



Meeting attachments

Ordinary Meeting of Council

Wednesday 14 August 2024 6pm

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10. Reports and recommendations

10.1 Committee delegation

PC2310-1 CLONTARF ROAD, NO. 2 (LOT 72) AND 4 (LOT 25) AND NAYLOR STREET NO.1 (LOT 73), BEACONSFIELD – 162 LOT FREEHOLD SUBDIVISION – (JL WAPC163666)

Meeting Date:	4 October 2023
Responsible Officer:	Manager Development Approvals
Decision Making Authority:	Committee
Attachments:	<ol style="list-style-type: none">1. Subdivision Plan2. Site Photos3. Draft Local Development Plan4. City's Heritage Assessment5. Landscaping Master Plan6. Earthworks Plan7. Bushfire Management Plan8. Design Advisory Committee Minutes

SUMMARY

Approval is sought for the amalgamation and subdivision to create 162 lots with six new roads and two open space reserves at Clontarf Road Nos. 2 (Lots 72 and 100) and 4 (Lot 25) and Naylor Street No.1 (Lot 73), Beaconsfield.

The proposal is referred to the Planning Committee (PC) due to the scale and significance of this proposal, as well as the inclusion of demolition of the existing buildings on the site which is in a prescribed heritage area. The application seeks discretionary assessments against the Local Planning Scheme No. 4 (LPS4) and Councils LPP3.19 Clontarf Area policy.

The key discretionary assessment relates to the subdivisions' eligibility for the R160 density provisions under the discretionary criteria of Schedule 7 sub area 4.3.5 of the LPS4. To assist in justifying the final design, the applicant has provided a draft Local Development Plan, however, this is not under consideration now. Should the subdivision be approved, the requirement to prepare a Local Development Plan will likely be a condition of approval.

The City of Fremantle (the City) is not the decision maker for the subdivision, with comments on the proposal to be provided to the Western Australian Planning Commission (WAPC) to inform their decision. The application is recommended for refusal as the proposed

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subdivision density is not considered to meet all relevant criteria of sub area 4.3.5 (for area 4a of schedule 7) of LPS4.

PROPOSAL

Detail

Approval is sought for amalgamation of the three existing lots at Clontarf Road Nos. 2 (Lot 72) and 4 (Lot 25) and Naylor Street No.1 (Lot 73), Beaconsfield and subsequent subdivision into 162 lots (ranging from 102m² to 409m²) with six road reserves, 6 laneways, four public access way lots and two open space reserves. The proposal also includes the demolition of all structures and buildings over the three properties and significant site works.

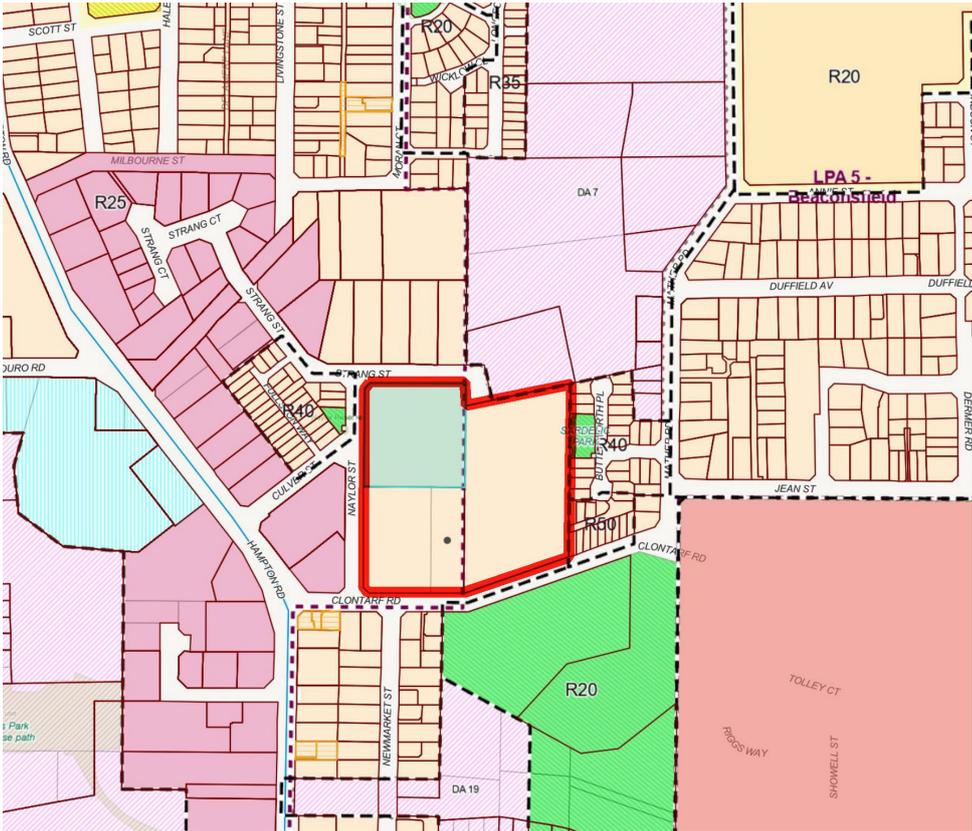
The total land parcel equates to 46,830m² (12,507m² (2 Clontarf Road), 22,005m² (4 Clontarf Road) and 12,318m² (1 Naylor Street). The proposed subdivision includes six road reserves, 4 x public access ways (equalling to a total of 1123m²), 6 x laneways and 2 x portions of public open space (equating to 5307m²).

The subdivision plans are included as attachment 1. Other supporting information, including a draft Local Development Plan (LDP) are also included as attachments to this report. It is noted the LDP and other supporting reports such as the Landscape Master Plan will be subject to detailed negotiation and review should the proposal be approved.

Site/application information

Date received:	31 May 2023
Owner name:	Stockland Development
Submitted by:	Everett Bennett
Scheme:	Residential (R25)
Heritage listing:	2 Clontarf Road – Historic Archaeological Site All sites - South Fremantle Precinct Heritage Area
Existing land use:	Warehouse/ Storage

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CONSULTATION

External referrals

Nil required.

Internal referrals

Design Review Panel Advice

The proposed development was presented to the City of Fremantle Design Advisory Committee (DAC) after the lodgement of the application on the 11 September 2023,

The full combined set of DAC meeting minutes can be found at attachment 7.

The DAC's final recommendations are outlined in attachment 8, and its concluding comments are as follows:

The DAC advises that the proposal for the site in question has the potential to become much richer and more responsive to the context and character of the area.

The key points raised at the meeting were:

- *Reconsidering the repetitive housing model and exploring the potential of a variety of housing typologies over the site and a diversity of residential models and tenure that better reflect the culture, character and qualities of the Fremantle district.*
- *Further developing the north-south public open space connection to better engage with the Beaconsfield Masterplan vision and with particular attention to the southern part and its relation to Clontarf Road and Clontarf Hill.*
- *Developing and proposing a strategy for the assessment, documentation and further interpretation of the significant existing structures on the site, through the engagement of qualified sub-consultants.*
- *Further developing an architectural language and materiality that reflect the existing industrial character of and around the site.*
- *Consider the introduction of supporting uses and community structures.*

Strategic Planning

Whilst a non-statutory, advisory only document, 'The Heart of Beaconsfield' Masterplan seeks to assist in resolving how different sites contribute to broader community goals. The City and the community spent some time trying to come up

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with a layout which allows for staged development and also facilitates a coordinated outcome across the precinct.

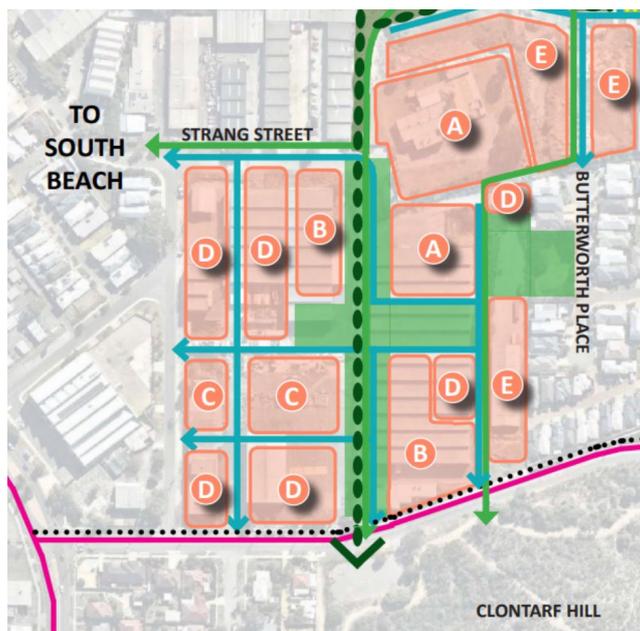


Figure 1 – The Heart of Beaconsfield Masterplan connectivity image

As outlined below in detail, as part of the 'criteria to be met in order for additional development standards to apply', a pedestrian linkage is required to continue from Strang Street, south through to Clontarf Road, to provide a high level of connectivity from the Lefroy Road Quarry Structure Plan site to the large existing public open space reserve at Clontarf Hill.

The Lefroy Road Quarry Structure Plan proposes nearly 40% of its area as public open space and the Structure Plan identifies a potential pedestrian linkage at 2 Strang Street (WA Portuguese Club site) between the open space of the Structure Plan area and DA14, exiting above 1 Naylor Street and 4 Clontarf Road. A connection between the Lefroy Road Quarry and Clontarf Hill is also identified in the City's Green Plan (2001) as a potential green space and link, connecting two areas of substantial open space at the Lefroy Road Quarry site and Clontarf Hill whilst providing a high standard of pedestrian connectivity and amenity between existing and future residential land uses. The Green Plan also highlights the important linkage this connection would provide to adjacent open space to the south of Clontarf Hill within the City of Cockburn. This connection is further identified in the Heart of Beaconsfield Master Plan.

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The line of connectivity is to be located parallel to Naylor Street, at the common boundaries of 1 Naylor Street, 2 Clontarf Road and 4 Clontarf Road, exiting at Clontarf Road opposite the Clontarf Hill car park. Officers consider the requirement of a pedestrian linkage at this location as appropriate as one of the prerequisites for approving development at the significantly higher density and greater building height provided as part of this amendment. Additionally, this linkage, in conjunction with the pedestrian linkage proposed at 2 Strang Street, will provide a high level of connectivity between significant areas of public open space and amenity benefits (social, environmental and health) to both existing and future residents of the locality.

Urban Design

The medium density residential land use and the terrace housing typology is supported, however it is considered that the site planning principles have not paid adequate attention to the strategic and district level connections emphasised in Local Planning Policy 3.19 Clontarf Road Area. The purpose of the policy is for the '*Promotion of high-quality design outcomes in terms of integration with the surrounding urban area and landscape features*'. It is considered that the subdivision has some basic structural elements which will affect the long-term character of the development and limit its adaptability in regard to legible connections to district level amenities and an urban structure that fully supports sustainable and active transport options.

It is considered that the subdivision plan (based around pre-set housing typologies) has been progressed ahead of refining site design principles, drawn from surrounding context and character. Good site planning should deliver the best district and local level connections both visually and physically with an outward looking perspective before the internal workings of the sub-division take over. However, in saying this there are still ways to preserve opportunity for a site responsive, flexible and resilient plan that can achieve a public open space network that functions effectively at a district and local level.

The priorities for site planning are to ensure that the best possible connections for active and public transport options are preserved and that the any public open space contribution of the subdivision are accurately described. Further, where possible they should be orientated toward the significant landscape features in the vicinity, which in this case should be to Clontarf Hill in the south and a clear east-west connection to the former quarry site (future sub-regional open space network).

The 4.7 Ha site is an area of Beaconsfield that is evolving from light industrial to a residential precinct with potential for a mix of uses due to the walkable catchment of the Douro Road District Activity Centre (800m) and the walkable catchment of high frequency bus stops on Hampton Road(400m). The greater site also has the benefit of being on the edge of a vast disused former quarry, which is

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strategically identified to be an important sub-regional open space and important link to active transport network for the Heart of Beaconsfield Masterplan. In addition, at the southern end of the site on the other side of Clontarf Road is Clontarf Hill, a significant sub-regional landscape feature for Fremantle and prominent local landmark reaching an elevation of 39 metres and covered in remnant vegetation and trails. For comparison, Cantonment Hill adjacent to the Swan River at the entrance to the Fremantle City Centre is 33 metres high and is recognised by the orientation of many streets and roads as the terminating vista and landmark.

It is recognised that the challenges and opportunities in this particular site revolve around extreme level changes within the site itself and along the site boundaries and catering for the demands of district scale sub- regional landscape, recreational and active transport connections. At this stage however, it is recommended that further improvements should be made to the site planning before the subdivision is approved.

Parks and Landscapes

Key site planning issues have also been identified when reviewed against the landscape master plan:

- The proposed canopy cover of 20% of the site seems unrealistic with the current land scape plan and species selections.
- The current proposed tree protection zone and proposed road widths may need further work as the spaces allocated are limiting the species and size of future mature tree planting particularly in the laneway's areas of the estate. With changes to the tree planting, this will put pressure on the ability to deliver parking bays, adequate footpaths and other required infrastructure and deliver a high-quality environment.
- To ensure a high-quality public realm and character, the subdivision layout needs to set aside adequate space within the road reserves and public open space.

While it is acknowledged that detailed discussion regarding tree species or finishes of materials in open space can remain an ongoing discussion, some brief feedback is provided for the applicant's information:

- Review of the proposed plant species and street tree selections needed throughout the entire estate.
- Walls and fencing abutting public open space should be solid up to 1.0m in height and visually permeable above this to allow surveillance of the park.

Heritage

The City has undertaken a Heritage Impact Assessment in accordance with Councils' LPP1.6 -Heritage Assessment and Protection policy and a copy of the assessment is included in Attachment 4 of the report. In summary the proposed demolition of the existing built form over the sites is supported from a

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heritage perspective. An archival record of No.2 Clontarf Road would be recommended to be conditioned if the proposal was supported.

Engineering Infrastructure & Parking

Generally, from an Engineering perspective the traffic report and road layout network systems meet minimum standards. Standard advice regarding road design and construction, crossover permit requirements, stormwater discharge and other works in the road reservations will require appropriate permits and approval from the City. A Construction Management Plan (CMP) would also be also required.

Waste

No Waste Management Plan (WMP) has been submitted with the application. The City has requested a WMP and only limited information has been forthcoming from the applicant. The applicant has provided additional information for some street bin pads for 14 of the 162 proposed lots which don't have rear laneway access. All remaining lots are to have rear laneway bin collection. The follow comments are provided in relation to the servicing of the proposed lots:

- The City's waste contractors typically do not collect waste from laneways, with one of the key reasons being is the limitation of the City's current fleet including side arm lifts (3m lift only).
- It is acknowledged, that it is common practice to collect waste from laneways, and that this may be preferable from a streetscape amenity and functionality perspective, and review of waste collection practices and fleet is ongoing by the City. However, while the laneways are 6m wide, when taking into account the proposed landscaping treatments, infrastructure and trees, combined with regular vehicle movements along these laneways from the garages, there may be issues.
- For sites at cul-de-sac style ends, bin presentation pads will need to be provided in a formally lodged WMP for the City to be able to confirm acceptability.

Waste collection is a difficult element to resolve after the initial lot planning stage. This issue must be addressed at the subdivision stage of development. At present the City has some concerns regarding the number of bins and the rear laneway collection approach and limited flexibility built into the subdivision road network should this be problematic in the future.

Community

The application was advertised in accordance with Schedule 2, clause 64 of the *Planning and Development (Local Planning Schemes) Regulations 2015*, as the proposal seeks discretion to the deemed-to-comply requirements of the R-Codes and the City's policies. The advertising period concluded on 9 October 2023 which is after the time at which the report was required to be written to meet statutory

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referral timeframes for the WAPC. At the time of writing this report the City had not received submissions for this application.

Upon the consultation period finishing the City will forward all received submissions to the WAPC to be considered in WAPC’s determination of this subdivision application. Any submissions received at the time of Planning Committee will also be provided to the Committee.

OFFICER COMMENT

Statutory and policy assessment

The proposal has been assessed against the relevant provisions of LPS4, Liveable Neighbourhoods, Volume 1 of the Residential Design Codes (R-Codes) and relevant Council local planning policies. In summary the proposal meets all relevant deemed to comply criteria of the R-Codes under the R80 density provisions if the additional development standards of LPS4 Schedule 7, if these bonus standards were considered accessible.

The subject site falls within sub area 4.3.5 in Schedule 7 of LPS4 and has a R25 density coding under the Scheme map. See Figure 2 below showing excerpt from LPS4 schedule 7 – showing the site highlighted in yellow.

In 2015 Council adopted Scheme Amendment 43 which introduced the additional development standards to Schedule 7 of LPS4 and fragmented the area into development areas. See map below:

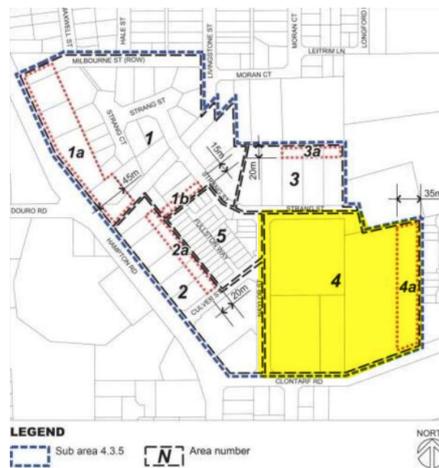


Figure 2 – Schedule 7 – Sub Area 4.3.5 – map

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Amendment 43 adopted an 'incentive' type approach to prescribing development standards. The amendment prescribed certain criteria that need to be met in order for the additional development standards to apply. The amendment introduced pre-requisite criteria for each of the five different areas within Sub Area 4.3.5 depending on the location and type of redevelopment envisioned for each area.

The area was identified in this Scheme Amendment to be capable of supporting more intensive residential development to help achieve the strategic imperative of the City's Community Strategic Plan, the amendment provided a maximum permissible residential density of R160 for the Residential zone.

The density being sought for the subdivision is consistent with that associated with the provisions for R80 under the R-Codes. With regards to minimum road widths, provided public open space and other Liveable Neighbourhood provisions the proposal meets minimum standards. However, the key matters relate to the density being sought and if the LPS4 provisions are achieved.

Background

On 6 June 2023, the City received a subdivision application referral from the WAPC proposing amalgamation of three allotments and subdivision into 184 freehold lots, with public open space, internal roadways and laneways.

Since the lodgement of the application, the City has had multiple meetings and workshops with the applicant in conjunction with officers from the Department of Planning Lands and Heritage (DPLH). Resulting from these meetings, the application has undergone some minor amendments, key changes being reduction in lot numbers from 184 to 162, increased public access way provisions (from 526m² to 1123m²), revision of future housing bedroom typologies (2, 3 and 4 bed mix) and introduction of a "Fonzie flat" concept commonly known as Ancillary dwellings to rear laneway areas of some future lots. This has been facilitated by increasing the size of some lots and is intended to be included in a future LDP. Additional reports and drawings were also provided to support the concept.

In addition to these changes a draft Local Development Plan (LDP) has been provided (but yet to be formally lodged with WAPC), as well as conceptual dwelling layout plans as evidence how the subdivision could be built out if approved. The built form potential as shown in the draft LDP and conceptual plans demonstrates the applicant's intent for the site, however at this stage of the development, only the subdivision application is under assessment with all other elements subject to change.



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Demolition

Demolition of any place requires careful consideration because it potentially removes most of its heritage significance except for the intangible historical and social values that are not dependant on physical fabric. In considering these applications, in accordance with clause 4.14 of LPS4, Council must be satisfied that *the building or structure:*

- (a) has limited or no cultural heritage significance, and*
- (b) does not make a significant contribution to the broader cultural heritage significance and character of the locality in which it is located.*

The subject property (No.1 Naylor Street, 2 and 4 Clontarf Road) is located within the South Fremantle Heritage Area and No.2 Clontarf is listed on the City’s Heritage List as having Historic/ Archaeological significance.

In accordance with the above and the attached heritage assessment (attachment 4), the built form on these sites is of considered to be of limited significance and do not make a significant contribution to the broader cultural heritage significance and character of the locality. Therefore, the demolition is supported. Should the subdivision be approved, a condition would be requested requiring an archival record be prepared prior to the demolition of the buildings on No.2 Clontarf Road. The archival record is to comprise plans and photos of the building to ensure that it is appropriately recorded.

Density

LPS4 Criteria

As outlined above the subject sites all have a density coding of R25 under LPS4. The proposed subdivision seeks a density of approximately R80 and therefore discretion is being sought under Schedule 7 Sub area 4.3.5 (e) of LPS4.

Sub clause e) (listed below in the table) outlines specific criteria which is to be met in order for additional development standards (i.e. density) to apply. All of the criteria of this sub clause must be met in order to access the additional development standards in LPS4. For Area 4 (including Area 4a which acts as a buffer to the adjoining existing residential developments) which all three properties fall within, the below specific criteria need to be adequately met.

Area 4 and 4a	Criteria to be met in order for additional development standards to apply (all criteria to be met)	Additional development standards
1)	<i>The development site comprises of a minimum land parcel of 10,000 sqm within Area 4 (including Area 4a).</i>	<i>Permitted building height within Area 4 is 24.5 metres.</i>

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2)	<i>Non-residential land uses are restricted to the ground floor unless it is demonstrated to Council’s satisfaction that the non-residential land use meets the local needs for commercial services.</i>	<i>Permitted building height within Area 4a is 7.5 metres.</i>
3)	<i>Development provides active frontages to public street(s) and public open space. Residential development with frontage to Clontarf Road is to include openings and pedestrian access directly to Clontarf Road.</i>	<i>Residential density of R160.</i>
4)	<i>The location and design of new road(s) and footpaths shall demonstrate a high standard of vehicular and pedestrian connectivity with the existing road and footpath network.</i>	
5)	<i>A portion of the lot area, not less than 7.5m in width, to be provided for the length of the lot adjacent to the common boundaries of 1 Naylor St, 2 Clontarf Rd (Lot 72) and 4 Clontarf Rd. This portion of land shall be transferred at no cost to the City of Fremantle to provide a north-south linkage between Strang St and Clontarf Rd for the purpose of public open space and/or a landscaped dual use pathway, to integrate with the existing areas of public open space at Clontarf Hill and future public open space within Development Area 7 – Lefroy Road Quarry.</i>	

With regards to clause 1 and 2 the proposal meets these requirements as the combined site exceeds the minimum 10,000m² requirement and only includes residential land uses. This subdivision application is only seeking the additional density bonus standard in the above table with built form/ building heights to be assessed as part of the redevelopment stage of the site if a subdivision plan was approved by the WAPC. Specifically, the applicant will need to formally submit the LDP for assessment.

The assessment of the above sub clauses 3, 4 and 5, Council’s LPP3.19 – Clontarf Road policy are also directly relevant, and a detailed assessment of these sub clauses is included below. The purpose of this policy is to ensure coordinated design of subdivision and development within the subject area. LPP 3.19 is made up of three parts:

- *Assessment of the additional development standards under Schedule 7 – Sub Area 4.3.5 area 4 and 4a of the Local Planning Scheme No. 4*

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- *Guidance on the exercise of discretion to vary Local Planning Scheme No. 4 development standards*
- *Promotion of high-quality design outcomes in terms of integration with the surrounding urban area and landscape features.*

In assessing sub clauses 3, 4 and 5, LPP3.19 also provides the following purpose statements:

- 3 – To ensure development is responsive to and addresses the surrounding area*
- 4 – To ensure a well-integrated movement network*
- 5 – To ensure a north to south public open space and/or a landscaped dual use pathway linkage between Strang St and Clontarf Rd, to link existing and future public open space in the area.*

3- Development is responsive to and addresses the surrounding area

In regard to sub clause 3, it is noted that the 85% of the proposed lots will either allow for future development to provide active frontages onto respective primary streets and or public open spaces within the estate. With regards to the lots fronting Clontarf Road the provided draft LDP documentation and future concept floor plans, all show front door entrances, multiple window openings and pedestrian access directly from Clontarf Road. Therefore, it could be considered clause 3 is met as it has been demonstrated the development is capable of providing a responsive design to the various surrounding streets and activities of the larger site.

4- To ensure a well-integrated movement network

With regards to clause 4, a high standard of vehicular and pedestrian connectivity is required, not only within the development itself, but also tying into existing road and footpath networks in the immediate locality. The purpose of this clause is to ensure a well-integrated movement network for the greater Beaconsfield area.

This site is fundamental to ensuring a strong pedestrian and cyclist link between Clontarf Hill to the south of site and the Lefroy Road former quarry site (and broader Heart of Beaconsfield strategic area) to the north. Whilst some improvements have been made to widen the Pedestrian Access Way (PAW) at Clontarf Road as compared with the originally submitted plan, this remains a concern to the City as the current design is not considered to result in a high quality outcome.

The provided landscape masterplan shows two key Public Open Space (POS) and footpath connections through the greater site to provide an east-west and north-south pedestrian and bicycle linkage through the greater site. These links are generally in the location intended by the Heart of Beaconsfield strategy. It is

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noted that the provided pathway connections may meet the minimum requirements of the Liveable Neighbourhoods (in terms of the minimum widths, distances etc), however the required LPS4 provision for additional density standards requires a high-quality connection and not just a mere compliant outcome. Further, there should be sufficient space for a generous dual use path through the development, while also leaving quality POS for passive and active recreation. The multi-purpose use of the space is not disputed, rather the quality and layout to ensure needs of all users are met.

Some key concerns relate to the proposed north-south POS greenspace and its pedestrian and cyclist dual use limitations. The site is quite constrained, and with the dwellings hard against the space, it may feel semi-privatised with the broader community assuming it is common space for the dwellings abutting it only. Also, the City does not consider the current proposed pedestrian and cyclist connections to capture all of the existing and desirable networks surrounding the greater site to its greatest capacity, but particularly to the northern and southern ends of the site.

A key concern remains in relation to the southern ramp solution connecting the site to Clontarf Road. Another is how the proposed footpath network will connect into the Lefroy Road desired linkage. It is noted that the topography of the site is problematic and fundamentally a ramp style footpath link particularly for the southern connection is inevitable, but the fundamental planning of the site does not allow for a more practical solution that will encourage these active modes of transport through the site. The area set aside to deliver this connection is limited in space and as such, will require a lot of infrastructure (e.g., ramps) to be located into the space restricting its functionality and sense of being an important connection piece within the broader public realm network.

5 - To ensure a north to south public open space and/or a landscaped dual use pathway linkage between Strang St and Clontarf Rd, to link existing and future public open space in the area.

A minimum 7.5m wide portion of the property abutting Clontarf Road is to be transferred at no cost to the City in order to provide a north-south linkage between Strang Street and Clontarf Road. As outlined above the purpose of this public open space and/or a landscaped dual use pathway, is to integrate the greater existing areas of public open space at Clontarf Hill and future public open space within Development Area 7 – Lefroy Road Quarry. Additionally, it should provide enough room for a dual use pathway to link the areas.

Whilst the proposal meets the minimum PAW width requirement, the southern end of the proposed linear PAW incorporates a zig zag ramp design (approx. 2 metre wide) with 4 tight turns leading to the Clontarf Road bus stop heading east. It also will provide a much-needed access to the 'wild nature space' of Clontarf Hill. However, the current design and approach is not considered to be

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generous enough for the volume of pedestrian and cycling traffic that is anticipated to access this key connection. The ramp will likely need to cater for people and equipment to pass in opposite directions particularly at the corners comfortably and for refuge points to allow for people to pause and wait others to pass by.

It is also noted that simple modifications could be easily introduced to this element of the POS connection which would significantly improve the connectivity and useability of the link. This connection could be expanded into the two neighbouring lots to the west or one lot either side to allow for a more generous ramp and inclusion of a stepped pathway. Widening this connection has the potential to offer a good visual connection to Clontarf Hill regional open space from the central linear open space which provide the visual cues to encourage active transport and provides a sense of regional landscape setting. It is acknowledged that resetting the balance here in favour of a more generous public realm outcome may impact the overall development yield of the site.

LPP 3.19 Clontarf Road Area Criteria

In addition to meeting all of the above criteria of sub area 4.3.5, LPP3.19 also requires assessment against clause 3 – High Quality design outcomes. LPP3.19 generally aligns with State Planning policy 7.0 principles. In assessing subdivision or development applications on land subject to this policy due regard will be given to how the proposed development demonstrates that it addresses the following seven design objectives:

- 1. Character
- 2. Continuity & Enclosure
- 3. Quality Public Realm
- 4. Ease of Movement
- 5. Legibility
- 6. Adaptability
- 7. Diversity

1. Character

The objectives of this outcome are as follows:

- *Integrate with the surrounding urban framework including a sensitive interface to existing dwellings*
 - In relation to the adjoining dwellings on Butterworth Place, the new lots will be approximately a metre higher. It is however acknowledged that the site levels are challenging and a level of earthwork will be needed to ensure appropriate road gradients and drainage so level changes will be needed across the site.
- *Create a connected and legible street network which provides positive way finding elements through a logical hierarchy whilst limiting through-traffic from the semi industrial areas to the north in the short term.*

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- Naylor Street is considered to be the main road for access to the Strang Street commercial/ industrial hub. The provided internal road network grid accessing the estate from Naylor Street and Culver Street, allow for both the existing non-residential activities within the greater area and this new residential estate to operate harmoniously with minimal impact by way of traffic movement.
- The subdivision relies very heavily on the rear laneway vehicle movements.
- The road network is simple in design and functions appropriately for an estate of this density and housing typology.
- *Respond to the natural landforms both within the site and external to the site, in particular Clontarf Hill and the valley to the east.*
 - Clontarf Hill is directly adjacent to the southern edge of the site. It reaches 39 metres in height and is a prominent natural landmark and distinctive feature of the site's landscape context. It is characteristic of the local and sub-regional natural indigenous landscape of undulating limestone ridges and hills.
 - Providing and celebrating an improved visual connection to Clontarf Hill from the proposed sub-division development by protecting a view corridor from a publicly accessible space such as a road or public open space will allow for a character and identity that people can appreciate easily.
 - Views to the ocean in the west are also available from Strang Street as well as views to the east across the former quarry (future recreational space). These unique and significant spatial qualities of the site need to be recognised and inform the spatial planning and arrangement of the site. At present, the design is not making best use of these vistas.
- *Reflect and respond to existing building forms on site either in the built form or landscape design within open space.*
 - While the industrial buildings on site are not proposed to be retained, there is intent from the developer to recycle some of the building material for use in the POS.
 - The built form and landscape design is a work in progress.
- *Respond to the existing adjacent dwellings in a respectful manner, whilst also considering an increase in building height and scale centrally within the policy area, reflecting the infill nature of the site as well as the surrounding topography and views.*
 - At least a metre of fill is proposed on the eastern edge of the site.
 - There is limited change to the height of dwellings proposed through out the development, opting that this is not under assessment at the subdivision stage. However, with the subdivision layout proposed, there are limitations to the built form that could be delivered within the policy area, so opportunities to increase density and height are not likely to be realised.

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- *Use a variety of building materials and forms which create a distinct local character.*
 - Alternative built form and a mixture of scales and housing types was needed, rather than a blanket cover over the entire site, providing not only diversity in dwelling sizes but also dwelling typologies and tenure models. The lot layout of the subdivision restricts the opportunity for this to be delivered.
 - This element is still to be developed, and is suggested to form part of the LDP via a design guideline. Notwithstanding this, the City's DAC have reviewed early design work, and suggest that the architectural language and materiality still require some work.
- *Respond to and embrace Clontarf Hill and the Portuguese Club.*
 - Strengthening the connections of the POS on the site is needed, with Clontarf Hill to the south and the Portuguese Club site and quarry precinct to the north, in order to truly engage with and invite the broader public to traverse and use the site for recreational activities.

2. Continuity and Enclosure

The objectives of this outcome are as follows:

- *Create animated streetscapes through the connections to the surrounding public transport stops on Hampton Road and Clontarf Road.*
 - This section emphasises the importance of the surrounding public transport stops on Hampton Road and Clontarf Road, supporting public transport use needs to be an organising principle for the subdivision layout.
 - The connections to Hampton Road via Culver Street and the connections to Clontarf Road bus stops need to be obvious, generous and desirable pedestrian connections encouraging the use of public transport options. The family orientated nature of the housing product envisaged in the prosperous LDP documentation will mean that children, students and workers will be using this mode of transport daily.
 - The use of laneways to remove garages off the main streets, helps to create a clearer pathway with less vehicle access on to lots. The significant number of laneways could end up being used as shortcuts and are not animated streetscapes.
- *Create articulated and activated building frontages to public streets and open space areas which are appropriate to the particular street in the hierarchy of the overall network with the potential for non-residential/home based business uses where appropriate.*
 - At present in the draft LDP documentation and plans show only residential activity. None of the proposed housing typologies appear to provide for home occupation/ business or Office allocations.
 - It

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- *Locate buildings centrally to provide enclosure and surveillance of the central open space.*
 - DAC state that consideration and the possible introduction of supporting uses other than residential would be a good inclusion to the estate. Such as small commercial activities (eg café, deli, workshops), community hall, men's shed etc, which have the potential of catering for the community on site as well as inviting the broader community to engage and provide active an passive surveillance over the estate.

