



1 INTRODUCTION

The redevelopment of the former Waikiki Hotel/Motel site (the site) is the principal opportunity to recreate the site’s former reputation as a focal point for the coastal strip along the Safety Bay foreshore. It is important that the site delivers a significant commercial/mixed use component and licensed premises, to attract and maintain a sufficient number of residents to help support the commercial component, and a built form that is a recognisable landmark which capitalises on its unique coastal location.

2 PURPOSE OF POLICY

This purpose of this Policy is to establish a framework of planning principles and development controls to deliver an appropriate redevelopment of the site.

Whilst the Commercial zoning of the site permits a range of land uses, the City will only considers Development Applications that includes a licensed premises component, to ensure the future use of the site is consistent with its former status as a social hub in the community.

Residential development will only be considered in association with commercial development, which will serve to increase the resident population in the area to support the commercial land uses. In this regard, the Policy, establishes a site specific planning framework which includes land use, urban design, movement and other considerations which will apply to the redevelopment of the site.

3 BACKGROUND

During the 1960’s, the hotel/motel was very popular with locals and tourists alike, as it was one of two licensed venues within Rockingham, and it was permitted to trade on Sundays when other metropolitan hotels were required to close. This cemented its popularity and place in the history of Rockingham as a coastal tourist town during that time.

Over the years, and with the development of alternative licenced premises, the popularity of the Waikiki Hotel declined. In 2009 the complex was demolished to make way for a mixed use development on the site. The owner went into administration and plans to redevelop the site were cancelled. The remaining vacant and derelict shops adjacent to the existing service station were also demolished in August 2017.

Since 2008, the Council has granted three Development Approvals and the Metropolitan South West Joint Development Assessment Panel (SWJDAP) has granted two Development Approvals for ‘mixed use’ developments on the Waikiki Hotel/Motel site (the site), none of which have been acted on.

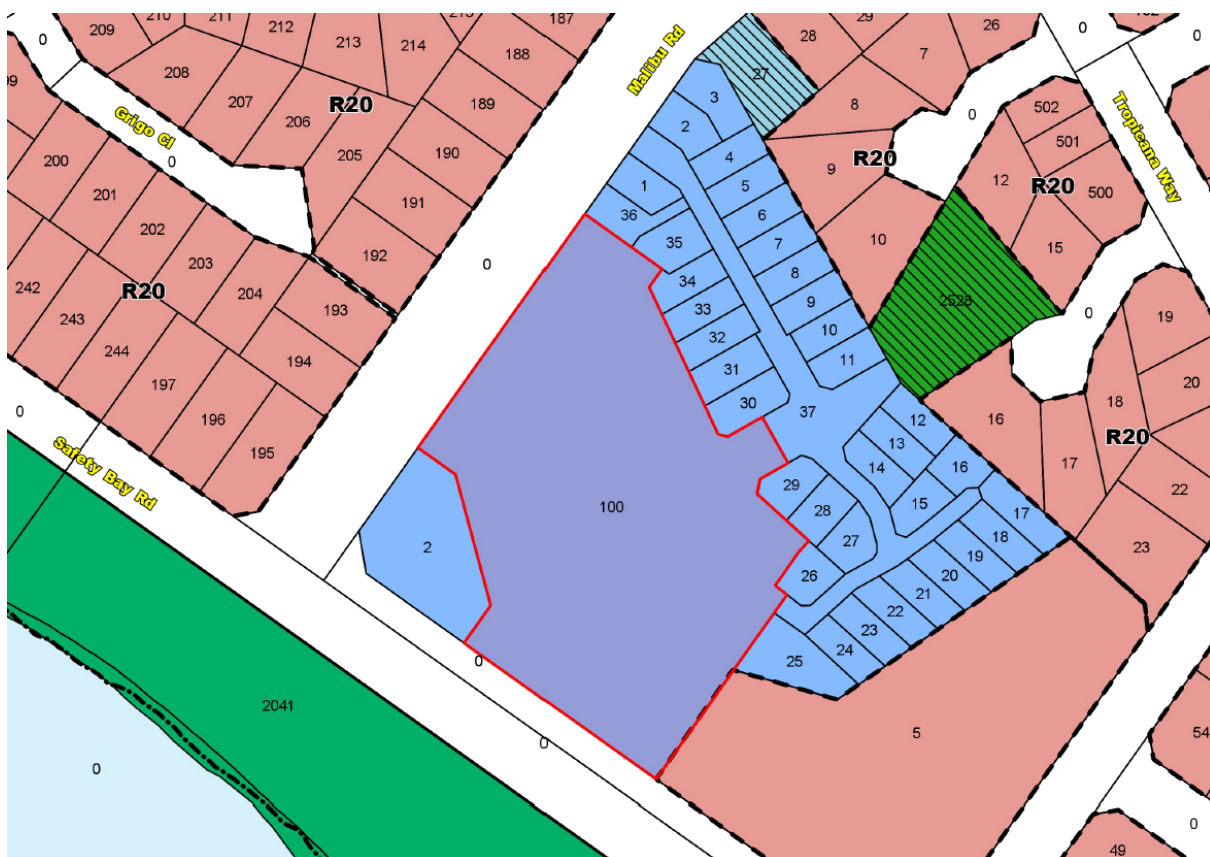




1. Historic Photographs of the Waikiki Hotel

4 POLICY APPLICATION

This Policy applies to all applications for development and subdivision on Lot 100 Safety Bay Road, Safety Bay.



