

PC2211-1 STIRLING HIGHWAY, NO. 130 (MULTIPLE LOTS), NORTH
FREMANTLE - 20-STOREY MIXED-USE DEVELOPMENT,
COMPRISING THREE (3) RESIDENTIAL APARTMENT TOWERS
(198 MULTIPLE DWELLINGS) AND VARIOUS NON-RESIDENTIAL
USES (RESTAURANT, SHOP, TAVERN, OFFICE, RECEPTION
CENTRE AND INDUSTRY-LIGHT) (ED DAP003/22)

ADDITIONAL INFORMATION 1 – SITE PHOTOS

Photo 1: Subject site as viewed from corner of Coventry Parade and Stirling Highway



Photo 2: Site and Viewed from Stirling Highway



Photo 3, 4 & 5 : Site as viewed from junction of McCabe Place and McCabe Street





Photo 6: Site as viewed from Coventry Parade and Thompson Road junction



Photos 7 & 8: western and eastern view down Coventry Parade on southern side of subject site



APPLICATION FOR DEVELOPMENT APPROVAL

NORTH FREMANTLE
MATILDA BAY BREWING CO.





See Design Studio



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 3. DEVELOPMENT APPLICATION PLANS
 4. LANDSCAPING PLAN
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 11. SUSTAINABILITY ASSESSMENT
 12. TRAFFIC IMPACT STATEMENT AND PARKING DEMAND ANALYSIS
 13. WASTE MANAGEMENT PLAN
 14. COMMUNITY NEEDS AND BENEFIT ANALYSIS
-

1. INTRODUCTION

Rowe Group acts on behalf of 3 Oceans Property Pty Ltd, the landowner of Lots 5 and 220 Stirling Highway (No. 130), Lots 12 and 253 McCabe Place and Lot 221 Thompson Road, North Fremantle (the 'subject site'), also known as the former 'Matilda Bay Brewing Company' site.

This Town Planning Report ('Report') has been prepared in support of the enclosed Application for Development Approval ('Application'), which seeks approval from the Metro Inner-South Joint Development Assessment Panel ('JDAP') for the development of a 16-storey mixed-use development, comprising three (3) residential apartment towers and a mix of commercial uses.

This Application Report sets out all relevant town planning and other discipline considerations to assist the City of Fremantle assess, and the JDAP and determine, the proposal.

3 Oceans Property assembled the following Project Team who is responsible for the preparation of the Application and accompanying technical report:

DISCIPLINE	COMPANY
Landowner	3 Oceans Property Pty Ltd
Development Manager	Parcel Property
Project Architect	Cox
Town Planning	Rowe Group
Traffic Engineer	Stantec
Acoustic Engineer	Herring Storer
Landscape Architect	Seedesign
Heritage Architect	Stephen Carrick Architects
ESD Consultant	Full Circle
Wind Consultant	RWDI
Economic Consultant	Urbis
Civil Engineering	Pritchard Francis
Waste Management	Encycle
Building Compliance	Resolve Group
Structural Engineering	Hera Engineering
Building Services	Floth
Public Art Consultant	Design Theory
Fire Engineer	Strategic Fire Consulting

Table 1: Project Team





1.1. PRE-LODGE MENT CONSULTATION

The Project Team has undertaken significant pre-consultation with the City of Fremantle and other key stakeholders to progress the design of the proposed development. Pre-lodgement consultation undertaken for the project to date is summarised as follows.

City of Fremantle

Ongoing discussions have been held with the City of Fremantle (inclusive of the Design Advisory Committee) through the various phases of concept planning. The engagement outcomes from liaison with the City of Fremantle have been considered and incorporated into the design of the development.

The Project Team has met formally on two (2) occasions with the Design Advisory Committee ('DAC') prior to the lodgement of this Application to seek independent advice on the design quality and direction of the proposal. Engagement with the DAC has provided clear design direction which has assisted to improve the design quality of the proposal throughout the design process. Copies of the meeting minutes from the initial DAC meeting in September 2021, and subsequent DAC meeting in December 2021, are provided at **Attachment 1** to this report.

Refer Attachment 1 – DAC Meeting Minutes.

Main Roads WA

Main Roads WA ('MRWA') has been consulted in the early stages of the project, including throughout the preparation of the Structure Plan and subsequently, prior to formal submission of this Application. As the development does not propose access from Stirling Highway, MRWA have not raised any significant objections to the development proposal.

Exal Group

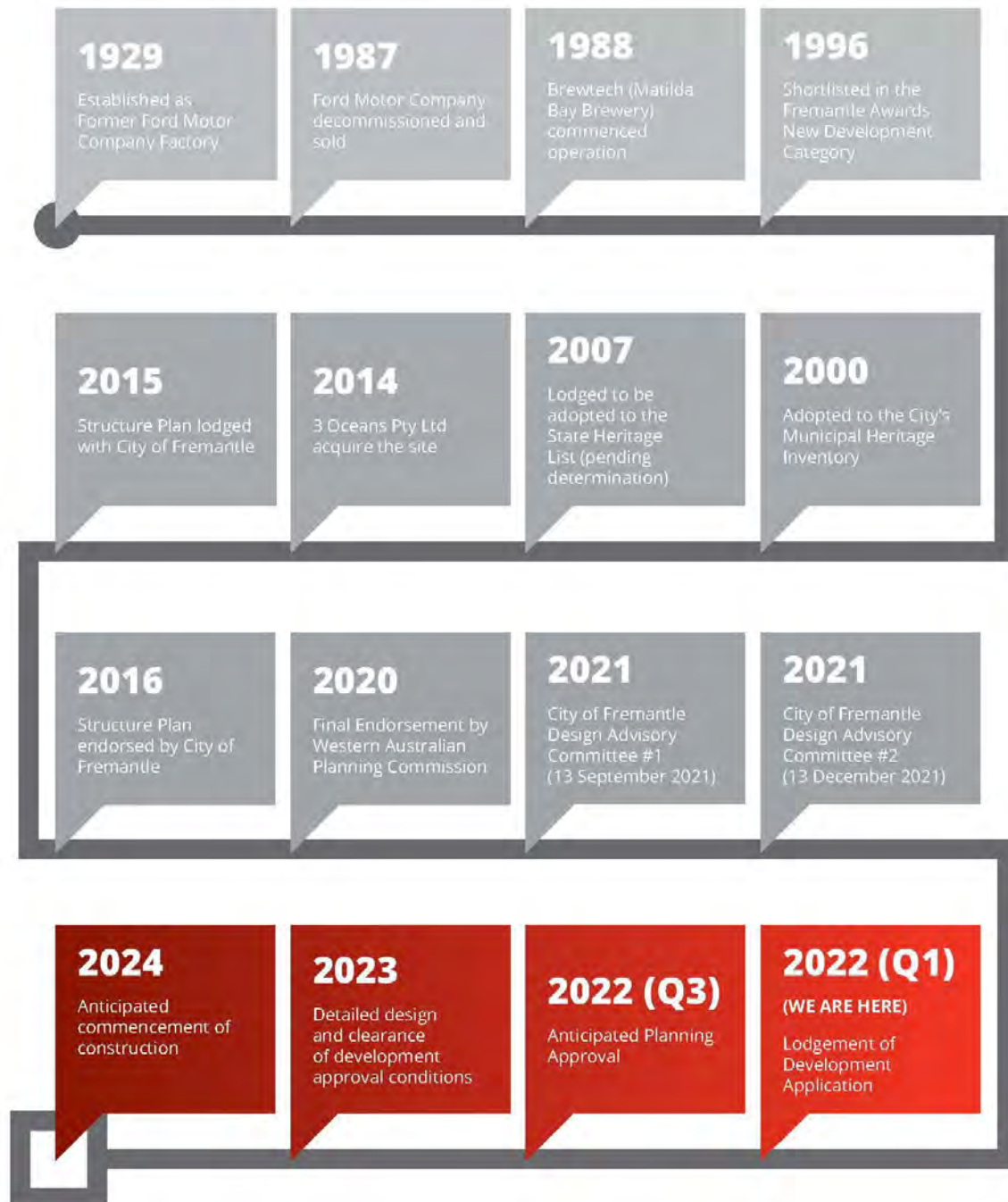
The Project Team have met with representatives of Exal Group (the landowner of 140 Stirling Highway, North Fremantle, being the former OneSteel site) on several occasions to discuss how the respective developments could be designed in a manner which improve pedestrian and vehicle movements on and adjacent to Stirling Highway. A high-level plan was presented to the City of Fremantle and the stakeholder group in March 2022 (comprising representatives from the Main Roads WA, the Public Transport Authority, Department of Planning, Lands and Heritage, and Town of Mosman Park), with subsequent meetings expected to occur during the second quarter of 2022.

Elected Members Briefing Session

A briefing session for the City of Fremantle Elected Members was held on-site on 23 May 2022. The briefing session included a site walk around the site, including through the heritage buildings, which was followed by a short presentation by Rowe Group and Cox Architecture on the development proposal. The briefing concluded with a short question and answer session facilitated by the Development Manager, Parcel Property.



2. PROJECT TIMELINE



3. DESCRIPTION OF SITE

3.1. REGIONAL CONTEXT

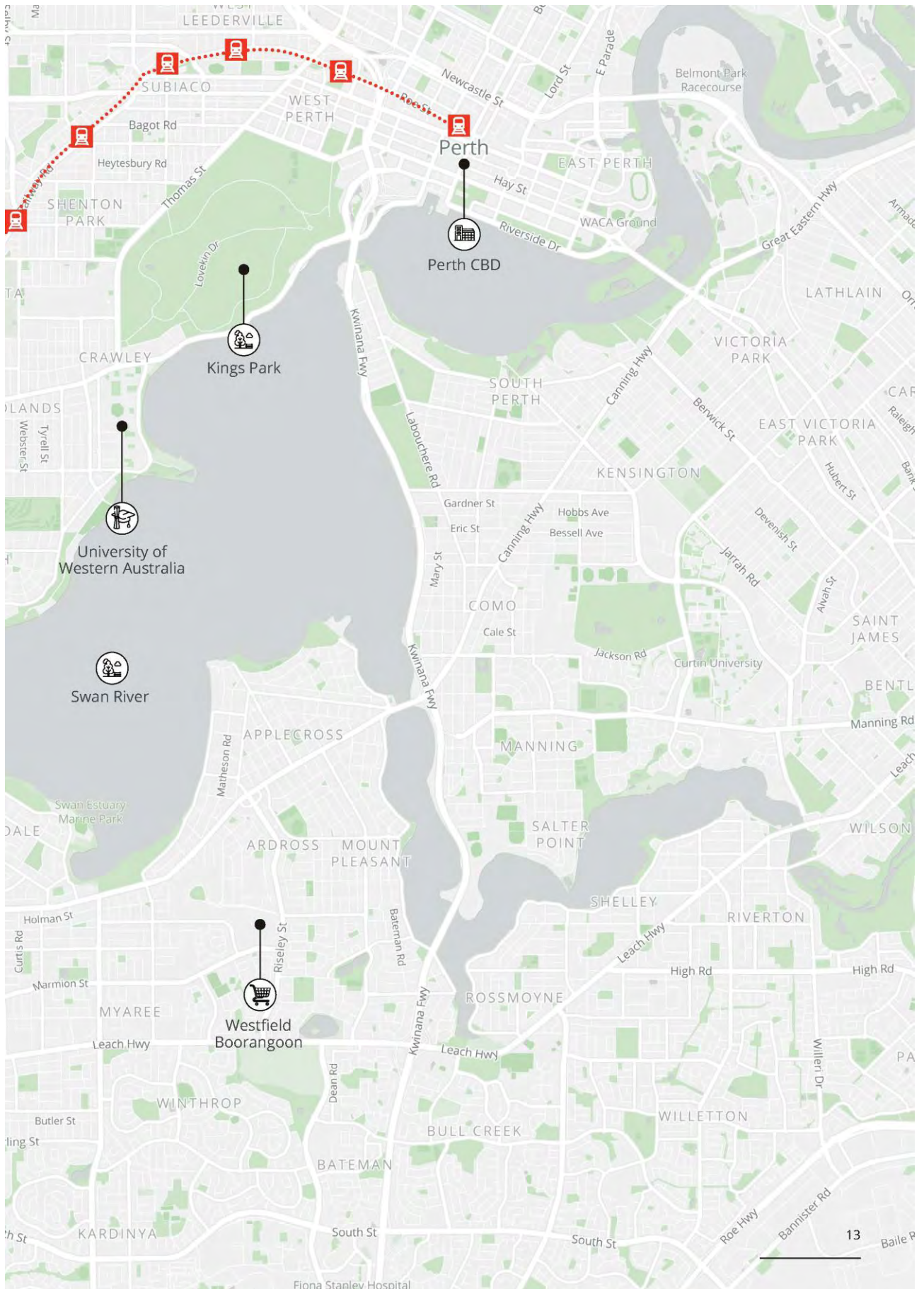
The subject site is located within the City of Fremantle ('City'), approximately 12.3km south-west of the Perth Central Area. The site is located 650m north of the North Fremantle Train Station on the Fremantle Passenger Line, which provides direct access to the Perth Central Area (north) and Fremantle Town Centre (south).

The subject site is also located on Stirling Highway, which is a major arterial road also providing vehicle and high frequency public transport connections to the Perth Central Area and Fremantle Town Centre.



Figure 1 - Regional Context



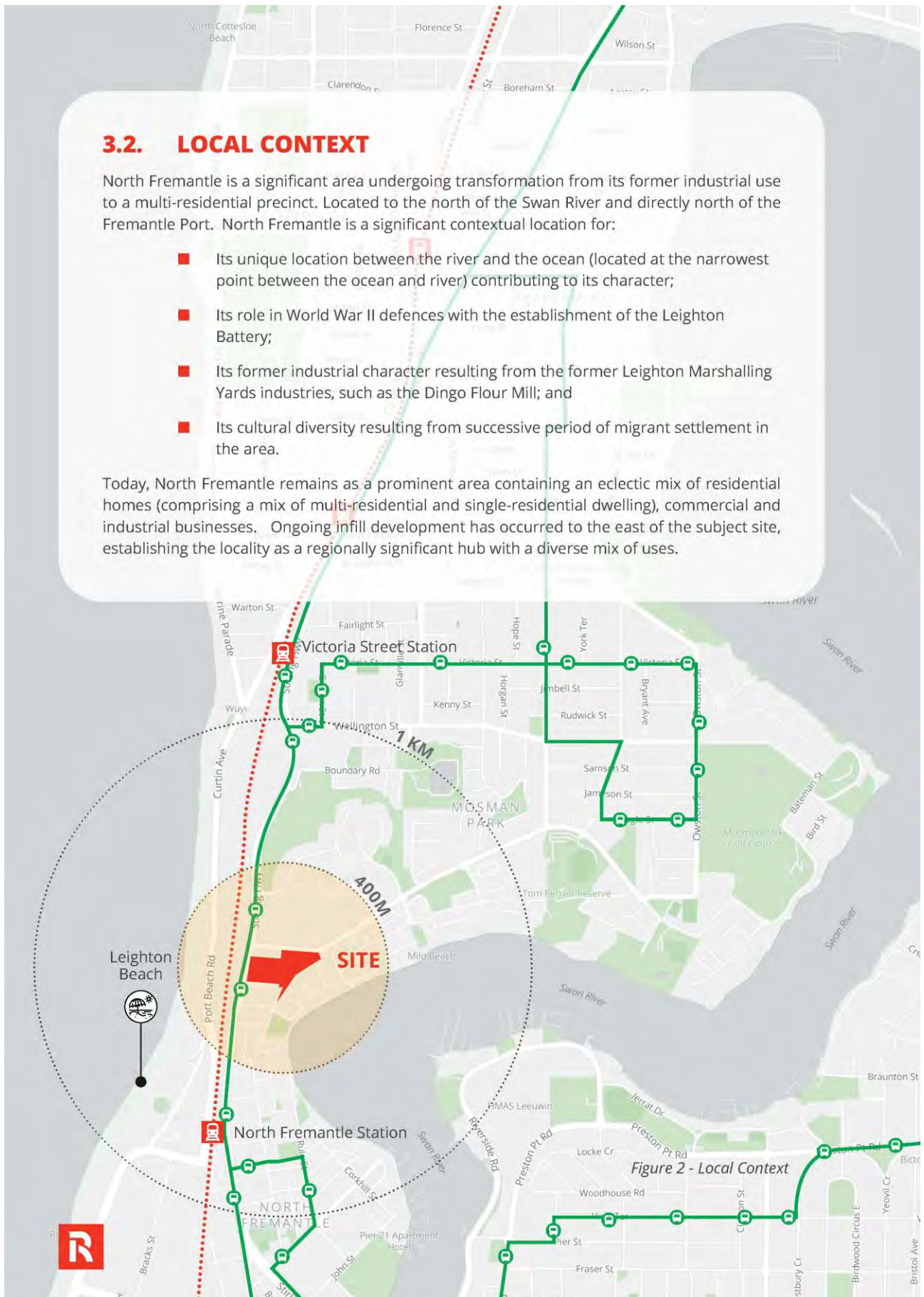


3.2. LOCAL CONTEXT

North Fremantle is a significant area undergoing transformation from its former industrial use to a multi-residential precinct. Located to the north of the Swan River and directly north of the Fremantle Port. North Fremantle is a significant contextual location for:

- Its unique location between the river and the ocean (located at the narrowest point between the ocean and river) contributing to its character;
- Its role in World War II defences with the establishment of the Leighton Battery;
- Its former industrial character resulting from the former Leighton Marshalling Yards industries, such as the Dingo Flour Mill; and
- Its cultural diversity resulting from successive period of migrant settlement in the area.

Today, North Fremantle remains as a prominent area containing an eclectic mix of residential homes (comprising a mix of multi-residential and single-residential dwelling), commercial and industrial businesses. Ongoing infill development has occurred to the east of the subject site, establishing the locality as a regionally significant hub with a diverse mix of uses.



3.3. SUBJECT SITE AND EXISTING IMPROVEMENTS

The subject site comprises seven (7) land parcels, legally described as follows:

LOT NO	DIAGRAM	VOLUME/FOLIO	LAND AREA	OWNER
5	2098	1787/518	0.07ha	3 Oceans Property Pty Ltd
220	152588	1007/711	2.05ha	3 Oceans Property Pty Ltd
12	2098	1787/517	0.07ha	3 Oceans Property Pty Ltd
253	152588	1025/872	0.03ha	3 Oceans Property Pty Ltd
221	152548	1016/529	0.05ha	3 Oceans Property Pty Ltd
314	162056	1174/649	0.51ha	3 Oceans Property Pty Ltd
219	152548	1174/649	0.09ha	3 Oceans Property Pty Ltd

Table 2: Lot Details

The site has a total land area of 2.87ha with a primary frontage of 100m to Strling Highway, secondary frontage of 138m to Coventry Parade to the south and 151m to McCabe Street to the north. Notwithstanding, the portion of the site that is the subject of this Application is predominately located at the westernmost portion of Lot 220 and comprises an area of approximately 1.36ha. This Application seeks to approval develop 'Stage 1' of the subject site only at this juncture.

The site has been historically used for several significant and historic uses. In 1929, the site was first developed containing a rendered brick large volume factory (and office) for the Ford Motor Company Factory. The Ford Motor Company factory has historic and social significance as a long-standing place of employment in North Fremantle as was one of the very few car manufacturers in Western Australia. The factory operated until 1987, when it was decommissioned and sold. In 1988, Brewtech (Matilda Bay Brewing Company) commenced their operation at the subject site, using its facilities as a brewery warehouse, office and visitors' centre.

The site, as it currently stands, contains a number of existing improvements relating to the historic use of the site (some of which the heritage buildings are to be retained as part of the proposed development) including:

- A large volume factory with a single storey office area;
- Three (3) ancillary warehouses towards the rear of the site; and
- Areas of hardstand.

Refer to Attachment 2 – Certificates of Title.

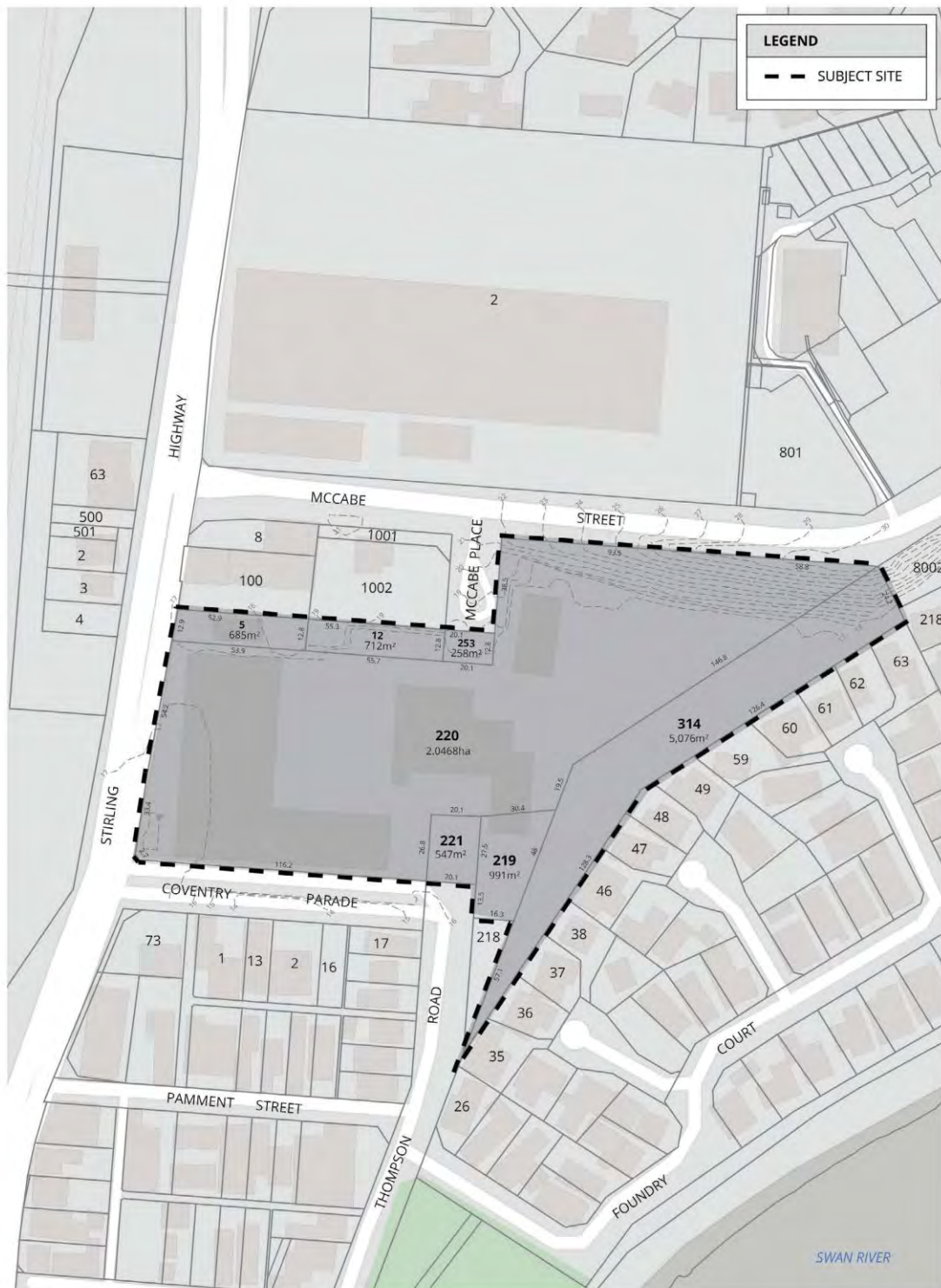


Figure 3 - Site Plan



3.4. SITE CHARACTERISTICS

3.4.1. TOPOGRAPHY

A feature survey of the subject site has been prepared in support of the preparation of the development. The feature survey has been incorporated into the Development Plans which are attached to this Report. The subject site is generally flat with an elevation between approximately 16m and 17m Australian Height Datum ('AHD') across the site. The north-eastern edge of the site is formed from a steep embankment that is up to approximately 8m high. This portion of the site forms part of the "Future Development Area", being Stage 2 of the development.

It is noted that the northern portion of the site is 22m AHD where it abuts McCabe Place. It is assumed that the site has been historically excavated to 16 - 17m AHD at Stirling Highway to provide a "flat site" for laydown and other such activities associated with the previous uses of the site.

All effort has been made to maintain the existing topography of the subject site, with the proposed development responding to the natural and surrounding environmental context.

3.4.2. CONTAMINATION

A Preliminary Site Investigation ('PSI') was undertaken over the subject site in 2007 as part of MRS Amendment 1168/57. The results of the PSI indicated that there is potential for contamination to be present, and the subject site should be investigated further. Strategen was engaged as part of the Structure Plan process to prepare and implement a Sampling and Analysis Program ('SAP') to provide a suitable pathway to determine the site's contamination status.

The SAP was prepared in accordance with the Department of Water and Environmental Regulation ('DWER') requirements and reviewed by an Environmental Auditor. The SAP detailed the rationale and methodology for sample collection and laboratory analysis to inform a Detailed Site Investigation ('DSI'). As such, a DSI has subsequently been undertaken and completed which concluded that DWER may require further investigations to be undertaken in conjunction with, or following demolition works. It is anticipated that further advice will be sought from DWER as part of the City's consideration of the Application, following which a condition may be imposed on any future planning approval, if required.

3.4.3. HERITAGE

3.4.3.1. ABORIGINAL HERITAGE

A review of the Department of Aboriginal Affairs' Aboriginal Heritage Enquiry System reveals that the site is located within the vicinity of the Rocky Bay Registered Site (Site ID: 3596).

The Registered Site encompasses a broad area measuring several kilometres and extends north from Victoria Street, Mosman Park, south to Staples Street, North Fremantle, east to the Mosman Park Golf Course and west to Stirling Highway. The site is located on the western edge of the Registered Site boundary.

Given the site has been extensively excavated and developed for industrial purposes and is located on the periphery of the Registered Site boundary, a targeted Aboriginal heritage investigation has not been undertaken, and is not considered necessary, as part of the Development Application or Structure Plan process.

3.4.3.2. CULTURAL HERITAGE

A review of the InHerit database reveals that the site has the following (current) heritage listings:

LISTING TYPE	INCLUDED
National Heritage List (Commonwealth)	No
Register of the National Estate (Indicative Place)	Yes
Register of Heritage Places (State)	No
National Trust of Australia (WA) (Classified)	Yes
Municipal Heritage Inventory (Local) – Management Category 1B	Yes
Town Planning Scheme (Local) – Heritage List	Yes
Art Deco Significant Building Survey	Yes
Survey of 20th Century Architecture	Yes

Table 3: Cultural Heritage Listings

As previously outlined, the buildings were originally designed and constructed to accommodate the Ford Assembly Plant which was opened in 1930. Apart from a period during World War II where the Plant was requisitioned for the production of military equipment, it retained this use until 1987. From 1988 to 2007 the buildings were occupied by the Matilda Bay Brewing Company ('MBB Co.') and used in the production of locally brewed beers.

By the end of their lease in 2013, the MBB Co. had decommissioned the site and the owner (H.L.M Holdings Pty Ltd) has undertaken works involving the removal of the factory space to the east of the administration building, conservation works to the south façade abutting Coventry Parade and a new carpark to the east of the saw tooth roof factory building. The current site configuration reflects these works.

The Stirling Highway façade of the 1929 office building and the 1929/47 southern warehouse to Coventry Parade display the Inter War Functionalist style and are a prominent local landmark given their location, bulk and the lack of other buildings of similar size in proximity.

Given the heritage significance of the site, a Heritage Impact Assessment has been prepared in support of the Application and is explained in further detail at Section 6 of this Report.



3.4.4. WETLANDS

According to DWER's Geomorphic Wetlands of the Swan Coastal Plain dataset, there are no wetlands located within or in proximity to the subject site. Based on the Environmental Protection Agency's (EPA) *Environmental Protection (Swan Coastal Plain) Policy 1992*, there are also no Environmental Protection Policy lakes occurring within, or in close proximity to the subject site.

3.4.5. ACID SULPHATE SOILS

According to Landgate's acid sulphate soils ('ASS') risk mapping, there are no ASS occurring within 3m of natural soil within the subject site.

3.4.6. SURFACE WATER

There are no defined waterways or water courses within the subject site. At present, surface water is managed via a mix of informal and formal drainage infrastructure. As part of the Development Application, it is anticipated that a Stormwater Management Plan will be prepared prior to the commencement of construction by way of a condition of planning approval.

3.4.7. GROUNDWATER

The underlying hydrogeology of the subject site is characterised by a superficial aquifer, extending to approximately -30m AHD.

Historic maximum groundwater levels <1m AHD, due to the subject site's proximity to the coastline, which corresponds to in excess of 17m below existing natural surface across the subject site. Groundwater levels are likely to fluctuate with the tide and are likely to flow either east towards the river or west towards the ocean.

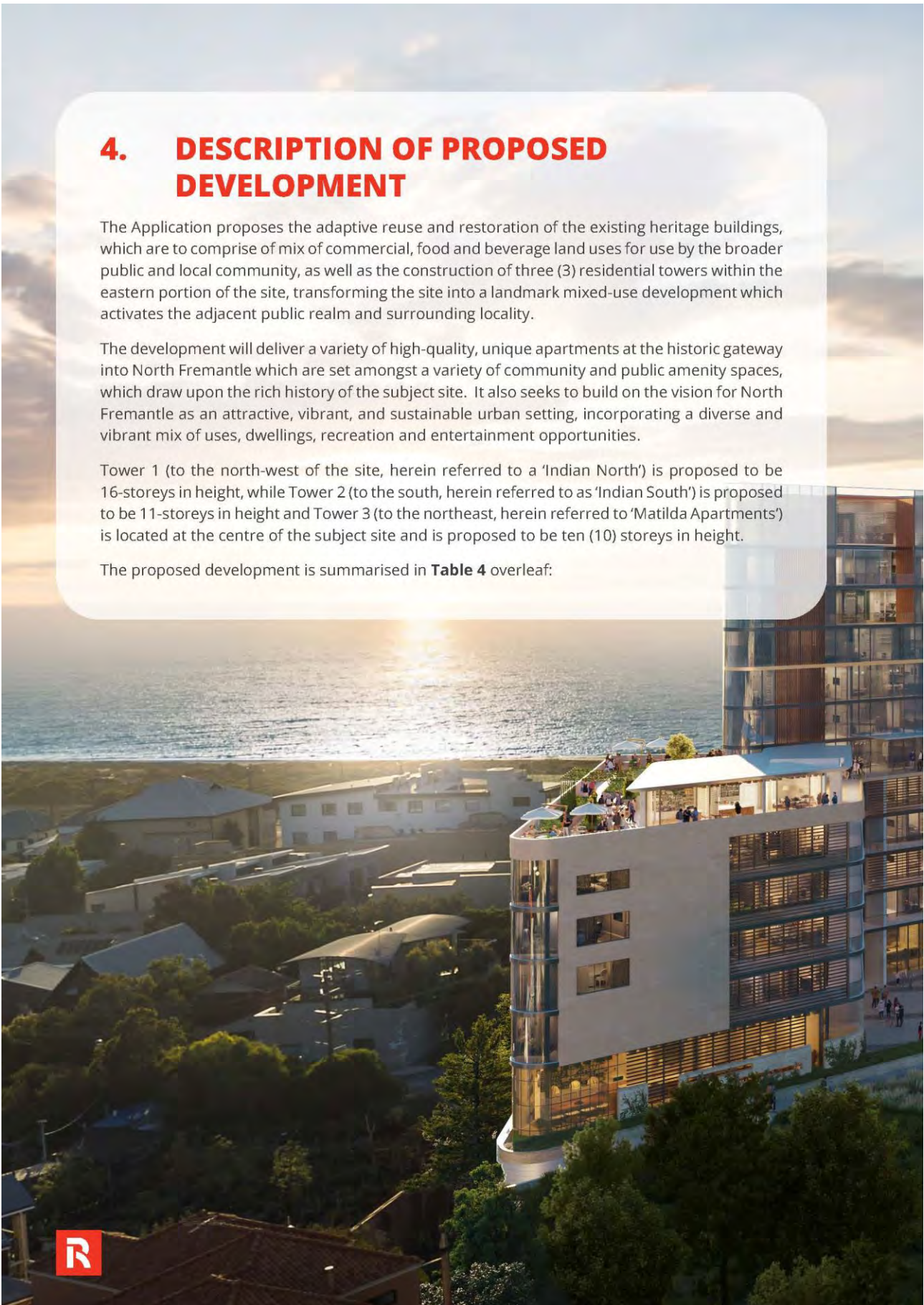
4. DESCRIPTION OF PROPOSED DEVELOPMENT

The Application proposes the adaptive reuse and restoration of the existing heritage buildings, which are to comprise of mix of commercial, food and beverage land uses for use by the broader public and local community, as well as the construction of three (3) residential towers within the eastern portion of the site, transforming the site into a landmark mixed-use development which activates the adjacent public realm and surrounding locality.

The development will deliver a variety of high-quality, unique apartments at the historic gateway into North Fremantle which are set amongst a variety of community and public amenity spaces, which draw upon the rich history of the subject site. It also seeks to build on the vision for North Fremantle as an attractive, vibrant, and sustainable urban setting, incorporating a diverse and vibrant mix of uses, dwellings, recreation and entertainment opportunities.

Tower 1 (to the north-west of the site, herein referred to a 'Indian North') is proposed to be 16-storeys in height, while Tower 2 (to the south, herein referred to as 'Indian South') is proposed to be 11-storeys in height and Tower 3 (to the northeast, herein referred to 'Matilda Apartments') is located at the centre of the subject site and is proposed to be ten (10) storeys in height.

The proposed development is summarised in **Table 4** overleaf:





DEVELOPMENT COMPONENT	PROPOSED DEVELOPMENT
Residential Dwellings / Mix	207 dwellings summarised as follows: - 38 x 1-bedroom apartments (18%) - 110 x 2-bedroom apartments (53%) - 51 x 3-bedroom apartments (25%) - 8 x 4-bedroom apartments (4%)
Residential Amenities	- Swimming Pool; - Working From Home Facilities; - Gym; - Pilates Studio; - Treatment Rooms; - Children's Play Area; - Outdoor Landscaped Decks; and - Rooftop deck.
Commercial	- 700m² Restaurant; - 237m² Café; - 807m² Providore; - 1,300m² Tavern; - 100m² Co-Working Space; - 189m² Creative Studio
Community Precinct	- The Arbor and Gallery; - Alfresco Terrace; - Upper Plaza;
Parking	- 340 residential car parking; - 122 reciprocal car parking bays (commercial / residential visitors) - 104 residential bicycle parking; - 27 residential visitor bicycle parking; - 24 commercial visitor bicycle parking; and - 52 motorcycle parking.
Residential Storage	A total of 207 storage units are proposed as follows: - 36 x 3m²; - 110 x 4m²; - 61 x 5m²; and

Table 4: Development Summary

A level-by-level summary of the particulars of the proposed development is provided as part of the Development Application Plans (refer Development Schedule).

Refer to Attachment 3 – Development Application Plans,



4.1. DEVELOPMENT STAGING

As previously stated, this development represents Stage 1 of a 2-stage development of the subject site. It is anticipated that once Stage 1 of the development has been completed, and subject to market demand, the relevant development approval for Stage 2 to the east will be sought (anticipated to occur within 5 – 10 years).



Figure 4 - Staging Plan



4.2. ARCHITECTURAL DESIGN STATEMENT

The design of the proposed development is a result of a collaborative design review process involving the Project Team, the City of Fremantle and the City of Fremantle Design Advisory Committee ('DAC').

3 Ocean Property Pty Ltd's and Cox Architecture's ultimate vision for the development is detailed in the following Architectural Design Statement prepared by Cox Architecture:

The Matilda Bay Brewery site offers an incredible opportunity to re-imagine a currently semi-industrial area into a premium connected neighbourhood. Spectacularly placed between North Fremantle's enviable location of the Swan River and Indian Ocean, the design will champion a more sustainable future and play an important role in creating an array of leisure, alfresco, lifestyle and recreational amenity for the surrounding precinct to utilise.

The design response is deeply connected to this extraordinary place nestled between the river and the ocean. The built fabric will draw upon this exquisite site context referencing a tapestry of landscape journeys through the public realm extending from west to east - ocean to river. The design creates a highly permeable ground plane to promote walkability through the site allowing the surrounding neighbourhoods to connect into and through the site to link pathways from the ocean, river and adjacent parklands.

The public realm will play a vital role in transforming the development into a thriving destination precinct. The extensive ground plane dedicated to community benefit offers an unparalleled opportunity to host a myriad of commercial offerings and public spaces that benefit the local community, residents and visitors to create an integrated village neighbourhood.





The design approach creates seamless courtyards and plazas to connect people. The architectural form and functional planning have carefully been designed to maximise its interaction with the surrounding context connecting and inviting movement through the site with clear site lines and wayfinding. The development presents fully activated lower levels for public interaction and engagement with seamless relationship with indoor and outdoor spaces. This is an opportunity to unlock the precinct to create extended journeys that connect this incredible natural landscape transept.

Community is a key component underpinning our design ethics for the success of the development. Increased visitation and activation with the restaurants, café, wine bar, tavern, provedore, courtyard for events, creative studio and co-working spaces will enhance the desirability of this part of North Fremantle as a highly sought-after destination. All the amenity is integrated with beautiful courtyards and landscaped spaces.

The design configuration is driven around preserving the significance of the built heritage to allow the Matilda factory to become a focal point and generator of re-imagined community amenity. The built heritage will be conserved and adapted to become a hive of activity with active edge zones in and around the building, engaging with street frontages and the internal courtyard.

The palette is coastal and neutral, with crafted detailing to the architectural form. Apartment buildings are slender with refined finishes and generous balconies. The three apartments all have residential amenity lounges and terrace outdoor areas for shared entertainment. The design creates a vibrant and sustainable living community set amongst a highly articulated landscape experience encouraging outdoor recreation and amenity for all to enjoy.

4.3. RESIDENTIAL COMPONENT

The redevelopment of the subject site seeks to provide a total of 207 high-quality residential apartments providing the opportunity to meet the State's urban infill targets in proximity to the Fremantle Town Centre. Coupled with the site's proximity to commercial, entertainment and hospitality amenities, the development of a high-density residential precinct in this location is contextually appropriate. Furthermore, given the site's proximity to the North Fremantle Train Station and access to other high frequency public transport options along Stirling Highway, future residents have direct and efficient access to Perth Central Area and the Fremantle Town Centre for employment and entertainment purposes.

The development incorporates various key areas of amenity including the roof deck on Towers 2 and 3, the pool area and other communal open space areas for the exclusive use of the residents. The amenity provided by the proposed development has been investigated to ensure that it is responsive to modern lifestyle needs and provides opportunities for recent changes in how people live and work (i.e. working from home facilities).

As outlined in **Table 3**, the development incorporates a mix of dwelling typologies to meet the requirements of State Planning Policy 7.2 – Residential Design Codes Volume 2 – Apartments ('SPP 7.3') and attracts a range of purchases (i.e. singles, couples, families and down-sizers).



4.4. COMMERCIAL AND RETAIL COMPONENT

The proposed development includes a significant offering of commercial and retail land uses that have been carefully integrated into the existing heritage buildings, with opportunities for activation and alfresco dining opportunities to be maximised within the north-facing courtyard areas. The restoration of the heritage buildings provides significant community benefit with the iconic buildings being opened to the wider public to celebrate and reinterpret the architectural fabric and history of the site in a modern light. The commercial, food and beverage, and retail components of the development are provided within the ground floor and upper plaza areas to activate the street edges and the internal public realm.

4.4.1. FRESH FOOD PROVIDEDORE

The development incorporates a fresh produce providedore style market ('Shop'), which is situated within the former industrial warehouse at the south of the subject site (with frontage to Coventry Parade). The Providedore is designed to attract the public, comprising various stalls to showcase Fremantle's unique character and culture, while also providing for everyday shopping needs in a boutique style grocer setting.

4.4.2. FOOD AND BEVERAGE

The development proposes a Food and Beverage Precinct within the existing heritage building fronting Strirling Highway, which is proposed to comprise of the following land uses:

- Restaurant;
- Café(s); and
- Tavern (including a Function Centre).

The Food and Beverage Precinct is designed to attract patronage from the broader public, while also providing significant (and convenient) amenity to the future residents of the development.



4.5. PUBLIC REALM ENHANCEMENT

At the forefront of the developer's intention for the proposed development is the underlying vision and objective to improve the surrounding public realm by prioritising pedestrian amenity throughout, and adjacent to, the development. The proposed development seeks to connect McCabe Street in the north, to Coventry Parade / Thompson Road in the south by establishing a two-level public courtyard (plaza), which creates a strong pedestrian environment with extensive landscaping and seating nodes. Vehicular access is provided in a control manner, with the upper plaza comprising a shared space for pedestrian and vehicles to co-exist.

The development also creates a strong architectural feature in the form of an Arbor within the proposed public realm, which offer protection from the weather and connects the public courtyard in the east, to the commercial and retail components of the development to the west.

4.5.1. MCCABE PLACE EXTENSION

As part of the development of the subject site, and in accordance with the requirements of the City of Fremantle Local Planning Scheme No. 4, an internal link road is proposed connecting McCabe Place in the north to Thompson Road in the south. The extension of McCabe Place will improve traffic circulation and access through the site, and will be retained in private ownership under the care and control of the future strata management body (i.e. the internal link road will not be formally ceded to the Crown as a road reserve).

The retention of the internal link road under private ownership allows for a more flexible design response to be provided, which responds to the desired nature, form and function of the internal access road. That is, the development places a strong emphasis on the pedestrian experience and seeks to enhance and connectivity, with the design of the internal movement network being designed to minimise the potential for vehicle and pedestrian conflict, through the creation of shared spaces.

The extension of McCabe Place has been designed such that it ramps down (from north to south) underneath the Upper Plaza Level (RL 22.0), providing access to the commercial and residential visitor car park at the Ground Level (RL 16.0). Access to the commercial and residential visitor car park is also provided in a one-way configuration from Thompson Road, with vehicles able to travel north through the development, and exit onto McCabe Place and McCabe Street. Access is limited from McCabe Place travelling south through the development to avoid "rat running", consistent with the Traffic Impact Statement.

Whilst the internal link road will not be ceded as a public road reserve, access to the public at large will be facilitated by way of an easement in gross, ensuring accessibility at all times.



4.5.2. PUBLIC COURTYARD

Primary north-south access through the development is to be facilitated by way of a new road connection from McCabe Street to the north, and Coventry Parade / Thompson Road in the south, which converge at the centre of the site in the form of the new public courtyard. The public courtyard is a shared space for pedestrians and vehicles whereby, vehicles can traverse through the roundabout and drop off patrons or residents within designated 'kiss and ride' bays. The materiality of the road design in the shared pedestrian and vehicle area is designed with road calming techniques to reinforce the prioritisation of pedestrians while allowing the two modes of transport to safely co-exist.

The public courtyard has been sited and located to seamlessly connect to the future Stage 2 development once developed.

4.5.3. THE ARBOR

The Arbor is the central east-west spine of the development, providing direct access from Matilda Square to the three (3) residential towers and commercial and retail components to the west. The Arbor is designed with a constant shade structure lined with trees and the rivulet to provide visual relief and form as 'wayfinding' by providing a clear corridor across the length of the site.

4.5.4. PEDESTRIAN CONNECTIVITY

Whilst not the subject of this Application, following the meeting with the Mayor of the City of Fremantle and the broader stakeholder group (comprising representatives from MRWA, PTA, DPLH and the Town of Mosman Park), the development makes provision for future improvements for pedestrians within the locality, with a particular emphasis on a new crossing over Stirling Highway. At the time of lodging this Application, the desired improvements to the immediate locality are still the subject of further review and investigations with the stakeholder group (including any funding arrangements), however, the developer remains committed to assisting the City of Fremantle address the issue of pedestrian connectivity and safety along Stirling Highway and McCabe Street.



4.6. COMMUNITY BENEFIT

The proposed development includes a varied and considered range of uses which contribute to the local community. A rigorous community needs assessment has been undertaken in support of the development to identify uses which are lacking within the North Fremantle locality and which would positively contribute towards establishing an active and vibrant environment. This includes the revitalisation of the existing heritage buildings which will be transformed (whilst maintaining the heritage fabric of the buildings) for public use.

The following community benefits are proposed as part of the development of the site:

■ **A total of approximately 4,083m² of commercial space, including:**

- Ground floor and plaza level food and beverage tenancies including restaurant and café (937m²) and tavern (1,300m²).
- Function centre of approximately 750m²;
- Community space of 289m² (comprising co-working and creative studio space).

The development includes a range of cafes and restaurants on the subject site that interact with the new community spaces proposed will further improve the vibrancy of North Fremantle as a meeting space for the community.

■ **Publicly accessible open spaces with courtyards, places to play and natural growing gardens.**

There is a gap in the provision of smaller, more passive greenspaces that can facilitate higher levels of socialisation amongst residents, and that can incorporate relaxation for a more localised resident catchment.

■ **Gathering and event spaces for residents, friends and community.**

Higher density living creates opportunities to facilitate 'bumps' between people who would not normally meet or interact. The development encourages social interaction by creating spaces for chance meetings and connections in communal areas, which also helps to combat social isolation.

■ **Creative Studio.**

There are limited creative work spaces / studios for people to hire in North Fremantle. The additional community facilities such as a residence studio and assembly hall at the subject site can help in better connecting residents with the community and engage (improve) levels of socialisation at the site.

■ **Produce markets and local community provedore (807m²).**

Additional fresh food offering on the subject site that interacts with the new community spaces will further improve the vibrancy of the town centre as well as provide convenience for residents nearby.



- **Courtyard market yard for community festivals and events.**

The development provides for a courtyard market yard for community festivals and events, which offers protection from the elements and supports the growth and social interaction of the community. The courtyard market yard also supports small business and local suppliers gain exposure to the broader community.

- **Co-working spaces at lower plaza for residence and community rental.**

There are currently limited options for co-working in North Fremantle for start-ups and small businesses. Co-working spaces address many of the reported problems of working from home, such as social isolation, lack of collaboration opportunities, equipment availability and workplace atmosphere. Such spaces support economic activity through start-up and small business support services such as networking and training, which is considered an important response to the COVID-19 pandemic.

- **Pedestrian connections (walkways and trails) throughout precinct.**

The pedestrian experience around the site currently presents as a hostile and largely vehicle prioritised domain. The development seeks to provide an improved pedestrian experience which is safe and legible, with strong east-west and north-south connections provided through the development, connecting Stirling Highway, McCabe Street / McCabe Place and Thompson Road / Coventry Parade

- **Provision for improved pedestrian connectivity, including linking the ocean to the site and creating greater safety and crossing of Stirling Highway.**

There is a significant opportunity within this development to provide better connections in the North Fremantle area and throughout the site. In particular, there is the potential for this site to improve pedestrian connectivity between the ocean, residential areas and river. In addition, through working with the City of Fremantle, Town of Mosman Park, Main Roads WA and PTA, there is an opportunity to significantly improve pedestrian safety and connectivity over Stirling Highway. 3 Oceans Property remains committed to assisting the working group in actively resolve this issue and will continue to partake in future discussions in this regard.

4.7. LANDSCAPING

The Landscape Design for the proposed development has been prepared by See Design Studio and is provided at **Attachment 4**. The design seeks to respond to the scale, form and function of the architectural, as well as the local context between the coast and the river to create a dynamic and unique sequence of landscapes.

The landscape concepts for the various areas presents a thematic response to the site and its influence from surrounding natural and built environments.

The Landscaping Plan also includes a Deep Soil and Tree Strategy to meet the R-Codes Volume 2 requirements. A summary of the Deep Soil Strategy is provided in the table below:

DEEP SOIL REQUIREMENTS

Site Area	13,618m ²
Required DSA (10%)	1,361.8m ²
Required DSA (7% with retained trees)	953,26m ²
Total DSA	690m ²
Additional podium deep soil (min 1000mm depth garden bed)	1,530m ²

Table 5: Deep Soil Requirements

Further to the above, it is noted that a total of 14 large trees, 12 medium trees and 26 small trees will be planted across the site providing exceptional amenity to the public realm and new micro-climates.

The planting selection has also been based on the specific climatic conditions throughout the development. Both native and exotic waterwise species are proposed to ensure low water usage whilst creating an inviting landscape for the future residents and visitors.

4.8. PUBLIC ART STATEMENT

Parcel Property has engaged Design Theory to assist with the Public Art Plan which sets out the public art strategy associated with the proposal.

In this regard, as outlined within the Public Art Statement prepared by Design Theory provided at **Attachment 5**, the public art strategy will:

involve early engagement, working with the project team to seek out opportunities for artworks and heritage interpretations, to shape a quality, permanent collection. Design Theory envisage a collection of public art that enhances connections between people and place; being together locals, visitors and community with the site's unique heritage and world-class ocean and river surrounds. Together with heritage interpretation, public art will breathe life into the site's significant historical stories, for both current and future generations to enjoy.

Considered planning and locating of public artworks will encourage journeys throughout the site activating the newly formed pathways and plazas at human scale and creating moments for social and individual well-being, and perhaps most importantly, a sense of place.

On this basis, it is anticipated that the requirement for a 'Public Art Strategy' will be imposed as a condition of any future development approval.

Refer Attachment 5 – Public Art Statement.



5. TOWN PLANNING CONSIDERATIONS

5.1. STATE PLANNING FRAMEWORK

5.1.1. METROPOLITAN REGION SCHEME

The subject site is zoned 'Urban' under the provisions of the *Metropolitan Region Scheme* ('MRS') and abuts Stirling Highway which is a 'Primary Regional Road' ('PRR') Reservation. The PRR Reservation encroaches into the south-western portion of the subject site. This portion of land will be ceded to the Crown upon development.

The proposed development is consistent with the purpose and intent of the 'Urban' Zone as it seeks to deliver urban uses, including residential apartments, and commercial / entertainment and café uses.



Figure 5 - MRS Zoning

5.1.2. PERTH AND PEEL @ 3.5 MILLION AND CENTRAL SUB-REGIONAL PLANNING FRAMEWORK

The Perth and Peel @ 3.5 Million suite of documents provides a framework for the development of the Perth and Peel regions as the population reaches an estimated 3.5 million people by 2050.

The suite of documents includes four planning frameworks for the Central, North-West, North-East and South Metropolitan sub-regions. These documents provide the detailed commentary and analysis accompanying the overall “Spatial Plan for Perth and Peel @ 3.5 million”. The subject site lies within the *Central Sub-Regional Planning Framework* (the ‘Framework’).

The site forms part of an identified ‘Urban Corridor’ along Stirling Highway, extending north to Mosman Park. Urban Corridors are described as:

The focus for higher-density residential development. Where appropriate, located along transit corridors and promoted as attractive places to live by optimising their proximity to public transport while ensuring minimal impact on the surrounding urban fabric and the operational efficiency of the regional transport network.

The Framework identifies urban corridors in the Central sub-region as being “...alongside high-frequency public transit corridors that should be the focus for investigating increased residential densities, with potential for mixed land uses where appropriate.”

The Framework notes that an understanding of the existing and future function of urban corridors from both a transport and land use perspective is needed in order to determine future growth opportunities. **Figure 6** below is an extract from the Central Sub Region Framework Report and highlights “...one example of many possibilities and each area will need to be considered on its merits.”



Figure 6 – Urban Corridors Illustration (Source: Perth and Peel @ 3.5 Million Central Sub Region Framework)

Having regard to the proposed development, the proposal recognises the strategic location and importance of the site to providing centralised residential development and commercial uses along a prominent activity corridor.

On this basis, the proposal is consistent with the Framework in that it provides urban consolidation of infill development on a site that has remained vacant and underutilised for several decades.



5.1.3. STATE PLANNING POLICY 2.6 – STATE COASTAL PLANNING POLICY

State Planning Policy 2.6 ('SPP 2.6') is a Statement of Planning Policy which seeks to provide guidance with respect to the consideration of development that is in proximity to the coast, providing a framework for the management of coastal hazard risk.

As outlined within the 'Former Matilda Bay Brewery Site Structure Plan' (the 'Structure Plan'), while the subject site is positioned in a coastal location, it is situated approximately 270m east of the foreshore, in an elevated position behind major infrastructure, including railway lines and regional roads. In this respect, the provisions of SPP 2.6 in relation to matters such as coastal processes, foreshore management, erosion and the like are not directly related to the proposed development.

5.1.4. STATE PLANNING POLICY 7.3 – RESIDENTIAL DESIGN CODES VOLUME 2 – APARTMENTS

State Planning Policy 7.3 – Residential Design Codes Volume 2 – Apartments ('SPP 7.3') provides performance-based standards for residential apartments across Western Australia. A detailed assessment of the proposed development against the provisions of the SPP 7.3 has been undertaken and is provided at **Attachment 6**.

The proposed development meets the Performance Requirements outlined in SPP 7.3. Where variations to the requirements of SPP 7.3 are proposed, justification against the relevant element objectives have been provided within this Report.

5.1.5. STATE PLANNING POLICY 5.4 – ROAD AND RAIL NOISE

State Planning Policy 5.4 – Road and Rail Noise ('SPP 5.4') applies where a noise sensitive land use is proposed within proximity to major transport and freight corridors. SPP 5.4 applies to the proposed development as it abuts Stirling Highway and the railway line.

An acoustic report has been prepared by Herring Storer to support the proposed development and is provided at **Attachment 7**. A traffic noise assessment has been carried out as per the SPP 5.4 requirements identifying acoustic treatments to achieve compliance. Further discussion regarding the outcomes of the Acoustic Report is provided in Section 6.4 of this Report.

5.1.6. STATE PLANNING POLICY 7.0 – DESIGN OF THE BUILT ENVIRONMENT

State Planning Policy 7.0 – Design of the Built Environment ('SPP 7.0') sets out the objectives, measures, principles and processes which apply to the design and assessment of built environment proposals across Western Australia.

This section provides an explanation of the proposal, setting out high level architectural and urban design quality consistent with the ten (10) principles of 'good design'.

A copy of the 10 Principles Design Report, prepared by Cox, is provided at **Attachment 8**.



Context and Character

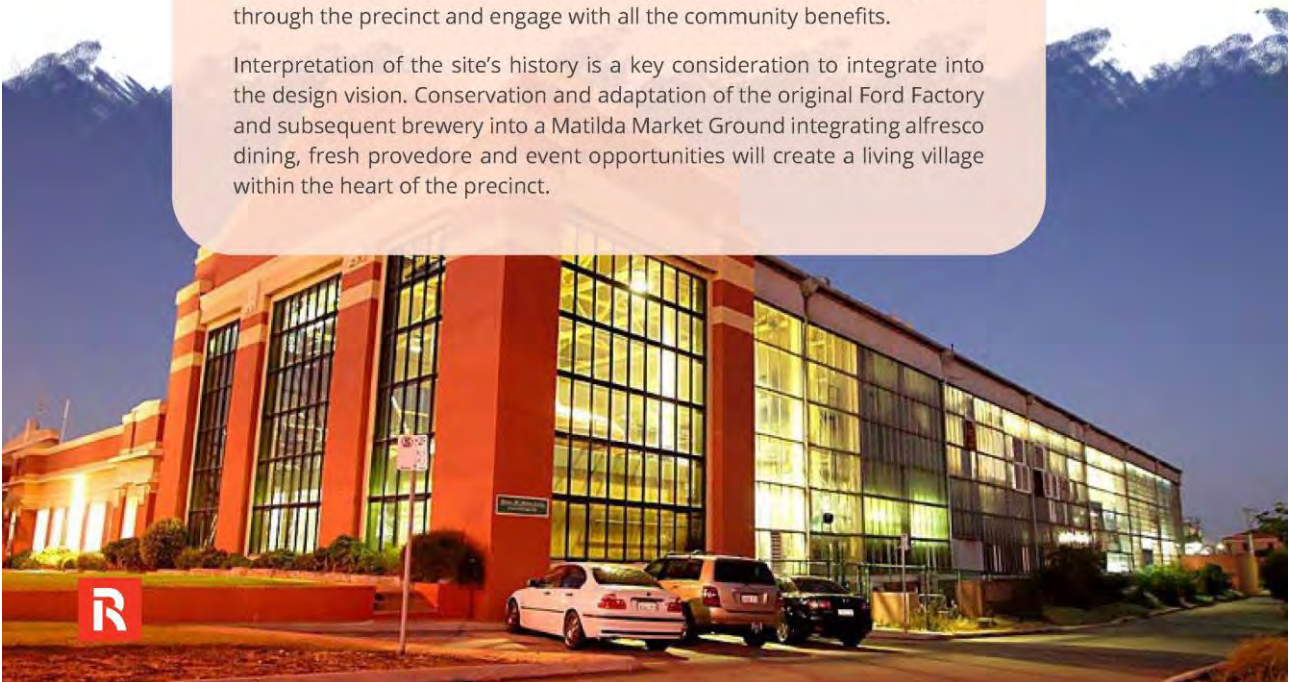
The Matilda Bay Brewery site offers an incredible opportunity to reposition a currently semi-industrial area between Cottesloe and Fremantle into a thriving premium community neighbourhood.

Spectacularly placed between North Fremantle's enviable location of the Swan River and Indian Ocean, the new community living environs will champion a more sustainable future and play an important role for all ages living in a vibrant, connected environment. The design response is deeply connected to this extraordinary place on the Indian Ocean rim. The build fabric will draw upon this exquisite site context of river and ocean referencing a tapestry of landscape evolution extending from west to east - ocean to river and maximise connection to place and panoramic views for residence and community to all enjoy.

Sitting on the boundary of two local government precincts, the site has a nuanced personality between predominantly light industrial / commercial North Fremantle to the south and residential Mosman Park to the north. The project unlocks the precinct from a deactivated industrial site to become a new community portal and a destination precinct with a multitude of community benefits and public amenity. The transition from the ocean to the river will be captured in forms, movement and materials to make an iconic yet local sense of place.

North Fremantle is one of the most sought-after lifestyle suburbs, a unique location in Perth where residents can live with both the Swan River and Indian Ocean on their doorstep. The precinct will create a new spatial nexus which extends and links existing landscapes and pathways to create enriched journeys and stories through the site connecting the river and ocean and allowing residence community and the public to actively move through the precinct and engage with all the community benefits.

Interpretation of the site's history is a key consideration to integrate into the design vision. Conservation and adaptation of the original Ford Factory and subsequent brewery into a Matilda Market Ground integrating alfresco dining, fresh provedore and event opportunities will create a living village within the heart of the precinct.





Landscape Quality

This project is inextricably linked to landscape. The proposed site location, building arrangement, and the inherent generation of interstitial space, has created a series of landscaped zones that allow for engagement, reflection, activity, and identity at a number of scales. The project offers community plaza and courtyard spaces, quiet reflection nodes, terraced split level upper and lower public plazas with strong reference and connections to the existing landscape and ocean views.

The landscape strategy is drawn from its unique context at the natural isthmus between the river and ocean. The transept from west to east from ocean to river provides the most suitable reference to guide the design principles of natural earthen hues and native flora and fauna species grounding the landscape strategy. Species are enduring to the river and coastal setting. Materiality and colouration tones range from soft sandy hues to warm ochre to olive greens.

The palette is restrained with a coastal and river neutrality that is embedded in the plant species selection, materiality and textures of the hardscape paving, screening, wall surfaces and urban furniture. The design ethos to create an inviting public realm that allows residence and the public to move through the site with extended vistas and site lines always preserved.

A great arbor extends centrally through the public domain from the arrival plaza towards the ocean view connecting into the upper level of the brewery western wing. This linear gesture aligns with the bridge connection across Stirling Hwy and creates a dynamic axis for pedestrian movement and site lines through the public domain. It provides a delicate shaded canopy and directional movement from east to west. Further large scale trees are located to the lower courtyard with integrated designed plinth seating.

The design connects the entire river and coastal experience. The approach is to create an array of lifestyle offering and walkability, a series of journeys through the site, allowing for intimate and collective outdoor experiences connecting people and nature.



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Built Form and Scale

The Project Team acknowledges that the site is incredibly significant to the future character of North Fremantle. There is currently a shifting transformation to the surrounding area with emerging multi-residential developments that are evolving including Leighton, OneSteel, Serai and Taskers / Siskas which is diversifying the area and bringing more residential and community integration, population density and scale to the surrounding context. The development will become part of this neighbourhood family.

The specific disposition of the apartments has been configured to open up the site and maximise the ground plane to be an invitation for residents and community to engage within a tapestry of landscape experiences, leisure and lifestyle community spaces. The apartments are significantly setback within the site allowing the heritage fabric to breath and give depth and privacy to residents with apartments and the living environs considerably setback from Stirling Highway, minimising overshadowing and retaining broader vistas through the site to the ocean and river.

The design configuration is driven around preserving the significance of the built heritage to allow the original factory to become a focal point and generator of reimagined community amenity. The figure ground arrangement gives precedence to maximising the ground plane creating three (3) independent apartment buildings.

The apartment buildings form a tripartite on the site with the form and geometry responding to critical view corridors and site lines from McCabe Street, Stirling Highway and also within the site to maximise natural light, views and privacy.

The site has a natural fall from McCabe Street to Stirling Hwy from RL22.0 to RL 16.0. This allows for parking to be sleeved under the upper plaza and for a natural transition from upper plaza to the lower courtyard that responds to the level of Stirling Hwy. The shift from upper to lower plaza allows for expansive curtilage around the existing built heritage fabric to create a civic courtyard market ground that offers invitation to the community through and array of amenity and alfresco offering.





Functionality and Build Quality

The architecture aims to achieve design excellence by taking inspiration from its local ocean and riverine context. It is a premium location, and this will be reflected in the design quality, finishes, materiality and elegant built form reflecting a coastal resort style aesthetic. The design proposition offers an integrated approach to key issues of heritage, adaptive re-use, density, site lines, view corridors, open space, vegetation, access and amenity with 66% of the site dedicated to publicly accessible open space.

Shaping of the tower forms improves view corridors through the site. Extensive glazing and balconies maximising the extraordinary panoramic river and coastal extended views & beauty of natural light and ventilation. Balcony arrangements, orientation of the three (3) towers has been specifically designed to maximise privacy and views to both the river and ocean.

The level transition of upper and lower plaza provides two ground planes of landscape diversity and allows for servicing and parking to be discretely tucked under the ground plane. The sleeved in the natural fall of the site. Access and entry points for vehicles occurs off McCabe Street as a two way entry and exit and Coventry Parade as a one way entry that connects to McCabe Street.

In relation to services, all anticipated site infrastructure and servicing occurs in the basement and lower podium levels out of site from the public domain. Building plant has been considered within the basement and at roof plant level and appropriately located.





Sustainability

Considerable effort has been made to ensure that this development exceeds minimum level requirements in relation to sustainability. The project is pursuing Australian Excellence in sustainable design, targeting 5-star self-assessment under the Green Star Design and As Built V1.3 rating tool. In addition, health and wellness features from the Fitwel tool will be incorporated, as will elements from the One Planet Living system.

The design is to include provision of solar generation with a large solar array, nominally 80kW peak output. The system will reduce operational costs and carbon emissions and will benefit from the mixed-use nature of the project. The design will include an internal embedded meter network to collect and collate data from tenancies, major uses and apartments to manage the billing process and provide data for building optimisation. The system is expected to have sufficient tiers of metering to facilitate self-check and leak detection functionality.

Based on FCDS initial review of confirmed and recommended design features, the project would be expected to achieve around 70 points (>15% over the target of 60 points) under the Green Star Design and As Built V1.3 tool. Should some of the target credits not be available, there are an additional 14 stretch target or credits to be confirmed as the design progresses.

The mechanical and electrical designs are seeking to improve over minimum BCA requirements by at least 10%. LED lighting and efficient air conditioning systems are expected to reduce building operational costs and energy consumption. The design team expect to use a modelled approach to Section J compliance, with a target of a 10% improvement in building envelope performance over minimum requirements. This will include targeting improved NatHERS ratings for the residential component. Selection of materials will be based on low pollutant generation, high durability and good ecological credentials for Green Star outcomes. This aligns very well with the One Planet Living requirements.





Amenity

Vehicular set down occurs off McCabe Street into an expansive paved plaza allowing vehicular drop off in front of Apartment Tower 3. The arrival court allows for vehicular movement to enter and circulate back to McCabe Street with ease of wayfinding and arrival experience. The remainder of the site is dedicated to pedestrian landscape experiences creating an expansive public realm for residential and public activation and amenity. Basement, ground and podium parking is sleeved under the upper plaza with 340 car bays dedicated to residential, 122 to visitor and commercial and provision for 52 motorcycle bays.

Residents and community move freely and safely through the site from the upper and lower plaza engaging with extraordinary extended views to the ocean and through a variety of landscape experiences and diverse range of amenity. Over 4,000m² within the development has been dedicated to community uses with restaurants, café, tavern, function and event spaces, bar and lounge spaces, market provedore, co-working and creative studios.

This will create diverse interaction between residence and community and ensure that the precinct is a destination experience for all to enjoy.

Further to the community amenity Tower 1 has a ground floor residence lounge associated with the infinity pool and outdoor terrace that looks directly out to the ocean. Tower 2 has a podium expansive roof terrace and residence shared area affording extraordinary views to the ocean and river and with outdoor barbeque areas and indoor lounge function spaces. Similarly Tower 3 also has an expansive roof terrace with indoor and outdoor residential facilities and beautifully designed landscape areas.



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Legibility

Sight lines have been structured to create permeability and welcome with vast extended panoramas connecting to the river and ocean, allowing clear site lines, ease of wayfinding, natural surveillance and a sense of safety within the precinct. On such a large site with two ground planes ease of clear legibility is a critical part of the masterplan and our overall design approach. The design encourages public access through a sense of openness and welcome.

Clear delineation of entry points is well defined allowing transparency and a sense of welcome into the site. Pedestrian movement is separated from vehicular traffic at the upper and plaza creating a pedestrian focused public realm. Well defined site entrance points are situated in highly visible and active locations off Stirling Highway, McCabe Street and Coventry Parade. Within the precinct entry to residential lobbies is well defined and linked to upper plaza landscaped area, forming clear ease of wayfinding arrival and welcome.

All building entrances are clearly visible from all locations set amongst landscaped gardens. Strong axial relationships between landscape and built form elements aid this clarity. Entry and exit points to all street frontages allow convenient access to security points, lobbies and vertical circulation.



Safety

The approach to masterplanning has resulted in open plaza and courtyard planning which provides extensive visual surveillance to the public realm across the upper and lower ground plane. Clearly defined building entry points, along with substantial glazing to ground floor building envelopes creates active and safe environment with high levels of passive surveillance through community use. Secure lobbies from the carpark levels ensure safety for residence and direct vertical movement to apartments.

Opening up the site to create more than 66% dedicated to publicly accessible open space creates unprecedented legibility and access through the site. The intent to minimise built footprint on the ground plane to give this back to public domain for community benefit and to maximise physical permeability safety and a sense of welcome through the site.

The well-lit landscape design channels people into controlled and visible areas and public access will only increase the sense of safe space. A clear line of public / private zones and a strata managed maintenance regime will complete the approach. Creating a highly activated public domain enhances this sense of natural surveillance and safety.





Community

Community is a key component underpinning our design ethics for the success of the development. Increased visitation and activation with the restaurants, café, wine bar, tavern, provedore, courtyard for events, creative studio and co-working spaces will enhance the desirability of this part of North Fremantle as highly sought after destination.

The public realm will play a vital role in transforming the development into a thriving destination precinct. The extensive ground plane dedicated to community benefit offers an unparalleled opportunity to host a myriad of commercial offerings and public spaces that benefit the local community, residents and visitors to create an integrated village neighbourhood.

The design approach creates seamless courtyards and plazas to connect people. The architectural form and functional planning has carefully been designed to maximise its interaction with the surrounding context connecting and inviting movement through the site with clear site lines and wayfinding. The development presents fully activated lower levels for public interaction and engagement with seamless relationship with indoor and outdoor spaces. The ground and lower podium levels are set amongst significantly landscaped settings providing shade and varied places to reflect, gather and reside within.

The re-imagined brewery built heritage will be conserved and adapted to become a hive of activity with active edge zones in and around the building and engaging with street frontages and the internal courtyard. The ample curtilage around the building allows for a large market ground plaza to the east protected by the building from prevailing winds and with stunning northern aspect for alfresco entertainment.

Each apartment tower offers residents private lounge and function room spaces. These areas act as meeting and entertainment spaces for residents. The heritage fabric along with a variety of food and beverage and alfresco dining provides an event function space for hire at upper level.

Tower 1 has an impressive infinity pool and residence lounge at ground located in the north-west corner and affording spectacular ocean views. Tower 2 accommodates a variety of wellness spaces for all the residence. Social indoor and outdoor gathering spaces are integrated into all 3 apartment towers to provide the opportunity for residents to meet in a variety of settings.



Aesthetics

The overall design aesthetic draws upon its location of ocean and river. Orientation and the figure ground arrangement of the buildings have specifically been designed to maximise the ground plane and views aspects within the precinct and as you move up into the residential living environs which afford breathtaking extended views.

The material palette is underpinned by this natural setting combining warm earthen tones of coastal texture, colouration and ambience combined with the neutral olive and subtle tones extending to the river. Orientation and shape of the apartments has been generated from a trapezoidal shape that has then been fractured into two triangles to allow natural ventilation, vistas and light to penetrate through the buildings.

The apartment buildings are slender and elegant with curved corners increasing views and softening the building edges. Delicate louvres screen balconies and provide articulation to the façade. The palette is coastal and neutral, with crafted detailing to the architectural form. The design creates a vibrant and sustainable living community for all ages village that enhances the community and revitalises the historic gateway into North Fremantle.

The materiality is refined with high performance tower double glazing, metallic champagne vertical and horizontal operable louvres, bronze sunset tones, earthen sandy stone colouration and textures to the lower podium and an industrial ethic to the existing heritage fabric.





5.2. LOCAL PLANNING FRAMEWORK

5.2.1. CITY OF FREMANTLE LOCAL PLANNING SCHEME NO. 4

Under the provisions of the *City of Fremantle Local Planning Scheme No. 4* ('LPS 4'), the subject site is located within the 'Development' Zone. The purpose of the 'Development' Zone is to provide for future residential, industrial, commercial and other uses in accordance with a comprehensive Structure Plan or Detailed Area Plan (now referred to as a Local Development Plan).

The subject site also forms part of a Development Area known as 'Development Area No. 18 – McCabe-Coventry Street, North Fremantle ('DA18')'. The development of land within the DA18 area is compliant with the requirements of LPS 4, as detailed in **Table 6** overleaf.

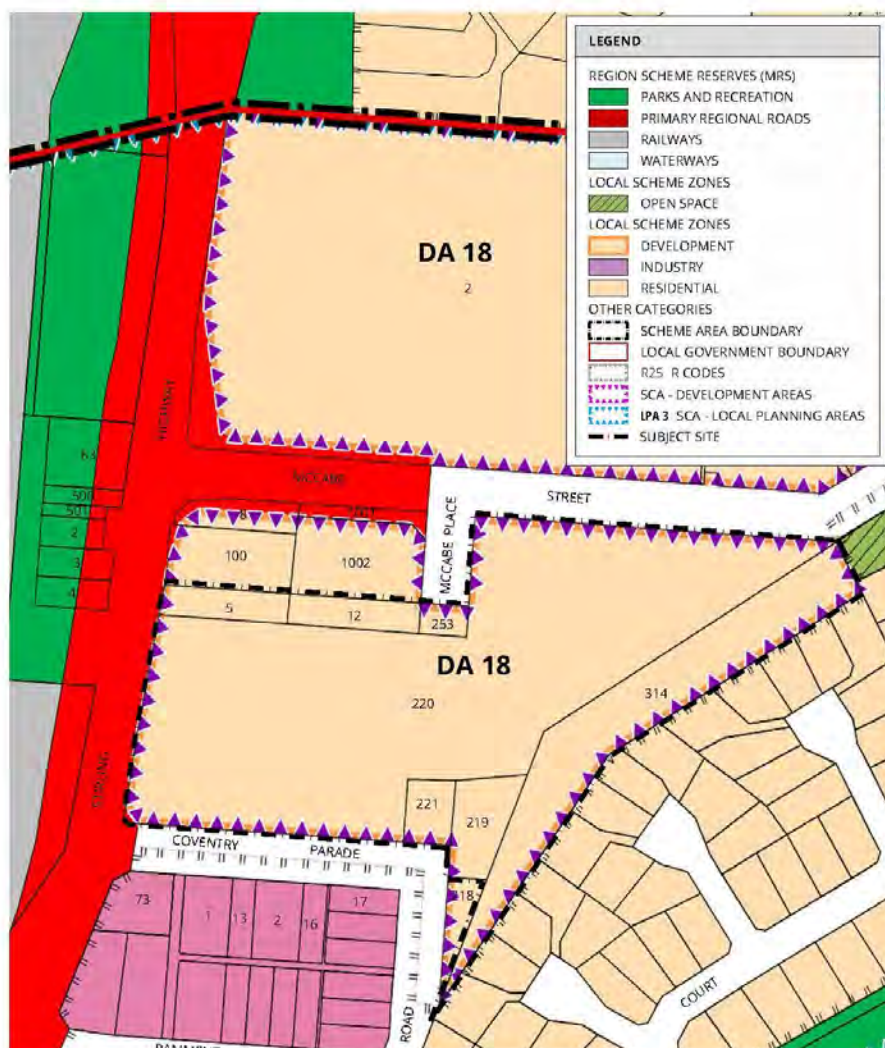


Figure 7 - LPS Zoning



DA18 PROVISIONS	COMPLIANCE STATEMENT
1. Structure Plan is to be adopted to guide subdivision, land use and development prior to approval of development applications.	The site is subject to the Former Matilda Bay Brewery Site Structure Plan which was approved by the WAPC in October 2020 (refer Section 5.2.2 of this report).
2. Investigation of potential site contamination to the satisfaction of the DEC.	Potential site contamination has been resolved to the satisfaction of DWER (refer Section 3.4.2 of this report).
3. No development shall be permitted within the proposed road widening on Stirling Highway and McCabe Street as indicated in the proposed Metropolitan Region Scheme ('MRS') Amendment 1210/41 or as in a finalised MRS Amendment.	No development is proposed within the Primary Regional Road reserve road widening area.
4. Any Structure Plan for the land of No. 130 Stirling Highway (including Lots 5, 12, 218, 219, 220, 221, 314 and 253) and No. 2-4 McCabe Street (including Lot 9, 10 and 11), North Fremantle is to include an internal link road connecting McCabe Street/McCabe Place to Coventry Parade/Thomson Road.	The development provides for an internal link road connecting McCabe Street/McCabe Place in the north, to Coventry Parade/Thomson Road in the south.
5. Development applications received prior to adoption of a Structure Plan shall be assessed via the Mixed Use provisions of the Scheme. Applications for any form of residential development and subdivision should be deferred until the Structure Plan is adopted in order that servicing, open space provision, environmental remediation and other issues are resolved.	Not applicable – the site is subject to an approved Structure Plan.

Table 6: DA18 Compliance Table

5.2.1.1. LAND USE PERMISSIBILITY

The development comprises a range of commercial and residential land uses, including a food and beverage precinct, market and a public gallery. For the purposes of assessing the Application, the uses proposed at the site are consistent with the following listed uses within LPS 4:

- Residential (Multiple Dwelling);
- Tavern;
- Restaurant;
- Exhibition Centre;
- Reception Centre; and
- Shop.

The suite of land uses proposed as part of the development are permissible under the provisions of LPS 4 and therefore, capable of approval.

5.2.1.2. CAR PARKING

The statutory car parking requirements for the subject site have been defined from SPP 7.3 (for the residential component) and LPS 4 (non-residential component). **Table 7** below provides an assessment of the proposed uses at the subject site with respect to the proposed number of car parking bays.

	LAND USE	SOURCE	YIELD	PARKING RATE (CAR)	REQUIRED NO. OF BAYS	PROPOSED
RESIDENTIAL	1 Bed Apartment	R-Codes Vol 2	38	0.75 per dwelling	29	340
	2 or more bed Apartment	R-Codes Vol 2	169	1 per dwelling	169	
	Total Residential				226	340 (surplus of 114 bays)
RESIDENTIAL VISITOR AND COMMERCIAL	Residential (Visitor)	R-Codes Vol 2	207	1 bay per 4 dwellings up to 12 dwellings	3	122
				1 bay per 8 dwellings for the 13th dwelling and above	25 (24.5)	
	Tavern	LPS 4	200m²	1:2.5m² of public bar area; and	80	
			151m²	1:5m² of lounge / garden area	31	
	Tavern Function area	LPS 4	420m²	1:5 seats or 1:5 people accommodated or 1:5m² of dining area, whichever is the greater	84	
	Restaurant / Café	LPS 4	382m²	1:5 seats or 1:5 people accommodated or 1:5m² of dining area, whichever is the greater	79	
	Gallery / Exhibition Centre (Not Specified in Table 2)	**Town of Mosman Park LPS 3	288m²	1:40m² NLA	8	
	Shop (Market / Provide)	LPS 4	807m²	1:20m² GLA	40	
Total Commercial				322	122	
TOTAL (COMMERCIAL + RESIDENTIAL)				548	462 (shortfall of 86 bays)	

Table 7: Car Parking Schedule



Whilst the development proposes a shortfall of 86 car parking bays (primarily related to the non-residential component of the development), the shortfall is justified as follows:

- Clause 4.7.3 of LPS 4 provides Council with the ability to reduce the standard parking requirements specified in Table 2 of LPS 4, where one or more of the criteria outlined in Clause 4.7.3.1 are satisfied. In this regard, the proposed development satisfies a total of four (4) of the eight (8) criteria, as follows:

- *the availability of public transport in the locality (sub-clause (ii) of Clause 4.7.3.1);*

Compliance Statement: the development is located adjacent to Stirling Highway, which is a high frequency public transport corridor, with the nearest bus stop being located 50m south of the site, and the North Fremantle Train Station which is located approximately 650m south of the site.

- *any reduction in car parking demand due to the sharing of car spaces by multiple uses, either because of variation of car parking demand over time or because of efficiencies gained from the consolidation of shared car parking spaces;*

Compliance Statement: the proposed parking management regime allows for the greatest degree of parking efficiency, by permitting shared use of the public facility. The peak traffic periods for each land use is at different times of the day. As such, the traffic analysis show that the proposed provision of parking would be sufficient to accommodate the parking demand on both weekdays and weekends.

- *the proposal involves the restoration of a heritage building or retention of a tree or trees worthy of preservation;*

Compliance Statement: the development proposes the retention of the existing 1929 Ford Assembly heritage building, in addition to the retention of three (3) existing mature palm trees adjacent to Stirling Highway. The heritage buildings will be refurbished to comprise a range of commercial offerings, including food and beverage retailers, a tavern and co-working space which provides significant benefit to the community as opposed to privatising the buildings for residential purposes. On this basis, given retention and refurbishment of the heritage buildings limits the site's redevelopment potential, it is considered a relaxation of the City of Fremantle car parking standards can reasonably be applied to the development, on the basis that an improved (and publicly accessible) heritage outcome is being provided.

- *any other relevant considerations.*

Compliance Statement: the development incorporates several "kiss and ride" bays within the Arrival Court of the upper plaza to facilitate ridesharing as a method of travel to and from the site. This will improve the efficiency of local arterial road performance and in turn, reduce the overall car parking demand at the site. Further, the uses proposed at the site (i.e. tavern and function room) are likely to generate lower volumes of vehicles parking at the site due to the majority of people not driving to a place where they are planning to drink alcohol, and where rideshare options are generally the preferred method of travel. Alternatively, for each group of people arriving at the venue, there will likely be one designated driver (person who will not drink alcohol and will drop everyone else home), therefore reducing the overall car parking demand of the tavern use.

5.2.2. FORMER MATILDA BAY BREWERY STRUCTURE PLAN

In accordance with the requirements of DA18 within LPS 4, the 'Former Matilda Bay Brewery Site Structure Plan' was prepared and approved by the Western Australian Planning Commission ('WAPC') in October 2020. The Structure Plan provides for the comprehensive redevelopment of the site for medium and high-density residential uses and a range of commercial and retail land uses, communal facilities and public open space.

In accordance with the Structure Plan, the site zoned 'Residential' with an applicable density coding of R160 with portions of the site zoned 'Mixed Use'. The Structure Plan general sought to allocate the 'Mixed Use' zoning along Stirling Highway and adjacent to the proposed area of Public Open Space. Notwithstanding, following detailed design and consideration of the proposed design response, it is proposed to reallocate portions of the Mixed Use zoning such that it generally aligns with the existing heritage buildings (as opposed to be located adjacent to the area of Public Open Space) to provide greater community benefit and reactivation of the iconic heritage buildings.

As the Structure Plan is an instrument of due regard only, the minor variation to the land use allocation shown on the Plan 1 can be considered at the Development Application stage. In this regard, the proposed development is generally consistent with the provisions of the Structure Plan and can be supported.



Figure 8 - Former Matilda Bay Brewery LPS Zoning



5.2.2.1. DESIGN OBJECTIVES

Design Guidelines were prepared for the Structure Plan Area by the City of Fremantle in consultation with the Applicant and the North Fremantle Community Association. The Guidelines identify design objectives and desired outcomes for the following elements:

- Connectivity and traffic management,
- Built form,
- Heritage and character,
- Housing and land use diversity; and
- Public realm and Community Engagement.

Table 8 below demonstrates how the proposed development satisfies the six (6) design objectives of the Structure Plan.

DESIGN OBJECTIVE	COMPLIANCE STATEMENT
Connectivity and Traffic Management	- The proposed development delivers the internal road link providing pedestrian and cycle connectivity between McCabe Street and Coventry Parade; and - The proposed development prioritises the network of paths and pedestrian access throughout the site to improve the residential connectivity between Stirling Highway and the residential areas to the east.
Built Form	- The proposed development will be considered a 'landmark' development on entry to North Fremantle which respects the historic character of the site.
Heritage and Character	- The development proposes to locate commercial uses within the heritage buildings to provide public access to the most significant (iconic) areas of the site, which will reinterpret the historic architectural fabric of the buildings, whilst exploring the history of the site in a modern light.
Housing and Land Use Diversity	- The residential components of the development provide a range of dwelling typologies drawing interest from a range of buyer types; and - The development also comprises a wide range of land uses to improve the amenity of the general locality and provide a place for the community to come together and meet.
Public Realm	- As previously outlined, the development provides a new and high quality public realm on private land that unlocks a previously closed off site to provide a new meeting place and venue for community events and activities.
Community Engagement	- The developer has engaged with the community and major stakeholders throughout the preparation of the Structure Plan, with further targeted community engagement to be undertaken post-lodgement of this Application.

Table 8: Design Objectives

5.2.3. LOCAL PLANNING POLICY 3.11 – MCCABE STREET AREA, NORTH FREMANTLE – HEIGHT OF NEW BUILDINGS

The City of Fremantle's Local Planning Policy 3.11 – McCabe Street Area, North Fremantle – Height of New Buildings ('LPP 3.11') was prepared following the completion of the McCabe Street Height Study in 2008, which was undertaken to determine appropriate building height and bulk controls for new development in DA18. The purpose of LPP 3.11 is to identify maximum building height limits within DA18 under the Scheme, and to help safeguard important views from publicly accessible viewpoints towards and over the Indian Ocean and the Swan River.

Under the provisions of LPP 3.11 the site is subject to varying building heights ranging from 14m to the west (Zone J), 17m to 33m in the centre (Zones H1 and H2) and 29m to the northeast (Zone E). In this regard, the proposed development is contained to Zone J and portions of Zones H1 and H2.

While the development proposes building heights of 16- and 11-storeys, it is noted that the height limits prescribed in LPP 3.11 are based on the McCabe Street Building Height Study which was prepared in 2008 and which predates the Structure Plan. Therefore, the 2008 study, and the subsequent preparation of LPP 3.11, fail to take into consideration the significant shift in urban development which has occurred over the course of the past decade with regard to State government planning objectives. This includes that of State density targets (as outlined in the Sub-Regional Planning Framework), in addition to the density targets of the Structure Plan.

In addition, there has been a substantial natural evolution in the local context and visual landscape, with the development of Taskers and Siskas (3 – 7 storeys) at 9 – 13 McCabe Street since the outcomes of the study and LPP 3.11 were first published. It should be noted that the landscape will continue to undergo transformation as Megara's Serai development (8 storeys) at 19 – 21 McCabe Street is developed over the course of the next 1 – 2 years, in addition to the natural growth of vegetation within the identified view corridors over the course of the past 10 – 15 years. The former OneSteel site has also recently been acquired by property developers, Exal Group, who are understood to be seeking to develop a mixed use development of similar scale to that proposed by 3 Oceans Property.

As the proposed development seeks additional height above that contemplated by the LPP 3.11, an assessment against the 'Additional Height Criteria' has been undertaken, as outlined in **Table 9** overleaf. Additional justification for the proposed building height is provided at **Section 5.3.1.1** of this report.

The Specific Requirements Additional to General Policy Provisions contained within Clause 4.2.2 of the LPP 3.11 states that new development will be assessed in terms of its impact upon the Matilda Bay Brewery Company building (former Ford Motor Company assembly plant), and the extent to which new development helps to conserve and reveal the significance of the heritage place. As outlined in Cox Architecture's Architectural Statement, the proposed design response is centred around the conservation and focus of the heritage building, with the residential towers deliberately set back from the street to reveal and emphasise the heritage building.



