

# City Centre Local Planning Policy

**VERSION 8** 

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# town planning services

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#### 1.0 CITATION

This is a local planning policy prepared under the *Planning and Development (Local Planning Schemes) Regulations 2015* and the City of Greater Geraldton Local Planning Scheme No. 1 ('the Scheme'). It may be cited as the *City Centre local planning policy*.

The local government may prepare a local planning policy in respect of any matter related to the planning and development of the Scheme area. In making a determination under the Scheme the local government must have regard to each relevant local planning policy to the extent that the policy is consistent with the Scheme.

# 2.0 BACKGROUND

#### 2.1 Introduction

The future of Geraldton is articulated in the *Strategic Community Plan 2013 – 2023* and as part of achieving that vision, Geraldton's city centre is identified to develop into a truly liveable city centre to invigorate its central core area. The city centre is the focus for intense development within the Geraldton urban area and will showcase infill development, heritage and culture through its built form and the community's use of Geraldton's public spaces and places.

This policy seeks to facilitate the development of a unique city centre possessing a high level of amenity and activity. The success of Geraldton's city centre will increasingly rely primarily on how well it creates a living and vibrant central city lifestyle giving people close and easy access to recreation, culture, shops, employment, transport and services.

#### 2.2 Policy Area

The policy applies to the area zoned 'Regional Centre' on the Scheme. The city centre is further broken down into 7 precincts (see Figure 1).

### 2.3 Planning Context

#### 2.3.1 Local Planning Strategy

The Local Planning Strategy recognises the importance of the city centre for economic, social, cultural, heritage and city building influences it has on the broader local government area. The Local Planning Strategy includes two strategies of particular relevance:

- Ensure the city centre remains the principal activity centre within the district, providing the most intensive concentration of development in the region with the greatest range of high order services and jobs and the largest commercial component of any activity centre.
- 2. Ensure that the city centre is multifunctional, provides a high level of amenity and is the focal point for all modes of transport.

This Policy addresses the above strategies, through guidance that encourages quality design, vibrancy and high amenity, together with introducing a range of height limits with emphasis on greater height within the city centre core.

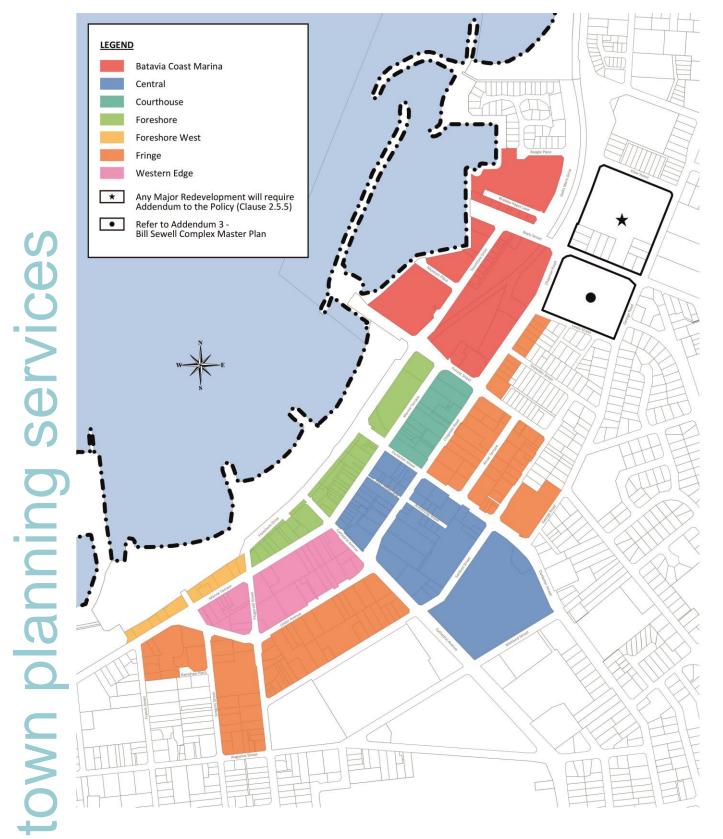


Figure 1 - City centre precincts

# 2.3.2 Geraldton City Centre Vibrancy Strategy

The Geraldton City Centre Vibrancy Strategy focuses on increasing vibrancy of Geraldton's city centre. This Policy aims to supplement vibrancy goals, strategies and outcomes for the Geraldton city centre through guidance for built form, land use and development.

## 2.3.3 Residential Development Strategy

The Residential Development Strategy identifies the city centre for 'high density residential', with a comparable density of 'R80' and above.

This Policy supports the introduction of high density residential within the city centre. The Policy promotes mixed use development that incorporates residential above appropriate land uses that contribute to the vibrancy, activity and intensity of the city centre.

# 2.3.4 Commercial Activity Centres Strategy

The Commercial Activity Centres Strategy identifies the city centre as the largest multi-functional centre of activity, providing the most intensely concentrated development in the region. It has the greatest range of high order services and jobs and the largest commercial component of any activity centre. The centre services the greater Geraldton and Mid West region.

The Commercial Activity Centres Strategy actively encourages the consolidation and prioritisation of the Geraldton CBD. This Policy supports the continued maturation of the city centre into an intense, diverse Regional Centre that provides a range of opportunities for work, leisure and accommodation.

# 2.3.5 Integrated Transport Strategy

The *Integrated Transport Strategy* acknowledges that transport infrastructure has predominantly been focused on serving private vehicles and this now needs to be better diversified to include good public transport and accessible walking and cycling networks.

This Policy will assist in achieving some of the guiding principles of the *Integrated Transport Strategy* namely, helping to create the city centre as a destination and discouraging through traffic, encouraging sustainable modes of transport and integrating transport and land use planning.

# 2.4 Using the Policy

This Policy does not dictate style or taste, but rather provides an objective framework that can accommodate both concepts of flexibility and certainty. The Policy has been formulated using a modified "performance" approach. It is not intended that this Policy be applied rigidly, but each application be examined on its merits, with the objectives and intent of the Policy the key for assessment.

In the first instance, development proposed within the city centre should be considered against the **Design Guidelines** provisions within this Policy. However, it should not be assumed that the local government, in exercising its planning discretion, be limited to the Design Guidelines provisions and that mere compliance will result in an approval. This approach has produced many examples of inappropriate built form that is now considered 'ugly' and are a long-term blight on the city form. At the same time, this Policy seeks to provide a degree of certainty by way of providing guidance on height, setbacks etc.

The local government encourages applicants to produce innovative ways of achieving the stated **Objectives** and acknowledges that these may sit outside the more traditional planning and architectural approaches. In these instances the local government is open to considering well presented cases, during pre-application consultation, having due regard to the outcome of any public consultation undertaken for major projects and the orderly and proper planning of the city centre.

The local government seeks to establish a mindset that developers and the local government are partners in achieving the goals and objectives of this Policy. The developer brings a proposal for a property to the local government and the local government provides and manages the city centre context of the property. The local government has a commitment for every property to manage and improve all of the public domain and thus seeks a cooperative and complementary model for development projects in the city centre.

# 2.5 Related and Supplementary Information

2.5.1 City Centre Transport Planning & Car Parking Strategy

This strategic document guides the local government in terms of CBD car parking and alternative modes of transport. It encompasses a holistic approach to transit planning and car parking thereby enabling all options to be evaluated over time. The key component to the Strategy is the *City Centre Car Parking Management Plan*.

2.5.2 Architectural and Urban Design Guidelines, Marine Terrace Central Geraldton

These Urban Design Guidelines, prepared by BSD Consultants were adopted by Council in August 1994 and apply to buildings generally, and facades specifically, fronting onto Marine Terrace between Cathedral Avenue and Durlacher Street (i.e. the Marine Terrace partial mall). They were produced to compliment the initiatives of the Marine Terrace Central Redevelopment Project (1994). It is the principal intent of the Urban Design Guidelines to encourage the improvement of facades, and specifically establish a consistent (although not necessarily identical) theme throughout the street to contribute in a positive way to the total character of the central area.

This is a supplementary document that does not override this Policy. Appendix A contains the relevant extracts that should be used as reference and for additional guidance and direction.

#### 2.5.3 City of Geraldton Development Guidelines

These Development Guidelines, prepared by Considine and Griffiths Architects in April 2003, are intended to assist with conservation and development in the study area so as to accommodate and manage change sensitively, not to prevent it. They are designed to protect and reinforce character and significance and achieve high quality new development.

This is a supplementary document that does not override this Policy. Appendix B contains the relevant extracts that should be used as reference and for additional guidance and direction.

# 2.5.4 Geraldton Foreshore Conservation Plan

This Conservation Plan, prepared by Considine and Griffiths Architects in April 2003, should be used as the primary guiding document for the conservation and future use of places, which includes heritage areas of cultural heritage significance.

# 2.5.5 Addendums

It is likely (given the diversity of the city centre) that specific sites will require more detailed design indicators and parameters to provide further guidance. In these instances site specific design guidelines (which may vary the requirements of this Policy) will be attached to this Policy.

#### 3.0 OBJECTIVES

This Policy has a suite of strategies that, working together, promote three essential qualities for a healthy and vital city centre:

- A significant residential base that supports a diverse and concentrated mix of uses, generating a lively, interesting social environment and a profitable business setting.
- 2. A quality environment that establishes a distinctive 'sense of place' by having a physical setting designed to encourage and accommodate pedestrian activity and is unique in its architecture, landscapes and culture.
- 3. A 'future proofed' city centre that is robust enough to withstand the changes that are likely to occur as a result of peak oil prices, climate change and public attitudes/behaviour regarding sustainability.

These concepts were broadly endorsed at a stakeholder workshop (November 2006) where the participants considered that the Policy would provide some continuity of design and ensure quality outcomes that would allow the local government to respond to the aspirations of the community and plan more effectively for the future.

The principle aim of this Policy is to encourage the transition from 'a local to a global regional city' and to promote the development of the city centre in a manner that considers the interrelationships between the five pillars of sustainability of:

- 1. Culture vibrant arts, culture and education.
- 2. Environment a sustainable built form and natural environment.
- 3. Social a strong healthy community which is equitable, connected and cohesive.
- 4. Economy a dynamic, diverse and sustainable economy.
- 5. Governance inclusive civic and community engagement and leadership.

