



ATTACHMENTS

Development and Infrastructure Services Committee Meeting

11 November 2020

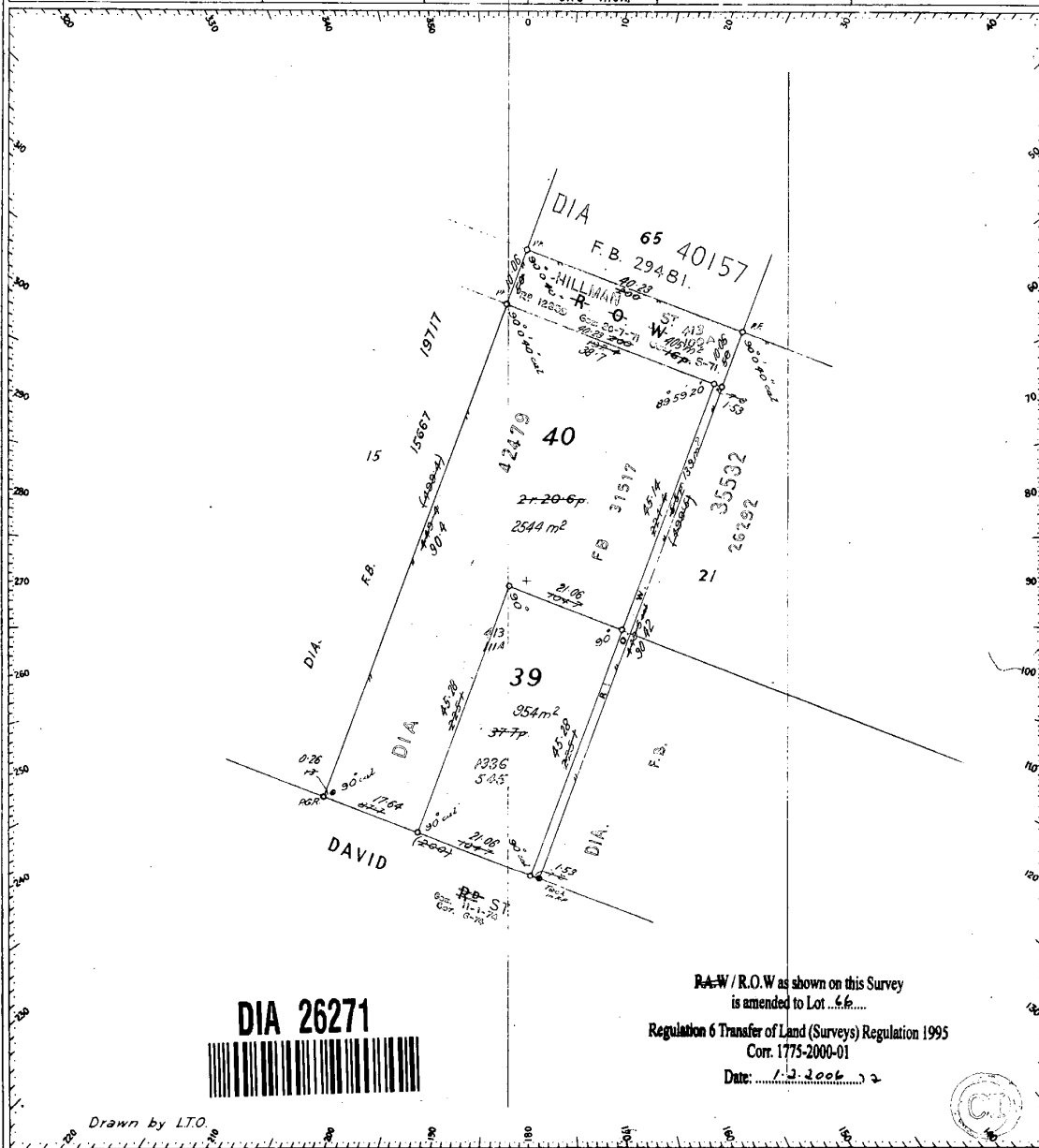
6.00pm

City of Albany Council Chambers

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Town or District.	Number of Lot or Location.	Field Book.	Scale	Certificate in which Land is Vested.	Area
PLANTAGENET	LOT 20 OF LOC 42	19978	1:792 + Chains to one inch	Vol. 132. Fol. 272.	A. R. P. 3-18-3 Green 21-5 Brown 3-39-2 Total



DIA 26271

R.A.W / R.O.W as shown on this Survey is amended to Lot ..6.f....
 Regulation 6 Transfer of Land (Surveys) Regulation 1995
 Corr. 1773-2000-01
 Date: 13-10-06

<p>CERTIFICATE</p> <p>I hereby certify that this survey was performed by me personally (or under my personal supervision, inspection, and field check), in strict accordance with the Regulations for the guidance of Surveyors, and that this plan is in all respects accurate.</p> <p style="text-align: right;"><i>S. Harley</i> Licensed Surveyor.</p> <p>Date: 20-4-61.</p>		<p>Approved by Town Planning Board</p> <p style="text-align: right;"><i>[Signature]</i> Chairman</p> <p>Date: 23-11-60.</p>	
<p>Approved</p> <p><i>[Signature]</i> Inspector of Plans and Surveys</p> <p>Examined <i>R.W. Dalton</i> 23/11/61 Date: 2-2-1961</p>	<p>On</p> <p>Plan 3567 Diagram Index Plan 7304 CORRECTION 26271 11-06</p>	<p>Registered</p> <p><i>[Signature]</i></p>	<p>Diagram No.</p> <p>26271</p>

David Street ROW entry/exit





Central ROW









Hillman Street Row entry/exit



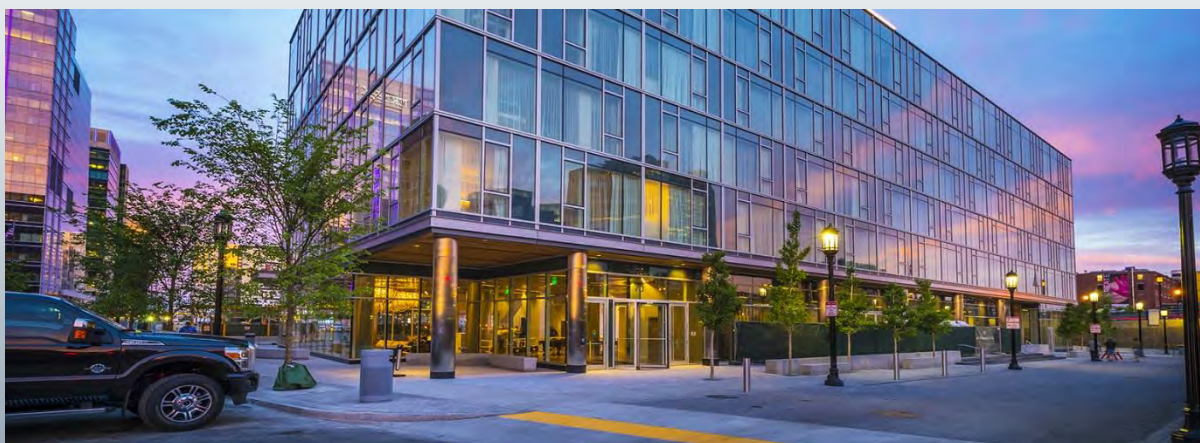


Photos provided as part of submission No.3









Special Use Zone 15 - Albany Waterfront Structure Plan

Proposed Amendment to Precinct 2

Prepared for Foreshore Investments Albany Pty Ltd

DOCUMENT CONTROL

Control Version	Date	Status	Distribution	Comment
A	31.5.2017	Draft	Internal	Review
B	9.6.2017	Draft	Internal	Amended to include mod 6 and staging revision
C	31.8.2017	Draft	Internal	Amended to address items raised by CoA and DoP 20.6.17 and outcomes of acoustic assessment
D	30.10.2017	Draft	CoA/DoP	For preliminary comment
E	19.01.2018	Final	CoA/DoP	For lodgement

Prepared for: 20536 Foreshore Investments Albany Pty Ltd

Prepared by: DC

Reviewed by: HD

Date: 19.01.2018

Job No: 20536

Version: E

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1 EXECUTIVE SUMMARY

The Albany Waterfront Structure Plan was approved by the City of Albany on 16 May 2006, and outlines future development within the Structure Plan area. In response to market feedback, in 2011 the City of Albany approved changes to the Commercial and Accommodation precincts to increase the gross floor area and building height to increase the viable operation of future development.

The approved Structure & Precinct Plans guide development of the Waterfront Area by providing a detailed framework for the pattern of land use and development within the Structure Plan Area. The Structure Plan outlines proposed vehicle and pedestrian movement networks and the distribution of land uses within the Structure Plan area, with the Precinct Plan guiding future development standards.

A series of land use and urban structure modifications are proposed to the Accommodation Precinct (Precinct 2) of the approved Albany Waterfront Structure Plan, to provide increased flexibility with the design and siting of development within this precinct. The proposed changes will serve as a catalyst to promote further development within the Albany Waterfront Area (AWA), and contribute towards providing the critical mass required to support the year round operation of other land uses such as shops, offices and restaurants. The proposed changes will also ensure key design principles including building height and scale, active ground floor interfaces, public access ways and design guidelines including hotel/apartment entry points and screening of back of house activities are retained.

In order to stimulate increased activity and a high standard of development in the AWA, seven modifications are proposed to the Albany Waterfront Structure Plan and Accommodation Precinct Plan.

Importantly, it should be noted that there are no changes to the building height(s) or scale. Furthermore, the primary land use for the site will remain for Tourist purposes, with measures proposed to permit a limited amount of permanent residential accommodation.

This report provides a detailed description of these modifications and the rationale underpinning each change.

Table 1 provides a summary of these modifications.

Planning Instrument	Existing Provisions	Proposed Provisions	Process
<p>Structure Plan & Precinct Plan</p>	<p>1. No permanent residential developments are permitted in the Albany Waterfront (c24.1).</p>	<p>1. <i>No permanent residential development is permitted in the Albany Waterfront Structure Plan Area, with the exception of Multiple Dwellings being a discretionary land use within the Accommodation Precinct. Multiple Dwellings are not permitted on the ground level fronting the Waterfront Promenade.</i></p>	<p>1. Structure Plan & MOA simultaneous decision by Council.</p> <p>2. MOA:</p> <p>a. Agreement between City of Albany and State of Western Australia to absolve or amend MOA pro tanto; or</p> <p>b. No agreement between City of Albany and State of Western Australia to amend MOA.</p>
	<p>2. No provision for prioritising the location of tourism development.</p>	<p>2. (A) <i>The scale of any residential development is to complement the tourism component and priority is to be given to locating the tourism component(s) on those areas of the site providing the highest tourism amenity.</i></p> <p>2. (B) <i>Any staging of development is to occur so that the tourism development and provision of facilities occurs prior to, or concurrently with, any residential development.</i></p> <p>2. (C) <i>Multiple dwelling development shall not exceed a Gross Floor Area of 6,800m².</i></p>	<p>3. Progress Structure Plan Amendment as per P&D Regulations 2015.</p>
	<p>3. Building footprints shown on Structure Plan.</p>	<p>3. <i>Revising the building footprints to the Accommodation Precinct to provide improved pedestrian connectivity through the Waterfront Area via revised pedestrian access points, and enable increased flexibility of building design and siting, while maintaining key principles of the Design Guidelines.</i></p>	

	<p>4. No basement or part basement parking is permitted (c4.6).</p>	<p>4. <i>Basement parking, or part basement parking, to protrude a maximum 1.5m above the natural ground level of the Accommodation Precinct, excluding the active ground floor interface with the Waterside Promenade.</i></p>	
	<p>5. All buildings will be setback a minimum of 25m from the Princess Royal Drive road reserve boundary (c2.1).</p>	<p>5. <i>Revise the building setback to Princess Royal Drive from 25m to 19m within the Accommodation Precinct to allow increased flexibility with design and siting of buildings.</i></p>	
	<p>6. No current provision.</p>	<p>6. <i>All Holiday Accommodation and Multiple Dwellings located within the Accommodation Precinct are to incorporate Quiet House Design Package B.</i></p>	
	<p>7. No current Provision.</p>	<p>7. (A) <i>Prior to development commencing a Management Statement is to be prepared in consultation with the City of Albany to ensure all Holiday Accommodation units will be let out for tourism purposes, preferably by an on-site letting agent (manager).</i></p> <p>7. (B) <i>Prior to development commencing a Management Statement is to be prepared in consultation with the City of Albany to address amenity and mitigation measures associated with the Port and Entertainment Precinct.</i></p> <p>7. (C) <i>The Local Government may consider the use of a Section 70A notification being placed on the Title(s) to advise prospective</i></p>	

		<i>purchasers of potential impacts that may arise from activities associated with the Albany Waterfront or Port of Albany.</i>	
<i>Memorandum of Agreement</i>	1. Acknowledgement and respect of 24 hour a day, 7 day a week heavy haulage access to the Port of Albany.	1. No change.	1. Relevancy of the MOA to be reconsidered by Local and State Government, and amended or absolve.
	2. Prohibition of permanent residential activity.	2. Permit limited permanent residential activity for a proportion of the Accommodation Precinct.	
	3. Unfettered Access to the Foreshore.	3. No change.	
	4. Maintain the iconic Princess Royal Harbour vista as seen in the York Street Commercial Precinct.	4. No change.	
<i>Local Planning Scheme (LPS1)</i>	1. Schedule 4 of LPS1 outlines the following special use and conditions relating to SU15:	1. Amend Schedule 4 of LPS1 with the following special uses and conditions relating to SU15:	1. Scheme Amendment to follow adoption of Structure Plan.
	<u>Land Uses</u> – Multiple Dwellings not permitted.	<u>Land Uses</u> – include Multiple Dwellings as “D” class permissibility in the Accommodation precinct.	
	k. Buildings to be setback a minimum of 25m from Royal Princess Drive; l. Not utilise basement parking.	k. Buildings to be setback a minimum of 25 metres from Royal Princess Drive, excluding the Accommodation Precinct; l. Basement parking permitted;	
	2. No provision for prioritising the development and location of tourism development.	2. <i>Include provision noting the scale of any residential development is to complement the tourism component and priority given to locating the tourism component(s) on those areas of the site providing the highest tourism amenity.</i>	
<i>Policy</i>	Identifies Precincts.	No change.	Nil.

<p><i>Development Application</i></p>			<p>Development Application to be lodged following Amended Structure Plan, MOA and Scheme Amendment.</p>
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Table 1: Proposed summary of Modifications to Albany Waterfront Planning Controls

2 INTRODUCTION

2.1 Introduction & Purpose

This Amendment to the Albany Waterfront Structure Plan (the “Structure Plan”) and Precinct Plan (the ‘Precinct Plan’) has been prepared by Harley Dykstra on behalf of the landowners, Foreshore Investments Albany Pty Ltd.

A series of land use and urban structure modifications are proposed to the Accommodation Precinct (Precinct 2) of the Albany Waterfront Structure Plan and Precinct Plan, to provide increased flexibility with the design and siting of future development in this precinct.

The proposed changes will serve as a catalyst to promote further development within the Albany Waterfront Area (AWA), and contribute towards providing the critical mass required to support the year round operation of other land uses such as shops, offices and restaurants. These changes ensure the retention of key design principles including building height and scale, active ground floor interfaces, public access ways and design guidelines (including hotel/apartment entry points and screening of back of house activities).

Since construction was completed in 2009, the AWA has largely remained as undeveloped land. In 2010 the Albany Entertainment Centre (AEC) was completed, marking the first building to be constructed in the Waterfront Area. The Due South Waterfront Restaurant was subsequently developed in 2014, and has since proven a popular attraction to the Waterfront Area and wider Albany region. A lack of private investment in the Waterfront Area can be partially attributed to overly restrictive planning regulations, resulting in development of the area being unviable.

In order to stimulate increased activity and a high standard of development in the wider Waterfront Area, a series of changes are proposed to the Albany Waterfront Structure Plan. These changes, support the vision for the Waterfront Area to:

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

This report includes a detailed description of the proposed changes and outlines the planning rationale that underpins each change.

2.2 Subject Land

The subject land comprises of Lot 3 Toll Place, Albany and is located within the Albany Waterfront Structure Plan area (SU15). The lot has an area of 9,599m², and is located adjacent the Princess Royal Harbour. Since developed by Landcorp, the subject land has remained vacant.

A location plan of the subject site is illustrated in **Figure 1**.



Figure 1: Location Plan of Albany Waterfront Accommodation Precinct (Precinct 2)

3 PLANNING & ENVIRONMENTAL CONSIDERATIONS

3.1 City Of Albany Local Planning Scheme No. 1 (LPS 1)

The subject site is zoned “Special Use No. 15” (SU15) in the City of Albany Local Planning Scheme No. 1 (LPS 1), and identified as the “Accommodation Precinct” (Precinct 2) within the Albany Waterfront Structure Plan area.

The Albany Waterfront Structure Plan was approved by the City of Albany on 16 May 2006. In response to market feedback in 2011, the City of Albany approved changes to the Commercial and Accommodation precincts to increase the gross floor area and building height to increase the viable operation of future development.

Section 5.9.1.6 of LPS 1 enables the City of Albany to adopt a change to (or departure from) a Structure Plan if, in the opinion of the Local Government, the change or departure does not materially alter the intent of the Structure Plan.

3.2 Local Planning Scheme Regulations 2015 (LPS Regulations)

The *Planning and Development (Local Planning Scheme) Regulations 2015* (LPS Regulations) took effect on 19 October 2015, and cover a broad range of matters including local planning schemes, local development plans and structure plans.

Clause 29 (Schedule 2, Part 4) of the LPS Regulations outlines the process for amending an approved Structure Plan, and notes:

- (1) *A structure plan may be amended by the Commission at the request of the local government or a person who owns land in the area covered by the plan.*
- (2) *The procedures for making a structure plan set out in this Part, with any necessary changes, are to be followed in relation to an amendment to a structure plan.*
- (3) *Despite subclause (2), the local government may decide not to advertise an amendment to a structure plan if, in the opinion of the local government and the Commission, the amendment is of a minor nature.*
- (4) *An amendment to a structure plan does not extend the period of approval of the plan unless, at the time the amendment is approved, the Commission agrees to extend the period.*

Clauses 17-20 of Schedule 2, Part 4 of the LPS Regulations, require a local government to advertise a structure plan (and amendments if deemed necessary) with 28 days of receipt. Following public advertising of the structure plan, a local government must consider submissions and provide a report with a recommendation to the Western Australian Planning Commission (WAPC) for its consideration in determining amendment(s).

The proposed changes to the Albany Waterfront Structure Plan, as detailed in this report, have been prepared for the consideration of the City of Albany and the WAPC in accordance with the LPS Regulations.

3.3 Adopted Albany Waterfront Structure Plan And Precinct Plan

The City of Albany adopted the Albany Waterfront Structure Plan on 16 May 2006, and subsequent Precinct Plan on 19 September 2006. Changes to these two plans occurred in October 2011, when an increase to the gross floor area and building height to the Accommodation and Commercial Precincts was approved by the City.

The Structure & Precinct Plans guide development of the Waterfront Area by providing a detailed framework for the pattern of land use and development within the Structure Plan Area. The Structure Plan outlines proposed vehicle and pedestrian movement networks and the distribution of land uses within the Structure Plan area. The Precinct Plan provides design guidelines for future development within each precinct. A copy of the adopted Structure & Precinct Plans are included at **Appendix A**.

The Structure Plan divides the Waterfront Area into the five precincts which are characterised primarily by different land uses. These precincts are:

1. **Entertainment Precinct** (Precinct 1) is to the western side of Toll Place and comprises of the Albany Entertainment Centre, mixed use retail and commercial as well as public open space.
2. **Accommodation Precinct** (Precinct 2) is to the eastern side of Toll Place and provides for a hotel and short stay/serviced apartments.
3. **Commercial Precinct** (Precinct 3) is to the east of the Accommodation Precinct and provides for maritime focussed mixed commercial and retail uses with capacity for short-stay apartments.
4. **Town Jetty Precinct** (Precinct 4) is centrally located comprising mixed use maritime, retail and commercial uses.
5. **Harbour Precinct** (Precinct 5) comprises maritime based light industrial uses, and includes the marine, fishing industry hard stand boat ramp and trailer parking.

Together, the Structure Plan and Precinct Plan outline the relevant statutory planning requirements for the Albany Waterfront Area, including land use permissibility, development standards and design guidelines.

The Structure Plan and Precinct Plan Amendments detailed in this report are limited to land use and development guidelines for the Accommodation Precinct (Precinct 2) only.

3.4 Albany Waterfront Memorandum of Agreement (MOA)

The Albany Waterfront Memorandum of Agreement (MOA) is an agreement between the State of Western Australia and City of Albany. The MOA was executed in 2007 and serves to identify and confirm the strategic alliance that exists between the key stakeholders and the roles and responsibilities of each entity in bringing the project to fruition.

It is anticipated the MOA can be discharged, or a supplementary MOA entered into, as all key components of the scope have been completed, including; construction of the Waterfront, Boat Harbour & Pedestrian Bridge, Albany Entertainment Centre, Anzac Peace Park and associated land transactions.

Section 5 of the MOA outlines commitments to the community, and states:

The State of Western Australia and the City of Albany are committed to the following underlying principles regarding the development and ongoing operation of the Albany Waterfront:

- *Acknowledgement and respect of 24 hour a day, 7 day a week heavy haulage access to the Port of Albany.*
- *Prohibition of permanent residential activity.*
- *Unfettered community access to the foreshore.*
- *Maintenance of the iconic Princess Royal Harbour vista as seen from the York Street Commercial Precinct.*

Consultation between the City of Albany and State of Western Australia to discharge the MOA, or enter into a supplementary MOA will occur concurrently with the proposed Structure Plan modifications and subsequent Amendment to the City of Albany Local Planning Scheme No. 1. The objective of this consultation is to reach agreement between Local and State governments to allow a limited amount of permanent residential activity to occur within the Accommodation Precinct.

Table 2 below provides a summary of the proposed changes to the community commitments outlined in the MOA.

Current commitment	Implementation of commitment
<i>Acknowledgement and respect of 24 hour a day, 7 day a week heavy haulage access to the Port of Albany.</i>	No change. To minimise potential traffic conflicts with heavy vehicles servicing the Port, a restrictive covenant has been lodged on the existing Title restricting access onto Princess Royal Drive. Further, Modification 7 proposes a notification to be placed on all future Titles for the subject site advising landowners that the site is located in close proximity to the Port of Albany and may be impacted by Port operations 24 hours a day.
<i>Prohibition of permanent residential activity.</i>	Refer to Modification 1 (section 4.1) proposing the inclusion of limited permanent residential accommodation within the Accommodation Precinct only.
<i>Unfettered community access to the foreshore.</i>	No change. Modifications to the Structure Plan ensure strategic public access points on Lot 3 are retained and encourage an active ground floor interface with the foreshore area.
<i>Maintenance of the iconic Princess Royal Harbour vista as seen from the York Street Commercial Precinct.</i>	No change to the approved building heights that could impact on the harbour vistas from the York Street Commercial Precinct.

Table 2: Summary of community commitments in MOA

3.5 SPP 2.6 – State Coastal Planning Policy

Section 77 of the Planning and Development Act 2005 requires local governments, when preparing or amending a Local Planning Scheme, to have due regard to State Planning Policy 2.6 – State Coastal Planning Policy (SPP 2.6) where it affects its district. This policy encourages urban development to be concentrated in and around existing settlements, particularly areas with established infrastructure and services, and seeks to avoid significant and permanent negative impacts on the environment arising from new development.

SPP 2.6 notes “a coastal proposal may be considered infill development if the subject site is between existing lots and adjacent to approved development”. The site is considered to be infill development as it is surrounded by existing lots and approved development. Directly to the west is the Albany Entertainment Centre (AEC) and Due South Restaurant, to the south a marina development, to the east is the Albany Boat Shed Markets and to the north is the Albany Central Business District.

The subject site is serviced to a full urban standard, including underground power, reticulated scheme water, deep sewerage and stormwater drainage. Future development on the site will be connected to these services, with no discharge of pollutants into the coastal environment.

The Albany Waterfront Area (AWA) fronts onto Princess Royal Harbour, classified as a 'tidal reach of inland waters', and may be subject to influence by inundation and tidal processes. The AWA is less prone to shoreline movements, however suitable consideration should be provided to inundation and wave run up during a significant storm event.

The subject site has a shared coastal hazard risk with the surrounding development, and is protected from inundation and wave run up by the existing breakwater. The outer breakwater wall is approximately 3.35m AHD, road 2.45m AHD and inner wall 2.70m AHD. The breakwater has been designed to provide appropriate protection to the boat facilities and land development from the actions of climate change, inundation and wave overlap from Princess Royal Harbour. Section 22.2 of the AWA Precinct Plan notes that *"Over the lifetime of these structures there will be the need for some minor maintenance. This is expected to be needed about every 5 to 10 years and will require access for the equipment, materials and workmen."*

In addition to the above, the following outcomes from the proposed modifications to the Structure Plan include:

- A sustainable development which balances competing economic, social and environmental demands, as seen with other coastal developments including Middleton Beach, Elizabeth Quay and Port Coogee;
- Assisting to limit further peri urban coastal development, by providing a limited supply of dwellings for permanent accommodation within an existing settlement;
- No changes to the coastal processes, biodiversity or water circulation patterns as the subject site is located behind a foreshore reserve;
- No changes to any natural drainage patterns, nutrient cycles or water quality as no modifications are proposed to the environmental or servicing requirements to the site; and
- No impact on any vegetation or vegetation corridors as the site is vacant cleared land.

4 PROPOSED MODIFICATIONS & RATIONALE

The landowners are committed to completing a high standard of hotel and apartment development on the site. This development will be the stimulus for increased activity and further development within the wider Albany Waterfront Area.

A total of seven (7) modifications are proposed as part of this Amendment to the adopted Albany Waterfront Structure Plan. These changes are illustrated in **Appendix B** and described in the following sections, along with sound planning rationale.

4.1 Modification 1 – Multiple Dwellings

Incorporate Multiple Dwellings as a ‘D’ land use classification within the ‘Accommodation Precinct’, amend the Structure Plan and Clause 24.1 of the Precinct Plan Report to note:

“No permanent residential development is permitted in the Albany Waterfront Structure Plan Area, with the exception of Multiple Dwellings being a discretionary land use within the Accommodation Precinct. Multiple Dwellings are not permitted on the ground level fronting the Waterfront Promenade.”

Modification 1 is proposed to respond to an increasing trend towards a flexible approach to tourism planning and to support the viable operation of these buildings, which have historically prevented the development of a hotel and short stay accommodation on Lot 3. To facilitate investment in new Hotels and Holiday Accommodation, there has been an increasing trend towards including an element of permanent residential accommodation within tourist developments. Examples of this include the Middleton Beach Hotel site, Elizabeth Quay, Port Coogee Marina and Bunbury Ocean View Hotel.

This change will introduce an opportunity to develop a limited number of multiple dwellings within the Accommodation Precinct. The scale of permanent residential accommodation will be complementary to the Tourist Accommodation within the precinct, as detailed in **section 4.2**.

Modification 1 will encourage further investment and development in the wider Waterfront Area and contribute to the critical population mass required to achieve year round activation. Due to the seasonal nature of tourism in Albany, it is necessary to create a year round active space to support other mixed uses such as businesses and retail that are available to tourists and the wider community throughout the year.

Importantly, it should be noted that the Holiday Accommodation and a Hotel will remain the primary land uses on the site, and multiple dwellings will be a secondary use.

4.2 Modification 2 – Tourism Priority

Insert clause 24.4 into the Precinct Plan Report and note on the Structure Plan:

- **The scale of any residential development is to complement the tourism component and priority is to be given to locating the tourism component(s) on those areas of the site providing the highest tourism amenity.**
- **Any staging of development is to occur so that the tourism development and provision of facilities occurs prior to, or concurrently with, any residential development.**
- **Multiple dwelling development shall not exceed a Gross Floor Area of 6,800m².**

Modification 2 ensures priority is given to the development of a Hotel and/or Holiday Accommodation, and that short stay accommodation is the primary land use in the Accommodation Precinct.

Based on the approximate building footprints and areas tabled in the Structure Plan Report, the following Gross Floor Areas (GFA) may result from this modification:

Land Use	Current GFA	Proposed GFA	% of GFA (Approx)
Hotel Building	10,500m ²	10,500m ²	60%
Hotel / Holiday Accommodation / Multiple Dwellings	6,800m ²	6,800m ²	40%

Additional control measures can be incorporated through subsequent planning stages (i.e. - development application) to manage the number and location of any multiple dwellings proposed. Importantly, these measures should also ensure that the number of bedrooms associated with the Holiday Accommodation and Hotel components will always, and at all times, exceed those associated with any multiple dwelling component.

It is intended that an apartment building(s) will contain a mixture of short stay Holiday Accommodation and Multiple Dwellings. However, this modification also provides flexibility to enable the apartment building to be developed as a Hotel, should market conditions allow for this to be a viable option. The owners of Multiple Dwellings will be encouraged to integrate their apartment into the management/letting pool for short stay accommodation if they are not occupied on a permanent basis.

This modification will significantly assist with developing the vision of the Waterfront development to *actively link the CBD to Princess Royal Harbour by providing a people-focused development with a strong sense of vibrancy and excitement with a unique combination of entertainment, accommodation and mixed-use buildings facing a waterside promenade overlooking an active public marina.*

4.3 Modification 3 – Building Footprints

Amend the Structure Plan, as follows:

Revising the building footprints to the Accommodation Precinct to provide improved pedestrian connectivity through the Waterfront Area via revised pedestrian access points, and enable increased flexibility of building design and siting, while maintaining key principles of the Design Guidelines.

Modification 3 is proposed to provide increased flexibility for building designs and siting of development within the Accommodation Precinct. Key design principles currently identified on the Structure Plan will be retained, to provide an active ground floor interface and shelter from the wind on the northern side of the buildings.

Key design principles including the hotel and apartment main entry points will be retained in the current locations identified on the Structure Plan. Public access to the eastern portion of the site is retained and will provide an important pedestrian connection between the waterside promenade and car parking areas. Two further pedestrian access points will provide improved connectivity through the Accommodation Precinct.

This modification also identifies appropriate and safe locations for access and egress associated with basement, or part basement parking if developed.

Modification 3 will ensure that key design principles are retained, including;

- An active ground floor interface between the apartment building and boardwalk promenade.
- All building frontages to maximise glazing and allow for visual permeability and where appropriate, flow out to encourage public activity at promenade level.
- All building ends facing Stirling Terrace are to maximise glazing and use of balconies in order to articulate and ‘enliven’ these building faces.
- All delivery points to service back of house facilities must not be within sight of Stirling Terrace.
- All apartments must include balconies in order to modulate building facades and ensure buildings reflect human scale.
- Consideration should be given to ‘green roofs’ on the hotel building as it could be viewed from some portions of Stirling Terrace.
- Entrance to buildings must be well defined and in keeping with the very public nature of the promenade.

Importantly, it should be noted that no changes are proposed to the existing building height or gross floor area. This modification simply allows increased flexibility with siting the building on the subject site.

4.4 Modification 4 – Basement Parking

Amend the Structure Plan and Clause 4.6 of the Structure Plan report to note:

“Basement parking, or part basement parking, to protrude a maximum 1.5m above the natural ground level of the Accommodation Precinct, excluding the active ground floor interface with the Waterside Promenade.”

Modification 4 is proposed to provide an opportunity to deliver an improved built form outcome for the site, and increase the visual amenity when viewed from Stirling Terrace and other key vantage points in Albany. Separating vehicle and pedestrian movements will increase ground level pedestrian activity, safety and user experience within the Waterfront Area.

This modification will maintain the current requirement for covered parking for 130 cars on the site, and provide an opportunity to locate these parking bays below ground level. The opportunity for underground parking will reduce the development footprint dedicated to car parking, and allow for increased pedestrian connectivity between the Accommodation Precinct and surrounding areas.

The adopted Structure Plan provides reciprocal rights of parking within the Albany Waterfront Area, with motor vehicle parking easements burdening and benefiting Lots 1-5 (inclusive) and Lot 1583. This modification will not alter the reciprocal rights for parking on the subject Lot. However, if development approval is granted which incorporates basement parking then a condition of approval may require an amendment to the existing parking easements identified on the Deposited Plan subject to the proposed basement car park design.

This modification will ensure that approximately 80 of the 83 car parking bays identified to the northern and eastern boundaries are retained, with no change proposed to the total car parking numbers required for the site.

An Acid Sulphate Soil and Dewatering Management Plan (2007) prepared by Strategen for the AWA identifies ground water levels ranging from 0.3mAHD to 0.7mAHD over the subject site. These levels are approximately 1.7m to 2.1m below the existing surface level of 2.4mAHD. It should also be noted that the Albany Entertainment Centre located adjacent the subject site incorporates a basement level.

Where basement parking is proposed, dewatering may be required to allow excavation and compaction during construction. If dewatering is required, a Dewatering Management Plan will likely be required. A Groundwater Abstraction Licence may be required from the Department of Water prior to the commencement of any dewatering activities.

No changes to the approved building scale or height(s) will result from this modification.

4.5 Modification 5 - Setbacks

“Amend the Structure Plan to revise the building setback to Princess Royal Drive from 25m to 19m within the Accommodation Precinct to allow increased flexibility with design and siting of buildings.”

Clause 2.1 of the Precinct Plan Report notes *“All buildings will be set back a minimum of 25m from the Princess Royal Drive road reserve boundary.”* Modification 5 proposes to alter this setback from 25m to 19m to the Accommodation Precinct only, to allow increased flexibility with the design and location of development on the site.

This modification will also allow the potential for buildings to assist with screening back of house activities from view, when viewed from Stirling Terrace and other key viewpoints in Albany.

As the current noise levels generated from the surrounding environment has the potential to cause noise impacts on future development, independent consultants (Hewshott Acoustics) were engaged to complete a noise and vibration assessment in accordance with State Planning Policy 5.4 – Road and Rail Transport Noise and Freight Considerations in Land Use Planning.

The acoustic and vibration assessment confirms that modification 5 will have no impacts to the noise or vibration levels affecting the site, and that vibration mitigation measures are not deemed necessary. A copy of the assessment is attached at **Appendix C**.

4.6 Modification 6 – Quiet House Designs

Include the following notation on the Structure Plan:

“All Holiday Accommodation and Multiple Dwellings located within the Accommodation Precinct are to incorporate Quiet House Design Package B.”

Modification 6 is proposed to protect the operations of the Port of Albany and promote compatibility between the Port activities and occupants located in the Accommodation Precinct. This change will ensure all apartments located within the Accommodation Precinct include appropriate design and construction methods to achieve an acceptable noise target for residents and occupiers.

AWA is located outside of the Albany Port Special Control Area identified in LPS 1 which provides for design and construction methods to limit noise levels and other impacts from the Port of Albany operations. While future development to the east of Lot 3 will assist to reduce noise from Port activities, quiet house design principles are proposed to the Accommodation Precinct to protect the Port of Albany operations and promote ongoing compatibility between the Port and residences.

Onsite monitoring of noise levels was undertaken by Hewshott Acoustic engineers to identify the noise impacts associated with passing road and rail traffic. The assessment identified *“Measured noise levels are generally in good agreement with noise level predictions. Based on measured noise levels and predicted results, the detailed noise assessment has identified that the “Quiet House Design package B (Table 2.4.4) will be required to adequately attenuate external noise levels in accordance with the internal noise criteria stated in SPP 5.4.”*

Modification 7 notes that a Section 70A notification may be placed on the Title, noting that the property is located in close proximity to the Port of Albany and an entertainment precinct, and the amenity may be impacted by noise and dust.

4.7 Modification 7 – Notifications on Structure Plan

Include the following notations on the Structure Plan in relation to the Accommodation Precinct:

- ***Prior to development commencing a Management Statement is to be prepared in consultation with the City of Albany to ensure all Holiday Accommodation units will be let out for tourism purposes, preferably by an on-site letting agent (manager).***
- ***Prior to development commencing a Management Statement is to be prepared in consultation with the City of Albany to address amenity and mitigation measures associated with the Port and Entertainment Precinct.***
- ***The Local Government may consider the use of a Section 70A notification being placed on the Title(s) to advise prospective purchasers of potential impacts that may arise from activities associated with the Albany Waterfront or Port of Albany.***

The purpose of additional notifications on the Structure Plan, is to provide increased certainty to the community, Local and State Government Agencies regarding development and use of the land within the Accommodation Precinct.

To support a high quality tourism outcome, a management statement is to be prepared in consultation with the City of Albany to ensure all Holiday Accommodation units will be let out for tourism purposes, preferably by an onsite letting agent.

To protect surrounding land uses and activities, a Management Statement is to be prepared for Multiple Dwellings, in consultation with the City of Albany to address amenity and mitigation measures associated with the Port of Albany and Entertainment Precinct.

Furthermore, to ensure future landowners are aware of *potential impacts that may arise from activities associated with the Albany Waterfront or Port of Albany*, the City of Albany may require a Section 70A notification may be placed on the Certificate of Title(s).

5 CONCLUSION

The proposed Amendments to the Albany Waterfront Structure Plan have been prepared to facilitate an improved urban structure and spatial distribution of land uses within the Accommodation Precinct located in the Albany Waterfront Structure Plan Area.

The proposed modifications subject to this Amendment are limited to:

1. *Incorporate Multiple Dwellings as a 'D' land use classification within the 'Accommodation Precinct', and-revise Clause 24.1 of the Precinct Plan Report to note:
"No permanent residential development is permitted in the Albany Waterfront Structure Plan Area, with the exception of Multiple Dwellings being a discretionary land use within the Accommodation Precinct. Multiple Dwellings are not permitted on the ground level fronting the Waterfront Promenade."*
2. *Insert clause 24.4 into the Precinct Plan Report and note on the Structure Plan:*
 - a. **The scale of any residential development is to complement the tourism component and priority is to be given to locating the tourism component(s) on those areas of the site providing the highest tourism amenity.**
 - b. **Any staging of development is to occur so that the tourism development and provision of facilities occurs prior to, or concurrently with, any residential development.**
 - c. **Multiple dwelling development shall not exceed a Gross Floor Area of 6,800m².**
3. **Revising the building footprints to the Accommodation Precinct to provide improved pedestrian connectivity through the Waterfront Area via revised pedestrian access points, and enable increased flexibility of building design and siting, while maintaining key principles of the Design Guidelines.**
4. **Basement parking, or part basement parking, to protrude a maximum 1.5m above the natural ground level of the Accommodation Precinct, excluding the active ground floor interface with the Waterside Promenade.**
5. **Amend the Structure Plan to revise the building setback to Princess Royal Drive from 25m to 19m within the Accommodation Precinct to allow increased flexibility with design and siting of buildings.**
6. *Include notification on the Structure Plan noting **All Holiday Accommodation and Multiple Dwellings located within the Accommodation Precinct are to incorporate Quiet House Design Package B.***
7. *Include a notation on the Structure Plan, noting:*

- a. Prior to development commencing a Management Statement is to be prepared in consultation with the City of Albany to ensure all Holiday Accommodation units will be let out for tourism purposes, preferably by an on-site letting agent (manager).**
- b. Prior to development commencing a Management Statement is to be prepared in consultation with the City of Albany to address amenity and mitigation measures associated with the Port and Entertainment Precinct.**
- c. The Local Government may consider the use of a Section 70A notification being placed on the Title(s) to advise prospective purchasers of potential impacts that may arise from activities associated with the Albany Waterfront or Port of Albany.**

The Proposed Amendment(s) will provide increased flexibility with land use, design and siting of development on the site, to achieve a high quality development whilst retaining key design principles including:

- Building height
- Gross Floor Area (GFA)
- Building Design Guidelines including screening of back of house operations
- Active ground floor interfaces
- Public access through the site
- Parking spaces, including reciprocal rights with other Lots in the AWA
- Maintained view of Princess Royal Harbour from the York Street commercial precinct

The proposed changes will promote further development within the AWA, and contribute towards providing the critical mass required to support the year round operation of other land uses such as shops, offices and restaurants.

The modifications proposed in this report provide a more strategic and flexible approach to development responding to current planning practices. These modifications will ensure that the primary land use to occur on the site will be for Tourist purposes, with the ability to develop an incidental element of permanent residential accommodation.

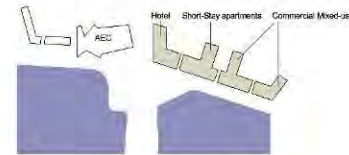
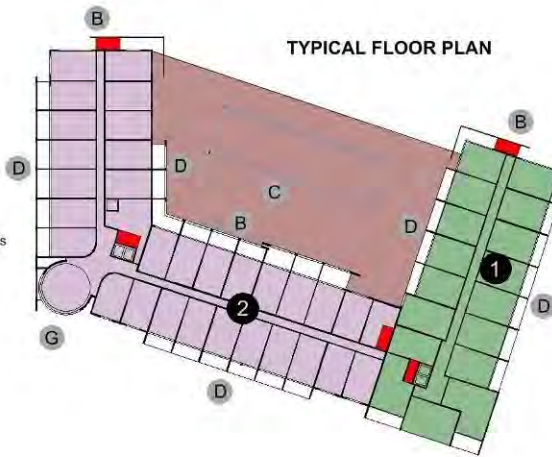
We respectfully request the City of Albany and WAPC support these changes which will serve as a catalyst to materialise the vision of the Waterfront development to *actively link the CBD to Princess Royal Harbour by providing a people-focused development with a strong sense of vibrancy and excitement with a unique combination of entertainment, accommodation and mixed-use buildings facing a waterside promenade overlooking an active public marina.*

APPENDIX A

Current Approved Structure Plan

REPORT ITEM DIS238 REFERS

- Hotel Lobby
- Covered parking
- Egress points
- Hotel rooms on four floors
55m² average room size shown
- Tavern, bar, restaurant
Approximately 500m² shown
- Short-stay apartments above commercial mixed-use buildings
- Amenity area on covered parking
- Short-stay apartments on five floors
(60m² average apartment size shown)
- Meeting rooms
Approximately 400m² shown
- Apartment lobby
- Back of house
- Short-stay apartments on five floors
(60m² average apartment size shown)



DEVELOPMENT GUIDELINES

- A** All building frontages to maximize glazing and allow for visual permeability and where appropriate should flow out to encourage public activity at promenade level
- B** All building ends facing Stirling Terrace are to maximize glazing and use of balconies in order to articulate and 'enliven' these building faces
- C** Maximize vegetation on deck over parking area to soften view from Stirling Terrace and to reduce heat sink effects. Vegetation is to be in the form of ground cover rather than scattered trees in planters in order to cover as much of the paved surface as possible
- E** All delivery points to service back of house facilities must not be within sight of Stirling Terrace
- D** All apartments must include balconies in order to modulate building facades and ensure buildings reflect human scale
- F** Consideration should be given to using 'green roofs' on these buildings as they could be viewed from some portions of Stirling Terrace
- G** Entrances to these buildings must be well defined and in keeping with the very public nature of the Promenade

SUMMARY

Buildings within the Accommodation and Commercial Precincts of the Albany Waterfront Development are proposed to be increased to enable a higher development yield to occur. This is in response to feedback from potential operators/operators who advise the current capacity of these buildings is too low for viable operation.

The following increases to the Hotel, Short-stay Apartments and the Commercial Mixed-use buildings are proposed:

- Increase Short-stay Apartments from four to six floors
- Increase Commercial Mixed-use buildings from two to three floors

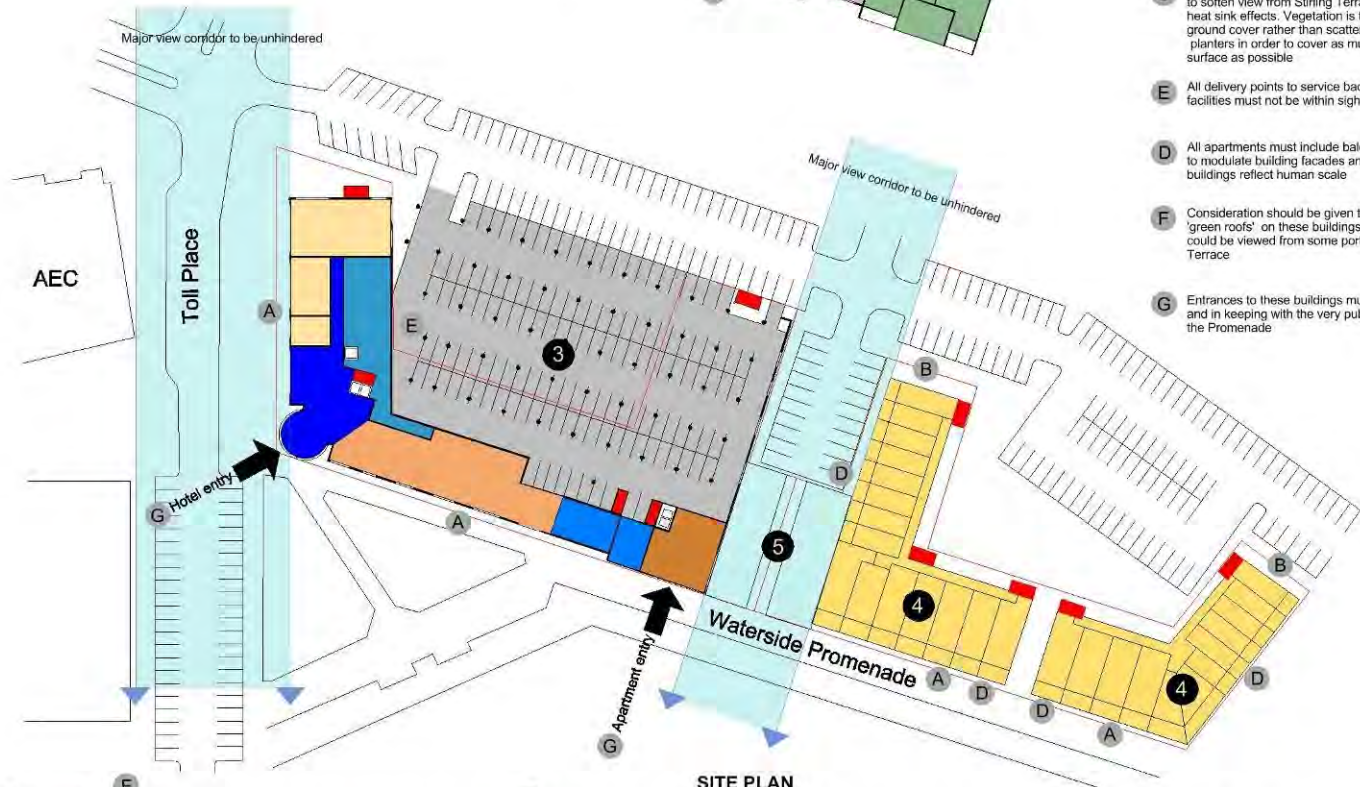
These height increases result in the following:

120 to 145 hotel rooms
134 to 144 short-stay apartments
A GFA increase from 16,600m² to 24,050m²

	Current	Proposed
Hotel building	7,500m ² GFA	10,500m ² GFA
Short-stay apartment building	4,600m ² GFA	6,800m ² GFA
Commercial Mixed-use building	4,000m ² GFA	6,750m ² GFA
Car parking	700 bays	792 bays

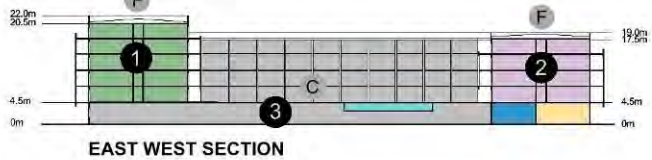
PROPOSED CHANGES TO STRUCTURE PLAN

- 1** The short-stay apartments in the accommodation precinct increased from four to six floors. This increase will take the GFA from 4,600m² as noted in the Structure Plan to 6,800m². The configuration shown here is capable of providing 80 to 90 short-stay apartments depending on mix of apartment sizes.
- 2** The hotel portion of the accommodation precinct is shown here as a continuous building adjoining the short-stay apartments. The footprint shown produces a hotel with a GFA of 10,500m² which is 3,000m² larger than the estimated hotel area noted in the Structure Plan. The hotel in this configuration is capable of providing 120 to 145 rooms depending on the mix of room sizes.
- 3** Covered parking for 130 cars can be provided on this site. There are presently 38 car bays in this area which have reciprocal use arrangements and must maintain this status. The additional 92 bays will be for the exclusive use of hotel and short-stay apartment guests.
- 4** These two buildings in the commercial precinct are increased from two to three floors provided the top floor is used as short-stay accommodation. These buildings are designated mixed-use in the Structure Plan. Their approximate GFA is currently 4,500m² which will increase to 6,750m² with an additional floor. As a mixed-use development the current building would require 150 car bays. If the development became mixed-use at ground level and short-stay apartments above the car bays required would reduce to approximately 130 bays, depending on the number of apartments (54 apartments are shown as only a suggestion of potential numbers).
- Mixed-use at ground level may be concentrated to the waterside promenade and the rear portions can be ancillary to the short-stay apartments. No apartments are to be at ground level
- 5** The area between these 2 buildings is to be used for public purposes and cannot be built upon

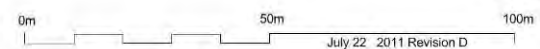


SITE PLAN

NOTE: It is not intended that the plans shown here are to be replicated by a future owner/operator. The aim is to show what is possible and the extent of changes being proposed to the Structure Plan. Future development of the site will be required to follow these guidelines and maintain, approximately, the building footprints shown.



EAST WEST SECTION



EXISTING ALBANY WATERFRONT STRUCTURE PLAN




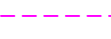
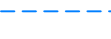

LANDCORP

Please note this is the Existing Structure Plan

APPENDIX B

Proposed Structure Plan Modifications to Accommodation Precinct
(Incorporating Proposed Amendment Modifications)

LEGEND

-  Pedestrian Access Points
-  Entry/Exit (Indicative)
-  Ground Level Parking (Indicative)
-  19m Setback to Princess Royal Drive
-  12m Setback to Eastern boundary
-  Restrictive Covenant (no direct vehicle access)

PRECINCT KEY



REPORT ITEM DIS238 REFERS

Land uses within the Accommodation Precinct will be changed to include Multiple Dwellings. This change will incorporate Multiple Dwellings as a 'D' land use class within the Accommodation Precinct.

SUMMARY

This Structure Plan replaces previous revisions to the Structure Plan (2011) and plan within the Precinct Plan Report in so far as it affects the Accommodation Precinct (Lot 3). The following changes are proposed in response to feedback received from potential operators/owners who advise the current Structure Plan (2011) is too restrictive for viable operation.