ADDITIONAL HEIGHT CRITERIA	COMPLIANCE STATEMENT
The development shall be designed and constructed in such a manner so as to achieve a rating of not less than 5 Star Green Star using the relevant Green Building Council of Australia Green Star rating tool or equivalent.	The development will be designed to the equivalent standard of a 5-Star Green Star Design and As Built v1.3 rating system (refer Section 6.3 of this report).
The development must incorporate works to conserve the heritage significance of the heritage building.	The development proposes the retention and conservation of the heritage building, which will be made accessible to the broader public through the suite of non-residential land uses proposed.
The development must be of distinctive architecture befitting its location and exceptional design, meeting at the highest possible standard the principles of good design listed under clause 11.8.6.3 of LPS4.	The development has been architecturally designed by Cox Architects and has been the subject of extensive design review with the City of Fremantle Design Advisory Committee where members have stated that the design is of a "high quality" which incorporates "elegant architectural forms".
The development must not encroach upon view corridors as defined in the "McCabe Street Height Study" dated May 2008, prepared by Scenic Spectrums Pty Ltd on behalf of the City of Fremantle.	Whilst the development encroaches upon portions of the view corridors defined in the McCabe Street Height Study, views from locations of significance are generally maintained (refer Section s 5.3.1.1 and 6.8 of this report).
The aggregate footprint of the portions of the development in height in zones H2 and H3 must not occupy more than 60% of the total combined land area of zone H2 and H3, and any individual portion of the development over 17 metres in height must not have a footprint greater than 20% of the total land area of zone H2 and H3.	The development proposes a variation to the building height requirements of LPP 3.11, however, is considered to provide for a design response which is consistent with contemporary development principles which releases the ground plane for community benefit (refer Section 5.2.3.4).
The development is to include non-residential ground floor uses that contribute to the function of the locality with a minimum commercial floor area of 500 square metres to serve the existing and future residential population living within walking distance of the precinct.	The development incorporates a total of 4,083m ² of total non-residential gross floor area, offering a mix of food and beverage, retail and community uses for the existing and future residential population.
Notwithstanding any overall public open space requirements the development is to include no less than 15 per cent of the zone H2 and H3 area to be public open space.	The development provides for a total of 66% of the site area (Stage 1) for public realm purposes, which comprises open space areas dedicated to landscape and community benefit.
A minimum of 15% of the total floor space proposed for residential use in the development shall be provided for affordable housing as defined in the City of Fremantle Local Planning Scheme No. 4 (Schedule 1).	The development does not provide for an affordable housing component due to the high-quality and premium nature of the development. This is consistent with recent approvals within the City of Perth whereby it has been demonstrated that is not financially viable for future purchasers of affordable dwellings to maintain the required and on-going strata management fees.

Table 9: Bonus Height Criteria LPP 3.11



5.3. DEVELOPMENT STANDARDS

5.3.1. BUILDING HEIGHT

As outlined in Section 5.2.3, the proposed maximum buildings heights which are in excess of those stipulated under LPP 3.11. As per the City's LPP 3.11, the maximum permitted building height for the site ranges from 14m to 33m in various areas across the site. The development proposes three (3) towers ranging in height from 10-storeys (RL 55.8m) to 16-storeys (RL 73.4m), with the tower elements located such that they are generally consistent with where the maximum building heights apply under LPP 3.11. It should be noted, however, that the site has historically been excavated to RL 16m, with the 'Upper Plaza' being designed to be a consistent level with McCabe Place at RL 22m. In this regard, two (2) storeys of the development are effectively concealed when viewed from McCabe Street.

This section of the report provides a detailed analysis and justification for the appropriateness of the scale, while taking into consideration the accompanying public benefit delivered as part of this development.



Figure 10 - Compliant Scheme vs. Proposed Scheme

Proximity of the Site to High-Frequency Public Transport

Whilst the proposed development exceeds the building height limits prescribed in LPP 3.11, the proposed scale of the development is considered appropriate given its location and accessibility to public transport. That is, given the site is located on a designated urban corridor and is located in proximity to the North Fremantle (650m south) and Victoria Street Train Stations (1.3km north), Stirling Highway, Fremantle CBD and ability to access the Perth CBD and surrounds, the proposed scale of the development is considered appropriate and consistent with the outcomes contemplated by the Sub-Regional Planning Framework.

Architectural Form

The architectural form of the development has been designed to achieve a more slender and articulated development than could otherwise be achieved through a compliant development scheme. As depicted in the image below, a development scheme which complies with the requirements of LPP 3.11 results in a wider, bulkier and less permeable development when viewed from the street edge, resulting in a “boxier” development outcome. Such an outcome would preclude greater views of the ocean from the various views of significant within proximity to the site (discussed further in Section 5.3.1.1 of this report).

Through the provision of taller tower elements, the ground plane of the development can be released for public realm purposes, with a total of 66% of the Stage 1 area being dedicated to public realm. Under a ‘compliant’ scheme, opportunities for the provision of public realm and pedestrian connectivity are significantly limited, in order to meet the density targets of the Structure Plan.



Figure 11 - Approved and Future Developments



As such, the provision of taller tower elements improves pedestrian connectivity through the site, providing strong connections to Stirling Highway, McCabe Street and Coventry Parade.

The design response also seeks to set back the tower elements from the street and adjacent lot boundaries significantly further than required under R-Codes Vol. 2, such that the impact of the building bulk and scale at the street level is further managed and ultimately mitigated from a pedestrian scale.

Future Context of the Locality

When considered in the wider and future context, it is noted that the scale of the proposed development, when viewed in its topographical context, is only marginally larger than, or generally consistent with, other recently approved (and constructed or under construction) developments including:

- Serai Megara eight-storey Development at Lot 19 (Nos. 19-21) McCabe Street, North Fremantle; and
- Taskers Apartments five-storey development at Lot 806 (No. 11) McCabe Street, North Fremantle;
- Siskas Apartments seven-storey at Lot 801 (No. 9) McCabe Street, North Fremantle.

It is also noted that the former 'OneSteel' site has recently been acquired by Exal Group who are undertaking a Precinct Structure Plan process to achieve building height and a scale of development which is generally consistent with the proposed as part of the Application. In this regard, there is a clear transformation of the precinct occurring from a former industrial area to a high-quality multi-residential precinct which is representative of modern and contemporary development outcomes.



Retention of Heritage Building

The design response has been premised around the retention of the existing heritage buildings on the site. As such, at a pedestrian scale at the street level, the height of the towers is largely mitigated due to the setback distances of the towers, and the frontage of the development being isolated to the heritage buildings and public realm components only. This is a deliberate design response to release and celebrate the heritage buildings, particularly when viewed from Stirling Highway travelling south toward Fremantle. That is, the heritage buildings remain the focal point of the development, with the setback of the towers generally not visible at the street level.

In this regard, whilst the development is seeking a significant variation to the building height requirements, the design response and context of the surrounding locality has been well considered to ensure impacts arising from the additional building height are appropriately mitigated. Whilst the building height requirements applicable to the site are contained within a Local Planning Policy, although not a scheme provision per se, are specified in a local planning policy adopted under LPS 4. As such, the provisions of Clause 12 of Schedule 2, Part 3 of the *Planning and Development (Local Planning Schemes) Regulations 2015* is relevant, which states:

12. Variations to local planning scheme provisions for heritage purposes

- (1) *The local government may vary any site or development requirement specified in this Scheme to –*
 - (a) *facilitate the built heritage conservation of a place entered into the Register of Places under the Heritage of Western Australia Act 1990 or listed in the heritage list; or*
 - (b) *enhance or preserve heritage values in a heritage area.*

As the development seeks to enhance and preserve the heritage values of the area, through restoration of the existing heritage buildings for public use, it is considered a variation to the applicable building height requirements is justified, given the demonstratable broader community benefit.



5.3.1.1. VIEW ANALYSIS

The development standards and provisions contained within LPP 3.11 predominantly relate to the height of new buildings. Notwithstanding, the principles of LPP 3.11 are defined and interpreted through the State Administration Tribunal ('SAT') decision by Senior Member Parry for the McCabe Street Structure Plan for the Taskers and Siskas developments [2009] WASAT 37. The SAT decision provides a defined approach for the analysis of the impact of development on key viewpoints within the locality. For the proposed development, the key viewpoints are:

- Buckland Hill;
- Leighton Battery; and
- Mount Lyell Park.

As outlined in the SAT's decision ([2009, WASAT 37] for the McCabe Street Structure Plan, the following findings, principles and decision in relation to the Taskers site are important considerations of the appropriateness of building heights and the applicability of LPP 3.11.

Principles for Assessment of Views

The principles for the assessment of views, as defined under [2009] WASAT 37, are as follows:

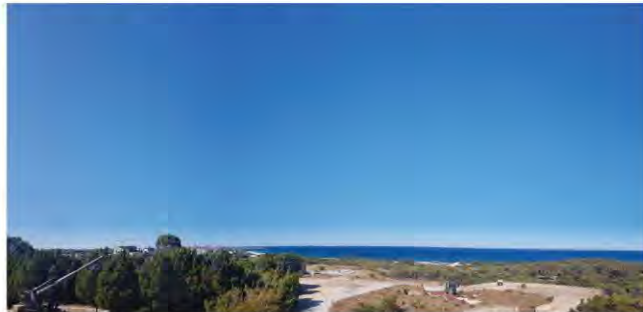
48. *In APP Corporation Pty Ltd and City of Perth [2008] WASAT 291 (APP Corporation), the Tribunal recently referred to a fourstage assessment adopted by the New South Wales Land and Environment Court (Land and Environment Court) as being of assistance in determining the acceptability of the visual impact of a proposed development on a private property. It is useful to refer to the same assessment in determining the acceptability of loss of view from a private property caused by buildings proposed in a structure plan.*
49. *In relation to the first step of the assessment, to identify the views to be affected, the affected views are of water, which are valued more highly than land views. However, the affected house would retain substantial and uninterrupted water views of the Swan River and some ocean views.*
50. *In relation to the second step of the assessment, to consider from what part of the property the views are obtained, the view in question is across a side boundary and, as the Tribunal noted in APP Corporation, the retention of side views is often unrealistic.*
51. *In relation to the third step of the assessment, to determine the extent of impact, assessed qualitatively in light of the foregoing, while the Tribunal was unable to obtain access to this house during the hearing, it is likely that the view is not from a living area.*
52. *In relation to the fourth step of the assessment, to determine the reasonableness of the development that is causing the impact.*

The four stages or steps for the assessment of views are therefore defined as follows:

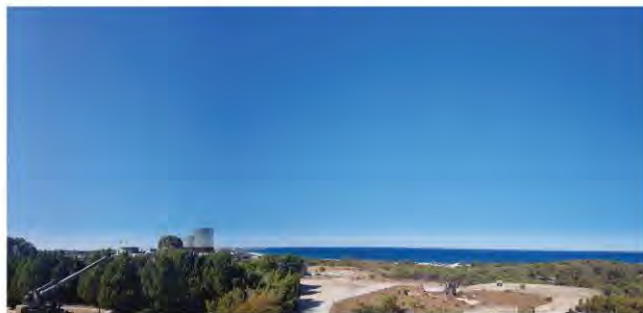
1. To identify the views to be affected and whether they are of or towards water;
2. To consider from what part of the property the views are obtained;
3. To determine the extent of impact; and
4. To determine the reasonableness of the impact.

The below analysis has also taken into consideration the SAT's position which has been asserted through several decisions that water views are more valuable than sky views.

Buckland Hill Viewpoint



Existing Circumstance



Proposed Scheme



- *To consider from what part of the property the views are obtained;*

The views are obtained from the walking trails leading up to and around Buckland Hill. The extent to which views are obstructed largely depends on where a person is standing, with there being significant opportunity for unobstructed views around the lookout area.

- *To determine the extent of impact; and*

The view analysis undertaken by Cox Architects identifies that 97% of views will be retained from Buckland Hill under the proposed development scheme, compared to 99% of an otherwise compliant development. The resultant -2% loss is considered negligible given the loss of ocean views is minimal (which would otherwise be obstructed from a compliant development) which is in part obscured by existing port infrastructure and development around Leighton.

It is noted that the vegetation around the Buckland Hill viewpoint has grown considerably since the Height Study and LPP 3.11 were first published, noting the views of the ocean obstructed by the development will eventually be obscured by the existing vegetation.

- *To determine the reasonableness of the impact.*

The impact of the development when viewed from Buckland Hill is considered reasonable, given views of the ocean largely remain unobstructed. In addition, vegetation around Buckland Hill continues to grow which will in time, naturally obscure the views which will otherwise be obstructed by the proposed development.



Buckland Hill – Obelisk Viewpoint (Monument Hill Park)



Existing Circumstance



Proposed Scheme

Key location



- *To consider from what part of the property the views are obtained;*

The view is obtained via an access trail which leads up to the top of Monument Hill. There is significant existing vegetation around the monument which provide natural screening of the development site and the ocean, which forms part of the view corridor.

- *To determine the extent of impact; and*

The view analysis undertaken by Cox Architects identifies that 97% of views will be retained from Buckland Hill under the proposed development scheme, compared to 99% of an otherwise compliant development. The resultant -2% loss is considered negligible, noting ocean views remain available from the lookout.

Vegetation from the Monument Hill Park viewpoint also continues to grow and naturally provides a level of obstruction of ocean views. The proposed height of the towers do not result in any increased loss of ocean views and rather, only impact sky views (which are considered of less importance to that of ocean views).

- *To determine the reasonableness of the impact.*

As the proposed development does not result in the loss of any additional ocean views from the of a compliant development, the impact is considered reasonable. Views in the locations will, over time, be obstructed by natural vegetation, with the development representing a minor element in context of the overall visual outlook.

Mount Lyell Viewpoint



Existing Circumstance



Proposed Scheme



- *To consider from what part of the property the views are obtained;*

The views looking west over the site are obtained from the lookout at Mount Lyell which provides 360-degrees views from an elevated outlook. The south-west view from Mount Lyell, which overlooks the Swan River and Leighton Beach is considered to be the view of significance (which is not obstructed by the proposed development), with the direct westerly view over the development site capturing limited views of the ocean only.

- *To determine the extent of impact; and*

The view analysis undertaken by Cox Architects identifies that 98% of views will be retained from Mount Lyell under the proposed development scheme, compared to 99% of an otherwise compliant development. Whilst there is an increase in the loss of water views, the majority of the impact relates to the loss of sky views which, as previously stated, are less valuable than water views. An otherwise compliant development would also result in a similar level of ocean views being lost.

The development has been designed in a manner to provide curved edges to soften the impact of the development when viewed from local vantage points, which reduces the impact of the development within the view corridor.

- *To determine the reasonableness of the impact.*

The impact is considered reasonable given Mount Lyell offers 360-degree views of the locality from an elevated viewpoint. In this regard, significant uninterrupted water views of both the river and ocean remain as a result of the proposed development, which adds further visual interest (in an architectural form) to the locality.





In summary, whilst the proposed development will result in the loss of some additional views, the views of water which are obstructed are generally limited and would otherwise be obscured under a compliant development scheme. The development is consistent with the purpose of LPP 3.11 and seeks discretion with regard to the proposed building height due to the proposed revitalisation of the heritage building and broader community benefits provided, consistent with of Clause 12 of Schedule 2, Part 3 of the Planning and Development (Local Planning Schemes) Regulations 2015.

5.3.2. PLOT RATIO

The development proposes a total plot ratio of 2.19 : 1.0 in lieu of the maximum 2.0 : 1.0 limit permitted under the R-Codes. When considering the plot ratio of the development, excluding the revitalised heritage components (for reasons outlined below), the development has a plot ratio of 1.9 : 1.0 which consistent with the requirements under the R-Codes.

Schedule 2 Part 3 Clause 12 of the Planning and Development (Local Planning Schemes) Regulations 2015 (the 'Regulations') states the following (underlining is the author's emphasis):

- (1) *The local government may vary any site of development requirement specified in this Scheme to -*
- (a) *Facilitate the built heritage conservation of a place entered in the State Register of Heritage Places under the Heritage Act 2018 section 42 or included on the heritage list; or*
 - (b) *Enhance or preserve heritage values in a heritage area.*

As demonstrated in Section 6.1.6 of this Report, the proposed development seeks to preserve and enhance the existing heritage buildings on site which will provide a positive conservation outcome and enable community engagement with the heritage significance of the site. On this basis, given the considerable benefit to the community which is offered through the revitalisation of the heritage buildings for public use, the variation to the plot ratio standards of the R-Codes should be supported.

Further to the above, as outlined within R-Codes Vol 2, the plot ratio of a building is directly linked to building mass and height, or bulk and scale. In this regard, the orientation, height, significantly increased primary and side setbacks, and form of the towers have been architecturally articulated to reduce the bulk and scale, while allowing the heritage buildings to maintain their visual appearance from Stirling Highway. The proposed development is therefore considered to satisfy the element objective of R-Codes Vol 2.



5.3.3. OVERSHADOWING

When considering the height of the proposed development, the overshadowing of the surrounding properties must also be considered. In this regard, as part of the design review process, the orientation, height, and form of the towers has been extensively interrogated to minimise impacts arising from overshadowing in the winter months, with a particular emphasis on the surrounding residential areas to the east and south of the site. This is achieved through the provision of two (2) taller, and slender towers, in contrast to lower and wider built form that could be achieved through strict application of the permitted development standards of LPP 3.11 and R-Codes Vol 2.

The siting of the main tower elements will allow for the shadow cast (at its lowest point on 21 June) to be consolidated into one (1) main shadow, rather than siting the towers in a north-south or east and west orientation which would result in two (2) shadows for longer periods of time. The slender nature of the towers also results in the shadows cast by the development moving more quickly, than otherwise would occur for a bulkier development outcome.

In this regard, as shown in the Overshadowing Diagrams within the 10 Design Principles Report, the difference in overshadowing of the surrounding properties between the proposed development scheme and a compliant scheme is negligible, noting in most cases, the proposed scheme results in an improved overshadowing outcome.

With respect to the properties on the southern side of Coventry Parade, these are predominantly of a commercial and industrial nature, which will therefore not be impacted by the resultant overshadowing.

The lots to the east of the site are largely only impacted by overshadowing at 3.00pm during the Winter Solstice. Notwithstanding, the lots are already impacted by shadowing as a result of existing boundary fences and vegetation along the eastern boundary. In this regard, given the shadows will move quickly as a result of the slender design of the towers, the impact is considered to be reasonable.

Whilst subject to a future Application for Development Approval, Stage 2 of the development will comprise a vegetated landscaping corridor along the eastern boundary of the site to further mitigate any overshadowing impact on the adjoining residential properties to the east. This design response will provide for a better interface than that of a compliant design.

Overall, the resultant development provides an improved urban design outcome for the neighbouring properties and the public realm than that of an otherwise compliant scheme.

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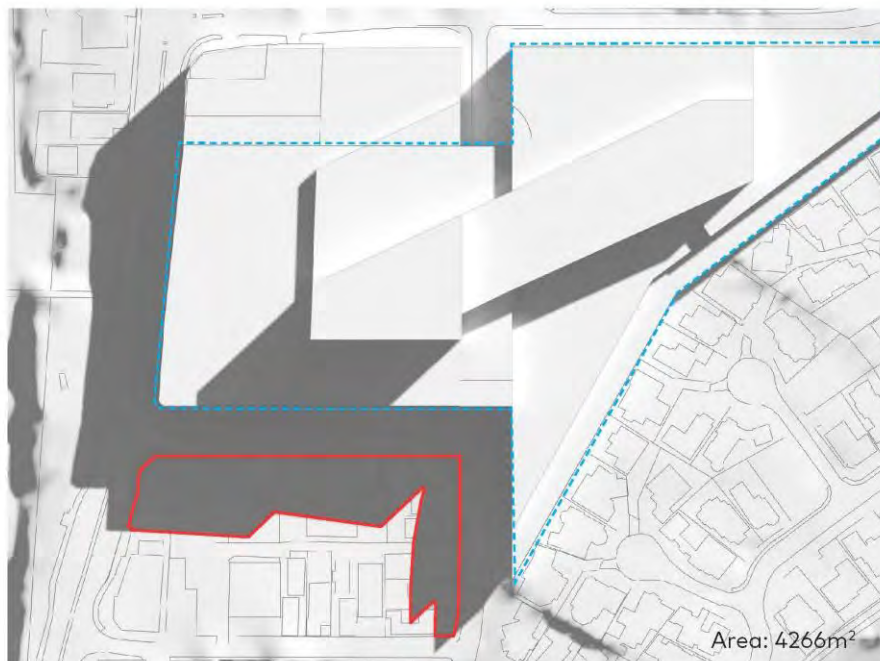
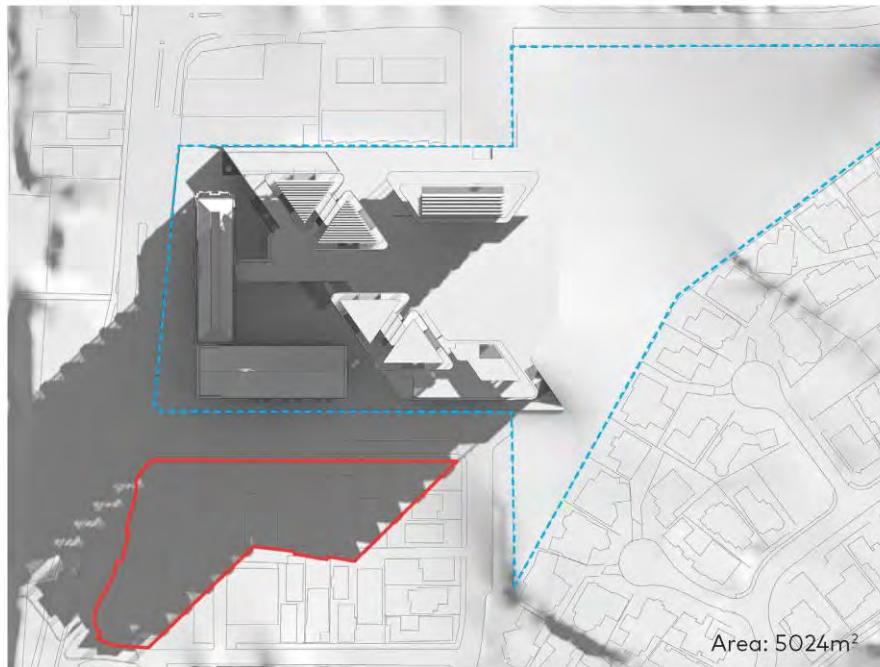


Figure 12 - Shadow Diagrams - 21st June Comparisons



12pm

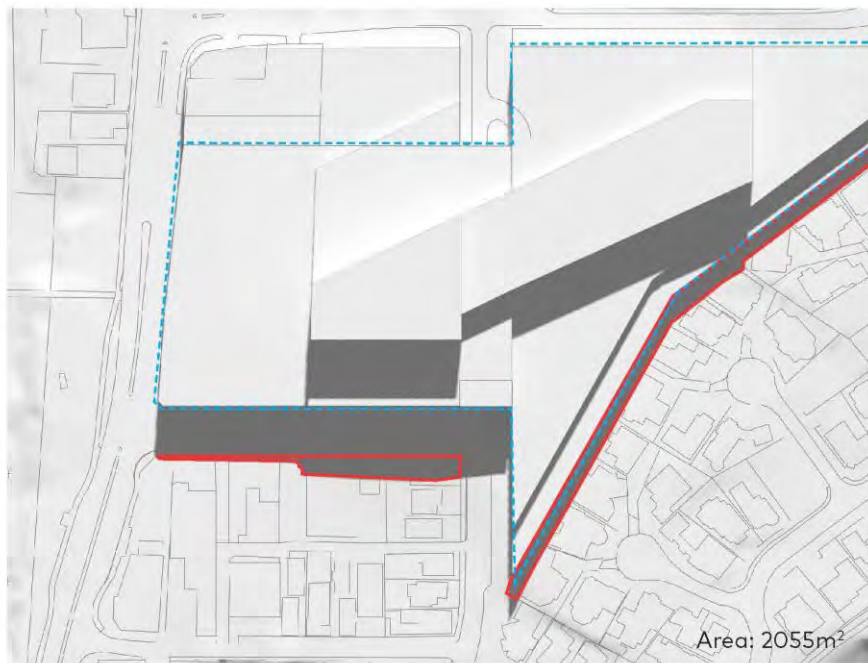
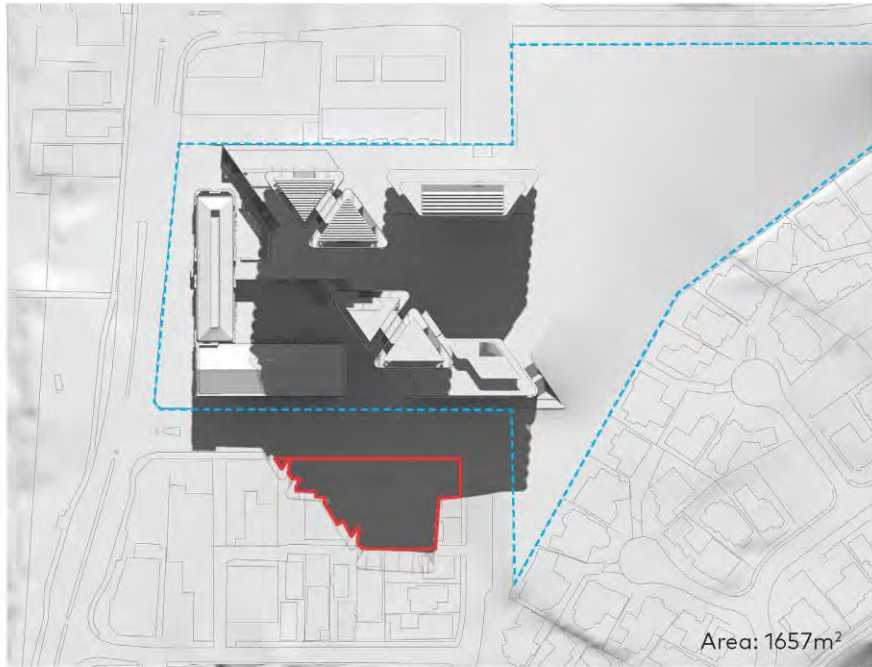


Figure 12 - Shadow Diagram (cont.)

3pm

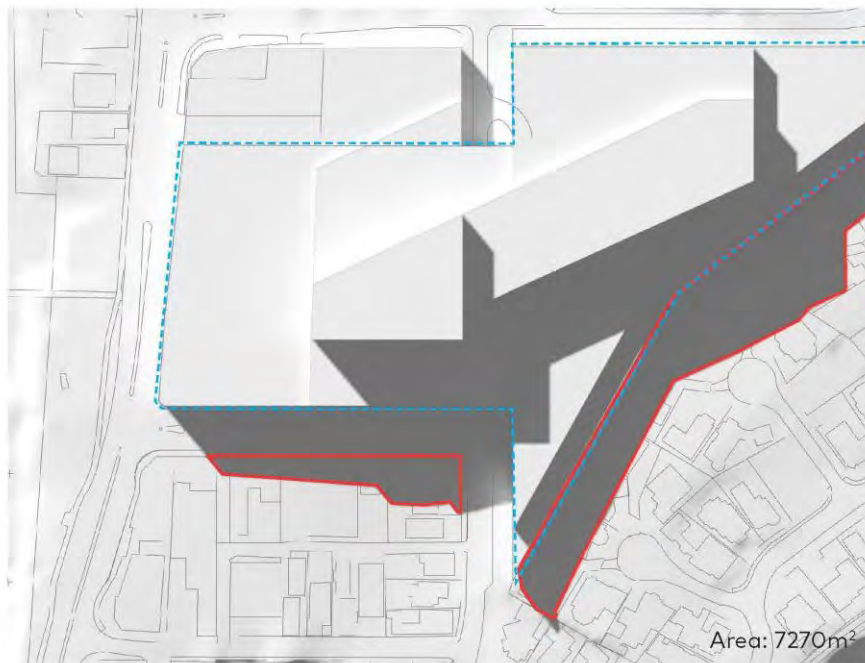
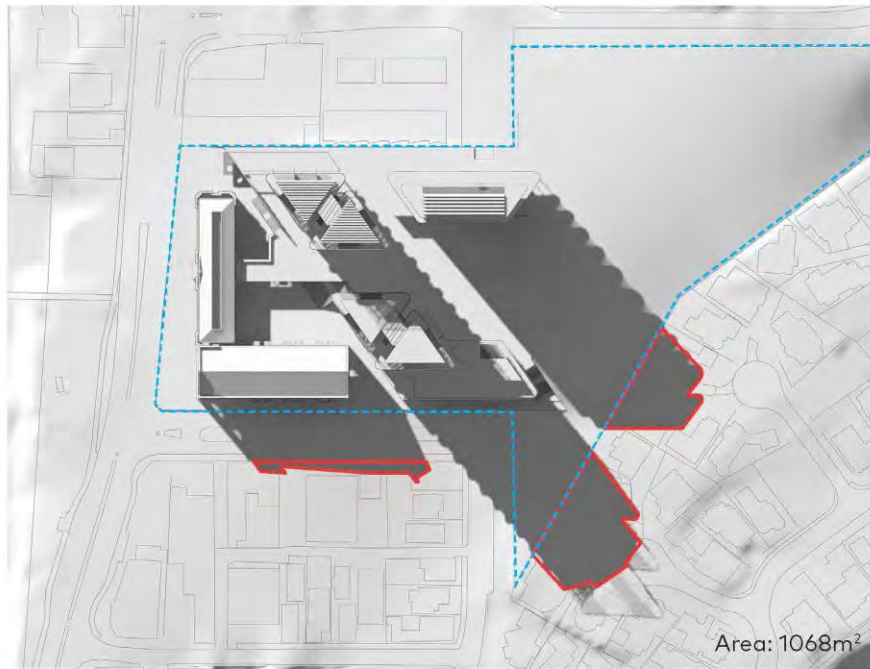


Figure 12 - Shadow Diagram (cont.)



5.3.4. COMMUNITY BENEFIT

In light of the above, the development as proposed represents a high quality and well considered design outcome for the site and more broadly, the North Fremantle locality and Western Australia. The development comprises a unique suite of land uses which are complementary to, and reflective of the local North Fremantle community which may otherwise not be feasible through a fully compliant development. A Community Needs Assessment has been prepared by Urbis in support of the development which is provided at **Attachment 6**.

A summary of the benefits provided by the proposed development, which should be considered in the context of the additional development potential proposed as part of the development is provided below:

- A new public realm that is unlocked on private land to provide a new meeting place and venue for community events and activities;
- A market area providing a wide range of benefits to the local economy and small business owners throughout the Fremantle locality;
- Unlocking the rich heritage aspects of the site for public use and benefit to indulge in the revitalised heritage buildings;
- Significant contribution to the local tree canopy and landscaping;
- A unique and interesting design that will be a “landmark” development positively contributing to the locality;
- Enhancement of the pedestrian and cyclist realms, particularly with respect to the connection between McCabe Street and Thompson Road / Coventry Parade;
- Wide range of active land uses including the restaurants, café, tavern, gallery and market that encourages activity and pedestrian generation throughout the area at various times throughout the day and night; and
- Provides a diverse housing choice with 1-, 2-, 3- and 4-bedroom apartment typologies.



6. TECHNICAL CONSIDERATIONS

6.1. HERITAGE IMPACT STATEMENT

A Heritage Impact Statement ('HIS') has been prepared by Stephen Carrick Architects in support of the proposed development and adaptation of the heritage buildings onsite and is provided at **Attachment 9**. The heritage impact has been assessed against the following criteria and documentation:

- Design Criteria;
- Cultural Heritage Values;
- Draft Local Planning Policy No. 3.6 – Heritage Areas;





71

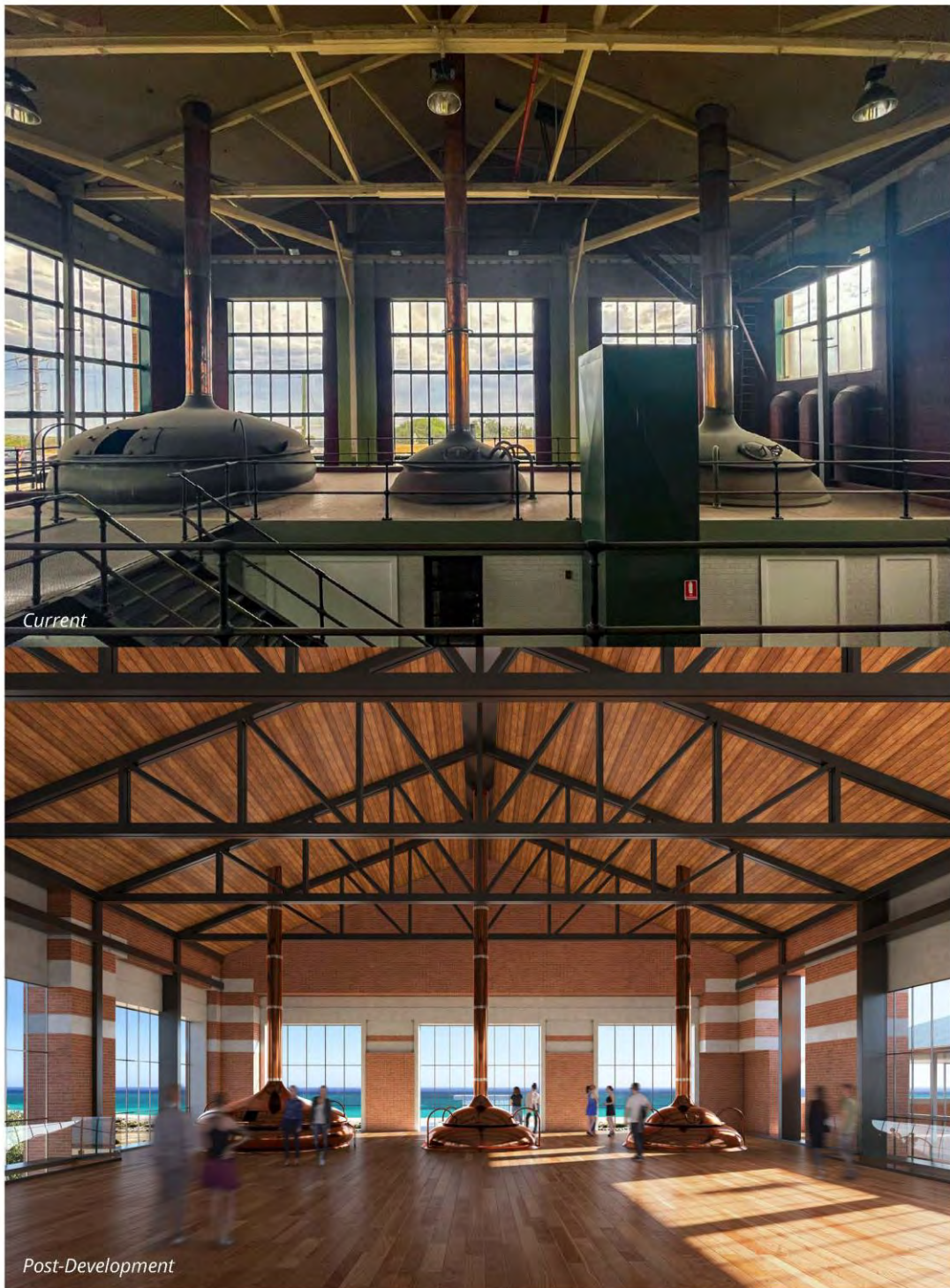
6.1.1. HERITAGE ASSESSMENT

In light of the above, the Heritage Impact Statement has been prepared in line with best practice and to satisfy the requirements for a Development Application for a site included in the Local Heritage Survey. The place's cultural heritage values; specific design criteria and the draft Local Planning Policy 3.6 – Heritage Areas have been used to assess the impact of the proposal.

Following an assessment of the proposed, it is considered that:

- The retention and adaption of the Office Building and Factory Building are an importance and positive conservation outcomes for the site;
- The proposal for the Office Building and the Factory Building maintains the building's scale, form and landmark values and their positive contribution to Stirling Highway and Coventry Parade streetscapes;
- The removal of the Workshop Wing to the east of the Office Building and the partial demolition to the east end of the Factory Building are proposed to address user requirements for the adaption of the existing buildings and to allow the siting of the new development.
- The aesthetic and landmark values of the existing buildings are being retained and views to and from these buildings from Stirling Highway and Coventry Parade are being maintained.
- As new uses are being proposed to the site, there are opportunities to celebrate the historic and social values through relevant interpretation that engages the visitor.
- The proposed public spaces will allow for the community and visitors to the existing buildings and to utilise an activate the site.
- In relation to the existing buildings, it is acknowledged that the new residential towers are of a much higher scale, however, the well-considered siting to the rear of the existing buildings and the architectural design and detail of the form will result in the significant buildings retained their presence in the streetscape.
- The proposed uses for the existing buildings (i.e. restaurant / tavern, café and provedore) have a public use and will enable community engagement with the site.
- In the opinion of Stephen Carrick Architect's, the proposal sympathetically considers the cultural heritage values of the existing buildings and site and offers an opportunity for these values to be promoted and celebrated in the future.





6.2. WIND ASSESSMENT

RWDI Australia Pty Ltd ('RWDI') has been engaged to conduct a Pedestrian Wind Assessment ('PWA'). The PWA assessed the likely impact of the proposed development on the local wind environment within and around the proposed development. The effect of wind is examined for three (3) predominant wind directions in the Perth region, being, easterly, south-westerly and westerly winds. Given the site being situated near the western coast of Perth, it is less exposed to the prevailing easterly winds noted at the Perth International Airport; therefore, meteorological data from the Swanbourne Station (which is situated closer to the coastline) has been used as it is considered to be more representative for wind directions at the site.

The analysis of the wind effects relating to the proposed development was assessed in the context of the local wind climate, building morphology and land topography. The assessment concludes that the shared podium of the proposed towers is a positive design feature that will likely reduce the impact of prevailing winds on the ground level areas around the site. The design and proposed landscaping also consist of several features that will assist with wind conditions.

The images on the following page depict the expected wind flow patterns and wind conditions.

Due to the site's proximity to the coast, the upper plaza level and terraces are generally exposed to the prevailing regional winds, which is likely to impact pedestrian comfort and safety. Notwithstanding, the assessment identifies treatment strategies including, but not limited to the following:

- Awnings along all aspects to reduce the downwash winds on the plaza and at grade level areas;
- Localised screening / vegetation zones at the corners of towers to reduce wind movement;
- 1.5 – 1.8m high balustrades along the northern and western perimeter of the Tower 1 pool terrace;
- Localised vegetation around the outdoor seating areas on the upper levels of Towers 2 and 3 and 1.5m – 1.8m impermeable balustrades along the western and southern aspects of the Tower 2 terrace and the Tower 3 terrace;
- Full height screening along one of the aspects of the private corner balconies permitting single aspect design; and
- Retention of proposed vegetation and tree planting at the base of Towers 01 and 02.

Refer to Attachment 10 – Pedestrian Wind Assessment.



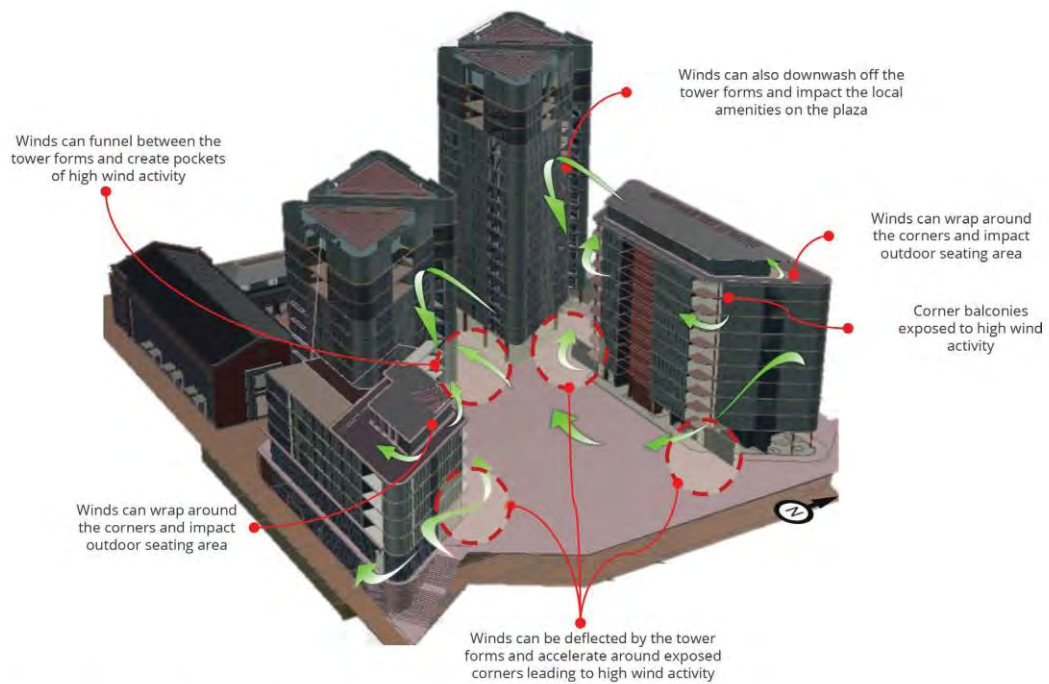


Figure 13 - Expected wind flow pattern due to westerly and south-westerly winds

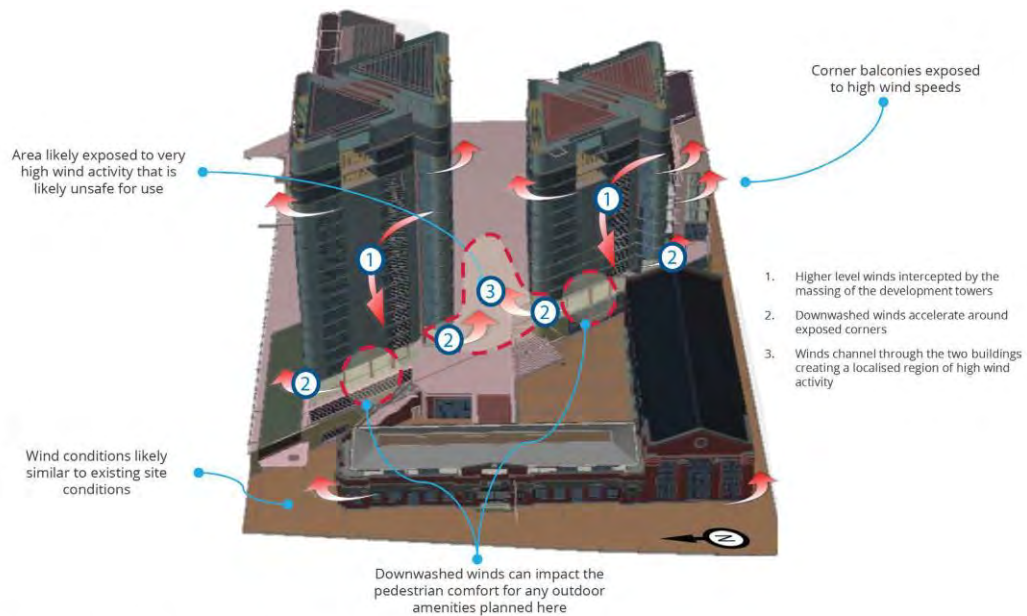


Figure 14 - Expected wind flow pattern due to easterly winds

6.3. SUSTAINABILITY ASSESSMENT

Full Circle Design Services ('FFDS') has been engaged to prepare a Sustainable Design Report in support of the proposed development. The development is designed to the equivalent standard of a 5-Star Green Star Design and As Built v1.3 rating system FFDS have completed an initial review of the project and are confident that the design will meet the 5-star Green Star Design. The following table provides a summary of general performance targets, currently targeted for this site:

CATEGORY	TARGET	DESIGN RESPONSE
Energy Consumption	10% Reduction in comparison to BCA 2019 Minimum Practice – Façade	This will require insulation and glazing performance in excess of minimum standard, including provision of shading devices. FCDS initial review of the proposed building envelope indicates that this target is readily achievable.
	15% Reduction in comparison to BCA 2019 Minimum Practice - Overall	- Energy efficient services (lighting and mechanical in particular) will be provided. - Natural Ventilation to be used where possible, targeting common areas and amenity spaces. - High efficiency reverse cycle heat pump for domestic hot water.
	Façade leakage < 5m3/hr @ 50Pa	Design will include detailing to control air leakage and commissioning will include building pressurisation tests. This requirement is in keeping with expectations for Green Star Design As Built V1.3 and the BCA 2019.
	Renewable Energy	The project shall include a large solar PV array, up to around 100kW. Consideration will be given to offsetting operational energy. Provision of batteries to capture excess generation and reuse to smooth peak demand.
Water Consumption	Low Flow Tapware	Ensure all taps, showers, WC's, urinal, dishwashers and washing machines provides are within 1 star of the best available WELS rating.
	Waterwise Irrigation	Utilise drought tolerant and native planting where possible. Utilise rain / moisture sensing and sub-soil drip irrigation for all planted areas.
Waste Targets	75%+ Recycling in operation	Design to facilitate capture of recyclable goods and use of comingled recycling. Bin stores to be provided to cater for weekly collections. Minimum three (3) waste streams to be collected.
	>90% Recycling in construction	Use of high efficiency resource recovery facility to sort waste in construction.
Durability	>10 Years for Common Area Finishes	Internal finishes shall target >10-year life spans, with minimal repair and maintenance rather than regular replacement.



CATEGORY	TARGET	DESIGN RESPONSE
Indoor Environment Quality	CO2 Levels < 700ppm	Provide control of outside air to apartments – do not rely on leakage to make up exhaust rates. Provide CO2 detection and control to commercial tenancies.
	General Occupant Comfort Initiatives	- Target 7 Star NatHERS average. - Utilise double glazing.
Transportation	Local Amenity	- Advertise local features and amenities within public spaces - Connect to transport infrastructure like bike paths and bus stops. - Provide public EoT Facilities – including showers – at ground plane.
	Sustainable Transport	- Provide priority parking for car share / car-pool parking. - Provide EV car charging facilities in commercial / visitor bays on ground floor.
General Sustainability	Australian Excellence	The project is targeting a self-assessment to 60% under the Green Star Design and As Built V1.3 rating tool – representative of 5 stars – Australian Excellence – if formally assessed.
	Health and Wellness	The project is seeking to include health and wellness initiatives from the FitWel rating system.
	One Planet Living	Align design outcomes with One Planet Living Goals.
	Operational Performance	Achieve NABERS Apartment rating in operation (nominally 3 years post practical completion).

Table 10: Energy Targets

Refer to Attachment 11 – Sustainability Report.



6.4. ACOUSTIC ASSESSMENT

Herring Storer has prepared an acoustic assessment with regards to traffic related noise for the proposed development due to its proximity to Stirling Highway. The purpose of the study was to:

- Assess the noise that would be received within the development area from vehicles travelling on Stirling Highway for future traffic volumes; and
- Compare the results with accepted criteria and if exceedances exist, develop the framework for the management of noise.

The results of the acoustic assessment indicate that noise received at the ground floor of the development, from future traffic, exceed the 'target' noise level. Therefore, Herring Storer recommend noise amelioration by way of 'Quiet House' design.

A full assessment of the development in accordance with State Planning Policy 5.4 – Road and Rail Noise would be undertaken once detailed design is finalised to provide a more accurate assessment.

Refer to Attachment 7 – Acoustic Assessment.



6.5. TRANSPORT IMPACT ASSESSMENT

Stantec (formerly Cardno) has prepared a Transport Impact Assessment ('TIA') in support of the proposed development. The TIA aims to assess the impacts of the proposed development upon the adjacent road network, with a focus on traffic operations, circulations, and car parking requirements. The TIA has been prepared in accordance with the *Western Australian Planning Commission (WAPC) Transport Impact Assessment Guidelines for Developments: Volume 4 – Individual Developments (2016)*.

Refer to Attachment 12 – Traffic Impact Statement and Parking Demand Analysis.

6.5.1. ACCESS ARRANGEMENT

Two (2) access points are provided to the site, as summarised below:

- Access 1 – Located on the northern boundary of the site providing access to / from McCabe Place. The access links to the ground floor of the site (being the entry to the sub-terranean car parking area). The access also links to the upper plaza whereby patrons are able to be dropped off in the “pick up and set down” area.
- Access 2 – located on the southern boundary of the site providing access from Coventry Parade. This access links to the ground floor and only allows inbound movements. That is, patrons are not able to exit from Access No. 2 to mitigate any potential “rat-running” through the residential estate to the south.

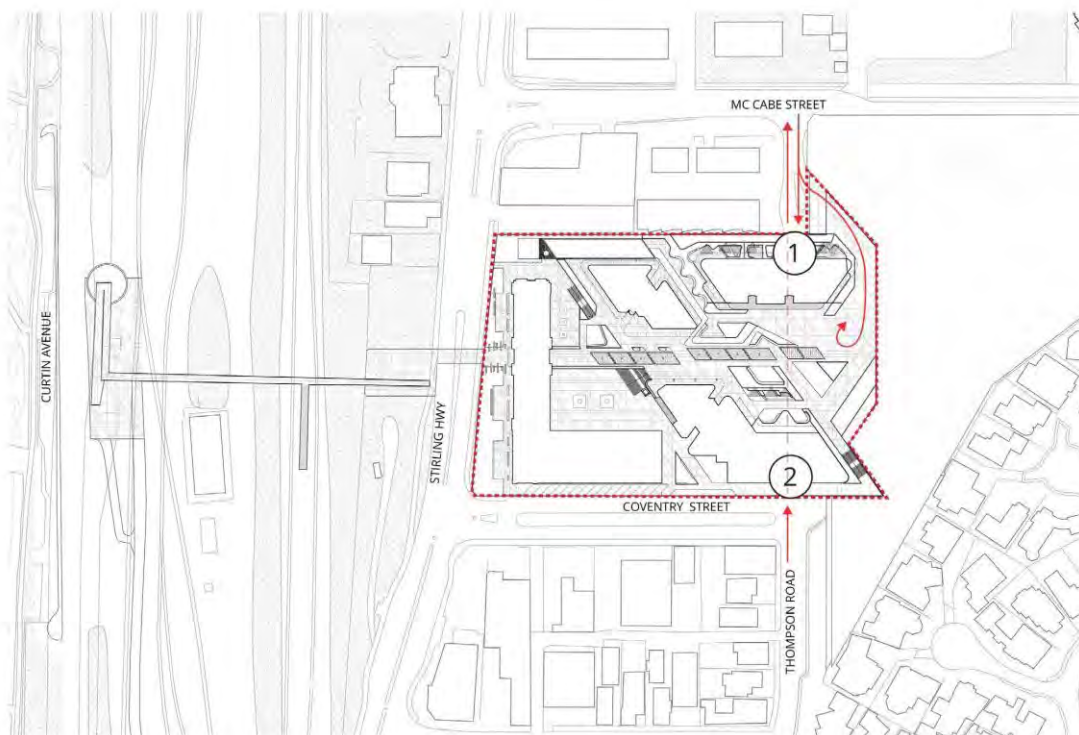


Figure 15 - Access arrangement

6.5.2. PARKING REVIEW

6.5.2.1. CAR PARKING

As outlined in Section 5.2.1.2 of this Report, a total of 447 car parking bays are proposed across three (3) levels as summarised below:

- Basement Level – 238 bays (residential bays);
- Ground Floor – 107 bays (reciprocal residential visitor and commercial bays); and
- Mid Garage Level – 102 (residential bays).

The development provides a surplus of 142 residential parking bays and a shortfall of 243 commercial / residential visitor parking bays. In this regard, to justify the proposed shortfall, Stantec, also has undertaken a detailed parking demand analysis which provides further detail regarding the anticipated parking demand for the proposed development and is appended to the Traffic Impact Assessment.

With respect to the above, it is noted that the statutory parking requirements outlined within the City of Fremantle LPS 4 do not consider the benefits of shared parking and assume that each component (use) of the development operates in complete isolation from its local context. The high density of nearby residential will have a significant impact on the need for visitors to drive and park, while the flexibility of a shared on-site supply will support a more efficient parking arrangement.

The demand analysis provides a detailed understanding of the effects of mixed-use synergies (trip containment) between the uses on-site, and between the site and the surrounding development. As outlined in Sections 3.2 and 3.2 of the demand analysis, the parking profiles / demand varies across the day, with different peak times for each land use. Additionally, it is anticipated that external trips generated by the proposed development are likely to be lower car-as-drive mode, due to the proposed uses (i.e. tavern and located to public transport options).

The proposed management regime, by way of the Parking Management Plan, also allows for the greatest degree of parking efficiency, by permitting shared use of the public facility.

In summary, the results of the analysis show that the proposed provision of parking would be sufficient to accommodate design day parking demands on both weekdays and weekends.

6.5.2.2. BICYCLE PARKING

The bicycle parking requirements are based on R-Codes Vol 2 for the residential component and LPS 4 for the commercial components. As outlined in table 3-2 of the TIA, the development provides a six (6) bicycle parking surplus for the residential component and a four (4) bay bicycle parking surplus for the commercial component.

Notwithstanding the above, it is noted that all residential storerooms within the proposed development will be fitted with a bicycle wall mount which will allow for the additional storage of bicycles of visitors to the development.

6.5.2.3. MOTORCYCLE PARKING

The motorcycle parking requirements are based on the R-Codes Vol 2 for the residential apartments. It is noted that the development proposes a total of 52 motorcycle bays in lieu of the 34-bay requirement.



6.5.3. ANALYSIS SUMMARY

Analysis of the traffic impacts of the proposed development has been carried out for the following intersections using the SIDRA analysis program.:

- Stirling Highway/McCabe Street;
- Stirling Highway/Coventry Parade; and
- McCabe Street/McCabe Place.

A summary of the SIDRA results are as follows:

- The Stirling Highway/McCabe Street intersection operates at an acceptable level of service for all three (3) scenarios analysed.
- The Stirling Highway/Coventry Parade intersection generally operates at an acceptable level of service for all scenarios with the exception of the right turning movements from Coventry Parade which is expected to experience significant delays. This is due to the high volumes of traffic along Stirling Highway as well as the lack of a central median for a staged crossing which increases the difficulty for this movement. Due to the difficulty and delays associated with this movement, it is very likely that development traffic will utilise the signals at McCabe St for right turns, which is reflected in the trip distribution. There are potential opportunities to modifying this intersection to allow for a left-in, left-out and right turn in configuration in order to improve traffic operations at this intersection as well as the Stirling Highway/McCabe Street intersection. It is suggested that this be investigated as part of a wider precinct traffic assessment.
- The McCabe Street/McCabe Place expected to operate at an acceptable level of service for all scenarios.

6.6. WASTE MANAGEMENT PLAN

Encycle has prepared the enclosed (**Attachment 7**) Waste Management Plan ('WMP') which addresses the storage and collection of waste generated by the proposed development.

Waste management has been designed to maximise recycling and waste diversion from landfill and proposes:

- Dual chute systems in each residential tower for general waste and commingled recycling. The dual chute access hatches are accessible on each residential floor in designated waste rooms;
- Source separation FOGO collection with 140L bins in the waste room on each floor to collect mainly food waste from the residents; the 140L bins will be collected and transported to the waste room by the caretaker daily or as required;
- A residential bin store on the ground floor of each tower for storage of all residential waste, recycling and FOGO and including bins or designated space for bulky objects not suitable for chute disposal; and
- A commercial bin store with separate sections for the various tenancies on the ground floor.

Refer Attachment 13 – Waste Management Plan.

6.6.1. RESIDENTIAL WASTE

The development will use the waste collection service provided by the City of Fremantle for the collection of general and recyclable waste for residential apartments.

Residential bins will be presented by 6am on the day of collection and placed on a hardstand area along Coventry Parade. The caretaker will be responsible for presenting the bins for collection and returning the empty bins to the bin store.

Notwithstanding, it is noted that, the City of Fremantle may in future review their policy on verge side collections in line with other councils and allow either their own vehicles or commercial providers to access residential bin stores within buildings. In this regard, the building has been design to allow an 11m long waste collection vehicle access to each residential bin store to ensure that bins can be collected directly from the bin stores, should the City of Fremantle policy change.

6.6.2. COMMERCIAL WASTE

A private service provider will service the full range of commercial bins.

A range of rear-lift vehicles will access the building to service the commercial bins and a tanker vehicle to service the used cooking oil storage unit. Accessibility of the vehicles is crucial to ensure that vehicles can safely enter, operate and exit with minimal reversing or manoeuvring.

On collection days rear-lift vehicles for general waste will enter the ground floor and access the commercial bin store area. The vehicles will stop outside the bin store on ground level and private service operatives will enter the stores to retrieve and service the bins. The operatives will replace the empty bins into the bin store.

Swept path analysis for vehicle ingress and egress has been completed by Stantec (formerly Cardno) taking into the specifications of an 11m long waste collection vehicle. The swept path analysis confirms that the removal of commercial waste can be completed in a safe manner.



6.7. COMMUNITY NEEDS AND BENEFIT ANALYSIS

Urbis prepared a Community Benefits Assessment to assess the benefits provided by the proposed development to the local community. The study considered the community services needed in the area based on the relevant policy documents including, but not limited to SPP 3.6, SPP 7.0, SPP 7.2, SPP 7.3, Planning and Development Bill 2020, Central Sub-Regional Planning Framework and the City of Fremantle Strategic Community Plan 2015-25, while also taking into consideration the existing services provided in the area.

Based on the review carried out of current facilities, the policy review, community consultation and a review of comparable areas, there are expected needs for the following range of facilities in the North Fremantle area in the short and medium term:

- **Local government multi-use space / community facility** – a dedicated multi-purpose space or focused facility - a dedicated multi-purpose space or focused purpose space available for hire for the growing local resident base. This includes multi purpose community spaces that cater for a range of community groups and organisations.
- **Co-working space** - need for flexible workspaces for residents and local community considering the large proportion of white-collar workers, younger and retiree cohorts.
- **Short stay accommodation / hotel** - such as serviced apartments and / or hotel.
- **Green Space** - for community meeting place, socialisation and outdoor exercise. Including green spaces around buildings that interact with the public realm and are able to be accessed by the public.
- **Food catering** – casual cafe or takeaway food.
- **Community education and learning facilities** – offering short educational programs for adults.

Refer to Attachment 14 - Community Needs and Benefit Analysis.



7. CONCLUSION

This report has been prepared in support of a 16 storey mixed-use development located over Lots 5 and 220 (No. 130) Stirling Highway, Lot 12 and 253 McCabe Place, Lots 219 and 221 Thompson Road and Lot 314 McCabe Street, North Fremantle.

This Application and accompanying technical reports strongly demonstrate the appropriateness of the development, as follows:

- The development proposes the adaptive re-use and revitalisation of the heritage building for public use, maintaining key site lines and vistas and rehabilitating the former industrial use of the site for broader community benefit.
- Improved connectivity through the creation of new pedestrian pathways adjacent to and through the site which opens the site up to the community, providing high amenity linkages between the river and the ocean.
- Delivery of new publicly accessible open space and public realm domain that create destinations and places of interest through the site, which prioritise pedestrian and cyclists movements whilst creating spaces for community events.
- Creation of a community destination through the introduction of a diverse mix of food and beverage, retail and public uses that are open to the broader community and which address significant gaps which are not currently offered within the locality.
- Delivery of an iconic built form which responds to the site's unique setting between the coast and river which increases the sense of openness and amenity for the site and delivers a diverse range of living options for the whole community.

On the basis of the above, it is requested the City of Fremantle recommend approval of the proposed 16-storey mixed-use development at the subject site, with an approval timeframe of four-years for substantial commencement. This request is made in light of the state of the current construction market in Western Australia, and the uncertainty which surrounds building contracts, materials and supply shortages.





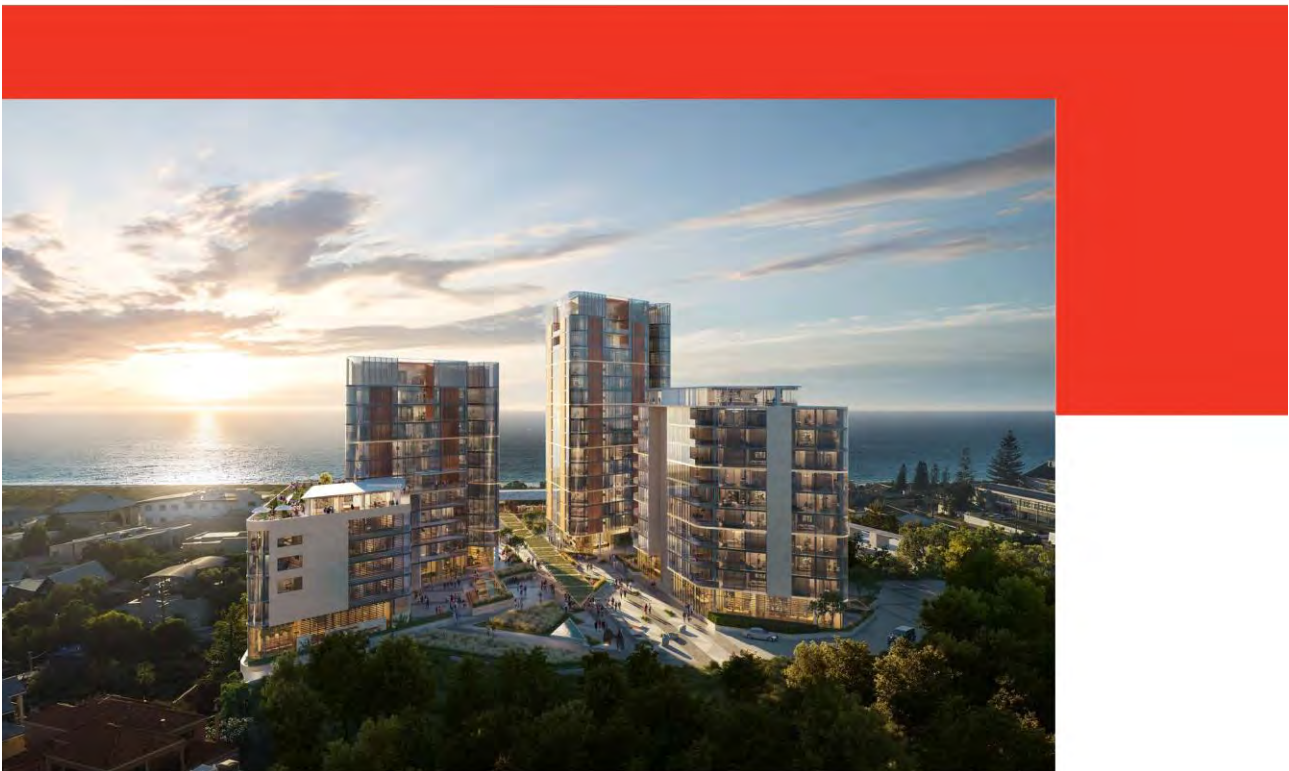
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ATTACHMENT 1

