CITY OF Fremantle

Meeting attachments

Ordinary Meeting of Council

Wednesday 13 November 2024 6pm

fremantle.wa.gov.au

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DEVELOPMENT SUMMARY

LEVEL	EXISTING BUILDING					REAR BUILDING				TOTAL ROOMS
	4 BED (A)	4 BED (B)	8 BED (C)	8 BED (C2)	8 BED (C3)	QUEEN ACC. ENS. (D)	QUEEN ENS. (D2)	QUEEN (D3)	QUEEN ACC. (D4)	
GROUND	0	0	0	0	0	0	0	0	0	0
LEVEL 1	3	23	2	1	8	1	10	2	0	50
LEVEL 2	2	0	0	0	0	1	10	1	1	15
LEVEL 3	2	0	0	0	0	1	10	1	1	15
Grand total	7	23	2	1	8	3	30	4	2	80

PROPOSED CAR PARKING

LEVEL	CARPARKS	BICYCLE PARKS
	COMMERCIAL	
GROUND	4	27

REFUSE - BINS

BIN TYPE	TOTAL
BIN 1100L	5



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P11 18.10.2024 DA ISSUE 2
P12 21.10.2024 DA ISSUE 2 R2.0
P13 22.10.2024 DA ISSUE 2 R2.1

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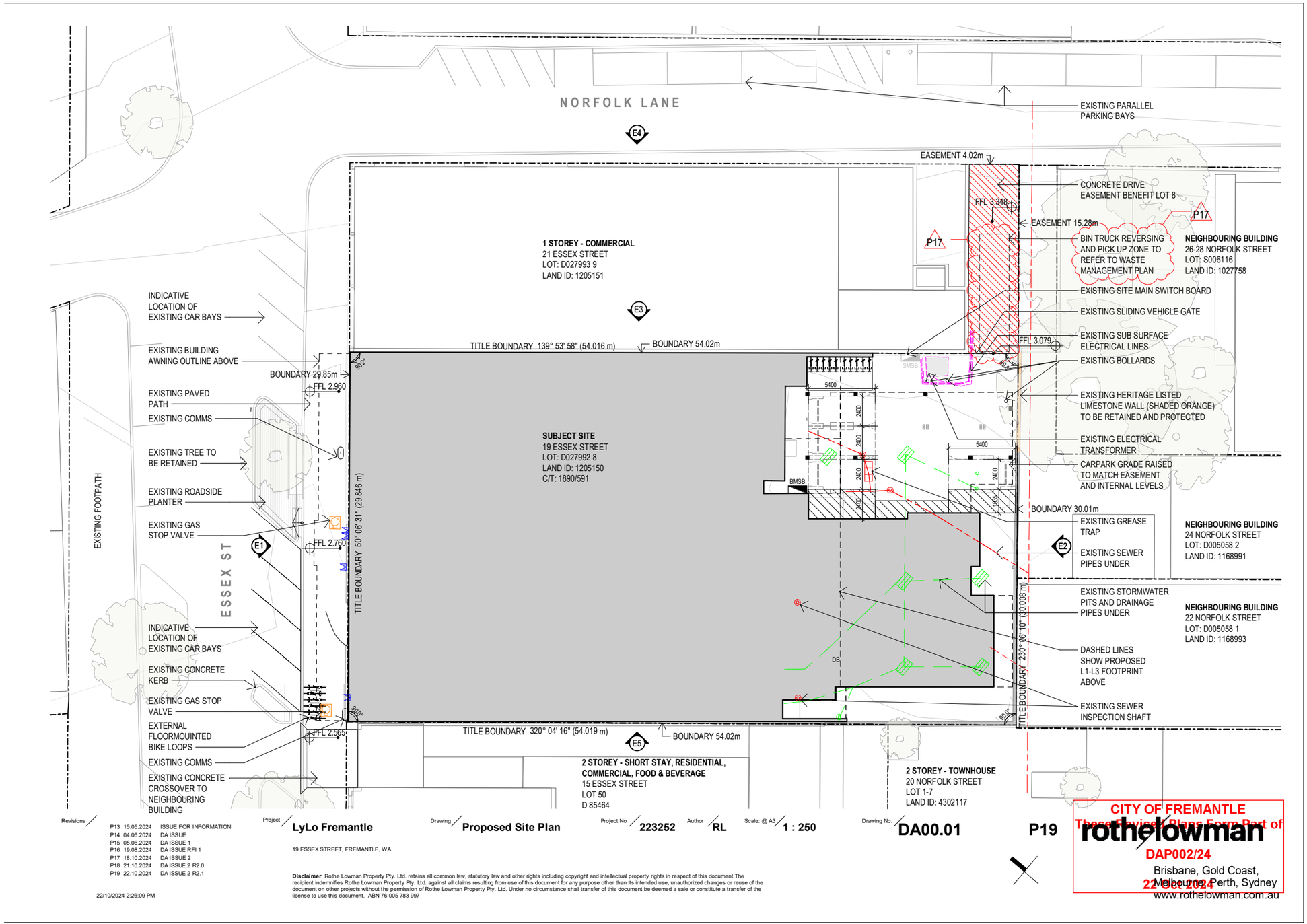
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19 ESSEX STREET, FREMANTLE, WA

Drawing: Cover Sheet
Project No: 223252
Author: RL
Scale: @ A3: 1 : 200
Drawing No.: DA00.00
P13

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Project / LyLo Fremantle

19 ESSEX STREET, FREMANTLE, WA

Drawing / Proposed Site Plan

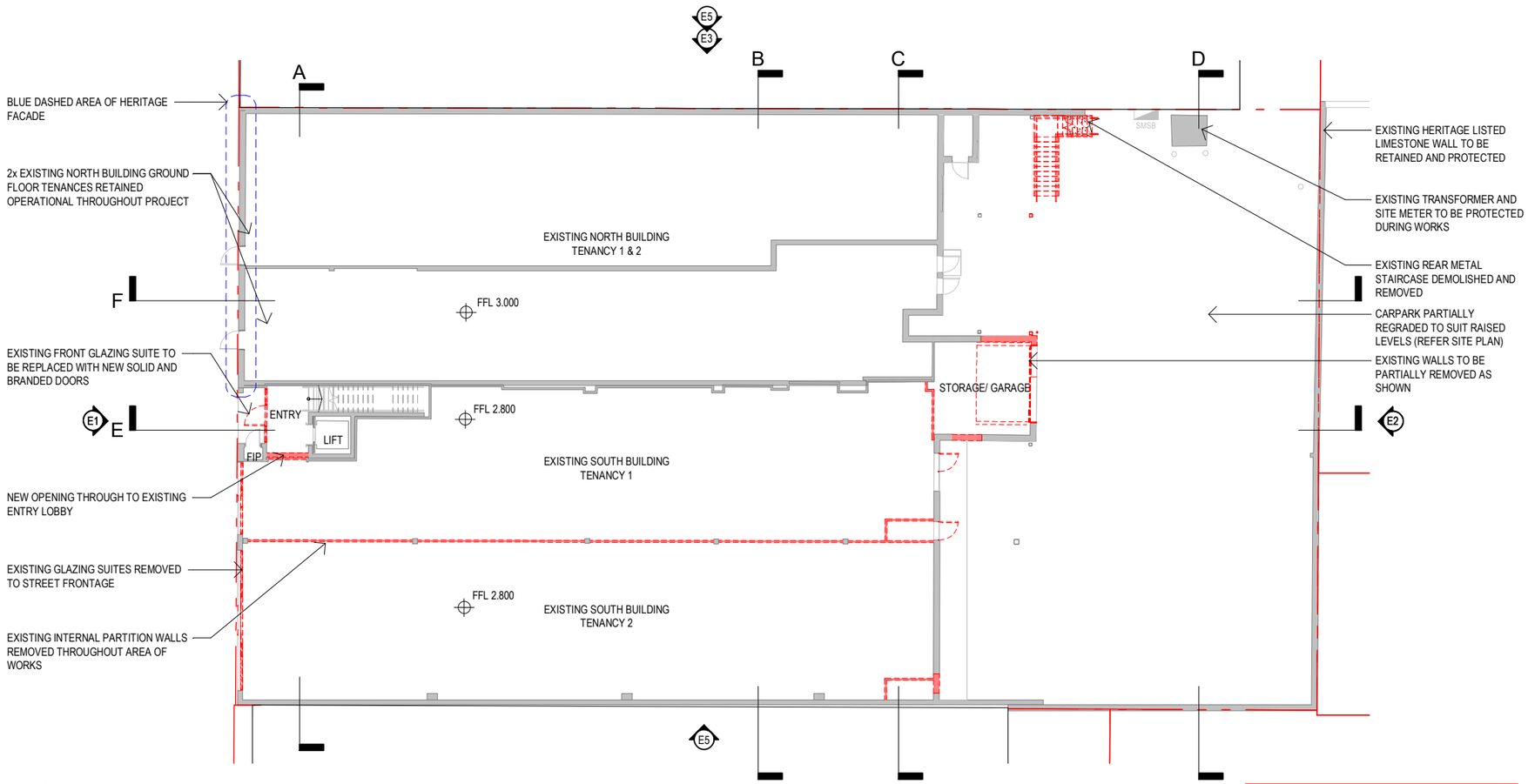
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Drawing No. / DA00.01 P19

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WALL TYPE LEGEND

EXISTING WALLS, FLOORS AND STRUCTURES TO BE DEMOLISHED

EXISTING WALLS, FLOORS AND STRUCTURES TO BE RETAINED

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19 ESSEX STREET, FREMANTLE, WA

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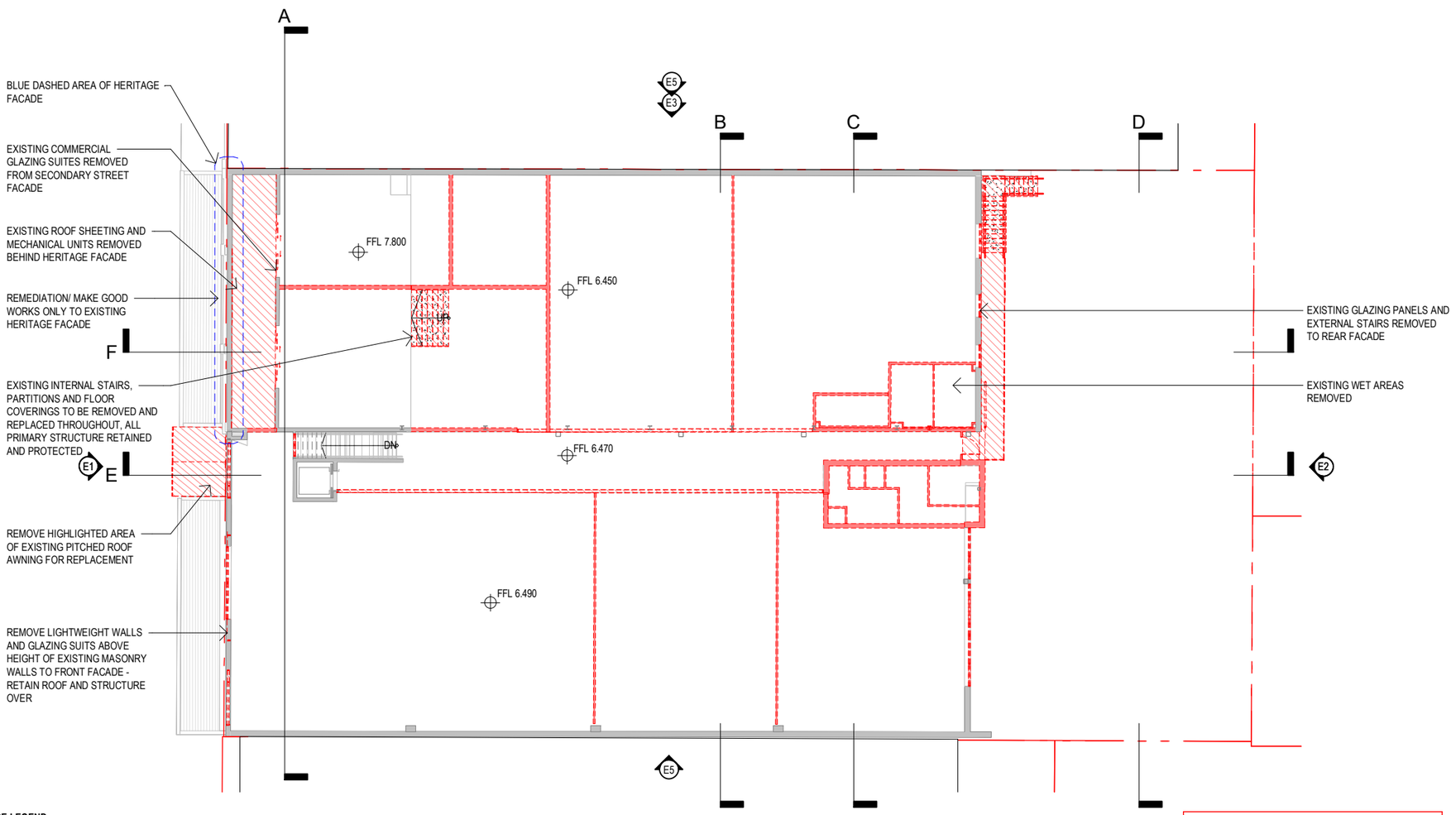
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Drawing No.: **DA01.01** **P11**

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19 ESSEX STREET, FREMANTLE, WA

Drawing: **Demolition First Floor Plan**

Project No: **223252**

Author: **AL**

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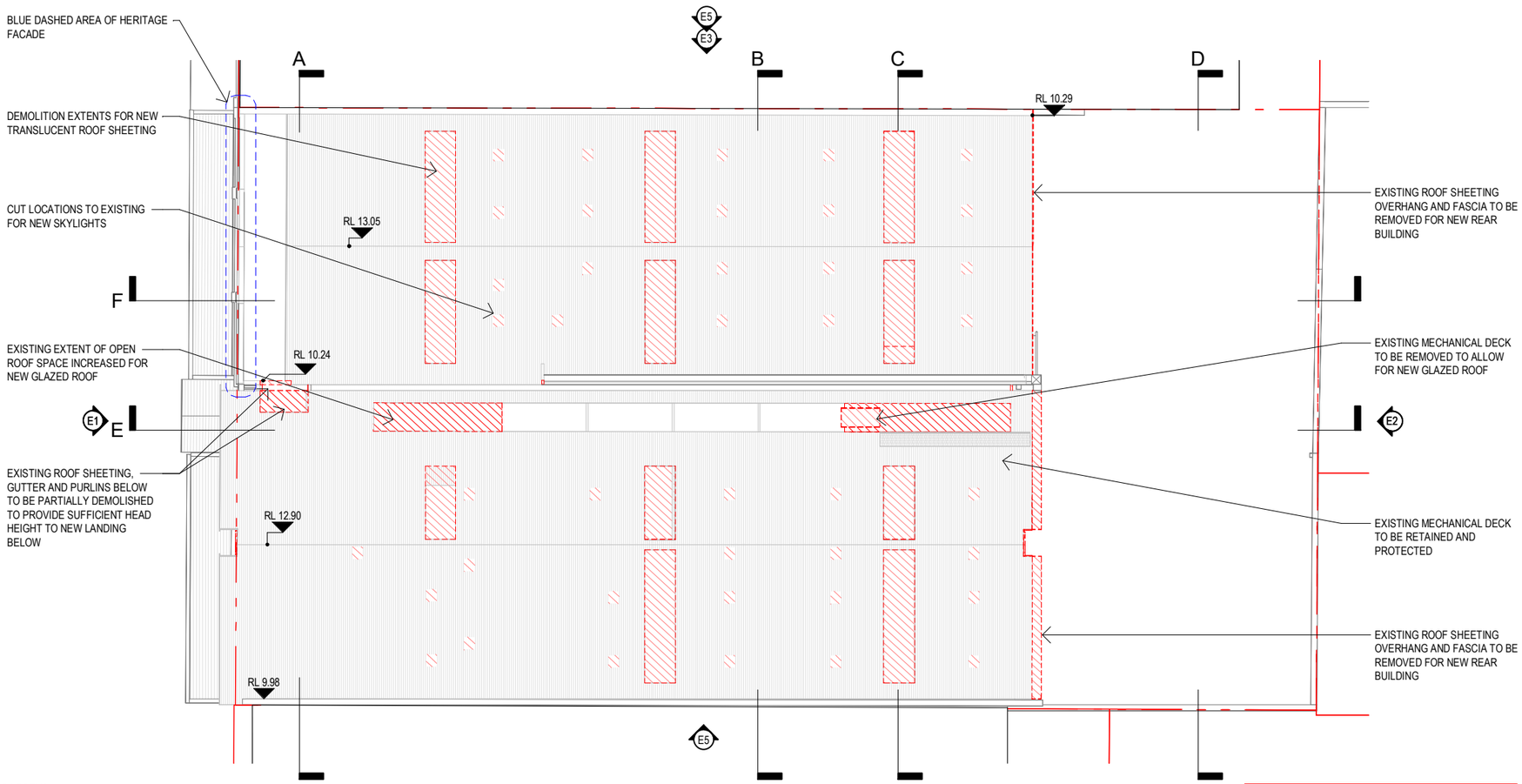
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Project / **LyLo Fremantle**

19 ESSEX STREET, FREMANTLE, WA

Drawing / **Demolition Roof Plan**

Project No / **223252**

Author / **AL**

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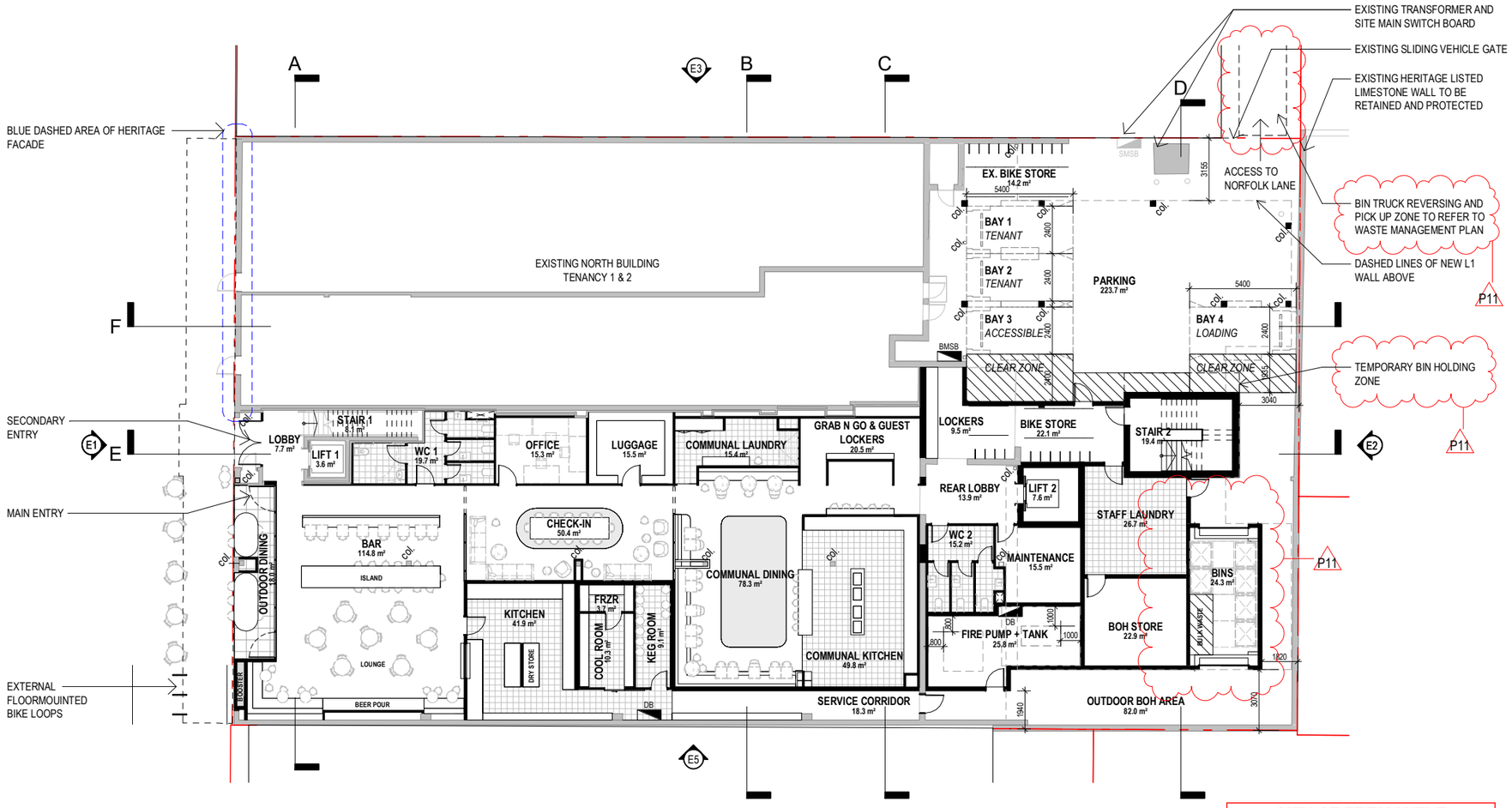
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Drawing: Ground Floor Plan

Project No: 223252

Author: RL

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- NEW WALLS, FLOORS AND STRUCTURES

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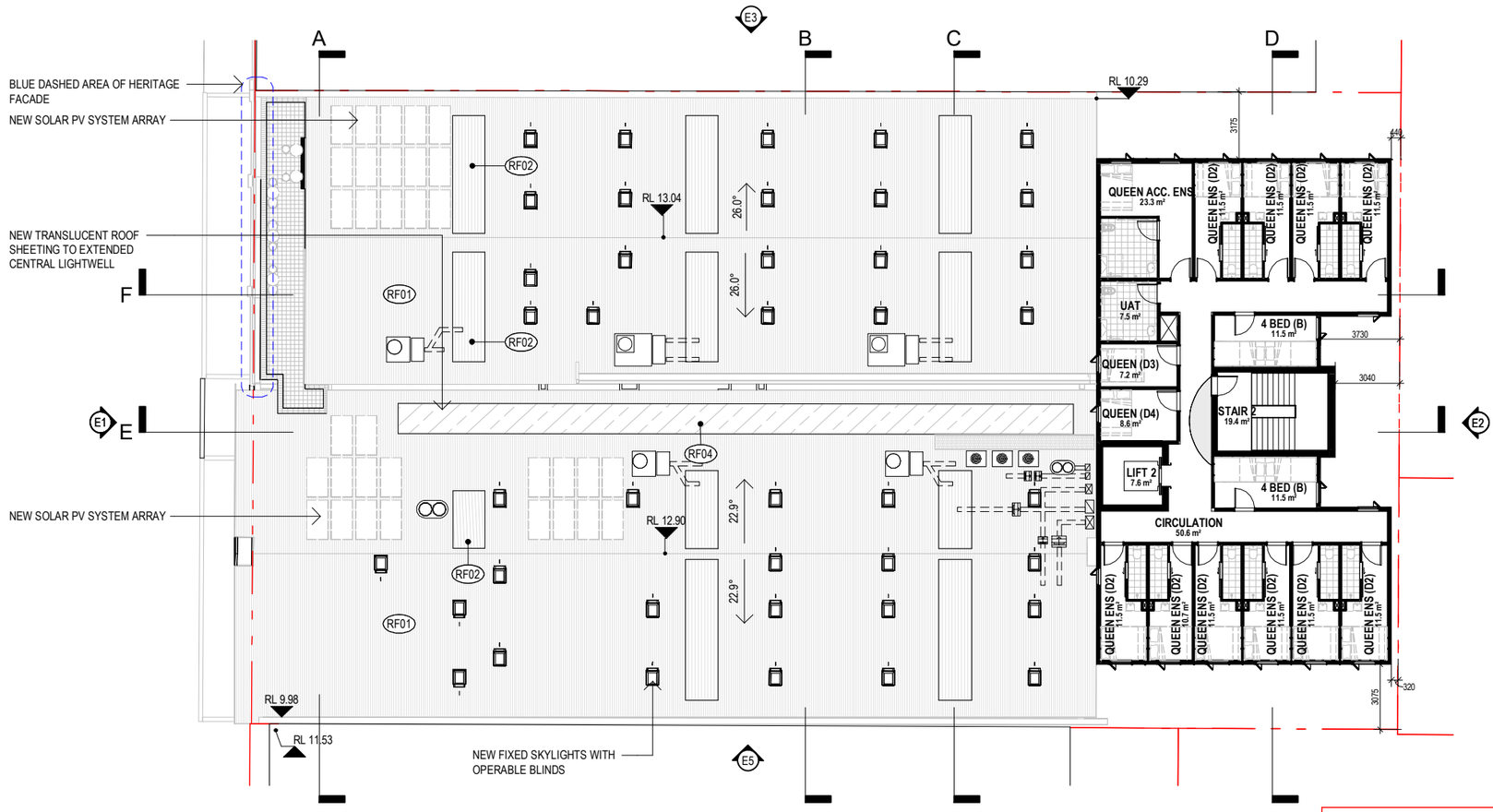
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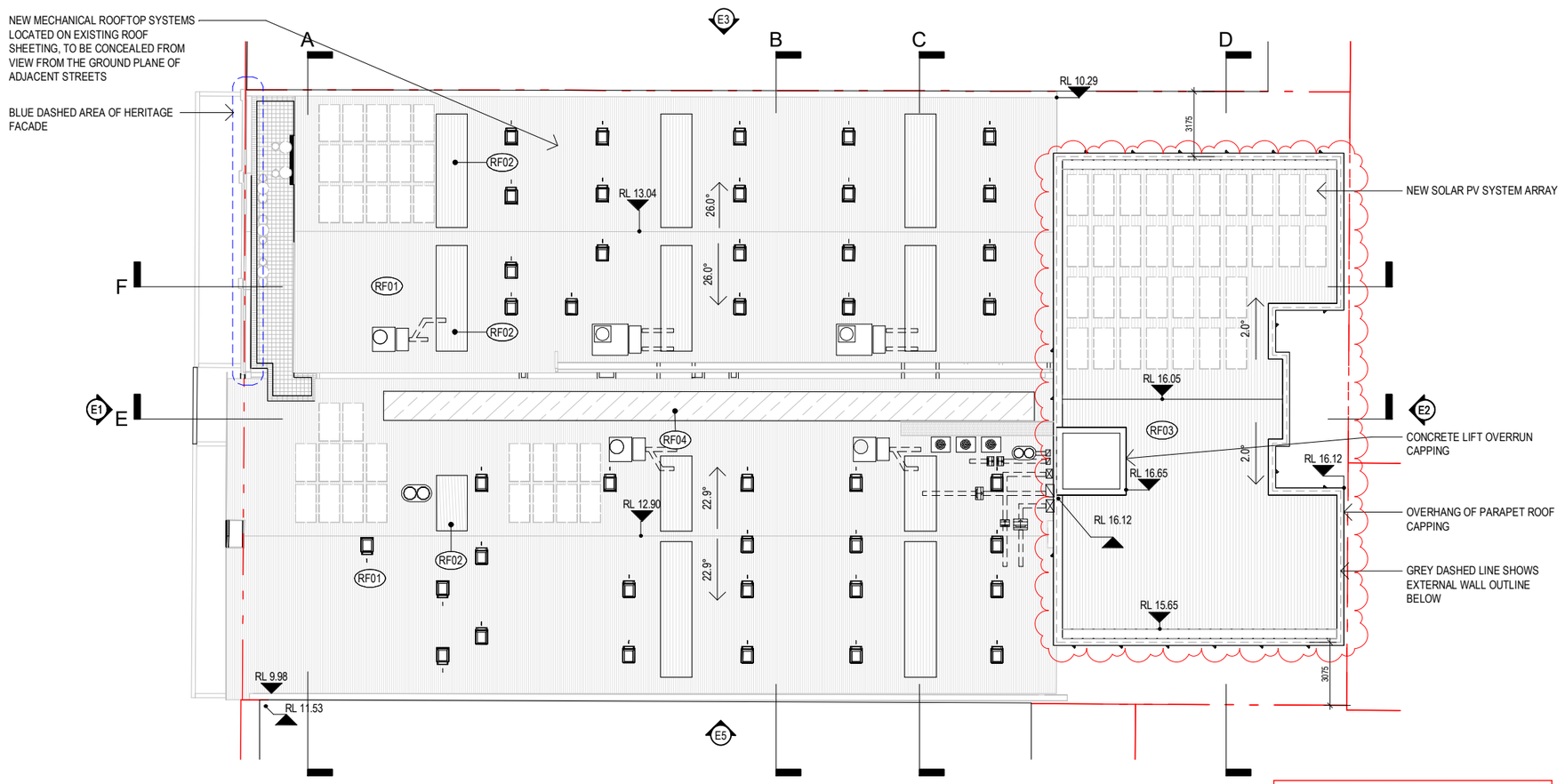
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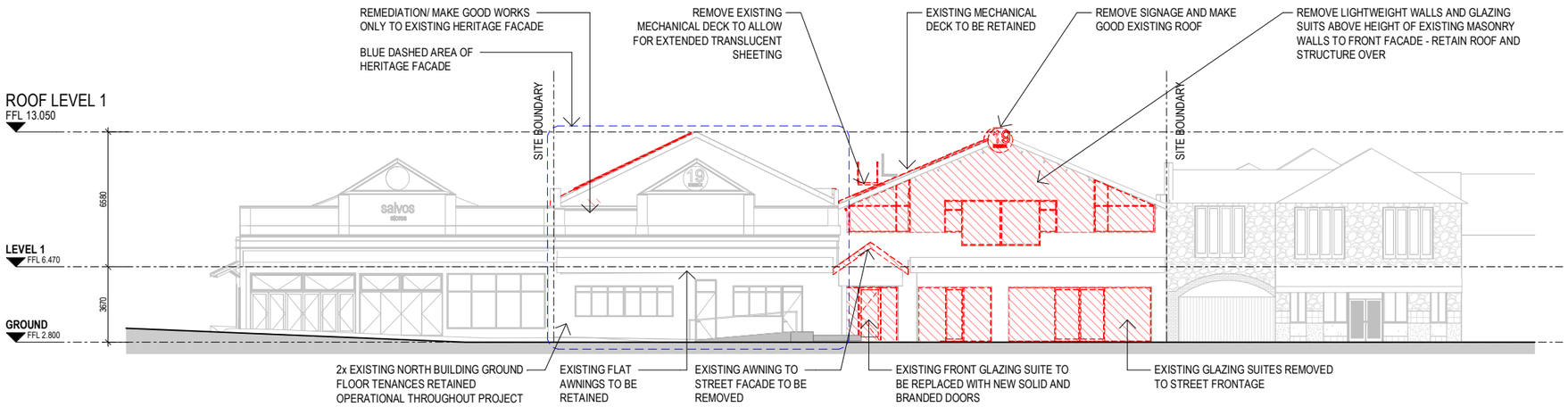
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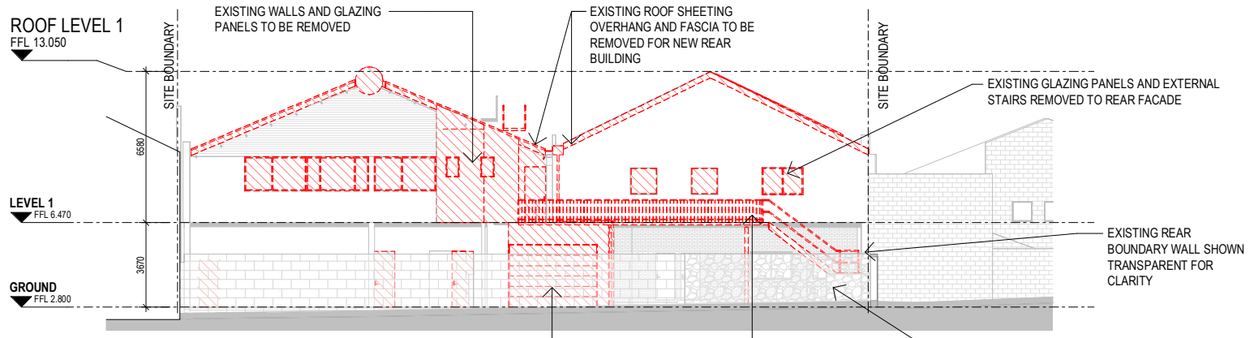
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E1 - EXISTING & DEMOLITION NORTH WEST ELEVATION



