



Additional information

Planning Committee

Wednesday 3 August 2022 6pm



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**PC2208-1 PEARSE STREET, NO. 32 (LOT 8) NORTH FREMANTLE -
ADDITIONS AND ALTERATIONS (TWO STOREY) TO
EXISTING SINGLE HOUSE (TG DA0161/22)**

ADDITIONAL INFORMATION 1 – Site Photos

Photo 1: Subject site as viewed from Pearse Street



Photo 2: Subject site as viewed from Pearse Street (Northern Side)



Photo 3: Subject site as viewed from Pearse Street (Southern Side)



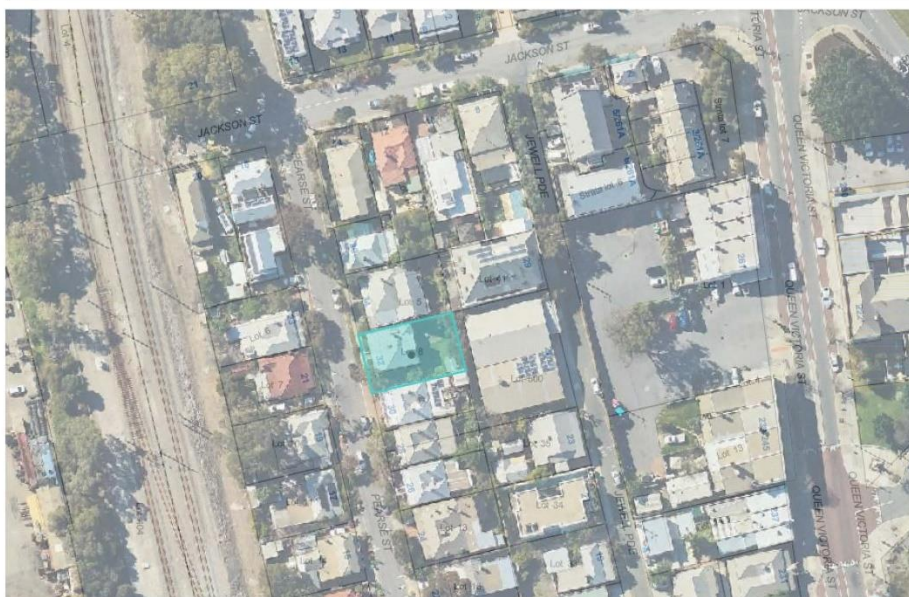
Photo 4: Subject site rear garden area as existing



ADDITIONAL INFORMATION 2 – Heritage assessment

Heritage Comment - Internal

Address: 32 Pearce Street, North Fremantle
Application number: DA0161/22
Proposal: Two storey additions and alterations
Requesting officer: Tom Geddes
Date: 24/06/2022



32 Pearce Street North Fremantle, CoF ESRI, November 2021.

INTRODUCTION

The purpose of this heritage comment is to assess the changes to the place that are proposed in the revised drawings for DA0161/22 dated 21 June 2022 and the affect that they will have upon the heritage values of 32 Pearce Street and the North Fremantle Heritage Area. The proposed changes include:

- Installation of two velux skylights in front plane of the roof (to existing attic room)
- Addition of timber verandah with garage under to side of house
- Two storey addition to rear of house with link roof to existing attic room

HERITAGE LISTINGS

State Register of Heritage Places

The place is not included in the State Register of Heritage Places – a referral to DPLH Heritage is NOT required.



Inherit

Inherit Database number - 21513

Heritage List and Local Heritage Survey (LHS)

32 Pearse Street is included on the City of Fremantle's Heritage List and the LHS as a management category Level 3 place.

Heritage Area

32 Pearse Street is part of the North Fremantle Heritage Area which was designated as a Heritage Area in accordance with clauses 7.2.1 and 7.2.9 of Local Planning Scheme No. 4.

RELEVANT PREVIOUS DEALINGS

Recent meetings or discussions:

- N/A

Previous relevant DAs:

- N/A

Previous relevant legal dealings:

- N/A

BACKGROUND

Historical Information on North Fremantle

The North Fremantle area proper did not develop until after the arrival of the convicts in 1850. In 1851, Captain J. Bruce, commanding officer of the pensioner guards, was granted 150 acres in the area and allotments were surveyed and allocated to the pensioner guards, who accompanied the convicts. Other places associated with the Convict Establishment period include the North Fremantle Convict Depot (on site of fmr North Fremantle School, and North Fremantle Railway Station) and the construction of the Fremantle-Perth Road.

