT

A Transport Assessment has been completed to inform this document and is enclosed at Appendix B.

This Transport Assessment has been carried out to assess the robustness of the structure of the Baldivis Activity Centre, to ensure that a functional transport hierarchy is provided, with an appropriate street network. The report has used an assessment year of 2031, assuming full development of the proposed land uses in the BACSP within a ten year period. This long term traffic view ensures that the BACSP has built in robustness to accommodate the needs of future residents and businesses and is capable of coping with density aspirations for the activity centre.

The key regional traffic link that connects the Baldivis Activity Centre with the wider transport network is Safety Bay Road, which currently carries 21,750 vehicles per day (as at June 2010). The important links that connect the Baldivis locality to Safety Bay Road are Nairn Drive and Baldivis Road. The report finds that the most significant trips will be made to and from the north-west quadrant of the BAC, generally centred around the Core Precinct. Due to the nature of land uses proposed and the role of Safety Bay Road, the high period of traffic generation will be the afternoon peak.

The most important street in the Baldivis Activity Centre from a community and place making perspective is Settlers Avenue. This is an intimate, fine grain environment that promotes low vehicle speeds, on-street parking and high levels of pedestrian activity. Settlers Avenue provides a clear sense of arrival where it connects to Safety Bay Road. Settlers Avenue provides the main opportunity for public interaction and community development. The town square is located off Settlers Avenue, which is the key meeting point within the Baldivis Activity Centre, which is intended to promote community spirit and create opportunities for recreation and entertainment, facilitating casual interaction as well as formal gatherings. The vehicle movements along Settlers Avenue will not impact on the ability for pedestrians to pass through the area, and will create a sense of activity and vibrancy across a wide number of hours.

Due to significant forecast queue lengths, the traffic report finds that a 4-way intersection is not desirable at Settlers Avenue and Safety Bay Road. This is a departure from the Baldivis IDGP, however the impact of this intersection in the long term compromises the effective functioning of the road network. The transport assessment has assumed a future signalised 4-way intersection at Safety Bay Road and Norseman Approach as indicated in the Baldivis IDGP.

Notwithstanding, there is a strong aspiration to provide a four way intersection at junction of Settlers Avenue and Safety Bay Road in the long term. This is considered to be a superior urban design outcome and one that will foster the improved permissibility through the town centre and increase the importance of Settlers Avenue in the overall road hierarchy.

Therefore the possibility of creating a 4-way intersection should be continuously reviewed. The best opportunity to create this 4-way intersection would be associated with any alteration to the existing arrangement of the intersection of Nairn Drive and Safety Bay Road in the future when the prevailing development conditions at that time are known, and the priority in terms of road design are clear.

If the Nairn Drive and Safety Bay Road intersection fails, the roundabout will need to be removed and replaced with traffic lights. At this point in time, it should be investigated if there is any opportunity to review the existing 3-way intersection at the junction of Settlers Avenue and Safety Bay Road to replace it with a 4-way intersection controlled with traffic lights that are phased with the Nairn Drive and Safety Bay Road lights.

The key findings of the Transport Assessment are as follows:

- Due to the mix of uses, trip generation in the activity centre is highest in the afternoon peak, with a total of 3566 inbound and outbound vehicles per hour during this period;

- Vehicle traffic flows in the activity centre will be highest on Safety Bay Road between Nairn Drive and Baldivis Road. To enable the effective functioning of this intersection, Settlers Avenue should not extend south of Safety Bay Road. The creation of a four way intersection at this location would result in vehicle queuing at the Nairn Drive roundabout and produce unacceptable delay times;
- There will be appropriate levels of service vehicle access in the activity centre;
- Impacts on lower order roads in surrounding residential neighbourhood areas will be negligible;
- Design measures to ameliorate noise levels for noise-sensitive land uses on Safety Bay Road should be considered to satisfy SPP 5.4 Road and Transport Noise and Freight Considerations in Land Use Planning;
- Due to the extension of the Kwinana Freeway past Safety Bay Road resulting in more balanced traffic flow in the locality, crash rates are anticipated to become lower over time;
- Existing parking rates under the City of Rockingham's Town Planning Scheme No.2 are generally in line with SPP4.2;

## 5.0 MOVEMENT

- The structure plan area is anticipated to have good access to public transport, with four of the five bus routes planned for Baldivis to pass through the activity centre. Additionally the centre may enjoy a rapid transit service in the future; and
- Provision of foot paths in accordance with Liveable Neighbourhoods is required, with particular need for appropriate paths on both sides of Safety Bay Road.

### 5.4.1 MODIFICATIONS TO ROAD NETWORK

The Transport Assessment (Appendix B) investigates the key intersections within the BACSP area to test their performance and capacity to handle the PM peak hour traffic flows as modelled at 2031. The analysis determines that all intersections operate effectively, however, to improve the traffic flow associated estimated volumes at 2031 some minor modifications to the intersection can be made:

- Safety Bay Road / Settlers Avenue (3-way) intersection  
Minor modifications are required to reduce queue lengths, including the introduction of a second lane for right turning movements.
- Safety Bay Road / Norseman Approach intersection  
Extend the existing right turn pocket to 270 metres to accommodate right turn movement from Settlers Avenue into Burlington Drive.

- Safety Bay Road / Baldivis Road (4-way) roundabout  
Introduction of a third lane to accommodate west bound traffic turning left from Safety Bay Road into Baldivis Road.
- Safety Bay Road / Nairn Drive (4-way) roundabout  
Introduction of a third lane for both the eastern and western approaches on Safety Bay Road.

### 5.4.2 IMPLEMENTATION

The Transport Assessment concludes that if the minor modifications above are provided, the road network within the BACSP area would operate satisfactorily.

The City of Rockingham will be responsible for managing the timing of the upgrades to the intersections as identified in the traffic report to ensure they are provided prior to 2031. The timing of upgrades will be monitored through the Development Assessment process.

All future major development and subdivision applications are required to include a traffic microsimulation of the Safety Bay Road intersections within the BACSP. This requirement will demonstrate the proposals impact on the future performance of the intersections due to additional traffic generation and identify requirements for intersection upgrades and land area requirements. The traffic microsimulation should model scenarios where the Nairn Drive/Safety Bay Road roundabout intersection is converted to a signalised intersection, and the Settlers Avenue/Safety Bay Road intersection is modified

to a four-way signalised intersection with a connection to the south. The simulation should identify the merits or constraints of these scenarios being implemented along with the proposed development or subdivision. The analysis should also determine what proportion of additional traffic that warrants intersection upgrades is generated from that development/subdivision, and apportion contributions for widening or intersection upgrades accordingly.

## 5.5 FREIGHT SERVICING

The Baldivis Activity Centre enjoys excellent access for existing and future freight activity via Safety Bay Road and the adjacent freeway. The roads provide efficient access to the metropolitan area and major port facilities including Fremantle and Perth Airport.

The primary requirement for freight services will be in the Core Precinct (concentrated at Stockland Baldivis shopping centre) and the Eastern Precinct. Freight movement south of Safety Bay Road will be negligible due to the absence of significant commercial uses in this precinct.

The existing shopping centre and future expansions have been designed as such that freight movements are located at the rear of the centre away from the main pedestrian environment and with number of loading docks to maximise efficiency. For activity west of Settlers Avenue, active frontage requirements in the BACSP will avoid any freight servicing

taking place that will interrupt pedestrian movement and urban design aspirations. Similarly, the most freight intense activity, such as the bulky goods facilities in the Eastern Precinct, are located closest to the Kwinana Freeway and at the junction of Safety Bay Road and Baldvis Road to enable the efficient distribution of freight movement and to avoid intense freight movement unnecessarily interacting with the core of the activity centre.

As additional commercial activity is developed west of Settlers Avenue and in the Transition Precinct, developments will need to avoid freight activity interacting with key pedestrian areas or being presented to major thoroughfares or public open spaces. Where possible, freight movements should have easy access to major roads such as Nairn Drive to minimise freight movements on more intimate roads.

Whilst currently in its development infancy, the centre has been designed to effectively cater for service vehicle's once key road links, such as Nairn Drive, have been completed. It is expected that the full road network required to deliver effective and safe freight service capacity will be completed well in advance of the full maturity of the centre in around 2031. The use of minor roads for freight vehicles as an interim measure will be required until the road network is completed, however this will be undertaken in a manner that ensures the impacts on pedestrians and other centres users will be minimised.

## 5.6 CENTRE PARKING STRATEGY

At present, the Baldvis Activity Centre does not have any public transport that provides accessibility to the centre. As such there is a need to acknowledge that the primary mode of access will be by private vehicle. A proportion of trips associated with recreation and entertainment uses within the centre will be via walking and bicycle, however, the majority of trips will be for the weekly convenience shopping and will not be able to be substituted for other modes of transport. Over time, as the Baldvis Activity Centre matures and develops a more sophisticated range of land uses and better public transport links the level of car parking will be able to be rationalised, particular surface parking areas. The Baldvis Activity Centre has been set up to enable future provision of public transport, including the future Bus Rapid Transit Service.

The Core Precinct has been developed such that the majority of surface car parking is located on the shopping centre site to the east of Settlers Avenue. It is acknowledged that in the short and medium timeframes, the shopping centre will accommodate significant amounts of surface car parking. Car parking will be generally located at the rear of the buildings and screened from view within the Core Precinct west of Settlers Avenue. Development along Settlers Avenue will be built to the property boundary and provide a visual screen to the carparking areas to the rear.

On street car parking will be provided to assist in creating a high level of accessibility and convenience, as well as a sense of activity and movement within the Core Precinct.

