



Additional Information

Strategic Projects and Transport Committee

Wednesday, 12 February 2020, 6.00pm

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**SPT1911 -1 POTENTIAL SCHEME AMENDMENT - 59 ELLEN STREET
FREMANTLE- PRELIMINARY ENGAGEMENT AND INITIATION -
ADDITIONAL INFORMATION**

ADDITIONAL INFORMATION 1



**City of Fremantle
Local Planning Scheme No. 4**

Amendment No.

*Rezoning of Lot 1 (#396) High Street, Lot 2 (#105) Carrington Street and Lot 3 (#394) High Street,
Fremantle from 'Residential' to 'Mixed Use'.*

FORM 2A

**Planning and Development Act 2005
RESOLUTION TO ADOPT AMENDMENT
TO LOCAL PLANNING SCHEME**

*City of Fremantle
Local Planning Scheme No. 4
Amendment No.*

Resolved that the Local Government pursuant to section 75 of the *Planning and Development Act 2005*, amend the above Local Planning Scheme by:

Rezoning Lot 1 High Street, Lot 2 Carrington Street and Lot 3 High Street, Fremantle from 'Residential' to 'Mixed Use', and amending the Scheme map accordingly.

The amendment is standard under the provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015* for the following reason(s):

- (a) The amendment is consistent with the City of Fremantle Local Planning Strategy which supports use of the land for a mix of medium density residential development within mixed use areas;
- (b) the amendment would have minimal impact on the land in the scheme area that is not the subject of the amendment; and
- (c) the amendment will not result in any significant environmental, social, economic or governance impacts on land in the scheme area.

AMENDMENT REPORT

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1.0 INTRODUCTION

This report has been prepared to support an amendment to the City of Fremantle Local Planning Scheme No.4 (LPS4), and has been prepared by MGA Town Planners on behalf of Sunspace Holdings Pty Ltd. The amendment is intended to facilitate the rezoning of Lot 1 High Street, Lot 2 Carrington Street and Lot 3 High Street, Fremantle (the subject land) from Residential to Mixed Use.

The subject land is located at the corner of Carrington Street and High Street, which are both designated as Primary Regional Roads under the Metropolitan Region Scheme (MRS). These roads frame the eastern gateway to the City of Fremantle local government area (LGA), from the City of Melville LGA.

Historically, Lots 1 and 2 (fronting Carrington and High Street), have been used for commercial purposes (veterinary clinic) and are positioned adjacent to a now vacant petrol station immediately to the north of the subject land. Lot 3 has historically been used for residential purposes. The subject land is also surrounded to the north and west by established medium density residential development, with housing to the west comprising three – storey Department of Housing residential apartment buildings.

This scheme amendment is proposed in order to facilitate the highest and best use of the subject land, in conjunction with a future landmark development on the site, and at the northern gateway to Fremantle and to replace existing development on the land which is vacant, poorly kempt and an eyesore in this prominent location.

The current zoning of the subject land does not accurately reflect the existing use of the land and unreasonably constrains the range of commercial uses able to be developed on the site such as on the ground level of a future mixed-use development.

This scheme amendment request demonstrates the orderliness of the proposal with reference to the State and local planning framework, and surrounding pattern of development.

2.0 SUBJECT LAND AND CONTEXT

2.1 Property Description and Surrounding Development

The subject land includes three (3) lots and may be described as follows:

- Lots 1 and 2 on Diagram 31414, #396 High Street, Fremantle - Certificate of Title Volume 37 Folio 349A. (Lot 1 is also identified as #105 Carrington Street).
- Lot 3 on Diagram 31414, #394 High Street, Fremantle – Certificate of Title Volume 45 Folio 96A.

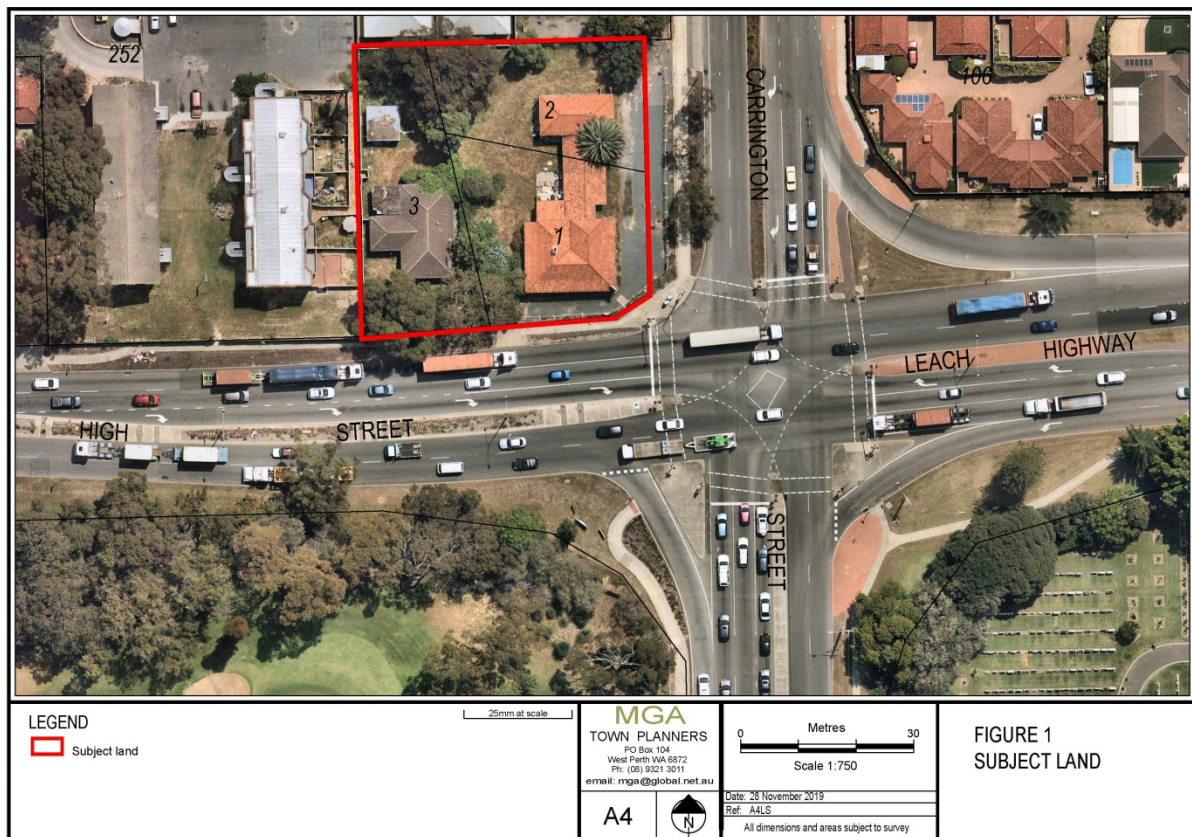
Figure 1 below shows the subject land, at the corner of High Street and Carrington Road, Fremantle.

Lots 1 and 2 contain vacant buildings previously utilised as a veterinary clinic. Lot 3 contains a dwelling, currently being used for residential purposes.

The subject land is surrounded by existing development to the north and west. To the north of Lot 1, there exists a vacant petrol station fronting Carrington Street.

To the north of Lot 3 there are four single – storey grouped dwellings, and to the west of Lot 3 there are two apartment buildings, each being three – storey. To the east, at the opposite side of Carrington Street, there exists a grouped dwelling development that is screened from Carrington Street by a brick wall.

The edge of the Royal Fremantle Golf Club is located immediately to the south, at the opposite side of High Street. The golf course is concealed by stands of mature vegetation lining the High Street road reserve. The Fremantle Cemetery is located to the south – east, at the southern side of High Street and immediately opposite to the golf course on Carrington Street. The cemetery is also concealed from the subject land and adjoining roads by mature vegetation and screen walls.



2.2 Local and Regional Context

The subject land is located approximately 12.5km south - west from the Perth CBD, 3.0km east of the Fremantle City Centre, and 6km to the west of the Garden City Booragoon shopping centre. **Figure 2** below shows the subject land in its broader context.

The subject land is bounded by High Street to the south and Carrington Street to the east. High Street becomes Leach Highway (also a Primary Regional Road) immediately east of the subject land. Both roads are designated as 'Primary Regional Roads', providing major connections for residents moving east – west between suburbs and the Fremantle City Centre, north to Canning Highway and the Perth CBD, or south through to suburbs including Hamilton Hill and Spearwood.

The subject land is well connected and exposed to the regional road network, and sits at the gateway to the Fremantle LGA area. It is therefore viewed by high volumes of commuter and commercial traffic moving in and out of the Fremantle LGA on a daily basis. The standard of development and presentation on the land therefore sets a first impression for those entering the Fremantle LGA.

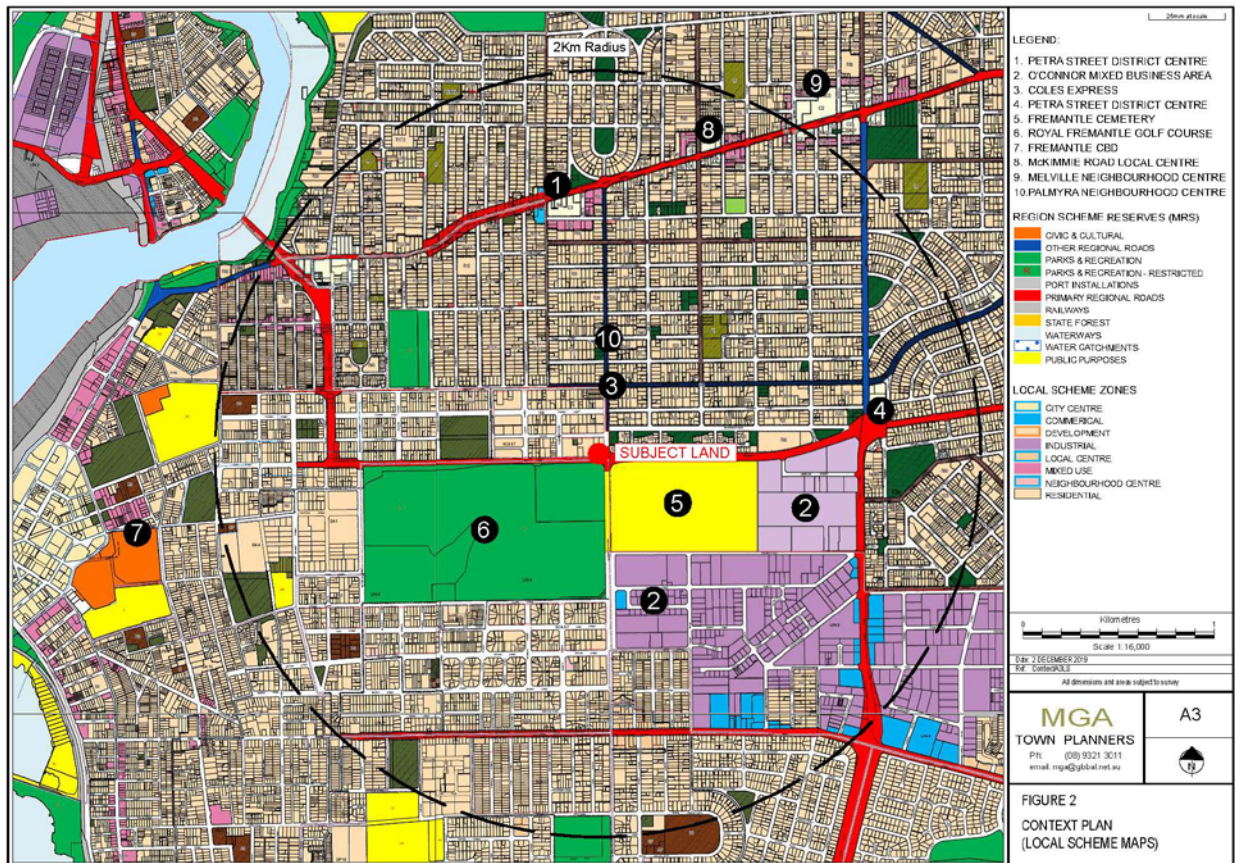
The O'Connor Mixed Business area is located approximately 800m south of the subject land on Carrington Street, and contains pockets of land zoned 'Commercial' fronting Carrington Street. This mixed business area contains a range of service commercial, large format retail, distribution and light industrial activities, commensurate with the zoning of the land under LPS 4.

