URBIS

PROPOSED HOTEL DEVELOPMENT

10-12 FEARN AVENUE, MARGARET RIVER WA 6285

PREPARED FOR

THE SHIRE OF AUGUSTA - MARGARET RIVER

JUNE 2023



PROJECT TEAM

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Project Code	**P0041524**
Report Number	Final

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We acknowledge, in each of our offices, the Traditional Owners on whose land we stand.

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1. EXECUTIVE SUMMARY

This proposal is an exciting collaboration between the developer Fini Group, Architect – Nic Brunsdon, Landscape Architect – Mala, Sustainability Consultancy – Finding Infinity, and a wider project team of experts. The project team are pleased to lodge this development application for what will be a truly different and much needed form of hotel accommodation that is unparalleled in the South-West Region. The proposed development will enhance and diversify the range of accommodation available in the Town Centre and act as a launchpad for the local tourism market of this unique region.

The lodgement of this development application represents the introduction of a Hybrid Hotel concept (**the Hotel**) which is aimed at experience-seeking travellers. Guests are encouraged to interact with other guests at the "co-working" friendly communal areas, in the Hotel food & beverage venue, and to explore the iconic tourism experiences of the Margaret River region.

The Hotel will breathe new life into a site that provides a critical axial connection to the Margaret River Town Square and strengthens Fearn Avenue's evolution as the town's secondary retail and commercial strip. The proposed development celebrates the site's unique history through the retention and adaptive reuse of the existing rammed earth dwellings that were constructed in the 1980's and are one of the earliest examples of rammed earth construction in the region. The existing dwellings in the centre of the site will be transformed into five modern family villas, whilst maintaining the main shell and original ground floor layout from the 1980's.

In addition, 32 new hotel rooms will be introduced along the western edge of the site through the construction of a new three storey carbon net-positive building, bringing the total number of hotel rooms to 37 keys.

At the Fearn Avenue interface on the eastern edge of the site, the proposal seeks to introduce a new hotel restaurant and bar, and flexible pavilion space that can be utilised for functions and various hotel activities (e.g., yoga). The facilities will primarily cater for hotel guests, but also accessible by locals and travellers within the heart of the Town Centre. The Hotel will partner with local tourism operators and celebrate local sustainable producers.

The proposed development seeks to touch lightly on the ground, significantly increasing the amount of usable landscaping and introduces new high quality outdoor courtyard garden rooms. The proposal also significantly improves the streetscape interface along Fearn Avenue through the inclusion of landscaping, footpath, car bays and public art.

This report has been prepared by Urbis, in collaboration with Fini Group, Nic Brunsdon and the broader team of technical consultants, in support of a development application for Lot 11 and 12 (No.10-12) Fearn Avenue, Margaret River. We are very pleased and excited we have reached this milestone and look forward to continuing to work further with the Shire of Augusta-Margaret River to deliver this iconic redevelopment.



‘What is the future of travel?...It’s often tempting to see the future as necessarily bigger and bolder, in many ways we see the next era as gentler: more sensitive, more diverse and more community-oriented; less about grand, ego-centric expeditions than humble opportunities to roam, listen and learn, while spending time and money with businesses that support nature and local people in meaningful ways.’

- The Future of Travel, Conde Nast Traveller, 2022

2. DEVELOPMENT APPROVAL

This application seeks development approval for:

- The retention and redevelopment of the rammed earth dwellings to deliver five modern, yet modest accommodation units whilst maintaining the main shell and original ground floor layout from the 1980s. This includes the retention of key internal walls, sympathetically repairing the exterior of the dwellings with like-for-like materials where necessary, and internal improvements.
- The construction of a new three-storey building which runs along the western edge of the site and will provide an additional 32 rooms, bringing the total number of rooms for the Hotel to 37 keys.
- The construction of a Hotel dining facility, and flexible function space at the eastern edge of the development site, which will interface with Fearn Avenue, draw pedestrians off Fearn Avenue and provide amenity to the Town Centre.

It is noted that all new built form will be materially sympathetic and consistent with traditional Augusta-Margaret River building typology whilst still achieving the projects sustainability goals of being Australia's first net-positive circular hotel.

All components of this application are proposed to be constructed simultaneously, with anticipated commencement in mid-2024 and completion in late 2025.



3. THE JOURNEY

3.1. OWNERSHIP CAPABILITY

The Fini family have a long legacy of delivering Western Australia's most loved and awarded property projects spanning hospitality, tourism, and the arts. What sets them apart is their keen awareness of placemaking, their collaboration with the best architects and consultants and most importantly - they are in it for the long game, both developing and operating their projects unlike many other developers.

Along with their many partners, the Fini family are synonymous with projects such as the State Buildings and COMO The Treasury, Alex Hotel, the Rechabite, Coogee Common, Mello House, Lawson Flats, Little Creatures, Rosemount Hotel, Leederville Hotel and many others. At the heart of each of these projects is a desire to bring people together and build community.

3.2. PROJECT ARCHITECT

Nic Brunsdon is recognised as one of Australia's leading architects. In 2015 Nic was the sole winner of the Australian Institute of Architects Emerging Architect Award, firstly for Western Australia and then nationally.

Nic is a past nominee for the 40 under 40 young business leaders award, a nominated thought leader for the City of Perth, the 2015 recipient of the Dulux International Study Tour for Emerging Architects, the 2017/18 recipient of the Gil Nicol Biennial International Study Bursary, and a founding Board Member of Activate Perth. He is the current Chair of the Perth Centre for Photography which is one of Australia's leading arts organisations.

The studio's work has recently received recognition at the World Architecture Festival, Dezeen Awards, Houses Awards, INDE awards, and Australian Institute of Architects Awards programs, most notably winning both the public vote and master jury awards at the prestigious Dezeen Awards for the world's best hospitality project.

3.3. PRE-LODGEMENT ENGAGEMENT

The project team has conducted a significant amount of pre-lodgement engagement, which has occurred at Local government level prior to the lodgement of this development application.

Ongoing engagement with the Shire of Augusta-Margaret River has occurred since 2022. This includes liaison at an Officer and Manager level through various meetings, phone calls and emails. Most notably:

- **Project Inception Meeting** - held on 12 December 2022 to discuss the proposal, site conditions, design approach and functionality.
- **Design Review Panel (DRP) Meetings** – meeting one held on the 24th of February 2023 to present the proposal, articulate project intent and design rationale. Meeting two was held on the 11th of April 2023 to discuss design changes that had been made to address initial DRP feedback and answer any queries to assist in the finalisation of the DRP Report.
- **Various Discussions with Shire** – the project team has worked collaboratively with the Shire throughout the pre-lodgement phase of the project, with various discussions over the phone and email which has been of great assistance and has informed the development application.
- **Project Presentations** – to the Chief Executive Officers of tourism bodies, Australia's South West, and Margaret River Busselton Tourism Association.

4. THE SITE AND LOCALITY

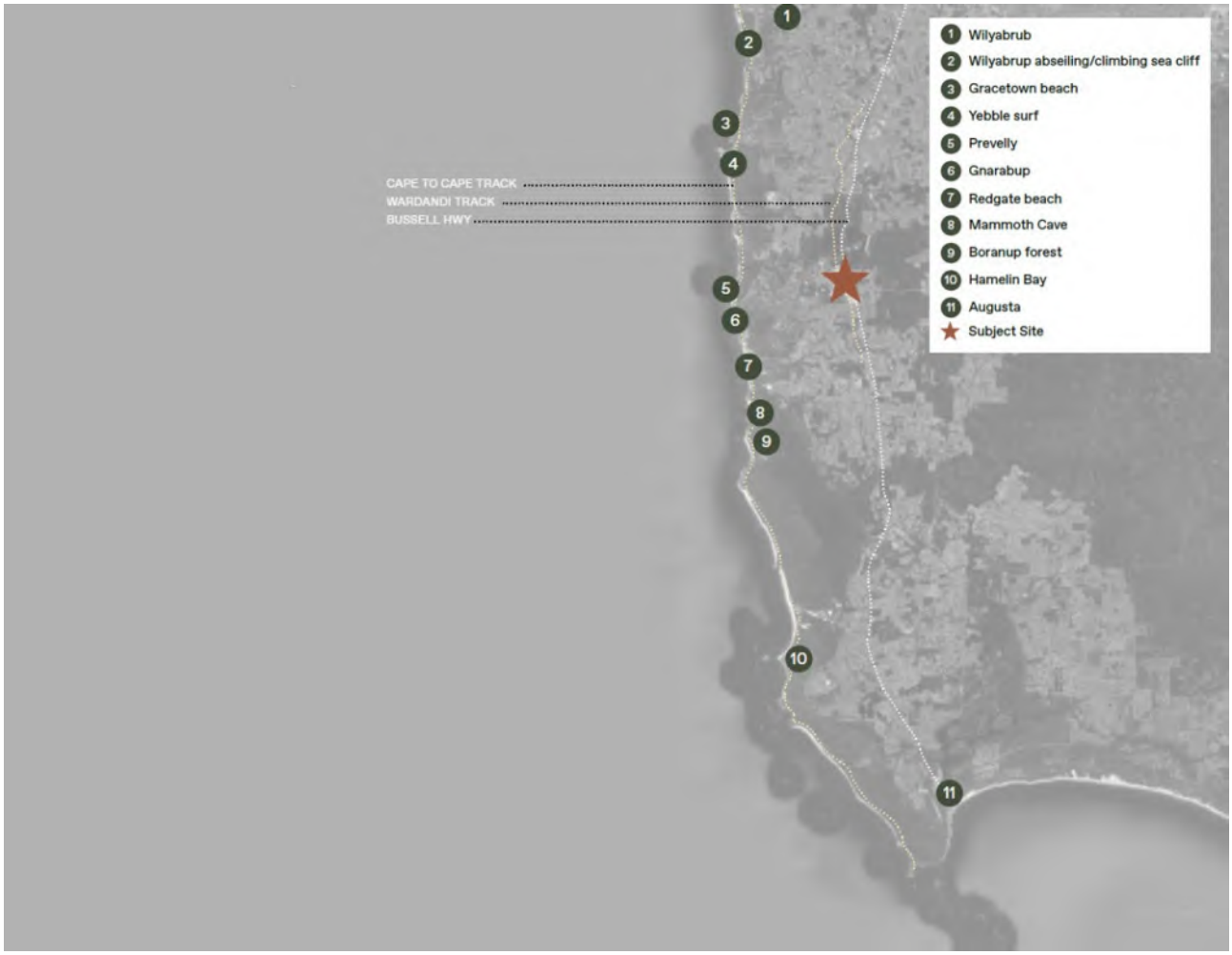
4.1. REGIONAL CONTEXT

The subject site is located within the Shire of Augusta-Margaret River local government area, and is nestled in the heart of the Margaret River Town Centre at the northern end of Fearn Avenue. More broadly, the site is well located within Western Australia's south-west region and is surrounded by beaches, caves, hiking trails, world-class surf spots, wineries, breweries and the picturesque south-west coastline.

The site is located approximately 49.0km south of the Dunsborough town site, and approximately 270.0km southwest of the Perth CBD. The site has relatively direct access to Bussell Highway (approximately 100m east of the subject site), which is a prominent regional road that generally runs north-south from Bunbury through to Augusta.

The regional context of the site is displayed in the figure below.

Figure 1 - Regional Context Plan



4.2. LOCAL CONTEXT

Locally, the subject site is located on the northern end of Fearn Avenue and is located 100m west of Bussell Highway, which acts as the main street of the Margaret River Town Centre. As the site resides within the Margaret River Town Centre, it is predominantly surrounded by a mix of food and beverage, retail and service type land uses. More broadly, the Margaret River Town Centre is surrounded by residential dwellings which typically range from R5 to R30/40 residential density coding.

Immediately north of the subject site is a café, barbershop and offices. To the east of the site across Fearn Avenue is the Margaret River Town Square, Coles supermarket, various public carparks and boutique shops. Directly south of the site is a yoga studio, café and a wellness centre. West of the subject site is the Margaret River Community Centre, which is home to seven state heritage listed buildings, childcare facilities and rooms for rent for activities such as dance, art, meetings and workshops.

Figure 2 – Local Site Context



4.3. THE SITE

The proposal sits wholly within Lots 11 and 12 (No.10-12) Fearn Avenue, Margaret River (**the subject site**) as highlighted in the table below. The two lots combine to form a subject site that is irregular in shape, with approximately 38m of street frontage to Fearn Avenue.

The Certificate of Title for both lots list no limitations, encumbrances or easements.

A copy of the Certificate of Titles and sketches are provided at **Appendix A** of this report.

Table 1 – Lot Details

Lot No.	Diagram	Vol/Folio	Lot Area	Registered Proprietor	Encumbrances
11	11828	1991/788	2451sq.m	Pasta Shooter Pty Ltd	N/A
12	11828	1991/789	1012sq.m	Pasta Shooter Pty Ltd	N/A

Figure 3 – Cadastre Map



4.4. EXISTING DEVELOPMENT

The subject site currently comprises six rammed-earth units, with the two central units being 2-storeys and the remaining four units being 1-storey, which collectively encompass 14 bedrooms. The rammed earth units were constructed in the 1980s and were one of the earliest examples of rammed earth construction in Margaret River. **Figure 4** below depicts the rammed-earth units in their current form.

Preliminary investigations of services (including electricity, water, and sewerage) have indicated they can support the proposed redevelopment.

Figure 4 – Existing Rammed-Earth Units





4.5. EXISTING ACCESS AND MOVEMENT

Currently, the site is accessible for vehicles via two crossovers on Fearn Avenue. The two crossovers provide access to driveways that run up towards the existing rammed earth dwellings and associated carports.

Fearn Avenue is a north-south road that runs parallel to the Town Centre strip (Bussell Highway) and connects Wallcliffe Road and Tunbridge Street, which are two prominent east-west roads that connect surrounding residential dwellings to the Town Centre. Fearn Avenue accounts for a unique mix of uses and acts as a secondary street within the Town Centre, providing retail, service commercial, beauty, art gallery, café and residential land uses spread along the street.

Pedestrian access is provided to the subject site via the existing footpath network along the west of Fearn Avenue, which is currently quite disconnected. The subject site currently has no footpath along it, which is consistent with other residential dwellings further south along Fearn Avenue. The eastern side of Fearn Avenue has slightly better pedestrian connectivity, with footpaths provided along the majority of the street and connects to the broader footpath network within the Town Centre. In 2020, a major upgrade of the main street of Margaret River occurred, funded by the Shire and State Government. This included the closure of the Fearn Avenue / Bussell Highway connection and the provision of pedestrian prioritised shared space, now referred to as the Margaret River Town Square (refer **Figure 5** overleaf) directly across from the subject site.

Overall, the improvements have vastly enhanced amenity and prioritised pedestrian movement within town, incorporating parklets, additional pedestrian crossing points and the Town Square area. Continued improvement of the pedestrian experience within the Margaret River Town Centre is central to maintaining critical economic entities, and the proposed Hotel contributes to this by further public realm upgrades and improvement to Fearn Avenue.

Figure 5 – Aerial Photograph



4.6. EXISTING CARPARKING

The subject site currently has six rammed earth dwellings with a total of 14 bedrooms, which are all serviced by the two driveways and crossovers from Fearn Avenue. The driveways and crossovers provide access to two carports that can shelter two cars each, providing a total of four formal car bays on site.

4.7. SITE CONSTRAINTS

Whilst the retention of the rammed earth dwellings is both a significant opportunity and asset to the site, their size, location and layout significantly constrain the future development of the site. This, coupled with the sites significant topographical slope (approximately 4.4m from west to east) make the delivery and introduction of new built form onto the site a challenging prospect.

The accessway along the southern side of the site and significant vegetation that is being retained (as informed by the Arborist Report attached at **Appendix C**) also reduce the developable area of the site but assist in revealing the logical areas in which buildings should be introduced.

5. PROPOSED HOTEL DEVELOPMENT

5.1. OVERVIEW



MARGARET RIVER MISSING LINK

In the heart of Margaret River's town centre we are looking to create the hotel that every country town wishes they had...

Simple yet thoughtful rooms, amenity for locals and travellers alike, inbetween spaces for being alone or together, productive or idle...

A place that embodies the south-west, that collaborates with its makers, that sets a positive example and brings a whole lot of smiles into town...

You get the drift...



HYBRID HOTEL

The contemporary traveller is more diverse than ever before yet they are all seeking quality authentic experiences. For this reason we are creating a 'hybrid hotel' which is focused on inspiring and sustainable hospitality and offers a wide range of price-points and room-types.

Whether you're a digital nomad on a surf tour, a family on a mountain bike holiday or a couple celebrating a wedding anniversary amongst the wineries, we have you all in mind with a diverse range of room types and inbetween spaces to cater for the diversity of the contemporary traveller.



LAUNCHPAD FOR LOCAL TOURISM

We're not a resort. Think of us more as an Explorers Inn.

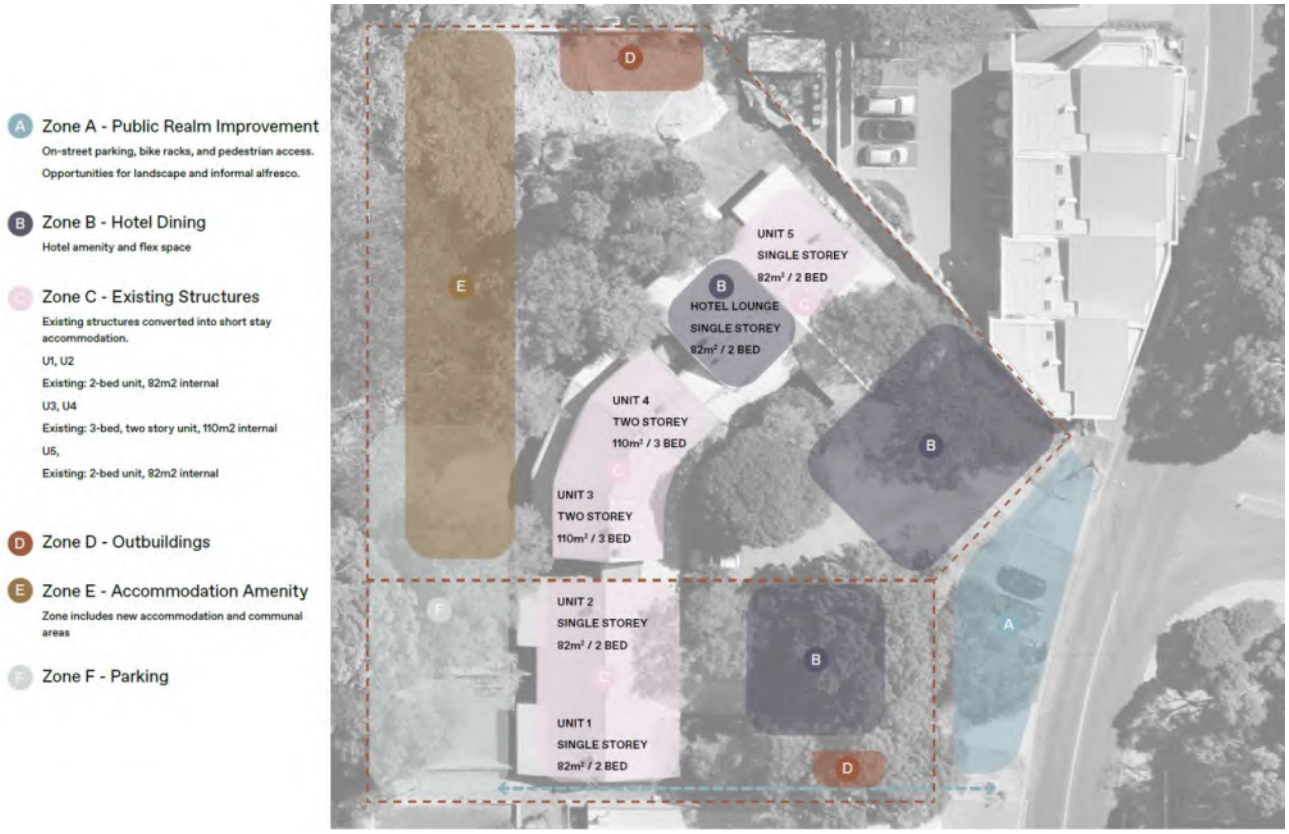
Spaces and amenity are modest and crafted rather than large and luxurious. Our guests are here for the region, not the swim-up pool.

Picture this...you wake up in a thoughtful room with a view over a native garden. You grab a quick coffee and bite from the dining room and off you go for a day-out on the road visiting wineries (or out surfing, or on the cape-to-cape). On return you take a bath, get dressed, stroll down to a local wine bar, followed by dinner at that new restaurant and walk back to bed... Perfect.

This proposal seeks to provide the Margaret River Town Centre with a form of short stay accommodation that is unlike anything else in the region and fill what is a missing link within Margaret River. The contemporary traveller is becoming increasingly diverse, but quality and authentic experiences remain at the forefront of a traveller's mind. For this reason, the proposed Hotel focuses on inspiring sustainable hospitality that offers a wide range of price-points, room-types and can act as a launchpad for local tourism by offering modest amenities and encouraging the ephemeral occupancy of the communal spaces for personal connection, and provide a home base for exploration of the broader region.

Categorised into six key zones (as depicted in **Figure 6** overleaf), the development of the subject site has been carefully considered in order to provide an appropriate interface with the street, but progressively introduces more private spaces (for hotel guests) towards the western end of the site.

Figure 6 – Key Zones of the Proposal



Zones A provides an opportunity for the Hotel to interact with the street and repair the public realm with improvements such as on-street parking, bike racks, pedestrian footpaths, landscaping, seating and informal alfresco space.

Zone B adaptively repurposes one existing rammed earth dwelling into the Hotel lobby and communal lounge for hotel guests. Further, it introduces new buildings facing Fearn Avenue to accommodate the Hotel food & beverage offering and flexible Hotel function space (that may be utilised for a number of activities such as yoga, workshops or meetings).

Zone C retains and repurposes the five remaining rammed earth dwellings to deliver short stay accommodation units that range from 2-3 bedrooms and 1-2 storeys (referred to as **'the family villas'**). The family villas are intended to be booked by families or small groups of friends – as such, these have been considered one unit of accommodation each, totalling five units.

Zone D is where End-of-Trip facilities (capable of storing surfboards, skateboards, mountain bikes and the like) are located, which includes a bathroom and a shower. Further, a spa room has been provided, which will house a spa, sauna, cold plunge, and remedial massage room.

Zone E on the western edge of the property introduces a new 3-storey building that comprises 32 units of accommodation, as well as a central courtyard. The room typologies differ slightly between each floor but are designed for up to two occupants.

The floor area of the various land uses within the Hotel are highlighted in **Table 2** overleaf**.**

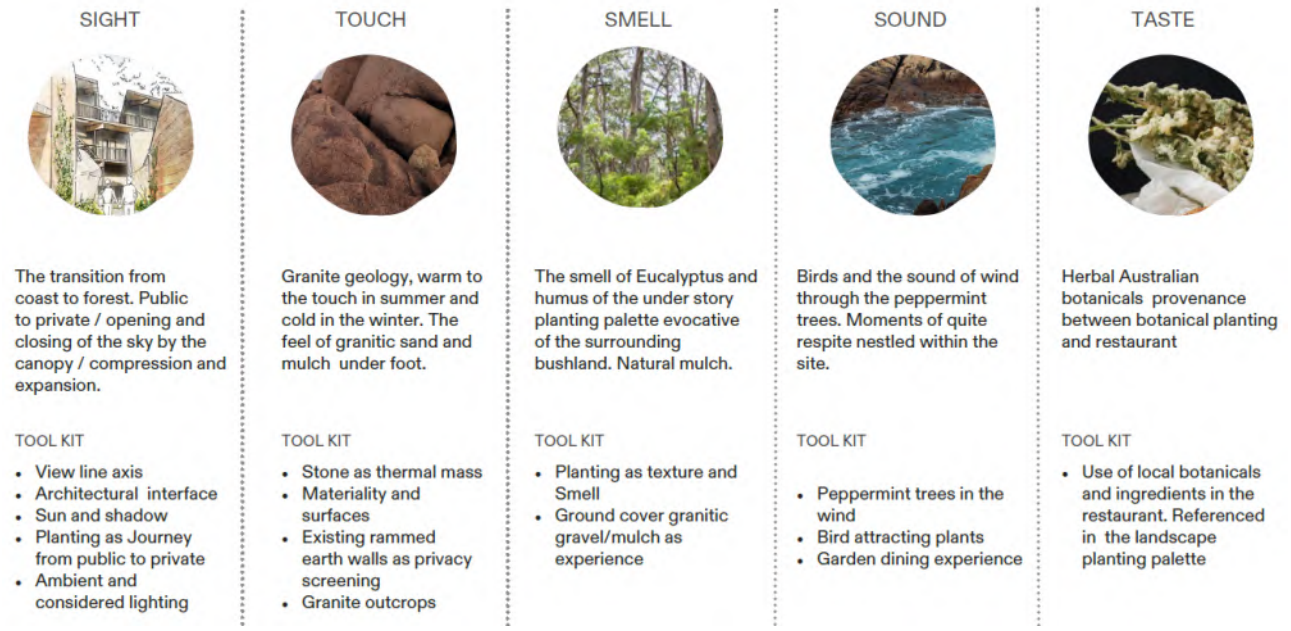
Table 2 – Hotel Floorspace Breakdown

Level	Proposed Use	Floor Area
Zone A – Public Realm Improvement	*N/A*	*N/A*
Zone B – Hotel Dining, Lounge and Function	**Hotel Dining (including bar area)**	**133sq.m**
	Kitchen Area / BOH Access	*140sq.m (total)*
	Hotel Multipurpose Function Room	**77sq.m**
	Hotel Lounge/Library Area	**82sq.m**
Zone C – Existing Structures	**Units of Accommodation (5 Units)**	**466sq.m**
Zone D – Outbuildings	**End-of-Trip Facilities**	**76sq.m**
Zone E – Accommodation & Amenity	**Units of Accommodation (32 Units)**	**783sq.m**
	Balconies	*66sq.m*
	Covered Walkway	*307sq.m*
	Courtyard Garden	*454sq.m*
	Total NLA (items identified in bold only)	**1,617sq.m**

5.2. COMPREHENSIVE LANDSCAPE STRATEGY

The landscape design expands on the functional and is derived from the quintessential, drawing on the five senses of sight, touch, smell, sound and taste that are endemic of the Margret River region.

Through the splitting of the Architecture along a practical axis, the quintessential essences of Margret River and the traveller's lodge inhabit the spaces between. Landscape rooms are created along the central axis, shifting from public to private. Within the negative space of the built form, nature and landscape will provide respite from a busy day of exploring and discovering the south-west region.



Particular focus has been placed on the public realm interface with the street to ensure that the built form outcome and urban designed environment of the proposal ties into the recent Town Centre upgrades. This is achieved through high-quality landscaping, built form interface treatments and place activation strategies, which are implemented through the landscape objectives of the proposal. The principal objectives of the landscape strategy are:

- To create a series of landscape rooms and spaces that foster a range of uses and gathers, both private and public, reflective, and passive.
- To create an enduring landscape with quality materials that are inviting, comfortable, iconic and develop a beautiful patina over time.
- To reflect and respond to the surrounding natural environment through planting pallets and site materiality.
- To contribute to visitors' overall well-being by providing practical, comfortable, and tangible amenities.
- To celebrate the existing materiality and topography of the site to create new modalities of engagement.

5.3. VEHICLE, SERVICE AND PEDESTRIAN ACCESS

The existing dual crossover access system at the subject site is proposed to be rationalised to include one full-movement crossover on Fearn Avenue at the southernmost end of the site. The crossover will provide access to a 2.4m-wide single-directional, two-way driveway connecting the crossover with the car parking area located at the rear of the site. To ensure safe and efficient use of the two-way traffic flows along the car park access driveway, a localised widening near the Fearn Avenue crossover end is proposed to provide space for a passenger vehicle to temporarily stop and allow a vehicle arriving from the opposite direction to pass the parked car. The proposed car park access driveway is approximately 45m long but with a straight alignment enabling visual contact between vehicles at the top and bottom end of the driveway.

To facilitate an efficient servicing operation for the development whilst not compromising the functionality of the rear carpark, it is proposed to provide two additional short term (15 minutes max) car bays within the Fearn Avenue road reserve (at the front of the development), which also serve as a loading bay. In addition, the proposal also provides a dedicated ACROD bay along Fearn Avenue. The proposed vehicle and servicing arrangements have been considered and designed to accommodate the relatively low traffic volumes that were identified following the completion of a Transport Impact Statement, which is discussed further at **Section 6.1** of this report.

From a pedestrian perspective, there is an already established footpath network throughout the Town Centre and surrounding the subject site along Fearn Avenue. However, the subject site does not currently provide any footpath infrastructure or connect with the broader network. As such, this application proposes the inclusion of 1.8m wide footpath infrastructure (to connect the site with the broader footpath network), additional landscaping along the footpaths immediately surrounding the site and to enhance the pedestrian experience. The proposed public realm upgrades are also underpinned by the proposed inclusion of public art along the street interface (as marked on the development application plans), which the project team are committed to working collaboratively with the Shire to develop further.

Within the Margaret River township, cycling is typically taking place either along the roads or designated tourist/recreational cycle trails. In the vicinity of the subject site, an on-street cycle lane is provided along one side of Bussell Highway. The proposed Hotel redevelopment includes the provision of a safe bicycle storage area and bike racks, which can store a total of 36 bikes for both hotel staff and patrons. End-of-Trip facilities (including showers) for employees are also provided within the development.

5.4. CAR AND BICYCLE PARKING

The total car parking supply for the development is 17 bays (not inclusive of the short-term bays and universal access bay along Fearn Avenue), all of which are proposed on-site and designated to the Hotel guests only. It is proposed that a total of two short term (15 minutes max) public parking bays along Fearn Avenue for the use of hotel guests checking in and drop-off / pick-up for staff and patrons. When Hotel servicing is scheduled to occur, it is proposed the bays will be temporarily reserved for the servicing vehicle and then reopened to the public. This will be achieved through the proposed removal of existing site's northernmost crossover, which currently provides additional access to the existing rammed earth dwellings on site.

In addition, the proposal makes provision for bicycle storage through the inclusion of a dedicated bicycle storage area and bike racks which can safely store a total of 36 bicycles, for the use of staff and hotel guests/patrons.

6. SPECIALIST TECHNICAL INPUTS

6.1. TRANSPORT IMPACT STATEMENT

A Transport Impact Statement (TIS) has been prepared by Transcore to review the traffic and parking components of the proposal. This includes vehicle access, carparking supply and demand (on and off site), active transport and traffic analysis.

The key components of the TIS are explained within various sections of this report, with a full copy of the TIS provided at **Appendix B.**

6.1.1. Parking Demand, Analysis and Utilisation

Due to the unique nature of the proposal, the concept design has been developed to ensure it delivers the practical requirements that are needed to adequately service the development whilst still prioritising the overall psyche and objectives of the proposal. The TIS has assisted in providing an assessment of the wider area and the behaviour and use of parking bays to inform the delivery of the final parking provision that is critical in calibrating the guest experience. However, it is important to consider that this is not a traditional hotel – it is a community-based experience for guests that does not exist in anywhere else in the locality, or the Region.

The TIS provides an analysis of the parking requirement for the development based on parking utilisation surveys to determine the level of public parking availability within the Town Centre. The TIS highlights that the statutory requirement represents the combined parking requirement for each individual component of the development, without taking into consideration potential cross-use or non-coinciding (asymmetric) peak demand periods of each particular land use. It is expected that most hotel guests would also be patrons of the hotel dining facilities, thus, reducing the parking demand for these facilities. Hence, the formal parking requirement of the proposed development is conservative on balance. Overall, the parking demand analysis concludes the following, which warrants the support for a lower parking ratio:

- The site is located in a Town Centre environment, and therefore, the parking demand for the Hotel is partially proposed to be addressed through use of ample public parking available throughout the Margaret River Town Centre within close proximity of the site. This is a very common approach within a Town Centre, where patrons are often visiting multiple venues.
- The retention of the existing rammed earth dwellings on site limits the amount of parking able to be accommodated on site. Providing the full statutory requirement on-site would negatively impact the amenity of the site and would necessitate the removal of further vegetation and several rammed earth dwellings, along with significant re-grading of the site. This would significantly reduce the design and sustainability outcomes of the project.
- The development encourages the use of non-motorised modes of transport to both Hotel guests and staff members, including secure bicycle parking and storage and End-of-Trip facilities.
- The Hotel is targeted at experience-seeking guests travelling in small groups and families that will not all arrive in separate vehicles (e.g., a group of four friends on a surf weekend). The accommodation will be of a high standard but affordable. It is not anticipated to attract luxury holiday makers.
- The landowner (and future Hotel operator) is in discussions with local tourism operators to plan a direct bus route to and from the Busselton Margaret River Airport. Further, it is the intent of the landowner to provide information about the restricted on-site parking provision on the Hotel's website and social media, to encourage patrons to utilise alternative parking options.
- Whilst the Hotel dining and bar area is open to the broader public, it is envisaged that approximately 80% of the Hotel dining and bar customer base will be Hotel guests, showing a natural reciprocity between the two uses. It is considered that the theoretical parking requirements do not reflect practical parking demand based on the specificity of the application, as Hotel guests already parking at the hotel will be the primary source of patronage for the restaurant/bar and wellness facility. To this end, it is considered appropriate that the Shire applies the discretion made available via Clause 5.8.3 of LPS 2 in relation to carparking.

- The project team have conducted a detailed analysis of case studies and best practice guidelines to inform the carparking supply of the proposal. For example, the NSW Guide to Traffic Generating Developments recommends a minimum of 1 bay per 4 rooms, which, if applied to this proposal, would require the provision of 9 car bays.
- The proposal represents a Hotel that focuses on inspiring sustainable hospitality, offering a wide range of price-points and room-types that can act as a launchpad for local tourism. The Hotel is strategically modest in the amenity it provides, as its primary objective is to act as a place for travellers to spend the night whilst they are exploring what the region has to offer during the day.
- A majority of employees are likely to be locals who may not require a designated parking space as they would walk, cycle or car-pool in lieu of using a private vehicle. Further, the site is surrounded by residential areas, with local residents forming a significant pool of potential patrons which may use the Hotel facilities and walk or ride to do so.

On the basis of the justification summarised above and explained further within the TIS, the proposed parking provision of 17 bays is adequate and suitable for a development of this nature.

Further to the above, parking utilisation surveys were conducted by Transcore (within a 150m walking distance radius of the site). The results of the surveys concluded that there are approximately 291 parking bays within the Margaret River Town Centre that are a comfortable walking distance from the site. The surveys demonstrated that even in peak utilisation periods, up to 90 parking bays remain available for use, with many in close proximity to the site. Again, this reinforces the ample parking public parking opportunities available within the Town Centre, which, together with the reasons above, will deliver a suitable parking strategy for the development.

6.2. ARBORIST REPORT

An Arborist Report has been prepared by South West Tree Services in order to determine the health of significant trees on site to ensure they are appropriately retained and managed (refer **Appendix C**). The Arborist Report identified two key significant trees to be retained on site, both of which are peppermint tree species and in good health.

Further to this, the Arborist assessed the health of the trees on the site adjacent to the west of the subject site (not owned by the proponent), which has numerous pine trees that run along the western boundary of the subject site. It was suggested in the DRP Process that an Arborist assess the pine trees, as they contribute to the proposal by providing a natural green screen for the 3-storey hotel building. It is noted by the Arborist that the health of the pine trees is ‘fair’ and to maintain the health of the trees, buildings should be set back 4m.

