

An aerial photograph of the Batavia Coast Marina. The image shows a large body of water with several piers and docks. In the foreground, there are residential buildings, a large parking lot, and a road. The background shows a coastline with more buildings and a beach. The text is overlaid on the right side of the image.

Batavia Coast Marina

DESIGN GUIDELINES

Draft Local Planning Policy

DRAFT
APRIL 2016



City of
Greater Geraldton
a vibrant future



LANDCORP

BATAVIA COAST MARINA DESIGN GUIDELINES

REVISION SCHEDULE

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1.0 INTRODUCTION

1.1 SITE AND PROJECT CONTEXT

The Batavia Coast Marina Stage I was the first phase of the Batavia Coast Marina (BCM) development, and was completed approximately 10 years ago. It has provided a catalyst for investment in this strategic waterfront location. BCM Stage 2 is located at the northern extent of the central Geraldton CBD area, directly adjacent to BCM Stage 1.

BCM Stage 2 is situated in a strategic location suitable for intensive development due to its centrality, and location on a key north-south axis through the centre. When completed BCM Stage 2 will provide a link connecting the CBD to the Marina and Northgate Shopping Centre, and facilitate an east-west link from the Geraldton Museum to the HMAS Sydney II Memorial Site.

The BCM Stage 2 development has been divided into two phases. These Design Guidelines apply to both Stages 1 and 2 (see Figure 1), however the second phase of BCM Stage 2 will require updated design guidelines once that phase is further progressed.

1.2 STATUTORY CONTEXT

In February 1999, LandCorp produced the "Batavia Coast Marina Structure Plan" which included a development plan and development manual. These were used as the framework for development in BCM Stage 1. Given the substantial development that has progressed in BCM Stage I and the need for a more contemporary set of planning guidelines it is proposed that these Design Guidelines will replace the 1999 Structure Plan.

The City's Local Planning Scheme No. 1 the site is zoned as "Regional Centre". Under this zone development is guided by the City Centre Planning Policy (CCPP). This policy identifies that specific sites will require more detailed design parameters, and these will be attached to the policy as addendums.

These Design Guidelines are intended to be read as an addendum to the CCPP.



Figure 1: Location Plan

1.3 VISION

The vision for the Batavia Coast Marina is:

“The Batavia Coast Marina will become a renowned waterfront revitalisation development, providing a vibrant mixed use precinct defined by an eclectic mix of residential, retail, entertainment and commercial land uses.

Batavia Coast Marina development will integrate the urban core of Geraldton, providing a cohesive city centre link. Defined by a built form comprised by both heritage preservation and contemporary landmark developments, Batavia Coast Marina will establish itself as the pre-eminent tourism ‘hot-spot’ of Geraldton and the Midwest Region”.

These Design Guidelines have been prepared to assist in achieving the vision.



Figure 2: Conceptual Massing Model

1.4 OBJECTIVES

In addition to the objectives of the CCPP, the following objectives further reflect the intent of these Design Guidelines:

- Integrate the Batavia Coast Marina with the city centre and surrounding developments.
- Create ‘destinations’ which promote activity and vibrancy in the Batavia Coast Marina.
- Provide high quality mixed use residential development within the Batavia Coast Marina that offer housing choice and diversity.
- Facilitate investment and the establishment of commercial/business activity in the Batavia Coast Marina.
- Minimise the impact of vehicular traffic and car parking in Batavia Coast Marina.
- Provide attractive and pedestrian-oriented streets and public spaces.
- Reflect Geraldton’s unique culture and heritage throughout the built form and character of Batavia Coast Marina.
- Promote the Batavia Coast Marina as a tourist destination.
- Be a water sensitive City exemplar.



Figure 3: Station Square Perspective Source: Realm Landscape Concept Report

1.5 PURPOSE

The purpose of the Design Guidelines is to guide and facilitate development within the BCM precinct. They are intended to be read as an addendum to the CCPP, forming part of a suite of development guidelines proponents need to address under LandCorp's contract of sale.

1.6 STRUCTURE

The Design Guidelines have been structured to include the following elements to assist proponents in preparing their development applications.

DESIGN OBJECTIVES

The Design Objectives outline the overall design intent or philosophy underpinning the best practice criteria and explain the desired outcome achieved by them.

DEVELOPMENT CONTROLS

The Development Controls are mandatory criteria which must be met in all development proposals. They will collectively ensure that the Design Objectives are achieved. Applicants may provide alternative design solutions if it can be demonstrated to the satisfaction of the relevant decision-maker that the Design Objectives are clearly met or exceeded.

DESIGN GUIDANCE

The Design Guidance section recommends some additional measures by which a building can achieve a higher level of sustainable design, community interaction and/or architectural character.

1.7 RELATIONSHIP TO OTHER PLANNING DOCUMENTS

The Design Guidelines will be used by the City as the primary criteria for assessing development applications within BCM, and should be read in conjunction with:

- City of Greater Geraldton, Local Planning Scheme No.1 (LPS)
- City of Greater Geraldton, City Centre Planning Policy (CCPP)
- BCM Stage 2 - Public Realm Master Plan Report (REALMstudios, 2015)
- BCM Stage 2 - Public Realm Landscape Concept Report (REALMstudios, 2015)
- Station Square at Batavia Coast Marina, Urban Water Management Plan (Essential Environmental, 2015)
- Station Square at Batavia Coast Marina, Public Art Strategy (REALMstudios, 2015)
- Residential Design Codes

1.8 CONCEPT PLAN

The Batavia Coast Marina Stage 2 Concept Plan (Figure 4) provides a guide to the desired layout of the precinct that will occur after subdivision.

Within BCM2 it is intended for development of the southern portion (Phase 1) to commence first, with the northern extent (Phase 2) to be developed in the longer term. Therefore, the Design Guidelines act as a guiding document for development controls within BCM2 (Phase 1) but also provide guidance for BCM2 (Phase 2), and the existing Batavia Coast Marina Stage 1 development (which is almost fully constructed).

The Design Guidelines provide overarching parameters for development control across the precinct as well as (where applicable) within Lot Specific controls (in Section 5.0).

The following provides an outline of key features representing an indicative range of activities and land uses supported by the development of Station Square. These are suggestions to make it a sustainable centre incorporating a mix of uses within a vibrant public realm.

1. Development of a new Community Square (Station Square) creating a central community node linked to the existing railway station.
2. Continuous high quality Main Street environment with generous uncluttered footpaths providing sufficient space for alfresco seating and pedestrian movement.
3. Integration of the existing railway platform linking the Museum to Monument Link.
4. Constructed ephemeral wetland.
5. Regular tree planting along the footpath paving with good canopy coverage providing a continuous line of site down Monument Promenade.
6. Pedestrian Access Way linking Monument Promenade through to Foreshore Drive.
7. Mixed-use development accommodating ground level retail with commercial and multi unit residential dwellings above.
8. Multiple unit residential dwellings.
9. Single residential dwellings fronting Monument Promenade.
10. Rear lanes for car parking access.
11. Phase 2 development.

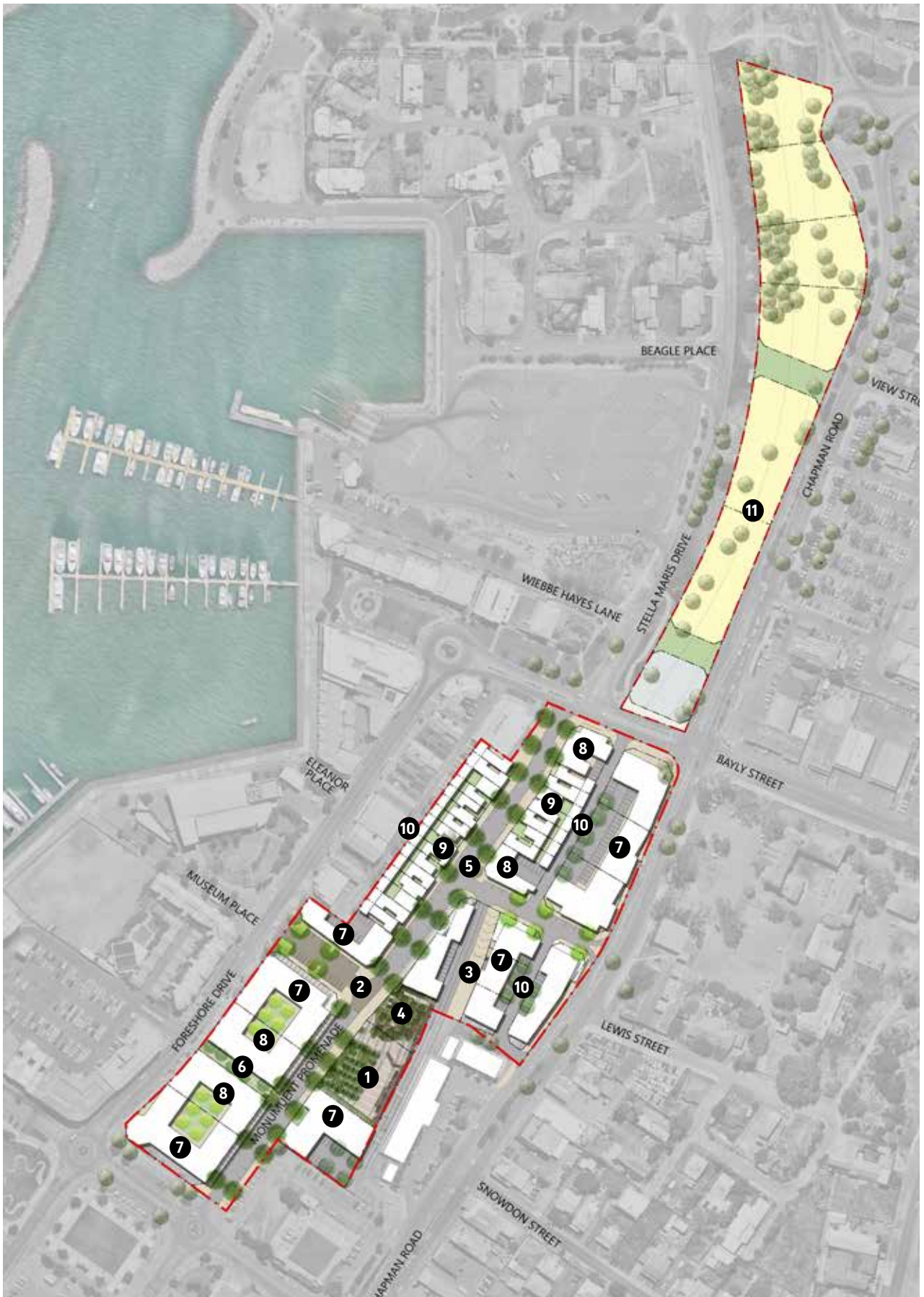


Figure 4: Batavia Coast Marina Stage 2 - Concept Plan

2.0 URBAN CONTEXT

2.1 DEVELOPMENT DIVERSITY

It is envisaged that BCM will integrate with the urban core of Geraldton, providing cohesive city centre linkages through to the Marina. To assist in improving the vibrancy and vitality of inner city areas a range of cultural, entertainment, residential and recreational uses, such as unique restaurants, cafes and small bars will be encouraged within BCM. These land uses should be concentrated around Station Square.

A range of dwelling types and sizes, as well as opportunities for commercial and retail are required in order to complement and invigorate the area.

COMMERCIAL / RETAIL DIVERSITY

To encourage a sustainable urban development embracing a diversity of retail and commercial uses it is essential to establish Batavia Coast Marina as a vibrant and active destination. Integrated with a high quality public realm, public spaces linking development frontages aim to service the community and encourage visitors to the area.

OBJECTIVES:

- Provide the opportunity for new businesses to be established with retail, office and commercial space encouraged at ground floor levels facilitating a vibrant pedestrian environment.
- Establish a precinct that includes activities that service and complement the surrounding district.
- Encourage a variety of businesses that will activate the precinct during both daytime and evening hours.



Figure 5: Land Uses

DEVELOPMENT CONTROLS:

- The ground floor of mixed use development sites shall provide active retail/commercial frontages that address the public realm (e.g. shops, restaurants, consulting rooms, offices).

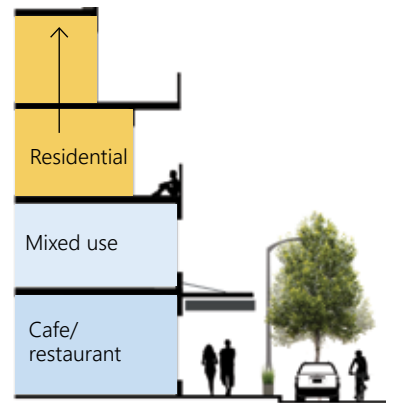
DESIGN GUIDANCE:

- Figure 5 outlines the types of uses desirable within BCM.
- Where a “vertical” mixed use development is proposed to incorporate a residential component, the residential component should be restricted to above ground floors only with an emphasis on providing for permanent residential dwellings, unless otherwise approved by the City.