This Policy focuses on planning outcomes that consider human movement, land uses, economic values, built form, ecological and environmental systems, art and culture and community aspirations, thereby producing a more sustainable city centre. Specifically the objectives of this Policy are to:

- a) To ensure the city centre continues as the largest multi-functional centre within the local government area, providing the most intensely concentrated development in the region, providing for the greatest range of high order services and jobs and the largest commercial component of any activity centre.
- b) To link the city centre to the activities that surrounds it.
- c) To encourage an appropriate mix of land uses in a manner that capitalises on opportunities associated with an accessible and activated city centre.
- d) To promote residential development within the city centre as a sustainable and desirable alternative to the suburban and rural living areas.
- e) To encourage the development of appropriate human scale built form at the street level, and support building height that contributes to a skyline that is in keeping with the desired character and scale of the traditional city centre and respects surrounding land use and development, in seeking to be a 'global regional city'.
- f) To facilitate retail, business, commercial, health, education, entertainment, cultural, recreational, community, tourism and public transport activities.
- g) To provide development and urban design guidance for development applications within the city centre and to encourage innovative design solutions where appropriate.
- h) To have regard to the historical and cultural elements of the city centre, including sites and buildings, ensuring they are respected and or protected as required.
- i) To seek to consider the five pillars of sustainability (culture, environment, social, economy and governance) for providing outcomes of the city centre, in preference to focussing solely on economic outcomes.

#### 4.0 LAND USE POLICY MEASURES

The local government is seeking to build retail investment by increasing the number of people living in the city centre, and providing for cultural, entertainment and recreational uses that help make the CBD a regional attraction. There is considerable flexibility in the composition, range and possible distribution of land uses throughout the city centre (pursuant to the Scheme) and the mixing of compatible land uses is encouraged. Key concepts to have regard for are:

#### a) Encourage residential living within the city centre

Residential living in the city centre means people living in apartments generally above offices and shops. When people live in the city centre they assist in activating the area by (inter alia):

- Patronising city centre businesses, recreation and cultural events;
- Providing a human presence in the city centre after business hours;
- Increasing security through active and passive surveillance;
- Participating in street oriented activities such as walking, cycling, jogging etc.;
- Investing through purchasing premises for residences and small business home/office;
- Contributing to the reduction of urban sprawl by seeking housing in the established city centre and not at the greenfield development edge;
- Engaging with other city centre residents, workers and visitors to create a social dynamic to city centre living;
- Walking to work and other activities reducing the car dominance of city centre streets and public parking demands, and improving modal shift to walking, cycling and public transport; and
- Demanding better designed living options (new city centre dwellers will raise market expectations and want equal or better quality accommodation than suburban options).

With a larger city centre population, businesses have a ready and immediate supply of customers; urban parks and recreation areas are better utilised and surveilled; people are more likely to utilise and socialise on the streets; and through a stronger people presence in public places and spaces, improved safety and added sense of security can be achieved. Having people live in the city centre also contributes towards reducing traffic congestion. To make a city centre work for its people, it should be designed to maximise pedestrian use and the ease of movement for cars should be considered as a lesser priority to the ease of movement for pedestrians, cyclists and users of public transport in the city centre.

# b) Bringing back the commercial and retail

More sustainable urban development requires that retail centres and offices need to be brought back into the city centre and become part of the urban mix. A preferred approach is to absorb 'large format' type developments into the retail core and sleeving the perimeter of the large format tenancy with a skin of smaller buildings/tenancies, concealing its bulk and creating active frontages. Additionally, car parking should be out of sight behind the perimeter skin of smaller buildings.

#### c) Making the Foreshore the heart

With such a public investment in the Geraldton Foreshore, it is only logical that the local government aims to establish the foreshore and CBD surrounds as the heart of public life in the city centre. It is envisaged to become a vibrant place of café's, boutique retail, entertainment, recreation and public meeting places.

Moving outwards from the CBD and Foreshore, it is envisaged that level of intensity will appropriate decrease, with more mixed use office/residential, commercial and retail spaces. The same concept applies vertically within the built form. It is desirable that street level floorspace be retained for retail, service and community focused activities. Within the buildings there should be a transition towards office space with residential on the upper levels.

# d) Make the streets active and interesting

Local identity can be strengthened by a clearer definition of the activity centre's boundaries, with offices particularly desirable at the edges of these activity centres, or above the ground level within mixed use development. It is desirable that the street level is the focus of retail, service and community uses. The local government encourages land uses at the ground level to activate the street and public domain (i.e. public open space, public laneways, malls and the like).

Shopfronts at ground floor level should provide for attractive window displays (illuminated at night) and restrained use of signage. Activities at ground level should aim to provide interest for pedestrians. Uses that are associated with activity in non-business hours include retailing, cafés and restaurants, all of which contribute towards the city centre being a place of activity during daylight and evening hours.

#### 4.1 <u>Land Use Objectives</u>

- a) Support residential living within the city centre, both around the edges and in the upper levels of buildings.
- b) Ensure the Foreshore and its immediate surrounds are distinguishable as 'the heart of the city'. Facilitate retail activity within this node, and encourage commercial and less active land uses such as commercial uses, offices, short-stay accommodation and residential are located above the ground level.
- c) Provide flexibility and compatibility in the distribution of land uses throughout the CBD.
- d) Link retail uses to cultural, leisure and office activities.
- e) Encourage mixed land uses within each precinct and capitalise on retail opportunities in mixed-use developments.
- f) Provide continuity in ground level retail uses (ie. continuous storefronts along important pedestrian connections).
- g) Create a sense of place and positive setting for pedestrian activity by providing comfortable, safe, and interesting streets and activation at ground level.
- h) Encourage land uses that promote movement and activity throughout the CBD and partner with the local government on ground level design through private/public space design (i.e. improved street/laneway lighting design, artworks, etc.).

# 4.2 Land Use Design Guidelines

- 4.2.1 Land use permissibility within the Regional Centre zone is outlined in the Scheme. The local government encourages land uses at the ground level to activate the street and public domain (i.e. public open space, public laneways, malls and the like).
- 4.2.2 Appropriate land uses at the ground level (having regard to the Scheme) are considered to include:
  - a) Retail uses such as convenience stores, liquor stores, markets, shops and personal services.
  - b) Entryways to arcades, malls and laneways to access community facilities, retail, commercial, tourism and residential land uses.
  - c) Food and beverage uses such as cafés and restaurants.
  - d) Tourism uses such as hotels, motels, and short-stay accommodation where activation of the street is undertaken through the layout of facilities within the development.
  - e) Entertainment uses such as small bars and taverns.
  - f) Commercial uses such as consulting rooms and small offices that benefit or capitalise on passing foot traffic.
  - g) Car parking (subject to clause 10.0) basement car parking may be an option for all Precincts subject to local conditions.
- 4.2.3 Foreshore and Foreshore West Precincts "The heart of the city centre"

This area is envisaged to be a place where people live as well as come to rest and recreate, use the beach, walk around and meet each other. After shopping in the CBD people can come to these precincts for a coffee and to relax and watch the ocean. At night it comes alive with restaurants, cafés and bars. These precincts should promote the use of the foreshore, as a natural playground for the city centre during the day, and as a valuable nightlife/tourism attraction in the evening.

Ground / First Floor Uses	Above Ground Floor Uses
Boutique retail	Residential
Restaurant / small bar (with alfresco dining)	Offices
Civic and cultural uses	Commercial
Community and leisure facilities	Hotel / motel / short-stay accommodation
Entertainment activities	Parking
Commercial	
Hotel / motel / short-stay accommodation	
Short term parking	

# 4.2.4 Central Precinct – "Where the business happens"

This precinct of the CBD will have a predominant retail and commercial function at the ground level, whilst allowing accommodation within upper levels of development. The Central precinct will have a mix of businesses, shopping and residents. The public domain will be inviting and be pedestrian focused, with attractive streetscapes, street trees, lighting and street furniture. It is also a place where people can walk out from their work and meet in cafés or have a meeting over lunch. The mall is the focal point of the CBD and should be

accessed from a number of inviting arcades and other developments that provide for easy access across town. Increasingly parking should be provided around the CBD to reduce the impacts of cars on the mall, consistent with the *City Centre Car Parking Management Plan*, keeping it primarily for pedestrian activities.

Ground / First Floor Uses	Above Ground Floor Uses
Retail (including discount department store)	Residential
Offices	Offices
Restaurant (with alfresco dining)	Commercial
Civic and cultural uses (including governance)	Parking
Commercial	Consulting activities
Short-term parking	
Consulting activities	

# 4.2.5 Western Edge Precinct – "The cappuccino strip"

This precinct is the place where it is envisaged the interesting social life will happen. It is more 'funky' and 'bohemian' than the Central precinct. The Western Edge has architectural heritage that lends towards the refurbishment and adaptation of existing buildings. The Western Edge is envisaged to contribute towards a more social focus, including boutiques, retail, cafés and restaurants, businesses and upper level residential.

Ground / First Floor Uses	Above Ground Floor Uses
Boutique retail	Residential
Restaurant (with alfresco dining)	Offices
Civic and cultural uses	Commercial
Community and leisure facilities	Hotel / motel / short-stay accommodation
Entertainment activities	Parking
Commercial	Consulting activities
Hotel / motel / short-stay accommodation	Nightclub / tavern type uses at the discretion of the local government
Short-term parking	
Consulting activities	
Small commercial enterprises	
Nightclub / tavern type uses at the discretion of the	
local government	

# 4.2.6 Courthouse Precinct – "Civic and historic"

This precinct is an extension of the CBD but with less intensive night-time activities. The civic tone of the precinct is set by the Courthouse and police station. Buildings should respond to and respect the built heritage features of the Courthouse without slavishly copying or creating faux-historic facades. This precinct provides a link to the Batavia Coast Marina, Museum and old railway station.

Ground / First Floor Uses	Above Ground Floor Uses
Boutique retail	Residential
Offices	Boutique retail
Restaurant (with alfresco dining)	Offices
Civic and cultural uses	Restaurant (with alfresco dining)
Community and leisure facilities	Civic and cultural uses
Short-term parking	Community and leisure facilities
Consulting activities	Short-term parking
Small commercial enterprises	Consulting activities
Civil administration	Small commercial enterprises
Reception / function rooms	Civil administration
	Reception / function rooms

# 4.2.7 Fringe Precinct – "Transitional"

This precinct should provide the support structure necessary for a more intense and active central CBD. In this way it serves as a linkage between the surrounding areas and a transition into the city centre core.

Ground / First Floor Uses	Above Ground Floor Uses
Boutique and medium sized retail	Residential
Offices	Offices
Restaurant / snack bar	Parking
Civic and cultural uses	Consulting activities
Community and leisure facilities	
Short-to-long term parking	
Consulting activities	
Commercial	
Reception / function rooms	

# 4.2.8 Batavia Coast Marina Precinct – "Connecting to the CBD and the waterfront"

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.