Commercial development in the O'Connor Mixed Business area extends north through to Leach Highway, within 800m east of the subject land. This commercial development extends along Leach Highway into the Stock Road neighbourhood activity centre (NC) and Webber Street local activity centre (LC), located at the corner of Stock Road and Leach Highway (1.4km to the east). The Stock Road NC contains a Woolworths supermarket, Australia Post and car parking across two levels. The Webber Street LC contains fast food outlets, a large deli/small supermarket, and newsagent and Department of Transport offices.

A Coles express service station also exists 350m to the north of the subject land at the corner of Carrington Street and Marmion Street, and located 600m further to the north there exists the Palmyra NC, which is situated at the corner of Tamar Street and Carrington Street (within the City of Melville LGA). The Palmyra NC is the location of a new approved mixed use / commercial building (Carrington 57), which is currently under construction and comprises 24 apartments and three commercial tenancies.

In addition, the Petra Street District Activity Centre (DC) exists 1.6km to the north on Canning Highway and is accessible via Cannington Street. This centre contains a Woolworths supermarket, hardware store, chemist, fast food outlets and other retail outlets to meet the daily needs of surrounding residents.

The balance of land in the locality consists of developed residential land which is well separated from the subject land by the golf course, cemetery and O'Conner Mixed Business area.



The locality is characterised by mixed-use and commercial development and within 800m of the subject land to the north, south and east along Carrington Street and Leach Highway, making this the predominant land use and the prominent type of activity within the locality.

3.0 REGIONAL PLANNING FRAMEWORK

3.1 Metropolitan Regional Scheme (MRS)

The subject land is zoned Urban under the Metropolitan Region Scheme (MRS) (Figure 3), as are the adjoining lots to the north and west. Land immediately to the south and east, being High Street and Carrington Street is contained within Primary Regional Road reservations.



Figure 3 – Metropolitan Region Scheme Zoning

3.2 Perth and Peel @ 3.5 million (WAPC, 2018)

The Perth and Peel @ 3.5 million strategy identifies that a 'connected city' is the most preferred future growth pattern, providing the best balance between urban infill and fringe development. Page 19 of the strategy indicates that as a connected city, the Perth and Peel regions will increasingly be characterised by the following:

- *a strong central business district that is the business, finance, service, retail, cultural and entertainment centre of the State.*
- *a network of connected activity centres which deliver employment, entertainment and higher-density lifestyle choices. These centres will be designed to be attractive, accessible, compact, vibrant, pedestrian and cycling-friendly environments that have high-quality public transport and road linkages.*
- *urban areas that deliver a range of contemporary lifestyle choices from low- density suburban, to medium-density urban and high-density inner - city lifestyles in strategic localities.*
- *well-designed urban form that maximises the use of existing infrastructure assets in parallel with extending infrastructure into the development areas of the outer sub-regions identified in the relevant frameworks.*

The strategy goes on to state on page 20 that a fundamental consideration will be to minimise the impact on existing suburbs and to retain their character and amenity by:

- identifying the most appropriate areas where urban consolidation could occur (such as activity centres, public transport corridors, station precincts).
- ensuring these areas have access to existing and future public transport routes.

The strategy identifies Principles for Urban Consolidation on page 23, including the following being of relevance to this proposal:

- **Urban Corridors:** The focus is 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 implication of these objectives and principles on desired urban form within the Central metropolitan sub – region, are explored below.

3.3 Central Metropolitan Sub - Regional Framework

The Central Metropolitan Sub – Regional Framework (CMF) sits below the Perth and Peel @ 3.5 Million strategy, and provides a more definitive guide as to the desired timing and distribution of future land use and infrastructure, guiding growth across the central sub-region.

Key principles listed on pages 2 and 16 of the CMF being relevant to the proposed rezoning and future land uses are listed below:

- *Achieve a more consolidated urban form and development within the sub-region.*
- *Provide transport linkages that connect people with key centres of activity and employment, and access to areas beyond the Perth and Peel regions.*
- *Facilitate and support a future regional transportation network and facilitate the provision of service infrastructure.*
- *Protect areas with regional conservation, environmental and landscape value.*
- *Maximise the use of and add value to existing infrastructure, including transport, community / social and service infrastructure, where there is a concentration of urban and employment opportunities.*
- *Integrate land use and public transport to contribute to maintaining air quality.*
- *Facilitate increasing the number of people living close to where they work with the identification of suitable sites for employment within the sub-region.*

Urban Corridors

Page 32 of the CMF describes the urban corridors identified in the Central sub-region alongside high-frequency public transit corridors (**Figure 4**) and states these should be the focus for investigating increased residential densities, with potential for mixed land uses where appropriate.

The CMF also states that the urban corridors are shown as **indicative extents** for consideration of urban consolidation, and that some precincts may in practical terms be wider or narrower depending on many aspects such as the lot and road layout and public purpose infrastructure.

In response to the objectives and principles of the Perth and Peel @ 3.5 million strategy and CMF, the following is noted as relevant to the subject amendment:

- The subject land is well positioned between an urban corridor and Primary Regional Road.
- The subject land is in a desirable location at the corner of Carrington Street, a major north – south connection providing good linkages to the Marmion Street urban corridor (**within 350m and 600 metres**), which contains numerous bus stops.
- Residents, and visitors to commercial premises on the subject land, will have the benefit of high – frequency public transit within a conveniently walkable distance.
- **Figure 5** depicts the desired transition in housing density from an indicative urban corridor through to an existing neighbourhood. The density of residential development on the subject land will be consistent with the intent depicted in Figure 5, being less than R40.
- The rezoning will facilitate a wider range of commercial tenants, improving the employment prospects of local residents and access to goods and services.

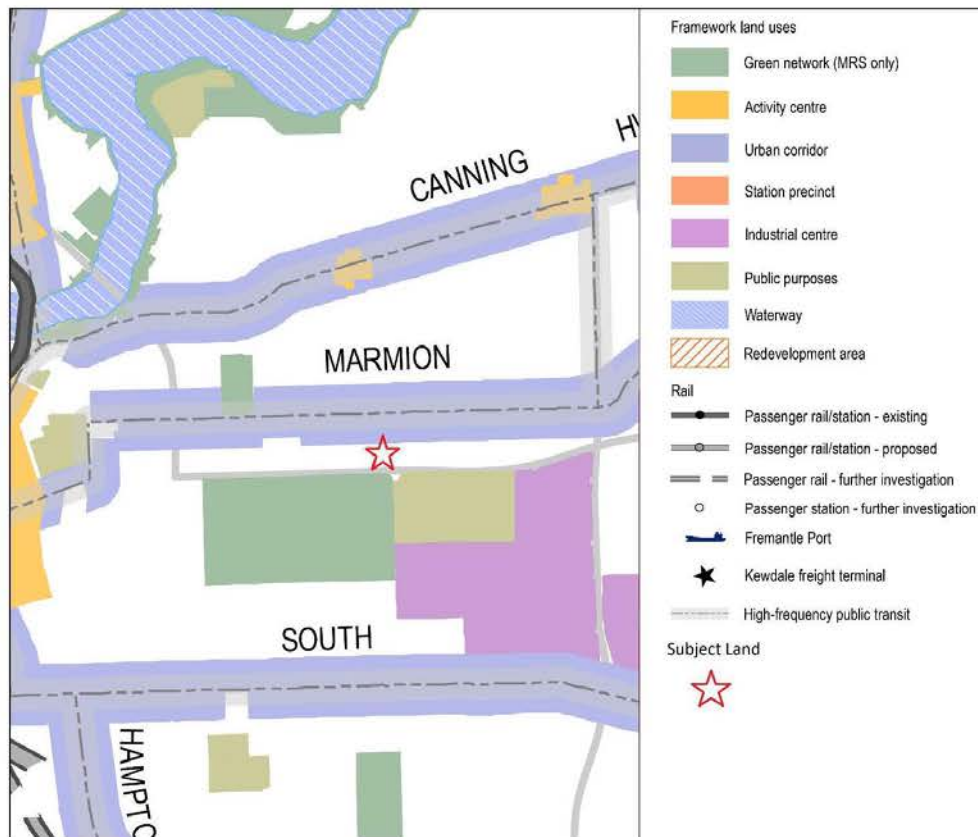


Figure 4 – Excerpt from Central Sub – Regional Framework Map



Figure 5 – Indicative Cross Section Showing Land Use Transition from Corridor to Neighbourhood Setting (Excerpt from Central Sub – Regional Framework)

3.4 Development Control Policy 1.6

Transit - Oriented Precincts

The introduction to DC 1.6 defines the term ‘transit – oriented precinct’ relative to walking distance and walking time, with the following benchmarks applied:

- About 10-15 minutes walking time, or an 800m distance, for rail stations, transit interchanges or major bus transfer stations or terminals.
- About 5-7 minutes walking time, or 400m, for bus stops located on bus routes with multiple bus services that are high frequency of 15 minutes or less during peak periods (see map attached).

The above defined ‘transit – oriented precincts’ are mapped in DC 1.6. The excerpt in **Figure 6** shows the subject land is contained within a ‘transit - oriented precinct’, within 400m of high frequency bus services on Marmion Street, Carrington Street and High Street/Leach Highway

Objectives and Design Considerations

Development Control Policy 1.6 - Planning to Support Transit Use and Transit Oriented Development (DC 1.6) identifies the following objectives which are relevant to the proposal:

- *To promote and facilitate the use of public transport as a more sustainable alternative to the private car for personal travel, to enhance community accessibility to services and facilities, including employment opportunities, community services and recreational facilities, and to improve equity in accessibility for those who do not own or have access to a car.*
- *To ensure the optimal use of land within transit oriented - precincts by encouraging the development of uses and activities that will benefit from their proximity and accessibility to public transport, and which will in turn generate a demand for the use of transit infrastructure and services.*

DC 1.6 encourages the following design outcomes in Clause 4.4.1:

- *Land uses that promote interest, interaction and activity should be used to animate frontages along the principal pedestrian routes leading to and from the transit facility.*
- *Uses should be oriented to the street and the public domain, and should include activities at ground floor level that promote interaction and surveillance, provide interest for pedestrians, enhance security, and increase the attractiveness of walking to access transit facilities.*

The intended future form of development on the subject land, being a mixed - use development, represents the most optimal use of this land, and is in keeping with the abovementioned objectives and design considerations set out in DC 1.6. The land is able to be developed having frontage to both Carrington Street and High Street, improving security, visual interest, utility and attractiveness for those moving between residential areas and transit services.