3. Quality Public Realm

The objectives of this outcome are as follows:

- *Create a functioning network of public open spaces and pedestrian routes that enhance the user's experience through the delivery of high quality, active and safe public realm.*
 - The concern with the site planning for this sub-division is around the functioning of the public open space and pedestrian routes. The public open space network proposed as part of the sub-division caters for very local residential use but does not adequately cater for the strategic and district level linkages and active transport that is required.
 - Some of the spaces that have been designated Public Open Space on the sub-division plan would be more accurately described as street verges and whilst contributing welcome greenery to the street environments should not qualify as contributing to the Public Open Space component of the sub-division.
 - The central POS space appears to be too privatised, meaning people will likely avoid using it as it will function more like common property, surrounded by dwellings with limited access points for the greater public and private gate entrances to abutting dwellings rather than the needed greater POS reserve it is meant to be.
 - The proposed connection to Clontarf Road is a requirement for accessibility and also should not be included in the Public Open Space calculation as it is largely consumed with ramps for access due to a 3m level change.
 - The POS performing a drainage function adjacent to the neighbouring Butterworth Place open space contributes to a larger area of POS connecting the two residential subdivisions, but it will also require a holistic redesign to join the two parcels for recreational functionality due to level changes. In addition, the pedestrian path coming through from Butterworth Place into the east-west linkage through the development needs to be of a larger dual use nature to accommodate both cyclists and pedestrians. This link into Butterworth Place is currently the only opportunity to link into the sub-regional open space linkage to the north.

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Figure 3 - Earthworks plan marked up to show POS that is either road verge or Pedestrian Access Way

- Provide a series of open spaces that reflect both the past and the future of the site through the potential reuse of portions of the existing buildings and a mixture of hardscape and softscape outcomes.
 - The applicant has indicated that they intend to recycle material from the onsite buildings for use within the POS and as fencing. The detail of this is still to be worked through, but officers encourage the applicant to ensure they consider the ongoing maintenance of these materials that will be inherited by the City, and ensure they are treated to ensure they are appropriate for outdoor use.
 - Further consideration into introducing tree varieties that are appropriately scaled for their purpose and location and establishing a clear strategy for the landscape that is identifiable and integrated with the surrounding and historical ecological context is needed.
- Deliver a public realm, which integrates seamlessly with the buildings surrounding it and reflects their use.
 - As mentioned above, the public realm space would need to work very hard to provide a high-quality outcome. The infrastructure needed to be provided in these spaces for the residential themed estate and the allocated public realm areas may not be compatibility to deliver the desired outcomes.

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4. Ease of Movement

The objectives of this outcome are as follows:

- *Create a path that is well connected to the surrounding network of streets and footpaths.*
 - It is acknowledged that there appears to be good pedestrian movement through the subdivision with lots of different ways to move through by street, laneways or green spaces. However, cycling is one key area of concern and is not catered to a high-quality standard. The most direct route through the streets or the open space network of the overall subdivision is not clearly obvious and as such more work is required to significantly improve this quality.
- *Provide a variety of options for moving through the policy area whilst providing a range of options for pedestrians to access the surrounding transit stops on Clontarf Road and Hampton Road.*
 - The required east west and north south greenspace/ linkages have been provided but it appears to be at the minimum compliant requirements. As mentioned previously pedestrian pathways throughout the site need more work and consideration. At present the range of options and the quality of the spaces need more work.
- *Prioritise pedestrian access through the provision of a connected footpath network whilst limiting, in places, vehicle access.*
 - The inclusion of laneways is supported, with many of the lots having a garage off the service laneway, which assists in providing clear pedestrian priority on main streets.
 - There are however some areas where there may be conflict with infrastructure, pathways and the number of trees proposed, and widening the road reserves and linking POS, there will be more opportunity to ensure the provision of pathways that accommodate pedestrians and cyclists, as well as quality canopy coverage.
- *Provide a clear hierarchy of streets which reflect the access points into the site whilst also acknowledging the limited street connections to the north and the east as a result of previous development patterns and topographical constraints.*
 - The proponent could consider connecting directly into wild nature spaces along the base of the ridge that the Portuguese Club by allocating the top three lots in the north east corner of the site to public open space. Whilst the changes in topography over the greater area may limit how this is done, no consideration seems to be made or justify why this hasn't been explored.
 - A street connection is provided from the north, however due to topography, the applicant has not included one in to the east.

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There is one laneway exit on to Clontarf Road and pedestrian/cyclist access through the PAW on the south.

- *Provide a variety of street block options in order to deliver a diverse range of dwellings which will inform a more diverse community. Larger street blocks will provide safe and connected pedestrian connections in order to maintain finer grain outcomes.*
 - While the town house approach is supported, and the introduction of slightly larger blocks which could accommodate the proposed Fonzie Flat typology, there is not considered to be a variety of street block options available. The proposal could be improved, by leaving larger street blocks unsubdivided for future exploration of different housing types (for example small apartment buildings).
 - The extent of laneways throughout the site limits the delivery of this outcome.

5. Legibility

The objectives of this outcome are as follows:

- *Create a network of streets which are legible to all users and enhance the current street network.*
 - Culver Street is the most important street to continue on through the development due to its direct access to the Douro Road Activity Centre and the Hampton Road High Frequency Bus Route. This strong east/west link into the future sub-regional open space and active transport linkage is very important and needs to be legible with strong visual cues as to its direction and purpose.
 - The east-west linkage has been indicated in the current proposal but is not as legible as it needs to be with parts of the connection being off-set and obscured by built form.
 - The north south green spine is also very important and should ideally fan out towards Clontarf Hill to open up to that significant natural landscape feature and to the bus stops and cycling access on Clontarf Road.
 - This sub-division has focused on delivery of the popular terrace house building typology but has chosen to separate the terrace from the accompanying traditional association with the street in order to orientate properties around a central green spine which is 20 metres wide, the dimensions of a traditional road reserve.
 - The resulting site planning and arrangement is considered to be quite complicated to organise a vehicular circulation system around the central green spine and to provide rear access to the lots via narrow 6 metre laneways.
 - The priority to service these lots with vehicular access has taken precedent over a legible street network that can provide the district and local level landscape and active transport connections.

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- *Use access point from Naylor Street and Clontarf Road as landmarks to assist in way-finding with built form outcomes which respond to these important cues.*
 - The built form at these locations is standard residential form and scale, noting the lot size of the subdivision in these areas. The Clontarf pedestrian link needs improvement to be a key way-finding linkage not only for the estate but for the broader Beaconsfield locality.
 - Resue of some of the fabric from the existing industrial building onsite could also be incorporated into these areas and enhance and enrich key landmarks and way finding infrastructure.
- *Deliver the iconic/recognisable architectural outcomes on significant corners visible from access points into the site as well as beyond the site (i.e. from Hampton Road/Culver Street)*
 - The City's DAC has reviewed the draft LDP, and advised that the applicant should further consider the architectural language and materiality of long facades to break down the scale of dwelling blocks was required.
 - The sizes of these could be further developed to give these corner lots greater presence.

6. Adaptability

The objectives of this outcome are as follows:

- *Deliver built form outcomes which have the capacity to change over time through adaptable floor plate heights and construction methodologies.*
 - Noting the LDP is currently only in draft form, the proposed housing construction and overall typologies are limited in the ability to be repurposed or uses for any other activity but residential.
 - The applicant has not put forward alternate uses for the small lots.
- *Deliver an outcome that is both future-proofed for resilience to climatic conditions and future users.*
 - The predominate housing typologies and topographical changes over the estate may become challenging in achieving diverse housing offerings, especially for older generation occupants.
 - With regards to climatic conditions the conceptual terrace housing typology and their current orientations could be improved. The proposed streets being north-south would be a more preferable layout to allow for maximum winter sun penetration into the streets and courtyards in the middle of the day and for the east west orientated housing to capture cooling summer breezes from the south-west and allow courtyard trees and garages to protect from the hot westerly afternoon sun.
 - Tree canopy is going to be difficult to establish outside of the 14 metre road reserves and public open space, therefore sites for larger shade trees should be set aside in the areas that can accommodate them. 20% coverage is the target but it is questionable if the public realm

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would could enable such a target. The laneways and courtyards provide a more challenging growing environment and will depend on the skill and care of residents for good tree survival rates. Accurate representation of tree canopy cover in the context of medium density development is important and the focus should be on well-located shade trees.

7. Diversity

The objectives of this outcome are as follows:

- *Deliver a place that has a wide variety of dwelling types in order to create a diverse and holistic community*
 - The proposal is to include a range of 2, 3 and 4 bedroom dwellings but all in a two or three storey side by side configuration dwellings.
 - Ideally, introduction of some Multiple dwellings would be ideal for the locality which would help improve the diversity of dwelling types within Beaconsfield.
 - The diversity of housing options over the greater area is very limited but at least the small lot model does offer an alternative housing type for the broader area.
 - Providing not only diversity in dwelling sizes but also dwelling typologies and tenure models would be of benefit.
 - Given the size of the site, the potential density available and the desire of the policy to deliver true diversity and adaptability, the applicant is encouraged to think outside the norms and explore creative housing solutions. Noting the proposal is at subdivision stage, reviewing the site planning to allow for change and unique solutions is recommended.
- *Create a place that has the potential for a range of uses over time*
 - The conceptual built form and draft LDP only includes residential land uses and these dwellings will not be easily or readily adaptable over their anticipated built life. A more diverse built form product is needed to introduce the desired range of mixed use within the site.
- *Create a place that has a variety of architectural expression through the delivery of various elements of the policy area by using a range of local and international architects and designers*
 - The proposal has a limited variety of architectural expression. The elongated façade treatments, combined with limited articulation and built form and limited range of building materials on offer are still being developed.
 - The site planning for the proposal does limit opportunities for flexibility and variety, but could be explored.
- *Deliver a place that is accessible both financially and physically to a wide range of the community through built form design.*

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- The targeted sales pricing range has not been made available at this stage. Smaller lots are typically more affordable in comparison to typical R25 lots.
- *Deliver a place that is well connected to the wider community and can ultimately deliver housing, employment and local retail needs over time.*
 - The subdivision and housing product will be attractive to diverse households and provides flexible and diverse housing options within the terrace house typology. Diversity also refers to development being well connected back into the wider community so that amenities can be shared and places can evolve organically overtime, are adaptive and flexible.
 - As mentioned in previous comments, this sub-division plan needs to provide for better strategic and district level connections both visual and physical which are legible to all users.

SPP3.7 – Planning in Bushfire-Prone Areas

In accordance with *State Planning Policy 3.7 Planning in Bushfire-Prone Areas* in accordance with *Guidelines for Planning in Bushfire- Prone Areas Version 1.4* a Bushfire Management Plan (BMP) has been prepared to accompany the subdivision application as the subject site abuts Clontarf Hill which is a designated Bushfire Prone Area. The submitted Bushfire Attack Level assessment indicates that some of the lots fronting Clontard Road to the southeastern portion of the site are impacted and have BAL ratings of BAL12.5 up to BAL 29. A complete copy of this BAL assessment is included in attachment 6 of the attachments. See image of BAL map below showing the impacted lots. Ultimately if the application was to be supported an appropriate condition would be included ensuring these lots have a notification added to the certificate of titles alerting any future landowner of the built form and BAL requirements under the Australian Standards. Any future LDP should also address these provisions to ensure the built form is capable of delivery.

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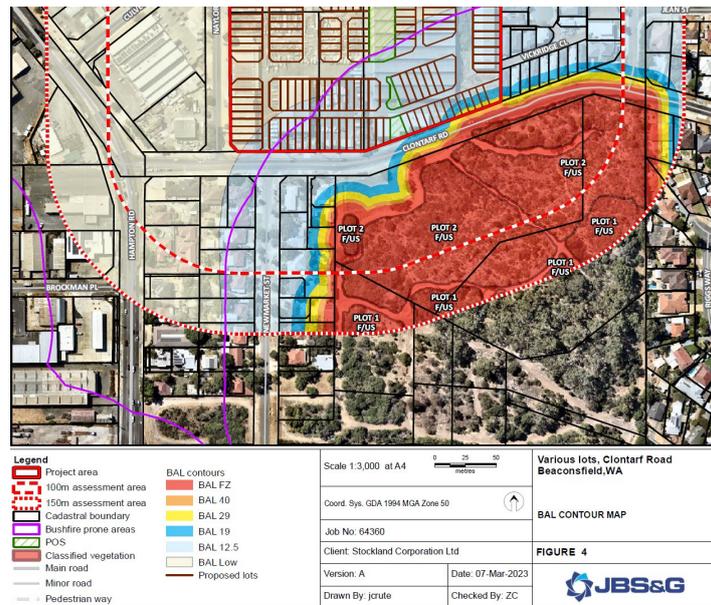


Figure 4 – Excerpt from BAL assessment

Other state planning policies/ Development control policies

- 2.2- Residential Subdivision

Generally, the proposed subdivision layout, access arrangements and service provisions lot sizes are considered to meet the minimum requirements of DC2.2.

- 2.3 - Public open space in residential areas

The allocated POS contribution does meet the minimum 10% provisions. The proposed POS area also are to include community recreation facilities such as bbq, seating, shelter, landscaping, reticulation and lighting and other necessary infrastructure ie play equipment. These provisions are considered adequate and appropriate in providing for the needs of immediate residents.

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- 2.6 - Residential road planning

With regards to DC2.6 the road infrastructure is considered to meet the objectives of this policy however, the proposed pedestrian pathways throughout the estate are considered to be insufficient. As outlined in DC2.6:

The way in which the street verge is treated can have a significant impact on the creation of a neighbourhood identity or sense of place as well as safety of all road users, including motor vehicle passengers and pedestrians/cyclists. This in turn affects how the street is used, particularly its multi-use by pedestrians and cyclists.

Important components of the street verge include:

- footpaths/dual-use paths;
- tree planting; and
- street lighting.

Street trees, in particular, contribute to the creation of a sense of enclosure and human scale providing shade (to create a cooling effect), aesthetic attributes and the promotion of bird life. Canopies over hanging streets create a sense of enclosure which can influence driver behaviour by promoting a slow vehicle speed environment.

As discussed in detail above the pedestrian pathways and Landscaping treatments of the public realm are not at level which is considered to produce a high quality outcome and as such the density is not supported under schedule 7 of LPS4.

Draft Local Development Plan

It is acknowledged that the current LDP is in draft form and will need to be progressed if a subdivision is approved. A comprehensive assessment against the design principles and assessment against the relevant provisions of SPP 7.0 Design of the Built Environment as outlined in R-Codes Vol. 1 2023, Part A section 3 has been undertaken. The City strongly encourages:

- Ways to improve solar access to dwelling primary living areas,
- Improve sizes of primary outdoor living areas/ garden areas of the dwellings,
- The need to improve landscaping throughout the estate's public realm, and
- Reduce excessive garage widths impacting street setbacks along laneways in relation to the quality of the various streetscapes.

The draft LDP has progressed since original lodgement with positive moves made to respond to the draft Medium Density Code. Further attention needs to be given to the primary outdoor living areas noting that any future variations to the R-Codes would only emphasise the importance of a providing a high quality public open

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space/public realm for people living in this new neighbourhood. Detailed assessment will be undertaken when the LDP is formally lodged.

CONCLUSION

This subdivision is an important part of the Heart of Beaconsfield strategic vision, and will be a contributor to increasing the residential population of this part of the City. There are significant natural assets in the area, and with a mix of uses and limited housing diversity, this site is an opportunity to improve the amenity of the area.

Overall, the original draft subdivision design has been amended in a positive manner and the following components of the proposal are seen as positive amendments:

- The revised town house and revised bedroom mix,
- The proposed use of rear service laneways,
- The introduction of 'fonzie flats' – Ancillary dwelling to various rear allotments throughout the estate,
- The hardscape treatments to activate the rear laneways,
- the various POS facility offerings is generous.

However, whilst essentially an R-Code and Liveable Neighbourhood compliant subdivision is proposed, the basic urban structure of the subdivision – essentially the public realm links and connections – as well as the overall quality, are matters that are considered should be improved to achieve the discretionary density bonus for this site. Ultimately, it does not meet the objectives of the local framework for the site.

In accordance with the above assessment, the proposed subdivision is not considered to meet the purpose and or all of relevant criteria of Schedule 7 sub area 4.3.5 (e) Additional Development Standards. Therefore, the proposed density exceeds the default R25 density coding of site.

STRATEGIC IMPLICATIONS

According to the 2021 census, Beaconsfield averaged 2.4 persons per household. Based on the proposal for 162 dwellings, this subdivision could deliver around 389 people to the area which is an important move towards meeting infill targets.

It is noted that a Master Plan was presented to Council in 2016, that demonstrated the delivery of up to 750 dwellings on the site, inclusive of apartments and some smaller dwellings when making the most of the planning provisions and density bonuses on site.

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FINANCIAL IMPLICATIONS

Nil

LEGAL IMPLICATIONS

Nil

Officer’s recommendation

Moved: Cr Geoff Graham

Seconded: Cr Su Groome

Council:

1. Recommend that the Western Australian Planning Commission be advised that the City does not support the 162 lot subdivision application at No. 1 (Lot 73) Naylor Street, and Nos 2 and 4 (Lots 72 and 25) Clontarf Road, Beaconsfield in its current layout, for the following reason(s):
 - i. The proposal does not meet all of the relevant additional development criteria (e) of Schedule 7 - sub area 4.3.5 of Local Planning Scheme No.4 as the proposal will not result in a high-quality design outcome in terms of road network infrastructure and pedestrian/ cyclist network integration with the surrounding greater Beaconsfield urban area and landscape features.
 - ii. The proposal does not meet all the High Quality Design Outcomes of LPP 3.19 Clontarf Road Area.
 - iii. As a consequence of not meeting the criteria of LPS4 to be awarded the bonus density, the subdivision must be assessed against the R25 density. The proposal does not meet the Design Principle criteria of clause 5.1.1 of the Residential Design Codes Volume 1 as all Lots do not meet the minimum or average lot size specified in Table 1 or the 'design principle' P 1.2 for R25 coded property.
2. Notwithstanding the City's position on the site layout, the intent to develop the site with a density higher than R25 is encouraging and has the potential to contribute positively to the surrounding community by adding to the population.

In responding to the City’s feedback, the applicant has made some positive moves, including widening of the Pedestrian Access Way at

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Clontarf Road, and inclusion of the larger blocks to allow for the 'Fonzie Flat' typology.

Should the WAPC seek to approve the layout as it generally appears now, the following amendments are suggested to improve the proposal:

- a) Leave some street blocks unsubdivided to allow for a change in market conditions and preserve the opportunity for supporting land uses and diverse housing typologies.
 - b) Identify the best opportunities for key views, preserve the view corridor from built form intrusion and incorporate into the public realm network (streets and parks).
 - c) Expand the southern POS connection into two additional neighbouring lots to the west or one lot either side to allow for a more generous ramp and comfortable experience to access Clontarf Road to encourage active transport options. Widening this connection has the potential to offer a good visual connection to Clontarf Hill regional open space from the central linear open space which provide the visual cues to encourage active transport and provides a sense of regional landscape setting.
 - d) The POS / Drainage adjacent to the neighbouring sub-division POS / Drainage of Butterworth Place currently offers the best opportunity to link into the former quarry site and future sub-regional recreational space. It is clear from the Heart of Beaconsfield masterplan that there is an intention to make the most of sub-regional active transport linkages through open space connections that reach from South Street down to Clontarf Road connecting schools, playing fields, wild nature spaces and many residential communities. This connection needs to be a primary dual pedestrian/cycling connection of 4 metres wide not a minor pedestrian path. Another option is to explore a more immediate and dramatic landscape option in the north-east corner of the sub-division skirting the base of the ridge that leads up to the Portuguese community centre. Leaving the three corner lots for POS preserves the opportunity for an exciting landscape based trail leading directly into the vast open space connections to the north.
 - e) Widen the east-west POS link at the Culver Street entry, to create a more generous space for important active transport links.
3. That the WAPC be advised that a schedule of submissions will provided, and that the decision maker is requested to review these in full and have due regard to the content.

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AMENDMENT 1

Moved: Cr Su Groome

Seconded: Cr Andrew Sullivan

To amend the officers recommendation as follows;

Council:

- 1. Recommend that the Western Australian Planning Commission be advised that the City does not support the 162 lot subdivision application at No. 1 (Lot 73) Naylor Street, and Nos 2 and 4 (Lots 72 and 25) Clontarf Road, Beaconsfield in its current layout, for the following reason(s):**

- i. The proposal does not meet all of the relevant additional development criteria (e) of Schedule 7 - sub area 4.3.5 of Local Planning Scheme No.4 as the proposal will not result in a high-quality design outcome in terms of road network infrastructure and pedestrian/ cyclist network integration with the surrounding greater Beaconsfield urban area and landscape features.**
- ii. The proposal does not meet all the High Quality Design Outcomes of LPP 3.19 Clontarf Road Area.**
- iii. As a consequence of not meeting the criteria of LPS4 to be awarded the bonus density, the subdivision must be assessed against the R25 density. The proposal does not meet the Design Principle criteria of clause 5.1.1 of the Residential Design Codes Volume 1 as all Lots do not meet the minimum or average lot size specified in Table 1 or the 'design principle' P 1.2 for R25 coded property.**

~~2. Notwithstanding the City's position on the site layout, the intent to develop the site with a density higher than R25 is encouraging and has the potential to contribute positively to the surrounding community by adding to the population.~~

~~In responding to the City's feedback, the applicant has made some positive moves, including widening of the Pedestrian Access Way at Clontarf Road, and inclusion of the larger blocks to allow for the 'Fonzie Flat' typology.~~

~~Should the WAPC seek to approve the layout as it generally appears now, the following amendments are suggested to improve the proposal:~~

- 2. Affirms its support and intent for higher density residential development at the subject sites, up to R160, subject to a**

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proposed development satisfying the seven design objectives of LPP 3.19 Clontarf Road Area and invites the proponent to continue to engage with the City to develop a satisfactory proposal.

3. Recommends the following amendments if the WAPC seeks to approve the layout generally as per the current proposal:
 - a) Leave some street blocks unsubdivided to allow for a change in market conditions and preserve the opportunity for supporting land uses and diverse housing typologies.
 - b) Include lots along Naylor Street, and possibly Strang Street, capable of accommodating higher density mixed use developments suitable for mixed use developments that may incorporate multiple dwellings, live-work/studio/adaptable dwellings as transitional development.
 - c) Identify the best opportunities for key views, preserve the view corridor from built form intrusion and incorporate into the public realm network (streets and parks).
 - d) **Expand** Improve the southern POS connection to deliver a more gentle gradient transition from Clontarf Hill to the central POS and to encourage active transport options, including options to incorporate fill/terracing to the southern blocks and/or to add ~~into~~ two additional neighbouring lots to the west or one lot either side to allow for a more generous ~~ramp and comfortable experience to access Clontarf Road to encourage active transport options~~ transition. Widening this connection has the potential to offer a good visual connection to Clontarf Hill regional open space from the central linear open space which provide the visual cues to encourage active transport and provides a sense of regional landscape setting.
 - e) ~~The POS / Drainage adjacent to the neighbouring sub-division POS / Drainage of Butterworth Place currently offers the best opportunity to link into the former quarry site and future sub-regional recreational space.~~ It is clear from the Heart of Beaconsfield ~~masterplan (HoB) masterplan~~ that there is an intention to make the most of sub-regional active transport linkages through open space connections that reach from South Street ~~down~~ to Clontarf Road connecting schools, playing fields, wild nature spaces and many residential communities. ~~This~~ The identified primary connection ~~needs to~~ through this site must include a **primary** dual pedestrian/cycling connection of 4 metres wide not a minor pedestrian path. To implement the HoB Masterplan, a more generous connection needs to be provided abutting the eastern end of Strang Street and the south-

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west corner of the Portuguese Club site. The southern half of Sardelic Park (i.e. south of the drainage sump) should be continuously connected through the site to Clontarf Road via local open space connectivity. Sardelic Park may require adjustment to be fully integrated with the new POS but there is no need to align the new POS with the existing drainage sump. Redistribution of the new POS may also provide the opportunity identified in the HoB masterplan to include a dramatic landscape option in the north-east corner of the sub-division skirting the base of the embankment that leads up to the Portuguese Club site. Leaving the three corner lots for POS (and possible drainage sump) would preserve the opportunity for an exciting landscape based trail leading directly into the vast open space opportunities to the north. ~~Another option is to explore a more immediate and dramatic landscape option in the north-east corner of the sub-division skirting the base of the ridge that leads up to the Portuguese community centre. Leaving the three corner lots for POS preserves the opportunity for an exciting landscape based trail leading directly into the vast open space connections to the north.~~

- f) Widen the east-west road POS link at the Culver Street entry, to create a more generous space for a boulevard entrance and important active transport links connecting to the district centre. The use of a ribbon of POS to create this active transport linkage is not supported as it should be formed as road reserve that effectively extends the function of Culver Street into the subdivision.
 - g) Include fill/benching that ensures lots nearest Clontarf Road and the laneways servicing them accommodate residential development that includes at-grade entrances fronting Clontarf Road.
 - h) Incorporate provision for on-street parking adjacent to the POS to improve all-ages accessibility.
4. That the WAPC be advised that a schedule of submissions will be provided, and that the decision maker is requested to review these in full and have due regard to the content.

Amendment carried: 6/0
Mayor Hannah Fitzhardinge, Cr Geoff Graham,
Cr Andrew Sullivan, Cr Su Groome, Cr Adin Lang, Cr Ben Lawver

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AMENDMENT 2

Moved: Cr Andrew Sullivan

Seconded: Cr Su Groome

Amend the following conditions of the amended recommendation;

2. Affirms its support and intent for higher density residential development at the subject sites, up to R160, subject to a proposed development satisfying the seven design objectives of LPP 3.19 Clontarf Road Area **and the requirements listed for Area 4, Sub Area 4.3.5 of Schedule 7 of LPS4**, and invites the proponent to continue to engage with the City to develop a satisfactory proposal.
3. Recommends the following amendments if the WAPC seeks to approve the layout generally as per the current proposal:
 - b) Include lots along Naylor Street, ~~and possibly Strang Street~~, capable of accommodating higher density mixed use developments suitable for ~~mixed-use developments that may incorporate~~ multiple dwellings **and live-work/studio/adaptable dwellings as transitional development** to establish a suitable transition between the residential part of the subdivision and the more commercial areas and district centre to the west.
 - d) Improve the southern POS connection to deliver a more gentle gradient transition from Clontarf Hill to the central POS and to encourage active transport options, including options to incorporate fill/terracing to the southern blocks and/or to add two additional neighbouring lots to the west or one lot either side to allow for a more generous transition. **Widening Improving** this connection has the potential to offer a good visual connection to Clontarf Hill regional open space from the central linear open space which provide the visual cues to encourage active transport and provides a sense of regional landscape setting.
 - e) It is clear from the Heart of Beaconsfield (HoB) masterplan that there is an intention to make the most of sub-regional active transport linkages through open space connections that reach from South Street to Clontarf Road connecting schools, playing fields, wild nature spaces and many residential communities. The identified primary connection through this site must include a dual pedestrian/cycling connection of 4 metres wide not a minor pedestrian path. To implement the HoB Masterplan, a more generous connection needs to be provided abutting the eastern end of Strang Street and the south-west corner of the Portuguese Club site. The southern half of Sardelic Park (i.e.

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south of the drainage sump) should be continuously connected through the **subdivision** site to Clontarf Road via local open space connectivity. Sardelic Park may require adjustment to be fully integrated with the new POS. There is no need to align the new POS with the existing drainage **sump and a more efficient allocation of new open space adjacent Sardelic Park may be warranted**. Redistribution of the new POS may also provide the opportunity identified in the HoB masterplan to include a dramatic landscape option in the north-east corner of the subdivision skirting the base of the embankment that **forms part of the adjoining** Portuguese Club site. Leaving the three corner lots **in the north-east corner** for POS (and possible drainage sump) would preserve the opportunity for an exciting landscape based trail leading directly into the vast open space opportunities to the north.

- f) Widen the east-west road link at the Culver Street entry, to create a more generous space for a boulevard entrance and important active transport links connecting ~~to~~ the **subdivision to Hampton Road and the** district centre. The use of a ribbon of POS to create this active transport linkage is not supported as it should be formed as road reserve that effectively extends the function of Culver Street into the subdivision.
 - i) **Review the subdivision layout to ensure the proposed landscaping approach can satisfy the principals of Bio-sensitive Urban Design and be capable of including fire retarding landscapes that help reduce the spread of fire into the subdivision in those areas nearest the bushland of Clontarf Hill.**
4. That the WAPC be advised that a schedule of submissions will **be** provided, and that the decision maker is requested to review these in full and have due regard to the content.

Amendment carried: 6/0
Mayor Hannah Fitzhardinge, Cr Geoff Graham,
Cr Andrew Sullivan, Cr Su Groome, Cr Adin Lang, Cr Ben Lawver

Minutes – Planning Committee
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COMMITTEE RECOMMENDATION ITEM PC2310-1
(Amended Officer's recommendation)

Council:

1. Recommend that the Western Australian Planning Commission be advised that the City does not support the 162 lot subdivision application at No. 1 (Lot 73) Naylor Street, and Nos 2 and 4 (Lots 72 and 25) Clontarf Road, Beaconsfield in its current layout, for the following reason(s):

- i. The proposal does not meet all of the relevant additional development criteria (e) of Schedule 7 - sub area 4.3.5 of Local Planning Scheme No.4 as the proposal will not result in a high-quality design outcome in terms of road network infrastructure and pedestrian/ cyclist network integration with the surrounding greater Beaconsfield urban area and landscape features.**
- ii. The proposal does not meet all the High Quality Design Outcomes of LPP 3.19 Clontarf Road Area.**
- iii. As a consequence of not meeting the criteria of LPS4 to be awarded the bonus density, the subdivision must be assessed against the R25 density. The proposal does not meet the Design Principle criteria of clause 5.1.1 of the Residential Design Codes Volume 1 as all Lots do not meet the minimum or average lot size specified in Table 1 or the 'design principle' P 1.2 for R25 coded property.**

2. Affirms its support and intent for higher density residential development at the subject sites, up to R160, subject to a proposed development satisfying the seven design objectives of LPP 3.19 Clontarf Road Area and the requirements listed for Area 4, Sub Area 4.3.5 of Schedule 7 of LPS4, and invites the proponent to continue to engage with the City to develop a satisfactory proposal.

3. Recommends the following amendments if the WAPC seeks to approve the layout generally as per the current proposal:

- a) Leave some street blocks unsubdivided to allow for a change in market conditions and preserve the opportunity for supporting land uses and diverse housing typologies.**

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b) Include lots along Naylor Street, capable of accommodating higher density mixed use developments suitable for multiple dwellings and live-work/studio/adaptable dwellings to establish a suitable transition between the residential part of the subdivision and the more commercial areas and district centre to the west.

c) Identify the best opportunities for key views, preserve the view corridor from built form intrusion and incorporate into the public realm network (streets and parks).

d) Improve the southern POS connection to deliver a more gentle gradient transition from Clontarf Hill to the central POS and to encourage active transport options, including options to incorporate fill/terracing to the southern blocks and/or to add two additional neighbouring lots to the west or one lot either side to allow for a more generous transition. Improving this connection has the potential to offer a good visual connection to Clontarf Hill regional open space from the central linear open space which provide the visual cues to encourage active transport and provides a sense of regional landscape setting.

e) It is clear from the Heart of Beaconsfield (HoB) masterplan that there is an intention to make the most of sub-regional active transport linkages through open space connections that reach from South Street to Clontarf Road connecting schools, playing fields, wild nature spaces and many residential communities. The identified primary connection through this site must include a dual pedestrian/cycling connection of 4 metres wide not a minor pedestrian path. To implement the HoB Masterplan, a more generous connection needs to be provided abutting the eastern end of Strang Street and the south-west corner of the Portuguese Club site. The southern half of Sardelic Park (i.e. south of the drainage sump) should be continuously connected through the subdivision site to Clontarf Road via local open space connectivity. Sardelic Park may require adjustment to be fully integrated with the new POS. There is no need to align the new POS with the existing drainage sump and a more efficient allocation of new open space adjacent to Sardelic Park may be warranted. Redistribution of the new POS may also provide the opportunity identified in the HoB masterplan to include a dramatic landscape option in the north-east corner of the sub-division skirting the base of the embankment that forms part of the adjoining Portuguese Club site. Leaving the three corner lots in the north-east corner for POS (and possible drainage sump) would preserve the opportunity for an exciting landscape based trail leading directly into the vast open space opportunities to the north.

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- f) Widen the east-west road link at the Culver Street entry, to create a more generous space for a boulevard entrance and important active transport links connecting the subdivision to Hampton Road and the district centre. The use of a ribbon of POS to create this active transport linkage is not supported as it should be formed as road reserve that effectively extends the function of Culver Street into the subdivision.**
 - g) Include fill/benching that ensures lots nearest Clontarf Road and the laneways servicing them accommodate residential development that includes at-grade entrances fronting Clontarf Road.**
 - h) Incorporate provision for on-street parking adjacent to the POS to improve all-ages accessibility.**
 - i) Review the subdivision layout to ensure the proposed landscaping approach can satisfy the principals of Bio-sensitive Urban Design and be capable of including fire retarding landscapes that help reduce the spread of fire into the subdivision in those areas nearest the bushland of Clontarf Hill.**
- 4. That the WAPC be advised that a schedule of submissions will be provided, and that the decision maker is requested to review these in full and have due regard to the content.**

Carried: 6/0

**Mayor Hannah Fitzhardinge, Cr Geoff Graham,
Cr Andrew Sullivan, Cr Su Groome, Cr Adin Lang, Cr Ben Lawver**



LOCAL DEVELOPMENT PLAN

L25 (4), L72 & L100 (2) Clontarf Road & L73 (1) Naylor Street, Beaconsfield

PRELIMINARY

Unless provided for below, the provisions of the City of Fremantle Local Planning Scheme No.4 and the Residential Design Codes Volume 1 (R-Codes) apply. Where complied with below, development is exempt from requiring Development Approval under *Local Planning Policies 3.19 - Clontarf Road Area* and *3.6 - Heritage Areas*.

This LDP operates in conjunction with the requirements to the R-Codes by applying additional controls or by varying 'deemed-to-comply' requirements. Where this LDP varies any requirements of the R-Codes, compliance shall be deemed to constitute 'Deemed-to-comply'.

DEFINITIONS

Appendix 2 provided definitions for relevant provisions of this LDP, which are supplementary to the R-Codes Volume 1 and apply where identified below.