Ground / First Floor Uses	Above Ground Floor Uses
Retail	Residential
Restaurant / small bar (with alfresco dining)	Retail
Offices	Restaurant / small bar (with alfresco dining)
Civic and cultural uses	Offices
Community and leisure facilities	Civic and cultural uses
Entertainment activities	Community and leisure facilities
Commercial	Entertainment activities
Hotel / motel / short-stay accommodation	Commercial
Short-term parking	Hotel / motel / short-stay accommodation
Consulting activities	Short-term parking
Reception / function rooms	Consulting activities
	Reception / function rooms

#### 5.0 HEIGHT POLICY MEASURES

This Policy recognises that in order for growth in population and expansion of the city centre the development of generally taller buildings than those that have been previously built in the city centre must be anticipated. Over time, as the economy continues to diversify and industry sectors turn towards locating within the city, it will be necessary for the city centre to act as the regional capital of the Mid West with a genuine and iconic CBD district taking advantage of its waterfront location. Medium-rise to higher-rise buildings would have a part to play in the provision of necessary floor space for residential accommodation, retail and commercial development. Over time, growth in floorspace will be needed to support the expected population growth, and to also create a vibrant city centre.

Concentrating higher built form to within the 'core' of the city centre is considered to have merit, as an alternative to allowing tall buildings along the coastline and thereby detracting from the environmental characteristics and predominately residential amenity of the coastline and suburban areas. From the city centre, there are important vistas north and south along the coast, and north-east towards the Moresby Range, that would otherwise be interrupted by a progression of tall buildings.

For the local government a more intensely developed city centre area brings with it considerable opportunity for contributions and trade-off's back to the sustainability of the city centre through better quality design of buildings; a more liveable and safer city; better pedestrian access; bringing retail and commercial back to the city centre; and using more sustainable building designs and materials.

The local government encourages people to live in the city (typologies such as apartment style living or above ground residences) and, as part of inner city living, opportunities for ocean or scenic viewscapes will assist in selling the lifestyle to residents. Geraldton is a unique city with an attractive waterfront which has undergone a significant transformation in recent years. As well as being a valuable recreational space, it also provides a unique viewscape that should be accessible to as many people as possible.

There are comparable population centres on the eastern coast of Australia that have permitted tall buildings immediately fronting the coastline, which can be detrimental to the development potential of properties further setback from the ocean. Properties which directly abut Foreshore Drive should not be permitted to create walls of high built form, which can also stymie opportunities for built form further within the core of the city centre from having views, which may assist in achieving viability of development. The local government is mindful for controlling building height and form to maximise opportunities for views and vistas of the ocean and waterfront, in order to both incentivise development within the core of the city centre as well as to protect this valuable visual resource.

The local government recognises the value of having 'Landmark' buildings. These provide points of reference and identification for people. A 'Landmark' building may be taller and should be uniquely distinguished by its location, aspect and architecture.

The profile (or shape) of the city is an important aspect that needs to be considered rather than focusing solely on blanket building height. The north-east – south-west profile should aim for good social transitions.

There is logic to ensure that there is a suitable transition from residential and suburban areas towards more mixed use, commercial and central city areas. Large, sudden changes in building typology (e.g. tall commercial buildings overshadowing single storey residential buildings) creates a jarring effect and can lead to a disjointed urban appearance and a diminished amenity of the urban lifestyle. Inappropriate siting of tall buildings within an area can also have undesirable impacts with regards to solar access and overshadowing, overlooking, noise, unattractive 'sides' or 'backs' of buildings being highly visibility throughout an area. As a consequence, poor design and/or control of urban design outcomes of a development can lead to an undesirable legacy as well as social stigma or resistance towards medium to high density built form.

The city should generally have a uniform shape that comfortably moves from single, double or triple storey residential developments in more suburban areas, to 3 storeys within the Mixed Use zone and standard heights of 3 to 5 storeys within the city centre (and in excess of 5 storeys in particular cases within the core area of the city centre).

When viewed from the Sydney Memorial the city centre should present a pleasing view of attractive buildings and rooftops, with limited clutter from inappropriate placement of air conditioning equipment, exhaust vents, aerials, telecommunications infrastructure, etc.

#### 5.1 Height Objectives

- a) Ensure that building heights are consistent with the desired profile, scale and built form of the city centre.
- b) Ensure that the general rhythm of elevations is respectful of and compliments the existing or desired character of the street (via podiums and setbacks).
- c) Maintain a continuous, and continuity of, spatial character enhancing the existing or desired streetscape.
- d) Facilitate 'Landmark' (iconic) development at key sites/locations (within the area as defined on the building heights plan, Figure 2 and in accordance with clause 13.0).
- e) Provide flexible development standards to facilitate appropriately scaled development that also respects and complements the existing cultural and heritage buildings.
- f) Control building height and form to maximise opportunities for views and vistas of the Geraldton Foreshore and waterfront.

#### 5.2 <u>Height Design Guidelines</u>

# General height

5.2.1 Building height is the vertical distance between the Average Natural Ground Level (ANGL) along the street frontage to the wall height of the upper-most storey of the building. Where half basement parking is proposed (clause 10.2.4), building height is still calculated from ANGL.

The building height measurement excludes minor attachments to the roof such as plant and equipment. However, the design and location of rooftop plant will be subject to the local government's scrutiny and will be considered as an integral part of the development approval process.

5.2.2 Building heights should be in accordance with the building heights plan (see Figure 2) and shall be measured from the ANGL at the street (or road) frontage. For corner sites further reference will need to be made to setbacks in clause 6.0.

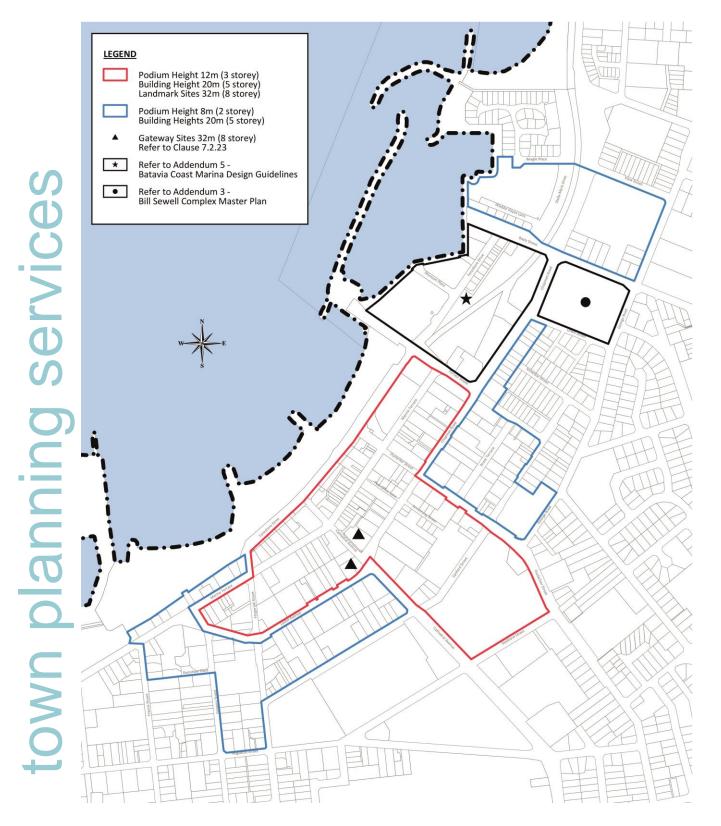


Figure 2 - Building heights plan

- 5.2.3 Notwithstanding that plant and equipment located on rooftops are not included in the measurement of the height of the development, all plant and equipment should be screened from view at street level and made visually acceptable such that it fits in with the surrounding roof-scapes when viewed from other buildings. The aim is to minimise any adverse visual impacts.
- 5.2.4 The total height of any building should be as per the buildings height plan (see Figure 2) and measured from ANGL inclusive of parapets and rooflines (see Figure 3).

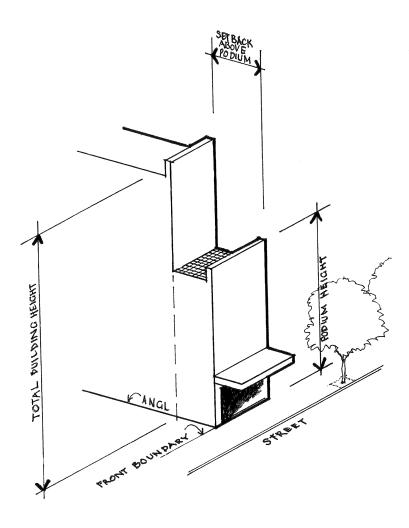


Figure 3 - Total height

5.2.5 Where a lot has two street frontages, and there is more than 1m difference between their ANGL's, the lot can be developed utilising both ANGL's with the change in building height at approximately the mid-point of the lot, subject to the local government's determination (see Figure 4).

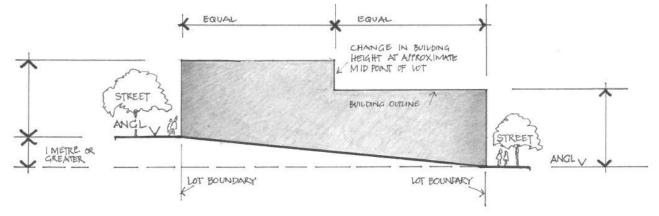


Figure 4 – Changes in building height for lots with 2 street frontages

#### **Podiums**

5.2.6 Building design should also address the impact on the streetscape when viewed from street level. Although development of a scale which conforms with that of surrounding buildings is encouraged, the height of new buildings may exceed the established streetscape height. To minimise the impact of a new 'over-sized'

development within a streetscape, a podium generally is required to ensure there is a suitable 'human scale' at street level.

5.2.7 A podium can be used to create more detailed building design at the street level, and marking the entry point between the public space of the street and the private space of the building. The appearance of a podium can also be of a much lighter structure and create the opportunity to create a sense of interest in materials and colours that enhance the main building.

5.2.8 The podium, as the base for a taller building, can thus be designed to fit in with the older (traditional), lower scale buildings. Behind the podium, the upper levels of the development should be setback (refer to clause 6.0).

#### Detailing

- 5.2.9 Where a development has decorative parapets or a gabled roofline these protrusions shall not exceed 2m above the podium of the building (see Figure 5).
- 5.2.10 Generally roofs pitched less than 5 degrees shall have parapet walls to building edges.