- A retail uses, such as restaurants and cafés that will activate the Precinct during both daytime and evening hours are encouraged on ground floors.
- Building design should consider the potential future flexibility and adaptability to different ground floor uses over time. Simple consideration such as generous ground level ceiling heights can contribute to the robustness and enduring qualities of a building.



Example - Mixed-Use development



Example - Vertical mixed-use development

RESIDENTIAL DIVERSITY

Batavia Coast Marina will provide lot types that will facilitate the development of higher density living options. Townhouses and apartments will accommodate a gap in the current market, providing affordable living options in an active and vibrant precinct.

OBJECTIVES:

- Enhance housing diversity by providing a variety of dwellings of varying size and affordability.
- Support residential living within the city both around the edges and in the upper storeys of buildings.

DEVELOPMENT CONTROL:

- Residential land use is permitted above the ground floor on lots designated as mixed-use.

DESIGN GUIDANCE:

- Residential developments should provide a range of dwelling sizes and types providing a variety of housing types and affordability options.
- Consider building design with the long term flexibility, such as buildings with floor plan dimensions and ceiling heights suitable for residential and commercial uses.



Example - Apartment development



Example - Townhouse development

2.2 VIEW CORRIDORS

The waterfront, old railway station and Geraldton Museum are the major destination elements that define BCM. BCM endeavours to establish views and vistas from the waterfront to 'Station Square' and the railway station by providing defined and activated pedestrian links and view corridors.

OBJECTIVES:

- Building heights and footprints to maximise opportunities for views and vistas of the waterfront, museum and Station Square.
- Maximise legibility of visual linkages between key points of activity, such as Station Square.

DEVELOPMENT CONTROL:

- Buildings shall not obstruct views of Station Square and the railway station (Figure 6).
- Building designs are to maximise views from living spaces, balconies and terraces to the public realm and toward the future open space.

DESIGN GUIDANCE:

- Buildings should provide pedestrian shelter along defined view corridors identified in Figure 6.



War Memorial



Geraldton Railway Station



Geraldton Museum

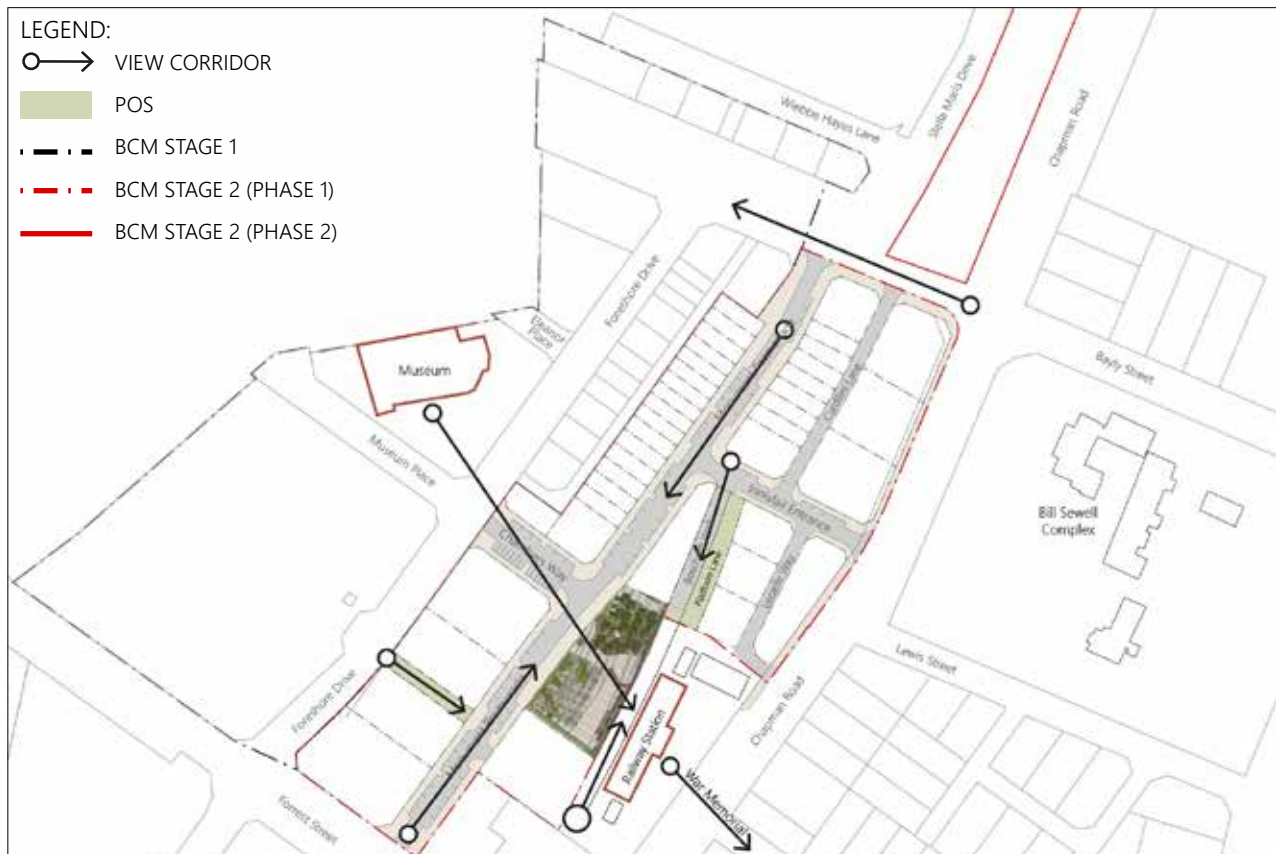


Figure 6: View Corridors

2.3 PEDESTRIAN LINKS

The BCM site will establish an enhanced pedestrian experience, through the creation of a vibrant and active public realm. Interesting, attractive and safe streets and public spaces will be provided to contribute to clear wayfinding and the pedestrian experience.

The BCM site has a number of important pedestrian links. The pedestrian link hierarchy for the site is illustrated on Figure 7.

OBJECTIVES:

- Incorporate active land uses and edges adjacent to the streetscape where possible.
- Ensure pedestrian safety is a priority consideration of new developments.
- Reinforce clear wayfinding as part of the Museum to Monument Link.

DEVELOPMENT CONTROLS:

- Pedestrian links shall be provided in accordance with Figure 7.
- Building façades shall address streets and public places, maximising the relationship between the building and adjacent street or public realm.
- Weather protection, such as verandas and awnings, shall be provided to any development fronting primary pedestrian linkages.

- No buildings 'back of house' services shall be oriented along defined pedestrian routes.
- Links through pedestrian arcades to access rear parking shall provide for a walkway width of 3 metres minimum.

DESIGN GUIDANCE:

- High quality pedestrian access should be adopted throughout the public realm.
- Open sight lines are recommended to maximise the public perception of safety.
- Lighting, signage, materials and landscape elements should be utilised to facilitate safe, accessible and convenient pedestrian access throughout the precinct, and to and within specific sites.
- Pedestrian access should be provided from any on-site parking areas to the relevant building entrance.



Figure 7: Pedestrian Links

2.4 PUBLIC ART

Geraldton has a unique culture with strong links to indigenous, maritime and railway heritage. The successful integration of art into public spaces and buildings will assist in fostering a unique sense of character and identity for the BCM precinct.

Design guidance should be read in conjunction with the Station Square Public Art Strategy and BCM Stage 2 Public Realm Master Plan Report (REALMstudios, 2015) which establish a series of over-arching narratives to be adopted in the future development of the area.

OBJECTIVE:

- Enhance the urban environment through the integration of public art in public spaces and buildings.

DESIGN CONTROLS:

- Provision of public art to the value of 1% of the estimated development cost (or equivalent cash contribution) for any development over \$500,000 in value.
- Public art shall be integrated into the design of buildings and the proposed public realm.

DESIGN GUIDANCE:

- Public art should enhance and complement the unique character and heritage of Geraldton, contributing to the BCM's sense of place.



Public Art Indigenous - Geraldton Eggs



*Public Art Rail - Workers Sculpture
Midland Railway Workshops*

2.5 ACCESS AND PARKING

Efficient access and location of parking and end of trip bicycle facilities are essential design components, which contributes to both the functionality and visual quality of BCM.

VEHICULAR ACCESS

Vehicle accessibility and movement requires careful management and effective planning to limit the potential impact vehicular traffic can have on the quality of the public realm.

OBJECTIVES:

- Establish an appropriate balance between vehicle and pedestrian movement, providing safety for pedestrians and accessibility for vehicles.
- Ensure vehicle movement is convenient and efficient with safe access and parking.

VEHICLE PARKING

A staging plan to accommodate vehicle parking is outlined below in line with the development staging 1-4.

OBJECTIVES:

- Provide sufficient and safe car parking.
- Ensure on site vehicle parking and access is appropriately located, minimising the adverse visual impact on the streetscape.
- Improve walking and cycling conditions to link destinations serviced by alternative parking facilities.

DEVELOPMENT CONTROLS:

- Pedestrian and vehicle entry points shall be defined and separated from one another.
- Footpaths are to be maintained as the priority movement, crossovers and driveways shall be terminated at the footpath.
- The visual impact of car parking entrances shall be minimised from street frontages.

DESIGN GUIDANCE:

- Drive-through uses across street frontages are highly discouraged.
- The location of crossovers, driveways and access points should be carefully considered in relation to vehicular and pedestrian traffic.



Example - Laneway access to vehicle parking



Example - Laneway access to vehicle parking

DEVELOPMENT CONTROLS:

- Car parking shall not be visible or dominate the street frontage.
- On-site car parking bays shall be provided in accordance with the Scheme.
- Car parking for permanent residential uses should be provided in accordance with the provisions of the R-Codes.

DESIGN GUIDANCE:

- Parking should occur to the rear of building structures with access from secondary streets or lane ways.
- Car parking should not occur at grade, adjacent to the streetscape or public realm.

STAGING PLAN - PUBLIC PARKING

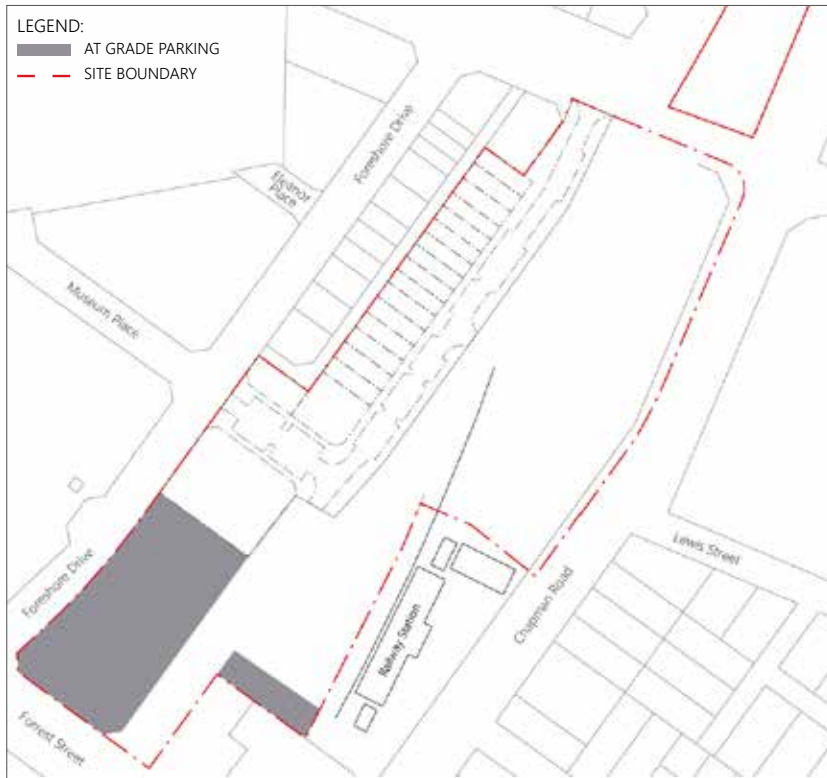


Figure 8: Existing public parking - construction Stage 1

EXISTING

- Access is maintained to the existing at-grade public parking along Foreshore Drive and parking adjacent to the railway station (Figure 8).