It needs to be acknowledged that the Eastern Precinct is car orientated, and therefore the location and setting of the car parking areas will be more visually dominant than within the Core or Transition Precinct.

Due to their predominately residential nature, the Northern and Southern Precincts will provide car parking on the lot within a close proximity to each dwelling. Visitor car parking will generally be provided on the street, and within the lots for larger development sites where appropriate.

Car parking within the Baldvis Activity Centre will be undertaken at the rates currently within the City of Rockingham's Planning Scheme No.2. The car parking rates for the shopping centre, which is the largest land user and the highest generator of car parking demand, will be provided at a minimum of 1 bay per 22 m<sup>2</sup> of NLA, and a maximum of 1 bay per 17 m<sup>2</sup> of NLA. Required off street parking bays should be located behind buildings, and not located between buildings and the street (where at street level). The maximum limit should encourage developers to investigate opportunities for reciprocal and shared parking within the activity centre to promote an efficient supply of car parks.

On-street parking should be provided on most streets. The number of on-street spaces shall count towards the required number of parking bays for the development on the adjacent lot.

There are existing easements in place on the Stockland Baldivis Shopping Centre site (Lot 1) that allow land uses on the western side of Settlers Avenue (Lot 7 and 8) to park in the car parking area associated with the shopping centre. The agreement has been put in place based on a number of principles of cross visitation, peak demand and utilisation, and urban design. Allowing users to park in the main shopping centre car park assists in the creation of a more cohesive town centre and prevents the dominance of car parking area throughout the entire centre.

# 6.0 ACTIVITY.

## 6.0 ACTIVITY

The Baldivis Activity Centre will be the central hub of activity for the wider Baldivis locality. In its developing phase, the dominant land uses will be retail and residential, however overtime it will provide a broad range of uses and employment opportunities and service the urban needs of a diverse population.

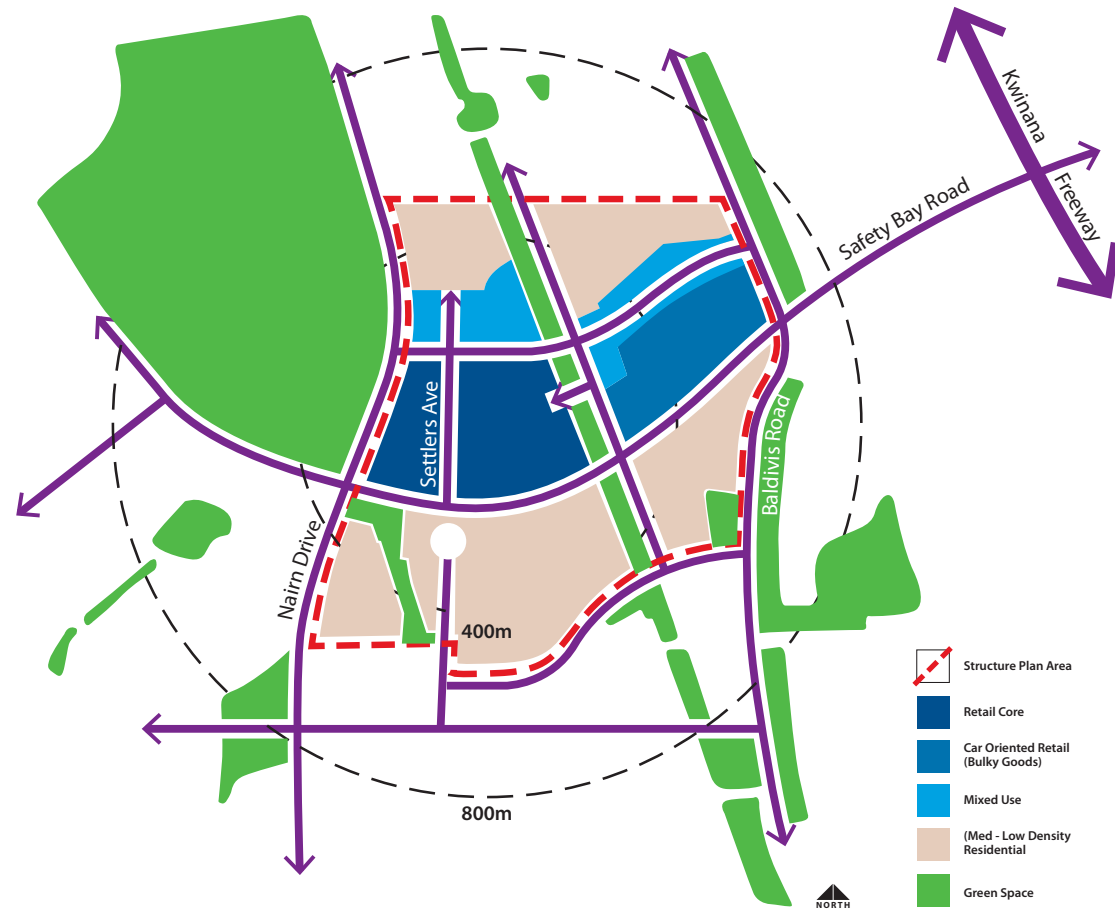


Figure 17. Activity Diagram

## 6.1 LAND USE AND DIVERSITY

The Baldvis Activity Centre currently provides for a substantial range of land uses. The Baldvis Activity Centre is currently focused on retail, entertainment and residential uses. However, within the next few years, bulky goods uses and the community centre will be developed, which will bring a new dimension to the Activity Centre. Non-retail commercial uses will be the last major land use group to be established in the Baldvis Activity Centre in significant numbers.

Overall, the Structure Plan ensures that the Baldvis Activity Centre does not develop as a solely retail focused centre. The retail component of the centre has been the initial catalyst for development of the Core Precinct. Due to its unique geographical context, and the rapidly growing surrounding residential areas, the Stockland Baldvis Shopping Centre has experienced strong retail sales and therefore will soon undergo expansion of the retail floorspace to meet the demand within its catchment.

Following the Stage 2B expansion to the shopping centre, there will be limited growth to the retail component of the shopping centre. As the Activity Centre matures, non-retail uses will develop to complement existing services. The Structure Plan ensures that these uses have the capacity to develop in the future, once viable. In this sense, sufficient land has been designated for future commercial, residential, office and community uses.

Precinct	Development	Retail (m <sup>2</sup> )	Non-retail (m <sup>2</sup> )	Total (m <sup>2</sup> )
<b>Existing and approved</b>				
Core	Shopping Centre - Stage 1 (building 1)	5476	1424	6900
Core	Shopping Centre - Stage 2A	11368	0	11368
Core	Settlers Avenue East Shops (building 2)	410	0	410
Core	Settlers Avenue East Shops (building 3)	340	0	340
Core	Medical Centre & offices	0	1,621	1621
Core	Liquor Store (including extensions)	1224	0	1224
Core	Lot 8 (Dôme building)	869	680	1549
Core	The Chase Tavern	0	1,445	1445
Core	Lot 17 Atwick	659	270	929
Eastern	Service Station	193	0	193
Eastern	Fast Food Outlet (HJs)	213	0	213
Eastern	Liquor Store	431	0	431
Eastern	Lot 3 (Masters)	500	12,996	13496
Core	Fast Food Outlet (McDs)	322	0	322
Core	Fast Food Outlet (RR)	210	0	210
<b>Total</b>		<b>22,215</b>	<b>18,436</b>	<b>40,651</b>
<b>Potential (approximates)</b>				
Core	Shopping Centre - Stage 2B	8,448	0	8,448
Core	Settlers Avenue East Shops (Building 4)	400	0	400
Core	Settlers Avenue East Shops (Building 5)	0	1,600	1,600
Core	Settlers Avenue East Shops (Building 6)	400	350	750
Core	Medical centre stage 2	0	300	300
Core	Community centre & library	0	1,400	1,400
Core	Lot 6 Settlers	650	650	1,300
Core	Lot 12 Atwick	668	726	1,394
Core	Lot 9078 (Corner Safety Bay Road and Nairn Drive)	0	4,000	4,000
Eastern	Project Oxygen Stage 2	0	6,900	6,900
Eastern	Lots between Norseman & Goulburn	0	2,500	2,500
Core	Corner Settlers & Mennock (west side)	350	400	750
Core	Fast Food Outlet (Pad Site 3)	300	0	300
Transition	Lot 9001 (Settlers Avenue)	2500	1,000	3,500
Northern	All Lots	0	0	0
Southern	All Lots	0	0	0
<b>Total</b>		<b>13,716</b>	<b>19,826</b>	<b>33,542</b>
<b>Total (existing, approved &amp; potential)</b>		<b>35,931</b>	<b>38,262</b>	<b>74,193</b>