With the impact of the goldrushes in the 1890s and 1900s, in particular the huge growth in population and the increase in prosperity, North Fremantle began to develop as a residential area. However, with the construction of the Rocky Bay Quarries in 1892 and the completion of the Inner Harbour in 1897, there were also opportunities for the development of industry, trade and commercial businesses in North Fremantle. Since the first decades of the twentieth century, North Fremantle has functioned as a mixed residential and medium to light industrial area.¹

The railway corridor created a separation of the more coastal parts of the peninsula from the more estuarine land. Relatively large portions of land were taken up for Railway uses; stores, works, future expansion, etc. Most of this was on the ocean side of the main railway line. Harbour works also consumed large portions of land and the originally settled lots between Lilburn Road and Lukin Road were resumed for intended Harbour works.

¹ North Fremantle Heritage Study, 1993



The impact of the railway initially was to provide better communication and accessibility for people and goods however its location ultimately became a divisive element with a predominately industrial character established to the west on the sand dune topography of the coast. A predominately residential character was established to the east by subdivision of the original Pensioner Lots on the limestone hills and alluvial flats. The rapid residential and industrial development coupled with the establishment of local government established a strong sense of local community and identity.

In the Gold-rush era industry developed with the establishment of the Fremantle Steam Laundry (1897), Burfords Soap factory (1905), Fergusons Timber Yard, Pearse Bros., yard, Victorian Galvanizing Iron Co., the Government Abattoirs at Port Beach (1907), Mount Lyall Mining Railway Company (later CSBP) and the State Engineering Works at Rocky Bay (1913). In the Inter-War era industrial development in North Fremantle was reflected in such landmark buildings as; The Great Southern Flour Mills (Dingo Flour), the Weeties factory, the Ford Factory, the Vacuum Oil Company, and the long corrugated iron sheds along North Quay, Port Beach and Leighton Beach.

The industrial development of North Fremantle, particularly west of the railway line and north of the Dingo Flour Mill intensified in the Inter-War period. The redevelopment of residential areas combined with the impact of the Great Depression led to the decline of North Fremantle as a residential suburb. By 1939 sixty-six per cent of the council's rates collections were from industrial concerns.²

Between 1950 and 1965 Fremantle Port was modernised and upgraded under a new General Manager of the Fremantle Harbour Trust, F. W. E. Tydeman. Tydeman implemented a program of mechanisation, containerisation and expansion of the port. Works in the Inner Harbour were focused on North Quay which was developed for handling general cargo with the construction of the North Quay Transit Sheds, improved methods for handling grain, modification of berths for roll on roll off ships and the installation of seven new quay cranes.³

Port Beach Road was constructed in 1960 and land was acquired in North Fremantle to expand the port and to upgrade railway facilities. In 1959 the Leighton Marshalling Yards were constructed and in 1961 work commenced on the realignment of the railway and construction of a new rail bridge to allow the north quay to be extended further eastward. Tydeman Road was constructed in the 1970s linking Port Beach Road to the new traffic bridge further upstream. These works gradually removed residential development east of the railway and by 1971 only one house left to the west of the railway line.⁴

The long period of port expansion and modernisation triggered by the agricultural and mineral booms of the 50s and 60s ended in the 1970s. In the 1980s and 1990s industry began to leave North Fremantle for industrial estates on the outskirts of the metropolitan area. The State Engineering works closed in 1987 followed by other businesses such as the Ford Motor Company, Harvest Road Iceworks, the Weeties factory, Bradford

² North Fremantle Heritage Study, 1993

³ HCWA Register Entry, Victoria Quay, Fremantle, March 202

⁴ North Fremantle Heritage Study, 1993



Insulation, Dillingham Shipyards, Precision Marine, Phillips and Joinery Works.⁵ The deindustrialisation of the suburb coincided with renewed interest in the place and its heritage values. This led to the redevelopment of post-industrial sites and the adaptive reuse of industrial buildings and warehouses.

Historical Information on 32 Pearse Street, North Fremantle

The majority of Pearse Street was created as part of a circa 1890 subdivision by William Edward Marmion of Fremantle and James Grave, Edward Keane, Edmund Gilyard Lacey and Frederick Charles Monger. The subdivision occurred when North Fremantle was experiencing rapid development and there was a demand for inexpensive housing close to industry and the railway line. Originally called Mason Street after local land developer and jeweller, Frederick Mason, the street was renamed Pearse Street in 1922/23 (only a year after Mason died) in recognition of George Pearse, Fremantle Councillor (1875-1881) and founder of the Pearse shoe and boot factory in Swan Street.