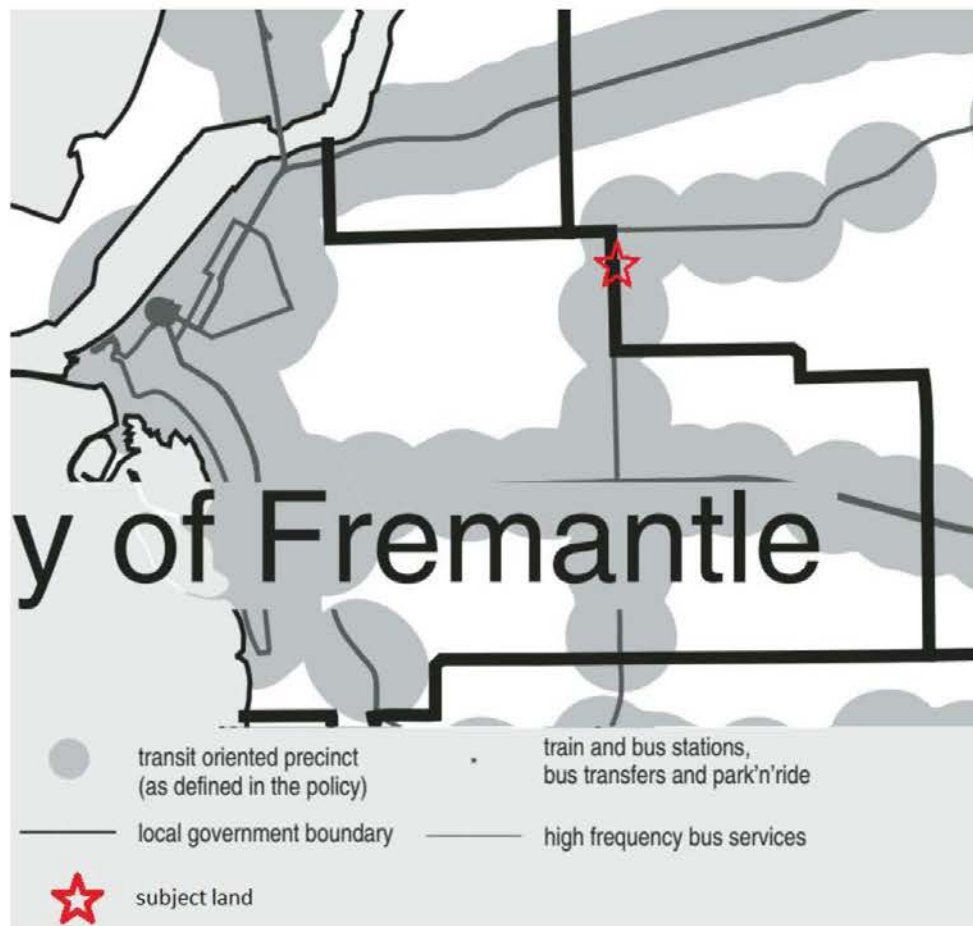


Figure 6 – Excerpt from Development Control Policy 1.6 Map

4.0 LOCAL PLANNING FRAMEWORK

4.1 City of Fremantle Local Planning Scheme No. 4 (LPS4)

The subject land is zoned Residential (**Figure 7**) and is contained in Special Control Area 5.7 under the City of Fremantle LPS 4. The applicable R – Code is R30, and this is not proposed to be altered.

Clause 3.2.1 (a) of LPS4 contains objectives for the Residential zone, with the following being of particular relevance to this amendment.

- (i) *provide for residential uses at a range of densities with a variety of housing forms to meet the needs of different household types, while recognising the limitations on development necessary to protect local character.*
- (iv) *safeguard and enhance the amenity of residential areas by ensuring that land use is compatible with the character of the area.*

It was described previously with reference to DC 1.6 policy that the subject land is contained within a 'transit – oriented precinct', which encourages land uses that promote interest, interaction, surveillance and activity on pedestrian routes, and a range of activities that will encourage transit use. The desired character for the land and locality is therefore influenced by this strategic policy objective.

With respect to compatibility, LPS4 already facilitates ground floor commercial land uses within a mixed - use format in the Residential zone. The proposed Mixed Use zoning of the land will add to the range of activities that can be developed on the site and ensure the highest and best use of the land in a manner compatible with a residential setting. The range of land uses are explored in greater detail in subsequent sections.

The subject land is also contained in Special Control Area 5.7, which contains provisions applicable to small infill development, and a requirement that development on the land be considered by the City's Design Advisory Committee.

The Objectives for the Mixed Use zone under Clause 3.2.1 (e) of LPS4 are listed below.

- (i) *provide for a mix of compatible land uses including light, service and cottage industry, wholesaling, trade and professional services, entertainment, recreation and retailing of goods and services in small scale premises, including showrooms, where the uses would not be detrimental to the viability of retail activity and other functions of the City Centre, Local Centre and Neighbourhood Centre zones;*
- (ii) *provide for residential at upper level, and also at ground level providing the residential component is designed to contribute positively to an active public domain;*
- (iii) *ensure future development within each of the mixed used zones is sympathetic with the desired future character of each area,*
- (iv) *ensure that development is not detrimental to the amenity of adjoining owners or residential properties in the locality, and*
- (v) *conserve places of heritage significance the subject of or affected by the development.*

Clause 3.2.1 (e)(i) of LPS4 constrains commercial land use, to the extent that it cannot be detrimental to the viability of any local or neighbourhood activity centre. This would inhibit the locating of a larger anchor shop such as a supermarket, or a large collection of retail tenancies on the subject land, either of which would impact the viability of competing activity centres in the locality.

Small scale commercial development on the subject land, such as two or three small tenancies not exceeding 200m² each, will ensure compatibility with LPS4.

Most significantly, the Scheme objectives for the Mixed Use zone apply similar objectives and controls to those of the Residential zone regarding the amenity of adjoining owners and residential properties in the locality. Considerations regarding interface and residential amenity identified in the R Codes and LPS4 will continue to apply following rezoning of the land and will ensure these objectives continue to be met.

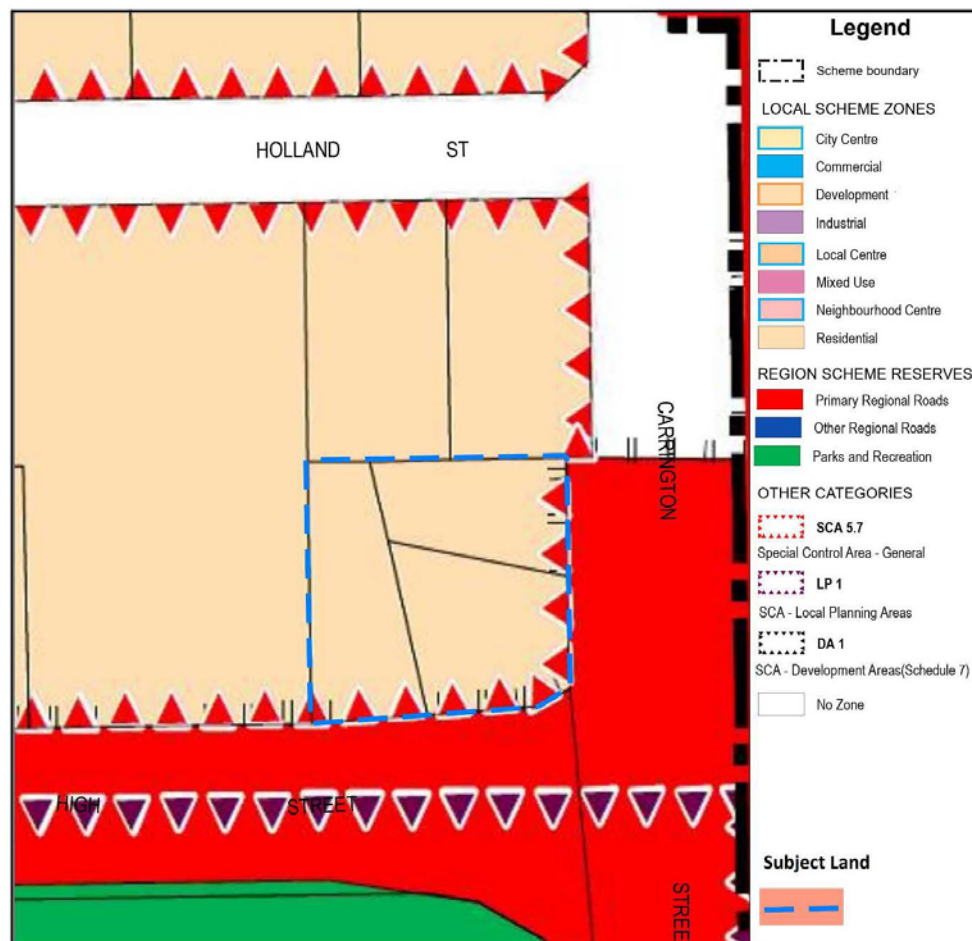


Figure 7 – LPS4 zoning

4.2 City of Fremantle Local Planning Strategy

The subject land is contained in Local Planning Area 2 under the City's Local Planning Strategy (LPS). The LPS identifies objectives for Local Planning Area 2, as listed below:

1. Provide a mix of medium density residential development with some higher density residential development within mixed use areas to provide for a variety of dwelling types and sizes.
2. Ensure residential redevelopment is compatible with the heritage character and scale of the built environment, streetscapes and urban spaces of the area and the amenity of adjoining properties.
3. Identify, conserve and use cultural heritage places and precincts.
4. To facilitate the development of mixed-use areas as a transition between the city centre and surrounding residential areas.
5. Allow new development that is compatible with the cultural heritage of the city centre while allowing innovative development to become the 'heritage of the future'.
6. Secure areas of public open space and preserve significant landforms.
7. Provide safe access and movement for pedestrians and cyclists.

Clause 5.2.3(h) of the LPS specifically references the subject land where it is stated:

'There are currently 2 businesses along Carrington Street which are located in a 'Residential' zone and will become non-conforming uses under CPS4.'

Other than the above, the subject land is not specifically referenced in the LPS or contained in any area the subject of a local planning policy, structure plan or development plan.

The LPS clearly contemplates mixed use developments on the site and in the locality and recognises the current commercial use on the land. The LPS also recognises the need for residential development to be compatible with any prevailing heritage character, scale and to be consistent with the amenity of adjoining properties.

The LPS also lists 11 specific strategies, relating to the creation of future heritage precincts, MRS amendments required, and recommends future structure planning areas. None of the strategies listed have implications for the subject land.

The LPS supports the use of the land for a mix of medium density residential development and mixed use development, in a locality that is already characterised by a mix of land uses. The amendment proposes a Mixed Use zoning, which would only enable the land to be developed with appropriate land uses which are not going to have an adverse impact on the amenity and functionality of other land in the locality.

5.0 PROPOSAL

5.1 Purpose and Nature of Amendment

The rezoning of the land to 'Mixed Use' is proposed in order to facilitate redevelopment of the subject land with an improved range of residential / commercial mixed land uses. This will enable the highest and best land uses to establish according to market need, in an appropriate location that has historically been utilised for commercial purposes.

Table 1 contains a list describing the permissibility of various use classes in each zone, providing a comparison of potential activities that might establish following rezoning of the land to Mixed Use. The table reveals that based on the existing Residential zoning, potential commercial activities within a mixed - use development are currently limited to the following:

- 'Liquor Store' ('A' use).
- 'Licensed Premises – Other' ('A' use).
- 'Restaurant' ('A' use).

Other uses such as 'Child Care Premises', 'Family Day Care' or 'Education Establishment' are also able to be approved in the Residential zone, but these generally require large / specialised outdoor areas and large floor areas, neither of which are generally feasible at the ground floor of a mixed-use building.

In contrast, the Mixed Use zone facilitates a greater range of commercial activities that would be suitable on the site. The majority of these are 'A' uses, being subject to advertising, public comment and approval at the discretion of Council. Such uses include:

- 'Consulting Rooms'.
- 'Convenience Store'.
- 'Health Studio'.
- 'Lunch Bar'.
- 'Medical Centre'.
- 'Office'.
- 'Shop'.