**Figure 18. Floorspace Summary**

# 6.0 ACTIVITY

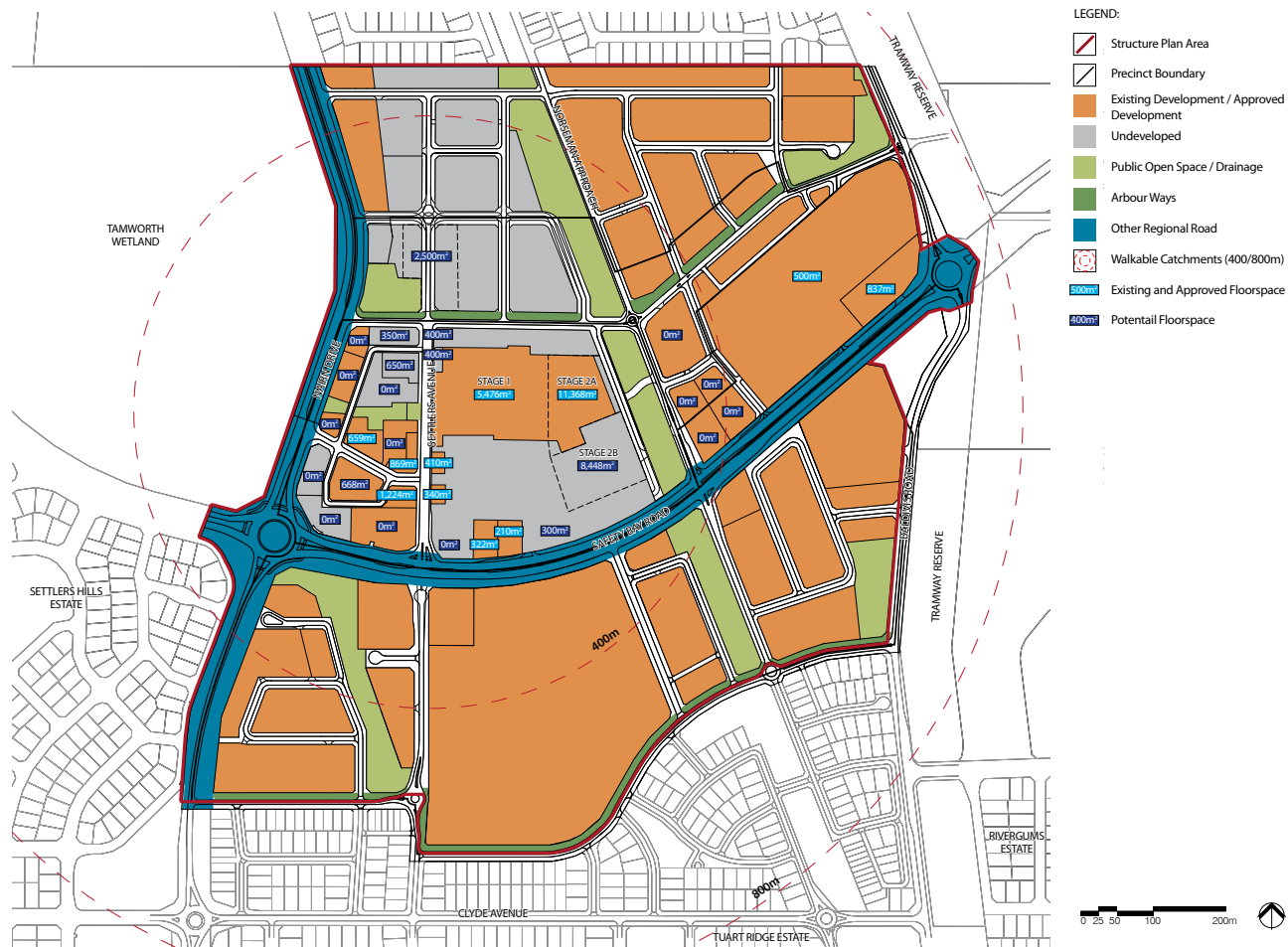


Figure 19. Retail Yields

## 6.2 EMPLOYMENT

The Baldivis locality has a high level of local employment based on the proximity of the Kwinana Industrial Area. As shown in table 120, nearly half the population work in either Rockingham or Kwinana LGA's. As a district level suburban street centre, the Baldivis Activity Centre the majority of jobs will be associated with retail, hospitality, personal services and bulky goods trade. Office development will be limited to district level offices and local professional services. The majority of development of non-retail commercial employment will occur as the centre reaches maturity, around 2031. The context of the centre in an outer suburban area on the edge of the metropolitan area with limited levels of public transport access means that the Baldivis Activity Centre will not be well suited to a significant amount of office floorspace.

The greatest concentration of employment within the activity centre will be within the Core Precinct. This will be provided through employment in the retail sector, hospitality and leisure sector, civic and community sector as well as a growing number of office jobs over time as the centre matures.

Lower levels of employment will occur within the Eastern Precinct (primarily through Bulky Goods trade), within the Transition Precinct (primarily home business and small format retail) and the Southern precinct (personal services associated with the aged care facility and the nursing home).

Statistical Local Area	Number	% of total
Rockingham (C)	920	39
Kwinana (T)	217	9
Cockburn (C)	179	8
Mandurah (C)	114	5
Perth (C) - Inner	107	5
Canning (C)	98	4
Fremantle (C) - Remainder	84	4
Melville (C)	77	3
Perth (C) - Remainder	72	3
Belmont (C)	54	2
Other SLAs	415	18
<b>Total</b>	<b>2,337</b>	<b>100</b>

Source: ABS, Urbis.

**Figure 20.** Work locations for Baldivis residents (2006)

	Near Term (2014)	Long Term (2031)	Total
Retail	1134	675	1809
Medical / Community	44	55	99
Entertainment / Restaurant	75	0	75
Bulky	144	91	235
Office	11	399	410
<b>TOTAL</b>	<b>1408</b>	<b>1219</b>	<b>2627</b>

Source: Urbis

**Figure 21.** Estimated employment within Baldivis Activity Centre

## 6.3 DWELLINGS AND HOUSING DENSITY

The BACSP takes a broader, long term horizon view of the development timeframe than the IDGP. As a result it has the capacity to plan for a potential land use intensity that will evolve over time. The spatial layout of the Baldivis Activity Centre is largely set with little scope for amendment in the short or medium term. However, in a longer development timeframe there is the capacity for additional dwelling density to be accommodated, and this Structure Plan provides for that future development.

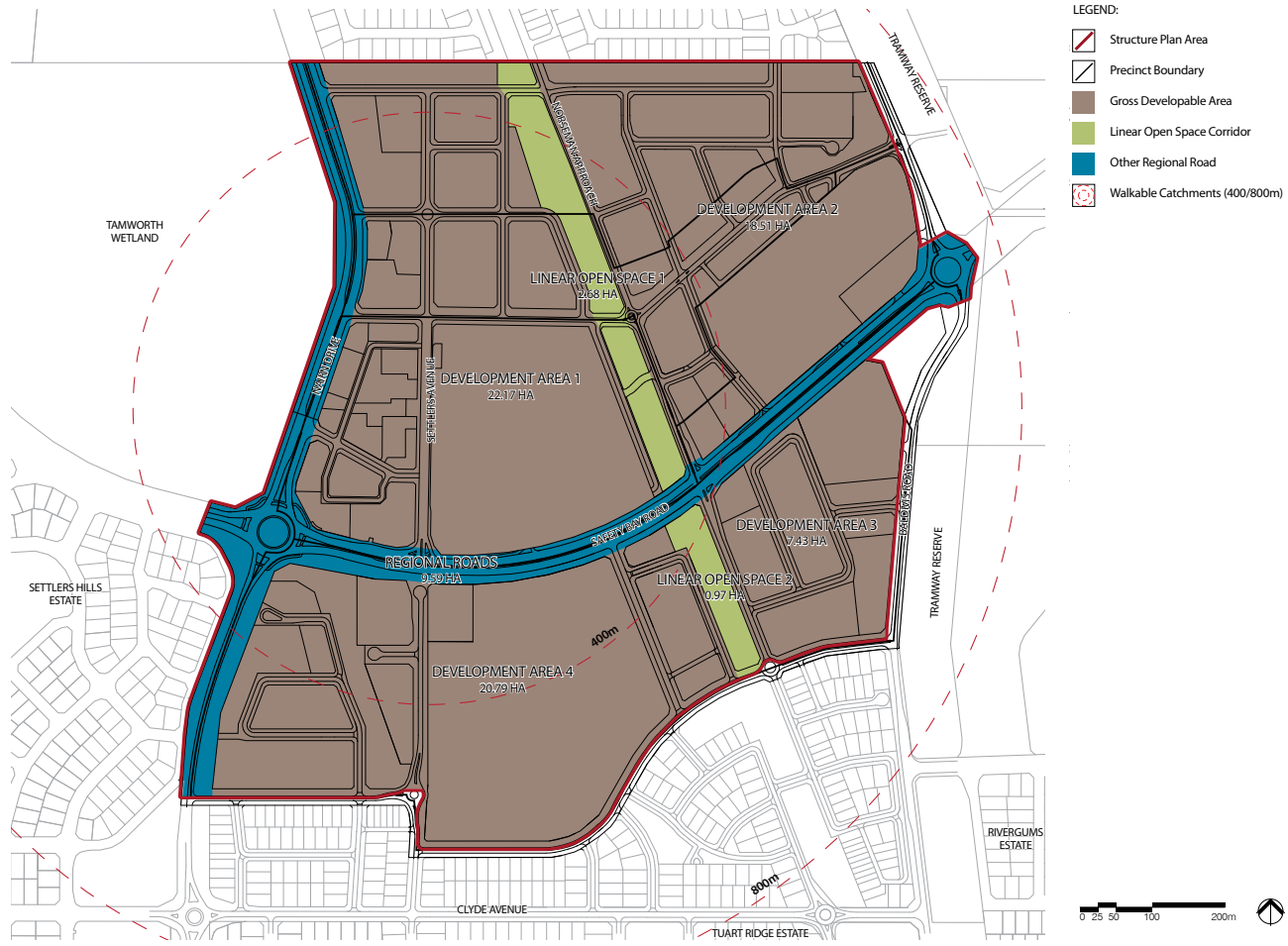
Table 3 of SPP4.2 sets residential density targets to be addressed in the preparation of an Activity Centre Structure Plan. The residential density target set for an Activity Centre Structure Plan over a 'District Centre' is 20 dwellings per gross hectare (minimum) and 30 dwellings per gross hectare (desirable) for District Centres.

