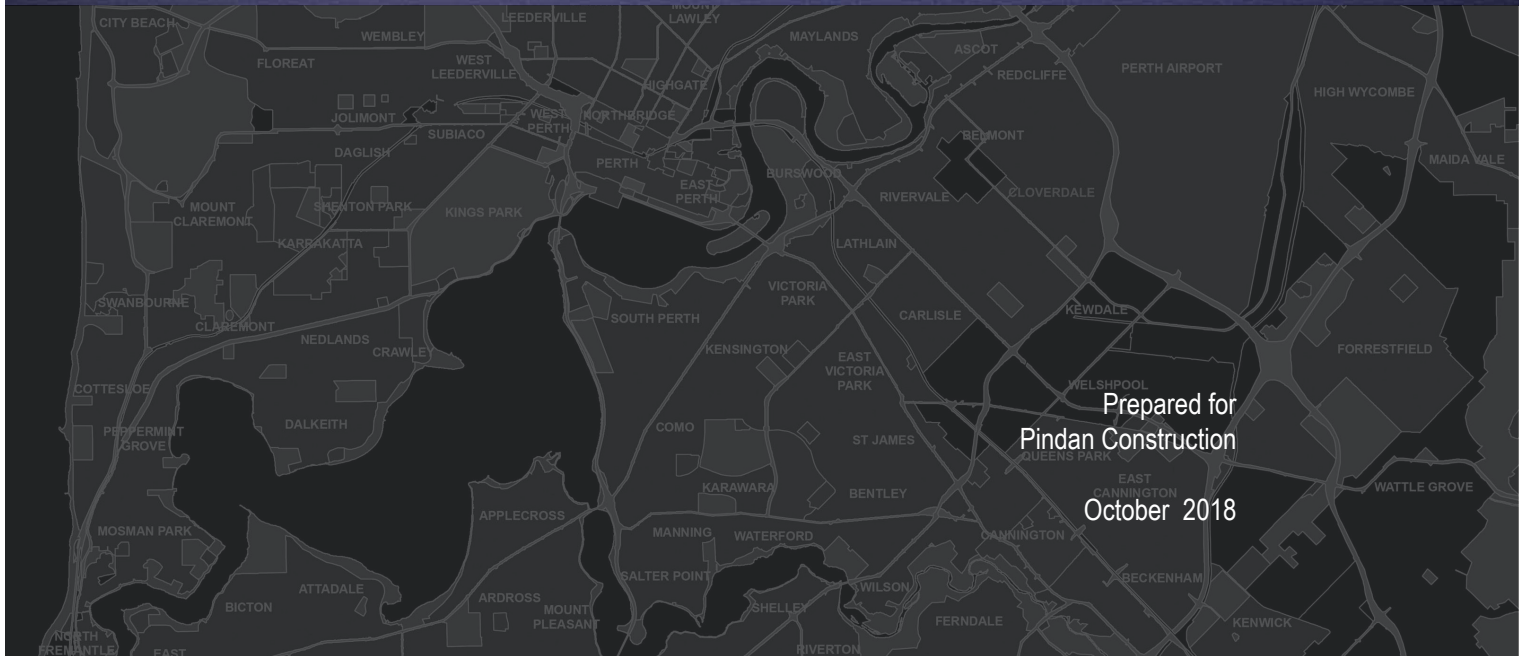


Development Application Report

Lot 3 Princess Royal Drive,
Albany, WA

PLANNING SOLUTIONS
URBAN & REGIONAL PLANNING

PS



Prepared for
Pindan Construction
October 2018

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1 Preliminary

1.1 Introduction

Planning Solutions acts on behalf of Pindan, the proponent of the proposed 'Albany Waterfront Hotel' development at Lot 3 Princess Royal Drive, Albany (**subject site**). Planning Solutions has prepared the following report in support of an Application for Planning Approval for a hotel development at the subject site.

The proposed development comprises a 108 room hotel, bar / restaurant, two commercial tenancies and associated car parking and landscaping. The proposed development will provide much needed, high quality short stay accommodation in the centre of Albany. The proposal will improve the attraction of Albany as a tourist destination, as well as providing employment opportunities that contribute to the local economy.

This development application is limited to the western portion of the subject site, in the areas marked on the site plan. It does not include the short stay apartment development earmarked for the eastern portion of the site.

The style and room layout has been designed to the specifications of a *Hilton Garden Inn*. Negotiations are ongoing between the proponent and the prospective hotel operator.

This report will discuss various matters pertinent to the proposal, including:

- Background.
- Site details.
- Proposed development.
- Statutory planning framework.

1.2 Background

The Albany foreshore area has been the subject of extensive planning by the City of Albany and various state government bodies over several decades. The current planning framework for the area is based on a 2005 concept plan prepared for Landcorp. However, the planning framework has evolved and been amended, most recently in 2011. Despite various changes in visioning for the Albany Waterfront, the development of a hotel has been a common theme in planning framework.

It is considered the proposed development will provide much-needed, high quality short stay accommodation on the Albany Waterfront and is considered to offer a substantial benefit by acting as a catalyst for private development within the Albany Waterfront Precinct and improving opportunities for tourism and economic growth.

2 Site details and context

2.1 Land description

Refer to **Table 1** below for a description of the subject site.

Table 1: Lot details

Lot	Plan / Diagram	Volume	Folio	Area (m ²)
3	Plan 65707	2788	558	9,599

The proposed development relates to the western portion of Lot 3 only. The remainder of Lot 3 is earmarked for a short stay accommodation development and does not form part of this application.

Refer **Appendix 1** for copies of the Certificate of Title and Plan/Diagram.

2.1.1 Notifications and Encumbrances

The subject site is burdened by a series of easements, restrictive covenants and title notifications. These are summarised in **Table 2** below. Where the encumbrances relate to a specific portion of land, this has been depicted on the survey in **Appendix 2**.

Table 2: Limitations, Interests, Encumbrances and Notifications Affecting Lot 3

Purpose	Land Burdened	Benefit
Easement for motor vehicle parking	Lots 3, 4 & 5	Lots 1 & 2 on DP 60527
Easement for motor vehicle parking	Lot 3	Lots 4, 5 and the City of Albany
Easement (benefit) for right of access	Lot 4	Lots 3, 5 and the City of Albany
Easement (benefit) for motor vehicle parking	Lot 5	Lots 3, 4 and the City of Albany
Easement for drainage purposes	Lots 3, 4 & 1583	City of Albany
Easement for right of access	Lots 3, 4, 5 & 1583	Albany Port Authority
Restrictive Covenant restricting direct access to Princess Royal Drive	Lot 3	Main Roads WA
Restrictive Covenant for provision of tourist accommodation	Lots 3, 4 & 5	City of Albany
Notification relating to factors affecting the land	Lots 3, 4 & 5	Public Transport Authority
Notification relating to factors affecting the land	Lots 3, 4 & 5	Albany Port Authority
Notification relating to factors affecting the land	Lots 3, 4 & 5	Main Roads WA

It is noted the proposed development:

- Will maintain public access to the car parking area and through the subject site;
- Does not involve development in the portion of the site subject to the drainage easement;
- Does not propose access to Princess Royal Drive;
- Proposes tourism accommodation (hotel) and associated land uses only;
- Is designed cognisant of the factors affecting the land, as discussed through this DA report.

2.2 Location

2.2.1 Regional context

The subject site is located in Albany, approximately 400km south of metropolitan Perth, approximately 340km south east of Bunbury, approximately 50km south of Mount Barker and 11 kilometres south of the Albany Airport.

Middleton Beach and the National ANZAC Centre are located approximately 3km north east and east of the subject site.

The subject site is approximately 1.5km west of Port Albany, 350m south of the Albany Town Centre and approximately 400m to the south west of the UWA Albany Campus.

The subject site is within the municipality of the City of Albany (**City**).

2.2.2 Local context

The area to the east of the subject site comprises the Albany Port. Southern Ports reports that 3 – 4 million tonnes of trade pass through Albany Port annually with the main trades being the export of grain and woodchips. The subject site is within the Albany Waterfront Marina precinct which is intended to provide a high quality mixed use entertainment and accommodation precinct which connects the harbour with the Albany CBD.

The subject site has frontage to Princess Royal Drive to the north, Toll Place to the west and the Princess Royal Harbour Promenade (**the Promenade**) to the south. Princess Royal Drive is a four lane arterial road (two lanes in each direction) which provides a west/east connection from the suburbs of Port Albany to Mount Elphinstone, and a connection to York Street and the Town Centre. Princess Royal Drive is classified as a Primary Distributor Road in accordance with Main Roads WA Road Information Mapping System.

Adjacent to Princess Royal Drive to the north is the Albany Port Railway which provides a freight route in and out of the Albany Port.

The Albany Entertainment Centre is located directly west of the subject site on the opposite side of Toll Place. The adjoining lots to the east (Lots 4 and 5) are vacant.

2.3 Land use and topography

The subject site is currently vacant, used as an informal car park only. As outlined above, it is situated within the Albany Waterfront area which is intended as an entertainment and accommodation precinct. The area surrounding the subject site on its Toll Place frontage includes the Albany Entertainment Centre, a liquor store and the 'Due South' tavern. The Albany Whale Tours stand and café is situated to the south on the opposite side of the Promenade.

A left-in crossover from Toll Place currently services the subject site. Vehicles will exit the site at an existing egress point to Princess Royal Drive on the eastern side of Lot 3.

In terms of topography, the subject site is generally flat.

Refer to **Figure 1**, aerial photograph and **Photographs 1 – 9** below provide photograph modelling of the subject site.



Photograph 1: Subject site as viewed from the south-west.



Photograph 2: Subject site as viewed from the east.



Photograph 3: View of the Promenade / Harbour from the south west of the subject site.



Photograph 4: Subject site as viewed from the north-west.



Photograph 5: Subject site as viewed from the west (Toll Place).



Photograph 6: Existing commercial development south of the subject site, fronting to Albany Harbour.



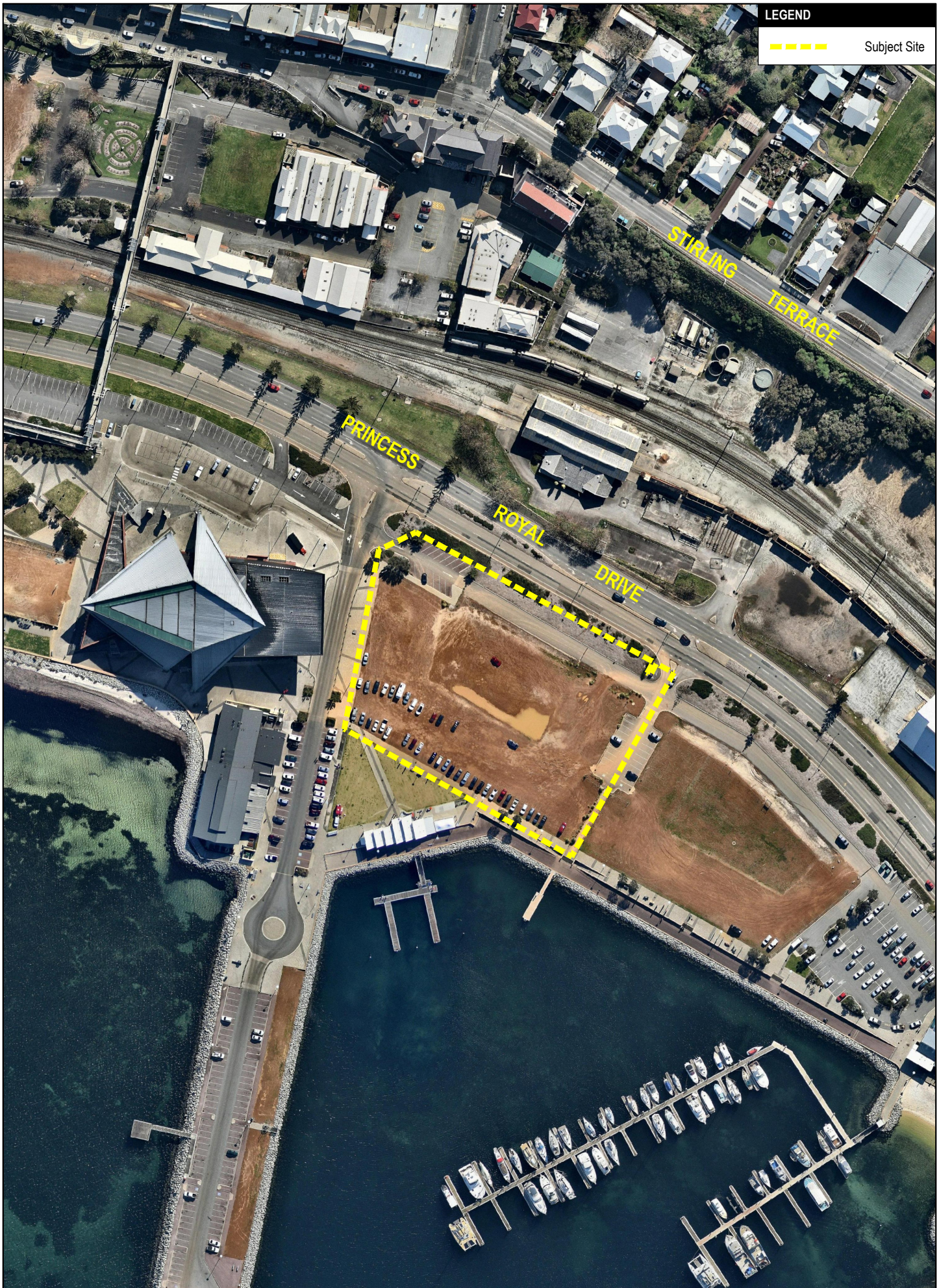
Photograph 7: Existing 'Cellarbrations' liquor store to the south-west of the subject site.



Photograph 8: Existing crossover from Toll Place.

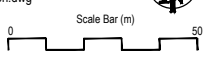


Photograph 9: View of the subject site from the pedestrian railway bridge to the north-west.



LEGEND

Subject Site



3 Proposed development

The proposal seeks to develop the subject site with a five storey hotel and associated amenities along with two ground floor commercial tenancies.

The proposed hotel is to be situated on the western portion of the subject site and will comprise a building footprint of 919m² and a gross floor area of 4,575m² across the five levels of the development.

The particulars of the development are outlined in **Table 3** below.

Table 3: Development Particulars

Level	Development Particulars
Ground Floor	<ul style="list-style-type: none"> • A restaurant and bar at ground level fronting Toll Place (132m²). • Reception and lobby area (135m²). • A gymnasium for hotel guests (48m²). • A meeting / function room for hotel guests (48m²). • Two commercial tenancies (shop or office) fronting the Promenade with net lettable areas of 66m² and 81m² respectively. • An alfresco / courtyard area fronting Toll Place to be used in conjunction with the restaurant/bar (65m²). • A bin store and service and loading area located at the north of the proposed hotel building. • Office and administration facilities. • 75 car parking spaces for customers, guests and staff, including six ACROD bays. • 525m² of landscaping (for the hotel portion of the site only).
First – Fourth Floor	27 hotel rooms per floor (108 rooms in total, including 88 'King' (or 'Twin') rooms, eight 'King Connecting' rooms, six 'Accessible' rooms, four 'Corner Superior Connecting' rooms and two 'Superior' rooms).

The proposed development includes vehicle access via an existing crossover on Toll Place, near the intersection to Princess Royal Drive.

The main pedestrian entry is situated at the corner of the Promenade and Toll Place, as a secondary pedestrian entry is situated at the rear of the hotel lobby providing direct access to the car park.

The hotel will operate 24 hours a day and represents an ideal opportunity to accommodate both domestic and international tourists.

The hotel operator has advised a maximum of 15 staff would be required for the operation of the hotel.

The proposed development comprises two commercial (shop) tenancies at ground floor level which would be leased out to separate tenants. The purpose of the commercial tenancies is to sleeve the back of house areas of the hotel and to ensure the Promenade frontage of the development is treated with an appropriate level of activation and passive surveillance.

Refer to **Appendix 2** for a copy of the Development Plans.

3.1 Vehicle Access

Vehicle access is proposed via the existing vehicle access points, comprising:

- A left-in access point from Toll Place;
- An egress point from Princess Royal Drive situated between Lots 3 and 4.

The subject site also offers public vehicular access across Lot 3.

As vehicle access is consistent with the defined access points for the site under the Albany Waterfront Planning Framework. As such, no traffic report has been prepared except for vehicle swept paths to ensure the waste truck can access the subject site.

3.2 Design

The building design provides two main façades being the Toll Place façade and the Promenade façade. The project architects have carefully considered the design approach to both elevations. There is a clear link between the Toll Place elevation and the architecture of the Albany CBD by providing 'solid' materials such as face brick. The Promenade frontage offers a more modern design with lighter / transparent elements in the southern elevation, incorporating the visual connection to the harbour and the maritime themed architecture. The transition between the two elevations is also considered with a landmark curved corner element situated at the junction of Toll Place and the Promenade.

Furthermore, the architect have considered the rear elevations in the design to ensure these present in a manner which contributes positively to the amenity of the area. The north and east elevations facing the car parking area incorporate materials and detailing consistent with the other elevations.

The following design elements have been incorporated:

- Dual pedestrian access points to the hotel lobby from the Promenade and the carpark area.
- A glazed screen wall in front of the courtyard fronting Toll Place, providing visual interaction to the public realm, but ensuring the area is protected from prevailing winds.
- The plant yard and service areas are located internally and on the roof top and are screened or sleeved with appropriate building materials in all instances.

Refer to **Appendix 3** – Design Report.

4 Statutory planning framework

4.1 City of Albany Local Planning Scheme No. 1

4.1.1 Zoning

The subject site is zoned ‘Special Use No. 15’ (**SU15**) under the provisions of the City’s Local Planning Scheme No. 1 (**LPS1**).

The SU15 area relates to the entire Princess Royal Harbour Foreshore Area (also known as the Albany Waterfront Precinct). SU15 is divided into five precincts. The subject site is situated within the ‘Accommodation Precinct’.

Refer to **Figure 2** – zoning map.

4.1.2 Land Use and Permissibility

The development of a hotel is best classified as a ‘Hotel’ land use, defined under LPS1 as:

Hotel: means premises providing accommodation the subject of a hotel licence under the Liquor Control Act 1988, and may include a betting agency on those premises, but does not include a tavern or motel;

A Hotel is a ‘D’ (discretionary) use within the Accommodation Precinct of the Special Use No. 15 area, meaning the use is not permitted unless the Local Government has exercised its discretion by granting planning approval. It is considered a hotel use to be entirely appropriate for the subject site, given it is situated within the Accommodation Precinct under the Albany Waterfront Planning Framework, which seeks to deliver short stay accommodation for the locality.

The proposed development includes two commercial tenancies fronting the Promenade, which will be assigned a land use of ‘Shop’.

Shop: means premises other than a bulky goods showroom, a liquor store – large or a liquor store – small used to sell goods by retail, to hire goods, or to provide services of a personal nature, including hairdressing or beauty therapy services.

A Shop is a ‘D’ (discretionary) use within the Accommodation Precinct of the Special Use No. 15 area. It is considered shop is a highly appropriate land use in this location given it will help to activate the Promenade, consistent with the objectives of the Albany Waterfront Planning Framework.

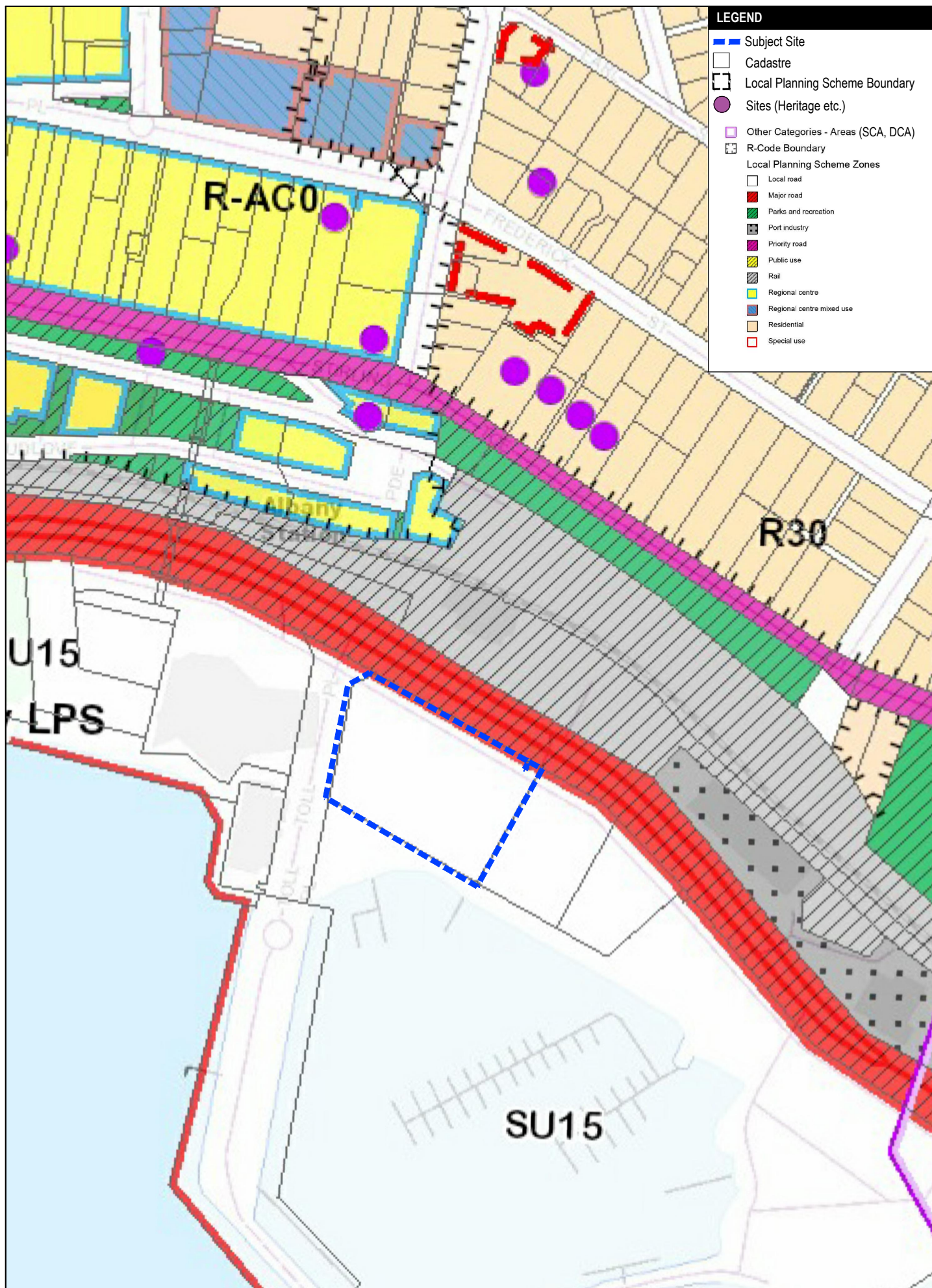
4.1.3 Local Planning Scheme No. 1 – Amendment No. 29

Amendment No. 29 to LPS1 was initiated by Council in October 2017. It is an omnibus amendment which seeks to modify various parts of the LPS1 text. One of the proposed amendments includes amending the text in Schedule 4 – Special Use Zones, pertaining to SU15 by deleting the current building height allowance of five metres and replacing it with the following:

- Hotel and/or Motel buildings are to be at a maximum height of 5 storeys;
- Holiday Accommodation buildings are to be at a maximum height of 6 storeys.

The reasoning for the modification set out in the officer’s report was:

“Condition 3(b)(ii) currently sets a maximum building height limit of five metres, which is thought to be a typographical error and should have read ‘5 storeys’. However, this is compounded by the fact that the Albany Waterfront Structure Plan allows holiday accommodation buildings to be constructed to a maximum height of six storeys. It has therefore been determined that this condition should be replaced for consistency with the Structure Plan.”



4.1.4 Special Use Zone No. 15 Development Requirements

Schedule 4 of LPS1 provides the development standards applicable to Special Use Zone No.15. These objectives are addressed in **Table 4** below.

Table 4: Special Use No. 15 – General Development Objectives

Provision	Objective	Response
(a)	Reflect a maritime context;	The architectural style reflects a maritime context and theme. Refer to the design report in Appendix 3 .
(b)	Cater for pedestrian flow;	Pedestrian access along Toll Place and the Promenade footpaths is maintained, with a pedestrian footpath bisecting the proposed hotel development and future adjacent apartment building to the east of the site. This will provide direct pedestrian access from Princess Royal Drive to the harbour.
(c)	Provide adequate onsite parking and vehicle access;	208 parking bays are provided onsite. The current vehicle crossover from Toll Place is maintained. Car parking is discussed in Section 5.1 of this report .
(d)	Provide a safe and secure environment for all members of the community;	Activation of Toll Place and the Promenade, along with appropriate lighting will provide for a safe and secure environment. The proposed development offers surveillance to all sides of the building and does not include any blank walls.
(e)	Ensure building scale, materials, and colours which complement the existing CBD building stock;	Consideration has been taken by the architects to ensure building scale, materials, and colours complement the existing CBD buildings. Refer to the design report in Appendix 3 .
(f)	Use materials that ensure longevity in a harsh marine environment;	The harsh marine environment and prevailing winds have been considered in the hotel building design and appropriate materials and finishes are proposed.
(g)	Not use roof tiles;	No roof tiles are proposed.
(h)	Not use low pitch roofs concealed by parapet walls;	This objective appears to contradict the requirements of the Albany Waterfront Planning Framework which encourages low roof pitches on higher buildings. In this instance, a low roof pitch is considered acceptable to ensure the building presents in a respectful manner to the CBD above and to ensure the proposed development maintains views from the townsite to the harbour.
(i)	House mechanical services within the building or roof space;	Plant rooms and air conditioning units are situated on the rooftop, within a screened service enclosure. A substation is proposed external to the building due to Western Power requirements. However, this is to be screened with landscaping to mitigate its impact on the public realm.
(j)	Mitigate traffic noise in accommodation buildings;	The noise generated by the port and associated traffic routes has been considered and accounted for in the building design. Appropriate glazing will be utilised in the design to mitigate noise. Refer to the Acoustic Report in Appendix 4 .
(k)	Be set back a minimum of 25 metres from princess royal drive;	Proposed setback of 39m from Princess Royal Drive.
(l)	Contain all waste storage and delivered goods within the associated buildings;	All waste storage is housed internally within the hotel building. Delivered goods are to be unloaded in the

		designated delivery bay before being housed internally in the receivals area and storerooms.
(m)	Position car parking on the northern side;	Car parking is positioned on the northern side of the subject site, shielded from view from the Harbour and Promenade. The proposed development maintains high quality elevations fronting the car park, which provide materials consistent with the remainder of the building and offer surveillance to the car park.
(n)	Not utilise basement parking;	No basement parking is proposed.
(o)	Provide disability access; and	The subject site is flat and all pedestrian access is proposed at-grade. The necessary number of ACROD bays will be provided in the car park.
(p)	Provide public art to complement the maritime theme.	Public art will be provided within the development, with further details to be provided following planning approval. The proponent will work with the City of Albany to ensure the public art appropriately reflects the maritime theme.

Schedule 4 of LPS1 also provides the development standards and specific requirements applicable to each precinct within the Special Use zone. An assessment against requirements of the Accommodation Precinct are addressed in **Table 5** below.

Table 5: Special Use Zone Individual Precinct Requirements - Accommodation Precinct

Provision	Requirement	Proposed	Compliance
3. (i) Land Use	Despite anything contained in the Zoning Table, Shop, Office and Restaurant may only be permitted by the Local Government subject to that land use being incidental to an approved Motel use.	Whilst the proposed shops are to be leased out separately from the hotel, the use is considered appropriate in the context of the subject site.	✓
(ii) Building Height	Buildings are to be at a maximum height of 5 metres.	Five storeys proposed. <i>Note: refer to Section 5.1.3 of this report above in relation to Amendment No. 29.</i>	✓ (assuming the Scheme is intended to read as 5 storeys)
(iii) Plot Ratio	Maximum plot ratio shall be 1.5.	Gross floor area = 4,575m ² If assessed over the entire lot 3 (9,599m ²), plot ratio = 0.48 If assessed over the portion of lot 3 (4,172m ²) subject to this development application = 1.10	✓
(iv) Car Parking	Car parking is to be provided at the following ratio: <ul style="list-style-type: none"> One per employee+; One per 3m² bar area +; One per 4 seats in dining area +; One per bedroom +; One per 4m² other public area: and One bicycle parking facility for every 10 car bays.	Refer to Section 5.1 of this report for a full parking assessment.	Discretion required

(v) Setbacks	The following minimum setbacks apply		
	25 metres from Princess Royal Drive	39 metres from Princess Royal Drive.	✓
	12 metres from eastern boundary;	70m from eastern boundary	✓
	Nil setbacks from all other boundaries.	<ul style="list-style-type: none"> 1.3m-10m setback on western boundary fronting Toll Place. 2m setback fronting the Promenade 	✓

4.1.5 Bicycle Parking Requirements

Schedule 4 of LPS1 details the bicycle parking rates within Special Use zone No.15 – Accommodation Precinct. An assessment of the bicycle parking requirements for the subject site is provided in **Table 6** below which demonstrates the proposed number of bicycle spaces complies.

Table 6: Bicycle Parking assessment

Parking Standard	Variable	Required Bicycle Bays
One bicycle parking facility for every 10 car bays.	75 car bays	8 bicycle bays
Total Bays Provided		8 bicycle bays

4.2 Albany Waterfront Planning Framework

The Albany Waterfront Planning Framework Report (**AWPF**) is intended as a guide for development in the Albany Waterfront (SU15 area). It is based on a 2005 concept plan which provided a broad layout for the precinct including the size and location of possible developments. The concept plan has evolved since 2005 and the AWPF was last amended in October 2011.

The vision set out in the AWPF is:

“The Albany Waterfront will actively link the CBD to Princess Royal Harbour by providing a people-focused development with a strong sense of vibrancy and excitement with a unique combination of entertainment, accommodation and mixed-use buildings facing a wide waterside promenade overlooking an active public marina.”

The AWPF comprises:

- A structure plan report, which provides strategic planning guidance on design, land use, parking, built form, public spaces, landscaping, traffic, servicing and subdivision.
- A precinct plan, which provides more detailed statutory planning requirements for the waterfront.

For the purpose of this report, an assessment has been made against the detailed requirements of the precinct plan, with reference to the structure plan where a discretionary assessment is required. The general requirements of the AWPF are addressed in **Table 7** below.

The precinct plan divides the waterfront into five precincts. The subject site is within the Accommodation Precinct. The Accommodation Precinct requirements are addressed in **Table 8** below. It is noted these requirements are similar to those within the LPS1 text, addressed in **Table 5** above. The provisions of the Scheme prevail to the extent of any inconsistency.

4.2.1 Draft Amendments to Albany Waterfront Planning Framework

In January 2018, a proposed amendment to the AWPf was requested on behalf of the owner of the subject site. The proposed amendments include:

- Making permanent accommodation capable of approval in the Accommodation Precinct (this is currently prohibited);
- Reducing the required Princess Royal Drive setback from 25m to 19m; and
- Permitting basement car parking on the subject site.

At its Ordinary Meeting on 24 July 2018, Council resolved the following in relation to the proposed amendments:

“THAT Council:

1. NOTE that WAPC has agreed to an extension of time to submit a recommendation on the proposed Structure Plan.

2. SUPPORT City of Albany staff seeking the following information from the applicant:

- *Updated noise contour plan that includes data provided by Southern Ports and their consultants; and*
- *The appropriate noise package to adequately attenuate external noise levels to ensure night time noise levels within all Multiple Dwellings located within the Accommodation Precinct do not exceed 55dB (LA(Max)).*

3. SUPPORT City of Albany staff seeking further input from the Southern Ports, the Department of Planning, Lands and Heritage and the Department of Water and Environmental Regulation on the below proposed provision: A detailed acoustic assessment is required to support a Development Application detailing the design, construction measures and acoustic treatments incorporated to adequately attenuate external noise levels to ensure night time noise levels within all Multiple Dwellings located within the Accommodation Precinct do not exceed 55dB (LA(Max)).

4. NOTE that after consultation, a recommendation regarding the structure plan will be made to Council.”

It is understood that noise investigations and reporting are ongoing.

The proposed development is unaffected by these proposed modifications. The proposal does not seek to provide permanent accommodation, setbacks to Princess Royal Drive will meet both the current planning framework and the draft modifications and no basement parking is proposed in this development application.