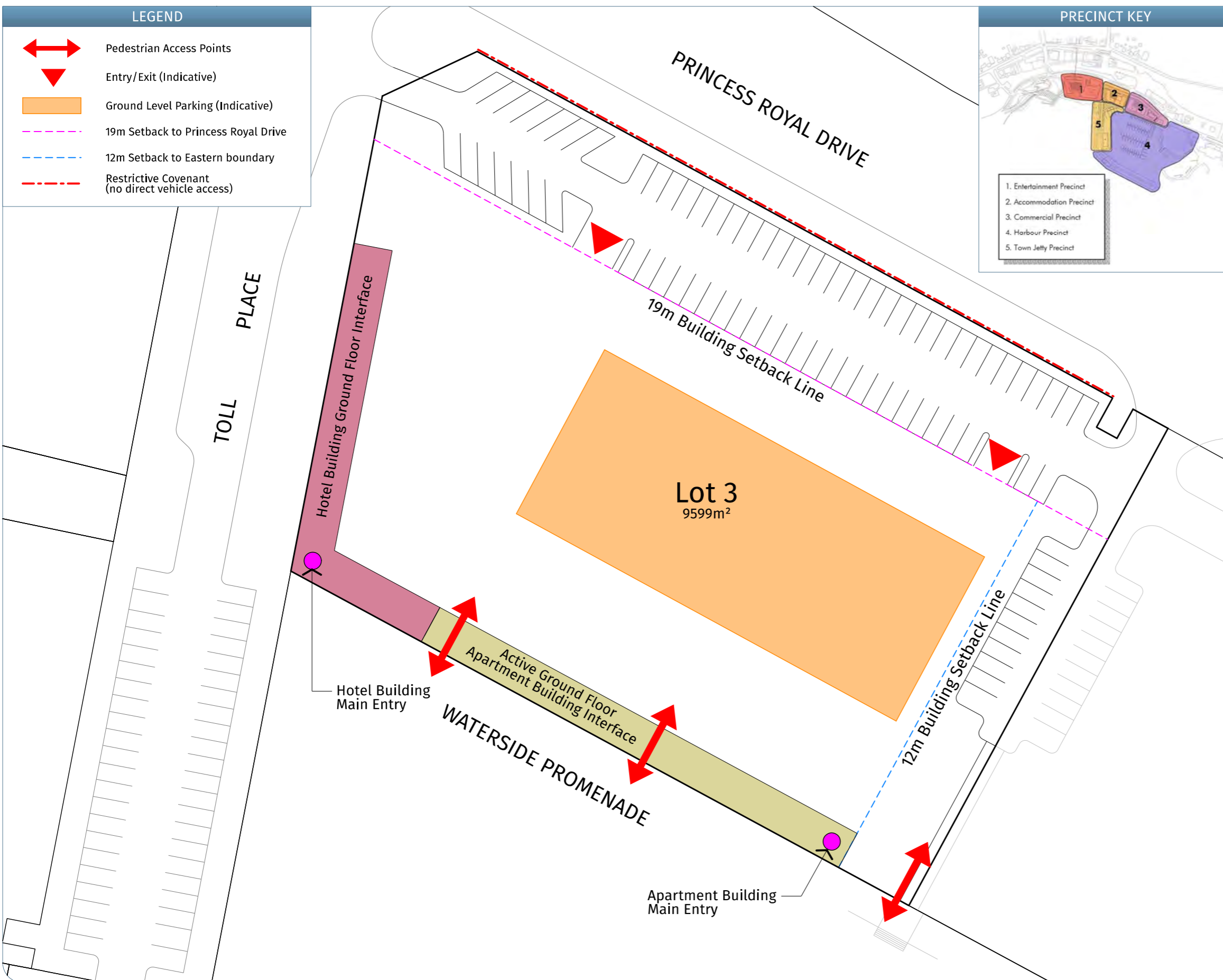
CHANGES TO THE STRUCTURE PLAN

1. No permanent residential development is permitted in the Albany Waterfront Structure Plan Area, with the exception of Multiple Dwellings being a discretionary land use ('D') within the Accommodation Precinct. Multiple Dwellings are not permitted on the ground level fronting the Waterfront Promenade.
2. The scale of any residential development is to complement the tourism component and priority is to be given to locating the tourism component(s) on those areas of the site providing the highest tourism amenity.
 - Any staging of development is to occur so that the tourism development and provision of facilities occurs prior to, or concurrently with, any residential development.
 - Multiple dwelling development shall not exceed a Gross Floor Area of 6,800m².
3. Revising the building footprints to the Accommodation Precinct to provide improved pedestrian connectivity through the Waterfront Area via revised pedestrian access points, and enable increased flexibility of building design and siting, while maintaining key principles of the Design Guidelines.
4. Basement parking, or part basement parking, to protrude a maximum 1.5m above the natural ground level of the Accommodation Precinct, excluding the active ground floor interface with the Waterside Promenade.
5. Building setback to Princess Royal Drive revised from 25m to 19m within the Accommodation Precinct to allow increased flexibility with design and siting of buildings.
6. All Holiday Accommodation and Multiple Dwellings located within the Accommodation Precinct are to incorporate Quiet House Design Package B.
7. Prior to development commencing a Management Statement is to be prepared in consultation with the City of Albany to ensure all Holiday Accommodation units will be let out for tourism purposes, preferably by an on-site letting agent (manager).
 - Prior to development commencing a Management Statement is to be prepared in consultation with the City of Albany to address amenity and mitigation measures associated with the Port and Entertainment Precinct.
 - The Local Government may consider the use of a Section 70A notification being placed on the Title(s) to advise prospective purchasers of potential impacts that may arise from activities associated with the Albany Waterfront or Port of Albany.

DEVELOPMENT GUIDELINES

- A. All building frontages to maximise glazing and allow for visual permeability and where appropriate should flow out to encourage public activity at promenade level.
- B. All building ends facing Stirling Terrace are to maximise glazing and use of balconies in order to articulate and 'enliven' these building faces.
- C. Maximise vegetation on deck over parking area to soften views from Stirling Terrace and to reduce heat sink effects. Vegetation is to be in the form of ground cover rather than scattered trees in planters in order to cover as much of the paved surface as possible.
- D. All delivery points to service back of house facilities must not be within sight of Stirling Terrace.
- E. All apartments must include balconies in order to modulate building facades and ensure buildings reflect human scale.
- F. Consideration should be given to using 'green roofs' on these buildings as they could be viewed from some portions of Stirling Terrace.
- G. Entrances to these buildings must be well defined and in keeping with the very public nature of the Promenade.

	Current	Proposed
Building Height	The Hotel Building facing Toll Place to be 5 storeys. The adjacent apartment building to be 6 storeys. The building element used to signify the entry points may project beyond the roof to a maximum of 3 metres.	No Change
Plot Ratio	Plot ration shall be a maximum of 2.5:1 for all lots in the precinct.	No Change
Parking	A minimum of 222 car bays to be provided on Lot 3. This comprises of approximately 83 open bays and a minimum of 139 undercover bays.	No Change
Setbacks	25m minimum setback from Princess Royal Drive. 12m minimum from eastern boundary of 6 storey wall of apartment building. Nil setback from all other boundaries.	19m setback from Princess Royal Drive



MODIFICATIONS TO ALBANY WATERFRONT STRUCTURE PLAN - ACCOMODATION PRECINCT 2018

Lot 3 Toll Place, ALBANY WATERFRONT

Plan No. | 20536-02C
 Date | 22/01/18
 Drawn | BdR
 Checked | DC
 Revision | C

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ALBANY | BUNBURY | BUSSELTON | FORRESTDALE | PERTH

Scale | 1:600 @ A3




36 NOTE: This plan has been prepared for planning purposes. Areas, contours and Dimensions shown are subject to survey



Harley Dykstra

PLANNING & SURVEY SOLUTIONS

1727a/CC

4th August 2017

Albany Waterfront Hotel

Harley Dykstra

Acoustic Concept Design, Structure Plan Amendment

Preliminary Acoustic Concept Design (Structure Plan)
Rev. B


<p>Document Control</p> <p style="text-align: right;">  </p>					
Rev No	Date	Revision Details	Author	Verifier	Approver
A	4 th August 2017	Preliminary Draft for Comment Issue	DML	DML	PH
B	28 th August 2017	Second Issue For comment	DML	NB	DML

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REPORT ITEM DIS238 REFERS

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1. Executive Summary

Hewshott International have been engaged by Harley Dykstra to undertake the acoustic consultancy concept design services and the development application for the proposed Albany Waterfront Hotel.

This Acoustic concept design document has been prepared following early discussions with the Project Team.

This desktop review has identified key aspects of the acoustic design of the development.

The key aspects are:

- Environmental noise emissions from the development
- Noise and vibration and land use planning
- General internal noise criteria for the proposed development

To ensure that the final design of the building achieves the recommended acoustic design criteria, we recommend that a further acoustic assessment is undertaken at subsequent phases of the project (e.g. detailed design).

2. Assessment Location

2.1. Project Study Area

The proposed development is located within the Albany Waterfront Marina along Princess Royal Drive, adjacent to the Albany Entertainment Centre. Figure 2.1 below shows the site location (LOT 3).

Figure 2.1: Assessment location



3. Environmental Noise Impact Criteria

In Western Australia, the noise emissions from a development to a receiver are assessed in accordance with the Environmental Protection (Noise) Regulations 1997 (EPNR 1997). The noise emissions from the development are compared with calculated assigned noise levels at a given noise sensitive receiver. When noise emissions are very high and for a restricted number of events per year – e.g. rock concert or other large community event capable of emitting high noise levels – it is possible for the event organisers to apply for an exemption – see section 3.4.6.

3.1. EPNR 1997 Assigned Noise Levels Table

The Western Australian Department of Environmental Protection Noise Regulations (EPNR 1997), operate under the Environmental Protection Act 1986. The Regulations specify maximum noise levels that can be received at noise sensitive premises, including industrial, commercial and residential premises.

EPNR 1997 provides a methodology and stipulates clear procedures relating to noise assessments and control. The regulations provide limits for three types of assigned noise level:

- L_{Amax} assigned noise level which cannot be exceeded at any time;
- L_{A1} assigned noise level that cannot be exceeded for more than 1% of the time;
- L_{A10} assigned noise level that cannot be exceeded for more than 10% of the time.

The resulting assigned noise levels are displayed in Table 3.1.1 below.

Table 3.1.1: Assigned noise levels

Type of premises receiving noise	Time of day	Assigned noise level (dB _A)		
		L_{A10}	L_{A1}	L_{Amax}
Noise sensitive premises at locations within 15 metres of a building directly associated with a noise sensitive use	07:00 to 19:00 Monday to Saturday	45+IF	55+IF	65+IF
	09:00 to 19:00 Sunday and Public holidays	40+IF	50+IF	65+IF
	19:00 to 22:00 All days	40+IF	50+IF	55+IF
	22:00 to 07:00 All days	35+IF	45+IF	55+IF
Noise sensitive premises at locations further than 15 metres from a building directly associated with a noise sensitive use	All hours	60	75	80
Commercial premises	All times	60	75	80
Industrial and utility premises	All times	60	75	80

The “influencing factor” (IF) is calculated for each noise-sensitive premises receiving noise. It takes into account the amount of industrial and commercial land and the presence of major roads within a 450m radius around the noise receiver.

3.2. EPNR 1997 Noise Character Adjustments

It is a requirement of EPNR 1997 that the noise character of any breakout noise from a development be free of annoying characteristics, namely –

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

According to EPNR 1997, “if these characteristics cannot be reasonably and practicably removed, e.g. in the case of an emission like music, then a series of adjustments to the measured levels are set out, and the adjusted level must comply with the assigned level”. The adjustments are set out below.

Table 3.2.1: EPNR 1997 noise character adjustments

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

3.3. Calculation of Assigned Noise Levels

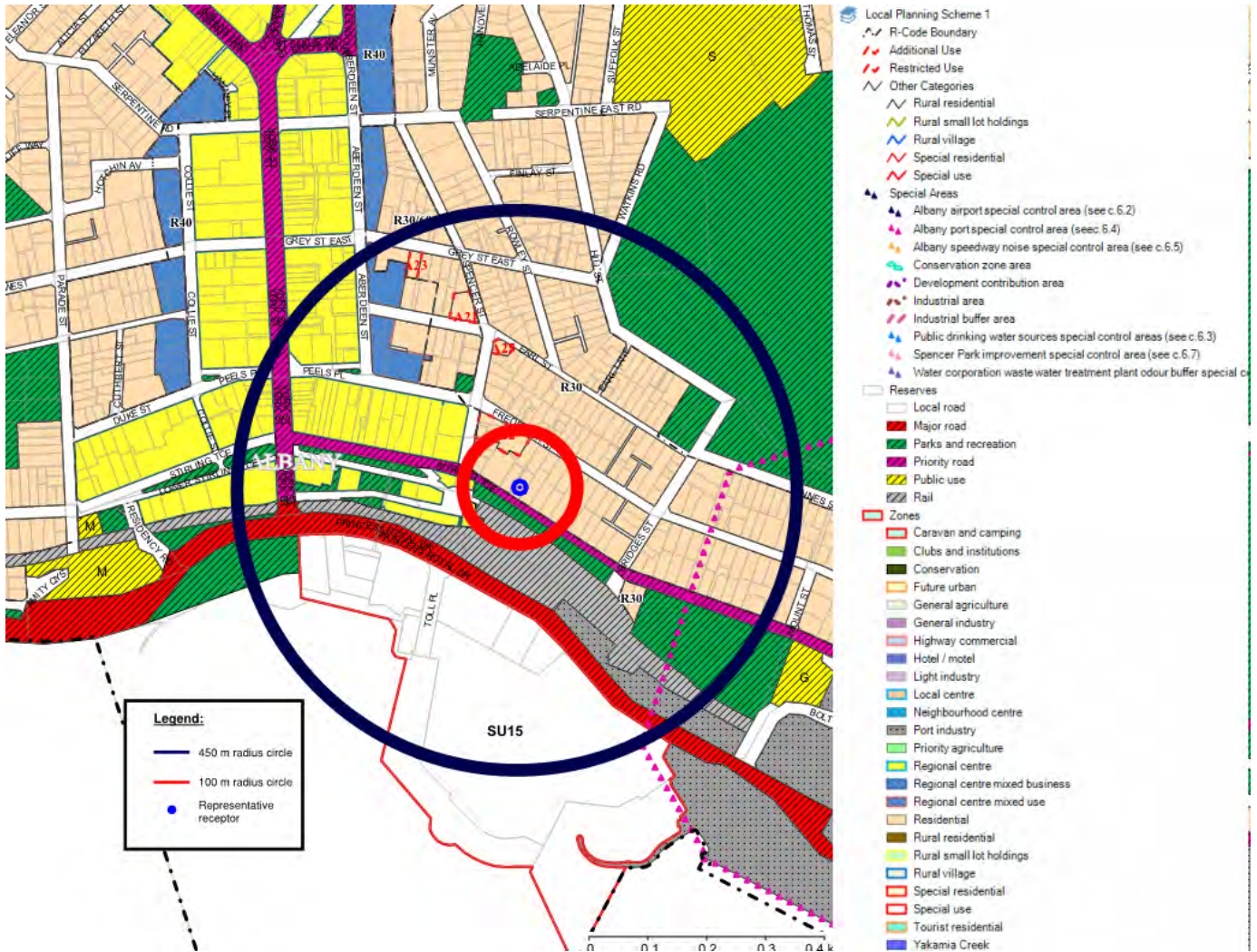
The assigned noise levels defined in the regulations have been calculated for the following nearest noise sensitive receivers (NSR’s) below.

1. 22 Stirling Terrace
2. 24 Stirling Terrace
3. 26 Stirling Terrace

3.4. Nearest Noise Sensitive Receivers (NSR's)

Based on the regulations set out in the WA Environmental Protection (Noise) Regulations 1997, the maximum allowable noise levels are determined using the assigned noise level base values and the influencing factor (IF). The influencing factor takes into account zoning and road traffic around the receiver of interest within a 100 and 450m radius. In figure 3.4.1, the red circle is the 100m radius circle, and the blue circle is the 450m radius circle. Their centre is the noise-sensitive receiver under consideration (i.e 22-26 Stirling Terrace).

Figure 3.4.1: Composite map showing zoning around Stirling Terrace



3.4.1 100-Metre-Radius Circle

Based on the available information the percentage of commercial use within the 100-metre-radius circle is 0%, and 10% industrial activity has been identified within this area.

3.4.2 450-Metre-Radius Circle

Based on the available information, the percentage of commercial use within the 450-metre-radius circle is 12%, and 9% industrial activity has been identified within this area.

3.4.3 Traffic/Transport Factor

There are no major (more than 15,000) or minor (6,000 – 15,000) roads within the 100m or 450m radius area.

3.4.4 Influencing Factor

Based on calculations, and taking into account the percentage of commercial, industrial and residential areas as well as secondary and major roads in the 100 and 450 metre radius circles, the influencing factor is 2 dB.

3.4.5 EPNR 1997 Assigned Noise Levels Table – NSR’s

The resulting assigned noise levels for the NSR’s are displayed in Table 3.4.5.1 below.

Table 3.4.5.1: Assigned Noise Levels at Stirling Terrace

Type of premises receiving noise	Time of the day	Assigned Noise Level (dB)		
		LA10	LA1	L _{Amax}
Noise sensitive premises at locations within 15 metres of a building directly associated with a noise sensitive use	07.00 to 19.00 hrs Monday To Saturday	47	57	67
	09.00 to 19.00 hrs Sunday and Public holidays	42	52	67
	19.00 to 22.00 hrs All days	42	52	57
	22.00 to 07.00 hours all days	37	47	57
Commercial premises	All times	60	75	80
Industrial and utility premises	All times	60	75	90

L_{A10} is an acoustic descriptor which corresponds to the noise level exceeded for ten per cent of the time period under consideration; this may be considered to represent an “average maximum level” and is often used for the assessment of road traffic noise. The L_{A1} is the level exceeded for one per cent of the time; this is representative of the maximum levels recorded during the sample period. The L_{Amax} is the absolute maximum recorded level, which is most useful for assessing sounds of short duration.

3.4.6 Community Activities - Exempt Noise

Schedule 2 to the regulations lists the following activities as exempt noise

1. Noise emitted by spectators at an organised sporting activity.
2. Noise emitted by participants and spectators at a meeting or procession which has been authorised under the Public Meetings and Processions Act 1984.
3. Noise emitted from church services (as distinct from bellringing or calls to worship, which are covered by regulation 15) where the worship takes place on land which is exempt from rates because of its religious use.
4. Noise emitted from a recreational or educational activity on educational premises under control of the principal. The activity may use musical instruments but not mechanical equipment.
5. Noise emitted from agricultural shows, fairs, fetes, exhibitions and similar events.

Based on the above schedule, noise emitted by spectators at an organised sporting activity are exempt from the regulations, however noise from amplified music or mechanical services (plant room) are required to be assessed.

3.5. Noise emissions

The mechanical services noise emissions must be kept to a level that is not exceeded at any nearby neighbours' boundary. The night time assigned noise level is 37 dB, L_{A10} and has been calculated in Table 3.4.5.1.

All noise from plant or any activity associated with the proposed development must not exceed this value at the boundary of any nearby residential neighbour.

It is recommended that noise from plant such as condenser units be mitigated using the following options:

- All condenser units should be either screened from view or located in basement, facing away from nearby residents. If the intention is to mount units on walls, compliance with the assigned noise levels may be difficult to achieve and a detailed mechanical noise assessment should be undertaken.
- Vibration from any condenser units would also need to be controlled appropriately to minimise structure borne noise.

For building plant such as exhaust fan outlets that are proposed to be located in the external walls, it is the responsibility of the installer that noise at the outlet must be kept to a sound pressure level of 45 dBA or less at one metre. This can be achieved by using internally lined ducts. As far as practicable, noise from mechanical services including condenser units and exhaust fans should be free from tonality and impulsiveness.

Provided that condenser units and exhaust fans are carefully selected and mitigated, assigned noise levels will not be exceeded at nearby properties.

3.6. Vibration mitigation

It is the responsibility of the installer to ensure that any rotational equipment or pumps do not cause objectionable vibration. In order to minimise the transmission of vibration and noise from rotating reciprocating or vibrating equipment to building elements, it is necessary to provide vibration control comprising vibration isolators and inertia bases where necessary to limit building vibrations in occupied areas as follows:

Table 3.6.1: Maximum allowable RMS velocity levels

Equipment	Allowable rms velocity level mm/s
Pumps	3.3
Centrifugal compressors	3.3
Fans (vent sets, centrifugal, axial)	2.3

(ASHRAE)

Isolator selection: Select mounts with static deflections to limit building vibration allowing for span, stiffness and mass of supporting structure, and mass, imbalance, and operating speed range of equipment.

All equipment must be balanced to minimise vibration.

Rotating and reciprocating machinery – within evaluation zone A measured in accordance with *ISO 10816-3:2009* and *AS 2625.4:2003*.

4. Noise and Land Use Planning

4.1. State Planning Policy 5.4

Existing noise levels generated from the surrounding environment has the potential to cause noise impacts on the proposed development. Therefore, it is necessary for a noise assessment to be undertaken in accordance with the guidelines of The Western Australian Planning Commission (WAPC) State Planning Policy 5.4 “Road and Rail Transport Noise and Freight Considerations in Land Use Planning” (SPP 5.4).

An initial screening assessment has been undertaken to determine the existing noise climate of the proposed site and to incorporate in the future 20-year traffic horizon. Noise predictions were undertaken in accordance with the SPP 5.4 guidelines.

Table 4.1 presents the external noise level target and limits based on SPP 5.4 guidelines, criteria for indoor noise levels are discussed in section 5.1.1.

Table 4.1: Noise level objectives

Time of day	Target dB (A)	Limit dB (A)
Day time (06.00–22.00 hours)	55 $L_{Aeq,16hr}$	60 $L_{Aeq,16hr}$
Night time (22.00 – 06.00 hours)	50 $L_{Aeq,8hr}$	55 $L_{Aeq,8hr}$

4.2. Screening Assessment

A screening assessment for the site location in accordance with WAPC State Planning Policy 5.4 “Road and Rail Transport Noise and Freight Considerations in Land Use Planning”, has been undertaken for 2017 and for 2037 and is detailed in Table 4.2.1 & 4.2.2 below. Traffic statistic information from the transportation consultants has been used for this assessment.

Table 4.2.1: Screening Assessment Worksheet 2017

List the nearest roads and any railways up to 300 metres from the site	For each future road or railway, estimate the distance from property boundary to edge of road carriageway or centre of rail line, in metres	For each future road and railway, estimate latest average traffic volume per day (e.g. Main Roads Traffic Digest for roads), or forecast based on 20-year horizon.	Estimate $L_{Aeq,Day}$ from Table A.1, dB.
Road			
Princess Royal Drive	15	3000	59*
Railway			
Port of Albany Line	100	1 per hour	53
Total			60

* Indicates level adjusted in accordance with State Planning Policy 5.4 traffic flows

Table 4.2.2: Screening Assessment Worksheet 2037

List the nearest roads and any railways up to 300 metres from the site	For each future road or railway, estimate the distance from property boundary to edge of road carriageway or centre of rail line, in metres	For each future road and railway, estimate latest average traffic volume per day (e.g. Main Roads Traffic Digest for roads), or forecast based on 20-year horizon.	Estimate $L_{Aeq,Day}$ from Table A.1, dB.
Road			
Princess Royal Drive	15	4458 [^]	61*
Railway			
Port of Albany Line	100	1 per hour	53
Total			62

* Indicates level adjusted in accordance with State Planning Policy 5.4 traffic flows

[^] Based on typical 2% p.a. traffic growth

From the values calculated in Table 4.2.1 and 4.2.2 above, the Policy states the following in Table 4.2.3.

Table 4.2.3: Noise Category Level

1	$L_{Aeq,Day}$ is <ul style="list-style-type: none"> less than 55dB (day period noise target), OR less than 50dB for any freight rail. 	<ul style="list-style-type: none"> No further measures are required.
2	$L_{Aeq,Day}$ is <ul style="list-style-type: none"> between 55dB and 60dB inclusive, OR between 50dB and 55dB for any freight rail. 	<ul style="list-style-type: none"> Arrange for notification on each title of property affected according to Guidelines Section 4.5. 'Mitigation measures' need to be implemented. Direct proponent may implement appropriate acceptable treatment provisions according to Section 6.3 of the SPP5.4 Guidelines, or engage specialist advice to otherwise address the requirements of the Policy (Section 6.4). Seek evidence of implementation / compliance as deemed necessary.
3	$L_{Aeq,Day}$ is <ul style="list-style-type: none"> above 60dB (noise limit), OR above 55dB for any freight rail. 	<ul style="list-style-type: none"> Arrange for notification on each title of property affected according to Guidelines (Section 4.5). Detailed noise assessment required by competent professional to the satisfaction of authorities. The assessment may recommend some application of acceptable treatment provisions according to Section 6.3 or alternatives according to Section 6.4. Confirm proponent is committed to implementing the recommendations of the noise assessment or separate noise management plan, and seek evidence of installation as deemed necessary.

For this assessment, the noise category falls within two and three, which states that a detailed noise assessment is required.

The proposed development will be slightly above the noise level limit in accordance with the SPP 5.4 guidelines, therefore a ‘Quiet House design’ package is likely to be required in order to achieve the indoor noise level standards.

Table 4.2.4: Acceptable Treatment Packages

Table 6.3: Acceptable treatment packages					
Area	Orientation to road or rail corridor	Package A $L_{Aeq,Day}$ up to 60dB $L_{Aeq,Night}$ up to 55dB	Package B $L_{Aeq,Day}$ up to 63dB $L_{Aeq,Night}$ up to 58dB	Package C $L_{Aeq,Day}$ up to 65dB $L_{Aeq,Night}$ up to 60dB	
Bedrooms	Facing	<ul style="list-style-type: none"> Walls to R_w+C_w 45dB Windows and external door systems: Minimum R_w+C_w 28dB (Table 6.4), total glazing area up to 40% of room floor area. [if R_w+C_w 31dB: 60%] [if R_w+C_w 34dB: 80%] Roof and ceiling to R_w+C_w 35dB (1 layer 10mm plasterboard) Mechanical ventilation as per Section 6.3.1 	<ul style="list-style-type: none"> Walls to R_w+C_w 50dB Windows and external door systems: Minimum R_w+C_w 31dB (Table 6.4), total glazing area up to 40% of room floor area. [if R_w+C_w 34dB: 60%] Roof and ceiling to R_w+C_w 35dB (1 layer 10mm plasterboard) Mechanical ventilation as per Section 6.3.1 	<ul style="list-style-type: none"> Walls to R_w+C_w 50dB Windows and external door systems: Minimum R_w+C_w 34dB (Table 6.4), total glazing area limited to 40% of room floor area [if 20% of floor area or less, R_w+C_w 31dB] Roof and ceiling to R_w+C_w 40dB (2 layers 10mm plasterboard) Mechanical ventilation as per Section 6.3.1 	
	Side-on	As above, except glazing R_w+C_w values for each package may be 3dB less, or max % area increased by 20%			
	Opposite	No requirements	As per Package A 'Side On'	As per Package A 'Facing'	
Indoor living and work areas	Facing	<ul style="list-style-type: none"> Walls to R_w+C_w 45dB Windows and external door systems: Minimum R_w+C_w 25dB (Table 6.4), total glazing area limited to 40% of room floor area. [if R_w+C_w 28dB: 60%] [if R_w+C_w 31dB: 80%] External doors other than glass doors to R_w+C_w 26dB (Table 6.4) Mechanical ventilation as per Section 6.3.1 	<ul style="list-style-type: none"> Walls to R_w+C_w 50dB Windows and external door systems: Minimum R_w+C_w 28dB (Table 6.4), total glazing area up to 40% of room floor area. [if R_w+C_w 31dB: 60%] [if R_w+C_w 34dB: 80%] External doors other than glass doors to R_w+C_w 26dB (Table 6.4) Mechanical ventilation as per Section 6.3.1 	<ul style="list-style-type: none"> Walls to R_w+C_w 50dB Windows and external door systems: Minimum R_w+C_w 31dB (Table 6.4), total glazing area up to 40% of room floor area. [if R_w+C_w 34dB: 60%] External doors other than glass doors to R_w+C_w 30dB (Table 6.4) Mechanical ventilation as per Section 6.3.1 	
	Side-on	As above, except the glazing R_w+C_w values for each package may be 3dB less, or max % area increased by 20%			
	Opposite	No requirements	As per Package A 'Side On'	As per Package A 'Facing'	
Other indoor areas	Any	No requirements	No requirements	No requirements	
Outdoor living areas	Any (Section 6.2.3)	<ul style="list-style-type: none"> As per Package C, and/or At least one ground level outdoor living area screened using a solid continuous fence or other structure of minimum 2 metres height above ground level 	<ul style="list-style-type: none"> As per Package C, and/or At least one ground level outdoor living area screened using a solid continuous fence or other structure of minimum 2.4 metres height above ground level 	<ul style="list-style-type: none"> At least one outdoor living area located on the opposite side of the building from the transport corridor 	

4.3. Potential Vibration Impacts (Freight Line)

The Port of Albany Rail Line is approximately 100m away from the proposed development, the line currently only accommodates freight cargo trains.

Based on previous project experience of ground borne vibration from railways, it is unlikely that vibration induced by freight trains will be perceptible at the proposed development.

Vibration measurements have subsequently being undertaken at proposed development and are detailed in section 5.2.

5. On-site measurements

5.1. Noise

Sample noise measurements were undertaken by Hewshott International engineering staff in various representative locations along Princess Royal Drive (LOT 3) 24th August 2017. The time period selected for the noise survey allowed the capture of typical existing ambient noise levels. Measurement locations are shown in Figure 5.1.1 with the results presented in Table 5.1.1. and 5.1.2.

Figure 5.1.1 Noise measurement locations



5.1.1 Traffic Measurements

Results of the traffic noise survey are given below in Table 5.1.1 for the measurement location, along with the corresponding L_{Aeq} , L_{A10} & L_{A90} noise data.

Table 5.1.1 Sample measurement data

Location, LOT 3	Time	L_{Aeq} (dB)	L_{A10} (dB)	L_{A90} (dB)
(1)	11:00 – 16:00	54	57	47
		54	58	48
(2)	11:00 – 16:00	56	60	46
		53	54	45
(3)	11:00 – 16:00	60	60	46
		60	61	46

$L_{Aeq,T}$: Is the equivalent continuous A-weighted sound pressure level in dBA. It is often accompanied by an additional subscript suffix "T" which is $L_{Aeq,15min}$, which means it is evaluated over 15 minutes and averaged throughout the monitoring period stated in Table 5.1.1.

$L_{A10,T}$: Is the A-weighted sound pressure level in decibels which is not surpassed for more than 10% of the measurement time.

$L_{A90,T}$: A-weighted sound pressure level in decibels which is not surpassed for more than 90% of the measurement time. This value is often used to have a certain reference of the constant floor background noise level

5.1.2 Freight Measurements

Results of the freight noise survey are given below in Table 5.1.2 for the measurement location, along with the corresponding L_{Aeq} , L_{Amax} & $L_{Aeq,Day}$ noise data.

Table 5.1.2 Sample measurement data

Location	Time	L_{Aeq} (dB) pass by	L_{Amax} (dB)	$L_{Aeq,Day}$ (dB) (16-Hours)
(3)	Pass by	65	76	50

$L_{Aeq,T}$: Is the equivalent continuous A-weighted sound pressure level in dBA. It is often accompanied by an additional subscript suffix "T" which is $L_{Aeq,15min}$, which means it is evaluated over 15 minutes and averaged throughout the monitoring period stated in Table 5.1.2.

L_{Amax} : Maximum A-weighted sound pressure level over a certain period of evaluation.

$L_{Aeq,Day}$: The equivalent continuous A-weighted sound pressure level in dBA. 'Day' means it is evaluated over 16 hours.

5.2. Vibration Measurements

Sample vibration measurements were undertaken by Hewshott International engineering staff in a representative location along Princess Royal Drive (LOT 3) 24th August 2017. Measurement locations are shown in Figure 5.1.1.

Vibration from a freight train and passing trucks have both been assessed.

5.2.1 Equipment

A Svan 958A vibration 4-channel monitoring analyser has been used to assess the vibration levels generated by the façade systems distinctive intermittent noise.

The tri-axial accelerometer was attached to various façade mullions to record vibration in 3 axes, horizontal (X), transverse (Y) and vertical (Z).

Table 5.2.1 below shows the relevant axis with the associated direction for the mullion, Figure 5.2.1 shows the accelerometer used.

Table 5.2.1: Accelerometer attachment and associated axis direction

Axis	Direction
X	Vertical (up and down)
Y	Horizontal (Left to right)
Z	Transverse (Front to back)

Figure 5.2.1: Accelerometer



5.2.2 Human Response

These standards relate to the response of humans within a building, when subjected to continuous or intermittent vibration (eg. footfall, transportation), or transient vibration (eg. piling during construction). The excitation frequency considered is between 1Hz and 80Hz.

- AS 2670-2001 "Evaluation of human exposure to whole-body vibration".
- BS 6472-1:2008 "Guide to evaluation of human exposure to vibration in buildings".

Equivalent to ISO 2631-2003 "Mechanical vibration and shock - Evaluation of human exposure to whole-body vibration".

Where resonance of a building structure results from wind excitation with a resonance frequency less than 1Hz, the following standard is relevant:

- ISO 6897-1984 "Guidelines for the evaluation of the response of occupants of fixed structures, especially buildings and off-shore structures, to low-frequency horizontal motion (0.063 to 1Hz)"

5.2.3 Effects on Structures

The effects of vibrations in buildings is frequently associated with the assumption that if vibrations can be felt, then damage is inevitable. However, considerably greater levels of vibration are required to cause damage to buildings and structures.

The potential for cosmetic damage (non-structural) is considered against the limits given within British Standard 7385: Part 1:1990 and 2:1993 "Evaluation and measurement for vibration in buildings" which refer to a vibration limit of 50mm/s ppv for dominant frequencies above 40Hz. In the lower frequency region of 4 - 40 Hz, where strains associated with a given vibration velocity magnitude are higher, the guide values are reduced. The limit varies from 15 mm/s ppv at a predominant frequency of 4 Hz, increasing to 20 mm/s ppv at 15 Hz and then increasing at a higher rate to 50 mm/s ppv at 40 Hz. Figure 2 presents guide values for cosmetic damage.

The standard is very similar to DIN 4150-3, Structural vibration - Effects of vibration on structures.

Figure 5.3.2 below shows the measured vibration level in terms of peak particle velocity (PPV) mm/s from the façade mullion during a distinctive intermittent noise along with Curve 2 from BS 7385, which is considered the limits for cosmetic damage due to induced vibration.

5.3. Measured Results

5.3.1 Human Exposure

From the measured frequency weighted RMS acceleration, the estimated Vibration Dose value (eVDV) has been calculated to predict the internal vibration level of a typical commercial grade building. A transfer function has been used based on recommendations stated in the Transportation Noise Reference Book (1987).

The transfer function is based on the vibrations measured on unloaded ground and vibration at a building foundation which is approximately -6 dB for a typical trench foundation.

A vibration amplification factor has also been included in the predicted results to account for floor resonances which can potentially coincide with peaks in the transmitted vibration. Table 5.3.1 presents the predicted eVDV for freight trains and heavy vehicles.

Table 5.3.1 Estimated Vibration Dose Values (eVDV) at Upper Storey, $ms^{-1.75}$

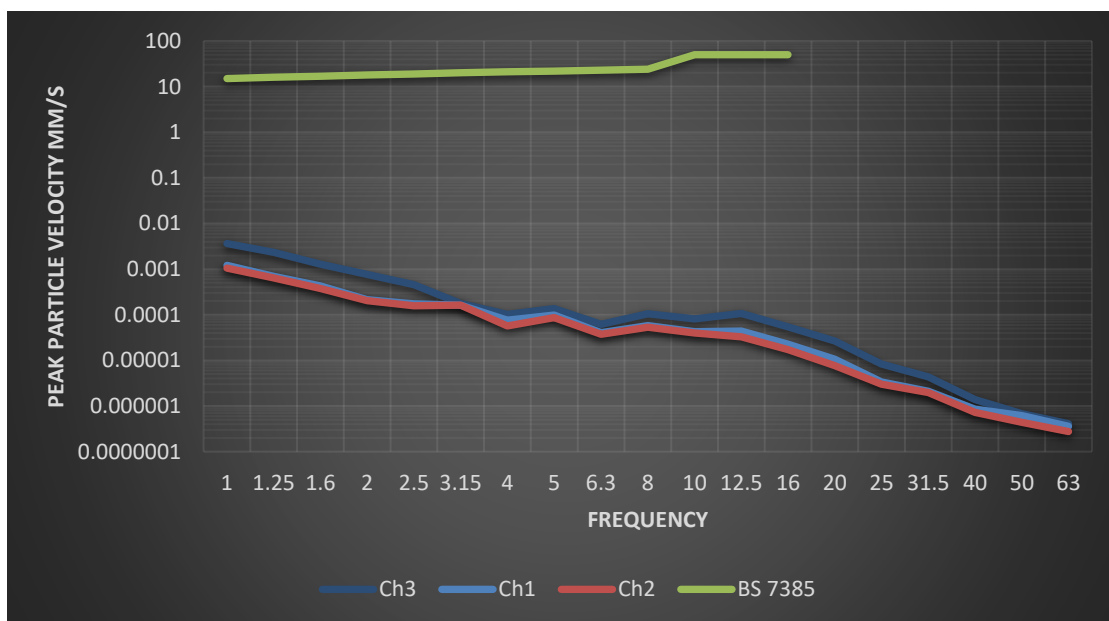
Location	Direction	Measured Frequency Weighted Acceleration RMS (m/s^2)	Transfer function	Resulting Estimated Vibration Dose Value ($ms^{-1.75}$)	Probabilities of adverse comment within buildings
3	1 freight train per hour	0.0016	3	0.043	Low Probability of Adverse Comment
3	500 heavy vehicles per day	0.0024	3	0.056	Low Probability of Adverse Comment

From Table 5.3.1 it can be seen that the above values indicate a less than low probability of adverse comment, vibration mitigation measures are therefore not deemed to be necessary.

5.3.2 Structural Assessment

Figure 5.3.2 below shows the measured vibration level in terms of peak particle velocity (PPV) mm/s along with Curve 2 from BS 7385, which is considered the limits for cosmetic damage due to induced vibration.

Figure 5.3.2: Measured vibration levels with transient vibration guide



Vibration measurements from external sources in terms of peak particle velocity are currently below the threshold for unreinforced or light framed structures to cause cosmetic damage.

6. General Internal Noise Criteria for the Proposed Development

Australian Standards (AS) are now equivalent of International Standards (ISO), although some additional Australian Standards are referenced in this briefing document which have not yet been introduced into an ISO version. Note that British and European Standards are now being merged with ISO Standards.

6.1. Noise

6.1.1 Internal Noise

- AS 2021-2015, “Acoustics-Aircraft Noise Intrusion-Building Siting and Construction”.
- AS 2107-2016, “Acoustics-Recommended Design Sound Levels and Reverberation Times for Building Interiors”.

6.1.2 External Noise Emission

- AS 1055-1997 “Acoustics - Description and measurement of environmental noise-general procedures”

The above standard is similar to ISO 1996:2003 “Acoustics - Description, measurement and assessment of environmental noise”. It is common for the Local Authority to prescribe criteria with reference to these standards, as is the case in Perth, which include:

- Environmental Protection (Noise) Regulations 1997, see Chapter 3
- State Planning Policy 5.4 Road and Rail Transport Noise and Freight Considerations in Land Use Planning, see Chapter 4.

6.1.3 Room Acoustics

- AS ISO 354-2006 “Acoustics - Measurement of sound absorption in a reverberation room”
 - AS ISO 11654-2002 “Acoustics - Rating of sound absorption - Materials and systems”
- Also refer to AS 2107 above.

6.2. NCC 2016 F5 requirements

6.2.1 Internal Sound Insulation (Residential)

The National Construction Code (NCC) is an initiative of the Council of Australian Governments developed to incorporate all on-site construction requirements into a single code. The Building Code of Australia (BCA) is Volume One and Volume Two of the NCC.

The minimum sound insulation criteria for class 2 & 3 buildings are set in NCC 2016 and have been summarised in Table 6.2.1 below. An SOU is a single occupancy unit i.e. an apartment.

Table 6.2.1: Summary of NCC 2016 Part F5 requirements (class 2 & 3 buildings)

Construction	R_w	$R_w + C_{tr}$	$L_{n,w} + C_i$	Discontinuous Construction Required?
Walls separating habitable rooms in adjoining SOUs	-	≥ 50	-	-
Walls separating kitchens, toilets, bathrooms and laundries in adjoining SOUs	-	≥ 50	-	-
Walls between a bathroom, toilet, laundry or kitchen and a habitable room (other than a kitchen) in adjoining SOUs	-	≥ 50	-	Yes
Walls between a SOU and a public corridor, public lobby, stairway or the like or parts of a different classification	≥ 50	-	-	-
Walls between a SOU and a plant room or lift shaft	≥ 50	-	-	Yes
Walls or ceilings separating a duct, soil, waste or water supply pipe or storm water pipe from a habitable room	-	≥ 40	-	-
Walls or ceilings separating a duct, soil, waste or water supply pipe or storm water pipe from a kitchen or other non-habitable room	-	≥ 25	-	-
Floors between SOUs and between a SOU and a plant room, lift shaft, stairway, public corridor, public lobby or the like, or parts of a different classification		≥ 50	≤ 62	-

6.2.2 Internal Sound Insulation (General)

- AS ISO 140-2006 “Acoustics - Measurement of sound insulation in buildings and of building elements”
- AS/NZS ISO 717-2004, “Acoustics-Rating of Sound Insulation in Buildings and of Building Elements-Airborne Sound Insulation”.
- AS 2822-1985, “Acoustics-Methods of Assessing and Predicting Speech Privacy and Speech Intelligibility”.

6.3. Sound Reinforcement

- BS EN 60268-16:2011, “Sound System Equipment-Part 16: Objective Rating of Speech Intelligibility by Speech Transmission Index”.

This is similar to AS 2822 (referred to above) which gives ratings in terms of “Articulation Index”.

7. Conclusions

7.1. Environmental Noise Emissions

Assigned noise levels have been determined at the NSR's in accordance with the Environmental Protection Noise Regulations (EPNR 1997), any noise emission from the development must comply with the assigned noise levels.

7.2. Noise and Vibration and Land Use Planning

Noise predictions were undertaken in accordance with the guidelines stated in SPP 5.4, based on 2037 traffic projections alone the noise level will increase at the proposed development by approximately 2 dB.

Measured noise levels are generally in good agreement with noise levels predictions. Based on measured levels and predicted results, the detailed noise assessment has identified that the 'Quiet House design' package B (Table 4.2.4.) will be required to adequately attenuate external noise levels in accordance with internal noise criteria stated in SPP 5.4.

The vibration assessment shows no impact on the proposed development from Port of Albany Freight Line, or impacts from heavy vehicles along Princess Royal Drive.

7.3. General Internal Noise Criteria for the Proposed Development

A general review of the internal sound insulation criteria between rooms has been identified in accordance with The Building Code of Australia (BCA). The BCA requirements for sound insulation are mandatory for the proposed development.

7.4. Further Recommendations

It is recommended that when construction details of the hotel are available calculations are undertaken to determine the appropriate noise attenuation based on SPP 5.4 guidelines.

It is further recommended that separating walls and floors are specified in accordance with the BCA mandatory requirements.

A. Glossary

Term	Description
A-weighting:	Refers to a standardised frequency response used in sound measuring instruments, specified in Australian Standard AS 1259.1. Historically it was developed to model human ear response at low-level sounds. However A-weighting is now frequently specified for measuring sounds irrespective of level, and studies have shown a relationship between the long term exposure to A-weighted sound pressure levels and hearing damage risk.
Airborne sound:	Sound waves propagate within a construction (structure-borne sound) and are radiated into the air where their propagation continues (airborne sound).
AS2107	AS/NZS 2107:2000 Acoustics -Recommended design sound levels and reverberation times for building interiors
Impact noise	Noise resulting from the direct impact on a building element (e.g. footfall, furniture movement on a floor).
D:	This value, in decibels, is the difference in sound pressure level values between two rooms.
dB:	Means the abbreviation for decibel.
dBA :	A-weighted sound pressure level in decibels.
D_{nT} :	The 'normalized level difference', in decibels, compares the sound pressure level values between two rooms by referring the result to a standard reverberation time value, typical in most residential rooms and office spaces.
$D_{nT,w}$:	The 'weighted standardized level difference' is a single-number value which is determined by applying <i>ISO 717-1</i> to the D_{nT} results obtained in the field measurements. It is used to describe the ability to isolate noise. Higher values represent a better performance. This value is usually between 5 to 8 dB lower than the laboratory tests for a certain type of construction (R_w).
$D_{nT,w}$ (C; C_{tr}):	This is the complete expression that covers all values obtained from the test. If the result is 20 (-2; -3), it means the $D_{nT,w}$ is 20 dB, the $D_{nT,A}$ is 20-2=18, and the value of the equivalent D_{nT} related to traffic noise or other similar sources is 20-3=17.
$L_{Aeq,T}$:	The equivalent continuous A-weighted sound pressure level in dBA. It is often accompanied by an additional subscript suffix "T" such as $L_{Aeq,15min}$, which means it is evaluated over 15 minutes.
$L_{A10,T}$:	A-weighted sound pressure level in decibels which is not surpassed for more than 10% of the measurement time. This value is often similar to that of the L_{Aeq} for the same period of time.
$L_{A1,T}$:	A-weighted sound pressure level in decibels which is not surpassed for more than 1% of the measurement time. This value is often used to have a reference of the highest levels of the measured noise and is used to evaluate the presence of occasional impulsiveness in the noise.
$L_{A90,T}$:	A-weighted sound pressure level in decibels which is not surpassed for more than 90% of the measurement time. This value is often used to have a certain reference of the constant floor background noise level.
L_{Amax} :	Maximum A-weighted sound pressure level over a certain period of evaluation.
L_w	Impact sound level reduction L_w is an acoustic descriptor quantifying the improvement in impact noise isolation as a result of the installation of a floor covering or floating floor on a test floor in a laboratory (<i>ISO717.2:1997</i>)
$L_{n,w}$	The lower the $L_{n,w}$ rating the better the performance of a building element at insulating impact noise.
Perception of noise level differences:	Generally, a variation of 2-3 dB in a sound pressure level cannot be detected by most of the population; a 5 dB difference is perceived as a louder noise, and a 10 dB variation is perceived as a sound which is twice as loud.

Term	Description
Reverberation time:	RT, or T_{60} is the time that would be required for a sound to decrease by 60 dB after the source has stopped emitting sound. Rooms with high reverberation time values are reverberant or acoustically “live”. If a room has a low reverberation time value, it is considered to be a quiet or “dead” space.
R_w :	The insulation of walls and doors against airborne sound is described by way of the sound reduction index R. This index specifies the number of decibels by which the sound is weakened as it passes through the component. The sound reduction index is therefore a component-related variable. As the sound insulation of components depends on frequency, the sound reduction index is also specified depending on the frequency, at least in one-third octave bands between 100 and 3150 Hz. For simplicity, a single value, the weighted sound reduction index R_w , is derived from the frequency-related values. R_w values provided by manufacturers must comply with standard international test regulation <i>ISO 140-3</i> .

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Albany Waterfront Development

Harley Dykstra

Acoustic report [ISSUE]
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1. Executive Summary

Hewshott International have been engaged by Harlay Dykstra to undertake the acoustic consultancy services for the proposed Albany Waterfront Development.

This report has been prepared to support the Planning Application for the project. The main objective was to demonstrate that with appropriate design and material considerations the internal noise levels can be met.

This report outlines acoustic design criteria related to generic advice that satisfies indoor noise levels in State Planning Policy 5.4 *“Road and Rail Transport Noise and Freight Considerations in Land Use Planning”*, AS/NZS 2107:2000 *Acoustics -Recommended design sound levels and reverberation times for building interiors* (AS 2107) and statement that night time noise levels within all Multiple Dwellings do not exceed L_{Amax} 55dB as required by City of Albany, taking into account external noise sources such as road traffic and freight movements.

This detailed acoustic assessment incorporates sound measurements undertaken by Hewshott (2017) and Southern Ports Authority (2016), and identifies various noise mitigation measures available to the building design and construction to achieve a night time noise level of 55dB L_{Amax} within all Multiple Dwellings.

Albany Waterfront Development has been proposed to be the site of a residential and short stay accommodation development. As the project is in very early stage and an architecture layout is still unavailable, some assumptions have been made in regards to façade details, such as areas and façade elements. Once exact building layout and construction is known, detailed design, construction and acoustic treatments should be incorporated to adequately attenuate external noise levels.

It is concluded that with appropriate attenuation measures, future development on Lot 3 Toll Place, Albany is able to comply with the provisions of State Planning Policy 5.4 and AS/NZS 2107. Further design and mitigation measures are identified that will enable night time noise levels within all multiple dwellings to not exceed 55dB L_{Amax} .

A further detailed acoustic assessment should be undertaken to support a Development Application and identify the mitigation measures employed to comply with local regulations and Australian Standards.

2. Project Location

The proposed development is located within Albany Waterfront Marina along Princess Royal Drive, adjacent to the Albany Entertainment Centre. Figure 2.1 below shows the site location (LOT 3).

Figure 2.1: Assessment location.



The building will be located about 20m from Princess Royal Drive and about 80m from freight railway. Suitable noise attenuation is required to meet indoor noise levels in habitable rooms.

3. External sound insulation

3.1. Noise Survey

Sample measurements were undertaken by Hewshott International engineering staff in August 2017 (location 1-3) and long-term noise monitoring provided by the Southern Ports Authority has been undertaken in December 2016 (location 4).

A noise survey was undertaken in the vicinity of the proposed development and the results were used to confirm compatibility with predicted noise levels.

Results from sample measurements in location 1-3 used for this assessment have been obtained from previous acoustic report “Albany Waterfront Hotel – Acoustic Concept Design, Structure Plan Amendment” submitted by Hewshott in August 2017.

Results from long-term noise monitoring in location 4 used for this assessment have been derived from data provided by Southern Ports Authority and used as an average value evaluated over 5 days of hourly measurements for day and night period.

As there was no information provided in relation to equipment used for long-term noise survey and weather conditions during the survey, Hewshott is unable to validate the measurements accuracy.

Locations of measurement points are presented in on figure 3.1 below.

Figure 3.1: Measurements location.



3.2. Noise Modelling and Calibration – 2018-year Traffic Data

A preliminary noise model has been created using SoundPLAN© to predict noise impacts to the development within the surrounding area.

The traffic model has been created based on traffic counts available on Main Roads online mapping service. The freight counts were not available at the time of the assessment, therefore freight counts of one train per hour has been assumed. Table 3.1 below presents input data used for modelling purposes.

Table 3.1. Input data used for road and freight modelling.

Location	Vehicles/Day*	Vehicles/Night*	Total Vehicles/24h
Cars	1834	40	1874
Trucks	299	6	305
Freight	16	8	24

*Day and Night means it is evaluated over 16 and 8 hours respectively.

Four calibration points have been modelled representative of all measurement locations.

The computer model has been calibrated and checked against the measured data and adjusted to represent most typical conditions within the surrounding area.

Results of the model calibration along with the measured noise levels are given below in Table 3.2 and Table 3.3 for the measurement locations, along with the corresponding L_{Aeq} and L_{Amax} data for traffic and freight noise, separated and combined.

Table 3.2. Sample measurement results for day time against modelling predictions –results for separated road traffic and freight noise.

Location	Road Traffic Noise – Day		Road Traffic Noise – Day		Freight Noise – Day		Freight Noise – Day	
	Measured	Predicted	Measured	Predicted	Measured	Predicted	Measured	Predicted
	L_{Aeq} Day [dB]	L_{Aeq} Day [dB]	L_{Amax} Day [dB]	L_{Amax} Day [dB]	L_{Aeq} Day [dB]	L_{Aeq} Day [dB]	L_{Amax} Day [dB]	L_{Amax} Day [dB]
1	54	54	69	70	-	-	-	-
2	55	55	71	71	-	-	-	-
3	60	61	77	77	50	50	76	78

Table 3.3. Long-term measurement results for day and night time against modelling predictions –results for combined road traffic and freight noise.

Location	Combined – Road Traffic and Freight Noise – Day		Combined – Road Traffic and Freight Noise – Night		Combined – Road Traffic and Freight Noise – Day		Combined – Road Traffic and Freight Noise – Night	
	Measured	Predicted	Measured	Predicted	Measured	Predicted	Measured	Predicted
	L _{Aeq} Day [dB]	L _{Aeq} Day [dB]	L _{Aeq} Night [dB]	L _{Aeq} Night [dB]	L _{Amax} Day [dB]	L _{Amax} Day [dB]	L _{Amax} Night [dB]	L _{Amax} Night [dB]
4	62	62	54	55	84	82	79	80

All predicted noise levels are in a good agreement with measured noise levels. The differences are not more than 2dB which gives a confidence to use the model for noise levels predictions.

3.3. Noise Modelling - 20 years Horizon Future Traffic Data (2038 year)

Future traffic counts for year 2038 have been used to predict a 20-years future noise impact on the development.

Traffic counts for 20-year horizon for year 2038 has been obtained from Hewshott’s previous report and presented in table 3.4 below. Number of heavy vehicles was obtained based on the same car/truck ratio as currently observed.

There is no information available about growth of number of freight in the area, therefore it has been assumed the number of freight movements will not change.

Table 3.4. Input data used for road and freight modelling.

Location	Vehicles/Day*	Vehicles/Night*	Total Vehicles/24h
Cars	3757	77	3834
Trucks	612	13	625
Freight	16	8	24

*Day and Night means it is evaluated over 16 and 8 hours respectively.

3.4. Noise levels on a façade

Noise calculations on different heights above the ground have been performed and results were used to assess noise levels which are to be incident upon the façade. Noise calculations are based on building setback 20m from Princess Royal Drive. Table 3.5 below presents results on the façade of the development on different height above the ground for year 2018 traffic and future 2038-year traffic.

Table 3.5. Predicted results of noise levels on a façade of the development.

Height [m]	L _{Aeq} Day [dB]	L _{Aeq} Night [dB]	L _{Amax} Day [dB]	L _{Amax} Night [dB]
Year 2018 traffic				
1.5	58	51	79	77
4.5	58	52	79	78
7.5	59	52	79	78
10.5	59	52	79	78
Year 2038 traffic				
1.5	60	52	81*	78*
4.5	61	52	82*	78*
7.5	61	52	81*	78*
10.5	61	52	81*	78*

*It is unable to calculate L_{Amax} levels based on traffic counts with no support of measurement data, therefore future (2038) L_{Amax} levels have been obtained based on levels difference for year 2018.

Noise contour maps have been also obtained for different heights above the ground, showing day and night noise L_{Aeq} and L_{Amax} levels for combined noise from road and freight for current traffic counts.

Please refer to Appendix B for noise contours maps.

