Batavia Coast Marina
DESIGN GUIDELINES

SEPTEMBER 2016

City of Greater Geraldton
a vibrant future

LANDCORP
### REVISION SCHEDULE

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<td>First Draft</td>
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<td>19/03/2015</td>
<td>Revised to City comments</td>
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<td>C</td>
<td>16/07/2015</td>
<td>Changes to LandCorp Concept Plan</td>
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<td>06/10/2015</td>
<td>Revised Draft</td>
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GLOSSARY
1.0 INTRODUCTION

1.1 SITE AND PROJECT CONTEXT

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

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

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

1.2 STATUTORY CONTEXT

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

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

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

The vision for the Batavia Coast Marina is:

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

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

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

1.4 OBJECTIVES

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

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

Figure 2: Conceptual Massing Model

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

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

1.6 STRUCTURE

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

DESIGN OBJECTIVES

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

DEVELOPMENT CONTROLS

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

DESIGN GUIDANCE

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

1.7 RELATIONSHIP TO OTHER PLANNING DOCUMENTS

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

- City of Greater Geraldton, Local Planning Scheme No.1 (LPS)
- City of Greater Geraldton, City Centre Planning Policy (CCPP)
- Station Square at Batavia Coast Marina, Urban Water Management Plan (Essential Environmental, 2015)
- Station Square at Batavia Coast Marina, Public Art Strategy (REALMstudios, 2015)
- Residential Design Codes
- City of Greater Geraldton, Batavia Coast Marina Structure Plan, 1999
- WA Museum - Geraldton Site Masterplan, 2012

1.8 CONCEPT PLAN

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

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

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

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

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

2.1 DEVELOPMENT APPROVAL

All development proposals within Batavia Coast Marina require preliminary approval by LandCorp and then final approval from the City of Greater Geraldton or in some instances the the Mid West Joint Development Assessment Panel, prior to development occurring on site.

In considering any development application, the City will have regard for the provisions of their Local Planning Scheme, City Centre Planning Policy and Batavia Coast Marina Design Guidelines (which are incorporated as an addendum into the City Centre Planning Policy).

This process is set out in the Development Approval flow chart (Table 1).

2.2 PRE-APPROVAL PROCESS

To assist developments to comply with these guidelines, it is a requirement of the contract of sale that applicants submit a preliminary concept design to the LandCorp appointed Project Architect prior to lodging an application for the Development Approval with the City of Greater Geraldton.

To ensure this occurs, the developer will lodge a caveat on the title pertaining to the conditions of the contract of sale which requires the property to be built in accordance with these guidelines and within the time period specified in the contract (if applicable). The caveat can be removed once these conditions are satisfied.

An owner or the architect or builder, must submit to the LandCorp appointed Project Architect:

- An Application for Design Guidelines Approval form; including completed checklist.
- Two full hard copy sets of all appropriate drawings as outlined in the Application form.

Should the LandCorp appointed Project Architect consider that the plans do NOT substantially achieve any one of the Design Criteria, they will be returned with a request to amend the plans or provide additional justification for the variation.

Should the LandCorp appointed Project Architect deem the plans to substantially achieve ALL the Design Criteria or be satisfied with any justified variation, the plans will then be endorsed and one full signed set with the checklist returned so that the endorsed plans and checklist can then be lodged as part of the development application.

Once the endorsement of the LandCorp appointed Project Architect has been achieved, the plans are submitted for Planning Approval under the standard procedures of the City of Greater Geraldton Planning Department. The City of Greater Geraldton will not process any plans unless they are stamped approved and are accompanied with a stamped checklist.

2.3 LODGEMENT REQUIREMENTS

Formal applications can be submitted to the City of Greater Geraldton in hard copy. The application must include the following:

- A completed development application form signed by the owner of the land;
- Three (3) copies of completed scaled and dimensioned plans. Scale is to be nominated on plans (an extra set of scaled plans may be required if the works require referral or determination by an external authority). At a minimum, plans are to include:
  - Site Plan (scale not less than 1:200);
  - Floor Plans (Scale 1:100 or 1:200);
  - Elevations (Scale 1:100 or 1:200);
  - Building Materials and Colour Scheme;
  - A full overshadowing and wind analysis for both summer and winter; and
  - Landscaping Plan including species list (Scale 1:100 or 1:200).
- Payment of planning application fee (refer to the City’s Schedule of Fees and Charges);
- Written justification for any variations to the Local Scheme, Residential Design Codes or Local Planning Policy requirements; and
- Covering letter or report outlining the general nature and details of the proposal as well as an urban design statement demonstrating how the proposal accords with the Batavia Coast Marina Design Guidelines.
### Table 1: Development and Building Approval Process

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<th>Step</th>
<th>Process</th>
<th>Submission To</th>
<th>Required</th>
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<tr>
<td><strong>Step 1</strong></td>
<td>a. Prepare Design/Plan in accordance with Batavia Coast Marina Design Guidelines.</td>
<td>LandCorp appointed Project Architect</td>
<td>Application Form and Checklist, Cover letter. 2 x hard copy sets of drawings: Site Plan, Floor Plans (including any below ground levels), Roof Plan, 4 x Elevations, 2 x Cross Sections.</td>
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<td>b. Submit preliminary application / Concept Design. Meeting to discuss proposal if required.</td>
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<td></td>
<td>c. Amend Plans or provide additional information/justification (if required).</td>
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<td></td>
<td>d. Determination of preliminary Development Application – Endorsement or Variation sought.</td>
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<td><strong>Step 2</strong></td>
<td>e. Lodge formal development application with City of Greater Geraldton.</td>
<td>City of Greater Geraldton</td>
<td>Development Application Form, Application Fee, Cover letter, 3 x hard copy set scaled and dimensioned plans - as per City of Greater Geraldton requirements Section 2.3.</td>
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<td>f. Assessment of proposal against the Design Guidelines, LPS and relevant City of Greater Geraldton policies.</td>
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<td>g. Development Application approved (by City of Greater Geraldton or Joint Mid West Development Assessment Panel).</td>
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<td>h. Determination of Development Application – Amendments, Deferral, Approval, Refusal.</td>
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<td><strong>Step 3</strong></td>
<td>i. Prepare Building Permit Application.</td>
<td>City of Greater Geraldton</td>
<td>As per City of Greater Geraldton requirements.</td>
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<td>j. Lodge Building Permit Application with the City of Greater Geraldton.</td>
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<td>k. Approval Received.</td>
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<td>l. Commence Construction.</td>
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3.0 URBAN CONTEXT

3.1 PUBLIC REALM INTERFACE

The quality of the public realm is a key determinant in creating this vibrant, pedestrian friendly, safe and attractive activity centre. The design philosophy of BCM is to celebrate Geraldton’s progressive, engaging and innovative spirit in a transformative and creative urban landscape.

The Batavia Coast Marina Stage 2 - Station Square Landscape Master Plan (REALMstudios, 2015) outlines the design intentions for the public realm featuring key landscaping elements within the site. The landscape is designed not only to reflect the area’s rich heritage, micro-climate and coastal location, but also its aspirations of becoming a revitalised inner-urban centre by providing flexible places that foster a local sense of place.

Whilst LandCorp is responsible for the implementation of the public realm, these themes should be expressed through building design, character, detail and public art. It is anticipated that any landscape within private development lots will be developed in a consistent manner using compatible themes, species and materials.

**OBJECTIVES:**

- Establish Station Square as the focal point and prime public space of the Marina.
- Ensure buildings provide an appropriate integrated response to the adjacent public realm that corresponds to the overall character and sense of place.
- Establish a sense of shared ownership and accessibility of public spaces.

**DEVELOPMENT CONTROLS:**

- Buildings shall address the public domain with active frontages to enhance the interface with the street.
- Blank walls to the public domain are not permitted.
- Buildings shall provide integration with local landmarks, public artwork, landscape and street trees to improve legibility of the public realm.
- Pedestrian access shall be provided throughout the public realm.