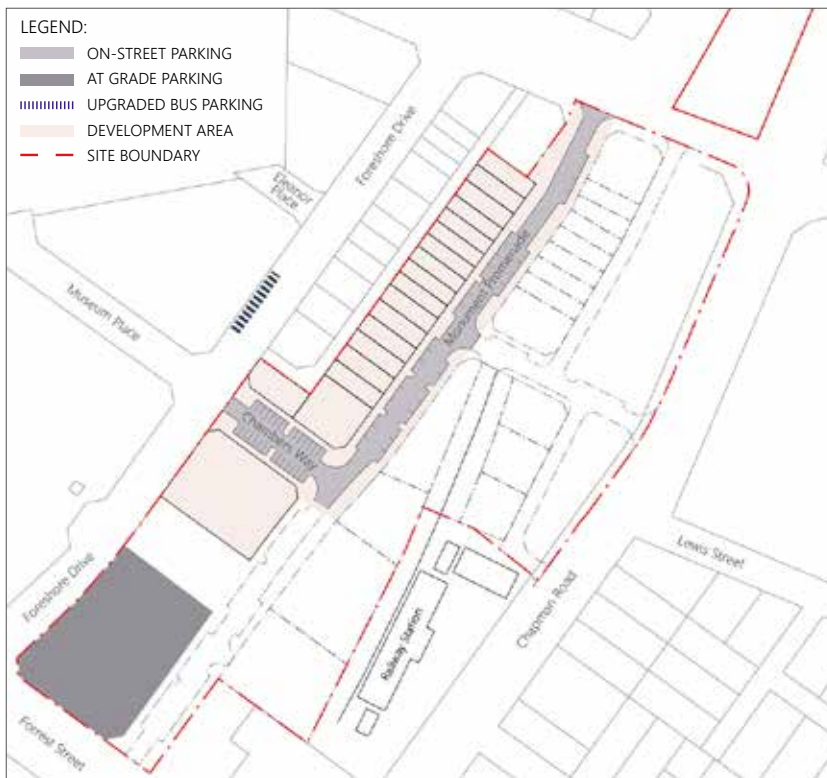


Figure 9: Stage 1 public parking

STAGE 1

- Completion of stage 1 residential development with rear lane access to private parking.
- At grade public parking retained along Foreshore Drive (Figure 9).
- On-street car parking provided along the newly constructed Chambers Way and Monument Promenade (North).
- Bus parking upgraded on Foreshore Drive.



Figure 10: Stage 2 public parking

STAGE 2

- Completion of Stage 2 mixed use development with provision for rear lane access to private parking.
- At-grade public parking relocated north with access off Stella Maris Drive (Figure 10).
- Additional on-street car parking provided along the newly constructed Monument Promenade (South) and Innisfail Entrance.
- Bus parking bay upgraded on Chapman Road.
- New bus lay-by provided on Monument Promenade, adjacent to Station Square.

BICYCLE FACILITIES AND END OF TRIP FACILITIES

OBJECTIVES:

- Promote active transport as a viable mode of transport throughout Batavia Coast Marina.
- Ensure bicycle parking and end of trip facilities are provided for both public and private use.
- Ensure dwellings are provided with functional and accessible storage areas in addition to bicycle parking facilities.

DEVELOPMENT CONTROLS:

- All new developments shall provide adequate supply of bicycle parking bays in accordance with the Scheme.
- Storage functions shall be incorporated into the building design.
- Bicycle parking shall be in accordance with the R-Codes.

DESIGN GUIDANCE:

- Buildings that include any non-residential development should include end of trip facilities to support active transport modes.



Example - Bicycle Parking



Example - Internal Bicycle Storage

3.0 BUILT FORM

3.1 BUILDING HEIGHT

It is intended that building heights in BCM will be reflective of the surrounding context and built form providing a transition in building bulk and scale from the Geraldton City Centre in the south to a finer grain of urban development both north and east of the BCM.

Generally, new development is required to be 2-5 storeys with provision for the sixth floor to operate as a residential roof terrace or be located within the roof space.

OBJECTIVES:

- Ensure building heights effectively respond to existing and future development of the BCM Precinct.
- Capitalise on views of the foreshore, water and surrounding coastal environment given the mostly flat topography of the land.

- Ensure buildings limit overshadowing of the public realm and optimise access to the sun, breezes, views and privacy.
- Consider the development of 'landmark' sites to allow for iconic developments (Figure 11).

DEVELOPMENT CONTROLS:

- Building heights shall be measured from the Average Natural Ground Level (ANGL) at the street (or road) frontage.
- Maximum building heights shall be in accordance with Building Heights Plan Figure 11.
- The maximum podium building height is 3 storeys (12m).
- Use of parapets or a gabled roofline shall not exceed 2 metres above the podium of the building.

- Where single residential dwellings are proposed, a minimum height of 2 storeys applies to achieve a vertical element.

DESIGN GUIDANCE:

- Buildings should consider maximum unobstructed views of the coastline.
- The floor to ceiling heights for retail and commercial floors of mixed use developments are encouraged to be greater than 3.5m to promote flexibility of use. Cafe and restaurant uses need greater minimum ceiling heights of 4m to allow for additional servicing needs.
- Landmark sites will only be considered if the development can be rationalised as iconic, has a significant environmental rating and does not adversely impact the surrounding development.
- Development proposals will need to address the Additional Criteria for Height Bonuses in Section 5.2.

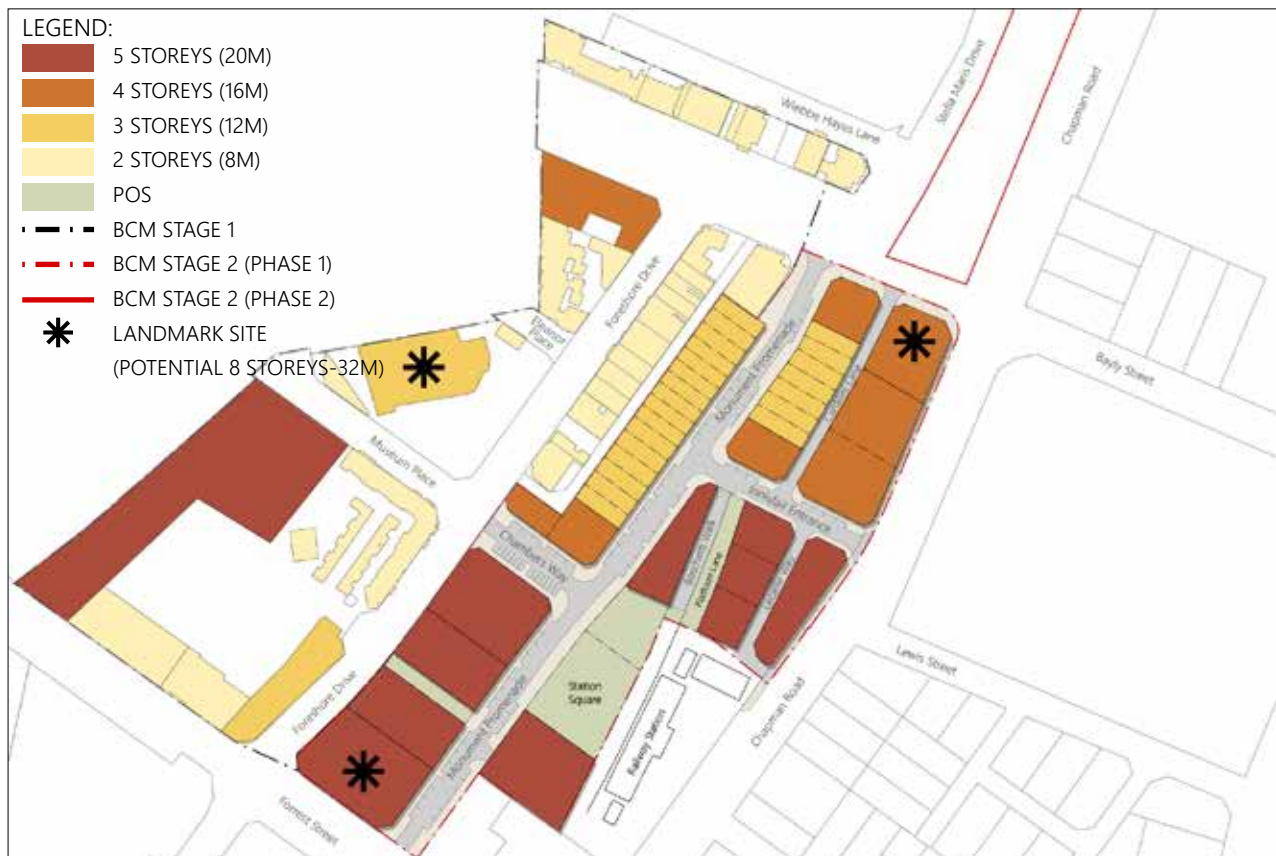


Figure 11: Maximum Building Heights

3.2 SETBACKS

A variety of setbacks are proposed throughout BCM to create a visually appealing and diverse built environment. This is to allow effective use of awnings and verandas essential in creating a pedestrian friendly environment, and alfresco dining areas which are strongly encouraged.

OBJECTIVES:

- Ensure that buildings respect the traditional built form of the street.
- Provide minimal setbacks to allow buildings to maximise their development opportunity and integration with the public realm.
- Ensure that multi-level developments are sensitive to the scale of existing heritage buildings.

DEVELOPMENT CONTROLS:

- Any floor level above podium height (12 metres) shall be setback a minimum of 3 metres from the property boundary (Figure 12).
- An increased podium height of up to 3 metres is permitted for corner buildings in accordance with the CCPP.
- Balconies are permitted within the setback provided they are open on 3 sides and visually permeable and do not occupy any more than ¼ of the building façade width at any one level.
- Setbacks shall be in accordance with Figure 13.

DESIGN GUIDANCE:

- Development along Monument Promenade and on the perimeter of Station Square is encouraged to retain a human scale, minimising the impact on the historical building and traditional Main Street environment.

The following general principles apply to setbacks within BCM:

- Generally, a 0m setback will be observed at the front, rear and side of developments of non-residential developments.
- Generally, a front setback of 1.5m is required for ground level residential dwellings to provide additional privacy.

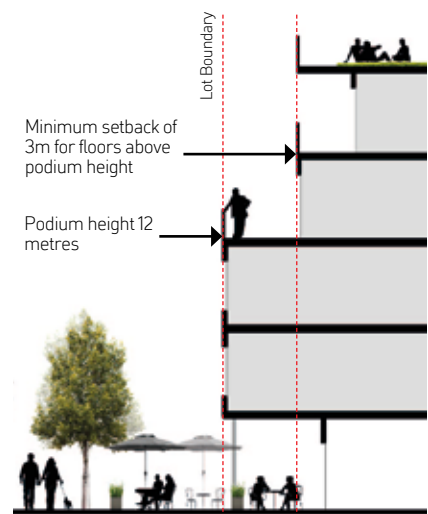


Figure 12: Minimum setback for floors above podium height

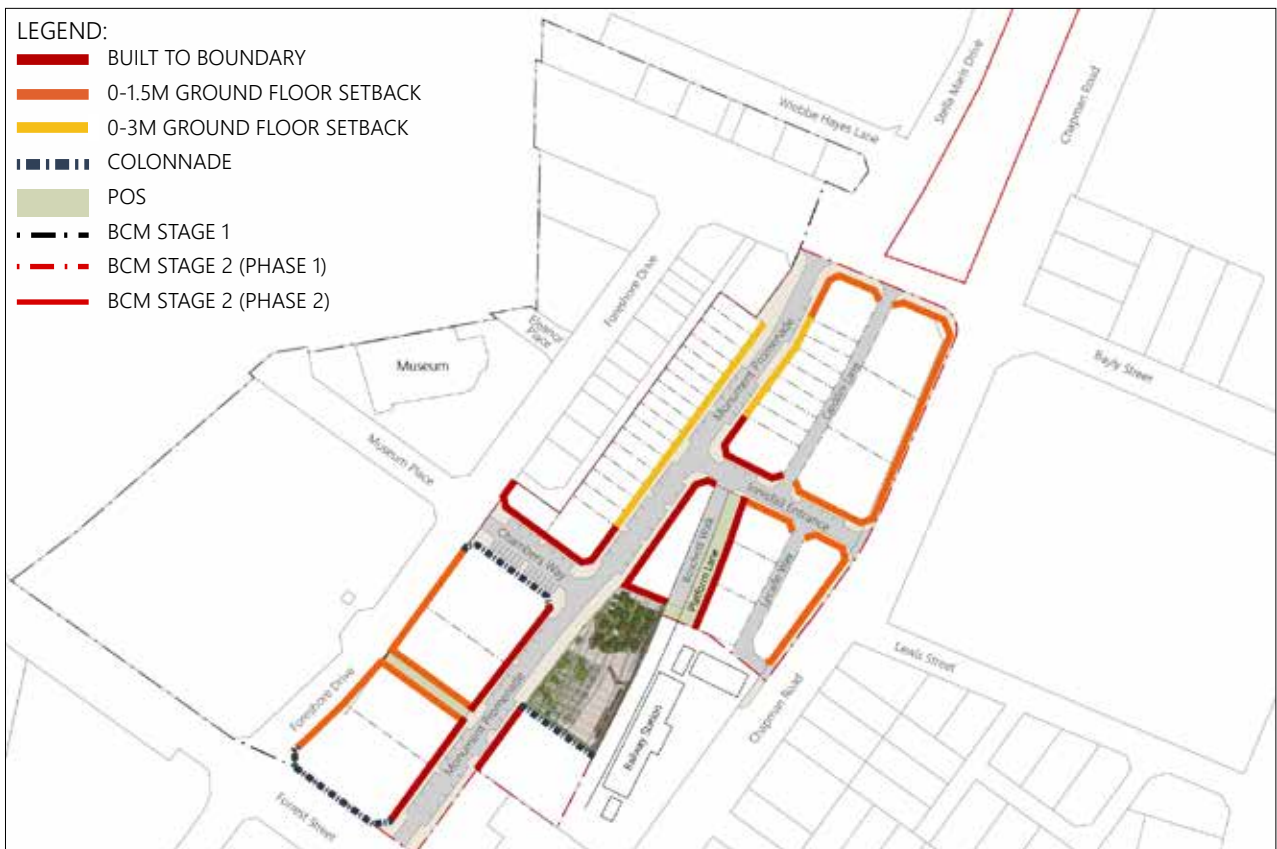


Figure 13: Setbacks

3.3 DEVELOPMENT FRONTAGES

Through considering building design, the orientation and location of street level activity and visual connections between internal areas of buildings and the adjacent public realm, all contribute to a sense of liveliness, creating interest and attractive public places.