2. The former Waikiki Hotel/Motel Site - Lot 100 Safety Bay Road, Waikiki

The Policy is structured such that it contains a set of Planning and Development Principles that apply to the site, and Required Elements that must be achieved.

All applications will be assessed against the relevant criteria in the Planning and Development Principles and the Required Elements, and will be subject to a design review.



5 POLICY OBJECTIVES

The Objectives of this Policy are to encourage a development that will:

- (a) Provide for commercial/mixed use development, including licensed premises.
- (b) Provide for a diverse range of complimentary land uses.
- (c) Achieve a contemporary, mixed use landmark development that attracts and encourages people to visit.
- (d) Increase the residential population and contribute to a sense of community.
- (e) Contribute positively to the streetscape.
- (f) Respond to the coastal aspect with appropriate land uses and with site responsive architecture.

6 DESIRED FUTURE CHARACTER

The future redevelopment of the site will achieve a lively, mixed use character with an emphasis on land uses which will generate interest and pedestrian activity within the public domain. Future development will build on, respect and respond to the coastal environment and the rich social history of the site. Future buildings will respond to the opportunity presented by the stimulating ocean outlook and provide a contemporary waterfront aesthetic of varied, yet unified, architectural style.

7 PREFERRED LAND USES

Preferred uses are:

- Licensed premises
- Entertainment/hospitality; eating and drinking places
- Retail
- Short-stay accommodation/serviced apartments
- Medium to high density residential, only in conjunction with commercial development
- Other permissible uses listed under Town Planning Scheme No.2 (TPS2) are not preferred.

8 PLANNING AND DEVELOPMENT PRINCIPLES

The following Planning and Development Principles will apply:

8.1 Land Use

Principles:

- Encourage the inclusion of suitably scaled licensed premises to ensure that the site retains its previous role as an eating and drinking venue.
- Establish buildings that provide an attractive setting for business and social interaction within an environment that combines an appropriate mix of uses with a high quality public domain.
- Encourage vibrant and diverse land uses that attract visitors.
- Encourage attractive alfresco dining facilities to foster a lively streetscape.

- Increase the residential community to strengthen the sense of community and increase the number of people within the coastal node outside business hours.
- Ensure that residential uses are integrated with the retail, commercial and hospitality potential of the site.
- Provide a range of dwelling sizes to appeal to a diverse range of residents.
- Provide short-stay accommodation to promote tourism.
- Design buildings to a scale that minimises overshadowing of adjacent properties.

8.2 Urban Design

Principles:

- Locate and configure buildings to address the street and facilitate continuous 'Main Street' style streetscapes which provide interest and interaction between buildings and pedestrians at street level.
- Use landscaping, on-street parking, and al-fresco dining areas to establish a stronger relationship between the building and the street.
- Utilise building scale and design to create an identifiable scale and character for adjacent streets and publicly accessible spaces.
- Provide openings at all building levels to enable passive surveillance of adjacent publicly accessible areas.
- Provide shade and shelter through the use of a continuous awning and/or colonnade treatment. Street trees are also encouraged.

8.3 Pedestrian Movement and Amenity

Principles:

- Employ 'Crime Prevention Through Environmental Design' principles to create a safe, and well-lit pedestrian environment with good surveillance.
- Provide obvious and direct pedestrian routes to, and between, major attractors to make walking a legible and convenient alternative to car use.

8.4 Vehicle Movement and Access

Principles:

- Minimise and locate vehicle crossovers to avoid disruption of pedestrian amenity along the principal pedestrian routes.
- Provide for the safe use of alternative transport modes (such as bikes and scooters) to encourage their use in preference to car travel.

8.5 Vehicle Parking

Principles:

- Locate car parks (other than on-street parking) out of sight from the public domain (that is; behind, below or above buildings) to avoid a detrimental visual impact on the adjacent streetscapes.
- Provide attractive parking for bicycle, motorbike and scooter users, and suitable end-of-trip facilities, to encourage their use as an alternative to car travel.
- Separate resident parking from short stay, commercial and other visitor parking.



8.6 Materials, Finishes and Landscaping

Principles:

- Contribute to attractive and well-landscaped streets and other public or semi-public spaces, and enhance the quality and experience of the public realm.
- Employ coastal, drought and salt-tolerant, low-maintenance plants, and avoid plant species that are likely to spread into the surrounding natural environment.
- Integrate public art into the design of the built form.

9 REQUIRED ELEMENTS

- (a) A licensed premises must be included in any development. The building must be framed along its Safety Bay Road and Malibu Road frontages by commercial uses with direct pedestrian access to the street. All development must address the street in a manner consistent with contemporary urban streetscape design disciplines.
- (b) An activated frontage with eating and drinking and commercial uses at ground level and a three storey minimum contiguous façade positioned in accordance with the setback requirements must be provided. At the ground level, buildings must address the street with a primary business entrance and a shopfront façade that is transparent over at least 75% of the area of the facade.