Gross hectare is defined as:

*'the area of zoned land under the region planning scheme i.e. excluding the area reserved for parks and recreation, railways, primary and other regional roads and public purposes.'*

The gross area of the Baldivis Activity Centre Structure Plan area is 73.24 hectares, which excludes Safety Bay Road and Nairn Drive (Other Regional Roads).

# 6.0 ACTIVITY



Development Cell 1:	<b>22.17 ha</b>
Development Cell 2:	<b>18.51 ha</b>
Development Cell 3:	<b>7.43 ha</b>
Development Cell 4:	<b>20.79 ha</b>
Linear open space 1:	<b>2.68 ha</b>
Linear open space 2:	<b>0.97 ha</b>
<b>Total Gross Area =</b>	<b>72.55 ha</b>

Figure 22. Gross Developable Areas

The Baldvis Activity Centre has been progressively developed under existing planning frameworks over the past decade. The centre has the advantage of having developed under contemporary framework, however there are limited areas of land that are not already developed or subject to an approved Structure Plan, subdivision approval, development application or a works permit. It is necessary to take a strategic perspective which acknowledges that centres will evolve and develop over time, with a focus on retaining capacity and opportunities for the long term. It must be acknowledged that this is not a 'clean slate', and there are existing outcomes in place that cannot be altered in the short term. A clear picture of the likely 'near term' dwelling outcomes is starting to develop, and is shown in figure 23. These yields are based on the existing approvals or the current planning framework where no approval exists.

Near Term - Dwelling Numbers						
	Low Density (Single Lot)	Medium Density	Mixed Use	Bulky Goods	Core	TOTAL
Northern	214	45	0	0	0	259
Transition	0	7	136	0	0	143
Eastern	0	0	0	0	0	0
Core	0	0	0	0	67	67
Southern	164	366	0	0	0	530
<b>TOTAL</b>	<b>378</b>	<b>411</b>	<b>136</b>	<b>0</b>	<b>67</b>	<b>999</b>

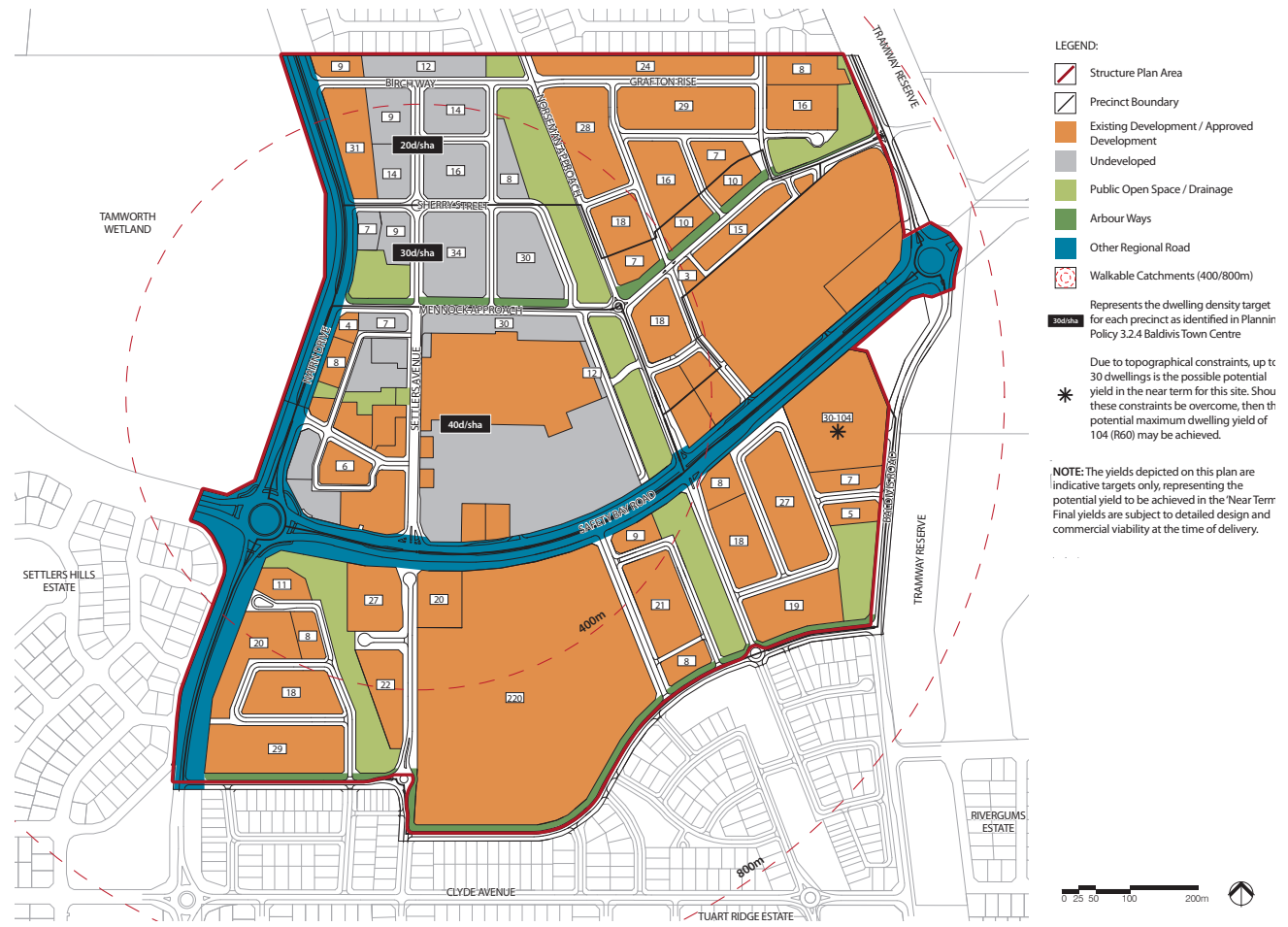


Figure 23. Dwelling Yield - Near Term

## 6.0 ACTIVITY

It can be seen from figure 23 that once the work that is currently committed to has been completed in the next few years, it is anticipated that there will be a total of 999 dwellings within the Baldvis Activity Centre. This equates to a total 13.8 dwellings per gross hectare. In relative terms, this is a very high dwelling yield for an area on the edge of the existing urban fringe with a limited level of public transport provision. Based on access, amenity and location this is a significant yield well above standard suburban density.

The BACSP does however provide for considerable potential for future residential growth to occur. In the longer term (2031 and beyond) it is considered that there will be opportunities for substainal development and redevelopment of numerous sites across the BACSP area. The realisation of these oppourtunities will undoubtably see the gross densities increase substantially.

Long Term - Dwelling Numbers

	Low Density (Single Lot)	Medium Density	Mixed Use	Bulky Goods	Core	TOTAL
Northern	256	54	0	0	0	310
Transition	0	7	136	0	0	143
Eastern	0	0	0	108	0	108
Core	0	0	0	0	329	329
Southern	196	451	0	0	0	647
TOTAL	452	512	136	108	329	1537