Table 7 - Albany Waterfront Planning Framework Report Development Requirements

Clause	Requirement	Proposed	Compliance	Comments / Justification
1.0 Materials				
1.1	Building enclosure materials will generally complement the quality of those used in the Albany CBD, in particular the buildings fronting Stirling Terrace.	<p>Face brick cladding, 'charcoal' finished panel cladding and solar control glazing generally complement the quality of those used in the Albany CBD.</p> <p>The design report in Appendix 3 demonstrates the design considerations and the link to the Albany CBD.</p>	✓	
1.2	Finishes and materials used for external walls will be of a quality sufficient to reflect the important public nature of the development.	<p>The proposed development comprises high quality and durable materials which reflect the public nature of the locality. The curved corner element of the building will play a key role in reflecting the quality of the development.</p> <p>The design report in Appendix 3 demonstrates the design considerations.</p>	✓	
1.3	Examples of suitable finishes are faced limestone or painted render. Rendered and painted concrete panel is acceptable provided its detailing, particularly at pedestrian level, is appropriately refined.	<p>The finishes predominantly comprise face brick cladding, 'charcoal' finished panel cladding and solar control glazing are suitable finishes.</p> <p>The pedestrian level will predominately comprise glazed / active frontages to maximise engagement with the public realm.</p> <p>As demonstrated in the design report (Appendix 3), these materials are reflective of the locality.</p>	✓	
1.4	Face brickwork, corrugated steel and timber are suitable for feature panels to external walls however these materials should not represent more than 10% to 15% of the total elevation.	The Toll Place elevation proposes face brickwork representing approximately 30% of the surface area of the elevation.	Discretion required	The design intent has been for the northern elevation to provide a link to the architecture in the CBD, which includes face brick. As the building transitions at the corner element, a more modern

		The Promenade elevation does not comprise any face brick.		design approach is taken. This is further explored in the design report (Appendix 3). Notwithstanding the requirement of Clause 1.4, it is considered the design outcome is consistent with the objectives of the Albany Waterfront Planning Framework.
1.5	Corrugated steel sheeting is not a suitable wall material but is acceptable in gables and spandrels.	No corrugated steel sheeting is proposed.	✓	
1.6	Paving materials will be of a quality usually associated with high traffic civic precincts.	Paving materials will be of a high quality.	✓	No specific paving materials have been proposed in this development application. If required, further details may be provided prior to building permit.
1.7	Materials and detailing will ensure longevity in a harsh marine environment.	The design considers the harsh marine environment. Strong and robust materials will be proposed for this development.	✓	
1.8	Roof tiles and unpainted or 'brilliant' white metal sheet roofing materials are not acceptable.	No roof tiles are proposed. No 'brilliant' white metal sheet roofing is proposed.	✓	
1.9	Use of highly reflective glazing will not be permitted. Samples of any reflective or tinted coatings to glazed areas will need to accompany any development application and will be to the satisfaction of the COA.	No highly reflective glazing is proposed.	✓	The materials are clearly depicted on the elevations. These will be considered in more detail prior to the building permit. If required, further details and samples may be provided prior to building permit.
2.0 Setbacks				
2.1	All buildings will be set back a minimum of 25m from the Princess Royal Drive road reserve boundary.	Setback of 39m from Princess Royal Drive.	✓	Note, a small substation is proposed within 25m of the Princess Royal Drive boundary. This is situated within a landscaping area to minimise its impact. The substation is approximately 31m ² and is not considered to unduly impact the amenity of the locality.
2.2	Buildings fronting the Promenade may have a zero setback from the Promenade.	Setback of 2m from the Promenade.	✓	

2.3	The AEC and adjacent hotel building shall generally be built up to Toll Place. The actual location of these buildings in relation to Toll Place shall be determined by the spatial requirements associated with vehicle set down areas, road widths and pedestrian paths.	N/A – This proposal relates to the ‘Albany Waterfront Hotel’ only.	N/A	
2.4	At the boundary between the Albany Peace Park and the Albany Waterfront Development, the buildings will be set back from the boundary sufficient to enable an unobstructed 5.0m minimum width paved pedestrian way linking the Promenade to Princess Royal Drive. The boundary treatment shall include complementary landscaping to interface harmoniously with the Albany Peace Park.	N/A – The proposed development is not adjacent to the Albany Peace Park.	N/A	
3.0 Elevations				
3.1	The Albany Waterfront Development effectively has two main frontages and each must be treated appropriately.	The proposed development addresses Toll Place and The Promenade with a high degree of activation at ground level. The elevation to Princess Royal Drive serves as a secondary entry from the car park. This elevation presents in a suitable manner to Princess Royal Drive, providing passive surveillance from the hotel rooms whilst ensuring the rear of the building is not subject to undue traffic noise.	✓	
3.2	Elevations facing Princess Royal Drive are to be regarded as main street elevations.	The north elevations facing Princess Royal Drive is not treated as a ‘main street elevation’ but provides appropriate surveillance and interface.	Discretion required	It is not considered appropriate that a ‘main street elevation’ (e.g. active street frontages) is provided to Princess Royal Drive given the area is subject to high levels of noise and given Clause 2.1 above requires a 25m setback. Nevertheless, the elevation is appropriately detailed and provides suitable passive surveillance toward Princess Royal Drive.
3.3	Elevations facing the Promenade and Toll Place are to be treated as building frontages displaying the quality of detailing appropriate for the public nature of the location.	The proposed elevations facing the Promenade and Toll Place are treated as the main frontages and are appropriately detailed.	✓	

		The design report in Appendix 3 demonstrates the design considerations and the architectural relationship with the Promenade and Toll Place.		
3.4	Service access to the AEC shall be designed to prevent it appearing as 'the rear' of the AEC.		N/A	
3.5	Air conditioners must not feature on any walls facing Princess Royal Drive, the Promenade or Toll Place and should be screened from the public realm to the satisfaction of COA.	Air conditioning units are situated on the roof in fully screened enclosures or at the rear of the commercial tenancies in a plant room with external louvers.	✓	
3.6	Elevations of all buildings while being contemporary will complement the general characteristics of buildings in the CBD and adjacent environs without attempting to copy or replicate their historical architectural style.	The design intent has been for the northern elevation to provide a link to the architecture in the CBD, which includes face brick. As the building transitions at the corner element, a more modern design approach is taken. This is further explored in the design report (Appendix 3). The proposed development does not seek to replicate heritage.	✓	
3.7	<p>Suitable characteristics that could be used in combination include:</p> <ul style="list-style-type: none"> • Front facades being as continuous as possible. • Well defined and recessed (750mm minimum) front entries to all entries facing the Promenade. • Construction to lot boundaries facing the Promenade. • Provision of linear cantilevered awnings. • Creating a "building base" or plinth using a change of material, colour or multiple horizontal banding at the ground floor level • Verge and eaves overhangs sufficient to create strong shadow lines. • Windows, other than window walls and large shop fronts, to be taller than they are wide and well recessed. • Horizontal projected banding at logical intervals (floors, window heads, sills) to increase the continuous linearity of the façade. • Openings, windows, columns where possible to be logically and rhythmically arranged. • Windows at ground floor level along all active frontages to be at least 2.4m high. 	The proposed development includes many of the suggested characteristics, including continuous front facades, large windows at pedestrian level, cantilevered awnings and a well defined front entry facing the Promenade.	✓	

3.8	The fly tower associated with the AEC will be a very visible component and will provide a central focus for the development. The fly tower shape and form is derived from functional needs this element should be treated in an inspirational way. This could be achieved in a number of ways including the use of transparent cladding materials, creative illumination, sloping of the roof, attachment of creative and inspiring three dimensional art works, colour and so forth.		N/A															
4.0 Parking																		
4.1	The Albany Waterfront development when complete will generate a need for 792 car bays. The Precinct Plan indicates how these car bays are to be distributed across the development. The car parking plan for each site is to be adhered to in order to satisfy the overall parking requirements.	Refer to Section 5.1 of this report for a full car parking assessment																
4.2	<div>The parking requirements for specific uses shall be determined in accordance with the following table:</div> <table><tr><td>Use</td><td>Parking bays/m² NLA</td></tr><tr><td>Mixed Use</td><td>1/30m²</td></tr><tr><td>Retail</td><td>1/12m²</td></tr><tr><td>Services Apartments</td><td>1/unit</td></tr><tr><td>Hotel</td><td>1/room 1/3m² in bar areas 1/4m² in eating areas</td></tr><tr><td>Entertainment Centre</td><td>1/4 seats the facility is designed to accommodate</td></tr><tr><td>Marina</td><td>1/5 pens</td></tr></table>	Use	Parking bays/m² NLA	Mixed Use	1/30m²	Retail	1/12m²	Services Apartments	1/unit	Hotel	1/room 1/3m² in bar areas 1/4m² in eating areas	Entertainment Centre	1/4 seats the facility is designed to accommodate	Marina	1/5 pens			
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4.3	Reciprocal rights of access will be required for parking areas fronting Princess Royal Drive.	Reciprocal rights of access are engrained through easements on the certificate of title. Lot 3 will continue to provide public access following this development.	✓															
4.4	Dimensions and layout of parking areas will be in accordance with AS 2890 “Parking facilities-Off-street car parking”. One parking space in every ten shall be planted with trees or shrubs and these bays will be included as parking and not landscaping.	Dimensions and layout of the proposed parking area is in accordance with AS 2890. All car bays are 2.6m x 5.5m.	✓	The proponent has no objection to setting aside one in every 10 car bays for landscaping. This can be addressed via a condition of approval.														

4.5	Joint use of parking areas will be encouraged.	The proposed parking area is accessible by the public and will be joined with the future development on the eastern portion of Lot 3.	✓	
4.6	No basement or part basement parking is permitted.	No basement parking is proposed.	✓	
5.0 Roofscape				
5.1	Due to Albany's hilly terrain, parts of the City centre will look down upon the Albany Waterfront. The roofscape is therefore considered to be a 'fifth elevation' and its design will be treated accordingly.	<p>The design of the roof as a fifth elevation has been considered and designed accordingly.</p> <p>With public access considered unsuitable due to the micro-climate of this precinct, the rooftop is designed in a simple form comprising a concrete roof with a low pitch. All services are screened with a charcoal powder coated screening enclosure, consistent with the materiality of the remainder of the building.</p>	✓	
5.2	Simple roof forms complementing the linearity of the buildings are desirable.	The rooftop is designed in a simple form comprising a concrete roof with a low pitch. This is considered to complement the surrounding buildings.	✓	
5.3	Roofs on single storey and two storey buildings should have substantial overhangs creating strong shadow lines. Minimum 800mm to verges and 1200mm eaves is suggested.	N/A – Five storeys are proposed.	N/A	
5.4	Strutting of overhangs is not encouraged.	No strutting of overhangs is proposed.	✓	
5.5	Low pitch roofs (<10-15°) are to be used on taller buildings such as the hotel and short-stay apartments. Consideration should be given to the use of green roofs on these buildings.	A low pitch roof (less than 5° is proposed).	✓	
5.6	Roof pitches on lower buildings should not be steeper than the roof pitch on the adjacent railway station building.	Roof pitch is not steeper than railway station.	✓	
5.7	The visual depth of roofs at all overhangs will be minimised.	There is no roof overhang proposed.	N/A	
5.8	No plant and equipment associated with air conditioning will be mounted on the roof of any buildings in the development.	Air conditioning units are situated on the roof in fully screened enclosures or at the rear of the commercial tenancies in a plant room with external louvers.	Discretion required	The several AC units located on the roof are to be contained in fully screened enclosures and screened from the public realm to the satisfaction of COA.

5.9	Aerials, antennas, masts, may be roof mounted provided it is satisfactorily demonstrated that they are an integral part of the design and contribute to the character and interest of the development. Mounting of large dishes on roofs is not permitted	No aerials or antennae are proposed through this development application.	N/A	
5.10	If buildings with lifts require a lift overrun then it should be satisfactorily demonstrated that the element containing the overrun does not compromise the quality of the "fifth elevation". It is preferable to contain any overrun within the roof space.	The proposed development comprises a lift overrun. This is situated in the 'spine' of the rooftop with other services which are screened with a charcoal powder coated enclosure, consistent with the materiality of the remainder of the building. The lift overrun is not considered to compromise the quality of the design.	✓	
6.0 Active Frontages				
6.1	The pedestrian-level experience along the Promenade is to be stimulating and vibrant. Blank walls at this level are not permitted. The upper levels of the hotel and short-stay serviced apartments, where they face the Promenade should include functional size balconies.	The ground level of the development fronting the Promenade comprises the hotel lobby and two commercial tenancies. This will offer an active and vibrant frontage. No blank walls are proposed facing the Promenade. No balconies are proposed in the development.	✓ Discretion required	Balconies are not proposed as part of this development for the following reasons: <ul style="list-style-type: none"> The micro-climate in the Albany Waterfront Precinct is not considered conducive to outdoor living areas. Potential for balconies spaces to be subject to undue noise. It is not standard for hotel rooms to comprise balconies. The lack of balconies does not compromise the quality hotel in any way. The lack of balconies does not inhibit passive surveillance. All hotel rooms have large windows facing the public realm
6.2	Elevations facing the Promenade will have a minimum of 80% windows at pedestrian level.	The elevation facing The Promenade comprises 90% windows at ground floor level.	✓	

6.3	All designated active frontages will be well illuminated.	All frontages facing the Promenade and Toll Place will be well illuminated including under-awning lighting.	✓	
6.4	Window sill heights along all active frontages will generally not be more than 200mm above floor level. Some areas may have small sections of higher sills provided the overall interior/exterior sight lines are not compromised.	Proposed window sill heights along Toll Place and the Promenade are 200mm above finished floor level.	✓	
6.5	Where cafes, restaurants, coffee shops and the like front the Promenade and Toll Place the capacity to open up these facilities to provide an alfresco area will be strongly encouraged.	An alfresco area is provided fronting Toll Place.	✓	
6.6	In alfresco areas along the Promenade wind mitigation devices such as glass screens are to be incorporated thus preserving views to Princess Royal Harbour.	No alfresco area is proposed on the Promenade. A glazed screen wall is proposed as a wind mitigation device for the alfresco area fronting Toll Place.	✓	
6.7	Unscreened air conditioning plant is not permitted at ground level along any designated active frontages.	No unscreened air conditioning plant equipment is proposed at ground level or at active frontages.	✓	
7.0 Northern Orientation				
7.1	The north facing side of all buildings is protected from the prevailing southerly winds arising from Princess Royal Harbour. Designing buildings with ground floor spaces that flow into this protected northerly space is strongly encouraged.	The proposed hotel is designed so that the north facing side is protected from the prevailing southerly winds.	✓	
7.2	The inclusion of useful north-facing balconies in buildings associated with the Accommodation Precinct is strongly encouraged.	No balconies are proposed.	Discretion required	Refer to comments on clause 6.1 above.
8.0 Signage				
8.1	Pylon signs erected by individual land owners will not be permitted. Combined signage themed to complement the development is acceptable provided it is designed as part of an entry statement located at the intersection of Princess Royal Drive and Toll Place.	No signage is included in this application.		
8.2	If a building has numerous tenants, consolidated signage is preferred.			
8.3	All building signage will be of a high standard and generally not exceed 10% of the building wall to which it is fixed, except for larger walls associated with the hotel and serviced apartments where signage will not exceed 5%.			
8.4	Signage suspended below awnings, canopies or balconies or cantilevered will have a minimum clearance above footpath level of 2.75m.			
8.5	Illuminated signage (not pulsating or flashing) is preferred to externally lit signs.			

8.6	Signage will be maintained in good order for the life of the development.			
8.7	Signage erected above rooflines will not be permitted.			
8.8	Windows facing Princess Royal Drive, the Promenade, and Toll Place shall not obscure more than 25% of their area with painted or installed signage.			
9.0 Pedestrian Access and Bicycles				
9.1	North-south pedestrian access points are to be permanently provided in the locations indicated on the Precinct Plan. These points provide important linkages for pedestrians to access the Promenade.	A pedestrian access way linking Princess Royal Drive to the Promenade (as shown on the Precinct Plan) is provided in the proposed development.	✓	
9.2	Maximising pedestrian access and circulation throughout the whole development will be a priority.	Pedestrian access and circulation are given priority. The proposed development maintains a pedestrian link through the site as outlined in response 9.1 above. Ground floor areas show a strong and active relationship with the adjacent streetscapes.	✓	
9.3	Consideration generally must be given to designing access around the Waterfront suitable for people with impaired mobility. In particular, changes in level must include provision of ramps as well as steps.	The subject site is flat and does not necessitate level changes. The entries to the development and all public areas within the development remain accessible to people with disabilities.	✓	
9.4	All tourist, residential, commercial, entertainment and mixed-use developments must take account of disabled access as required by the Building Code of Australia.	The subject site is flat and the ground floor is easily accessible to people with disabilities. The proposed development will comply with disabled access requirements of the Building Code of Australia.	✓	
9.5	Clearly defined pedestrian pathways will be provided from the base of the pedestrian bridge to the Promenade.	Not applicable as part of this application.	N/A	
9.6	In areas where there is a potential conflict between pedestrian and vehicular movement consideration must be given to ensuring the safety of pedestrians. Bollards and railings designed to complement the marine theme of the development are a suitable management device.	The proposed car park includes footpaths between aisles which avoid potential conflict between pedestrians and vehicles.	✓	
9.7	Provision should be made for secure bike parking and racks should be provided in appropriate locations within the developments.	Eight bicycle parking bays are provided, in accordance with the requirements of LPS1. End of trip facilities are provided for staff use.	✓	

10.0 Awnings, Canopies and Balconies				
10.1	Pedestrian pathways along building edges facing the Promenade, Toll Place and Princess Royal Drive will be protected by continuous cantilevered canopies. Provision and maintenance of canopies and awnings is the responsibility of the building owner.	A 2m cantilevered canopy extends along building edges facing the Promenade and Toll Place. No canopy is proposed to Princess Royal Drive given a 25m setback is required.	✓	Refer also to response 2.1 above.
10.2	The use of balconies associated with the hotel and short stay serviced apartments is encouraged.	No balconies are proposed as part of the development.	Discretion required	Refer to response for item 6.1 above.
10.3	The minimum height for a canopy (or balcony) overhanging a public pedestrian access way will be 2.75m above the access way or footpath.	The height of the proposed canopies at ground level is 3.5m.	✓	
10.4	Where zero setbacks occur, in particular along the Promenade, cantilevered awnings and balconies may project up to 2.5m beyond the building face.	The setback on the Promenade 2m and the awning is situated within the property boundary.	✓	
10.5	Balcony balustrades comprising solid materials such as brick or concrete or other obscure materials are generally not permissible and all balustrade material is to be capable of withstanding the harsh marine environment.	No balconies or balustrades are proposed as part of this application.	N/A	
10.6	Balustrade detailing reinforcing the maritime context is encouraged.	No balconies or balustrades are proposed as part of this application.	✓	
10.7	Large scale canopies associated with the vehicle drop off areas adjacent to the AEC and Hotel are to be generally transparent	No large scale canopies are proposed as part of this application.	✓	
10.8	Canopies are to read as thin, lightweight elements.	The proposed canopies read as thin, lightweight elements.	✓	
11.0 Levels and Height Management				
11.1	In order to maximise viewing potential from Stirling Terrace, the tallest elements of all buildings will be orientated approximately north-south.	The tallest element of the proposed development is oriented north-south.	✓	
11.2	The view corridor aligning with Spencer Street must not be obstructed.	This view corridor is maintained as per the area annotated on the precinct plan.	✓	
11.3	The fly tower associated with the AEC is the highest element permitted in the development and will be positioned to minimise	Not applicable as part of this application.	N/A	

	interruption of views from Stirling Terrace. Its preferred position is shown on the Precinct Plan.			
11.4	Maximum permissible building heights progressively reduce both in an east and west direction away from the AEC's fly tower.	The proposed building height complies with what is designated in the Precinct Plan.	✓	
11.5	Ground floor ceiling heights throughout the development should generally be higher than minimum to reflect the ceiling heights associated with historical buildings in Albany. Minimum ceiling heights in the order of 3.0 to 3.5m are suggested. The AEC will have a ground level ceiling height commensurate with its public function.	A minimum ground floor ceiling height of 3.5m is proposed.	✓	
11.6	Floor to floor levels, excluding the ground floor, in the Hotel and short-stay serviced apartment buildings should be limited to 3.0m.	The proposed floor to floor levels above the ground floor are 3.2 and 3.4m.	Discretion required	The minor increases in floor to floor levels are deemed necessary to offer hotel rooms with a floor-to-ceiling height which is commensurate with the quality of the accommodation. 3.4m is not considered an 'excessive' ceiling height and does not contribute to the development being over-height or 'over-sized'.
11.7	Floor to floor levels, excluding the ground floor, in mixed use buildings should be limited to 3.5m.		N/A	
11.8	Finished ground floor levels for all buildings fronting the Promenade and Toll Place will be no more than 200mm above the finished level of external paving.	The proposed finished ground floor levels fronting the Promenade and Toll Place is consistent with the level of external paving.	✓	
11.9	All buildings will be constructed with a minimum ground floor level of 2.5m AHD.	Proposed minimum ground floor level of 2.5m AHD.	✓	
12.0 Public Art				
12.1	Public art will be provided as part of the development of each site in the Albany Waterfront.	Refer to Section 4.3 of this report. This requirement will be addressed following development approval.		
12.2	Permanent public art work should be durable and complement the maritime theme.			
12.3	Public art will be appropriate for use in an urban public space and it should not compromise public safety.			

12.4	Public art in the Albany Waterfront development may be freestanding objects located on the ground, on a support structure, on a wall or suspended in the air.			
12.5	Opportunities for public art include: murals, tiles, mosaics or bas-relief to walkways and walls; unique, artistically devised elements which also have a functional role e.g. bollards, gates, light poles, bench seating, drinking fountains.			
13.0 Vehicle Management				
13.1	Parking is to be located in the positions indicated on the Precinct Plan.	Parking is located in the position as indicated on the Precinct Plan.	✓	Refer also to Section 5.1 of this report.
13.2	Provision must be made for large articulated vehicles to enter from Princess Royal Drive, service the delivery dock area associated with the AEC and return in a forward direction to Princess Royal Drive.	The proposed development does not inhibit any access to or from Princess Royal Drive.	✓	
13.3	Provision must be made for coaches to enter Toll Place, unload passengers and return in a forward direction to Princess Royal Drive.	The proposed development does not inhibit the ability for coaches to enter and exit Toll Place in a forward gear.	✓	
13.4	General vehicle access to the Promenade is not permitted however emergency vehicles, particularly fire fighting vehicles must be able to access the southern sides of all buildings fronting the Promenade.	Emergency vehicle access to the Promenade will be maintained.	✓	
13.5	The boat trailer hardstand area and the Fishing Industry Hardstand area will be designed to ensure the safe and efficient manoeuvring and parking of vehicles and trailers.	Not applicable as part of this application.	N/A	
14.0 Landscape				
14.1	Design of landscape in the Albany Waterfront will: <ul style="list-style-type: none"> • Complement the function of the streets; • Reinforce desired traffic speed behaviour; • Be appropriately scaled relative to both street reserve widths and the building bulk and scale; • Take into account the image and role of the development, solar access requirements, soils, selection of appropriate species and services; • Assist where possible in micro climate management, particularly on the northern side of the development; • Enhance pedestrian comfort and safety; 	Landscaping is proposed adjacent to vehicle access and parking areas to 'soften' the rear of the development and reinforce desired traffic speed.	✓	A landscaping plan may be provided as a condition of development approval to ensure ongoing compliance with these standards, if required.

	<ul style="list-style-type: none"> Include 'water wise' strategies that assist to reduce long-term water consumption. 			
14.2	A continuous two-metre-wide landscape strip will be provided between the Princess Royal Drive road reserve boundary and car parking areas facing Princess Royal Drive.	No landscaping provided to the Princess Royal drive boundary.	Discretion required	<p>The Princess Royal Drive verge is approximately 5.5m wide in this location. The verge is considered suitable for providing vegetation which provides screening between Princess Royal Drive and the proposed car park.</p> <p>Landscaping within the proposed development would serve no additional purpose compared to landscaping on the verge and this space is considered better utilised by car parking in order to meet the parking requirements of the Albany Waterfront Planning Framework, as outlined below.</p>
14.3	Trees planted in the car park aisles may be protected with kerbed landscape strips or tree grates and bollards.	Trees planted in the car park aisles will be appropriately protected with kerbed landscape strips.	✓	
14.4	Trees planted in the car park will be installed as mature specimens no less than three metres in height. Large trees are preferred in order to allow canopies to be managed in such a way they that they are elevated and allow visibility to building facades and signage.	The proposed trees to be planted will be installed as mature specimens and will be managed in a way to allow visibility of building facades and signage.	✓	A landscaping plan may be provided as a condition of development approval to ensure ongoing compliance with these standards, if required.
14.5	Materials and detailing associated with paving in important public areas such as the Promenade, the Public Open Space adjacent to the AEC and Toll Place will make strong reference to the materials used in York Street. This may be achieved through the use of stone kerbs and gutters, stone walls, and carefully detailed bollards and rails.	No specific paving materials have been proposed in this development application.	TBC	If required, further details may be provided prior to building permit.
14.6	Landscaping proposed on the deck carpark in the Accommodation Precinct should be planted with local species including ground covers, shrubs and trees. This landscape treatment should form part of the overall stormwater treatment system for the development and it should include elements such as paths, seating and lighting and other	No deck carpark is proposed as part of this application.	N/A	

	treatments necessary to provide a suitable amenity space for hotel guests and patrons.			
15.0 Resource Efficiency				
15.1	All buildings are to conform to the energy efficiency requirements of the Building Code of Australia.	The proposed development will conform to the energy efficiency requirements of the Building Code of Australia.	✓	
15.2	<p>Building envelopes and internal layouts will be designed to minimise energy consumed for heating, cooling and artificial light where:</p> <ul style="list-style-type: none"> Window design facilitates good thermal and daylight performance; Building materials and insulation assist in providing comfortable thermal conditions; Air movement within buildings is designed to provide comfortable thermal conditions and appropriate air quality; Building materials, appliances and fuel sources are selected to minimise energy requirements and greenhouse gas emissions. 	The proposed development is situated at an angle to Toll Place to allow hotel rooms to receive northern sunlight, which in turn reduces the need for mechanical heating.	✓	More detailed aspects of the heating, cooling and energy efficiency mechanisms can be provided prior to building permit if required. It is considered premature to require/assess these components as part of a development application.
15.3	<p>Building services are designed to minimise energy and resource use in the following way:</p> <ul style="list-style-type: none"> Maximise use of natural light; Utilise energy efficient lighting control systems, fittings and appliances; Utilise energy efficient motors and equipment; Maximise use of natural ventilation; Utilise energy efficient air conditioning and mechanical ventilation systems and controls where appropriate; Minimise water use and waste; Utilise energy efficient hot water systems; Utilise water efficient taps and fittings. 	<p>The proposed development is designed to minimise energy and resource use.</p> <p>The proposed development is situated at an angle to Toll Place to allow hotel rooms to receive northern sunlight, which in turn reduces the need for mechanical heating.</p>	✓	More detailed aspects of the heating, cooling and energy efficiency mechanisms can be provided prior to building permit if required. It is considered premature to require/assess these components as part of a development application.
15.4	All building services are to be designed and maintained to minimise energy use over the life of the development.	Building services will be designed with a view to minimising energy use. At a minimum, building services will comply with the requirements of the Building Codes of Australia.	✓	
15.5	Building designs should maximise use of renewable energy sources and utilise fuels that minimise greenhouse gas emissions.	The use of renewable energy sources may be considered in the future.	TBC	

15.6	Landscape design should assist microclimate management to conserve energy and water.	Proposed landscaping is designed to conserve energy and water and assist microclimate management.	✓	A landscaping plan may be provided as a condition of development approval to ensure ongoing compliance with these standards, if required.
16.0 Colours				
16.1	The Albany Waterfront is to be a harmonious grouping of buildings each with a different role and potentially a different character. A limited pallet of external colours and building materials is to be used to ensure building harmony eventuates.	A limited pallet of earthy orange and charcoal grey colours are proposed for the face brick and panel cladding with window glazing emphasising the blue maritime theme. The proposed colour scheme ensures the proposed development harmonises with its surroundings.	✓	
16.2	<p>The following colour-related principles and guides will apply:</p> <ul style="list-style-type: none"> Colours of external walls and building structure are not to be dominant. Roof colours will closely relate to wall colours. Strong coloured roofs (red, green, blue) will not be acceptable unless the proponent can satisfy Council that it makes a positive contribution to the whole development. Highlighting colours are strongly encouraged to add vibrancy and contrast. These colours should be strong warm colours (red, red-orange, orange, yellow-orange) or strong cool colours (yellow-green, green, blue-green, blue, blue-violet). Highlighting colours could be applied to screens, attached panels, spandrels, gables, selected integrated panels, coloured glass, and vertical support elements. 	<p>The proposed colours of external walls are not dominant, with the proposed roof colours closely associated to the wall colours, consisting of warm, earthy charcoal grey colours.</p> <p>Strong, warm colours of orange and charcoal are proposed for the external walls.</p>	✓	The design report in Appendix 3 demonstrates the design and colour considerations and the architectural relationship with the Promenade and Toll Place.
17.0 Services				
17.1	All plant and equipment associated with mechanical services will be housed either within the building or its roof space or well screened at ground level.	<p>Proposed plant equipment is to be housed within the rooftop area, with a charcoal powder coated screening enclosure.</p> <p>A substation is proposed at ground level, which is to be sleeved with high quality landscaping.</p>	✓	

17.2	All waste storage and delivered goods will be contained within the associated buildings.	Waste collection and deliveries will occur at the loading dock situated on the northern side of the building. The waste is stored within the building. Refer to Appendix 5 for the Waste Management Plan.	✓	
17.3	Doors providing access to internal waste/storage or loading dock areas will be the minimum width and height possible to serve the required loading/unloading function and be constructed of aesthetically pleasing materials.	The service door is proposed at 2.5m high and 1.5m wide, which is the minimum space required to facilitate waste pick up.	✓	
17.4	Awnings or canopies associated with loading doors will be designed to complement the scale, material and style of other awnings used elsewhere on the building.	No awnings are proposed to the loading area except for a small portion of the stairwell which is cantilevered out from the building.	✓	
18.0 Traffic Noise				
18.1	The development will be subjected to noise from traffic on Princess Royal Drive and the railway therefore the design of any accommodation buildings should include devices or systems to ameliorate problems arising from airborne sound. The use of double glazing is recommended.	Transport noise has been a key consideration in this proposed development. 8.38 mm laminated glass glazing is recommended on the north, east and western facades to ensure bedroom noise levels are in the prescribed range. Refer to Appendix 4 – Acoustic Report.	✓	
18.2	All accommodation buildings are to be detailed and/or designed so that internal noise levels in bedroom areas will be in the range of 30 to 35dB.	Internal noise levels are within the range of 35 to 55dB.	Discretion required	30 to 35dB is inconsistent with Environment Noise Regulations for internal noise. The proposed development will comply with the relevant environmental noise regulations as detailed in the acoustic report (refer Appendix 4).

19 Safety and Security				
19.1	Provide appropriate lighting to all pedestrian paths, parking areas and building entries.	Appropriate lighting will be provided in the development, including lighting to outdoor dining areas and under awnings to the Promenade.	✓	
19.2	Buildings are to be designed to overlook public spaces.	The hotel is designed so that rooms overlook the Harbour, the Promenade and the Albany Entertainment Centre.	✓	
19.3	Building entries are to be clearly visible from public spaces.	The main entry to the hotel is clearly visible from Toll Place and the Promenade with the corner element of the building forming a landmark feature in the development signifying the entry point. Entries to the commercial tenancies are clearly visible from the Promenade.	✓	
19.4	Materials vulnerable to graffiti and vandalism are to be avoided and robust materials which are aesthetically pleasing are to be used in all public places.	At ground level, the proposed development is predominately glazed, which is not generally vulnerable to graffiti. The hotel lobby will provide passive surveillance to discourage vandalism.	✓	
19.5	In mixed-use developments a diversity of complementary uses should be provided to encourage a public presence at different times of the day and night.	The hotel lobby will provide passive surveillance and will be occupied at various different times through the day and night. The specific nature and opening hours of the commercial tenancies are not yet known.	✓	
19.6	Landscaping, walls and fencing will be designed to maintain clear visibility to and from doors, windows, and pedestrian ways.	All landscaping, fencing and walls are designed to maintain clear visibility.	✓	
20.0 External Lighting				
20.1	Exterior lighting will minimise skyward light spill.	No upward facing lights are proposed as part of this development.	✓	
20.2	All external lighting will be robust and themed to complement the development as a whole.	Appropriately themed and toned lighting will be provided in the development, including lighting to outdoor dining areas and under awnings to the Promenade.	✓	

21.0 Environment				
21.1	All stormwater to be contained on site or connected to drainage points where supplied.	All stormwater will be connected to local drainage points as on-site retention is not possible for the subject site.	✓	Specific stormwater disposal methods to be agreed with the City of Albany at building permit stage.
21.2	To minimise the nutrient run-off to Princess Royal Harbour, all private and public open spaces should be designed and maintained to minimise fertilising and excess watering.	No substantive landscaping areas are proposed in proximity of Princess Royal Harbour which pose such a risk.	✓	
22.0 Marina and Water's Edge				
Requirements of Clause 22 not applicable to the proposed development.				
23.0 Site Facilities				
23.1	Garbage collection methods will comply with the general requirements of the City of Albany and will be efficient, convenient and allow for collection of recyclable material if possible.	Garbage collection methods will comply with the general requirements of the City of Albany and will be efficient, convenient and allow for collection of recyclable material. Refer to the Waste Management Plan in Appendix 5 .	✓	
23.2	Refuse and bin storage areas will be provided at the Boat Trailer Hard Stand area and the Fishing Industry Hardstand area. These facilities will be screened from public view using materials and forms that complement the development	These areas do not form part of this application.	N/A	
24.0 Short-stay residential				
24.1	No permanent residential developments are permitted in the Albany Waterfront. Note: Where this document refers to 'short-stay' this shall mean that the maximum length of stay in any twelve-month period is three months in accordance with WAPC Planning Bulletin 83.	No permanent accommodation is proposed as part of this development application (hotel only).	✓	
24.2	Short-stay serviced apartment buildings shall conform to the standards and requirements applicable to the R-IC provisions of the Residential Planning Codes.	This application relates to the hotel development only.	N/A	
24.3	Serviced apartments must not front the Promenade at ground level and are not generally encouraged at ground level unless it can be demonstrated that satisfactory private open space provisions can be achieved.	This application relates to the hotel development only.	N/A	

25.0 Site Planning				
25.1	The Structure and Precinct Plans provide approximate footprints for buildings on all sites. These footprints, while being only notional, are an indication of the general plan form desired for each building in the development.	The proposed development conforms to the general form as provided in the Structure and Precinct Plans.	✓	
25.2	Lot 2, containing the AEC, has the potential to vary its footprint considerably depending on the final design of this facility however, the siting and design principles outlined elsewhere are to be adhered to.		N/A	
25.3	Lots 1, 3, 4 and 5 show combinations of 'L' shaped plan forms which are intended to enable buildings to address the Promenade on the south and at the same time provide wind protection for outdoor spaces on the north side.	The proposed development maintained the 'L' shaped form and addresses the Promenade whilst providing wind protection.	✓	
25.4	Lots 6 shows a rectangular plan forms intended to maximise frontages to the marina and Toll Place.		N/A	

Table 8: Accommodation Precinct site and development requirements

Provision	Requirement	Provided	Compliance
Building height	<ul style="list-style-type: none"> The hotel building facing Toll Place to be 5 storeys. The adjacent serviced apartment building to be 6 storeys. A building element used to signify the entry points may project beyond the roof to a maximum of 3 metres. 	The proposed hotel building fronting Toll Place is 5 storeys.	✓
Plot ratio	<ul style="list-style-type: none"> Plot ratio shall be a maximum of 2.5:1 for all lots in the precinct. 	<p>If assessed over the entire lot 3 (9,599m²), plot ratio = 0.48</p> <p>If assessed over the portion of lot 3 (4,172m²) subject to this development application = 1.10</p>	✓
Parking	<ul style="list-style-type: none"> A minimum of 222 car bays to be provided on Lot 3. This comprises approximately 83 open bays and a minimum of 139 undercover bays. 	The proposed development provides 208 open car bays on Lot 3 with no undercover bays provided.	Variation – refer to Section 5.1 of this report
Setbacks	<ul style="list-style-type: none"> 25m minimum from Princess Royal Road. 	<ul style="list-style-type: none"> 39m setback from Princess Royal Drive. 	✓
	<ul style="list-style-type: none"> 12m minimum from eastern boundary to 6 storey wall of serviced apartment building. 	<ul style="list-style-type: none"> 70m setback from eastern boundary. 	✓
	<ul style="list-style-type: none"> Nil setbacks from all other boundaries. 	<ul style="list-style-type: none"> 1.3m-10m setback on western boundary fronting Toll Place. 2m setback fronting the Promenade. 	✓

4.3 City of Albany Local Planning Policies

4.3.1 Public Art Local Planning Policy

The City's Public Art Local Planning Policy (**Public Art policy**) requires a 1% contribution of the estimated total project cost for commercial developments valued over \$1.5 million to development of a public artwork. Further to discussions with the City of Albany, it is considered appropriate that this requirement will be addressed following development approval.

5 Discretionary Planning Assessment

This section of the report makes a performance-based assessment against discretionary elements of the planning framework. For brevity, the requirements of the AWPf are not discussed in this section as they are addressed in Table 7.