Many of the street's original occupants were working people who had jobs in nearby industries. Homes were modest in scale of brick, stone or weatherboard. Many of the buildings were owned by absentee landlords who leased the cottages to long and short-term tenants. The street has suffered from a poor reputation during its life, at one time known colloquially as 'Pong Alley'. The short, narrow street has remained a residential street since its formation.

The weatherboard and iron cottage at 32 Pearse Street (formerly 32 Mason Street) was built between 1897 and 1913 for an unidentified owner. It was originally part of a larger landholding that was subdivided in the early 1890s by a syndicate comprising William Marmion, James Grave, Edward Keane, Edmund Lacey and Frederick Monger.

In 1921, the place was described as a five roomed weatherboard house and was owned by Louisa Kemp and occupied by Charles Kemp. Between 1925 and 1933, the place was owned by Robert Ruggers and occupied by a tenant. In 1934/5, the place was owned by Mary Slab and occupied by Florence Bell. Between 1955 and 1961 the place was owned and occupied by Wilfred H. Squibb.

The house is positioned well to one side of the block and by 1940 an asbestos garage had been built close to the front boundary. It was one of the few in the street. At this time, the house had a verandah at both front and back, with a galvanised iron addition on the rear wall. An earth closet was located in the back yard and the back boundary of the property was a solid wall. By 1978, the front verandah had been enclosed with a wall of asbestos and louvers.

This place was included in the 'North Fremantle Heritage Study' (1994) as a place contributing to the development and heritage of North Fremantle. It was also included in the list of heritage places in the City of Fremantle identified by the Fremantle Society (1979/80) - RED -significant for contributing to the unique character of Fremantle.

The place was included in the first Fremantle Municipal Heritage Inventory in 2000.

⁵ North Fremantle Heritage Study, 1993

Physical Description

The following description is taken from the Local Heritage Survey place record :

House, 32 Pearse Street, is a single storey weatherboard and corrugated iron cottage with symmetrical facade designed as a late example of the Victorian Georgian style of architecture. The building is well elevated from the street level. Walls are timber framed clad with ashlar effect patterned weatherboards. Chimney is brick with simple brick details. Roof is hipped and clad with recent corrugated iron with no eaves. Front elevation is symmetrical with two timber sash windows and a central front door. There is a brick and concrete stair leading up to the verandah. There is a two storey addition to the rear, with Colorbond walls. The undercroft to the verandah at one side has been enclosed to make a room.



32 Pearse Street, Google Streetview October 2021



32 Pearse Street showing existing additions to the rear of the house, Google Streetview October 2021



IMPACT ASSESSMENT

Statement of Significance for the place

The proposed development of the place was assessed against the following values identified in the statement of significance for the place included in the Local Heritage Survey:

House, 32 Pearse Street, is a typical weatherboard and iron single storey cottage dating from the 1890s.	Minor impact
The place has aesthetic value for its contribution to the streetscape and the surrounding area.	Minor impact
It is representative of the typical building stock located within the residential areas of North Fremantle.	Minor impact
Historically significant as a representation of typical workers' houses in the North Fremantle area.	Minor impact
The place is a simple example of the Victorian Georgian style of architecture.	No discernible impact

Statement of Significance for the North Fremantle Heritage Area

North Fremantle is significant as a mixed residential and industrial area located to the north of the Swan River and the Port of Fremantle with a history of European settlement dating back to the Pensioner Guards in the mid nineteenth century.

The proposed development of the place was assessed against the following values identified in the statement of significance for the North Fremantle Heritage Area:

Its connection with the Convict Establishment, convict built public works and the Pensioner Guards whose former Barracks and settlement were located in the area;	No discernible impact
Its unique topography located between the river and the ocean which contributes to its unique character;	No discernible impact
Its role in World War II defences with the establishment of the Leighton Battery;	No discernible impact
its concentration of mainly modest workers accommodation dating from the Federation and Inter-War periods together with some pockets of more substantial development around areas such as Brucetown;	No discernible impact
its focus on the industries relating to the Port of Fremantle, the railways and associated industries established in the area;	No discernible impact
its former industrial character resulting from the former Leighton Marshalling Yards, State Engineering Workshops and other industries such as the Dingo Flour Mill, the Ford Motor Factory etc;	No discernible impact
because of its association with boat building and the marine industry.	No discernible impact
its cultural diversity resulting from successive periods of migrant settlement in the area;	No discernible impact



its long connection with places of recreation including Leighton and Port Beaches together with the Swan River banks and beaches and the Gill Fraser Oval	No discernible impact
surviving natural landforms located at Cypress Hill and the cliffs and cave limestone formations of Rocky Bay together with remnant indigenous flora in these areas	No discernible impact