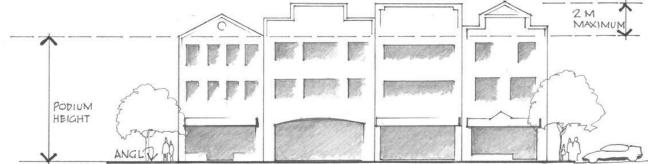


Figure 5 - Protrusions above the podium

#### Foreshore

5.2.11 Properties with a Foreshore Drive frontage may have sea level based restrictions on finished floor levels. Due to these restrictions, developments have an opportunity to develop an undercroft level for car parking.

- 5.2.12 Where a minimum floor level is established to allow for storm surge, building height shall be calculated from that minimum level.
- 5.2.13 Notwithstanding clauses 5.2.14 to 5.2.16 and clause 13.0, there is a general presumption against developments that propose higher built form in excess of 20m (5 storeys) in the Foreshore and Foreshore West Precincts.

This should not be construed that the local government will not approve any higher development but rather that the local government is open to considering applications that can demonstrate significant benefits to the public (far in excess of what is prescribed in clause 13.0) and also that the built form will not contribute to 'visual damming' (see Figure 6).



**Figure 6 –** Possible 'visual damming' effect (if higher, monolithic developments with a maximum footprint are extended along Foreshore Drive)

# Additional height

- 5.2.14 Buildings above the podium heights will need to address the additional criteria for height bonuses in clause 13.0.
- 5.2.15 The nominated 'Gateway' sites (shown on the building heights plan, Figure 2) are located to allow for development to 'frame' gateways into the city centre area (refer to clause 7.2.23). It is expected that these developments will be denser than their adjoining counterparts and be uniquely distinguished by their location, aspect and architecture.

# Landmark sites

5.2.16 Landmark sites may be considered (within the area as defined on the building heights plan, Figure 2) where it is iconic in nature, achieves significant environmental building rating and does not significantly impact surrounding developments through wind, overshadowing and other amenity factors. Development proposals will need to address the additional criteria for height bonuses in clause 13.0.

#### 6.0 SETBACKS POLICY MEASURES

New buildings and redevelopment of existing buildings should aim to establish a continuous but varied 'urban wall'. Built form should seek to provide a visually interesting set of façades with wide and expansive window spaces, opportunities for covered walkways, alfresco dining areas and small plazas. Designs should recognise opportunities for providing these attractions for pedestrians under podium areas. Buildings with large blank façades are not acceptable.

Cathedral Avenue is the main access road into the city centre. When travelling into the city along Cathedral Avenue the two Cathedrals, the local government's administration and cultural centre provide a wide and open vista. It is desirable that the feeling created by this vista is supported along Cathedral Avenue through setbacks leading to the proposed 'Landmark' sites that frame the entrance to the city centre and act as virtual 'city gates'.

Emphasis for corner sites should be achieved by building corner elements of a greater scale than surrounding development, especially for nodal locations.

# 6.1 Setbacks Objectives

- a) Ensure that, where appropriate, building setbacks respect the traditional built form of the street and contribute to a distinct street character.
- b) Ensure that new buildings celebrate and build upon the existing character and amenity created by the traditional built form of Geraldton.
- c) Ensure that multi-level developments are sensitive to the scale of existing heritage buildings, especially in Marine Terrace.
- Protect adjoining buildings from excessive overshadowing and to create view corridors through the CBD.
- e) Have regard to any road widening requirements as per the Scheme.

# 6.2 <u>Setbacks Design Guidelines</u>

- 6.2.1 New buildings within all precincts should provide a nil setback to the street(s) and rear boundary. However partial setbacks may be appropriate adjacent to pedestrian links or as part of the streetscape and designed as urban space.
- 6.2.2 The street façade of any new development should have a nil setback to the street boundary for the podium as indicated on the building heights plan, Figure 2. Podium levels should seek to create a continuous street wall with no spaces or gaps between buildings. This excludes heritage buildings (refer to clause 8.0).
- 6.2.3 The street façade of any floor level above or adjacent to a heritage listed building, or greater than the podium height, should be setback a minimum of 3m from the street boundary to provide a consistent building height at the street frontage (see Figure 7), whilst ensuring that the bulk of the overall height of the building does not dominate the streetscape.
- 6.2.4 The setback of any building floor level (including 'Landmark' buildings) above 20m in height should generally be setback a minimum of 10m from the street boundary (see Figure 8). This setback may be reduced in order to achieve the desirable built form as per clause 13.2.12.

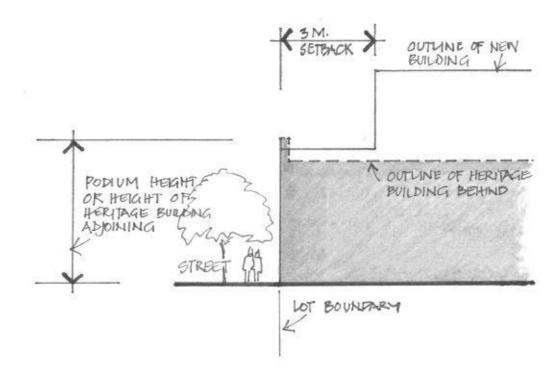


Figure 7 – Setback of façade above podium

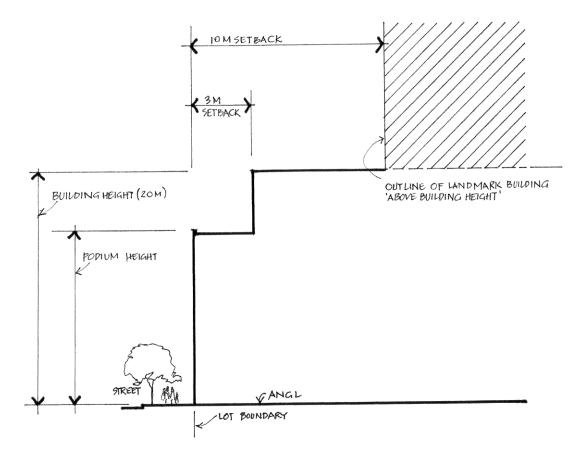


Figure 8 - Setback of façade for 'Landmark' building

- 6.2.5 Balconies may be permitted within the setback provided they are open on 3 sides, visually permeable and do not occupy any more than 1/4 of the building façade width at any one level. Top floor balconies should be unroofed.
- 6.2.6 Notwithstanding clauses 6.2.2 and 6.2.3, the street façade of any building (excluding a heritage building) within 9m of a street corner may have an increased podium of up to 3m (one additional storey) before being setback in accordance with clause 6.2.3 (see Figure 9).
- 6.2.7 Buildings on corner sites (where there are no road truncations or truncations are less than 3m x 3m) shall define the corner by providing a 3m x 3m truncation void of any building but may include awnings, balconies etc. (see Figure 9).
- 6.2.8 Awnings/verandahs are strongly encouraged at ground level, particularly adjacent to corner truncations to contribute to pedestrian flow and comfort.
- 6.2.9 Where new development occupies the same site as a 'recognised heritage building', street setbacks shall be in accordance with clause 8.0.

A 'recognised heritage building' is one included on the local government's Municipal Inventory, the State Register, the National Trust or the Commonwealth's National Estate.

- 6.2.10 Where the rear boundary meets an adjacent side boundary, setbacks shall be at the discretion of the local government.
- 6.2.11 The side façade of any floor level greater than the podium shall be setback from one side boundary a minimum of 1/3 the average width of the lot with a minimum of 3m, and may be developed with a nil setback to the other side boundary. Where a lot has an average width of less than 9m then the side setback shall be at the discretion of the local government. However partial setbacks may be appropriate adjacent to pedestrian links.
- 6.2.12 Notwithstanding clauses 6.2.10 and 6.2.11, where a public link has been identified adjacent to a side boundary of a site, it is desirable the development address the public link (as defined in clause 9.0).
- 6.2.13 Setbacks to neighbouring development shall consider the privacy and amenity of residential development within the city centre. Residential development contained within upper levels shall be setback in accordance with the R-Codes.
- 6.2.14 Where a road widening is required, setback distances shall be calculated from the new street alignment as per the Scheme.

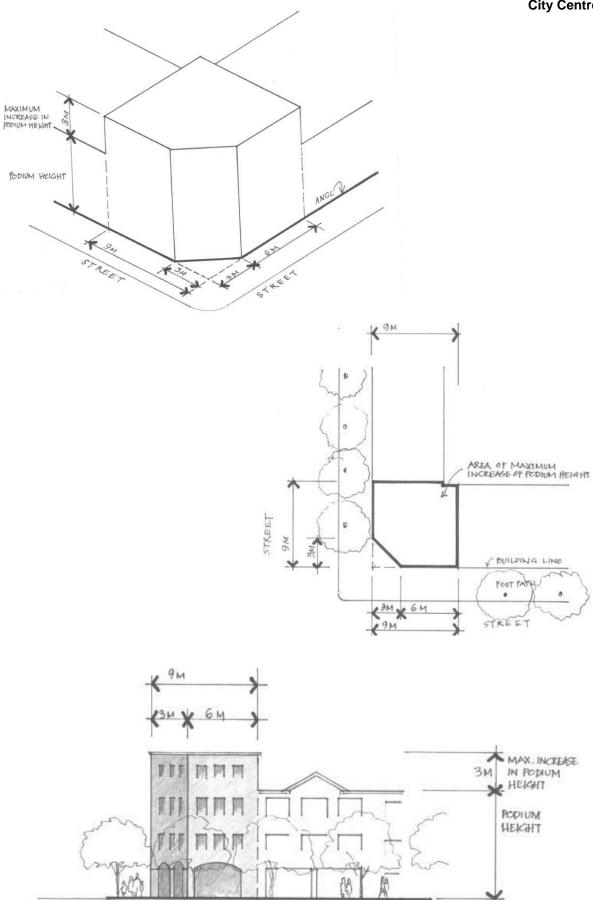


Figure 9 – Corner sites and truncations

#### 7.0 BUILT FORM POLICY MEASURES

The character of a street is largely shaped by the design of individual buildings and the spaces between them, how the buildings and spaces relate to each other, thus forming the environment in which the nature of the area can be fostered through land use activity such as commerce, and the people who live there and their cultural context. It reflects how people lived in the past, how they interact in the present and what they want for the future. It is determined by whether the design of locations promotes social interaction or ignores and rejects social connection.

