ATTACHMENTS

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Developing a monitoring framework for assessing the impact of boating and water skiing on inland waters in Australia

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Contents

Executive summary

- Despite the fact that water-based outdoor recreation such as power boating and water skiing is popular in Australia, with inland bodies of water attracting increasing boating activity, there are few studies of the environmental impacts of these activities on Australian systems.
- This desktop review aimed to identify empirical studies of the impacts of boating and water skiing on inland water bodies in Australia with a view to developing a framework of monitoring indicators. It includes a brief review of the findings of these studies and an outline of the limits of current research, and concludes by presenting a recommended framework of indicators that could be used to monitor the impacts of boating and water skiing on inland aquatic ecosystems.
- Seven Australian studies, conducted in Queensland, Victoria, New South Wales and Tasmania, were identified.
- Two empirical studies have focused on chemical impacts of power boating, more specifically, on the introduction of fuel and oil compounds into aquatic systems. These studies confirmed that levels of high molecular weight polycyclic aromatic hydrocarbon (PAHs) compounds, typical of combustion derived PAH assemblages, were elevated in sediments in lakes where boating occurred.
- Monitoring programs have addressed bank erosion along three major Australian rivers – The Murray River, the lower Gordon River in south west Tasmania and the Noosa River in Queensland. All studies found evidence of bank erosion caused by waves created by boating activity.
- Existing Australian studies have focused on only two (chemical contamination and bank erosion) of the known impacts to date, with other impacts unstudied. These unstudied impacts include propeller strike on fauna, damage to submerged macrophytes, the formation of undesirable algal blooms and loss of littoral (shoreline) habitats and invertebrate fauna. In a more general sense, freshwater protected areas have been identified as underrepresented in monitoring programs targeting the impact of recreational visitors.
- Documenting the nature, frequency and extent of visitor activities was identified as an important first step in setting up monitoring programs. Monitoring options available for estimating visitor numbers include direct observation (using staff observers, video camera

recordings or remote sensing), on-site counters, registration of visitors through the issuing of permits and inferred counts such as that obtained from interviews.

- Based on a range of visitor activities associated with boating, a list of indicators suitable for monitoring the impacts of boating and water skiing was compiled. These indicators include turbidity, chlorophyll a, nutrient levels, polycyclic aromatic hydrocarbon levels, invertebrate community composition, macrophyte condition, shoreline vegetation condition, weed abundance, wildlife displacement and coliform counts.
- When monitoring for impacts of boating and water skiing on inland lakes, it is recommended that a suite of indicators be measured, covering physical, chemical and biological impacts. A shortlist of recommended indicators includes turbidity and chlorophyll a levels (physical impact), polycyclic aromatic hydrocarbon levels (chemical impact) and the presence and abundance of aquatic weed species and shoreline invertebrate community composition (biological impacts). Where impacts on human health are of concern, coliform counts can also be monitored.

Introduction

Water-based outdoor recreation such as power boating and water skiing is popular in Australia, with inland bodies of water attracting increasing boating activity (Mosisch and Arthington 2004; Burgin and Hardiman 2011). Although of value in terms of promoting heathy lifestyles, these pursuits have the potential of having negative environmental impacts on the ecology of the waterways and wetlands being used. These impacts can lead to decreased water and sediment quality, the spread of exotic plants and animal species, and physical disturbance and damage to flora and fauna (Mosisch and Arthington 1998, 2004; Burgin and Hardiman 2011). Obvious direct physical impacts include bank erosion due to wave and wash action created by boats (Gabel et al. 2017), trampling and exposure of roots of emergent water plants particularly at launching sites, and even the destruction of floating bird nests that become dislodged by waves (Mosisch and Arthington 1998; Burgin and Hardiman 2011). Erosion results in increased levels of sediment in water quality, higher turbidity levels and a deterioration of water quality (Alexander and Wigart 2013). Re-suspension of nutrients due to propeller activity can facilitate the formation of algal blooms, and even fundamental changes to ecological processes. For example, using stable isotopes of carbon and nitrogen, Hadwen and Bunn (2004) showed that as a result of the re-suspension of nutrients driven by tourist activities in and around lakes on Fraser Island, the most visited of these lakes had increased reliance on autochthonous, rather than allochthonous carbon sources. Propeller strike on pelagic fish and other faunal species such as turtles is another potential direct physical impact (Burgin 2017), although little work has been conducted on quantifying propeller strikes on fish at different boat speeds and by boats of different sizes (Whitfield et al. 2014).

A major concern in terms of chemical impacts has been the accumulation of polycyclic aromatic hydrocarbons (PAH) in aquatic ecosystems due to spillage of raw fuel into the water (Mastran et al. 1994). The use of outboard motors could also potentially lead to increased lead and other heavy metal levels in sediment and subsequently, biota in lakes and rivers (Whitfield et al. 2014). Potential biotic impacts are diverse. A significant biotic impact is the spread of aquatic invasive species (Anderson et al. 2015), usually unintentionally because of poor cleaning of trailers and boats. Whitfield et al. (2014) have suggested that the area most in need of research attention is the extent and significance of the spread of exotic species in aquatic systems by boats. Other biotic impacts include the suggestion that pressure waves, bubbles and noise levels created by boats may affect social behavours of fish, including communication, orientation, distribution and spawning (Whitfield et al. 2014; Burgin 2017). Boat-induced waves may also impact the breeding success of waterbirds which nest close to the water's edge (Gabel et al. 2017).

Research on the impacts of tourism and recreation in Australia has been largely neglected (Hadwen et al. 2012a). For example, despite the popularity of outdoor recreation, and water sports in particular, it appears that research into the impacts of boating and water skiing on aquatic ecosystems in Australia is limited to general reviews (Mosisch and Arthington 1998, 2004; Burgin and Hardiman 2011; Whitfield and Becker 2014; Burgin 2017), with very few studies (e.g. Mosisch and Arthington 2001) focused on empirical data collection. Given that inland aquatic waterbodies are highly significant sites for tourism and recreation in Australia (Hadwen et al. 2015, 2012a), it is important that we gain a better understanding of the impacts of these activities on the health and functioning of these ecosystems.

This desktop review aims to identify empirical studies of the impacts of boating and water skiing on inland water bodies in Australia. It commences with a brief review of the findings of studies in Australia that have involved empirical data collection on specific environmental impacts. This is followed by an outline of the limits of current research. The paper concludes by presenting a recommended framework of indicators that could be used to monitor the impacts of boating and water skiing on inland aquatic ecosystems. The selection of appropriate indicators is an important step in the assessment of impacts of visitors on aquatic ecosystems, with a multi-indicator approach likely to capture the scale of influence visitor activities (Hadwen et al. 2010). Importantly, indicators selected need to have a verifiable relationship with the impacts being assessed (Hadwen et al. 2012b).

Methods

Research articles on the environmental impacts of boating and water skiing on aquatic ecosystems in Australia were identified using 'Google Scholar', 'Web of Science' and the 'One Search' facility of the library at the University of Western Australia (searches items that the library owns or can provide full text access). The following search terms were used: "impact" or "effects" AND either "boat", or "power boating" or "vessel" or "leisure craft" or "personal water craft" or 'Water ski", AND either "ecology" or "biodiversity" or "ecosystem" or "environment" AND either "wetland" or "aquatic" or "waterway" or "lake" AND "Australia". The search was restricted to articles published in English and included all publications years. Although the focus was on papers published in peer-reviewed journals, reports and other types of 'grey literature' were included where findings of monitoring studies had not been published in the peer-reviewed literature. The reference lists of articles were also checked to identify any articles or reports that had not come up in the searches. For specific

impacts that had not been addressed in Australian studies, additional searches were conducted for other geographical areas.

For each article identified, the following information was recorded: authorship, year of publication, journal or publisher, Australian State and location of research, type of aquatic ecosystem, impact studied, indicators used, and main findings. Data were analysed using simple descriptive approaches that identified patterns in the articles reviewed.

Results

Extent of Australian impact studies

The systematic literature search revealed that despite the popularity of water-based recreational activities such as boating in Australia, empirical studies on the impacts of these activities on the health of wetlands and waterways are very limited, with only seven studies identified (Table 1). These studies were conducted in Queensland, Victoria, New South Wales and Tasmania, and were published in a variety of journals (Lakes & Reservoirs: Research and Management, River Research and Applications, and Environmental Management) during the period 1994-2017.

Two other studies that did not involve the collection of impact data directly were also relevant (Froend and McComb 1991; Hadwen et al. 2012a). The local shire's interest in whether boating and water skiing activity was having an adverse effect on Lake Towerrinning in the wheatbelt of Western Australia was a driver for an investigation of the decline of the lake (Froend and McComb 1991). Based on measurement of salinity, turbidity, nutrients, chlorophyll a and fringing vegetation condition, Froend and McComb (1991) concluded that increased inputs of water, salt and nutrients from agricultural practices, rather than boating activities, had resulted in fringing vegetation loss and algal bloom formation. These authors did not sample additional 'control' lake systems where boating did not occur. In a different approach, Hadwen et al. (2012a) surveyed four stakeholder groups (protected area managers, local councils, general tour operators and river- or lake-tour operators) regarding the presence and significance of aquatic ecosystems, visitor decision making, and factors influencing the condition of these aquatic destinations, rather than conduct field-based empirical analyses for multiple sites across Australia which was considered not feasible. These stakeholders identified erosion, poor water quality, increased nutrients and algal blooms, trampling and removal of shoreline vegetation and noise pollution as significant or critical environmental threats.

Chemical contamination

Two empirical studies have focused on chemical impacts of power boating, more specifically, on the introduction of fuel and oil compounds into aquatic systems. Although not always detectable in water samples collected from a dune lake used for boating and water skiing on North Stradbroke Island, Queensland, a variety of polycyclic aromatic hydrocarbon compounds in sediments were recorded by Mosisch and Arthington (2001). These authors found benzo(a)pyrene (in 46% of samples), fluoranthene (53%) and pyrene (44%), all typical of combustion derived PAH assemblages (Mastran et al. 1994), to be the most commonly encountered of these compounds. Similarly, Baldwin and Howitt (2007) found low, but detectable levels of hydrocarbons in sediment from an area of Lake Mulwala on the River Murray where boating and water skiing occurred but were unable to confirm that this boating activity was the source of this hydrocarbon contamination. In their study, levels of hydrocarbons in sediment from water skiing areas were similar to those in sediment from areas where boating was restricted. Without knowledge of 'naturally' occurring levels of PAH compounds produced through petrogenic (petroleum-derived) processes, it was not possible for these authors to link PAH levels to specific activities such as boating.

Bank erosion

Monitoring programs have addressed bank erosion along three major Australian rivers. The Murray-Darling Basin Authority focused their efforts on measuring the extent of bank erosion in sections of the Murray River with high boating traffic (MDBA 2017). This monitoring initiative counted the number of erosion sites along a given section of the river and recorded how many of these were considered as 'high priority' sites – those that are most damaged and thus needing more urgent repair. Despite investing substantial amounts on log revetment bank protection works, banks along the river continue to be eroded, mostly likely due to waves and boat wash. The lower Gordon River in south west Tasmania has also received attention (Nanson et al. 1994; Bradbury et al. 1995; Bradbury 2013) as the banks of this river have been significantly eroded by waves created by boat traffic since the 1980s. Erosion pin monitoring began in 1987, with readings taken initially at six month intervals, later annually, with some gaps due to funding issues (Bradbury 2013). The results of this monitoring has mostly been recorded in the form of unpublished reports (see references in Bradbury 2013) and in a more formal paper published by Bradbury et al. (1995). With the exception of parts of the river where cruise ships have been excluded (Bradbury et al. 1995), erosion continues

to be a problem along the lower Gordon River, especially when boats move at high speeds, creating larger waves. This relationship was confirmed when Nanson et al. (1994) found a high correlation between maximum wave height and bank erosion, and showed that reducing boat speed so that maximum wave heights produced were < 30cm in height significantly reduced bank erosion. Bank erosion has also been the focus of studies of the impacts of boating on the Noosa River in Queensland, with Walsh and Allen (2001) using a modelling approach to identify that boat wash was the dominant cause of bank erosion along a 10 kilometer stretch of the river, and that the severity of this erosion varied with bank soil characteristics and patterns of land usage. Macfarlane and Cox (2004) reiterated that 'vessel wash' was the primary cause of bank erosion along the Noosa River.

Limits of current research

Existing Australian studies have focused on only two (chemical contamination and bank erosion) of the known impacts to date. Other impacts remain unstudied. For example, propeller strike on fish which has been observed for Australian systems (Burgin 2017), has been measured for fish (e.g. Balazik et al. 2012) and turtles (Bennett et al. 2014) in other parts of the world, but the significance of this impact for Australian freshwater fauna is unknown. Similarly, damage to sea grasses by boats in marine environments has received attention (e.g. Glasby and West 2018), but damage to submerged macrophytes in inland aquatic ecosystems is unstudied. Surprisingly, there are no studies for Australian systems that have specifically targeted the impact of boating (and water skiing) on the formation of undesirable algal blooms, although there is a body of literature that has focused on the impact of recreational use on dune lakes on Fraser Island (Hadwen and Bunn 2004; Hadwen et al. 2003, 2005). Based on the measurement of nutrient levels, algal biomass (phytoplankton and periphyton chlorophyll a) and stable isotopes, these studies tracked the effects of tourist activities such as swimming on the ecology of the lakes. Benthic invertebrates in littoral (shoreline) habitats have been the focus of a number of studies (e.g. Gabel et al. 2008, 2012) in Germany. These studies have demonstrated that long-term exposure to boat-induced waves can lead to the loss of habitat and consequently, invertebrates. These animals are an important component of the diet of wading birds. In a more general sense, freshwater protected areas have been identified as underrepresented in monitoring programs targeting the impact of recreational visitors (Pickering et al. 2018).

Table 1: Existing Australian studies that have involved empirical data collection to address the impacts of boating and water skiing on Australian aquatic ecosystems.

Study focus	State	Location	Indicators measured	Reference
Chemical contamination	Queensland	Brown Lake, North Stradbroke Island	Polycyclic aromatic hydrocarbons (PAHs)	Mosisch & Arthington 2001
	Victoria	Lake Mulwala, Murray River	PAHs, Metals	Baldwin & Howitt 2007
Bank erosion	Tasmania	Lower Gordon River	Bank retreat, wave height	Nanson et al. 1994
			Erosion rate, vegetation cover	Bradbury et al. 1995
			Erosion rate, turbidity	Bradbury 2013
	Queensland	Noosa River	Reach cross-section, bank alignment, boat wake height, water velocities, geomorphology	Walsh & Allen 2001
			Wave height, period and energy	Macfarlane & Cox 2004
	NSW, Victoria	Between Hume Dam and Lake Mulwala, Murray River	Number of erosion sites	MDBA 2017

Development of a framework of indicators

Following Hadwen and Arthington (2008a), a simple, three-step approach was adopted for the development of a set of recommended indicators that can be used to monitor the impacts of boating and water skiing. Firstly, the range of visitor activities associated with boating that have the capacity to have negative impacts were identified (Table 2). Secondly, a list of indicators that were known (see Hadwen and Arthington 2008a) to respond to visitor, and in particular, boating activities in and around water bodies was compiled (Table 2). Thirdly, a shortlist of indicators was recommended, taking into account their level of response to activities, their ease of use, and the need for a selection of a set of indicators that covered physical, chemical and biotic impacts. This shortlist of recommended indicators includes turbidity and chlorophyll a levels (physical impact), polycyclic aromatic hydrocarbon levels (chemical impact) and the presence and abundance of aquatic weed species and shoreline invertebrate community composition (biological impacts). Where impacts on human health are of concern, coliform counts can also be monitored.

Monitoring visitor numbers and activities

Visitor activities included shoreline trampling, creation of waves by boats, boat propeller and anchoring activity, noise pollution from motors, dispersal of biotic material, water skiing and swimming, camping and picnicking adjacent to water body, and inappropriate urination and/or defaecation on-site. Documenting the nature, frequency and extent of visitor activities has been identified as an important, often overlooked first step in setting up monitoring programs (Cessford and Muhar 2003; Hadwen et al. 2008b). Cessford and Muhar (2003) have outlined a set of monitoring options available for estimating visitor numbers, including direct observation (using staff observers, video camera recordings or remote sensing), on-site counters, visitor registration through the issuing of permits and inferred counts such as that obtained from interviews. Key strategic locations for placing counters to monitor visitors engaged in boating would be vehicle access roads and launching ramps, with sampling taking place either continuously or during known high use periods. With water penetration proven to be a problem with counters (Cessford and Muhar 2003), location of these devices too close to water bodies could be an issue. Another approach for measuring recreational use that is gaining traction is the use of social media (Sessions et al. 2016). In an assessment of the validity of using crowd-sourced, on-line photographs posted on Flickr (www.flickr.com)for inferring information about recreational visitors to national parks in the USA, Sessions et al. (2016) showed that the number of photos posted monthly in a park was a reliable indicator of the number of visitors to a park in a given month. A significant number of photographs posted on social media sites are both geo-tagged and dated, with these metadata accessible through websites such as the Flickr Application Programming Interface (https://www.flickr.com/services/api/).

Monitoring ecological response variables: Turbidity

With shoreline trampling and waves created by boats having the potential to increase bank erosion (see Gabel et al. 2017), and propeller and anchoring activities likely to lead to resuspension of sediments, the measurement of turbidity is considered high priority. Hadwen et al. (2010) found that turbidity responded strongly to visitors, both spatially and temporally when monitoring visitor impacts on aquatic systems in Queensland. The Australian & New Zealand Guidelines for Fresh & Marine Water Quality (ANZECC, 2000) have proposed default 'trigger' values (DTVs) for a range of physico-chemical variables, including turbidity. For example, they proposed the use of values ranging from 10-100 NTU for 'slightly disturbed', inland lakes and reservoirs in south-west Australia.

Monitoring ecological response variables: Chlorophyll a

Resuspension of sediments due to boating and water skiing activities is likely to lead to elevated levels of nutrients in the water, potentially resulting in algal blooms. These blooms could be toxic, and can also result in a reduction of dissolved oxygen concentrations. A commonly used measure of phytoplankton abundance is chlorophyll a level, a variable that has been found to respond significantly to visitor usage in aquatic systems in Queensland (Hadwen et al. 2010). The Australian & New Zealand Guidelines for Fresh & Marine Water Quality (ANZECC, 2000) have proposed a range of default trigger values for chlorophyll a based on geographical areas. For example, values of 3-5 µg/l for freshwater lakes and reservoirs, and 30 µg/l for wetlands have been proposed for south-west Australia.

Monitoring ecological response variables: Polycyclic aromatic hydrocarbon levels

The spillage of fuel from power boats is inevitable, making the monitoring of levels of PAH contaminants a high priority. Measurement of PAH distribution in sediment is far more effective than the measurement of this indicator in the water column. Mastran et al. (1994) did not detect aqueous PAHs during low boating activity as PAHs have low solubilities and thus spend very little time in aqueous solution. As boating is likely to increase concentrations of combustion-derived PAH assemblages (those of higher molecular weight) more than concentrations of petroleum-derived PAHs (generally of lower molecular weight), monitoring of the levels of high molecular weight PAHs such as benzo(a)anthracene, benzo(a)pyrene, chrysene, dibenzo(a,h)anthracene, fluoranthene, and pyrene would be recommended. The recommended interim sediment quality guidelines for the latter compounds combined is 1700 µg/kg in Australian inland waters (ANZECC, 2000).

Monitoring ecological response variables: Invertebrate community composition

Research has shown that distinct macroinvertebrate communities can exist at boat-wave exposed sites, and that these communities largely differ from natural communities (see Gabel et al. 2017 and references therein). With the possibility of reduced species richness and an increase in non-native species due to shoreline trampling, boat waves and subsequently, bank erosion and vegetation loss,

the measurement of shoreline invertebrate community composition at multiple impacted and control sites should be a priority for systems characterized by high levels of bank erosion.

Monitoring ecological response variables: Weed abundance

Trailered boats have been responsible for the unintentional spread of many plant weed and animal species in the USA (Rothlisberger et al. 2010). There is also the potential for spread of declared aquatic weeds species in Australia. For example, aquatic species that are declared weeds in Western Australia under the Biosecurity and Agriculture Management Act 2007, and must be reported to the appropriate government agency (Department of Primary Industries and Regional Development) include leafy elodea (*Egeria densa*), hydrocotyl (*Hydrocotyle ranunculoides*), parrot's feather (*Myriophyllum aquaticum*), sagittaria (*Sagittaria platyphylla*), salvinia (*Salvinia molesta*), Senegal tea (*Gymnocoronis spilanthoides*), water hyacinth (*Eichhornia crassipes*), and water lettuce (*Pistia stratiotes*). These species could potentially be spread to inland aquatic systems by trailered boats, and thus the presence and abundance of aquatic weeds in aquatic ecosystems should be monitored on a regular basis, particularly in areas know n to have high boat traffic.

Monitoring ecological response variables: Coliform counts

The suitability of water for recreational pursuits such as swimming and boating is often assessed using levels of 'indicator' micro-organisms such as the faecal coliform bacterium, *Escherichia coli*. Australian guidelines for recreational waters recommend that the median bacterial content in samples of fresh or marine waters used for swimming should not exceed 150 faecal coliform organisms/100 mL, and should have a complete absence of pathogenic free-living protozoans (ANZECC, 2000). Although at time of measurement, *E. coli* levels in the water column can be low, sediment-borne bacterial concentrations might be considerably higher (Pachepsky and Shelton 2011) and swimmers can be exposed to these bacteria in the case of resuspension of sediments.

Conclusion

The need for more research and monitoring of the impacts of boating and water skiing on inland water bodies has been emphasized by many authors (Gabel et al. 2017). Given the popularity of

these activities in Australia, more empirical studies are needed to inform the environmental management of popular water skiing locations. There are no shortage of potential study sites for this type of research. For example, in Western Australia, the Department of Transport provides information on 15 popular lakes and dams where water skiing is permitted, covering aspects such as required safety equipment, launching sites, direction of water skiing, areas closed to boating, and closure times related to time and water depths. Many other 'informal' inland water bodies such as Lake Mullocullop in the Great Southern Region are also used for these activities. When monitoring program are initiated, it is recommended that a suite of indicators be measured, covering potential physical, chemical and biological impacts. These programs would also have to target comparable control sites where boating and water skiing does not occur.

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Table 2: Activities associated with power boating and water skiing, likely impacts and potential ecological indicators that can be measured to assess the severity of the impacts. PAH = polycyclic aromatic hydrocarbon. TBT = tri-butyl tin.

Activity	Impact	PAH levels	TBT and heavy metal levels	Turbidity	Chlorophyll a	Nutrients	Shoreline Vegetation condition	Macrophyte composition, cover, height & biomass	Invertebrate community composition	Weed abundance	Wildlife displace-ment	Physical injury to wildlife	Coliform counts
Shoreline trampling, camping and picnicking	Bank erosion			√									
	Shore-line vegetation damage						√				√		
	Reduced habitat for fauna								√				
Water skiing & swimming	Resuspension of sediments			√									
	Resuspension of nutrients				√	√							
Creation of waves by boats	Bank erosion			√									
	Resuspension of sediment			√									
	Resuspension of nutrients				√	√							
	Shore-line vegetation damage						√						
	Emergent & submerged macrophyte damage							√			√		
	Reduced habitat and disturbance of fauna								√				
Propeller & anchoring activity	Resuspension of sediment			√									
	Resuspension of nutrients				√	√							
	Damage to macrophytes							√					
	Propeller strike of wildlife											√	
Noise pollution from boats	Disturbance to wildlife										√		
Chemical pollution from fuel and anti-fouling paints	Chemical contamination	√	√										
Dispersal of biotic material	Spread of weeds									√			
Inappropriate urination & defaecation on-site	Threats to human health												√

Search Criteria

1 Registered Aboriginal Sites with Name like 'Lake Mullocullup'

Disclaimer

The *Aboriginal Heritage Act 1972* preserves all Aboriginal sites in Western Australia whether or not they are registered. Aboriginal sites exist that are not recorded on the Register of Aboriginal Sites, and some registered sites may no longer exist.

The information provided is made available in good faith and is predominately based on the information provided to the Department of Planning, Lands and Heritage by third parties. The information is provided solely on the basis that readers will be responsible for making their own assessment as to the accuracy of the information. If you find any errors or omissions in our records, including our maps, it would be appreciated if you email the details to the Department at heritageenquiries@dplh.wa.gov.au and we will make every effort to rectify it as soon as possible.

South West Settlement ILUA Disclaimer

Your heritage enquiry is on land within or adjacent to the following Indigenous Land Use Agreement(s): Wagyl Kaip Southern Noongar People ILUA.

On 8 June 2015, six identical Indigenous Land Use Agreements (ILUAs) were executed across the South West by the Western Australian Government and, respectively, the Yued, Whadjuk People, Gnaala Karla Booja, Ballardong People, South West Boojarah #2 and Wagyl Kaip & Southern Noongar groups, and the South West Aboriginal Land and Sea Council (SWALSC).

The ILUAs bind the parties (including 'the State', which encompasses all State Government Departments and certain State Government agencies) to enter into a Noongar Standard Heritage Agreement (NSHA) when conducting Aboriginal Heritage Surveys in the ILUA areas, unless they have an existing heritage agreement. It is also intended that other State agencies and instrumentalities enter into the NSHA when conducting Aboriginal Heritage Surveys in the ILUA areas. It is recommended a NSHA is entered into, and an 'Activity Notice' issued under the NSHA, if there is a risk that an activity will 'impact' (i.e. by excavating, damaging, destroying or altering in any way) an Aboriginal heritage site. The Aboriginal Heritage Due Diligence Guidelines, which are referenced by the NSHA, provide guidance on how to assess the potential risk to Aboriginal heritage.

Likewise, from 8 June 2015 the Department of Mines, Industry Regulation and Safety (DMIRS) in granting Mineral, Petroleum and related Access Authority tenures within the South West Settlement ILUA areas, will place a condition on these tenures requiring a heritage agreement or a NSHA before any rights can be exercised.

If you are a State Government Department, Agency or Instrumentality, or have a heritage condition placed on your mineral or petroleum title by DMIRS, you should seek advice as to the requirement to use the NSHA for your proposed activity. The full ILUA documents, maps of the ILUA areas and the NSHA template can be found at https://www.dpc.wa.gov.au/swnts/South-West-Native-Title-Settlement/Pages/default.aspx.

Further advice can also be sought from the Department of Planning, Lands and Heritage at heritageenquiries@dplh.wa.gov.au.

Copyright

Coordinate Accuracy

Coordinates (Easting/Northing metres) are based on the GDA 94 Datum. Accuracy is shown as a code in brackets following the coordinates.

Terminology (NB that some terminology has varied over the life of the legislation)

Place ID/Site ID: This a unique ID assigned by the Department of Planning, Lands and Heritage to the place.

Status:

- Registered Site : The place has been assessed as meeting Section 5 of the *Aboriginal Heritage Act 1972.*
- Other Heritage Place which includes:
  - Stored Data / Not a Site: The place has been assessed as not meeting Section 5 of the *Aboriginal Heritage Act 1972.*
  - Lodged: Information has been received in relation to the place, but an assessment has not been completed at this *stage* to determine if it meets Section 5 of the *Aboriginal Heritage Act 1972.*

Access and Restrictions:

- File Restricted = No: Availability of information that the Department of Planning, Lands and Heritage holds in relation to the place is not restricted in any way.
- File Restricted = Yes: Some of the information that the Department of Planning, Lands and Heritage holds in relation to the place is restricted if it is considered culturally sensitive. This information will only be made available if the Department of Planning, Lands and Heritage receives written approval from the informants who provided the information. To request access please contact heritageenquiries@dplh.wa.gov.au.
- Boundary Restricted = No: Place location is shown as accurately as the information lodged with the Registrar allows.
- Boundary Restricted = Yes: To preserve confidentiality the exact location and extent of the place is not displayed on the map. However, the shaded region (generally with an area of at least 4km²) provides a general indication of where the place is located. If you are a landowner and wish to find out more about the exact location of the place, please contact the Department of Planning, Lands and Heritage.
- Restrictions:
  - No Restrictions: *Anyone* can view the information.
  - Male Access Only: Only *males* can view restricted information.
  - Female Access Only: *Only* females can view restricted information.

Legacy ID: This is the former unique number that the former Department of Aboriginal Sites assigned to the place. This has been replaced by the Place ID / Site ID.

ID	Name	File Restricted	Boundary Restricted	Restrictions	Status	Type	Knowledge Holders	Coordinate	Legacy ID
37628	Lake Mullocullup or Warriup Lake	No	No		Registered Site	Mythological	*Registered Knowledge Holder names available from DAA	634438mE 6157059mN Zone 50 [Reliable]	

Department of Planning, Lands and Heritage

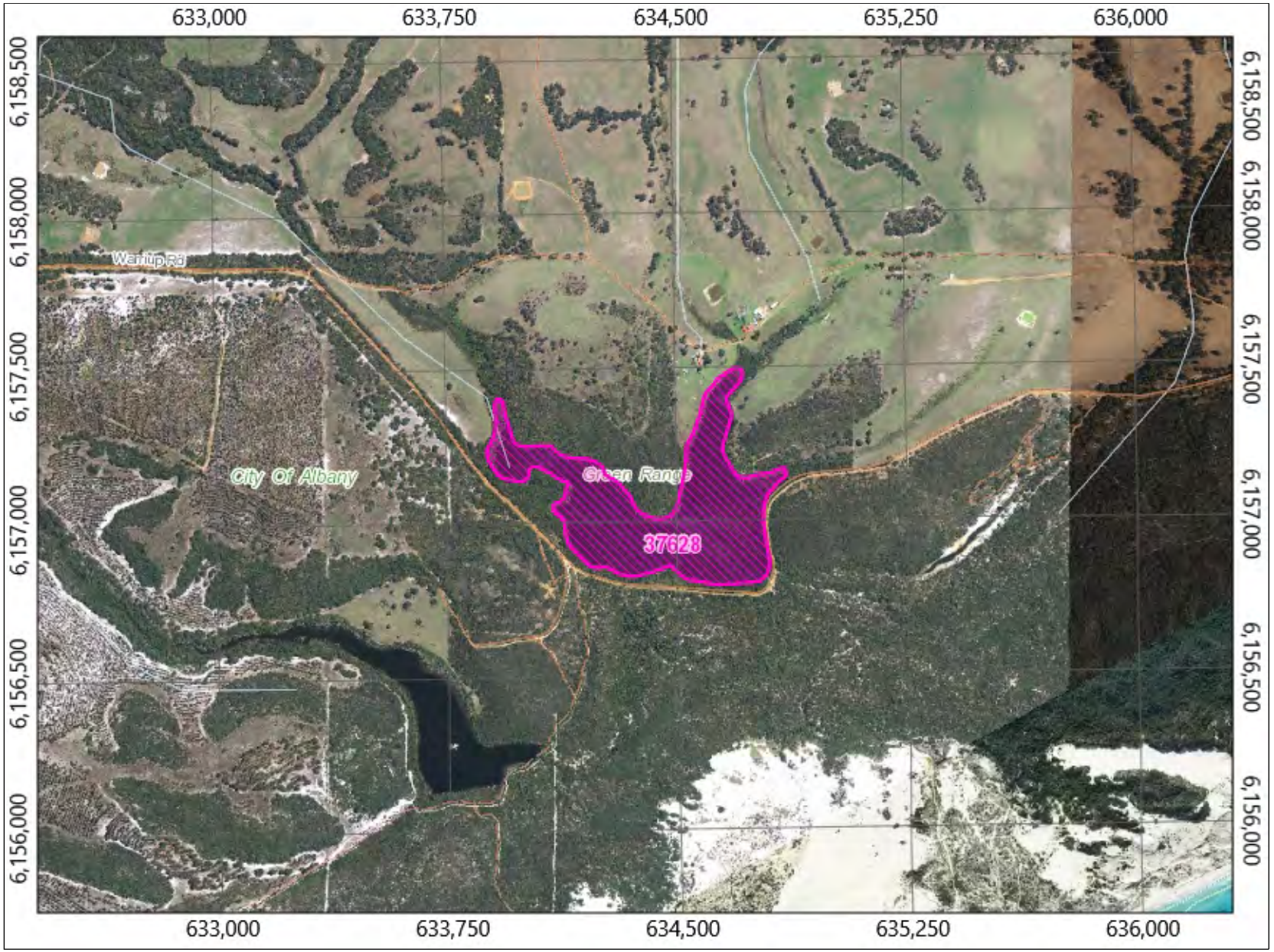
GOVERNMENT OF WESTERN AUSTRALIA

Aboriginal Heritage Inquiry System

Map of Registered Aboriginal Sites

REPORT ITEM DIS123 REFERS

For further important information on using this information please see the Department of Planning, Lands and Heritage's Terms of Use statement at http://www.daa.wa.gov.au/Terms-Of-Use/



Legend

- Registered Aboriginal Site
- Town
- Road
- River
- Local Government Authority

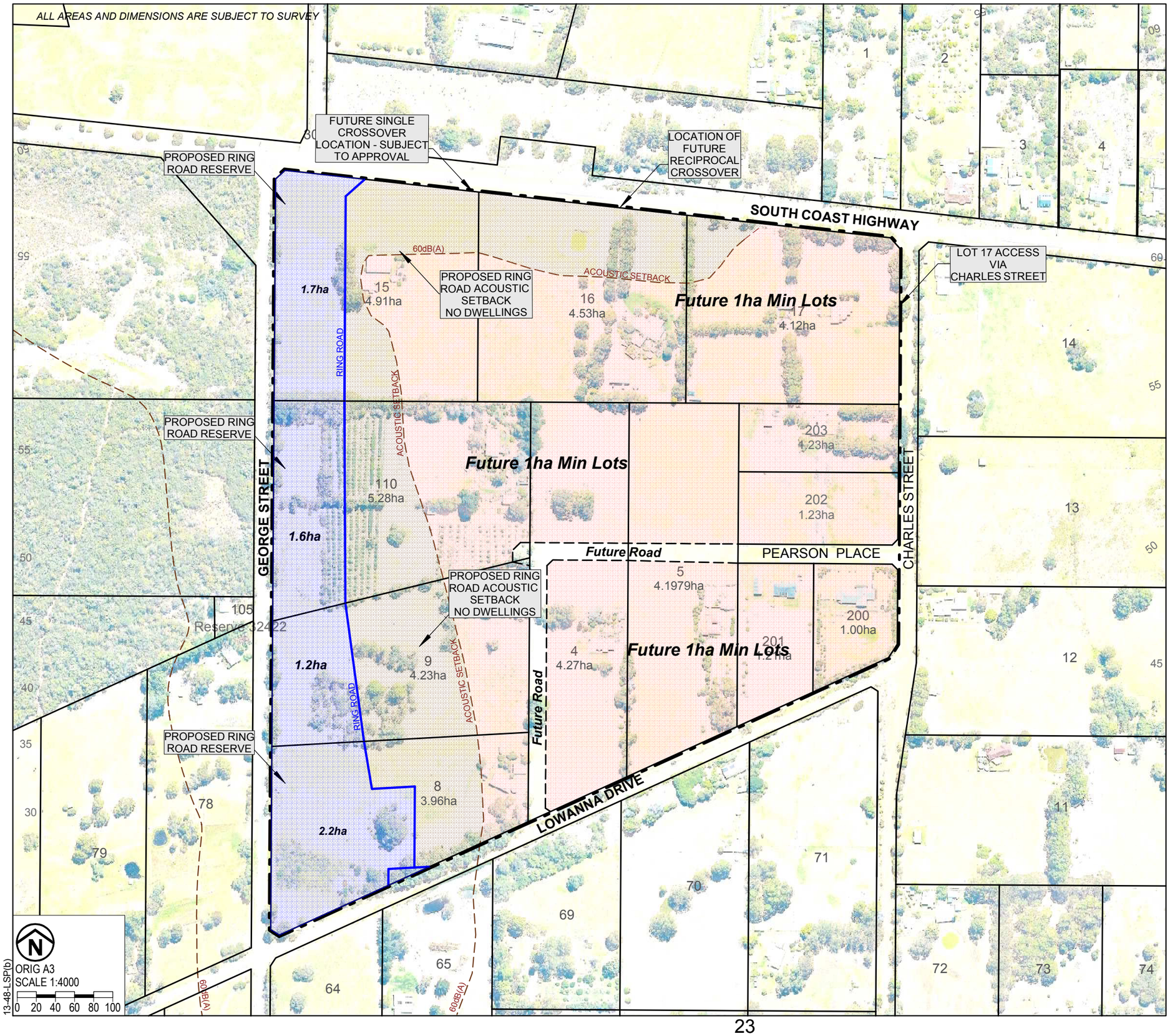
0.76 kilometres

Map Scale 1 : 22,900

MGA Zone 50 (GDA94)

LOCAL STRUCTURE PLAN

Lowanna Drive & Charles Street
Gledhow, City of Albany



NOTES

1. No dwellings permitted north or west of Acoustic Setback.
2. Ring Road Reserve to be acquired by MRWA.
3. Access restrictions may apply to George Street and South Coast Highway.
4. High performance On-Site Effluent Disposal Devices required.
5. Minimum lot size 1ha

LEGEND

- Structure Plan Boundary
- Existing Lot Boundaries
- Future Subdivisional Road
- Proposed Ring Road Land Requirement
- Rural Residential
- Rural Residential Acoustic Setback (Dwelling Exclusion Area)

AYTON BAESJOU
PLANNING
59 Peels Place
ALBANY WA 6330
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CITY OF ALBANY

LOCAL PLANNING SCHEME NO. 1

LOCAL STRUCTURE PLAN

RURAL RESIDENTIAL ZONE NO. 22
LOTS 15, 16 & 17 SOUTH COAST HIGHWAY
LOTS 8, 9 & 110 GEORGE STREET
LOT 202 & 203 CHARLES STREET
LOTS 4, 5, 200 & 201 LOWANNA DRIVE
GLEDHOW

AYTON BAESJOU
PLANNING

ABN: 15 061 140 172
59 Peels Place
Albany WA 6330
Ph 9842 2304 Fax 9842 8494

Endorsement

This structure plan is prepared under the provisions of the City of Albany Local Planning Scheme No. 1.

IT IS CERTIFIED THAT THIS STRUCTURE PLAN WAS APPROVED BY RESOLUTION OF THE WESTERN AUSTRALIAN PLANNING COMMISSION ON:

_____ Date

Signed for and on behalf of the Western Australian Planning Commission:

_____

an officer of the Commission duly authorised by the Commission pursuant to section 16 of the Planning and Development Act 2005 for that purpose, in the presence of:

_____ Witness

_____ Date

_____ Date of Expiry

Amendments:

Amendment No.	Summary of Amendment	Amendment Type	Date Approved (WAPC)

EXECUTIVE SUMMARY

The Local Structure Plan has been prepared to guide subdivision and development of Lots 15, 16 & 17 South Coast Highway, Lots 8, 9 & 110 George Street, Lots 202 & 203 Charles Street and Lots 4, 5, 200 & 201 Lowanna Drive, Gledhow, Albany, for Rural Residential.

The land is located approximately 7.5 kilometres from the Albany Central Area and is currently used for rural small holdings purposes.

The land is designated for rural residential development in the City of Albany Local Planning Strategy and will effectively form an edge to the future Albany Ring Road.

Key elements of the plan include:

- Provision for rural residential subdivision with lots ranging in size from 1.0ha.
- Providing for efficient use of valuable services, accessible, capable and suitable land.
- Protection of the future Albany Ring Road reserve and the associated acoustic buffer.
- Rationalising access to/from George Street and South Coast Highway.

Key Outcomes of the Local Structure Plan area summarised in the Table below:

Table 1: Local Structure Plan Summary

Item	**Data**		Section number reference within the Local Structure Plan report
Total area of local Structure Plan	40.15 ha		1.0
Land Use Proposed	**Area**	**Possible Lot Yield**	
Rural Residential	40.15 ha	21 lots	Part 2
Additional/Special Uses	Nil	Nil	
Estimated dwellings	21		Part 2
Estimated Additional Population	50		

Contents

PART 1. – STATUTORY

1.0 Local Structure Plan Area

The Local Structure Plan Area consists of Lots 15, 16 & 17 South Coast Highway, Lots 8, 9 & 110 George Street, Lots 202 & 203 Charles Street and Lots 4, 5, 200 & 201 Lowanna Drive, Gledhow, as shown below.

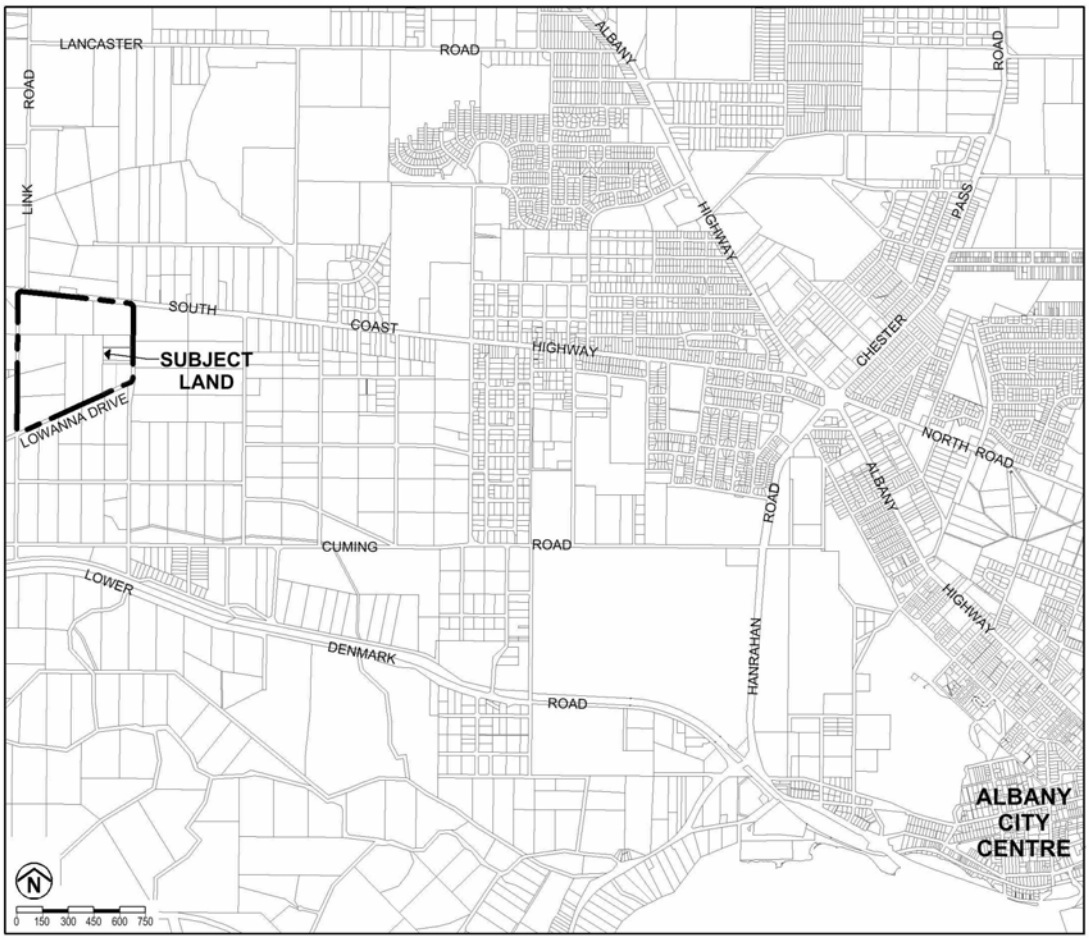


Table 2: Land Description

Land	Plan/Diagram	Title Vol	Title Folio	Area	Street Address	Registered Proprietor
Lot 15	D73169	1811	129	4.9139ha	11 George Street	Commissioner of Main Roads
Lot 16	D17369	1811	130	4.5369ha	47823 South Coast H'way	Leonard Jack Spaanderman
Lot 17	D73169	1811	131	4.1233ha	8 Charles Street	Denise Margaret Lister
Lot 203	P410303	2938	344	1.2318ha	20 Charles Street	John Richard Kinnear
Lot 202	P410303	2938	343	1.2302ha	N/A	John Richard Kinnear, Russell Kinnear, Beverley Fairlie Kinnear
Lot 200	P61149	2732	357	1.0004ha	1 Pearson Place	Timothy Schoof, Nicole Lynette Schoof
Lot 201	P61149	2732	358	1.2129ha	11 Pearson Place	Gavin Steven Hathaway, Desiree Alicia Hathaway
Lot 5	D59640	1578	407	4.1979ha	20 Lowanna Drive	Jennifer Lombardo, Francesco Lombardo
Lot 4	D59640	1578	406	4.2793ha	32 Lowanna Drive	Elaine Margaret McTaggart, Ronald MacDonald McTaggart
Lot 110	P34605	2223	452	5.2845ha	25 George Street	Todd Gordon Burgess
Lot 9	D82973	2526	626	4.2314ha	N/A	Quenten David Knight
Lot 8	D63786	1643	199	3.9635ha	42 Lowanna Drive	Kathleen Cicely Mullally, Damian Craig Robert Webb

2.0 Content of Local Structure Plan

The Local Structure Plan (LSP) comprises two parts being:

1. Statutory; containing the Local Structure Plan Map (Following Page)
2. Explanatory; referring to the background for and issues inherent in the Local Structure Plan as set out in Local Planning Scheme No. 1 Amendment No. 9.