The following mandatory setbacks apply:

Malibu Road	
Height	Required Setback
1st – 3rd storey	Nil
Malibu Road	
Height	Required Setback
4th – 5th storey	6m
6th – 7th storey	16m
8th storey and above	19m

Safety Bay Road	
Height	Required Setback
1st – 4th storey	Nil
5th – 7th storey	3m
8th storey and above	6m



Side (South Eastern) Boundary	
Height	Required Setback
1st – 4th storey	6m
5th storey	9m
6th – 7th storey	18m
8th storey and above	19m

Side (North Eastern) Boundary	
Height	Required Setback
1st storey	Nil
2nd – 4th storey	6m
5th storey	9m
6th – 7th storey	18m
8th storey and above	19m

- (c) To allow for robust buildings, a minimum ground floor to first floor height of 3.2 metres with a minimum of 3.0 metres ceiling height must be provided.
- (d) Street elevations must be articulated to include defined streetfront entries which are clearly identifiable from the street. Balconies, deep window reveals, related awning and roof elements and changes in materials (subject to the maintenance of a predominantly glazed and transparent commercial frontage at ground level) are also encouraged.
- (e) Street awnings must be provided to the full width of the proposed building at a minimum 2.5m wide, with lighting being provided under the street awnings.
- (f) The scale and design of buildings is to be designed to minimise any overshadowing of adjoining properties and public spaces to the satisfaction of the City.
- (g) Between windows and glazed commercial frontages, walls must be predominantly masonry, rendered brick or stone. Tilt slab or pre-cast concrete construction is only to be approved for visible external walls where the design achieves an adequate level of articulation and detail consistent with the spirit and intent of the guidelines.
- (h) Residential development must accommodate a balanced mix of dwelling sizes, and will only be considered in conjunction with commercial development, including licensed premises.
- (i) Any residential development must incorporate noise attenuation measures to limit the noise impacts to residences from the licensed premises.
- (j) The provision of open space in accordance with the minimum open space requirements of State Planning Policy 3.1 - Residential Design Codes.
- (k) Off-street car parking must be located behind, under or over ground floor, streetfront buildings.

- (l) In lieu of the normal landscaping requirements of the Scheme, developers may be required to contribute to the cost of streetscape and/or landscape works within the public domain in the general vicinity of their development site.
- (m) Loading and servicing areas must be screened from view of the street to the satisfaction of the City.
- (n) Should development of the Waikiki Hotel site precede any redevelopment of Lot 2 Safety Bay Road (the Service Station site), the proposal must provide for an appropriate interface along the common boundary to the satisfaction of the City.
- (o) Any subdivision application is to be prepared in accordance with an approved Development Application.
- (p) Any development must include pedestrian crossing facilities from the site to Lot 2041 Safety Bay Road (Waikiki Beach).
- (q) The layout and design of the building must maximise natural ventilation and, where possible, cross ventilation. Consideration must be given to the impact of the building on the prevailing winds to adjacent properties.

10 AUTHORITY

This Planning Policy has been adopted by the Council under Clause 4(4) of the Planning and Development (Local Planning Schemes) Regulations 2015. The Council is to have due regard to the provisions of the Policy and the objectives which the Policy is designed to achieve before making its determination.

11 INTERPRETATIONS

For the purpose of this Policy, the following terms shall have the following meanings:

- Amenity: *means all those factors which combine to form the character of an area and includes the present and likely future amenity.*
- Articulation: *means an element of building design which means the breaking up of a façade into individual elements to provide a modulated effect aimed at enhancing individual building identity, variety and interest. This can be achieved through the use of such elements as window projections, balconies, awnings, minor recesses and/or projections of walls or parts of walls to provide visual interest, and to enhance the 'fine grained' scale of development.*
- Built Form: *means the configuration of the aggregate of all buildings, structures, etc., which make up a town or city.*
- Council: *means the Council of the City of Rockingham.*
- Façade: *means the exposed face(s) of a building towards roads or open space, or the frontal outward appearance of a building.*
- Height: *means the measurement taken from the natural ground level immediately in front of the centre of the face of the building to a level at the top of the ridge, parapet, or flat roof, whichever is the highest, but does not include any lift plant, water tower or similar utility or service, not exceeding 3 meters in height, or any architectural feature or decoration (other than a freestanding sign) not used for any form of accommodation, which may be approved by the Council.*



Main Street means mixed land use developments fronting a street in a manner whereby pedestrian access to the majority of individual businesses can be achieved directly from the street, and/or where customer car parks on private property do not separate the road reserve boundary from the front of a building.

Surveillance: means the presence of passers-by or the ability of people to be seen in public spaces from surrounding windows, decks, balconies or the like. 'Casual surveillance' means "eyes on the street" provided by local people going about their daily activities.

12 ADOPTION

This Policy was adopted by the Council at its ordinary Meeting held on the 19 December 2017.