

## PRECINCT PLANS

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# Precinct Plan Report

## INTRODUCTION

The Precinct Plan identifies five distinct precincts within the Albany Waterfront area and outlines a vision, objectives and detailed planning and design guidelines for each. The Precinct Plan represents a logical extension of the endorsed Concept Plan and Structure Plan and also takes into account the comments received during community consultation.

The preparation of a Precinct Plan for the Albany Waterfront is a vital part of the planning process for the locality. By outlining the land use, zoning and development controls that apply to each precinct, the vision and objectives for each can be realised.

Council is to have regard for the Precinct Plan when assessing applications, and in doing so, it will guide Council's decision making for development applications and infrastructure provision within the area.

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## VISION

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.



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## OVERALL DESIGN OBJECTIVES



- Overall theme of development is to reflect its maritime context.
- Provision of unhindered port access via Princess Royal Drive.
- Provision of appropriate pedestrian flows from the CBD and within the development.
- Provision of adequate onsite parking and vehicle access.
- Provision of a safe and secure environment for all members of the community at all times of the day and night.
- Ensure building scale, materials and colours complement the Stirling Terrace interface with the Albany CBD.
- Provision of an attractive, open and consistent streetscape to Princess Royal Drive.
- Provision of an active edge to the waterside Promenade.
- Design quality that reflects the significance of this precinct as a key destination in Albany and the broader region.

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## STATUTORY REQUIREMENTS

The requirement for producing Precinct Plans is contained in Town Planning Scheme No. 1A.

Upon adoption, all development is required to comply with the Precinct Plans and any development that is deemed not to be consistent with the intention of the Precinct Plans may be refused by Council.

In accordance with Appendix III of the Scheme all development standards applicable within this zone are to be in accordance with the adopted Structure and Precinct Plans.

In accordance with TPS 1A requirements, Appendix IV contains numerous development standards for the types of uses which may be accommodated within the Waterfront development area, including parking, minimum lot area, plot ratio, boundary setbacks and landscaping, although the development

## **Precinct Plan Report**

standards contained within the adopted Precinct Plan take precedence under the provisions of Clause 4.1.

The Structure and Precinct Plans therefore contain all the relevant statutory planning requirements for the Foreshore Development area, including all use permissibility and development standards.

## PLANNING AND DESIGN PRINCIPLES

A number of planning and design principles are to be adhered to in all proposed developments in the Albany Waterfront. Proponents submitting development applications to the City of Albany must demonstrate a sound understanding of these principles. The following section outlines these planning and design principles.

- 1. Materials
- 2. Setbacks
- 3. Elevations
- 4. Parking
- 5. Roofscape
- 6. Active Frontages
- 7. Northern Orientation
- 8. Signage
- 9. Pedestrian Access and Bicycles
- 10. Awnings, Canopies and Balconies
- 11. Levels and Height Management
- 12. Public Art
- 13. Vehicle Management
- 14. Landscape
- 15. Resource Efficiency
- 16. Colours
- 17. Services
- 18. Traffic Noise
- 19. Safety and Security
- 20. External Lighting
- 21. Environment
- 22. Marina and Water's Edge
- 23. Site Facilities
- 24. Short-Term Residential Site Planning
- 25. Site Planning

## 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.
- 1.2 Finishes and materials used for external walls will be of a quality sufficient to reflect the important public nature of the development.
- 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.
- 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.
- 1.5 Corrugated steel sheeting is not a suitable wall material but is acceptable in gables and spandrels.

- 1.6 Paving materials will be of a quality usually associated with high traffic civic precincts.
- 1.7 Materials and detailing will ensure longevity in a harsh marine environment.
- 1.8 Roof tiles and unpainted or 'brilliant' white metal sheet roofing materials are not acceptable.
- 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.

## 2.0 SETBACKS

- 2.1 All buildings will be set back a minimum of 25m from the Princess Royal Drive road reserve boundary.
- 2.2 Buildings fronting the Promenade may have a zero setback from the Promenade.



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- 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.
- 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.
- 3.0 ELEVATIONS**
- 3.1 The Albany Waterfront Development effectively has two main frontages and each must be treated appropriately.
- 3.2 Elevations facing Princess Royal Drive are to be regarded as main street elevations.
- 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.
- 3.4 Service access to the AEC shall be designed to prevent it appearing as 'the rear' of the AEC.
- 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.
- 3.6 Elevations of all building 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.

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Suitable characteristics that could be used in combination include:

- 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.



These images of buildings in Stirling Terrace and the adjacent railway station are examples of buildings exhibiting some of the design characteristics which should be reflected in the new Albany Waterfront buildings. The simple yet strong roof forms, linearity reinforced by continuous awnings, subtle background colours, regularity of fenestration arrangement are compositional elements well used in these buildings.



These images of buildings within the same overall precinct are examples of buildings exhibiting some of the design characteristics which should NOT be reflected in the Albany Waterfront buildings. Roof pitches are too steep, elevations are too eclectic and complex, background colours are too intense, signage is inappropriate.

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3.7 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.



This image shows how a tall functional building element without windows can be creatively treated.

## 4.0 PARKING

4.1 The Albany Waterfront development when complete will generate a need for 700 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.

4.2 The parking requirements for specific uses shall be determined in accordance with the following table:

Use	Parking bays/m2 NLA
Mixed Use	1/30m2
Retail	1/15m2
Serviced 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.

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.