Achieving these objectives is a complex relationship between the spaces and barriers provided by building edges, the shape of the roofs, relative heights of neighbouring buildings and the streetscape created in front of the buildings. It is also affected by the fine detail such as street features, trees and shade, fences and walls, signs, poles, kerbs, pavements with their colours and textures, public art, interpretation and information. These factors combine along a street to create an 'urban wall' that guides where and how people move. A wall can either be a structure that contains and makes people feel safe and secure, or it can be an alienating barrier. The challenge is to use the buildings in the city to create a welcoming and secure place.

As major gateways to the city from the north and east, the design of Cathedral Avenue and Chapman Road should enable capacity, efficiency, safety and visual continuity. Creating a positive entrance identity should be a high priority on the gateway corridors and can be supported by signage and entry statements to assist visitors in finding their way into the city.

# 7.1 Built Form Objectives

- a) Strengthen the viability and vitality of the city centre as a whole by ensuring that future development and redevelopment re-establishes an active relationship between buildings and their abutting public spaces.
- b) Reinforce the unique Mid West identity of the city by developing a distinct street character.
- c) Form urban vistas to key locations inside and outside the city centre (to the Indian Ocean, the Moresby Ranges and the Sydney Memorial).
- d) Ensure that buildings of heritage and streetscape significance are conserved and enhanced through quality design.
- e) Encourage and form city centre landmarks (within the area as defined on the building heights plan, Figure 2 and in accordance with clause 13.0).
- f) Create a positive entrance identity in the form of a gateway as the arterial roads arrive at the edge of the CBD.

# 7.2 Built Form Design Guidelines

Build to support an active life on the streets

- 7.2.1 Buildings should provide street-level, pedestrian-oriented uses on all street frontages.
- 7.2.2 No more than 25% of any street frontage should be occupied by uses that have no need for or discourage walk-in traffic. Drive-through uses are highly discouraged.
- 7.2.3 Primary building entrances should be well defined and articulated. These entrances should be designed so that they are not easily confused with entrances into ground level tenancies (i.e. entrances to upper floors should be individual and clearly defined). Civic art and artistic crafting of building materials can help distinguish building entrances from tenancies.
- 7.2.4 Large buildings which front multiple streets should provide multiple entrances. Building entrances which connect to a central lobby should be distributed on different street frontages.
- 7.2.5 Multiple storey building design should consider creating a permeable active ground level that provides opportunities for the public to pass through the building.
- 7.2.6 Awnings/verandahs are highly effective tools for improving the retail façade and creating a positive image. They also provide shelter from adverse weather. These should be provided by all new developments over both footpaths and access ways, encouraging the interaction between the public and the private realm.

#### Design for longevity

- 7.2.7 Buildings should be built as high-quality, long-term components to the urban fabric. The energy embodied in existing buildings through the materials and construction labour represents a long-term investment in 'energy banking'. To conserve energy, older buildings should be maintained and adapted wherever possible and appropriate to protect this investment.
- 7.2.8 Buildings should be constructed as maintenance-free as possible, noting the proximity to the coast and associated impacts from salt and wind, and should be designed to achieve a life span greater than 80 years.
  - A building is at the end of its lifespan when factors including operating or maintenance costs, repair or reconstruction costs, pressure for more flexible spaces, among others, outweigh the cost of building a new similar building.
- 7.2.9 Buildings should have a built-in flexibility to their design and recognise that buildings frequently undergo internal alterations to conform to uses not considered in the original design.
- 7.2.10 Consideration should be given to the design of exterior walls and cladding of buildings. These should not be considered sacrificial surfaces to be replaced several times in the life of the building.

#### Have an aesthetic sensibility

- 7.2.11 New buildings are not expected to imitate all materials, colours and finishes of the existing townscape, but rather complement and blend with the existing townscape. Building materials should be used in a way that reflects their inherent characteristics.
- 7.2.12 The use of quality local materials is encouraged. Local Mid West character should be included in the design.
- 7.2.13 Care should be taken to avoid nostalgic reproductions or to propose faux-historic architectural styles or themes. A 21<sup>st</sup> century building has its own design integrity and to mimic a nearby or adjoining heritage building diminishes the aesthetic value of both buildings.
- 7.2.14 The use of a variety of materials is encouraged, although very shiny surfaces and large expanses of reflective and tinted glass are generally inappropriate to the character of the city because they shut off visual connection between the street and the people in the buildings. Sheer curtain walls or other expanses of reflective glass are discouraged.
- 7.2.15 A schedule of all external colours, materials and finishes should be submitted as part of the application for development approval.

#### Interesting urban walls

- 7.2.16 Buildings should be designed with a variety of scales and level of detail at the street level.
- 7.2.17 The composition and proportion of architectural elements of building façades should reflect a form and rhythm that is in keeping with the existing streetscape character. This should be achieved by following existing strong horizontal lines of verandahs, masonry courses or openings, or the rhythm of vertical proportions in the divisions of façades or windows.
- 7.2.18 Clearly articulating different uses at lower building levels will aid in creating a sense of human scale in mid and high-rise buildings. Addressing human scale may further be achieved through architectural detailing and by variation in the 3-dimensional character of the building mass as it rises skyward.
- 7.2.19 Above the 1<sup>st</sup> floor, balconies and strong articulation are encouraged. Conversely monolithic, vertical extrusions of a maximum building footprint are strongly discouraged.
- 7.2.20 The lower floors (i.e. the podium levels) should be differentiated architecturally.
- 7.2.21 Where existing adjacent buildings have a consistent massing, this should be reinforced unless there are demonstrable extenuating aesthetic or physical circumstances.
- 7.2.22 Roofs and ridge lines should contribute to creating views/vistas down the valleys of the roof (generally run through, not across the block, north-west to southeast).

# Gateways

- 7.2.23 New development on sites adjacent to the Gateway entrances should contribute to a sense of arrival and create a positive entrance identity (see Figure 10). The designs should also be informed by what is happening around them, particularly along Cathedral Avenue where the two Cathedrals, Nagle College and the local government administration and civic centre form a major part of the landscape.
- 7.2.24 Measures that may be incorporated in the development include quality landscaping of the site and adjacent verge area, public art, signage and lighting.



Figure 10 - Indicative gateway potential

#### Themes of Geraldton

7.2.25 It is appropriate that new developments be cognisant of what the merged entity of the City of Greater Geraldton represents to its community. The following positioning statements were formulated from amalgamations of local government.

Best of both worlds

The local government combines city amenities with a relaxed country lifestyle; freedom of the country with the opportunities of the city - the best of both worlds. Our city builds its strength today on the strong heritage of the past. The best of both worlds reflects this respect for the past and the excitement for the future.

Climate of opportunity This positioning captures the aspiration to provide a climate of opportunity for residents, business and "Climate" works on two levels, conjuring images of our ideal weather as well as the atmosphere or environment we live in. The City of Greater Geraldton strives to provide opportunities for people to live, work and invest.

Growth capital

A particular strong corporate sentiment, setting Geraldton up as the leader and centre for growth and opportunity in our region. "Growth" is reflective of opportunities, progression, expansion and generally moving forward. "Capital" works on two levels representing our physical position as the capital and leader of the Mid West as well as the investments we make into the social, economic and environmental capital that makes up our society.

#### 8.0 HERITAGE POLICY MEASURES

The scale, materials and architectural detailing of the city centre's heritage buildings add identity, interest and amenity to the environment. Geraldton's traditional commercial, civic and residential architecture should be preserved, renovated and where appropriate, adaptively reused. New development should be designed to complement the existing architecture and reinforce its features without creating faux-historic buildings or modern duplicates of historic structures. The renovation and adaptive reuse of attractive and historic buildings can help create a positive climate for reinvestment and revitalisation by strengthening the city centre's appeal.

New buildings adjoining existing heritage buildings, and the refurbishment of existing buildings, should be designed to respect the style, form, proportion, materials and colours of the heritage building without slavish imitation or reproduction. New additions to the upper level of existing heritage buildings should be setback behind the existing frontage, have an appropriate style and scale and be visually distinct and integrated with the existing heritage frontage.

Any proposed development to places entered in the State Register of Heritage Places requires formal referral to the State Heritage Office. The Scheme allows the local government to vary any site or development requirement specified in the Scheme to facilitate the conservation of a place on the Register of places or in a heritage list, or to enhance or preserve heritage values in a heritage area.

This provision gives considerable freedom to negotiate a heritage agreement with property owners. It not only benefits the property owner but also the community as a heritage place can be conserved and the development potential realised through collaborative and creative planning.

As a general rule the Burra Charter will provide sound conservation advice on the care and ongoing use of heritage places.

#### 8.1 Heritage Objectives

- a) Conserve the significant fabric and appearance of recognised heritage buildings.
- b) Ensure any changes to such buildings enhance the character of the building and its street context.
- c) Encourage the continued use, re-use, appropriate internal adaptation and external restoration of local heritage buildings, locations and items.
- d) Ensure that development does not adversely affect the cultural heritage significance of that, or any other conservation area or place.

# 8.2 Heritage Design Guidelines

Adaptations or additions to a heritage building

8.2.1 Adaptation or additions to heritage listed buildings should be contemporary in style but compliment the historic character of the original building. Ideally the 'substantial whole' of the heritage building should be retained although the desired design response will be dependent on the relevant significance of the individual heritage building.

In this regard the local government is not generally supportive of façadism (or façadomy) for a heritage place. Façadomy should be considered a 'last resort' development solution for heritage buildings which may be supported only in cases where all other redevelopment options (including restoration and adaptive re-use) have been considered and the heritage assessment of the place is such that the built fabric has been compromised to the extent that its heritage values are substantially diminished.

- 8.2.2 Generally the following principles should be applied to any development of a heritage building:
  - a) Identify the significant original fabric of the building.
  - b) Full restoration of balconies/awnings etc.
  - c) Minimise any impacts or disturbance to the significant original fabric.
  - d) Visually distinguish and articulate the junction between the old and the new. In general, additions should not imitate the architectural detailing of the original to look 'old'.
- 8.2.3 Any new development above an existing heritage listed building (regardless of the height of the heritage building) should be setback a minimum of 3m from the existing building façade and in accordance with clause 6.0. This setback requirement may vary and will be dependent on the significance of the individual heritage building.

Buildings adjacent or in close proximity to a heritage building

8.2.4 On sites adjoining a heritage listed building particular attention should be paid to the design of the development to ensure that it does not compromise or detract from the setting or special character of the heritage building.