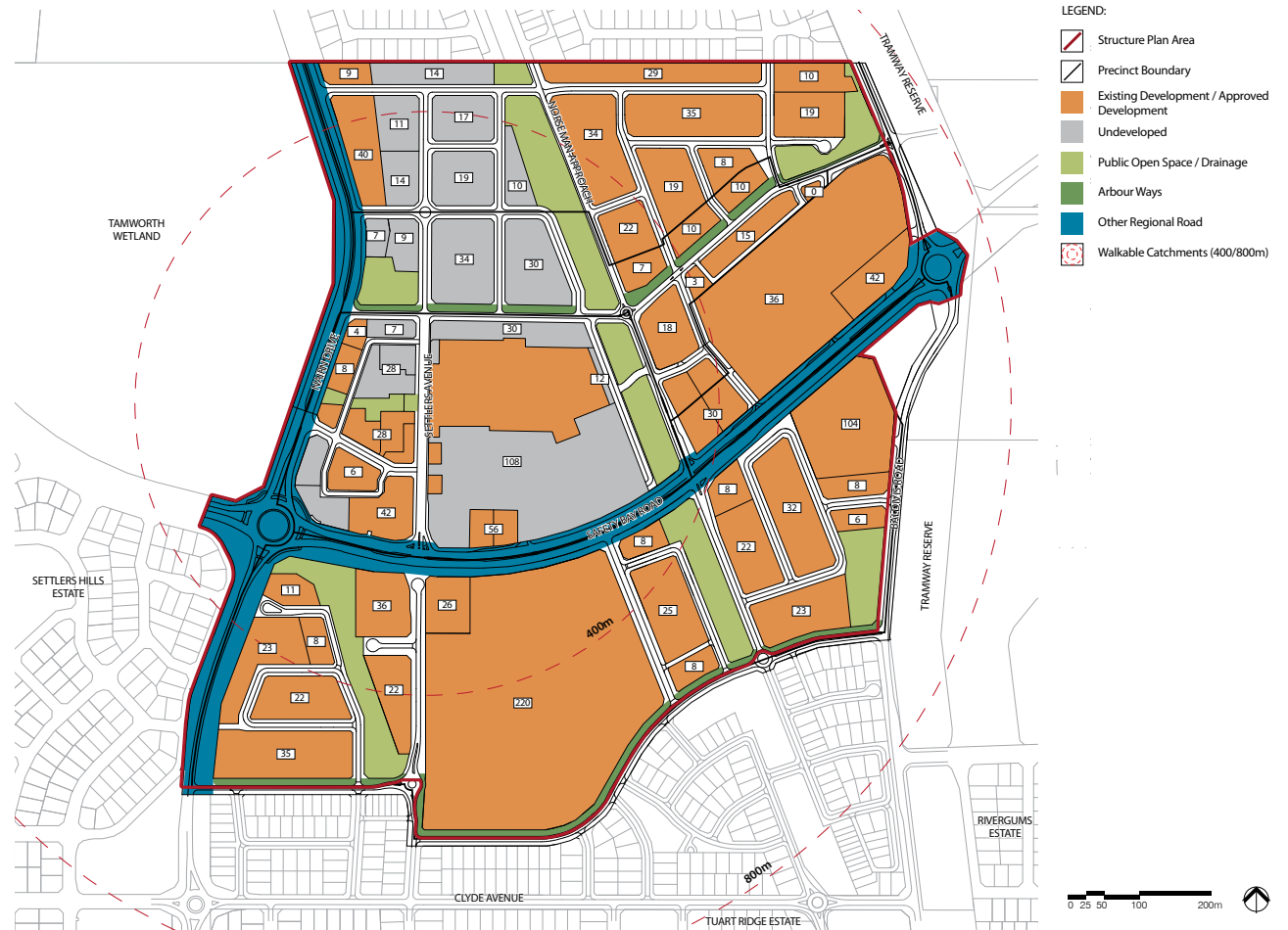


Figure 24. Dwelling Yield - Long Term

More specifically, it can be seen from figure 24 that in lifespan of the BACSP, there may be the potential for up to 1,537 dwellings within the Baldivis Activity Centre. This equates to a 21.2 dwellings per gross hectare, exceeding the aspirational minimum density target of 20 dwellings per gross hectare.

As can be seen in figure 24, additional dwellings could be achieved by utilising undeveloped and underdeveloped land within the core precinct and bulky goods precinct. Primarily, at present the land is provided in the form of surface car parking and stand-alone pad sites, and could potentially be developed at a point in time when the land values dictate that these uses are no longer the highest and best land use. Whilst such development may be some time away, it is important that the development that occurs over this land in the near term does not cause a major impediment for this development to occur in the future. This long term development outcome is based on the outcomes of a visioning session with the City of Rockingham and its external urban design consultant.

Redevelopment within the low density area is assumed to result in a general intensification over time at a factor of 1.2. In other words, it is assumed that for every existing 5 dwellings, an additional dwelling will be developed through incremental infill. This outcome has been experienced across existing areas of the metropolitan area, and results in an effective increase in density from R20 to R25.

It should be noted that achievement of the short-term dwelling yield plan does not require any changes to be made to the Baldivis Town Centre Policy or the Settlers Hills East Structure Plan. The long-term dwelling yield plan may be investigated in the future as the BACSP and other policy instruments are reviewed.

Section 5.2.2. of SPP4.2 identifies that:

1. Commercial and residential growth should be optimised through appropriately scaled buildings and higher density development in walkable catchments of centres;

2. Higher density housing should be incorporated within and immediately adjacent to activity centres to establish a sense of community and increase activity outside normal business hours.

The BACSP facilitates these housing outcomes across the activity centre. The approved Structure Plans for the area to the south of Safety Bay Road provide for a range of single residential lots (small lot and standard residential), grouped housing and considerable retirement housing. Development to the north of Safety Bay Road will provide grouped and multi-unit residential, with a number of these sites being located within a mixed use development context.

The resulting mixed of residential housing types and residential density in the Baldivis Activity Centre will be superior to other comparable activity centres, and in the longer term will meet the density targets set by SPP4.2.

## 6.4 RETAILING

Retail is an important driver for the development and growth of activity centres. In order to support the urban design objectives and create a clear identifiable town centre, the majority of retail uses should be consolidated within the Core Precinct. The Baldivis Activity Centre currently contains 22,215 m<sup>2</sup> of retail floorspace (existing and approved).

A Retail Sustainability Assessment (Appendix A) has been prepared for the expansion of the retail uses within the Baldivis Activity Centre. This tests the demand and sustainability (impact on other centres and the maintenance of the intent of the hierarchy) for the next phase of development to 2014. This will be dominated by the development of Stage 2B consisting of 8,448 m<sup>2</sup> of the Stockland Baldivis Shopping Centre. The expansion is proposed to include the addition of:

- A discount department store;
- A third mini-major ; and
- Additional speciality floorspace.

## 6.0 ACTIVITY

In the long term, the Baldivis Activity Centre is anticipated to contain 33,431 m<sup>2</sup> of shop/retail floorspace within the core and eastern precincts. In addition, there is the capacity to continue the Baldivis Main Street retail into the Transition Precinct to the north of the Core Precinct with an additional 2,500 m<sup>2</sup> PLUC5 NLA floorspace to be provided along the extension of the main street retail. The nature of retail uses in the Transition Precinct will complement, but not necessarily compete with the Core Precinct, to ensure that the Core Precinct remains compact and reinforces the sense of activity. The retail in the Transition Precinct will be small format retailing, generally in a mixed use configuration.

The analysis concludes that the amount of shop/retail floor space within the Baldivis Activity Centre on completion of the envisaged development totalling 35,931 m<sup>2</sup> shop/retail floorspace (including the 2,500 m<sup>2</sup> along Settlers Avenue within the Transition Precinct) will:

- Addresses the need and demand for more retail floorspace at Baldivis and will be appropriate in the context of market capacity;
- Continue to act in line with the characteristics of a District Centre;
- Will not impact on the viability of Local Centres to serve their local catchments and provide for the day to day needs of residents within close proximity;
- Will not upset the balance of the trade areas associated with the nearby District Centres of Warnbro and Secret Harbour; and
- Will not result in the Baldivis Activity Centre performing the functions of a Secondary Centre at Kwinana or the Strategic Metropolitan Centre at Rockingham.

Any further expansions of floorspace within the Baldivis Activity Centre that significant exceeds these would need to be tested by a Retail Sustainability Assessment at that point in time.

## 6.5 ACTIVITY WITHIN PRECINCTS

The City of Rockingham's Planning Policy 3.2.4 - Baldivis Town Centre currently includes a requirement that residential development achieves a minimum dwelling yield per site hectare (where residential uses are proposed) as follows:

- Core Precinct: Minimum residential density R40
- Transition Precinct: Minimum residential density R30
- Northern Precinct: Minimum residential density R20

Based upon the dwelling yields set out in Figures 23 and 24, it is determined that this existing provisions of Planning Policy 3.2.4 - Baldivis Town Centre will not limit the capacity to achieve the density required of SPP4.2. Non-residential development that occurs does not have to include residential uses, however, where appropriate it should allow for future residential uses.

### 6.5.1 CORE PRECINCT

As its name suggests, the Core Precinct forms the core of the Activity Centre – with key concentrations of commercial and community activity. At this stage of the Core Precinct evolution, the Settlers Avenue main street and town square are well established. The centre is continually evolving with the Settlers Avenue main street taking shape and a town square in place. The precinct will accommodate the major shopping and community facilities within the activity centre and be supported in the future by office activity and residences. The Baldivis Library and

Community Centre on Settlers Avenue will form a key community meeting place, supporting the town square and activity on the main street. The centre will provide a contemporary library, e-training areas, early childhood and youth activity areas as well as study and outdoor reading spaces.

The Core Precinct will provide 32,094 m<sup>2</sup> of PLUC 5 shop/retail space. This includes 8,448 m<sup>2</sup> of PLUC 5 retail as part of the Stage 2 expansion to the Stockland Baldivis Centre, due for completion by 2014. It is not envisaged that any residential development will occur within the Core Precinct, East of Settlers Avenue until after the development of the shopping centre is complete.

The precinct currently accommodates a supermarket, and a variety of speciality retailers within Stockland Baldivis and along Settlers Avenue. Retail provision within the precinct will continue to expand, including additional supermarkets and discount department stores and a variety of speciality retail. This retail will be located on streets and in internalised environments within the Stockland Baldivis Shopping Centre.

As a transitional use, a highway commercial precinct orientated onto Safety Bay Road consisting of fast food outlets will be developed. There is scope for another outlet of a similar nature adjoining these premises.

It is expected that over time, feasibility permitting, that the existing and future fast food outlet sites will be able to be developed into uses more reflective of activities in the adjacent

Core Precinct. This may include office/commercial, retail or residential development.

There are currently no residential dwellings within the Core Precinct. As the centre matures, there is scope for residential development, particularly along Nairn Drive with an outlook over Tamworth Swamp, with a preference for mixed use development where possible.

The core precinct will also provide for the majority of community and civic uses as well as be the primary meeting place within the broader Baldivis area. A site is set aside for the future library and community centre, and other sites are appropriate for development for other community support services such as childcare centres and other similar facilities.

- Land Uses – Core Precinct
  - o Retail
  - o Civic and community
  - o Entertainment and leisure
  - o Eating and drinking premises
  - o Offices
  - o Residential
  - o Discount Department store
  - o Supermarkets and specialty shops
- Residential Density – Core Precinct
  - o Minimum - R40
  - o Aspirational - R60

Note: Where mixed use development is proposed, minimum densities are not applicable.