4.5 Joint use of parking areas will be encouraged.

4.6 No basement or part basement parking is permitted.

### 5.0 ROOFSCAPE

5.1 Due to Albany's hilly terrain most 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.

5.2 Simple roof forms complementing the linearity of the buildings are desirable.

5.3 Roofs will generally have substantial overhangs creating strong shadow lines. Minimum 800mm to verges and 1200mm eaves is suggested.

5.4 Strutting of overhangs is not encouraged.

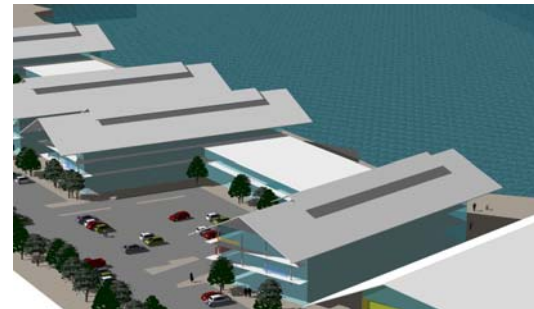
5.5 Low pitch roofs ( $<5^\circ$ ) concealed by parapet walls are generally not an acceptable design approach. If this type of roof is proposed it should be satisfactorily demonstrated that the quality of the 'fifth elevation' is not compromised.

5.6 Roof pitches should not be steeper than the roof pitch on the adjacent railway station building.

5.7 The visual depth of roofs at all overhangs will be minimised.

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- 5.8 No plant and equipment associated with air conditioning will be mounted on the roof of any buildings in the development.
- 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.
- 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.



These images illustrate strong, simple, and 'thin' roof forms that would be suitable in the Albany Waterfront development.

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### 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.
- 6.2 Elevations facing the Promenade will have a minimum of 80% windows at pedestrian level.
- 6.3 All designated active frontages will be well illuminated.
- 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.
- 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.

- 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.
- 6.7 Unscreened air conditioning plant is not permitted at ground level along any designated active frontages.



This image shows how a glass frontage at pedestrian level can offer so many opportunities to visually link internal and external areas. Note also the strong horizontality which is a desirable characteristic of buildings in the Albany Waterfront.

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### 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.
- 7.2 The inclusion of useful north-facing balconies in buildings associated with the Accommodation Precinct is strongly encouraged.

### 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.
- 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.

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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.

9.2 Maximising pedestrian access and circulation throughout the whole development will be a priority.

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.

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.

9.5 Clearly defined pedestrian pathways will be provided from the base of the pedestrian bridge to the Promenade.

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.

9.7 Provision should be made for secure bike parking and racks should be provided in appropriate locations within the developments.

### 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.



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- 10.2 The use of balconies associated with the hotel and short stay serviced apartments is encouraged.
- 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.
- 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.
- 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.
- 10.6 Balustrade detailing reinforcing the maritime context is encouraged.
- 10.7 Large scale canopies associated with the vehicle drop off areas adjacent to the AEC and Hotel are to be

generally transparent to prevent undue shadowing of this area and the use of support columns is to be minimised.

- 10.8 Canopies are to 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.

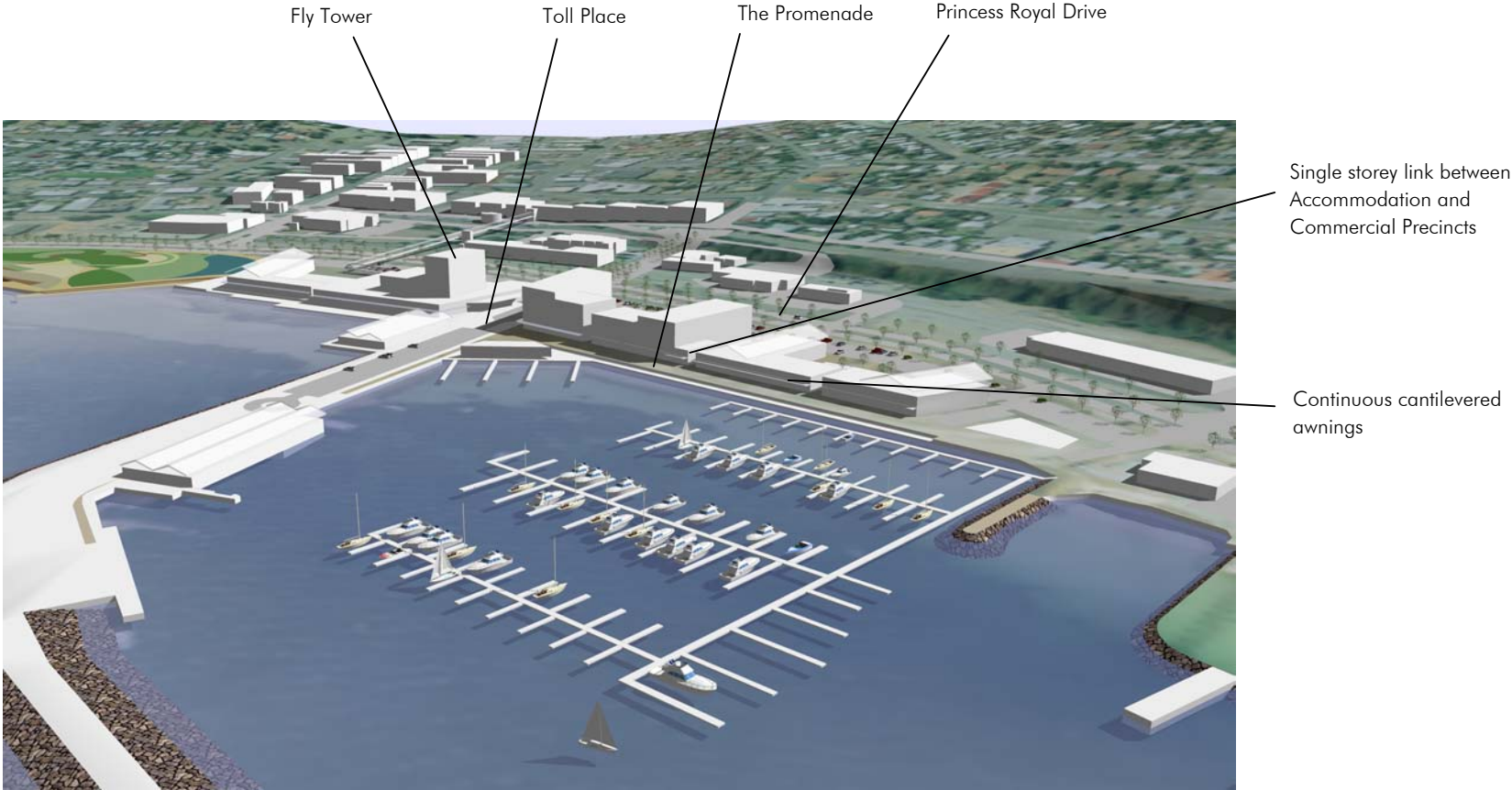
- 11.2 The view corridor aligning with Spencer Street must not be obstructed.

