

## **ROCKY BAY ESTATE (FORMERLY STATE ENGINEERING WORKS SITE)**

### **OBJECTIVE**

The object of this policy is to achieve the redevelopment of the State Engineering Works site for residential uses in a form appropriate to the North Fremantle environment.

### **POLICY**

#### **1. Use**

The predominant use should be residential. A wholly residential development would be acceptable to the Council, but a mixture of compatible uses would be preferable. In any event, minor non-residential uses serving the local community or occupying existing buildings would be encouraged by the Council.

#### **2. Form**

Development should proceed by way of a continuation of the subdivision processes which produced the urban pattern in North Fremantle rather than by way of strata-titled complexes. It is highly desirable that, at least in physical form, the traditional street pattern of North Fremantle be seen to extend through the site.

There shall be a setback between the top of the escarpment and the property boundary of at least 9m, as recommended by the Swan River Management Authority.

The normal 10% contribution to public open space should be made by the developers. The most appropriate use of this open space would be to widen the public land around the river foreshore.

The remainder of the public open space should be used to provide (a) a local park suitable for children's play, and (b) connections to the local street system and ultimately to the Mosman Park and Buckland Hill open space network.

It is acceptable that the existing office building and its car park be included as part of the open space, subject to an economic assessment of the building and its use

#### **3. Density**

The site should be developed for a range of dwelling types - with a significant proportion capable of use as family dwellings - and at a gross density of around 25 dwellings per hectare.

#### **4. Circulation**

A dual-use path should continue to run in its present route and should be connected to the street system and/or future dual-use paths.

The streets should link into the existing street system in such a way that external traffic does not travel from McCabe Street to Thompson Road.

5. Traffic Calming

The design and construction of streets and accessways within the development site should incorporate appropriate traffic calming measures.

6. Vegetation

Street trees, shade trees in the parks, planting along the river foreshore and dual-use path and landscaping generally should strictly employ the native plants of the locality. In particular, both sides of the dual-use path should be planted so as to re-establish the original plant communities in a low maintenance manner.

7. Design Guidelines

7.1 The objectives of this policy statement reflect Development Plan No. 7 and are to:

- (i) provide for the orderly development of presently under utilised land to create a desirable residential environment, designed to satisfactorily integrate with development on adjoining property, particularly residential use abutting the western boundary;
- (ii) provide a mixed density residential development to achieve an overall site density consistent with the character of the Fremantle locality, while achieving advantages of housing diversity;
- (iii) ensure that the overall residential development is unobtrusive and complementary to the river setting; that site planning ensures each dwelling has adequate sunlight; daylight and privacy from overlooking;
- (iv) maintain the open space link along the foreshore enhanced by the development of additional recreational nodes, pathways and parkland areas; and,
- (v) ensure pedestrian and cycleway linkages with the existing movement system.

7.2 General Principles

In assessing the impact of a development proposal, the Council adopts a rigorous approach on matters relating to the public interface between the house and the street, and in the case of

properties which abut open space networks, the interface between the house and the open space. The Council also applies a stringent consideration of matters that do not intrude into the public domain.

The criteria applied in considering proposals are as follows:

- (i) The effect of the proposal in terms of the appearance of:
  - . the streetscape
  - . adjoining public spaces
- (ii) The need to prevent overdevelopment of sites.

In general, overdevelopment is assessed by the degree of possible congestion and the claustrophobic effect on the public spaces and streetscape, which can be demonstrated by:

- the availability of land on site to accommodate parking;
- the availability of land on site to accommodate private open space.

### 7.3 Development Guidelines

All developments should reflect the traditional urban patterns of domestic streets in North Fremantle. The primary street frontage of the residence should address the street in the traditional manner, that is, front doors and windows facing the street.

Council supports the reinforcement of these traditional qualities which tend to make experience of the house from the street more personal and make the houses themselves more inviting.

#### (a) *Building Alignment*

Building alignment is an essential factor in determining whether the prevailing pattern and spatial character of the City streets is continued or interrupted. The front setback of new houses should therefore reflect a prescribed pattern within a street.