The proposal has ensured all practical measures are being taken to preserve the health of the trees. The structural line of the building sits outside the 4m recommended tree protection zone on the ground floor of the western boundary. Pad footings will be utilized in this area to avoid trenching or running of services across this critical zone. The post and beam construction method will allow the proposed building to cantilever over any root protection zones ensuring the ongoing health of the mature trees beyond the western boundary.

6.3. LANDSCAPE PLAN

Mala Studio has prepared a landscape plan for the proposal, which details the landscaping proposed both within the site boundary and along the Fearn Avenue verge area. Materiality, landscape species, site context and character has been carefully considered, to ensure that the proposal is aligned with the recent improvements to the Town Centre streetscape. The landscaped elements at the street interface are designed to encourage pedestrians, customers and guests to dwell and will include native species that are endemic to the region.

The key landscape strategies for the development are explained in **Section 5.2**, with a full copy of the landscape report provided at **Appendix D.**

6.4. WASTE MANAGEMENT

A Waste Management Plan (WMP) has been prepared by Talis Consultants and is provided at **Appendix E.**

The WMP proposes a private waste service provider to service the Hotel's general waste, recycling and, if commercially available within the Shire, FOGO. On the days of collection, rear-lift vehicles for general waste, recycling and organics will park in a designated pick-up area along Fearn Avenue, with drivers entering the bin store to retrieve relevant bins and transfer them to the vehicle. The Hotel's management will be responsible for overseeing the operational waste management systems.

6.5. ACOUSTIC REPORT

An Acoustic Report has been undertaken by Herring Storer Acoustics and provided at **Appendix F**. The Assessment has been completed, so the proposed development satisfies the requirements of the Western Australian Environmental Protection (Noise) Regulations, State Planning Policy 5.4 Road and Rail Noise, as well as NCC and BCA requirements.

Overall, the Assessment confirms the noise emissions for the redevelopment have been assessed in relation to the nearest sensitive receivers. The following recommendations have been provided to achieve compliance:

- Noise emissions associated with the restaurant area associated with the project will be assessed and appropriate noise controls will be incorporated into the design to ensure compliance with the requirements of the *Environmental Protection (Noise) Regulations 1997*. It is anticipated that compliance will not be difficult to achieve, given the location of the area and the separation to noise sensitive premises in the area and the development itself.
- The air conditioning for the hotel rooms is not yet known. Once the design of the system is finalised, an acoustic assessment will be carried out of noise emissions from the mechanical plant and any noise amelioration required will be incorporated into the design to ensure compliance with the Environmental Protection (Noise) Regulations 1997. However, Herring Storer advises that compliance would be easily achieved, and any noise mitigation would be minimal, with the proposed design.
- Traffic noise was found to be the most significant noise source in the area and therefore utilised as the design sound level for façade considerations. As a result of this, glazing treatments have been selected to meet the acceptable indoor noise requirements due to noise generated from Bussell Highway.
- A detailed review of mechanical equipment and services will be conducted during the design phase prior to the issue of a building permit.

6.6. SUSTAINABILITY STRATEGY

A Sustainability Strategy has been prepared by Finding Infinity and is provided at **Appendix G**.

The proposal seeks to create a new benchmark in sustainability for the region, as a carbon net-positive Hotel. This commitment has seen the project be selected as one of 10 pilot projects for 'A New Normal Perth', fitting under the topics of Net Zero Architecture and Efficiency Retrofits. As a collective, A New Normal Perth will become a collective of exemplar sustainability projects that aim to make Perth a more sustainable and self-sufficient City.

Overall, the sustainability vision of the project is to become Australia's first net-positive, circular hotel, in construction and operations. To achieve this vision, the Sustainability Strategy sets sustainability targets and initiatives that will be employed to deliver a Hotel that produces more energy than it consumes, uses minimal water from the grid and provides the ability for zero carbon transport to be utilised by guests.

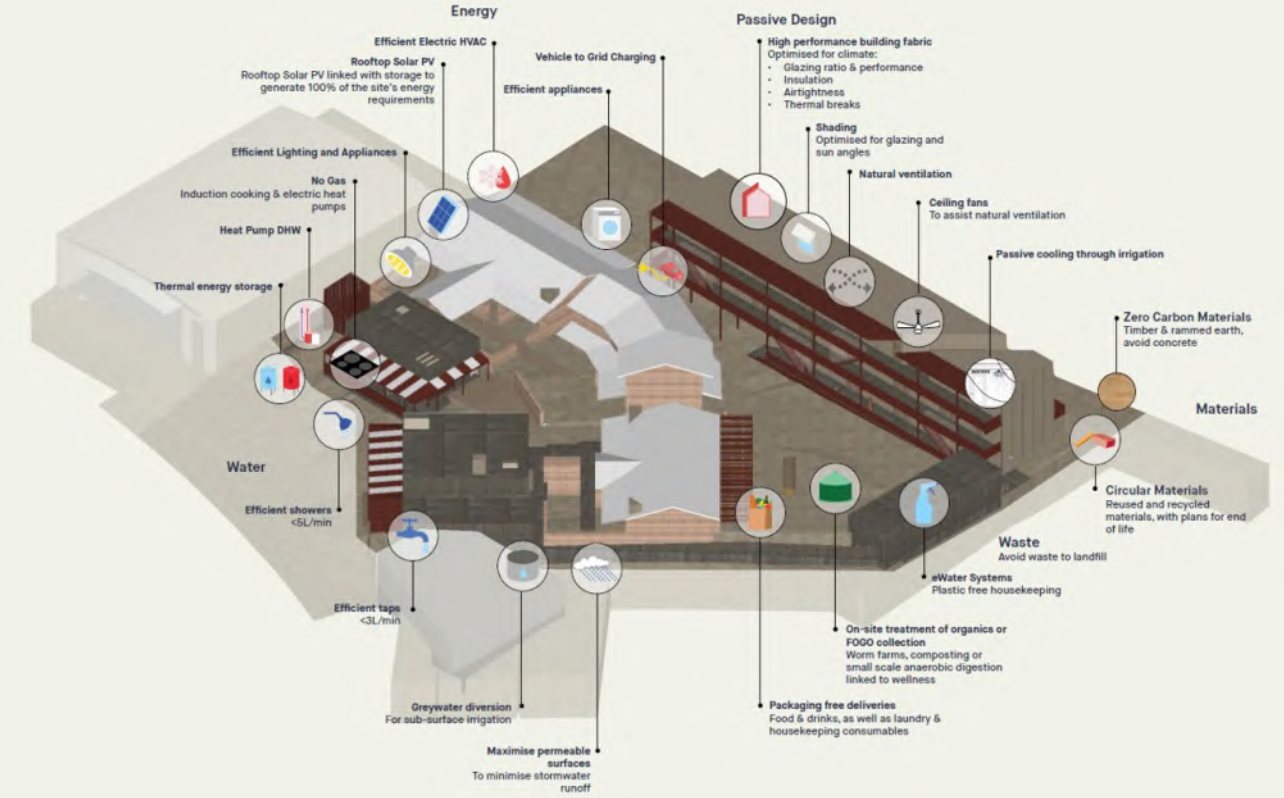
The key sustainability initiatives of the proposal are outlined in further detail within **Section 7.1** overleaf.

7. A NEW NORMAL FOR THE REGION

7.1. CARBON POSITIVE DEVELOPMENT

As discussed in Section 6.6, the proposed Hotel seeks to deliver Australia's first net-positive circular hotel that will be self-sufficient and a ground-breaking sustainability project for the Region. **Figure 7** below demonstrates the detailed analysis that has been undertaken to inform the sustainability initiatives of the project, to ensure that realistic and achievable targets are set.

Figure 7 – Sustainability Strategy



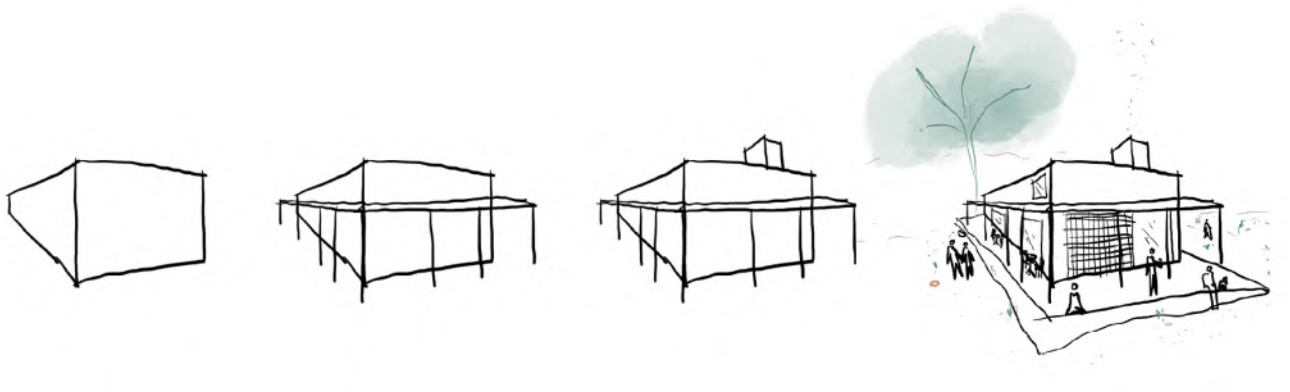
Key initiatives of the proposal include:

- Net producer of energy, generating more electricity than consumed through installation of rooftop PV.
- 100% electric with heat pumps for thermal storage of hot water and induction cooktops within family villas and Hotel dining facility.
- Water efficient design through use of modern fixtures and fittings and grey water diversion systems.
- Adaptively re-using the existing rammed earth dwellings to minimise material use and reduce waste production.
- Best practice management of stormwater through sensitive landscape design and maximising permeable ground material.
- Provision of End-of-Trip facilities to encourage bike use by guests and staff, as well as bicycle storage, E-Bike hire and E-Bike charging facilities.
- Improved public realm by creating a series of landscape rooms, proposed road reserve improvements and integrated public art, and walkability via extension of the Fearn Avenue footpath network.
- Improved key east-west sightline and connection with the Margret River Town Square.
- Provision of accommodation options within the walkable centre of Margaret River, supporting day-time retail businesses and the night-time economy.

7.2. DESIGN EVOLUTION THROUGH EXPERT REVIEW

The design of the proposal has been informed through early engagement with the Shire. In the absence of a formal Design Review Panel being operational, the Shire arranged for the design concepts to be reviewed by Architect James Christou.

The review process was completed from February to April 2023, with comments taken on board as part of the finalisation of this proposal. The design review report was generally supportive of the redevelopment and encouraged the overall intent of the proposal, its design and the overall vision for the site. The design review process offered areas of focus and as such, the design has responded and carefully addressed the design principles and the recommendations provided by the DRP. A copy of the design review report prepared by James Christou is included at **Appendix H**, with a summary of how the proposal meets the 10 principles provided in the following sections.



7.3. 10 PRINCIPLES OF GOOD DESIGN

This section presents the design merit of the proposal against the 10 principles of good design outlined in State Planning Policy No.7.0.

7.3.1. Principle 1 – Context and Character

Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.

The proposal has been informed by a comprehensive review of the multitudes of histories that surround the site and the various contextual elements and personalities that are unique to the area. The analysis resulted in the development of a locally referenced sustainable material palette that enables an interpretive response and ultimately, arrives at a built form that is highly distinctive and unique, but still eclectic to the region in character.

Locally, the site is located at the end of the most prominent east-west axis within the Town Centre, which runs from the subject site, through the recently constructed Margaret River Town Square and the length of Willmott Avenue, as demonstrated in the local context map at Figure 2. The east-west axis intersects with the north-south Town Centre main street (Bussell Highway), which is lined by a mix of food and beverage, retail and service type land uses.

More broadly, a contextual analysis of the historical Margaret River built form, construction methods, native vegetation and building materials was conducted to gain an understanding of the history of the region. This is reflected on the subject site itself, with the existing 1980s rammed earth dwellings (proposed to be retained on site) being an example of some of the early construction methods for the region.

All of these contextual factors have been critical in shaping the design, resulting in an interpretive and contemporary expression of the local context while juxtaposing with the historical low scale and traditional scale of development referenced throughout Margaret River. As such, the proposal seeks to respectfully celebrate the site's context, location and each strand of history as it works towards creating a new addition to the Town Centre that stitches into the existing & emerging Margaret River community.



7.3.2. Principle 2 – Landscape Quality

Good design recognises that together, landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.

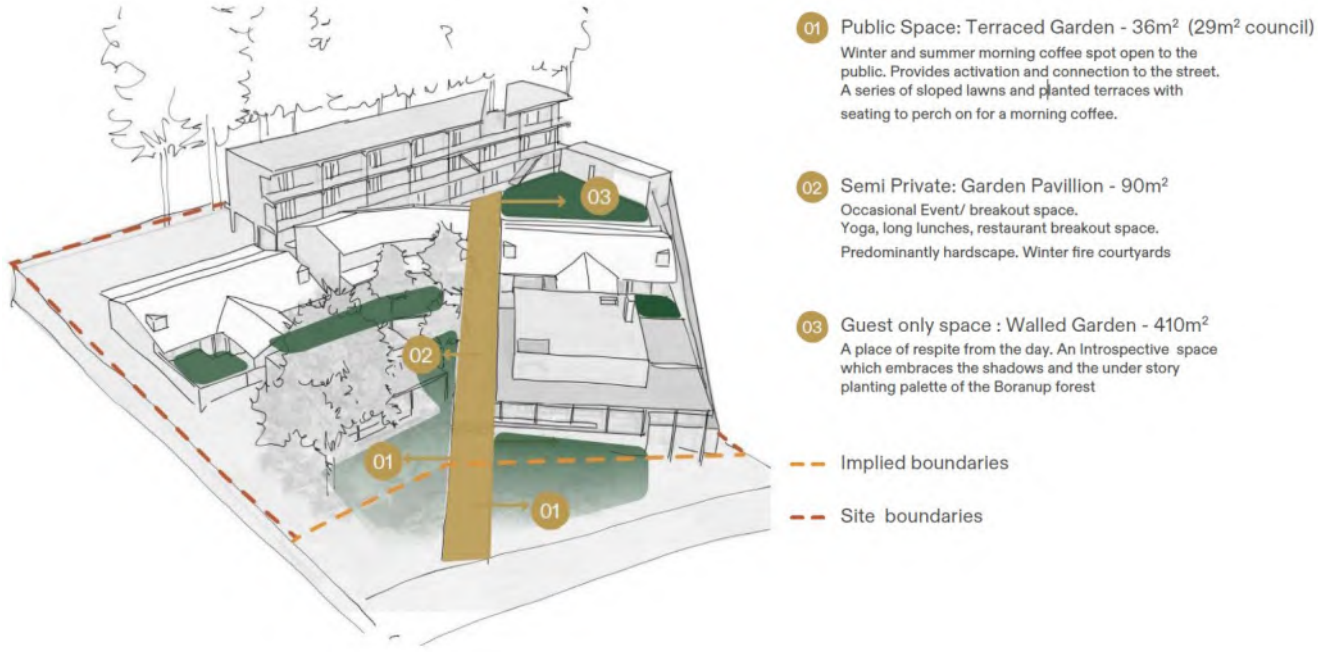
The proposed landscape strategy has been developed similar to the architectural response by first considering the existing contextual and cultural elements of the site and determining an appropriate design outcome for the site.

The proposal seeks to utilise the practical axis through the site to allow the landscape to be split into 'landscape rooms' that give way to functional activated spaces that grade from public to private as you move deeper into the site. The landscape will be a key component of the Hotel and contribute to the legibility and wayfinding between areas of the site via the inclusion of pathways, activation of entries and communal spaces via the garden beds, walled gardens, boulders and seating. Further, the landscaping aims to provide visual impact and improve the way that the Hotel interfaces with the existing streetscape by proposed street interface upgrades within the Fearn Avenue road reserve. All landscaped areas will be efficiently irrigated, with irrigation design to be provided in the next phase of design.

The DRP Report recommended that an Arborist Report be obtained to inform the tree retention both on-site, and also adjacent to the subject site (particularly, the pine trees along the western boundary). This was to inform the location of the western building in relation to the root zone of these trees to ensure their health is preserved. As such, an Arborist Report has been completed and is provided at **Appendix C**.

The key landscape elements of the proposal are discussed within the Landscape Report, prepared by Mala Studio and included at **Appendix D**. **Figure 8** below demonstrates the landscaping character, and strategy for the site.

Figure 8 – Landscape Strategy



7.3.3. Principle 3 – Built Form and Scale

Good design ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.

The proposal seeks no alteration to the bulk or scale of the existing rammed earth dwellings and proposes the introduction of appropriately sized new built form, which is cognisant of the existing dwellings height and scale – this is reflected by the 'green' and supportive DRP comments.

The additional proposed buildings are situated appropriately on the site and utilises the natural topography of the land to ensure that all buildings have views towards the street, and taller buildings are located at the back of the site to ensure a human scale is maintained at the street edge. Further, the placement and alignment of the new and existing buildings creates key walkways, sightlines and spaces for pedestrians to get to gardens, hotel rooms and amenities.

Aligned with the sustainability aspirations and natural 'feel' of the project, the newly introduced buildings are proposed to be cladded, screened and balustraded in a material (confirmed in detailed design) that will deliver a style that is endemic to Margaret River, whilst still being unique to the site.

Overall, the built form and scale of the project is a high-quality architectural response to the topography of the site, delivers buildings of a suitable scale and will deliver a building that will become a community hub within the Town Centre for travellers and locals alike.

7.3.4. Principle 4 – Functionality and Build Quality

Good design meets the needs of users efficiently and effectively, balancing functional requirements to perform well and deliver optimum benefit over the full life-cycle.

The proposed Hotel will unlock an important site within the Margaret River Town Centre and deliver a new form of accommodation unlike anything else within the Region. Through a comprehensive landscape strategy, the sites significant slope has been managed and the development will remain completely universally accessible at ground level with wheelchair access across the entire site. Two wheelchair accessible rooms are included in the ground level of the new Hotel building. Hotel staff will have access to the End-of-Trip facilities and storage room, and lockers.

The proposal maintains nearby properties' amenity, with no detrimental overshadowing, or overlooking of private outdoor living areas. The proposal evolved throughout the design review phase to ensure that the development embodies a strategy for providing efficient access (and compliance with BCA requirements) throughout the upper levels of the newly proposed hotel building. This was achieved by providing an additional staircase on the covered walkway to ensure travel distance from room to stair is adequate.

The location of new services such as air conditioning are yet to be confirmed, but acoustic and mechanical advice has indicated that split air conditioning systems are suitable for the proposed Hotel and will avoid any noise related disturbance to Hotel guests and neighbours. Minor aspects of the existing rammed earth dwellings (such as the existing screening) will be removed as part of the efforts to restore, upgrade and present the buildings in a manner that aligns with the look and feel of the rest of the site.

Streetscape improvements will be made through the inclusion of on-street parking, bike racks, pedestrian footpaths, landscaping, seating and informal alfresco space that interfaces with Fearn Avenue. The improvements assist with creating a pedestrian friendly public realm and also utilise landscaping to screen the proposed Hotel restaurant from noise and visual obstructions caused by vehicles turning at the Fearn Avenue intersection.

7.3.5. Principle 5 – Sustainability

Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.

The proposal has placed sustainability at the forefront of the design process to ensure that a positive outcome is delivered from an environmental, social and economic perspective which will enable the project to achieve its goal of becoming Australia's first net-positive circular hotel.

By adaptively reusing the existing rammed earth dwellings, there is a significant saving of resources, and building material. This provides a substantially reduced carbon footprint and landfill waste compared to the alternative of demolition and rebuilding. For the new buildings being delivered on site, there has been careful consideration undertaken in relation to building materials, construction practices, passive design, energy storage and waste production to ensure it meets the project's sustainability targets.

The proposal seeks to increase social sustainability by delivering critical accommodation within the Town Centre (with room types catering to a range of budgets), all-day dining facilities showcasing local sustainable produce, flexible Hotel function space for activities such as yoga, workshops or meetings, and creating a more sociable, walkable environment for travellers and locals alike.

The Hotel will act as a launchpad for local tourism, encouraging guests and travellers to spend the day exploring the Region and spend the evening within the Town Centre supporting the local economy and small businesses. The extension of the footpath and improvements to the adjacent road reserve will connect the Hotel with existing commercial properties on either side of the subject site, and more broadly with the Town Centre footpath network.

7.3.6. Principle 6 – Amenity

Good design provides successful places that offer a variety of uses and activities while optimising internal and external amenity for occupants, visitors and neighbours, providing environments that are comfortable, productive and healthy.

Throughout the design review process, amenity was raised as an aspect that required further attention due to concerns around overlooking onto the adjacent site from the three-storey western hotel building, and concern that lights from vehicles (utilising Fearn Avenue intersection) will impact on the hotel restaurant. As suggested throughout the design review, increased landscaping has been added at the street interface of the development in front of the restaurant to block any visual obstruction from vehicle lights.

Overlooking from the three-storey western hotel building has also been carefully considered throughout the design phase of the project. It is noted that the existing trees on the boundary of the subject site, and the adjacent site will significantly reduce any ability for overlooking and act as a natural green buffer between the sites. An Arborist Report (provided at **Appendix C)** confirms that these trees are in good health and should be maintained. Further, the building has been setback 3m from the site boundary on the ground floor, and 4m on upper levels to reduce any ability of overlooking.

The Hotel will create a new place of social engagement, accommodation and employment for Margaret River, with the ground level street interface focused on providing outdoor gardens, all-day Hotel dining restaurant that will sell coffees to the general public throughout the day, and a flexible Hotel function space. The outdoor gardens and landscaped spaces will provide protected and shaded environments that will be a natural extension of the Hotel interface. The garden areas will be protected and shaded by strategically located landscaping, which will also provide a natural barrier of noise mitigation to the street at appropriate times of the day/night.

There is variety of accommodation types, with both family villas (repurposed from existing dwellings) and standard size Hotel rooms available (located in the new building along the western edge of the property). Further, the rooms on each floor of the new building will have a different layout to meet varying guest preferences. The rooms on Level 1 of the western hotel building will have a recessed balcony that will provide sun and wind protection and optimal visual and acoustic separation. The remaining rooms at ground level across the site all have relatively direct access to a courtyard garden area.

7.3.7. Principle 7 – Legibility

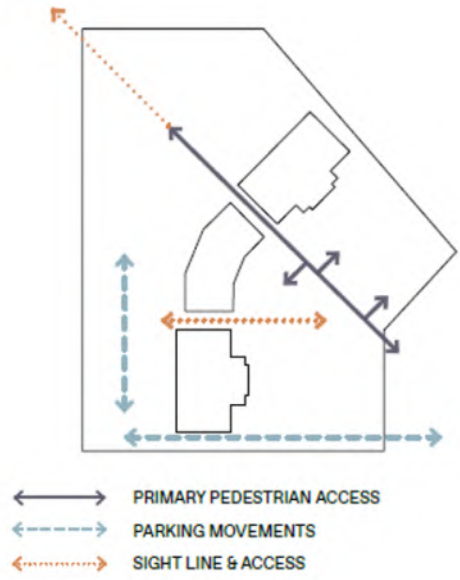
Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around.

The architectural language, material and detail of the new buildings have been designed to complement and work in unison with the existing rammed earth dwellings to ensure that the entire site integrates through a subtle contrast in material and scale. The external form and articulation of the new buildings throughout the site have been deliberately designed to create key sightlines and maximise legibility when entering the development. The entire site remains permeable and legible by utilising the key sightlines and pedestrian access paths that have been created through building design and placement.

The proposal utilises landscaping to assist in differentiating public and private places, as demonstrated in Figure 6. Public and semi-private gardens / courtyards / pavilions are delivered closer to the street interface in an inviting manner that welcomes members of the public. They have a generous and easily identifiable presence on Fearn Avenue, with relatively direct access to the restaurant, bar, and Hotel. The main courtyard / walled garden area is slightly offset from viewpoints on the street to maintain privacy for guests and ensure the area remains for guest use only.

Guests are likely to complete an online check-in prior to arriving at the Hotel and be provided details in relation to room location, parking, and amenities. The Hotel will be accessed either through the main central pathway or via the rear carpark. Both of which will utilise wayfinding signage to direct guests to the Hotel Lounge. Guests will be greeted by staff that may assist them with check in (if not already completed online) and direct guests to their room or the Hotel dining.

Vehicles and people are completely separated, with vehicle entry located along the southern boundary of the site via Fearn Avenue, with only 15-minute and loading bays proposed along the Fearn Avenue interface. The rear vehicle entry provides access to the car parking, whilst the front-loading bays will act as the service delivery and waste collection area.





PERMEABILITY & MOVEMENT

Clear defined paths of arrival and entry

Move between buildings to engage with street interface, existing vernacular buildings and draw upon the Margaret River character

Create permeability through spaces

Create internal vegetation between buildings

ACTIVE EDGES

Architecture encourages a connection, sight lines and immersion to gardens

Encourage outdoor dining, event and play opportunities

Draw occupants off Fearn Ave.

7.3.8. Principle 8 – Safety

Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.

Throughout the design review process, safety was raised as an area that required further attention to ensure that the proposed external cladding of buildings meets fire rating requirements, the carpark is safe, and servicing is conducted carefully. As a result of this, the proposed cladding on the new western Hotel building has been revisited and will be delivered in a non-combustible earth-coloured render exterior as opposed to the originally proposed timber cladding.

The carparking area will be well-lit, accessible / viewable from the adjacent courtyard garden area and monitored by CCTV. Servicing has been considered throughout the design phase of the proposal, with access ramps ensuring that all servicing via trolleys or the like can be conducted safely and efficiently across the site. Further, it is proposed that a Servicing / Delivery Plan be completed prior to occupancy to confirm the details and safety of serving operations.

It is noted that all public and private external spaces within the project will be designed to achieve CPTED principles, including natural access control, territorial reinforcement, after-hours lighting and passive surveillance opportunities. The location of a singular vehicle access point to the south of the site off Fearn Avenue will ensure vehicle/pedestrian safety is maximised.

7.3.9. Principle 9 – Community

Good design responds to local community needs as well as the wider social context, providing environments that support a diverse range of people and facilitate social interaction.

The activation of a site at the end of a prominent east-west axis within the Town Centre that delivers a new all-day dining offering with outdoor seating, reinforcing the local identity of Margaret River and bringing additional amenity, economic benefit and employment to the community. The project intends to put the community first through a number of initiatives, such as working with local tour operators to launchpad Regional tourism, and celebrating local producers by purchasing their products and providing a platform for small producers to interact with the community.

In addition to the above, the proposed development will improve the Fearn Avenue streetscape to create a more community-connected environment, sensitively refurbish the existing dwellings within the townsite, and provide an additional 37 units of accommodation to the locality, which will further add to the social and economic vitality of the precinct and accommodate more visitors in the Town Centre.

7.3.10. Principle 10 – Aesthetics

Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.

The proposal embodies an appropriately scaled built form surrounding retained and reused rammed earth dwellings. The proposed design has evolved since its inception to respond to design review feedback (through the Shire's design review process) and expert technical advice.

The selection of materials and building form has resulted in a sensitive, eclectic and integrated response between the old and new, while still being mindful of the surrounding Margaret River context and history. Direct reference to local context is made in the selection of timbers, render and rammed earth, both materials that are sourced and widely used locally (including on-site in the 1980s to construct the existing rammed earth dwellings). The proposal has placed significant focus on landscape by providing gardens, courtyards, function areas and surrounding public realm – all contributing to the overall aesthetic of the development and broader locality.

The material selection is focused on high quality, positive carbon materials with limited maintenance, such as mass timber, existing rammed earth and natural renders.

8. STATE AND REGIONAL PLANNING ASSESSMENT

8.1. SUMMARY OF KEY DOCUMENTS

The table below outlines elements of the State planning framework considered relevant to the subject site, with a more detailed assessment of key State Planning Policies provided in the following sections.

Table 3 - State Planning Documents

Document and Summary	Assessment	Compliance
South West Regional Planning and Infrastructure Framework The framework identifies strategies for dealing with economic growth, environmental issues, transport, water resources, agriculture, tourism and the emerging impacts of climate change. The Framework also recognises Margaret River's contribution to the Tourism sector as one of the most significant in the southwest.	The proposed development supports the intent of the Framework and endorses the provision of tourism type development and land uses within the south-west region. Further, the proposal will strengthen the hospitality offering of the town, by increasing the number of keys, improving street interface and making a meaningful contribution to the Town Centre.	
State Planning Policy No.5.4 – Road and Rail Noise This Policy applies where a noise-sensitive land use is proposed within proximity to transport routes. This Policy applies to the development as it abuts Bussell Highway, a State Freight Road under the provisions of the policy.	An Acoustic Report has been prepared by Herring Storer Acoustics to support this development and is included at **Appendix F**. Noise emissions from Bussell Highway were assessed against State Planning Policy 5.4 to ascertain the acoustic treatments required to achieve compliance.	
State Planning Policy 6.1 - Leeuwin-Naturaliste Ridge Policy The Western Australian Planning Commission (WAPC) and the Shires of Augusta-Margaret River and Busselton collaboratively developed SPP 6.1 to assist with solidifying a clear strategic planning tool which provides a direction on future land use for the Leeuwin-Naturaliste Ridge area. Further, the policy provides a statement of intent for Tourism development within the region: *"A diverse and sustainable tourism base which complements the existing character and lifestyle of the policy area will be facilitated by integrating large-scale tourist development into Principal Centres and other settlements, Promoting low-scale tourist development that is consistent with local characteristics, Encouraging innovative tourism development that responds to the local natural and cultural environment;*	Margaret River is identified as a Principal Centre within SPP 6.1. The proposal is directly aligned with the intent of this Policy and takes into consideration Margaret River's status as a Principal Centre. The proposal will upgrade and add a unique tourist offering within the Town Centre. The redevelopment will provide an additional 37 units of accommodation to the Town Centre and showcase an innovative eco-tourism development that responds to the cultural environment and local characteristics of the town.	

Document and Summary	Assessment	Compliance
State Planning Policy No. 7 – Design of the Built Environment SPP 7.0 – Design of the Built Environment provides guidance on design quality and built form outcomes. The policy sets out 10 design principles to inform assessment and design review. Of note is the emphasis on the performance-based approach to policy and design assessment.	The proposed design approach sought to adaptively re-use rammed earth dwellings that are endemic to Margaret River, and transform them into a Hotel with best practice conservation principles, as well as ensure the redevelopment sits comfortably within the context of the Town Centre. The proposals consistency with SPP 7.0 and specifically the 10 principles of good design is outlined in detail in Section 7.0.	

9. LOCAL PLANNING ASSESSMENT

9.1. SHIRE OF AUGUSTA-MARGARET RIVER PLANNING STRATEGY 2036

The Shire of Augusta-Margaret River Local Planning Strategy 2036 (the **Strategy**) was endorsed by the WA Planning Commission in January 2022. The Strategy is the Shire's primary strategic document which sets out the vision for the size, look and feel of the Shire's neighbourhoods and towns for the next 10-15 years.

Of relevance to this application, the Strategy supports the continued improvement of the pedestrian experience within the Margaret River Town Centre, noting it is central to maintaining critical economic entities, which trade in part on their desirability as central destinations within the state's primary regional tourism area.

9.2. MARGARET RIVER TOWNSITE STRATEGY

The Margaret River Townsite Strategy (dated 2008) was developed to ensure that new development maintains the physical and natural qualities of Margaret River. The Strategy outlines a strategic vision to provide an adequate supply of commercial, retail, residential and tourism services that cater for the growth of the principal centre in the short and long term.

The Townsite Strategy emphasises the important of the relationship of the Margaret River Townsite, to the context of the existing surrounds and its natural attributes such as the Margaret River, provides the opportunity to create an environment that is sustainable in nature and character. The proposal seeks to retain the existing character of the site, and embrace its natural environment, topography, character and materials to provide a sustainable development that is endemic to Margaret River.

9.3. SHIRE OF AUGUSTA-MARGARET RIVER LOCAL PLANNING SCHEME NO.1

The subject site is located within the Town Centre Zone under the Shire of Augusta-Margaret River Local Planning Scheme No.1 (**LPS 1**) as shown in **Figure 9** overleaf. the purpose of the Town Centre Zone is *'to establish focal centres comprising retail, commercial, professional, entertainment and community activities together with residential accommodation to service the populations of surrounding areas'.*

The broader objectives of the zone are as follows:

- *To allow for the establishment of a range of activities and the associated affordable infrastructure and services required to fulfil the social, retail, commercial and administrative requirements for the surrounding area;*
- *To establish efficient and vibrant commercial and tourism centres through a high level of business integration and civic focus;*
- *To ensure that Town Centre land uses and development together with open space areas are of high quality, compatible with the general character of established development in the Town Centre and maintain the present streetscape character and values complemented by landscaping and other features which thereby enhance the appearance of the central area and provide a sense of identity;*
- *To encourage residential accommodation within the Town Centre area compatible with commercial uses to enhance the safety, vitality and diversity of Town Centres; and*
- *To provide focal points within the central locations of the major settlements within the Scheme area for the promotion and conduct of higher order business and economic activities.*

Generally consistent with the above purpose and objectives, the proposal will strengthen and invigorate a vibrant tourism centre through the introduction of a unique hotel offering, unlike anything in the region. The proposed design presents a sensitive form and character that capitalises on the sites constraints, complement uses within the Town Centre and proposes to enhance the streetscape character. It will provide affordable short-stay holiday accommodation options to provide for the significant demand experienced in the south-west region whilst maintaining a unique offering that will appeal to a broader market. Overall the proposal strongly aligns with all of the objectives and importantly does not act against any of the objectives.

Figure 9 – Local Planning Scheme Zoning



Urbis has sought clarity from the Shire to confirm if the small portion of land that runs along the southern boundary of the subject site (approximately 3m in width) is zoned under the Shire's Local Planning Scheme. Through discussion with the Shire, it is understood that contrary to the current scheme maps, the small portion of land is zoned Town Centre, like the balance of the site.

9.3.1. Structure Plan Area 15

The subject site is within Structure Plan Area 15 (**SPA 15**) under LPS 1, which includes all of the Lots on the western side of Fearn Avenue. SPA 15 prescribes a land use expectation for the subject lots, which is described as a commercial retail area.

Through discussion with the Shire, it was confirmed that there is currently no approved structure plan relevant to the subject site and that there would be no requirement to prepare a structure plan as part of this development application.

9.3.2. Land Use Permissibility

The proposal is most appropriately categorised as a 'Hotel', which is identified as a Discretionary 'D' Use under LPS 1 and, as such, is capable of approval under the local planning framework.

9.3.3. Development Provisions

Clause 4.23 of LPS 2 sets out the relevant general development provisions for the Town Centre zone. An assessment of the development against these provisions is provided in the table below.

Table 4 – Development Provisions

Provision	Assessment	Compliance
Development proposals will be considered having regard to a Town Centre Strategy prepared and adopted by the local government and any Local Planning Policy adopted by the local government.	An assessment against the Town Centre Strategy has been provided above at **Section 9.3.**	
Designs for new development within the Zone shall have regard for the particular character, townscape and sense of place of areas included within the Town Centre Zone, within the locality.	The proposal has been designed following a substantial contextual review of the Margaret River Region, townscape and locality to ensure the delivery of a development that complements the Margaret River vernacular.	
Where development or re-development of properties in the Town Centre Zone is envisaged, the incorporation of residential uses up to a density of R60 is permitted to create greater diversity of use, increased security and to stimulate additional life and vitality within the centre of the town. Any such residential development shall comply with the Mixed Use provisions of the R-Codes except that the R60 Code shall apply	N/A – No residential aspect is proposed.	
Where a Mixed Use development is proposed, the residential use shall be confined to an upper storey.	N/A – No residential aspect is proposed.	
Notwithstanding the provisions of Table 1 - Zoning Table, fast food outlets which are inclusive of a 'drive through' component are not permitted where their access is to be via Bussell Highway.	N/A – No fast food outlet is proposed.	