3.5. External Façade Construction

The external construction of the building is unknown at this stage of the project, therefore based on our previous experience, the following examples of building elements have been used to determine indoor noise levels from external sources (road traffic and freight noise), presented in Table 3.6.

Table 3.6. Proposed façade construction.

Building Element	Element Details	Airborne Sound Reduction Index Octave band centre frequency [Hz]					Airborne Sound Reduction Index R_w
		125	250	500	1000	2000	
Glazing	6.4 mm laminated glazing	22	24	30	36	33	33
Glazing	7 mm acoustic laminate glazing	24	26	32	37	40	36
Wall	200 mm dense concrete	42	46	50	57	60	56

3.6. Indoor Ambient and Maximum Noise Levels Associated with External Sources

The indoor ambient and maximum noise levels within the development will be directly associated with the external noise environment and the external envelope of the building. Predictions are based on noise ingress from external sources and not services within the building.

Table 3.7 and 3.8 present the predicted indoor noise level along with the specific design criteria for indoor ambient and maximum noise for typical bedroom areas within apartments situated on the perimeter of the development, facing the noise source; the glazing system used in the calculation is also presented. Typical bedroom areas have been assumed to a volume of approximately 40 m³, with façade surface area approximately 20 m².

Calculations on a façade have been performed using the highest predicted noise levels on a façade of the building assuming a continuous flat surface to the building façade. Additional sound reduction can be achieved through variance to the building surface such as balconies or other features.

All calculations have been undertaken based on previous measured traffic spectrum octave band data and in accordance with BS EN 12354-3:2000 Part 3: *Building Acoustics – Estimation of acoustic performance of building from the performance of elements - Part 3: Airborne sound insulation against outdoor sound*. Reverberation times used in calculations are based on a normalised level of 0.5 seconds.

Table 3.7. Estimated indoor ambient noise levels.

Room	Façade Construction	Surface area	Predicted Indoor ambient noise level L_{Aeq} (dB)	Specific Design Criteria L_{Aeq} (dB)	Compliance
Bedroom	200 mm concrete wall 6.4 mm laminated glazing	20 sqm	32	30-35	Yes
	200 mm concrete wall 7 mm acoustic laminate glazing	20 sqm	29	30-35	Yes

Table 3.8. Estimated indoor maximum noise levels.

Room	Façade Construction	Surface area	Predicted Indoor maximum noise level L_{Amax} (dB)	Specific Design Criteria L_{Amax} (dB)	Compliance
Bedroom	200 mm concrete wall 6.4 mm laminated glazing	20 sqm	52	55	Yes
	200 mm concrete wall 7 mm acoustic laminate glazing	20 sqm	50	55	Yes

Presented examples of façade constructions achieve compliance with design criteria for both ambient and maximum levels using a laminated glazing configuration.

Predicted internal noise levels should have a safety factor of approximately 3-5 dB. This will take into account increased future traffic flows or any other factors in construction detailing that may occur. Using a safety factor will subsequently offer additional protection to the amenity of residents.

Glazing frames and seals of insufficient sound insulation can compromise the performance of the building element. We recommend that doors with glazing, window frames and all seals are selected to match the acoustic performance of the glazing within it.

Once exact façade construction details and room location are available, further detailed design is recommended, to ensure that indoor levels are met.

3.7. Sliding doors

Should sliding door be proposed in the building design, the following should be noted.

Laboratory airborne sound insulation data (R_w) for specific glazed door systems includes the performance of the frame. We recommend that acoustic data for the proposed sliding door system is provided in order to confirm that the R_w value is adequate. Glazed sliding door frames must be selected ensuring that the composite sound insulation performance of the frame system and the glazed pane is not lower than the values in Table 3.5.

Special attention must be taken during installation of any sliding doorset. It must be ensured that they are well fitted, with a robust closing mechanism to avoid introducing acoustically weak transmission paths for noise to enter through the façade.

4. Design and Material Mitigation Measures – General Advice

A range of mitigation measures are able to be incorporated into the design and construction of the building to ensure indoor night time noise levels do not exceed 55dB L_{Amax} , and satisfy other provisions detailed in SPP 5.4 and AS/NZS 2107.

Those options include site layout, building design and materials, as outlined below:

4.1. Site Layout – Design options for noise mitigation

Prohibit Multiple Dwellings from fronting onto Princess Royal Drive.

Locate Multiple Dwellings on portions of the site that do not front Princess Royal Drive.

Locate Holiday Accommodation on portions of the site that front Princess Royal Drive, to provide acoustic screening for Multiple Dwellings from the noise source.

Ensure that any Multiple Dwellings fronting Princess Royal Drive incorporate design and material measures listed below.

Include sound absorptive and diffusive surface treatments for walls facing the noise source.

Inclusion of noise screening walls that incorporate vegetation screening.

Inclusion of a noise barrier integrated with entrance statement or public art.

4.2. Building Design and Arrangement – Options for noise mitigation

Locate outdoor living areas and indoor habitable rooms away from noise sources.

Ensuring bedrooms and living areas are set back from the transport noise as far as possible.

Ensuring noise sensitive spaces, such as bedrooms, are shielded from noise by positioning less sensitive spaces, such as bathrooms, storage and laundry, closer to the noise source.

Screen walls to be used to protect small outdoor areas or to shield windows

Include podiums and extended facade elements that can be used to provide useful shielding of floors above and provide distance offset.

Design balustrades to be continuous without gaps to shield noise sources below.

Fully enclosing balconies with operable windows to create winter gardens.

Applying sound-absorptive / diffusive elements to the underside of balcony ceilings (soffits) above to reduce reflected sound into dwellings.

Locate at least one outdoor living area on the opposite side of the building from the noise source.

Openings such as eaves, vents and air inlets to be acoustically treated, closed or relocated to building sides facing away from the noise source.

Avoid building shapes that 'collect' and 'focus' noise.

4.3. Building Materials – Options for noise mitigation

Inclusion of upgraded glazing:

- Increased thickness or double insulating.
- Inclusion of seals to restrict air infiltration to be fitted to the edge of operable windows.

Inclusion of upgraded doors that open from habitable rooms to outdoors:

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- All external doors to have compressible silicon based rubber seals to the full perimeter and a drop seal to provide an air tight seal when closed.

Include quality insulation to the roof and above-ceiling space:

- Ceiling insulation and sealing of air gaps.
- Roof and ceiling to include 2 layers of 10mm plasterboard.

Mechanical ventilation systems to be provided in addition to operable windows.

Sealing all penetrations to external walls (e.g. – pipes, cables or ducts).

5. Noise Modelling and Contour Maps

Preliminary noise model has been prepared using SoundPLAN© to predict noise impact to the development from road and rail.

The model incorporates measurements obtained by Hewshott (2017) and Southern Port Authority (2016), and has been calculated for day and night time noise levels at 1.5m, 4.5m, 7.5m and 10.5m above the ground level at the boundary of the site.

Calculated noise levels to the boundary of the site for 2018 traffic data range from 51 to 59 dB L_{Aeq} and from 77 to 79 dB L_{Amax} .

Calculated noise levels to the boundary of the site for 2038 traffic data range from 52 to 61 dB L_{Aeq} and from 78 to 82 dB L_{Amax} .

Please refer to Appendix B for noise contour maps.

6. Conclusion

The predicted noise levels at the boundary of Lot 3 Toll Place, Albany are expected to exceed the noise targets identified in State Planning Policy 5.4.

Noise modelling was undertaken using data derived from measurements obtained from Hewshott (2017) and Southern Port Authority (2016) to predict and assess an impact on the development from road and rail.

It is concluded that with appropriate attenuation measures, future development on the site is able to comply with the provisions of State Planning Policy 5.4 and AS/NZS 2107. Further design and mitigation measures are identified that will enable night time noise levels within all multiple dwellings to not exceed 55 dB L_{Amax} .

A. Glossary

Term	Description
A-weighting:	Refers to a standardised frequency response used in sound measuring instruments, specified in Australian Standard AS 1259.1. Historically it was developed to model human ear response at low-level sounds. However A-weighting is now frequently specified for measuring sounds irrespective of level, and studies have shown a relationship between the long term exposure to A-weighted sound pressure levels and hearing damage risk.
Airborne sound:	Sound waves propagate within a construction (structure-borne sound) and are radiated into the air where their propagation continues (airborne sound).
AS2107	AS/NZS 2107:2000 Acoustics -Recommended design sound levels and reverberation times for building interiors
Impact noise	Noise resulting from the direct impact on a building element (e.g. footfall, furniture movement on a floor).
D:	This value, in decibels, is the difference in sound pressure level values between two rooms.
dB:	Means the abbreviation for decibel.
dBA :	A-weighted sound pressure level in decibels.
D_{nT} :	The 'normalized level difference', in decibels, compares the sound pressure level values between two rooms by referring the result to a standard reverberation time value, typical in most residential rooms and office spaces.
$D_{nT,w}$:	The 'weighted standardized level difference' is a single-number value which is determined by applying <i>ISO 717-1</i> to the D_{nT} results obtained in the field measurements. It is used to describe the ability to isolate noise. Higher values represent a better performance. This value is usually between 5 to 8 dB lower than the laboratory tests for a certain type of construction (R_w).
$D_{nT,w} (C; C_{tr})$:	This is the complete expression that covers all values obtained from the test. If the result is 20 (-2; -3), it means the $D_{nT,w}$ is 20 dB, the $D_{nT,A}$ is 20-2=18, and the value of the equivalent D_{nT} related to traffic noise or other similar sources is 20-3=17.
$L_{Aeq,T}$:	The equivalent continuous A-weighted sound pressure level in dBA. It is often accompanied by an additional subscript suffix "T" such as $L_{Aeq,15min}$, which means it is evaluated over 15 minutes.
$L_{A10,T}$:	A-weighted sound pressure level in decibels which is not surpassed for more than 10% of the measurement time. This value is often similar to that of the L_{Aeq} for the same period of time.
$L_{A1,T}$:	A-weighted sound pressure level in decibels which is not surpassed for more than 1% of the measurement time. This value is often used to have a reference of the highest levels of the measured noise and is used to evaluate the presence of occasional impulsiveness in the noise.
$L_{A90,T}$:	A-weighted sound pressure level in decibels which is not surpassed for more than 90% of the measurement time. This value is often used to have a certain reference of the constant floor background noise level.
L_{Amax} :	Maximum A-weighted sound pressure level over a certain period of evaluation.
L_w	Impact sound level reduction L_w is an acoustic descriptor quantifying the improvement in impact noise isolation as a result of the installation of a floor covering or floating floor on a test floor in a laboratory (<i>ISO717.2:1997</i>)
$L_{n,w}$	The lower the $L_{n,w}$ rating the better the performance of a building element at insulating impact noise.
Perception of noise level differences:	Generally, a variation of 2-3 dB in a sound pressure level cannot be detected by most of the population; a 5 dB difference is perceived as a louder noise, and a 10 dB variation is perceived as a sound which is twice as loud.

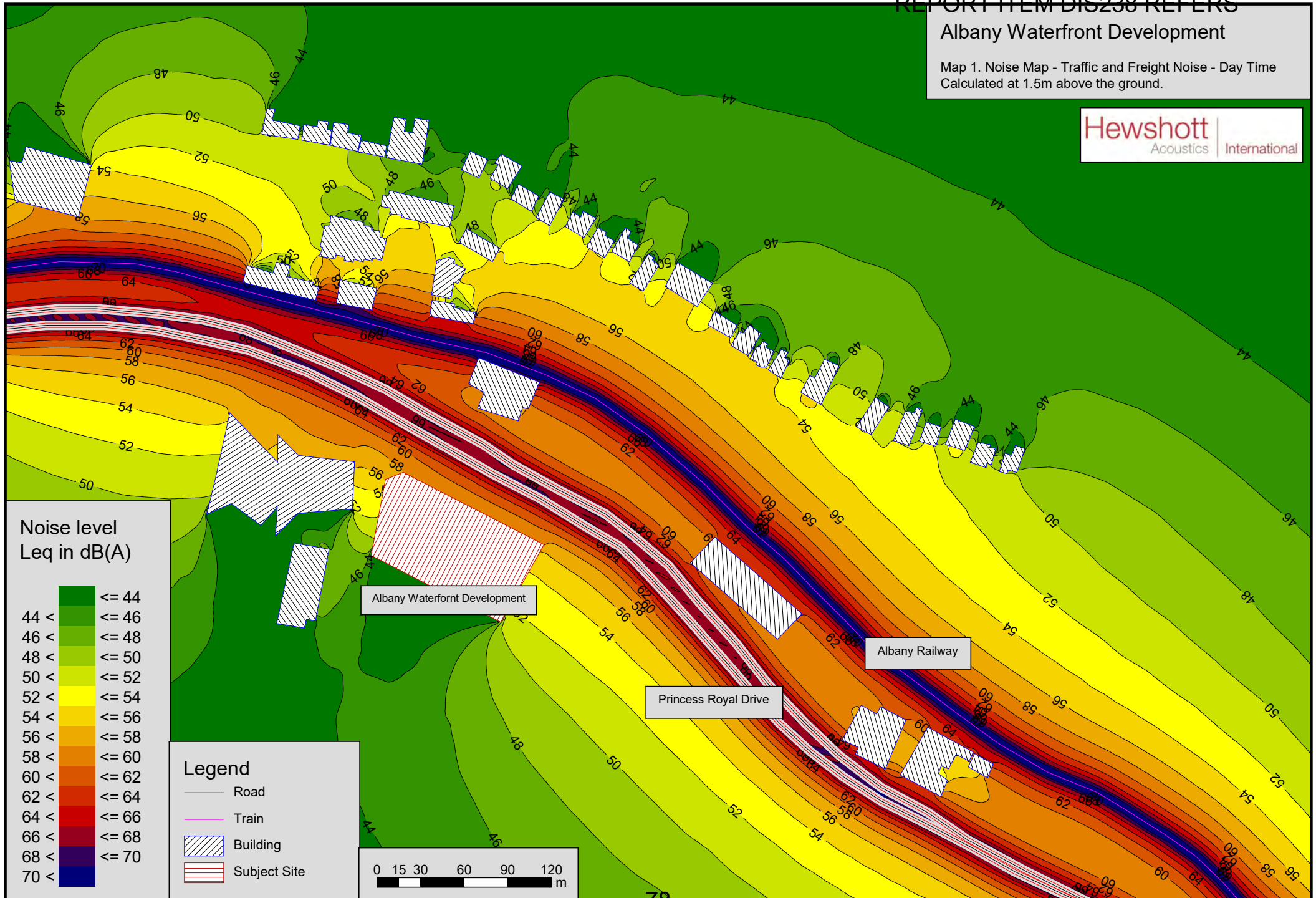
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Term	Description
Reverberation time:	RT, or T_{60} is the time that would be required for a sound to decrease by 60 dB after the source has stopped emitting sound. Rooms with high reverberation time values are reverberant or acoustically "live". If a room has a low reverberation time value, it is considered to be a quiet or "dead" space.
R_w :	The insulation of walls and doors against airborne sound is described by way of the sound reduction index R. This index specifies the number of decibels by which the sound is weakened as it passes through the component. The sound reduction index is therefore a component-related variable. As the sound insulation of components depends on frequency, the sound reduction index is also specified depending on the frequency, at least in one-third octave bands between 100 and 3150 Hz. For simplicity, a single value, the weighted sound reduction index R_w , is derived from the frequency-related values. R_w values provided by manufacturers must comply with standard international test regulation <i>ISO 140-3</i> .
SPP 5.1	WAPC State planning 5.1 Land use planning in the vicinity of Perth Airport
SPP 5.4	WAPC State Planning 5.4 Road and Rail Transport Noise and Freight Considerations in Land Use Planning
WA EPNR 1997	Western Australia Environmental Protection (Noise) Regulations 1997

B. Noise Contour Maps

Albany Waterfront Development

Map 1. Noise Map - Traffic and Freight Noise - Day Time
Calculated at 1.5m above the ground.

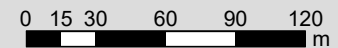


Noise level
Leq in dB(A)

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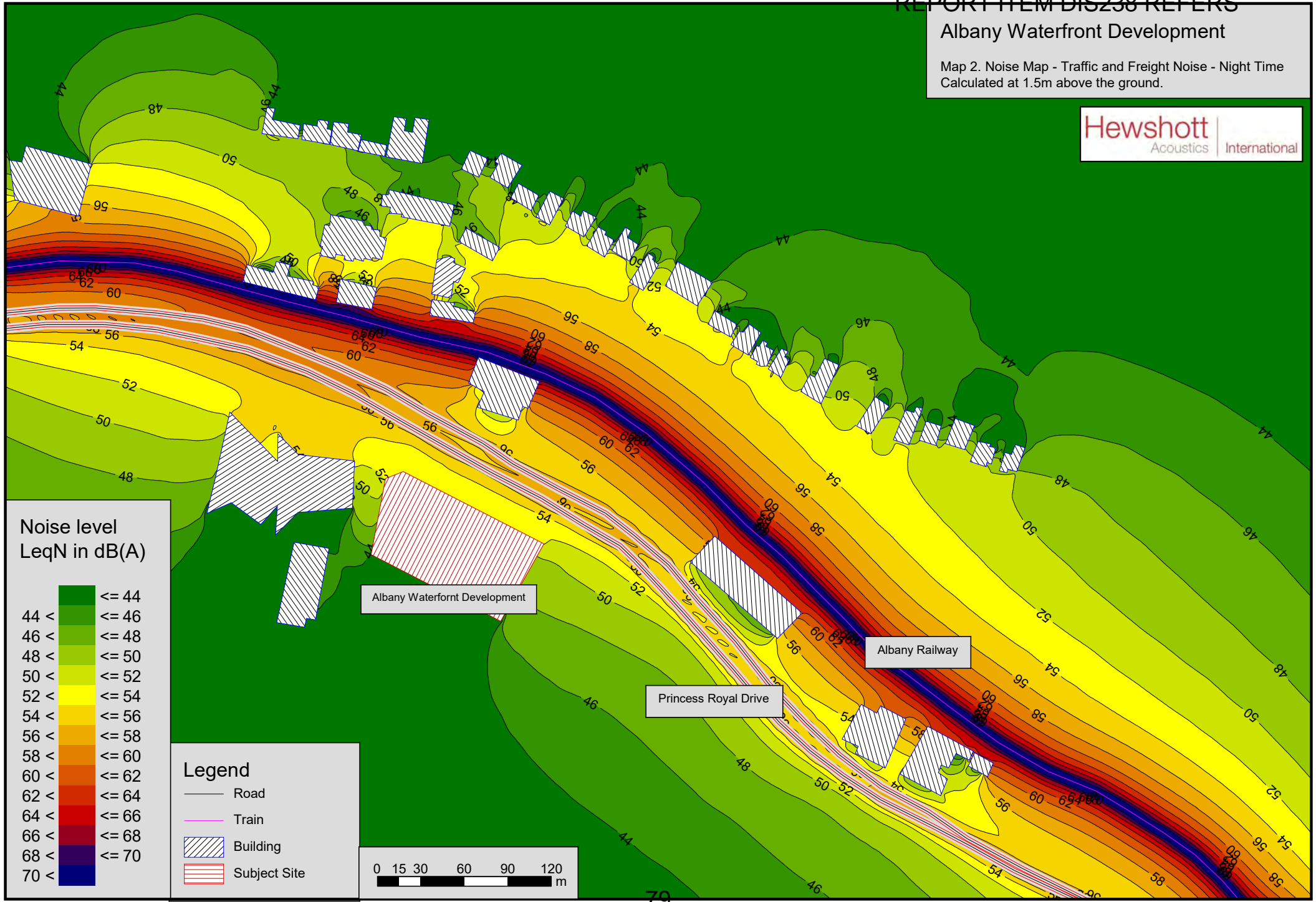
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- Road
- Train
- ▨ Building
- ▨ Subject Site



Albany Waterfront Development

Map 2. Noise Map - Traffic and Freight Noise - Night Time
Calculated at 1.5m above the ground.

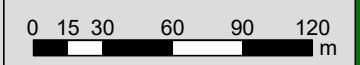


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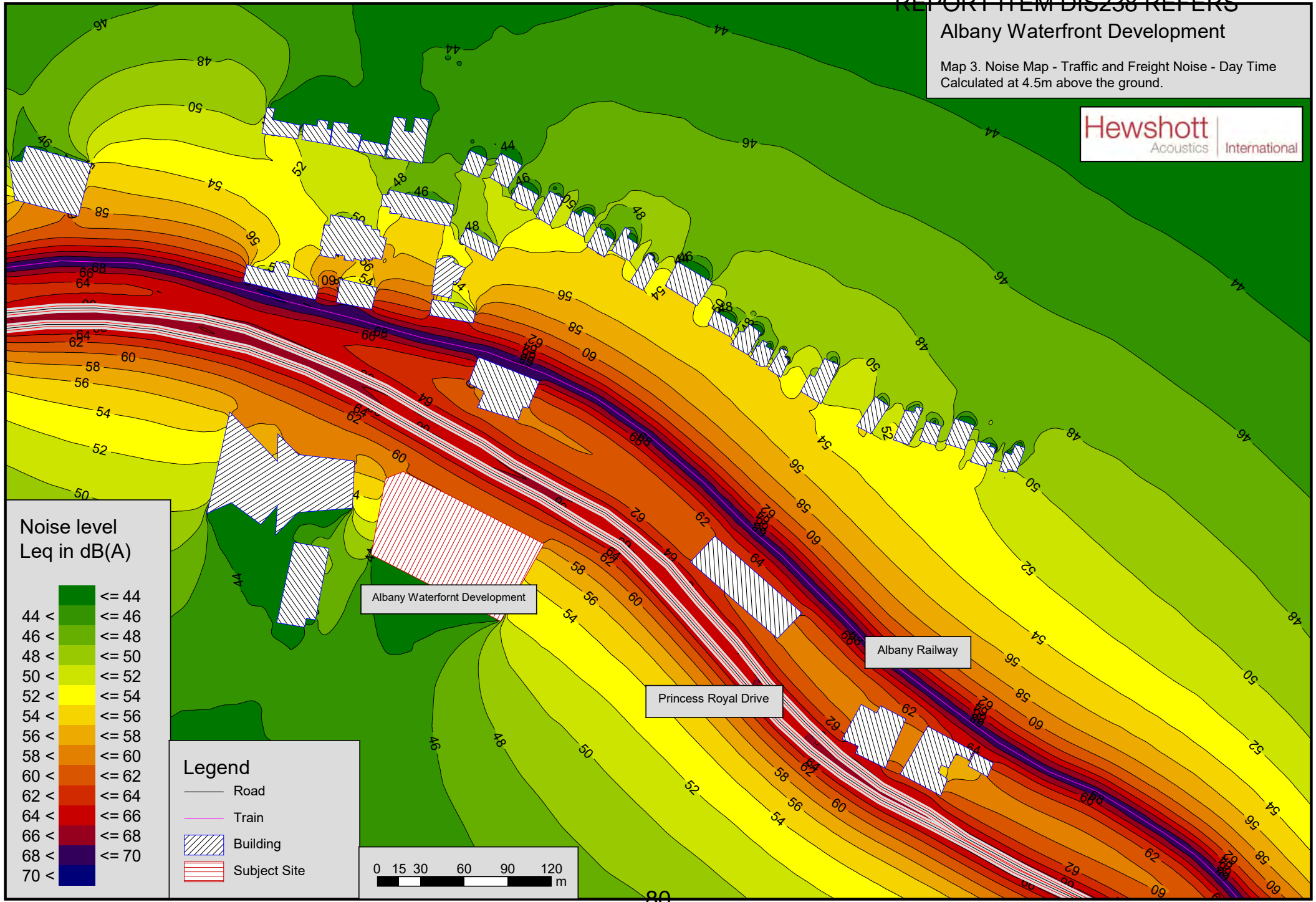
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Albany Waterfront Development

Map 3. Noise Map - Traffic and Freight Noise - Day Time
Calculated at 4.5m above the ground.

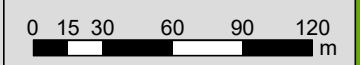


Noise level
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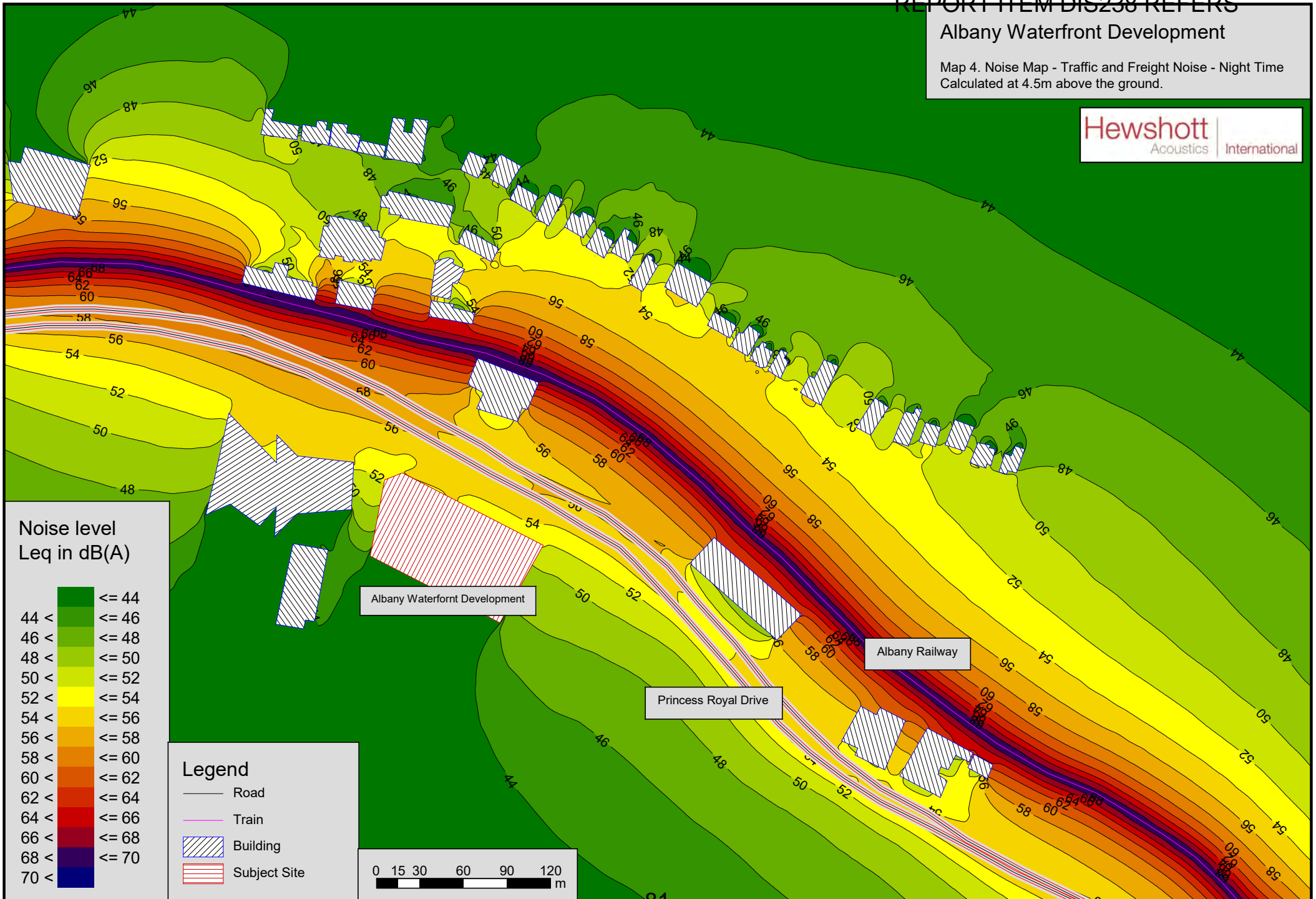
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Albany Waterfront Development

Map 4. Noise Map - Traffic and Freight Noise - Night Time
Calculated at 4.5m above the ground.

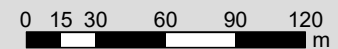


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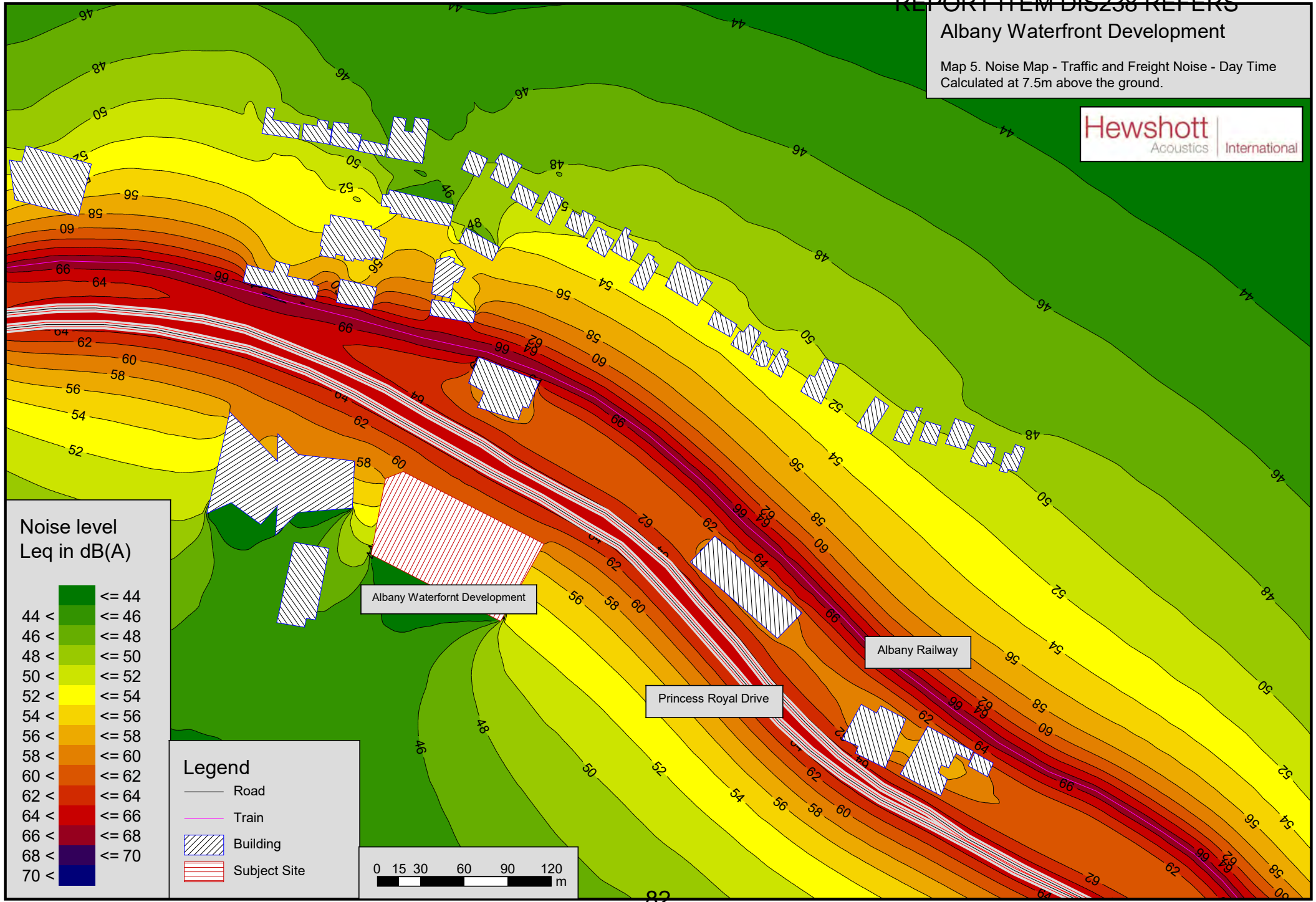
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- Building
- Subject Site



Albany Waterfront Development

Map 5. Noise Map - Traffic and Freight Noise - Day Time
Calculated at 7.5m above the ground.

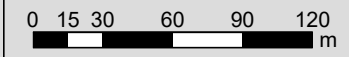


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Leq in dB(A)

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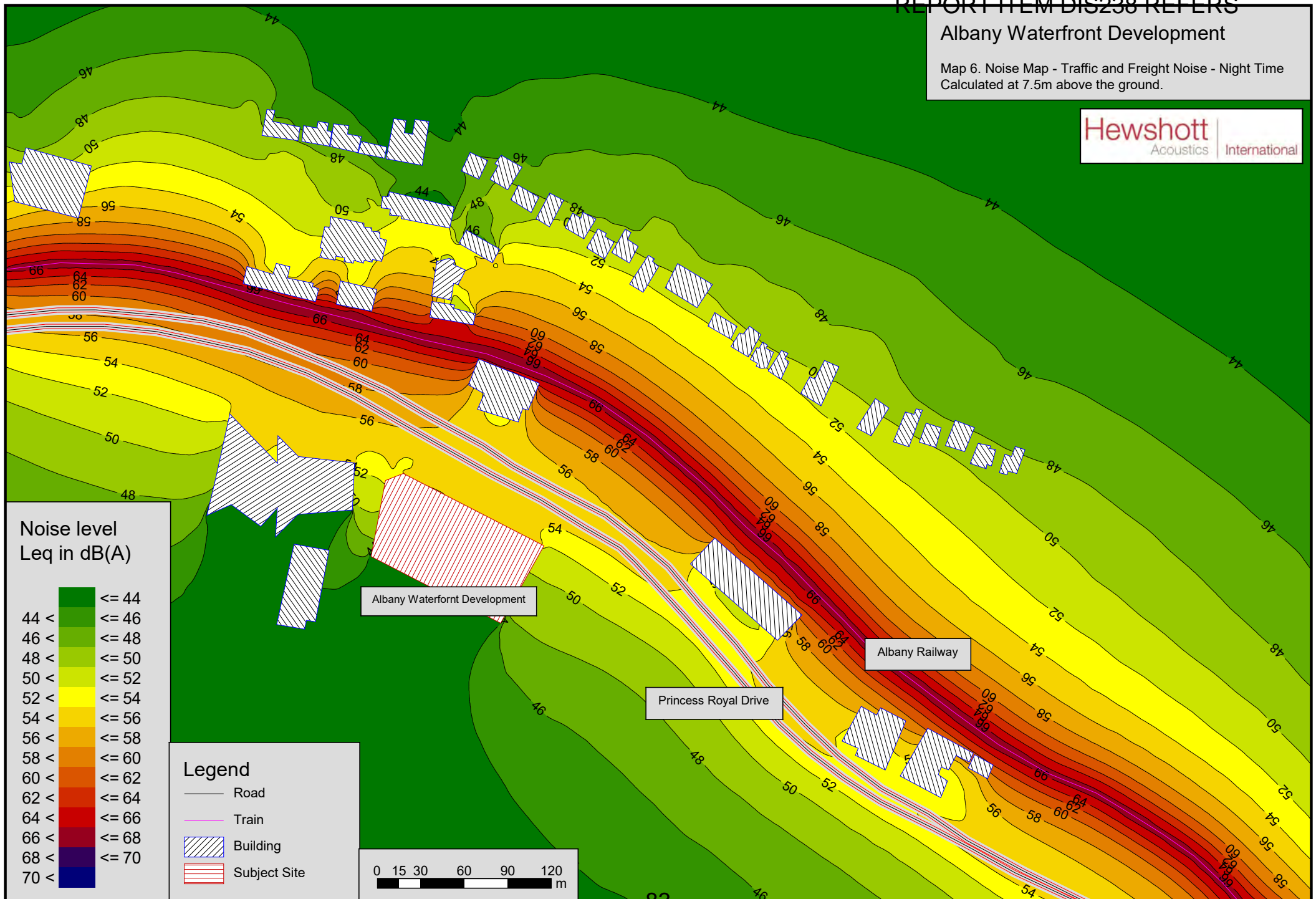
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Albany Waterfront Development

Map 6. Noise Map - Traffic and Freight Noise - Night Time
Calculated at 7.5m above the ground.

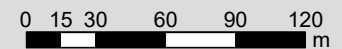


Noise level
Leq in dB(A)

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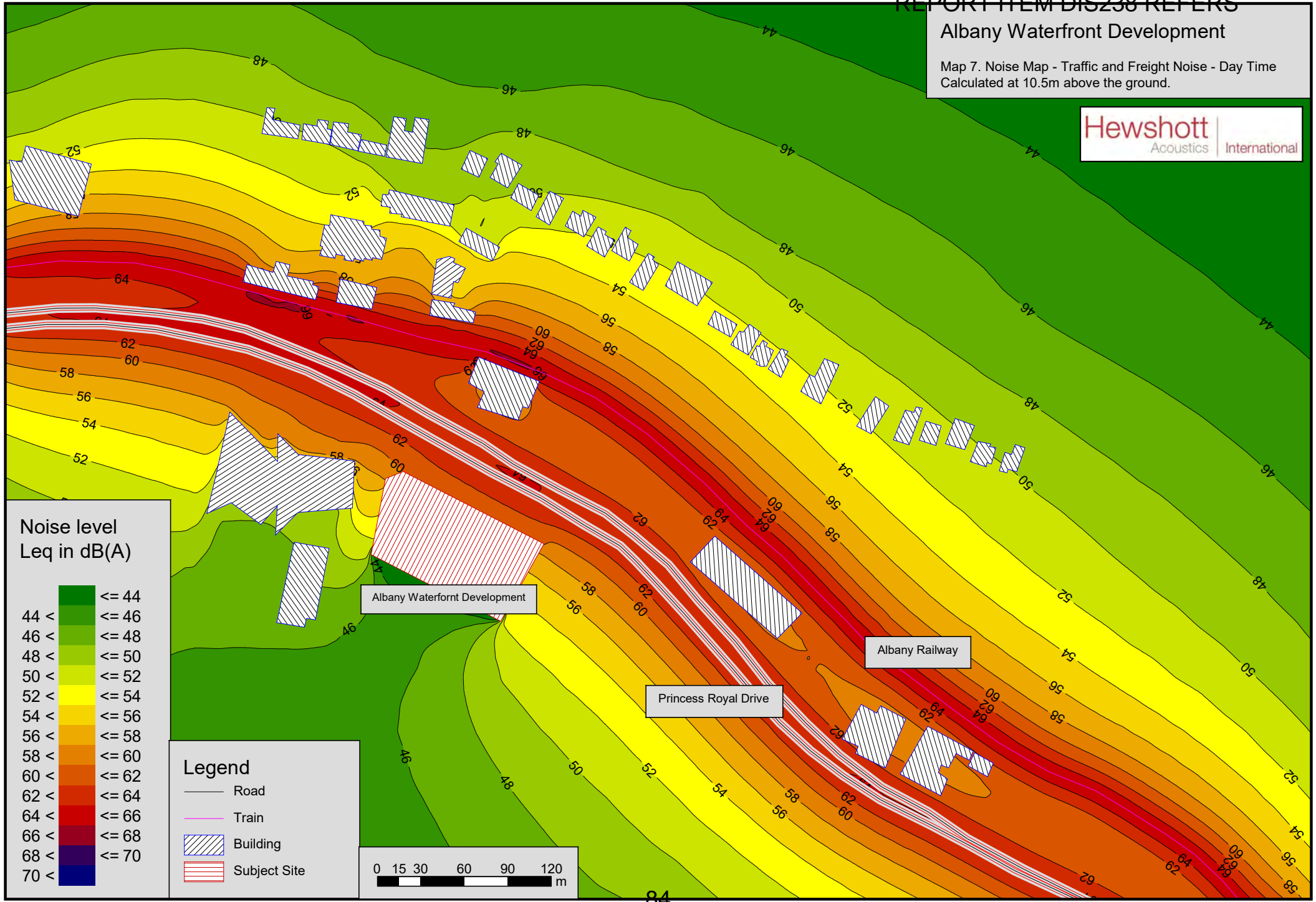
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- Building
- Subject Site



Albany Waterfront Development

Map 7. Noise Map - Traffic and Freight Noise - Day Time
Calculated at 10.5m above the ground.

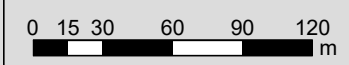


Noise level
Leq in dB(A)

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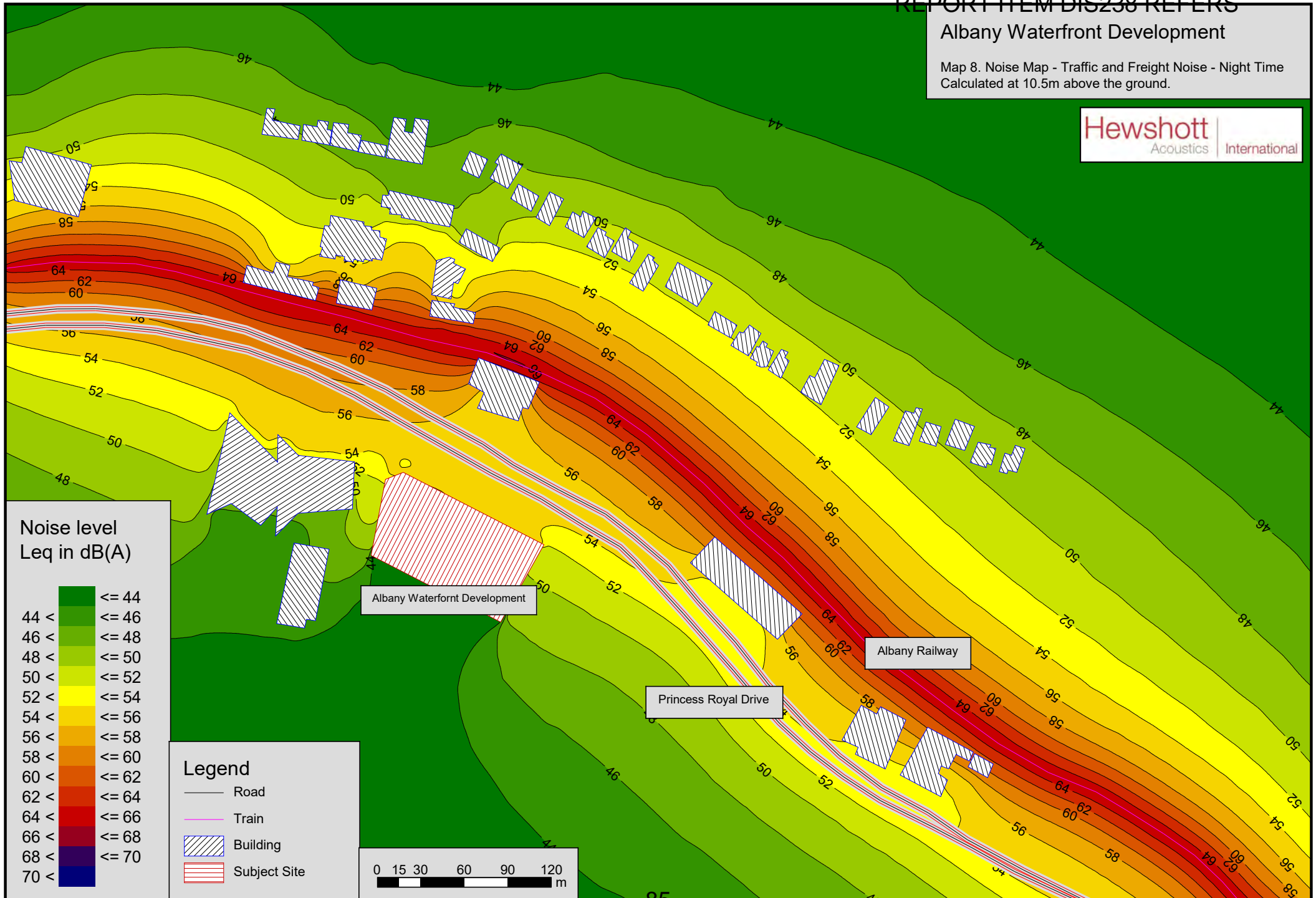
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- ▨ Building
- ▨ Subject Site



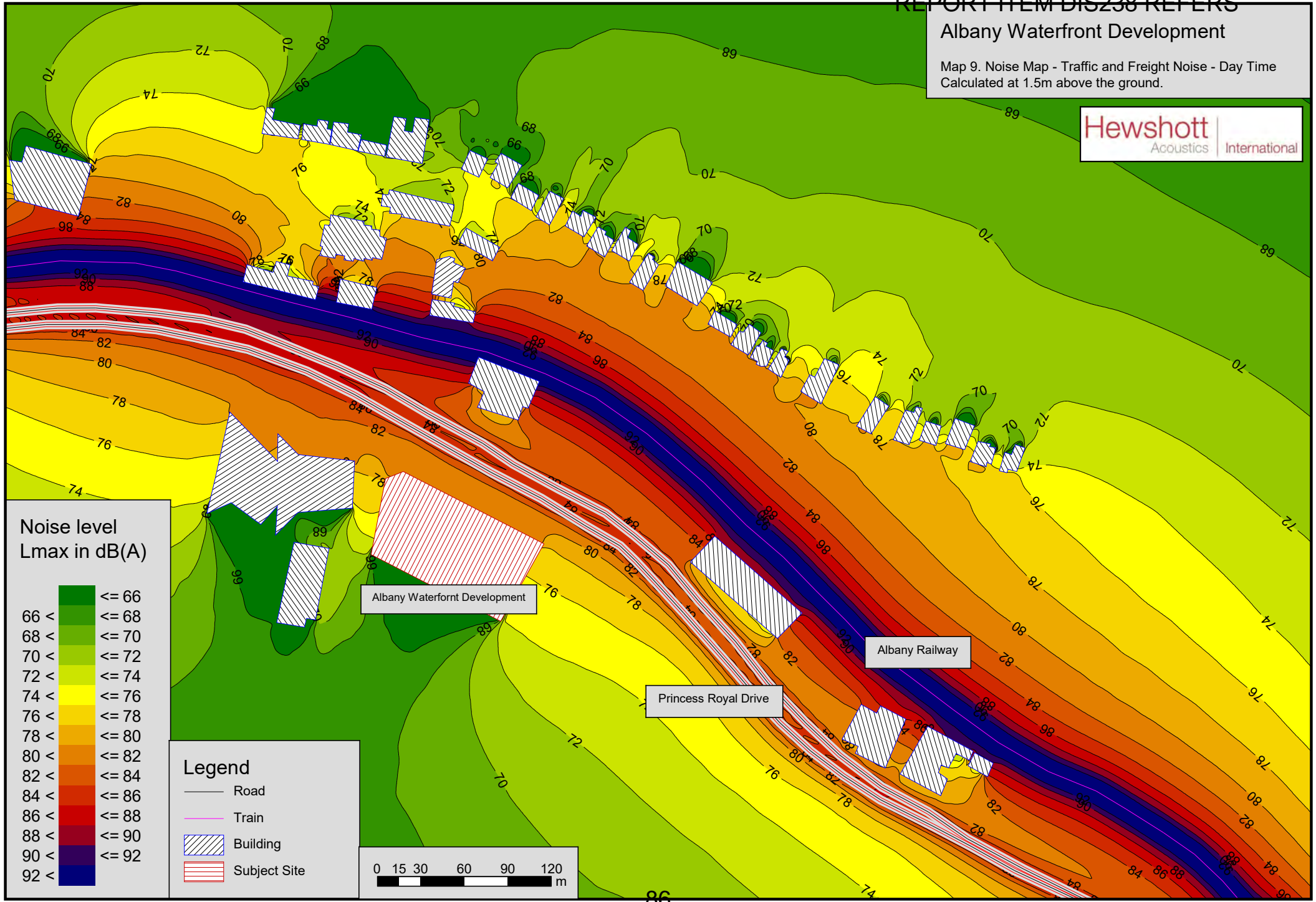
Albany Waterfront Development

Map 8. Noise Map - Traffic and Freight Noise - Night Time
Calculated at 10.5m above the ground.



Albany Waterfront Development

Map 9. Noise Map - Traffic and Freight Noise - Day Time
Calculated at 1.5m above the ground.

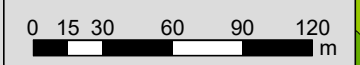


Noise level
Lmax in dB(A)

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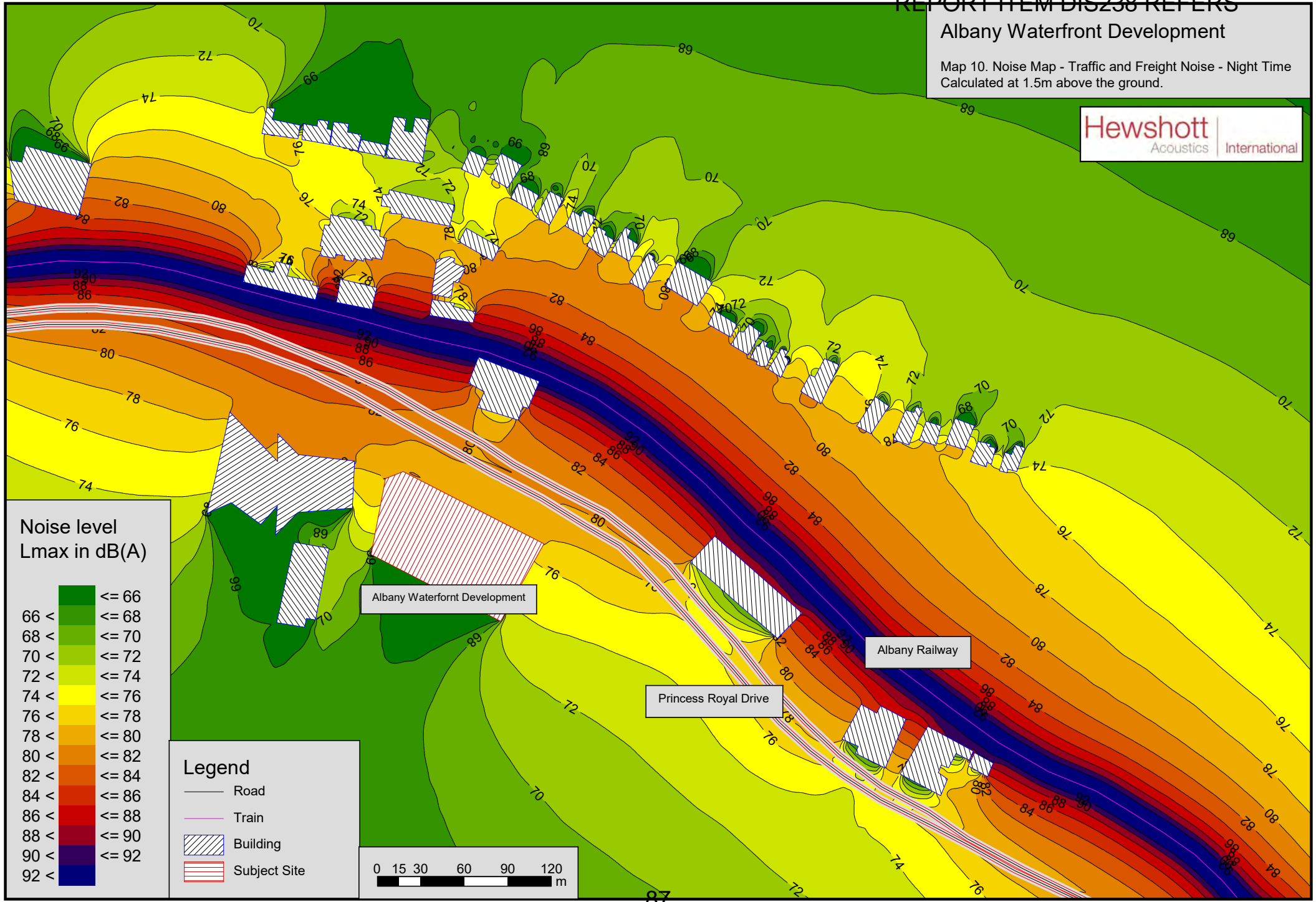
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- ▨ Building
- ▨ Subject Site



Albany Waterfront Development

Map 10. Noise Map - Traffic and Freight Noise - Night Time
Calculated at 1.5m above the ground.