Table 1 – Use Class Permissibility – Residential and Mixed Use Zones

Use Class	Residential Zone	Mixed Use Zone	Use Class	Residential Zone	Mixed Use Zone
Aged or dependent persons dwelling	A	A	Medical Centre	X	P
Amusement Parlour	X	A	Motel	X	A
Bank	X	P	Motor Vehicle Repair	X	A
Bed and Breakfast	A	A	Motor Vehicle Wash	X	A
Betting Agency	X	D	Motor Vehicle, Boat or Caravan	X	A
Child Care Premises	A	A	Multiple dwelling	D	A
Cinema theatre	X	A	Night Club	X	X
Civic Use	A	P	Nursery	X	A
Club Premises	X	P	Office	X	P
Community Purpose	A	P	Petrol Filling Station	X	A
Consulting Rooms	X	P	Place of Worship	A	P
Convenience Store	X	A	Private Recreation	X	P
Cottage Industry	A	D	Public Amusement	X	A
Educational Establishment	A	P	Public Car Park	X	A
Exhibition Centre	X	D	Public Utility	A	A
Family Day Care	A	A	Reception Centre	X	P
Fast Food Outlet	X	X	Residential Building	A	A
Funeral Parlour	A	X	Restaurant	A	A
Garden Centre	X	P	Restricted premises	X	A
Grouped dwelling	D	A	Service Station	X	A
Hardware Store	X	A	Shop	X	A
Health Studio	X	D	Showroom	X	A
Home Business	A	A	Single house	P	A
Home Occupation	D	A	Small Bar	X	A
Home Office	P	P	Small Secondary Dwelling	P	X
Home Store	D	A	Tavern	X	A
Hotel	X	A	Telecommunications Facility	X	A
Licensed Premises - Other	A	A	Tourist Accommodation	X	A
Light Industry	X	A	Trade display	X	A
Liquor Store	A	A	Veterinary consulting rooms	X	P
Lunch Bar	X	A	Veterinary hospital	X	A
Market	X	A	Warehouse	X	P

'P' use: Development which is permitted within specific zones.

'D' use: Development which may be approved at the discretion of Council.

'A' use: Development which may be approved at the discretion of Council following advertising and public input.

'X' use: Not Permitted.

5.2 Indicative Concept Plan

The indicative concept plan shown below in **Figure 8** (and at a larger scale in **Appendix 1**), depicts the form of development likely to be progressed by the landowner, in a process separate to the subject scheme amendment.

The plan shows the location and extent of the ground floor area required to accommodate a three or four storey mixed use building, with two ground floor commercial tenancies being approximately 250m² each in floor area. It also shows the extent to which development may be separated from adjoining residential sites to the north and west.

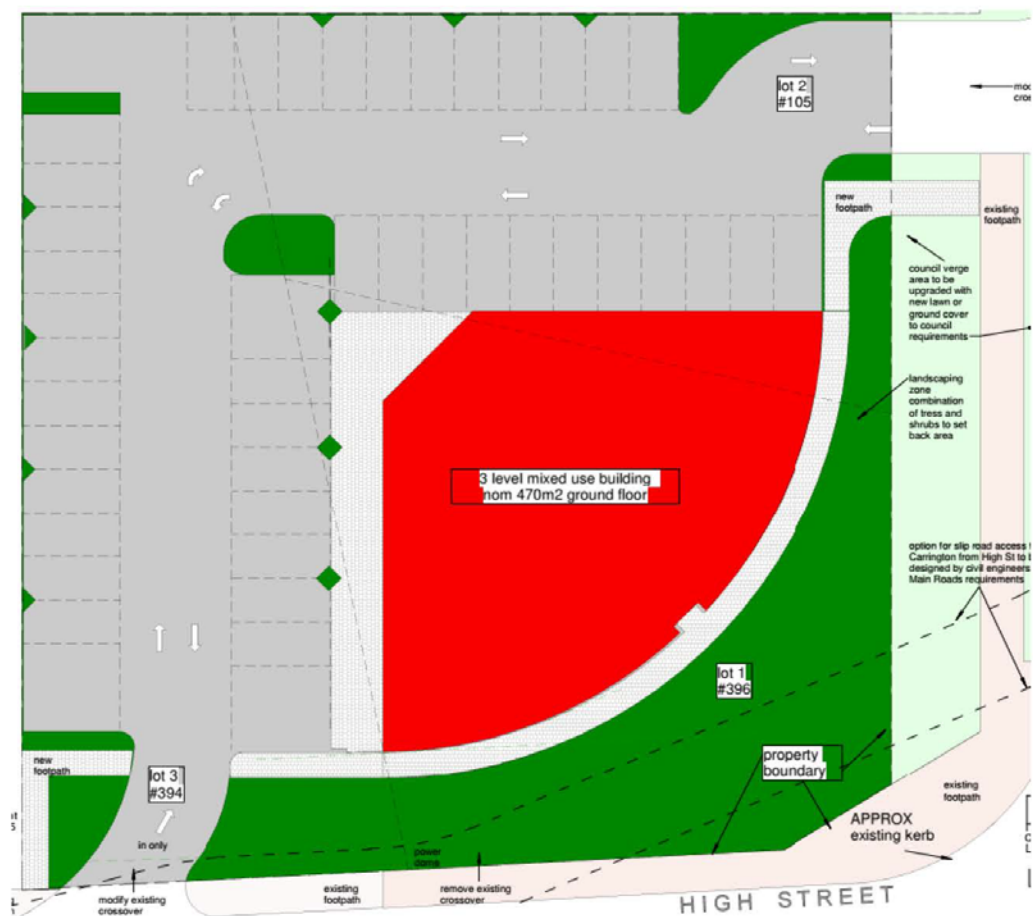


Figure 8 – Indicative Concept Plan

This plan informs the basis of a traffic impact assessment, as described in the following section.

5.3 Character and Orderly Planning

The principles of orderly and proper planning dictate that development should represent a logical and efficient extension of land uses, which are consistent with the planning vision and intent for the subject land and locality.

The existing Residential zoning already facilitates a limited range of commercial land uses, such as 'Liquor Store' and 'Restaurant', whether in a mixed use setting or not. The subject land has historically been used to accommodate commercial activities, and is a desirable location for mixed use development given its level of exposure.

The land adjoins an urban corridor as identified within the Central Sub-Regional Framework (CMF), which is defined as having an *indicative extent*. The site is also contained within a 'transit – oriented precinct' under Development Control Policy 1.6 (DC 1.6). In particular, the provisions of DC1.6 in Clause 4.4.1 state the following regarding development in these precincts:

- *Uses should be oriented to the street and the public domain, and should include activities at ground floor level that promote interaction and surveillance, provide interest for pedestrians, enhance security, and increase the attractiveness of walking to access transit facilities.*

The rezoning of the subject land will ensure that a greater range of potential commercial uses can be developed on the site helping to achieve this desired outcome. Currently, only a very limited range of commercial land uses are permitted to be developed on the subject land, which restricts the land being used to its full potential. Rezoning of the land to Mixed Use will not only facilitate the provision of additional commercial uses to the locality but will also allow landowners to more effectively react to market conditions and demands, by removing the land use restrictions and allowing a greater range of compatible uses, which can be pursued.

In section 2.2 of this report it was identified that a range of commercial development exists within 800m of the subject land, including the following:

- Coles Express - Carrington Street (350m to the north).
- Palmyra Neighbourhood Centre - corner of Tamar Street and Carrington Street (600m to the north), with mixed use development under construction.
- O'Connor Mixed Business area Carrington Street (within 800m to the south).
- O'Connor Mixed Business area Leach Highway (within 800m to the east).

People moving through the immediate locality by vehicle or on foot therefore encounter a range of commercial nodes.

Residential development immediately to the north includes single – storey grouped dwellings, and to the west three-storey residential buildings front High Street. The subject land is large enough to facilitate site planning, design and the siting of buildings, to ensure the amenity on surrounding residential sites is maintained/enhanced

The golf course and cemetery opposite the subject land are significant Public Purpose developments, which adjoin one another, forming a large area of low - intensity activities being located opposite the subject land. The subject land is predominantly screened from each of these sites by plantings at the corner of Carrington Street and High Street. Given their unusual nature, a multi – storey residential building, mixed use building or stand-alone commercial building are as equally compatible relative to these adjoining Public Purpose uses.

It is noted that the golf course and cemetery are already bounded by commercial development for distances ranging between 200m – 600m. The golf course is bounded by commercial development to the south – east (O'Connor Mixed Business area) and west (Montreal Street). Similarly, the cemetery is surrounded by commercial development to the south and east (O'Connor Mixed Business area).

It is considered that the proposed rezoning will improve the range of commercial uses which could be established on the site and would not detract from the pattern of land use observed within 800m of the subject land, or be at great variance to the type of land use and development already permissible.

The Mixed Use zone is a transitional zoning that is envisioned to adjoin residential areas. The transitional nature of the Mixed Use zone is evident in the zone objectives, which include requirements to ensure the compatibility of land use relative to local character, and to maintain the amenity of adjoining residential properties. These particular zone objectives in Clause 3.2.1 (e) of LPS4 are reiterated below.

ii) provide for residential at upper level, and also at ground level providing the residential component is designed to contribute positively to an active public domain;

(iii) ensure future development within each of the mixed used zones is sympathetic with the desired future character of each area.

(iv) ensure that development is not detrimental to the amenity of adjoining owners or residential properties in the locality, and

The majority of commercial land uses are designated as 'A' uses within the Mixed Use zone, in order that amenity and compatibility may be properly considered by the Council. Only a limited range of activities including community/civic uses, 'Bank', 'Office', 'Consulting Room' and 'Medical Centre' are designated as 'P' Permitted in the zone. If rezoned to Mixed Use, the vast majority of commercial land uses will continue to require the discretion of Council, in conjunction with an assessment of character and amenity impacts.

Most significantly, the scheme amendment, which will facilitate redevelopment of this derelict strategic site, will enable the site to be developed appropriately and with a high-quality landmark development on the eastern gateway to Fremantle.

6.0 TRAFFIC IMPACT ASSESSMENT

Porter Consulting Engineers have been commissioned to prepare a Traffic Impact Statement (TIS) to inform the subject amendment. For the purpose of this traffic assessment a mixed-use development has been assumed to comprise of 6 residential dwellings and two commercial tenancies (assumed restaurants or offices up to 400m²) and to inform the amendment

The TIS looks at two potential ingress/egress scenarios, being:

1. Driveways servicing the subject land including a left-in-only from High St and a left-in/left-out on Carrington Street;
2. Driveways servicing the subject land include a left-in/left-out on Carrington Street only.

The TIS reports that initial liaison with Main Roads has revealed that the proposed left turn in only from High Street would not be supported by Main Roads because High Street is classified as a Primary Distributor Road and a Freight Route, and as such priority should be given to the efficient movement of traffic over direct traffic access. The proposed rezoning is not however dependant on achieving access via High Street and can obtain access from Carrington Street.

The TIS has determined that a mixed-use development such as depicted in the concept plan (based on the higher traffic generator of a restaurant) would generate approximately 270 vehicles daily with 3 and 23 vehicles occurring within the am and pm peak hour. The TIS concludes that this volume of traffic can be accommodated on the adjacent road network, in line with their function and capacity.

The TIS indicates that there are adequate sight lines along Carrington Street for the proposed driveway and should only a single driveway/crossover be approved on Carrington Street to service the development it is expected to be able to operate satisfactorily. The signalised intersection of Carrington Street and High Street to the south of the proposed driveway will create suitable gaps in the traffic stream to allow for the safe exit of vehicles from the driveway.

The TIS also states that with a left-in and left-out (northbound only) arrangement on Carrington Street, vehicles will need to use the surrounding distributor road network when approaching the site from the north as well as when seeking to depart the site to the south, east or west. The existing road network readily provides these options.

The TIS shows that the amendment site is serviced by existing and also proposed paths to accommodate pedestrians and cyclists. Public transport bus stops are also provided within 200m of the site. Together these facilities provide options for residents, patrons and staff to use varying modes of transport to the site other than private motor vehicles.

The TIS adequately demonstrates that the subject land may be developed with a range of uses, and that from a traffic impact and safety perspective it would not adversely impact local or regional traffic.

7.0 SERVICING

Porter Engineers were commissioned to investigate the services available to the subject land (Appendix 3).