3.0 Relationship to Local Planning Scheme No. 1

The requirements of the LSP apply as if they were part of the Scheme.
In any conflict between scheme clauses or provisions and the LSP, the provisions or clauses of the scheme shall prevail.

Words and expressions used in the LPS have the same meaning as given in Local Planning Scheme No. 1.

Pursuant to clause 27 Schedule 2 Part 4 of the Planning and Development (Local Planning Schemes) Regulations 2015, due regard is to be given to the requirements of the Local Structure Plan in any subdivision and development applications.

4.0 Operation

This Local Structure Plan comes into effect on the date that it is endorsed by the Western Australian Planning Commission (WAPC).

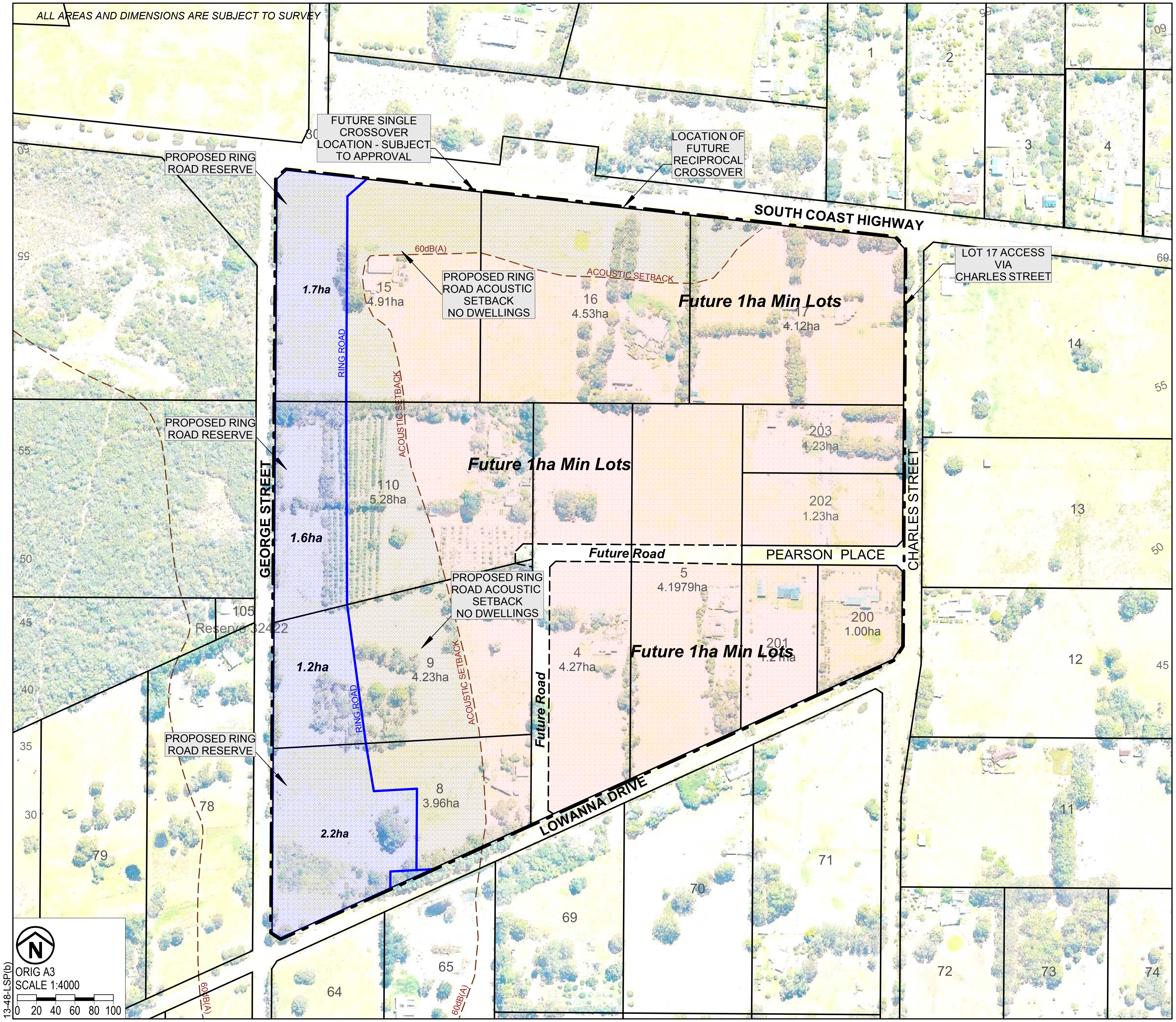
5.0 Subdivision and Development Requirements

Subdivision of lots within the Local Structure Plan area shall generally be in accordance with the endorsed Local Structure Plan. Staging of the subdivision will be subject to demand and subject to conditions of subdivision approval.

Land use and development shall have regard to Schedule 22 - Rural Residential zone of the City of Albany Local Planning Scheme 1.

LOCAL STRUCTURE PLAN

Lowanna Drive & Charles Street
Gledhow, City of Albany


ALL AREAS AND DIMENSIONS ARE SUBJECT TO SURVEY
FUTURE SINGLE CROSSOVER LOCATION - SUBJECT TO APPROVAL
LOCATION OF FUTURE RECIPROCAL CROSSOVER
PROPOSED RING ROAD RESERVE
SOUTH COAST HIGHWAY
LOT 17 ACCESS VIA CHARLES STREET
PROPOSED RING ROAD ACOUSTIC SETBACK NO DWELLINGS
60dB(A)
ACOUSTIC SETBACK
RING ROAD
1.7ha
15
4.91ha
16
4.53ha
Future 1ha Min Lots
17
4.12ha
14
PROPOSED RING ROAD RESERVE
GEORGE STREET
110
5.28ha
203
4.23ha
202
1.23ha
CHARLES STREET
13
1.6ha
Future Road
PEARSON PLACE
5
4.1979ha
105
Reserve 32422
200
1.00ha
201
1.2ha
1.2ha
9
4.23ha
4
4.27ha
12
PROPOSED RING ROAD RESERVE
8
3.96ha
78
2.2ha
LOWANNA DRIVE
11
79
71
70
69
65
64
72
73
74
ORIG A3
SCALE 1:4000
0 20 40 60 80 100
13-48-LSP(b)

NOTES

1. No dwellings permitted north or west of Acoustic Setback.
2. Ring Road Reserve to be acquired by MRWA.
3. Access restrictions may apply to George Street and South Coast Highway.
4. High performance On-Site Effluent Disposal Devices required.
5. Minimum lot size 1ha

LEGEND

- Structure Plan Boundary
- Existing Lot Boundaries
- Future Subdivisional Road
- Proposed Ring Road Land Requirement
- Rural Residential
- Rural Residential Acoustic Setback (Dwelling Exclusion Area)

AYTON BAESJOU
PLANNING
59 Peels Place
ALBANY WA 6330
Ph 9842 2304 Fax 9842 8494

PART 2 – EXPLANATORY

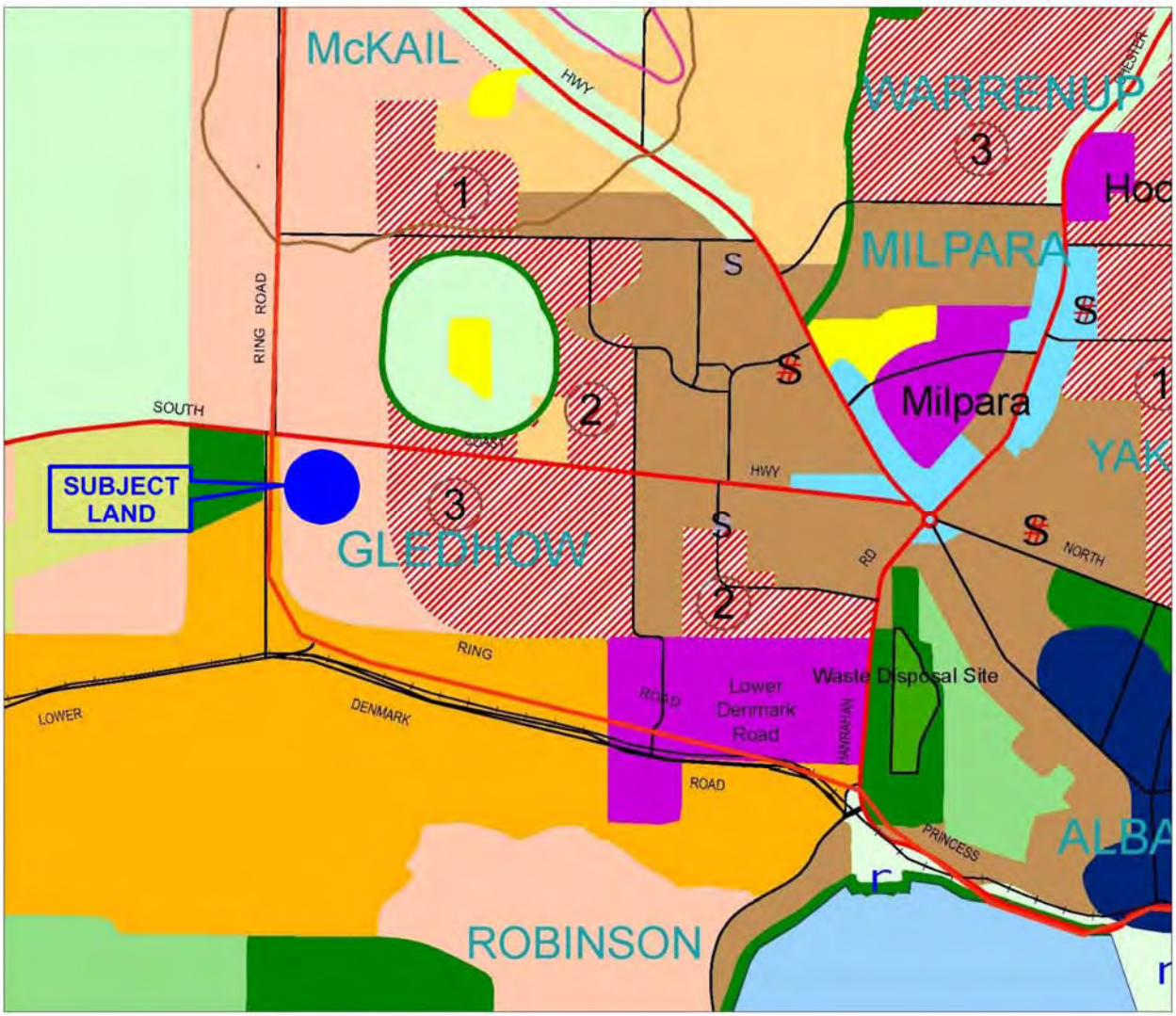
The purpose of the Local Structure Plan is to provide a guide as to how the land may be subdivided for rural residential purposes, taking into account:

- Land capability.
- Protection of the future Albany Ring Road alignment and its associated acoustic buffer.
- Bushfire protection.
- onsite effluent disposal.
- Access to and from George Street (future Albany Ring Road) and South Coast Highway.

Key elements of the Local Structure Plan are:

- Stipulating a minimum lot size of 1ha and identifying an internal access road alignment. This will couple with servicing requirements, access control and the acoustic buffer to direct the detailed lot layout at the time of subdivision.
- Ensuring development is provided with high efficiency onsite effluent disposal systems.
- Use of appropriate setbacks for vegetation and adjacent development to meet fire management requirements.
- Providing for future lot by lot landscaping and tree shrub planting within the confines of fire safety requirements.
- An internal road system to remove the need for direct access to George Street (future Albany Ring Road) and to control access to South Coast Highway.
- Identifying the future Albany Ring Road reserve land requirement as separate areas for future acquisition.
- Using dwelling exclusion controls to protect the future Albany Ring Road Acoustic Buffer.
- Bushfire planning and preparation of hazard mapping for the property confirms that all proposed lots will have development areas where BAL29 or less will apply.

Detailed background information relating to these matters is contained in the Local Planning Scheme No. 1 Amendment No. 9 documentation.



Extract of map 9B of the Local Planning Strategy

Schedule of Submissions and Recommendations

Local Structure Plan No.18

No.	Address	Summary of comment ***Note: This is a broad summary of the submissions only.*** ***A copy of the submissions in full has been provided to the Council as a separate document.***	Proposed modifications to address issues raised in the submissions
ENVIRONMENT			
1.	Department of Biodiversity Conservation and Attractions (DBCA).	It is considered that the proposal and any potential environmental impacts will be appropriately addressed through the existing planning framework.	Note comment relating to environmental impacts being addressed. There are no environmental impacts evolving from the proposed structure plan. No modification recommended.
WATER SUPPLY			
2.	Department of Health (DOH).	The Structure plan should require that all future developments are required to connect to scheme water (or adequate and suitable drinking water supply that is of the quality *specified under the Australian Drinking Water Quality Guidelines 2004)* and be in accordance with the draft *Country Sewerage Policy.*	Note comment requiring connection to scheme water. It is proposed that the subject land is rezoned to the 'Rural Residential' zone No.22. The City's Scheme states the following for land zoned 'Rural Residential': *5.5.13.2.10 <u>Water Supply</u>* *a) Where available, a reticulated water supply from a licensed water service provider shall be provided to each lot; or* *b) Where it is demonstrated that a reticulated water supply from a licensed water service provider cannot be provided to each lot, a potable water supply is required to each dwelling and shall be the responsibility of the landowner in accordance with clause 5.6.9 of the Scheme.* No modification recommended.
BUSHFIRE			
3.	Department of Fire and Emergency Services.	Given the lot layout and development design do not form a material consideration of the structure plan, it is recommended that the BAL Contour Map is required to be prepared in accordance with the methodology detailed in Appendix 3 of the Guidelines at the subsequent stage of planning.	Uphold comment requiring a BAL Contour Map at subsequent planning stages. **It is recommended that the following condition is placed on the structure plan map:** ***At the subdivision stage, require the certification of a BAL Contour Map, prior to clearance of titles.***
LAND EVALUATION ASSESSMENT			
4.	Department of Health (DOH).	A 'site-and-soil evaluation' (SSE) in accordance with Australian Standard 1547 (AS/NZS 1547) is required. The detailed 'site-and-soil evaluation' (SSE) is required to determine: • minimum lot sizes • identify appropriate treatment technologies and on-site wastewater disposal management systems • establish performance standards/criteria • determine management and monitoring options.	Dismiss comment relating to site-and-soil evaluation. The Government Sewerage Policy Explanatory Notes (Nov 2016) states: *Schedule 2 allows that a site and soil evaluation may not be required where the local government Environmental Health Officer has good understanding of conditions and the on-site sewage treatment system proposed is known to perform well under local conditions.* The subject land is deemed suitable for development and effluent disposal for the following reasons: a) Soil mapping for the area (AGC Woodward-Clyde) indicates: • No acid sulfate soils; • The majority of the site with gravelly yellow duplex soils (Dc unit); and • A small south western portion of the site with deep leached sands (S7 unit).

			b) 'Dc' soil unit characteristics include: • 'Nil' flood risk; and • 'Fair' foundation capability c) 'S7' soil unit characteristics include: • 'Medium' flood risk; and • 'Good' foundation capability. d) The land is not low lying and there are no watercourses over the subject land. e) The Department of Water and Environmental Regulation confirmed that: *The minimum lot size of 1 hectare (ha), is likely to be adequate for on-site sewage disposal.* No modification recommended.
		WASTE WATER DISPOSAL	
5.	Department of Health (DOH).	Approval is required for any on-site waste water treatment process with such proposals being in accordance with DOH publications which may be referenced and downloaded from: hftp://ww2.health.wa.gov.au/Articles/N—R/Recycled-water http://ww2. health .wa.gov.au/Articles/U_Zfwater-legislations-and-guidelines	Note comment relating to effluent disposal. The City's Scheme states the following for land that is zoned 'Rural Residential': *5.5.13.2.9 <u>Effluent Disposal</u>* *On-site disposal is required to service all dwellings and shall be responsibility of the individual landowner in accordance with clause 5.8.2.* *5.8.2 Sewerage and On-site Effluent Disposal* *5.8.2.1 Any building or development that is required to dispose of liquid effluent shall:* *(a) Be connected to the Water Corporation reticulated sewerage system in the Water Corporation's Water Sewerage Operating License Areas unless advised by the Water Corporation that a connection cannot practically be provided; or* *(b) Provide an on-site effluent disposal system designed and located to minimise nutrient export from the site and be approved by the Local Government and the relevant State Government authority for that purpose; and* *(c) Implement a disposal process for chemical or oil substances in accordance with the Environmental Protection Authority guidelines.* *5.8.2.2 The Local Government shall require the use of alternative treatment effluent disposal systems, in the following situations:* *(a) Where the setback requirements of clause 5.3.6 cannot be achieved;* *(b) Where soil conditions are not conducive to the retention of nutrients on site;* *(c) In low lying areas; and* *(d) In areas where there is a perched winter water table.* *5.8.2.3 The Local Government may permit a variation to these requirements where it can be demonstrated that the proposed effluent disposal system, design and location will not cause adverse environmental or health impacts. The Local Government may seek the advice of the relevant State Government authorities prior to making that determination.* *All development must comply with the provisions of the draft Country Sewerage Policy administed by the relevant State Government authority.*
6.	Department of Water and Environmental Regulation (DWER)	The site is not within a Sewerage Sensitive Area or Public Drinking Water Source Area. The minimum lot size of 1 hectare (ha), is likely to be adequate for on-site sewage disposal.	

			No modification recommended.
		PUBLIC HEALTH	
7.	Department of Health (DOH).	There may be a concern about existing and potential agricultural activities on surrounding land and the possible resultant spray drift from chemical applications. Guidelines for Separation of Agricultural and Residential Land Uses should be taken into consideration. It may be downloaded at: http:I/ww2. health .wa.gov.au/Articles/F_I/Guidelines-for-separation-of-agricultural-and-residential-land-uses.	Uphold comment relating to public health. **It is recommended that the following condition is placed on the structure plan map:** **1. A notification, pursuant to Section 165 of the Planning and Development Act 2005 is to be placed on the certificate(s) of title of the proposed lot(s) advising of the existence of a hazard or other factor. Notice of this notification is to be included on the diagram or plan of survey (deposited plan). The notification is to state as follows:** ***"This lot is in close proximity to existing agriculture activities and may be adversely affected by virtue of odour, noise, dust and/or light emissions from that land use."***
		WATERWAYS	
8.	Department of Water and Environmental Regulation (DWER)	The nearest waterways which are located outside and towards the north and south west of the site, include minor non-perennial waterways which drain to Five mile Creek. Drainage of the site is divided into two catchments with the majority of the site draining to Torbay Inlet and a small portion of the western area of the site towards Princess Royal Harbour.	Note comment in relation to waterways. No modification recommended.
		ACCESS	
9.	Main Roads WA	There shall be no emergency access ways onto the proposed Ring Road alignment (George St) or South Coast Highway, emergency plans must address their requirements by access to Lowanna Drive and Charles Street. Main Roads will request that all lots fronting South Coast Hwy and George Street shall have restrictive covenants for vehicular access. Covenants will restrict vehicular access from South Coast Hwy to Lots 15 and 16 to a single crossover each and no access to South Coast Highway from lot 17, the covenant will not allow any access onto George Street from Lots 8, 9, 110 and 15.	Uphold comment requesting to limit access to South Coast Highway and George Street. **It is recommended that the following conditions are placed on the structure plan map:** **1. Pursuant to Section 150 of the *Planning and Development Act 2005*, at the subdivision stage of Lots 8, 9, 110 and 15, a covenant preventing vehicular access onto George Street being lodged on the certificate(s) of title at the full expense of the landowner/applicant. The covenant is to specify:** **"No vehicular access is permitted to and from George Street".** **2. Pursuant to Section 150 of the *Planning and Development Act 2005*, at the subdivision stage of Lots 15, 16 and 17, a covenant limiting vehicular access onto South Coast Highway being lodged on the certificate(s) of title at the full expense of the landowner/applicant. The covenant is to specify the following for each lot:** **Lot 15 – *"Access to and from South Coast Highway is to be via a single constructed crossover".*** **Lot 16 – *"Access to and from South Coast Highway is to be via a single constructed crossover".*** **Lot 17 – *"Access to and from South Coast Highway is not permitted. Access to and from Lot 17 is to be via Charles Street".***
10.		Not interested in minimising loss of current rural activity at Lot 4 Lowanna Drive. The west – east section of proposed Pearson Place gives Lots 9 and 10 an exit when George Street is closed to make-way for the proposed Ring Road. See no reason why the proposed Pearson Place goes south, taking more of our land.	Dismiss request for Pearson Place to remain a cul-de-sac connecting to Charles Street. Pearson Place is proposed to be constructed as a loop road connecting onto Charles Street and Lowanna Drive to comply with road design requirements stipulated for bushfire prone areas. Cul-de-sac's in bushfire prone areas are deemed to be unsafe. No modification recommended.

		NOISE ASSOCIATED WITH TRANSPORT CORRIDOR	
11.	Main Roads WA	Main Roads will request that all lots fronting South Coast Hwy and George Street shall have notifications on the title advising that they are in the vicinity of a transport corridor. All dwellings must be constructed to the appropriate standard to mitigate road and freight route noise.	Uphold comment requesting notifications on titles advising vicinity of transport corridor and that dwellings may need to be constructed to an appropriate standard to mitigate road and freight route noise. **It is recommended that the following conditions are placed on the structure plan map:** **1. A notification, pursuant to Section 70A of the Transfer of Land Act 1893 is to be placed on the certificate(s) of title of the proposed lot(s) 8, 9, 110, 15, 16 and 17. Notice of this notification is to be included on the diagram or plan of survey (deposited plan). The notification is to state as follows:** **"The lot(s) are situated in the vicinity of a transport corridor and is currently affected, or may in the future be affected by transport noise."** **2. At the subdivision or development approval stage, habitable development proposed within the 60dB area is to undertake a detailed acoustic assessment and determination of appropriate mitigation treatments as per the State Planning Policy 5.4 – Road and Rail Transport Noise and freight Considerations in Land Use Planning.**

ARCHITECTURE
INTERIORS
URBAN DESIGN
PLANNING
LANDSCAPE

MIDDLETON BEACH ACTIVITY CENTRE

DESIGN GUIDELINES
FINAL DRAFT

Hames Sharley
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LANDCORP
Prepared for LandCorp

contact

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Revision Letter	*Date*	*Reason for Issue*	*CM*
A	*28/08/2017*	*First Draft*	*SOS*
B	*01/09/2017*	*Draft review*	*SOS*
C	*07/09/2017*	*Draft review with CoA*	*SOS*
D	*04/10/2017*	*Revised Draft version D*	*SOS*
E	*05/10/2017*	*Final Draft to LandCorp*	*SOS*
F	*12/10/2017*	*Amendments Final Draft version F*	*SOS*
G	*9/11/2017*	*Revision from OGA, DoP and City of Albany*	*SOS*
H	*06/12/2017*	*Amendments from OGA*	*SOS*
I	*26/02/2018*	*Amendments MBA Indicative Concept Plan*	*SOS*
J	*26/02/2018*	*Amendments MBA Indicative Concept Massing Diagrams*	*SOS*
K	*09/08/2018*	*Final Draft version K*	*SOS*
L	*05/09/2018*	*Final Draft version L*	*SOS*

FINAL DRAFT

contents

LANDCORP

Middleton Beach Activity Centre Design Guidelines

September 2018

PART 1

CONTENTS

1.0
INTRODUCTION

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1.0 Introduction

1.1 PURPOSE OF THE DESIGN GUIDELINES

The Middleton Beach Activity Centre Design Guidelines (the Design Guidelines) have been prepared to guide design outcomes within the Middleton Beach Activity Centre (MBAC) and ensure delivery of the vision.

The Design Guidelines apply to all residential and mixed-use development within the Middleton Beach Activity Centre to ensure the delivery of high quality design outcomes that respond to the landform and enhance the proposed character of the area. The Design Guidelines encourage developments that are innovative in addressing climate responsive design as well as contributing to the local amenity and unique place character of the area.

Specifically, the Design Guidelines promote:

+ High quality public realm;
+ Design excellence;
+ Sustainable development; and
+ Liveability.

1.2 VISION AND OBJECTIVES

The vision for the MBAC is to draw on Albany's unique identity to create a contemporary coastal experience. The vision builds on work and planning undertaken by LandCorp in partnership with the City of Albany to create an innovative and integrated development comprising of highly valued tourism and mixed use aspirations that respond to the existing natural landforms and local surroundings.

The MBAC Improvement Plan No.40 sets out seven key objectives for the redevelopment of Middleton Beach as follows:

I. To develop the Middleton Beach Activity Centre in a co-ordinated manner, recognising its significance for local recreation, organised sporting and cultural events and as a tourist destination;

II. To achieve high quality built form and public place design across the Scheme Area and public foreshore reserve interfaces that recognise the iconic location and significance of the site to the community;

III. To integrate development of public and private land to establish a safe, vibrant mixed use centre with an active beach front and urban edge that includes but is not limited to: local and tourist facilities; restaurants, cafés and shops; holiday and short stay accommodation; together with a range of permanent residential uses but excludes detached houses;

IV. To facilitate the provision of an effective, efficient, integrated and safe transport network that prioritises pedestrians, cyclists and public transport users;

V. To encourage provision of parking that is efficient and promotes the establishment of shared, reciprocal and common use facilities;

VI. To encourage development to incorporate sustainable technologies and design including best practice with regard to energy efficiency, water sensitive urban design and fire safety requirements; and

VII. To facilitate opportunities for investment and development.

1.3 THE MBAC STRUCTURE PLAN

The MBAC Structure Plan approved by the WAPC in January 2017 provides the framework to deliver the Improvement Plan objectives under four precincts as follows:

+ Hotel/Mixed Use
+ Mixed Use,
+ Residential; and
+ Edge

HOTEL/MIXED USE PRECINCT

+ The Hotel/Mixed Use Precinct will provide a node of activity including quality short stay accommodation, food and beverage, mixed use and residential development.
+ A landmark building with ground floor activated uses will terminate the vista along Adelaide Crescent and provide an urban edge to Flinders Parade. It will also provide a focal point at the end of the pedestrian boulevard, interfacing the public open space and foreshore.
+ The precinct may incorporate high value and high quality short stay accommodation, with potential for residential development at upper levels. Day and night time uses are encouraged.
+ Careful consideration shall be given to the interface between the hotel precinct and the public realm.
+ Subject to satisfying criteria as outlined in the Local Planning Scheme No. 1 (LPS) provisions for Special Use Zone No. 25, building height to a maximum of 12 storeys can be considered in this precinct.

MIXED USE PRECINCT

+ The Mixed Use Precinct can provide commercial and other non-residential uses in conjunction with residential multiple dwellings. Small, scale retail and commercial uses, will be provided at ground level with increased residential densities, in contrast to the surrounding residential zoning as well as short stay accommodation.
+ Short or long stay accommodation has been identified as a suitable use within the Mixed Use Precinct, due to accessibility to the beach and amenities and services provided by the Hotel Precinct.
+ Active uses are encouraged adjacent to Flinders Parade to assist in development of a high street.
+ The Mixed Use Precinct has capacity to accommodate approximately 786sqm of retail/commercial space. The precinct will otherwise comprise residential multiple dwellings with heights ranging from 2 – 5 storeys, with 2-4 storeys along the southern frontage of the (non-vehicular) Public Access Way (PAW).

RESIDENTIAL PRECINCT

+ Medium density development has been identified as appropriate factoring in the forecast population changes of the locality, particularly noting the aging population and shrinking family size.

EDGE PRECINCT

+ The Edge Precinct comprises small portions of public land located on the northern, eastern and southern boundary of the site.
+ To the south of Adelaide Crescent public parking will be provided as well as an entry point to a walking trail up Mount Adelaide for views across Middleton Beach and out to the Southern Ocean.

The Middleton Beach Activity Centre Structure Plan is illustrated in Figure 1.

Figure 1: Middleton Beach Activity Centre Structure Plan

1.4 SITE AND CONTEXT

THE CONTEXT

The Middleton Beach Activity Centre is located within Middleton Beach, a coastal suburb considered one of the premier coastal destinations in Albany, approximately 3km east of Albany city centre. Albany is a port city, and popular tourist destination located 418km south east of Perth within Western Australia's Great Southern region.

THE SITE

The Middleton Beach Activity Centre (MBAC) is a 3.29 hectare site located on the foreshore of the King George Sound, Albany. Middleton Beach provides a hub of recreational activities for both residents and tourists. Restaurants, shops and a wine bar are all located in close vicinity to the beach and the recreational area of the foreshore.

The site is bounded by Barnett Street to the north, Flinders Parade to the east, Adelaide Crescent to the south and Marine Terrace to the west. The MBAC is located directly north of Mount Adelaide and directly west of the Middleton Beach foreshore reserve.

Local Context

Site Plan

HERITAGE

Albany and Middleton Beach have a rich heritage and history.

The traditional owners of the land in this area are the Menang Aboriginal People. The Menang still refer to Middleton Beach as Binalup, which means the place of first light because the sun rises over the water. Oral tradition, the records of early settlers and archaeological evidence clearly demonstrate that the area has a rich, complex and continuing Aboriginal culture going back thousands of years. While there are no listed indigenous heritage sites located on the site, surrounding sites exist at Mount Adelaide *(City of Albany, Council Management Plan, Middleton Beach, 2010)*.

Albany was first settled by Europeans in 1826 as a British military outpost. During World War 1 the ships that carried the soldiers to Europe gathered in Albany, hence the town's significance in the Australian ANZAC story. Middleton Beach was named after Captain Middleton who landed here in 1834 and for a time was a popular alternative port for boats too large to use Princess Royal Harbour.

Middleton Beach has been an iconic seaside location since the construction of the first Esplanade hotel in 1896. The hotel was rebuilt a number of times through the 1900s and most recently in 1991 as a five star boutique hotel. The hotel was demolished in 2007 and the site has since sat vacant.

Albany pre 1918 Image source: Rainbowcoast.com.au

ENVIRONMENT

The character of Middleton Beach is dominated by the grassed foreshore with Norfolk Island Pine trees, foreshore parking areas and an informal beach edge in various conditions. The surrounding areas to the west and north are residential in character with a variety of building styles and conditions; and street trees of varying maturity and species.

The Norfolk Island Pine trees that line the grassed foreshore are listed on the City of Albany Municipal Inventory and form a key character element at the edge of the site. They provide a shade canopy for the foreshore and memorable views to the ocean beneath their branches.

The edge of Mount Adelaide to the south is well vegetated with mature, indigenous species and provides a soft landscaped edge for the precinct.

The area is vulnerable to coastal changes such as sea level rise and storm surges and a Foreshore Management Plan has been prepared for the mitigation of future potential coastal hazards.

MBAC is also within a bushfire prone area due to its proximity (100m) to an extreme bushfire hazard due to Mount Adelaide and the Mount Clarence Parklands.

Middleton Beach Foreshore

LOCAL CLIMATE

Middleton Beach Activity Centre, which is located in climate Zone 6, has a temperate climate, with mild to cool winters and mild to hot summers.

Summers from December to February have average temperatures of 22.5 degrees during the day and 14.9 degrees at night. Winters from June to August are mild to cool, with average temperatures of 16.2 degrees C during the day and 8.7 degrees C at night.

Nights are comfortable throughout the majority of the year and night ventilation and air-purging can be used effectively. From June to September, night temperatures may often fall below the minimum comfort limit (10 degrees C).

The area experiences moderately low rates of humidity. The wettest month of the year is July, and the average yearly rainfall is around 930mm.

Albany wind patterns vary significantly throughout the year. In the summer, morning winds are more pronounced from the north-east to south-east direction while cooling afternoon breezes are predominantly from the south-east, south and south-west. In winter, cold fronts generate strong south to westerly winds and significant storms and rain events occur along the coast. Within the MBAC, prevailing easterly winds bring cold breezes off the sea, and while this offers natural cooling to homes it renders the need for wind protection for outdoor areas.

Spring and autumn weather in Albany is often pleasant, with generally light winds and sunny days. The passage of cold fronts from the west can bring wild and stormy weather, and it is important that the design and development of spaces and buildings mitigate the effects of these seasonal winds.

TOPOGRAPHY AND SLOPE

MBAC is essentially flat and ground level is finished at approximately 3m - 4m AHD. A minimum habitable floor level of 2.8m AHD is required.

Surrounding residential areas to the west and south west are terraced along natural contours providing expansive views across the site to the ocean.

Mount Adelaide, to the south, rises up beyond 80m AHD with an average slope of 1:3. This landform has a significant presence and influence on the scale of the setting.

Site Topography

View towards site from Wylie Crescent

EXISTING URBAN CHARACTER

The setting of Middleton Beach Activity Centre at the foot of Mount Adelaide affords iconic views looking east across the calm waters of Middleton Bay. This provides a unique opportunity to establish an innovative regionally significant destination with strong connections to the beach, foreshore and surrounding areas. Upgrades to the beachfront area and improved road access along with the provision of a range of accommodation, a vibrant mix of uses and additional amenity offer the potential to dramatically enhance this already well-known destination for locals and visitors alike.

The existing urban structure in the surrounding suburb of Middleton Beach reflects the subdivision pattern established prior to the 1950s. While many large residential lots remain, some have recently been subdivided and this trend along with the prevalence of short stay accommodation has increased the local population and provided some diversity in urban character. Currently the Middleton Beach area is predominantly and eclectic mix of 1-3 storey detached residential housing of varied age and character.

Commercial buildings adjoining the MBAC area, ranging between 1-2 storeys, create activity and interest at the street level adding to the human scale and relaxed atmosphere of the coastal village setting.

A strong sense of place emerges from the landscape and topography as well as the beach- going lifestyle, social history and aspirations of the local residents who perceive Middleton Beach as a place with distinct qualities that set it apart from other places in Albany and Western Australia. Middleton Beach also has a place in the minds of many West Australians and those from further afield as a place of seaside simplicity, *'sand between the toes'* and relaxed holiday times.

The waters of the Bay, ever changing with season, weather and coastal light; the form and protection of Mount Adelaide and the repetitive conical forms of the Norfolk Island Pine trees are prominent character elements that influence the experience of Middleton Beach. These natural landscape elements offer a scale which is a distinct counterpoint to the human scale and relaxed coastal village atmosphere of the urban setting.

Middleton Foreshore

Albany Surf Life Saving Club

Existing Residential character

Existing Residential character

Existing Residential character

Existing Residential character

DESIRED URBAN CHARACTER

Middleton Beach Activity Centre will demonstrate a new and innovative form of urban living while respecting the existing character and the built and social heritage of the locale. A variety of buildings including a hotel, short term accommodation, permanent residential, supporting food, beverage and retail, and recreational facilities will provide an appealing, urban character and a new vibrancy to the heart of this unique coastal and historic setting.

The atmosphere of this new precinct will be enhanced by buildings of a variety of forms which will respond carefully to each other and to the surrounding landscape. Future development, particularly adjacent to the Three Anchors on Marine Drive and cafes along Adelaide Crescent, will need to be designed to respond appropriately to existing built form and contribute positively to the streetscape environment in an integrated manner.

Architectural and urban design proposals are to use forms and materials that are simple, elemental, suitably robust (given the coastal setting) and responsive to the character of the local area, with consideration given to prominent existing natural and built features as well as Aboriginal and European culture and history.

Building designs will offer glimpses into their interior and provide shelter and interest for the passer- by. Design detailing should be considered carefully with regard to design refinement as well as resilience to weathering. Applied finishes (rather than integral) are discouraged. Designs shall contribute to and enhance the identity of the Middleton Beach area.

Visual and physical connections to the surrounding natural environment including the foreshore, the beach and Mount Adelaide will be celebrated and enhanced throughout the precinct. Urban design and landscaping proposals are to integrate with the built form and contribute to streetscape character and amenity.

Image source: phillipgray.com; Manly Wharf Hotel, Sydney

image source: World Landscape Architecture, Drs Julian & Raye Richardson Apartments, San Francisco

image source: ArchitectureAU, Cairns Foreshore

image source: oovatu.com - The Royal Beach Seminyak Bali

image source: realestateview James Street, Windsor,VIC

1.5 DESIGN EXCELLENCE

'Good design will improve the urban environment, benefit local communities and leave a positive legacy for future generations.'
Better Places and Spaces

The West Australian government promotes the importance of design quality through the **Better Places and Spaces** Policy aimed at improving the quality of our public realm, raising industry and community awareness of good design, recognising value for money across the whole life of a project, and promoting sustainable development. As the built environment evolves, developments are becoming increasingly complex and multifunctional, requiring a greater emphasis on achieving design quality.

Western Australia's **State Planning Policy No. 7: Design of the Built Environment (SPP 7)** addresses the design quality of the built environment across all planning and development types, to deliver broad economic, environmental, social and cultural benefit. It also seeks to improve the consistency and rigour of design review and assessment processes across the State. The policy sets out the principles, processes and considerations which apply to the design of the built environment in Western Australia. It provides the overarching framework for those State Planning Policies that deal with design related issues, to be used in conjunction on specific development types relating to the design matters of a proposal.

DESIGN REVIEW

Design review is an important component of the design process; particularly to negotiate the design elements of complex proposals. State, local government and/or precinct authorities are required to establish and operate design review processes to review applications of certain thresholds set out in the **WAPC Design Review Guide.**

A Design Review Panel will be established for MBAC, to ensure good outcomes across the whole development.

A particularly high quality of design is warranted by the prominent hotel site. As such, proposals for this site will be referred to the State Design Review Panel for review, as is outlined within the CIty of Albany's LPS1 provisions for Special Use Zone 25. Refer to Section 1.8 Development Approval Process of these guidelines for further information.

DESIGN PRINCIPLES

SPP7 includes Design Principles (Schedule 1) that provide a consistent framework to guide the design, review and decision- making process for planning proposals. These principles are included below and provide the foundation for the objectives and controls within these guidelines.

SPP7: Design of the Built Environment

DESIGN PRINCIPLES	
1.CONTEXT AND CHARACTER *Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.*	The distinctive characteristics of a local area include its prominent natural and built features, the overall qualities of its built environment, significant heritage elements, as well as social, economic and environmental conditions. Good design responds intelligently and sensitively to these factors, interpreting rather than replicating existing features and enhancing the identity of the area, including the adjacent sites, streetscape and neighbourhood. Good design also responds positively to the intended future character of an area. It delivers appropriate densities that are consistent with projected population growth, and are able to be sustained by existing or proposed transport, green networks and social infrastructure. Consideration of local context is particularly important for sites in established areas that are undergoing change or identified for change.
2. LANDSCAPE QUALITY *Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.*	Good landscape design protects existing environmental features and ecosystems, enhances the local environmental context and regenerates lost or damaged ecosystem functionality, where possible. It balances consideration of environmental factors such as water and soil management, ground conditions, solar access, micro-climate, tree canopy, habitat creation and preservation of green infrastructure with social, cultural and economic conditions. Good landscape design employs hard and soft landscape and urban design elements to create external environments that interact in a considered manner with built form, resulting in well-integrated, engaging places that contribute to local identity and streetscape character. Good landscape design provides optimal levels of external amenity, functionality and weather protection while ensuring social inclusion, equitable access and respect for the public and neighbours. Well-designed landscape environments ensure effective establishment and facilitate ease of long term management and maintenance.
3.BUILT FORM AND SCALE *Good design provides development with massing and height that is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.*	Good design achieves an appropriate built form by responding to its site, as well as surrounding built fabric, in a considered manner, mitigating negative impacts on the amenity of neighbouring properties and public realm. Good design considers the orientation, proportion, composition, and articulation of built form elements, to deliver an outcome that is suited to the building's purpose, defines the public domain, respects important views, contributes to the character of adjacent streetscapes and parks, and provides a good pedestrian environment at ground level.
4. FUNCTIONALITY AND BUILD QUALITY *Good design meets the needs of users efficiently and effectively, balancing functional requirements to deliver optimum benefit and performing well over the full life-cycle.*	Designing functional environments involves ensuring that spaces are suited to their intended purpose and arranged to facilitate ease of use and good relationships to other spaces. Good design provides flexible and adaptable spaces, to maximise utilisation and accommodate appropriate future requirements without the need for major modifications. Good build quality is achieved by using good quality and robust materials, finishes, elements and systems. Projects should be well-detailed, resilient to the wear and tear expected from its intended use, and easy to upgrade and maintain. Good design accommodates required services in an integrated manner, without detriment to the overall design outcome.