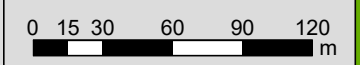


Noise level
Lmax in dB(A)

<= 66
66 < <= 68
68 < <= 70
70 < <= 72
72 < <= 74
74 < <= 76
76 < <= 78
78 < <= 80
80 < <= 82
82 < <= 84
84 < <= 86
86 < <= 88
88 < <= 90
90 < <= 92
92 <

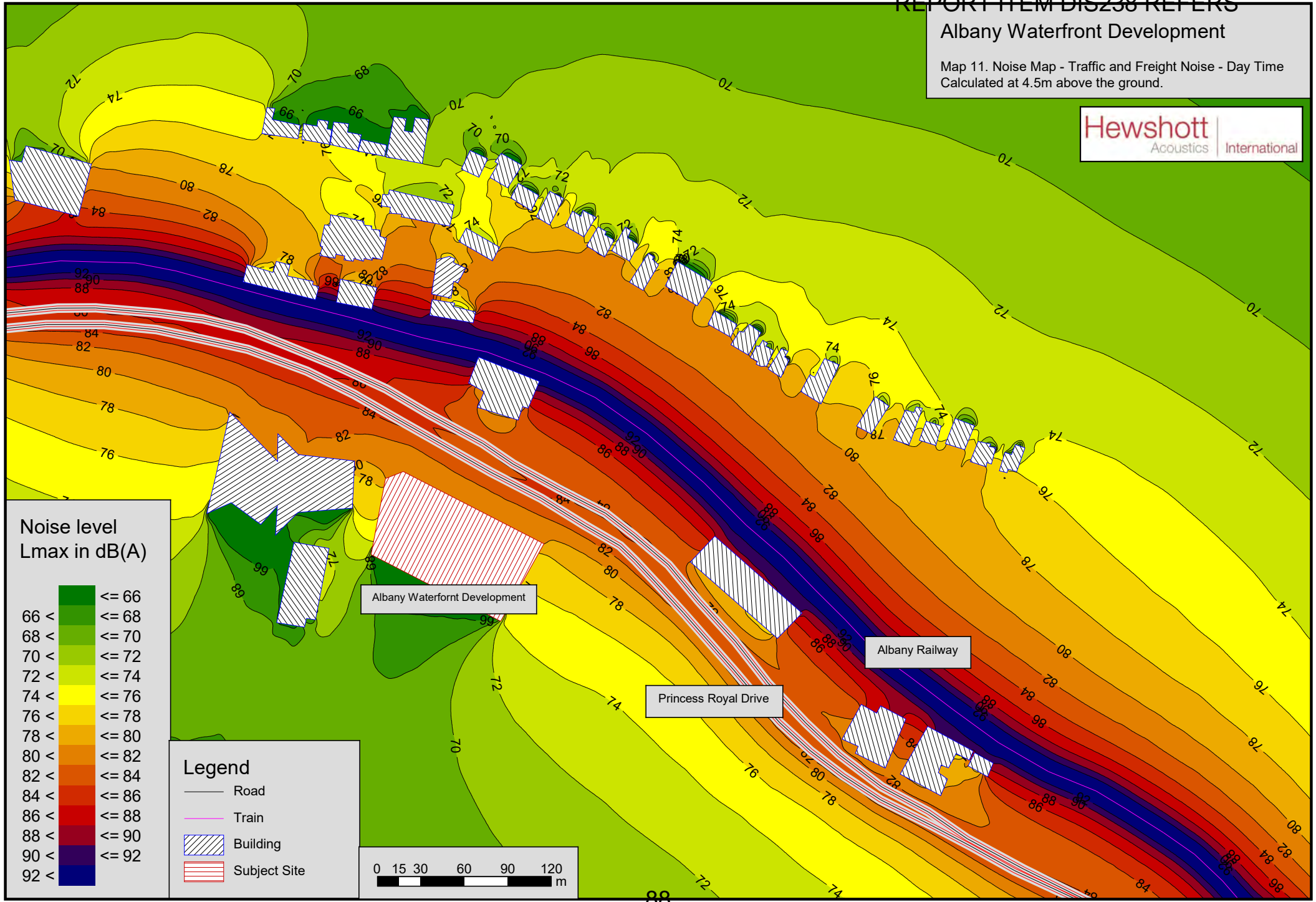
Legend

- Road
- Train
- ▨ Building
- ▨ Subject Site



Albany Waterfront Development

Map 11. Noise Map - Traffic and Freight Noise - Day Time
Calculated at 4.5m above the ground.

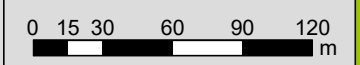


Noise level
Lmax in dB(A)

<= 66
66 <
68 <
70 <
72 <
74 <
76 <
78 <
80 <
82 <
84 <
86 <
88 <
90 <
92 <

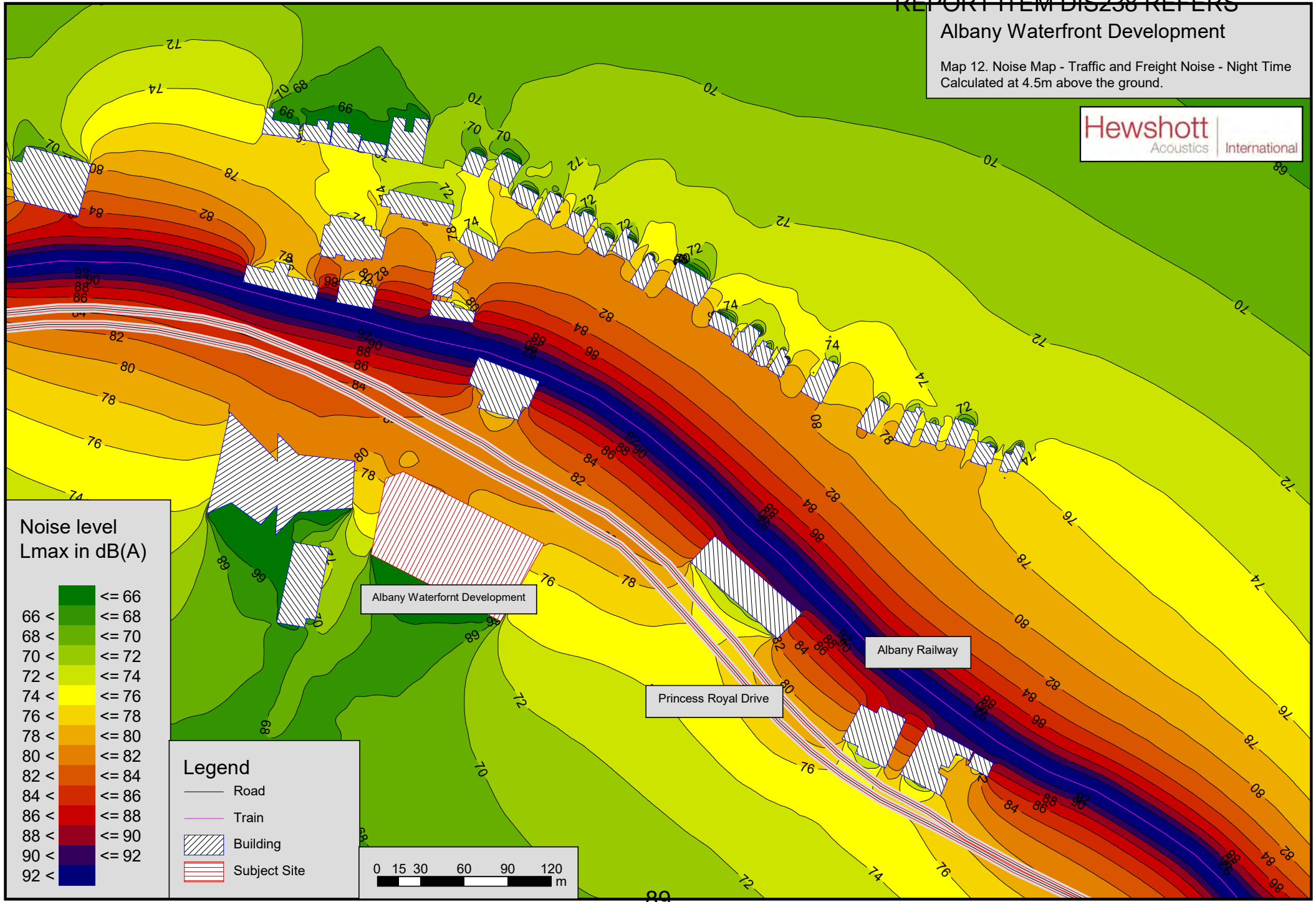
Legend

- Road
- Train
- ▨ Building
- ▨ Subject Site



Albany Waterfront Development

Map 12. Noise Map - Traffic and Freight Noise - Night Time
 Calculated at 4.5m above the ground.

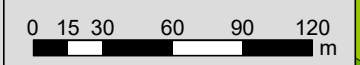


Noise level
 Lmax in dB(A)

<= 66
66 <
68 <
70 <
72 <
74 <
76 <
78 <
80 <
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84 <
86 <
88 <
90 <
92 <

Legend

- Road
- Train
- Building
- Subject Site



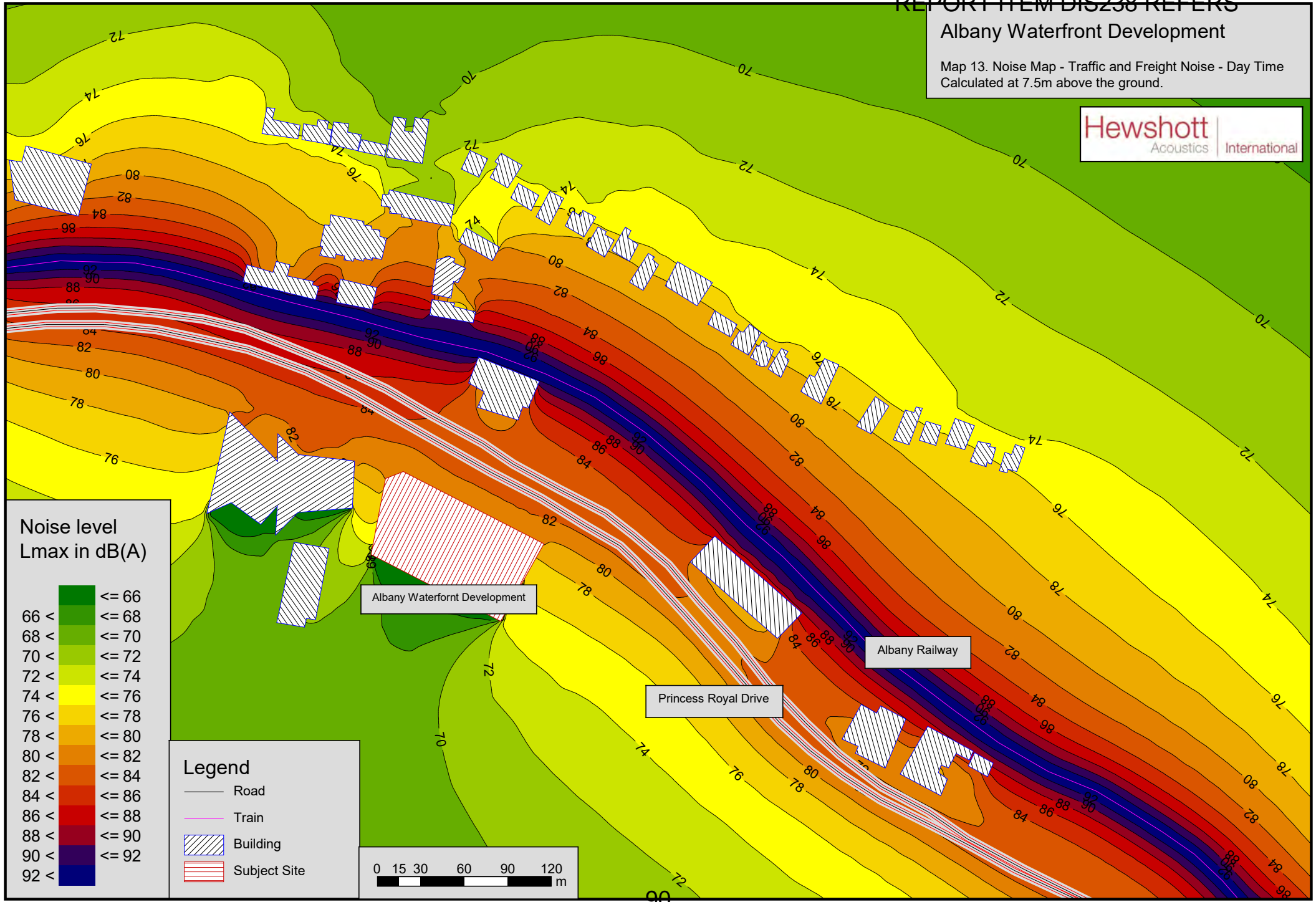
Albany Waterfront Development

Albany Railway

Princess Royal Drive

Albany Waterfront Development

Map 13. Noise Map - Traffic and Freight Noise - Day Time
Calculated at 7.5m above the ground.

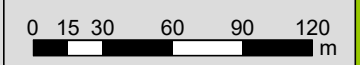


Noise level
Lmax in dB(A)

<= 66
66 <
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70 <
72 <
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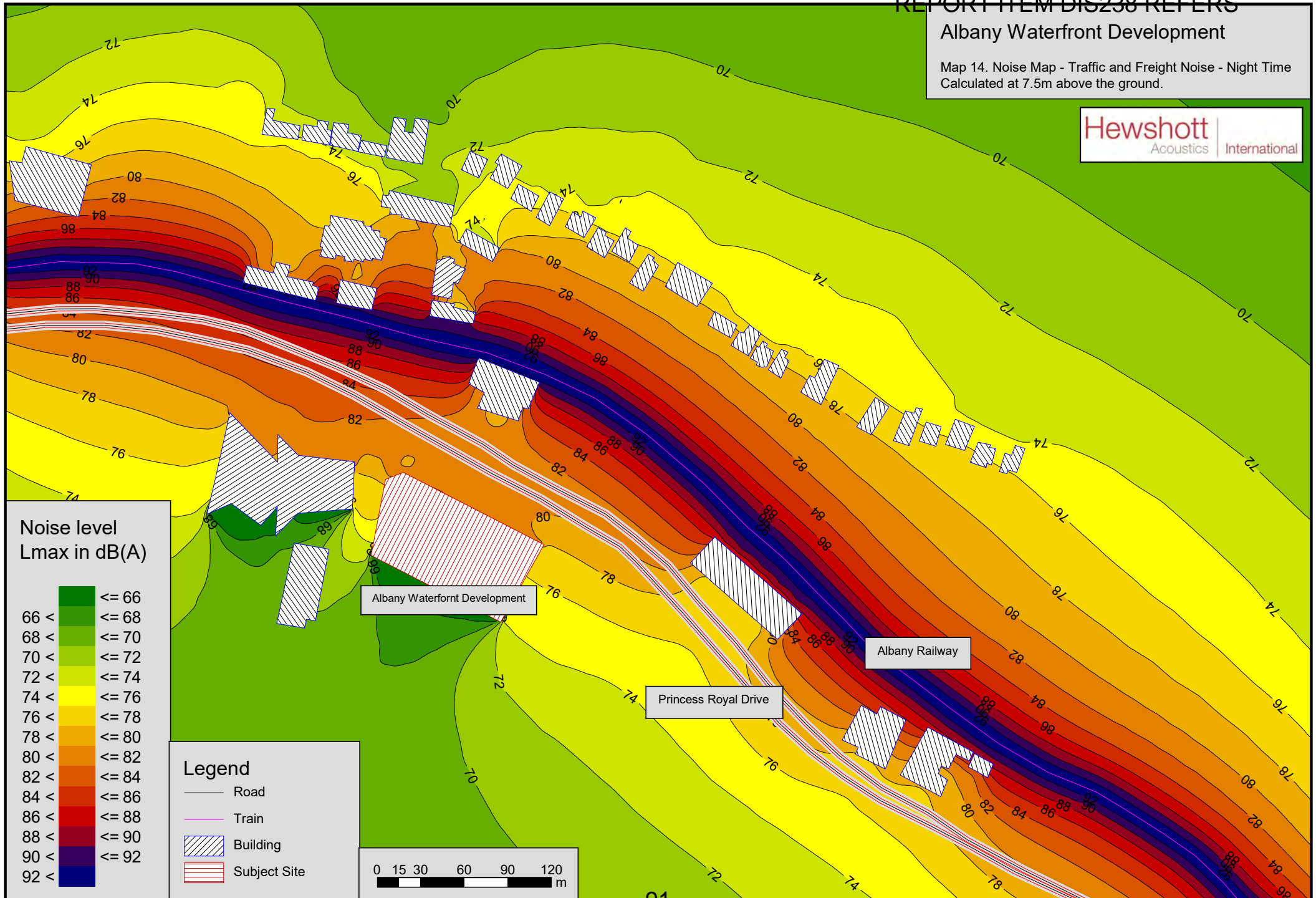
Legend

- Road
- Train
- ▨ Building
- ▨ Subject Site



Albany Waterfront Development

Map 14. Noise Map - Traffic and Freight Noise - Night Time
Calculated at 7.5m above the ground.

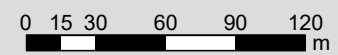


Noise level
Lmax in dB(A)

<= 66
66 <
68 <
70 <
72 <
74 <
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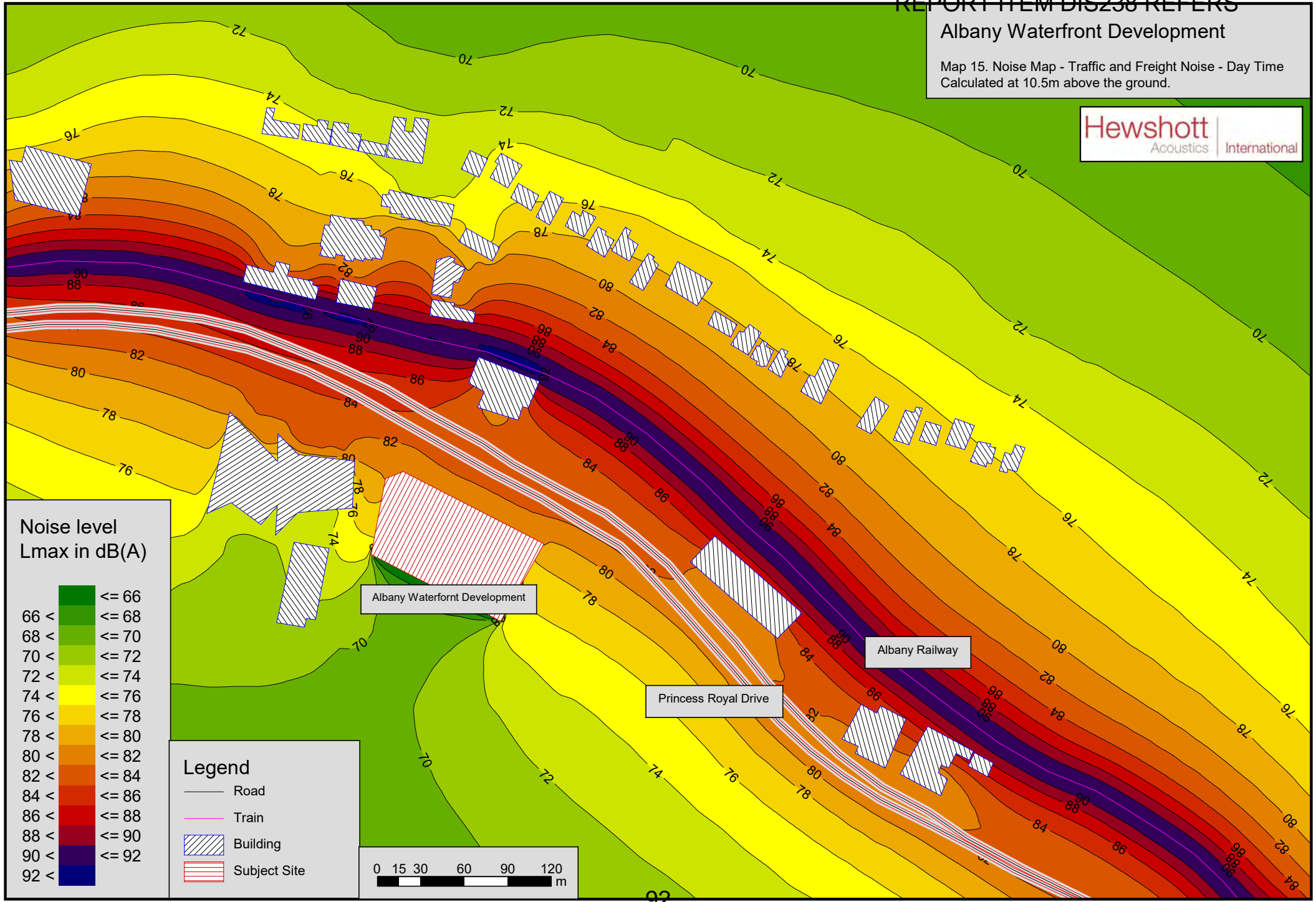
Legend

- Road
- Train
- ▨ Building
- ▨ Subject Site



Albany Waterfront Development

Map 15. Noise Map - Traffic and Freight Noise - Day Time
Calculated at 10.5m above the ground.

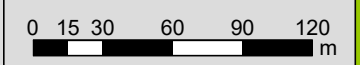


Noise level
Lmax in dB(A)

<= 66
66 <
68 <
70 <
72 <
74 <
76 <
78 <
80 <
82 <
84 <
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92 <

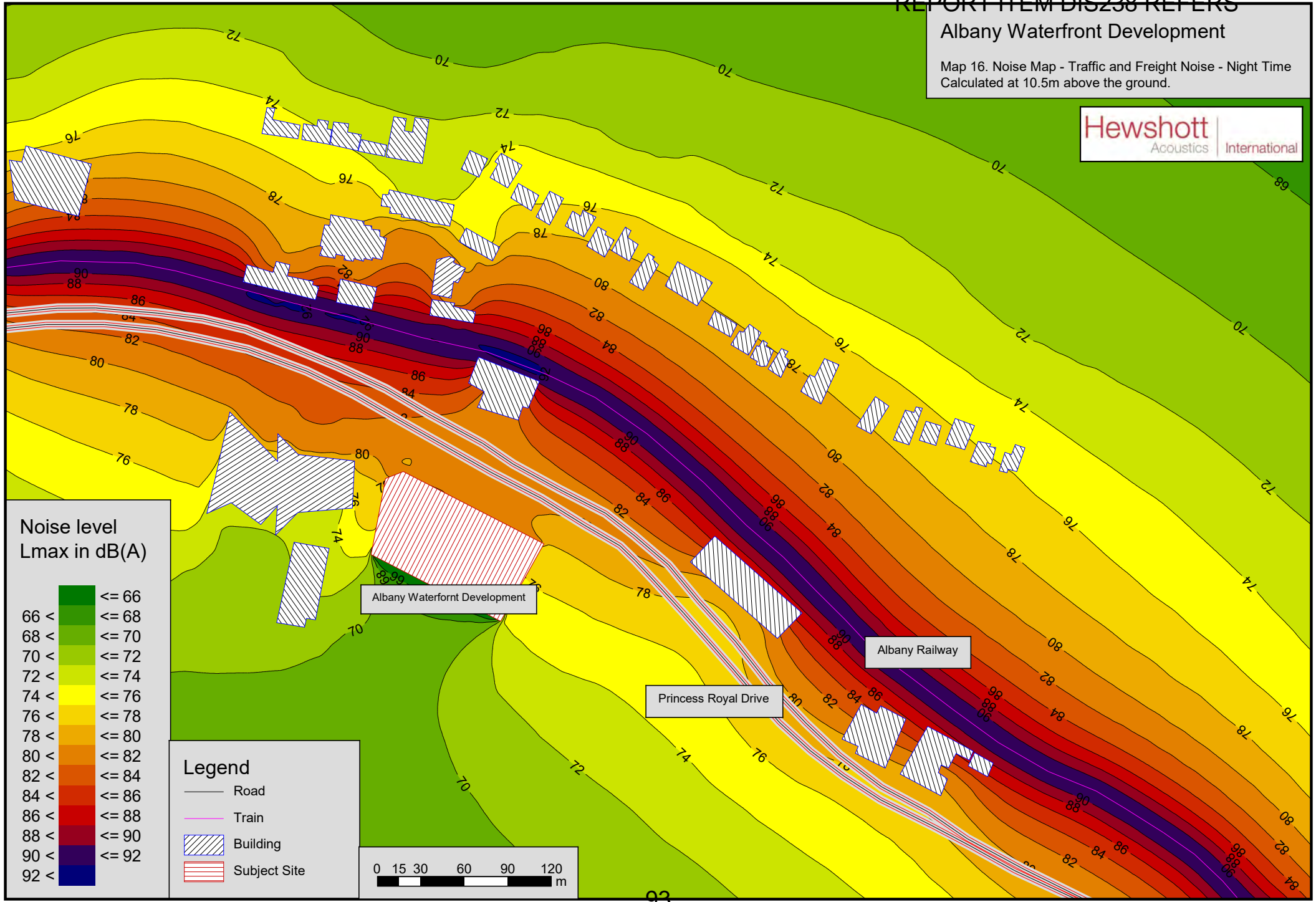
Legend

- Road
- Train
- ▨ Building
- ▨ Subject Site



Albany Waterfront Development

Map 16. Noise Map - Traffic and Freight Noise - Night Time
Calculated at 10.5m above the ground.

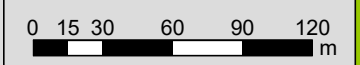


Noise level
Lmax in dB(A)

<= 66
66 <
68 <
70 <
72 <
74 <
76 <
78 <
80 <
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84 <
86 <
88 <
90 <
92 <

Legend

- Road
- Train
- ▨ Building
- ▨ Subject Site



Summary of proposals and responses for Albany Waterfront Accommodation Precinct – Lot 3 Toll Place

	Structure Plan Amendment (original provision)	Structure Plan Amendment (final provision)	Scheme Amendment Provisions (original position)	Scheme Amendment (revised position)	Agreed position
Land Use and noise controls measures	Introduce Multiple Dwellings as a discretionary land use to the Accommodation precinct	No changes.	Despite anything contained in the Zoning Table - Shop, Office, Restaurant and Multiple Dwelling may only be permitted by the Local Government subject to that land use being incidental to an approved Hotel use. Multiple Dwellings “D” land use class	No changes	
	The scale of any residential development is to complement the tourism component and priority is to be given to locating the tourism component(s) on those areas of the site providing the highest tourism amenity.	No changes			
	Any staging of development is to occur so that the tourism development and provision of facilities occurs prior to, or concurrently with, any residential development.	No changes		(1) The Local Government will require a Section 70A notification to be placed on the Title(s) of all Multiple Dwellings to advise prospective purchasers of potential impacts that may arise from activities associated with the Albany Waterfront, or Port of Albany, the freight road and rail corridor servicing the Port, the freight rail marshalling yards and Albany Waterfront Marina. (2) All Multiple Dwellings located within the Accommodation Precinct are to ensure that inside noise levels to all habitable rooms does not exceed 55dB L _{Amax} . (3) A development application involving Multiple Dwellings must be accompanied by a Noise Management Plan, which must include: <ol style="list-style-type: none"> a. A detailed acoustic assessment based on up to date acoustic baseline data agreed with the City of Albany and/or Southern Ports Authority, ensuring that inside noise levels to the habitable rooms of all Multiple Dwellings does not exceed 55dB L_{Amax}. b. Details of the design, construction measures and acoustic treatments incorporated into the development of all Multiple Dwellings. 	
	Multiple dwelling development shall not exceed a Gross Floor Area of 6,800m ²	No changes			
	All Holiday Accommodation and Multiple Dwellings located within the Accommodation Precinct are to incorporate Quiet House Design “Package B”	Any Multiple Dwelling(s) located within the Accommodation Precinct will ensure that inside noise levels to all habitable rooms does not exceed 55dB L _{Amax} .			
	Prior to development commencing a Management Statement is to be prepared in consultation with the City of Albany to ensure all Holiday Accommodation units will be let out for <u>tourism</u> purposes, preferably by an on-site letting agent (manager).	No change			
Prior to development commencing a Management Statement is to be prepared in consultation with the City of Albany to address amenity and mitigation measures associated with the Port and Entertainment Precinct.	A Noise Management Plan must accompany a development application for any Multiple Dwellings. The plan must include: <ul style="list-style-type: none"> • A detailed acoustic assessment based on up to date acoustic baseline data agreed with the City of Albany and/or Southern Ports Authority, ensuring that inside noise levels to habitable rooms of all Multiple Dwellings does not exceed 55dB L_{Amax}. • Details of the design, construction measures and acoustic treatments incorporated into the development of all Multiple Dwellings. • Details of the process involved with the preparation and review of subsequent acoustic assessments at 				
Land Use and noise					

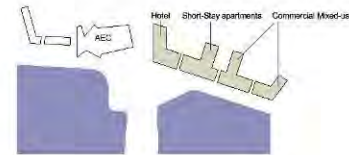
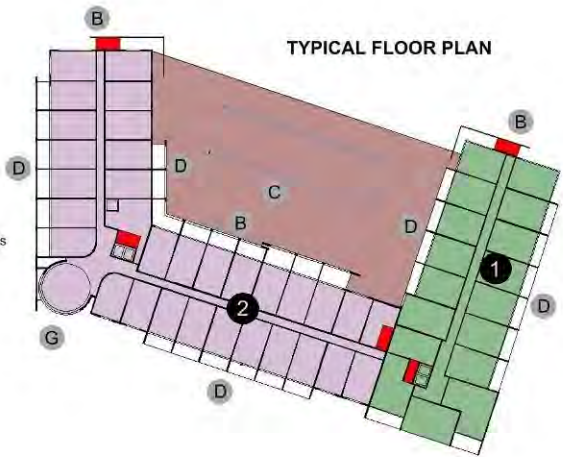
<p>controls measure (cont)</p>	<p>The Local Government may consider the use of a Section 70A notification being placed on the Title(s) to advise prospective purchasers of potential impacts that may arise from activities associated with the Albany Waterfront or Port of Albany.</p>	<p>the building and development stage(s), as required by the Local Planning Scheme.</p> <p>The Local Government will require a Section 70A notification to be placed on the Title(s) of all Multiple Dwellings to advise prospective purchasers of potential impacts that may arise from activities associated with the Albany Waterfront, or Port of Albany, the freight road and rail corridor servicing the Port, the freight rail marshalling yards and Albany Waterfront Marina.</p>		<p>c. Details of the process(s) involved with the preparation and review of subsequent acoustic assessments at the building and development stage(s), as required by the Local Planning Scheme.</p> <p>(4) Prior to determining a development application, the local government is to refer any accompanying Noise Management Plan to Southern Ports Authority for comment and peer review by an accredited acoustic consultant.</p> <p>(5) An application for a building permit for Multiple Dwellings must be accompanied by a detailed acoustic assessment, certified by an independent acoustic consultant nominated by the City of Albany and/or Southern Ports Authority, ensuring that inside noise levels to the habitable rooms of all Multiple Dwellings does not exceed 55dB L_{max}.</p> <p>(6) Prior to occupancy, an acoustic audit is to be undertaken by an independent acoustic consultant nominated by the City of Albany and/or Southern Ports Authority, confirming inside noise levels to the habitable rooms of all Multiple Dwellings does not exceed 55dB L_{max}.</p> <p>(7) A provision to be included within a Strata Management Statement, to the satisfaction of the local government), advising prospective purchasers/occupants of the potential impacts that may arise from activities associated with the Albany Waterfront, or Port of Albany, the freight road and rail corridor servicing the Port, the freight rail marshalling yards and Albany Waterfront Marina.</p>	
<p>Setbacks and layout</p>	<p>Amend the Structure Plan to revise the building setback to Princess Royal Drive from 25m to 19m within the Accommodation Precinct to allow increased flexibility with design and siting of buildings.”</p> <p>Revising the building footprints to the Accommodation Precinct to provide improved pedestrian connectivity through the Waterfront Area via revised pedestrian access points, and enable increased flexibility of building design and siting, while maintaining key principles of the Design Guidelines.</p>	<p>No changes</p> <p>No changes</p>	<p>2(k) Be set back a minimum of 25m from Princess Royal Drive, excluding the accommodation precinct;</p> <p>3(b)(v) <u>Setbacks</u></p> <p>The following minimum setbacks apply:</p> <ul style="list-style-type: none"> • 19 metres from Princess Royal Drive; • 12 metres from the eastern boundary; and <p>Nil setbacks from all other boundaries</p>	<p>No changes</p> <p>No changes</p>	

<p>Parking</p>	<p>Basement parking, or part basement parking, to protrude a maximum 1.5m above the natural ground level of the Accommodation Precinct, excluding the active ground floor interface with the Waterside Promenade.”</p>	<p>No changes</p>	<p>2(n) Basement car parking shall 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.</p> <p>3(b)(iv) Car Parking ratios</p> <ul style="list-style-type: none"> • Hotel - 1 bay per 2 employees + 1 per bedroom + 1 per 4m² in other public areas. • Retail – 1 bay per 40m² NLA. • No visitor parking requirement for multiple dwellings; and • 1 bicycle parking facility for every 10 car bays. 	<p>No changes</p> <p>No changes</p>	
<p>Building Height</p>	<p>N/A</p>	<p>N/A</p>	<p>3(b)(ii) Building Height</p> <ul style="list-style-type: none"> • Development of a Hotel on the western portion of Precinct 2 to be a maximum of 5 storeys. • Development of an apartment building(s) on the eastern portion of Precinct 2 is not to exceed six storeys. <p>A building element used to signify the entry points may project beyond the roof to a maximum of 3 metres.</p>	<p>Deleted. Captured in omnibus amendment</p>	

<p>Legend</p>	
<p style="background-color: yellow;"></p>	<p>Subject to further discussion with SPA</p>
<p style="background-color: lightgreen;"></p>	<p>Not subject to further discussion with SPA</p>
<p style="background-color: white;"></p>	<p>Other – subject to agreement with SPA</p>

REPORT ITEM DIS238 REFERS

- Hotel Lobby
- Covered parking
- Egress points
- Hotel rooms on four floors
55m² average room size shown
- Covered parking
- Egress points
- Amenity area on covered parking
- Meeting rooms
Approximately 400m² shown
- Tavern, bar, restaurant
Approximately 500m² shown
- Apartment lobby
- Short-stay apartments above commercial mixed-use buildings
- Back of house
- Short-stay apartments on five floors
(60m² average apartment size shown)



DEVELOPMENT GUIDELINES

- A** All building frontages to maximize glazing and allow for visual permeability and where appropriate should flow out to encourage public activity at promenade level
- B** All building ends facing Stirling Terrace are to maximize glazing and use of balconies in order to articulate and 'enliven' these building faces
- C** Maximize vegetation on deck over parking area to soften view from Stirling Terrace and to reduce heat sink effects. Vegetation is to be in the form of ground cover rather than scattered trees in planters in order to cover as much of the paved surface as possible
- E** All delivery points to service back of house facilities must not be within sight of Stirling Terrace
- D** All apartments must include balconies in order to modulate building facades and ensure buildings reflect human scale
- F** Consideration should be given to using 'green roofs' on these buildings as they could be viewed from some portions of Stirling Terrace
- G** Entrances to these buildings must be well defined and in keeping with the very public nature of the Promenade

SUMMARY

Buildings within the Accommodation and Commercial Precincts of the Albany Waterfront Development are proposed to be increased to enable a higher development yield to occur. This is in response to feedback from potential operators/operators who advise the current capacity of these buildings is too low for viable operation.

The following increases to the Hotel, Short-stay Apartments and the Commercial Mixed-use buildings are proposed:

- Increase Short-stay Apartments from four to six floors
- Increase Commercial Mixed-use buildings from two to three floors

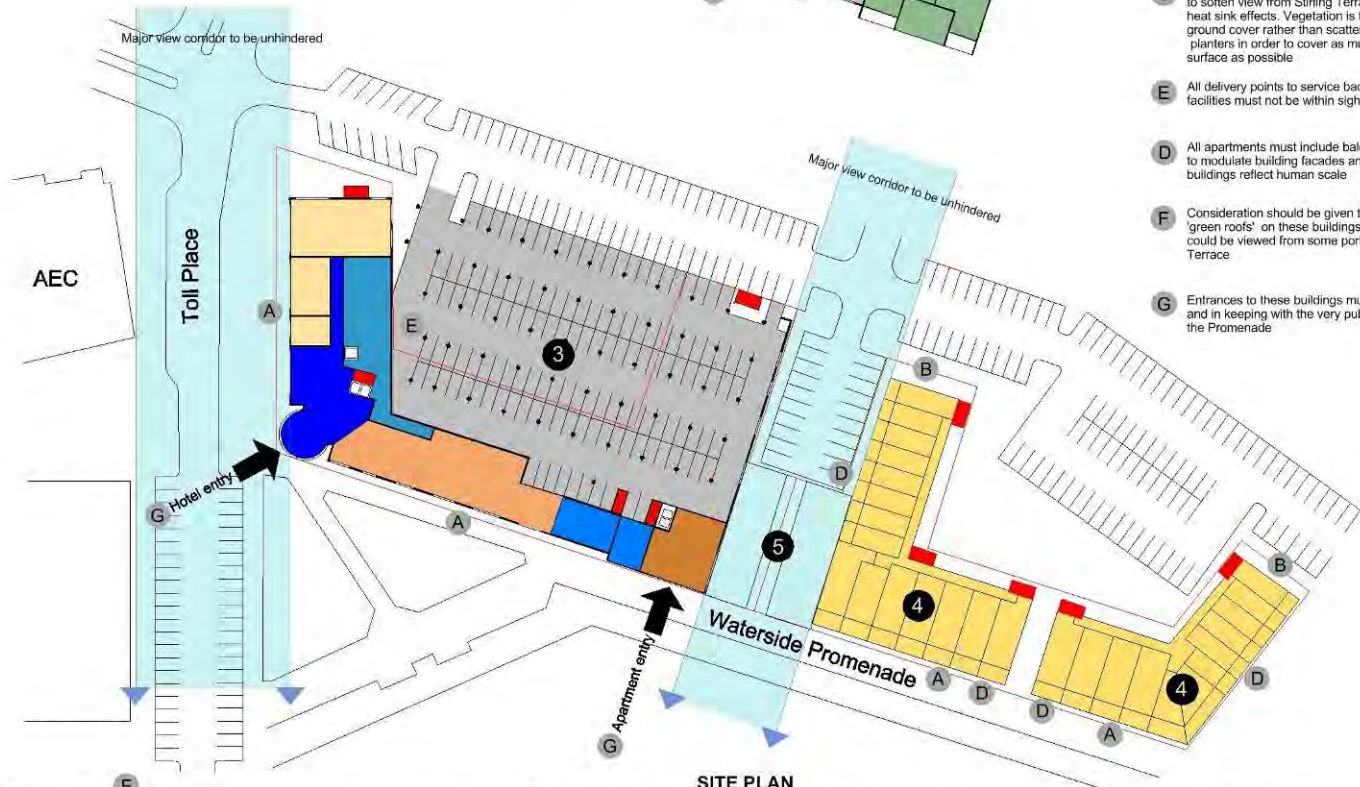
These height increases result in the following:

120 to 145 hotel rooms
134 to 144 short-stay apartments
A GFA increase from 16,600m² to 24,050m²

	Current	Proposed
Hotel building	7,500m ² GFA	10,500m ² GFA
Short-stay apartment building	4,600m ² GFA	6,800m ² GFA
Commercial Mixed-use building	4,000m ² GFA	6,750m ² GFA
Car parking	700 bays	792 bays

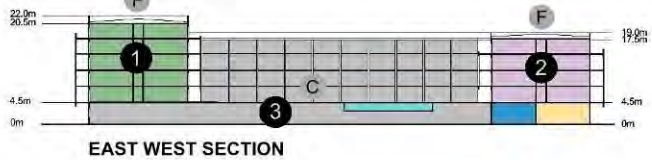
PROPOSED CHANGES TO STRUCTURE PLAN

- 1** The short-stay apartments in the accommodation precinct increased from four to six floors. This increase will take the GFA from 4,600m² as noted in the Structure Plan to 6,800m². The configuration shown here is capable of providing 80 to 90 short-stay apartments depending on mix of apartment sizes.
- 2** The hotel portion of the accommodation precinct is shown here as a continuous building adjoining the short-stay apartments. The footprint shown produces a hotel with a GFA of 10,500m² which is 3,000m² larger than the estimated hotel area noted in the Structure Plan. The hotel in this configuration is capable of providing 120 to 145 rooms depending on the mix of room sizes.
- 3** Covered parking for 130 cars can be provided on this site. There are presently 38 car bays in this area which have reciprocal use arrangements and must maintain this status. The additional 92 bays will be for the exclusive use of hotel and short-stay apartment guests.
- 4** These two buildings in the commercial precinct are increased from two to three floors provided the top floor is used as short-stay accommodation. These buildings are designated mixed-use in the Structure Plan. Their approximate GFA is currently 4,500m² which will increase to 6,750m² with an additional floor. As a mixed-use development the current building would require 150 car bays. If the development became mixed-use at ground level and short-stay apartments above the car bays required would reduce to approximately 130 bays, depending on the number of apartments (54 apartments are shown as only a suggestion of potential numbers).
- Mixed-use at ground level may be concentrated to the waterside promenade and the rear portions can be ancillary to the short-stay apartments. No apartments are to be at ground level
- 5** The area between these 2 buildings is to be used for public purposes and cannot be built upon

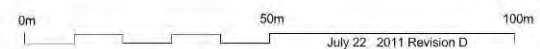


SITE PLAN

NOTE: It is not intended that the plans shown here are to be replicated by a future owner/operator. The aim is to show what is possible and the extent of changes being proposed to the Structure Plan. Future development of the site will be required to follow these guidelines and maintain, approximately, the building footprints shown.



EAST WEST SECTION









EXISTING ALBANY WATERFRONT STRUCTURE PLAN

LANDCORP

Please note this is the Existing Structure Plan

LEGEND

-  Pedestrian Access Points
-  Entry/Exit (Indicative)
-  Ground Level Parking (Indicative)
-  19m Setback to Princess Royal Drive
-  12m Setback to Eastern boundary
-  Restrictive Covenant (no direct vehicle access)

PRECINCT KEY



REPORT ITEM DIS238 REFERS

Land uses within the Accommodation Precinct will be changed to include Multiple Dwellings. This change will incorporate Multiple Dwellings as a 'D' land use class within the Accommodation Precinct.

SUMMARY

This Structure Plan replaces previous revisions to the Structure Plan (2011) and plan within the Precinct Plan Report in so far as it affects the Accommodation Precinct (Lot 3). The following changes are proposed in response to feedback received from potential operators/owners who advise the current Structure Plan (2011) is too restrictive for viable operation.

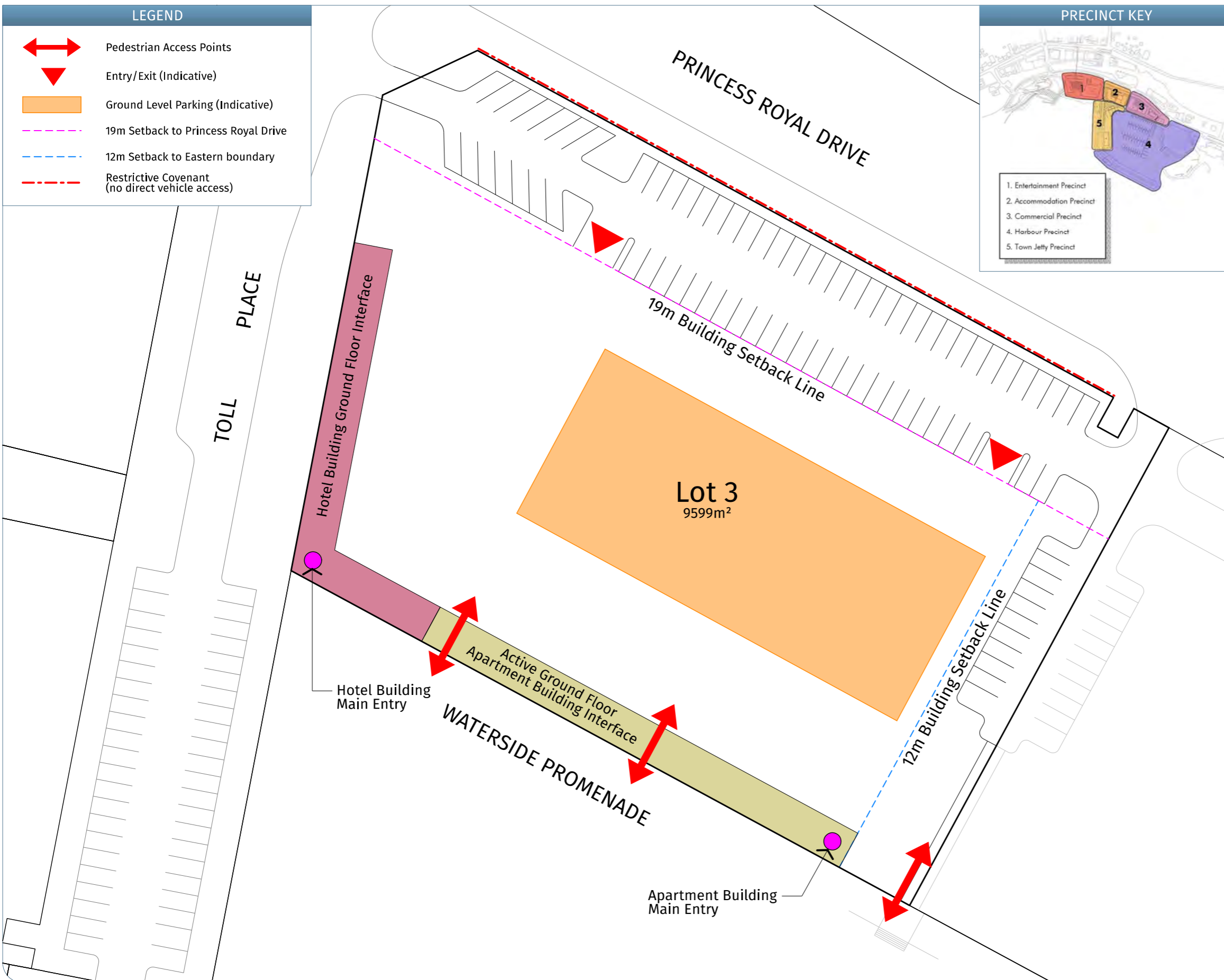
CHANGES TO THE STRUCTURE PLAN

1. No permanent residential development is permitted in the Albany Waterfront Structure Plan Area, with the exception of Multiple Dwellings being a discretionary land use ('D') within the Accommodation Precinct. Multiple Dwellings are not permitted on the ground level fronting the Waterfront Promenade.
2. The scale of any residential development is to complement the tourism component and priority is to be given to locating the tourism component(s) on those areas of the site providing the highest tourism amenity.
 - Any staging of development is to occur so that the tourism development and provision of facilities occurs prior to, or concurrently with, any residential development.
 - Multiple dwelling development shall not exceed a Gross Floor Area of 6,800m².
3. Revising the building footprints to the Accommodation Precinct to provide improved pedestrian connectivity through the Waterfront Area via revised pedestrian access points, and enable increased flexibility of building design and siting, while maintaining key principles of the Design Guidelines.
4. Basement parking, or part basement parking, to protrude a maximum 1.5m above the natural ground level of the Accommodation Precinct, excluding the active ground floor interface with the Waterside Promenade.
5. Building setback to Princess Royal Drive revised from 25m to 19m within the Accommodation Precinct to allow increased flexibility with design and siting of buildings.
6. All Holiday Accommodation and Multiple Dwellings located within the Accommodation Precinct are to incorporate Quiet House Design Package B.
7. Prior to development commencing a Management Statement is to be prepared in consultation with the City of Albany to ensure all Holiday Accommodation units will be let out for tourism purposes, preferably by an on-site letting agent (manager).
 - Prior to development commencing a Management Statement is to be prepared in consultation with the City of Albany to address amenity and mitigation measures associated with the Port and Entertainment Precinct.
 - The Local Government may consider the use of a Section 70A notification being placed on the Title(s) to advise prospective purchasers of potential impacts that may arise from activities associated with the Albany Waterfront or Port of Albany.

DEVELOPMENT GUIDELINES

- A. All building frontages to maximise glazing and allow for visual permeability and where appropriate should flow out to encourage public activity at promenade level.
- B. All building ends facing Stirling Terrace are to maximise glazing and use of balconies in order to articulate and 'enliven' these building faces.
- C. Maximise vegetation on deck over parking area to soften views from Stirling Terrace and to reduce heat sink effects. Vegetation is to be in the form of ground cover rather than scattered trees in planters in order to cover as much of the paved surface as possible.
- D. All delivery points to service back of house facilities must not be within sight of Stirling Terrace.
- E. All apartments must include balconies in order to modulate building facades and ensure buildings reflect human scale.
- F. Consideration should be given to using 'green roofs' on these buildings as they could be viewed from some portions of Stirling Terrace.
- G. Entrances to these buildings must be well defined and in keeping with the very public nature of the Promenade.