LDP PROVISIONS

Residential Density Coding

- An R160 density coding applies to all lots within the LDP area.

Waste Collection

- For lots 34-39, 89, 90, & 140-144 waste bins shall be presented for collection at bin pad locations identified on this LDP.
- With the exception of lots listed above, all laneway lots shall present bins for collection directly in front of garage doors.

Built Form

Built form requirements below are supplemented by lot specific requirements within Appendix 1 which prevail in the event of any inconsistency.

Parking

- On site visitor parking is not required for grouped and multiple dwellings.

Vehicular Access

- For lot 128, vehicular access is permitted from the primary street frontage.
- Garages shall be located where indicatively shown on this LDP.
- Vehicle access is not permitted from locations identified as 'no vehicle access' on this LDP.

Garage width

- For lots 128-139, 140-142, 144-147, garages are permitted to a maximum width of 85% subject to the provision of:
 - A second storey building or balcony being located boundary to boundary above the garage.
 - An entry porch with a minimum width of 1.2m.

Dwelling Orientation

- Primary street orientation is as identified on the LDP as 'Primary Street'.
- All dwellings on corner lots shall have a minimum of one major opening with direct view of the secondary street from the ground floor and upper floor/s.
- All dwellings abutting POS shall have a minimum of one major opening with direct view of the POS, to each boundary abutting the POS, from the ground and upper floor/s.

Building Height

- Maximum height (concealed or skillion) - 14m
- Maximum height of wall (pitched, hipped or gable) - 13m
- Maximum total building height (pitched, hipped or gable) - 16m
- Dwellings shall be a minimum 2 stories in height.

Setbacks

- Minimum 1m laneway setback
- Minimum nil setback to secondary street boundaries (lot 128).
- Minimum nil setback to truncation boundary.
- Minimum nil setback to side boundaries abutting POS.
- Building breaks via the provision of a 1.5m side lot boundary setback shall be provided where identified on this LDP.

Fencing

- Visually permeable fencing as defined by the R-Codes shall be provided to each primary street frontage abutting POS.
- Fencing to side boundaries abutting POS behind the primary street setback line is permitted to be solid to a maximum of 50% of the length of the POS boundary.

Outbuildings

- Where outbuildings are visible from a public street or public open spaces, they shall be constructed in materials which match the main dwelling.

Visual Privacy

- Where a lot within the LDP area abuts a lot which is external to the LDP area, the requirements of the R-Codes apply to the external lot boundary only, otherwise visual privacy requirements do not apply within the LDP area.

Solar Access

- The solar access provisions of the R-Codes do not apply.

THIS LDP HAS BEEN APPROVED BY THE CITY OF FREMANTLE UNDER SCHEDULE 2, CLAUSE 62 (1)(A) OF THE PLANNING AND DEVELOPMENT (LOCAL PLANNING SCHEMES) REGULATIONS 2015.

MANAGER, DEVELOPMENT APPROVALS DATE

APPENDIX 1 - LOT TYPE BUILT FORM REQUIREMENTS

TYPE A - FREDDIE	
Boundary Walls	<ul style="list-style-type: none"> Permitted with a maximum height of 10.5m and a maximum length of 12m to both side boundaries.

TYPE B - FLYNN FELICITY FIORA	
Trees and Landscaping	<ul style="list-style-type: none"> 2m² landscaping in front setback area with the exception of lot 128 which has no requirement. Minimum 0.6m dimension soft landscaping in front setback area. Tree in front setback area not required. Deep soil area not required within primary street setback.
Setbacks	<ul style="list-style-type: none"> Permitted with a maximum height of 8m and a maximum length of 17.5m to both side boundaries. Minimum 1.5m eastern side boundary setback required for lot 140.

TYPE C - RUBEN ALT	
Private Open Space	<ul style="list-style-type: none"> A balcony may be provided as the primary garden area with a minimum dimension of 2.8m and minimum area of 15m².
Trees and Landscaping	<ul style="list-style-type: none"> 1.5m² soft landscaping in front setback area. Minimum 0.6m dimension. Tree in front setback area not required. Deep soil area not required within primary street setback.
Primary Living Space	<ul style="list-style-type: none"> Primary living space permitted to face south onto balcony with a minimum dimension of 2.8m and a minimum area of 15m², which has a direct view of the street. Adjoining uncovered area permitted to be a minimum depth of 2.8m.
Setbacks	<ul style="list-style-type: none"> Permitted with a maximum height of 10.5m and a maximum length of 17.5m to both side boundaries.

TYPE D - RUBEN	
Private Open Space	<ul style="list-style-type: none"> A balcony shall be provided with a minimum dimension of 2.8m and a minimum of 15m². Primary garden area not required.
Trees and Landscaping	<ul style="list-style-type: none"> Minimum 8% soft landscaping. Tree in primary garden area not required. Lot 39 to provide one tree within the primary setback area and one tree within the eastern side setback area. Deep soil area not required within primary garden area. Primary street setback area deep soil area 8m².
Primary Living Space	<ul style="list-style-type: none"> Adjoining uncovered area permitted to be a minimum depth of 2.8m. The maximum depth of primary living spaces is permitted to be 8.5m excluding cabinetry.
Setbacks	<ul style="list-style-type: none"> lot 39 - minimum 1.5m setback to eastern boundary. Permitted with a maximum height of 10.5m and a maximum length of 16m to both side boundaries, with the exception of lot 39 which is permitted to the western boundary only.
Site Cover	<ul style="list-style-type: none"> Maximum 85%.

TYPE E - RUBEN LONG 2	
Private Open Space	<ul style="list-style-type: none"> Primary garden area permitted within the front setback area. Primary garden area minimum 19m², including steps.
Trees and Landscaping	<ul style="list-style-type: none"> One tree required within the primary street setback area and one tree required within the laneway setback area.
Setbacks	<ul style="list-style-type: none"> Permitted with a maximum height of 10.5m and a maximum length of 16m to both side boundaries.
Primary Living Space	<ul style="list-style-type: none"> The maximum depth of primary living spaces is permitted to be 9m excluding cabinetry.

TYPE F - REX ALT	
Private Open Space	<ul style="list-style-type: none"> A balcony shall be provided with a 2.8m minimum dimension and a minimum area of 10m². Primary garden area not required.
Trees and Landscaping	<ul style="list-style-type: none"> Minimum 11% soft landscaping (excluding lots 91, 95, 96, 100, 101, 114, 151 and 167). Tree in primary garden area not required. Deep soil area in primary garden area not required. Front setback area deep soil area 8m².
Primary Living Space	<ul style="list-style-type: none"> Adjoining uncovered area permitted to be a minimum dimension of 2.7m.
Setbacks	<ul style="list-style-type: none"> Permitted with a maximum height of 10.5m and a maximum length of 15m to both side boundaries.
Site Cover	<ul style="list-style-type: none"> Maximum 80%.

TYPE G - ABODE VERVE ROSA	
Private Open Space	<ul style="list-style-type: none"> Primary garden area minimum 20m², including steps. Maximum 11m² permitted roof coverage. Minimum dimension 2.8m, or 2.5m where a type H dwelling is located above garages.
Trees and Landscaping	<ul style="list-style-type: none"> Minimum 13% (excluding lots 40 and 123). Deep soil area in primary garden area 8m². Deep soil area in primary street setback area 7m².
Primary Living Space	<ul style="list-style-type: none"> Primary living space is permitted to face between west and south-east subject to the provision of a secondary habitable room other than a bedroom or study, with a minimum dimension of 3.4m, facing between north-west and east. Minimum dimension of area adjoining primary living space minimum 2.8m.
Setbacks	<ul style="list-style-type: none"> Boundary walls are permitted to both side boundaries with a maximum height of 8m for no maximum length subject to each 14m section of wall being separated by a clear space of 2.7m wide x 3m depth.
Site Cover	<ul style="list-style-type: none"> Maximum 75%.
Outbuildings	<ul style="list-style-type: none"> Outbuildings (garages) are permitted with a maximum size of 40m² in locations indicatively identified on this LDP.

TYPE H - FONZIE	
Private Open Space	<ul style="list-style-type: none"> Balcony to be provided with a minimum area of 10m² and a minimum dimension of 2.4m.
Trees and Landscaping	<ul style="list-style-type: none"> Not required.
Primary Living Space	<ul style="list-style-type: none"> Orientation requirements of the R-Codes do not apply.
Streetscape	<ul style="list-style-type: none"> Porch to be provided with a minimum dimension of 1m.
Storage	<ul style="list-style-type: none"> Minimum 3m² permitted underneath staircase, no minimum height.
Dwelling Orientation	<ul style="list-style-type: none"> Primary street orientation shall be to the laneway. A major opening and balcony shall be located with direct view of the laneway.
Setbacks	<ul style="list-style-type: none"> Nil upper floor setback to laneway. Permitted to both side boundaries with a maximum height of 8m with no maximum length, directly above garages.

TYPE I - RUPERT	
Private Open Space	<ul style="list-style-type: none"> Primary garden area minimum 16m² (lot 41) or 22m² for other lots (excluding lot 45), including steps.
Trees and Landscaping	<ul style="list-style-type: none"> Deep soil area in primary garden area 6m² (excluding lot 45). Deep soil area in primary street setback area 6m².
Primary Living Space	<ul style="list-style-type: none"> The primary living space is permitted to face between west and south-east subject to the provision of an additional major opening being provided to a second wall of the primary living space. Maximum depth of primary living space 8.2m excluding cabinetry.
Setbacks	<ul style="list-style-type: none"> A minimum side setback of 1m applies to walls other than boundary walls, or 1.5m where 1.5m building breaks are identified in this LDP. Permitted with a maximum height of 8m and a maximum length of 14m to one side boundary.
Outbuildings	<ul style="list-style-type: none"> Outbuildings (garages) are permitted with a maximum size of 40m² in locations indicatively identified on this LDP.

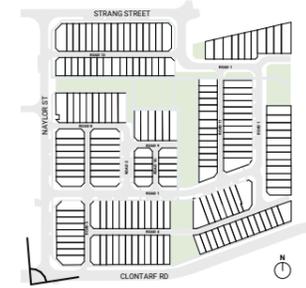
THIS LDP HAS BEEN APPROVED BY THE CITY OF FREMANTLE UNDER SCHEDULE 2, CLAUSE 52 (1)(A) OF THE PLANNING AND DEVELOPMENT (LOCAL PLANNING SCHEMES) REGULATIONS 2015.

MANAGER, DEVELOPMENT APPROVALS

DATE

LDP CELL 01 STREETSCAPE

VIEW FROM CLOTORF RD AND NAYLOR ST LOOKING WEST



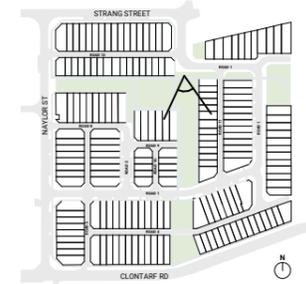
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B.CO

DEC 23 | PLUS ARCHITECTURE

LDP CELL 12 STREETScape

VIEW FROM POS LOOKING SOUTH

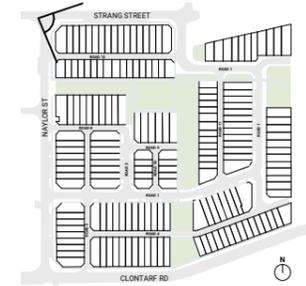


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DEC 23 | PLUS ARCHITECTURE

LDP CELL 17 STREETScape

VIEW FROM NAYLOR ST AND STRANG ST LOOKING EAST

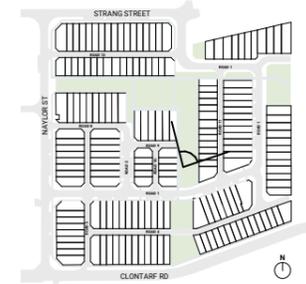


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DEC 23 | PLUS ARCHITECTURE

LDP CELL 12 STREETScape

VIEW FROM POS LOOKING NORTH



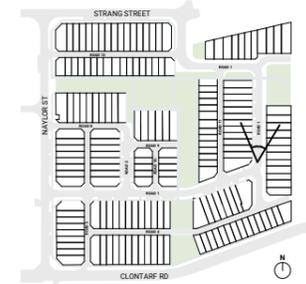
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B.CO

DEC 23 | PLUS ARCHITECTURE

LDP CELL 14 STREETScape

VIEW FROM ROAD 1 LOOKING NORTH



B.CO

DEC 23 | PLUS ARCHITECTURE

SCHEDULE OF SUBMISSIONS – PROPOSED LOCAL DEVELOPMENT PLAN – 2-4 CLONTARF ROAD AND 1 NAYLOR STREET, BEACONSFIELD

1	Resident – Beaconsfield
<p>Please ensure that there is pedestrian access from Butterworth Place via Sardelic Park to Hampton Road. It is important to improve walkability in Beaconsfield and South Fremantle. I'm looking forward to being able to walk from Sardelic Park in Butterworth Place to Hampton Road.</p>	
<p>Comments noted.</p> <p>It is intended to provide pedestrian access from Sardelic Park into the new public open space that would be created as part of the development. This would facilitate access through to Hampton Road.</p>	
2	Interested party
<p>I am wondering if the City of Fremantle has looked into the medium density codes that are out or coming out soon? There was a Perth Design week event called Good Design is Good Business. During the panel talks there was chat of the medium density code and how Perth has a lack in variety of housing typologies for people of various walks and stages of life. One project from one of the Architects looked at a housing development that was two or three storeys, where each level has the potential to serve a different purpose, i.e. home office on the ground floor, or maybe a studio. Two or three-bed home on the second storey. There are also statistics out that on average, there are 3.6 bedrooms per residence, with only an occupancy rate of approximately 1.2. This shows that we are wasting a lot of space by having such large homes, and the codes you have provided are a good step in the right direction, but it would be nice for further thinking out of the box. Consulting the design industry such as architects, urban planners, landscape architects would be a good move as well, as they have the opportunity to provide good design outcomes for residences, and the community as a whole.</p>	
<p>Comments noted.</p> <p>The proposal has been designed to broadly accord with the provisions of the Medium Density Housing Code, though several variations are sought, which are discussed in detail in the officer's report.</p> <p>In terms of housing diversity, a number of two and three storey, three and four-bedroom family homes are proposed, along with single-bedroom laneway apartments. The applicant advises that they are responding to market demand, and while it would be preferable to see a greater degree of housing diversity, there is currently no mechanism in place for the City to demand a greater variation in housing typology.</p>	
3	Resident – Hamilton Hill
<p>I am extremely concerned about the increase of vehicles, safety and noise pollution as a result of this development. The traffic and traffic management plans and logistics for this development do not appear to have considered or addressed how the cars from each of these 184 lots will impact the roads surround the development.</p> <p>I can see there are four entry points into the development site marked on the map. They all come Naylor Street and are quite close to one another. The only way for these cars to access this is to come up or down Clontarf Road. This road has already become very busy and dangerous for residents to enter and exit their driveways. I can foresee a bottleneck of cars all building up in both directions where Clontarf Road turns into Naylor Street and at Naylor Street where it turns to Clontarf Road. This will be the only way for all residents to get out to Hampton Road or Carrington Street to make their way to where they need to go. Some may choose to turn down Mather Road and navigate through the back streets to get to Lefroy Road. They would still need to turn onto Clontarf Road, and this will put a lot of pressure on Mather Road intersection too. Their only other option is to take Culver Street to Hampton Road. This is a very busy and dangerous intersection at the best of times and if that becomes busier, it will also make the already dangerous intersection where people enter and exit from the Woolworths/Aldi carpark even more dangerous. Do you have any plans to connect this development to Lefroy Road by laying road from the north-east corner of Strang Street across the wastelands to Lefroy Road? Or from the north-east corner of Strang Street directly onto Longford Road, or across the wasteland onto Mather Road where it joins Annie Street?</p> <p>Hampton Road is shocking and dangerous for residents attempting to pull out of their driveways or cross at the various residential streets entering it too. I would really like to see plans on how they will alleviate and address traffic pressure and danger for the streets surrounding the development.</p> <p>I live on Clontarf Road, and I did not receive a neighbour notification letter for the initial development proposal back in October, so I missed the cut off for submission then. I am happy for this medium density housing project, as I recognise it is very much essential and people need somewhere to live and a community. I'm glad they have included some green spaces too. I am just very concerned about the traffic. When I bought here six years ago, it was only a little busy during peak hour. Now the traffic is all day and it's very loud and often difficult to safely pull out of the driveway. Even pulling into the driveway you often have people almost run into the back of you because there is always a busy stream of cars using Clontarf Road to avoid Rockingham Road or Lefroy Road, so they zoom down Clontarf Road instead. Having no access to Lefroy Road and limited access down to Hampton Road, or up to Carrington Street from all the little streets surrounding Clontarf Road makes it busier and busier. Plus, we have a lot of subdivisions in these streets being sold right now, so this will add to that pressure. Thank you for considering my comments and concerns.</p>	
<p>Comments noted.</p> <p>When the approved subdivision of the subject land was assessed, City infrastructure officers advised that the traffic report and road network systems met the required standards. Therefore, there are no further changes to the surrounding road network planned at this time, including connections to Lefroy, Longford or Mather Roads, though these may eventuate in future, in accordance with the Heart of Beaconsfield Masterplan. However, this would be dependent on the land to the</p>	

north and north-east being redeveloped, though there is currently fragmented land ownership and contamination in the former Lefroy Road Quarry that must first be resolved for redevelopment to take place.

4	Resident – Beaconsfield
<p>I refer to the part of the plan involving Lots 128 through 139; a total of 12 lots. These lots back directly onto four existing dwellings in Butterworth Place and one dwelling in Vickridge Close, where Lots 129 through 133, back directly onto this one house. Having perused the existing plan, I note there are no other lots anywhere that back directly onto other lots, there are six-metre laneways and 14 metre reserves separating all the lots. In the instance of Lots 128 through 139, backing directly up to existing dwellings is set to create a crowded, noisy and unpleasant neighbourhood for the existing and future residents. I request that Fremantle Council apply the same separating space between Lots 128 through 139 and the existing dwellings in Butterworth Place and Vickridge Close by allowing a minimum six-metre reserve between these 12 planned lots and the existing houses. This, I would suggest as green public open space leading to the proposed north-east public open space parkland.</p>	
<p>Comments noted.</p> <p>The subdivision of the subject site has already been approved by the Western Australian Planning Commission and it is not the purpose of the Local Development Plan to vary the lot layout. The provision of a public open space strip would also result in a maintenance burden to the City with no real benefit to the community, as a six-metre-wide strip is not considered sufficient in dimension for passive or active recreation. Furthermore, this would create a concealed, under-utilised space, which is contrary to Crime Prevention Through Environmental Design (CPTED) principles.</p>	

5	Resident – Beaconsfield
<p>As a resident of Vickridge Close, I'm excited about the future development of this site. It's much needed in this economic and housing crisis.</p> <p>Below are my thoughts on what this residential zone should look like:</p> <ul style="list-style-type: none"> • Landscaping should flow across from Clontarf Hill. This means all native plants and lots of big trees everywhere. Forget about manicured gardens (that is not Fremantle). • Community vegetable garden. Community is everything!! • Housing to look individual not something out of a cookie-cutter horror movie. Vickridge Close or the townhouses on Fullston Way are examples of what NOT to do. Our properties look like we belong in Ellenbrook. Plus, it's so hot living in these houses in summer, as we have no trees! <p>I really hope you take these into serious consideration. If the design comes out looking like true Fremantle townhouses and apartments, I'll snap one up as soon as possible.</p>	
<p>Comments noted.</p> <p>The approved subdivision incorporates a pedestrian access way between Clontarf Road, north of Clontarf Hill, which connects to the public open space within the development. The submitted landscape plan indicates that many native trees and shrubs will be planted as part of the landscaping works and while the subdivision will create green title lots with no common property, there may still be potential for community verge gardens within the development.</p> <p>Detailed housing designs do not form part of the Local Development Plan application, though it is understood that these will be of two to three storeys and be of a terrace typology. As a requirement of Part C of the Residential Design Codes of WA, all outdoor living areas and front setback areas are to incorporate the planting of a tree capable of growing a two to six-metre canopy at maturity. Though the applicant has sought variations to the requirement for a tree in the front setback on some lots, they have indicated that the landscaping works would involve the planting of a significant number of street trees and extensive soft landscaping of public open space areas.</p>	

6	Resident – Beaconsfield
<p>Thank you for the opportunity to comment on the proposed residential development at the above.</p> <p>I live on Fullston Way, Beaconsfield, close to the development site.</p> <p>I would comment as follows:</p> <p>The displayed plan shows the alignment of Culver Street at its junction with Naylor Street to be different to the current location.</p> <p>Is the junction of Culver Street to be realigned?</p> <p>If so, what is to be done in relation to the use and landscaping of the larger verge on the north side of Culver Street?</p> <p>There will obviously be a considerable increase in traffic flow from the development which will only be able to gain access and egress from the locale via Naylor Street into Clontarf Road or Culver Street into Hampton Road.</p> <p>Culver street is notoriously difficult to exit from due the traffic low on both phases of the lights at both Clontarf Road and Douro Road.</p> <p>The exit from Naylor Street is difficult due to the proximity to the traffic lights at Hampton Road, the short distance to Hampton Road when traffic is queuing at the lights and the narrowness of Clontarf Road directly opposite Naylor Street.</p> <p>Is there a proposal to improve the access and egress from these two streets on to Hampton Road and Clontarf Road in the absence of another exit from this whole commercial / industrial precinct and now much increased residential traffic?</p> <p>In the absence of a new exit route, what is proposed to alleviate the congestion that will occur?</p>	

The current habit of car parking on the verge along Naylor Street and Strang Street adjacent the development site will be an unacceptable loss of amenity for the residents of the new development and the design and implementation of an appropriate landscaping scheme needs to be set as a condition of the Local Development Plan.

See photos attached.

This is an opportunity to provide for large mature tree growth to recoup the loss of tree cover across Perth.

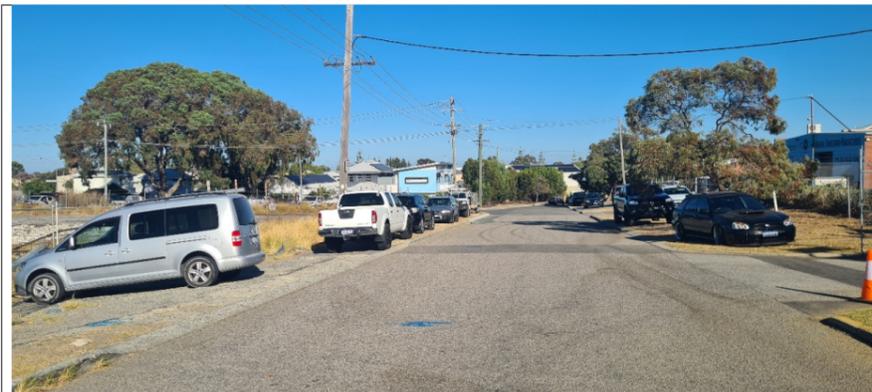
The scheme that Josh Byrne Associates devised for the streetscapes at the Development WA site at 115 Hamilton Hill is a sustainable solution that will vastly improve the amenity of the area in keeping with the expectations of Fremantle residents.

Car parking for adjacent commercial operations needs to be properly provided by the operators rather than imposing damaging practices on the environment and loss of amenity to those residing in the area.

Your consideration of these points and inclusion in the local Development Plan would be appreciated by all new and existing residents in the areas surrounding this development.

Thank you for considering this submission.





Comments noted.

At present there are no plans to realign the intersection of Culver and Naylor Streets.

When the approved subdivision of the subject land was assessed, City infrastructure officers advised that the traffic report and road network systems met the required standards. Therefore, there are no further changes to the surrounding road network planned at this time.

Landscaping works to the road verges surrounding the site would involve the installation of new footpaths, embayed (parallel) parking bays, and the planting of a significant number of street trees. In concert these would limit the amount of parking that can place within the road verges, meaning that local business operators would have to accommodate parking on their own sites insofar as possible. Any subsequent illegal parking practices, such as blocking footpaths, can be reported to the City for compliance action where appropriate.

7 Resident – Beaconsfield

I have several serious concerns about the development at Lots 25(4), 72, and 100 (2) Clontarf Road and Lot 73 (1) Naylor Street, Beaconsfield.

I welcome the change from Commercial to Residential development on this property, as I live nearby on Strang Street. However, I believe that all future residential development in the City and state needs to be appropriate and sustainable. Appropriate so that those who live there have a good quality of life and that it works in harmony with those living and working in the surrounding area. I believe that this development fails in both these regards.

Traffic and parking

There will be a significant increase in the traffic in Culver Street, Naylor Street, Strang Street, Hampton Road and Clontarf Road. This property was previously almost untenanted (being used for long term caravan and vehicle storage) and once the development is completed there could be up to nearly 300 more vehicles in the area (47% of 200 households with two vehicles per property + 53% with one vehicle per property) and that is those living in the development only, not including visitors. These streets and intersections are not designed for this sort of traffic. For example, the intersection of Naylor and Culver Streets is already dangerous as it is too wide for pedestrians to cross safely when drivers use it as a rat run at speed to avoid the Clontarf Road / Hampton Road intersection. In addition, there is the issue of parking. Even if all the properties have a double garage, many of these properties will use this for storage as is evident in the nearby Kildare Link / Fullston Way development. This means residents will be looking to park in nearby streets where parking is already limited. Two examples of this are that staff of Reads Electric park on the verge of the property to be developed, as do the members of Gold's Gym. Where are these vehicles going to park once the development is completed?

Open Space and Tree cover

Of even greater concern is that the developer, Stockland Development, is requesting considerable variations to Lot Type Built Form Requirements particularly in regard to the reduction of setbacks, soft landscaping area on the lots, and fewer trees being required. See:

- Variations to the deemed-to-comply criteria of the Residential Design Codes of Western Australia in relation to primary garden area, private open space and balconies, landscaping, tree canopy, storage, orientation of major openings, site cover, and streetscape. It is inappropriate for the WA Planning Commission and Fremantle Council, particularly after the recent Fig Tree on High Street debacle, to approve a new development to be built that ignores the fact that it is clear that tree cover and open green space is vital for human wellbeing. Perth is already the Australian capital city with the least tree canopy and this proposed development is a clear example why. (<https://www.abc.net.au/news/2023-02-18/perth-tree-canopy-conference/101980438>) Amongst a myriad of other benefits open greenspace, trees and plants provide:
 - Natural cooling of 5-6 degrees which assists in ameliorating the urban heat island effect <https://www.instagram.com/p/C3j7G03vwpZ/>
 - Reduction in traffic related air pollution
 - Fixing Carbon
- Exposure to outdoor surrounding greenness is associated with a beneficial impact on cognitive development in schoolchildren. (Green spaces and cognitive development in primary schoolchildren, 7942 www.pnas.org/cgi/doi/10.1073/pnas.1503402112 Dadvand et al.)
- Opportunities for physical activity with positive health outcomes

<ul style="list-style-type: none"> Evidence supports an association between nature experience and increased psychological wellbeing, and a reduction of risk factors and burden of some types of mental illness (Science Advances Review, Nature and mental health: An ecosystem service perspective, Bratman et al.) <p>Council and the Planning Commission have the opportunity to facilitate the development of housing that is pleasant and healthy to live in, but it seems neither is prepared to operate by their own rules and regulations and this may turn into some horrible development that people will live in because they have to not because they want to. I call on you to have the courage to make developers increase the private and public green space and add rather than subtract trees.</p> <p>Comments noted.</p> <p>When the approved subdivision of the subject land was assessed, City infrastructure officers advised that the traffic report and road network systems met the required standards. Therefore, there are no further changes to the surrounding road network planned at this time.</p> <p>Landscaping works to the road verges surrounding the site would involve the installation of new footpaths, embayed (parallel) parking bays, and the planting of a significant number of street trees. In concert these will limit the amount of parking that can place within the road verges, meaning that local business operators will have to accommodate parking on their own sites insofar as possible. Any subsequent illegal parking practices, such as blocking footpaths, can be reported to the City for compliance action where appropriate.</p> <p>In terms of trees and open space, the proposed Local Development Plan (LDP) is broadly consistent with the R-Codes Volume 1, Part C. Initially, a number of variations to open space, tree planting and provision of deep soil areas on lots were sought, as a result of their small size. However, since public engagement took place, the applicant has revised the LDP to reduce the number of variations sought and to further increase tree planting and soft landscaping.</p>
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<p>8 Resident – Beaconsfield</p> <p>I'm concerned about the lack of garden / green spaces, the parking – cars from the gym are already chaotic, the flow of traffic from the division will all be pushed onto Clontarf Road using the Naylor Street connection – I think there should be an alternate flow out to Mather Road.</p> <p>Is there to be restrictions on the colours of roofing? Can we make require them to be light-coloured?</p> <p>I'm a neighbour to the planned subdivision and have received no 'neighbour notification letter' as referenced below.</p> <p>Comments noted.</p> <p>When the approved subdivision of the subject land was assessed, City infrastructure officers advised that the traffic report and road network systems met the required standards. Therefore, there are no further changes to the surrounding road network planned at this time.</p> <p>The submitted Local Development Plan (LDP) does not propose any controls on colours or materials, though it is possible to add a requirement that roofs are restricted in colour or solar absorbance value. In the interests of improving environmental sustainability outcomes, this will be recommended as a modification to the LDP.</p> <p>It is regrettable that a neighbour notification letter was not received; however, the City took all reasonable steps to notify landowners and occupiers within a 200 metre radius of the site in writing, in addition to publishing a notice in the Fremantle Herald, placing signs on Clontarf Road and Naylor Street, and publishing a page on the City's MySay Fremantle website.</p>

<p>9 Resident – Beaconsfield</p> <p>I have only been here a short while; however, I have witnessed two instances where cars turning right at the end of Culver Street onto Hampton Road have almost collided with oncoming traffic. If you are going to approve a development in this area that increases vehicles using the road, it is your duty of care to protect life and install traffic lights.</p> <p>Also, I would expect some adequate green space in a development such as this – it seems to be lacking. Why?</p> <p>Comments noted.</p> <p>When the approved subdivision of the subject land was assessed, City infrastructure officers advised that the traffic report and road network systems met the required standards. Therefore, there are no further changes to the surrounding road network planned at this time.</p> <p>The subdivision of the subject land has already been approved, subject to conditions, by the Western Australian Planning Commission. State Planning Policy 3.6 – Infrastructure Contributions and Development Control Policy 2.3 – Public Open Space in Residential Areas require that 10% of the gross subdivisible area of a site is ceded as public open space. In this instance, the area of public open space to be provided exceeds 10%.</p>
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<p>10 Resident – Beaconsfield</p> <ol style="list-style-type: none"> Infrastructure <ul style="list-style-type: none"> Clontarf Road in recent years has come under sustained pressure as an entry road into Fremantle, with daily congestion at the Clontarf / Hampton Road intersection, any pedestrian or cyclist wanting to cross Hampton Road is unable to do so because the traffic light sequence allocates no time for pedestrians to cross, the traffic is so constant that it is totally unsafe for anyone to risk crossing Hampton Road. The further impact of such a high-density development will inevitably put even more pressure on this everyday problem. Planning
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This developer seems to be able to bypass all the zoning restrictions that are stringently applied to other ratepayers / residents in our Beaconsfield precinct, R-codes that apply on one side of Clontarf Road now do not apply on the developers' side? How is this fair or equitable?

Has the Bush Fire Attack Level been applied to this development? Given its close proximity to Clontarf Hill, wind direction and ember flow will certainly impact such a high-density development. Or does this developer also sidestep any inquiry into this potential problem?

3. Sustainability

Sustainability is a popular term these days, but putting sustainability principles into action on the ground seems to fall into the "too hard basket". We ratepayers / residents of Newmarket Street and Clontarf Road tried to interact with Fremantle planning on this developer's previous application but were left with the distinct impression from Fremantle planners that their sole concern was the "details" of the planning application for this site and were totally unwilling to see how such a high-density development would impact the Beaconsfield suburb or Fremantle overall.

Would it be possible to take a broader and more inclusive perspective stand on this application please?

Note – It has not rained since September last year! 2023. Without the desalination plant our fair city of Perth would be in deep trouble, developments like this seem to ignore the inevitable impact of more climate change to come. Can we with all conscience and with the science we have now, simply keep doing the same destructive old ways of development as previous generations. "Planning", by definition, must surely have some vision for a sustainable future.

Comments noted.

When the approved subdivision of the subject land was assessed, City infrastructure officers advised that the traffic report and road network systems met the required standards. Therefore, there are no further changes to the surrounding road network planned at this time.

The site is zoned Residential under the City's Local Planning Scheme No. 4 (LPS4), with a residential density coding of R25. However, Clause 6.7, Schedule 7 – Local Planning Areas (Development Requirements), Local Planning Area 4 – South Fremantle, Sub Area 4.3.5 also applies to the site, which provides additional development standards and divides the Sub Area into several development areas. Certain criteria are then prescribed for each development area that must be met for additional development standards to apply. In the case of Area 4, more intensive residential development may be permitted, up to a maximum residential density of R160, subject to criteria that are discussed in detail in the officer's report. In this instance, the proposed development meets the necessary criteria, which allowed access to the higher density code.

A Bushfire Attack Level assessment was undertaken and lodged with the application for subdivision of the land. The lots closest to Clontarf Hill were identified as being at risk and Australian Standard 3959 – Construction of Buildings in Bushfire-prone Areas will be applied to any future development on these lots.