Heritage values

The impact of the proposed development of the place on the North Fremantle Heritage Area was assessed using the heritage values from the ICOMOS Burra Charter, 2013:

Aesthetic value	Minor impact	Condition	No discernible impact
Historic value	No discernible impact	Integrity	No discernible impact
Scientific value	No discernible impact	Authenticity	Minor impact
Social value	No discernible impact	Historical evolution	No discernible impact
Rarity	No discernible impact	Streetscape	Minor impact
Representativeness	Minor impact		

Heritage Impact Comments

The proposed verandah with undercroft garage attached to the side of 32 Pearse will not detract from the presentation of the heritage house or its contribution to the largely intact heritage streetscape. The form of the addition is sympathetic and subservient to the original house and allows it to remain clearly legible. The roof to the verandah is slightly set back from the front face of the building and is set lower than the eaves to the roof. The proposed addition to the side 32 Pearse Street will not block views of the front of the neighbouring houses.

32 Pearse Street is located on the east side of the street where the houses are typically elevated well above footpath level. Several of the heritage houses immediately adjacent to 32 Pearse Street have additions built under the front verandah / house to provide additional accommodation or garaging for cars. 32 Pearse Street has an existing undercroft room.

The garage under the proposed new side verandah will project forward from the front wall of the existing house but is set back behind the existing verandah face. The enclosed garage is similar in character to the existing enclosed undercroft to the front verandah and they do not detract from the presentation of the main house.

The proposed two storey addition to the rear of the house will have little impact on the heritage house or the streetscape in which it sits because it is setback behind the house and will be largely concealed from view from the street by the existing house. The elevation of the existing house and its neighbours above street level will further conceal the rear additions from the street.



The roof space to 32 Pearse Street has recently been converted into an attic room and has a skylight let into the front plane of the roof and a dormer window projecting from the rear plane of the roof.

The link element joining the existing attic room in the roofspace of the heritage house to the new rear addition will also have minimal impact on the heritage house because it is set in from the hips of the roof and allows the original form of the roof to be clearly legible. The link element is also similar in form and massing to the existing rear dormer window.

RECOMMENDATIONS:

This proposal is acceptable from a heritage perspective because the work will have minimal negative affect on the heritage values of 32 Pearse Street or the North Fremantle Heritage Area.

**PC2208-2 THOMPSON ROAD, NO. 2/86 (LOT 211) NORTH FREMANTLE -
ADDITIONS AND ALTERATIONS TO EXISTING SINGLE HOUSE
(CS DA0158/22)**

ADDITIONAL INFORMATION 1 – Site Photos



Photo 1: Subject site as viewed from Thompson Road



Photo 2: Subject site and adjacent property to the north showing tree in neighbours garden



Photo 3: Existing carport structures at 5/86 and 6/86 Thompson Road

**PC2208-3 ROSE STREET, NO. 12 (LOT 18) SOUTH FREMANTLE -
ADDITIONS AND ALTERATIONS TO SINGLE HOUSE (TG
DA0190/22)**

ADDITIONAL INFORMATION 1 – Site Photos



Photo 1: Subject site as viewed from Rose Street



Photo 2: Western adjoining site (No. 10 Rose Street)



Photo 3: Eastern adjoining site (No.14 Rose Street)

**PC2208-4 NICHOLAS CRESCENT, NO. 56 (STRATA LOT 1) HILTON -
UNAUTHORISED FENCING TO EXISTING SINGLE HOUSE (TG
DA0460/21)**

ADDITIONAL INFORMATION 1 – Site Photos

Photo 1: Subject site as viewed from Nicholas Crescent



Photo 2: Subject site as viewed from Doolya Road



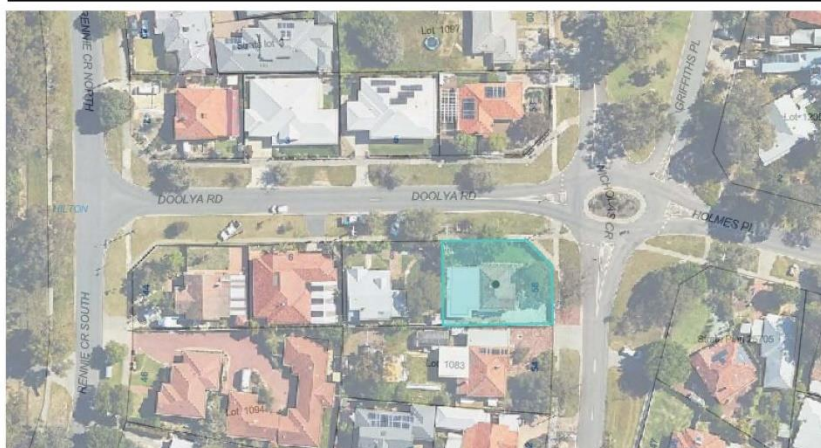


ADDITIONAL INFORMATION 2 – Heritage assessment



Heritage Impact Assessment REV 1

Address: 56 Nicholas Crescent, Hilton
Application number: DA0460/21
Proposal: Modification to street fences
Requesting officer: Justin Lawrence
Date: 19/07/2022