Making frontages 'active', adding interest, life and vitality to the public realm means:

- the primary pedestrian corridors that buildings must respond to;
- providing frequent doors and windows, with few blank walls;
- having narrow frontage buildings, giving vertical rhythm to the street scene;
- high quality materials and refined details; and
- strong visual connection between internal spaces and the adjacent public realm.

Where frontages are defined as 'semi-active', which includes residential frontage, this means:

- passive surveillance through the direction of windows and building openings onto all other streets and public spaces;
- few blind or passive facades;
- some depth and modelling in the building facade; and
- good quality materials and refined details.

OBJECTIVES:

- Buildings to address the street and public realm along Station Square, Chambers Way and Monument Promenade.
- Ensure appropriate levels of activation to address the adjacent public realm that correlates to the overall character and sense of place.

DEVELOPMENT CONTROLS:

- Active Frontages shall be in accordance with Figure 14.
- Servicing and access shall not be permitted along building edges designated as active.
- Large areas of blank wall will not be accepted on the primary street frontage or where visible from the street or other public space.
- Where walls without glazed penetrations are unavoidable, other design features must be incorporated, such as colour and texture variation.

DESIGN GUIDANCE:

- Façade openings are recommended to maximise connections to all public spaces.



Figure 14: Active Frontages

3.4 FLOOR LEVELS

OBJECTIVES:

- To ensure that floor levels and entrances to buildings meet appropriately with the ground floor plain of the adjoining public realm.
- Ensure appropriate activation and natural surveillance of the ground plane.

DEVELOPMENT CONTROLS:

- The lowest occupied floor level on Monument Promenade and Station Square shall be no more than 100mm above ANGL to enable floor levels to connect directly with the public realm.
- Changes in level across development sites are to be accommodated within the ground floor built form.
- New development fronting directly onto the railway platform shall provide a seamless connection between ground floor level and public amenity along the platform (Figure 15).

- The ground floor level of development fronting Foreshore Drive and Chapman Road shall be no more than 1.2m above the average natural ground level which allows a step up from the street level, therefore, accommodating potential undercroft car parking without the floor/door being separated from street level activity.

DESIGN GUIDANCE:

- Universal access should be considered with regard to building entrances.

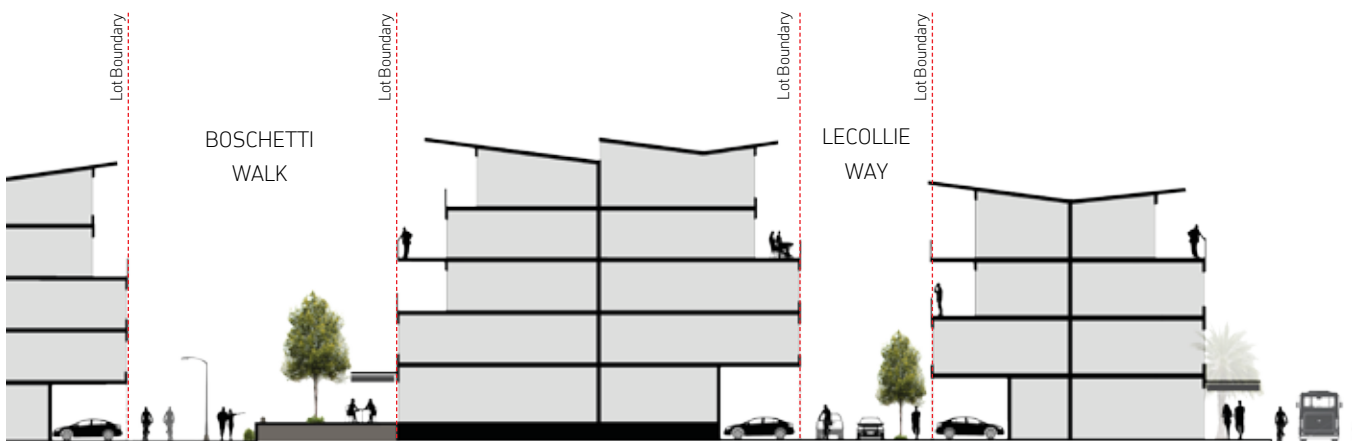


Figure 15: Section 1 - Changes in building height for development fronting the railway platform

4.0 ENVIRONMENTAL DESIGN

4.1 SOLAR ACCESS & VENTILATION

Building design throughout BCM should respond to Geraldton's coastal environment and conditions by offering protection from the sun and prevailing winds to create a micro-climate (Figure 16).

OBJECTIVES:

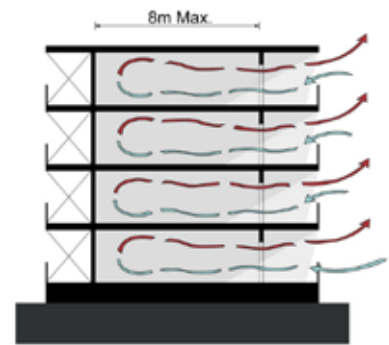
- Ensure that the design of buildings creates comfortable internal and external environments for its occupants.
- Incorporate passive solar design principles to optimise cross ventilation, solar gain in winter and protection from heat gain in summer.

DEVELOPMENT CONTROL:

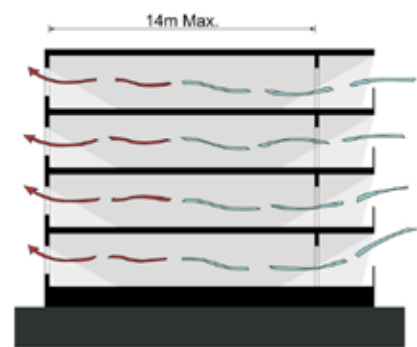
- All buildings shall optimise solar passive design through orientation of openings and living zones to the north.

DESIGN GUIDANCE:

- Single aspect apartments with a depth of no greater than 8m will ensure adequate ventilation and daylighting to apartment back walls.
- Dual aspect apartments benefit from the opportunity for cross-ventilation through the apartment, increasing the maximum apartment/building depth up to 14 metres, beyond which both become difficult to achieve.
- An enhanced ceiling height, greater than 2.5m may enable adequate daylighting and ventilation for greater apartment depths.
- Adjacent building envelopes or development should be taken into account when considering solar access to residential units.



Example - Cross-ventilation within single aspect apartment



Example - Cross-ventilation through dual aspect apartment



Figure 16: Micro-climate

4.2 OVERHANGS AND SHADING

The use of awnings, balconies and street trees create visual interest to the precinct and a comfortable experience for pedestrians, essential to establishing a vibrant and activated place that encourages walking and participation in public life.

OBJECTIVES:

- To provide a variety of verandas, balcony and awning types to facilitate a high-level pedestrian environment.
- Encourage weather protection through the provision of cantilevered verandas (where permitted), canopies or awnings.
- Minimise heat gain and optimise solar passive design.

DEVELOPMENT CONTROLS:

- North facing balconies shall all be provided with a fixed or moveable shading device.
- Minimise heat gain through all East and West facing openings by providing adequate shade.
- Awnings and canopies shall be provided along the frontages of buildings where ground floor retail and commercial uses occur, providing continuous cover to pedestrian walkways within designated areas.
- Structurally cantilevered awnings, verandas and balconies are permitted to extend into the street space (footpath or verge) at a minimum depth of 2.5m, providing a clearance height of between 3.0m and 4.5m (Figure 17).
- Street shading and overhangs must be considered in tandem with public infrastructure and street trees to ensure appropriate integration and lighting for effect and security.

DESIGN GUIDANCE:

- Awnings with large overhangs should be provided over significant openings on the north, east and west to shade outdoor areas.
- Discretion may be applied for south facing façades; however visual interest and articulation of built form will be required.
- Screens and awnings should inform the architecture in both form and materiality.

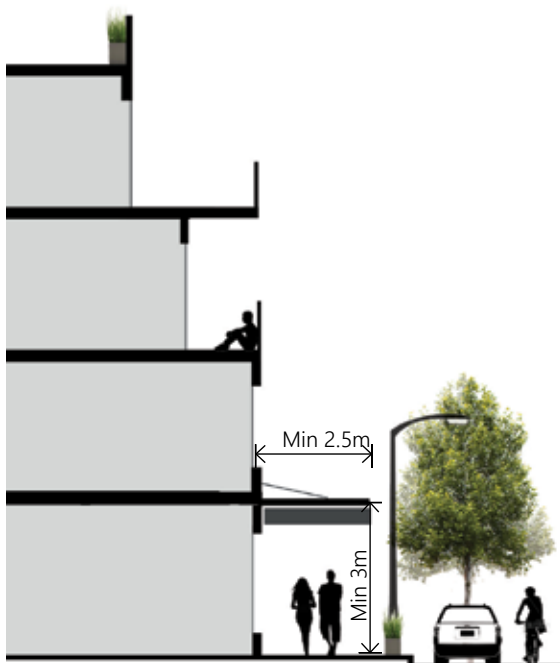


Figure 17: Awning design



Example - Awnings and Alfresco Area



Example - Screens to improve visual privacy

4.3 ACOUSTIC PRIVACY

A high standard of acoustic and visual privacy is required for the amenity of residential uses.

OBJECTIVE:

- Encourage the use of construction materials and techniques that reduce noise transmission between buildings. Sound insulation is particularly relevant to the conditions experienced within a mixed-use environment.

DESIGN CONTROL:

- Acoustic treatment of machinery such as air conditioning, lifts and mechanical services to commercial uses is required.

DESIGN GUIDANCE:

- Equipment should be located, enclosed and acoustically treated to ensure acceptable noise levels are achievable.



Example - Screening of Services

4.4 BUILDING SERVICES

Careful consideration is required when determining the location of services. It is important to minimise the visual impact these areas can have on the character of an area, particularly when adjacent to the public realm.

OBJECTIVE:

- Service areas (including external storage and rubbish) are visually and acoustically screened from public view.

DESIGN CONTROLS:

- Services, including satellite dishes, air conditioning units, solar collectors and other plant and equipment, shall be located to minimise visual and acoustic impact on neighbouring properties and the public realm.
- All piped and wired services, vents, clothes drying areas and hot water storage shall be concealed from the street and public realm (i.e. located to the back of developments or screened).

- Plant must not be visible from the street and must not be visible below the roof line of buildings with street facing elevations.
- Meters must be contained within development lots, screened and integrated in the overall development.
- Storage areas, service areas and any ancillary equipment shall be screened from public view.

DESIGN GUIDANCE:

- Solar panels and solar water systems may be visible only where they are located in the same plane as the roof and there is not alternative location that can offer a similar level of solar efficiency.
- Service doors and other utilitarian features should be located away from street frontages and treated to reduce their visual impact.
- In general, lot services are located within easements adjacent to rear laneways.



Example - Screening of Services

4.5 GROUNDWATER MANAGEMENT

Historically, the area within BCM2 was used as part of the Western Australian government railway marshalling yard. Site investigations and remediation by GHD in 2013 and 2015 have indicated that the lots are suitable for residential development and/or commercial developments with appropriate restrictions and controls on Site development.

The restrictions and controls on Site development relate to limiting access to groundwater (not suitable for drinking/irrigation) and limiting contact to soils (to reduce exposure risks) which applies to all lots.

In response to the need to alleviate groundwater contamination risks, Figure 22 outlines the lots (30-36, 29, 37-40 in yellow) which will be directly connected to the centralised stormwater management system to avoid infiltration of surface water into the groundwater system. All other lots will be expected to retain and infiltrate stormwater on-site (blue), excluding Lots 1-16 (red), which are to be connected to the existing external drainage system.

Further guidance on stormwater connections and landscaping requirements is provided in Section 7.0 Lot Specific Requirements.

OBJECTIVE:

- Limit the possible risk of impacts to human health and environment derived from soil and/or groundwater contamination within the vicinity of the development area.

DEVELOPMENT CONTROLS:

- The development of lots shall be consistent with Figure 18, Stormwater Management systems.
- Memorials on Certificates of Title indicate restrictions on the access to groundwater.



Figure 18: Stormwater Management Systems

4.6 WATER SENSITIVE URBAN DESIGN

Water Sensitive Urban Design (WSUD) principles integrated with the Landscape Design should be employed throughout the site to manage stormwater run-off from driveways, open space and parking. The purpose of this is to address water availability issues within the City of Greater Geraldton.

With the identification of site contamination impacts, lot specific requirements are outlined in Section 5.0 with further detail provided in the Station Square at Batavia Coast Marina, Urban Water Management Plan, 2015.