E2 - EXISTING & DEMOLITION SOUTH EAST ELEVATION

WALL TYPE LEGEND

EXISTING WALLS, FLOORS AND STRUCTURES TO BE DEMOLISHED

EXISTING WALLS, FLOORS AND STRUCTURES TO BE RETAINED

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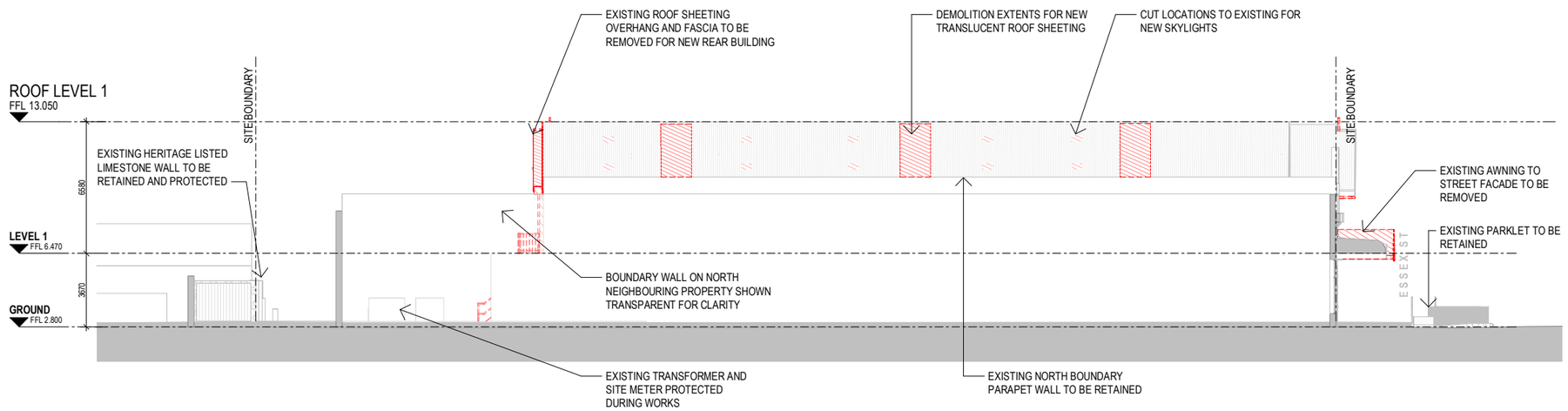
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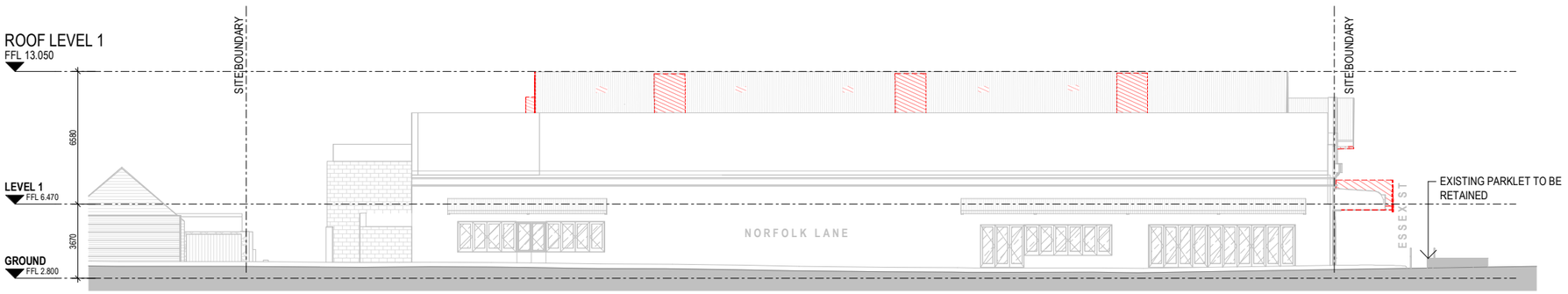
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E3 - EXISTING & DEMOLITION NORTH EAST ELEVATION



E4 - EXISTING & DEMOLITION NORTH EAST ELEVATION (NORFOLK LANE)

WALL TYPE LEGEND

- EXISTING WALLS, FLOORS AND STRUCTURES TO BE DEMOLISHED
- EXISTING WALLS, FLOORS AND STRUCTURES TO BE RETAINED

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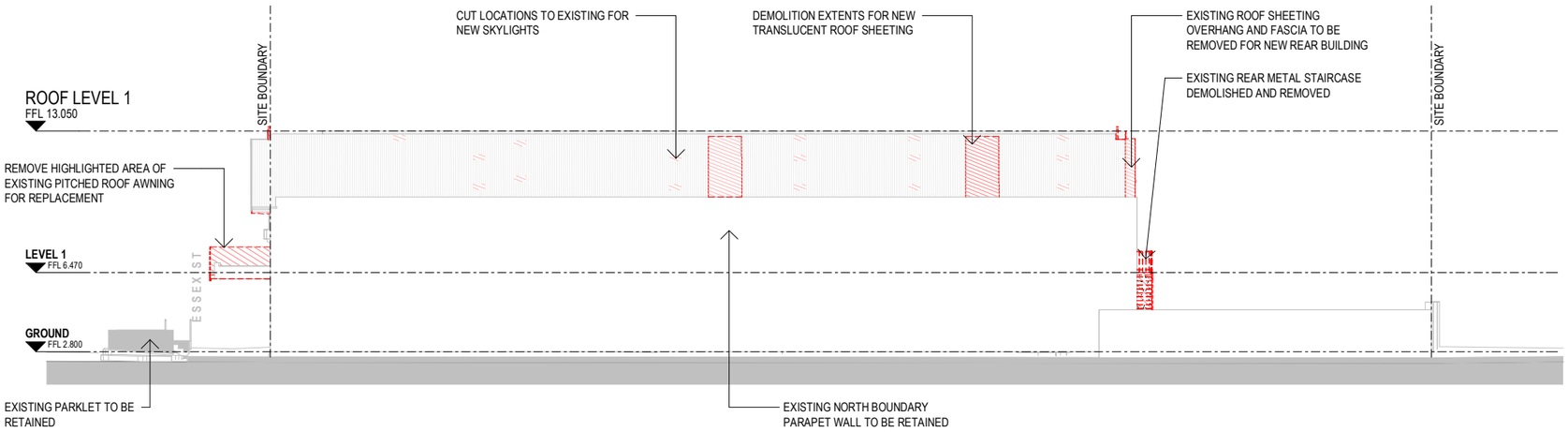
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E5 - EXISTING & DEMOLITION SOUTH WEST ELEVATION

CITY OF FREMANTLE
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DAP002/24

22 Oct 2024

Revisions

P2	22.04.2024	ISSUE FOR INFORMATION
P3	24.04.2024	DAC DRAFT PACK
P4	29.04.2024	DAC ISSUE
P5	04.06.2024	DA ISSUE
P6	05.06.2024	DA ISSUE 1
P7	21.10.2024	DA ISSUE 2 R2.0
P8	22.10.2024	DA ISSUE 2 R2.1

22/10/2024 2:26:53 PM

Project: **LyLo Fremantle**
19 ESSEX STREET, FREMANTLE, WA

Drawing: **Existing & Demolition Elevations**

Project No: **223252**

Author: **AL**

Scale: @ A3: **1 : 200**

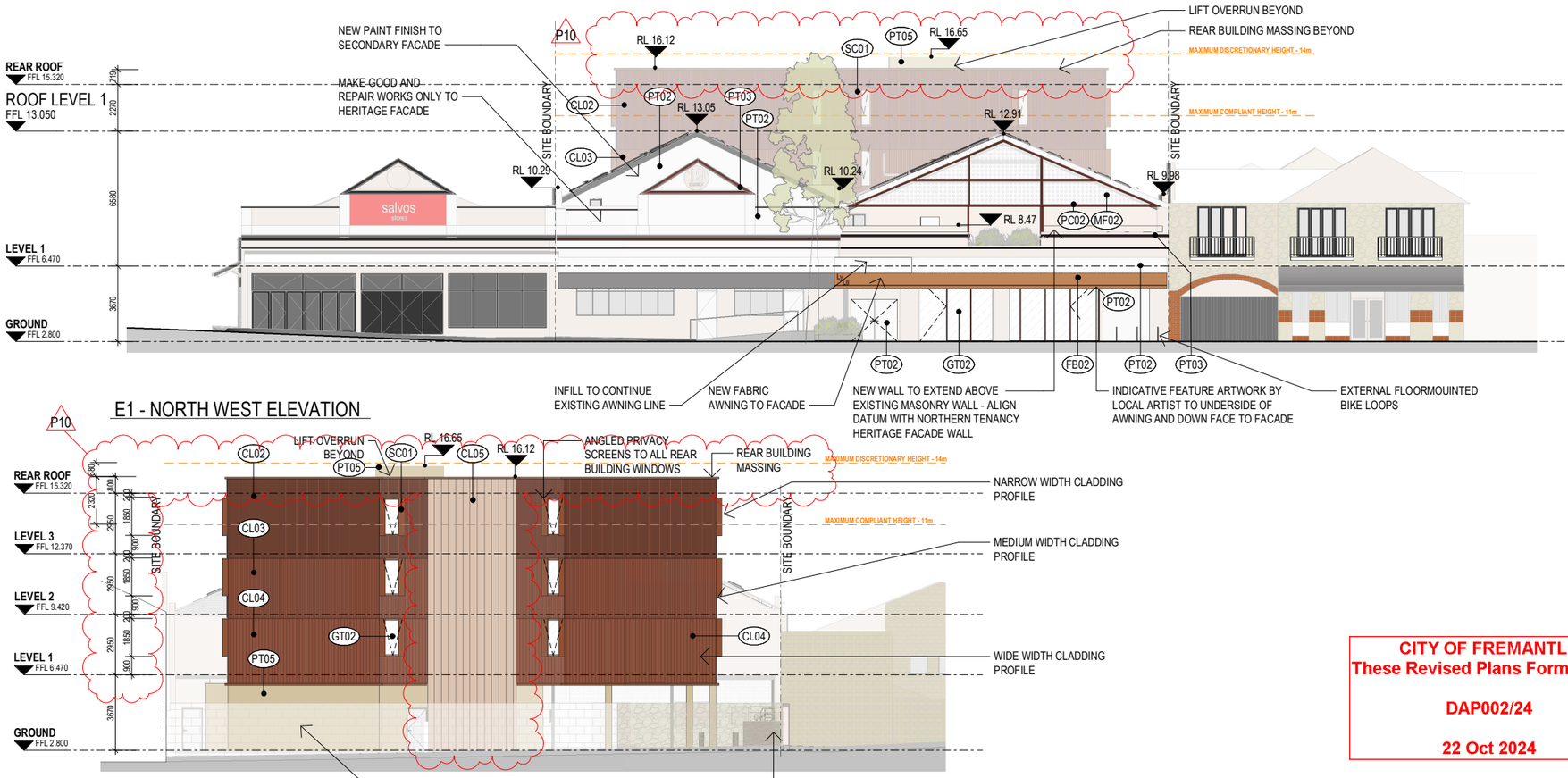
Drawing No.: **DA02.03**

P8

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22 Oct 2024

MATERIAL AND FINISHES LEGEND

CL01 - CLADDING EXISTING	**CL05** - CLADDING LONGLINE 305 (155mm) COLOUR: LIGHT BEIGE	**PT05** - PAINT FINISH NEW PAINT FINISH COLOUR: BALSA STONE	**FB01** - FABRIC FINISH EXISTING	**RF01** - ROOF CLADDING EXISTING	**GT01** - GLAZING EXISTING GLAZING
CL02 - CLADDING MINI ORB (35mm) COLOUR: MEDIUM TERRACOTTA	**PT01** - PAINT FINISH EXISTING	**MF01** - METAL FINISH EXISTING	**FB02** - ROOF CLADDING NEW FABRIC AWNING COLOUR: CINNAMON SAND	**RF02** - ROOF CLADDING NEW TRANSLUCENT ROOF CLADDING COLOUR: SHALE GREY	**GT02** - GLAZING NEW GLAZING TRANSPARENCY: CLEAR
CL03 - CLADDING CUSTOM ORB (85mm) COLOUR: MEDIUM TERRACOTTA	**PT02** - PAINT FINISH NEW PAINT FINISH COLOUR: LEXICON QUARTER	**MF02** - METAL FINISH NEW PERFORATED METAL FINISH COLOUR: CHAIN PEARL	**PC01** - POWDERCOAT FINISH EXISTING	**RF03** - ROOF CLADDING NEW CORRUGATED ROOF CLADDING COLOUR: SHALE GREY	**GT03** - GLAZING NEW FIRE RATED GLAZING TRANSPARENCY: CLEAR
CL04 - CLADDING LONGLINE 305 (155mm) COLOUR: MEDIUM TERRACOTTA	**PT03** - PAINT FINISH NEW PAINT FINISH COLOUR: RUSTED CRIMSON	**SC01** - SCREEN NEW SCREEN COLOUR: LIGHT TERRACOTTA	**PC02** - POWDERCOAT FINISH NEW METAL FINISH COLOUR: RUSTED CRIMSON	**RF04** - ROOF GLAZING NEW GLAZED PANELS COLOUR: CLEAR	

WALL TYPE LEGEND

- EXISTING WALLS, FLOORS AND STRUCTURES TO BE RETAINED
- NEW WALLS, FLOORS AND STRUCTURES

Revisions

P6	29.04.2024	DAC ISSUE
P7	04.06.2024	DA ISSUE
P8	05.06.2024	DA ISSUE 1
P9	19.08.2024	DA ISSUE RFI 1
P10	18.10.2024	DA ISSUE 2
P11	21.10.2024	DA ISSUE 2 R2.0
P12	22.10.2024	DA ISSUE 2 R2.1

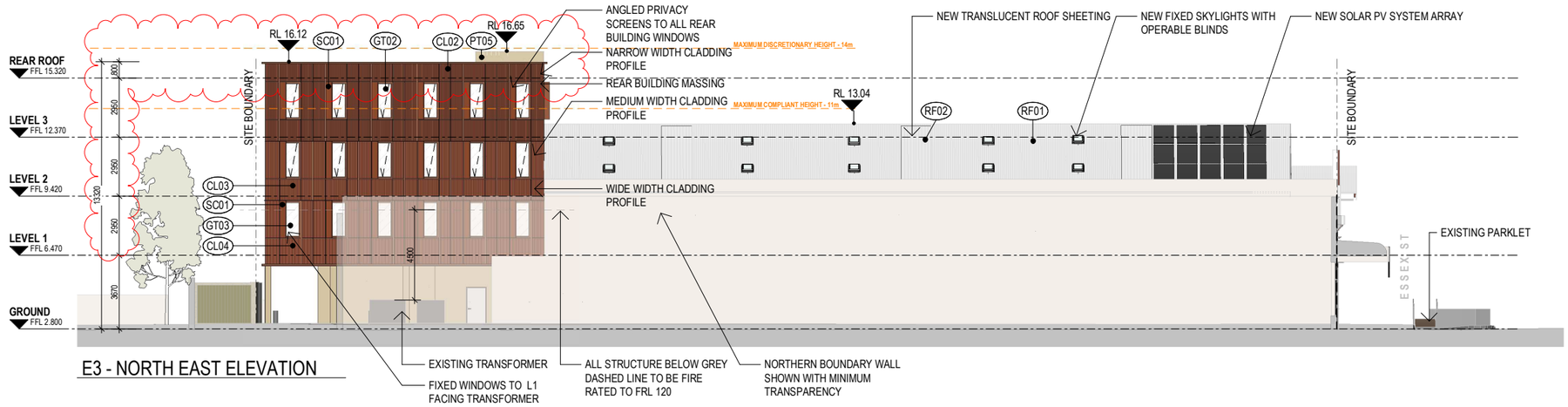
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Project: **LyLo Fremantle**
19 ESSEX STREET, FREMANTLE, WA

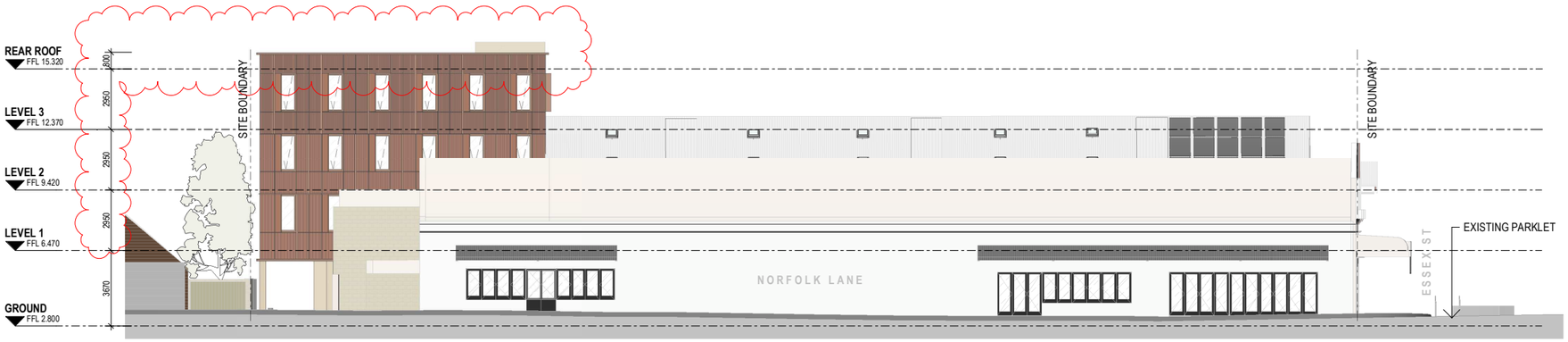
Drawing: **Proposed Elevations**
Project No: **223252**
Author: **AL**
Scale: @ A3 **1 : 200**
Drawing No.: **DA02.04**
P12

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E3 - NORTH EAST ELEVATION



E4 - NORTH EAST ELEVATION (NORFOLK LANE)

MATERIAL AND FINISHES LEGEND

CL01 - CLADDING EXISTING	**CL05** - CLADDING LONGLINE 305 (155mm) COLOUR: LIGHT BEIGE	**PT05** - PAINT FINISH NEW PAINT FINISH COLOUR: BALSA STONE	**FB01** - FABRIC FINISH EXISTING	**RF01** - ROOF CLADDING EXISTING	**GT01** - GLAZING EXISTING GLAZING
CL02 - CLADDING MINI ORB (35mm) COLOUR: MEDIUM TERRACOTTA	**PT01** - PAINT FINISH EXISTING	**MF01** - METAL FINISH EXISTING	**FB02** - ROOF CLADDING NEW FABRIC AWNING COLOUR: CINNAMON SAND	**RF02** - ROOF CLADDING NEW TRANSLUCENT ROOF CLADDING COLOUR: SHALE GREY	**GT02** - GLAZING NEW GLAZING TRANSPARENCY: CLEAR
CL03 - CLADDING CUSTOM ORB (85mm) COLOUR: MEDIUM TERRACOTTA	**PT02** - PAINT FINISH NEW PAINT FINISH COLOUR: LEXICON QUARTER	**MF02** - METAL FINISH NEW PERFORATED METAL FINISH COLOUR: CHAIN PEARL	**PC01** - POWDERCOAT FINISH EXISTING	**RF03** - ROOF CLADDING NEW CORRUGATED ROOF CLADDING COLOUR: SHALE GREY	**GT03** - GLAZING NEW FIRE RATED GLAZING TRANSPARENCY: CLEAR
CL04 - CLADDING LONGLINE 305 (155mm) COLOUR: MEDIUM TERRACOTTA	**PT03** - PAINT FINISH NEW PAINT FINISH COLOUR: RUSTED CRIMSON	**SC01** - SCREEN NEW SCREEN COLOUR: LIGHT TERRACOTTA	**PC02** - POWDERCOAT FINISH NEW METAL FINISH COLOUR: RUSTED CRIMSON	**RF04** - ROOF GLAZING NEW GLAZED PANELS COLOUR: CLEAR	

WALL TYPE LEGEND

EXISTING WALLS, FLOORS AND STRUCTURES TO BE RETAINED

NEW WALLS, FLOORS AND STRUCTURES

Revisions

P6	29.04.2024	DAC ISSUE
P7	04.06.2024	DA ISSUE
P8	05.06.2024	DA ISSUE 1
P9	19.08.2024	DA ISSUE RFI 1
P10	18.10.2024	DA ISSUE 2
P11	21.10.2024	DA ISSUE 2 R2.0
P12	22.10.2024	DA ISSUE 2 R2.1

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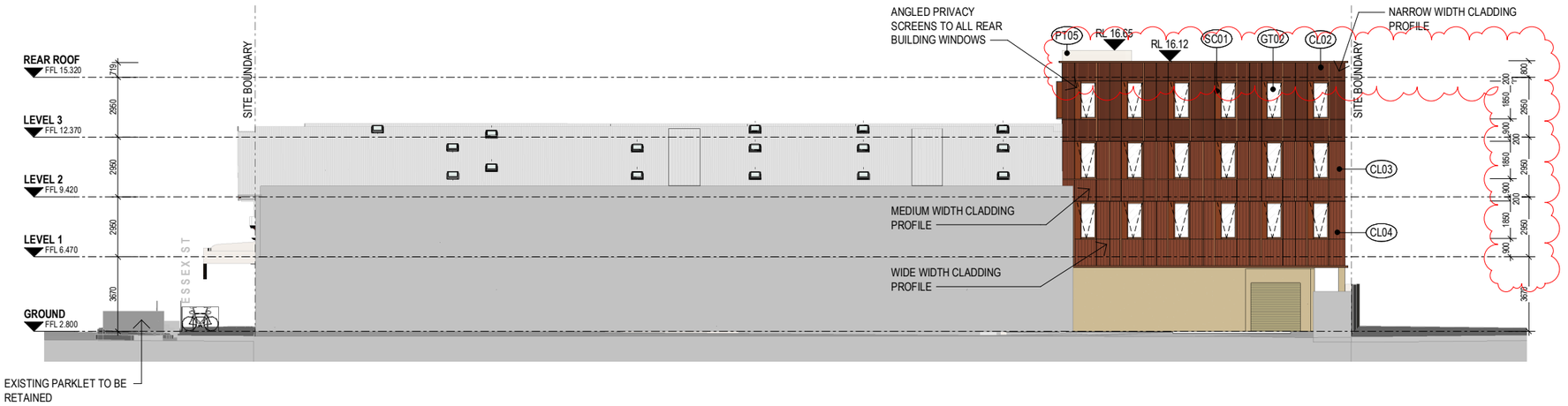
Project: LyLo Fremantle
19 ESSEX STREET, FREMANTLE, WA

Drawing: Proposed Elevations
Project No: 223252
Author: AL
Scale: @ A3: 1 : 200
Drawing No.: DA02.05
P12

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22 Oct 2024



E5 - SOUTH WEST ELEVATION

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DAP002/24

22 Oct 2024

MATERIAL AND FINISHES LEGEND

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CL02 - CLADDING MINI ORB (35mm) COLOUR: MEDIUM TERRACOTTA	**PT01** - PAINT FINISH EXISTING	**MF01** - METAL FINISH EXISTING	**FB02** - ROOF CLADDING NEW FABRIC AWNING COLOUR: CINNAMON SAND	**RF02** - ROOF CLADDING NEW TRANSLUCENT ROOF CLADDING COLOUR: SHALE GREY	**GT02** - GLAZING NEW GLAZING TRANSPARENCY: CLEAR
CL03 - CLADDING CUSTOM ORB (85mm) COLOUR: MEDIUM TERRACOTTA	**PT02** - PAINT FINISH NEW PAINT FINISH COLOUR: LEXICON QUARTER	**MF02** - METAL FINISH NEW PERFORATED METAL FINISH COLOUR: CHAIN PEARL	**PC01** - POWDERCOAT FINISH EXISTING	**RF03** - ROOF CLADDING NEW CORRUGATED ROOF CLADDING COLOUR: SHALE GREY	**GT03** - GLAZING NEW FIRE RATED GLAZING TRANSPARENCY: CLEAR
CL04 - CLADDING LONGLINE 305 (155mm) COLOUR: MEDIUM TERRACOTTA	**PT03** - PAINT FINISH NEW PAINT FINISH COLOUR: RUSTED CRIMSON	**SC01** - SCREEN NEW SCREEN COLOUR: LIGHT TERRACOTTA	**PC02** - POWDERCOAT FINISH NEW METAL FINISH COLOUR: RUSTED CRIMSON	**RF04** - ROOF GLAZING NEW GLAZED PANELS COLOUR: CLEAR	

WALL TYPE LEGEND

EXISTING WALLS, FLOORS AND STRUCTURES TO BE RETAINED

NEW WALLS, FLOORS AND STRUCTURES

Revisions

P3	24.04.2024	DAC DRAFT PACK
P4	29.04.2024	DAC ISSUE
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P6	05.06.2024	DA ISSUE 1
P7	18.10.2024	DA ISSUE 2
P8	21.10.2024	DA ISSUE 2 R2.0
P9	22.10.2024	DA ISSUE 2 R2.1

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Project: **LyLo Fremantle**
19 ESSEX STREET, FREMANTLE, WA

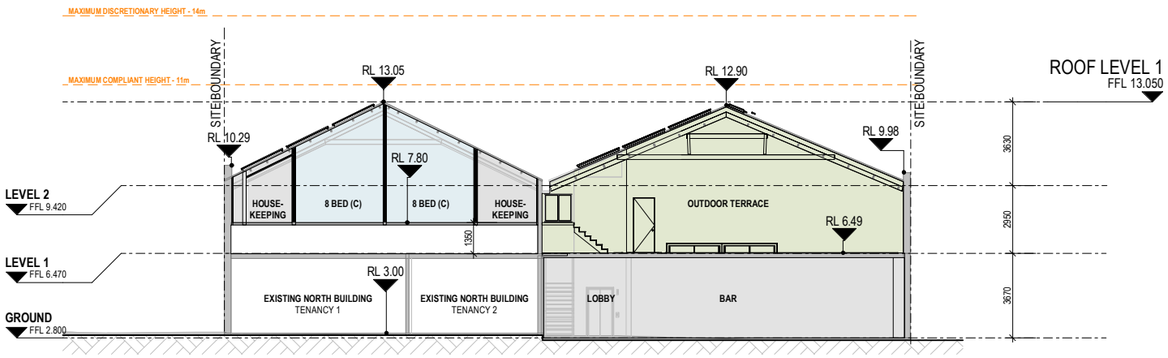
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Project No: **223252** Author: **AL** Scale: @ A3 **1 : 200** Drawing No.: **DA02.06** **P9**

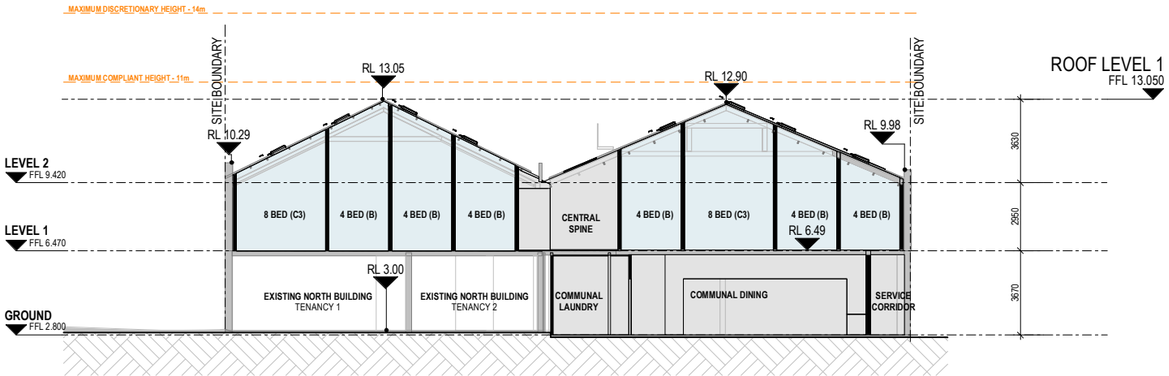
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Section AA



Section BB

WALL TYPE LEGEND

EXISTING WALLS, FLOORS AND STRUCTURES TO BE RETAINED

NEW WALLS, FLOORS AND STRUCTURES

CITY OF FREMANTLE
These Revised Plans Form Part of

DAP002/24

22 Oct 2024

ROOM LEGEND

ROOMS

OTHERS (NON-HABITABLE ROOMS)

EXTERNAL SPACE

Revisions

P5	24.04.2024	DAC DRAFT PACK
P6	29.04.2024	DAC ISSUE
P7	04.06.2024	DA ISSUE
P8	05.06.2024	DA ISSUE 1
P9	19.08.2024	DA ISSUE RFI 1
P10	21.10.2024	DA ISSUE 2 R2.0
P11	22.10.2024	DA ISSUE 2 R2.1

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Project / **LyLo Fremantle**

19 ESSEX STREET, FREMANTLE, WA

Drawing / **Sections**

Project No / **223252**

Author / **AL**

Scale: @ A3 / **1 : 200**

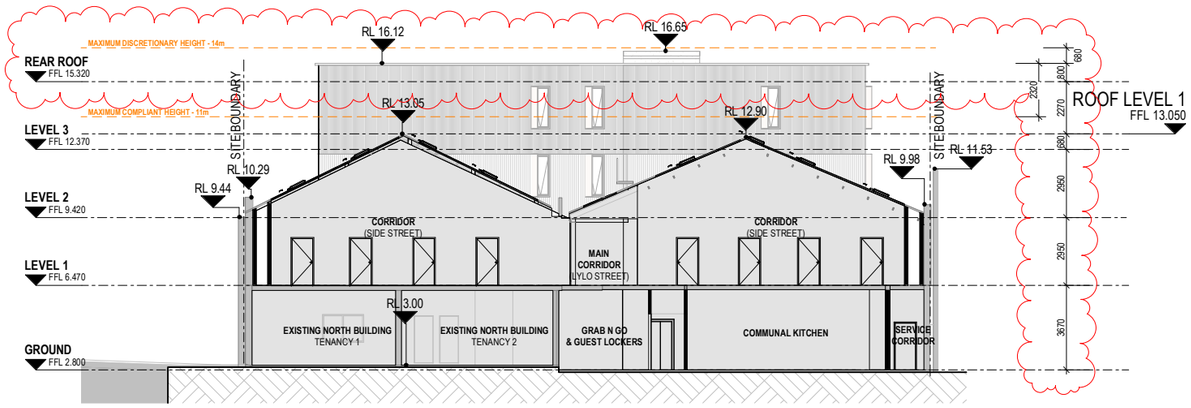
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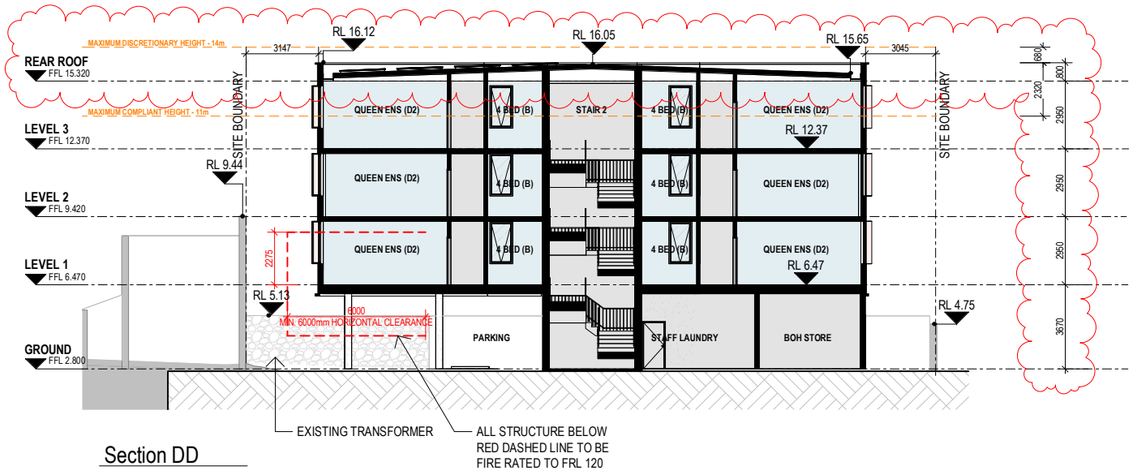
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Section CC