The principle of redeveloping the site at a density of up to R160 is already established in the Fremantle Planning Strategy and Local Planning Scheme No. 4. While it is acknowledged that sustainable design is important, higher density development close to employment opportunities, services and amenities, along with multiple modes of transport, is considered to represent a better sustainability outcome than continued expansion of outer suburbs and "background" infill in still car-dependent middle-ring suburbs. The City strives to achieve better sustainability outcomes from development within its boundaries; however, there are limitations, as in this case, where the proposal must be assessed in the context of State Planning Policy 7.3 – Residential Design Codes of Western Australia. Similarly, the construction will be assessed against the National Construction Code. The ability to exceed the standards set in these documents is only possible on a voluntary basis, or where a development incentive is offered, such as a building height or density bonus. In this instance, a development bonus has already been given in accordance with Schedule 7 – Sub Area 4.3.5 of Local Planning Scheme No. 4, which has been in place for many years. Unfortunately, the City has no other mechanisms at its disposal to seek a greater sustainability outcome at this time.



PRELIMINARY

Unless provided below, the provisions of the City of Fremantle Local Planning Scheme No.4 and the Residential Design Codes Volume 1 (R-Codes) apply. Where complied with below, development is exempt from requiring Development Approval under Local Planning Policy 2.9 - Residential Streetscape Policy, 3.19 - Clontarf Road Area and 3.6 - Heritage Areas.

This LDP operates in conjunction with the requirements to the R-Codes by applying additional controls or by varying 'deemed-to-comply' requirements. Where this LDP varies any requirements of the R-Codes, compliance shall be deemed to constitute 'Deemed-to-comply'.

DEFINITIONS

Appendix 2 provided definitions for relevant provisions of this LDP, which are supplementary to the R-Codes Volume 1 and apply where identified below.

LDP PROVISIONS

Residential Density Coding

1. An R160 density coding applies to all lots within the LDP area.

Waste Collection

2. For lots 34-39, 89, 90, & 140-144 waste bins shall be presented for collection at bin pad locations identified on this LDP.
3. With the exception of lots listed above, all laneway lots shall present bins for collection directly in front of garage doors.

Built Form

Built form requirements below are supplemented by lot specific requirements within Appendix 1 which prevail in the event of any inconsistency.

Trees and Landscaping (1.2)

4. Minimum soft landscaping dimension 0.5m.

Size and Layout of Dwellings (2.1)

5. Storage is permitted as hanging roof storage located abutting the side or rear wall of the garage as follows:
 - Minimum area of 3m².
 - Minimum dimension of 0.6m.
 - Minimum internal height of 1.1m.
 - Minimum ground clearance 1.5m.

Outbuildings (2.6)

6. Where outbuildings are visible from public open spaces (Lots 18, 25, 45, 50, 66 - 72, 88 - 90, 91 - 95, 101 - 114, 115, 139, 150, 151 - 167), they shall be constructed in materials which match the main dwelling.

Building Height (3.2)

7. Maximum height (concealed or skillion)- 14m.
8. Maximum height of wall (pitched, hipped or gable) - 13m.
9. Maximum total building height (pitched, hipped or gable) - 16m.
10. Dwellings shall be a minimum 2 stories in height.

Street Setbacks (3.3)

11. Minimum 1m laneway setback.
12. Minimum 2m setback to primary street boundaries abutting POS.
13. Minimum nil setback to truncation boundary.
14. Minimum nil setback to side boundaries abutting POS.

Streetscape (3.6)

15. Visually permeable fencing as defined by the R-Codes shall be provided to each primary street frontage abutting POS.
16. Fencing to side boundaries abutting POS behind the primary street setback line is permitted to be solid to a maximum of 50% of the length of the POS boundary.
17. Primary street orientation is as identified on the LDP as 'Primary Street'.
18. All dwellings on corner lots shall have a minimum of one major opening with direct view of the secondary street from the ground floor and upper floor/s.
19. All dwellings abutting POS shall have a minimum of one major opening with direct view of the POS, to each boundary abutting the POS, from the ground and upper floor/s.

Access (3.7)

20. Garages shall be located where indicatively shown on this LDP.
21. Vehicle access is not permitted from locations identified as 'no vehicle access' on this LDP.

Solar Access for adjoining sites (3.9)

22. The solar access for adjoining sites provisions of the R-Codes do not apply.

Visual Privacy (3.10)

23. Where a lot within the LDP area abuts a lot which is external to the LDP area, the requirements of the R-Codes apply to the external lot boundary only, otherwise visual privacy requirements do not apply within the LDP area.

THIS LDP HAS BEEN APPROVED BY THE CITY OF FREMANTLE UNDER SCHEDULE 2, CLAUSE 62 (1)(A) OF THE PLANNING AND DEVELOPMENT (LOCAL PLANNING SCHEMES) REGULATIONS 2015.

MANAGER, DEVELOPMENT APPROVALS DATE

APPENDIX 1 - LOT TYPE BUILT FORM REQUIREMENTS

TYPE A (Lots 143, 148-150)	
Lot Boundary Setbacks (3.4)	<ul style="list-style-type: none"> Boundary walls permitted with a maximum height of 10.5m and a maximum length of 12m to both side boundaries.

TYPE B (Lots 128-142)	
Private Open Space (1.1)	<ul style="list-style-type: none"> Minimum PGA width 2.6m for Lot 142.
Trees and Landscaping (1.2)	<ul style="list-style-type: none"> Minimum deep soil area within for tree in primary street setback area: <ul style="list-style-type: none"> - 4m²: Lots 129, 131, 133, 135 - 139. - 6m²: 130, 132, and 134. For Lot 128: <ul style="list-style-type: none"> - A tree is not required in the primary street setback area. - The primary street setback area deep soil area is not required. - Soft landscaping within the primary street setback area is not required.
Setbacks (3.3)	<ul style="list-style-type: none"> Minimum nil setback permitted to the secondary street boundary of lot 128.
Lot Boundary Setbacks (3.4)	<ul style="list-style-type: none"> Boundary walls permitted with a maximum height of 8m and a maximum length of 17.5m to both side boundaries. Minimum 1.5m eastern side boundary setback required for Lot 140.
Streetscape (3.6)	<ul style="list-style-type: none"> For Lots 128, 129, 131, 133, 135 - 139, 140-142, 144-147, garages and supporting structures are permitted to a maximum width of 85% subject to the provision of: <ul style="list-style-type: none"> - A second storey building, or balcony being located boundary to boundary above the garage. - An entry porch with a minimum width of 1.2m. For lots 130, 132 and 134, garages and supporting structures are permitted to a maximum width of 70% subject to the provision of: <ul style="list-style-type: none"> - A second storey building, or balcony being located boundary to boundary above the garage. - An entry porch with a minimum width of 1.2m.
Access (3.7)	<ul style="list-style-type: none"> For lot 128, vehicular access is permitted from the primary street frontage.

TYPE C (Lots 144-147)	
Trees and Landscaping (1.2)	<ul style="list-style-type: none"> Minimum deep soil for tree in primary street setback area: <ul style="list-style-type: none"> - 6.5m²
Lot Boundary Setbacks (3.4)	<ul style="list-style-type: none"> Boundary walls permitted with a maximum height of 10.5m and a maximum length of 17.5m to both side boundaries.
Streetscape (3.6)	<ul style="list-style-type: none"> For lots 144-147, garages and supporting structures are permitted to a maximum width of 70% subject to the provision of: <ul style="list-style-type: none"> - A second storey building, or balcony being located boundary to boundary above the garage. - An entry porch with a minimum width of 1.2m.

TYPE D (Lots 25-39)	
Private Open Space (1.1)	<ul style="list-style-type: none"> Primary garden area permitted in the primary street setback area. Minimum primary garden area 16m². Maximum 6m² roof coverage (including eaves) of primary garden area. A balcony shall be provided with a minimum dimension of 3m and a minimum of 17m².
Trees and Landscaping (1.2)	<ul style="list-style-type: none"> One small tree required in laneway setback area, with a minimum 0.75m² deep soil area required. One small tree to be provided in the combined primary street setback / primary garden area. Combined primary street setback area / primary garden area deep soil area 8m². Lot 39 to provide one small tree within the primary setback area and small one tree within the eastern side setback area. A planter box with a minimum internal dimension of 500mm shall be provided to the external (northern) face of the balcony.
Site Cover (3.1)	<ul style="list-style-type: none"> Maximum 85%, excluding Lot 39.
Lot Boundary Setbacks (3.4)	<ul style="list-style-type: none"> Lot 39 minimum 1.5m setback to eastern boundary. Boundary walls permitted with a maximum height of 10.5m and a maximum length of 16m to both side boundaries, with the exception of Lot 39 which is permitted with a boundary wall the western boundary only.

TYPE E (Lots 177-184)	
Private Open Space (1.1)	<ul style="list-style-type: none"> Primary garden area is permitted within the front setback area.
Trees and Landscaping (1.2)	<ul style="list-style-type: none"> One small tree required within the combined primary street setback area / primary garden area. One small tree required within the laneway setback area.
Lot Boundary Setbacks (3.4)	<ul style="list-style-type: none"> Boundary walls permitted with a maximum height of 10.5m and a maximum length of 16m to both side boundaries.
Streetscape (3.6)	<ul style="list-style-type: none"> Fencing within the primary street setback area is limited to a maximum height of 1.2m.

TYPE F (Lots 91-114, 151-167)	
Private Open Space (1.1)	<ul style="list-style-type: none"> A balcony shall be provided as the primary garden area with a 2.9m minimum dimension and a minimum area of 12m².
Trees and Landscaping (1.2)	<ul style="list-style-type: none"> Tree in primary garden area not required. Deep soil area in primary garden area not required. One small tree required in laneway setback area with a minimum 0.9m² deep soil area.
Lot Boundary Setbacks (3.4)	<ul style="list-style-type: none"> Boundary walls permitted with a maximum height of 10.5m and a maximum length of 15m to both side boundaries. Building breaks to be provided via the provision of a 1.5m side lot boundary setbacks where identified on this LDP.
Site Cover (3.1)	<ul style="list-style-type: none"> Maximum 80% (excluding lots 91, 95, 96, 100, 101, 108, 109, 151, 159, 160, 167).

TYPE G (Lots 2-6, 11, 12, 17, 18, 40, 43, 51, 52, 55 - 58, 61 - 64, 67, 69 - 71, 74 - 77, 116, 121, 123, 176 - 170)	
Private Open Space (1.1)	<ul style="list-style-type: none"> Primary garden areas are varied as follows: <ul style="list-style-type: none"> - 22m²: Lots 2, 4, 6, 51, 56, 58, 62, 64, 116, 121, 171, 172, 173, 175, 176. - Maximum 11m² permitted roof coverage (including eaves) of primary garden area permitted for lots 3, 5, 12, 43, 52, 55, 57, 61, 63, 67, 71, 75, 77, 170, 174. - Primary garden area minimum dimension 2.8m for lots 3, 5, 12, 43, 52, 55, 57, 61, 63, 67, 71, 75, 77, 170, 174.
Solar Access and Natural Ventilation (2.2)	<ul style="list-style-type: none"> Primary living space is permitted to face between west and south-east subject to the provision of a secondary habitable room other than a bedroom or study, with a minimum dimension of 3.4m, facing between north-west and east for lots 51, 56, 58, 69, 70, 74, 76, 116, 121, 171, 172, 173, 175, 176. Minimum dimension of area adjoining primary living space 2.8m for lots 3, 5, 12, 61, 63. No maximum roof coverage of adjoining 2.8m area for lots 3, 5, 12, 61, 63.
Site Cover (3.1)	<ul style="list-style-type: none"> 72%: Lots 12, 67, 71. 73%: Lots 2, 4, 6, 51, 56, 58, 62, 64, 70, 116, 121, 171, 172, 176, 173, 175. 74%: Lots 75, 77. 78%: Lots 3, 5, 43, 52, 55, 57, 61, 63, 170, 174.
Lot Boundary Setbacks (3.4)	<ul style="list-style-type: none"> Boundary walls are permitted to both side boundaries with a maximum height of 8m for no maximum length, subject to each 14m section of wall being separated by a clear space of 2.7m wide x 3m depth.

TYPE H (Lots 1, 7, 10, 13, 16, 42, 44, 50, 59, 60, 65, 66, 68, 72, 73, 78, 88 -90, 115, 117, 120, 122, 169)	
Lot Boundary Setbacks (3.4)	<ul style="list-style-type: none"> Nil upper floor setback to laneway, subject to waste collection. Boundary walls permitted to both side boundaries with a maximum height of 8m with no maximum length.
Streetscape (3.6)	<ul style="list-style-type: none"> Where multiple dwellings are proposed, one dwelling shall be oriented with a primary street orientation to the laneway, in addition to the primary street orientation facing the primary street or public open space. One major opening and balcony shall be located with direct view of the laneway. One major opening or balcony shall be located with view of the secondary street.

TYPE I (Lots 14, 15, 41, 45, 53, 54, 118, 119)	
Private Open Space (1.1)	<ul style="list-style-type: none"> Primary garden areas are varied as follows: <ul style="list-style-type: none"> - Minimum 19m²: Lot 41 - Minimum 22m²: 53, 54, 118, 119 - Minimum 25m²: Lots 14, 15
Trees and Landscaping (1.2)	<ul style="list-style-type: none"> Minimum deep soil area dimension 1m for Lot 41.
Solar Access and Natural Ventilation (2.2)	<ul style="list-style-type: none"> The primary living space and adjoining 3m x 3m uncovered area is permitted to face between west and south-east subject to the provision of an additional major opening being provided to a second wall of the primary living space.
Lot Boundary Setbacks (3.4)	<ul style="list-style-type: none"> A minimum side setback of 1m applies to walls other than boundary walls, or 1.5m where 1.5m building breaks are identified in this LDP. Boundary walls permitted with a maximum height of 8m and a maximum length of 14m to one side boundary.

THIS LDP HAS BEEN APPROVED BY THE CITY OF FREMANTLE UNDER SCHEDULE 2, CLAUSE 52 (1)(A) OF THE PLANNING AND DEVELOPMENT (LOCAL PLANNING SCHEMES) REGULATIONS 2015.

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The tables below summarise the relevant deemed-to-comply requirements of Local Planning Scheme No. 4 and the R-Codes Volume 1, Part C along with the variations initially sought through the advertised LDP, and now through the revised LDP:

Table 1. Deemed-to-comply requirements for building height (Local Planning Scheme No. 4, Schedule 7, Sub Area 4.3.5) and proposed variations.

Deemed-to-comply requirement	House type	Advertised LDP variation	Revised LDP variation
Local Planning Scheme No. 4, Schedule 7, Sub Area 4.3.5, Area 4 Maximum building height: 24.5m.	A	Maximum building height (concealed or skillion roof): 14m.	Maximum building height (concealed or skillion roof): 14m.
	B		
	C		
	D	Maximum height of wall (pitched, hipped or gabled roof): 13m.	Maximum height of wall (pitched, hipped or gabled roof): 13m.
	E		
	F		
	G		
	H		
	Local Planning Scheme No. 4, Schedule 7, Sub Area 4.3.5, Area 4a Maximum building height: 7.5m.	I	Maximum total building height (pitched, hipped or gabled roof): 16m.
		Dwellings shall be a minimum 2 storeys in height.	Dwellings shall be a minimum 2 storeys in height.

Table 2. Deemed-to-comply requirements for private open space (C1.1.1) and proposed variations.

Deemed-to-comply requirement	House type	Advertised LDP variation	Revised LDP variation
<p>C1.1.1</p> <p>Single consolidated primary garden area provided behind the primary street setback.</p> <p>Minimum primary garden area: 20m²; or 25m² (Type F: Lots 91, 95, 96, 100, 101, 108, 109, 151, 159, 160, and 167, Type G: Lots 2, 4, 6, 51, 56, 58, 62, 64, 116, 121, 171, 172, 173, 175, and 176, Type I: Lots 41, 53, 54, 118, and 119); or 30m² (Type C: Lot 144, Type I: Lots 14 and 15); or 35m² (Type I: Lot 45); or 40m² (Lot 39, Type G: Lots 40 and 123).</p> <p>Maximum permanent roof cover: 0m²; or 1/3 (Type C: Lot 144, Type D: Lot 39, Type G: Lots 40 and 123, Type I: Lot 45).</p> <p>Minimum dimension: 3m.</p> <p>Minimum tree requirement: 1 small tree.</p>	A	None.	None.
	B		
	C	<p>Balcony in lieu of primary garden area.</p> <p>Minimum primary garden (balcony area): 15m².</p> <p>Minimum dimension: 2.8m.</p> <p>No small tree in primary garden area (balcony).</p> <p>No deep soil area in primary garden area (balcony).</p>	None.
	D	<p>Balcony in lieu of primary garden area.</p> <p>Minimum primary garden (balcony) area: 15m².</p> <p>Minimum dimension: 2.8m.</p> <p>No small tree in primary garden area (balcony).</p> <p>No deep soil area in primary garden area (balcony).</p>	<p>Located in primary street setback / balcony provided.</p> <p>Minimum primary garden area: 16m². Balcony area: 17 m².</p> <p>Permanent roof cover (primary garden area): 6m².</p>
	E	Located in primary street setback area.	Located in primary street setback area.

Deemed-to-comply requirement	House type	Advertised LDP variation	Revised LDP variation
<p>Minimum deep soil area: 9m².</p> <p>Minimum deep soil area dimension: 1.5m.</p>		Minimum primary garden area: 19m ² .	
	F	<p>Balcony in lieu of primary garden area.</p> <p>Minimum primary garden (balcony) area: 10m².</p> <p>Minimum dimension: 2.8m.</p> <p>No small tree in primary garden area (balcony).</p> <p>No deep soil area in primary garden area (balcony).</p>	<p>Balcony in lieu of primary garden area.</p> <p>Minimum primary garden (balcony) area: 12m².</p> <p>Minimum dimension: 2.9m.</p> <p>No small tree in primary garden area (balcony).</p> <p>No deep soil area in primary garden area (balcony).</p>
	G	<p>Minimum primary garden area: 20m².</p> <p>Permanent roof cover: 11m².</p> <p>Minimum dimension (where Type H located above garage): 2.5m.</p> <p>Minimum dimension otherwise: 2.8m.</p>	<p>Minimum primary garden area: 22m² (Lots 2, 4, 6, 51, 56, 58, 62, 64, 116, 121, 171, 172, 173, 175, and 176).</p> <p>Permanent roof cover: 11m² (Lots 3, 5, 12, 43, 52, 55, 57, 61, 63, 67, 71, 75, 77, 170, and 174).</p> <p>Minimum dimension: 2.8m (Lots 3, 5, 12, 43, 52, 55, 57, 61, 63, 67, 71, 75, 77, 170, and 174).</p>
	H	Balcony in lieu of primary garden area.	None.

Deemed-to-comply requirement	House type	Advertised LDP variation	Revised LDP variation
		Minimum primary garden (balcony) area: 10m ² . Minimum balcony dimension 2.4m.	
	I	Minimum primary garden area: 16m ² (Lot 41 only). Minimum primary garden area: 22m ² (all other lots, except Lot 45).	Minimum primary garden area: 19m ² (Lot 41 only). Minimum primary garden area: 22m ² (Lots 53, 54, 118, and 119). Minimum primary garden area: 25m ² (Lots 14 and 15).

Table 3. Deemed-to-comply requirements for trees and landscaping (C1.2.1, C1.2.2, and C1.2.4) and proposed variations.

Deemed-to-comply requirement	House type	Advertised LDP variation	Revised LDP variation
C1.2.1 Minimum 15% soft landscaping per site with minimum dimension of 1m.	A	None.	Minimum dimension of 0.5m.
	B	Minimum dimension of 0.6m.	
	C	Minimum dimension of 0.6m.	
	D	Minimum 8% soft landscaping.	
	E	None.	
	F	Minimum 11% soft landscaping (excluding Lots 91, 95, 96, 100, 101, 114, 151, and 167).	
	G	Minimum 13% soft landscaping (excluding Lots 40 and 123).	
	H	Not required.	
	I	None.	
C1.2.2 Primary street setback area to provide a minimum 30% soft landscaping.	A	None.	None.
	B	Minimum 12% soft landscaping (except Lot 128, where no soft landscaping required).	No soft landscaping required (Lot 128 only).
	C	Minimum 12.5% soft landscaping.	None.
	D	None.	
	E		
	F		
	G		
	H	Not required.	
I	None.		

Deemed-to-comply requirement	House type	Advertised LDP variation	Revised LDP variation
<p>C1.2.4</p> <p>Minimum tree requirement: 1 small tree.</p> <p>Minimum deep soil area: 9m².</p> <p>Minimum deep soil area dimension: 1.5m.</p>	A	None.	None.
	B	<p>No small tree in primary street setback area.</p> <p>No deep soil area in primary street setback area.</p>	<p>No small tree in primary street setback area (Lot 128 only).</p> <p>No deep soil area in primary street setback area (Lot 128 only).</p> <p>Minimum deep soil area: 4m² (Lots 129, 131, 133, and 135 – 139).</p> <p>Minimum deep soil area: 6m² (Lots 130, 132, and 134).</p>
	C	<p>No small tree in primary street setback area.</p> <p>No deep soil area in primary street setback area.</p>	Minimum deep soil area: 6.5m ² .
	D	Minimum deep soil area 8m ² .	<p>Minimum deep soil area: 8m².</p> <p>One small tree required in laneway setback area with a minimum deep soil area of 0.75m².</p> <p>One small tree within the eastern side setback area (Lot 39 only).</p> <p>A planter box with a minimum internal dimension of</p>

Deemed-to-comply requirement	House type	Advertised LDP variation	Revised LDP variation
			500mm shall be provided to the external (northern) face of the balcony.
	E	None.	One small tree required within the laneway setback area.
	F	Minimum deep soil area 8m ² .	Minimum deep soil area: 8m ² . One small tree required in laneway setback area with a minimum deep soil area of 0.9m ² .
	G	Minimum deep soil area 7m ² .	None.
	H	No small tree in primary street setback area. No deep soil area in primary street setback area.	
	I	Minimum deep soil area 6m ² .	Minimum deep soil area dimension: 1m (Lot 41 only).

Table 4. Deemed-to-comply requirements for size and layout of dwellings (C2.1.9) and proposed variations.

Deemed-to-comply requirement	House type	Advertised LDP variation	Revised LDP variation
C2.1.9 Minimum storage area: 4m ² . Minimum storage area dimension: 1.5m. Minimum storage area height: 2.1m.	A	None.	Hanging roof storage located abutting the side or rear wall of the garage is permitted as follows: Minimum storage area: 3m ² . Minimum storage area dimension: 0.6m. Minimum storage area height: 1.1m (1.5m ground clearance – hanging storage abutting side or rear garage wall).
	B		
	C		
	D		
	E		
	F		
	G		
	H		
	I		

Table 5. Deemed-to-comply requirements for solar access and natural ventilation (C2.2.4) and proposed variations.

Deemed-to-comply requirement	House type	Advertised LDP variation	Revised LDP variation
<p>C2.2.4 A major opening to the primary living space is oriented between north-west and east, with an adjoining uncovered open area with:</p> <ul style="list-style-type: none"> i. a minimum dimension 3m x 3m in accordance with Figure 2.2c; and ii. the exception of shading devices up to 2m depth. 	A	None.	None.
	B		
	C	Major opening to the primary living space is oriented south with an adjoining uncovered open area with a minimum dimension of 2.8m.	
	D	Adjoining uncovered open area with a minimum dimension of 2.8m.	
	E	None.	
	F	Adjoining uncovered open area with a minimum dimension of 2.7m.	
	G	Major opening to the primary living space is oriented between west and south-east, subject to the provision of a second habitable room other than a bedroom or study, with a minimum dimension of 3.4m, facing between north-west and east.	Major opening to the primary living space is oriented between west and south-east, subject to the provision of a second habitable room other than a bedroom or study, with a minimum dimension of 3.4m, facing between north-west and east (Lots 51, 56, 58,

Deemed-to-comply requirement	House type	Advertised LDP variation	Revised LDP variation
		Adjoining uncovered open area with a minimum dimension of 2.8m.	69, 70, 74, 76, 116, 121, 171, 172, 173, 175, and 176). Adjoining uncovered open area with a minimum dimension of 2.8m (Lots 3, 5, 12, 61, and 63). No maximum roof coverage of adjoining open area (Lots 3, 5, 12, 61, and 63).
	H	Orientation requirements of the R-Codes do not apply.	None.
	I	Major opening to the primary living space is oriented between west and south-east, subject to the provision of an additional major opening being provided to a second wall of the primary living space.	Major opening to the primary living space is oriented between west and south-east, subject to the provision of an additional major opening being provided to a second wall of the primary living space.

Table 6. Deemed-to-comply requirements for outbuildings (C2.6.1) and proposed variations.

Deemed-to-comply requirement	House type	Advertised LDP variation	Revised LDP variation
<p>C2.6.1 Any outbuilding:</p> <ul style="list-style-type: none"> i. individually or collectively does not exceed 60m² per site; ii. is not located within the primary or secondary street setback area; iii. does not exceed a wall height of 3m; iv. does not exceed a ridge height of 4.2m; v. is set back or built up to lot boundaries in accordance with C3.4.1, C3.4.4 or C3.4.5; vi. does not exceed the maximum allowable site cover in accordance with C3.1.1; vii. does not reduce the minimum primary garden area required in accordance with C1.1.1; viii. does not reduce the minimum soft landscaping required in accordance with C1.2.1; and 	A	Where visible from the public street or public open spaces, outbuildings shall be constructed in materials to match the main dwelling.	Where visible from the public street or public open spaces (Lots 18, 25, 45, 50, 66 – 72, 88 – 90, 101 – 115, 139, 150 – 167), outbuildings shall be constructed in materials to match the main dwelling.
	B		
	C		
	D		
	E		
	F		
	G	Where visible from the public street or public open spaces, outbuildings shall be constructed in materials to match the main dwelling. Outbuildings (garages) are permitted with a maximum area of 40m ² in locations identified in this LDP.	
	H	Where visible from the public street or public open spaces, outbuildings shall be constructed in materials to match the main dwelling.	
	I	Where visible from the public street or public open spaces, outbuildings shall be constructed in materials to match the main dwelling.	

Deemed-to-comply requirement	House type	Advertised LDP variation	Revised LDP variation
ix. does not reduce the minimum tree requirement and associated deep soil area in accordance with C1.2.4.		Outbuildings (garages) are permitted with a maximum area of 40m ² in locations identified in this LDP.	

Table 7. Deemed-to-comply requirements for site cover (C3.1.1) and proposed variations.

Deemed-to-comply requirement	House type	Advertised LDP variation	Revised LDP variation
C3.1.1 Maximum site cover: 70%.	A	None.	None.
	B	Maximum site cover: 71%.	
	C	None.	
	D	Maximum site cover: 85%.	Maximum site cover: 85% (excluding Lot 39).
	E	None.	None.
	F	Maximum site cover: 80%.	Maximum site cover: 80% (excluding lots 91, 95, 96, 100, 101, 108, 109, 151, 159, 160, 167).
	G	Maximum site cover: 75%.	Maximum site cover: 72% (Lots 12, 67, and 71). Maximum site cover: 73% (Lots 2, 4, 6, 51, 56, 58, 62, 64, 70, 116, 121, 171, 172, 176, 173, and 175). Maximum site cover: 74% (Lots 75 and 77). Maximum site cover: 78% (Lots 3, 5, 43, 52, 55, 57, 61, 63, 170, and 174).
	H	None.	None.
	I		

Table 8. Deemed-to-comply requirements for street setbacks (C3.3.1 and C3.3.3) and proposed variations.

Deemed-to-comply requirement	House type	Advertised LDP variation	Revised LDP variation
C3.3.1 Primary street setback: 2m. Secondary street setback: 1m. Adjoining laneway or right-of-way setback: 0.5m.	A	None.	None.
	B	Secondary street setback: nil (Lot 128 only).	Secondary street setback: nil (Lot 128 only).
	C	None.	None.
	D	Adjoining laneway or right-of-way setback: 1m.	Adjoining laneway or right-of-way setback: 1m.
	E		
	F		
	G		
	H	Adjoining laneway or right-of-way setback: Nil at upper floor level.	Adjoining laneway or right-of-way setback: Nil at upper floor level, subject to waste collection requirements.
	I	Adjoining laneway or right-of-way setback: 1m.	Adjoining laneway or right-of-way setback: 1m.
C3.3.3 Buildings set back from a corner lot truncation boundary in accordance with the secondary street setback line (1.5m).	A	Nil setback.	Nil setback.
	B		
	C		
	D		
	E		
	F		
	G		
	H		
	I		

Table 9. Deemed-to-comply requirements for lot boundary setbacks (C3.4.1, C3.4.2, and C3.4.4) and proposed variations.

Deemed-to-comply requirement	House type	Advertised LDP variation	Revised LDP variation
C3.4.1 Buildings setback from lot boundaries: Wall height up to 3.5m: 1m. Wall height 3.6 – 7m: 1.5m. Wall height 7.1 – 10m: 3m. Wall height 10.1m and above: 3m.	A	None.	None.
	B	1.5m to the eastern side boundary (Lot 140 only).	1.5m to the eastern side boundary (Lot 140 only).
	C	None.	None.
	D	1.5m to the eastern side boundary (Lot 39 only).	1.5m to the eastern side boundary (Lot 39 only).
	E	None.	None.
	F		1.5m where building breaks are identified on this LDP.
	G		None.
	H		
	I	1m other than boundary walls or 1.5m where 1.5m building breaks are identified on this LDP.	1m other than boundary walls or 1.5m where 1.5m building breaks are identified on this LDP.
C3.4.2 The second storey of walls shall be set back in accordance with C3.4.1 for a maximum wall length of 14m (including any balconies). For a portion of wall exceeding 14m in length: i. the wall is to be set back 3m from the lot boundary for the remainder of its length; or ii. contain a minimum 3m x 3m separation	A	None.	None.
	B	1.5m to the eastern side boundary (Lot 140 only).	1.5m to the eastern side boundary (Lot 140 only).
	C	None.	None.
	D	1.5m to the eastern side boundary (Lot 39 only).	1.5m to the eastern side boundary (Lot 39 only).
	E	None.	None.
	F		None.
	G		1.5m where building breaks are identified on this LDP.

Deemed-to-comply requirement	House type	Advertised LDP variation	Revised LDP variation
measured from the lot boundary.	H		None.
	I	1m other than boundary walls or 1.5m where 1.5m building breaks are identified on this LDP.	1m other than boundary walls or 1.5m where 1.5m building breaks are identified on this LDP.
<p>C3.4.4</p> <p>Boundary walls may be built as follows:</p> <p>where lot frontage is 8.5m or less, up to 7m high with a maximum length of 14m, at which point the wall is to be set back a minimum of 3m measured from the lot boundary for a minimum length of 3m; or</p> <p>where lot frontage is greater than 8.5m, up to 7m high with a maximum length of 14m, at which point the wall is to be set back a minimum of 3m measured from the lot boundary for a minimum length of 3m, with a cumulative maximum of two-thirds the length of the lot boundary the wall abuts measured from behind the street setback line, provided:</p> <p>i. boundary walls are located behind the street setback;</p> <p>ii. overshadowing does not exceed the limits of</p>	A	Up to 10.5m high with a maximum length of 12m to both side boundaries.	Up to 10.5m high with a maximum length of 12m to both side boundaries.
	B	Up to 8m high with a maximum length of 17.5m to both side boundaries (except Lot 140, which is permitted to the western boundary only).	Up to 8m high with a maximum length of 17.5m to both side boundaries (except Lot 140, which is permitted to the western boundary only).
	C	Up to 10.5m high with a maximum length of 17.5m to both side boundaries.	Up to 10.5m high with a maximum length of 17.5m to both side boundaries.
	D	Up to 10.5m high with a maximum length of 16m to both side boundaries (except Lot 39, which is permitted to the western boundary only).	Up to 10.5m high with a maximum length of 16m to both side boundaries (except Lot 39, which is permitted to the western boundary only).
	E	Up to 10.5m high with a maximum length of 16m to both side boundaries.	Up to 10.5m high with a maximum length of 16m to both side boundaries.
	F	Up to 10.5m high with a maximum length of 15m to	Up to 10.5m high with a maximum length of 15m to

Deemed-to-comply requirement	House type	Advertised LDP variation	Revised LDP variation
C3.9.1, C3.9.2 and C3.9.3; and they are finished to an equivalent standard to the rest of the development, to the satisfaction of the decision-maker.		both side boundaries.	both side boundaries.
	G	Up to 8m high with no maximum length to both side boundaries, subject to each 14m section of wall being separated by a clear space of 2.7m wide by 3m deep.	Up to 8m high with no maximum length to both side boundaries, subject to each 14m section of wall being separated by a clear space of 2.7m wide by 3m deep.
	H	Up to 8m high with no maximum length to both side boundaries, directly above garages.	None.
	I	Up to 8m high with a maximum length of 14m to one side boundary.	Up to 8m high with a maximum length of 14m to one side boundary.

Table 10. Deemed-to-comply requirements for streetscape (C3.6.1, C3.6.5, and C3.6.7) and proposed variations.