**DESIGN GUIDANCE:**

- High quality pedestrian access should be adopted throughout the public realm.
- For ground floor residential, at the pedestrian level planting is encouraged (i.e. in front of houses and within front courtyards) to add interest and variety to the streetscape.
- Design and development within the public realm should have due consideration for Crime Prevention Through Environmental Design (CPTED) principles.
- Water Sensitive Urban Design (WSUD) principles should be applied to effectively manage water within the public realm.
Station Square  

Urban Wetland  

Platform Lane  

Public Access Way  
3.2 CHARACTER AREAS

Development should consider and respond to the surrounding urban fabric and built form to add to the areas distinctive character.

Stage 2 of Batavia Coast Marina is envisaged as a mixed use development project led by LandCorp in co-ordination with key stakeholders. The site, located between Batavia Coast Marina Stage 1 and the Geraldton City Centre, forms a key focal point to activate and integrate the surrounding areas. Development of Station Square will provide an engaging public space for locals, visitors and workers in the area.

Within the precinct, four character areas have been formulated (Figure 5) to establish a distinctive sense of place as these relate to adjacent land uses.

1. MONUMENT PROMENADE (NORTH)

The primary residential component of BCM2, this area seeks to establish a finer-grained residential fringe accommodating a mix of 2-4 storey residential dwellings attracting a greater diversity of people to live in the city centre. This area aims to facilitate a 24 hour culture, bringing life and vibrancy to the city centre and retail customers.

2. STATION SQUARE

Museum Place and parts of Marine Terrace (adjacent to Station Square) will act as the primary nodes of activity and pedestrian movement with land uses fronting these streets contributing to a high quality pedestrian environment. Forming a central public open space, Station Square will provide reference to Geraldton’s rail history and coastal character. It will act as the primary point of activity for the development.

3. MONUMENT PROMENADE (SOUTH)

Providing key linkage from the City Centre, the streetscape and buildings within this precinct will incorporate detailed design qualities that recognise and respond to the importance of Batavia Coast Marina as a strategic location.

4. CHAPMAN ROAD

Defined by frontages to Chapman Road, this precinct contains mixed-use commercial lots designed to improve the relationship between Chapman Road and its adjacent land uses, facilitating a pedestrian friendly environment.
**Objectives:**
- Development should celebrate the rail heritage, indigenous heritage, micro-climate and coastal location.
- Provide a cohesive approach to development throughout the precinct.
- Buildings are to complement:
  - the character and attributes of the locality;
  - the architectural theme of the public realm; and
  - buildings on adjacent development sites.
- Buildings to incorporate detailed design qualities that recognise and respond to the importance of Batavia Coast Marina as a strategic location.

**Development Controls:**
- Development is to address, complement and not compromise the future character and position of the railway platform and Station Square.
- Design of individual sites shall be responsive to neighbouring sites and the public realm.
- Buildings are required to address the street/or public realm in a manner that promotes variety and visual interest.

**Design Guidance:**
- New development, largely influenced by the surrounding built form, should respond to each other to establish elements of cohesiveness throughout the precinct.

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**Figure 5: Character Areas**
3.3 DEVELOPMENT DIVERSITY

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

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

COMMERCIAL / RETAIL DIVERSITY

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

Objectives:
- Provide the opportunity for new businesses to be established with retail, office and commercial space encouraged at ground floor levels facilitating a vibrant pedestrian environment.
- Establish a precinct that includes activities that service and complement the surrounding district.
- Encourage a variety of businesses that will activate the precinct during both daytime and evening hours.
**DEVELOPMENT CONTROLS:**
- The ground floor of mixed use development sites shall provide active retail/commercial frontages that address the public realm (e.g. shops, restaurants, consulting rooms, offices).

**DESIGN GUIDANCE:**
- Figure 6 outlines the types of uses desirable within BCM.
- Where a “vertical” mixed use development is proposed to incorporate a residential component, the residential component should be restricted to above ground floors only with an emphasis on providing for permanent residential dwellings, unless otherwise approved by the City.

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

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

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

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

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

BCM is a new development, as such, building designs should respect the style, form, proportions, materials and textures of heritage buildings located adjacent to the site such as: the former Geraldton Railway Station and existing railway platform; and the Bill Sewell Community Recreation Complex (Figure 7).

Key features of scale and architectural detailing add identity, interest and amenity to the area. The adaptive reuse of the existing railway platform will help create a positive climate for investment and revitalisation by strengthening links from the core of BCM development to adjacent heritage sites.

**Objective:**
- Ensure development does not adversely affect the railway station.

**Development Control:**
- Development adjacent to heritage sites shall give due regard to Heritage controls outlined in the CCPP.

**Design Guidance:**
- Buildings should respond in a contemporary way to the history, climate and culture of the location.
- Development is encouraged to integrate heritage elements into the urban fabric.
- Building heights adjacent to the station should not adversely impact the design integrity of the heritage buildings.

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**Figure 7: Heritage and Culture**
3.5 VIEW CORRIDORS

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

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

**Development Control:**
- Buildings shall not obstruct views of Station Square and the railway station.
- Building designs are to maximise views from living spaces, balconies and terraces to the public realm and toward the future open space.

**Design Guidance:**
- Buildings should provide pedestrian shelter along defined view corridors identified in Figure 8.

**Legend:**
- VIEW CORRIDOR
- POS
- BCM STAGE 1
- BCM STAGE 2 (PHASE 1)
- BCM STAGE 2 (PHASE 2)

*Figure 8: View Corridors*
3.6 PEDESTRIAN LINKS

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

The BCM site has a number of important pedestrian links. The pedestrian link hierarchy for the site is illustrated on Figure 9.

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

DEVELOPMENT CONTROLS:
- Pedestrian links shall be provided in accordance with Figure 9.
- Building façades shall address streets and public places, maximising the relationship between the building and adjacent street or public realm.
- Weather protection, such as verandas and awnings, shall be provided to any development fronting primary pedestrian linkages.
- No buildings ‘back of house’ services shall be oriented along defined pedestrian routes.
- Links through pedestrian arcades to access rear parking shall provide for a walkway width of 3 metres minimum.

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

LEGEND:
- MUSEUM TO MONUMENT LINK
- PRIMARY LINK
- SECONDARY LINK
- BCM STAGE 1
- BCM STAGE 2 (PHASE 1)
- BCM STAGE 2 (PHASE 2)

Figure 9: Pedestrian Links
3.7 PUBLIC ART

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

Objectives:

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

3.8 SAFETY AND SURVEILLANCE

Improving the perception of safety through the built environment is a key consideration for BCM. Crime Prevention Through Environmental Design (CPTED) principles have been applied in the design of public spaces, providing a response to improving the safety of the urban environment. Buildings should respond to the public realm through CPTED principles.

Objectives:

• Encourage passive surveillance of the public realm and pedestrian links, through active street frontages and the location of balconies and major openings.

• Maintain open sight lines at eye level.

Design Controls:

- Provision of public art to the value of 1% of the estimated development cost (or equivalent cash contribution) for any development over $500,000 in value.

- Public art shall be integrated into the design of buildings and the proposed public realm.

Design Guidance:

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

Development Controls:

- The size and position of windows and major openings shall promote passive surveillance of the public realm.

- Service areas shall be well-lit to facilitate safe after hours use.

- Openings shall be designed to provide passive surveillance of streets and public spaces.

Design Guidance:

- Incorporate Crime Prevention Through Environmental Design (CPTED) principles in the design of buildings.
3.9 SIGNAGE

Signage will form an important component of navigation and business operation throughout the Batavia Coast Marina. However, an excess of signage can impinge on visual amenity and the form and type of signage permitted on new developments needs to be carefully managed.

**Objectives:**
- Ensure signage is integrated into building design and improves the overall appearance and legibility of the public realm.
- Promote well designed commercial signage that is complementary to business and its location.