5.1 Car parking

There are three separate standards under the planning framework for which car parking is to be assessed.

Table 9: Car Parking Assessment

Planning Framework	Parking Requirement	Assessment		Provided
Local Planning Scheme No. 1 – minimum parking requirement for hotel	Hotel: One per employee + One per 3m ² bar area + One per 4 seats in dining area + One per bedroom + One per 4m ² other public areas No additional parking requirement for shop.	Up to 15 employees* 18m ² bar area 50 seats in dining area 108 rooms No public spaces	15 bays 6 bays 12.5 bays 108 bays 0 bays Total = 141.5 bays	Plans demonstrate the potential for 208 bays on Lot 3 with 75 bays to be provided as part of the proposed hotel.
Albany Waterfront Planning Framework - minimum parking requirement for hotel	Hotel: 1/room 1/3m ² in bar areas 1/4m ² in eating areas Shop: 1 bay per 15m ² NLA	108 rooms 18m ² bar area 114m ² eating area 154m ² NLA	108 bays 6 bays 28.5 bays 10.3 bays Total = 152.8 bays	
Albany Waterfront Planning Framework - minimum parking requirement for Lot 3	A minimum of 222 car bays to be provided on Lot 3.	222 bays required		

From a technical perspective, the Local Planning Scheme prevails over the Albany Waterfront Planning Framework (AWPF) to the extent of inconsistencies. The parking requirements of the Scheme are able to be varied at the discretion of the decisionmaker.

In this instance, the site specific parking rate in the AWPf is considered to most accurately reflect the actual car parking demand. This is based on a parking and traffic assessment for the Albany Waterfront area. It takes into account site specific factors and possible reciprocity with other land uses in the locality. By contrast, the LPS1 requirements are based on generalised car parking rates and do not take into account potential reciprocity with other land uses, nor the outcomes of the Albany Waterfront Transport Assessment.

Justification for Reducing the Standard Parking Requirements of LPS1 and AWPf

It is submitted that the parking requirements for a hotel development do not accurately reflect the actual car parking demand. Both frameworks are premised on one car bay per hotel room plus additional for other services. We submit a reduced rate should be applied for the following reasons:

Parking for Hotel Guests

The parking rate of 1 bay per room for the hotel component is considered disproportionate for the nature of this development. This rate would be more consistent with that of a motel, which relies more heavily on private car transport. Whilst it is acknowledged that many tourists will visit Albany with a car, visitors to the hotel could also be expected to arrive by taxi, private courier service, tour buses or even cruise ships. These alternative modes of transport will reduce the demand for guests to have their own car bay.

By comparison, the *New South Wales Road and Traffic Authority 'Guide to Traffic Generating Developments 2002'*, which is commonly used for car parking assessments, suggests 1 bay per 4 rooms is sufficient to cater for the demand of a hotel. Whilst consideration should be given to Albany's regional context, it is considered that 1 bay per room is disproportionately high for a hotel development.

Preliminary advice from prospective hotel operator Hilton has also indicated that a rate of 1 bay per 4 rooms is likely to cater for the anticipated demand.

Reciprocity of Restaurant/Bar

The standard car parking requirements provided by LPS1 do not appear to take into consideration the overlap and reciprocal use by guests of the hotel and patrons of the restaurant/bar. Whilst the restaurant/bar is proposed to be open to the broader public, it is considered likely that a high proportion of patrons would also be guests of the hotel. One guest staying in the hotel and eating dinner at the restaurant would not generate additional parking demand for each of these activities. It is noted that the 'standard' LPS1 parking rate for a stand-alone restaurant is 1 bay per 4 seats and there is no reduction applied under LPS1 when a restaurant forms part of a hotel. Therefore, it is appropriate to apply a reduced parking rate to the restaurant/bar.

Parking for Staff and the Use of Alternate Modes of Transport

The proposed development makes provision for end-of-trip facilities for hotel staff. These facilities encourage staff members to use alternative methods of travel to work and reduce the need for car parking.

Owing to the above factors, it is considered the 75 bays on site is sufficient to cater for the operation of the proposed hotel.

Site Specific Car Parking Requirements under the AWPf

Having established that the 'generalised' car parking rates for hotel under LPS1 and AWPf warrant a reduction, it is useful to consider the site-specific requirements for Lot 3 under the AWPf.

The requirement for 222 car bays is a proportion of the overall parking requirement of 792 bays to be provided for the entire Albany Waterfront. The 792 car parking bay requirement arose from a detailed traffic and parking assessment of the Waterfront area which accompanied the AWPf.

In lieu of 222 car bays, the site plan demonstrates that 208 car bays can be provided across Lot 3 taking into account a possible building footprint for a short stay accommodation development (refer to site plan, **Appendix 2**). As part of the hotel development (which occupies approximately 43% of the subject site), 75 car bays are proposed, whereas 133 bays are to be indicatively provided for the future short-stay accommodation development.

The 222 bay requirement for Lot 3 was premised on a projected number of hotel rooms, projected commercial floorspace and projected number of short-stay apartments.

It is notable that the proposed hotel is much smaller than what was predicted under the AWPf. As such, it is considered the parking demand for development on lot 3 would be lower than what was predicted under the structure plan. Subsequently, it is considered a modest reduction of the minimum 222 car bays for Lot 3 is warranted.

Furthermore, the hotel will utilise less than half of Lot 3. As such, the hotel development should only be required to provide its proportion of the 222 bays that are required.

To determine the number of bays which should be required for the proposed development, we have:

- a) Applied a proportionate number of parking bays, equivalent to the area of land that is being developed as part of the proposed hotel development;
- b) Applied reductions from the projected hotel size under the AWPf as opposed to the proposed hotel size.

From the above, we have then established an 'adjusted parking rate'. Our methodology is as follows:

Step 1 – identifying the proportionate number of bays for the hotel

To establish the proportion of bays intended for the proposed hotel (as opposed to the future short-stay apartment development), it is appropriate to consider the proportion of the lot that the hotel will occupy.

Based on concept design, the hotel will occupy an area of 4,172m² representing 43.5% of the subject site area.

43.5% of 222 car bays = **96.57 car bays**.

Step 2 – comparison of projected hotel size vs proposed hotel size

According to the structure plan explanatory report, the parking requirement for 222 bays on Lot 3 was premised on a hotel of between 120 and 145 rooms. A comparison of the projected hotel under the AWPf as opposed to the proposed hotel, as shown on the concept plans is shown in **Table 10** below.

Table 10: Projected vs proposed hotel size

Projected Hotel Size	Proposed Hotel
120 - 145 rooms (10,500m ² GFA) + 400 m ² meeting room space	108 rooms (4,575m ² GFA) + 48m ² meeting room space

By gross floor area, the proposed hotel is less than half the size projected under the AWPf. By number of rooms, the proposed hotel is 11% - 34% smaller than what was projected.

Step 3 – determining the adjusted parking rate

We have used the number of rooms to assess the adjusted rate as this is considered to be the key factor influencing parking demand for a hotel.

As the AWPf considers a range in the number of hotel rooms, we have considered the potential adjustments to the parking requirement using a 'median' and 'maximum' number of rooms, as per the below:

Using median 132 rooms, the anticipated parking rate was

96.57 bays / 132 rooms = 0.73 bays per room

Adjusted rate for the proposed development = 0.73 x 108 = **78.84 bays**

Using maximum 145 rooms, the anticipated parking rate was

96.57 bays / 145 rooms = 0.67 bays per room

Adjusted rate for the proposed development = **72.36 bays**

The proposed 75 parking bays for the subject development is generally consistent with what was projected in the site specific parking assessment of Lot 3. In particular, it involves a higher number of bays per-room compared with a 145 room hotel (the maximum projected hotel size under the AWPf).

If the owner chooses to lodge a second development application for the proposed short stay apartment development, the above rates should be reviewed having regard to the area of the site allocated for that land use and the projected nature of development in the AWPf. Until such time as the eastern portion of the lot is developed, it is noted the vacant portion of Lot 3 can continue to operate as an informal car park providing for overflow parking.

5.1.1 Provision of Undercover Parking

The AWPf requires a minimum of 139 parking bays on Lot 3 (of 222) to be undercover. The proposed development does not include any covered parking.

Whilst covered parking may provide benefits to drivers, it is not considered necessary from a planning or design perspective to ensure covered car parking is provided. The AWPf includes a diagram which shows a covered car parking area of approximately 1,500m². Given the design of the hotel seeks a simple 919m² floorplate, it is considered the provision of such a large area of covered parking could detriment the amenity of the development by providing excessive site coverage. Instead, a number of trees are proposed to be planted throughout the car park providing shade to pedestrians and ensuring the appearance of the rear of the development is attractive.

5.2 Setbacks

A nil setback to both Toll Place and the Promenade is required by the AWPf. Instead, the proposed development incorporates a setback of 2.0m to the Promenade and a setback ranging from 1.3m to 10m to Toll Place.

To the Promenade, the setback is considered acceptable as it provides articulation and depth to the building. The 2.0m setback area is a forecourt for the commercial tenancies and hotel entries and maintains the area as an active frontage. It provides the benefit of offering a wider space for pedestrians along the Promenade.

The setbacks to Toll Place have been carefully considered from an architectural perspective. A greater setback is proposed for the following reasons:

- The opposing Albany Entertainment Centre is a large, dominating building. To ensure the proposed development is not overawed by the AEC, a greater setback is proposed.
- The angled setback allows occupants of the hotel rooms access to greater views across the Princess Royal Harbour.

The ground floor area fronting Toll Place includes an outdoor alfresco dining area associated with the café/bar. As such, this frontage also maintains an active relationship with the street.

As both the Toll Place and the Promenade will include active frontages, the increased setbacks are considered acceptable and warrant approval accordingly.

6 Conclusion

This application has, from the preceding pages, provided justification for a five storey hotel development on the western portion of the subject site, including a ground level bar and restaurant, two commercial tenancies, car parking and landscaping.

The proposed developments takes cues from the architecture of the Albany CBD on its northern edge, transitioning to a modern design, reflective of the waterfront location on its southern elevation. The hotel will provide much-needed high quality short stay accommodation on the Albany Waterfront. The proposed development offers a substantial benefit by acting as a catalyst for private development within the Albany Waterfront Precinct and improving opportunities for tourism and economic growth. The hotel as proposed on the Albany Foreshore has been sought for over three decades and should be supported. The proposed development is designed having regard to the local context and microclimate and the potential noise impacts from the surrounding freight facilities.

The proposal appropriately responds to all the relevant aspects of the planning framework and warrants approval for the following key reasons:

- The design integrates with the Albany Entertainment Centre, offering an active relationship with Toll Place.
- The design is highly responsive to the planning framework and fulfils the challenging objective of providing a link to the architecture in the Albany CBD, whilst also providing a design which fits within the maritime context.
- The proposed development complies with key 'built form' standards such as building height and plot ratio and is of an appropriate scale for its location.
- Car parking is proposed to cater for the anticipated demand of the hotel itself whilst acknowledging the car park is available for use by the general public.
- The subject site will be provided with high quality landscaping areas, including landscaping areas within the proposed carpark.

Having regard for the above, it is considered the proposed development warrants approval.

Appendix 1
Certificate of Title

WESTERN



AUSTRALIA

RECORD OF CERTIFICATE OF TITLE

UNDER THE TRANSFER OF LAND ACT 1893

REGISTER NUMBER 3/DP65707	
DUPLICATE EDITION 1	DATE DUPLICATE ISSUED 27/3/2012

VOLUME
2788FOLIO
558

The person described in the first schedule is the registered proprietor of an estate in fee simple in the land described below subject to the reservations, conditions and depth limit contained in the original grant (if a grant issued) and to the limitations, interests, encumbrances and notifications shown in the second schedule.



REGISTRAR OF TITLES

LAND DESCRIPTION:

LOT 3 ON DEPOSITED PLAN 65707

REGISTERED PROPRIETOR:
 (FIRST SCHEDULE)

FORESHORE INVESTMENTS ALBANY PTY LTD OF POST OFFICE BOX 455 ALBANY WA 6330
 (T N371815) REGISTERED 30/6/2016

LIMITATIONS, INTERESTS, ENCUMBRANCES AND NOTIFICATIONS:
 (SECOND SCHEDULE)

1. EASEMENT BENEFIT CREATED UNDER SECTION 136C T.L.A. FOR MOTOR VEHICLE PARKING PURPOSES - SEE DEPOSITED PLAN 65707 AS CREATED ON DEPOSITED PLAN 60527
2. EASEMENT BURDEN CREATED UNDER SECTION 136C T.L.A. FOR MOTOR VEHICLE PARKING PURPOSES - SEE DEPOSITED PLAN 65707 AS CREATED ON DEPOSITED PLAN 62010
3. EASEMENT BURDEN CREATED UNDER SECTION 167 P. & D. ACT FOR DRAINAGE PURPOSES TO CITY OF ALBANY SEE DEPOSITED PLAN 65707
4. EASEMENT BURDEN CREATED UNDER SECTION 136C T.L.A. FOR MOTOR VEHICLE PARKING PURPOSES - SEE DEPOSITED PLAN 65707
5. EASEMENT BENEFIT CREATED UNDER SECTION 136C T.L.A. FOR MOTOR VEHICLE PARKING PURPOSES - SEE DEPOSITED PLAN 65707
6. L867821 EASEMENT TO ALBANY PORT AUTHORITY FOR RIGHTS OF ACCESS PURPOSES. SEE INSTRUMENT AND SKETCH ON DEPOSITED PLAN 65707. REGISTERED 27/2/2012.
7. L867823 RESTRICTIVE COVENANT TO MAIN ROADS WESTERN AUSTRALIA SEE INSTRUMENT AND DEPOSITED PLAN 65707. REGISTERED 27/2/2012.
8. L867822 RESTRICTIVE COVENANT TO CITY OF ALBANY REGISTERED 27/2/2012.
9. *L867824 NOTIFICATION CONTAINS FACTORS AFFECTING THE WITHIN LAND. LODGED 27/2/2012.
10. *L867825 NOTIFICATION CONTAINS FACTORS AFFECTING THE WITHIN LAND. LODGED 27/2/2012.
11. *L867826 NOTIFICATION CONTAINS FACTORS AFFECTING THE WITHIN LAND. LODGED 27/2/2012.
12. *N371816 MORTGAGE TO COMMONWEALTH BANK OF AUSTRALIA REGISTERED 30/6/2016.
13. *N371829 CAVEAT BY WESTERN AUSTRALIAN LAND AUTHORITY LODGED 30/6/2016.

Warning: A current search of the sketch of the land should be obtained where detail of position, dimensions or area of the lot is required.
 * Any entries preceded by an asterisk may not appear on the current edition of the duplicate certificate of title.
 Lot as described in the land description may be a lot or location.

-----END OF CERTIFICATE OF TITLE-----

END OF PAGE 1 - CONTINUED OVER

RECORD OF CERTIFICATE OF TITLE

REGISTER NUMBER: 3/DP65707

VOLUME/FOLIO: 2788-558

PAGE 2

STATEMENTS:

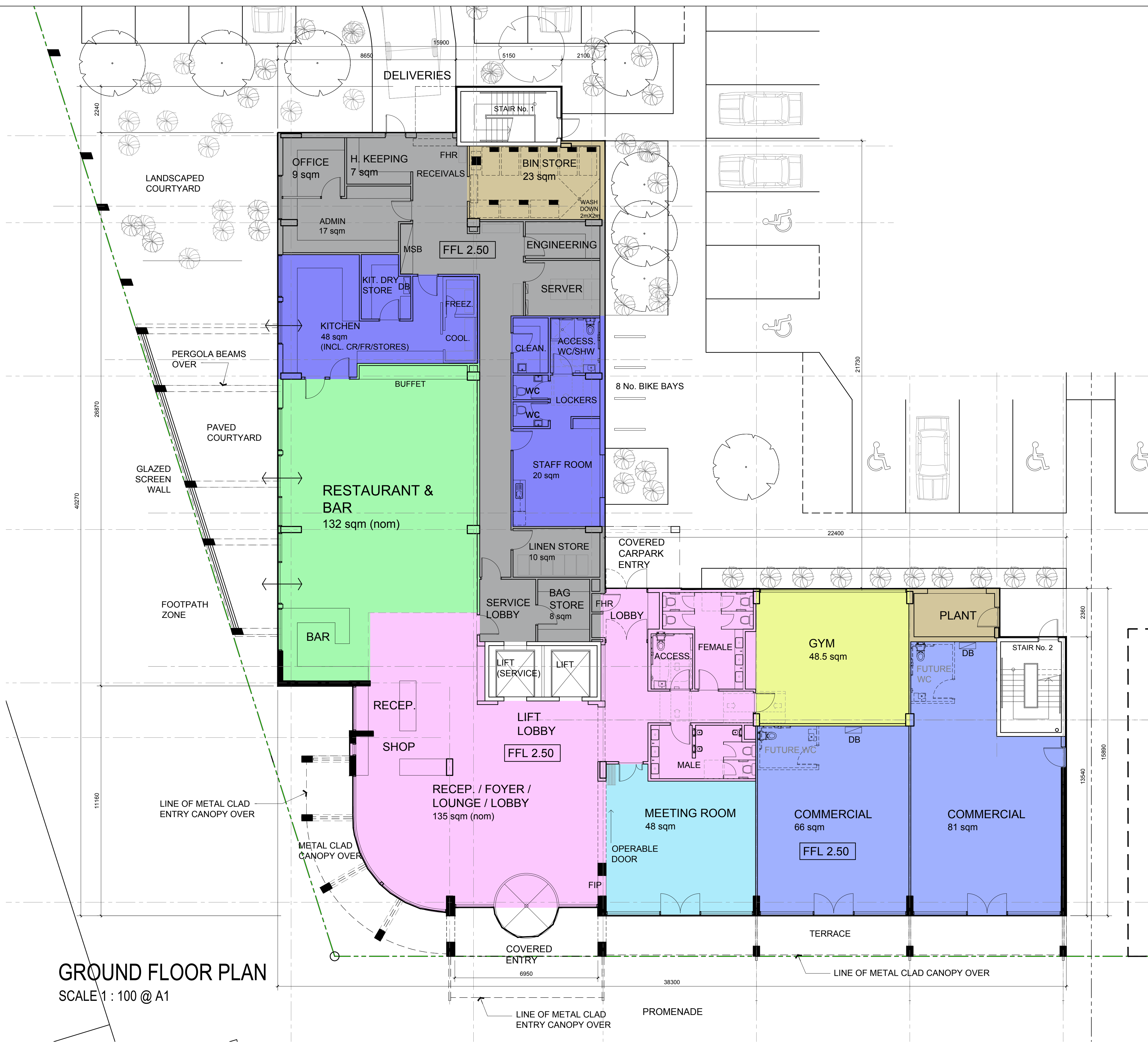
The statements set out below are not intended to be nor should they be relied on as substitutes for inspection of the land and the relevant documents or for local government, legal, surveying or other professional advice.

SKETCH OF LAND: DP65707
PREVIOUS TITLE: 2741-292
PROPERTY STREET ADDRESS: NO STREET ADDRESS INFORMATION AVAILABLE.
LOCAL GOVERNMENT AUTHORITY: CITY OF ALBANY

NOTE 1: DUPLICATE CERTIFICATE OF TITLE NOT ISSUED AS REQUESTED BY DEALING

Appendix 2

Development Plans



TOTAL BUILDING AREA

4575 SQM GFA

GROUND FLOOR

TOTAL 919 sqm GFA

FLOORS 1 TO 3

TOTAL 3,656 SQM GFA:

- 96 No. STANDARD KING ROOMS @ 23.06 sqm each
- 6 No. ACCESSIBLES @ 26.1 sqm each
- 4 No. CORNER SUPERIOR ROOMS @ 28.5 sqm
- 2 No. SUPERIOR ROOMS @ 26.1 sqm

TOTAL OF 108 ROOMS:-

- INC. 12 INTERCONNECTING ROOMS (6 PAIRS)
- 11% OF ROOMS ARE INTERCONNECTING ROOMS



S02

ALBANY HOTEL
PART OF LOT 3 PRINCESS ROYAL DRIVE, ALBANY
REVISION - PROJECT NO. 75.18 DATE 28.09.2018

Hodge Collard Preston
ARCHITECTS

LEVELS 1 TO 3 27 ROOMS PER FLOOR

914 SQM GFA PER FLOOR
24 No. STANDARD KING ROOMS PER FLOOR @ 23.06 sqm each
2 No. ACCESSIBLE ROOMS PER FLOOR @ 26.1 sqm each
1 No. CORNER SUPERIOR ROOM PER FLOOR @ 28.5 sqm

TOTAL OF 27 ROOMS PER FLOOR:-
- INC. 2 INTERCONNECTING ROOMS PER FLOOR (1 PAIR)

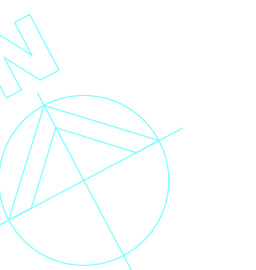
TOTAL GUEST FLOORS 108 ROOMS

3,656 SQM GFA
96 No. STANDARD KING ROOMS @ 23.06 sqm each
6 No. ACCESSIBLES @ 26.1 sqm each
4 No. CORNER SUPERIOR ROOMS @ 28.5 sqm
2 No. SUPERIOR ROOMS @ 26.1 sqm

TOTAL OF 108 ROOMS:-
- INC. 12 INTERCONNECTING ROOMS (6 PAIRS)
- 11% OF ROOMS ARE INTERCONNECTING ROOMS



LEVEL 1 TO 3 FLOOR PLAN
SCALE 1 : 100 @ A1



S03

ALBANY HOTEL
PART OF LOT 3 PRINCESS ROYAL DRIVE, ALBANY
SCALE 1:100 PROJECT NO. 75.18 DATE 28.09.2018

Hodge Collard Preston
ARCHITECTS

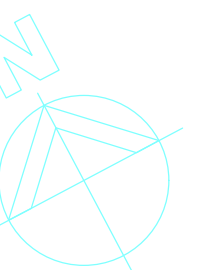
LEVEL 4 27 ROOMS

914 SQM GFA
24 No. STANDARD KING ROOMS @ 23.06 sqm each
2 No. SUPERIOR ROOMS @ 26.1 sqm each
1 No. CORNER SUPERIOR ROOM @ 28.5 sqm

TOTAL OF 27 ROOMS:-
- INC. 6 INTERCONNECTING ROOMS PER FLOOR (3 PAIRS)



LEVEL 4 FLOOR PLAN
SCALE 1 : 100 @ A1



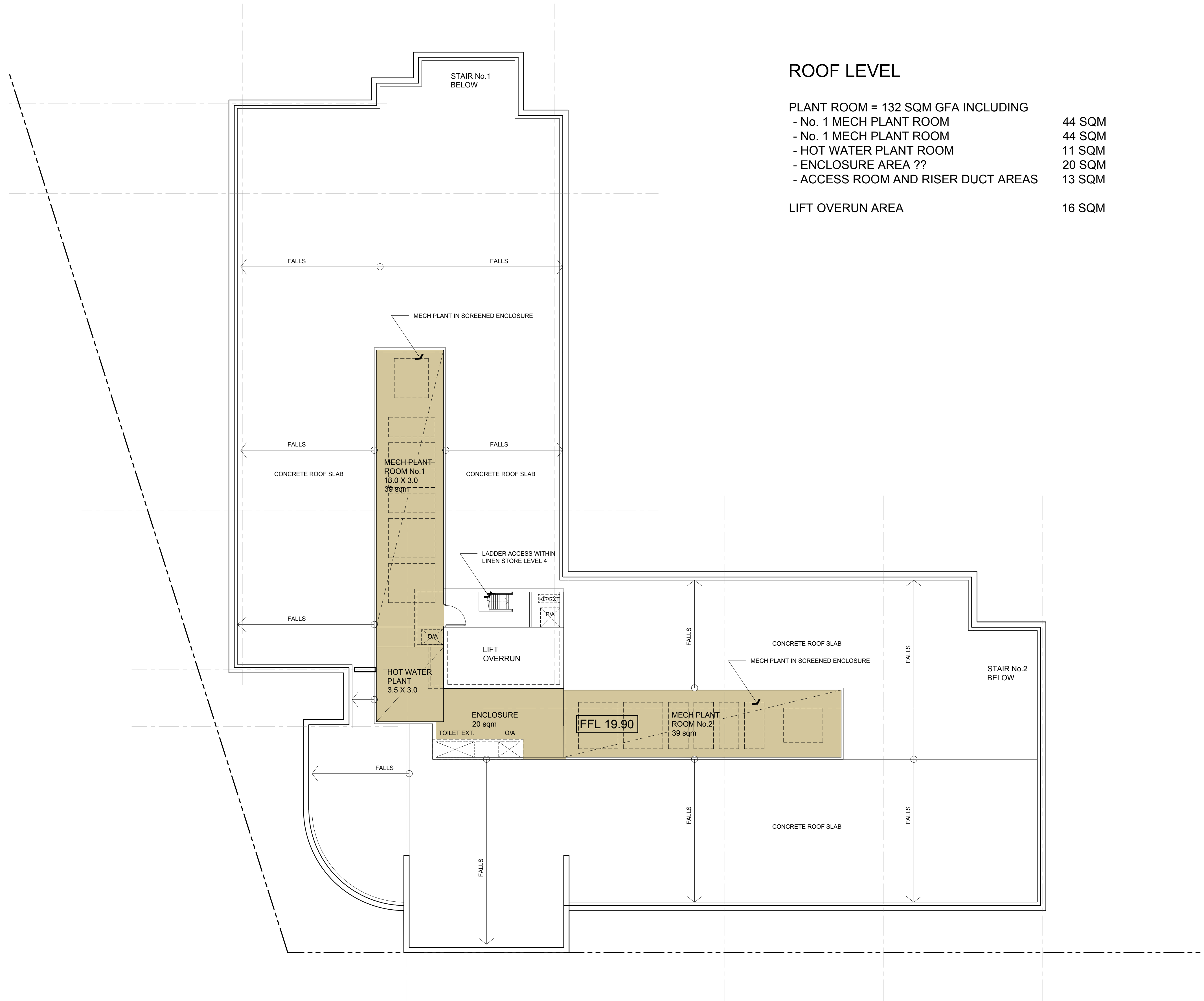
ROOF LEVEL

PLANT ROOM = 132 SQM GFA INCLUDING

- No. 1 MECH PLANT ROOM	44 SQM
- No. 1 MECH PLANT ROOM	44 SQM
- HOT WATER PLANT ROOM	11 SQM
- ENCLOSURE AREA ??	20 SQM
- ACCESS ROOM AND RISER DUCT AREAS	13 SQM