Deemed-to-comply requirement	House type	Advertised LDP variation	Revised LDP variation
<p>C3.6.1 Single houses and grouped dwellings to address the street (including a communal street or right-of-way where this is the primary frontage) in accordance with the following:</p> <ul style="list-style-type: none"> i. the primary entrance to each dwelling must be readily identifiable from the street; ii. provide at least one major opening on the dwelling frontage with an outlook to the street. 	A	Primary street orientation is as identified on the LDP as "Primary Street".	Primary street orientation is as identified on the LDP as "Primary Street".
	B		
	C		
	D		
	E		
	F		
	G		
	H		Where multiple dwellings are proposed, one dwelling shall have a primary street orientation to the laneway. One major opening and balcony shall be located with direct view of the laneway. One major opening or balcony shall be located with view of the secondary street.
	I		Primary street orientation is as identified on the LDP as "Primary Street".
<p>C3.6.5 A garage door and its supporting structures facing the primary street is not to occupy more than 50 per cent of the frontage at the setback line as viewed from the street.</p>	A	None.	None.
	B	A garage door and its supporting structures facing the primary street is not to occupy more than 85 per cent of the frontage at the	A garage door and its supporting structures facing the primary street is not to occupy more than 70 per cent (Lots

Deemed-to-comply requirement	House type	Advertised LDP variation	Revised LDP variation
<p>This may be increased up to 60 per cent where an upper floor or balcony extends for more than half the width of the garage and its supporting structures (or a garage wall where a garage is aligned parallel to the street) and the entrance to the dwelling is clearly visible from the primary street.</p>		<p>setback line, subject to:</p> <ul style="list-style-type: none"> a. provision of a second storey building or balcony being located boundary to boundary above the garage; and b. an entry porch with a minimum width of 1.2m. 	<p>130, 132, and 134) / 85 per cent (Lots 128, 129, 130, 131, 133, 135 – 139, and 140 – 142) of the frontage at the setback line subject to:</p> <ul style="list-style-type: none"> a. provision of a second storey building or balcony being located boundary to boundary above the garage; and b. an entry porch with a minimum width of 1.2m.
	C		<p>A garage door and its supporting structures facing the primary street is not to occupy more than 70 per cent (Lots 144 – 147) of the frontage at the setback line, subject to:</p> <ul style="list-style-type: none"> a. provision of a second storey building or balcony being located boundary

Deemed-to-comply requirement	House type	Advertised LDP variation	Revised LDP variation
			to boundary above the garage; and b. an entry porch with a minimum width of 1.2m.
	D	None.	None.
	E		
	F		
	G		
	H		
	I		
3.6.7 When provided, fences or walls within the primary street setback area are to be: <ul style="list-style-type: none"> i. a maximum height of 1.8m; and ii. visually permeable above 1.2m (refer Figure 3.6c); measured from natural ground level on the primary street side of the fence or wall.	A	None.	None.
	B		
	C		
	D		
	E		Fencing within the primary street setback is limited to a maximum height of 1.2m.
	F		None.
	G		
	H		
	I		

Table 11. Deemed-to-comply requirements for access (C3.7.1) and proposed variations.

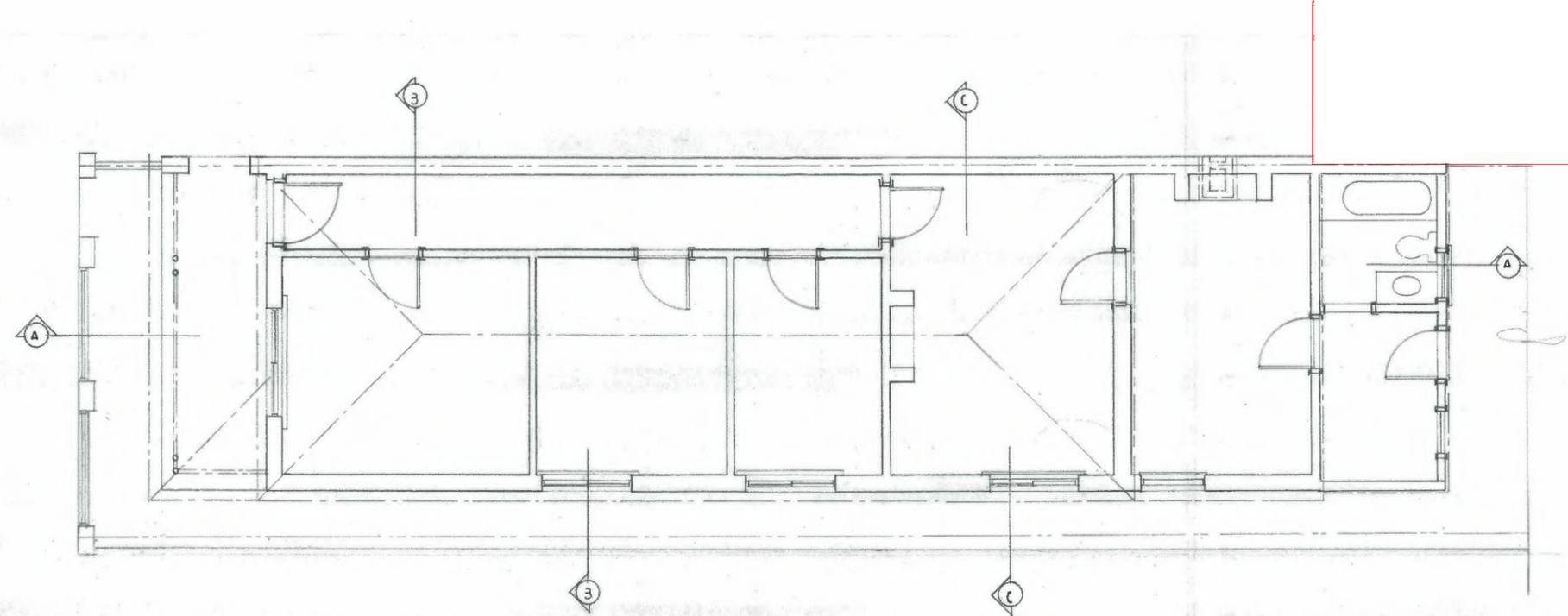
Deemed-to-comply requirement	House type	Advertised LDP variation	Revised LDP variation
<p>C3.7.1 Vehicle access to on-site car parking spaces to be provided via the lowest available street in the hierarchy, as follows:</p> <ul style="list-style-type: none"> i. where available, from a right-of-way or communal street available for lawful use to access the relevant site and which is trafficable and drained from the property boundary to a constructed street; or ii. from the secondary street or primary street where no right-of-way or communal street exists. 	A	None.	None.
	B		Vehicle access to on-site car parking spaces is permitted from the primary street (Lot 128).
	C		None.
	D		
	E		
	F		
	G		
	H		
	I		

Table 12. Deemed-to-comply requirements for solar access for adjoining sites (C3.9.1) and proposed variations.

Deemed-to-comply requirement	House type	Advertised LDP variation	Revised LDP variation
C3.9.1 Development is designed that its shadow cast at midday, 21 June onto any other adjoining property and/or diagonally adjacent lot does not exceed 50% of an adjoining lot and 25% of a diagonally adjacent lot.	A	The solar access provisions of the R-Codes do not apply.	The solar access provisions of the R-Codes do not apply.
	B		
	C		
	D		
	E		
	F		
	G		
	H		
	I		

Table 13. Deemed-to-comply requirements for visual privacy (C3.10.1) and proposed variations.

Deemed-to-comply requirement	House type	Advertised LDP variation	Revised LDP variation
<p>C3.10.1</p> <p>All sources of overlooking are oriented, offset or setback so that the cone of vision does not capture major openings and/or active habitable spaces on an adjoining property as follows:</p> <ul style="list-style-type: none"> • Major opening from bedroom and study: 3m. • Major opening from habitable room other than bedroom and study: 4.5m. • Major opening from habitable room other than bedroom and study: 6m. 	A	<p>Where a lot within the LDP area abuts a lot that is external to the LDP area, the requirements of the R-Codes apply to the external lot boundary only, otherwise visual privacy requirements do not apply within the LDP area.</p>	<p>Where a lot within the LDP area abuts a lot that is external to the LDP area, the requirements of the R-Codes apply to the external lot boundary only, otherwise visual privacy requirements do not apply within the LDP area.</p>
	B		
	C		
	D		
	E		
	F		
	G		
	H		
	I		



Ground Level Plan

CITY OF FREMANTLE
These Plans Form Part Of
DA0189/24
25 June 2024



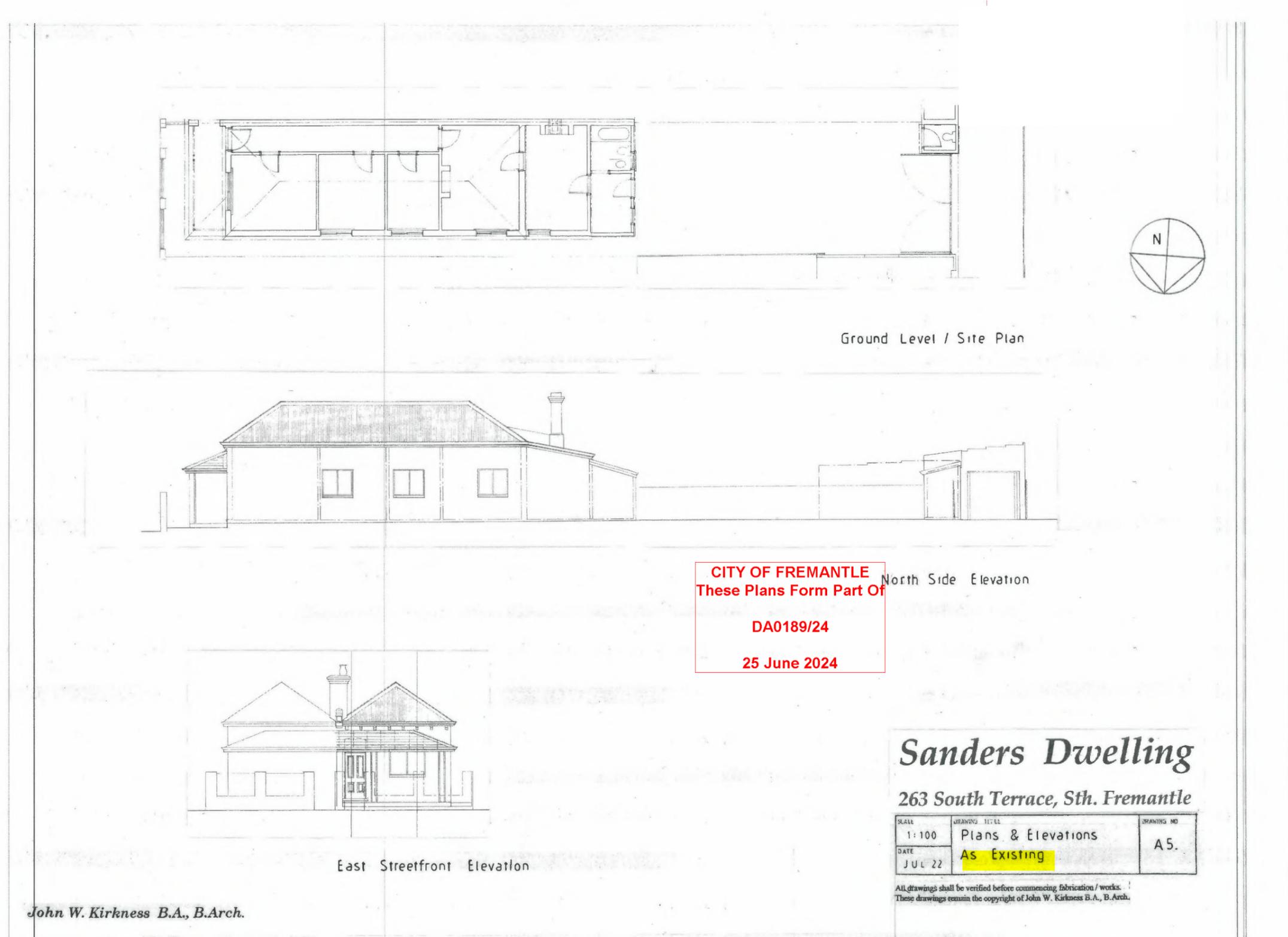
Sanders Dwelling

263 South Terrace, Sth. Fremantle

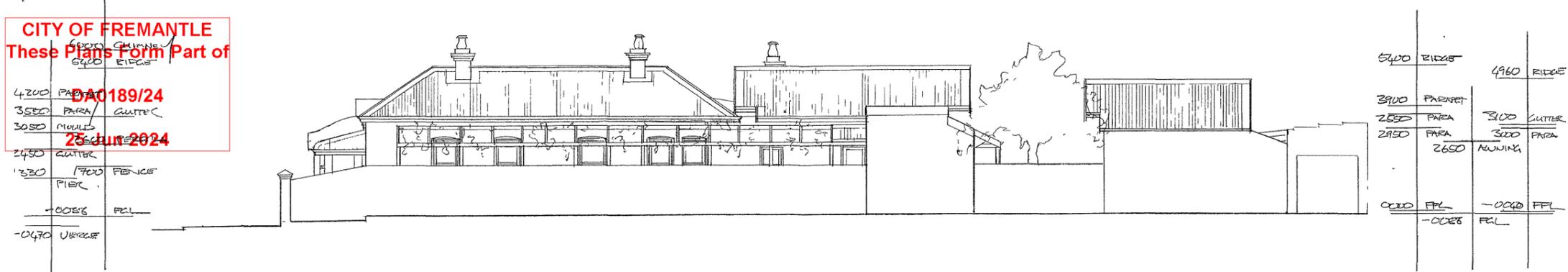
SCALE	DRAWING TITLE	DRAWING NO
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DATE JUL 22	As Existing	

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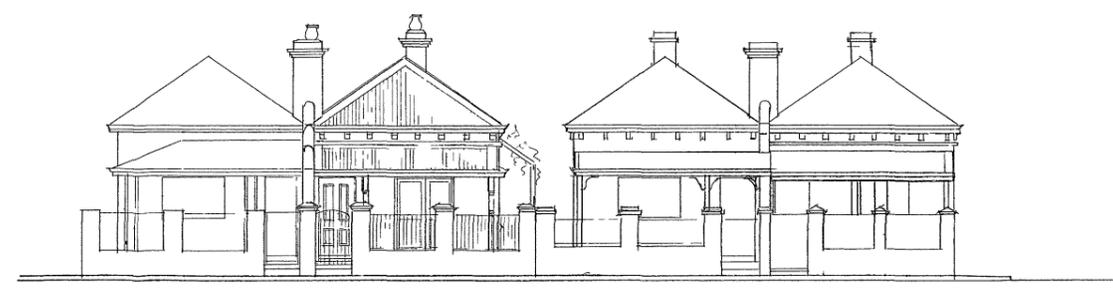
North (Side) Elevation



North (Side) Elevation
 W/O Fence



East (Front) Elevation



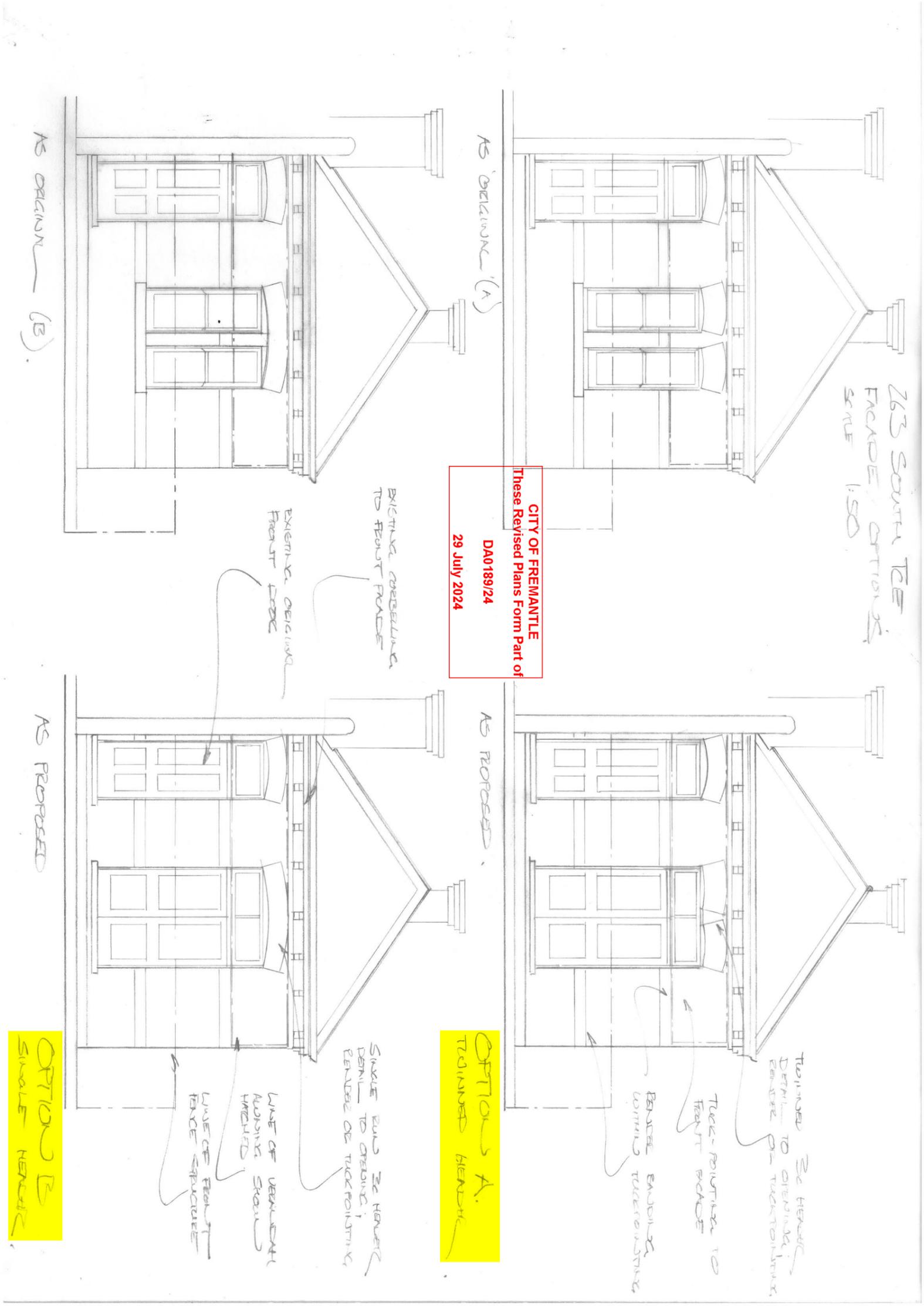
Streetfront Elevation; South Terrace

Sanders Dwelling
 263 South Tce. Fremantle
 Renovations & Additions;

SCALE 1:100	DRAWING TITLE ELEVATIONS Proposed	DRAWING NO A2.
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CITY OF FREMANTLE
These Plans Form Part of

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DA0189/24 George Street
East Fremantle WA 6158

25 Jun 2024
21st June, 2023

The Chief Executive Officer
City of Fremantle
Walyalup Civic Center
151 High Street
Fremantle WA 6160

Attn: Erik Dybdahl
Senior Planning Officer

**PROPOSED CONSERVATION, ADAPTATION & ADDITIONS TO HERITAGE DWELLING
FOR LOT 2 (SP 16256), No.263 SOUTH TERRACE, SOUTH FREMANTLE: NEW
APPLICATION FOR ADAPTED OPENING TO FRONT FAÇADE: (FMR DA0314/23)**

Hi Erik

Further to the previous comprehensive development application for the above premises, please find attached a new application for an adapted opening to the front façade of this semi-detached dwelling. This is submitted having regard solely to the proposed door opening and in response to the agreement between the City's planning and heritage officers to allow this matter to be further considered by Council's Planning Committee, subsequent to a delegated approval for the overall development. This included a condition otherwise requiring the reinstatement of twinned double hung sash windows as evidenced in an historic photo and a matching dwelling to the end of this four-dwelling group.

Where the door opening forms a comparatively minor part of the overall development, this pragmatic approach by Council was greatly appreciated. The owner is keen to move forward with the project works, unfortunately delayed by medical circumstances in the interim.

The Heritage Officers' position regarding the opening is well understood and respected in principle, however as previously argued there is a substantive case for allowing a variation to the policy position encouraging the reinstatement of original openings where conservation works are undertaken. A detailed submission dated 21st November, 2023 was provided in support of this and a copy attached, where all these points remain relevant. In brief summary these include the following;

- All four extant dwellings of this group have bastardised forms and detailing, including front facades / openings; it is highly unlikely that they will ever be wholly restored to their original form.
- Conservation works to the subject dwelling are comprehensive and extensive; discretion regarding the front door opening is very minor and considered wholly reasonable and fair in this overall context.
- The present dwelling has been highly 'modernized', with poorly proportioned horizontal aluminium windows installed throughout. The proposed development fully replaces these with appropriate timber joinery to original profiles as revealed.
- The proposed door opening does not significantly remove any historic fabric or alter an existing original opening. Conversely it will reinstate the original opening, albeit extended to the verandah deck (wholly behind the front wall / fence).

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- The proposed opening is visually obscured by the front wall / fence and by planting proposed for the presently denuded front courtyard space. In this limited visual context, the twinned vertical door arrangement closely reflects aesthetically the original twinned window arrangement.
- The front room is not suitable for use as a bedroom, on account of its very close proximity to South Terrace, with its considerable pedestrian and vehicular traffic (Particularly at night). The room is proposed to be used as a sitting / storage room, with the bedroom located to the room beyond, connected but able to be closed off from this room. In this context, it is most desirable to connect the front room with the small verandah / front courtyard space for maximum user amenity. Windows will not provide this relationship.
- Open spaces are only available at the ends of these long terrace dwellings; making use of them with an effective inside / outside relationship is very important.
- The proposed doors are consistent with the raft of relevant policy provisions (refer previous submission); the specific provision for reinstatement of original openings to facades, while 'strongly encouraged', is not mandatory and Council discretion is sought on this basis.

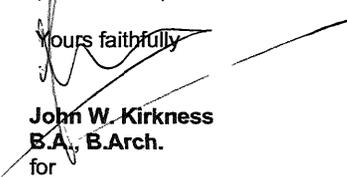
I have given further consideration to the proposed opening and have altered this from that contained in the previously submitted / approve drawings to better reflect the form of the original twinned window opening. This includes extending the height of the doors to that of the former windows, as evidenced by the north end dwelling and to be revealed with removal of cement render to the front façade. Most importantly, where it is proposed to reinstate the tuck-pointed brickwork façade, this will necessarily include the original arched lintel / header courses to the opening, providing a clear and readable reference to its original form.

In this overall context, the subject dwelling will be by far the most authentic of the four extant dwellings; (note the north end dwelling while retaining its windows has a cement rendered façade and unauthentic bullnose verandah form that compromises the subject openings).

Additionally, further to the evidence revealed in the historic photograph provided by Council, the applicant would give consideration to the reinstatement of the front chimney to the dwelling (subject to costing) as part of the overall conservation of the place. This would have a very significant impact on the visual presentation of the building in its historic form. Reinstatement of the original bullnose verandah form, again evident in the historic photograph would also be strongly considered.

Revised copies of the relevant drawings with these amendments are provided for Council's consideration and determination. Council support for the new application as submitted is sought in this compatible and respectful context. We are happy to discuss the matter with Council should this be of assistance in its consideration and determination. Please contact the applicant or myself (tel. 0405 738881; email jwkahp@iinet.net.au) should you have any queries or require further information.

Yours faithfully


John W. Kirkness
B.A., B.Arch.
for
Peter Sanders
Owner / Occupant
No.263 South Terrace
South Fremantle

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John W. Kirkness
B.A.(Hist), B.Arch.
24 George Street
East Fremantle WA 6158
24 November, 2023

The Chief Executive Officer
City of Fremantle
Walyalup Civic Center
151 High Street
Fremantle WA 6160

Attn: Erik Dybdahl
Senior Planning Officer

COPY

**REQUEST FOR ADDITIONAL INFORMATION RE PROPOSED CONSERVATION,
ADAPTATION & ADDITIONS TO HERITAGE DWELLING FOR LOT 2 (SP 16256), No.263
SOUTH TERRACE, SOUTH FREMANTLE: ADAPTED OPENING TO FRONT FAÇADE**

Hi Erik

Thank you for your email request regarding the above development application, specifically in regard to overshadowing and the proposed adapted opening to the front façade. I had addressed both these matters in the Explanatory Notes and Heritage Impact Statement submissions already provided as part of the application, however please find below my further detailed response to the front façade opening matter, to be read in conjunction with the submitted application drawings.

A submission regarding the overshadowing question has been prepared separately, where the two issues are essentially unrelated.

Generally

The proposed development embraces very substantial conservation work to the whole of the premises, with all extant significant fabric to be retained, restored or reinstated where it has been previously removed. This relates most strongly to reinstatement of the original, vertically orientated window openings with double-hung timber sash framing inserted, to be done with regard to the original openings where these can be located to one side of the present horizontal window openings along the northern façade.

The present horizontal, aluminium sliding windows dating from a comprehensive 1960s 'modernisation' of the dwelling, are both diminutive and proportionally ugly, with little relevance to the original building appearance. Replacement is therefore both functionally and aesthetically based, allowing a clear understanding of the heritage building and better inside-outside visual relationship for the rooms.

Retention of the premises as a long term, owner-occupied dwelling is most appropriate to preservation of its heritage significance, in terms of both building form and use (note that the area is zoned for mixed-use and the southern neighbouring semi-detached dwelling already converted to commercial use). The house comprises three bedrooms, however these are diminutive, with the smallest to be adapted to contain a bathroom within the main portion of the house (freeing up the rear of the premises for a new living dining area opening out to the rear garden).

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The original main bedroom, located at the front of the dwelling is unsuitable for use as a bedroom given its very close proximity to South Terrace. This thoroughfare is particularly busy at nights and weekends with constant vehicular and pedestrian traffic passing the premises. The main sleeping room is therefore proposed to be located to the second bedroom, allowing access to the bathroom beyond and also opening through to the front room which will act as a sitting and storage area in conjunction the bedroom, however able to be closed off for sleeping.

It is desired that this room be able to open out to the front verandah / courtyard, which is to be fully restored and landscaped as an integral part of the conservation and development works. This is considered vital to the user amenity of the premises, where open spaces are limited on account of the block shape and size. The front room would otherwise remain small and enclosed, with the bedroom beyond similarly contained. The long, extended form of these semi-detached dwellings inherently limits the ability to otherwise create desirable inside-outside spaces and relationships.

To effect this desired outcome, it is proposed to make use of the existing horizontal window opening (1550mm wide), simply cut down to the floor level. The front façade arrangement has previously been wholly altered from its original state with no original window fabric extant. In this context, further removal of original fabric is absolutely minimal to effect the door opening, while in no way precluding later reconstruction of a twinned window opening if desired.

The door arrangement will have the same overall horizontal proportion and height as the original windows, reflecting the general proportions of the façade and will represent a vast improvement to the present opening, which significantly detracts from the appearance and integrity of the building. The proportions and vertical arrangement of the doorway, including timber French doors will be clearly compatible with the heritage form of the building. At the same time, the proposed opening down to the floor level will be visually obscured by the existing front fence, to be retained and enhanced as a necessary barrier to the pavement beyond (and generally consistent with the front fences to all the similar adjacent dwellings from Nos.259-265).

The proposed doors will be contained within a wholly restored front façade, including timber verandah reinstatement, insertion of the original moulded dividing parapet, restoration of tuck-pointed red brick façade surfaces, corbelling and restoration of the extant original front door / fanlight and corrugate verandah roof sheeting.

While No.259, as the most northern of the four semi-detached dwellings does have apparently restored twinned double hung windows, all the other premises in the group have modified front windows with a horizontal emphasis, contained within variously adapted facades. In this diverse visual context, the proposed door opening to No.263 will not stand out as incongruous, nor be read in direct relation to the facade at No.259. It is highly unlikely that a complete original façade arrangement will ever be applied across the building group as a whole.

In this context, support for the proposed simple, sympathetically arranged and minimally inserted French door opening is sought, having particular regard to the desired and highly appropriate functionality and livability of the premises as a residential dwelling far into the future. This desired outcome should also be reasonably considered in the context of the very comprehensive suite of conservation works proposed to the building as a whole, that will very substantially restore its heritage appearance, form and detailing.

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Statutory Basis

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In statutory terms, control of the proposed development under LPS4 in relation to heritage, building form and detailing is primarily guided by Council's local planning policy LPP3.6 "Heritage Areas". The subject premises and its neighbours are individually listed as duplexes with a Level 3 Category on the City's Heritage List, however with a collective and general impact on the South Terrace streetscape. They are also contained within the designated South Fremantle Heritage Area.

The Heritage Areas policy contains the most detailed and relevant guidance for considering such details as the proposed doors contained in the front façade, for contributory buildings within Heritage Areas.

Specifically, Pt.3.1 'Conservation' states at Cl.3.1.1 'Intent';

"Conservation is the process of managing change to a place in such a way that its cultural heritage significance is retained...."

The proposed works fully retain and significantly enhance the heritage significance of the place, where the proposed door opening forms a small part of extensive conservation / reconstruction works to whole dwelling, and significantly improves the present appearance and heritage significance of the place relative to its deteriorated front façade / window.

Further;

"...It is recognized that adaptation of heritage buildings for appropriate new uses is an important way of ensuring their continued viability and in safeguarding their long-term future."

While appropriately and most desirably retaining a residential use of the building, the ability to use it in a 'new', more practical way given its location directly on South Terrace is essential to this use, with the main bedroom moved back from the front room and this then used as a sitting / storage room connected to the small sleeping room beyond (itself further connected to a new bathroom inserted to the smallest original room beyond this). The amenity provided to the front room in this ancillary role and to the connected bedroom beyond, through provision of French doors opening onto the verandah and small landscaped front courtyard will be substantial and is considered essential to the effective use of the building far into the future by its owner / occupier.

This principle is further reflected at Cl.3.1.2 'Design Guidance' which states;

"(i) Conservation of a place should identify and take into consideration all aspects of cultural...significance without unwarranted emphasis on any one value at the expense of others."

The reasonable and practical use of the building represents perhaps the most overarching aspect of the proposed conservation approach, and will justify and facilitate very extensive conservation of extant and known original fabric. A rigid approach to reconstruction of the front window opening will compromise this practical approach, also potentially acting as a disincentive to otherwise embrace the full suite of conservation works indicated.

Further at Cl.3.1.2 (v);

"Reconstruction is appropriate only where a place is incomplete through damage or alteration, and only where there is sufficient evidence to reproduce an earlier state of the fabric. It should be identifiable on close inspection or through additional interpretation."

Only the front façade arrangement to No.259 demonstrates a twinned double hung window arrangement; the other three dwellings all have bastardised horizontal openings. While the No.259 arrangement may likely be original or an accurate reconstruction, this evidence is not necessarily definitive. The extent of change to No.263 presently obscures an understanding of its original arrangement. Conversely, the proposed French door arrangement is clearly identifiable as an adaptation while retaining the vertical emphasis and general external

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proportions of the twinned window arrangement otherwise seen from South Terrace behind a front screen wall.

Further to this, Cl.3.1.2 (vi) notes;

"Whilst new work should be readily identifiable it should also;

Not adversely affect the setting of the place;...

- Have minimal impact on the cultural significance of the place;...*
- Not distort or obscure the cultural significance of the place; or detract from its interpretation and appreciation; and...*
- Respect and have minimal significance on the cultural significance of the place."*

The proposed doors are clearly identifiable as an adapted detail, however are minimal in their size and impact relative to the overall building, particularly given the obscured visibility of the premises from the street. The setting of the dwelling within a pair of semi-detached heritage dwellings will be wholly unaffected, while an appreciation of the place as a heritage dwelling will be overwhelmingly enhanced by the comprehensive conservation works, also clearly interpretative as an adapted and conserved premises from the 2020s. Excluding a twinned window arrangement to the façade will not inherently undermine these objectives in any significant way.

Pt. 3.5 'Additions and Alterations (to existing buildings)' states at Cl.3.5.1 'Intent'

"When altering or adding to a place with heritage protection the goal is for an outcome that does not reduce the cultural heritage significance of the place (whether this significance is individual to the site or part of the broader significance of the area)..."

There is no reduction in cultural heritage significance, where the comprehensive conservation works to the façade, including the proposed doors are a clear improvement on the existing insensitive opening arrangement. Moreover, where the subject dwelling forms part of a group with almost uniformly adapted horizontal openings to their collective streetscape, strict reconstruction of a twinned window arrangement would not significantly address this collective façade diversity.

Further;

"This generally involves changing as little as possible...to retain cultural heritage significance and maintain its utility..."

The proposed minimal adaptation of the existing opening to contain new timber framed doors in fact represents a far smaller change than extensive remodeling of the masonry façade to effect reconstructed twinned window openings. Neither would this work preclude or inhibit a subsequent insertion of twinned windows should this be desired. The maintenance of utility in terms of the contemporary residential use of the dwelling is best served with the provision of a direct connection between the sitting room and front verandah / garden.

Finally;

"...assessment of the suitability of proposals requires that each proposal should be assessed on its own merits."

It is recognized that faithful reconstruction to heritage premises, particularly where previously extensively altered in unsympathetic ways is desirable as a general approach in the first instance. The relative significance and location of heritage buildings will also play a significant part in this determination, however slavish reconstruction is not essential across the board and particularly in the case of contributory buildings of lesser (some) significance. This particular group of dwellings display a diversity of appearance and authenticity, with unified façade reconstruction across the dwellings highly unlikely to ever happen. This further reflects the diversity found throughout this part of South Fremantle. In this context, and particularly given the extensive conservation works otherwise proposed to the dwelling, flexibility to allow the proposed door arrangement would appear very reasonable and unlikely to create any precedent for adverse future outcomes (indeed the opposite is more likely).

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Further to this, Cl.3.5.2 'Design Guidance; General' notes;

"(i) Alterations and additions in heritage areas should respond sympathetically to heritage values of the area as a whole and that part of the heritage area in the vicinity of the proposed development..."

Again, the wide diversity of design approaches and mixed levels of authenticity, evident over time to dwellings within the South Fremantle heritage area (including the dwellings immediately adjacent to the subject dwelling and along South Terrace), means that minor and sympathetic adaptation as proposed with the door opening will not be incongruous with the appearance of buildings or heritage values of the area, nor the immediate streetscape within which it is located.

"(ii) Alterations and additions to contributory places should seek to change as little as reasonably possible..."

This was discussed re Cl.3.5.1 'Intent' above. The proposed door adaptation represents the mostly minimal and compatible approach to dealing with the existing inappropriate window arrangement.

Perhaps most significantly in regulatory terms;

"(iv) Where it can be demonstrated that original fabric on contributory places has been previously removed or unsympathetically altered, restoration / reconstruction of the streetfront facades to their original form and detailing is strongly encouraged. This should be based on evidence such as remaining traces of earlier fabric, old plans and photographs."