- 11.3 The fly tower associated with the AEC is the highest element permitted in the development and will be positioned to minimise interruption of views from Stirling Terrace. Its preferred position is shown on the Precinct Plan.

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- 11.4 Maximum permissible building heights progressively reduce both in an east and west direction away from the AEC's fly tower.
- 11.5 A single storey link, with a break for pedestrian access, is required between developments in the Accommodation Precinct and the Commercial Precinct. This link will preserve the continuous built form edge to the Promenade. The single storey limit is intended to preserve viewing opportunities from Stirling Terrace to Princess Royal Harbour.
- 11.6 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.
- 11.7 Floor to floor levels, excluding the ground floor, in the Hotel and short-stay serviced apartment buildings should be limited to 3.0m.
- 11.8 Floor to floor levels, excluding the ground floor, in mixed use buildings should be limited to 3.5m.
- 11.9 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.
- 11.10 All buildings will be constructed with a minimum ground floor level of 2.5m AHD.

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The image above demonstrates the height management principles associated with the Albany Waterfront. Note in particular: steady reduction, in an easterly and westerly direction, of building height from the highest allowable point at Toll Place; the higher portions of buildings orientated normal to Stirling Terrace; lower sections parallel to the Promenade; the position of the AEC fly tower; breaks in buildings fronting the Promenade to provide view corridors to the marina.

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### 12.0 PUBLIC ART

- 12.1 Public art will be provided as part of the development of each site in the Albany Waterfront.
- 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 eg 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.
- 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.
- 13.3 Provision must be made for coaches to enter Toll Place, unload passengers and return in a forward direction to Princess Royal Drive.
- 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.
- 13.5 The boat trailer hardstand area and the Fishing Industry Hardstand area will be designed to ensure the safe and

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efficient manoeuvring and parking of vehicles and trailers.

### 14.0 LANDSCAPE

14.1 Design of landscape in the Albany Waterfront will:

- 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
- 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.

14.3 Trees planted in the car park aisles may be protected with kerbed landscape strips or tree grates and bollards.

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.

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

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kerbs and gutters, stone walls, and carefully detailed bollards and rails.

### 15.0 RESOURCE EFFICIENCY

15.1 All buildings are to conform to the energy efficiency requirements of the Building Code of Australia.

15.2 Building envelopes and internal layouts will be designed to minimise energy consumed for heating, cooling and artificial light where:

- 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.

15.3 Building services are designed to minimise energy and resource use in the following way:

- 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.

15.4 All building services are to be designed and maintained to minimise energy use over the life of the development.

15.5 Building designs should maximise use of renewable energy sources and utilise fuels that minimise greenhouse gas emissions.

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15.6 Landscape design should assist microclimate management to conserve energy and water.

## 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.

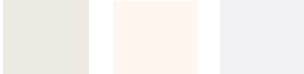
16.2 The following colour-related principles and guides will apply:

- 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.

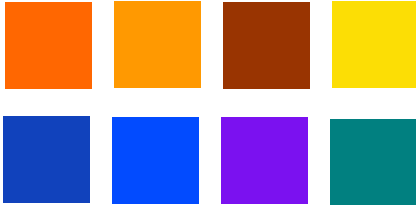
- Highlighting colours are strongly encouraged to add vibrancy and contrast. These colours should be strong warm colours (red, red-orange, orange, yellow-orange) or strong cool colours (yellow-green, green, blue-green, blue, blue-violet).
- Highlighting colours could be applied to screens, attached panels, spandrels, gables, selected integrated panels, coloured glass, and vertical support elements.



An example of neutral background colours, strong paving colour and some highlight colour for vibrancy.



Above are examples of suitable types of non dominant background colours for walls, roofs and external structure. Pure whites are not recommended background colours.



Above are examples of suitably strong and vibrant highlight colours.