Section DD

WALL TYPE LEGEND

- EXISTING WALLS, FLOORS AND STRUCTURES TO BE RETAINED
- NEW WALLS, FLOORS AND STRUCTURES

CITY OF FREMANTLE
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ROOM LEGEND

- ROOMS
- OTHERS (NON-HABITABLE ROOMS)
- EXTERNAL SPACE

Revisions

P6	29.04.2024	DAC ISSUE
P7	04.06.2024	DA ISSUE
P8	05.06.2024	DA ISSUE 1
P9	19.08.2024	DA ISSUE RFI 1
P10	18.10.2024	DA ISSUE 2
P11	21.10.2024	DA ISSUE 2 R2.0
P12	22.10.2024	DA ISSUE 2 R2.1

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Project / **LyLo Fremantle**
19 ESSEX STREET, FREMANTLE, WA

Drawing / **Sections**

Project No / **223252**

Author / **AL**

Scale: @ A3 / **1 : 200**

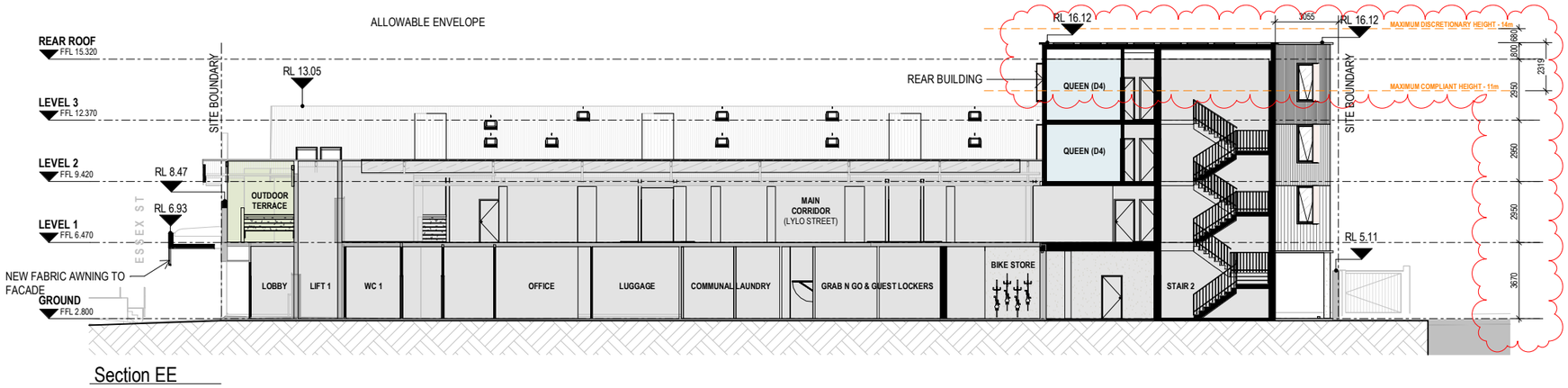
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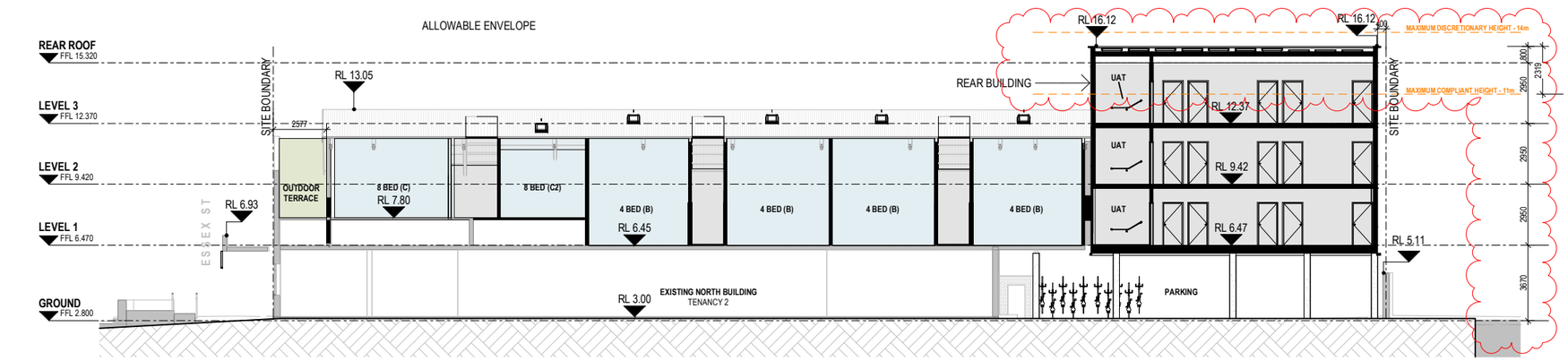
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Section EE



Section FF

WALL TYPE LEGEND

- EXISTING WALLS, FLOORS AND STRUCTURES TO BE RETAINED
- NEW WALLS, FLOORS AND STRUCTURES

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DAP002/24
22 Oct 2024

ROOM LEGEND

- ROOMS
- OTHERS (NON-HABITABLE ROOMS)
- EXTERNAL SPACE

Revisions

P6	29.04.2024	DAC ISSUE
P7	04.06.2024	DA ISSUE
P8	05.06.2024	DA ISSUE 1
P9	19.08.2024	DA ISSUE RFI 1
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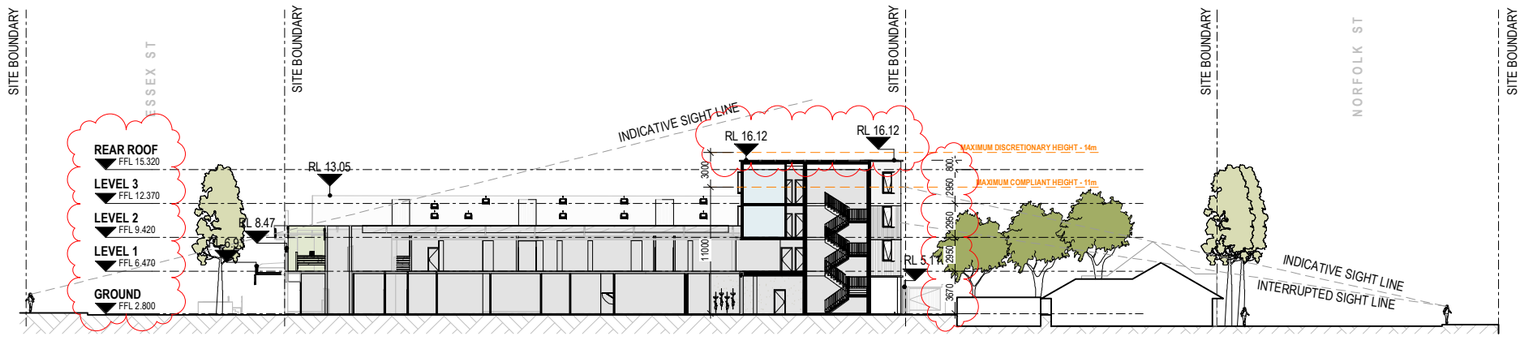
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Project: LyLo Fremantle
19 ESSEX STREET, FREMANTLE, WA

Drawing: Sections
Project No: 223252
Author: AL
Scale: @ A3: 1 : 200
Drawing No.: DA03.03
P12

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LOCAL PLANNING SCHEME NO. 4

- **SCHEDULE 7 — LOCAL PLANNING AREAS (DEVELOPMENT REQUIREMENTS)**
  - **1.3.1 SPECIFIC DEVELOPMENT CONTROLS FOR SUB AREAS**

Despite the general height requirements outlined in 1.1 above, building height shall be limited to a maximum height of three storeys (maximum external wall
69/143 height of 11* metres as measured from ground level with a maximum roof plain pitch of 33 degrees).
Council may consent to an additional storey subject to —

a. Where a site meets any of the requirements of Clause 1A(a)-(e) of the deemed provisions, the upper level being sufficiently setback from the street so as to not be visible from the street(s) adjoining the subject site.
b. maximum external wall height of 14* metres, and
c. compliance with clause 1.2. above.

*Inclusive of roof parapet and spacing between floors.

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22 Oct 2024

Revisions
P1 19.08.2024 DA ISSUE RFI 1
P2 18.10.2024 DA ISSUE 2
P3 21.10.2024 DA ISSUE 2 R2.0
P4 22.10.2024 DA ISSUE 2 R2.1

Project: **LyLo Fremantle**
19 ESSEX STREET, FREMANTLE, WA

Drawing: **Wide Format Section**

Project No: **223252**

Author: **RL**

Scale: @ A3: **1 : 400**

Drawing No.: **DA03.04**

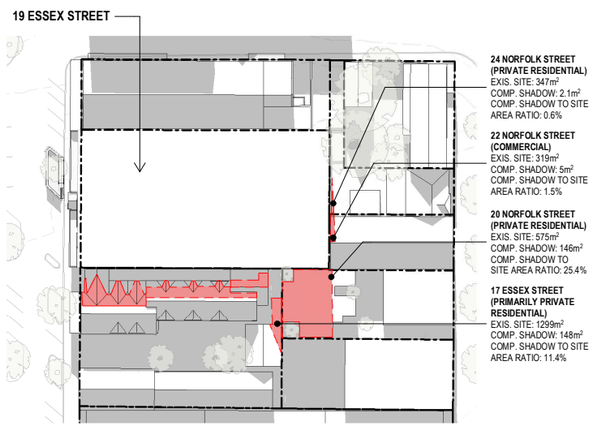
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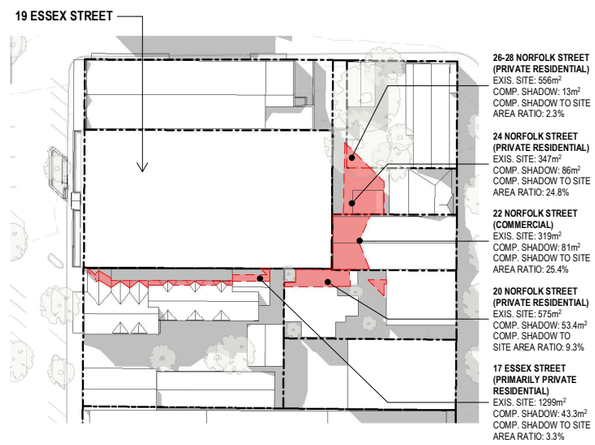
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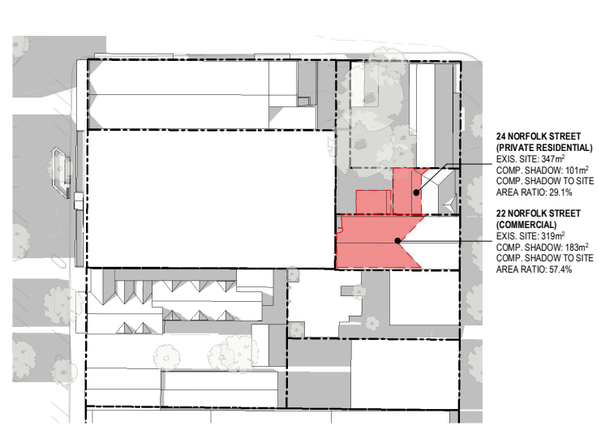
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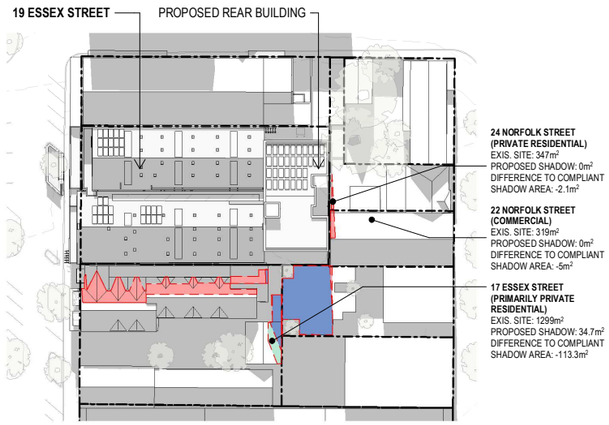
Compliant Mass Plan View - Winter Solstice 9am



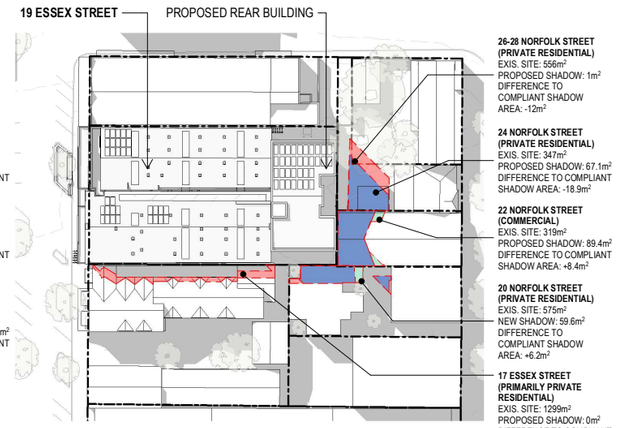
Compliant Mass Plan View - Winter Solstice 12pm



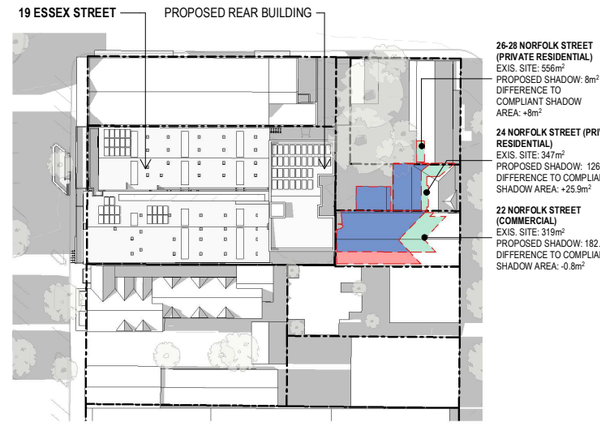
Compliant Mass Plan View - Winter Solstice 3pm



Proposed Works Plan View - Winter Solstice 9am



Proposed Works Plan View - Winter Solstice 12pm



Proposed Works Plan View - Winter Solstice 3pm

LEGEND
- COMPLIANT ENVELOPE SHADOW
- SHADOW CAST BY PROPOSAL
- ADDITIONAL SHADOW CAST BY PROPOSAL

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P8	22.10.2024	DA ISSUE 2 R2.1

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Project: **LyLo Fremantle**
19 ESSEX STREET, FREMANTLE, WA

Drawing: **Overshadowing Study**
Project No: **223252**
Author: **RL**
Scale: @ A3 **1 : 1000**
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P8

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Waste Management Plan

19 Essex Street, Fremantle

Prepared for EVT and Belingbak

23 October 2024

Project Number: WMP24011

Assets | Engineering | Environment | Noise | Spatial | Waste

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Name	**Position**	**File Reference**
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Executive Summary

EVT is seeking development approval for the proposed accommodation development located at 19 Essex Street, Fremantle (the Proposal).

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

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

Proposed Waste Collection Summary

Waste Type	Generation (L/week)	Bin Size (L)	Number of Bins	Collection Frequency	Collection
Refuse	11,905	1,100	Four	Three times each week	Private Contractor
Recycling	2,520	1,100	One	Three times each week	Private Contractor

A private contractor will service the Proposal from the Right of Way. The private contractor will transfer bins to and from the Bin Holding Area and the waste collection vehicle for servicing.

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

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1 Introduction

EVT is seeking development approval for the proposed accommodation development located at 19 Essex Street, Fremantle (the Proposal).

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

The Proposal is bordered by Essex Street to the north and commercial properties to the east, south and west, as shown in Figure 1.

1.1 Objectives and Scope

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

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

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

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

2 Waste Generation

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

2.1 Proposed Tenancies

The anticipated volume of refuse and recyclables is based on the number of beds and the floor area (m^2) of the tenancies at the Proposal. The Proposal consists of the following:

- Beds – 247 Beds;
- Outdoor Dining/Bar – 133m^2;
- Check In – 50m^2;
- Kitchen – 42m^2;
- Communal Dining/Kitchen – 128m^2; and
- Office – 15m^2.

2.2 Waste Generation Rates

In order to achieve an accurate projection of waste volumes for the Proposal, consideration was given to the City of Perth's *Waste Guidelines for New Developments* (Revision 5, effective from June 2019).

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

Table 2-1: Waste Generation Rates

Tenancy Use Type	City of Perth Guideline Reference	Refuse Generation Rate	Recycling Generation Rate
Beds	Hotel/Motel	5L/bed/day	1L/bed/day
Outdoor Dining/Bar	Hotel/Motel - Bar	50L/100m^2/day	50L/100m^2/day
Check In	Offices	10L/100m^2/day	10L/100m^2/day
Kitchen	Hotel/Motel - Dining Area	667L/100m^2/day	50L/100m^2/day
Communal Dining/Kitchen	Hotel/Motel - Dining Area	667L/100m^2/day	50L/100m^2/day
Office	Offices	10L/100m^2/day	10L/100m^2/day

2.3 Waste Generation Volumes

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

Waste generation volumes in litres per week (L/week) adopted for this waste assessment is shown Table 2-2. It is estimated that the Proposal will generate 11,905L of refuse and 2,520L of recyclables each week.

Table 2-2: Estimated Waste Generation

Tenancy Use Type	Number of Beds/Area (m^2)	Waste Generation Rate	Waste Generation (L/week)
Refuse			
Beds	247 Beds	5L/bed/day	8,645
Outdoor Dining/Bar	133m^2	50L/100m^2/day	465
Check In	50m^2	10L/100m^2/day	35
Kitchen	42m^2	667L/100m^2/day	1,956
Communal Dining/Kitchen	15m^2	667L/100m^2/day	714
Office	128m^2	10L/100m^2/day	90
		Total	**11,905**
Recyclables			
Beds	247 Beds	1L/bed/day	1,729
Outdoor Dining/Bar	133m^2	50L/100m^2/day	465
Check In	50m^2	10L/100m^2/day	35
Kitchen	42m^2	50L/100m^2/day	147
Communal Dining/Kitchen	15m^2	50L/100m^2/day	54
Office	128m^2	10L/100m^2/day	90
		Total	**2,520**

3 Waste Storage

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

3.1 Internal Transfer of Waste

To promote positive recycling behaviour and maximise diversion from landfill, internal bins will be available throughout the Proposal for the source separation of refuse and recycling.

These internal bins will be collected by the staff/cleaners and transferred to the Bin Storage Area for consolidation into the appropriate bins, as required. This internal servicing method may be conducted outside of main operational hours to mitigate disturbances to staff/visitors.

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

3.2 Bin Sizes

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

Table 3-1: Typical Bin Dimensions

Dimensions (m)	Bin Sizes		
	240L	660L	1,100L
Depth	0.730	0.780	1.070
Width	0.585	1.260	1.240
Height	1.060	1.200	1.330

Reference: SULO Bin Specification Data Sheets

3.3 Bin Storage Area Size

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

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

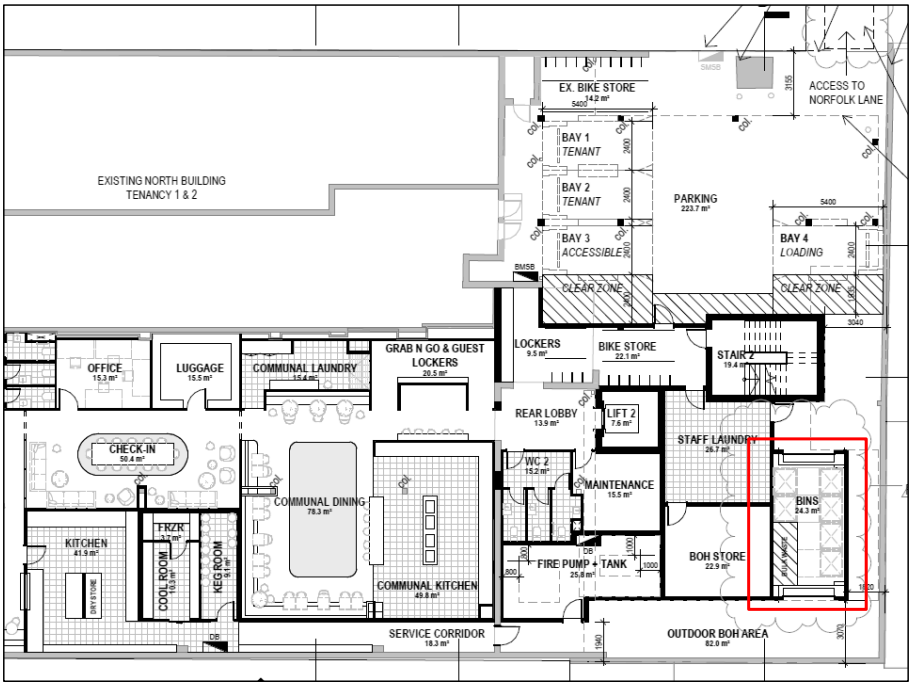
- Four 1,100L refuse bins; and
- One 1,100L recycling bin.

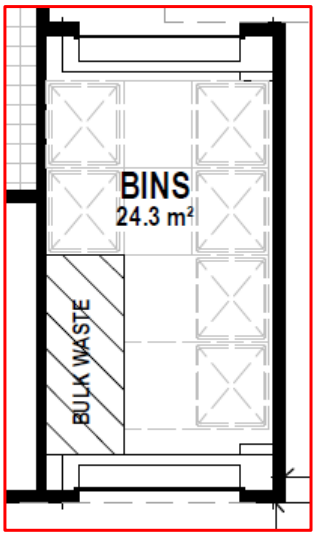
Table 3-2: Bin Requirements for Bin Storage Area

Waste Stream	Waste Generation (L/week)	Number of Bins Required		
		240L	660L	1,100L
Refuse	11,905	17	7	4
Recycling	2,520	4	2	1

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

Diagram 1: Bin Storage Area





3.4 Bin Storage Area Design

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

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

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

4 Waste Collection

A private waste collection contractor will service the Proposal and provide four 1,100L bins for refuse and one 1,100L bin for recyclables.

The private contractor will collect refuse and recyclables three times each week utilising a rear loader waste collection vehicle.

The private contractor's rear loader waste collection vehicle will service the bins from the Right of Way off the Norfolk Lane. The private contractor's rear loader waste collection vehicle will travel with left hand lane traffic flow on Norfolk Lane and reverse into the Right of Way for servicing.

Servicing may be conducted outside of normal operating hours to mitigate impacts on local traffic movements during peak traffic hours.

Building management will ferry bins to and from the Bin Holding Area and the Bin Storage Area on collection days to accommodate servicing by the private contractor, refer Diagram 2.

Private contractor's staff will ferry bins to and from the Bin Holding Area and the rear loader waste collection vehicle on collection days, refer Diagram 3.

Once servicing is complete the private contractor's rear loader waste collection vehicle will exit the Right of Way in forward gear and continue in a forward motion along Norfolk Lane moving with traffic flow.

The above servicing method will preserve the amenity of the area by removing the requirement for bins to be presented to the street on collection days. In addition, servicing of bins onsite will reduce the noise generated in the area during collection. Noise from waste vehicles must comply with the Environmental Protection (Noise) Regulations and such vehicles should not service the site before 7.00am or after 7.00pm Monday to Saturday, or before 9.00am or after 7.00pm on Sundays and Public Holidays.

Diagram 2: Bin Transfer Path from Bin Storage Area to Bin Holding Area

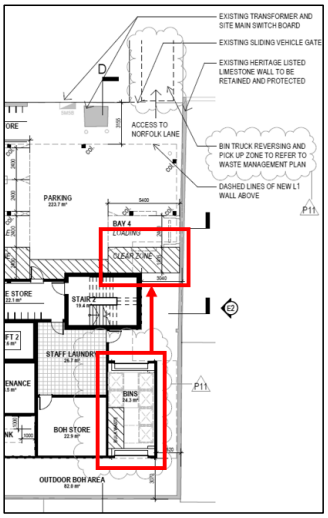
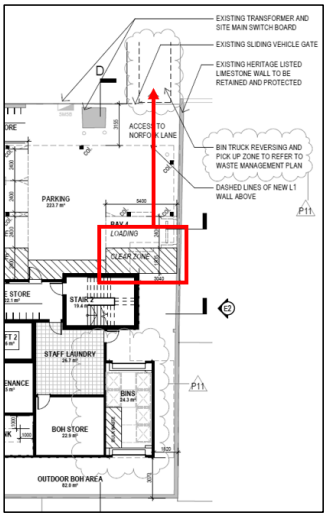


Diagram 3: Bin Transfer Path from Bin Holding Area to Right of Way



4.1 Bulk and Speciality Waste

Adequate space has been allocated within the Bin Storage Area for collection and storage of bulk and specialty wastes that are unable to be disposed of within the bins in the Bin Storage Area, such as:

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

These materials will be removed from the Proposal once sufficient volumes have been accumulated to warrant disposal, as monitored by building management who will organise their transport to the appropriate waste facility, as required.

5 Waste Management

Building management will be engaged to complete the following tasks:

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

6 Conclusion

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

The above is achieved using:

- Four 1,100L refuse bins, collected three times each week; and
- One 1,100L recycling bin, collected three times each week.

A private contractor will service the Proposal from the Right of Way. The private contractor will transfer bins to and from the Bin Holding Area and the waste collection vehicle for servicing.

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

Figures

Figure 1: Locality Plan

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LEGEND

- Site Boundary

Cadastre

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

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LOCALITY

19 Essex Street
Fremantle WA 6160

Kvarken Pty Limited

N
0
5
10
15
20
m

Coordinate System: GDA2020 MGA Zone 50
Scale @ A3: 1:500

Prepared:	E Jackson	Date:	31/07/2024
Reviewed:	D Patel	Revision:	A
Project:	WMP24011		

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Figure 01

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BELINGBAK

LYLO
FREMANTLE

DEVELOPMENT APPLICATION
ACOUSTIC REPORT

AUGUST 2024

OUR REFERENCE: 33221-1-24296

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LYLO

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APPENDICIES

A	DA Plans
B	Preliminary Mechanical Services Drawings

1.0 INTRODUCTION

Herring Storer Acoustics was commissioned by Belingbak, to conduct a preliminary review of the proposed Lylo Hotel at 19 Essex Street, Fremantle.

The proposed development consists of short stay accommodation comprising 80 rooms with 247 beds and associated amenities.

The existing heritage building is proposed to be retained, with partial internal demolition and extended.

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

2.0 CRITERIA

2.1 BCA PROVISIONS

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

The following summarises the acoustic criteria:

2.1.1 Walls

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

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

2.1.2 Floors

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

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

2.1.3 Service Risers

to Habitable Rooms	$R_W + C_{tr}$ not less than 40 dB.
to Non-Habitable Rooms	$R_W + C_{tr}$ not less than 25 dB.

2.1.4 Hydraulics

The above requirements also apply to storm water down pipes.

2.1.5 Doors

Door (Connecting) R_W not less than 30 dB.

2.2 ENVIRONMENTAL PROTECTION (NOISE) REGULATIONS 1997

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

TABLE 3.1 – ASSIGNED NOISE LEVELS

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

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

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

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

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

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

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

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

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

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

TABLE 3.2 – ADJUSTMENTS FOR ANNOYING CHARACTERISTICS

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

From a review of the development, the influencing factor for this development would be +7 dB, based on the following :

Secondary Roads within inner circle;
South Terrace + 2 dB
Norfolk Street + 2 dB

Commercial Premises within inner circle;
60% + 3 dB

Commercial Premises within outer circle;
20% + 1 dB

Total IF + 8 dB

Hence the influencing factor would be + 8 dB and the assigned noise levels would be as listed in Table 3.3.

TABLE 3.3 - ASSIGNED OUTDOOR NOISE LEVEL

Premises Receiving Noise	Time of Day	Assigned Level (dB)		
		L_{A10}	L_{A1}	L_{Amax}
Noise sensitive premises within 15 metres of a dwelling	0700 - 1900 hours Monday to Saturday	53	63	73
	0900 - 1900 hours Sunday and Public Holidays	48	58	73
	1900 - 2200 hours all days	48	58	63
	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and Public Holidays	43	53	63

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

We note that noise emissions from the premises need to comply with the requirements of the *Environmental Protection (Noise) Regulations 1997*. This includes noise associated with mechanical services (ie air conditioning and ventilation systems).

2.3 NOISE INGRESS

There are several noise ingress policies that may be applicable to this development, consisting of :

Fremantle Sound Attenuation Policy
Fremantle Port Buffer Area Development Guidelines.

Both the Fremantle Sound Attenuation Policy and the WAPC State Planning Policy result in the same criteria, as listed below :

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

The Fremantle Port Policy dictates minimum construction requirements based on the proximity to the Fremantle Port. The development is located in "Area 3" in accordance with the Port Buffer Area Development Guidelines. "Area 3" does not dictate any increase in built form for development.

3.0 BCA REQUIREMENTS

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

During the design development phase of the project, confirmation from a NCC/BCA certifier as to which areas of the development classify as individual sole-occupancy units will need to be provided, as this will dictate the construction requirements between spaces. This is not seen as problematic, and typical for such a development.

4.0 NOISE INGRESS

During the design development phase of the project, ambient noise levels in the vicinity will be recorded, with the resulting noise levels informing the façade constructions required to ameliorate noise levels internally such that the applicable criteria are met.

The façade considerations are likely to be primarily glazing considerations – including the roof skylights that are proposed.

5.0 NOISE FROM DEVELOPMENT

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

5.1 MECHANICAL SERVICES

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

As the mechanical services could operate during the night, noise emissions from the development needs to comply with the assigned L_{A10} night period noise level of 43 dB(A) at residential premises. Potentially, noise emissions from mechanical services could be tonal, in which case an +5 dB(A) penalty for a tonal component could be applied to the resultant noise levels. Therefore, the design level at the neighbouring residential premises would be 37 L_{A10} dB.