DESIGN PRINCIPLES (CONTINUED)	
5. SUSTAINABILITY *Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.*	Sustainable buildings utilise passive environmental design measures that respond to local climate and site conditions by providing optimal orientation, shading, thermal performance and natural ventilation. Reducing reliance on technology for heating and cooling minimises energy use, resource consumption and operating costs over the whole life-cycle of the project. Other sustainable design measures include the use of sustainable construction materials, recycling, material re-use, harnessing of renewable energy sources, appropriate water management. Good design considers the ease with which sustainability initiatives can be maintained and managed. Sustainable landscape and urban design adheres to established principles of water-sensitive urban design, and minimises negative impacts on existing natural features and ecological processes, as well as facilitating green infrastructure at all project scales.
6.AMENITY *Good design optimises internal and external amenity for occupants, visitors and neighbours, contributing to living and working environments that are comfortable and productive.*	Good design *provides* internal rooms and spaces that are adequately sized, comfortable and easy to use and furnish, with good levels of daylight, natural ventilation and outlook. Delivering good levels of internal amenity also includes the provision of appropriate levels of acoustic protection and visual privacy, adequate storage space, and ease of access for all. Well-designed external spaces provide welcoming, comfortable environments that are universally accessible, with effective shade as well as protection from unwanted wind, rain, traffic and noise. Good design mitigates negative impacts on surrounding buildings and places, including overshadowing, overlooking, glare, reflection and noise.
7. LEGIBILITY *Good design results in buildings and places that are legible, with clear connections and memorable elements to help people find their way around.*	Good urban design makes places easy to navigate, with recognisable routes, intersections and landmarks while being well-connected to existing movement networks. Sightlines are well-considered, with built form responding to important vantage points. Within buildings, legibility is served by a clear hierarchy of spaces with identifiable entries and clear wayfinding. Externally, buildings and spaces should allow their purpose to be easily understood, and provide clear distinction between public and private spaces. Good design provides environments that are logical and intuitive, at the scale of building, site and precinct.
8. SAFETY *Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.*	Safety and security is promoted by maximising opportunities for passive surveillance of public and communal areas and providing clearly defined, well-lit, secure access points that are easily maintained and appropriate to the purpose of the development. Good design provides a positive, clearly defined relationship between public and private spaces and addresses the need to provide optimal safety and security both within a development and to adjacent public realm. Designing for safety also involves mitigating any potential occupational safety and health hazards that might result from a development during its construction, maintenance and operation.
9.COMMUNITY *Good design responds to local community needs as well as the wider social context, providing buildings and spaces that support a diverse range of people and facilitate social interaction.*	Good design encourages social engagement and physical activity in an inclusive manner, enabling stronger communities and improved public health outcomes. In residential developments, good design achieves a mix of dwelling types, providing housing choice for different demographics, living needs and household budgets, and facilitating ageing-in-place.
10. AESTHETICS *Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.*	Good design resolves the many competing challenges of a project into an elegant and coherent outcome. A well-conceived design concept informs all scales, from the articulation of building form through to materiality and detail, enabling sophisticated, integrated responses to the complexities of local built form and landscape character. In assessing design quality, consideration of aesthetics should not be limited to style and appearance; it should also account for design integrity, creativity, conceptual coherence and cultural relevance in a proposal.

1.6 APPLICATION OF DEVELOPMENT POLICY

These design guidelines have been adopted as a Local Planning Policy by the City of Albany to guide development within Middleton Beach Activity Centre.

They are designed to facilitate high quality housing, tourist accommodation and mixed-use buildings within the MBAC and should be read in conjunction with the following documents and any other state policies relevant to the context:

+ LOCAL PLANNING SCHEME NO. 1 (LPS) AND PLANNING POLICIES
+ CITY OF ALBANY LOCAL PLANNING SCHEME NO.1 - SPECIAL USE ZONE 25 [SU25] MIDDLETON BEACH ACTIVITY CENTRE
+ MIDDLETON BEACH ACTIVITY CENTRE STRUCTURE PLAN
+ MIDDLETON BEACH FORESHORE MANAGEMENT PLAN
+ BUSHFIRE MANAGEMENT PLAN
+ STATE PLANNING POLICY 7.3 (DRAFT) -APARTMENT DESIGN-VOL. 2 RESIDENTIAL DESIGN CODES (SPP 7.3)
+ STATE PLANNING POLICY 3.1- RESIDENTIAL DESIGN CODES
+ STATE PLANNING POLICY 2.6 - STATE COASTAL PLANNING POLICY
+ NATIONAL CONSTRUCTION CODES

1.7 USING THE GUIDELINES

The Design Guidelines utilise a performance-based structure throughout complemented by specific, measurable standards where appropriate for some elements. Performance-based design objectives provide a flexible and innovative approach to the delivery of high quality developments that meet the MBAC strategic objectives. The guidelines promote early engagement with the City of Albany and set out requirements for development proposals.

The guidelines are structured as follows:

Part 1 -Introduction Outlines the project vision and objectives, the structure and purpose of the design guidelines as well as the development assessment and approval process along with background information related to the site and surrounding context.

Part 2-4 - Design Guidelines provides more detailed information regarding the desired development outcomes including the neighbourhood character and design intent under the headings of **Part 2 –**'Primary Controls', **Part 3 –**'Siting the Development' and **Part 4 –** 'Designing the Building'. Each chapter of the Design Guidelines sets out provisions in the following manner to assist proponents in preparing their development applications:

OBJECTIVES

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

PRIMARY CONTROLS

Where relevant, primary controls capture non-negotiable provisions from the Local Planning Scheme No. 1 (LPS) for Special Use Zone No. 25. The primary controls manage the form and scale of new development according to the context and intended future character of the area, while moderating impacts on neighbouring properties.

DESIGN GUIDANCE

Design Guidance outline some suggested means by which a particular Objective can be achieved either by providing specific criteria that define an acceptable outcome, or general guidance, as appropriate.

To encourage site and climate responsive design and innovation, applicants are provided with the flexibility to meet Objectives via alternative means:

+ The proposal will comply with the overall vision, intent and objectives of the Design Guidelines
+ Sufficient justification and particular circumstances may necessitate a variation to Design Guidance

The design review process outlined in Section 1.8 allows for flexibility of design response and evaluation as to whether an alternative solution is acceptable.

For further design guidance applicants should refer to Draft SPP 7.3 Draft Apartment Design Policy (www.planning.wa.gov.au/dop_pub_pdf/WAPC_Apartment_Design_Policy_DRAFT.pdf)

FIGURES AND IMAGES

The following figures and images have been included to support the text and/or graphically represent indicative design responses to acceptable development criteria (subject to scheme and structure plan provisions). .

+ General Plans
+ Precinct Plans
+ Indicative Sections and Massing Diagrams
+ Photographs and Illustrations

These also include specific information related to each precinct or development lot within the activity centre.

APPENDICES

The appendices includes the application requirements for Development Approval and checklists for information required at different stages in the planning process.

1.8 DEVELOPMENT APPLICATION PROCESS

The staged review, assessment and determination process for development approvals within MBAC is intended to ensure developments achieve high quality urban design and built form outcomes.

All development proposals within the MBAC will be submitted to a Local Design Review Panel for preliminary endorsement. The Local Design Review Panel will be made up of the Middleton Beach Estate Architect, appointed by the City in consultation with LandCorp, and the City of Albany. In considering any development applications, the City will have due regard for the provisions of the Local Planning Scheme No. 1 (LPS) for Special Use Zone No. 25, local planning policies, including the MBAC Design Guidelines and preliminary advice provided by the Local Design Review Panel.

All proposals for development within the MBAC Hotel/Mixed Use Precinct will be referred to the State Design Review Panel to ensure that proposals achieve the high standard of design quality warranted by this prominent location.

The following table outlines the development application process for the MBAC area.

PRE DEVELOPMENT APPLICATION

STEP 1: Design Discussion (non-mandatory, limited to one meeting)

+ Prior to lodgement for formal assessment, the developer prepares plans and information in accordance with Pre-Development Application checklist A5 (refer appendices to these guidelines)
+ The developer and consultant team meet with the Estate Architect and the City of Albany to discuss application of the design guidelines and review early schematic designs for the development.
+ For the Hotel/mixed use precinct only, this meeting will include representatives of the Office of Government Architect or the State Design Review Panel.

STEP 2: Design Compliance Review (mandatory)

+ The developer submits to the Middleton Beach Estate Architect:
  - Application for Design Guidelines Endorsement Form including completed checklist.
  - Two (2) full hard copy sets of all appropriate drawings as outlined in the Form.
+ The Estate Architect and the City of Albany assess the submission against the Development Objectives (as per checklist A7), highlighting any departures. Once reviewed, one full set of plans is returned to the applicant.

STEP 3: Design Review Panel *(DRP): (Mandatory, attendance limited to 2 applicant representatives)

+ The developer and representatives present the proposal to the Design Review Panel.
+ The Panel is to assess the proposal against the Design Principles outlined in Section 1.5. The number of design review meetings will be determined upon the development meeting these principles in line with Objectives outlined in Part 2 to Part 4.
+ For the Hotel/mixed use precinct only, the Design Review Panel will be the State Design Review Panel
+ The Estate Architect and City of Albany present their assessment of the proposal to the DRP, highlighting any departures from the Development Objectives. Each attend the full review, facilitating collaborative negotiation of outcomes.
+ The Design Review Panel prepares a report which will be given due regard in the DA assessment by the City of Albany.

DEVELOPMENT APPLICATION

STEP 4: Development Application (DA)

+ The developer prepares plans and information in accordance with Development Application checklist A6 (refer appendices to these guidelines)
+ The developer submits plans and checklist as required to the City of Albany for referral for Development Approval or referral to the Southern Joint Development Assessment Panel (SJDAP) for approval.
+ The City of Albany will only process the application once Step 2 and Step 3 have been carried out, with the Design Compliance Review and the Design Review Panel report included in the DA package.
+ The City of Albany refers the DA to relevant agencies as necessary.
+ The City of Albany assesses and determines the application having regard for advice received from the Middleton Beach Estate Architect, any referral agencies and the Design Review Panel.

*
- Design Review Panel (DRP) means a panel as appointed by the City of Albany in consultation with LandCorp.
- Should the State Design Review Panel (SDRP) not be established at the time of application, the Western Australian Office of Government Architect will review in lieu.

PART 2

CONTENTS

2.0
PRIMARY CONTROLS

PRIMARY CONTROLS

2.0 Primary Controls

The primary controls provide a framework for form and scale of development in each precinct.

MIDDLETON BEACH PRECINCTS

The MBAC Structure Plan defined four precincts based on character, activity and land use. The four precincts comprise:

1. Hotel/Mixed Use;
2. Mixed Use;
3. Residential; and
4. Edge (portions of road reserve and public realm - refer to the MBAC Structure Plan and Local Planning Scheme No. 1 provisions for Special Use Zone No. 25 for guidance on how this precinct is to be developed)

The Primary Controls Table for each precinct outline Scheme provisions for Special Use Zone No. 25 specific to:

+ Land use permissibility
+ Building heights
+ Building setbacks

Building envelopes establish the maximum extent of development in a precinct- notionally the container within which a development can occur. They provide an understanding of the future urban form and scale but do not equate to the building extent. Typically, a building could occupy about 75% of the envelope when account is taken of architectural articulation, natural daylight and ventilation and the creation of a well scaled and interesting urban environment.

Figure 2: Middleton Beach Activity Centre Precinct Plan

2.1 HOTEL/MIXED USE PRECINCT

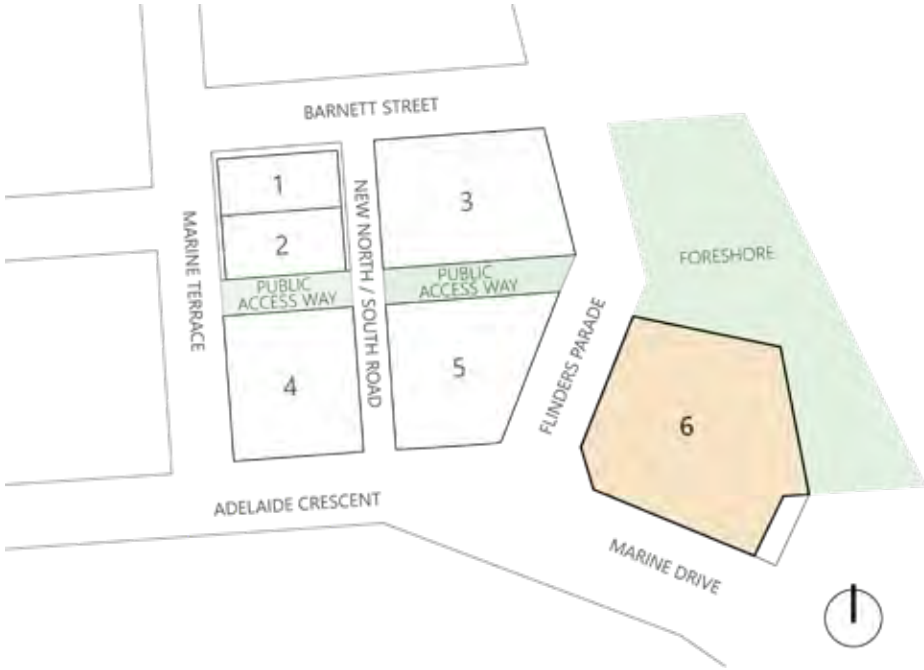
PRIMARY CONTROLS TABLE

HOTEL/MIXED USE PRECINCT LOT 6			
	"P" USES	**'D" USES**	**"A" USES**
PERMITTED LAND USES	+ Hotel up to 5 storeys [21.5 metres]	+ Car Park + Holiday Accommodation + Market + Multiple Dwelling *(1) (2)* up to 5 storeys [21.5 metres] + Nightclub + Public Utility + Restaurant	+ Exhibition Centre + Hotel above 5 storeys [21.5 metres] + Multiple Dwelling *(1) (2)* above 5 storeys [21.5 metres] + Recreation-Private + Shop + Small Bar + Tavern

BUILDING HEIGHT	
Refer Figure 2 Structure Plan	+ 1-3 Storey (14.5m) maximum on Primary Active Frontages and abutting Public Open Space
	+ 5 (21.5m) Storey elsewhere
	+ 12 Storey (46m) maximum at council discretion subject to compliance with Condition 14 of the Scheme provisions for SU25

SETBACKS	
Marine Drive	Generally nil
Flinders Parade	Generally nil
Public Open Space: Foreshore	Generally nil
Side setback east	Generally nil

Source: Provisions from the Local Planning Scheme No. 1 (LPS) for Special Use Zone No. 25



'P' Means that the use is permitted by the Scheme providing the use complies with the relevant development standards and the requirements of the Scheme.

'D' Means that the use is not permitted unless the Local Government has exercised its discretion by granting planning approval.

'A' Means that the use is not permitted unless the Local Government has exercised its discretion by granting planning approval after giving special notice in accordance with clause 9.4 of the Scheme.

(1) Means the use is prohibited where it fronts the street at pedestrian level.

(2) Means that the use is prohibited if prior or concurrent approval and development of a hotel has not occurred.

(3) Means that the use is prohibited where it fronts the street at pedestrian level within the 'Primary Active Frontage' area as depicted on"Figure 2: Middleton Beach Activity Centre Precinct Plan".

2.1.1 BUILDING HEIGHT

OBJECTIVES

+ Step back building height from the foreshore and adjacent residential development located to the north and west of MBAC.
+ Accommodate additional height near Mt Adelaide, preserving key views and vistas and mitigating any overshadowing impacts.
+ Facilitate adequate daylight and solar access to apartments, common open space, adjoining properties and the public domain.
+ Promote articulated roof design and roof top communal open spaces, where appropriate.

PRIMARY CONTROLS

+ Building heights shall be in accordance with the Primary Controls Table.
+ Development is required to adhere to a 3 storey height restriction along Primary Active Frontages abutting Public Open Space, stepping back above 3 storeys to limit overshadowing of the public realm while optimising access to sun, breeze, views and privacy.
+ Development of a hotel and/or holiday accommodation and/or multiple dwellings above 5 storeys (21.5 metres) will be considered to a maximum of 12 storeys (46 metres) if the design of the proposed development meets the following Key Principles outlined within the Scheme provisions for SU25:
  - Demonstrate excellent design outcomes
  - Be informed by a Visual Impact Assessment consistent with the guidelines set out in the WAPC's Visual Landscape Planning manual.
  - Contribute positively to the public realm;
  - Provide a landmark element on the axis of Adelaide Crescent and Flinders Parade;
  - Present no adverse impacts on the locality by overshadowing;
  - Respond to the site and its context and step built form away from the beach with additional height located towards Mt Adelaide;
  - Effectively mitigate bulk and scale of the proposed development; and
  - Achieve the criteria in Condition (1) of the Scheme provisions for SU25.

DESIGN GUIDANCE

+ Development should limit obstruction of views for surrounding residential, with additional height located on the southern portion of the lot towards Mount Adelaide
+ A minimum floor to floor height of 4.5m should be provided for ground floors to promote adaptability of use (see Section 4.3, Ceiling Heights).
+ Roof projections should be accommodated within the maximum permitted height.
+ Subterranean car parking structures should protrude a maximum 1.5m above NGL. (Refer to Appendix D of the MBAC Structure Plan)
+ Where beneficial, provide roof top communal outdoor spaces that are attractive, useable and safe.

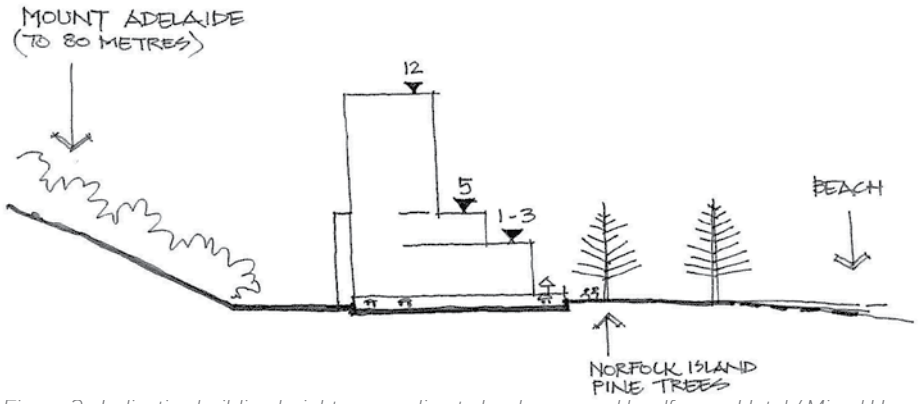


Figure 3: Indicative building height responding to landscape and landform - Hotel / Mixed Use Precinct - Lot 6

2.1.2 BUILDING SETBACKS

OBJECTIVES

+ Provide a strong, ordered edge framing streets and public spaces.
+ Influence and improve micro-climate and provide shelter.
+ Create a threshold by providing a clear transition between the public and private realms.
+ Create high quality entries to buildings.

PRIMARY CONTROLS

+ Building setbacks shall be in accordance with the Primary Controls Table.
+ A nil setback to Flinders Parade is required to provide an active frontage and facilitate a high street environment, increasing vibrancy and alfresco opportunities along Flinders Parade and connectivity with the public open space and foreshore.
+ All proposals within the Hotel/Mixed Use Precinct are required to be referred to the State Design Review Panel.

DESIGN GUIDANCE

+ Nil setbacks should be articulated to add interest to the public realm.
+ A nil setback to the foreshore should be articulated with minor variations to provide for alfresco and promote activation, connectivity and views to the adjacent public realm.
+ Variations to ground and first floor setbacks are encouraged for building articulation, alfresco dining and other features that add amenity and interest to the development.
+ A street edge should be provided which establishes the human scale of the street in relation to the bulk of the building above. This can include stepping back above 2 or 3 storeys.

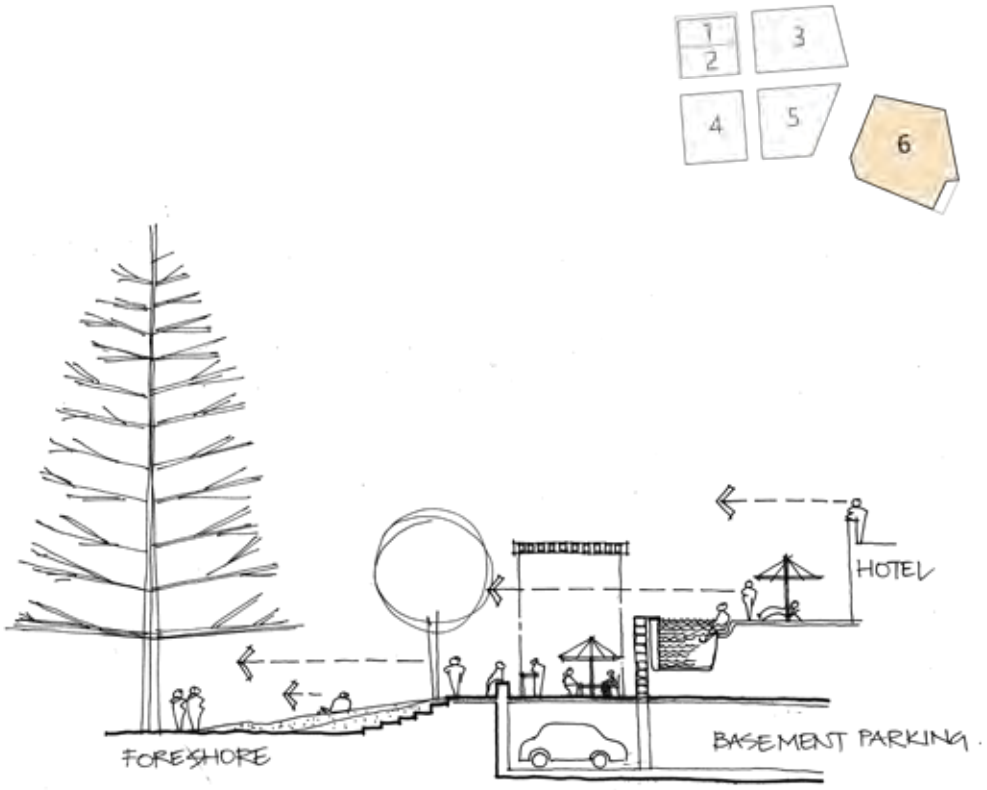


Figure 4: Indicative foreshore interface setback - Hotel / Mixed Use Precinct - Lot 6

2.2 MIXED USE PRECINCT

PRIMARY CONTROLS TABLE

MIXED USE PRECINCT LOT 3, 4, 5			
	"P" USES	**'D" USES**	**"A" USES**
PERMITTED LAND USES	+ Holiday Accommodation + Multiple Dwelling (3)	+ Car Park + Consulting Rooms + Convenience Store + Hotel + Market + Office + Public Utility + Restaurant + Shop + Single Attached Dwelling *(3)*	+ Exhibition Centre + Recreation-Private + Small Bar + Tavern

BUILDING HEIGHT	
Refer Figure 2 Structure Plan	+ 2 storey (11m) minimum / 3 storey (14.5m) maximum between Barnett Street and PAW.
	+ 2 storey (11m) minimum / 4 storey (18m) maximum fronting the southern extent of PAW.
	+ 2 storey (11m) minimum / 5 storey (21.5m) maximum south of PAW, fronting Adelaide Crescent or Flinders Parade

SETBACKS	
Barnett Street	Generally nil
Flinders Parade	Generally nil
Adelaide Crescent	Generally nil
New North-South Road	Generally nil
Public Access Way (PAW)	Generally nil

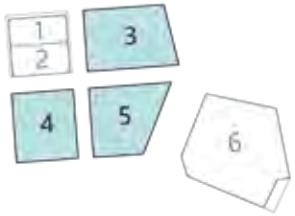
Source: Provisions from the Local Planning Scheme No. 1 (LPS) for Special Use Zone No. 25

'P' Means that the use is permitted by the Scheme providing the use complies with the relevant development standards and the requirements of the Scheme.

'D' Means that the use is not permitted unless the Local Government has exercised its discretion by granting planning approval.

'A' Means that the use is not permitted unless the Local Government has exercised its discretion by granting planning approval after giving special notice in accordance with clause 9.4 of the Scheme.

(3) Means that the use is prohibited where it fronts the street at pedestrian level within the 'Primary Active Frontage' area as depicted on "Figure 2: Middleton Beach Activity Centre Precinct Plan".



2.2.1 BUILDING HEIGHT

OBJECTIVES

+ Step back building height from the beach and adjacent residential development located to the north and west of MBAC.
+ Accommodate additional height near Mt Adelaide, preserving key views and vistas and mitigating any potential overshadowing impacts.
+ Facilitate adequate daylight and solar access to dwellings and common open space, adjoining properties and the public domain.
+ Promote articulated roof design and roof top communal open spaces, where appropriate.

PRIMARY CONTROL

+ Building heights shall be in accordance with the Primary Controls Table.

DESIGN GUIDANCE

+ Building heights should respond to the adjacent public realm, Mount Adelaide and integrate with future development within the Mixed Use precinct.
+ A minimum floor to floor height of 4.5m at ground level should be provided to allow for adaptable building design and flexibility of use (see Section 4.3 Ceiling Heights).
+ Roof projections should be accommodated within the maximum permitted height.
+ Where beneficial, provide roof top communal outdoor spaces that are attractive, useable and safe.

2.2.2 BUILDING SETBACKS

OBJECTIVES

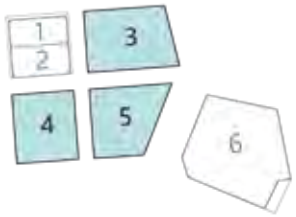
+ Provide a strong, ordered edge framing streets and public spaces.
+ Influence and improve micro-climate and provide shelter.
+ Create a threshold by providing a clear transition between the public and private realms.
+ Create high quality entries to lobbies, foyers or dwellings.

PRIMARY CONTROLS

+ Building setbacks shall be in accordance with the Primary Controls Table.
+ A nil setback to Flinders Parade is required to promote an active frontage and facilitate the development of a high street environment, increasing vibrancy and alfresco opportunities along Flinders Parade and connectivity with the public open space and foreshore.

DESIGN GUIDANCE

+ Nil setbacks should be articulated to add interest to the public realm.
+ Nil setbacks to Marine Terrace and Barnett Street are encouraged to promote connection to adjacent residential areas and to promote passive surveillance.
+ Minor variations to ground floor setbacks are encouraged for building articulation, alfresco dining and other features that add amenity and interest to the street.
+ A street edge should be provided which establishes the pedestrian scale of the street in relation to the bulk of the building above. This can include stepping back above 2 or 3 storeys.



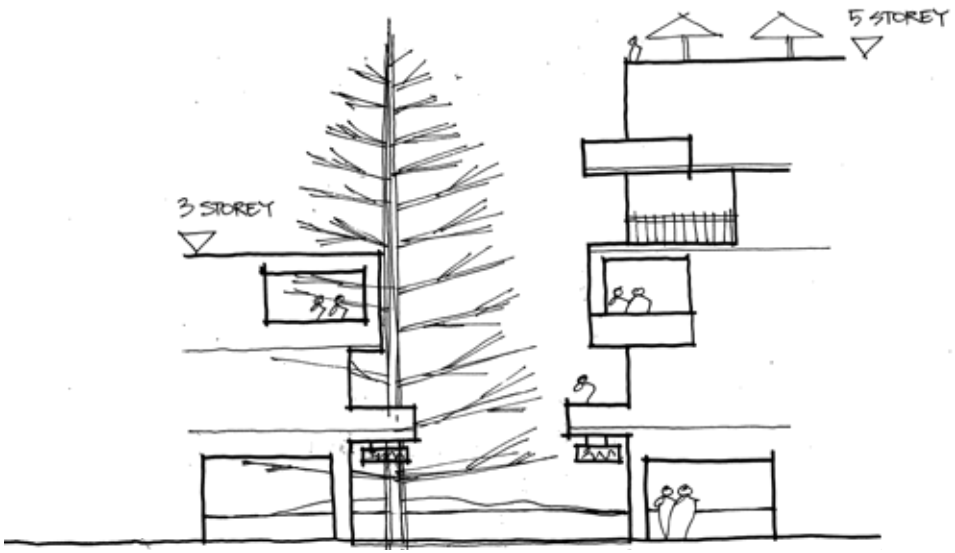


Figure 5: Indicative Public Access Way interface - Mixed Use Precinct - Lot 3 and 5

2.3 RESIDENTIAL PRECINCT

PRIMARY CONTROLS TABLE

RESIDENTIAL PRECINCT LOT 1 & 2		
	"P" USES	'D" USES
PERMITTED LAND USES	+ Multiple Dwellings + Single Attached Dwelling	+ Home Office + Public Utility

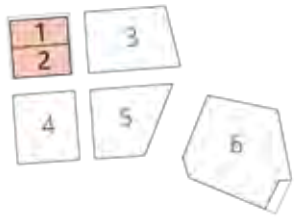
BUILDING HEIGHT	
Refer Figure 2 Structure Plan	2 storey (10.0m) minimum / 3 storey (13.5m) maximum between Barnett Street and PAW

SETBACKS	
Marine Terrace	Generally nil
Barnett Street	Generally nil
Public Access Way (PAW)	Generally nil
New North-South Road	Generally nil

Source: Provisions from the Local Planning Scheme No. 1 (LPS) for Special Use Zone No. 25

'P' Means that the use is permitted by the Scheme providing the use complies with the relevant development standards and the requirements of the Scheme.

'D' Means that the use is not permitted unless the Local Government has exercised its discretion by granting planning approval.



2.3.1 BUILDING HEIGHT

OBJECTIVES

+ Facilitate adequate daylight and solar access to dwellings and common open space, adjoining properties and the public domain.
+ Promote articulated roof design and roof top communal open spaces, where appropriate.

PRIMARY CONTROL

+ Building heights should be in accordance with the Primary Controls Table.

DESIGN GUIDANCE

+ Roof projections should be accommodated within the maximum permitted height.
+ Where beneficial, provide roof top communal outdoor spaces that are attractive, useable and safe.

2.3.2 BUILDING SETBACKS

OBJECTIVES

+ Provide a strong ordered edge framing streets and public spaces.
+ Influence and improve micro-climate and provide shelter.
+ Create a threshold by providing a clear transition between the public and private realms.
+ Create high quality entries to lobbies, foyers or dwellings.

PRIMARY CONTROL

+ Building setbacks should be in accordance with the Primary Controls Table.

DESIGN GUIDANCE

+ Nil setbacks to Barnett Street and the pedestrian access way (PAW) are encouraged promote connection to adjacent residential areas and enable passive surveillance.
+ A nil setbacks to Marine Terrace is encouraged to promote connection to adjacent residential areas and enable passive surveillance.

PART 3

CONTENTS

3.0
SITING THE BUILDING

SITING THE BUILDING

3.0 Siting the Building

DESIRED DEVELOPMENT OUTCOMES

The Middleton Beach Activity Centre offers an exciting opportunity to develop in a manner sensitive to the locale and micro-climate while establishing a contemporary and richly textured development character.

To create a high quality mixed-use development that responds and contributes positively to its natural and built environment, the siting of the building requires consideration of a range of factors, including proposals for adjacent sites and the wider activity centre area. This approach will enable a coherent and integrated development with high quality buildings and open spaces, with a consistent character and distinctive identity that is Middleton. To achieve this, developers should have a detailed understanding of the existing site conditions and wider area.

This section provides guidance on siting the building and configuration of development at the site scale. Objectives and Design Guidance outline how to relate to the immediate context, consider the interface to neighbours and the public domain, achieve quality open spaces and to enhance the amenity for residents and the public.

3.1 RESPONSE TO CONTEXT

OBJECTIVES

+ Respond to the coastal and natural aspects of Middleton Beach as a highly valued community and tourist place.
+ Ensure access and enjoyment of the foreshore for all users recognizing the diverse needs and activities of all ages and cultures.
+ Respond to the existing built form, interpreting rather than replicating existing features.
+ Facilitate authentic redevelopment that reflects and interprets local stories, including Aboriginal and European culture and history.
+ Develop Flinders Parade as the 'Beach Strip'- comprising restaurants, cafés, tourist accommodation and residential dwellings.
+ Develop Adelaide Crescent as a mixed- use street with occasional small cafés and other local facilities.

PRIMARY CONTROL

+ A written and illustrated site analysis report shall be provided to demonstrate how the proposal will integrate into the local context and respond to the development objectives in this section.

DESIGN GUIDANCE

+ Development should make a positive contribution to the form and character of streets and outdoor spaces by integrating:
  - within and between precincts of the MBAC
  - with adjoining areas in Middleton Beach
  - between the MBAC and the Foreshore and Mt Adelaide
  - with other businesses and services such as the Three Anchors and Rats Bar
+ Buildings should preserve views and vistas to the foreshore and Mount Adelaide to assist in the creation of a memorable urban place.
+ Refer to *Draft SPP 7.3 Apartment Design, Section 3.1 Site analysis and design response* for further guidance.

3.2 ORIENTATION

OBJECTIVES

+ Respond to the streetscape and foreshore as a legible urban environment while optimising solar access within the development.
+ Preserve clear sight lines and key views to landmarks,the foreshore, other public places and optimise views and outlook from within buildings.
+ Minimise overshadowing of neighbouring properties and the public domain through building orientation.
+ Respond to the micro-climate of Middleton Beach, with particular attention to winter solar access and protection from strong and cool easterly winds in the design of buildings and open spaces to optimize year-round enjoyment of public and private spaces.

DESIGN GUIDANCE

+ Buildings should be orientated to respond to the streetscape and foreshore while optimising access to sun and natural light in indoor and outdoor living spaces.
+ Development should preserve sight lines to landmarks and key views through the positioning, orientation and massing of buildings and landscape elements.
+ Buildings should respond to prevailing easterly winds which bring cold breezes off the sea. While this offers natural cooling it renders the need for wind protection for outdoor areas.
+ Development application for buildings that are 3 storeys or more should include shadow and wind analysis diagrams.
+ Buildings should be designed to minimise overshadowing in the public realm.
+ Refer to *Draft SPP 7.3 Apartment Design, Section 3.2 orientation* for further guidance.

3.3 PUBLIC DOMAIN INTERFACE

OBJECTIVES

+ Achieve a distinct, locally recognisable cultural and environmental experience through the integrated design of building façades and adjacent public spaces.
+ Provide a well-designed transition between the private and public domain with clear way- finding, and without compromising access.
+ Promote safety and security and provide casual surveillance between buildings and the public domain.
+ Provide for pedestrian comfort in different weather conditions.
+ Minimise conflict between permanent and short stay residential, tourism and mixed uses and in particular night time hospitality and entertainment.
+ Reduce impact of services, plant and bin collection areas on the public domain.

LANDMARK LOCATIONS

+ Encourage a sense of place and identity and increase the legibility of place.
+ Emphasise naturally significant locations such as major street corners or important vistas.

ACTIVE FRONTAGES

+ Integrate and activate the foreshore area.
+ Promote development of an activated high street along Flinders Parade.
+ Provide a connection to existing commercial uses to the west of Marine Terrace.
+ Create an interesting landscaped living street along the pedestrian access way.

PRIMARY CONTROLS

+ Development shall provide primary and secondary active frontages and activity nodes in locations shown on "Figure 2: Middleton Beach Activity Centre Precinct Plan" and in accordance with the City of Albany LPS No. 1 provisions for Special Use Zone No. 25.
+ Residential uses at the pedestrian level in areas delineated as 'Primary Active Frontage' are prohibited as per the Scheme provisions for Special Use Zone No. 25.

DESIGN GUIDANCE

+ Development should be designed to engage with and activate the public domain particularly at ground level and to permit sight lines between indoor and outdoor spaces.
+ On primary and secondary active frontage the difference in level between the finished ground floor level and immediately adjacent footpath should be a maximum of 0.9 metres above ground level.
+ Development should provide a minimum of one major opening offering outlook over all laneways and public access ways.
+ Pedestrian, bike and vehicle access and parking should be integrated with the design of the development thereby reducing conflict between users and providing universal access.
+ Pedestrian access ways should provide adequate lighting and natural surveillance to meet CPTED safety guidelines.
+ Development should minimises wind impacts in the public domain.
+ All services, plant and bin storage areas should be screened from public view.
+ Refer to *Draft SPP 7.3 Apartment Design, Section 3.7.1, Figure 3.7a* for illustrations of various public domain interface scenarios.

LANDMARK LOCATIONS

+ A landmark element should be provided on the axis of Adelaide Crescent and Flinders Parade.
+ Development should include prominent architectural form to provide a reference point in the built form and landscape.
+ Variations to setback and height requirements should be considered in order to create prominent feature elements.

ACTIVE FRONTAGES

+ Areas marked as 'Primary and Secondary Active Frontage' on Figure 2 should encourage a range of active uses at pedestrian level.
+ Areas delineated as 'Primary Active Frontage' or 'Secondary Active Frontage' should demonstrate measures to build adaptability into the development at ground floor level.
+ Upper floors on active frontages should contribute to the creation of an active interface through incorporation of balconies and habitable room windows.
+ Primary internal living spaces, verandahs and balconies of dwellings on active frontages should be oriented to the street.

ALFRESCO AREAS

+ Alfresco should be located in designated areas or if no areas are designated, to facilitate an unobstructed path of travel for pedestrians.
+ Infrastructure such as seating should be removed from the public domain outside of business operating hours.
+ All screens and blinds within permitted alfresco areas must be approved by the City of Albany.

Note: Applicants should liaise with the City of Albany regarding separate alfresco approvals.

AWNINGS OVER FOOTPATHS

+ Where mixed use, commercial or retail development abuts an active street frontage, weather protection should be provided over footpaths.
+ Awnings should be provided on all 'Primary Active Frontage' or 'Secondary Active Frontage' as indicated on Figure 2.
+ Awnings over footpaths should be a minimum depth of 2.7 metres, setback minimum 0.5 metres from kerb line and a minimum of 2.7 metres and maximum 3.5 metres above the adjacent footpath level.
+ Awnings should be built over parking bays or create obstruction or hazard to pedestrians.

3.4 MIXED USE

OBJECTIVES

+ Provide mixed use development in appropriate locations with active street frontages.
+ Minimise conflict between different land uses, in particular residential and night time hospitality and entertainment.
+ Provide a range of tenancy sizes and configurations to encourage local businesses and including tenancies appropriate for small start- up ventures.
+ Provide the opportunity for a range of mixed uses that contributes to the activation and vitality of the precinct.

DESIGN GUIDANCE

+ Any commercial space should have a minimum depth of 10 metres at ground floor level to ensure functionality.
+ The design must consider the compatibility of uses including hours of operation, different types of servicing (i.e. car parking, rubbish collection, etc.) and different impacts that may need to be mitigated such as noise and ventilation.
+ Proposed uses should be based on a sound understanding of local demand for activities, services and facilities to support the needs of the development's occupants and nearby residents.
+ Ground levels fronting primary active frontages should be reserved for commercial, hospitality and retail uses.
+ Upper levels of mixed use developments should be reserved for office and residential uses.
+ Separate entrances for commercial and residential uses should be clearly defined.
+ Noise attenuation should be tailored to the types of uses, intensity of each use and proximity to sensitive uses.
+ Refer to *Draft SPP 7.3 Apartment Design, Section 4.18 Mixed use* for further guidance.

3.5 LANDSCAPE DESIGN

OBJECTIVES

+ Capture and enhance the sense of place and landscape character of Middleton Beach in a viable and sustainable way.
+ Respect view corridors through the development to key landmarks and natural features.
+ Reduce storm water run-off and assist in reducing the urban heat island effect.
+ Improve and soften the transition between development and the foreshore including green linkages to the foreshore.
+ Consider Albany's local climate and select endemic and established exotic tree species.
+ Mitigate the effects of cold and strong winds.
+ Contribute to the quality and amenity of communal and public open space
+ Provide for resident and visitor amenity and recreation.

DESIGN GUIDANCE

+ Landscape design should be consistent with the Foreshore Landscape Management Plan and Landscape Master Plan for Middleton Beach.
+ All development applications should include a landscape plan prepared in accordance with the Water Corporation's Waterwise criteria for landscaping, such as use of native and water-wise plants and irrigation and rain water management.
+ Landscape design should incorporate CPTED principles.
+ One shade tree should be provided for every four uncovered parking bays.
+ Permeable pavements and other sustainability techniques should be used to increase the self-sufficiency of landscaping.
+ Hard stand areas should be designed to minimise heat retention and re-radiation.
+ Soft landscape should be located to maximise resident and/or public amenity.
+ Species selection and planting themes should be responsive to local conditions, and relate to the character, scale and proportion of the streetscape and built form.
+ Planting areas should be designed for full coverage to avoid weed infestation.
+ Appropriate soil profiles, technologies and maintenance practices should be used to ensure plant growth is optimised.
+ Refer to *Draft SPP 7.3 Apartment Design, Section 4.14 Landscape Design* for further guidance.

3.6 COMMUNAL OPEN SPACE

OBJECTIVES

+ Enhance residential and visitor amenity, and provide opportunities for soft landscape through the provision of communal open space.
+ Design safe, attractive and inviting communal open space that allows for a range of activities and responds to site conditions.

DESIGN GUIDANCE

+ Communal open space should be provided as follows:
  - Up to 10 dwellings – no requirement
  - 11 to 20 dwellings – 10% of gross site area
  - 21 to 30 dwellings – 15% of gross site area
  - 31+ dwellings – 20% of gross site area
+ Developments should achieve a minimum of 50% direct sunlight to the principal usable part of the primary communal open space for a minimum of two hours between 9am and 3pm on 21 June (mid-winter).
+ The primary communal open space should have a minimum dimension of 5.0 metres.
+ Refer to *Draft SPP 7.3 Apartment Design, Section 3.5 Communal and Public Open Space* for further guidance.

3.7 VISUAL PRIVACY

OBJECTIVES

+ Balance privacy with outlook and views from habitable rooms and private open space.
+ Achieve reasonable levels of external and internal visual privacy by providing adequate building separation distances shared equitably between neighbouring sites.
+ Increase privacy without compromising access to light and air.

DESIGN GUIDANCE

+ Separation between windows and balconies should provide for visual privacy, achieving the minimum required separation distances to the side and rear boundaries as follows:

VIEW CONE FROM	DISTANCE
Non-habitable space	3m
Bedroom, study or open access walkway	4.5m
Habitable space or balcony	6m

+ Balconies should be unscreened for at least 25% of their perimeter (including edges abutting a building).
+ Refer to *Draft* SPP7.3 Apartment Design, Section 3.6.1, Figure 3.6a and 3.6e for privacy under different conditions.

3.8 PEDESTRIAN ACCESS AND ENTRIES

OBJECTIVES

+ Prioritise pedestrian comfort and safety in an integrated movement network.
+ Provide building entries and pathways that connect to and address the public domain and are easy to identify.

DESIGN GUIDANCE

+ Pedestrian access from the street and from any car park areas should be clear, direct and safe.
+ All pedestrian entrances should enable passive surveillance from within the development and should be well lit and covered to provide weather protection.
+ Pedestrian entries, external foyers and ground floor setback areas should complement the adjacent public domain in materials and colours.
+ Pedestrian entrances should be separate from vehicle access.
+ Ramps should sit wholly or partially within the building to reduce their visual impact and assist in achieving a strong built edge to the street boundary.
+ Refer to *Draft SPP 7.3 Apartment Design, Section 3.8 Pedestrian access and entries* for further guidance.

3.9 VEHICLE ACCESS

OBJECTIVE

+ Provide vehicle access points that are designed and located to minimise streetscape impacts and avoid conflicts between pedestrians and vehicles.

DESIGN GUIDANCE

+ Crossovers and vehicle access ways should be a maximum of 4.0 metres wide unless traffic management and safety considerations for multiple/mixed use developments demonstrate wider access is required.
+ Car parking areas should be accessed from a laneway or secondary street where available.
+ Basement car parking should be integrated into the built form and screened from view, such that the car parking area is not directly visible from the street or other public spaces.
+ Crossovers and garages should not visually dominate the public realm.
+ Refer to *Draft SPP 7.3 Apartment Design, Section 3.9 Vehicle access* for further guidance.

3.10 CAR AND BICYCLE PARKING

OBJECTIVES

+ Provide parking and facilities for all modes of transport.
+ Ensure safety and security for car and bicycle parking users is optimised.
+ Minimise visual and environmental impacts of car parking.
+ Reduce car use by prioritising the use of alternate transport modes.

PRIMARY CONTROLS

+ Development is required to provide car and bicycle parking in accordance with the Scheme provisions for Special Use Zone No. 25 as follows:

PRECINCT	CAR PARKING	BICYCLE PARKING
Hotel/Mixed Use	+ Hotel 1 bay per 2 employees + 1 per bedroom + 1 per 4m2 in other public areas. + Retail – 1 bay per 40m2 NLA. + No visitor car parking requirement for permanent residential developments.	+ 1 bicycle parking space per residential dwelling and 1 bicycle parking space per 10 dwellings for residential visitors.
Mixed Use	+ Single attached dwelling - resident parking as determined by Council. + No visitor car parking requirement for permanent residential developments. + Retail – 1 bay per 40m2 NLA.	
Residential	+ Single attached dwelling - resident parking as determined by Council. + No visitor car parking requirement for permanent residential developments.	