Desired development should be designed to respect and compliment the adjacent heritage building with contemporary design which does not dominate, but is sympathetic to, the architectural character of the heritage building.

If development is to occur in a precinct which has a large number of remaining heritage buildings, or has a valued townscape character (such as the Marine Terrace partial mall), then the design may need to respond to the character of the area not just the neighbouring buildings.

#### Character

8.2.5 In order to maintain a positive and harmonious townscape ambience which preserves the existing historic character, new building design should be respectful of the surrounding built environment. Interpretative new design which expresses its modernity while complimenting the historic or architecturally significant character of its immediate context is desirable.

Respectful generally refers to a design approach in which historic building size, form, proportions, colours and materials are adopted, but simplified modern interpretations are used instead of exact copies of historic detailing and decorative work. Interpretative means a looser reference to historic size, form, proportions, colours, detailing and decoration, but still requires use of historic or closely equivalent materials.

Respectful does not mean copying. Whilst architectural copies may appear visually compatible with their surroundings, they can confuse the general architectural heritage of the area. Respectful buildings may use ornamentation, but preferably only where the style is distinguishable as new.

Interpretative designs can be bolder, more innovative forms, however proportions or colours should still be complementary.

# Scale

8.2.6

Development should have regard to the scale of existing heritage buildings, and the size relationship between the new and the old. Generally, the scale of the proposed development should be similar to, and not dominate, the existing Heritage building.

If the new building is to be much larger than the adjacent old building, the scale of the new may be 'broken down', or visually reduced by the composition of its façade, to be more compatible with the old.

Development should also be sited so that the setting of the adjacent heritage building is maintained. Within the streetscape, the heritage building should remain a feature and not be overwhelmed by intensive adjacent development.

# Building form

8.2.7

The use of complementary or traditional building forms provides opportunity for the designer to make good and sensitive use of the qualities of the adjoining heritage building. The building form can be used to achieve either a visual distinction between the old and the new or continuity of existing forms. While either approach may be appropriate, depending on the context of the development site in relation to the heritage building, the new building should always be respectful of the formal character established by its neighbour.

Materials, colours and finishes

8.2.8 Materials, colours and external finishes which are compatible with an adjoining heritage building, or the historical character of a precinct should be used.



Figure 11 – New building reflecting the character of adjacent heritage building (without duplicating style)

#### 9.0 PEDESTRIAN LINKS POLICY MEASURES

A city centre that is designed for pedestrians is more vibrant culturally, economically stronger and socially safer. A priority for the city centre is to establish an attractive system of pedestrian connections that allow people to flow through the city and easily access parking, retail and commercial activities. Pedestrian links should be convenient, attractive and safe, providing a direct or desirable route from destination to destination. They give pedestrians a sense of calm as they are free of vehicle noise and exhaust emissions.

Pedestrian access occurs along two axes:

- North East South West: moving along Foreshore Drive, Marine Terrace, Sanford Street and Chapman Road / Lester Avenue etc.
- North West South East: moving across the city from the Foreshore along Durlacher Street, Cathedral Avenue, Fitzgerald Street, Forrest Street, and arcades and laneways in between.

Opportunities to improve pedestrian access along the NE – SW axis is relatively easy and is mainly associated with improving the streetscape through measures such as providing shade, protected footpaths, good line of sight along the street, encouraging alfresco areas being provided outside cafés, interpretative art works, resting points, street and laneway lighting, etc.

The NW – SE axis presents significant design challenges as the length of the city blocks present a major barrier to pedestrians being able to walk through the city. In addition the current access along this axis is also predominantly along the major traffic routes of Cathedral Avenue and Durlacher Street where the current priority is given to cars and parking.

Planning of the CBD's pedestrian system should start with the identification and improvement of the core area's spine (Marine Terrace), where the greatest concentration of retail activity exists and where new retail uses should be concentrated. A system of pedestrian connectors linking major activity anchors to the spine and to one another is what is needed to create other pedestrian-oriented shopping streets that effectively increase retail frontage.

Successful pedestrian links will have active uses opening onto them, and encourage the flow of activity along them.

#### 9.1 Pedestrian Links Objectives

- a) Provide pedestrian links through the city centre that are convenient, open and safe 24 hours a day.
- b) Make the existing NW SE pedestrian access along the major roads across the city more pedestrian friendly.
- c) Create more NW SE pedestrian links across major city blocks.
- d) Promote active building frontages at ground level, and visual and functional interaction between pedestrian paths, car parking and new buildings.

# 9.2 Pedestrian Links Design Guidelines

9.2.1 As a minimum, pedestrian links should be provided in accordance with Figure 12. Additional links are encouraged and exact alignments are subject to refinement at the development application stage.

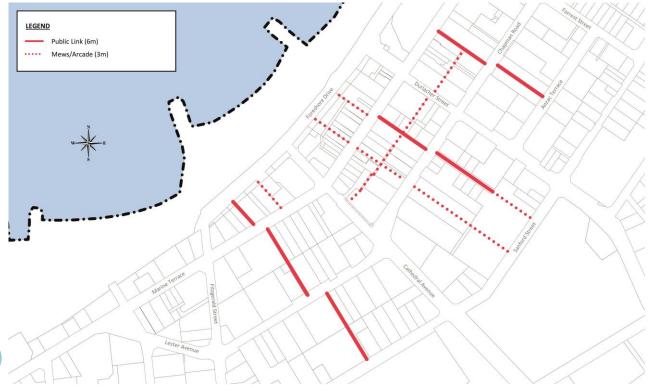


Figure 12 - Pedestrian links

9.2.2 Mews style link developments are preferred over arcade style links.

Mews style developments are developments that flank a laneway that is a public thoroughfare. The lower storeys are generally devoted to commercial / retail activity with residential above. The area over the laneway can be enclosed with a roof. The thoroughfares publicly accessible 24 hours a day and provide good security for the people using the laneway because there is surveillance of the lane by the residents living above. The main difference between a mews and an arcade is that an arcade is privatised and therefore can be closed to the public after business hours.

- 9.2.3 Mews thoroughfares and arcade links should limit opportunities for anti-social behaviour, having regard to the provisions in the Reducing Crime and Anti-Social Behaviour in Pedestrian Access Ways Planning Guidelines (WAPC 2009).
- 9.2.4 Widths of mews and arcades should consider the anticipated pedestrian volumes. The local government may consider a walkway width of 3m minimum for arcades and 6m minimum for laneways.

Links

- 9.2.5 Pedestrian links through mews or arcades (especially NW SE across the city) should:
  - a) Be of a design that incorporates visual interest and activity. Inclusion of retail facilities can provide interest and maintain the desired human scale.
  - b) Permit a through-view to the end of the mews/link/arcade to enhance security (see Figure 13).
  - c) Maximise the use of daylight to minimise the need for 24 hour artificial lighting and to improve levels of ambient lighting within development.
  - d) Provide facilities, which are accessible to all, such as toilets, phones, seats, rubbish bins and information boards.
  - e) Ensure safe and convenient access for people with disabilities through the provision of universal access features such as access ramps, handrails and variation in texture and colour detailing (i.e. tactile paving).
  - f) Be accessible during normal retail hours, with public links being permanently open and where necessary protected via easements in gross.

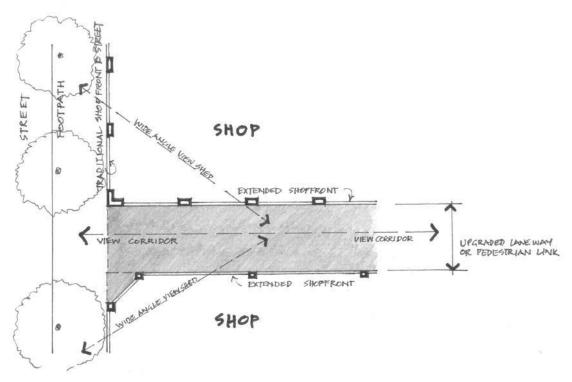


Figure 13 – Pedestrian link with 'through-view' design



Figure 14 – An example of how to transform a service lane into a people lane (Lemon Lane, Perth – The former service lane has been partially covered and bollards installed to prevent vehicular traffic. The coffee shop has installed large windows along its side frontage to the former service lane to act as additional shopfront and to make the area visually larger and permeable. The covered area has alfresco dinning and acts as a social place while still allowing pedestrian through traffic).

# Streetscapes

- 9.2.6 Pedestrian links on all streets should be improved through:
  - a) Verandahs, awnings and pergolas should be provided for any development fronting a street or link, to provide shelter and shade for pedestrians.
  - b) Sightlines down the streets should not be compromised by hanging advertising signs projecting from buildings into the line of sight.
  - c) Advertising boards and sales racks shall be located so that safe and convenient pedestrian access is not impeded.
  - d) The use of public art, seating, trees and gardens.
  - e) Appropriate protection measures to separate pedestrians from cars on busy roads.
  - f) Directional signs are encouraged for the safety and convenience of pedestrians.
  - g) Pedestrian links should not be interrupted by vehicular crossovers, however, where unavoidable, adequate design of materials, textures and signage should be incorporated to identify that pedestrians have right of way and to minimise vehicular conflict.
  - h) Pedestrian links can offer adverse weather protection that is not always possible on some streets.

### 10.0 TRANSIT PLANNING AND PARKING POLICY MEASURES

To thrive the city centre needs a pedestrian orientation, a diversity of uses, and a continuity of street-level activity. Historic transit planning for the city has been orientated towards the car and car parking. The city centre is envisioned to evolve into multi-functional CBD that provides a greater supply of residential dwelling units in addition to the spread of commercial, retail, civic, community and entertainment floorspace. With a desired residential growth within the CBD, it is envisaged that the city will become more pedestrian orientated rather than prioritising vehicle movement.

Other influences that are affecting trends in urban car usage include fuel prices, vehicle ongoing maintenance costs, employment (and income) stability and congestion.

In the shorter-term managing the impact of cars on the city is of major importance. Although an adequate supply of convenient parking is essential, it must minimise the land area required and must not dominate the structure of the city centre. Preference is given to using short-term, on-street parking for retail patrons, and keeping long-term, off-street parking for those who work in the city centre.

The local government is promoting greater car parking efficiency and alternative transport modes through its *City Centre Transport Planning & Car Parking Strategy*. The current perceived shortage of car parking in the city centre is not due to a lack of spaces but rather their poor location, lack of good pedestrian connection to the retail areas and lack of multiuse opportunities (i.e. many spaces are dedicated to a particular business and not available to other users). City centre parking is often compared unfavourably with suburban shopping centre car parking which is free and highly visible, despite the fact that users are often walking as far as, or further, than if they would be shopping in the city centre. Attractive streetscapes that are safe, appealing and interesting to pedestrians can offset the perception of distance from car parking to retail and other attractions.