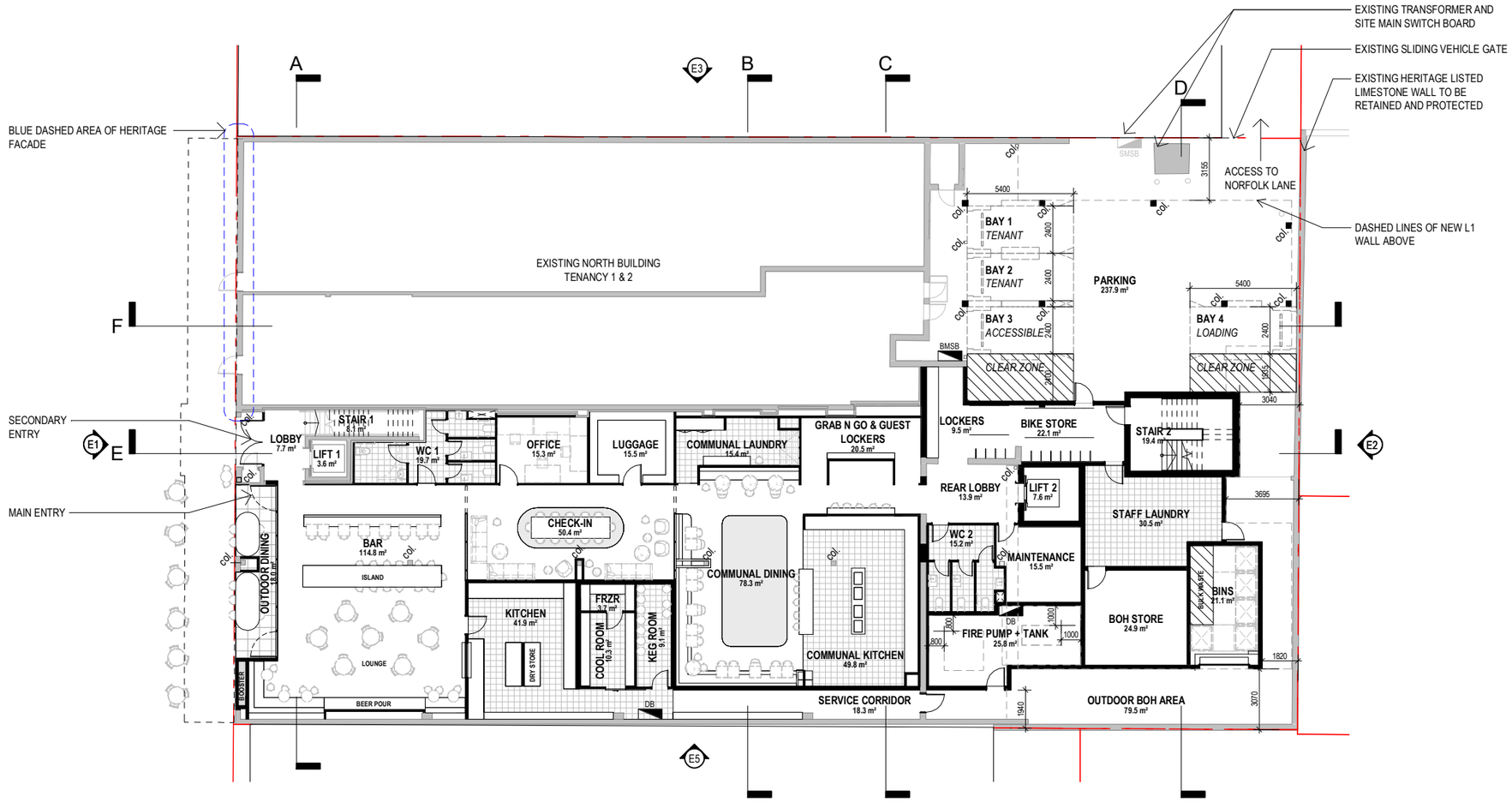
The preliminary mechanical design has been provided and included in Appendix B.

Given the location of the equipment, compliance at surrounding premises is not considered onerous, with the locating of the equipment behind barriers for visual amenity more than sufficient to ensure that the ambient noise level in the area is not affected by mechanical plant associated with the proposed development.

A complete analysis of the noise impact would be undertaken during the design development phase of the project in response to likely development approval conditions for the project.

APPENDIX A

DA Plans



WALL TYPE LEGEND

EXISTING WALLS, FLOORS AND STRUCTURES TO BE RETAINED

NEW WALLS, FLOORS AND STRUCTURES

Revisions

P4	04.09.2024	CONCEPT COORDINATION MEETING
P5	22.04.2024	ISSUE FOR INFORMATION
P6	24.04.2024	DAC DRAFT PACK
P7	29.04.2024	DAC ISSUE
P8	04.06.2024	DA ISSUE
P9	05.06.2024	DA ISSUE 1

5/06/2024 1:27:37 PM

Project: **LyLo Fremantle**
19 ESSEX STREET, FREMANTLE, WA

Drawing: **Ground Floor Plan**

Project No: **223252**

Author: **RL**

Scale: @ A3: **1 : 200**

Drawing No.: **DA01.04**

P9

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WALL TYPE LEGEND

- EXISTING WALLS, FLOORS AND STRUCTURES TO BE RETAINED
- NEW WALLS, FLOORS AND STRUCTURES

Revisions

P4	04.09.2024	CONCEPT COORDINATION MEETING
P5	22.04.2024	ISSUE FOR INFORMATION
P6	24.04.2024	DAC DRAFT PACK
P7	29.04.2024	DAC ISSUE
P8	04.06.2024	DA ISSUE
P9	05.06.2024	DA ISSUE 1

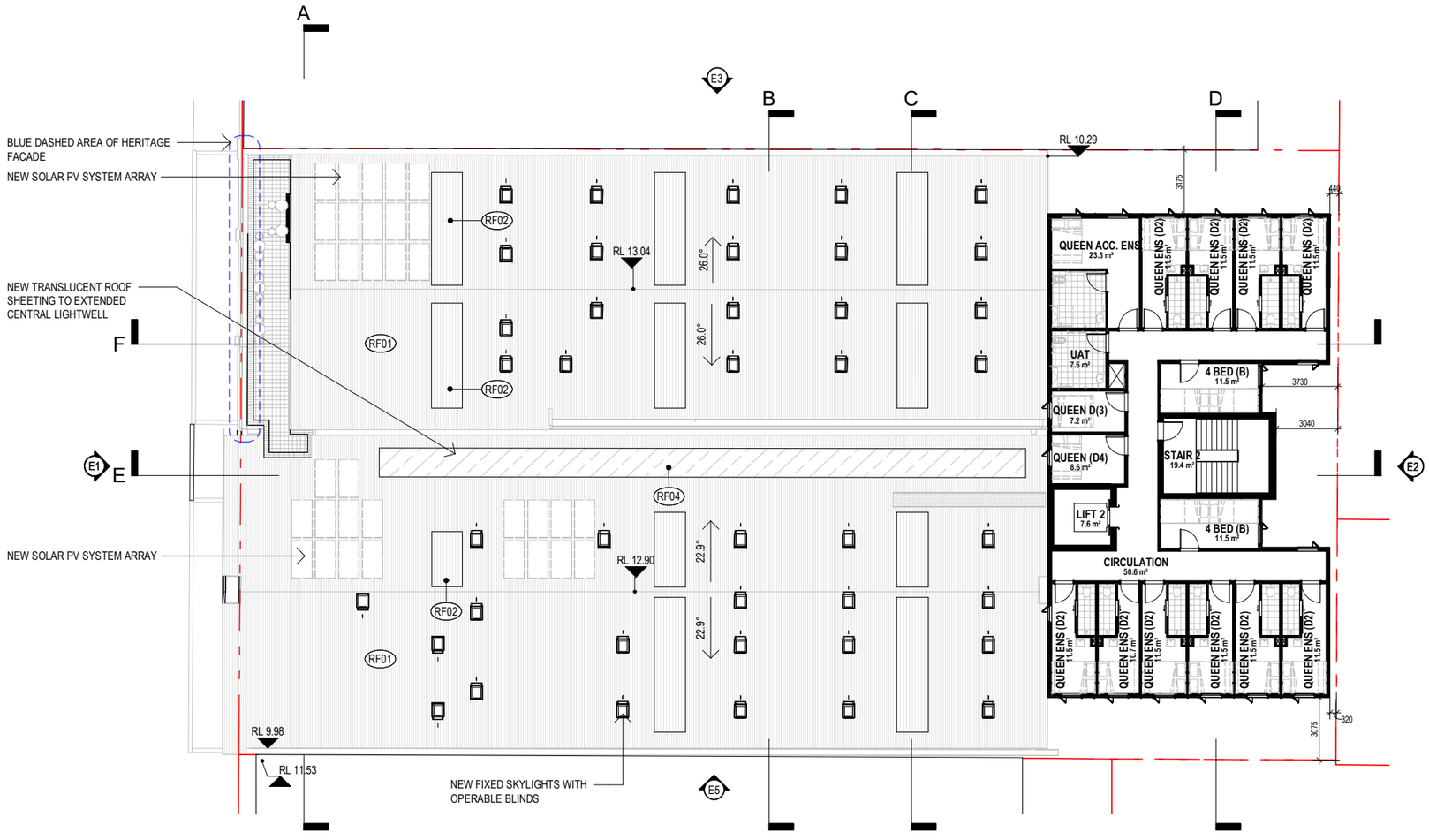
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Project: LyLo Fremantle
19 ESSEX STREET, FREMANTLE, WA

Drawing: First Floor Plan
Project No: 223252
Author: RL
Scale: @ A3: 1 : 200
Drawing No.: DA01.05
P9

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WALL TYPE LEGEND

- EXISTING WALLS, FLOORS AND STRUCTURES TO BE RETAINED
- NEW WALLS, FLOORS AND STRUCTURES

Revisions

P3	04.09.2024	CONCEPT COORDINATION MEETING
P4	22.04.2024	ISSUE FOR INFORMATION
P5	24.04.2024	DAC DRAFT PACK
P6	29.04.2024	DAC ISSUE
P7	04.06.2024	DA ISSUE
P8	05.06.2024	DA ISSUE 1

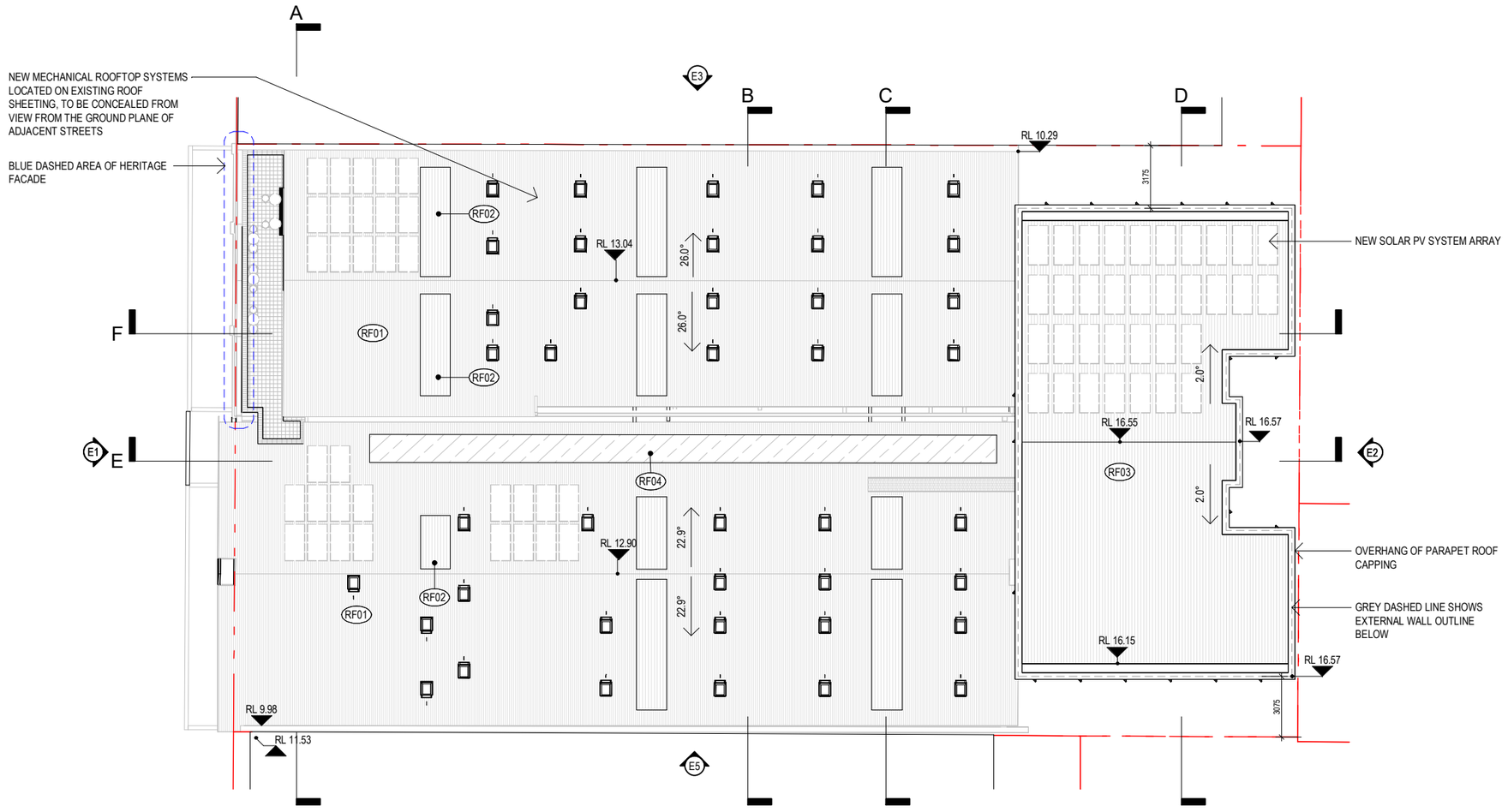
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Project: LyLo Fremantle
19 ESSEX STREET, FREMANTLE, WA

Drawing: L2-L3 Plan
Project No: 223252
Author: AL
Scale: @ A3: 1 : 200
Drawing No.: DA01.06
P8

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WALL TYPE LEGEND

EXISTING WALLS, FLOORS AND STRUCTURES TO BE RETAINED

NEW WALLS, FLOORS AND STRUCTURES

Revisions

P4	04.09.2024	CONCEPT COORDINATION MEETING
P5	22.04.2024	ISSUE FOR INFORMATION
P6	24.04.2024	DAC DRAFT PACK
P7	29.04.2024	DAC ISSUE
P8	04.06.2024	DA ISSUE
P9	05.06.2024	DA ISSUE 1

5/06/2024 4:13:48 PM

Project: **LyLo Fremantle**
19 ESSEX STREET, FREMANTLE, WA

Drawing: **Proposed Roof Plan**

Project No: **223252**

Author: **AL**

Scale: @ A3: **1 : 200**

Drawing No.: **DA01.07**

P9

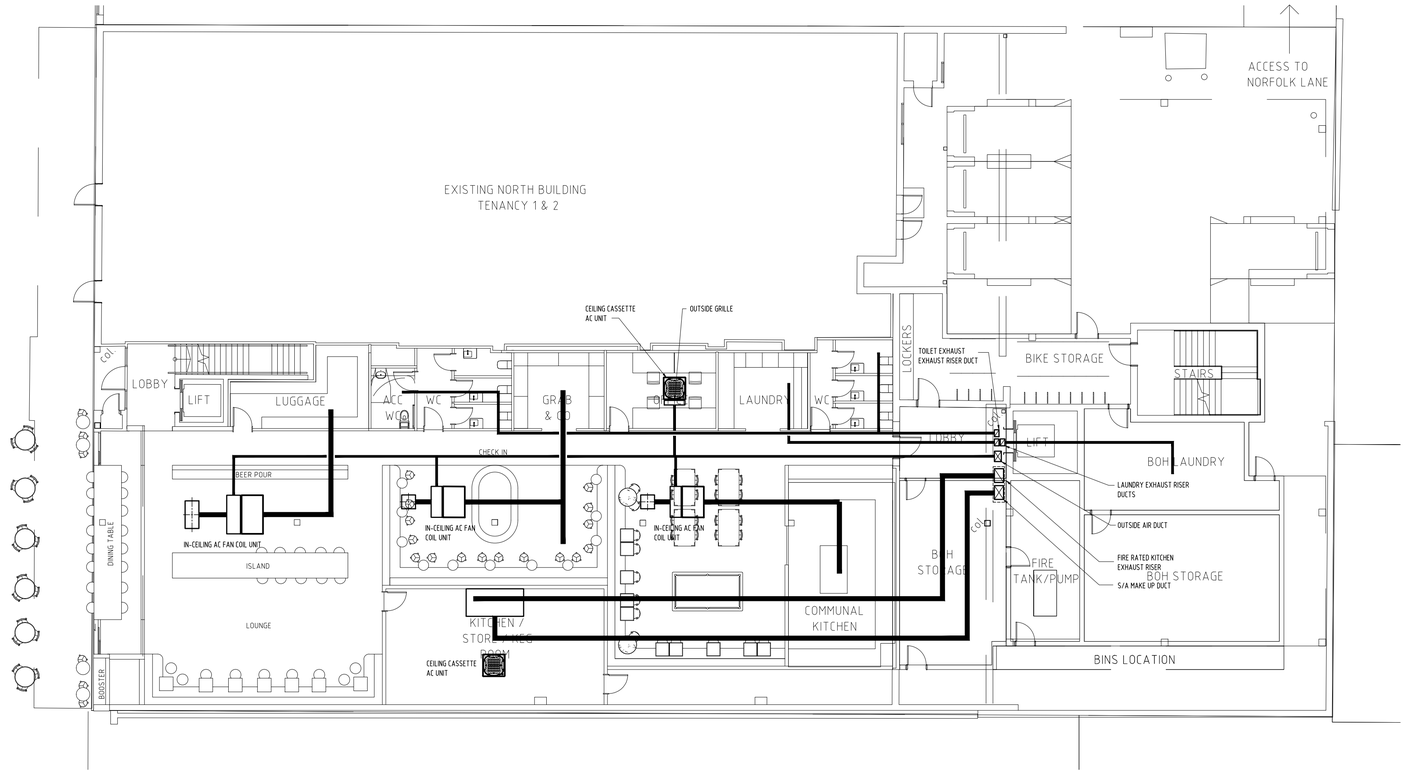
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APPENDIX B

Preliminary Mechanical Services Drawings



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0 2m 4m 6m

REV	DATE	DESCRIPTION	BY	CHKD
A	22.05.24	PRELIMINARY ISSUE	DLG	DLG

PRELIMINARY ISSUE

CLIENT
BELINGBAK

BCA CONSULTANTS
BCA Consultants (WA) PTY LTD
Suite 59 City West Centre
102 Railway Street
West Perth WA 6005
Phone (08) 9265 1400
Fax (08) 9321 9755
www.bcagroup.com.au

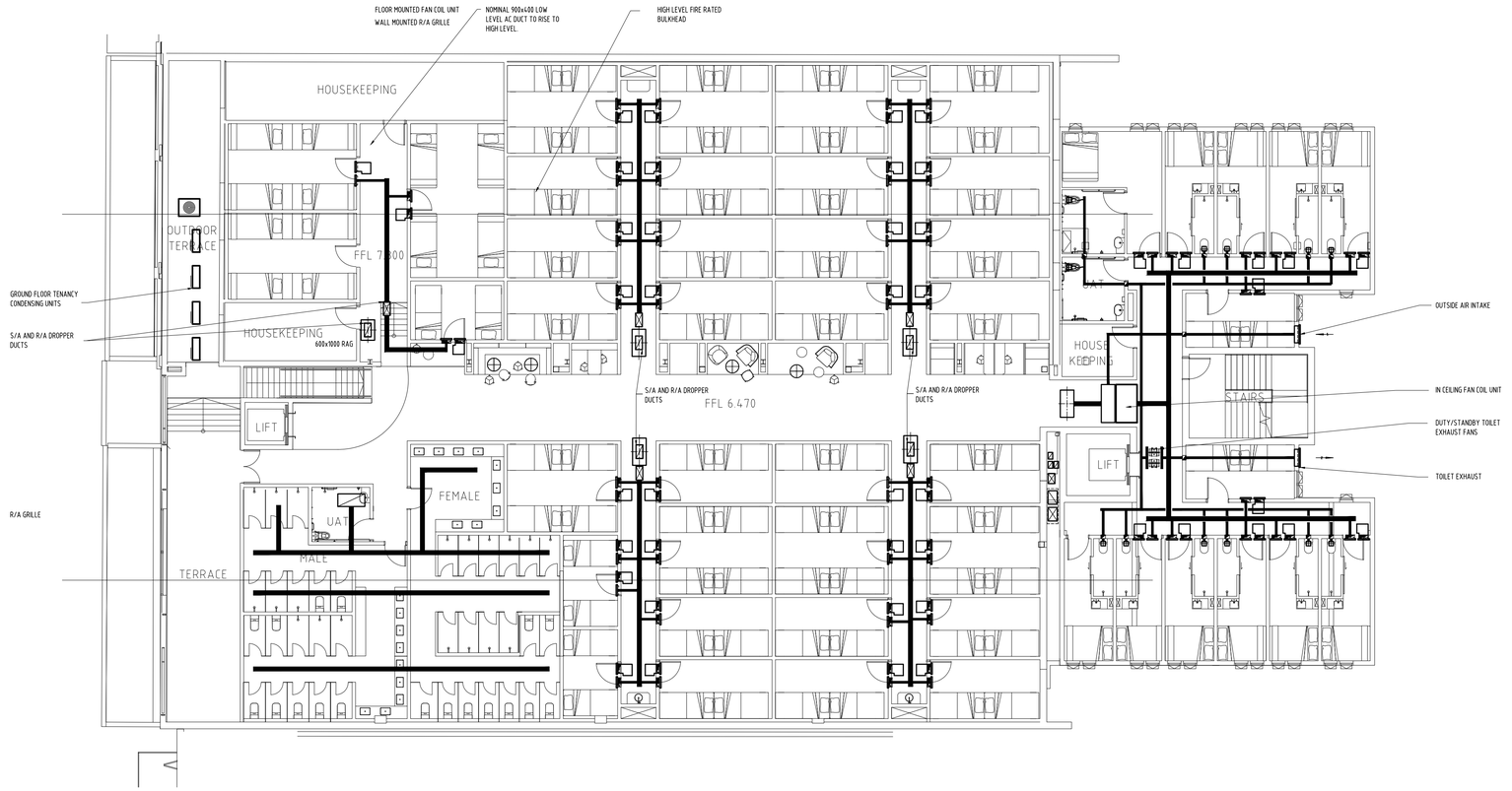
DISCIPLINE
MECHANICAL SERVICES

PROJECT
LYLO FREMANTLE
19 ESSEX ST, FREMANTLE WA

DRAWING
GROUND FLOOR AIR CONDITIONING AND VENTILATION LAYOUT

DRAWN	DESIGNED	REVIEWED	APPROVED	DATE	SCALE
DLG	DLG	.	.	MAY 2024	1:100 @ A1

BCA PROJECT No.	DRAWING No.	REV
230341	M01	A



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0 2m 4m 6m

REV	DATE	DESCRIPTION	BY	CHKD
A	22.05.24	PRELIMINARY ISSUE	DLG	DLG

PRELIMINARY ISSUE

CLIENT

BELINGBAK

BCA CONSULTANTS

BCA Consultants (WA) PTY LTD
Suite 59 City West Centre
102 Railway Street
West Perth WA 6005
Phone (08) 9265 1400
Fax (08) 9321 9755
www.bcagroup.com.au

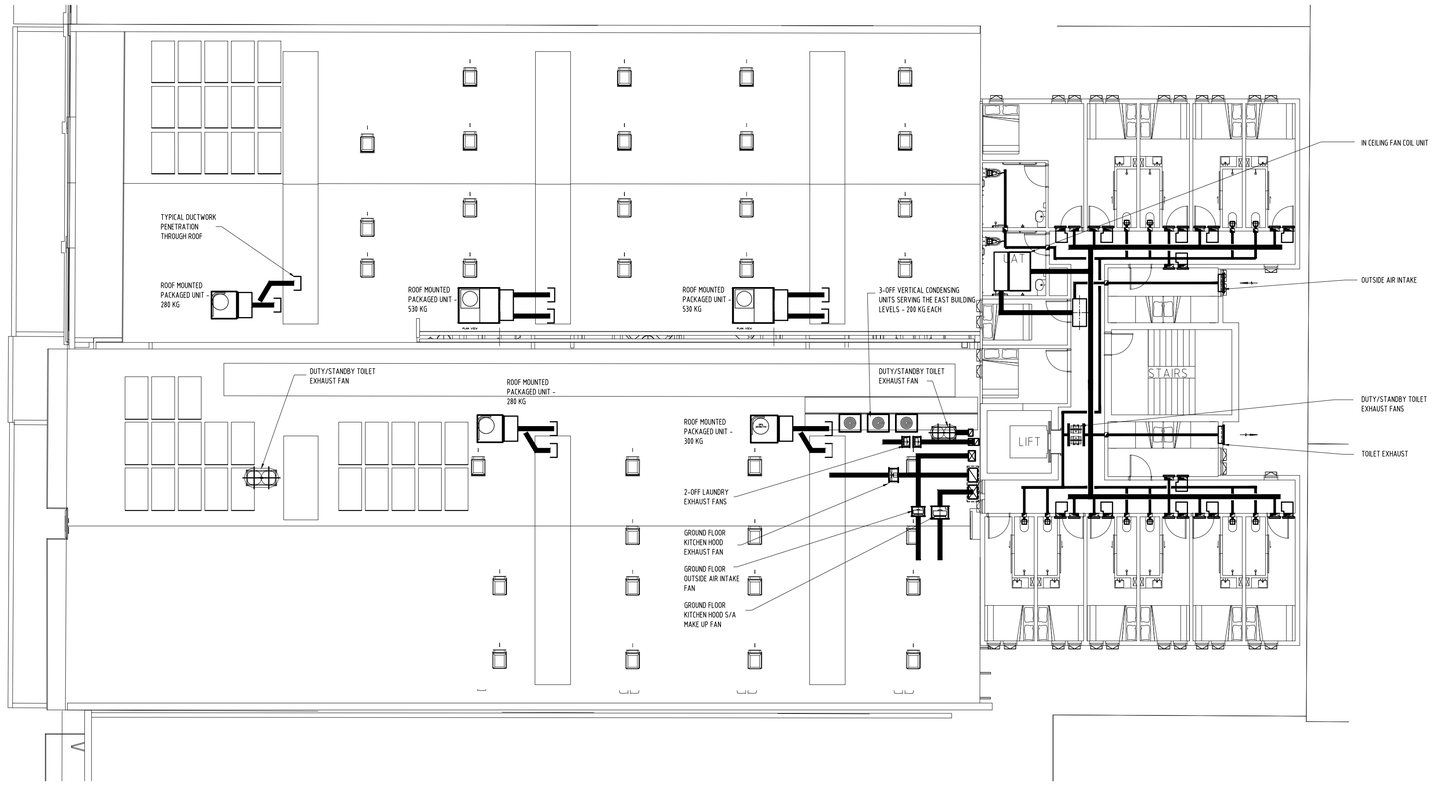
DISCIPLINE
MECHANICAL SERVICES

PROJECT
LYLO FREMANTLE
19 ESSEX ST, FREMANTLE WA

DRAWING
FIRST FLOOR AIR CONDITIONING AND VENTILATION LAYOUT

DRAWN	DESIGNED	REVIEWED	APPROVED	DATE	SCALE
DLG	DLG			MAY 2024	1:100 @ A1

BCA PROJECT No.	DRAWING No.	REV
230341	M02	A



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0 2m 4m 6m

REV	DATE	DESCRIPTION	BY	CHKD
A	22.05.24	PRELIMINARY ISSUE	DLG	DLG

PRELIMINARY ISSUE

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102 Railway Street
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Phone (08) 9265 1400
Fax (08) 9321 9755
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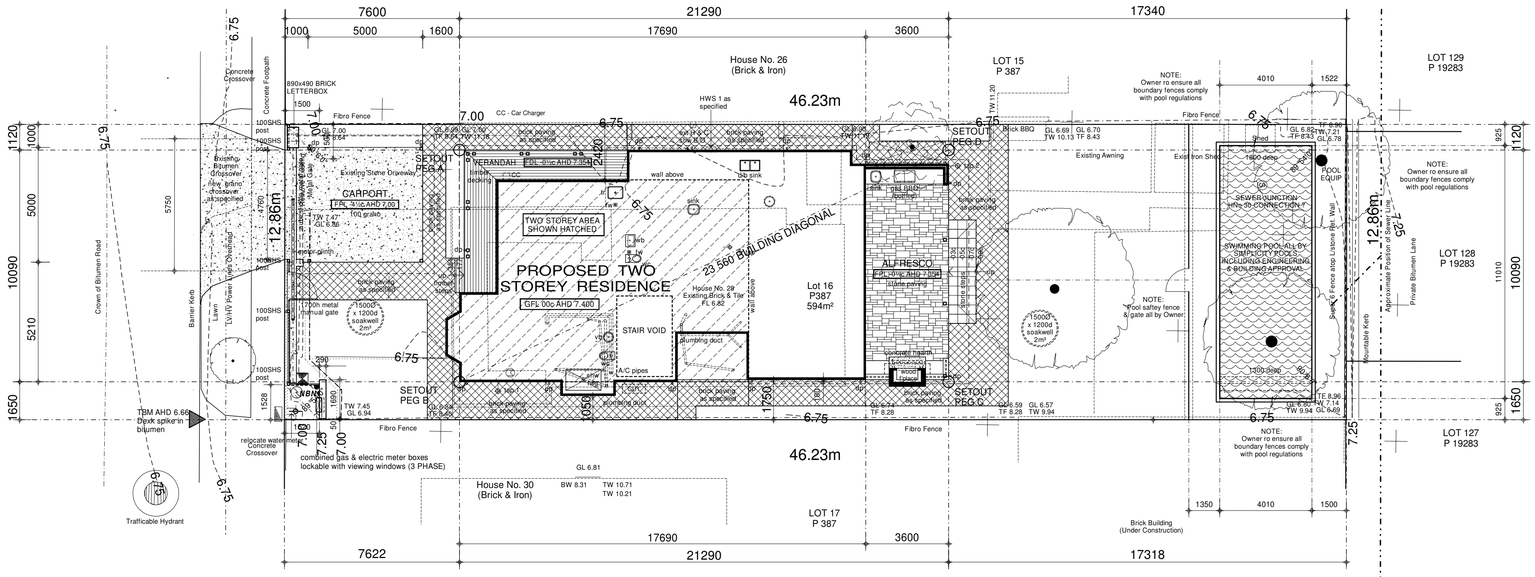
DISCIPLINE
MECHANICAL SERVICES

PROJECT
LYLO FREMANTLE
19 ESSEX ST, FREMANTLE WA

DRAWING
ROOF PLAN

DRAWN	DESIGNED	REVIEWED	APPROVED	DATE	SCALE
DLG	DLG	-	-	MAY 2024	1:100 @ A1

BCA PROJECT No.	DRAWING No.	REV
230341	M03	A



LEGEND:

AHD	Australian Height Datum
GFL	Ground Floor Level
FL	Floor Level
FPL	Finished Paving Level
FGL	Finished Ground Level
TOPS	Top Of Pool Shell
InvL	Invert Level
TOW	Top Of Wall
TOF	Top Of Footing
SW	Stormwater
dp	Downpipe
PD	Paving Drain
LPD	Linear Paving Drain
TOSS	Top Of Spa Shell
RS	Remote Switch
bkwk	Brickwork
SF	Stone Facing
LMC	Lift Machine Cabinet
DW	Dry Walling
WHP	Wall Hung Pan

SITE PLAN
SCALE 1:100

NOTE:
SOAKWELL CALCULATIONS:
TOTAL IMPERVIOUS SITE AREA TO BE DRAINED = 290m²
80m² = 1.0m³ CAPACITY
4m³ MIN STORAGE REQUIRED
4m³ ALLOWED IN 2 x 2m³ SOAKWELLS
REQUIRED TOTAL 4m³

NOTE:
DRAINAGE CAPACITY TO BE VERIFIED BY A HYDRAULIC ENGINEER

CITY OF FREMANTLE
These Plans Form Part Of
DA0166/24
5 Jun 2024

ISSUE M 270621: Delete extra post to east corner of Alfresco, reduce height of wall to fireplace & add back privacy screens by Owner
ISSUE L: Relocate Alfresco posts & steps to the centre line of ED02 & add extra post to east corner

AMENDMENTS: DESCRIPTION:

CONSTRUCTION

DRAWING TITLE: SITE PLAN

REFINED EDGE
BY BRIAN BURKE HOMES
ABN 77 008 823 425
131 Herdsman Parade, WEMBLEY WA 6014
Tel: 9387 7333 Fax: 9387 3181
Email: bbh@brianburkehomes.com.au

PROJECT TITLE:
PROPOSED RESIDENCE FOR Mrs SCHNEIDER & Mr EDWARDS

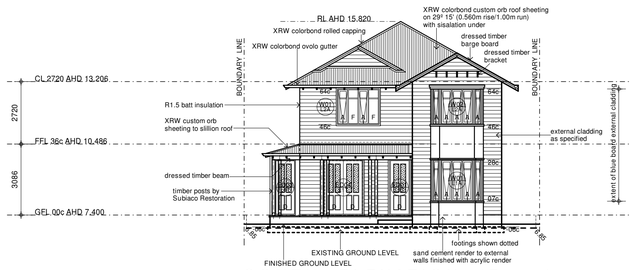
PROJECT ADDRESS:
LOT 16 (H No 28) SCOTT STREET, SOUTH FREMANTLE

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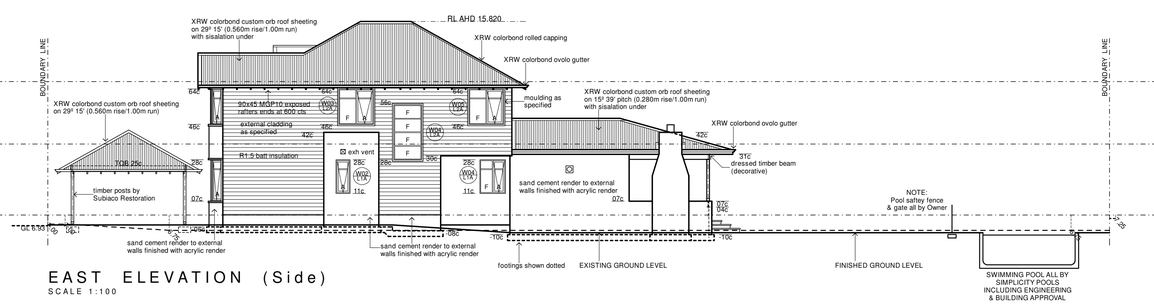
DRAWINGS APPROVED FOR QUOTING ...../...../.....
DRAWINGS APPROVED FOR CONSTRUCTION ...../...../.....