LIFT OVERRUN AREA 16 SQM

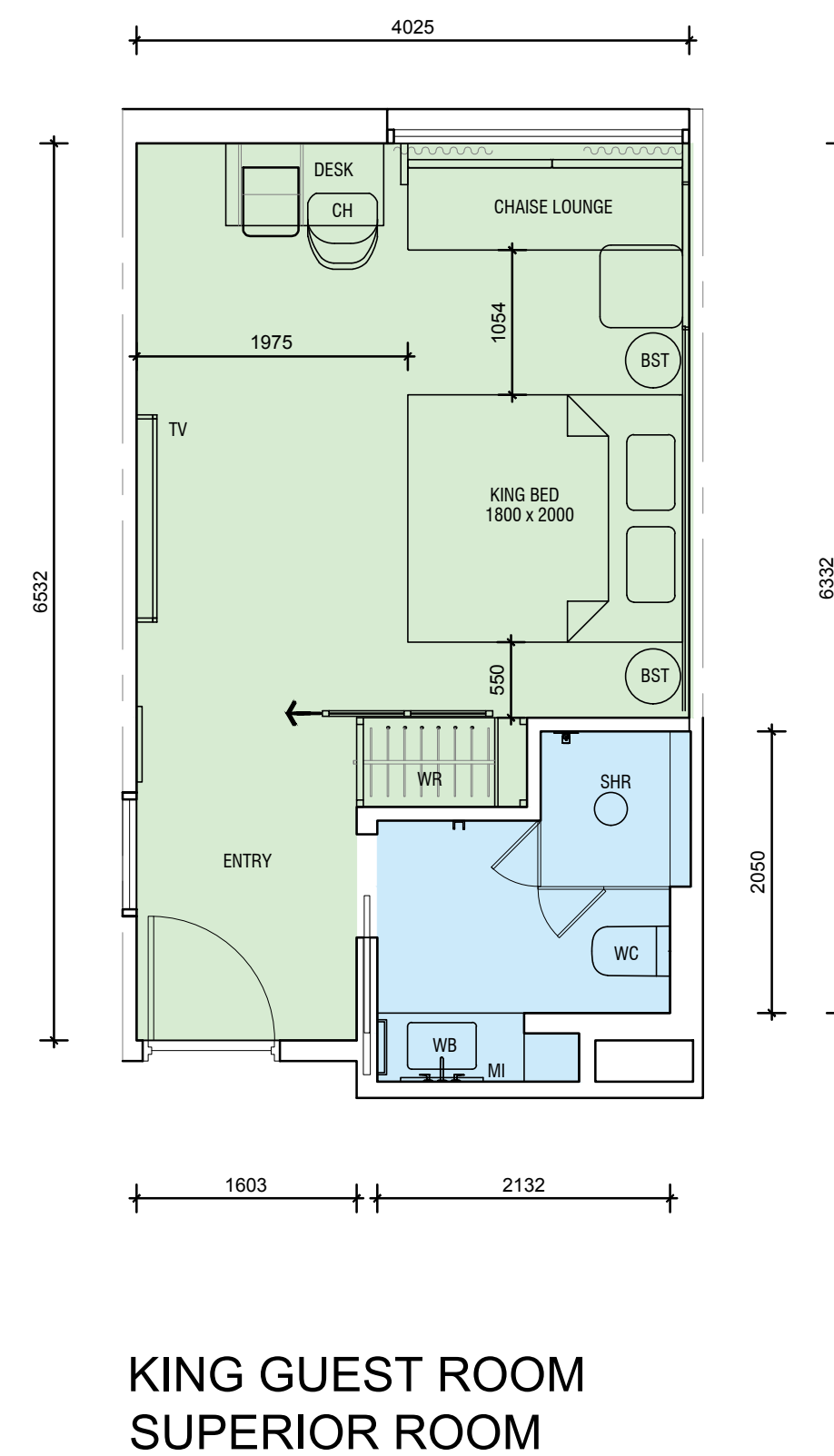
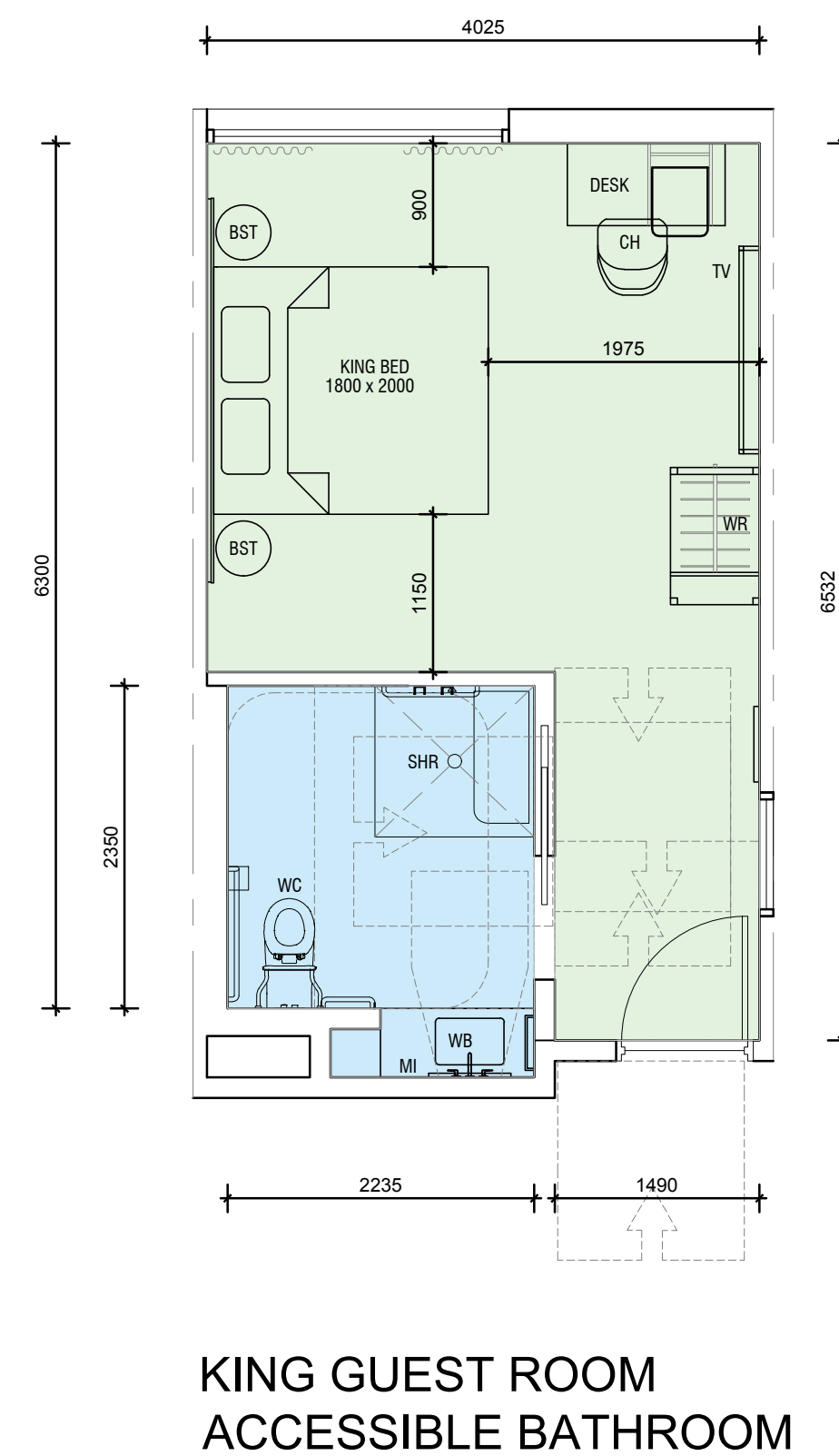
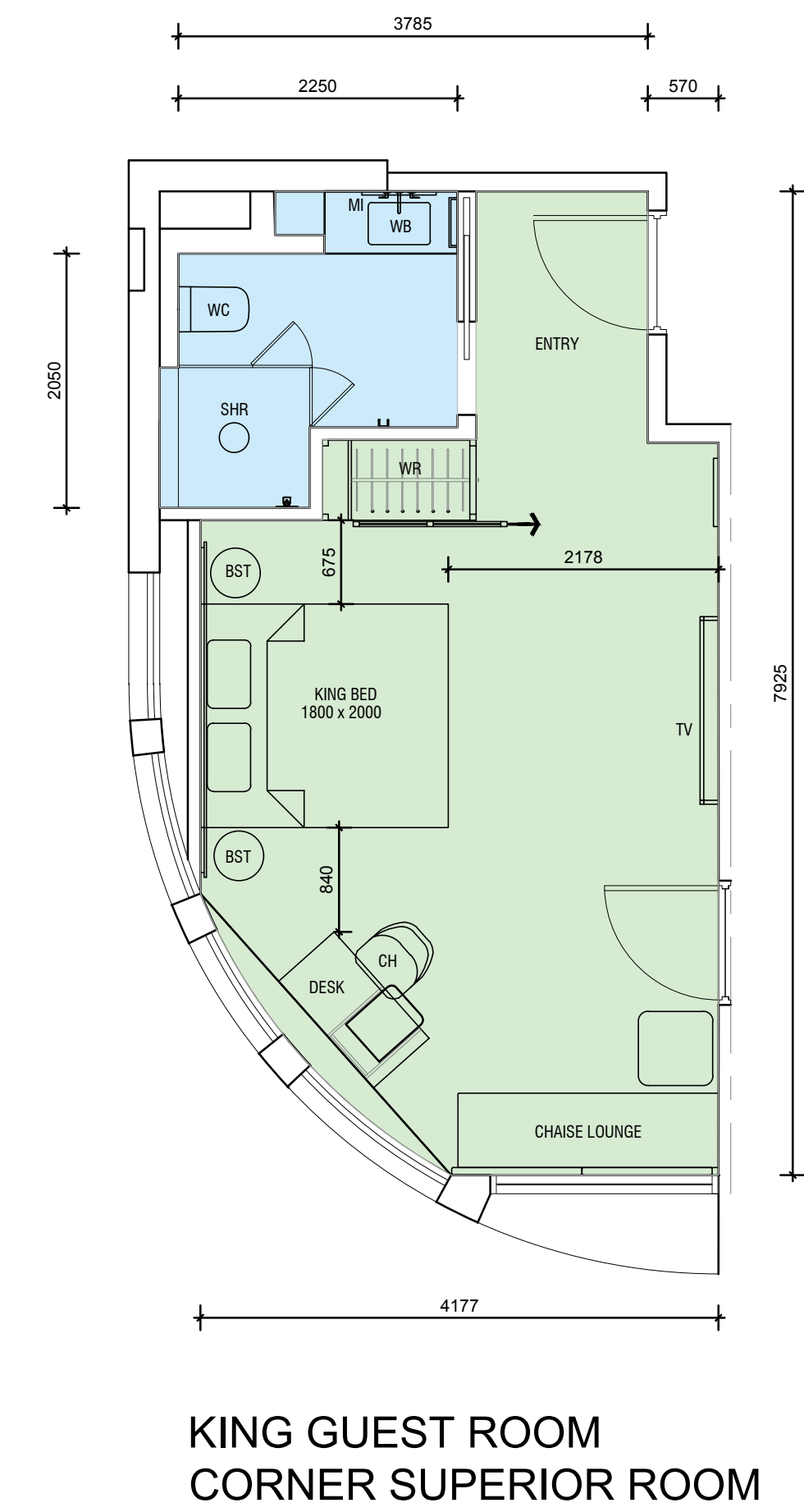
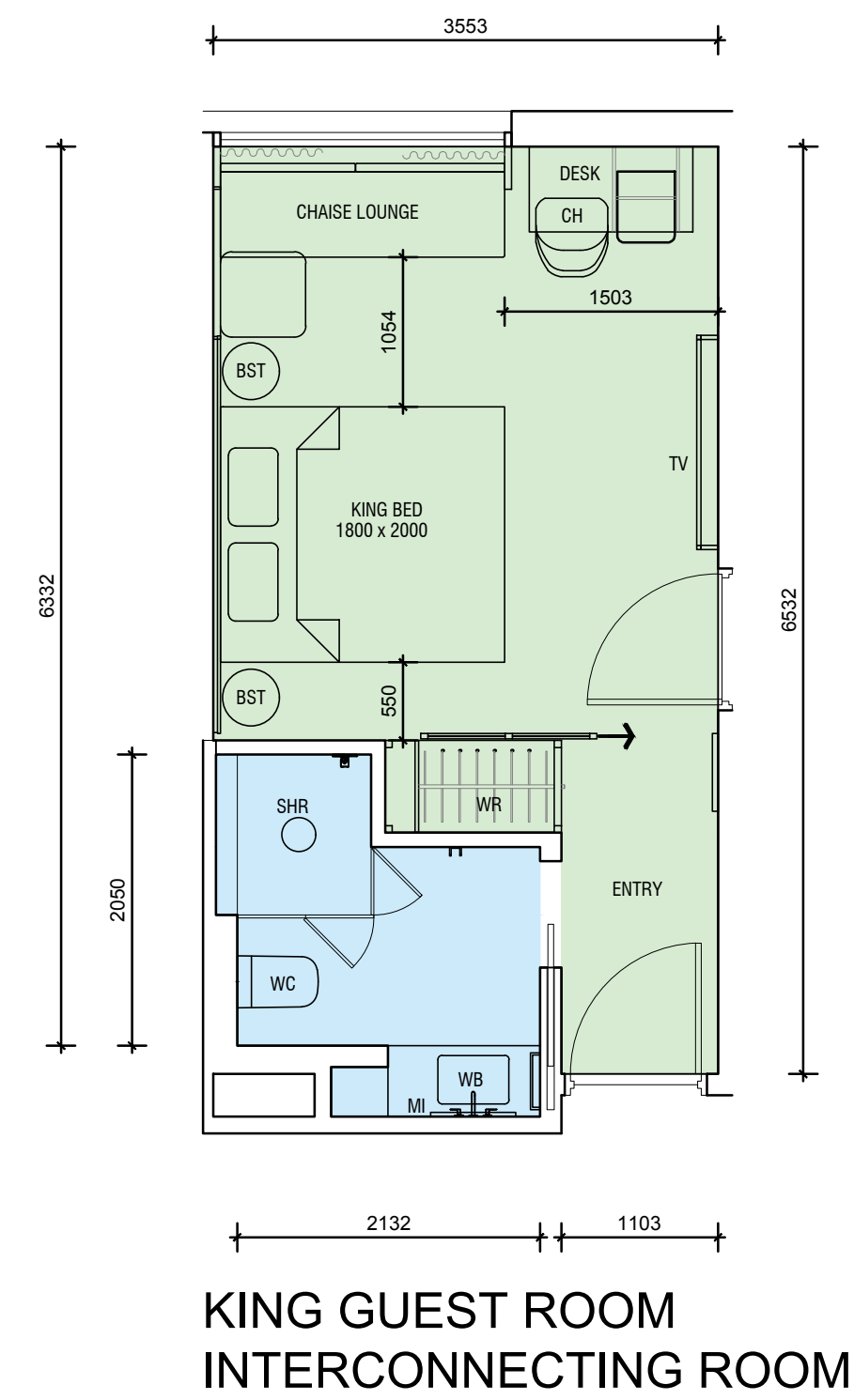
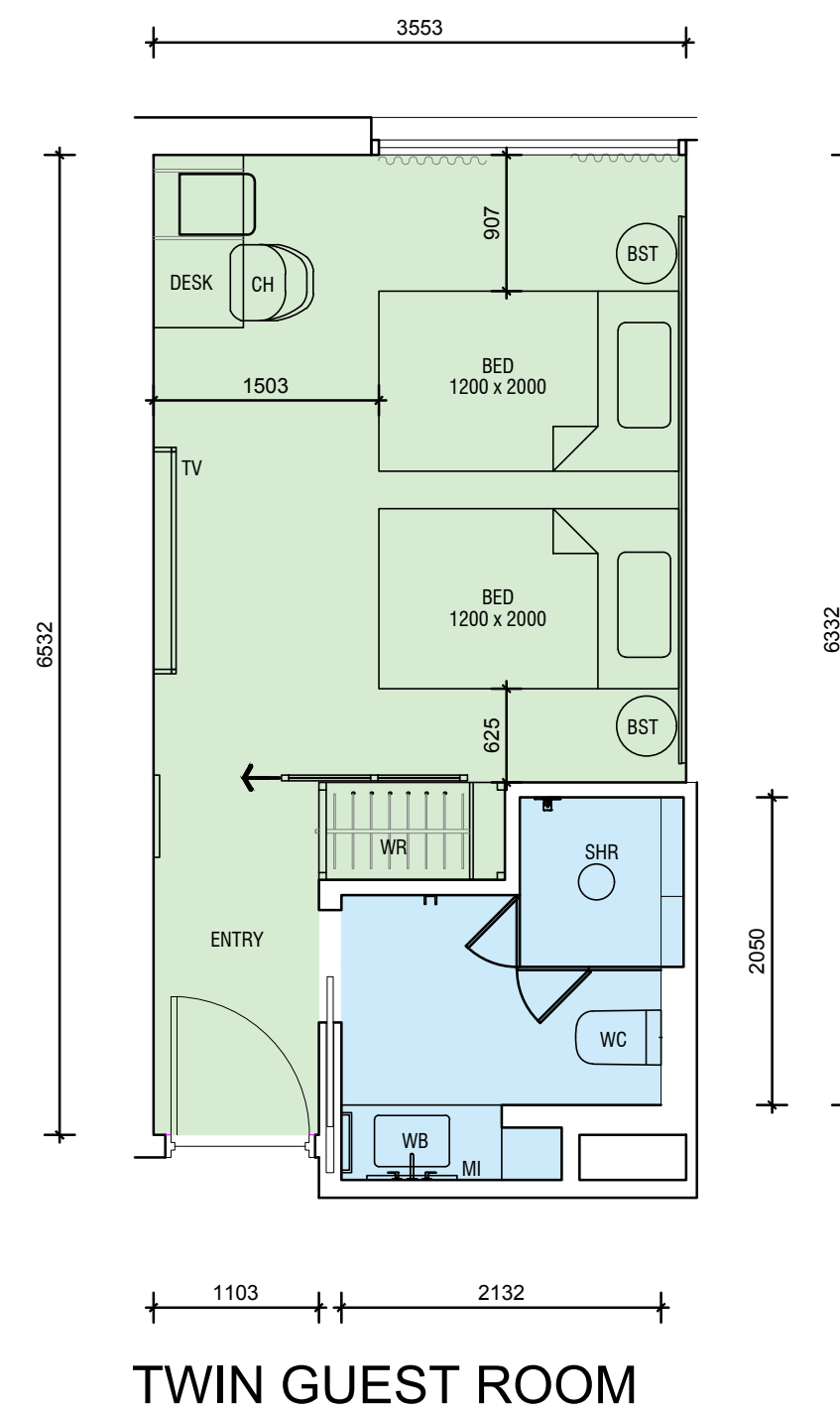
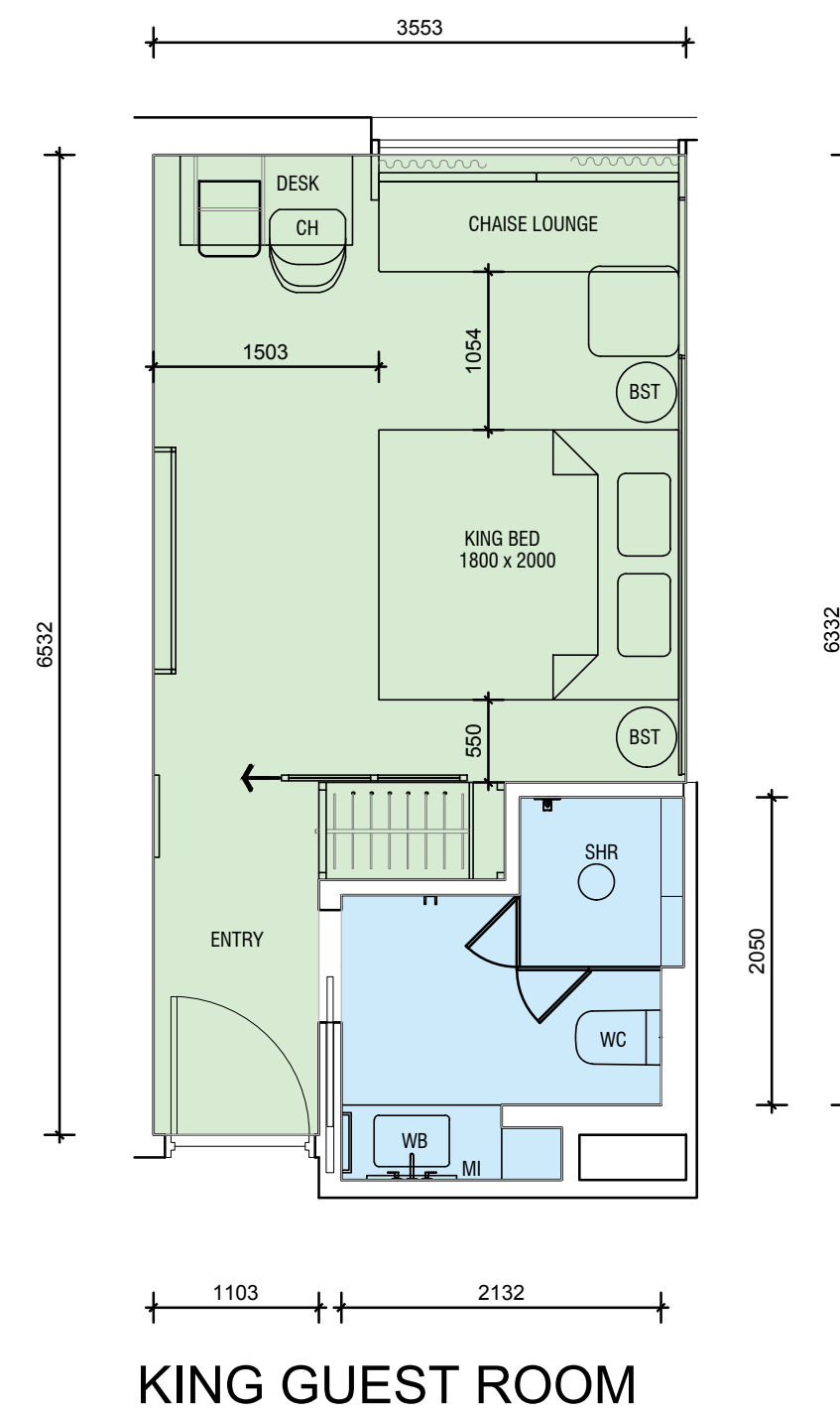
ROOF PLAN
SCALE 1 : 100 @ A1



S05

ALBANY HOTEL
PART OF LOT 3 PRINCESS ROYAL DRIVE, ALBANY
SCALE 1:100 PROJECT NO.75.18 DATE 28.09.2018

Hodge Collard Preston
ARCHITECTS

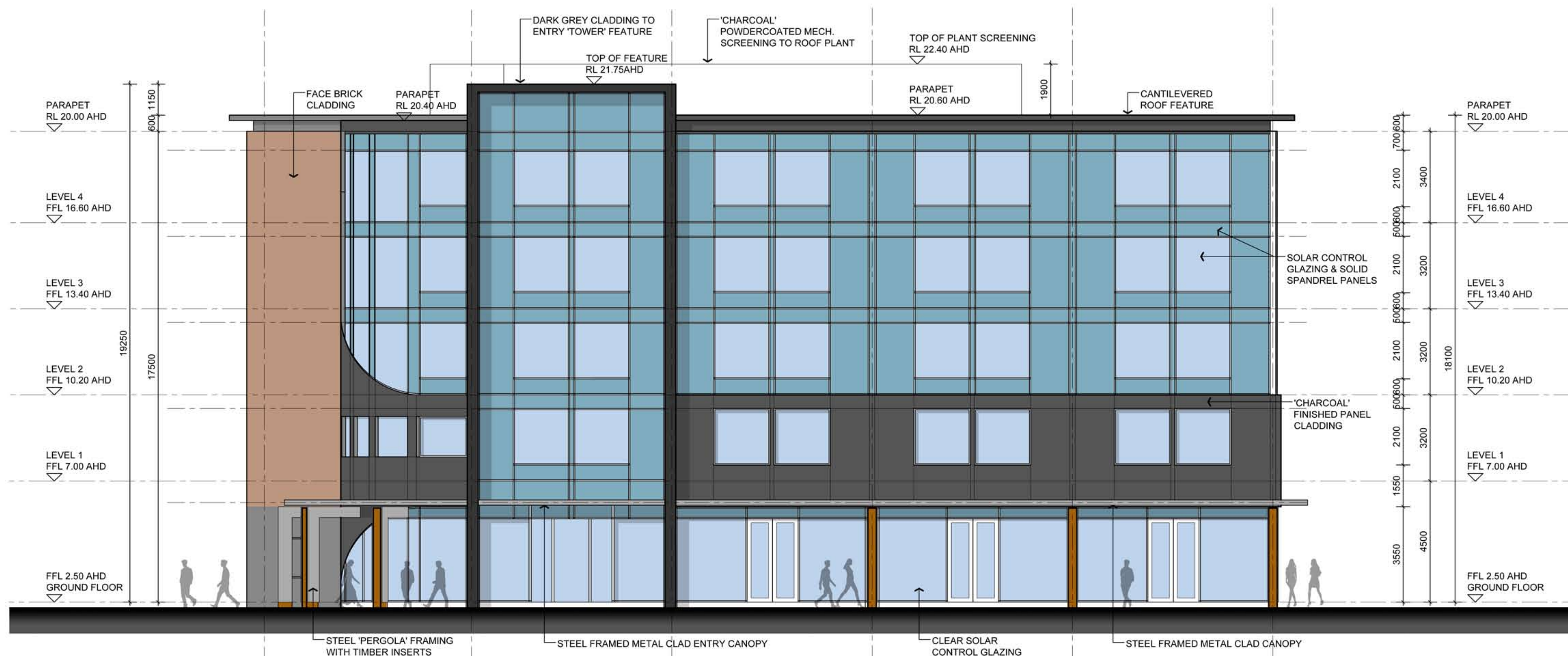


GUEST ROOM PLANS

SCALE 1 : 50 @ A1



PROPOSED WEST ELEVATION
SCALE 1 : 100 @ A1



PROPOSED SOUTH ELEVATION
SCALE 1 : 100 @ A1

revision/issue	description	drawn	checked	date
1	project	RD	MR	28.09.2018
2	location	MR	MR	28.09.2018
3	scale	1:100	MR	28.09.2018
4	project no	75.18	MR	28.09.2018
5	dwg no	S07	MR	28.09.2018
6	rev		MR	28.09.2018

ALBANY HILTON GARDEN INN HOTEL
PART OF LOT 3 PRINCESS ROYAL DRIVE, ALBANY

Third Floor, 38 Richardson Street,
West Perth, WA 6005
PO Box 743, West Perth, WA 6872
Ph: (08) 9322 5144
Fax: (08) 9322 5740
Email: admin@hpcarch.com

Hodge Collard Preston
ARCHITECTS

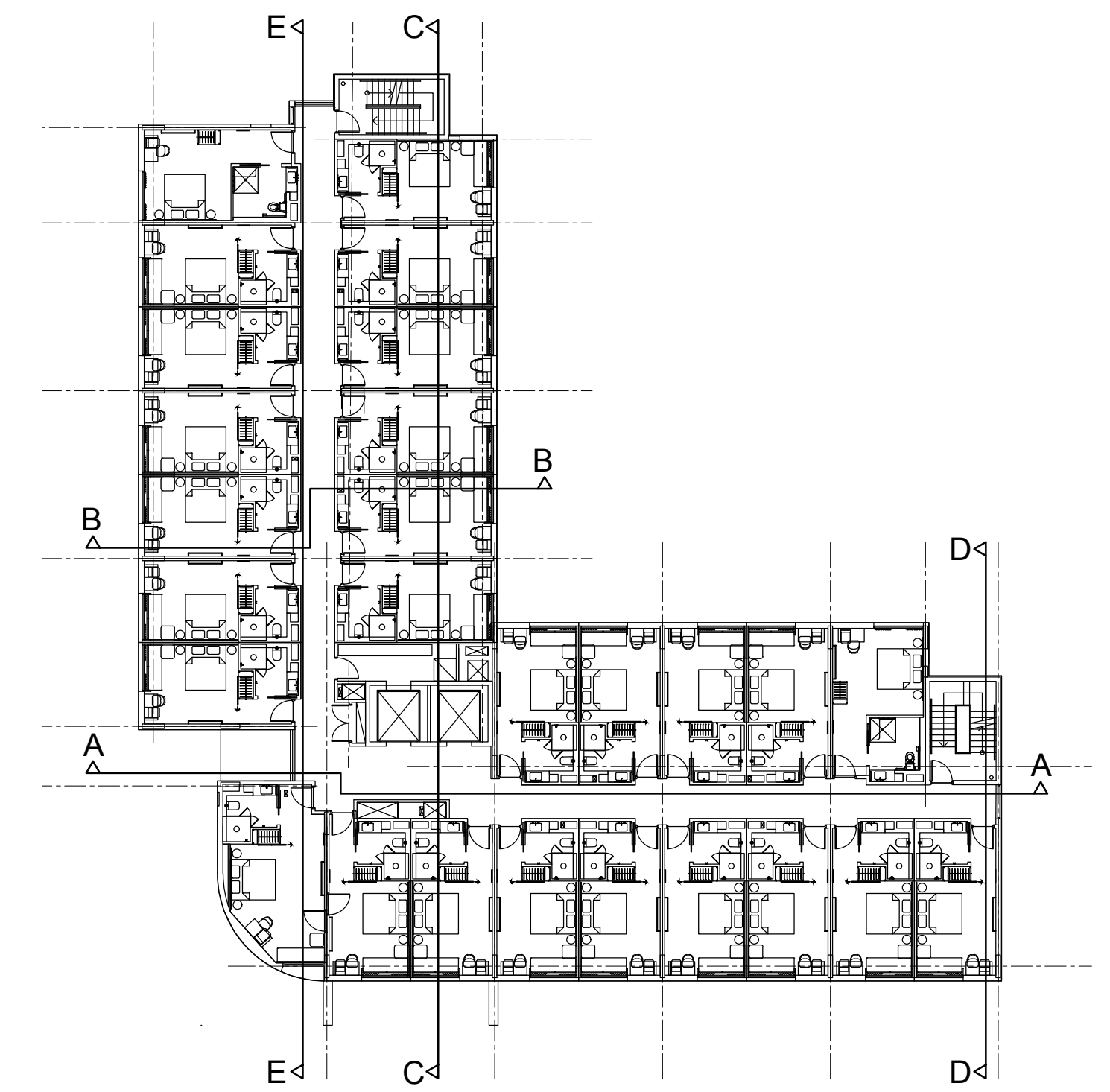
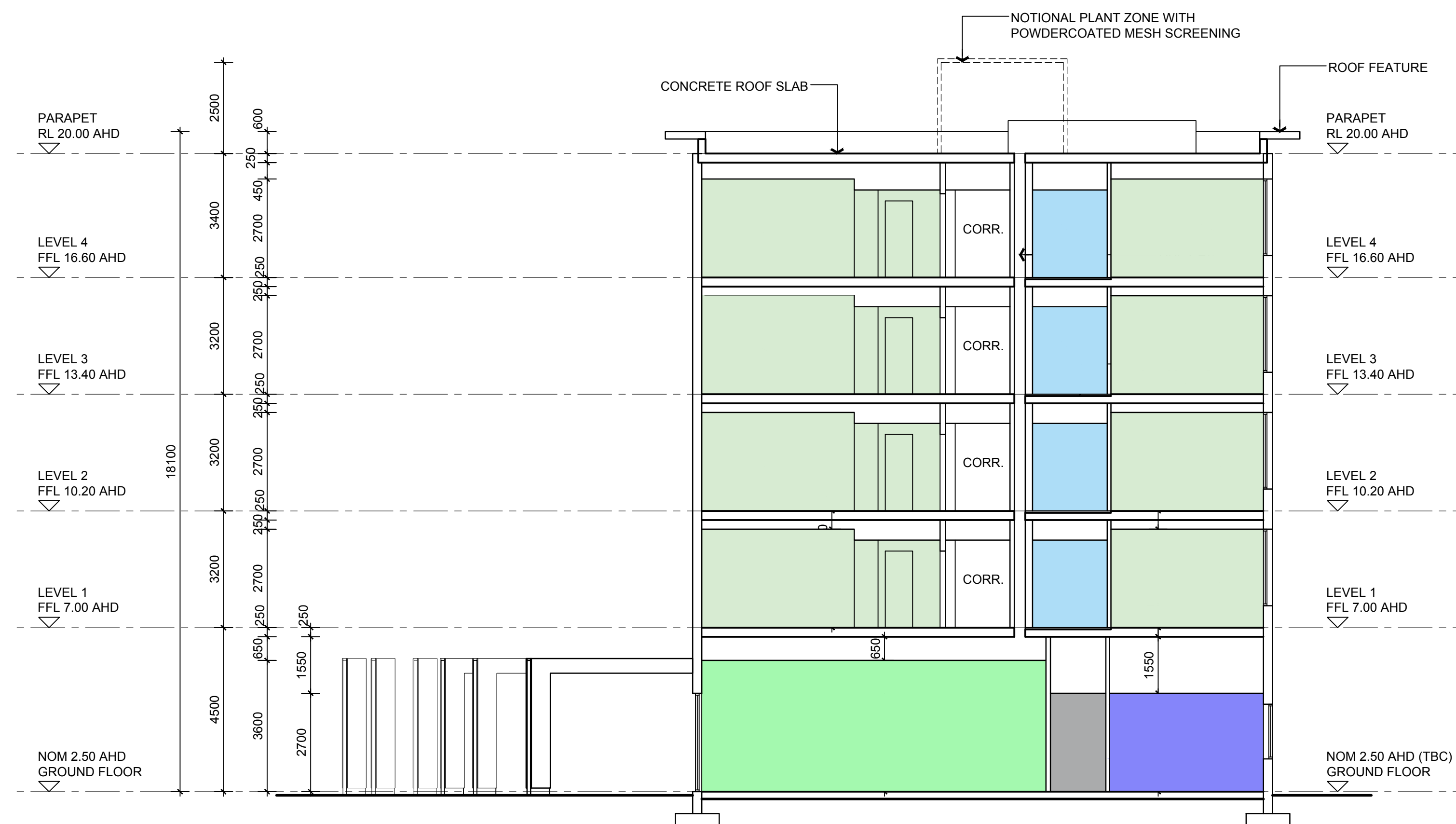
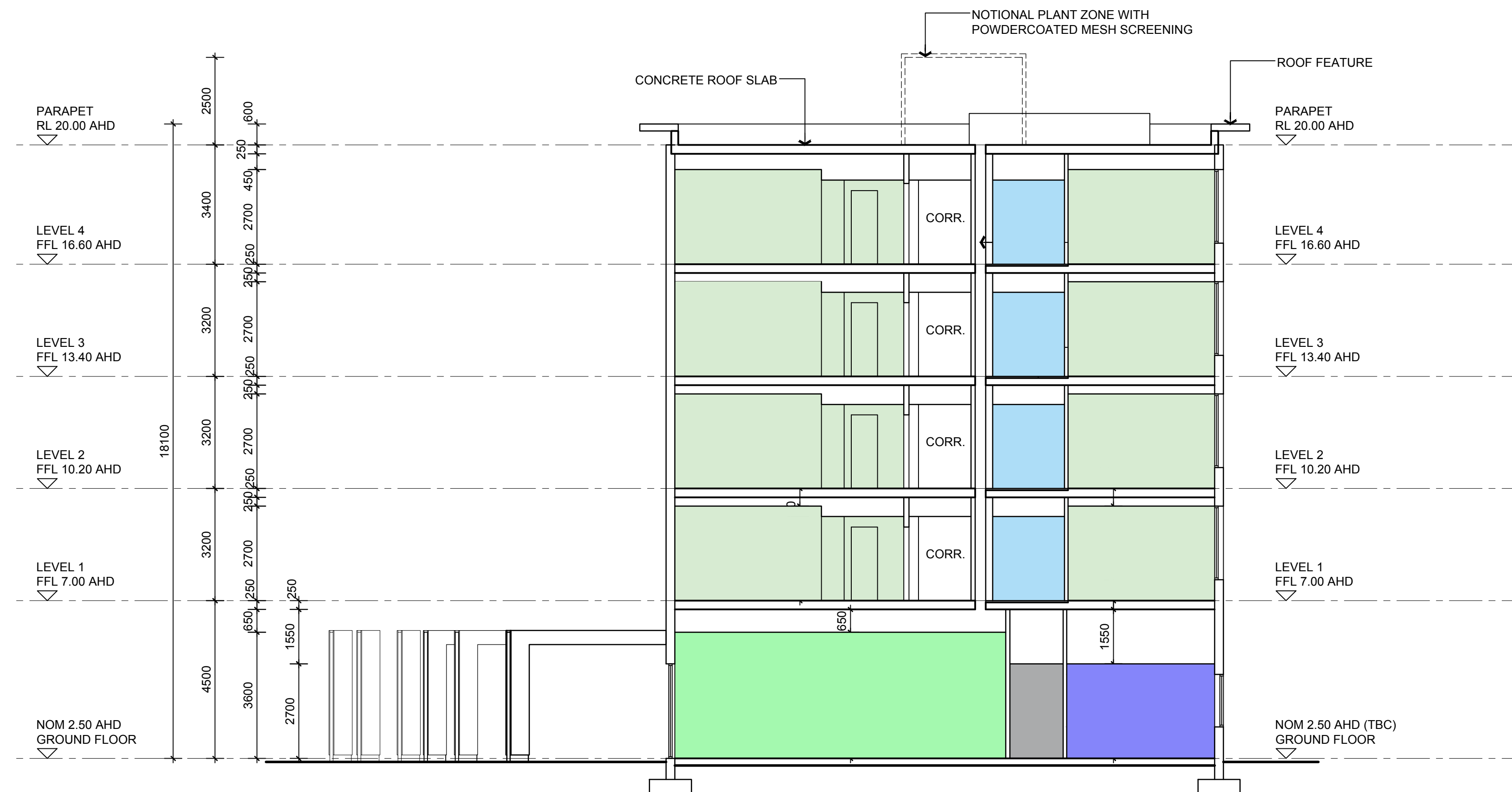



PROPOSED EAST ELEVATION
SCALE 1 : 100 @ A1



PROPOSED NORTH ELEVATION
SCALE 1 : 100 @ A1

revision/ issue	description	drawn	checked	date
project	ALBANY HILTON GARDEN INN HOTEL	drawn	checked	date
location	PART OF LOT 3 PRINCESS ROYAL DRIVE, ALBANY	RD	MR	28.09.2018
scale	1:100 @ A1	project no	dwg no	rev
		75.18	S08	



revision/ issue	description	drawn	checked	date
project ALBANY HILTON GARDEN INN HOTEL location PART OF LOT 3 PRINCESS ROYAL DRIVE, ALBANY		drawn RD	description PROPOSED SECTIONS	
		checked MR		
		scale 1:100 © A1	date 28.09.2018	
			project no 75.18	dwg no S09 rev

Appendix 3

Design Report

ALBANY WATERFRONT HOTEL

I.LOCATION PLAN



- 1: HOTEL SITE
- 2: ALBANY ENTERTAINMENT CENTRE
- 3: ALBANY WATERFRONT MARINA
- 4: ANZAC PEACE PARK
- 5: MUSEUM OF GREAT SOUTHERN
- 6: NATIONAL ANZAC CENTRE
- 7: MOUNT CLEARANCE MEMORIAL
- 8: YORK STREET
- 9: STIRLING TERRACE
- 10: ALBANY AQUATIC CENTRE
- 11: CENTENNIAL STADIUM
- 12: MIDDLETON BEACH
- 13: ALBANY GOLF COURSE
- 14: TOWN CENTRE



ALBANY WATERFRONT HOTEL

2. AREA PLAN



- 1: HOTEL SITE
- 2: ALBANY ENTERTAINMENT CENTRE
- 3: DUE SOUTH RESTAURANT & BAR
- 4: ALBANY WATERFRONT MARINA
- 5: TOUR CENTRE
- 6: ANZAC PEACE PARK
- 7: MUSEUM OF GREAT SOUTHERN
- 8: ALBANY MARKETS
- 9: STIRLING TERRACE
- 10: YORK STREET