	Current	Proposed
Building Height	The Hotel Building facing Toll Place to be 5 storeys. The adjacent apartment building to be 6 storeys. The building element used to signify the entry points may project beyond the roof to a maximum of 3 metres.	No Change
Plot Ratio	Plot ration shall be a maximum of 2.5:1 for all lots in the precinct.	No Change
Parking	A minimum of 222 car bays to be provided on Lot 3. This comprises of approximately 83 open bays and a minimum of 139 undercover bays.	No Change
Setbacks	25m minimum setback from Princess Royal Drive. 12m minimum from eastern boundary of 6 storey wall of apartment building. Nil setback from all other boundaries.	19m setback from Princess Royal Drive



MODIFICATIONS TO ALBANY WATERFRONT STRUCTURE PLAN - ACCOMODATION PRECINCT 2018

Lot 3 Toll Place, ALBANY WATERFRONT

Plan No. | 20536-02C
 Date | 22/01/18
 Drawn | BdR
 Checked | DC
 Revision | C

ALBANY OFFICE:
 116 Serpentine Road,
 ALBANY WA 6330
 T: 08 9844 5100
 E: albany@harleydykstra.com.au
 W: www.harleydykstra.com.au

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ALBANY | BUNBURY | BUSSELTON | FORRESTDALE | PERTH

Scale | 1:600 @ A3




98 NOTE: This plan has been prepared for planning purposes. Areas, contours and Dimensions shown are subject to survey



Harley Dykstra

PLANNING & SURVEY SOLUTIONS

Schedule of Submissions/Recommendations				
LOCAL STRUCTURE PLAN No.12				
Lot 3 Toll Place, Albany				
No.	Address	Summary of Submissions	City of Albany – Recommendations	City of Albany - Comment
<i>Note: This is a broad summary of the submissions only.</i>				
WATER/SEWERAGE				
1.	Water Corporation	<p>The developer is expected to provide all water and sewerage reticulation if required. A contribution for water and sewerage 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.</p> <p>Please note there is a dead water main located within the subject area that is not used by the Water Corporation at present and will not be used in the future.</p>	<p>Note comment relating to sewer and water infrastructure.</p> <p>No modifications recommended.</p>	<p>It is considered unnecessary for the structure plan to stipulate requirements enforced by the Water Corporation.</p> <p>The Water Corporation impose requirements for water works at the Building Permit stage.</p>
STORMWATER				
2.	Main Roads WA	No stormwater from the development is to be discharged into the Princess Royal Drive drainage System.	<p>Uphold comment relating to stormwater.</p> <p>Should the structure plan be supported, it is recommended that the DWER comment is upheld and the following text is included in the Waterfront Structure Plan document:</p> <p><i>Stormwater disposal plans, details and calculations shall be submitted for approval and constructed to the satisfaction of the City of Albany.</i></p> <p><i>Stormwater disposal is to be designed in accordance with the 'City of Albany's Subdivision and Development Guidelines'.</i></p> <p><i>The stormwater disposal system is to be designed and certified by a practicing Civil Engineer to the satisfaction of the City of Albany.</i></p> <p><i>Stormwater management is to ensure that all run-off contained in the drainage infrastructure network receives detention and treatment prior to discharge to a receiving environment consistent with the Stormwater Management Manual and the National Water Quality Management Strategy (ANZECC and ARMCANZ , 2000). To demonstrate</i></p>	<p>Stormwater is currently discharged to the harbour via existing infrastructure.</p> <p>It is proposed that stormwater is retained on site, and/or discharged in accordance with City of Albany requirements. This is a standard requirement applied at the development approval stage.</p>
3.	Department of Water and Environmental Regulation	<p>The Department of Water and Environmental Regulation recommends that the following measures are undertaken:</p> <ul style="list-style-type: none"> Stormwater management should ensure that all run-off contained in the drainage infrastructure network receives detention and treatment prior to discharge to a receiving environment consistent with the <i>Stormwater Management Manual</i> and the <i>National Water Quality Management Strategy (ANZECC and ARMCANZ , 2000)</i>. <p>To demonstrate compliance with design objectives, the following stormwater design modelling parameters are recommended :</p> <ul style="list-style-type: none"> At least 80 per cent reduction total suspended solids At least 60 per cent reduction of total phosphorus At least 45 per cent reduction of 		

		<p>total nitrogen</p> <ul style="list-style-type: none"> At least 70 per cent reduction of gross pollutants 	<p>compliance with design objectives, the following stormwater design modelling parameters are recommended:</p> <p>At least 80 per cent reduction total suspended solids</p> <p>At least 60 per cent reduction of total phosphorus</p> <p>At least 45 per cent reduction of total nitrogen</p> <p>At least 70 per cent reduction of gross pollutants</p>	
4.	Department of Water and Environmental Regulation	<p>It is noted that dewatering may be required at the site for which will require preparation of a Dewatering Management Plan. The department should be consulted regarding licensing approvals for dewatering and prior to preparation of Dewatering Management Plan.</p>	<p>A Dewatering Management Plan and Groundwater Abstraction Licence, may be required prior to any excavation work, to the satisfaction of the Department of Water and Environmental Regulation.</p>	
NOISE ASSESSMENT				
5.	Public Transport Authority	<p>An Acoustic Noise and Vibration study must be undertaken in accordance with State Planning Policy 5.4.</p>	<p>Note comments on noise assessment from the Public Transport Authority and the Department of Water and Environmental Regulation.</p>	<p>Two noise assessments were undertaken to inform the structure plan.</p>
6.	Southern Ports	<p>Southern Ports contend that the acoustic assessment included inaccurate assumptions in relation to traffic volumes, resulting in incorrect conclusions that could have fundamentally significant implications.</p> <p>Southern Ports contend that further and better data collation would need to take place, during peak periods and for the freight rail marshalling yards.</p> <p>Southern Ports' objection to the proposed Structure Plan modification, includes:</p> <ul style="list-style-type: none"> The use of the LAeq metric (as specified by SPP 5.4 Road and Rail Noise) does not adequately reflect the level of noise disturbance generated by freight rail due to the low volume of movements on the network, resulting in reduced urban amenity for noise-sensitive land uses, such as permanent residential dwellings. 	<p>Uphold comment from the Southern Ports.</p> <p>Should the structure plan be supported, it is recommended that the following conditions are included to ensure compliance with noise outputs:</p> <p>6. Any Multiple Dwelling(s) located within the Accommodation Precinct will ensure that inside noise levels to all habitable rooms does not exceed 55dB LAmax. Noise mitigation treatments proposed for permanent accommodation seek to maintain outdoor amenity as follows:</p> <ul style="list-style-type: none"> Inclusion of noise screening walls that incorporate appealing design measures (use of Glass). Inclusion of a noise barrier integrated with entrance statement or public art. <p>7(b) A Noise Management Plan must accompany a development application for any Multiple Dwellings. The plan must include:</p> <ul style="list-style-type: none"> A detailed acoustic assessment based on up to date acoustic baseline data agreed with the City of Albany and/or Southern Ports Authority, ensuring that inside noise levels to habitable rooms of all Multiple Dwellings does not exceed 55dB LAmax. Noise mitigation treatments proposed for permanent accommodation seek to maintain outdoor amenity as follows: 	<p>It was determined that the first 'noise screening assessment', undertaken by Hewshott Pty Ltd, did not conform to the State Planning Policy 5.4, which requires a 'detailed acoustic assessment' and determination of appropriate mitigation treatments.</p> <p>Subsequent to the above, a second 'detailed acoustic assessment' with mitigation treatments was submitted. The detailed acoustic assessment includes:</p> <ul style="list-style-type: none"> Sound measurements undertaken by Hewshott (2017) and Southern Ports Authority (2016); and Various noise mitigation measures available to the building design and construction to achieve a night time noise level of 55dB LAmax within all Multiple Dwellings. <p>The LAmax level represents the maximum energy during a measurement period (e.g. noise from train horn or brakes screeching). The proposed treatments go over and above State Planning Policy 5.4 requirements, which seeks to achieve compliance with the average energy output (LAeq).</p> <p>It has been concluded by the detailed acoustic assessment that, with appropriate attenuation measures, future development on Lot 3 Toll Place, Albany is able to comply with the provisions of State Planning Policy 5.4 and AS/NZS 2107.</p>
7.	Department of Water and Environmental Regulation (Noise Branch)	<p>The Department of Water and Environmental Regulation assessed the detailed acoustic assessment and concluded that, the methodology for noise and traffic modelling seems reliable and that with appropriate attenuation measures, the proposed development is able to comply with the provisions of State Planning Policy 5.4 and AS/NZS 2107.</p>	<p>7(b) A Noise Management Plan must accompany a development application for any Multiple Dwellings. The plan must include:</p> <ul style="list-style-type: none"> A detailed acoustic assessment based on up to date acoustic baseline data agreed with the City of Albany and/or Southern Ports Authority, ensuring that inside noise levels to habitable rooms of all Multiple Dwellings does not exceed 55dB LAmax. Noise mitigation treatments proposed for permanent accommodation seek to maintain outdoor amenity as follows: 	<p>It has been concluded by the detailed acoustic assessment that, with appropriate attenuation measures, future development on Lot 3 Toll Place, Albany is able to comply with the provisions of State Planning Policy 5.4 and AS/NZS 2107.</p>

			<ul style="list-style-type: none"> ○ <i>Inclusion of noise screening walls that incorporate appealing design measures (use of Glass).</i> ○ <i>Inclusion of a noise barrier integrated with entrance statement or public art.</i> ● <i>Details of the design, construction measures and acoustic treatments incorporated into the development of all Multiple Dwellings.</i> ● <i>Details of the process involved with the preparation and review of subsequent acoustic assessments at the building and development stage(s), as required by the Local Planning Scheme.</i> 	
NOISE MITIGATION TREATMENT				
8.	Southern Ports	<p>Detailed consideration has not been given to the use of building materials, appropriate distribution of land uses across the site and the orientation of balconies, to mitigate and reduce the impact of noise on residents/guests within the development.</p> <ul style="list-style-type: none"> ● Sections 4.1, 4.2, 4.3 outlines a number of suggested noise mitigation measures that are supported by Southern Ports, however it should be noted that they conflict with proposed and retained structure plan provisions or result in new mitigation measures that would be of interest to the wider community in relation to visual amenity, such as: <ul style="list-style-type: none"> ○ No multiple dwellings fronting Princess Royal Drive, whilst the structure plan encourages tourist uses in higher amenity areas (i.e. facing the water), resulting in multiple dwellings being located in areas exposed to road and rail noise, including Princess Royal Drive. ○ Noise screening walls are suggested however no details are provided on the recommended location, height and or materials. ○ Locate outdoor habitable rooms away from the noise source, whilst the structure plan encourages balconies fronting Stirling Terrace and therefore Princess Royal Drive. ○ Ensuring bedrooms and living areas are setback as far from the noise source as possible whilst the structure plan proposes to reduce the setback to Princess Royal Drive from 25m to 19m. ○ Screen walls and extended facade elements to protect small outdoor areas or shield windows are suggested, whilst the structure 	<p>Note comments pertaining to mitigation treatments and design parameters.</p> <p>Should the structure plan be supported, it is recommended that the following control measures are included as part of the waterfront structure plan:</p> <p>6. Any Multiple Dwelling(s) located within the Accommodation Precinct will ensure that inside noise levels to all habitable rooms does not exceed 55dB L_{Amax}. Noise mitigation treatments proposed for permanent accommodation seek to maintain outdoor amenity as follows:</p> <ul style="list-style-type: none"> ▪ <i>Inclusion of noise screening walls that incorporate appealing design measures (use of Glass).</i> ▪ <i>Inclusion of a noise barrier integrated with entrance statement or public art.</i> <p>7(b) A Noise Management Plan must accompany a development application for any Multiple Dwellings. The plan must include:</p> <ul style="list-style-type: none"> ● A detailed acoustic assessment based on up to date acoustic baseline data agreed with the City of Albany and/or Southern Ports Authority, ensuring that inside noise levels to habitable rooms of all Multiple Dwellings does not exceed 55dB L_{Amax}. Noise mitigation treatments proposed for permanent accommodation seek to maintain outdoor amenity as follows: 	<p>City staff, the proponent, acoustic engineers and Southern Ports discussed the request for detailed building design drawings showing building materials, distribution of land uses across the site and the orientation of balconies, to mitigate and reduce the impact of noise on residents/guests within the development.</p> <p>City staff, the proponent, acoustic engineers and Southern Ports believe that it is premature to expect detailed drawings at the structure planning stage. City staff, the proponent, acoustic engineers and Southern Ports believe that control measures incorporated at the development application stage will ensure buildings are designed and developed to mitigate noise to the 55 L_{Amax} decibel rating.</p> <p>A revised detailed acoustic assessment shows a range of mitigation treatments that can be incorporated to ensure indoor night time noise levels do not exceed 55dB L_{Amax}.</p> <p>Mitigation options include site layout, building design and materials, as outlined below:</p> <p><u>Site Layout – Design options for noise mitigation</u></p> <ul style="list-style-type: none"> ● Prohibit Multiple Dwellings from fronting onto Princess Royal Drive. ● Ensure that any Multiple Dwellings incorporate design and material measures listed below; ● Include sound absorptive and diffusive surface treatments for walls facing the noise source. ● Inclusion of noise screening walls that incorporate vegetation screening. ● Inclusion of a noise barrier integrated with entrance statement or public art. <p><u>Building Design and Arrangement – Options for noise mitigation</u></p> <ul style="list-style-type: none"> ● Locate outdoor living areas and indoor habitable rooms away from noise sources.

	<p>plan encourages balconies and glazing fronting Stirling Terrace.</p>	<ul style="list-style-type: none"> ○ <i>Inclusion of noise screening walls that incorporate appealing design measures (use of Glass).</i> ○ <i>Inclusion of a noise barrier integrated with entrance statement or public art.</i> ● <i>Details of the design, construction measures and acoustic treatments incorporated into the development of all Multiple Dwellings.</i> ● <i>Details of the process involved with the preparation and review of subsequent acoustic assessments at the building and development stage(s), as required by the Local Planning Scheme.</i> <p>7(c)</p> <p>(1) The Local Government will require a Section 70A notification to be placed on the Title(s) of all Multiple Dwellings to advise prospective purchasers of potential impacts that may arise from activities associated with the Albany Waterfront, or Port of Albany, the freight road and rail corridor servicing the Port, the freight rail marshalling yards and Albany Waterfront Marina.</p> <p>(2) Multiple Dwellings located within the Accommodation Precinct shall be constructed to ensure that inside noise levels to all habitable rooms do not exceed 55dB L_{Amax}. Noise mitigation treatments proposed for permanent accommodation seek to maintain outdoor amenity as follows:</p> <ul style="list-style-type: none"> ○ <i>Inclusion of noise screening walls that incorporate appealing design measures (use of Glass).</i> ○ <i>Inclusion of a noise barrier integrated with entrance statement or public art.</i> <p>(3) Development applications involving Multiple Dwellings must be accompanied by a Noise Management Plan prepared by a suitably qualified professional which must include:</p> <p>a. A detailed acoustic assessment based on up to date acoustic baseline data agreed with the City of Albany and in consultation with the Southern Ports Authority, ensuring that inside noise levels to the habitable rooms of all Multiple Dwellings does not exceed 55dB L_{Amax}.</p> <p>b. Details of the design, construction measures</p>	<ul style="list-style-type: none"> ● Ensuring bedrooms and living areas are set back from the transport noise as far as possible. ● Ensuring noise sensitive spaces, such as bedrooms, are shielded from noise by positioning less sensitive spaces, such as bathrooms, storage and laundry, closer to the noise source. ● Screen walls to be used to protect small outdoor areas or to shield windows. ● Include podiums and extended facade elements that can be used to provide useful shielding of floors above and provide distance offset. ● Design balustrades to be continuous without gaps to shield noise sources below. ● Fully enclosing balconies with operable windows to create winter gardens. ● Applying sound-absorptive / diffusive elements to the underside of balcony ceilings (soffits) above to reduce reflected sound into dwellings. ● Locate at least one outdoor living area on the opposite side of the building from the noise source. ● Openings such as eaves, vents and air inlets to be acoustically treated, closed or relocated to building sides facing away from the noise source. ● Avoid building shapes that 'collect' and 'focus' noise. <p><u>Building Materials – Options for noise mitigation</u></p> <ul style="list-style-type: none"> ● Inclusion of upgraded glazing: ● Increased thickness or double insulating. ● Inclusion of seals to restrict air infiltration to be fitted to the edge of operable windows. ● Inclusion of upgraded doors that open from habitable rooms to outdoors: ● All external doors to have compressible silicon based rubber seals to the full perimeter and a drop seal to provide an airtight seal when closed. ● Include quality insulation to the roof and above-ceiling space: ● Ceiling insulation and sealing of air gaps. ● Roof and ceiling to include two layers of 10mm plasterboard. ● Mechanical ventilation systems to be provided in addition to operable windows. ● Sealing all penetrations to external walls (e.g. – pipes, cables or ducts).
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			<p><i>and acoustic treatments incorporated into the development of all Multiple Dwellings.</i></p> <p><i>c. Details of the proposed framework for the auditing and review of acoustic treatments at the building and development stage(s).</i></p> <p><i>(4) Prior to determining a development application, the local government is to refer any accompanying Noise Management Plan to Southern Ports Authority for comment and they may choose to seek a peer review.</i></p> <p><i>(5) An application for a building permit for Multiple Dwellings must be accompanied by a detailed acoustic assessment, certified by an independent acoustic consultant nominated by the City of Albany and at the full cost of the applicant to ensure inside noise levels to the habitable rooms of all Multiple Dwellings does not exceed 55dB LAmax.</i></p> <p><i>(6) Prior to occupancy, an acoustic audit must be undertaken by an independent acoustic consultant nominated by the City of Albany, certifying that inside noise levels to the habitable rooms of all Multiple Dwellings does not exceed 55dB LAmax.</i></p> <p><i>(7) A Strata Management Statement is required to include a provision, to the satisfaction of the local government, advising prospective purchasers/occupants of the potential impacts that may arise from activities associated with the Albany Waterfront, or Port of Albany, the freight road and rail corridor servicing the Port, the freight rail marshalling yards and Albany Waterfront Marina.</i></p>	
MANAGEMENT STATEMENT – Provision 7(b)				
9.	Department of Transport	<p>The Department of Transport supports activation of Lot 3 Toll Place in the manner proposed in that it will further vitalise the boat harbour and city centre to the benefit of the larger Albany region.</p> <p>The Department requests that Proposed Provision 7(b) be amended to also refer to the Albany Waterfront Marina.</p>	<p>Uphold request to make reference to the Albany Waterfront Marina.</p> <p>Should the structure plan be supported, it is recommended that the following control measure is included at provision 7(c):</p> <p><i>7(c)(7) A Strata Management Statement is required to include a provision, to the satisfaction of the local government, advising prospective purchasers/occupants of the potential impacts that may arise from activities associated with the Albany Waterfront, or Port of Albany, the freight road and rail corridor servicing the Port, the freight</i></p>	<p>Note: The <i>Environmental Protection (Noise) Regulations 1997</i> do not apply to noise emissions from a safety warning device fitted to a vessel or noise emissions from the propulsion system of a vessel or from the noise made by the movement of a vessel through the water.</p> <p>The <i>Environmental Protection (Noise) Regulations 1997</i>, Part 1, r.3 states:</p> <p>3. <i>Regulations do not apply to certain noise emissions</i> <i>(1) Nothing in these regulations applies to the following noise emissions —</i> <i>(d) noise emissions from a safety warning device fitted to a train or vessel;</i> <i>(f) noise emissions from the propulsion system or the</i></p>

			<i>rail marshalling yards and Albany Waterfront Marina.</i>	<i>movement through the water of a vessel operating in water other than water on private premises;</i>
10.		Object to the Management Statement prepared to address amenity and mitigation measures associated with the Port and Entertainment Precinct.	Dismiss comment relating to the proposed management statement. No modifications recommended.	The structure plan is proposing that development implements a Management Statement to ensure accommodation units address amenity and mitigation measures associated with surrounding activities (e.g. Port operations). The structure plan is also proposing the use of a Section 70A notification placed on the Title(s) to advise prospective purchasers of potential impacts that may arise from activities associated with the Albany Waterfront or Port of Albany. These measures are proposed to protect future residents from impacts and to also protect the integrity of the Port, waterfront and Entertainment functions.
MEMORANDUM OF AGREEMENT				
11.	Southern Ports	Southern Ports' objection to the proposed Structure Plan modification, includes the intent of the Albany Waterfront precinct and the Memorandum of Agreement between the State of WA and the City of Albany.	Note Southern Ports, WA Farmers, Forest Industries Federation (WA), Freight & Logistics Council of WA and Co-operative Bulk Handling Limited comment on the 2007 Memorandum of Agreement between the State of WA and the City of Albany. Should the structure plan be supported, it is recommended that the structure plan is updated to incorporate a requirement that ensures the Memorandum of Agreement, between the City of Albany and the State Government is amended to support permanent accommodation at Lot 3 Toll Place, as follows: <i>Prior to supporting multiple dwelling(s) at Lot 3 Toll Place, the 2007 Albany Waterfront Memorandum of Agreement is to be modified to support permanent accommodation at Lot 3 Toll Place.</i> In addition to resolving to support the amendments to the waterfront structure plan, it is recommended that Council resolve to recommend that the State of Western Australia agree to amend the Albany	The City acknowledges the <i>Albany Waterfront – Memorandum of Agreement (2007)</i> , which seeks to: <ul style="list-style-type: none">• Restrict permanent accommodation development at the Albany Waterfront; and• Respect 24 hour a day, 7 day a week heavy haulage access to the Port of Albany. The Memorandum of Agreement was established in 2007 and is between the State of Western Australia and the City of Albany. The Memorandum of Agreement (2007) states: <i>5. COMMITMENTS TO THE COMMUNITY</i> <i>The State of Western Australia and the City of Albany are committed to the following underlying principles regarding the development and ongoing operation of the Albany Waterfront...Acknowledgement and respect of 24 hour a day, 7 day a week heavy haulage access to the Port of Albany...Prohibition of permanent residential activity.</i> The modified Albany Waterfront structure plan proposes to support the development of permanent residential

12.	WA Farmers	<p>Section 5 of the Memorandum of Agreement negotiated in 2007 is very specific in the prohibition of permanent residential activity and acknowledgement and respect for continuous heavy haulage road and rail access to the Port of Albany. It is extremely disappointing that the City of Albany is considering changes to this agreement to allow permanent accommodation.</p> <p>Members of the Albany Zone of WA Farmers are opposed to any changes to the Memorandum of Agreement that would allow any permanent residential activity in the Albany Waterfront precinct.</p>	<p>Waterfront Memorandum of Agreement (2007), by supporting permanent accommodation at the Albany Waterfront, in the 'Accommodation' precinct only (Lot 3 Toll Place). It is recommended that the following amendment (in red) to the Albany Waterfront Memorandum of Agreement (2007) is approved;</p> <p>5. COMMITMENTS TO THE COMMUNITY The State of Western Australia and the City of Albany are committed to the following underlying principles regarding the development and ongoing operation of the Albany Waterfront:</p> <ul style="list-style-type: none"> • Acknowledgement and respect of 24 hour a day, 7 day a week haulage access to the Port of Albany. • Prohibition of permanent residential activity at the Albany Waterfront, with the exception of the 'Accommodation' precinct (Lot 3 Toll Place). Permanent accommodation may be considered at the Lot 3 Toll Place subject to: <ul style="list-style-type: none"> ▪ Acoustic treatments incorporated to adequately attenuate internal and external noise levels; and ▪ Section 70A notification being placed on the Title(s) of Lot 3 Toll Place to advise prospective purchasers of potential impacts (e.g. noise); • Unfettered community access to the foreshore. • Maintenance of the iconic Princess Royal Harbour vista as se the York Street Commercial Precinct. 	<p>accommodation, which is inconsistent with the memorandum of agreement.</p> <p>The modified Albany Waterfront structure plan does not propose to restrict heavy haulage access to the Port.</p> <p>Concerns about noisy trucks, cars and motorbikes are addressed in the <i>Road Traffic (Vehicle Standards) Rules 2002</i>. A motor vehicle propelled by an internal combustion engine must be fitted with a silencing device through which all the exhaust from the engine passes.</p> <p>The <i>State Planning Policy 5.4 – Road and Rail Transport Noise and Freight Considerations in Land Use Planning</i> aims to promote a system in which sustainable land use and transport are <u>mutually compatible</u>.</p> <ul style="list-style-type: none"> ○ The State Planning Policy 5.4 aims to promote a system in which sustainable land use and transport can <u>co-exist</u>. The Policy states: <ul style="list-style-type: none"> ▪ 1.1 Aims of the Policy <ul style="list-style-type: none"> • The Policy aims to promote a system in which sustainable land use and transport are <u>mutually compatible</u>. It was first gazetted in September 2009. • The Policy's objectives include protecting people from unreasonable noise impacts; protecting major transport corridors from urban encroachment; and encouraging best practice design and construction standards. <p>Determination on the structure plan, by the state government is the catalyst for the memorandum of agreement. Should the state government approve the structure plan, the memorandum of agreement may be amended to support permanent accommodation.</p>
13.	Forest Industries Federation (WA)	<p>FIFWA Albany Port users do not believe proposed alterations to the Albany Waterfront Memorandum of Agreement (MOA) are adequate to assure their ongoing freight operations, in the event of the proposed modifications to the Albany Waterfront Structure Plan.</p> <p>FIFWA urges the City of Albany to reject the proposed modifications to the Albany Waterfront Structure Plan.</p>		
14.	Freight & Logistics Council of WA	<p>FLCWA is concerned that approval of the proposed Structure Plan modifications will erode the intent of the Albany Waterfront Memorandum of Agreement (2007), and create a precedent for further changes to land use permissibility (including maximum floorspace requirements for permanent residential).</p> <p>Moreover, the proposed modifications will introduce provisions that prioritise the location of tourism land uses where the greatest tourism amenity exists. This would mean that the increasing population of permanent residents would be located in areas exposed to the highest impact of freight transport noise and vibration.</p> <p>Steps can be taken to ameliorate freight transport impacts on surrounding residents such as higher construction standards, larger building setbacks and caveats on titles. Notwithstanding the benefit of such initiatives, FLCWA's view is that permanent residential development as part of the Albany Waterfront project will inevitably lead to calls for operational restrictions on adjacent rail and road operations. That outcome would be disastrous for the efficiency of the Port and the international competitiveness of the goods it handles. The economic cost of such a result would far outweigh any local commercial benefit that might flow from changes to the original project Albany Waterfront Memorandum of Agreement (2007).</p>		

15.	Co-operative Bulk Handling Limited	<p>It is critical that the operation of port infrastructure including CBH's Albany terminal is in no way compromised.</p> <p>CBH would encourage the City of Albany to ensure that in its consideration of the proposal to modify the Albany Waterfront Structure Plan that it takes steps to ensure protection for both vital industries and people who live nearby.</p> <p>The proposed modifications to the existing Albany Waterfront Structure Plan including the reduction in setbacks and inclusion of permanent residential would obviously have the potential to directly impact on conditions agreed to in the <i>Albany Waterfront Memorandum of Agreement (2007)</i>.</p> <p><i>Albany Waterfront Memorandum of Agreement (2007)</i>, established to ensure (in part) that the current practice of 24 hours a day, 7 days a week receipt of product by both road and rail, as well as for ship loading and discharge remain in place.</p> <p>Any acceptance of the proposed modifications to the existing Albany Waterfront Structure Plan is an erosion of what was agreed and endorsed by the City of Albany in both the 2007 MOU to which CBH was a party and the 2011 Structure Plan.</p>		
BUFFER				
16.	Cooperative Bulk Handling LTD	<p>It is CBH's ongoing view that appropriate buffer and separation distances should exist or be preserved between industrial land uses, rail and road transport corridors and residential developments in order to minimise adverse impacts, cumulative effects and non-compatible land uses.</p> <p>In this regard, CBH would encourage the City of Albany to ensure that in its consideration of the proposal to modify the Albany Waterfront Structure Plan that it takes steps to ensure protection for both vital industries and people who live nearby.</p>	<p>Note comment relating to appropriate buffers to minimise impact to land uses.</p> <p>No modifications recommended.</p>	<p>Noise in Western Australia is governed by the <i>Environmental Protection (Noise) Regulations 1997</i>. Its aim is to protect people from unnecessary disturbance from noise, defined under the Act to include any vibration of any frequency, whether transmitted through air or any other physical medium.</p> <p>The regulation addresses:</p> <ul style="list-style-type: none"> • noise passing from one premises to another; • noise from public places as it affects adjacent premises; and • acceptable noise levels in relation to land use. <p>The regulation does not deal with:</p> <ul style="list-style-type: none"> • noise within one premises, e.g. in a workplace; • <u>noise from traffic</u>; • noise from aircrafts (except model planes); and • noise from safety warning devices. <p>Concerns about noisy trucks, cars and motorbikes are addressed in the Road Traffic (Vehicle Standards) Rules 2002. A motor vehicle propelled by an internal combustion engine must be fitted with a silencing device through which all the exhaust from the engine passes.</p>

Noise from traffic on roads and trains is dealt with by the *State Planning Policy 5.4, Road and Rail Transport Noise and Freight Considerations in Land Use Planning*. The Policy aims to promote a system in which sustainable land use and transport are mutually compatible.

The City's *Local Planning Scheme No.1* seeks to protect the operations of the Port via a buffer designated on the City's Scheme map and Local Planning Scheme provisions. The buffer is established to comply with the *Environmental Protection (Noise) Regulations*.

The buffer and provisions seek to promote continued compatibility between Port activities and nearby residences.

The following shows the Port Buffer and the location of Lot 3 Toll Place, which is outside of the buffer.



As per the City's scheme, the Local Government is to ensure that the following design and construction methods/materials are incorporated into development proposed in the Port Buffer:

- Locating habitable rooms such as bedrooms on the opposite side of dwelling to the port;

				<ul style="list-style-type: none"> • Locating non-habitable rooms such as laundries/bathrooms on the same side of the dwelling as the port; • Position main entrance and window openings away from port; • Restrict the total area of door (to have an automatic closure, be acoustically sealed and be solid core) and window openings (to be minimum of six millimetre laminated/toughened or three millimetre 'double-glazed' laminated/toughened glass) within the building walls facing the port; • Provide wall and roof insulation to reduce sound transmission; or • The use of mechanical ventilation.
PERMANENT ACCOMMODATION				
17.		<p>The allowance of permanent apartments will significantly reduce the amount of people using the precinct, further deadening rather than enlivening the waterfront.</p> <p>Should not be allowed to now change the very nature of the building use for a privileged few. These residents will most likely be self-catering and self-contained singles or couples but not visitors or holiday making families that would eat and socialise out.</p>	<p>Dismiss comment relating to the proposed change to enable permanent accommodation.</p> <p>No modifications recommended.</p>	<p>The structure plan seeks to allow the introduction of a limited amount of permanent residential development at the Albany Waterfront to contribute towards providing the critical mass required to support the year round operation of other land uses such as shops, offices and restaurants.</p> <p>The Structure Plan amendment reflects modern tourism development expectations that incorporate mixed land uses, including limited residential accommodation, required to underpin a tourism development.</p> <p>The <i>State Planning Bulletin No. 83 – Planning for Tourism</i> indicates that local governments may support permanent residential development as part of a tourist site subject to limiting the amount of permanent residential development.</p> <p>The Waterfront is currently underutilised, undeveloped and operating well below its designed and intended capacity. The proposed changes will assist to activate the tourist precinct, and serve as a catalyst for development of other precincts within the Albany Waterfront in accordance with their intended use.</p> <p>Tourism WA has supported to notion to include permanent accommodation at the site as part of a measured development mix. Tourism WA believe that the inclusion will assist the financial viability of the development, as an essential piece of Albany accommodation infrastructure.</p> <p>Residential dwellings currently exist adjacent to the primary road and rail freight corridors servicing the Port of Albany and other Ports throughout Australia (e.g. – Albany Highway, Leach Highway, Canning Highway, Stirling Highway, Leighton and North Coogee).</p> <p>A 'Hotel' is being developed at the subject site to provide</p>
18.	Forest Industries Federation (WA).	<p>FIFWA members who use the Port of Albany are opposed to proposed modifications to the Accommodation Precinct (Precinct 2) of the Albany Waterfront Structure Plan.</p> <p>The introduction of permanent accommodation, as an optional land use, has the potential to compromise the operations of port users. There are no shortage of examples from around Australia, and internationally, where inappropriate residential development, adjacent to transport nodes like ports and airports, lead to a severe curtailment of freight operations.</p>		
19.	Department of Water and Environmental Regulation (Noise Branch)	<p>The proposed permanent accommodation may to some degree restrict the operations at Albany Port, due to its proximity to the port itself (noting the noise from some Port operations are subject to the <i>Environmental Protection (Noise) Regulations 1997</i>) and the port's transport corridor.</p>		

				<p>accommodation to support the tourism industry. The structure plan proposes to ensure that permanent residential accommodation is developed incidental to the 'Hotel'.</p> <p>The structure plan acknowledges the 'self-contained' and 'privileged' characteristics that permanent accommodation may portray by:</p> <ul style="list-style-type: none"> • Limiting the amount of permanent accommodation development to a Gross Floor Area of 6,800m²; • Restricting permanent accommodation from public domain areas including the ground floor area of the waterfront promenade; and • Giving priority to locating tourism components on those areas of the site providing the highest tourism amenity. <p>The structure plan does not propose to restrict operations at the Albany Port.</p>
HEAVY HAULAGE ACCESS TO THE PORT				
20.	Stirlings To Coast Farmers	<p>Members of the Stirlings to Coast Farmers are strongly opposed to allowing permanent residential developments at the Albany Waterfront.</p> <p>Permanent accommodation could lead to future complaints by permanent residents in relation to the 24-hour operations of the port, particularly during busy harvest periods (November – February). Any delays or disruption that prevents access to the Port by grain farmers delivering grain to the CBH facility, for any amount of time, would have a significant financial impact on our members.</p> <p>In our view, any changes made that put our member's continued access to the Port facilities at risk would be seen to demonstrate a strong disregard for the concerns of hard-working farmers in our region by the Albany City Council.</p>	<p>Note comment relating to heavy haulage access to the Port.</p> <p>No modifications recommended.</p>	<p>The structure plan does not seek to disrupt 24 hour a day, 7 day a week heavy haulage access to the Port of Albany.</p> <p>Concerns about noisy trucks, cars and motorbikes are addressed in the <i>Road Traffic (Vehicle Standards) Rules 2002</i>. A motor vehicle propelled by an internal combustion engine must be fitted with a silencing device through which all the exhaust from the engine passes.</p> <p>The <i>State Planning Policy 5.4 – Road and Rail Transport Noise and Freight Considerations in Land Use Planning</i> aims to promote a system in which sustainable land use and transport are <u>mutually compatible</u>.</p> <p>Various measures are proposed to protect 24/7 uninterrupted access to the Port from Princess Royal Drive freight route.</p> <p>These measures include:</p> <ul style="list-style-type: none"> • Protecting people (residents and tourists), the transport corridors and entertainment precincts through inclusion of S70A Notification on Title(s) advising potential purchasers of potential for amenity to be impacted by activities associated with the Port; • Protecting people (residents and tourists) through quiet house design and encouraging best practice design and construction standards.
21.	WA Farmers	<p>The Albany Port infrastructure is crucial to the agricultural industry in this region and it is important that there is no potential conflict created for the future that could restrict the essential 24-hour per day , 7 day a week access by road and rail to this facility .</p> <p>Our members have cited a number of examples where complaints from recently arrived residents in agricultural or other industrial areas have resulted in restrictions to operating hours and the imposition of curfews. The possibility of any such restrictions to port access in the future would be extremely detrimental to the agricultural industry in Albany and surrounding region.</p>		

22.		<p>As a grain grower I am concerned the changes will impact the delivery of grain to the Port of Albany.</p> <p>Grain growers need 24 hour access to C.B.H to handle the large amounts of grain which are exported from the Port of Albany.</p> <p>Once people are allowed to live right next to this busy road and railway they will inevitably complain about the noise and will ask Council to take action to limit the noise.</p> <p>After seeing the City of Albany's foresight in taking trucks out of built up areas with Menang Road and the proposed by pass west of Albany Highway it seems out of character to allow Lot 3 Toll Place to become a residential area.</p> <p>I ask you to think of the future efficiency of the Port of Albany.</p>		
VEHICLE ACCESS				
23.	Main Roads WA	No new access from the subject Lot to Princess Royal Drive would be approved by Main Roads – This includes emergency access ways.	Note comment relating to access to and from Princess Royal Drive. No modifications recommended.	No new access from the Lot 3 Toll Place to Princess Royal Drive is proposed.
24.	Public Transport Authority	Should service connections be required to pass through the rail corridor, standard PTA/Arc 3rd party service application process is to be followed.	Note comment relating to service connections. No modifications recommended.	Service connections are not proposed through the rail corridor.
25.	Public Transport Authority	York St pedestrian crossing to be upgraded in accordance with Section 14 of Main Roads Railway Crossing Control in Western Australia Policy and Guidelines.	Note comment relating to the York Street pedestrian crossover. No modifications recommended.	Responsibility for the York Street pedestrian crossover is vested in local and state government agencies.
LAND DIRECTLY ADJACENT TO PRINCESS ROYAL DRIVE				
26.		<p>I wish to point out a safety issue arising from the proposal to revise the setback to Princess Royal Drive from 25m to 19m.</p> <p>This will potentially result in persons parking in the car park to have the front of their car directly against the building. They will therefore have to walk down the centre of the road amongst the traffic to access the Albany Entertainment Centre or the waterfront.</p> <p>Traffic will be increased on this road due to it also being the access to the underground carpark.</p>	<p>Uphold comment relating to the land directly adjacent to Princess Royal Drive.</p> <p>Should the structure plan be supported, it is recommended that proposed provision 5 is modified as follows:</p> <p><i>5. Revise the building setback to Princess Royal Drive from 25m to allow minor projections (50% maximum) to a minimum 19m within the Accommodation Precinct to allow increased flexibility with design and siting of buildings.</i></p>	<p>The proposed provision 5 seeks to allow a reduced setback between development and Princess Royal Drive. The provision is seeking a reduction from 25m to 19m (6m setback variation).</p> <p>The reduced setback enables development across a larger building envelope.</p> <p>The proposal to reduce the building setback to Princess Royal Drive does not impact on car parking, landscaping or pedestrian access adjacent to Princess Royal Drive. An area is proposed to be retained for car parking and landscaping. Pedestrians can utilise these areas for access.</p>

		<p>My interest in this relates to my position as President of Albany Sinfonia that regularly uses the Entertainment Centre. This car park becomes the overflow parking to the AEC and patrons should not be put at risk by this development.</p> <p>It is suggested that, whilst this 19m setback could be a property boundary, the Building Setback should be at least 2 m further from Princess Royal Drive to allow provision of a footpath between parked cars and the building.</p> <p>Such a provision would also allow for landscaping to soften the impact of what could be an ugly wall with industrial looking entries to the car park. Planting of trees in the car park could further soften what is potentially a barren looking wall facing the city.</p>	<p><i>Minor projections may be considered subject to adding interest to the street without impacting on the appearance of bulk over the site.</i></p>	<p>Car parks are to be landscaped to soften the spaces and to break down the expanse of parking. A continuous two metre wide landscape strip is to be maintained between the Princess Royal Drive road reserve boundary and car parking areas facing Princess Royal Drive.</p> <p>Public access is also retained between the waterside promenade area and car parking areas.</p> <p>It has been recommended that a reduced setback be allowed, however only for 50% of the site and as minor projections that add interest to the street without impacting on the appearance of bulk over the site.</p>
27.	Department of Transport	<p>With parking at a premium throughout the larger waterfront area, the City is requested to ensure that all permanent and hotel accommodation is supplied with adequate parking wholly within Lot 3 so there is no reduction in public parking availability for users and visitors to the marina.</p>		
28.		<p>I do not agree with the current set back from Princess Royal Drive to be minimised. This area should be used for more parking and landscaping.</p>		
29.		<p>Object to setback variation from 25m to 19m as this will impact on views.</p>		
30.	Co-operative Bulk Handling Limited	<p>A consistent 25 metre set back from Princess Royal Drive was established for all precincts under the plan to ensure suitable buffer to major transport route along Princess Royal Drive. Reducing the set back to 19 metres for the 'Accommodation precinct' only may ultimately allow all precincts to be reduced to 19 metres. Otherwise there is inconsistent application of the setback rule, also 'Accommodation precinct' is likely to be the most sensitive land use issues caused by the reduced setback.</p> <p>The proposal does reference putting a Section 70A notification on the title however this does not alleviate any potential conflicts caused by inappropriate siting of sensitive land uses and transport corridors. The optimal solution is to ensure suitable separation distances exist and land use conflicts are avoided. The current, <i>temporary only</i> nature of the accommodation supports this principle.</p> <p>Under '4.6 Modification 6 – Quiet House Design' the</p>		

		proposal appears to recognise the potential for land use conflict to occur. While this should be recognised and supported, if the proposal was to proceed it fails to recognise the matters noted above.		
31.		The view will be bad enough from Stirling Terrace without bringing the building closer to Princess Royal Drive.		
32.		Support setback from Princess Royal Drive from 25m to 19m but suggest the additional 6 m should be offset by an overall reduction in the height of the buildings.		
FINANCIAL VIABILITY				
33.	Tourism WA	<p>Tourism Western Australia (Tourism WA) would like to offer its support for the proposed modifications to an existing 'Albany Waterfront Structure Plan' (AWSP).</p> <p>Tourism WA does not object to the inclusion of; permanent accommodation at the site, revised setbacks and basement parking, if these amendments help to achieve the desired outcome of the building of viable accommodation on the site, as part of a measured development mix.</p> <p>Tourism WA understands the reason for the proposed amendments to the AWSP, which are largely economic, we feel that these amendments will assist the financial viability of the development, which we see as an essential piece of Albany accommodation infrastructure.</p>	<p>Note comment relating to tourism.</p> <p>No modifications recommended.</p>	<p>The Structure Plan relates solely to the Accommodation Precinct and reflects modern tourism development expectations, including incorporating mixed land uses and limited permanent residential accommodation. The permanent accommodation is required to underpin development of holiday (hotel) accommodation.</p> <p>The proposed changes will assist to activate the tourist precinct, and serve as a catalyst for development of other precincts within the Albany Waterfront in accordance with their intended use.</p>
34.	Southern Ports	Support for the introduction of a permanent residential land use erodes the intent of the tourism precinct and would set a precedent for future changes to the structure plan relative to this and other sites.		
ECONOMIC VALUE				
35.	Southern Ports	<p>Southern Ports' objection to the proposed Structure Plan modification, includes the following key aspects/themes:</p> <ul style="list-style-type: none"> • The value of the national supply chain, that encompasses the Port of Albany; • The economic value of the Albany Port to the Great Southern region and State of WA; • The need for strategic and statutory protection of economic assets, such as the freight road; and • Rail transport corridors (including the future Albany Ring Road) which leads to Albany Port. <p>The introduction of permanent residential land uses on the site increases the risk of land use conflicts, which in turn reduces certainty for the Port and their customers in relation to the unrestricted 24/7/365</p>	<p>Note concerns raised by Southern Ports in relation to protection of economic viability of the Port.</p> <p>No modifications recommended.</p>	<p>The structure plan does not propose to impact on the economic viability of the Port.</p> <p>Lot 3 Toll Place is outside of the Port Buffer area.</p> <p>The proposed modifications do not propose to restrict 24/7 access to and from the Port.</p> <p>Permanent accommodation is proposed to be developed to attenuate noise in accordance with legislated standards.</p> <p>The <i>State Planning Policy 5.4 – Road and Rail Transport Noise and Freight Considerations in Land Use Planning</i> aims to promote a system in which sustainable land use and transport are <u>mutually compatible</u>. The Policy states:</p>

		operation of the Port and associated road and rail transport infrastructure .		<p><i>1.1 Aims of the Policy</i> <i>The Policy aims to promote a system in which sustainable land use and transport are mutually compatible. It was first gazetted in September 2009.</i></p> <p><i>The Policy's objectives include protecting people from unreasonable noise impacts; protecting major transport corridors from urban encroachment; and encouraging best practice design and construction standards.</i></p>
BOAT HARBOUR LAND				
36.	Department of Transport	<p>The primary mandate of the Hon. Minister and the Department is to cater for maritime associated development in priority to the wider interest. Relevant to the proposal at hand, it is entirely possible that there may in future be proposals for appropriate maritime development that while consistent with the reserve's vesting, may not ideally suit the preferred outcomes proposed for Lot 3. This could, for example, involve the triangular grassed area and boardwalk adjoining Lot 3, an area providing obvious benefit, access and marketing appeal to proposed Lot 3 development. Additionally, it is possible that adjoining harbour water areas may at some point be reclaimed to facilitate further maritime development.</p> <p>It is therefore imperative that the City informs the proponent that the current use of nearby boat harbour land and waters cannot be guaranteed in perpetuity and that this be formally passed onto prospective tenants and purchasers so to avoid the possibility for later conflict or complaint. The proponent should also make provision for this possibility in their detailed development design. This is not to say that the Minister would ignore or progress, the maritime interest in isolation of the land around it, but it is important that all stakeholders understand the Department's primary objective is the promotion of harbour activities over the preservation of amenity or outlook for surrounding development.</p>	<p>Uphold comment relating to the nearby boat harbour land.</p> <p>Should the structure plan be supported, it is recommended that the following text is included in the Waterfront Structure Plan document:</p> <p><i>A Section 70A notification being placed on the Title(s) to advise prospective purchasers that the current use of nearby boat harbour land and waters cannot be guaranteed in perpetuity.</i></p>	No comment
SECTION 70A NOTIFICATION				
37.	Department of Transport	<p>It is recommended that the proposed provision 7(c), stating that Council <u>may consider</u> the use of a Section 70A notification being placed on the Titles to advise prospective purchasers of potential impacts associated with the operation of the marina and port be amended to state that, Council <u>will</u> require this to occur so to lessen the potential of port and marina activities being compromised.</p>	<p>Note comment relating to notification on title due to transport noise.</p> <p>Should the structure plan be supported, it is recommended that proposed conditions 6, 7(b) and 7(c) are modified as follows, to clarify intended outcome:</p>	<p>The modified structure plan proposes to protect residents from transport noise via introducing the following three provisions:</p> <p><i>6. All Holiday Accommodation and Multiple Dwellings located within the Accommodation Precinct are to incorporate Quiet House Design Package B.</i></p> <p><i>7 (B) Prior to development commencing a Management Statement is to be prepared in consultation with the City of Albany to address</i></p>

38.	Main Roads WA	<p>The impact of transport noise from Princess Royal Drive heavy haulage route is to be adequately addressed in any building approvals or development plan.</p> <p>If any residences are to be separately owned, a notification on the title of noise impact is recommended.</p>	<p>6 All Holiday Accommodation and Multiple Dwellings located within the Accommodation Precinct are to incorporate Quiet House Design "Package B".</p> <p>6. Any Multiple Dwelling(s) located within the Accommodation Precinct will be constructed to ensure that inside noise levels to all habitable rooms does not exceed 55dB L_{Amax}. Noise mitigation treatments proposed for permanent accommodation seek to maintain outdoor amenity as follows:</p> <ul style="list-style-type: none"> ○ Inclusion of noise screening walls that incorporate appealing design measures (use of Glass). ○ Inclusion of a noise barrier integrated with entrance statement or public art. 	<p><i>amenity and mitigation measures associated with the Port and Entertainment Precinct.</i></p> <p><i>7 (C) The Local Government may consider the use of a Section 70A notification being placed on the Title(s) to advise prospective purchasers of potential impacts that may arise from activities associated with the Albany Waterfront or Port of Albany.</i></p> <p>Updates to these provisions are proposed to clarify intent.</p>
39.	CBH	<p>The proposal does reference putting a Section 70A notification on the title however this does not alleviate any potential conflicts caused by inappropriate siting of sensitive land uses and transport corridors. The optimal solution is to ensure suitable separation distances exist and land use conflicts are avoided. The current, temporary only nature of the accommodation supports this principle.</p>		
40.	Southern Ports	<p>The provision proposing a Section 70A notification on title advising prospective purchasers of potential impacts is supported subject to rewording as follows:</p> <p>"Section 70A notifications are to be registered on the titles of lots, where noise levels are forecasted or estimated to exceed the outdoor noise criteria, to advise prospective purchasers of the potential impacts that may arise from activities associated with the operation of</p> <ul style="list-style-type: none"> • The Albany Port; • The freight road and rail corridor, servicing the Port; • The freight rail marshalling yards; and • The waterfront tourism and entertainment precinct. 	<p>7(b) Prior to development commencing a Management Statement is to be prepared in consultation with the City of Albany to address amenity and mitigation measures associated with the Port and Entertainment Precinct.</p> <p>7(b) A Noise Management Plan must accompany a development application for any Multiple Dwellings. The plan must include:</p> <ul style="list-style-type: none"> • A detailed acoustic assessment based on up to date acoustic baseline data agreed with the City of Albany and/or Southern Ports Authority, ensuring that inside noise levels to habitable rooms of all Multiple Dwellings does not exceed 55dB L_{Amax}. Noise mitigation treatments proposed for permanent accommodation seek to maintain outdoor amenity as follows: <ul style="list-style-type: none"> ○ Inclusion of noise screening walls that incorporate appealing design measures (use of Glass). ○ Inclusion of a noise barrier integrated with entrance statement or public art. • Details of the design, construction measures and acoustic treatments incorporated into the development of all Multiple Dwellings. • Details of the process involved with the preparation and review of subsequent acoustic assessments at the building and development 	

			<p><i>stage(s), as required by the Local Planning Scheme.</i></p> <p>7(c) The Local Government may consider the use of a Section 70A notification being placed on the Title(s) to advise prospective purchasers of potential impacts that may arise from activities associated with the Albany Waterfront or Port of Albany.</p> <p>7(c)</p> <p>(1) The Local Government will require a Section 70A notification to be placed on the Title(s) of all Multiple Dwellings to advise prospective purchasers of potential impacts that may arise from activities associated with the Albany Waterfront, or Port of Albany, the freight road and rail corridor servicing the Port, the freight rail marshalling yards and Albany Waterfront Marina.</p> <p>(2) Multiple Dwellings located within the Accommodation Precinct shall be constructed to ensure that inside noise levels to all habitable rooms do not exceed 55dB L_{Amax}. Noise mitigation treatments proposed for permanent accommodation seek to maintain outdoor amenity as follows:</p> <ul style="list-style-type: none"> o Inclusion of noise screening walls that incorporate appealing design measures (use of Glass). o Inclusion of a noise barrier integrated with entrance statement or public art. <p>(3) Development applications involving Multiple Dwellings must be accompanied by a Noise Management Plan prepared by a suitably qualified professional which must include:</p> <ul style="list-style-type: none"> a. A detailed acoustic assessment based on up to date acoustic baseline data agreed with the City of Albany and in consultation with the Southern Ports Authority, ensuring that inside noise levels to the habitable rooms of all Multiple Dwellings does not exceed 55dB L_{Amax}. b. Details of the design, construction measures and acoustic treatments incorporated into the development of all Multiple Dwellings. c. Details of the proposed framework for the auditing and review of acoustic treatments at the building and development stage(s). 	
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			<p><i>(4) Prior to determining a development application, the local government is to refer any accompanying Noise Management Plan to Southern Ports Authority for comment and they may choose to seek a peer review.</i></p> <p><i>(5) An application for a building permit for Multiple Dwellings must be accompanied by a detailed acoustic assessment, certified by an independent acoustic consultant nominated by the City of Albany and at the full cost of the applicant to ensure inside noise levels to the habitable rooms of all Multiple Dwellings does not exceed 55dB LAmax.</i></p> <p><i>(6) Prior to occupancy, an acoustic audit must be undertaken by an independent acoustic consultant nominated by the City of Albany, certifying that inside noise levels to the habitable rooms of all Multiple Dwellings does not exceed 55dB LAmax.</i></p> <p><i>(7) A Strata Management Statement is required to include a provision, to the satisfaction of the local government, advising prospective purchasers/occupants of the potential impacts that may arise from activities associated with the Albany Waterfront, or Port of Albany, the freight road and rail corridor servicing the Port, the freight rail marshalling yards and Albany Waterfront Marina.</i></p>	
BUILDING HEIGHT				
41.		<p>An essential part of such a change in plan involves a 30% increase in the height of the buildings.</p> <p>A way of declaring impact, is to provide a profile of the existing proposed heights for the buildings in relation to the peak of the Albany Entertainment Centre (AEC) structure.</p>	<p>Dismiss comment relating to building heights.</p> <p>No modifications recommended.</p>	<p>The proposed structure plan seeks to maintain height limits endorsed by the 2011 Waterfront Structure Plan.</p> <p>The proponent is not willing to change existing minimum height requirements.</p> <p>The City of Albany endorsed a 2011 Waterfront Structure Plan. This structure plan supports 'Short Stay Apartments' at a height of 22m, 'Hotel' at a height of 19m and 'Covered Parking' at a height of 17.5m.</p> <p>As a perspective, staff at the City measured a height of 15m to the top of the convention centre, which is the portion of building (Entertainment Centre) facing Toll Place.</p> <p>Building profiles are provided at the development stage.</p>
42.		<p>I do not agree with an increase in height for either structure as this will negatively affect the view of Albany community residents living in the town. This will also be more intrusive on the landscape from the other areas of the harbour eg Little Grove, looking back to town.</p> <p>We have a unique town and should not spoil our cultural landscape by setting a precedent for high rise developments that are beyond the human scale.</p>		

43.		Permitting Basement Parking - I am concerned that allowing basement parking will require the overall height of the buildings to increase detracting from the visual amenity across the waterfront from substantial sections of the city, particularly Stirling Terrace and surrounds.		
44.		I would love to see the waterfront area develop into a lively, low rise commercial and tourist precinct.		
MULTIPLE DWELLINGS				
45.		Object to multiple dwellings because of an abundance of supply in the locality.	Dismiss comment relating to Multiple Dwellings. No modifications recommended.	Multiple dwellings are an under represented and much needed product in Albany's housing stock, and an essential element necessary to achieve higher densities within the City Centre. Including an element of multiple dwellings provides increased housing choice for residents and visitors, increased activation and vibrancy of a city centre and supports local businesses and economic development. A multiple dwelling is defined as (Residential Design Codes): <i>A dwelling in a group of more than one dwelling on a lot where any part of the plot ratio area of a dwelling is vertically above any part of the plot ratio area of any other but:</i> <ul style="list-style-type: none"> • does not include a grouped dwelling; and • includes any dwellings above the ground floor in a mixed use development.
46.		Introducing Multiple Dwellings – I support this option as a mix of long term residents and tourists will add vibrancy to the development.		
GLAZING AND BALCONIES				
47.		Object to use of glazing and balconies on future development. This will impact on views from Stirling Terrace.	Dismiss comment relating to the use of glazing and the development of balconies. No modifications recommended.	No changes to the design guidelines for the site are proposed. Glazing and balconies assist to break down a buildings scale and bulk, and provide natural light and outdoor areas for their occupiers. In accordance with the City's scheme, all development within the zone is to: <i>(a) Reflect a maritime context...(e) Ensure building scale, materials, and colours which complement the existing CBD building stock...(f) Use materials that ensure longevity in a harsh marine environment...(h) Not use low pitch roofs concealed by parapet walls...</i>
48.		I support sensitive development of the Albany Waterfront and hope there will not be a "glass and steel box" development which detracts from the amenity of the waterfront and becomes a visual eyesore from a large		

		area of the city. I expect this should be addressed when a development proposal is received.		
PARKING				
49.		Object to basement parking as this will pollute groundwater.	Dismiss comment relating to basement parking. No modifications recommended.	Basement parking would require a sealed and waterproof construction standard, preventing water ingress or pollutant egress. Development is required to comply with relevant regulations to ensure protection of groundwater quality. Groundwater quality is imperative to ensure the protection of healthy ecosystems and maintenance of environmental values as well as for future economic and population growth. Groundwater quality requires careful management due to an increasing reliance on the resource, the high risk of contamination from uncontrolled sources, and for management of groundwater dependent ecosystems. The process (National Strategy for Ecologically Sustainable Development) for managing the protection of groundwater quality is one of risk assessment that identifies where action is required, followed by implementation of management measures to protect groundwater quality so that it continues to meet all its identified Environmental Value categories.
50.		I think there is a need to maximise car parking on the site as it is very popular on weekends with the current area full of cars as it is. The extra accommodation will require extra parking.	Note comment relating to on-site parking. No modifications recommended.	No changes to the existing car parking provisions or the reciprocal car parking requirements are proposed. There are approximately 380 public car parking bays developed in the vicinity of the Entertainment Centre. This does not include car parking developed to the east of the 'Boat Shed'.
51.		Express no particular opposition to the proposed development, apart from the lack of information (and lack of planning?) about provision of parking for Entertainment Centre patrons. Can the planners please make clear the parking areas which will be required and provided if the proposed development eventuates? Parking in the Albany Waterfront areas already at a premium at certain times. Frequently in the evenings, all the parking bays adjacent to the Due South restaurant are occupied, with the overflow area at the foot of the fishing jetty also full, leading to several rows of vehicles being parked in the area marked with the blue border on the aerial map supplied to me by the council, and labelled 'Accommodation Precinct'. Additionally, the existing designated parking bays on the north and north west sides of the Entertainment Centre fill up at times of popular events, with the Accommodation Precinct also filling completely, with	Dismiss request for additional public car parking. No modifications recommended.	There are five (5) precincts defined for the Albany Waterfront: 1) Entertainment Precinct [1] is to the western side of the Toll Place spine comprising the AEC, mixed use retail and commercial, public open space 2) Accommodation Precinct [2] is to the eastern side of the Toll Place spine comprising a hotel and short stay/serviced apartments 3) Commercial Precinct [3] is to the east of the Accommodation Precinct comprising maritime focussed mixed commercial and retail uses with capacity for short-stay apartments on the third floor 4) Town Jetty Precinct [4] is centrally located comprising mixed use maritime, retail and commercial uses 5) Harbour precinct [5] comprises maritime based light industrial uses complementing the uses of the Port and of Albany and the Town Jetty. This precinct also includes the marine, fishing industry hard stand, boat ramp and trailer parking. Each precinct is to provide car parking to accommodate designated uses, in accordance with the Albany Waterfront Structure Plan.