Wastewater

The Water Corporations sewer runs across the northern boundary of the site as well as a short north-south IO line which services the existing lot on the corner. It is anticipated the existing sewer network has spare capacity to cater for this development.

Water

Both High and Carrington Streets contain existing Water Corporation water reticulation mains. The site has two existing services off the water main on High Street, these will be removed as part of the demolition works. Based on standard water metering sizes, it is anticipated the existing network has sufficient capacity to service this site.

Power

There is existing power infrastructure in the adjoining road reserves. Western Power mapping indicates their infrastructure has significant spare capacity in this precinct. It is expected a point of supply can be established off the surrounding infrastructure.

8.0 AMENDMENT TYPE

Part 5 of the Planning and Development (Local Planning Scheme) Regulations 2015 (the 'Regulations') divides amendments into three types; basic, standard and complex. Council is required to specify whether, in its opinion, the amendment is complex, standard or basic.

The regulations classify standard amendments as those conforming to any of the following:

- a) an amendment relating to a zone or reserve that is consistent with the objectives identified in the scheme for that zone or reserve;*
- b) an amendment that is consistent with a local planning strategy for the scheme that has been endorsed by the Commission;*
- c) an amendment to the scheme so that it is consistent with a region planning scheme that applies to the scheme area, other than an amendment that is a basic amendment;*
- d) an amendment to the scheme map that is consistent with a structure plan, activity centre plan and local development plan that has been approved under the scheme for the land to which the amendment relates if the scheme does not currently include zones of all the types that are outlined in the plan;*
- e) an amendment that would have minimal impact on the land in the scheme area that is not the subject of the amendment;*
- f) an amendment that does not result in any significant environmental, social, economic or governance impacts on land in the scheme area;*
- g) any other amendment that is not a complex or basic amendment*

The proposed rezoning will result in minimal impact on other land in the scheme area. The existing zoning already facilitates commercial land uses, and other commercial uses are already established within 800m of the subject land and adjoining residential areas.

The Mixed Use zone is intended to be transitional to residential development, and facilitates a limited range of ('P') Permitted commercial uses. The majority of commercial uses are 'A' uses, and LPS4 includes objectives for the Mixed Use zone requiring that any change of use be compatible with, and preserve the amenity of surrounding residential sites, similar to the zone objectives for the 'Residential' zone.

On the basis of the above, the amendment is considered to be 'standard'.

9.0 SUMMARY AND CONCLUSION

This report has been prepared by MGA Town Planners on behalf of Sunspace Holdings Pty Ltd.

In summary, the proposed Scheme Amendment:

- Achieves the aims and objectives of the City of Fremantle LPS4 and the applicable State planning framework.
- Will implement a zoning that facilitates the detailed consideration of impacts on adjoining land use and environmental features where changes in land use are proposed.
- Meets with the principles of orderly and proper planning as described above.

It is respectfully requested that the City and WAPC give positive consideration and progress initiation of the proposed amendment.

PLANNING AND DEVELOPMENT ACT 2005 (AS AMENDED)

RESOLUTION DECIDING TO AMEND A LOCAL PLANNING SCHEME

CITY OF FREMANTLE

LOCAL PLANNING SCHEME NO. 4
AMENDMENT NO.

RESOLVED that the Council, in pursuance of Section 75 of the *Planning and Development Act 2005*, amend the above Local Planning Scheme by:

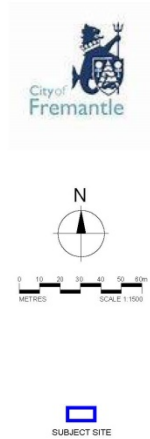
1. "Rezoning Lot 1 High Street, Lot 2 Carrington Street and Lot 3 High Street, Fremantle from 'Residential' to 'Mixed Use', as shown on the Scheme Amendment Map.
2. Amending the Scheme Map accordingly."

AMENDMENT MAP

CITY OF FREMANTLE LOCAL PLANNING SCHEME No. 4
AMENDMENT No.



EXISTING ZONING



PROPOSED ZONING

REGION SCHEME RESERVES (MRS)	LOCAL SCHEME ZONES	OTHER CATEGORIES
PRIMARY REGIONAL ROADS PUBLIC PURPOSES NOTE: The reservations are shown diagrammatically and do not purport to represent the road reservations shown in the Metropolitan Region Scheme and information in respect to road reserving requirements for these roads should be obtained from the Department of Planning.	RESIDENTIAL MIXED USE	SCHEME AREA BOUNDARY LOCAL GOVERNMENT BOUNDARY R20 R CODES SCA5.7 SPECIAL CONTROL AREA - GENERAL LPA6 SCA - LOCAL PLANNING AREAS

COUNCIL ADOPTION

This Complex/Standard Amendment was adopted by resolution of the City of Fremantle Council at the ordinary meeting of Council held on the day of, 2020.

.....
MAYOR

.....
CHIEF EXECUTIVE OFFICER

COUNCIL RECOMMENDATION

This Amendment is recommended for support by resolution of the City of Fremantle Council at the ordinary meeting of Council held on the day of, 2020 and the Common Seal of the City of Fremantle was hereunto affixed by the authority of a resolution of the Council in the presence of:

.....
MAYOR

.....
CHIEF EXECUTIVE OFFICER

WAPC ENDORSEMENT (r.63)

.....
**DELEGATED UNDER S.16 OF
THE P&D ACT 2005**

DATE.....

APPROVAL GRANTED

.....
MINISTER FOR PLANNING

MINISTER FOR PLANNING
DATE.....

Appendix 1 – Indicative Concept Plan



Appendix 2 – Porter Consulting Engineers Traffic Impact Assessment



LOTS 1, 2, 3 HIGH STREET
FREMANTLE
MIXED USED DEVELOPMENT

TRAFFIC IMPACT STATEMENT

Porter



REPORT PREPARED FOR
SUNSPACE HOLDINGS PTY LTD

Prepared by	Porter Consulting Engineers
Postal address	PO Box 1036 Canning Bridge WA 6153
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Job number	19-11-150
Date	9 December 2019
Our reference	R50.19
Checked	EW/JH

HISTORY AND STATUS OF THE DOCUMENT

Revision	Date issued	Author	Issued to	Revision type
Rev A	05/12/2019	J Hopfmueller	MGA Town Planners	Draft for review
Rev B	06/12/2019	E Williams	MGA Town Planners	Minor text revision
Rev C	09/12/2019	E Williams	MGA Town Planners	Minor text revision

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1.0 INTRODUCTION

1.1 Background

Porter Consulting Engineers has been commissioned to prepare a Traffic Impact Statement (TIS) to inform the rezoning of Lots 1, 2 and 3 High Street, Fremantle (corner of Carrington Street).

The site is located approximately 3kms to the east of Fremantle and 20km to the southwest of the Perth CBD. Key distributor roads within close proximity include High Street (frontage), Leach Highway and Stock Road.

The site location is shown in a regional context in **Figure 1** and in local context in **Figure 2**.

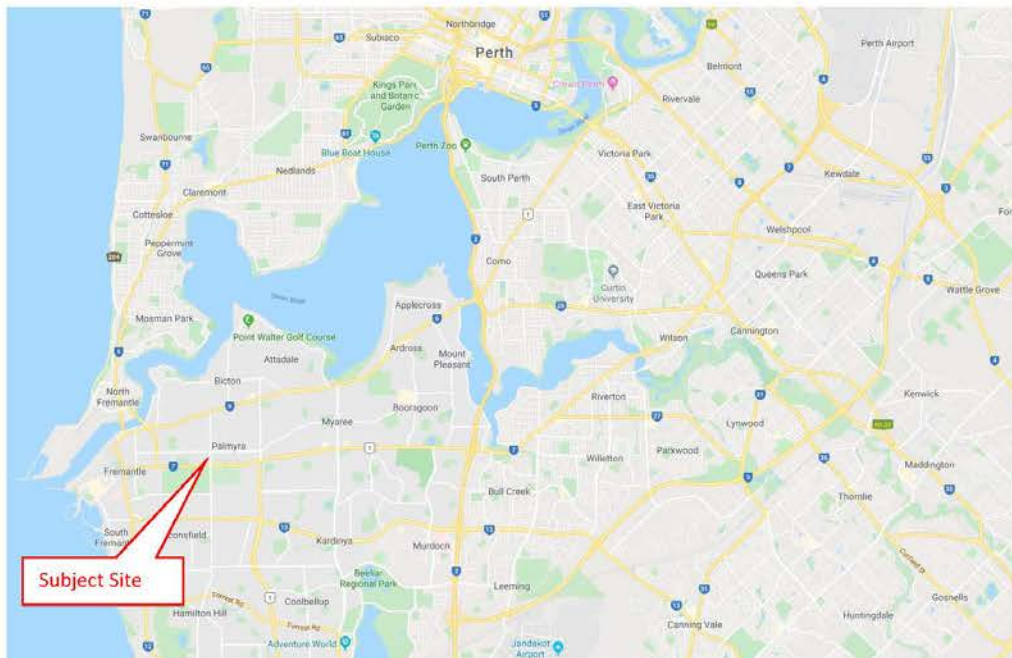


Figure 1: Site Location – Regional Context (GoogleMaps)

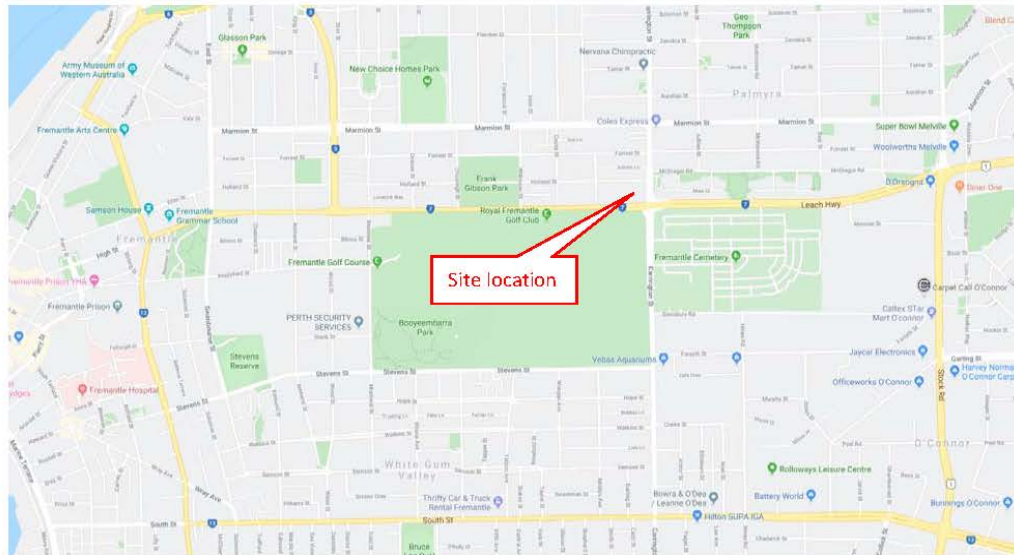


Figure 2: Site Location – Local Context (GoogleMaps)

1.2 Scope of Assessment

The intent of this report is to provide the approving authority with sufficient transport information to confirm that the proponent has adequately considered the transport aspects of the rezoning.

2.0 DEVELOPMENT PROPOSAL

2.1 Proposed Land Uses

For the purpose of this traffic assessment the following land uses are assumed:

- 6 residential dwellings
- 2 commercial tenancies (400m² total, assumed to be restaurants or offices)

With regard to ingress/egress, this traffic assessment is based on two potential scenarios:

1. Driveways servicing the Site include a left-in-only from High St and a left-in/left-out on Carrington Street;
2. Driveways servicing the Site include a left-in/left-out on Carrington Street only.