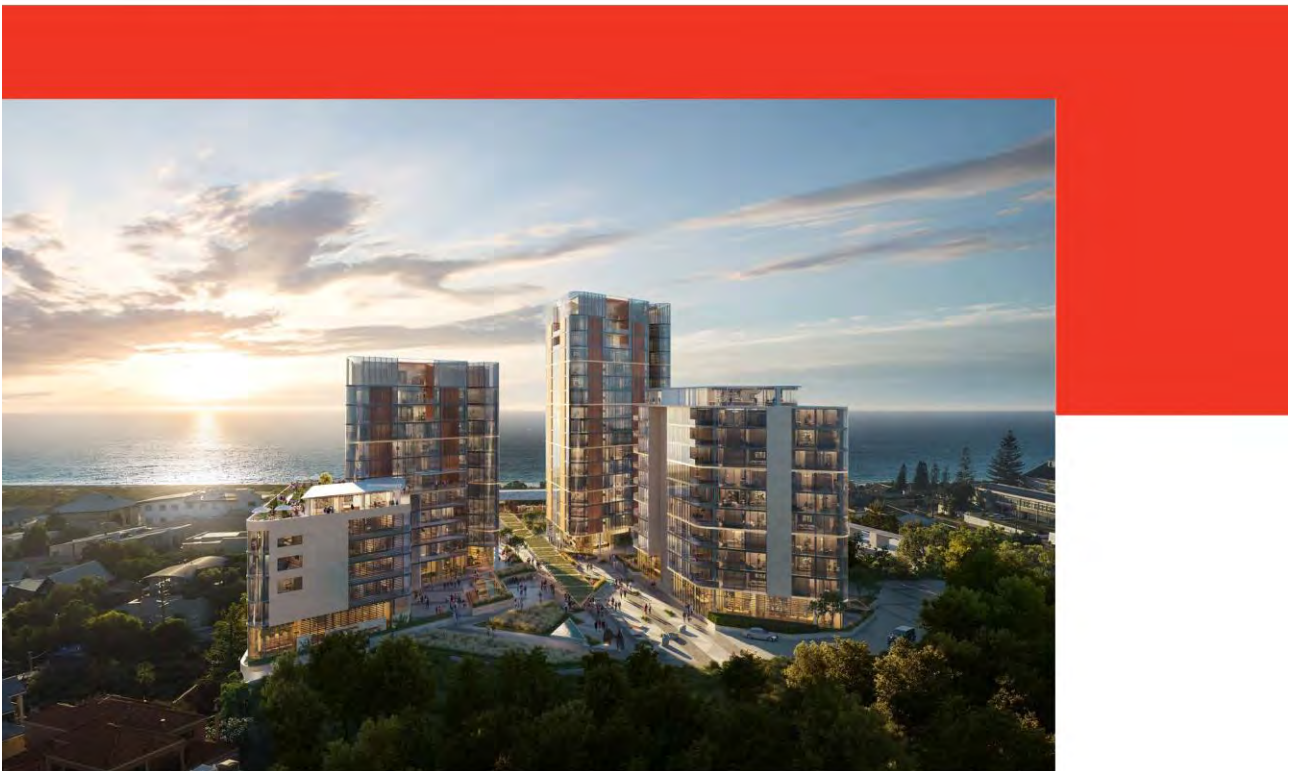
DESIGN ADVISORY COMMITTEE MINUTES





ATTACHMENT 2

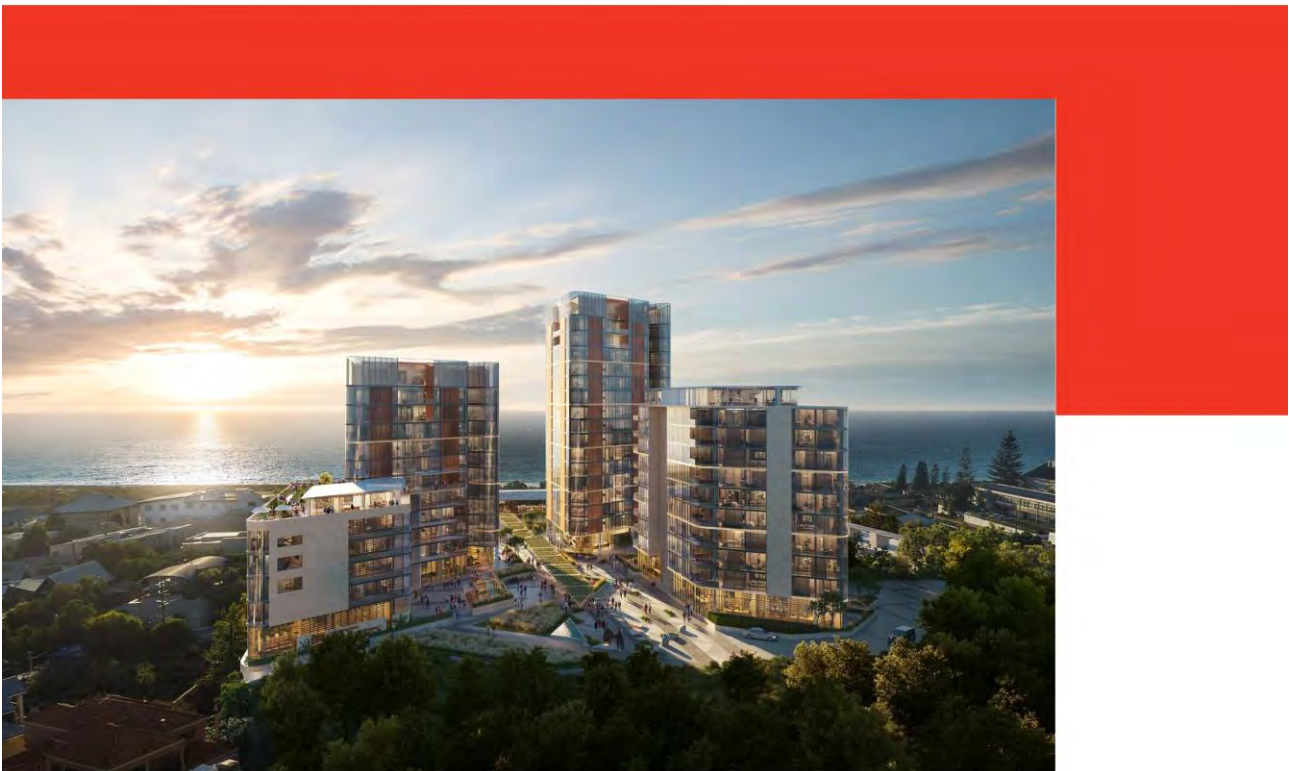
CERTIFICATES OF TITLE





ATTACHMENT 3

DEVELOPMENT APPLICATION PLANS





ATTACHMENT 4

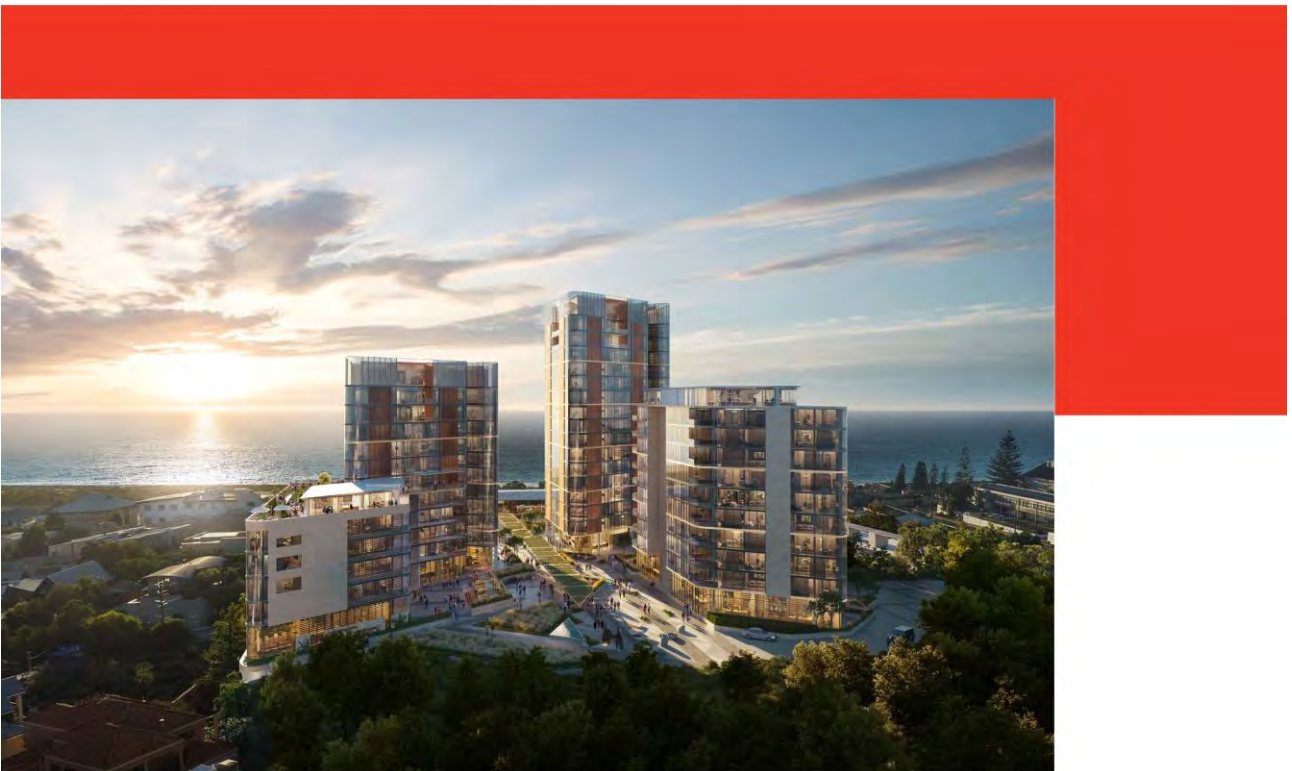
LANDSCAPING PLAN





ATTACHMENT 5

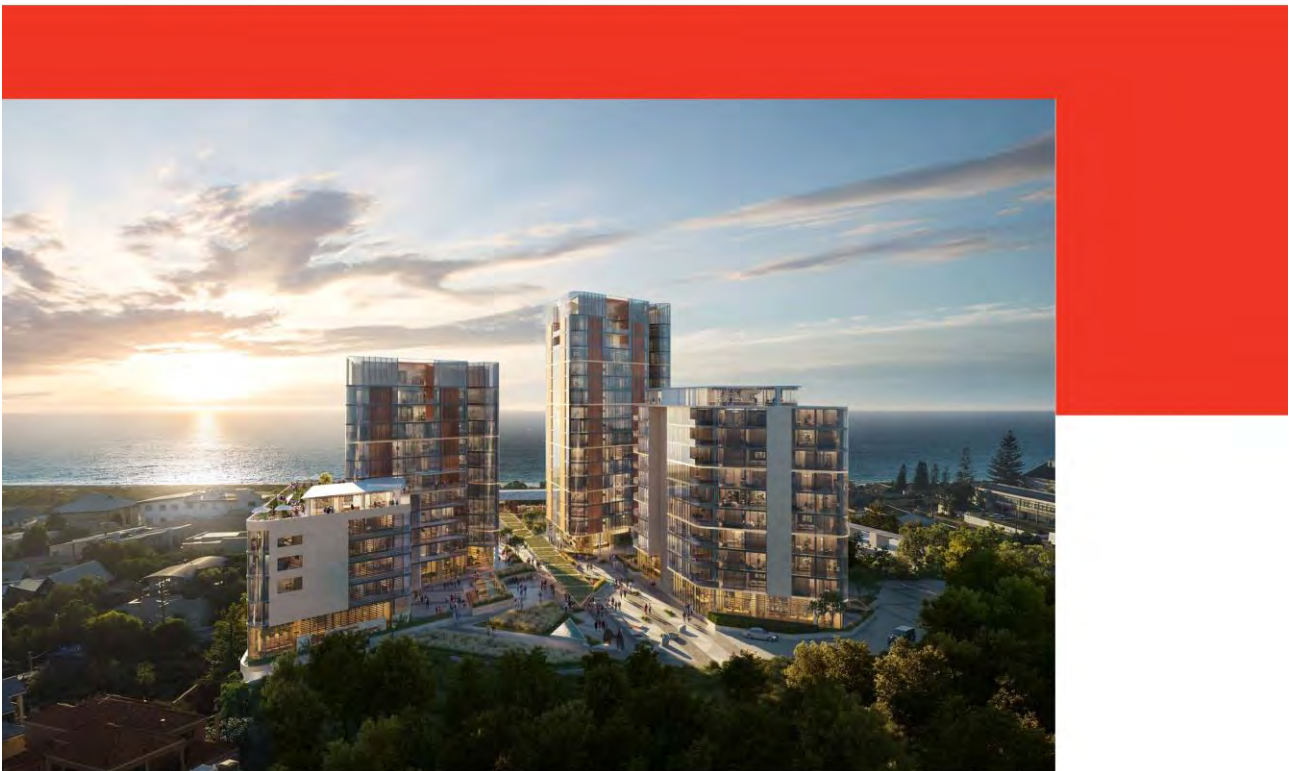
PUBLIC ART STATEMENT





ATTACHMENT 6

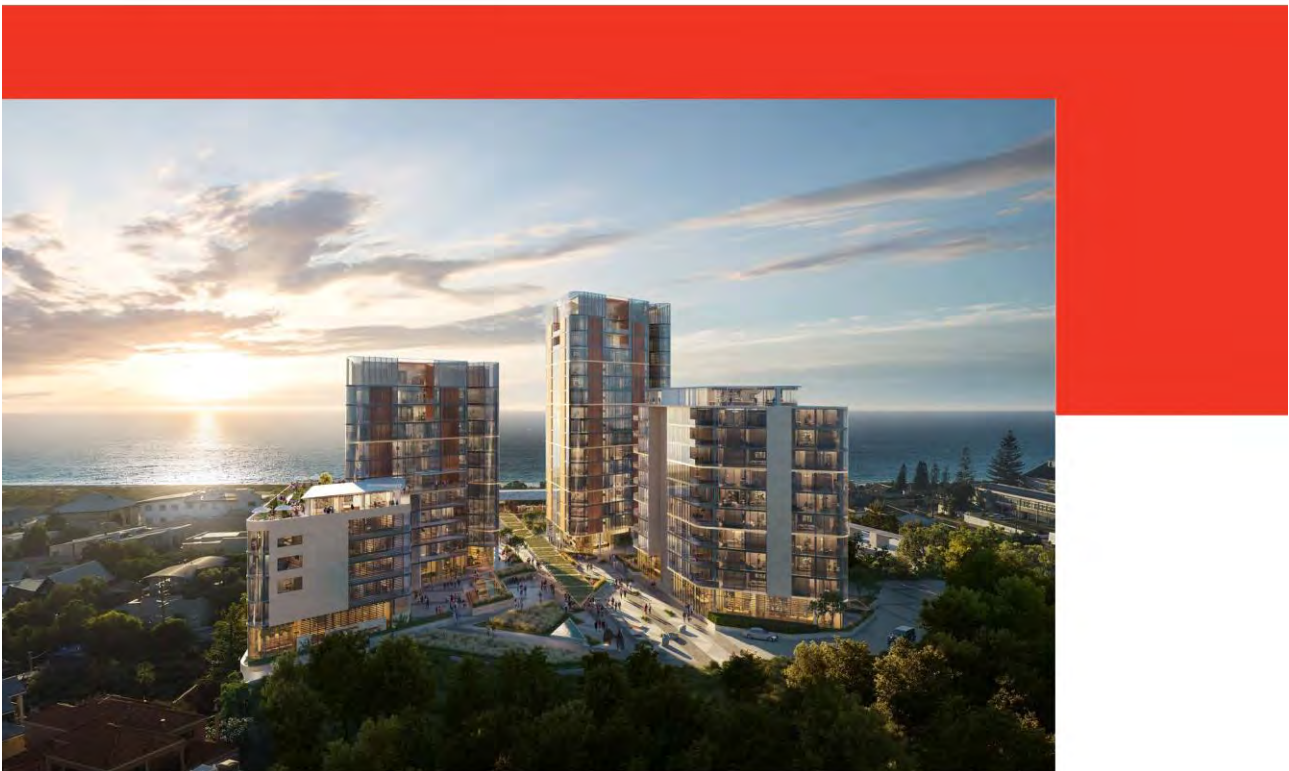
R-CODES VOLUME 2 ASSESSMENT





ATTACHMENT 7

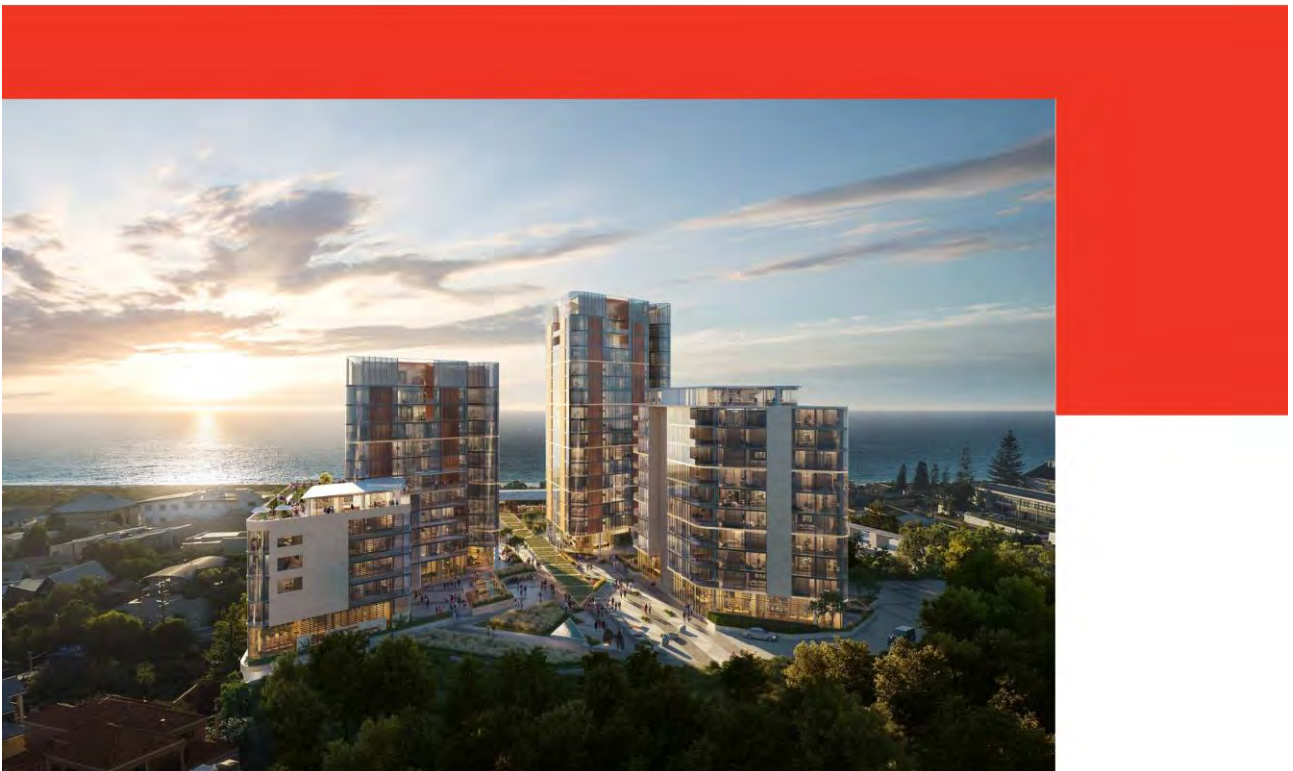
ACOUSTIC ASSESSMENT





ATTACHMENT 8

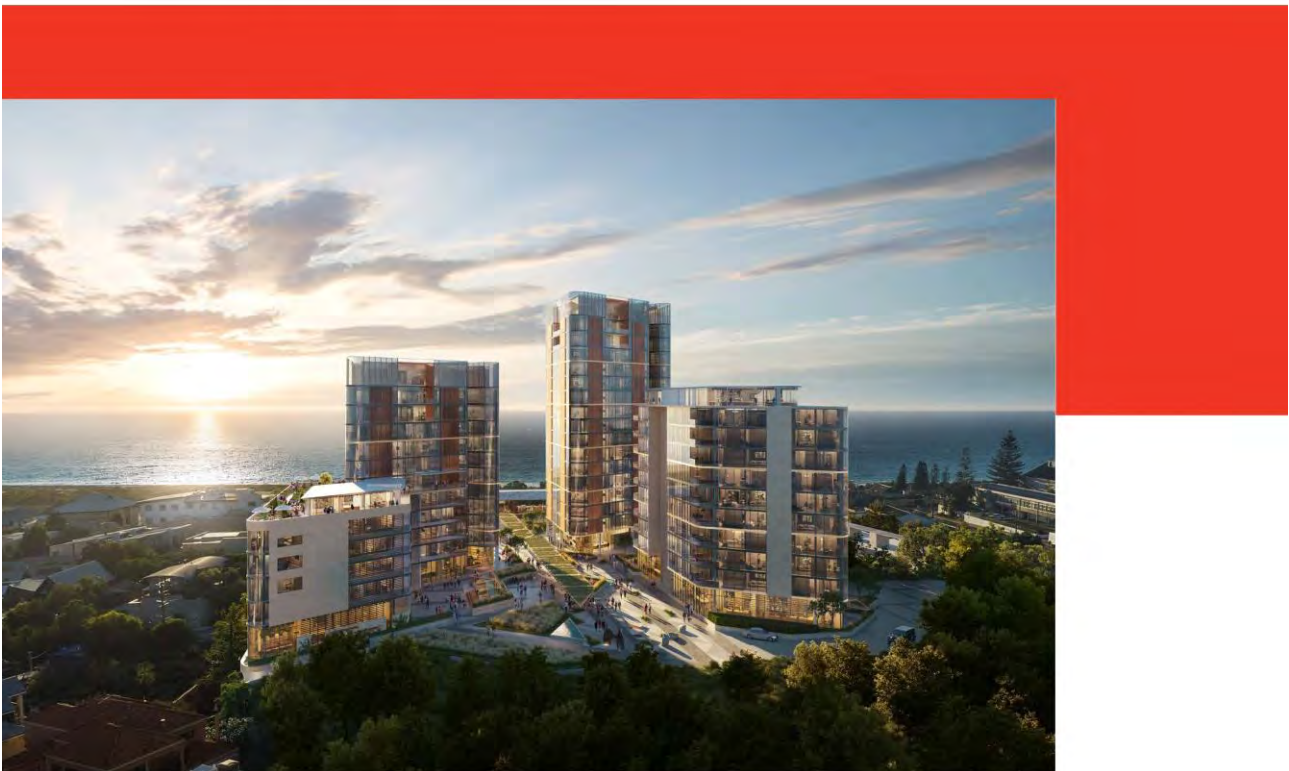
10 DESIGN PRINCIPLES REPORT





ATTACHMENT 9

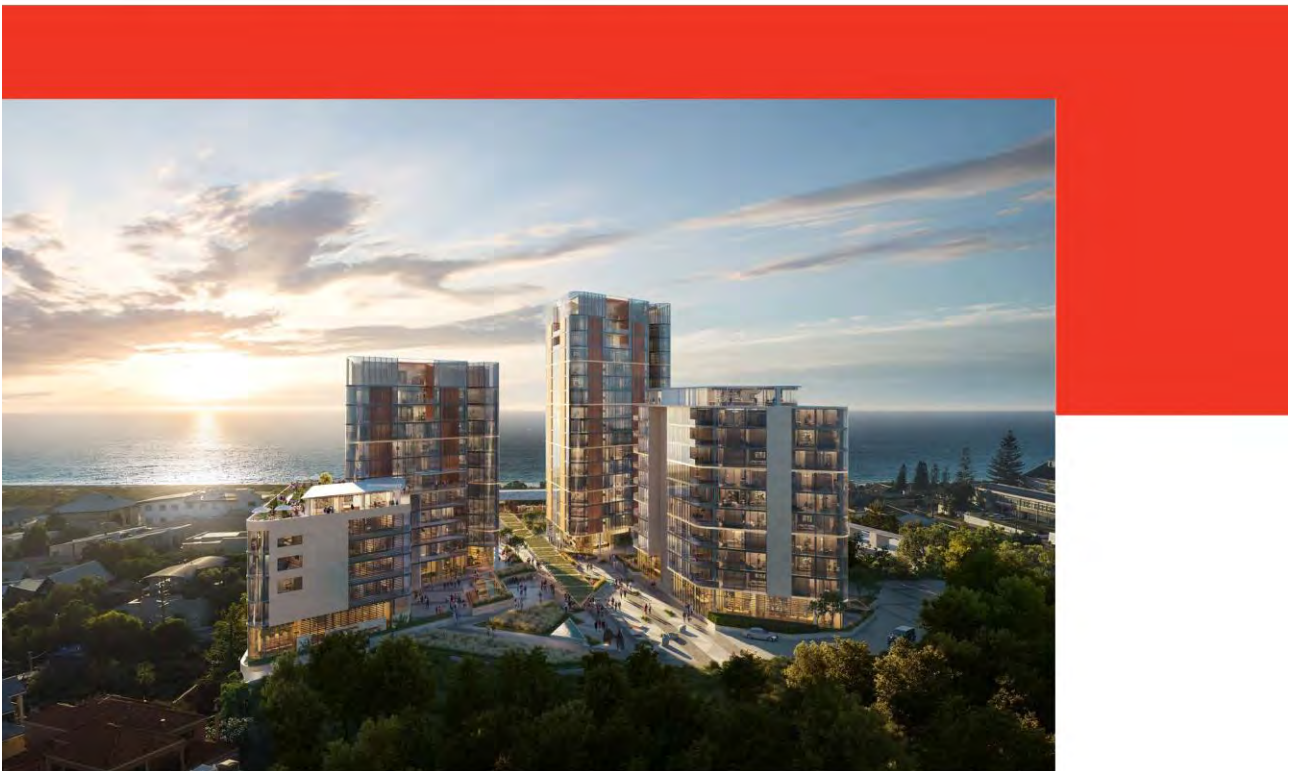
HERITAGE IMPACT ASSESSMENT





ATTACHMENT 10

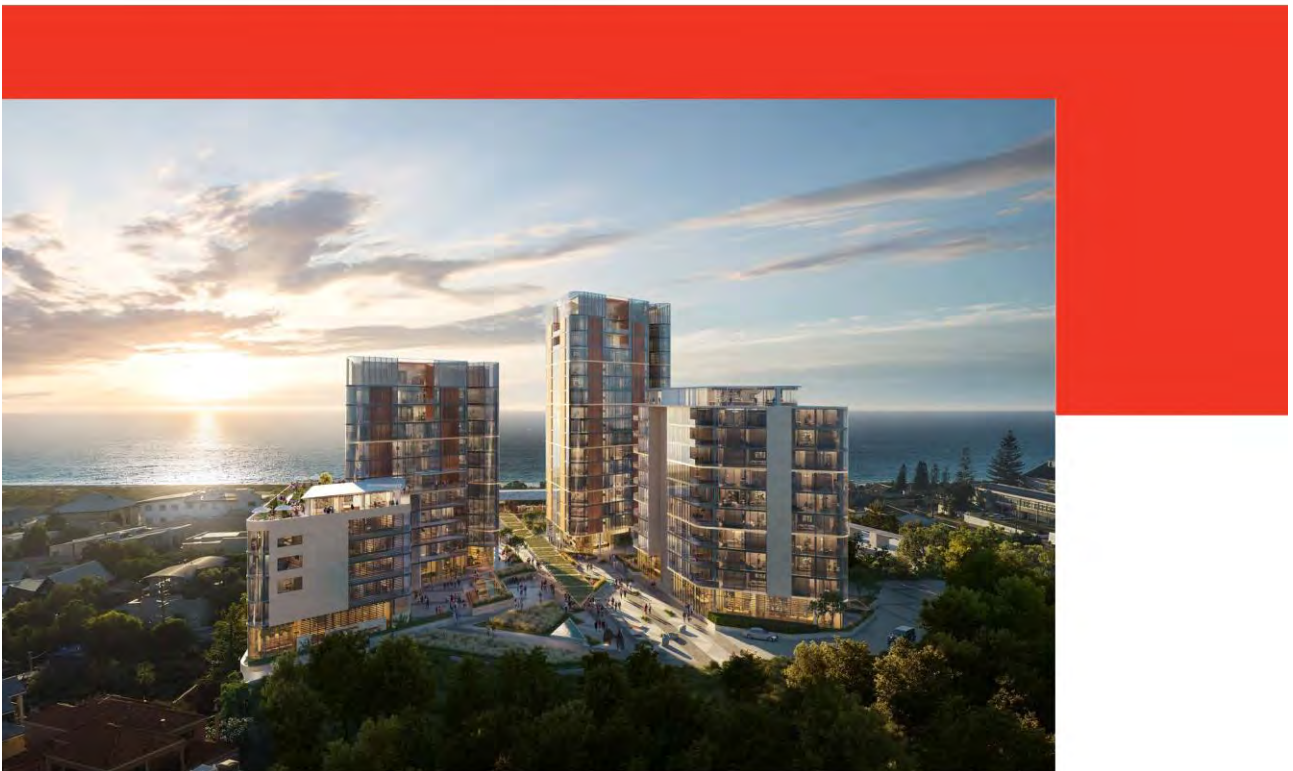
PEDESTRIAN WIND ASSESSMENT





ATTACHMENT 11

SUSTAINABILITY ASSESSMENT





ATTACHMENT 12

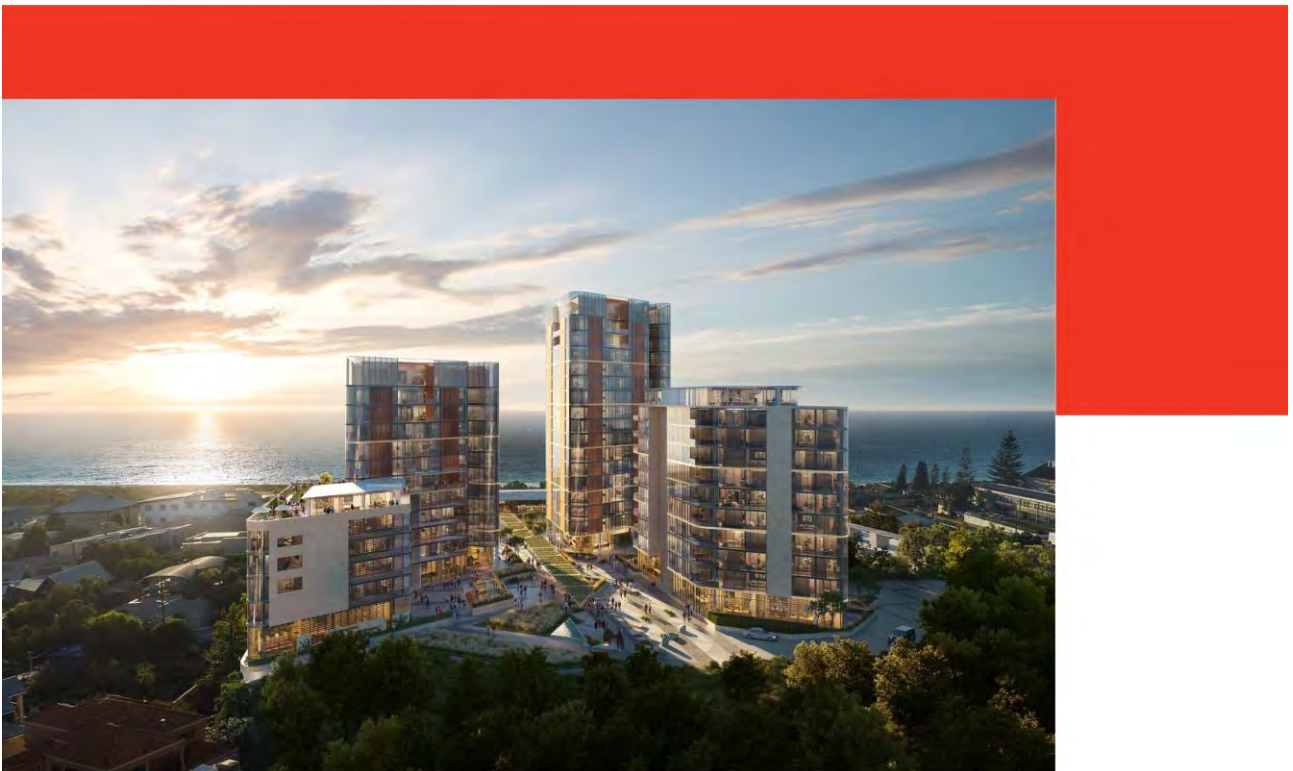
TRAFFIC IMPACT STATEMENT AND
PARKING DEMAND ANALYSIS





ATTACHMENT 13

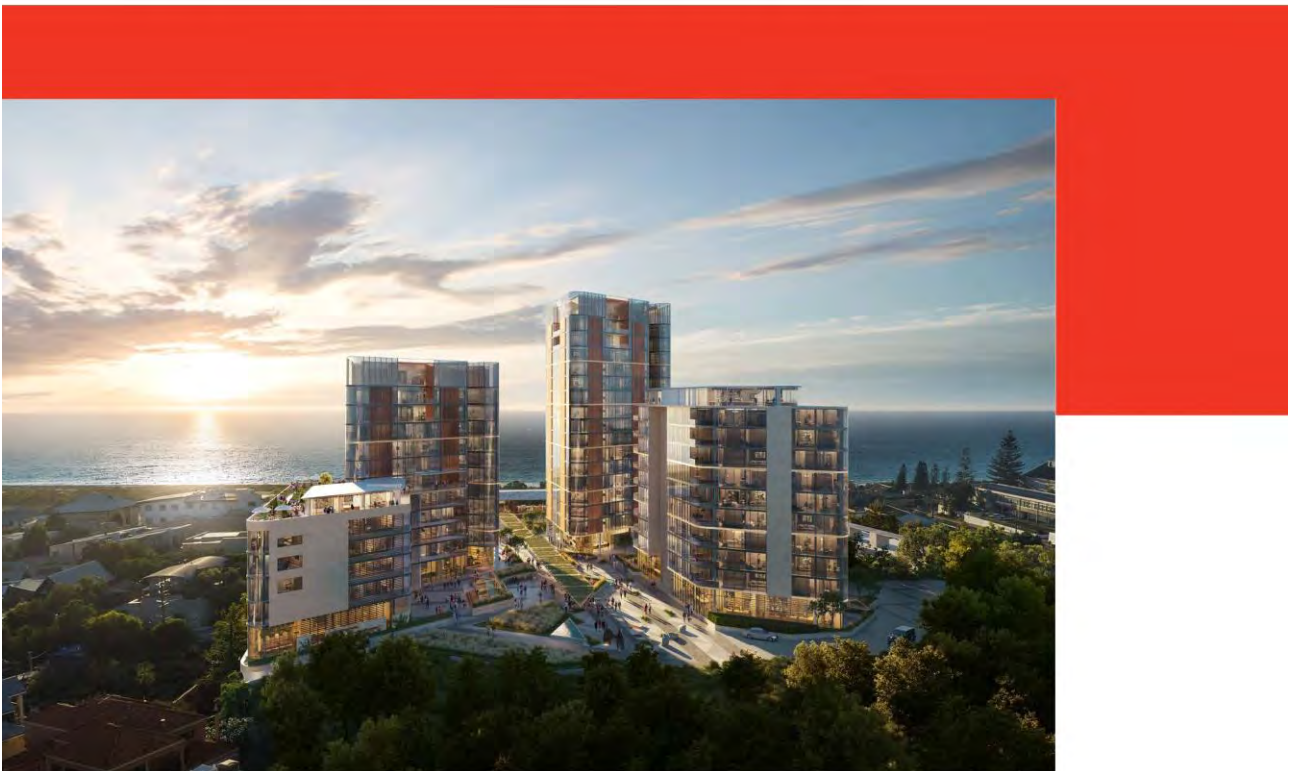
WASTE MANAGEMENT PLAN





ATTACHMENT 14

COMMUNITY NEEDS AND BENEFIT ANALYSIS



ADDITIONAL INFORMATION 3 - AMENDED DEVELOPMENT SUMMARY

Development Summary

Project Name	Matilda Bay Brewery
Project Location	1000-1001, 1002-1003, 1004-1005, 1006-1007, 1008-1009, 1010-1011, 1012-1013, 1014-1015, 1016-1017, 1018-1019, 1020-1021, 1022-1023, 1024-1025, 1026-1027, 1028-1029, 1030-1031, 1032-1033, 1034-1035, 1036-1037, 1038-1039, 1040-1041, 1042-1043, 1044-1045, 1046-1047, 1048-1049, 1050-1051, 1052-1053, 1054-1055, 1056-1057, 1058-1059, 1060-1061, 1062-1063, 1064-1065, 1066-1067, 1068-1069, 1070-1071, 1072-1073, 1074-1075, 1076-1077, 1078-1079, 1080-1081, 1082-1083, 1084-1085, 1086-1087, 1088-1089, 1090-1091, 1092-1093, 1094-1095, 1096-1097, 1098-1099, 1100-1101, 1102-1103, 1104-1105, 1106-1107, 1108-1109, 1110-1111, 1112-1113, 1114-1115, 1116-1117, 1118-1119, 1120-1121, 1122-1123, 1124-1125, 1126-1127, 1128-1129, 1130-1131, 1132-1133, 1134-1135, 1136-1137, 1138-1139, 1140-1141, 1142-1143, 1144-1145, 1146-1147, 1148-1149, 1150-1151, 1152-1153, 1154-1155, 1156-1157, 1158-1159, 1160-1161, 1162-1163, 1164-1165, 1166-1167, 1168-1169, 1170-1171, 1172-1173, 1174-1175, 1176-1177, 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3180-3181, 3182-3183, 3184-3185, 3186-3187, 3188-3189, 3190-3191, 3192-3193, 3194-3195, 3196-3197, 3198-3199, 3200-3201, 3202-3203, 3204-3205, 3206-3207, 3208-3209, 3210-3211, 3212-3213, 3214-3215, 3216-3217, 3218-3219, 3220-3221, 3222-3

**ADDITIONAL INFORMATION 4 - DESIGN ADVISORY COMMITTEE (DAC) MEETING
MINUTES COMBINED**

Design Review Report

Project Name: DR 1

Date 13 September 2021

Introductory Comments	
In accordance with clause 78B(6)(b) of Local Planning Scheme No. 4, Council shall not determine a development application that proposes a building with a building height of 11 metres or greater in any zone other than the Residential or Industrial zones without first referring the application to the Design Advisory Committee (DAC) for advice and having regard to the advice provided by the DAC. In providing advice to Council, the DAC shall have due regard to the following principles of good design: Character; Continuity and Enclosure; Quality of the public realm, Ease of movement; Legibility; Adaptability; and Diversity. For the purposes of recording the advice of the DAC, the City will record the strengths of the proposal and comments and recommendations in accordance with State Planning Policy 7.0 Design of the Built Environment (SPP7.0), as detailed below. The site is strategically located with close proximity to the ocean and river and public transport infrastructure. Existing adjacent residential areas have an established low-rise form and coastal suburban character. The proposal appears to present an ambitious and innovative collection of uses designed around an active, connected and permeable ground plane and two tower forms arranged to setback from heritage fabric and mitigate obstructed views. The re-use and re-imagination of important heritage buildings on site into a publicly accessible asset is potentially of great benefit to the local and broader community. The initial indication is for a wholistic master-plan approach to the site, delivering a range of uses in a staged manner.	
Design quality evaluation	
Strengths of the Proposal	• An ambitious and innovative collection of uses designed around an active, connected and permeable ground plane. • An instructive, comprehensive and coherent review of the site's context and character. • The capacity for the project to re-use and re-imagine a collection of important heritage buildings into a publicly accessible asset is of great benefit to the local and broader community. • A strategically located site with close proximity to ocean and river and public transport infrastructure. • A series of two towers located to preserve north-south view corridors and the integrity of the existing heritage buildings as well as provide for high levels of site permeability and connectivity. • A wholistic master-plan approach that capitalises on the capacity for a series of uses that can be delivered in a staged manner. • The intention to conceal and sleeve all car parking from the public domain by careful manipulation of the varied site contours. • Minimal shadow impact on adjoining residential properties for the equinox. • Functional and well-arranged apartments with high levels of cross ventilation, generous private outdoor space and natural light view and vista to the corridors and lobbies. • High quality resident amenity.
Principle 1 Context and character	<i>Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.</i>
	a) It is not evident how the proposed height, mass, bulk and scale of the two towers is justified within the current and future contemplated context of the immediate area. The existing character of the area is low rise in nature and the future contemplated height, bulk and scale outlined in planning provisions is substantially less than the proposal. b) The riverine precinct to the east of the site is an important demonstration of the low-rise character of the area and excessive shadow cast in the precinct has the capacity to detract from and alter the character of the area beyond what

	has been historically contemplated. c) The proposed bridge link over Stirling Highway will likely have a detrimental impact on the heritage character of the existing heritage building. Further consideration of pedestrian crossing opportunities are encouraged that integrate appropriately with the site's heritage fabric and surrounding context. d) Although it is demonstrated how north-south view corridors are preserved by the arrangement of tower forms, it is not as clearly demonstrated how east-west view corridors – which are identified in the City's planning policy framework for the area as the strategically more significant views – are preserved or impacted. e) The alignment of the towers is likely to present significant bulk when viewed from the south-west. f) More information regarding the intent for Stage 2 (the eastern portion of the site) is required. The lack of information regarding the scale of development contemplated for 'Stage 2' makes it difficult to understand what the cumulative effect of development of the whole site may be on key view corridors and overshadowing of adjoining residential properties to the south and east and the river precinct in the winter solstice. g) Further information is sought regarding the design intent of the proposal's streetscape interfaces noting the unique contextual conditions of each of the site's edges. h) Further review would benefit from greater clarity and demonstration of 'how' the design responds to the comprehensive contextual and character studies of the local area.
Recommendations	1. Further information and justification required
Principle 2 Landscape quality	<i>Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.</i>
	a) The proponent is encouraged to develop a high-quality public ground plane. Interfaces/edge conditions between public and private spaces should be clearly defined in plan and section. b) Further detail is sought regarding the intent and extent of deep soil areas and on-structure planting.
Recommendations	1. Further information required
Principle 3 Built form and scale	<i>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.</i>
	a) Assessment of the proposal at this time is challenging due to the lack of sectional studies through the ground plane, podium and tower. Comprehensive and instructional sections are required to support the proposal, demonstrating aspects which include: edge conditions/interfaces at the site boundary, relationships to adjacent built form, management of site contours, levels of vehicular and pedestrian connections/transitions through the site, public and private domain edge conditions, solar access to the public realm, and public space dimensional characteristics. b) The proposed height, bulk and scale of the tower forms is inconsistent with the current and future context and will alter the context dramatically. c) Further consideration of the tower arrangement and massing to mitigate perceptions of bulk when viewed from the south-west (e.g. Stirling Highway and the Leighton Beach) is encouraged. d) Appropriate building separation should be maintained as the form, functional arrangement and architectural resolution of the towers is progressed. e) Consider the opportunity to develop the type and diversity of facades in response to different conditions, particularly of the tower forms.

Recommendations	1. The proponent is encouraged to describe with more rigor how the mass, bulk and scale proposed can be justified within the context of existing and future proposed built form and planning framework.
Principle 4 Functionality and build quality	<i>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.</i>
	a) The intention to conceal and sleeve all car parking from the public domain by careful manipulation of the varied site contours is supported. Further information is sought regarding the integration of parking with topographic levels as well as the edge conditions and access points of proposed parking/podium structures. b) Further detail is sought regarding the integration of vehicular movement within the site with existing vehicular movement networks.
Recommendations	1. Further information required
Principle 5 Sustainability	<i>Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.</i>
	a) Further information is sought from the proponent regarding comprehensive sustainability strategies and their integration with the design intent for future review.
Recommendations	1. Further information required
Principle 6 Amenity	<i>Good design optimises internal and external amenity for occupants, visitors and neighbours, providing environments that are comfortable, productive and healthy.</i>
	b) The proposal appears to present significant overshadowing, during the winter solstice, to adjacent properties as well as to the public realm and residential uses of the southern tower within the site. The proponent is encouraged to illustrate the winter solstice shadow impacts of the proposed built form on adjoining sites, the river precinct and beach areas. c) The planning of residential floor plates indicates a large extent of apartments with single, southerly aspects. Consideration is encouraged for apartment types that maximise ventilation opportunities as well as strategies to minimize or eliminate solely south-facing apartments. d) Some corridor spaces within the podium forms appear quite long and unrelieved by access to natural light, views and vistas. e) The facade design of the tower and podium forms is expected to be of a high quality including the integration of wind management as well as solar mitigation strategies without relying on high levels of glass reflectivity and tinting. f) The proponent is encouraged to prepare wind analysis and demonstrate how it has informed design outcomes for public and private outdoor spaces that are comfortable and useable.
Recommendations	1. Further information required
Principle 7 Legibility	<i>Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around.</i>

	a) Further information is sought regarding the site's permeability and connectivity with the immediate and broader context.
Recommendations	1. Further information required
Principle 8 Safety	<i>Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.</i>
	a) Nil
Recommendations	1. Further information required
Principle 9 Community	<i>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.</i>
	a) Further demonstration is required of the quantum and quality of community infrastructure and public spaces – as well as the benefits realised – in support of the height being sought. b) High quality, authentic and community-focused adaptive re-use and integration of the site's heritage fabric is warranted. Further information is required regarding the uses and activities planned for the heritage buildings and their impact. c) Further information is sought regarding the management of the proposed extent of public realm.
Recommendations	1. Further information required
Principle 10 Aesthetics	<i>Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.</i>
	a) The proposal illustrates the potential for a high quality aesthetic response with high quality and durable materials and detailing. b) Further detail in relation to materiality, detail and façade for both podium and tower forms would be beneficial in assessing the aesthetic qualities of the proposal.
Recommendations	Further information required

Concluding Remarks	
While the project has potential to be a high-quality design outcome for the residents, visitors and the broader community in relation to the ground plane, heritage adaptive re-use and community infrastructure, the case for the extent of discretion being sought in relation to height remains unclear and unconvincing. A project of this scale and height, at 22 and 16 storeys, will have a profound impact on the current and future character of the precinct and is not consistent with what has been contemplated in the current and future planning framework. It is difficult to imagine how such a deviation from the contemplated built-form and scale could be justified. Further justification is invited and should include a comprehensive response to commentary above, community benefit and the impact of the tower forms on view and over-shadowing, for the public and private domain, for the winter solstice and equinox.	

Design Review Report

No. 130 Stirling Highway, North Fremantle: DR 2

Date: Monday 13 December 2021

Introductory Comments	
In accordance with clause 78B(6)(b) of Local Planning Scheme No. 4, Council shall not determine a development application that proposes a building with a building height of 11 metres or greater in any zone other than the Residential or Industrial zones without first referring the application to the Design Advisory Committee for advice and having regard to the advice provided by the DAC. In providing advice to Council, the DAC shall have due regard to the following principles of good design: Character; Continuity and Enclosure; Quality of the public realm; Ease of movement; Legibility; Adaptability; and Diversity. For the purposes of recording the advice of the DAC, the City will record the strengths of the proposal and comments and recommendations in accordance with SPP7.0 Design of the Built Environment, as detailed below.	
Design quality evaluation	
Strengths of the Proposal	• The proposal continues to demonstrate many high quality design principles already identified in Design Review Panel Q1. • Since DRP01 the Proponent has made considerable amendments to the proposed height of the towers reducing their overall impact on adjoining properties. • The proposal delivers tangible benefits by setting the towers back from Stirling Highway and allowing the heritage buildings to maintain their visual prominence from Stirling Highway. • Carefully considered adaptive re-use and integration of heritage buildings in the proposed built form. • Elegant architectural forms and resolution including the proposed adaptation of the heritage buildings • High levels of public and private permeability and accessibility suggested by sectional diagrams that describe how the site contours are navigated from east to west. • The emergence of high-quality public domain and amenity associated with landscape and ground plane activation. • High quality and generous landscape design proposal including 10% deep soil provision as well as on-structure planting. • Consideration of a stage 2 master plan vision as context to Stage 1. • High quality resident amenity. • The introduction of textural materials at the low-rise towers begin to suggest a built form rich in detail, materiality and texture.
Principle 1 Context and character	<i>Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.</i>
	a) Whilst some materiality is beginning to emerge at the podium levels, the towers are predominantly glazed and generic in their presentation with the risk that further environmental considerations will lead to high levels of reflectivity or high levels of tinting. b)
Recommendations	1. Carefully consider the tower façade design and resolution in way that responds to the unique character of the area and in a way that does not rely solely on reflectivity and tinting.
Principle 2 Landscape quality	<i>Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.</i>
	a) Interface with Stirling Highway and potential road widening. b) Retention of palms along Stirling Highway supported and noted they are part of the sense of place.

	c) Character of landscaping progressing well.
Recommendations	1. Consider if road widening will impact on the proposed landscaping. 2. Consider further trees at the front of the site.
Principle 3 Built form and scale	<i>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.</i>
	a) The City is not able to support the deviation from the current planning framework in respect to the quantum of additional height being sought and the impact of that height will have on adjoining properties. The current framework was set up, in part to protect the amenity of adjoining landowners. b) There is no plan in the near or distant future for the planning framework to be amended for the adjoining residential areas making the case for the quantum of additional height being sought tenuous. c) Reduction in height from previous scheme is a positive move. d) Certain benefits to this approach, with redistributed bulk and permeability through the site – positive architecture developing.
Recommendations	1. Consider arranging built-form on site to have no additional overshadowing impact when compared with the current planning framework on adjoining single residential sites. 2. Clarify shadow studies for June for 9am, 12pm and 3pm for the proposed heights, including plant levels, and in comparison to the existing framework.
Principle 4 Functionality and build quality	<i>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.</i>
	a) Vehicle access including servicing and refuse collection. b) Whilst some level of investigation has been undertaken into the action of wind in relation to the design it is not clear 'how' the project will specifically respond to mitigate the potentially invasive impact of wind on the private and public domain.
Recommendations	1. Consideration of servicing and refuse collection. 2. More information required on the adaptability and curation of artist and gallery spaces. 3. Consideration should be given to detailed wind modelling.
Principle 5 Sustainability	<i>Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.</i>
	a) Whilst a 5 Star Green Star Rating is being targeted, it remains disappointing that the ambition is for an 'equivalent' rather than certified. b) Is universal access seamlessly coordinated to navigate the level changes and stairs? i.e. how does someone who requires assistance move through the site freely and without needing assistance
Recommendations	1. Consider an ESD target of 5 Star Green Star Certified. This may form an important consideration in how the proposal responds or contributes to community. 2. Confirm that more than 60% of apartments under 10 stories enjoy cross ventilation as per the guidelines in SPP7 3. Further consideration of universal access.
Principle 6 Amenity	<i>Good design optimises internal and external amenity for occupants, visitors and neighbours, providing environments that are comfortable, productive and healthy.</i>
	a) Overshadowing of internal public domain during winter reduces the public benefit that could be obtained from this space. b) Some lift lobbies and corridors remain without access to natural light and ventilation

	c) Pavilion on heritage building is a positive addition.
Recommendations	1. Ensure that all lift lobbies and corridors enjoy access to natural light and ventilation including podiums and Tower O2
Principle 7 Legibility	<i>Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around.</i>
	a) Streetscape and public domain sectional interfaces remain unclear. b) Sense of entry needs attention - not clear how people who are not residents will make their way into the site, particularly from Stirling Highway. c) Access through the site to other public streets supported. d) North south connection through site supported.
Recommendations	1. Termination of the west-east link to the east might benefit from further definition as the heritage building does for the western end. 2. Clear definition of what is publicly accessible and what is privatised at the ground plane. 3. Ensure clarity around access through site being maintained for unobstructed public thoroughfare. 4. Consider additional sectional studies at the intersection of the private and public domain. It was noted that sectional and sectional perspectives were the most instructive drawings in the presentation and have the capacity to describe public benefit in a more coherent and complete way.
Principle 8 Safety	<i>Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.</i>
	No discussion.
Recommendations	Nil
Principle 9 Community	<i>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.</i>
	a) Pedestrian bridge link would be visually invasive. b) Community benefit seems to rely on a financial transaction through use of the commercial offerings and is not clear.
Recommendations	1. Demonstrate how pedestrian movement from the beach to the public amenity of this site is facilitated without a bridge link. 2. Consider master plan that looks for at grade crossing. 3. Consider how an upgrade to the Stirling Highway intersection with McCabe Street might be achieved. This may include discussions with Main Roads and/or coordination with the owners of the proposed 140 Stirling Highway development. 4. Demonstrate how public benefit is offered that does not rely on a financial transaction. 5. Consider the diversity of offerings that attract a broad range of members of the community. 6. Illustrate graphically each individual community assets in a way that best describes the multiple community focused initiatives.
Principle 10 Aesthetics	<i>Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.</i>
	a) Design is elegant and has responded to past feedback. b) Except for the tower façade, the approach to aesthetics including materials, textures, colours and architectural form is beginning to emerge in a positive and high-quality manner.
Recommendations	1. Consider more 3D sectional explorations throughout the project

	demonstrating the high-quality interface with the existing heritage structures, the relationship between the public and private realm and built form edge conditions
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Concluding Remarks
The proposal continues to demonstrate many high-quality design principles, and the significant amendments made since the last design review have begun to address concerns around height. The City remains unable to support the scale of deviation from the current planning framework in respect to the additional building heights being sought. However, the design is beginning to emerge as a high quality proposal that is providing high levels of public access and amenity as well as heritage adaptive reuse. The Proponent is encouraged to consider further ways of reducing height and/or mitigating overshadowing of the adjoining single residential sites and of the internalized public realm. The Proponent is also encouraged to commit to a 5 Star Green Star Certified Rating as a demonstration of sustainable design leadership that the community and the residents can be proud of.

Design Review Report

130 Stirling Highway, North Fremantle: DR 3

Date: 27 June 2022

Introductory Comments	
In accordance with clause 78B(6)(b) of Local Planning Scheme No. 4, Council shall not determine a development application that proposes a building with a building height of 11 metres or greater in any zone other than the Residential or Industrial zones without first referring the application to the Design Advisory Committee for advice and having regard to the advice provided by the DAC. In providing advice to Council, the DAC shall have due regard to the following principles of good design: Character; Continuity and Enclosure; Quality of the public realm; Ease of movement; Legibility; Adaptability; and Diversity. For the purposes of recording the advice of the DAC, the City will record the strengths of the proposal and comments and recommendations in accordance with SPP7.0 Design of the Built Environment, as detailed below.	
Design quality evaluation	
Strengths of the Proposal	• Proposal maintains many of the strengths from DR2. • Is a site that has the capacity to take scale and density in a strategic location. • There is some good visual permeability through the site, and the approach of splitting the towers is supported. • Heritage fabric is not overwhelmed and is afforded the ability to breath via setbacks to new built form. • Generous communal space. • Access to a variety of commercial functions. • High quality apartments with high amenity.
Principle 1 Context and character	<i>Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.</i>
	a) The height exceeds the planning framework and does not meet all the criteria to gain discretionary height.
Recommendations	1. Review the discretionary criteria and address where possible.
Principle 2 Landscape quality	<i>Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.</i>
	a) The inclusion of the triangle park proposed to be ceded to the City goes some way towards being a true community benefit and protection of some deep soil on the site. b) Previous proposals showed a green spine and pedestrian access along Coventry Street which were a better street edge outcome than the hardstand and parking proposed.
Recommendations	1. Address the public realm and pedestrian experience on Coventry Street.
Principle 3 Built form and scale	<i>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.</i>
	a) Height is a challenge for the site, but the panel's view is not necessarily that of the communities, noting with appropriate design it could be achieved. b) Unclear how Stage 2 impacts on view corridors. c) The re-design of the roof over the heritage building has greater impact on the building, and previous iterations proposed a less bulky roof that is preferred. d) Removal of saw tooth roof is a lost opportunity.
Recommendations	1. Consider the roof design on the heritage building, and explore opportunities for retention of existing form.
Principle 4 Functionality and build quality	<i>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.</i>

	a) Materiality of towers is not yet convincing, with regard to how it works in its context and environment. DR2 was a better resolution with more solidity at lower levels.
Recommendations	1. Consider how the design and materiality of the proposal may better respond to its environmental and cultural context.
Principle 5 Sustainability	<i>Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.</i>
	a. A Green Star equivalency is proposed.
Recommendations	1. The proponent is encouraged to seek Green Star certification rather than self-certification.
Principle 6 Amenity	<i>Good design optimises internal and external amenity for occupants, visitors and neighbours, providing environments that are comfortable, productive and healthy.</i>
	a) Wind analysis details a poor outcome for pedestrians at ground level. b) Notwithstanding the design alterations that have occurred over time in design review, overshadowing of neighbouring properties remains a challenge. The shadow proposed is directly linked with the additional height being sought. c) Shadow diagrams including Stage 2 are misleading as they show shadow from a solid urban wall with no setbacks which is not likely to be the designed development. d) Distance between northern two towers only 15m which may result in some overlooking. e) Extensive glazing without sunshading.
Recommendations	1. Address wind analysis. 2. Consider overshadowing and ways to mitigate for adjoining properties. 3. Consider ways to reducing extensive glazing on site.
Principle 7 Legibility	<i>Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around.</i>
	a) Vehicle access through the site is unusual. The legibility of a public access way through a private site will be an interesting one to resolve.
Recommendations	1. Nil
Principle 8 Safety	<i>Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.</i>
Recommendations	1. Nil
Principle 9 Community	<i>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.</i>
	a) The true community benefit of the proposal is not convincing, with most spaces commercial or privatised for residents of the towers. b) There is no affordable housing proposed as required by the City's planning framework in exercising discretion for the height.
Recommendations	1. Consider ways to demonstrate community benefit that do not rely on commercial offerings.
Principle 10 Aesthetics	<i>Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.</i>
	a) The high degree of discretion being sought requires that there should be a very high level of architectural merit to the proposal. b) The design has lost some solidity that contributed to creating some architectural character.

Recommendations	1. Consider improvements to the materiality of the towers.
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Concluding Remarks
The proposal continues to demonstrate many high-quality design principles, however given the height discretion proposed, significant scrutiny must be awarded the design and community benefits put forward by the applicant. The development is not yet considered to be of distinctive architecture befitting its location, and the proponent is encouraged to consider addressing the points above. The significance of this site is not to be underestimated and the development should meet the highest possible standard across the principles of good design.

Design Review Report

130 Stirling Highway: DR 4

10th October 2022

Introductory Comments	
In accordance with clause 78B(6)(b) of Local Planning Scheme No. 4, Council shall not determine a development application that proposes a building with a building height of 11 metres or greater in any zone other than the Residential or Industrial zones without first referring the application to the Design Advisory Committee for advice and having regard to the advice provided by the DAC. In providing advice to Council, the DAC shall have due regard to the following principles of good design: Character; Continuity and Enclosure; Quality of the public realm; Ease of movement; Legibility; Adaptability; and Diversity. For the purposes of recording the advice of the DAC, the City will record the strengths of the proposal and comments and recommendations in accordance with SPP7.0 Design of the Built Environment, as detailed below. It should be noted that the Design Advisory Committee includes three recently appointed new members, one of whom is a heritage expert, who have reviewed the amended drawings. On some design matters the Committee offers a fresh perspective and new comments on the design, and with some of the previously identified strengths also being reviewed for consideration of improvement.	
Design quality evaluation	
Strengths of the Proposal	- As previously noted, the site is in a strategic location that has capacity to accommodate scale and density, however excessive overshadowing of neighbouring properties by the height and bulk of the development remains a concern to be addressed. - Some visual permeability through the site afforded by the separate towers. - A variety of commercial functions and associated publicly accessible space.
Principle 1 Context and character	<i>Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.</i> a) The heritage buildings on the site should not be treated as hindrances. Instead, the structures should be regarded as presenting a great opportunity to do something special with them, and for the proposed entire development to engage with the history of the site. b) The design approach to the treatment of the heritage buildings is unsympathetic to the heritage and existing fabric, including: - demolition of the westernmost building's sawtooth roof and its resultant adverse impact on material authenticity. - the subsequent new addition of a roof top terrace on the westernmost building that lacks integrity with the existing building. - modifications to the western façade of the westernmost building, including new and disproportionately larger scale openings, and the attachment of a new undefined pedestrian bridge connection across Stirling Highway. - use of a faux replication of the westernmost heritage building facade to extend this existing building to the east. - filling in of the former car factory large assembly hall with a first-floor mezzanine. - consideration being given to retaining a larger section of the eastern original Ford Factory and the potential use of this large hall for community use that is, instead, proposed to be filled in with a mezzanine floor. Careful consideration should be given to the existing location of the internal partitions and ceilings, proportions and level changes of the main hall. c) A more respectful treatment of the heritage building may help to better determine the shape, nature and use of the publicly accessible open space to the east of the Heritage Brewery Building 04. d) The materiality of the heritage buildings should be expressed on the drawings.

Recommendations	1. Review the tremendous opportunity presented by the existing heritage buildings on the site for greater retention of the structures; appropriate uses within particularly for community enjoyment; and a more sensitive approach to adaptive re-use where the material authenticity and integrity of structures is maintained and can further assist with influencing the quality of the proposed adjacent open spaces.
Principle 2 Landscape quality	<i>Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.</i>
	a) The 15.4m setback on the southern side of Tower 2 with Coventry Parade provides a greater separation distance with the lower scale existing properties opposite the site, however the function of the newly created southern open space is unclear and how it will be activated as an 'al fresco forecourt' (the building interface use is a "Creative Studio"). b) The eastern end of Coventry Parade terminates unattractively with a new roundabout and a carpark; furthermore, the realigned access stairs and path to the east of Tower 2 are connected directly to the roundabout. The design for this area is car dominated, a poor visual outcome, and does not include the desired pedestrian amenity of a connected and continuous footpath along Coventry Parade.
Recommendations	1. Clarify the function of the "al fresco forecourt" to the south of Tower 2 and its potential to be activated by adjacent land uses. 2. Review Coventry Parade and its eastern termination to provide an attractively landscaped pedestrian-oriented place with clearly defined footpaths and safe connections.
Principle 3 Built form and scale	<i>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.</i>
	-
Recommendations	None
Principle 4 Functionality and build quality	<i>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.</i>
	-
Recommendations	None
Principle 5 Sustainability	<i>Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.</i>
	a) A fully glazed tower is an unsuitable and unsustainable design approach, given the exposure of the tower to direct sunlight from the north and west. The design and materials of the towers should consider how to reduce the embodied and operational energy and carbon emissions in construction and ongoing operation. Suggest that the client considers a Life Cycle Assessment of the proposal. It was noted that the City of Fremantle declared a climate emergency in 2019 - and there is a clearly defined need to reduce emissions to meet the 1.5C target set by the Paris Agreement, therefore, a building of this scale should consider this important aspect in its design.
Recommendations	1. Review the appropriateness of the glazed tower concept in this coastal context of high exposure to the heat and glare of the sun, and link the design clearly to both sustainability objectives and a Life Cycle Assessment for the proposal.

Principle 6 Amenity	<i>Good design optimises internal and external amenity for occupants, visitors and neighbours, providing environments that are comfortable, productive and healthy.</i>
	a) The proposal's overshadowing of properties to the south and east remains excessive (and beyond the compliant envelope); this is partially due to the latest redistribution of height, and the massing and orientation of the three towers. b) The planning of the apartments shows very little opportunity for cross ventilation. Also, there is no natural light or air to any of the bathrooms.
Recommendations	1. Address the excessive overshadowing of neighbouring properties that is caused by the height and bulk of the development. 2. Review the apartment planning to improve cross ventilation, including natural amenity into bathrooms.
Principle 7 Legibility	<i>Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around.</i>
	-
Recommendations	None
Principle 8 Safety	<i>Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.</i>
	-
Recommendations	None
Principle 9 Community	<i>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.</i>
	a) Consider a broader and more considered range of apartment types and sizes. A review may assist with more efficient built form and lower height towers. b) It is noted that there is no affordable housing proposed as required by the City's planning framework in exercising discretion for the height. c) The true community benefit of the proposal remains unconvincing, with most spaces being commercial or privatized for residents of the towers.
Recommendations	1. Improve the diversity of apartments, including the provision of affordable housing. 2. As per DR3, consider ways to demonstrate community benefit that does not rely on commercial offerings.
Principle 10 Aesthetics	<i>Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.</i>
	a) Materials and expression of the towers should be further considered and developed. For example, clarify how the louvres shown on the elevations relate to the plan as they are not shown the current drawing set.
Recommendations	1. Further develop the materials and expression of the towers, including details such as louvres, and fully illustrate in the drawing set.

Concluding Remarks

The Fremantle Design Review Committee has partially changed in composition with the recent appointment of three new members, one of whom is a heritage specialist, joining two existing design reviewers. Consequently, fresh perspectives and new comments are offered on several design issues, including the recommendations to:

- retain a greater extent of the heritage buildings on the site and adopt a more sympathetic approach to the adaptive re-use of the existing buildings to maintain their character and integrity
- review the car dominated design of Coventry Parade to provide a place that is attractively landscaped, pedestrian friendly and safe to use
- consider the apartment planning to improve the access of natural amenity and provide a greater diversity of accommodation
- clarify the function and activation opportunities of the new open space south of T2
- review the appropriateness of the glazed tower concept in this coastal context and climate, and with sustainability measures clearly defined and expressed
- address the significant additional bulk and height of the proposal to help manage the detrimental impact of excessive overshadowing on neighbouring properties
- consider the community benefit contributed by the proposal other than the commercial offerings
- further develop the materiality of the proposal and express clearly in the drawing set.

As previously advised, the building heights exceed the planning framework and do not meet all the additional height criteria to gain discretionary height.

Furthermore, and again as previously advised, a distinctive architecture for the design and melding with the proposed adaptive re-use of the significant heritage buildings has yet to be achieved.

ADDITIONAL INFORMATION 5 - AMENDED LANDSCAPE ARCHITECTURE;

MATILDA BAY BREWERY

Landscape Architecture
Development Application Report
09.09.2022 Rev A

See Design Studio



Matilda Bay Brewery

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Matilda Bay Brewery

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CONTEXT DIAGRAMS



See Design Studio

Melba Bay Brewery

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Site Context

North Fremantle is a southern suburb of Perth with in the City of Fremantle. The site is in a former industrial area that was redeveloped primarily for residential dwellings. Melba Bay Brewery is located between the Indian Ocean to the west and the Swan River to the east. The existing pedestrian network provide access to public transport along Stirling Way and North Fremantle Train Station. Leighton Beach can be accessed via a footbridge adjacent to the site.



See Design Studio

Melba Bay Brewery

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North Fremantle - Whadjuk History

The Whadjuk people are the traditional owners of the Walyalup (Fremantle) area. (1)

The area around Fremantle is a significant place for the Whadjuk people. It is known as Walyalup. (1)

The Whadjuk people have a traditional story of how the Wagyl fought the crocodile spirit at the mouth of the Derbal Yerigan (Swan River). It describes how the salt water of the ocean separates from the fresh water of the river. (1)

North Fremantle is located within the coastal limestone belt known in the Noongar language as Boyeembara. It is characterised by limestone rock and vegetation that features xanthoria and white gum eucalyptus. (2)

The Swan River Brewery development site is located alongside a major bidi (pathway) that ran between Walyalup and Mount Eliza following the north side of the river. (2,3)

It sits within Moore, the district of Yellowgonga. Moore is defined by 'the Sea on the West, by Melville water and the Swan to the south, Ellens Brook on the east and by the Gyngorda to the north.' (3)

The Derbal Yerigan (Swan River) is of great significance to the Whadjuk people as being created by the Waugul, a sacred dreamtime spirit which takes the form of a snake. (3)

Before colonisation the Walyalup area was mainly inhabited in summer when fishing in the river was plentiful. (3)

The mouth of the Derbal Yerigan, where it meets the ocean is known as Majarree. (3)

<https://www.fremantle.wa.gov.au/council/about-city-fremantle/aboriginal-history>

<https://anthropologyfromtheshed.com/project/map-pre-contact-indigenous-fremantle/>

<https://parks.dpaw.wa.gov.au/sites/default/files/downloads/parks/indigenous%20history%20of%20the%20Swan%20and%20Canning%20rivers.pdf>



Picture: Local Whadjuk artwork

Source: <https://www.fremantle.wa.gov.au/council/about-city-fremantle/aboriginal-history>

Picture: Swan River Settlement circa 1832

Source: <https://anthropologyfromtheshed.com/project/map-pre-contact-indigenous-fremantle/>

See Design Studio

Matilda Bay Brewery

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Ecological Connections

Surrounding the Matilda Bay Brewery are a series of natural and built environments that community members and the general public utilise on a day to day basis. From the beach to the river, North Fremantle offers a distinct and beloved outdoor environment in the Perth metropolitan area.



Leighton Beach



Fore-dune



Rocky Bay



River edge



See Design Studio

Matilda Bay Brewery

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Connections and Destinations

Nestled between the Indian Ocean and the Swan River, the site is a reflection of its industrial heritage and zoning. With a strong interface with Stirling Highway and the Fremantle train line, the site is well connected to transport nodes. Local playgrounds and parks populate the suburb, all of which are generally well supported and used by locals and visitors alike.



Leighton Beach bridge



Coastal walk



Orange Box



River walk

Legend

- Playground
- Food and Beverage
- School/Childcare
- Road
- Train line
- Coastal walk
- River walk



See Design Studio

Melissa Bay Brewery

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DESIGN DRIVERS

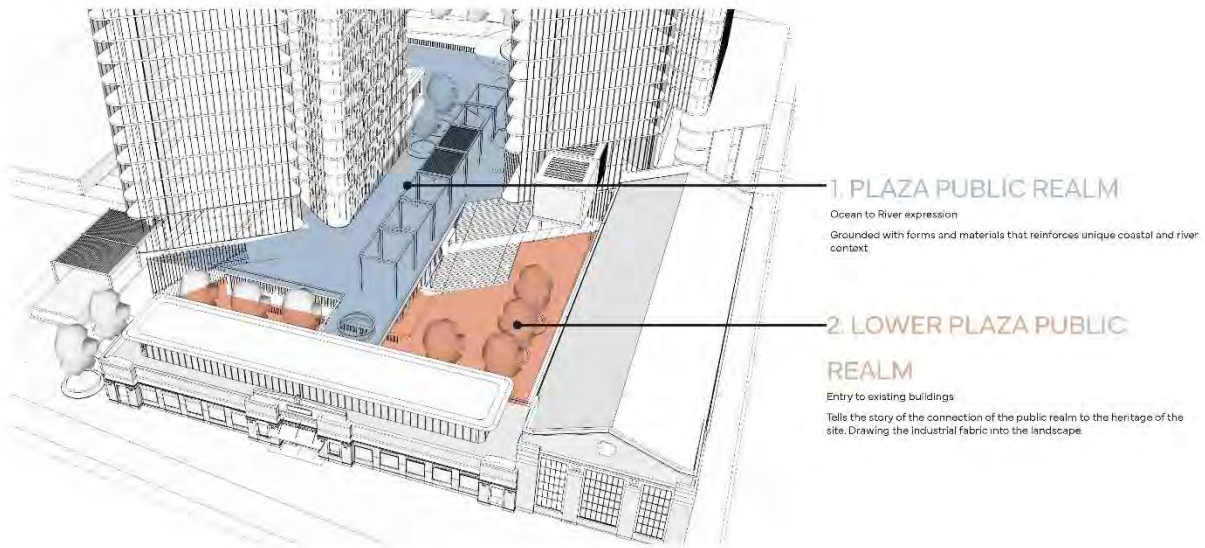
See Design Studio

Melissa Bay Brewery

9/88

Transitioning Landscapes - Natural and Heritage

The public and private realm of the development will be a balance between expressions of the surrounding natural environment and the buildings existing built form.



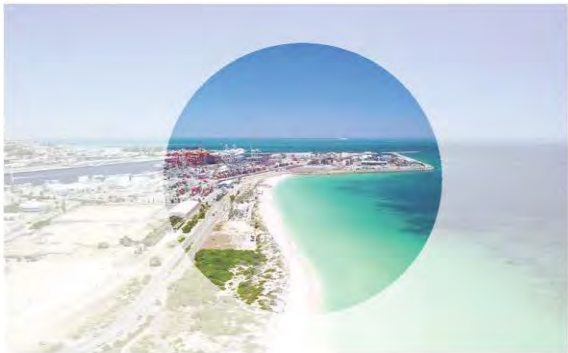
See Design Studio

Matilda Bay Brewery

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Design Character

The public and private realm of the development will be a balance between expressions of the surrounding natural environment and the buildings existing built form.



The Indian and the Swan

Expressed in form, plant selections and materiality, the public realm will show the subtle transitions and characteristics of the Indian Ocean and the Swan River.



Brewery heritage

The ground floor plaza will take on more bold and angular forms derived from the built form of the Matilda Bay Brewery.

See Design Studio

Matilda Bay Brewery

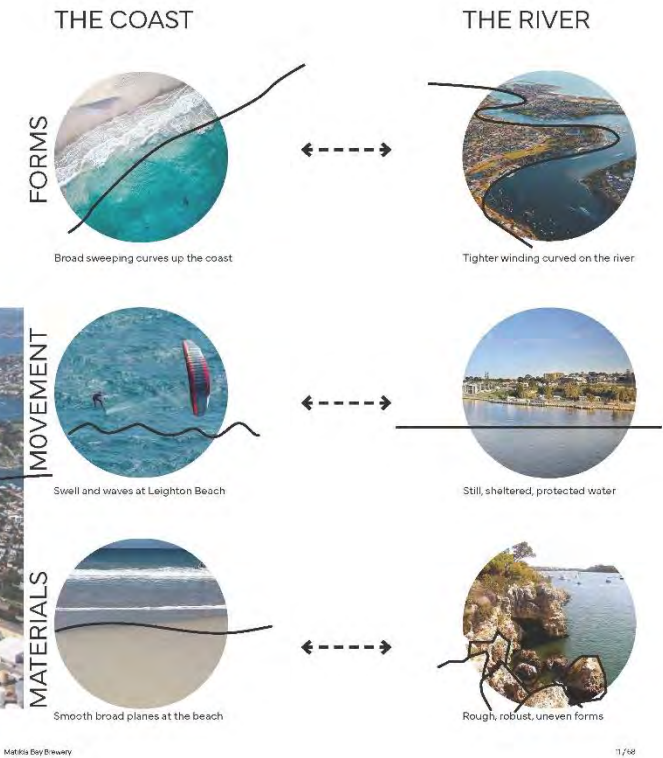
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Transitioning Landscapes - Ocean to the River

The transition from the ocean to the river will be captured in forms, movement, and materials to make an iconic yet local sense of place.



See Design Studio



Transitioning Landscapes - Heritage Inspired Forms

Positioned in a dominant position along Stirling Highway, the Matilda Bay Brewery will have a strong influence on the forms, movements and materiality of the ground floor plaza.



See Design Studio

Matilda Bay Brewery



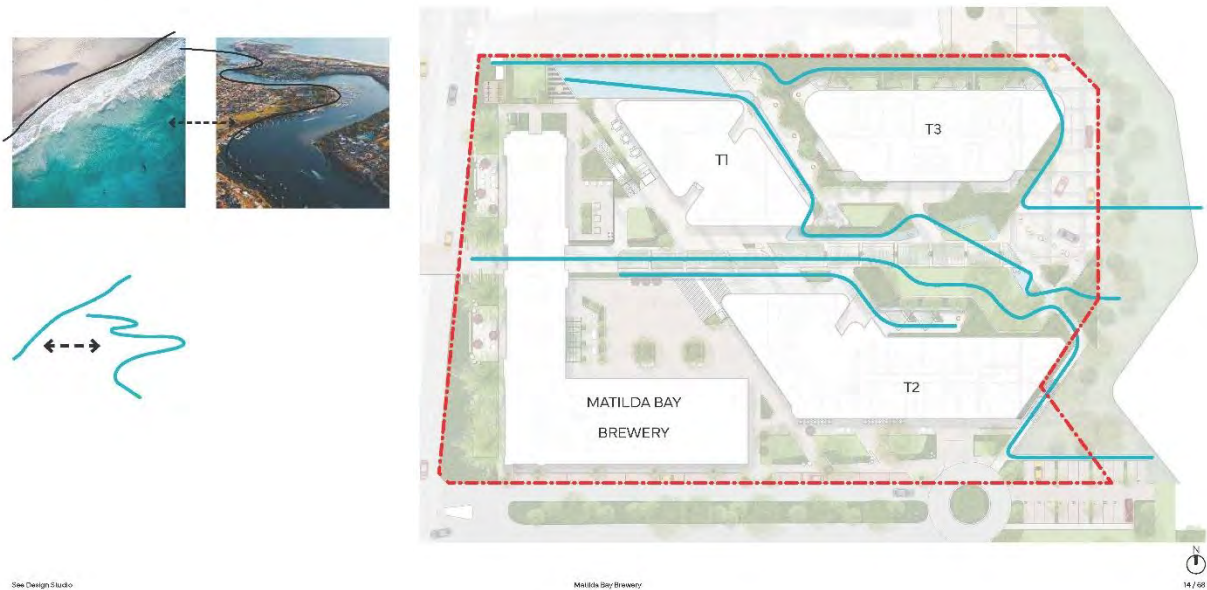
Vegetation Profiles

Subtle transitions from coastal to river planting species will be expressed along Stirling Highway and the upper floor plaza in an west to east direction to create a genius loci. The ground floor plaza will be enhanced by a more manicured and formal style that is reflective of the European heritage of the site.



Site Mapping - Forms

Forms within the public realm will transition from open and gentle to winding and tight as the site progresses from west to east to reflect the nature of the Indian Ocean and the Swan River.

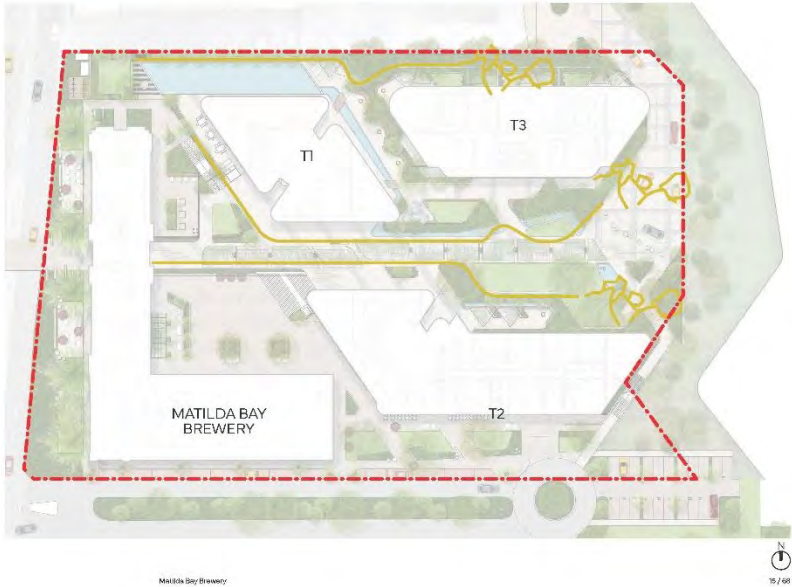


Site Mapping - Materials

Materials within the public and private realms will reflect the transition from the smooth sands of the beach to the rugged cliffs of the river.



See Design Studio

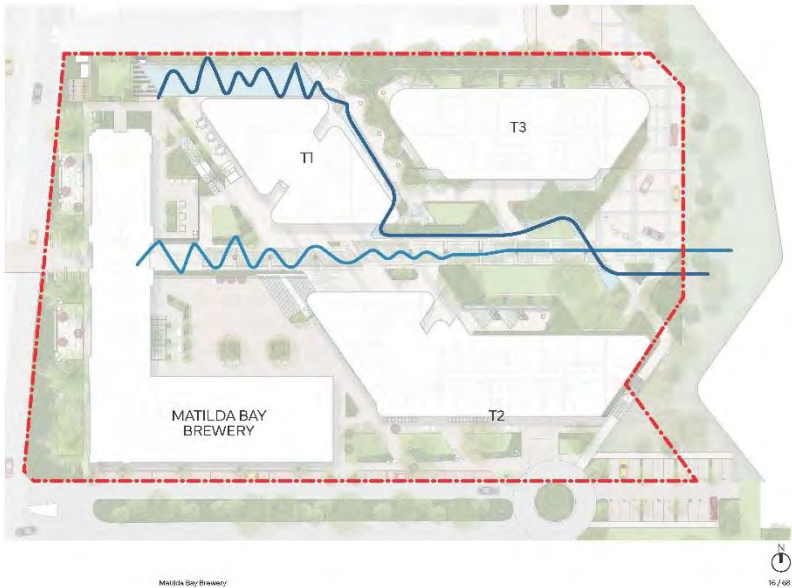


Site Mapping - Movement

The wildness of the ocean and the stillness of the river will be captured in movement throughout the site in two elements in particular. The Great Arbor and the Rivulet will reflect these conditions in water movement, detailing within the arbor, and materiality.

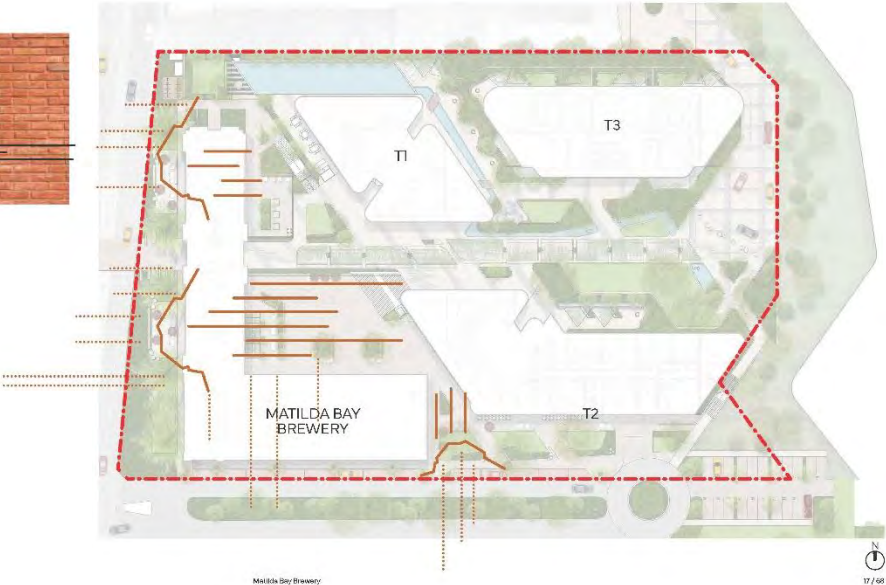
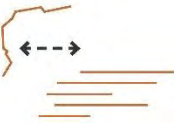
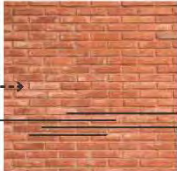


See Design Studio



Site Mapping - Industrial / Heritage

Angular forms, repeating patterns and matching existing materials will ensure the existing built form of the Matilda Bay Brewery are reflected within the public realm on the ground floor.



See Design Studio

Matilda Bay Brewery

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Site Mapping - Thematic Zoning

This diagram represents the overall thematic response to the site and its influence from surrounding natural and built environments. These zones include;

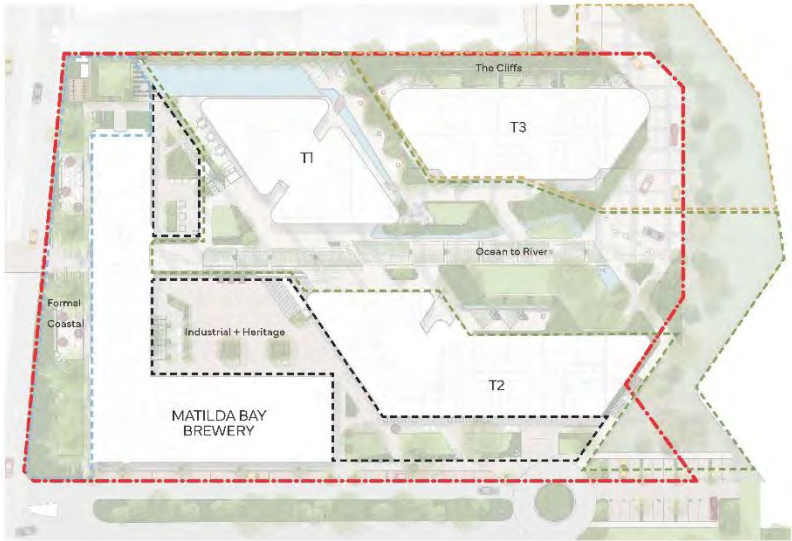
Legend

Formal Coastal

Ocean to River

The Cliffs

Industrial + Heritage



See Design Studio

Matilda Bay Brewery

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Site Mapping - Public and Private Zoning

This diagram represents the various areas dedicated to the public, to private communal spaces, and to private residents.

Legend

- Public Realm
- Private Community Space
- Private Residents Space
- Control line
- Gate/Entry Point



See Design Studio

Matilda Bay Brewery

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COMMUNITY BENEFITS



See Design Studio

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Public Realm Community Benefits

The public realm will play a vital role in transforming the development into a thriving precinct and destination. In addition to creating habitable spaces on the lower and upper plazas, the public realm will create an inviting passage on the east to west link from the river to the beach. Outlined below are some of the community benefits the public realm looks to offer.



See Design Studio

The Landscape will;



CULTIVATE COMMUNITY

- Provide a meeting space
- Chance to pause and rest
- Provide an neighbourhood presence



IMPROVE WALKABILITY

- Increase pedestrian safety throughout the precinct, and connect across Stirling Highway
- Improved passive surveillance
- Become a community destination



GREEN THE PRECINCT

- Opportunity to provide shade and landscape greening
- Improved ecological corridor
- Connect river and coast environs
- Reduce urban heat island effect
- Increase local ecological connection between ocean and river



BE INCLUSIVE AND WELCOMING

- An accessible place
- Welcoming to the tenants and the public
- Creating safe spaces for people to live in and visit



INVIGORATE THE PRECINCT

- Create a destination
- Alfresco dining
- Diverse amenity
- Public art
- Foster community

Mutids Bay Brewery

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Public Realm Community Benefits

The public realm is a give back to the community, and an important element in uniting the development into a diverse, interesting and well used destination. Below are some of the community amenity elements that will contribute to a rich and inclusive community space.



Wilderness
Fitness
Community
Garden

LIVE

People
River
Beach
Transport

CONNECT

Play elements
Water journey
Entertainment
Pool

PLAY

Gallery
Public Art
Community gathering
Produce gardens

CULTURE

See Design Studio

Mutids Bay Brewery

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LANDSCAPE MASTERPLAN

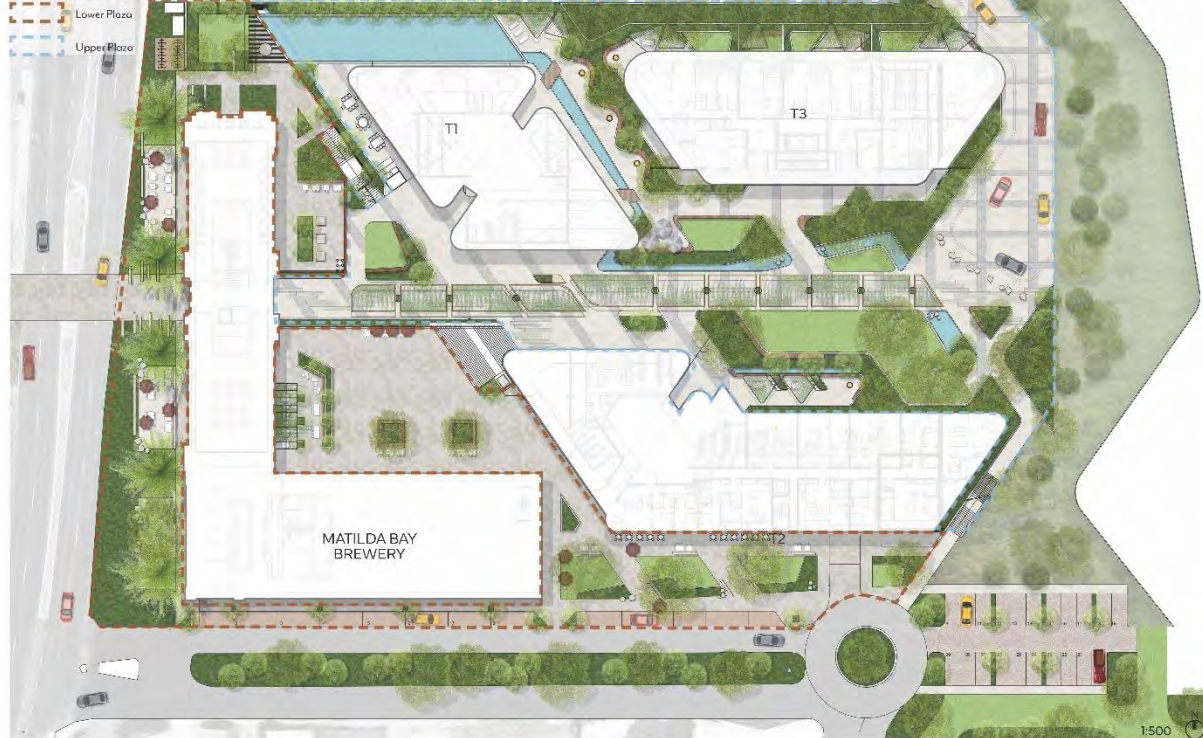


Landscaping - 10 June

Matilda Bay Brewery

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Landscape Masterplan



Sie Design Studio

Matilda Bay Brewery

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LOWER PLAZA CONCEPT

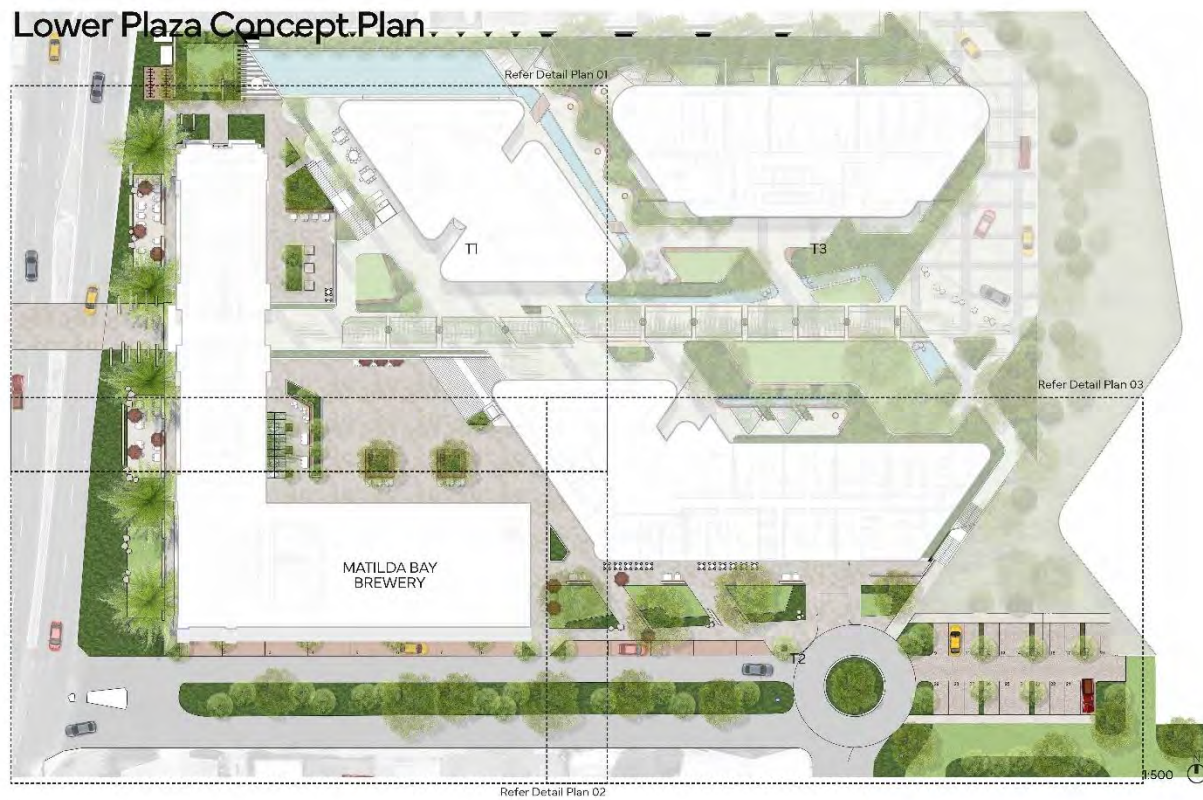


See Design Studio

Matilda Bay Brewery

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Lower Plaza Concept Plan

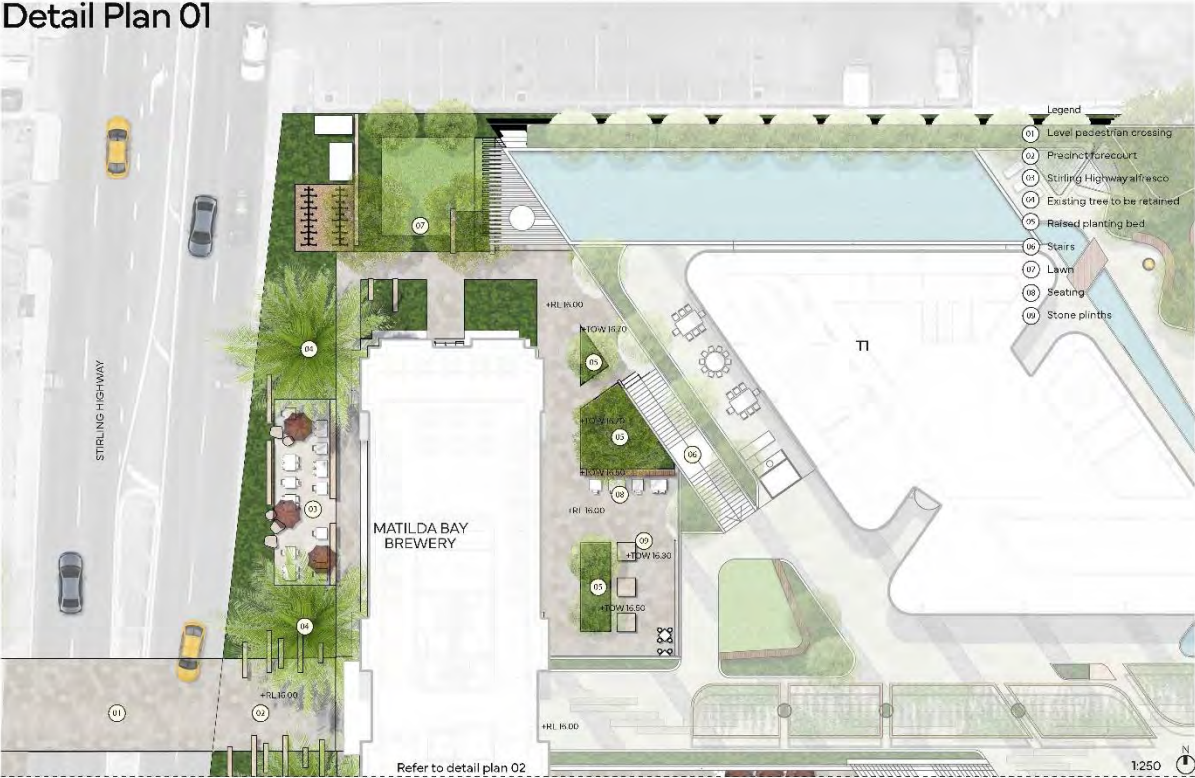


See Design Studio

Matilda Bay Brewery

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Detail Plan 01



See Design Studio

Matilda Bay Brewery

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Detail Plan 02



See Design Studio

Matilda Bay Brewery

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Detail Plan 03



Exemplar Images

The imagery represented on this page reflects the intended strategy for the lower ground plaza to be highly connected in aesthetic to the heritage of the Matilda Bay Brewery.

INDUSTRIAL

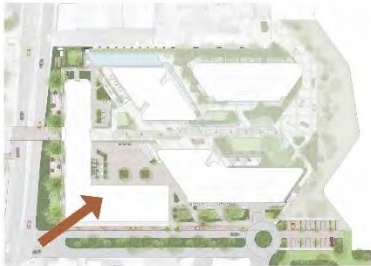


See Design Studio

Matilda Bay Brewery

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Lower Plaza
Perspective #1



Location Plan

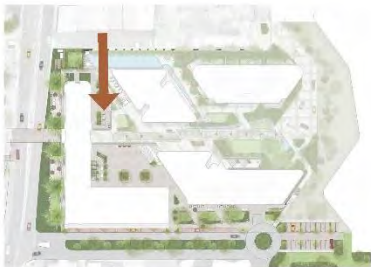
See Design Studio



Mulick Bay Brewery

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Lower Plaza
Perspective #2



Location Plan

See Design Studio



Mulick Bay Brewery

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Lower Plaza
Perspective #3



Location Plan

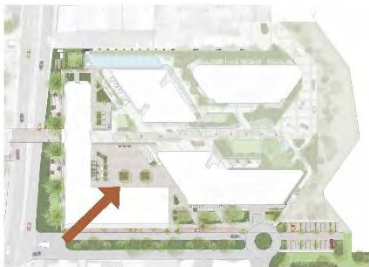


See Design Studio

Mulick Bay Brewery

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Lower Plaza
Perspective #4



Location Plan



See Design Studio

Mulick Bay Brewery

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Lower Plaza
Perspective #5



Location Plan

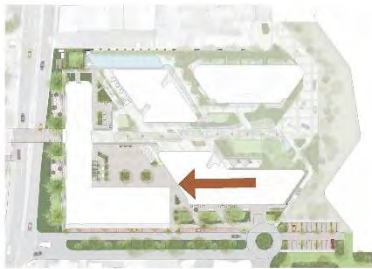


See Design Studio

Mulick Bay Brewery

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Lower Plaza
Perspective #6



Location Plan



See Design Studio

Mulick Bay Brewery

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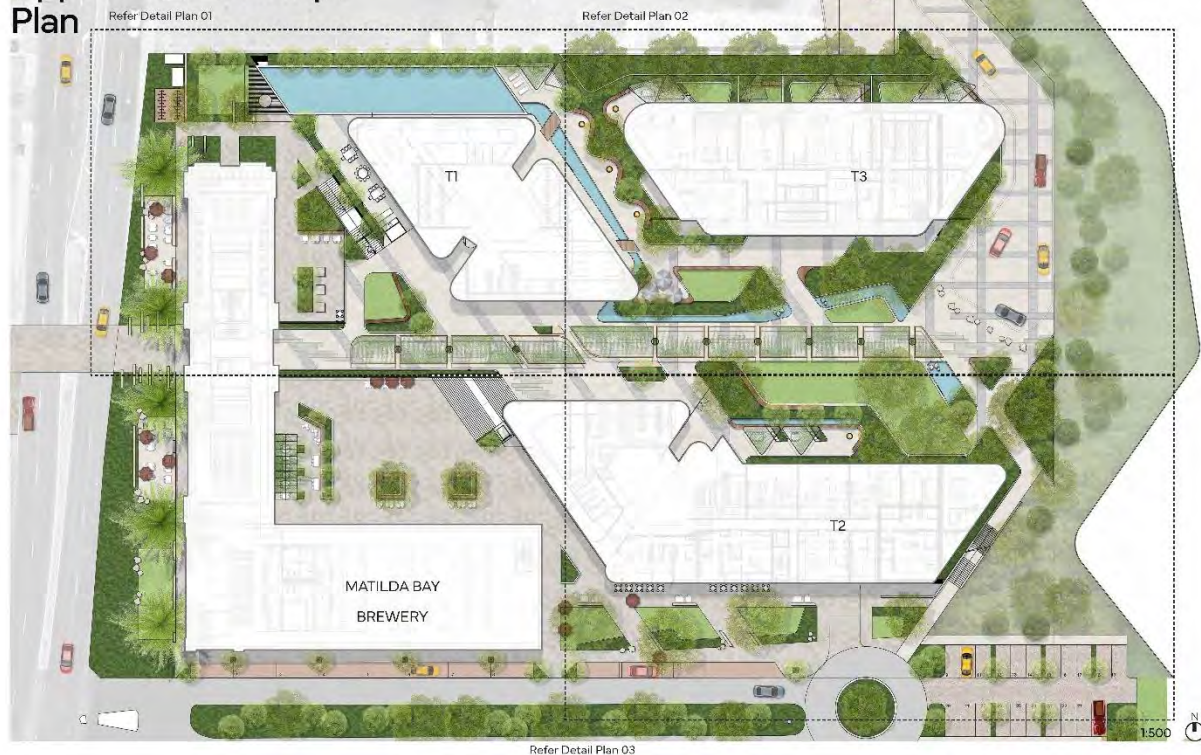
UPPER PLAZA CONCEPT

See Design Studio

Matilda Bay Brewery

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Upper Plaza Concept Plan



See Design Studio

Matilda Bay Brewery

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Detail Plan 01

Legend

- 01 Pool
- 02 Raised planting bed
- 03 Seating
- 04 Lawn
- 05 Outdoor amenities
- 06 Arbor

MATILDA BAY BREWERY

LOWER LEVEL

UPPER LEVEL

LOW 23.50

TL 22.20

ST 22.00

Refer to detail plan 02

1:250

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Detail Plan 02

Detail Plan 02

Legend

- B1 Pool
- B2 Raised planting bed
- B3 Seating
- B4 Lawn
- B5 Rivulet
- B6 Arbor
- B7 Private courtyard
- B8 Vehicle entry
- B9 Communal outdoor lounges

T3

Refer to detail plan 01

Refer to detail plan 03

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Detail Plan 03



S&S Design Studio

Matilda Bay Brewery

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Exemplar Images

The influence of the Indian Ocean within the upper floor plaza can be understood through the imagery captured below:

COAST



S&S Design Studio

Matilda Bay Brewery

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Exemplar Images

The influence of the Swan River within the upper floor plaza can be understood through the imagery captured below.

RIVER



Site Design Studio

Malibu Bay Brewery

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Upper Plaza Perspective #1



Location Plan



Site Design Studio

Malibu Bay Brewery

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Upper Plaza
Perspective #2



Location Plan

See Design Studio



Mullick Bay Brewery

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Upper Plaza
Perspective #3



Location Plan

See Design Studio



Mullick Bay Brewery

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Upper Plaza
Perspective #4



Location Plan

See Design Studio



Mulick Bay Brewery

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Upper Plaza
Perspective #5



Location Plan

See Design Studio



Mulick Bay Brewery

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Upper Plaza
Perspective #6



Location Plan



See Design Studio

Mulicks Bay Brewery

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Upper Plaza
Perspective #7



Location Plan



See Design Studio

Mulicks Bay Brewery

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Upper Plaza
Perspective #8



Location Plan



S&B Design Studio

Mulhalla Bay Brewery

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TOWER TERRACES
CONCEPT



S&B Design Studio

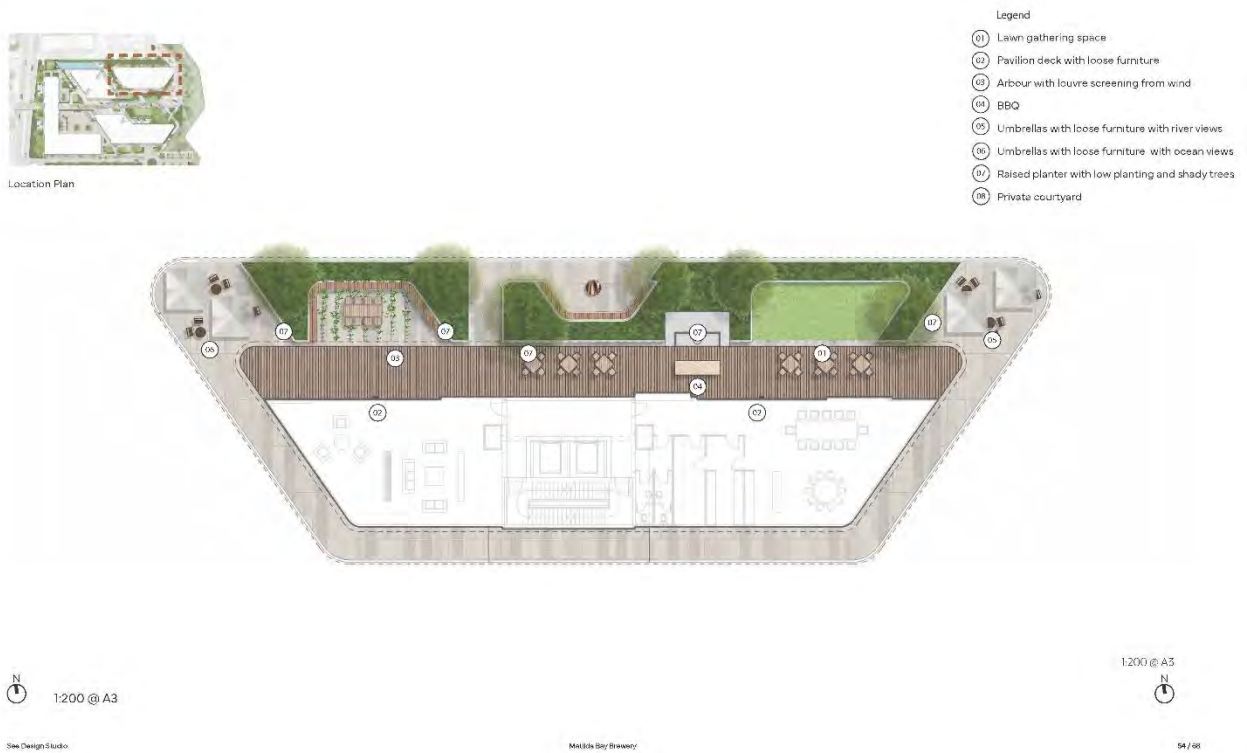
Mulhalla Bay Brewery

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T2 Amenities Concept Plan



T3 Amenities Concept Plan



DEEP SOIL + TREE STRATEGY



S&B Design Studio

Mulicks Bay Brewery

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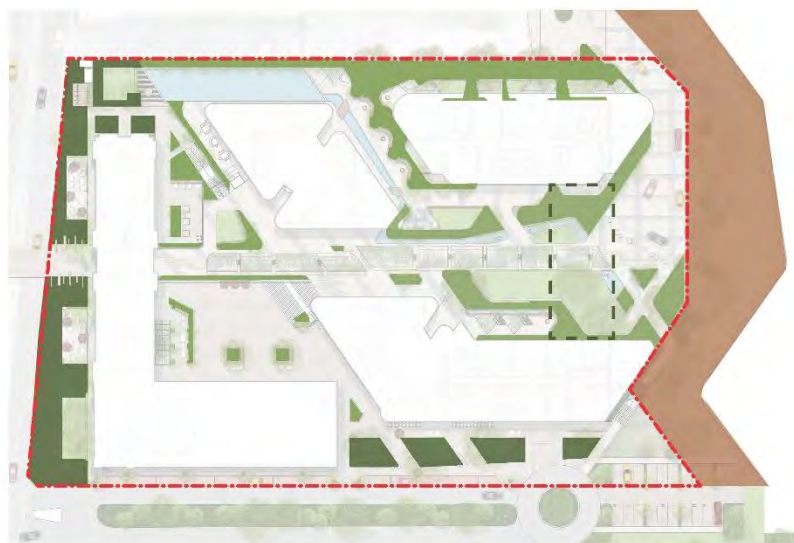
Deep Soil Planting Strategy

STAGE 1

DEEP SOIL REQUIREMENTS	
Site Area	13,618 sqm
Required DSA 10%	1,361.8 sqm
Required DSA (7% with retained trees)	953.26 sqm
Total DSA	975 sqm (or 7.1%)
Additional podium deep soil (min 1000mm depth) garden bed	1,415 sqm (or 10.4%)
Revegetated temporary buffer	2,300 sqm

Note: Additional public open space 1,750 sqm

- Open Soil DSA
- Planting on Podium
- Revegetated Buffer
- Site Boundary
- 3m Deep Soil
- Set Down Zone



S&B Design Studio

Mulicks Bay Brewery

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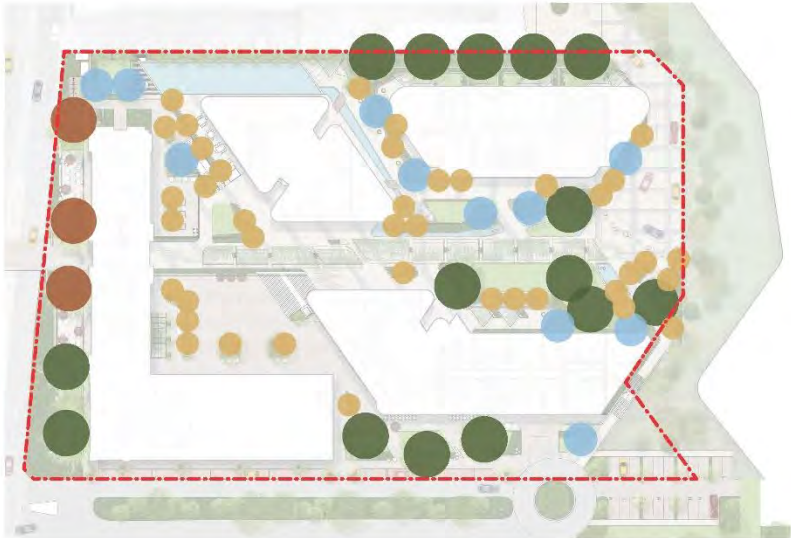
Tree Planting Strategy

STAGE 1

TREE REQUIREMENTS	
Site Area	13,518 sqm
Trees retained on site	3
> 1,000 sqm site	1x large tree/900 sqm
Additional site area over 1,000 sqm	12,618 sqm
Required additional trees	14 x large trees and small trees to suit

TREE NUMBERS	
Trees retained on site	3
Large trees	15
Medium trees	10
Small trees	38

- Site Boundary
- Existing site trees to be retained
- New large tree as per Design WA requirements
- New medium tree as per Design WA
- New small tree as per Design WA requirements



On Podium Planting Details

Outlined below is how the planting beds on podium will be detailed to meet Design WA standards for soil depth.



Irrigation Strategy

Planting selection has been based on the specific climatic conditions throughout the proposed development. Both native and exotic water wise species are proposed to ensure low water usage whilst creating an inviting landscape for the future residence. Varied tree species (both existing and proposed) will create tree canopies increasing shade across the site allowing for the creation of new micro-climates.

Irrigation of the proposed landscape is required to meet the following:

- Maintain a vigorous healthy appearance to all planting
- Carry out intensive care and watering of planting during the establishment period to ensure vigorous healthy growth. (The establishment period shall be not less than 3-6 months.)
- Avoid frequent dampening of the surface
- Allow the surface of the soil to partially dry out between watering.
- Water at times of day to minimise water evaporation loss as per water corporation recommendations. Do not water during the hottest period of Summer days.
- Coordinate system to ensure water regime is approved against any state/ federal government legislation and restrictions at the time
- Ensure system has been programmed for the precipitation requirements of the individual zones/stations with regard to types of plants
- The infiltration rate of the soil/medium and associated physical factors: season, evaporation, exposure and topography
- An allowance for adjustment or shut down during and after periods prolonged heavy rains.