9.3.4. Other Development Controls

Schedule 9 of LPS 1 outlines a number of general development provisions that apply to the Town Centre zone. An assessment of the development against these key provisions is provided in the table below.

Table 5 – Other Development Controls

Provision	Assessment	Compliance
Plot Ratio The maximum plot ratio of development within the Town Centre zone is 1:1.	Site (lot) area = 3,463sq.m Total NLA = 1,640sq.m **= Plot ratio of 0.47**	
Site Coverage The maximum site cover for the site is 75%.	**Site Cover = 51.5%** - The development does not exceed 75% site coverage requirement.	
Setbacks (Minimums) Front Setback – Nil Rear Setback – Standard to be set by the local government in each case having regard to the likely impact of a planning proposal on adjoining properties, the requirements of the Scheme in relation to travel route corridors and the LNRSPP Landscape Policies and Guidelines where they relate to the subject land. Side Setback – Nil	1. Front Setback – Nil setback proposed. 2. Rear Setback – 3m from the lot boundary is proposed at ground level, 4m proposed on upper levels. 3. Side Setback – Nil setback proposed	
Landscaping Standard to be set by the local government in each case having regard to the likely impact of a planning proposal on adjoining properties, the requirements of the Scheme in relation to travel route corridors and the LNRSPP Landscape Policies and Guidelines where they relate to the subject land.	The development achieves a total of 1,358sq.m (not including the driveway and carpark) of landscaping, comprising both hard and soft landscaping elements.	
Developer Contribution Areas	The site is subject to Developer Contribution Areas 1, 2 and 2a. It is understood, however, that contributions relate to the creation of new lots (not the development of existing). On this basis, we understand no developer contributions will apply to this application.	

9.4. LOCAL PLANNING POLICIES

9.4.1. Local Planning Policy 2 – Design Review Policy

This policy was adopted by Council on 28 July 2021 in order to ensure higher quality-built form outcomes and an improved public realm through Design Review of development applications and Shire projects.

The policy makes reference to the formation of the South-West Joint Design Review Panel (**Joint DRP**), which is yet to be formed. After liaison with the Shire, it was confirmed the Shire is still in the process of establishing the Joint DRP with the local governments of the City of Bunbury, Busselton and Shire of Collie and Harvey. However, until the Joint DRP is operational, the Shire will appoint appropriately qualified consultant/s to undertake a design review where proposals meet with the threshold outlined in the policy.

As the Joint DRP is yet to be formed, a design review was undertaken by James Christou, with a copy of the design review report provided at **Appendix H** and discussed in detail at **Section 7.0** of this report.

9.4.2. Draft Local Planning Policy 30 – Public Art

Draft Local Planning Policy 30 - Public Art was adopted by Council for the purposes of public consultation and is yet to be formally adopted as a Local Planning Policy.

The project team intends to deliver public art as part of the proposal and are committed to working with the Shire to ensure that the implementation of public art aligns with the objectives of the Draft Local Planning Policy. As such, a public art strategy has been prepared to ensure the delivery of public art on the site is achieved in a manner that complements the proposal and represents the natural, social, cultural history and or aspirations of Margaret River. Along with this, an indicative area in which the public art is intended to be delivered has been marked on the proposed development plans and will be discussed with the Shire in further detail in the post-lodgement phase of the project.

10. CONCLUSION

This proposal seeks to deliver a best-practice sustainable redevelopment in the heart of the Margaret River Town Centre. It has been architecturally designed to deliver a hybrid hotel targeting curious experience-seeking travellers that is unparalleled in the region. The existing rammed earth dwellings on the site will be retained and adaptively reused, whilst the new buildings on site will achieve an appropriate development outcome by balancing constraints imposed by the site's topography, mature vegetation, and lot shape.

This application and accompanying technical reports successfully demonstrate:

- a proposal based on future tourism trends which support nature and local sustainable producers.
- a proposal that seeks to provide the missing link to the Margaret River Town Centre, that meets the needs of curious contemporary travellers, and provides a launchpad for local tourism.
- a proposal that is sustainability focussed with best practice adaptive reuse principles utilised to preserve the existing rammed earth dwellings on site, and carbon net-positive construction methods for new built form.
- a proposal that creates a new benchmark in sustainability as a carbon net-positive development that has been selected as one of 10 pilot projects for 'A New Normal Perth', fitting under the topics of Net Zero Architecture and Efficiency Retrofits.
- the addition of new buildings on site will complement the existing rammed earth dwellings by utilising colours and materials that are consistent with the existing built form and Margaret River vernacular architecture.
- strong compatibility between the old and new buildings on site tied together with coherent landscape rooms, which has been supported in-principle by the City's design review process.
- a proposal that will provide tourists and the local community with a new and exciting form of hotel accommodation within the Town Centre, along with all-day dining that celebrates local sustainable producers.
- a proposal that is consistent with State, Regional and Local Planning Frameworks, supports local businesses and stimulates additional life and vitality within the Town Centre.
- facilitates public use as a hotel and associated dining consistent with the nature of uses within the Margaret River Town Centre.

Urbis, Fini Group, Nic Brunsdon and the wider Project Team look forward to working with the Shire of Augusta-Margaret River, and other stakeholders throughout the assessment process.

11. DISCLAIMER

This report is dated 7 June 2023 and incorporates information and events up to that date only and excludes any information arising, or event occurring, after that date which may affect the validity of Urbis Pty Ltd **(Urbis)** opinion in this report. Urbis prepared this report on the instructions, and for the benefit only, of Fini Group **(Instructing Party)** for the purpose of Development Application **(Purpose)** and not for any other purpose or use. To the extent permitted by applicable law, Urbis expressly disclaims all liability, whether direct or indirect, to the Instructing Party which relies or purports to rely on this report for any purpose other than the Purpose, and to any other person which relies or purports to rely on this report for any purpose whatsoever (including the Purpose).

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APPENDIX A CERTIFICATE OF TITLES AND SKETCHES

WESTERN AUSTRALIA

REGISTER NUMBER	
11/D11828	
DUPLICATE EDITION	DATE DUPLICATE ISSUED
1	**3/1/2003**

VOLUME **1991** FOLIO **788**

RECORD OF CERTIFICATE OF TITLE

UNDER THE TRANSFER OF LAND ACT 1893

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

BGRoberts

REGISTRAR OF TITLES

REGISTRAR OF TITLES WESTERN AUSTRALIA

LAND DESCRIPTION:

LOT 11 ON DIAGRAM 11828

REGISTERED PROPRIETOR:
(FIRST SCHEDULE)

PASTA SHOOTER PTY LTD OF 10 FEARN AVENUE MARGARET RIVER WA 6285
(T P150880) REGISTERED 19/5/2022

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

1. *P150881 MORTGAGE TO COMMONWEALTH BANK OF AUSTRALIA REGISTERED 19/5/2022.

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

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

STATEMENTS:

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

SKETCH OF LAND: 1991-788 (11/D11828)
PREVIOUS TITLE: 1077-482
PROPERTY STREET ADDRESS: 10 FEARN AV, MARGARET RIVER.
LOCAL GOVERNMENT AUTHORITY: SHIRE OF AUGUSTA MARGARET RIVER

NOTE 1: A000001A PENDING SURVEY - DIAGRAM 75202.
NOTE 2: DUPLICATE CERTIFICATE OF TITLE NOT ISSUED AS REQUESTED BY DEALING P150881

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Sundry Document F479207 WESTERN AUSTRALIA

Volume 1077 Folio 482

REGISTER BOOK
VOL. FOL.
CT 1991 788

CERTIFICATE OF TITLE

UNDER THE "TRANSFER OF LAND ACT, 1893" AS AMENDED

DIAGRAM 75202

I certify that the person described in the First Schedule hereto is the registered proprietor of the undermentioned estate in the undermentioned land subject to the easements and encumbrances shown in the Second Schedule hereto.

REGISTRAR OF TITLES

Dated 21st February, 1994

ESTATE AND LAND REFERRED TO

Estate in fee simple in portion of Margaret River Lot 31 and being Lot 11 on Diagram 11828, delineated on the map in the Third Schedule hereto, limited however to the natural surface and therefrom to a depth of 60.96 metres.

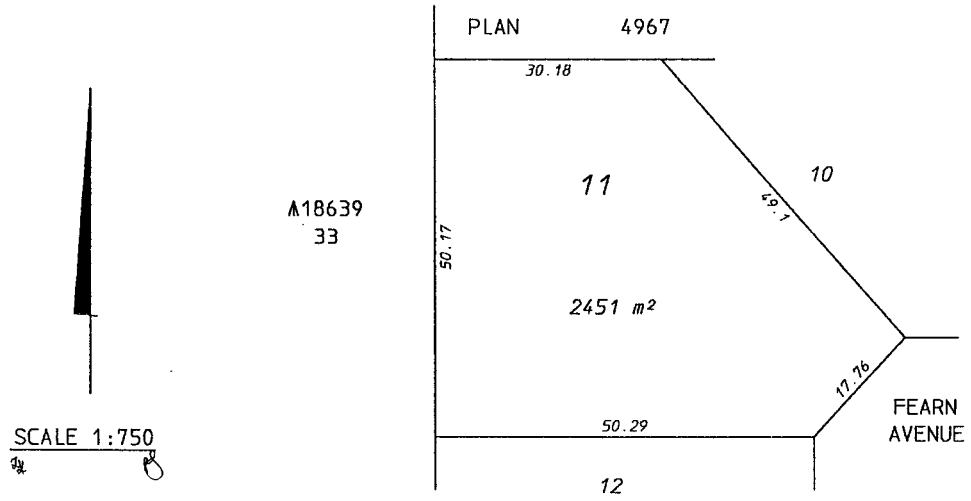
FIRST SCHEDULE (continued overleaf)

James John Archibald and Cynthia Fay Archibald, both of Lot 18 Maxwell Street, Margaret River, as joint tenants.

SECOND SCHEDULE (continued overleaf)

1. MORTGAGE F458010 to Westpac Banking Corporation. Registered 21.2.94 at 8.20 hrs.

THIRD SCHEDULE



NOTE: ENTRIES MAY BE AFFECTED BY SUBSEQUENT ENDORSEMENTS.

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WESTERN AUSTRALIA

REGISTER NUMBER	
12/D11828	
DUPLICATE EDITION	DATE DUPLICATE ISSUED
1	3/1/2003

VOLUME 1991 FOLIO 789

RECORD OF CERTIFICATE OF TITLE

UNDER THE TRANSFER OF LAND ACT 1893

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

BGRoberts

REGISTRAR OF TITLES

REGISTRAR OF TITLES WESTERN AUSTRALIA

LAND DESCRIPTION:

LOT 12 ON DIAGRAM 11828

REGISTERED PROPRIETOR:
(FIRST SCHEDULE)

PASTA SHOOTER PTY LTD OF 10 FEARN AVENUE MARGARET RIVER WA 6285
(T P150880) REGISTERED 19/5/2022

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

1. *P150881 MORTGAGE TO COMMONWEALTH BANK OF AUSTRALIA REGISTERED 19/5/2022.

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* Any entries preceded by an asterisk may not appear on the current edition of the duplicate certificate of title.
Lot as described in the land description may be a lot or location.

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

STATEMENTS:

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

SKETCH OF LAND:	1991-789 (12/D11828)
PREVIOUS TITLE:	1115-644
PROPERTY STREET ADDRESS:	NO STREET ADDRESS INFORMATION AVAILABLE.
LOCAL GOVERNMENT AUTHORITY:	SHIRE OF AUGUSTA MARGARET RIVER

NOTE 1: A000001A PENDING SURVEY - DIAGRAM 75202.
NOTE 2: DUPLICATE CERTIFICATE OF TITLE NOT ISSUED AS REQUESTED BY DEALING P150881

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REGISTER BOOK
VOL. FOL.

Sundry Document F479207 WESTERN AUSTRALIA

Volume 1115 Folio 644

CT 1991 789

CERTIFICATE OF TITLE

UNDER THE "TRANSFER OF LAND ACT, 1893" AS AMENDED

DIAGRAM 75202

I certify that the person described in the First Schedule hereto is the registered proprietor of the undermentioned estate in the undermentioned land subject to the easements and encumbrances shown in the Second Schedule hereto.

REGISTRAR OF TITLES

Dated 21st February, 1994

ESTATE AND LAND REFERRED TO

Estate in fee simple in portion of Margaret River Lot 31 and being Lot 12 on Diagram 11828, delineated on the map in the Third Schedule hereto, limited however to the natural surface and therefrom to a depth of 60.96 metres.

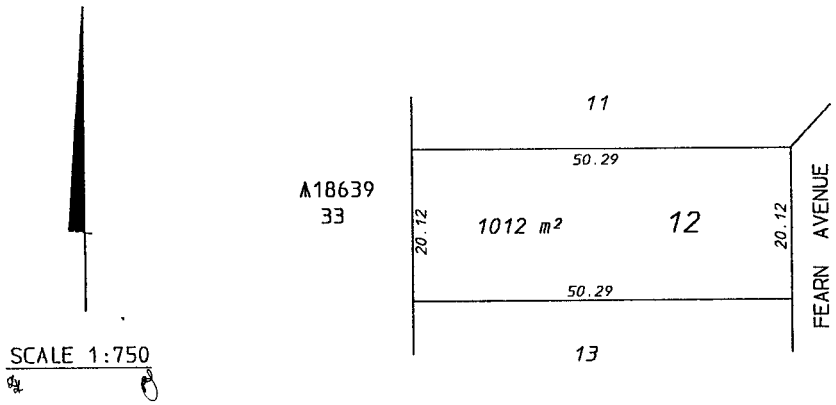
FIRST SCHEDULE (continued overleaf)

James John Archibald and Cynthia Fay Archibald, both of Lot 18 Maxwell Street, Margaret River, as joint tenants.

SECOND SCHEDULE (continued overleaf)

1. MORTGAGE F458010 to Westpac Banking Corporation. Registered 21.2.94 at 8.20 hrs.

THIRD SCHEDULE



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APPENDIX B TRANSPORT IMPACT STATEMENT

transcore
20 years anniversary

transport planning
traffic engineering
modelling

Proposed Hotel, 10 & 12 Fearn Avenue, Margaret River

Transport Impact Statement

PREPARED FOR:
Pasta Shooter Pty Ltd

May 2023

Document history and status

Author	Revision	Approved by	Date approved	Revision type
Vladimir Baltic	r01	B Bordbar	20/02/2023	Draft
Vladimir Baltic	r01a	B Bordbar	1/03/2023	Final
Vladimir Baltic	r01b	B Bordbar	4/05/2023	1st Revision
Vladimir Baltic	r02	B Bordbar	19/05/2023	2nd Revision
Vladimir Baltic	r02a	B Bordbar	26/05/2023	3rd Revision

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Author: Vladimir Baltic

Project manager: Behnam Bordbar

Client: Pasta Shooter Pty Ltd

Project: Proposed Hotel, 10 & 12 Fearn Avenue, Margaret River

Document revision: r02a

Project number: t22.164

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1 Introduction

This Transport Impact Statement has been prepared by Transcore on behalf of Pasta Shooter Pty Ltd with regard to the proposed hybrid hotel development at 10 & 12 Fearn Avenue in Margaret River, Shire of Augusta-Margaret River.

The Transport Impact Assessment Guidelines for Developments (WAPC, Vol 4 – Individual Developments, August 2016) states: *"A Transport Statement is required for those developments that would be likely to generate moderate volumes of traffic*[1] *and therefore would have a moderate overall impact on the surrounding land uses and transport networks"*. Section 5.0 of Transcore's report provides details of the estimated trip generation for the proposed development. Accordingly, as the total peak hour vehicular trips are estimated to be less than 100 trips, a *Transport Impact Statement* is deemed appropriate for this redevelopment.

The subject site is situated immediately west of the Margaret River town centre, at the western corner of the Fearn Avenue/Charles West Avenue intersection, as shown in **Figure 1**.



Figure 1: Location of the subject site

[1] *Between 10 and 100 vehicular trips*

The site is therefore bounded by Fearn Avenue to the east and the existing commercial and residential developments to the immediate south, north and west. It is also located immediately west of the Margaret River town centre and the existing retail/commercial/entertainment precinct flanking Bussell Highway along both sides.

The subject site presently accommodates a total of six single and double storey accommodation units which are served by a pair of driveways with crossovers onto Fearn Avenue.

The subject site is zoned "Town Centre" in the Shire of Augusta-Margaret River LPS No. 2 as shown in **Figure 2**.

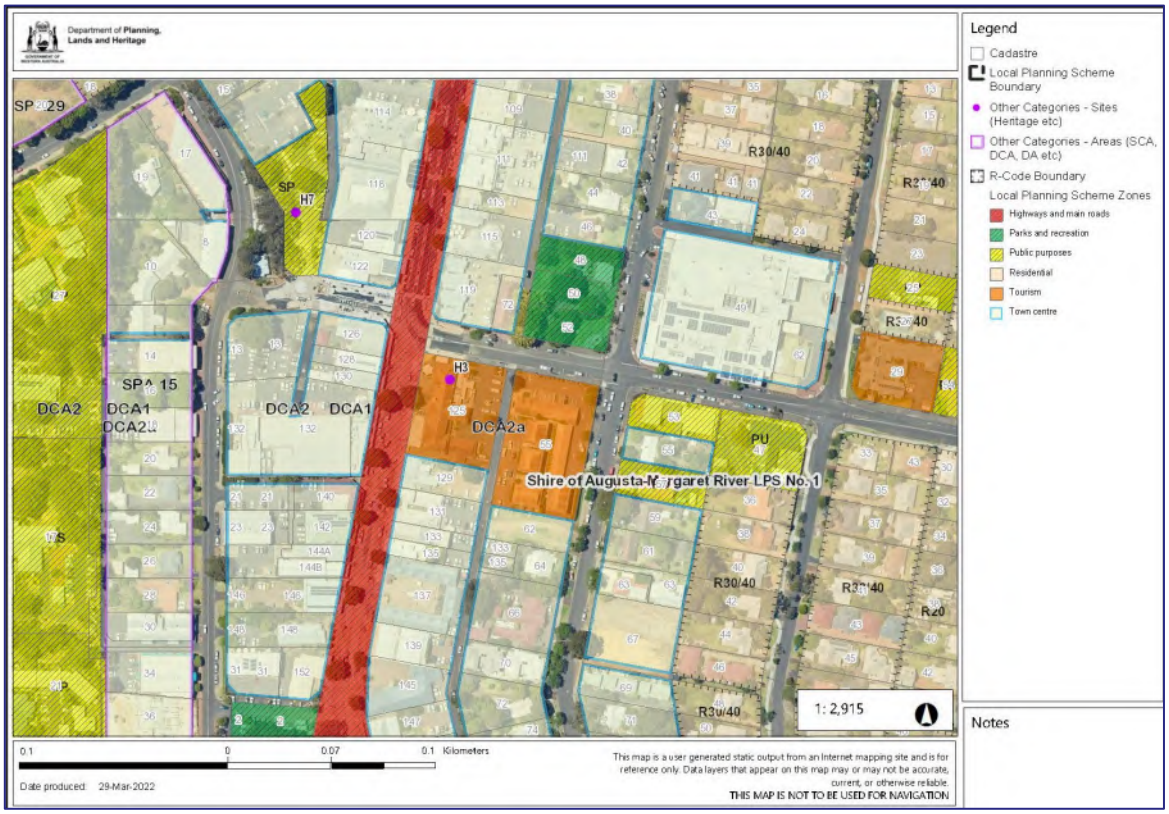


Figure 2: Location of the subject site within DPLH planning map

With the completion of the Perimeter Road around Margaret River, the care and control of Bussell Highway (section through the townsite) has been transferred from Main Roads WA over to the local authority.

2 Proposed Development

The subject site occupies an area of approximately 3,463m^2 immediately west of the existing Fearn Avenue/Charles West Avenue intersection.

The development proposal contemplates retention and upgrade of the existing six accommodation units located centrally within the site and construction of a new hybrid hotel with amenities and associated car parking area.

Specifically, the hybrid hotel accommodation complex proposal comprises the following elements:

- A total of 37 accommodation units comprising a mix of new hotel rooms and refurbished family villas;
- A multipurpose/function space of approximately 77m^2 floorspace;
- A bar of approximately 43m^2 floorspace;
- A hotel dining area of approximately 90m^2 floorspace; and,
- Guest amenities (mountain bike washroom, end-of-surf facilities, end-of-trip facilities).

As part of the development proposal, the existing two crossovers on Fearn Avenue will be replaced with one consolidated, full-movement crossover at the southern end of the site. The proposed new crossover will provide direct access to the on-site car park at the back via a single-directional, two-way driveway. A total of 17 parking bays are provided within the on-site car park.

In addition, a total of three on-street parking bays on Fearn Avenue (and directly in front of the hotel) are proposed to serve as:

- One ACROD bay - northernmost bay; and,
- Two short-term parking bays (i.e., drop-offs/pick-ups) – central and southernmost bays, doubling up as a service bay during delivery/waste collection operations.

The bin storage area is located at the north-eastern end of the site adjacent to the loading bay for convenience.

A secure bike storage space for hotel guests and employees supplemented with showers and change rooms are also form part of the proposed design. Additional bicycle parking in the form of bike store is provided to the south of the function room.

Pedestrians will access the development directly from the external footpaths which are in place on the eastern side of Fearn Avenue.

The proposed development plans are included for reference in **Appendix A**.

3 Vehicle Access and Parking

3.1 Access

The existing dual crossover access system at the subject site is proposed to be rationalised to include one full-movement crossover on Fearn Avenue at the southernmost end of the site and a 2.4m-wide access driveway connecting the crossover with the car parking area located at the back of the site.

The proposed two-way driveway is only able to accommodate single-directional traffic at any one time due to width constrains resulting from available constrained space between the site boundary and the existing mature trees on site. To facilitate safe and efficient two-way traffic flows along the car park access driveway, a localised widening near the Fearn Avenue crossover end is proposed to provide space for a passenger vehicle to temporarily stop and allow vehicle arriving from the opposite direction to pass the parked car. The proposed car park access driveway is approximately 45m long but with a straight alignment enabling visual contact between vehicles at the top and bottom end of the driveway.

Appropriate devices such as convex mirrors would need to be installed at appropriate locations to ensure visual contact between vehicles egressing and entering the car park is maintained at all times.

3.2 Parking

3.2.1 Proposed Car Parking Provision

The total car parking supply for the development is 17 on-site bays. A turn-around bay is also provided at the very end of the car park aisle to facilitate safe and efficient internal manoeuvring. All parking bays are provided in the form of single bays, so no parking management procedures are required in this case. All proposed on-site parking bays are designated to the hotel guests only. Appropriate traffic management measures will be required to ensure safe and efficient utilisation of the 2.4m-wide access driveway connecting the Fearn Avenue crossover with the hotel car park at the back of the site as this driveway can accommodate only single-directional flow of traffic at any one time.

As part of the development proposal, it is intended to provide a total of three new public parking bays along Fearn Avenue for the use of hotel guests (i.e., check-ins). The two standard size check-in bays are proposed to be limited to 15min parking and sign-posted accordingly (excluding the ACROD bay). The central and southernmost short-term bays will also double up as loading/service bay when required.

3.2.2 Statutory Car Parking Requirement

According to the advice provided to Transcore, the total formal parking requirement for the proposed development is 46 bays in accordance with Shire's LPS 2 (refer **Table 1** for details).

As a result, the proposed on-site car parking supply for the proposed redevelopment represents a theoretical shortfall of 29 bays, not accounting for the proposed additional on-street parking on Fearn Avenue.

Table 1: Hotel parking requirement - breakdown

Component	Quantum	Parking Requirement (LPS 2)	Requirement
Hotel Accommodation	37 rooms	1 bay / unit of accommodation	37 bays
Hotel Bar	43m^2	1 bay / 7.5m^2	6 bays
Hotel Restaurant	90m^2	1 bay / 30m^2	3 bays
Total Requirement			**46 bays**

3.2.3 Parking Demand Analysis

It should be noted that the statutory parking requirements for the site represent the combined parking requirement for each individual component of the development, without taking into consideration potential cross-use (i.e., between the hotel restaurant/function room and hotel guests).

It is likely that at least some of the hotel guests would also be patrons of the restaurant/bar thus reducing the parking demand for these facilities. It is also likely that some or even majority of the employees may be locals who would not require a designated parking space as they would walk, cycle or car-pool in lieu of using a private vehicle to commute to and from the hotel.

Hence, the formal parking requirement of the proposed development is conservative on balance, particularly considering that some patrons may also be visiting other establishments within the town centre precinct and parking off-site (i.e., incidences of cross-trade).

The parking demand for hotel staff and external patrons is also proposed to be addressed through the use of ample available public parking opportunities which are in place along Fearn Avenue and other off- and on-street public parking spaces throughout the Margaret River town centre and within the close proximity or comfortable walking distance from the subject site.

Thus, the theoretical parking shortfall of 29 bays is proposed to be managed by encouraging the use of non-motorised modes of transport and ride-share by staff members to access the site. The secure bicycle storage room along with end-of-trip facilities are provided on-site to promote the use of bicycles in lieu of private vehicles by staff for daily commute.

The short-stay (15min) bays in front of the hotel are also proposed to facilitate drop-off/pick-ups of external patrons to the restaurant, further reducing the demand for on-site parking.

The subject site is also located within a commercial/retail precinct immediately surrounded by residential areas with local residents forming a reasonably large pool of potential patrons of the hotel and restaurant.

It is the intention of the landowner to provide the information about the restricted on-site parking provision on the hotel's web page and social media so to advise and encourage prospective patrons to consider alternative parking options in lieu of on-site parking.

3.2.4 Parking Utilisation Survey

Transcore has undertaken parking inventory and utilisation surveys of the town's central retail/commercial precinct to establish the typical peak hour public parking utilisation patterns within this locality. The surveyed periods were Friday and Saturday (between 1:00PM-3:30PM and 6:00PM-8:30PM) and Sunday (between 1:00PM-3:30PM).

The parking analysis focuses on a walkable catchment area of up to approximately 150m from the subject site. Within this area 291 public parking bays were established with no time restrictions.

The result of the parking utilisation analysis indicates that the local car parking areas recorded underutilisation over the observed period with the maximum occupancy rate of 69% during Friday 1:00-1:30PM, 67% during Saturday 1:00-1:30PM and again 2:00-2:30PM midday and 36% during Sunday 1:00-1:30PM. The survey confirmed that up to 90 parking bays remain available during the busiest parking utilisation periods, with some of the available parking in close proximity to the site.

Accordingly, it is concluded that reasonable amount of all-day public parking within comfortable walking distance is available during peak parking demand periods which can potentially be used by the hotel patrons and staff.

4 Provision for Service Vehicles

The delivery/collection operations are proposed to take place from Fearn Avenue frontage where service/delivery vehicle would temporarily park in the loading bay.

A service/loading bay (central and southernmost bays within the three-bay module) is proposed to double up as short-term parking bay outside of periods where it is used for hotel servicing operations.

The whole waste collection operation is expected to take up to 5-10min considering the anticipated loads and typically outside of peak road network activity periods and as such is not expected to have an impact on hotel check-ins.

A turn path assessment using a 6.4m long rigid truck template was undertaken to assess the suitability of the proposed service bay. Refer **Appendix B** for more details.

The deliveries to the site would also take place off Fearn Avenue, with small size service vehicles (i.e., vans) using the loading bay in front of the hotel for short-term parking. The van would move in and out of the bay in forward gear.

5 Hours of Operation

The proposed development is a hotel and such is expected to operate 24/7.

6 Daily Traffic Volumes and Vehicle Types

6.1 Proposed Development Trip Generation

The traffic volumes likely to be generated by the proposed hotel development have been estimated using the *ITE Trip Generation Manual, 11th Edition* publication and the RTA NSW *Guide to Traffic Generating Developments 2002*, which provide total daily and peak hour trip rates for the relevant land uses (Hotel with sleeping accommodation and supporting facilities – Land Use 310 and Restaurants).

Hence, the total daily, AM and PM peak hour trip rates of 7.99, 0.48 and 0.59 trips/hotel room, respectively, was adopted for the accommodation component.

Accordingly, it is estimated that the proposed hotel development would generate a total of approximately **310** daily vehicle trips with about **20** and **24** trips during the weekday AM and PM peak hour period, respectively. These trips include both inbound and outbound vehicle movements. It should be noted that these figures do not represent the net traffic increase of the proposal due to the existing accommodation units at the site being trip generators.

It should further be noted that, due to the limited on-site parking provision, only a fraction of these trips would be accessing/egressing the on-site car park while the balance would be trips associated with the restaurant patrons accessing the on-street bays or the available public parking opportunities within the town centre.

6.2 Traffic Flow

The traffic distribution detailed in **Table 2** was based on the following directional split assumptions for peak hour periods:

- Morning (AM) peak split estimated at 58%/42% for inbound/outbound trips; and,
- Afternoon (PM) peak split estimated at 53%/47% for inbound/outbound trips.

The directional morning, afternoon and daily trip distribution of the redevelopment-generated traffic directly accessing the on-site car park facility is illustrated in **Figure 2**.

Table 2: Weekday peak hour trips of the proposed development

Time period	Direction split	Trips	Total trips
Morning Peak	Inbound	12	**20**
	Outbound	8	
Afternoon Peak	Inbound	13	**24**
	Outbound	11	



Figure 3. Estimated traffic movements for the development – morning peak, afternoon peak and total daily trips[2]

[2] *For the purpose of this illustration all development-generated trips were shown to access the site although this will not be the case*

6.3 Impact on Surrounding Roads

The WAPC *Transport Impact Assessment Guidelines for Developments (2016)* provides guidance on the assessment of traffic impacts:

"As a general guide, an increase in traffic of less than 10 percent of capacity would not normally be likely to have a material impact on any particular section of road but increases over 10 percent may. All sections of road with an increase greater than 10 percent of capacity should therefore be included in the analysis. For ease of assessment, an increase of 100 vehicles per hour for any lane can be considered as equating to around 10 percent of capacity. Therefore, any section of road where the development traffic would increase flows by more than 100 vehicles per hour for any lane should be included in the analysis."

From **Figure 6** the estimated traffic impact from the proposed development would be most pronounced on Fearn Avenue (south of subject site) where daily traffic increases of 186vpd are estimated. According to the latest available traffic count data, Fearn Avenue (north of Wallcliffe Road) carried just under 5,000vpd on a regular weekday. Hence the anticipated increase in daily traffic volumes results in about 3.9% and 2.6% increase in the current daily traffic volumes on this road south and north of the site, respectively.

Therefore, it is concluded that the traffic impact of the development proposal on the surrounding road network will be insignificant. It should also be noted that the actual net traffic increases will be less than that outlined in this report.

7 Traffic Management on the Frontage Streets

7.1 Context

The subject site is situated immediately west of the Margaret River town centre, at the western corner of the existing Fearn Avenue/Charles West Avenue intersection.

7.2 Existing Road Network

Fearn Avenue and **Charles West Avenue**, are approximately 8.0m wide, single-carriageway, two-way roads with intermittent embayed on-street parking along both sides of the road. The pedestrian footpaths are generally in place along one side of the roads. Refer **Figure 9** and **Figure 10** for more details.

Both avenues operate under a default built-up area speed limit of 50km/h. Both avenues are classified as *Access Roads* in Main Roads WA *Functional Road Hierarchy* document. Fearn Avenue and Charles West Avenue are under care and control of the local authority.



Figure 4: Southbound view along Fearn Avenue

The available traffic counts sourced from Shire of Augusta-Margaret River indicate that Fearn Avenue, north of Wallcliffe Road, carried approximately 4,790vpd on average weekday in April 2021. Immediately adjacent to the subject site, Fearn Avenue forms a priority-controlled T-intersection with Charles West Avenue.

8 Public Transport Access

Public transport is not available within the Margaret River township except in the form of TransWA bus services. The Perth to Augusta route (SW1) provides bus connection between Perth and Pemberton with two daily services.

9 Pedestrian Access

Pedestrian access to the subject site is available via existing footpaths on alternate sides along Fearn Avenue and Charles West Avenue. However, no footpath is in place on the subject site's side of Fearn Avenue immediately adjacent to the site.

10 Cycle Access

Within the Margaret River township cycling is typically taking place either along the roads or designated tourist/recreational cycle trails (i.e., along Wallcliffe Road and "rails to trails" between Margaret River and Cowaramup). In the relative vicinity of the site, on-street cycle lane is provided along one side of Bussell Highway.

The proposed hotel development includes provision of safe bicycle storage as follows:

- For hotel staff adjacent to the staff end-of-trip facilities; and,
- For hotel guests, within a secure bike store adjacent to Fearn Avenue.

Further, there is an opportunity to provide additional public bicycle parking within the Fearn Avenue road reserve, if required.

11 Site Specific Issues

Other than the theoretical parking shortfall, no site-specific issues have been identified for this proposed development.

12 Safety Issues

No particular traffic-related safety issues have been identified for the proposed development.

13 Conclusions

This Transport Impact Statement provides information on the proposed hybrid hotel development at 10 & 12 Fearn Avenue in Margaret River, Shire of Augusta-Margaret River.

The development proposal contemplates retention and upgrade of the existing six accommodation units located centrally within the site and construction of a new hybrid hotel with amenities and associated car parking area.

A total of 17 on-site parking bays are proposed to meet the demand for the 37 accommodation unit hotel. The on-site parking will be designated to hotel guests only, while the parking demand for external patrons will be addressed through proposed embayed three-bay on-street parking module on Fearn Avenue frontage including ample available public parking opportunities throughout the Margaret River town centre and within the close proximity or comfortable walking distance from the subject site.

The parking utilisation survey of the Margaret River town centre zone undertaken by Transcore confirmed that ample all-day parking is available throughout the day and can be used by the hotel patrons and staff including during the periods of typical peak business activity.

The subject site has good accessibility by the existing road, and, to a lesser degree, pedestrian paths and cyclist network.