THESE ARE THE PLANS REFERRED TO IN OUR CONTRACT
OWNER ..... OWNER .....
BUILDER ..... WITNESS .....

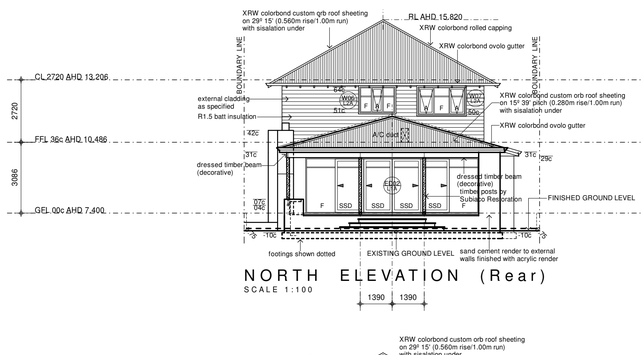
DATE DRAWN:	ISSUE DATE:	PRINT SIZE:	ISSUE:	SHEET NO:
SEPT 2020	27/06/21	A1	M	A01



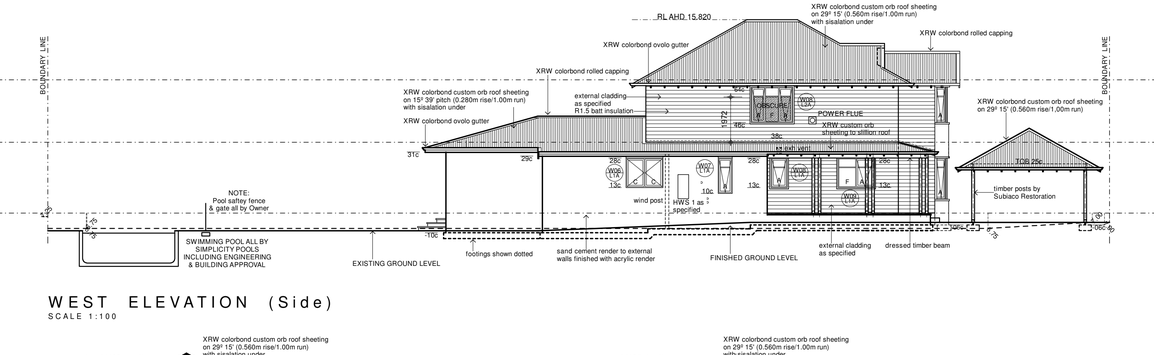
SOUTH ELEVATION (Front)
SCALE 1:100



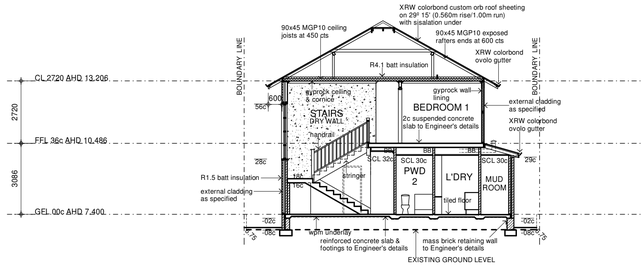
EAST ELEVATION (Side)
SCALE 1:100



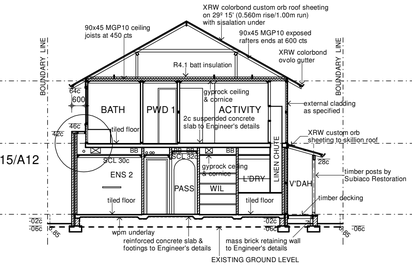
NORTH ELEVATION (Rear)
SCALE 1:100



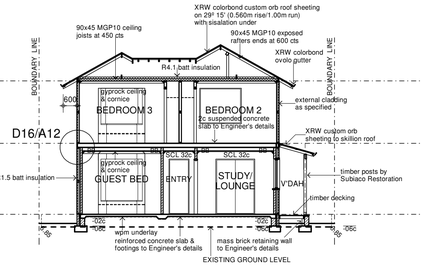
WEST ELEVATION (Side)
SCALE 1:100



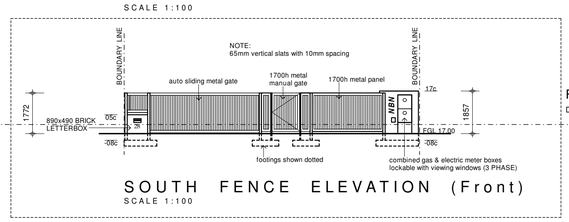
SECTION G-G
SCALE 1:100



SECTION H-H
SCALE 1:100



SECTION J-J
SCALE 1:100



SOUTH FENCE ELEVATION (Front)
SCALE 1:100

FRONT FENCE RETROSPECTIVE APPROVAL
DATE: 04 JUNE 2024

CITY OF FREMANTLE
These Plans Form Part Of
DA0166/24
5 Jun 2024

ISSUE N 120623: Bulkhead to wine cellar for A/C unit
ISSUE M 270621: Delete extra post to east corner of Alfresco, reduce height of wall to fireplace & add back privacy screens by Owner
ISSUE L: Relocate Alfresco posts & steps to the centre line of ED02 & add extra post to east corner

AMENDMENTS: DESCRIPTION:

CONSTRUCTION

DRAWING TITLE: ELEVATIONS & SECTIONS G G - J J

THESE ARE THE PLANS REFERRED TO IN OUR CONTRACT
OWNER ..... OWNER .....
BUILDER ..... WITNESS .....

DATE DRAWN:	ISSUE DATE:	PRINT SIZE:	ISSUE:	SHEET NO:
SEPT 2020	12/06/23	A1	N	A08

REFINED EDGE
BY BRIAN BURKE HOMES

ABN 77 008 823 425

131 Herdsman Parade, WEMBLEY WA 6014
Tel: 9387 7333 Fax: 9387 3181

Email: bbh@brianburkehomes.com.au

PROJECT TITLE:
PROPOSED RESIDENCE FOR Mrs SCHNEIDER & Mr EDWARDS

PROJECT ADDRESS:
LOT 16 (H No 28) SCOTT STREET, SOUTH FREMANTLE

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DRAWINGS APPROVED FOR CONSTRUCTION ...../...../.....

REFINED EDGE
BY BRIAN BURKE HOMES

29/05/2024

Planning Department
City of Fremantle
Walyalup Civic Centre

PO BOX 807
Fremantle WA 6959

To Whom It May Concern,

We attach an application for retrospective planning approval for a fence & gate installed at 28 Scott Street, South Fremantle.

Whilst understanding that the aim of the policy is to allow street surveillance for security, I would like to raise the following points;

- The finished floor level of the House level is AHD 7.40.
- The finished carport is level 5c (430mm) lower at AHD 6.97.
- The fence & gate are 1.8m high starting at the finished carport level of AHD 6.97.
- So, effectively top of gate is only 1.37m above house FL allowing clear vision of the street.

Furthermore, the fence and gate at No. 28 are visually permeable, but there are numerous existing examples in the immediate vicinity of front fences that are less permeable, or in fact, solid walls. A short walk either side of our development will show that Numbers 12, 14, 17, 18, 19, 27, 29 and 32 are all less visually permeable. The fence installed at No. 28 is not out of keeping in the streetscape.

Kind regards,

Michael Burke
Managing Director

1 / 131 Herdsman Pde Wembley WA 6014 T 08 9387 7500 F 08 9387 3181 E info@refinededgehomes.com.au W refinededgehomes.com.au
KATRINE INVESTMENTS PTY LTD TRADING AS REFINED EDGE ABN 77 008 823 425

SITE PHOTOS



Photo 1: view of unauthorised fence from Scott Street



Photo 2: view of unauthorised fence from Scott Street



CITY OF FREMANTLE
These Plans Form Part of

DA0246/24

19 Aug 2024

MORQ

EXISTING SITE AERIAL 1:200

JOB N. (TYPE) 23-01 (DEMOLITION)	DATE AUG 8 - 2024	DRAWN: JK	A 00
ADD 48 CHESTER STREET, SOUTH FREMANTLE	ISSUE DA		

CITY OF FREMANTLE
These Plans Form Part of
DA0246/24
19 Aug 2024

7.0
8.0
CHESTER STREET
CROSSOVER
EXISTING VERGE TREE TO BE RETAINED
LOT 87
46 CHESTER ST
EXISTING RESIDENCE
LOT 2
13A LLOYD ST
EXISTING RESIDENCE
LOT 186
13B LLOYD ST
EXISTING RESIDENCE
LOT 185
13 LLOYD ST
EXISTING RESIDENCE
EXISTING BOUNDARY WALL ON NEIGHBOURING LOT
49.83
GULLY PIT TO BE DEMOLISHED
OPEN STEEL FRAME STRUCTURE TO BE DEMOLISHED
EXISTING SHED TO BE DEMOLISHED
RAISED OUTDOOR LIVING AREA
LOW BRICK WALL TO BE DEMOLISHED
EXISTING GARAGE AND GRANNY FLAT TO BE DEMOLISHED
16.50
+7.21
EXISTING RESIDENCE
LOT 182
48 CHESTER STREET, SOUTH FREMANTLE
+7.67
EXISTING RESIDENCE TO BE DEMOLISHED
PATIO
+7.42
LIGHT GRASS
+7.12
GULLY PIT TO BE DEMOLISHED
CARPARKING AREA
LOW BRICK WALL TO BE DEMOLISHED
SHED
OPEN STEEL FRAME STRUCTURE TO BE DEMOLISHED
EXISTING TOILET TO BE DEMOLISHED
EXISTING BOUNDARY WALL ON NEIGHBOURING LOT
LOT 181
50 CHESTER ST
EXISTING RESIDENCE
SHED
LOT 82
52 CHESTER ST
EXISTING RESIDENCE

MORQ

DEMOLITION PLAN 1:200

JOB N. (TYPE) 23-01 (DEMOLITION)	**DATE** AUG 8 - 2024	**DRAWN:** JK	A 01
ADD 48 CHESTER STREET, SOUTH FREMANTLE	**ISSUE** DA		



MORQ	EXISTING SITE - OUTBUILDINGS	JOB N. (TYPE) 23-01 (DEMOLITION)	DATE AUG 8 - 2024	DRAWN: JK	A 02
		ADD 48 CHESTER STREET, SOUTH FREMANTLE	ISSUE DA		







EXISTING HOUSE
- Brick and tile on slab

CITY OF FREMANTLE
These Plans Form Part of
DA0246/24
19 Aug 2024

MORQ

EXISTING SITE - OUTBUILDINGS

JOB N. (TYPE) 23-01 (DEMOLITION)	DATE AUG 8 - 2024	DRAWN: JK	A 03
ADD 48 CHESTER STREET, SOUTH FREMANTLE	ISSUE DA		









OUTBUILDING 1
- Garage and Granny Flat
- Brick and Asbestos

CITY OF FREMANTLE
These Plans Form Part of
DA0246/24
19 Aug 2024

MORQ	EXISTING SITE - OUTBUILDINGS	JOB N. (TYPE) 23-01 (DEMOLITION)	DATE AUG 8 - 2024	DRAWN: JK	A 04
		ADD 48 CHESTER STREET, SOUTH FREMANTLE	ISSUE DA		











OUTBUILDING 2
- Galvanised Shed and Lean To

CITY OF FREMANTLE
These Plans Form Part of
DA0246/24
19 Aug 2024

MORQ	EXISTING SITE - OUTBUILDINGS	JOB N. (TYPE) 23-01 (DEMOLITION)	DATE AUG 8 - 2024	DRAWN: JK	A 05
		ADD 48 CHESTER STREET, SOUTH FREMANTLE	ISSUE DA		

MORQ

Architecture Interior Landscape Urban

North Fremantle, 8 August 2024

TO: Planning – City of Fremantle
RE: Application for Development Approval - Demolition Only at Lot 182, 48 Chester Street, South Fremantle

To whom it may concern,
I am writing in regards to the Application for Development Approval – Demolition Only at the above address.

The property consists of a single Residence with an adjoining Garage/Granny Flat connected by a covered Patio, and a galvanised Shed at the rear of the lot. Ancillary structures including low brick walls, open steel frame structures and gully pits are also located on the site.

The Application seeks approval for the removal of all existing buildings and structures on the lot, as per Drawing A 01 of the attached drawing set.

We understand that the property is located within the South Fremantle Heritage Area, and the site itself is listed on the City of Fremantle Heritage list for historic information purposes. According to Landgate historical aerial imagery, the heritage house that originally existed on the lot was demolished between the years 1981 and 1983 and replaced with the current brick residence. The existing buildings on the site are not listed on the Heritage List.

Through initial consultation with a Heritage Officer (Annabel Wills) at the City of Fremantle, it was considered that the existing buildings on the site do not appear to have heritage value. Please refer to Drawings A 02-05 of the attached drawing set for a brief description of these buildings, alongside current photographs of their existing condition.

For any further query please contact Peter Tibbitt from our office on 08 6420 0940, peter@morq.au.

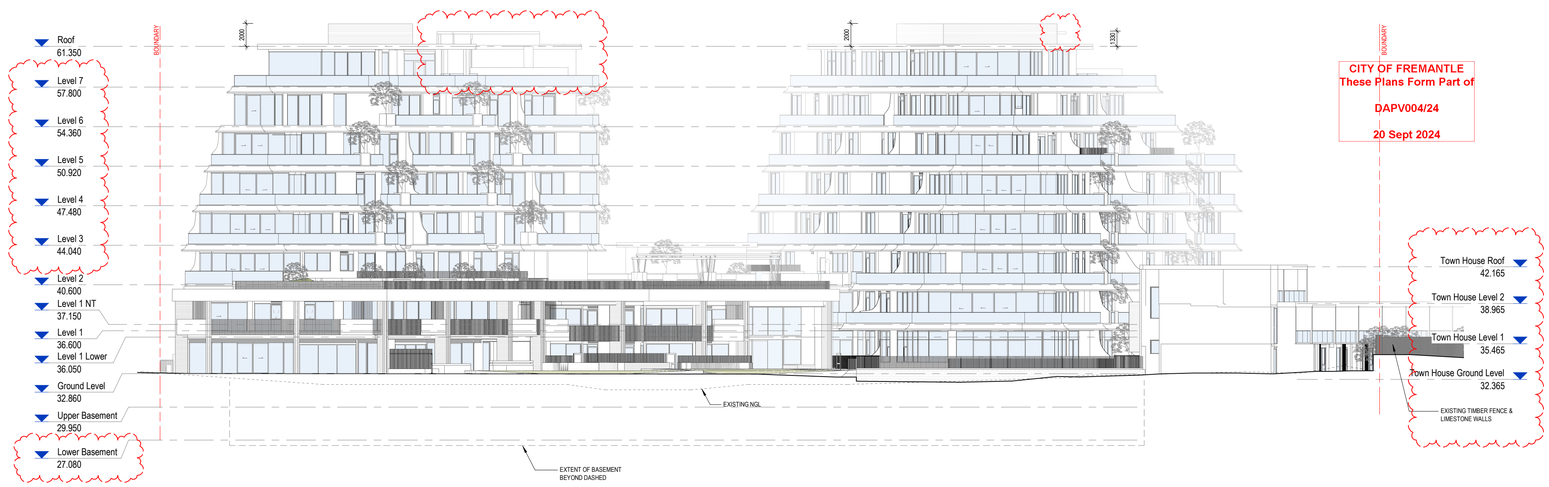
Warmest Regards,



Andrea Quagliola
Director
MORQ Pty Ltd
ARCHITECTURE – INTERIORS – LANDSCAPE – URBAN

6 BURNS STREET,
NORTH FREMANTLE WA 6159

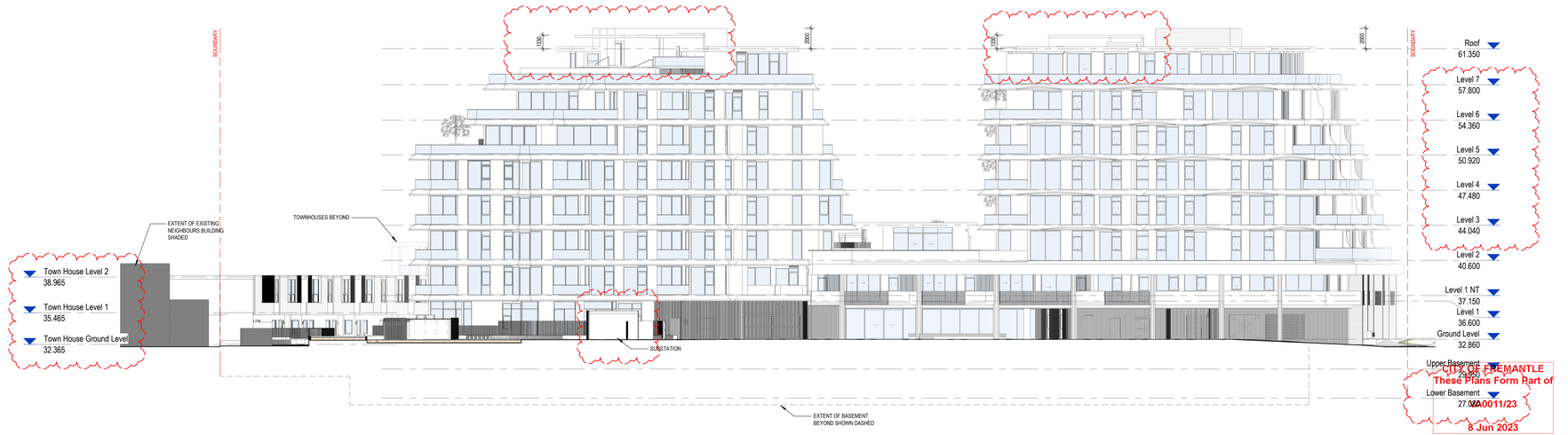
MORQ Pty Ltd PO Box 8, North Fremantle 6159 WA, Australia / +61 08 6420 0940
ABN: 50 635 0752 68 / ACN: 635 0752 68
mail@morq.it
www.morq.it



1 NORTH EAST ELEVATION
1 : 200

CITY OF FREMANTLE
These Plans Form Part of
DAPV004/24
20 Sept 2024

CITY OF FREMANTLE
Planning Approval with CONDITIONS was GRANTED for VA0011/23
15 August 2023
Plan 12 of 15
PLEASE REFER TO CONDITION NO/S: 1 - 31



2 SOUTH WEST ELEVATION
1 : 200

CITY OF FREMANTLE
These Plans Form Part of
VA0011/23
8 Jun 2023

DD.MM.YY	REV	DESCRIPTION	CHECKED
23.05.23	B	Amended DA	
29.10.21	A	Amended DA	

ARCHITECT
space collective architects
3/140 ONSLOW RD SHENTON PARK WA 6008

CLIENT
MEGARA

PROJECT NAME
SERAI
19-21 McCABE STREET, NORTH FREMANTLE WA 6159

DRAWING STATUS
AMENDED DEVELOPMENT APPLICATION

DRAWING NAME
EAST & WEST ELEVATIONS

SCALE 1 : 200 (A1)
0 1 2 3 4 5 6 M

PROJECT No.	DRAWING No.	REV
2113	DA13	B

DRAWN BY Author

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20 Sept 2024

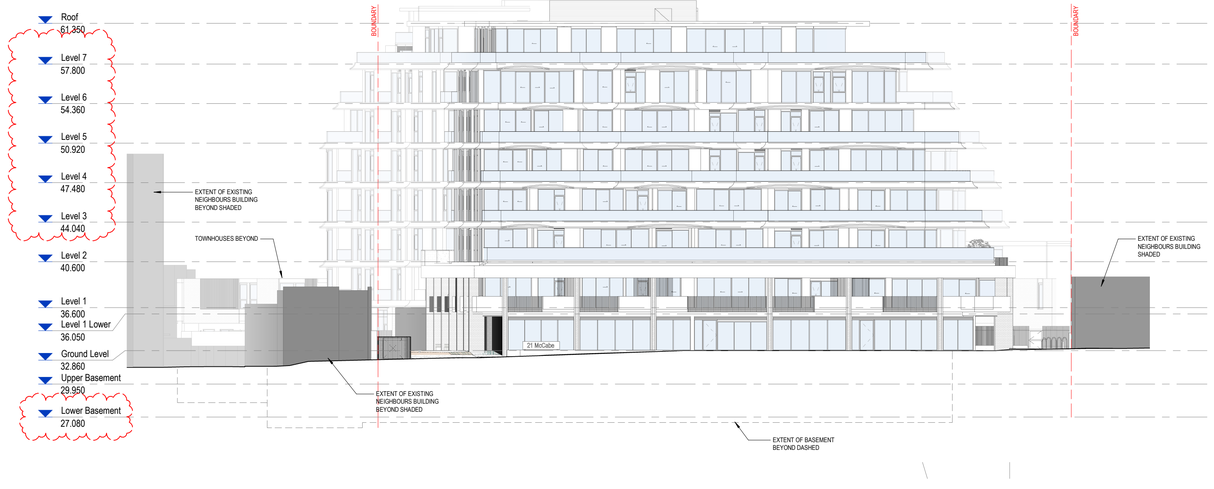
1 NORTH WEST ELEVATION
1 : 200

CITY OF FREMANTLE
Planning Approval with CONDITIONS was GRANTED for VA0011/23

15 August 2023

Plan 13 of 15

PLEASE REFER TO CONDITION NO/S; 1 - 31



2 SOUTH EAST ELEVATION
1 : 200

CITY OF FREMANTLE
These Plans Form Part of

VA0011/23

8 Jun 2023

DD.MM.YY	REV	DESCRIPTION	CHECKED
23.05.23	B	Amended DA	
29.10.21	A	Amended DA	

ARCHITECT
space collective architects
3/140 ONSLOW RD SHENTON PARK WA 6008

CLIENT
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19-21 McCABE STREET, NORTH FREMANTLE WA 6159

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AMENDED DEVELOPMENT APPLICATION

DRAWING NAME
NORTH & SOUTH ELEVATIONS

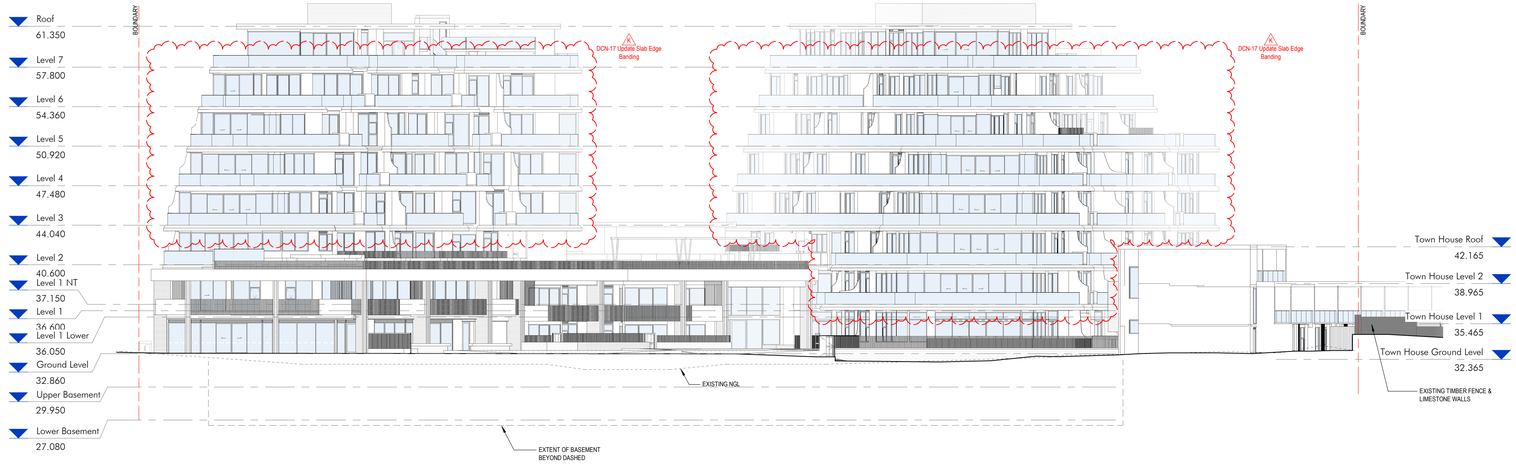
SCALE 1 : 200 (A1)
0 1 2 3 4 5 6 M

PROJECT No.	DRAWING No.	REV
2113	DA14	B
	DRAWN BY	Author

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1 A02-000 **OVERALL NORTH ELEVATION**
1 : 200

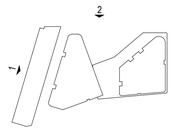


2 A02-000 **OVERALL NORTH-EAST ELEVATION**
1 : 200

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DAPV004/24
20 Sept 2024

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KEY PLAN N.T.S.

23.08.24	K	ELEVATIONS UPDATE FOR INFO	YC
15.03.24	J	BUILDING PERMIT ISSUE	TL
06.04.23	H	ISSUED FOR TENDER	ER
14.12.22	G	ISSUED NON EDL DOCUMENTATION	ER
24.06.22	F	80% DESIGN DEVELOPMENT ISSUE	ER
DD.MM.YY	REV	DESCRIPTION	CHECKED

ARCHITECT

space collective architects
3/140 ONSLOW RD SHENTON PARK WA 6008

CLIENT

WEST TO WEST GROUP

PROJECT NAME

SERAI
19-21 McCABE STREET, NORTH FREMANTLE WA 6159

DRAWING NAME

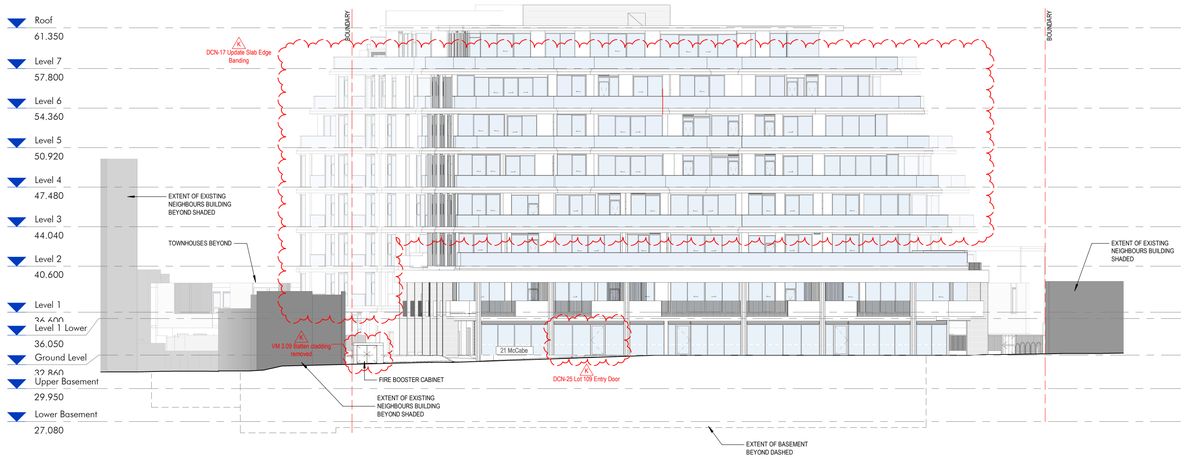
OVERALL BUILDING ELEVATIONS SHEET 1

FOR INFORMATION

SCALE 1 : 200 (A1)
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PROJECT No.	DRAWING No.	REV
2113	A03-001	K
	DRAWN BY	Author

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3 OVERALL SOUTH-EAST ELEVATION
A02-000 1 : 200

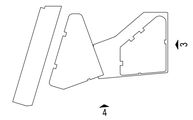


4 OVERALL SOUTH-WEST ELEVATION
A02-000 1 : 200

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20 Sept 2024

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4

KEY PLAN N.T.S.