OBJECTIVES:

- Protect waterway health by minimising pollutant runoff.
- Provide a range of stormwater management options for development, including landscape alternatives.
- Maximise the benefits of stormwater collection and water conservation.
- Promote use of green infrastructure to improve liveability and reduce urban heat effect.
- Maximise the percentage of pervious surfaces to direct stormwater into bio-filtration system / urban wetland within the site.
- Ensure ongoing water quality within the urban wetland.

DEVELOPMENT CONTROLS:

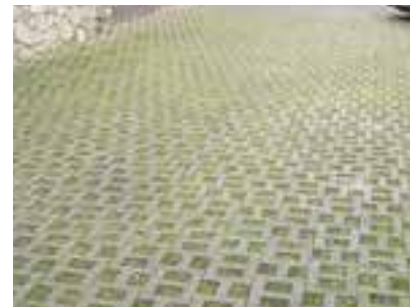
- For lots directly connected to the centralised stormwater management system, consideration shall be given to the quality of storm water disposal having a direct impact on the quality of urban wetland. The following strategies are recommended:
 - Use of planting with low water and nutrient requirements.
 - Minimise the use of fertilisers and pesticides within landscaped areas.
 - Installation of information signage to inform users and the community of the connection between local stormwater drainage and the Station Square Urban Wetlands.
- All other lots not directly connected to the centralised or external drainage system are required to provide on-site retention to the approval of the City. This can be achieved in a variety of ways including (but not limited to):
 - Integration of green roofing
 - 30kL rainwater tank for on-site non-potable use
 - Permeable paving surfaces
 - Rain gardens
 - Underground soakage devices

DESIGN GUIDANCE:

- Consider the integration of Green/living walls to capture, detain and treat rainwater before it enters the drainage system.
- Consider rainwater tanks for the collection of non-potable stormwater for irrigating gardens and washing cars.



Example - Information Signage within public realm



Example - Permeable Paving



Example - Green roof



Example - Rain Gardens

5.0 LOT SPECIFIC REQUIREMENTS

In addition to the general development controls and guidelines outlined in previous sections, each lot also has additional development requirements.

5.1 SUBDIVISION

Further subdivision of the lots will not be supported in the BCM development, however, built strata arrangements may be considered at the discretion of the City.

5.2 ADDITIONAL CRITERIA FOR HEIGHT BONUSES

Given the iconic nature and significant public investment in the development of the BCM, additional height is encouraged in accordance with the Building Heights plan (Figure 11).

OBJECTIVES:

- Ensure that adequate development opportunities exist to meet the floor space demands of various activities, and to ensure their efficient arrangement.
- Achieve design standards of a very high order.
- Offer market incentives for actions which contribute to achieving other objectives of these design guidelines.

DEVELOPMENT CONTROL:

- For the City to consider development that proposes additional heights, the applicant will pay due regard to Additional Criteria for Height Bonuses in the CCPP, and meet (as a minimum, but preferably exceed) those design guideline standards applicable to the individual site.

DESIGN GUIDANCE:

The following criteria for additional height (as prescribed in the CCPP) are not considered applicable or have either been met through the development of Station Square and improvements to the public realm:

- 13.2.1 – provision has been made for pedestrian and public access via the road layout, arcade style development and retention of the railway platform.
- 13.2.11 and 13.2.21 – minimum lot size is not applicable.
- 13.2.12 – buildings may have their main axis running parallel to the foreshore (i.e. running NW – SE) given the road layout of the site.

- 13.2.13, 13.2.14, 13.2.16, and 13.2.27 – no restriction on built form percentage.
- 13.2.17 – The provision of Station Square and the public realm improvements have satisfied this criteria.

Other applicable criteria will need to be met by the developer.

5.3 KEY BUILDING ELEMENTS

Lots indicating 'Key Building Elements' should be considered as key elements that will contribute to the urban character and sense of place in BCM.

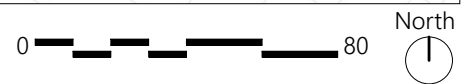
It requires careful design consideration of:

- Building character in response to history, climate and location;
- Building form viewed from all directions; and
- Pedestrian experience - amenity, detail and scale at ground level.

Development applications must include a response to all these aspects including a 3 dimensional representation of the design.



Figure 19: Site Plan - Specific Guidelines for Lots 1-40



5.4 MONUMENT PROMENADE - NORTH (LOTS 1-18)

Lots 1-18 frame part of BCM's residential fringe. It is important to increase the number of residents within the precinct to facilitate a vibrant environment for the local community. Additionally, it assists in providing a finer grain of development transitioning away from the City Centre.

OBJECTIVE:

- To integrate permanent residential dwellings in order to generate greater activation of the precinct.

DEVELOPMENT CONTROLS:

Use

- Lots 1-16 are permanent single residential lots (RAC3 as per the Scheme) with additional studio units encouraged above garages fronting the rear lane.
- Lots 17-18 will comprise permanent multiple residential apartments (minimum R60) with provision for a corner cafés on the ground floor to activate frontages along the Museum to Monument Link (Figure 20).

Building Envelope

- Lots 17-18 are to be designed at a maximum of 4 storeys, stepping down to 3 storeys for lots 1-16.
- A residential roof terrace (or green roof) on the fifth storey is permissible.
- Loft spaces or attic spaces within the maximum building height are permissible.
- Studio apartments may be built over parking garages fronting the rear lane.
- Habitable rooms of residential dwellings on ground floor levels (lots 1-16) shall have a minimum floor to ceiling height of 3.3m to ensure their long term adaptability for other uses.
- Cafes and restaurants on the ground floor levels shall provide for greater minimum ceiling heights of 4m to allow for additional servicing needs. (Figure 21).

Setbacks and Built Form

- Single residential dwellings within lots 1-16 shall provide setbacks between 0-3m along Monument Promenade.
- 0m setback shall be provided to lots 17 and 18.
- A pedestrian arcade (minimum of 3m) shall be provided for lot 18 to create visual linkages between Chambers Way and the rear access lane (Figure 20).
- Balconies, major openings and living spaces shall address the street.

- Where practicable every residence should have direct access from a living space to a northerly facing outdoor living area of minimum dimension 2.5m and 10sqm area.
- Floors above podium height (12 metres) shall be setback a minimum of 3 metres from the lot boundary.
- Ground level garages to the rear of dwellings shall provide a 1 metre setback from the boundary to provide sufficient space for services and to avoid visually unattractive narrow lanes.

Parking

- Vehicle access is only permitted from the Right of Way to the rear of lots 1-18.
- Vehicle crossovers shall not be permitted on Chambers Way and Monument Promenade.

Stormwater Management

- Lots 1-16 are required to be directly connected to the centralised stormwater management system.
- Lots 17 and 18 are not connected to the centralised stormwater system, therefore, these lots will require on-site infiltration of stormwater.

Landscape Treatment

- Rear courtyards are required to have hard landscaping with raised planter beds to avoid direct contact with soils.
- Fencing and gates in front of buildings shall be preferably 900mm high.

DESIGN GUIDANCE:

Building Envelope

- Ceiling heights of habitable rooms within residential apartments above ground floor levels should be a minimum of 2.7m to help achieve good daylight access and natural ventilation (Figure 21).

Setbacks and Built Form

- Occasional breaks in awnings may be required along both Chambers Way and Monument Promenade to accommodate tree planting within the footpath.

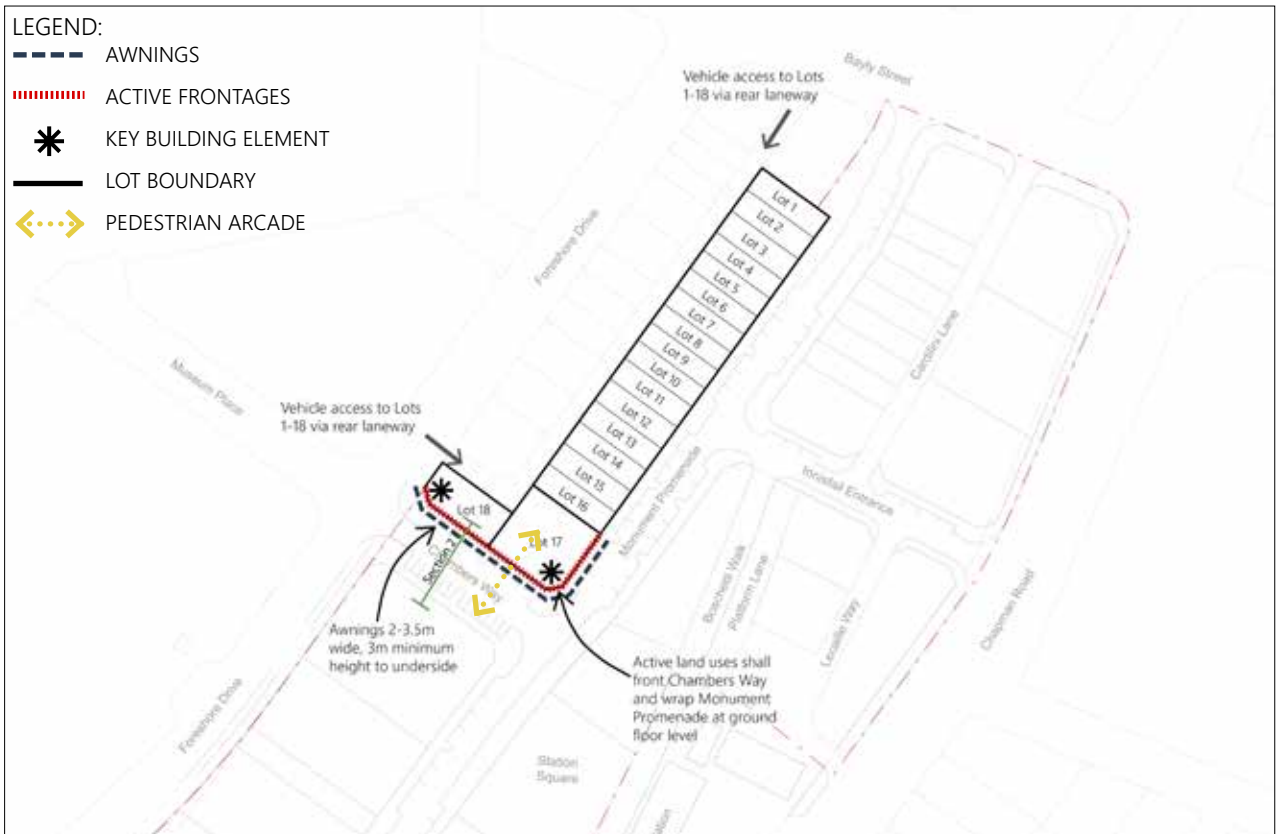


Figure 20: Site Specific Guidelines Lots 1-18

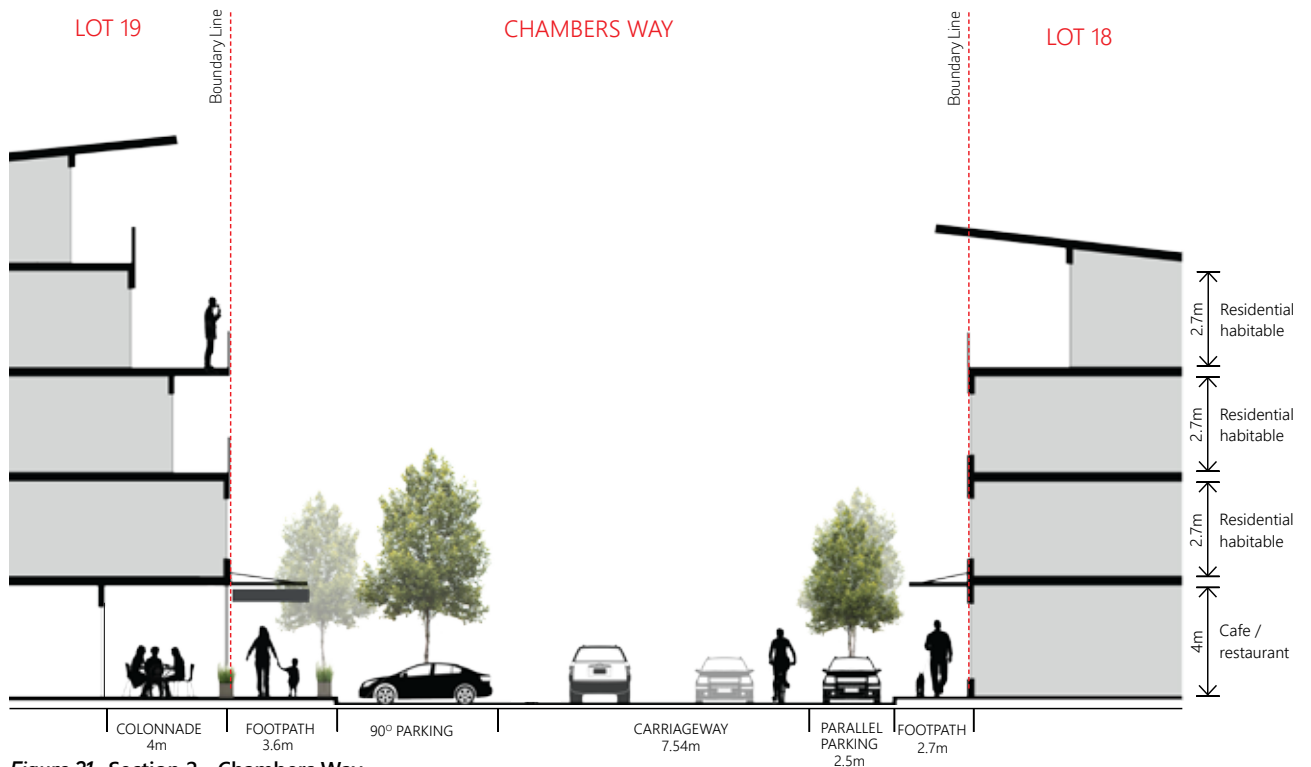
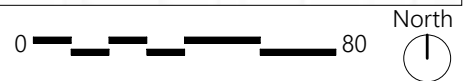


Figure 21: Section 2 - Chambers Way

5.5 MONUMENT PROMENADE -SOUTH (LOTS 19-22)

Lots 19-22 have rear access from Foreshore Drive. A pedestrian access way is located between Foreshore Drive and Monument Promenade, providing frontages to residential dwellings and a secondary linkage between the Marina and Main Street environment.