56 Nicholas Crescent, Hilton Aerial photograph, ESRI Aerial Mapping, 1/09/2021

INTRO

DUCTION

The purpose of this heritage comment is to assess the changes to the place that are proposed in revised drawings received 16 June 2022 for DA0460/21 and the affect that they will have upon the heritage values of 56 Rennie Crescent and the Hilton Heritage Area. The proposed changes include:

- Modification of front and side street fences with infill panels of 85% permeability to gain retrospective approval

HERITAGE LISTINGS

State Register of Heritage Places

The place is NOT on State Register - referral to DPLH not required

Inherit Database Number

56 Rennie Crescent – 21371
Hilton Heritage Area - 4211



Heritage List

The place is not included on the City of Fremantle's Heritage List.

Heritage Area

The place is included in the Hilton Garden Suburb Heritage Area which was designated as a Heritage Area in accordance with clauses 7.2.1 and 7.2.9 of Local Planning Scheme No. 4.

Local Heritage Survey

The place is not included in the Local Heritage Survey.
The Management Category is N/A

RELEVANT PREVIOUS DEALINGS

Recent meetings or discussions:

- N/A

Previous relevant DAs:

- N/A

Previous relevant legal dealings:

- N/A

BACKGROUND

Historical Information

The "Hilton Garden Suburb Precinct" Heritage Area is of cultural heritage significance within the City of Fremantle as an example of a substantially intact 'Garden Suburb' dating from the immediate post World War 2 period and characterised by its curvilinear road layout, parks, large and irregular shaped lots.

It has historical value as an area developed by the State Housing Commission to provide affordable housing at a time of increased housing demand in Australia, particularly to house new arrivals: returned servicemen and immigrants. It also has historical significance for its association with the importation of prefabricated homes from Austria and for the timber homes designed by prominent architect Marshall Clifton, many of which remain extant in the area. House design was influenced by the modernist movement in architecture which prevailed widely in the post-war period. The designs were functional without being decorative.¹

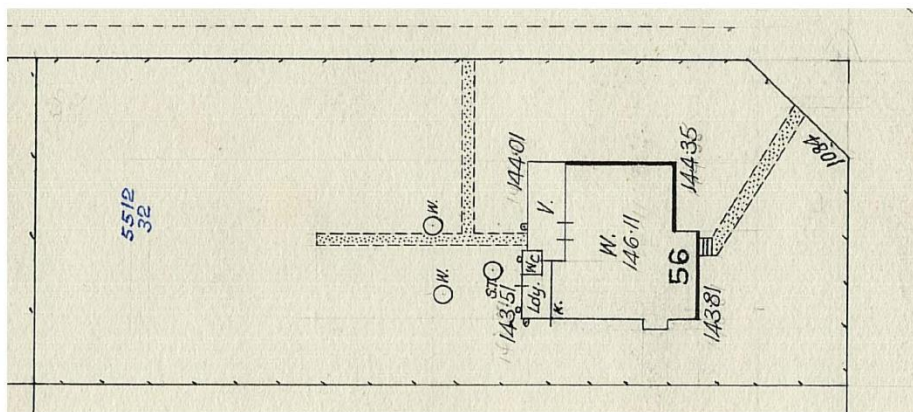
Hilton was developed in two phases resulting in the distinctive areas of houses West of Collick Street (built mainly in the 1940's and 1950's) and east of Collick Street (built mainly in the 1960's). Nicholas Crescent was developed in the first phase of development of Hilton. Nicholas Crescent was named after a town councillor. Doolya Road was originally part of Holmes Place but this section of the road was later renamed. Holmes was MLA for East Fremantle 1897– 1904, 1905–1906 and Mayor of Fremantle in 1910. Doolya is a Nyoongar word meaning 'fog' or 'mist'.²

¹ Hilton Residential Redevelopment Policy & Urban Design Guidelines

² City of Fremantle Local History Collection

Individual property history

56 Nicholas Crescent is shown on the first aerial photograph of Hilton – 1953 – at this stage all the crescent streets have been fully developed including Rennie, Nicholas, Snook and Oldham Crescents together with Joslin and Paget Streets. An outline of the house, garden paths and outbuildings is shown on c. 1950s drawing PWDWA 2206 Metropolitan Sewerage Fremantle District c. 1950s. While 56 Nicholas has not been sited facing the corner as was common in Hilton, the front path leads from the truncated corner of the block to front porch facing Nicholas Crescent.