**Development Controls:**
- Signage suspended beneath a canopy shall have a minimum clearance of 2.75m (Figure 10).
- All signage must be of a scale and design character that complements the pedestrian experience, rather than relating to views from passing traffic.

**Design Guidance:**
- Signage should be of a high quality graphic design, simple in format and appropriately located and integrated with the building design, scale of the street and adjacent buildings.
- Signage should not dominate the built form.

![Example - Desired Signage](image1)

3.10 LIGHTING

Lighting should be carefully integrated into the buildings and features of the public realm to create a safe and attractive night-time environment. Consideration should also be given to the illumination of footpaths under awning structures and building entrances, signage and way finding to provide safe pedestrian movement around buildings.

**Objectives:**
- Provide appropriate levels of lighting for both the private and public realm for safety, security and aesthetic impact.
- Reduce energy consumption through the use of energy efficient and innovative lighting technologies.
- Provide lighting to add ambience and interest to the night-time environment.

**Development Controls:**
- Lighting shall be concealed under verandah roof overhangs or otherwise shielded to minimise glare.
- All outdoor lighting shall be directed downward with no light spill above the horizontal plane.

**Design Guidance:**
- Lighting should serve to highlight the key features of buildings and landscape.
- Well positioned windows and skylights can reduce the need for internal lighting during the day.
- Lighting should be used as a method of pedestrian way-finding through secure routes.

![Example - Lighting](image2)

![Figure 10: Cross Section - Street Signage](image3)
3.11 VEHICLE ACCESS AND PARKING
Efficient access and location of parking and end of trip bicycle facilities are essential design components, which contributes to both the functionality and visual quality of BCM.

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

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

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

OBJECTIVES:
- Provide sufficient and safe car parking.
- Ensure on site vehicle parking and access is appropriately located, minimising the adverse visual impact on the streetscape.
- Improve walking and cycling conditions to link destinations serviced by alternative parking facilities.
Access is maintained to the existing at-grade public parking along Foreshore Drive and parking adjacent to the railway station (Figure 11).

Stage 1
- Completion of stage 1 residential development with rear lane access to private parking.
- At grade public parking retained along Foreshore Drive (Figure 12).
- On-street car parking provided along the newly constructed Chambers Way and Monument Promenade (North).
- Bus parking upgraded on Foreshore Drive.
STAGE 2

- Completion of Stage 2 mixed use development with provision for rear lane access to private parking.
- At-grade public parking relocated north with access off Stella Maris Drive (Figure 13).
- Additional on-street car parking provided along the newly constructed Monument Promenade (South) and Innisfail Entrance.
- Bus parking bay upgraded on Chapman Road.
- New bus lay-by provided on Monument Promenade, adjacent to Station Square.

**BICYCLE FACILITIES AND END OF TRIP FACILITIES**

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

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

**DESIGN GUIDANCE:**
- Buildings that include any non-residential development should include end of trip facilities to support active transport modes.
4.0 BUILT FORM

4.1 BUILDING HEIGHT

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

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

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

**DEVELOPMENT CONTROLS:**
- Building heights shall be measured from the Average Natural Ground Level (ANGL) at the street (or road) frontage.
- Maximum building heights shall be in accordance with Building Heights Plan Figure 14.
- The maximum podium building height is 3 storeys (12m).
- Use of parapets or a gabled roofline shall not exceed 2 metres above the podium of the building.
- Where single residential dwellings are proposed, a minimum height of 2 storeys applies to achieve a vertical element.

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

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

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

**Development Controls:**
- Any floor level above podium height (12 metres) shall be setback a minimum of 3 metres from the property boundary (Figure 15).
- An increased podium height of up to 3 metres is permitted for corner buildings in accordance with the CCPP.
- Balconies are permitted within the setback provided they are open on 3 sides and visually permeable and do not occupy any more than ¼ of the building façade width at any one level.
- Setbacks shall be in accordance with Figure 16.

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

The following general principles apply to setbacks within BCM:
- Generally, a 0m setback will be observed at the front, rear and side of developments of non-residential developments.
- Generally, a front setback of 1.5m is required for ground level residential dwellings to provide additional privacy.

![Setbacks Diagram](image-url)

**Legend:**
- Built to Boundary
- 0-1.5m Ground Floor Setback
- 0-3m Ground Floor Setback
- Colonnade
- POS
- BCM Stage 1
- BCM Stage 2 (Phase 1)
- BCM Stage 2 (Phase 2)

![Figure 15: Minimum setback for floors above podium height](image-url)

![Figure 16: Setbacks](image-url)
4.3 DEVELOPMENT FRONTAGES

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

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

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

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

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

OBJECTIVES:

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

DEVELOPMENT CONTROLS:

- Active Frontages shall be in accordance with Figure 17.
- Servicing and access shall not be permitted along building edges designated as active.
- Large areas of blank wall will not be accepted on the primary street frontage or where visible from the street or other public space.
- Where walls without glazed penetrations are unavoidable, other design features must be incorporated, such as colour and texture variation.

DESIGN GUIDANCE:

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

![Figure 17 Active Frontages](image)
4.4 FLOOR LEVELS

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

Development Controls:
• The lowest occupied floor level on Monument Promenade and Station Square shall be no more than 100mm above ANGL to enable floor levels to connect directly with the public realm.
• Changes in level across development sites are to be accommodated within the ground floor built form.
• New development fronting directly onto the railway platform shall provide a seamless connection between ground floor level and public amenity along the platform (Figure 18).
• The ground floor level of development fronting Foreshore Drive and Chapman Road shall be no more than 1.2m above the average natural ground level which allows a step up from the street level, therefore, accommodating potential under-croft car parking without the floor/door being separated from street level activity.

Design Guidance:
• Universal access should be considered with regard to building entrances.

Figure 18: Section 1 - Changes in building height for development fronting the railway platform
5.0 ARCHITECTURAL CHARACTER

5.1 BUILDING CORNERS

It is encouraged that key building elements identified within lots in Section 7.0 have a distinctive presence that reflects their position as a link between streets, a vista termination, or entry statement.

**Objectives:**
- Improve wayfinding by providing landmark buildings at the intersection of roads, lanes and pedestrian accessways.
- Create prominent corners to facilitate extra height.

**Development Controls:**
- Corner buildings shall address both frontages, and special treatment is encouraged to mark corners and link streets.
- Buildings that terminate vistas shall ensure they address that vista. Architectural details are encouraged to distinguish that site as a point of visual focus.
- Examples of such special treatment include:
  - Additional floor height;
  - Distinctive roof form;
  - Articulation of corner wall elements;
  - Variation in materials and colours; and
  - Special boundary treatments.

**Design Guidance:**
- In approved instances corner elements may take the form of an additional storey if the City of Greater Geraldton is satisfied that it contributes to the landmark quality of the building.
- Refer to Section 7.0 for the location of these lots.

5.2 ROOF FORM

The design criteria contain no specific requirement with regard to roof form and variety is encouraged.

**Objective:**
- Promote a high standard of roof form and design quality that provides a strong architectural character and sense of place.

**Development Control:**
- Residential roof terraces or loft spaces are permissible within the roof space without extending beyond the maximum building height.

**Design Guidance:**
- Roof forms should be designed to consider the impact at street level.
- Roof design should facilitate adequate access to light, air and shade for building occupants.
- Awnings with large overhangs should be provided over significant openings on the north, east and west, and to shade outdoor areas.
- Due consideration of wind orientation and local environmental conditions should be taken.
5.3 EXTERNAL MATERIALS AND DETAILING

Colour, texture, material and detail are important to provide scale and visual interest within the urban environment. Whilst these Design Guidelines do not prescribe a schedule of materials and colours, the intent of this section is to provide a visual palette to inspire and inform design direction.

**Objectives:**
- Ensure development complements the historic and/or architecturally significant character of the locale, whilst simultaneously expressing contemporary design.
- Promote visual interest and diversity through the use of a variety of materials, textures and colour that provides a sense of depth to building facades.