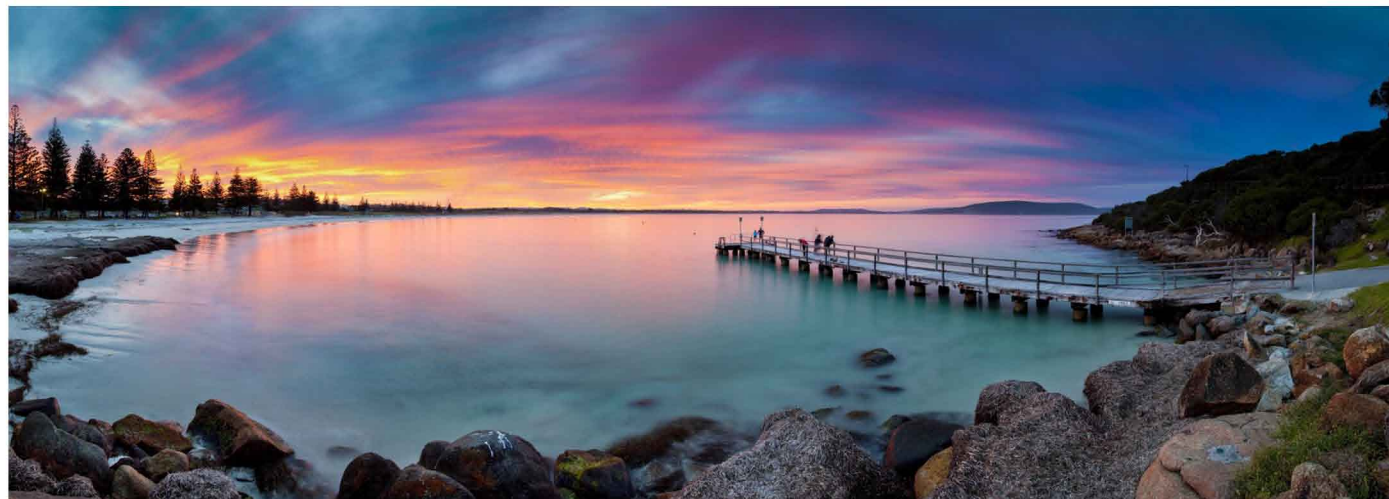
ALBANY WATERFRONT HOTEL

3.CONTEXT IMAGES



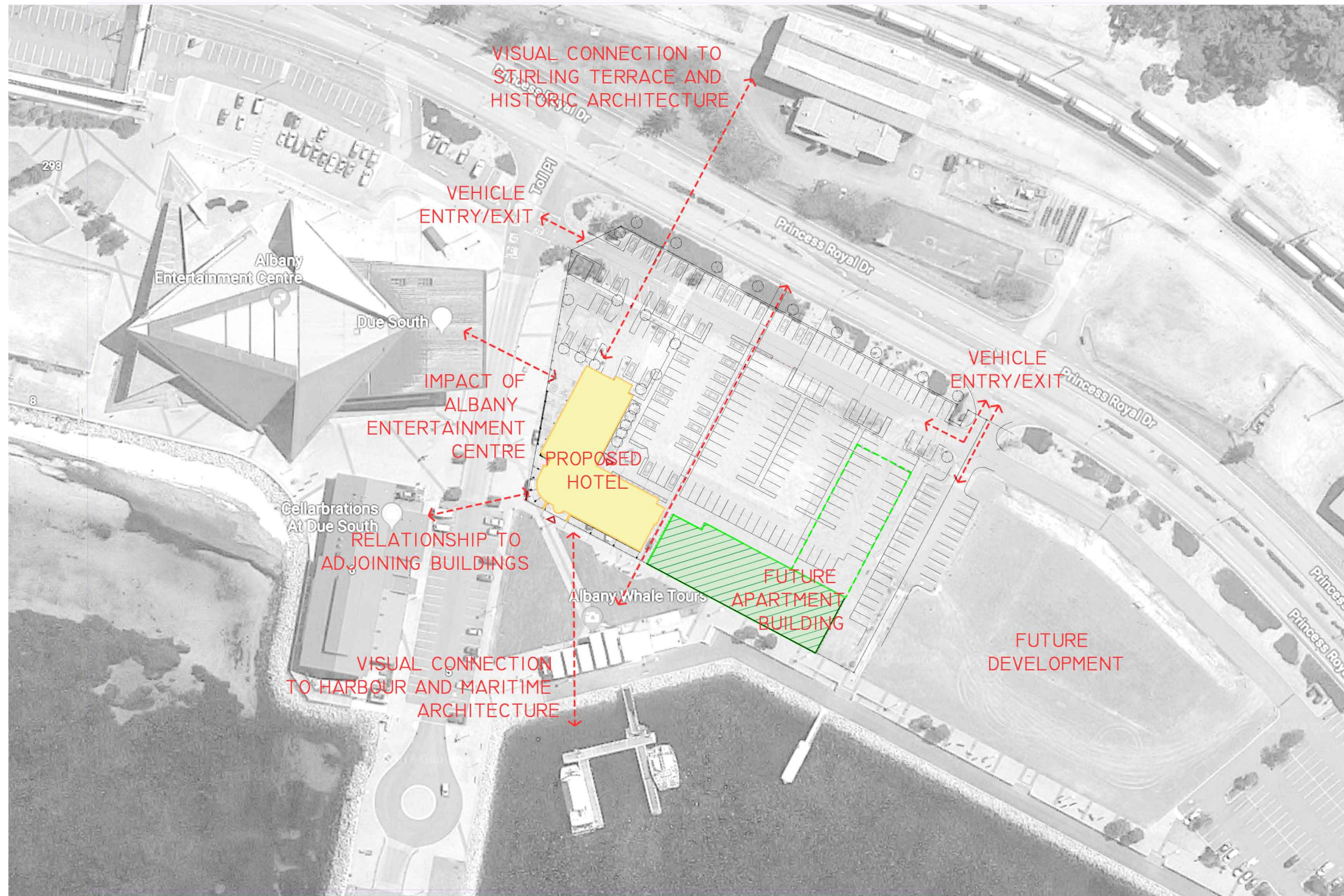
ALBANY WATERFRONT HOTEL

4.CONTEXT IMAGES



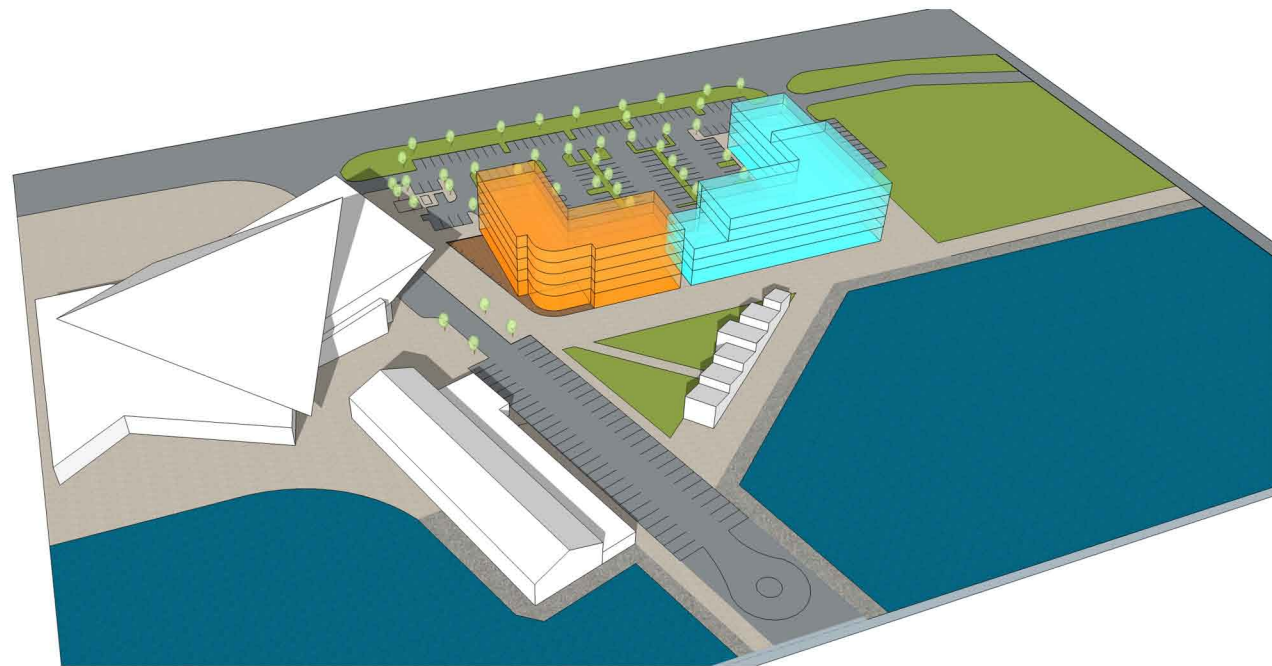
ALBANY WATERFRONT HOTEL

5.PLANNING CONSIDERATIONS

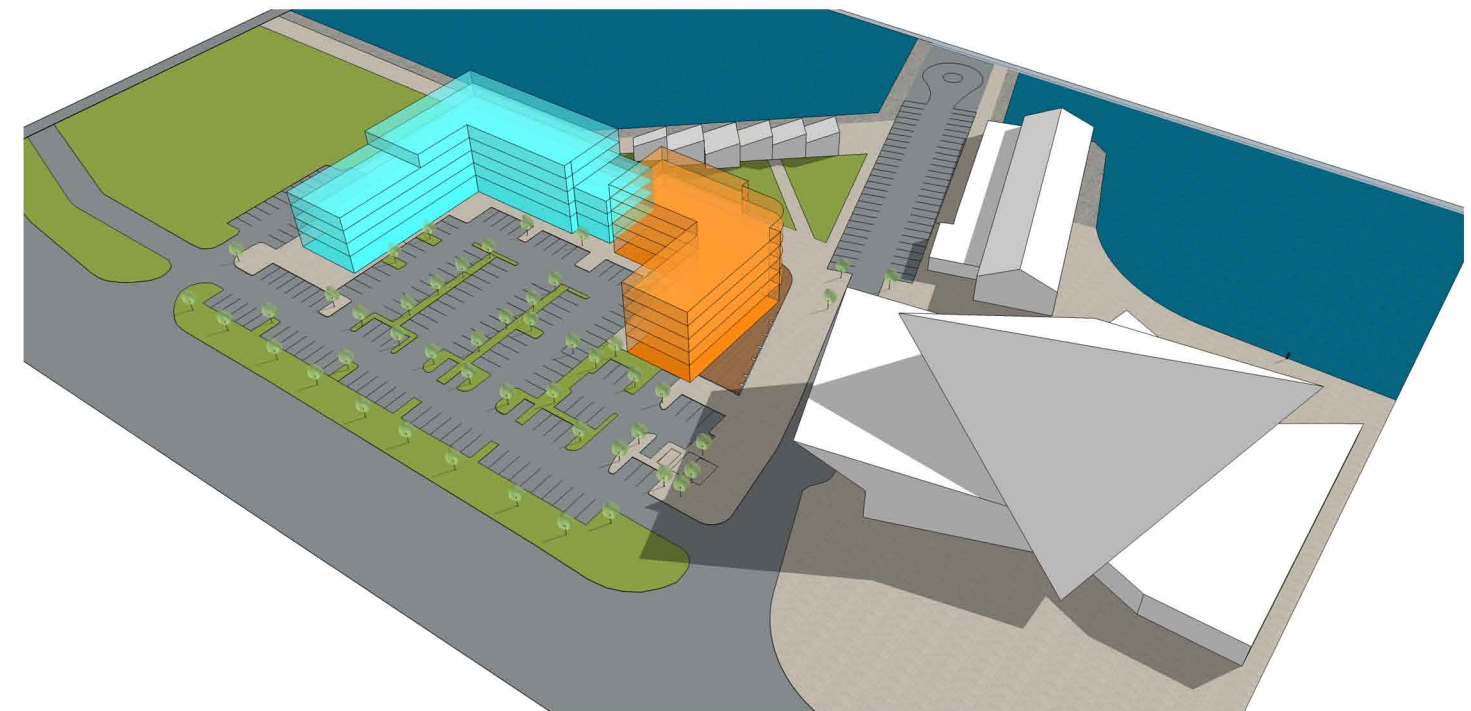


ALBANY WATERFRONT HOTEL

6. 3D SITE IMAGES



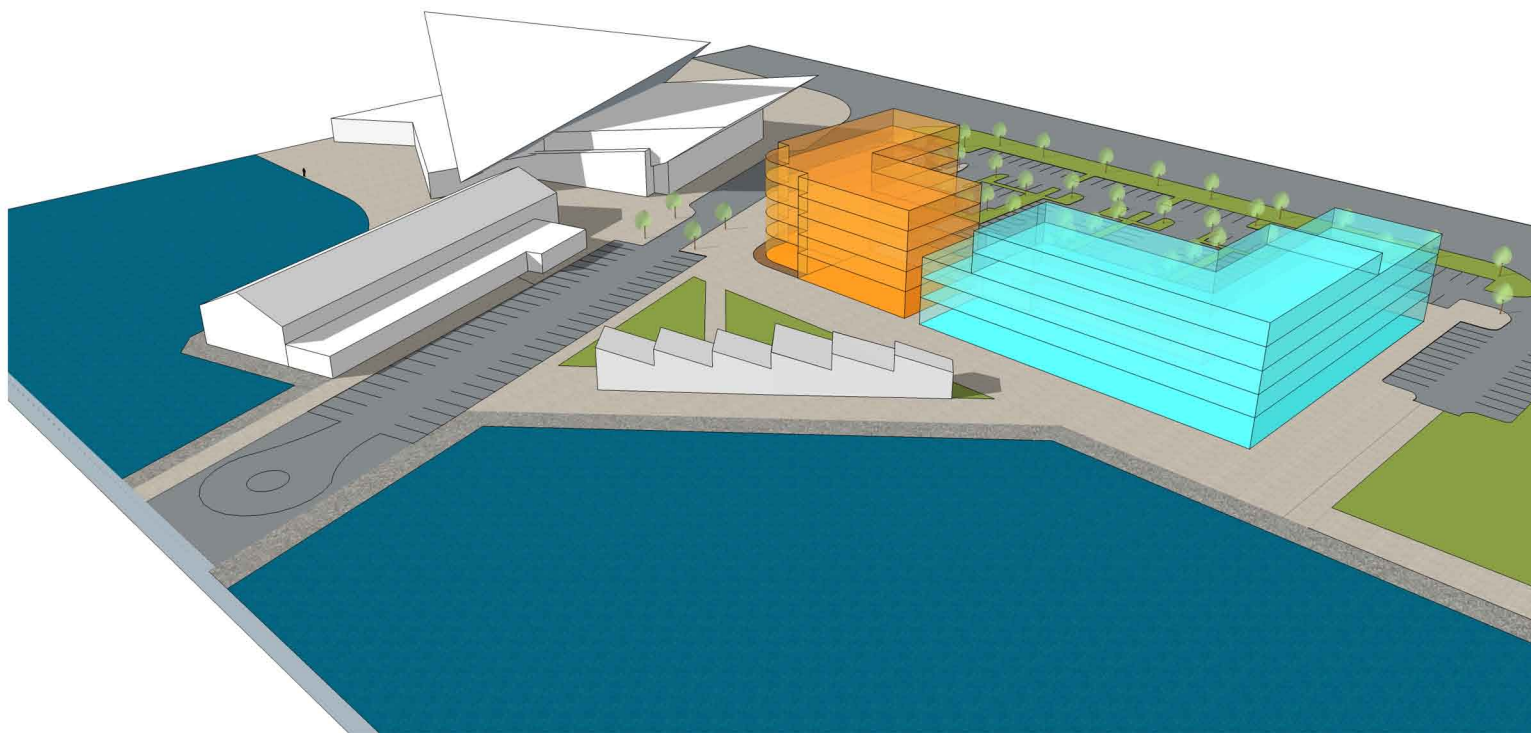
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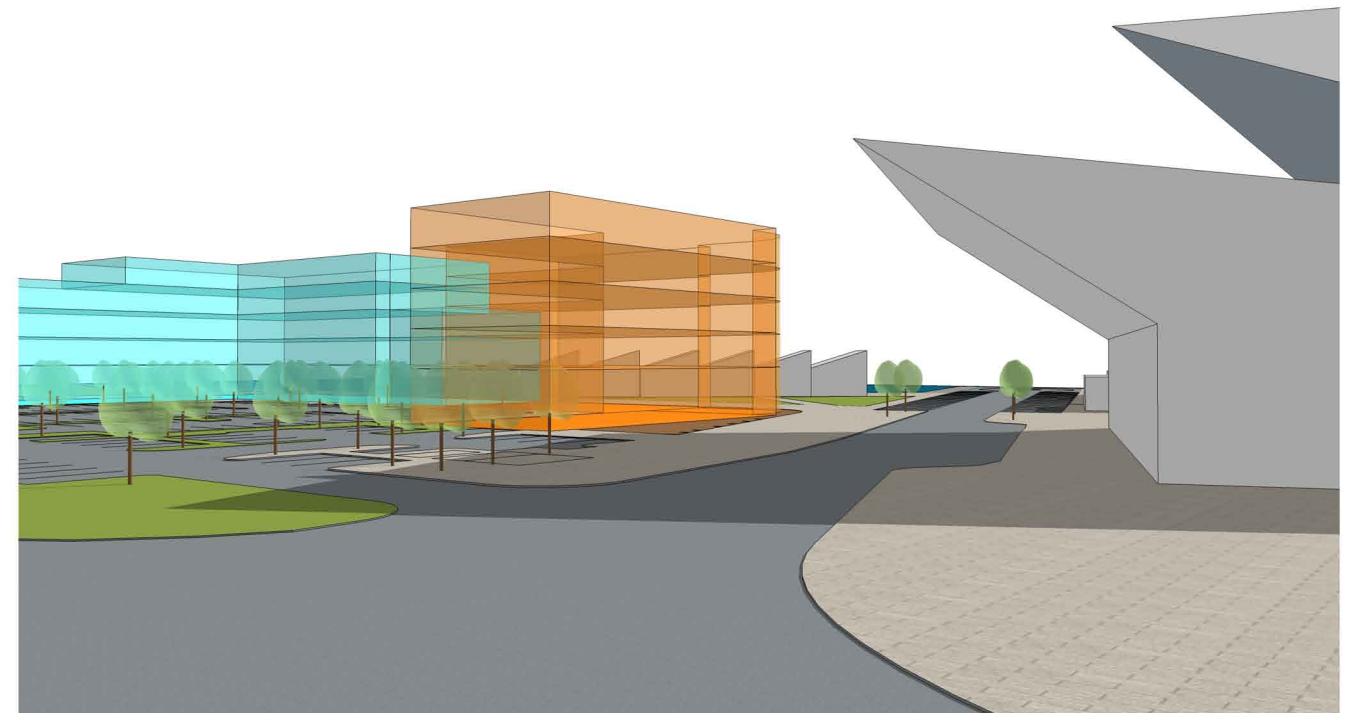
2. AERIAL VIEW

ALBANY WATERFRONT HOTEL

7. 3D SITE IMAGES



3. AERIAL VIEW

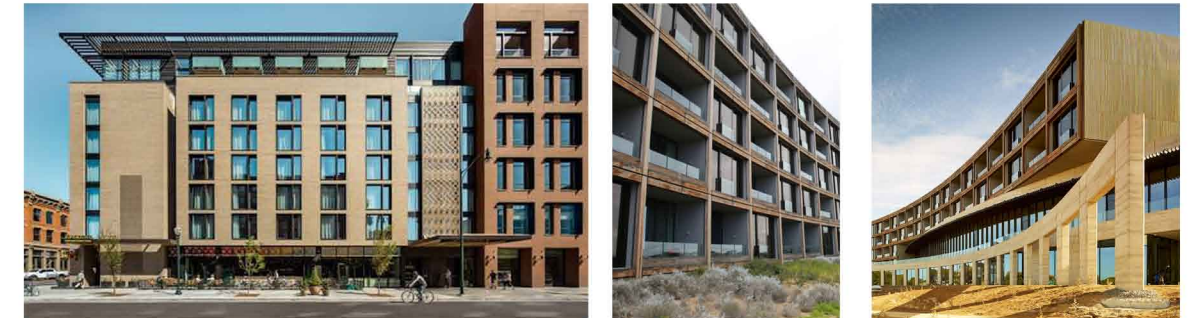


4. STREET VIEW

ALBANY WATERFRONT HOTEL

8.DESIGN CONSIDERATIONS

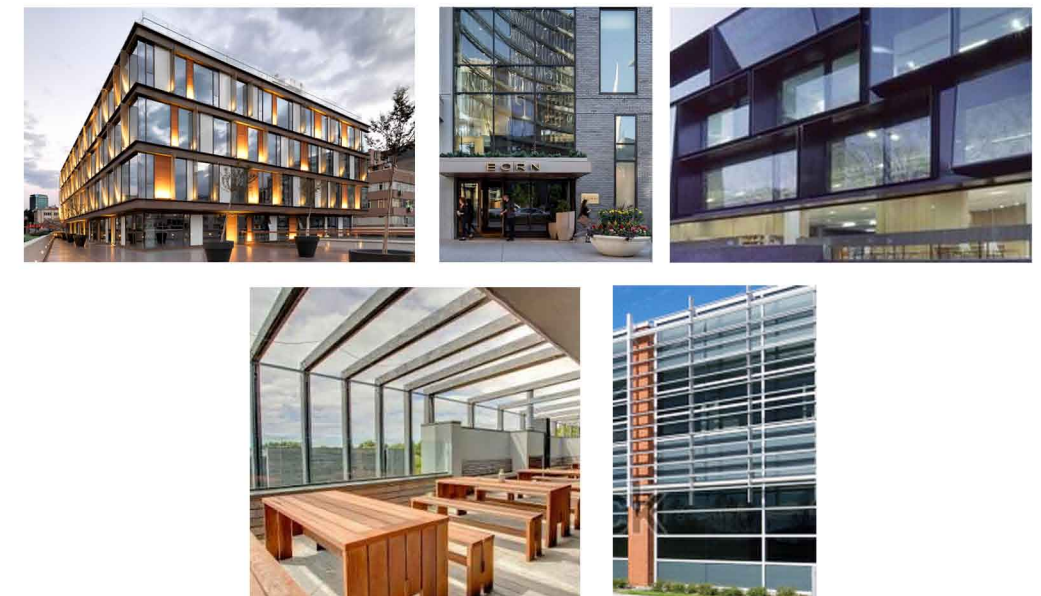
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2: TRANSITIONAL ELEMENTS

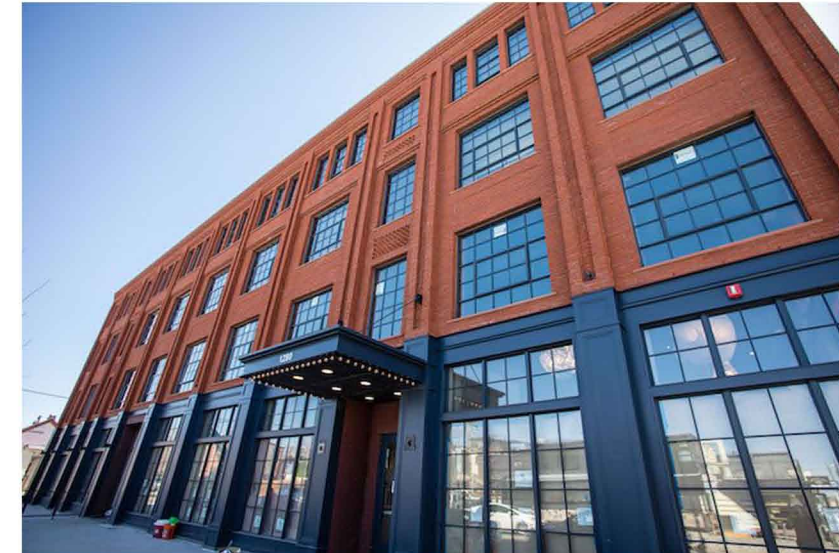
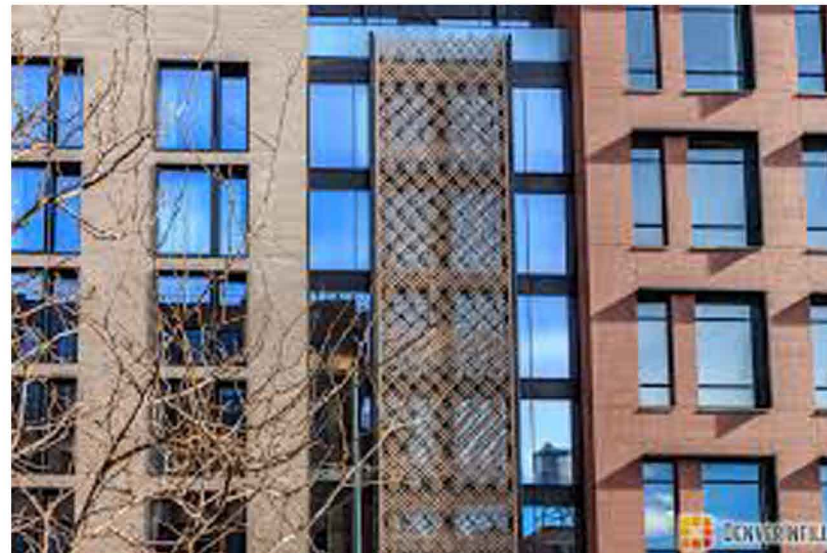
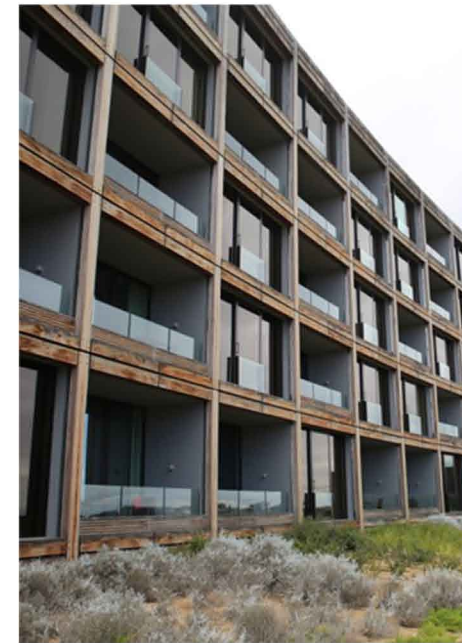


3: LIGHTER/ TRANSPARENT ELEMENTS



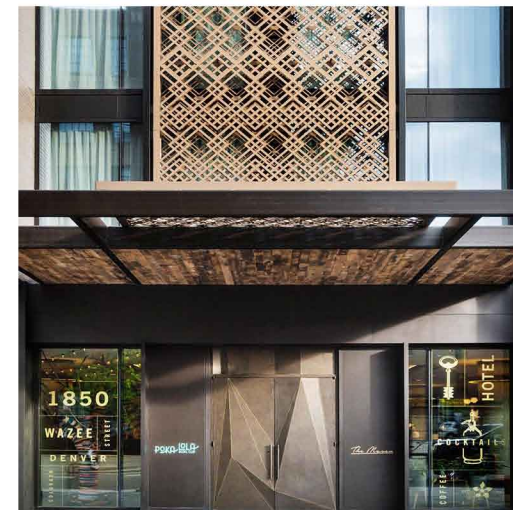
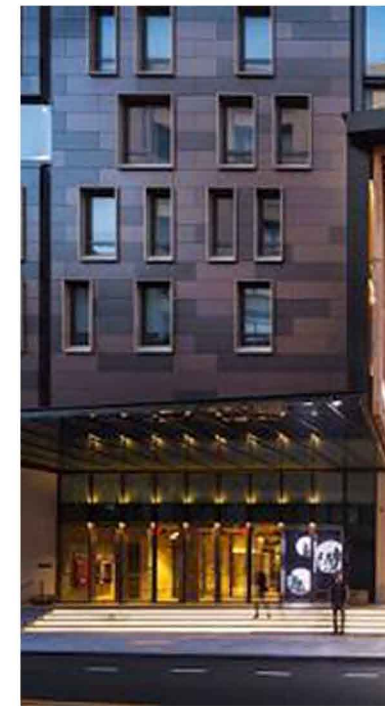
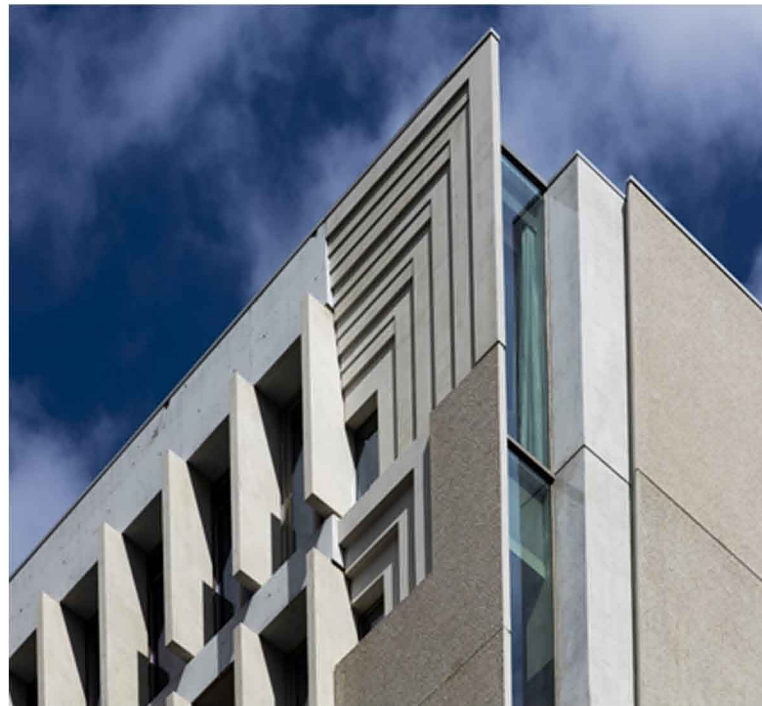
ALBANY WATERFRONT HOTEL

9.DESIGN CONSIDERATIONS- SOLID ELEMENTS



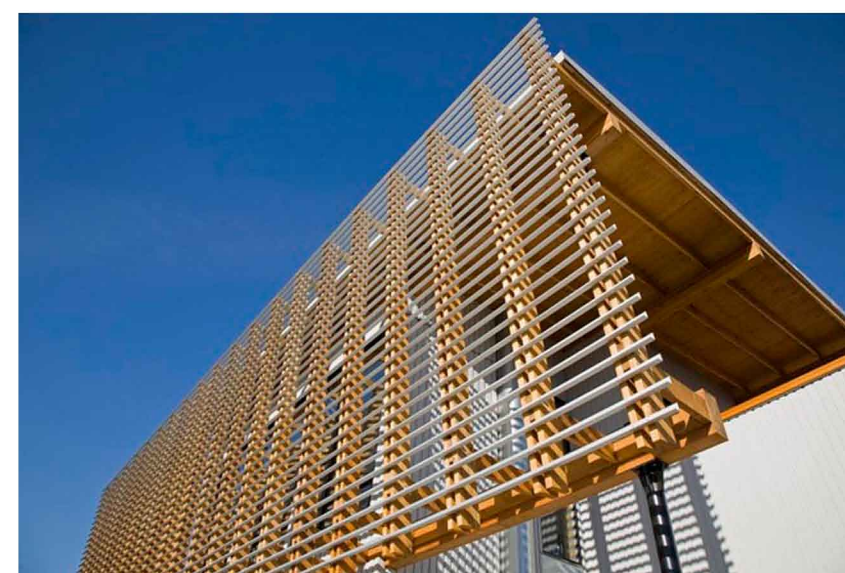
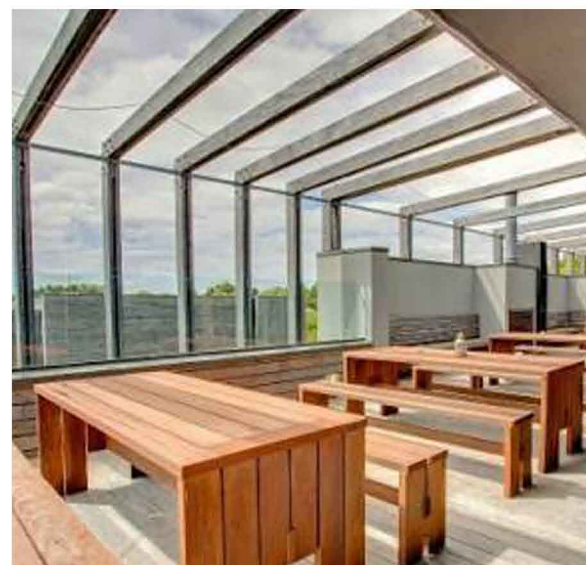
ALBANY WATERFRONT HOTEL

10.DESIGN CONSIDERATIONS- TRANSITIONAL ELEMENTS



ALBANY WATERFRONT HOTEL

II. DESIGN CONSIDERATIONS— LIGHTER/ TRANSPARENT ELEMENTS



12. SITE PLAN



ALBANY WATERFRONT HOTEL

13. GROUND FLOOR PLAN



GROUND FLOOR PLAN
SCALE 1 : 100 @ A1

TOTAL BUILDING AREA
4575 SQM GFA

GROUND FLOOR
TOTAL 919 sqm GFA

FLOORS 1 TO 3
TOTAL 3,656 SQM GFA:
96 No. STANDARD KING ROOMS @ 23.06 sqm each
6 No. ACCESSIBLES @ 26.1 sqm each
4 No. CORNER SUPERIOR ROOMS @ 28.5 sqm
2 No. SUPERIOR ROOMS @ 26.1 sqm

TOTAL OF 108 ROOMS:-
- INC. 12 INTERCONNECTING ROOMS (6 PAIRS)
- 11% OF ROOMS ARE INTERCONNECTING ROOMS

14. TYPICAL FLOORS 1-3



LEVEL 1 TO 3 FLOOR PLAN

ALBANY WATERFRONT HOTEL

15. LEVEL 4



LEVEL 4 27 ROOMS

914 SQM GFA
24 No. STANDARD KING ROOMS @ 23.06 sqm each
2 No. SUPERIOR ROOMS @ 26.1 sqm each
1 No. CORNER SUPERIOR ROOM @ 28.5 sqm

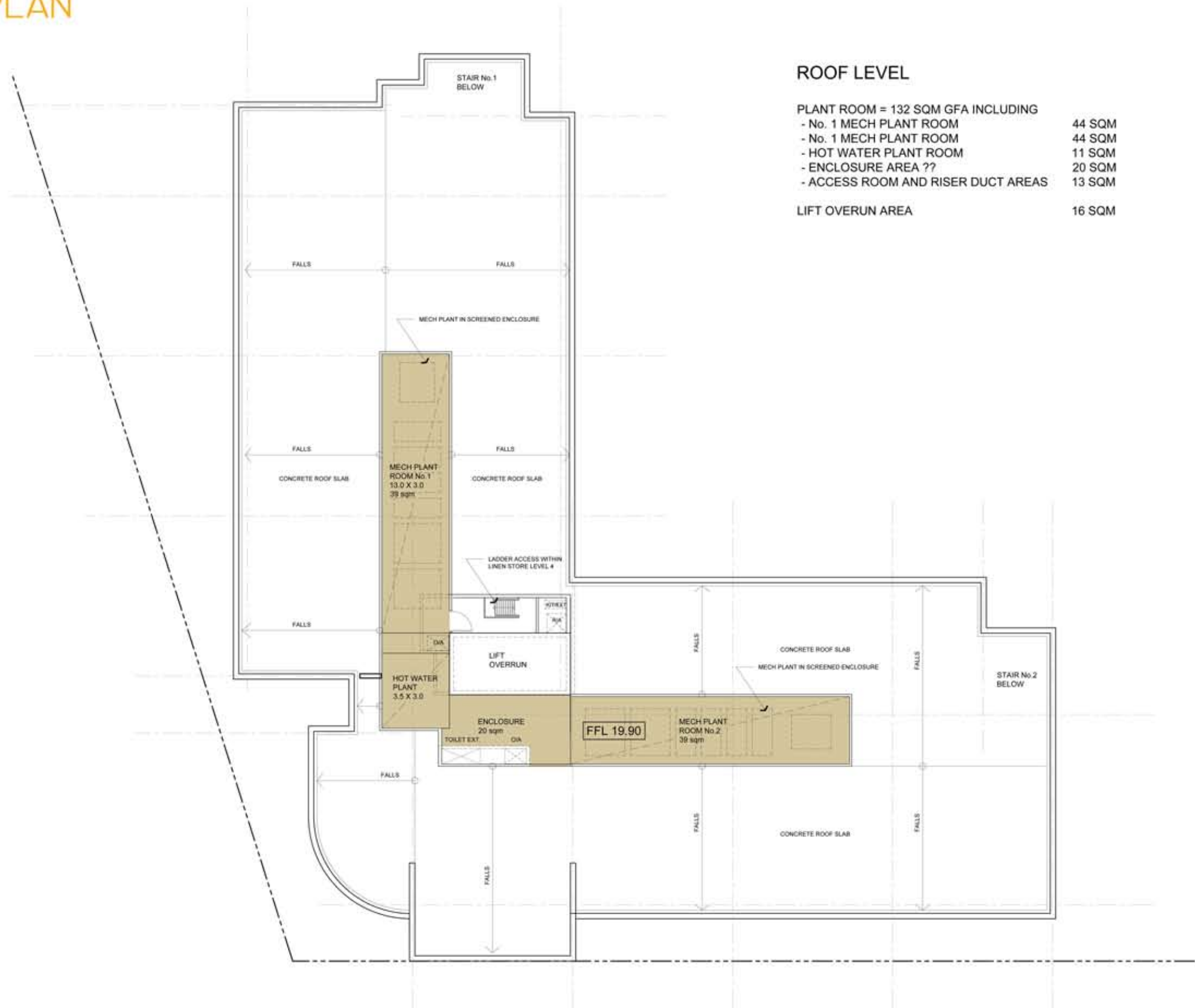
TOTAL OF 27 ROOMS:-
- INC. 6 INTERCONNECTING ROOMS PER FLOOR (3 PAIRS)

LEVEL 4 FLOOR PLAN

SCALE 1 : 100 @ A1

ALBANY WATERFRONT HOTEL

16. ROOF PLAN



ROOF PLAN
SCALE 1 : 100 @ A1



ALBANY WATERFRONT HOTEL

17. TYPICAL ROOMS



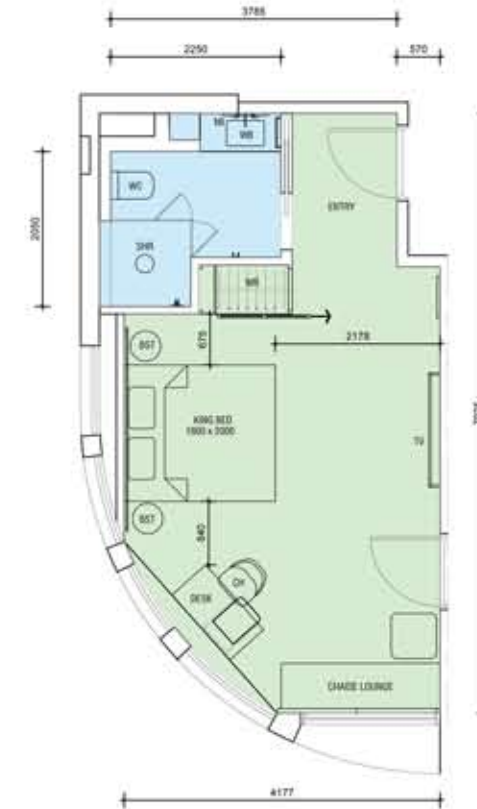
KING GUEST ROOM



TWIN GUEST ROOM



KING GUEST ROOM
INTERCONNECTING ROOM



KING GUEST ROOM
CORNER SUPERIOR ROOM



KING GUEST ROOM
ACCESSIBLE BATHROOM



KING GUEST ROOM
SUPERIOR ROOM

GUEST ROOM PLANS
SCALE 1 : 50 @ A1

ALBANY WATERFRONT HOTEL

18. ARTIST'S IMPRESSION



ALBANY WATERFRONT HOTEL

19. ARTIST'S IMPRESSION



ALBANY WATERFRONT HOTEL

20. ARTIST'S IMPRESSION - MATERIALS



Appendix 4

Acoustic Report

Albany Hotel

Acoustic Report

Development Application

Prepared for:

**Pindan Constructions
Pty Ltd**

Prepared by:

Carl Edser & Imran Khan
Project No. 39827

\\\\WGE-PER-FS-01\\PROJECTS\\39827\\PROJECT DOCUMENTATION\\ACOUSTICS\\DESIGN\\REPORTS\\AC-RE-001-39827 DA_002.DOCX

Date:
26 September 2018

Ground Floor, 226 Adelaide Terrace, Perth WA 6000
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Revision

REVISION	DATE	COMMENT	APPROVED BY
001	19/09/2018	Draft for review and comment	IK
002	26/09/2018	For submission to Council	IK

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Executive Summary

Wood and Grieve Engineers (WGE) have been commissioned by Pindan Constructions Pty Ltd to undertake acoustic assessment and prepare an acoustic report in support of the Development Application for the proposed Albany Hotel, Lot 3 Toll Place, Albany.