## 6.5.2 TRANSITION PRECINCT

There is currently no development within this precinct, although approvals are in place for most of the land east of the linear open space. These approvals are predominately for small lot residential product, as shown in figure 23. The Transition Precinct will provide for a mix of land uses that creates opportunities for residential dwellings to be co-located with small scale non-residential development in an urban setting. This will involve predominantly residential uses, however will allow a mix of uses such as office, consulting rooms, eating and drinking premises, leisure and recreation and showrooms.

The precinct will not have the same level of intensity as the Core Precinct, enabling the transition to low-activity residential areas in the Northern Precinct and beyond. In general, development in the precinct west of the gas pipeline corridor will be of a more commercial and mixed-use nature including the combination of residential, small scale offices, home-based business, consulting rooms, eating and drinking premises, leisure and recreation and showrooms.

There are also opportunities for low impact service industries being established within the Transition Precinct.

## 6.0 ACTIVITY

There is scope for additional small scale retail development to complement core retail activities on Settlers Avenue. The retail development will be established having frontage and main entries to Settlers Avenue. This retail activity will be located along the Settlers Avenue, contiguous to the Core Precinct, to complement existing retail activity and to avoid 'spreading' retail activity too thinly along the main street. The retail will be of a smaller scale than that included within the Core Precinct. This will be limited to 2,500 m<sup>2</sup> NLA.

Development east of the pipeline corridor will be more detached and grouped housing, with scope for Home Businesses.

- Land Uses – Transition Precinct
  - o Office
  - o Professional consulting rooms
  - o Residential
  - o Eating and drinking premises
  - o Leisure and recreation
  - o Small scale retail
  - o Showrooms
  - o Personal services
  - o Convenience shops
  - o Service Industry
- Residential Density – Transition Precinct
  - o Minimum - R30
  - o Aspirational - R60

Note: Where mixed use development is proposed, minimum densities are not applicable.

### 6.5.3 NORTHERN PRECINCT

The precinct is largely undeveloped, with the exception of some detached residential dwellings in the north eastern portion of the precinct. This precinct will be primarily residential in nature, offering a range of housing types. While largely single detached dwellings, multi unit development will be located on Nairn Drive overlooking Tamworth Swamp.

This precinct should not accommodate any shop-retail floorspace with the exception of possible small convenient store-type facilities. Given that this precinct is intended to function as a transition between the higher density forms of residential development to the south and low density residential to the north, no dedicated commercial areas will be co-located in this precinct.

- Land Uses – Northern Precinct
  - o Residential
  - o Home Occupation and Home Business
- Residential Density – Northern Precinct
  - o Minimum - R20
  - o Aspirational - R40

### 6.5.4 EASTERN PRECINCT

The Eastern Precinct will accommodate a significant portion of non-retail bulky goods. A considerable portion of this site has recently been developed for the 'Masters' hardware store. There is also an established service station, liquor outlet and fast food in the south-east corner.

The Eastern Precinct is strategically located such that it is suitable for car reliant businesses providing essential employment and service needs to the Baldivis area.

Further retail development within the precinct will be highly constrained, and only negligible amounts of shop-retail floorspace that is provided in conjunction with non-retail uses will be allowed. Car orientated commercial development is preferred with more intense, pedestrian friendly retail to be concentrated in the Core Precinct.

There is the potential for the lots near the Gas Pipeline Corridor to be used in a mixed-use manner with professional offices and showrooms.

- |                                |   |
|--------------------------------|---|
| ▪ Land Uses – Eastern Precinct | ▪ Residential Density – Eastern Precinct (Possible Long-term) |
| o Showrooms                    | o Minimum – R40   |
| o Service Industries           | o Aspirational – R60  |
| o Eating and drinking premises |   |
| o Offices                      |   |
| o Warehouse and storage        |   |

### 6.5.5 SOUTHERN PRECINCT

This precinct is currently in the process of being prepared for subdivision. This precinct will be primarily residential in nature, offering a range of housing types. This will include aged care, retirement living, grouped housing, and single detached dwellings at a range of densities. Developments of higher density will generally be located closer to Safety Bay Road, particularly near the Core Precinct. To complement activities in other precincts, and in acknowledgement that this precinct functions to transition from the core of the activity centre to exclusive residential areas, Home Occupation and Home Business are acceptable in this precinct.

There is no retail development in the precinct and retail development is not supported in this precinct, as retail uses are to be consolidated north of Safety Bay Road. This precinct is intended to be integrated with the Core Precinct.

- Land Uses – Southern Precinct
  - o Residential (single, group, multiple)
  - o Home Occupation and Home Business
  - o Nursing Home/Aged Care
  - o Convenience Retail (within the Retirement Village)
  
- Residential Density – Souther Precinct
  - o Minimum - R20
  - o Aspirational - R30
  - o Aspirational (Retirement Sites) - R60



# 7.0 URBAN FORM.

## 7.0 URBAN FORM

The urban form of the Baldvis Activity Centre will be diverse in nature, reflecting the diversity of uses. The most intense development will occur in the Core Precinct, reducing to a low density residential integrating with surrounding suburban development. The urban form will reflect the intensity of uses across the structure plan area and the manner in which people access these uses.

Urban form is what links the spatial structure of the centre to the land use and activity. The urban structure will vary across the precincts to ensure that setting, scale and appearance of each of the components is appropriate to ensure the overall functionality of the activity centre.

This section provides an overview of the broad expectations of the urban form across the various precincts of the Baldvis Activity Centre. The detailed urban form requirements are set out in the City of Rockingham's Planning Policy 3.2.4 – Baldvis Town Centre. All development applications (with the exception of land within the Southern Precinct) will be assessed against the requirements of this policy.

### 7.1 CORE PRECINCT

Development in the Core Precinct has established the Settlers Avenue main street. The Core Precinct will continue to be characterised by a strong built form accommodating pedestrian-based activity and appropriate land uses to encourage pedestrian activity. However it is acknowledged that the primary form of arrival will be via a private vehicle. Development on the main street is of 2 storey appearance and the precinct should continue to have building of a 2 storey scale to provide a sense of enclosure and activity along the main street. Development within the precinct will build upon the theme of an urban town centre, with strongly defined streets, which accentuate the void in the street created by the town square.

Active ground floor uses should be present on all frontages in this precinct. Where it is not feasible for all frontages to be activated, provision will be made for the future utilisation of space to activate street edges through the provision of generous floor to ceiling heights.

Settlers Avenue is the focal point of the activity centre, and includes the key space where the town square, community centre, library and shopping centre all traverse. Settlers Avenue provides a strong connection into the south and north for both vehicles and pedestrians.

The Safety Bay Road and Settlers Avenue intersection is the main entry and address for the Baldvis Activity Centre. To signal the importance of this entry, an appropriate built form is required to create a land-mark address.

The Town Square on Settlers Avenue will function as a key node and meeting place, bordered by the Baldvis Library and Community Centre, Stockland Baldvis and other main street commercial activity. Due to its urban nature, the precinct will have traditional open space areas for gathering and community interaction. The street trees will complement and soften the built form.

The existing 'highway commercial' style of development that is provided in the form of the fast food outlets and services set downs along Safety Bay Road is appropriate into the medium term. As the centre matures, more intense urban-scaled development with an improved interface with Safety Bay Road will develop in the form of multi-storey buildings used for housing and offices.

### 7.2 TRANSITION PRECINCT

The urban form of the Transition Precinct will vary significantly. The areas east of the gas pipeline corridor will consist of largely one and two storey detached dwellings. Some larger sites straddling the pipeline corridor will accommodate multi-unit development, offering attractive frontages with passive surveillance opportunities. At the southern border with the Eastern Precinct, more urban theme office/commercial development may occur to complement the Core Precinct.

West of the pipeline corridor, development will be of a mixed-use nature, of strongly defined streetscapes, with parking internalised and at the rear. Residential development will include smaller dwellings, multiple dwellings and dwellings at upper levels over commercial premises.

The Settlers Avenue main street will continue into the Transition Precinct, providing a strong connection into the Core Precinct, and feature development of a two-storey scale and appearance.

### **7.3 NORTHERN PRECINCT**

The Northern Precinct will offer a simple urban form, comprising a leafy, suburban character. Buildings will be predominately single dwellings, however there will be provision of multi-unit development on Nairn Drive, and townhouse-style development closer to the Transition Precinct.

The urban form will be complemented by landscaping on streets and along the gas pipeline corridor. An area of public open space at the centre of the western side of the precinct will act as a community meeting and recreation space. Given the easy access into the Core Precinct it is envisaged that the more compact urban form will assist in encouraging people to walk to the Core Precinct.

### **7.4 EASTERN PRECINCT**

The Eastern Precinct will offer a diverse urban form, and is expected to change over time as the Baldivis Activity Centre matures.

Major bulky goods outlets such as Masters Home Improvement will dominate the eastern end of this precinct, along with the existing fast food and liquor outlets. In reflection of the nature of these outlets, they will be car based – set back from the street, with large, landscaped parking areas.

Development in the precinct between the gas pipeline and the bulky goods uses will be more urban in the immediate future. This will involve multi-storey buildings with minimal setbacks to Safety Bay Road. This will provide a stronger urban character along the northern side of Safety Bay Road in the future.

### **7.5 SOUTHERN PRECINCT**

The Southern Precinct will offer an urban form diverse in nature to reflect the diversity of its housing options. Traditional cottage homes will buffer the Baldivis Activity Centre with areas outside of the structure plan. Closer to Safety Bay Road (and the Core Precinct), smaller lots with smaller homes including townhouses will front areas of open space.

Several grouped housing sites along Safety Bay Road, particularly at the eastern end of the precinct and directly opposite the Core Precinct will offer opportunities for more urban definition of Safety Bay Road. This will be achieved through greater height and passive built form frontages.