OBJECTIVES:

- Provide an entry statement into the BCM precinct, linking the town centre and Marina development.

DEVELOPMENT CONTROLS:

Use

- Lots 19 and 22 are envisaged as mixed use buildings, supporting ground level retail, entertainment, civic and community uses with a mix of office, commercial, residential or tourist accommodation above.
- Active frontages are required at ground level along Monument Promenade, Chambers Way, Forest Street and parts of Foreshore Drive.
- Lots 20 and 21 shall have permanent multiple residential apartments (R80 minimum). The residential built form shall contribute to the main street environment.

Building Envelope

- Lots 19-22 have a maximum height of 5 storeys with a minimum 3m setback from the podium building edge on the fourth level.
- A residential roof terrace (or green roof) on the sixth storey is permissible.
- Retail and commercial floor to ceiling heights on ground floor and first floor levels (lots 19 and 22) shall be a minimum 3.5m. Cafes and restaurants on the ground floor shall provide for greater minimum ceiling heights of 4m to allow for additional servicing needs.
- Habitable rooms of residential apartments on ground floor levels (lots 20 and 21) shall have a minimum floor to ceiling height of 3.3m to ensure their long term adaptability for other uses (Figure 23).

Setbacks and Built Form

- Ground level street frontages to Monument Promenade shall have a 0m setback from the lot boundary.
- Ground level street frontages to Foreshore Drive shall have a 0-1.5m setback from the lot boundary.
- Where side boundaries front onto the Public Access Way (P.A.W.) in lots 20 and 21, setbacks for building envelopes shall be between 0-1.5m. Outlook to the access way from habitable rooms is required.
- Residential dwellings on the corners of Foreshore Drive and Marine Terrace are required to wrap active frontages with outlook from habitable rooms.

- Where practicable every residence should have direct access from a living space to a northerly facing outdoor living area of minimum dimension 2.5m and 10sqm area.
- A 4m wide colonnade shall be provided to the northern boundary of Lot 19 to reinforce the Museum to Monument Link and to provide protection from the elements (Figure 21 and 22).
- A 4m wide colonnade shall be provided to the southern boundary of Lot 22 to provide protection from the elements.
- Podium height of buildings along Foreshore Drive may be increased to 5 storeys (20m) to transition with the existing development at Batavia Coast Marina.

Parking

- Vehicle access shall only be permitted from Foreshore Drive.
- Combined access must be provided for lots 22 and 21 as well as lots 20 and 19 from Foreshore Drive.
- Vehicle crossovers shall not be permitted on Monument Promenade.
- Car parking shall be sleeved by active frontages on the ground floor level to ensure continuous building frontages to all streets.

Stormwater Management

- Lots 19-22 are required to retain and infiltrate stormwater on-site.

Landscape Treatment

- Fencing and gates in front of buildings shall be preferably 900mm high.

DESIGN GUIDANCE:

Building Envelope

- Ceiling heights of habitable rooms within residential apartments above ground floor and first floor levels should be a minimum of 2.7m to help achieve good daylight access and natural ventilation (Figure 23).

Setbacks and Built Form

- Occasional breaks in awnings may be required along both Monument Promenade and Foreshore Drive to accommodate tree planting within the footpath.

Parking

- Provision can be made for parking bays within internal courtyard space (Figure 23).



Figure 22: Site Specific Guidelines Lots 19-22

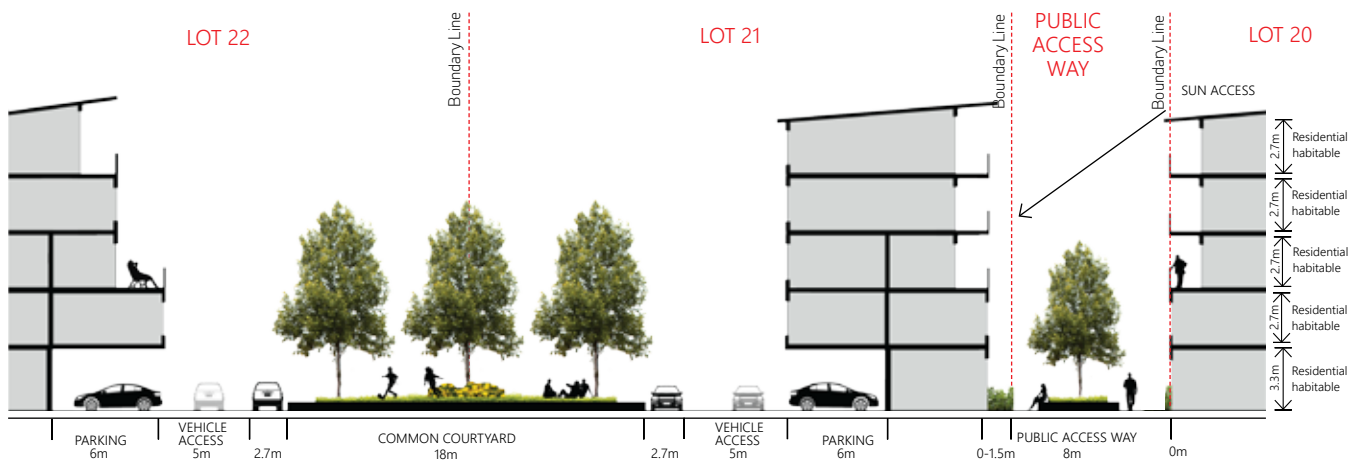
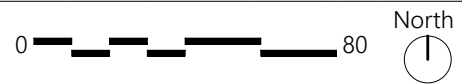


Figure 23: Section 3 - Example internal parking courtyard sleeved by active frontages

5.6 STATION SQUARE (LOT 23)

Lot 23 abuts Station Square and the Railway Station which are key elements of the precinct. Activation of these interfaces is important in maximising the level of activity within the public realm.

OBJECTIVES:

- Provide a seamless integration with Station Square, ensuring buildings provide an appropriate response to the adjacent Railway Station and public realm that corresponds to the overall character and sense of place.

DEVELOPMENT CONTROLS:

Use

- Lot 23 will comprise a mix of uses such as cafés, restaurants and retail at ground level providing active edges to Station Square and Monument Promenade with upper levels supporting uses such as offices, residential and tourist accommodation.
- A 4m alfresco area shall be provided overlooking Station Square to enhance activation of the Square (Figure 24).

Building Envelope

- The building envelope for lot 23 is a maximum of 5 storeys with a 3m setback from the podium building edge on the fourth floor.
- A residential roof terrace (or green roof) on the sixth storey is permissible.
- Retail and commercial floor to ceiling heights on ground floor and first floor levels shall be a minimum 3.5m. Cafes and restaurants on the ground floor shall provide for greater minimum ceiling heights of 4m to allow for additional servicing needs (Figure 25).

Setbacks and Built Form

- Balconies, major openings and living spaces shall address Station Square and Monument Promenade providing passive surveillance to the public open space.
- Ground floor frontages should have a 0m setback to Monument Promenade and Station Square.
- The building is to accommodate a 4m wide colonnade at ground level, fronting Station Square, to provide additional protection from the elements.
- Where practicable every residence should have direct access from a living space to a northerly facing outdoor living area of minimum dimension 2.5m and 10sqm area.

Parking

- Vehicle access is permitted from Monument Promenade (Figure 24).
- Parking shall be contained on site and sleeved by active frontages, screened from public view.

Stormwater Management

- Lot 23 is required to retain and infiltrate stormwater on-site.

DESIGN GUIDANCE:

Building Envelope

- Ceiling heights of habitable rooms within residential apartments above ground floor and first floor levels should be a minimum of 2.7m to help achieve good daylight access and natural ventilation (Figure 27).

Setbacks and Built Form

- The treatment of the façade fronting Station Square should display an appropriate scale, rhythm and proportion of elements in relation to the existing heritage listed railway station.
- It is recommended that detailing of façade elements make reference to the historical aesthetic of the shed form, previously located on the site (see Photo below).
- Clearly define building entries with awnings, recesses or projecting bays incorporating balcony types that respond to street and building orientation are encouraged.

Landscape Treatment

- Integration of a trellis structure to the frontage of Station Square should be designed to support creeper and vertical greening (see adjacent image).



Photo - Railway service sheds previously on site



Figure 24: Site Specific Guidelines Lot 23

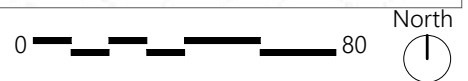


Figure 25: Section 4 - Station Square

5.7 STATION SQUARE (LOTS 24-27)

Lots 25-27 abut the existing railway station platform which is intended as a key pedestrian link connecting Station Square through to the Museum to Monument Link. This area becomes an extension of Station Square providing for high quality public amenities.

OBJECTIVES:

- Provide a seamless integration of the public realm linked to Station Square.
- Contribute to the activation of the public realm forming a key link along the Museum to Monument Walk.

DEVELOPMENT CONTROLS:

Use

- Lots 25-27 will comprise a mix of uses with restaurants, retail and café uses to provide activation at ground levels abutting the railway platform. Upper levels will comprise a mix of artisan/craft studios, offices, tourist accommodation or residential uses.
- Lot 24 will comprise a mix of uses supporting ground level retail and commercial uses with residential apartments above.

Building Envelope

- The building envelope to lots 24-27 is a maximum 5 storeys with a 3m setback from the podium building edge on the fourth floor.
- A residential roof terrace (or green roof) on the sixth storey is permissible.
- The finished ground floor level to lots 25-27 are required to meet with the railway platform, providing a seamless connection between ground floor uses and public amenity along the platform (Figure 27). Detailing of the threshold connection are required to meet Australian Standards for (disabled) access.
- Retail and commercial floor to ceiling heights on ground floor and first floor levels shall be a minimum 3.5m. Cafes and restaurants on the ground floor shall provide for greater minimum ceiling heights of 4m to allow for additional servicing needs (Figure 27).

Setbacks and Built Form

- A setback of 0m is required for ground floor frontages to Monument Promenade and the constructed ephemeral wetland, as well as lots 25-27 fronting the railway platform.

- A 4m alfresco area shall be provided along the existing platform to enhance activation of the lane.
- Upper level façades to the rear of lot 24 are to provide for outlook onto the rear laneway.
- Where practicable every residence should have direct access from a living space to a northerly facing outdoor living area of minimum dimension 2.5m and 10sqm area.
- Balconies and living spaces shall address and overlook the streetscape and public realm.

Parking

- Parking and access for lot 24 is only permitted from Boschetti Walk, to the rear of the development (Figure 26).
- Parking and access for lots 25-27 is permitted from Lecaille Way at the rear of the development.

Stormwater Management

- Lots 24-27 are required to retain and infiltrate stormwater on-site.

DESIGN GUIDANCE:

Building Envelope

- Ceiling heights of habitable rooms within residential apartments above ground floor and first floor levels should be a minimum of 2.7m to help achieve good daylight access and natural ventilation (Figure 27).

Setbacks and Built Form

- The detailing of crossover between the existing railway platform and new built structure should not detract from the integrity of the existing platform.
- Buildings fronting the railway platform should provide for occasional breaks in awnings to accommodate tree planting central to the platform.

Parking

- Car parking to the rear of lot 24 can have a significant impact on the appearance and amenity of the public realm fronting lots 25-27. Figure 27 provides an example of screening to ground level parking and services to mitigate any negative impacts on the streetscape and public amenity.