**Development Controls:**
- New development shall incorporate a variety of materials such as rendered masonry, face brick, stone, steel, glazing and modern cladding material.
- Select colours that reflect the local environment, but generally lighter shades (unless used for accentuation) to reduce heat absorption.
- Fine grain design for the ground plane with innovative use of colour and materials is required to ensure a positive pedestrian experience, creating a personal and human scale to the active frontages of buildings.

**Design Guidance:**
- The use of building materials that are suitable to the local climatic conditions and responding to the local character are recommended.
- Locally produced and manufactured or recycled materials should be used.

5.4 BUILDING ENTRANCES

Mixed-use buildings cater for a variety of functions and activities. Well-designed access and entrances to buildings enable pedestrians to ‘read’ visual cues and intuitively understand the intended purpose and function of buildings.

**Objective:**
- Provide building entrances that are clearly defined and legible from the public realm.

**Development Controls:**
- Commercial and residential entrances shall be separate and well defined.
- Pedestrian and vehicle entry points shall be separate and well defined.
- Weather protection shall be provided to entrances of residential buildings.
- Lighting, signage, materials and landscape elements shall be utilised to highlight building usage and entrances.
5.5 FENCING

The heights, type and materiality of fencing can have a significant impact on the appearance and visual quality of urban environments. They are also an important means of establishing security and demarcation between the public and private realm and the creation of discernible private space.

**Objective:**
- Promote fencing of minimum height to provide adequate separation and surveillance of the adjacent space.
- Enhance the visual quality of the public realm.

**Development Controls:**
- Fencing and gates in front of built form shall be a maximum 900mm high to allow interaction between residents and neighbours. This may increase to a maximum of 1200mm high in justifiable situations and locations.
- Fences should be specifically designed to integrate with the development to which they belong, and as far as it possible, enhance, rather than detract from, the adjacent public realm.

5.6 SCREENS AND BALUSTRADES

Screens and balustrades, as distinct from fences, must also be carefully considered in the context of the urban environment. The use of both balustrades and screens to the upper levels lend themselves to being used as flexible elements in the articulation and expression of the architecture of the building from the street.

**Objective:**
- Ensure the use of balustrades and screens do not inhibit the close relationship between public and private space.
- Ensure screens and balustrades integrate with fully with the quality of the architecture which they belong.

**Development Control:**
- All balustrades addressing the street or public space must be at least 60% visually permeable by area.

**Design Guidance:**
- Balustrades at ground level, in front of buildings, should be 1000mm high to allow interaction between residents and the public realm. This may increase to a maximum of 1200mm high in justifiable situations and locations.
- Screens and balustrades should inform the architecture in both form and materiality.
- Offset openings, louvres or other appropriate treatments can be used to improve the level of visual privacy where distance separation is not desired or achievable.
5.7 OUTDOOR SPACE

Outdoor areas such as gardens, courtyards and balconies within private residences and communal areas accessible to residents contribute to the amenity of apartment living, as well as for workers of commercial buildings. These spaces provide a valuable contribution to the form, articulation and identity of buildings.

PRIVATE OUTDOOR SPACE (INCLUDING BALCONIES)

OBJECTIVES:
- Ensure all residential units have access to functional and usable private open space that is suitable for the purpose of relaxation and entertaining.
- Provide an appropriate balance between the requirement for privacy and optimisation of the views into the public realm.

DEVELOPMENT CONTROL:
- Every apartment shall have a balcony, terrace or courtyard with a minimum of 2.5m and 10sqm area, accessed from a main living area.

DESIGN GUIDANCE:
- Overlooking between balconies and adjoining residences should be carefully considered and privacy screening provided where necessary.
- The location of private open space (including courtyards or gardens) is to consider adjacent, existing or proposed built form, wind, solar penetration and overlooking.
- Consider the inclusion of roof decks and gardens, particularly in higher density housing developments where private outdoor space is limited.

COMMUNAL OUTDOOR SPACE

OBJECTIVES:
- Ensure that developments incorporate plazas, terraces and other public spaces that provide for public areas.
- Ensure non-residential buildings provide access to protected open space for workers.

DEVELOPMENT CONTROL:
- Continuity of materials, finishes, landscape elements etc is required between the public and private realms to diffuse the boundary between the two.

DESIGN GUIDANCE:
- Multi-residential developments should consider a communal outdoor area to be shared by residents. This may occur as terraces or as part of the roofscape.
5.8 BUILDING SERVICES

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

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

**DESIGN CONTROLS:**
- Services, including satellite dishes, air conditioning units, solar collectors and other plant and equipment, shall be located to minimise visual and acoustic impact on neighbouring properties and the public realm.
- All piped and wired services, vents, clothes drying areas and hot water storage shall be concealed from the street and public realm (i.e. located to the back of developments or screened).
- Plant must not be visible from the street and must not be visible below the roof line of buildings with street facing elevations.
- Meters must be contained within development lots, screened and integrated in the overall development.
- Storage areas, service areas and any ancillary equipment shall be screened from public view.

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

Example - Screening of Services
6.0 ENVIRONMENTAL DESIGN

6.1 SOLAR ACCESS & VENTILATION

Building design throughout BCM should respond to Geraldton's coastal environment and conditions by offering protection from the sun and prevailing winds to create a micro-climate (Figure 19).

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

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

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

LEGEND:
- MAJOR WIND FLOW
- MINOR WIND FLOW
- BCM STAGE 1
- BCM STAGE 2 (PHASE 1)
- BCM STAGE 2 (PHASE 2)

Figure 19: Micro-climate
6.2 OVERHANGS AND SHADING

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

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

**DEVELOPMENT CONTROLS:**
- North facing balconies shall all be provided with a fixed or moveable shading device.
- Minimise heat gain through all East and West facing openings by providing adequate shade.
- Awnings and canopies shall be provided along the frontages of buildings where ground floor retail and commercial uses occur, providing continuous cover to pedestrian walkways within designated areas.
- Structurally cantilevered awnings, verandas and balconies are permitted to extend into the street space (footpath or verge) at a minimum depth of 2.5m, providing a clearance height of between 3.0m and 4.5m (Figure 20).
- Street shading and overhangs must be considered in tandem with public infrastructure and street trees to ensure appropriate integration and lighting for effect and security.

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

*Example - Awnings and Alfresco Area*

*Example - Screens to improve visual privacy*

*Figure 20 Awning Design*
6.3 ENERGY EFFICIENCY

Selecting the most appropriate energy source can significantly improve the environmental performance of buildings while minimising demand for energy through conservation and efficiency, reducing operational costs and environmental impacts.

**Objective:**
- Integrate innovative design, technology and material into the design of buildings to establish high standards of energy efficiency and sustainability of new buildings.

**Development Control:**
- New development must integrate design, water, energy savings, materials and ratings assessments as per the ‘City Centre Planning Policy, 2009’ and ‘Towards Sustainable Residential Development LPP, 2011.’

**Design Guidance:**
- Construction material should consider renewable sources and have regard for their embodied energy levels. Where possible they should be sourced locally.
- Air conditioning systems should be a minimum of 3 star energy rating and sized appropriately for the space.
- Where installed, electrical appliances should have a minimum 4 star rating.
- Roof colour should have a Solar Absorbency Rating of less than 0.55.

6.4 ACOUSTIC PRIVACY

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

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

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

**Design Guidance:**
- Equipment should be located, enclosed and acoustically treated to ensure acceptable noise levels are achievable.
6.5 GROUNDWATER MANAGEMENT

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

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

In response to the need to alleviate groundwater contamination risks, Figure 21 outlines the lots (30-36, 29, 37-40 in yellow) which will be directly connected to the centralised stormwater management system to avoid infiltration of surface water into the groundwater system. All other lots will be expected to retain and infiltrate stormwater on-site (blue), excluding Lots 1-16 (red), which are to be connected to the existing external drainage system.