DD.MM.YY	REV	DESCRIPTION	CHECKED
23.08.24	K	ELEVATIONS UPDATE FOR INFO	YC
15.03.24	J	BUILDING PERMIT ISSUE	TL
06.04.23	H	ISSUED FOR TENDER	ER
24.10.22	G	ISSUED NON ESL DOCUMENTATION	ER
04.06.22	F	80% DETAILED DEVELOPMENT ISSUE	ER

ARCHITECT

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3/140 ONSLOW RD SHENTON PARK WA 6008

CLIENT

WEST TO WEST GROUP

PROJECT NAME

SERAI
19-21 McCABE STREET, NORTH FREMANTLE WA 6159

DRAWING NAME

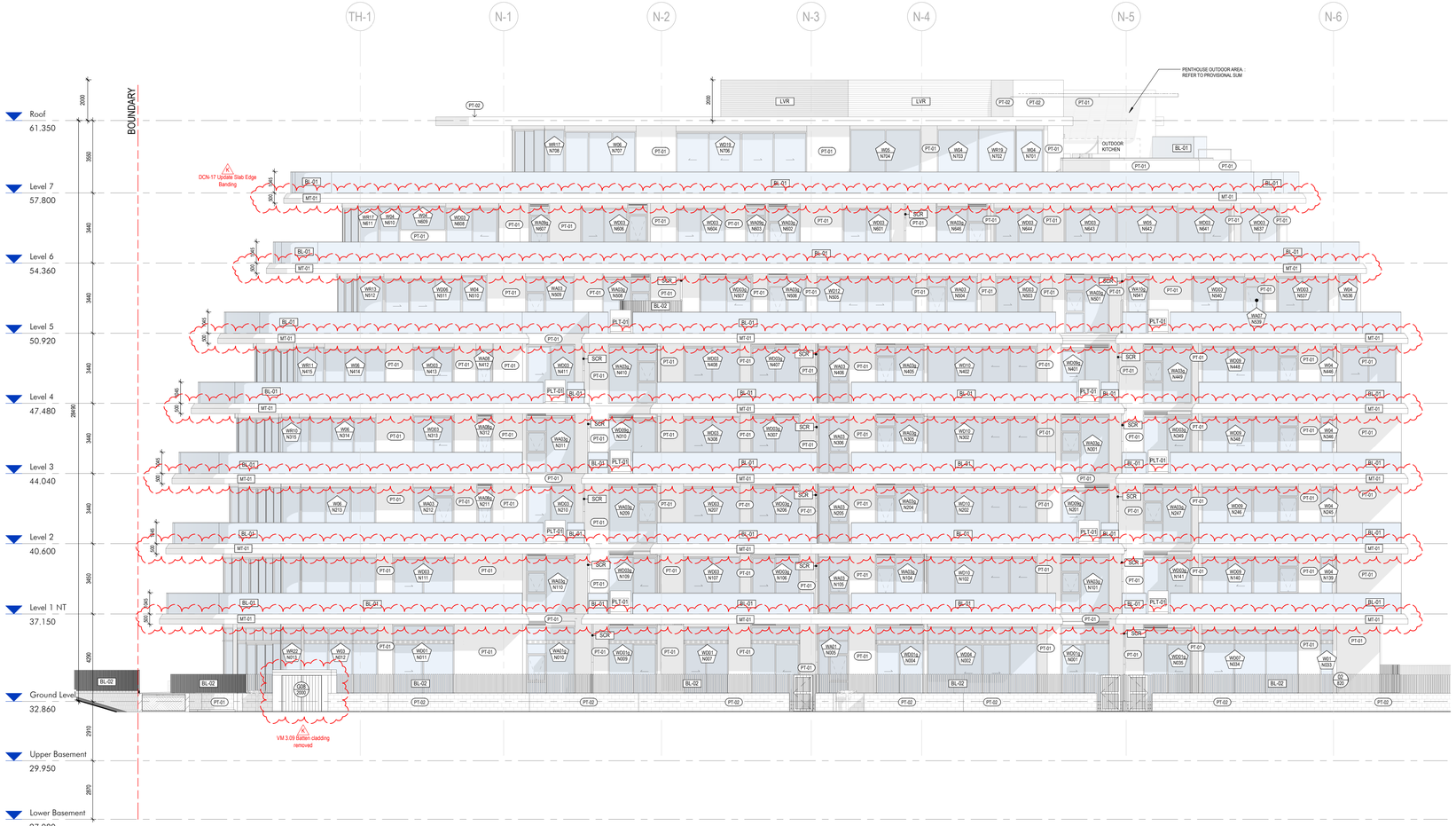
OVERALL BUILDING ELEVATIONS SHEET 2

FOR INFORMATION

SCALE 1 : 200 (A1)
0 2 4 6 8 10 12 M

PROJECT No.	DRAWING No.	REV
2113	A03-002	K
	DRAWN BY	Author

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5 NORTH TOWER NORTH ELEVATION
1 : 100

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20 Sept 2024

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REFERENCE SYMBOLS

REFER ADB DRAWING SERIES FOR VARING HEIGHTS AND WIDTHS AND COUNTS PER VARIANT TYPE

WINDOW AND GRILLES

W - GLAZING TYPE/CODE
N101 - LOCATION ID No. Location / Level / Sequence
N = NORTH TOWER
S = SOUTH TOWER

LV - LOUVRE TYPE/CODE
GR01 - LOCATION ID No. Location/Level/Sequence

WINDOW CODE
W = FIXED GLAZING
WA = AWNING WINDOW
WD = GLAZED DOOR
WI = INTERNAL GLAZED PARTITION / WINDOWS
WID = INTERNAL GLAZED DOOR
CW = SHOPFRONT GLAZING
WR = CURVED CORNER GLAZING

WINDOW VARIANT
g = INTEGRATED MECHANICAL GRILLE NOM. 220mm HIGH

DOOR, GATE & FENCE

D01 - TYPE/CODE VARIANT (Based on Leaf Size)
800 - DOOR LEAF WIDTH

SPECIFICATION CODES

AGG	AGGREGATE
BL	BALUSTRADE
CL	CLADDING
PLT	PLANTER BOX
SCR	PRIVACY SCREEN

THE SPECIFICATION CODES SHALL BE READ IN CONJUNCTION WITH THE FOLLOWING SCHEDULES:

- EXTERNAL FINISHES SCHEDULE
- INTERIOR FINISHES SCHEDULE
- INTERIOR APPLIANCES SCHEDULE
- INTERIOR PLUMBING SCHEDULE

DD.MM.YY	REV	DESCRIPTION	CHECKED
23.08.24	K	ELEVATIONS UPDATE FOR INFO	NJ
15.03.24	J	BUILDING PERMIT ISSUE	TL
06.04.23	H	ISSUED FOR TENDER	ER
16.12.22	G	ISSUED FOR RFA DOCUMENTATION	ER
19.07.22	F	ADDENDUM - TOWERS GLAZING PACKAGE	ER

ARCHITECT

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3/140 ONSLOW RD SHENTON PARK WA 6008

CLIENT

WEST TO WEST GROUP

PROJECT NAME

SERAI
19-21 McCABE STREET, NORTH FREMANTLE WA 6159

DRAWING NAME

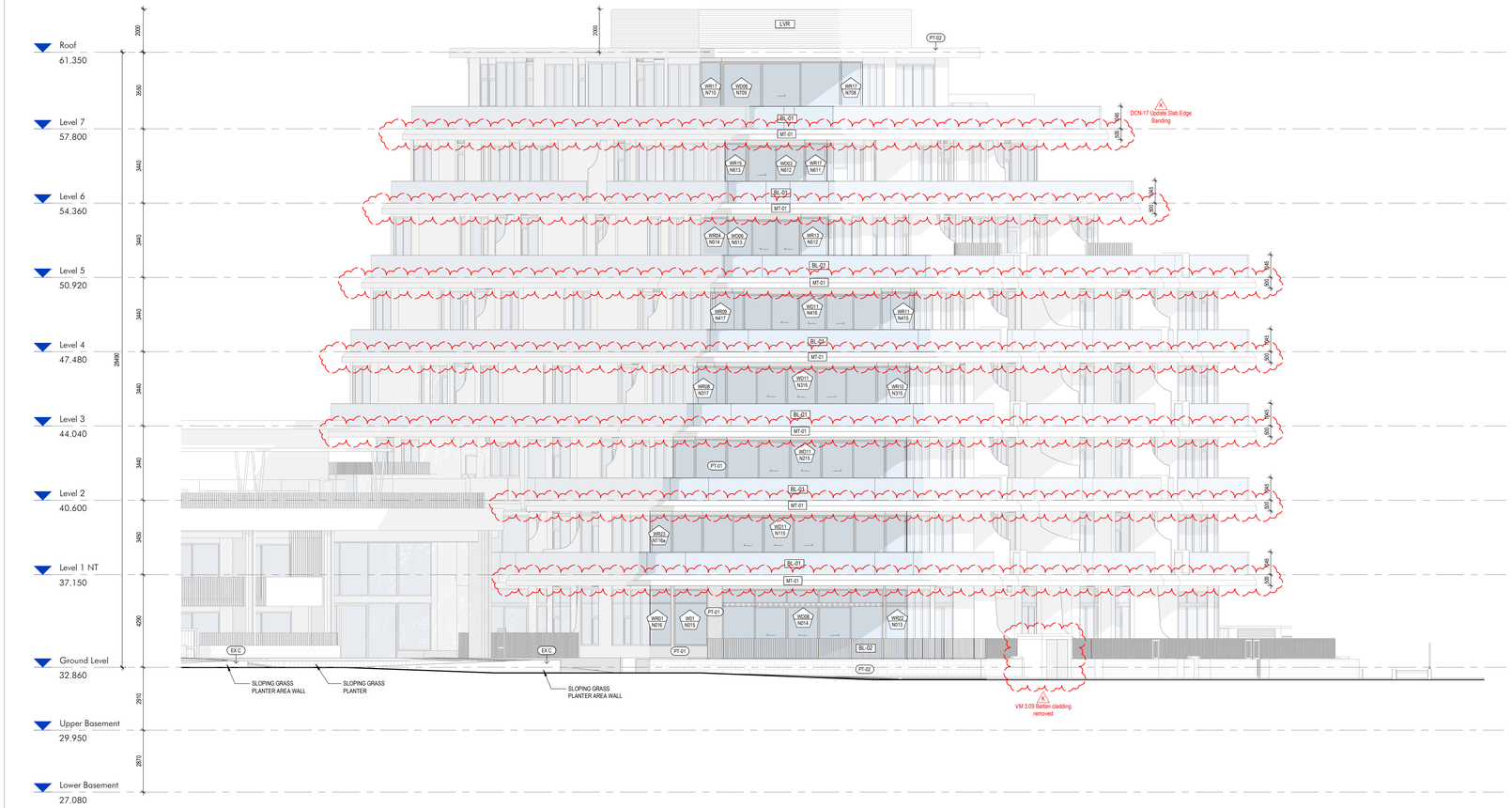
NORTH TOWER ELEVATIONS SHEET 1

FOR INFORMATION

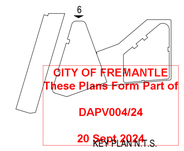
SCALE 1 : 100 (A1)
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PROJECT No.	DRAWING No.	REV
2113	A03-010	K
	DRAWN BY	Author

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6 NORTH TOWER EAST ELEVATION
1 : 100



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REFERENCE SYMBOLS

REFER ADB DRAWING SERIES FOR VARING HEIGHTS AND WIDTHS AND COUNTS PER VARIANT TYPE

WINDOW AND GRILLES

W – GLAZING TYPE/CODE
N101 – LOCATION ID No.
Location / Level / Sequence
N = NORTH TOWER
S = SOUTH TOWER

LV – LOUVRE TYPE/CODE
GR01 – LOCATION ID No.
Location/Level/Sequence

WINDOW CODE
W = FIXED GLAZING
WA = AWNING WINDOW
WD = GLAZED DOOR
WI = INTERNAL GLAZED PARTITION / WINDOWS
WID = INTERNAL GLAZED DOOR
CW = SHOPFRONT GLAZING
WR = CURVED CORNER GLAZING

WINDOW VARIANT
g = INTEGRATED MECHANICAL GRILLE NOM. 220mm HIGH

DOOR, GATE & FENCE

D01 – TYPE/CODE VARIANT (Based on Leaf Size)
800 – DOOR LEAF WIDTH

SPECIFICATION CODES

AGG	AGGREGATE
BL	BALUSTRADE
FL	FLADDOCK
PLT	PLANTER BOX
SCR	PRIVACY SCREEN

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- EXTERNAL FINISHES SCHEDULE
- INTERIOR FINISHES SCHEDULE
- INTERIOR APPLIANCES SCHEDULE
- INTERIOR PLUMBING SCHEDULE

DD.MM.YY	REV	DESCRIPTION	CHECKED
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15.03.24	J	BUILDING PERMIT ISSUE	TL
06.04.23	H	ISSUED FOR TENDER	ER
16.12.22	G	ISSUED FOR 80% DOCUMENTATION	ER
19.07.22	F	ADDENDUM - TOWERS GLAZING PACKAGE	ER

ARCHITECT

space collective architects
3/140 ONSLOW RD SHENTON PARK WA 6008

CLIENT

WEST TO WEST GROUP

PROJECT NAME

SERAI
19-21 McCABE STREET, NORTH FREMANTLE WA 6159

DRAWING NAME

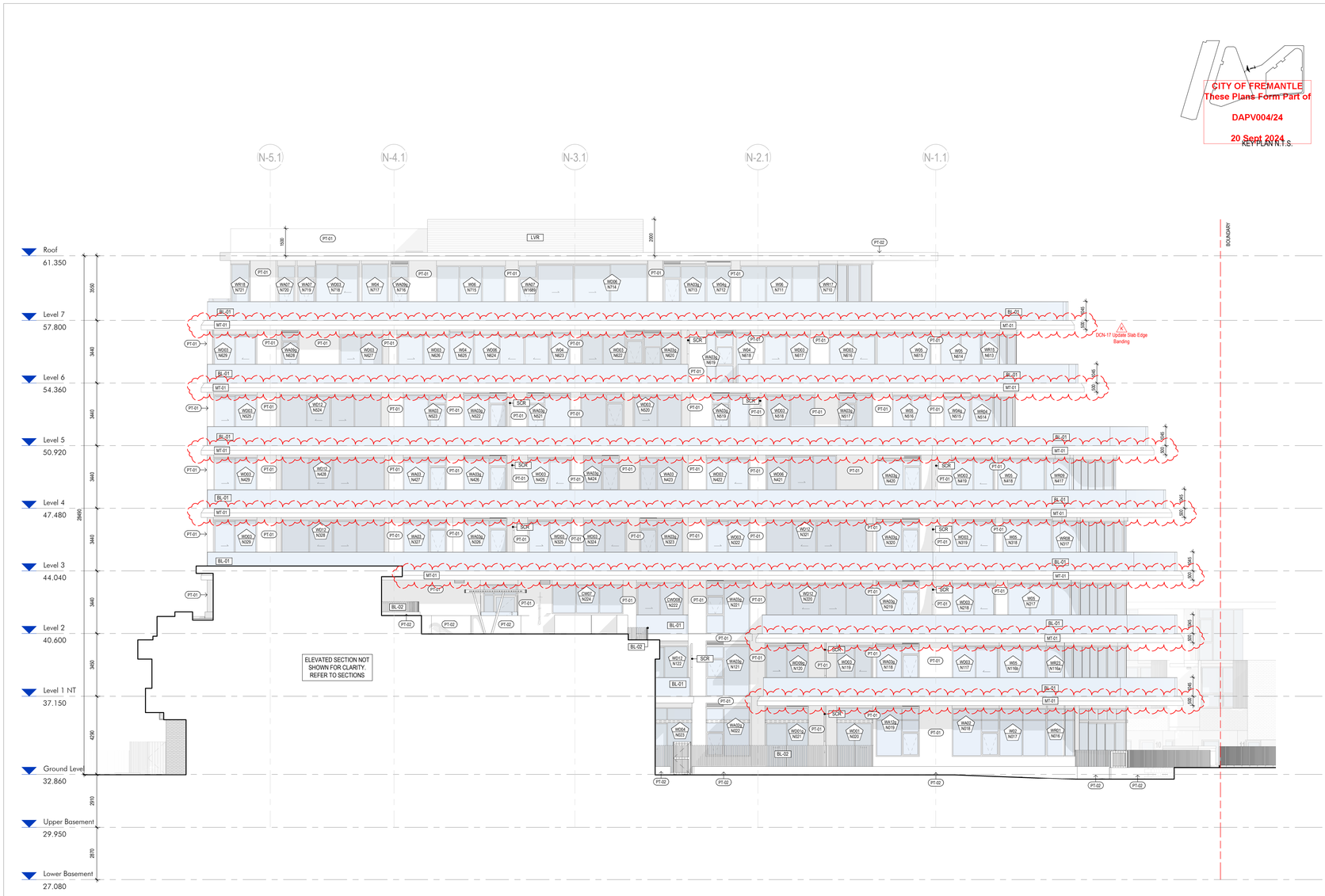
NORTH TOWER ELEVATIONS SHEET 2

FOR INFORMATION

SCALE 1 : 100 (A1)
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PROJECT No.	DRAWING No.	REV
2113	A03-011	K
	DRAWN BY	Author

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7 **NORTH TOWER SOUTH-EAST ELEVATION**
1 : 100

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20 Sept 2024

KEY PLAN N.T.S.

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GR01 – LOCATION ID No.
Location/Level/Sequence

WINDOW CODE
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WID = INTERNAL GLAZED DOOR
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WR = CURVED CORNER GLAZING

WINDOW VARIANT
g = INTEGRATED MECHANICAL GRILLE NOM. 220mm HIGH

DOOR, GATE & FENCE

D01 – TYPE/CODE VARIANT (Based on Leaf Size)
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04.04.23	H	ISSUED FOR TENDER	ER
16.12.22	G	ISSUED FOR 80% DOCUMENTATION	ER
19.07.22	F	ADDENDUM - TOWERS GLAZING PACKAGE	ER

ARCHITECT

space collective architects
3/140 ONSLOW RD SHENTON PARK WA 6008

CLIENT

WEST TO WEST GROUP

PROJECT NAME

SERAI
19-21 McCABE STREET, NORTH FREMANTLE WA 6159

DRAWING NAME

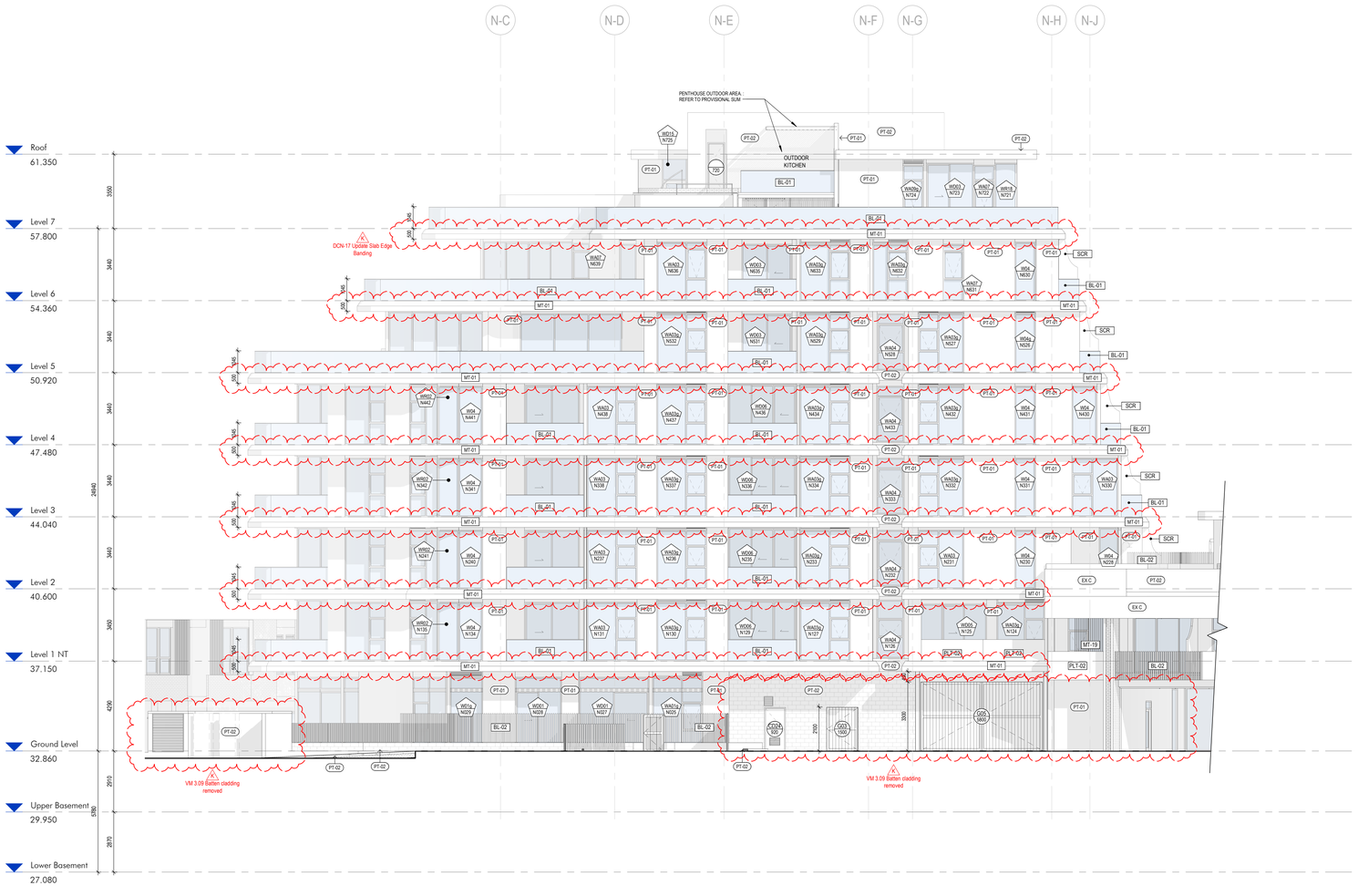
NORTH TOWER ELEVATIONS SHEET 3

FOR INFORMATION

SCALE 1 : 100 (A1)
0 1 2 3 4 5 6 M

PROJECT No.	DRAWING No.	REV
2113	A03-012	K
	DRAWN BY	Author

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8 NORTH TOWER SOUTH-WEST ELEVATION
1 : 100

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Location/Level/Sequence

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WI = INTERNAL GLAZED PARTITION / WINDOWS
WID = INTERNAL GLAZED DOOR
CW = SHOPFRONT GLAZING
WR = CURVED CORNER GLAZING

WINDOW VARIANT
g = INTEGRATED MECHANICAL GRILLE NOM. 220mm HIGH

DOOR, GATE & FENCE

D01 – TYPE/CODE VARIANT (Based on Leaf Size)
820 – DOOR LEAF WIDTH

SPECIFICATION CODES

AGG	AGGREGATE
BL	BALUSTRADE
FL	FLADDING
PLT	PLANTER BOX
SCR	PRIVACY SCREEN

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- INTERIOR APPLIANCES SCHEDULE
- INTERIOR PLUMBING SCHEDULE

DD.MM.YY	REV	DESCRIPTION	CHECKED
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06.04.23	H	ISSUED FOR TENDER	ER
16.12.22	G	ISSUED FOR RFI/ DOCUMENTATION	ER
19.07.22	F	ADDENDUM - TOWERS GLAZING PACKAGE	ER

ARCHITECT
space collective architects
3/140 ONSLOW RD SHENTON PARK WA 6008

CLIENT
WEST TO WEST GROUP

PROJECT NAME
SERAI
19-21 McCABE STREET, NORTH FREMANTLE WA 6159

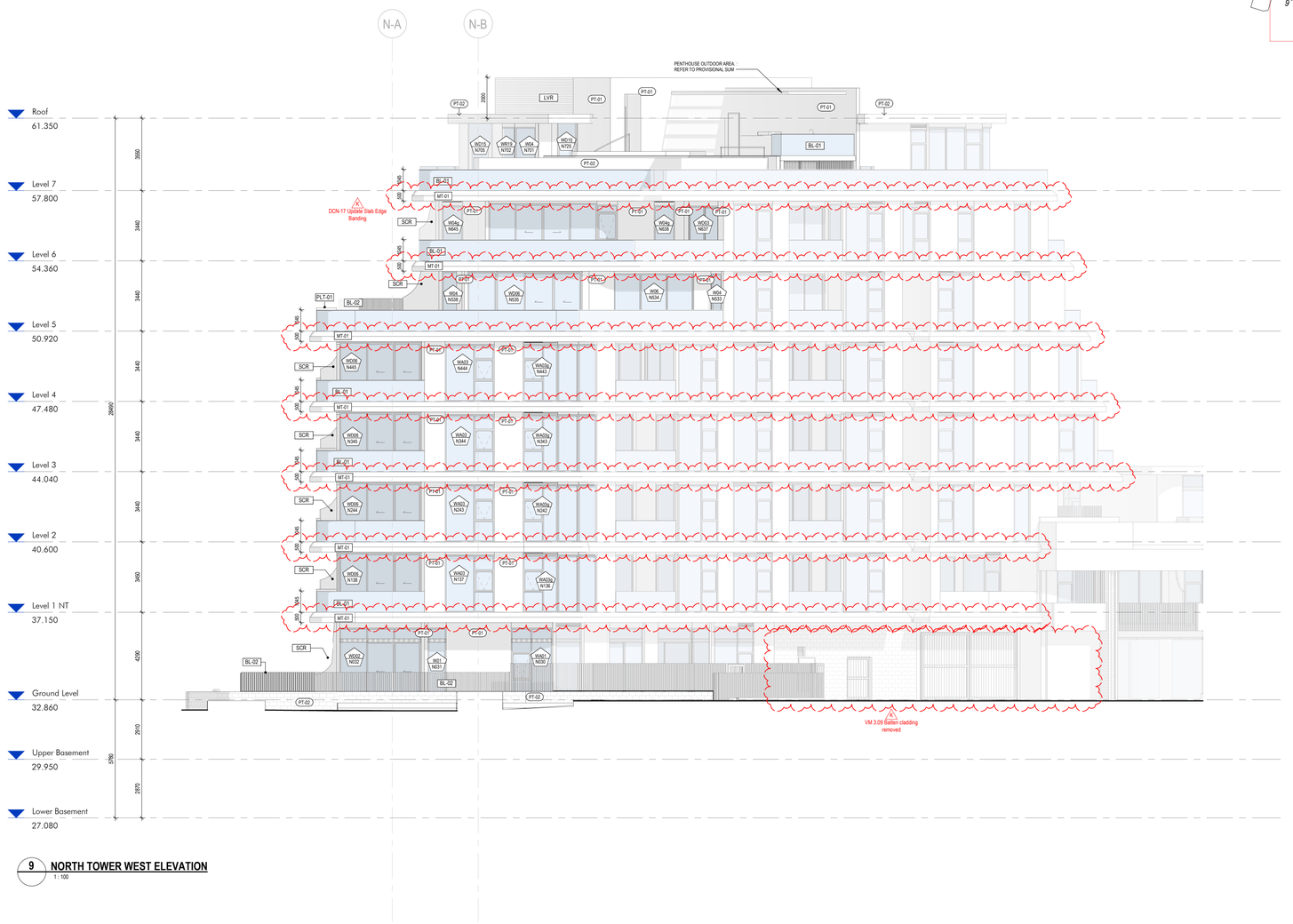
DRAWING NAME
NORTH TOWER ELEVATIONS SHEET 4

FOR INFORMATION

SCALE 1 : 100 (A1)
0 1 2 3 4 5 6 M

PROJECT No.	DRAWING No.	REV
2113	A03-013	K
	DRAWN BY	Author

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9 **NORTH TOWER WEST ELEVATION**
1 : 100

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REFERENCE SYMBOLS

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WINDOW AND GRILLES

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LV GR01 — LOUVRE TYPE/CODE; LOCATION ID No. Location/Level/Sequence

WINDOW CODE
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WID = INTERNAL GLAZED DOOR
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WR = CURVED CORNER GLAZING

WINDOW VARIANT
g = INTEGRATED MECHANICAL GRILLE NOM. 220mm HIGH

DOOR, GATE & FENCE

D01 820 — TYPE/CODE VARIANT (Based on Leaf Size); DOOR LEAF WIDTH

SPECIFICATION CODES

AGG	AGGREGATE
BL	BALUSTRADE
FL	FLADDING
PLT	PLANTER BOX
SCR	PRIVACY SCREEN

THE SPECIFICATION CODES SHALL BE READ IN CONJUNCTION WITH THE FOLLOWING SCHEDULES

- EXTERNAL FINISHES SCHEDULE
- INTERIOR FINISHES SCHEDULE
- INTERIOR APPLIANCES SCHEDULE
- INTERIOR PLUMBING SCHEDULE

DD.MM.YY	REV	DESCRIPTION	CHECKED
23.08.24	K	ELEVATIONS UPDATE FOR INFO	NJ
15.03.24	J	BUILDING PERMIT ISSUE	TL
06.04.23	H	ISSUED FOR TENDER	ER
16.12.22	G	ISSUED FOR 80% DOCUMENTATION	ER
19.07.22	F	ADDENDUM - TOWERS GLAZING PACKAGE	ER

ARCHITECT

space collective architects
3/140 ONSLOW RD SHENTON PARK WA 6008

CLIENT

WEST TO WEST GROUP

PROJECT NAME

SERAI
19-21 McCABE STREET, NORTH FREMANTLE WA 6159

DRAWING NAME

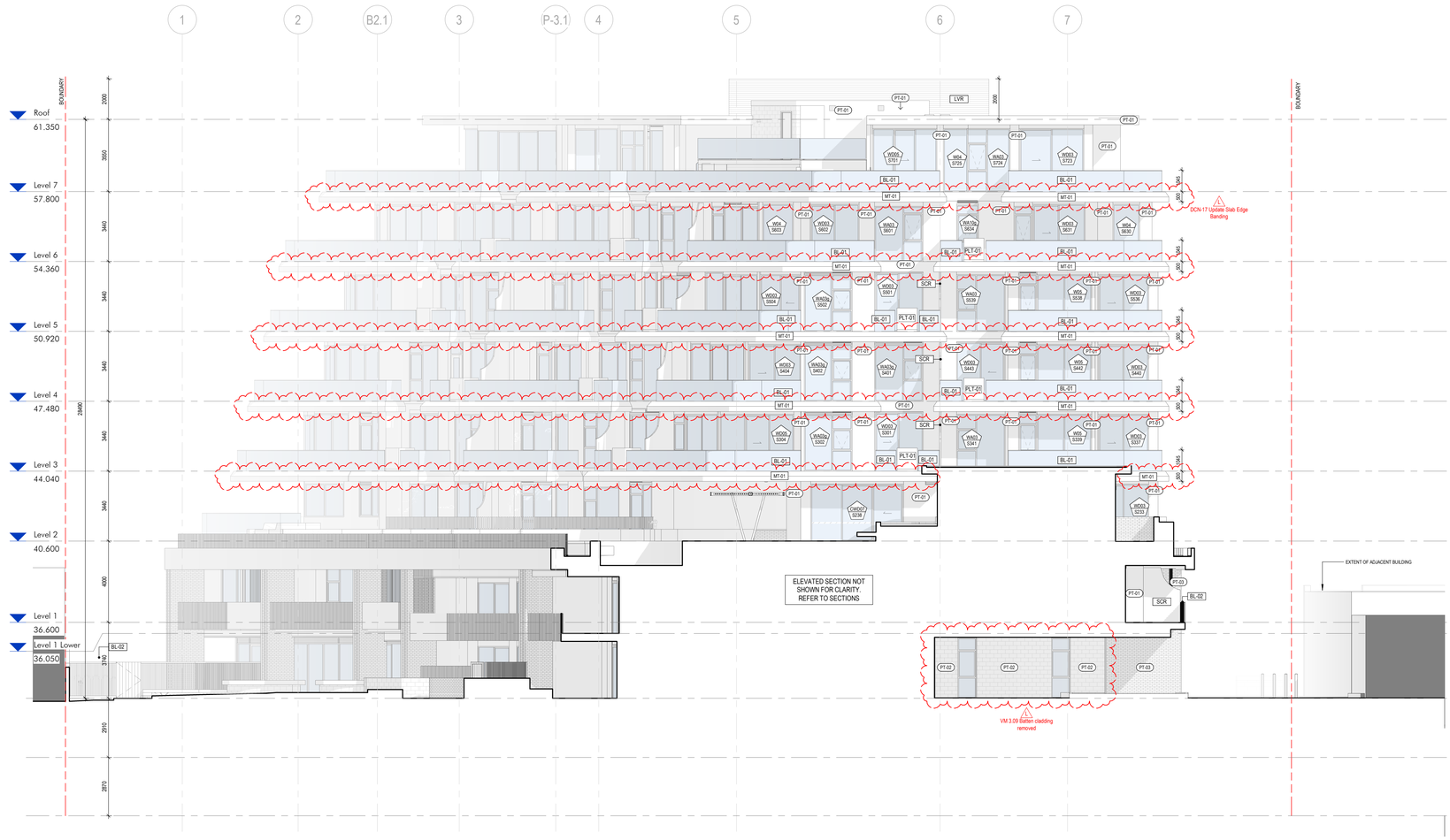
NORTH TOWER ELEVATIONS
SHEET 5

FOR INFORMATION

SCALE 1 : 100 (A1)
0 1 2 3 4 5 6 M

PROJECT No.	DRAWING No.	REV
2113	A03-014	K
	DRAWN BY	Author

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10 SOUTH TOWER NORTH-WEST ELEVATION
1 : 100

CITY OF FREMANTLE
These Plans Form Part of
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20 Sept 2024

KEY PLAN N.T.S.