See Design Studio

Halldis Day Brewery

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SELECTIONS



See Design Studio

Halldis Day Brewery

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Coastal Planting



Coastal Plant Palette

Groundcovers	 Hemiantha pungens	 Carpobrotus virescens	 Kennedia coccinea	 Adenanthos cuneatus
Shrubs	 Myoporum 'Coastal Carpet'	 Oleria axillaris	 Scaevola 'Flat Fred'	 Westringia dampieri
Grasses	 Conostylis candidans	 Juncus kraussii	 Leipdosperma 'Twilight Green'	 Leipdosperma gladiatum

See Design Studio

Melba Bay Brewery

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River Planting



River Plant Palette

Groundcovers	 Casuarina 'Cousin It'	 Hibbertia grossularifolia	 Melaleuca huegelii (rambler)	 Hardenbergia comptoniana
Shrubs	 Grevillea thelmanniana	 Hypocalymma angustifolium	 Melaleuca incana nana	 Beaufortia elegans
Grasses	 Patersonia occidentalis	 Ficinia nodosa	 Thysanotus multiflorus	 Dianella revoluta

See Design Studio

Melba Bay Brewery

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Heritage Planting



Heritage Plant Palette

Groundcovers	Shrubs	Grasses	
 Trachicarpum 'Flat Malt'	 Dichondra Silver Falls	 Viola hederacae	 Helichysum petiolare
 Melaleuca Little Red	 Westringia Grey Box	 Buxus microphylla	 Senecio Blue Chalk Sticks
 Lomandra Tanika	 Lomandra Cracker Jack	 Dianella Breeze	 Poa Kingdome

See Design Studio

Matilda Bay Brewery

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Tree Species

Small


Eucalyptus utilis
7 x 5m

Medium

 Delonix regia 8 x 6m	 Cupaniopsis anacardioides 8 x 6m
 Elaeocarpus eumundii 6 x 3m	 Metrosideros thomasi 6 x 5m

Large

 Gleditsia 'Shademaster' 12 x 7m	 Ulmus parvifolia 12 x 8m	 Delonix regia var. flavida 8 x 9m
 Waterhousea floribunda 8 x 5m	 Agonis flexuosa 7 x 5m	 Eucalyptus todiana 6 x 5m
 Olea europaea 6 x 4m	 Melaleuca leucadendra 8 x 4m	 Melaleuca raphiophylla 8 x 4m



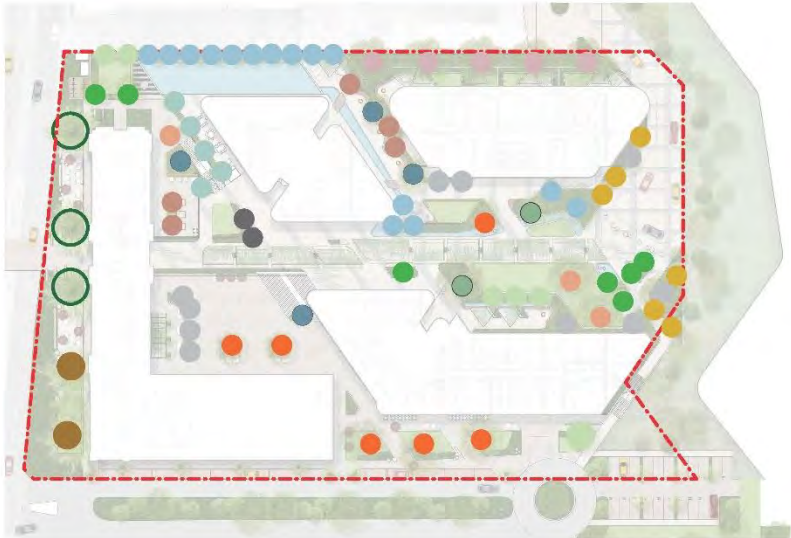
See Design Studio

Matilda Bay Brewery

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Tree Species Location Plan

- Existing palm to retain
- Gleditsia 'Shademaster'
- Ulmus parvifolia
- Delonix regia var. flavida
- Delonix regia
- Cupaniopsis anacardioides
- Waterhousia floribunda
- Agonis flexuosa
- Eucalyptus todtiana
- Eucalyptus utilis
- Elaeocarpus eumundii
- Metrosideros thomasi
- Olea europaea
- Melaleuca leucadendra
- Melaleuca raphiophylla
- Phoenix canariensis



See Design Studio

Mullick Bay Brewery

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Lower Plaza Materials Selections

Surface Treatments



Hexagonal Limestone paving



Large formate Limestone paving



Natural grass



Summerstone gravel fines

Wall Treatments



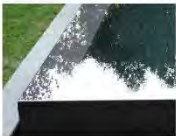
Travertine cladding



Stack bond red bricks



Black steel planters



Black steel reflection pool

Furniture Finishes



Natural hardwood timber



Brass handrails



Limestone boulders

See Design Studio

Mullick Bay Brewery

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Upper Plaza Materials Selections

Surface Treatments



Large format Limestone paving



Linear limestone pavers



Grey granite pavers



Natural grass

Wall Treatments



Travertine cladding



Limestone rubble cladding



Cream stack bond brick



Rendered masonry walls

Furniture Finishes



Natural hardwood timber



Brass handrails



Sandstone boulders



Metallic paint finish

See Design Studio

Melville Bay Brewery

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See Design Studio Landscape Architects

Please feel free to contact us with any inquiries.

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Melville Bay Brewery

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ADDITIONAL INFORMATION 6 - PUBLIC ART STATEMENT;

Art \ Theory

17.05.22

To Whom this May Concern,

RE: PUBLIC ART - MATILDA BAY BREWERY, NORTH FREMANTLE

I am writing to confirm my engagement as art consultant for Parcel Property's project at Matilda Bay Brewery, North Fremantle.

My client is pleased to confirm they intend to fulfil the requirements of the Percent for Public Art scheme, by way of on-site contribution. Public artworks will be original, site responsive and located within the site's extensive public open-space.

Art Theory's approach will involve early engagement, working with the project team to seek out opportunities for artworks and heritage interpretation, to shape a quality, permanent collection.

We envisage a collection that enhances connections between people and place; bringing together locals, visitors and community with the site's unique heritage and world-class ocean & river surrounds. Together with heritage interpretation, public art will breathe life into the site's significant historical stories, for both current and future generations to enjoy.

Considered planning and locating of public artworks will encourage journeys throughout the site, activating the newly formed pathways and plazas at human-scale and creating moments for social and individual well-being, and perhaps most importantly a sense of place.

Additionally, the proposed studio and gallery spaces are an exciting compliment to the public art and bring with them wonderful benefits for community and the arts.

Importantly, this landmark project offers a rare opportunity to transform a site rich in both Western Australian history and natural beauty, into a new vibrant cultural destination for North Fremantle.

And lastly on a personal note, having grown up in the neighbouring street, Pamment Street, I am delighted to be a part of this transformative project.

We look forward to working with the City of Fremantle to deliver an exceptional public art solution, and should you wish to discuss further please feel free to contact me.

Yours Sincerely,



Lisa Reeves
DIRECTOR

SPP7.3 R-CODES

VOLUME 2 - APARTMENTS

ASSESSMENT TEMPLATE

ABOUT THIS TEMPLATE

State Planning Policy 7.3 Residential Design Codes Volume 2 – Apartments (R-Codes Vol. 2) has brought about changes to the way that multiple dwellings will be designed, assessed, constructed and – ultimately – lived in.

This assessment template is based on work conducted by the Inner City Councils Planning Working Group¹, and adapted by the Department of Planning, Lands and Heritage for broader distribution.

Responsible Authorities are encouraged to adapt this template to best suit their needs. This template is designed to be used in conjunction with, not as a replacement for, the R Codes Vol. 2.

This template comprises of 2 parts:

- PART 1** Recommended information to be submitted by applicant as part of a development application.
- PART 2** Template for assessment under the R-Codes Vol. 2 (including any local planning framework that amends or replaces the R-Codes Vol. 2). It is recommended that this template is completed by:
 - (a) the applicant and submitted as part of the development application; and
 - (b) the Responsible Authority for the purposes of assessment.

R-Codes Vol. 2 is a performance-based policy. While addressing the Acceptable Outcomes is likely to achieve the relevant Element Objectives, they are not a deemed-to-comply pathway and the proposal will be assessed in context of the entire design solution to ensure the Element Objectives are achieved.

Assessing officers are encouraged to firstly consider the proposal under the Element Objectives, delve into details provided by the applicant (whether these be the Acceptable Outcome or alternate performance solution approach using the relevant Design Guidance) before returning to the principles outlined in the Element Objectives.

The onus is on the Applicant to demonstrate that the Element Objectives have been achieved. Responsible Authorities may consider refusal of an application on the basis that insufficient information/materials have been provided to satisfy an Element Objective to the satisfaction of the Responsible Authority. The burden of proof is not on the Responsible Authority but the applicant to demonstrate – by way of example – adequate solar access is achieved if the applicant has not provided the relevant diagrams and calculations to address this subject matter.

Please be advised that this assessment template is not intended to replace R-Codes Vol. 2 in terms of being a point of reference for both designers and assessors. Amongst other things, the source document contains Design Guidance, diagrams and example images that are not featured within this template.

¹Inner City Councils Planning Working Group – Town of Victoria Park, City of Perth, City of South Perth, City of Subiaco, City of Vincent

PART 1 - INFORMATION FOR THE APPLICANT

It is recommended that the following information is provided by the applicant when lodging a development application.

A5 – Development application guidance (1/2) <i>This guidance assists proponents in formulating the appropriate materials when submitting a development application. Check with the relevant local authority if there are any additional materials required.</i>		
Documentation	Required Information	Provided?
Development details	A summary document that provides the key details of the development proposal. It contains information such as the: – plot ratio of the development – number, mix, size and accessibility of apartments – number of car parking spaces for use (residential, retail, accessible, visitor etc.) – percentage of apartments meeting cross ventilation and daylight requirements.	Yes
Site analysis	[Prepared at earlier stage of design development in A3 <i>Site analysis and design response guidance</i>]	Yes
Design statements	An explanation of how the design relates to the Design Principles in State Planning Policy 7.0 Design of the Built Environment. An explanation of how the proposed development achieves the relevant objectives of this policy in A6 <i>Objectives summary</i>. For adaptive reuse projects which affect heritage places, provide a Heritage Impact Statement prepared in accordance with the State Heritage Office's <i>Heritage Impact Statement Guide</i> available at www.stateheritage.wa.gov.au (for state registered places) or the relevant local government guidelines (for other places).	Yes
Site plan	A scale drawing showing: – any proposed site amalgamation or subdivision – location of any proposed buildings or works in relation to setbacks, building envelope controls and building separation dimensions – proposed finished levels of land in relation to existing and proposed buildings and roads – pedestrian and vehicular site entries and access – interface of the ground floor plan with the public domain and open spaces within the site – areas of communal open space and private open space – indicative locations of planting and deep soil areas including retained or proposed significant trees. – overshadowing over neighbouring sites – location of adjacent solar collectors.	Yes
Landscape plan	A scale drawing showing: – the building footprint of the proposal including pedestrian, vehicle and service access – trees to be removed shown dotted – trees to remain with their tree protection areas (relative to the proposed development) – deep soil areas and associated tree planting – areas of planting on structure and soil depth – proposed planting including species and size – details of public space, communal open space and private open space – external ramps, stairs and retaining wall levels – security features and access points – built landscape elements (fences, pergolas, walls, planters and water features) – ground surface treatment with indicative materials and finishes – site lighting – stormwater management and irrigation concept design.	Yes
Other plans and reports	Acoustic Report (or equivalent) Waste Management Plan (or equivalent)	

A5 – Development application guidance (2/2)		
Documentation	Required information	Provided?
Floor plans	A scale drawing showing: – all levels of the building including roof plan – layout of entries, circulation areas, lifts and stairs, communal spaces, and service rooms with key dimensions and Real Level (RL) heights shown – apartment plans with apartment numbers and areas, all fenestration, typical furniture layouts for each apartment type, room dimensions and intended use and private open space dimensions – accessibility clearance templates for accessible units and common spaces – visual privacy separation shown and dimensions where necessary – vehicle and service access, circulation and parking – storage areas.	Yes
Elevations	A scale drawing showing: – proposed building height and RL lines – building height control – setbacks or envelope outline – building length and articulation – the detail and features of the façade and roof design – any existing buildings on the site – building entries (pedestrian, vehicular and service) – profile of buildings on adjacent properties or for 50m in each direction, whichever is most appropriate. Samples or images of proposed external materials, finishes and colours of the proposal, keyed to elevations.	Yes
Sections	A scale drawing showing: – proposed building height and RL lines – building height control – setbacks or envelope outline – adjacent buildings – building circulation – the relationship of the proposal to the ground plane, the street and open spaces particularly at thresholds – the location and treatment of car parking – the location of deep soil and soil depth allowance for planting on structure (where applicable) – building separation within the development and between neighbouring buildings – ceiling heights throughout the development – detailed sections of the proposed façades.	Yes
Building performance diagrams	A solar diagram (where required) at the winter solstice (21 June) at a minimum of hourly intervals showing: – number of hours of solar access to the principal communal open space – number of hours of solar access to units within the proposal and tabulation of results – overshadowing of existing adjacent properties and overshadowing of future potential development where neighbouring sites are planned for higher density – elevation shadows if likely to fall on neighbouring windows, openings or solar panels. A ventilation diagram (where required) showing unobstructed path of air movements through dual aspect apartments and tabulation of results.	Yes
Illustrative views	Photomontages or similar rendering or perspective drawings illustrating the proposal in the context of surrounding development. Note: illustrative views need to be prepared using a perspective that relates to the human eye. Where a photomontage is prepared, it should use a photo taken by a full frame camera with a 50mm lens and 46 degree angle of view.	Yes
Models	A three dimensional computer generated model showing views of the development from adjacent streets and buildings. A physical model for a large or contentious development (if required by the consent authority).	

PART 2 - TEMPLATE FOR ASSESSMENT UNDER THE R-CODES VOL. 2

It is recommended that the template is used as follows -

Applicants

- This document is intended to provide a structure to organise and arrange the supporting material and documentation for preparing and submitting a Development Application, with the onus being on the applicant to demonstrate that an Element Objective has been achieved.
- Applicants are encouraged to complete the 'applicant sections' of this document, outlining how the Element Objectives are satisfied. In many (if not most) instances it is expected that written response will be supported by associated drawings or documentation provided by the applicant *'e.g. – refer to Overshadowing Diagrams page 25 of submission package'*.
- The template can then be included in the application to the Responsible Authority.

Responsible Authority

- This document is intended to provide a structure to systematically and holistically undertake a planning assessment against the performance-based approach of R-Codes Vol. 2.
- The Responsible Authority will review the applicant's comments provided in this template and undertake an assessment of the materials provided against the relevant Element Objectives.

Section 1.2 of R-Codes Vol. 2 provides that certain sections of the policy may be amended or replaced by local planning frameworks. Where such local planning frameworks may have effect, this template provides an additional section where the applicable requirements may be stated.

ELEMENT 2.2 BUILDING HEIGHT		
ELEMENT OBJECTIVES <i>Development is to achieve the following Element Objectives</i>	APPLICANT COMMENT	ASSESSOR COMMENT
	<i>Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.</i>	
O2.2.1 – The height of development responds to the desired future scale and character of the street and local area, including existing buildings that are unlikely to change.	The height of the proposed development is consistent with the desired future scale of the locality. It is noted that Lot 140 Stirling Highway, North Fremantle adjacent to the subject site is also Structure Plan with similar height. The site is a gateway to the City of Fremantle and is the only site with the opportunity to provide Ocean and River Views. It is also noted that the scale of the development will assist the reaching the urban infill targets under the Sub-Regional Planning Framework.	
O2.2.2 – The height of buildings within a development responds to changes in topography.	The topography of the site is generally flat sloping towards Stirling Highway. The podium of the development and undercroft parking directly responds to the topography of the site, maximising the ability to use underground parking while not impacting the levels at (or around) the heritage components of the development. The upper plaza also presents as generally level to McCabe Place.	
O2.2.3 – Development incorporates articulated roof design and/or roof top communal open space where appropriate.	Tower 3 is designed to incorporate a high-quality communal amenity area on the roof top as it is sheltered from the prevailing south-westerly wind from Towers 1 and 2.	
O2.2.4 – The height of development recognises the need for daylight and solar access to adjoining and nearby residential development, communal open space and in some cases, public spaces.	The development has been carefully designed to minimise impact on nearby development, communal open space and existing public spaces. This has been achieved through the slender nature of the tower elements, which have been located centrally within the site to minimise impacts arising from overshadowing and access to daylight. The publicly accessible open space areas within the proposed development have been designed to maximise north-facing orientated spaces for solar access	

ACCEPTABLE OUTCOMES <i>Acceptable Outcome pathway may not be applicable where a performance solution is provided</i>											
A2.2.1 – Development complies with the building height limit (storeys) set out in Table 2.1, except where modified by the local planning framework, in which case development complies with the building height limit set out in the applicable local planning instrument.											
<i>(Excerpt from table 2.1)</i>											
Streetscape contexts and character <i>refer A2</i>	Low-rise		Medium-rise		Higher density residential		Neighbourhood centre	Mid-rise urban centres	High density urban centres		Planned areas
Site R-Coding	R40	R60	R60	R80	R100	R160	R-AC4	R-AC3	R-AC2	R-AC1	R-AC0
Building height (storeys) <i>refer 2.2</i>	2	3	3	4	4	5	3	6	7	9	
LOCAL PLANNING FRAMEWORK						REQUIREMENT					
<i>Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement.</i>						Yes, City of Fremantle Local Planning Policy 3.11 – McCabe Steet Area, North Fremantle – Height of New Buildings – Refer to Section 8.3.1 of Town Planning Report.					

ELEMENT 2.3 STREET SETBACKS		
ELEMENT OBJECTIVES <i>Development is to achieve the following Element Objectives</i>	APPLICANT COMMENT	ASSESSOR COMMENT
	<i>Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.</i>	
O2.3.1 – The setback of the development from the street reinforces and/or complements the existing or proposed landscape character of the street.	The proposed development is compliant with all street setback requirements of the R-Codes. The increased street setbacks allows for a more pedestrian friendly and human scale interface with the street, particularly with respect to the public realm-oriented design.	
O2.3.2 – The street setback provides a clear transition between the public and private realm.	Extensive Landscaping elements within the Stirling Highway setback area provide a clear delineation between the public and private realms.	
O2.3.3 – The street setback assists in achieving visual privacy to apartments from the street.	The building's three (3) tower elements contain the residential component of the development. All three (3) towers have been setback greater than the podium / plaza and heritage buildings which comprise a mix of commercial uses to establish residential visual privacy.	
O2.3.4 – The setback of the development enables passive surveillance and outlook to the street.	The ground floor plaza, upper plaza and surrounding public realm areas allows for constant pedestrian generation / passive surveillance at the street level. The inclusion of commercial uses within the ground floor / plaza also provides extensive passive surveillance of the public realm.	
ACCEPTABLE OUTCOMES <i>Acceptable Outcome pathway may not be applicable where a performance solution is provided</i>		
A3.2.1 – Development complies with the street setback set out in Table 2.1, except where modified by the local planning framework, in which case development complies with the street setback set out in the applicable local planning instrument <i>(Excerpt from table 2.1)</i>		COMPLIES

Streetscape context and character note A2	Low-rise		Medium-rise		Higher density residential		Neighbourhood centre	Mid-rise urban centres	High density urban centres		Planned area
Site R-Coding	R40	R60	R80	R80	R100	R100	R-AC4	R-AC3	R-AC2	R-AC1	R-AC0
Minimum primary and secondary street setbacks refer 2.3	1m †	2m	2m	2m	2m	2m or Nil †	2m or Nil †	2m or Nil †	2m or Nil †	2m or Nil †	
(4) Minimum secondary street setback 1.5m (5) Nil setback applicable if commercial use at ground floor											
LOCAL PLANNING FRAMEWORK						REQUIREMENT					
Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:						N/A					

ELEMENT 2.4 SIDE AND REAR SETBACKS		
ELEMENT OBJECTIVES <i>Development is to achieve the following Element Objectives</i>	APPLICANT COMMENT	ASSESSOR COMMENT
	<i>Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.</i>	
O2.4.1 – Building boundary setbacks provide for adequate separation between neighbouring properties.	The proposed development is compliant with all side and rear boundary setbacks, providing an appropriate interface with all neighbouring properties.	
O2.4.2 – Building boundary setbacks are consistent with the existing streetscape pattern or the desired streetscape character.	The surrounding properties are characterised by existing industrial type developments. The proposed development is consistent with the future desired streetscape character with human scale elements located close to lot boundaries, and any tower elements appropriate set back from adjacent development.	
O2.4.3 – The setback of development from side and rear boundaries enables retention of existing trees and provision of deep soil areas that reinforce the landscape character of the area, support tree canopy and assist with stormwater management.	The areas of the site within the side and rear setbacks are currently cleared of all remnant vegetation pertaining to the development area. Notwithstanding, three (3) palm trees within the street setback have been retained and extensive landscaping is proposed within the setback areas to support tree canopy and stormwater management.	
O2.4.4 –The setback of development from side and rear boundaries provides a transition between sites with different land uses or intensity of development.	As outlined above, the development exceeds the requirements for all side and rear setbacks and therefore, provides for an appropriate transition between the existing and proposed uses.	
ACCEPTABLE OUTCOMES <i>Acceptable Outcome pathway may not be applicable where a performance solution is provided</i>		
A2.4.1 - Development complies with the side and rear setbacks set out in Table 2.1, except where: a) modified by the local planning framework, in which case development complies with the side and rear setbacks set out in the applicable local planning instrument AND/OR b) a greater setback is required to address 3.5 Visual privacy. <i>(Excerpt from table 2.1)</i>		COMPLIES

Streetscape context and character <i>refer 2.2</i>	Lowrise		Medium-rise		Higher density residential		Neighbourhood centres	Mid-rise urban centres	High density urban centres		Planned areas
Site R-Coding	R40	R50	R60	R80	R100	R160	R-AC4	R-AC3	R-AC2	R-AC1	R-AC0
Boundary wall height (storeys) <i>refer 2.4</i>		1.5	1.5	2.5	2.5		2	3	4		
Minimum side setbacks <i>refer 2.4</i>	7m	3m	3m	3m				Nil			
Minimum rear setback <i>refer 2.4</i>		3m		3m	5m		5m	Nil	Nil		
Average side setback where building length exceeds 15m <i>refer 2.4</i>	2.6m	3.6m	7.5m	3.6m	2.5m	4.8m	N/A	N/A	N/A		
i. Wall may be built up to a lot boundary, where it abuts an existing or simultaneously constructed wall of equal or greater proportions ii. Where the subject site and an affected adjoining site are subject to different density codes, the length and height of any boundary wall on the boundary between them is determined by reference to the lower density code iii. Boundary wall only permitted on one boundary, and shall not exceed 2/3 length. Boundary setbacks will also be determined by provisions for building separation and visual privacy within this SPP and building separation provisions of the NCC.											
A2.4.2 – Development is setback from the boundary in order to achieve the Objectives outlined in 2.7 Building separation, 3.3 Tree canopy and deep soil areas, 3.5 Visual privacy and 4.1 Solar and daylight access.											
LOCAL PLANNING FRAMEWORK							REQUIREMENT				
Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement.							N/A				

ELEMENT 2.5		PLOT RATIO																																					
ELEMENT OBJECTIVES		APPLICANT COMMENT	ASSESSOR COMMENT																																				
Development is to achieve the following Element Objectives		Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.																																					
O2.5.1 – The overall bulk and scale of development is appropriate for the existing or planned character of the area.		The development exceeds the plot ratio requirement at 2.19:1 in lieu of the 2.0:1.0 limit. Notwithstanding, the 0.19 exceedance (representing approximately 3,000m² GFA), the articulation, siting of the buildings and extensive public realm and landscaping seeks to reduce the perceived bulk and scale of the development. Further to the above, the proposed scale of the development is the envisaged to be consistent with the future scale of development in the locality.																																					
ACCEPTABLE OUTCOMES																																							
Acceptable Outcome pathway may not be applicable where a performance solution is provided																																							
A2.5.1 – Development complies with the plot ratio requirements set out in Table 2.1, except where modified by the local planning framework, in which case development complies with the plot ratio set out in the applicable local planning instrument. (Excerpt from table 2.1)			ACHIEVES ELEMENT OBJECTIVE																																				
<table><tr><th>Streetscape context and character refer P2</th><th colspan="2">Low-rise</th><th colspan="2">Medium-rise</th><th colspan="2">Higher density residential</th><th>Neighbourhood centre</th><th>Mid-rise urban centres</th><th colspan="2">High density urban centres</th><th>Planned areas</th></tr><tr><th>Site R-Coding</th><th>R40</th><th>R50</th><th>R60</th><th>R80</th><th>R100</th><th>R150</th><th>R-AC4</th><th>R-AC3</th><th>R-AC2</th><th>R-AC1</th><th>R-AC0</th></tr><tr><td>Plot ratio 1 refer Z5</td><td>0.6</td><td>0.7</td><td>0.8</td><td>1.0</td><td>1.3</td><td>2.0</td><td>1.2</td><td>2.0</td><td>2.5</td><td>3.0</td><td></td></tr></table>				Streetscape context and character refer P2	Low-rise		Medium-rise		Higher density residential		Neighbourhood centre	Mid-rise urban centres	High density urban centres		Planned areas	Site R-Coding	R40	R50	R60	R80	R100	R150	R-AC4	R-AC3	R-AC2	R-AC1	R-AC0	Plot ratio 1 refer Z5	0.6	0.7	0.8	1.0	1.3	2.0	1.2	2.0	2.5	3.0	
Streetscape context and character refer P2	Low-rise		Medium-rise		Higher density residential		Neighbourhood centre	Mid-rise urban centres	High density urban centres		Planned areas																												
Site R-Coding	R40	R50	R60	R80	R100	R150	R-AC4	R-AC3	R-AC2	R-AC1	R-AC0																												
Plot ratio 1 refer Z5	0.6	0.7	0.8	1.0	1.3	2.0	1.2	2.0	2.5	3.0																													
Refer to Definitions for calculation of plot ratio																																							
LOCAL PLANNING FRAMEWORK		REQUIREMENT																																					
Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:		N/A																																					

ELEMENT 2.6		BUILDING DEPTH	
ELEMENT OBJECTIVES		APPLICANT COMMENT	ASSESSOR COMMENT
<i>Development is to achieve the following Element Objectives</i>		<i>Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.</i>	
O2.6.1 – Building depth supports apartment layouts that optimise daylight and solar access and natural ventilation.		The orientation and shape of the residential towers has been generated from a trapezoidal shape that has been fractured into two (2) triangles to allow natural ventilation, vistas and light to penetrate through the buildings.	
O2.6.2 – Articulation of building form to allow adequate access to daylight and natural ventilation where greater building depths are proposed.		Refer to O2.6.1	
O2.6.3 – Room depths and / or ceiling heights optimise daylight and solar access and natural ventilation.		The maximum room depth for the single aspect apartments is 18.8m which is consistent with the requirement of R-Codes Vol 2.	
ACCEPTABLE OUTCOMES <i>Acceptable Outcome pathway may not be applicable where a performance solution is provided</i>			
A2.6.1 – Developments that comprise single aspect apartments on each side of a central circulation corridor shall have a maximum building depth of 20m. All other proposals will be assessed on their merits with particular consideration to 4.1 Solar and daylight access and 4.2 Natural ventilation.			COMPLIES
LOCAL PLANNING FRAMEWORK		REQUIREMENT	
<i>Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:</i>		N/A	

ELEMENT 2.7 BUILDING SEPARATION		
ELEMENT OBJECTIVES <i>Development is to achieve the following Element Objectives</i>	APPLICANT COMMENT	ASSESSOR COMMENT
	<i>Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.</i>	
O2.7.1 – New development supports the desired future streetscape character with spaces between buildings.	The building towers are centrally located, allowing for adequate space between future redevelopment of neighbouring lots.	
O2.7.2 – Building separation is in proportion to building height.	The development is compliant with the building separation requirements of Table 2.7 up to Level 4. Levels 5-8 exceed the minimum separation distance by approximately 4m (measuring a separation distance of 13.5m) and Levels 9 and above exceed the minimum separation distance by 11m. Notwithstanding, in consideration of the proposed building heights, the towers have been sited and designed to allow natural ventilation, vistas and cross ventilation.	
O2.7.3 – Buildings are separated sufficiently to provide for residential amenity including visual and acoustic privacy, natural ventilation, sunlight and daylight access and outlook.	The orientation and siting of the towers allows for visual privacy, natural cross ventilation, solar access and outlooks towards the ocean and Swan River.	
O2.7.4 – Suitable areas are provided for communal and private open space, deep soil areas and landscaping between buildings	Significant provision of publicly accessible open space and landscaping is provided throughout the subject site.	
ACCEPTABLE OUTCOMES <i>Acceptable Outcome pathway may not be applicable where a performance solution is provided</i>		
A2.7.1 – Development complies with the separation requirements set out in Table 2.7.		<u><4 storeys</u> Tower 1 – Tower 3 = 13.5m separation (Compliant) Tower 1 – Tower 2 = 16.4m separation (Compliant) <u>5-8 storeys</u> Tower 1 – Tower 3 = 13.5m separation (Achieves Element Objectives)

Table 2.7 Building separation				Tower 1 – Tower 2 = 16.4m separation (Achieves Element Objectives) <u>>9 storeys</u> Tower 1 – Tower 3 = 13.5m separation (Achieves Element Objectives) Tower 1 – Tower 2 = 16.4m separation (Achieves Element Objectives)		
Separation between:	Building height					
	≤ 4 storeys (up to 15m)	5-8 storeys (up to 28m)	≥ 9 storeys (over 28m)			
	Within site boundary	Habitable rooms/balconies	12m		18m	24m
	Habitable and non-habitable rooms	7.5m	12m		18m	
	Non-habitable rooms	4.5m	6m	9m		
To adjoining property boundaries	Habitable rooms/balconies and boundary	Refer 2.4 Side and rear setbacks (Table 2.1) and 3.5 Visual privacy (Table 3.5)	5m	12m		
Distances apply from major openings of rooms, or the inside of balustrading of balconies. Average dimensions may be applied subject to major openings meeting other requirements for privacy, daylight and the like.						
LOCAL PLANNING FRAMEWORK		REQUIREMENT				
Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement.		N/A				

ELEMENT 3.2 ORIENTATION		
ELEMENT OBJECTIVES <i>Development is to achieve the following Element Objectives</i>	APPLICANT COMMENT	ASSESSOR COMMENT
	<i>Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.</i>	
O3.2.1 – Building layouts respond to the streetscape, topography and site attributes while optimising solar and daylight access within the development.	The building has been designed to respond to the context and orientation, achieving solar and daylight access compliance.	
O3.2.2 – Building form and orientation minimises overshadowing of the habitable rooms, open space and solar collectors of neighbouring properties during mid-winter.	The towers have deliberately been designed as taller, slender towers, to ensure shadows cast in winter move quickly and limit the subsequent impact on open space and neighbouring properties (refer additional justification within DA report).	
ACCEPTABLE OUTCOMES <i>Acceptable Outcome pathway may not be applicable where a performance solution is provided</i>		

A3.2.1 – Buildings on street or public realm frontages are oriented to face the public realm and incorporate direct access from the street.	COMPLIES
A3.2.2 – Buildings that do not have frontages to streets or public realm are oriented to maximise northern solar access to living areas.	COMPLIES
A3.2.3 – Development in climate zones 4, 5 and 6 shall be designed such that the shadow cast at midday on 21st June onto any adjoining property does not exceed: – adjoining properties coded R25 and lower – 25% of the site area¹ – adjoining properties coded R30 – R40 – 35% of the site area¹ – adjoining properties coded R50 – R60 – 50% of the site area¹ – adjoining properties coded R80 or higher – Nil requirements. (1) Where a development site shares its southern boundary with a lot, and that lot is bound to the north by other lot(s), the limit of shading at A3.2.3 shall be reduced proportionally to the percentage of the affected properties northern boundary that abuts the development site. (Refer to Figure A7.2 in Appendix 7)	ACHIEVES ELEMENT OBJECTIVE
A3.2.4 – Where adjoining sites are coded R40 or less, buildings are oriented to maintain 4 hours per day solar access on 21 June for existing solar collectors on neighbouring sites.	ACHIEVES ELEMENT OBJECTIVE
LOCAL PLANNING FRAMEWORK	REQUIREMENT
Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement.	N/A

ELEMENT 3.3 TREE CANOPY AND DEEP SOIL AREAS		
ELEMENT OBJECTIVES <i>Development is to achieve the following Element Objectives</i>	APPLICANT COMMENT	ASSESSOR COMMENT
	<i>Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.</i>	
O3.3.1 – Site planning maximises retention of existing healthy and appropriate and protects the viability of adjoining trees.	The subject site is largely cleared of remnant vegetation with the exception of three (3) large and mature palm trees in the front setback area. These trees have been retained as part of the proposed development, while incorporating extensive planting across the balance of the site.	
O3.3.2 – Adequate measures are taken to improve tree canopy (long term) or to offset reduction of tree canopy from pre-development condition.	A total of 62 tree plantings have been proposed on the ground floor and within the public realm to provide future (long-term) tree canopy cover. The three planting strategy proposed includes: • 3 x retained trees; • 14 x large trees; • 12 x medium trees; and • 36 x small trees.	
O3.3.3 – Development includes deep soil areas, or other infrastructure to support planting on structures, with sufficient area and volume to sustain healthy plant and tree growth.	As outlined in the Landscaping Plan provided at Attachment 4, 690m ² of deep soil area is proposed, including an additional 1,530m ² of on-structure deep soil areas (planting areas with a minimum depth of 1000mm).	
ACCEPTABLE OUTCOMES <i>Acceptable Outcome pathway may not be applicable where a performance solution is provided</i>		
A3.3.1 – Retention of existing trees on the site that meet the following criteria: – healthy specimens with ongoing viability AND – species is not included on a State or local area weed register AND – height of at least 4m AND/OR – trunk diameter of at least 160mm, measured 1m from the ground AND/OR – average canopy diameter of at least 4m.		COMPLIES
A3.3.2 – The removal of existing trees that meet any of the criteria at A3.3.1 is supported by an arboriculture report.		N/A
A3.3.3 – The development is sited and planned to have no detrimental impacts on, and to minimise canopy loss of adjoining trees.		COMPLIES

A3.3.4 – Deep soil areas are provided in accordance with Table 3.3a. Deep soil areas are to be co-located with existing trees for retention and/or adjoining trees, or alternatively provided in a location that is conducive to tree growth and suitable for communal open space. Table 3.3a Minimum deep soil area and tree provision requirements <table><tr><th>Site Area</th><th>Minimum deep soil area</th><th>Minimum requirement for trees¹</th></tr><tr><td>Less than 700m²</td><td rowspan="2">10% OR</td><td>1 medium tree and small trees to suit area</td></tr><tr><td>700 – 1,000m²</td><td>2 medium trees OR 1 large tree and small trees to suit area</td></tr><tr><td>>1,000m²</td><td>7% if existing tree(s) retained on site (% site area)</td><td>1 large tree and 1 medium tree for each additional 400m² in excess of 1000m² OR 1 large tree for each additional 900m² in excess of 1000m² and small trees to suit area</td></tr></table> ¹ Minimum requirement for trees includes retained or new trees Refer Table 3.3b for tree sizes	Site Area	Minimum deep soil area	Minimum requirement for trees ¹	Less than 700m ²	10% OR	1 medium tree and small trees to suit area	700 – 1,000m ²	2 medium trees OR 1 large tree and small trees to suit area	>1,000m ²	7% if existing tree(s) retained on site (% site area)	1 large tree and 1 medium tree for each additional 400m ² in excess of 1000m ² OR 1 large tree for each additional 900m ² in excess of 1000m ² and small trees to suit area	ACHIEVES ELEMENT OBJECTIVES																	
Site Area	Minimum deep soil area	Minimum requirement for trees ¹																											
Less than 700m ²	10% OR	1 medium tree and small trees to suit area																											
700 – 1,000m ²		2 medium trees OR 1 large tree and small trees to suit area																											
>1,000m ²	7% if existing tree(s) retained on site (% site area)	1 large tree and 1 medium tree for each additional 400m ² in excess of 1000m ² OR 1 large tree for each additional 900m ² in excess of 1000m ² and small trees to suit area																											
A3.3.5 – Landscaping includes existing and new trees with shade producing canopies in accordance with Tables 3.3a and 3.3b. Table 3.3b Tree sizes <table><tr><th>Tree size</th><th>Indicative canopy diameter at maturity</th><th>Nominal height at maturity</th><th>Required DSA per tree</th><th>Recommended minimum DSA width</th><th>Minimum DSA width where additional rootable soil zone (RSZ) width provided¹ (min 1m depth)</th><th>Indicative pot size at planting</th></tr><tr><td>Small</td><td>4-6m</td><td>4-8m</td><td>9m²</td><td>2m</td><td>1m (DSA) + 1m (RSZ)</td><td>100L</td></tr><tr><td>Medium</td><td>6-9m</td><td>8-12m</td><td>36m²</td><td>3m</td><td>2m (DSA) + 1m (RSZ)</td><td>200L</td></tr><tr><td>Large</td><td>>9m</td><td>>12m</td><td>64m²</td><td>6m</td><td>4.5m (DSA) + 1.5m (RSZ)</td><td>500L</td></tr></table> ¹ Rootable areas are for the purposes of determining minimum width only and do not have the effect of reducing the required DSA.	Tree size	Indicative canopy diameter at maturity	Nominal height at maturity	Required DSA per tree	Recommended minimum DSA width	Minimum DSA width where additional rootable soil zone (RSZ) width provided ¹ (min 1m depth)	Indicative pot size at planting	Small	4-6m	4-8m	9m ²	2m	1m (DSA) + 1m (RSZ)	100L	Medium	6-9m	8-12m	36m ²	3m	2m (DSA) + 1m (RSZ)	200L	Large	>9m	>12m	64m ²	6m	4.5m (DSA) + 1.5m (RSZ)	500L	COMPLIES
Tree size	Indicative canopy diameter at maturity	Nominal height at maturity	Required DSA per tree	Recommended minimum DSA width	Minimum DSA width where additional rootable soil zone (RSZ) width provided ¹ (min 1m depth)	Indicative pot size at planting																							
Small	4-6m	4-8m	9m ²	2m	1m (DSA) + 1m (RSZ)	100L																							
Medium	6-9m	8-12m	36m ²	3m	2m (DSA) + 1m (RSZ)	200L																							
Large	>9m	>12m	64m ²	6m	4.5m (DSA) + 1.5m (RSZ)	500L																							
A3.3.6 – The extent of permeable paving or decking within a deep soil area does not exceed 20 per cent of its area and does not inhibit the planting and growth of trees.	COMPLIES																												

A3.3.7 – Where the required deep soil areas cannot be provided due to site restrictions, planting on structure with an area equivalent to two times the shortfall in deep soil area provision is provided.		COMPLIES
LOCAL PLANNING FRAMEWORK	REQUIREMENT	
Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement.	N/A	

ELEMENT 3.4 COMMUNAL OPEN SPACE			
ELEMENT OBJECTIVES <i>Development is to achieve the following Element Objectives</i>		APPLICANT COMMENT	ASSESSOR COMMENT
		<i>Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.</i>	
O3.4.1 – Provision of quality communal open space that enhances resident amenity and provides opportunities for landscaping, tree retention and deep soil areas.		The proposed development incorporates extensive areas of communal open space within the upper plaza, including the Arbor and public courtyard which have been extensively landscaped to encourage communal use for residential amenity.	
O3.4.2 – Communal open space is safe, universally accessible and provides a high level of amenity for residents.		The communal open space areas have been designed to a high quality by SeeDesign. All areas of communal open space are universally accessible and serve to provide high quality amenity for both residents and the wider community.	
O3.4.3 – Communal open space is designed and oriented to minimise impacts on the habitable rooms and private open space within the site and of neighbouring properties.		The communal open space areas are located in separate levels (and towers) to the proposed residential areas. Therefore, the proposal creates a clear separation and delineation between communal and private spaces.	
ACCEPTABLE OUTCOMES <i>Acceptable Outcome pathway may not be applicable where a performance solution is provided</i>			
A3.4.1 – Developments include communal open space in accordance with Table 3.4 Table 3.4 Provision of communal open space			COMPLIES
Development size	Overall communal open space requirement	Minimum accessible / hard landscape area (included in overall area requirement)	
Up to 10 dwellings	Informal seating associated with deep soil or other landscaped areas	NA	
More than 10 dwellings	Total: 6m ² per dwelling up to maximum 300m ²	At least 2m ² per dwelling up to 100m ²	
A3.4.2 – Communal open space located on the ground floor or on floors serviced by lifts must be accessible from the primary street entry of the development.			COMPLIES

A3.4.3 – There is 50 per cent direct sunlight to at least one communal open space area for a minimum of two hours between 9am and 3pm on 21 June.	COMPLIES
A3.4.4 – Communal open space is co-located with deep soil areas and/or planting on structure areas and/ or co-indoor communal spaces.	COMPLIES
A3.4.5 – Communal open space is separated or screened from adverse amenity impacts such as bins, vents, condenser units, noise sources and vehicle circulation areas.	COMPLIES
A3.4.6 – Communal open space is well-lit, minimises places for concealment and is open to passive surveillance from adjoining dwellings and/or the public realm.	COMPLIES
A3.4.7 – Communal open space is designed and oriented to minimise the impacts of noise; odour, light-spill and overlooking on the habitable rooms and private open spaces within the site and of neighbouring properties.	COMPLIES
LOCAL PLANNING FRAMEWORK	REQUIREMENT
<i>Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:</i>	N/A

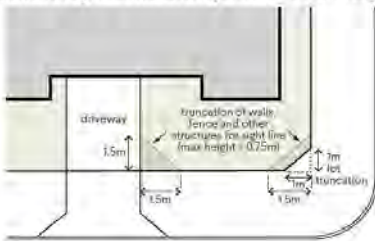
ELEMENT 3.5			VISUAL PRIVACY	
ELEMENT OBJECTIVES		APPLICANT COMMENT		ASSESSOR COMMENT
Development is to achieve the following Element Objectives:		Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.		
O3.5.1 – The orientation and design of buildings, windows and balconies minimises direct overlooking of habitable rooms and private outdoor living areas within the site and of neighbouring properties, while maintaining daylight and solar access, ventilation and the external outlook of habitable rooms.		As outlined in Element O2.7.2, the proposed development varies the building separation requirements of Table 2.7 of the R-Codes.		
		Notwithstanding, the proposed development has been designed to offset adjacent balconies to mitigate any potential overlooking issues and maximise visual privacy.		
		Where balconies exceed the 25 per cent unscreened requirement for weather protection purposes, operable screens to private open spaces are provided to control the ventilation, and solar access.		
ACCEPTABLE OUTCOMES				
Acceptable Outcome pathway may not be applicable where a performance solution is provided				
A3.5.1 – Visual privacy setbacks to side and rear boundaries are provided in accordance with Table 3.5.				
Table 3.5 Required privacy setback to adjoining sites				
Cone of vision from unscreened:		First 4 storeys		5th storey and above
		Adjoining sites coded R50 or lower	Adjoining sites coded higher than R50	
Major opening to bedroom, study and open access walkways		4.5m	3m	Refer Table 2.7
Major openings to habitable rooms other than bedrooms and studies		6m	4.5m	
Unenclosed private outdoor spaces		7.5m	6m	
A3.5.2 – Balconies are unscreened for at least 25 per cent of their perimeter (including edges abutting a building).				
A3.5.3 – Living rooms have an external outlook from at least one major opening that is not obscured by a screen.				
ACHIEVES ELEMENT OBJECTIVE				
COMPLIANT				

A3.5.4 – Windows and balconies are sited, oriented, offset or articulated to restrict direct overlooking, without excessive reliance on high sill levels or permanent screening of windows and balconies.	COMPLIANT
LOCAL PLANNING FRAMEWORK	REQUIREMENT
<i>Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement.</i>	N/A
ELEMENT 3.6 PUBLIC DOMAIN INTERFACE	
ELEMENT OBJECTIVES <i>Development is to achieve the following Element Objectives</i>	ASSESSOR COMMENT
	<i>Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.</i>
O3.6.1 – The transition between the private and public domain enhances the privacy and safety of residents.	The public courtyard and plaza areas are always accessible by the public. The residential amenity areas are located in secure areas which are not accessible to the general public, providing a clear delineation between public and private domains.
O3.6.2 – Street facing development and landscape design retains and enhances the amenity and safety of the adjoining public domain, including the provision of shade.	The development proposes extensive landscaping along the Stirling Highway and McCabe Place street frontages, with the inclusion of shade elements and mature trees to enhance the amenity of the public domain.
ACCEPTABLE OUTCOMES <i>Acceptable Outcome pathway may not be applicable where a performance solution is provided</i>	
A3.6.1 – The majority of ground floor dwellings fronting onto a street or public open space have direct access by way of a private terrace, balcony or courtyard.	N/A
A3.6.2 – Car-parking is not located within the primary street setback; and where car parking is located at ground level behind the street setback it is designed to integrate with landscaping and the building façade (where part of the building).	COMPLIANT
A3.6.3 – Upper level balconies and/or windows overlook the street and public domain areas.	COMPLIANT
A3.6.4 – Balustrading includes a mix of visually opaque and visually permeable materials to provide residents with privacy while maintaining casual surveillance of adjoining public domain areas.	COMPLIANT
A3.6.5 – Changes in level between private terraces, front gardens and the ground floor level of the building and the street level average less than 1m and do not exceed 1.2m.	N/A
A3.6.6 – Front fencing includes visually permeable materials above 1.2m and the average height of solid walls or fences to the street does not exceed 1.2m.	N/A

A3.6.7 – Fencing, landscaping and other elements on the frontage are designed to eliminate opportunities for concealment.	No walls in proximity to pedestrian paths / entry which would allow concealment - COMPLIANT
A3.6.8 – Bins are not located within the primary street setback or in locations visible from the primary street.	COMPLIANT
A3.6.9 – Services and utilities that are located in the primary street setback are integrated into the design of the development and do not detract from the amenity and visual appearance of the street frontage. ¹ (1) Firefighting and access to services such as power and water meters require careful consideration in the design of the front façade. Consult early with relevant authorities to resolve functional requirements in an integrated design solution.	COMPLIANT
LOCAL PLANNING FRAMEWORK	REQUIREMENT
Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement.	N/A

ELEMENT 3.7 PEDESTRIAN ACCESS AND ENTRIES		
ELEMENT OBJECTIVES <i>Development is to achieve the following Element Objectives</i>	APPLICANT COMMENT	ASSESSOR COMMENT
	<i>Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.</i>	
O3.7.1 – Entries and pathways are universally accessible, easy to identify and safe for residents and visitors.	The pedestrian pathways and entries into the proposed development are legible and universally accessible whilst maintaining clear delineation between public / private entry points. Residential buildings have secure residential access with intercom and security cameras.	
O3.7.2 – Entries to the development connect to and address the public domain with an attractive street presence.	All pedestrian entrances to the proposed development connect directly into the public domain area.	
ACCEPTABLE OUTCOMES <i>Acceptable Outcome pathway may not be applicable where a performance solution is provided</i>		
A3.7.1 – Pedestrian entries are connected via a legible, well-defined, continuous path of travel to building access areas such as lift lobbies, stairs, accessways and individual dwelling entries.		COMPLIANT
A3.7.2 – Pedestrian entries are protected from the weather.		COMPLIANT

A3.7.3 – Pedestrian entries are well-lit for safety and amenity, visible from the public domain without opportunity for concealment, and designed to enable casual surveillance of the entry from within the site.		COMPLIANT
A3.7.4 – Where pedestrian access is via a shared zone with vehicles, the pedestrian path is clearly delineated and/or measures are incorporated to prioritise the pedestrian and constrain vehicle speed.		COMPLIANT – REFER TO O3.8.1
A3.7.5 – Services and utilities that are located at the pedestrian entry are integrated into the design and do not detract from the amenity of the entry.		COMPLIANT
A3.7.6 – Bins are not located at the primary pedestrian entry.		COMPLIANT
LOCAL PLANNING FRAMEWORK	REQUIREMENT	
Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement.	N/A	
ELEMENT 3.8 VEHICLE ACCESS		
ELEMENT OBJECTIVES <i>Development is to achieve the following Element Objectives.</i>	APPLICANT COMMENT	ASSESSOR COMMENT
	<i>Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.</i>	
O3.8.1 – Vehicle access points are designed and located to provide safe access and egress for vehicles and to avoid conflict with pedestrians, cyclists and other vehicles.	Vehicle access points have been designed to minimise conflict, with designated vehicle movements and “shared spaces” being provided. In order to provide a safe interaction between vehicles and pedestrians / cyclists a range of landscaping, streetscape and other traffic calming treatments have been implemented to assert the function of the entry as a pedestrian prioritised area with low vehicle traffic volumes and speeds.	
O3.8.2 – Vehicle access points are designed and located to reduce visual impact on the streetscape.	The main vehicle access point has been designed and located (on McCabe Place) away from the primary street setback area (Stirling Highway) to maintain the heritage aspect and reduce visual impact from Stirling Highway.	
ACCEPTABLE OUTCOMES <i>Acceptable Outcome pathway may not be applicable where a performance solution is provided</i>		
A3.8.1 – Vehicle access is limited to one opening per 20m street frontage that is visible from the street.		COMPLIANT
A3.8.2 – Vehicle entries are identifiable from the street, while being integrated with the overall façade design and/ or located behind the primary building line.		COMPLIANT

A3.8.3 – Vehicle entries have adequate separation from street intersections.	COMPLIANT
A3.8.4 – Vehicle circulation areas avoid headlights shining into habitable rooms within the development and adjoining properties.	COMPLIANT
A3.8.5 – Driveway width is kept to a functional minimum, relative to the traffic volumes and entry/egress requirements.	COMPLIANT
A3.8.6 – Driveways designed for two way access to allow for vehicles to enter the street in forward gear where: - the driveway serves more than 10 dwellings - the distance from an on-site car parking to the street is 15m or more OR - the public street to which it connects is designated as a primary distributor, district distributor or integrated arterial road.	COMPLIANT
A3.8.7 – Walls, fences and other structures truncated or reduced to no higher than 0.75m within 1.5m of where walls, fences, other structures adjoin vehicle access points where a driveway meets a public street and where two streets intersect (refer Figure 3.8a).	COMPLIANT
 Figure 3.8a Truncation at street corner to provide sightlines (refer A3.8.7).	
LOCAL PLANNING FRAMEWORK	REQUIREMENT
Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement.	N/A

ELEMENT 3.9 CAR AND BICYCLE PARKING		
ELEMENT OBJECTIVES	APPLICANT COMMENT	ASSESSOR COMMENT
Development is to achieve the following Element Objectives	Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.	
O3.9.1 – Parking and facilities are provided for cyclists and other modes of transport.	Adequate car parking has been provided as outlined within the Transport Impact Assessment provided at Attachment 12. The development also proposes a significant number of bicycle parking to encourage active modes of transport to access the site, particularly the community precinct.	
O3.9.2 – Car parking provision is appropriate to the location, with reduced provision possible in areas that are highly walkable and/or have good public transport or cycle networks and/or are close to employment centres.	The car parking provision for the development is appropriate for the location, having regard to the amenity of the area afforded by the proposed development and its proximity to public transport nodes.	
O3.9.3 – Car parking is designed to be safe and accessible.	Car parking is provided onsite with basement levels. All carparking bays have been designed in accordance with the universal access requirements under S2980.1.	
O3.9.4 – The design and location of car parking minimises negative visual and environmental impacts on amenity and the streetscape.	As outlined in Element O3.9.3 car parking is provided onsite with basement levels. That is, parking is not visible from the streetscape.	
ACCEPTABLE OUTCOMES		
Acceptable Outcome pathway may not be applicable where a performance solution is provided.		
A3.9.1 – Secure, undercover bicycle parking is provided in accordance with Table 3.9 and accessed via a continuous path of travel from the vehicle or cycle entry point.		COMPLIES

Table 3.9 Parking ratio			
Parking types		Location A	Location B
Car parking ¹	1 bedroom dwellings	0.75 bay per dwelling	1 bay per dwelling
	2+ bedroom dwellings	1 bay per dwelling	1.25 bays per dwelling
	Visitor	1 bay per four dwellings up to 12 dwellings 1 bay per eight dwellings for the 13th dwelling and above	
Bicycle parking ²	Resident	0.5 space per dwelling	
	Visitor	1 space per 10 dwellings	
Motorcycle/ Scooter parking ²		Developments exceeding 20 dwellings provide 1 motorcycle/scooter space for every 10 car bays ²	
¹ Calculations of parking ratios shall be rounded up to the next whole number. ² For each five motorcycle/scooter parking bays provided in accordance with Table 3.9, car parking bays may be reduced by one bay. Definitions: Location A: within 800m walkable catchment of a train station and/or 250m of a transit stop (bus or light rail) of a high-frequency route and/or within the defined boundaries of an activity centre. Location B: not within Location A.			
A3.9.2 – Parking is provided for cars and motorcycles in accordance with Table 3.9			ACHIEVES ELEMENT OBJECTIVE – REFER TO DA REPORT AND TIA FOR ADDITIONAL JUSTIFICATION
A3.9.3 – Maximum parking provision does not exceed double the minimum number of bays specified in Table 3.9			COMPLIANT
A3.9.4 – Car parking and vehicle circulation areas are designed in accordance with AS2890.1 (as amended) or the requirements of applicable local planning instruments.			COMPLIANT
A3.9.5 – Car parking areas are not located within the street setback and are not visually prominent from the street.			COMPLIANT
A3.9.6 – Car parking is designed, landscaped or screened to mitigate visual impacts when viewed from dwellings and private outdoor spaces.			COMPLIANT
A3.9.7 – Visitor parking is clearly visible from the driveway, is signed 'Visitor Parking' and is accessible from the primary entry or entries.			COMPLIANT
A3.9.8 – Parking shade structures, where used, integrate with and complement the overall building design and site aesthetics and have a low reflectance to avoid glare into apartments.			COMPLIANT
A3.9.9 – Uncovered at-grade parking is planted with trees at a minimum rate of one tree per four bays.			ACHIEVES ELEMENT OBJECTIVE – REFER O3.3.2
A3.9.10 – Basement parking does not protrude more than 1m above ground, and where it protrudes above ground is designed or screened to prevent negative visual impact on the streetscape.			COMPLIANT
LOCAL PLANNING FRAMEWORK		REQUIREMENT	

Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement.	N/A
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ELEMENT 4.1 SOLAR AND DAYLIGHT ACCESS		
ELEMENT OBJECTIVES <i>Development is to achieve the following Element Objectives</i>	APPLICANT COMMENT	ASSESSOR COMMENT
	<i>Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.</i>	
O4.1.1 – In climate zones 4, 5 and 6: the development is sited and designed to optimise the number of dwellings receiving winter sunlight to private open space and via windows to habitable rooms.	The dwellings have been orientated to ensure (maximise) access to appropriate levels of winter sun.	
O4.1.2 – Windows are designed and positioned to optimise daylight access for habitable rooms.	Windows have been located so as to maximise daylight access to habitable rooms.	
O4.1.3 – The development incorporates shading and glare control to minimise heat gain and glare: – from mid-spring to autumn in climate zones 4, 5 and 6 AND – year-round in climate zones 1 and 3.	As outlined within the Sustainability Report provided at Attachment 11 glazing has been proposed to minimise heat gain and glare.	
ACCEPTABLE OUTCOMES <i>Acceptable Outcome pathway may not be applicable where a performance solution is provided.</i>		
A4.1.1 – In climate zones 4, 5 and 6 only : a) Dwellings with a northern aspect are maximised, with a minimum of 70 per cent of dwellings having living rooms and private open space that obtain at least 2 hours direct sunlight between 9am and 3pm on 21 June AND b) A maximum of 15 per cent of dwellings in a building receiving no direct sunlight between 9am and 3pm on 21 June.		COMPLIES
A4.1.2 – Every habitable room has at least one window in an external wall, visible from all parts of the room, with a glazed area not less than 10 per cent of the floor area and comprising a minimum of 50 per cent of clear glazing.		COMPLIES
A4.1.3 – Lightwells and/or skylights do not form the primary source of daylight to any habitable room.		COMPLIES
A4.1.4 – The building is oriented and incorporates external shading devices in order to: – minimise direct sunlight to habitable rooms:		COMPLIES

- between late September and early March in climate zones 4, 5 and 6 only AND - in all seasons in climate zones 1 and 3 - permit winter sun to habitable rooms in accordance with A 4.1.1 (a).	
LOCAL PLANNING FRAMEWORK	REQUIREMENT
Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement.	N/A

ELEMENT 4.2 NATURAL VENTILATION		
ELEMENT OBJECTIVES <i>Development is to achieve the following Element Objectives</i>	APPLICANT COMMENT	ASSESSOR COMMENT
O4.2.1 – Development maximises the number of apartments with natural ventilation.	All dwellings have living rooms and balconies which obtain a minimum of 2 hours sunlight between 9am and 3pm on June 21.	Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.
O4.2.2 – Individual dwellings are designed to optimise natural ventilation of habitable rooms.	Refer to Element O4.2.1.	
O4.2.3 – Single aspect apartments are designed to maximise and benefit from natural ventilation.	The single aspect apartments have ventilation openings oriented between 45° and 90° of the prevailing summer winds and no room depth is greater than three (3) times the ceiling height.	
ACCEPTABLE OUTCOMES <i>Acceptable Outcome pathway may not be applicable where a performance solution is provided</i>		
A4.2.1 – Habitable rooms have openings on at least two walls with a straight line distance between the centre of the openings of at least 2.1m.		COMPLIANT
A4.2.2 – (a) A minimum 60 per cent of dwellings are, or are capable of, being naturally cross ventilated in the first nine storeys of the building (b) Single aspect apartments included within the 60 per cent minimum at (a) above must have: a. ventilation openings oriented between 45° – 90° of the prevailing cooling wind direction AND b. room depth no greater than 3 × ceiling height (c) For dwellings located at the 10th storey or above, balconies incorporate high and low level ventilation openings.		COMPLIANT

A4.2.3 – The depth of cross-over and cross-through apartments with openings at either end and no openings on side walls does not exceed 20m.	COMPLIANT
A4.2.4 – No habitable room relies on lightwells as the primary source of fresh-air.	COMPLIANT
LOCAL PLANNING FRAMEWORK	REQUIREMENT
Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement.	N/A

ELEMENT 4.3 SIZE AND LAYOUT OF DWELLINGS												
ELEMENT OBJECTIVES <i>Development is to achieve the following Element Objectives:</i>	APPLICANT COMMENT	ASSESSOR COMMENT										
	<i>Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.</i>											
O4.3.1 – The internal size and layout of dwellings is functional with the ability to flexibly accommodate furniture settings and personal goods, appropriate to the expected household size.	All of the proposed dwellings have functional internal floor layouts. All minimum floor areas and dimensions have been achieved.											
O4.3.2 – Ceiling heights and room dimensions provide for well-proportioned spaces that facilitate good natural ventilation and daylight access.	All of the proposed dwellings ceiling heights and room dimensions meet the minimum requirements in 4.3a and A4.3.3.											
ACCEPTABLE OUTCOMES <i>Acceptable Outcome pathway may not be applicable where a performance solution is provided</i>												
A4.3.1 – Dwellings have a minimum internal floor area in accordance with Table 4.3a. Table 4.3a Minimum floor areas for dwelling types <table><tr><th>Dwelling type</th><th>Minimum internal floor area</th></tr><tr><td>Studio</td><td>37m²</td></tr><tr><td>1 bed</td><td>47m²</td></tr><tr><td>2 bed + 1 bath¹</td><td>67m²</td></tr><tr><td>3 bed + 1 bath¹</td><td>90m²</td></tr></table> ¹An additional 3m² shall be provided for designs that include a second or separate toilet, and 5m² for designs that include a second bathroom.		Dwelling type	Minimum internal floor area	Studio	37m ²	1 bed	47m ²	2 bed + 1 bath ¹	67m ²	3 bed + 1 bath ¹	90m ²	COMPLIANT
Dwelling type	Minimum internal floor area											
Studio	37m ²											
1 bed	47m ²											
2 bed + 1 bath ¹	67m ²											
3 bed + 1 bath ¹	90m ²											
A4.3.2 – Habitable rooms have minimum floor areas and dimensions in accordance with Table 4.3b.												
		COMPLIANT										

Table 4.3b Minimum floor areas and dimensions for habitable rooms			
Habitable room type	Minimum internal floor area	Minimum internal dimension	
Master bedroom	10m ²	2.4m	
Other bedrooms	9m ²	2.4m	
Living room – studio and 1 bed apartments	N/A	3.0m	
Living room – other dwelling types	N/A	3m	
1 Excluding rooms:			
A4.3.3 – Measured from the finished floor level to finished ceiling level, minimum ceiling heights are: – Habitable rooms – 2.7m – Non-habitable rooms – 2.4m – All other ceilings meet or exceed the requirements of the NCC.			COMPLIANT
A4.3.4 – The length of a single aspect open plan living area is equal to or less than 3 x the ceiling height. An additional 1.8m length may be provided for a kitchen, where the kitchen is the furthest point from the window in an open plan living area provided that the maximum length does not exceed 9m.			COMPLIANT
LOCAL PLANNING FRAMEWORK		REQUIREMENT	
Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement.		N/A	

ELEMENT 4.4 PRIVATE OPEN SPACE AND BALCONIES																	
ELEMENT OBJECTIVES <i>Development is to achieve the following Element Objectives</i>	APPLICANT COMMENT	ASSESSOR COMMENT															
	<i>Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.</i>																
O4.4.1 – Dwellings have good access to appropriately sized private open space that enhances residential amenity.	All dwellings have access to at least one (1) private open space, accessible directly from internal habitable rooms.																
O4.4.2 – Private open space is sited, oriented and designed to enhance liveability for residents.	Private open spaces have been oriented, to promote solar orientation and views to high amenity locations.																
O4.4.3 – Private open space and balconies are integrated into the overall architectural form and detail of the building.	Private open spaces and balconies have been designed as part of the building and contribute to the building articulation.																
ACCEPTABLE OUTCOMES <i>Acceptable Outcome pathway may not be applicable where a performance solution is provided</i>																	
A4.4.1 – Each dwelling has private open space accessed directly from a habitable room with dimensions in accordance with Table 4.4. Table 4.4 Private open space requirements <table border="1"> <thead> <tr> <th>Dwelling type</th><th>Minimum Area¹</th><th>Minimum Dimension¹</th></tr> </thead> <tbody> <tr> <td>Studio apartment + 1 bedroom</td><td>8m²</td><td>2.0m</td></tr> <tr> <td>2 bedroom</td><td>10m²</td><td>2.4m</td></tr> <tr> <td>3 bedroom</td><td>12m²</td><td>2.4m</td></tr> <tr> <td>Ground floor / apartment with a terrace</td><td>15m²</td><td>3m</td></tr> </tbody> </table> ¹ Services and fixtures located within private open space, including but not limited to air-conditioner units and clothes drying, are not visible from the street and/or are integrated into the building design.		Dwelling type	Minimum Area ¹	Minimum Dimension ¹	Studio apartment + 1 bedroom	8m ²	2.0m	2 bedroom	10m ²	2.4m	3 bedroom	12m ²	2.4m	Ground floor / apartment with a terrace	15m ²	3m	COMPLIANT
Dwelling type	Minimum Area ¹	Minimum Dimension ¹															
Studio apartment + 1 bedroom	8m ²	2.0m															
2 bedroom	10m ²	2.4m															
3 bedroom	12m ²	2.4m															
Ground floor / apartment with a terrace	15m ²	3m															
A4.4.2 – Where private open space requires screening to achieve visual privacy requirements, the entire open space is not screened and any screening is designed such that it does not obscure the outlook from adjacent living rooms.		COMPLIANT															
A4.4.3 – Design detailing, materiality and landscaping of the private open space is integrated with or complements the overall building design.		COMPLIANT															
A4.4.4 – Services and fixtures located within private open space, including but not limited to air-conditioner units and clothes drying, are not visible from the street and/or are integrated into the building design.		COMPLIANT															

LOCAL PLANNING FRAMEWORK	REQUIREMENT
<i>Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement.</i>	N/A

ELEMENT 4.5 CIRCULATION AND COMMON SPACES		
ELEMENT OBJECTIVES <i>Development is to achieve the following Element Objectives</i>	APPLICANT COMMENT	ASSESSOR COMMENT
	<i>Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.</i>	
O4.5.1 – Circulation spaces have adequate size and capacity to provide safe and convenient access for all residents and visitors.	Circulation corridors throughout the development have a width greater than 1.5m to provide for adequate flow of movement and universal access throughout.	
O4.5.2 – Circulation and common spaces are attractive, have good amenity and support opportunities for social interaction between residents.	The lobby areas of the residential components and commercial / public space components include ample manoeuvring area and areas for social interaction.	
ACCEPTABLE OUTCOMES <i>Acceptable Outcome pathway may not be applicable where a performance solution is provided</i>		
A4.5.1 – Circulation corridors are a minimum 1.5m in width.		COMPLIANT - > 1.5m
A4.5.2 – Circulation and common spaces are designed for universal access.		COMPLIANT
A4.5.3 – Circulation and common spaces are capable of passive surveillance, include good sightlines and avoid opportunities for concealment.		COMPLIANT
A4.5.4 – Circulation and common spaces can be illuminated at night without creating light spill into the habitable rooms of adjacent dwellings.		COMPLIANT
A4.5.5 – Bedroom windows and major openings to living rooms do not open directly onto circulation or common spaces and are designed to ensure visual privacy and manage noise intrusion.		COMPLIANT
LOCAL PLANNING FRAMEWORK	REQUIREMENT	
<i>Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement.</i>	N/A	

ELEMENT 4.6		STORAGE																	
ELEMENT OBJECTIVES <i>Development is to achieve the following Element Objectives</i>		APPLICANT COMMENT	ASSESSOR COMMENT																
O4.6.1 – Well-designed, functional and conveniently located storage is provided for each dwelling.		Each dwelling within the development has exclusive access to one (1) of the 207 storage units within the proposed development. All provided storage units are compliant with the required minimum storage area and minimum height dimension.																	
ACCEPTABLE OUTCOMES <i>Acceptable Outcome pathway may not be applicable where a performance solution is provided</i>																			
A4.6.1 – Each dwelling has exclusive use of a separate, ventilated, weatherproof, bulky goods storage area. This can be located either internally or externally to the dwelling with dimensions in accordance with Table 4.6. Table 4.6 Storage requirements <table> <tr> <th>Dwelling type</th><th>Storage area¹</th><th>Minimum dimension¹</th><th>Minimum height¹</th></tr> <tr> <td>Studio dwelling</td><td>3m²</td><td rowspan="3">1.5m</td><td rowspan="3">2.1m</td></tr> <tr> <td>1 bedroom dwelling</td><td>3m²</td></tr> <tr> <td>2 bedroom dwellings</td><td>4m²</td></tr> <tr> <td>3 bedroom dwellings</td><td>5m²</td><td></td><td></td></tr> </table> ¹ Dimensions exclusive of services and plant.		Dwelling type	Storage area ¹	Minimum dimension ¹	Minimum height ¹	Studio dwelling	3m ²	1.5m	2.1m	1 bedroom dwelling	3m ²	2 bedroom dwellings	4m ²	3 bedroom dwellings	5m ²			COMPLIES	
Dwelling type	Storage area ¹	Minimum dimension ¹	Minimum height ¹																
Studio dwelling	3m ²	1.5m	2.1m																
1 bedroom dwelling	3m ²																		
2 bedroom dwellings	4m ²																		
3 bedroom dwellings	5m ²																		
A4.6.2 – Bulky good stores that are not directly accessible from the dwelling/private open space are located in areas that are convenient, safe, well-lit, secure and subject to passive surveillance.																			
A4.6.3 – Storage provided separately from dwellings or within or adjacent to private open space¹, is integrated into the design of the building or open space and is not readily visible from the public domain. Storage on/adjacent to private open space is additional to required open space area and dimensions.																			

LOCAL PLANNING FRAMEWORK	REQUIREMENT
Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:	N/A

ELEMENT 4.7 MANAGING THE IMPACT OF NOISE		
ELEMENT OBJECTIVES	APPLICANT COMMENT	ASSESSOR COMMENT
<i>Development is to achieve the following Element Objectives:</i>	<i>Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.</i>	
O4.7.1 – The siting and layout of development minimises the impact of external noise sources and provides appropriate acoustic privacy to dwellings and on-site open space.	The plant / services areas have been located in the basement levels or within roof spaces to mitigate any potential noise sources impacting the apartments.	
O4.7.2 – Acoustic treatments are used to reduce sound transfer within and between dwellings and to reduce noise transmission from external noise sources.	Acoustic treatments have been implemented to reduce sound transfer within and between dwellings.	
ACCEPTABLE OUTCOMES		
<i>Acceptable Outcome pathway may not be applicable where a performance solution is provided.</i>		
A4.7.1 – Dwellings exceed the minimum requirements of the NCC, such as a rating under the AAC Guideline for Apartment and Townhouse Acoustic Rating (or equivalent).		COMPLIANT
A4.7.2 – Potential noise sources such as garage doors, driveways, service areas, plant rooms, building services, mechanical equipment, active communal open space and refuse bins are not located adjacent to the external wall of habitable rooms or within 3m of a window to a bedroom.		COMPLIANT
A4.7.3 – Major openings to habitable rooms are oriented away or shielded from external noise sources.		COMPLIANT
LOCAL PLANNING FRAMEWORK	REQUIREMENT	
Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:	N/A	

ELEMENT 4.8 DWELLING MIX		
ELEMENT OBJECTIVES <i>Development is to achieve the following Element Objectives</i>	APPLICANT COMMENT	ASSESSOR COMMENT
	<i>Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.</i>	
O4.8.1 – A range of dwelling types, sizes and configurations is provided that caters for diverse household types and changing community demographics.	The proposed development incorporates a mix of dwellings as follows: i. 36 (17%) x 1 bedroom; ii. 110 (53%) x 2 bedroom; iii. 53 (26%) x 3 bedroom; and iv. 8 (4%) x 4 bedroom. The abovementioned dwellings are distributed across the three (3) towers. Furthermore, the design of the floorplates also allows flexibility to allow amalgamations, if the market requires.	
ACCEPTABLE OUTCOMES <i>Acceptable Outcome pathway may not be applicable where a performance solution is provided</i>		
A4.8.1 – a) Dwelling mix is provided in accordance with the objectives, proportions or targets specified in a local housing strategy or relevant local planning instrument OR b) Where there is no local housing strategy, developments of greater than 10 dwellings include at least 20 per cent of apartments of differing bedroom numbers.		COMPLIANT
A4.8.2 – Different dwelling types are well distributed throughout the development, including a mix of dwelling types on each floor.		COMPLIANT
LOCAL PLANNING FRAMEWORK	REQUIREMENT	
<i>Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement.</i>	N/A	

ELEMENT 4.9 UNIVERSAL DESIGN		
ELEMENT OBJECTIVES <i>Development is to achieve the following Element Objectives</i>	APPLICANT COMMENT	ASSESSOR COMMENT
	<i>Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.</i>	
O4.9.1 – Development includes dwellings with universal design features providing dwelling options for people living with disabilities or limited mobility and/or to facilitate ageing in place.	The proposed dwellings meet universal design features and requirements.	
ACCEPTABLE OUTCOMES <i>Acceptable Outcome pathway may not be applicable where a performance solution is provided</i>		
A4.9.1 – a) 20 per cent of all dwellings, across a range of dwelling sizes, meet Silver Level requirements as defined in the Liveable Housing Design Guidelines (Liveable Housing Australia) OR b) 5 per cent of dwellings are designed to Platinum Level as defined in the Liveable Housing Design Guidelines (Liveable Housing Australia).		COMPLIANT
LOCAL PLANNING FRAMEWORK	REQUIREMENT	
<i>Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement.</i>	N/A	

ELEMENT 4.10 FAÇADE DESIGN		
ELEMENT OBJECTIVES <i>Development is to achieve the following Element Objectives</i>	APPLICANT COMMENT	ASSESSOR COMMENT
	<i>Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.</i>	
O4.10.1 – Building façades incorporate proportions, materials and design elements that respect and reference the character of the local area.	The façade of the development seeks to retain the existing (former) Matilda Bay Brewing Co. frontage respecting and reflecting the heritage importance of the site. The building façade of the towers are heavily articulated and reflects materials that are prevalent in the local area and reflect the coastal location.	
O4.10.2 – Building façades express internal functions and provide visual interest when viewed from the public realm.	The proposed building facades provide ground level shading and privacy for internal areas.	
ACCEPTABLE OUTCOMES <i>Acceptable Outcome pathway may not be applicable where a performance solution is provided</i>		
A4.10.1 – Façade design includes: – scaling, articulation, materiality and detailing at lower levels that reflect the scale, character and function of the public realm – rhythm and visual interest achieved by a combination of building articulation, the composition of different elements and changes in texture, material and colour.		COMPLIANT
A4.10.2 – In buildings with height greater than four storeys, façades include a defined base, middle and top for the building.		COMPLIANT – Plaza, Podium and Tower components
A4.10.3 – The façade includes design elements that relate to key datum lines of adjacent buildings through upper level setbacks, parapets, cornices, awnings or colonnade heights.		COMPLIANT
A4.10.4 – Building services fixtures are integrated in the design of the façade and are not visually intrusive from the public realm.		COMPLIANT
A4.10.5 – Development with a primary setback of 1m or less to the street includes awnings that: – define and provide weather protection to entries – are integrated into the façade design – are consistent with the streetscape character.		N/A
A4.10.6 – Where provided, signage is integrated into the façade design and is consistent with the desired streetscape character.		N/A

LOCAL PLANNING FRAMEWORK	REQUIREMENT
<i>Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement.</i>	N/A

ELEMENT 4.11 ROOF DESIGN		
ELEMENT OBJECTIVES <i>Development is to achieve the following Element Objectives</i>	APPLICANT COMMENT	ASSESSOR COMMENT
	<i>Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.</i>	
O4.11.1 – Roof forms are well integrated into the building design and respond positively to the street.	The form of the roof is consistent with the façade design complementing the overall architectural finish and scaling of the development.	
O4.11.2 – Where possible, roof spaces are utilised to add open space, amenity, solar energy generation or other benefits to the development.	Tower 3 (being the least exposed to the weather elements) incorporates useable roof space for communal use (i.e. residents lounge, kitchen etc.) with adequate separation to neighbouring developments and dwellings.	
ACCEPTABLE OUTCOMES <i>Acceptable Outcome pathway may not be applicable where a performance solution is provided</i>		
A4.11.1 – The roof form or top of building complements the façade design and desired streetscape character.		COMPLIES
A4.11.2 – Building services located on the roof are not visually obtrusive when viewed from the street.		COMPLIES
A4.11.3 – Useable roof space is safe for users and minimises overlooking and noise impacts on private open space and habitable rooms within the development and on adjoining sites.		COMPLIES
LOCAL PLANNING FRAMEWORK		
<i>Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement.</i>	N/A	

ELEMENT 4.12 LANDSCAPE DESIGN		
ELEMENT OBJECTIVES <i>Development is to achieve the following Element Objectives</i>	APPLICANT COMMENT	ASSESSOR COMMENT
	<i>Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.</i>	
O4.12.1 – Landscape design enhances streetscape and pedestrian amenity; improves the visual appeal and comfort of open space areas; and provides an attractive outlook for habitable rooms.	Refer to the Landscaping Report provided at Attachment 4 of the Development Application Report. The development incorporates extensive landscaping within the verge area, public open space / communal open space areas and significant on-structure planting providing an attractive feel to the development as a whole.	
O4.12.2 – Plant selection is appropriate to the orientation, exposure and site conditions and is suitable for the adjoining uses.	The planting selection has been based on the specific climatic conditions throughout the proposed development. Both native and exotic waterwise species are proposed to ensure low water usage whilst creating an inviting landscape for future residence. Varied tree species (both existing and proposed) will create tree canopies increasing shade across the site allowing for the creation of new micro-climates.	
O4.12.3 – Landscape design includes water efficient irrigation systems and where appropriate incorporates water harvesting or water re-use technologies.	Irrigation of the proposed landscape is required to meet the following: • Maintain a vigorous healthy appearance to all planting; • Carry out intensive care and watering of planting during establishment period to ensure vigorous healthy growth. • Avoid frequent dampening of the surface. • Allow the surface of the soil to partially dry out between watering. • Water at times of day to minimise water evaporation loss as per Water Corporation recommendations. • Programmed irrigation systems and allowance for adjustment / shut down during prolonged periods of rain.	

O4.12.4 – Landscape design is integrated with the design intent of the architecture including its built form, materiality, key functional areas and sustainability strategies.	Landscaping has been focussed throughout the development to enhance the street frontage and public realm areas while also enhancing the areas for residential amenity.																																									
ACCEPTABLE OUTCOMES <i>Acceptable Outcome pathway may not be applicable where a performance solution is provided</i>																																										
A4.12.1 – Submission of a landscape plan prepared by a competent landscape designer. This is to include a species list and irrigation plan demonstrating achievement of Waterwise design principles.		COMPLIES																																								
A4.12.2 – Landscaped areas are located and designed to support mature, shade-providing trees to open space and the public realm, and to improve the outlook and amenity to habitable rooms and open space areas.		COMPLIES																																								
A4.12.3 – Planting on building structures meets the requirements of Table 4.12. Table 4.12 Planting on structure: minimum soil standards for plant types and sizes		COMPLIES																																								
<table><tr><th>Plant type</th><th>Definition</th><th>Soil volume</th><th>Soil depth</th><th>Soil area</th></tr><tr><td>Large tree</td><td>Over 12m high, crown spread at maturity</td><td>75.8m³</td><td>1200mm</td><td>64m² with minimum dimension 7m</td></tr><tr><td>Medium tree</td><td>8-12m high, crown spread at maturity</td><td>36m³</td><td>1000mm</td><td>36m² with minimum dimension 5m</td></tr><tr><td>Small tree</td><td>4-8m high, crown spread at maturity</td><td>7.2m³</td><td>800mm</td><td>3m x 3m</td></tr><tr><td>Small ornamentals</td><td>3-4m high, crown spread at maturity</td><td>3.2m³</td><td>800mm</td><td>2m x 2m</td></tr><tr><td>Shrubs</td><td>---</td><td>---</td><td>500-600mm</td><td>---</td></tr><tr><td>Ground cover</td><td>---</td><td>---</td><td>300-450mm</td><td>---</td></tr><tr><td>Turf</td><td>---</td><td>---</td><td>200mm</td><td>---</td></tr></table>			Plant type	Definition	Soil volume	Soil depth	Soil area	Large tree	Over 12m high, crown spread at maturity	75.8m³	1200mm	64m² with minimum dimension 7m	Medium tree	8-12m high, crown spread at maturity	36m³	1000mm	36m² with minimum dimension 5m	Small tree	4-8m high, crown spread at maturity	7.2m³	800mm	3m x 3m	Small ornamentals	3-4m high, crown spread at maturity	3.2m³	800mm	2m x 2m	Shrubs	---	---	500-600mm	---	Ground cover	---	---	300-450mm	---	Turf	---	---	200mm	---
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Shrubs	---	---	500-600mm	---																																						
Ground cover	---	---	300-450mm	---																																						
Turf	---	---	200mm	---																																						
A4.12.4 – Building services fixtures are integrated in the design of the landscaping and are not visually intrusive.		COMPLIES																																								
LOCAL PLANNING FRAMEWORK		REQUIREMENT																																								
<i>Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement.</i>		N/A																																								

ELEMENT 4.13 ADAPTIVE REUSE		
ELEMENT OBJECTIVES <i>Development is to achieve the following Element Objectives</i>	APPLICANT COMMENT	ASSESSOR COMMENT
	<i>Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.</i>	
O4.13.1 – New additions to existing buildings are contemporary and complementary and do not detract from the character and scale of the existing building.	Refer to Element O4.10 – the proposed development maintains the existing heritage building and seeks to reinvigorate its former glory with the change of use to a communal gallery area.	
O4.13.2 – Residential dwellings within an adapted building provide good amenity for residents, generally in accordance with the requirements of this policy.	N/A	
ACCEPTABLE OUTCOMES <i>Acceptable Outcome pathway may not be applicable where a performance solution is provided</i>		
A4.13.1 – New additions to buildings that have heritage value do not mimic the existing form and are clearly identifiable from the original building.		COMPLIES
A4.13.2 – New additions complement the existing building by referencing and interpreting the scale, rhythm and materiality of the building.		COMPLIES
LOCAL PLANNING FRAMEWORK	REQUIREMENT	
<i>Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement.</i>	N/A	

ELEMENT 4.14 MIXED USE		
ELEMENT OBJECTIVES <i>Development is to achieve the following Element Objectives</i>	APPLICANT COMMENT	ASSESSOR COMMENT
	<i>Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.</i>	
O4.14.1 – Mixed use development enhances the streetscape and activates the street.	As previously outlined, the proposed development was designed with a strong focus on delivering an active and diverse public realm, supported by residential dwellings. This has resulted in a building design that enhances streetscape through the retention of the existing heritage building, creating active ground floor / plaza uses to generate pedestrian movement and activate the streetscape, which otherwise would be maintained as private land.	
O4.14.2 – A safe and secure living environment for residents is maintained through the design and management of the impacts of non-residential uses such as noise, light, odour, traffic and waste.	Residential uses are adequately separated from the streetscape and public realm.	
ACCEPTABLE OUTCOMES <i>Acceptable Outcome pathway may not be applicable where a performance solution is provided</i>		
A4.14.1 – Where development is located within a mixed use area designated within the local planning framework, ground floor units are designed for future adaption to non-residential uses.		COMPLIES
A4.14.2 – Ground floor uses including non-commercial uses, such as communal open space, habitable rooms, verandahs and courtyards associated with ground floor dwellings, address, enhance and activate the street.		COMPLIES
A4.14.3 – Non-residential space in mixed use development is accessed via the street frontage and/or primary entry as applicable.		COMPLIES
A4.14.4 – Non-residential floor areas provided in mixed use development has sufficient provision for parking, waste management, and amenities to accommodate a range of retail and commercial uses in accordance with the requirements		COMPLIES
A4.14.5 – Mixed use development is designed to mitigate the impacts of non-residential uses on residential dwellings, and to maintain a secure environment for residents.		COMPLIES
LOCAL PLANNING FRAMEWORK	REQUIREMENT	
<i>Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement.</i>	N/A	

ELEMENT 4.15 ENERGY EFFICIENCY		
ELEMENT OBJECTIVES <i>Development is to achieve the following Element Objectives</i>	APPLICANT COMMENT	ASSESSOR COMMENT
	<i>Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.</i>	
O4.15.1 – Reduce energy consumption and greenhouse gas emissions from the development.	Refer to the Sustainability Report provided at Attachment 11 of the Town Planning Report. The development has high sustainable design targets, seeking to achieve a minimum 5-star Green Star Design and As Built v1.3 self assessment outcome.	
ACCEPTABLE OUTCOMES <i>Acceptable Outcome pathway may not be applicable where a performance solution is provided</i>		
A4.15.1 – a) Incorporate at least one significant energy efficiency initiative within the development that exceeds minimum practice (refer Design Guidance) OR b) All dwellings exceed the minimum NATHERS requirement for apartments by 0.5 stars.¹ (1) Compliance with the NCC requires that development shall achieve an average star-rating across all dwellings that meets or exceeds a nominated benchmark, and that each unit meets or exceeds a slightly lower benchmark. Compliance with this Acceptable Outcome requires that each unit exceeds that lower benchmark by at least half a star.		COMPLIES
LOCAL PLANNING FRAMEWORK	REQUIREMENT	
<i>Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement.</i>	N/A	

ELEMENT 4.16 WATER MANAGEMENT AND CONSERVATION		
ELEMENT OBJECTIVES <i>Development is to achieve the following Element Objectives</i>	APPLICANT COMMENT	ASSESSOR COMMENT
	<i>Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.</i>	
O4.16.1 – Minimise potable water consumption throughout the development.	The development minimises the requirement for water consumption by incorporating high WELS rated fixtures and fittings, as well as the installing of efficient irrigation systems.	
O4.16.2 – Stormwater runoff from small rainfall events is managed on-site, wherever practical.	The design includes a rainwater tank for storage and reuse, captured from across the site.	
O4.16.3 – Reduce the risk of flooding so that the likely impacts of major rainfall events will be minimal.	A Local Water Management Strategy has been prepared in support of the approved Former Matilda Bay Structure Plan outlining the management of stormwater across the Structure Plan Area. Notwithstanding, it is anticipated that a detailed Stormwater Management Plan would be required by way of a condition of planning approval.	
ACCEPTABLE OUTCOMES <i>Acceptable Outcome pathway may not be applicable where a performance solution is provided</i>		
A4.16.1 – Dwellings are individually metered for water usage.		COMPLIES
A4.16.2 – Stormwater runoff generated from small rainfall events is managed on-site.		COMPLIES
A4.16.3 – Provision of an overland flow path for safe conveyance of runoff from major rainfall events to the local stormwater drainage system.		COMPLIES
LOCAL PLANNING FRAMEWORK	REQUIREMENT	
<i>Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement.</i>	N/A	

ELEMENT 4.17 WASTE MANAGEMENT		
ELEMENT OBJECTIVES <i>Development is to achieve the following Element Objectives</i>	APPLICANT COMMENT	ASSESSOR COMMENT
	<i>Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.</i>	
O4.17.1 – Waste storage facilities minimise negative impacts on the streetscape, building entries and the amenity of residents.	Waste storage is located internally and is not visible to the street. Waste vehicles enter the car park from Thompson Road / Coventry Parade and collect waste in a screened location to minimise any negative impact on the amenity of residents and the general public realm.	
O4.17.2 – Waste to landfill is minimised by providing safe and convenient bins and information for the separation and recycling of waste.	Waste chutes for general waste and recycling assists in the separation of waste. Refer to Waste Management Plan provided at Attachment 13.	
ACCEPTABLE OUTCOMES <i>Acceptable Outcome pathway may not be applicable where a performance solution is provided</i>		
A4.17.1 – Waste storage facilities are provided in accordance with the Better Practice considerations of the <i>WALGA Multiple Dwelling Waste Management Plan Guidelines</i> (or local government requirements where applicable).		COMPLIES
A4.17.2 – A Level 1 Waste Management Plan (Design Phase) is provided in accordance with the <i>WALGA Multiple Dwelling Waste Management Plan Guidelines - Appendix 4A</i> (or equivalent local government requirements).		COMPLIES
A4.17.3 – Sufficient area is provided to accommodate the required number of bins for the separate storage of green waste, recycling and general waste in accordance with the <i>WALGA Multiple Dwelling Waste Management Plan Guidelines - Level 1 Waste Management Plan (Design Phase)</i> (or local government requirements where applicable).		COMPLIES
A4.17.4 – Communal waste storage is sited and designed to be screened from view from the street, open space and private dwellings.		COMPLIES
LOCAL PLANNING FRAMEWORK	REQUIREMENT	
<i>Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement.</i>	N/A	

ELEMENT 4.17 UTILITIES		
ELEMENT OBJECTIVES <i>Development(s) is to achieve the following Element Objectives</i>	APPLICANT COMMENT	ASSESSOR COMMENT
	<i>Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.</i>	
O4.18.1 – The site is serviced with power, water, gas (where available), wastewater, fire services and telecommunications/broadband services that are fit for purpose and meet current performance and access requirements of service providers.	The subject site is capable of being serviced by power, water, gas, reticulated sewerage, fire services and telecommunications.	
O4.18.2 – All utilities are located such that they are accessible for maintenance and do not restrict safe movement of vehicles or pedestrians.	All utilities are accessible for servicing requirement and are located so as to not impede on the safe movement of vehicles or pedestrians.	
O4.18.3 – Utilities, such as distribution boxes, power and water meters are integrated into design of buildings and landscape so that they are not visually obtrusive from the street or open space within the development.	Utilities and services are provided throughout the development and are adequately located / screened so as to not detract or be prominently visible from the streetscape.	
O4.18.4 – Utilities within individual dwellings are of a functional size and layout and located to minimise noise or air quality impacts on habitable rooms and balconies.	Where utilities are contained within the individual dwellings, they are of a functional size / layout that allows for adequate ventilation minimising the impact on habitable rooms and balconies.	
ACCEPTABLE OUTCOMES <i>Acceptable Outcome pathway may not be applicable where a performance solution is provided</i>		
A4.18.1 – Utilities that must be located within the front setback, adjacent to the building entry or on visible parts of the roof are integrated into the design of the building, landscape and/or fencing such that they are accessible for servicing requirements but not visually obtrusive.		COMPLIES
A4.18.2 – Developments are fibre-to-premises ready, including provision for installation of fibre throughout the site and to every dwelling.		COMPLIES
A4.18.3 – Hot water units, air-conditioning condenser units and clotheslines are located such that they can be safely maintained, are not visually obtrusive from the street and do not impact on functionality of outdoor living areas or internal storage.		COMPLIES
A4.18.4 – Laundries are designed and located to be convenient to use, secure, weather-protected and well-vented; and are of an overall size and dimension that is appropriate to the size of the dwelling.		COMPLIES
LOCAL PLANNING FRAMEWORK	REQUIREMENT	

<i>Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement.</i>	N/A
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ADDITIONAL INFORMATION 8 - ACOUSTIC REPORT



3 OCEANS PROPERTY PTY LTD

**MATILDA BAY BREWERY
NORTH FREMANTLE**

**ISSUE FOR DEVELOPMENT APPROVAL
ACOUSTIC REPORT**

MAY 2022

OUR REFERENCE: 29353-2-20298

Goldstar Holdings Pty Ltd ABN 81 85 008 042 667/brnng ac
HERRING STORER ACOUSTICS
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DOCUMENT CONTROL PAGE

**ISSUE FOR DEVELOPMENT APPROVAL
ACOUSTIC REPORT
MATILDA BAY BREWERY
NORTH FREMANTLE**

Job No: 20298

Document Reference: 29353-2-20298

FOR

3 OCEANS PROPERTY PTY LTD

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1.0 INTRODUCTION

Herring Storer Acoustics was commissioned by 3 Oceans Property Pty Ltd to conduct a preliminary review of the proposed development of the Matilda Bay Brewery site in North Fremantle.