#### (b) *Orientation*

In general, the traditional domestic streets in North Fremantle have houses parallel to and orientated to the street.

In special circumstances, the Council may support the selective, justifiable and small-scale use of design elements which would add interest and diversity to the streetscape. However, the indiscriminate use of these and other architectural fashions likely to be detrimental to the streetscape will be discouraged.

Council shall have consideration to river views and vistas between buildings and the roofscapes that affect those vistas.

Consideration to passive solar design principles should also be investigated when assessing the orientation of the building on the site. A building form that both contributes to the streetscape and incorporates passive solar principles is the most desirable.

(c) *Front Setbacks*

Due to the size of the lots, the front setback standard of 6.0m prescribed under the Residential Planning Codes is considered excessive. It is considered that a 3.0m setback allows a greater active frontage to the street and a larger rear courtyard area.

New development should be in a straight line unless the lot pattern varies. This should result in clearly stated public and private realms, and a direct visual relationship between the house and the street.

(d) *Scale*

The Development Plan outlines a 7.0m wall height or 10.0m roof height limit and therefore a two-storey limit will be generally applied to the design of houses.

Development of residences of more than two storeys is not generally supported unless particular site characteristics or the individual design indicate that this form of development can be constructed in a manner that will have no unacceptable impact upon the amenity of the locality and adjoining properties, and within the indicated height limits.

(e) *Carports, Garages, Front Fences*

Notwithstanding any exceptions previously approved by Council, carports or garages should comply with the Council's Policy on 'Garages/Carports in Front of Dwellings/Buildings' (D.C.6). Front fences and screen walls should comply with the Council's Policy on 'Front Fences and Screen Walls' (D.B.H2). Where undercroft garages are proposed the garage shall be considered as a single storey for the purpose of Clause (d) - 'Scale'.

(f) *Corner Houses*

Houses constructed on corner lots should, if possible, address both street frontages in terms of windows and doors facing the street. The front door should address

the predominant street. The secondary street should have an interactive facade and not contain service ducts or a solid screen wall. Fences should comply with the Council's Policy on 'Front Fences and Screen Walls' (D.B.H2).

(g) *Rear Setbacks to Foreshore Reserve*

In recognition of the policy of the Swan River Trust, development on lots abutting the Swan River Foreshore Reserve shall be set back a minimum of 6.0m measured at right angles to the rear boundary. The rear setback shall not be averaged. Small free-standing structures of open construction may be considered within the rear setback area.

There shall be no fill to the rear setback.

(h) *Fences Abutting Reserves*

Fencing abutting a reserve can have a maximum of one third of the length of the wall as solid fencing no greater than 1.8m high with the remaining two thirds of the fencing being open construction in accordance with the Council's Policy on 'Front Fences and Screen Walls' (D.B.H2).

The height and design of any fence adjacent to the Swan River Foreshore Reserve shall be measured from the surface of the dual use path.

#### 7.4 Architectural Design

(a) *Building Materials*

The Council will encourage the use of the most common traditional materials, which in Fremantle include:

Structural : stone, brick and timber  
Cladding : weatherboard, corrugated iron  
Roofing : galvanised iron and colorbond

(b) *Building Style*

In older areas mock 'historic' style housing is discouraged.

(c) *Roofs*

Roofs play a significant role in the urban character of the traditional domestic streetscape in Fremantle. The Council will therefore encourage traditional forms of roofs on infill houses in the older residential areas.

Flat roofs would not generally be supported in the older part of Fremantle where the traditional roof forms survive intact and form a coherent townscape.

## 7.5 Amenity

The Council promotes a high quality public environment both through its own activities and by encouraging owners of private properties to contribute to the amenity of public spaces.

In assessing the impact of development the Council will pay particular attention to:

- (a) light, sunshine and natural ventilation enjoyed by surrounding properties;
- (b) intrusion upon the visual privacy enjoyed by surrounding properties;
- (c) whether the proposed development is sympathetic with the streetscape and the scale and character of the locality; and,
- (d) the amenity of the locality.

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