		<p>more vehicles parking on the gravel area to the east of the Accommodation Precinct. This area is at an inconvenient distance from the Entertainment Centre, and it, as well as the Accommodation Precinct, are poorly illuminated, with uneven surfaces, often muddy in inclement weather.</p> <p>At the least, the smaller gravelled area immediately to the west of the designated parking area for the Entertainment Centre needs hard surfacing to accommodate patrons.</p>		<p>Joint use of parking areas is encouraged – For Lot 3 Toll Place, 38 bays are to be made available for reciprocal use by surrounding lots and customers.</p> <p>In accordance with the current Albany Waterfront Structure Plan, the Entertainment Centre is required to provide 1 car parking bay for every four (4) seats. This equates to 155 car parks (620 seats). Theoretically 130 car bays shall be provided on Lot 2 and 15 car bays shall be provided on Lot 1.</p> <p>It is envisage that 15 additional bays are to be developed at the gravelled area (Lot 1 Princess Royal Drive), to the west of the designated parking area for the Entertainment Centre. These additional bays are developed at the building development stage of the Lot 1. Development of car parking prior to building development may compromise options for design and access. The current landholder (Landcorp) has indicated support for the use of the Lot 1 for overflow car parking until such-time that the lot is sold.</p> <p>In considering the required entertainment centre parking ratio of 1:4, it is acknowledged that shortfalls in car parking may exist on occasion. Some customers may travel as individuals or two persons per car. It may be that customers need to consider parking and walking, car pooling and/or using public transport.</p>
HOTEL				
52.		<p>Object to development of Hotel. Such a development will exacerbate current anti-social behaviour of existing hotels on Stirling Terrace.</p>	<p>Dismiss comment relating to 'hotel' development.</p> <p>No modifications recommended.</p>	<p>Lot 3 is located within the Albany Waterfront Tourism precinct, and a Hotel is a permitted land use under <i>Local Planning Scheme No. 1</i>.</p>
53.		<p>The precinct should be complementing a family friendly / small group "ecotourism into the eco hotspot" market which would be better served by short stay apartment access than in 5 star hotel.</p> <p>The local science and ecology research market for visiting researchers (wave science) is another potential expanding sector that would value a vanilla context for a stay while working in the field, rather than the additional overheads that come with hotel stays. I speak from the consumer perspective.</p> <p>Harley Dykstra cite Middleton Beach as a precedent however I would contest that the permanent residence lot there is existing residential houses which is not the case for the waterfront. I would suggest that Bunbury does not have the same eco market opportunity as Albany and the comparative success there of residential over short stay accommodation adjacent to hotel development is not a valid compare.</p> <p>While acknowledging that the developer has a duty of care</p>		<p>The City of Albany endorsed 2011 Waterfront Structure Plan supports the development of a 'Hotel' at the Lot 3 Toll Place.</p>

		<p>to his investors to turn a profit, the loss of opportunity to keep a family friendly visitor context in that area would be regrettable, I believe.</p> <p>From proposed modification 4.2, I see he is also wanting to keep the option to develop a second hotel where the proposed short stay accommodation is. This would change the precinct atmosphere quite a bit. So allowing the flexibility has other potential consequences.</p>		
QUIET HOUSE DESIGN PRINCIPLES				
54.		<p>Object to incorporating quiet house design principles within future development.</p>	<p>Dismiss comment relating to quiet house design.</p> <p>No modifications recommended.</p>	<p>Quiet house design has been proposed to ensure compliance with <i>SPP 5.4 – Road and Rail Transport Noise and Freight Considerations in Land Use Planning</i>. This is proposed as part of best practice planning to protect both people (residents and tourists) and transport corridors.</p> <p>By incorporated quiet house design principles within development, the amenity of residents is enhanced. Quiet house design elements may include:</p> <ul style="list-style-type: none"> • Locating bedrooms on opposite side of residence from road. • Locating of laundries / bathrooms on same side of road. • Protecting main entrance from road noise. • Enclosing eaves. • Roof insulation. • Use of thicker glazing, with casement windows using winders. • Double brick construction.



Date: 02 NOV 2007
Officer: MECD

Your Ref: MAN168/LT7012895
Our Ref: X1:1225
Enquiries: Russell Pritchard

Attach:

31 October 2007

Mr Andrew Hammond
Chief Executive Officer
City of Albany
PO Box 484
ALBANY WA 6331

Attention: Jon Berry

Dear Mr Hammond

ALBANY WATERFRONT – MEMORANDUM OF AGREEMENT

I refer to the above agreement that was signed in Albany on 8 October by Mayor Alison Goode on behalf of the City of Albany and Ministers Alannah MacTiernan and Kim Chance on behalf of the State Government.

I have pleasure in returning a certified copy of the document. GSDC is holding the original on behalf of the State.

Certified copies of the agreement are being sent to the following parties:

- Office of the Minister for Planning and Infrastructure
- Office of the Minister for the Great Southern
- Department for Planning and Infrastructure

We look forward to an ongoing liaison in delivering the objectives of this agreement.

Thank you.

Yours faithfully

**For BRUCE W MANNING
CHIEF EXECUTIVE OFFICER**



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ALBANY WATERFRONT

MEMORANDUM OF AGREEMENT

September 2007



STATE OF WESTERN AUSTRALIA

And



CITY OF ALBANY



Department of Housing and Works
Government of Western Australia



Department for
Planning and Infrastructure

I certify that this is a photocopy of a document
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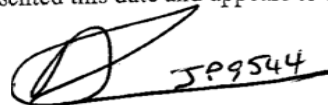
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 11. FUTURE AGREEMENTS
- THE AGREEMENT

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1. PURPOSE

This document represents an agreement between the State of Western Australia and City of Albany in planning, funding, constructing and managing the Albany Waterfront Project.

The key stakeholders involved in the implementation of the project are:

- LandCorp
- City of Albany
- Great Southern Development Commission (GSDC)
- Department for Planning & Infrastructure (DPI)
- Department of Housing and Works

The Albany Waterfront has the approval of State Cabinet and the City of Albany, and has the support of the key stakeholder agencies.

The project also carries strong and well-demonstrated support from the community at large.


This document replaces the previous memoranda of agreement relating to the waterfront executed in December 2002 and September 2005 respectively and serves to confirm and identify the strategic alliance that exists between the key stakeholders and the roles and responsibilities each organisation has in bringing the project to fruition. It introduces the Department of Housing & Works as project manager for the Albany Entertainment Centre.

This Memorandum of Agreement is intended to be a high level document and not to resolve all project details. It is anticipated that as the project progresses, further supplementary agreements will be entered into serving the intent of this agreement.

2. BACKGROUND – KEY MILESTONES

- The Albany Waterfront project dates back to 1983 with early planning driven by the Great Southern Development Commission and the then Town of Albany.
- In April 2001 the State Government approved in principle a marina based waterfront precinct known as the Albany Boat Harbour Project and allocated \$12.7 million in funding.
- In August 2002 a Management Steering Committee was formed consisting of the GSDC, DPI and the City of Albany which developed a design concept that was subsequently approved by the City of Albany in March 2004.

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- In September 2004 the Minister for Planning and Infrastructure advised that LandCorp would work with the other stakeholders to review the design concept to give greater focus to the land development.
- In February 2005 the State Government announced a \$14.9m funding contribution towards the proposed Albany Entertainment Centre (AEC) planned for construction in York Street next to the Albany Town Hall Theatre.
- In March 2005 the Member for Albany and the Minister for Planning and Infrastructure proposed that consideration be given to co-locating the AEC with the Waterfront Development.
- In May 2005 the City of Albany appointed 7 Councillors to the newly constituted Albany Waterfront Development Committee to work with LandCorp officers and City staff in recommending preferred design options and concepts to the City Council.
- On 21 June 2005 the City of Albany gave approval to a concept plan which incorporated the relocation of the AEC from the York St Civic precinct to the western portion of the waterfront development site.
- On 19 July 2005 the State Government announced the allocation of additional funding for the Albany Waterfront bringing the total allocation to \$27.8m including a \$1m contribution from the City of Albany.

On 16 May 2006 the City of Albany approved the structure plan for the development.

On the 19 September 2006 the City of Albany adopted the precinct plan that will be used to guide and facilitate development at the Albany Waterfront.

On the 11 October 2006 the Premier of Western Australia announced funding for up to a further \$19.95 million for the Albany Entertainment Centre project with a total project cost of \$37.55 million. *Includes \$1.2m commitment from the City of Albany and \$1.5m funding being sought by the City of Albany from the Australian Government's Regional Partnerships program of the Department of Transport and Regional Services. (Funding unconfirmed at time of Agreement).*

- The Department of Housing and Works was also appointed as project managers and coordinators for the development of the Albany Entertainment Centre. In December 2007, the Department of Housing and Works appoint Cox, Howlett Bailey Woodland to undertake the detailed design of the Albany Entertainment Centre.
- On 25 July 2007, the Premier of Western Australia announced additional \$10.5 million funding, taking the total project cost to \$49 million. The additional allocation was to cater for increased building

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costs and the costs associated with the crystalline concept design, a design in keeping with the iconic location.

- On 14 August 2007 the City of Albany endorsed the concept design.

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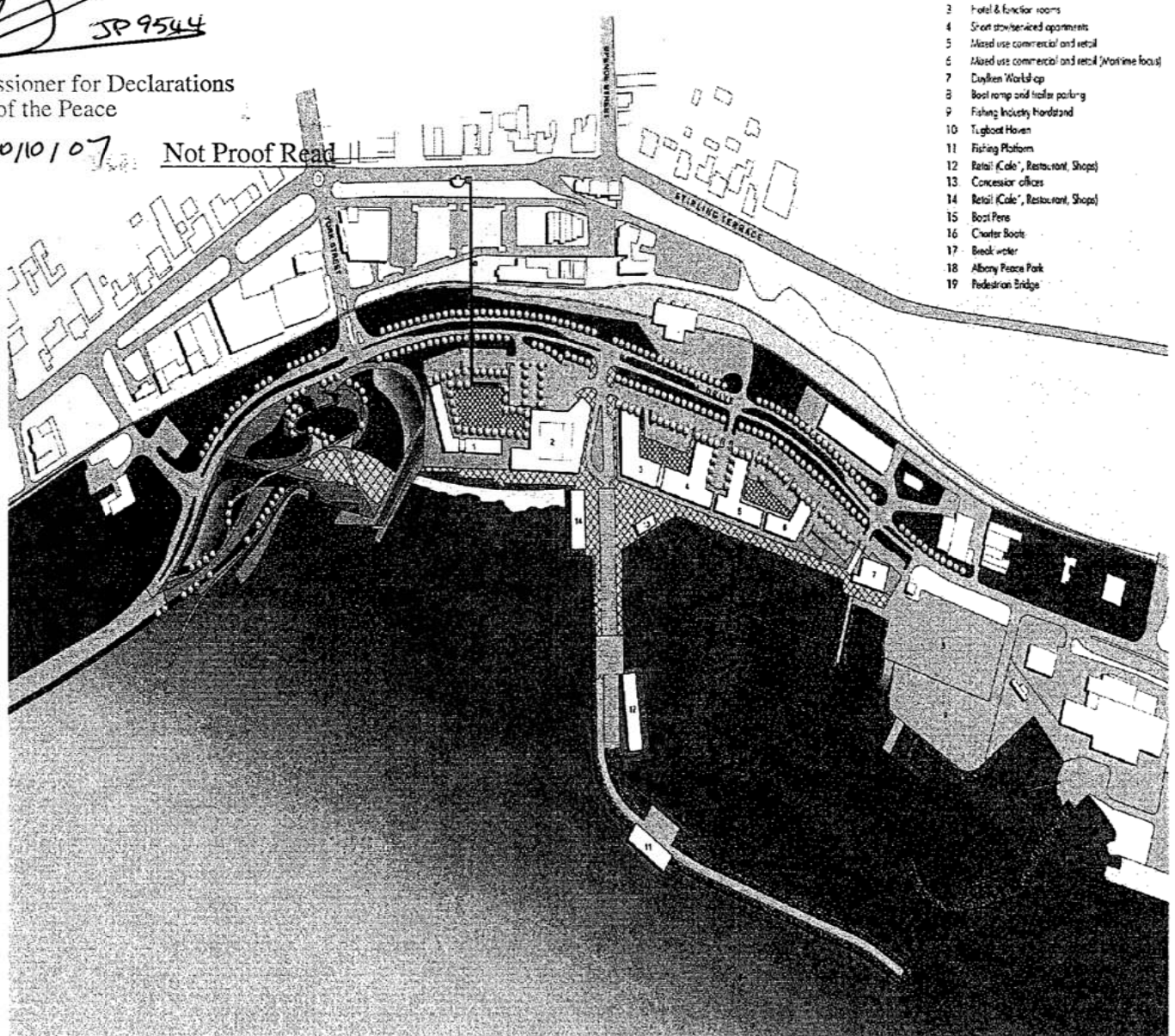


Fig1 Structure Plan – approved by City of Albany in May 2006

3. PROJECT VISION

The vision is to create a sustainable, attractive and exciting world-class waterfront precinct for the Albany community, the Great Southern Region, and visitors to the region.

The Albany Waterfront will provide a protected boat harbour serving the recreational, fishing and tourism industries together with land-based development adjacent to the town jetty providing a range of tourist accommodation, maritime servicing, entertainment, recreational and community based facilities.

4. PROJECT OBJECTIVES

- Extend the Town to the Waterfront
- Create a New Focus for the Town by creating a tourism and entertainment precinct
- Capitalise on the location and its surrounds:
 - Port – Harbour – Anzac Park – Town – Tourism
- Create New Maritime Facilities:
 - Recreation – Fishing – Charter – Support Industries
- Build a New Entertainment Centre in keeping with the Waterfront Development and iconic nature of Princess Royal Harbour.
- Create a vibrant Activity Mix
 - Tourism – Retail – Commercial – Maritime – Entertainment-
Public Facilities
- Respect Port Access

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5. COMMITMENTS TO THE COMMUNITY

The State of Western Australia and the City of Albany are committed to the following underlying principles regarding the development and ongoing operation of the Albany Waterfront:

- Acknowledgement and respect of 24 hour a day, 7 day a week heavy haulage access to the Port of Albany.
- Prohibition of permanent residential activity.
- Unfettered community access to the foreshore.
- Maintenance of the iconic Princess Royal Harbour vista as seen from the York Street Commercial Precinct.

6. PROJECT SCOPE

This agreement consists of the following components (refer figure 2 & 3):

6.1 Albany Waterfront, Boat Harbour & Pedestrian Bridge

- Albany Waterfront - The appropriate remediation and development of approximately 5.5 hectares of waterfront land

into subdivided lots and civic space to accommodate and service the Albany Entertainment Centre, tourism accommodation, retail, commercial, maritime, parking and public facilities.

- Boat Harbour - The development of a marina immediately to the east of the Jetty for approximately 70-80 vessels.
- Pedestrian Bridge - The construction of a pedestrian bridge linking the Albany Waterfront Project to Stirling Terrace and the Albany Railway Station Precinct has been completed.

6.2 Purchase of Waterfront Land

- The provision of \$1 million in revenue to the waterfront project from the City of Albany for the purchase of land to accommodate the Albany Entertainment Centre.

6.3 Albany Entertainment Centre

- Construction of a 620 seat Albany Entertainment Centre, architecturally compatible with, and complementary to, the future development of contiguously located hotel and convention/function facilities.
- The City of Albany will work to facilitate, in conjunction with LandCorp, an appropriately scaled and sufficient standard of convention/function facilities in the proposed hotel development which can link to and synergise with the Albany Entertainment Centre.

6.4 Anzac Peace Park

- The appropriate remediation and development of the 1.4Ha waterfront land approximately west of York St for public parkland purposes.

6.5 Emu Point Land Development

- The development of lots 1512 and 1523 at Emu point with associated funding linkages to the Waterfront project (refer fig 3).

7. ASSOCIATED LAND TRANSACTIONS

- The transfer in freehold to the City of Albany a parcel of land excised from the Albany Waterfront project site sufficient in area to construct the Albany Entertainment Centre and curtilage.

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- The City of Albany has relinquished the Management Order over Lot 1512 Emu Point. (refer fig 3).

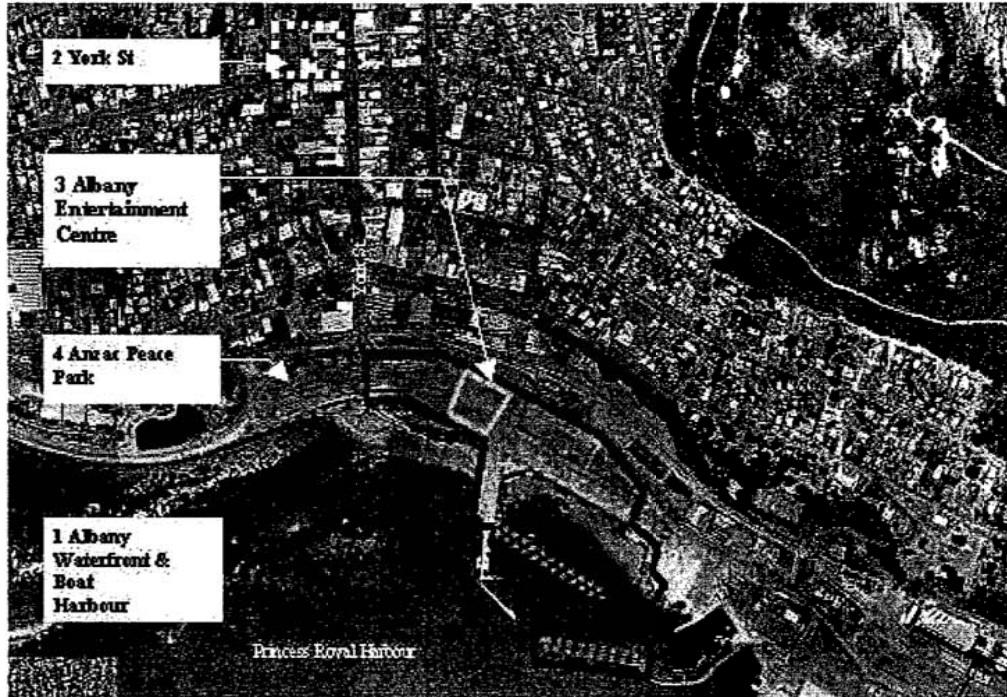


Fig2 Location Plan

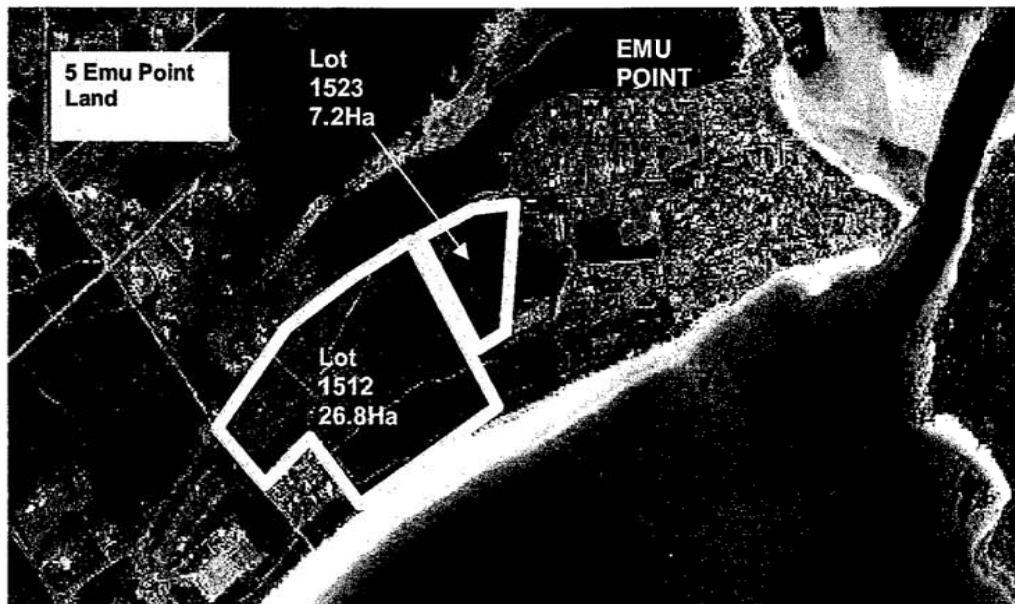
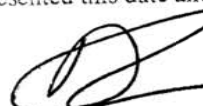


Fig3 Emu Point Land

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8. ROLES & RESPONSIBILITIES

8.1 Overall Co-ordination - Stakeholder Reference Group

A group consisting of representatives of the key stakeholders will meet at least bi-annually to facilitate coordination and timely delivery of the project components at an operational level. This group will consist of:

- Member for Albany (Chairman)
- LandCorp
- City of Albany
- Great Southern Development Commission (GSDC)
- Department of Planning & Infrastructure
- Department of Housing and Works

The group will be advisory in nature and will not hold any specific decision-making powers. The Stakeholder Reference Group will be chaired by the Member for Albany or his representative.

If appropriate the Stakeholder Reference Group may invite other agencies or parties to participate in meetings on matters of common interest.

8.2 Project Roles and Responsibilities

Roles and responsibilities for the delivery of the various project outcomes are as follows:

8.2.1 The Albany Waterfront, Boat Harbour & Pedestrian Bridge

- *LandCorp* will be principally responsible for and project manage the urban design, statutory approvals process, construction of infrastructure, and subdivision and release of land.
- *The City of Albany* will be responsible for the care and management of all road reserves, the pedestrian bridge, civic spaces, waterfront promenades and all fixtures and improvements coming into its control as a result of the subdivision process.
- *The Department of Planning and Infrastructure* will be responsible for the management of the Marina and the care and management of maritime infrastructure and any leasehold land coming into its control as a result of the subdivision process.

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8.2.2 The Albany Entertainment Centre

The Department of Housing and Works will be responsible for constructing the Albany Entertainment Centre including the project management, design, statutory approval processes, construction and commissioning.

The Great Southern Development Commission will oversee and administer the project capital works budget.

The *Department of Housing and Works* and the *Great Southern Development Commission* will provide the *City of Albany* with the opportunity to contribute to the design and selection of fitout for the facility and the endorsement of the selection of the architect and the final design and statutory approval (as necessary).

The *Department of Housing and Works*, *Great Southern Development Commission* and *City of Albany* will establish a Project Control Group (PCG) to provide strategic leadership and direction to the project.

The PCG will establish, as required, reference groups to input into the project, for example

- a design review committee to oversee the design phase of the project,
- a local reference group comprising of appropriately qualified *City* personnel to liaise with the project architect on matters relating to interior fitout, landscaping and public art

The City of Albany will own and operate the Albany Entertainment Centre and be responsible for the ongoing, care, control and management of the facility which includes any annual operating deficit.

The *City of Albany* will work to facilitate, in conjunction with LandCorp, an appropriately scaled and sufficient standard of convention/function facilities in the proposed hotel development which can link to and synergise with the Albany Entertainment Centre.

8.2.3 Anzac Peace Park

The City of Albany will be principally responsible for and project manage the design, statutory approvals process,

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development, commissioning and ongoing care, control and management of the facility.

The City of Albany will collaborate with *LandCorp* in undertaking coordinated environmental investigations of the Anzac Peace Park site and Albany Waterfront site. The *City of Albany* will be the proponent for the environmental assessment and any resulting conditions pertaining to the development of the Anzac Peace Park.

The City of Albany will use best endeavours to construct the Anzac Peace Park project in the same timeframe as the Albany Waterfront project.

8.2.4 Emu Point

LandCorp will seek approvals to develop of lots 1512 and 1523 at Emu point these lots primarily for residential purposes with development proceeds to be allocated to the waterfront project and any surplus development profits are to be returned to the State Government.

8.2.5 Associated Land Transactions

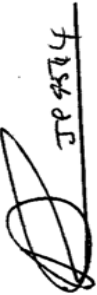
LandCorp will transfer land excised from the Albany Waterfront project site sufficient in area to construct the Albany Entertainment Centre and curtilage to the City of Albany upon the creation of the new lot. *LandCorp* may consider a development lease to the City of Albany to allow construction of the Albany Entertainment Centre Facility to commence prior to the creation of the new lot.

The City of Albany has advised the Department of Land Administration that it has relinquished the Management Order over Lot 1512 Emu Point.

9. FINANCING

- 9.1 The State of Western Australia will contribute \$38 million to the Albany Waterfront Project.
- 9.2 The State of Western Australia will contribute a maximum of \$46.3 million to the Albany Entertainment Centre Project.
- 9.3 The City of Albany will contribute \$1.0 million to the Albany Waterfront project in the 2007-08 financial year as payment for the land necessary to accommodate the Albany Entertainment Centre Project.

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- 9.4** The City of Albany will contribute \$1.2 million plus any Federal grant monies obtained in the order of \$1.5million to the Albany Entertainment Centre Project.
- 9.5** The City of Albany is responsible for financing and obtaining further funding for the design and development of Anzac Peace Park.
- 9.6** The City of Albany acknowledges that the proceeds of the development of Lots 1512 and 1523 Emu Point are to be applied by the State Government to the Albany Waterfront Project.
- 9.7** Project Cash Flow table: – Albany Waterfront, Albany Entertainment Centre and Anzac Park.

FORECAST CASHFLOW (\$million)	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	TOTAL
ALBANY WATERFRONT (PROJECT)							
State of Western Australia							
Capital works allocation and land sales from the Waterfront and Emu Point	5.4	5.2	7.0	1.7	18.7		38.0
City of Albany							
City of Albany Contribution from development of the York St site			1.0				1.0
TOTAL	5.4	5.2	8.0	1.7	18.7		39.0
ALBANY ENTERTAINMENT CENTRE							
City of Albany Contribution			0.4	0.8			1.2
State Government through GSDC		0.68	0.42	25.46	15.44	4.3	46.3
Australian Government (unconfirmed)			1.5				1.5
TOTAL		0.68	2.32	26.26	15.44	4.3	49
ANZAC PEACE PARK (Notional In Negotiation)							
Australian Government Veterans Affairs			0.45				0.45
Australian Government DoTARS			0.44				0.44
City of Albany			0.68				0.68
Lotterywest			0.72				0.72
Premier and Cabinet (175 th Anniversary Fund)			0.25				0.25
TOTAL			2.54				2.54

10. PROGRAM

The following timeframes are estimates only and subject to statutory approvals and more detailed planning.

Albany Entertainment Centre Program

ID	Task Name	2007				2008				2009				2010			
		Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
1	Schematic Drawing	Schematic Drawing															
2	Design Detail					Design Detail											
3	Construction									Construction							
4	Completion													Completion			

Albany Waterfront Program

ID	Task Name	2007				2008				2009				2010	
		Qtr 4	Qtr 1	Qtr 2	Qtr 3	Qtr 4	Qtr 1	Qtr 2	Qtr 3	Qtr 4	Qtr 1	Qtr 2	Qtr 3	Qtr 4	Qtr 1
1	Structure Plan Approval by WAPC														
2	Subdivision Approval														
3	Design Detail - Stage 1														
4	Tender Stage 1														
5	Award and Constuction - Stage 1														
6	Environmental Approval - Stage 1 and 2														
7	Design - Stage 2														
8	Tender - Stage 2														
9	Award and Construction - Stage 2														
10	Completion and Opening														

11. FUTURE AGREEMENTS

It is anticipated that as the project progresses, further supplementary agreements, partnerships, contracts and leases will emerge between project stakeholders and other parties serving the intent of this document.

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THE AGREEMENT

THE PARTIES HERETO AGREE TO THE FORMATION OF THIS PARTNERSHIP TO GUIDE THE PLANNING AND DELIVERY OF THE ALBANY WATERFRONT PROJECT AS EXPRESSED ABOVE.

Executed on behalf of the State of Western Australia

KIM CHANCE MLC
MINISTER FOR THE GREAT SOUTHERN



25, 09, 2007

ALANNAH MACTIERNAN MLA
MINISTER FOR PLANNING AND INFRASTRUCTURE



24, 09, 07

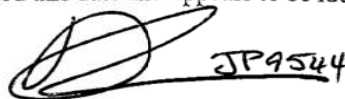
Executed on behalf of the City of Albany

HER WORSHIP THE MAYOR ALISON GOODE



8, 10, 07

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14.4 GENERAL MANAGEMENT SERVICES COMMITTEE

14.4.1 Albany Waterfront Reference Group meeting minutes – 25th June 2004

- File/Ward** : MAN 127 (Frederickstown Ward)
- Proposal/Issue** : Committee Items for Council Consideration.
- Reporting Officer(s)** : Manager Economic Development (J Berry)
- Summary Recommendation** : That the Minutes of the Albany Waterfront Reference Group meeting held on 25th June 2004 be received and the recommendations adopted

RECOMMENDATION

THAT Council receives the minutes of the Albany Waterfront Reference Group held on 25th June 2004 (copy of the minutes and attachments are in the Elected Members Report/Information Bulletin) and adopts the Committee’s recommendations:-

Item 6.1

- i) THAT Council enter into a Memorandum of Understanding with the Department for Planning and Infrastructure and the Albany Port Authority that;
- facilitates development of the Albany Waterfront in accordance with Concept, Structure and Precinct plans adopted by Council;
 - prohibits non-tourism related residential activity
 - prescribes leasehold land tenure and associated instruments that will enforce prohibition of residential activity separate to the Town Planning Scheme.

Voting Requirement Simple Majority

.....

- ii) THAT Council adopt the “Draft Albany Waterfront Concept Plan (*Revised June 2004*) and proceed to prepare a Structure Plan for the Albany Foreshore Development Zone which addresses:-

- Site constraints
- Development principles
- Broad land uses
- Environmental commitments
- Other matters required by the City’s Town Planning Scheme

AND

THAT the Structure Plan be prepared with the principle of maintaining 24 hour / 7 day per week road and rail access to the Port of Albany

Voting Requirement Simple Majority

.....

Item 14.4.1 continued.

- iii) THAT tourist accommodation be a recognised leasehold land use within the Albany Foreshore Development Zone with a preference for it to be located in the Western Precinct as shown on the Albany Waterfront Concept Plan

Voting Requirement Simple Majority

.....

- iv) THAT Council, upon the adoption of the Albany Foreshore Development Zone Structure Plan, then proceed to develop a Precinct Plan(s) for the zone which will:-
- Provide greater clarity to the development concepts outlined in the Structure Plan
 - Quantify land uses within the precinct(s)
 - Define building heights, conditions and design guidelines
 - Define planning guidelines
 - Guide landscaping and detailed urban design

Voting Requirement Simple Majority

.....

<p>MOVED COUNCILLOR EVANS SECONDED COUNCILLOR DEMARTEAU</p> <p>THAT Council prior to receiving the minutes of the Albany Waterfront Reference Group held on 25th June 2004 (copy of the minutes and attachments are in the Elected Members Report/Information Bulletin) modify item 6.1 as follows:</p> <p>Item 6.1</p> <p>i) THAT Council enter into a Memorandum of Understanding with the Department for Planning and Infrastructure and the Albany Port Authority that (amongst other requirements);</p> <ul style="list-style-type: none">• facilitates development of the Albany Waterfront in accordance with Structure and Precinct plans adopted by Council;• prohibits non-tourism related residential activity;• prescribes that the whole of the Foreshore Development Zone shall only be made available for development using leasehold land tenure arrangements; and• requires the Crown to incorporate lease and sub-lease requirements, with associated registration and management instruments, that will enforce a prohibition on residential activity consistent with the Precinct Plan, but be capable of being actioned independently of the Town Planning Scheme. <p style="text-align: right;">MOTION CARRIED 13-1</p>
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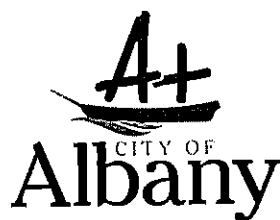
**MOVED COUNCILOR EVANS
SECONDED COUNCILLOR DEMARTEAU**

THAT Council receive the minutes of the Albany Waterfront Reference Group held on the 25th June 2004 and adopts the Committee's recommendations 6.2, 6.3 and 6.4.

MOTION CARRIED 14-0

Reason:

- Portions (ii) to (iv) of the recommendation remain unchanged with this motion. The motion sets out to more clearly define Council's position that:
 - a) the MOU will need to address a number of issues and not be limited to those described above.
 - b) reinforces that the entire zone is likely to be developed by several investors and that each site can only be made available through a lease arrangement. The scheme cannot prevent the Crown from applying for freehold titles whereas the proposed MOU could.
 - c) Places an onus on the Crown, when preparing lease documents, to reinforce the Precinct Plan obligations, but the motion also allows the MOU and the leases to sit alongside the Town Planning Scheme and be separately actioned should there be a breach of the Precinct Plan requirements.



File Number MAN127

MINUTES

ALBANY WATERFRONT REFERENCE GROUP

<i>Date:</i>	<i>Friday 25 June 2004</i>
<i>Time:</i>	<i>10.00am</i>
<i>Venue:</i>	<i>Great Southern Development Commission (Pyrmont House) Serpentine Road</i>

Members

Mr Peter Watson MLA, Member for Albany (Chairman)
 Mr Ian Lunt – Recreational Boating representative (Deputy Chairman)
 Mr Brad Williamson - Albany Port Authority
 Cr Roland Paver- City Councillor
 Cr Milton Evans- City Councillor
 Mr Maynard Rye- Great Southern Development Commission
 Mr Geoff Findlay- Department for Planning and Infrastructure
 Mr Phil Shaw- Fisheries WA
 Mr John O'Neil – Albany Chamber of Commerce and Industry
 Mr Graham Kennedy - Albany Maritime Advisory Committee representative

Executive Officer

Mr Jon Berry, Manager, Economic Development, City of Albany

Project Manager

Mr Jon Bettink, Albany Boat Harbour and Waterfront Project Manager

Invited Observers

Mr Bruce Manning, Chief Executive Officer, Great Southern Development Commission
 Mr Robert Fenn, Executive Director, Development Services

1.0 OPEN

The Chairman opened the meeting at 10.10am

2.0 APOLOGIES

Phil Shaw – Fisheries WA

3.0 MINUTES OF THE PREVIOUS MEETING

*Moved: Cr Milton Evans
Seconded: Mr Ian Lunt*

THAT the minutes of the Albany Waterfront Reference Group meeting held on 29 March 2004 be confirmed as a true and accurate record of proceedings.

CARRIED

4.0 MATTERS ARISING FROM PREVIOUS MINUTES

Members were advised that the minutes were received at the Ordinary Council Meeting of 16 March 2004 and the following amended recommendation was adopted:-

**MOVED COUNCILLOR WATERMAN
SECONDED COUNCILLOR WELLINGTON**

THAT Council;

Receives the minutes of the Albany Waterfront Reference Group held on 29th March 2004 (*copy of the minutes are in the Elected Members Report/Information Bulletin*) and the following motion be endorsed:-

Item 5.1 – Endorsement of Draft Concept Plan for Public Comment

MOTION;

THAT Council endorse the Draft Concept Plan¹ (GHD 12/13 March 2004), as amended, as a Final Draft Concept Plan for the purpose of developing a Draft Structure Plan and associated text and that these plans be subjected to:-

- (a) Public Forums
- (b) Printed inserts in local newspapers seeking public submissions
- (c) A Community Survey conducted and analysed by an independent market research professional using randomly selected residents² within the City of Albany.

¹ *Copy attached to minutes of Albany Waterfront Reference Group in the Elected Members Report/Information Bulletin*

² *Using the City of Albany's Rates Database to generate an electronic randomly selected sample of Albany resident property owners and Homeswest tenants*

and be completed by 28th May 2004

AND

THAT the results of the community consultation and market research be referred to Council for its consideration by the OCM 20 July 2004

MOTION CARRIED 13-2

Reason:

The Community Survey is the most effective way in which to consult with the general population and obtain a representative and valid view. The opinions of community stakeholders will be well represented through the Community Survey process

5.0 PROGRESS REPORT FROM PROJECT MANAGER

The Project Manager, Mr Jon Bettink provided a brief update on the project indicating that further work was being undertaken on the breakwater alignment options in consultation with the Albany Port Authority. Land development matters were contingent upon Council adopting a Concept Plan before proceeding any further.

Jon Berry indicated that this Committee of Council needed to make a recommendation on the Concept Plan at today's meeting and that Councillors will be provided with a full concept briefing on Tuesday 6 July 2004 and a further opportunity to discuss the matter at an Agenda Briefing Session on 13 July 2004.

6.0 ISSUES FOR COUNCIL CONSIDERATION AT 20 JULY 2004 ORDINARY COUNCIL MEETING

Jon Berry indicated that major issues for Council consideration on 20 July 2004 were the adoption of a draft Concept Plan and a decision on whether tourist accommodation is an acceptable land use in the Concept Plan. A written report associated with these issues was included in the Agenda and includes several draft recommendations for Council consideration.

Jon Berry presented a series of pie charts illustrating the results of the random survey conducted by the UWA Survey Research Centre. The results are provided as a report in Attachment 2.

Jon Bettink presented the results of Public submissions that closed on 28 May 2004. The results are provided as a report in Attachment 3.

Robert Fenn discussed a systematic planning process that is normally undertaken in projects of this nature. The first stage is to have Council adopt a Concept Plan, which outlines the broad layout of the foreshore by identifying the size and shape of various precincts and possible uses, without being prescriptive.

Once Council has adopted the Concept Plan, then it must approve a Structure Plan. The Structure Plan provides more specific details and a framework for the proposed pattern of land use and development. It also guides the co-ordinated provision of infrastructure and services within the foreshore area. Local Precinct Plans are then prepared for discrete areas of land.

These plans provide a greater level of detail by defining building and development guidelines and provide a framework for the assessment of re-zoning, subdivision and future development applications.

Members agreed that a Memorandum of Understanding between Council, the Albany Port Authority and the Department for Planning and infrastructure would be a useful tool to ensure a framework and set of principles was developed that protected the interests of major stakeholders. This would be an instrument that sought formal recognition of the importance of the Port to the economic health of the district and provided guiding principles for the development of statutory planning documents.

Peter Watson tabled a letter from the Minister for Planning and Infrastructure that addressed concerns from the Albany Port Users Group regarding short-term tourist accommodation being included at the Albany Waterfront. Members agreed that it was important to ensure 24-7 access to the Port was maintained and there needed to be a mechanism to ensure this was a priority and of importance to all stakeholders. Bruce Manning stated that from the GSDC's perspective continued and unimpeded access to the port was unequivocally supported by the Commission and was an underlying principle that would be adhered to in designing the layout and use of the Waterfront. It was agreed the proposed MOU should send a strong signal that it was in the interests of all parties that Port access be maintained.

The issue of land tenure was discussed and it was agreed that leasehold tenure should be recommended as long as leases were of sufficient length in order to attract investors. Ian Lunt re-iterated the importance of long-term leases to attract investment

6.1 Adoption of Draft Albany Waterfront Concept Plan

Jon Berry indicated that the draft motions contained within the Attachment to the Committee's Agenda need to be addressed. Resolutions of the Committee are then put forward as Recommendations to the Council.

RECOMMENDATION 1

Moved: Cr Milton Evans

Seconded: Cr Roland Paver

THAT Council enter into a Memorandum of Understanding with the Department for Planning and Infrastructure and the Albany Port Authority that;

- facilitates development of the Albany Waterfront in accordance with Concept, Structure and Precinct plans adopted by Council;
- prohibits non-tourism related residential activity
- prescribes leasehold land tenure and associated instruments that will enforce prohibition of residential activity separate to the Town Planning Scheme.

CARRIED

Geoff Findlay abstained from voting

RECOMMENDATION 2

Moved: Mr Ian Lunt

Seconded: Mr Brad Williamson

- **THAT Council adopt the “Draft Albany Waterfront Concept Plan (Revised June 2004) and proceed to prepare a Structure Plan for the Albany Foreshore Development Zone which addresses:-**
 - **Site constraints**
 - **Development principles**
 - **Broad land uses**
 - **Environmental commitments**
 - **Other matters required by the City’s Town Planning Scheme**

AND

- **THAT the Structure Plan be prepared with the principle of maintaining 24 hour/7 day per week road and rail access to the Port of Albany**

CARRIED

RECOMMENDATION 3

Moved: Mr Brad Williamson

Seconded: Mr John O’Neil

THAT tourist accommodation be a recognised leasehold land use within the Albany Foreshore Development Zone with a preference for it to be located in the Western Precinct as shown on the Albany Waterfront Concept Plan

CARRIED

RECOMMENDATION 4

Moved: Cr Roland Paver

Seconded: Mr Geoff Findlay

- **THAT Council, upon the adoption of the Albany Foreshore Development Zone Structure Plan, then proceed to develop a Precinct Plan(s) for the zone which will:-**
 - **Provide greater clarity to the development concepts outlined in the Structure Plan**
 - **Quantify land uses within the precinct(s)**
 - **Define building heights, conditions and design guidelines**
 - **Define planning guidelines**
 - **Guide landscaping and detailed urban design**

CARRIED

7.0 OTHER BUSINESS

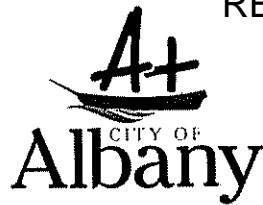
Nil

8.0 NEXT MEETING

Members will be advised of the date of the next meeting.

9.0 CLOSE

The Chairman closed the meeting at 11.45am



ALBANY WATERFRONT REFERENCE GROUP MEETING
FRIDAY 25 JUNE 2004

ITEM 6.0 ISSUES FOR COUNCIL CONSIDERATION

Agenda Item 6.1 - Adoption of Albany Waterfront Concept Plan

Proposal/Issue	To assess the outcomes of public consultation on the Draft Concept Plan and to make recommendations to Council on the adoption of a Concept Plan and development of a Memorandum of Understanding between Council and the Department for Planning and Infrastructure to ensure unimpeded access to the Albany port.
Subject Land/Locality	Albany Foreshore east of York Street projection southward, west of the Albany Port Authority and south of Princess Royal Drive.
Proponent	Great Southern Development Commission, Department for Planning and Infrastructure and City of Albany
Owner	Crown Land
Reporting Officer(s)	Jon Berry, Manager Economic Development, City of Albany.
Disclosure of Interest By Committee Members	:Nil

Previous Reference

Council resolution of 20 April 2004

THAT Council endorse the Draft Concept Plan (GHD 12/13 March 2004), as amended, as a Final Draft Concept Plan for the purpose of developing a Draft Structure Plan and associated text and that these plans be subjected to:-

- (a) Public Forums
- (b) Printed inserts in local newspapers seeking public submissions
- (c) A Community Survey conducted and analysed by an independent market research professional using randomly selected residents within the City of Albany.

and be completed by 28th May 2004.

AND

THAT the results of the community consultation and market research be referred to Council for its consideration at the OCM 20 July 2004.

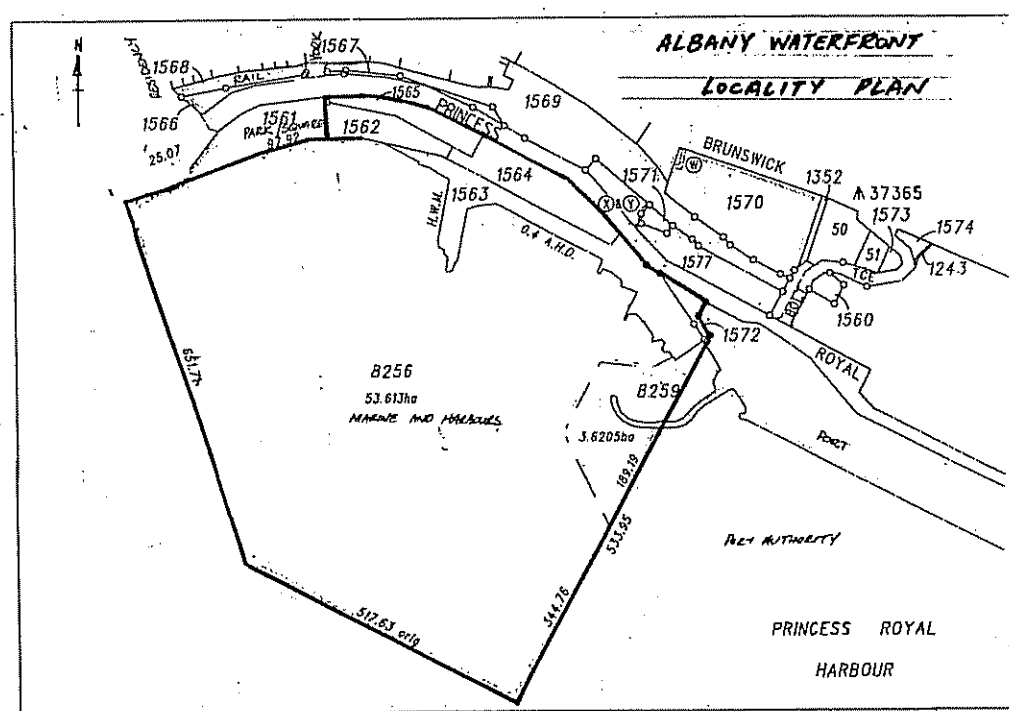
Summary Recommendations :

1. THAT Council adopt the "Draft Albany Waterfront Concept Plan (Revised June 2004) and proceed to developing a Structure Plan and detailed Local Precinct Plans,
2. THAT tourist accommodation be an allowable land use in the Western Precinct of the Albany Waterfront Concept Plan
3. THAT Council enter into a Memorandum of Understanding with the Department for Planning and Infrastructure that;
 - facilitates development of the Albany Waterfront in accordance with Concept, Structure and Precinct plans adopted by Council;
 - prohibits non-tourism related residential activity
 - prescribes land tenure and associated instruments that can enforce prohibition of residential activity separate to the Town Planning Scheme.

Attachments :

1. Draft Albany Waterfront Concept Plan
2. Report on the community survey of 1004 randomly selected ratepayers, conducted and processed by the Survey Research Centre of UWA.
3. Summary of Public Submissions invited by newsletter, Public Forum, advertisement in local press and the Waterfront website.

Locality Plan :



BACKGROUND

1. The Albany Foreshore Redevelopment has been debated by successive Councils for many years. Following proposals by the State Government in the 1990's, the Council at that time, was asked to make recommendations on its preferred land uses on the foreshore and subsequently undertook a consultation process in 2000. This was undertaken through the auspices of the Foreshore Focus Group, a broadly representative group of industry, community, State Government and Council representatives.
2. In September 2000, Council considered the recommendations of the Foreshore Focus Group, which were guided by a consultation process based on a mail survey to all City of Albany post and letter boxes. The recommendations of the Foreshore Focus Group that are relevant to current Albany Waterfront issues were:

Foreshore Focus Group Recommendations (of Relevance) in September 2000

Recommendation 1 - Maintain 24-Hour access to Port.

Recommendation 2 - Memorials on title

Recommendation 4 - Access to water's edge

Recommendation 5 - Walkway to water's edge

Recommendation 7 - Residential and loss vistas unacceptable

Recommendation 8 - Short stay residential acceptable

Recommendation 12 - Mixed business/short stay residential/parkland to west Town Jetty

Recommendation 16 - 2 storey development with landmark site at 3 storeys

Recommendation 17 - Retention of key vistas

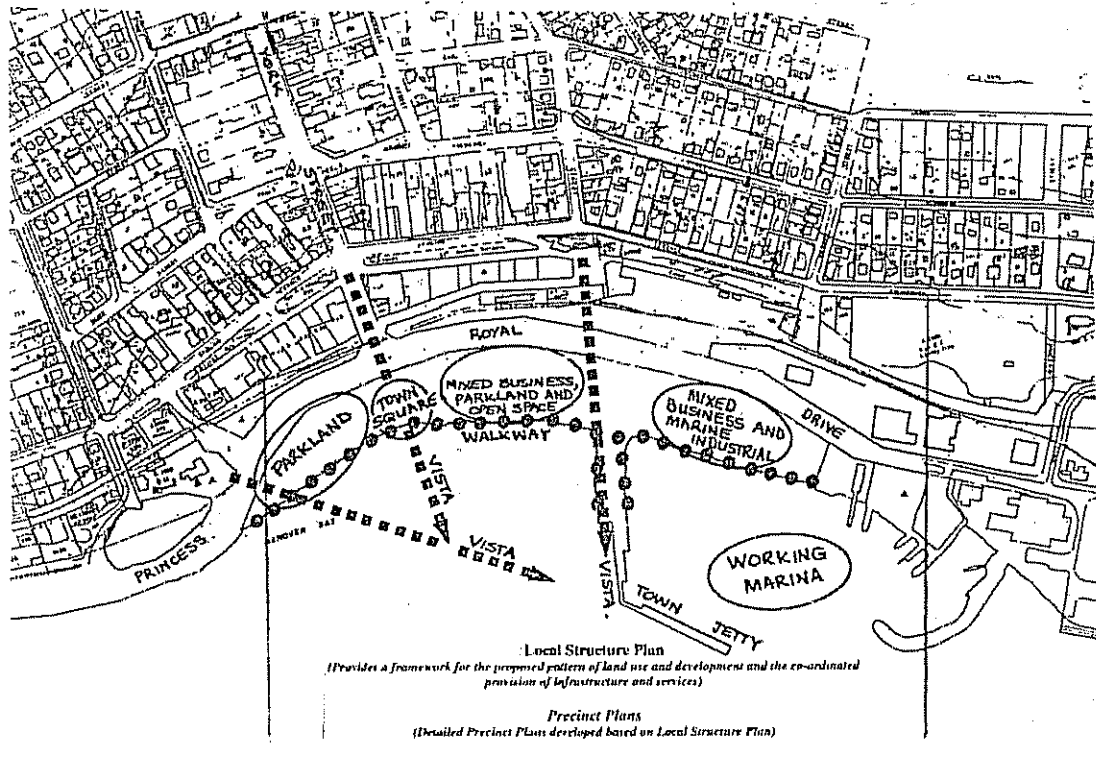
Recommendation 19 - Unacceptable elements to be prohibited land uses

On 26 September 2000 the Council resolved (in part) the following:

- ii) *That Council advise the State Government that Council recommends the development of the Albany Foreshore Redevelopment Project proceeds in accordance with the 19 recommendations prepared by the Albany Foreshore Focus Group and the Glossary of Terms prepared by the Council, but with the following amendments to the recommendations.*
 - *That Recommendation 8 be deleted.*
 - *That Recommendation 12 be altered to read "The preferred land use between the Town Jetty and the end of York Street be mixed business, parkland and open space".*
 - *That Recommendation 16 be altered to read "That the building heights be restricted to single storey and that all roof lines maintain an appealing vista (i.e. low pitched) when viewed from any direction".*

- That the Albany Foreshore Redevelopment Project, as outlined above, be incorporated into the CoA Local Planning Strategy and the CoA Town Planning Scheme No 1.

ii) That Council adopt Appendix 1 Local Structure Plan (see below)



3. Landcorp was advised of the decision of Council and subsequently deemed the project unviable in the context of its operating principles as the State Government's land development agency. Accordingly, the City of Albany in partnership with the DPI and GSDC proceeded to work on the concept of developing a working boat harbour, an element of the project which appeared to have significant public support. In 2002, the State Government announced it would support capital works funding for the boat harbour project.
4. The Albany Waterfront Project is currently funded \$13.7m by the State Government over a 4-year period, 2003/2004 to 2006/2007. It consists of a harbour with services and facilities, serviced land development for take up by developers and also includes a footbridge from Stirling Terrace to the foreshore.
5. Through a process of broad community consultation, a final draft concept plan has been drafted for Council consideration. Following the adoption of the Concept Plan by Council, the following documents will be prepared for further consideration by Council.
 - A **Structure Plan**, which will provide a framework for the proposed pattern of land use and development and the co-ordinated provision of infrastructure and services, and;

- **Local Precinct Plans**, which are plans for discrete areas or precincts of the Waterfront, as defined in the concept plan. Precinct plans will provide a greater level of detail such as defining building heights, materials, design styles and other guidelines for future developers.
6. The Draft Concept Plan was advertised for public submission and a community survey was conducted independently by the UWA Survey Research Centre. Both processes closed on 28 May 2004. The Survey included reference to Precincts and broad land uses including short stay (tourist) accommodation as resolved by Council at its April meeting.
 7. The land development and harbour are proposed to be managed by the Department for Planning and Infrastructure (DPI), which is preparing a Business Plan and financial models for the Albany Waterfront before making a firm commitment. At its request, and through comments received at public forums, tourist (short stay) accommodation was included in the Draft Concept Plan for public comment. The rationale is that its inclusion will improve the projects' overall financial viability, add robustness to the development, and provide a corridor of activity between the Albany Waterfront and the CBD. At its April meeting, Council agreed to the inclusion of tourist accommodation in the Draft Concept Plan for public consultation, before finally adopting a Concept Plan.
 8. Public forum No.4 was held on 30 April and 1st May, preceded by advertisements in local papers and the website www.albanywaterfront.com.au with an invitation to make submissions. Displays were held for one month at the City Library and at the Great Southern Development Commission (GSDC). Newsletter No.2, providing information on the consultation process, was inserted in over 17,000 copies of a local newspaper. General public submissions were received at the GSDC.
 9. An independent market research consultant, the Survey Research Centre (SRC) of the University of Western Australia (UWA) was commissioned to prepare a questionnaire and to conduct a sample mail survey (1004 ratepayers/Homeswest clients). The purpose of this survey was to seek the views of randomly selected City of Albany residents on key issues of:
 - General support for the draft Concept Plan and layout.
 - The inclusion of tourist accommodation as a proposed land use.
 - Layout of Precincts and development.
 - Extent of Parkland and other nominated land uses.
 - Extent and type of development
 - Building heights and style (to be determined in Structure and Precinct plans)
 - Importance of the development to Albany.
 10. The survey was distributed by the SRC by direct mail commencing 3rd May 2004. Completed forms were mailed by respondents directly back to the SRC in Perth, which electronically processed the responses into data tables report using the statistical software SPSS. (*refer report on the outcomes of the random survey at Attachment 2*).