This report has been based on the Development Application drawings provided.

2.0 PROPOSED DEVELOPMENT

The proposed development site is located at the Matilda Bay Brewery site, on Stirling Highway in North Fremantle.

The development consists of three residential towers.

Tower 1 extends to level 16, tower 2 to level 11 and tower 3 to level 10.

Carparking is proposed on basement, ground and podium levels with a commercial use fronting Stirling Highway on the ground and upper plaza levels.

Tower 1 proposes a pool at upper plaza level.

Tower 2 proposes an outdoor BBQ area on the 5th floor and Tower 3 communal facilities on the 10th floor.

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. 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
SOU to Lobby	R_w not less than 50 dB.

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	$R_W + C_2$ not less than 50 dB.
Impact Isolation	$L_{i,w}$ not more than 55 dB is recommended.

Note: The impact isolation criteria under the BCA is an $L_{i,w}$ 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 $L_{i,w}$ of not more than 55 dB be adopted for a development of this type.

3.1.3 Service Risers

to Habitable Rooms	$R_W + C_2$ not less than 40 dB.
to Non-Habitable Rooms	$R_W + C_2$ 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 to a lobby)	R_W not less than 30 dB.
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The development will 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 Noise	Receiving	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 Premise	All Hours		60	75	80

Note: The $L_{A,10}$ noise level is the noise that is exceeded for 10% of the time.
The $L_{A,1}$ noise level is the noise that is exceeded for 1% of the time.
The $L_{A,max}$ 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

The surrounding area is shown in Figure 1 below.



FIGURE 1 – AERIAL OF DEVELOPMENT LOCATION AND NEIGHBOURING RESIDENCES

From a review of the development, the influencing factor for the residential premises around the proposed development – and the development itself – varies due to the proximity to major roads in the area.

Residential Premises < 100m from Stirling Highway

Major Roads within inner circle; Stirling Highway	+ 6 dB
Commercial Premises within inner circle; 40%	+ 2 dB
Commercial Premises within outer circle; 20%	+ 1 dB

Hence, IF = 9 dB

Residential Premises < 450m from Stirling Highway and <100m from McCabe Street

Major Roads within outer circle; Stirling Highway	+ 2 dB
Secondary Roads within inner circle; McCabe Street	+ 2 dB
Commercial Premises within inner circle; 40%	+ 2 dB
Commercial Premises within outer circle; 20%	+ 1 dB

Hence, IF = 7 dB

Residential Premises < 450m from Stirling Highway

Major Roads within outer circle; Stirling Highway	+ 2 dB
Commercial Premises within inner circle; 40%	+ 2 dB
Commercial Premises within outer circle; 20%	+ 1 dB

Hence, IF = 5 dB

Hence the assigned noise levels for the various surrounding areas – and apartments within the development (itself – are listed below in Table 3.3.

TABLE 3.3 - ASSIGNED OUTDOOR NOISE LEVELS

Premises Noise	Receiving	Time of Day	Assigned Level (dB)		
			L_{A10}	L_{A1}	L_{Amax}
<100m from Stirling Highway		0700 - 1900 hours Monday to Saturday	54	64	74
		0900 - 1900 hours Sunday and Public Holidays	49	59	74
		1900 - 2200 hours all days	49	59	64
		2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and Public Holidays	44	54	64
<450m from Stirling Highway and <100m from McCabe Street		0700 - 1900 hours Monday to Saturday	52	62	72
		0900 - 1900 hours Sunday and Public Holidays	47	57	72
		1900 - 2200 hours all days	47	57	62
		2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and Public Holidays	42	52	62
<450m from Stirling Highway		0700 - 1900 hours Monday to Saturday	50	60	70
		0900 - 1900 hours Sunday and Public Holidays	45	55	70
		1900 - 2200 hours all days	45	55	60
		2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and Public Holidays	40	50	60
Commercial Premise		All Hours	60	75	80

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 primarily consists of mechanical services associated with the development.

3.3 NOISE INGRESS

Inbound Noise Levels

Traffic noise impact for the proposed development will need to be assessed in accordance with WAPC State Planning Policy 5.4.

The aim of the planning policy is to design the residential building façade to achieve the following internal sound levels:

- L_{w03} 35 dB(A) in sleeping areas (bedrooms); and
- L_{w03} 40 dB(A) in living/work areas and other habitable rooms.

4.0 BCA REQUIREMENTS

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

5.0 NOISE INGRESS

5.1 MEASUREMENTS

Noise level measurements associated with the surrounding road network has been undertaken in the area for previous projects.

No other noise sources – other than traffic – are evident in the area such that they require consideration in a noise ingress assessment.

Based on the measured noise levels, a preliminary assessment in accordance with WAPC State Planning Policy 5.4 was undertaken and is the subject of a separate report to accompany the development application.

The criteria used for noise ingress, in accordance with WAPC State Planning Policy 5.4 is:

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

6.0 NOISE FROM DEVELOPMENT

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

Consideration will also be required during the design development phase of the project to noise emissions associated with the commercial premises fronting the development and facing Stirling Highway, however, given the orientation and the structure of the building to be utilised in this area, this is not seen as a significant issue.

Given the location of the development and the high assigned noise level due to the influencing factor of the area, compliance with the Regulations is not considered likely to be onerous.

6.1 MECHANICAL SERVICES

Mechanical services appear to be primarily located on the rooftop areas of each of the 3 towers within the development. The nearest noise sensitive premises to these areas will be apartments within the development itself – hence, this will dictate the noise control required.

Given the location of the development, and proposed equipment locations, compliance with the Regulations is not considered likely to be onerous.

6.2 COMMUNAL AREA

Noise emissions associated with external areas will need to be considered in terms of noise impact to apartments within the development itself – which, in turn, will ensure noise impact to surrounding areas is managed.

Noise control measures in this area will generally be required to be managed through management through the strata/body corporate of the finished development.

6.3 COMMUNAL POOL AREA ON UPPER PLAZA LEVEL OF TOWER 1

Noise emissions associated with the communal pool area on upper plaza level are within the same premises as the development itself - which is the location that will be impacted by the use of this area.

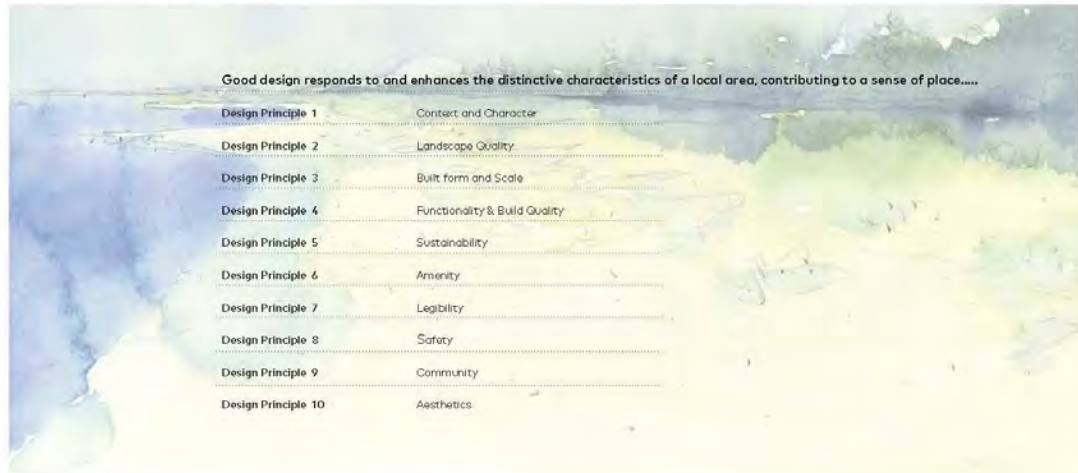
The pool and associated equipment will need to be structurally isolated from the surrounding construction, to ensure re-radiated structure borne noise levels are not of issue through the building.



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Design Quality Principles



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Site & Story

Design Principle 1 **Context & Character**
Local Character, Site Information, Design Journey, Geometry & Reasoning, Masterplan Vision, History & Heritage, Site Opportunities

Design Principle 2 **Landscape Quality**
Landscape Approach

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Placemaking

The Matilda Bay Brewery site offers an incredible opportunity to reposition a currently semi-industrial area between Cottesloe and Fremantle into a thriving premium mixed use community lifestyle hub.

It offers the potential to transition from its industrial roots into an active living and recreational heart contributing to the vitality of community and local culture.

There is currently a shifting transformation from with the built and emerging multi-residential developments that are evolving including Leighton, One-Steel, Seral and Taskers which is diversifying the area and bringing more residential and community integration and reinvigoration.

Integrated approach to key issues of heritage, adaptive re-use, density, site lines, view corridors, open space, vegetation, access and amenity.

Our approach is to create an array of lifestyle offering and walkability, a series of journeys through the site, allowing for intimate and collective outdoor experiences connecting people, community and nature.

Interpretation of the sites history is a key consideration to integrate into the design vision. Conservation and adaptation of the original Ford Warehouse and subsequent Brewery into a Matilda Market Ground integrating alfresco dining, fresh produce and event opportunities will create a living village within the heart of the precinct.

Combining the narrowest pinchpoint between the river and the ocean, the high flow traffic along Stirling Highway, and a variety of points of interests around the area, we can create a gateway anchor, a civic heart that puts North Fremantle on the world stage as a premium beachfront lifestyle neighbourhood.



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Design Principles

Connecting the entire river and coastal experience with public access through the entire site for all.

Maximise increased public amenity and landscaping to embrace community and create an activated vibrant lifestyle experience. Public spaces that encourages interaction between residents and community.

Elegant vertical composition to increase open space and amenity. Translate a potential mass site saturation into a vertical narrative to open up the site and create a dynamic public realm.

Activated edges and invitation into the village community connecting journeys through in and around the precinct.

Increased visitation and activation with substantial community amenity, public open space and shared facilities.

Landscape selection that balances coastal and river context, local flora and fauna.

Community benefits through a broad range of amenity including, arts and culture, food and beverage, market grounds, creative studios, fresh produce, tavern, co-working, function event spaces, entertainment and recreation courtyards.

Create a unique living and lifestyle experience responding to context and the unique setting of river and ocean gateway to North Fremantle.

Adaptive conversion and conservation of the heritage fabric into alfresco food and beverage, restaurant, tavern, market produce function and event space.

Re-interpret heritage architectural fabric to explore history in a fresh light. Exhibition storytelling narrative embedded in adapting the built heritage.



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Design VISION

The Matilda Bay Brewery site offers an incredible opportunity to reposition a currently semi-industrial area between Cottesloe and Fremantle into a thriving premium community neighbourhood.

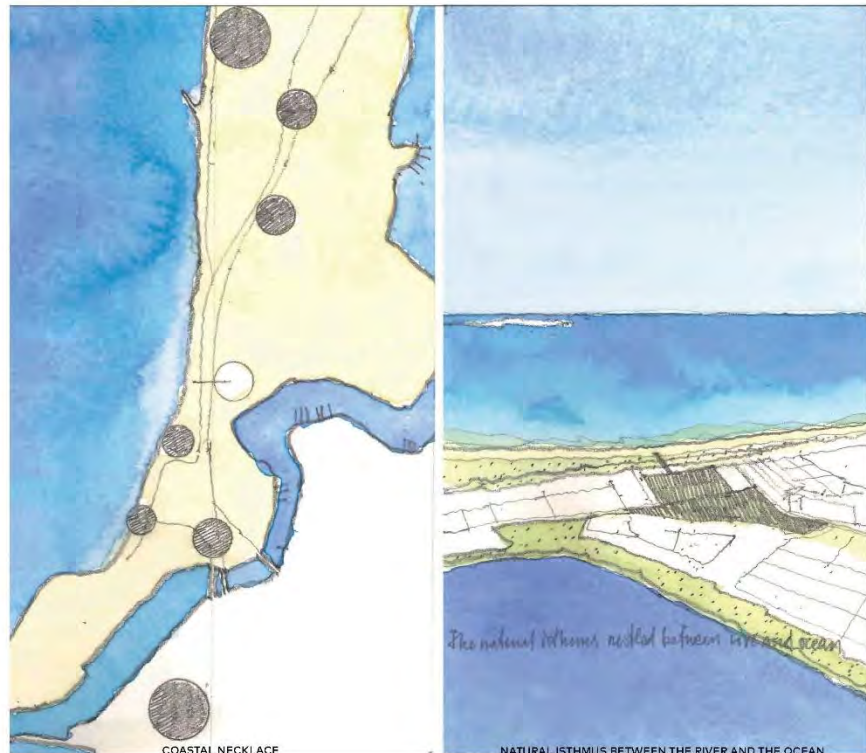
Spectacularly placed between North Fremantle's enviable location of the Swan River and Indian Ocean, the new community living environs will champion a more sustainable future and play an important role in creating an array of amenity for the surrounding precinct to utilize and engage with.

The design response is deeply connected to this extraordinary place on our Indian Ocean rim. The built fabric with draw upon this exquisite site context of river and ocean referencing a tapestry of landscape evolution extending from west to east - ocean to river and maximize connection to place and panoramic views for residence and community to all enjoy.

It is a unique and exquisite location along our Indian Ocean coastal necklace, at the natural narrow isthmus nestled between the river and the ocean. There is a natural connection to the ocean and river given this unprecedented shallowed connection, where the river and ocean are walking distance apart. The design encourages and invites all to move through the site and engage with the community amenity through an array of landscape journeys.

The Matilda Brewery and Old Ford Factory will be respectfully conserved and bought back to life as a landmark icon along our coastal rim. It forms the gateway marker to North Fremantle and resides with such resounding address to the ocean panorama in front. Extraordinary expansive vistas in a multitude of directions to the ocean and river unfolds.

The design configuration is driven around preserving the significance of the built heritage to allow the Matilda factory to become a focal point and generator of re-imagined community amenity. The design allows for expansive curtilage around the existing built fabric to create a civic courtyard market ground that offers invitation to the community through and array of amenity and alfresco offering.



COASTAL NECKLACE

NATURAL ISTHMUS BETWEEN THE RIVER AND THE OCEAN

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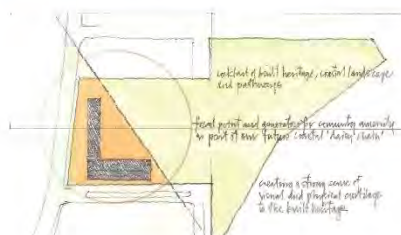
Design VISION

Currently the site is locked and a barrier to movement in and around the site. The specific location of the apartments has been configured to open up the site and maximize the ground plane to be an invitation for residence and community to engage with a tapestry of landscape experiences, leisure and lifestyle community spaces engaging with vistas to the river and ocean.

Site lines have been structured to create sensibility and welcome with vast extended panoramas connecting to the river and ocean, allowing this to be open and enjoyed by all. This is an opportunity to unlock the precinct to create extended journeys through the site that connect this incredible natural landscape transcendent.

The precinct will be a new spatial nexus which binds existing landscapes and pathways to create enriched journeys and stories. The design response is deeply connected to this extraordinary place on our Indian Ocean rim. The built fabric with draw upon the exquisite site context of river and ocean referencing a tapestry of landscape evolution extending from west to east, ocean to river.

The material palette is underpinned by this natural setting combining warm earthen tones of coastal texture, coarseness and ambience combined with the neutral, olive and subtle tones extending to the river.



JOURNEYS

A NEW SPATIAL NEXUS WHICH CONNECTS KEY HISTORIC MOVEMENT CORRIDORS TO RIVER THROUGH THE SITE AND NORTH-SOUTH PARKLANDS AND EXISTING NETWORKS

CREATING A SERIES OF LANDSCAPE JOURNEYS AND A HIGHLY PERMEABLE SITE BINDING OCEAN AND RIVER

LANDSCAPE TRANSCENT

A TAPESTRY OF LANDSCAPE EVOLUTION FROM WEST TO EAST, NORTH TO SOUTH

A PALETTE DRAWN FROM PLACE, COASTAL AND RIVER EARTH-TONE TONES AND NATURAL MATERIALITY AND COLOURATION

SOFT OCHRES, OLIVE GREENS, COASTAL SPECIES. A NATURAL BALANCE OF OCEAN TO RIVER RESPONSE

HERITAGE WINDOW

CREATING A STRONG SENSE OF VISUAL CURTILAGE TO THE SIGNIFICANT BUILT HERITAGE

EXISTING MATILDA FACTORY A FOCAL POINT AND GENERATOR OF COMMUNITY AMENITY RE-IMPOSED AND CONSERVED AS A LANDMARK CORNER PART OF OUR FUTURE COASTAL DAISY CHAIN

COCKTAIL OF BUILT HERITAGE, COASTAL LANDSCAPE AND PATHWAYS CONNECTING A LIFESTYLE EXPERIENCE

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Design VISION

Orientation and shape of the apartments has been generated from a trapezoidal shape that has then been fractured into two triangles to allow natural ventilation, vistas and light to penetrate through the buildings.

The intent to minimize built footprint on the ground plane to give this back to public domain for community benefit and to maximize physical permeability through the site.

The re-imagined Brewery built heritage will become a hive of activity with active edge zones in and around the building and engaging with street frontages. The open courtyard form the building allows for a open market ground plane and outdoor event and gathering space.

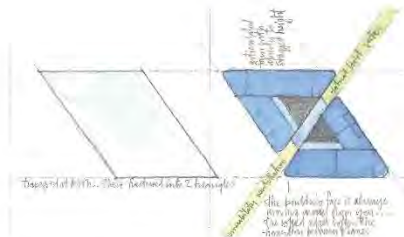
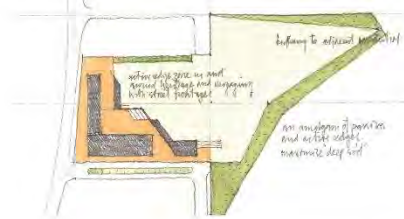
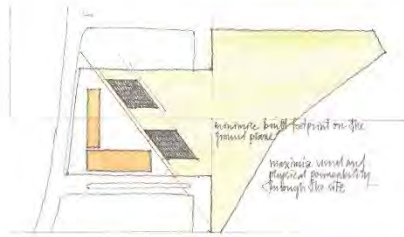


FIGURE GROUND

MINIMIZE BUILT FOOTPRINT ON THE GROUND PLANE. OPTIMIZE OPEN SPACE
MAXIMIZE VISUAL AND PHYSICAL PERMEABILITY THROUGH THE SITE

EDGES AND INVITATION

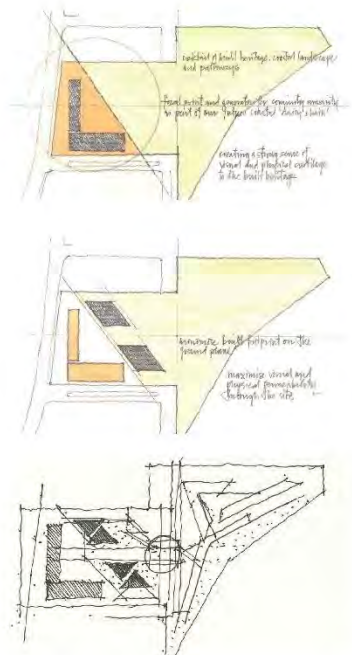
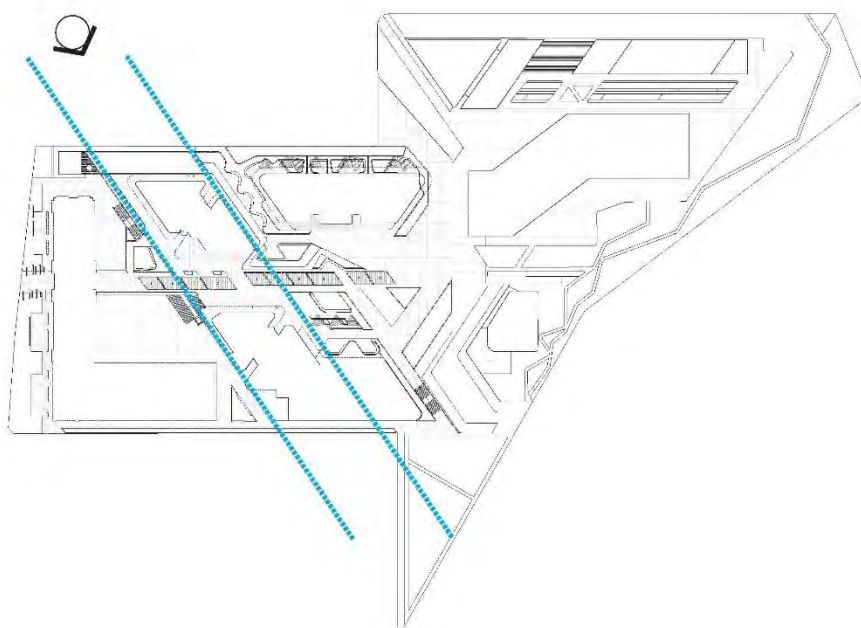
ACTIVE EDGE ZONE IN AND AROUND HERITAGE AND ENGAGING WITH STREET FRONTAGES
AN AMALGAM OF PASSIVE AND ACTIVE EDGES
LANDSCAPE JOURNEYS AND BUFFERING TO ADJACENT RESIDENTIAL

PLANNING COMPOSITION

TRAPEZOIDAL CONFIGURATION
FRACTURED INTO TWO TRIANGLES
PERMEABILITY AND NATURAL LIGHT AND VISTAS
THE BUILDING FACE IS ALWAYS MOVING AWAY FROM YOU
ROLLED CORNER EDGES SOFTEN THE TRANSITION BETWEEN PLANES

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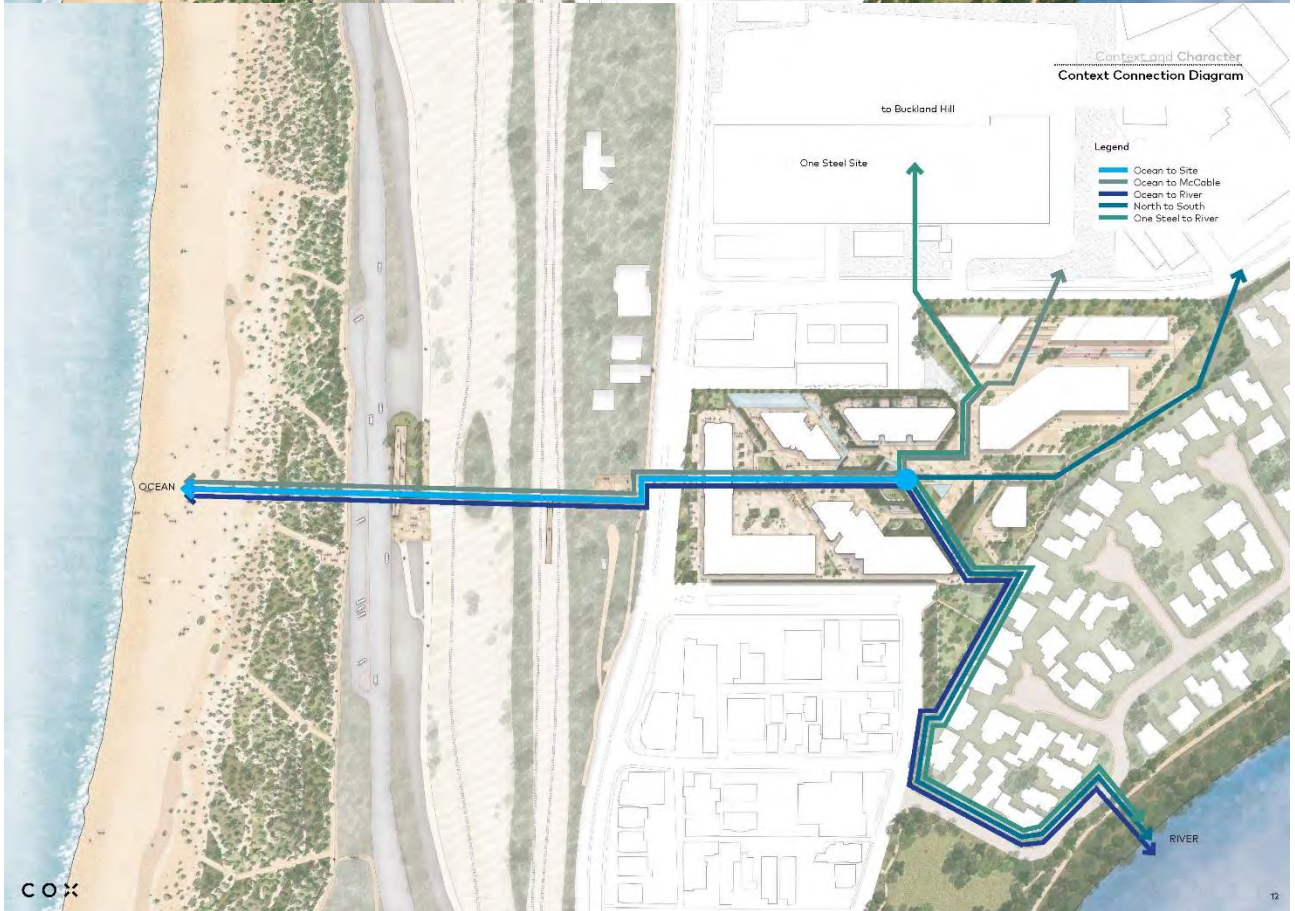
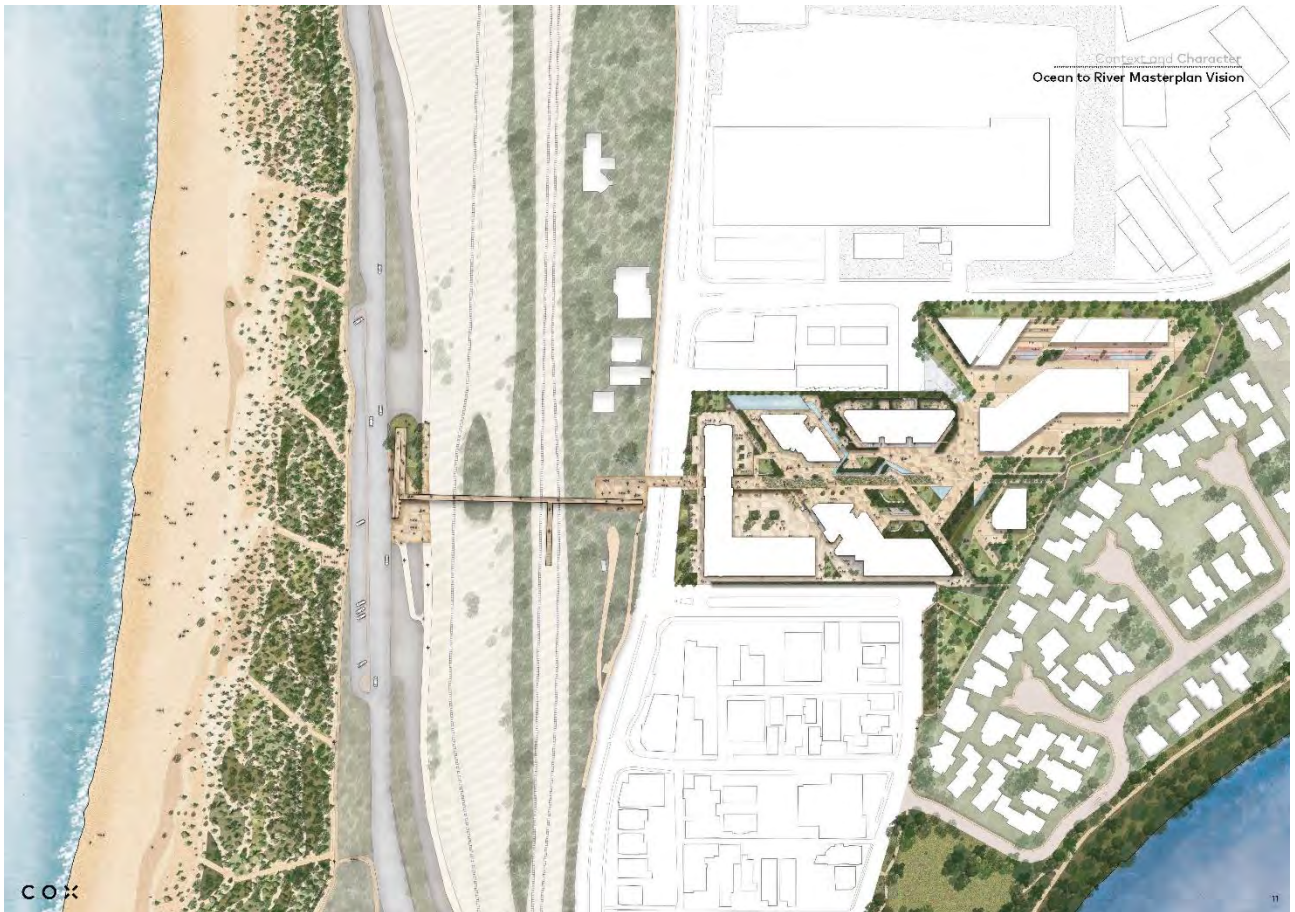
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Heritage Interpretation Adaptive Re-use

Western Australia has a wealth of underutilised heritage buildings in **prime locations** that provide unique and exciting opportunities to develop and **revitalise our urban communities**.

The Matilda Bay Brewery heritage building **resonates as an iconic building** and significant place of Western Australia on identity which provides a gateway threshold into North Fremantle. The industrial aesthetic provides a **fantastic canvas** for adaptive reuse for community benefit.

Our philosophy is that the best way to protect heritage places is to ensure they continue in **active use** and are **valued by the community**. While working with heritage buildings can be challenging there are **significant triple bottom-line benefits** to the practice of adaptive reuse with **authentic reinterpretation and activation**.

We see this as a great opportunity to save and **honour the heritage** of North Fremantle and the history with it. Repurposing the Matilda Brewery from a different era will create a unique atmosphere for guests within a **destination location**.

Heritage buildings are repositories of urban history and **social memory**. We propose the heritage building is **adapted to create a community building that tells the story** of the Ford Factory and Brewery history.

The reimagined building will be an **attraction for community as a destination experience** offering food and beverage with a restaurant and tavern, event and function spaces, providing all opening out to an expansive public outdoor courtyard and terraced a fresco areas.



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1929-1987

Ford Factory

1988-2013

Matilda Bay Brewing Company

The narrative of the Ford factory from 1929-1987 and the Matilda Brewing Company from 1988 to 2013 can be interwoven into the story of place re-imagined.



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1929-1987 Ford Factory

The Ford Motor Company had been seeking a site to establish an assembly plant in Western Australia the early 1920s and in 1925 leased a warehouse on the western, or ocean side, of the railway line at Leighton. These premises were the former Dalgety's old cooperative wool shed on the ocean side of the Perth to Fremantle Road. At this site the Ford Motor vehicles were assembled from parts imported from overseas. This first Fremantle plant opened on 29 June 1925, assembling Model T cars.

Ford Motor Company of Australia acquired the five acres of land in North Fremantle in May 1929. This was the original crown grant of the land and comprises Lot 220, an irregular shaped parcel of land with street frontage on Victoria Avenue (now Stirling Highway), Coventry Parade and McCabe Street. In June 1929, local architects Oldham Boos and Ednie Brown requested tenders for the preparation of the site in North Fremantle.

The design of the Ford Factory is ascribed to local architects Oldham Boos and Ednie Brown. However, from photographic evidence of other Ford sites in Australia, it is clear that a relatively consistent design was used. The design style owes much to American architect Albert Kahn. Kahn's 1909 design of the Highland Park plant for Henry Ford was significant for the automotive industry and wider industrial practice, as the place where Ford developed his assembly line method of construction of the Model T. During the 1930s, the assembly plant was producing cars and the Fordson tractor.

With the outbreak of WWII the Ford Assembly Plant was requisitioned for the production of military equipment, including guns, carriers and landing craft. After the war in the 1940s the plant resumed assembly of vehicles including Fords and Mercury's, Canadian trucks, Fordson tractor and the Aussie ute. In the 1980's the plant had doubled capacity but was forced to close in 1987.

1988-2013 Matilda Bay Brewing Company

In 1988 Matilda Bay Brewing Company leased the building to expand their production of locally made beers. The Brewery was recognized as a leader in workplace reform. In 2007 Production ceased. Sales and Marketing staff continued to occupy the administration offices of the building until the lease expired in 2013. The majority of plant and equipment was removed with the exception of the distinctive brass brewing kettle.

The Matilda Bay Brewing Company began in 1984 under the name Brewtech. The company was subsequently renamed Matilda Bay Brewing Company in April-May 1985. The company developed the concept of 'retail brewing' which directly controlled the hotels in which its beer is sold.

The company subsequently took out a lease on the former Ford plant and undertook works to reconstruct it as a brewery in 1988. By 1989 the company was controlled by Carlton and United Breweries (C.U.B.). In 2007 Foster's announced that production would cease at Matilda Bay Brewing Company Building with the loss of 70 jobs with the decision to move all brewing to the eastern states.



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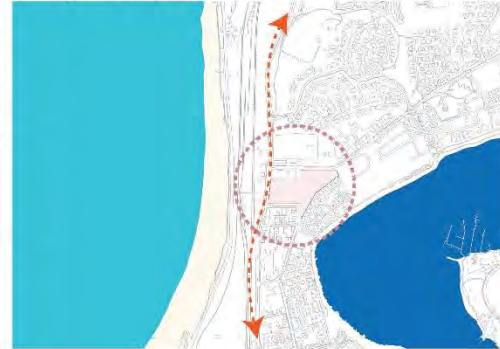
Legend

- Parklands
- Cycle route
- North Fremantle Station
- Beach
- Marina/Yacht club
- Retail
- Food and beverage
- Education
- Community
- Living
- Health
- Pedestrian/walking trails
- Heritage
- Defence
- Industrial

River to Ocean - Narrowest Pinch point



Gateway Anchor North and South



Creating a community precinct



Precinct Nexus - a new activated community hub

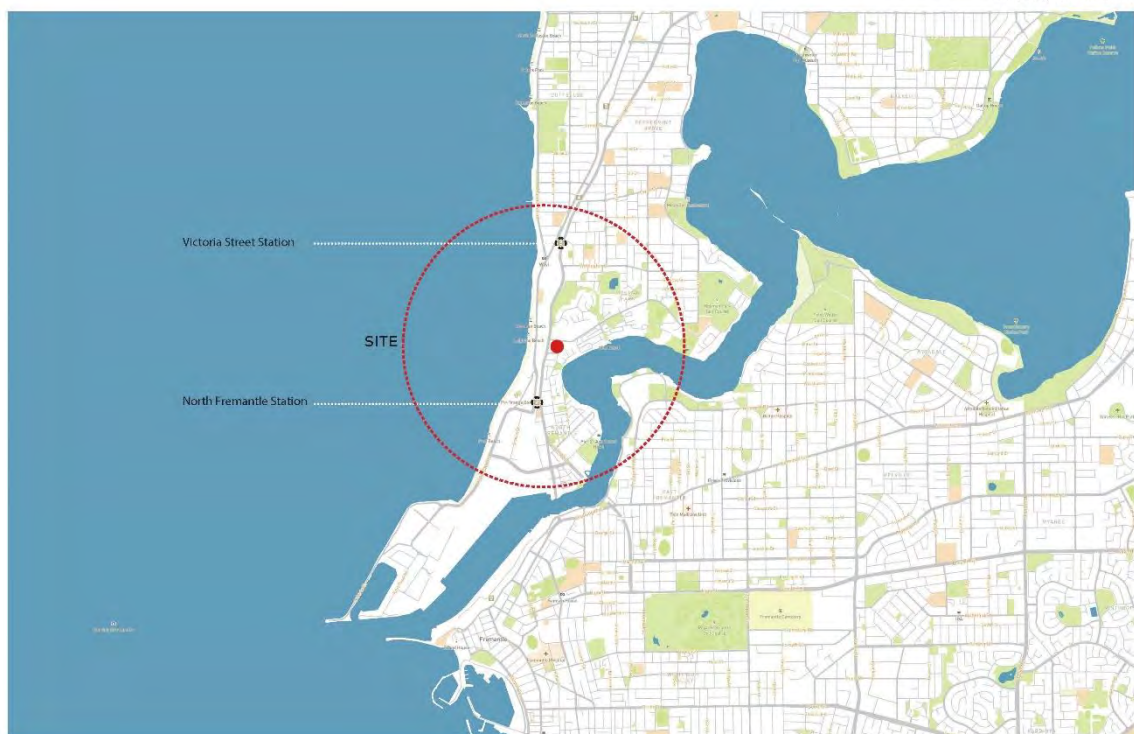


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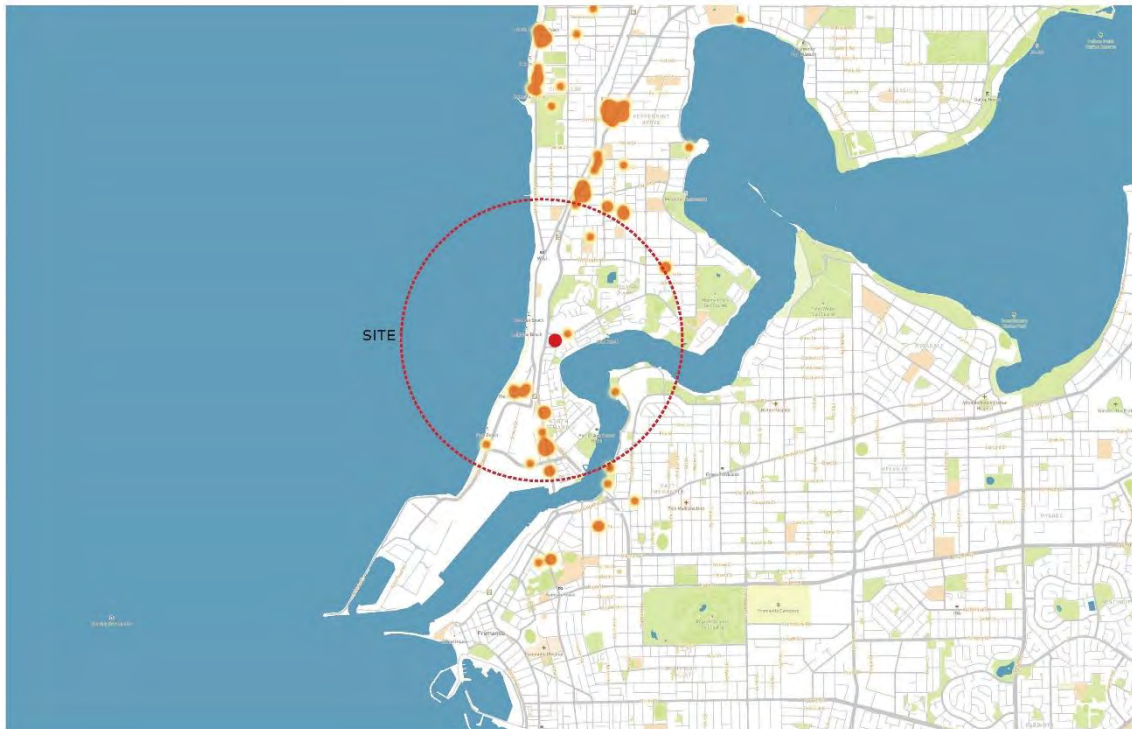
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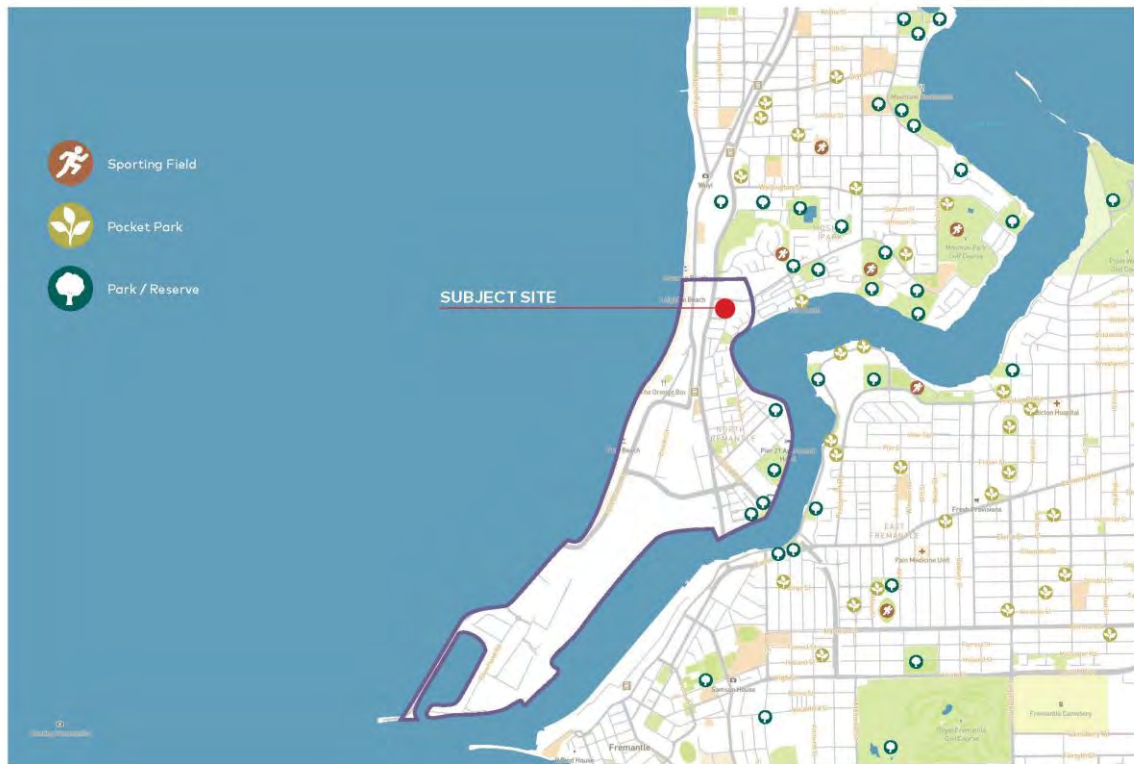
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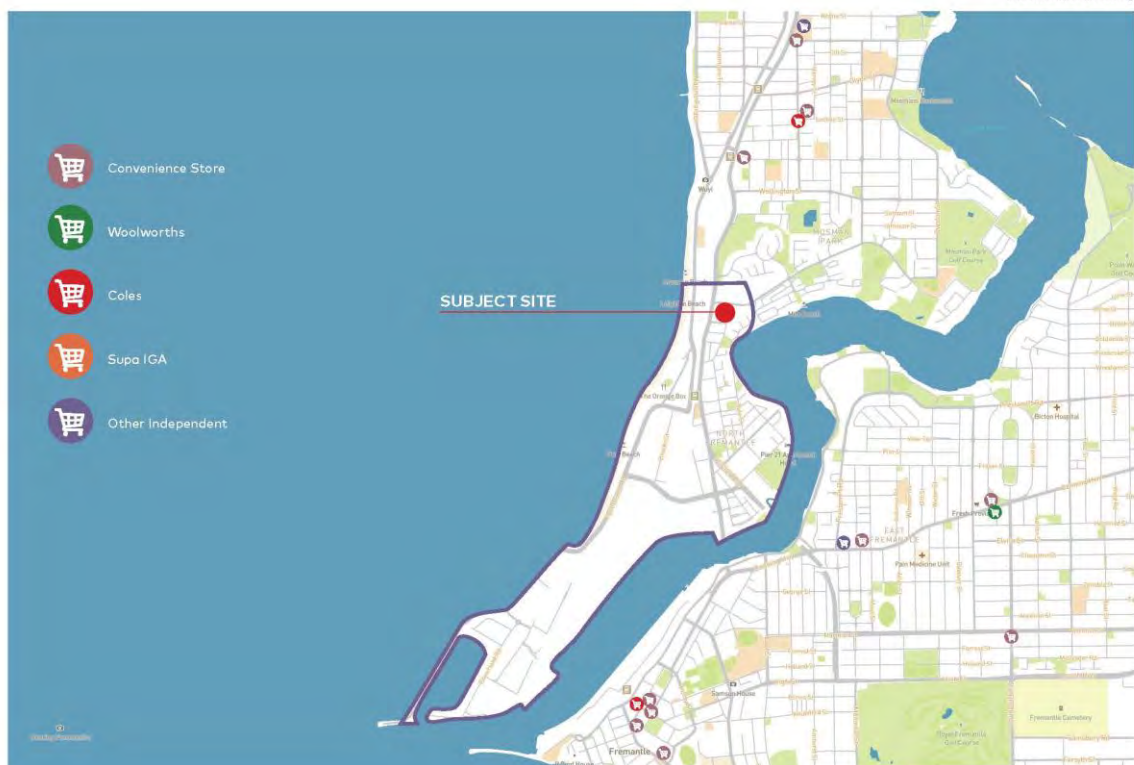
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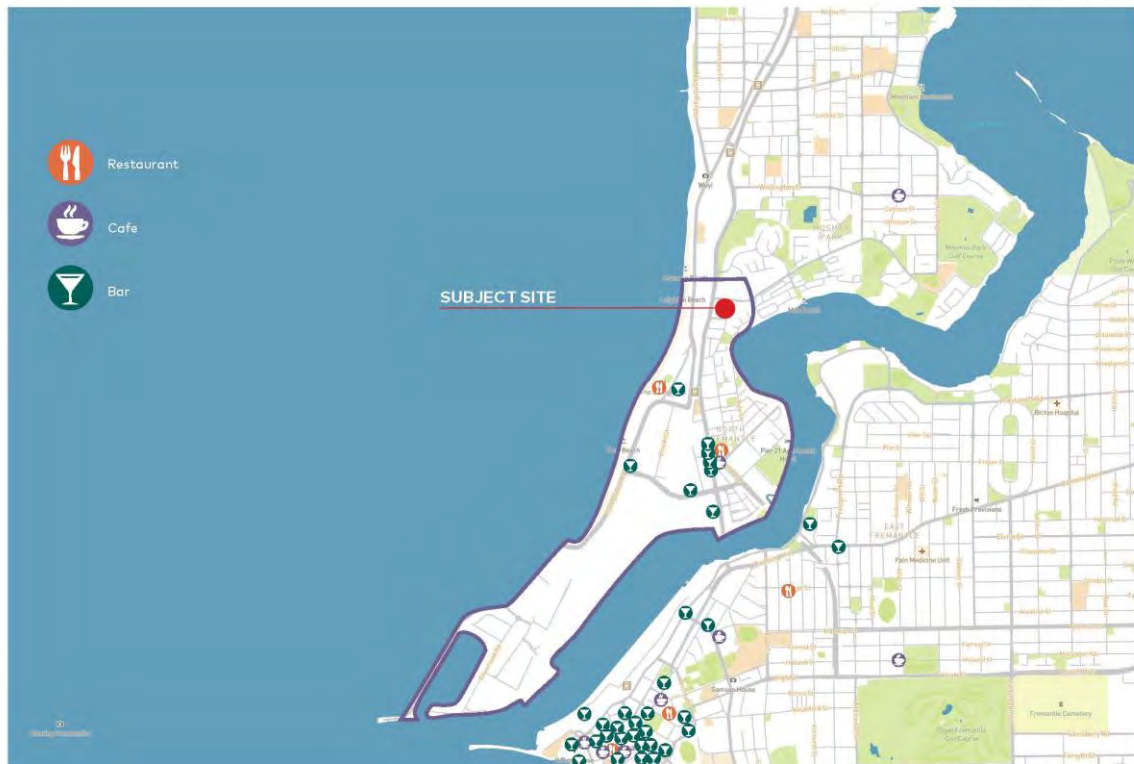
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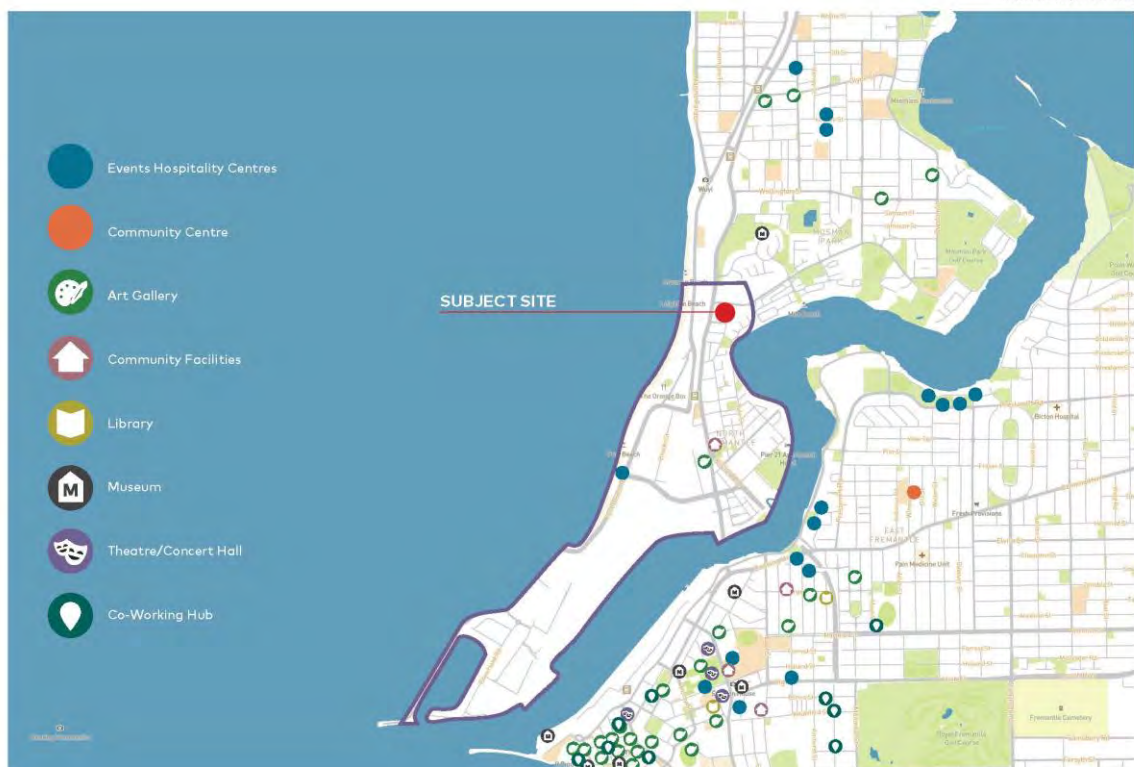
COX

24



COX

25



COX

26

Landscape Approach

The landscape strategy is drawn from its unique context at the natural isthmus between the river and ocean. The transept from west to east from ocean to river provides the most suitable reference to guide the design principles of natural earthen hues and native flora and fauna grounding the landscape strategy.

The palette is restrained with a coastal and river neutrality that is embedded in the plant species selection, materiality and textures of the hardscape paving, screening, wall surfaces and urban furniture.

The design ethos to create an inviting public realm allows for varied journeys and ways to move through the site with site lines always preserved.

Species are enduring to the river and coastal setting and of this unique Western Australian place on the precipice of the river and ocean doorstep. Tones range from soft sandy hues, to warm ochre to olive greens.

A great arbour extends centrally through the public domain and creates a dynamic axis for pedestrian movement through the site. It provides a delicate shaded canopy.

Vehicular set down occurs off Mc Cabe Street into an expansive paved plaza allowing vehicular drop off and in front of Apartment Tower 3. The arrival court allows for vehicular movement to enter and circulate back to Mc Cabe Street with ease of wayfinding and arrival experience. The remainder of the site is dedicated to pedestrian landscape experiences creating an expansive public realm for residential and public activation and amenity.

Residence and community move freely and safely through the site from the upper and lower plaza engaging with extraordinary extended views to the ocean and with in a variety and multiplicity landscape experiences.

Extending from the infinity Pool a rivulet stream of water moves through the upper plaza responding to geometries of the buildings and providing a sense of cooling and connection to water. Both the river and the ocean are an integral part of the water experiences surrounding the site and connect this extraordinary setting.



COX

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The Form, Impact & Performance

Design Principle 3

Built Form & Scale

Surrounding Context, Massing, View Corridor Analysis, Shadow Diagrams

Design Principle 4

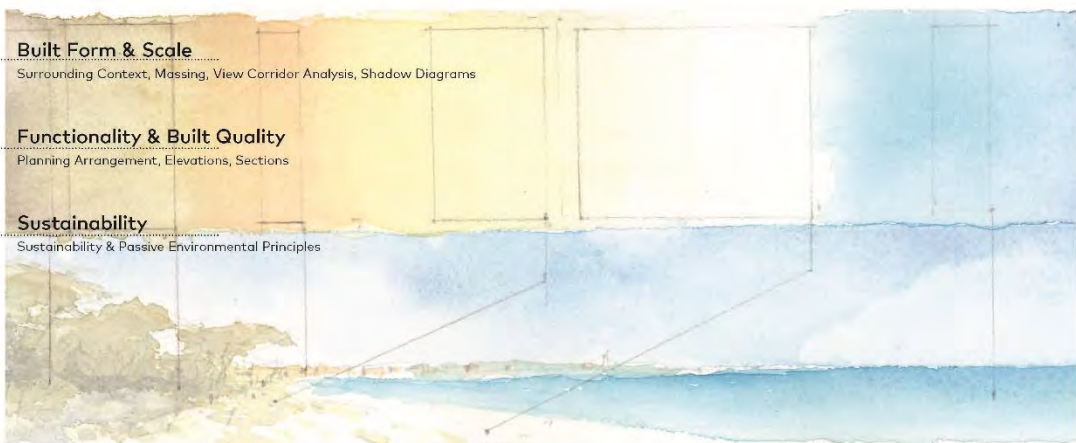
Functionality & Built Quality

Planning Arrangement, Elevations, Sections

Design Principle 5

Sustainability

Sustainability & Passive Environmental Principles



COX

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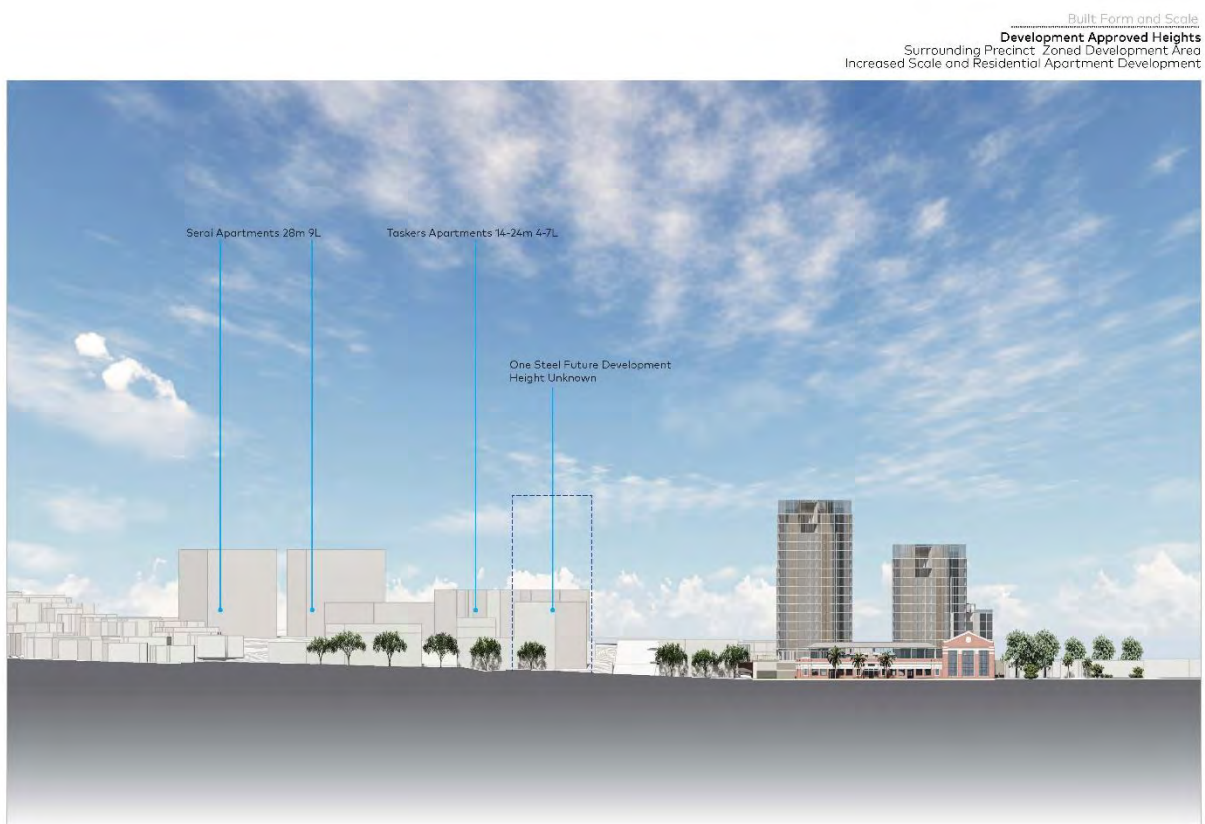


30

COX



COX



32

SUPER BLOCK

AROUND THE BLOCKOR

STRUCTURE PLAN APPROVED MASSING



- Site Saturation of development.
- Lack of Permeability.
- Large superblock massing restricting accessibility and precinct connectivity.

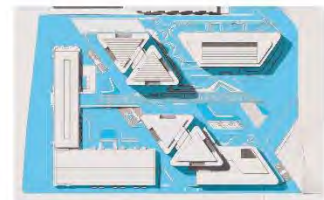
PERMEABLE PRECINCT

.....THROUGH THE BLOCK.....

PROPOSED DEVELOPMENT



- 66% open space dedicated to landscape and community benefit.
- Vertical form as opposed to mass site saturation.
- Improved sight lines, vistas and public access through a clearly defined landscaped amenity rich public realm.



COX

33

East - West Cross Section indicating pedestrian movement from Upper Plaza RL 22.0 to Ground RL 16.0



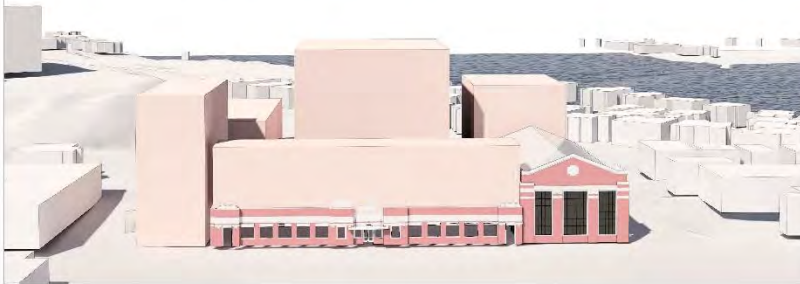
COX

34

Proposed Scheme



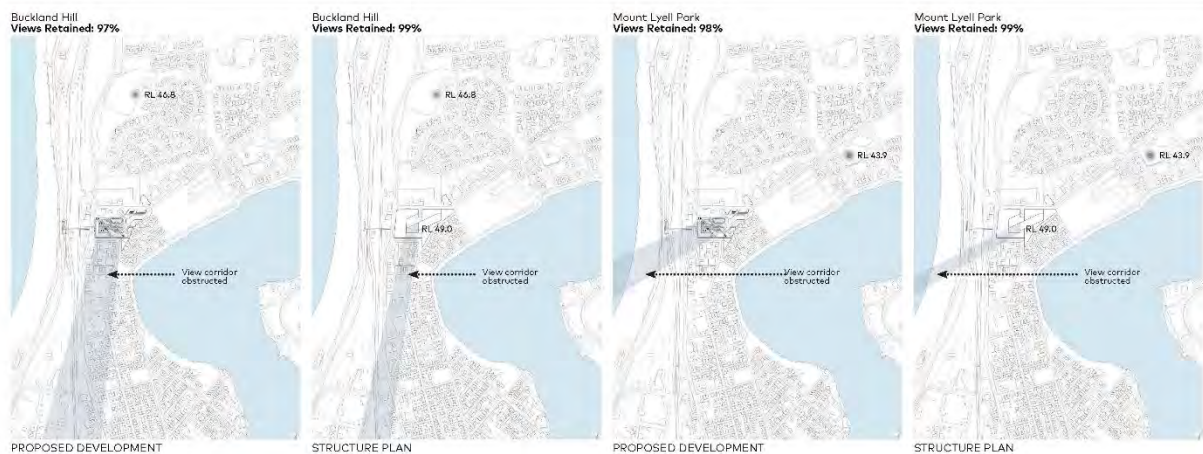
Interpretation of Massing conforming to Local Planning Scheme



COX

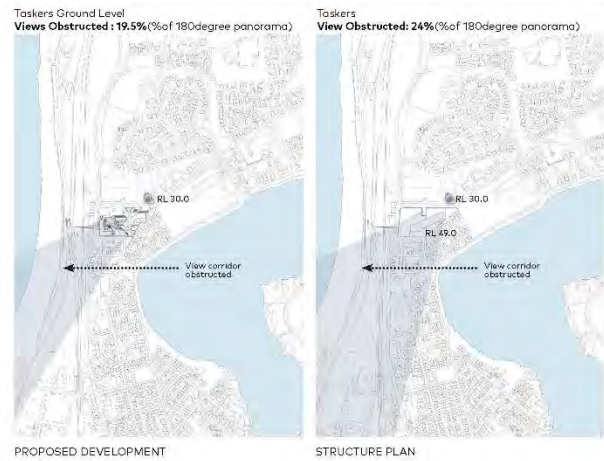


35



COX

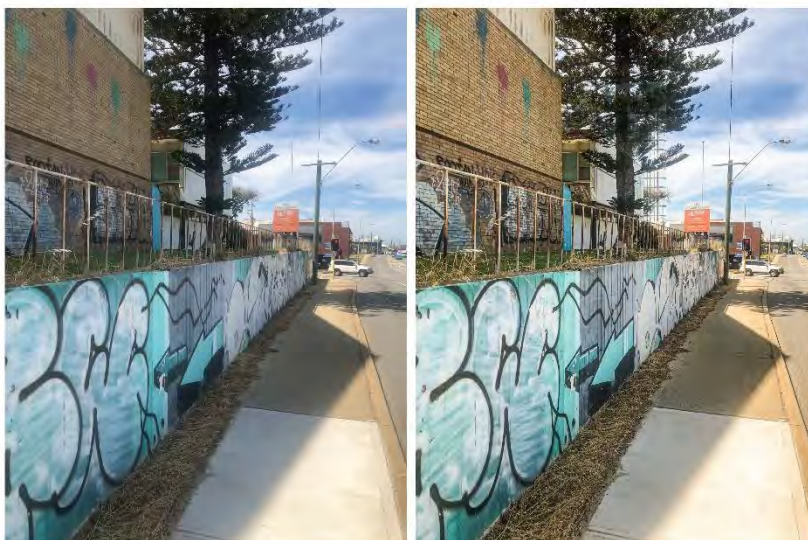
36



COX

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View Along Stirling Hwy
Heading South



COX

38

Built Form and Scale
View Corridor Analysis
Stirling Highway - South view Western Embankment

Existing Circumstance
View Along Stirling Hwy Heading South



Proposed Scheme
Stirling Hwy Heading South

Key location

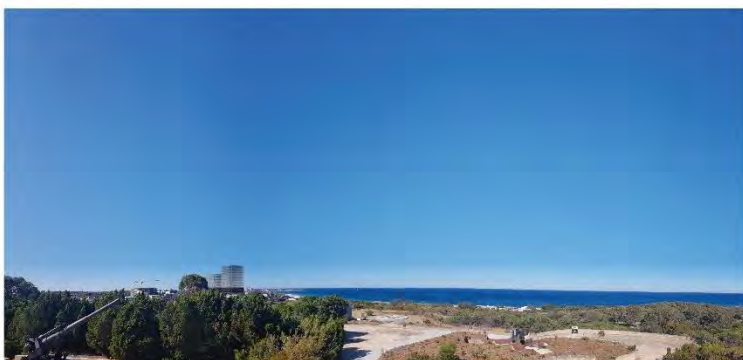
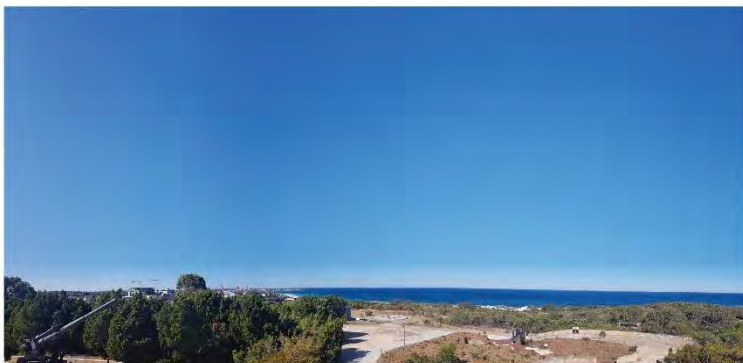


COX

39

Built Form and Scale
View Corridor Analysis
Buckland Hill

Existing Circumstance



Proposed Scheme

Key location



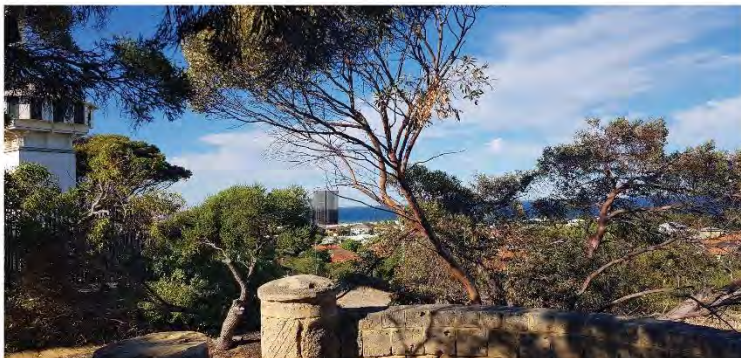
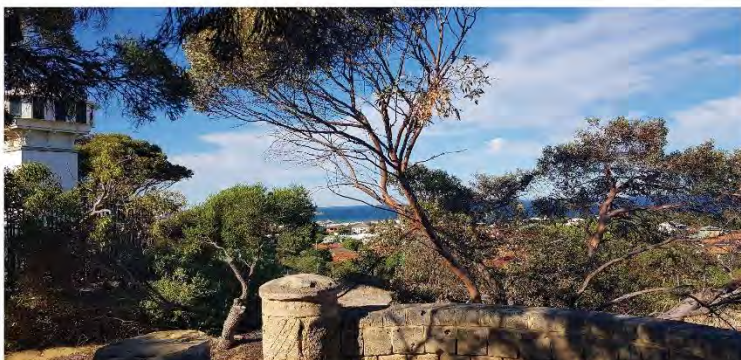
COX

40



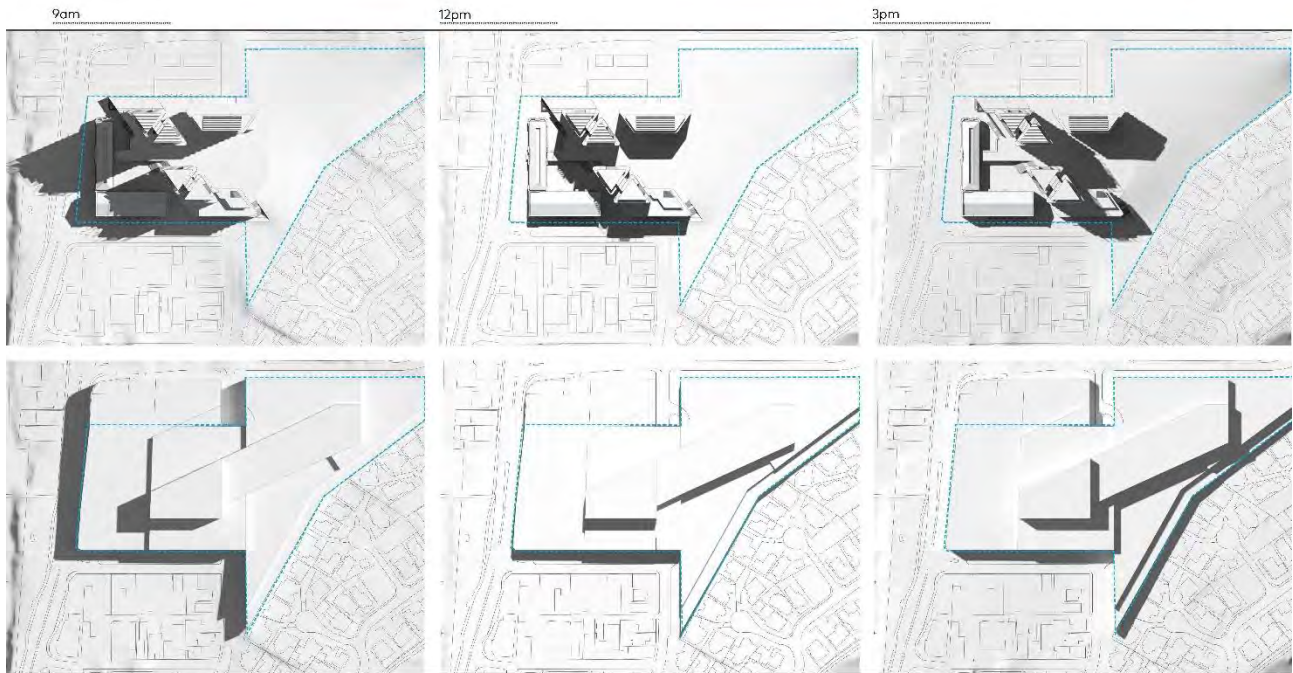
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42



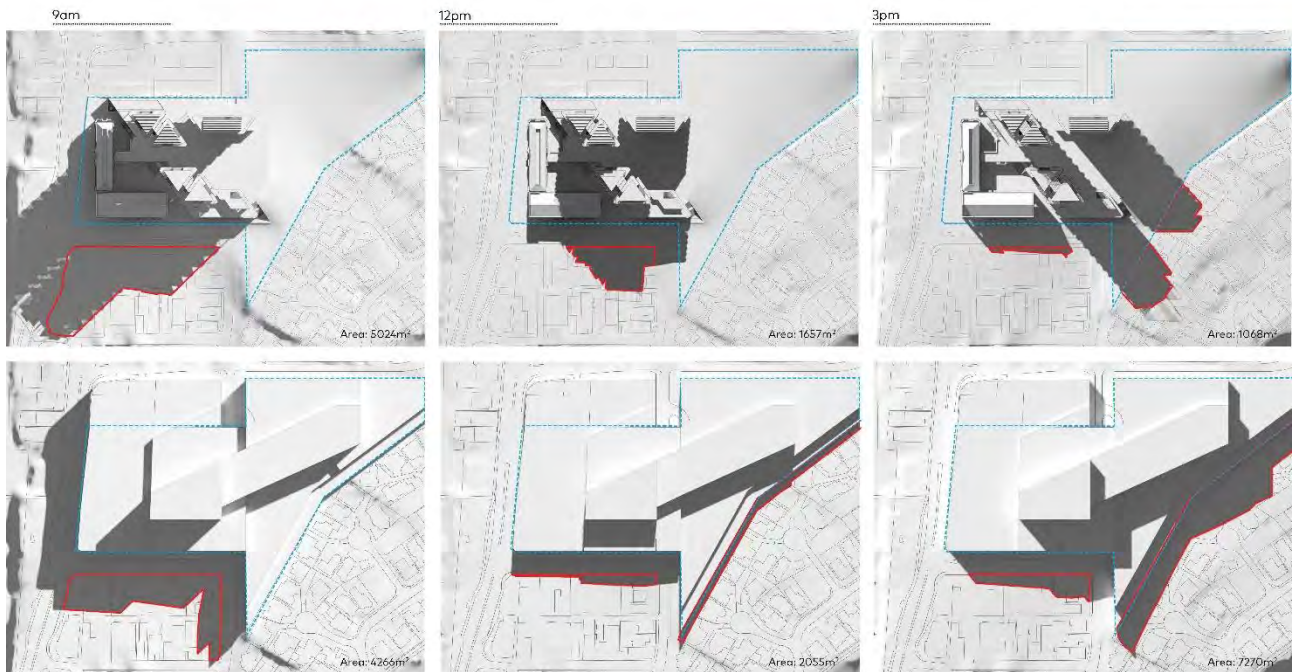
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43



COX

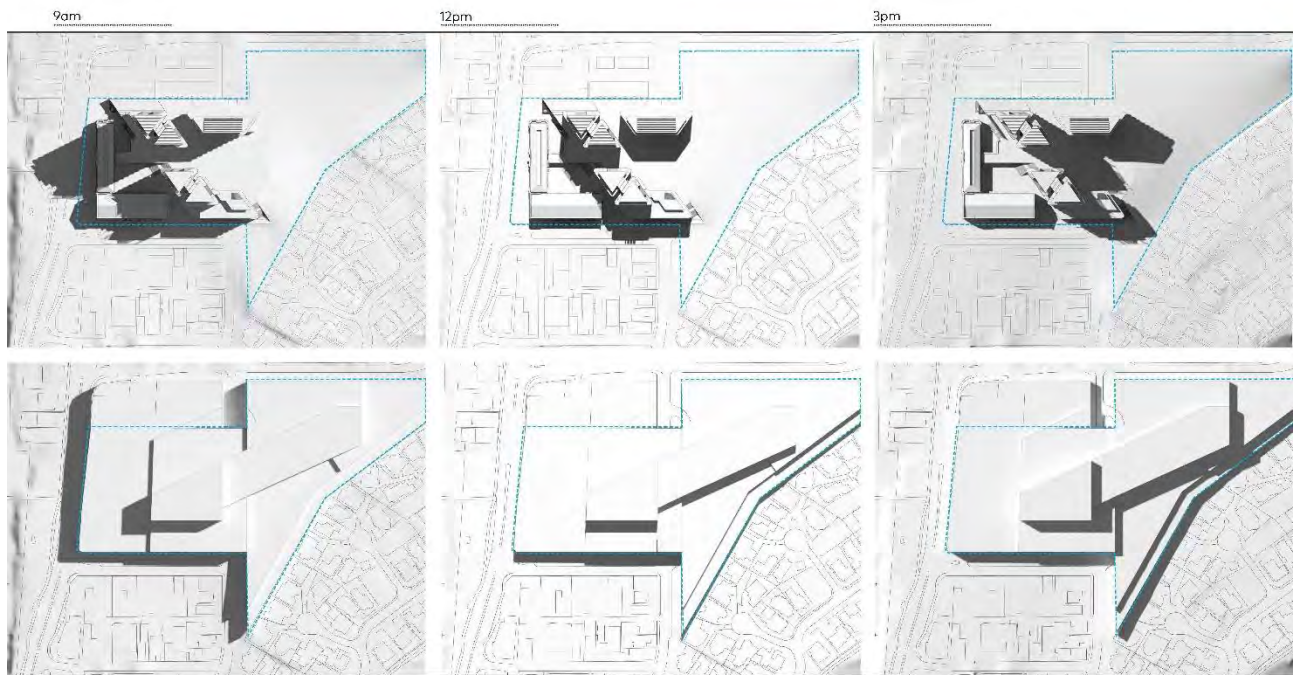
43



Total area of overshadowing at Winter Solstice
Proposed 7749m²
Structure 13590m²

COX

44



COX

45



COX

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Built Form and Scale
Existing Circumstance Over Shadowing Diagrams
on Adjacent Block
21st March Comparisons

9am



12pm



3pm



Note:
Reference numbering refers to datum height above sea level

We have undertaken a detailed analysis and shadow calculations from Google Maps Shadow Calculations, that accurately evaluates heights of buildings and trees in concert with shadows cast for all times of year.

We have evaluated the specific pre-existing conditions along Coventry Street which clearly identify that the dense foliage and existing scale and location of the buildings directly cast deep shadows within their own boundary and across adjacency properties.

Notably the analysis make sit evident that our development is not creating any further impediment to these properties that they are not infact already creating through current circumstance.