Part of PWDWA 2206 Metropolitan Sewerage Fremantle District c. 1950s. show detail of 56 Nicholas Crescent.

Historic aerial photographs show that little change has occurred to the place since construction apart from some modification of the rear lean-to section. The property was subdivided c. 2005 with a new house being constructed on the rear half of the site around 2006.

In 2015 an 1800mm high brick fence was constructed on the Nicholas and Doolya Road site boundaries without planning approval. In 2016 a compliance matter was raised regarding these unapproved works. This DA was submitted in response to the compliance request.

Physical Description

Hilton has a distinctive and cohesive character created by the parks, streetscapes, mature trees, areas of indigenous vegetation and the stock of relatively intact modest predominantly timber mid 20th century housing. The suburb consists mainly of slightly irregular, almost rectangular shaped blocks. However, the defining characteristic of the former estate is the semi-circular form of the streets that radiate eastwards from the east end of the school reserve to form a group of four curved streets before joining the more regular gridded layout of the other streets. The radiating streets combined with the sloping site gives the landscape of the eastern part of the former estate a distinctive picturesque quality, a quality that is enhanced by the reserves of open land contained within it.

Nicholas Crescent is a typical, largely intact Hilton street exhibiting characteristics of the garden suburb style of planning. The single storey timber houses are set well back and have large front gardens visible behind low permeable fences. The visible gardens contribute to the open garden character of the suburb. Corner houses have a higher fence on the secondary street behind the front building setback to provide visual privacy for the rear yard.

56 Nicholas Crescent is a single storey weatherboard clad timber house with a tiled hip and gabled roof and a recessed porch. Original details such as brick chimney, timber windows with horizontal glazing bars, timer window awnings and roof trim details are intact. An 1800mm high multicolour brick fence with slated vehicle and pedestrian gates has been constructed on the street boundaries to Nicholas Crescent and Doolya Road.



56 Nicholas Crescent at the corner of Nicholas Crescent (left) and Doolya Road, Hilton Google Streetview, September 2021



Typical low fences semi-permeable fences allow houses and front garden to contribute to the garden suburb character of the area, Nicholas Crescent 2021



In Doolya Road the houses and gardens can be seen from the street behind the low semi-permeable fences and they contribute to the garden suburb character of the area. The corner house opposite 56 Nicholas Crescent has a section of higher fence set behind the front setback of the house to provide privacy for the rear yard.



Secondary street frontage to 58 Nicholas Crescent showing higher fence to rear yard and low fence to front yard to provide borrowed landscape and visual amenity for street and community.



IMPACT ASSESSMENT

Statement of Significance for the Hilton Garden Suburb Precinct

The proposed development of the place was assessed against the following values identified in the statement of significance for the Hilton Garden Suburb Precinct Heritage Area:

The "Hilton Garden Suburb Precinct" Heritage Area is of cultural heritage significance within the City of Fremantle as an example of a substantially intact 'Garden Suburb' dating from the immediate post World War 2 period and characterised by its curvilinear road layout, parks, large and irregular shaped lots.	Minor impact
It has historical value as an area developed by the State Housing Commission to provide affordable housing at a time of increased housing demand in Australia, particularly to house new arrivals: returned servicemen and immigrants. It also has historical significance for its association with the importation of prefabricated homes from Austria and for the timber homes designed by prominent architect Marshall Clifton, many of which remain extant in the area. House design was influenced by the modernist movement in architecture which prevailed widely in the post-war period. The designs were functional without being decorative.	Minor impact
Hilton has aesthetic value for its parks, streetscapes, mature trees, areas of indigenous vegetation and birdlife. Its stock of relatively intact modest housing, including both timber and brick cottages, set on large lots, many with mature trees and gardens, contribute to the ambience of the area and create a distinct and cohesive streetscape character.	Minor impact

Heritage values

The impact of the proposed development of the place was assessed using the heritage values from the ICOMOS Burra Charter, 2013:

Aesthetic value	Minor impact	Condition	No discernible impact
Historic value	No discernible impact	Integrity	No discernible impact
Scientific value	No discernible impact	Authenticity	Minor impact
Social value	No discernible impact	Historical evolution	Minor impact
Rarity	Minor impact	Streetscape	Minor impact
Representativeness	Minor impact		

Heritage Impact Comments

Originally the houses in Hilton had low permeable timber fences. In the early section of the development, such as in Nicholas Crescent, these were timber framed with chain link panels often with a low hedge behind – see photo below. In the later stage of development, the brick houses sometimes had a low brick fence with a hedge behind. These low fences were usually about 300 – 450mm high with slightly higher piers.