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### 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.
- 17.2 All waste storage and delivered goods will be contained within the associated buildings.
- 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.
- 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.

### 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.
- 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.

### 19.0 SAFETY AND SECURITY

- 19.1 Provide appropriate lighting to all pedestrian paths, parking areas and building entries.
- 19.2 Buildings are to be designed to overlook public spaces.
- 19.3 Building entries are to be clearly visible from public spaces.



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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.

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.

19.6 Landscaping, walls and fencing will be designed to maintain clear visibility to and from doors, windows, and pedestrian ways.

## 20.0 EXTERNAL LIGHTING

20.1 Exterior lighting will minimise skyward light spill.

20.2 All external lighting will be robust and themed to complement the development as a whole.

## 21.0 ENVIRONMENT

21.1 All stormwater to be contained on site or connected to drainage points where supplied.

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.

## 22.0 MARINA AND WATER'S EDGE

22.1 Breakwaters will be designed to provide appropriate protection to the boat facilities and land development from the action of the ocean in Princess Royal Harbour. The breakwaters will be constructed in the conventional method used throughout Western Australia using quarried rock with large stones as armour on both the inside and outside faces. There will be a maintenance road way on the top of each breakwater. Maintenance

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campaigns are expected to take only a month or so to complete and be required about every 5 years or so. The actual timing will depend on the storm activity experienced.

- 22.2 The development includes a number of simple rock revetments and a marina edge walling used to stabilise the land / water interface. These structures will be constructed from quarried rock and reconstituted limestone blocks. Over the lifetime of these structures, there will be the need for some minor maintenance. This is expected to be needed about every 5 to 10 years and will require access for the equipment, materials and workmen.
- 22.3 The marina will include a number of floating pens for the mooring of recreational and fishing industry vessels. The pens will be held in place by a number of guide piles driven into the seabed and floating pens will rise and fall with the tide. The pen operator will need to carry out minor routine maintenance on the pens on a monthly basis and probably complete significant

maintenance campaigns every 10 years. The access for these maintenance activities will be from the commercial boating areas.

- 22.4 A portion of the existing Town Jetty is to be retained within the proposed new breakwater. A building is proposed to be developed in close proximity to the jetty. An important part of the design of this building will be the inclusion of a continuous timber walkway facing the marina. This walkway is to be approximately 5m wide and tie in with the existing jetty.
- 22.5 Pedestrian access to the marina pens is to be controlled via lockable gates. These gates will be designed to complement the general aesthetics of the development.
- 22.6 Any gates and fencing to be constructed in the Town Jetty Precinct will be designed to complement the general aesthetics of the development.

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## 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.

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.

## 24.0 SHORT-STAY RESIDENTIAL

24.1 No permanent residential developments are permitted in the Albany Waterfront.

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.

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.

## 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.

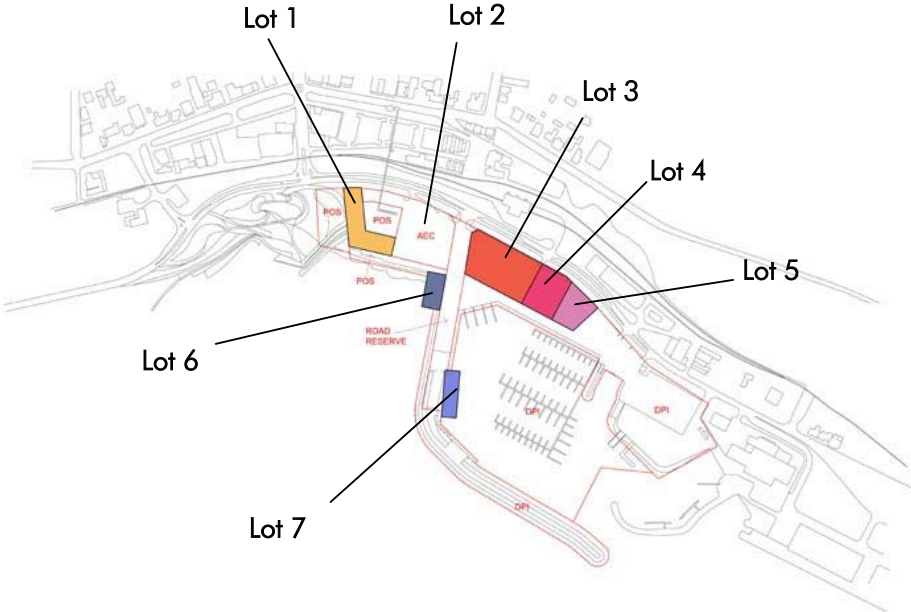
25.2 Lot 2, containing the AEC, has the potential to vary its footprint considerably depending on the final design of

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this facility however, the siting and design principles outlined elsewhere are to be adhered to.

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.