STATUTORY REQUIREMENTS

11. The advertising of the Final Draft Concept Plan was not a statutory process but rather a means of community consultation. Statutory advertising will be required when the Project reaches Structure and Precinct Plan, and Public Environmental Review stages, as it will

impact on Town Planning Scheme 1A, which currently zoned 'foreshore redevelopment area'.

POLICY IMPLICATIONS

12. Council will be setting broad planning policy for the Waterfront when it adopts a Concept Plan. It will determine the extent of development, detailed land uses and building guidelines when it adopts Structure and Precinct Plans at a later date.

FINANCIAL IMPLICATIONS

13. Funds for the preliminary Albany Waterfront planning phase are held by the City of Albany, which provided \$50,000 in its 2003/2004 toward the preliminary planning budget of \$270,000. \$70,000 was provided by DoTARS (Federal Government) and the balance by the GSDC and DPI. There are no further budgetary or financial implications for Council in 2004/2005 other than holding and expending State Government funds from the GSDC associated with administrating contracts for the planning, engineering, environmental and other relevant consultancies. The GSDC has funds budgeted for 2004/2005 and 2005/2006 as approved by Treasury.

STRATEGIC IMPLICATIONS

14. The Albany Waterfront project is important to the Albany district as one which will enhance it by providing a protected, serviced harbour for commercial fishing, tour and larger recreational boats and for development of a waterfront family and tourist destination. The development will have an important role in connecting the Albany Central Business District to Princess Royal Harbour.
15. Development extent, land use and building guidelines will influence business decisions by developers taking up land at the Waterfront.

COMMENT/DISCUSSION

16. Consideration of the issues arising in the submissions and the survey responses are included in the comments and discussions in this section of the report and give rise to the recommendations. (*Refer to Attachment 2 for the report on the random community survey conducted by UWA Survey Research Centre and Attachment 3 for a Summary of Public Submissions*)

Key issues for considering decisions

17. Decisions made by Council will have an effect on the type and viability of future development, noting that the DPI has not committed to harbour and land management at this time.

Alternate Scenariosa) Tourist Accommodation is Included.

DPI management commitment to the harbour and land development is unknown, however from its perspective, the marketing of leases and uptake of land would be assisted by the inclusion of tourist accommodation as it will be a land use that would provide a revenue stream for management of the harbour infrastructure. In addition, developers would be more interested in establishing retail businesses as there would be more vitality in the area making their businesses more viable.

Farmers, port users, timber industry, rural shire and “parkland lobby groups” would demand reassurance that port access would remain unrestricted 24 hours/7 days; that traffic issues and noise attenuation would need to be addressed; that substantial parkland area would be built in; and that there would be full public access to the foreshore.

a) Tourist Accommodation Not Included - Replaced by Other Buildings.

DPI management commitment will depend on decision by the State Government. Slower uptake of land and medium term operational losses would be expected. Developer interest in other businesses such as retail would be moderate.

b) Tourist Accommodation Not Included –Replaced by Parkland.

DPI management commitment will depend on a Government decision to accept losses and low income over a long term. Council will have more parkland to develop and maintain and have less rate income. Developer interest would be lower due to low vitality in the area.

c) Minimum Development – Conveniences, Café/Restaurant/Kiosk, Ticket Office and Parkland.

Government may consider that the development is unviable in terms of capital and operational costs, and decide to proceed with harbour infrastructure only. Land development would likely be left up to the Council.

d) Alternative Management (Private)

In the absence of DPI management commitment, a developer may be attracted to purchase/lease the harbour and land. This would be most likely to be successful if tourist accommodation was included and combined with freehold lots. The possibility of this alternative would be lessened if freehold lots and/or tourist accommodation could not be realised. The State Government would probably require a management/ownership ‘package’ of the harbour and land.

Random Community Survey – Summary of Responses

(Refer Attachment 2 for the data tables)

15. A random survey of 1004 City of Albany ratepayers and Homewest residents was conducted using the City of Albany Rates database, which is capable of randomly selecting records. This data was supplied to the UWA Survey Research Centre who conducted the survey by reply paid mail. An incentive prize was also offered for returned surveys, which is an accommodation and meal voucher for two at Karri Mia Resort. 58% of survey forms were returned which represents an excellent response rate.

16. To follow is an overview of the responses to the random Community Survey conducted by UWA Survey Research centre.

a) *Precincts & Layout*

The questionnaire contained the Draft Concept Plan and Precincts. The majority of respondents (67%) support the general layout of the precincts. This confirms comments submitted in public submissions.

The individual precincts that were strongly supported include the Water Square (75%) Jetty (72%), Western (60%) and the Eastern (53%).

b) *Land Use (Development Types)*

Respondents ranked (in order of preference) the following uses protected harbour; followed by parkland; followed by shops, restaurants, café; followed by cultural uses; followed by tourist accommodation; followed by business offices.

c) *Extent Of Development.*

Over 60% of respondents were satisfied with or wanted more development as shown on the concept plan.

d) *Building Heights*

The questionnaire requested specific answers to the question, for different uses. The general outcome was that respondents considered buildings should be up to two storey with use of roof space, according also to designated uses. Comments submitted with the questionnaire also highlighted the need to maintain views and favoured one storey over two and three storey, although two and three storey combined outweighed the single storey responses.

(note:-- Debate on building heights will be deferred until the Structure and Precinct Plans are prepared for Council consideration)

e) *Tourist Accommodation*

The majority of respondents indicated they either fully or partly support tourist accommodation (56.7%) whereas thirty-nine percent (39%) indicated they did not support tourist accommodation. This supports the similar majority response supporting tourist accommodation in the Western Precinct in written public submissions.

Note: The Structure and Precinct plans will consider building and planning guidelines for tourist accommodation, if Council adopts the Concept Plan with tourist accommodation included. It must also be remembered that even if Council agrees to these uses, the take up of land for tourist accommodation or any other use is dependant on interest by developers.

f) *Importance of The Albany Waterfront To Albany.*

Ninety one percent (91%) of respondents indicated that the waterfront development, irrespective of land use, extent, type, height and transport issues; is very important to Albany.

Public Submissions

17. 190 written submissions were received by the closing date of 28 May 2004. These submissions were not randomly sought, rather they represent the views of people who attended a public forum or have a particular interest in making comments on the project. Accordingly statistical analysis should be treated with extreme care, unlike the random survey, which is quantitatively more statistically valid as representing views on a particular issue.
18. Among submitters, there was 28% agreement on the general layout and about an equal distribution of people divided between agreeing to the level of development or believing these was too much. It was notable however that 34% of all submitters viewed parkland in the Western Precinct as important. It currently contains café/restaurant/kiosk and convenience facilities and family parkland with direct access to water frontage. 11% of submitters also considered the enhancement of the Memorial (Peace) Park at the Western end of the foreshore as important.
19. The height of buildings is important to 69% of the submitters. 29% considered one storey appropriate whereas 25% considered two storeys appropriate. 15% considered up to three storeys appropriate. The critical issue that arose was to maintain views to, and across the harbour. A range of roof heights would appear to be supported and could provide variance in levels and add interest to the design within the harbour view criteria.

Note: The Structure and Precinct plans will consider building and planning guidelines. The results of the surveys should be utilised in the adoption of the more detailed plans to come.

20. Tourist Accommodation (short-stay) attracted comment from 85% of the submitters. 47% of these support tourist accommodation while 38% opposed it. The critical point in this issue, including amongst those who support tourist accommodation, was that 24-hour/ 7-day access to the port area is protected. There was little support for the tourist accommodation to be located in the Eastern Precinct due to proximity to Port activities. The Western Precinct is closer to the proposed footbridge and CBD.

Note: If tourist accommodation is adopted by Council as an allowable land use in the Western Precinct, the Structure and Precinct plans (when developed) will outline building and planning guidelines

21. Land uses other than tourist accommodation were not frequently referred to, but café/restaurant/kiosk, marine industry, tourist/souvenir shops and markets were collectively supported by 30% of the submitters. 15% of submitters did not agree with having Government offices as a land use.
22. Twenty Six percent (26%) of submitters collectively wanted paths, toilets and restrooms, the footbridge, lighting and security.

Conclusions

23. Building heights up to three storey can be designed with maintenance of harbour views as criteria. Existing buildings range up to 12m high in view lines and will dictate what height is appropriate. The Structure and Precinct plans will determine building heights at a later stage.

24. Tourist accommodation (short-stay), if considered appropriate by Council is preferable in the Western Precinct and is supported by a majority of the ratepayers surveyed and the general public through their written submission. The issue of 24-hour/ 7-day Port access requires addressing as it can be protected through appropriate planning controls and through a Memorandum of Understanding between Council and the Department for Planning and Infrastructure.

Arguments FOR Tourist (Short stay) Accommodation:

- Attracts other business development.
- Adds security.
- Adds viability for the owner of land and the business operators.
- Helps secure DPI as end manager of harbour and land consultant.
- Broad community support (Public submissions and Random Survey)
- Most other harbour developments have short and long stay accommodation.
- Short stay occupants are less likely to complain about noise, fumes and traffic safety than the permanent residents of say Hanrahan and Chesterpass Roads and Princess Royal Drive.
- Set-backs from Princess Royal Drive 50 to 100m.
- Noise attenuation building conditions can be set and decided by Council
- Set-back from nearest Port activity (tugs/fish processing) would be 510m (Western precinct). Brunswick Road residents are within 200m of silos.
- Will be subjected to the Public Environmental Review process.
- Previous survey results reflected the 1997 proposal for approximately 200 permanent, long stay and short stay units.
- Has the support of the Albany Port Authority

Arguments AGAINST Tourist (Short stay) Accommodation.

- Opposition from major port user representative groups, unless there can be guaranteed 24 hour/ 7 day Port access.
- Truck and train noise and fumes may impact on occupants.
- Probable increase in truck and train activity (wood chip industry)
- Viability of more short stay accommodation in Albany has not been assessed.
- Traffic safety concerns, due to additional volume.

25. There are a number of issues that will need to be raised in the future adoption of Structure and Precinct Plans that do not require resolution in adopting the Concept plan. These include:-

- AA use (approval requires advertising and Council approval).
- Exclusion of self contained units.
- Setbacks from Princess Royal Drive carriageway.
- Westerly position (away from Port, train stops and industrial uses).
- Princess Royal Drive as a heavy transport route 24/7.
- Double glazing of windows
- Wall thickness.
- Openings – orientation east, south and west
- Landscape screening
- Air conditioning – reverse cycle.
- Insulation of roof space, roof lining, ceilings.
- Noise walls.
- Annotation on approvals of transport issues.

- Addition of conveniences, fish cleaning station, fishing platforms and the ability to purchase bait and tackle

26. Land uses to be considered in the Structure Plan will likely include:

- Café, kiosk, restaurant
- Tavern
- Marine Service Industry
- Marine retail (eg. Chandlery, bait, tackle, dive)
- Museum, gallery
- Tourist retail
- Marine attractions (such as aquarium) and marine activities (such as dive training)
- Tourist accommodation
- Caretaker
- Marine service sales (fuel, etc)
- Markets
- Conveniences (toilets, showers, laundry, restrooms)
- Office (related only to Waterfront or marine business or activity)
- Seafood Sales
- Recreational hire, maritime training, maritime clubs.

27. There was some concern that the possibility of a dual carriageway between York Street and Toll Place (Albany Town Jetty alignment road) would reduce the available park area. MRWA advises a road reserve requirement of 35m (as existing) is adequate for carriageway widening.

28. The Revised Draft Concept Plan (June 2004) shows only a diagrammatic plan for the breakwaters and harbour entry. There are Port security and tug separation issues yet to be negotiated with the Albany Port Authority before the final breakwater configurations are determined.

Proposed Memorandum of Understanding between Council and the Department for Planning and Infrastructure.

29. Transport issues are an important factor to people commenting on the Albany Waterfront development. Safety, noise and fumes are seen to impact on particularly accommodation while Port access protection is very important to most submitters. Road safety can be addressed by:

- Widening of Princess Royal Drive to dual carriageway, providing virtually a separate land for trucks;
- Lengthening right and left turn pockets to contain vehicle 'stacking' caused by trains;
- Speed limit reduction to 40 or 50kph, to reduce noise and stopping distance;
- A footbridge between Stirling Terrace and the Waterfront; and
- An at grade pedestrian crossing at Residency Road.
- A path on Princess Royal Drive for pedestrians from the Port.

30. Transport noise is exempt from regulations, however MRWA heavy vehicle permits are required to operate road trains. Conditions on permits are the only means of restricting access to the Port, however this is a very unlikely scenario as the economic impact of curfews would be substantial and not acceptable to the community. It should be noted that no WA Port has such restrictions at this time.

31. Fumes from heavy diesel vehicles has been identified as a health/air quality problem in other built up areas where traffic volumes are high and air circulation is limited. The problem is more likely to be prevalent in more inland locations. The Princess Royal Drive aspect is exposed to the direction of the most prevalent wind direction and dispersal is likely to occur totally within 20m.
32. It is proposed that Council develop a Memorandum of Understanding with the Department for Planning and Infrastructure to reach agreement on issues of concern regarding guaranteed access to the Albany Port. As DPI is responsible for planning, transport, maritime infrastructure and ports, a Memorandum of Understanding with Council would enable an agreed set of principles to be established to facilitate resolution of any competing interests.

DRAFT MOTION (RECOMMENDATION TO COUNCIL)

- **THAT Council adopt the “Draft Albany Waterfront Concept Plan (*Revised June 2004*) and proceed to prepare a Structure Plan for the Albany Foreshore Development Zone which addresses:-**
 - **Site constraints**
 - **Development principles**
 - **Broad land uses**
 - **Environmental commitments**
 - **Other matters required by the City’s Town Planning Scheme**
- **THAT tourist accommodation be an allowable land use in the Western Precinct of the Albany Waterfront Concept Plan**
- **THAT Council, upon the adoption of the Albany Foreshore Development Zone Structure Plan, then proceed to develop a Precinct Plan(s) for the zone which will:-**
 - **Provide greater clarity to the development concepts outlined in the Structure Plan**
 - **Quantify land uses within the precinct(s)**
 - **Define building heights, conditions and design guidelines**
 - **Define planning guidelines**
 - **Guide landscaping and detailed urban design**
- **THAT Council enter into a Memorandum of Understanding with the Department for Planning and Infrastructure that;**
 - **facilitates development of the Albany Waterfront in accordance with Concept, Structure and Precinct plans adopted by Council;**
 - **prohibits non-tourism related residential activity**
 - **prescribes land tenure and associated instruments that will enforce prohibition of residential activity separate to the Town Planning Scheme.**

Voting Requirement (of Council) Simple Majority

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ALBANY WATERFRONT REFERENCE GROUP
(FRIDAY 25 JUNE 2004)

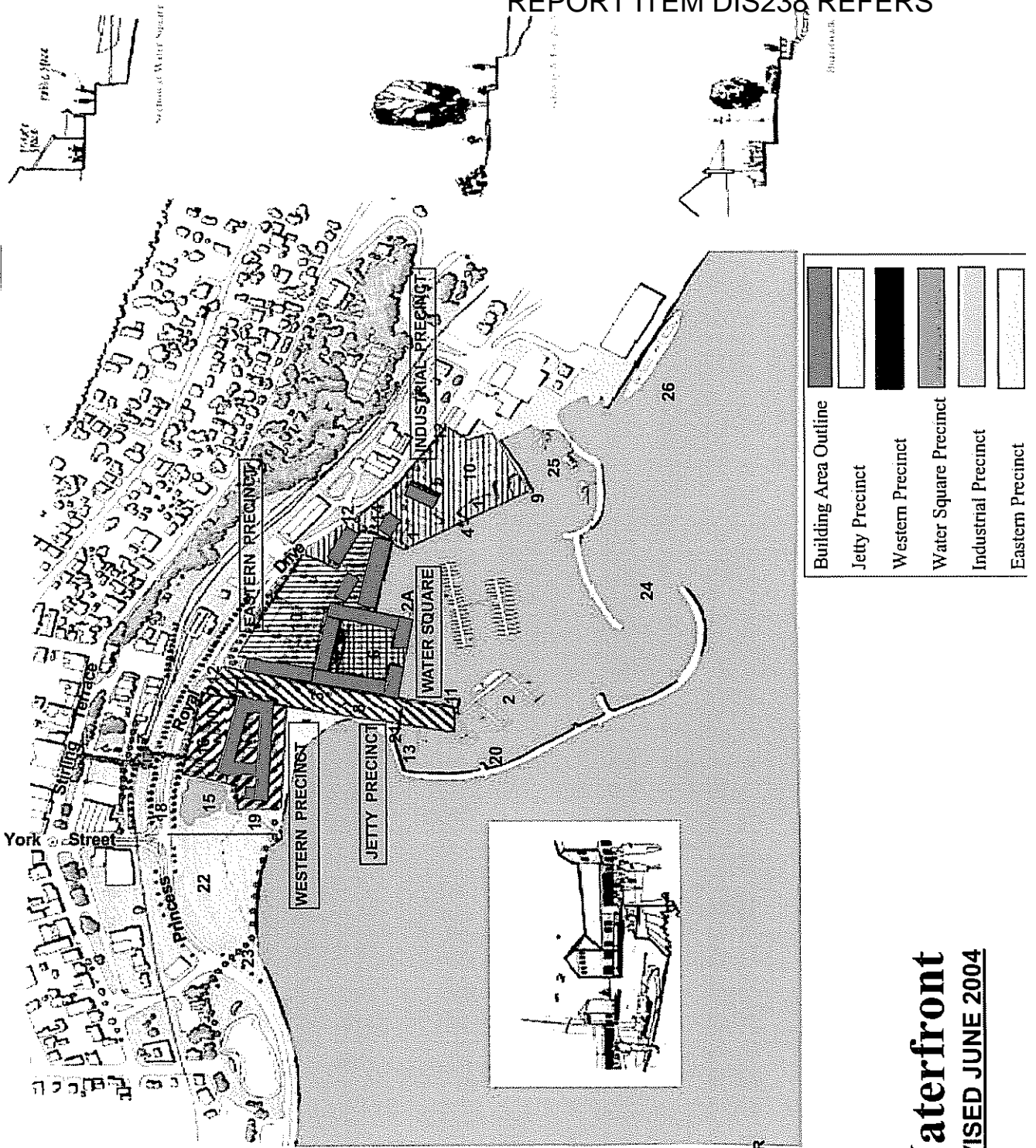
ALBANY CITY COUNCIL
(TUESDAY 20 JULY 2004)

ATTACHMENT 1

**DRAFT ALBANY WATERFRONT
CONCEPT PLAN**

**FINAL DRAFT CONCEPT PLAN FOR COUNCIL ADOPTION
ON 20 JULY 2004**

REPORT ITEM DIS238 REFERS



PRESBYTERIAN
CEREMONY

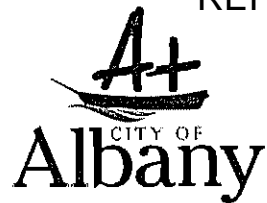
RECREATION

LEGEND

1. BEACHES
2. HARBOUR (A = STAGE 1)
3. CONVENIENCES, TICKETING, KIOSK, BUILDING
4. SLIPWAY
5. MARINE SERVICE YARD
6. WATER SQUARE & TOUR BOATS
7. MUSEUM SHIP / MARINE ICON
8. FISHERMANS WHARF, PARKING
9. BOAT RAMPS
10. MAIN CAR PARKS
11. SERVICE JETTY
12. ACCESS POINTS
13. BRIDGE
14. ALBANY BOAT SHED
15. STORMWATER LAKE
16. FARMERS MARKET
17. LOOKOUT/ FOOTBRIDGE
18. FUTURE DUAL CARRIAGEWAY (YORK ST TO TOLL PL)
19. PARKLAND
20. FISHING PLATFORMS ON BREAKWATER
21. FUEL, SULLAGE, FISH CLEANING, WASTE, WATER, POWER
22. ANZAC MEMORIAL PARK, TOWN SQUARE
(To be developed by City of Albany)
23. WALKWAY
24. HARBOUR ENTRY (Subject to change)
25. TUG HARBOUR
26. PORT BERTH NO.1

- Building Area Outline
- Jetty Precinct
- Western Precinct
- Water Square Precinct
- Industrial Precinct
- Eastern Precinct

Albany Harbour & Waterfront
Final Draft Concept Plan **REVISED JUNE 2004**



ALBANY WATERFRONT REFERENCE GROUP
(FRIDAY 25 JUNE 2004)

ALBANY CITY COUNCIL
(TUESDAY 20 JULY 2004)

ATTACHMENT 2

<p>REPORT ON COMMUNITY SURVEY OF RANDOMLY SELECTED RATEPAYERS</p>
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Prepared By City of Albany

**(Survey conducted and processed independently by
UWA Survey Research Centre in Perth)**

Introduction

In order to achieve a structured and balanced approach to the community consultation phase of the Albany Waterfront project, the City of Albany and its project partners (DPI and GSDC) agreed to arrange an independent random survey of Albany ratepayers and residents, to seek a guide on the key issues of the:

- general level of support for the draft Concept Plan and layout
- inclusion of tourist accommodation as a proposed land use.
- layout of Precincts and development.
- extent of Parkland and other nominated land uses.
- extent and type of development
- building heights and style (to be determined in Structure and Precinct plans)
- importance of the proposed development to Albany.

Methodology

A random survey of 1004 City of Albany ratepayers and Homewest residents was conducted using the City of Albany Rates database, which is capable of randomly selecting records into Excel spreadsheets. A copy of the Questionnaire used in the mail survey is included at Appendix 1.

The survey was distributed by the UWA Survey Research Centre (SRC) by direct mail commencing 3rd May 2004. Completed forms were then completed and mailed by respondents directly back to the SRC in Perth by 28 May 2004. Respondents were requested to mail their forms back to the SRC using a free reply post envelope. An incentive prize was also offered for returned surveys, which was an accommodation and meal voucher for two at the Karri Mia Resort.

Fifty-eight percent (58%) of survey forms were returned to the SRC, which represents an excellent response rate.

SRC undertook electronic processing of the responses and presented data tables and cross tabulations using the statistical software SPSS.

Results

The following frequency tables were generated by SRC. The tables represent the results for each individual question. Cross tabulations by some demographic and locality elements were also provided however there were no significant relationships identified from the data and therefore are not included in the report.

The tables are analysed only by describing the frequencies and percentages and in some cases, where relevant and appropriate, the Chi-square test was applied to test for statistically significant differences. Interpretive or in-depth analysis has not been conducted.

Section 1 – Draft Overall Plan: General Aims And Principles

1.A To what extent do you support the general aims and principles of the proposals shown?

Q1a SUPPORT FOR GENRAL AIMS AND PRINCIPLES

		Frequency	Percent
Valid	FULLY SUPPORT	183	34.0
	MOSTLY SUPPORT	177	32.9
	SUPPORT SOME AIMS	119	22.1
	NO SUPPORT	38	7.1
	DONT KNOW	2	.4
	Total	519	96.5
Missing	System	19	3.5
Total		538	100.0

66.9% of respondents indicated they either 'Fully' or 'Mostly' support the general aims and principles of the development. 22.1% indicated they support some of the aims while 7.1% indicated they did not support the aims.

1.B What types of development would you like to see at the Albany Waterfront?

Q1ba. BUSINESS OFFICES

Preference		Frequency	Percent
Missing		85	15.8
Most Like	1	4	.7
	2	8	1.5
	3	9	1.7
	4	42	7.8
	5	131	24.3
Least Like	6	259	48.1
	Total	538	100.0

Q1bb. CULTURAL,GALLERY, ART, THEATRE ETC

Preference		Frequency	Percent
Missing		81	15.1
Most Like	1	71	13.2
	2	85	15.8
	3	118	21.9
	4	103	19.1
	5	56	10.4
Least Like	6	24	4.5
	Total	538	100.0

REPORT ITEM DIS238 REFERS

Q1bc. PARKLAND			
Preference		Frequency	Percent
Missing		73	13.6
Most Like	1	144	26.8
	2	110	20.4
	3	80	14.9
	4	69	12.8
	5	41	7.6
Least Like	6	21	3.9
	Total	538	100.0

Q1bd. PROTECTED HARBOUR			
Preference		Frequency	Percent
Missing		81	15.1
Most Like	1	150	27.9
	2	127	23.6
	3	78	14.5
	4	50	9.3
	5	44	8.2
Least Like	6	8	1.5
	Total	538	100.0

Q1be. CAFÉ, RESTAURANT, SHOPS			
Preference		Frequency	Percent
Missing		85	15.8
Most Like	1	88	16.4
	2	96	17.8
	3	114	21.2
	4	107	19.9
	5	39	7.2
Least Like	6	9	1.7
	Total	538	100.0

Q1bf. TOURIST ACCOMMODATION			
Preference		Frequency	Percent
Missing		86	16.0
Most Like	1	16	3.0
	2	36	6.7
	3	55	10.2
	4	75	13.9
	5	133	24.7
Least Like	6	137	25.5
	Total	538	100.0

In summary, respondents ranked (in order of preference) the following types of development - protected harbour; followed by parkland; followed by shops, restaurants, café; followed by cultural uses; followed by tourist accommodation; followed by business offices.

Section 2 – Proposed Precincts and Land Uses

2. To What extent do you agree with the general layout of the precincts shown?

Q2a. EXTENT AGREE WESTERN PRECINCT

		Frequency	Percent
Valid	strongly agree	75	13.9
	agree	247	45.9
	neither agree nor disagree	70	13.0
	disagree	71	13.2
	strongly disagree	65	12.1
	don't know	5	.9
	Total	533	99.1
Missing	System	5	.9
Total		538	100.0

The majority (59.8%) of respondents indicated they either strongly agree or agree with the general layout of the Western Precinct

25.3% either disagree or strongly disagree with the layout.

Q2b. EXTENT AGREE JETTY PRECINCT

		Frequency	Percent
Valid	strongly agree	140	26.0
	agree	246	45.7
	neither agree nor disagree	41	7.6
	disagree	54	10.0
	strongly disagree	44	8.2
	don't know	5	.9
	Total	530	98.5
Missing	System	8	1.5
Total		538	100.0

The majority (71.7%) either strongly agree or agree with the general layout of the Jetty Precinct,

18.2% either disagree or strongly disagree

Q2c. EXTENT AGREE WATER SQUARE PRECINCT

		Frequency	Percent
Valid	strongly agree	136	25.3
	Agree	268	49.8
	neither agree nor disagree	41	7.6
	disagree	46	8.6
	strongly disagree	36	6.7
	don't know	5	.9
	Total	532	98.9
Missing	System	6	1.1
Total		538	100.0

The majority of respondents (75.1%) either strongly agree or agree with the general layout of the Water Square Precinct

15.3% either disagree or strongly disagree.

Q2d. EXTENT AGREE EASTERN PRECINCT

		Frequency	Percent
Valid	strongly agree	86	16.0
	Agree	200	37.2
	Neither agree nor disagree	49	9.1
	disagree	91	16.9
	strongly disagree	101	18.8
	don't know	8	1.5
	Total	535	99.4
Missing	System	3	.6
Total		538	100.0

The majority of respondents (53.2%) either strongly agree or agree with the general layout of the Eastern Precinct

35.7% either disagree or strongly

Q2e. EXTENT AGREE INDUSTRIAL PRECINCT

		Frequency	Percent
Valid	strongly agree	178	33.1
	Agree	269	50.0
	neither agree nor disagree	43	8.0
	disagree	16	3.0
	strongly disagree	18	3.3
	don't know	7	1.3
	Total	531	98.7
Missing	System	7	1.3
Total		538	100.0

A strong majority (83.1%) of respondents either strongly agree or agree with the general layout of the Industrial Precinct

6.3% of respondents either disagree or strongly disagree with the layout

Section 3 – Amount of Development

3.A. Are you satisfied with the proposed 4.5 Hectares of development, or would you prefer more or less development?

Q3a. PREFERENCE FOR MORE OR LESS DEVELOPMENT

		Frequency	Percent
Valid	much more development	32	5.9
	slightly more development	36	6.7
	satisfied with proposed	256	47.6
	slightly less development	97	18.0
	much less development	85	15.8
	don't know no preference	12	2.2
	Total	518	96.3
Missing	System	20	3.7
Total		538	100.0

The majority of respondents (47.6%) indicated they are satisfied with the extent of development proposed. 33.8% of respondents indicated they would prefer less than that proposed and 12.6% of respondents indicated they prefer more development than is proposed.

Section 4 – Building Heights

4. What do you consider to be an acceptable height limit for buildings at the Albany Waterfront?

ACCEPTABLE HEIGHT OF SHOPS AND CAFES

		Frequency	Percent
Valid	single storey no roof space	183	34.0
	single storey with roof space	179	33.3
	double storey no roof space	50	9.3
	double storey with roof space	58	10.8
	Three storey no roof space	3	.6
	Three storey with roof space	7	1.3
	Don't Know	11	2.0
	Total	491	91.3
Missing	System	47	8.7
Total		538	100.0

For shops, cafes and restaurants, the majority of respondents (67.3%) indicated a preference for either only single storey or single storey with roof space

20.1% of respondents indicated they prefer double storey buildings

ACCEPTABLE HEIGHT OF TOURIST ACCOMODATION

		Frequency	Percent
Valid	single storey no roof space	67	12.5
	single storey with roof space	76	14.1
	double storey no roof space	109	20.3
	double storey with roof space	114	21.2
	three storey no roof space	22	4.1
	three storey with roof space	28	5.2
	Don't Know	12	2.2
	Total	428	79.6
Missing	System	110	20.4
Total		538	100.0

For tourist accommodation the highest percentage of respondents (41.5%) indicated a preference for double storey with no roof space or double storey with roof space

26.6% indicated a preference for either single storey with or without roof space

9.3% indicated a preference for three storey with or without roof space

ACCEPTABLE HEIGHT OF BUSINESS OFFICES

		Frequency	Percent
Valid	single storey no roof space	137	25.5
	single storey with roof space	118	21.9
	double storey no roof space	100	18.6
	double storey with roof space	70	13.0
	three storey no roof space	4	.7
	three storey with roof space	7	1.3
	Don't Know	11	2.0
	Total	447	83.1
Missing	System	91	16.9
Total		538	100.0

The highest percentage of respondents (47.4%) indicated a preference for single storey with or without roof space followed by 31.6% or respondents preferring double storey with or without roof space.

ACCEPTABLE HEIGHT OF ART/CULTURAL BUILDINGS

		Frequency	Percent
Valid	single storey no roof space	103	19.1
	single storey with roof space	127	23.6
	double storey no roof space	101	18.8
	double storey with roof space	117	21.7
	three storey no roof space	6	1.1
	three storey with roof space	16	3.0
	Don't Know	11	2.0
	Total	481	89.4
Missing	System	57	10.6
Total		538	100.0

The highest percentage of respondents (42.7%) indicated a preference for single storey with or without roof space followed by 40.5% preferring double storey with or without roof space.

Section 5 – Tourist Accommodation

Qu 5.A *To what extent do you support the inclusion of tourist accommodation into the Waterfront project?*

Q5a. SUPPORT TOURIST ACCOMODATION

		Frequency	Percent
Valid	fully support	192	35.7
	partly support	113	21.0
	do not support	210	39.0
	don't know	9	1.7
	Total	524	97.4
Missing	System	14	2.6
Total		538	100.0

The majority of respondents (56.7%) indicated they support the inclusion of tourist accommodation

39% of respondents indicated they do not support the inclusion of tourism accommodation.

Section 7 – Importance of Waterfront to future of Albany

Qu 7. *How important do you consider the Albany small boat harbour and waterfront to be to the future of Albany?*

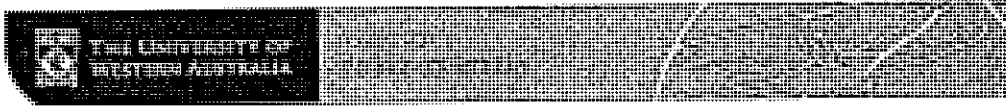
Q7. IMPORTANCE OF WATERFRONT

		Frequency	Percent
Valid	very important	341	63.4
	fairly important	118	21.9
	slightly important	31	5.8
	Not important	27	5.0
	don't know	3	.6
	Total	520	96.7
Missing	System	18	3.3
Total		538	100.0

The majority of respondents (91.1%) indicated they considered viewed the Albany Waterfront development as either very important (63.4%), fairly important (21.9%) or slightly important (5.8%)

5.0% indicated the project was not important,

** ** *



School of Population Health
Survey Research Centre
1st Floor 45 Stirling Highway
Nedlands WA 6009
Telephone: +61 8 9347 4055
Facsimile: +61 8 6488 1743
Email: anton@dph.uwa.edu.au

5 May 2004

Dear Respondent,

This letter serves to certify that this survey in relation to the Albany Small Boat Harbour and Waterfront Development is conducted by the Survey Research Centre (SRC), University of Western Australia, on behalf of the City of Albany and its partners in this development project.

The SRC is accredited by Interviewing Quality Control Australia (IQCA). The SRC adheres to the Privacy Principles as stipulated by the Market Research Society of Australia (MRSA) and the standards and ethics set by the National Health and Medical Research Council (NHMRC). You are assured that the information obtained from the questionnaires will be treated in strict confidentiality. All data and questionnaires will be protected under strict security and data will be de-identified for the purposes of drafting the report so that no individuals can be identified.

For any queries you are welcome to contact the SRC at 1800 799 100.

Sincerely

A handwritten signature in black ink, appearing to read 'Dr AMM Rossouw', is written over a horizontal line.

Dr AMM Rossouw
(Director: Survey Research Centre)

File No D25:1910

No. 1 to 1050

May 2004

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RATEPAYER QUESTIONNAIRE

We are seeking your feedback on the concept plans for the long awaited Albany Small Boat Harbour and Waterfront development.

You are one of 1000 randomly selected City of Albany ratepayers to participate in a questionnaire on the Albany Waterfront Concept Planning phase. This important stage will lead to more detailed Precinct Plans that will control the actual development of the site. It is vital that we gain feedback from the Albany Community at this early planning stage and therefore urge you to take 15 minutes to complete this questionnaire.



This is also an opportunity for you to win
**A NIGHT FOR TWO, WITH DINNER,
 AT THE KARRI MIA RESORT IN DENMARK.**

To qualify for this prize draw simply complete the details on the enclosed prize coupon and return it with your completed survey using the enclosed pre-paid and addressed envelope to be received no later than 5.00pm on 28 May 2004.

More information about the concept plans for the Albany Waterfront project are available on our website www.albanywaterfront.com.au. The plans can also be viewed at the Albany Public Library on York St, or at the Great Southern Development Commission (GSDC), 110 Serpentine Road, Albany; and a Newsletter will be inserted in the Albany Extra on 5th May 2004.

YOUR INPUT IS IMPORTANT.

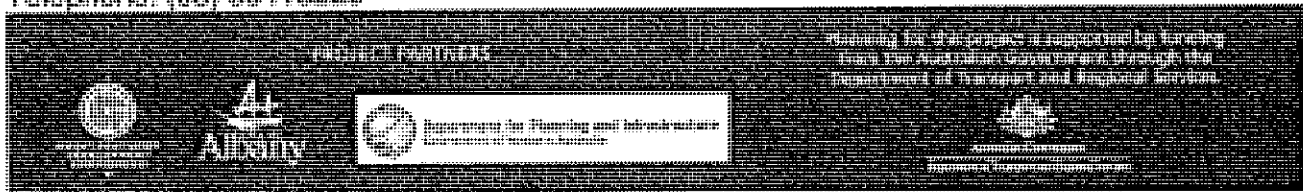
**CLOSING DATE
 28TH MAY 2004 AT 5PM**

THANK YOU.

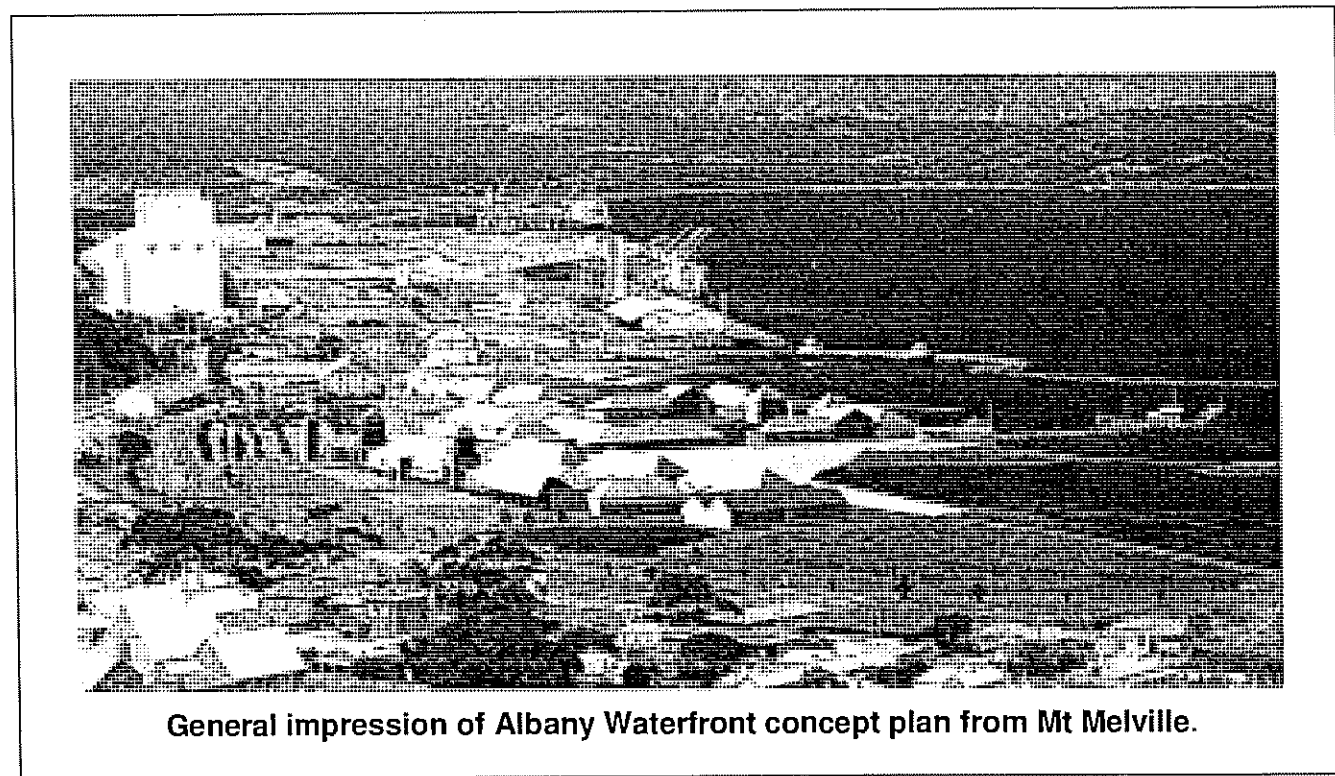
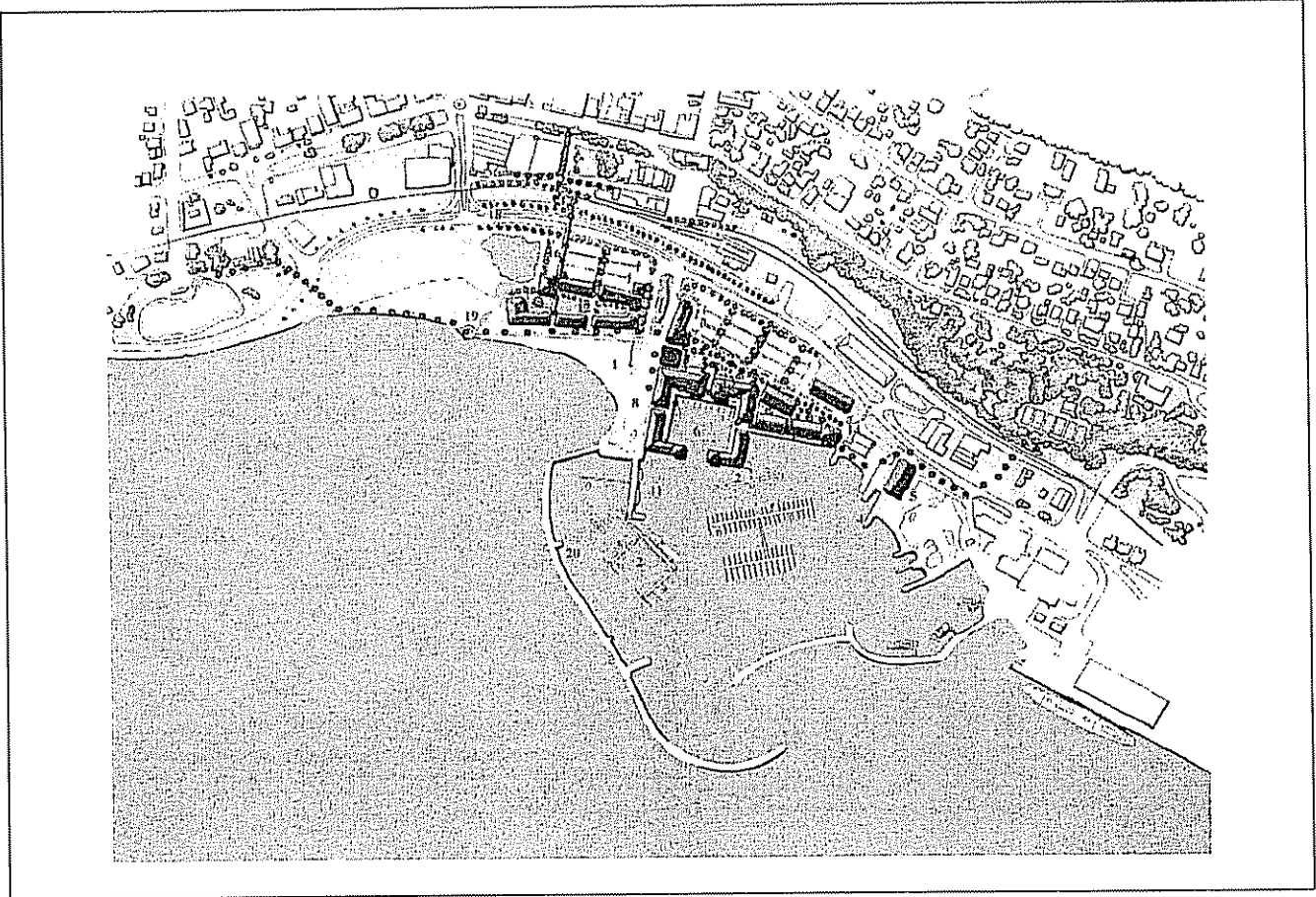
Jon Bettink.

PROJECT MANAGER.

Telephone: (08) 98418220



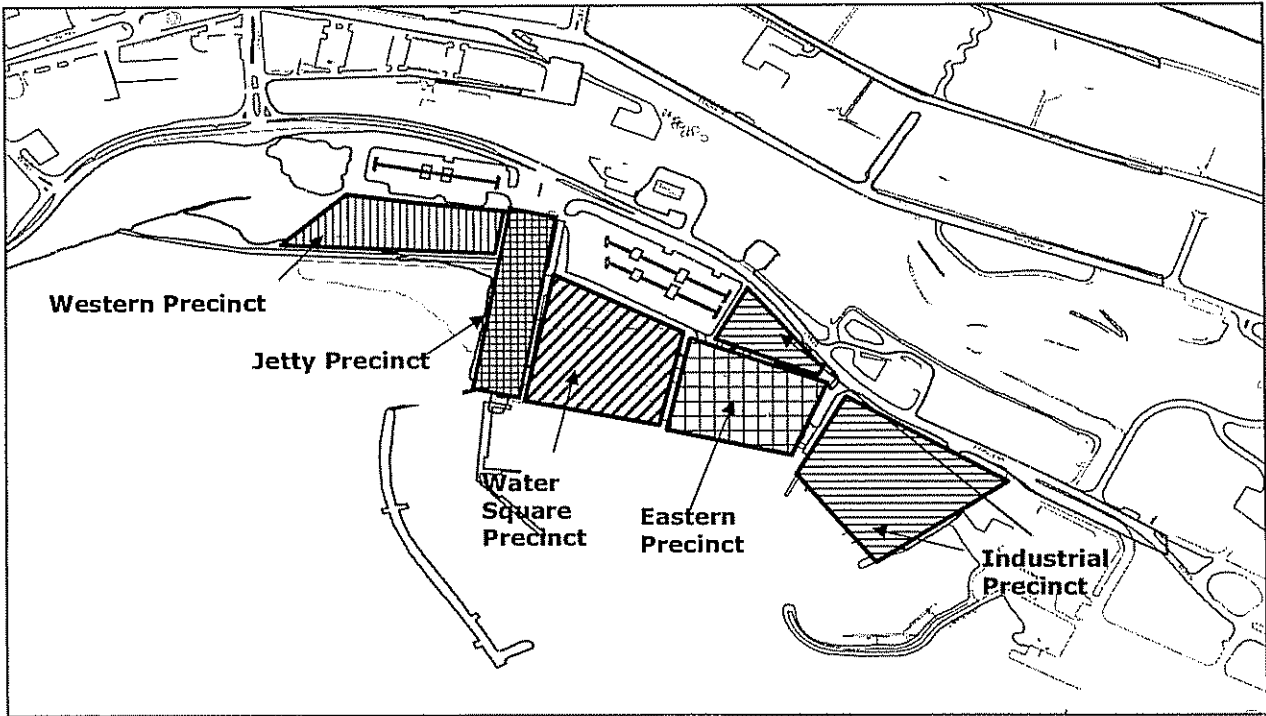
DRAFT CONCEPT PLAN FOR THE ALBANY WATERFRONT



General impression of Albany Waterfront concept plan from Mt Melville.

PROPOSED PRECINCTS AND THEIR USES.

DRAFT LAYOUT PLAN & NOTES



Western Precinct - Commercial/Offices

Government/Commercial offices with opportunities for ground level cafes and restaurants.



Jetty Precinct - Maritime Retail & Servicing

Mixed use maritime oriented commercial and retail uses including service facilities with opportunities for upper level tourist accommodation.



Water Square Precinct - Commercial / Retail

Retail and commercial space with opportunities for lower level tavern, cafes, restaurants and upper level tourist accommodation.



Eastern Precinct - Tourist Accommodation

Hotel/ Serviced apartments and related uses.



Industrial Precinct - Marine Industrial

Light industry and showrooms associated with the Slipway, Jetty, Small Boat Harbour, Port & Boat Ramp.

QUESTIONNAIRE.

1. Draft Overall Plan: General Aims and Principles.

The plans and information given on pages 2 & 3 explain what is currently proposed for the Albany Waterfront. You will see that it contains a mix of parkland, retail, tourist accommodation and marine industrial and marine facilities, including the boat harbour. Planning is aimed at achieving an economically, socially and environmentally successful project that both locals and visitors can enjoy.

1.A. **TO WHAT EXTENT DO YOU SUPPORT THE GENERAL AIMS AND PRINCIPLES OF THE PROPOSALS SHOWN ON PAGES 2 & 3?**

	FULLY SUPPORT	MOSTLY SUPPORT	SUPPORT SOME AIMS	NO SUPPORT	DON'T KNOW
(mark one box)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

1.B. **WHAT TYPES OF DEVELOPMENT WOULD YOU LIKE TO SEE AT THE ALBANY WATERFRONT?**

Please rank following types of development in order of preference, from 1 (most like) to 6 (least like)...

- Business, Offices
- Gallery, art, culture, theatre.
- Parkland
- Protected harbour
- Retail shops, café, restaurants
- Tourist accommodation

<input type="checkbox"/>
<input type="checkbox"/>
<input type="checkbox"/>
<input type="checkbox"/>
<input type="checkbox"/>
<input type="checkbox"/>

2. Proposed Precincts and Land Uses.

As clearly shown on page 3 the plan is divided into 5 different areas or Precincts. Each Precinct has its own special land uses and building conditions. Please take a close look at the plans, then answer the questions below.

Western Precinct:	Business offices and ground level cafés, restaurants.
--------------------------	--

2.A **TO WHAT EXTENT DO YOU AGREE WITH THE GENERAL LAYOUT OF THE WESTERN PRECINCT?**

	STRONGLY AGREE	AGREE	NEITHER AGREE NOR DISAGREE	DISAGREE	STRONGLY DISAGREE	DON'T KNOW
(mark one box)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Jetty Precinct:	Tourist accommodation opportunities on upper level over café, restaurant, tavern, chandlery, kiosk, ticketing, conveniences, service facilities, aquarium, theatre.
------------------------	--

2.B **TO WHAT EXTENT DO YOU AGREE WITH THE GENERAL LAYOUT OF THE JETTY PRECINCT?**

	STRONGLY AGREE	AGREE	NEITHER AGREE NOR DISAGREE	DISAGREE	STRONGLY DISAGREE	DON'T KNOW
(mark one box)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

<i>Water Square Precinct:</i>	<i>Office, shops, café, restaurant, tavern.</i>
--------------------------------------	---

2.C **TO WHAT EXTENT DO YOU AGREE WITH THE GENERAL LAYOUT OF THE WATER SQUARE PRECINCT?**

	STRONGLY AGREE	AGREE	NEITHER AGREE NOR DISAGREE	DISAGREE	STRONGLY DISAGREE	DON'T KNOW
(mark one box)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

<i>Eastern Precinct:</i>	<i>Tourist accommodation and related business.</i>
---------------------------------	--

2.D **TO WHAT EXTENT DO YOU AGREE WITH THE GENERAL LAYOUT OF THE EASTERN PRECINCT?**

	STRONGLY AGREE	AGREE	NEITHER AGREE NOR DISAGREE	DISAGREE	STRONGLY DISAGREE	DON'T KNOW
(mark one box)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

<i>Industrial Precinct:</i>	<i>Small boat harbour industry, slipway, boat ramp, boat restoration.</i>
------------------------------------	---

2.E **TO WHAT EXTENT DO YOU AGREE WITH THE GENERAL LAYOUT OF THE INDUSTRIAL PRECINCT?**

	STRONGLY AGREE	AGREE	NEITHER AGREE NOR DISAGREE	DISAGREE	STRONGLY DISAGREE	DON'T KNOW
(mark one box)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

2.F **TO WHAT EXTENT DO YOU AGREE WITH THE OVERALL LAND USES ALLOWED FOR AT THE WATERFRONT?**

COMMENTS: Please use the space below to describe any additional land uses you would like to see as part of the Albany Waterfront Project, or for any other comments that you may wish to make about the proposed precincts and their uses.

3. Amount of Development.

The total area of the Albany Waterfront development is 10.5 hectares, including Anzac Memorial Park for which plans will be separately prepared by the City of Albany. Of the total amount, 3.5 hectares is proposed for parks and 4.5 hectares for development including buildings and car parks. The remaining 2.5 hectares will be used for roads, paths etc.

3.A ARE YOU SATISFIED WITH THE PROPOSED 4.5 HECTARES OF DEVELOPMENT, OR WOULD YOU PREFER MORE OR LESS DEVELOPMENT?