A key aspect of the heritage significance of Hilton Heritage Area is the garden suburb character with wide verges, open streetscapes, generous landscaping and curvilinear streets. The low, visually permeable fences to front gardens are an important design element in the area as it allows the front gardens and the heritage houses to visually contribute to the character of the area. Another feature of Hilton is the treatment of corner properties where they are designed to address the intersection and avoid large areas of high fencing to secondary streets. For this reason LPP3.7 Hilton Heritage Area Policy provides constraints upon fencing design to primary and secondary streets. This policy was further clarified by Hilton Heritage Area Front Fencing Guidelines published in December 2019. The fence to 56 Nicholas Crescent was constructed in 2019 so these discussions will refer only to LPP3.7

LPP3.7 Clause 1.5.1 states:

Street walls and fencing forward of the building line shall be:

- *a maximum height of 0.9 metres and shall be a minimum of 20% visually permeable above 300 millimetres; or*
- *a maximum height of 1.2 metres and shall be a minimum 50% visually permeable above 300 millimetres; or*
- *a maximum height of 1.5 metres and shall be a minimum of 85% visually permeable above 300 millimetres.*

1800mm high solid fences are not permitted in Hilton except to secondary streets behind the front building line. Exceptions to this requirement are provided for major roads such as Stock Road and South Street but no exceptions are provided for Nicholas or Doolya Road.

The original drawings received for this application did not make the fence comply with the requirements of LPP3.7.

- Only the section of fence facing Nicholas Crescent was modified, and not the fence facing the intersection or the section on Doolya Road forward of the building line.
- The height of the fence was not reduced from 1800mm
- Brickwork panels were only cut down to 900mm
- New timber slat panels had no visual permeability.



The prevailing streetscapes on Nicholas and Doolya have low and permeable fences forward of the building line in keeping with the traditional character of the Hilton Garden Suburb. There are some higher fences on secondary street setbacks but they are still set behind the building line or further back on the block. There is no precedent in this area for higher and/ or solid fences. Retaining this fence will set a precedent for future development.

The applicant was advised that the preliminary heritage comments on the proposal were not supportive of the scheme. However due to the long history of this compliance issue and in the spirit of compromise it was suggested that they should revise their proposal and modify both the Doolya Road fence and the fence to the truncated corner and that both sections should have a visually permeable panel in accordance with the Hilton Fencing Policy.

Modified drawings were received from the applicant on 22/6/22 showing the section facing Doolya Road and the corner truncation cut down to 900mm with new panels above. Further discussion with the applicant has confirmed that the panels will be 85% visually permeable and not solid as shown in the drawings. These changes will address the key heritage concern about the lack of visual permeability and negative affect that this will have on the heritage garden suburb character of Nicholas Crescent, Doolya Road and the Hilton Heritage Area.