Source: City of Albany Local Planning Scheme No. 1 (LPS) for Special Use Zone No. 25

DESIGN GUIDANCE

+ Basement car parking should be integrated into the built form and screened from view, such that the car parking area is not directly visible from the street or other public spaces.
+ Car parking areas should be accessed from a laneway or secondary street where available.
+ Secure undercover bicycle parking spaces for residents should be provided.
+ Developments exceeding 20 dwellings should provide motorcycle/scooter parking at a rate of one motorcycle/scooter parking bay for every five car bays. For the purpose of calculating minimum parking rates, five motorcycle/scooter parking bays is equivalent to one car parking bay.
+ For commercial and retail development with floor space greater than 200m^2, one locker per bicycle storage space and one shower for every ten bicycle storage spaces should be provided.
+ Refer to *Draft SPP 7.3 Apartment Design, Section 3.1 Car and Bicycle Parking* for further guidance.

PART 4

CONTENTS

4.0

DESIGNING THE BUILDING

DESIGNING THE BUILDING

4.0 Designing the building

DESIRED BUILT FORM OUTCOMES

The renewal of the Middleton Beach area presents a unique opportunity to create a high quality urban environment and community destination. Collectively the built form is envisioned to be of exemplary contemporary architectural quality, sustainable and responsive to the context and climate of Middleton Beach.

Building design should integrate details and employ materials and finishes appropriate to this iconic West Australian coastal location. In response to influential site features, height limits should gradually increase closer to Mount Adelaide and step back from the beach and adjacent residential development.

Consideration should be given to mitigation of prevailing winds, especially on balconies and within private open spaces to increase usability throughout the seasons.

Overall development objectives are:

+ To ensure future development responds to the desired scale and character of the street and local area with appropriate articulation at key locations.
+ To allow for each precinct and building to have adequate access to daylight and natural ventilation as well as visual and acoustic privacy.
+ To ensure indoor and outdoor living areas have adequate access to sun during winter, effective shading in summer and protection from strong winds.
+ To provide high performance buildings that minimise energy use, conserve water, reduce waste and maximise comfort for occupants.

4.1 SOLAR AND DAYLIGHT ACCESS

OBJECTIVES

+ Optimise the number of dwellings receiving sunlight to habitable rooms, primary window and private open space.
+ Optimise daylight access and solar gain for habitable rooms.
+ Incorporate shading and glare control, particularly for warmer months.
+ Optimise the number of dwellings that have outdoor areas or balconies with a northerly aspect.

DESIGN GUIDANCE

+ Living rooms and private open spaces of the majority of dwellings in a building should receive a minimum of two hours of direct sunlight between 9am and 3pm at mid- winter.
+ Every habitable room should have a window in an external wall with a total minimum glass area of not less than 10% of the floor area of the room. Daylight shall not be borrowed from other rooms.
+ Utilise solar access and design to minimise the need for additional cooling and heating.
+ Refer to *Draft SPP7.3 Apartment Design, Section 4.1 Solar and Daylight Access* for further guidance.

4.2 NATURAL VENTILATION

OBJECTIVE

+ Maximise the number of dwellings with natural ventilation to create a comfortable indoor environment for residents.

DESIGN GUIDANCE

+ Residential dwellings should be designed to optimise cross ventilation by providing direct breeze paths for cooling and air circulation.
+ Buildings should be designed to address the cool and strong south easterly breezes in summer.
+ At least 40% of apartments should be naturally cross ventilated in the first 5 storeys of the building. Apartments at 5 storeys or greater are deemed to be cross-ventilated only if any enclosure of the balconies at these levels allows adequate natural ventilation and cannot be fully enclosed.
+ Overall depths of cross-over or dual aspect apartments should not exceed 18m measured glass line to glass line.

DUAL ASPECT APARTMENT DEPTH	CROSS-OVER & CROSS-THROUGH VENTILATION
Up to 15m	Optimum
15-18m	Less effective
Over 18m	Does not meet criteria

+ Single-aspect apartments to be considered as naturally cross ventilated should meet the following:
  - Ventilation openings face within 45 degrees of the prevailing cooling wind direction.
  - Ventilation openings are equivalent to 7% of the floor area of the room; and
  - Room depth is not more than 3 x ceiling height (8m for a 2.7m high ceiling)

SINGLE ASPECT APARTMENT DEPTH	CROSS-OVER & CROSS-THROUGH VENTILATION
Up to 5.5m	Optimum
5.5-8m	Less effective
Over 8m	Does not meet criteria

+ Refer to *Draft SPP 7.3 Apartment Design, Section 4.2 Natural Ventilation and Figure 4.2 a-c demonstrating design response to prevailing winds* for further guidance.

4.3 CEILING HEIGHTS

OBJECTIVES

+ Provide for well-proportioned spaces and facilitate natural ventilation and daylight access.
+ Allow for the safe use of ceiling fans for cooling.

DESIGN GUIDANCE

+ Ceiling heights, measured from finished floor level to finished ceiling level, should be:
  - Generally - Habitable rooms – 2.7m, Non-habitable rooms – 2.4m
  - For two storey dwellings – 2.7m for main living area floor and 2.4m for second floor
  - Loft/attic spaces – Refer to NCC requirements. Portion of room with ceiling height more than 1.5m can be included in minimum floor area calculations.
+ For mixed use developments a minimum of 4.5m floor to floor height should be provided at ground floor to promote adaptability of use.
+ Refer to *Draft SPP7.3 Apartment Design, Section 4.3.1, Figure 4.3a-3c illustrating ceiling heights* for further guidance.

4.4 DWELLING SIZE AND LAYOUT

OBJECTIVES

+ Provide a room layout within a dwelling that is functional, well-organised and provides a high standard of amenity.
+ Provide appropriately proportioned rooms and layouts to support the environmental performance of the dwelling.

DESIGN GUIDANCE

+ Apartments should meet the minimum internal areas in the following table:

DWELLING TYPE	MINIMUM INTERNAL AREAS
Studio apartment	37m^2
1 bedroom apartment	47m^2
2 bedroom apartments	67m^2
3 bedroom apartments	90m^2

Notes:
The minimum internal areas include only one bathroom. Additional bathrooms increase the minimum internal area by 5m2 each. A fourth bedroom and further additional bedrooms increase the minimum internal area by 12m^2 each.

+ Habitable room depths should not exceed 3x the ceiling height.
+ Where the living, dining and kitchen are combined the maximum habitable room depth is 8m as measured from window glass line.

Refer to *Draft SPP7.3 Apartment Design, Section 4.4, Figure 4.4a-4c indicative apartment layout configurations* for further guidance.

4.5 DWELLING MIX

OBJECTIVES

+ Provide a range and variety of dwelling sizes and price points to cater for a diverse range of household types and income levels.
+ Encourage adaptability and flexibility in the use of buildings over time.

DESIGN GUIDANCE

+ Residential development should provide a range and mix of dwelling sizes and types to achieve diversity in any one precinct and across the Activity Centre.
+ An appropriate mix of dwelling types should be provided, taking into consideration current market demands and projected future demographic trends.
+ Consider flexible dwelling configurations to support a diverse range of household types and different stages of life including single person households, families, and group households.
+ Larger dwelling types should consider ground and/or roof level locations to integrate larger terraces, and on corners where more building frontage is available.
+ Consider the provision of a flexible space that can be used as a home office.

Refer to *Draft SPP7.3 Apartment Design, Section 4.10 Apartment mix* for further guidance.

4.6 GROUND FLOOR DWELLINGS

OBJECTIVES

+ Enhance street frontage activity and surveillance through location and design of ground level dwellings.
+ Deliver amenity and safety for residents in ground floor dwellings.

DESIGN GUIDANCE

+ Refer to *Draft SPP7.3 Apartment Design, Section 4.11 Ground Floor Apartments* for further guidance.

4.7 PRIVATE OPEN SPACE AND BALCONIES

OBJECTIVES

+ Provide appropriately-sized private open space and balconies to enhance residential amenity.
+ Locate and orientate primary private open spaces and balconies to enhance liveability for residents.
+ Ensure private open space and balcony design is integrated into and contributes to the overall architectural form and detail of the building.

DESIGN GUIDANCE

+ All dwellings should have primary balconies meeting the standards of following table:

DWELLING TYPE	MINIMUM AREA	MINIMUM DEPTH
Studio	8m^2	2.0m
1 bedroom	8m^2	2.4m
2 bedrooms	10m^2	2.4m
3 bedrooms	12m^2	2.4m

+ Private open space should:
  - be oriented to maximise access to northern sunlight where possible; and
  - be directly accessible from and connected to a habitable living space within the dwelling.
+ Air-conditioning units should not be permitted on primary balconies.
+ Refer to *Draft SPP7.3 Apartment Design, Section 4.5, Figure 4.5a-5b indicative balcony configurations* for further guidance.

4.8 CIRCULATION AND COMMON SPACES

OBJECTIVES

+ Achieve good amenity and properly service all dwellings via common circulation spaces.
+ Promote safety and provide for social interaction between residents.

DESIGN GUIDANCE

+ No more than 12 apartments on a single level should be served by a single circulation core.
+ For buildings of 10 storeys and over - no more than 40 apartments should be served by a single lift.
+ Circulation corridors should be at least 1.5m in width.
+ The width of the lift landing should exceed the internal depth of the lift car.
+ Refer to *Draft SPP7.3 Apartment Design, Section 4.6, Figure 4.6b-6f range of design responses* for circulation spaces.

4.9 STORAGE

OBJECTIVES

+ Provide adequately-sized and well-designed storage for each dwelling.
+ Additional storage is conveniently located, accessible and nominated for individual dwellings.

DESIGN GUIDANCE

+ In addition to storage in kitchens, bathrooms and bedrooms, dwellings should include storage according to the table below, of which up to 50% may be separate from the dwelling.

DWELLING TYPE	STORAGE AREA
Studio	$3m^2$
1 bedroom	$3m^2$ (min $6m^3$)
2 bedrooms	$4m^2$ (min $8m^3$)
3 bedrooms	$5m^2$ (min $10m^3$)

+ Refer to *Draft SPP7.3 Apartment Design, Section 4.7 Storage* for further guidance.

4.10 ACOUSTIC PRIVACY

OBJECTIVES

+ Minimise noise transfer within and outside buildings through the siting, layout and detailing of buildings.
+ Reduce internal noise transfer between dwellings within a building through layout and acoustic treatments.

DESIGN GUIDANCE

+ Refer to *SPP7.3 Apartment Design, Section 4.8 Acoustic Privacy* for further guidance.

4.11 NOISE AND POLLUTION

OBJECTIVES

+ Minimise the impacts of external noise and pollution through the careful siting and layout of buildings and location of uses.
+ Ensure that the noise challenges associated with mixed use precincts and buildings are mitigated to safeguard occupant amenity.

DESIGN GUIDANCE

+ Appropriate noise shielding or attenuation techniques for the building design, construction and choice of materials should be used.
+ Air conditioning units, pool filtration equipment, motors, pumps and mechanisms and similar items should be suitably located in areas that minimise the impact on neighbours and comply with the provisions of the Environmental Protection (Noise) Regulations 1997.
+ Refer to *Draft SPP7.3 Apartment Design, Section 4.9 Noise Pollution* for further guidance.

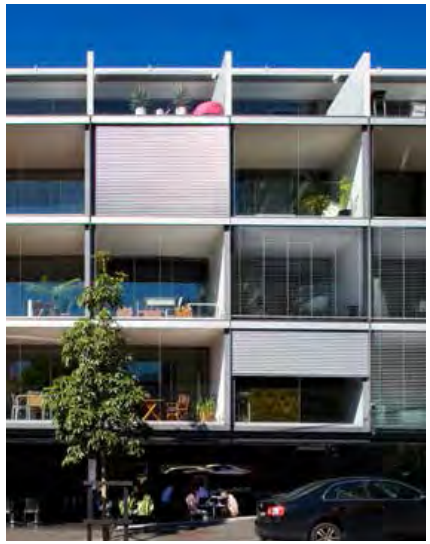
4.12 FAÇADES

OBJECTIVES

+ Reflect the unique environment of the South Coast through the articulation of design elements, such as colour, building form and materials, working together to create a distinctive local character.
+ Clearly defined ground floors which carefully address the street and utilise finer details and tactile materials, providing visual interest and human scale along the street.
+ Provide an appropriate response to the specific qualities of each street and varying environmental conditions.
+ Limit adverse micro-climate impacts such as wind tunnelling and down drafts.

DESIGN GUIDANCE

+ Podiums, louvres, porticos, screens and other treatments should be used to limit down draft and wind tunnelling from taller buildings.
+ Corner developments should address both frontages of the public domain with consistent architectural response and distinct detailing of balconies and materials.
+ Continuous horizontal and vertical elements including windows should be broken into smaller components through architectural features, materials, textures and building breaks.
+ Blank walls (including large areas of pre-cast concrete), should not exceed 20% of the total frontage.
+ Vehicle access and building services should be integrated into building design and not dominate any street facade.
+ The ground level of commercial / mixed use buildings should be a minimum of 70% glazed where fronting streets.
+ All upper floors should be 50% glazed where fronting streets.
+ Boundary walls should be designed and finished to integrate across both precincts and the Activity Centre.
+ Refer to *SPP7.3 Apartment Design, Section 4.12 Façades* for further guidance.



4.13 ROOF DESIGN

OBJECTIVES

+ Ensure the roof form is integrated and complementary to the overall urban character.
+ Integrate roof form and treatments into the building design and positively respond to the streetscape and adjoining development.
+ Maximise opportunities to use roof space for residential accommodation and open space.

DESIGN GUIDANCE

+ Roofs should be designed with consideration of views from adjacent streets, taller buildings and the wider public realm, in particular the potential view from Mt Adelaide.
+ Reflective roof materials should be avoided.
+ Communal "green" roofs should be considered.
+ Refer to *Draft SPP7.3 Apartment Design, Section 4.13 Roof Design* for further guidance.

4.14 ACCESSIBLE DESIGN

OBJECTIVES

+ Provide access to all areas for all users in a dignified way.
+ Provide a variety of dwelling types with flexibility to accommodate diverse lifestyles and resident needs.

DESIGN GUIDANCE

+ 25% of all dwellings should meet the "Essential" design features checklist according to the WA Liveable H*omes* universal design standards.
+ Refer to *Draft SPP7.3 Apartment Design, Section 4.16 Universal Design* for further guidance.

Liveable Homes Designs that work for everyone. Checklist

ESSENTIAL DESIGN FEATURES CHECKLIST

Flat level walkway to entrance
□ 1000mm minimum width path.
□ 1200mm x 1200mm land area to entrance door.

Wide entrance doorway
□ Flush entry.
□ 820mm door clear width.

Wide internal doorways and hallways
□ 820mm door clear width.
□ Hallways 1000mm minimum width.

Minimum of one accessible toilet on entry level
□ 900mm x 1200mm (Clear of swinging door).
□ If located in bathroom, toilet to be located in corner to enable installation of grab rails.

Minimum of one accessible shower on entry level
□ Hobless.
□ Located in corner of room to enable installation of grab rails if required.

Reinforced walls in bathroom and toilet
□ Except for walls constructed of solid masonry or concrete, the walls around the shower, bath (if provided) and toilet should be reinforced to provide a fixing surface for the safe installation of grab rails.

For more detail see the Technical fact sheets.
This information was sourced from the national Livable Housing Design Guidelines produced by the National Dialogue on Universal Housing Design.

4.15 AWNINGS AND SHADING DEVICES

OBJECTIVES

+ Provide pedestrian shelter along active streets
+ Provide awnings that complement and integrate with the building design.
+ Reduce the impact of long horizontal bands of awnings.

DESIGN GUIDANCE

+ Openings not protected by appropriate eaves overhangs should be provided with shading devices (awnings) to enable winter sun penetration while keeping out summer sun.
+ Glazing to habitable rooms facing east and west should have protection, such as louvred solar-shutters, blinds or screening devices.
+ Outdoor living areas should be provided with shading and wind screening devices to control micro-climate.
+ Variation in awning height, depth, length and detail and varying treatment for entry canopies is encouraged to assist with legibility and streetscape interest and to reduce the impact of long horizontal bands of awnings on building façades.
+ Refer to *Draft SPP7.3 Apartment Design, Section 4.19 Awnings and shading devices* for further guidance.

4.16 SIGNAGE

OBJECTIVES

+ Provide signage that responds to the context, improves legibility of and does not visually clutter the public domain.
+ Provide clear wayfinding and a natural hierarchy of information and advertising.
+ Integrate signage into the building design.
+ Ensure commercial signage is complementary to the development and the streetscape.

DESIGN GUIDANCE

+ Signage should comply with the City of Albany's Signs Policy.
+ Pole or pylon signs and illuminated roof signs are prohibited.



4.17 PUBLIC ART

OBJECTIVES

+ Ensure public art that reflects and/or complements the unique character, history and context of the MBAC is an integral part of all developments through integration of artwork and/or stand-alone installations.
+ Develop and promote community identity within the City of Albany by requiring commissioned public art works as part of private development projects within the City of Albany.
+ Public art should contribute to the sense of place at MBAC.

PRIMARY CONTROL

+ Private developments involving commercial, non-residential and or mixed residential/commercial developments over the value of $1,500,000 are required to allocate 1% of the estimated total project cost for the development of public artwork which reflects or enhances local cultural identity (City of Albany Policy).

DESIGN GUIDANCE

+ Public art should be integrated into building and/or landscape design at a Precinct or Activity Centre level from inception.



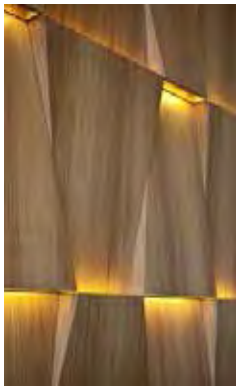
4.18 LIGHTING

OBJECTIVES

+ Create a safe and attractive night time environment.
+ Limit light spill and other impacts of lighting on dwellings and short stay accommodation.

DESIGN GUIDANCE

+ A Lighting Strategy should accompany all development applications demonstrating how the building and landscaped areas will be lit to highlight architectural features and provide an attractive and safe night time environment.
+ Lighting should be provided to all external areas including under awnings to illuminate the footpath below.
+ All outdoor lighting should be directed downwards with no light spill above the horizontal plane.
+ Outdoor/security lights should be operated via a timed motion sensor with manual over-ride.



4.19 DRYING AREAS

OBJECTIVE

+ Ensure drying areas have good natural ventilation and minimal visual impact on the public realm.

DESIGN GUIDANCE

+ A naturally ventilated drying cupboard/area should be provided to each dwelling. This may be within a secondary balcony.
+ All drying areas should be screened from public view.

4.20 FENCING, SCREENING AND BALUSTRADES

OBJECTIVES

+ Ensure fencing, screening and balustrade design complements the building design.
+ Ensure fencing and balustrades mitigate the effects of strong breezes whilst enabling surveillance of footpaths and other public areas.

PRIMARY CONTROL

+ Colorbond steel and super six fencing are prohibited in the development.

DESIGN GUIDANCE

+ Front fences, balustrades and gates addressing streets should be at least 60% visually permeable by area and no more than 1.5m high.
+ Front fencing and balustrades should be designed to complement the building design.
+ Balcony balustrades should be predominantly visually permeable. A portion of the balustrade may be opaque offer privacy to the dwelling and to dwellings on lower levels.



4.21 BUILDING SERVICES

OBJECTIVE

+ Integrate building services into the design of buildings and places to minimise their impact on amenity.

DESIGN GUIDANCE

+ Loading and service areas, storage areas, rubbish bins and ancillary equipment such as hot water systems should be appropriately screened from public view in a manner that does not undermine the amenity of the area or quality of the development.
+ Access and servicing areas should not be visible at street corners or in view corridors.
+ Roof plant and ancillary equipment except for solar panels should be screened from public view.
+ All piped and wired services including fire booster cabinets, service meters and the like should be concealed from public view or integrated into the architectural design.


4.22 ENERGY EFFICIENCY

OBJECTIVES

+ Establish appropriate energy efficiency commitments in the development application stage.
+ Minimise energy use and emissions through passive strategies, supported by active systems.

DESIGN GUIDANCE

+ All development proposals should be accompanied by a sustainability report addressing the items listed in Appendix A8 Sustainability Checklist.
+ Energy efficiency standards for all developments are expected to exceed minimum requirements for new buildings.
+ Air-conditioning systems should be minimum 5-star energy rated and sized appropriately.
+ A demonstrated highly energy efficient hot water system should be installed.
+ All lighting should be high efficiency, compact fluorescent or LED.
+ All residential units should be sub-metered.
+ Refer to *Draft SPP7.3 Apartment Design, Section 4.20 Energy efficiency* for further guidance.

4.23 WATER MANAGEMENT AND CONSERVATION

OBJECTIVES

+ Establish appropriate water management and conservation commitments at the development approval stage.
+ Minimise scheme water consumption throughout the development.
+ Manage stormwater on-site in accordance with the adopted Urban Water Management Plan (UWMP).
+ Ensure that flooding impacts will be minimal for occupants, buildings and the environment.

DESIGN GUIDANCE

+ All development proposals should be accompanied by a sustainability report addressing the items listed in Appendix A8 Sustainability Checklist.
+ An automatic efficient irrigation system including a rain or soil sensor control should be installed that complies with current Water Corporation waterwise standards and schedules.
+ All residential dwelling units should be sub-metered
+ Taps and fittings should be rated as follows:
  - Kitchen, laundry, bath and basin tap fittings should be minimum 4 star WELS rated.
  - Shower fittings should be minimum 3 star WELS rated 7.5L/min consumption
  - WCs should be minimum 5 star WELS rated.
  - Basin taps should be minimum 6 star WELS rated.
+ Refer to *Draft SPP7.3 Apartment Design, Section 4.21 Water Management and Conservation* for further guidance.

4.24 WASTE MANAGEMENT

OBJECTIVES

+ Design waste storage facilities to minimise impacts on the streetscape, building entry and amenity of residents.
+ Minimise domestic waste by providing safe and convenient source separation and recycling.

DESIGN GUIDANCE

+ Waste collection and storage areas should be located out of public view and access clearway's, behind the primary building line, and compatible with the building design.
+ Bin storage areas should be located to optimize access and minimise the impact on adjoining buildings/residences.
+ Commercial waste, in particular, associated with food and beverage should be adequately contained and separated from public areas.
+ Refer to *Draft SPP7.3 Apartment Design, Section 4.22 Waste management* for further guidance.

APPENDICES

CONTENTS

CHECKLISTS

A5 – PRE-DEVELOPMENT APPLICATION CHECKLIST

This checklist assists proponents as their designs develop. It includes a list of basic information that should be provided by the applicant for pre-development application design review. The emphasis should be on having enough information to communicate the proposal rather than having fully resolved drawings of every aspect of the project.

CATEGORY	MATERIALS	PROVIDED	
		YES	NO
Site Analysis and Design Response	Refer to A3 & A4 Checklists SPP 7.3 Apartment Design for typical requirements.		
Development details	A summary of the proposal that establishes the: + building height in metres and storeys + number and mix of dwellings + number of car parking spaces + indicative percentage of apartments receiving the minimum level of cross ventilation and daylight access		
Precedents	Images of precedents relevant to the proposal such as: + streetscape concept + landscape design + communal open spaces use + building elements such as entries, balconies, materials.		
Site Plan	A drawing to scale showing: + any proposed site amalgamation or subdivision + the indicative footprint of the proposal + setbacks and building separation dimensions + vehicle and pedestrian site entry points + areas of communal open space and private open space + indicative locations of planting and deep soil areas including retained or proposes significant trees + interface with public domain + landscape intent (through simple sketches).		

CATEGORY	MATERIALS	PROVIDED	
		YES	NO
Floor plans	Drawings to scale showing: + the internal building layout and unit type distribution for the ground floor + representative middle floor, and the top floor + car park layout + sample unit plans with furniture layouts, key room depth dimensions and + balcony sizes.		
Building mass elevations	Drawing to scale showing the basic massing of the proposal in the context of the adjacent three properties, or for 50m in each direction, on each elevation. This drawing should show, in diagrammatic form: + the composition of the elevations including ground level, roof form, and articulation of massing of the overall building + pattern of buildings and spaces between buildings along the street + the profile of any existing buildings.		
Sections	Drawings to scale showing: + the proposal and adjacent buildings + the relationship of the proposal to the ground plane, streets, open spaces and deep soil areas		
SPP7 Design principles statement	A draft statement of key points that establishes how the proposal satisfies the design principles of *State Planning Policy 7 – Design of the Built Environment (refer to Section 1.5 Design Excellence).*		

A6 – DEVELOPMENT APPLICATION CHECKLIST (1/2)

This checklist assists proponents when formulating the appropriate materials when submitting a development application.
Check with the relevant local authority if there are any additional materials required.

DOCUMENTATION	REQUIRED INFORMATION	PROVIDED? YES	PROVIDED? NO
Development details	A summary document that provides the key details of the development proposal. It contains information such as the: + plot ratio of the development + number, mix, size and accessibility of dwellings + number of car parking spaces for use (residential, retail, accessible, visitor etc.) + percentage of apartments meeting cross ventilation and daylight design criteria.		
Site analysis	[Prepared at earlier stage of design development in A3 Site analysis checklist]		
Design statements	An explanation of how the design relates to the design principles in *State Planning Policy 7 – Design of the Built Environment.* An explanation of how the proposed development achieves the relevant objectives of this policy in A7 Objectives checklist.		
Site plan	A scale drawing showing: + any proposed site amalgamation or subdivision + location of any proposed buildings or works in relation to setbacks, building envelope controls and building separation dimensions + proposed finished levels of land in relation to existing and proposed buildings and roads + pedestrian and vehicular site entries and access + interface of the ground floor plan with the public domain and open spaces within the site + areas of communal open space and private open space + indicative locations of planting and deep soil areas including retained or proposed significant trees.		

DOCUMENTATION	REQUIRED INFORMATION	PROVIDED? YES	PROVIDED? NO
Landscape plan	A scale drawing showing: + the building footprint of the proposal including pedestrian, vehicle and service access + trees to be removed shown dotted + trees to remain with their tree protection areas (relative to the proposed development) + deep soil areas and associated tree planting + areas of planting on structure and soil depth + proposed planting including species and size + details of public space, communal open space and private open space + external ramps, stairs and retaining wall levels + security features and access points + built landscape elements (fences, pergolas, walls, planters and water features) + ground surface treatment with indicative materials and finishes + site lighting + water management and irrigation concept design.		
Floor plans	A scale drawing showing: + all levels of the building including roof plan + layout of entries, circulation areas, lifts and stairs, communal spaces, and service rooms with key dimensions and Real Level (RL) heights shown + dwelling plans with dwelling numbers and areas, all fenestration, typical furniture layouts for each dwelling type, room dimensions and intended use and private open space dimensions + accessibility clearance templates for accessible units and common spaces + visual privacy separation shown and dimensions where necessary + vehicle and service access, circulation and parking storage areas.		

A6 – DEVELOPMENT APPLICATION CHECKLIST (2/2)

DOCUMENTATION	REQUIRED INFORMATION	PROVIDED? YES	PROVIDED? NO
Elevations	A scale drawing showing: + proposed building height and RL lines + building height control + setbacks or envelope outline + building length and articulation + the detail and features of the facade and roof design + any existing buildings on the site + building entries (pedestrian, vehicular and service) + profile of buildings on adjacent properties or for 50m in each direction, whichever is most appropriate.		
Sections	A scale drawing showing: + proposed building height and RL lines + building height control + setbacks or envelope outline + adjacent buildings + building circulation + the relationship of the proposal to the ground plane, the street and open spaces particularly at thresholds + the location and treatment of car parking + the location of deep soil and soil depth allowance for planting on structure (where applicable) + building separation within the development and between neighbouring buildings + ceiling heights throughout the development + detailed sections of the proposed facades.		

DOCUMENTATION	REQUIRED INFORMATION	PROVIDED? YES	PROVIDED? NO
Building performance diagrams	A solar diagram (where required) at the winter solstice (21 June) at a minimum of hourly intervals showing: + number of hours of solar access to the principal communal open space + number of hours of solar access to units within the proposal and tabulation of results + overshadowing of existing adjacent properties and overshadowing of future potential development where neighbouring sites are planned for higher density + elevation shadows if likely to fall on neighbouring windows, openings or solar panels + A ventilation diagram (where required) showing unobstructed path of air movements through dual aspect apartments and tabulation of results.		
Material/finishes board	+ A sample of proposed external materials, finishes and colours of the proposal, keyed to elevations.		
Illustrative views	+ Photo montages or similar rendering or perspective drawings illustrating the proposal in the context of surrounding development. Note: Illustrative views need to be prepared using a perspective that relates to the human eye. Where a photo montage is prepared, it should use a photo taken by a full frame camera with a 50mm lens and 46 degree angle of view.		
Models	+ A three dimensional computer generated model showing views of the development from adjacent streets and buildings. + A physical model for a large or contentious development (if required by the consent authority).		

meets objectives
rethink for improvement
not adequately addressed

A7 – OBJECTIVES CHECKLIST (1/4)

This checklist assists proponents and assessors to explain and assess the development against the objectives listed in this policy.

SITING THE DEVELOPMENT	
3.1. Response to context + Respond to the coastal and natural aspects of Middleton Beach as a highly valued community and tourist place. + Ensure access and enjoyment of the foreshore for all users recognizing the diverse needs and activities of all ages and cultures. + Respond to the existing built form, as well as natural features, to interpret rather than replicate existing features. + Facilitate authentic redevelopment that reflects and interprets local stories, including Aboriginal and European culture and history. + Develop Flinders Parade as the 'Beach Strip'- comprising restaurants, cafés, tourist accommodation and residential dwellings. + Develop Adelaide Crescent as a mixed- use street with occasional small cafés and other local facilities.	
3.2. Orientation + Respond to the streetscape and foreshore as a legible urban environment while optimising solar access within the development. + Preserve clear sight lines and key views to landmarks,the foreshore, other public places and optimise views and outlook from within buildings. + Minimise overshadowing of neighbouring properties and the public domain through building orientation. + Respond to the micro-climate of Middleton Beach, with particular attention to winter solar access and protection from strong and cool easterly winds in the design of buildings and open spaces to optimize year-round enjoyment of public and private spaces.	

SITING THE DEVELOPMENT	
3.3. Public Domain Interface + Achieve a distinct, locally recognisable cultural and environmental experience through the integrated design of building façades and adjacent public spaces. + Provide a well-designed transition between the private and public domain with clear way- finding, and without compromising access. + Promote safety and security and casual surveillance between buildings and the public domain. + Provide for pedestrian comfort in different weather conditions. + Minimise conflict between permanent and short stay residential, tourism and mixed uses and in particular night time hospitality and entertainment. + Reduce impact of services, plant and bin collection areas on the public domain.	
3.4. Mixed Use + Provide mixed use development in appropriate locations with active street frontages. + Minimise conflict between different land uses, in particular residential and night time hospitality and entertainment. + Provide a range of tenancy sizes and configurations to encourage local businesses and including tenancies appropriate for small start- up ventures + Provide the opportunity for a range of mixed uses that contributes to the activation and vitality of the precinct.	

meets objectives
rethink for improvement
not adequately addressed

A7 – OBJECTIVES CHECKLIST (2/4)

SITING THE DEVELOPMENT	
3.5. Landscape Design + Capture and enhance the sense of place and landscape character of Middleton Beach in a viable and sustainable way. + Respect view corridors through the development to key landmarks and natural features. + Reduce storm water run-off and assist in reducing the urban heat island effect. + Improve and soften the transition between development and the foreshore including green linkages to the foreshore. + Consider Albany's local climate and select endemic and established exotic tree species. + Mitigate the effects of cold and strong winds. + Contribute to the quality and amenity of communal and public open space + Provide for resident and visitor amenity and recreation.	
3.6. Communal Open Space + Enhance residential and visitor amenity and provide opportunities for soft landscape through provision of communal open space. + Design safe, attractive and inviting communal open space that allows for a range of activities and responds to site conditions.	

SITING THE DEVELOPMENT	
3.7. Visual Privacy + Balance privacy with outlook and views from habitable rooms and private open space. + Achieve reasonable levels of external and internal visual privacy by providing adequate building separation distances shared equitably between neighbouring sites. + Increase privacy without compromising access to light and air.	
3.8. Pedestrian Access and Entries + Prioritise pedestrian comfort and safety in an integrated movement network. + Provide building entries and pathways that connect to and address the public domain and are easy to identify.	
3.9. Vehicle Access + Provide vehicle access points that are designed and located to minimise streetscape impacts and avoid conflicts between pedestrians and vehicles.	
3.10. Car and Bicycle Parking + Provide parking and facilities for all modes of transport. + Ensure safety and security for car and bicycle parking users is optimised. + Minimise visual and environmental impacts of car parking. + Reduce car use by prioritising the use of alternate transport modes.	

meets objectives
rethink for improvement
not adequately addressed

A7 – OBJECTIVES CHECKLIST (3/4)

DESIGNING THE BUILDING	
4.1. Solar and Daylight Access + Optimise the number of dwellings receiving sunlight to habitable rooms, primary window and private open space. + Optimise daylight access and solar gain for habitable rooms. + Incorporate shading and glare control, particularly for warmer months. + Optimise the number of dwellings that have outdoor areas or balconies with a northerly aspect.	
4.2. Natural Ventilation + Maximise the number of dwellings with natural and, where possible cross ventilation to create a comfortable indoor environment for residents.	
4.3. Ceiling Heights + Provide for well-proportioned spaces and facilitate natural ventilation and daylight access. + Allow for the safe use of ceiling fans for cooling.	
4.4. Dwelling Size and Layout + Provide a room layout within a dwelling that is functional, well-organised and provides a high standard of amenity. + Provide appropriately proportioned rooms and layouts to support the environmental performance of the dwelling.	
4.5. Dwelling Mix + Encourage adaptability and flexibility in the use of buildings over time. + Provide a range and variety of dwelling sizes and price points to cater for a diverse range of household types and income levels.	
4.6. Ground Floor Dwellings + Enhance street frontage activity and surveillance through location and design of ground level dwellings. + Deliver amenity and safety for residents in ground floor dwellings.	

DESIGNING THE BUILDING	
4.7. Private Open Space and Balconies + Provide appropriately-sized private open space and balconies to enhance residential amenity. + Locate and orientate primary private open spaces and balconies to enhance liveability for residents. + Ensure private open space and balcony design is integrated into and contributes to the overall architectural form and detail of the building.	
4.8. Circulation and Common Spaces + Achieve good amenity and properly service all dwellings via common circulation spaces + Promote safety and provide for social interaction between residents.	
4.9. Storage + Provide adequately-sized and well-designed storage for each dwelling. + Additional storage is conveniently located, accessible and nominated for individual dwellings.	
4.10. Acoustic Privacy + Minimise noise transfer within and outside buildings through the siting, layout and detailing of buildings. + Reduce internal noise transfer between dwellings within a building through layout and acoustic treatments.	
4.11. Noise and Pollution + Minimise the impacts of external noise and pollution through the careful siting and layout of buildings and location of uses. + Ensure that the noise challenges associated with mixed use precincts and buildings are mitigated to safeguard occupant amenity.	

meets objectives
rethink for improvement
not adequately addressed

A7 – OBJECTIVES CHECKLIST (4/4)

DESIGNING THE BUILDING	
4.12. Facades + Reflect the unique environment of the South Coast through the articulation of design elements, such as colour, building form and materials, working together to create a distinctive local character. + Clearly defined ground floors which carefully address the street and utilise finer details and tactile materials, providing visual interest and human scale along the street. + Provide an appropriate response to the specific qualities of each street and varying environmental conditions. + Limit adverse micro-climate impacts such as wind tunnelling and down drafts.	
4.13. Roof Design + Ensure the roof form is integrated and complementary to the overall urban character. + Integrate roof form and treatments into the building design and positively respond to the streetscape and adjoining development. + Maximise opportunities to use roof space for residential accommodation and open space.	
4.14. Accessible Design + Provide access to all areas for all users in a dignified way. + Provide a variety of dwelling types with flexibility to accommodate diverse lifestyles and resident needs.	
4.15. Awnings and Shading Devices + Provide pedestrian shelter along active streets + Provide awnings that complement and integrate with the building design. + Reduce the impact of long horizontal bands of awnings.	

DESIGNING THE BUILDING	
4.16. Signage + Provide signage that responds to the context, improves legibility of and does not visually clutter the public domain. + Provide clear wayfinding and a natural hierarchy of information and advertising. + Integrate signage into the building design. + Ensure commercial signage is complementary to the development and the streetscape.	
4.17. Public Art + Ensure public art that reflects and/or complements the unique character, history and context of the MBAC is an integral part of all developments through integration of artwork and/or stand-alone installations. + Develop and promote community identity within the City of Albany by requiring commissioned public art works as part of private development projects within the City of Albany. + Public art should contribute to the sense of place at MBAC.	
4.18. Lighting + Create a safe and attractive night time environment. + Limit light spill and other impacts of lighting on for dwellings and short stay rooms.	
4.19. Drying Areas + Ensure drying areas have good natural ventilation and minimal visual impact on the public realm.	
4.20. Fences and Balustrades + Ensure fencing, screening and balustrade design complements the building design. + Ensure fencing and balustrades mitigate the effects of strong breezes whilst enabling surveillance of footpaths and other public areas.	
4.21. Building Services + Integrate building services into the design of buildings and places to minimise their impact on amenity.	

meets objectives
rethink for improvement
not adequately addressed

A7 – OBJECTIVES CHECKLIST (3/4)

DESIGNING THE BUILDING	
4.22. Energy Efficiency + Establish appropriate energy efficiency commitments in the development application stage. + Minimise energy use and emissions through passive strategies, supported by active systems.	
4.23. Water Management and Conservation + Establish appropriate water management and conservation commitments at the development approval stage. + Minimise scheme water consumption throughout the development. + Manage stormwater on-site in accordance with the adopted Urban Water Management Plan (UWMP). + Ensure that flooding impacts will be minimal for occupants, buildings and the environment.	
4.24. Waste Management + Design waste storage facilities to minimise impacts on the streetscape, building entry and amenity of residents. + Minimise domestic waste by providing safe and convenient source separation and recycling.	

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A8 – SUSTAINABILITY CHECKLIST

This checklist assists proponents and assessors to develop a Sustainability Report as outlined in 4.22 Energy Efficiency and 4.23 Water Management and Conservation

Its purpose is to establish sustainability commitments. Applications may not need to meet all items below.

OBJECTIVES	ITEMS	PROVIDED COMMENTS?
4.22 Energy Efficiency + Establish appropriate energy efficiency commitments in the development application stage. + Minimise energy use and emissions through passive strategies, supported by active systems.	+ Adequate natural light is provided to habitable rooms.	
	+ Adequate natural ventilation is provided to habitable rooms.	
	+ Compliance with NCC requirements for residential energy efficiency. Targeted NatHERS rating against the minimum.	
	+ Electricity and gas consumption (if connected) should be individually metered.	
	+ Identify opportunities for alternative energy sources.	
	+ Reduced use of masonry and concrete constructions.	
	+ Consider timber for appropriate, low-maintenance uses.	
	+ Consider robust materials.	
	+ Favor locally sourced materials where suitable.	
	+ Passive solar design according to climate zone.	
	+ Building sealing performance.	
	+ Well-located, screened outdoor clothes drying areas.	

OBJECTIVES	ITEMS	PROVIDED COMMENTS?
4.23 Water Management and Conservation + Establish appropriate water management and conservation commitments at the development approval stage. + Minimise scheme water consumption throughout the development. + Manage stormwater on-site in accordance with the adopted Urban Water Management Plan (UWMP). + Ensure that flooding impacts will be minimal for occupants, buildings and the environment.	+ Central domestic hot water, and central space heating and cooling systems have been assessed by services engineers.	
	+ Common area energy offset by sufficient onsite renewable energy generation.	
	+ Provide a means by which multi-residential building occupants can install renewable energy systems, or share in a larger communal system.	
	+ Identify onsite, or nearby offsite opportunities for alternative water sources.	
	+ All fittings and appliances should be within one level (or 'star') of the highest level currently available under the WELS system for the particular product type.	
	+ Dwellings should be individually metered for water consumption.	
	+ Any common area services are to be installed with 'dual plumbing' and connected to an appropriately sized rainwater tank.	
	+ Provide dual plumbing to all dwellings.	
	+ Greywater systems should be considered as a means for meeting the overall objective of reducing scheme water use.	
	+ Plumbing should be 'grey water ready' as per guidance from the Grey Water Industry Group.	
	+ Options for alternative water sources for irrigation use must have been assessed by services engineers for larger developments.	
	+ Where fit-for-purpose water schemes are proposed for landscape irrigation, appropriate allowances for setbacks must be made in accordance with WA health regulations.	
	+ Water sensitive urban design systems are designed by a suitably qualified professional.	

A8 – SUSTAINABILITY CHECKLIST

OBJECTIVES	ITEMS	PROVIDED COMMENTS?
	+ Review the site analysis documentation for any opportunities to manage stormwater that may have been identified.	
	+ Stormwater is to be managed onsite. As much as possible, onsite infiltration is preferred.	
	+ Ensure sufficient space is allowed for the provision of rainwater tanks, stormwater detention/retention and any onsite water and wastewater treatment systems.	

GLOSSARY

DEFINITIONS OF TERMS USED

Unless the context requires otherwise, words and expressions have the meaning given to them below.

ACOUSTIC PRIVACY

Freedom from sound-based disturbance between dwellings, between dwellings and commercial areas, and between external and internal spaces.

ACTIVE FRONTAGES

Building frontage which contains uses that promote both activity on the street and active visual engagement between the street and the ground floor of the building.

ACTIVITY CENTRE

Community focal points within an urban area that include activities such as commercial, retail, higher- density housing, entertainment, tourism, civic, community, higher education, and medical services. Activity centres vary in size and composition and are designed to be well-serviced by public transport.

ADAPTIVE REUSE

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

ADAPTABLE HOUSING

Dwellings designed and built to accommodate future changes to suit occupants with mobility impairment or life cycle needs.

AMENITY

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

APARTMENT (OR MULTIPLE DWELLING) - A DWELLING:

+ in a building containing two or more dwellings; or
+ in a mixed use development
+ but does not include a grouped dwelling.

APPLICANT

A person, company or body authorised by the owner to make an application for development, subdivision or other application under the Scheme, or to act on any other matter in relation to the land.

AT-GRADE

Located at same height as ground level.

BALCONY

A balustraded platform on the outside of a dwelling with access from an upper internal room.

BCA

Building Code of Australia. Refer also to NCC.

BUILDING

+ Any structure whether fixed or moveable, temporary or permanent, placed or erected on land, and the term includes dwellings and structures appurtenant to dwellings such as carports, garages, verandahs, patios, outbuildings and retaining walls, but excludes boundary fences, pergolas and swimming pools.
+ Any structure whether fixed or moveable, temporary or permanent, placed or erected on land

BUILDING ENVELOPE

An expression of the intended maximum extents of development for a site, defined by a combination of building height limits and setbacks from street, side and rear boundaries.

BUILDING HEIGHT

The full and greatest height of a building or structure, as measured at any point from natural ground level to the highest point of any roof vertically above that point.