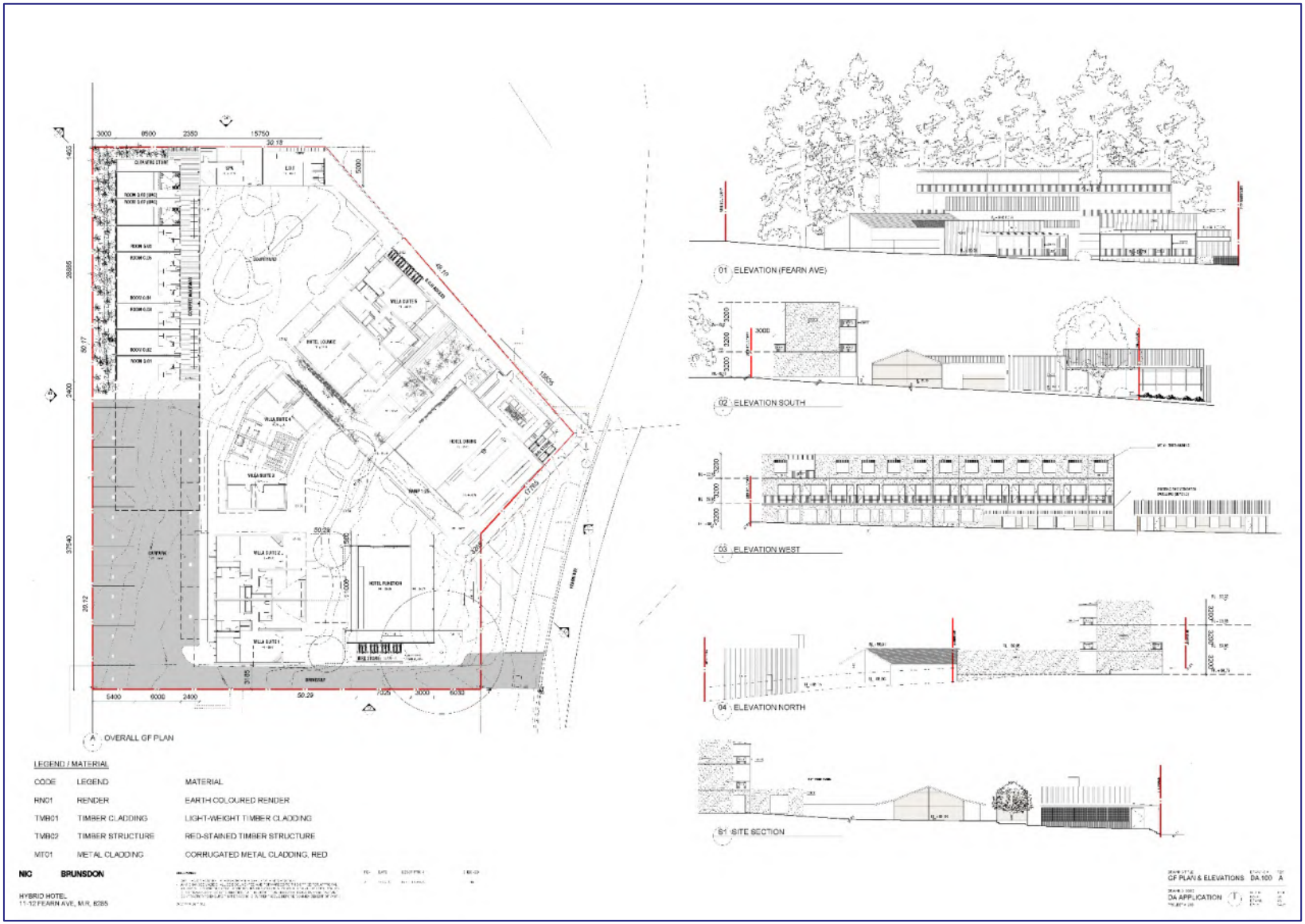
The traffic analysis undertaken in this report shows that the traffic generation of the proposed redevelopment is estimated to be in order of about 310 daily with 20 and 24 morning and afternoon peak hour trips, respectively (both inbound and outbound). However, only a fraction of these trips will actually be accessing the on-site car park.

Accordingly, it is concluded that the proposal is appropriate from traffic impact and parking demand perspective.

Appendix A

PROPOSED DEVELOPMENT PLANS

20 years anniversary
transcore
transport planning
traffic engineering
modelling


A OVERALL GF PLAN
01 ELEVATION (FEARN AVE)
02 ELEVATION SOUTH
03 ELEVATION WEST
04 ELEVATION NORTH
S1 SITE SECTION
LEGEND / MATERIAL
CODE LEGEND MATERIAL
RN01 RENDER EARTH COLOURED RENDER
TMB01 TIMBER CLADDING LIGHT-WEIGHT TIMBER CLADDING
TMB02 TIMBER STRUCTURE RED-STAINED TIMBER STRUCTURE
MT01 METAL CLADDING CORRUGATED METAL CLADDING, RED
NIC BRUNSDON
HYBRID HOTEL
11-12 FEARN AVE, MIR, 8285
GF PLAN & ELEVATIONS DA.100 A
DA APPLICATION

Appendix B

TURN PATH PLANS

20 years anniversary
transcore
transport planning
traffic engineering
modelling



10 & 12 Fearn Avenue, Margaret River

6.4m SRV

Service vehicle circulation

LEGEND

Vehicle Body

Wheel Path

300mm Clearance

t22.164.sk04a

2/5/2023

Scale: 1:200 @ A3

APPENDIX C ARBORIST REPORT

Tree Inspection and Recommendations

Prepared for:

Jamie Fini

10 – 12 Fearn Avenue Margaret River

Dated 9 May 2023 V2

Written by Glen Taylor

Certificate III in Arboriculture AHC30810
Certificate IV in Horticulture AHC40410
Quantified Tree Risk Assessment Registration No. 5328

Quantified Tree Risk Assessment

South West Tree Services is a QTRA registered user. The QTRA system applies established and accepted risk management principles to tree safety management. By using a comprehensive range of values, QTRA enables the arborist to identify and analyse the risk from tree failure in 3 key stages:

1) To consider land use in terms of vulnerability to impact and likelihood of occupation
2) To consider the consequences of an impact, taking account of the size of the tree or branch, and
3) To estimate the probability that the tree or branch will fail onto the land use in question. 1/4K unacceptable when imposed on others

The QTRA method provides a framework for the assessment of these primary components of tree failure risk. The input values for these components are set out in broad ranges of Target, Size and Probability of failure. The QTRA assessor estimates values for the tree components and inputs them into the QTRA manual calculator to calculate the risk of harm.

QTRA Advisory Risk Thresholds

Thresholds	Description	Action
	Unacceptable Risks will not ordinarily be tolerated	Control the risk
1/1 000	Unacceptable (where imposed on others) Risks will not ordinarily be tolerated	Control the risk Review the risk
	Tolerable (by agreement) Risks may be tolerated if those exposed to the risk accept it, or the tree has exceptional value	Control the risk unless there is broad stakeholder agreement to tolerate it, or the tree has exceptional value Review the risk
1/10 000	Tolerable (where imposed on others) Risks are tolerable if ALARP	Assess costs and benefits of risk control Control the risk only where a significant benefit might be achieved at a reasonable cost Review the risk
1/1 000 000	Broadly Acceptable Risk is already ALARP	No action currently required Review the risk

Table 4. QTRA Target Ranges

Target Range	Property (repair or replacement cost)	Human (not in vehicles)		Vehicle Traffic (number per day)	Ranges of Value (probability of occupation or fraction of £2 000 000)
1	£2 000 000 – >£200 000	**Occupation:** **Pedestrians & cyclists:**	Constant – 2.5 hours/day 720/hour – 73/hour	26 000 – 2 700 @ 110kph (68mph) 28 000 – 2 900 @ 100kph (62mph) 31 000 – 3 200 @ 90kph (56mph) 32 000 – 3 300 @ 80kph (50mph) 36 000 – 3 700 @ 70kph (43mph) 42 000 – 4 300 @ 60kph (37mph) 47 000 – 4 800 @ 50kph (32mph)	1/1 – >1/10
2	£200 000 – >£20 000	**Occupation:** **Pedestrians & cyclists:**	2.4 hours/day – 15 min/day 72/hour – 8/hour	2 600 – 270 @ 110kph (68mph) 2 800 – 290 @ 100kph (62mph) 3 100 – 320 @ 90kph (56mph) 3 200 – 330 @ 80kph (50mph) 3 600 – 370 @ 70kph (43mph) 4 200 – 430 @ 60kph (37mph) 4 700 – 480 @ 50kph (32mph)	1/10 – >1/100
3	£20 000 – >£2 000	**Occupation:** **Pedestrians & cyclists:**	14 min/day – 2 min/day 7/hour – 2/hour	260 – 27 @ 110kph (68mph) 280 – 29 @ 100kph (62mph) 310 – 32 @ 90kph (56mph) 320 – 33 @ 80kph (50mph) 360 – 37 @ 70kph (43mph) 420 – 43 @ 43kph (37mph) 470 – 48 @ 50kph (32mph)	1/100 – >1/1 000
4	£2 000 – >£200	**Occupation:** **Pedestrians & cyclists:**	1 min/day – 2 min/week 1/hour – 3/day	26 – 4 @ 110kph (68mph) 28 – 4 @ 100kph (62mph) 31 – 4 @ 90kph (56mph) 32 – 4 @ 80kph (50mph) 36 – 5 @ 70kph (43mph) 42 – 5 @ 60kph (37mph) 47 – 6 @ 50kph (32mph)	1/1 000 – >1/10 000
5	£200 – >£20	**Occupation:** **Pedestrians & cyclists:**	1 min/week – 1 min/month 2/day – 2/week	3 – 1 @ 110kph (68mph) 3 – 1 @ 100kph (62mph) 3 – 1 @ 90kph (56mph) 3 – 1 @ 80kph (50mph) 4 – 1 @ 70kph (43mph) 4 – 1 @ 60kph (37mph)	1/10 000 – >1/100 000

Quantified Tree Risk Assessment User Manual V5 2.3 – October 2017

Visual Tree Risk Assessment

The assessing arborist uses his skill, experience and knowledge to locate and visual abnormalities upon or surrounding the subject trees.

A visual assessment of predictable symptoms associated with tree failures and/or tree disorders that culminate to form visual tree condition. This process is accepted by professional arborists as being a first measure in the assessment and management of urban trees.

Arborist Disclaimer Statement

Tree safety management is a matter of limiting the risk of significant harm from tree failure whilst maintaining the benefits of trees in our environment.

Arborists recommend measures to enhance the structure, health, stability, and appearance of trees, while attempting to reduce the risk of living near then. Clients may choose to accept or disregard the recommendations made or seek additional advice. The recommendations made are to reduce the risk from living near and around trees and bring the associated risk down to a broadly acceptable range.

Arborists cannot detect every condition that could possibly lead to the structural failure of a tree. Trees are living organisms subject to attack from disease, insects, fungi and bad weather. There are some inherent risks with trees that cannot be predicted with any degree of certainty, even by an arborist. Arborist cannot predict acts of nature including, without limitation, storms, and wind strength, which can cause even a healthy tree to fail.

Arborists cannot guarantee that a tree will be healthy under all circumstances, or for a specified period of time.

Marri Canker Disease

Canker disease is caused by the fungal pathogen *Quambalaria coyrecup* and is contributing to the decline in marri trees *Corymbia calphylla* in the south west of WA. The fungus enters through wounds and cracks in the bark and results in the death of areas of bark and the tissue below, effectively ring barking the limb of the tree from the point of infection.

To reduce introduction of further disease, it is preferred that an EWP (elevated work platform) is used or climbing without spikes to avoid opening wounds in the bark through climbing spikes when pruning trees.

Soil Health

Mulching placed over the soil surface can mitigate trip hazards, improve soil conditions, protect plants from foot traffic and lawn equipment and suppress weeds. Furthermore, mulching increases water availability, improves soil aeration, acts as a pH buffer and increases nutrient availability. Applying a 75 – 100mm layer of mulch within the tree dripline is a simple, cost effective way to improve soil and promote plant growth.

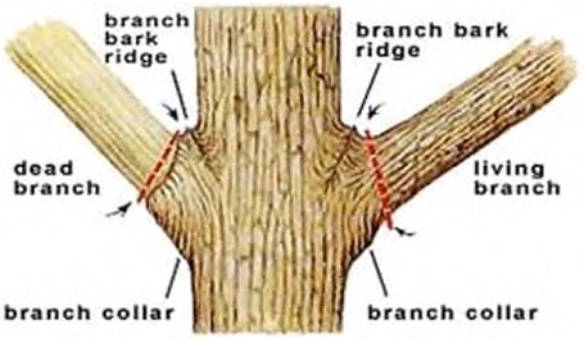
Pruning to Australian standards

Urban trees often require pruning to maintain clearance for utility services and buildings or to improve the safety, structure, health and beauty of a tree.

Outdated pruning techniques such as lopping have been previously used to maintain trees. Study has proven that these pruning techniques were unsuccessful and detrimental to the viability of trees primarily due to inability of the tree to compartmentalise the wound. Lopping is the cutting of branches or stems between branch unions or at internodes on young trees. This is an unacceptable practice for the following reasons:

1. It increases the rate of shoot production and elongation i.e. epicormic growth
2. The resulting regrowth has poor attachment and is prone to failure or collapse
3. The resulting stubs often decay
4. The natural habit and form of the tree is destroyed
5. It reduces the useful life expectancy of the tree
6. It predisposes trees to fungal infection and insect attack
7. It is not economically viable as lopped trees generally required removal or regular maintenance

Pruning specifications



1. **Clearance Pruning**

To reduce or remove branches as required to achieve physical clearance of a certain target. Usually, to maintain distance from utility services wires, gutters or of tree's over the boundaries of neighbouring properties.

2. **Crown Lifting**

Crown lifting involves removing or pruning lower limbs of trees to achieve a certain clearance from the ground/obstacles to eliminate the possibility of contact.

3. **Remedial pruning**

Involves reducing or removing branches as required to correct structural defects and restore a foundation for future growth. Remedial pruning is typically done on mature tree's to repair damages after major failure from storm events, other mechanical damage or previous poor pruning.

4. **Dead Wooding**

The removal of dead, dying, diseased, detached or broken branches is specified to improve crown appearance and long life of the tree. For the purpose of this report, major deadwood is considered limbs of 50mm diameter and above.

Site Report

SPECIES: Pine Trees *Pinus pinaster*
LOCATION: 10 – 12 Fearn Avenue Margaret River
COMMENTS: Row of pine trees on boundary close to proposed new development. Large lateral limbs encroaching on proposed development site. Some dead wood in canopy.
TREE HEALTH: Fair
TREE STRUCTURE: Fair
RECOMMENDATIONS: Proposed building footprint not to be closer than 4 metres from base of trees at closest point. No trenching or running of services across critical root zone. If services need to be run across root zone, underslung piping should be used not in ground. Mulching with whole tree mulch over critical root zone to improve soil health and to increase recovery from any root damage post construction**.** A minimum of 200m2 to be unsealed around base of trees.
Prune back lower overextending limbs growing towards building site back to point of growth and dead wood canopy.
Stump pad footings will minimise root disturbance in that area as opposed to trench footings.





TREE ID: 1
SPECIES: Willow Peppermint *Eucalptus nicholii*
LOCATION: 10 – 12 Fearn Avenue Margaret River
COMMENTS: Significant tree to be retained and protected
TREE HEALTH: Good
TREE STRUCTURE: Good
RECOMMENDATIONS:
Natural ground level not to be increased around base of tree.
It would be beneficial for the new roadway not to be completely sealed
No new sealed area closer than 3 metres from base of tree.
Minimum of 40m2 unsealed around base of tree.
No trenching through critical root zone. Trees will benefit from whole tree mulch being applied to the critical root zone to improve soil health.



TREE ID: 2
SPECIES: Peppermint tree *Agonis flexuosa*
LOCATION: 10 – 12 Fearn Avenue Margaret River
COMMENTS: Significant tree to be retained
TREE HEALTH: Good
TREE STRUCTURE: Good
RECOMMENDATIONS:
Natural ground level not to be increased around base of tree.
No sealed area closer than 3 metres from base of tree.
Minimum of 30m2 unsealed around base of tree.
No trenching through critical root zone. Trees will benefit from whole tree mulch being applied to the critical root zone to improve soil health.



APPENDIX D LANDSCAPE PLAN

Landscape Design Statement

Mala Studio has prepared the landscape design for Fearn Avenue in collaboration with Nic Brunsdon. The landscape design expands on the functional and is derived from the quintessential, drawing on the five senses of sight, touch, smell, sound and taste that are indicative of the Margret River region.

Through the splitting of the Architecture along a practical axis, the quintessential essences of Margret River and the traveller's lodge inhabit the spaces between. Landscape rooms are created along the central axis, shifting from public to private. Within the negative space of the built form, nature and landscape provide respite from a busy day of exploring and discovering the South West region.

The Principal objectives of The Fearn Avenue Landscape are;

- To create a series of landscape rooms and spaces that foster a range of uses and gatherings, both private and public, reflective and passive
- To create an enduring landscape with quality materials that are inviting, comfortable, iconic, and patina for the better over time
- To reflect and respond to the surrounding natural environment through planting palettes and site materiality
- To contribute to visitors' overall well-being by providing practical, comfortable, tangible amenities
- To celebrate the existing materiality and topography of the site to create new modalities of engagement

SIGHT



The transition from coast to forest. Public to private / opening and closing of the sky by the canopy / compression and expansion.

TOOL KIT

- View line axis
- Architectural interface
- Sun and shadow
- Planting as Journey from public to private
- Ambient and considered lighting

TOUCH



Granite geology, warm to the touch in summer and cold in the winter. The feel of granitic sand and mulch under foot.

TOOL KIT

- Stone as thermal mass
- Materiality and surfaces
- Existing rammed earth walls as privacy screening
- Granite outcrops

SMELL



The smell of Eucalyptus and humus of the under story planting palette evocative of the surrounding bushland. Natural mulch.

TOOL KIT

- Planting as texture and Smell
- Ground cover granitic gravel/mulch as experience

SOUND



Birds and the sound of wind through the peppermint trees. Moments of quite respite nestled within the site.

TOOL KIT

- Peppermint trees in the wind
- Bird attracting plants
- Garden dining experience

TASTE

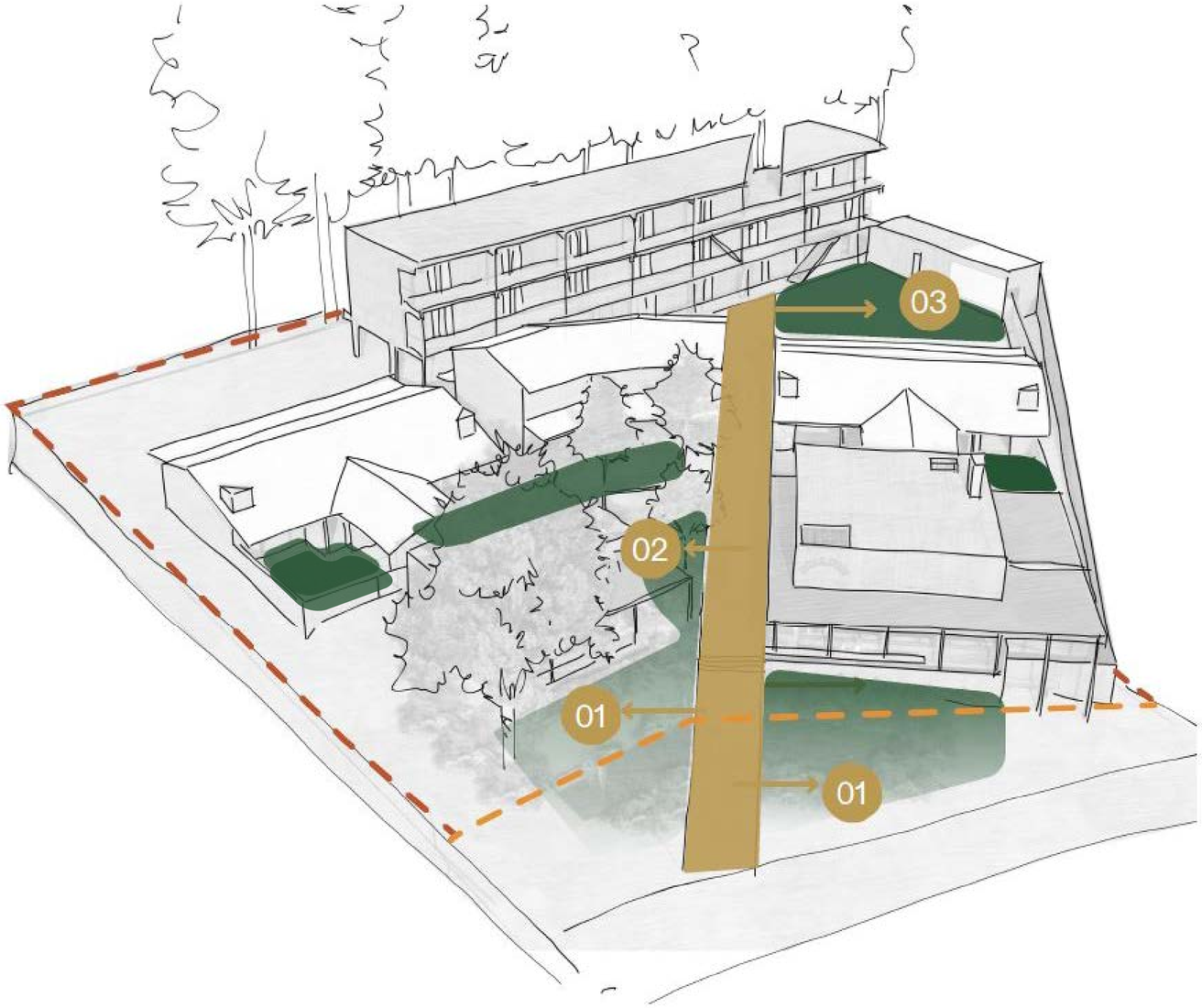


Herbal Australian botanicals provenance between botanical planting and restaurant

TOOL KIT

- Use of local botanicals and ingredients in the restaurant. Referenced in the landscape planting palette

Landscape Strategy



The use of the practical axis through the site allows the landscape to be split into landscape rooms, giving way to functional activated spaces that grade from public to private as you move deeper into the site from the street.

01 Public Space: Terraced Garden - 36m² (29m² council)

Winter and summer morning coffee spot open to the public. Provides activation and connection to the street. A series of sloped lawns and planted terraces with seating to perch on for a morning coffee.

02 Semi Private: Garden Pavillion - 90m²

Occasional Event/ breakout space.
Yoga, long lunches, restaurant breakout space.
Predominantly hardscape. Winter fire courtyards

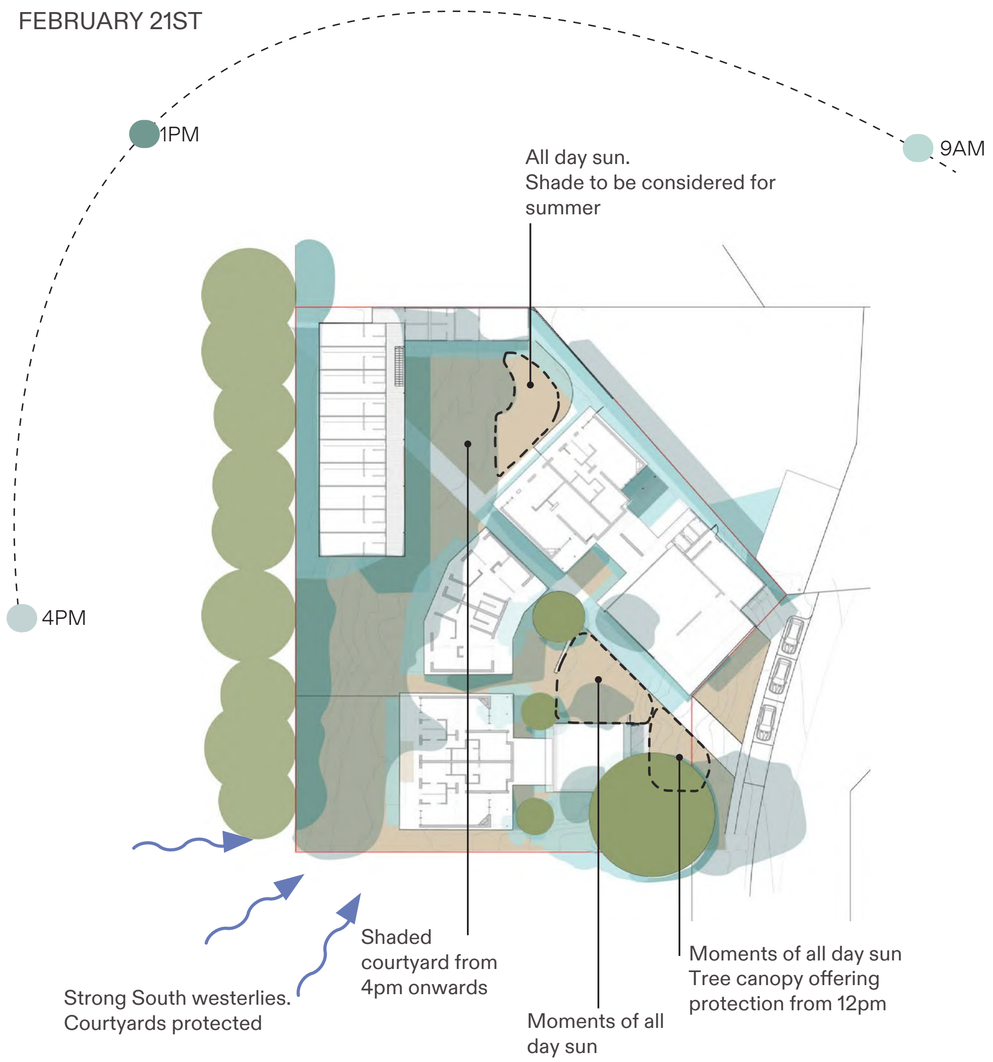
03 Guest only space : Walled Garden - 410m²

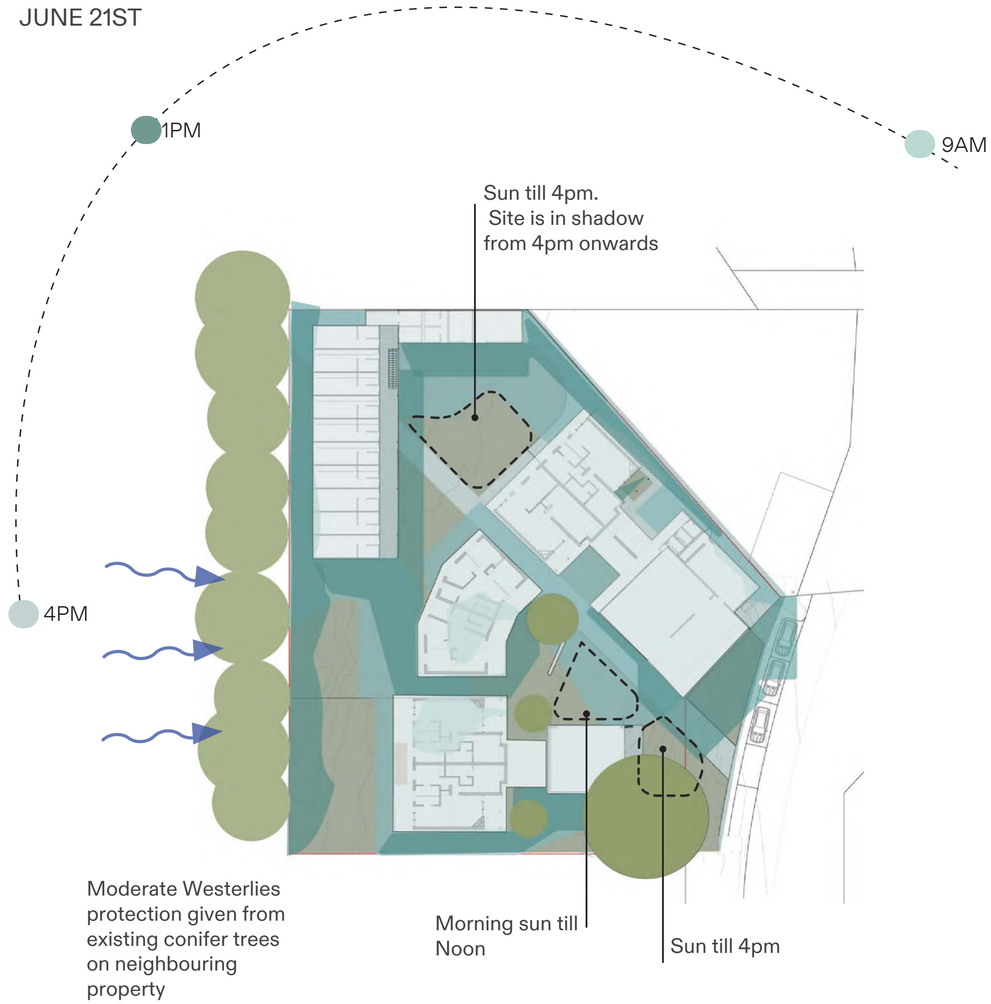
A place of respite from the day. An Introspective space which embraces the shadows and the under story planting palette of the Boranup forest

Implied boundaries

Site boundaries

Sun Study


FEBRUARY 21ST
6AM Dawn
1PM
9AM
4PM
All day sun.
Shade to be considered for summer
Shaded courtyard from 4pm onwards
Strong South westerlies.
Courtyards protected
Moments of all day sun
Moments of all day sun
Tree canopy offering protection from 12pm

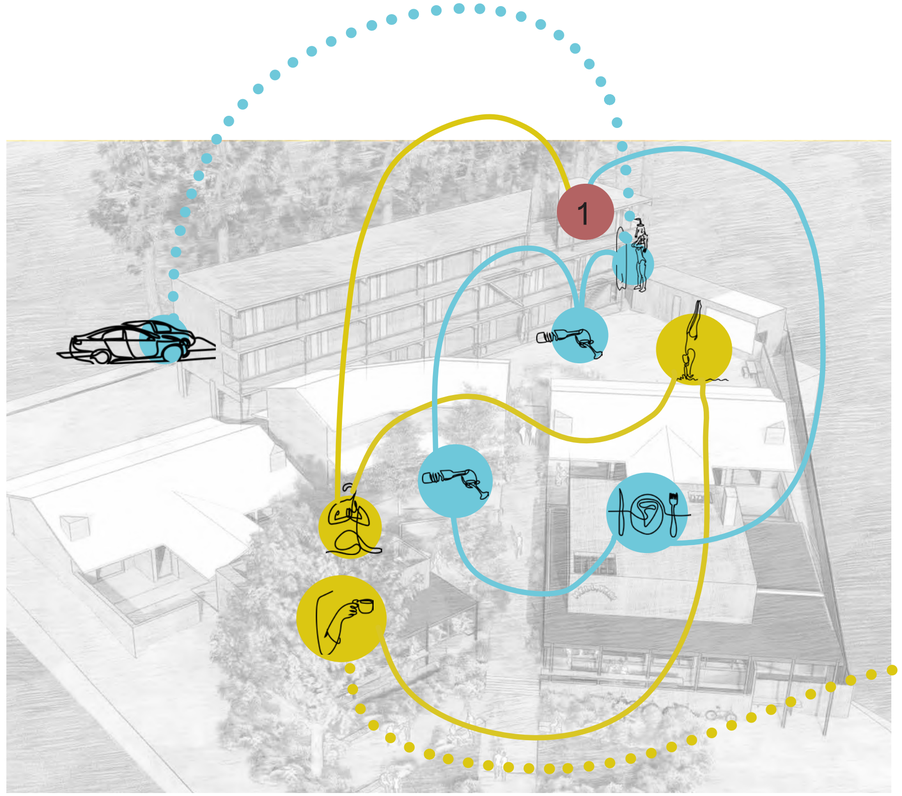

JUNE 21ST
1PM
9AM
4PM
Sun till 4pm.
Site is in shadow
from 4pm onwards
Moderate Westerlies protection given from existing conifer trees on neighbouring property
Morning sun till Noon
Sun till 4pm

Activation Mapping

Diagrammatic hotel body clock

The nature of the hotel offering encourages the guests to go out and explore all the southwest has to offer during the day, and then return home in the evening to wind down and relax. Amenity to support this 'travellers lodge' include flexible lounge spaces, end of surf wash down facilities, bike and board storage areas, informal social spaces and options for physical and mental recuperation.

1 Wake up
2 Sauna and ice bath
3 Morning yoga
4 Coffee and a bite
5 Out exploring
1 Return home
2 End of surf
3 Wind down garden wine
4 Breakout afternoon space event waiting
5 Hotel restaurant dinner
1 Rest
Day
Night





Key Landscape References

Public Space

The terrace garden captures moments of the morning sun in both summer and winter. This key entrance space provides opportunities for guests, neighbours and the public to interact and connect. Whether it be for the morning coffee pick-up, waiting for a friend or perching to catch some warm sunshine.





Pavilion Garden

The Garden pavillion is the an auxiliary space to the architectural pavilion and hotel restaurant. Activated for group gatherings, organised private events, and when inactive an open garden space that frames the architecture. The hues of the garden darken as the functionality starts to enclose and privatise. Sight lines are interrupted by dense planting, and the remnants of rammed earth walls are left as screening devices for privacy.





Walled Garden

The secluded garden within the bush balances between form and movement. Natural and spontaneous but never out of control.

The guest's garden is a moment for gathering and introspection: the third and last garden space on the axial path. It is a cultivated expression of the elements that bring you to the South West, Rock, Bush, Sun and Sea.

A place to prepare for the day and a place to decompress.





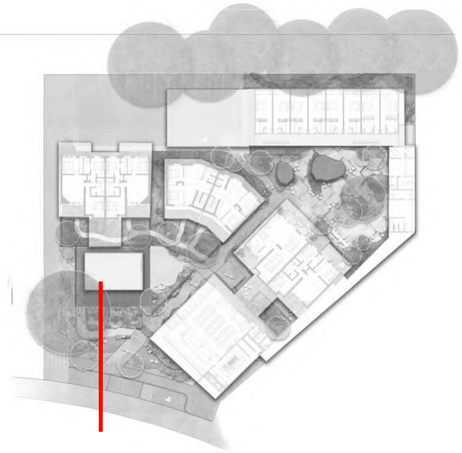
Landscape Masterplan

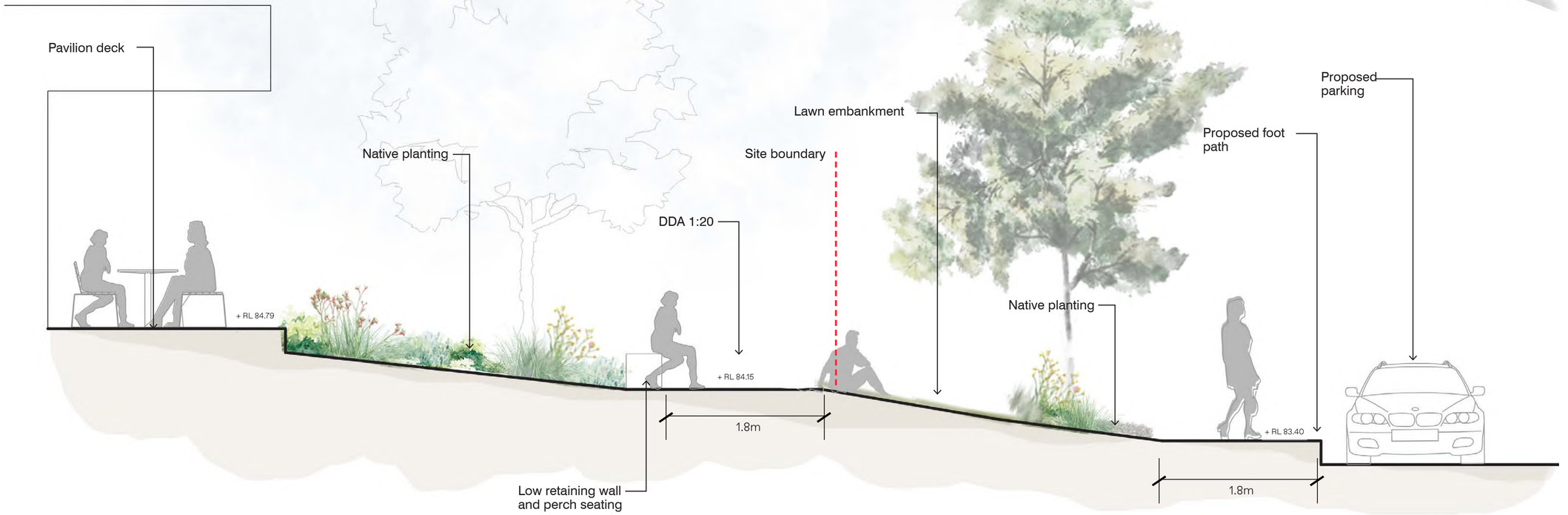
LEGEND

- 01 Council path
- 02 Main entrance
- 03 DDA Path
- 04 ACROD parking
- 05 Sloped lawns and seating
- 06 Pavilion deck
- 07 Pavilion garden
- 08 Axial path (No less than 1:20)
- 09 Garden bed
- 10 Private courtyard
- 11 Arrival foyer
- 12 Arrival entrance
- 13 Large boulder
- 14 Walled garden courtyard
- 15 Rear shade garden
- 16 Movable furniture elements
- 17 Hotel parking permeable paving
- 18 Passing bay
- 19 Existing tree to be retained and protected
- 20 Proposed tree
- 21 Loading bay
- Site Boundary
- ★ Proposed art elements within council land. To be coordinated and confirmed



Typical Section





Section 1:50

Public Artwork Strategy

Fearn Avenue is located at a key viewline and traffic intersection. As such the public land fronting the property provides opportunity for an artwork that brings life and interest to the location

Together with art curator Annika Kristensen a brief has been put together with which to approach suitable artists. The Public Art Brief recommends that:

The Public Artwork at Fearn Avenue should:

- Provide interest day and night
- Help humanise a traffic-focused area of town through thoughtful use of theme, scale and materiality
- Be visible at key viewlines and encourage pedestrian movement and interest
- Represent the natural, social, cultural history and or aspirations of Margaret River and the hotel
- Provide visual filter between car lights and hospitality spaces
- Be low maintenance and safe to public

Potential direction:

- Light as beacon
- Functional forms
- Playful icon

It is our hope that the public artwork contributes long term to both the hotel and the town, and becomes a small icon of Margaret River over time.