GENERAL NOTES

1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL ARCHITECT, CONSULTANT DRAWINGS AND SPECIFICATIONS AND SCHEDULES
2. USE FIGURED DIMENSIONS ONLY DO NOT SCALE.
3. ALL DIMENSIONS ON DRAWINGS SHALL BE CHECKED BY THE BUILDER PRIOR TO COMMENCEMENT OF CONSTRUCTION, PROCEEDING WITH PREPERATION OF SHOP DRAWINGS OR PLACING OF ORDERS, NOTIFY THE ARCHITECT OF ANY DISCREPANCIES FOR CLARIFICATION.
4. ALL WORK SHALL COMPLY WITH THE NATIONAL CONSTRUCTION CODE (NCC), AUSTRALIAN STANDARDS AND THE REQUIREMENTS OF STATE AND LOCAL AUTHORITIES.
5. ALL MATERIALS, FIXTURES, FITTINGS AND BUILDING COMPONENTS SHALL BE INSTALLED IN ACCORDANCE WITH MANUFACTURERS' SPECIFICATIONS AND RECOMMENDATIONS.

REFERENCE SYMBOLS

REFER ADB DRAWING SERIES FOR VARING HEIGHTS AND WIDTHS AND COUNTS PER VARIANT TYPE

WINDOW AND GRILLES

W – GLAZING TYPE/CODE
N101 – LOCATION ID No.
Location / Level / Sequence
N = NORTH TOWER
S = SOUTH TOWER

LV – LOUVRE TYPE/CODE
GR01 – LOCATION ID No.
Location/Level/Sequence

WINDOW CODE
W = FIXED GLAZING
WA = AWNING WINDOW
WD = GLAZED DOOR
WI = INTERNAL GLAZED PARTITION / WINDOWS
WID = INTERNAL GLAZED DOOR
CW = SHOPFRONT GLAZING
WR = CURVED CORNER GLAZING

WINDOW VARIANT
g = INTEGRATED MECHANICAL GRILLE NOM. 220mm HIGH

DOOR, GATE & FENCE

D01 – TYPE/CODE VARIANT (Based on Leaf Size)
820 – DOOR LEAF WIDTH

SPECIFICATION CODES

AGG	AGGREGATE
BL	BALUSTRADE
FL	FLADDING
PLT	PLANTER BOX
SCR	PRIVACY SCREEN

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- INTERIOR FINISHES SCHEDULE
- INTERIOR APPLIANCES SCHEDULE
- INTERIOR PLUMBING SCHEDULE

DD.MM.YY	REV	DESCRIPTION	CHECKED
23.08.24	L	ELEVATIONS UPDATE FOR INFO	NJ
17.05.24	K	APT 1701 POOL FOR COORDINATION	TL
15.03.24	J	BUILDING PERMIT ISSUE	TL
06.04.23	H	ISSUED FOR TENDER	ER
16.12.22	G	ISSUED FOR BDN. DOCUMENTATION	ER

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3/140 ONSLOW RD SHENTON PARK WA 6008

CLIENT

WEST TO WEST GROUP

PROJECT NAME

SERAI
19-21 McCABE STREET, NORTH FREMANTLE WA 6159

DRAWING NAME

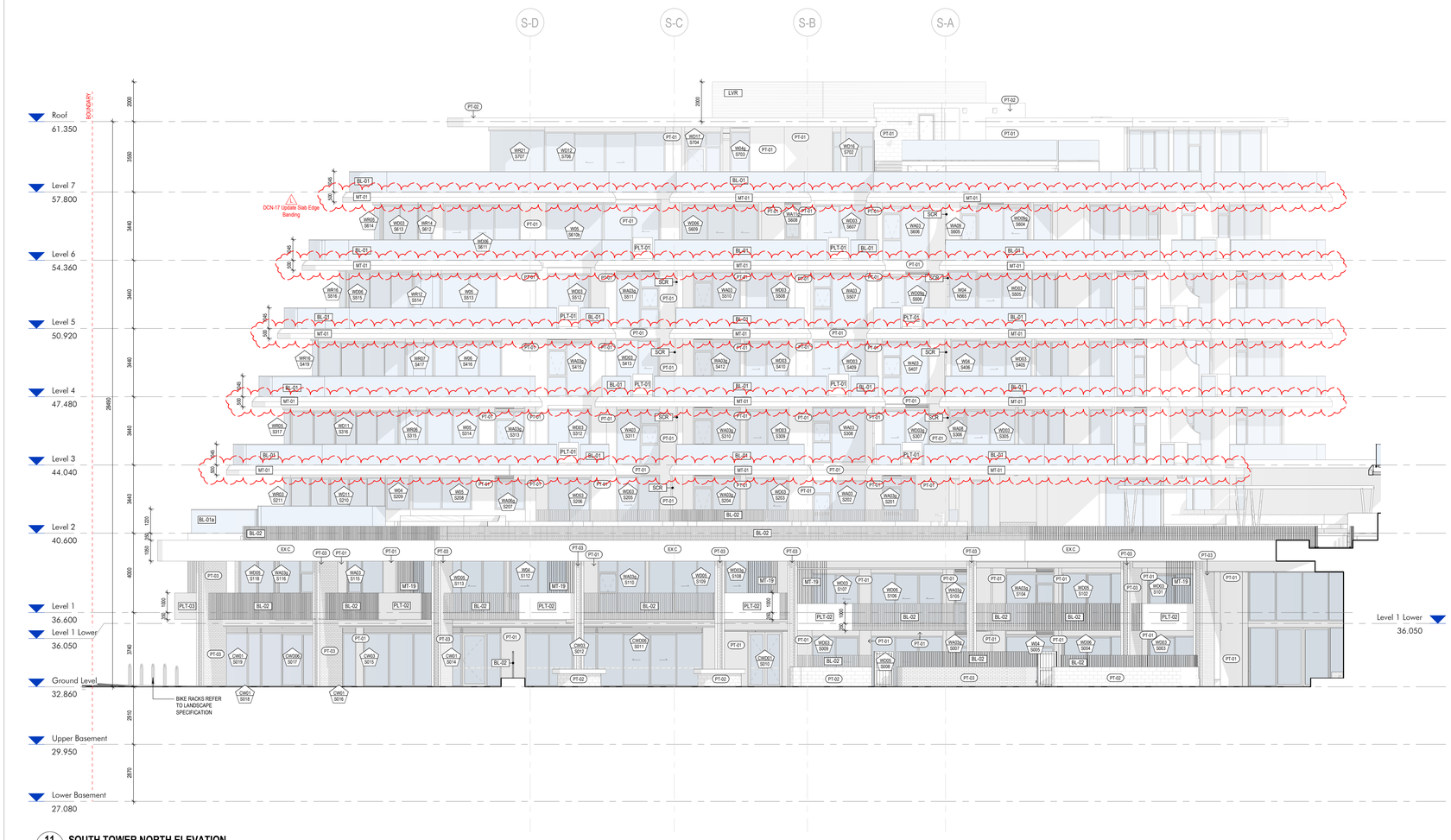
SOUTH TOWER ELEVATIONS SHEET 1

FOR INFORMATION

SCALE 1 : 100 (A1)
0 1 2 3 4 5 6 M

PROJECT No.	DRAWING No.	REV
2113	A03-020	L
	DRAWN BY	Author

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11 **SOUTH TOWER NORTH ELEVATION**
1 : 100



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20 September 2024.

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REFERENCE SYMBOLS

REFER ADB DRAWING SERIES FOR VARING HEIGHTS AND WIDTHS AND COUNTS PER VARIANT TYPE

WINDOW AND GRILLES

W – N101 — GLAZING TYPE/CODE; LOCATION ID No. Location / Level / Sequence
LV – QR01 — LOUVRE TYPE/CODE; LOCATION ID No. Location/Level/Sequence
N = NORTH TOWER
S = SOUTH TOWER

WINDOW CODE
W = FIXED GLAZING
WA = AWNING WINDOW
WD = GLAZED DOOR
WI = INTERNAL GLAZED PARTITION / WINDOWS
WID = INTERNAL GLAZED DOOR
CW = SHOPFRONT GLAZING
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WINDOW VARIANT
g = INTEGRATED MECHANICAL GRILLE NOM. 220mm HIGH

DOOR, GATE & FENCE

D01 – 820 — TYPE/CODE VARIANT (Based on Leaf Size); DOOR LEAF WIDTH

SPECIFICATION CODES

AGG	AGGREGATE
BL	BALUSTRADE
CL	CLADDING
PLT	PLANTER BOX
SCR	PRIVACY SCREEN

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- INTERIOR FINISHES SCHEDULE
- INTERIOR APPLIANCES SCHEDULE
- INTERIOR PLUMBING SCHEDULE

DD.MM.YY	REV	DESCRIPTION	CHECKED
23.08.24	L	ELEVATIONS UPDATE FOR INFO	N2
17.05.24	K	APT 1701 POOL FOR COORDINATION	TL
15.03.24	J	BUILDING PERMIT ISSUE	TL
04.04.23	H	ISSUED FOR TENDER	EK
16.12.22	G	ISSUED FOR WA DOCUMENTATION	EK

ARCHITECT
space collective architects
3/140 ONSLOW RD SHENTON PARK WA 6008

CLIENT
WEST TO WEST GROUP

PROJECT NAME
SERAI
19-21 McCABE STREET, NORTH FREMANTLE WA 6159

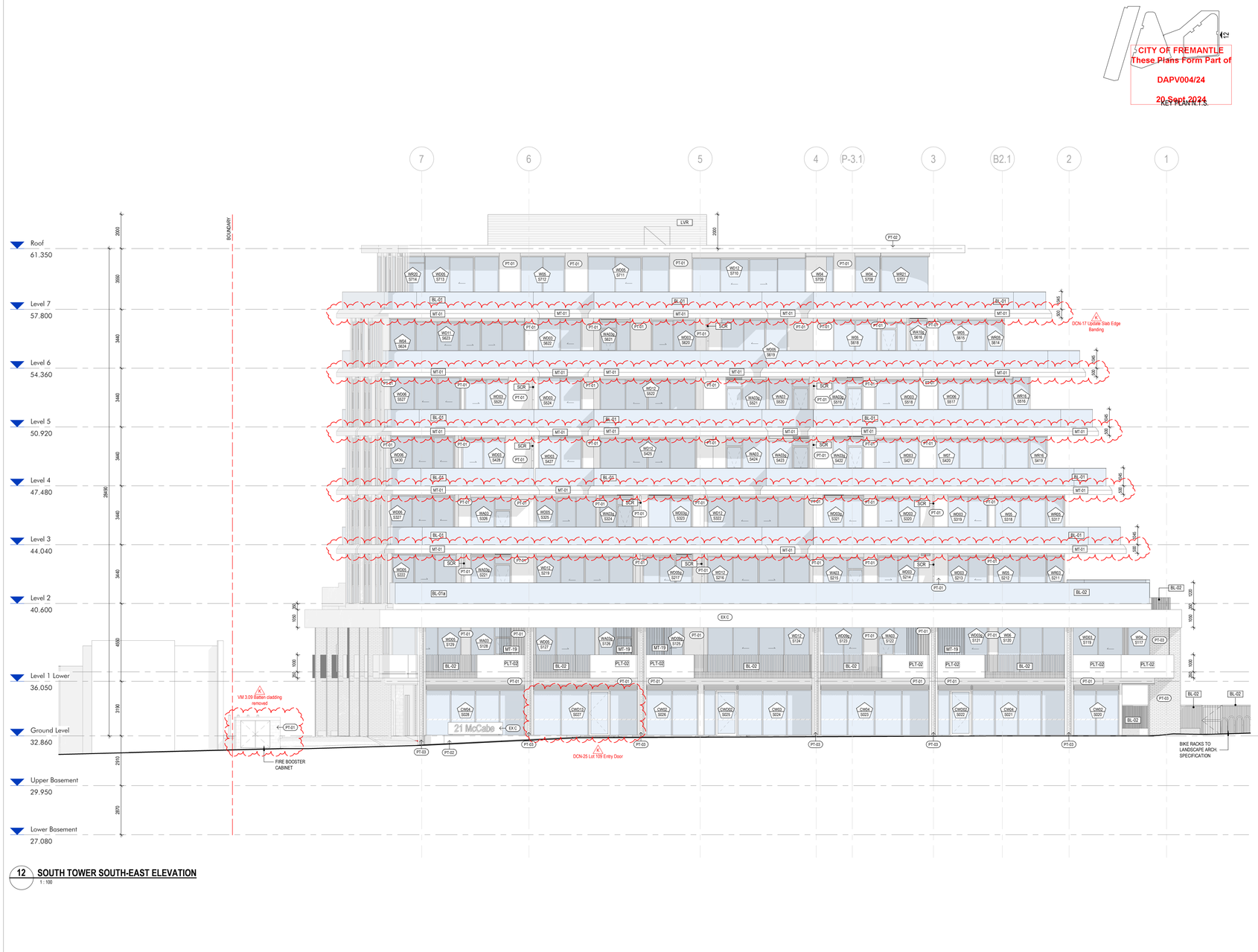
DRAWING NAME
SOUTH TOWER ELEVATIONS SHEET 2

FOR INFORMATION

SCALE 1 : 100 (A1)
0 1 2 3 4 5 6 M

PROJECT No.	DRAWING No.	REV
2113	A03-021	L
	DRAWN BY	Author

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12 **SOUTH TOWER SOUTH-EAST ELEVATION**
1 : 100

CITY OF FREMANTLE
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20 Sept 2024

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N101 – LOCATION ID No. Location / Level / Sequence
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LV – LOUVRE TYPE/CODE
QR01 – LOCATION ID No. Location/Level/Sequence

WINDOW CODE
W = FIXED GLAZING
WA = AWNING WINDOW
WD = GLAZED DOOR
WI = INTERNAL GLAZED PARTITION / WINDOWS
WID = INTERNAL GLAZED DOOR
CW = SHOPFRONT GLAZING
WR = CURVED CORNER GLAZING

WINDOW VARIANT
g = INTEGRATED MECHANICAL GRILLE NOM. 220mm HIGH

DOOR, GATE & FENCE

D01 – TYPE/CODE VARIANT (Based on Leaf Size)
900 – DOOR LEAF WIDTH

SPECIFICATION CODES

AGG	AGGREGATE
BL	BALUSTRADE
CL	CLADDING
PLT	PLANTER BOX
SCR	PRIVACY SCREEN

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DD.MM.YY	REV	DESCRIPTION	CHECKED
23.08.24	K	ELEVATIONS UPDATE FOR INFO	NJ
15.03.24	J	BUILDING PERMIT ISSUE	TL
04.04.23	H	ISSUED FOR TENDER	ER
16.12.22	G	ISSUED FOR RFA DOCUMENTATION	ER
19.07.22	F	ADDENDUM - TOWERS GLAZING PACKAGE	ER

ARCHITECT
space collective architects
3/140 ONSLOW RD SHENTON PARK WA 6008

CLIENT
WEST TO WEST GROUP

PROJECT NAME
SERAI
19-21 McCABE STREET, NORTH FREMANTLE WA 6159

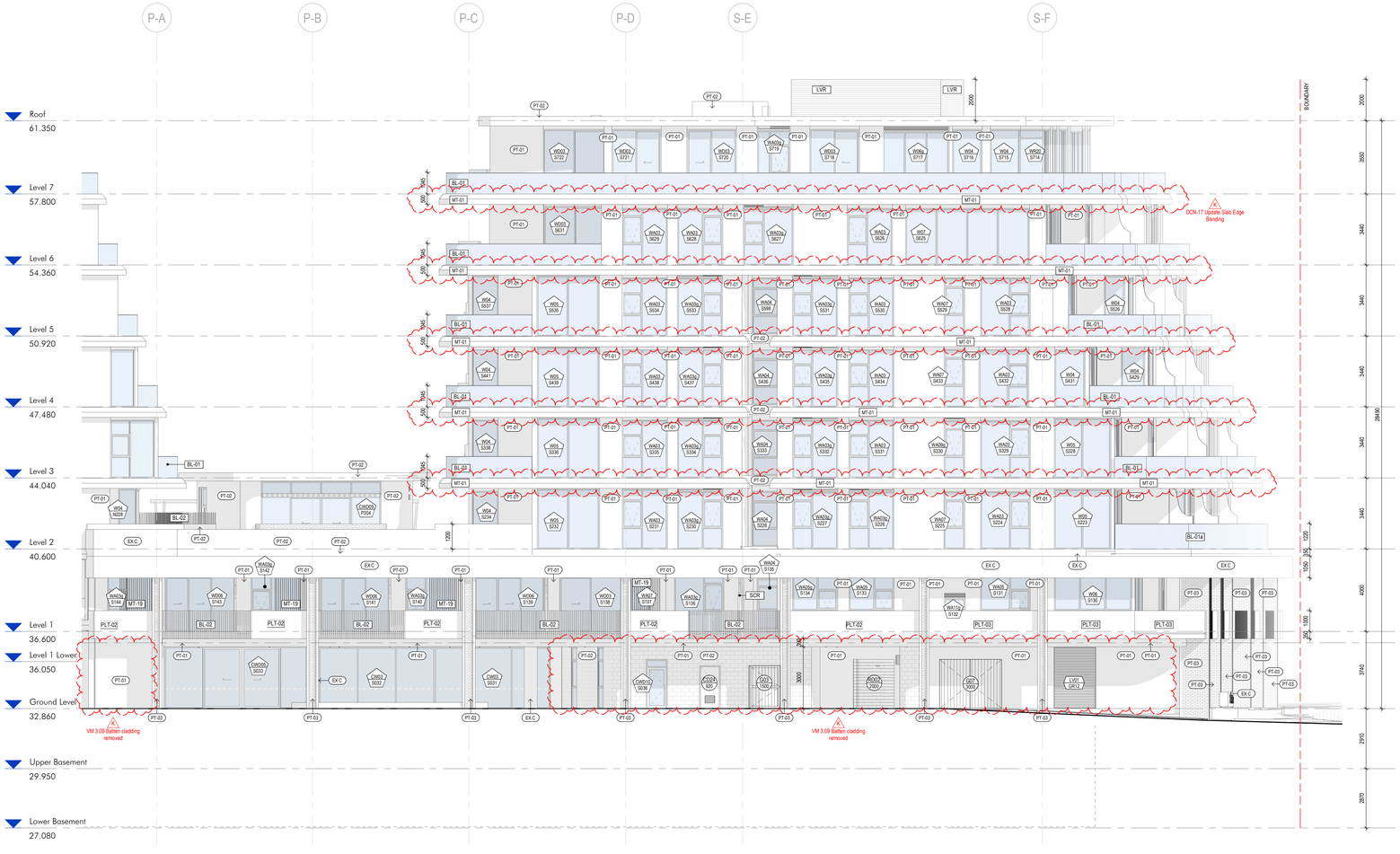
DRAWING NAME
SOUTH TOWER ELEVATIONS SHEET 3

FOR INFORMATION

SCALE 1 : 100 (A1)
0 1 2 3 4 5 6 M

PROJECT No.	DRAWING No.	REV
2113	A03-022	K
	DRAWN BY	Author

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13 **SOUTH TOWER SOUTH-WEST ELEVATION**
1: 100



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These Plans Form Part of
13
DAPV004/24
20 Sept 2024
KEY PLAN N.T.S.

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REFER ADB DRAWING SERIES FOR VARING HEIGHTS AND WIDTHS AND COUNTS PER VARIANT TYPE

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W / N1001 — GLAZING TYPE/CODE; LOCATION ID No. Location / Level / Sequence
LV – QR01 — LOUVRE TYPE/CODE; LOCATION ID No. Location/Level/Sequence
N = NORTH TOWER
S = SOUTH TOWER

WINDOW CODE
W = FIXED GLAZING
WA = AWNING WINDOW
WD = GLAZED DOOR
WI = INTERNAL GLAZED PARTITION / WINDOWS
WID = INTERNAL GLAZED DOOR
CW = SHOPFRONT GLAZING
WR = CURVED CORNER GLAZING

WINDOW VARIANT
g = INTEGRATED MECHANICAL GRILLE NOM. 220mm HIGH

DOOR, GATE & FENCE

D01 / 820 — TYPE/CODE VARIANT (Based on Leaf Size); DOOR LEAF WIDTH

SPECIFICATION CODES

AGG	AGGREGATE
BL	BALUSTRADE
FL	FLADDING
PLT	PLANTER BOX
SCR	PRIVACY SCREEN

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- INTERIOR FINISHES SCHEDULE
- INTERIOR APPLIANCES SCHEDULE
- INTERIOR PLUMBING SCHEDULE

DD.MM.YY	REV	DESCRIPTION	CHECKED
23.08.24	K	ELEVATIONS UPDATE FOR INFO	NJ
15.03.24	J	BUILDING PERMIT ISSUE	TL
06.04.23	H	ISSUED FOR TENDER	ER
16.12.22	G	ISSUED FOR 80% DOCUMENTATION	ER
19.07.22	F	ADDENDUM - TOWERS GLAZING PACKAGE	ER

ARCHITECT
space collective architects
3/140 ONSLOW RD SHENTON PARK WA 6008

CLIENT
WEST TO WEST GROUP

PROJECT NAME
SERAI
19-21 McCABE STREET, NORTH FREMANTLE WA 6159

DRAWING NAME
SOUTH TOWER ELEVATIONS SHEET 4

FOR INFORMATION

SCALE 1 : 100 (A1)
0 1 2 3 4 5 6 M

PROJECT No.	DRAWING No.	REV
2113	A03-023	K
	DRAWN BY	Author

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These Plans Form Part of
DAPV004/24
20 Sept 2024

Superman Image - Updated (left) vs Original (right)



Exterior Image - Updated (left) vs Original (right)



Serai Render Comparisons - Originals and Proposed

19-21 McCabe Street, North Fremantle

Date:	June 2024
Designed By:	Blank Canvas
Drafted By:	TD
Project No.	3066
Drawing No.	R01

Not to Scale

Method Planning
20/663 Newcastle St, Leederville WA 6007
Ph 0421 567 180
admin@methodplanning.com.au
methodplanning.com.au

June 2024

MethodPlanning

CITY OF FREMANTLE
These Plans Form Part of
DAPV004/24
20 Sept 2024

Exterior Hero Image - Updated (left) vs Original (right)



Serai Render Comparisons - Originals and Proposed

19-21 McCabe Street, North Fremantle

Date:	June 2024
Designed By:	Blank Canvas
Drafted By:	TD
Project No.	3066
Drawing No.	R02

Not to Scale

Method Planning
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methodplanning.com.au

June 2024

MethodPlanning

CITY OF FREMANTLE
Planning Approval with CONDITIONS was GRANTED for VA0011/23

15 August 2023

Plan 15 of 15

PLEASE REFER TO CONDITION NO/S; 1 - 31



CITY OF FREMANTLE
These Plans Form Part Of

DAPV004/24

20 Sept 2024

CITY OF FREMANTLE
These Plans Form Part Of

VA0011/23

8 June 2023

WARNING

DIAL BEFORE YOU DIG www.1100.com.au

Services shown on this drawing are approximate only. The exact location is to be confirmed on site by contractor prior to commencement of works.

The Essential First Step.

These drawings shall be read in conjunction with all relevant information (not limited to legends, schedules, specifications)
These drawings shall be read in conjunction with any Engineers, Architects or other consultant information. (not limited to drawings, legends, schedules, specifications)

Refer to **CARPARK SUMMARY** additions prior to commencement of any work and for procurement of any services, materials, fittings, fabrication or equipment.

PROVIDE REQUIRE

Do not scale drawings – refer to figured drawing only. Any discrepancies shall immediately be referred to the Landscape Architect for clarification.

All drawings shall not be reproduced or distributed without prior permission of the Landscape Architect.

NOTES / KEY PLAN

34

REV.	DETAILS	DATE
A	80% Documentation Issue	23/12/2022
B	FOR INFORMATION	31/01/2023
C	FOR INFORMATION	13/02/2023
D	95% Documentation Issue	24/02/2023
E	FOR INFORMATION	16/03/2023

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E info@inhabitgroup.com

ASPECT Studios
ADELAIDE | BRISBANE | MELBOURNE | SYDNEY | PERTH | DUBAI | UK | CHINA | VIETNAM

PROJECT
SERAI

CLIENT
Megara Properties
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Leederville WA 6007
T +61 9230 3618
E info@megaraproperty.com.au

NORTH	SCALE A1	DRAWN	CHECKED
	1 : 200 @A1	RG	KB

Do not scale - use dimensions & callouts on drawings & schedules. Refer discrepancies to Landscape Architect for clarification.

STATUS
FOR INFORMATION ONLY
NOT FOR CONSTRUCTION

DRAWING
GENERAL ARRANGEMENT PLAN - GROUND FLOOR

DRAWING NO. P20002.00- LA-101

REVISION NO. E

C:\Users\KatieBowne\OneDrive\Documents\P20002.00_AS_Serai_LANDSCAPE_R23_katie.bowne@ASPECT.net | A1 841 x 594

CITY OF FREMANTLE
Planning Approval with CONDITIONS was GRANTED for VA0011/23

15 August 2023

Plan 14 of 15

PLEASE REFER TO CONDITION NO/S; 1 - 31

CITY OF FREMANTLE
These Plans Form Part of

DAPV004/24

20 Sept 2024

CITY OF FREMANTLE
These Plans Form Part Of

VA0011/23

8 June 2023

LOT 377 reserve

LOT 122 house well clear

LOT 121 house well clear

LOT 120 house well clear

LOT 119 house well clear

ADJACENT PARK LAND TO BE BUILT UP TO &@# PUBLIC ART WALK ACCESSWAY

LOT 371
2 storey
brick & steel office building.
Approx FL: 32.45

BOUNDARY
105.000 m

BOUNDARY
76.090 m

BOUNDARY
30.180 m

BOUNDARY
5.191 m

BOUNDARY
55.542 m

BOUNDARY
56.420 m

BOUNDARY
17.360 m

TOWNHOUSES

NORTH TOWER
SSL 32.860

SOUTH TOWER
SSL 32.860

LOT 19
8058m²

LOT 19
8058m²
VACANT

PROPOSED SITE SHEDS

McCABE STREET

LOT 16
2 storey
brick & steel office building.
Approx FL: 31.55

LOT 10
3 storey
rendered brick & steel apartments.
Approx FL: 30.20

LOT 807
5 storey
concrete apartment complex.
Approx FL: 31.5

PROPOSED TRANSFORMER

MAINTAIN AND PROTECT DURING CONSTRUCTION WORKS EXISTING TRANSFORMER UNTIL NEW PROPOSED TRANSFORMER IS COMMISSIONED - BUILDER TO PROVIDE WORK SAFTEY PLAN. MAINTAIN 24/7 ACCES FROM STREET FOR WP SERVICE REQUIREMENTS.

TEMPORARY 2HR FIRE RATED WALL TO 3 SIDES OF EXISTING TRANSFORMER SHOWN DASHED.

OUTER FACE OF BASEMENT RETAINING BELOW SHOWN DASHED.

APPROXIMATE FIRE TRUCK HARDSTAND LOCATION DASHED (4.5m MAX FROM BOOSTER). REFER TO CONSULTANT DRAWINGS AND DETAILS.

FIRE BOOSTER REFER TO FIRE AND HYDRAULIC DETAILS

MECHANICAL DUCT. REFER TO MECHANICAL DETAILS.

2 OFF VISITOR BAYS. CAN BE USED BY WESTER POWER IF REQUIRED FOR PARKING OR TURNING

WESTERN POWER ACCESS/EGRESS VIA GATE

EASEMENT TO CABLE RUN 1m WIDE

GENERAL NOTES

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NOTE:

- REFER TO SURVEY DRAWING FOR CONFIRMATION OF ALL LEVELS AND INGROUND SERVICES INFORMATION
- DIAL BEFORE YOU DIG TO VERIFY SURVEYED INFORMATION.