Acoustic assessment was conducted to address the requirements outlined in the City of Albany Local Planning Scheme No.1 (LPS). The LPS requires acoustic assessment to be conducted in accordance with the Western Australian Planning Commission's State Planning Policy 5.4 (SPP 5.4) for any noise sensitive development located within 100 m of nominated carriageways or freight/passenger railway transport corridors. It has been identified from aerial mapping imagery (Nearmap) that the proposed hotel development will be located approximately 100 m from the outer edge of a freight rail line. The proposed setback between the hotel and the Princess Royal Drive boundary is 39 m.

This report establishes the relevant acoustic criteria as outlined by SPP5.4 and provides details of the acoustic assessment methodologies to determine construction requirements to be implemented for compliance. Due to the site's proximity to the railway line, vibration criteria are also documented in this report and are based on current standards and guidelines.

A detailed traffic/rail model was developed using 3D noise modelling software. The model was developed in accordance to the methodology described in the Implementation Guidelines for State Planning Policy 5.4 (Guidelines) to determine expected noise levels at the site as a result of noise emissions from road and rail noise sources. The noise model considered future traffic volumes for both road and rail, as required by SPP5.4. All assumptions used in the acoustic assessment have been stated in this report.

As the architectural drawings for the project are now available, detailed noise intrusion assessment was conducted and recommendations for façade have been provided within the report. It is noted the treatments are generally in line with the recommendations of Quiet House Design Package B outlined by SPP 5.4.

The client has provided WGE with an acoustic report (*1727a Acoustic Concept Design Rev B* dated 4th August 2017) prepared by Hewshott International during the concept design stages. The report concluded that there is *"less than low probability of adverse Comment"*, and that *"vibration mitigation measures are therefore not deemed to be necessary"* in relation to human perception. Furthermore, and in relation to potential damage to structure, vibration levels were *"currently below the threshold for unreinforced or light framed structures to cause cosmetic damage"*. WGE shall conduct vibration measurements at predetermined locations in order to quantify ground-borne vibration levels at the site and associated with road and rail vibration levels.

1. Introduction

1.1 Overview

Wood and Grieve Engineers (WGE) have been commissioned by Pindan Constructions Pty Ltd to undertake acoustic assessment and prepare an acoustic report in support of the Development Application for the proposed Albany Hotel, Lot 3 Toll Place, Albany. The project site is located within the City of Albany.

The proposed development is five stories and consist of the following key architectural volumes;

- Ground Floor: Hotel restaurant and bar with external courtyard
Hotel reception, gymnasium, general offices and back of house areas
Commercial tenancies
- Upper Floors: Hotel guest rooms.

This acoustic report has been prepared for submission to the City of Albany to demonstrate that the project is taking into consideration all acoustic aspects pertinent to this type of development. General recommendations are provided in this report which aim to address/mitigate any acoustic issues identified. Additional assessment will be conducted throughout the design stages of the project.

1.2 Study Inputs

Acoustic assessment and preparation of this report has been based on the received documentation provided in Table 1.

Table 1: Received documentation

Date	Detail	Prepared by	Format
29/08/18	DA submitted drawings – 75.18 S01 to S08 (inclusive)	Hodge Collard Preston Architects	pdf

1.3 Information Sources

The following documentation has been reviewed to establish the acoustic-related criteria applicable to the project;

- Planning and Development Act 2005 – City of Albany Local Planning Scheme No.1 (adopted 3/04/2017);
- Albany Waterfront Planning Framework Report (AWPF, 2nd Addition, dated 17/10/11);
- DIS105: Further Information On Local Structure Plan No.12 – Lot 3 Toll Place, Albany
- Western Australia Environmental Protection (Noise) Regulation 1997;
- Western Australian Planning Commission's State Planning Policy 5.4;
- AS2670-1990 Evaluation of human exposure to whole body vibration – Part 2 Continuous and shock induced vibration in buildings (1 – 80 Hz);
- Australian and New Zealand Standard AS/NZS 2107:2016 — Acoustics – Recommended design sound levels and reverberation times for building interiors (AS2107); and
- National Construction Code 2016 Volume 1 — Building Code of Australia Class 2 to Class 9 Buildings (NCC).

1.4 Site Description

The Albany Hotel establishment is proposed for Lot 3 Toll Place, Albany, and is located approximately 800 m south of Albany CBD. Princess Royal Drive runs along the northern boundary of the site, which provides access for heavy freight vehicles to the Port of Albany. A train line, parallel to Princess Royal Drive, also provides access to the port for freight locomotives.

Albany Entertainment Centre (AEC) and Albany Waterfront Marina are located immediately west and south of the site, respectively. The Albany Waterfront Structure Plan indicates that the surrounding vacant lots are zoned for mixed-use developments.

The project site and other locations described above are detailed in Figure 1.

Figure 1: Project location and surrounding areas



Source: Nearmap

1.5 Key Acoustic Considerations

- The project location is exposed to a number of noise sources, mainly freight transportation vehicles (road and rail), the marina and the entertainment centre.
- Due to the proximity to the rail line, the project shall be developed in accordance with the Western Australian Planning Commission's State Planning Policy 5.4. Vibration levels associated with freight trains shall also be considered.
- Since the establishment will consist of a restaurant, bar and outdoor areas. Noise emissions due to patron noise and/or music will be required to comply with the requirements outlined in the Environmental Protection (Noise) Regulation 1997 (EPNR). Noise emissions from mechanical plant will also be required to comply with the EPNR.
- The Albany Hotel will be considered a Class 3 Building. Therefore, residential areas within the Hotel shall be sufficiently designed to uphold the sound insulation requirements outlined in Part F5 of the National Construction Code 2016.

2. Acoustic Criteria

2.1 City of Albany Local Planning Scheme No.1

The City of Albany Local Planning Scheme No.1 (LPS1) states the following with regard to residential land use proposed for areas that are in close proximity to heavy freight routes (i.e. Princess Royal Drive and the railway line);

Section 5.6.7

Residential uses adjacent to Heavy Freight Routes In the case of any development located within 100 metres from the outer edge of the carriageway of Albany Highway (north of Chester Pass Road roundabout), Chester Pass Road, Hanrahan Road, Princess Royal Drive, the Albany Ring Road alignment or the railway line located within the Scheme Area and proposed to be used for residential or tourist occupation, the Local Government shall have regard to the policy statements and recommendations in the Western Australian Planning Commission's Statement of Planning Policy 5.4—Road and Rail Transport Noise and Freight Considerations in Land Use Planning and may require appropriate noise attenuation measures.

2.2 Albany Waterfront Planning Framework Report (AWPF)

Section 18.0 of The Albany Waterfront Planning Framework states the following with regard to control of traffic noise on the proposed;

18.1

The development will be subjected to noise from traffic on Princess Royal Drive and the railway therefore the design of any accommodation buildings should include devices or systems to ameliorate problems arising from airborne sound. The use of double glazing is recommended.

18.2

All accommodation buildings are to be detailed and/or designed so that internal noise levels in bedroom areas will be in the range of 30 to 35dB.

In addition to the above, the Council's resolution (24 July 2018) relating to the draft Albany Waterfront Structure Plan (dated January 2018) states the following:

- An updated noise contour plan that includes data provided by Southern Ports and their consultants; and
- an appropriate noise package detailing attenuation measures to ensure night time noise levels within all Multiple Dwellings located within the Accommodation Precinct do not exceed L_{Amax} 55 dB.

2.3 Western Australian Planning Commission – State Planning Policy 5.4

It has been identified from aerial mapping imagery (Nearmap) that the proposed hotel development will be located approximately 100 m from the outer edge of a freight rail line. The proposed setback between the hotel and the Princess Royal Drive boundary is 39 m. The Western Australian Planning Commission's State Planning Policy 5.4 (SPP 5.4) establishes the outdoor noise criteria that apply to a noise sensitive land use within 300 m of a freight handling facility (road and rail transport).

The objectives of the policy are to provide;

- Acceptable indoor noise levels in noise-sensitive areas (e.g. bedrooms and living rooms of houses); and
- A reasonable degree of acoustic amenity to at least one outdoor living area on each residential lot.

It is noted that SPP 5.4 does not specifically address noise associated with ground-borne vibration, however makes reference to current ISO Standards.

The noise criteria provided in Table 2 applies to new noise-sensitive development proposals at 1 m from the most exposed, habitable façade of any proposed building, at each floor level, and within at least one outdoor living area on each residential lot.

Table 2: Outdoor noise criteria detailed in SPP 5.4

Time of day	Noise Target	Noise Limit
Day (6 am – 10 pm)	$L_{Aeq(Day)}$ 55 dB(A)	$L_{Aeq(Day)}$ 60 dB(A)
Night (10 pm – 6 am)	$L_{Aeq(Night)}$ 50 dB(A)	$L_{Aeq(Night)}$ 55 dB(A)

If a noise-sensitive development takes place in an area where outdoor noise levels will meet the noise target, no further measures are required under SPP 5.4.

In areas where the noise target for day or night is likely to be exceeded, but the noise levels are likely to be within the 5 dB margin, mitigation measures should be implemented by the developer with a view of achieving the target levels in at least one outdoor living area on each residential lot. Where indoor spaces are planned to be facing any outdoor area in the margin, noise insulation deemed-to-comply packages or equivalent performing shall be implemented into the building design.

In areas where the outdoor noise limit is likely to be exceeded (i.e. above $L_{Aeq(Day)}$ of 60 dB(A) or $L_{Aeq(Night)}$ of 55 dB(A)), a detailed noise assessment in accordance with the guidelines should be undertaken by the developer. Customised noise mitigation measures should be implemented with a view to achieving the noise target in at least one outdoor living or recreation area on each noise-sensitive lot or, if this is not practicable, within the margin. Where indoor spaces will face outdoor areas that are above the noise limit, mitigation measures should be implemented to achieve acceptable indoor noise levels in those spaces.

2.3.1 Indoor Noise Levels

Recommended internal noise levels for noise-sensitive developments are discussed in SPP5.4.

Where an indoor space faces an outdoor area that is above the noise limit, SPP5.4 states for residential buildings that the acceptable indoor noise levels are;

- $L_{eq(Day)}$ 40 dB(A) in living and work areas; and
- $L_{eq(Night)}$ 35 dB(A) in bedrooms.

2.4 Internal Noise Levels and Reverberation

The internal noise level criteria detailed in this section are based on the recommendations provided in the Australian / New Zealand Standard AS 2107:2016 'Acoustics – Recommended design sound levels and reverberation times for building interiors' (AS 2107).

AS2107 provides recommended internal noise levels (defined as the equivalent continuous A-weighted sound pressure level — $L_{Aeq,t}$) for optimising the acoustic amenity in occupied spaces. The level of noise in an enclosed space typically consists of noise from building services and/or noise intrusion due to external sources (e.g. traffic).

Recommended internal noise levels and reverberation time times have been outlined in Table 3.

Table 3: Internal noise level criteria (AS2107)

Type of occupancy/activity	Recommended design sound level, L_{eq} dB(A)
Bars and lounges	< 50
Dining rooms	40 – 50
Foyers and recreation areas	45 – 50
General office areas	40 – 45
Gymnasiums	< 50
Kitchen	< 55
Meeting rooms	40 – 45
Sleeping areas (night-time)	30- 35
Washrooms and toilets	45 – 55

2.5 Vibration

The freight/passenger rail line is located approximately 100 m to the north of the project site. The criteria applicable for vibration is detailed in this section.

Acceptable values of human exposure to vibration are primarily dependent on the activity taking place in the occupied space (e.g. workshop, office, or residence) and the character of vibration (e.g. continuous or intermittent). In addition, specific values are dependent upon social and cultural factors, psychological attitudes, expected interference with privacy, and ultimately the individual's perception. Historically, the concept of base-curves has been used to assess human comfort as defined in AS2670-1990 Evaluation of human exposure to whole body vibration – Part 2 Continuous and shock induced vibration in buildings (1 – 80 Hz).

The baseline curves approximately coincide with the threshold of perception and are historically used to specify the maximum allowable vibration levels in critical working areas, such as a hospital operating theatre. Baseline curves for acceleration for vertical (Z-axis) and horizontal (X & Y-axis) directions are shown in Figure 2.

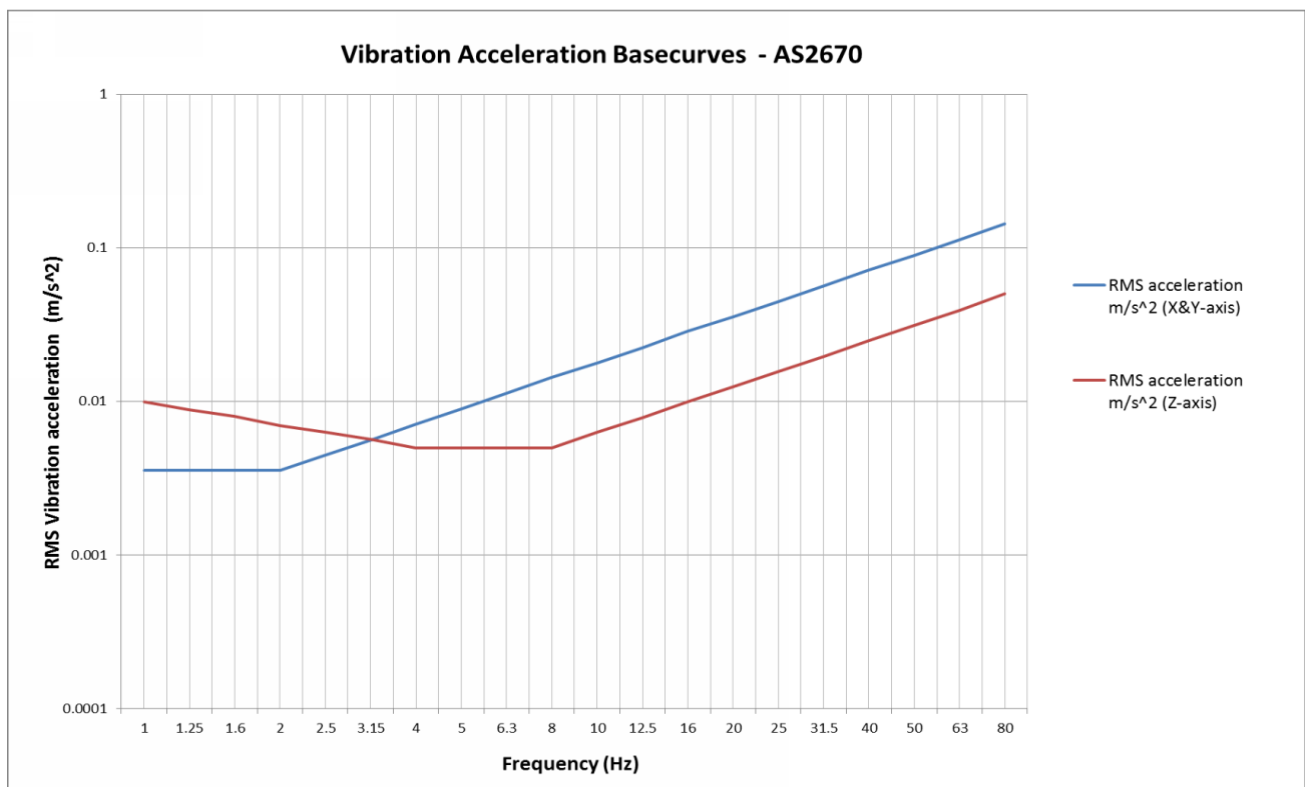
Vibration criteria for different occupancy types are obtained by multiplying the base curve by a multiplying factor. The multiplying factors distinguish between continuous and transient vibration events.

Vibration generated by trains passing by the boundary of the proposed development shall be classified as intermittent, which is subject to the same multiplication factors provided continuous vibration. The relevant multiplication factors are detailed in Table 3.

Table 4: Multiplying factors for human response to continuous building vibration.

Occupancy	AS 2670.2:1990 multiplication factor
Residential	1.4 night time
	2 - 4 day time

Figure 2: Vibration acceleration base curves.



2.6 Environmental Protection (Noise) Regulation 1997 (EPNR)

Environmental noise impacts resulting from the noise emissions from the project are addressed through the Environmental Protection Act 1986, with the regulatory requirements detailed in the Environmental Protection (Noise) Regulations 1997 (EPNR).

The EPNR establishes the maximum permissible noise emission levels (assigned levels) to be received at all adjacent noise-sensitive premises during specific periods of the day as a result of the cumulative noise emissions from all sources proposed for the project site. Compliance to relevant noise limits outlined in the EPNR is compulsory.

The EPNR states that noise emissions from any premises are considered not to *significantly contribute to* the noise at a receiver if the noise emissions are 5 dB or below the assigned levels.

In brief, the assigned levels are determined by considering of the amount of commercial and industrial zones, as well as main transport corridors surrounding the noise sensitive premises. The assigned levels apply at premises receiving the noise (noise sensitive receiver) and not to areas within the project site or lot.

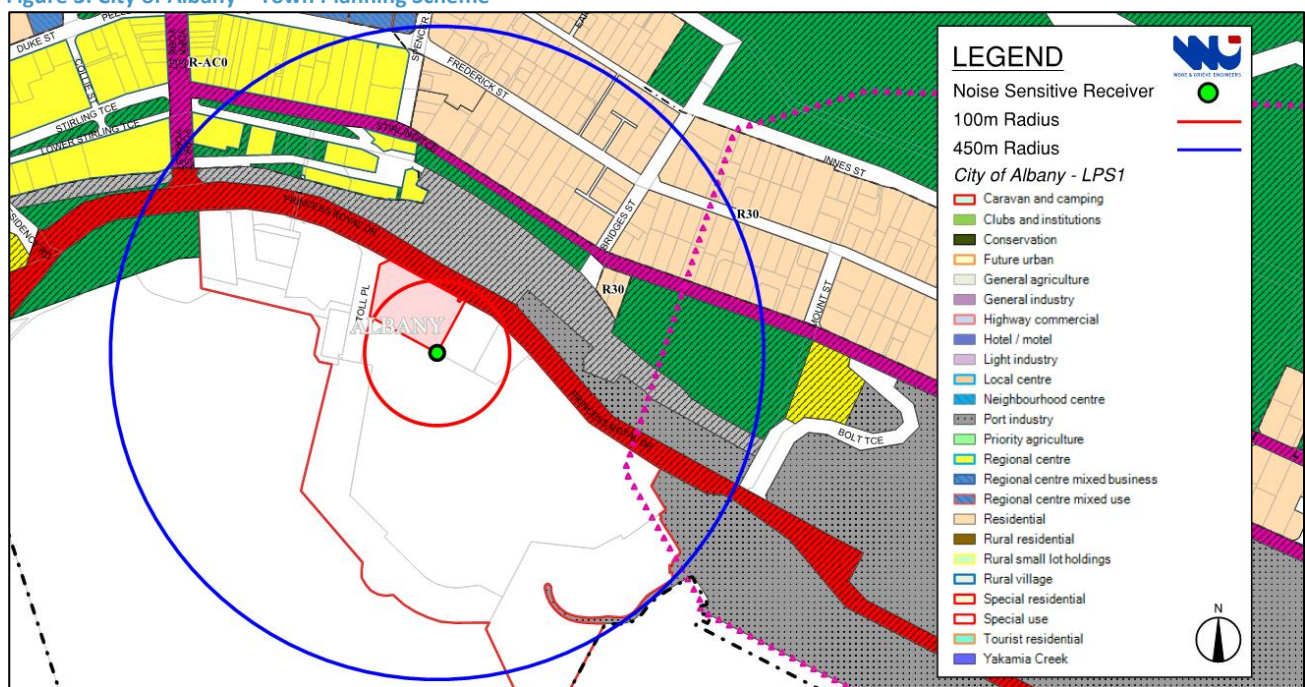
The nearest noise sensitive premises to the project site are;

- Lot 4 Princess Royal Drive (currently vacant land – proposed as mixed use, refer to Appendix B).

2.6.1 City of Albany – Town Planning Scheme 1

The current Town Planning Scheme No.1 (TPS 1) from the City of Albany was accessed via Intramaps and the Western Australian Planning Commission to determine the land use types surrounding the nearest noise sensitive receivers (see Figure 3).

Figure 3: City of Albany – Town Planning Scheme



Source: Intramaps

2.6.2 Traffic Counts (MRWA)

Traffic data for roads surrounding the nearest noise sensitive receiver were obtained from Main Roads Western Australia (MRWA) on the 11th September 2018. The available traffic data has been presented in Table 5.

Table 5: Traffic count data (MRWA)

Transport Corridors	EPNR Classification ¹⁾	Average Daily Traffic Volumes					
		2012/13	2013/14	2014/15	2015/16	2016/17	2017/18
Princess Royal Drive (West of Bolt Terrace)	—	2179 (13.2%) ²⁾	—	—	—	—	—

¹⁾ As defined by the EPNR. Secondary roads have between 6000-15000 vehicles per day. Major roads have greater than 15000 vehicles per day.

²⁾ Heavy vehicle numbers as noted by MRWA.

2.6.3 Influencing Factor

The influencing factor which results from identifying the commercial and industrial land use, as well as primary transport corridors surrounding the nearest noise sensitive premises is provided in

Table 6: Influencing factor for nearest noise sensitive receiver

Noise Sensitive Premises	Commercial Zones	Industrial Zones	Transport Corridors	Influencing Factor
Lot 4 Princess Royal Drive	22 % within a 100 m radius 8 % within a 450 m radius	11 % within a 450 m radius	—	3 dB

2.6.4 Assigned Levels

Table 7 summarises the assigned levels at the nearest noise sensitive premises, which is added to the influencing factors calculated for each receiver detailed in Table 6. It is required that all noise emissions from the development are below the assigned level for all defined periods of the day and at the lot boundary of the receiver or 15 m from any associated building.

Table 7: Assigned levels

Type of premises receiving noise	Time of day	Assigned Level (dB)		
		L _{A10}	L _{A1}	L _{Amax}
Noise sensitive premises: Highly sensitive area	0700 to 1900 hours Monday to Saturday	48	58	68
	0900 to 1900 hours Sunday & public holidays	43	53	68
	1900 to 2200 hours all days	43	53	58
	2200 hours on any day to 0700 hours Monday to Saturday, and 0900 hours Sunday & public holidays	38	48	58
Noise sensitive premises: any area other than highly sensitive areas	All Hours	60	75	80
Commercial premises	All Hours	60	75	80
Industrial and utility premises	All Hours	65	80	90

2.6.5 Noise Character Adjustments

Regulation 7 states that the noise character must be “free” of annoying characteristics, namely —

- Tonality, e.g. whining, droning;
- Modulation, e.g. like a siren; and
- Impulsiveness, e.g. banging, thumping.

Regulation 9 (1) establishes the methodology for determining noise characteristics. If these characteristics cannot be reasonably and practicably removed, a series of adjustments to the measured levels are required, indicated in Table 8.

Table 8: Noise character adjustment

Adjustment where noise emission is not music these adjustments are cumulative to a maximum of 15 dB			Adjustment where noise emission is music	
Where tonality is present	Where modulation is present	Where impulsiveness is present	Where impulsiveness is not present	Where impulsiveness is present
+ 5 dB	+ 5 dB	+ 10 dB	+ 10 dB	+ 15 dB

2.6.6 Noise Emissions from Mechanical Plant

It is important that noise emissions from the site do not present any form of tonality, modulation or impulsiveness (as defined by the EPNR).

Given the data from mechanical plant manufacturers is generally limited to broadband data or in 1/1 octave band value, it is not possible to objectively determine tonality, as it is described in the EPNR. 1/3 octave band data is required, yet is typically unavailable.

Therefore, a 5 dB penalty shall be conservatively assigned to the noise criteria when assessing noise emissions from proposed mechanical plant. In summary, the most stringent criterion at the noise sensitive receiver for night-time criterion L_{A10} 38 dB, becomes L_{A10} 33 dB after a 5 dB correction for tonality, is applied.

3. Noise Intrusion Assessment

3.1 Overview

The acoustic environment at the project site generally consists of road traffic noise from Princess Royal Drive and freight train noise emissions from the railway line located to the north. An assessment of external transport noise impacts affecting the site was undertaken in accordance with the SPP 5.4.

Detailed methodology and assessment specifications are detailed in the SPP 5.4 Implementation Guidelines (referred to as the Guidelines in the remainder of this report). SoundPlan v8.0 (3D noise modelling software) was used to simulate noise emissions expected from road and rail transport corridors and, subsequently, to determine noise levels 1 metre from the façades of each proposed lot for development as well as external noise sensitive areas.

Attended measurements of rail passbys on a WGE project which was in close proximity to the proposed project location were used for noise intrusion calculations (L_{Amax}). A site survey shall be conducted during the design stages of the project where the measured sound levels from rail passbys on the project site will be used to assess the façade to achieve compliance to the criteria.

3.2 Methodology

3.2.1 Road Traffic

The road traffic noise assessment has been conducted based on the methodology described by the Calculation of Road Traffic Noise algorithm (CoRTN, UK Transport Agency).

The CoRTN algorithm has been developed to calculate $L_{A10,18hr}$ noise levels. However, SPP5.4 requires road noise assessments to be based upon the energy averaged $L_{Aeq,16hr}$ and $L_{Aeq,8hr}$ noise descriptors for the daytime and night time respectively. Conversions are applied using the method outlined in the DEFRA publication, *“Method for Converting the UK Road Traffic Noise Index $L_{A10,18hour}$ to the EU Noise Indices for Road Noise Mapping.”*

This algorithm considers the following parameters;

- Traffic volume during each period of the day, and for current and future scenarios;
- Average traffic speeds;
- Height of each individual noise source (passenger vehicles, heavy vehicles – engine and exhaust);
- Percentage of heavy vehicles; and
- Gradient and surface of road.

Road traffic noise source heights were incorporated into the noise model in accordance to the description detailed by the Guidelines. The modelled heights of vehicle “strings” are provided below;

- Passenger vehicles: + 0.5 m
- Heavy vehicles — Engine noise: + 1.5 m
- Heavy vehicles — Exhaust: + 3.6 m

3.2.2 Rail

A freight/passenger rail line is located approximately 100 m from the northern boundary of the site. The rail line is primarily used for the purpose of transporting commodities to and from shipping docks located at Port Albany.

The rail noise assessment has been conducted based on the methodology described by the Nordic Rail Prediction Method, and as required by SPP 5.4. Rail noise assessments are based upon the energy averaged $L_{Aeq,16hr}$ and $L_{Aeq,8hr}$ noise descriptors for the day and night time, respectively.

Freight rail noise source heights were incorporated into the noise model in accordance to the description detailed by the Guidelines. The modelled heights of rail “strings” are provided below:

- Freight rail locomotive: +4.0 m
- Freight rail wagons: +0.8 m

3.2.3 Topography

The topographical data for the project site and surrounding areas were incorporated into the noise modelled. Ground elevations were determined based on data available from Google Satellite Imagery.

A ground factor of 0.6 was assumed in the model to account for attenuation due to ground absorption with relatively sparse vegetation cover. A ground factor of 0 and 0.2 were modelled for water and road areas, respectively.

3.3 Traffic Volumes

3.3.1 Road Traffic

Historical average daily traffic volumes were obtained from the Main Roads Western Australia (MRWA) to determine the proportion of vehicles during day and night, as well as the percentage of heavy vehicles that transit Princess Royal Drive.

The most recent records available for this section of Princess Royal Drive was 2 179 vehicles per day during 2012/13. 14.7% of these are indicated as being heavy vehicles. It has been conservatively assumed that the current (2018) traffic volumes would be in the order of 3500 vehicles/day.

SPP 5.4 requires all noise assessments to consider changes in traffic volumes expected over the next 20 years. An increase rate of 3% per year has been conservatively assumed to determine both current and future traffic volumes. The simulated traffic volumes have been provided in Table 9.

Table 9: Predicted road traffic volumes

Road	Assessment Year	Predicted Daily Vehicle Volume	Day time ¹⁾ Vehicle Volume	Night time ¹⁾ Vehicle Volume	Heavy Vehicle Percentage	Mean Speed
Princess Royal Dr	2018	3832	3712	120	15 %	60
Princess Royal Dr	2038	6279	6083	197	15 %	60

1) Day time period refers to 0600 AM – 2200 PM. Night time refers to 2200 PM – 0600 AM

3.3.2 Rail

Information provided below regarding the frequency of trains using the rail line has been provided as a guide by Arc Infrastructure;

- Up to 12 freight trains during the day time (0600 AM – 2200 PM) and up to 4 during the night time (2200 PM – 0600 AM);
- Typically, locomotive and wagon combinations are 500 m – 850 m in length; and
- Posted speed is 80 km/h, considering the proximity of the Port Albany and rail/road crossings it is expected the trains would operate at much lower speed. As a worst case scenario, the speed of the trains has been modelled at the posted speed of 80 km/h. During the next stages of design, once on-site measurements are conducted, the actual expected speed of trains will be determined and noise model revised to reflect accordingly.

Future Rail Volumes

Like road traffic assessments, SPP 5.4 requires rail assessments to consider changes in train volumes expected over the next 20 years. These details are not typically available and, therefore, conservative estimates have been made based on existing volumes.

Table 10: Current and predicted future traffic volumes

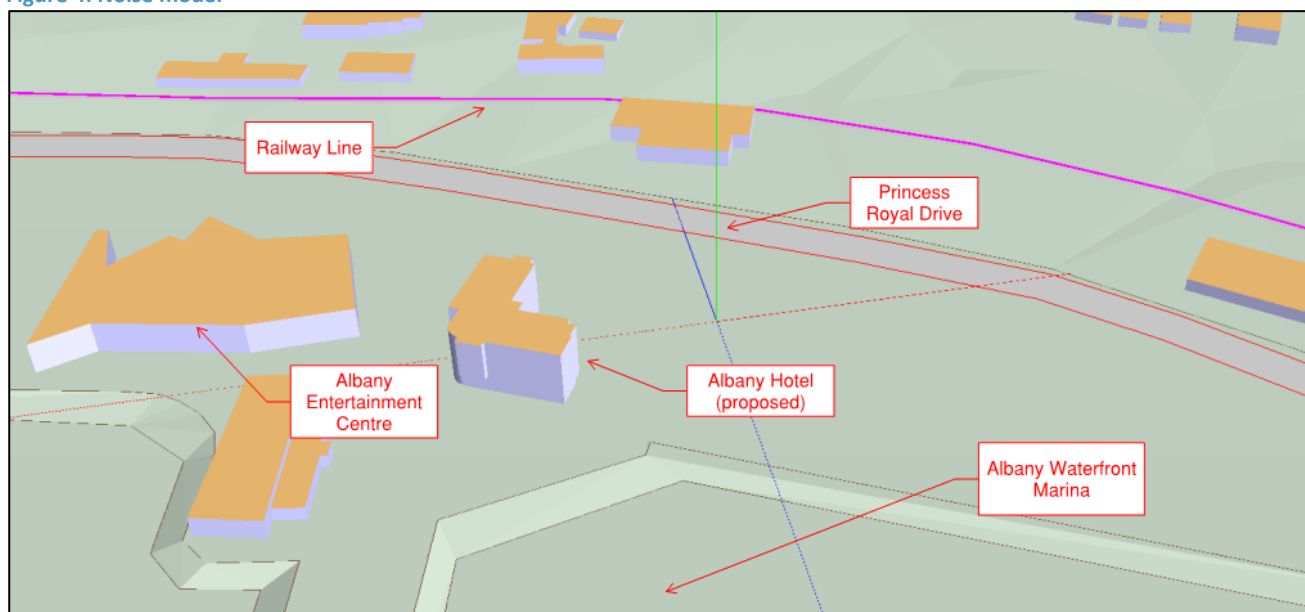
Train Type	Assessment Year	Time Period	Daily Train Volumes	Locomotive Speed
Freight	Current – 2018	Day	12	80 km/h
Freight	Current – 2018	Night	4	80 km/h
Freight	Future – 2038	Day	16	80 km/h
Freight	Future – 2038	Night	8	80 km/h

3.3.3 Noise Model Layout

SoundPlan v8.0 (3D noise modelling software) was used to simulate noise emissions expected from road and rail transport corridors and, subsequently, to determine noise levels 1 m from the façades of each proposed lot for development as well as external noise sensitive areas.