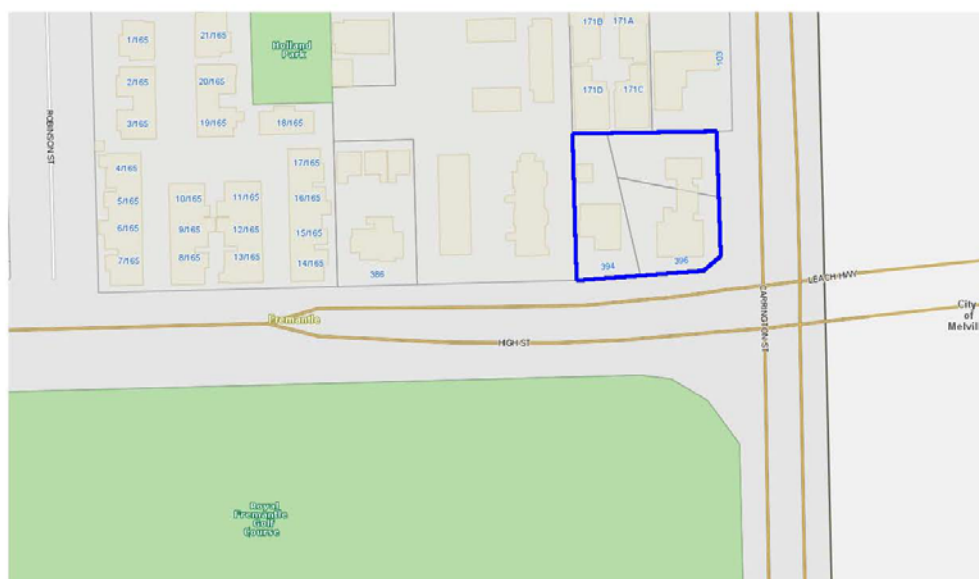


Figure 3. Lots 1, 2 and 3 High Street, Fremantle (City of Fremantle Intramaps)

Appendix A contains a copy of the concept plan for the rezoning.

2.2 Context to the Surrounds

The Site has buildings that are presently unoccupied. The lot fronting High Street contains a residential dwelling whilst the corner lot and lot fronting Carrington Street are a commercial site that were previously used to provide Veterinary services i.e. Fremantle Vet Hospital.

The majority of properties along High Street and Carrington Street adjacent to the development are residential properties. On the opposite side of High Street is the Royal Fremantle Golf Course.

3.0 EXISTING SITUATION

3.1 Road Hierarchy and Road Infrastructure

High Street to the west of the site is currently constructed to a four lane median-divided carriageway standard. Leach Highway to the east of the site is constructed to a six lane median-divided carriageway standard.

Carrington Street is constructed to a four lane median-divided carriageway standard in the vicinity of the site.

The 4 way intersection of High Street, Leach Highway and Carrington Street is controlled by traffic signals. **Figure 4** aerial image outlines the existing standard of the adjacent road network abutting the site.

High Street between Stirling Highway and Carrington Street is proposed to be upgraded with the proposed works stopping just prior to the subject site. The existing layout of High Street provides direct access to several local roads and driveways. The objective of the road upgrade is to improve road safety and the general flow of traffic for all road users travelling into and out of Fremantle. Parallel service roads are proposed to be provided to reduce disruption to the general flow of traffic.



Figure 4: Road Standard of Adjacent Road Network (NearMap)

High Street and Leach Highway are classified as Primary Distributor Roads under the Main Roads WA's Functional Road Hierarchy. By definition this classification of road "*provide for major regional and inter-regional traffic movement and carry large volumes of generally fast moving traffic.*" Primary Distributor roads are State Roads and some are strategic freight routes as is the case with both High Street and Leach Highway. They are managed by Main Roads Western Australia.

Carrington Street is classified as a District Distributor A road under the Main Roads WA's Functional Road Hierarchy. By definition this classification of road "*carry traffic between industrial, commercial and residential areas and generally connect to Primary Distributors.*" These roads typically provide only limited access to adjoining property. **Figure 5** from MRWA mapping outlines the road hierarchy classification of the surrounding road network.

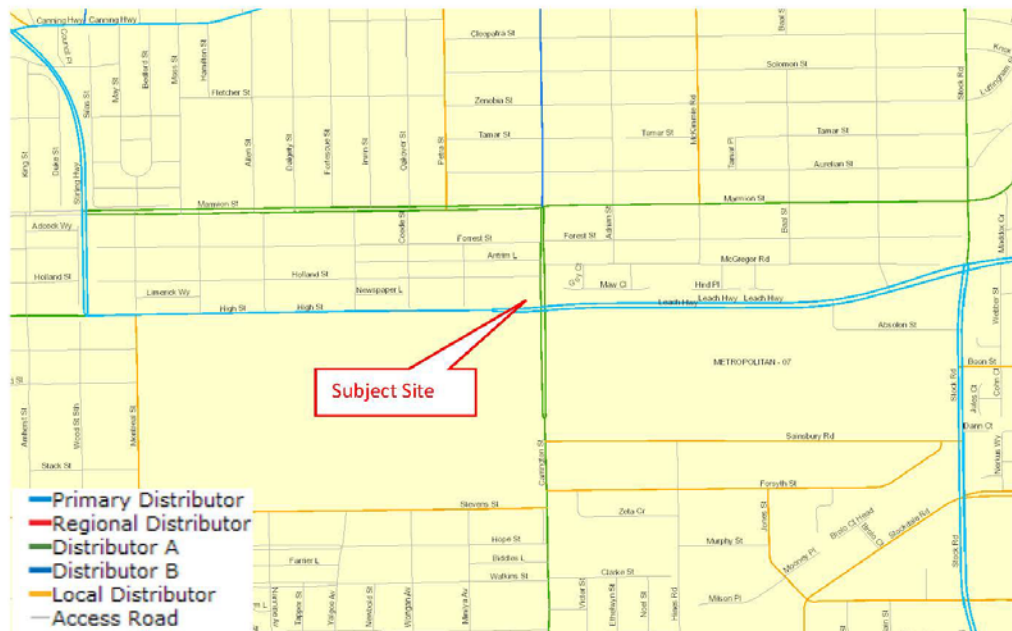


Figure 5: Road Hierarchy of Surrounding Road Network (Main Roads website)

3.2 Road Speed Zones

High Street and Carrington Street are currently speed limit sign posted at 60km/h whilst Leach Highway is posted at 70km/h.

3.3 Existing Traffic Volumes

The most recently available traffic counts were sourced from the Main Roads WA traffic map website. A summary of these are outlined in Table 1.

Table 1: Existing Traffic Volumes of Existing Road Network

Road	AWT	AM Peak (8-9am)	PM Peak (4-5pm)	85 th Percentile Speed	Date
High Street (west of Carrington St)	East 15,389 West 17,286 Total 32,675vpd	East 884 West 1,678 Total 2,562	East 1,349 West 1,103 Total 2,452	63.2-68.5km/h	2017/18
Carrington Street (north of High St)	North 8,565 South 7,034 Total 15,599	North 675 South 704 Total 1,379	North 745 South 609 Total 1,354 (5-6pm)	57.7-66.3km/h	2018/19
Carrington Street (south of High St)	North 11,767 South 10,271 Total 22,038	North 1,193 South 709 Total 1,902	North 865 South 966 Total 1,831	56.1-62km/h	2018/19

3.4 Crash History

A review of the recent crash history for the signalised intersection of High Street, Leach Highway and Carrington Street has been conducted for the five year period to the end of December 2018 from the Main Roads Western Australia Integrated Road Information System (IRIS) crash database.

A summary of the intersection crashes is shown in Table 2. A total of 83 crashes have occurred at the intersection during the 5 year period. The majority of crashes (65 out of 83) were rear end incidents. There were 14 rear end crashes on the western approach (i.e. abutting the Site). That crash data does not attribute these rear end crashes to the existing crossovers on this approach. Similarly those crashes are not attributed to rear end crashes arising from a left turning vehicle.

Mid-block crash data along the lot frontage on both High Street and Carrington Street does not indicate the recorded 5 year crash history is associated with the existing crossovers servicing the lots.

Table 2: Crash History Summary (2014-2018)

Total Crashes	83
<i>Crash Type</i>	
Rear End	65
Side Swipe Same Direction	7
Right Angle	6
Right Turn Thru	1
Hit Object	3
Other/Unknown	1
<i>Crash Severity</i>	
Medical	7
Property Damage (Maj)	44
Property Damage (Min)	32
Wet	1
Dusk/Dawn	1

3.5 RAV Network

The Restricted Access Vehicles (RAV) Network documented by Main Roads WA was reviewed. RAV 4 class vehicles are permitted along High Street, Leach Highway and Carrington Street, south of High Street.

4.0 VEHICLE ACCESS AND PARKING

4.1 Vehicle Access

The Site currently has three driveway/crossovers. Two are located on High Street and one located on Carrington Street. All three existing driveways are limited to left in and left out movements due to the median-divided carriageway standard of these roads at this location.

High Street is managed by Main Roads WA. Initial discussions with Lindsay Broadhurst from Main Roads on 4th December indicate that the proposed left-turn-in-only from High Street would not be supported. High Street is classified a Primary Distributor road and a freight route, as such priority is given to the efficient movement of traffic over direct access to property. On that basis direct access is not supported by MRWA where an adjoining side road can also provide access to the property.

It is understood that Main Roads WA will require land for a road reserve widening to accommodate a future left turn lane on the High Street western approach. The proposed concept plan indicates the development will be set back to accommodate future road works.

A review of other sites around the Perth Metropolitan Region indicate that driveway/crossover accesses and even side roads do exist within left turn lanes. These include:

- Leach Highway, eastern approach to Stock Road, with Webber Street within left lane
- Stock Road, northern approach to Leach Highway
- Stock Road, southern approach to South Street
- Albany Highway, western approach to William Street
- William Street, southern approach to Albany Highway
- Albany Highway, southern approach to Royal Street/Wanaping Road
- Wanneroo Road, southern approach to Victoria Road
- Karrinyup Road, western approach to Marmion Avenue, with Charles Riley Road within the turn lane.

A left-in ingress only on High Street would assist one way traffic flow for larger service delivery vehicles and Waste Trucks. In the absence of a left-in ingress only from High Street, space would need to be set aside on the Site to allow delivery and waste removal vehicles to turn and exit the site in forward gear.

4.2 Sight Distance

The Australian Standard AS/NZS 2890.1:2004 makes recommendation on the sightlines for driveways. Recorded traffic speed data suggests that the 85th percentile speed along Carrington Street, north of High Street ranges from 57.7km/h to 66.3km/h with the higher speed occurring between 12am to 3am (night). Therefore, based on the posted speed limit of 60km/h the desirable sight distance is 83m with a minimum of 65m. Google Streetview suggests that adequate sight lines will be available along Carrington Street towards High Street. The canopy of verge trees should be underpruned and correctly maintained to ensure adequate sight lines are available.



Figure 6: Carrington Street looking south from the existing/proposed crossover
(Google Streetview)



Figure 7: Carrington Street looking north from the signalised intersection towards the Site crossover
(Google Streetview)



Figure 8: Sightline (83m based on 60km/h)

4.3 Service / Deliveries

The largest Design Vehicle likely required to access the proposed development is expected to be a standard 12.5m single unit truck for the removal of waste and any large/bulk delivery. A left in ingress only would assist one way traffic flow for larger service delivery vehicles and waste trucks. In the absence of a left-in ingress only from High Street, space would need to be set aside on the Site to allow delivery and waste removal vehicles to turn and exit the site in forward gear.

Appropriate loading zone facilities and vehicle movement swept paths would be required within the site and driveway/crossovers access to accommodate those vehicle movements.

4.4 Parking

City of Fremantle's Local Planning Scheme No 4 has been sourced to determine the parking requirements for various land uses within the mixed use development.

A restaurant is required to provide 1 car parking bay per 5 seats or per 5m² of dining area whichever is greater. Indicatively 400m² of restaurant may be provided at this site. The average floor space per seat varies with each restaurant. "Guide to Traffic Generating Developments, Roads and Traffic Authority, NSW, 2002" document indicates from their surveys that the gross floor area per seat is 2.1m². On this basis a 400m² restaurant may cater for 190 persons or seats. This equates to a parking requirement of 38 bays.