Site Boundary

Public Art Intervention

View lines

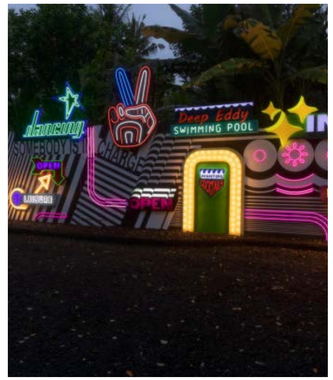




Illuminated forms within landscape



Illumination integrated into planting



Light and Imagery



Playful

Indicative Materiality

SOFT SCAPE



Native planting



Planting as screens and cascading



Informal Terracing



Walled Courtyard planting

HARDSCAPE



Granitic gravel



Permeable paving



Walled garden paving



Garden feature paving

FURNITURE FIXTURES



Movable courtyard furniture



Pots and loose furniture



Terrace seating



Large scale boulders

Indicative Planting Palette

1.TERRACED GARDENS

A palette that connects the steetscape to the open space offering



Agonis Flexuosis
Peppermint tree



Conastylis candicans
Cotton heads



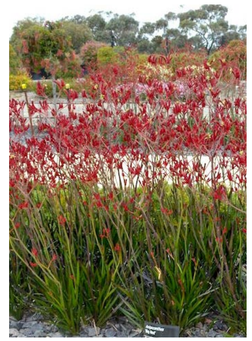
Myoporum parvifolia
creeping boobialla



Lomandra Tanika



Banksia petiolaris



Anigozanthos "Big Red'



Eremophilla glabra
Tar Bush



Olearia axillaris
coastal daisy bush

2. PAVILION GARDENS

Larger shrubs that open and close view lines and a deepening palette of natives.



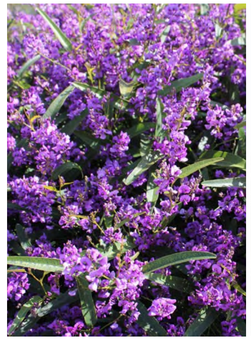
Lomantra wingarra



Correa alba



Westringia fruticosia



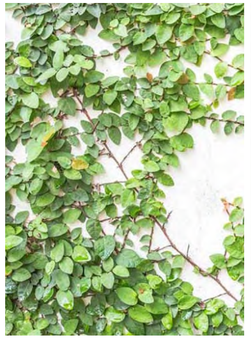
Hardenbergia meema
Meema



Eucalyptus Kruseana



Banksia Menziesii Dwarf



Ficus pumila
Climbing fig



Banksia Nivea
Honeypot banksia

3. WALLED GARDEN

A darker palette that responds to the shade levels with a mix of native and exotic species



Dichondra silver falls



Alpinia caerulea



Doodia australis



Cytathea Australis
Australian tree fern



Cissus antarctica
Kangaroo Vine



Austral bracken
Bracken



Liriope emerald cascsade
Weeping grass



Boronia heterophylla
Magenta stars

Landscape View One



Landscape View Two



APPENDIX E WASTE MANAGEMENT PLAN

Waste Management Plan

10 & 12 Fearn Avenue, Margaret River

Prepared for Pasta Shooter Pty Ltd ATF Pasta Shooter Unit Trust

17 May 2023

Project Number: TW22189

DOCUMENT CONTROL

Version	Description	Date	Author	Reviewer	Approver
1.0	First Approved Release	17/05/2023	DP	RH	AB

Approval for Release

Name	Position	File Reference
Ann Brouwer	Waste Management Consultant	TW22189-01_Waste Management Plan_1.0
Signature		

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Executive Summary

Pasta Shooter Pty Ltd is seeking development approval for the proposed hybrid hotel redevelopment located at 10 & 12 Fearn Avenue, Margaret River (the Proposal).

To satisfy the conditions of the development application, the Shire of Augusta Margaret River (the Shire) requires the submission of a Waste Management Plan (WMP) that will identify how waste is to be stored and collected from the Proposal. Talis Consultants has been engaged to prepare this WMP to satisfy the Shire's requirements.

A summary of the bin size, numbers, collection frequency, and collection method is provided in the below table.

Proposed Waste Collection Summary

Waste Type	Generation (L/week)	Bin Size (L)	Number of Bins	Collection Frequency	Collection
Refuse	7,912	660L	Three	Four times each week	Private Contractor
Recycling	1,990	660L	One	Four times each week	Private Contractor

A private contractor will service the Proposal directly from the Bin Storage Area via Fearn Avenue.

Site management will oversee the relevant aspects of waste management at the Proposal.

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Diagram 1: Bin Storage Area

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Figure 1: Locality Plan

1 Introduction

Pasta Shooter Pty Ltd is seeking development approval for the proposed hybrid hotel redevelopment located at 10 & 12 Fearn Avenue, Margaret River (the Proposal).

To satisfy the conditions of the development application, the Shire of Augusta Margaret River (the Shire) requires the submission of a Waste Management Plan (WMP) that will identify how waste is to be stored and collected from the Proposal. Talis Consultants has been engaged to prepare this WMP to satisfy the Shire's requirements.

The Proposal is bordered by commercial developments to the north, south, and west and Fearn Avenue to the east, as shown in Figure 1.

1.1 Objectives and Scope

The objective of this WMP is to outline the equipment and procedures that will be adopted to manage waste (refuse and recyclables) in the Proposal. Specifically, the WMP demonstrates that the Proposal is designed to:

- Adequately cater for the anticipated volume of waste to be generated;
- Provide an adequately sized Bin Storage Area, including appropriate bins; and
- Allow for efficient collection of bins by appropriate waste collection vehicles.

To achieve the objective, the scope of the WMP comprises:

- Section 2: Waste Generation;
- Section 3: Waste Storage;
- Section 4: Waste Collection;
- Section 5: Waste Management; and
- Section 6: Conclusion.

2 Waste Generation

The following section shows the waste generation rates used and the estimated waste volumes to be generated at the Proposal.

2.1 Proposed Tenancies

The anticipated volume of refuse and recyclables is based on the number of villas, hotel rooms/keys and the floor area (m^2) of the associated tenancies at the Proposal. The Proposal consists of the following:

- 2-3 Bedroom Villa – 5;
- Hotel Rooms/Keys – 32;
- Hotel Spa – 28m^2;
- Hotel Lounge – 87.5m^2;
- Hotel Dining (FOH) – 90m^2;
- Hotel Bar (FOH) – 66m^2; and
- Hotel Function – 77m^2.

2.2 Waste Generation Rates

To achieve an accurate projection of waste volumes for the Proposal, consideration was given to the Shire of Augusta Margaret River's (the Shire) *Guidelines for Commercial Developments* and past advice from the Shire, with consideration given to the Western Australian Local Government Association's (WALGA) Multi Dwelling Development Waste Management Plan Guidelines (2014) and the City of Perth's *Waste Guidelines for New Developments* (Revision 5, effective from June 2019).

Table 2-1 shows the waste generation rates applied to the Proposal.

Table 2-1: Waste Generation Rates

Tenancy Use Type	Guideline Reference	Refuse Generation Rate	Recycling Generation Rate
2-3 Bedroom Villa	WALGA – 3+ Bedroom	240L/week	120L/week
Hotel Rooms/Keys	Shire – Hotel	5L/bed/day	1L/bed/day
Hotel Spa	Shire – Offices	10L/100m^2/day	10L/100m^2/day
Hotel Lounge	Shire – Offices	10L/100m^2/day	10L/100m^2/day
Hotel Dining (FOH)	Shire – Hotel Dining	667L/100m^2/day	50L/100m^2/day
Hotel Bar (FOH)	Perth – Hotel/Motel Bar	50L/100m^2/day	50L/100m^2/day
Function Room	Perth – Function Room	200L/100m^2/day	100L/100m^2/day

2.3 Waste Generation Volumes

Waste generation is estimated by volume in litres (L) as this is generally the influencing factor when considering bin size, numbers and storage space required.

Waste generation volumes in litres per week (L/week) adopted for this waste assessment are shown in Table 2-2. It is estimated that the tenancies at the Proposal will generate 7,912L of refuse and 1,990L of recyclables each week.

Table 2-2: Estimated Waste Generation

Tenancy Use Type	Number of Villas / Rooms / Keys and Floor Area (m^2)	Waste Generation Rate	Waste Generation (L/week)
Refuse			
Five Bedroom Villa	5 Villas	240L/week	1,200
Hotel Rooms/Keys	32 Rooms/Keys	5L/bed/day	1,120
Hotel Spa	28m^2	10L/100m^2/day	20
Hotel Lounge	87.5m^2	10L/100m^2/day	61
Hotel Dining (FOH)	90m^2	667L/100m^2/day	4,202
Hotel Bar (FOH)	66m^2	50L/100m^2/day	231
Function Room	77m^2	200L/100m^2/day	1,078
		Total	**7,912**
Recyclables			
Five Bedroom Villa	5 Villas	120L/week	600
Hotel Rooms/Keys	32 Rooms/Keys	1L/bed/day	224
Hotel Spa	28m^2	10L/100m^2/day	20
Hotel Lounge	87.5m^2	10L/100m^2/day	61
Hotel Dining (FOH)	90m^2	50L/100m^2/day	315
Hotel Bar (FOH)	66m^2	50L/100m^2/day	231
Function Room	77m^2	100L/100m^2/day	539
		Total	**1,990**

3 Waste Storage

Waste materials generated within the Proposal will be collected in the bins located in the Bin Storage Area, as shown in Diagram 1, and discussed in the following sub-sections.

3.1 Internal Bins

To ensure that waste is managed appropriately at the Proposal, it is important to allow for sufficient space to accommodate the required quantity of bins within the Bin Storage Area.

To promote positive recycling behaviour and maximise diversion from landfill, internal bins will be available throughout the Proposal for the source separation of refuse and recycling. These bins will be transferred by site management/staff/cleaners, or their authorised representative, to the Bin Storage Area and be deposited into the appropriate bin.

All bins will be colour coded and labelled in accordance with Australian Standards (AS 4123.7) to assist tenants, visitors, staff and cleaners to dispose of their waste materials in the correct bins.

3.1.1 Provision for Food Organics Garden Organics (FOGO)

If in future the Shire's separate collection of food organics and garden organics (FOGO) is available to commercial developments, the Proposal would consider participating.

As such, the development has provided sufficient space to accommodate additional FOGO bins, or one/two refuse bins could be swapped to FOGO bins, should the development be required to separate food waste for collection in the future.

Site management/the Shire will assess the FOGO bin numbers and collections in future, as required.

3.2 Bin Sizes

Table 3-1 gives the typical dimensions of standard bins sizes that may be utilised at the Proposal. It should be noted that these bin dimensions are approximate and can vary slightly between suppliers.

Table 3-1: Typical Bin Dimensions

Dimensions (mm)	Bin Sizes		
	240L	660L	1,100L
Length	730	780	1,065
Width	480	1,260	1,260
Height	1,060	1,200	1,460

Reference: Shire of Augusta Margaret River's Guidelines for Commercial Developments

3.3 Bin Storage Area Size

To ensure sufficient area is available for storage of the bins, the amount of bins required for the Bin Storage Area was modelled utilising the estimated waste generation in Table 2-2, bin sizes in Table 3-1 and based on collection of refuse and recyclables four times each week.

Based on the results shown in Table 3-2 the Bin Storage Area has been sized to accommodate:

- Three 660L refuse bins; and
- One 660L recycling bin.

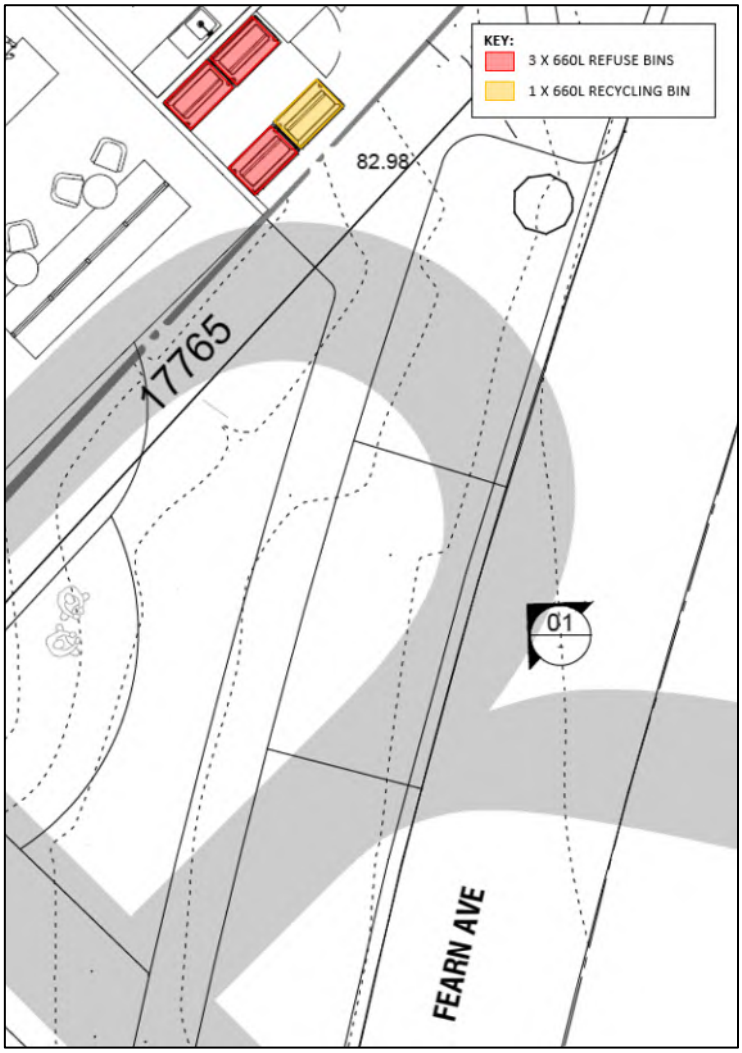
Table 3-2: Bin Requirements for Bin Storage Area

Waste Stream	Waste Generation (L/week)	Number of Bins Required		
		240L	660L	1,100L
Refuse	7,912	9	3	2
Recycling	1,990	3	1	1

The configuration of these bins within the Bin Storage Area is shown in Diagram 1. It is worth noting that the number of bins and corresponding placement of bins shown in Diagram 1 represents the maximum requirements assuming four collections each week of refuse and recyclables.

Note: the waste generation volumes are best practice estimates and the number of bins to be utilised represents the maximum requirements once the Proposal is fully operational. Bin requirements may be impacted as the development becomes operational and the nature of the tenants and waste management requirements are known.

Diagram 1: Bin Storage Area



3.4 Bin Storage Area Design

The design of the Bin Storage Area will take into consideration:

- Smooth impervious floor sloped to a drain connected to the sewer system;
- Taps for washing of bins and Bin Storage Area;
- Adequate aisle width for easy manoeuvring of bins;
- No double stacking of bins;
- Doors/gates to the Bin Storage Area wide enough to fit bins through;
- Ventilated to a suitable standard;
- Appropriate signage;
- Undercover where possible and be designed to not permit stormwater to enter the drain;
- Located behind the building setback line;
- Bins not to be visible from the property boundary or areas trafficable by the public; and
- Bins are reasonably secured from theft and vandalism.

Bin numbers and storage space within the Bin Storage Area will be monitored by site management to ensure that the number of bins and collection frequency is sufficient.

4 Waste Collection

The Proposal will be serviced by a private waste collection contractor who will provide three (3) 660L bins for refuse and one (1) 660L bin for recycling.

The contractor will collect refuse and recycling four (4) times per week using a rear loader waste collection vehicle from Fearn Avenue.

During servicing, the contractor's staff will transport the bins to and from the vehicle and the Bin Storage Area. The contractor will have key/PIN code access to the Bin Storage Area and security access gates to facilitate servicing, as required.

To minimize disruptions to local traffic, servicing will take place outside of normal operating hours and peak periods. After servicing, the contractor's vehicle will continue along Fearn Avenue in the direction of traffic flow.

4.1 Bulk and Specialty Waste

Bulk and specialty waste materials will be removed as they are generated on an ‘as required’ basis. Adequate space may be allocated for placement of cabinets/containers for collection and storage of bulk and specialty wastes that are unable to be disposed of within the bins in the Bin Storage Area. These may include items such as:

- Refurbishment wastes from fit outs;
- Mattresses;
- Batteries and E-wastes;
- White goods/appliances;
- Cleaning chemicals; and
- Commercial Light globes.

These specialty wastes will be removed as sufficient volumes have been accumulated to warrant disposal. Bulk and specialty waste collection will be monitored by site management who will organise their transport to the appropriate waste facility, as required.

5 Waste Management

Site management will be engaged to complete the following tasks:

- Monitoring and maintenance of bins and the Bin Storage Area;
- Cleaning of bins and Bin Storage Area, when required;
- Ensure all tenants, staff and cleaners at the Proposal are made aware of this WMP and their responsibilities thereunder;
- Monitor staff and cleaner behaviour and identify requirements for further education and/or signage;
- Monitor bulk and specialty waste accumulation and assist with its removal, as required;
- Regularly engage with staff and cleaners to develop opportunities to reduce waste volumes and increase resource recovery;
- Educate guests regarding the reduction of waste and increasing resource recovery; and
- Regularly engage with private contractors to ensure efficient and effective waste service is maintained.

6 Conclusion

As demonstrated within this WMP, the Proposal provides a sufficiently sized Bin Storage Area for storage of refuse and recyclables, based on the estimated waste generation volumes and suitable configuration of bins. This indicates that an adequately designed Bin Storage Area has been provided, and collection of refuse and recyclables can be completed from the Proposal.

The above is achieved using:

- Three 660L refuse bins, collected four times each week; and
- One 660L recycling bins, collected four times each week.

A private contractor will service the Proposal directly from the Bin Storage Area via Fearn Avenue.

Site management will oversee the relevant aspects of waste management at the Proposal.

Figures

Figure 1: Locality Plan

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Data source: Roads, Cadastre • Landgate, 2022. Imagery: Nearmap, 2022.

LEGEND

- Site Boundary

Cadastre

- Crown Allotment
- Freehold
- Road
- Strata Plan or Lot
- Reserve

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LOCALITY



LOCALITY

10 and 12 Fearn Ave
Margaret River WA 6285

Pasta Shooter Pty Ltd ATF
Pasta Shooter Unit Trust

0 5 10 15 m

Coordinate System: GDA2020 MGA Zone 50
Scale @ A3: 1:400

Prepared: T Baskerville	Date: 15/12/2022
Reviewed: A Brouwer	Revision: A
Project: TW22189	

talis consultants

Figure 01

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Assets | Engineering | Environment | Noise | Spatial | Waste

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APPENDIX F ACOUSTIC REPORT

HERRING STORER ACOUSTICS

PASTA SHOOTER PTY LTD

FEARN AVENUE
HOTEL DEVELOPMENT
MARGARET RIVER

DEVELOPMENT APPLICATION
ACOUSTIC REPORT

MAY 2023

OUR REFERENCE: 30712-2-23027

Rochdale Holdings Pty Ltd A.B.N. 85 009 049 067 trading as:
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DA ACOUSTIC REPORT

FEARN AVENUE
MARGARET RIVER

Job No: 23027

Document Reference: 30712-2-23027

FOR

PASTA SHOOTER PTY LTD

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APPENDICIES

A PLANS

1.0 INTRODUCTION

Herring Storer Acoustics was commissioned to conduct a preliminary review of the proposed development at Fearn Avenue, Margaret River.

This report has been based on the Development Application drawings provided. For reference, plans of the proposed development are attached in Appendix A.

2.0 PROPOSED DEVELOPMENT

The proposed development site is located on Fearn Avenue, Margaret River, with the location indicated in the attached drawings in Appendix A.

The development consists of refurbishing the existing buildings and the construction of a new three storey hotel building at the rear of the site.

3.0 CRITERIA

3.1 BCA PROVISIONS

For Class 2 or 3 buildings, Part F5 of the National Construction Code (NCC), outlines the minimum acoustic isolation of apartments and in this case, the hotel rooms. The following summarises the acoustic criteria:

3.1.1 Walls

Wet to wet	$R_W + C_{tr}$ not less than 50 dB.
Living to living	$R_W + C_{tr}$ not less than 50 dB.
Wet to living construction.	$R_W + C_{tr}$ not less than 50 dB plus discontinuous
Kitchens to living construction.	$R_W + C_{tr}$ not less than 50 dB plus discontinuous

Note: Where kitchens are part of an open living area, we consider the kitchen to be part of the living area and in these cases a discontinuous construction is required. This also includes cases where kitchens are back-to-back, however, discontinuous construction is only required on one side.

3.1.2 Floors

Floors	$R_W + C_{tr}$ not less than 50 dB.
Impact Isolation	$L_{n,w}$ not more than 55 dB is recommended.

Note: The impact isolation criteria under the BCA is an $L_{n,w}$ of not more than 62 dB. However, as a member firm of the Association of Australasian Acoustic Consultants, (AAAC) we recommend a criteria of an $L_{n,w}$ of not more than 55 dB be adopted for a development of this type.

3.1.3 Service Risers

to Habitable Rooms $R_W + C_{tr}$ not less than 40 dB.

to Non-Habitable Rooms $R_W + C_{tr}$ not less than 25 dB.

3.1.4 Hydraulics

The above requirements also apply to storm water down pipes.

3.1.5 Doors

Door (Connecting) R_W not less than 30 dB.

The development would be designed to comply with the requirements of Part F5 of the BCA.

3.2 ENVIRONMENTAL PROTECTION (NOISE) REGULATIONS 1997

The *Environmental Protection (Noise) Regulations 1997* stipulate the allowable noise levels at any noise sensitive premises from other premises. The allowable or assigned noise levels for noise sensitive premises are determined by the calculation of an influencing factor, which is added to the baseline criteria set out in Table 1 of the Regulations. The baseline assigned noise levels are listed in Table 3.1. For commercial premises, the allowable or assigned noise levels are the same for all hours of the day. Table 3.1 also lists the assigned noise levels for commercial premises.

TABLE 3.1 – ASSIGNED NOISE LEVELS

Premises Receiving Noise	Time of Day	Assigned Level (dB)		
		$L_{A\ 10}$	$L_{A\ 1}$	$L_{A\ max}$
Noise sensitive premises within 15 metres of a dwelling	0700 - 1900 hours Monday to Saturday	45 + IF	55 + IF	65 + IF
	0900 - 1900 hours Sunday and Public Holidays	40 + IF	50 + IF	65 + IF
	1900 - 2200 hours all days	40 + IF	50 + IF	55 + IF
	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and Public Holidays	35 + IF	45 + IF	55 + IF
Commercial Premises	All Hours	60	75	80

Note: The L_{A10} noise level is the noise that is exceeded for 10% of the time.
The L_{A1} noise level is the noise that is exceeded for 1% of the time.
The L_{Amax} noise level is the maximum noise level recorded.

It is a requirement that noise from the site be free of annoying characteristics (tonality, modulation and impulsiveness) at other premises, defined below as per Regulation 9.

"impulsiveness" means a variation in the emission of a noise where the difference between L_{Apeak} and $L_{Amax\ Slow}$ is more than 15dB when determined for a single representative event;

"modulation" means a variation in the emission of noise that –

(a) is more than 3dB $L_{A\ Fast}$ or is more than 3dB $L_{A\ Fast}$ in any one-third octave band;
(b) is present for more at least 10% of the representative assessment period; and
(c) is regular, cyclic and audible;

"tonality" means the presence in the noise emission of tonal characteristics where the difference between –

(a) the A-weighted sound pressure level in any one-third octave band; and
(b) the arithmetic average of the A-weighted sound pressure levels in the 2 adjacent one-third octave bands,

is greater than 3 dB when the sound pressure levels are determined as $L_{Aeq,T}$ levels where the time period T is greater than 10% of the representative assessment period, or greater than 8 dB at any time when the sound pressure levels are determined as $L_{A\ Slow}$ levels.

Where the above characteristics are present and cannot be practicably removed, the following adjustments are made to the measured or predicted level at other premises.

TABLE 3.2 – ADJUSTMENTS FOR ANNOYING CHARACTERISTICS

Where tonality is present	Where modulation is present	Where impulsiveness is present
+ 5 dB	+ 5 dB	+ 10 dB

From a review of the development, the influencing factor for this development and the surrounds would be 3 dB, based on the following:

Commercial Premises within the inner circle;
40 % + 2 dB

Commercial Premises within the outer circle;
20 % + 1 dB

Total IF **+ 3 dB**

Hence the influencing factor would be +3 dB and the assigned noise levels would be as listed in Table 3.3.

TABLE 3.3 - ASSIGNED OUTDOOR NOISE LEVEL

Premises Receiving Noise	Time of Day	Assigned Level (dB)		
		L_{A10}	L_{A1}	L_{Amax}
Noise sensitive premises within 15 metres of a dwelling	0700 - 1900 hours Monday to Saturday	48	58	68
	0900 - 1900 hours Sunday and Public Holidays	43	53	68
	1900 - 2200 hours all days	43	53	58
	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and Public Holidays	38	48	58

Note: L_{A10} is the noise level exceeded for 10% of the time.
L_{A1} is the noise level exceeded for 1% of the time.
L_{Amax} is the maximum noise level.

We note that noise emissions from the premises need to comply with the requirements of the *Environmental Protection (Noise) Regulations 1997*. This not only includes noise associated with mechanical services (ie air conditioning and ventilation systems), but also noise from commercial premises within the site.

3.3 NOISE INGRESS

Inbound Noise Levels

Given the proximity of Bussell Highway, consideration has been given to State Planning Policy 5.4 "Road and Rail Noise Impacts". This policy specifies that inbound noise to a residential development is to be treated by designing the residential building façade to achieve the following internal sound levels:

- L_{eq} 35 dB(A) in sleeping areas (bedrooms); and
- L_{eq} 40 dB(A) in living/work areas and other habitable rooms.

For areas not defined as residential, AS2107 is to be utilised for guidance as to acceptable internal noise levels.

4.0 BCA REQUIRMENTS

The proposed development would be constructed to comply with the requirements of Part F5 of the NCC.

5.0 NOISE INGRESS

5.1 NOISE SOURCE IDENTIFICATION

The area of the proposed development was examined to ascertain the applicable noise sources.

Noise levels were recorded during peak hour traffic conditions to ascertain the most critical for the design of the development.

Traffic noise was found to be the most significant noise source in the area and therefore utilised as the design sound level for façade considerations.

Given the above noise source identification, it was determined that noise levels during peak traffic were the most pertinent for the design of the development.

5.2 MEASUREMENTS

Noise level measurements were recorded on the 10th February 2023, at approximately 3pm to quantify traffic noise levels during peak traffic. The measure noise levels, including octave band data, are listed below in Table 5.1

TABLE 5.1 – MEASURED NOISE LEVEL DATA

Noise Source	Octave Band Centre Frequency (Hz) / Noise Level dB								
	63	125	250	500	1K	2K	4K	8K	dB(A)
Traffic	67	65	55	53	53	49	44	42	57

The noise levels recorded were typical of the area, being traffic noise and some movement in the commercial areas nearby.

The criteria used for noise ingress was:

Bedrooms	-	L_{Aeq} of 35 dB(A)
Living and work spaces	-	L_{Aeq} of 40 dB(A)

To determine the acoustic requirements of the development's construction, preliminary calculations were undertaken to ascertain the typical façade treatment that may be required. Generally, this dictates the minimum glazing requirements of the development. Based on the results of the preliminary modelling, the acoustic rating for the glazing could be up to an R_w of around 28 dB. At this transmission loss rating, it is considered likely that other requirements would dictate the glazing requirements for the development, such as energy or thermal efficiency.

6.0 NOISE FROM DEVELOPMENT

The main source of noise from the proposed development will be from mechanical services consisting of air-conditioning condenser units. Noise received at neighbouring premises from these items need to comply with the assigned noise levels as determined under the *Environmental Protection (Noise) Regulations 1997*.

6.1 MECHANICAL SERVICES

The main source of noise from the proposed development will be from mechanical services consisting of air-conditioning plant and condenser units. Noise received at residence (neighbours and residence within the development) from these items need to comply with the assigned noise levels as determined under the *Environmental Protection (Noise) Regulations 1997*.

As the mechanical services could operate during the night, noise emissions from the development needs to comply with the assigned L_{A10} night period noise level of 38 dB(A) at residential premises. Potentially, noise emissions from mechanical services could be tonal, in which case an +5 dB(A) penalty for a tonal component could be applied to the resultant noise levels. Therefore, the design level at the neighbouring residential premises – including apartments within the development - would be 33 L_{A10} dB.

6.1.1 Restaurant Area

Noise emissions associated with the restaurant area associated with the project will be assessed and appropriate noise controls will be incorporated into the design to ensure compliance with the requirements of the *Environmental Protection (Noise) Regulations 1997*. However, we do not believe that compliance will be difficult to achieve, given the location of the area and the separation to noise sensitive premises in the area and the development itself..

6.1.2 Hotel Rooms

The air conditioning for the hotel rooms is not yet known.

Once the design of the system is finalised, an acoustic assessment will be carried out of noise emissions from the mechanical plant and any noise amelioration required will be incorporated into the design to ensure compliance with the *Environmental Protection (Noise) Regulations 1997*. However, we believe that compliance would be easily achieved, and any noise mitigation would be minimal, with the proposed design.