COX

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Built Form and Scale
Existing Circumstance Over Shadowing Diagrams
on Adjacent Block
21st March Comparisons

9am



12pm



3pm



COX

48

9am



12pm



3pm



COX

49

9am



12pm

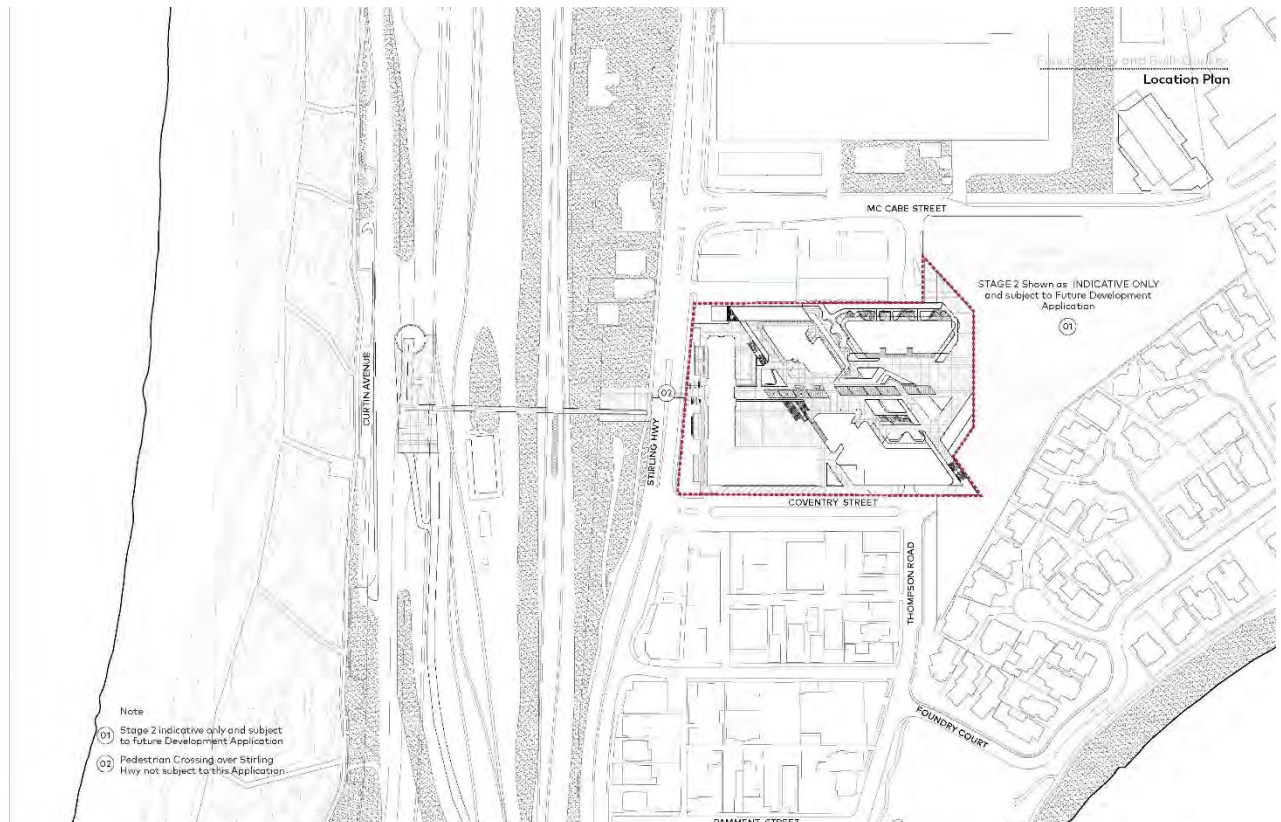


3pm



COX

50



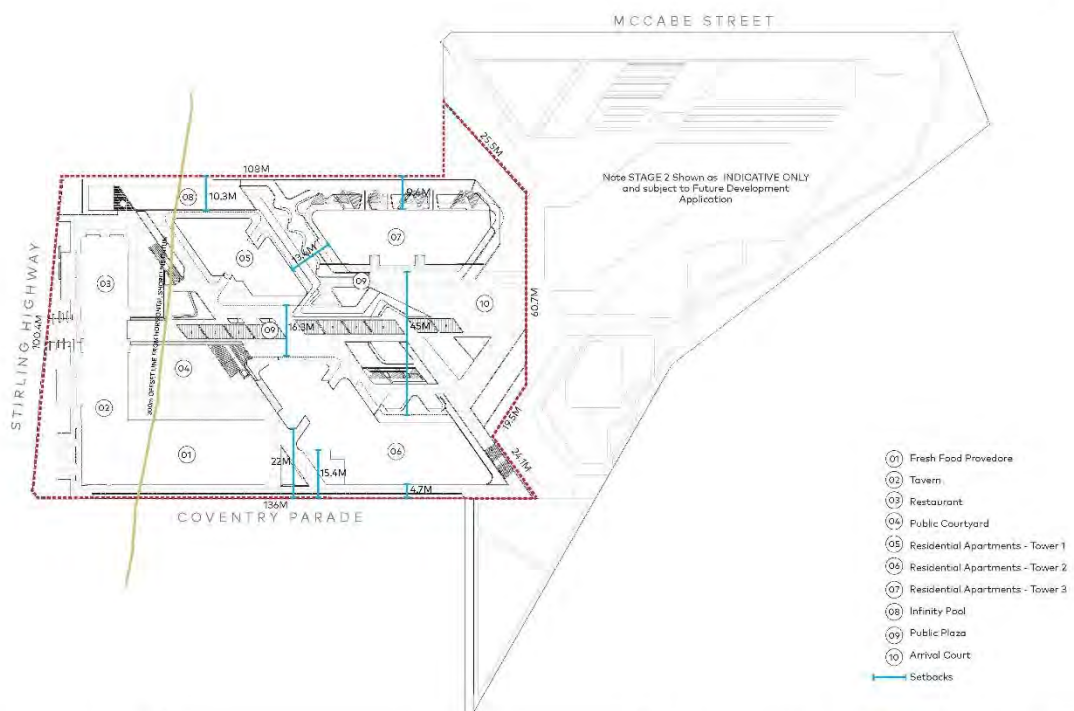
MATILDA BAY BREWERY DEVELOPMENT APPLICATION

COX

3 Oceans Property Pty Ltd

Project:	MATILDA BAY BREWERY	Scale:	REFER TO SCALE BAR
Drawing Title:	LOCATION PLAN	Date:	10-05-2022
Revision:		Revision:	
Drawing Number:	DA A1-03		53

Site Plan



MATILDA BAY BREWERY DEVELOPMENT APPLICATION

COX

3 Oceans Property Pty Ltd

Project:	MATILDA BAY BREWERY	Scale:	REFER TO SCALE BAR
Drawing Title:	SITE PLAN	Date:	10-05-2022
Revision:		Revision:	
Drawing Number:	DA A1-05		54

Basement RL13.0



MATILDA BAY BREWERY DEVELOPMENT APPLICATION

C O X

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Project:	MATILDA BAY BREWERY	Scale:	1:500
Drawing Title:	BASEMENT PLAN RL 13.0	Date:	10-05-2022
Revision:		Revision:	
Drawing Number:	DAA2-01	Sheet:	55

Ground RL16.0



MATILDA BAY BREWERY DEVELOPMENT APPLICATION

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Project:	MATILDA BAY BREWERY	Scale:	1:500
Drawing Title:	GROUND FLOOR PLAN RL 16.0	Date:	10-05-2022
Revision:		Revision:	
Drawing Number:	DAA2-02	Sheet:	56

Functionality and Built Quality

Podium RL 19.0

- Lift Lobby
- Core (Fire Escape + Lift & Services)
- Storage
- Service MEP
- Car Park
- Motorbike Parking

Podium

- 01 Pool Above
- 02 Residential Storage
- 03 Residential Lobby
- 04 Carpark Exhaust



MATILDA BAY BREWERY DEVELOPMENT APPLICATION

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3 Oceans Property Pty Ltd

Project: MATILDA BAY BREWERY

Scale: 1:500

Drawing Title: PODIUM PLAN RL 19.0

Date: 10-05-2022

Revision: -

Drawing Number: DAA2-03

57

Functionality and Built Quality

Upper Plaza RL 22.0

- Circulation
- Core (Fire Escape + Lift & Services)
- 1 Bedroom Apartment
- 2 Bedroom Apartment
- 3 Bedroom Apartment
- Balcony
- Communal Spaces

- 01 Tower 1
 - Residential Amenities Indoor/Outdoor
 - Reception
 - Residential Lobby
 - Work-From Home Facilities

A/R	Configuration	Bed. m ²	Balcony m ²
02-A	3 Bed	156m ²	30m ²
02-B	3 Bed	143m ²	22m ²
02-C	2 Bed	96m ²	18m ²
02-D	2 Bed	81m ²	10m ²
02-E	1 Bed	59m ²	17m ²
02-F	1 Bed	54m ²	8m ²
02-G	1 Bed	54m ²	8m ²
02-H	1 Bed	70m ²	28m ²
02-I	1 Bed	45m ²	8m ²

- 03 Gym & Pilates
- 04 Kids Play Area

A/R	Configuration	Bed. m ²	Balcony m ²
03-A	3 Bed	156m ²	82m ²
03-B	2 Bed	112m ²	66m ²
03-C	2 Bed	126m ²	113m ²
03-D	2 Bed	108m ²	17m ²
03-E	1 Bed	55m ²	35m ²
03-F	1 Bed	82m ²	35m ²

- 04 Heritage

- 07 Function and Event Space
- 08 Tavern
- 09 Heritage Upper Level Entry
- 10 Restaurant
- 11 Great Arbour
- 12 Infinity Leisure Pool
- 13 Water Feature Rivulet
- 14 Arrival Court

07 Function Event Space	750m ²
08 Tavern	650m ²
09 Heritage Upper Lobby	90m ²
10 Restaurant	350m ²



MATILDA BAY BREWERY DEVELOPMENT APPLICATION

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Project: MATILDA BAY BREWERY

Scale: 1:500

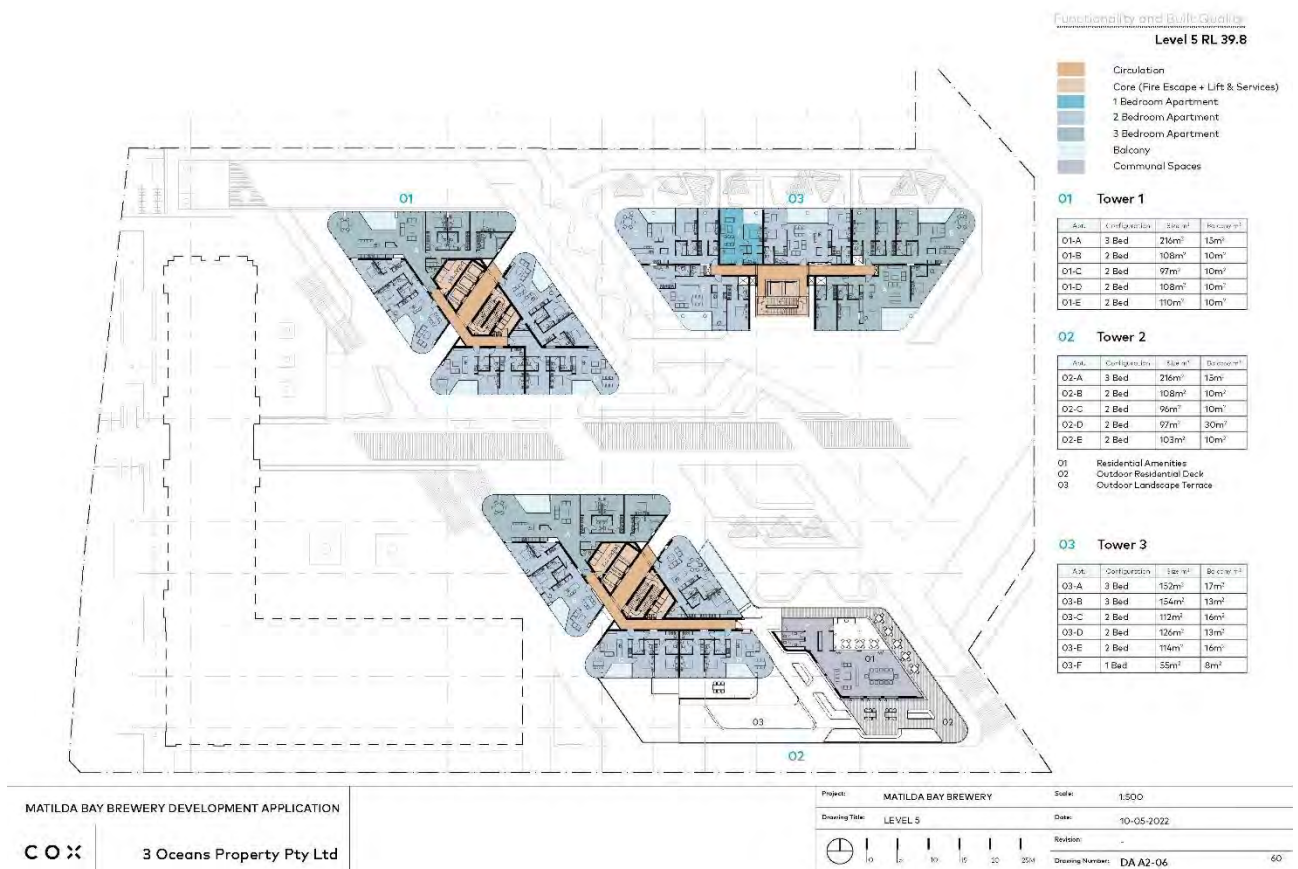
Drawing Title: UPPER PLAZA RL 22.0

Date: 10-05-2022

Revision: -

Drawing Number: DAA2-04

58





Functionality and Built Quality
Level 10 RL 55.8

- Circulation
- Core (Fire Escape + Lift & Services)
- 2 Bedroom Apartment
- 3 Bedroom Apartment
- 4 Bedroom Apartment
- Balcony

01 Tower 1

Apk.	Configuration	Area m ²	Balcony m ²
01-A	3 Bed	216m ²	15m ²
01-B	2 Bed	108m ²	10m ²
01-C	2 Bed	97m ²	10m ²
01-D	2 Bed	108m ²	10m ²
01-E	2 Bed	110m ²	10m ²

02 Tower 2

Apk.	Configuration	Area m ²	Balcony m ²
02-A	4 Bed	315m ²	40m ²
02-B	4 Bed	308m ²	40m ²

03 Tower 3

- 01 Residential Amenities
- 02 Outdoor Residential Deck
- 03 Outdoor Landscape Terrace

MATILDA BAY BREWERY DEVELOPMENT APPLICATION

C O X

3 Oceans Property Pty Ltd

Project: MATILDA BAY BREWERY

Scale: 1:500

Drawing Title: LEVEL 10

Date: 10-05-2022



10 15 20 25m

Revision: -

Drawing Number: DAA2-09

63

Functionality and Built Quality
Level 11 RL 59.0

- Circulation
- Core (Fire Escape + Lift & Services)
- 2 Bedroom Apartment
- 3 Bedroom Apartment
- Balcony

01 Tower 1

Apk.	Configuration	Area m ²	Balcony m ²
01-A	3 Bed	216m ²	15m ²
01-B	3 Bed	207m ²	15m ²
01-C	2 Bed	107m ²	10m ²
01-D	2 Bed	108m ²	10m ²

02 Tower 2

- 01 Lift/Plant
- 02 Plant/Service Zone

MATILDA BAY BREWERY DEVELOPMENT APPLICATION

C O X

3 Oceans Property Pty Ltd

Project: MATILDA BAY BREWERY

Scale: 1:500

Drawing Title: LEVEL 11

Date: 10-05-2022



10 15 20 25m

Revision: -

Drawing Number: DAA2-10

64

Functionality and Built Quality
Levels 12 RL 62.2 / Level 13 RL 65.4

- Circulation
- Core (Fire Escape + Lift & Services)
- 2 Bedroom Apartment
- 3 Bedroom Apartment
- Balcony

01 Tower 1

Unit	Configuration	Size m ²	Pool area m ²
01-A	3 Bed	216m ²	15m ²
01-B	3 Bed	207m ²	15m ²
01-C	2 Bed	107m ²	10m ²
01-D	2 Bed	108m ²	10m ²

MATILDA BAY BREWERY DEVELOPMENT APPLICATION

COX

3 Oceans Property Pty Ltd

Project: MATILDA BAY BREWERY

Scale: 1:500

Drawing Title: LEVEL 12, 13

Date: 10-05-2022



Revision: -

Drawing Number: DAA2-11

65

Functionality and Built Quality
Levels 14 RL 68.6 / Level 15 RL72.0

- Circulation
- Core (Fire Escape + Lift & Services)
- 4 Bedroom Apartment
- Balcony

01 Tower 1

Unit	Configuration	Size m ²	Pool area m ²
01-A	4 Bed	315m ²	40m ²
01-B	4 Bed	308m ²	40m ²

MATILDA BAY BREWERY DEVELOPMENT APPLICATION

COX

3 Oceans Property Pty Ltd

Project: MATILDA BAY BREWERY

Scale: 1:500

Drawing Title: LEVEL 14,15

Date: 10-05-2022



Revision: -

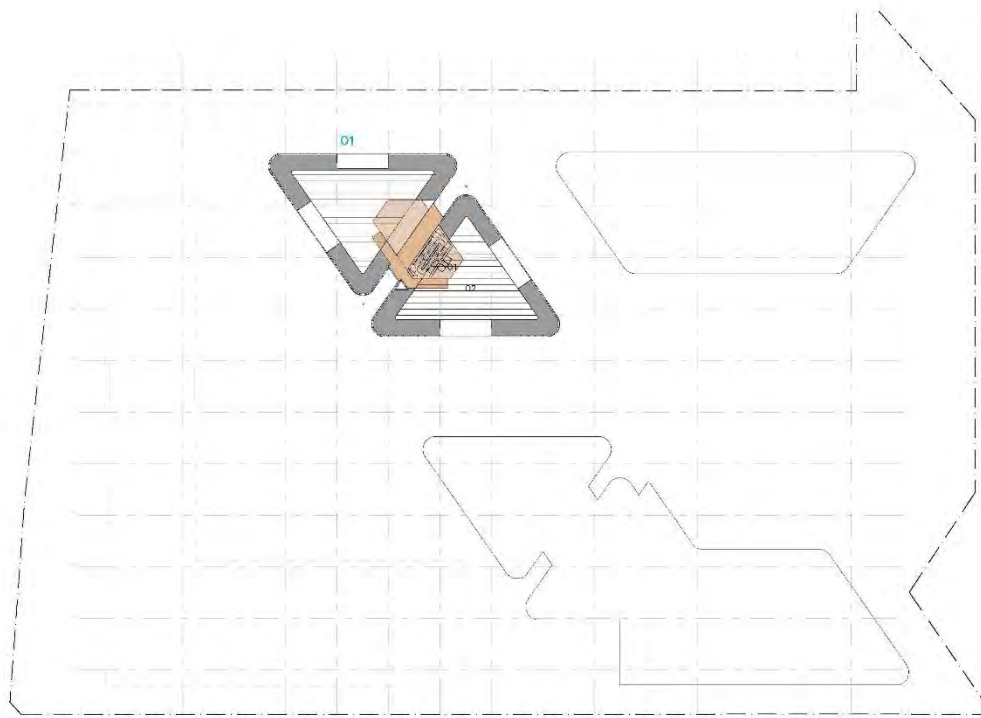
Drawing Number: DAA2-12

66

Functionality and Built Quality

Roof Plan

- Circulation
- Core (Fire Escape + Lift & Services)



- 01 Tower 1**
- 01 Lift/Plant
- 02 Plant/Service Zone

MATILDA BAY BREWERY DEVELOPMENT APPLICATION

COX

3 Oceans Property Pty Ltd

Project:	MATILDA BAY BREWERY	Scale:	1:500
Drawing Title:	ROOF PLAN	Date:	10-05-2022
Revision:			
Drawing Number:	DA A2-13		67

Functionality and Built Quality

Tower 01/ Tower 02 Type 1

- Core
- Circulation
- 1 Bedroom Apartment
- 2 Bedroom Apartment
- 3 Bedroom Apartment
- Balcony



Tower 01/ Tower 02

Apk	Configuration	Size m ²	Perimeter m
01-A	3 Bed	216m ²	15m
01-B	2 Bed	108m ²	10m
01-C	2 Bed	97m ²	10m
01-D	2 Bed	108m ²	10m
01-E	2 Bed	110m ²	10m

COX



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COX

Functionality and Built Quality

Tower 01 Type 2

- Core
- Circulation
- 1 Bedroom Apartment
- 2 Bedroom Apartment
- 3 Bedroom Apartment
- Balcony

Tower 01

Ap.	Configuration	Size m ²	Price m ²
01-A	3 Bed	216m ²	15m ²
01-B	3 Bed	207m ²	15m ²
01-C	2 Bed	107m ²	10m ²
01-D	2 Bed	108m ²	10m ²



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Functionality and Built Quality

Tower 03 Type 3

- Core
- Circulation
- 1 Bedroom Apartment
- 2 Bedroom Apartment
- 3 Bedroom Apartment
- Balcony

Tower 03

Ap.	Configuration	Size m ²	Price m ²
03-A	3 Bed	153m ²	17m ²
03-B	3 Bed	154m ²	13m ²
03-C	2 Bed	112m ²	16m ²
03-D	2 Bed	126m ²	13m ²
03-E	2 Bed	116m ²	16m ²
03-F	1 Bed	59m ²	8m ²

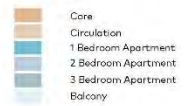


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Functionality and Built Quality

Tower 03 Type 4



Tower 03

Unit	Configuration	Size m ²	Balance m ²
03-A	3 Bed	156m ²	82m ²
03-B	2 Bed	112m ²	66m ²
03-C	2 Bed	126m ²	113m ²
03-D	2 Bed	108m ²	117m ²
03-E	1 Bed	55m ²	35m ²
03-F	1 Bed	82m ²	35m ²

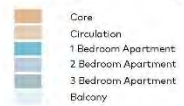


COX



Functionality and Built Quality

Tower 02 Type 5



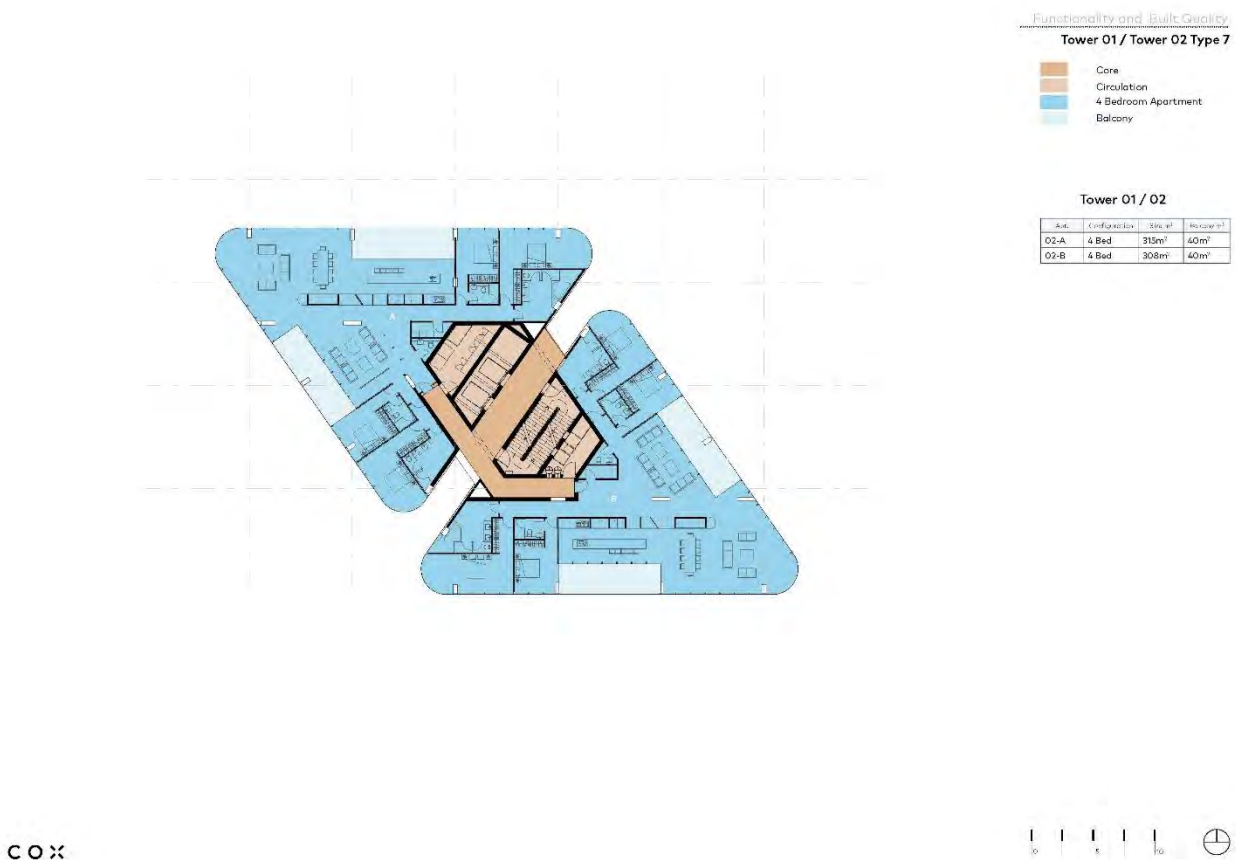
Tower 02

Unit	Configuration	Size m ²	Balance m ²
02-A	3 Bed	135m ²	20m ²
02-B	3 Bed	142m ²	22m ²
02-C	3 Bed	216m ²	15m ²
02-D	2 Bed	96m ²	18m ²
02-E	2 Bed	96m ²	23m ²
02-F	2 Bed	108m ²	10m ²
02-G	2 Bed	81m ²	10m ²
02-H	1 Bed	44m ²	8m ²
02-I	1 Bed	70m ²	26m ²
02-J	1 Bed	34.5m ²	8m ²
02-K	1 Bed	54m ²	8m ²
02-L	1 Bed	59m ²	17m ²



COX





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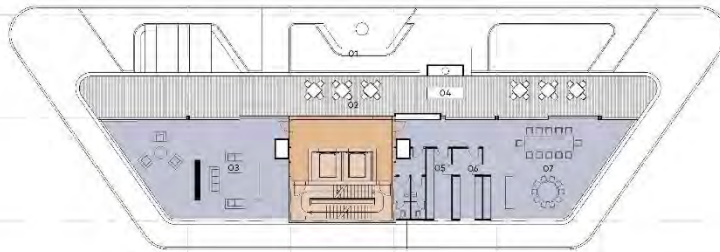
Functionality and Built Quality

Tower 03 Type 8

- Core
- Circulation
- Communal Spaces

Tower 03

- 01 Residential Amenities



75

Functionality and Built Quality

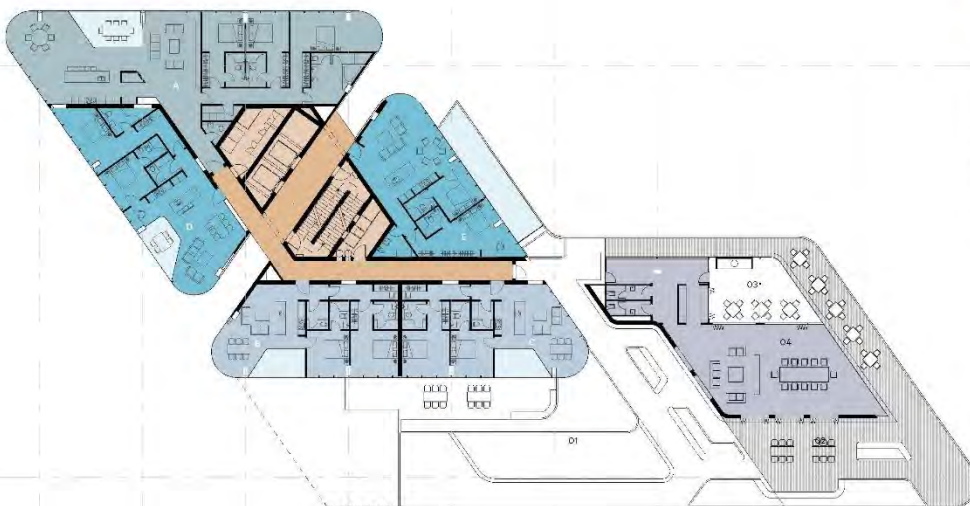
Tower 02 Type 9

- Core
- Circulation
- 1 Bedroom Apartment
- 2 Bedroom Apartment
- 3 Bedroom Apartment
- Balcony
- Communal Spaces

Tower 2

Axle	Configuration	Size m ²	Reserve m ²
02-A	3 Bed	216m ²	15m ²
02-B	2 Bed	108m ²	10m ²
02-C	2 Bed	96m ²	10m ²
02-D	2 Bed	97m ²	30m ²
02-E	2 Bed	103m ²	10m ²

- 01 Podium Terrace
- 02 Outdoor Landscaped Deck
- 03 Residence Entertainment Pavilion
- 04 Terrace

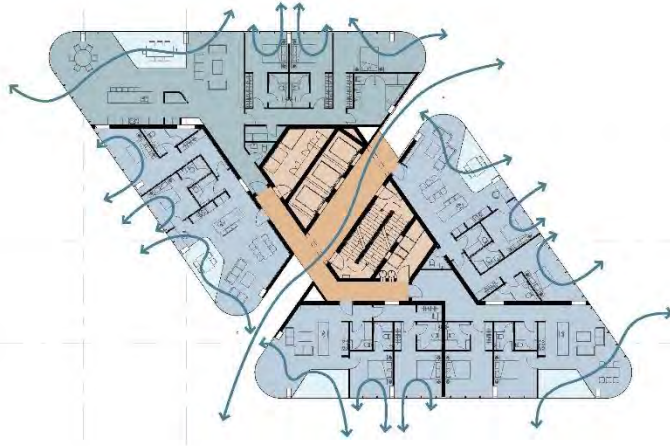


76

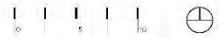
COX

Tower 01 Ventilation Diagram

- Core
- Circulation
- 1 Bedroom Apartment
- 2 Bedroom Apartment
- 3 Bedroom Apartment
- Balcony
- Ventilation



COX



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Tower 02 Ventilation Diagram

- Core
- Circulation
- 1 Bedroom Apartment
- 2 Bedroom Apartment
- 3 Bedroom Apartment
- Balcony
- Ventilation



COX



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Tower 03 Ventilation Diagram

- Core
- Circulation
- 1 Bedroom Apartment
- 2 Bedroom Apartment
- 3 Bedroom Apartment
- Balcony
- Ventilation



COX

10 1 10 79

Schedule of Accommodation



COX

TOWER 1

Podium	Apartments					Sqm (GFA)		
	1 Bed	2 Bed	3 Bed	4 Bed	Apartments per Floor	Total Strata Sqm (NSA)	Residential Amenities	Total GFA
Upper Plaza							806	806
01		4	1		5	640	52	692
02		4	1		5	640	52	692
03		4	1		5	640	52	692
04		4	1		5	640	52	692
05		4	1		5	640	52	692
06		4	1		5	640	52	692
07		4	1		5	640	52	692
08		4	1		5	640	52	692
09		4	1		5	640	52	692
10		4	1		5	640	52	692
11		2	2		4	644	49	693
12		2	2		4	644	49	693
13		2	2		4	644	49	693
14				2		623	84	707
15				2		623	84	707
Total	0	46	16	4	62	9573	806	11218

TOWER 2

Podium	Apartments					Sqm (GFA)		
	1 Bed	2 Bed	3 Bed	4 Bed	Apartments per Floor	Total Strata Sqm (NSA)	Residential Amenities	Total GFA
Upper Plaza	5	2	2		9	729	283	1157
01	5	4	3		12	1158	192	1350
02	5	4	3		12	1158	192	1350
03	5	4	3		12	1158	192	1350
04	5	4	3		12	1158	192	1350
05		4	1		5	624	682	1378
06		4	1		5	640	52	692
07		4	1		5	640	52	692
08		4	1		5	640	52	692
09				2	2	623	83	706
10				2	2	623	83	706
Total	25	34	18	4	81	9147	941	11421

80



COX

TOWER 3									
	Apartments					Sqm (GFA)			
	1 Bed	2 Bed	3 Bed	4 Bed	Apartments per Floor	Total Strata Sqm (NSA)	Residential Amenities	Balconies	Total GFA
Podium									
Upper Plaza	2	3	1		6	632		349	981
01	1	3	2		6	711		82	793
02	1	3	2		6	711		82	793
03	1	3	2		6	711		82	793
04	1	3	2		6	711		82	793
05	1	3	2		6	711		82	793
06	1	3	2		6	711		82	793
07	1	3	2		6	711		82	793
08	1	3	2		6	711		82	793
09	1	3	2		6	711		82	793
10							790		790
Total	11	30	19	0	60	7033	790	1087	8910

DEVELOPMENT PARAMETERS

Apartments	1 BED	2 BED	3 BED	4 BED	TOTAL
No	36	110	53	8	207
Mix (%)	17%	53%	26%	4%	100%
Average Strata Area	57	107	179	312	124
Internal Strata (Av. Sqm)	2040	11739	9482	2492	25753

81



COX

COMMERCIAL									CAR PARKING				
	Sqm (GFA)												
	Restaurant	Cafe	Tavern	Co-Working	Provedore	Function	Creative Studio	Total GFA	Sqm (GFA)	No Bays	Res.	Res. Visitor	Commercial
Basement 01									7000	238	238		
Ground Floor	350	237	650	100	807		189	2333	6010	107			122
Podium									3430	102	102		
Upper Plaza	350		650			750		1750					
Level 01													
Level 02													
Level 03													
Level 04													
Level 05													
Level 06													
Level 07													
Level 08													
Level 09													
Level 10													
Level 11													
Level 12													
Level 13													
Level 14													
Level 15													
Total	700	237	1300	100	807	750	189	4083	16440	4472	340		122

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SERVICES, CIRCULATION, LANDSCAPING



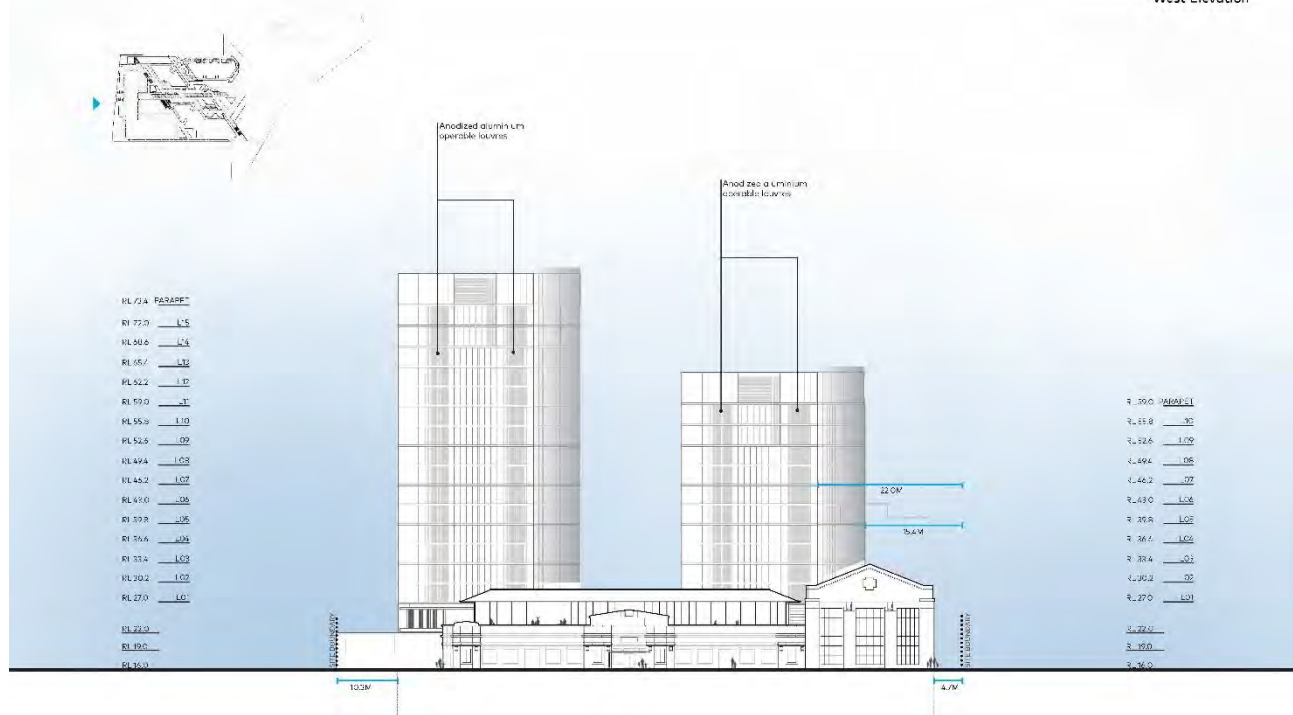
	Lobby	Bike Storage	Resi Storage	Waste	Services	Circulation	Lift. / Stairs	Landscaping (Hard)	Landscaping (Soft)
Basement G1	71		1137		913	64	189		
Ground Floor	220	133		757	427	14	189	2490	645
Podium	63		530		397	14	189		
Upper Plaza	215				52	184	189	3420	1705
Level 01	75				52	167	189		
Level 02	75				52	167	189		
Level 03	75				52	167	189		
Level 04	75				52	167	189		
Level 05	75				52	114	161		
Level 06	75				52	95	161		
Level 07	75				52	95	161		
Level 08	75				52	95	161		
Level 09	75				52	95	161		
Level 10	75				52	95	161		
Level 11	54				31	25	91		
Level 12	29				24	26	59		
Level 13	29				24	26	59		
Level 14	29				24	26	59		
Level 15	29				24	26	59		
Total	1489	133	1667	757	2436	1662	2805	5910	2350

SUMMARY

Overall Areas (sqm)								
	Residential	Commercial	Total NSA	Communal Internal	Communal External	Site Area	Plot Ratio Area	Plot Ratio
Total	25753	4083	29836	957	220	15554	34118	2.19
Storage								
	Stores (No) 3sqm	Stores (No) 4sqm	Stores (No) 5sqm	Stores (No) 5sqm	Stores Total Area			
Total	36	110	53	8	1647			
Car Bays								
	Residential	Residential Visitor/Commercial	ACROD	Motorbike				
Total	340	122	2	52				
Bike Bays								
	Residential	Residential Visitor/Commercial	Commercial					
Total	104	27	24					

83

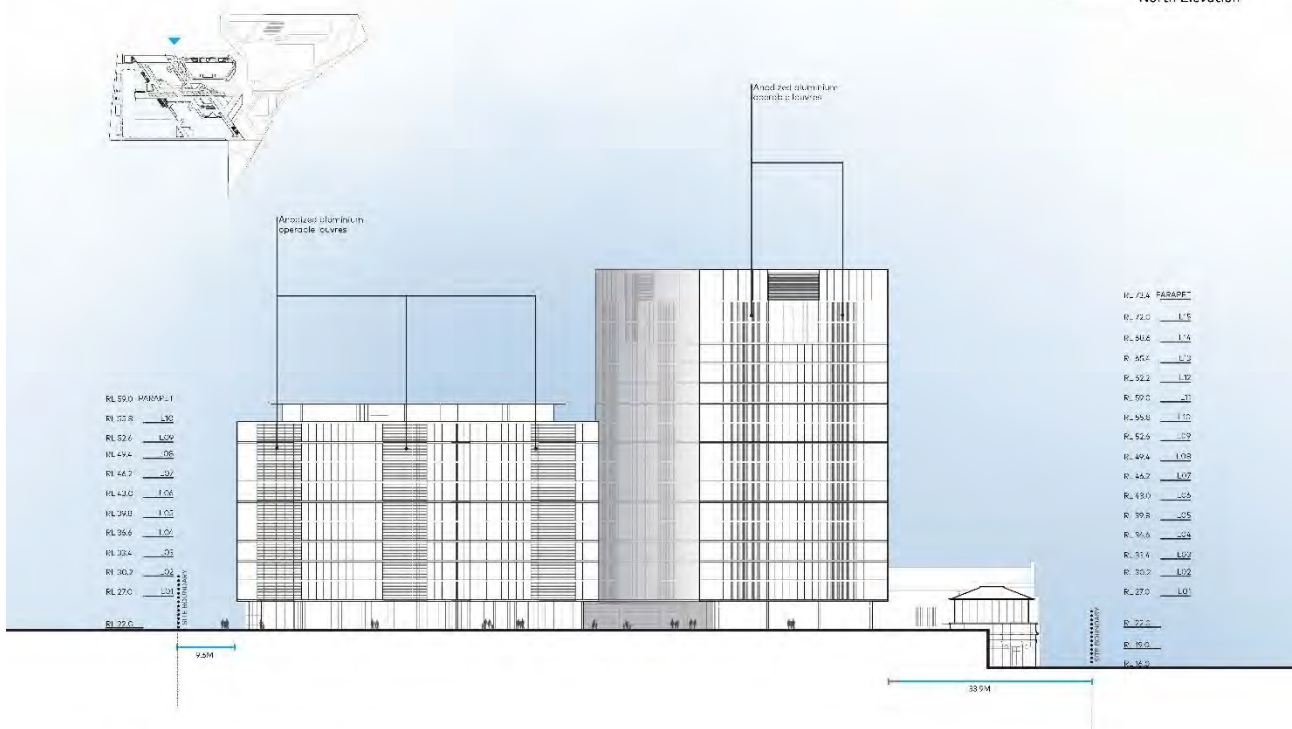
West Elevation



MATILDA BAY BREWERY DEVELOPMENT APPLICATION

3 Oceans Property Pty Ltd

Project:	MATILDA BAY BREWERY	Scale:	1:500
Drawing Title:	WEST ELEVATION	Date:	10-05-2022
     	Revision:	-	
	Drawing Number:	DA A3-01	

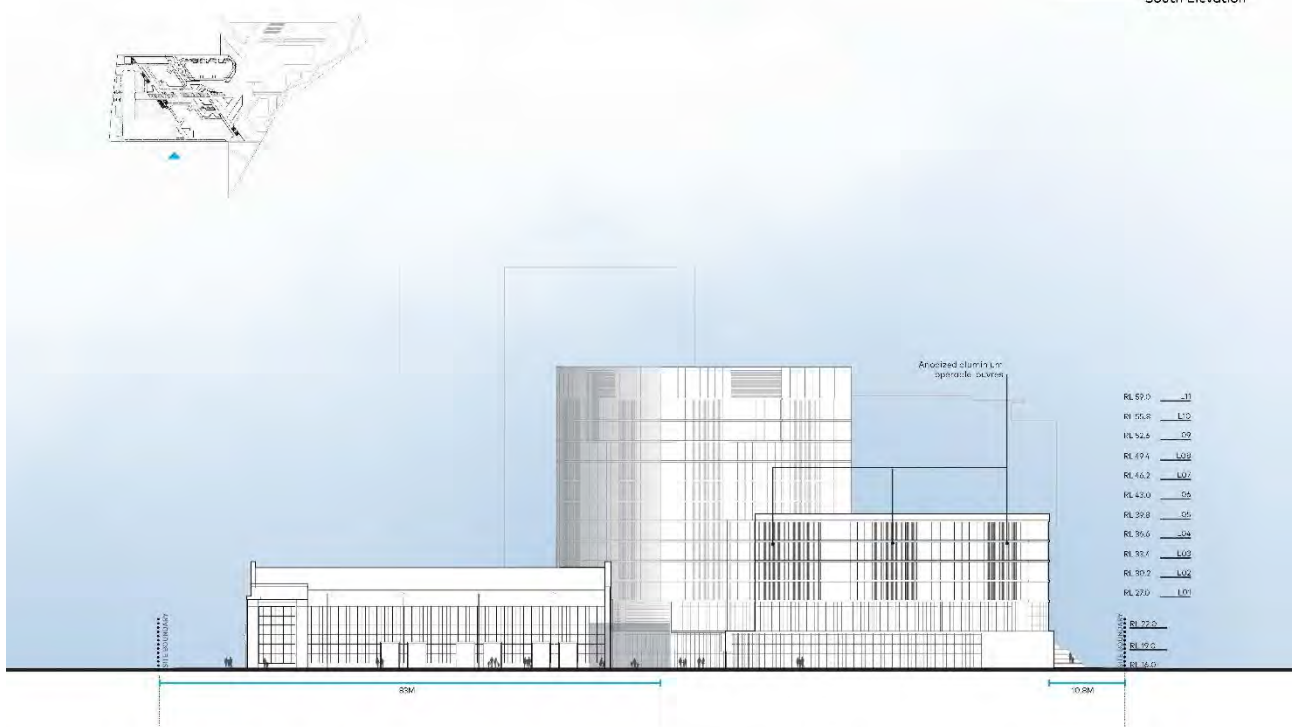


MATILDA BAY BREWERY DEVELOPMENT APPLICATION

C O X 3 Oceans Property Pty Ltd

Project: MATILDA BAY BREWERY
Drawing Title: NORTH ELEVATION
Scale: 1:500
Date: 10 05 2022
Revisions: -
Drawing Number: DA A3-02

95

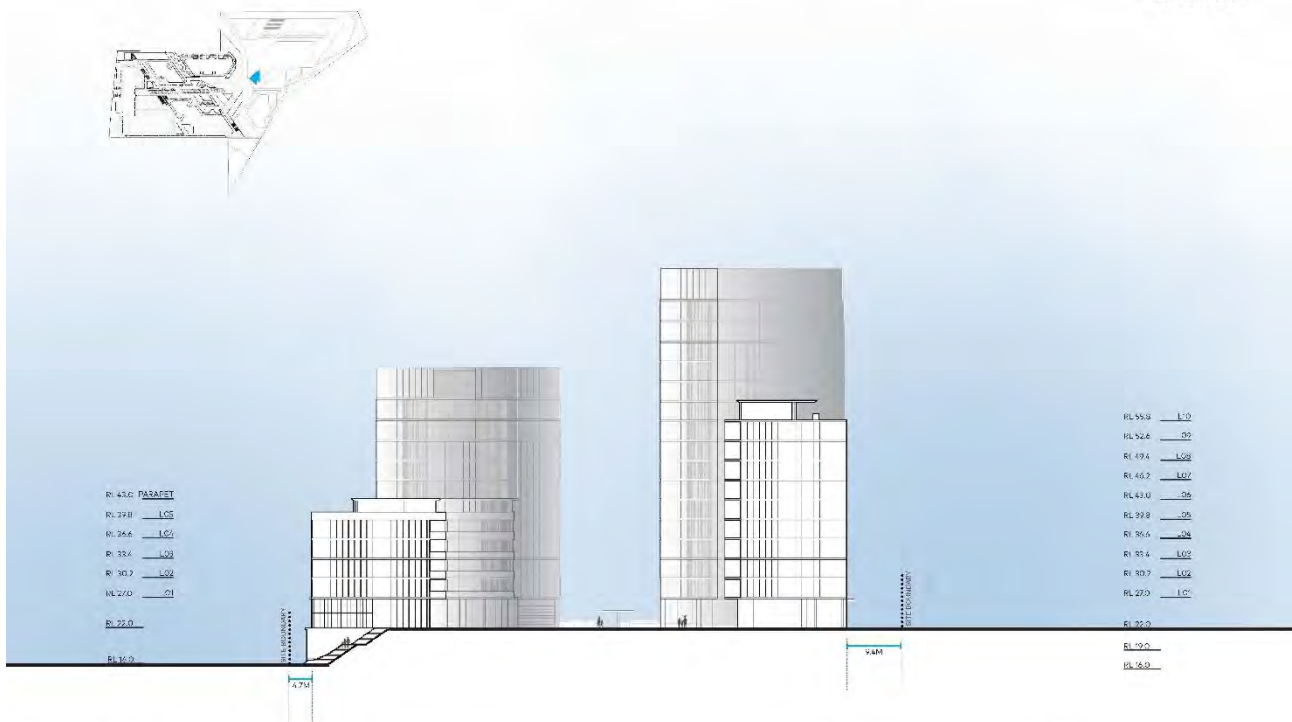


MATILDA BAY BREWERY DEVELOPMENT APPLICATION

C O X 3 Oceans Property Pty Ltd

Project: MATILDA BAY BREWERY
Drawing Title: SOUTH ELEVATION
Scale: 1:500
Date: 10 05 2022
Revisions: -
Drawing Number: DA A3-03

95

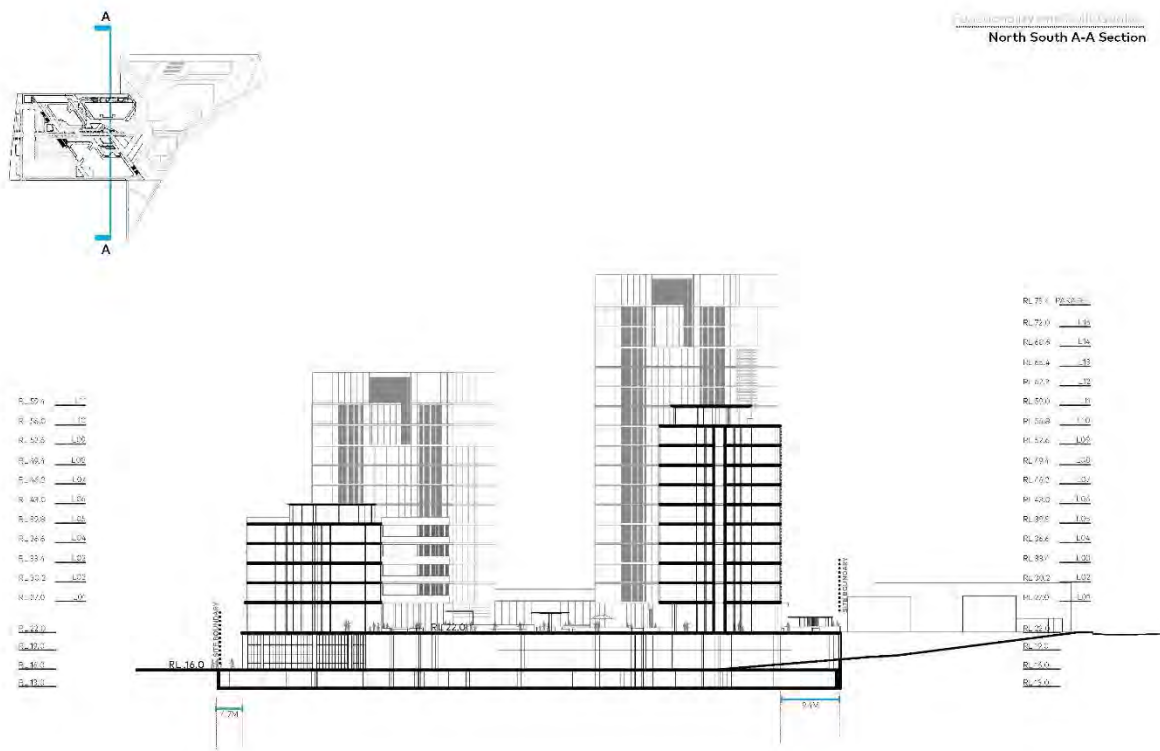


MATILDA BAY BREWERY DEVELOPMENT APPLICATION



3 Oceans Property Pty Ltd

Project:	MATILDA BAY BREWERY	Scale:	1:500
Drawing Title:	EAST ELEVATION	Date:	10-05-2022
Revisions:			
Drawing Number:	DA A3-04	87	

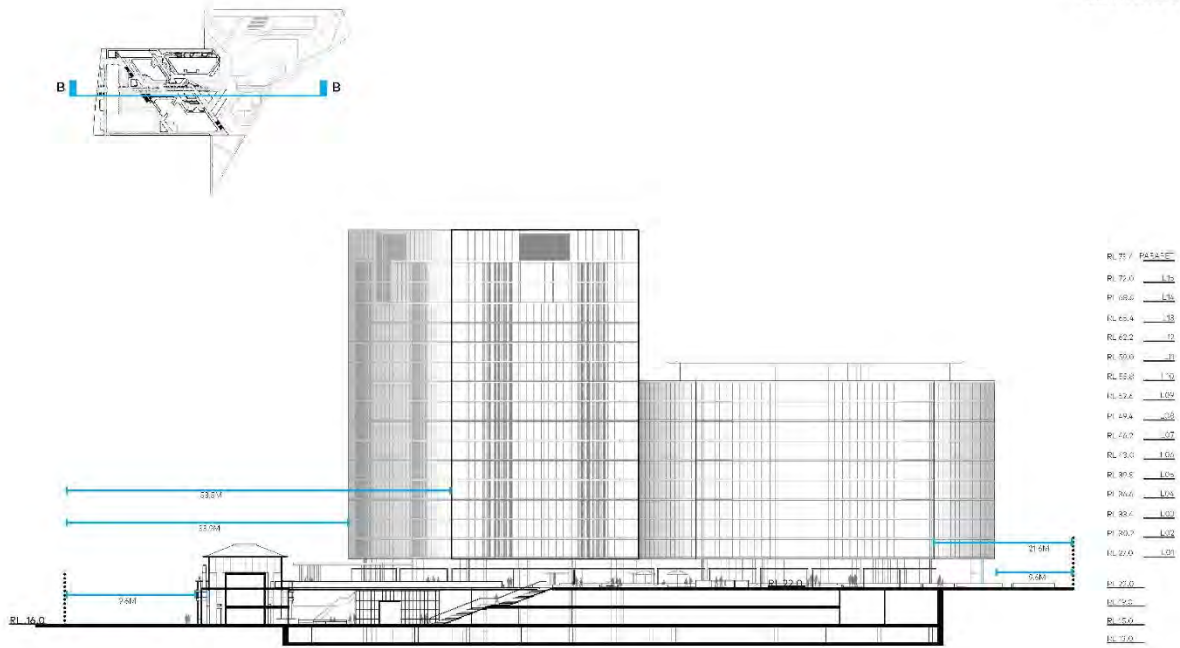


MATILDA BAY BREWERY DEVELOPMENT APPLICATION



3 Oceans Property Pty Ltd

Project:	MATILDA BAY BREWERY	Scale:	1:500
Drawing Title:	NORTH SOUTH A-A SECTION	Date:	10-05-2022
Revisions:			
Drawing Number:	DA A4-01	88	



MATILDA BAY BREWERY DEVELOPMENT APPLICATION

COX

3 Oceans Property Pty Ltd

Project: MATILDA BAY BREWERY
Drawing Title: EAST WEST B-B SECTION
Scale: 1:500
Date: 10-05-2022
Revision: -
Drawing Number: DA A4-02





Sustainability
Sustainability and Passive
Environmental Design



COX

5 Star Green Star Rating (Equivalency)

1.0 Sustainable Design Mission

Full Circle Design Services have been engaged as the project sustainability consultant for the development of the Matilda Bay Brewery site in North Fremantle. The development is considered an exciting proposal for the area, renewing an iconic heritage site and adding significant amenity in the form of food and beverage offerings, new residences and health and well-being facilities.

The ground plane of the site will include a provender within the heritage building, occupant amenities and food and beverage offerings adjacent a large and generous public realm. Above the ground level there are more food and beverage options, occupant amenities and two residential towers.

The project has set itself high sustainable design targets, seeking to achieve a minimum 5-star Green Star Design and As Built v1.3 self-assessed outcome. In addition, the design team are seeking to include health and wellness initiatives, benchmarked against the Fitwel rating tool and community sustainability initiatives referenced from the One Planet Living tool.

The design team have elected to pursue a self-assessed rating in lieu of formal certification due to the mixed-use nature of the project. Whilst the Green Star Design and As Built tool does allow for certification of mixed-use projects, it requires a single rating to be achieved for each building. To achieve a rating for all buildings on the site would require four or more registrations and certification fees.

As a result, the design team intend to use the Green Star Design and As Built v1.3 rating tool to complete separate self-assessments on the site, capturing key sustainability themes which carry across all buildings.

Full Circle Design Services have completed an initial review of the project, and are confident that the design will easily meet its target through features such as:

- Building envelope pressure testing
- Selection of low toxicity internal finishes
- Building tuning post-practical completion and commitment to NABERS ratings in operation
- Undertaking a climate change risk assessment
- Improving building envelope by more than 10% over BCA Section J
- Provision of outside air in excess of minimum compliance requirements
- Including a building metering and monitoring system to record performance and engage with occupants
- Provision of onsite renewable energy – nominally 80kW peak output solar array
- Consideration of building environmental footprint through a Life Cycle Assessment
- Provision of a waste management plan for the site, aiming to reduce landfill quantities

RATING
ACHIEVED



1. Introduction

The proposed Matilda Bay Brewery redevelopment is located adjacent to Stirling Highway, between the Swan River and Leighton Beach. The redevelopment will make use of the existing heritage buildings, as well as adding modern towers containing residences and a health / wellness amenities.

Overall, the development includes redeveloped heritage space, more than 10,000m² of parks, plazas and promenades. There is also more than 2,200m² of food and beverage tenancies as well as health and wellness amenities. Car parking is located behind the main building entries, landscaping and public realm, making for an open and active front to Stirling Highway and easy pedestrian access to the beach adjacent.



COX

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1.1 Sustainable Design Targets

The project is pursuing Australian Excellence in sustainable design, targeting 5-star self-assessment under the Green Star Design and As Built V1.3 rating tool. In addition, health and wellness features from the Fitwel tool will be incorporated, as will elements from the One Planet Living system.

The table provides a summary of general performance targets currently targeted for this site:



CATEGORY	TARGET DESIGN	TEAM RESPONSE
Energy Consumption	10% Reduction in comparison to BCA 2019 Minimum Practice - Facade	This will require insulation and glazing performance in excess of minimum standard, including provision of shading devices. FCDs initial review of the proposed building envelope indicates that this target is readily achievable.
	15% Reduction in comparison to BCA 2019 Minimum Practice - Overall	- Energy efficient services (lighting and mechanical in particular) will be provided. - Natural ventilation to be used where possible, targeting common areas and amenity spaces (mixed mode). - High efficiency reverse cycle heat pump for domestic hot water.
	Facade leakage < 5m ³ /hr @ 50Pa	Design will include detailing to control air leakage and commissioning will include building pressurisation tests. This requirement is in keeping with expectations for Green Star Design and As Built V1.3 and the BCA 2019.
	Renewable Energy	The project shall include a large solar photovoltaic array, up to around 100kW. Consideration will be given to offsetting operational energy.
Water Consumption	Low Flow Tapware	Ensure all taps, showers, WCs, urinal, dishwashers and washing machines provided are within 1 star of the best available WELS rating.
	Waterwise Irrigation	Utilise drought tolerant and native planting where possible. Utilise rain / moisture sensing and sub-soil drip irrigation for all planted areas.
Waste Targets	75%+ Recycling in operation	Design to facilitate capture of recyclable goods and use of commingled recycling. Bin stores to be provided to cater for weekly collections. Minimum three waste streams to be collected.
	>90% Recycling in construction	Use of high efficiency resource recovery facility to sort waste in construction.
Durability	>10 Years for Common Area Finishes	Internal finishes shall target >10-year life spans, with minimal repair and maintenance rather than regular replacement.
Indoor Environment Quality	CO ₂ Levels < 700ppm	Provide control of outside air to apartments - do not rely on leakage to make up exhaust rates. Provide CO ₂ detection and control to commercial tenancies.
	General Occupant Comfort Initiatives	- Target 8 Star NatHERS average - Utilise double glazing
Transportation	Local Amenity	- Advertise local features and amenities within public spaces - Connect to transport infrastructure like bike paths and bus stops.
	Sustainable Transport	Provide priority parking for car share / car-pool parking.
General Sustainability	Australian Excellence	The project is targeting a self-assessment to 60% under the Green Star Design and As Built V1.3 rating tool - representative of 5 stars - Australian Excellence - if formally assessed.
	Health and Wellness	The project is seeking to include health and wellness initiatives from the FitWel rating system.
	One Planet Living	Align design outcomes with One Planet Living Goals.
	Operational Performance	Achieve NABERS Apartment rating in operation (nominally 3 years post practical completion).



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1.2 Key Design Features

In determining the proposed design strategy for the site, the design team are expecting to include the following inclusions:

- Provision of Solar Generation**
 The design is to include a large solar array, nominally 80kW peak output. The system will reduce operational costs and carbon emissions and will benefit from the mixed-use nature of the project.
 - Metering and Tuning System**
 The design will include an internal embedded meter network to collect and collate data from tenancies, major user and apartments to manage the billing process and provide data for building optimisation. The system is expected to have sufficient tiers of metering to facilitate self-check and leak detection functionality.
 - Demand Controlled Ventilation**
 CO₂ sensing and outside air control to maintain high levels of air quality within commercial and retail spaces on site. For the residential areas, outside air is expected to be delivered in excess of minimum code requirements through controlled intakes in the facade.
 - Commissioning Management**
 At this stage the design team is expected to include an independent consultant to manage and oversee the commissioning process. This role would assist with coordination and integration between the towers and retail components, allowing for synergies and sharing of energy generation across the development.
- Metering data will be provided to tenants to assist in their engagement and optimisation of building performance.
- Health and Wellness**
 The design intent is to provide a healthy lifestyle for occupants. Site amenities include gym and wellness tenancies, with stair provision in close proximity to lift cores to encourage users to walk where feasible.

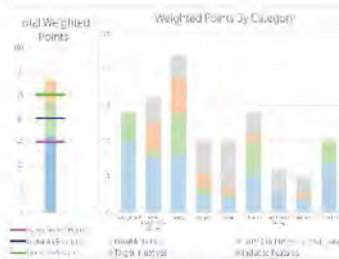
Amenity Spaces

The design includes significant areas provided to occupants and visitors. The design includes gym and pool facilities as well as a health and wellness tenancy.

At ground plane, the development includes shaded and vegetated pedestrian connections infrastructure such as bike parking, seating and public art.

1.3 Design Progress

Based on FCD's initial review of confirmed and recommended design features, the project would be expected to achieve around 70 points (+15% over the target of 60 points) under the Green Star Design and As Built v1.3 tool. Should some of the target credits not be available, there are an additional 14 stretch target or credits to be confirmed as the design progresses.



Features have been selected to minimise operational costs in energy and ongoing management, as well as to minimise the impact of materials selected.



COX

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2. MANAGEMENT FEATURES

The following design elements are intended to be included by the project team:

2.1 Building Commissioning

The designers will be seeking to complete commissioning in accordance with internationally recognised standards such as ASHRAE 189.2. The commissioning will also include some building envelope pressure testing to confirm build quality and reduce energy loss through air leakage.

2.2 Building Tuning

Buildings are generally understood to take between 3 and 12 months to settle down and operate in accordance with the design intent, however, the process of management and control of the process is often left to chance or to follow an informal process during the Defects Liability Phase.

FCDs will assist the building to optimise its operation during the first 12 months of operation. Scope will include energy consumption review against budgets and engagement with contractors to demonstrate satisfactory operation of installed systems in all weather and load conditions.

2.3 Waste Management

The design will include systems and infrastructure to allow and promote recycling. For example, the RAC administration waste stream would expect to include more than 90% recyclable materials, most of which being paper.

The provision of the ability to segregate waste streams will provide operational flexibility in the future and would be expected to reduce operational costs, particularly as the cost of landfill increases over time.

The design currently includes waste stores strategically located to serve major uses, including the retail area and residential components. Recycling bins are also expected to be provided throughout the public access area.

2.4 Construction Practices

The design team expect the main contractor for the project will implement a site-specific environmental management plan, including reporting and audit to a third party standard such as ISO 14001.

3. INDOOR ENVIRONMENT QUALITY

A high level of indoor amenity will be of paramount importance to the success of the project. Occupants, visitors and staff for the building will expect comfortable conditions internally, without glare or noise and good access to views and daylight. Some of the key design features are summarised below:

3.1 Air Quality

Air quality is important for all uses, however, the intended design approach is expected to vary. For the commercial and retail facilities, filtered outside air will be ducted into the occupied space, with quantities controlled to ensure high quality air, without compromising energy efficiency. Retail areas are expected to include CO₂ monitoring and control to reduce peak load, without compromising free cooling during periods of mild ambient conditions.

For the residential space, outside air provision is likely to be occupant controlled, however, exhaust rates from toilets and kitchens will draw in more outside air than is required for minimum code compliance.

For the retail space, many of the tenancies will be able to operate in mixed mode functions and provided with external spaces, allowing improved air quality when conditions are suitable.



3.2 Low Toxicity Materials

The design team will be selecting finishes to minimise pollution of indoor air, with a strong preference for low VOC and low formaldehyde flooring, paints, adhesives and sealants.

3.3 Light Quality

Light fittings within apartments will be high energy efficiency however, will also utilise high quality fittings, targeting 3 Mcd/m² ellipses. Task lighting will be provided for work surfaces, such as kitchen benches and bathroom vanities, with power provision for lamps in bedrooms and living spaces.

4. ENERGY AND GREEN HOUSE GASES

The design team are targeting the following performance features:

4.1 Services

The mechanical and electrical designs are seeking to improve over minimum BCA requirements by at least 10% LED lighting and efficient air conditioning systems are expected to reduce building operational costs and energy consumption.

4.2 Envelope

The design team expect to use a modelled approach to Section J compliance, with a target of a 10% improvement in building envelope performance over minimum requirements. This will include targeting improved NatHERS ratings for the residential component.

4.3 Renewable Generation

The design is intending to include a large solar array. The array should generate between 70 and 100kW peak power.

Wind generation is a possibility for the site, however, considering the residential use for the site and surrounding neighbours, this is unlikely to be used for the development.

The renewable generation plus the building embedded meter network will avoid the need to export energy by sharing the diversity between the retail/commercial and residential spaces. The system will allow occupants access to low carbon, low cost electricity.



COX

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5. TRANSPORTATION

5.1 Local Amenities

The project is classed as having good access to public transport by Wellscor.com.au, with many nearby public transport options. Currently, the location has a high level of car dependence, which will be significantly improved by the proposed development. Fresh food, markets, food and beverage, gym and wellness amenities will significantly improve car reliance for the surrounding area.



5.2 Vehicle Infrastructure

The design has separated pedestrians from cars, with car parking generally under the pedestrian space in B1. In addition, the design will consider the provision of electric vehicle parking and charging facilities within the car park.

5.3 Bike Infrastructure

The design currently includes connections to local pedestrian ways for connectivity of bikes, with areas of bike parking also available for public use.



6. WATER CONSUMPTION

6.1 Sanitary Fixtures

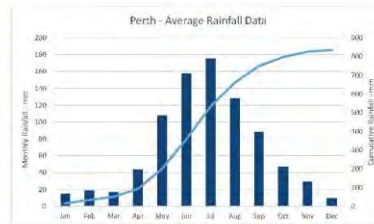
All sanitary fixtures in the project are seeking to meet high water efficiency standards, whilst still provide occupants with outstanding amenities. Final selections are pending, but the performance below is considered a stretch target:

Fixture Type	Minimum WELS rating	Maximum Flow Allowable
Taps	5 stars	4.5-6 L/min
Urinals	5 stars	1.0 L / Flush + Smart demand flush device
Toilets	4 stars	<3.5 L average flush <4.7L full flush <3.2 half flush
Showers	3 stars	6.0 - 7.5 L/min
Clothes Washing Machines	4 stars	
Dishwashers	5 stars	

6.2 Rainwater Systems

The design includes a rainwater tank for storage and reuse, captured from across the site.

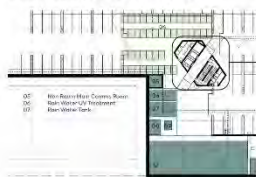
Rainwater collection in Perth is problematic due to the highly concentrated nature of our rainfall patterns. The graph below shows the distribution of local rainfall by month. It is clear that around 80% of the total annual rainfall occurs between May and September. During these periods, there is limited need for additional irrigation water, however, outside of these periods there is insufficient rain to charge tanks or meaningfully contribute to the developments watering needs.



COX

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The use of rainwater in the residential component is considered a risk due to the potential for residues to be vacuum and untreated water to go off. Rainwater is much better suited for use in the commercial/retail areas where there is more certainty of high usage, year round. Rainwater will also be provided to landscaped areas which are covered or in rain shadows to supplement available water.



6.3 Fire Systems

The building sprinkler design will seek to capture water used for testing and will include floor by floor isolation valves to avoid wastage during maintenance or modification of the system.

6.4 Landscape

The design includes extensive landscaped areas which will require irrigation. The design intent will be to utilise smart irrigation controls which can detect rainfall and reduce irrigation volumes to match.

6.5 Greywater Systems

Grey water provides a greater quantity of water availability year round, however, represents a significant ongoing economic burden for the development – the system maintenance is likely to be an order of magnitude greater than the value of water saved. Most grey water systems installed in Perth have been decommissioned and, as such, FGDs do not recommend the use of grey water within the Matilda Bay brewery development.

7. SUSTAINABLE MATERIALS

The design team are aiming for sustainable materiality selections as follows:

7.1 High Durability

The design team will select finishes which are able to achieve an economic life of at least 10 years. This includes preferential selection of modular or repairable elements (for example, carpet tiles) or natural finishes. Similarly, higher efficiency and quality services design, eg. VRF air conditioning or LED lighting will also be considered.

This option reduces operational maintenance expenditure and is expected to improve visual amenity for the building over the long term.

7.2 Low Toxicity Products

The design will specify low Volatile Organic Compound (VOC) paints and flooring (including adhesives) as a minimum. High VOC products have the potential to significantly reduce indoor environment quality, in particular during initial occupation, if selected with high chemical content.

7.3 Sustainable Credentials

During the construction phase, consideration will be given to utilisation of 200L PVC insulation, finishes and the like with strong sustainable design credentials. Generally this will include being produced under and ISO 14001 certified EMS, inclusion of a high recycled content and with product stewardship arrangements.

The design team will target reduction of Portland cement content in concrete where practical.

8. EMISSIONS AND ECOLOGY

The site emissions and ecological value are to be addressed as follows:

8.1 Ecological Value and Urban Heat Island

The proposed development, is considered restorative in terms of local ecology. By reducing an existing hardstand with vegetation, light colours, water features and shaded space the overall ecological value is improved, whilst also reducing the site contribution to the local 'heat island' effect.



COX

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9. INNOVATION

In addition to the above, the design includes features which would be expected to be awarded under the Green Star Innovation category. This category considers things such as social sustainability, exceeding Green Star Benchmarks and contributions to industry development.

Key outcomes to be targeted are as follows:

9.1 Tenancy Design Review

The design team will complete a maintenance and services review on any proposed tenancy. This assists tenants in achieving strong design outcomes, as well as making sure the design is integrated with the overall project intent.

9.2 Ultra-Low VOC Paints

The design team intend to select paints with a VOC (Volatile Organic Content) below 5g/l for walls and ceilings. This level of VOC will significantly improve occupant comfort during initial building occupation.

9.3 Tenant Engagement

As noted above, the building metering system will provide the potential for occupants and tenants to engage with building management and understand their utility use. Live performance monitoring, bill reconciliation and peer group comparisons can be used to aid occupants in managing their own use and improving overall building performance.

9.4 Plants, Amenity and Grounds keeping

The design provides extensive planted spaces, internally and externally. The design team expect that occupants and visitors to the development will benefit from these features and plan to include maintenance practices which minimise ecological impacts whilst maintaining a high-quality outlook.

10.0 One Planet Living

The One Planet Living tool offers a good framework for mapping community outcomes against project design principals.

The overall categories align well with principals from Green Star and with the design intent for the project, as discussed below:

10.1 Health and Happiness

Health and wellbeing is a key design priority for the site. Generous pedestrian features at ground level, as well as dedicated wellness tenancies will provide amenity for residents and the local community.

10.2 Equity and Local Economy

The proposed development includes publicly accessible space and plazas, including a large public open space area promoting equity and growing the local economy.

10.3 Culture and Community

The site is developed among heritage landmarks, reinvigorating these buildings with a public use. In addition, generous public spaces such as the Grand Arbour will add to local culture and add space for community development and growth.

10.4 Land and Nature

The project involves the development of a very low value ecology site, with provision of native planting and gardens to improve habitat for native flora and fauna.

10.5 Local and Sustainable Food

The Provenance and local markets will enable and improve access for local produce, grown locally and sustainably.

10.6 Travel and Transport

The development improves amenity access for the whole area as well as residents. Connection to pedestrian and other active transport infrastructure is also available as part of the healthy living outcomes for the development.

10.7 Materials and Products

As noted above, selection of materials will be based on low pollutant generation, high durability and good ecological credentials for Green Star outcomes. This aligns very well with the One Planet Living requirements.

10.8 Zero Waste

The design includes waste collection and segregation areas to assist with waste minimisation. In operation, retail tenants will be encouraged to avoid single use plastics and to promote biodegradable products on site.

The site landscaping strategy will include multi-stream bins, located strategically to reflect expected stream generation.

10.9 Zero Carbon Energy

The design will include a large solar array, with energy shared between uses. In operation, the development will have the potential to purchase green energy to further reduce operational carbon emissions.



Amenity and Legibility

Design Principle 6

Amenity

Pedestrian and Vehicular Accessibility

Design Principle 7

Legibility

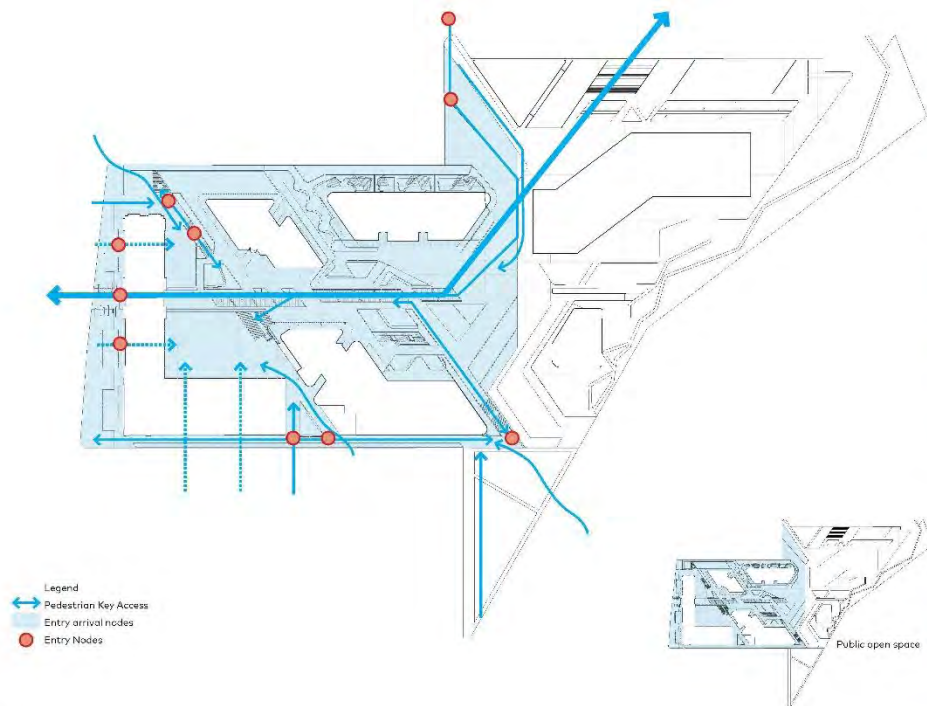
Clear Sight lines, Wayfinding & Placemaking, Accessibility & Circulation

Design Principle 8

Safety

Safety and Security





Amenity Legibility Safety
Site Accessibility - Open space public realm
Pedestrian Arrival and Entry Nodes



COX

101

SUPER BLOCK

AROUND THE BLOCKOR

STRUCTURE PLAN APPROVED MASSING

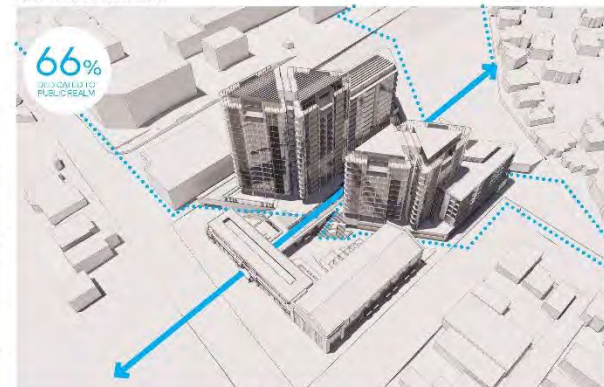


- Lack of permeability + open space
- Site saturation of development
- Large superblock massing

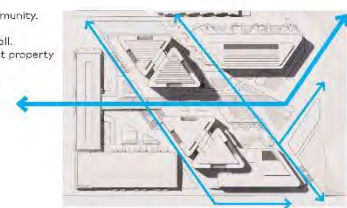
PERMEABLE PRECINCT

.....THROUGH THE BLOCK.....

PROPOSED DEVELOPMENT

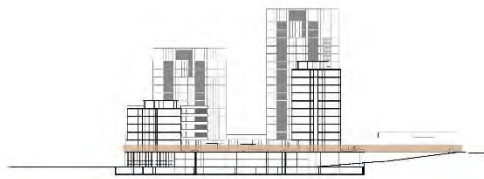


- Highly accessible + permeable to residence and community.
- Clear sight lines and wayfinding.
- Elevated public plaza capturing views to ocean for all.
- Connection through site for all surrounding adjacent property and planned development.
- 66% of site dedicated to open space + public realm.



COX

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Vehicle Accessibility

- RL13.0 Lower Parking level
- RL16.0 Entry from Coventry Parade - One way access
- RL19.0 Setback interim parking level
- RL 22.0 Arrival Plaza and vehicular set down area
- Parking discretely sleeved under RL22.0 Matilda Plaza working with site topography
- Access From McCabe Street and Coventry Parade with parking discretely tucked into natural site fall

COX

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Amenity Legibility Safety

Vehicular Movement

North South Accessibility
Lower access and Parking

Two Way Entry and Exit
to lower level parking below
sleeved under RL 22 Plaza



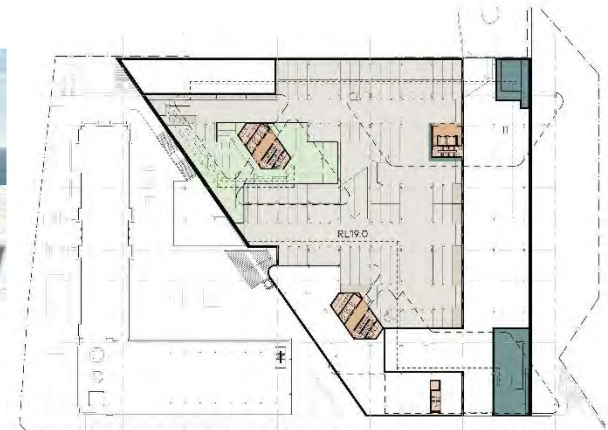
COX

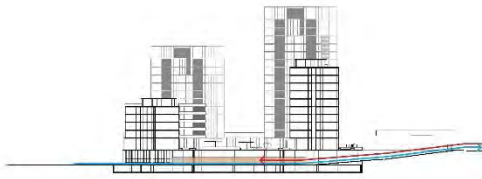
104

Amenity Legibility Safety

Vehicular Movement

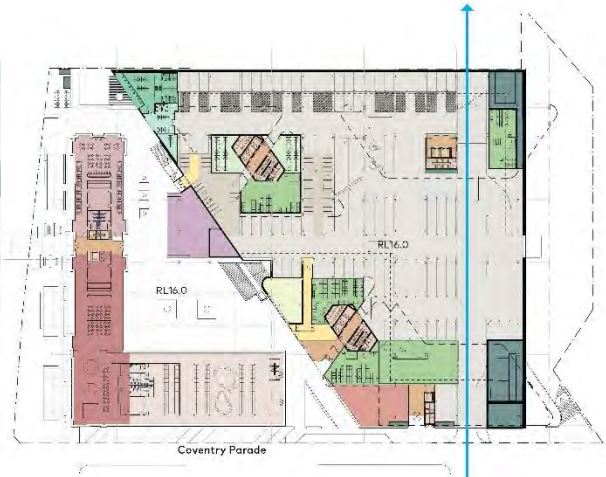
North South Accessibility
Lower access and Parking





Vehicle Accessibility

- RL16.00 from Coventry Parade - One way access
- RL 19.0 Setback Inter floor level
- RL 13.0 Lower level Parking
- 3 Levels of Parking discretely sleeved under RL22.0 Matilda Plaza working with site topography



One Way Entry and access through from Coventry Parade site to McCabe Street

COX

105

Community Contribution, Aesthetics

Design Principle 9

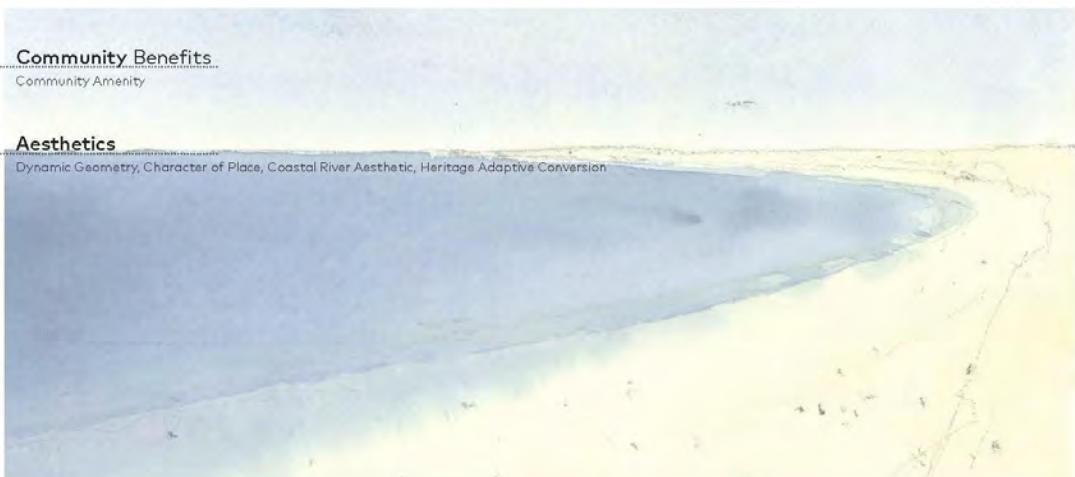
Community Benefits

Community Amenity

Design Principle 10

Aesthetics

Dynamic Geometry, Character of Place, Coastal River Aesthetic, Heritage Adaptive Conversion



COX

106

A new living community

The Matilda Bay Brewery site is the gateway to North Fremantle. The new lifestyle community is envisaged to be set within an upper and lower landscape tapestry of connected spaces. The design optimises an activated ground plane offering a diverse range of public amenity and community benefit. The 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 design unlocks the current landlocked industrial site creating clear site lines and journeys connecting the ocean and the river and allowing the public to move through the precinct and engage with a range of experiences through the landscape experiences and public amenity.

The ground plane and public realm unlocks a suite of community places and spaces, food and beverage, cultural and social experiences for the community and residence to engage with. The public realm is a key element of the design evolution. Incorporating arts and culture, music and event, food and beverage, recreation and leisure the living gardens would generate a hive of activation and stimulation for residence and community.

The existing heritage and iconic fabric of the Matilda Bay Brewery provides a fantastic canvas to adapt and repurpose. There is respectful curtilage to the building to allow a courtyard market ground to be established introducing a market style mixed use combination of food and beverage, provender, market grounds entertainment.

The vast public realm will create lifestyle experiences within an articulated and enhanced landscape ranging from intimate courtyards to indoor and outdoor event gathering spaces. Our design vision is to actively encourage movement through the site through a series of landscape experiences and journeys inviting an array of interaction with public and private amenity and community engagement. Preserving site lines and creating journeys to the ocean and river at its doorstep.



COX

107

Community Benefits Courtyards, Pedestrian Flow, and Community Contribution

Community Benefits

- The extensive open public realm provides an unparalleled opportunity to host a myriad of commercial offerings and public spaces that benefit the local community and the residence and visitors.
- Fresh food markets located in a historic industrial warehouse, premium F&B with ocean views, coffee houses with authentic grunge, and seamless courtyards and plazas to connect people to connect the entire precinct as a community hub and destination.
- Opening up the site to create more than 66% dedicated to public open space creates unprecedented legibility and access through the site.
- Increased visitation and activation - with the café, restaurant/wine bar, provender, courtyard for events, makers studio and co-working space for hire, the desirability of this part of North Fremantle as a place to visit, work and spend is expected to increase.
- Improved population retention, attraction and cultural benefits - the open space, children's playroom, community provender and makers studio for public use will increase vibrancy and activate the area as well as create socialisation opportunities. This is likely to lead to improved physical and mental wellness and higher population growth and diversity.
- Improved economic opportunities - with the co-working space, food and beverage and makers studio providing on-site employment opportunities.
- Sustainable urban neighborhood - with effective and sustainable development methods the project will use solar panels, renewable energy and has a waste management plan which will reduce the carbon footprint of the building.
- Retention of heritage - through the building design, the history and heritage aspect of the building will be retained to create a sense of belonging and revitalise the area. The heritage building will be reused for vibrant commercial uses such as the food and beverage and provender use, for the benefit of the community. The building will be accessible to the public and will have the Heritage Ford Factory story integrated throughout the building.

- The proposed development will improve the civic, community and open space within the North Fremantle and Mosman Park area.
- Based on the assessment of the area, there is potential for a multi-use space (community facility) which could be used by members of the community and various groups for events and gatherings.
- Need for small pocket parks which will provide an attractive outdoor space to complement the existing area and address a current need for green space in the suburb.
- There is potential for a fresh food offering as existing options are limited in Mosman Park and North Fremantle.
- With a high demand for flexible workspaces, a co-working space for public use can cater for freelance workers, residents and the local community. With the high level of professionals in the area and semi-retired population, this space is expected to be in high demand.
- The café and restaurant options will support the growing resident population in the local area.
- The creative studios and courtyard will further enhance the vibrancy, sense of community and attract more visitors to the area.
- DBQ and long table gathering and event spaces for residence friends and community
- Revitalization of significant heritage building into active community retail food and beverage, provender, reimagined heritage fabric.
- Children's Play room and outdoor play area
- Public Accessibility fully integrated into landscape design to connect broader precinct trails and walkways, connecting the entire coastal and river experience as a series of journeys through the site.



COX

108

Community Benefits

Community Benefits
Transformation of Place

Enhance Amenity,...Connect public realm... Elevate History of Place...Adaptive conversion...New lifestyle village...Public accessibility through site...

OUTDOOR WELLNESS

Community + Residential Recreation and wellness centre



EVENT FUNCTION SPACE

Indoor outdoor Event Spaces



CO WORKING HUB

Community and Business hub



CREATIVE STUDIOS

Artist in residence Studios and Exhibition space



ALFRESCO CAFE F&B

Retail Food and Beverage



INCREASED OPEN SPACE

Variety of courtyard Landscaped gardens Increased public realm



COMMUNITY PLAY ZONES

Dedicated Child play indoor and outdoor area



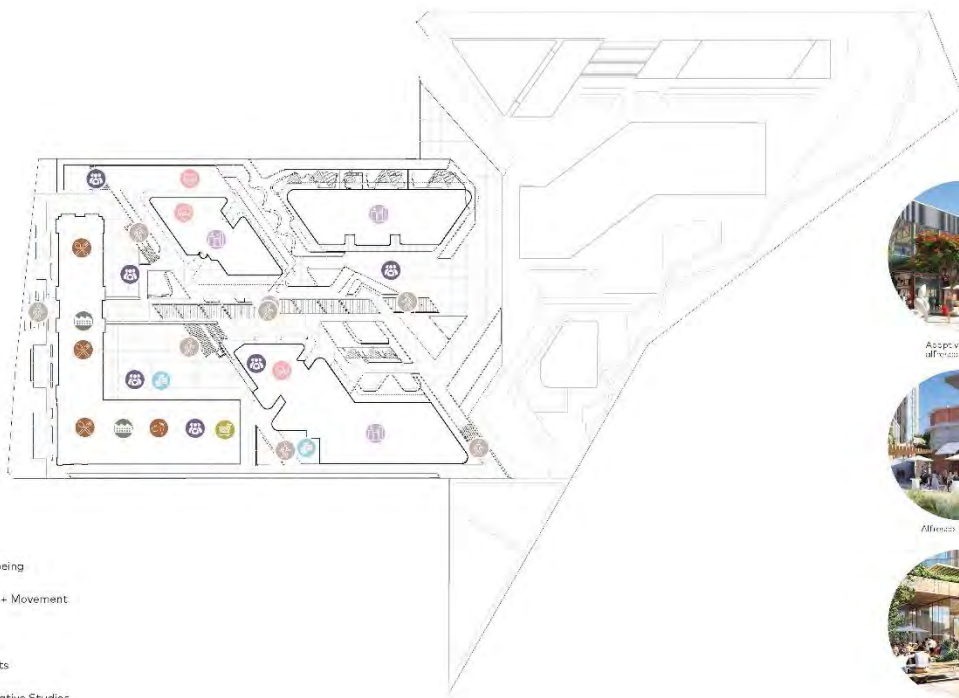
MARKET PROVIDED

Fresh Provedore Local Markets



Community Benefits
Community Amenity and Contribution

- Retail
- Food and beverage
- Community
- Living
- Health, Leisure, Wellbeing
- Pedestrian Key Entry + Movement
- Heritage
- Fresh Produce Markets
- Arts and Culture/Creative Studios



Adaptive Heritage



Alfresco dining



Community entrance and amenity

COX

110

Community Benefits
Matilda Market Ground
 Fresh Produce Provedore
 Cafe, Tavern, Alfresco Restaurant



COX

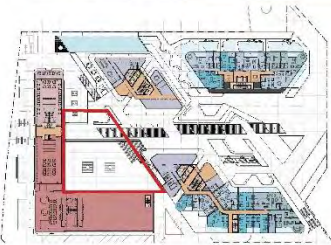
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Community Benefits
Matilda Community Spaces
 Co-Working, Creative Studios



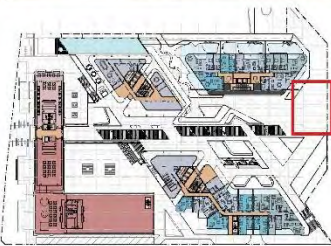
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COX

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Community Benefits
Infinity Pool
 Lifestyle Leisure and Wellness
 connecting to ocean views



COX

15



Aesthetics



COX

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COX

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COX

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COX

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COX

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COX

122



COX

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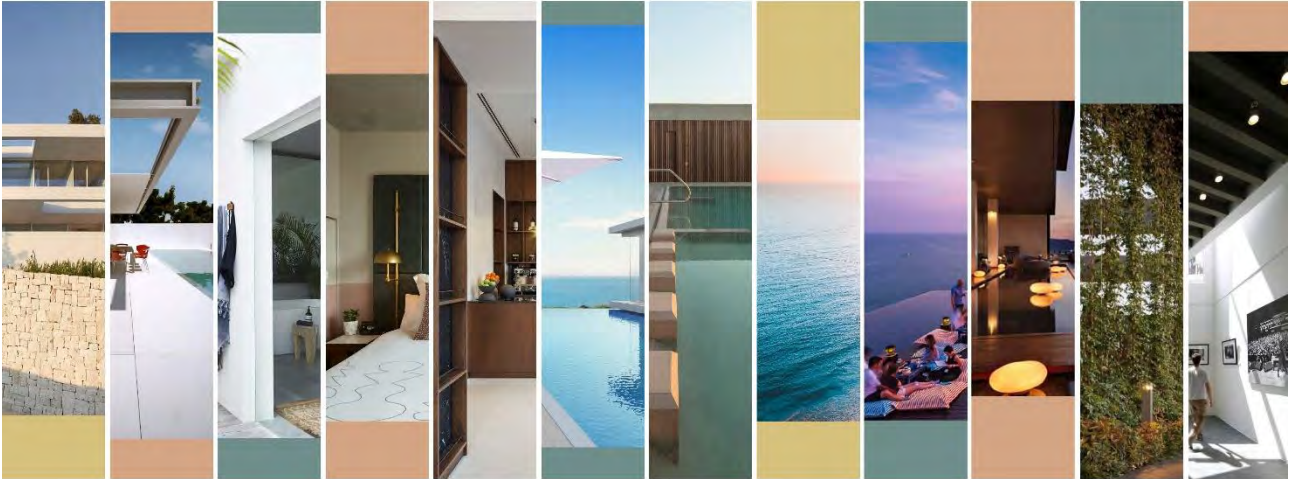
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COX

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T: MAY 2022

COX

ADDITIONAL INFORMATION 10 - HERITAGE IMPACT ASSESSMENT



stephen
carrick
architects

HERITAGE IMPACT STATEMENT

MATILDA BAY BREWING CO. (FMR)

130 STIRLING HWY, NORTH FREMANTLE
PROPOSED REDEVELOPMENT AND
ADAPTATION

DATE: 20 MAY 2022

PREPARED FOR:

3 OCEANS PROPERTY PTY LTD



STEPHEN CARRICK ARCHITECTS

This Heritage Impact Statement has been prepared in accordance with the scope of services described in the contract or agreement between Stephen Carrick Architects and the Client. The report relies upon data collected upon a site visit, referenced documents and photographs taken at or under the particular times and conditions specified herein.