Alternatively, for commercial office a parking requirement of 1 space per 30m² of gross leasable area is required. Based on 400 m² this equates to a parking requirement of 14 bays. This is considerably less than that required for restaurants.

Residential land use parking requirements are to be in accordance with the Residential Design Codes. The multi dwelling residential parking rate for locations not within close proximity to a high frequency public transport route is 1.5 per unit plus 0.25 per unit for visitors. Accordingly, six residential dwellings (>110m² each) have a parking requirement of 11 parking bays.

Therefore, it is estimated that a mixed use development (based on the higher parking requirement for a restaurant) would require in the order of 49 parking bays.

A conceptual layout for rezoning purposes indicates the provision of 46 parking bays, a shortfall of 3 parking bays based on a restaurant or an excess of 22 based on an office use. The parking requirement could be refined in the development design. For example the number of seats within the restaurant has only been estimated at this concept stage. Should the restaurant development have a seating capacity of 175 persons compared to the estimated 190 then the parking requirement would reduce by 3 bays to meet the requirements of the Scheme.

5.0 TRAFFIC ASSESSMENT

In order to assess the potential traffic impacts associated with the proposed development, a traffic generation exercise was undertaken. This established the levels of traffic that could potentially be generated from the proposed development and enables the assessment of anticipated effects that the additional traffic could have on the adjacent road network.

5.1 Assessment Period

From the MRWA recorded traffic data the adjacent road network peaks are typically indicated as between 8.00-9.00am, 4.00-5.00pm and 5.00-6.00pm. Peak hours for the residential dwellings are likely to coincide with these times however restaurant peak hours are likely to differ and not coincide with peak commuting traffic periods.

5.2 Trip Generation

The traffic generated by the proposed development is forecast using rates suggested in *the Guide to Traffic Generating Developments, Roads and Traffic Authority, NSW, 2002* for restaurants and medium density residential dwellings.

Table 3. Estimated Trip Generation

Land Use	Item	Trip Generation Rates			No. of Trips		
		Daily	AM Peak	PM Peak	Daily	AM Peak	PM Peak
Proposed							
Option A-Restaurant	400m ²	60/100m ²	-	5/100m ²	240	-	20
Option B - Office	400m ²	10/100 m ²	2/100m ²	2/100m ²	40	8	8
Residential	6 units	5/dwelling	0.5/dwelling	0.5/dwelling	30	3	3
Total – Option A		--	--	--	270	3	23
Total – Option B					70	11	11

A mixed use development site (based on the higher traffic generator of a restaurant) is estimated to generate approximately 270 vehicles daily with 3 and 23 vehicles occurring within the am and pm peak hour. These calculations are shown in **Table 3**. The nature of the restaurant and residential dwelling is such that the peak hours are likely to differ slightly i.e. residents arrive home in the peak hour before the peak hour for the restaurant commences. Additionally the restaurant may also attract patrons from the residential dwellings therefore no additional vehicle trips are generated.

5.3 Trip Distribution and Assignment

During the peak hour a total of up to 23 vehicle trips are expected to be generated by a mixed use development. This is likely to equate to 15 inbound vehicles and 8 outbound vehicles.

Liaison with Main Roads WA indicated that a left turn in only on High Street would not be supported. Taking this as the worst case the traffic may all be distributed onto one driveway on Carrington Street.

A single crossover on Carrington Street servicing the subject land is expected to operate satisfactorily. The signalised intersection of Carrington Street and High Street to the south of the proposed driveway will create suitable gaps in the traffic stream to allow the safe exit of vehicles from the driveway.

Under a left in and left out (northbound only) arrangement on Carrington Street vehicles originating from the north will need to use High Street via either Stock Road or Stirling Highway (shown in red in **Figure 9**). Destinations other than north will need to use either Marmion Avenue or Canning Highway to access other distributor roads to travel south, east or west (shown in blue on **Figure 9**). **Figure 9** suggests the site can accommodate all directions of approach both with and without a left turn ingress only on High Street.

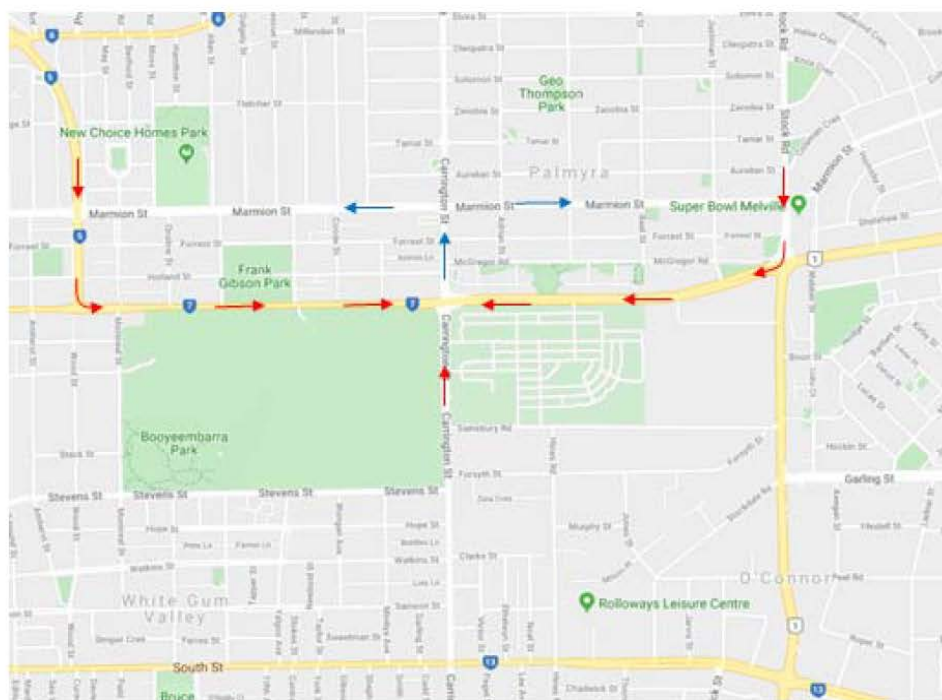


Figure 9: Approach and Departure Travel Patterns

5.4 Impact on Adjacent Road Network

Carrington Street is classified as a *District Distributor A Road* and operates under a posted speed limit of 60km/h. The road is constructed to a median-divided carriageway standard immediately adjacent to the site. The northbound carriageway carries in the order of 15,599 vehicles per day and 1,354 vehicles during the pm peak hour. The total daily development traffic (270 vehicles) would produce less than 1.7% increase in traffic. This additional volume of traffic can be catered for on Carrington Street in the context of its road hierarchy function and available unused capacity.

6.0 OTHER ISSUES

6.1 Pedestrian and Cyclist Facilities

The existing signalised intersection of High Street, South Street and Carrington Street provides good pedestrian crossing facilities on each of the intersection legs.

A shared path is located along the southern side of South Street, east of Carrington Street and the western side of Carrington Street, south of High Street.

A footpath is provided along the northern side of High Street, west of Carrington Street and both sides of Carrington Street, north of High Street.

The conceptual layout details the provision of the footpath around the corner of the site and connecting to the development.

Future High Street roadworks west of Carrington Street propose a footpath along the northern side of High Street.

Figure 10 shows an aerial photo of the existing pedestrian and cyclist facilities within the immediate surrounds of the Site. **Figure 11** shows the existing cycling facilities within the surrounding road network as documented within the Department of Transport “Perth Map Series”.

Accordingly, there are opportunities for residents, patrons and staff within the mixed use development to use the pedestrian and cycling facilities to/from the site.

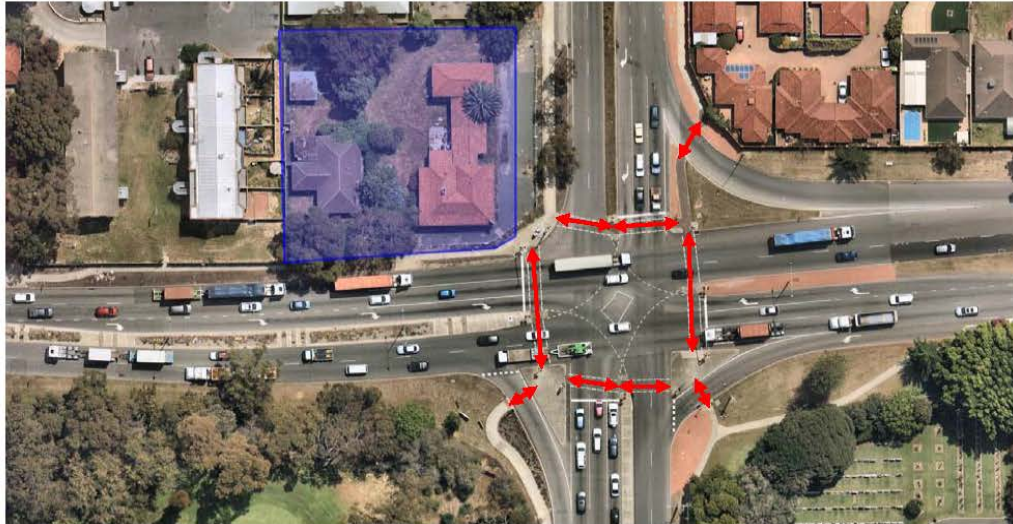


Figure 10: Aerial Image of Pedestrian and Cyclist Facilities

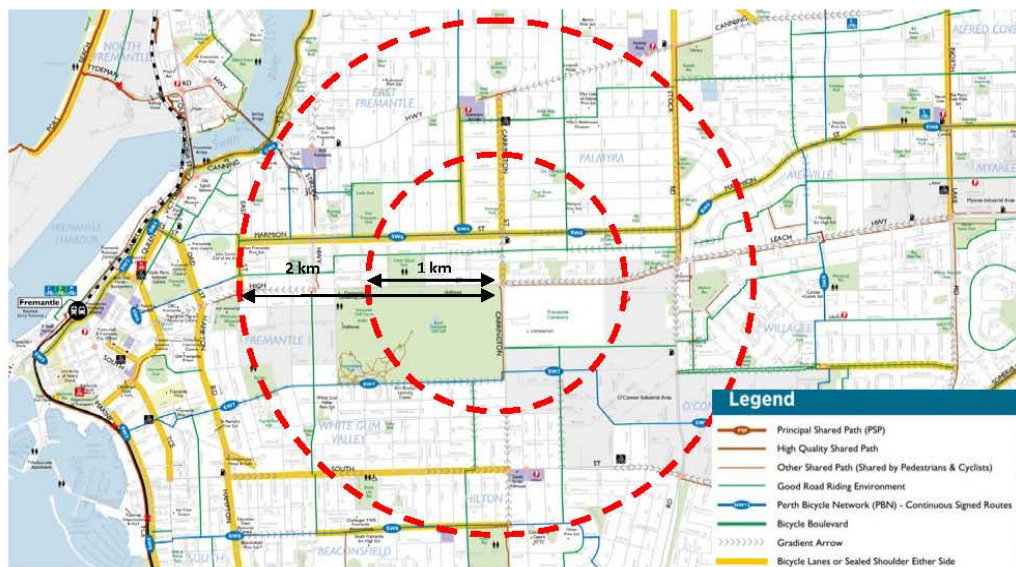


Figure 11 Existing Cycling Facilities Surrounding the Site (DoT Perth Bike Maps)

6.2 Public Transport

The site has good access to public transport. The nearest bus stops are located along Carrington Street, south of the site: Stop ID 1148 and 10780 (Carrington Street, Fremantle Cemetery) approximately 200m from the site. Route 114 operates along Carrington Street between Muster and Perth (Elizabeth Quay) including Booragoon Bus Station. Additional bus routes i.e. route 501 operates along Marmion Avenue, north of the site between Fremantle and Bull Creek Station.