BUILDING LINE

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

BUILDING MASSING

Refers to the overall shape, form and size of a building.

CLIMATE ZONE

Based on extract of climate zone published by ABCB (See map at the end of this section). Western Australia is divided into 5 climate zones based on humidity and temperature, ranging from temperate in the south-west to hot- arid in the interior to hot-humid in the north.

COMMUNAL OPEN SPACE

Outdoor areas within the lot and either at ground level or on structure that is accessible to and shared by residents for common recreational use and in some instances accessible to the public. It must promote gathering and social interaction. It does not include primary external circulation areas for vehicles or pedestrians however a seating niche or small gathering space within a circulation area is included. A minimum dimension is applicable for the main (largest) component.

CROSSOVER

The vehicle access point (or driveway) running from the property boundary to the edge of the road.

DEVELOPMENT

As defined by the Planning and Development Act 2005: Development or use of any land including:

+ Any demolition, erection, construction, alteration of, or addition to, any building or structure on the land.
+ The carrying out of any excavation or other works on the land.
+ Under the "Heritage Act 1990" which applies to any act or thing that is likely to change the character of that place or the external appearance of any buildings, or, would constitute an irreversible alteration of the fabric of any building.

DEVELOPMENT APPLICATION

An application for approval to undertake development submitted to the approval Authority.

DEVELOPMENT APPROVAL

An Approval to undertake Development issued by the Authority, including the approval form and any conditions of approval and all plans and documents of that approval.

DRIVEWAY

The portion of the paved vehicle access way between a car parking area and the property boundary, excluding any associated landscaping or pedestrian path on either side.

DUAL ASPECT APARTMENT

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

DUAL KEY APARTMENT

An apartment with a common internal corridor and lockable doors to sections within the apartment so that it is able to be separated into 2 independent units.

Under the BCA, dual key apartments are regarded as two sole occupancy units. They are also considered as two units when calculating apartment mix.

Dual plumbing (or third-pipe system) - provision for immediate or future grey-water harvesting and reuse in the plumbing of domestic systems.

DWELLING

A building or portion of a building being used, adapted, or designed or intended to be used for the purpose of human habitation on a permanent basis by a single person, a single family, or no more than six persons who do not comprise a single family.

EFFECTIVE OPENABLE AREA

The minimum area of clear opening of a window that can take part in providing natural ventilation. Refer to detailed definition in the BCA.

GROSS SITE AREA

The total area of the lot or lots on which development is proposed to be carried out.

LAND USE

The development or use of land for a specified purpose. Including but not limited to the land uses listed in Scheme Amendment No.1.

LANDSCAPE CHARACTER

The distinct and recognisable pattern of elements that occurs consistently in a particular type of landscape, and how this is perceived by people. It reflects particular combinations of geology, landform, soils, vegetation, land use and human settlement.

LANEWAY

Means a narrow local street type without a verge located along the rear and/or side property boundary, typically used in more dense residential areas when smaller lot layouts justify rear garaging, and where alternative vehicle access is needed for lots fronting busy streets or parks. (Liveable Neighbourhoods)

LEGIBILITY

Where the design of the urban form, including the local street and public open space networks provides a sense of direction and connection, giving clear signals regarding the spatial layout and geography of an area.

LIVEABLE HOUSING

Dwellings designed for accessibility and long-term adaptability. WA Liveable Homes standards are applicable in relation to this policy.

LOCAL IDENTITY

The natural, cultural and historic characteristics of an area that are intrinsic to the locality, and which the local community relate to. See also sense of place.

MIXED USE DEVELOPMENT

Buildings that contain commercial and other non-residential uses in conjunction with residential dwellings in a multiple dwelling configuration.

The compatible mixing of a range of uses, integrated in close proximity to each other to improve the efficiency and amenity of neighbourhoods, reduce travel demand, increase walkability, and make more efficient use of available space and buildings.

MULTIPLE DWELLING (OR APARTMENT) - A DWELLING:

+ in a building containing two or more dwellings; or

+ in a mixed use development

+ but does not include a grouped dwelling

NATURAL CROSS VENTILATION

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

NATURAL GROUND LEVEL (NGL)

The levels on a site which precede the proposed development, excluding any site works unless approved by the decision-maker or established as part of subdivision of the land preceding development. Natural ground level within a site can be determined by interpolation between the levels at the site boundary.

NCC

National Construction Code, comprising the Building Code of Australia (BCA) and Plumbing Code of Australia (PCA).

OPEN SPACE

Generally that area of a lot not occupied by any building and includes:

+ open areas of accessible and useable flat roofs and outdoor living areas above natural ground level;
+ areas beneath eaves;
+ verandahs, patios or other such roofed structures not more than 0.5m above natural ground level, unenclosed on at least two sides, and covering no more than 10 per cent of the site area or 50m2 whichever is the lesser;
+ unroofed open structures such as pergolas;
+ uncovered driveways (including access aisles in car parking areas) and uncovered car parking spaces;

but excludes:

+ non-accessible roofs, verandahs, balconies and outdoor living areas over 0.5m above natural ground level; and/or
+ covered car parking spaces and covered walkways, areas for rubbish disposal, stores, outbuildings or plant rooms.

PASSIVE SURVEILLANCE

Actual and perceived monitoring of public spaces by people as they go about their daily activities. Commonly referred to as 'eyes on the street'.

PERMEABLE SURFACE OR PERMEABLE PAVEMENT

Ground surface treatments that allow rainwater to drain through to subterranean aquifers.

PODIUM

The base of a building upon which taller (tower) elements are positioned.

PRECINCT

A definable area within a project area.

PRIVATE OPEN SPACE

Outdoor space located at ground level or on a structure that is within private ownership and provided for the recreational use of residents of the associated dwelling. It excludes car parking spaces and access ways.

PUBLIC CAR PARKING

Parking that is provided or offered to members of the public whether or not upon payment of a fee or subject to other condition, but does not include parking that involves the use of a reserved or dedicated parking bay.

PUBLIC DOMAIN

+ places accessible for common use by the public, including both the natural and built environment. It often includes streets, parks, and public walkways.
+ also public realm, means the public setting of place that people can see and access, and interact with each other and their surroundings, including public land, public places, public gardens, streets, laneways, footpaths and the associated environmental setting and building frontages.

PUBLIC OPEN SPACE

Publicly accessible land set aside for the purpose of public enjoyment and protection of unique, environmental, social and cultural values for existing and future generations. It is vested in or under the control of a public authority.

SCREENING
Permanently fixed external perforated panels or trellises composed of solid or obscured translucent panels.

SENSE OF PLACE
The essential memorable and recognisable characteristics of an area.

SERVICE AREA
Areas designated for building services installed to make the building functional, comfortable, efficient and safe.

SETBACK
The horizontal distance between a wall at any point and an adjacent lot boundary, measured at right angles (90 degrees) to the boundary.

SIGHTLINES
Lines of clear physically uninterrupted sight.

SINGLE ATTACHED DWELLING
Single attached dwelling means one of a group of two or more attached dwellings, each being separated by a common wall and may include a row house, terrace house or town house, not located above or below another dwelling.

SITE
In the case of apartment development, the lot (or parent lot where the lot is subdivided under strata title) on which the dwellings stand.

SITE-RESPONSIVE
Deriving from analysis of the physical characteristics of an area (such as landform, views, prevailing breezes, environmental features) and to manage constraints and opportunities to create optimum design outcomes.

SOFT LANDSCAPE
Any landscaped area with a minimum soil depth of 300mm that contains in-ground planting, and is exclusive of removable planter boxes/pots and porous paving areas. Turf is included.

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

SOLAR COLLECTORS
Solar collecting components of the following: thermal heating systems, photovoltaic systems and skylights.

STOREY
A space within a building that is situated between one floor level and the floor level next above, or if there is no floor above, the ceiling or roof above, but does not include:

+ A space that contains only a lift shaft, stairway or meter room; or
+ A basement that is at least 50% by volume below natural ground level and no greater than 1 metre above natural ground level adjacent to any street boundary.

STREET
Any public road, communal street, private street, right- of-way or other shared access way that provides the principal frontage to a dwelling but does not include an access to a single battleaxe lot.

STREETSCAPE
The visible components in a street between the facing buildings, including the form of the buildings, garages, setbacks, fencing, driveways, utility services, street surfaces, street trees and street furniture such as lighting, signs, barriers and bus shelters.

STORMWATER

urban surface water runoff from rain events, consisting of rainfall runoff and any material (soluble and insoluble) mobilised in its path of flow.

UNIVERSAL ACCESS

The design of products and environments to be usable by all people, to the greatest extent possible, without the need for adaptation or specialised design

UNIVERSAL DESIGN

Universal design is the design of products and environments that are inherently accessible to all, including older people and people with disability.

VISUALLY PERMEABLE

In reference to a wall, gate, door, screen or fence that the vertical surface, when viewed directly from the street, has:

+ continuous vertical or horizontal gaps of 50mm or greater width occupying not less than one third of the total surface area;
+ continuous vertical or horizontal gaps less than 50mm in width, occupying at least one half of the total surface area in aggregate; or
+ a surface offering equal or lesser obstruction to view.

WAPC

Western Australian Planning Commission, or its successor.

WATER SENSITIVE URBAN DESIGN

A planning and design approach that integrates water cycle management into the built form of houses, allotments, streets, suburbs and master planned communities.

WORKING DRAWINGS

Plans and supporting details, reports and documentation that form part of a building permit application to a Permit Authority, copies of which are provided to the Authority prior to submitting a building permit application.

Hames Sharley

Subdivision and Development Guidelines Policy

Objectives

1. To provide greater clarity and certainty of subdivisional requirements within the City of Albany.

2. Ensure development occurs in accordance with current legislation and best minimum engineering standards.

Policy Statement

3. All subdivision and development within the City of Albany is to be in accordance with the City of Albany's *Subdivision and Development Guidelines 2018* addendum to Institute of Public Works Engineering Australasia's (IPWEA) *Local Government Guidelines for Subdivisional Development, November 2017.*

Scope

4. Design and construction of all civil infrastructure associated with the subdivision and development of land within the City of Albany.

Legislative and Strategic Context

Legislation that sets the legal framework which governs subdivisional development within City of Albany includes:

- *Planning and Development Act 2005;*
- *Environmental Protection Act 1986 and Environment Protection Regulations 1987;*
- *Contaminated Sites Act 2003;*
- *Disability Services Act 1993;*
- *Health Act 1911; Planning and Development Act 2005; Bush Fires Act 1954;*
- *Conservation and Land Management Act 1945;*
- *Native Title Act 1993 and Amendments 1998 (Federal);*
- *Aboriginal Heritage Act 1972;*
- *Local Government Act 1995;*
- *Fire and Emergency Services Authority WA Act 1998;*
- *Occupational Safety and Health Act 1984; and*
- *Environmental Protection and Biodiversity Conservation Act 1999 as amended (Federal).*

Review Position and Date

5. This policy should be reviewed every two (2) years to align with IPWEA's commitment to update the local government guidelines every two (2) years.

Document Approval			
Document Development Officer:		Document Owner: *(Member of EMT)*	
Alan Millar – Development Engineer		Paul Camins – Executive Director Development Services	
Document Control			
File Number - Document Type:	CM.STD.7 – Policy		
Synergy Reference Number:	XX		
Status of Document:	Council decision: Draft		
Quality Assurance:	Executive Management Team		
Distribution:	Internal Document, Public Document		
Document Revision History			
Version	Author	Version Description	Date Completed
1.0	Alan Millar	Initial issue for Council approval.	27/07/2018

NOTES:
1. UPPER FINISHED FLOOR LEVEL = UFFL
2. LOWER FINISHED FLOOR LEVEL = LFFL
3. GARAGE FINISHED FLOOR LEVEL = GFFL

FREDERICK STREET

VIEW POINT

TBM
Nail & Plate In Bitumen
RL = 10.00m

LANDSCAPING IN VIEW CORRIDOR TO BE LOW HEIGHT TO PREVENT VISUAL OBSTRUCTION

SECOND STOREY WINDOWS TO BE OFFSET WITH ADJOINING DWELLING

Kerb

Foot Path

STEPS

2 X VISITORS PARKING BAYS

8 X PARKING BAYS FOR PROPOSED OFFICE

BUILDING 1

EXISTING BUILDING TO REMAIN FOR OFFICE

A
610m²

Common Property
823m²

PROPOSED 6M WIDE RECIPROCAL RIGHT OF CARRIAGE WAY (R.R.O.C.W) 5M WIDE CONSTRUCTED DRIVEWAY

2 X PARKING BAYS ON SPENCER STREET

SPENCER

POSSIBLE SECURITY GATE

3.5M WIDE CONSTRUCTED DRIVEWAY BETWEEN EXISTING BUILDINGS

LETTERBOXES & SERVICE METERS

3 X PARKING BAYS FOR OFFICE/STUDIO

BUILDING 2

EXISTING BUILDING TO REMAIN FOR OFFICE/STUDIO

B1
340m²

B2
204m²

B3
176m²

B4
177m²

GFFL 5m RL

GFFL 5.5m RL

LFFL 4.5m RL

LFFL 5m RL

LFFL 4.5m RL

COURTYARD 3.5m RL MAX

COURTYARD 4m RL MAX

3M WIDE DRIVEWAY RIGHT OF CARRIAGEWAY EASEMENT TO CHEYNE COTTAGE

C1
170m²
UFFL 9m RL
GFFL 5m RL

C2
170m²
UFFL 9m RL
GFFL 5m RL

C3
170m²
UFFL 9.5m RL
GFFL 5m RL

C4
200m²
UFFL 9.5m RL
GFFL 5m RL

4m WIDE FRONT BALCONIES ON C1-C4

3M WIDE DRIVEWAY

D1
178m²
GFFL 5m RL
LFFL 4.5m RL

D2
178m²
GFFL 5m RL
LFFL 4.5m RL

D3
229m²
GFFL 5m RL
LFFL 5.5m RL

COURTYARD

COURTYARD 3.5m RL MAX

COURTYARD 3.5RL MAX

SECOND STOREY WINDOWS TO BE OFFSET WITH ADJOINING DWELLING

STREET

3 X PARKING BAYS ON SPENCER STREET

Cetreline

Kerb

DRAINAGE AND SEWER OUTLET

1.5m SERVICE EASEMENT

SECOND STOREY WINDOWS TO BE OFFSET WITH ADJOINING DWELLING

VIEW CORRIDOR

Access to Cheyne Cottage

Development Guide Plan

LOT 14 SPENCER STREET ALBANY

CITY OF Albany

LEGEND
- Lot Boundaries
- Maximum 1.8m High Open Fence
- Maximum 1.8m High Closed Fence
- Maximum 0.9m High Open Fence
- Privacy Screening
- First Storey Setback
- Second Storey Setback (if varied from first storey)
- Compulsory Balcony Courtyard
- Building Envelope
- Designated Garage Location

This Detailed Area Plan has been adopted by Council and signed by the Manager of Planning for the City of Albany

Chief Executive Officer.....Date.....

SCALE AT A3 1:300

0 5 10 15

ALL DISTANCES ARE IN METRES

note:
This plan has been prepared for planning purposes. Areas, Contours and Dimensions shown are subject to survey

Drawn SDP 23-05-11 Checked SJB 23-05-11

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HG Ref 14120-07B

REPORT ITEM DIS127 REFERS

132

LOCAL DEVELOPMENT PLAN

Lots 213, 214 and 215 Spencer Street (corner Frederick Street)

City of Albany

2 carparking bays

2 carparking bays

M1
446m²
(5)

M2
448m²
(5)

DRIVEWAY / COMMON PROPERTY

R1
359m²

R7
283m²

OPEN SPACE
115m²

R2
273m²

R3
274m²

R6
256m²

R5
257m²

R4
257m²

PRIVATE ROAD / COMMON PROPERTY

(2) SERVICE CORRIDOR / FOOTPATH / COMMON PROPERTY

(2)

(1)

3m

3m

4m

400

401

401

3

4

4

2

1

3

133

LEGEND

- Local Development Plan Boundary
- Existing Lot Boundary
- Proposed Lot Boundary
- Minimum Building Setback (distances as shown)
- View Corridor
- Mixed Use
- Residential
- Open Space (Common Property)
- Common Property (access and servicing)
- Vehicle Access
- (2) Parking Area (and number of carparking bays)
- Pedestrian Access

The Local Development Plan has been approved pursuant to Schedule 2, Part 6, clause 52(1) of the Planning and Development (Local Planning Schemes) Regulations 2015.

Chief Executive Officer
City of Albany

Date

SCALE 1:400
SHEET A3

20m
10
0

NORTH

REV	DESCRIPTION	YYMMDD	APPRVD
E	LEGEND MODS	180131	ST
D	VARIOUS MODS	180124	ST
C	R1, R7, M1, M2, BAYS	171126	ST
B	ROAD NAMES	171016	ST
A	BASE PLAN	170904	ST

edge PLANNING & PROPERTY

Edge Planning & Property
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DRAWING NUMBER EP 170924 01

REV E

Issued for design intent only. All areas and dimensions are subject to detail design + survey.

REPORT ITEM DIS127 REFERS

LOCAL DEVELOPMENT PLAN PROVISIONS - LOTS 213, 214 AND 215 SPENCER STREET, ALBANY

Relationship to City of Albany Local Planning Scheme No. 1, Residential Design Codes and Other Planning Instruments

A) The provisions of the *City of Albany Local Planning Scheme No. 1* (LPS1) and the *Residential Design Codes* (R-Codes) are varied as detailed within this Local Development Plan (LDP).

B) Where related to residential development, the following standards constitute amendments to the R-Codes and operate as deemed-to-comply provisions.

C) Where residential development is consistent with the LDP on Lots R1 - R7 inclusive, there is no requirement for neighbour consultation and development approval.

D) Any variation to the deemed-to-comply provisions, as outlined in the LDP or the R-Codes, is required to be addressed through an application for development approval.

E) All other requirements of LPS1 and the R-Codes shall be satisfied in all other matters.

F) This LDP is to be read in conjunction with the *Albany Historic Town Design Policy* with relevant provisions of this Policy applied as appropriate to development of the LDP site.

Residential Design Codes

1. The R-Coding applicable to the LDP area is R60.

Streetscape

2. The facade of any building fronting Spencer Street is to be designed to complement the appearance of the existing buildings on Lots M1 and M2 in a manner consistent with 'recognised heritage conservation guidelines and principles'.

3. The minimum building setback on Lots R1, R2 and R3 from the Frederick Street property boundary is 3 metres.

4. Dwellings fronting Frederick Street are to be single storey in height at the street frontage (northern boundary) and be complementary to the bulk and character of the adjoining dwelling to the east (27 Frederick Street).

5. Buildings fronting Frederick Street or Spencer Street are to provide pedestrian access from the street elevation.

Design Elements

Heritage

6. The existing facades of the building on Lot M1 are to remain unaltered with the exception of the removal of the later and intrusive verandah and window additions. Any restoration of the building (i.e. replacement of the verandah or windows, repainting, etc.) should be authentic and be based on documentary and physical evidence.

7. The facade of the building on Lot M2 is permitted to be rationalised, such that only the windowed section of the facade, as well as the original timber trusses and south facing skylight windows, are retained either in-situ or reused within any development. The remainder of the facade fronting Spencer Street is to incorporate design elements of the building on Lot M2 in order to provide visual cues back to the retained structure.

8. Development is to conform to the City of Albany *Historic Town Design Policy* or any subsequent adopted Local Planning Policy.

9. Provided Provisions 2, 6 and 7 are addressed, there is scope for demolition of the existing buildings on Lots M1 and M2, with details to be set out in a Development Application and a Demolition Permit.

View Corridor

10. A view corridor from Frederick Street to the Penny Post building and existing oak tree on adjoining Lot 212 Stirling Terrace is to be maintained as shown on the LDP.

Building Height

11. Building height will be generally in accordance with Category B of Table 3 of the R-Codes, except as otherwise varied by this LDP. 'Natural ground level' will be considered the finished floor level (FFL) for the lower floor of each building.

12. The building height on Lots M1 and M2, for residential and non-residential development, is to be in accordance with Category B of Table 3 of the R-Codes. There is scope to have single storey and/or second storey development for all or parts of Lots M1 and M2.

13. Notwithstanding Provision 11, the maximum building height for dwellings on the Frederick Street frontage on Lots R1, R2 and R3 will be in accordance with Category A of Table 3 of the R-Codes. The purpose of this Provision is to ensure a single storey scale and bulk for these buildings when viewed from Frederick Street, whilst allowing for use of the existing fall of the site to establish an undercroft area under the FFL of the upper floor. Subject to detailed design and the location of the dwelling footprint, a two storey dwelling may be permitted on Lot R1 provided the maximum building height when viewed from the Frederick Street frontage is in accordance with Category A of Table 3 of the R-Codes.

Built Form, Materials and Colours: Lots R1 - R7

14. Built form, materials and colours should generally be consistent across Lots R1 - R 7 inclusive and complement surrounding and nearby buildings including historic listed buildings. External materials can include painted or rendered masonry, timber weatherboard or cement-cladding. Development should be sympathetic in form, size, bulk and setback to surrounding Frederick Street properties.

15. Use of unpainted or non-rendered face brick is not permitted.

16. Roof pitch for all new dwellings to be a minimum of 25 degrees with the roof ridges generally running north-south to optimise view corridors to the harbour. Small sections of flat roofs may be permitted if they facilitate 'good' design.

17. Unpainted 'Zincalume' roofing is required for all buildings. Roofing tiles are not permitted.

18. All dwellings on Lots R1-R7 inclusive are to be provided with a garage and/or carport constructed in materials to complement the dwelling.

Built Form, Materials and Colours: Lots M1 and M2

19. Built form, materials and colours should generally be consistent across both Lots and should respect the existing heritage values of the Lots. External materials can include painted or rendered masonry, timber weatherboard or cement-cladding.

20. Unpainted 'Zincalume' roofing is required for all buildings. Roofing tiles are not permitted.

Garage width

21. For Lots R4, R5 and R6, the garage door and its supporting structure can occupy up to 60% of the frontage of the private road/common property.

Fencing

22. Any fencing on the Frederick Street boundary of the LDP site is to be to the satisfaction of the City. Any fencing on the Frederick Street boundary is to be of uniform construction, visually permeable above 1.2 metres to a height no higher than 1.8 metres above the natural ground level. The fencing is not to be constructed in Colorbond.

Surveillance of the Open Space and Surveillance of the Common Property

23. Provision should be made for dwellings on Lots R1, R2, R6 and R7 so they offer passive surveillance where possible to the open space through the provision of major openings and habitable rooms.

24. Dwellings on Lots M2 and R7, abutting the common property, should be orientated so they offer passive surveillance over the common property through the provision of major openings and habitable rooms.

Setbacks

25. Minimum building setbacks are shown on the LDP that apply to certain setbacks for Lots R1 to R6 inclusive. No balconies, roofed patios and decks raised above 0.5 metre from the courtyard ground level are to be located within the identified building setback area. Averaging of the building setback from these identified boundaries is not supported.

26. No building is permitted in the common property.

27. The setbacks from other property boundaries can be nil. In order to maximise solar access, ventilation, streetscape and privacy, buildings are supported to be built to the boundary.

Open Space/Site Coverage

28. The minimum open space is 30% on Lots R1 - R7 inclusive.

29. A maximum plot ratio of 2:0 applies to Lots M1 and M2.

Landscaping

30. Landscaping in the common property is to be established and maintained by the Strata Company at all times.

31. The proponent is responsible for installing street trees bordering the site for the Frederick Street frontage to the satisfaction of the City.

Access and Parking

Vehicular Access

32. The existing Right of Carriageway easement to Cheyne Cottage, located within the common property to the south of Lots M2 and R7, is to be modified to pedestrian access only.

33. The location of vehicle access points is generally to accord with the LDP.

34. The private road/common property servicing Lots R1 - R7 inclusive, to have a 'reserve' width of at least 6 metres.

35. Vehicular access to garages and carports is to be from the preferred crossover locations (vehicle access) shown on the LDP unless approved by the City.

36. Crossovers are to be suitably constructed, drained and sealed in asphalt, concrete, brick paving or similar materials to the satisfaction of the City prior to occupation of the dwellings.

Parking

37. Two car parking spaces are to be provided per dwelling on Lots R1 - R7 inclusive.

38. Single garages only are permitted to Lots R1, R2 and R 3 from Frederick Street. A garage, carport or parking space for a second car for these Lots must be accessed from the private road/common property.

39. Visitor parking associated with Lots R1 - R7 inclusive are to be located as generally outlined on the LDP.

40. The four existing on-street car parking spaces in Spencer Street, adjoining the LDP site, provide an off-set for on-site car parking on Lots M1 and M2. In particular, the off-set is two car parking spaces for Lot M1 and two car parking spaces for Lot M2.

41. Car parking for the mixed use development is to be located as generally outlined on the LDP.

42. Two car parking spaces are provided in the common property to support development on Lot M2. The City will consider tandem parking in the common property, to the south of Lot M2, where suitable arrangements have been made.

43. The City will consider varying the car parking standards for the non-residential component on Lots M1 and M2 if suitable arrangements are made for reciprocal parking.

44. The City will consider a variation of up to 10% of the car parking standards on Lots M1 and M2 given the site's city centre location.

45. Development proposals generating additional car parking requirements may be required to make a cash in lieu payment for car parking.

Bicycle Parking

46. Appropriate bicycle parking and/or bicycle storage will be provided on the LDP site and addressed at the Development Application stage.

Non-Residential Uses

47. Development of Lots M1 and M2 is to incorporate commercial land uses such as 'office' and 'shop' on the ground floor for the section of the buildings fronting Spencer Street. A minimum of 60m2 of commercial floorspace is required per Lot.

48. Lots M1 and M2 are to be used for office accommodation or other non-residential use approved by the City. Car parking has been provided on the LDP for a maximum of 150m2 gross floor area (GFA) of non-residential use on Lot M1 and a maximum of 150m2 of GFA of non-residential use on Lot M2. Any increase in GFA will require the provision of additional car parking or other arrangements to the satisfaction of the City. Alternatively, satisfactory arrangements to expand the non-residential GFA on either Lot M1 or M2 can be considered if a smaller non-residential GFA is being used on the other Mixed Use lot and access to car parking bays can be secured to the satisfaction of the City.

49. Development of the upper floor of the building on Lot M2 must take into account the existing heritage elements of the building including two internal trusses, south facing windows and the need to let light in through these windows. The heritage elements can remain in-situ or be re-used within any development. Development of the upper storey is to minimise impact on the streetscape and must be setback appropriately from the Spencer Street frontage.

Servicing

50. Stormwater drainage is to be managed on site and released into the surrounding drainage system in accordance with *Better Urban Water Management Guidelines*, as approved by the City.

51. Appropriate arrangements are to be made at the Development Application stage regarding the approach to recycling and waste collection.

Incidental Development

52. Provision is to be made for centralised letter boxes for Lots R1-R7 inclusive near the entrance of the private road/common property from Frederick Street.

LOCAL DEVELOPMENT PLAN PROVISIONS

Lots 213, 213 and 215 Spencer Street (corner Frederick Street)

City of Albany

The Local Development Plan has been approved pursuant to Schedule 2, Part 6, clause 52(1) of the Planning and Development (Local Planning Schemes) Regulations 2015.

_____ _____

Chief Executive Officer
City of Albany

Date

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DRAWING NUMBER EP 170928 02 REV D

Local Development Plan

Lots 213, 214 & 215 Spencer Street, Albany

Prepared by Edge Planning & Property for Activ Foundation Inc.

www.edgeplanning.com.au

February 2018

Contents

LOCAL DEVELOPMENT PLAN REPORT – LOTS 213, 214 & 215 SPENCER STREET, ALBANY

1.0 INTRODUCTION

This report supports the Local Development Plan (LDP) for Lot 213, 214 and 215 corner of Spencer Street and Frederick Street, Albany (the site) which is shown in Attachment 1. In particular, it sets out the context, planning framework, the proposal and planning considerations.

The LDP (Attachment 2) is prepared pursuant to Schedule 2, Part 6, clause 48(1) of the *Planning and Development (Local Planning Schemes) Regulations 2015*.

The purpose of the LDP is to:

- provide a planning and design framework for the site as required by the *City of Albany Local Planning Scheme No. 1* (LPS1);
- set out variations to the *Residential Design Codes* (R Codes) in order to facilitate better design outcomes, provide appropriate flexibility, make an effective use of land and create attractive streetscapes;
- conserve heritage assets, promote infill residential development and support quality urban design outcomes;
- enhance, elaborate and expand on the details and guidance contained in the *Albany Historic Town Centre Design Policy*;
- support a coordinated approach to development of the site; and
- provide increased certainty to the City, the developer and future landowners regarding urban design and the overall look of the built environment.

2.0 THE SITE AND ITS CONTEXT

2.1 Cadastral and land management details

The site is owned by Activ Foundation Inc. The Certificates of Title are set out in Attachment 3. Cadastral details for the site are summarised below:

Lot	Plan No.	Volume	Folio	Area	Address
Lot 213 Spencer Street	406191	2909	453	618m^2	40 Spencer Street, Albany
Lot 214 Spencer Street	406191	2909	454	353^2	36 Spencer Street, Albany
Lot 215 Spencer Street	406191	2909	455	2719^2	38 Spencer Street, Albany

There is also land set aside for a private road. There are various easements (burdens) on the site for right of carriageway, drainage and power. The right of way provides access to 28 Stirling Terrace.

2.2 Context

The site adjoins the Albany city centre (see Attachment 1). The site is near a range of uses including residential, tourist accommodation, commercial and community. Most surrounding land is zoned 'Residential' with land on the western side of Spencer Street zoned 'Regional Centre'. The historic Norman House and Cheyne's Cottage are located to the south of the site, along with new student accommodation, at 28 Stirling Terrace.

2.3 Physical characteristics and servicing

The site has the following characteristics and features:

- it has previously been cleared of remnant native vegetation and it contains no environmental assets;
- the site has a moderate gradient. Elevation varies from approximately 25 metres AHD at the highest point in the north-east section to approximately 17 metres AHD in the south-west section;
- it is largely vacant but contains established buildings fronting Spencer Street, primarily used for commercial purposes, along with an outbuilding in the north-east section;
- practical vehicular access is via Spencer Street through a sealed private road;
- all relevant services are available to the site; and
- different parts of the site have external views including to Princess Royal Harbour, Mount Clarence and Mount Melville.

2.4 Heritage

The Department of Planning, Lands and Heritage's Aboriginal Heritage Inquiry System at https://maps.daa.wa.gov.au/ahis/ reveals there are no Registered Aboriginal Sites applying to the site. Additionally, the site does not contain any structure or place of historic heritage significance on the *City of Albany Municipal Inventory*. The site is also not on the State Heritage Register. Further details relating to heritage are outlined in section 5.7.

2.5 Bushfire management

The southern portion of the site is classified as a 'Bushfire Prone Area' as set out at https://maps.slip.wa.gov.au/landgate/bushfireprone/. A Bushfire Attack Level (BAL) assessment or BAL Contour Map will be prepared at the strata subdivision or Development Application stages.

3.0 PLANNING FRAMEWORK

3.1 Overview

The LDP is consistent with the planning framework including:

- *State Planning Strategy 2050*, the *Lower Great Southern Strategy 2016*, the *Great Southern Regional Planning and Infrastructure Framework (2015)* and the *Great Southern Regional Investment Blueprint (2015)* which classify Albany as a regional centre and a focus for population growth. The documents support infill development;
- *State Planning Policy No. 3 Urban Growth and Settlement* (2006) – this promotes a sustainable settlement pattern, using land efficiently, the provision of a wide variety and choice of housing and building on and within existing communities;
- *State Planning Policy No. 3.1 Residential Design Codes* (2015) – supports site responsive design, a range of living choices and promoting affordability. The LDP is consistent with the lot sizes for the R60 code. The LDP proposes minor modifications to the R Codes which are outlined in this report;
- *State Planning Policy No. 3.5 Historic Heritage Conservation (2007)* – policy objectives include to conserve places of historic heritage significance and ensure that development does not adversely affect the significance of heritage places and areas;

- *State Planning Policy No. 3.7 Planning in Bushfire Prone Areas* (2015) – the southern section of the site is classified as bushfire prone area as set out at https://maps.slip.wa.gov.au/landgate/bushfireprone/;
- *Liveable Neighbourhoods* (2009) – this promotes walkable neighbourhoods, the provision of a range of housing types and to efficiently use land. It promotes medium to high density housing in close proximity to areas with higher amenity such as activity centres. It recognises that cul-de-sacs are a legitimate component of the movement network as outlined in requirements R21, R22 and R23;
- *Development Control Policy 2.2 Residential Subdivision* – new residential lots are required to be capable of development, be located within an area which is suitable for subdivision in terms of its physical characteristics and be provided with an appropriate vehicle movement network;
- *DC 2.6 Residential Road Planning* – recognises that access places (short cul-de-sacs) are a legitimate component of the road hierarchy. Access places are shared pedestrian and vehicular spaces with pedestrians given priority and traffic speeds kept to a minimum. The reserve widths are in the range of 10 – 14.5 metres, have a carriageway of 4 – 5.5 metres in width, with the potential for widths to 3 metres where four or less dwellings are served. Section 3.6.6 states 'Footpaths will generally not be required for access places';
- *City of Albany Community Strategic Plan 2023 (2014)* – supports revitalising the central City area and to conserve and respect heritage assets;
- *Albany Local Planning Strategy* (2010) - relevant aims include supporting infill development and promoting a diversity of housing. The site is identified as 'urban' on Strategic Plan – Urban;
- *City of Albany Local Planning Scheme No. 1* - the site is zoned 'Residential R60' within 'Additional Use Area AU12'. An extract is of LPS1 is provided in Attachment 4. This sets out that a Development Guide Plan (now called a Local Development Plan) is required to be prepared. Further details of the current Development Guide Plan (DGP) are outlined in section 3.2;
- *Albany Historic Town Design Policy* – while the site is outside of the policy area, the objectives include to ensure that residential development compliments townscape character and residential streetscapes and responds sympathetically to topography;
- *Albany Town Centre Policy* – objectives include 'To ensure that the conservation of heritage buildings and places and compatible development is not prejudiced by onerous or undesirable on-site carparking requirements.' New buildings should:
  - establish an interesting and attractive edge to the public domain; and
  - not have to imitate the materials, colours or finishes of existing buildings in the locality. The emphasis is on the blending of new buildings with the best elements of the existing streetscape; and
- *Albany Central Area Masterplan* (2010) – the site is located outside the core area and is within an 'area of influence'. The masterplan promotes a 'vibrant, safe, accessible, liveable and commercially successful neighbourhood'. It promotes new residential and mixed use development to promote vibrancy and life in the central area.

3.2 Development Guide Plan and approved strata subdivision

The site is subject to an approved DGP which was adopted by the Council in 2012. The DGP is shown in Attachment 5 which proposes 12 lots for mixed use and residential purposes. In addition, the site has received strata subdivision approvals including for Application 448-17 which was issued by the Western Australian Planning Commission (WAPC) on 26 July 2017.

4.0 PROPOSAL

4.1 LDP summary

The LDP is provided in Attachment 2 which provides a planning and design framework for the site which conserves heritage assets, promotes mixed use and residential development and supports quality urban design outcomes. Key components of the LDP include that it:

- promotes the retention of the existing facades fronting Spencer Street;
- proposes a mixed use precinct in the western section (Lots M1 and M2) and a residential precinct in the central and eastern sections (seven residential lots ranging in size between 256m^2 to 359m^2);
- proposes a small area of open space (common property) as a meeting place for residents;
- proposes a new private road/common property connecting to Frederick Street to service the residential precinct;
- provides a service corridor and footpath (common property) to the south of Lots M2 and R7;
- shows vehicular circulation, on-site car parking areas along with on-street car parking;
- removes the vehicular right of access, based on in-principle agreement with the owner of 28 Stirling Terrace, with instead a pedestrian link connecting Spencer Street with 28 Stirling Terrace;
- promotes pedestrian accessibility connecting the residential precinct with Spencer Street and connecting the site to 28 Stirling Terrace;
- identifies a view corridor between Frederick Street and the University of Western Australia campus (former post office);
- sets out minimum setbacks from the Frederick Street boundary and the southern boundary adjoining 28 Stirling Terrace; and
- sets out LDP provisions.

Complementing the LDP are a Site Plan – Ground Floor Level (Attachment 6), a Site Plan – First Floor Level (Attachment 7) and proposed site sections (Attachment 8).

4.2 Design considerations

The LDP responds to the site's opportunities and constraints, the site's location, market research, feasibility considerations along with the planning framework. Key changes from the DGP include creating a mixed use precinct and a separate residential precinct which includes removing the requirement for residential access past the commercial sites. Additionally the LDP increases the residential lot sizes, creates a residential access to Frederick Street and increases interaction with Frederick Street through pedestrian and vehicular connections.

The LDP offers housing choice in a highly walkable location with immediate access to commercial development and other facilities. Further details relating to design considerations are outlined in section 5.

4.3 Modifications to the Residential Design Codes

The LDP proposes that the some of the deemed-to-comply provisions of the R Codes are varied to facilitate better design outcomes, provide appropriate flexibility, assist to effectively use land and to create attractive streetscapes for Lots R1 – R7. These proposed variations to the R Codes are summarised as follows:

- reducing the minimum open space from 40% to 30%;
- a reduced front setback from the primary street (private road) from 2 metres to nil metres (excluding eaves), to allow better utilisation of the lots. Given the private road is 'internalised' there is limited off-site impact;
- rather than using Tables 2a and 2b for the 'rear' setback for Lots R1, R2 and R3 to Frederick Street, set a minimum building setback of 3 metres. These lots have dual street frontage and Frederick Street is identified as a 'secondary' street. Frederick Street is a wide road reserve adjoining the site and a 3 metre setback is consistent with the setbacks of nearby dwellings on Frederick Street; and
- for lots accessing the private road, the garage door and its supporting structure can occupy up to 60% of the lot frontage on the private road frontage.

The proposed variations to the R Code are considered appropriate and will have limited impact on streetscapes or nearby development.

5.0 PLANNING CONSIDERATIONS AND PLANNING JUSTIFICATION

5.1 Suitability of the site for residential and mixed use development

The site is considered suitable for medium density residential and mixed use development given the approved DGP, the site's central location and the site's zoning in LPS1. Additionally:

- the planning framework promotes infill development on land near activity centres;
- the central area location promotes walking to shopping, leisure, community and other facilities and decreases car dependency;
- it will provide a range of economic, social and sustainability benefits including adding to the vibrancy and economic viability of the city centre;
- the use is compatible with adjoining and nearby development;
- it adds to housing choice in the Albany central area; and
- the development will be appropriately serviced.

As previously mentioned, the LDP proposes to increase the residential lot sizes compared to the DGP based on market research and to reflect the site's location and characteristics.

5.2 Streetscape

The LDP promotes the retention of the existing facades fronting Spencer Street. As part of future development, the facade of any building fronting Spencer Street is to be designed to complement the appearance of the existing buildings on Lots M1 and M2 in a manner consistent with 'recognised heritage conservation guidelines and principles'.

In accordance with nearby development, dwellings fronting Frederick Street are to be single storey in height at the street frontage (northern boundary) and be complementary to the bulk and character of the adjoining dwelling to the east (27 Frederick Street). The minimum building setback on Lots R1, R2 and R3 from the Frederick Street property boundary is 3 metres.

A view corridor from Frederick Street to the Penny Post building and existing oak tree on adjoining Lot 212 (No. 28) Stirling Terrace is to be maintained as shown on the LDP.

Any fencing on the Frederick Street boundary of the LDP site is to be to the satisfaction of the City including of uniform construction, visually permeable above 1.2 metres to a height no higher than 1.8 metres above the natural ground level.

To promote social interactions, the buildings fronting Frederick Street or Spencer Street are to provide pedestrian access from the street elevation.

5.3 Building design considerations and features

The LDP responds to the planning framework, the site's heritage assets, site context, and promoting mixed use and residential development. The LDP seeks to facilitate good design outcomes, attractive streetscapes and complement the area.

The LDP integrates and is compatible with the area's amenity and existing environment. Implementation of the LDP will retain and/or enhance the area's character and amenity, given the anticipated development design. The proposed development is considerable consistent with surrounding development.

Attachment 8 shows proposed site sections including in relation to Cheyne's Cottage.

Proposed residential development will:

- have a design, scale and form with a high quality finish which is consistent with surrounding development including historic listed buildings;
- require the roof pitch to be a minimum of 25°, for all new dwellings;
- have materials and colours consistent with surrounding development;
- have a building height generally in accordance with Category B of Table 3 of the R-Codes. The building height on Lots M1 and M2, for residential and non-residential development, is to be in accordance with Category B of Table 3 of the R-Codes. There is scope to have single storey and/or second storey development for all or parts of Lots M1 and M2;
- have adequate standard of light, winter sun, privacy and amenity;
- have an appropriate energy rating; and
- be orientated so they offer passive surveillance where possible to the public domain through the provision of major openings and habitable rooms.

The maximum building height for dwellings on the Frederick Street frontage on Lots R1, R2 and R3 will be in accordance with Category A of Table 3 of the R-Codes. This is to ensure a single storey scale and bulk for these dwellings when viewed from Frederick Street, whilst allowing for use of the existing fall of the site to establish an undercroft area under the finished floor level of the upper floor. Subject to detailed design and the location of the dwelling footprint, a two storey dwelling may be permitted on Lot R1 provided the maximum building height when viewed from the Frederick Street frontage is in accordance with Category A of Table 3 of the R-Codes.

Development is to conform to the City of Albany *Historic Town Design Policy* or any subsequent adopted Local Planning Policy.

The above and other matters will be considered in further detail at the Development Application and Building Permit stages.

Given the site's topography and the height limitations, the proposed development will have limited visual impact on the properties to the north of Frederick Street. Additionally, the height restrictions and setbacks from the southern boundary will ensure overshadowing complies with the R-Codes.

5.4 Setbacks

Building setbacks on Lots M1 and M2 can be nil to boundaries.

The LDP outlines minimum building setbacks for certain setbacks for Lots R1 to R6. No balconies, roofed patios and decks raised above 0.5 metre from the courtyard ground level are to be located within the identified building setback area. Averaging of the building setback from these identified boundaries is not supported.

The setbacks from other property boundaries on Lots R1 - R7 can be nil. In order to maximise solar access, ventilation, streetscape and privacy, buildings are supported to be built to the boundary.

No building is permitted within common property.

5.5 Non-residential uses

As outlined earlier, the LDP proposed a mixed use precinct in the western section. There is a requirement that commercial development, such as office or shop are provided on the ground floor for the section of the buildings on Lots M1 and M2 which front Spencer Street. A minimum of 60m^2 of commercial floorspace is required per lot.

5.6 Open space, landscaping and public open space

It is proposed that the minimum open space provision is 30% on Lots R1 – R7. Each residential lot will provide private open space such as a courtyard and landscaped areas. Additionally, the LDP proposes open space (as part of the common property) which will provide opportunity for residents to meet and relax.

Given the site has been previously cleared, future replanting and landscaping will enhance the area's amenity including positively contributing to the streetscape. The preliminary concept is to use a mixture of local native and water-wise exotic species that are appropriate in an urban setting which are approved by the City.

The proponent will establish street trees for the Frederick Street frontage adjoining the site. Street trees may also be planted in the private road 'reserves' (common property) subject to detailed design.

Landscaping in common property areas are to be established and maintained by the Strata Company at all times.

There is a requirement for the subdivider to provide a cash-in-lieu contribution for public open space.