Figure 26: Site Specific Guidelines Lots 24-27

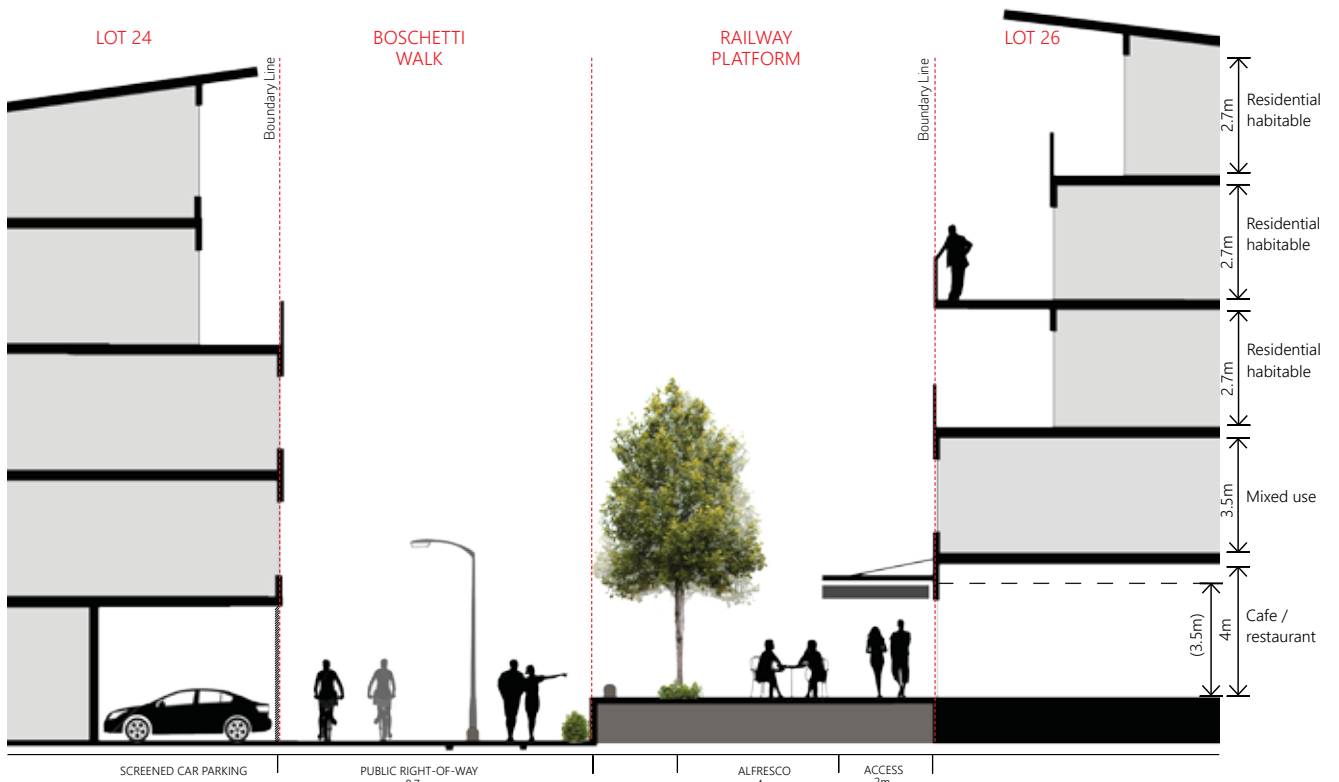
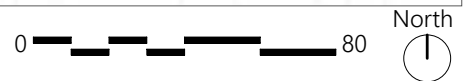


Figure 27: Section 5 - Boschetti Walk

5.8 MONUMENT PROMENADE - NORTH (LOTS 29-37)

Lots 29 and 37 accommodate mixed-use buildings with residential apartments above, framing part of the important Museum to Monument pedestrian link, while residential Lots 30-36 facilitate a vibrant environment to support the local community.

OBJECTIVES:

- To integrate permanent residential dwellings in order to generate greater activation of the precinct.

DEVELOPMENT CONTROLS:

Use

- Lots 30-36 are permanent single residential lots with studio units encouraged above garages fronting the rear lane.
- Lots 29 and 37 will comprise multiple residential apartments (minimum R60) with provision for corner cafés on the ground floor to activate primary pedestrian linkages.

Building Envelope

- The building envelope to Lots 30-36 are a maximum of 3 storeys, stepping up to 4 storeys for lots 29 and 37.
- Residential roof terraces on the fourth storey for lots 30-36, and fifth storey for lot 29 and 37 are permissible.
- Loft spaces or attic spaces within the maximum building height are permissible.
- Studio apartments may be built over garages.
- Habitable rooms of residential dwellings on ground floor levels shall have a minimum floor to ceiling height of 3.3m to ensure their long term adaptability for other uses (Figure 29).
- Cafes and restaurants on the ground floor shall provide for greater minimum ceiling heights of 4m to allow for additional servicing needs (Figure 29).

Setbacks and Built Form

- Setbacks to single residential dwellings in lots 30-36 are to be between 1.5-3m along Monument Promenade.
- 0m setback to lot 29 frontages on Monument Promenade and Innisfail Entrance, and 0-1.5m setback to lot 37 frontages on Monument Promenade and Bayly Street.
- Balconies, major openings and living spaces shall address the streetscape.

- Where practicable every residence shall provide direct access from a living space to a northerly facing outdoor living area of minimum dimension 4m.
- Ground level garages to the rear of dwellings shall have a 0-1m setback.

Parking

- Vehicle parking and access is only permitted from Cardilini Lane (Figure 28).
- Vehicle crossovers shall not be permitted on Monument Promenade, Bayly Street or Innisfail Entrance.

Stormwater Management

- Lots 29 to 37 are required to be directly connected to the centralised stormwater management system to avoid infiltration of ground water in the immediate vicinity.

Landscape Treatment

- To further restrict infiltration, private residential courtyards are required to have hard landscaping with raised planter beds to avoid direct contact with soils.
- Fencing and gates in front of buildings shall be preferably 900mm high.

DESIGN GUIDANCE:

Building Envelope

- Ceiling heights of habitable rooms within residential dwellings above ground floor levels should be a minimum of 2.7m to help achieve good daylight access and natural ventilation (Figure 29).

Setbacks and Built Form

- Occasional breaks in awnings may be required along both Monument Promenade and Innisfail Entrance to accommodate tree planting within the footpath.

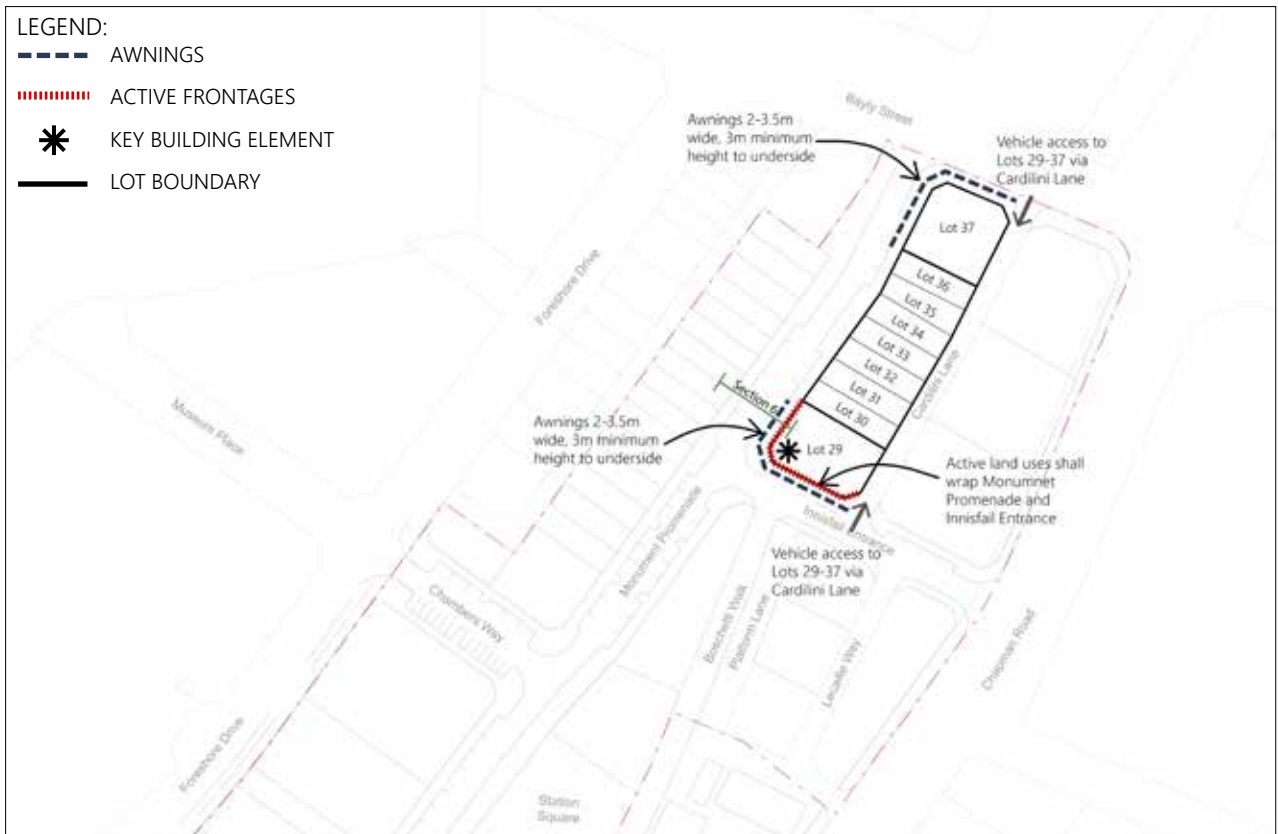


Figure 28: Site Specific Guidelines Lots 29-37

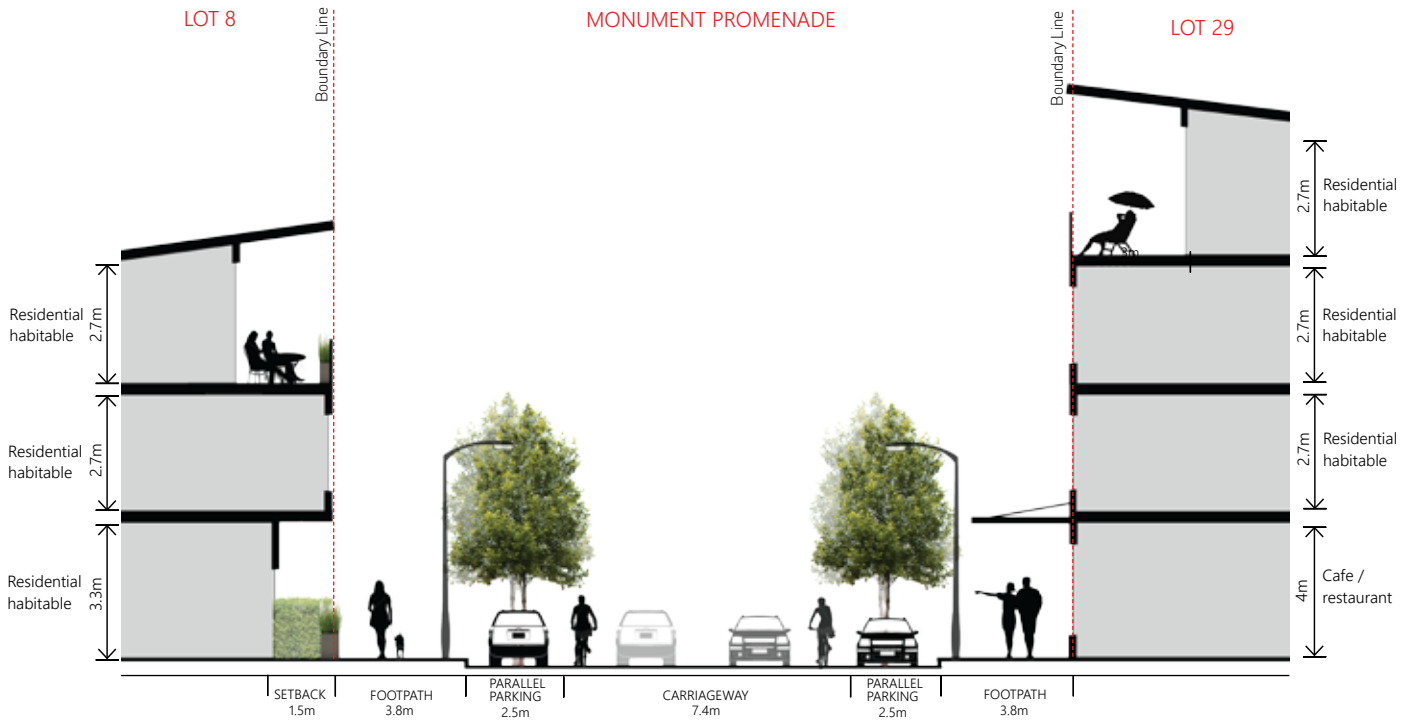
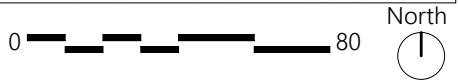


Figure 29: Section 6 - Monument Promenade (North)

5.9 CHAPMAN ROAD (LOTS 28, 38-40)

Lots 28 and 38-40 are situated on the eastern edge of the site. The interface with Chapman Road is important and requires improved activation and treatment of façades to accommodate pedestrian movement along this corridor.

OBJECTIVE:

- Improve reinforce the Chapman Road interface.

DEVELOPMENT CONTROLS:

Use

- Lots will comprise a mix of uses supporting ground level office, commercial, community and consulting activities with upper levels integrating residential apartments.