APPENDIX A

PLANS

MARGARET RIVER
11-12 FEARN AVENUE, MARGARET RIVER 6285

DA.000 COVER SHEET

DA.001 SITE SURVEY PLAN & DEMOLITION PLAN

DA.002 SITE PLAN

DA.100 OVERALL GF PLAN & ELEVATIONS

DA.101 F&B AND GARDEN PAVILION PLANS - GF

DA.102 HOTEL PLANS - GF, LEVEL 1 AND LEVEL 2

DA.103 EX. VILLAS

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11-12 FEARN AVE, M.R, 6285

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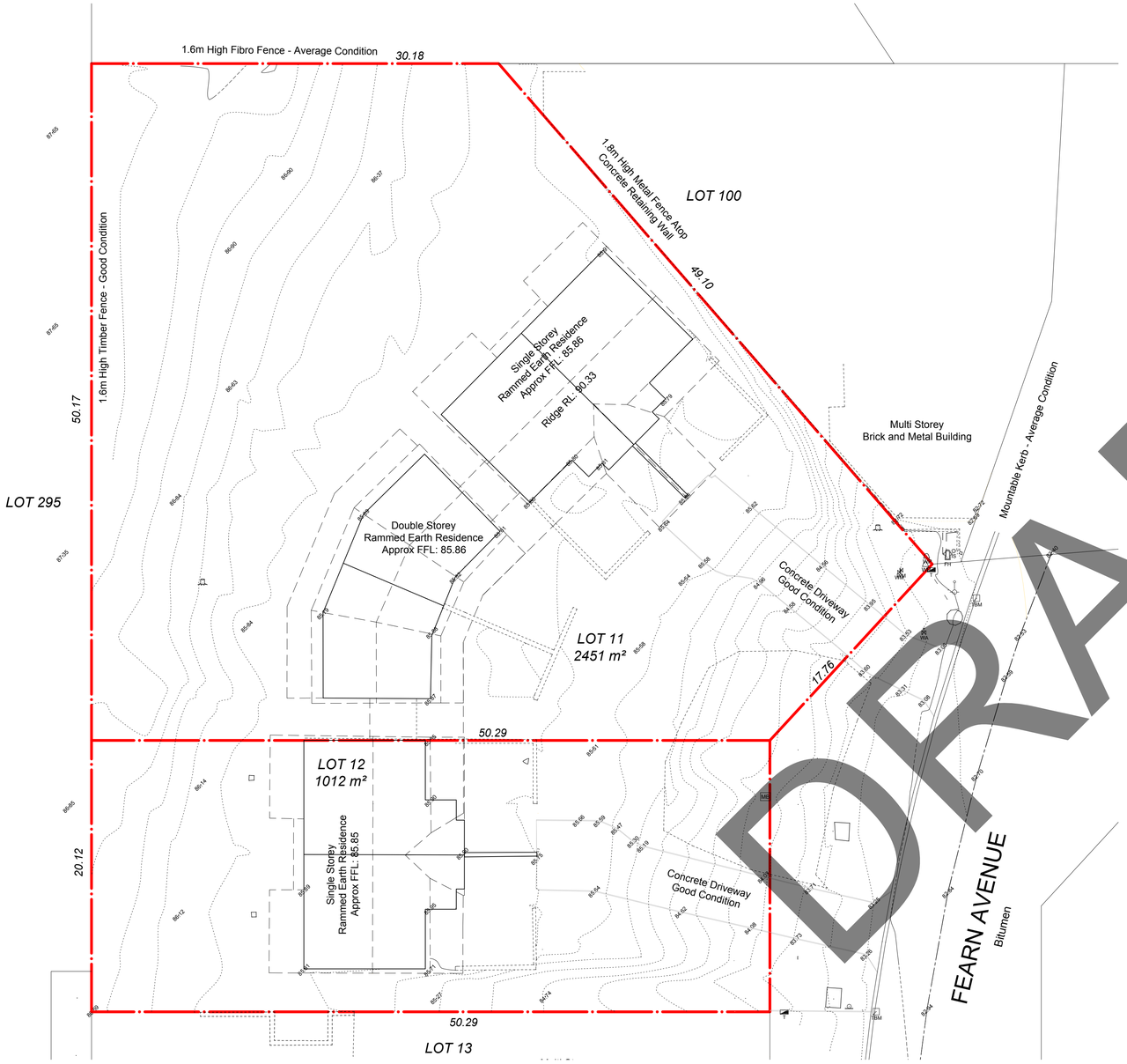
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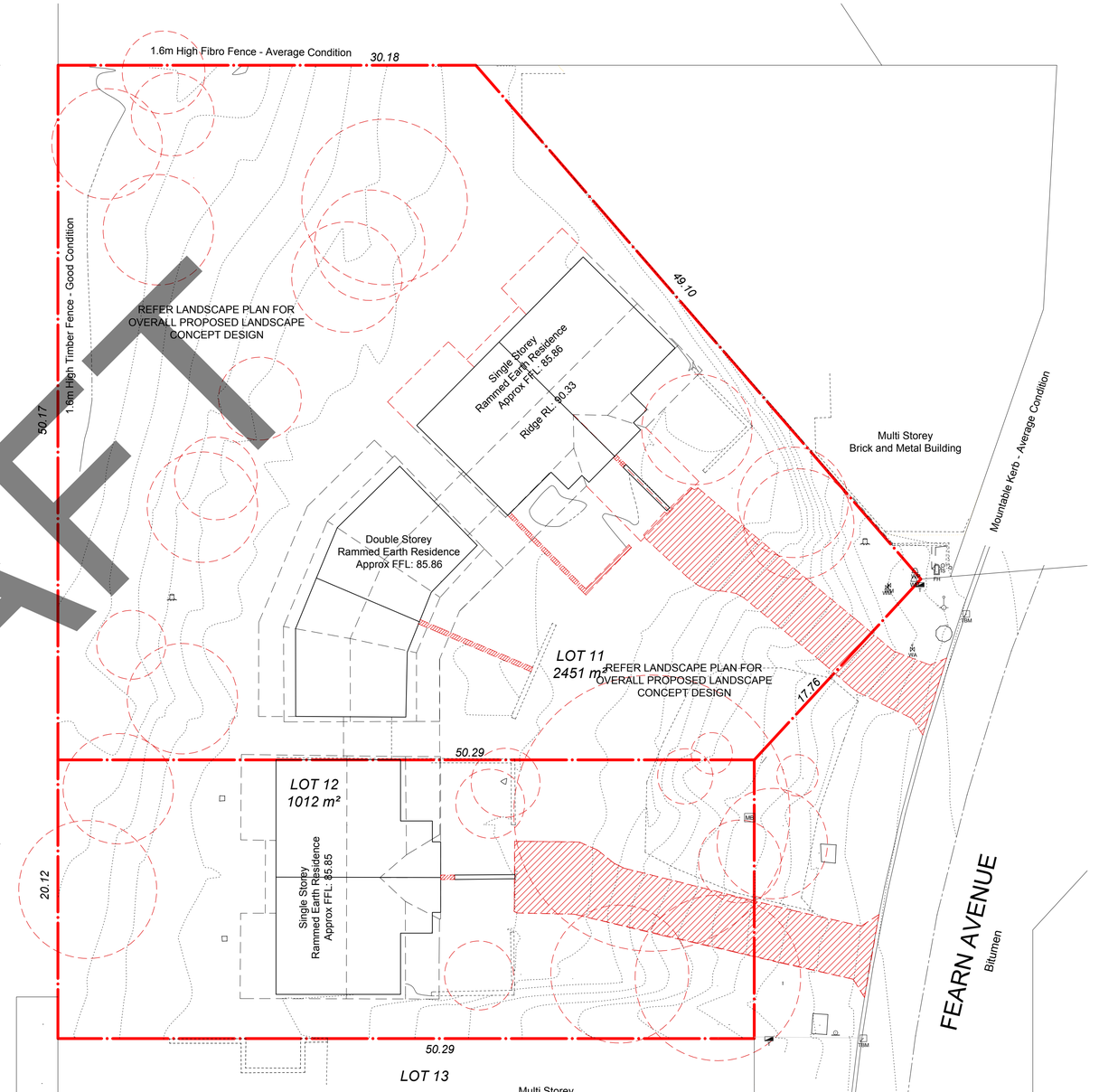
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PLANNING NOTES

SITE AREA	617m²
R-ZONE	R-ZONE
OPEN SPACE	MIN. 50% REQUIRED 33.3% PROVIDED

EXISTING STRUCTURES AND VEGETATION TO BE REMOVED

EXISTING TREES TO BE RETAINED. REFER ARBORIST'S REPORT FOR DETAILS

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HYBRID HOTEL
11-12 FEARN AVE, M.R, 6285

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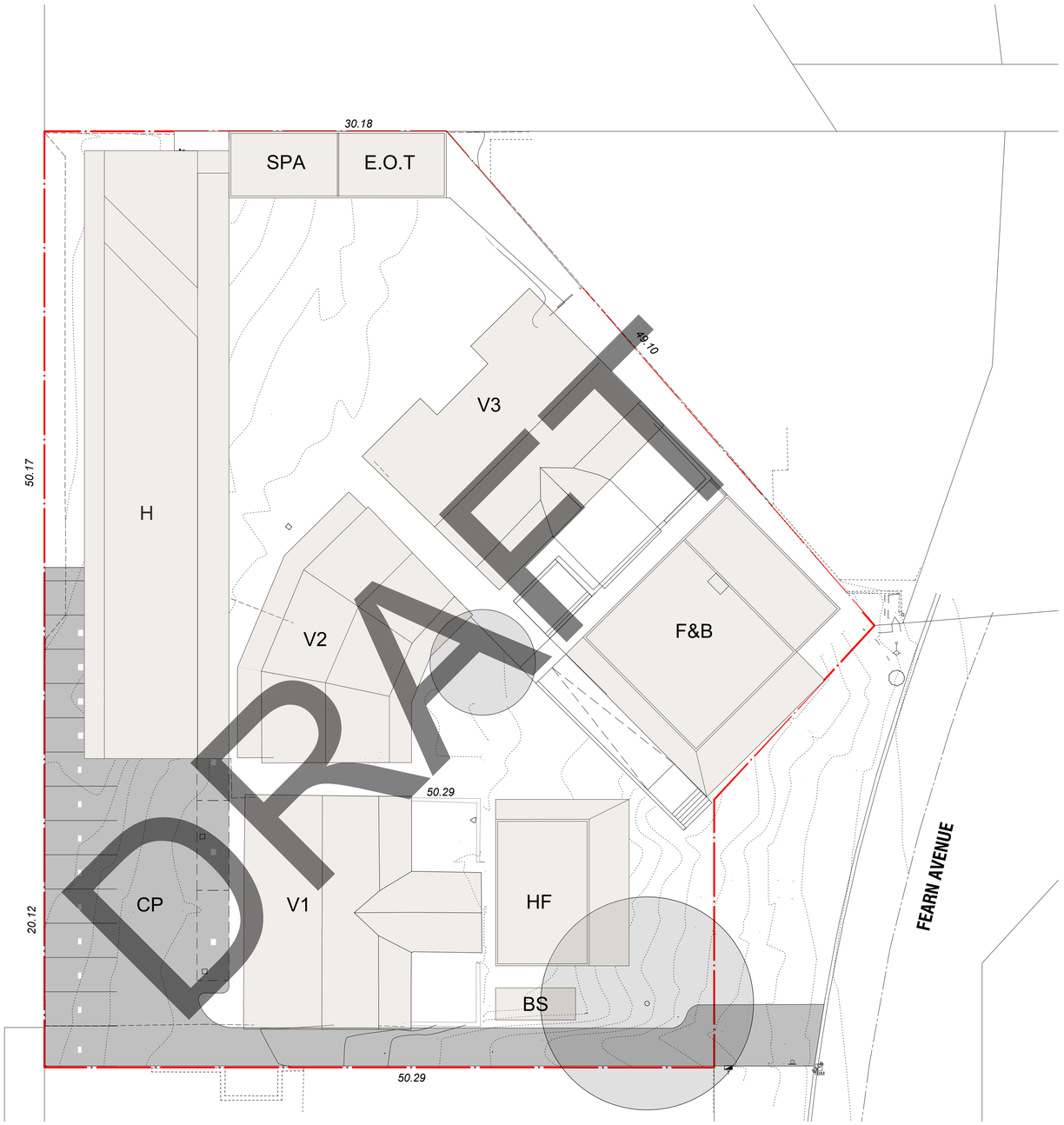
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DRAWING #: DA.001
REV: C

DRAWING ISSUE: DA APPLICATION
PROJECT # 210

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LEGEND AND ACCOMODATION SCHEDULE

CODE	LEGEND	YIELD	KEYS	SCOPE
CP	CARPARK	17		NEW WORKS
H	HOTEL	32	32	NEW WORKS
V1	EX. VILLA	3	5	PROPOSED FOR INTERNAL FITOUT REFURBISHMENT
V2	EX. VILLA			PROPOSED FOR INTERNAL FITOUT REFURBISHMENT
V3	EX. VILLA			PROPOSED FOR INTERNAL FITOUT REFURBISHMENT
SPA	SPA			NEW WORKS
EOT	END OF TRIP FACILITIES	12 (BIKES)		NEW WORKS
F&B	FOOD & BEVERAGE RETAIL			NEW WORKS
HF	HOTEL FUNCTION SPACE			NEW WORKS
BS	BIKE STORE & CHARGE	24 (BIKES)		NEW WORKS

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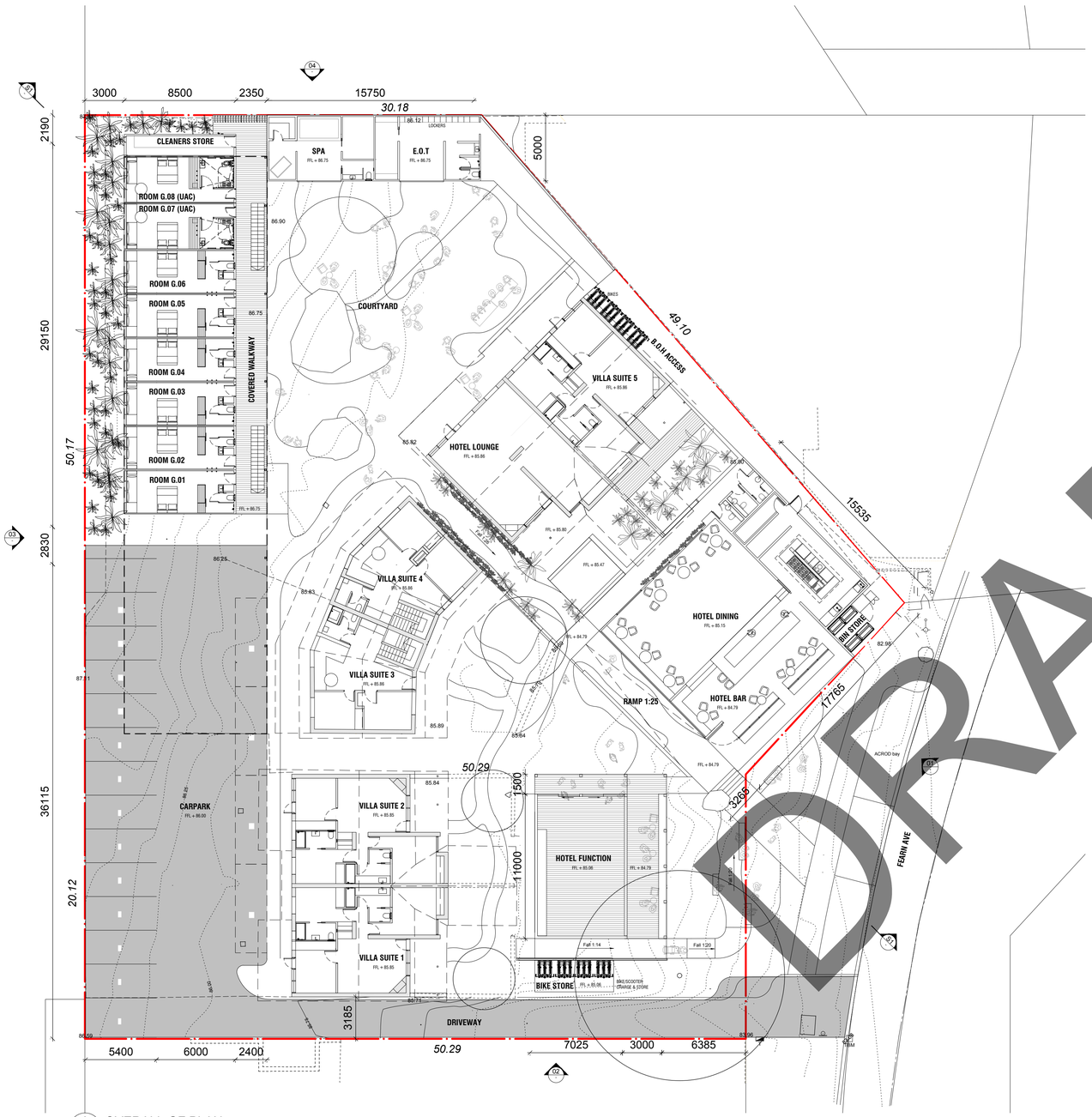
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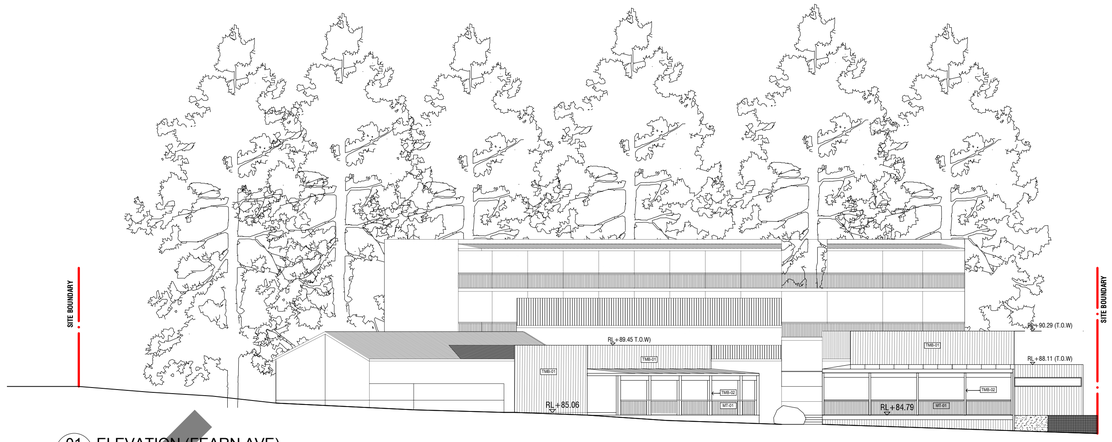
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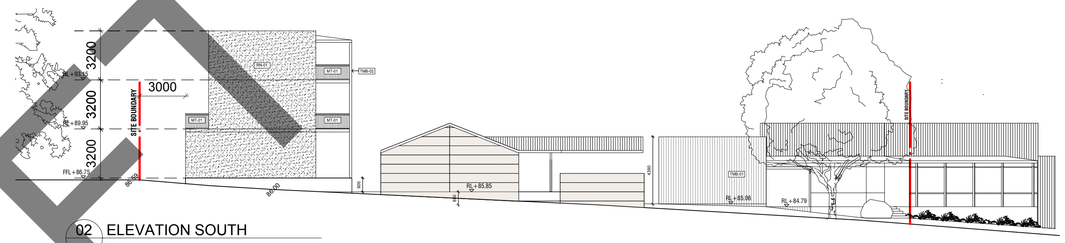
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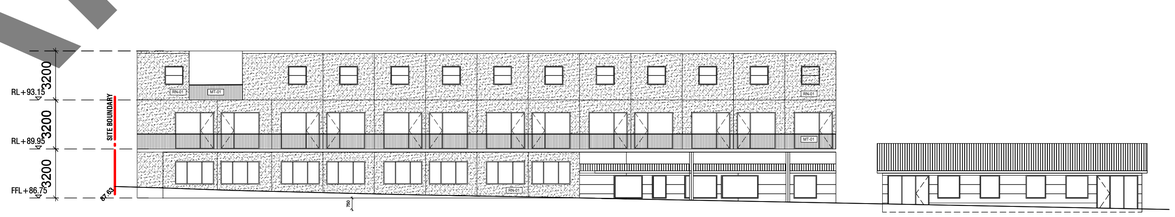
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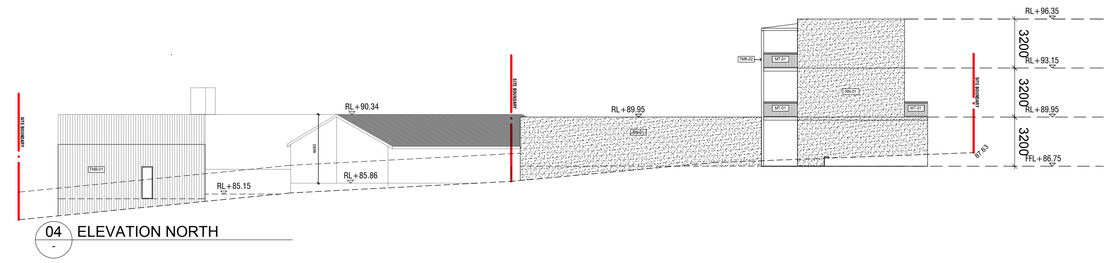
01 ELEVATION (FEARN AVE)



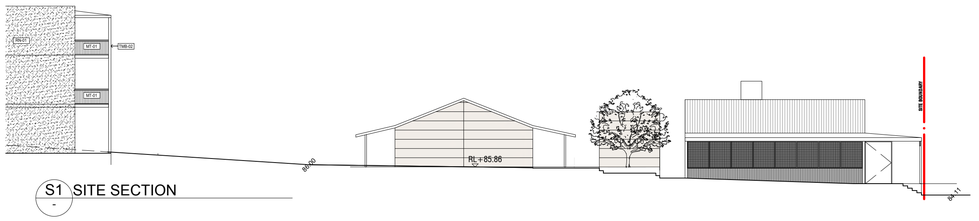
02 ELEVATION SOUTH



03 ELEVATION WEST



04 ELEVATION NORTH



S1 SITE SECTION

LEGEND / MATERIAL

CODE	LEGEND	MATERIAL
RN01	RENDER	EARTH COLOURED RENDER
TMB01	TIMBER CLADDING	LIGHT-WEIGHT TIMBER CLADDING
TMB02	TIMBER STRUCTURE	RED-STAINED TIMBER STRUCTURE
MT01	METAL CLADDING	CORRUGATED METAL CLADDING, RED

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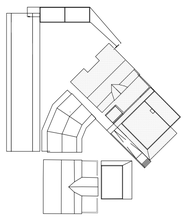
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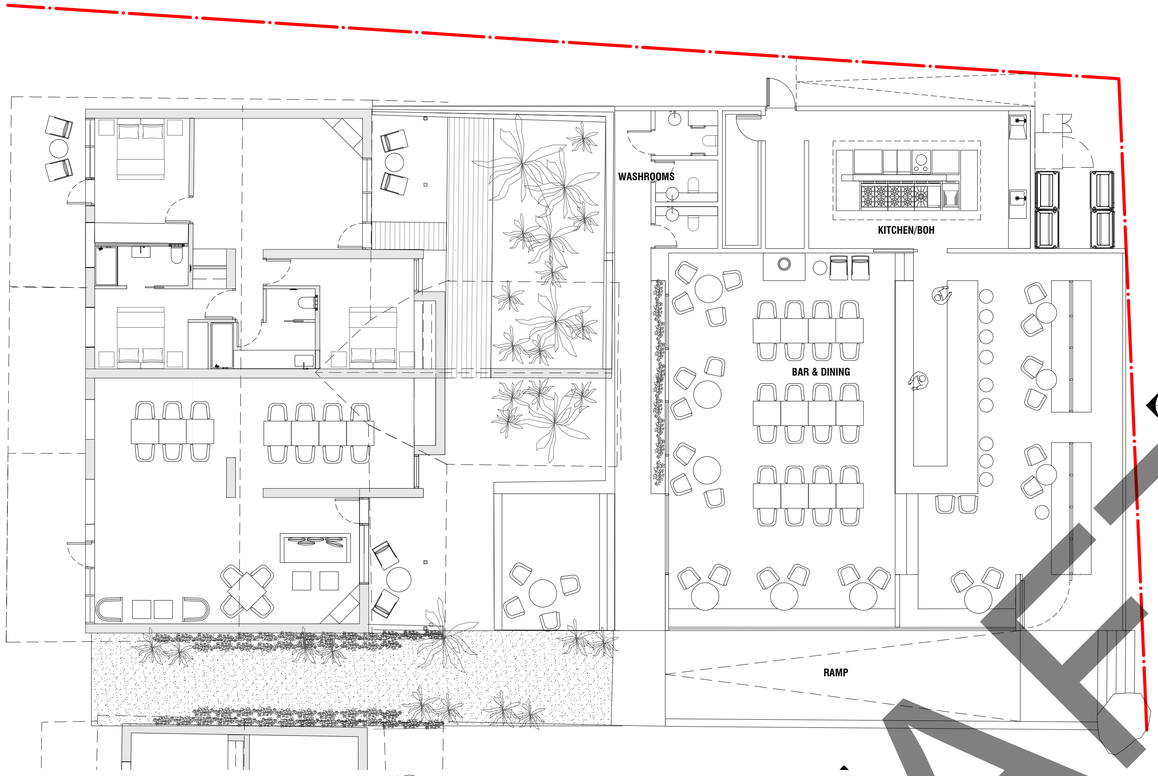
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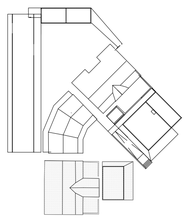
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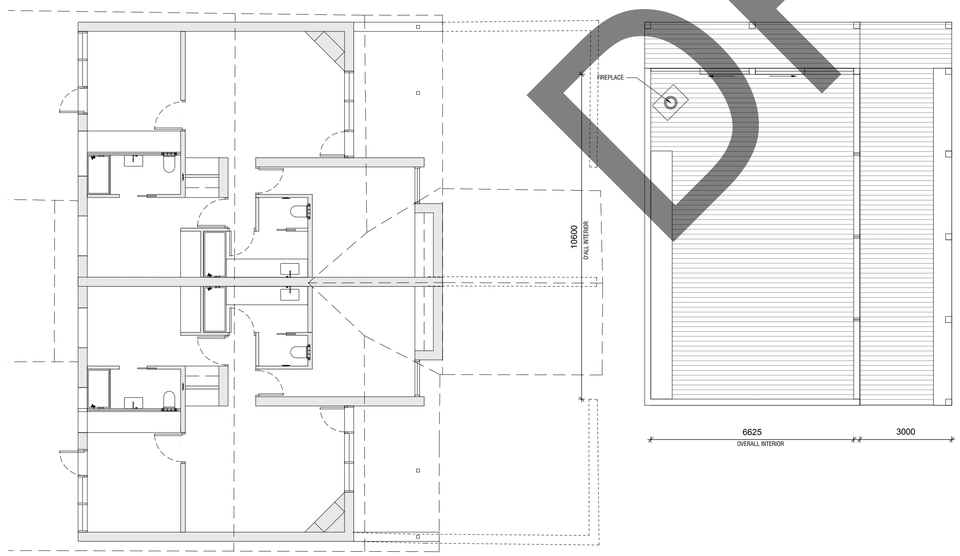




A - F&B BUILDING - GF PLAN

PLAN DIAGRAM





B - GARDEN PAVILION - GF PLAN

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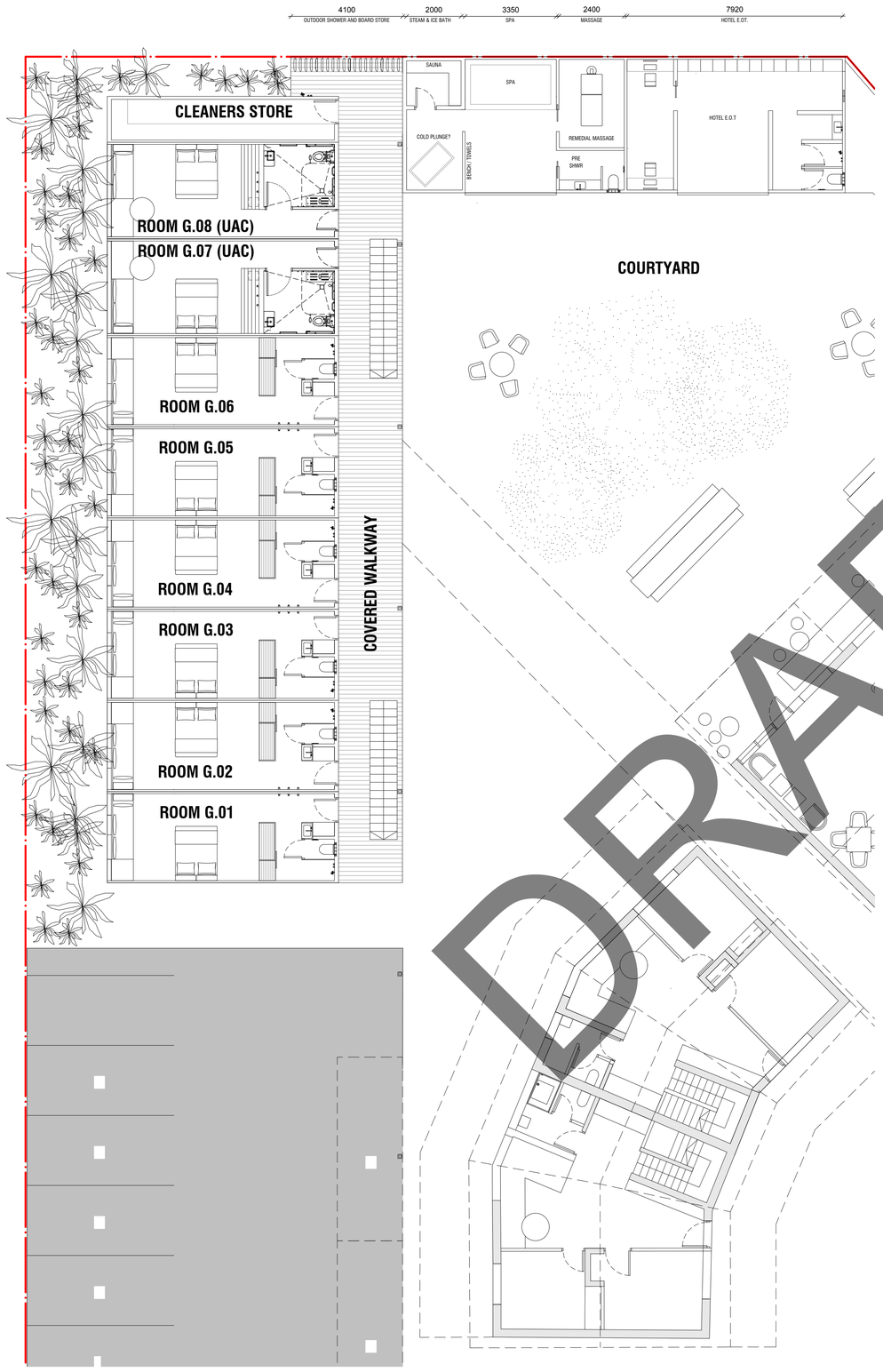
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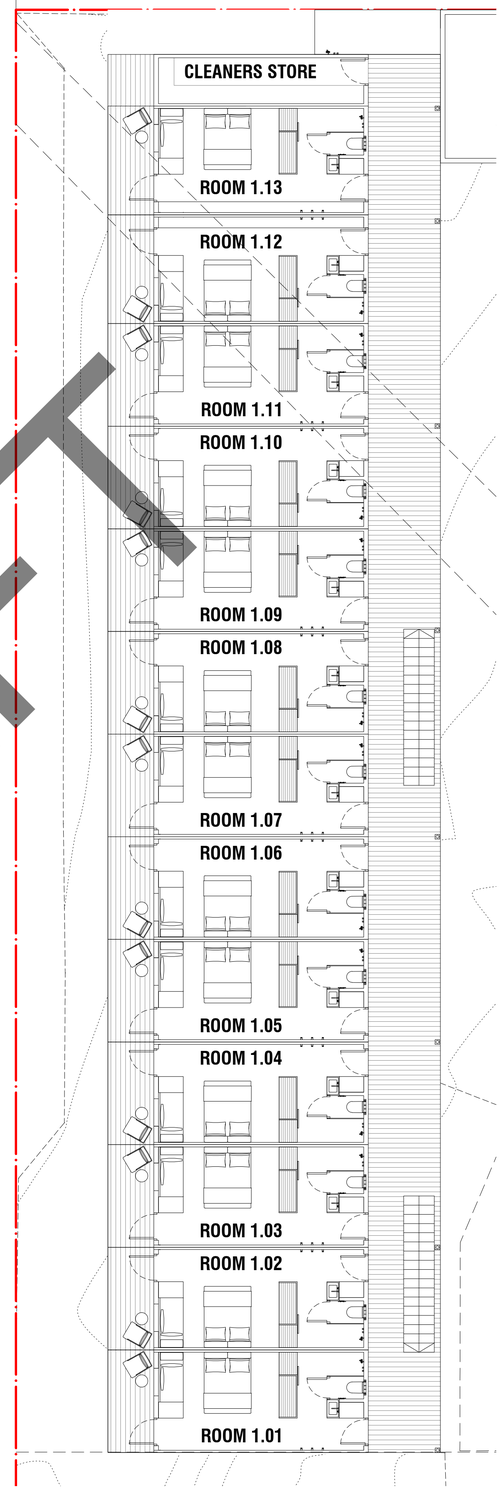
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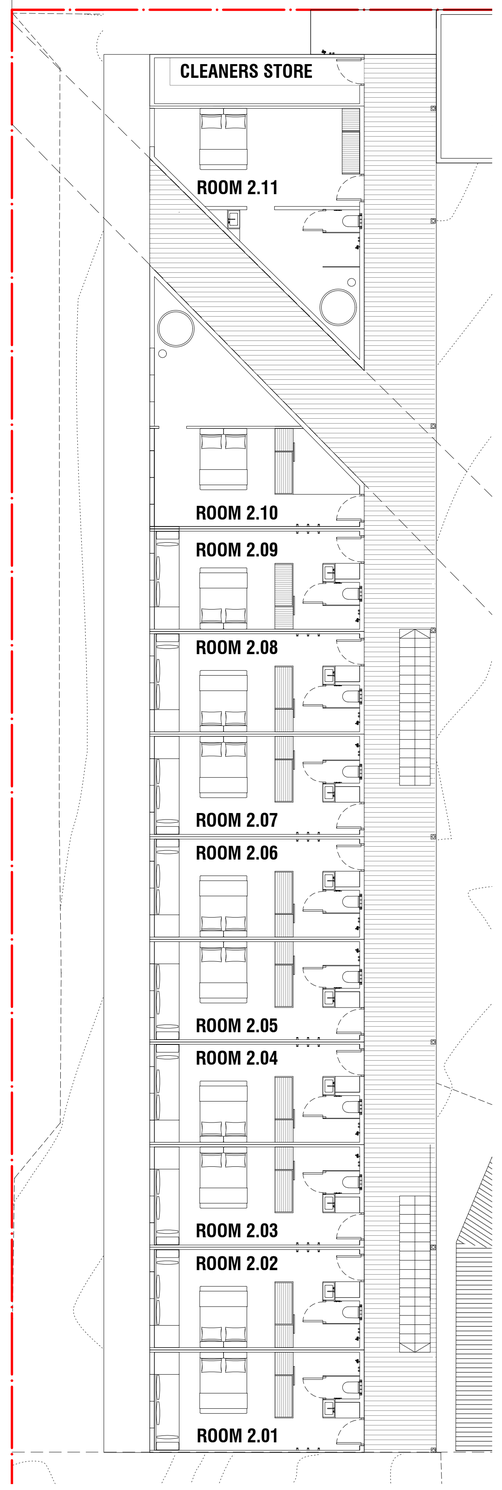
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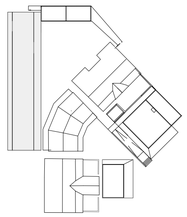






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PLAN DIAGRAM



A - HOTEL - GF PLAN

B - HOTEL - LEVEL 1 PLAN

C - HOTEL - LEVEL 2 PLAN

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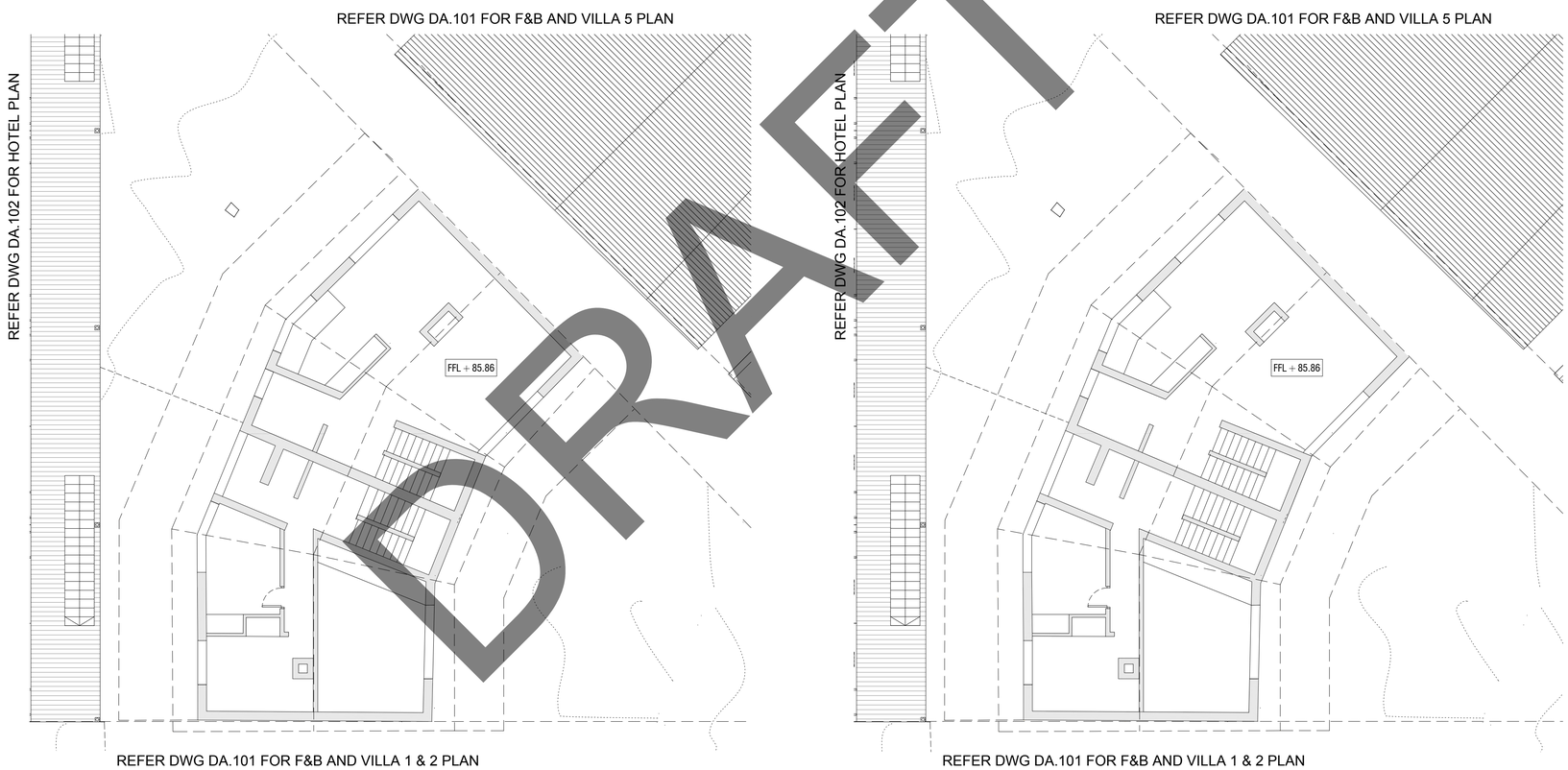
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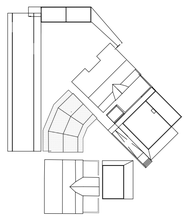
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PLAN DIAGRAM



A - (EX) VILLA 4 & VILLA 5 - GF PLAN

A - (EX) VILLA 4 & VILLA 5 - LEVEL 1 PLAN

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APPENDIX G SUSTAINABILITY STRATEGY

10 & 12 Fearn Avenue
Sustainability Strategy

Prepared by Finding Infinity
Issued: 29/05/23

Case Study Hotels



Aro Ha Retreat, NZ
Passive House, Timber wellness retreat



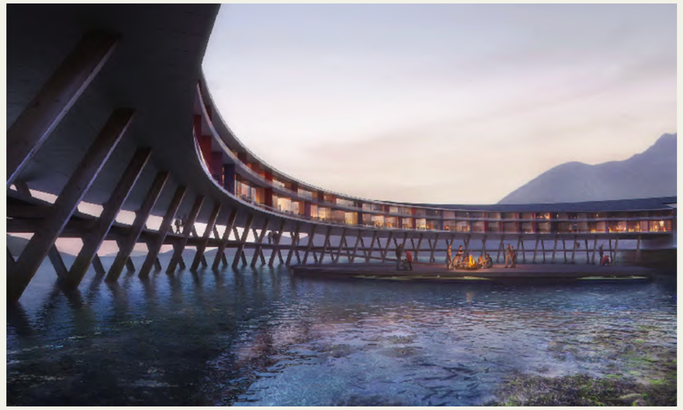
Vigilius Mountain Resort, Italy
Timber, renewably powered hotel



Hotel GSH, Denmark
Timber, circular, renewably powered hotel, with waste to energy plant



Sherwood Hotel, Queenstown NZ
Zero waste hotel, net-positive retrofit



Svart, Norway
Energy positive hotel including embodied energy, across a 60 year lifecycle



Camp Glenorchy, NZ
Zero waste hotel, net-positive retrofit

Relationship to A New Normal

15 of Melbourne's best architecture firms have come together to propose new projects across Melbourne to propel the city into the 4th industrial revolution. Transforming Greater Melbourne from a consumer to a producer by 2030 by integrating technology with culture. A New Normal launched at Melbourne Design Week 2021, winning the Design Week Prize.