Development on the corners at the intersection of Safety Bay Road and Settlers Avenue should complement the landmark buildings in the Core Precinct. While not active, the built form on these corners should, to a lesser extent, reflect the height and strong edges of the respective landmark buildings in the Core Precinct.

Various public open space parcels throughout the southern precinct will act as community meeting places and complement open space in the gas pipeline corridor. Settlers Avenue will continue into this precinct (but have no road connection at Safety Bay Road), providing a clear visual and pedestrian connection into the heart of the Baldivis Activity Centre. The network of roads established in the Settlers Hill East Structure Plan which covers this precinct, provides generally for pedestrian movement directly onto Safety Bay Road to encourage walking and cycling to the town centre and future rapid transit on Safety Bay Road.



# 8.0 RESOURCE CONSERVATION.

## 8.0 RESOURCE CONSERVATION

The sustainability of the Baldivis Town Centre will be driven by its efficient urban design and complementary mixture of land uses, resulting in more effective use of land and reduction in the reliance on transportation. Innovation on an on going basis will provide opportunities for reducing waste and using resources more efficiently.

### 8.1 Transport

The centre will offer sustainable development through:

- The provision of an urban structure conducive to walking and cycling by concentrating core activities in a pedestrian friendly environment that is integrated with surrounding residential areas;
- A land use mix that promotes cross visitation and reduces the need to travel; and
- The centre's development being based on the provision of future rapid transit services that will eventuate as outlined in Public Transport for Perth 2031.

The above features will be supported by the City of Rockingham's Local Planning Policy that specifies standards for Bicycle Parking and End of Trip facilities. This will ensure that bicycle facilities for both workers and visitors are of an acceptable standard and volume. All developments within the Baldivis Activity Centre are encouraged to exceed the policy requirements, including the provision of end of trip facilities for visitors, which is not a requirement of the policy. The linear open space corridor provides a safe and efficient movement network for pedestrians and cyclists through the Baldivis Activity Centre into the Core precinct.

The provision of physical and social infrastructure should be provided at an early stage in development, to enable the centre to perform its intended functions.

### 8.2 Water

Due to the absence of light industrial uses and the nature of commercial development proposed, water demands are not expected to be significant for the core elements of the activity centre in contrast to more traditional centres. Regardless, the minimisation of water usage will take place through the use of water efficient fittings, and more compact urban form that results in a more efficient provision of open space, including a greater reliance on the areas of public open space. Public open space across the activity centre is expected to be one of the greatest sources of demand for water. Waterwise plants should be incorporated into all landscape designs.

While not required, there may be opportunities in individual developments for the innovative use of greywater / stormwater.

### 8.3 Energy

All Class 2 to Class 9 buildings within Baldivis Activity Centre will need to comply with Section J of the Building Code of Australia to incorporate energy efficient initiatives into all buildings.

This will ensure that public buildings across the activity centre will incorporate efficiency measures into:

- Building Fabric;
- External Glazing (excluding shopfronts);
- Building Sealing;
- Air Movement;
- Air-Conditioning and Ventilation Systems;
- Artificial Lighting and Power; and
- Hot Water Supply.
- Street Awnings

As the activity centre matures, it is expected the standards of Section J or its equivalent will increase, so that when more intense development and redevelopment occurs, it will be more efficient than those being built today.

Additional initiatives such as on-site power generation through solar or wind devices are encouraged, and will be subject to individual developers or through the development of design guidelines.

Private dwellings and residential buildings should enhance their energy efficiency via appropriate solar orientation, the use of solar hot water systems and compliance with the National House Energy Rating Scheme (NaHERS).

### 8.4 Materials and Waste

Given that the Baldivis Activity Centre remains in its infancy, there is significant future scope to maximise the sustainability of future materials and construction activities. This will involve the use of materials with that are low-hard, durable and recyclable. The interchange of cut and fill within the activity centre is also encouraged. Where possible, any construction material or demolition waste should be recycled or re-used to avoid the unnecessary disposal of material.

### 8.5 Land Use

Land use within the Activity Centre should be allocated such that a range of employment opportunities can occur over time to support local and regional economic growth. Housing should be provided in a range of formats to ensure a diverse population can develop within BAC and allow for people to choose to remain within the locality as their housing needs change over time.



# 9.0 IMPLEMENTATION.

## 9.0 IMPLEMENTATION

The Baldivis Activity Centre Structure Plan is a high level strategic document that sits above key statutory documents. The BACSP and its contents should guide the content, implementation and interpretation of the Baldivis Town Centre Local Planning Policy and the Baldivis Integrated Development Guide Plan. The BACSP should also in isolation be used as a key reference document in considering applications and proposals within the activity centre

To implement the BACSP as part of the objectives of SPP 4.2 Activity Centres for Perth and Peel, a number of documents will need to be updated to be consistent with the BACSP and the updated activity centres framework.

The updating of these documents will result in a consistent framework for the assessment of subdivision and development applications, and adjust existing controls to better reflect Baldivis' unique position as a large District Centre. This is in keeping with the shift away from the previous blunt instruments of the former Metropolitan Centres Policy to a more localised planning approach advocated in the new policy.

Due to the advanced status of development South of Safety Bay Road, no change to the existing planning framework for this precinct is required.

The documents changes are outlined in the table below:

Document	Changes Required	Comment	Responsibility
Baldivis Integrated Development Guide Plan	Update precinct boundaries, precinct names, street layouts and building envelopes in accordance with the BACSP and the current proposed IDGP amendment before the Council.	This will unify the BACSP and IDGP so that future applications can be assessed consistently.	City of Rockingham
Planning Policy 3.2.4 Baldivis Town Centre	Update precinct names, preferred precinct land uses (to reflect changed boundaries) and insert reference to the strategic document guidance from the BACSP.	These changes will remove inconsistencies and minimise confusion when utilising the multiple documents that will guide the planning of the Baldivis Activity Centre.	City of Rockingham
Statement of Planning Policy No. 6.3 - City of Rockingham Local Commercial Strategy (Note: City of Rockingham commenced review of LCS as it applies to Baldivis in January 2012)	Increase permissible PLUC 5 within the Baldivis Town (District) Centre to 35,931 sq.m NLA.	As demonstrated within the Retail Needs Assessment accompanying the BACSP, the trade area demand will be able to sustain this amount of NLA. Additions beyond this limit will require additional RSA/RNA's in accordance with SPP4.2	City of Rockingham

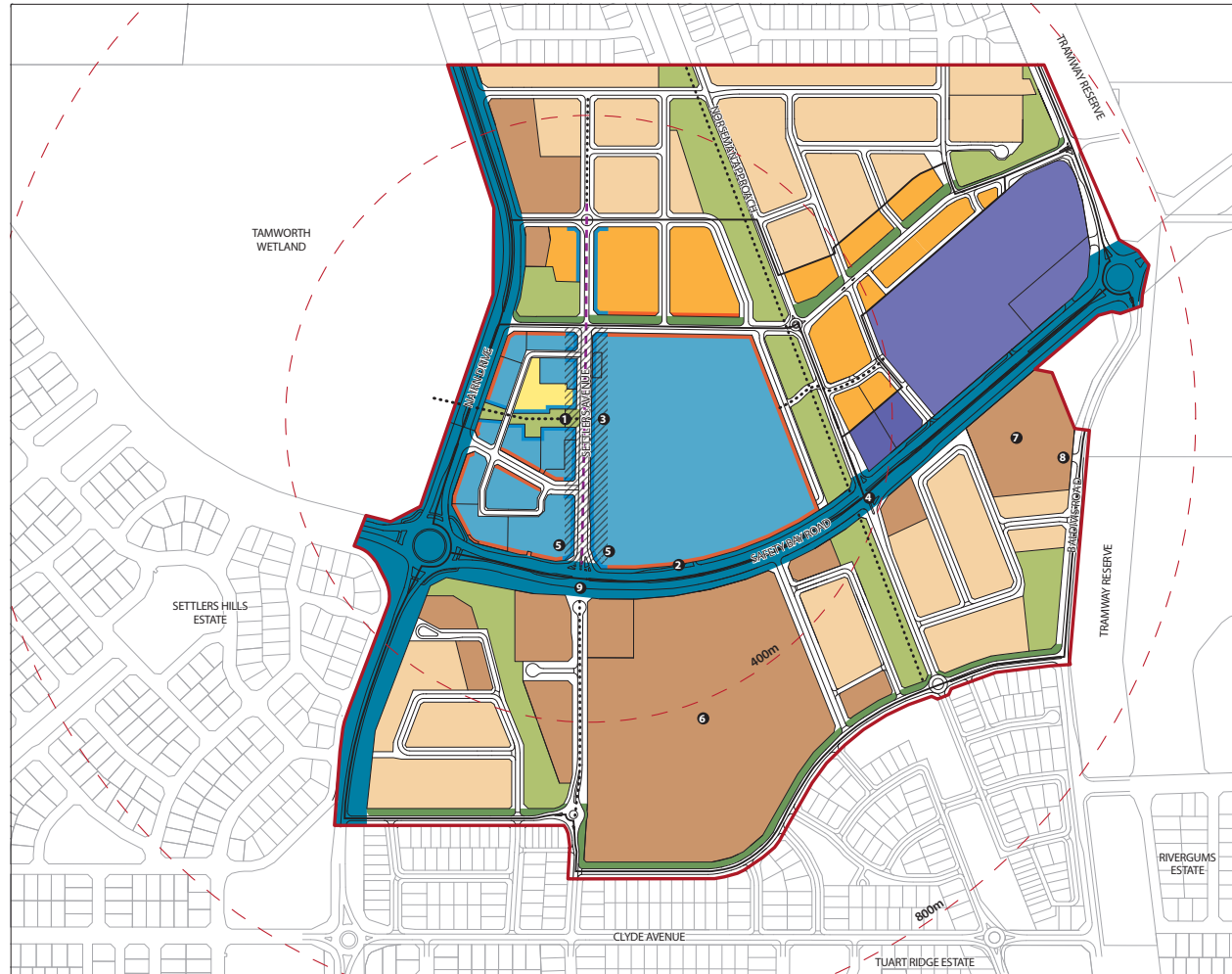
**Figure 24. Implementation Summary**





# 10.0 STRUCTURE PLAN

# 10.0 BALDIVIS ACTIVITY CENTRE STRUCTURE PLAN



**LEGEND:**

- Structure Plan Area
- Precinct Boundary
- Core
- Bulky Goods
- Mixed Use
- Medium Density Residential
- Low Density Residential
- Civic / Community Use
- Public Open Space / Drainage
- Arbour Ways
- Other Regional Road
- Active Street Frontage
- Passive Street Frontage
- Pedestrian / Cycle Link
- Main Street (Settlers Avenue)
- Walkable Catchments (400/800m)
- Core Main Street