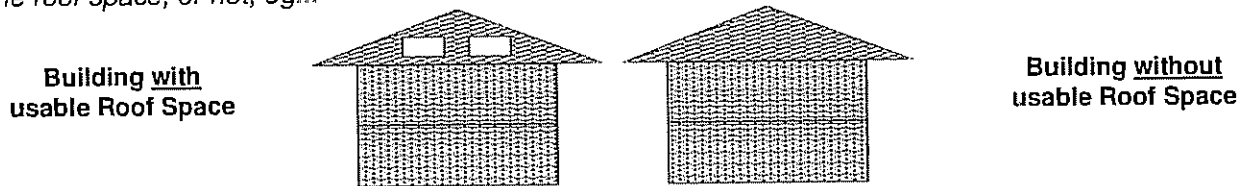
(Please mark the box indicating the statement that best describes your preference).

	(√)
I would like to see <u>much more</u> development than proposed	
I would like to see <u>slightly more</u> development than proposed	
I am <u>satisfied</u> with the proposed allocation of land for development	
I would like to see <u>slightly less</u> development than proposed	
I would like to see <u>much less</u> development than proposed	
I don't really have any preference/ <u>don't know</u>	

4. Building Heights.

Building heights can be critical to commercial value and viability. We recognise the importance of maintaining views of Princess Royal Harbour from Stirling Terrace and York Street and will design the building layout and heights for minimal impact. Some examples of heights are: - The Esplanade Hotel = 3 storeys; Foreshore Apartments = 2 storeys and the Albany Hotel = 2 storeys.

WHAT DO YOU CONSIDER TO BE AN ACCEPTABLE HEIGHT LIMIT FOR BUILDINGS AT THE ALBANY WATERFRONT? For each type of development shown in the left hand column below, please indicate your preferred level of building height, taking into consideration the possibility of using the roof space, or not, eg...



DEVELOPMENT TYPE	Building Height (Storeys with or without usable roof space)					
	1 Single Storey without use of roof space	1+ Single Storey with usable roof space	2 Double Storey without use of roof space	2+ Double Storey with usable roof space	3 Three Storey without use of roof space	3+ Three Storey with usable roof space
SHOPS, CAFÉ, RESTAURANT, KIOSK. (Usually single or bottom storey only)						
TOURIST ACCOMMODATION (Hotel, Resort, and Caretaker)						
BUSINESS (Offices)						
ART/CULTURE (Gallery)						

REPORT ITEM DIS238 REFERS

5. Tourist Accommodation.

It is important that any tourist accommodation is designed, constructed and managed in such a way that will not be detrimental to the operations of the Albany Port. The City of Albany has decided to seek the views of the community as to whether you want tourist accommodation as part of the Albany Waterfront project or not. In coming to this decision Council considered that the only type of tourist accommodation that could be allowed is a hotel/resort type facility.

5.A **TO WHAT EXTENT DO YOU SUPPORT THE INCLUSION OF TOURIST ACCOMMODATION INTO THE WATERFRONT PROJECT?**

(mark one box)

FULLY SUPPORT	PARTLY SUPPORT	DO NOT SUPPORT	DON'T KNOW
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

6. **HOW DID YOU HEAR ABOUT THE ALBANY WATERFRONT?**

(Please mark all relevant boxes)

Media	<input type="checkbox"/>
Advertising	<input type="checkbox"/>
Forums	<input type="checkbox"/>
Website	<input type="checkbox"/>
Newsletter	<input type="checkbox"/>
Friends	<input type="checkbox"/>
Other * please specify below	<input type="checkbox"/>

*Other information source about Albany Waterfront Project

7. **HOW IMPORTANT DO YOU CONSIDER THE ALBANY SMALL BOAT HARBOUR AND WATERFRONT TO BE TO THE FUTURE OF ALBANY?**

(mark one box)

VERY IMPORTANT	FAIRLY IMPORTANT	SLIGHTLY IMPORTANT	NOT IMPORTANT	DON'T KNOW
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

8. **YOUR DETAILS** (please tick the boxes that best describes you)

- **Gender** Male Female

- **Age Group**

65 – 80 years & over	<input type="checkbox"/>
50 – 64 years	<input type="checkbox"/>
35 – 49 years	<input type="checkbox"/>
Under 35 years	<input type="checkbox"/>

Location of Your Residence.

Circle the City of Albany area(s) in which you own property...

Bayonet Head	Goode Beach	Orana
Big Grove	Green Range	Redmond
Bornholm	Kalgan	Robinson
Cheyne Beach	Little Grove	Spencer Park
Collingwood Heights	Lockyer	Torbay
Cuthbert	Lower King	Wellstead
Elleker	Manypeaks	Yakamia
Emu Point	Middleton Beach	Youngs Siding
Frederickstown	Milpara	
Gledhow	Mira Mar	

OTHER:

PRIZE DRAW ENTRY

PRIZE - OVERNIGHT STUDIO ROOM WITH SPA AT KARRI MIA RESORT, DENMARK WITH DINNER/DRINKS FOR TWO (conditions apply*)

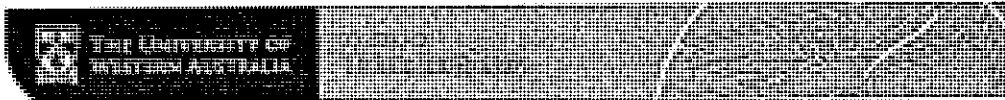


I have completed the Survey and wish to be entered in the prize draw for a chance to win the overnight stay for 2 at the Karri Mia Resort, valued at \$245 with dinner/drinks up to the value of \$150...

Name	
My postal Address	
Day time phone number	
Email address	

**Simply place your completed entry and questionnaire into the ADDRESSED REPLY PAID envelope provided.
To be received no later than 5.00pm on 28 May 2004.**

- * Conditions applying to winning entry.
 - Prizewinner will be randomly chosen and contacted as soon as possible after the closing date.
 - Valid entry coupons accompanied by completed survey only will be accepted.
 - Karri Mia will advise of any booking condition.



ADDENDUM TO THE QUESTIONNAIRE

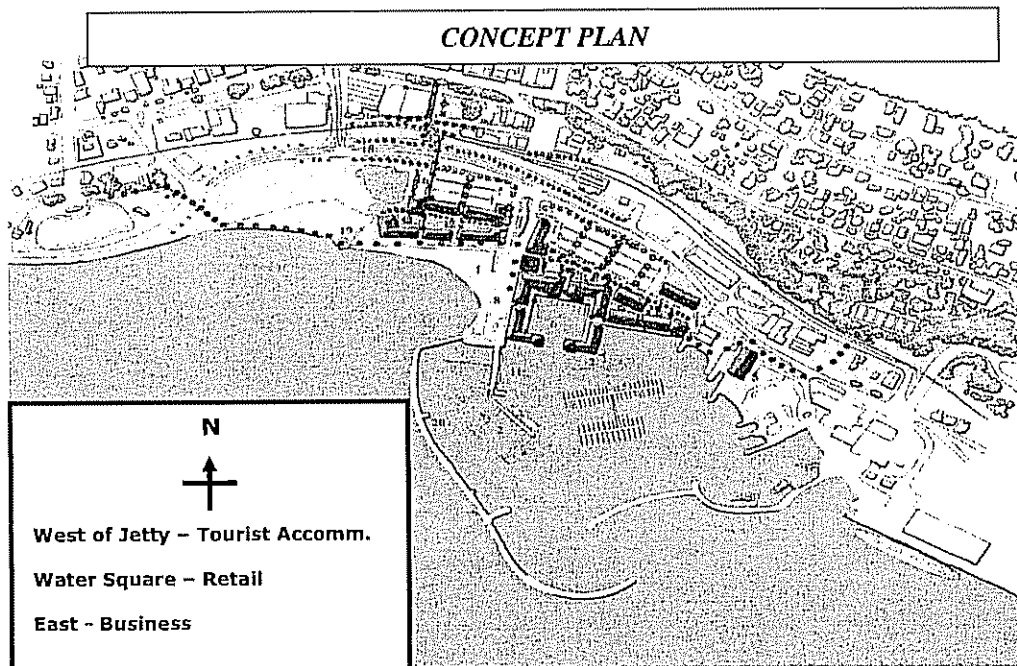
Please read the following notes before attempting to complete the questionnaire:

1. Referring to P2 – Concept Plan:

- Tourist Accommodation is located west of the Jetty (marked “12”).
- Business is located east of the Water Square (marked “6”).

2. Referring to P3 – Draft Layout Plan and Notes:

- Tourist Accommodation is shown east of the Water Square as an alternative providing a better financial return.
- Business (such as offices) is located west of the Jetty.



IF YOU SUPPORT TOURIST ACCOMMODATION, PLEASE COMMENT ON YOUR LAYOUT PREFERENCE FOR TOURIST ACCOMMODATION AND BUSINESS (AS OFFICES).

3. Referring to P6, Question 4:

- If you are **unsure** or **don't know** about an acceptable building height, please indicate with a “DK”.



ALBANY WATERFRONT REFERENCE GROUP
(FRIDAY 25 JUNE 2004)

ALBANY CITY COUNCIL
(TUESDAY 20 JULY 2004)

ATTACHMENT 3

**REPORT AND ANALYSIS OF
PUBLIC SUBMISSIONS**

D25:1910

ATTACHMENT BULLETIN
AWFRG meeting 25/6/04
COUNCIL meeting 20/7/04



ALBANY WATERFRONT CONCEPT PLAN

PUBLIC SUBMISSIONS - REPORT AND ANALYSIS

TO: Albany Waterfront Reference Group Meeting
25 June 2004.

PREPARED BY: Jon Bettink
Project Manager.

SUBMISSIONS PERIOD: 30 April to 28 May 2004.

CONCEPT PLAN: GHD "Albany Harbour & Waterfront Development
Draft Concept Plan".

DATE: 3 JUNE 2004

ALBANY WATERFRONT CONCEPT PLAN

PUBLIC SUBMISSION (3 MAY TO 28 MAY 2004)

1. GENERAL

- a) Submissions (190) were not solicited, guided or limited by the location or business of the submitter. Headings were given on a form provided.. Many returns were by letter or note. Responses are un-structured in subject points and text.
- b) Submissions have been manually checked insofar as practicable for duplication by name and locality. For indication purposes the submissions were tallied into submitters from Albany Urban, Albany Rural, other areas, unknown addresses, unknown names and unknown names and addresses.
- c) Submissions of this nature are generally from people who feel strongly and motivated about the subject (for and against).
- d) Outcomes (refer *Conclusions*) can be used as a guide for Councillors to make decisions and for developing more detailed plans.
- e) Council has the decision making power on land uses through its Town Planning Scheme. Decisions made will guide Precinct Plan development, which must go through a
- f) Submissions have been summarised and grouped into main areas of interest. Within the groups the submission points have been listed together with numbers of submitters. Conclusions have been drawn from the submitters main areas of interest.
- g) There will have been some duplication with the submitters to the randomly selected ratepayers survey responses and separate comments.

2. SUBMISSION STATISTICS

a)	No. of <u>submitters</u>	190
b)	No. of <u>points</u> made – total	1243
c)	No. <u>different points</u> made	159
d)	Submissions <u>from</u> :-	
	- Albany Urban	128
	- Albany Rural	22
	- Unknown Address	15
	- Unknown name	1
	- Unknown name & address	8
	- Outside Albany municipal boundary	16

- e) Submissions by Group:
- A. (DEH) Development Extent, Height. 392
- 32% of all submission points
 - B. (TA) Tourist Accommodation 254
- 20 % of al submission points
 - C. (PRL) Parks, Recreation and Landscape 222
- 18% of all submission points
 - D. (LU) Land Use 153
- 12% of all submission points
 - E. (PL) Precincts, Layout. 100
- 8% of all submission points
 - F. (LSF) Land Services and Facilities 84
- 7% of all submission points
 - G. (MI) Marine Infrastructure 38
- 3% of all submission points

3. SUBMISSIONS (PUBLIC FORUM NO.4) GROUPING

Following is the grouping of submissions received after Public Forum No.4 (30 April/1 May) and from displays and the newsletter. The groupings enable a focus on issues of interest and the extent of support or opposition to those issues.

A. (DEH) DEVELOPMENT EXTENT AND HEIGHT

(392 submission points) Includes style, colours and materials.

Principal:

• Building height maximum 1 storey	56	15% of DEH submissions 29% of all submitters
• Building style should be Albany heritage/Federation	56	15% of DEH submissions 24% of all submitters
• Colours should be muted, marine, attractive	51	13% of DEH submissions 27% of all submitters
• Building height maximum 2 storey	47	12% of DEH submissions 25% of all submitters
• Building height range up to 3 storey	28	7% of DEH submissions 15% of all submitters
• Too much/too dense; development shown	26	7% of DEH submissions 14% of all submitters
• Agree with level of development shown	22	6% of DEH submissions 12% of all submitters

Secondary:

• No obstruction of York or Stirling Street vistas.	20
• Buildings materials should be natural; timber, stone, brick, steel (colour bond) glass, rope.	17
• Don't agree with any development on foreshore.	13
• Building style should be mixed contemporary and heritage.	6
• Building colours should be strong with marine element.	5

Other:

• Design for minimum wind exposure and maximum sun exposure.	5
• Don't want high pitched roofs	5
• Building design should be interesting and varied.	4
• Building frontage and heights should vary	4
• Use 1993 "Foreshore Guidelines Study" for building design guidelines.	3
• Don't like entry towers	3
• Public access to whole foreshore	3
• Building design should be energy efficient.	2
• Support high pitched roofs	2
• Provide outdoor amphitheatre	2
• West Precinct 1 storey	2
• Water square 1 storey	2
• Building design should be marine style	2
• Develop strict building guidelines	1
• Highlight entry to AWF with an attraction.	1
• Water square 2 storey	1
• No development in Eastern Precinct	1
• Want alfresco dining on waterfront	1
• Tourist accommodation should be built as a guest house type.	1

Conclusions:

- a. Building heights. Submissions were 131 in total of which 43% of submitters want 1 storey, 36% 2 storey and 21% up to 3 storey.
- b. Combining submitters, suggests that a 2 storey average or a range of heights is acceptable to a majority, always providing harbour vistas from key viewing points are protected.
- c. Building style should be maritime theme with Albany heritage and federation style built in and with muted marine colours.
- d. Building materials should be natural (texture, colour, type) brick, colourbond roofs, stone, timber and substantial glass surfaces.
- e. Response on extent of development is inconclusive in this section. A better guide is found in the (PRL) Parks Recreation and Landscape, section 3.C.a.

B. (TA) TOURIST ACCOMMODATION (SHORT STAY)
(254 submission points)

Principal:

• Support	90	35% of TA submissions 47% of all submitters
• Don't support	73	29% of TA submissions 38% of all submitters.
• Maintain 24 hour 7 day access to the port.	24	10% of TA submissions 13% of all submitters.
• Agree with tourist accommodation in West Precinct.	16	6% of TA submissions 8% of all submitters.

REPORT ITEM DIS238 REFERS

Secondary:

• Disagree with a hotel (licenced)	13
• Agree with tourist accommodation in East Precinct	7
• Support limited tourist accommodation	6
• Spread tourist accommodation throughout development	6

Other:

• Tourist accommodation should be as self contained units	4
• Support long stay accommodation	4
• Tourist accommodation should be 2 storey	3
• Agree with a hotel.	3
• Tourist accommodation will not be viable	2
• Should provide a range of accommodation – backpacker to luxury.	2
• Don't support serviced apartments	1

Conclusions:

- a. A majority of submitters support tourist accommodation.
- b. Preferred location for tourist accommodation is in the Western Precinct.
- c. There is concern that tourist accommodation will affect 24 hour 7 day access to the port.
- d. There is some opposition to a tourist hotel with a licence.
- e. There is some support for a variety of tourist accommodation types, and that it should be capped or limited.

C. (PRL) PARKS, RECREATION AND LANDSCAPING (222 submission points)

Principal:

• Parkland with kiosk/café only in Western Precinct	65	29% of PRL submissions 34% of all submitters
• Agree with amount of parkland shown	28	13% of PRL submissions
• Want more parkland than shown on Concept	27	12% of PRL submissions
• Want more room for Anzac Memorial Park and integrate plans with AWF	20	12% of PRL submissions
• Provide developed family park	20	9% of PRL submissions

Secondary:

• Quality landscape plan is required	14
• Develop access and facilities for recreational/family fishing	12
• Don't agree with museum ship landmark.	6

Other:

• Norfolk pines may be retained but should not be further used for landscaping.	5
• The beach proposed west of the Albany Town Jetty is supported as supplementing the open space but seagrass wrack would require maintenance.	5
• A fish cleaning station is needed	4
• Open space should be limited, as lack of shelter and distance would inhibit attracting people to the waterfront	3
• Some parkland in eastern precinct should be provided.	3
• The stormwater lake is seen to attract nuisance gulls.	2
• A horse/dog exercise beach should be identified (possibly between the slipway and the boat ramp).	2
• An amphitheatre should be incorporated into parkland.	2
• The Albany Boat Shed beach should be retained.	1
• Medium trees should be planted as windbreaks	1

Conclusions:

- a. There is strong support for more parkland than is shown on the concept plan and that this should be west of the jetty.
- b. Parkland should be developed with playground, BBQ, picnic facilities, shelters, access to a family attraction and be provided with a family café and conveniences.
- c. Park provided should supplement and integrate with Anzac Memorial Park.
- d. Recreational fishing is very important to many. Access to the jetty and breakwater is seen as essential to fishers.
- e. Landscaping planning in detail with emphasis on wind shelter and native plants is important. A professionally prepared plan is needed.

D. (LU) LAND USES
(153 submission points)

Principal:

• Agree with cafes, restaurants, seafood outlets	33	22% of LU submissions 17% of all submitters
• Don't agree with government offices	28	19% of LU submissions 15% of all submitters
• Cater for families first	11	

REPORT ITEM DIS238 REFERS

Secondary:

• Don't agree with tavern	10
• Agree with marine/light industry	9
• Agree with tourist/souvenir shops	8
• Agree with Farmers Market (with shelter and services)	7
• Water Square Precinct should include shops, restaurants and tavern	7
• Agree with tavern	5
• Maritime Museum should be in Albany Boat Shed	5

Other:

• Don't agree with shops other than cafes.	4
• Agree with marine based retail	4
• Don't agree with yacht club annex	3
• Need balance of retail, accommodation, industry.	3
• Don't agree with conference venue	2
• Agree with aquarium, museum, gallery.	2
• Don't agree with gallery, theatre.	2
• Provide for a tourist bureau	2
• Cafes and restaurants only in Water Square	2
• Prepare a commercial feasibility study	1
• Agree with caretaker/studio accommodation	1
• Don't agree with industry	1
• Don't agree with museum	1
• Eastern Precinct should be light industry	1
• Should be a kiosk on the jetty	1

Conclusions:

- a. Cafes and restaurants and seafood outlets are well accepted as land uses.
- b. Government offices are opposed as a land use.
- c. For most other land uses support or opposition is inconclusive, except that marine services and family orientated land uses should be included in Precinct Plan considerations.
- d. There is not opposition to a Tavern.

E. (PI) PRECINCTS AND LAYOUT
(100 submission points)

Principal:

• Agree with general layout of Precincts	48	48% of PL submissions 25% of all submitters
• Buildings should be visible from York Street to make a visual connection between the AWF and the CBD	9	
• There should be more development area.	9	
• Don't agree with tourist accommodation in Eastern Precinct.	8	
• There should be no harbour reclamation.	7	

Secondary:

• No tourist accommodation in the Jetty Precinct	3
• Don't agree with Water Square Precinct	3

Other:

• Farmers Market should be closer to the waters edge and jetty.	2
• Diesel fumes, traffic congestion and noise issues should be addressed in the Precinct Plan.	2
• Retain a beach east of jetty.	2
• Water Square will trap diesel fumes from boats.	1
• Marine Service Yard is in a good location.	1
• A model of the proposed development should be built.	1
• Should plan for staging each Precinct in the development	1
• Working Port is a tourist attraction.	1
• Agree with Jetty Precinct on DSP	1
• Agree with Eastern Precinct on DSP	1

Conclusions:

- a. The general layout including reclamation, is substantially supported.
- b. Support for more development area and visual connection of building to the York Street view, offset by the strong support for more parkland and that the view from York Street to the waterfront is limited.
- c. From submissions tourist accommodation should be focussed toward the western precinct.

F. (LSF) LAND SERVICES AND FACILITIES
(84 submission points)

Principal:

•	Need extensive walk/ride path system	15
•	Need public toilets and rest room facilities	14
•	Support footbridge	13
•	Need lighting, storage (jetty), security.	7

Secondary:

•	Disagree with dual carriageway	6
•	Agree with parking layout	5

Other:

•	Link footbridge to Anzac Memorial Park	3
•	Tour operators need ticketing, waiting room, café; for passengers.	3
•	Provide more parking	3
•	Need vehicle overpass	3
•	No car parks west of Jetty	2
•	Waste disposal system for commercial operators needed.	2
•	Provide a truck parking bay on Princess Royal Drive, south side.	1
•	Breakwater could be a causeway for Port access.	1
•	Breakwater should not be a causeway for Port access.	1
•	Design a dual conveyor system for grain and woodchip transport between old Woolstores and the port.	1
•	Create a heritage walk circuit for major attractions and AWF in Albany town area.	1
•	Car parking should be less prominent	1
•	Port Users will not provide a capital contribution to overcome road problems.	1
•	Need parking on the foreshore.	1

Conclusions:

- a. The need for public toilets/restrooms is clear.
- b. The footbridge is supported and should supplement a walkway, paths and boardwalks system connecting to Port, CBD, Museum and Bolt Terrace, possibly as a heritage trail.
- c. Lighting and security is important.
- d. Tour and dive boat needs for services, facilities, access for loading and passengers, security and safety; need special design attention.
- e. Impact of space needed for roadworks needs to be minimised.
- f. Transport, vehicle and pedestrian conflicts should be addressed.

G. (M) MARINE INFRASTRUCTURE
(38 submission points)

Principal:

• Agree with harbour Concept Plan	11
• Address beach and breakwater scour and silt deposits at/near the tug harbour	7
• Service access to jetty, tour and recreational/fishing boat pens.	6

Secondary:

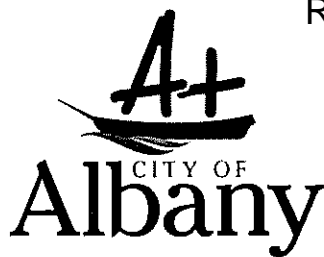
• Finger jetty with lighting and security required for tow boat pens.	3
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Other:

• Don't agree with a yacht marina.	2
• Protect the marine environment	2
• Mooring pens should be aligned stern/bow into prevailing wind	1
• Slipway should remain.	1
• Should be pens near the Albany Boat Shed.	1
• Need more manoeuvring room in the Water Square	1
• Breakwater rock source could be old Mt Melville quarry (Assist with rehabilitation)	1
• Provide small craft access to Water Square and casual mooring.	1
• Breakwater should start further west.	1

Conclusions:

- a. Marine infrastructure shown on Concept Plan is satisfactory to most people who have an interest in the harbour.
- b. Scour and silt/sand deposits should be checked and designed to be avoided.
- c. Service access to vessels should be closely examined for maximum convenience and security.
- d. Design of facilities and moorings for tour and dive boats needs special attention due to tourist passenger, loading/unloading and security needs.



**ALBANY CONVENTION AND ENTERTAINMENT CENTRE
STEERING COMMITTEE**

MINUTES

**Held at the Mercer Road Council Chambers
10.00am - Tuesday 1 June 2004**

(amended - 23 June 2004)

Distribution

Members

Mr Peter Watson MLA	Member for Albany (Chairman)
Mr Ian Osborne	Marketing Co-ordinator (Australia's South West Inc) (Deputy Chairman)
Cr Alison Goode	Mayor of City of Albany
Cr Jan Waterman	Councillor, City of Albany
Cr Milton Evans	Deputy Mayor, City of Albany
Cr Tony Demarteau	Councillor, City of Albany
Ms Annette Davis	Community Arts Representative
Mr Chris Morris	General Community Representative
Mr Stewart Gartland	Town Hall Theatre Manager
Ms Stevie Cole	Great Southern Development Commission
Mr Len Smith	President, Great Southern Tourism Association Inc

Executive Officer

Mr Jon Berry	Manager, Economic Development, City of Albany
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In Attendance

Mr Peter Hunt	Executive Chairman - Peter Hunt Architect
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Invited Observers

Mr Andrew Hammond	Chief Executive Officer
Mr Robert Fenn	Executive Director Development Services

1. OPEN

The Deputy Chairman opened the meeting at 10.15am

2. APOLOGIES

Members

Mr Peter Watson MLA Member for Albany (Chairman)
Cr Tony Demarteau Councillor, City of Albany

Invited Observers

Mr Andrew Hammond Chief Executive Officer
Mr Robert Fenn Executive Director Development Services

3. CONFIRMATION OF MINUTES OF PREVIOUS MEETING

The Minutes of the Committee meeting of 26 February 2004 were tabled. Jon Berry reported that the minutes had been received by Council at its 16 March 2004 meeting

<p><i>MOVED</i> <i>Chris Morris</i> <i>SECONDED</i> <i>Jan Waterman</i> THAT the minutes of the Albany Convention and Entertainment Centre meeting held on 26 February 2004 be confirmed as a true and accurate record of the meeting.</p> <p style="text-align: right;"><i>CARRIED</i></p>
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4. WORKSHOP CONCEPT DESIGN - PETER HUNT ARCHITECT

Issues raised included:-

- Further investigations into the proposed hinged floor had been undertaken and there is a technical solution that has been confirmed. Peter indicated that Stagecraft had been very helpful with regard to seating and had contributed at no cost to the project.
- Peter reported that hinged seating to the ceiling was used in some centres however this option was far more expensive. It was agreed that more information on the likely cost of undertaking the transformation from a 'convention mode' to 'entertainment mode' centre was required and should be included in the draft documentation associated with the final draft concept design.
- The integration with kitchen area of Meals on Wheels requires a more formal commitment from the Senior Citizens Centre Incorporated Association. It was agreed that at least in-principle support for the concept be formalised before any further work

be done on the kitchen arrangements. For example an upgrade of the kitchen may be necessary and would need to be budgeted.

- Peter indicated that the existing meeting room within the Senior Citizen's Centre would require upgrading if it is to be used as breakout space.

MOVED *Milton Evans*
SECONDED *Chris Morris*
 THAT a representative of the Senior Citizens Centre Inc be invited as a member of the Albany Convention and Entertainment Centre Steering Committee.

CARRIED

Chris Morris suggested the Committee inspect the Senior Citizens Centre before the next meeting and it was agreed to have the meeting at the York Street Council office.

- The issue of storage was discussed. Peter reported that fire management was a significant issue for storage under the stage area and would be cost prohibitive. It was agreed that storage offsite would increase operating costs and as a general principle we should work to minimise costs for prospective users of the centre.
- Jan Waterman indicated that some members of the community have expressed concern that the centre may have an emphasis on conventions rather than performing arts. It was agreed that any future communications emphasise the multi-functional nature of the centre and that cultural and performing arts was a significant use of the centre. It was agreed that a communications plan was required that would guide media relations for the project. Jon Berry and Chris Morris to work on developing a plan for media relations
- Stewart Gartland tabled a list of issues and concerns from the Town Hall perspective. Several of these issues were discussed including hinged versus retractable seating. As the report was tabled at short notice, Peter indicated he would work through the issues and present comments at the next meeting
- Jan Waterman raised the issue of car-parking. The design accommodated a multilevel car park at the rear of the site for 90 vehicles and was costed at approximately \$900,000. Jan suggested the issue of parking was an important element of any public relations plans. Ms Waterman also suggested the Defining Central Albany Planning Study being undertaken for the City of Albany by Taylor Burrell was an important planning tool which could strategically guide parking and integration of the centre with surrounding land uses including the relationship with Alison Hartman Gardens. It was suggested that the final draft plans be forwarded to Bill Burrell as part of the public input stage to the study.
- It was suggested the library could be used for conference delegates wishing to access IT services rather than have a stand alone centre within the building.

- Peter indicated that loading of gear into the Town Hall would need to be undertaken via Grey Street, however he acknowledged this is not desirable, but could not see an alternative, given the site dimensions. The ultimate use of the Town Hall needs to be clearly defined to get a better understanding of the future use of the facility for stage productions that require sets. It was agreed the existing theatre was ideal for plenary sessions for conferences that would be held at the new centre.
- Jon Berry reported that the Albany Visitor Centre wish to have a Special General meeting before considering further their interest in discussing the concept of the City of Albany taking responsibility for visitor information and bookings within the proposed centre. It was pointed out that the inclusion of the visitor centre within the scope of the project was always an optional consideration in the business plan and in presentations to State Government Ministers. The option to include this function was based on the premise that the overall financial impact on Council could be reduced by rationalisation of existing services into a single, centrally located location. The option would only be pursued however, if the AVC is interested in further developing the concept with the City of Albany. That is it will not be imposed.
- It was agreed that until formal advice of interest from the AVC had been received it was difficult to provide any further guidance on visitor (tourist) services on the site plan. In the interim the area that was marked 'Visitor Services Centre' to be labelled ('Retail Lease Area').
- Annette Davis raised the issue of the need to consider the impact on the library resulting from the proposed development and the need to recognise its future expansion. Jon Berry advised redesign of the library was not part of the Architect's brief however could be considered conceptually for public comment. The Committee discussed integration of the new centre with the library and it was agreed that the plans needed to address modification of the library entrance and show the proposed relocation of the lift at the concept stage'.
- Milton Evans raised the issue of Mokare's gravesite on the site plan. It was agreed that for the purposes of the draft concept, recognition of the grave's location was required on the site plan and that further work on the nature and style of a memorial would need to be undertaken during the design and development stage and after further discussions with local Aboriginal community representatives

Stuart Gartland left the meeting at 12.15pm

Stevie Cole left the meeting at 12.40pm

5. OTHER BUSINESS

5.1 Quantity Surveyors Report – Davis Langdon Australia

The QS report by Davis Langdon Australia was tabled and will be distributed with the minutes. The preliminary cost of the project as outlined in the draft concept plan is \$13.4m however excludes car-parking, streetscaping and fit-out costs of concessions, box office and visitor centre (as marked on concept).

5.2 Perth Convention Bureau WALGA Presentation

Jon Berry reported that he and Con Lampropoulos attended a briefing organised by WALGA on the Perth Convention and Exhibition Centre and later met with Perth Convention Bureau staff to brief them on the Albany project. PCB is very supportive of the project and believed it would work well with the new Perth Centre due to be officially opened in late August 2004.

5.3 Australian Tourism Development Program

Jon Berry reported that he had prepared a detailed application to the Australian Government's Australian Tourism Development Program for the maximum amount of \$500,000 grant to further the concept design to the detailed stage. If successful, a funding contract and commencement would be dependant upon the State Government making a formal commitment to the capital works funding as submitted by the GSDC. A further \$500,000 would then be sought from the Regional Partnerships Program of the Department of Transport and Regional Services for a capital works contribution, making up the proposed \$1m Commonwealth contribution.

5.4 Project Timetable

Jon Berry distributed a draft project timetable, which outlined a recommended approach as follows:-

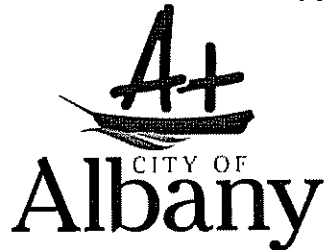
- Councillor briefing on draft concept (6 July 2004)
- Council meeting to endorse draft concept plan for public comment (20 July 2004)
- Public comment period on draft concept (August/September) tbc
- Council adopts Concept Plan (19 October 2004)

Jon Berry suggested lobbying for the capital works would be accelerated after the draft concept plan was endorsed by Council.

6. NEXT MEETING

It was agreed that a further meeting was required before Council was to consider the draft concept plan for public comment. It was agreed that Wednesday 23 June was a suitable date at York Street. Jon Berry to confirm details of time and venue availability.

7. CLOSE The meeting was closed at 1.50pm



Meeting No. 04/04

[Agenda Item 14.4.3 refers]

[Bulletin Item 1.4.3 refers]

**ALBANY CONVENTION AND ENTERTAINMENT CENTRE
STEERING COMMITTEE**

MINUTES

**Held at York Street Office
11.00am – 1.00 pm Wednesday 23 June 2004**

Distribution

Members

Mr Peter Watson MLA	Member for Albany (Chairman)
Mr Ian Osborne	Marketing Co-ordinator (Australia's South West Inc) (Deputy Chairman)
Cr Alison Goode	Mayor of City of Albany
Cr Jan Waterman	Councillor, City of Albany
Cr Milton Evans	Deputy Mayor, City of Albany
Cr Tony Demarteau	Councillor, City of Albany
Ms Annette Davis	Community Arts Representative
Mr Chris Morris	General Community Representative
Mr Stewart Gartland	Town Hall Theatre Manager
Ms Stevie Cole	Great Southern Development Commission
Mr Len Smith	President, Great Southern Tourism Association Inc

Executive Officer

Mr Jon Berry	Manager, Economic Development, City of Albany
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In Attendance

Mr Peter Hunt	Executive Chairman Peter Hunt Architect
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Invited Observers

Mr Andrew Hammond	Chief Executive Officer - City of Albany
Mr Dan Roth	President, Senior Citizen's Centre

1. OPEN

In the absence of the Chairman and Deputy Chairman, Mr Chris Morris convened the meeting. The meeting was opened at 11.15am.

2. APOLOGIES

Peter Watson MLA
Stevie Cole
Harley Coyne
Jan Waterman
Tony Demarteau
Ian Osborne

3. CONFIRMATION OF MINUTES OF PREVIOUS MEETING

Jon Berry reported that the minutes of the Committee meeting of 1 June 2004 are yet to be received by Council.

Annette Davis requested the minutes be amended as follows:-

P4 – 4th paragraph – principal point made was that the Committee discussed integration of the new centre with the library and it was agreed that the plans needed to address modification of the library entrance and show the relocation of the lift at the concept stage.

P4 - last line – The words ‘Annette Grant’ be changed to ‘Stevie Cole’

MOVED Milton Evans

SECONDED Len Smith

THAT the amended minutes of the Albany Convention and Entertainment Centre meeting held on 1 June 2004 be confirmed as a true and accurate record of the meeting.

CARRIED

4. PREPARATION OF FINAL DRAFT CONCEPT DESIGN

- The integration of the proposed centre with the Senior Citizen’s Centre was discussed with the President of the Centre (Mr Dan Roth). Mr Roth indicated that he did not foresee any conflict regarding use of the Senior Citizens commercial kitchen given the demand for its use by conference organisers would be infrequent. He indicated upgrading may be required and that HACC was the funding body that provided financial assistance for Meals on Wheels. Members

agreed a memorandum of understanding would be a desirable tool leading into the operational phase to ensure mutual understanding of each organisation's requirements for use of the kitchen. Further discussions would be held in the future with the City of Albany after receiving in-principle support from the Meals on Wheels Committee.

- Jon Berry reported that the President of the Albany Visitor Centre had contacted the City to advise that a Special General Meeting would be organised to discuss the concept of visitor information and bookings being conducted as an integrated service of the centre. Len Smith advised that there did not appear to be support for the concept, however the general sentiment was that further information was required by the AVC membership before a firm decision is made.
- It was agreed that the multi-functional nature of the centre would enable conferences, exhibitions, meetings etc to be aggressively promoted, which would in turn lead to increased 'business tourism' to Albany, accruing economic benefits. Members agreed the main 'tourism function' of the centre is conferences, rather than including visitor information, which was introduced in the business plan as an optional concept for operational economies and service integration.
- It was agreed by the Committee that given the concept had not been embraced by the AVC, the concept plans should exclude this function. It was agreed that the upper administration offices could be now integrated in the south east section of the lower level as centre management offices and the upper level area be used for a conference lounge/meeting area. It was also agreed that a bridge to the library from the new lounge/meeting area was desirable, providing direct access to a corporate office/library meeting room. It was agreed that this concept needed to be discussed with the Manger of Library Services.

Action: Stewart Gartland to provide Peter Hunt with a rough outline of office requirements for the concept plan.

- Stewart Gartland raised the issue of the role of the town hall into the future. Members agreed that given significant capital would be expended on the new centre that the majority pr theatre productions and performing arts would be held at the new centre. Small local groups would also be required to use the facility and seek financial assistance from Council if fees were too prohibitive.
- Concern had been expressed by some members about the proposed relocation of the hoist at the town hall. Jon Berry reported that Cr Demarteau had sent an email raising this issue for discussion at the meeting. It was agreed that loading could no longer be undertaken from its current location given seamless integration with the Town Hall was fundamental to the whole project concept. Accordingly, the gantry must be relocated onto the Grey Street side. It was suggested that street modifications (such as nibs) could be undertaken to facilitate its infrequent use for lifting stage sets etc. Peter Hunt indicated the relocation of the gantry had been costed in the QS report.
- Members agreed that future public communications needed to emphasise that the centre was predominantly an entertainment facility that would also be used for

REPORT ITEM DIS238 REFERS

conventions and conferences. It was felt that too much emphasis was been placed in the media about the centre as a location for conventions and conferences – being mostly labelled as a ‘convention centre’. Members were encouraged to communicate this point wherever possible. Jon Berry indicated a detailed article and press releases would describe this once the Concept had been endorsed by Council.

- Members agreed that a furniture and equipment store was required to be located on-site to ensure operational costs for functions were kept to a minimum. Peter Hunt to include an increased storage area on the concept plan at the rear of the building.
- Peter Hunt recommended some additional modifications to the layout of the rear carpark be made to ensure as many bays as possible could be incorporated into the design. There would be some extra capital costs to enable this to occur.
- It was agreed that the approximate location of Mokare’s grave-site on the corner of Grey Street and Collie Street was required on the Concept Plan. It is intended that a memorial park or similar recognition be developed in consultation with the local Nyoongar community.

Action: Jon Berry to send Peter Hunt any details on the gravesite location and results of the ethnographic survey being conducted by the City of Albany.

Milton Evans left the meeting at 12.00pm
A quorum was lost.

- Stewart Gartland tabled a memorandum that sought responses about a number of issues. It was agreed that many of the points were not relevant to the Concept stage. Peter Hunt described the plans as being ‘evolutionary’ and many of the points raised by Stewart would be captured at the detailed design and development stage. The Theatre Consultant selected for the project was highly professional and understood the industry extremely well and would liaise further with Stewart as the project developed.
- Jon Berry reported that the City had surveyed absent members regarding their views on the concept plan and there was general consensus it was nearing finalisation and suitable for public comment. Members agreed that the items discussed at today’s meeting were required on the Concept Plan before it is considered for formal endorsement by Council and distributed for public comment. A concept briefing (closed door) session for Councillors had been organised for 6.00pm Tuesday 6 July 2004 at Mercer Road. It was agreed that the endorsement of the Concept Plans by Council should be deferred until the 17 August 2004 Council meeting and that public comments be received after that time. The final Draft Concept plans would be required (at the latest) by Monday 2 August 2004 to achieve this objective.

5. OTHER BUSINESS

6. NEXT MEETING

The next meeting will be held at 2.00pm to 4.00pm on **Wednesday, 28 July 2004**
at the York Street Conference Room

The purpose of the meeting will be to review the final draft concept plan with Peter Hunt and recommend to Council its endorsement for public comment.

7. CLOSE

The meeting was closed at 1.00pm

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City of Albany

**Notes from Briefing Session on the Albany Foreshore Redevelopment Project
Held at the Mercer Road Office on the 4th June 1999.**

Attendance: Mayor Goode, Councillors Walker, West, Wolfe, Evers, Lubich, Evans, Wilson, Armstrong, Dufty, Cecil, Bojcun and Bain, Mr Kelly (CEO), Mr Fenn (EDDS), Mr Meeking (EDWS), Mr Jefferies (EDSP) and invited guests.

Welcome: Mayor Goode thanked the invited guests for their attendance and outlined the format of the briefing session.

Great Southern Development Commission (Mr Peter Cook): Mr Cook advised that the project is at a point in time. It is one of several points in time for the project and the GSDC has been working on behalf of the Albany community to deliver a project for the region. He showed a series of plans to demonstrate the progressions and produced a document for Council to demonstrate that there is a way forward.

Mr Cook highlighted the advantages of building upon the information that had already been assembled and felt there were 2 options available. Option 1 involved starting with a clean sheet (\$200,000 had already been spent on consultation) and option 2 involved building upon the accord that had been established. The demographic trends for Albany highlighted a major shift in employment and population trends and projects needed to developed for regional growth. Approximately \$15 mil. is available for development projects in Albany of a tourist nature.

Project evolution involves three stages, Concept Development, Design and Project Approval. The City of Albany, as the elected representatives of the community, can provide guidance on the concept development (mix of uses / balance of uses / community amenity) and assist the State Government to progress the project.

Q. Cllr Bain Does Fletcher's Abattoir change the employment details.

A. Mr Cook Does not have a large impact.

Albany Port Harbours and Foreshores Preservation Group (Mrs. Elizabeth Barton)
Also appearing as a wider community representative. Since 1997 concerns have been expressed over the residential and the large commercial / hotel development. Most people were aware that the project has been going since 1983 but were not adequately informed of the high density of the development.

Community doesn't want port access hindered and the accord is not enough. The majority of the community wants to see the foreshore as a park land with BBQs, made safe from port traffic by a fence screened from the road by vegetation. The tourist appeal will be from the preservation of the beauty of the foreshore. Princess Royal Harbour is the second largest natural harbour in the world and it is not spoilt by development.

The APHFPG is about sensible development and is not anti development. Mrs Barton stated that she felt people were becoming aware of what we are loosing for the almighty dollar. The port is growing and creating employment and the APHFPG believes this development won't create employment.

Any option which doesn't reflect community desires (parks and a few shops, no hotel or tavern) will leave the community out of the process. Consideration should also be given to a memorial park on the foreshore. The APHFPG will continue to support the community wishes and put forward that point of view.

Q. Cllr Cecil Councillors are elected representatives of the community. How many members does the APHFPG represent.

A. Mrs Barton 95 members.

Q. Cllr Wilson How does Mrs. Barton feel about a marina without reclamation.
A. Mrs. Barton Prepared to receive as an option and throw up for community feedback. Wind on the north side of the harbour is an issue.

Q. Cllr Walker Has Mrs. Barton any idea how much money the City spends on parks and gardens.

A. Mrs Barton No

Mr Meeking advised that in excess of \$1 mil.

A. Mrs Barton It is an issue of the way funds are allocated in the budget and community may be prepared to sacrifice expenditure in other areas to develop and maintain a foreshore park.

Q. Cllr. Lubich One reason to support a development is the wind on the site. A park will suffer from exposure to the weather.

A. Mrs Barton people will select the appropriate time to visit the site, like they do at Middleton Beach.

Q. Cllr Cecil Does Council have a role to determine the viability of businesses or simply provide sites and opportunities.

A. Mrs Barton Considers that is a role of Council.

Q. Cllr Evans Can Mrs. Barton provide an overview of the APHFPG survey
A. Mrs Barton 702 people surveyed, 560 participated and were drawn from urban, rural and regional areas. Random sampling was used. Mrs. Barton advised that she felt a government funded survey of the region was not needed.

Q. Cllr Cecil What was the cost of the survey

A. Mrs Barton \$300 and a larger survey is currently being planned with a \$1000 budget.

Returned and Services League of Australia (Mrs. Barton read a statement from Digger Cleak – League would like to see an Anzac Memorial Park as a component of the foreshore development. An important part of our military history has never been the recognition and honour it deserves. Albany has been selected as the major WA site to commemorate Anzac day 2001 with federal funding for the event, it would provide the ideal opportunity to unveil a new memorial.

Q. Cllr Wilson Were staff aware of funding.
A. Mr Kelly No. The funding is for the event not a memorial.

Q. Cllr Dufty Thought we already had a nationally recognised memorial.
A. Mayor Goode RSL more concerned about Anzac day parade and sufficient land for the service.

Q. Cllr Lubich The removal of the existing memorial would be inappropriate
A. Mrs Barton The existing memorial has significance to St Johns Church and the memorial needs to remain on the site and a new one built.

Department of Transport – Marine Branch (Mr Patrick Dick) Mr Dick advised that he would like to discuss the foreshore project from a departmental and personnel perspective. The Department of Transport is responsible to protect state assets and the Port of Albany is a strategic asset linking producers and users. Ports are strategically located and pressure is placed on them and the access corridors to the ports worldwide. The handling processes for commodities is changing (eg. containerisation) and some ports are expanding or moving to meet transportation demands, moves to bulk cargo and processing changes to commodities (eg canola oil instead of canola seed).

Pressure to integrate port and community uses can be accommodated if governments have to do it however the introduction of specific planning tools (State Strategy, State Industrial Policy and statutory planning framework) has been undertaken to ensure compatible land uses are introduced in buffer areas to ports. The strategic links to the port need to be firmed up then new town planning scheme provisions are needed to protect those links and prevent developments which compromise those links.

From a personnel perspective, Mr Dick relayed some examples of port developments and felt that any project on the foreshore needed to be designed in a logic manner. All planning should start with an understanding of the water usage; Albany is fortunate that zoning of the water has already been done, however some additional detail is required. The interface between the water and the city then needs to be determined (marina, boardwalks, etc). Next, planning of compatible uses that work with the waterfront should occur. Those uses would include dive shops, marine based offices, tourist accommodation, etc. Don't do the project in one stage and funding will not become an issue if the project is worthwhile.

The key issues are;

1. Safety issues should be avoided in tourist areas.
2. Development should be at a sympathetic scale.

3. No high rise development and consider the views to and from the city as well as the water.
4. Arrange compatible uses
5. Protect port access – how it will be done is to be managed by Council.

Q. Cllr Bain
A. Mr Dick

Why did they move the port at Calk
The depth of water did not accommodate modern shipping and the land area was needed for port related industries.

Q. Cllr Lubich
A. Mr Dick

Should a safety fence be developed along Princess Royal Drive.
Doesn't want to speculate on design issues. Separation can be achieved by the use of structures such as buildings, or by uses such as plantings and car parks

Q. Mr Jefferies
A. Mr Dick

Has Mr Dick or the DoT reviewed the plans for the foreshore.
Yes, but he is taking a position of trying to move forward, is addressing safety and land use issues, particularly the introduction of a major attractor into the project.

Q. Cllr Walker
A. Mr Dick

Is Mr Dick against the use of a footbridge.
Think about a footbridge from the users point of view. It must be useful if it is to work

Albany Waterways Management Authority (Mr Matt Stevens) Mr Stevens provided an overview of the roles and membership of the AWMA, highlighting that the 11 members appointed by the Minister are representative of the regional community. AWMA's policy is to support only those projects which are required to be located on the water's edge (ports, etc). The authority's policy is to set up foreshore reserves.

AWMA became involved in 1994 and opposed the reclamation on environmental grounds. Minister ensured that most of the issues that AWMA requested were provided.

Q. Cllr Bain
A. Mr Stevens
Mr Fenn

What were AWMA objecting to
Can't recall. It related to reclamation.
The extent of reclamation was reduced in 1994 following the release of the CER to ensure the dense seagrass beds were not affected.

Q. Cllr Cecil
A. Mr Stevens

Is AWMA opposed to all reclamation
Opposed only to reclamation for residential or commercial purposes.

Mr Fenn
Mr Stevens

Does AWMA own or manage any reserves it seeks to establish
It is state policy to request the reserves. Local Government and other state agencies are better equipped to take control and manage

the reserves. Under extreme circumstances AWMA would take control of a reserve if no one else is prepared to.

Accord Group (Mr Mike Pemberton, Mr Bob Emery, Mr Ian Peacock & Mrs Jan Waterman) Sixteen years ago the press was very supportive of the project, that has changed recently and the 4 groups met to retrieve the project and talk up the commercial development. They are seeking an anchor development centred around leisure and tourism, enhanced economic development and commercial viability. Residential is considered inappropriate on the site.

Albany Port Authority (Mr Bob Emery) By the year 2007/08 approximately 6.5 mil. tonnes of commodities, worth \$1.8 billion, will be shipped through the Albany port. The authority set out to protect the port and generate trade. Governments worldwide are taking action to prevent urban encroachment onto ports. Albany has one road and rail access to handle the 6.5 million tonnes if it is not restricted. There is room for the port to grow and the APA is opposed to the residential development only. Concern is expressed over safety with the truck and people mix.

APA supportive of a phased development and a mix of uses up to the boundary of the port, including the marina concept. The decision on what is built on the foreshore rests with the Council and the community.

The Albany port does not belong to or deal with the City. It caters for the region and people in the region. Those people should be taken into consideration during the planning. The APA embraces tourism and supports a more concerted effort in that area. Cruise ships can be attracted to Albany but there must be something for them to look at in close proximity to the port. The APA doesn't think the current design provides sufficient safety.

Albany Port Users Liaison Group (Ian Peacock) APULG had the least reason to join the accord group. They have most of the regional Councils in the group. APULG has safety concerns with the project and some concessions achieved; pedestrian safety concerns remain and development of a parkland would be no different to housing or commercial, with people still moving across the road.

To fill one large ship with woodchips would require nine 40 tonne trucks operating 270 days with 24 hour operation. Employment in the timber industry alone will create 1100 to 1700 jobs by 2005 without value adding industries. 24 hour access to the port is required if it is to remain competitive. 1.2 million tonne of grain, as a result of rail improvements, can now be diverted to Kwinana if the port becomes uncompetitive.

APULG feels a business based forum is needed to progress the development. Any compensation payable for a future development will not be met by the port users.

Albany City Heart (Mrs Jan Waterman) Commercial development within the CBD can employ 3000 people (inclusive of the foreshore project) and can make a valuable

contribution to the community. City Heart wishes to have both the port and the CBD expand and prosper. Stage 1 of the foreshore has proceeded and there is an expectation that stages 2 and 3 would follow. The completion of the view down York Street to a town square was supported.

ACH had no problems with the planned POS within the development and are concerned that converting the entire area to parks would remove rating revenue and place a burden on others. What use would the area be to the people of Albany, it is the most hostile real estate in Albany. A park must have a purpose with an appropriate justification to gain funding.

An anchor development is needed on the site. The Esplanade is a prime example of a good anchor development which has attracted other projects to Middleton Beach. ACH would endorse a quality development, with purpose built POS, which does not hamper port access. Neither the port nor the business should be disadvantaged if a world class development is planned for the site.

Albany Chamber of Commerce (Mr Mike Pemberton) Development equals tourism and tourism equals jobs. Develop the foreshore for everyone.

Q. Cllr Bain What is the location and status of the footbridge.
A. Mr Fenn A footbridge was shown on a similar alignment to the original structure however concerns were raised that its position would make it difficult for general use. The footbridge would revert to Council and it was important that it be sited and constructed with long term maintenance and usage in mind. The design and planning of the footbridge is at a very preliminary stage.

Q. Cllr Dufty Is APA preference for short stay accommodation
A. Mr Emery Prefer that there is no accommodation however short stay does have people residing for shorter periods and the visitors have no financial interest in the site.

Q. Cllr Dufty Visitors enjoy watching ships and APA has fenced off the port.
A. Mr Emery The fencing is require to manage public risk.

Landcorp (letter read to participants) Mr Fenn read a letter from Landcorp which stated ;
 The role of Landcorp since 1994 has been to implement a development which was initiated as a locally conceived vision.
 There is now a divergence in community opinion on the project.
 Further Landcorp involvement in the project has been put on hold by the Landcorp Board.
 The lead responsibility for the project will revert back to the Minister for Regional Development and the GSDC.
 Further dilution of the income generating components of the project will result in an increase in the support funding requirements.

Given the hiatus in the project Landcorp trusts that Council appreciate their decision to step back and hand the leadership role to the local community until the future direction of the project is resolved. Landcorp is prepared to reengage at a future stage on an agreed development approach.

Honorable Kevin Prince MLA He observed that Albany developed as a port town and has progressed to a port / tourist town. The port was a series of jetties and moved to a land backed facility to accommodate changing needs. About one third of the buildings along Stirling Terrace were boarded up in the 1960s when the town turned its back on the port. The port and town were severed by the railway.

Community interest was generated in 1983 for a change, by 1986 Albany Tomorrow was produced and the GSDA formed and in 1993 the rail crossing was opened 50 years after it was closed. The Albany community now has a foreshore to have a debate over.

People are continually using the town jetty and recreation areas need access. Port access is sacrosanct and compatible land uses need to be planned. A project should include commerce with tourism and maritime themes.

Misinformation has hijacked the foreshore debate and it is important that Council doesn't throw out what has been done in the past. But it is also important that we don't get hung up on them. Council needs to debate with the community what the project will be.

Q. Cllr Wilson Hillaries is not a good project to build upon for Albany
A. Mr Prince It is not a commercial port and not comparable to Albany where rail and road access are involved.

Honourable Monty House MLA The public has demonstrated its views on the current proposal and there is a lot of goodwill to move forward. A plan needs to be developed which is broadly accepted to all players and the public. That support can be gained through open debate, including the hinterland.

Albany needs to get some development on the foreshore and the project should not die. Council and the community need to prepare a diagram on what they want.

Mayor Goode declared the briefing session closed after calling for questions and receiving no response.