Figure 4 demonstrates the layout of the model with all key noise sources identified.

Figure 4: Noise model



3.4 Results

This section details the predicted noise levels at the proposed development site and shall be read in conjunction to the noise contours and façade noise maps presented in APPENDIX C. Predicted noise levels have been simulated at ~1.5 m above the above all proposed floors. Façade noise levels have been predicted at 1 m building façade also include a +2.5 dB correction, as per the SPP 5.4 Guidelines.

The noise contours represent the following scenarios;

- Map 1 & 2 Grid noise map – Plan view of noise propagation from road and rail sources. Current assessment year (2018) with vehicle traffic and rail volumes as noted in Section 3.3. Day and night-time periods, levels presented are $L_{Aeq,16hour}$ and $L_{Aeq,8hour}$, respectively.
- Map 3 & 4 Grid noise map – Plan view of noise propagation from road and rail sources. Future assessment year (2038) with vehicle traffic and rail volumes as noted in Section 3.3. Day and night-time periods, levels presented are $L_{Aeq,16hour}$ and $L_{Aeq,8hour}$, respectively.
- Map 5 – 8: Façade noise maps – Noise maps show levels predicted at the façade. Future assessment year (2038) with vehicle traffic and rail volumes as noted in Section 3.3. Day and night-time periods, levels presented are $L_{Aeq,16hour}$ and $L_{Aeq,8hour}$, respectively.

Based on the assumptions made in this report, the highest predicted noise levels expected at each façade has been presented in Table 11. Through noise modelling assessment, future (2038) predicted noise levels at the proposed development are expected to be in line with the noise limit outlined by SPP5.4 for both the day and night criteria, at all façades.

Table 11: Highest predicted noise levels (Year 2038)

Façade	Day-time ($L_{Aeq,16hour}$), dB(A)	Night-time ($L_{Aeq,8hour}$), dB(A)
North	64	62
East	63	61
South	59	59
West	64	62

3.5 Façade Treatments – Preliminary Recommendations

The predicted noise levels at the façade exceed the ‘noise limit’ and would require acoustic treatments be provided to meet compliance to the internal noise level criteria.

As the architectural drawings for the project are developed and indicate the extent of glazing and solid elements, Noise intrusion calculations were undertaken based on the worst case predicted external noise levels at each façade of the development.

Calculations have followed the methodology described in British Standard BS EN 12354:2000 Building Acoustics – Estimation of acoustic performance of buildings from the performance of elements Part 3: Airborne sound insulation against outdoor sound.

All noise intrusion assessments were undertaken using current sound insulation prediction software (Insul v8.0.12) and target compliance with the acoustic requirements outlined by the City of Albany and SPP 5.4.

3.5.1 Building Envelope

At this stage of the design, external façade construction details have not been provided.

It is generally recommended that the sound insulation performance of external walls achieves an acoustic rating of $R_w + C_{tr} \geq 50$ in order to maintain adequate internal noise levels.

Once the details of construction materials have been agreed by the design team, subsequent noise intrusion calculations will be conducted to determine the treatments to solid elements of the façade for compliance to internal noise targets outlined in SPP 5.4.

3.5.2 Glazing

Glazing systems and entryway elements typically provide lower airborne sound insulation performance than external walls, forming weak acoustic links in the building envelope.

To satisfy internal noise level design targets, glazed elements located at the façades are determined based on the composite sound reduction index (i.e. the combined sound insulation performance of all façade elements relative to their surface area).

In order to satisfy internal noise level design targets the following glazing configurations and associated acoustic performance ratings outlined in Table 12 are required for compliance to internal noise level and apply to the glazing system as a whole (i.e. frame, seals and window hardware).

Table 12: Recommended glazing configurations

Location	Glazing System Configuration	Glazing Performance ($R_w + C_{tr}$)	Octave Band Transmission Loss (dB)						
			63 Hz	125 Hz	250 Hz	500 Hz	1 kHz	2 kHz	4 kHz
North, east and western façades	OPTION 1 ¹⁾ DGU – 6 mm standard glass / 12 mm air gap / 6.38 mm laminated glass	33	22	24	24	35	43	44	49
	OPTION 2 8.38 mm laminated glass	31	18	22	26	31	35	36	44
South façade	OPTION 1 ¹⁾ DGU – 6 mm standard glass / 12 mm air gap / 6 mm standard glass	29	22	23	19	36	45	41	43
	OPTION 2 6.38 mm laminated glass	29	15	19	24	29	33	35	41

1) In both instances, Option 1 detailed targets compliance with the recommendations outlined in Section 18.1 of the Albany Waterfront Planning Framework Report. All configurations have also been designed to meet internal noise level target of $L_{Amax} \leq 55$ dB(A).

3.5.3 Roof/Ceiling Construction

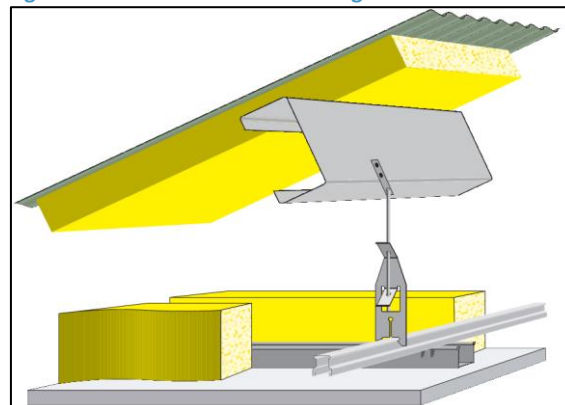
As per the Package B Treatments detailed by the SPP 5.4 Guidelines, the roof of the proposed development shall also present the ability to control external noise intrusion and shall perform to a minimum $R_w + C_{tr}$ 35.

Assuming concrete roof slab construction, minimum 100 mm thick concrete shall satisfy the nominated performance. No additional treatments will be required. Where a metal roof is to be provided, the configuration detailed below is recommended;

Colorbond sheet steel or similar with —

- 75 mm thick high density Anticon insulation hard fixed to the underside; and
- Suspended plasterboard ceiling with 60 mm insulation laid directly above.

Figure 5: Recommended roof configuration



Source: CSR Redbook

4. Vibration

The client has provided WGE with an acoustic report (1727a *Acoustic Concept Design Rev B* dated 4th August 2017) prepared by Hewshott International during the concept design stages. The acoustic report details vibration measurements which were undertaken to determine potential for adverse comment or structural vibration as a result of vibration cause by rail or heavy vehicles.

The report concluded that there is “less than low probability of adverse Comment”, and that “vibration mitigation measures are therefore not deemed to be necessary” in relation to human perception. Furthermore, and in relation to potential damage to structure, vibration levels were “currently below the threshold for unreinforced or light framed structures to cause cosmetic damage”.

WGE shall conduct vibration measurements at predetermined locations in order to quantify ground-borne vibration levels at the site and associated with road and rail vibration levels. Measurements will be undertaken using a tri-axial accelerometer situated on the ground and in accordance with the recommendations outlined by BS7385-1:1990 *“Evaluation and measurement for vibration in buildings – Part 1: Guide for measurement of vibration and evaluation of their effects on buildings”*.

Dependent on the vibration assessment, if any adverse impacts are noted acoustic treatments to mitigate shall be recommended.

5. Noise Emissions

Noise emissions from mechanical plant and entertainment areas within the proposed establishment will be required compliance to the WA Environmental Protection (Noise) Regulations 1997 at all nearest noise sensitive receivers. The applicable criteria for all noise emissions types are detailed in Section 0 of this report.

A detailed assessment of noise emissions and appropriate recommendations will be provided when mechanical plant scheduling and other details become available.

6. Conclusion

As a result of WGE's initial acoustic review, the following items have been identified as requiring ongoing assessment to ensure compliance with the applicable regulations or acoustic design standards;

- Façade design to ensure compliance with the internal noise level criteria outlined by SPP5.4 and other relevant documentation.
- Attended noise and vibration measurements will be undertaken by WGE. Measurements will be used for the purpose of conducting further acoustic assessment to ensure the relevant criteria and design targets are adequately met.
- Noise emissions from the entertainment areas of the building and mechanical plant are to comply with the assigned levels, as established in this report.
- Acoustic advice to be provided during progression of the design to comply with the requirements outlined in the National Construction Code (NCC2016).

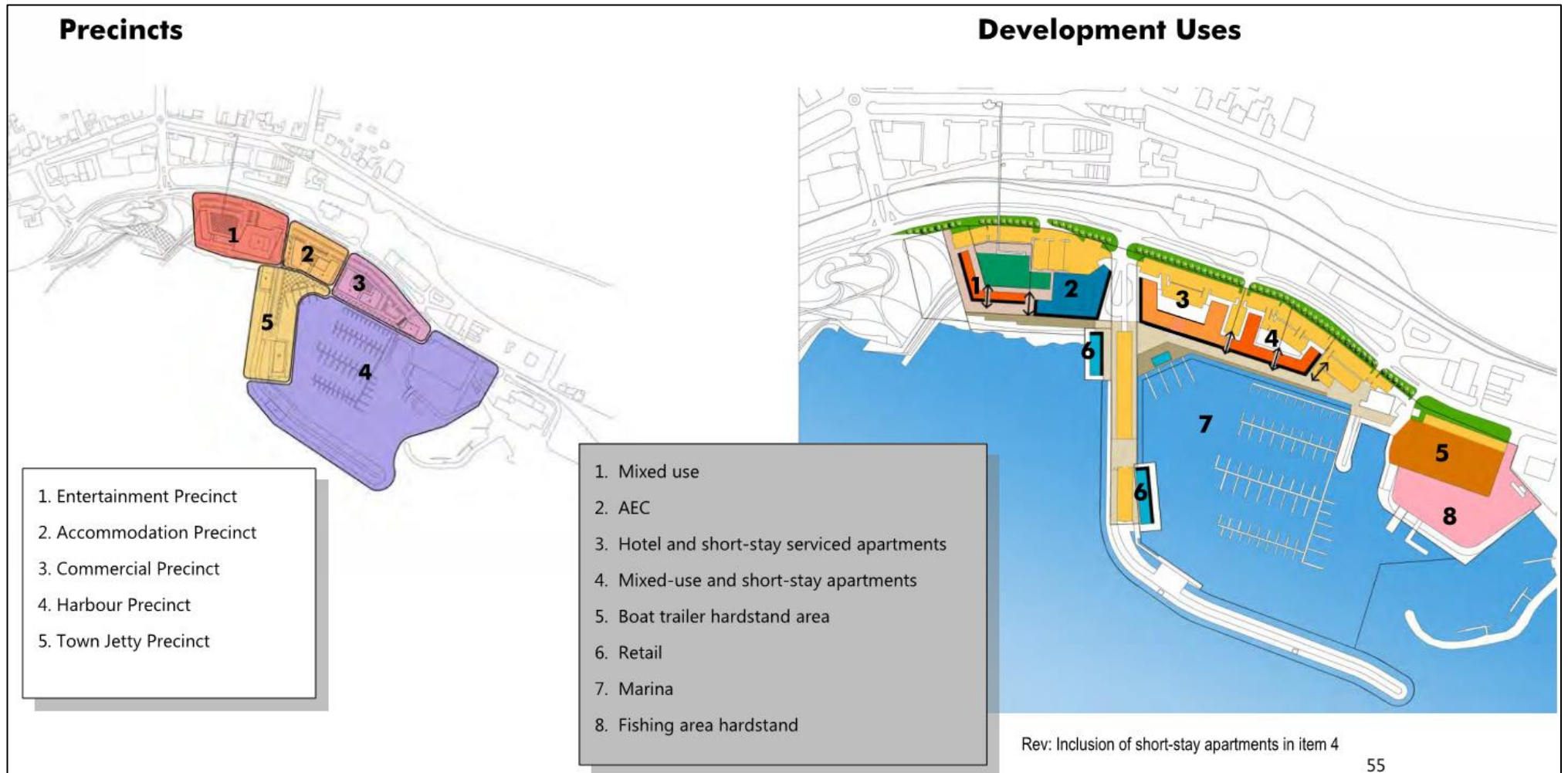
When the recommendations of this report are followed and in addition to any further recommendations during design stages, it is expected that the proposed development shall provide a suitable level of acoustic amenity to occupants and satisfy the criteria outlined.

APPENDIX A Glossary of Acoustic Terms

Term	Description
A-weighting	A frequency dependent filter applied to an instrument-measured noise. In its simplest form, the filter is designed to replicate the relative sensitivity to loudness perceived by the human ear.
Acoustic Barrier	Solid walls or partitions, solid fences, earth mounds, earth berms, buildings, etc. used to reduce noise.
Ambient Noise	The all-encompassing noise associated within a given environment at a given time, usually composed of sound from all sources near and far.
Background Noise	A term used to describe the underlying level of noise present in the ambient noise, measured in the absence of the noise under investigation, when extraneous noise is removed.
C_{tr}	A standard weighting curve which replicates low frequency noise, such as that from traffic. Often added to D _{nT,w} or R _w to characterise airborne sound insulation performance.
dB	The abbreviation for decibel.
dB(A)	A-weighted sound level in decibels.
D_{nT,w}	Similar to D _w , D _{nT,w} is the weighted standardised level difference, which also considers reverberation and background noise level of the receiver room.
D_w	A single number value that represents a field measurement of the weighted level difference between two adjacent spaces separated by a partition. $D_w = L_1 - L_2$ where, L ₁ is the average sound pressure level in the source room; and L ₂ is the average sound pressure level in the receiver room.
Extraneous Noise	Noise resulting from activities that are not typical of the area. Atypical activities include construction, and traffic generated by holidays period and by special events such as concert or sporting events. Normal daily traffic is not considered to be extraneous.
Flanking Path	The transmission of sound from a source room to a receiving room by paths other than through the separating partition i.e. via the ceiling, unsealed gaps and cracks or ineffective door seals etc.
Frequency	Frequency is synonymous to pitch. Frequency or pitch can be measured on a scale in units of Hertz (Hz). Most noise sources typically comprise of a vast, and often complex, range of frequencies.
L_{A1}	The A-weighted sound pressure level exceeded for 1% of the measurement time period.
L_{A10}	The A-weighted sound pressure level exceeded for 10% of the measurement time period.
L_{A90}	The A-weighted sound pressure level exceeded for 90% of the measurement time period. Typically represents the background noise level of an environment.
L_{Aeq}	The equivalent continuous sound pressure level in dB(A). It is often accompanied by an additional suffix "T", which is indicative of the measurement time period. (e.g. L _{Aeq,15min} , symbolising the measurement is evaluated over 15-minutes.)
L_{Amax}	The maximum A-weighted sound pressure level recorded over the measurement period.
Noise Logger	A sound level meter situated at a particular point of interest. The instrument is typically for an extended period in order to ascertain typical noise patterns associated with the measurement position.

Term	Description
Reflection	Sound wave changed in direction of propagation due to a solid object met on its path.
Reverberation	<p>The persistence of a sound within a space, which will naturally decay over time. Most apparent once the source signal has ceased emitting. Reverberation may have effects on speech intelligibility if not adequately controlled.</p> <p>Reverberation time, represented in seconds, can vary depending on the volume and surface finishes of the space.</p>
R_w	A single number value which represents the airborne sound insulation performance of a partition or building element that has been determined under laboratory testing conditions.
Sound Level Meter	An instrument consisting of a microphone, amplifier and indicating device, having a declared performance and designed to measure sound pressure levels.
Sound Absorption	The ability of a material to absorb sound energy through its conversion into thermal energy.
Sound Power Level (L_w or SWL)	The total sound energy radiated by a source, expressed in Watts. The sound power level is ten times the logarithm to the base 10 of the ratio of the sound power of the source to the reference sound power.
Sound Pressure Level (L_p or SPL)	The measured acoustic wave strength in a given environment and at a particular point of interest where the total sound level expressed is relative to a reference pressure, i.e. the threshold of human hearing. Sound pressure level is typically measured using a standard sound level meter with a microphone, expressed in decibels (dB).
T_{mf}	Describe in AS/NZS 2107:2016 as the arithmetic average of the reverberation time in octave bands at 500 Hz & 1000 Hz.
Tonal Noise	Containing a prominent frequency and characterised by a definite pitch.

APPENDIX B Albany Waterfront Precinct Plan



Source: LandCorp (prepared by Hames Sharley)

APPENDIX C Noise Contour Maps


ALBANY HOTEL


GRID NOISE MAP
Current (2018) Traffic and
Rail Assessment

Day-time ($L_{Aeq16hour}$)
















39827
19/09/2018
CAE

Signs and symbols

 Road Traffic and Rail Noise Emissions

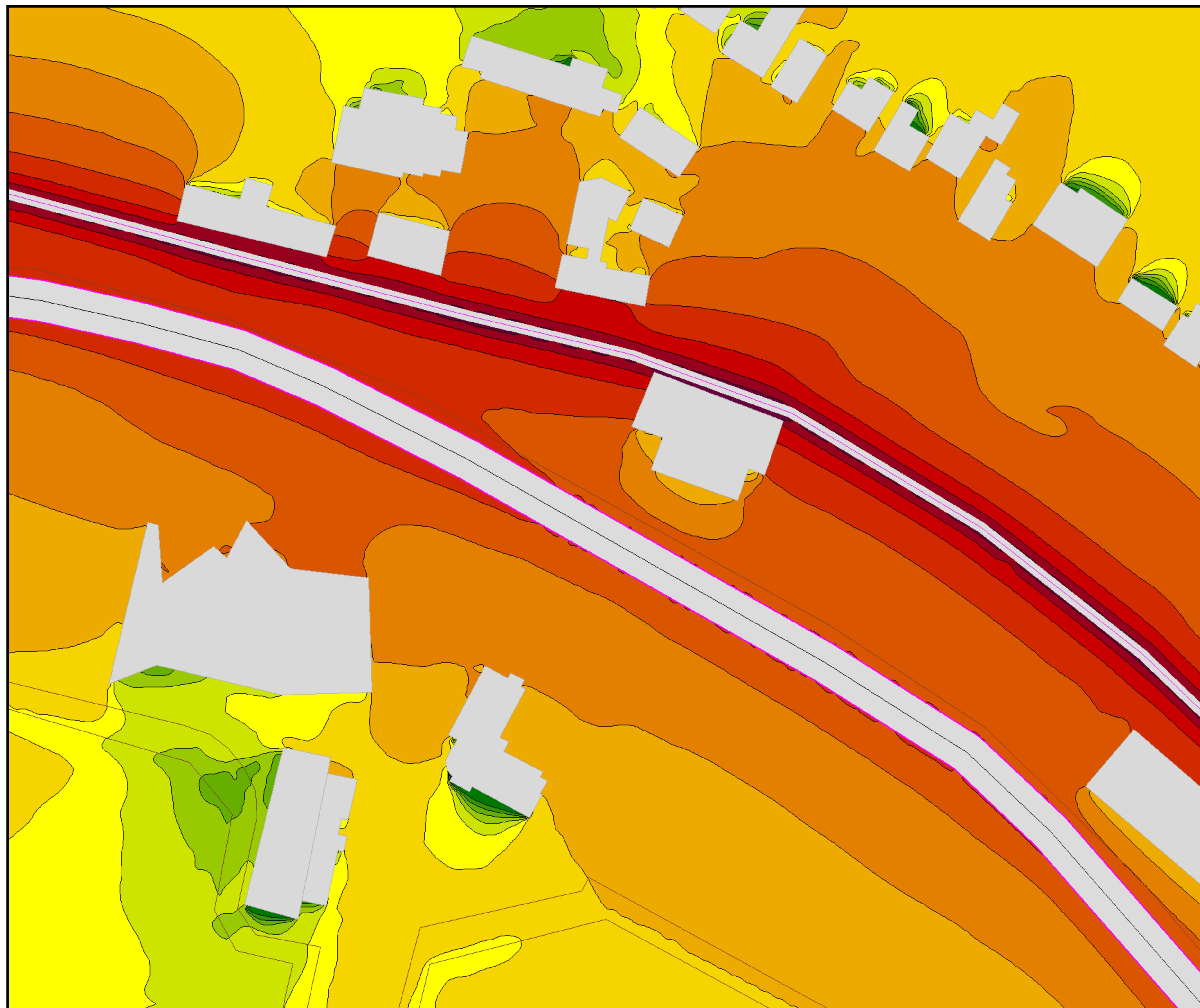
 Main building

Noise level L_{Aeq} , dB(A)

	<	40
	<=	43
	<=	46
	<=	49
	<=	52
	<=	55
	<=	58
	<=	61
	<=	64
	<=	67
	<=	70
	<=	73
	<=	76
	<=	79
	<=	82



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ALBANY HOTEL


GRID NOISE MAP
Current (2018) Traffic and
Rail Assessment

Night-time ($L_{Aeq8hour}$)
















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Signs and symbols

 Road Traffic and Rail Noise Emissions

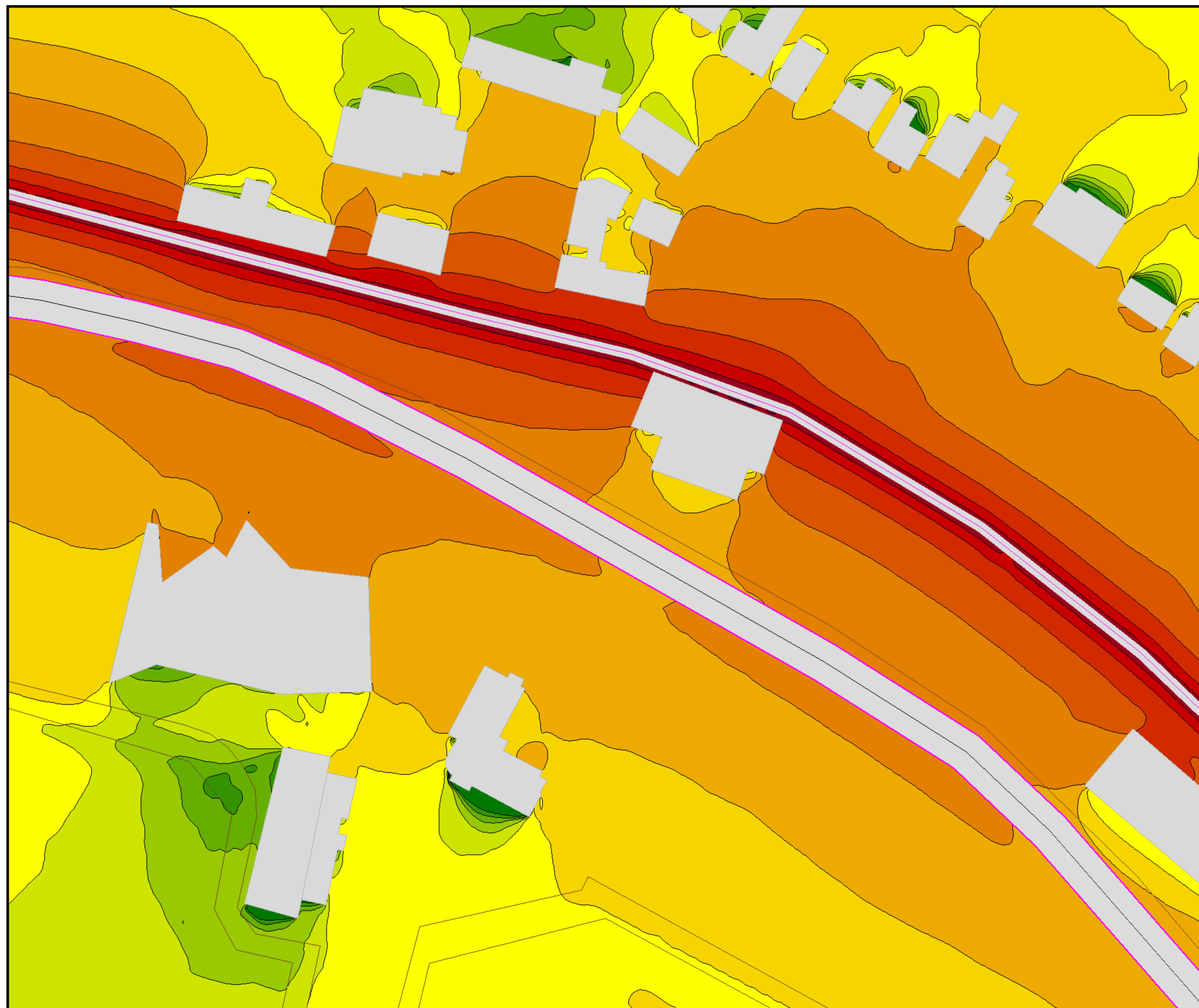
 Main building

Noise level L_{Aeq} , dB(A)

	< 40
	< 43
	< 46
	< 49
	< 52
	< 55
	< 58
	< 61
	< 64
	< 67
	< 70
	< 73
	< 76
	< 79
	< 82



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ALBANY HOTEL


GRID NOISE MAP
Future (2038) Traffic and
Rail Assessment

Day-time ($L_{Aeq16hour}$)
















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Signs and symbols

 Road Traffic and Rail Noise Emissions

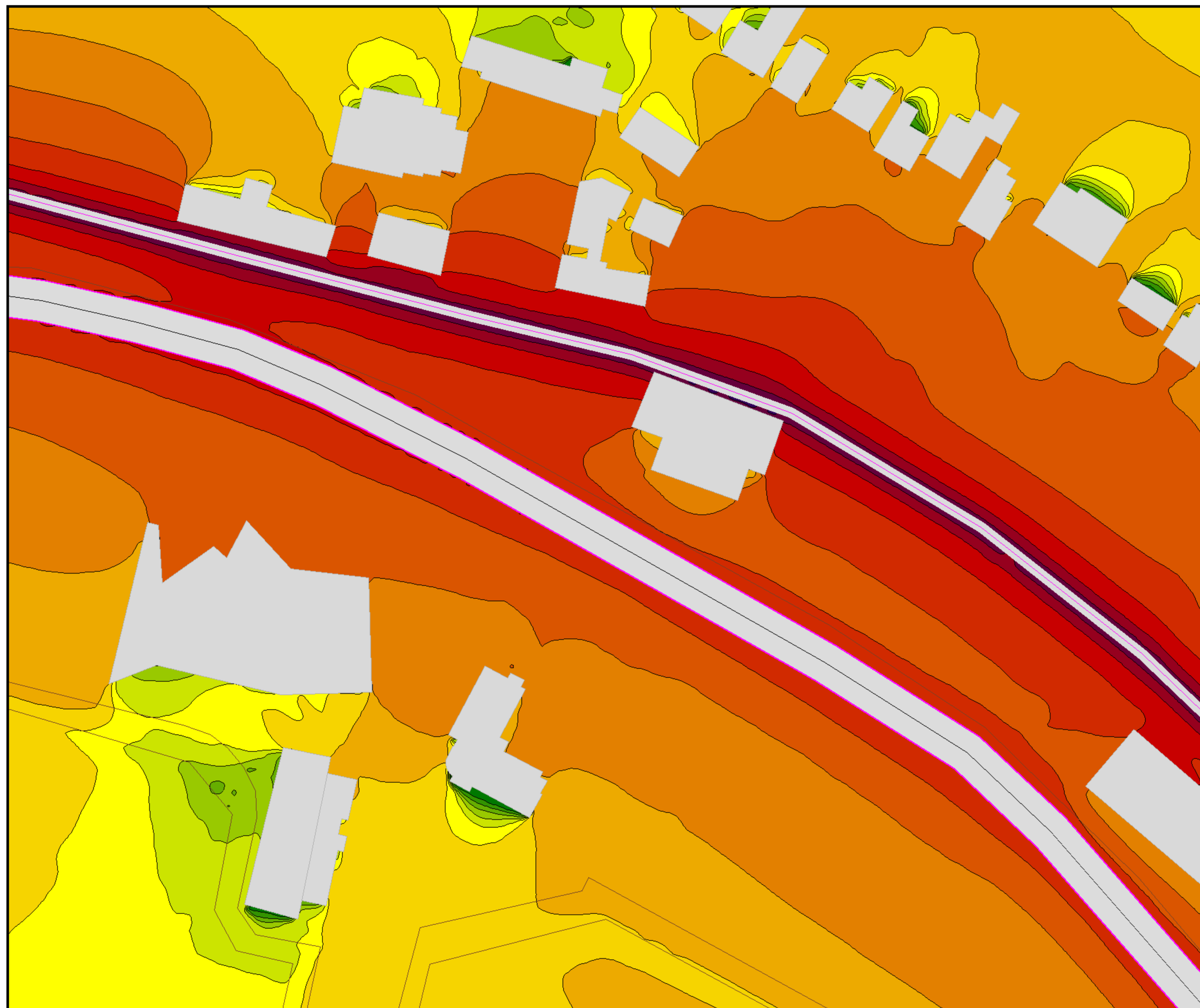
 Main building

Noise level L_{Aeq} , dB(A)

	< 40
	< 43
	< 46
	< 49
	< 52
	< 55
	< 58
	< 61
	< 64
	< 67
	< 70
	< 73
	< 76
	< 79
	< 82



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GRID NOISE MAP
Future (2038) Traffic and
Rail Assessment

Night-time ($L_{Aeq8hour}$)

















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Signs and symbols

 Road Traffic and Rail Noise Emissions

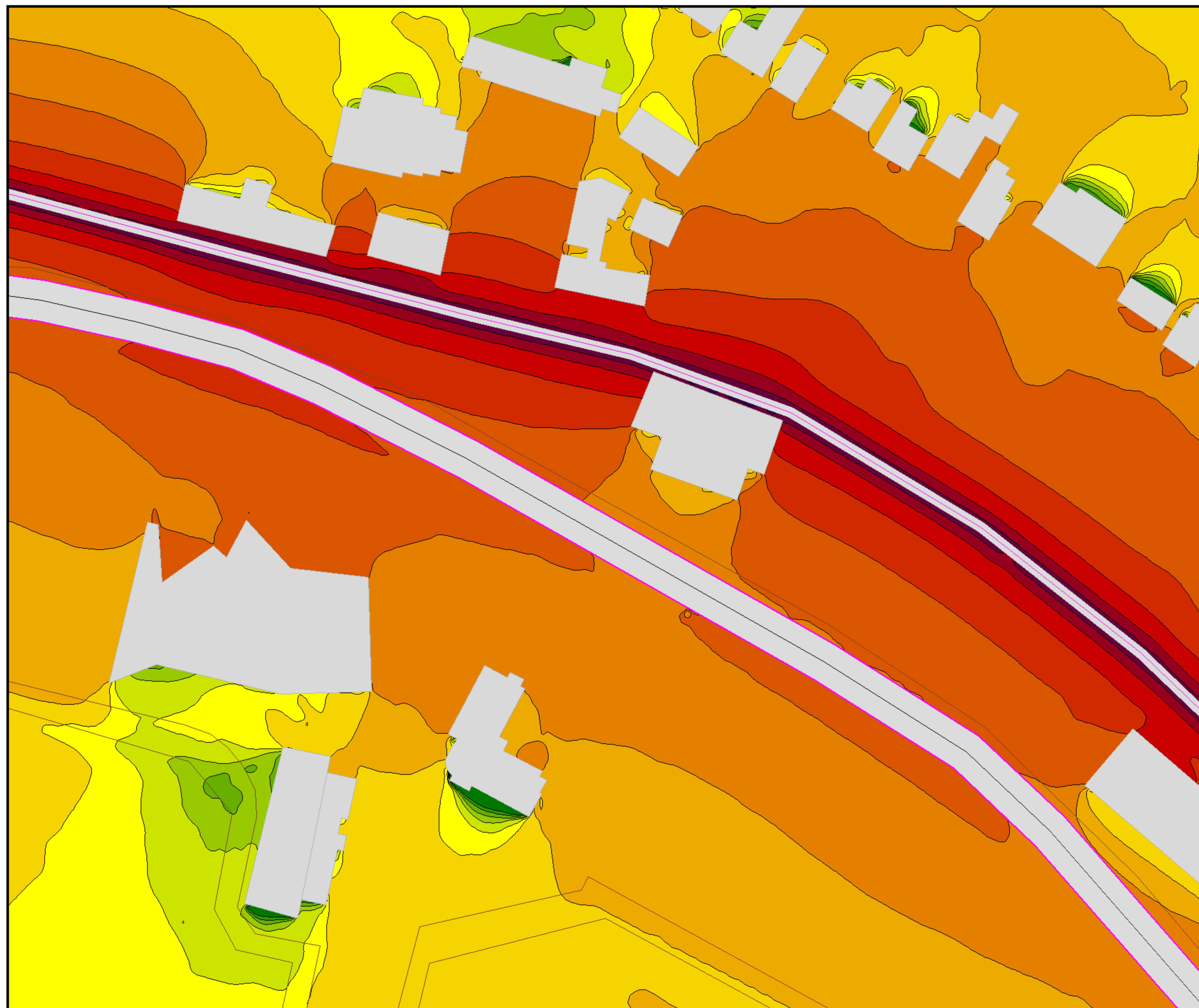
 Main building

Noise level L_{Aeq} , dB(A)

	< 40
	< 43
	< 46
	< 49
	< 52
	< 55
	< 58
	< 61
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	< 67
	< 70
	< 73
	< 76
	< 79
	< 82
	82 <=