25.4 Lots 6 and 7 show rectangular plan forms intended to maximise frontages to the marina and Toll Place.



# Precincts

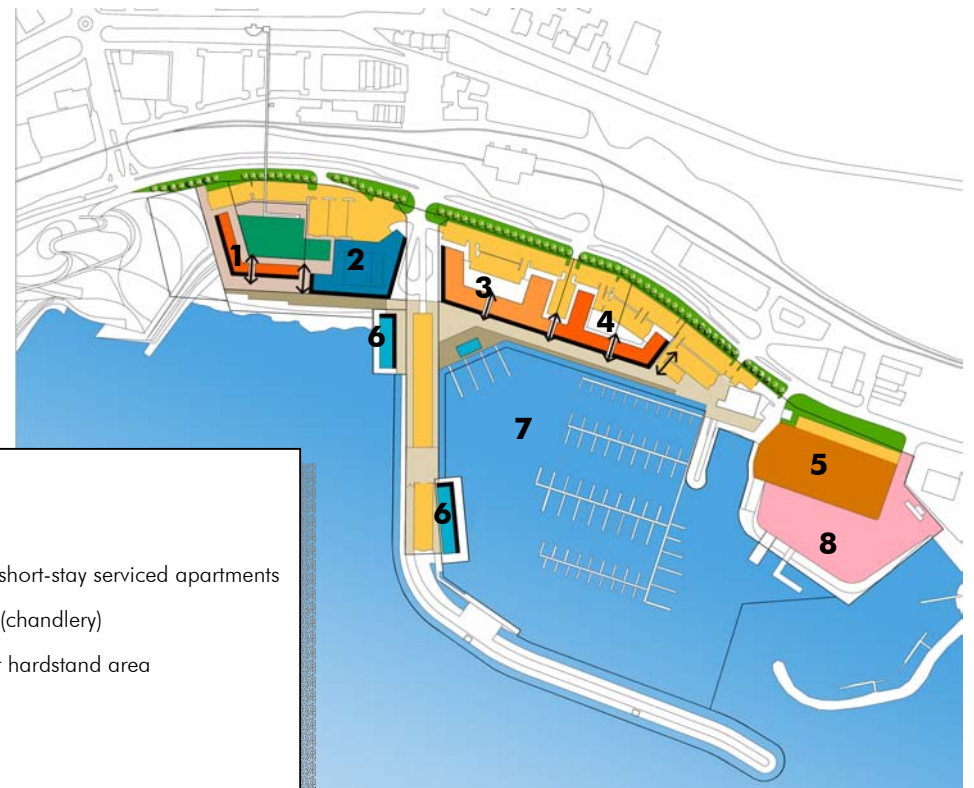
The Albany Waterfront has been broken into five precincts which are characterised primarily by different land uses. Planning provisions for each precinct are described in the following section.

## Precincts



1. Entertainment Precinct
2. Accommodation Precinct
3. Commercial Precinct
4. Harbour Precinct
5. Town Jetty Precinct

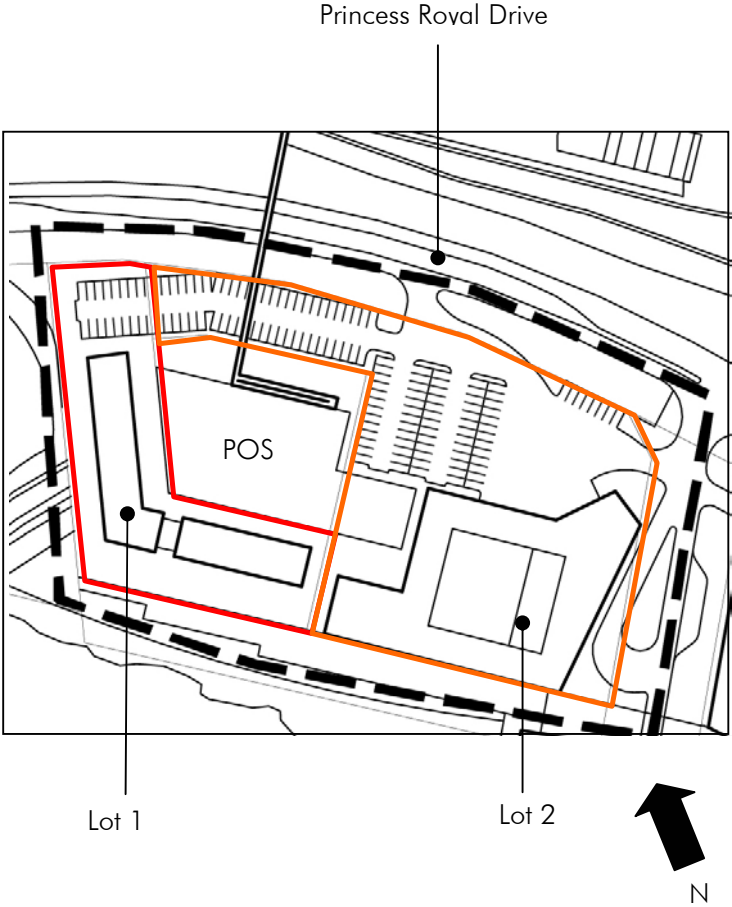
## Development Uses



1. Mixed use
2. AEC
3. Hotel and short-stay serviced apartments
4. Mixed use (chandlery)
5. Boat trailer hardstand area
6. Retail
7. Marina
8. Fishing area hardstand