5.7 Heritage

The existing facades of the building on Lot M1 are to remain unaltered with the exception of the removal of the later and intrusive verandah and window additions. Any restoration of the building (i.e. replacement of the verandah or windows, repainting, etc.) should be authentic and be based on documentary and physical evidence.

The facade of the building on Lot M2 is permitted to be rationalised, such that only the windowed section of the facade, as well as the original timber trusses and south facing skylight

windows, are retained either in-situ or reused within any development. The remainder of the facade fronting Spencer Street is to incorporate design elements of the building on Lot M2 in order to provide visual cues back to the retained structure.

The development of the upper floor of the building on Lot M2 must take into account the existing heritage elements of the building including two internal trusses, south facing windows and the need to let light in through these windows. The heritage elements can remain in-situ or be re-used within any development. Development of the upper storey is to minimise impact on the streetscape and must be setback appropriately from the Spencer Street frontage.

Other than the Spencer Street facades, there is scope for demolition of the existing buildings on Lots M1 and M2, with details to be set out in a Development Application and a Demolition Permit.

5.8 Traffic impact, vehicle access and circulation

Various traffic impact studies have been prepared for the central area. In summary, the adjoining and nearby road network and intersections have sufficient capacity to address traffic generation from the proposed development. It is highlighted that the LDP proposes less lots and there will accordingly be less traffic than the DGP and approved strata subdivision.

The LDP outlines vehicle access points and circulation areas through using existing access from Spencer Street along with an additional access to Frederick Street. Parking and vehicle circulation will be designed to enable vehicles to enter and leave the site in a forward gear, with the exception of the existing parking south of Lot M2 in the service corridor (common property).

The residential precinct will be serviced by a private road/common property (also known as access place) servicing Lots R1 – R7 inclusive which will be common property and will not be vested with the City as a public road. The private road will have a 'reserve' width of 6 metres and an expected carriageway of between 4 – 5 metres. The cul-de-sac turning head is likely to be constructed in a 'hammerhead' design. It is not proposed that waste disposal/recycling trucks will enter the private road.

The private road will be appropriately designed, sealed and drained. In particular, the private road will be designed for local resident traffic only, in a controlled low-speed environment that enables vehicles and pedestrians to safely use the private road at the same time. The private road may incorporate a change of pavement colour and/or materials at the intersection with Frederick Street.

Vehicular access to garages and carports is to be from the preferred crossover locations (vehicle access) shown on the LDP unless approved by the City. Crossovers and driveways are to be suitably constructed, drained and sealed in asphalt, concrete, brick paving or similar materials to the satisfaction of the City prior to occupation of the dwellings.

5.9 Parking

The LDP will comply with the R Codes in terms of parking provision for the residential lots (Lots R1 – R7) with two car parking bays per dwelling along with the required number of visitor car parking bays.

There is considerable existing on-site car parking. Additionally, there are four on street carparking bays adjoining the site in Spencer Street.

Lots M1 and M2 are to be used for office accommodation or other non-residential use approved by the City. Car parking has been provided on the LDP for a maximum of 150m^2 gross floor area (GFA) of non-residential use on Lot M1 and a maximum of 150m^2 of GFA of non-residential use on Lot M2. Any increase in GFA will require the provision of additional car parking or other arrangements to the satisfaction of the City. Alternatively, satisfactory arrangements to expand the non-residential GFA on either Lot M1 or M2 can be considered if a smaller non-residential GFA is being used on the other Mixed Use lot and access to car parking bays can be secured to the satisfaction of the City.

There are also opportunities for reciprocal (shared) parking between the residential and office/commercial uses on the site. It is expected that the peak hours of operation of the residential and office uses are different and do not substantially overlap (i.e. parking will be used for offices during the day and parking will be predominantly used by residents at night).

The LDP proposes the following framework for car parking:

- car parking is to be located as generally outlined on the LDP which will provide an appropriate number of car parking bays;
- the on-site parking areas will generally be effectively screened from the public realm;
- the four existing on-street car parking spaces in Spencer Street, adjoining the LDP site, provide an off-set for on-site car parking on Lots M1 and M2. In particular, the off-set is two car parking spaces for Lot M1 and two car parking spaces for Lot M2;
- two car parking spaces are provided in the service corridor (common property) to support development on Lot M2. The City will consider tandem parking in the service corridor (common property) where suitable arrangements have been made;
- the City will consider varying the car parking standards for the non-residential component on Lots M1 and M2 if suitable arrangements are made for reciprocal parking;
- the City will consider a variation of up to 10% of the car parking standards on Lots M1 and M2 given the site's city centre location; and
- development proposals generating additional car parking requirements may be required to make a cash in lieu payment for car parking.

Details relating to car parking will be addressed at the Development Application and Building Permit stages.

In addition to the above, appropriate bicycle parking and/or bicycle storage will be provided on the LDP site with details to be addressed at the Development Application stage.

5.10 Pedestrian access

The LDP shows pedestrian access to and through the site which will benefit future residents on the site. Pedestrian access will be via the service corridor/footpath (common property) which connects the residential precinct with Spencer Street, as well as the private road/common property which connects the residential precinct with Frederick Street.

The existing Right of Carriageway easement to 28 Stirling Terrace is to be modified to pedestrian access only, with the existing access point into 28 Stirling Terrace to remain.

5.11 Stormwater management

The site forms part of a catchment which drains into Princess Royal Harbour. Stormwater from future development is required to be effectively managed to ensure there are limited off-site impacts and to meet the requirements of the City and WAPC in accordance with the *Better Urban Water Management Guidelines* and the City's *Subdivision and Development Guidelines*. This will require a water sensitive design that detains stormwater, promotes at source infiltration and removes nutrients and contaminants.

In particular, development is required to ensure that stormwater is designed to ensure that post development run-off rates are no greater than pre-development run-off rates. Stormwater drainage is to be managed on site and released into the surrounding drainage system as approved by the City. This will require at source detention through under-eave rainwater tanks and on-site infiltration including soak wells/storage pits and revegetating/landscaping sections of the site. Stormwater in major rainfall events will be directed to a legal point of discharge into the City's drainage system.

A stormwater management plan is required be submitted to and approved by the City for the site.

New buildings will need to be raised to ensure there is effective drainage and to prevent impacts on buildings from major rainfall events.

5.12 Other services

The site will be appropriately serviced in accordance with City and WAPC policies including reticulated sewerage, reticulated water and power. Servicing infrastructure is readily available through minor infrastructure upgrades and extension of services.

There is expected to be kerb-side pick-up of recycling, general waste and green waste. Appropriate arrangements are to be made at the Development Application stage.

5.13 Addressing amenity

The proposed residential development is consistent with adjoining residential uses. There are expected to be limited amenity issues between the uses on Lots M1 and M2 and adjoining Lots R1 and R7. This includes that the proposal is similar to the approved DGP and the range of permissible commercial uses in LPS1 are low-key for this site.

The main amenity issue may arise from non-residential activities outside of the site in the city centre. The recent survey strata approval included a condition requiring a section 70A notification to be placed on the titles which states:

> 'The lots are in close proximity to the Central Business District Area and the amenity of the lots could at times be affected by non-residential activities associated with the use of this area.'

It is recognised that the above notification is likely to be placed on future survey strata approvals issued by the WAPC associated with a proposal based on the LDP.

6.0 CONCLUSION

This report confirms that the LDP is consistent with the planning framework, the design recognises the site's context and the site is both suitable and capable of accommodating the proposed mixed use and residential development.

Justification has been provided in support of variations from the deeded-to-comply criteria of the R Codes.

The LDP is consistent with the principles of orderly and proper planning.

Implementation of the LDP will positively contribute to the area's amenity and provide an important supply of housing within the Albany central area.

ATTACHMENT 1

CONTEXT PLAN
Lots 213, 214 and 215 Spencer Street
(corner of Frederick Street)
Albany

LEGEND
Local Development Plan Site

0 20 40 60 80 100 m
1 : 2000 @ A3

A 170926 CONTEXT PLAN
REV YYMMDD DESC
DRAWING EP 170924 01

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ATTACHMENT 2

LOCAL DEVELOPMENT PLAN

Lots 213, 214 and 215 Spencer Street (corner Frederick Street)

City of Albany

2 carparking bays

2 carparking bays

M1
446m²
(5)

M2
448m²
(5)

DRIVEWAY / COMMON PROPERTY

R1
359m²

R7
283m²

OPEN SPACE
115m²

R2
273m²

R3
274m²

R6
256m²

R5
257m²

R4
257m²

PRIVATE ROAD / COMMON PROPERTY

(2) SERVICE CORRIDOR / FOOTPATH / COMMON PROPERTY

(2)

(1)

3m

3m

4m

400

401

401

3

4

4

2

1

3

151

LEGEND

- Local Development Plan Boundary
- Existing Lot Boundary
- Proposed Lot Boundary
- Minimum Building Setback (distances as shown)
- View Corridor
- Mixed Use
- Residential
- Open Space (Common Property)
- Common Property (access and servicing)
- Vehicle Access
- (2) Parking Area (and number of carparking bays)
- Pedestrian Access

The Local Development Plan has been approved pursuant to Schedule 2, Part 6, clause 52(1) of the Planning and Development (Local Planning Schemes) Regulations 2015.

Chief Executive Officer
City of Albany

Date

SCALE 1:400
SHEET A3

20m
10
0

NORTH

REV	DESCRIPTION	YYMMDD	APPRVD
E	LEGEND MODS	180131	ST
D	VARIOUS MODS	180124	ST
C	R1, R7, M1, M2, BAYS	171126	ST
B	ROAD NAMES	171016	ST
A	BASE PLAN	170904	ST

edge PLANNING & PROPERTY

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DRAWING NUMBER EP 170924 01

REV E

Issued for design intent only. All areas and dimensions are subject to detail design + survey.

REPORT ITEM DIS127 REFERS

LOCAL DEVELOPMENT PLAN PROVISIONS - LOTS 213, 214 AND 215 SPENCER STREET, ALBANY

Relationship to City of Albany Local Planning Scheme No. 1, Residential Design Codes and Other Planning Instruments

A) The provisions of the *City of Albany Local Planning Scheme No. 1* (LPS1) and the *Residential Design Codes* (R-Codes) are varied as detailed within this Local Development Plan (LDP).

B) Where related to residential development, the following standards constitute amendments to the R-Codes and operate as deemed-to-comply provisions.

C) Where residential development is consistent with the LDP on Lots R1 - R7 inclusive, there is no requirement for neighbour consultation and development approval.

D) Any variation to the deemed-to-comply provisions, as outlined in the LDP or the R-Codes, is required to be addressed through an application for development approval.

E) All other requirements of LPS1 and the R-Codes shall be satisfied in all other matters.

F) This LDP is to be read in conjunction with the *Albany Historic Town Design Policy* with relevant provisions of this Policy applied as appropriate to development of the LDP site.

Residential Design Codes

1. The R-Coding applicable to the LDP area is R60.

Streetscape

2. The facade of any building fronting Spencer Street is to be designed to complement the appearance of the existing buildings on Lots M1 and M2 in a manner consistent with 'recognised heritage conservation guidelines and principles'.

3. The minimum building setback on Lots R1, R2 and R3 from the Frederick Street property boundary is 3 metres.

4. Dwellings fronting Frederick Street are to be single storey in height at the street frontage (northern boundary) and be complementary to the bulk and character of the adjoining dwelling to the east (27 Frederick Street).

5. Buildings fronting Frederick Street or Spencer Street are to provide pedestrian access from the street elevation.

Design Elements

Heritage

6. The existing facades of the building on Lot M1 are to remain unaltered with the exception of the removal of the later and intrusive verandah and window additions. Any restoration of the building (i.e. replacement of the verandah or windows, repainting, etc.) should be authentic and be based on documentary and physical evidence.

7. The facade of the building on Lot M2 is permitted to be rationalised, such that only the windowed section of the facade, as well as the original timber trusses and south facing skylight windows, are retained either in-situ or reused within any development. The remainder of the facade fronting Spencer Street is to incorporate design elements of the building on Lot M2 in order to provide visual cues back to the retained structure.

8. Development is to conform to the City of Albany *Historic Town Design Policy* or any subsequent adopted Local Planning Policy.

9. Provided Provisions 2, 6 and 7 are addressed, there is scope for demolition of the existing buildings on Lots M1 and M2, with details to be set out in a Development Application and a Demolition Permit.

View Corridor

10. A view corridor from Frederick Street to the Penny Post building and existing oak tree on adjoining Lot 212 Stirling Terrace is to be maintained as shown on the LDP.

Building Height

11. Building height will be generally in accordance with Category B of Table 3 of the R-Codes, except as otherwise varied by this LDP. 'Natural ground level' will be considered the finished floor level (FFL) for the lower floor of each building.

12. The building height on Lots M1 and M2, for residential and non-residential development, is to be in accordance with Category B of Table 3 of the R-Codes. There is scope to have single storey and/or second storey development for all or parts of Lots M1 and M2.

13. Notwithstanding Provision 11, the maximum building height for dwellings on the Frederick Street frontage on Lots R1, R2 and R3 will be in accordance with Category A of Table 3 of the R-Codes. The purpose of this Provision is to ensure a single storey scale and bulk for these buildings when viewed from Frederick Street, whilst allowing for use of the existing fall of the site to establish an undercroft area under the FFL of the upper floor. Subject to detailed design and the location of the dwelling footprint, a two storey dwelling may be permitted on Lot R1 provided the maximum building height when viewed from the Frederick Street frontage is in accordance with Category A of Table 3 of the R-Codes.

Built Form, Materials and Colours: Lots R1 - R7

14. Built form, materials and colours should generally be consistent across Lots R1 - R 7 inclusive and complement surrounding and nearby buildings including historic listed buildings. External materials can include painted or rendered masonry, timber weatherboard or cement-cladding. Development should be sympathetic in form, size, bulk and setback to surrounding Frederick Street properties.

15. Use of unpainted or non-rendered face brick is not permitted.

16. Roof pitch for all new dwellings to be a minimum of 25 degrees with the roof ridges generally running north-south to optimise view corridors to the harbour. Small sections of flat roofs may be permitted if they facilitate 'good' design.

17. Unpainted 'Zincalume' roofing is required for all buildings. Roofing tiles are not permitted.

18. All dwellings on Lots R1-R7 inclusive are to be provided with a garage and/or carport constructed in materials to complement the dwelling.

Built Form, Materials and Colours: Lots M1 and M2

19. Built form, materials and colours should generally be consistent across both Lots and should respect the existing heritage values of the Lots. External materials can include painted or rendered masonry, timber weatherboard or cement-cladding.

20. Unpainted 'Zincalume' roofing is required for all buildings. Roofing tiles are not permitted.

Garage width

21. For Lots R4, R5 and R6, the garage door and its supporting structure can occupy up to 60% of the frontage of the private road/common property.

Fencing

22. Any fencing on the Frederick Street boundary of the LDP site is to be to the satisfaction of the City. Any fencing on the Frederick Street boundary is to be of uniform construction, visually permeable above 1.2 metres to a height no higher than 1.8 metres above the natural ground level. The fencing is not to be constructed in Colorbond.

Surveillance of the Open Space and Surveillance of the Common Property

23. Provision should be made for dwellings on Lots R1, R2, R6 and R7 so they offer passive surveillance where possible to the open space through the provision of major openings and habitable rooms.

24. Dwellings on Lots M2 and R7, abutting the common property, should be orientated so they offer passive surveillance over the common property through the provision of major openings and habitable rooms.

Setbacks

25. Minimum building setbacks are shown on the LDP that apply to certain setbacks for Lots R1 to R6 inclusive. No balconies, roofed patios and decks raised above 0.5 metre from the courtyard ground level are to be located within the identified building setback area. Averaging of the building setback from these identified boundaries is not supported.

26. No building is permitted in the common property.

27. The setbacks from other property boundaries can be nil. In order to maximise solar access, ventilation, streetscape and privacy, buildings are supported to be built to the boundary.

Open Space/Site Coverage

28. The minimum open space is 30% on Lots R1 - R7 inclusive.

29. A maximum plot ratio of 2:0 applies to Lots M1 and M2.

Landscaping

30. Landscaping in the common property is to be established and maintained by the Strata Company at all times.

31. The proponent is responsible for installing street trees bordering the site for the Frederick Street frontage to the satisfaction of the City.

Access and Parking

Vehicular Access

32. The existing Right of Carriageway easement to Cheyne Cottage, located within the common property to the south of Lots M2 and R7, is to be modified to pedestrian access only.

33. The location of vehicle access points is generally to accord with the LDP.

34. The private road/common property servicing Lots R1 - R7 inclusive, to have a 'reserve' width of at least 6 metres.

35. Vehicular access to garages and carports is to be from the preferred crossover locations (vehicle access) shown on the LDP unless approved by the City.

36. Crossovers are to be suitably constructed, drained and sealed in asphalt, concrete, brick paving or similar materials to the satisfaction of the City prior to occupation of the dwellings.

Parking

37. Two car parking spaces are to be provided per dwelling on Lots R1 - R7 inclusive.

38. Single garages only are permitted to Lots R1, R2 and R 3 from Frederick Street. A garage, carport or parking space for a second car for these Lots must be accessed from the private road/common property.

39. Visitor parking associated with Lots R1 - R7 inclusive are to be located as generally outlined on the LDP.

40. The four existing on-street car parking spaces in Spencer Street, adjoining the LDP site, provide an off-set for on-site car parking on Lots M1 and M2. In particular, the off-set is two car parking spaces for Lot M1 and two car parking spaces for Lot M2.

41. Car parking for the mixed use development is to be located as generally outlined on the LDP.

42. Two car parking spaces are provided in the common property to support development on Lot M2. The City will consider tandem parking in the common property, to the south of Lot M2, where suitable arrangements have been made.

43. The City will consider varying the car parking standards for the non-residential component on Lots M1 and M2 if suitable arrangements are made for reciprocal parking.

44. The City will consider a variation of up to 10% of the car parking standards on Lots M1 and M2 given the site's city centre location.

45. Development proposals generating additional car parking requirements may be required to make a cash in lieu payment for car parking.

Bicycle Parking

46. Appropriate bicycle parking and/or bicycle storage will be provided on the LDP site and addressed at the Development Application stage.

Non-Residential Uses

47. Development of Lots M1 and M2 is to incorporate commercial land uses such as 'office' and 'shop' on the ground floor for the section of the buildings fronting Spencer Street. A minimum of 60m2 of commercial floorspace is required per Lot.

48. Lots M1 and M2 are to be used for office accommodation or other non-residential use approved by the City. Car parking has been provided on the LDP for a maximum of 150m2 gross floor area (GFA) of non-residential use on Lot M1 and a maximum of 150m2 of GFA of non-residential use on Lot M2. Any increase in GFA will require the provision of additional car parking or other arrangements to the satisfaction of the City. Alternatively, satisfactory arrangements to expand the non-residential GFA on either Lot M1 or M2 can be considered if a smaller non-residential GFA is being used on the other Mixed Use lot and access to car parking bays can be secured to the satisfaction of the City.

49. Development of the upper floor of the building on Lot M2 must take into account the existing heritage elements of the building including two internal trusses, south facing windows and the need to let light in through these windows. The heritage elements can remain in-situ or be re-used within any development. Development of the upper storey is to minimise impact on the streetscape and must be setback appropriately from the Spencer Street frontage.

Servicing

50. Stormwater drainage is to be managed on site and released into the surrounding drainage system in accordance with *Better Urban Water Management Guidelines*, as approved by the City.

51. Appropriate arrangements are to be made at the Development Application stage regarding the approach to recycling and waste collection.

Incidental Development

52. Provision is to be made for centralised letter boxes for Lots R1-R7 inclusive near the entrance of the private road/common property from Frederick Street.

LOCAL DEVELOPMENT PLAN PROVISIONS

Lots 213, 213 and 215 Spencer Street (corner Frederick Street)

City of Albany

The Local Development Plan has been approved pursuant to Schedule 2, Part 6, clause 52(1) of the Planning and Development (Local Planning Schemes) Regulations 2015.

_____ _____

Chief Executive Officer
City of Albany

Date

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DRAWING NUMBER EP 170928 02 REV D

ATTACHMENT 3

314Y
Perth Batch
N412398

REGISTER NUMBER	
213/DP406191	
DUPLICATE EDITION	DATE DUPLICATE ISSUED
1	2/9/2016

WESTERN AUSTRALIA

DUPLICATE CERTIFICATE OF TITLE

VOLUME 2909 FOLIO 453

UNDER THE TRANSFER OF LAND ACT 1893

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

REGISTRAR OF TITLES WESTERN AUSTRALIA

LAND DESCRIPTION:

LOT 213 ON DEPOSITED PLAN 406191

REGISTERED PROPRIETOR:
(FIRST SCHEDULE)

ACTIV FOUNDATION INC OF PO BOX 446, WEMBLEY
(AF N412398) REGISTERED 18 AUGUST 2016

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

1. EASEMENT BURDEN CREATED UNDER SECTION 136C T.L.A. FOR RIGHT OF CARRIAGEWAY PURPOSES - SEE DEPOSITED PLAN 406191 AS CREATED ON DEPOSITED PLAN 401407
2. EASEMENT BURDEN CREATED UNDER SECTION 136C T.L.A. FOR RIGHT OF CARRIAGEWAY PURPOSES - SEE DEPOSITED PLAN 406191
3. EASEMENT BENEFIT CREATED UNDER SECTION 136C T.L.A. FOR RIGHT OF CARRIAGEWAY PURPOSES - SEE DEPOSITED PLAN 406191

Warning: A current search of the certificate of title held in electronic form should be obtained before dealing on this land. Lot as described in the land description may be a lot or location.

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

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:	DP406191.
PREVIOUS TITLE:	2890-777.
PROPERTY STREET ADDRESS:	NO STREET ADDRESS INFORMATION AVAILABLE.
LOCAL GOVERNMENT AREA:	CITY OF ALBANY.

314Y
Perth Batch
N412398

WESTERN AUSTRALIA

REGISTER NUMBER	
214/DP406191	
DUPLICATE EDITION	DATE DUPLICATE ISSUED
1	2/9/2016

DUPLICATE CERTIFICATE OF TITLE

VOLUME 2909 FOLIO 454

UNDER THE TRANSFER OF LAND ACT 1893

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

REGISTRAR OF TITLES WESTERN AUSTRALIA

LAND DESCRIPTION:

LOT 214 ON DEPOSITED PLAN 406191

REGISTERED PROPRIETOR:
(FIRST SCHEDULE)

ACTIV FOUNDATION INC OF PO BOX 446, WEMBLEY
(AF N412398) REGISTERED 18 AUGUST 2016

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

1. EASEMENT BURDEN CREATED UNDER SECTION 136C T.L.A. FOR RIGHT OF CARRIAGEWAY PURPOSES - SEE DEPOSITED PLAN 406191 AS CREATED ON DEPOSITED PLAN 401407
2. EASEMENT BURDEN CREATED UNDER SECTION 167 P. & D. ACT FOR ELECTRICITY PURPOSES TO ELECTRICITY NETWORKS CORPORATION DEPOSITED PLAN 406191
3. EASEMENT BURDEN CREATED UNDER SECTION 136C T.L.A. FOR DRAINAGE PURPOSES - SEE DEPOSITED PLAN 406191
4. EASEMENT BENEFIT CREATED UNDER SECTION 136C T.L.A. FOR DRAINAGE PURPOSES - SEE DEPOSITED PLAN 406191
5. EASEMENT BENEFIT CREATED UNDER SECTION 136C T.L.A. FOR RIGHT OF CARRIAGEWAY PURPOSES - SEE DEPOSITED PLAN 406191
6. EASEMENT BURDEN CREATED UNDER SECTION 136C T.L.A. FOR RIGHT OF CARRIAGEWAY PURPOSES - SEE DEPOSITED PLAN 406191
7. EASEMENT BURDEN CREATED UNDER SECTION 136C T.L.A. FOR UNDERGROUND ELECTRICITY PURPOSES - SEE DEPOSITED PLAN 406191

Warning: A current search of the certificate of title held in electronic form should be obtained before dealing on this land. Lot as described in the land description may be a lot or location.

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

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:	DP406191.
PREVIOUS TITLE:	2890-777.
PROPERTY STREET ADDRESS:	NO STREET ADDRESS INFORMATION AVAILABLE.
LOCAL GOVERNMENT AREA:	CITY OF ALBANY.

314Y
Perth Batch
N412398

WESTERN AUSTRALIA

REGISTER NUMBER	
215/DP406191	
DUPLICATE EDITION	DATE DUPLICATE ISSUED
1	2/9/2016

DUPLICATE CERTIFICATE OF TITLE

VOLUME 2909 FOLIO 455

UNDER THE TRANSFER OF LAND ACT 1893

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

REGISTRAR OF TITLES WESTERN AUSTRALIA

LAND DESCRIPTION:

LOT 215 ON DEPOSITED PLAN 406191

REGISTERED PROPRIETOR:
(FIRST SCHEDULE)

ACTIV FOUNDATION INC OF PO BOX 446, WEMBLEY
(AF N412398) REGISTERED 18 AUGUST 2016

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

1. EASEMENT BURDEN CREATED UNDER SECTION 136C T.L.A. FOR RIGHT OF CARRIAGEWAY PURPOSES - SEE DEPOSITED PLAN 406191 AS CREATED ON DEPOSITED PLAN 401407
2. EASEMENT BENEFIT CREATED UNDER SECTION 136C T.L.A. FOR DRAINAGE PURPOSES - SEE DEPOSITED PLAN 406191
3. EASEMENT BURDEN CREATED UNDER SECTION 136C T.L.A. FOR DRAINAGE PURPOSES - SEE DEPOSITED PLAN 406191
4. EASEMENT BURDEN CREATED UNDER SECTION 136C T.L.A. FOR RIGHT OF CARRIAGEWAY PURPOSES - SEE DEPOSITED PLAN 406191
5. EASEMENT BENEFIT CREATED UNDER SECTION 136C T.L.A. FOR UNDERGROUND ELECTRICITY PURPOSES - SEE DEPOSITED PLAN 406191

Warning: A current search of the certificate of title held in electronic form should be obtained before dealing on this land. Lot as described in the land description may be a lot or location.

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

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:	DP406191.
PREVIOUS TITLE:	2890-777.
PROPERTY STREET ADDRESS:	NO STREET ADDRESS INFORMATION AVAILABLE.
LOCAL GOVERNMENT AREA:	CITY OF ALBANY.

ATTACHMENT 4

Schedule 2 – Additional Uses [cl.4.5]			
No.	**Description of Land**	**Additional Use**	**Conditions**
			11. Prior to the development or subdivision of the site, a remediation and validation assessment for soil, groundwater and vapour is to be prepared and all necessary remediation works completed to the satisfaction of the relevant State Government Authority and the Local Government.
AU12	Lot 14 Spencer Street, Albany Diagram 065464	Residential R60 Shop Office	1. Development to the R60 standard may be permitted by the Local Government subject to the preparation of detailed design guidelines to the Local Government's satisfaction. 2. Despite anything else in the Scheme, all development will be subject to the following conditions: (a) Development of the site is to incorporate commercial land uses such as Office and Shop on the ground floor of any building fronting Spencer Street. (b) Development or subdivision of the site will be supported by the Local Government only where an overall Development Guide Plan has been approved. 3. The Development Guide Plan shall ensure that: (a) When determining building height the 'natural ground level' shall be the finished floor level of the existing buildings; (b) Buildings fronting Frederick Street are to have a residential character and scale; (c) The provision of a view corridor from Frederick Street to the Penny Post building and existing oak tree on Lot 1 Stirling Terrace immediately to the south; (d) Service vehicles entry and exit to the site be limited to the access point onto Spencer Street; (e) Access through to Cheynes Cottage is retained; and (f) A staging programme that allows the subject site to be subdivided into a limited number of 'super lots' that may be developed independently but in a coordinated fashion. Any further subdivision of the 'super lots' is subject to the individual super lot being developed to 'plate height'.

Schedule 2 – Additional Uses [cl.4.5]			
No.	**Description of Land**	**Additional Use**	**Conditions**
			4. The Development Guide Plan is to provide details on: (a) Number and type of commercial tenancies; (b) Location and number of dwelling units; (c) Location and number of car parking bays and driveways; (d) Details of landscaping, bin storage and utility areas; (e) Building scale, form, materials, roof pitches and detailing; and (f) Height of buildings and location of balconies. 5. The original facade (circa 1948) facing Spencer Street and the corner of Spencer Street and Frederick Street is to be retained to the satisfaction of the Local Government. 6. The following architectural elements of the former site office fronting Spencer Street are to be retained in order to represent the historic land use as far as is practical: (a) The space is to be a minimum of three roof trusses deep; (b) Retain the clerestory windows along the south facing wall of the building; (c) Retain the north wall of the space; and (d) Provide a similar sense of space that reflects the previous historical office use on this portion of the subject site. 7. Vehicular access is to be limited to one access point per street. 8. Development is to conform to the City of Albany *Historic Town Design Policy* or any subsequent adopted Local Planning Policy.
AU13	Lot 402 Le Grande Avenue, Orana Plan 037217	Park Home Park	1. For that portion of the Special Site developed as a 'Park Home Park' development shall be exclusively for park homes in accordance with the *Caravan Park and Camping Act 1995*. 2. Caravans, annexes, tents and motorised homes shall not be permitted.

ATTACHMENT 5

X LOT 14 SPENCER STREET, CITY OF ALBANY DESIGN POLICY

Objective:
To ensure development of Lot 14 Spencer Street, Albany is sympathetic to the built form of the former Activ Building (Building 1), Thrift Shop (Building 2), Cheyne Cottage and surrounding heritage properties and maintains existing view corridors from Frederick Street through the use of appropriate controls addressing building height, bulk, location, form, colour and materials.

A1 Relationship to Other Planning Instruments

This Policy is to be read in conjunction with the following planning instruments with relevant provisions of these instruments applied as appropriate to development of Lot 14:

- Central Albany Urban Design Policy
- Residential Design Codes of Western Australia

Where a provision of this Policy is inconsistent with a provision of the abovementioned planning instruments, this Policy will prevail to the extent of the inconsistency.

A2 Policy Statement

The specific policy requirements for development of Lot 14 are outlined in the provisions below.

A2.1 Development Guide Plan and Staging and Land Tenure Plan

A2.1.1 The Development Guide Plan and Staging and Land Tenure Plan for Lot 14 Spencer Street, Albany and adopted by the City of Albany forms part of this Policy.

A2.1.2 In order to meet the requirements of this Policy, development is to be in accordance with the Development Guide Plan and Staging and Land Tenure Plan.

A2.2 Building Setbacks

A2.2.1 The building setbacks to be used for new development on the site are shown on the Development Guide Plan.

A2.2.2 Street and driveway setbacks shown on the Development Guide Plan are fixed and not subject to reduction.

A2.2.3 Side and rear setbacks shown on the Development Guide Plan are the minimum permitted. Greater setbacks than provided on the Development Guide Plan are permissible, except in relation to nil setbacks.

A2.2.4 In order to maximise solar access, ventilation, streetscape and privacy buildings are to be built on the boundary where shown.

A2.2.5 All balconies, roofed patios and decks raised above 0.5m from the courtyard ground level are to be located within the building envelope shown on the Development Guide Plan.

A2.3 Streetscape

A2.3.1 The facade of any building fronting Spencer Street is to be designed to complement the appearance of the existing Buildings 1 and 2 in a manner consistent with "recognised heritage conservation guidelines and principles". The facade is to be built on the property line with the parapet wall height varied to accommodate the slope as shown by the existing buildings (see Figure 1).

A2.3.2 Dwellings fronting Frederick Street (Lots C1 – C4 as depicted on the Development Guide Plan) are to be single storey in height at the street frontage (northern boundary) and be complementary to the bulk and character of the adjoining dwelling to the east.

A2.3.3 All buildings are to have living areas (indoor or outdoor) overlooking the street and internal driveways.

A2.3.4 Fencing along the Frederick Street boundary is to be of uniform construction, visually permeable (see through) and a maximum 0.9m above footpath height in front of any dwelling and 1.8m above footpath height elsewhere.

A2.3.5 All garages and on-site parking areas are to be accessed from the internal driveway. No garages or carports are permitted on the Frederick Street frontage.

A2.3.6 Buildings fronting Frederick or Spencer Street are to provide direct pedestrian access from the street elevation.

A2.3.7 A view corridor looking across Norman House to the Penny Post and Existing Oak Tree on Lot 1 is to be maintained as shown on the Development Guide Plan.

A2.3.8 Garages / carports are to be located as shown on the Development Guide Plan.

A2.3.9 Garage doors are to be of uniform colour and materials for each group of buildings to ensure a consistent facade. Where carports are to be used, this must be done for each of the dwellings within the group.

A2.3.10 Non-residential uses are to have direct frontage to Spencer Street with windows looking out onto the street.

A2.3.11 The existing facades of Building 1 (Figure 2) are to remain unaltered with the exception of the removal of the later and intrusive verandah and window additions. Any restoration of the building (i.e. replacement of the verandah or windows, repainting, etc) should be authentic, based on documentary and physical evidence.

A2.4 Built Form

A2.4.1 Colours and materials are to be complementary to the existing Buildings 1 and 2 and should be based on documentary and physical evidence. The full range of external materials, including masonry, iron, timber weatherboard and cement cladding will be considered. Development should be sympathetic in form, size, bulk and setback to surrounding properties.

A2.4.2 Use of unpainted or non-rendered face brick is not permitted.

A2.4.3 Roof pitch is to be less than 10º, for all new buildings with the exception of houses fronting Frederick Street where a 25º roof pitch is permitted to complement surrounding roof styles.

A2.4.4 Use of unpainted 'Zincalume' or light-coloured 'Colorbond' custom-orb roofing is required for all buildings, except housing fronting Frederick Street.

A2.4.5 Roofing tiles are not permitted, except on the houses fronting Frederick Street, where natural-coloured terracotta clay tiles may be used as a substitute to custom-orb roofing to complement the adjoining residence to the east.

A2.4.6 The facade of Building 2 is permitted to be rationalised, such that only the windowed section of the facade, as well as the original timber trusses and south facing skylight windows, are retained. The remainder of the facade fronting Spencer Street is to incorporate design elements of Building 2 in order to provide visual cues back to the retained structure.

A2.4.7 The design of any building fronting Spencer Street will be subject to assessment and comment by the City's Heritage Advisor prior to issue of any development approval.

A2.4.8 Except for Lots A and B1, Upper floors are to extend 0.5m in front of the garage building line in order to provide an element of articulation to the frontages of the dwellings facing the internal driveway.

A2.5 Height and Bulk

A2.5.1 Finished floor and ground levels are not to exceed the maxima shown on the Development Guide Plan without Council approval.

A2.5.2 When considering varying the maximum finished level of a building from that shown on the Development Guide Plan, the Council is to ensure the following matters are appropriately addressed prior to granting approval to the varied finished level:

- Impact on the amenity of adjoining dwellings within the complex and adjoining the site.
- Ensuring the increased finished levels do not detract from the scale and bulk of the overall development.
- Impact on the view corridor from Frederick Street.
- Need to ensure appropriate operation of drainage and sewer.
- Need for retaining walls and the impact on adjoining properties.
- Impact on solar access to adjoining dwellings, overlooking and overshadowing.
- Impact on the preservation and amenity of Cheyne Cottage.

A2.5.3 Building height will be generally in accordance with Category B of Table 3 of the *Residential Design Codes*, except as otherwise varied by this Policy. 'Natural ground level' will be considered the FFL for the lower floor of each building as depicted on the Development Guide Plan, or as varied under clause A2.5.2.

A2.5.4 Notwithstanding clause A2.5.3, the maximum building height for dwellings fronting Frederick Street will be in accordance with Category A of Table 3 of the *Residential Design Codes* with 'natural ground level' being the FFL for the upper floor as shown on the Development Guide Plan. The purpose of this clause is to ensure a single storey scale and bulk for these buildings when viewed from Frederick Street, whilst

allowing for use of the existing fall of the site to establish an undercroft area under the FFL of the upper floor.

A2.5.5 Upper floor balconies on Lots C1-C4 are to be un-roofed within 4m of the southern strata boundary of these lots to protect the solar access of Lots D1-D3 and to provide adequate light and ventilation.

A2.5.6 Courtyards are to remain un-roofed to within 4m of the southern boundary on Lots B2-B4 and D1-D3 to protect the solar access of properties to the south and to provide adequate light and ventilation.

A2.6 Privacy and Outdoor Living Areas

A2.6.1 Second storey windows on dwellings that face another dwelling are to be designed so that the two sets of windows are offset and do not directly face one-another.

A2.6.2 Balconies are to be screened to 1.7m above the finished level of the balcony where adjoining another balcony or as otherwise shown on the Development Guide Plan.

A2.6.3 Each dwelling is to be provided with a courtyard / outdoor living area as depicted on the Development Guide Plan. In the case of Lots C1 – C4, this is to be located as a balcony area on the southern side of the dwelling as depicted on the Development Guide Plan.

A2.6.4 Each dwelling is to be provided with a clothes drying area screened from the view of the street or internal driveway. In the case of Lots B1 and C1-C4, installation of a clothes dryer will be accepted in lieu of a outdoor clothes drying area.

A2.6.5 With the exception of Lot B1, each dwelling is to incorporate a minimum 4m² lockable storage room directly accessible from the garage / carport with a minimum internal dimension of 1.5m.

A2.7 Landscaping

A2.7.1 Landscaping in common property areas are to be established and maintained by the Strata Company at all times.

A2.7.2 Trees selected at maturity are not to exceed the height of the Frederick Street footpath at the view point marked on the Development Guide Plan (10m RL).

A2.7.3 Use of deciduous trees to provide shade in summer and light / heat in winter is recommended for the common property areas.

A2.7.4 Boundary fencing (except for street fencing) is to be of a uniform colour and a maximum of 1.8m high.

A2.8 Access and Car Parking

A2.8.1 Driveways are to be constructed in a uniform material as depicted on the Development Guide Plan and located within Common Property.

A2.8.2 The existing Right of Carriageway easement to Cheyne Cottage is to be modified to follow the new driveway route with the existing access point into the Cheyne Cottage site to remain.

A2.8.3 The main driveway will be subject to a Right of Carriageway easement to the benefit of Lot A (office use) to ensure access in perpetuity.

A2.8.4 Each dwelling is to have two (2) car parking spaces contained in either a carport or garage as shown on the Development Guide Plan.

A2.8.5 A minimum of two (2) visitor parking spaces are to be provided within the common property and located separately from parking spaces associated with the office use. These spaces are to be marked for residential visitor use only.

A2.8.6 A minimum of eight (8) on-site parking spaces for the office use on Lot A are to be provided as shown on the Development Guide Plan. It is noted that the minimum required parking spaces for the office of ten (10) spaces has been offset by the ability to provide two (2) on-street spaces immediately in front of the site.

A2.8.7 A minimum of three (3) on-site parking spaces for the office /studio on Lot B1 are to be provided as shown on the Development Guide Plan. It is noted that the minimum required parking spaces for the office and single bedroom studio of six (6) spaces has been offset by the ability to provide three (3) on-street spaces immediately in front of the site.

A2.9 Non-residential uses

A2.9.1 Lot A as depicted on the Development Guide Plan is to be used for office accommodation or other non-residential use approved by the Council. Car parking has been provided on the Development Guide Plan for a maximum of 300m² gross floor area (GFA). Any increase in GFA will require the provision of additional car parking to the satisfaction of Council.

A2.9.2 Lot B1 as depicted on the Development Guide Plan is to be used for office accommodation or other non-residential use approved by the Council on the ground floor. A single bedroom studio residence can be incorporated into the upper floor. Development of the upper floor must take into account the existing heritage elements of the building including two internal trusses, south facing windows and the need to let light in through these windows. Development of the upper storey is to minimise impact on the streetscape and must be setback appropriately from the Spencer Street frontage. Car parking has been provided on the Development Guide Plan for a maximum of 150m² gross floor area (GFA) of office space and a single studio residence. Any increase in GFA will require the provision of additional car parking to the satisfaction of Council.

A2.10 Servicing

A2.10.1 Provision is to be made for centralised letter boxes at the entrance to the main driveway from Spencer Street.

A2.10.2 Rubbish collection is to occur via standard domestic ‘wheelie bins’ placed on Spencer Street or by alternative arrangement with the agreement of Council. Bins are to be stored at each unit outside of pick up days.

A2.10.3 Provision is to be made for centralised electricity meters for the residential units. This is to be located within Common Property at the entrance to the main driveway from Spencer Street.

A2.10.4 A 1.5m wide service easement is to be provided along the southern boundary of Lots B1 – B4 to provide access for drainage and sewerage services.

A2.10.5 Stormwater drainage is to be managed on site and released into the surrounding drainage system in accordance with Better Urban Water Management Guidelines, as approved by the Council.

A3 Figures

Figure 1

Figure 2

NOTES:
1. UPPER FINISHED FLOOR LEVEL = UFFL
2. LOWER FINISHED FLOOR LEVEL = LFFL
3. GARAGE FINISHED FLOOR LEVEL = GFFL

FREDERICK STREET

VIEW POINT

TBM
Nail & Plate In Bitumen
RL = 10.00m

LANDSCAPING IN VIEW CORRIDOR TO BE LOW HEIGHT TO PREVENT VISUAL OBSTRUCTION

SECOND STOREY WINDOWS TO BE OFFSET WITH ADJOINING DWELLING

Kerb

Foot Path

STEPS

2 X VISITORS PARKING BAYS

8 X PARKING BAYS FOR PROPOSED OFFICE

BUILDING 1

EXISTING BUILDING TO REMAIN FOR OFFICE

A
610m²

Common Property
823m²

PROPOSED 6M WIDE RECIPROCAL RIGHT OF CARRIAGE WAY (R.R.O.C.W) 5M WIDE CONSTRUCTED DRIVEWAY

2 X PARKING BAYS ON SPENCER STREET

SPENCER

POSSIBLE SECURITY GATE

3.5M WIDE CONSTRUCTED DRIVEWAY BETWEEN EXISTING BUILDINGS

LETTERBOXES & SERVICE METERS

3 X PARKING BAYS FOR OFFICE/STUDIO

BUILDING 2

EXISTING BUILDING TO REMAIN FOR OFFICE/STUDIO

B1
340m²

B2
204m²

B3
176m²

B4
177m²

GFFL 5m RL

GFFL 5.5m RL

LFFL 4.5m RL

LFFL 5m RL

LFFL 4.5m RL

COURTYARD 3.5m RL MAX

COURTYARD 4m RL MAX

3M WIDE DRIVEWAY RIGHT OF CARRIAGEWAY EASEMENT TO CHEYNE COTTAGE

VIEW CORRIDOR

Access to Cheyne Cottage

STREET

3 X PARKING BAYS ON SPENCER STREET

Centreline

DRAINAGE AND SEWER OUTLET

SECOND STOREY WINDOWS TO BE OFFSET WITH ADJOINING DWELLING

1.5m SERVICE EASEMENT

UFFL 9m RL

UFFL 9.5m RL

C1
170m²

C2
170m²

C3
170m²

C4
200m²

GFFL 5m RL

GFFL 5.5m RL

4m WIDE FRONT BALCONIES ON C1-C4

3M WIDE DRIVEWAY

D1
178m²

D2
178m²

D3
229m²

LFFL 4.5m RL

LFFL 5.5m RL

COURTYARD

SECOND STOREY WINDOWS TO BE OFFSET WITH ADJOINING DWELLING

Development Guide Plan

LOT 14 SPENCER STREET ALBANY

CITY OF Albany

LEGEND
- Lot Boundaries
- Maximum 1.8m High Open Fence
- Maximum 1.8m High Closed Fence
- Maximum 0.9m High Open Fence
- Privacy Screening
- First Storey Setback
- Second Storey Setback (if varied from first storey)
- Compulsory Balcony Courtyard
- Building Envelope
- Designated Garage Location

This Detailed Area Plan has been adopted by Council and signed by the Manager of Planning for the City of Albany

Chief Executive Officer.....Date.....