As discussed previously at Cl.3.5.1(iii), it is obviously desirable to consider original forms and detailing in the first instance when dealing with altered or bastardised fabric to streetfront facades of heritage buildings. This was well considered in the development of the subject development application, however assessed for all the reasons already discussed to be less imperative than the need to achieve the most appropriate contemporary residential use arrangement in the context of the dwelling located directly on this busy part of South Terrace within a mixed-use zone.

The livability and comfort of the dwelling to its owner / occupier, as conserved and adapted is paramount in achieving a development outcome that provides very substantial overall improvement to the heritage significance of the dwelling in its setting. In this context allowance for the sympathetic door adaptation should be appropriately seen as incentive for the extensive overall conservation works proposed, and the best means to ensuring long-term survival of the place as a heritage dwelling.

Most significantly, the clause applies the standard "*strongly encourages*" with regard to authentic reconstruction of streetfront facades, rather than specifically mandating or compulsorily requiring such approach being slavishly applied under the policy and therefore LPS4, as any sort of 'conditional' approval. The proactive, flexible and discretionary approach provided by the Policy reflects what is commonly seen as best conservation practice likely to lead to effective outcomes.

Finally at Cl.3.5.2 'Design Guidance; Doors and Windows' the policy states;

"All window and door openings visible from the street should have a vertical emphasis, which means they should be taller and narrower in appearance unless there is a predominance in the prevailing streetscape of larger interwar and later windows."

The proposed French door adaptation, while using the existing horizontal window width (also corresponding with the likely original twinned window width / height) achieves this desired vertical emphasis where simply carried down to floor level. With its traditional timber joinery and glazing, there is no question of compatibility with heritage forms and detailing generally. Moreover, the particular door arrangement reflects a type of front façade adaptation found

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quite commonly throughout the South Fremantle Heritage Area. The adapted approach also remains reasonably compatible with wider window openings found to both adjacent semi-detached dwellings, allowing a comfortable overall streetscape arrangement for the adapted heritage dwelling group as a whole.

Conclusion

The proposed development has been carefully considered against all relevant statutory requirements and the intent of Council's Heritage Areas policy, and is related closely to the street location, setout and form of the existing heritage dwelling and overall site. The development will provide a highly livable and attractive residence of reasonable scale, taking particular advantage of the long lot's east-west orientation, substantial northern light exposure and best provision of amenable and usable outside spaces at both the front and rear of the dwelling.

Council support for the application as submitted including the proposed front façade arrangement is sought in this compatible and respectful context. We are happy to discuss this front façade matter or any other aspect of the proposed development with Council should this be of assistance in its consideration and determination. Please contact the applicant or myself (tel. 0405 738881; email jwkahp@iinet.net.au) should you have any queries or require further information.

Yours faithfully

John W. Kirkness
B.A., B.Arch.

for

Peter Sanders
Owner / Occupant
No.263 South Terrace
South Fremantle

SITE PHOTOS – NO. 263 SOUTH TERRACE, SOUTH FREMANTLE – DA0189/24



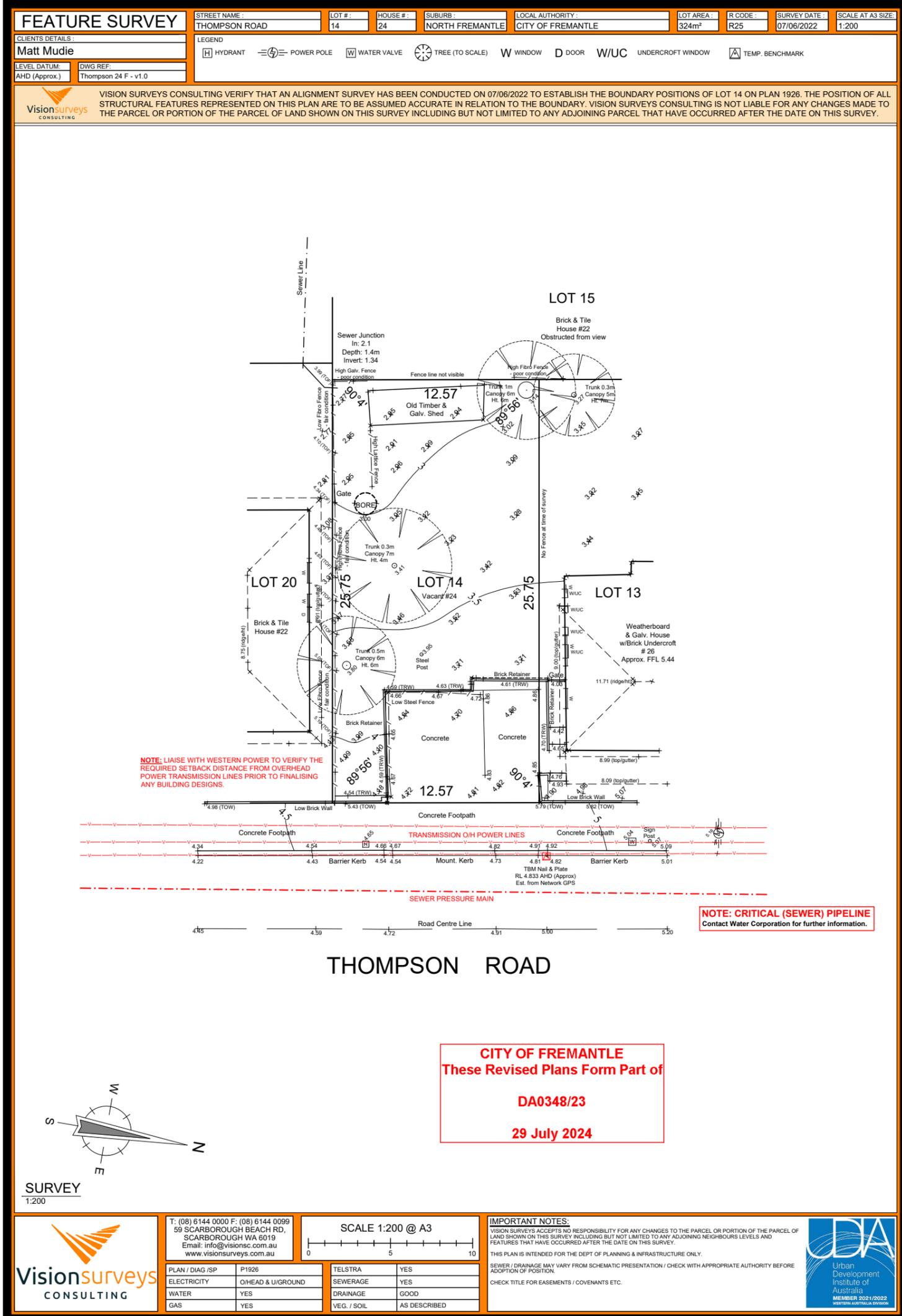
Photo 1 – Subject Site (Dwelling on Right Side) and Adjoining Attached Duplex Dwelling (No. 265) Viewed From South Terrace

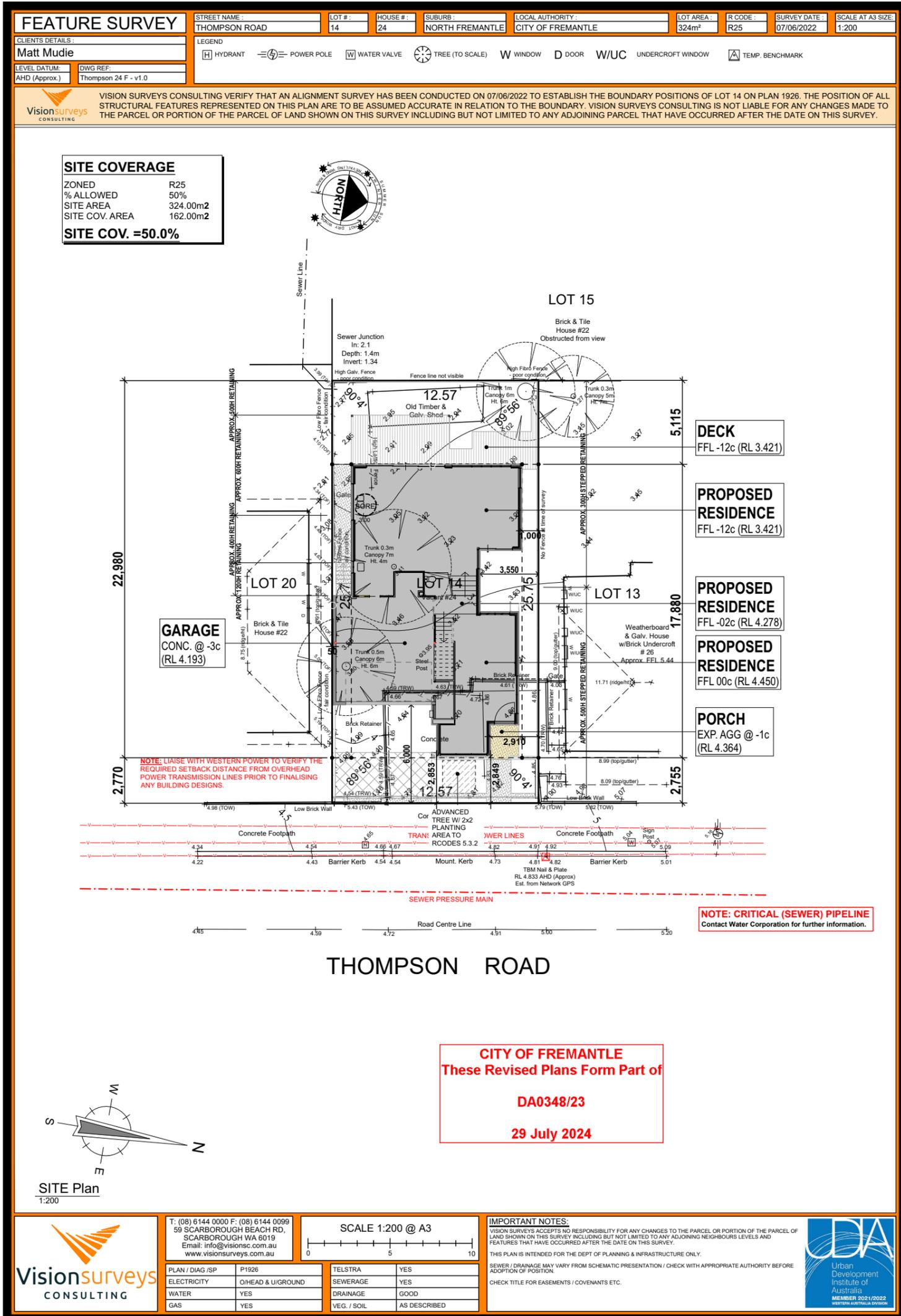


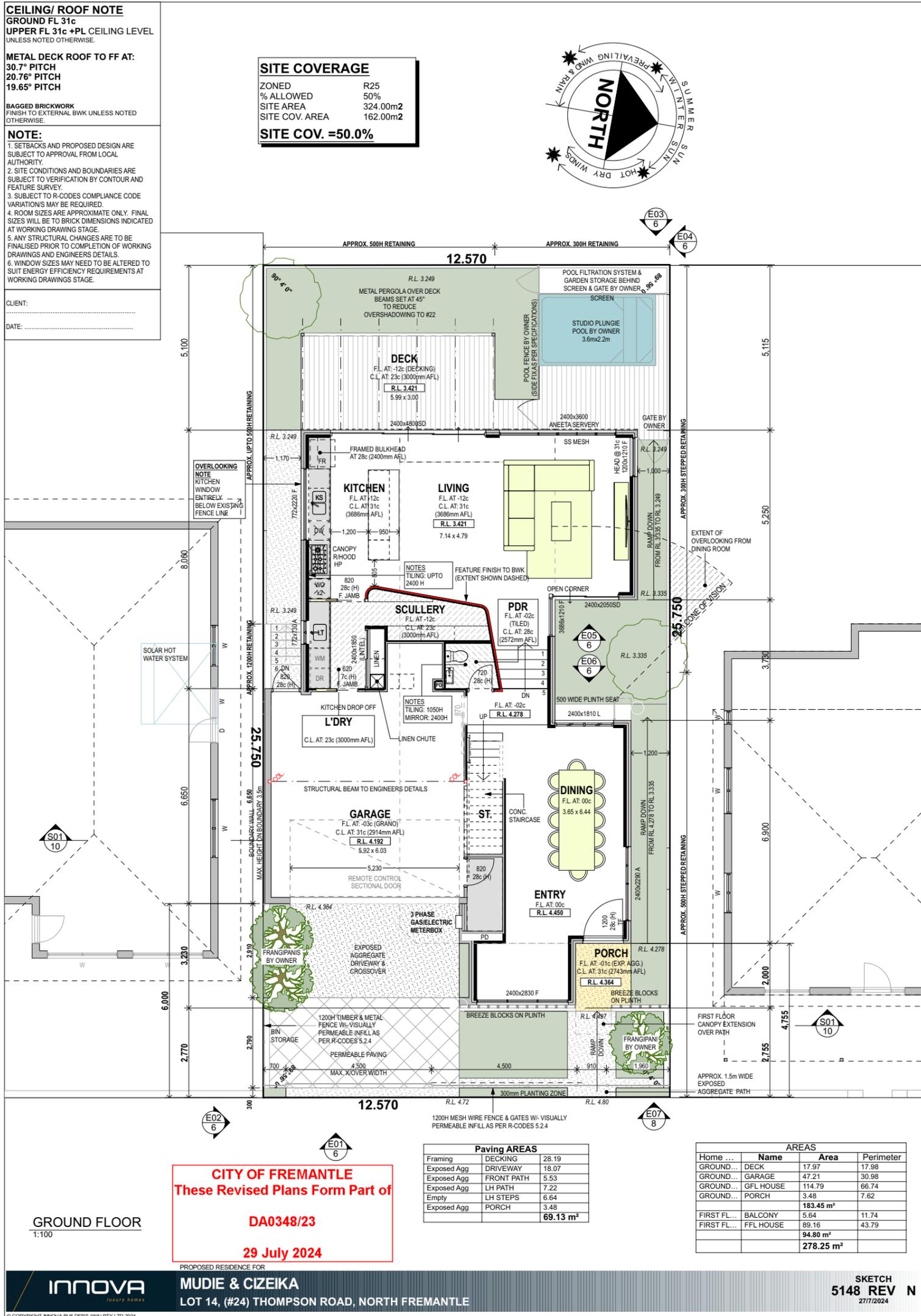
Photo 2 – Subject Site and Adjoining Terraced Dwellings (Nos. 259 & 261) Viewed From South Terrace

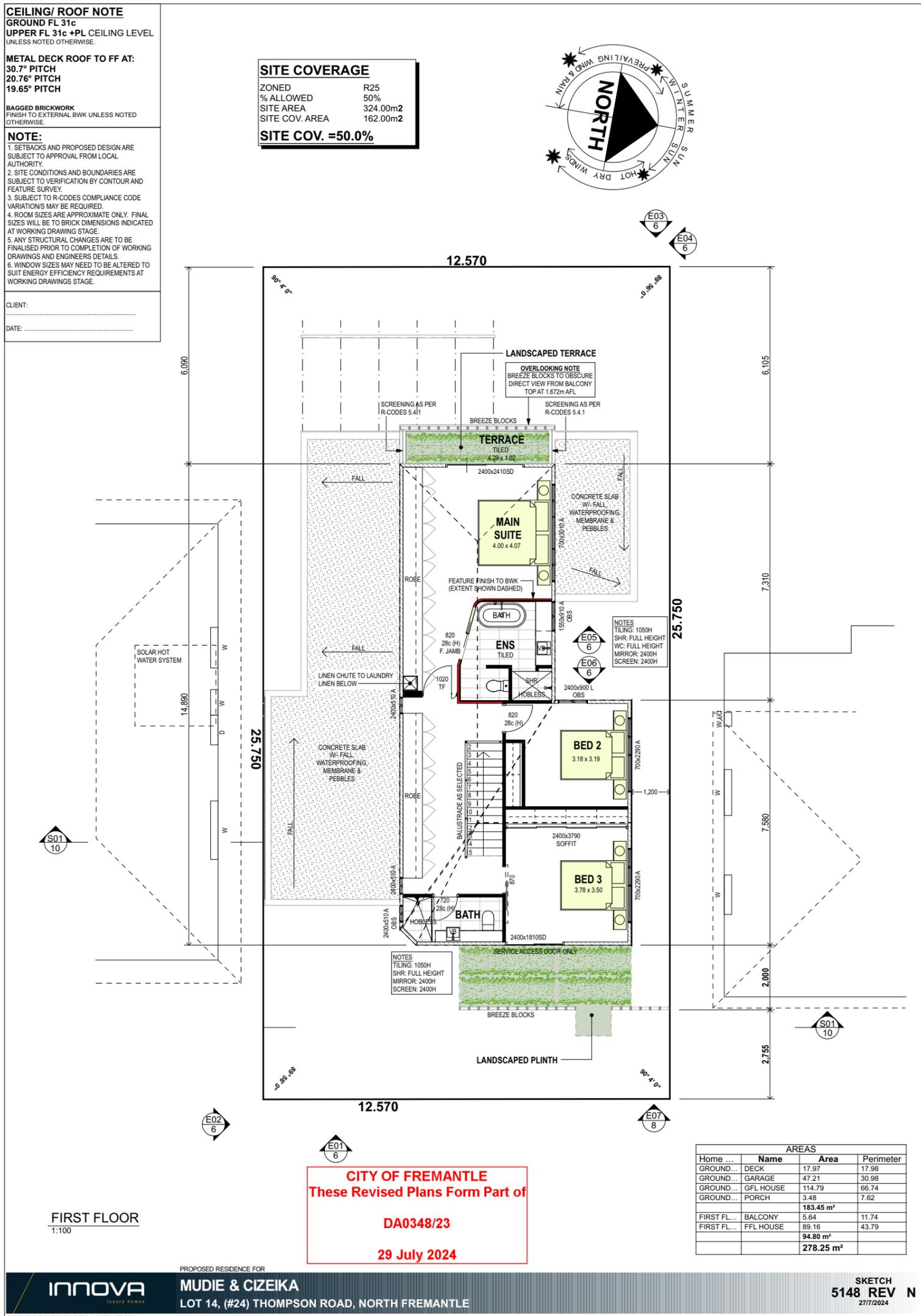


Photo 3 – Subject Site as Viewed from South Terrace









CEILING/ ROOF NOTE
 GROUND FL 31c
 UPPER FL 31c +PL CEILING LEVEL
 UNLESS NOTED OTHERWISE.

METAL DECK ROOF TO FF AT:
 30.7° PITCH
 20.76° PITCH
 19.65° PITCH

BAGGED BRICKWORK
 FINISH TO EXTERNAL BWK UNLESS NOTED
 OTHERWISE.

NOTE:
 1. SETBACKS AND PROPOSED DESIGN ARE
 SUBJECT TO APPROVAL FROM LOCAL
 AUTHORITY.
 2. SITE CONDITIONS AND BOUNDARIES ARE
 SUBJECT TO VERIFICATION BY CONTOUR AND
 FEATURE SURVEY.
 3. SUBJECT TO R-CODES COMPLIANCE CODE
 VARIATIONS MAY BE REQUIRED.
 4. ROOM SIZES ARE APPROXIMATE ONLY. FINAL
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 5. ANY STRUCTURAL CHANGES ARE TO BE
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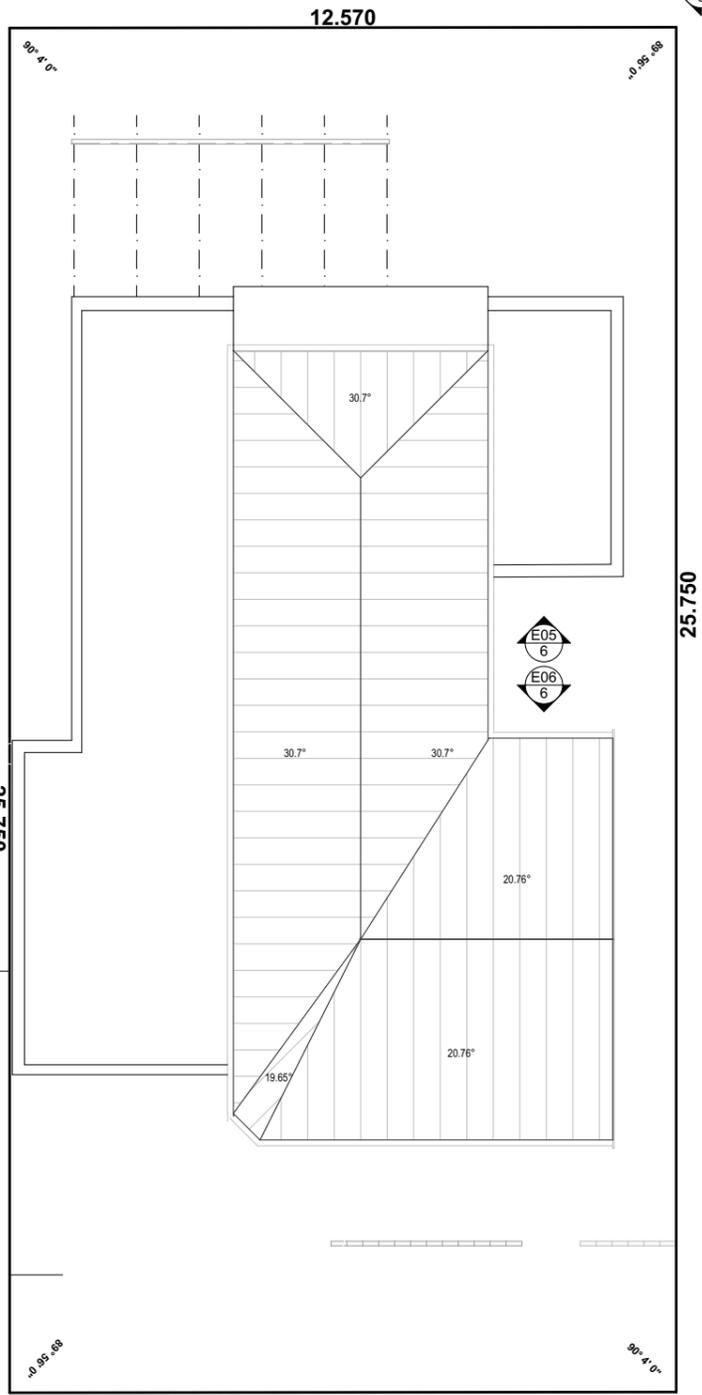
CLIENT:

DATE:

SITE COVERAGE	
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SITE COV. AREA	162.00m ²
SITE COV. =50.0%	

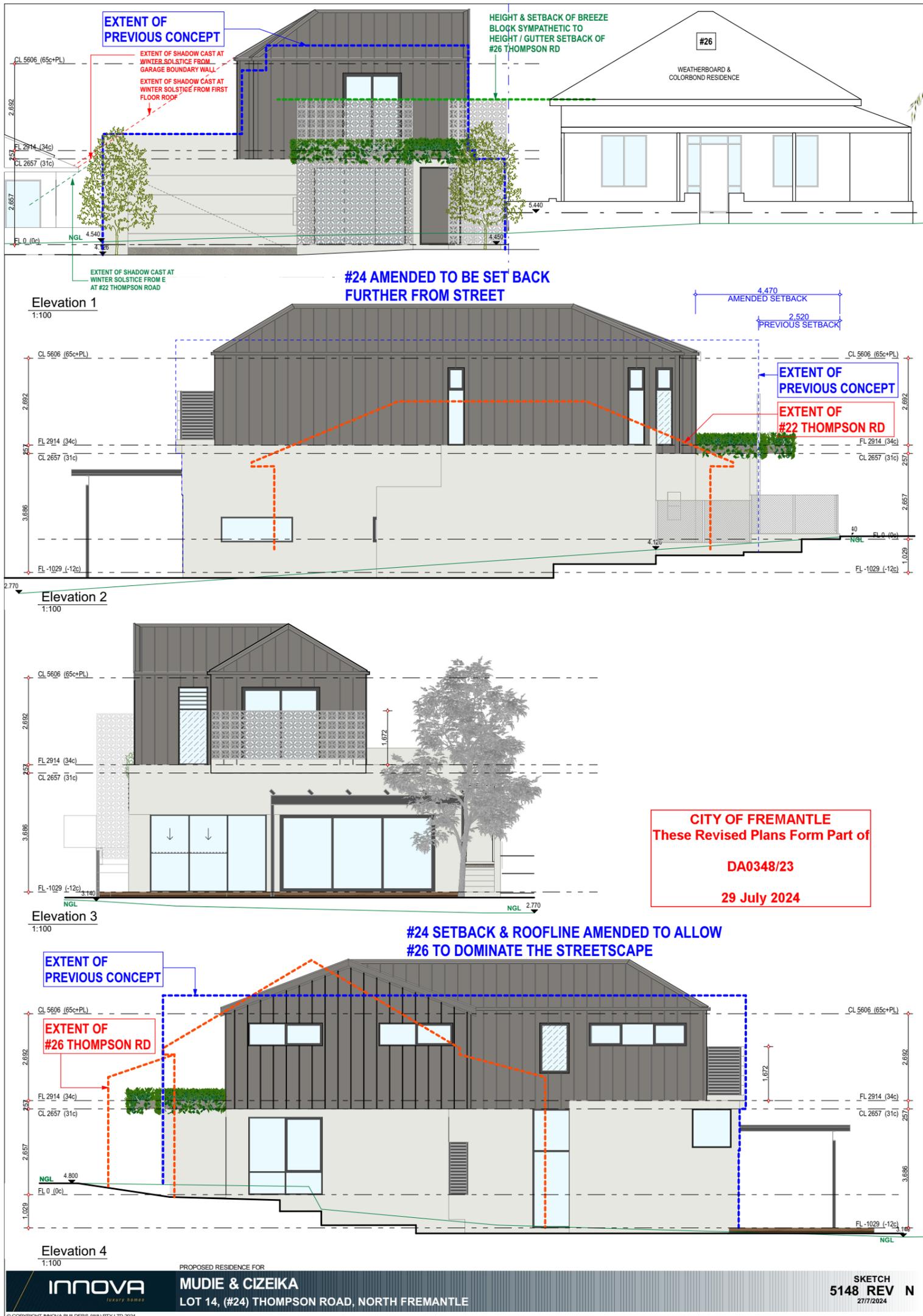


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ROOF PLAN
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CEILING/ ROOF NOTE
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 UPPER FL 31c +PL CEILING LEVEL
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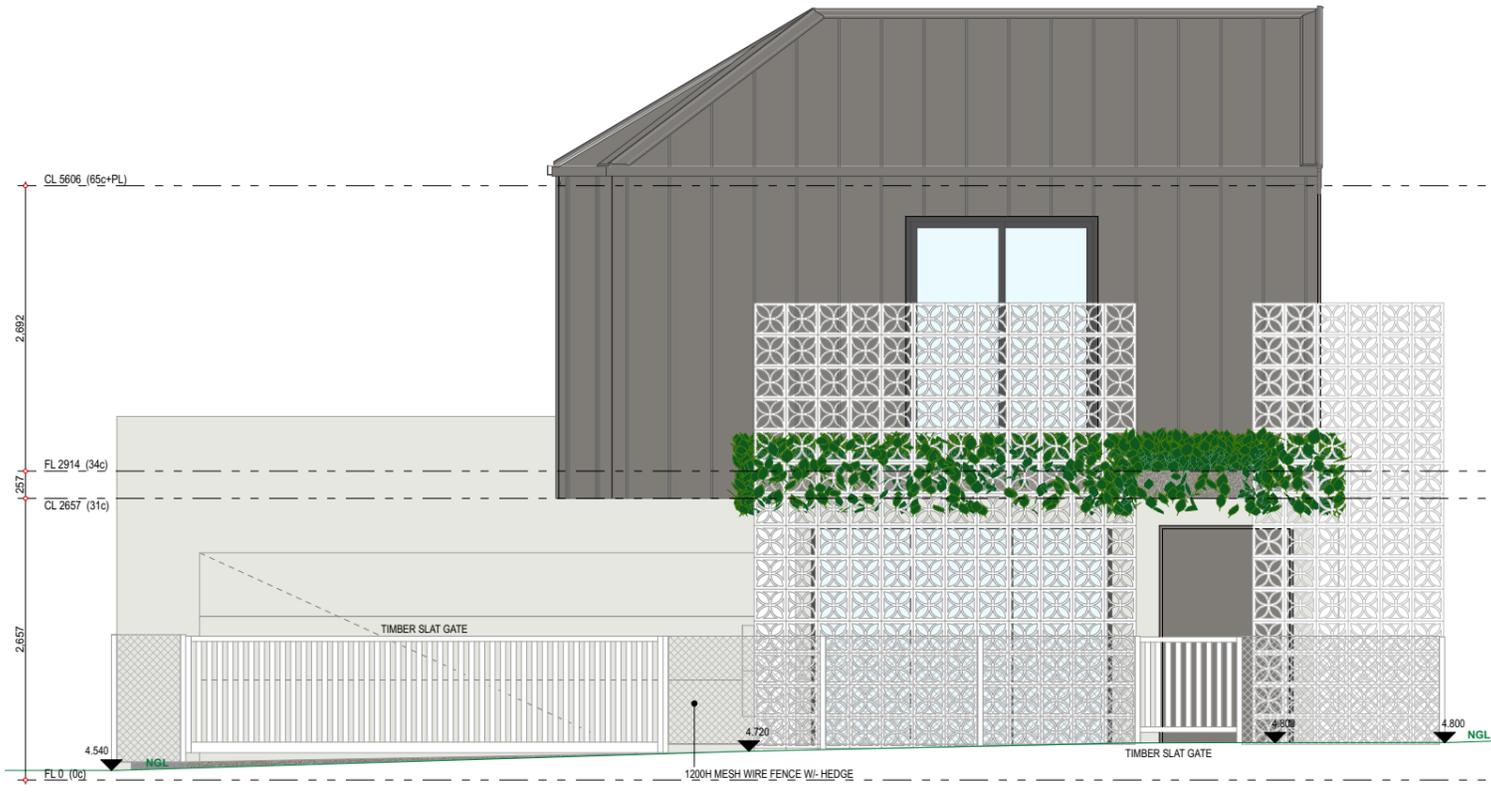
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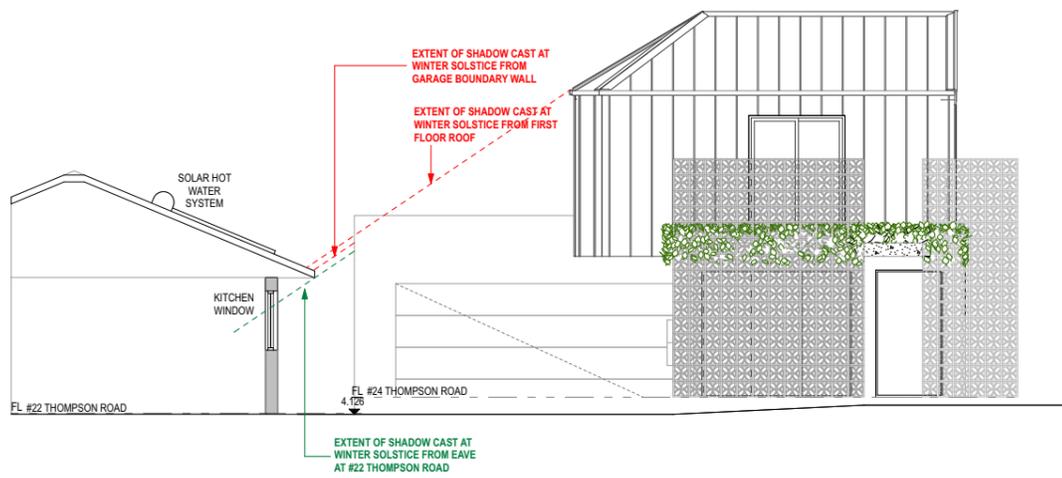
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E07 Elevation
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OVERSHADOWING SECTION
1:100

CEILING/ ROOF NOTE
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 UPPER FL 31c +PL CEILING LEVEL
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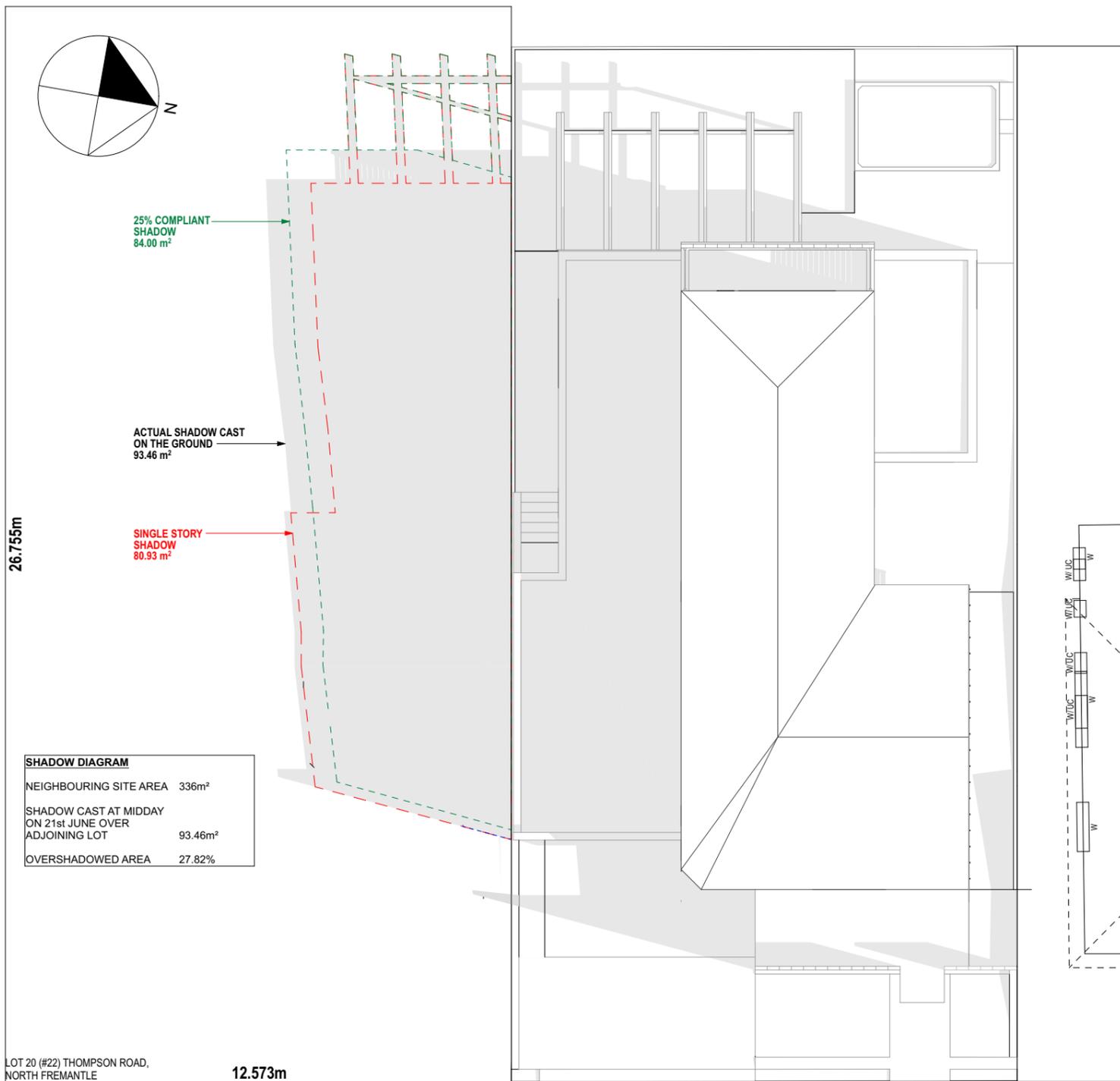
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DATE:

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LOT 20 (#22) THOMPSON ROAD,
 NORTH FREMANTLE

OVERSHADOWING DIAGRAM
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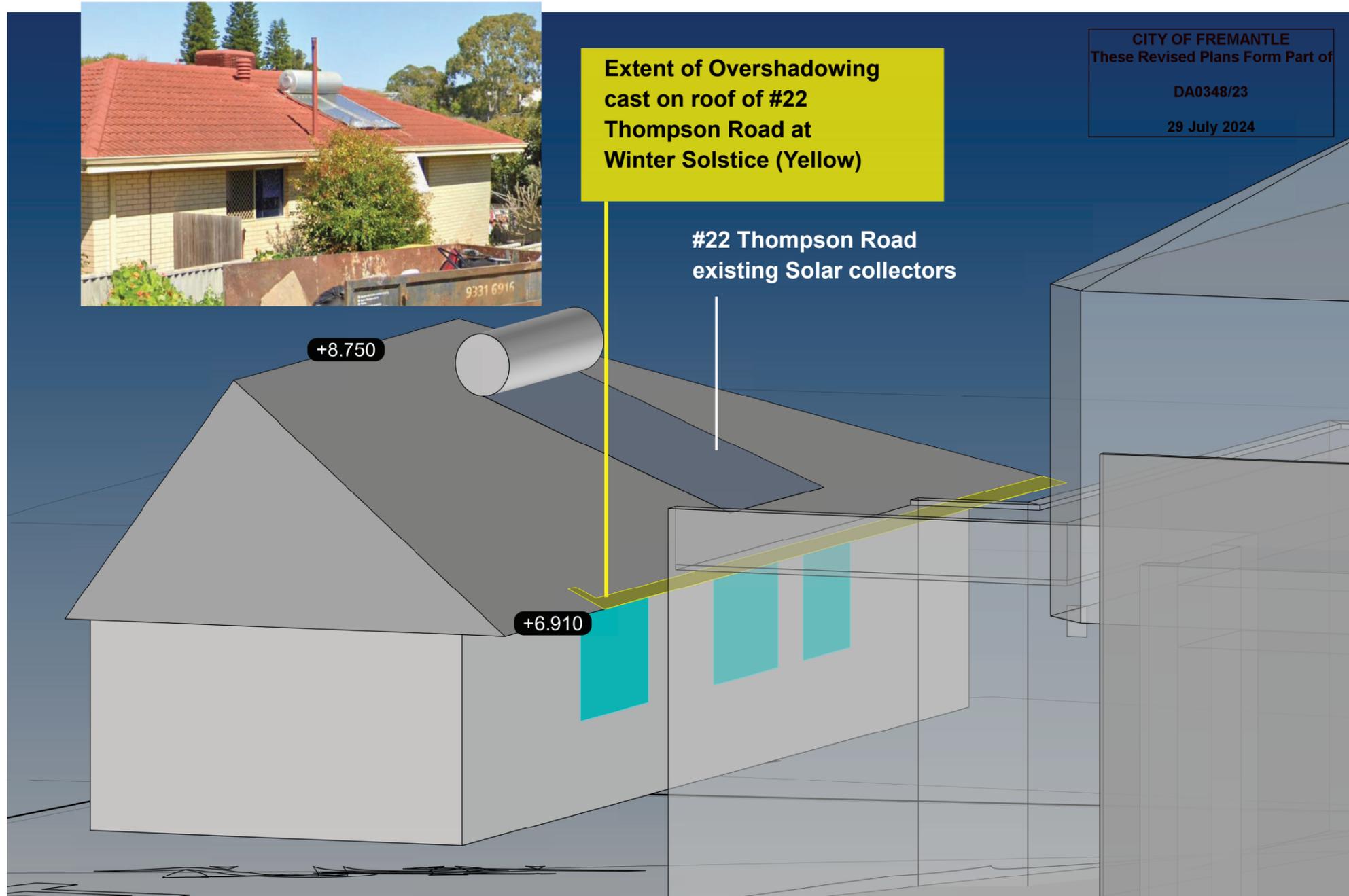
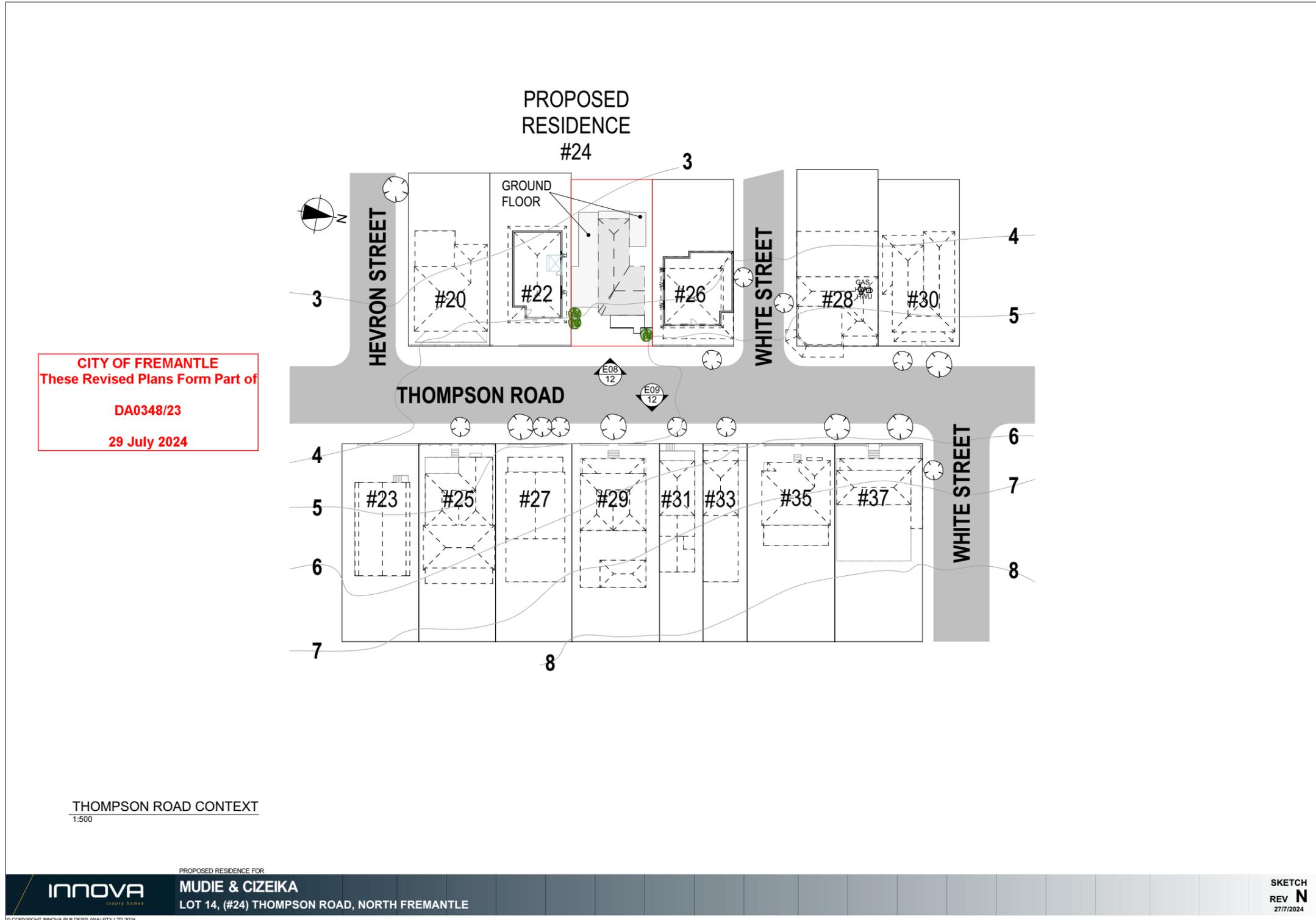


DIAGRAM OF OVERSHADOWING EXTENT OVER SOUTHERN NEIGHBOUR ROOF

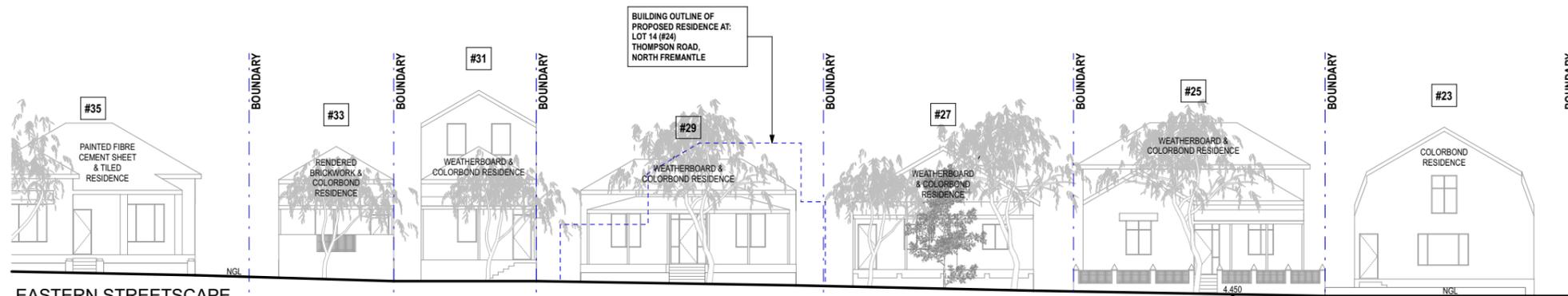
JULY 2024



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WESTERN STREETScape
 1:200



EASTERN STREETScape
 1:200


PROPOSED RESIDENCE FOR
MUDIE & CIZEIKA
LOT 14, (#24) THOMPSON ROAD, NORTH FREMANTLE

SKETCH
REV N
 27/7/2024



Response to Neighbour Submission

Neighbour Comment	Response
<p><u>General Comments</u></p> <p><i>Fremantle is unique in the context of the relatively new suburbs of Perth, with beautiful, preserved streetscapes and identifiably 'Freo' architecture. These Streetscapes are intrinsic to the value of the place we love to call home. The planning process is the custodian of maintaining our unique place.</i></p> <p><i>We are concerned that approval of the proposed design would set a precedent allowing buildings in North Fremantle to exceed the prescribed limit and not respect setbacks – dwarfing adjacent houses with a heritage overlay and eroding the appeal of North Freo.</i></p> <p><i>Even in a rapidly gentrifying area, we see that houses with heritage facades must play by a set of rules that maintain the streetscape and heritage of North Freo. These same rules should apply to all new builds.</i></p> <p><i>We note the applicants have not reached out to discuss their plans with us.</i></p>	<p>Firstly, we advise the development plans were amended following engagement with the City to address specific comments made by the City's Heritage Officer. The amended plans were presented to the Heritage Officer who supported the amended design. Secondly, notwithstanding support on heritage grounds, it is noted the proposed ground floor street setback aligns with the southern neighbour's building line, and the proposed upper floor is set back an additional 2m from this line. Therefore, the proposed dwelling has been designed to reflect the existing street setbacks of adjoining properties, whilst respecting the heritage character of the locality as affirmed by the City's Heritage Officer.</p> <p>In relation to the southern neighbour's second comment, we advise that we attempted to contact the southern neighbour. The neighbour advised that they did not wish to be contacted regarding the proposal, noting the neighbouring owners do not live in Western Australia.</p>
<p><u>Building Height</u></p> <p><i>The proposed plans significantly exceed the maximum height permitted in North Fremantle – and also exceed the height of the previous concept. No element of the proposal is within the height limit. This is of particular concern to us as it creates additional bulk along our bedrooms, living spaces and backyard – causing a loss of natural light. In the current set the ground level has been filled, and the roof has been pitched, further encroaching on our access to natural light.</i></p>	<p>The application proposes a maximum building height (top of wall) of 6.3m, which is 0.8m above the 5.5m permitted as of right. It is noted that at the front of the building, at street level, the maximum top of wall height is approximately 5.5m, in compliance with the provisions of Local Planning Scheme No. 4 (LPS4). Therefore, in terms of the streetscape interface, the proposal is consistent with the envisaged building height under LPS4.</p> <p>The rear portion of the upper floor that exceeds 5.5m in height results from the substantial slope of the land to the west. It is important to recognise that a typical wall height for a two-storey building under the Residential Design Codes is 7m (for compliance), therefore in respect of contemporary expectations for two-storey built form, the proposed design is modest in terms of building height.</p>



Neighbour Comment	Response
<p><i>The applicants have taken the high point of 26 Thompson Roads roof as the datum for their building – even though there is a considerable difference in ground level between the two sites. As a result, the stepped nature of the street is lost, and Number 24 dominates the streetscape.</i></p>	<p>We note the southern neighbour has commented with reference to bulk and scale, and loss of sunlight to their bedrooms and living spaces. Considering these comments, we undertook a desktop review of the neighbour's floor plan that is publicly available (see below). As the floor plan demonstrates, the southern neighbour's dwelling does not have any north facing openings to bedrooms or living spaces. Therefore, the proposal will have no impact on these spaces with respect to bulk or access to sunlight.</p> <p>The only major opening to the northern side of the neighbour's property is to a kitchen, which is already shaded by vegetation.</p> <p>As previously outlined, the shadow cast over the southern adjoining lot is caused almost entirely by the single storey component of the proposed dwelling, and a compliant 25% shadow line would also cover the northern facade of the neighbour's dwelling.</p> <div data-bbox="799 1111 1240 1697" style="border: 1px solid black; padding: 5px;"> <p style="font-size: small;">g area: 88m² s area: 1.6m²</p> <p style="text-align: right;">CY caporniyang</p> <p style="font-size: x-small;">measurements are approximate • For presentation purposes only • info@press-play.tv</p> </div> <p style="text-align: center;">Figure 1: Southern Neighbour's Floor Plan</p>



Neighbour Comment	Response
<p><u>Garage Wall</u></p> <p><i>While we are supportive of the concession requested on the setback of the garage from the street, it is our preference that the front section of the parapet is dropped – we do not see any benefit in the additional 6 courses kicking up at the front. Scale would not be an issue here if the building height was compliant. We request that the City enforces that all setbacks along our boundary are fully compliant.</i></p>	<p>The proposed parapet projection above the garage wall is a minor decorative element that presents at approximately 20cm in width to the neighbour. We therefore do not consider the proposed minor element will adversely affect the adjoining property to the south.</p>
<p><u>Upper Floor Setback</u></p> <p><i>We note that a significant concession has been requested to the upper floor setback – we are not supportive of this element of the design. We ask that the City enforces some level of setback to the upper floor in keeping with the character of Thompson Road.</i></p>	<p>Due to an administrative error when public consultation was undertaken, the neighbours were not provided the correct set of plans for public viewing. Consequently, the neighbour provided their initial comments to the proposed street setback based on incorrect plans (which showed a lesser street setback than was proposed). Despite being provided with the correct set of plans, the neighbour’s comments remained in relation to the original set of advertised plans, noting the comments included a graphic from the originally advertised plan set.</p> <p>Therefore, given the basis of the neighbour’s comments, we consider this matter has been addressed as the upper floor is now set back approximately an additional 2m further from the front lot boundary (compared with the plans referenced in the neighbour’s submission) to protect the established character of Thompson Road.</p>
<p><u>Existing Fence and Retaining</u></p> <p><i>The blue dotted ‘Existing fence’ line is inconsistent with the actual fence that exists between our two properties (this is no higher than 1200mm) and seek clarity on the applicant’s proposal here. The proposed kitchen window is not below the existing fence line and would look directly into our backyard. Additionally, we note that the proposed retaining to the corner of our block is over 500mm and request that this is retained correctly in accordance with a structural engineers drawing.</i></p>	<p>The plans have been updated to show the proposed fence to 1.8m above the NGL which will fully screen the proposed kitchen window. In addition, the plans have been modified to clearly show the rear retaining to no greater than 500mm.</p> <p>This comment has therefore been addressed.</p>

ATTACHMENT 3 - SITE PHOTOS - TWO STOREY SINGLE HOUSE AT 24 THOMPSON ROAD NORTH FREMANTLE



Photo 1: Subject site as viewed from Thompson Road,



Photo 2: Depicting the southern boundary neighbour's major openings and solar system at 22 Thompson Road.



Photo 3: Heritage Listed Dwelling at 26 Thompson Road - Northern side of the subject site

1. STOCK ROAD, NO. 324 (LOT 33 AND 35), O'CONNOR - VARIATION TO PREVIOUS PLANNING APPROVAL (DAP003/16 - CONSTRUCTION OF FOUR SHOWROOMS) - (JL VA0017/24)
2. CARR STREET, NO. 6 (LOT 702), BEACONSFIELD - ADDITION AND ALTERATIONS TO EXISTING SINGLE HOUSE AND ANCILLARY DWELLING - (JD DA0127/24)
3. SOUTH TERRACE, NO. 384 (LOT 21), SOUTH FREMANTLE - PARTIAL CHANGE OF USE TO CAFÉ/RESTAURANT AND INTERNAL ALTERATIONS - (GB DA0049/24)
4. SUBDIVISION CLEARANCE REPORT - SWEETMAN STREET NO.6 (LOT 78), WHITE GUM VALLEY - (JL WAPC 728-22)
5. MCLAREN STREET, NO. 10 (LOT 8), SOUTH FREMANTLE - DECK ADDITION AND DIVIDING FENCE ALTERATIONS TO EXISTING SINGLE HOUSE - (JL DA0128/24)
6. CHRISTIAN BROTHERS COLLEGE 41-51 ELLEN STREET, NO. 41-51 (LOTS 468, 469, 4, 123), FREMANTLE - REFURBISHMENT WORKS TO EXISTING EDUCATION ESTABLISHMENT- (JL DA0135/24)
7. QUEEN STREET, NO. 26 (LOT 16), FREMANTLE - SIGNAGE TO EXISTING BUILDING - (GB DA0124/24)
8. PEEL ROAD, NO. 52 (LOT 105) O'CONNOR - ALTERATIONS AND ADDITIONS TO EXISTING WAREHOUSE BUILDING AND CONSTRUCTION OF AN INDUSTRY BUILDING - (GB DA0147/24)
9. HENDERSON STREET, NO. 15 (LOT 2 ON STRPLAN 74918) - REPAIRS TO EXISTING FRONT WALL - (GB DA0144/24)
10. LLOYD STREET, NO. 9 (LOT 10), SOUTH FREMANTLE - SURVEY STRATA WITH NO COMMON PROPERTY - (GB WAPC66-24)
11. SOLOMON STREET, NO. 52-54 (LOT 10), FREMANTLE - SURVEY STRATA (GROUPED DWELLING WITHOUT COMMON PROPERTY) - (GB - WAPC19-24)
12. HARWOOD, NO. 21 (LOT 1147), HILTON - OUTBUILDING ADDITION TO EXISTING DWELLING (SINGLE HOUSE) (GB - DA0366/23)
13. SUBDIVISION CLEARANCE REPORT - SOLOMON STREET NO.83, FREMANTLE - (GB WAPC 1342-21)
14. STIRLING HIGHWAY, NO. 70 (LOT 2), NORTH FREMANTLE - RE-ROOFING OF EXISTING DWELLING (SINGLE HOUSE) - (GB DA0403/23)
15. SUBDIVISION CLEARANCE REPORT - DALY STREET NO.67, SOUTH FREMANTLE - (GB WAPC741-21)
16. ATTFIELD STREET, NO. 74 (LOT 5), FREMANTLE - ADDITION (VERGOLA) TO EXISTING SINGLE HOUSE - (GB - DA0007/24)
17. SUBDIVISION CLEARANCE REPORT - NICHOLAS CRESCENT NO.13, HILTON - (GB WAPC387-23)
18. ARUNDEL STREET, NO. 1 (LOT 5 AND LOT 3), FREMANTLE - ADDITION (DECK) AND RETROSPECTIVE APPROVAL FOR ADDITION (FENCE) TO EXISTING SINGLE HOUSE - (GB - DA0372/23)
19. SOUTH TERRACE, NO. 170 AND 172 (LOT 1 AND LOT 2), SOUTH FREMANTLE - TWO LOT FREEHOLD SUBDIVISION - (GB WAPC164472)
20. HARWOOD STREET, NO. 7 (LOT 400), HILTON - ADDITION (CARPORT) TO EXISTING SINGLE HOUSE (GB DA0104/24)
21. WATKINS STREET, NO. 116 (LOT 32), WHITE GUM VALLEY - SINGLE STOREY GROUPED DWELLING - (GB DA0116/24)
22. HIGH STREET, NO.49 (STRPLAN 20713) - CHANGE OF USE TO CAFÉ/ RESTAURANT AND INTERNAL FITOUT - (GB DA0122/24)

23. MICHAEL STREET, NO. 24 (LOT 32), BEACONSFIELD – ADDITIONS (PRIMARY STREET FENCE) TO EXISTING SINGLE HOUSE - (GB DA0153/24)
24. PAKENHAM STREET, NO. 18/33 (STRPLAN LOT 43943), FREMANTLE – MAINTENANCE (REPAIRS) TO EXISTING BUILDING – (GB DA0141/24)
25. YALGOO AVENUE, NO. 8C (STRP LOT 1), WHITE GUM VALLEY – TWO STOREY SINGLE HOUSE – (GB DA0029/24)
26. HAMPTON ROAD, NO. 72 (LOT 1), FREMANTLE – POOL AND DECKING - DA0111/24 – (GB DA0111/24)
27. ARUNDEL STREET, NO. 1 (LOT 3 AND LOT 5), FREMANTLE – EXTERNAL FIXTURE (SOLAR PANELS) ADDITIONS TO EXISTING SINGLE HOUSE – (GB DA0161/24)
28. WALKER STREET, NO.25 (LOT 49), SOUTH FREMANTLE – ADDITIONS (CARPORT AND PATIO) TO EXISTING SINGLE HOUSE – (GB 0121/24)
29. PARMELIA STREET, NO. 12 (LOT 5), SOUTH FREMANTLE – ADDITIONS (CARPORT AND OUTBUILDING) TO EXISTING SINGLE HOUSE – (GB DA0027/23)
30. EAST STREET, NO. 41 (STRPLN LOT 9991), FREMANTLE – INTERNAL FITOUT TO EXISTING GROUPED DWELLING (GB 0024/24)
31. PEEL ROAD, NO. 52 (LOT 105), O'CONNOR – UNAUTHORISED RETAINING WALL ADDITION – (JL DA0175/24)
32. THOMPSON ROAD, NO. 96 (LOT 22), NORTH FREMANTLE – VARIATIONS TO PREVIOUS PLANNING APPROVAL DA00356/23 (TWO STOREY ADDITIONS AND ALTERATIONS TO EXISTING SINGLE HOUSE) (JL DVA0013/24)
33. EDMUND STREET, NO. 151 (LOT 2), BEACONSFIELD - ADDITIONS TO EXISTING SINGLE HOUSE – (JD DA0150/24)
34. RULE STREET, NO 27 (LOT 15), NORTH FREMANTLE - UNAUTHORISED FRONT FENCE - (ED DA0152/24)
35. STIRLING STREET NO.7 (LOT 3), FREMANTLE – CHANGE OF USE TO SINGLE HOUSE AND HOME BUSINESS (DENTAL SERVICE) - (JL DA0160/24)
36. SNOOK CRESCENT, NO. 88 (LOT 183), HILTON – ADDITIONS AND ALTERATIONS TO EXISTING SINGLE HOUSE - (ED DA0158/24)
37. ETHELWYN STREET, NO. 42 (LOT 68), HILTON - THREE, SINGLE STOREY GROUPED DWELLINGS – (JD DA0131/24)
38. SOUTH TERRACE, NO.13 (LOT 871/1388/L076), FREMANTLE – INTERNAL FITOUT AND ALTERATIONS TO EXISTING RESTAURANT/ CAFE – (JL DA0156/24)
39. JOHANNA STREET, 7/4 (LOT 7), NORTH FREMANTLE – TWO STOREY SINGLE HOUSE (AM DA0391/23)
40. DOEPEL STREET, 2 (LOT 38), NORTH FREMANTLE – MODIFICATION TO EXISTING MULTIPLE DWELLINGS - (AM DA0002/24)
41. SAMSON STREET, 137 (LOT 65), WHITE GUM VALLEY – ADDITION TO EXISTING SINGLE HOUSE - (AM DA0013/24)
42. HOPE STREET, 22 (LOT 1), WHITE GUM VALLEY - ADDITIONS AND ALTERATIONS TO THE EXISTING SINGLE HOUSE - (AM DA0375/23)
43. EUCLA COURT, NO. 15 (LOT 6), NORTH FREMANTLE – ADDITIONS AND ALTERATIONS TO EXISTING TWO STOREY GROUPED DWELLING - (AM VA0007/24)
44. RULE STREET, 13 (LOT 17), NORTH FREMANTLE – UNAUTHORISED CONVERSION OF GARAGE TO ANCILLARY DWELLING (AM DA0010/24)

45. FORREST STREET, 102 (LOT 1452), FREMANTLE – DEMOLITION OF OUTBUILDING - (AM DA0050/24)
46. HOPE STREET, 71 (LOT 31), WHITE GUM VALLEY – TWO STOREY ADDITION AND ALTERATION TO EXISTING SINGLE HOUSE - (AM DA0396/23)
47. WOOD STREET, 91 (LOT 3) WHITE GUM VALLEY - ADDITION (SWIMMING POOL) TO EXISTING SINGLE HOUSE (AM DA0056/24)
48. PARRY STREET, NO.17 (LOT 5), FREMANTLE – ALTERATIONS (REAR ROOF) TO THE EXISTING BUILDING - (AM DA0051/24)
49. HERBERT, 1 (LOT 25) NORTH FREMANTLE – EXTERNAL FIXTURE (SOLAR PANEL) ADDITION TO SINGLE HOUSE - (AM DA0088/24)
50. HERBERT STREET, 17 (LOT 21), NORTH FREMANTLE - ADDITIONS AND ALTERATIONS TO THE EXISTING SINGLE HOUSE - (AM DA0001/24)
51. STRILING HIGHWAY, 10/100 (LOT 10) NORTH FREMANTLE - PARTIAL CHANGE OF USE FROM OFFICE TO GROUPED DWELLING - (AM DA0034/24)
52. DEERING STREET, 1B (LOT 1) BEACONSFIELD – SINGLE STOREY SINGLE HOUSE - (AM DA0077/24)
53. HIGHAM ROAD, 4 (LOT 10), NORTH FREMANTLE – VARIATION TO DA0064/24 (ADDITIONS AND ALTERATIONS TO EXISTING SINGLE HOUSE- (AM VA0016/24
54. LLOYD STREET, 8 (LOT 10), SOUTH FREMANTLE – DOUBLE STOREY SINGLE HOUSE - (AM DA0092/24)
55. LEFROY, 25A (LOT 412) SOUTH FREMANTLE – TWO STOREY SINGLE HOUSE - (AM DA0082/24)
56. BAYLY STREET, LOT(S) AT LOTS 123, 59, 64, AND 124), NORTH FREMANTLE - DEMOLITION OF SUB-STATION - (AM DA100/24)
57. PEEL ROAD, 13B (STRATA LOT 1), O'CONNOR – ADDITIONS AND ALTERATIONS TO EXISTING GROUPED DWELLING- (AM DA0109/24)
58. SOUTH STREET, 40 (LOT 377), FREMANTLE – ALTERATIONS AND ADDITIONS TO EXISTING SINGLE HOUSE - (AM DA0018/2024)
59. STAPLE STREET, 12 (LOT 5), NORTH FREMANTLE - STUDIO (DETACHED HABITABLE ADDITION) ADDITION TO EXISTING SINGLE HOUSE - (AM DA0126/24)
60. BURFORD PLACE, 11 (LOT 52), NORTH FREMANTLE – SOLAR PANEL ADDITION TO SINGLE HOUSE - (AM DA0146/24)
61. SISKALANE, 2 (LOT 4), NORTH FREMANTLE - AWNING ADDITION TO EXISTING BUILDING - (AM DA0139/24)
62. HIGHAM ROAD, 4 (LOT 10), NORTH FREMANTLE – VARIATION TO DA0064/24 (ADDITIONS AND ALTERATIONS TO EXISTING SINGLE HOUSE- (AM VA0016/24)
63. NELSON STREET, 2 (LOT 304), SOUTH FREMANTLE – ADDITIONS AND ALTERATIONS TO EXISTING SINGLE HOUSE - (AM DA0117/24)
64. WINTERFOLD ROAD, NO. 54 (LOT 265), SAMSON - ANCILLARY DWELLING ADDITION TO SINGLE HOUSE (ED DA0105/24)
65. FORREST STREET, NO. 61A (LOT 2), FREMANTLE - UNAUTHORISED DEMOLITION OF OUTBUILDING – (JD DA0191/24)
66. CHADWICK STREET, NO. 11 (LOT 1616), HILTON - UNAUTHORISED CARPORT, PATIOS (3) AND OUTBUILDING ADDITION TO EXISTING SINGLE HOUSE – (JD DA0198/24)
67. VICTOR STREET, NO.10 (LOT 2), HILTON – TWO LOT SURVEY STRATA SUBDIVISION WITH COMMON PROPERTY – (JL WAPC585-24)

68. ADAMS STREET, NO.11 (LOT 5), O'CONNOR – TWO LOT SURVEY STRATA SUBDIVISION – (JL WAPC599-24)
69. CHADWICK STREET, NO.22 (LOT 1567), HILTON – ADDITIONS AND ALTERATIONS TO EXISTING SINGLE HOUSE (JL DA0192/24)
70. CHADWICK STREET, NO. 35 (LOT 1), HILTON – ADDITIONS AND ALTERATIONS TO EXISTING GROUPED DWELLING – (JD DA0159/24)
71. CULVER STREET, NO. 2 (LOT 24), BEACONSFIELD - ADDITIONS AND ALTERATIONS TO EXISTING MOTOR VEHICLE WASH - (ED DA0086/24)
72. FIELD STREET NO.18, BEACONSFIELD – SUBDIVISION CLEARANCE (JL WAPC275-22)
73. HARWOOD STREET, NO. 19A (LOT 56), HILTON - ADDITION TO EXISTING HOUSE – (JD DA0208/24)
74. STEVENS STREET, 27 (LOT 4), FREMANTLE – FRONT FENCE ADDITION TO EXISTING SINGLE HOUSE - (AM DA0178/24)
75. ATTFIELD STREET , 33 (LOT 1), SOUTH FREMANTLE - ADDITIONS TO EXISTING SINGLE HOUSE - (AM DA0397/23)
76. STIRLING HIGHWAY, NO. 90 (LOT 135), NORTH FREMANTLE – SIGNAGE ADDITIONS AND ALTERATIONS TO EXISTING BUILDING - (ED DA0173/24)
77. WATKINS STREET, NO. 88 (LOT 1), WHITE GUM VALLEY - CARPORT ADDITION AND ALTERATIONS TO EXISTING GROUPED DWELLING – (JD DA0186/24)
78. HENDERSON STREET, NO. 45 (LOT 100), FREMANTLE - VARIATION TO DAP007/17 (AMENDMENTS TO INTERNAL WALLS OF BLOCKS D AND E) - (ED VA0019/24)
79. HAMPTON ROAD, NO. 66-68 (LOT 2), FREMANTLE – SINGLE STOREY ADDITIONS AND ALTERATIONS TO EXISTING GROUPED DWELLINGS – (JD DA0165/24)
80. SOUTH STREET, NO. 131 (LOT 2) – ADDITION (OUTBUILDING) TO EXISTING SINGLE HOUSE – (JL /GB DA0167/24)
81. OLDHAM STREET, NO. 1, HILTON - ADDITIONS AND ALTERATIONS TO EXISTING SINGLE HOUSE (ED DA0181/24)



Terms of Reference Rev A 17 July 2024

Community Climate Action Working Group

1.0 Membership:

Elected Members

- Mayor, Hannah Fitzhardinge (ex-officio)
- Elected Member TBA
- Elected Member TBA
- Elected Member TBA

City of Fremantle Officers

- Director (to be confirmed)
- Sustainability – from Planning
- Sustainability – from Infrastructure
- Community Development/Liaison – from Creative Arts & Community Development
- Community Engagement Partner

The Chief Executive Officer has authority to vary membership, including inviting external members to bring specific expertise or community representation to the discussion. This can be initiated by a decision from the Group to the CEO.