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

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

**Development Controls:**
- The development of lots shall be consistent with Figure 21, Stormwater Management systems.
- Memorials on Certificates of Title indicate restrictions on the access to groundwater.

---

**Figure 21: Stormwater Management Systems**

**LEGEND:**
- Connection Central Stormwater Management System
- Connection Existing External Stormwater Management System
- On-Site Retention
- Restricted Access to Ground Water
6.6 WATER SENSITIVE URBAN DESIGN

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

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

OBJECTIVES:

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

DEVELOPMENT CONTROLS:

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

DESIGN GUIDANCE:

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

Reducing Geraldton’s reliance on limited potable (drinkable) water supplies can be achieved through the development of water efficient buildings. The design of buildings can significantly reduce the consumption of potable water, positively impact the quality of urban stormwater and increase the reuse of wastewater and stormwater on-site.

OBJECTIVES:

• Promote an efficient approach to water management to reduce water demand, maximising water efficiency and incorporating water management initiatives.

• Ensure the most water efficient facilities and fixtures are installed for maximum water conservation.

DESIGN CONTROLS:

• Reduce the main consumption of potable water through the installation of water-wise fixtures and fittings (Table 2).

• Installation of water meters or sub-meters for individual apartments.

DESIGN GUIDANCE:

• Re-using water through rainwater harvesting for non-potable water use (such as garden water, washing machines, and car washing).

• Integration of planting, particularly climbing species within the built form adding to the comfort of the built environment, slowing and cooling of air and reducing heat island effects.

**Table 2: Waterwise fixtures**

<table>
<thead>
<tr>
<th>Fixture</th>
<th>Minimum WELS Rating</th>
</tr>
</thead>
<tbody>
<tr>
<td>Shower Fitting</td>
<td>3</td>
</tr>
<tr>
<td>WC</td>
<td>4</td>
</tr>
<tr>
<td>Basin Taps</td>
<td>6</td>
</tr>
<tr>
<td>All other taps (excluding outdoor &amp; bathtubs)</td>
<td>2</td>
</tr>
</tbody>
</table>
7.0 LOT SPECIFIC REQUIREMENTS

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

7.1 SUBDIVISION

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

7.2 ADDITIONAL CRITERIA FOR HEIGHT BONUSES

Given the iconic nature and significant public investment in the development of the BCM, additional height is encouraged in accordance with the Building Heights plan (Figure 22).

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

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

Design Guidance:
The following criteria for additional height (as prescribed in the CCPP) are not considered applicable or have either been met through the development of Station Square and improvements to the public realm:
- 13.2.13, 13.2.14, 13.2.16, and 13.2.27 – no restriction on built form percentage.
- 13.2.17 – The provision of Station Square and the public realm improvements have satisfied this criteria.

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

7.3 KEY BUILDING ELEMENTS

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

It requires careful design consideration of:
- Building character in response to history, climate and location;
- Building form viewed from all directions; and
- Pedestrian experience - amenity, detail and scale at ground level.

Development applications must include a response to all these aspects including a 3 dimensional representation of the design.
Figure 22: Site Plan - Specific Guidelines for Lots 1-40
7.4 MONUMENT PROMENADE - NORTH (LOTS 1-18)

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

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

**Development Controls:**

**Use**
- Lots 1-16 are permanent single residential lots (RAC3 as per the Scheme) with additional studio units encouraged above garages fronting the rear lane.
- Lots 17-18 will comprise permanent multiple residential apartments (minimum R60) with provision for a corner cafés on the ground floor to activate frontages along the Museum to Monument Link (Figure 23).

**Building Envelope**
- Lots 17-18 are to be designed at a maximum of 4 storeys, stepping down to 3 storeys for lots 1-16.
- A residential roof terrace (or green roof) on the fifth storey is permissible.
- Loft spaces or attic spaces within the maximum building height are permissible.
- Studio apartments may be built over parking garages fronting the rear lane.
- Habitable rooms of residential dwellings on ground floor levels (lots 1-16) shall have a minimum floor to ceiling height of 3.3m to ensure their long term adaptability for other uses.
- Cafes and restaurants on the ground floor levels shall provide for greater minimum ceiling heights of 4m to allow for additional servicing needs (Figure 24).

**Setbacks and Built Form**
- Single residential dwellings within lots 1-16 shall provide setbacks between 0-3m along Monument Promenade.
- 0m setback shall be provided to lots 17 and 18.
- A pedestrian arcade (minimum of 3m) shall be provided for lot 18 to create visual linkages between Chambers Way and the rear access lane (Figure 24).
- Balconies, major openings and living spaces shall address the street.

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

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

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

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

**Design Guidance:**

**Building Envelope**
- Ceiling heights of habitable rooms within residential apartments above ground floor levels should be a minimum of 2.7m to help achieve good daylight access and natural ventilation (Figure 24).

**Setbacks and Built Form**
- Occasional breaks in awnings may be required along both Chambers Way and Monument Promenade to accommodate tree planting within the footpath.
Figure 23: Site Specific Guidelines Lots 1-18

Figure 24: Section 2 - Chambers Way
7.5 MONUMENT PROMENADE - SOUTH (LOTS 19-22)

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

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

**DEVELOPMENT CONTROLS:**

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

**Building Envelope**
- Lots 19-22 have a maximum height of 5 storeys with a minimum 3m setback from the podium building edge on the fourth level.
- A residential roof terrace (or green roof) on the sixth storey is permissible.
- Retail and commercial floor to ceiling heights on ground floor and first floor levels (lots 19 and 22) shall be a minimum 3.5m. Cafes and restaurants on the ground floor shall provide for greater minimum ceiling heights of 4m to allow for additional servicing needs.
- Habitable rooms of residential apartments on ground floor levels (lots 20 and 21) shall have a minimum floor to ceiling height of 3.3m to ensure their long term adaptability for other uses (Figure 26).

**Setbacks and Built Form**
- Ground level street frontages to Monument Promenade shall have a 0m setback from the lot boundary.
- Ground level street frontages to Foreshore Drive shall have a 0-1.5m setback from the lot boundary.
- Where side boundaries front onto the Public Access Way (P.A.W.) in lots 20 and 21, setbacks for building envelopes shall be between 0-1.5m. Outlook to the access way from habitable rooms is required.
- Residential dwellings on the corners of Foreshore Drive and Marine Terrace are required to wrap active frontages with outlook from habitable rooms.
- Where practicable every residence should have direct access from a living space to a northerly facing outdoor living area of minimum dimension 2.5m and 10sqm area.
- A 4m wide colonnade shall be provided to the northern boundary of Lot 19 to reinforce the Museum to Monument Link and to provide protection from the elements (Figure 25 and 26).
- A 4m wide colonnade shall be provided to the southern boundary of Lot 22 to provide protection from the elements.
- Podium height of buildings along Foreshore Drive may be increased to 5 storeys (20m) to transition with the existing development at Batavia Coast Marina.

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

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

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

**DESIGN GUIDANCE:**

**Building Envelope**
- Ceiling heights of habitable rooms within residential apartments above ground floor and first floor levels should be a minimum of 2.7m to help achieve good daylight access and natural ventilation (Figure 26).

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

**Parking**
- Provision can be made for parking bays within internal courtyard space (Figure 26).
Figure 25: Site Specific Guidelines Lots 19-22

Figure 26: Section 3 - Example internal parking courtyard sleeved by active frontages
7.6 STATION SQUARE (LOT 23)

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

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

**Development Controls:**

**Use**
- Lot 23 will comprise a mix of uses such as cafés, restaurants and retail at ground level providing active edges to Station Square and Monument Promenade with upper levels supporting uses such as offices, residential and tourist accommodation.
- A 4m alfresco area shall be provided overlooking Station Square to enhance activation of the Square (Figure 27).