Any findings, conclusions or recommendations only apply to the aforementioned circumstances and no greater reliance should be assumed or drawn by the Client. Furthermore, the report has been prepared solely for use by the Client and Stephen Carrick Architects accepts no responsibility for its use by other parties.

Cover Image:
Photograph taken by Stephen Carrick Architects 11 March, 2022.



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EXECUTIVE SUMMARY

This Heritage Impact Statement (HIS) has been prepared by Stephen Carrick Architects for 3 Oceans Property Pty Ltd, to assist with the consideration of the proposed redevelopment and adaptation located at 130 Stirling Highway, North Fremantle. This report focusses on assessing the impact of the proposed development on the cultural heritage values of the place.

Historical research has shown that the place is referred to under a number of name variations. For clarity and consistency we have used the title, the 'Matilda Bay Brewing Co. (fmr)'.

The Matilda Bay Brewing Co. (fmr), located at 130 Stirling Highway, is a large volume factory with a single storey office area attached. The single storey office area is a painted masonry building oriented north-south on the site. Its frontage addresses Stirling Highway and features a centrally located entrance.

The large volume factory, formerly known as the Ford Factory, is constructed of masonry with large expanses of small pane windows. The building is oriented east-west on the site with the factory frontage addressing Stirling Highway. The frontage features a large pyramidal shaped parapet wall and extending from ground floor to roof height, 3 bays of fixed windows - with 2 side bays being narrower than the central bay.

There is a sign to the front of the building, along Stirling Highway which reads, "Matilda Bay Brewery" on one side of the sign and "Matilda Bay - Brewing Company" on the other.

The proposed redevelopment and adaptation at 130 Stirling Highway is a mixed use precinct with residential, community and commercial uses.

The following describes the main changes proposed to the existing building:

- The two major existing buildings on site are to be retained with adaptation proposed to the interior and some alterations to the exterior of the existing buildings.
- The east elevation of the office building is being altered to accommodate the new use.
- The Workshop Wing Building is proposed to be removed.
- Partial demolition to the east end of the

former Ford Factory building is proposed to accommodate a new high-rise residential complex.

- An upper level alfresco pavilion addition (RL 22 00) is proposed to the existing office building. A new internal level is also proposed to the Factory Building and can be accessed via the alfresco pavilion addition to the office building.
- An elevated platform extending west-east linking the upper level of the office building to the Upper Plaza Level (RL 22 00).

The new development proposed has a contemporary architectural style and is sited to the rear of the existing office and factory building. The new development includes the following:

- The development of 3 distinct high-rise residential towers of various heights and residential facilities and amenities;
- Proposed levels of car parking; and
- Proposed landscaping to the Upper Plaza Level to create a centralised public realm.

The proposed development is presented as six distinct components:

1. Existing Factory Building;
2. Existing Office Building;
3. Car parking and Landscaping;
4. Tower 1;
5. Tower 2; and
6. Tower 3

For clarity and consistency, the levels proposed to the site are as follows:

- Basement Level (RL13 00) - below ground level
- Ground Level (RL16 00) - ground level (GL)
- Podium Level (RL19 00) - above GL
- Upper Plaza Level (RL22 00) - above GL

The levels proposed to the new residential towers are as follows:

Typical Floors 1-4
Typical Floor 5
Typical Floors 6-8
Typical Level 9
Typical Level 10
Typical Level 11

Typical Level 12-13
Typical Level 14-15
Roof Plan

The impact has been assessed against the following criteria and documentation:

- Design Criteria;
- Cultural Heritage Values;

Following the assessment of the heritage impact of the proposal, the consultant's professional opinion is that the proposed development would be considered acceptable. This opinion is formed following the consideration of all the relevant documentation; the proposal, and the City of Fremantle's Local Planning Policies and, most importantly, the impact of the proposal on the cultural heritage values of the place

Adaptation of the Matilda Bay Brewing Co. (fmr) building and site for residential, community and commercial uses are consistent with uses of the broader North Fremantle area.

Following the assessment of the impact of the Development Application proposal on the cultural heritage values of the Matilda Bay Brewing Co. (fmr) it is recommended that consideration is given to the following actions:

1. This Heritage Impact Statement should be considered by the client. If accepted by the client, this HIS should form part of the overall Development Application.
2. This Heritage Impact Statement should be considered by the City of Fremantle.
3. A detailed updated Archival Record of the overall site should be prepared in accordance with the Heritage Council Guideline to Archival Records and submitted for approval prior to an application for a Building Permit.
4. An interpretation plan associated with the proposal should be developed in accordance with the Heritage Council Guideline to Interpretation and submitted for approval to the Local Government prior to an application for a Building Permit.

5. Further investigation and consideration of the interpretive approach for sections of the sawtooth roof and trusses behind the Office Building, should be developed and submitted for approval to the Local Government prior to an application for a Building Permit.
6. The existing 3No. brewing vats in the Factory Building are to be retained. The floor plans to this section of the building are to be confirmed. Further clarification on the retention, treatment and interpretation should be undertaken and submitted for approval prior to an application for a building permit.
7. Further details and samples on the materials and colour selection should be submitted for approval to ensure compatibility with the existing buildings prior to an application for a Building Permit.
8. The detailing of the proposed pavilion structure to the roof of the Office Building needs to be further developed to ensure the design and heritage values of the Office Building are maintained and the existing streetscape qualities are maintained. This is to be submitted to the Local Government for approval prior to an application for a Building Permit.
9. Following approval of the Development Application the detailed design of new openings, junctions of old and new should be clarified and documented and provided to the Local Government for approval prior to an application for a Building Permit.
10. The detailing of the proposed gable end to the new east elevation to the Factory Building; and the detailing of the new east elevation to the Office Building need to be further developed to ensure that the design and heritage values of the buildings are maintained. This is to be submitted to the Local Government for approval prior to an application for a Building Permit.

INTRODUCTION

The following section provides an introduction to this Heritage Impact Statement. The section is divided into the following sub-sections:

- 1.1 Introduction
- 1.2 Acknowledgements
- 1.3 Consultant Qualifications
- 1.4 Location Plan

1.1 INTRODUCTION

This Heritage Impact Statement (HIS) has been prepared by Stephen Carrick Architects for 3 Oceans Property Pty Ltd to assist with the consideration of the proposed redevelopment and adaptation located at 130 Stirling Highway, North Fremantle. This report focusses on assessing the impact of the proposed development on the cultural heritage values of the place.

The proposed redevelopment and adaptation at 130 Stirling Highway is a mixed use precinct with residential, community and commercial uses.

The following describes the main changes proposed to the existing building:

- The two major existing buildings on site are to be retained with adaptation proposed to the interior and some alterations to the exterior of the existing buildings.
- The east elevation of the office building is being altered to accommodate the new use.
- The Workshop Wing Building is proposed to be removed.
- Partial demolition to the east end of the former Ford Factory building is proposed to accommodate a new high-rise residential complex.
- An upper level alfresco pavilion addition (RL 22 00) is proposed to the existing office building. A new internal level is also proposed to the Factory Building and can be accessed via the alfresco pavilion addition to the office building.
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The new development proposed has a contemporary architectural style and is sited to the rear of the existing office and factory building. The new development includes the following:

- The development of 3 distinct high-rise residential towers of various heights and residential facilities and amenities;
- Proposed levels of car parking; and
- Proposed landscaping to the Upper Plaza Level to create a centralised public realm.

Stephen Carrick Architects inspected the subject site and its immediate surrounds on Friday 11 March 2022 to understand the current physical condition and heritage values.

This report provides background information on the subject site to be impacted by the development; a description of the site including listings and significance; an assessment of the potential impact of proposal on the cultural heritage values and recommendations arising from the assessment.

The preparation of this Heritage Impact Statement for a place of cultural heritage significance is consistent with best practice in heritage conservation.

The following information has been provided or accessed for the preparation of this Heritage Impact Statement:

- City of Fremantle Local Planning Policy area D.G.N7 for the North Fremantle Foreshore Plan
- City of Fremantle Local Planning Policy 3.11 for the McCabe Street Area, North Fremantle - Height of New Buildings
- City of Fremantle Local Planning Policy 2.20 Discretion to Vary Local Planning Scheme Site or Development Requirements for Heritage Purposes
- City of Fremantle Draft Local Planning Policy 3.6 - Heritage Areas
- Archival Record prepared by Stephen Carrick Architects (September 2011)
- Feature Survey Plans - Job No. 2002985 - Plan FS - DRG 001 - Rev A (3 Drawings) prepared by Land Surveys (February 2022)
- Matilda Bay Brewery Architectural Drawings Set Final - Issue for Development (25 pages) prepared by COX Architecture (16 May 2022)
- Matilda Bay Brewery 10 Principles Report (125 pages) prepared by COX Architecture (13 May 2022)

- Brewery Only - Short.3dm - 3D Model of Matilda Bay Brewing Co. (fmr) prepared by COX Architecture (March 2022)
- Matilda Bay Brewery Development Application Stage 3D Model prepared by COX Architecture (23 March 2022)
- Matilda Bay Brewery Landscape Architecture - Development Application Report prepared by See Design Studio Landscape Architects (07 April 2022)
- State Heritage Office InHerit Database
- A Guide to Heritage Impact Statements 2020, State Heritage Office.

This heritage impact statement has been prepared in accordance with the principles, processes and practice as outlined in the ICOMOS Burra Charter (2013) and the State Heritage Office, 'Guide to Heritage Impact Statements' (2020). Definitions of terms are in accordance with the Burra Charter.

1.2 ACKNOWLEDGMENTS

The consultant would like to acknowledge the assistance of the following in the preparation of this heritage impact statement:

- Daniel Visser - Senior Development Manager at Parcel Property
- Greg Howlett - Director at COX Architecture
- Amanda Ainslie - Senior Associate at COX Architecture
- Mario Celik - Senior Designer and Master Planner at COX Architecture

1.3 CONSULTANT QUALIFICATIONS

Stephen Carrick is a registered architect with extensive experience and expertise having worked in private practice in Sydney from 1985 to 1992, for the Western Australian Government from 1992 to 2009 and from 2009 in private practice specialising in all aspects of heritage conservation work. Stephen is a former Acting Director of the Heritage Council of WA and was responsible for managing the Development Referrals Program, Assessment and Registration Program, Grant Funding and the Heritage Advisory Program within the Heritage Council. Stephen has previously been responsible for conservation programs for sites such as the World Heritage listed Fremantle Prison.

Stephen has 30 years' experience in architecture as well as the conservation and management of heritage sites. Stephen's experience and expertise have been developed from extensive work on large

and small heritage projects in both metropolitan and regional Western Australia.

Stephen Carrick Architects is an architectural practice focussing on all aspects of heritage, and conservation architecture and architectural projects. The practice has specific expertise in conservation works, conservation planning, residential and commercial projects.

Stephen Carrick Architects and Suzanne Hunt Architect, Architects in Association, were awarded 2018 WA Heritage Awards for alterations and conservation works to the former Cue Post Office in the following categories:

- Adaptive Reuse of a State Registered Place
- The Gerry Gauntlett Award for Excellence in Conservation or Adaptive Reuse

The project also received a commendation in the Heritage category of the Australian Institute of Architects 2018 awards.

Stephen Carrick Architects have previously prepared Heritage Impact Statements for:

- The former Cue Public Buildings
- City Markets, Kalgoorlie
- Hotel Rottneest Rottneest Island
- Fairbridge Chapel, Pinjarra
- Manjimup Timber Museum
- Mersey Point Jetty, Shoalwater
- 173 William Street, Northbridge
- 4 Hubert Street, Guildford
- The McKenzie's Buildings, Kalgoorlie
- 56-58 Carrington Street, Palmyra
- 289 Murray Street, Perth
- 8 Parker Road, Northbridge
- 5 Dene Street, Mount Lawley
- 44 Holmfirth Street, Menora
- 30 Merrifield Avenue, Kelmscott
- 10 Rokeby Road, Subiaco
- 54 Wood Street, Inglewood
- 130 James Street, Northbridge
- Fairbridge Chapel, Pinjarra
- 330 Crawford Road, Inglewood
- 18-22 Coghlan Road, Subiaco
- 18 Bindaring Parade, Claremont
- 36 Gill Street, East Fremantle
- Fremantle Technical College Annexe - Fmr Infants and Girls School
- 34 Market Street, Guildford
- 5 Bay View Terrace, Mosman Park
- 10 Rokeby Road, Subiaco
- Rokeby Road South Precinct, Subiaco
- 290 Beaufort Street, Perth

1.4 LOCATION PLAN

The Matilda Bay Brewing Co. (fmr) is located at 130 Stirling Highway, North Fremantle. The existing office and factory buildings are located to the south-west corner of the lot, at the intersection of Stirling Highway and Coventry Parade.

130 Stirling Highway is bounded by McCabe Street to the north, Stirling Highway to the west, car parking and Coventry Parade to the south and residential properties to the east.



Aerial Image sourced from Google Maps
<https://www.google.com.au/maps> (accessed March 2022)

Site

- 01 Office Building
- 02 Workshop Wing Building
- 03 Factory Building

Surrounding

- 04 Mixed Use Zone
- 05 Residential Zone
- 06 Swan River
- 07 High-Rise Apartment Building
- 08 Development Zone
- 09 Mixed Use Zone
- 10 Leighton Beach

The following section outlines the current heritage listings for the Matilda Bay Brewery Co. (fmr). The section is divided into the following sub-sections:

- 2.1 Listings
- 2.2 State Register of Heritage Places
- 2.3 National Trust of Australia (WA)
- 2.4 Municipal Heritage Inventory (MHI)
- 2.5 Heritage List
- 2.6 North Fremantle Precinct

2.1 LISTINGS

National Heritage List (Commonwealth)	No
Register of Heritage Places (State)	No
National Trust of Australia (WA)	Yes
Local Heritage Survey (LHS)	Yes
City of Fremantle Heritage List	Yes
North Fremantle Precinct Area	Yes

2.2 STATE REGISTER OF HERITAGE PLACES

The Heritage Council of Western Australia maintains a heritage database, 'InHerit'. The database contains information on statutory and non-statutory heritage listings, and the results of heritage surveys and studies. Inclusion on the State Register carries statutory requirements.

Matilda Bay Brewery Co. (fmr) is not included on the Heritage Council of Western Australia's State Register of Heritage Places.

2.3 NATIONAL TRUST OF AUSTRALIA (WA)

National Trust classification provides community recognition of a place as having cultural heritage significance. It does not carry any legal requirements.

Matilda Bay Brewery Co. (fmr) is classified by the National Trust of Australia (WA).

2.4 LOCAL HERITAGE SURVEY (LHS)

The City of Fremantle Local Heritage Survey (previously known as a Municipal Heritage Inventory), is an ongoing database that records and provides information on places of cultural heritage significance located within the municipality.

Matilda Bay Brewery Co. (fmr) is included in the City of Fremantle's Local Heritage Survey and has been allocated a Management Category 1B - Conservation is Required. This Management Category means:

The City of Fremantle has identified this place as being of exceptional cultural heritage significance in its own right within the context of Fremantle and its conservation is required. It is recommended that this place be considered for entry in the Heritage Council of Western Australia's Register of Heritage Places.

The database records that the place was assessed for inclusion in the State Register of Heritage Places and in 2008 the Heritage Council was involved in stakeholder consultation. This means that the draft Assessment Documentation was provided to the owner and the local government authority for their comments on the documentation and for their view on whether the place should be included on the State Register of Heritage Places.

2.5 HERITAGE LIST

The City of Fremantle's Heritage List forms part of the Local Planning Scheme 4 and includes 2500 places.

Matilda Bay Brewery Co. (fmr) is included in the City of Fremantle's Heritage List.

2.6 NORTH FREMANTLE PRECINCT AREA

The City of Fremantle has adopted 23 Heritage Areas that have been assessed as having cultural heritage significance. These Heritage Areas have special controls to conserve and enhance the cultural heritage significance and character of an area.¹

A listing for the North Fremantle Precinct Area can be found on 'InHerit', place number 22385.

The following information has been extracted from the Heritage Council of Western Australia's Register Entry for 'North Fremantle Precinct Area' - P22385 last updated on 25 June 2021.¹

The North Fremantle Study Area comprises the northern portion of the Fremantle municipality including the North Ward and the area under the care of the Fremantle Port Authority; that is, the area north of Swan River to the northern most boundary of the Fremantle municipality.

The Matilda Bay Brewing Co. (fmr) is included in the North Fremantle Precinct Area (P22385).

The assessment of the precinct has not yet been scheduled and therefore there is no assessment documentation or cultural heritage values to be formally considered as part of this proposal.

¹ City of Fremantle Website - <https://www.fremantle.wa.gov.au/city-fremantle-heritage-list-and-areas>

OVERVIEW OF HISTORICAL & PHYSICAL DEVELOPMENT

The following section provides the documentary evidence for the Matilda Bay Brewing Co. (fmr) within the North Fremantle Precinct Area. The section is divided into the following sub-sections:

- 3.1 Overview
- 3.2 Historical Chronology

3.1 OVERVIEW

The overview of the Documentary Evidence was prepared by Historian Jacqui Sherriff in June 2011 and is attached as Appendix A of this Heritage Impact Statement document.

3.2 HISTORICAL CHRONOLOGY

This information provides a chronological summary of development relating to the broader context of the Matilda Bay Brewing Co. (fmr).

1870s	Industrial development begins in North Fremantle.	1929	Ford acquires land in North Fremantle and erects a custom-built assembly plant, Matilda Bay Brewing Company Building, designed by Oldham Boas & Ednie Brown Architects and constructed by Finlay & Stoneman.
1903	Ford Motor Company founded in Detroit. Expands into Canada the following year.	1930	Assembly of motor vehicles begins at the new plant in March.
1904	First Ford vehicle imported into Australia – a Model A car. Vehicles subsequently mostly imported as chassis with local distributors assembling their own bodies.	1930s	Plant produces Ford cars and trucks, beginning with the Model A, and Fordson tractors.
1919	Ford Canada establishes Melbourne branch.	1939-1945	Ford Australia turns all its factories over to the war effort, including Fremantle, and operates through the war producing military equipment. Many women take up positions with Ford.
1923	Review of Ford operations in Australia recommends establishing Australian assembly plants.	1945	Regular vehicle assembly recommences.
1925	Ford Motor Company of Australia formed, based in Geelong.	1940s	Amenities/ workshop building constructed north of the factory.
	Ford Assembly plants established in Geelong, Sydney, Hobart and Fremantle. Fremantle plant operates from a former wool shed at Leighton Beach, across the road from the later plant.	1947	Substantial extension added to the rear (east) of the factory, increasing the factory floor area by around 50%.
		1950s	Ford Fremantle employs European migrants and displaced persons as a significant part of the factory workforce.
		c.1960	Distinctive 'Ford' water tank removed.
		1953-1965	Eastern portion of the site leveled.
		1961	Assembly of passenger vehicles discontinued. Ford Fremantle continues to assemble Fordson tractors, rectify damage to vehicles sent from Geelong, and act as a distribution centre.

c.1970	Rail access to the site is discontinued.	2007-2009	Plant and equipment relating to the brewery removed from the site, with the exception of the brass brewing kettles.
Early 1980s	Tractor production doubled.		
1984	Boutique brewing company 'Brewtech' formed, renamed 'Matilda Bay Brewing Company' the following year.	2010	A Schedule of Conservation Works was prepared for the owners, HLM Holdings Pty Ltd, by Stephen Carrick Architects.
c.1987	Ford closes all operations at its Fremantle plant. All plant and equipment stripped from the factory.	2011	Foster Group continues to use the buildings as office space and storage. An Archival Record was prepared for the owners, HLM Holdings Pty Ltd, by Stephen Carrick Architects.
1988	Property purchased by HLM Holdings. Lease taken up by Matilda Bay Brewing Company. Major works undertaken to convert the place to a brewery, including further extensions to the east, internal partitioning and a mezzanine, and installation of tanks, refrigerators and other equipment.	2020-Current	A Development Application was lodged to the City of Fremantle proposing a mixed-use precinct with residential, community and commercial uses. The existing buildings on site are to be retained with adaptation proposed to the interior and minor alterations to the exterior of the existing buildings. Partial demolition to the East end of the former Ford Factory building is proposed to 1 bay to accommodate a new high-rise residential complex. The new development proposed has a contemporary architectural style and is contained to the rear of the existing office and factory building. The new development includes the following: • The development of 3 distinct high-rise residential towers of various heights and residential facilities and amenities; and • Proposed landscaping to the central plaza to create an upper and lower realm for the public.
1989	Carlton and United Breweries (C.U.B.) purchases sufficient shares to take over Matilda Bay Brewing Company. Matilda Bay Brewing Company Building continues as a brewery including producing mainstream C.U.B. beers.		
1990	Further extensions east. Site reoriented to be accessed from McCabe Place and access to Thompson Road sealed off with a high brick wall.		
1991	Office wing refurbished, including replacing toilets with boardroom and a new northern external door.		
1995	New administration building constructed north of office wing.		
2001	Production increased and further structures added to the east of the site to accommodate this.		
2007	Brewing ceases at Matilda Bay Brewing Company Building.		

The following section records the physical description of the Matilda Bay Brewing Co. (fmr). The section is divided into the following subsections:

- 4.1 Matilda Bay Brewing Co. (fmr) Building
- 4.2 Inter-War Functionalist Style of Architecture
- 4.3 Site and Setting
- 4.4 External
- 4.5 Internal
- 4.6 Condition
- 4.7 Full Feature Survey
- 4.8 Photographs - Existing Building

The physical evidence for the place is compiled from a site visit conducted by Stephen Carrick Architects on 11 March 2022.

4.1 MATILDA BAY BREWING CO. (FMR) BUILDING

Matilda Bay Brewing Company Building is an industrial complex consisting of a single storey brick and iron administrative wing attached to a steel and timber framed open factory space clad with corrugated iron and glass. The roof is predominantly a south facing, saw tooth construction adjoining a gabled roof structure on the southern side. The buildings are located within a site that is predominantly bitumen with some landscaping on the front verge facing Stirling Highway. The buildings were constructed in 1930 in the Inter-War functionalist style for the Ford Motor Car Company to a design by local architects, Oldham Boas Ednie-Brown which was informed by the international designs supplied by the Ford Company.

4.2 INTER-WAR FUNCTIONALIST STYLE OF ARCHITECTURE

The Inter-War Functionalist style of architecture was an Australian wide style. The broad characteristics of the style included a radical and progressive image that was appealing to dynamic commercial organisations and nonconformist individuals. The style features simplicity, asymmetrical massing of geometric shapes, light colours, large areas of glass, contrasting horizontal and vertical motifs, flat roofs concealed behind parapets.

The buildings were typically constructed of steel and reinforced concrete to achieve wide spans, continuous windows and cantilevered balconies, hoods and roofs. There was an extensive use of metal framed windows and the style had an emphasis on cleanness and efficiency.

4.3 SITE AND SETTING

The Matilda Bay Brewing Company Building and Site is located on Stirling Highway, North Fremantle with the main elevation facing west toward the Indian Ocean. The premises are prominent from the road because of its bulk and the lack of other buildings of similar size in close proximity. The place is a prominent landmark and there are uninterrupted views to and from the place. Single storey commercial buildings are located on either side of the place. Further north on Stirling Highway is another factory building which demonstrates the significant industrial or manufacturing presence in the area. Residential properties are present in the area located off the main arterial roads.

The premises are close to the property boundary on the southern side facing Coventry Parade and on the northern boundary. A residential development is located close to the boundary on the southern side of this portion of the lot.

Pedestrian access to the site is via the main entrance or the driveway on the northern elevation. The driveway is accessed from McCabe Place which is a short street off McCabe Street and this is the main entry point to the site by vehicles.

The front elevation is set back from the street frontage, with minimal planting accentuating the height and bulk of the striking street facade. The landscaping consists mainly of grass with some low shrubs located in beds close to the front facade and alongside the entry path from Stirling Highway. Prominent within the grassed area are three large date palms.

Also present on the grass is a large sign with the wording 'Matilda Bay Brewery' which is located perpendicular to the front elevation.

4.4 EXTERNAL

The form and design of the building is reflective of the spatial and operational requirements of the various functions it housed.

The front elevation in the Inter War Functionalist style is in two distinct sections. The factory area to the south expressed as a large single volume space and the single storey administration wing. The factory portion presents a classical balance of horizontal banding and vertical brick pilasters formed by the recessed vertical glazed panels under a gabled roof line. In contrast to the dominant factory frontage, the offices provide a horizontal counterbalance. The one storey office frontage is as for the factory frontage, symmetrical and classically proportioned. The main entrance is marked by a simple and stripped back cantilevered canopy, attached to the facade by structural tie rods. There is some evidence of water damage to the internal surfaces from this source. A mosaic tile rectangular detail located in the parapet responds to a geometric shaped detail in the gable parapet of the factory front.

The original large timber framed windows for the offices are obscured behind aluminium vertical louvers. The front door is a double entry door of glass within a timber frame.

The administration block is constructed of brick with pressed cement banding. These surfaces are currently (2015) painted with contrasting terracotta colour toned walls.

The factory area of the building is divided into two areas; the higher warehouse to the south elevation and the four warehouse bays to the east of the administration building.

The factory area of the building is predominantly clad in corrugated zinc coated steel, some sections may retain corrugated iron or asbestos. The front elevation and a small portion of the southern elevation are brick to correspond to the administration wing. The north and south elevations are predominantly glass curtain walls of fixed, steel framed, glass panels. On the southern elevation the panels are of a uniform rectangular size consistent with the dimensions of the front elevation glass panels. Two bays on the eastern end of the southern elevation have glass panels of a smaller dimension (approximately one third of the height and the same width) which is consistent with the original plans and early photos of the building. It is therefore speculated that the original steel framed glass panels of the smaller dimensions

were removed from the original structure and some of these were installed in the two new bays of the factory which were built after the original construction. The date of this extension has not been verified. This extension is of the same form as the original although steel trusses have been used instead of timber. Several vents have been inserted into various locations in the southern elevation. It is also likely that most of the original rain water heads on the south facade have been retained.

The four saw tooth warehouse bays, to the east of the administration building, were reduced in 2010 to grid line K. The east elevation of the bays is clad in vertical corrugated steel incorporating strips (two to each bay) of translucent sheeting to increase natural lighting to the interior.

The administration building, built in 1995, is a freestanding structure along the northern curtilage. The design, though modest, relates well with the existing industrial surroundings. It features a gable roof over a rectilinear two-storey steel framed structure, clad in corrugated zincalume sheeting. The silhouette of a staircase to the upper floor, enclosed and clad in the same zincalume sheeting, is evident on the north elevation.

There is a long and narrow courtyard space formed between the administration building and the original factory building.

To the north-east of the administration building is the amenities building. The rectilinear building is clad externally in painted short sheet 'ripple' profiled compressed fibre cement (asbestos). Existing roofing is of short sheet compressed fibre cement (asbestos). Openings consist of timber framed flush panel doors and fixed windows on all elevations, glass louvres on the north elevation and timber louvres on the gable ends for ventilation purposes.

To the east of the four saw tooth warehouse bays and north of the southern warehouse is a 53 bay car park that has open space to the east bounded by a more recent corrugated steel clad warehouse structure. Further east is another more recent warehouse and other shed structures. There are also sea containers located in the open space.

4.5 INTERNAL

The administration area is divided into three sections, comprising a small reception and display area in the centre, the management offices to the northern end and the operations offices in the southern end. It is evident that the administration

areas have been refurbished in several campaigns. Original timber framed windows are still evident, with several modified to suit the various partitioned offices. Also obvious is the reduction in size of the reception area, which can be seen in the encroachment of the internal walls on to the windows.

Typically the floor is carpeted with painted plaster walls. Door and window architraves are timber. The ceiling has a suspended grid pattern. The lighting is typically recessed down lights of a recent addition although some suspended lights are present in the reception area. A sprinkler system is evident in the ceiling. Air-conditioning ducting has been fixed to the ceiling after the original construction and runs in a north south direction.

A brick corridor with a plasterboard ceiling connects the original administration offices with the new offices.

The interior of the factory space comprises two sections. The gabled roof section to the south and the area comprising the four rectilinear bays with south facing saw tooth roof lights running the entire length of the bays in an east-west direction.

The roof is supported with trusses, which are evidently from two periods of construction. Timber trusses are located in the saw tooth roof section in the original structure closest to the administration building.

The southern warehouse gabled roof section comprises of a double volume space to accommodate the brew house in the front end, facing Stirling Highway and a mezzanine level accommodating offices. The brewing kettles are extant to this area. They are accessed by a walkway from the mezzanine level. This area of the gabled roof area has been sectioned off vertically from the remainder of the factory space by the insertion of corrugated galvanised steel above the mezzanine level.

The southern warehouse has timber and steel trusses with a glass façade of steel framed windows to the south. Below the south windows is painted brickwork to dado height. There are two steel roller doors to the south elevation. The roof has some sections of translucent sheeting. There is a concrete mezzanine to a small area to the south. The steel track for the overhead crane is still extant. There is a recent concrete slab to the floor and former rail tracks have are still evident.

The space has building transportables and sea

containers that are related to the activities for the current user. These structures are used for ablutions and other staff facilities.

The saw tooth roof warehouse section of the building is constructed of steel columns and steel beams with timber trusses and steel framed windows. There are seven trusses in each bay from the administration building to the east end wall. The east wall has an exposed steel frame as there is no internal cladding.

Located in the north west corner is a concrete block structure that contained the staff amenities. There is a meeting room with sink and bench, toilets and a first aid room. The amenities block has a mezzanine level accessed by a timber stair. The floor is a recent concrete slab and there are new services throughout. The trusses are painted and the underside of the roof sheeting has been painted and in certain areas is peeling from the substrate.

There are temporary walls to the underside of the trusses at the south and west sections of the space dividing this space from the administration building and also from the southern warehouse.

4.6 CONDITION

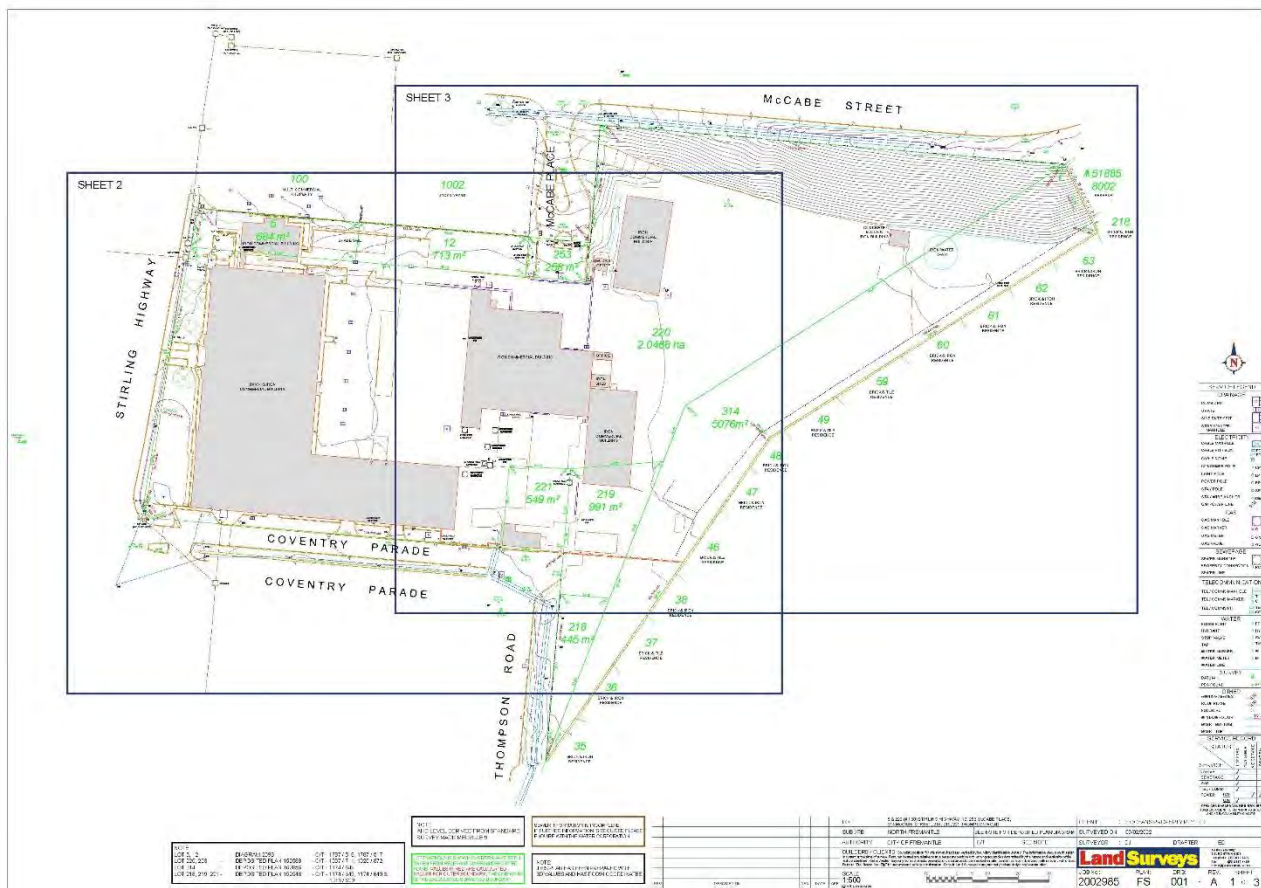
Matilda Bay Brewing Co. (fmr) Building appears to be in sound condition. We understand it has been subject to regular maintenance.

The administration section of the building has some minor areas of plaster deterioration in the ceiling and upper walls of the original administration offices. Above the external main entrance to the building a box gutter is deteriorated causing some minor water damage.

There are signs of material deterioration to the external walls of the former factory building.

4.7 FULL FEATURE SURVEY

A full Feature Survey Drawing of the site by Land Surveys is included in this report.



4.8 PHOTOGRAPHS - EXISTING BUILDING



01 West Elevation - Office Buildin: Entrance



02 West Elevation - Office Building: Facade



03 West Elevation - Office Building: Bays of aluminium framed windows



04 West Elevation - Office Building and Factory Building: Connection



05 West Elevation - Factory Building: Facade



06 South Elevation - Factory Building: Facade addressing Coventry Parade



07 South Elevation - Factory Building: 1929 Original + 1947 Addition



08 South Elevation - Factory Building: Opening 1



09 South Elevation - Factory Building: Opening 2 + 3



10 South Elevation - Factory Building: Connection 1929 Original to 1947 Addition



11 East Elevation - Factory Building: Facade



12 North Elevation - Factory Building: Facade



13 East Elevation - Workshop Wing Building: Facade - 'Sawtooth' Roof feature



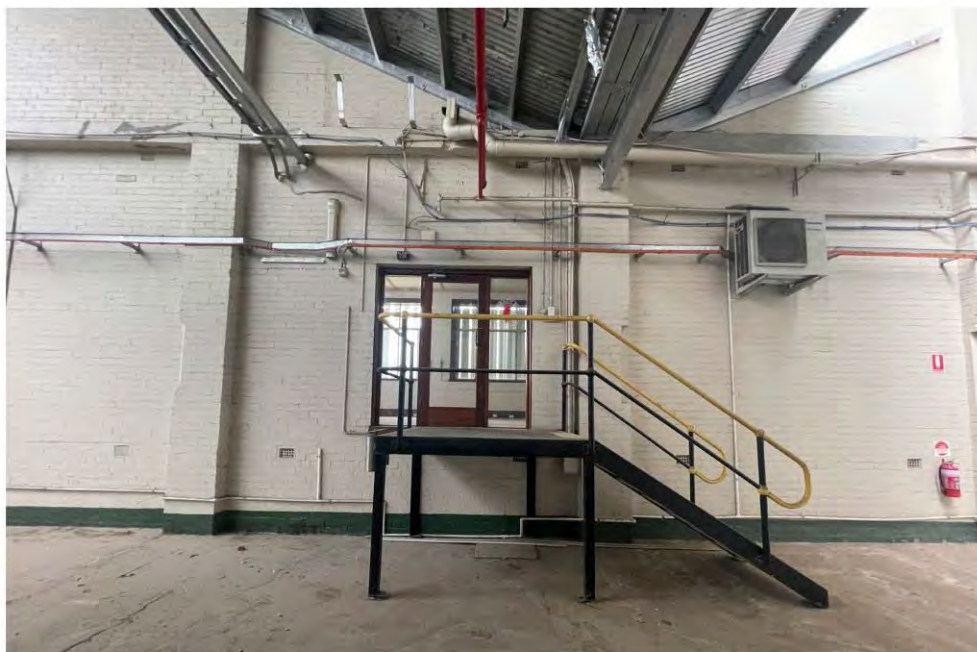
14 North Elevation - Workshop Wing Building: Facade



15 Internal - Workshop Wing Building: 'Sawtooth' Roof



16 Internal - Workshop Wing Building: Interior



17 East Elevation - Office Building: Enclosed by Workshop Wing Building



18 Internal - Workshop Wing Building: Connection to Factory Building



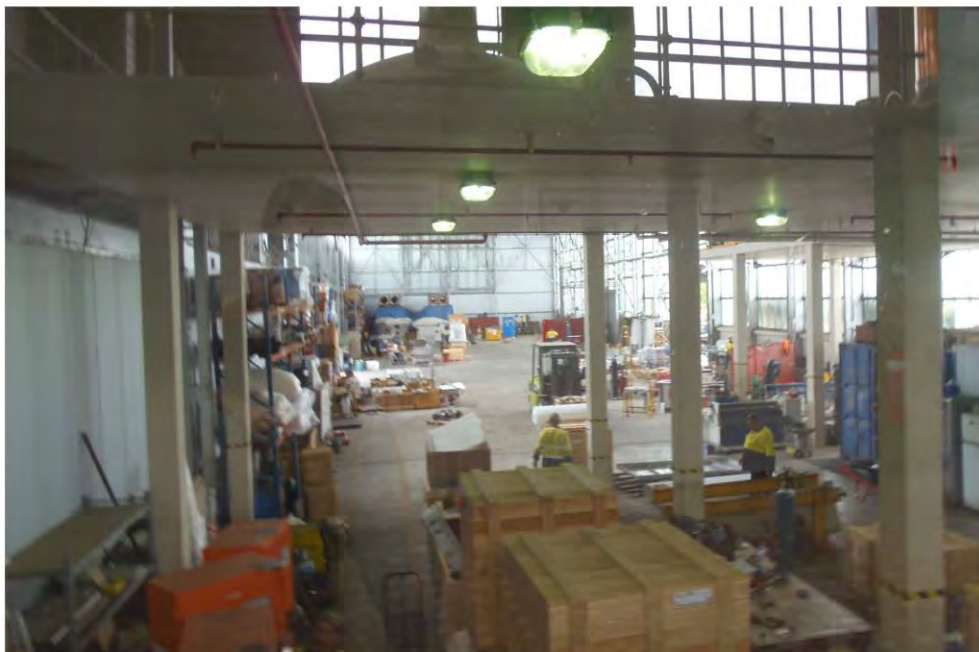
19 Internal - Factory Building: Mezzanine level (Kettles/VATS)



20 Internal - Factory Building: Mezzanine level (Kettles/VATS)



21 Internal - Factory Building: Mezzanine level (Offices)



22 Internal - Factory Building: Bays



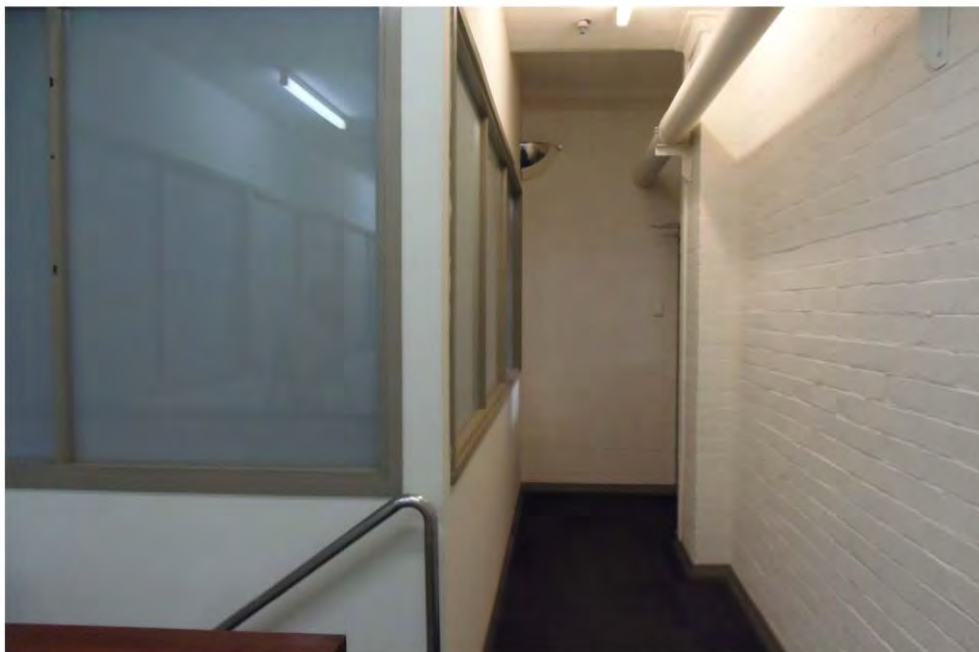
23 Internal - Office Building: Southern End



24 Internal - Office Building: Southern End



25 Internal - Office Building: Northern End (partitions)



26 Internal - Office Building (right) and Workshop Wing Building (left): Connection

The following section records the significance of the Matilda Bay Brewing Co. (fmr) and is sourced from the Assessment of the place prepared by Hocking Planning and Architecture and Prue Griffin, Historian in November 2007. It was subsequently amended in April 2008 by the Heritage Council of Western Australia (HCWA) staff and/or the Register Committee. This April 2008 document is reproduced below.

The numbering has been aligned with the current report but the text has not been changed. HCWA has granted permission to use this assessment but notes that, as a draft document, it is subject to change.

The criteria adopted by HCWA in November 1996 have been used to determine the cultural heritage significance of the place.

This section is divided into the following subsections:

- 5.1 Assessment of Cultural Heritage Significance
- 5.2 Degree of Significance
- 5.3 Statement of Significance

5.1 ASSESSMENT OF CULTURAL HERITAGE SIGNIFICANCE

Aesthetic Value²

Matilda Bay Brewing Company Building is a good example of the stylistic elements of the Inter-War Functionalist style, with simple geometric shapes, asymmetrical massing and steel framed windows. (Criterion 1.2)

Matilda Bay Brewing Company Building has considerable landmark value because of its imposing physical presence on a prominent site on Stirling Highway. The minimal planting in the landscape accentuates the physical presence of the building. Its presence on the east side of the highway compared to the generally open

landscape on the west makes these buildings particularly prominent on the streetscape. Its strong design lines are intended to attract attention and give an impression of solidity and permanence. The consistency of form with the other Ford Assembly Plants in Australia and in the United States promotes the philosophy of reliability and permanence of the company. (Criterion 1.3)

Matilda Bay Brewing Company Building has significance as an important element in the industrial landscape of North Fremantle. Specifically it is an important element in the Stirling Highway streetscape as it demonstrates the industrial practices in North Fremantle both past and present. (Criterion 1.4)

Historic Value

Matilda Bay Brewing Company Building demonstrates the development of North Fremantle during the 20th century. The mix of industrial and residential uses in close proximity is characteristic of the area. (Criterion 2.1)

Matilda Bay Brewing Company Building is associated with Federal Government practices during World War II and in the post war period. It was requisitioned as a factory for the manufacture of military equipment and in the post war period it was a workplace for new migrants. (Criterion 2.2)

Matilda Bay Brewing Company Building demonstrates two key business activities in Western Australia. The first is the assembly of motor cars when local motor car assembly was a viable business. The second is the development of the micro brewery in Western Australia. *Matilda Bay Brewing Company Building* is associated with one of the most successful small traditional breweries in Australia, which helped to change the existing practices of manufacture and retailing of beer in the 1980s. (Criterion 2.2)

Matilda Bay Brewing Company Building is associated with the founders of the Matilda Bay Brewery, Phillip Sexton and Gary Gosetti, who changed the marketing and retailing of traditionally brewed beers in Western Australia. (Criterion 2.3)

The place was designed by the prominent architectural firm Oldham Boas Ednie-Brown

² For consistency, all references to architectural style are taken Apperly, B., Irving, R., Reynolds, P. *A Practical Guide to Identifying Australian Architecture: Styles and Terms from 1788 to the Present*, Angus and Robertson, North Ryde, 1989.

For consistency, all references to gardens and landscape types are taken from Ramsay, J. Parks, Gardens and Special Places: A Classification and Assessment Method for the Register of the National Estate. Australian Government Publishing Service, Canberra, 1991, with additional references to Richards, O. *Theoretical Framework for Designed Landscapes in WA*, unpublished report, 1997.

who were significant to the development of architectural practice in Western Australia. (Criterion 2.3)

Matilda Bay Brewing Company Building is significant for its demonstration of an industrial use of the Inter-War Functionalist style. (Criterion 2.4)

Scientific Value

Social Value

Matilda Bay Brewing Company Building is valued for its contribution to the Fremantle community and the wider community's sense of place as evidenced by its inclusion on several heritage lists, including the Municipal Inventory of Heritage Places; National Trust of WA; Art Deco Significant Building survey; and the Survey of 20th century buildings. (Criterion 4.2)

The place is valued for its close association with the many people who worked there. Some of whom were migrants establishing themselves in a new country and others contributing to the establishment of new endeavours in Western Australia. (Criterion 4.1)

The place demonstrates how work places have evolved from simple open spaces to more sophisticated environments such that this place is no longer economically viable as a factory. (Criterion 4.1)

5.2 DEGREE OF SIGNIFICANCE

Rarity

Matilda Bay Brewing Company Building is a rare example of a purpose built industrial building of a large scale in the Inter-War Functionalist style. There are few buildings of this scale in Western Australia dating from this period with most original detail intact. (Criterion 5.1)

Matilda Bay Brewing Company Building is rare as an example of a former purpose built motor car assembly plant. The only other instance of a purpose built car assembly plant (GMH in Mosman Park) is no longer extant. The later use of the site as a brewery has not altered the fundamental structure and design of the place. (Criterion 5.2)

Representativeness

Matilda Bay Brewing Company Building is representative of the Inter-War Functionalist style as applied to an industrial building. It presents a classical balance between the horizontal banding

and vertical brick pilasters of the factory frontage and the horizontal elements of the administration wing. (Criterion 6.1)

The place is representative of an industrial workplace that is simply structured to enable a new industry to reuse the space. The site has been the venue of a vehicle assembly plant and a brewery with little alteration to the structure of the building. (Criterion 6.2)

Integrity

Matilda Bay Brewing Company Building has a high degree of integrity because the original structure and external features are still intact. It is possible to comprehend the factory area as a car assembly plant or brewery because the factory space was fundamentally open space and equipment would have changed within it. The administration offices have been altered but could be easily restored as the changes consisted mainly of installing and removing partitions.

The current use of the administration area is consistent with its previous functions. The factory space is intended to remain vacant for some years and it is important that the structure be maintained. The potential for vandalism and decay through lack of use or poor maintenance is to be guarded against.

Authenticity

Matilda Bay Brewing Company Building has high authenticity as the majority of the original fabric is intact.

The external fabric of the place is consistent with the original design with minor alterations to the main facade facing Stirling Highway. The Coventry Parade elevation has been modified by the interchange of original and adaptive sheet walls of glass.

Internally there have been modifications to the interior of the administration building which have not greatly altered the original functions. The factory area continues to provide the large volume of space for industrial use.

The extension of the factory space with similar roof trusses and cladding is consistent with the original design and has not impinged on the original fabric. It is also possible to distinguish between the original fabric and later additions by the different materials used in the trusses. Timber was used in the original and steel in the latter.

The addition of a mezzanine level in the original

crane bay of the factory space was part of the 1989 modifications to create the brewery to support the brewing kettles. The kettles are a key element in the understanding of the site as a brewery, should these kettles be removed then the mezzanine is of minimal significance and could be removed to enable the original form as the crane bay to be revealed.

5.3 STATEMENT OF SIGNIFICANCE

The following statement of significance is taken directly from HCWA's draft heritage assessment for the place, completed in November 2007 and amended in April 2008.

Matilda Bay Brewing Company Building, an industrial complex consisting of a single storey brick and iron administrative wing attached to a steel and timber framed open factory space clad with corrugated steel and glass in the Inter War Functionalist style, has cultural heritage significance for the following reasons:

- The place is a rare and intact example of a large scale purpose-built industrial building in the Inter War Functionalist style with simple geometric shapes, asymmetrical massing and steel framed windows;
- The place has considerable landmark value as an imposing physical presence on a prominent site on Stirling Highway;
- The place is associated with two key business activities in Western Australia: the assembly of motor vehicles and the development of the micro brewery;
- The place is associated with the practice of the Federal Government requisitioning factories to supply military equipment during World War Two, and the migration scheme which saw new migrants employed in a variety of jobs in the post-war boom;
- The place is an important element in the industrial landscape of North Fremantle, demonstrating industrial practices in the area both past and present;
- The place is associated with the founders of the Matilda Bay Brewery, Phillip Sexton and Gary Gosetti, whose successful small brewery fundamentally changed the marketing and retailing of traditionally brewed beers in Western Australia; and
- The place is associated with the prominent and prolific architectural firm of Oldham Boas Ednie-Brown.

The following section records the proposal for the Matilda Bay Brewing Co. (fmr) and is sourced from the Architectural Drawing Set - Issue for Development Approval Package prepared by COX Architecture; and the Landscape Architecture Development Application Report prepared by SeeDesign Studio - Landscape Architects.

The proposed redevelopment and adaptation at 130 Stirling Highway is a mixed use precinct with residential, community and commercial uses.

The following describes the main changes proposed to the existing building:

- The two major existing buildings on site are to be retained with adaptation proposed to the interior and some alterations to the exterior of the existing buildings.
- The east elevation of the office building is being altered to accommodate the new use.
- The Workshop Wing Building is proposed to be removed.
- Partial demolition to the east end of the former Ford Factory building is proposed to accommodate a new high-rise residential complex.
- An upper level alfresco pavilion addition (RL 22 00) is proposed to the existing office building. A new internal level is also proposed to the Factory Building and can be accessed via the alfresco pavilion addition to the office building.
- An elevated platform extending west-east linking the upper level of the office building to the Upper Plaza Level (RL 22 00).

The new development proposed has a contemporary architectural style and is sited to the rear of the existing office and factory building. The new development includes the following:

- The development of 3 distinct high-rise residential towers of various heights and residential facilities and amenities;
- Proposed levels of car parking; and
- Proposed landscaping to the Upper Plaza Level to create a centralised public realm.

The proposed development is presented as six distinct components:

1. Existing Factory Building;

2. Existing Office Building;
3. Car parking and Landscaping;
4. Tower 1;
5. Tower 2; and
6. Tower 3

For clarity and consistency, the levels proposed to the site are as follows:

- Basement Level (RL13 00) - below ground level
- Ground Level (RL16 00) - ground level (GL)
- Podium Level (RL19 00) - above GL
- Upper Plaza Level (RL22 00) - above GL

The levels proposed to the new residential towers are as follows:

Typical Floors 1-4
Typical Floor 5
Typical Floors 6-8
Typical Level 9
Typical Level 10
Typical Level 11
Typical Level 12-13
Typical Level 14-15
Roof Plan

Existing Factory Building

Existing

The Factory Building is constructed of masonry with large expanses of small pane windows displaying characteristics of the Inter War Functional style of architecture.

In 1947 a substantial steel structure extension was added to the rear (east) of the factory, increasing the factory floor area by around 50%. A blank wall facade encloses the East end of the building.

Proposed

The Factory Building is to be retained with adaptation proposed to the interior and alterations to the exterior. Its existing form will remain predominantly unchanged.

Partial demolition to the East end of the Factory Building is proposed. Demolition of the latter 1947 addition and approximately 3.6 meters of 1 Bay (original fabric) will be removed for the siting of the new residential tower complex. A new gable end is proposed to the east elevation to match the existing profile of the roof and heritage fabric.

New openings will be introduced to the North elevation of the building to the Ground Level (RL16 00). These openings are intended to integrate the building with an outdoor alfresco and cafe area proposed to the east of the existing Matilda Bay Brewing Co. (fmr) building. These openings will be contained within the existing fenestration structure and rhythm of the large expanses of small pane windows.

3No. existing openings located to the South elevation of the building, address Coventry Parade. The 2No. openings to the west are to be retained as potential entry points the building.

A Provedore area is proposed to the Ground Level (RL16 00) with an upper level addition proposed above (RL22 00).

The upper level addition (RL22 00) is setback from the glass perimeter of the north and south interior elevations. This setback ensures that the glass facade of the Factory Building remains predominantly unchanged. A Restaurant Bar, Tavern and Function Room is proposed to this level.

To this upper level addition, an opening is proposed to the western end of the North elevation. This opening provides access to the upper level alfresco pavilion addition proposed to the Office Building.

The existing 3No. brewing vats in the Factory Building are to be retained.

Mechanical services are to be contained in the roof profile to avoid visual impact and overlooking from the apartments.

Existing Office Building

Existing

In contrast to the dominant vertical Factory Building frontage, the single storey Office Building provides a horizontal counterbalance.

The Existing Office Building is a single storey painted masonry building located towards the western side of the site. The building has a symmetrical form and is classically proportioned displaying characteristics of the Inter War Functional style of architecture. The building is orientated north-south with the main (west) facade addressing Stirling Highway.

The front facade has a brick and rendered parapet with a central recessed entry bay. The entrance features a stepped pediment with a central motif. Decorative stone and rendered horizontal

banding extend across the front facade. A flat canopy is located above the main entry door and is supported by round steel posts. To either side of the entry bay are 7No. bays of windows.

The parapet wall partially conceals a 'sawtooth' corrugated roof to the rear. To the rear of the office building and extending in an east-west direction is the Workshop Wing. The Workshop Wing comprises 4 rectilinear bays with south facing saw tooth roof lights running the entire length of the bays.

Proposed

The Office Building is to be retained with adaptation proposed to the interior and alterations to the exterior.

The flat canopy located above the entry door is to be removed.

The lower sills of 2No. windows to the west elevation are to be removed to finish floor level to create additional entry access to the building from Stirling Highway.

The alterations proposed to the west elevation will remain consistent to the existing rhythm, proportions and symmetry of the building. The existing scale and form of the front facade will remain predominantly unchanged.

The Workshop Wing to the rear of the Existing Office Building is to be removed.

The east elevation of the Office Building is to be altered to accommodate the new use. The design of the proposed east elevation to the Office Building uses references to the rhythm and proportion of the front facade.

A Restaurant area and a Tavern area is proposed to the Ground Level (RL16 00) with an upper level alfresco pavilion addition proposed above (RL22 00).

The upper level alfresco pavilion addition is setback from the parapet wall of the Office Building below. This setback ensures that the parapet wall of the Office Building remains unchanged. The upper level alfresco pavilion addition is accessible via the internal upper level addition to the Factory building.

An elevated Platform extends west-east linking the upper level addition of the Office Building to the Upper Plaza Level (RL 22 00).

Mechanical services are to be contained in the roof profile to avoid visual impact and overlooking from the apartments.

Car Parking and Landscaping

Car Parking

Proposed car parking is contained to the rear of the existing Matilda Bay Brewing Co. (fmr) buildings. In total, 447 new bays are proposed to the Basement Level (RL13 00), Ground Level (RL16 00) and Podium Level (RL 19 00) of the site and are serviced by lifts and staircases located in the residential lobbies of the 3 new residential towers. A central vehicle ramp connects the 3 levels of car parking.

A two-way vehicular entry to the car park is located along McCabe Street.

A one-way vehicular entry to the car park is located along Coventry Parade.

Landscaping

The palette of the proposed landscaping to the site adopts natural earthen hues. The tones of the species selected range from soft sandy hues to warm ochre to olive greens.

There is a transition from coastal to river planting species expressed along Stirling Highway and the Upper Plaza Level in an east-west direction.

The existing palm trees to the front of the Office Building are to be retained.

The proposed landscape to the front of the Office Building comprise outdoor alfrescoes and seating; the precinct forecourt; and open lawns.

An Arbor extends east-west through the public domain of the Upper Plaza Level (RL22 00). It provides a shaded canopy to the central plaza.

Tower 1

Tower 1 is a new residential development that, as similar to Tower 2 and 3, displays a contemporary style of architecture. Tower 1 is located towards the north-west corner of the site and to the rear of the existing Office Building.

Tower 1 is connected to the Basement Level (RL 13 00), Ground Level (RL16 00), Podium Level (RL 19 00) and Upper Plaza Level (RL22 00) with 16 levels above.

Tower 1 is the tallest of the three residential towers.

The tower appears to adopt two triangular forms setback from each other and connected by a recessed central circulation space.

To the Upper Plaza Level (RL 22 00) and north of the tower is a swimming pool and deck.

Also proposed to this level are residential amenities indoor/outdoor; reception; residential lobby; and work from home facilities.

A centrally located circulation space containing lifts and a staircase services the Tower.

Floors 1 to 15 are solely residential units.

Floor 16 is the roof of Tower 1 and located on this floor are plant/services zones.

Tower 2

Tower 2 is a new residential development that, as similar to Tower 1 and 3, displays a contemporary style of architecture. Tower 2 is located towards the south-east corner of the site and to rear of the existing Factory Building.

Tower 2 is connected to the Basement Level (RL13 00), Ground Level (RL16 00), Podium Level (RL19 00) and Upper Plaza Level (RL22 00) with 11 levels above.

Tower 2's external form follows an east-west orientation addressing Coventry Parade with an angled form extending north.

Residential units start at the Upper Plaza Level (RL22 00) and are contained to the southern end of the building of this level.

The tower is serviced by lifts and a staircase located to the north end of the building.

A central corridor is proposed as circulation space.

Amenities to the Upper Plaza Level are contained to the north end of the building abutting the lifts and staircase. These amenities include a gym/pilates area; kids play area; reception; and residential lobby.

Floors 1 to 4 and 6 to 10 are solely residential units.

Floor 5 is mixed use with residential units proposed to the north and indoor/outdoor amenities to the east. These amenities include a residential amenities; outdoor residential deck; and outdoor landscaped terrace.

Floor 11 is the roof of Tower 2 and located on this floor are plant/services zones.

Tower 3

Tower 3 is a new residential development that, as similar to Tower 1 and 2, displays a contemporary style of architecture. Tower 3 is located to the north-east corner of the site and to the east of Tower 1.

Tower 3 is connected to the Basement Level (RL13 00), Ground Level (RL16 00), Podium Level (RL19 00) and Upper Plaza Level (RL22 00) with 11 levels above.

Tower 3 is the shortest of the three residential towers.

Tower 3's external form is predominantly angled east-west with the shorter elevation to the south.

Residential units start at the Upper Plaza Level (RL22 00).

The tower is serviced by a central circulation space, lifts and staircase.

Floors 1 to 9 are solely residential units.

Floor 10 is indoor/outdoor amenities. These amenities include residential amenities; outdoor residential deck; and outdoor landscaped terrace.

Overall

The submission outlines how the redevelopment and adaptation proposal will revitalise the site whilst being sympathetic to the existing cultural heritage significance of the Office and Factory buildings.

The mixed-use precinct with residential, community and commercial uses is intended to offer community benefits including the introduction of the taverns, restaurants, function rooms, provedore and a public plaza area.

The proposal addresses the changes in levels of the site through the design of the lower levels and the Upper Plaza Level. The site appears to slope upwards from the south side of the lot towards the north-east corner addressing McCabe Street.

Extending from the central Arbor is an elevated pedestrian link that connects to the upper level additions to the Factory Building and the Office Building

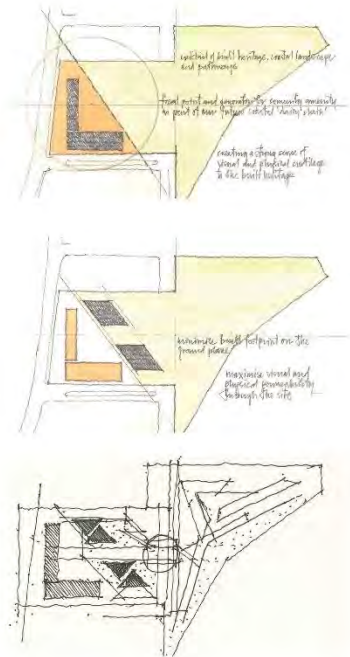
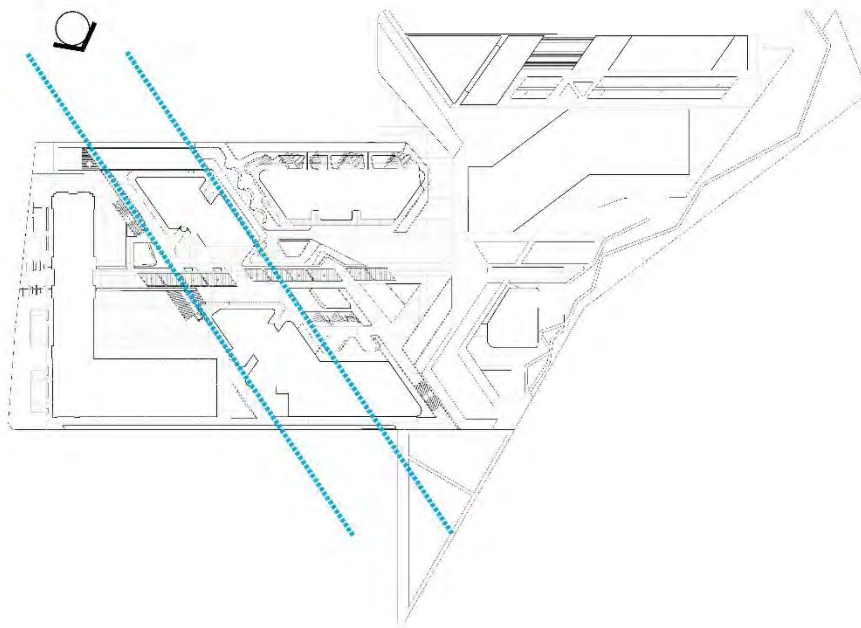
The Arbor is illustrated as an open space available for public and community gathering.

Drawings and Diagrams

Architectural and Landscape

Due to the number of drawings and diagrams comprised in both the Architectural and Landscape Design Proposal Development Application packages, not all the drawings and diagrams have been included as part of this Heritage Impact Statement.

To provide an understanding of the proposal and its impact on the existing Matilda Bay brewery (fmr) Buildings, a selection of drawings and diagrams have been made.



COX



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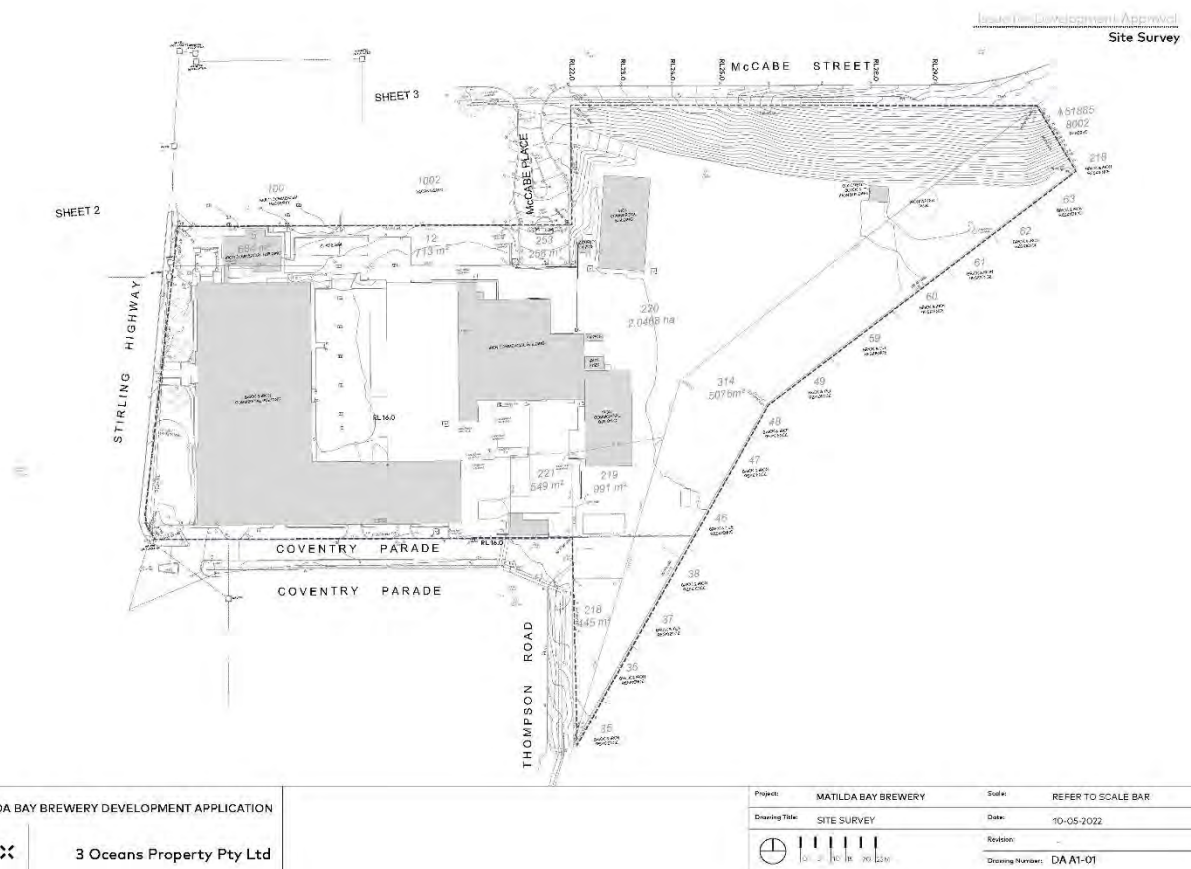
- Stage 1
- 01 Fresh Food Provider
 - 02 Tavern
 - 03 Restaurant
 - 04 Public Courtyard
 - 05 Residential Apartments - Tower 1
 - 06 Residential Apartments - Tower 2
 - 07 Residential Apartments - Tower 3
 - 08 Infinity Pool
 - 09 Arrival Court
 - 10 Great Arbor

COX



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Proposed Scheme



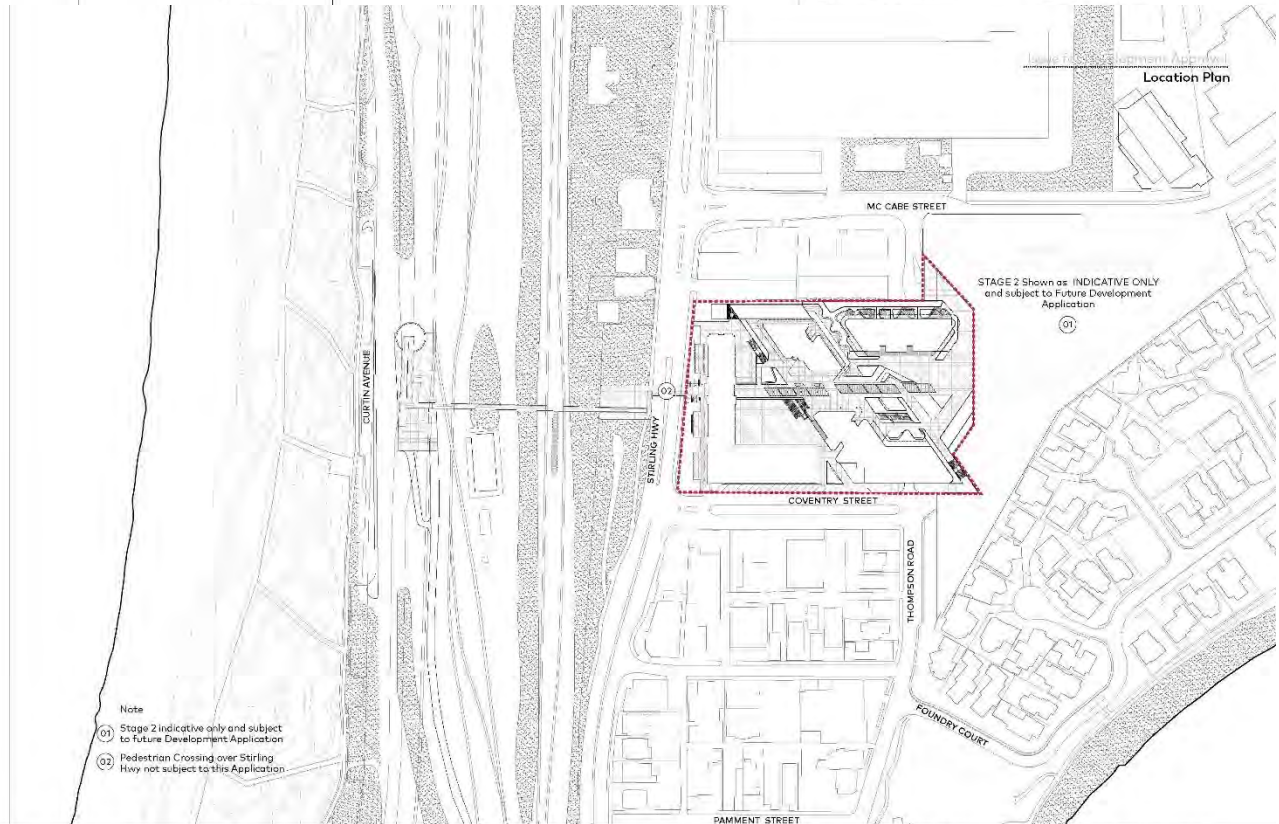


MATILDA BAY BREWERY DEVELOPMENT APPLICATION

C O X

3 Oceans Property Pty Ltd

Project:	MATILDA BAY BREWERY	Scale:	REFER TO SCALE BAR
Drawing Title:	DEMOLITION PLAN	Date:	10-05-2022
Revision:		Drawing Number:	DA A1-02
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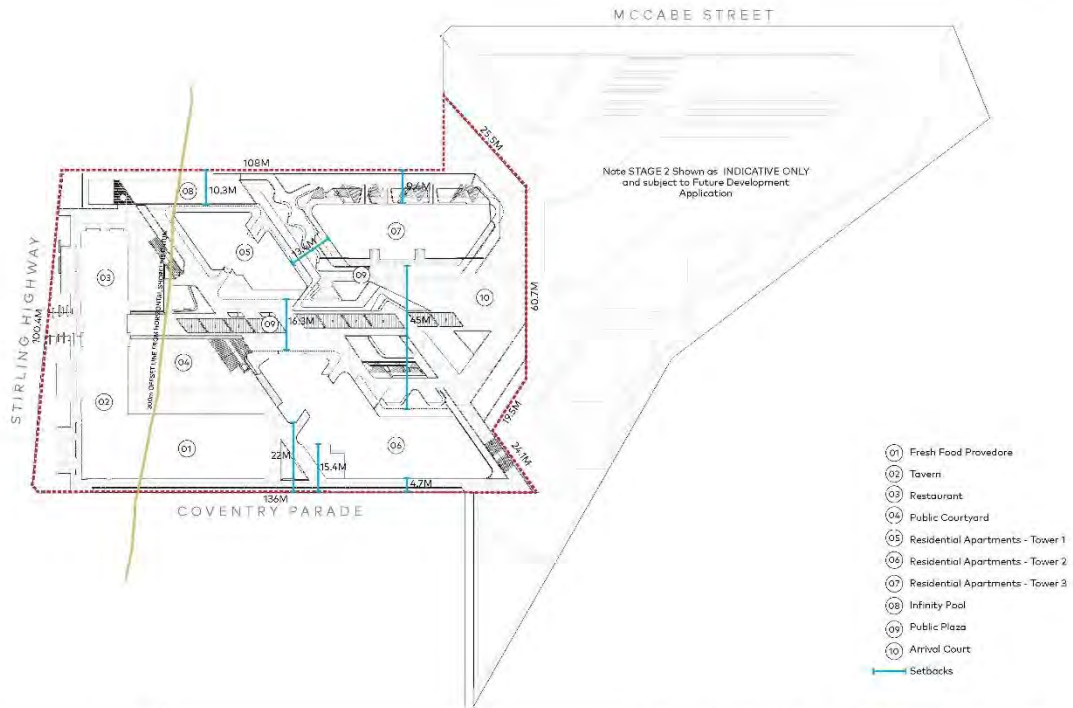


MATILDA BAY BREWERY DEVELOPMENT APPLICATION

C O X

3 Oceans Property Pty Ltd

Project:	MATILDA BAY BREWERY	Scale:	REFER TO SCALE BAR
Drawing Title:	LOCATION PLAN	Date:	10-05-2022
Revision:		Drawing Number:	DA A1-03
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MATILDA BAY BREWERY DEVELOPMENT APPLICATION

COX

3 Oceans Property Pty Ltd

Project:	MATILDA BAY BREWERY	Scale:	REFER TO SCALE BAR
Drawing Title:	SITE PLAN	Date:	10-05-2022
Revision:		Drawing Number:	DA A1-05



MATILDA BAY BREWERY DEVELOPMENT APPLICATION

COX

3 Oceans Property Pty Ltd

Project:	MATILDA BAY BREWERY	Scale:	1:500
Drawing Title:	BASEMENT PLAN RL13.0	Date:	10-05-2022
Revision:		Drawing Number:	DA A2-01

Ground RL16.0



MATILDA BAY BREWERY DEVELOPMENT APPLICATION

COX

3 Oceans Property Pty Ltd

Project: MATILDA BAY BREWERY

Scale: 1:500

Drawing Title: GROUND FLOOR PLAN RL16.0

Date: 10-05-2022

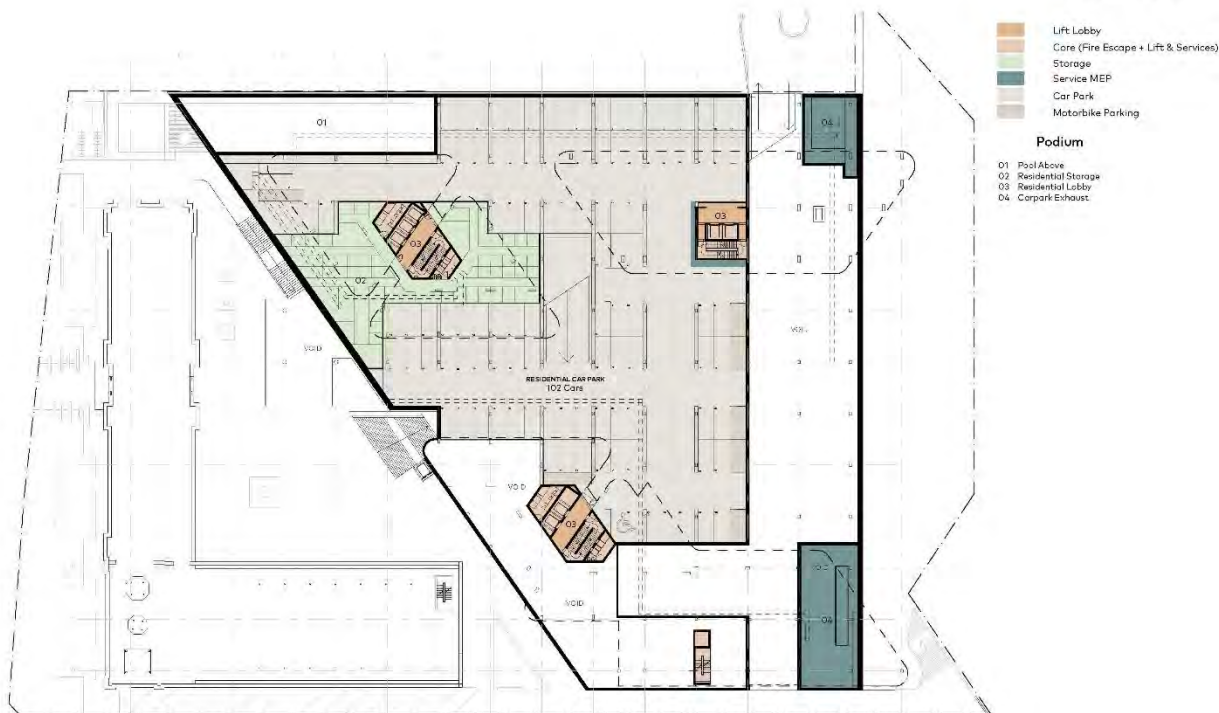


Revision:

Drawing Number: DA A2-02

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Podium RL19.0



MATILDA BAY BREWERY DEVELOPMENT APPLICATION

COX

3 Oceans Property Pty Ltd

Project: MATILDA BAY BREWERY

Scale: 1:500

Drawing Title: PODIUM PLAN RL 19.0

Date: 10-05-2022





Local Development Approval

Upper Plaza RL 22.0

- Circulation
- Core (Fire Escape + Lift & Services)
- 1 Bedroom Apartment
- 2 Bedroom Apartment
- 3 Bedroom Apartment
- Balcony
- Communal Spaces

- 01 Tower 1**
 - 01 Residential Amenities Indoor/Outdoor
 - 02 Reception
 - 03 Residential Lobby
 - 04 Work From Home Facilities

Apt.	Configuration	Bed. m ²	Balcony m ²
02-A	3 Bed	154m ²	30m ²
02-B	3 Bed	143m ²	22m ²
02-C	2 Bed	96m ²	18m ²
02-D	2 Bed	81m ²	10m ²
02-E	1 Bed	59m ²	17m ²
02-F	1 Bed	54m ²	8m ²
02-G	1 Bed	54m ²	8m ²
02-H	1 Bed	70m ²	26m ²
02-I	1 Bed	45m ²	8m ²

- 05 Gym & Pilates
- 06 Kids Play Area

Apt.	Configuration	Bed. m ²	Balcony m ²
03-A	3 Bed	154m ²	30m ²
03-B	2 Bed	112m ²	66m ²
03-C	2 Bed	126m ²	113m ²
03-D	2 Bed	108m ²	17m ²
03-E	1 Bed	55m ²	35m ²
03-F	1 Bed	82m ²	35m ²

- 04 Heritage**
 - 07 Function and Event Space
 - 08 Tavern
 - 09 Heritage Upper Level Entry
 - 10 Restaurant
 - 11 Great Arbour
 - 12 Infinity Leisure Pool
 - 13 Water Feature Rivulet
 - 14 Arrival Court

07 Function Event Space	750m ²
08 Tavern	650m ²
09 Heritage Upper Lobby	50m ²
10 Restaurant	350m ²

MATILDA BAY BREWERY DEVELOPMENT APPLICATION

COX

3 Oceans Property Pty Ltd

Project: MATILDA BAY BREWERY

Drawing Title: UPPER PLAZA RL 22.0

Scale: 1:500

Date: 10-05-2022

Revision: -

Drawing Number: DA A2-04

Local Development Approval

Levels 1, 2, 3, 4 L1 RL 27.0, L2 RL 30.2, L3 RL 33.4, L4 36.6

- Circulation
- Core (Fire Escape + Lift & Services)
- 1 Bedroom Apartment
- 2 Bedroom Apartment
- 3 Bedroom Apartment
- Balcony

- 01 Tower 1**

Apt.	Configuration	Bed. m ²	Balcony m ²
01-A	3 Bed	216m ²	15m ²
01-B	2 Bed	108m ²	10m ²
01-C	2 Bed	97m ²	10m ²
01-D	2 Bed	108m ²	10m ²
01-E	2 Bed	110m ²	10m ²

- 02 Tower 2**

Apt.	Configuration	Bed. m ²	Balcony m ²
02-A	3 Bed	135m ²	30m ²
02-B	3 Bed	142m ²	22m ²
02-C	3 Bed	216m ²	15m ²
02-D	2 Bed	96m ²	18m ²
02-E	2 Bed	96m ²	23m ²
02-F	2 Bed	108m ²	10m ²
02-G	2 Bed	81m ²	10m ²
02-H	1 Bed	44m ²	8m ²
02-I	1 Bed	70m ²	26m ²
02-J	1 Bed	54.5m ²	8m ²
02-K	1 Bed	54m ²	8m ²
02-L	1 Bed	59m ²	17m ²

- 03 Tower 3**

Apt.	Configuration	Bed. m ²	Balcony m ²
03-A	3 Bed	135m ²	17m ²
03-B	3 Bed	134m ²	13m ²
03-C	2 Bed	112m ²	16m ²
03-D	2 Bed	126m ²	13m ²
03-E	2 Bed	114m ²	16m ²
03-F	1 Bed	55m ²	8m ²



MATILDA BAY BREWERY DEVELOPMENT APPLICATION

COX

3 Oceans Property Pty Ltd

Project: MATILDA BAY BREWERY

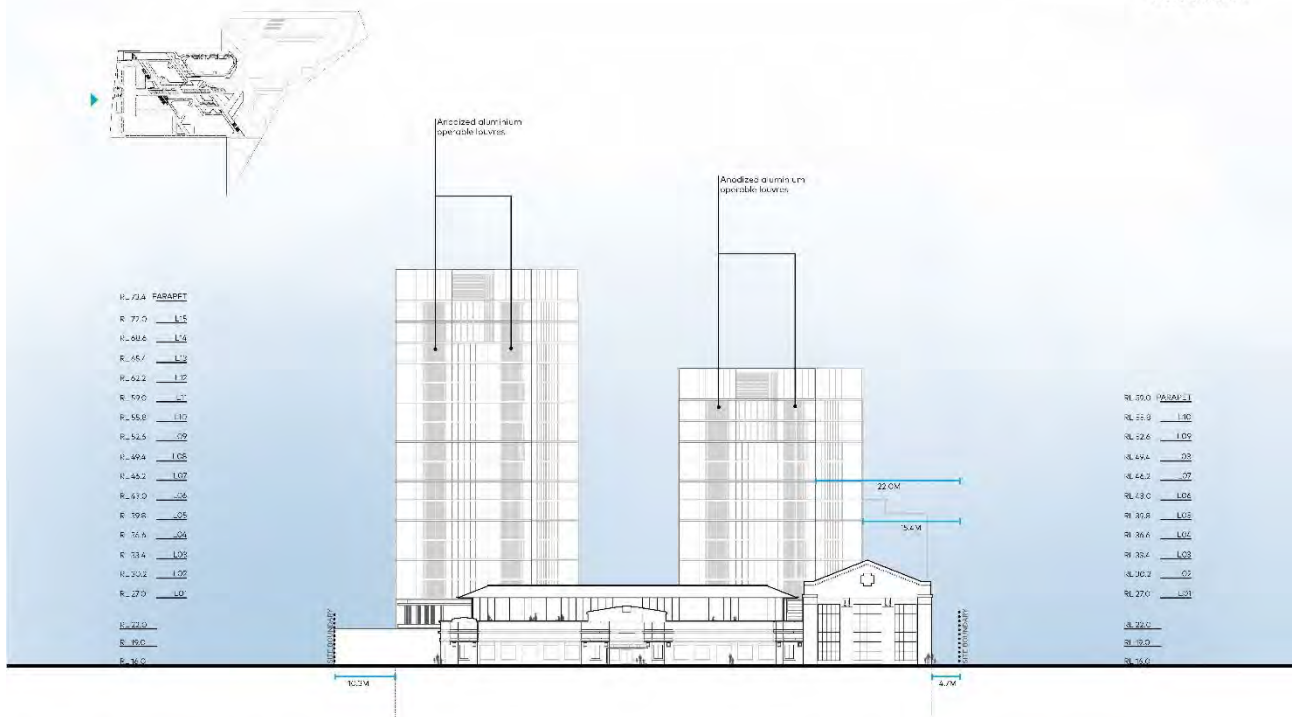
Drawing Title: LEVEL 1, 2, 3, 4

Scale: 1:500

Date: 10-05-2022

Revision: -

Drawing Number: DAA2-05

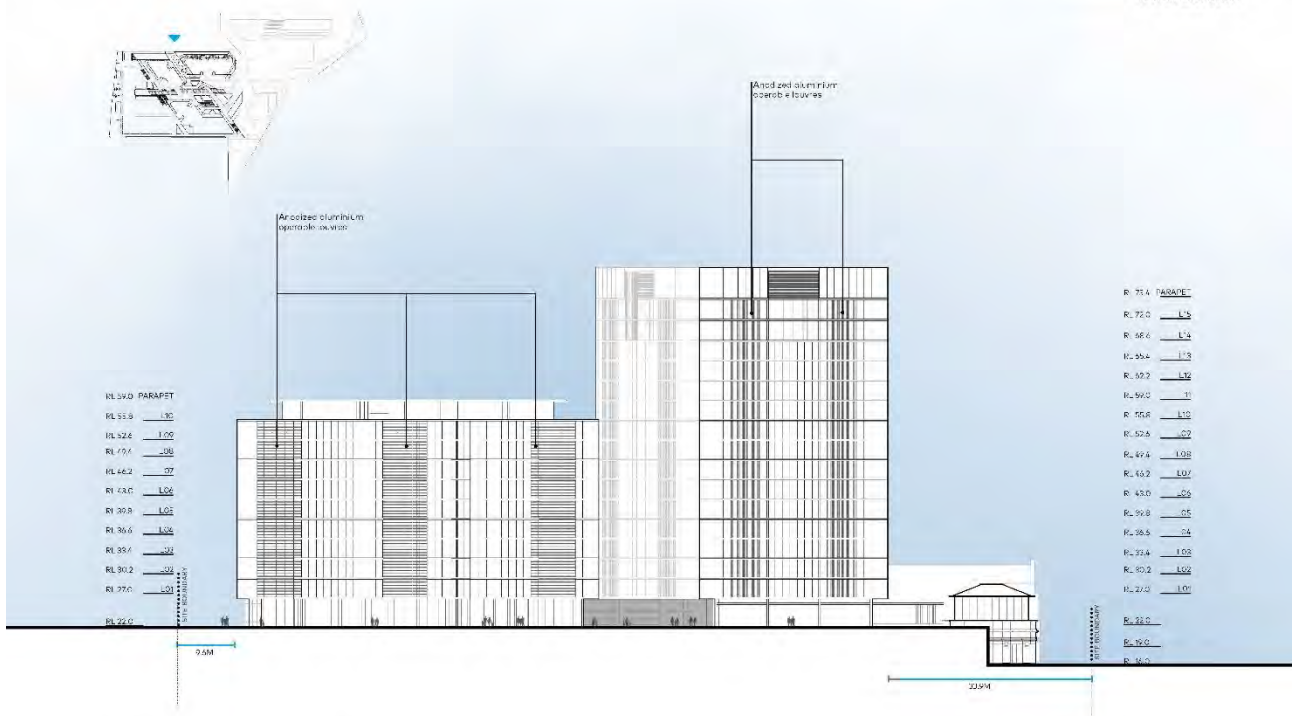


MATILDA BAY BREWERY DEVELOPMENT APPLICATION



3 Oceans Property Pty Ltd

Project:	MATILDA BAY BREWERY	Scale:	1:500
Drawing Title:	WEST ELEVATION	Date:	10-05-2022
		Revisions:	-
		Drawing Number:	DA A3-01
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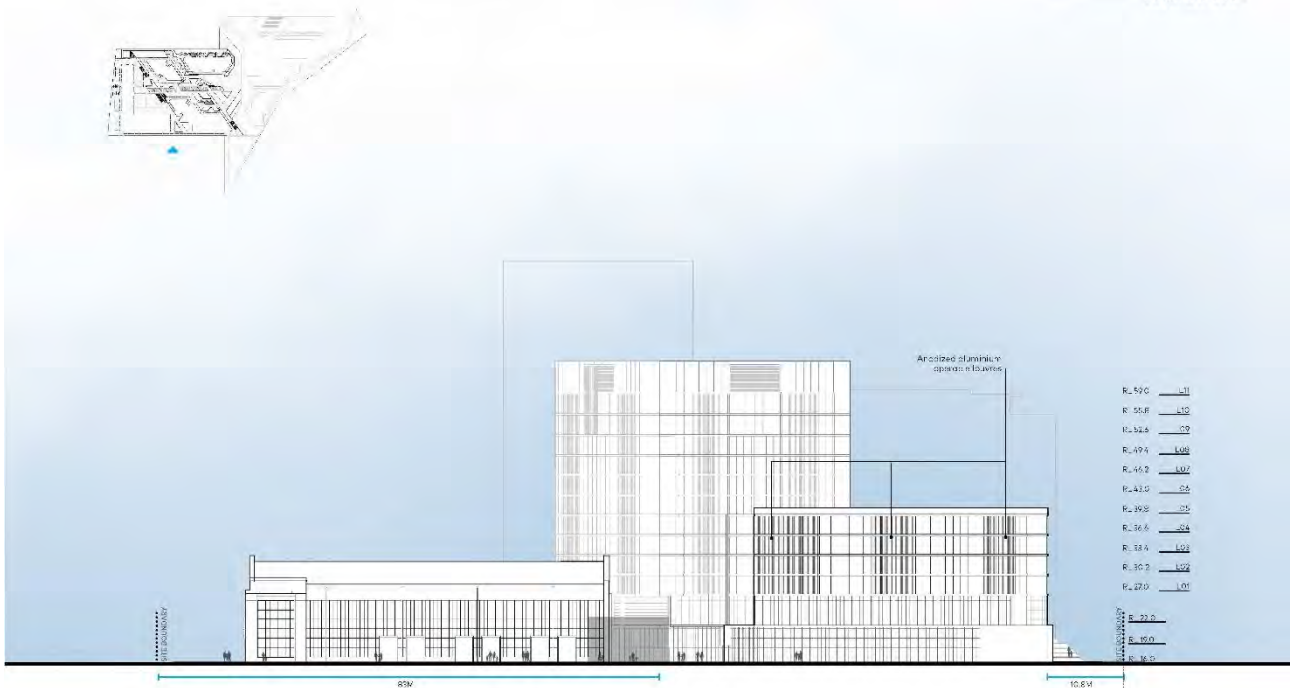