SCALE AT A3 1:300

0 5 10 15

ALL DISTANCES ARE IN METRES

note:
This plan has been prepared for planning purposes. Areas, Contours and Dimensions shown are subject to survey

Drawn SDP 23-05-11 Checked SJB 23-05-11

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HG Ref 14120-07B

168

REPORT ITEM DIS127 REFERS

NOTES:
1. ALL BUILDINGS ON LOT C TO BE DEMOLISHED DURING STAGE 1 CONSTRUCTION.
2. BUILDINGS OUTSIDE OF BUILDING ENVELOPES ON LOTS A AND B ARE TO BE DEMOLISHED DURING STAGE 1 CONSTRUCTION.
3 WORKS UNDERTAKEN ON BUILDINGS ON LOTS A AND B TO BE UNDERTAKEN IN ACCORDANCE WITH THE DEVELOPMENT GUIDE PLAN AND DESIGN GUIDELINES.

FREDERICK STREET

Kerb

Foot Path

STEPS

2 X VISITORS PARKING BAYS

BUILDING 1

EXISTING BUILDING TO REMAIN FOR OFFICE

A
610m²

8 X PARKING BAYS FOR PROPOSED OFFICE

PROPOSED 6M WIDE RECIPROCAL RIGHT OF CARRIAGE WAY (R.R.O.C.W) 5M WIDE CONSTRUCTED DRIVEWAY

Common Property
823m²

C
2675m²

C4
170m²

C5
170m²

C6
170m²

C7
200m²

2 X PARKING BAYS ON SPENCER STREET

SPENCER STREET

Kerb

Foot Path

3.5M WIDE CONSTRUCTED DRIVEWAY BETWEEN EXISTING BUILDINGS

3M WIDE DRIVEWAY

LETTERBOXES & SERVICE METERS

NIL

NIL

3 X PARKING BAYS FOR OFFICE/STUDIO

C3
177m²

C2
176m²

C1
204m²

BUILDING 2

EXISTING BUILDING TO REMAIN FOR OFFICE/STUDIO

B
340m²

3M WIDE DRIVEWAY RIGHT OF CARRIAGEWAY EASEMENT TO CHEYNE COTTAGE

C8
178m²

C9
178m²

C10
229m²

3 X PARKING BAYS ON SPENCER STREET

Centreline

Kerb

DRAINAGE AND SEWER OUTLET

1.5m SEWER/ DRAINAGE EASEMENT

Access to Cheyne Cottage

Staging and Land Tenure Plan

LOT 14 SPENCER STREET ALBANY

CITY OF Albany

LEGEND

- Stage 1 Green Title Lots
- Stage 1 Easements
- Stage 2 Survey/Built Strata Lots
- Stage 1 Driveway
- Stage 2 Driveway
- Landscaping
- Building Envelope for Lots A & B (Building Envelopes for Lot C as per Development Guide PLan

This Staging and Land Tenure Plan has been adopted by Council and signed by the Chief Executive Officer for the City of Albany

Chief Executive Officer.....Date.....

SCALE AT A3 1:300

0 5 10 15

ALL DISTANCES ARE IN METRES

note:
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Drawn SDP 27-05-11 Checked SJB 27-05-11

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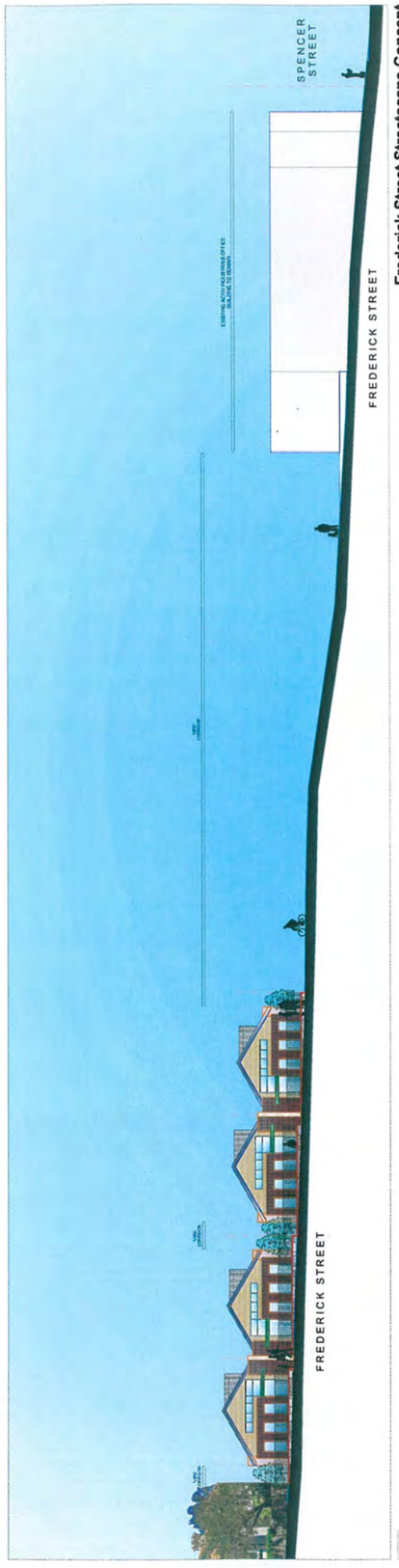
HG Ref 14120-08A

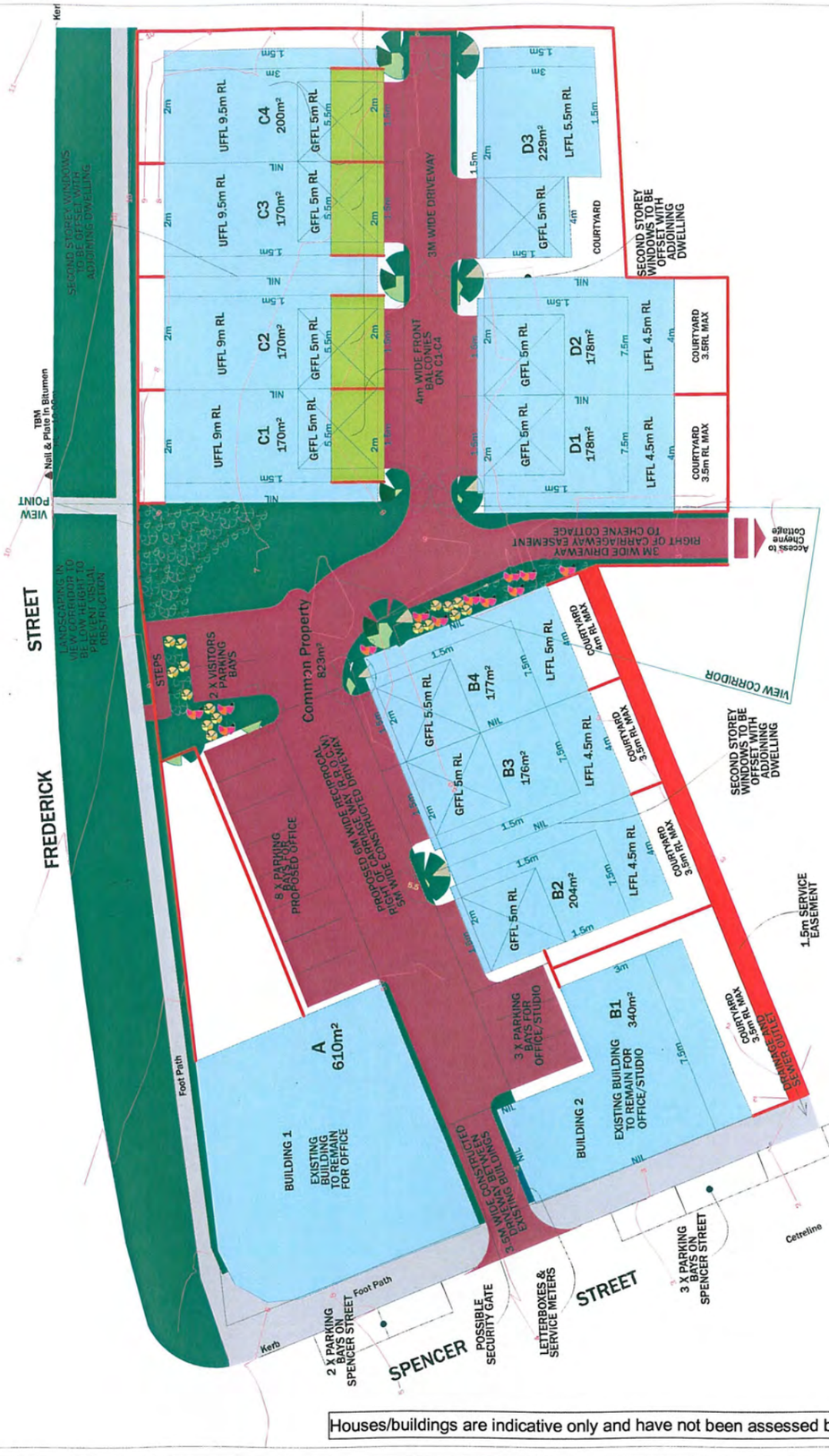
169

REPORT ITEM DIS127 REFERS

Frederick Street Streetscape Concept
Scale 1: 00

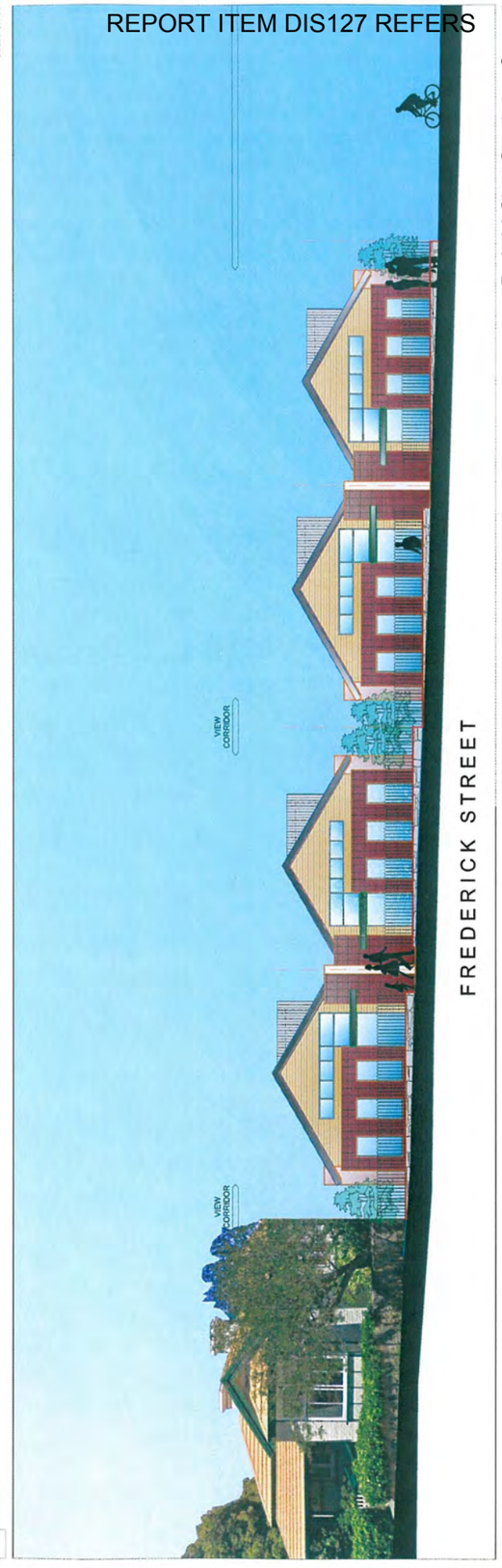


Frederick Street Streetscape Concept
Scale 1: 00



Houses/buildings are indicative only and have not been assessed by the City of Albany

Frederick Street Streetscape Concept
Scale 1: 00



Project:	Proposed Streetscape Concept
Project:	Corner Frederick and Stirling Street Albany
Client:	Activ Industries

Rev.	Date	Item	Drwn	Issued To
B	27/09/11	AMENDMENTS AS PER CLIENT COMMENTS 25/9/11 AND COUNCIL FEEDBACK EMAIL ON 26/9/11	CBM	COUNCIL
A	23/09/11	STREETSCAPE CONCEPT	CBM	COUNCIL

Drawn: CBM	Date: Sept 2011	Drawing Number: A01 of A01	Job No.: C-1112-06
Checked: CBM	Scale: AS SHOWN		Stage / Revision: SK-B

ATTACHMENT 6

LEGEND:

INDICATIVE AREA FOR POSSIBLE 2 STOREY LOTS M1 & M2

INDICATIVE GARDEN AREA - LOTS 1-7

FREDERICK STREET

SPENCER STREET

1 SK1.3

2 SK1.3

1 SK1.4

SITE ACCESS TO 7 RESIDENTIAL LOTS

24.00

EXISTING SITE RETAINING ON BOUNDARY

EXISTING FOOTPATH

BOUNDARY

LANDSCAPING

GARDEN

23.00

SETBACK 3000

4000

SITE A

NEW 2 STOREY DEVELOPMENT
SETBACK FROM FACADE

EXISTING FACADE TO BE RETAINED AS PART OF NEW BUILDING BEHIND

EXISTING STREET PARKING

EXISTING SITE ACCESS

NEW RESIDENTIAL LOT
300M²
FFL APPROX **19.30**
1

NEW RESIDENTIAL LOT
270M²
FFL APPROX **19.00**
2

SITE B

NEW 2 STOREY DEVELOPMENT
SETBACK FROM FACADE

OPEN COMMON SPACE

22.30

22.00

NEW DRIVEWAY

2 x VISITOR BAYS

NEW RESIDENTIAL LOT
250M²
FFL APPROX **21.00**
7

NEW RESIDENTIAL LOT
250M²
FFL APPROX **21.00**
6

21.00

21.00

1 x VISITOR BAY

21.80

NEW RESIDENTIAL LOT
250M²
FFL APPROX **18.00**
3

NEW RESIDENTIAL LOT
250M²
FFL APPROX **18.00**
4

NEW RESIDENTIAL LOT
250M²
FFL APPROX **18.00**
5

18.50

18.00

SERVICE & ACCESS EASEMENT

FOOTPATH

3000

FOOTPATH

EXISTING RESIDENCE

EXISTING BUILDING

CHEYNES COTTAGE

EXISTING STUDENT ACCOMMODATION

EXISTING RESIDENCE

2 SK1.3

1 SK1.4

PROPOSED SITE DEVELOPMENT

SPENCER STREET, ALBANY WA
ACTIV INDUSTRIES

DRAWING No	SK1.1
DRAWING	PROPOSED SITE PLAN_GROUND FLOOR LEVEL
SCALE	1 : 200@ A2
JOB NUMBER	7252-17
DATE	20/12/2017 9:54:26 AM
DRAWN	PG

NOTES:
1. LEVELS ARE INDICATIVE ONLY. A DETAILED SURVEY HAS NOT BEEN UNDERTAKEN.
2. BUILDING FOOTPRINTS ARE INDICATIVE ONLY.

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ATTACHMENT 7

LEGEND:

INDICATIVE AREA FOR POSSIBLE 2 STOREY LOTS M1 & M2

INDICATIVE GARDEN AREA - LOTS 1-7

FREDERICK STREET

1 SK1.3

2 SK1.3

1 SK1.4

NEW DRIVEWAY

SITE ACCESS TO 7 RESIDENTIAL LOTS

23.20

24.00

24.95

24.85

24.10

25.35

25.25

24.60

EXISTING SITE RETAINING ON BOUNDARY

EXISTING FOOTPATH

BOUNDARY

LANDSCAPING

GARDEN

23.00

24.00

24.50

SETBACK 3000

4000

22.30

SITE A

NEW 2 STOREY DEVELOPMENT
SETBACK FROM FACADE

EXISTING FACADE TO BE RETAINED AS PART OF NEW BUILDING BEHIND

EXISTING STREET PARKING

EXISTING SITE ACCESS

NEW RESIDENTIAL LOT
300M²
FFL APPROX **22.30**
1

NEW RESIDENTIAL LOT
250M²
FFL APPROX **24.00**
7

NEW RESIDENTIAL LOT
250M²
FFL APPROX **24.50**
6

OPEN COMMON SPACE

EXISTING RESIDENCE

14100
6980
4120
2060
4000
6120
2060

21.00

1 x VISITOR BAY

NEW DRIVEWAY

22.00

2 x VISITOR BAYS

21.80

NEW RESIDENTIAL LOT
270M²
FFL APPROX **22.00**
2

NEW RESIDENTIAL LOT
250M²
FFL APPROX **21.00**
3

NEW RESIDENTIAL LOT
250M²
FFL APPROX **21.00**
4

NEW RESIDENTIAL LOT
250M²
FFL APPROX **21.00**
5

SITE B

NEW 2 STOREY DEVELOPMENT
SETBACK FROM FACADE

NEW COURTYARD. OPEN UP EXISTING FASCADE.

SPENCER STREET

EXISTING STREET PARKING

SERVICE & ACCESS EASEMENT

FOOTPATH

3000

18.50

16.70

EXISTING BUILDING

EXISTING RESIDENCE

CHEYNES COTTAGE

EXISTING STUDENT ACCOMMODATION

12600
2600
SETBACK 4000

1 SK1.3

2 SK1.3

1 SK1.4

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REPORT ITEM DIS127 REFERS

PROPOSED SITE DEVELOPMENT

SPENCER STREET, ALBANY WA
ACTIV INDUSTRIES

DRAWING No	SK1.2
DRAWING	PROPOSED SITE PLAN_FIRST FLOOR LEVEL
SCALE	1 : 200@ A2
JOB NUMBER	7252-17
DATE	20/12/2017 9:48:17 AM
DRAWN	PG

NOTES:

1. LEVELS ARE INDICATIVE ONLY. A DETAILED SURVEY HAS NOT BEEN UNDERTAKEN.
2. BUILDING FOOTPRINTS ARE INDICATIVE ONLY.

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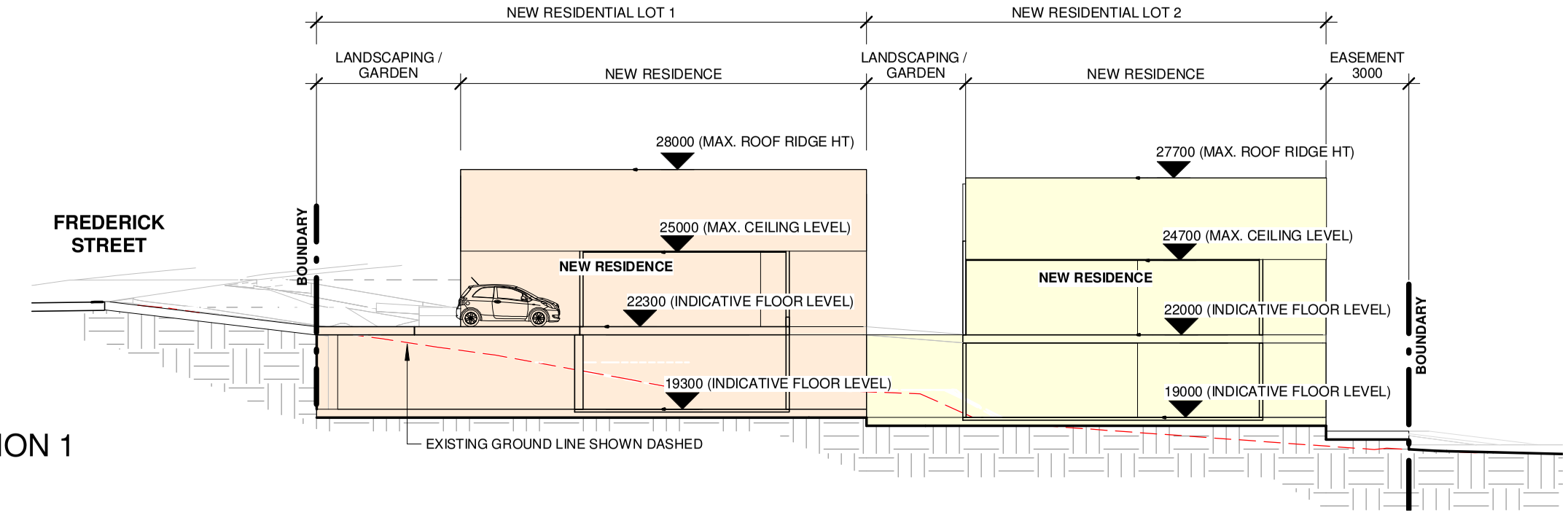
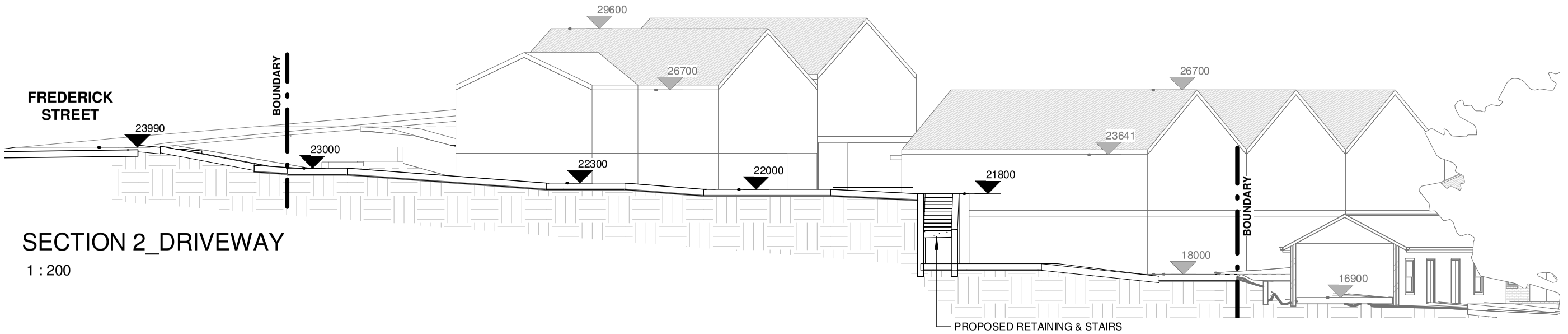
ATTACHMENT 8



SECTION 1

1 : 200



SECTION 2_DRIVEWAY

1 : 200

NOTES:

1. LEVELS ARE INDICATIVE ONLY.
   A DETAILED SURVEY HAS NOT BEEN UNDERTAKEN.
2. BUILDING IMAGES ARE INDICATIVE ONLY.

PROPOSED SITE DEVELOPMENT

SPENCER STREET, ALBANY WA
ACTIV INDUSTRIES

DRAWING No	SK1.3
DRAWING	PROPOSED SITE SECTIONS
SCALE	1 : 200@ A3
JOB NUMBER	7252-17
DATE	20/12/2017 9:57:27 AM
DRAWN	PG

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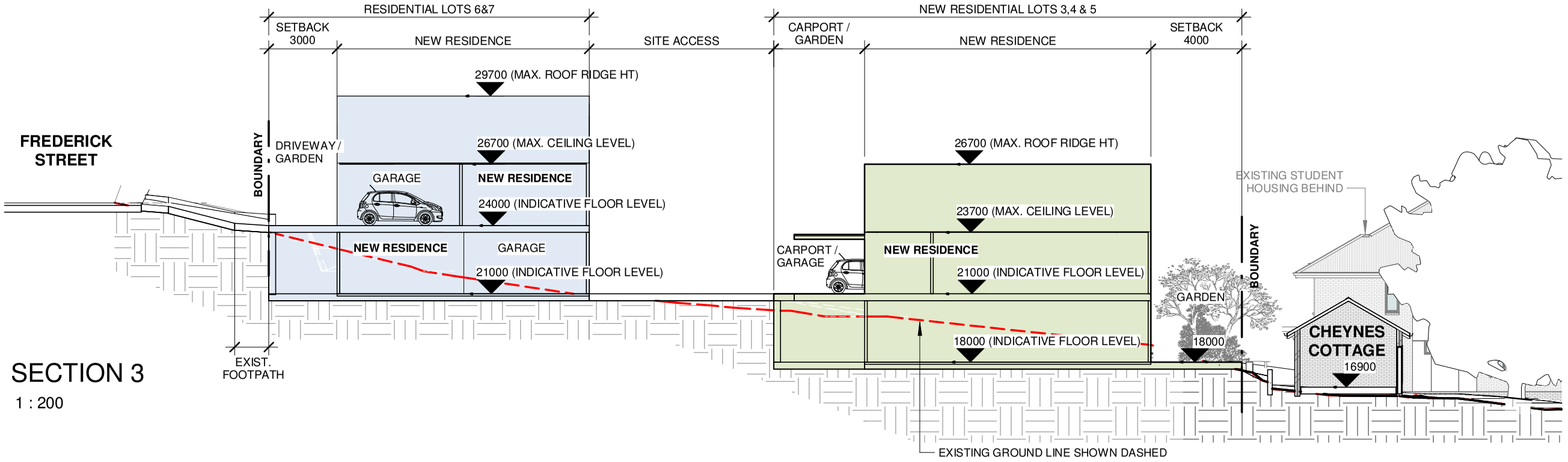

SECTION 3

1 : 200

177

NOTES:

1. LEVELS ARE INDICATIVE ONLY.
   A DETAILED SURVEY HAS NOT BEEN UNDERTAKEN.
2. BUILDING IMAGES ARE INDICATIVE ONLY.

PROPOSED SITE DEVELOPMENT

SPENCER STREET, ALBANY WA
ACTIV INDUSTRIES

DRAWING No	SK1.4
DRAWING	PROPOSED SITE SECTIONS
SCALE	1 : 200@ A3
JOB NUMBER	7252-17
DATE	20/12/2017 9:50:36 AM
DRAWN	PG

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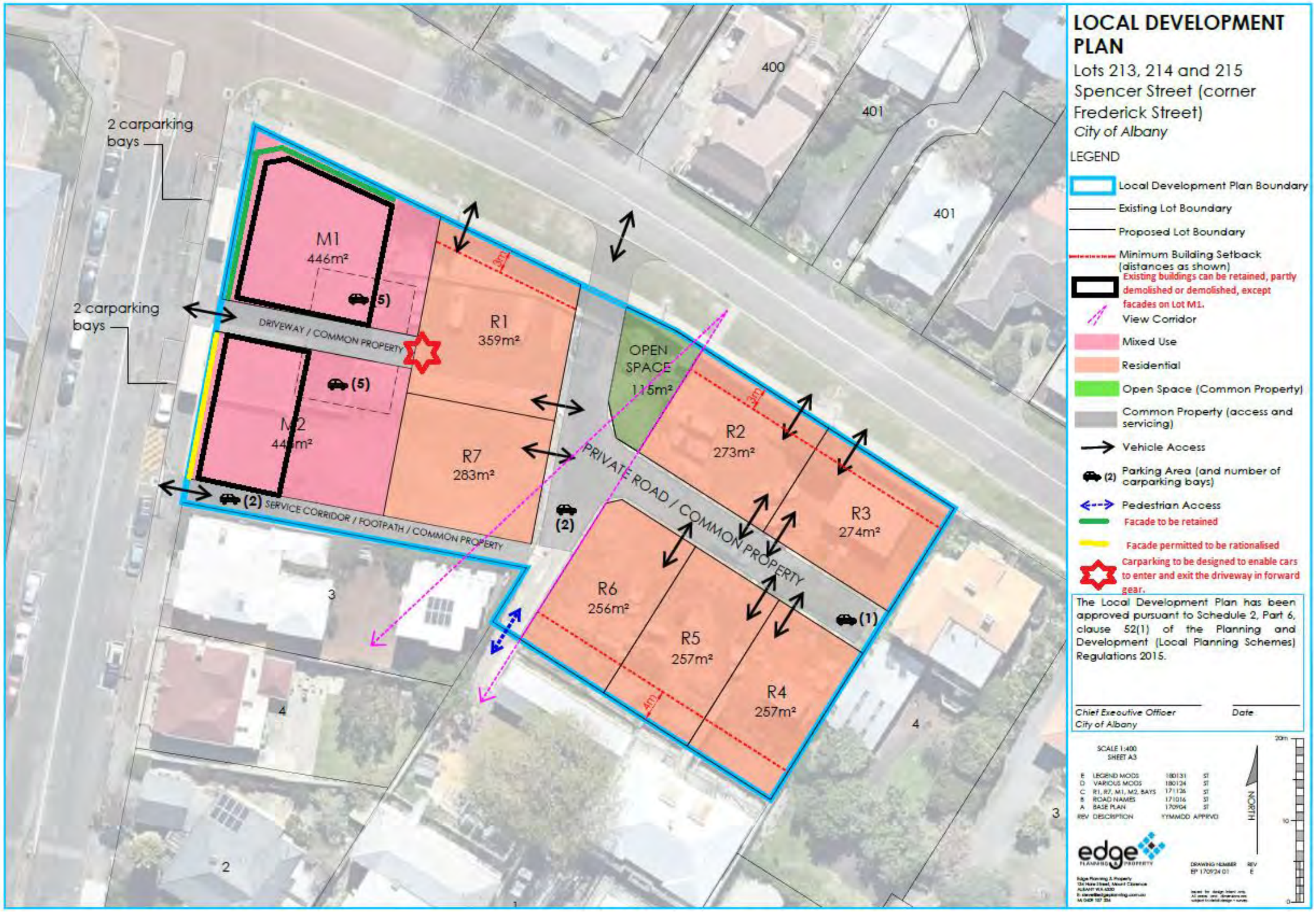
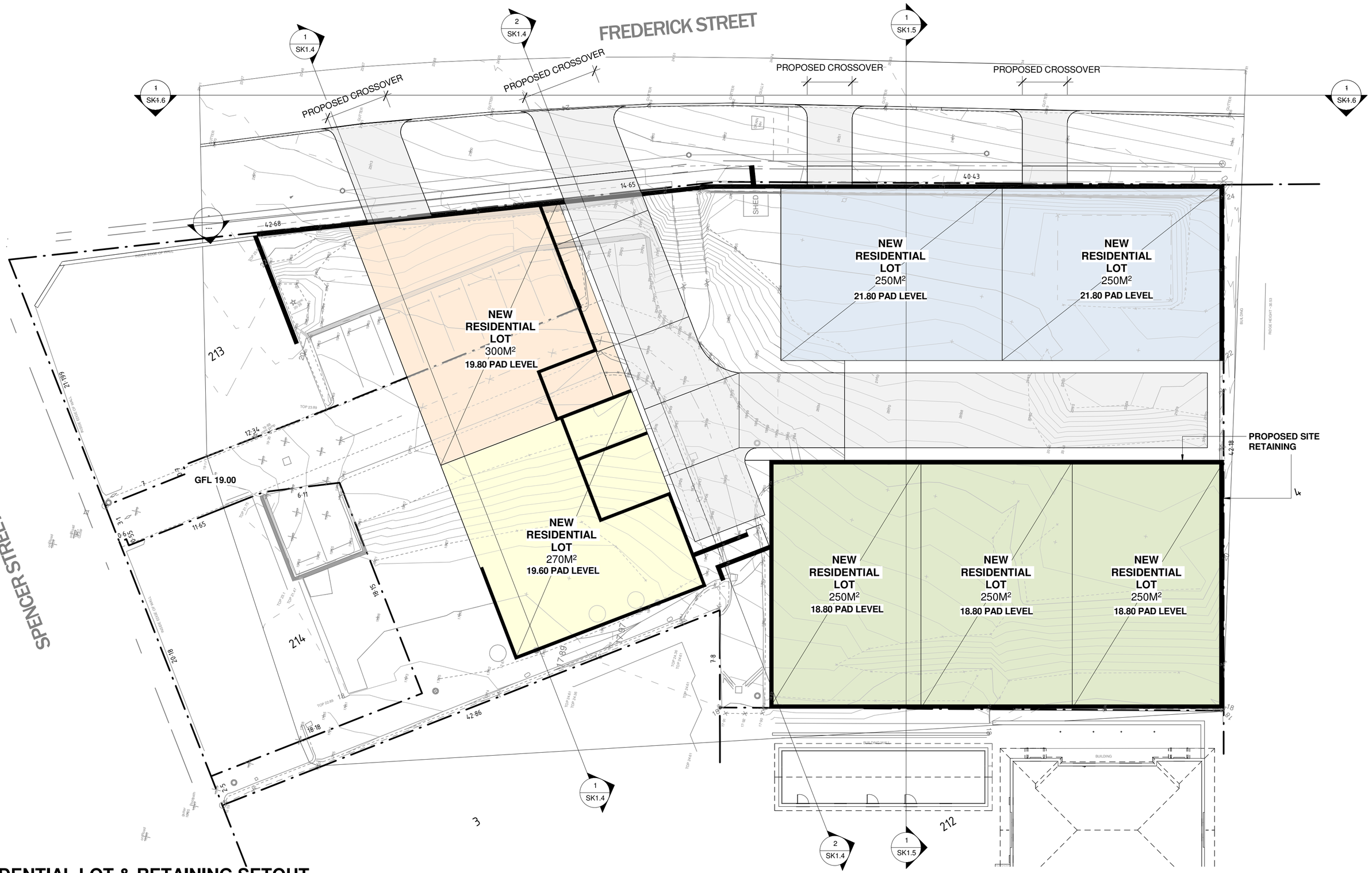
REPORT ITEM DIS127 REFERS


2 carparking bays
2 carparking bays
M1
446m²
(5)
DRIVEWAY / COMMON PROPERTY
M2
(5)
R1
359m²
R7
283m²
OPEN SPACE
115m²
R2
273m²
R3
274m²
R6
256m²
R5
257m²
R4
257m²
PRIVATE ROAD / COMMON PROPERTY
(2) SERVICE CORRIDOR / FOOTPATH / COMMON PROPERTY
(2)
(1)
400
401
401
3
4
4
3
2
1
LOCAL DEVELOPMENT PLAN
Lots 213, 214 and 215 Spencer Street (corner Frederick Street)
City of Albany
LEGEND
Local Development Plan Boundary
Existing Lot Boundary
Proposed Lot Boundary
Minimum Building Setback (distances as shown)
Existing buildings can be retained, partly demolished or demolished, except facades on Lot M1.
View Corridor
Mixed Use
Residential
Open Space (Common Property)
Common Property (access and servicing)
Vehicle Access
(2) Parking Area (and number of carparking bays)
Pedestrian Access
Facade to be retained
Facade permitted to be rationalised
Carparking to be designed to enable cars to enter and exit the driveway in forward gear.
The Local Development Plan has been approved pursuant to Schedule 2, Part 6, clause 52(1) of the Planning and Development (Local Planning Schemes) Regulations 2015.
Chief Executive Officer
City of Albany
Date
SCALE 1:400
SHEET A3
E LEGEND MODS 180131 ST
D VARIOUS MODS 180124 ST
C R1, R7, M1, M2, BAYS 171126 ST
B ROAD NAMES 171016 ST
A BASE PLAN 170904 ST
REV DESCRIPTION YYMMDD APPRVD
NORTH
20m
10
0
edge PLANNING & PROPERTY
DRAWING NUMBER EP 170924 01
REV E



RESIDENTIAL LOT & RETAINING SETOUT

INDICATIVE - PROPOSED SITE DEVELOPMENT

SPENCER STREET, ALBANY WA
ACTIV INDUSTRIES

DRAWING No	SK1.0
DRAWING	PROPOSED SITE RETAINING & LOT SETOUT
SCALE	1 : 200@ A2
JOB NUMBER	7252-17
DATE	2/07/2018 10:39:36 AM
DRAWN	PG

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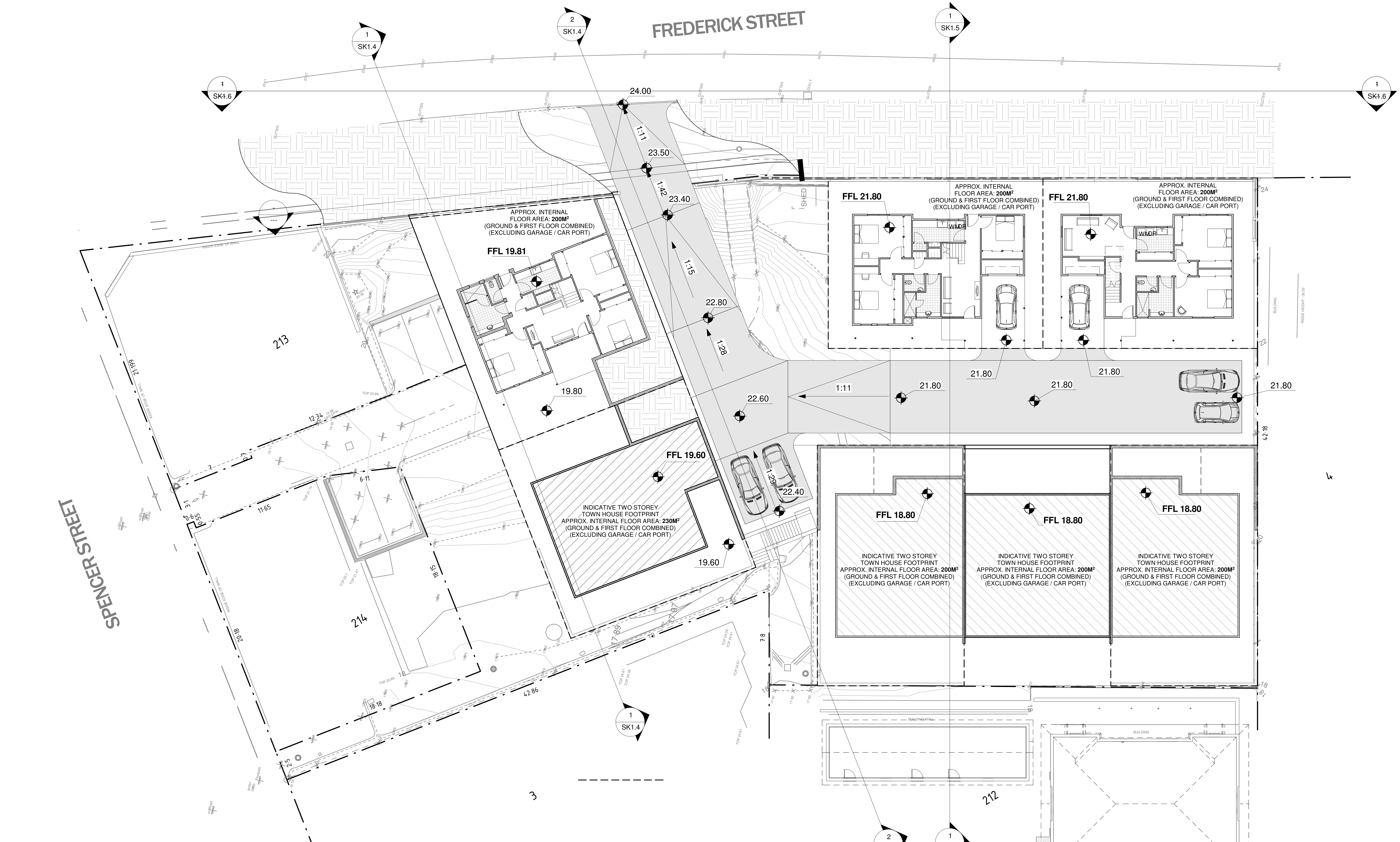

GROUND FLOOR LEVEL

INDICATIVE - PROPOSED SITE DEVELOPMENT

SPENCER STREET, ALBANY WA
ACTIV INDUSTRIES

DRAWING No	SK1.1
DRAWING	PROPOSED SITE PLAN_GROUND FLOOR LEVEL
SCALE	1 : 200@ A2
JOB NUMBER	7252-17
DATE	2/07/2018 10:39:50 AM
DRAWN	PG

NOTES:
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2. BUILDING FOOTPRINTS ARE INDICATIVE ONLY.