### 10.1 Transit Planning and Parking Objectives

- a) Develop a city centre that is compact with well-defined and safe pedestrian links so that activities are within an acceptable walking distance from parking facilities.
- b) Ensure that adequate vehicle parking and access is provided for development.
- c) Ensure that off-street car parking is linked to pedestrian routes.
- d) Give preference for on-street car parking to retail patrons, business visitors and other short-term users. Long-term employee car parking must also be provided, though most of it should be located outside the core, but within an acceptable walking distance.
- e) Provide and co-ordinate suitable (which may include multi-storey) car parking in city centre locations.
- f) Reduce conflict issues by the location of entry/exits to and from car parking areas or buildings which should not be close to street intersections.
- g) Ensure car parking does not dominate the street frontage (parking should be located within interior courts or above/below grade. It should not occur at grade, adjacent to a street).

## 10.2 Transit Planning and Parking Design Guidelines

- 10.2.1 Buildings should provide facilities for bicycles both for staff and the public, in accordance with the requirements of the Scheme.
- 10.2.2 The parking requirements of the Scheme are only applicable to any increases in floor area.
- 10.2.3 The use of landscaping, screen panels or innovative screening such as artworks should be used to reduce the visibility of parking areas (either on the street or on upper floors) from the street, whilst addressing crime prevention through environmental design principles.
- Half basement car parks can present long blank walls to the street, or a gap with unattractive views into the basement car park. Effective screening techniques such as planting, decorative semi-transparent fences or screens should be used.

Note: Half basement car parking refers to car parks that are set down half a level below the street, which raises ground floor residential or commercial units above street level.

- 10.2.5 A Local Area Traffic Management Plan may be required as part of any development application.
- 10.2.6 Cash-in-lieu for car parking in the Regional Centre zone is as follows:

The land area for a car parking bay shall include the land area for the bay itself plus an allowance for the vehicle aisle and access:

Aisle Width 5.8m Bay Length 5.4m Bay Width 2.6m

 $(5.8 + 5.4 \times 2.6)$  29m<sup>2</sup> per bay

Note: Taken from AS/NZ Standard 2890.1 : 2004

Parking Facilities, Part 1: Off-street car parking

User class 3 (short-term city and town centre parking, parking stations)

\*Land value: \$1,000 / m²
Land value per bay: \$29,000

\*\*Construction cost per bay: \$3,000

Total cash-in-lieu contribution per car parking bay: \$32,000

<sup>\*</sup> Land value based on research done as part of the Batavia Coast Marina project in June 2015. Proponents may obtain their own valuation from a licensed valuer.

<sup>\*\*</sup> Construction costs are based on sealing to bitumen standard, drainage and line marking for 'at grade' (not decked) parking and are calculated by the local government.

10.2.7 Cash-in-lieu for motorcycle / scooter parking in the Regional Centre zone is as follows:

Bay Length 2.5m Bay Width 1.2m

 $(2.5 \times 1.2) 3m^2 per bay$ 

Note: Taken from AS/NZ Standard 2890.1 : 2004 (clause 2.4.7).

\*Land value: \$1,000 / m²
Land value per bay: \$3,000
Construction cost per bay: \$600

Total cash-in-lieu contribution per motorcycle / scooter parking bay: \$3,600

\* Land value based on research done as part of the Batavia Coast Marina project in June 2015. Proponents may obtain their own valuation from a licensed valuer.

10.2.8 Cash-in-lieu for bicycle parking in the Regional Centre zone is as follows:

U-shaped stainless steel bicycle stand: \$500 Installation cost: \$150

Note: Complies with AS/NZ Standard 2890.3 (class 3).

Accommodates two bicycles.

Total cash-in-lieu contribution per two bicycle bays: \$650

### 11.0 SUSTAINABLE BUILDING AND GREEN DESIGN POLICY MEASURES

The State Government has set the objective to reduce greenhouse gas emissions by 60% of the year 2000 levels, by the year 2050 through initiatives that:

- Constrain the growth in emissions in the short to medium term;
- Achieve the low cost emissions cuts available from energy efficiency; and
- Encourage the development of the renewable energy sector, so that technologies are developed to deliver deep long term cuts in emissions.

Selecting the best mix of design innovation, technology and materials in the design of buildings and cities plays a major role in meeting these initiatives.

In addition to the statutory requirements of the National Construction Code Series, there are voluntary schemes for 'star rating' of some types of buildings. In Australia there are two star rating schemes commonly used.

The Green Star scheme was developed by the Green Building Council of Australia, and is designed to achieve best practice outcomes in a broad range of scenarios including retail, public buildings, offices and residential buildings. Green Star tools assess buildings against nine sustainability criteria, including water, energy, emissions, materials and indoor environmental quality.

Research has shown that achieving 4 Green Stars on the rating will not result in any addition capital cost to the building. Moving to 5 Green Stars adds less than 5% to the capital cost (source: Williams L, "The and Benefit of Green Buildings" and Lister M, "The Business Case for Sustainable Buildings" – both papers presented at the RMIT/Curtin University conference on Green Building and Design, Perth 2008).

NABERS is a national rating system that measures the environmental performance of Australian buildings, tenancies and homes. Put simply, NABERS measures the energy efficiency, water usage, waste management and indoor environment quality of a building or tenancy and its impact on the environment.

With Geraldton's sunny climate, incorporating solar panels for electricity generation can result in excess generated power being added to the electricity grid.

## 11.1 Sustainable Building and Green Design Objectives

- a) Encourage the application of Green Star and/or NABERS rating assessments for new buildings.
- b) Establish a high standard of energy efficiency and sustainability for the design and use of new buildings and redevelopment of existing buildings.
- c) Minimise water use and maximise reuse and recycling of waste water.
- d) Use the wind and solar advantages of Geraldton for heating, cooling and renewable energy power generation.
- e) Concentrate activities in a compact, mixed use, city to facilitate walking, cycling and reduce car use (see clause 10.0).
- f) Incorporate best environmental practice in landscape, design and management.

## 11.2 Sustainable Building and Green Design, Design Guidelines

#### Design

- 11.2.1 The local government encourages the development of the city centre to consider the impacts on the consumption of energy, greenhouse gas emissions, and the long lasting legacy on the community, economy and environment.
- 11.2.2 Sustainability aspects of developments should be considered, including:
  - a) Having regard to the whole life cycle of any planned development and design appropriately for the location, function and local climate.
  - b) Adaptability in design for reuse of buildings in the future.
  - c) Using resources efficiently, minimising waste and using environmentally benign materials in construction, operation and maintenance.
  - d) Using renewable energy where possible and aiming to install water and energy efficient appliances and services.
  - e) Passive solar design principles.
- 11.2.3 Design buildings so that they incorporate sustainable building technology, such as solar panels, into the fabric of the building.

Water

- 11.2.4 Water use reduction maximise water efficiency within buildings to reduce the burden on water supply and wastewater treatment systems.
- 11.2.5 Innovative wastewater technologies reduce the generation of wastewater and potable water demand (e.g. utilisation of split black/grey water disposal systems).
- 11.2.6 Water efficient landscaping limit or eliminate the use of potable water for landscape irrigation by using water sensitive urban design principles; and install or use water sensitive landscaping areas to maximise stormwater harvesting and other suitable purposes.
- 11.2.7 Stormwater management limit disruption of natural water flows by minimising stormwater runoff and increasing on-site infiltration.

## Energy

- 11.2.8 New developments should achieve significant energy savings by addressing the effect of the sun on the buildings, both to promote use of natural light while at the same time decreasing heat transfer into the building. Energy savings can also be achieved by careful planning of shape and orientation the building, use materials of a colour which reflects rather than absorbs solar radiation, use of low transmission glass and using shading through awnings and appropriately planted vegetation cover.
- 11.2.9 Design to incorporate thermal mass in developments to improve temperature stability, and utilise natural cross-ventilation to reduce air conditioning needs.

- 11.2.10 All buildings should use low energy lamps, solar water heating and utilise building energy management systems.
- 11.2.11 All buildings should take advantage of renewable energy generation systems to supplement their energy use and encourage the development and use of grid-source, renewable energy technologies on a net zero pollution basis.

### Materials

- 11.2.12 Where possible extend the life cycle of existing building stock, conserve resources, retain cultural resources, reduce waste, and reduce environmental impacts of new buildings as they relate to materials manufacture and transport.
- 11.2.13 Extend the life cycle of targeted building materials, reducing environmental impacts related to materials manufacturing and transport.
- 11.2.14 Maximise the use of building products that have incorporated recycled content material, reducing the impacts resulting from extraction of new material.

### Rating assessment

- 11.2.15 Developments proposing height above the podium will be expected to achieve an appropriate Green Star and/or NABERS rating in accordance with clause 13.0.
- 11.2.16 Regardless of height, office buildings should achieve a 3 Star NABERS rating.
- 11.2.17 Regardless of height, other buildings (classes 2 to 9 under the NCC series) where construction value (excluding the value of internal fit out) is \$3 million and greater should achieve a +15% improvement on the NCC series part J compliance standards as determined by compliance method JV3.
- 11.2.18 Heritage buildings are more difficult to design and construct to current standards of energy efficiency and will use significantly less 'embodied energy' during construction, and therefore should qualify for some concession on the energy efficiency rating requirements of 0.5 Star for NABERS and/or a reduction to +5% in the efficient improvement on the NCC series standard.

### 12.0 DESIGNING A SAFE CITY POLICY MEASURES

People want to live in a safe city. The key to creating a safe city is to create a strong and bonded community that feels as if the city is "home" and not just a place to visit for business and shopping. Greatly increasing the residential activity in the city centre is a major contribution to this objective. This is in addition to increasing the number of people who are moving around the city centre at all hours of the day.

Incorporating Crime Prevention through Environmental Design principles can also help to make a city a safe place. These principles are embodied within the WAPC's *Designing Out Crime Planning Guidelines* (June 2006). Principles include using design of places, spaces and buildings to reduce crime through improvements to lighting, fencing, landscaping, orientating buildings to overlook the street, using see through rather than tinted windows and avoiding blank walls facing onto streets, or large distances between the footpath and building entrances.