MATILDA BAY BREWERY DEVELOPMENT APPLICATION



3 Oceans Property Pty Ltd

Project:	MATILDA BAY BREWERY	Scale:	1:500
Drawing Title:	NORTH ELEVATION	Date:	10-05-2022
		Revisions:	-
		Drawing Number:	DA A3-02
			21



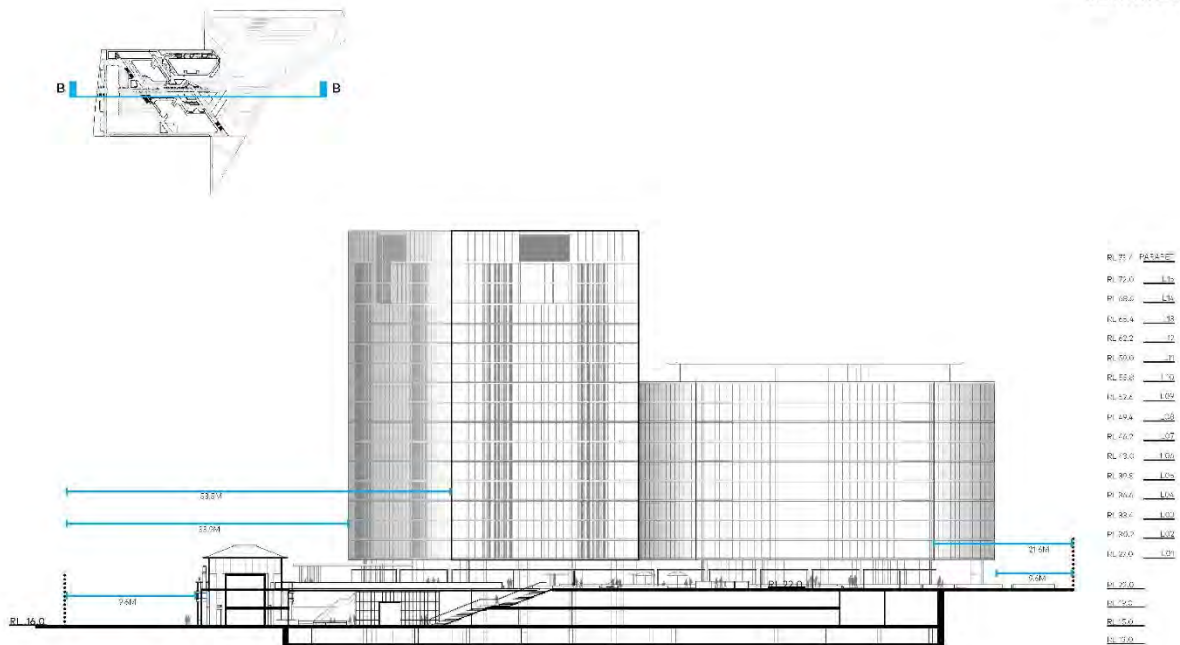
MATILDA BAY BREWERY DEVELOPMENT APPLICATION



3 Oceans Property Pty Ltd

Project: MATILDA BAY BREWERY
Drawing Title: SOUTH ELEVATION
Scale: 1:500
Date: 10-05-2022
Revision: -
Drawing Number: DA A3-03

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MATILDA BAY BREWERY DEVELOPMENT APPLICATION

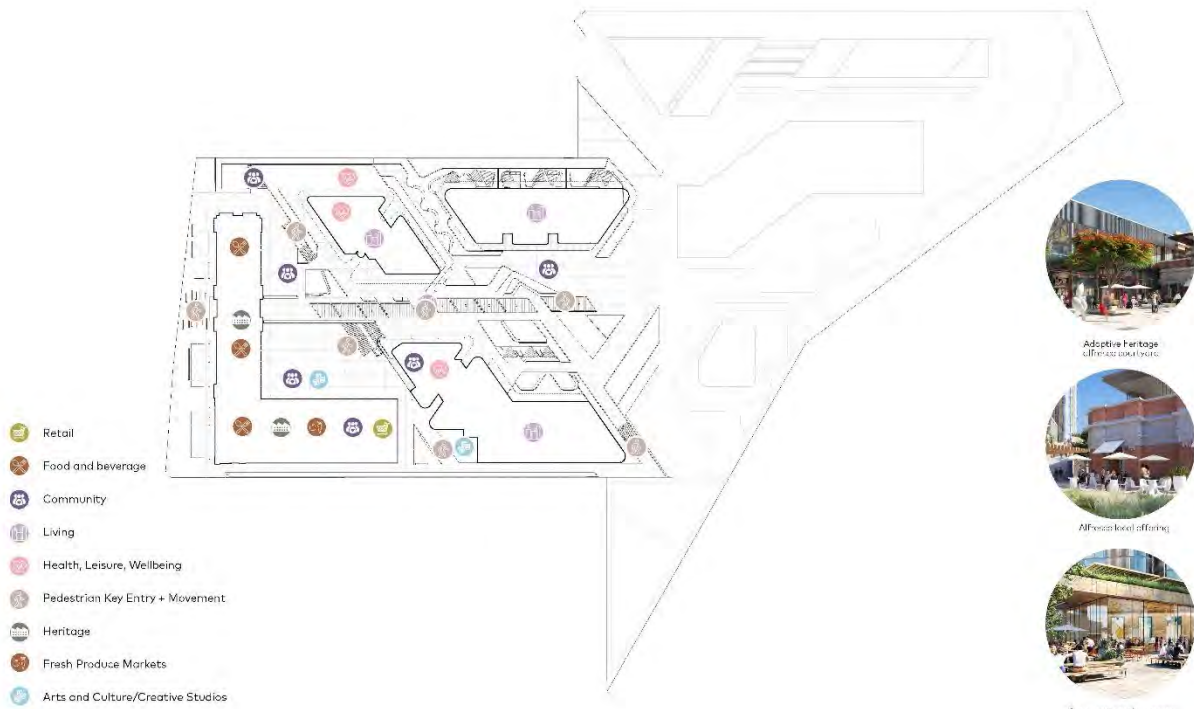


3 Oceans Property Pty Ltd

Project: MATILDA BAY BREWERY
Drawing Title: EAST WEST B-B SECTION
Scale: 1:500
Date: 10-05-2022
Revision: -
Drawing Number: DA A4-02

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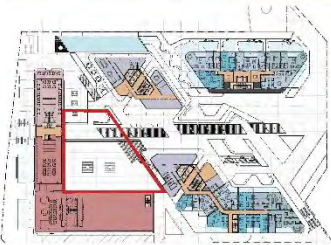
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Aesthetics



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115



COX

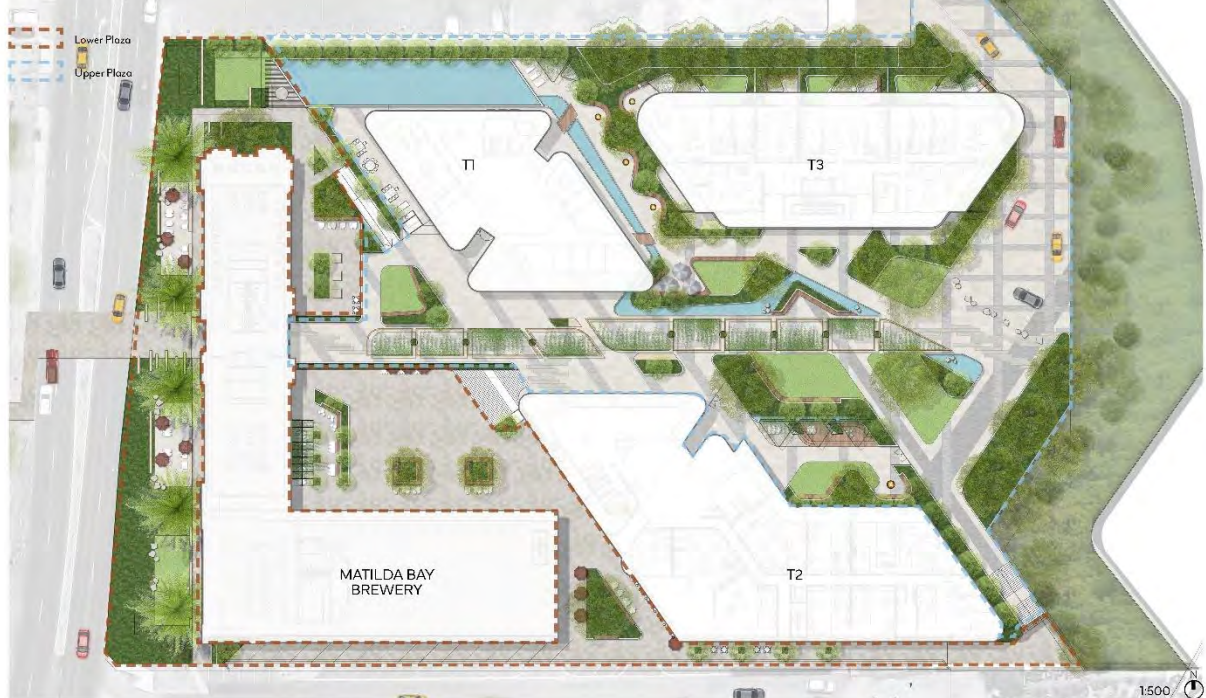
122



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123

Landscape Masterplan



See Design Studio

Matilda Bay Brewery

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Detail Plan 01

Legend

- 01 Level pedestrian crossing
- 02 Precinct forecourt
- 03 Stirling Highway alfresco
- 04 Existing tree to be retained
- 05 Raised planting bed
- 06 Stairs
- 07 Reflection pond
- 08 Seating
- 09 Stone plinths
- 10 Lawn

MATILDA BAY BREWERY

Refer to detail plan 02

1:250

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ASSESSMENT OF HERITAGE IMPACT

The purpose of this section is to assess:

- How the proposed development at the site of the Matilda Bay Brewing Co. (fmr) – 130 Stirling Highway will impact on the significance of the place and the North Fremantle Precinct Area;
- What measures are proposed to ameliorate any adverse impacts of the proposed development; and
- Will the proposed development result in any heritage conservation benefits that might offset any adverse impacts.

The impact has been assessed against the following criteria and documentation:

- 7.1 Design Criteria;
- 7.2 Cultural Heritage Values;
- 7.3 Draft Local Planning Policy 3.6 - Heritage Areas

A draft Local Planning Policy 3.6 for Heritage Areas was provided to SCA by the City of Fremantle on 10 March 2022. The City of Fremantle has granted permission to use this draft Local Planning Policy to assist with preparing this Heritage Impact Statement but notes that, as a draft document, it is subject to change.

7.1 DESIGN CRITERIA

To achieve a successful development that is compatible with an area of cultural heritage significance the following design criteria are considered appropriate:

- Scale;
- Form;
- Siting;
- Materials and colour; and
- Detailing.

These criteria are defined below and a comment on the proposed Matilda Bay Brewing Co. (fmr) site development against the criteria.

Scale

The scale of building is its size in relation to surrounding buildings or landscape. New design should recognise the predominant scale; including height; bulk; density and grain of the setting and then respond sympathetically.

Assessment of Heritage Impact

Workshop Wing

The remaining workshop area to the rear of the existing Office Building is proposed to be removed. This existing area has a sawtooth roof and large trusses. Although this area has been previously modified to a large extent its removal will have some impact upon the scale of the existing building.

Office Building

The east (rear) elevation of the Office Building is being altered to accommodate the new use. The proportions of the front facade of the Office Building are being used in the design of the new eastern elevation of the building. Noting that the east elevation has previously been enclosed and has also previously been modified to suit changing needs; and considering that the scale and proportions of the front facade will be used in the design of the new eastern elevation the impact on the cultural heritage value is considered to be sympathetic and acceptable.

Upper Level Additions

The following addition of levels have been proposed to the existing Office Building and Factory Building:

- An upper level alfresco pavilion (RL22 00) addition is proposed to the existing Office Building; and
- An upper level (RL22 00) is proposed to the internal area of the existing Factory Building.

Office Building

The proposed upper level alfresco pavilion addition to the existing single storey Office Building will increase the overall height of the original building along Stirling Highway.

The proposed alfresco pavilion is set back from the existing parapet wall and roof line of the Office Building. This setback ensures that the parapet wall of the Office Building remains unchanged.

The Office Building still maintains its positioning, presence and presentation to Stirling Highway. Therefore, the impact of the upper level alfresco pavilion addition to the Office Building is considered to be acceptable.

Factory Building

Partial demolition to the existing Factory Building is proposed. Demolition works include the removal of the 1947 addition and approximately 3.6 meters of the original fabric. The majority of the 1929 Factory Building is being retained and this retention will influence the scale to Coventry Parade and this is considered to be acceptable.

Form

The form of a building is its overall shape and volume and the arrangement of its parts. New design should be sympathetic with the predominant form of its neighbours.

Assessment of Heritage Impact

The proposal is divided into five distinct building forms. The existing Office and Factory Building and the three new residential tower developments.

The addition of the alfresco pavilion to the existing Office Building assists in counterbalancing the more dominant height of the adjacent Factory Building.

The strong horizontal lines of the Office Building are being maintained with the alfresco pavilion design following these lines.

The simple and contemporary roof form of the proposed alfresco is sympathetic towards the existing built fabric and is considered acceptable.

The overall form and rhythm of the front facade of the Office Building is being used as a design base for the new eastern elevation of the building. Considering that the overall form of the front facade will be referenced to the new eastern elevation the impact on the cultural heritage value is considered to be sympathetic and acceptable.

Siting

New buildings in a valued historic context should add sympathetically to the local streetscape and the grain of the area. The qualities of the streetscape can be reinforced by conforming to existing front and side setbacks and the general location of new buildings on site and the complementary treatment of street edges.

Assessment of Heritage Impact

The site of the Matilda Bay Brewing Co. (fmr) is a large area. The new towers are setback from the significant buildings and the significant front elevation and corner. The proposal clearly illustrates the siting of the three new building forms.

Office Building

An elevation drawing locating the 2No. lower sills to be removed on the west elevation of the Office Building needs to be developed. This elevation should also locate the entry points to the Office Building from Stirling Highway.

Streets + Laneways

Existing streets and planned laneways are considered and incorporated within the development. Access to the proposed car park is located along McCabe Street.

New Towers

Tower 1 is located towards the north-west corner of the site and to the rear of the existing Office Building. The tower is set back from the existing Matilda Bay Brewing Co. (fmr) Building and McCabe Street.

Tower 2 is located towards the south-east corner of the site and to rear of the existing Factory Building. The tower is set back from the existing Matilda Bay Brewing Co. (fmr) Building and Coventry Parade.

Tower 3 is located towards the north-east corner of the site and to east of Tower 1. The tower is set back from Coventry Parade.

The siting of the new residential towers has a large setback from the existing Office Building and Factory Building and therefore the siting, is considered acceptable.

Materials and Colour

Within a locality of consistent character there are usually predominant building materials, textures and ranges of colour, particularly in detail and decoration. Good infill buildings should recognise characteristic materials, textures and colours used locally and in adjacent buildings. These should be re-interpreted and incorporated as part of the new building.

Assessment of Heritage Impact

Matilda Bay Brewing Co. (fmr) Buildings

The proposal appears to use similar materials and colours from the existing buildings in the design of the new eastern facades to the Office Building and the Factory Building. The designs of the new eastern elevations to both buildings are sympathetic to the existing built fabric whilst allowing for new opportunities to activate the space from within and from the surrounding area.

Office Building

Similar materials and colours of the western

elevation have been utilised in the design of the new eastern elevation.

The upper level alfresco pavilion addition to the existing Office Building reflects the use of modern materials such as glass and steel. In combination with its simple form, the use of modern materials and muted colours show an appropriate level of restraint and is considered to be sympathetic to the cultural heritage value of the place and is acceptable.

The materials also assist in differentiating the contemporary pavilion design from the existing buildings.

Further clarification on the type of colour schemes and material palette should be provided to confirm this prior to Building Permit stage.

Factory Building

The new eastern elevation to the Factory Building, is proposed to have a new gable end to match the profile of the roof and heritage fabric of the existing building. The use of similar material and colour is considered to be sympathetic and acceptable.

New Towers

The proposed contemporary material palette of the residential towers is a feature of the design. The 3D rendered perspective of the towers illustrate constructions featuring large expanses of glazing with clearly delineated floor to ceiling lines. The anodized aluminium operable louvre systems are located to sections of the facades of some externals, indicating a form of a sun shading device.

The colours for all three towers are illustrated on the 3D rendered perspectives and it is acknowledged that they are indicative only at this stage of the application.

Detailing

Common details within an area establish neighbourly resemblance and contribute to its special character. Details that contribute to the character of a conservation area or heritage item should be identified. They can inform or inspire the design of the new building.

Modern details can reinterpret traditional details and create new relationships between old and old. Contemporary detailing of materials and junctions can provide levels of visual interest that contribute positively to the character of a place.

If an area has a consistent planting scheme or plant

types, new planting schemes should recognise and reinforce their height, form and character.

Assessment of Heritage Impact

Office Building

The rhythm and proportion of the western facade of the Office Building are to be repeated to the new eastern elevation.

The openings to the new east elevation of the Office Building follow the same pattern as its existing western elevation. The details to the parapet wall and pediment are similar to the new east elevation and is considered to be acceptable.

The simple and refined detail of the upper level alfresco pavilion addition to the Office building is respectful and sympathetic to the cultural heritage values of the place and is considered to be acceptable.

Factory Building

The internal upper level addition is set back from the glass perimeter within the Factory Building to ensure that the facade of the existing Factory Building will remain predominantly unchanged. This design outcome is considered to be desirable.

Further elevation drawings showing the detail of the new east elevation should be developed and provided for comment. However, what is currently proposed, appears to be similar to the details of the gable end to the west elevation with some alterations. The aim of the new east elevation is to 'reanimate' and 'activate' the building by creating secondary and tertiary entry points and proposing a significant architectural upgrade.

This overall approach for the east elevation is appropriate with little impact on the cultural heritage values and is considered acceptable.

New Towers

Detailing to a large development is a process that continues throughout the documentation phase of a project. The proposal provides references to future detailing; however, the detail intent is evident. The glass facades and clearly delineated floor to ceiling lines of the high-rise towers are an example of one of those details. This approach is considered to be acceptable.

Landscaping

The landscaping proposed to the front of the Office Building and Factory Building adopts a neutral palette using natural earthen hues. The soft and warm tones of the range of species selected are considered to be acceptable and complimentary.

The landscaping proposed to the front of the Matilda Bay Brewing Co. (fmr) does not obstruct the view lines to and from the existing Building. This is considered to be desirable.

The existing palm trees to the front of the Office Building are to be retained. This design outcome is considered to be desirable.

Interpretation Plan

There is an opportunity within the development application to incorporate sophisticated interpretation as part of the final detailing. This is best captured through an Interpretation Plan.

Noting that further detailing will be developed as the project documentation progresses it is considered that the design intent and the reference to detailing is deemed acceptable from a heritage perspective.

7.2 CULTURAL HERITAGE VALUES

A draft heritage assessment for this place was prepared for HCWA in November 2007 by Hocking Planning & Architecture and Prue Griffin, Historian. It was subsequently amended in April 2008 by the HCWA staff and/or the Register Committee. This April 2008 document is reproduced below.

HCWA has granted permission to use this assessment but notes that, as a draft document, it is subject to change.

The following criteria was adopted by HCWA in November 1996 to determine the cultural heritage significance of the place:

- Aesthetic Value;
- Historic Value;
- Scientific Value; and
- Social Value

These criteria are defined below and a comment on the proposed Matilda Bay Brewing Co. (fmr) site development against the criteria is provided as a comment.

Aesthetic Value

Matilda Bay Brewing Company Building is a good example of the stylistic elements of the Inter-War Functionalist style, with simple geometric shapes, asymmetrical massing and steel framed windows. (Criterion 1.2)

Matilda Bay Brewing Company Building has considerable landmark value because of its

imposing physical presence on a prominent site on Stirling Highway. The minimal planting in the landscape accentuates the physical presence of the building. Its presence on the east side of the highway compared to the generally open landscape on the west makes these buildings particularly prominent on the streetscape. Its strong design lines are intended to attract attention and give an impression of solidity and permanence. The consistency of form with the other Ford Assembly Plants in Australia and in the United States promotes the philosophy of reliability and permanence of the company. (Criterion 1.3)

Matilda Bay Brewing Company Building has significance as an important element in the industrial landscape of North Fremantle. Specifically it is an important element in the Stirling Highway streetscape as it demonstrates the industrial practices in North Fremantle both past and present. (Criterion 1.4)

Assessment of Heritage Impact

The heritage value of the subject site is assessed to be aesthetically pleasing and containing an intact Inter-War building. Matilda Bay Brewing Co. (fmr) Buildings have been assessed as having considerable landmark value because of their imposing physical presence on a prominent site on Stirling Highway. The 1929 Office Building and Factory Building are being retained and will still display their landmark value and remain an important industrial style element in the Stirling Highway streetscape. Although partial removal of building fabric is proposed, it is to the rear of both the Office Building and the Factory Building. The identified landmark values are being retained.

The proposed redevelopment and adaptation to the existing Matilda Bay Brewing Co. (fmr) Buildings and site aims to reinforce the aesthetic quality of the place as a landmark to the broader precinct area of North Fremantle.

The proposed east elevations of the Office Building and Factory Building retain the existing forms, proportion rhythm and detail of the building and is considered to be sympathetic to the aesthetic cultural heritage value of the place.

Historic Value

Matilda Bay Brewing Company Building demonstrates the development of North Fremantle during the 20th century. The mix of industrial and residential uses in close proximity is characteristic of the area. (Criterion 2.1)

Matilda Bay Brewing Company Building is associated with Federal Government practices during World War II and in the post war period. It was requisitioned as a factory for the manufacture of military equipment and in the post war period it was a workplace for new migrants. (Criterion 2.2)

Matilda Bay Brewing Company Building demonstrates two key business activities in Western Australia. The first is the assembly of motor cars when local motor car assembly was a viable business. The second is the development of the micro brewery in Western Australia. Matilda Bay Brewing Company Building is associated with one of the most successful small traditional breweries in Australia, which helped to change the existing practices of manufacture and retailing of beer in the 1980s. (Criterion 2.2)

Matilda Bay Brewing Company Building is associated with the founders of the Matilda Bay Brewery, Phillip Sexton and Gary Gosetti, who changed the marketing and retailing of traditionally brewed beers in Western Australia. (Criterion 2.3)

The place was designed by the prominent architectural firm Oldham Boas Ednie-Brown who were significant to the development of architectural practice in Western Australia. (Criterion 2.3)

Matilda Bay Brewing Company Building is significant for its demonstration of an industrial use of the Inter-War Functionalist style. (Criterion 2.4)

Assessment of Heritage Impact

The historic values of the Matilda Bay Brewing Co. (fmr) Buildings demonstrates the development of North Fremantle during the 20th century. The mix of industrial and residential uses in close proximity is characteristic of the area.

This value is arguably being reinforced by providing a mixed use development that will provide an increase in residents and the demand for services that are required from a local centre.

The development of an interpretation plan that inspires engagement and relevant interpretation throughout the development will assist with the reinforcement of the historic heritage values of the place.

Scientific Value

Assessment of Heritage Impact

No evidence has been identified related to scientific heritage values.

Social Value

Matilda Bay Brewing Company Building is valued for its contribution to the Fremantle community and the wider community's sense of place as evidenced by its inclusion on several heritage lists, including the Municipal Inventory of Heritage Places; National Trust of WA; Art Deco Significant Building survey; and the Survey of 20th century buildings. (Criterion 4.2)

The place is valued for its close association with the many people who worked there. Some of whom were migrants establishing themselves in a new country and others contributing to the establishment of new endeavours in Western Australia. (Criterion 4.1)

The place demonstrates how work places have evolved from simple open spaces to more sophisticated environments such that this place is no longer economically viable as a factory. (Criterion 4.1)

Assessment of Heritage Impact

The social values of Matilda Bay Brewing Co. (fmr) relate to the former uses and workers, including the migrant community who worked there. The former factory assembly for motor vehicles and brewery use are key social values.

The integration of commercial uses to support a proposed residential community in the development assists with a continuance of the social values related to workers and residents of the site and the broader area.

The proposed uses and a commitment to interpretation will ensure that this value is addressed to a satisfactory level.

The social values relate to the different uses of motor car assembly, requisition for a World War II factory and a micro brewery. The ongoing social values will be respected through the new commercial business activity.

As social values are an important heritage value related to the site a commitment to the interpretation of these values is considered appropriate.

7.3 DRAFT LOCAL PLANNING POLICY 3.6 - HERITAGE AREAS

A draft Local Planning Policy 3.6 for Heritage Areas was provided to SCA by the City of Fremantle on 10 March 2022. The City of Fremantle has granted permission to use this draft Local Planning Policy to assist with preparing this Heritage Impact Statement but notes that, as a draft document, it is subject to change.

The policy, under Clause 3 of the Deemed Provisions of the Planning and Development (Local Planning Schemes) Regulations 2015 ('Deemed Provisions') allows local government to prepare a local planning policy in relation to any matter related to the planning and development of the scheme area.

Clause 9 of the Deemed Provisions provides the ability for local governments to designate heritage areas where special planning control is needed to conserve and enhance the cultural heritage significance and character of an area to which the planning scheme applies. It also stipulates a requirement for a local planning policy to be prepared for any heritage area adopted under a planning scheme. Clause 8 of the Deemed Provisions makes separate provision for places with individual heritage significance (as well as or instead of the collective significance of an area) through the establishment of a Heritage List.

Whilst these development guidelines have been referenced to assist with the analysis of the proposal it is acknowledged that the City of Fremantle has adopted a draft LPP for the site that will be used as the basis to determine future development applications.

The Policy identifies the levels of contribution of all properties contained within the Heritage Area. The Matilda Bay Brewing Co. (fmr) is identified as having a significant contribution to the cultural heritage values of the Heritage Area.

The following design guideline sections relate to future development for Matilda Bay Brewing Co. (fmr) within the North Fremantle Precinct Area:

- 3.1 Conservation
- 3.3 Change of Use
- 3.4 Demolition
- 3.5 Additions and Alterations
- 3.6 Infill Development (New Building)

These guidelines, are defined below and a comment on the proposed development against the guideline is provided as a comment

3.1 Conservation

3.1.1 Intent

Conservation is the process of managing change to a place in such a way that its cultural heritage significance is retained. This involves routine care and maintenance but may also require more significant adaptation at some stages of a building's life. Conservation means all the processes of looking after a place to retain its cultural significance and can include maintenance, preservation, restoration, reconstruction and adaptation. It is recognised that adaptation of heritage buildings for appropriate new uses is an important way of ensuring their continued viability and safeguarding their long-term future. However, the need for change should always respect the underlying requirement to conserve heritage significance.³

Assessment of Heritage Impact

The Office Building and Factory Building are being retained. There is some removal of building fabric as part of managing the proposed change to the broader site. All the processes of conservation will be engaged, with the overall outcome being the significant buildings being retained, conserved and still presenting to the significant Stirling Highway and Coventry Parade streetscapes.

Detailed as existing elevations and proposed drawings will need to be provided to clearly identify all of the items of the existing built fabric for conservation and/or alteration to be made.

The details of the east elevation of the Office Building and Factory Building will need to be included in the documentation as the overall project develops.

The interpretation of the Workshop Wing will need to be included in the documentation as the overall project develops.

The removal of the lower sills to 2No. windows to the west elevation of the Office Building is considered to be acceptable. It aims to keep the repetition and proportion of the openings to the facade whilst providing better accessibility to the building and site. This adaptation is considered to be acceptable.

The rhythm and proportion of the west elevation of the Office Building are included in the design of the new east elevation. The same material palette is proposed. This approach is considered an acceptable outcome.

³ City of Fremantle Draft Local Planning Policy 3.6 Heritage Areas, prepared by City of Fremantle (Page 3-4)

The addition of the upper level alfresco pavilion to the existing Office Building and upper level addition to the existing Factory Building will improve the connectivity between the two buildings and is sympathetically designed and considered acceptable.

The proposed internal upper level addition is set back from the glass perimeter of the Factory Building to ensure that the existing facade remains predominantly unchanged. This design consideration is considered acceptable and is encouraged.

The removal of the 1947 extension to the rear of the Factory Building may be considered to be intrusive as a conservation measure. However, the existing gable end is not significant as it is a steel clad utilitarian facade that was built following a previous demolition. The proposed east elevation gable end aims to reanimate the existing blank east elevation and it is considered to be appropriate as it follows the roof line and details of the existing heritage fabric.

3.3 Change of Use

3.3.1 Intent

The use of a heritage place, or a group of places within a heritage area is often intrinsically linked to its historical evolution and heritage significance. Generally, the retention of original or long-associated uses is encouraged, however it is acknowledged that, as places evolve over time, the use of heritage places may also need to change. An empty, disused heritage place is more likely to deteriorate at a quicker rate, be subject to vandalism and lose its relevance to the local community. As such, one of the most effective ways to retain the heritage significance of a place or a heritage area is to ensure it has an ongoing, compatible and viable use. Introducing new building services as part of a use change can potentially disturb large portions of significant fabric and it is important that these are carefully considered when adapting places of heritage significance for new purposes.⁴

Assessment of Heritage Impact

The proposal illustrates a change of use from an industrial site (Matilda Bay Brewing Co. (fmr)) to a mixed used precinct with residential, community and commercial uses.

The development proposes commercial uses to the Office Building and Factory Building to support the new residential development proposed to the rear

of the lot. The uses proposed to the Office Building and Factory Building include the introduction of taverns, restaurant bars, function rooms and an open provided area. Supporting the commercial activity proposed to the significant buildings are also public spaces located to the immediate surroundings. The public spaces are intended to encourage place activation through community gatherings.

A central public plaza will serve as a community gathering area to the site.

Car parking is proposed to the basement level, ground level and podium level, and is serviced by elevators and stair cases connecting the upper and lower levels.

The proposal is cognisant of the significance of the site for its contribution to the Fremantle community and the wider community's sense of place. It intends to reinvigorate the site by introducing new opportunities for increased local commercial businesses to be introduced to the wider area and an option to service the high demand for residential properties within the Precinct Area. Therefore, it is considered that the change of use is considered to be acceptable.

3.4 Demolition (applicable to contributory places only)

3.4.1 Intent

Demolition is a permanent change that cannot be reversed: even removal of places with lower levels of individual heritage significance can cumulatively undermine the significance of a heritage area.

Demolition applications will be assessed against Clause 4.14 of Local Planning Scheme No. 4, with the following providing additional guidance.

Assessment of Heritage Impact

The Office Building and Factory Building are being retained. There are two areas of demolition being proposed:

1. The workshop area to the rear of the Office Building. The workshop has a saw tooth form with timber trusses. This area has been previously modified and sections of the workshop have been previously demolished. It is proposed that measures to carefully remove the trusses and reuse them as part of an interpretive outcome in the public open space area of the project is recommended.
2. The 1947 extension to the Factory Building is to be demolished. The 1929 section of the

⁴ City of Fremantle Draft Local Planning Policy 3.6 Heritage Areas prepared by City of Fremantle (Page 5-6)

Factory Building, which is the same form and materiality, is being retained and conserved. The new east elevation to the Factory Building will respect the form and proportion of the existing structure and will be a contemporary infill to encourage people to enter the site.

Matilda Bay Brewing Co. (fmr) as an individual place has been assessed as contributing to the North Fremantle Precinct Area. As a contributory place some demolition to sections of the building will enable the functioning of new uses and ongoing occupation of the place. The extent of the proposed demolition and the ameliorating actions are considered appropriate.

3.5 Additions and Alterations (to existing buildings)

3.5.1 Intent

When altering or adding to a place with heritage protection, the goal is for an outcome that does not reduce the cultural heritage significance of the place (whether this significance is individual to the site, or part of the broader significance of the area) and ideally, enhances it. This generally involves changing as little as possible but as much as necessary in order to retain the cultural heritage significance of the place and maintain its utility. Because the significance of each place and its context is different, assessment of the suitability of proposals requires that each proposal should be assessed on its own merits.

NOTE: The following guidance focusses on residential development within heritage areas however the principles and much of the guidance are more broadly applicable. These provisions work in conjunction with other provisions of the planning scheme, including the Residential Design Code, and apply to be contributory and non-contributory places.⁵

Assessment of Heritage Impact

The proposed development, located at Matilda Bay Brewing Co. (fmr) is a high quality contemporary response to development within a broader Heritage Area. The proposal is distinctive and creates three new residential buildings, a central plaza and adaptation to the existing significant buildings. The proposal introduces sympathetic design considerations to enhance the heritage buildings.

Further details to provide clarity on the colours and materials schedule is to be provided.

It is assumed that the guidelines were not prepared with a proposal of residential tower developments in mind. The proposed 3 Towers are inconsistent with the policy guidelines for new development and additions to contributory buildings.

The upper level alfresco pavilion addition to the Office Building is a well considered design. The addition adopts a simple form and integrates the use of modern materials that do not compete or detract from the aesthetic value of the existing fabric of the significant heritage buildings. The addition of the alfresco pavilion will also enable an increase in capacity of commercial areas that will attract and support community engagement and the ongoing use of the significant buildings.

3.6 Infill Development (New Building)

3.6.1 Intent

New buildings within a heritage area should respect and complement the heritage significance of the area. A respectful design approach gives special consideration to the siting, scale, architectural style and form, materials and finishes of the proposed development in relation to its neighbours, without copying historic detailing or decoration. New infill buildings should respond sympathetically to the heritage values of the heritage area as a whole, and also to that part of the heritage area in the vicinity of the proposed development. Imaginative, well designed and harmonious construction is encouraged. Professional architectural services can be of great assistance in formulating appropriate designs.⁶

Assessment of Heritage Impact

For the purpose of commenting on this guideline the new development to the proposal has been assessed as infill development.

The intent of this guideline is that new buildings should respect the siting, scale, architectural style and form, materials and finishes of the existing significant buildings.

The three residential towers have been sited and designed acknowledging and respecting the existing Office Building and Factory Building. There is sufficient public open space to enable the existing buildings to retain their curtilage and to be appreciated externally and internally.

The design of the towers is contemporary with their own design aesthetic and does not mimic or confuse the industrial aesthetic of the existing buildings.

⁵ City of Fremantle Draft Local Planning Policy 3.6 Heritage Areas: prepared by City of Fremantle (Page 6-13)

⁶ City of Fremantle Draft Local Planning Policy 3.6 Heritage Areas: prepared by City of Fremantle (Page 13-16)

The towers are clearly of a higher scale than the existing buildings on site. This height enables a clear separation between the towers and the existing lower scale buildings. Whilst scale does have an impact on the lower industrial style buildings on site this impact has been ameliorated by the quality of the design of the higher residential towers and the proposed new uses to the existing buildings that will ensure their ongoing use, conservation and maintenance.

This Heritage Impact Statement (HIS) has been prepared by Stephen Carrick Architects for Parcel Property, to assist with the consideration of the proposed Development Application for the conservation and future use of the former Matilda Bay Brewing Company site located at 130 Stirling Highway, North Fremantle. This report focusses on assessing the impact of the proposed development on the cultural heritage values of the place.

Parcel Property is acting on behalf of the owner 3 Oceans Property Pty Ltd.

The Matilda Bay Brewing Co. (fmr), comprises of a 1929 Inter-War Functionalist architectural style single storey administration and office building and an attached large volume former. The single storey office area is a painted masonry building oriented north-south on the site. Its frontage addresses Stirling Highway and features a centrally located entrance.

The large volume factory, formerly known as the Ford Factory, is constructed of masonry with large expanses of small pane windows in a steel frame. The building is oriented east-west on the site with the factory frontage addressing Stirling Highway and the side elevation addressing Coventry Parade. The frontage features a large pyramidal shaped parapet wall extending from ground floor to roof height, 3 bays of fixed windows - with 2 side bays being narrower than the central bay.

There is a sign to the front of the building, along Stirling Highway which reads, "Matilda Bay Brewery" on one side of the sign and "Matilda Bay - Brewing Company" on the other.

The cultural heritage values of the place are:

- Aesthetic;
- Historic; and
- Social

The primary significance is summarised by :

- Architectural style;
- Landmark prominence;
- Stirling Highway and Coventry Parade streetscapes;
- Industrial history with Ford Motor Company and Matilda Bay Brewing Company.
- Association with former workers

The proposed redevelopment and adaptation is a mixed use precinct with residential, community and commercial uses.

The following describes the main changed proposed to the existing building:

- The two major existing buildings on site are to be retained with adaptation proposed to the interior and some alterations to the exterior of the existing buildings.
- The east elevation of the office building is being altered to accommodate the new use.
- The Workshop Wing Building is proposed to be removed.
- Partial demolition to the east end of the former Ford Factory building is proposed to accommodate a new high-rise residential complex.
- An upper level alfresco pavilion addition (RL 22 00) is proposed to the existing office building. A new internal level is also proposed to the Factory Building and can be accessed via the alfresco pavilion addition to the office building.
- An elevated platform extending west-east linking the upper level of the office building to the Upper Plaza Level (RL 22 00).

The new development proposed has a contemporary architectural style and is sited to the rear of the existing office and factory building. The new development includes the following:

- The development of 3 distinct high-rise residential towers of various heights and residential facilities and amenities;
- Proposed levels of car parking; and
- Proposed landscaping to the Upper Plaza Level to create a centralised public realm.

The proposed development is presented as six distinct components:

1. Existing Factory Building;
2. Existing Office Building;
3. Car parking and Landscaping;
4. Tower 1;
5. Tower 2; and
6. Tower 3

For clarity and consistency, the levels proposed to the site are as follows:

- Basement Level (RL13 00) - below ground level
- Ground Level (RL16 00) - ground level (GL)
- Podium Level (RL19 00) - above GL
- Upper Plaza Level (RL22 00) - above GL

The levels proposed to the new residential towers are as follows:

Typical Floors 1-4
 Typical Floor 5
 Typical Floors 6-8
 Typical Level 9
 Typical Level 10
 Typical Level 11
 Typical Level 12-13
 Typical Level 14-15
 Roof Plan

The Matilda Bay Brewing Co. (fmr) is included in the City of Fremantle's Heritage List and Local Heritage Survey (Municipal Heritage Inventory) as a Management Category 1B - Conservation is Required.

This Heritage Impact Statement has been prepared in line with best practice and to satisfy the requirements for a Development Application for a place included in the Local Heritage Survey.

The place's cultural heritage values; specific design criteria and the draft local planning policy 3.6 - Heritage Areas have been used to assess the impact of the proposal.

Following the assessment of the impact of the proposal the consultant's professional opinion is:

1. The retention and adaptation of the Office Building and Factory Building are an important and positive conservation outcome for the site.
2. The proposal for the Office Building and the Factory Building maintain the building's scale, form and landmark values and their positive contribution to the Stirling Highway and Coventry Parade streetscapes.
3. The removal of the Workshop Wing to the east of the Office Building and the partial demolition to the east end of the Factory Building are proposed to address user requirements for the adaptation of the existing buildings and to allow the siting of the new development.

4. The aesthetic and landmark values of the existing buildings are being retained and views to and from these buildings from Stirling Highway and Coventry Parade are being maintained.

5. As new uses are being proposed to the site there are opportunities to celebrate the historic and social values through relevant interpretation that engages the visitor.

6. The proposed public spaces will allow the community and visitors to appreciate the architecture of the existing buildings and to utilise and activate the site.

7. In relation to the existing buildings it is acknowledged that the new residential towers are of a much high scale, however, the well considered siting to the rear of the existing buildings and the architectural design and detail of the form will result in the significant buildings retaining their presence in the streetscape.

8. The proposed uses for the existing buildings have a public use and will enable community engagement with the site.

9. In our professional opinion the proposal sympathetically considers the cultural heritage values of the existing buildings and site and offers an opportunity for these values to be promoted and celebrated in the future.

RECOMMENDATIONS

Following the assessment of the impact of the Development Application proposal on the cultural heritage values of the Matilda Bay Brewing Co. (fmr) it is recommended that consideration is given to the following actions:

1. This Heritage Impact Statement should be considered by the client. If accepted by the client, this HIS should form part of the overall Development Application.
2. This Heritage Impact Statement should be considered by the City of Fremantle.
3. A detailed updated Archival Record of the overall site should be prepared in accordance with the Heritage Council Guideline to Archival Records and submitted for approval prior to an application for a Building Permit.
4. An interpretation plan associated with the proposal should be developed in accordance with the Heritage Council Guideline to Interpretation and submitted for approval to the Local Government prior to an application for a Building Permit.
5. Further investigation and consideration of the interpretive approach for sections of the sawtooth roof and trusses behind the Office Building, should be developed and submitted for approval to the Local Government prior to an application for a Building Permit.
6. The existing 3No. brewing vats in the Factory Building are to be retained. The floor plans to this section of the building are to be confirmed. Further clarification on the retention, treatment and interpretation should be undertaken and submitted for approval prior to an application for a building permit.
7. Further details and samples on the materials and colour selection should be submitted for approval to ensure compatibility with the existing buildings prior to an application for a Building Permit.
8. The detailing of the proposed pavilion structure to the roof of the Office Building needs to be further developed to ensure the design and heritage values of the Office Building are maintained and the existing streetscape qualities are maintained. This is to be submitted to the Local Government for approval prior to an application for a Building Permit.
9. Following approval of the Development Application the detailed design of new openings, junctions of old and new should be clarified and documented and provided to the Local Government for approval prior to an application for a Building Permit.
10. The detailing of the proposed gable end to the new east elevation to the Factory Building; and the detailing of the new east elevation to the Office Building need to be further developed to ensure that the design and heritage values of the buildings are maintained. This is to be submitted to the Local Government for approval prior to an application for a Building Permit.

City of Fremantle Local Planning Policy area D,G,N7 for the North Fremantle Foreshore Plan

City of Fremantle Local Planning Policy 3.11 for the McCabe Street Area, North-Fremantle Height of New Buildings

City of Fremantle Local Planning Policy 2.20 Discretion to Vary Local Planning Scheme Site or Development Requirements for Heritage Purposes

City of Fremantle Draft Local Planning Policy 3.6 - Heritage Areas

Archival Record prepared by Stephen Carrick Architects (September 2011)

Feature Survey Plans - Job No. 2002985 - Plan FS - DRG 001 - Rev A (3 Drawings) prepared by Land Surveys (February 2022)

Matilda Bay Brewery Architectural Drawings Set Final - Issue for Development (25 pages) prepared by COX Architecture (16 May 2022)

Matilda Bay Brewery 10 Principles Report (125 pages) prepared by COX Architecture (13 May 2022)

Brewery Only - Short.3dm - 3D Model of Matilda Bay Brewing Co. (fmr) prepared by COX Architecture (March 2022)

Matilda Bay Brewery Development Application Stage 3D Model prepared by COX Architecture (23 March 2022)

Matilda Bay Brewery Landscape Architecture - Development Application Report prepared by See Design Studio Landscape Architects (07 April 2022)

State Heritage Office InHerit Database

A Guide to Heritage Impact Statements 2020, State Heritage Office.

APPENDIX A

The following section has been sourced from the Documentary Evidence prepared by Historian Jacqui Sheriff in June 2011.

CONDITION

Matilda Bay Brewing Company Building is generally in good condition. It has been subject to regular maintenance and will continue to be maintained in the remaining period of occupancy by the leaseholder.

The administration section of the building has some minor areas of plaster deterioration in the ceiling and upper walls of the original administration offices. Above the external main entrance to the building a box gutter is deteriorated causing some minor water damage.

The place has been subject to regular maintenance in the past ensuring its good condition. Ongoing use of the administration offices will be supported by regular maintenance.

INTEGRITY

Matilda Bay Brewing Company Building has a high degree of integrity because the original structure and external features are still intact. It is possible to comprehend the factory area as a car assembly plant or brewery because the factory space was fundamentally open space and equipment would have changed within it. The administration offices have been altered but could be easily restored as the changes consisted mainly of installing and removing partitions.

The current use of the administration area is consistent with its previous functions. The factory space is intended to remain vacant for some years and it is important that the structure be maintained. The potential for vandalism and decay through lack of use or poor maintenance is to be guarded against.

AUTHENTICITY

Matilda Bay Brewing Company Building has high authenticity as the majority of the original fabric is intact.

The external fabric of the place is consistent with the original design with minor alterations to the main façade facing Stirling Highway. The Coventry Street elevation has been modified by the interchange of original and adaptive sheet walls of glass.

Internally there have been modifications to the interior of the administration building which have not greatly altered the original functions. The factory area continues to provide the large volume of space for industrial use.

The extension of the factory space with similar roof trusses and cladding is consistent with the original design and has not impinged on the original fabric. It is also possible to distinguish between the original fabric and later additions by the different materials used in the trusses. Timber was used in the original and steel in the latter.

The addition of a mezzanine level in the original crane bay of the factory space was part of the 1989 modifications to create the brewery to support the brewing kettles. The kettles are a key element in the understanding of the site as a brewery, should these kettles be removed then the mezzanine level is of minimal significance and could be removed to enable the original form as the crane bay to be revealed.

4.4 DOCUMENTARY EVIDENCE

Matilda Bay Brewing Company Building is an industrial complex consisting of a single storey brick and iron administrative wing attached to a steel and timber framed and saw toothed open factory space clad with corrugated iron and glass. The buildings are located within a site that is predominantly paved with some landscaping on the verge facing Stirling Highway. Local architects, Oldham Boas Ednie-Brown, designed the buildings in 1930 in the Inter-War Functionalist style for the Ford Motor Car Company, with a design influenced by Albert Kahn Architects' international work for Ford. The place underwent major additions and modifications in 1989 to accommodate a brewery.

Although Fremantle was settled quickly after white settlement in 1829, North Fremantle was slower to develop. Some minimal agricultural activity was recorded in the area in the early part of the 19th century but it was the good quality of the limestone in the area that saw the topography of the area change through extensive quarrying.¹ In the 1850s, allotments were surveyed in North Fremantle for the site of the first settlement of Pensioner Guards and other settlers gradually followed. The construction of the first road bridge in 1867 enabled greater settlement of North Fremantle.²

It is suggested that the first factory in the area was the tannery established on the rivers edge by the Pearse Brothers in 1871. The river provided water for industry and the primary form of transport for most of the 19th century. It was logical therefore that many industries clustered around the riverbanks including shipbuilding and associated businesses.³ For those living in the area the river also provided a good source of food.

It was in the 1890s that North Fremantle began to prosper following gold discoveries in the east of the colony in the 1880s. The Municipality of North Fremantle was gazetted in 1895⁴ and several community facilities and services followed.⁵ The completion of the railway bridge in 1881 secured the rail link between Perth and Fremantle. Construction of the Fremantle harbour created a demand for limestone, which was primarily sourced from the Rocky Bay and Buckland Hill areas, and a great influx of workers.⁶

Although touted by some as a 'desirable' residential address, North Fremantle did not achieve this goal until late in the 20th century. As Michal Bosworth writes 'North Fremantle's industries determined the social character of the suburb'.⁷ The industries present in North Fremantle were labour intensive; for example the work done by lumpers, wheat handlers, flour millers and iron workers. As Bosworth writes:

Before the wide availability of motor transport, most workers elected to live near their workplace, so the demographic growth spurt that can be detected in North Fremantle in the first two decades of the twentieth century can be explained in part by the growth in industry and employment opportunities. The fact that many houses remain from this period also indicates that the area was not widely inhabited by the well-to-do, for the houses have not been extended, demolished (except by the port authority), or otherwise changed until recently [1993]. Preserved by a comparative poverty of resources, North Fremantle exhibits in its domestic buildings relics of an earlier population which was largely employed locally.⁸

The area of North Fremantle in the early 1920s was attractive for industrial projects because of its location on the railway line to Perth, and its proximity to the Fremantle port and river. In addition, labour was readily available in the area or could commute by rail. Some commentators also noted that North Fremantle was sufficiently isolated between the river and ocean so as not to provide an eyesore or nuisance to Fremantle's major commercial and residential areas.⁹

The first Ford car, a Model A was imported to Australia in 1904. In Perth, the Ford dealer was Grave and Dwyer who held the franchise from c. 1909.¹⁰

¹ Bosworth, Michal *North Fremantle: Introduction and bibliography written for the North Fremantle Community, Parish Map Project*, 1993, p. 1.

² Robinson, James *North Fremantle: a changing environment* Murdoch, WA: Environmental Science, Murdoch University, 1987, p. 27.

³ Bosworth, *North Fremantle*, p. 3.

⁴ *ibid.*, p. 2.

⁵ HCWA database, place no. 01038 *North Fremantle Town Hall*. Robinson, *North Fremantle*, p. 30.

⁶ Robinson, *North Fremantle*, p. 30.

⁷ Bosworth, *North Fremantle*, p. 3.

⁸ *ibid.*, p. 4.

⁹ Robinson, *North Fremantle*, p. 35.

¹⁰ *ibid.*

From 1905 to 1925, Ford cars were imported to Australia through agents and distributors from the United States and Canada. Canada was a preferred option as tariffs did not apply to members of the Commonwealth. In 1919, Ford Canada established a branch office in Melbourne and on 31 March 1925, the Ford Motor Company of Australia was formed. Geelong was the site chosen for the main assembly plant. Assembly plants were also planned for Brisbane, Sydney, Adelaide and Fremantle.¹¹

The Ford Motor Company had been seeking a site to establish an assembly plant in Western Australia in the early 1920s and in 1925 leased a warehouse on the western, or ocean side, of the railway line at Leighton. These premises were the former Dalgety's old cooperative wool shed on the ocean side of the Perth to Fremantle Road.¹² The first plant manager was Charles A Kendall and Ossie Cranston ran the assembly line.¹³ At this site the Ford Motor vehicles were assembled from parts imported from overseas.

Complete motor car manufacture in Western Australia has never been economically viable because of the small population. Although importing finished vehicles would have been a reasonable alternative a national tariff on imported vehicle bodies was introduced in 1917. The standard practice was therefore to assemble motor vehicles from parts made elsewhere. Local car historian A John Parker writes about these early assembly practices and the firms that established the motor car industry in Western Australia;

Motor cars arriving in WA in a completely-knocked-down form (CKD) needed assembling. The smaller firms could only justify setting up 'walk-around' assembly lines and it appears most of Perth's new car dealers in the pre-1960 era used some form of CKD or 'walk-around' assembly. Alternatively, these firms used semi-knocked-down (SKD) assembly where components needed fitting before painting went ahead, with no welding, machining, etc, was needed at this level of assembly. Some even had a number of combinations of these, depending on their own resources and/or the nature of the vehicles they imported.

Adams Motors Ltd assembled Overland and Whippet cars at Hay St, Subiaco, in the 1920s; Comet Motors assembly workshop was on the corner of Axon and Hay Streets in Subiaco near Subiaco Football Oval where it made up Nuffield CKD vehicles; the Winterbottom Motor Co Ltd ran an assembly depot in Bulwer Street in the early 1920s, put its Dodge cars together at 199 St George's Tce (in Mill Street) in the late 1920s and Austin cars in the late 1940s; Mortlock Bros ran what it called an 'Assembly Station' in Murray Street, Perth, in the late 1930s; while Tivoli Garage assembled Lloyd-Hartnett cars in the back-to-back 873a Hay Street and 210 St George's Terrace properties in the 1950s.¹⁴

Ford Motor Company of Australia acquired the five acres of land in North Fremantle in May 1929. This was the original crown grant of the land and comprises Lot 220, an irregular shaped parcel of land with street frontage on Victoria Avenue (now Stirling Highway), Coventry Parade and McCabe Street. It is possible that McCabe Place originally separated the two halves of the lot as McCabe Place and Thompson Road are aligned.¹⁵ The parcel of land has been unchanged since it was created and has had only two owners.¹⁶

The purchase of the land by Ford was noted in the local press prior to the formalisation of the transaction. In the local building industry magazine, *Building and Construction* produced by the Master Builders, the following item appeared in February 1929:

North Fremantle Building Proposal

- ¹¹ Highlights of Ford Australia, from the Ford website www.ford.com.au accessed November 2007.
- ¹² The location of these premises is recorded as Leighton Street, North Fremantle running off Victoria Avenue in the Post Office Directories for this period. This street no longer exists.
- ¹³ The WA Ford Assembly Plant, unpublished document by A. John Parker. Unpaginated.
- ¹⁴ The WA Ford Assembly Plant, unpublished document by A. John Parker. Unpaginated.
- ¹⁵ Original Crown Grant Vol 1007/Fol 711, Landgate
- ¹⁶ Ford transferred the land to HLH Holdings the current owners in 1988 and it remains in their ownership although some details of the ownership have changed on the certificate of title.

A large block of land was purchased last Wednesday by the Ford Company, at the Public Auction held by the Lands Dept. Situated in the vicinity of the Implement works at North Fremantle, on the opposite side of the railway line to the existing Ford works, the new site is well suited to the construction of a spur line from the railway. The proposal of the company is to erect a large new structure, somewhat similar to the building of the same company in Brisbane. A conference is to be held at Geelong as soon as the General Manager (Mr H. C. French) returns from this state, at which an authorisation for an early commencement of the work is hoped to be obtained.¹⁷

It is apparent that the area was well suited for a number of other projects which were being developed in the area at approximately the same time. *Building and Construction* had a report in the February 1929 issue of the future CSR sugar refinery at Cottesloe Beach and in a later issue the Cottesloe Surf Life Saving premises was under discussion. In May 1929 it was also noted that the Cottesloe Flour Mill was to be replaced with brick.¹⁸ The North Fremantle Town Hall was also to undergo alterations and additions in late 1929 to plans prepared by architects Powell and Cameron.¹⁹ The other major motor assembly plant in Western Australia, the General Motors Holden plant, was located relatively close by in Mosman Park and had been in operation since 1926.²⁰

In June 1929, local architects Oldham Boas and Ednie Brown requested tenders for the preparation of the site in North Fremantle. Description of the work to be undertaken was as follows 'levelling and grading, and purchase and removal of stone so excavated, at factory site, almost opposite Leighton Station for the Ford Co'.²¹ Later in the same edition of *Building and Construction* a more lengthy description of the Ford project was provided:

Ford Company's Premises

Working drawings have been commenced by Messrs Oldham Boas and Ednie Brown, architects, in connection with the Ford Company's new premises opposite the Leighton Railway Station. The tenders for excavation and levelling the site have been called, and tenders for the construction of the building will be called later. The building will have a frontage of about 257ft to a siding. A spur railway line from the existing siding, which serves the Mount Lyell superphosphate works and the State Implement works, will be constructed. This will necessitate excavation to a depth of 31ft. From the Victoria Avenue alignment the premises will be set back about 50ft, and from the two side alignments about 15ft 6in. It is to be a steel frame construction, fireproof with brick paned walls, and a truss roof. Steel window frames, and steel frame trusses are to be used. The building to a depth of 24ft will comprise the administration offices. Provision will be made for a large reception hall and showroom space in the centre. Office partitions will be made of jarrah. A crane bay will be provided on the southern side of the building, to a width of about 66ft and a depth of about 200ft. This area will be served by a travelling crane. As far as possible local material will be used in the construction of the building.²²

Preparation of the site was undertaken by the firm Todd Bros for £1325. This was the lowest submitted price of a range of tenders up to £3176.²³

In August 1929, Oldham Boas and Ednie Brown requested tenders for the construction of the Ford Factory.²⁴ The tender of firm Finlay and Stoneman was accepted in the following week

¹⁷ *Building and Construction* 22 February 1929, p. 6.

¹⁸ *Building and Construction* 22 February 1929, p. 16; 1 March 1929, p. 16; and 17 May 1929, p. 17.

¹⁹ *Building and Construction* 28 June 1929, p. 16.

²⁰ Polizotto, Carolyn *The Factory Floor; a visual and oral record, 1900-1960* Fremantle Arts Centre Press, 1988, p. 231.

²¹ *Building and Construction* 14 June 1929, p. 11.

²² *Building and Construction* 14 June 1929, p. 17.

²³ *Building and Construction* 21 June 1929, p. 16.

²⁴ *Building and Construction* 9 August 1929, p. 11.

although the estimated cost of construction was not given. It was however noted that eleven tenders were submitted and the second lowest quote submitted was A. T. Brine & sons.²⁵

The design of the Ford Factory is ascribed to local architects Oldham Boas and Ednie Brown. However, from photographic evidence of other Ford sites in Australia, it is clear that a relatively consistent design was used. The design style owes much to American architect, Albert Kahn. Kahn's 1909 design of the Highland Park plant for Henry Ford was significant for the automotive industry and wider industrial practice, as the place where Ford developed his assembly line method of construction of the Model T. Kahn also designed the massive River Rouge Plant for Ford in 1917 which grew into the largest manufacturing complex in the US with a workforce which peaked at 120,000. Because of the success of his designs, characterised by large volumes of unobstructed space and light, Kahn was commissioned by other manufacturers in the United States and in it is claimed that by 1938 his firm was responsible for the 20% of all architect designed factories in the US. One of the most significant elements of his factory design that enabled the open space in the factory was the use of reinforced concrete.²⁶ This technique is not featured in *Matilda Bay Brewing Company Building*.

Historian for the Ford Company, Adrian Ryan, states that designs for the factories throughout Australia came from the United States with no alterations for local conditions. Consequently the trusses for the roof were apparently designed to withstand heavy snowfall.²⁷ This story is not supported by the physical evidence, which indicates that the structural system at *Matilda Bay Brewing Company Building* is consistent with the local conditions. The original plans do however feature steel trusses not timber which is the material used in the original construction. The original plans have no reference to an existing Ford design.²⁸

Construction of the Ford Factory progressed throughout 1929 and the factory opened in March 1930. The Model A motor car was the first vehicle assembled at the plant.²⁹ The vehicles were assembled from parts shipped from Canada in packing cases. The packing cases were apparently recycled by Kallis Bros as fruit boxes and Ford worker, Charlie Ren made toys from the timber for the children of Ford employees at Christmas.³⁰

A plan of the site in 1939 shows that the assembly plant building was roughly square in shape which is consistent with the original plans. The building was accessed by a wide path to the main entrance and a narrower path to the northern side of the building. It appears that the entire lot was fenced and a hedge was grown on the boundary facing Stirling Highway. There was vacant space behind the plant which was probably used for storage of finished vehicles, parts and equipment as shown by the photograph of the area in the 1950s.³¹ Tanks and bowsers are shown at the rear of the site in the 1939 plan and an oil tank was located in the south east corner of the site near the Coventry Parade entrance. Ancillary sheds of galvanised iron and asbestos were located on the northern side of the lot. The roughly triangular shaped portion of

²⁵ *Building and Construction* 16 August 1929, pp. 13, 19.

²⁶ Albert Kahn (architect), [http://en.wikipedia.org/wiki/Albert_Kahn_\(architect\)](http://en.wikipedia.org/wiki/Albert_Kahn_(architect)) accessed 14 Nov 2007. Albert Kahn, the architect of the auto industrialists, by Vivian M. Baulch *The Detroit News Review Mirror* <http://info.detroitnews.com/history/story/index.cfm?id=144&category=people> accessed 14 Nov 2007. Highland Park ford Plant, http://en.wikipedia.org/wiki/Highland_Park_Ford_Plant

²⁷ Information from Adrian Ryan, Ford Historian, Ford Australia Archive Centre, Campbellfield Sydney, in communication with Prue Griffin, 14 November 2007.

²⁸ Original plans of the Ford Motor Co, prepared by Oldham Boas and Ednie Brown, held by The Buchan Group.

²⁹ The WA ford Assembly Plant, unpublished document by A. John Parker. Unpaginated

³⁰ Ford Motor Co, document compiled from information supplied by former ford workers Doug Ireland, Ron Parker, Tony Buswell, Bill Oxwell, Ray Fallon and Bill Logan, 23 January 1995, held in Fremantle Local History Collection, file 629.22.

³¹ A photograph of the rear of the site c.1951 shows that this area was used for storage of vehicles, equipment and machinery. Photo from A John Parker, Publications Historique.

land beyond the junction with Thompson Road was shown to be vacant and fenced off from the remainder of the site.³²

A tank stand is shown adjacent to the north east corner of the building.³³ Images of other assembly plants in Australia show that the tank stands were painted boldly with the Ford logo. It is likely that this was the case with the Fremantle plant although no photographic evidence has been found to support this.³⁴

The lots adjacent to *Matilda Bay Brewing Company Building* are shown to be residential and the aerial photograph of the area in 1935 confirms that housing was clustered around the building but other commercial buildings were prominent in the area. Most notably the fertiliser plant at Rocky Bay and the State Implement works.³⁵

During the 1930s, the assembly plant was producing cars and the Fordson tractor. The layout of the factory has not been established and was liable to change with new practices and vehicles to assemble. It is known that the gabled roof section closest to the front elevation was the site of a crane which lifted the crates of parts to the required position. This was still the practice until the 1950s.³⁶

With the outbreak of World War II, the Ford Assembly plant was requisitioned for the production of military equipment, including Bren Guns carriers and landing craft. All the single men working at Ford at the outbreak of war were released for war service.³⁷ One former worker recalled that during the War, approximately 500 people worked at the plant, and in the latter years of the war many were displaced persons sent to work at Ford by the Government. Many of these workers had poor English and were given less demanding tasks, such as painting and gardening. Although Ford demanded uniformity in its assembly plants, even dictating uniform greenery across the globe,³⁸ the company could be a generous and considerate employer. Bernadette Morris who worked at Ford from 1943 recalled that 'Ford was such a pleasant place to work it didn't seem like work at all'.³⁹

Standards within the factory during World War II are revealed to some extent by the information regarding the notification of accidents to the government authorities. These accidents were generally minor, consisting of cuts, abrasions and strains although more serious accidents could have been reported elsewhere. One common injury recorded was foreign material in the eyes indicating that goggles and safety glasses were not obligatory. The staff on the factory floor was predominantly described as 'British' although this may have referred to all individuals of British origin not just British migrants. Only one Norwegian was noted among the reports.⁴⁰

An indication of the conditions in the workplace is revealed through a brochure prepared by Ford in the 1950s, outlining expectations and the responsibilities of employees. The workplace was highly regulated with each employee to wear an identification badge and to clock in at the time clock. Sirens announced the start and finish of the work periods. For example:

³² Metropolitan Water Supply, Sewerage and Drainage Department, Survey Sheet 2027, May 1939, SROWA.

³³ *ibid.*

³⁴ See attached photographs of Adelaide and Geelong for an indication of the prominence of the water tanks.

³⁵ Aerial photograph of the former Ford Factory 1935, Battye Library 019,508PD.

³⁶ The WA Ford Assembly Plant, unpublished document by A. John Parker. Unpaginated.

³⁷ *ibid.*

³⁸ It was not noted what these plants were. See Ford Motor Co, information supplied by Ireland, et al, 23 January 1995, held in Fremantle Local History Collection, file 629.22. unpaginated.

³⁹ *ibid.*

⁴⁰ Notification of Accidents – Ford Motor Company, item 1941/0374, cons 749, SROWA.

You will notice that sirens are sounded at intervals in the plant. Each is for a particular purpose, and in your own interests you are urged to familiarise yourself with them and observe the message they convey. For instance at 7.58 a.m., the siren indicates that you have only 2 minutes in which to make your way to your work position in order to be ready to start work when the 8.00 a.m. siren sounds. Similarly the 12.33 p.m. siren indicates that you must be ready to re-commence work at 12.35 p.m., if you are observing the 12 noon to 12.35 p.m. lunch break.⁴¹

The prescribed practices in the factory described in this brochure are of course only an indication of the real conditions and attitudes however the following excerpts do indicate some of the attitudes at the time.

Smoking is permitted throughout the Plant except in certain areas near inflammable material. These are clearly marked; but if you are in any doubt about an area you should consult your foreman. Smoking in prohibited areas is dangerous and renders the offender liable to instant dismissal.

Keep your place of work tidy. Safety and cleanliness go together. An untidy man is usually a careless man and a careless man is a danger to his fellow employees.

Roll up your sleeves and tuck in your necktie while working on a drill press, a reamer, a lathe, milling machine, and other revolving machinery. This will minimise the danger of being caught in a machine.

Do NOT indulge in horse-play inside the Plant, and discourage others from it. Running and scuffling in the Plant are forbidden because this is likely to cause accidents.⁴²

From these examples it can be understood that on the factory floor the Ford Assembly plant in the 1950s was predominantly a workplace for men.

This publication also referred to the Ford workplaces in Geelong, Sydney, Adelaide, Brisbane and Ballarat. This last was established during World War II and was closed c.1985.⁴³

In the post-war years, the plant resumed the assembly of vehicles including 'Fords and Mercury's and the 'Aussie' ute, heavy Canadian trucks and Fordson tractor kits from the United Kingdom. Late in the year it resumed assembly of the British Prefect and Anglia sedans and soft-tops.⁴⁴ Photographic evidence from this period indicates that the factory space may have been extended to the east prior to this date sometime in the 1940s. The rear elevation does not resemble the original plans and physical evidence suggests that the factory floor was extended with a variation in the material used in the roof trusses.

Former Ford employees remember the 1950s as a period of great productivity and generally a good place to work. Many migrants worked at Ford during this period and it is stated that Ford had a policy of employing 10% of their workforce from the population of 'New Australians' although no other source confirmed this.⁴⁵ Ford also undertook training of their employees on site as indicated by the photographic evidence showing the trainees at Ford. These training rooms were located on the northern side of the factory in the current (2007) toilets and cool rooms.⁴⁶

⁴¹ *Your Job here at Ford*, Ford Motor Company of Australia Pty Ltd, Fremantle Branch, Western Australia, 1953, Battye Library, 338.762 FOR, p. 11.

⁴² *ibid.*, p. 20; 22; and 24.

⁴³ Information from Adrian Ryan, Ford Historian, Ford Archive Centre, January 2008.

⁴⁴ The WA Ford Assembly Plant, unpublished document by A. John Parker. Unpaginated.

⁴⁵ The WA Ford Assembly Plant, unpublished document by A. John Parker. Unpaginated. In Nonja Peters work on the migrant experience *Milk and Honey- but no gold: post war migration to Western Australia, 1945-1965*, UWA Press, 2001 she writes that most immigrants were forced to work in rural areas with little chance to make their own choices of workplace.

⁴⁶ Schematic Diagram of the Ford Motor Company Assembly Plant – Leighton WA 1948-1958, from A John Parker, Publications Historique.

In 1961, North Fremantle was re-amalgamated with the City of Fremantle, after a period of self government of 66 years.⁴⁷ The period between 1960 and 1980 was a time of decline in population and industry for the suburb. Some industries moved to new premises in the new industrial estates in O'Connor and Cockburn.⁴⁸

During the 1960s, the Ford Company came to the attention of the Minister for Industrial Development, Charles Court. Court wanted to encourage Ford to use local manufacturers to supply parts for the cars and tractors assembled by Ford. The parts considered to have potential for local manufacturing were pressings, castings, die-castings, plastics and moulded rubber. Research on the company revealed that:

In 1957 I [J.V. Crosby, technical assistant] made a survey of the industry and came to the conclusion that Ford, who then had roughly 14% of the WVA Market, did considerably more in assembly than General Motors Holden, who had 37% of the market. Ford employed 201 for 200 vehicles compared to Holden who employed 162 for 600 vehicles monthly. As a result, preference was extended to Ford vehicles in Government purchasing.⁴⁹

Further research on the local industry revealed that

A check on new registrations showed that vehicles of the GM group totalled 5957 for eight months of 1960 compared to 1853 for the Ford Group over the same period. ... The discrepancy is hard to reconcile, although there are some exports of locally assembled cars. The Ford figures ex factory could include up to 50 Fordson tractors ... there is insufficient automatic machinery capacity installed in WA at present to undertake economically feasible production of motor vehicle components in this state ...⁵⁰

Despite the less than promising summary of the potential of local manufacturers Charles Court actively liaised between local manufactures and Ford. A visit from Ford staff from Geelong with over 90 component parts for potential manufacture resulted in only three possible locally manufactured items. It was not stated if these possibilities were ever fulfilled. The cost of 'tooling up' for the manufacture of these items was considered too expensive by Ford and the local manufacturers.⁵¹

The programme was dropped in the mid 1960s as assembly was dropped at Fremantle and the plant was used for the rectification of vehicles transported to Western Australia by rail although they did continue to assemble Fordson tractors.⁵² Sporadic attempts were made to get components made locally in 1963 and 1967 but with no apparent success. It was however noted in 1967 that 'there was ample room at Leighton for expansion as [Ford] have now levelled an additional area also if necessary they could shift out the Spare parts Section and create further space for assembly and production'.⁵³ It is assumed that the levelled area is the most easterly portion of land on the lot.

In 1968, Neil McAllister the CEO of Ford in Western Australia informed Charles Court that Ford had successfully negotiated to undertake assembly of tractors for South Australia given that a 'satisfactory figure' had been established for the freight rate to South Australia.⁵⁴

During the 1970s and 1980s, the Fremantle Ford plant continued to assemble tractors and rectify vehicles delivered from Geelong. The place was also used as a depot for spare parts for the Ford dealerships.⁵⁵

⁴⁷ Robinson, *North Fremantle*, p. 37.

⁴⁸ *ibid.*, p. 38.

⁴⁹ Motor Component Parts – Ford Motor Co, n.d. Item 1961/141, cons 1543, SROWA.

⁵⁰ *ibid.*

⁵¹ *ibid.*

⁵² The WA Ford Assembly Plant, unpublished document by A. John Parker. Unpaginated.

⁵³ Motor Component Parts – Ford Motor Co, 21 October 1961, Item 1961/141, cons 1543, SROWA.

⁵⁴ Motor Component Parts – Ford Motor Co, 9 February 1968, Item 1961/141, cons 1543, SROWA.

In 1980, *Matilda Bay Brewing Company Building* was identified by the Fremantle Society as 'red', designating it as significant for its contribution to the unique character of Fremantle.

In 1981, the Fremantle assembly plant was still assembling tractors and had doubled its capacity.⁵⁶ However, by 1987 the Fremantle Assembly Plant was forced to close.⁵⁷

In 1988, the place was transferred to H.L.H. Holdings the business entity of Alan and John McGillivray.⁵⁸ It was their intention at the time to convert the place into a retail and residential development.⁵⁹ This development did not go ahead instead a lease agreement was entered into between H.L.H. Holdings and the Matilda Bay Brewing Company. The Matilda Bay Brewing Company leased the building in order to expand their production of locally made beers which at that time was undertaken in premises in Nedlands. The company undertook a major construction programme to convert the buildings for its new function as a brewery.

The Matilda Bay Brewing Company began in 1984 under the name Brewtech. The founders were Phillip Sexton and Garry Gosatti. The aim of the company was to produce traditionally brewed beers using natural ingredients in a range of styles inspired by European and particularly the German and Belgian models. At that time all pubs in Western Australia were owned by the big breweries and they would not sell any rival beers. Brewtech gained the financial backing of local entrepreneur Peter Briggs to enable the purchase a hotel to sell their new products. The Freemasons Hotel in Fremantle was renamed the Sail and Anchor and a mini brewery was established on site. This was Australia's first pub-brewery and it was an instant success particularly as it coincided with the America's Cup celebrations in Fremantle. The firm went on to achieve major success, acquiring new hotels and increasing the volume of products as well as the range of beers but always with an emphasis on quality.⁶⁰ The company developed the concept of 'retail brewing' which directly controlled the hotels in which its beer is sold. In late 1985, the company successfully expanded into Adelaide and in subsequent years, Melbourne.⁶¹

In 1988, Brewtech changed its name to the Matilda Bay Brewery Company and was listed on the Australian Stock Exchange. To celebrate the occasion *Matilda Bay Brewing Company Building* was used as the venue for a function. With the site still under construction the guests were served by waitpersons in hard hats and work boots.⁶² It was stated during the celebrations that the new brewery would be opened regularly for guided tours and beer tastings.⁶³

Plans for the conversion of the former Ford Factory were prepared by architect Michael Patroni.⁶⁴ A plan of the administrative section of the building shows that the southern wing of the administration building was partitioned into several small cubicles. These were all removed to create an open plan space that is still (2008) in evidence. Within the factory space only three small offices were shown approximately in the centre of the space. No further information is shown as to the layout of the factory at this time although it is apparent that the floor space is larger than that shown on the original plans. Physical evidence demonstrates that trusses of different periods have been used to span the existing factory space. These show that the factory

⁵⁵ Highlights of Ford, accessed online, www.ford.com.au 22 January 2008.

⁵⁶ Highlights of Ford, accessed online, www.ford.com.au 22 January 2008.

⁵⁷ *ibid.*

⁵⁸ Certificate of Title, Vol 1007 Fol 711, Landgate, dated 7 January 1988.

⁵⁹ *Daily News*, 29 October 1987, as quoted in the National Trust assessment.

⁶⁰ *The Great Australian Beer Guide* Alexandria, NSW: Federal Pub. Co., 1989, p. 34. Matilda Bay File 663.3, Fremantle Local History Collection.

⁶¹ Matilda Bay Brewing Co Ltd, undated, Matilda Bay File 663.3, Fremantle Local History Collection.

⁶² *West Australian* 24 October 1988, p. 68, Matilda Bay File 663.3, Fremantle Local History Collection.

⁶³ *Fremantle Gazette*, 25 October 1988, Matilda Bay File 663.3, Fremantle Local History Collection.

⁶⁴ City of Fremantle Building Plans, Michael Patroni Architect, plan dated 12 July 1988 stamped for approval 23 August 1988.

floor was extended during Ford's ownership although documentary evidence has yet to be found to confirm the date of the addition.⁶⁵

A photograph of the interior of the factory space at the time of the conversion to a brewery shows that the building was gutted of any evidence of the former use as the Ford Assembly plant.⁶⁶ It was reported that construction work in the building included the installation of '25 storage tanks, three brewing kettles each designed to hold a different brews and a giant refrigerator where the beer will continue to ferment after being bottled'.⁶⁷ The three kettles were built into a new mezzanine floor that was constructed under the main gable closest to the front elevation. From the available information it is likely that the cool rooms are located in the rooms that were formerly used for training of mechanics on the northern side of the factory space.⁶⁸

In September 1989, shortly after brewing had begun, local residents expressed complaints about the odour coming from the buildings. The Environmental Protection Authority (EPA) requested that a stack be built on the vent which was located in the roof. Normal practice was to build a chimney two and a half times the height of the building to draw the odours away. Matilda Bay had no chimney at that time and odours were being sucked down to ground level. It was noted in the press that the EPA had only submitted a request because the Matilda Bay Brewing Company had 'already publicly stated that it wants to cooperate with the community'.⁶⁹

In April 1990, the locally owned Matilda Bay Brewery was bought by the beverage company Carlton United Breweries (CUB) which subsequently became part of the Fosters Group.⁷⁰ The brewery retained its name and continued to brew the original beers associated with Matilda Bay Brewery as well as the CUB brand beers.

Shortly after CUB took over the brewery, plans were submitted to the City of Fremantle for further extensions. The extensions consisted of a new low-pressure steam generator room (acoustically treated), an acid-caustic containment area and a liquid sugar loading area. Approval for these extensions was originally withheld because of concerns about noise and odour expressed by local residents. There were also potential problems with traffic in Thompson Road. Permission was granted for the extensions when a revised plan directed all access to the site from McCabe Street, moved the pumps away from the southern boundary closest to the residential area and acknowledged that the Environmental Protection Authority had to approve all controls of noise and gaseous emissions.⁷¹ These plans were prepared by Scott & Associates, Consulting Engineers. The plans show a 3600mm high wall on the boundary facing Thompson Road which is an additional feature not mentioned in the press coverage of the development.⁷²

In 1991, Architects Michael Patroni Pty Ltd prepared a plan for the refurbishment of the northern end of the administration. The former male and female toilets and the associated lobby were changed to a boardroom with a new external door on the northern elevation. The former staff training and function room was opened up to create a new sales area. The former bar and

65 *ibid.*

66 *Fremantle Gazette*, 13 Dec 1988, p. 11, Matilda Bay File 663.3, Fremantle Local History collection.

67 *ibid.*

68 Schematic Diagram of the Ford Motor Company Assembly Plant – Leighton WA 1948-58, from A John Parker, Publications Historique. Current site plan of Matilda Bay Brewery 2008 showing wastewater drainage.

69 *Fremantle Gazette*, 5 Sept 1989, p. 7. Matilda Bay File 663.3, Fremantle Local History Collection.

70 *West Australian* 28 June 2007, unnumbered, Matilda Bay File 663.3, Local History Collection.

71 *Fremantle Gazette* 21 August 1990, unnumbered, Matilda Bay File 663.3, Local History Collection.

72 City of Fremantle Building Plans, Scott & Associates, Consulting Engineers, plan dated May 1990 stamped for approval 23 October 1990.

kitchen were removed from this area. On the southern end of the administration, three new rooms were created by the installation of partitioning.⁷³

In 1993, it was noted in the local press that since CUB took over the Matilda Bay Brewing Company \$8 million had been spent upgrading the plant.⁷⁴ A consequence of the bigger production was the shift away from the 'boutique' beers to a more mainstream product. For example, a new product 'Fremantle Bitter' was launched in July 1993 and local manager Geoff Rankin stated it 'would be marketed as a full-strength mainstream beer in direct competition with established brands such as Emu Export and Toohey's Red'.⁷⁵

In 1994, the brewery was recognised as a leader in workplace reform. The company was selected by the federal government as one of 30 companies from around the country to share in a \$4 million grant under the Best Practice demonstration programme. Brewery general manager Michael Coleman said 'the award had resulted largely from team spirit at the plant, making it one to be shared by every employee'.⁷⁶

In 1995, architect Paul Burnham designed a new building on the site to increase office space. This building is located on the northern side of the existing office space and is accessible from within the original offices. The building was under consideration for a Fremantle Heritage Award in that year. In a summary of the design, Paul Burnham wrote;

In view of the historic and imposing nature of the original Ford Factory I attempted to produce a visually separate new building which neither emulates nor compromises the original but functions as a contemporary office space integrated with the existing offices. The new building is steel stud framed and entirely clad in corrugated zincalume sheeting. This form of construction offered reduced construction time and economies not available with more traditional office buildings.

The proportions, character and materials of the new building are intended to relate to the existing North Fremantle industrial vernacular, epitomised by the Dingo Flour mill. The site integration relies on the play between the contrast of the rich, proud fabric and scale of the original building against the modesty of the new structure. This juxtaposition is intended to reinforce the hierarchy between the two. The new development also makes various minor and more whimsical references to contemporary design reflecting the changing nature of the site and the continual development of North Fremantle.⁷⁷

Since the occupation of the site by the Matilda Bay Company several additional facilities have erected on the site. A maintenance shed, demountable offices and tanks have been erected on the rear of the lot on the roughly triangular portion of land which was apparently not built on during Fords occupancy of the site.⁷⁸ A warehouse and despatch area was added to the existing factory area. The date of this addition has not been verified but physical evidence indicates it is of relatively new construction.

⁷³ City of Fremantle Building Plans, Michael Patroni Pty Ltd, Administration Office Refurb, Matilda Bay Brewery, plan dated 17 June 1991 stamped for approval 12 July 1991.

⁷⁴ *West Australian* 29 July 1993, p. 38, Matilda Bay File 663.3, Fremantle Local History Collection.

⁷⁵ *West Australian* 29 July 1993, p. 38, Matilda Bay File 663.3, Fremantle Local History Collection.

⁷⁶ *Fremantle Gazette* 9 August 1994, no page number, Matilda Bay File 663.3, Fremantle Local History Collection.

⁷⁷ Fremantle Awards nomination information, 29 March 1995, Matilda Bay Brewery file, Fremantle Local History Collection.

⁷⁸ Site plan of Matilda Bay Brewery 2008 showing waste water drain and information from site visit to Matilda Bay Brewery by Prue Griffin and Yen Nee Goh of Hocking Planning & Architecture, 29 October 2007.

In 1997, the Matilda Bay Brewery won an award from the City of Fremantle in the 'Operation Clean City' campaign. These awards were established to encourage businesses and retailers to keep the area around and inside their premises clean and tidy.⁷⁹

In 1999, the Matilda Bay Brewery won an award from the Keep Australia Beautiful Company for the Best Small Industry. This award recognised the company's efforts at the premises in recycling, and its energy efficient refrigeration system.⁸⁰

In 2001, the production facilities at the Matilda Bay Brewery were increased with expenditure of \$2 million to increase production by 20%. At the time it was noted in the local press that the brewery had produced 25% more beer than the previous year. Beers brewed at *Matilda Bay Brewing Company Building* were Carlton Mid-strength, Redback, Redback Light and Victoria Bitter.⁸¹ It is assumed that the extension of the factory area to create the warehouse and dispatch area and the raw materials shed was undertaken at this time.⁸²

In 2007, Fosters announced that production would cease at *Matilda Bay Brewing Company Building* with the loss of 70 jobs with the decision to move all brewing to the eastern states. The 100 sales and marketing staff would continue to occupy the administration offices of the building until the lease held by Fosters expired in 2013. The decision to cease production at *Matilda Bay Brewing Company Building* was due to a number of factors according to Fosters site manager at North Fremantle, Steve Levien. He stated that the viability of the plant had been in question for some time and the need to upgrade the plant to meet new standards in efficiency for water, environment and health and safety could not be afforded. Levien also stated that the area was becoming more residential in character which placed further constraints on production.⁸³

Former owner and founder of Matilda Bay Brewery, Phillip Sexton, stated his disappointment with this decision as it meant the loss of 'a very important regional brewery that is actually a profitable business'. Also he believed it demonstrated a broader trend where craft brewers were being eliminated by the 'beer barons', which was detrimental to quality and variety in the market.⁸⁴

Currently (2008), the site is occupied by the Western Australian sales and marketing staff of the Fosters Group. They occupy the original offices at the front of the building facing Stirling Highway and the offices built in 1995. The existing plant equipment is being removed from the premises to be used at alternative Fosters breweries in the eastern states.⁸⁵ The process of stripping the plant of equipment is expected to be finished in 2008. The distinctive brass brewing kettles in the brewhouse may be left in situ.⁸⁶ It is intended that they will be a feature of a future development of the site.

4.5 PHYSICAL EVIDENCE

Matilda Bay Brewing Company Building is an industrial complex consisting of a single storey brick and iron administrative wing attached to a steel and timber framed open factory space clad with corrugated iron and glass. The roof is predominantly a south facing, saw tooth

⁷⁹ *Fremantle Gazette Community* 3 October 1997, no page number, Matilda Bay File 663.3, Fremantle Local History Collection.

⁸⁰ *Fremantle Gazette Community* 5 Nov 1999, Matilda Bay File 663.3, Local History Collection.

⁸¹ *The Gazette* 11 Dec 2001, unnumbered, Matilda Bay File 663.3, Local History Collection.

⁸² Site visit to Matilda Bay Brewery by Prue Griffin and Yen Nee Goh, 29 October 2007. The staff members from Fosters were not able to supply an exact date for the extension of the factory space.

⁸³ *West Australian* 28 June 2007, no page number, Matilda Bay File 663.3, Fremantle Local History Collection.

⁸⁴ *West Australian* 30 June 2007, p. 87, Matilda Bay File 663.3, Fremantle Local History Collection.

⁸⁵ Site visit by Prue Griffin and Yen Nee Goh, 29 October 2007.

⁸⁶ Information from Alan McGillivray, site visit by Prue Griffin and Yen Nee Goh, 29 October 2007.