# Precinct Plan Report

## Entertainment Precinct

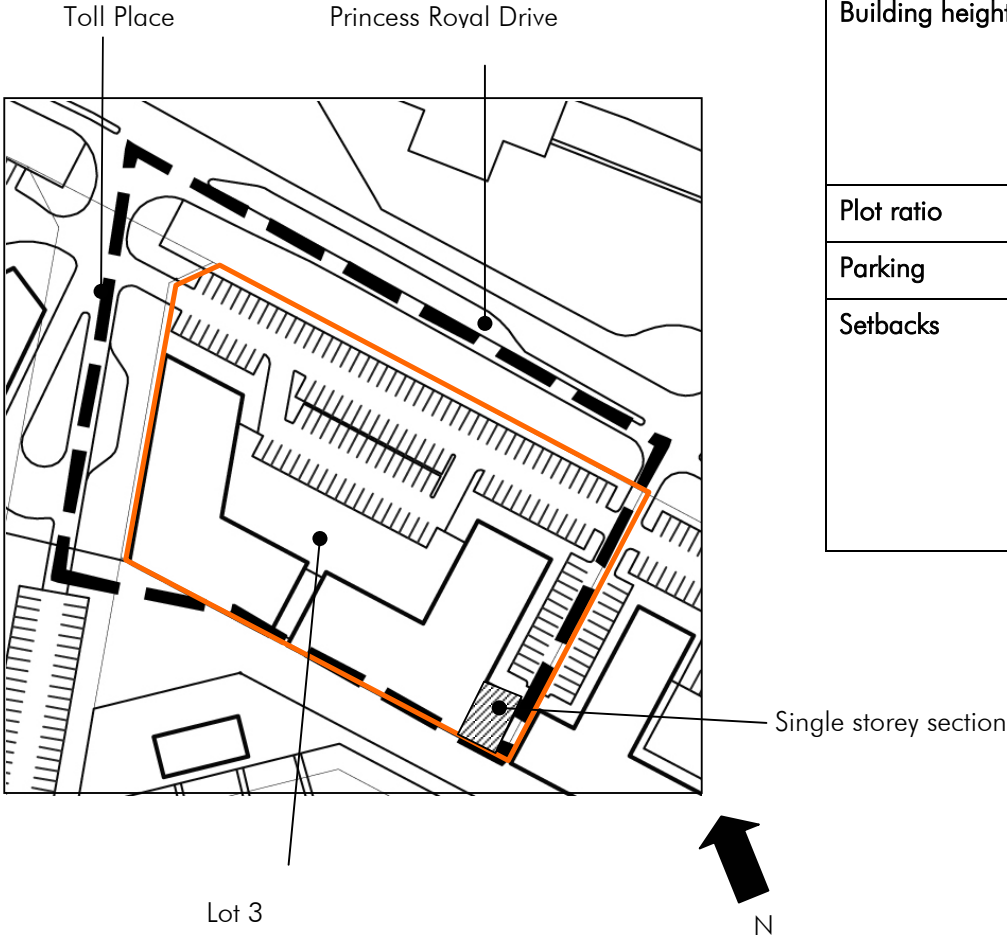


Note: "Potential to use roof volume" means using the available roof volume to provide the spaces below with mezzanine floors or loft spaces.

<b>Building height</b>	On Lot 1 to be 2 storeys with potential to use roof volume. Albany Entertainment Centre will have variable heights determined according to the function of particular zones within the centre. The fly tower will be the tallest component and will not exceed 24m.
<b>Plot ratio</b>	Plot ratio shall be a maximum of 0.5 for all lots in the precinct
<b>Parking</b>	15 car bays shall be provided on Lot 1 130 car bays shall be provided on Lot 2
<b>Setbacks</b>	<p>Lot 1:</p> <ul style="list-style-type: none"> <li>25m minimum from Princess Royal Drive.</li> <li>5m minimum from western boundary.</li> <li>5m minimum from the Promenade.</li> <li>4m minimum from POS boundaries.</li> <li>4m minimum from eastern boundary.</li> </ul> <p>Lot 2:</p> <ul style="list-style-type: none"> <li>25m minimum from Princess Royal Drive.</li> <li>4m minimum from POS.</li> <li>4m minimum from western boundary.</li> <li>Nil setbacks from all other boundaries.</li> </ul>

## Accommodation Precinct

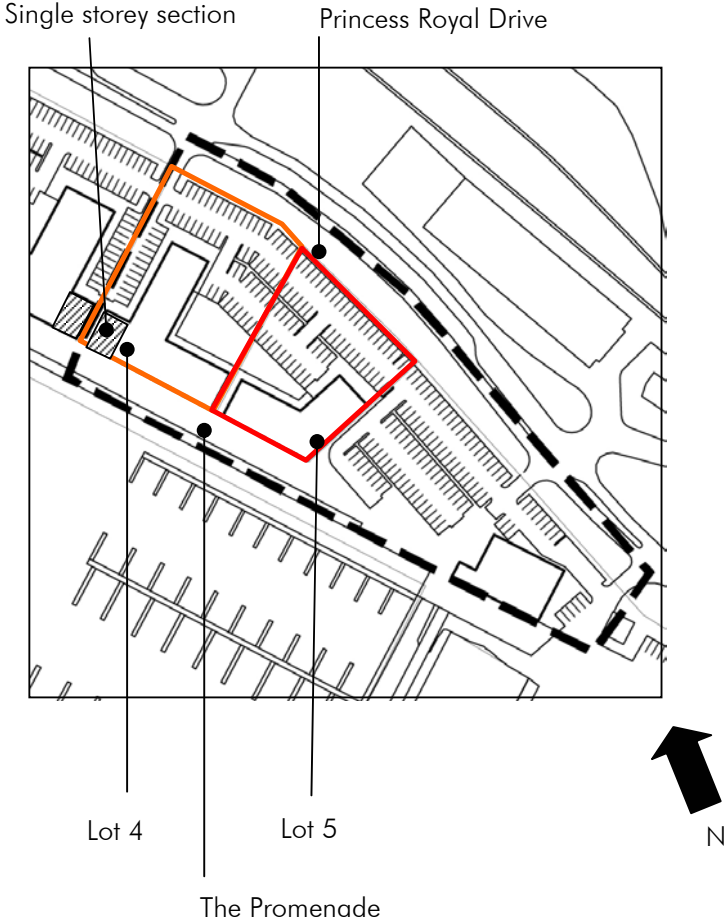
Note: "Potential to use roof volume "means using the available roof volume to provide the spaces below with mezzanine floors or loft spaces.