A New Normal is expanding to Perth and Sydney. Fearn Avenue forms one of first 10 pilot projects to be constructed as part of A New Normal Perth, fitting under the topics of Net Zero Architecture and Efficiency Retrofits.



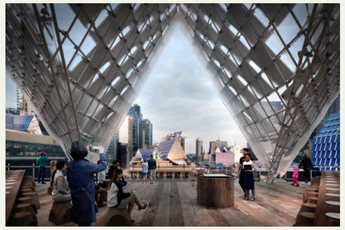
"Let's build something to be proud of for generations to come."
Sally Capp, Lord Mayor of Melbourne



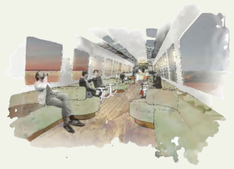
Grimshaw X Greenshoot Consulting X Greenaway Architects - Electrification of Cars



Clare Cousins Architects - The City After Natural Gas



John Wardle Architects - Creating Space Through Solar



Foolscap Studio - Electrification of Interstate Trains



Hassell - Cultural Battery Bank



Fender Katsalidis - Mandatory Energy Efficient Retrofits



Ha - Transforming La Trobe Valley



Openwork - Water Unlimited



WOWOWA - Organic Waste to Energy Sauna



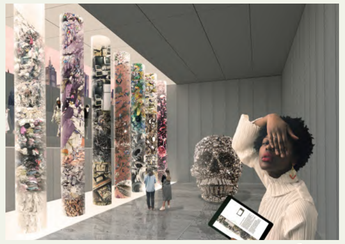
NMBW - New Suburban Street Typology



Six Degrees Architects - Organic Waste Powered Cinema



Edition Office - Cathedral of Circularity



Dreamer - Replace Me



Kennedy Nolan - Net Zero Architecture



Fieldwork - Construction Without Carbon

$100 bn investment opportunity

Each initiative pays for itself in less than 10 years

Provides over 81,000 Annual construction jobs to 2030

Provides over 43,000 ongoing jobs

Sustainability Vision

Australia’s first net-positive, circular hotel, in construction & operations

Targets

Net-zero Energy

Produces more much energy than it consumes



Water Efficient

Minimal grid water use



Zero Carbon Transport

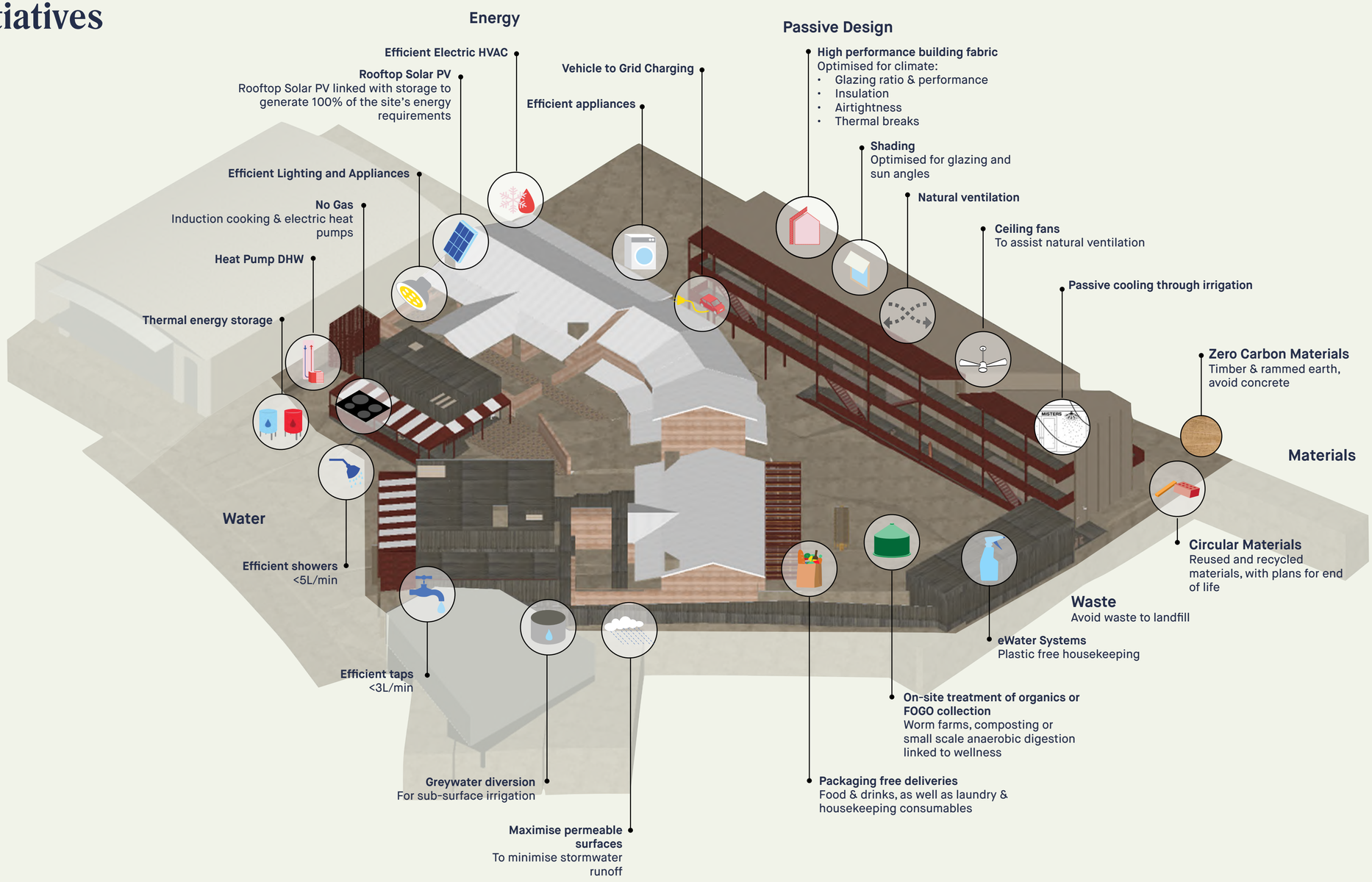
Ability for guests to travel without carbon

Low Waste Construction & Operations

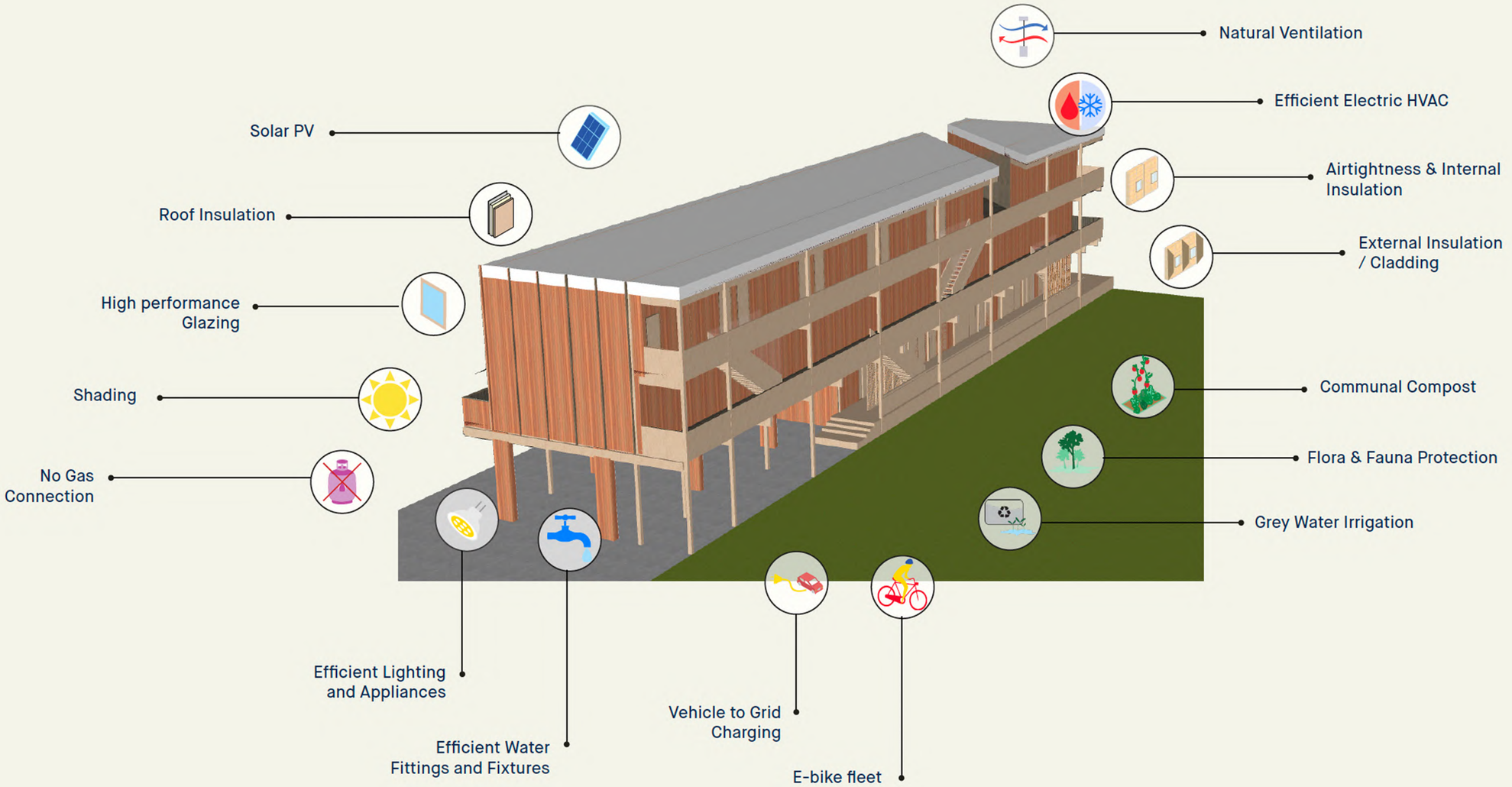


Low Carbon, Circular Construction

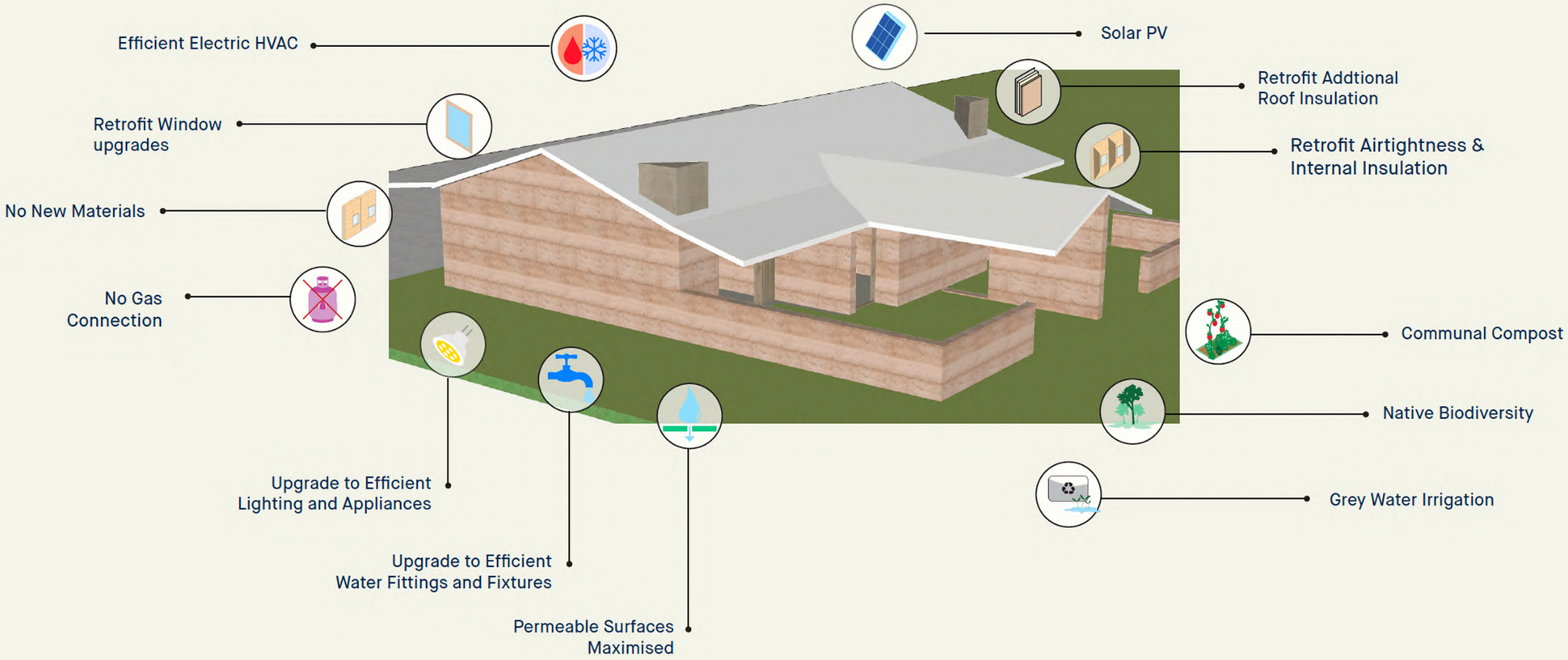
Proposed Initiatives



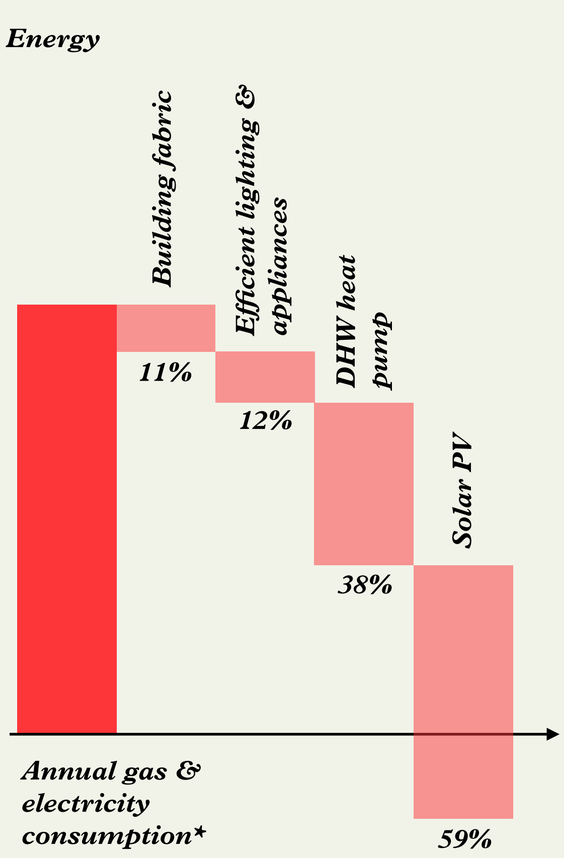
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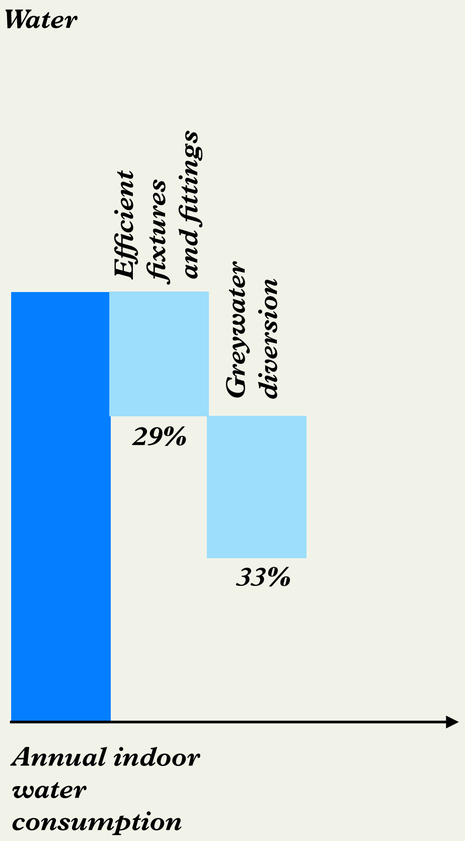


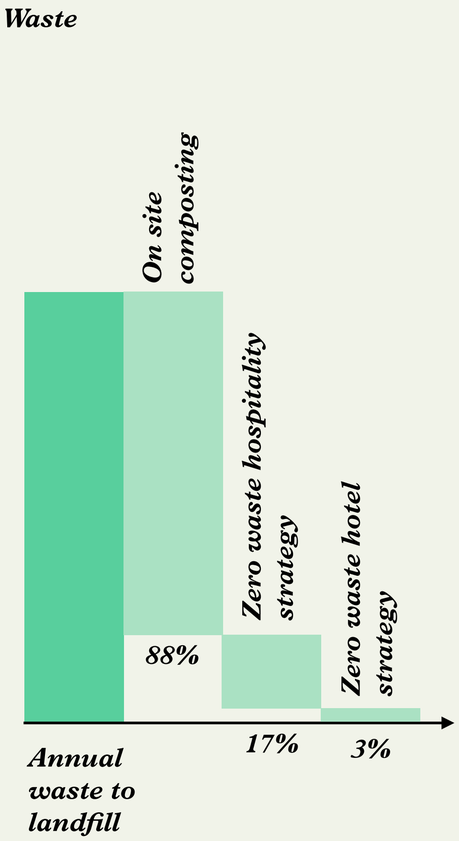
Proposed Initiatives



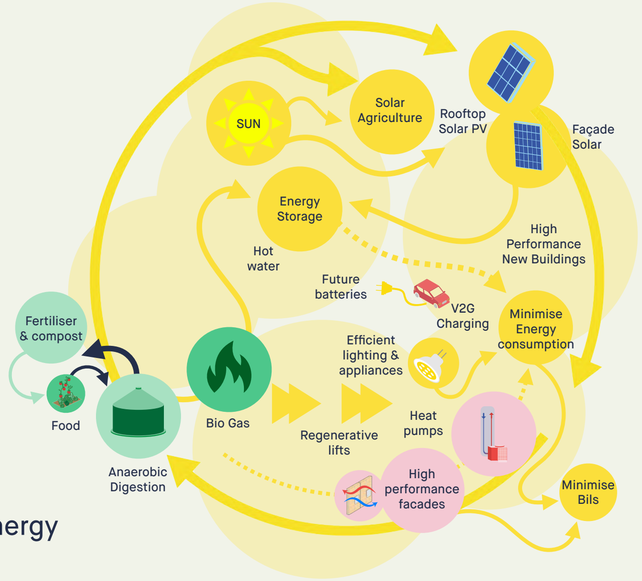
Pathway to Net Zero



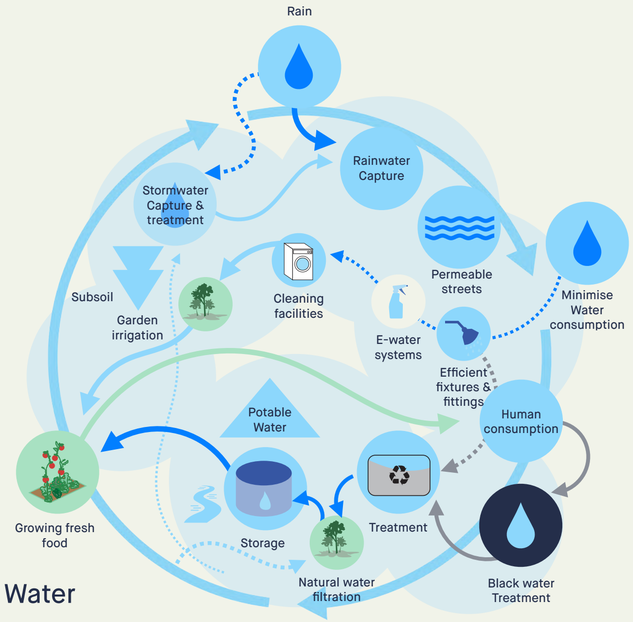




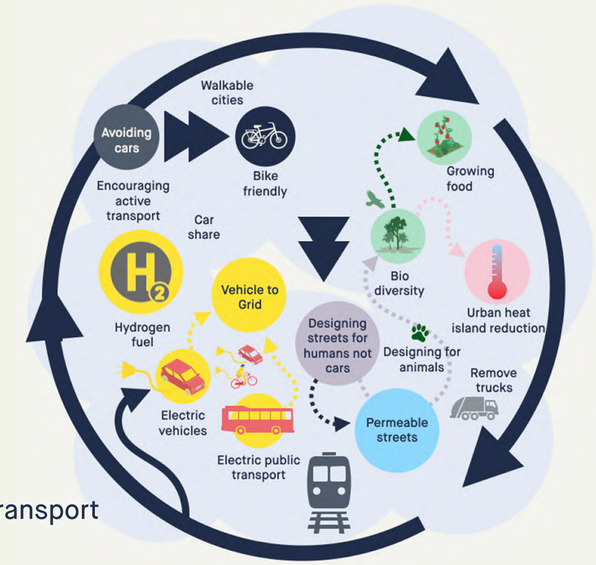
Circular Systems



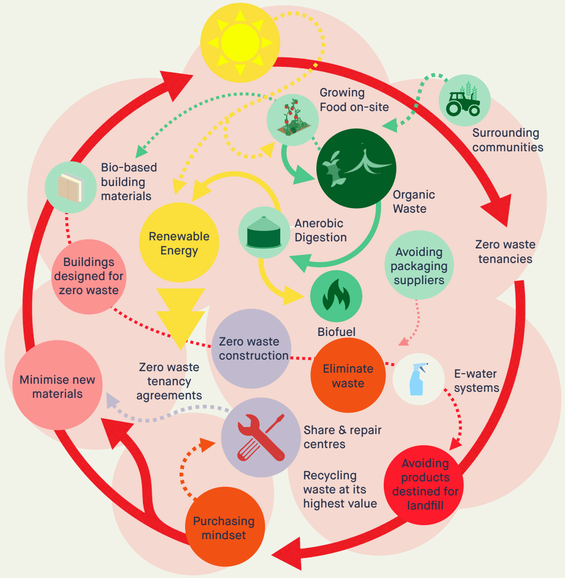
Energy



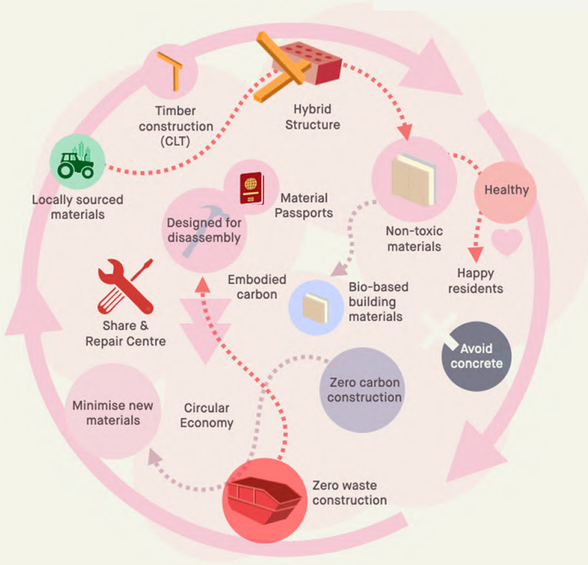
Water



Transport



Waste



Materials

Target Sustainability outcomes

Net-zero Energy

Produces more energy than it consumes



Water Efficient

~50% reduction in water consumption



Zero Carbon Transport

Ability for guests to travel without carbon

Low Waste Construction & Operations



Low Carbon, Circular Construction

Initiatives Performance

Initiative	Additional capital cost	% impact	Annual operational saving	Simple payback (years)	Spatials	Notes
Naturally ventilated, Passive House facade (new build)	$124,000	11% energy reduction	$19,000	~11 years	Up to 240mm in walls	R6 insulation in walls, roof, floor, U1.5 glazing, Passive House airtightness
High performance facade retrofit(existing)	$89,000					R6 added to roof, R1.3 to walls, minor airtightness upgrade, glazing upgrade
Efficient lighting & appliances	N/A	12% energy reduction	~$15,000	0	N/A	
Heat pumps for DHW with thermal energy storage	~$125,000	38% energy reduction	~$62,000	~2	~20 m^2	
Solar PV	~$280,000	59% energy reduction	~$45,000	~6	~930 m^2	80% cover of all rooftops
Efficient water fixtures & fittings	N/A	29% water reduction	~$23,000	0	N/A	
Greywater diversion for irrigation	~$16,000	33% wastewater reduction	~$8,000	~2	TBC	Requires sufficient irrigation demand
On-site organic waste treatment or FOGO collection	~$60,000	80% waste to landfill reduction	~$50,000	~2	20 m^2	
Zero waste hospitality strategy	N/A	17% waste to landfill reduction	~$10,000	0	N/A	
Zero waste hotel strategy	N/A	3% waste to landfill reduction	~$2,000	0	N/A	
Zero carbon construction	TBC	100% embodied carbon	TBC	TBC	TBC	
Zero waste construction	TBC	100% construction waste	TBC	TBC	TBC	
Total	**$694,000**	**120% energy, 62% water, 100% waste**	**$234,000**	**~3 years**		

Initiatives

Energy



Passive Design

Passive House performance including insulation, glazing, shading, airtightness, and heat recovery ventilation can reduce the need for heating and cooling and improve comfort for occupants.

Ventilation, daylight and shading:

Buildings are carefully designed to optimise natural light and shading and allow for cross ventilation, and optimise glazing extent.



Efficient lighting and appliances:

Modern LED lighting with sensors and timers to minimise use, and efficient modern appliances where supplied.



100% electric:

Heat pumps with ample thermal storage for hotel hot water, and induction cooktops for cooking within family villas and food beverages.



Rooftop PV:

In order for buildings to generate their own energy, solar photovoltaic (PV) panels are installed on rooftops, converting the sun's energy into electricity.
Electricity will be GreenPower certified.



Thermal energy storage:

Store energy in hot water for DHW at ~1/3 of the cost of battery storage.



Electric vehicle charging and car share:

Provisions for electric vehicle (EV) charging should be made, to encourage guests to move away from combustion engines.

E-bike fleet and charging facilities:

The provision of E-Bikes for guest use and charging facilities for bike owners.
End of trip facilities will encourage bike uptake for guests and staff.

Education, Monitoring & Reporting

One of the key components when creating sustainable places is continued support into the ongoing operational phase. A number of programmatic elements will be included:

- *Energy monitoring systems installed.*
- *Operational Plans that include reporting by staff on sustainability items and ongoing monitoring of key metrics such as energy and water consumption.*
- *Regular reviews to identify opportunities for improvement.*

Net-positive Energy

Produces more energy than it consumes

Initiatives

Water



Efficient water fittings and fixtures:

Water consumption is reduced significantly through the use of modern, efficient fixtures and fittings.

WELS and Watermark certified fixtures are available with the following flow rates

// Showers: 5L/min for 4 star (e.g. Methven Kiri Satinjet Ultra Low Flow)

// Taps: <3L/min for 6 star

// Toilets: <3.5 L per flush



Grey water diversion

Greywater will be collected and diverted using simple automated grey water diversion systems to supply sub-surface irrigation directly and / or communal laundries.

Further investigation required into blackwater treatment & feasibility or large scale blackwater treatment with sewer mining.

Best practice management of stormwater through landscape design

All external ground to be permeable

Investigate stormwater retention from traffic able spaces for irrigation.

Water Efficient

~50% reduction in water consumption



Initiatives

Materials

Re-use of existing buildings and structures
Retrofitting and redesigning exisiting structures minimises material use and reduces waste production.



Mass Timber/CLT construction:
The potential impact of choosing mass timber construction over conventional concrete or steel construction is a reduction in embodied energy and embodied carbon, and potential savings relating to construction time.



Built for disassembly: *All materials used in the project tare able to be disassembled and recycled or resused at the end of the projects life.*

Low impact materials (embodied energy / carbon):
Optimised wall construction eg. avoiding steel studs, allowing thickness for insulation
Carbon sequestering materials such as timber and cork.



Avoid concrete as much as possible.
Use geopolymer concrete or low carbon concrete such as Boral Envisia where concrete is required
Use zero carbon, renewable powered manufactured recycled Aluminum.
Minimise concrete substructure through above ground car parking & no basements, and avoid concrete piles where possible.



Zero waste construction:
In 2017, the Australian construction industry generated 20.4 million tonnes of waste from construction and demolition. More than 6.7 million tonnes of this waste goes into landfill every year. Project will minimise the amount of waste generated on site. Agreements should be made with builders and contractors to appropriately sort and recycle any waste generated on-site.



Non-Toxic construction materials and finishes:
A healthy buildings for occupants, avoiding red-list materials such as chrome, PVC and any materials containing Volatile Organic Compounds or Formaldehyde.

Low Waste Construction & Operations



Initiatives

Waste

Design for zero waste:
Hotel is designed to make it easy to operate without producing waste.

- *Easy to separate organics for processing through digester, composting or worm farms.*
- *Reusable containers & bags / baskets / trolleys for transporting supplied.*
- *Recycling and organics are easier to dispose of correctly than landfill waste.*

Organic waste treatment:
Food & organics can be treated on-site through composting, worm farms or anaerobic digestion, or collected and separated for off-site treatment.

Anaerobic digesters are essentially large stomachs, which use bacteria to digest organic waste. Food waste is collected and fed into the digester, where it is converted into methane (biogas) and organic fertiliser.

Zero waste construction
The Project will target best practice waste production and seek to recycle waste streams with local providers where available.
Materials will be reused onsite as much as possible. Local availability and engineering policies will determine how recycled materials are incorporated

E-water systems:
eWater replaces harsh chemicals with a sustainable generation and refill solution for an unlimited supply of disinfectant, sanitiser and cleaner. This reduces waste associated with packaging of cleaning products in commercial and retail areas

Package free delivery
Food & drinks, as well as laundry & housekeeping consumables are all delivered using with out packaging

Low Carbon, Circular Construction

Zero Waste
Converting waste into valuable resources, no waste to landfill

Initiatives

Public Good



Onsite amenity

Engage with community and stakeholders to optimise local and regional significance.

Proposed amenities:

- *Accomodation with room types catering to a range of budgets.*
- *Dining facilities for guests and locals showcasing required produce*
- *E-Bike hire and storage for guest and locals*
- *Elecrtric vehicle charging points for guests*
- *Surfboard storage and end of surf facilities including ice bath and sauna.*



Wider impact

Benefit the wider region beyond the immediate Project site. For example:

- *Improve the public realm through sensitive landscaping, provision of integrated public art, bike parking and walkability throughout the town centre.*
- *Dedicate significant portions of the site to landscaping, permeable paving and retaining significant trees.*
- *Extension of the footpath and improvements to the adjacent road reserve, connecting existing commercial properties located either side of the site.*
- *Improved key sightlines and connection with Margret River town square.*
- *Provision of accommodation options within the walkable centre of Margaret River, supporting day-time retail businesses and the night-time economy.*

Initiatives

Ecology and Landscape Design

Ecological principles guides the planning and design process to respect existing Site ecology and use good ecological outcomes to structure the development. The Project's vision is for a light ecological footprint that respects the site and its flora and fauna and takes a leading sustainable approach to all design and materials.

Landscape Design

The site is already notable for large trees and an impression of canopy and greening in the centre of town. This effect will be preserved and enhanced.
An arborist report has been prepared, and the proposed built form has been developed in response to the arborist's advice. Further, the proposal seeks to retain the site's most significant trees.

The landscape design is sensitive to its context and connects the streetscape, the public open space, and the Project site, with new garden spaces supporting native flora and fauna.

The drainage design, including permeable paving, is strongly integrated with the Site's landscape design and natural hydrology to avoid unnecessary clearing for drainage basins.

Building design retains existing vegetation while ensuring bushfire management requirements are satisfied.

Fauna Protection

The design principles acknowledge the existing habitat of native fauna.

Through careful design planning, including limited fencing throughout the development and retention of significant existing trees throughout the site, the proposal protects flora and free passage of fauna throughout key sections of the development.

Initiatives

Identity and Sense of Place

This principle requires that we research and incorporate the cultural and natural history of the area into the design, including, in this case, the First Nations understanding the local region and the surfing history of this part of the southwest. The Project provides an unprecedented opportunity to develop a project that, at its core, embraces the local and regional culture spanning from the Traditional Custodians to the local community today.

Cultural Engagement

The site is located on Saltwater Country, the Wadandi People's land. The Project Team acknowledges the Traditional Custodians of the land, their cultural and spiritual relationship to the land and their rich contribution to the local community.

The project team will seek to consult with local Elders and to incorporate any shared knowledge into the design process. Any Aboriginal suppliers identified will be given the opportunity to be part of the project.

The Project seeks to demonstrate respect for the Traditional Custodians. The Hotel will engage with First Nations communities and businesses in the area, creating sustainable employment opportunities within the Project and, more broadly, with a supply chain in the region that supports the operation of the Hotel.

The Project will seek to share the Wadandi knowledge through offering experiences with local First Nations owned and operated organisations.

A key to establishing a sense of place will be to ensure that strong storytelling is at the foundation of the offering. Storytelling will ensure the cultural sustainability of the Project for generations to come.

Understanding Margaret River

Margaret River has grown quickly from a modest rural centre to an internationally celebrated destination. But along the way a modern cultural layer has grown that can be complementary to the ancient, but vibrant and alive, Wadandi culture.

The history of Margaret River as a productive place from ancient times to European settlement to the modern day is a rich one. The Hotel will celebrate this expansive history and build on a sense of local pride.

There is a strong culture of outdoor sports, with surfing as the keynote but also mountain biking, bushwalking, caving and kayaking among many others.