**Building Envelope**
- The building envelope for lot 23 is a maximum of 5 storeys with a 3m setback from the podium building edge on the fourth floor.
- A residential roof terrace (or green roof) on the sixth storey is permissible.
- Retail and commercial floor to ceiling heights on ground floor and first floor levels shall be a minimum 3.5m. Cafes and restaurants on the ground floor shall provide for greater minimum ceiling heights of 4m to allow for additional servicing needs (Figure 28).

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

**Parking**
- Vehicle access is permitted from Monument Promenade (Figure 27).
- Parking shall be contained on site and sleeved by active frontages, screened from public view.

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

**Design Guidance:**

**Building Envelope**
- Ceiling heights of habitable rooms within residential apartments above ground floor and first floor levels should be a minimum of 2.7m to help achieve good daylight access and natural ventilation (Figure 28).
- The treatment of the façade fronting Station Square should display an appropriate scale, rhythm and proportion of elements in relation to the existing heritage listed railway station.
- It is recommended that detailing of façade elements make reference to the historical aesthetic of the shed form, previously located on the site (see Photo below).
- Clearly define building entries with awnings, recesses or projecting bays incorporating balcony types that respond to street and building orientation are encouraged.

**Landscape Treatment**
- Integration of a trellis structure to the frontage of Station Square should be designed to support creeper and vertical greening (see adjacent image).
**Figure 27:** Site Specific Guidelines Lot 23

**Figure 28:** Section 4 - Station Square

*Image: Shade structures supporting vertical greening Source: Realm Landscape Concept Report*
7.7 STATION SQUARE (LOTS 24-27)

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

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

Development Controls:

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

Building Envelope
- The building envelope to lots 24-27 is a maximum 5 storeys with a 3m setback from the podium building edge on the fourth floor.
- A residential roof terrace (or green roof) on the sixth storey is permissible.
- The finished ground floor level to lots 25-27 are required to meet with the railway platform, providing a seamless connection between ground floor uses and public amenity along the platform (Figure 30). Detailing of the threshold connection are required to meet Australian Standards for (disabled) access.
- Retail and commercial floor to ceiling heights on ground floor and first floor levels shall be a minimum 3.5m. Cafes and restaurants on the ground floor shall provide for greater minimum ceiling heights of 4m to allow for additional servicing needs (Figure 30).

Setbacks and Built Form
- A setback of 0m is required for ground floor frontages to Monument Promenade and the constructed ephemeral wetland, as well as lots 25-27 fronting the railway platform.
- A 4m alfresco area shall be provided along the existing platform to enhance activation of the lane (Figure 29).
- Upper level façades to the rear of lot 24 are to provide for outlook onto the rear laneway.
- Where practicable every residence should have direct access from a living space to a northerly facing outdoor living area of minimum dimension 2.5m and 10sqm area.
- Balconies and living spaces shall address and overlook the streetscape and public realm.

Parking
- Parking and access for lot 24 is only permitted from Boschetti Walk, to the rear of the development (Figure 28).
- Parking and access for lots 25-27 is permitted from Lecaille Way at the rear of the development.

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

Design Guidance:

Building Envelope
- Ceiling heights of habitable rooms within residential apartments above ground floor and first floor levels should be a minimum of 2.7m to help achieve good daylight access and natural ventilation (Figure 30).

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

Parking
- Car parking to the rear of lot 24 can have a significant impact on the appearance and amenity of the public realm fronting lots 25-27. Figure 30 provides an example of screening to ground level parking and services to mitigate any negative impacts on the streetscape and public amenity.
Figure 29: Site Specific Guidelines Lots 24-27

Figure 30: Section 5 - Boschetti Walk
7.8 MONUMENT PROMENADE - NORTH (LOTS 29-37)

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

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

**Development Controls:**

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

**Building Envelope**
- The building envelope to Lots 30-36 are a maximum of 3 storeys, stepping up to 4 storeys for lots 29 and 37.
- Residential roof terraces on the fourth storey for lots 30-36, and fifth storey for lot 29 and 37 are permissible.
- Loft spaces or attic spaces within the maximum building height are permissible.
- Studio apartments may be built over garages.
- Habitable rooms of residential dwellings on ground floor levels shall have a minimum floor to ceiling height of 3.3m to ensure their long term adaptability for other uses (Figure 32).
- Cafes and restaurants on the ground floor shall provide for greater minimum ceiling heights of 4m to allow for additional servicing needs (Figure 32).

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

**Parking**
- Vehicle parking and access is only permitted from Cardilini Lane (Figure 31).
- Vehicle crossovers shall not be permitted on Monument Promenade, Bayly Street or Innisfail Entrance.

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

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

**Design Guidance:**

**Building Envelope**
- Ceiling heights of habitable rooms within residential dwellings above ground floor levels should be a minimum of 2.7m to help achieve good daylight access and natural ventilation (Figure 32).

**Setbacks and Built Form**
- Occasional breaks in awnings may be required along both Monument Promenade and Innisfail Entrance to accommodate tree planting within the footpath.
Figure 31: Site Specific Guidelines Lots 29-37

Figure 32: Section 6 - Monument Promenade (North)
7.9 CHAPMAN ROAD (LOTS 28, 38-40)

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

**Objective:**
- Improve reinforce the Chapman Road interface.

**Development Controls:**

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

**Building Envelope**
- The building envelope for lot 28 is to be a maximum of 5 storeys, stepping down to 4 storeys for lots 38-40.
- A residential roof terrace to the fifth storey is permissible.
- Balconies and living spaces shall address and overlook the street.
- Where practicable every residence should have direct access from a living space to a northerly facing outdoor living area of minimum dimension 2.5m and 10sqm area.
- A pedestrian arcade is to be provided through Lot 39 creating visual connections from Chapman Road through to the Cardilini Lane (Figure 33).
- Retail and commercial floor to ceiling heights on ground floor and first floor levels shall be a minimum 3.5m. Cafes and restaurants on the ground floor shall provide for greater minimum ceiling heights of 4m to allow for additional servicing needs (Figure 34).

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

**Parking**
- Vehicle parking and access is only permitted from Cardilini Lane.
- Vehicle crossovers shall not be permitted on Chapman Road.

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

**Design Guidance:**

**Building Envelope**
- Ceiling heights of habitable rooms within residential apartments above ground floor and first floor levels should be a minimum of 2.7m to help achieve good daylight access and natural ventilation (Figure 34).

**Setbacks and Built Form**
- Occasional breaks in awnings may be required along Chapman Road to accommodate tree planting within the footpath.
Figure 33: Site Specific Guidelines Lots 28, 38-40

Figure 34: Section 7 - Chapman Road
8.0 APPLICATION FORM AND CHECKLIST

8.1 APPLICATION FORM

APPLICANT DETAILS

Lot Number: ............................................ Lot Address: .................................................................................................................................

Name of Landowner(s): ................................................................................................................................................................................

Name of Applicant: ...................................................................................................................................................................................

Applicant contact details: ...........................................................................................................................................................................

Phone: ...........................................................................................................................................................................................................

Postal Address: .......................................................................................................................................................................................

Email: .................................................................................................................................................................................................

CHECKLIST

☐ Floor Plan (including below ground levels)

☐ Roof Plan

☐ Elevations of all facades

☐ Site Plan

☐ Section(s)

☐ Waste Management and Building Services Plan

☐ Schedule of Materials, Finishes and Colours

☐ Fully completed checklist

☐ Design Guideline Variations submission (if applicable)

Note: all plans listed above must be provided at a suitably detailed scale.

DECLARATION

By signing this form you declare all information provided to be true and correct.

Signed: ................................................................. Date: ...............................................................................................................

Print Names: .......................................................................................................................................................................................


## 8.2 Design Guideline Checklist

To be included when lodging for Design Approval with the LandCorp appointed Project Architect.