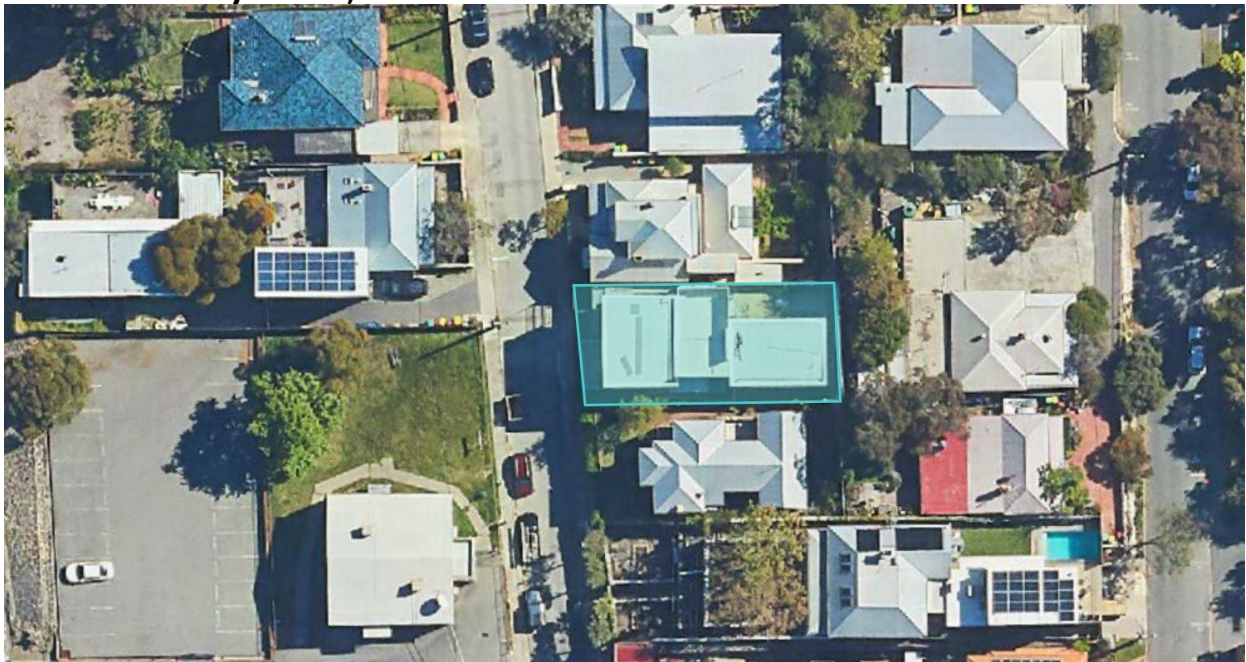
RECOMMENDATIONS:

The revised drawings stamped 22 June 2022 will be acceptable from a heritage perspective on the condition that the new upper panels are 85% visually permeable.

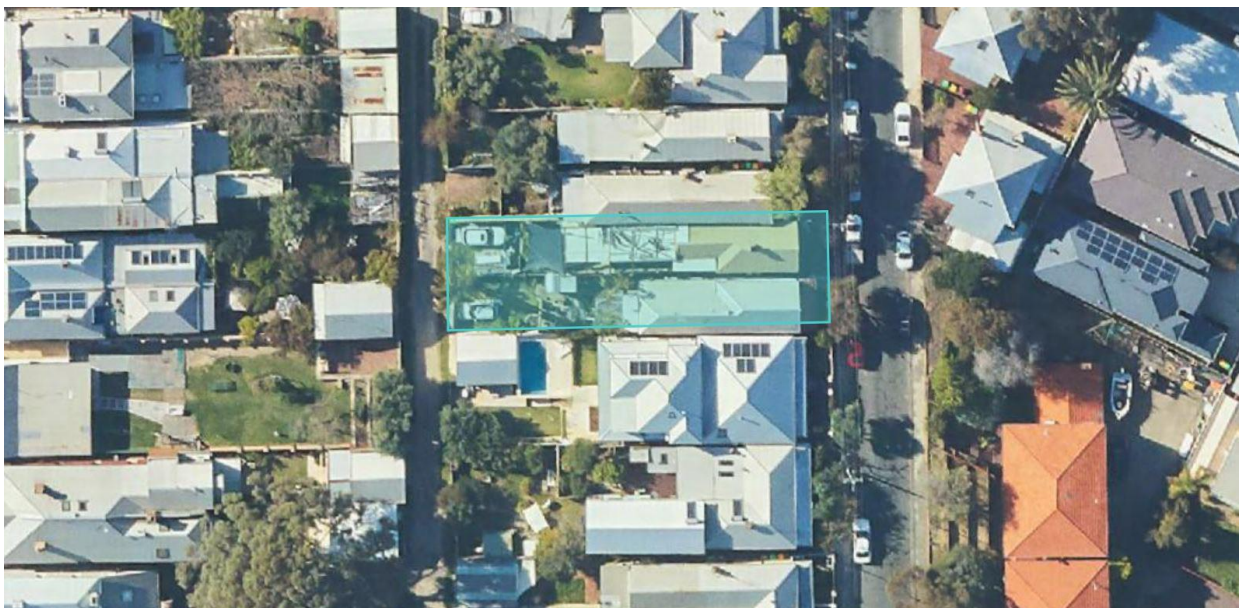
**PC2208-6 PLANNING COMPLIANCE - NO. 42 MCCLEERY STREET
BEACONSFIELD AND NO. 67 ATTFIELD STREET, FREMANTLE
- INCOMPLETE DEVELOPMENT (REF: RMP20/0036 AND
RMB22/0047)**

ADDITIONAL INFORMATION – Site Photos

No. 42 McCleery Street, Beaconsfield



No. 67 Attfield Street, Fremantle



No. 42 McCleery Street, Beaconsfield



No. 67 Attfield Street, Fremantle