The Hotel will support these pursuits, which are inherently low impact on the environment and known to improve wellbeing, in a way that continues to build the identity of a modern Margaret River.

Initiatives

Health, Safety and Inclusivity

Ensuring that everyone is valued and cared for by addressing physical accessibility, catering for a variety of budgets, and designing spaces that are naturally safe and feel safe.

Health and Wellness

The Project's location is at the heart of a variety of natural assets that promote a healthy lifestyle. The Project team has aimed to maximise the community's use of these existing assets and provide additional facilities and features to prioritise health and well-being. This is demonstrated by the following:

- *Access to nature – a considered effort to retain as much vegetation throughout the development as possible, giving people close access to the wild, local environment.*
- *Hire Facilities – providing easier access to sports and activities by enabling the community to hire various equipment, such as electric bikes and hiking equipment, to explore the local and surrounding area actively.*
- *'End-of-surf Zone'– providing surfboard storage facilities and amenities such as a sauna and ice bath, providing a launchpad for guests to explore the local beaches.*

Community Safety

The sense of safety is crucial in fostering a strong sense of community. This sense is achieved through design and the inclusion of elements that support physical safety. The design elements are guided by applying CPTED (Crime Prevention Through Environmental Design) principles, considering sightlines and pedestrian movement. The new amenities that contribute to safety include:

Hotel Management – the onsite presence of hotel staff will bring supervision that provides support when required and discourages anti-social behaviour without interfering with people making the most of the location.

Passive Surveillance – the Project is designed to activate the street, strategically facilitating sightlines and passive surveillance, which are complemented by incorporating verandas along the street to create a safer local community.

Initiatives

Health, Safety and Inclusivity

Inclusivity and Accessibility

Providing improved access for everyone is a key principle of this Project, as is involving as broad a range of people as possible. Those on a variety of budgets have been considered. Ensuring that there are ways for local businesses and the regional economy to benefit has also been addressed.

Range of Accommodation Options – a range of room options at the hotel will ensure that anyone who wants to stay will find a suitable place.

Ensuring that there are ways for local businesses to be included, and for the regional economy to benefit, has also been addressed.

Local Businesses and Operators – new opportunities for local tourism businesses and hospitality operators have been anticipated in planning this Project, keeping economic benefits local.

First Nations Supply Chain Opportunities – the Hotel operations will consider First Nations supplier options as a matter of course.

People with limited mobility or who face other challenges that may have made the site inaccessible previously will have a greater opportunity to enjoy this place. As part of this, there will also be a more general improvement in safe access for vehicles.

Universal Access Ramp – site access will be dramatically improved for all, including those with limited mobility.

Permeable Access – access to the site will be made available to the public for everyone, with no gated hotel elements or other kinds of exclusivity. The Hotel is designed equally for locals and travellers alike.

Hotel – dedicated two rooms located on the accessible ground level, specifically designed to be disability compliant.

Parking – incorporation of ACCROD-compliant parking, ensuring accessibility for people with limited mobility.

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APPENDIX H DESIGN REVIEW REPORT

DESIGN REVIEW

Design Quality Evaluation:

	Supported
	Pending further attention – refer to detailed comments provided
	Not Supported
	Insufficient information for comments to be able to be provided

Strengths of the Proposal:

- Support use of existing buildings and topography.
- Good response to context and character.
- Materials and colours respond well to local context (review required).
- Concealed parking is supported.
- Support for converging new and old.

Principal 1 – Context and Character		*Principle* *Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.*
		➢ Refer to the above comments. ➢ Requires revised material pallet to replace timber. ➢ Site planning may be impacted from arborist report (the sitting of the 3 level hotel rooms).
Principal 2 - Landscape Quality		*Principle* *Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.*
		➢ Require arborist report on adjacent site (pine trees on boundary) as well as within the site. ➢ Support direction.
Principal 3 - Built Form and Scale		*Principle* *Good design ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.*
		➢ Highly articulated with existing and new and responding to context, slope of site and creation of streetscape.
Principal 4 - Functionality and Build Quality		*Principle* *Good design meets the needs of users efficiently and effectively, balancing functional requirements to perform well and delivery optimum benefit over the full life-cycle.*
		➢ Layouts are supported. ➢ Business plan and design are converged. ➢ Concern with noise from service ramp. Location of external service ramp next to accommodation. Acoustic report required. ➢ If spa is to be used by the community – patrons will cross private hotel courtyard.
Principal 5 - Sustainability		*Principle* *Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.*

		➢ Aspirations are supported but insufficient information.
Principal 6 - Amenity		*Principle* *Good design optimises internal and external amenity for occupants, visitors and neighbours, providing environments that are comfortable, productive and healthy.*
		➢ Support the design approach, the creation of external spaces and activating the streetscape. ➢ Concern of overlooking neighbouring property to adjacent site from 3 level building. ➢ Concern of lights from vehicles impacting on food and beverage. ➢ Support 'end of trip facility'.
Principal 7 - Legibility		*Principle* *Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around.*
		➢ Clear articulation of private and public. ➢ Raise concern about way-finding reception. ➢ On arrival where will people park prior to booking? ➢ Way-finding from carpark to reception?
Principal 8 - Safety		*Principle* *Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.*
		➢ Good surveillance to street and from street. ➢ Good surveillance from circulation ground and upper. ➢ The security of the carpark is not clear. ➢ Safety of operation – service is a concern.
Principal 9 - Community		*Principle* *Good design responds to local community needs as well as the wider social context, providing environments that support a diverse range of people and facilitate social interaction.*
		➢ Support connection and creation of the streetscape. ➢ Support the business plan – it is about end user satisfaction. ➢ Support 'end of trip facility'.
Principal 10 - Aesthetics		*Principle* *Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.*
		➢ Support the dialogue between existing and new. ➢ Support reinforcement of the sloping site (articulation of movement from street to rear hotel rooms). ➢ Require updated design to reflect material change and any impact on site planning based on arborist report.

Conclusion:

The design is supported, however for the DA further refinement is required, addressing:

- Acoustics and recommendations from plant and equipment and operational service ramp and yard
- Arborist report and recommendations
- Selection of materials – impacting on context and aesthetics
- Final site planning (informed by arborist report)
- Waste removal – report required
- Traffic report
- Setbacks – due to impact of trees
- Stormwater – report required.

APPENDIX I PROPOSED DEVELOPMENT PLANS

MARGARET RIVER

11-12 FEARN AVENUE, MARGARET RIVER 6285

DA.000 COVER SHEET

DA.001 SITE SURVEY PLAN & DEMOLITION PLAN

DA.002 SITE PLAN

DA.100 OVERALL GF PLAN & ELEVATIONS

DA.101 HOTEL DINING AND GARDEN PAVILION PLANS - GF

DA.102 HOTEL PLANS - GF, LEVEL 1 AND LEVEL 2

DA.103 EX. VILLAS

NIC BRUNSDON

HYBRID HOTEL
11-12 FEARN AVE, M.R, 6285

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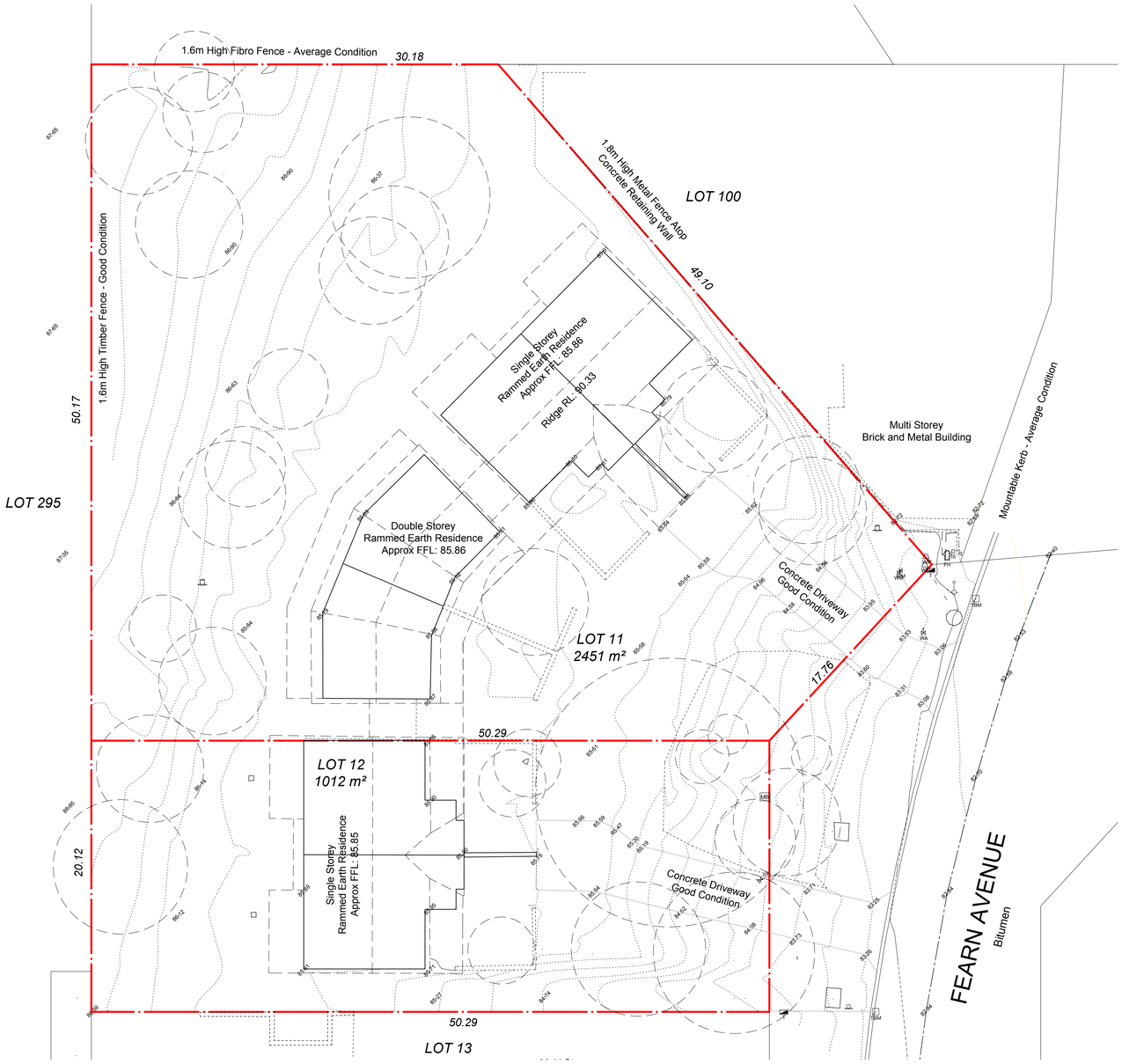
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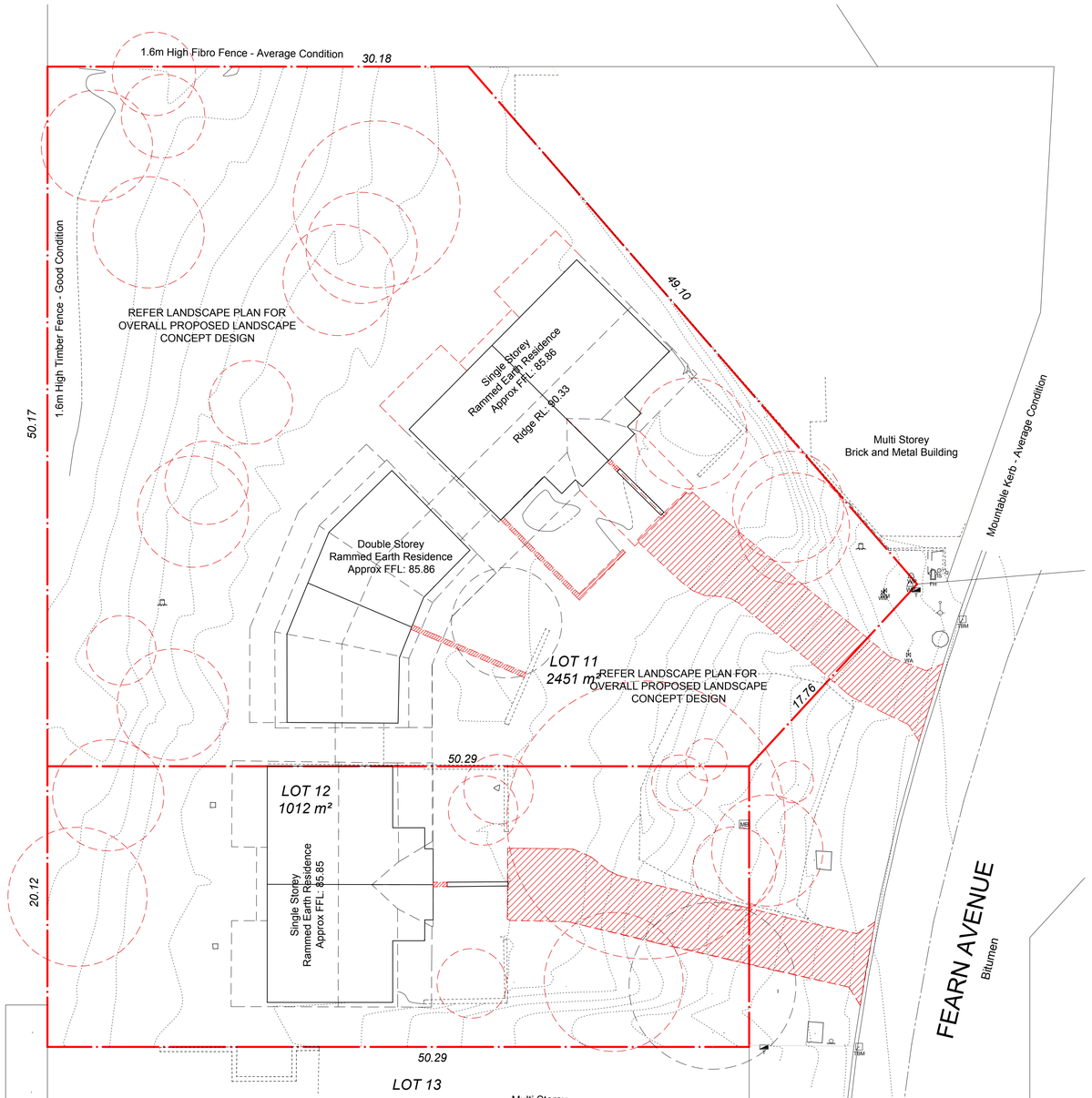
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DA APPLICATION

PROJECT # 210

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PLANNING NOTES

SITE AREA 3463m²

LOCAL PLANNING SCHEME ZONING – TOWN CENTRE

OPEN SPACE 64.5% PROVIDED

EXISTING STRUCTURES AND VEGETATION TO BE REMOVED

SIGNIFICANT EXISTING TREES TO BE RETAINED. REFER ARBORIST'S REPORT FOR DETAILS

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PROJECT # 210

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LEGEND AND ACCOMODATION SCHEDULE

CODE	LEGEND	YIELD	KEYS	SCOPE
CP	CARPARK	17		NEW WORKS
HR	HOTEL ROOMS	32	32	NEW WORKS
V1	EX. VILLA	1	1	PROPOSED FOR INTERNAL FITOUT REFURBISHMENT
V2	EX. VILLA	1	1	PROPOSED FOR INTERNAL FITOUT REFURBISHMENT
V3	EX. VILLA	1	1	PROPOSED FOR INTERNAL FITOUT REFURBISHMENT
V4	EX. VILLA	1	1	PROPOSED FOR INTERNAL FITOUT REFURBISHMENT
V5	EX. VILLA	1	1	PROPOSED FOR INTERNAL FITOUT REFURBISHMENT
HL	HOTEL LOUNGE, EX. VILLA			PROPOSED FOR INTERNAL FITOUT REFURBISHMENT
PA	PUBLIC ART LOCATION			OPPORTUNITY FOR PUBLIC ART
SPA	SPA			NEW WORKS
EOT	END OF TRIP / STORE	12 (BIKES)		NEW WORKS
HD	HOTEL DINING			NEW WORKS
HF	HOTEL FUNCTION SPACE			NEW WORKS
BS	BIKE STORE & CHARGE	24 (BIKES)		NEW WORKS

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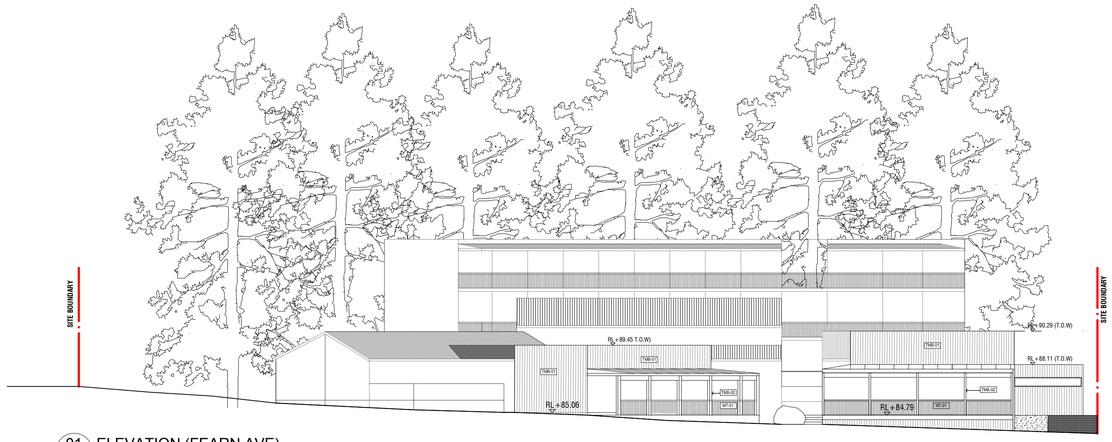
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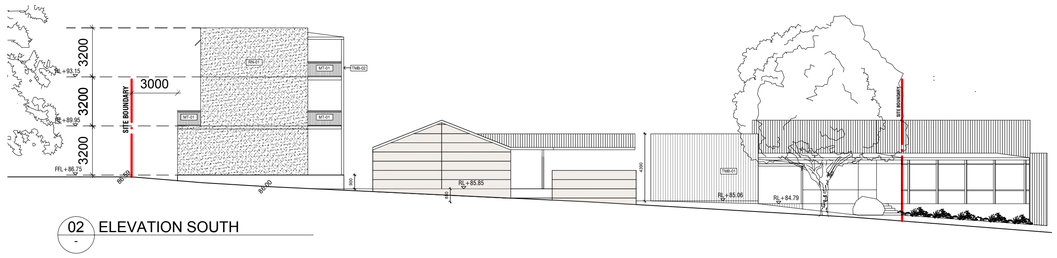
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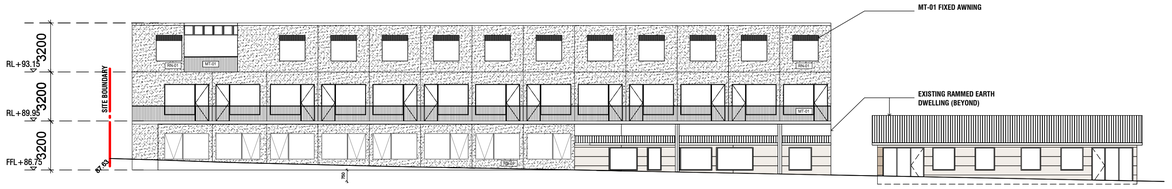
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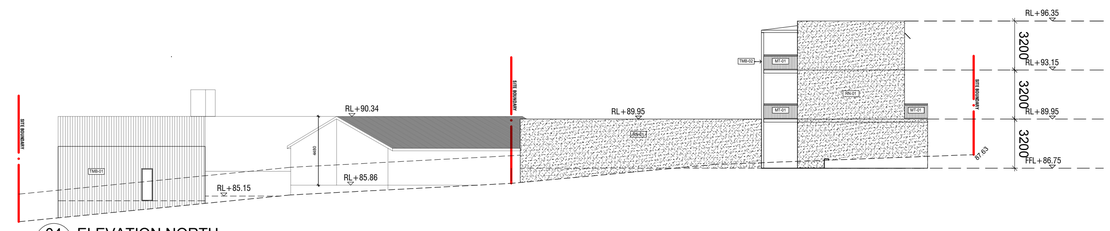
01 ELEVATION (FEARN AVE)



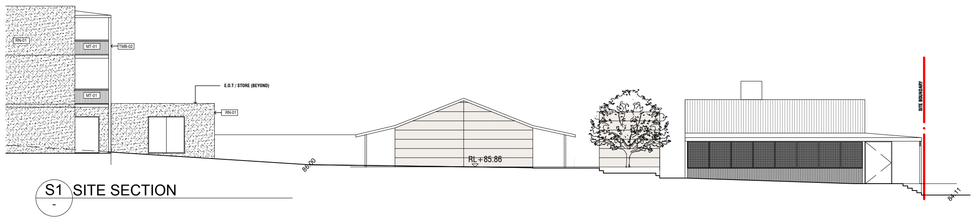
02 ELEVATION SOUTH



03 ELEVATION WEST



04 ELEVATION NORTH



S1 SITE SECTION

LEGEND / MATERIAL

CODE	LEGEND	MATERIAL
RN01	RENDER	EARTH COLOURED RENDER
TMB01	TIMBER CLADDING	LIGHT-WEIGHT TIMBER CLADDING
TMB02	TIMBER STRUCTURE	RED-STAINED TIMBER STRUCTURE
MT01	METAL CLADDING	CORRUGATED METAL CLADDING, RED

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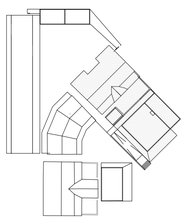
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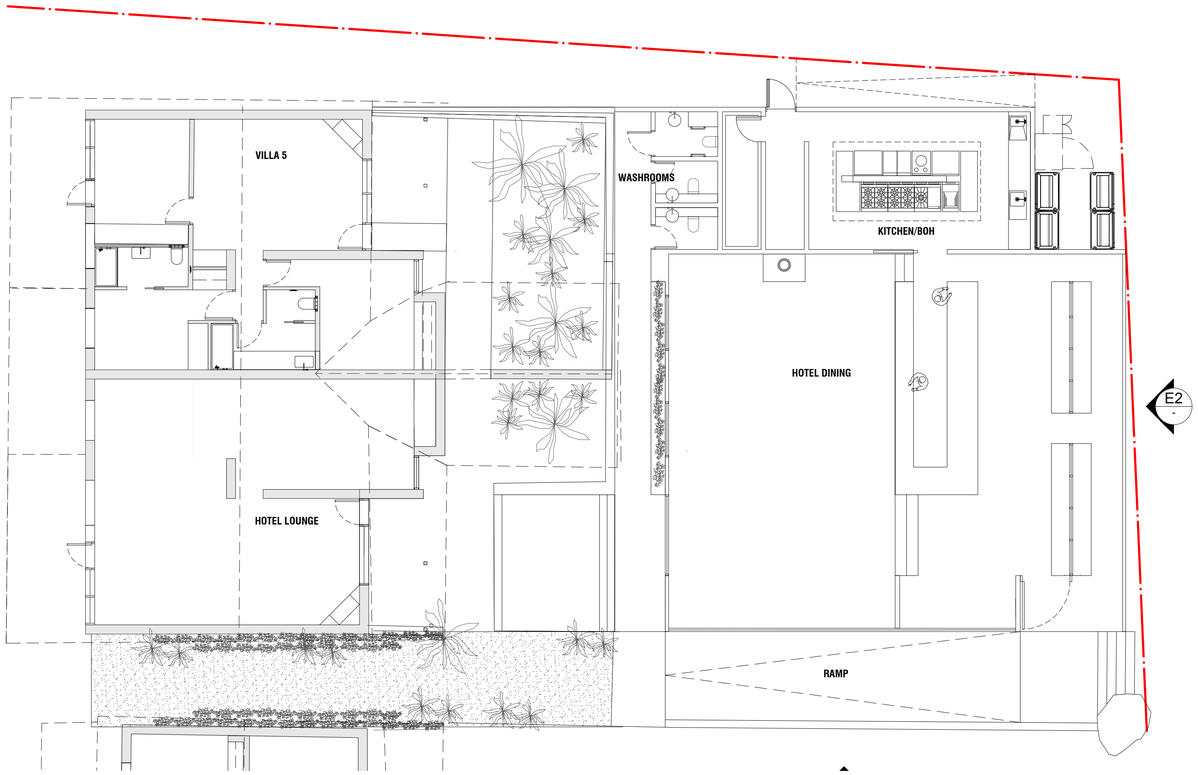
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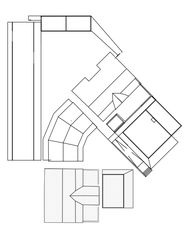
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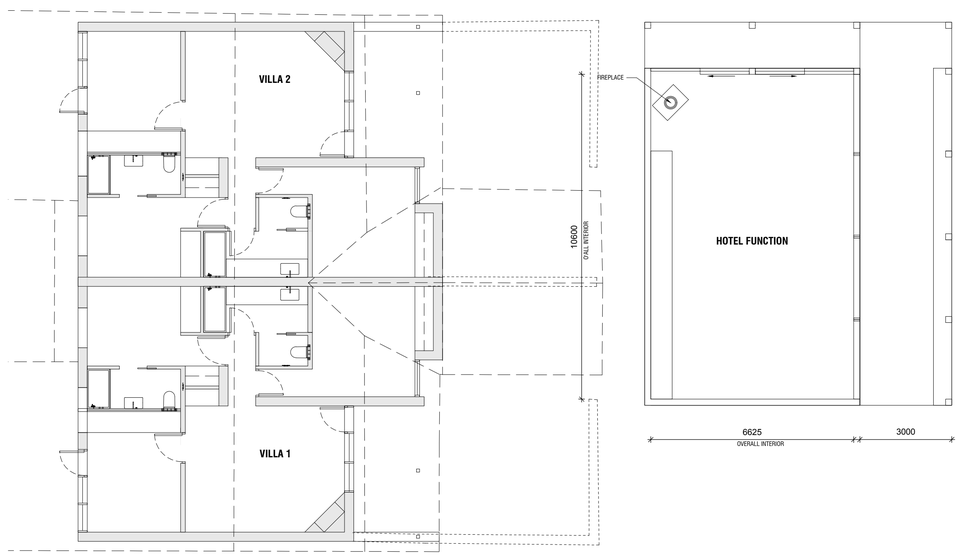




A - F&B BUILDING - GF PLAN

PLAN DIAGRAM 1





B - GARDEN PAVILION - GF PLAN

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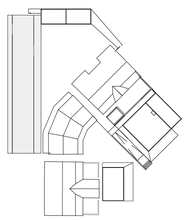
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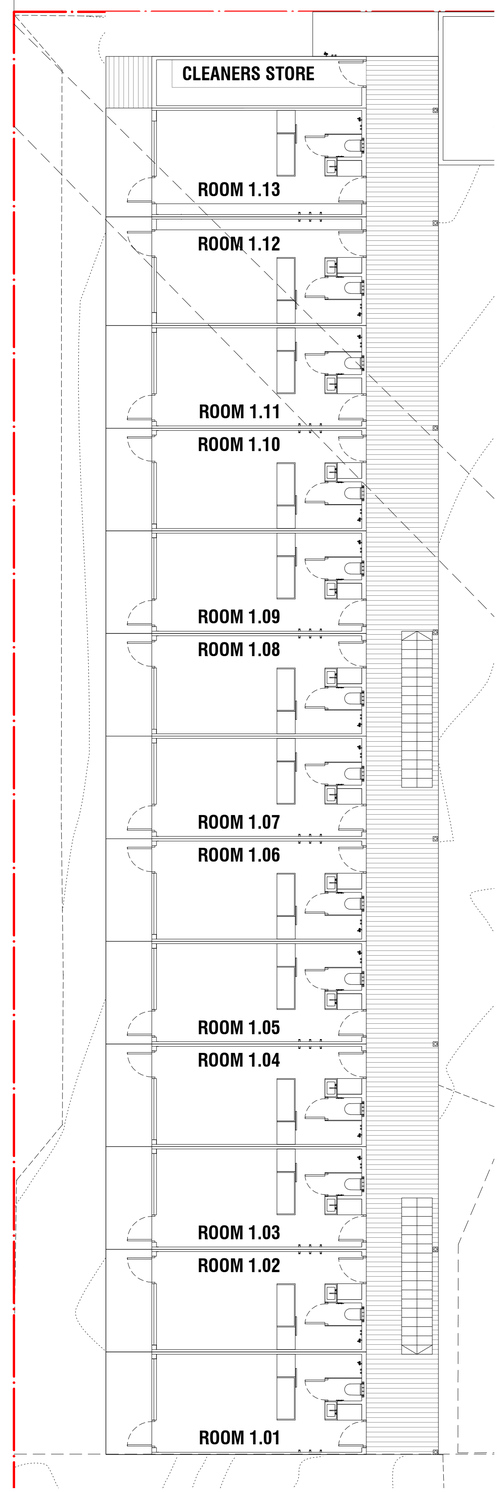
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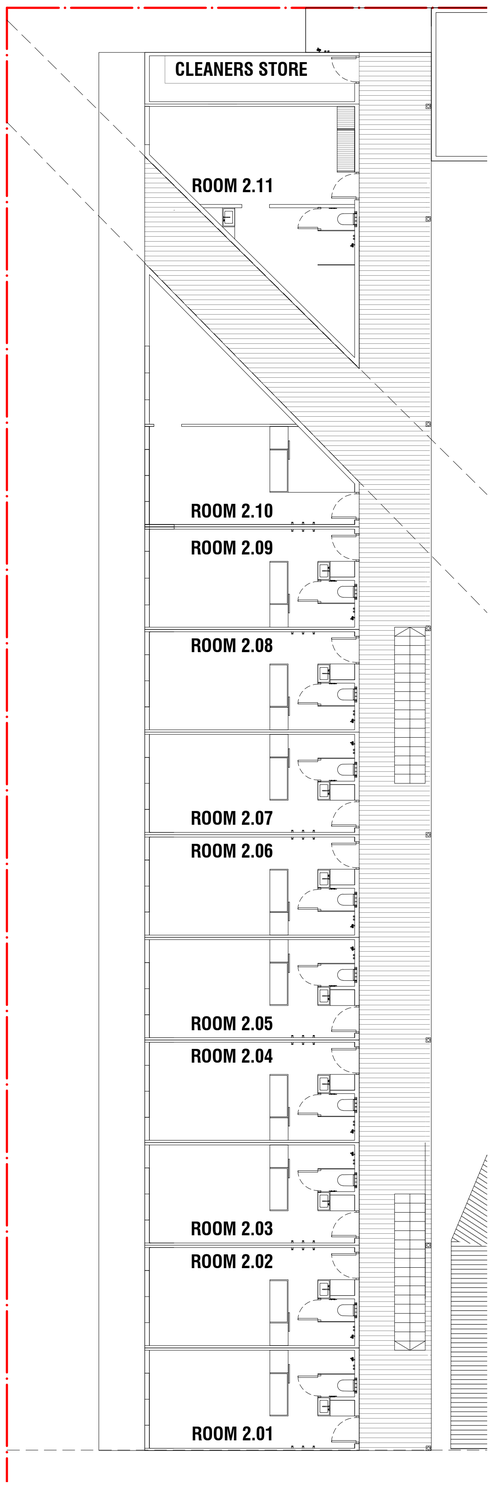
PLAN DIAGRAM



A - HOTEL - GF PLAN



B - HOTEL - LEVEL 1 PLAN



C - HOTEL - LEVEL 2 PLAN

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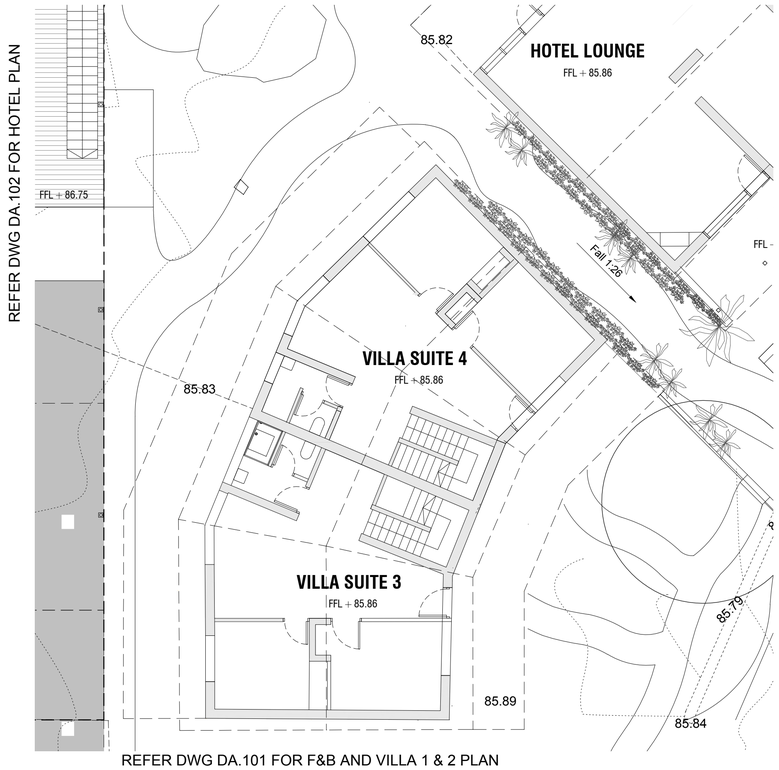
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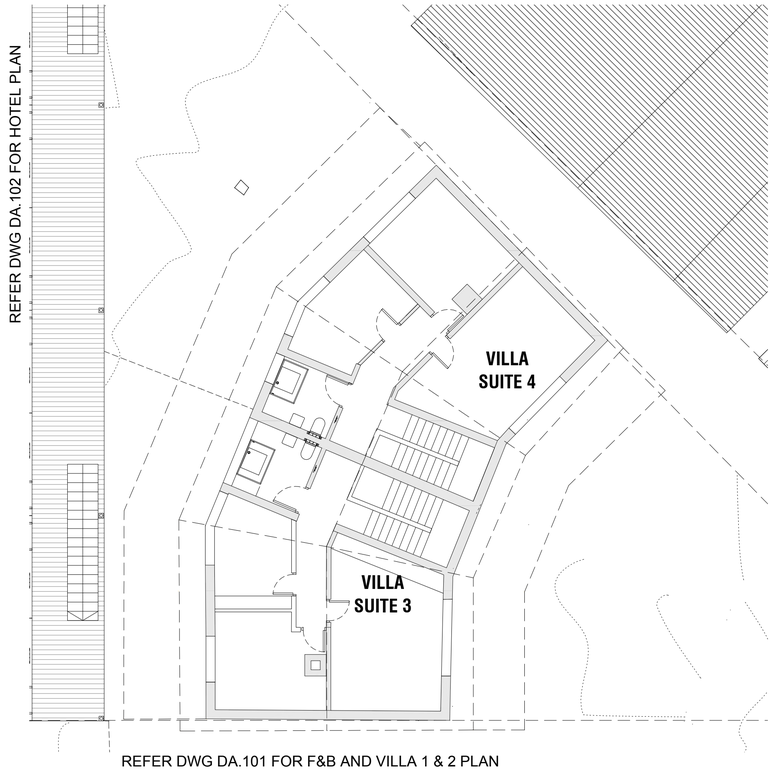


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A (EX) VILLA 4 & VILLA 5 - GF PLAN

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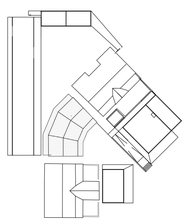
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A (EX) VILLA 4 & VILLA 5 - LEVEL 1 PLAN

PLAN DIAGRAM



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