<b>Building height</b>	<p>The hotel building facing Toll Place to be 5 storeys with potential to use roof volume on the north-south running sections.</p> <p>The adjacent serviced apartment building to be 4 storeys with potential to use roof volume on the north-south running sections.</p> <p>The roof associated with the east-west running section will be minimum pitch.</p>
<b>Plot ratio</b>	Plot ratio shall be a maximum of 1.5 for all lots in the precinct.
<b>Parking</b>	130 car bays to be provided on Lot 3.
<b>Setbacks</b>	<p>25m minimum from Princess Royal Road.</p> <p>12m minimum from eastern boundary to 4 storey wall of serviced apartment building.</p> <p>2.5m minimum from eastern boundary to single storey wall of serviced apartment building.</p> <p>Nil setbacks from all other boundaries.</p>

# Precinct Plan Report

## Commercial Precinct



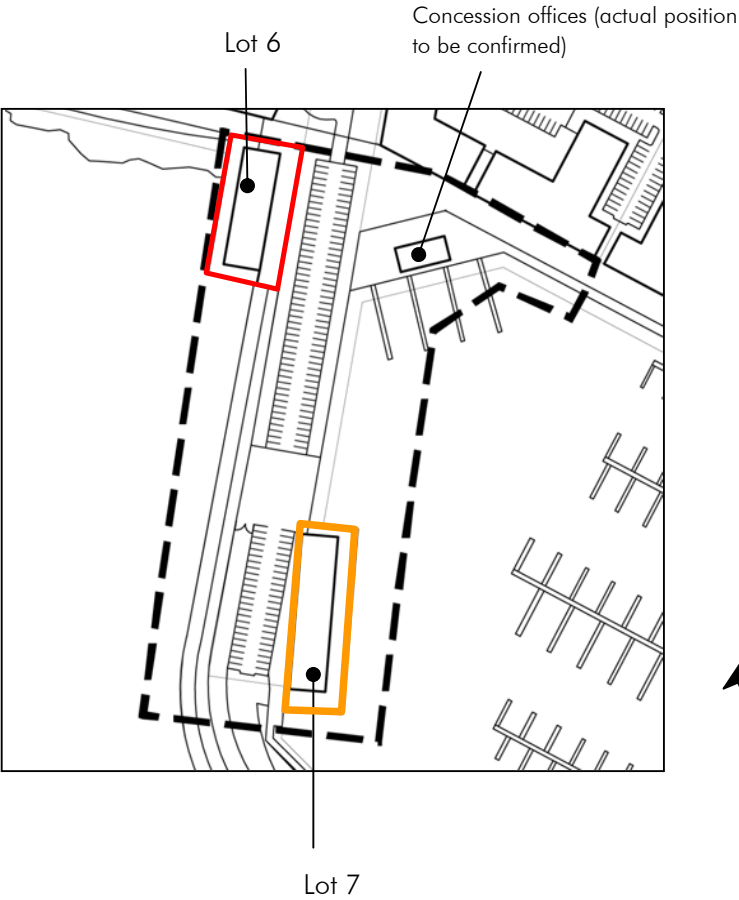
Note: "Potential to use roof volume "means using the available roof volume to provide the spaces below with mezzanine floors or loft spaces.

<b>Building height</b>	2 storeys with potential to use roof volume on the north-south running sections. The roof associated with the east-west running section will be minimum pitch.
<b>Plot ratio</b>	Plot ratio shall be a maximum of 0.5 for all lots in the precinct.
<b>Parking</b>	65 car bays to be provided on Lot 4. 65 car bays to be provided on Lot 5. 105 car bays to eastern side of Lot 5.
<b>Setbacks</b>	<p>Lot 4:</p> <ul style="list-style-type: none"> <li>25m minimum from Princess Royal Road.</li> <li>12m minimum from western boundary to 2 storey wall.</li> <li>2.5m minimum from western boundary to single storey wall.</li> <li>2.5m minimum from eastern boundary to single storey wall.</li> <li>Nil setback from the Promenade.</li> </ul> <p>Lot 5:</p> <ul style="list-style-type: none"> <li>25m minimum from Princess Royal Road.</li> <li>2.5m minimum from western boundary.</li> <li>Nil setback from all other boundaries.</li> </ul>