2.0 Purpose / Key Focus:

The purpose of the Group is to develop strategies and plans that seek a reduction in carbon emissions across the Fremantle community.

Focussed areas of work will include:

Community Expertise: Identifying key members of the community who might be willing to join the Group to assist with its work.

Knowledge: Understanding and broadly quantifying the key emissions within the community – government, industry, commercial, residential, transport, new construction, etc.

Ideation: Exploring ideas for action where the biggest gains might be achieved for lowest cost/investment.

Action Plan: developing a high-level plan for action, together with any potential budget or resource implications.

Reporting: Report progress of the Group back to Council.

3.0 Link to Corporate Plan / Strategic Community Plan:

Activities of the Working Group respond to the following aspects of the Strategic Community Plan:

Resilient City: An educated and empowered community that seeks to mitigate the causes and effects of climate change

4.0 Deliverable(s):

- Develop an evidence-based understanding of the range/scope of community emissions and where the biggest impacts for least effort/cost can be achieved.
- Develop an action plan that prioritises the reduction of community emissions through advocacy, education, promotion and support programs.
- Prepare preliminary budget estimates associated with proposed actions.
- Report back to Council on progress and highlight any recommendations that require council to consider budget implications or adjustments to resourcing.

5.0 Duration / Term:

It is envisaged that the deliverables within this ToR will take approximately 6 months to complete.

6.0 Frequency of Meetings:

As determined by the group, but suggested to be monthly.

7.0 Chairperson:

The group will decide on the Chairperson at its first meeting. It is encouraged that an elected member takes on this role. At the conclusion of the groups work, it is anticipated that the Chairperson will introduce the Report / results to an Ordinary Meeting of Council.

8.0 Resources:

Appropriate senior staff will be allocated to the Working Group by the Chief Executive Officer to assist with strategic direction and focus; professional / technical inputs; guiding and undertaking agreed tasks; assist with arranging meetings and preparing meeting notes; and reporting on progress and documenting final outcomes.

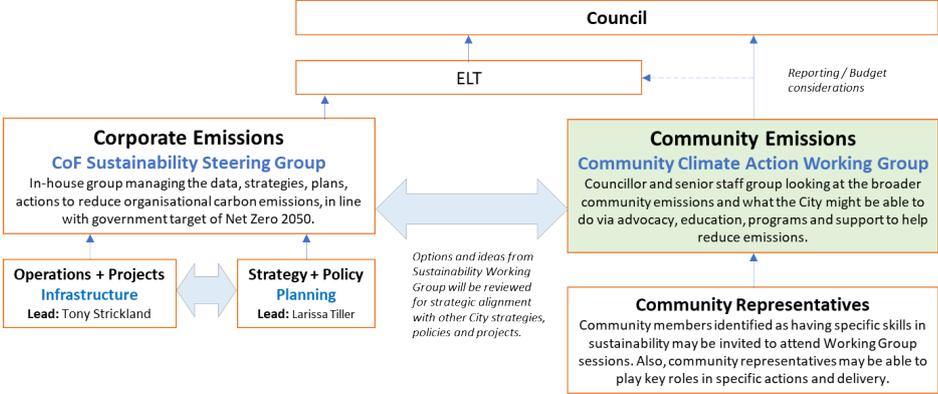
It is anticipated that key community representatives will be identified by the Working Group who might be able to assist with specific tasks. Any suggested invitations to external people will be approved and sent by the CEO.

9.0 Decision-Making:

The group has no decision-making authority. Majority team consensus is required for suggestions and proposed actions of the group, and ultimately the deliverables / recommendations that are reported back to Council.

10.0 Governance Structure:

The governance framework in which the Working Group will operate is summarised below:





Council Policy

City of Fremantle Art Collection

fremantle.wa.gov.au



City of Fremantle Art Collection

Policy scope

The City of Fremantle's Art Collection sustains and grows arts and culture and preserves and promotes the importance of our social capital and history.

This policy defines the principle objectives and purpose of the City of Fremantle Art Collection and details standards by which the collection is managed.

The policy applies to all movable art works accessioned into the City of Fremantle Art Collection, which does not include objects listed in the Register of Public Art Works or holdings of the Local History or Sister City/Municipal Gifts to the City.

The City of Fremantle Art Collection Policy complies with the terms and principles of the *Protection of Movable Cultural Heritage Act 1986*, and the acquisition guidelines and statement on ethics by Museums Australia and heeds the regulations and procedures of the Commonwealth Government's Cultural Gifts Program.

Policy statement

The City of Fremantle Art Collection was established in 1958. The Collection has holdings of paintings, prints, drawings, ceramics and sculpture tracking the development of artists and visual arts practice in Fremantle over the last six decades.

The Collection has works of historical and contemporary significance including substantial holdings of paintings by Kathleen O' Connor and sculpture by Akio Makigawa in addition to works by leading Fremantle artists. The collection has a holding of national significance of Western Australian and Australian prints, including award winning works from the Fremantle Print Award.

The Collection is also a record of the evolution of Fremantle Arts Centre as a national centre for exhibition of innovative visual arts practice.

Today, the collection maintains a strong relevance to Fremantle artists and community, in the acquisition of works created by artists who have a long-term connection to Fremantle, or art which is about Fremantle. The collection also acquires works which will build upon the strengths in its existing holdings of contemporary Australian prints and Western Australian ceramics.



1. Statement of purpose

- 1.1 The City of Fremantle maintains and enhances a collection of works of art which are an artistic statement about Fremantle. The collection contributes to the representation of the visual arts culture in the City of Fremantle encompassing history, people, place, identity and the cultural diversity of the Fremantle community.
- 1.2 The City of Fremantle collects, promotes, preserves, researches and interprets its collection through exhibition and documentation.
- 1.3 The City of Fremantle develops its collection holdings in accordance with current museum practice and employs significance assessment criteria developed by the Heritage Collections Council, including historic significance, aesthetic significance, social or spiritual significance.
- 1.4 The collection is vested in the City of Fremantle. Appropriate stewardship of this asset seeks to provide maximum access and benefits for the community.

2. Management

- 2.1 The City of Fremantle Art Collection is managed by professionally trained staff who are charged with the role of maintaining high standards of management of the collection and making recommendations on acquisitions and de-accessioning of works from the collection.
- 2.2 The City of Fremantle aims to resource the collection appropriately, including budget allocation for acquisition and development of the collection's holdings.
- 2.3 The City of Fremantle ensures the conservation of the collection's holdings and aims for industry standards of environmental control and monitored secure collection store and exhibition spaces.
- 2.4 The City of Fremantle ensures that the collection is subject to regular valuation and appropriate insurance.
- 2.5 The City of Fremantle maintains a complete catalogue including photographic, location, registration records and detailed provenance.

3. Access

- 3.1 The City of Fremantle Art Collection currently has no dedicated exhibition venue. The City of Fremantle aspires to develop a permanent purpose-built exhibition and storage facility for the collection. In the meantime, the collection is required to be exposed to as wide an audience as possible, and this may encompass the use of temporary displays in appropriate places in public ownership, for example, Walyalup Civic Centre public spaces and offices of senior staff, Fremantle Arts Centre City of Fremantle Art Collection Gallery, and loans to secure Fremantle based government



authorities.

- 3.2 The City of Fremantle, from time to time, presents interpreted exhibitions from the collection and public programs to enhance the appreciation of the collection.
- 3.3 Interpretive information about the collection will be presented in a variety of publication and presentation forms and be accessible to various audiences.
- 3.4 The City of Fremantle researches and evaluates its collections and related material so that interpretation and exhibitions are carried out with integrity and resources are accessible to others for purposes of research.
- 3.5 The City of Fremantle promotes the collection and its access program through a variety of means including the development of online access.
- 3.6 Where appropriate, works from the City of Fremantle Art Collection are considered for travelling exhibitions subject to appropriate loan agreements being negotiated. (See section 'Loans')

4. Acquisitions

The City of Fremantle Art Collection:

- 4.1 Acquires works of Art which build upon strengths of existing holdings of the collection; Print, Drawing, and Artist Books particularly with print elements, Painting and Ceramics.
- 4.2 Acquires original, excellent and significant works by Fremantle artists living and/or working in the Fremantle region and who are not currently represented in the collection.
- 4.3 Acquires works of art which relate to the experience of people living and/or working in the Fremantle region.
- 4.4 Acquires those works of art which are of regional and aesthetic significance to the existing holdings and relevant to current acquisition priorities.
- 4.5 Acquires works by way of purchase (from artists' studios, exhibitions and auction), bequest, donation and gift.
- 4.6 Accepts donated works that are the sole property of the donor and which accord with the acquisition criteria for the collection. No conditions may be placed on donations.
- 4.7 Acquires art works which do not duplicate existing holdings.

5. Acquisition Process

- 5.1 The Curator completes a 'Recommendation to Acquire' form for each acquisition. Depending on the value of the item to be acquired, the Curator then seeks independent assessment from one or two professionals with a thorough knowledge of collections management, the City of Fremantle Art Collection and its policy. This



appraisal together with the recommendation from the Curator is then forwarded for endorsement by Manager of Arts and Culture before final approval to the Chief Executive Officer.

- 5.2 Appraisal of potential acquisitions are not undertaken at the collection store. Only approved acquisitions enter the collection store.
- 5.3 All acquisitions are numbered, labelled, photographed and entered into the collection catalogue and records.
- 5.4 Acquisitions must be in a good state of preservation or manufacture. Work requiring extensive conservation and storage or exhibition conditions which cannot be realistically provided by collection resources, unless the works, following significance assessment be essential for the collections, should not be acquired.
- 5.5 Acquisitions of artists' archival material which relates directly to existing holdings of the collection and benefit the interpretation of holdings should be considered, for example, preparatory drawings and sketch books, copies of correspondence, media copy, catalogues or diaries.
- 5.6 The City is not bound to acquire any work.

6. Loans

- 6.1 The City of Fremantle does not accept permanent or indefinite loans. The collection may accept loans from time to time for exhibition purposes only.
- 6.2 All inward loans will be for a fixed time and will be documented under a Loan Agreement with the lender.
- 6.3 All outward loans are required to be made undersigned agreement with the City of Fremantle.
- 6.4 All outward loans are to be insured by the recipient organisation for the duration of the hire period as specified in an Outward Going Loan Agreement.
- 6.5 All loans to the collection are properly cared for in keeping with the standards outlined in this policy.

7. De-accessioning and disposal

- 7.1 Works from the collection may be considered for removal from the collection if they are in poor condition, damaged or deteriorated beyond reasonable repair or conservation; duplicate or do not meet with the requirements of the Collection Policy. This process is known as de-accession.
- 7.2 The Curator may, from time to time, recommend works for de-accessioning to Council.



- 7.3 Where a work has been nominated for de-accession it will be fully documented before disposal. Undamaged works to be de-accessioned will ~~either~~ be offered ~~to the artist, offered~~ to a more suitable ~~non-profit organisation~~ collecting organisation, put up for public auction, or otherwise disposed of subject to consultation with Council.
- 7.4 Where works are recommended for de-accession because of irreparable damage, a similar work by the artist may be acquired at the discretion of the Curator, if such a work is still available and affordable.
- 7.5 De-accessioned work may only be acquired by Councillors or City of Fremantle staff through the approved public processes outlined in this Policy.
- 7.6 In general, works donated by individuals may only be disposed of in exceptional circumstances and must have the specific approval of Council. In this case donated items should be first offered to the donor or donor's family or be offered to other collections or institutions. At last resort art works are offered for sale and funds employed to purchase future acquisitions.
- 7.7 Any deaccessioned items donated under the Cultural Gift Program will not be returned to the donor, as the donor has already received the benefit of tax deduction for the donation.

Definitions and abbreviations

Nil.

Responsibility and review information	
Responsible officer:	Manager Arts and Culture
Document adoption/approval details	22 June 2005 – SGS0505-27
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Corporate Plan Report

as of 30 June 2024

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Integrated Planning and Reporting framework

Planning for the future is a requirement under the *Local Government Act 1995*. The planning process requires an integrated planning framework to align documents that inform the delivery of outcomes for the local area. The City of Fremantle has the following documents under the Integrated Planning framework.

Strategic Community Plan (SCP)

A plan that articulates the community’s vision and aspirations for the long term (10 years).

Corporate Plan (CP)

Translates the community aspirations and outcomes into services, initiatives, and projects within the resources available over 5 years.

Long Term Financial Plan

A 10-year rolling plan that incorporates the five-year financial projections from the Corporate Business Plan and is a key tool for prioritisation and managing financial sustainability.

The diagram below outlines the City’s integrated planning framework.



Figure 1 Integrated planning and reporting framework

Reporting and monitoring performance

The City has several measures for monitoring performance, tracking the commitments made to the community and ensuring legislative requirements are met.

Reporting for the City is aligned to the Strategic Community Plan, maintaining the focus on the long-term outcomes. These reports are delivered for ongoing monitoring and are presented in Council reports and the City’s Annual Report.

Strategic Community Plan 2015-25 (SCP)

The Strategic Community Plan sets the long-term aspirations for the city and has seven key focus areas, each with several outcomes. The following outlines the City of Fremantle’s vision and key focus areas that the City has committed to, and the Corporate Business Plan report will be focussed on delivering.

Strategic Community Plan Vision: *Fremantle - a destination city*

- A city that is clever and creative, inspiring, and inclusive,
- A city that welcomes and celebrates all people and cultures,
- A city that encourages innovation, prosperity, and achievement,
- A compassionate city that cares for the wellbeing of our people and the environment we share; and
- A city that thrives on diversity and dares to be different.

Economic development	Environmental responsibility	Transport and connectivity	Character, culture and heritage	Places for people	Health and happiness	Capability
Diversify and strengthen Fremantle’s economic capacity.	Develop environmentally sustainable solutions modelled on the principles of the One Planet Fremantle Strategy for the benefit of current and future generations.	Enhance the connectivity between all areas of Fremantle, the city centre and other strategic economic hubs and populations.	Sustain and grow arts and culture and preserve and promote the importance of our social capital, built heritage and history (both pre and post European settlement).	Create great spaces for people through innovate urban and suburban design.	Creating a physical and social environment where it is easy for people to lead safe, happy and healthy lives.	An innovative, responsive, influential local government which leads the way in delivering services and projects through good governance, effective communication, responsible management and excellence in delivery.

Figure 2 Strategic Community Plan focus areas

Progress

ECONOMIC DEVELOPMENT

Diversify and strengthen Fremantle's economic capacity.

Outcomes

- More people live in, work in, and visit Fremantle.
- Fremantle welcomes investment.

Measures of success

- Increase in the number of people living in Fremantle.
- Increase in the number of people working in Fremantle.
- Increase in the number of visitors to Fremantle.
- Growth in the total value of development investment.

Our services

The economic vibrancy of the City of Fremantle is largely dependent on tourism, business, and investment.

The City actively promotes Fremantle as a visitor and investment destination through advocacy, business support and engagement, festivals, and place activation.

The City makes visitors feel welcome and helps facilitate an enjoyable experience through its visitor centre.

Service highlights

- Over the 2023/24 financial year the visitor information centre welcomed 42,450 visitors from Western Australia, interstate and internationally.
- The City welcomed passengers from 14 cruise ships between Jan – Jun 2024.
- More than \$253 million in planning and building applications were approved between Jan- June 2024.
- Development investment in the City through planning and building applications is more than \$518 million for the 2023/24 financial year.

What we plan to deliver	Lead directorate	2023/24 approved budget	Progress
Increase carpark capacity	Planning	\$2m	A strategic discussion on city centre parking was held in April 2024. Further review will be undertaken as part of City Plan.
Asset renewal of commercial tenancies	Infrastructure	\$1.6m	Walyalup Civic Centre Levels 1,2 and 3 tenancy fitouts have been postponed pending a commercial review. WCC Tenancy fitout at 16 Newman Court is underway, partial contribution has been made with works planned to be completed by end of Aug 2024.

What we plan to deliver	Lead directorate	2023/24 approved budget	Progress
			13 South Tce tenancy fitout approved and due to commence in August/September 2024. Fremantle Markets upgrade has been granted development approval for the tenant to progress with work to revitalise the markets.
Ticket machine program	City Business	\$1.7m	Ticket machines have arrived in Fremantle. Pilot rollout of 8 machines to commence in August.
Develop Commercial Plan	City Business	✓	Commercial Plan presented to Council for information in June 2024.
Develop City Plan Strategy	Planning	\$70k	The City has completed an analysis report, initiated stakeholder engagement and developed a 3D City model which is being actively used in the development of scenarios, priority sites and the representation of current development proposals.
Fremantle Oval Redevelopment	Planning	\$30k (amended budget \$244k)	The Fremantle Oval Masterplan has been finalised and the business case advanced with preparation of costs. A renewed advocacy plan and pitch document prepared for Federal Government representation by the Mayor and CEO.
Develop Economic Development Strategy	City Business	✓	Economic Development Strategy Working Group has commenced.
Fremantle Arts Centre café and Fremantle Leisure Centre kiosk	City Business	✓	Commercial works for the Fremantle Leisure Centre kiosk and the Arts Centre café were complete and both locations are now open and operating.

ENVIRONMENTAL RESPONSIBILITY

Develop environmentally sustainable solutions for the benefit of current and future generations.

Outcomes

- Embedded consideration of environmental (as well as social and economic) sustainability in decision-making.
- All City capability-controlled buildings, activities and public places will be more energy and water efficient, and energy will increasingly be delivered by renewable technology.
- The City, working with the community, will reduce waste.
- Better quality natural habitat with space for endemic biodiversity.

Measures of success

- Application of sustainability criteria in tender allocation for majority of tendered expenditure.
- All buildings, structures (including street lighting and stationary energy sources) and activities within the operational control of the City of Fremantle will be 'net zero carbon' by 2025 with a substantially reduced reliance on off-sets.
- Measured improvements in water use at City of Fremantle facilities.
- A three-bin system will be implemented for domestic waste.
- Maintain and upscale 1,000 new trees per year program.

Our services

The City's commitment to sustainable solutions is embedded in its service delivery organisation wide.

The City actively promotes sustainable initiatives within the community through waste education programs and waste collection service which aims to reduce and divert the waste from going to landfill.

Facilities are managed with energy efficiency in mind and coastal and open spaces are managed to benefit biodiversity in an environmentally conscious way.

Road reserves and urban spaces are designed to encourage green space, tree planting, and energy-efficient lighting choices.

Service highlights

- The City's Waste education initiatives reached 2,236 people in the community, promoting sustainability and environmental resilience. In addition, 19,000 people were reached online regarding Verge Valet, and each household received a waste and recycling guide for 2024/25.

Service highlights continued

- All tenders released met specified sustainability criteria, contributing to the City's sustainability goals.
- More than 8,844 tonnes or 60% of domestic waste was diverted from landfill through kerbside collections (FOGO and comingled recycling), Containers for Change, verge collections, and the Recycling Centre.
- In the 2024 winter season, as part of the Natural Areas and Urban Forest Winter planting programs, 958 trees were planted to increase the City's Urban Forest canopy.
- Conservation activities, including Friends of Groups, schools, contractors and community groups planted 25,840 in 2024 winter season to regenerate and conserve natural areas.
- 10,000 plants were provided to the community through the subsidised verge garden plants program to create and maintain verge gardens.
- Council adopted a new Verge and Urban Garden and Verge Garden Guidelines to provide guidance and support, assistance and encourage the development of biodiverse, fauna friendly, social and edible verge gardens.

What we plan to deliver	Lead directorate	2023/24 approved budget	Progress
Coastal monitoring and adaptation projects	Infrastructure	\$610k (amended budget \$868k)	Port Beach coastal adaptation work is complete and in the maintenance phase. Several projects are ongoing to monitor and manage our coastline in collaboration with external agencies. The Northbank foreshore stabilisation stage 2 program has been delayed aligning with the Fremantle Traffic Bridge.
Tree planting program	Infrastructure	\$530k (amended budget \$589k)	The 2024 winter tree planting program has commenced and is on track to plant 533 trees. North Fremantle landscaping is complete.
Develop City's Sustainability Road Map and Sustainability Strategy	Planning	✓	Carbon Inventory is complete for 2022/23 and a new Data Management Plan is being prepared. The Sustainability Steering Group is established, and the City is facilitating climate mitigation opportunities and sustainability initiatives.
Waste review	Infrastructure	✓	Waste review schedule to be presented to Ordinary Council meeting in July 2024.

TRANSPORT AND CONNECTIVITY

Enhance the connectivity between all areas of Fremantle, the city centre and other strategic economic hubs and population centres.

Outcomes

- Fremantle is recognised as a pedestrian and cycle friendly city.
- Public and active transport are preferred methods of transport.
- A city that provides a range of parking options, in balance with other land use and transport requirements.

Measures of success

- Majority of off-street parking (excluding on-street bays) on the periphery of the city centre.
- Develop preferred routes and case for high frequency fixed route public transport corridors.
- Increase mode share for walking and cycling within Fremantle.

Our services

A safe, well-connected network of pedestrian, cyclist and vehicle routes is maintained across the city.

The provision of a range of parking services supports an accessible, convenient, functional, and economically sustainable city.

Service highlights

- During this financial year, 821m of footpaths were upgraded, and 2,242m² were maintained.

What we plan to deliver	Lead directorate	2023/24 approved budget	Progress
Review Access and Inclusion Plan	Creative Arts and Community	✓	Investigation into better delivery options and results aligned to budget.
Road safety initiatives	Infrastructure	✓	Designs are in development for Parry/Queen Victoria, South/Hampton with budget allocation and construction scheduled for future years.

CHARACTER, CULTURE AND HERITAGE

Sustain and grow arts and culture and preserve and promote the importance of our social capital, built heritage and history (both pre and post European settlement).

Outcomes

- Recognise and celebrate Aboriginal heritage and culture.
- Fremantle celebrates its history and the built heritage through renewal and adaption.
- Fremantle provides a cultural, economic, and physical environment that supports arts and culture.
- Fremantle is recognised locally, nationally, and internationally for its festivals and street life.

Our services

The City delivers festivals, events and programs, supports external arts organisations to promote Fremantle on the local, national, and international stage.

The Fremantle Arts Centre offers a rich cultural program of exhibitions, residencies, art courses, music and events.

The City continues to respect the built heritage and local history through the careful management of facilities and heritage services.

The City celebrates and recognises its indigenous history through a Reconciliation Action Plan, working to build trust and respect for future generations to thrive together.

Measures of success

- Improve community satisfaction with and awareness of local history and heritage.
- Increase the number of City of Fremantle curated, external performing arts, visual arts and cultural events.
- The economic benefits of arts and culture to Fremantle is measured.
- Increase the number of external festival events held in Fremantle.
- Increase in visitor and participant numbers.

Service highlights

- 78% of event visitors would recommend Fremantle for its events and festivals.
- Over 1,000 artists, from more than 15 industries were attracted to support our creative city and programming outcomes between January and June 2024.
- The City worked with 155 local business partners to sponsor events and festivals, particularly around the Fremantle International Art festival in April 2024.
- Fremantle hosted 86 festivals and events, attracting more than 360,000 visitors, and delivering \$22million in economic benefit to the City.
- The City commenced a new year-long program of Truth-Telling, launched with a community event at Manjaree (Bathers Beach) with over 200 people in attendance.
- A new partnership with Centre for Stories delivered a series of Back Yard Truth-Telling events across Walyalup.
- The Walyalup Aboriginal Cultural Centre celebrated 10 years with a community event.

What we plan to deliver	Lead directorate	2023/24 approved budget	Progress
Undertake Heritage Surveys	Planning	\$30k	Council was presented with the updated Local Heritage Survey and Heritage List with some listing updates approved. Letters issued to owners and occupants affected by the updates. Engagement to date has been positive.
Develop Creative Strategy	Creative Arts and Community	✓	Complete.
Deliver Arts and Culture Projects	Creative Arts and Community	\$310k	The City is liaising with the artist on the future direction of the second stage of works for the Walyalup Koort Fire Vessel. Lotterywest funding has been confirmed for the Walyalup Koort artwork.
Develop Equal Employment Opportunity (EEO) Plan	Office of the CEO	✓	Equal Employment Opportunity Plan draft is complete and will be presented to the Public Sector Commission in July.
Fremantle Art Centre	Infrastructure	\$2.05m	Procurement for the architectural consultant for the creation of the Arts Centre Creative Hub is in progress to establish the scope of works for construction.
Develop Reconciliation Action Plan (RAP) 2024-2027	Creative Arts and Community	✓	Reconciliation Australia conditionally endorsed the Draft RAP on 2 July 2024, which will be presented to Council in August 2024.

PLACES FOR PEOPLE	
<i>Create great spaces for people through innovative urban and suburban design.</i>	
Outcomes	Measures of success
<ul style="list-style-type: none"> Fremantle provides more diverse and affordable living opportunities. Fremantle has urban and suburban environments for everyone to enjoy. Activate urban spaces through increased numbers of people within Fremantle. 	<ul style="list-style-type: none"> Increase the number of dwellings provided in the city centre. An increase in the number of programmed events and activities in public spaces. Increase the diversity of residential dwellings.

Our services

The City maintains and improves accessible open spaces and places including parks, gardens, public squares and streets, providing great community facilities and sustainable environments.

The City supports new development including infill development and diverse living opportunities which comply with the relevant planning and building standards.

Service highlights

- Building permits were approved for 135 new dwellings.
- Planning approvals give an indication of development in the coming years. Over the year 395 new dwellings were approved through planning, with 215 of these in the City Centre.
- The compliance team responded to 301 customer requests this financial year relating to building and planning compliance matters.
- 70% of the Access and Inclusion Plan 2021-2025 actions are complete, improving access to the City's services, programs, events, and facilities for people with a disability.

What we plan to deliver	Lead directorate	2023/24 approved budget	Progress
Develop Lighting Strategy	Infrastructure	✓	Draft strategy is scheduled for completion by September 2024.
Fremantle Golf Course Clubhouse	Infrastructure	\$4.4m	New lease for public for golf course has been finalised and the club is under new management. Provision for the new community facility has been made in the 2024/25 budget.
North Fremantle Plan	Planning	✓	An outline scope has been prepared for the project, drawing on the City Plan.
Local Planning Strategy	Planning	✓	Awaiting WA Planning Commission review and approval.

HEALTH AND HAPPINESS

Creating a physical and social environment where it is easy for people to lead safe, happy, and healthy lives.

Outcomes

- Fremantle is a welcoming, safe, and caring place that celebrates and actively supports diversity.
- Partner with the community to build capacity for social inclusion, connectivity, and capital.
- Promote healthier lifestyles and community enjoyment.

Measures of success

- Reduce the number of anti-social related incidents in CBD.
- Improve community satisfaction of community safety to exceed the industry average.
- Improve community satisfaction of sporting and recreational facilities provided by the City of Fremantle to exceed industry standard.
- Parks, reserves, and open spaces are within walking distance for all residents.

Our services

Maintaining playing fields, playgrounds, skate parks, youth precincts, beaches, and recreation centres ensures open spaces are available for community enjoyment.

The community standards are upheld with relevant public health standards, planning conditions, parking, and safety requirements.

A wide range of community support services is provided, aiming to enhance the quality of life for the community, creating Fremantle as an inclusive, accessible, and diverse place to live, work and visit.

Service highlights

- The Fremantle Leisure Centre had 500,965 visitors in 2023/24, compared to 295,624 attendances in 2022/23, when the 25m pool was closed for 3 months due to roof replacement.
- The Fremantle Library welcomed 249,112 visitors for the 12 months of 2023/24. A slight increase on previous year's annual visitation. The Fremantle Library has the second highest visitation numbers in Western Australia.

Service highlights continued

- Library services delivered 761 programs with 15,112 participants during the 12-month period 2023/24. These programs were delivered across the toy library, buster the fun bus, children's, adults and history centre hosted events.
- Customers expressed a 100% satisfaction with the overall library experience.
- In 2024, the Community Safety Team responded to 1,500 customer requests, largely related to illegal dumping, offences under the Dog Act/Cat Act, anti-social behaviour, and illegal camping.
- The community reported 81% satisfaction with the Parking and Patrol services, a vast increase compared to last year which was 68%.
- Over the year 499 food business inspections have been completed, which is a 4% increase from the previous year.
- Mental health outreach initiatives contributed to improved safety across the city by directly engaging with 140 people who are street present to access mental health services.
- The Legal Centre supported 279 vulnerable clients, representing a 2% increase in family violence and 1% increase in financial hardship compared to July-December 2022.

What we plan to deliver	Lead directorate	2023/24 approved budget	Progress
Develop Public Health Plan	Planning	✓	Funds have been allocated to collate relevant data and consult with the community about the Public Health Plan.
Develop Employee Value Proposition	Office of the CEO	✓	Complete.
Leighton Beach playground	Infrastructure	\$190k	Complete.
South Beach implementation	Infrastructure	\$3.2m	Work has commenced and the expected completion date is early 2025. Access matting has been installed for improved access to the beach along with the completion of structural work to the café. The contract has been awarded for the bore renewal and is programmed to commence in July 2024.
Walyalup Koort (lighting and tree planting)	Infrastructure	\$530k	Replacement lighting surrounding FOMO (in William, Henderson and Queen Streets) is complete, along with the planting of trees in William Street.
Stevens Reserve clubrooms	Infrastructure	\$175k	The final Facility Upgrade Report is complete and available for the sporting clubs to utilise.
Hilton Park precinct	Infrastructure	\$1.4m	Replacement of the lighting at Dick Lawrence is complete. Irrigation infrastructure replacement at Dick Lawrence is underway with the remaining works expected to be complete by the end of July 2024. Community engagement on the Hilton Park Draft Masterplan is complete. Demolition of Ken Allen clubhouse has been postponed.
Booyeembara Park masterplan	Infrastructure	\$400k (amended budget \$10k)	Postponed. Project on hold pending outcome of Fremantle Public Golf Course EOI process.
North Fremantle foreshore	Infrastructure	✓	Prawn Bay Ecological Restoration and Northbank Riverwall have been postponed pending relevant statutory approvals. North Fremantle

What we plan to deliver	Lead directorate	2023/24 approved budget	Progress
			Heritage trail project is pending review at the Cultural Advice Committee meeting.
Develop Community Development Strategy	Creative Arts and Community	✓	Preliminary findings from key stakeholder engagement and progress report to Executive Leadership Team in late July.
Leighton Beach Playground	Infrastructure	\$190k	Complete.
Town Hall Balcony	Infrastructure	\$294k (new budget)	Contractor selected and works will be scheduled around Town Hall events.
Fremantle Park – Tennis court	Infrastructure	\$170k (new budget)	Civil consultancy engaged to identify a strategy to rectify the issues with the tennis court.

CAPABILITY

An innovative, responsive, influential local government delivering services and projects through good governance, effective communication, responsible management, and excellence in delivery.

Outcomes

- A transparent and responsive organisation.
- Effective leadership where people are responsible for outcomes.
- A city that maintains its assets and operates in a financially sustainable manner to meet the needs of its community.

Measures of success

- Increase the number of interactions and participants by using the 'My Say Freo' online engagement tool and other engagement methods.
- Improve employee engagement results to exceed the industry benchmark.
- Implemented appropriate reporting measures for financial resilience.
- Meet or exceed financial ratios for each of the nine asset classes.

Our services

Ongoing collaboration and communication with the community, Council and external agencies helps ensure we meet community needs.

Organisational performance is monitored with effective leadership, training, and performance management. This ensures the delivery of services, projects and operations aligned with the available finances and resources.

Service highlights

- Proactive engagement with media kept the community informed through 86 media releases since July 2023.
- The City's website remained a key communication channel with 291,000 visitors through January to June 2024.
- Fremantle maintained active engagement through more than 193,795 social media interactions.

Service highlights continued

- Customer service responded to 50,327 calls for 2023/23. This is a slight reduction in call volumes from the previous year (53,294). 89% of calls were answered within 20 seconds.
- 43% of interactions with the City over this financial year were self-service.
- More than 68,800 interactions through face-to-face and online community engagement activities during this period. Let's Talk, Freo, the primary engagement program for the Strategic Community Plan has paved the way for stronger community engagement.
- The City cleaned 100% of CBD and 76% of suburban drainage systems.
- 1,231 metres of roads were resurfaced during the year.

What we plan to deliver	Lead directorate	2023/24 approved budget	Progress
Fleet replacement program	Infrastructure	\$679k (amended budget \$729k)	Fleet replacement program complete. State government financial incentive received enabling the installation of public and fleet EV chargers at the Fremantle Prison carpark and Fremantle Oval.
Depot redevelopment	Infrastructure	✓	Work is progressing on the architectural layouts for the site and the Business Case will be complete by the end of the calendar year. Updated valuations for prospective sites have been undertaken to aid the decision-making process.
Develop Workforce Strategy	Office of the CEO	\$100k	In progress, pending final drafts.
Deliver ICT program	City Business	\$590k (amended budget \$488k)	Phase 2 of the Technology One program is in progress as part of the ICT strategy. Network infrastructure works have been postponed with planned delivery in 2024/25.
Develop Information Communication Technology (ICT) Strategic Plan and Roadmap	City Business	✓	The ICT Strategic Plan has been developed to inform the technology roadmap for the future and submitted to the leadership team for approval.
Software – Meeting management	Office of the CEO	\$46k	Software has been implemented and staff training is complete. Software will be extended to Elected Members at the next Council meeting.
WAEC Elections	Office of the CEO	\$150k	Local government elections are complete.
Review City of Fremantle website	Office of the CEO	✓	The website review project has progressed with procurement documentation and project plan scheduled to be published.
Industrial Agreement negotiation	Office of the CEO	✓	Complete.

Amendments to the Corporate Plan 2023-24

Projects added through the budget review have been incorporated into this report.