<table>
<thead>
<tr>
<th>The applicant is to note whether their design complies (tick) or does not comply (cross) with the design guidelines checklist below.</th>
<th>APPLICANT</th>
<th>LC</th>
<th>COMMENTS</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>3.0 Urban Context</strong></td>
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<tr>
<td><strong>3.1 Public Realm Interface</strong></td>
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<tr>
<td>Buildings address the public domain with active frontages.</td>
<td>Y/N</td>
<td>Y/N</td>
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<tr>
<td>Blank walls to the public domain are not permitted.</td>
<td>Y/N</td>
<td>Y/N</td>
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<tr>
<td>Buildings provide integration with local landmarks, public artwork, landscape and street trees.</td>
<td>Y/N</td>
<td>Y/N</td>
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<tr>
<td>Pedestrian access is provided throughout the public realm.</td>
<td>Y/N</td>
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<td><strong>3.2 Character Areas</strong></td>
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<tr>
<td>Development addresses, complements and does not compromise the character of the precinct.</td>
<td>Y/N</td>
<td>Y/N</td>
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<tr>
<td>The site response to neighbouring sites and the public realm.</td>
<td>Y/N</td>
<td>Y/N</td>
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<tr>
<td>Buildings address the street/or public realm in a manner that promotes variety and visual interest.</td>
<td>Y/N</td>
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<tr>
<td><strong>3.3 Development Diversity</strong></td>
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<tr>
<td><strong>Commercial / Retail Diversity</strong></td>
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<tr>
<td>Ground floor of commercial development sites incorporates a mix of uses.</td>
<td>Y/N</td>
<td>Y/N</td>
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<tr>
<td>Active commercial/retail frontages that address the public realm.</td>
<td>Y/N</td>
<td>Y/N</td>
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<tr>
<td><strong>Residential Diversity</strong></td>
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<tr>
<td>Residential land use is provided above the ground floor on lots designated as mixed-use.</td>
<td>Y/N</td>
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<td><strong>3.4 Responding to Cultural Heritage</strong></td>
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<td>Development adjacent to heritage sites makes reference to Heritage controls outlined in the CCPP.</td>
<td>Y/N</td>
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<tr>
<td><strong>3.5 View Corridors</strong></td>
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<tr>
<td>Buildings do not obstruct views of Station Square and the railway station.</td>
<td>Y/N</td>
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<tr>
<td>Building design maximises views from living spaces, balconies and terraces to the public realm.</td>
<td>Y/N</td>
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<tr>
<td><strong>3.6 Pedestrian Links</strong></td>
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<tr>
<td>Pedestrian links are provided in accordance to key linkages.</td>
<td>Y/N</td>
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<tr>
<td>Building façades address street and public places, maximising the relationship between the building and adjacent street or public realm.</td>
<td>Y/N</td>
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<tr>
<td>Weather protection, such as verandas and awnings, have been provided for development fronting primary pedestrian linkages.</td>
<td>Y/N</td>
<td>Y/N</td>
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<tr>
<td>No buildings ‘back of house’ services are oriented along defined pedestrian routes.</td>
<td>Y/N</td>
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<td>Links through pedestrian arcades to access rear parking provide for a walkway width of 3 metres minimum.</td>
<td>Y/N</td>
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<td></td>
<td>The applicant is to note whether their design complies (tick) or does not comply (cross) with the design guidelines checklist below.</td>
<td>APPLICANT Y/N</td>
<td>LC Y/N</td>
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<tr>
<td>3.7</td>
<td><strong>PUBLIC ART</strong></td>
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<td>Provision of public art to the value of 1% of the estimated development cost (or equivalent cash contribution) for any development over $500,000 in value.</td>
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<td>Public art is integrated into the design of buildings and/or proposed public realm.</td>
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<td>3.8</td>
<td><strong>SAFETY AND SURVEILLANCE</strong></td>
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<td>The size and position of windows and major openings promote passive surveillance of the public realm.</td>
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<td>Service areas are well-lit to facilitate safe after hours use.</td>
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<td>Openings are designed to provide passive surveillance of streets and public spaces.</td>
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<td>3.9</td>
<td><strong>SIGNAGE</strong></td>
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<td>Signage suspended beneath a canopy has a minimum clearance of 2.75m.</td>
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<td>All signage is of a scale and design character that complements the pedestrian experience, rather than relating to views from passing traffic.</td>
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<td>3.10</td>
<td><strong>LIGHTING</strong></td>
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<td>Lighting is concealed under verandah roof overhangs or otherwise shielded to minimise glare.</td>
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<td>All outdoor lighting is directed downward with no light spill above the horizontal plane.</td>
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<td>3.11</td>
<td><strong>ACCESS AND PARKING</strong></td>
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<td><strong>VEHICULAR ACCESS</strong></td>
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<td>Pedestrian and vehicle entry points are defined and separated from one another.</td>
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<td>Footpaths are maintained as the priority movement, crossovers and driveways are terminated at the footpath.</td>
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<td>The visual impact of car parking entrances is minimised from street frontages.</td>
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<td></td>
<td><strong>VEHICLE PARKING</strong></td>
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<td></td>
<td>Car parking is not visible or dominate the street frontage.</td>
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<td>On-site car parking bays are provided in accordance with the Local Planning Scheme.</td>
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<td>Car parking for permanent residential uses is provided in accordance with the provisions of the R-Codes.</td>
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<td><strong>BICYCLE FACILITIES AND END OF TRIP FACILITIES</strong></td>
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<td>New development provides adequate supply of bicycle parking bays in accordance with the Local Planning Scheme.</td>
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<td>Storage functions are incorporated into the building design.</td>
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<td></td>
<td>Bicycle parking is provided in accordance with the R-Codes.</td>
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</tbody>
</table>
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<tbody>
<tr>
<td><strong>4.0 BUILDING FORM</strong></td>
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<tr>
<td><strong>4.1 BUILDING HEIGHT</strong></td>
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<tr>
<td>Building heights are measured from the Average Natural Ground Level (ANGL) at the street (or road) frontage.</td>
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<tr>
<td>Maximum building heights are in accordance with Building Heights Plan.</td>
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<td>The maximum podium building height is 3 storeys.</td>
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<td><strong>4.2 SETBACKS</strong></td>
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<tr>
<td>Any floor level above podium height (12 metres) is setback a minimum of 3 metres from the property boundary.</td>
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<td>An increased podium height of up to 3 metres is in accordance with the CCPP.</td>
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<tr>
<td>Balconies within the setback are open on 3 sides and visually permeable and do not occupy any more than ( \frac{1}{4} ) of the building façade width at any one level.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Setbacks shall be in accordance with the Plan.</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>4.3 DEVELOPMENT FRONTAGES</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Active Frontages are in accordance with the Plan</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Servicing and access are not along building edges designated as active.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Large areas of blank wall are not on the primary street frontage or where visible from the public realm.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Where walls without glazed penetrations are unavoidable, other design features have been incorporated, such as colour and texture variation.</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>4.4 FLOOR LEVELS</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>The lowest occupied floor level on Monument Promenade and Station Square is no more than 100mm above ANGL.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Changes in level across development sites are accommodated within the ground floor built form.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>New development fronting directly onto the railway platform provides a seamless connection between GF level and the platform.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Where a lot has two street frontages, and there is more than 1 metre difference between their ANGL's, the lot has been developed utilising both ANGL's with the change in building height at approximately the mid point of the lot - as outlined in the CCPP clause 3e.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>The ground floor level of development fronting Foreshore Drive and Chapman Road are no more than 12m above the ANGL.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
The applicant is to note whether their design complies (tick) or does not comply (cross) with the design guidelines checklist below.