## 12.1 Designing a Safe City Objectives

- a) Ensure a well integrated urban form that provides a safe environment for all users by maximising visibility and surveillance, increasing pedestrian activity and maximising connections between precincts, and clearly defining private and public space responsibilities.
- b) Ensure that planning and detailed design for land use, development and redevelopment activity takes into account 'designing out crime' principles.
- c) Maximise the integration of closed-circuit television with all developments.

# 12.2 <u>Designing a Safe City Design Guidelines</u>

#### Access and Movement

12.2.1 Access to and through a development should be safe and efficient, and preferably at ground level to ensure a concentration of pedestrian activity is achieved. Entrances can be positioned so that pedestrian movement is adequately lit and directly visible from a public space. Access to and from car parking areas and building entrances shall be adequately sign-posted with provision of good lighting to enable safe out of hours use. As a general rule, alternative means of escape should be incorporated in all cases and routes should be clearly signposted. Routes should avoid resulting in dead ends.

#### Surveillance

- 12.2.2 Maximise visibility and surveillance of the public environment. Natural surveillance can be fostered by active ground floors that enable overlooking into public space. Windows can be positioned to overlook pedestrian routes, provided that privacy concerns are met. With more inner city living, windows and balconies can overlook car parks and laneways and provide passive surveillance.
- 12.2.3 The local government is embarking on a closed-circuit television system for the CBD and new developments should enable the expansion/integration of the local government's system.

## Ownership

12.2.4 Clearly define private and public space responsibilities. The function and ownership of an area can be clarified by paving, lighting and planting. Planting shall not create concealed spaces near paths and lighting should allow clear lines of visibility. Where the ownership of an area is ambiguous and undefined, it can become the focus of anti-social and criminal behaviour.

#### Maintenance

12.2.5 Street furniture and lighting shall be made of durable materials that are resistant to vandalism and graffiti. Graffiti-resistant materials and surface finishes are appropriate at street level in all developments. Graffiti can be reduced by rapid removal, increased lighting and general design features, including sacrificial coatings. The prompt removal of graffiti enhances the amenity of the city centre and can actively work to discourage crime.

### 13.0 ADDITIONAL CRITERIA FOR HEIGHT BONUSES POLICY MEASURES

Whilst the local government encourages higher developments in line with its desire to become the regional capital of the Mid West, it is vital to the sustainability of the city centre that this commercial benefit result in a better quality design of buildings and a more liveable and safe city.

In assessing development, the local government will have due regard to the following criteria, and the applicant should aim to meet (as a minimum, but preferably exceed) those design guideline standards applicable to the individual site. Meeting these criteria enables the local government to consider development that proposes additional heights.

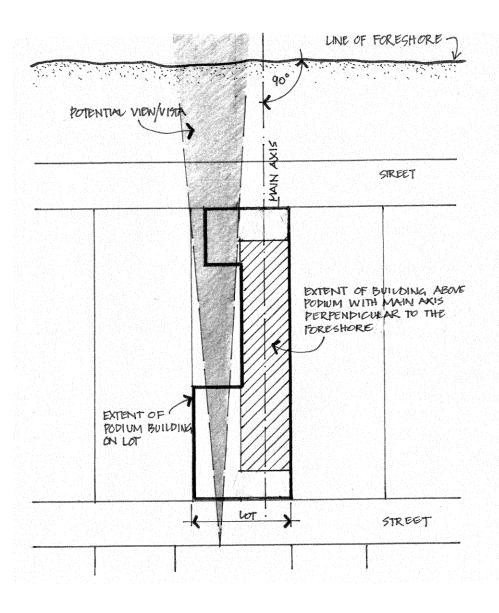
## 13.1 Additional Criteria for Height Bonuses Objectives

- a) To offer market incentives for actions which contribute to achieving other objectives of this Policy.
- b) To ensure that adequate development opportunities exist to meet the floor space demands of various activities, and to ensure their efficient arrangement.
- c) Create small public plazas and outdoor spaces to support pedestrian oriented use.
- d) To achieve design standards of a very high order.
- e) Containing higher buildings towards the Foreshore and core area of the city centre.
- 13.2 Additional Criteria for Height Bonuses Design Guidelines

Development above the podium height up to 20m (generally 5 storeys)

- 13.2.1 Provides pedestrian and public access across the city through mews (preferably) or arcade style developments.
- 13.2.2 Provides a quality façade and intensity of activity at street level to a pedestrian link in accordance with clause 9.0.
- 13.2.3 Provision of public art within a public space to a value of 1% of the estimated total project cost for the development, with a minimum of \$5,000.
- 13.2.4 Maximises the opportunity for views from surrounding properties, allows for view vistas through the development and does not impede views of significance from other locations.
- 13.2.5 Provides adequate 'end of trip' facilities such as bike racks and showers for staff.
- 13.2.6 Development that, in the opinion of the local government, would not have a significant adverse effect on an adjoining property or a property in the general locality.
- 13.2.7 Provides for land use in accordance with clause 4.0.
- 13.2.8 Allows for closed-circuit television to be integrated within the development.
- 13.2.9 Achieves a minimum 4 Star NABERS rating and a +20% improvement on the NCC series part J compliance standards as determined by compliance method JV3.

- 13.2.10 Incorporates mature and water sensitive plantings for landscaped areas.
- 13.2.11 Has a minimum site area of 1,000m<sup>2</sup>.
- 13.2.12 Buildings to have their main axis perpendicular to the foreshore (i.e. running NW SE) thus enabling greater view vistas through the development.
- 13.2.13 Built form above the podium height restricted to 50% of the site area (i.e. 'tall-skinny' buildings rather than 'short-fat' ones).
- 13.2.14 Built form above the podium height restricted to 50% of the width of the lot perpendicular to the foreshore.



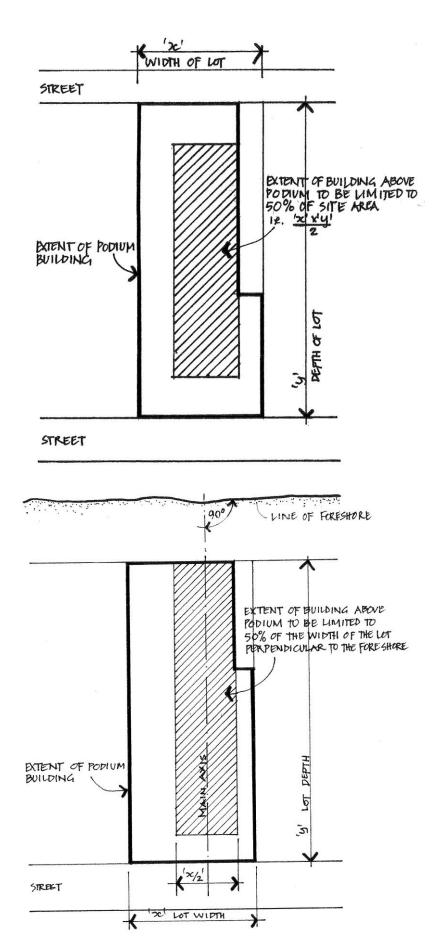


Figure 15 - Desirable built form (clauses 13.2.12, 13.2.13 and 13.2.14)

'Landmark' developments above 20m up to 32m (generally 8 storeys)

- 13.2.15 Compliance with the design guideline provisions applicable to the individual site as above (clauses 13.2.1 to 13.2.14).
- 13.2.16 Built form restricted to 85% of the site area. The vacant area is to generally exclude car parking and be developed for small public plazas and outdoor spaces to support pedestrian oriented use (see Figure 16).

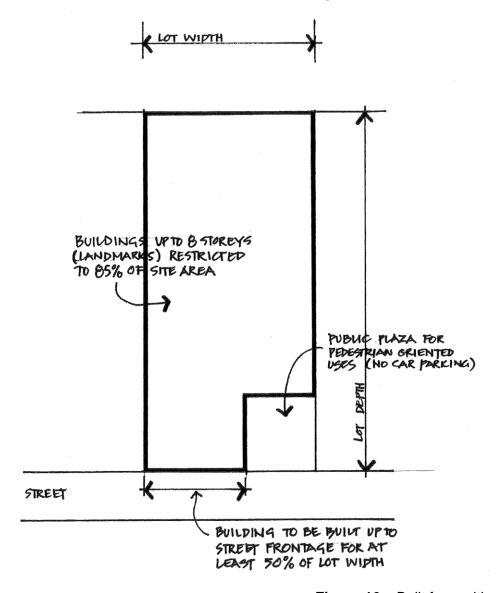


Figure 16 - Built form with plaza

- 13.2.17 Provision of significant streetscape improvements thus creating a high quality public streetscape, provision of shade spaces, street parks and generally creating an environment that contributes to a socially vibrant street network for a safer walking and cycling environment.
- 13.2.18 Achieves a minimum 4 Green Star rating with 4.5 Star NABERS rating and a +25% improvement on the NCC series part J compliance standards as determined by compliance method JV3.

- 13.2.19 Incorporates Yamaji art and culture into the architectural design and building form.
- 13.2.20 Replaces overhead powerlines with an underground service.
- 13.2.21 Has a minimum site area of 2,000m<sup>2</sup>.

Above 32m (generally above 8 storeys)

- 13.2.22 Compliance with the design guideline provisions applicable to the individual site as above (clauses 13.2.1 to 13.2.21).
- 13.2.23 Include of a community facility or other facility or amenity where that facility or amenity by its design, standard and nature would constitute a significant improvement to the amenity of the locality (this is additional to clause 13.2.3).
- 13.2.24 Incorporate renewable energy generation facilities.
- 13.2.25 Achieve a 5 Green Star rating with 5 Star NABERS rating and a +30% improvement on the NCC series part J compliance standards as determined by compliance method JV3.
- 13.2.26 Have a minimum site area of 3,000m<sup>2</sup>.
- 13.2.27 Restrict built form to 75% of the site area. The vacant area is to generally exclude car parking and be developed for small public plazas and outdoor spaces to support pedestrian oriented use.

## 14.0 APPENDICIES

Appendix A relevant extracts from the Architectural and Urban Design Guidelines,

Marine Terrace Geraldton

Appendix B relevant extracts from the City of Geraldton Development Guidelines

(see separate documents)

## 15.0 ADDENDUMS

Addendum 1 Durlacher Precinct – (former PTA site)

Addendum 2 Detailed Area Plan & Design Guidelines - CBD West End Project

Revoked by Council 24 April 2012

Addendum 3 Bill Sewell Complex Master Plan

Addendum 4 WA Museum-Geraldton Site Masterplan

Addendum 5 Batavia Coast Marina Design Guidelines

(see separate documents)