Accordingly, there is the opportunity for residents and visitors, as well as restaurant staff and patrons to use public transport to/from the site.

Figure 12 outlines the public transport routes surrounding the site and the 400m and 800m walkable pedestrian radii that represent a 5 and 10 minute walk respectively.

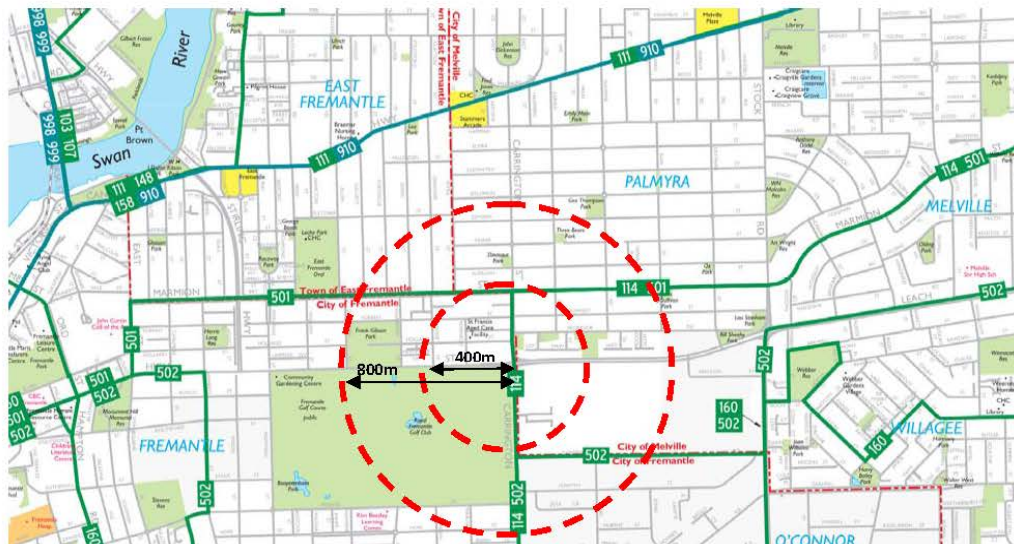


Figure 12: Public Transport Routes (*PTA Network Maps*)

7.0 SUMMARY AND CONCLUSION

Porter Consulting Engineers has been commissioned to prepare a Traffic Impact Statement (TIS) to inform the rezoning of Lots 1, 2 and 3 High Street, Fremantle (corner of Carrington Street) within the City of Fremantle.

For the purpose of this traffic assessment a mixed use development has been assumed to comprise of 6 residential dwellings and two commercial tenancies (assumed restaurants or offices up to 400m²).

With regard to ingress/egress two potential scenarios were assessed:

1. Driveways servicing the Site include a left-in-only from High St and a left-in/left-out on Carrington Street;
2. Driveways servicing the Site include a left-in/left-out on Carrington Street only.

Initial liaison with Main Roads indicates that the proposed left turn in only from High Street would not be supported. High Street is classified as a primary distributor road and a freight route as such priority is given to the efficient movement of traffic over direct access. However, the proposed rezoning is not dependant on achieving High Street access to the Site as access from Carrington Street is also available.

A mixed use development site (based on the higher traffic generator of a restaurant) is estimated to generate approximately 270 vehicles daily with 3 and 23 vehicles occurring within the am and pm peak hour. This volume of traffic can be accommodated on the adjacent road network in line with their function and capacity.

There are adequate sight lines along Carrington Street for the proposed driveway. Should only a single driveway be approved on Carrington Street to service the development it is expected to operate satisfactorily. The signalised intersection of Carrington Street and High Street to the south of the proposed driveway will create suitable gaps in the traffic stream to allow for the safe exit of vehicles from the driveway.

Under a left-in and left-out (northbound only) arrangement on Carrington Street vehicles will need to use the surrounding distributor road network when approaching the site from the north as well as when desiring to depart the site to the south, east or west. The existing road network readily provides these options.

The conceptual layout scenario indicates a provision of 43 parking bays, a small shortfall of 3 parking bays from estimated requirements. As the number of seats within the restaurant has been estimated at this concept stage only, once more details are confirmed at the development stage then parking arrangements can be defined and the required number fulfilled.

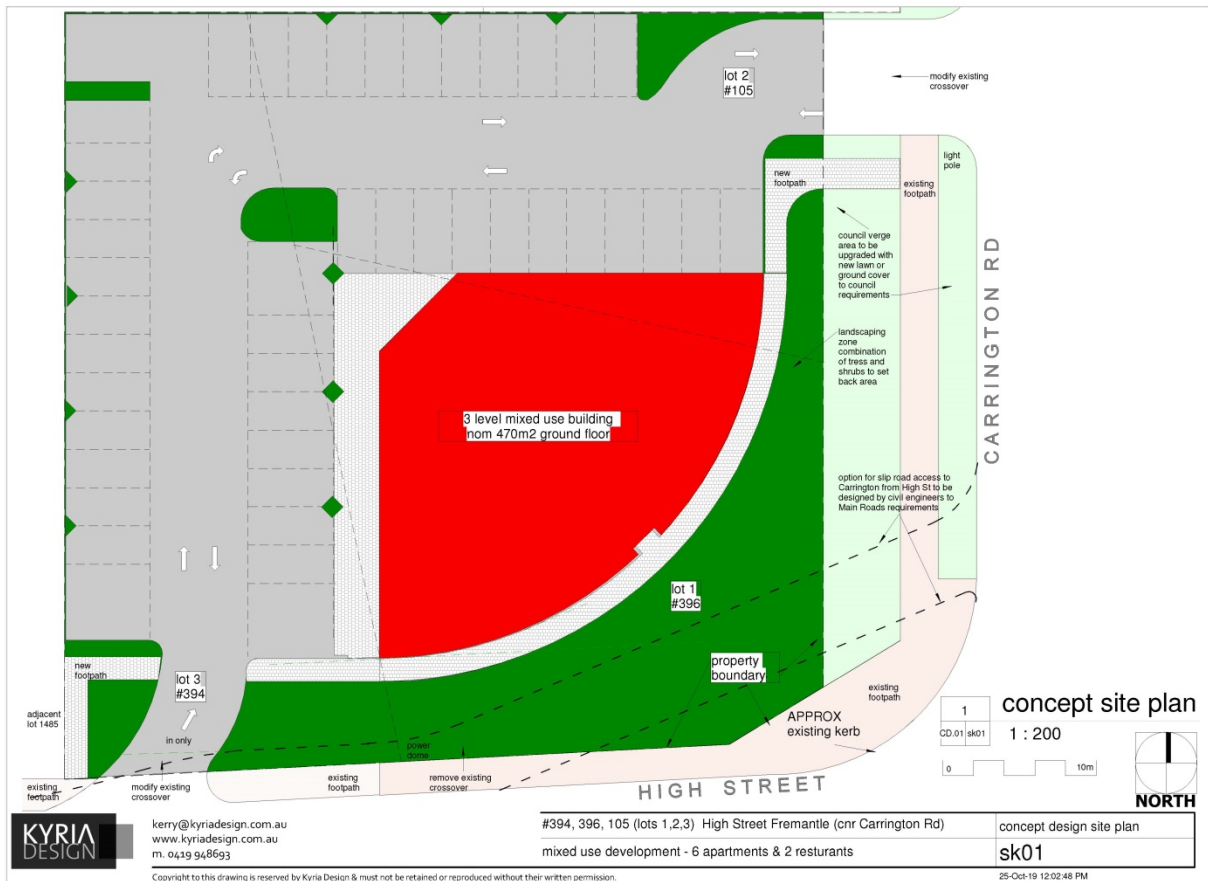
The largest Design Vehicle likely required to access the proposed development is expected to be a standard 12.5m single unit truck for the removal of waste and any large/bulk delivery. A left-in ingress only would assist one way traffic flow for larger service delivery vehicles and waste trucks. In the absence of a left-in ingress only from High Street, space would need to

be set aside on the Site to allow delivery and waste removal vehicles to turn and exit the site in forward gear.

Loading zone and service vehicles access are not included in the concept. Appropriate loading zones for the expected service delivery vehicle should be catered for within the development.

There are existing and also proposed paths to accommodate pedestrians and cyclists. Public transport bus stops are provided within 200m of the site. Together these facilities provide options for residents, patrons and staff of the development to use varying modes of transport to the site other than private motor vehicles.

APPENDIX A
Development Site Plan





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58 Kishorn Road
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Appendix 3 – Porter Consulting Engineers Servicing Advice

TECHNICAL NOTE

Servicing Investigation & Capacity Assessment

Porter
Consulting Engineers
PO Box 1036 Canning Bridge WA 6153
Level 2 / 58 Kishom Road Mount Pleasant WA 6153
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Project:	Corner of High Street and Carrington Street, Fremantle	Date Issued:	4 December 2019
Issued to:	Jeff Braddock, BPG Australia	Job Number:	19-11-150

Porter Consulting Engineers has been engaged by BPG Australia to undertake a desktop servicing investigation and capacity assessment for the site on the north western corner of High and Carrington Streets in Fremantle, refer to Figure 1 for details. It is understood the site will be redeveloped, containing 6 residential units, 2 commercial units with vehicle access and parking to the west and north.



Figure 1: Site Location

Landform

The site is made up of three existing lots that form a general square totalling approximately 2,300m². There are truncations and widenings along the road frontages. There are two existing dwellings that will be demolished as part of the redevelopment. It is expected the vegetation across the site will also be cleared.

The site generally falls from the east down to the west. It is probable retaining walls will be required along the northern and western boundaries.

Based on the Perth Metropolitan Region Environmental Geology Series mapping, it is expected the in-situ soils consist of pale yellow sand derived from Tamala Limestone. These traditionally have a high permeability and provide a stable base for building works. The Perth Groundwater Atlas indicates the maximum ground water level is approximately 25m below natural surface. Acid Sulphate Soil mapping indicates this site is well clear of any medium and high risk areas.

Wastewater

The Water Corporation have an existing sewer that runs across the northern boundary of the site as well as a short north-south IO line which services the existing lot on the corner. The site has existing connections to the sewer. Redundant connections can be removed and new connections installed if required. As part of the redevelopment, it is recommended the short IO line is cut and capped if it clashes with the building works. It is anticipated the existing sewer network has spare capacity to cater for this development.

Water Servicing

Both High and Carrington Streets contain existing Water Corporation water reticulation mains. The site has two existing services off the water main on High Street, these will be removed as part of the demolition works. Based on standard water metering sizes, it is anticipated the existing network has sufficient capacity to service this site.

Gas

ATCO have an existing gas network in the adjoining road reserves. It is anticipated a connection off this network can be established if a point of supply is required.

Power

There is existing power infrastructure in the adjoining road reserves. Western Power mapping indicates their infrastructure has significant spare capacity in this precinct. It is expected a point of supply can be established off the surrounding infrastructure. In addition, alternate power generation sources could be considered. This includes solar panel with battery storage which will reduce the power draw off the Western Power network.

Communications

There are significant communications infrastructure in the adjoining road reserve. This ranges from copper to fibre optic infrastructure across five service providers. It is anticipated a connection to the existing communications network can be established for this site.

Drainage

It is probable the existing sites does not have a point of connection for stormwater drainage. It is likely the City of Fremantle will require all stormwater to be held and disposed of on site. The ground conditions are well suited for onsite disposal. It is likely the development will include a simple network connecting the down pipes to a soakwell system located within the carpark.

Summary

It appears the site can be developed from an engineering perspective. Ground conditions appear suitable and points of supply can be established for all required services. There may be opportunities to implement new, alternate and sustainable technologies which could present financial benefits. Stormwater drainage can be disposed of on site.

The existing IO line may need to be cut and capped if it clashes with building footprint.