<table>
<thead>
<tr>
<th>Section</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>5.0 ARCHITECTURAL DETAIL</strong></td>
<td></td>
</tr>
<tr>
<td><strong>5.1 BUILDING CORNERS</strong></td>
<td>Corner buildings address both frontages - detailing addresses special treatment mark corners and link streets.</td>
</tr>
<tr>
<td></td>
<td>Buildings that terminate vistas address that vista. Architectural details distinguish that site as a point of visual focus.</td>
</tr>
<tr>
<td><strong>5.2 ROOF FORM</strong></td>
<td>Residential roof terraces or loft spaces are provided within the roof space without extending beyond the maximum building height.</td>
</tr>
<tr>
<td><strong>5.3 EXTERNAL MATERIALS AND DETAILING</strong></td>
<td>New development incorporates a variety of materials such as rendered masonry, face brick, stone, steel, glazing and modern cladding material.</td>
</tr>
<tr>
<td></td>
<td>Colours reflect the local environment, but generally lighter shades (unless used for accentuation) are used to reduce heat absorption.</td>
</tr>
<tr>
<td></td>
<td>Fine grain design for the ground plane with innovative use of colour and materials is utilised - providing a positive pedestrian experience, personal and human scale to active frontages.</td>
</tr>
<tr>
<td><strong>5.4 BUILDING ENTRANCES</strong></td>
<td>Commercial and residential entrances are separate and well defined.</td>
</tr>
<tr>
<td></td>
<td>Pedestrian and vehicle entry points are separate and well defined.</td>
</tr>
<tr>
<td></td>
<td>Weather protection is provided to entrances of residential buildings.</td>
</tr>
<tr>
<td></td>
<td>Lighting, signage, materials and landscape elements are utilised to highlight building usage and entrances.</td>
</tr>
<tr>
<td><strong>5.5 FENCING</strong></td>
<td>Fencing and gates in front of built are at a maximum 900mm high to allow interaction between residents and neighbours. An increase to a maximum height of 1200mm is justified.</td>
</tr>
<tr>
<td></td>
<td>Fences are designed to integrate with the development to which they belong, and as far as it possible, enhance, rather than detract from, the adjacent public realm.</td>
</tr>
<tr>
<td><strong>5.6 SCREENS AND BALUSTRADES</strong></td>
<td>All balustrades addressing the street or public space are at least 60% visually permeable by area.</td>
</tr>
</tbody>
</table>
The applicant is to note whether their design complies (tick) or does not comply (cross) with the design guidelines checklist below.

<table>
<thead>
<tr>
<th>5.7 OUTDOOR SPACE</th>
<th>APPLICANT Y/N</th>
<th>LC Y/N</th>
<th>COMMENTS</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>PRIVATE OUTDOOR SPACE (INCLUDING BALCONIES)</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Every apartment has a balcony, terrace or courtyard with a minimum of 2.5m and 10sqm area, accessed from a main living area.</td>
<td></td>
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</tr>
<tr>
<td><strong>COMMUNAL OUTDOOR SPACE</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Continuity of materials, finishes, landscape elements etc is provided between the public and private realms to diffuse the boundary between the two.</td>
<td></td>
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</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>5.8 BUILDING SERVICES</th>
<th>APPLICANT Y/N</th>
<th>LC Y/N</th>
<th>COMMENTS</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>WASTE MANAGEMENT</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rubbish storage areas are located within the lot boundaries and screened from public view.</td>
<td></td>
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</tr>
<tr>
<td><strong>MECHANICAL SERVICES</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Services, including satellite dishes, air conditioning units, solar collectors and other plant and equipment are located to minimise visual and acoustic impact on neighbouring properties and the public realm.</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>All piped and wired services, vents, clothes drying areas and hot water storage are concealed from the street and public realm.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Plant is not be visible from the street and is not visible below the roof line of buildings with street facing elevations.</td>
<td></td>
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</tr>
<tr>
<td>Meters are contained within development lots, screened and integrated in the overall development.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Storage areas, service areas and any ancillary equipment is screened from public view.</td>
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<td></td>
<td></td>
</tr>
</tbody>
</table>
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<table>
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<tr>
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<th>COMMENTS</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Y/N</td>
<td>Y/N</td>
<td></td>
</tr>
</tbody>
</table>

### 6.0 ENVIRONMENTAL DESIGN

#### 6.1 SOLAR ACCESS AND VENTILATION

Buildings optimise solar passive design through orientation of openings and living zones to the north.

#### 6.2 OVERHANGS AND SHADING

- Awnings and canopies are provided along the frontages of buildings where ground floor retail and commercial uses occur, providing continuous cover to pedestrian walkways within designated areas.
- Structurally cantilevered awnings, verandas and balconies are extend into the street space (footpath or verge) at a minimum depth of 2.5m, providing a clearance height of between 3.0m and 4.5m.
- Street shade has been considered in tandem with public infrastructure and street trees located within the public realm to ensure appropriate integration and lighting for effect and security.

#### 6.3 ENERGY EFFICIENCY

New development integrates design, water, energy savings, materials and ratings assessments as per the ‘City Centre Planning Policy, 2009’ and ‘Towards Sustainable Residential Development LPP, 2011.’

#### 6.4 ACOUSTIC PRIVACY

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

#### 6.5 GROUNDWATER MANAGEMENT

The development of lots shall be consistent with the Plan for connection to Stormwater Management systems. Memorials on certificates of title have indicated restrictions on the access to groundwater.

#### 6.6 WATER SENSITIVE URBAN DESIGN

##### EXTERNAL WATER COLLECTION

- For lots directly connected to the centralised stormwater management system, consideration is given to the quality of stormwater disposal having a direct impact on the quality of urban wetland.
- Lots not directly connected to the centralised or external drainage system provide on-site retention of a 10% Annual Exceedance Probability (AEP) rainfall event (1 in 10 year event) - achieved in a variety of ways.

##### WATER CONSERVATION

- The main consumption of potable water is reduced through the installation of water-wise fixtures and fittings.
- Installation of water meters or sub-meters has been provided for individual apartments.
The applicant is to note whether their design complies (tick) or does not comply (cross) with the design guidelines checklist below.

<table>
<thead>
<tr>
<th>APPLICANT Y/N</th>
<th>LC Y/N</th>
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</tr>
</thead>
</table>

### 7.0 LOT SPECIFIC REQUIREMENTS

### 7.2 ADDITIONAL CRITERIA FOR HEIGHT BONUSES
For development that proposes additional heights, due regard has been given to Additional Criteria for Height Bonuses in Section 11 of the CCPP, and meet (as a minimum, but preferably exceed) those design guideline standards applicable to the individual site.

### 7.4 MONUMENT PROMENADE - NORTH (LOTS 1-18)
- Use
- Building Envelope
- Setbacks and Built Form
- Parking
- Stormwater Management
- Landscaping

### 7.5 MONUMENT PROMENADE - SOUTH (LOTS 19-22)
- Use
- Building Envelope
- Setbacks and Built Form
- Parking
- Stormwater Management
- Landscaping

### 7.6 STATION SQUARE (LOT 23)
- Use
- Building Envelope
- Setbacks and Built Form
- Parking
- Stormwater Management

### 7.7 STATION SQUARE (LOTS 24-27)
- Use
- Building Envelope
- Setbacks and Built Form
- Parking
- Stormwater Management

### 7.8 MONUMENT PROMENADE - NORTH (LOTS 29-37)
- Use
- Building Envelope
- Setbacks and Built Form
- Parking
- Stormwater Management
- Landscaping

### 7.9 CHAPMAN ROAD (LOTS 28, 38-40)
- Use
- Building Envelope
- Setbacks and Built Form
- Parking
- Stormwater Management
GLOSSARY

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

HABITABLE ROOM
A room used for normal domestic activities, and includes a bedroom, living room, lounge room, music room, television room, kitchen, dining room, sewing room, study, playroom, family room and sunroom; but excludes a bathroom, laundry, water closet, pantry, walk-in wardrobe, corridor, hallway, lobby, photographic darkroom, clothes-drying room, and other spaces of a specialised nature occupied neither frequently nor for extended periods, as defined by the BCA.
MIXED USE DEVELOPMENT
Defined in the City of Greater Geraldton LPS No.1

MULTIPLE RESIDENTIAL DWELLINGS
Defined in the R-Codes.

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

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

ON-GRADE
On ground level.

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

POTABLE WATER
Water which conforms to Australian Standards for drinking quality.

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

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

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

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

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

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

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