**NOTES:**

- 1** Town Square
- 2** Left In Left Out Only
- 3** Primary Entrance To Shopping Centre
- 4** Traffic Signals (4 way intersection)
- 5** Built Form Landmark
- 6** Retirement Living
- 7** Additional Use of Nursing Home In Accordance With Approved Settlers Hills East Structure Plan
- 8** Driveway Access Permitted To Baldivis Rd
- 9** Traffic Signals (3 Way Intersection With Pedestrian Phase)



**Figure 25. Structure Plan**

## INTERPRETATION

**-Structure Plan Boundary:** The defined area of the Baldivis Activity Centre Structure Plan.

**-Precinct Boundary:** Identifies the boundary between the five precincts within the Activity Centre Structure Plan Area.

**-Core:** This classification allows a broad range of land uses to occur. The majority of retail NLA is consolidated within this classification. East of Settlers Avenue this will be predominately retail, dominated by Stockland Baldivis Shopping Centre, which involves the large format retail (supermarkets, discount department store). To the west of Settlers Avenue, the land use will be a mixture of retail, residential commercial, community and entertainment based uses.

**-Bulky Goods:** This classification is intended to be used for showroom, service industry and similar car based activities. There is a presumption against any leakage of traditional retail into this area, unless it is ancillary to a dominant bulky goods use. It will contain a proportion of ancillary office, to support the dominant land use on the site.

**-Mixed Use:** This classification allows a wide range of uses, to act as a buffer between the Bulky Goods and Core precinct and the residential areas. This precinct will be dominated by residential uses in medium density configurations, however, will include opportunities for home business and other low impact commercial uses. There will be opportunities for mixed use buildings along Settlers Avenue and to the south of Edwin Link, however, for the most part this classification is

not intended to require mixed use buildings, rather it simply acknowledges that the area is capable of accommodating a range of uses.

**-Medium Density Residential:** Residential areas between R30 to R60.

**-Low Density Residential:** Residential areas up to R30.

**-Civic / Community Use:** This is the nominated site for the Baldivis Library & Community Centre. This will address the Settlers Avenue main street environment as well as the town square and associated link to Tamworth Wetland.

**-Public Open Space / Drainage:** This classification sets aside key areas of public open space for recreation and activity, as well as meeting the district and local level drainage requirements for the structure plan area.

**-Arbour Ways:** These are tree lined streets that provide a larger than normal street setback to allow provide for substantial landscaping, to connect the regional open space with the internal areas of the Activity Centre.

**-Other Regional Road:** A road reserved under the Metropolitan Region Scheme as an 'Other Regional Road'.

**-Active Street Frontage:** There are street frontages that involve high levels of movement between the street and the internal area, and are accessible to the public when open. This includes retail, entertainment, food and beverage (including alfresco), and can include other uses (e.g. gym, bank, real estate agent, etc.) where they create an appropriate connection between the street and the internal areas.

**-Passive Street Frontage:** These are street frontages that have a built form presence to the street with casual surveillance opportunities, however, do not have 'active' frontages due to the lower levels of visitors and limited number of openings. These frontages are generally associated with residential and non-retail commercial uses. The notation should not be interpreted to imply that a continuous frontage is required to be provided. It simply identifies intent to provide a built form that addresses the street, however there will be gaps and spacing between buildings to provide relief and a rhythm to the urban form.

**-Pedestrian / Cycle Link:** These are the main connections through the Baldivis Activity Centre which must provide high quality infrastructure that enables pedestrians and cyclists to travel through the estate in a safe manner.

**-Main Street (Settlers Avenue):** This identifies the portion of Settlers Avenue that will have a traditional main street appearance, with a generally continuous building line.

**-Walkable Catchments (400/800 metres):** This outlines the relative distances within the estate from to provide an understanding of accessibility, measured from the town square within the Core Precinct.

**-Core Main Street:** This identifies the area to which the main retailing should be consolidated and focused to ensure a generally compact urban form and a sense of vibrancy within the town centre.

## 10.0 BALDIVIS ACTIVITY CENTRE STRUCTURE PLAN

TYPICAL CHARACTERISTICS	CRITERIA	BALDIVIS ACTIVITY CENTRE – CURRENT	BALDIVIS ACTIVITY CENTRE - FUTURE
Main role/function	District centres have a greater focus on servicing the daily and weekly needs of residents. Their relatively smaller scale catchment enables them to have a greater local community focus and provide services, facilities and jobs that reflect the particular needs of their catchments.	The existing town centre is in its infancy and plays a key role in some of the retail and recreational needs of its catchment.	As the surrounding catchment expands, the facilities and services at Baldivis will expand to ensure that the community is being supported adequately. Increased retail development, the provision of new community facilities including a library and recreational centre will diversify and increase the community focus of the centre. The main street will continue and expand its role as a community meeting place.
Transport connectivity and accessibility	Focal point for bus network.	Transperth currently provides only two bus routes through Baldivis which does not service the town centre however travels along the southern boundary of the Activity Centre. The route provides access to Warnbro Train Station and Rockingham City Centre.	Transperth is to commence shortly a second bus service through Baldivis that will stop near the corner of Nairn Drive and Safety Bay Road, providing better access to the core of the activity centre. These routes are understood to be temporary alignments until the road network in Baldivis is more complete. Ultimately, the bus services will penetrate the Core Precinct to connect the centre areas with the wider region.  The State Governments Public Transport for Perth 2031 plan provides for Bus Rapid Transit infrastructure linking the Baldivis town centre to Warnbro and on to Rockingham to be built by 2031.
Typical retail types	<ul style="list-style-type: none"> <li>▪ Discount department stores;</li> <li>▪ Supermarkets;</li> <li>▪ Convenience goods;</li> <li>▪ Small scale comparison shopping;</li> <li>▪ Personal services; and</li> <li>▪ Some speciality shops.</li> </ul>	The Baldivis Activity Centre currently offers a main street retail environment complemented by a shopping centre. Currently only a small number of speciality shops and a supermarket is provided.	By 2014 the Baldivis Activity Centre will include a discount department store, two supermarkets, mini-majors, speciality shops and a range of personal services. Showrooms and other bulky goods uses will be provided within the eastern bulky goods precinct.

TYPICAL CHARACTERISTICS	CRITERIA	BALDIVIS ACTIVITY CENTRE – CURRENT	BALDIVIS ACTIVITY CENTRE - FUTURE
Typical office development	<ul style="list-style-type: none"> <li>▪ District level office; and</li> <li>▪ Local professional services</li> </ul>	There is some limited medical and local office activity on the main street.	Office will continue to grow within the Core Precinct, and over time as the centre matures additional levels of office development will be provided to support local business.
Future indicative service population (trade) area	20,000 to 50,000 people.	The 2011 main trade area population for Baldivis is estimated at some 15,900 people.	The main trade area for Baldivis is forecast to reach 44,100 people by 2031. This represents an additional influx of population into the area over the next 20 years of 28,200 people. The majority of this growth is expected to be in the primary trade area as developments continue to occur in Baldivis over the short and medium term.
Walkable catchment for residential density target	Minimum 20; Desirable 30	Based upon the existing lot and the land subject to approval or underconstruction, the gross density is approximately 14.5 dwellings per gross hectare. This is very high in the greenfield context on the edge of the metropolitan area.	Based on the spatial plan that has been prepared, development in accordance with the Baldivis Activity Centre Structure Plan would be 20.6 dwellings per gross hectare. This exceeds the minimum requirements.
Diversity performance target – mix of land uses	30% if shop-retail floor space exceeds 20,000m <sup>2</sup> to 50,000 m <sup>2</sup> .	The Baldivis Activity Centre currently contains 22,215 m <sup>2</sup> of existin or approved PLUC5 floorspace.	<p>The centre will contain 35,931 m<sup>2</sup> of PLUC5 shop/retail floorspace and 38,262 m<sup>2</sup> of non-retail commerical. More than half of the non-retail commerical space is provided by the Masters site which is 12,996m<sup>2</sup>, in stage 1 and 6,900 m<sup>2</sup> in stage 2.</p> <p>This represents a grater amount of non-retail space to retail – well in excess of the minimum 30% requirement.</p>



# 11.0 APPENDIX A

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# 11.0 APPENDIX B

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# BALDIVIS



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