# Precinct Plan Report

## Town Jetty Precinct

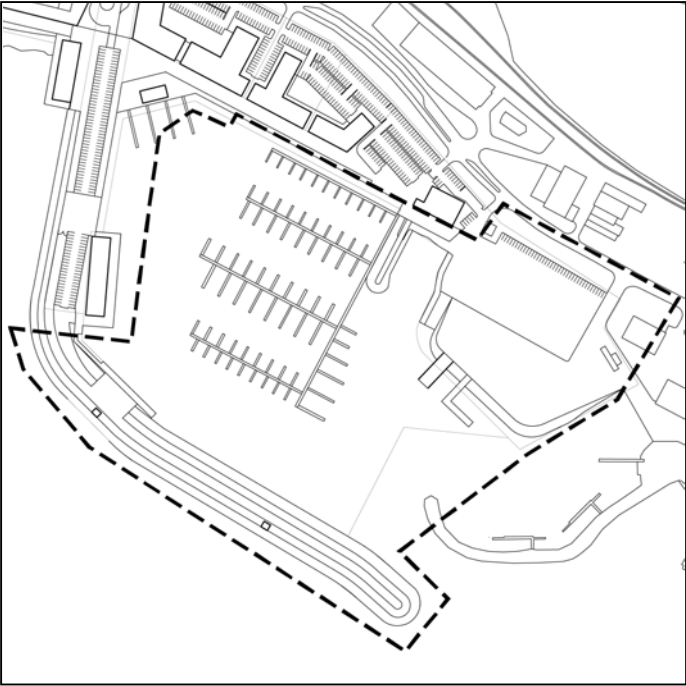


Note: "Potential to use roof volume" means using the available roof volume to provide the spaces below with mezzanine floors or loft spaces.

<b>Building height</b>	Lots 6 and 7 to be single storey with potential to use roof volume. Concession offices associated with charter boats to be single storey.
<b>Plot ratio</b>	Plot ratio to lots 6 and 7 shall be a maximum of 0.35.
<b>Parking</b>	145 cars to be provided along the old Town Jetty.
<b>Setbacks</b>	No required setbacks.

# Precinct Plan Report

## Harbour Precinct



<b>Building height</b>	Any buildings in this precinct to be single storey.
<b>Plot ratio</b>	Not applicable.
<b>Parking</b>	45 permanent car bays to boat trailer hard stand area.
<b>Setbacks</b>	Minimum set backs for any new buildings in the fishing industry hardstand area will be 2.5m from eastern boundaries. If buildings are used to store hazardous materials then the setbacks will be determined according to safety requirements.



**Land Use Tables**

**Entertainment Precinct**

Land Use Table	Use Class	Definition	Permissibility
Refer to Clause 3.4 of TPS1A for the meaning of the symbols	Theatre/Entertainment Centre (on Lot 2 only)	being premises used by the public to view a theatrical or similar productions or for the display, or display and sale, of materials of an artistic, cultural or historic nature	P
	Market	See TPS1A	AA
	Shop	See TPS1A	P
	Restaurant	See TPS1A	P
	Office	See TPS1A	AA
	Other minor or incidental uses within the precinct may be permitted at the discretion of Council	n/a	SA

## Precinct Plan Report

### Accommodation Precinct

Land Use Table	Use Class	Definition	Permissibility
Refer to Clause 3.4 of TPS1A for the meaning of the symbols	Hotel	See TPS1A	P
	Motel	See TPS1A	P
	Residential Building (short-stay accommodation only)	See TPS1A	AA
	Reception Centre	being premises used for functions on formal or ceremonial occasions but not for unhosted use for general entertainment purposes	IP
	Shop	See TPS1A	IP
	Restaurant	See TPS1A	IP
	Office	See TPS1A	IP
	Other minor or incidental uses within the precinct may be permitted at the discretion of Council	n/a	SA

# Precinct Plan Report

## Commercial Precinct

Land Use Table	Use Class	Definition	Permissibility
Refer to Clause 3.4 of TPS1A for the meaning of the symbols	Shop	See TPS1A	P
	Office	See TPS1A	AA
	Restaurant	See TPS1A	AA
	Museum	See TPS1A	AA
	Other minor or incidental uses within the precinct may be permitted at the discretion of Council	n/a	SA

## Town Jetty Precinct

Land Use Table	Use Class	Definition	Permissibility
Refer to Clause 3.4 of TPS1A for the meaning of the symbols	Restaurant	See TPS1A	P
	Shop	See TPS1A	P
	Office	See TPS1A	IP
	Other minor or incidental uses within the precinct may be permitted at the discretion of Council	n/a	SA

# Precinct Plan Report

## Harbour Precinct

Land Use Table	Use Class	Definition	Permissibility
Refer to Clause 3.4 of TPS1A for the meaning of the symbols	Marina	See TPS1A	P
	Marine Filling Station	See TPS1A	P
	Other minor or incidental uses within the precinct may be permitted at the discretion of Council	n/a	SA

## Implementation

### Structure Plan

The Structure Plan upon which this Precinct Plan is based was adopted by Council on the 16<sup>th</sup> May 2006.

The Precinct Plan complies with and is substantially in accordance with the Structure Plan.

### Commitments

- 1) The landowner intends to lodge applications for subdivision and development with the intention to commence development of the site in late September 2006.
- 2) The preliminary subdivision plan showing all boundaries and dimensions of all lots to be created is submitted with this Precinct Plan.

3) Development is anticipated to be staged in accordance with a program to be lodged with future development applications.

4) A detailed Landscape Master Plan will be submitted to Council prior to commencement of development. The Landscape Plan will include the location, quantities and species of all plants, location and form of outdoor furniture or other artefacts to be placed in public areas. A maintenance and management plan for all landscaping will be included.

5) Princess Royal Drive will be modified during the development process in accordance with the Albany Waterfront Traffic Assessment report prepared by Riley Consulting and included in the Structure Plan.

Detailed plans of these modifications will be submitted prior to commencement of development.

## Precinct Plan Report

- 6) Details describing type and colour of paving materials proposed for construction of roads, paths and public open spaces will be submitted prior to commencement of development.