Building Envelope

- The building envelope for lot 28 is to be a maximum of 5 storeys, stepping down to 4 storeys for lots 38-40.
- A residential roof terrace to the fifth storey is permissible.
- Balconies and living spaces shall address and overlook the street.
- Where practicable every residence should have direct access from a living space to a northerly facing outdoor living area of minimum dimension 2.5m and 10sqm area.
- A pedestrian arcade is to be provided through Lot 39 creating visual connections from Chapman Road through to the Cardilini Lane (Figure 30).
- Retail and commercial floor to ceiling heights on ground floor and first floor levels shall be a minimum 3.5m. Cafes and restaurants on the ground floor shall provide for greater minimum ceiling heights of 4m to allow for additional servicing needs (Figure 31).

Setbacks and Built Form

- Ground level street frontages to Chapman Road shall have a setback between 0-1.5m from the lot boundary.

Parking

- Vehicle parking and access is only permitted from Cardilini Lane.

- Vehicle crossovers shall not be permitted on Chapman Road.

Stormwater Management

- Lots 38-40 are required to be directly connected to the centralised external stormwater management system to avoid infiltration of ground water in the immediate vicinity.
- Lot 28 is required to retain and infiltrate stormwater on-site.

DESIGN GUIDANCE:

Building Envelope

- Ceiling heights of habitable rooms within residential apartments above ground floor and first floor levels should be a minimum of 2.7m to help achieve good daylight access and natural ventilation (Figure 27).

Setbacks and Built Form

- Occasional breaks in awnings may be required along Chapman Road to accommodate tree planting within the footpath.

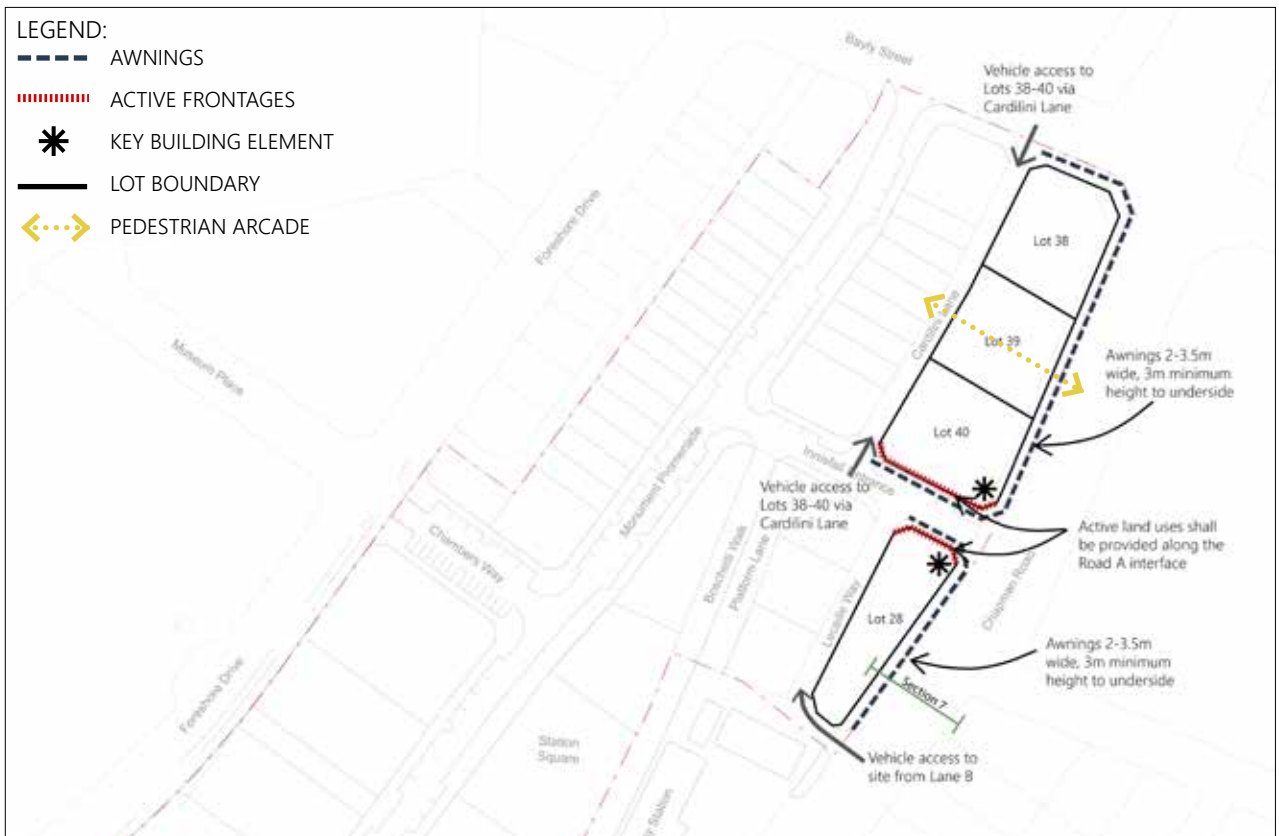


Figure 30: Site Specific Guidelines Lots 28, 38-40

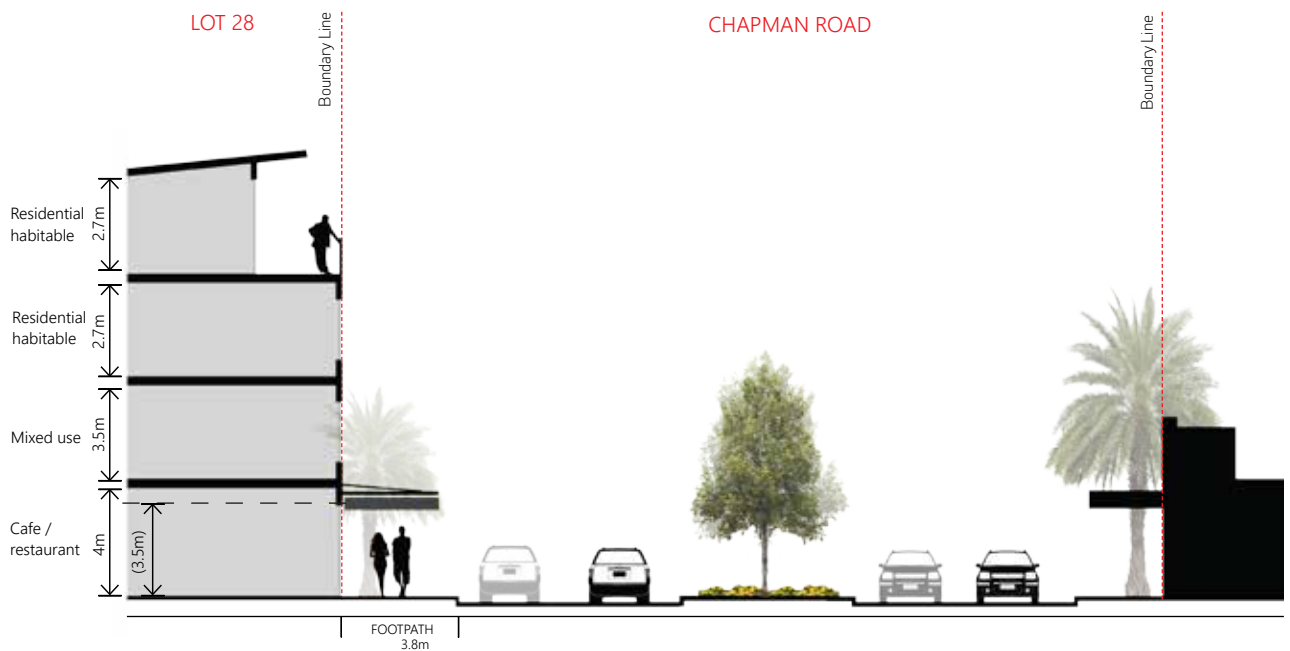
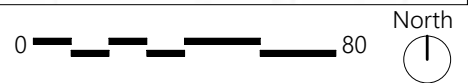


Figure 31: Section 7 - Chapman Road

GLOSSARY

ACOUSTIC PRIVACY

A measure of sound insulation between buildings, apartments and communal areas, and between external and internal spaces.

ACTIVE FRONTAGES

A building frontage that adds interest, life and vitality to the public realm. This is achieved via articulation and/or accommodating lively internal uses visible from the adjacent public realm that may spill onto the street.

ADAPTIVE REUSE

The conversion of an existing building or structure from one use to another, or from one configuration to another.

AMENITY

The 'liveability', comfort or quality of a place which makes it pleasant and agreeable to be in for individuals and the community. Amenity is important in the public, communal and private domains and includes the enjoyment of sunlight, views, privacy and quiet. It also includes protection from pollution and odours.

BACK OF HOUSE

Facilities located to the rear of buildings, away from primary pedestrian pathways, inclusive of waste storage, air conditioning units and extractor fans.

BUILDING LINE

The predominant line formed by the main external face of the building. Balconies or bay window projections may or may not be included depending on desired streetscape.

BUILDING HEIGHT

Maximum building envelope heights as defined in the Building Heights Plan.

BUILDING DEPTH

The overall cross section dimensions of a building envelope. It includes the internal floor plate, external walls, balconies, external circulation and articulation such as recesses and steps in plan and section.

CADASTRE

The current sub divisional pattern of a locality on the ground e.g. boundaries, roads, waterways, parcel identifiers and names.

CEILING HEIGHTS

Ceiling height is measured internally from finished floor level to finished ceiling level. The height of a ceiling contributes to the perception of space and amenity within an apartments. Ceiling height is also directly linked to achieving sufficient natural ventilation and daylight access to habitable rooms.

COMMUNAL OPEN SPACE

Outdoor space located within the site at ground level or on a structure that is within common ownership and for the recreational use of residents of the development. Communal open space may be accessible to residents only, or to the public.

COURTYARD

Communal space at ground level or on a structure (podium or roof) that is open to the sky, formed by the building and enclosed on 3 or more sides.

DAYLIGHT

Consists of both skylight (diffuse light from the sky) and sunlight (direct beam radiation from the sun). Daylight changes with the time of day, season, and weather conditions.

DUAL ASPECT APARTMENT

Cross ventilating apartments which have at least two major external walls facing in different directions, including corner, cross-over and cross-through apartments.

FACADE

The external face of a building, generally the principal face, facing a public street of space.

GREEN ROOF

A roof surface that supports the growth of vegetation, comprised of a waterproofing membrane, drainage layer, organic growing medium (soil) and vegetation. Green roofs can be classified as either extensive or intensive, depending on the depth or substrate used and the level of maintenance required.

GREEN WALL

A wall with fixtures to facilitate climbing plants. It can also be a clad structure with growing medium to facilitate plant growth.

HABITABLE ROOM

A room used for normal domestic activities, and includes a bedroom, living room, lounge room, music room, television room, kitchen, dining room, sewing room, study, playroom, family room and sunroom; but excludes a bathroom, laundry, water closet, pantry, walk-in wardrobe, corridor, hallway, lobby, photographic darkroom, clothes-drying room, and other spaces of a specialised nature occupied neither frequently nor for extended periods, as defined by the BCA.

MIXED USE DEVELOPMENT

Defined in the City of Greater Geraldton LPS No.1

MULTIPLE RESIDENTIAL DWELLINGS

Defined in the R-Codes.

NATURAL CROSS VENTILATION

Natural ventilation which allows air to flow between positive pressure on the windward side of the building to the negative pressure on the leeward side of the building providing a greater degree of comfort and amenity for occupants. The connection between these windows must provide a clear, unobstructed air flow path. For an apartment to be considered cross ventilated, the majority of the primary living space and n-1 bedrooms (where n is the number of bedrooms) should be on a ventilation path.

NON-HABITABLE ROOM

A space of a specialised nature not occupied frequently or for extended periods, including a bathroom, laundry, water closet, pantry, walk-in wardrobe, corridor, hallway, lobby, clothes-drying room, as defined in the BCA.

ON-GRADE

On ground level.

PODIUM

The base of a building upon which taller elements are positioned.

POTABLE WATER

Water which conforms to Australian Standards for drinking quality.

PRIVATE OPEN SPACE

Outdoor space located at ground level or on a structure that is within private ownership and provides for the recreational use of residents of the associated apartment.

PUBLIC OPEN SPACE

Public land for the purpose of open space and vested in or under the control of a public authority.

SEMI ACTIVE FRONTAGES

May include a few blind or passive facades but is composed of quality materials and refined detail. This includes residential frontages.

SOLAR ACCESS

The ability of a building to continue to receive direct sunlight without obstruction from other buildings or impediment, not including trees.

STREET SETBACK

The space along the street frontage between the property boundary and the building. Refer to the building line or setback as defined in the Lot Boundary Plan and Building Setback Plan.

WATER SENSITIVE URBAN DESIGN (WSUD)

A land planning and engineering design approach which integrates the urban water cycle, including stormwater, groundwater and wastewater management and water supply, into urban design to minimise environmental degradation and improve aesthetic and recreational appeal.

UNIVERSAL DESIGN

International design philosophy that enables people to carry on living in the same home by ensuring apartments are able to change with the needs of the occupants.

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