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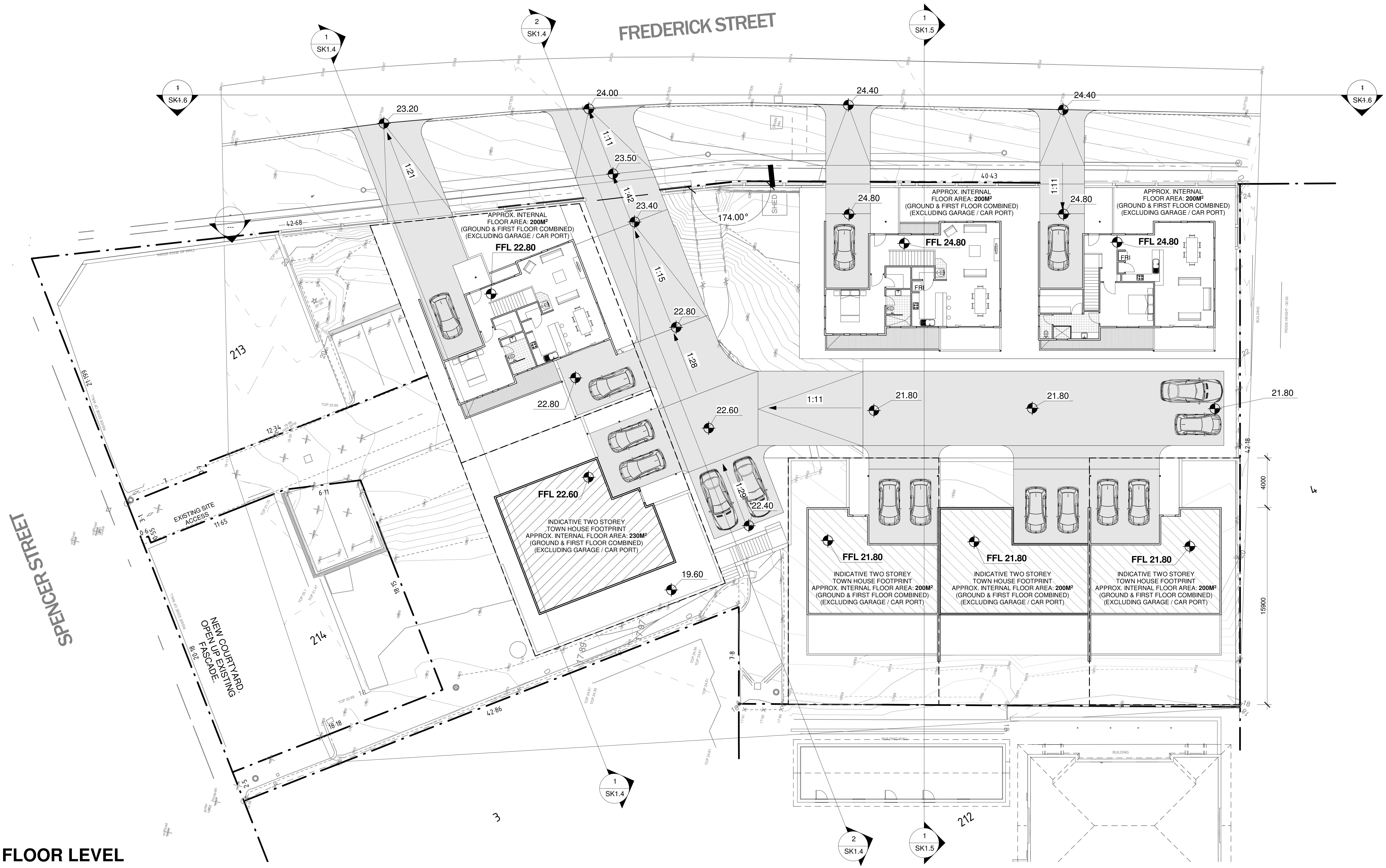

FIRST FLOOR LEVEL

INDICATIVE - PROPOSED SITE DEVELOPMENT

SPENCER STREET, ALBANY WA
ACTIV INDUSTRIES

DRAWING No	SK1.2
DRAWING	PROPOSED SITE PLAN_FIRST FLOOR LEVEL
SCALE	1 : 200@ A2
JOB NUMBER	7252-17
DATE	2/07/2018 10:40:05 AM
DRAWN	PG

NOTES:
1. LEVELS ARE INDICATIVE ONLY. A DETAILED SURVEY HAS NOT BEEN UNDERTAKEN.
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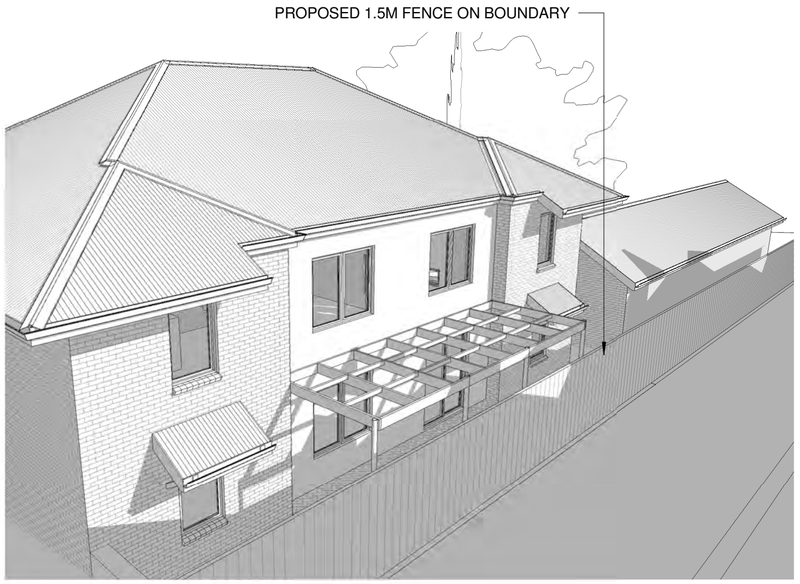
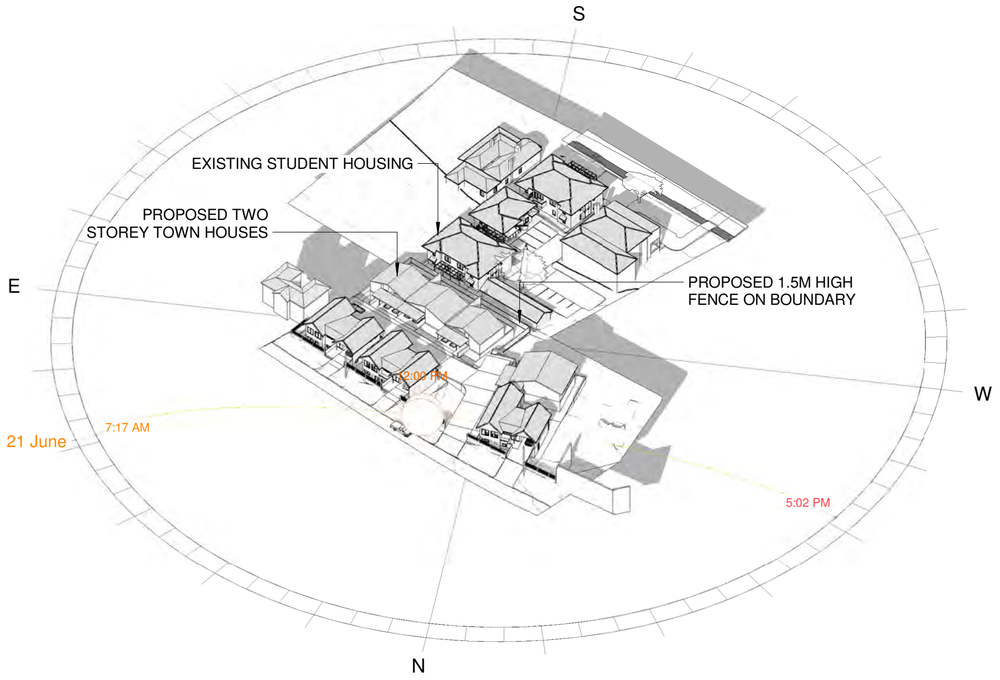
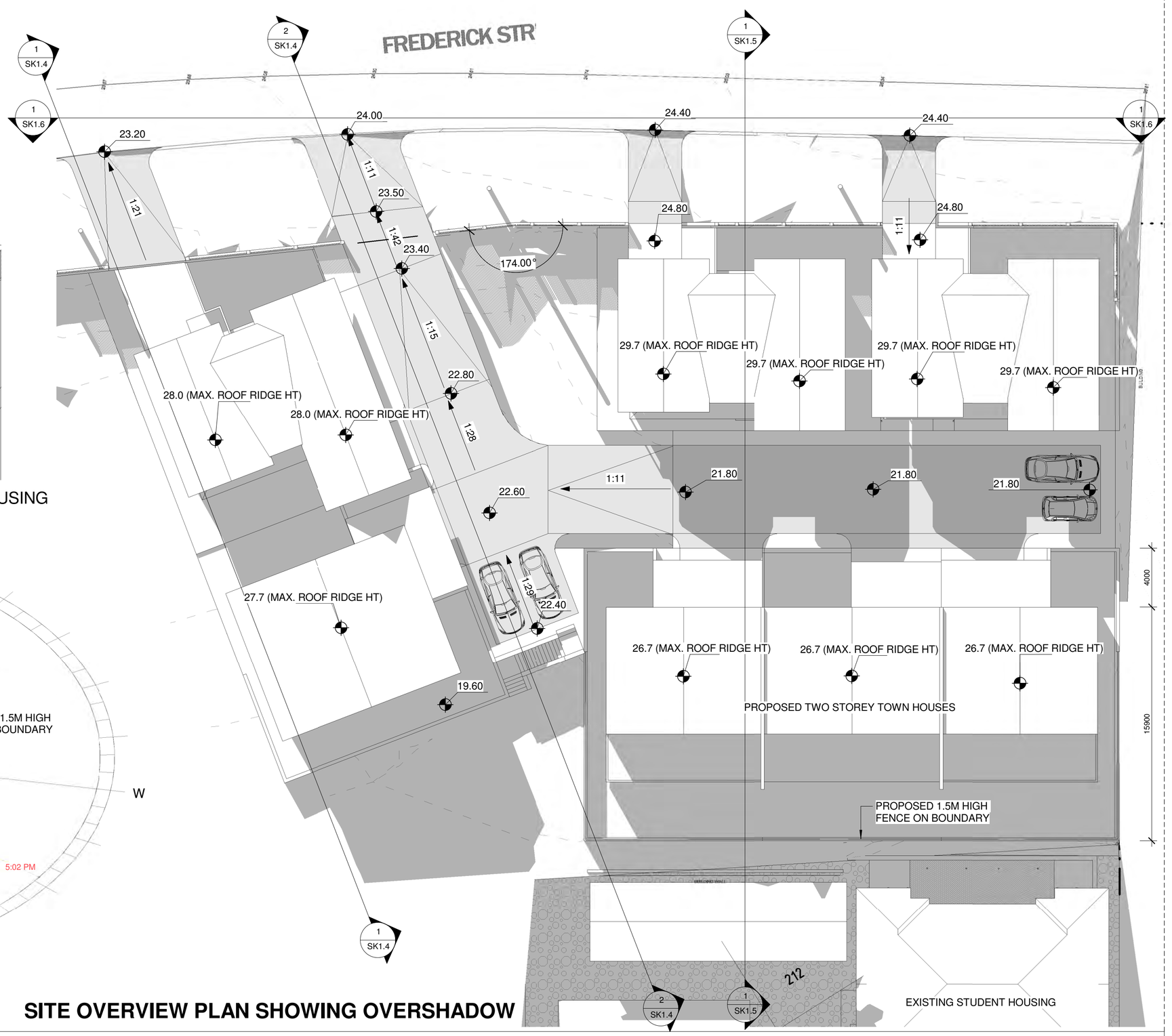


SHADOW CAST ON NORTH-EAST WALL OF EXISTING STUDENT HOUSING





SITE OVERVIEW PLAN SHOWING OVERSHADOW

INDICATIVE - PROPOSED SITE DEVELOPMENT

SPENCER STREET, ALBANY WA
ACTIV INDUSTRIES

DRAWING No	SK1.3
DRAWING	PROPOSED SITE OVERVIEW PLAN SHOWING OVERSHADOW
SCALE	1 : 200@ A2
JOB NUMBER	7252-17
DATE	5/07/2018 9:39:51 AM
DRAWN	PG

NOTE:
THIS SITE OVERVIEW PLAN INDICATIVELY SHOWS THE OVERSHADOW CAST BY PROPOSED INDICATIVE TWO STOREY TOWN HOUSES.
THE SUN ANGLE @ 12PM 21/JUNE
(WINTER SOLSTICE) ALBANY WA.

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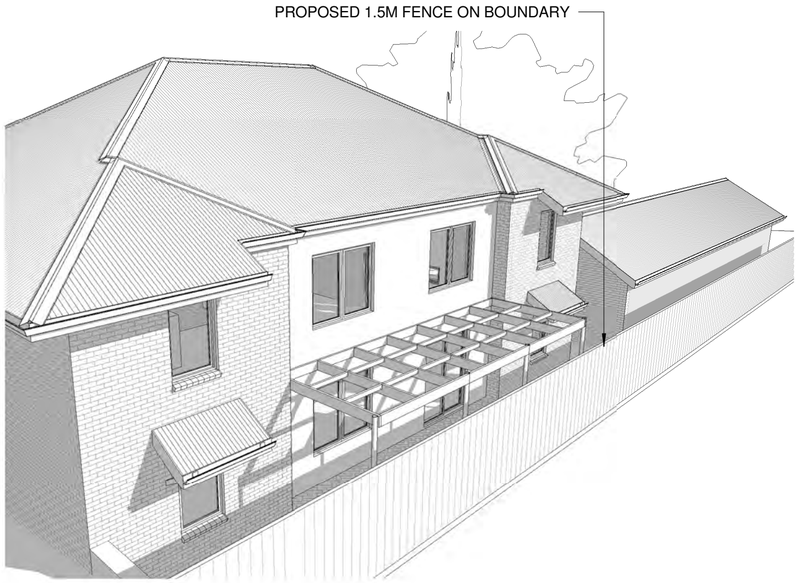
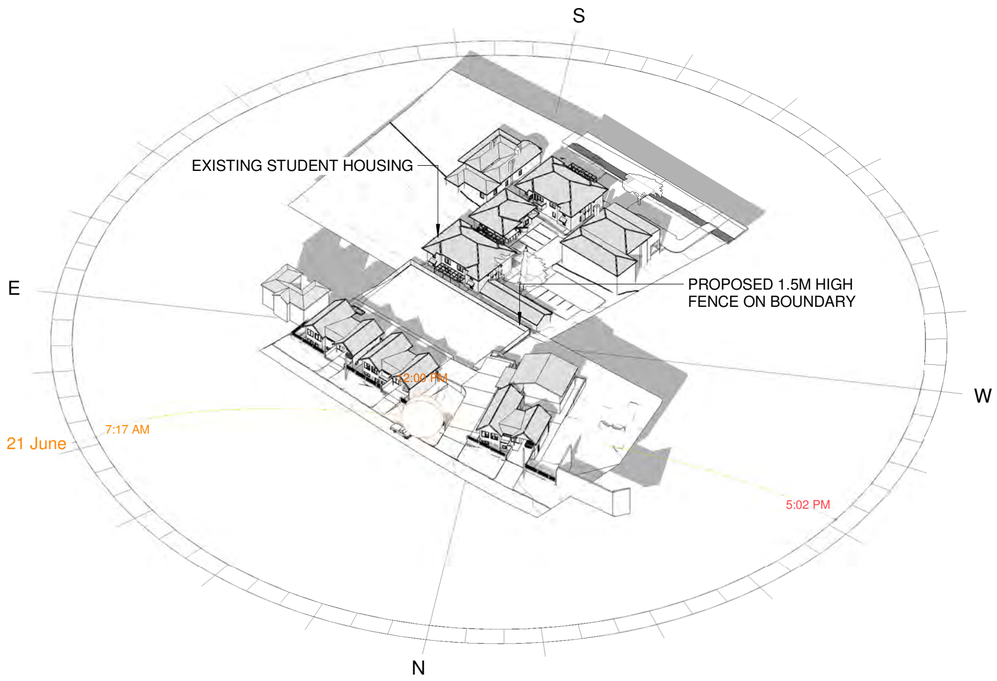
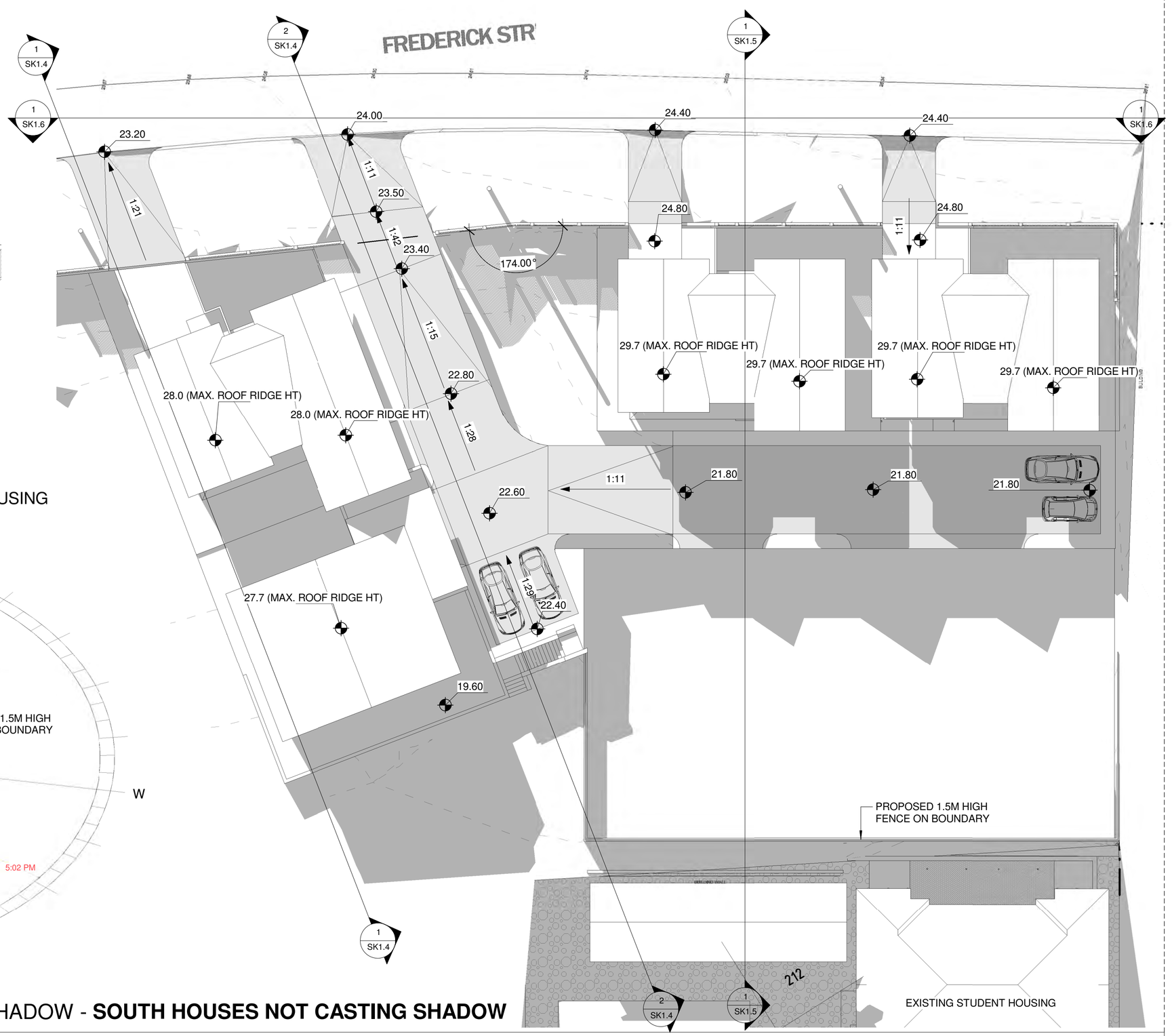


SHADOW CAST ON NORTH-EAST WALL OF EXISTING STUDENT HOUSING





SITE OVERVIEW PLAN SHOWING OVERSHADOW - **SOUTH HOUSES NOT CASTING SHADOW**

INDICATIVE - PROPOSED SITE DEVELOPMENT

SPENCER STREET, ALBANY WA
ACTIV INDUSTRIES

DRAWING No	SK1.3 b
DRAWING	PROPOSED SITE OVERVIEW PLAN SHOWING OVERSHADOW
SCALE	1 : 200@ A2
JOB NUMBER	7252-17
DATE	5/07/2018 9:45:32 AM
DRAWN	PG

NOTE:
THIS SITE OVERVIEW PLAN INDICATIVELY SHOWS THE OVERSHADOW CAST BY PROPOSED INDICATIVE TWO STOREY TOWN HOUSES.
THE SUN ANGLE @ 12PM 21/JUNE
(WINTER SOLSTICE) ALBANY WA.

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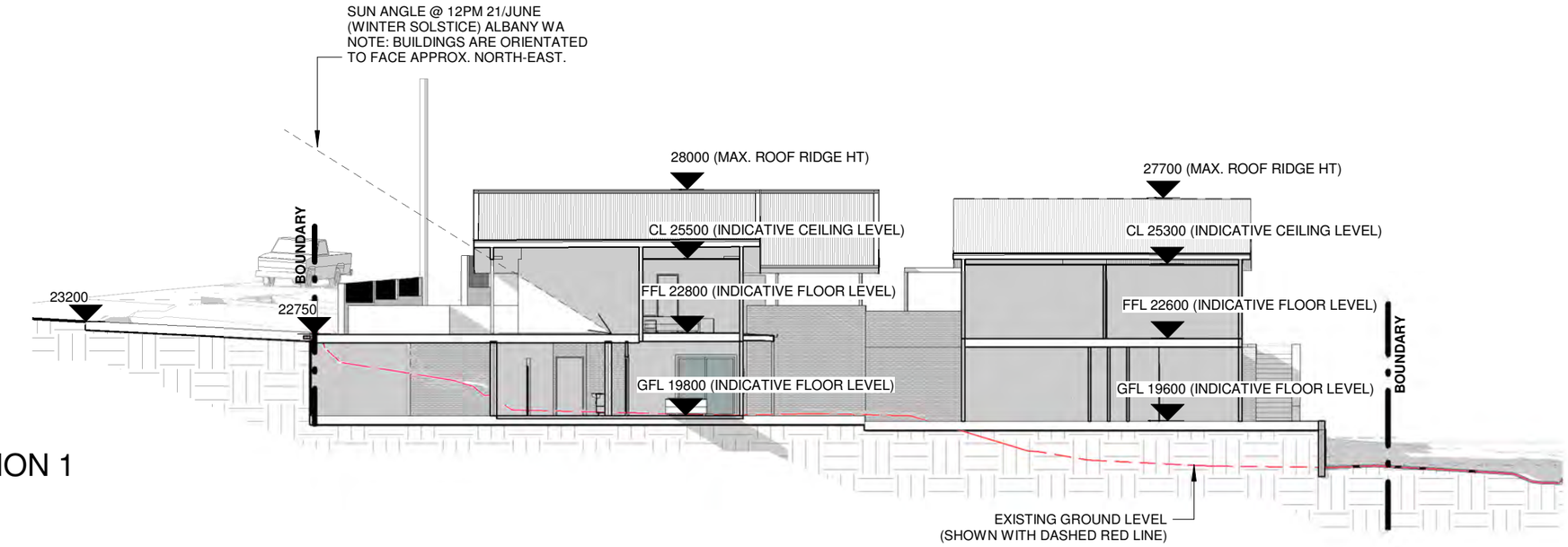

SECTION 1

1 : 200

SECTION 2_DRIVEWAY

1 : 200

NOTES:

1. LEVELS ARE INDICATIVE ONLY.
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INDICATIVE - PROPOSED SITE DEVELOPMENT

SPENCER STREET, ALBANY WA
ACTIV INDUSTRIES

DRAWING No	SK1.4
DRAWING	PROPOSED SITE SECTIONS
SCALE	1 : 200@ A3
JOB NUMBER	7252-17
DATE	2/07/2018 10:42:06 AM
DRAWN	PG

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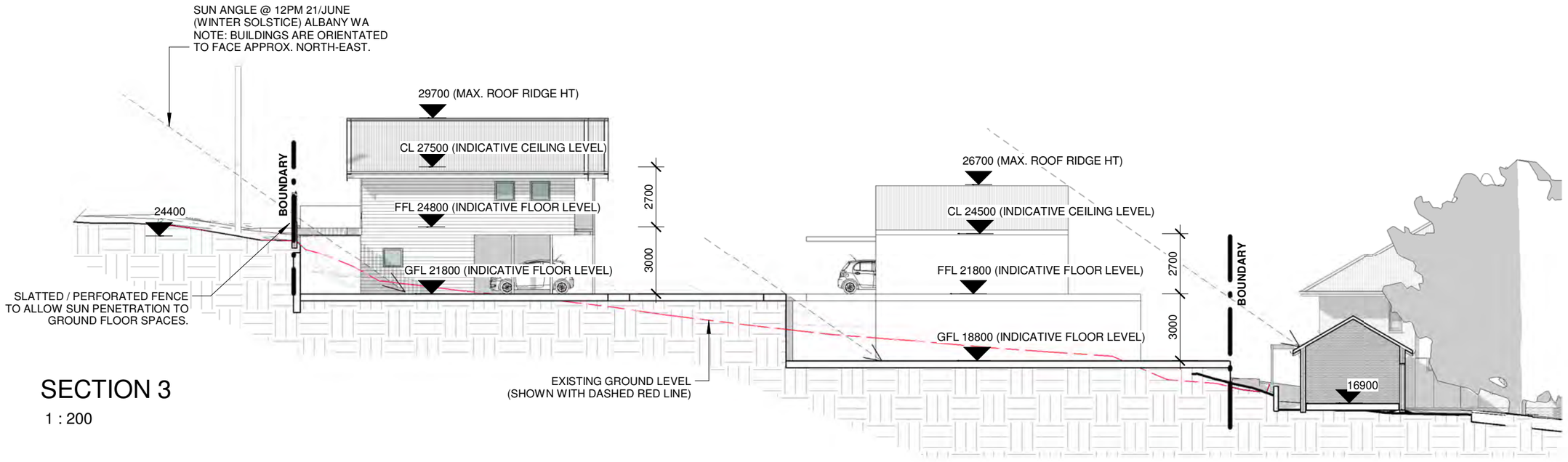

SECTION 3

1 : 200

NOTES:

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INDICATIVE - PROPOSED SITE DEVELOPMENT

SPENCER STREET, ALBANY WA
ACTIV INDUSTRIES

DRAWING No	SK1.5
DRAWING	PROPOSED SITE SECTIONS
SCALE	1 : 200@ A3
JOB NUMBER	7252-17
DATE	2/07/2018 10:42:25 AM
DRAWN	PG

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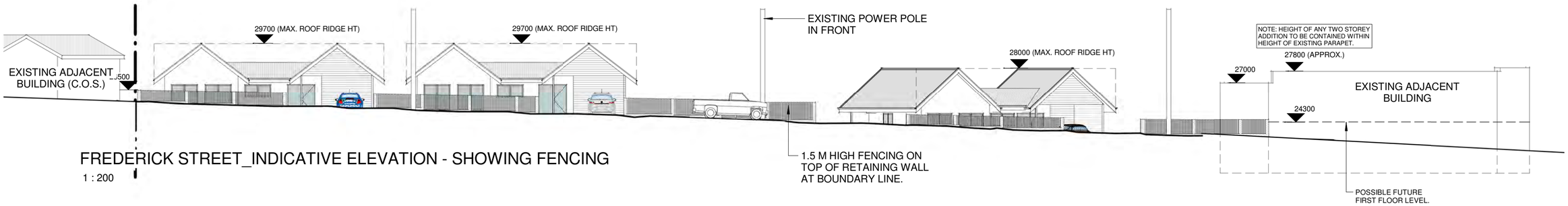
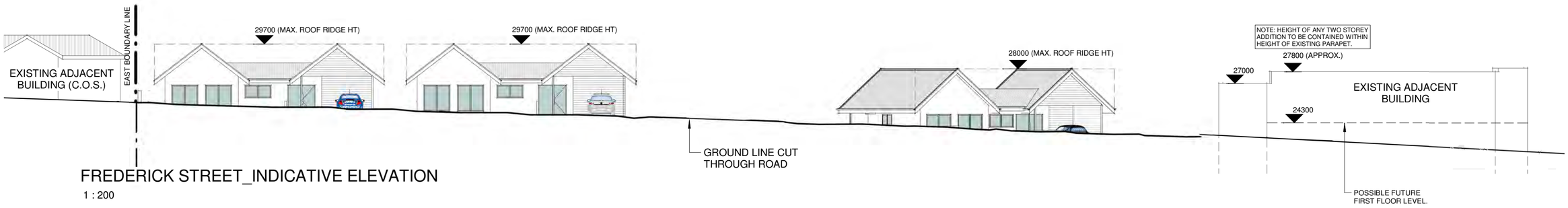


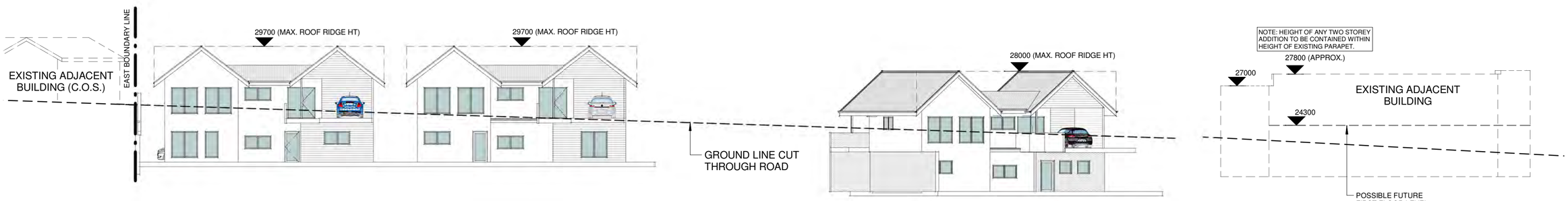
FREDERICK STREET_INDICATIVE ELEVATION - SHOWING FENCING

1 : 200



FREDERICK STREET_INDICATIVE ELEVATION

1 : 200



INDICATIVE NORTH BUILDING ELEVATIONS

1 : 200

INDICATIVE - PROPOSED SITE DEVELOPMENT

SPENCER STREET, ALBANY WA
ACTIV INDUSTRIES

DRAWING No	SK1.6
DRAWING	PROPOSED STREET ELEVATION - FREDERICK STREET
SCALE	1 : 200@ A2
JOB NUMBER	7252-17
DATE	2/07/2018 10:42:54 AM
DRAWN	PG

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FREDERICK STREET_EXISTING ELEVATION

FREDERICK STREET_EXISTING FENCING IN FRONT OF PROPOSED TOWN HOUSES

FREDERICK STREET_PROPOSED TOWN HOUSES

INDICATIVE - PROPOSED SITE DEVELOPMENT

SPENCER STREET, ALBANY WA
ACTIV INDUSTRIES

DRAWING No	SK1.7
DRAWING	OVERLAPPED STREET PHOTOS - SHOWING EXISTING & PROPOSED
SCALE	1 : 1 @ A2
JOB NUMBER	7252-17
DATE	2/07/2018 10:43:21 AM
DRAWN	PG

NOTE: FOREGROUND & BACKROUND IMAGES OF EXISTING STREET TAKEN 2M ABOVE ROAD LEVEL.

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INDICATIVE PERSPECTIVE LOOKING EAST UP FREDERICK ST

INDICATIVE PERSPECTIVE LOOKING WEST DOWN FREDERICK ST

INDICATIVE - PROPOSED SITE DEVELOPMENT

SPENCER STREET, ALBANY WA
ACTIV INDUSTRIES

DRAWING No	SK1.9
DRAWING	INDICATIVE PROPOSED STREET PERSPECTIVES
SCALE	@ A3
JOB NUMBER	7252-17
DATE	2/07/2018 10:44:33 AM
DRAWN	PG

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Schedule of Submissions/Recommendations

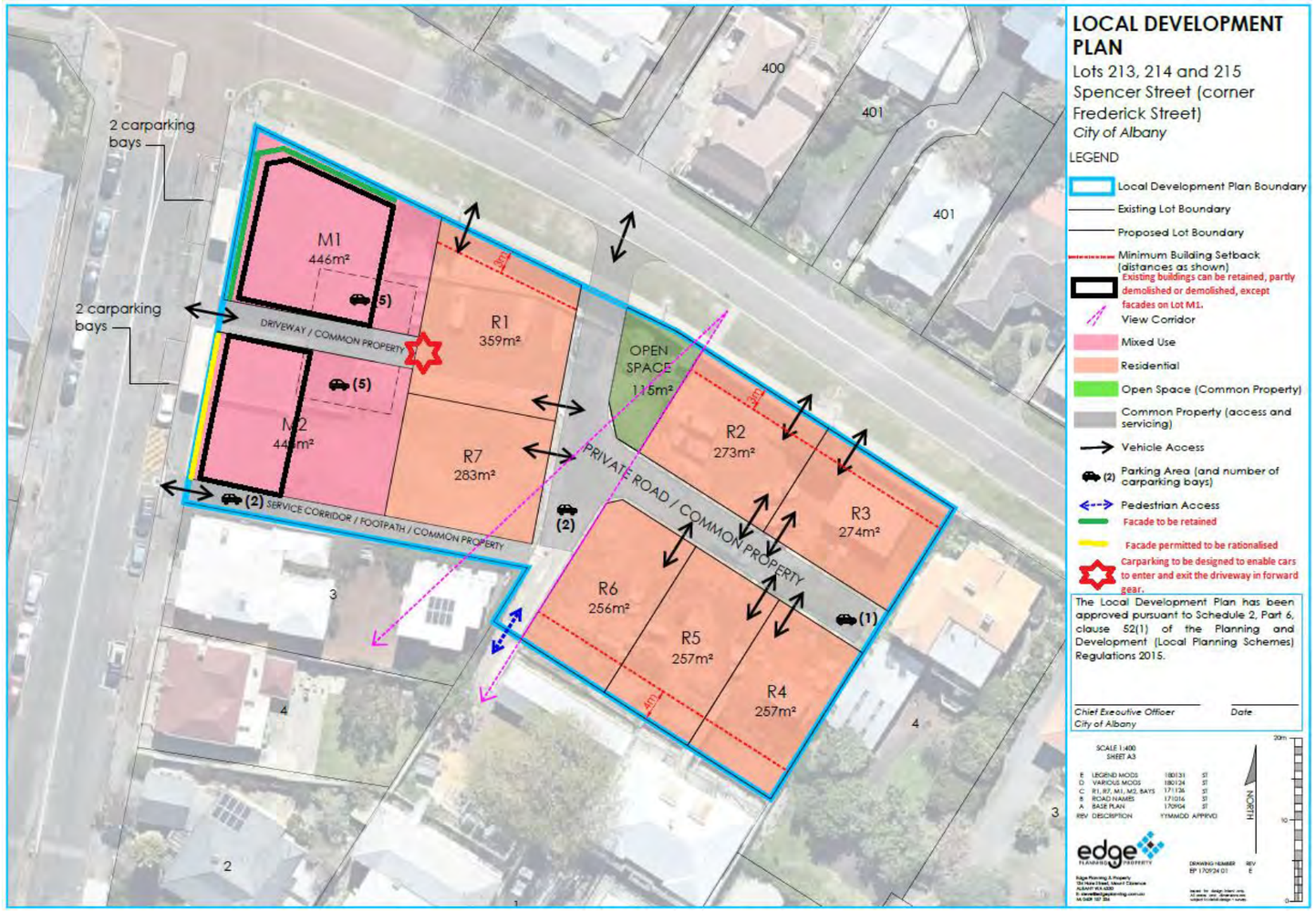
LOCAL DEVELOPMENT PLAN No.6

No.	Address	Summary of Submissions ***Note: This is a broad summary of the submissions only.*** ***A copy of the submissions in full has been provided to the Council as a separate document.***	City of Albany – Comment/Recommendations
Support			
1.		Look forward to seeing something decent built on this desirable piece of land, which has been a dustbowl for us when the westerly is blowing and an eyesore for everyone during these last few years.	It is noted that some members of the community support the development of the site for various reasons including: • The site is currently an eyesore; • Development will add to the housing choice in Albany's CBD; • The proposed plan considers heritage and promotes infill; • The plan is realistic and seeks to conform to surrounding land use. No modifications recommended.
2.		The planning rules promote infill development on land near activity centres. The property is well suited for mixed use development and it will add to housing choice in the Albany central area.	
3.		The Local Development Plan will conserve heritage assets, promote infill residential development and support quality urban design outcomes. The property is suitable for mixed use development as evidenced by past approvals. The Local Development Plan will complement and not conflict with nearby land uses. The plan is respectful in regard to building heights and identifies a view corridor between Frederick Street and the University of Western Australia campus.	
4.		The Local Development Plan will provide the opportunity for further investment on the site and in-turn support investment in Albany. I agree that the increased residential lot sizes are more realistic and commercially feasible than the small	

		lots outlined in the approved Development Guide Plan.	
5.		It is positive that the units are less in number and we are supportive of good quality development in this heritage area (while minimising the impact on current homes in the area).	
Views			
6.		City to embrace the need to develop local laws for view preservation.	Dismiss recommendation that the City develop local law for view preservation. Dismiss request for the area 'R1' to remain as a car parking area. A sealed and line marked car parking area (8 bays) has been developed and benefits commercial activity available for 'M1' and 'M2'. The proposed Local Development plan seeks to allow residential development over the 'R1' site, subject to parking being provided elsewhere. Development on land zoned residential is governed by the State of Western Australia's 'R-Codes'. The R-codes support development subject to compliance with boundary setbacks, overshadowing and height limitations. Views to prominent landscape features may be taken into consideration where development seeks to vary from maximum height limits. The proposed Local Development Plan seeks to ensure that development does not exceed height limits set by the R-Codes. No modifications recommended.
7.		Residence (1) in the new LDP6 is located in a space that was set aside for parking and garden in the existing DGDGP for Lot 14. This strategically placed parking area provided a viewing corridor for four of the single storey heritage houses on Frederick St. This viewing corridor should remain.	
Heritage			
8.		There are too many heritage issues acknowledged in the report to blithely go ahead and permit the rezoning to occur without strong conditions in place. Heritage impact statement should be a requirement of the applicant and one completed by an independent consultant. It is for the applicant to indicate to the City that there will not be any loss of amenity.	Dismiss recommendation for heritage impact statement. The Local Development Plan proposes to conserve heritage assets by; • Supporting quality urban design outcomes; • Ensuring the facade of any building fronting Spencer Street is designed to complement the appearance of the existing buildings in a manner consistent with 'recognised heritage conservation guidelines and principles' (City of Albany Historic Town Design Policy). • The existing facades of the building on Lot M1 are to remain unaltered with the exception of the removal of the later and intrusive verandah and window additions. Any restoration of the building (i.e. replacement of the verandah or windows, repainting, etc.) should be authentic and be based on documentary and physical evidence. Note that the existing developments on Spencer Street are not heritage listed and are not on the City's Heritage inventory list. **It is recommended that the following provision is deleted as a demolition permit has not been issued.** ~~**Provided Provisions 2, 6 and 7 are addressed, there is scope for demolition of the existing buildings on Lots M1 and M2, with details to be set out in a Development Application and a Demolition Permit.**~~
Access			

9.		The new LDP6 has all vehicle access for Lots 213, 214, & 215 via Frederick St. In the existing DGDGP for Lot 14 all vehicle access is via Spencer St. Vehicle access should be via Spencer St: (i) because this is a Spencer St. address; and (ii) because Spencer St (at the location of Lot 14) has Stop signs bracketing the access to Lot 14, so traffic is slow on this street. Frederick St, on the other hand, is a through street with (unfortunately) fast moving traffic (too fast in many cases), no street signs or speed modifiers to slow the movement of traffic. Cars backing out on this section of Frederick St will be a hazard. Cars parked on the verge of this section of Frederick St will block the view of traffic at the Stop sign on Spencer St.	Dismiss comment relating to access. Crossovers onto Frederick Street are not expected to impact transport safety on Frederick Street. Frederick Street is a 'Local Access Street' (Western Australian Planning Commission - Liveable Neighbourhoods Document), typical in a residential area for the distribution of cars to and from allotments. No modifications recommended.
Security			
10.		We do not want any one just walking through the service corridor to the south of the subject lot due to security reasons and questionable intent (possibly to commit a crime). A gate would be needed as currently the open access of this site has allowed many illicit activities and people of questionable intent to "hide" in this back area.	Uphold recommendation for the service corridor to be gated. **It is recommended that the following condition is included to ensure a gate is developed on the east side of proposed car parking bays, to address security concerns:** ***As a condition of development approval, a security gate is to be developed in the 'service corridor', on the eastern side of proposed car parking bays.***
Housing Design			
11.		Current planning and design should be attractive to the area and the people wanting to live in these buildings (modern but with use of interesting materials). No outside view of the proposed dwellings are in the plans.	Note comment on building design. The Local Development Plan proposes the following provisions to ensure development is appealing: • Built form, materials and colours should generally be consistent across Lots R1 - R 7 inclusive and complement surrounding and nearby buildings including historic listed buildings. External materials can include painted or rendered masonry, timber weatherboard or cement-cladding. Development should be sympathetic in form, size, bulk and setback to surrounding Frederick Street properties. • Use of unpainted or non-rendered face brick is not permitted. • Roof pitch for all new dwellings to be a minimum of 25 degrees with the roof ridges generally running north-south to optimise view corridors to the harbour. Small sections of flat roofs may be permitted if they facilitate 'good' design. • Unpainted 'Zincalume' roofing is required for all buildings. Roofing tiles are not permitted. • All dwellings on Lots R1-R7 inclusive are to be provided with a garage and/or carport constructed in materials to complement the dwelling.

			No modifications recommended.
Parking			
12.		There appears to be little visitor parking in these plans and we can see parking will occur more on Spencer street and the surrounding area. Already it is at a premium and we had managed to get controlled parking happening here as some people were parking all day (mainly from the Back packers). It is a little more controlled now, but needs constant monitoring. Parking is a prime concern. Frederick street is very busy and people drive fast along there. Access out of the units may be tricky. Parking for the commercial units needs to be considered and should be placed between these two buildings otherwise more demand on Spencer Street will occur.	Uphold comment relating to providing enough car parking for the proposed commercial use areas. A sealed and line marked car parking area (8 bays) has been developed and benefits commercial activity available for 'M1' and 'M2'. It has been proposed that some of the developed car parking bays are replaced by residential development ('R1'). It is proposed that car parking is establishing elsewhere and is based on a maximum net lettable floor area. **It is recommended that amendments are made to proposed provisions and the local development plan map, to ensure that enough car parking is provided to accommodate commercial activity at proposed sites M1 and M2, whilst ensuring the building façade at M2 is maintained:** **40. The four existing on-street car parking spaces in Spencer Street, adjoining the LDP site, provide an off-set for on-site car parking on Lots M1 ~~and M2. In particular, the off-set is two car parking spaces for Lot M1 and two car parking spaces for Lot M2.~~** **42. Two car parking spaces are provided in the common property, to the south of Lot M2, to support development on Lot M2. The City will consider tandem parking in the common property, to the south of Lot M2, where suitable arrangements have been made at the Development Application stage to the satisfaction of the City.** **~~42~~43. Car parking design is to ensure that cars can enter and exit the driveway/common property, located between Lots M1 and M2, in a forward gear.** **~~43. The City will consider varying the car parking standards for the non-residential component on Lots M1 and M2 if suitable arrangements are made for reciprocal parking.~~** **~~44. The City will consider a variation of up to 10% of the car parking standards on Lots M1 and M2 given the site's city centre location.~~** **~~45. Development proposals generating additional car parking requirements may be required to make a cash in lieu payment for car parking.~~** **45. Further to LPS1 Schedule 2 for AU12 and Condition 2(a), d~~D~~evelopment of Lots M1 and M2 is to incorporate commercial land uses such as 'office' and 'shop' on the ground floor for the section of the buildings fronting Spencer Street. A minimum of 60m^2 of commercial floorspace net lettable area (NLA) is required per Lot.** **~~46~~47. Without demolition of any part of the existing building on Lot M1, floor space limitations exist due to limited available space to develop car parking. The following scenarios may apply:** • **Combination of commercial on ground floor and residential on second floor. Maximum commercial floorspace of 60m^2 NLA along with two car parking spaces for residential use to address the R-Codes.** • **Commercial floorspace and no residential. Maximum commercial floorspace is 120m^2 NLA.** **~~47~~48 With demolition of parts of the existing buildings on Lots M1 and M2, ~~are to be used for~~ office accommodation ~~or other non-residential use approved by the City. Car parking has been~~ may be provided on the LDP for a maximum of 270~~150~~m^2 ~~gross floor area (~~NLA~~GFA)~~ of non-residential use on Lot M1 (if there is no residential component) and a maximum of 210~~150~~m^2 ~~of~~ NLA ~~GFA~~ of non-residential use on Lot M2 (if there is no residential component). Should the**

			residential component be greater, the commercial floorspace is required to correspondingly be reduced to address LPS1 car parking requirements. ~~Any increase in GFA will require the provision of additional car parking or other arrangements to the satisfaction of the City. Alternatively, satisfactory arrangements to expand the non-residential GFA on either Lot M1 or M2 can be considered if a smaller non-residential GFA is being used on the other Mixed Use lot and access to car parking bays can be secured to the satisfaction of the City.~~ Text (in red) and illustrated amendments are shown on the following plan to ensure: • Building façade on Lot M1 is retained; • Carparking is designed to ensure cars can enter and exit the site in forward gear; and • The façade on Lot M2 being rationalised. 
Water			

13.	Water Corporation	The developer is expected to provide all water and sewerage reticulation if required. A contribution for Water, Sewerage and Drainage headworks may also be required. In addition the developer may be required to fund new works or the upgrading of existing works and protection of all works. Any temporary works needed are required to be fully funded by the developer. The Water Corporation may also require land being ceded free of cost for works.	Note comment in relation to water, sewerage and servicing requirements. Servicing requirements are dealt with at the development stage in accordance with City Policy and Water Corporation requirements. No modifications recommended.
Gas			
14.	ATCO Gas	Please note that the location of the gas mains are indicative only. There is an existing domestic gas service line and meter set to M2 within the area marked as future Driveway/Common Property between M1 and M2. ATCO Gas also operates gas mains within Frederick Street which will be available should additional gas services be required. Please note should R4 R5 R6 and R7 require gas connections, gas service pipelines will be required to be installed within common property.	Note comment in relation to gas servicing requirements. Servicing requirements are dealt with at the development stage in accordance with ATCO requirements. No modifications recommended.