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
ALBANY HOTEL


FACADE NOISE MAP
Future (2038) Traffic and
Rail Assessment

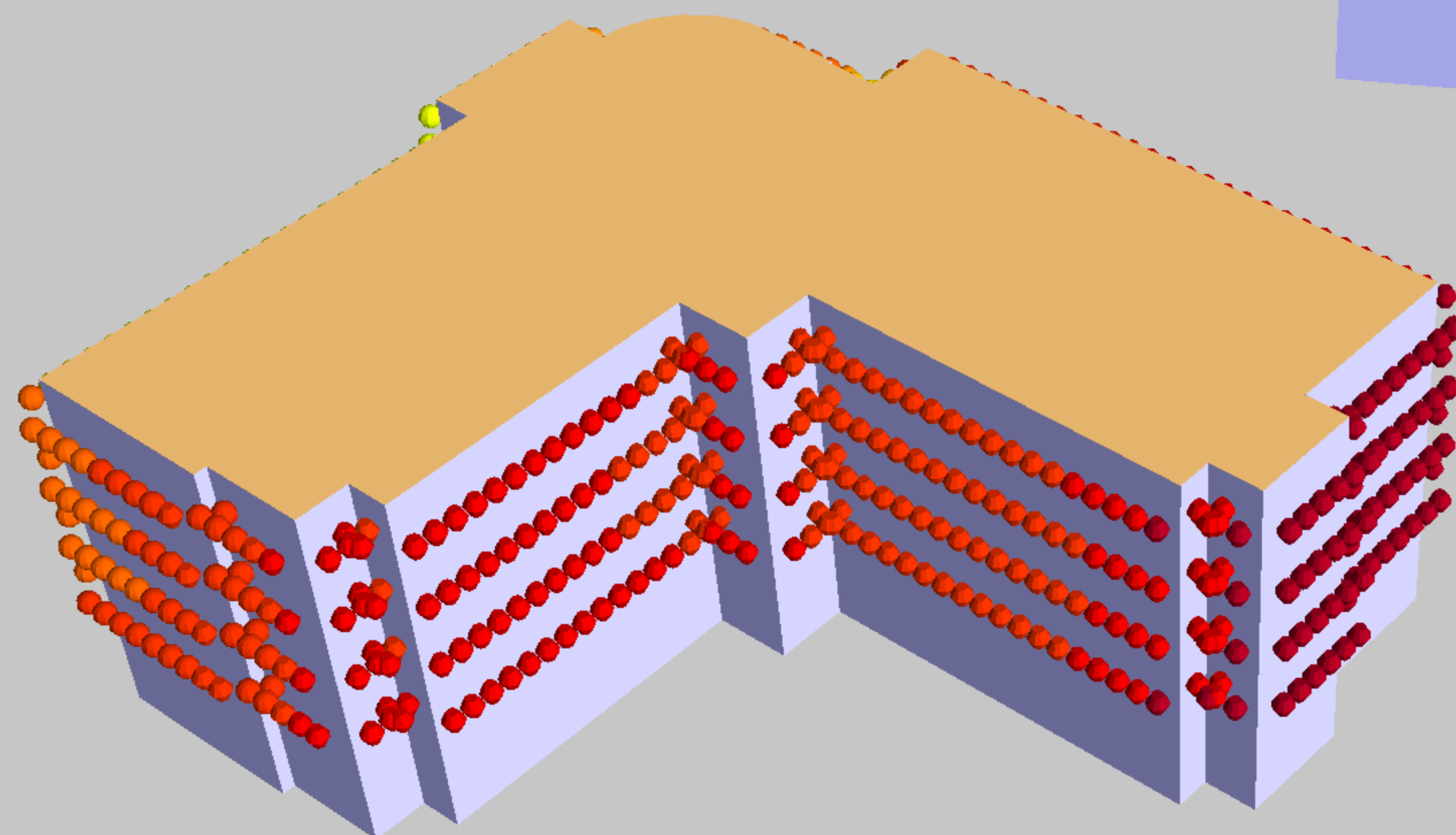
Day-time ($L_{Aeq16hour}$)
North-east Elevation

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19/09/2018
CAE

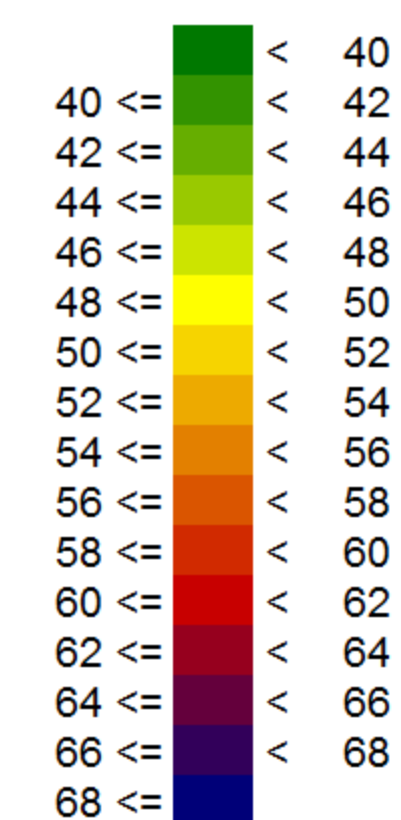
Signs and symbols

 Road Traffic and Rail Noise Emissions

 Main building



Noise level L_{Aeq} , dB(A)



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Albany Hotel


FACADE NOISE MAP
Future (2038) Traffic and
Rail Assessment

Day-time ($L_{Aeq16hour}$)
South-west Elevation

















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19/09/2018
CAE

Signs and symbols

 Road Traffic and Rail Noise Emissions

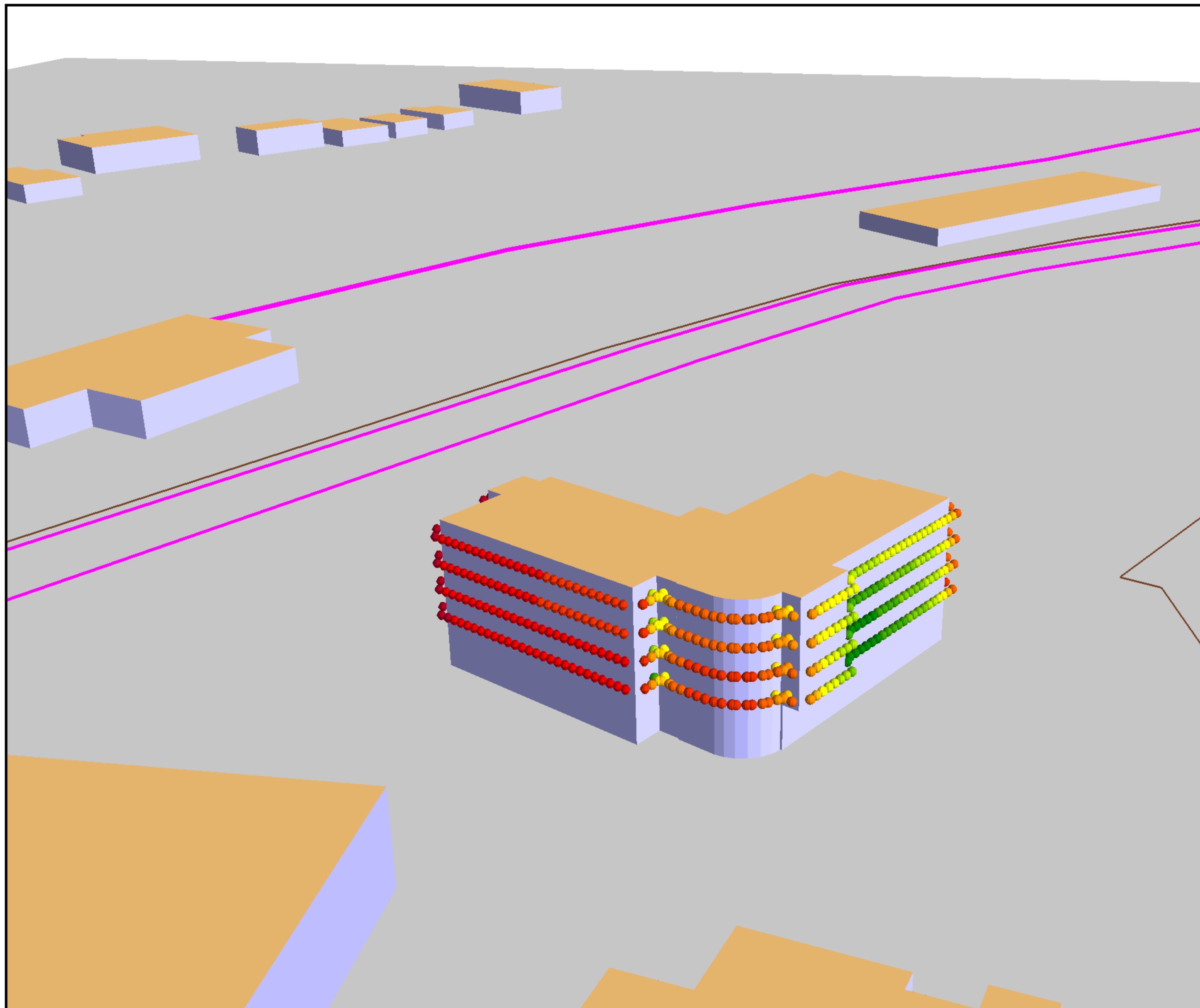
 Main building

Noise level L_{Aeq} , dB(A)

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40 <=		< 42
42 <=		< 44
44 <=		< 46
46 <=		< 48
48 <=		< 50
50 <=		< 52
52 <=		< 54
54 <=		< 56
56 <=		< 58
58 <=		< 60
60 <=		< 62
62 <=		< 64
64 <=		< 66
66 <=		< 68
68 <=		< 68



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ALBANY HOTEL


FACADE NOISE MAP
Future (2038) Traffic and
Rail Assessment

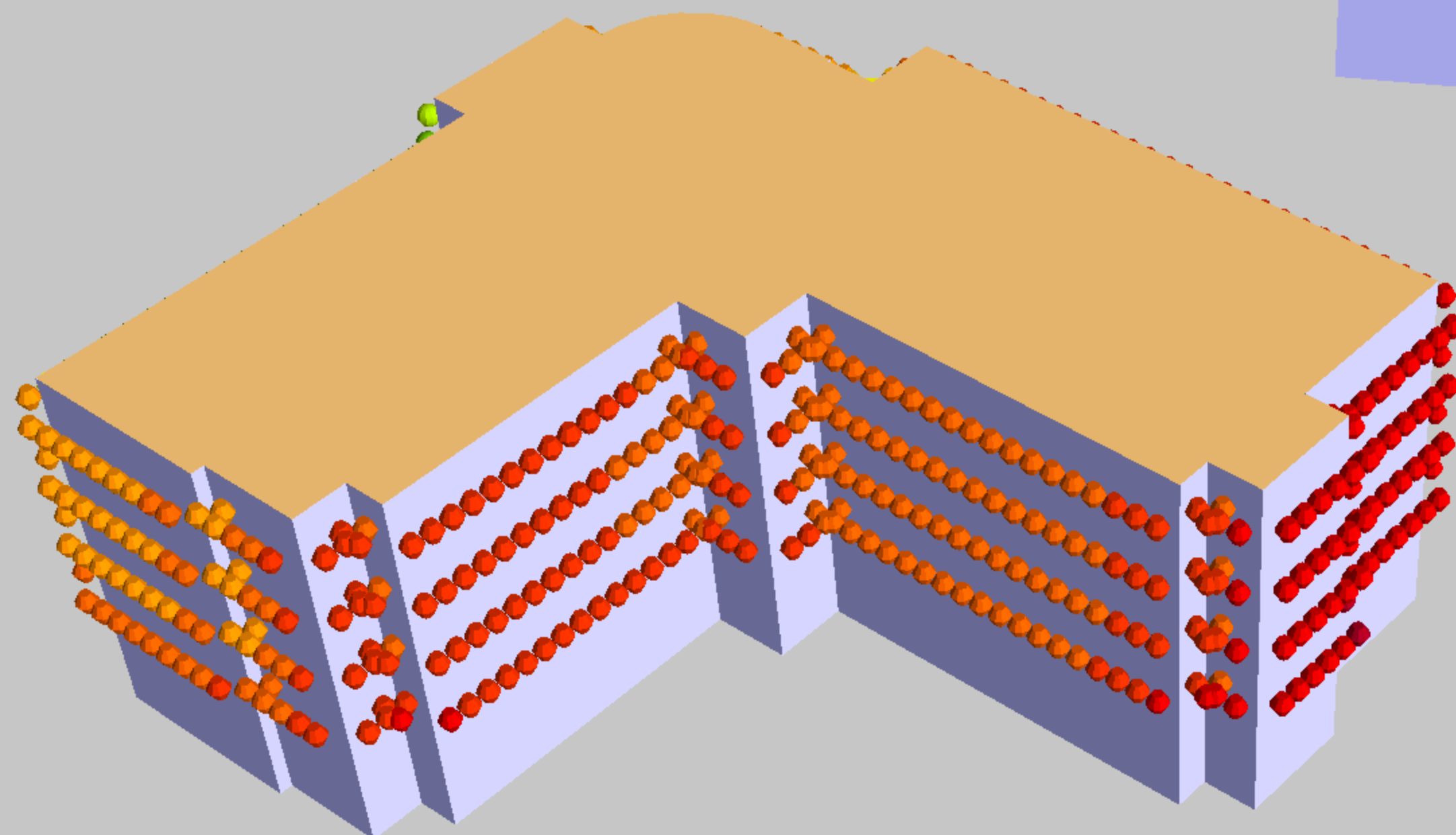
Night-time ($L_{Aeq8hour}$)
North-east Elevation

39827
19/09/2018
CAE

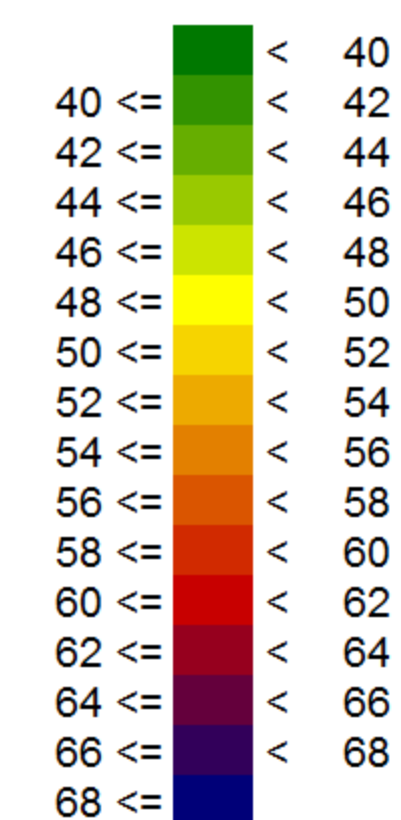
Signs and symbols

 Road Traffic and Rail Noise Emissions

 Main building



Noise level L_{Aeq} , dB(A)



WOOD & GRIEVE ENGINEERS


Albany Hotel


FACADE NOISE MAP
Future (2038) Traffic and
Rail Assessment

Night-time ($L_{Aeq8hour}$)
South-west Elevation

















39827
19/09/2018
CAE

Signs and symbols

 Road Traffic and Rail Noise Emissions

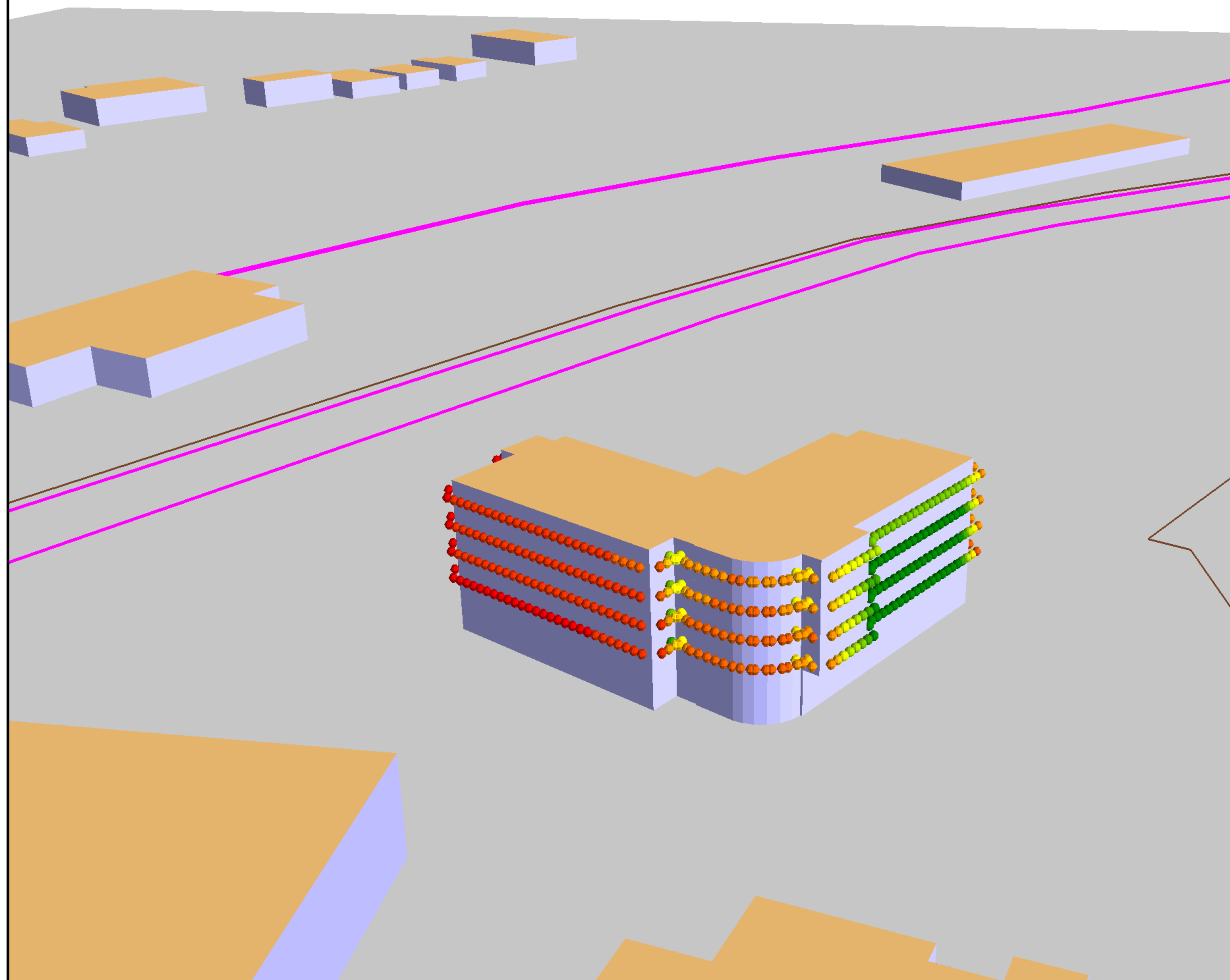
 Main building

Noise level L_{Aeq} , dB(A)

		< 40
40 <=		< 42
42 <=		< 44
44 <=		< 46
46 <=		< 48
48 <=		< 50
50 <=		< 52
52 <=		< 54
54 <=		< 56
56 <=		< 58
58 <=		< 60
60 <=		< 62
62 <=		< 64
64 <=		< 66
66 <=		< 68
68 <=		< 68



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Appendix 5

Waste Management Plan

Albany Hotel, Part of Lot 3, Princess Royal Drive, Albany

Waste Management Plan

21 September 2018

Rev_0

Pindan Constructions





waste less, achieve more

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Glossary of terms and acronyms

Cart	Wheeled, open top bin often used for bulky items such as cardboard
Commingled recycling	Common recyclables, mostly packaging; such as glass, plastics, aluminium, steel, liquid paper board (milk cartons). Commingled recycling may include paper but often, and particularly in offices, paper and cardboard are collected separately.
General waste	Material that is intended for disposal to landfill (or in some States, incineration), normally what remains after the recyclables have been collected separately.
MGB	Mobile Garbage Bin – A wheeled bin with a lid often used for kerbside collection of waste or recyclables. (Often called a 'wheelie bin').
MRB	Mobile Recycling Bin – A wheeled bin ("wheelie" bin) with a lid often used for kerbside collection of recyclables (similar to an MGB). Generally have a different colour body and/or lid to MGBs.
Organic waste	Separated food and/or 'green' material (e.g. grass clippings or vegetation prunings).
Recyclable	Material that can be collected separately from the general waste and sent for recycling. The precise definition will vary, depending upon location (i.e. systems exist for the recycling of some materials in some areas and not in others).
Recycling	Where a material or product undergoes a form of processing to produce a feedstock suitable for the manufacture of new products.
Reuse	The transfer of a product to another user, with no major dismantling or processing required. The term "reuse" can also be applied in circumstances where an otherwise disposable item is replaced by a more durable item hence avoiding the creation of waste (e.g. using a ceramic coffee mug in place of disposable cups).

1 Introduction

This Waste Management Plan (WMP) has been prepared for Pindan Construction for the Development Application for the proposed Albany Hotel at Part of Lot 3, Princess Royal Drive, Albany.

The proposed hotel development will consist of 108 hotel rooms including amenities, restaurant (199 m²) including outside seating, hotel office (109 m²), gym (50 m²) and 2 retail tenancies (66 m² and 80 m²) on the ground floor.

This WMP has been prepared based on the following information:

- Architectural plans by Hodge Collard Preston Architects (18 September 2018)
- WALGA Commercial and Industrial Waste Management Plan Guidelines (2016)
- Conversation with Scott Reitsma – Manager Environmental Health City of Albany and Mike Richardson Manager City Operations City of Albany regarding council waste management requirements (30th August 2018)
- Conversations with waste management service providers in Albany, Rebecca Li-Toovey Customer Service Officer at Cleanaway and also Mai Whitely Administrator and Accounts Receivable at Vancouver Waste (30th August 2018, 4th September 2018)

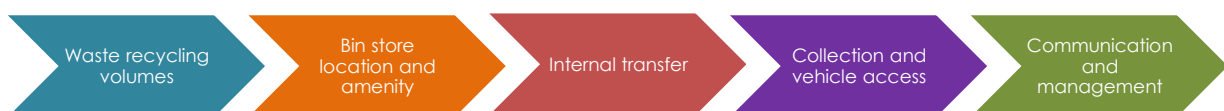
1.1 Context

For efficient and effective waste management, the collection and centralisation of waste and recyclables has been carefully considered at the building design phase. Key factors to consider at the design phase include:

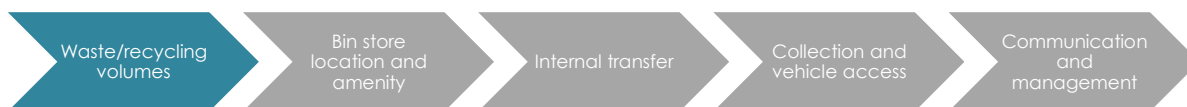
- The volumes of waste and recyclables likely to be generated during operation
- Size of bin storage area
- Safety for all operatives involved in waste management
- Access to bins and storage areas from within the building
- Access for trucks for waste collection
- Local council requirements
- Amenity (odours and noise)
- The ongoing management of waste and recycling services

1.2 Key components of the WMP

This WMP consists of five core components. The following report will present detailed information on each of the following components.



2 Estimated waste and recycling volumes



2.1 Local government requirements for waste volumes and bin type

The WALGA Guidelines for Commercial and Industrial Developments (2016) have been used as a basis for estimating waste generation rates for this development. Waste collection frequencies have been obtained from the main service providers in Albany and used as a basis for estimating storage requirements.

For the retail, food & beverage, hotel and office areas, the WALGA commercial waste generation rates as per the Waste Services Guidelines for new developments (2017) have been used in addition to Encycle's experience and knowledge¹. Specifically, the generation rates used are presented below. City of Perth waste generation rates do not include a breakdown of material streams included in the 'recycling' stream. The final column presents Encycle Consulting's in-house estimate of the material streams present in the recycling stream based on our working experience of operational buildings in Perth.

Premises type	Waste generation rate	Recycling generation rate	Percentage breakdown of recycling stream by material
Hotel rooms	5 L /bed/day	2 L /bed/day	100% commingled
Retail >100m ²	0.5 L /1m ² /day	0.5 L /1m ² /day	50% cardboard 25% commingled 25% soft plastics
Restaurant	6.7 L /1m ² /day	1.3 L /1m ² /day	50% cardboard 40% commingled 2% soft plastics 20% cooking oil 20% of waste is organics 100% glass (in addition)
Office	0.1 L /1m ² /day	0.1 L /1m ² /day	79% paper 14% cardboard 2% soft plastics 7% commingled
Hotel bar	0.5 L /1m ² /day	0.5 L /1m ² /day	40% cardboard 40 % commingled 10% cooking oil 20% of waste is organics 10% soft plastics
Gymnasium	0.2 L /1m ² /day	0.2 L /1m ² /day	50% cardboard 40% commingled 2% soft plastics

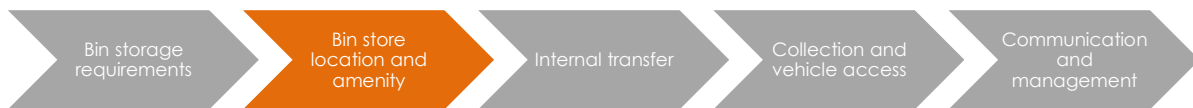
2.2 Number and type of bins required for development

The bins required for the hotel and their collection frequencies are shown in table 1.

Table 1: Number of general waste and recycling bins for the hotel

	Bin size (L)	Number of bins	Collection frequency
General waste	660	4	Daily (6 days per week)
Commingled recycling (including soft plastic and glass)	660	2	Weekly
Cardboard	660	2	Weekly
Used cooking oil	200 L tank	1	As needed

3 Bin store location and amenity



3.1 Bin store location

The building will have one bin store for the storage and collection of all hotel waste and recycling.

The bin store will be located on the ground floor (refer Figure 1). The bin store layout is shown in Figure 2.

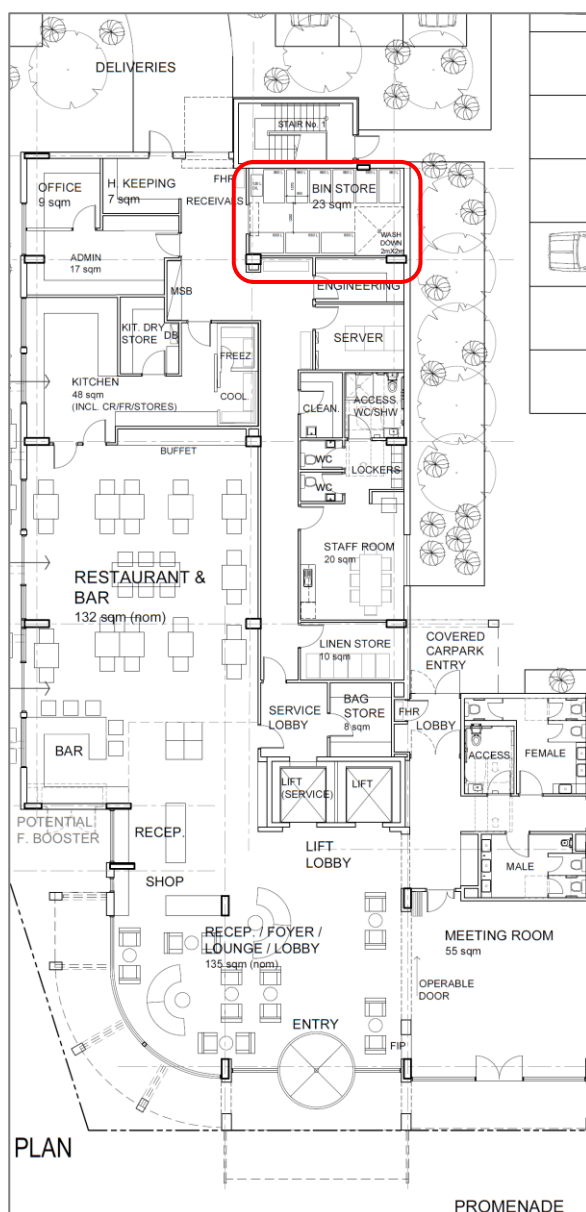


Figure 1: Bin store location on ground floor

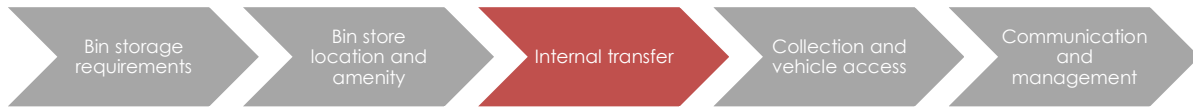


Figure 2: Bin store layout

3.2 Bin store amenity

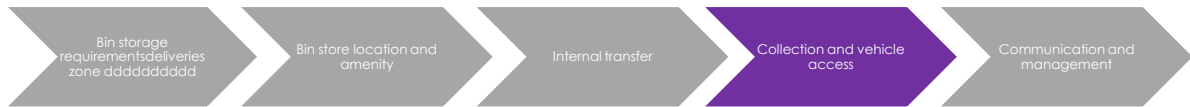
Bin Transfer	
Aisle door and lift width:	All doors, corridors and lifts on the transfer route are designed for the largest bin to fit through.
General health and safety:	Waste systems are designed to ensure that bins (particularly when full) are not required to be moved over any significant distances, up/down steep ramps (grade of slope <1:20) and definitely avoid stairs or other potential hazards.
	Manual handling of waste in garbage bags is excluded from the waste management systems where possible.
Bin store	
Washing bins and waste storage area:	Impermeable floors grading to an industrial floor waste (including a charged 'water-trap' connected to sewer or an approved septic system), with a hose cock to enable bins and /or the enclosure to be washed out. 100 mm floor waste gully to waste outlet. Both hot and cold water will be available.
Bin store walls and ceilings:	All internal walls in bin store will be cement rendered (solid and impervious) to enable easy cleaning. Ceilings will be finished with a smooth faced, non-absorbent material capable of being easily cleaned. Walls and ceilings will be finished or painted in a light colour.
Ventilation and odour:	The design of bin store will provide for adequate separate ventilation with a system that complies with Australian Standard 1668 (AS1668). The ventilation outlet is not in the vicinity of windows or intake vents associated with other ventilation systems.
Doors:	Ventilated roller doors will be specified both internally and externally to enable bins to be easily wheeled into and out of the bin store.
Vermin:	Self-closing doors to the bin store will be installed to eliminate access by vermin
Lighting:	Bin store will be provided with artificial lighting, sensor or switch controlled both internal/external to the room.
Noise:	Noise is to be minimised to prevent disruption to occupants or neighbours.
Fully Enclosed:	The bin store will be fully enclosed and only be accessible by residents, tenancy staff and the waste service provider.
Aesthetics:	The bin store will be consistent with the overall aesthetics of the development.
Signage:	Visual aids and signage will be provided to ensure that the area works as intended.

4 Internal transfer



Housekeeping and stewarding staff from the hotel will manually transfer waste and recyclables via the goods lift to bin store using housekeeping trolleys and wheeled bins. Staff will use service corridors and safely marked out pathways to transfer waste and recyclables from the tenancies to the bin store within the ground floor BOH service area of the development.

5 Collection and vehicle access



Private service providers will undertake the waste and recycling collections.

On collection days rear-lift vehicles for general waste and recycling will enter the delivery zone through the car park. The vehicles will drive into the car park in a forwards motion and reverse into the delivery area. The operatives will enter the bin stores to retrieve and service the bins.

A height clearance of 4 m is provided to accommodate a range of waste and recycling vehicles.

Swept path analysis for vehicle ingress and egress has been completed taking into consideration the specifications of the local waste collection vehicles in use by Cleanaway (see Figure 3).

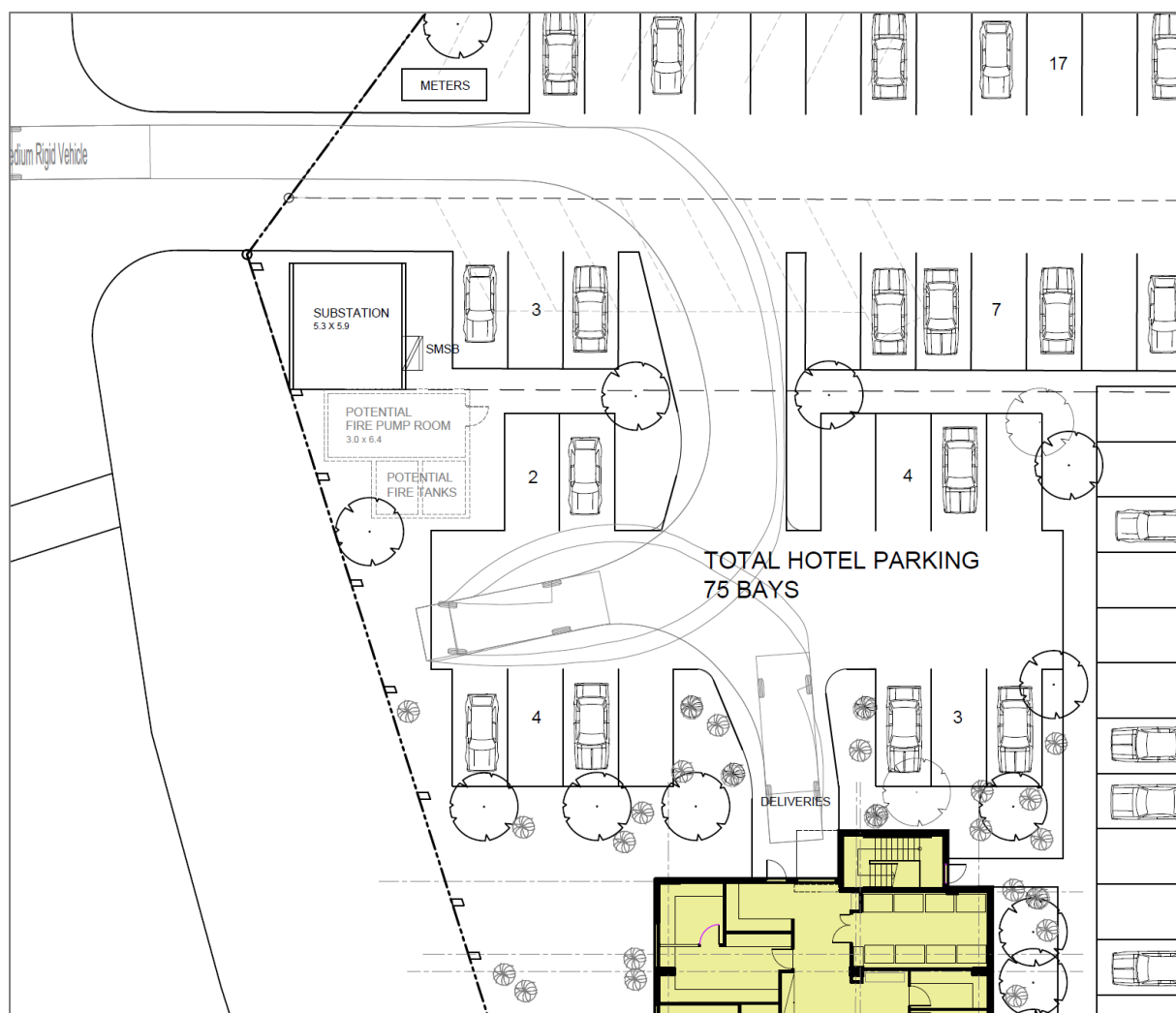
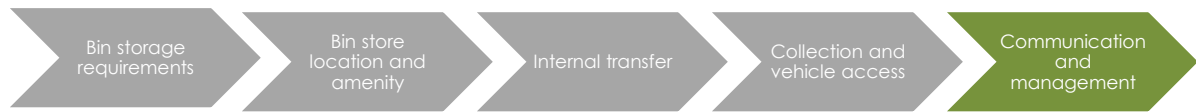


Figure 3: Swept path analysis showing access for waste collection vehicles

6 Ongoing communication and management



6.1 Management

The hotel management will be responsible for overseeing the waste management systems. The hotel management team will be trained and informed about their responsibility to work closely with the private service provider regarding the schedule for collection and presentation of bins. Several members of the hotel staff will be responsible for maintaining the bin store in a clean and tidy condition at all times and ensuring bins are washed regularly.

6.2 Communication

All hotel staff will be made aware of the waste and recycling systems and how they should be used. An Operational Waste Management Plan suitable for presenting to staff, including how the plan should be communicated will be developed and implemented during both the initial occupation and ongoing management of the hotel building.

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