SITE PLAN LEGEND

FFL FINISHED FLOOR LEVEL
RL RELATIVE LEVEL
SSL STRUCTURAL SLAB LEVEL

EX. AGG EXPOSED AGGREGATE CONCRETE
GB GARDEN BED
PB PLANTER BED
TD TIMBER DECKING

BOUNDARY LINE

NOTE:

1. FOR HARD SURFACE FINISHES, COLOUR AND PATTERN AND SOFT LANDSCAPING REFER TO LANDSCAPING DETAILS AND SPECIFICATIONS.
2. ANY DISCREPANCY BETWEEN LANDSCAPING DETAILS AND ARCHITECTURAL DETAILS TO BE BROUGHT TO ARCHITECTS ATTENTION.
3. ANNOTATION AND LINEWORK FROM ORIGINAL SURVEY SHOWN IN COLOUR, REFER TO SURVEY DRAWING FOR SURVEY LEGEND

TO BE PRINTED IN COLOUR

DD.MM.YY	REV	DESCRIPTION	CHECKED
04.04.23	J	ISSUED FOR TENDER	EK
24.02.23	H	ISSUED FOR BUILDING PERMIT	EK
08.12.22	G	ISSUED FOR FORHAND WORKS TENDER	EK
07.11.22	F	ISSUED FOR INFORMATION	EK
13.10.22	E	ISSUED FOR INFORMATION	EK
29.09.22	D	ISSUED FOR INFORMATION	EK
24.06.22	C	80% DESIGN DEVELOPMENT ISSUE	EK
18.02.22	B	60% DESIGN DEVELOPMENT ISSUE	EK
07.02.22	A	ISSUED FOR INFORMATION	EK

ARCHITECT

space collective architects
3/140 ONSLOW RD SHENTON PARK WA 6008

CLIENT
MEGARA

PROJECT NAME
SERAI
19-21 McCABE STREET, NORTH FREMANTLE WA 6159

DRAWING NAME
SITE PLAN

CONTRACT DOCUMENTATION

SCALE 1 : 200 (A1)
0 2 4 6 8 10 12 M

PROJECT No.	DRAWING No.	REV
2113	A01-004	J
	DRAWN BY	Author

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Items determined under delegation

1. QUEEN VICTORIA STREET, NO. 237 (LOT 14), NORTH FREMANTLE – ADDITIONS AND ALTERATIONS TO EXISTING BUILDING - (ED DA0225/24)
2. HERBERT STREET, NO.34 (STRATA LOT 3), NORTH FREMANTLE – BALCONY EXTENSION/ ADDITION TO EXISTING GROUPED DWELLING - (JL DA0233/24)
3. PRITCHARD STREET, NO.1/ 6-8 (LOT 93), O'CONNOR - SIGNAGE - (JL DA0269/24)
4. CHADWICK STREET, NO. 60 (LOT 1 SSPLN 58691), HILTON – ANCILLARY DWELLING ADDITION AND ALTERATIONS TO EXISTING GROUPED DWELLING- (ED DA0201/24)
5. CENTRAL AVENUE, NO. 45 (LOT 35), BEACONSFIELD – ADDITIONS AND ALTERATIONS TO EXISTING SINGLE HOUSE (ED DA0242/24)
6. HARWOOD STREET, NO. 15 (LOT 51), HILTON - ADDITIONS AND ALTERATIONS TO EXISTING SINGLE HOUSE – (JD DA0241/24)
7. KNUTSFORD STREET, NO.11 (LOT 5), FREMANTLE - ADDITIONS AND ALTERATIONS TO EXISTING SINGLE HOUSE – (JL DA0273/24)
8. WRAY AVENUE, NO.130 (LOT 46), FREMANTLE - ADDITIONS AND ALTERATIONS TO EXISTING SINGLE HOUSE – (JL DA0282/24)
9. DIXON STREET, NO. 1 (LOT 127), BEACONSFIELD – ADDITIONS AND ALTERATIONS TO EXISTING SINGLE HOUSE - (ED DA0243/24)
10. HOPE STREET, 95 (LOT 1), WHITE GUM VALLEY – ADDITION AND ALTERATION TO THE EXISTING SINGLE HOUSE - (AM DA0261/24)
11. HARWOOD STREET, 39 (LOT 1661), HILTON - ADDITIONS TO EXISTING SINGLE HOUSE - (AM DA0248/24)
12. HAMPTON ROAD, 108 (LOT 6), FREMANTLE – ADDITIONS TO EXISTING SINGLE HOUSE - (AM DA0251/24)
13. SOUTH TERRACE, 442 (LOT 100), SOUTH FREMANTLE – FENCE ADDITION TO EXISTING SINGLE HOUSE - (AM DA0216/24)
14. BELLEVUE STREET, NO. 51 (LOT 1 STPLN 7016), FREMANTLE – ADDITIONS AND ALTERATIONS TO EXISTING GROUPED DWELLING - (ED DA0234/24)
15. WESLEY STREET, NO.26 (LOT 1), SOUTH FREMANTLE - VARIATION TO PREVIOUS PLANNING APPROVAL DA0503/18 (SECOND STOREY ADDITION AND ALTERATIONS TO EXISTING SINGLE HOUSE)– (JL VA0024/24)
16. STEVENS STREET, NO. 61 (LOT 1689), WHITE GUM VALLEY - SINGLE STOREY GROUPED DWELLING – (JD DA0155/24)
17. WELLESLEY WAY, NO. 5 (LOT 78), SAMSON – SINGLE STOREY SINGLE HOUSE – (JD DA0171/24)
18. BELLEVUE STREET, NO. 51 (LOT 1 STPLN 7016), FREMANTLE – ADDITIONS AND ALTERATIONS TO EXISTING GROUPED DWELLING - (ED DA0234/24)
19. O'REILLY CLOSE, NO. 6A- 6H (LOT 1), BEACONSFIELD – FREEHOLD LOT SUBDIVISION - (JL WAPC200857)
20. FORREST STREET, NO. 61A (LOT 2), FREMANTLE – DIVIDING FENCE ADDITION – (JL DA224/24)
21. NAYLOR STREET, NO.1 (LOT 73), BEACONSFIELD - TEMPORARY OFFICE, CAR PARKING AND SIGNAGE ADDITIONS (SALES DISPLAY SUITE) – (JL DA0262/24)
22. NO.2 (LOTS 100 AND 72) CLONTARF ROAD, BEACONSFIELD - SIGNAGE ADDITIONS – (JL DA0266/24)

23. WONGAN AVENUE, NO. 18 (LOT 1), WHITE GUM VALLEY - SECOND STOREY ADDITIONS AND ALTERATIONS TO EXISTING GROUPED DWELLING – (JD DA0101/24)
24. JENKIN STREET, NO.47 (LOT 801), SOUTH FREMANTLE – PATIO ADDITION – (JL DA0292/24)
25. STOCKDALE ROAD, NO. 2 (LOT 89), O'CONNOR - EXTENSION TO TERM OF PLANNING APPROVAL DA0332/17 (SHOWROOM ADDITIONS) – (JD ET02/24)
26. O'REILLY CLOSE, NO. 8A- 8H (LOTS 1, 2, 3, 4, 5, 6, 7 AND 8), BEACONSFIELD – FREEHOLD LOT SUBDIVISION - (JL WAPC200854)
27. SOUTH STREET, NO.189A-B (STRATA LOT 1 AND 2), BEACONSFIELD – FREEHOLD LOT SUBDIVISION - (JL WAPC200856)
28. CONWAY COURT, NO.1-13 (LOT 56), BEACONSFIELD – FREEHOLD LOT SUBDIVISION - (JL WAPC200858)
29. WATKINS STREET, NO.19 (LOT 89), WHITE GUM VALLEY – ADDITION (OUTBUILDING AND DECK) TO EXISTING SINGLE HOUSE – (JL DA0302/24)
30. BIDDLE LANE, 10B (STRATA LOT 3), WHITE GUM VALLEY – TWO STOREY SINGLE HOUSE - (JL DA0263/24)
31. HIGH STREET NO.135 (GT28), FREMANTLE – SECTION 40 CERTIFICATE (RESTAURANT LICENSE) - (JL LL0013/24)
32. JOSLIN STREET, NO. 2 (LOT 1), HILTON – PATIO ADDITION TO EXISTING SINGLE HOUSE – (JD DA0274/24)
33. BENNEWITH STREET, NO. 2 (LOT 29), HILTON - ANCILLARY DWELLING ADDITION TO EXISTING SINGLE HOUSE – (JD DA0287/24)
34. WELLESLEY WAY, NO. 5 (LOT 78), SAMSON – VARIATION TO PREVIOUS PLANNING APPROVAL DA0171/24 (SINGLE STOREY SINGLE HOUSE) (JD DA0171/24)
35. HIGH STREET, NO. 4/177 (LOT 4), FREMANTLE - CHANGE OF USE TO OFFICE AND MULTIPLE DWELLINGS – (JD DA0058/24)
36. BUTTERWORTH PLACE, NO. 6 (LOT 12), BEACONSFIELD PRIMARY STREET FENCE ADDITION TO EXISTING SINGLE HOUSE – (JD DA0252/24)
37. THOMPSON ROAD, NO. 75 (LOT 20), NORTH FREMANTLE - INTERNAL ALTERATIONS AND ADDITIONS TO CREATE TWO, SINGLE STOREY GROUPED DWELLINGS – (JD DA0222/24)
38. ZETA CRESCENT, NO. 4/10 (LOT 4), O'CONNOR – PATIO ADDITION TO EXISTING BUILDING – (DA0295/24)
39. QUEEN VICTORIA STREET, NO. 12 (LOT 31 & 3), FREMANTLE - AWNING ADDITION AND ALTERATIONS TO EXISTING BUILDING – (JD DA0256/24)
40. WATKINS STREET, NO.61 (LOT 1 PLAN 25104), WHITE GUM VALLEY – ADDITIONS AND ALTERATIONS TO EXISTING GROUPED DWELLING - (JL DA0310/24)
41. DARLING STREET, NO.10 (LOT 360), BEACONSFIELD – ADDITIONS AND ALTERATIONS TO EXISTING SINGLE HOUSE (JL DA0308/24)
42. PAGET STREET, NO. 17 (LOT 1), HILTON - ADDITIONS AND ALTERATIONS TO EXISTING SINGLE HOUSE – (JD DA0301/24)
43. MORAN COURT, NO. 24A (LOT 2), BEACONSFIELD - ADDITION AND ALTERATIONS TO EXISTING GROUPED DWELLING – (JD DA0257/24)
44. BEACH STREET, NO. 3 (LOT 30), FREMANTLE - AWNING ADDITION TO EXISTING BUILDING (ED DA0258/24)

45. PASS CRESCENT, NO. 32 (LOT 45), BEACONSFIELD - VARIATION TO DA0062/24 - AMEND CONDITION 3 AND DELETION OF CONDITION 5 (SINGLE STOREY GROUPED DWELLING) (JL VA0027/24)
46. STEVENS STREET, NO.15E (LOT 900), FREMANTLE – ADDITION (OUTBUILDING) TO EXISTING SINGLE HOUSE (JL DA0317/24)
47. ANNIE STREET, NO. 46A (LOT 2), BEACONSFIELD – SINGLE STOREY GROUPED DWELLING - (ED DA0275/24)

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FPOL2304-8 FUTURE NORFOLK STREET EXTENSION AND ITALIAN CLUB REDEVELOPMENT

Meeting Date: 12 April 2023
Responsible Officer: Manager Strategic Planning and City Design
Decision Making Authority: Committee
Attachments: Nil
Additional information:
1. Draft Fremantle Harbours Master Plan Map
2. Memorandum of Understanding

SUMMARY

In recent years, the City has established an intention in strategic planning documents to extend Norfolk Street through to Mews Road, to allow for a logical connection between the Fremantle City Centre and Fishing Boat Harbour. In addition, the Fremantle Italian Club in the same location has expressed an interest to redevelop their facility to ensure the long-term viability of the Club through diversified uses and offerings.

The extension of Norfolk Street would require the City to pursue an amendment of the Metropolitan Region Scheme (MRS) with the Western Australian Planning Commission (WAPC) as well as a Local Planning Scheme amendment in parallel. The MRS amendment process presents an opportunity to facilitate the redevelopment of the Fremantle Italian Club through changes to the current MRS Zoning over the site from 'Parks and Recreation' to 'City Centre'. Change in zoning would enable development of residential and complementary commercial land uses appropriate for a prime City Centre location neighbouring the waterfront.

The purpose of this report is to:

1. **Seek in-principle support to prepare a request to amend the MRS of the subject site for consideration by the WAPC.**

2. **Seek in-principle support to prepare a Local Planning Scheme (LPS) Amendment in parallel with the MRS Amendment process.**

3. **Request officers:**
   a) **gather background information, reports and investigations to prepare a justification report.**
   b) **engage with stakeholders including landowners, surrounding residents, service agencies, DPLH, WAPC etc regarding the potential of an MRS amendment and future development of this area.**

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BACKGROUND

Subject site

The site area impacted by the potential extension of Norfolk Street and redevelopment of the Fremantle Italian Club is within land reserved as Parks and Recreation under the Metropolitan Region Scheme (MRS).

Social clubs (e.g. Fremantle Italian Club) and associated car parking, are uses consistent with the purpose of land reserved under *State Planning Policy 5.3 Use of Land Reserved for Parks and Recreation and Regional Open Space*. However, the Fremantle Italian Club is pursuing further uses (e.g. Residential and Commercial) on the site, which would require an amendment to the MRS reservation.

The amendment would seek an MRS Zoning of 'City Centre' from the current MRS Reservation of Parks and Recreation. A subsequent Local Planning Scheme amendment to support development would also be required.

The MRS amendment would need to demonstrate comprehensive reasoning and include background reports and investigation to provide sufficient planning justification. Additionally, the City would need to undertake preliminary community engagement with stakeholders in the area on the amendment principles and intent.

Land Tenure

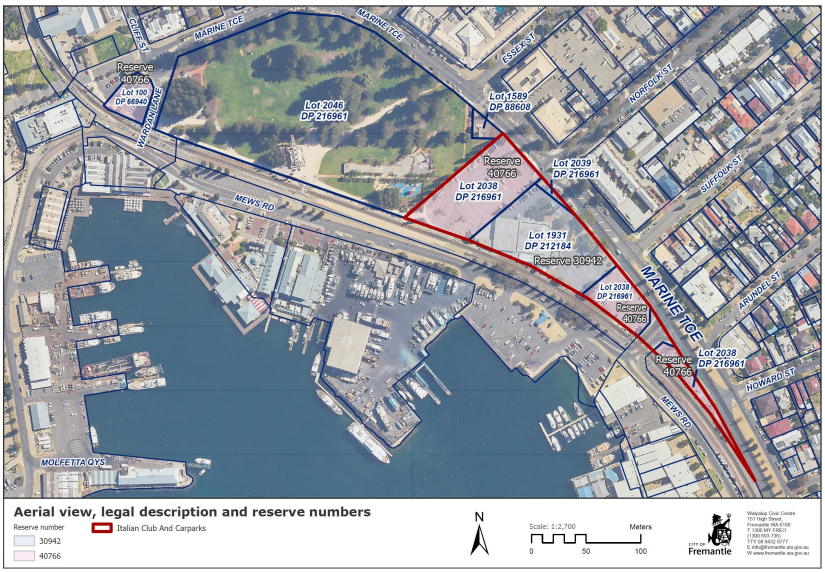


Figure 1. The land subject to this proposal outlined in red

The sites subject to this proposal are shown outlined in red on the map above in Figure 1. The subject sites are located next to (south of) Esplanade Park in the Fremantle City Centre, in between Fishing Boat Harbour, Mews Road and Railway reserve to the west and Marine Terrace to the east. The site is within the 800m 'ped-shed' of the Fremantle Train Station.

The subject sites consist of three lots over several properties:

Lot & Reserve #	Land tenure	Comment
Lot 2038 on DP 216961 Reserve 40766	Crown Land. Reserved for the purpose of Vehicle parking Care Control & Management - Land Admin Act – City of Fremantle	Three separate carparks with the Italian Club and road reserve separating each (refer to map).
Lot 2039 on DP 216961 Reserve 30942	Crown Land. Reserved for the purpose of club and club premises. Care Control & Management - Land Admin Act – City of Fremantle	This lot forms part of a small triangle on the Italian Club's property
Lot 1931 on DP 212184 (65 Marine Tce) Reserve 30942		Italian Club and associated car parking 6488 sqm

In total the subject site is approximately 1.5 hectares comprising of 3 lots.

Note Esplanade Park (Reserve 9399, 1 & 45 (Lot 2046) Marine Terrace) is outside of the amendment proposal. Esplanade Park is crown land, vested in the City, and includes such amenities as the Youth Plaza, Ferris Wheel, Carriage Coffee and two toilet blocks on site. Similarly, Reserve 13410 (Lot 1589 on DP 88608; Current purpose: Sewerage) is also outside of the proposal.

Zoning

The sites subject to this report are Parks and Recreation Reserve under the Metropolitan Region Scheme (MRS) and do not have a reservation or zone under the City's Local Planning Scheme No. 4.

The sites are bounded by Esplanade Park reserve to the north, Marine Terrace Road Reserve (MRS Central City zone) along the eastern side and MRS Railway Reserve to the west (refer to figure 2 map).

While the subject sites are Parks and Recreation Reserve, they contain no land that is traditionally considered usable park or reserve land. Instead, the subject sites comprise of car parking (Reserve 40766), road reserve (through to Mews Road) and the Italian Club development (Reserve 30942) as shown on the map in figure 1 and 2.

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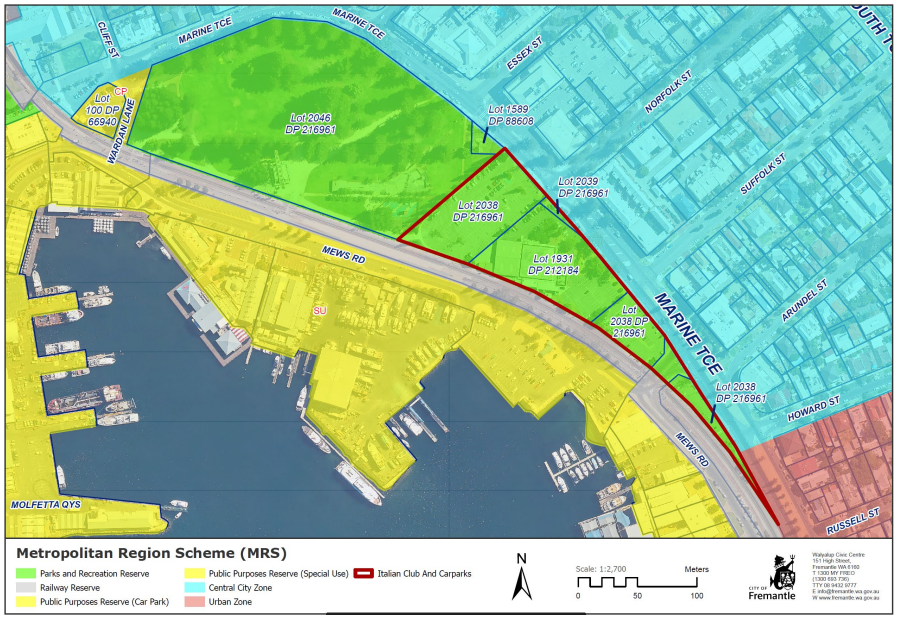


Figure 2. MRS reservation and zoning

Zones and reservations in the MRS are broad categories to define how land can be used and developed:

Parks and Recreation Reservation	Central City Area Zone
Land of regional significance for ecological, recreation or landscape purposes.	Strategic regional centres for major retail, commercial and office facilities as well as employment, civic, business and residential uses.

Local and State Strategic planning

The extension of Norfolk Street from Marine Terrace through to Mews Road has been a desire of the City of Fremantle Council in position statements and local strategic documents as well recognised in State documents (i.e. Draft Fremantle Harbours Master Plan) for some time. A summary of the relevant local and state planning documents is provided below:

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State documents

Perth and Peel @ 3.5 Million and Central Sub-Regional planning Framework	**These documents estimate an additional 7,030 additional dwellings and an additional population of 15,470 people in Fremantle by 2050.** **The City is planning to achieve this by:** • **Focusing, promoting and supporting development of the City Centre as a Strategic Metropolitan Centre supporting a wide diversity of land use, employment and services.** • **supporting intensified development and land use diversity within activity centres to support economic development, housing diversity and access to services.** • **accommodating transport-oriented development around railway stations and established nodes on high frequency bus routes (where consistent with heritage values and infrastructure capacity).**
Metropolitan Region Scheme (MRS)	The DRAFT Local Planning Strategy as an action under the MRS whereby it identifies: "*Planning for extension of Norfolk Street and the potential redevelopment of the Italian Club site.*"
The following state planning policies would also be relevant to this proposal: *State Planning Proposal 5.4 - Road and Rail Noise* *Development Control Policy 1.9 - Amendment to Region Scheme* *Development Control Policy 5.3 - Use of Land Reserved for Parks and Recreation and Regional Open Space*	
Draft Fremantle Harbours Master Plan (Department of transport)	In September 2022 the Department of Transport (DoT) released the draft Fremantle Harbours Master Plan. The intent of the document is to guide the future development of the Fremantle Fishing Boat Harbour and adjoining Challenger and Success harbours for the next 40-50 years. Central to the plan is the retention of the working harbour with opportunities for long-term urban renewal, enhanced public spaces and improved connections to the city centre and Victoria Quay. A key aspect of the plan is integrating the City's concept for Norfolk Street extension. Refer to item in additional information 1. The City's submission on the Plan provided support for the extension of Norfolk Street.

City of Fremantle documents

The City's Strategic Community Plan 2015-2025	**The proposal would meet several of the outcomes and objectives of the six strategic focus areas: Economic development, Environmental Responsibility, Transport and Connectivity, Character, Culture and Heritage, Places for people, Health and Happiness and Capability.**
Freo 2029: Transformational Moves	Developed as part of the Future Freo community visioning exercises undertaken in 2013-15, this document identified the Fishing Boat Harbour as a key part of Fremantle's waterfront. It recommends reinvigoration and reconnection to the City, including: *"Extending Norfolk Street across the rail line to Mews Road would provide a better connection of the city's road network to the fishing boat harbour than the Arundel Street crossing (which would be closed). The current carpark would be integrated into a redevelopment of the Italian Club and possibly decked to increase its capacity. This would enable the Esplanade Reserve to be increased in size by more than 4500 sqm."*
Fremantle Esplanade Master Plan	The spatial plan identifies: • *"Potential future extension of Norfolk Street to Mews Rd for vehicles, pedestrians and cyclists. Two-way traffic plus on - street parking with priority for buses and service vehicles"* • the potential redevelopment of the Italian Club (including commercial at ground level) and public parking facilities • increased reserve land for additional passive and recreation facilities including a full-size basketball court where carpark 11 is relocated.
DRAFT Local Planning Strategy	The DRAFT Strategy identifies, under each of the following, actions: MRS *"Planning for extension of Norfolk Street and the potential redevelopment of the Italian Club site."* *DC Policy 5.3:* *"Review reservation of Italian Club site in conjunction with WAPC, Department of Transport and Italian Club to facilitate extension of Norfolk Street extension and associated Freo 2029 outcomes."* Esplanade Masterplan *"Review zoning Italian Club site as part of a coordinated development proposal to achieve extension of Norfolk Street and expansion of Esplanade."* Freo 2029 Transformational Moves *"Advocate for extension of Norfolk Street, improved waterfront connection, redevelopment of Fremantle Station forecourt* *Review zoning Italian Club site as part of a coordinated development proposal to achieve extension of Norfolk Street and expansion of Esplanade"*
Position statement on Fishing Boat Harbour	On 25 September 2019, Council considered a report on the Fishing Boat Harbour, in light of a potential significant private development proposal on the boat lifters site.

	The council adopted a position statement to guide discussions with Department of Transport regarding any specific development proposal as well as any re-examination of the overall vision and future planning for the harbour. Council resolution: 1. *Adopts the following as a statement of its current position in respect of the future of Fremantle Fishing Boat Harbour:* *j. Key connections and vistas should be retained and reinforced. Connection to the Esplanade, Bathers Beach and to the waterfront should be improved and made more legible. Extension of Norfolk Street should be pursued as a primary entrance to the harbour, along with conversion of Warden Lane (leading to Cliff Street/Marine Terrace) to two-way traffic flow to allow improved vehicular circulation and temporary road closures to facilitate special events.*
Memorandum of Understanding (MOU) between the City, the Italian Club and Fini (now known as Hesperia)	In June 2019, the City, the Italian Club and Fini (now known as Hesperia), an experienced property developer and hospitality operator, signed an MOU to enter into an agreement to record their common intentions and indicative commercial terms in relation to the Redevelopment Project. The MOU enabled Fini to initiate a concept development. This concept anticipated the Club Development Area would include new commercial and community uses as well as residential apartments. The MOU included a sunset clause of 36 months and has now expired.

MRS amendment process

The Western Australian Planning Commission (WAPC) is responsible for maintaining the MRS, including reviewing and initiating changes where necessary. The amendment process is regulated by the *Planning and Development Act 2005 (The Act)*. The Act requires an amendment to be consistent with both the Swan River Trust Act 1988 and the *Heritage of Western Australia Act 1990* and does not allow for an amendment to occur within the defined area of which a redevelopment scheme applies.

The Act contemplates that amendments may be categorised as "major" and "minor". Through case law (Helena Valley/Boya Association v Minister for Planning (1992)), *Development Control Policy 1.9 - Amendment to Region Scheme* provides the matters WAPC should consider when forming its opinion about the substantiality of an amendment to the Metropolitan Region Scheme. The City would hope a proposed amendment could be made under the provisions of section 57 which is often referred to as a minor amendment.

The minor amendment process includes (also see figure 3. below):

- Request submitted and considered by the WAPC.
- WAPC determines to either progress or reject application, classifying it as either a major or minor amendment.

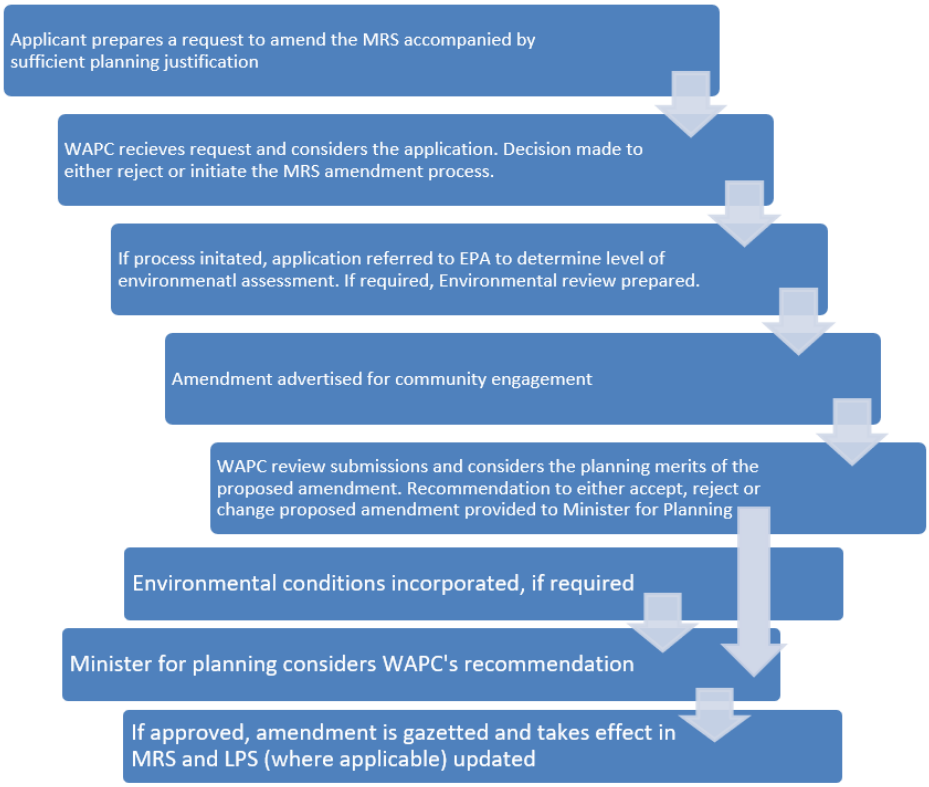


Figure 3. MRS amendment process

WAPC can, concurrent to an MRS amendment, change the Local Planning Scheme zone where the MRS is proposed to be zoned to Urban and the Local Planning Scheme Zone goes to Development zone to allow for further structure planning over the site, as per S126(3) of the Act:

126. Local planning scheme, amendment of due to region planning scheme

(3) If a region planning scheme delineates, or it is proposed that a region planning scheme delineate, land comprised in a local planning scheme as land in an Urban zone, the Commission may publish in the Gazette a notice amending the local planning scheme, insofar as it operates in relation to that land, so that the land is zoned in the local planning scheme in a manner that is consistent with the objectives of the delineation or proposed delineation under the region planning scheme.

CONSULTATION

In preparing a request to amend the MRS community engagement will be required by the City, with landowners, key agencies, local stakeholders and the community.

OFFICER COMMENT

In recent years, the City has established an intention in strategic planning documents (refer to background), to extend Norfolk Street through to Mews Road, to allow for a logical connection between the Fremantle City Centre and Fishing Boat Harbour.

In addition to the extension, the Fremantle Italian Club in the same location has expressed an interest to redevelop into family dining and social and co-working spaces to ensure the long-term viability of the club and enhance community use.

Accordingly, in 2019 the City, the Italian Club and Fini (now known as Hesperia), an experienced property developer and hospitality operator, signed an MOU to enter into an agreement to record their common intentions and indicative commercial terms in relation to the Redevelopment Project (refer to background).

Under the current Parks and Recreation Metropolitan Region Scheme (MRS) Reservation, with WAPC approval, the City could consider pursuing extension of Norfolk Street over the carpark in this area and the Italian Club could expand, as sporting and social clubs and community groups and associated car parking, under *State Planning Policy 5.3 Use of Land Reserved for Parks and Recreation and Regional Open Space*.

However, as proposed by the Italian Club and Hesperia, the extension of Norfolk Street and redevelopment of the Club would present the following opportunities:

1. ***Re-position highly underutilised State land*** *at no cost or risk to the State Government, delivering key urban, public and landscape spaces to the community.*
2. ***Creation of jobs*** *throughout both the project delivery and long-term operational phase (hospitality, tourism).*
3. ***Creates residential housing diversity and density****, which will increase the permanent population of the Fremantle Town Centre, supporting local business and the Fremantle economy.*
4. ***Delivers a generational and City shaping project*** *in this primary Western Australian tourism and recreation destination.*
5. ***A reimagined Italian Club*** *which will provide a modern, engaging and sustainable club facility that will foster significant community engagement amongst the Italian community and wider public.*

6. ***Extension of the Esplanade Reserve public open space****, which will provide additional community engagement and recreation opportunities.*
7. ***Critical extension of Norfolk Street*** *to unite the Fremantle City Centre with the Fishing Boat Harbour, in line with the City's longstanding Freo2029 and Masterplan for the Esplanade Reserve.*

Other uses (e.g. Residential and Commercial) on the site, outside of a cultural club and car parking, would require a change to the MRS Reservation. A subsequent Local Planning Scheme amendment to support development would also be required. Indicatively, officers propose an MRS amendment from Parks and Reserve to City Centre zone in the subject area, retaining the Parks and Reserve reservation over the northern portion of the carpark (Lot 2038 on DP 216961 Reserve 40766) abutting Esplanade Park.

To change the MRS reservation a request must be made to the WAPC (refer to process in background). In making a request to the WAPC to amend the MRS, a case would need to be made for the amendment by providing sufficient planning justification.

The request would require background documents, assessments and investigation which may include:

- Context analysis
- Heritage Assessment
- Indicative concept plans
- Noise and or vibration report – due to site's proximity to the working harbour and railway
- Climate response – e.g. to Sea Level Rise and increased temperatures
- District Water Strategy
- Traffic Impact assessment
- Strategic transport assessment including assessment of different modes of transport
- Environmental assessment
- Land tenure arrangements
- Bushfire (potentially).

If the MRS amendment is progressed, a Local Planning Scheme amendment would be required to allocate land uses, density code(s) and built form requirements under the City's Local Planning Scheme No. 4. It would be prudent to draft this amendment to the Local Planning Scheme early in the MRS amendment process to make a commitment to the built form planned for the area.

Additionally, as part of the MRS amendment request, the City would need to undertake preliminary community engagement with stakeholders including landowners, surrounding residents, service agencies, DPHL, WAPC etc**,** on the amendment idea and principles.



Figure 3. The current site (top) and indicative concept of potential outcomes for the site (bottom). Source: Hesperia

FINANCIAL IMPLICATIONS

Budget will be required for specialist reports during the MRS amendment process. Indicative estimate: $20,000.

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LEGAL IMPLICATIONS

Nil

VOTING AND OTHER SPECIAL REQUIREMENTS

Simple majority required

COMMITTEE DECISION FPOL2304-8
(Officer's recommendation)

Moved Cr Jenny Archibald **Seconded Cr Frank Mofflin**

Council:

1. **Provides in-principle support to prepare a request to amend the MRS of the subject site for consideration by the WAPC.**

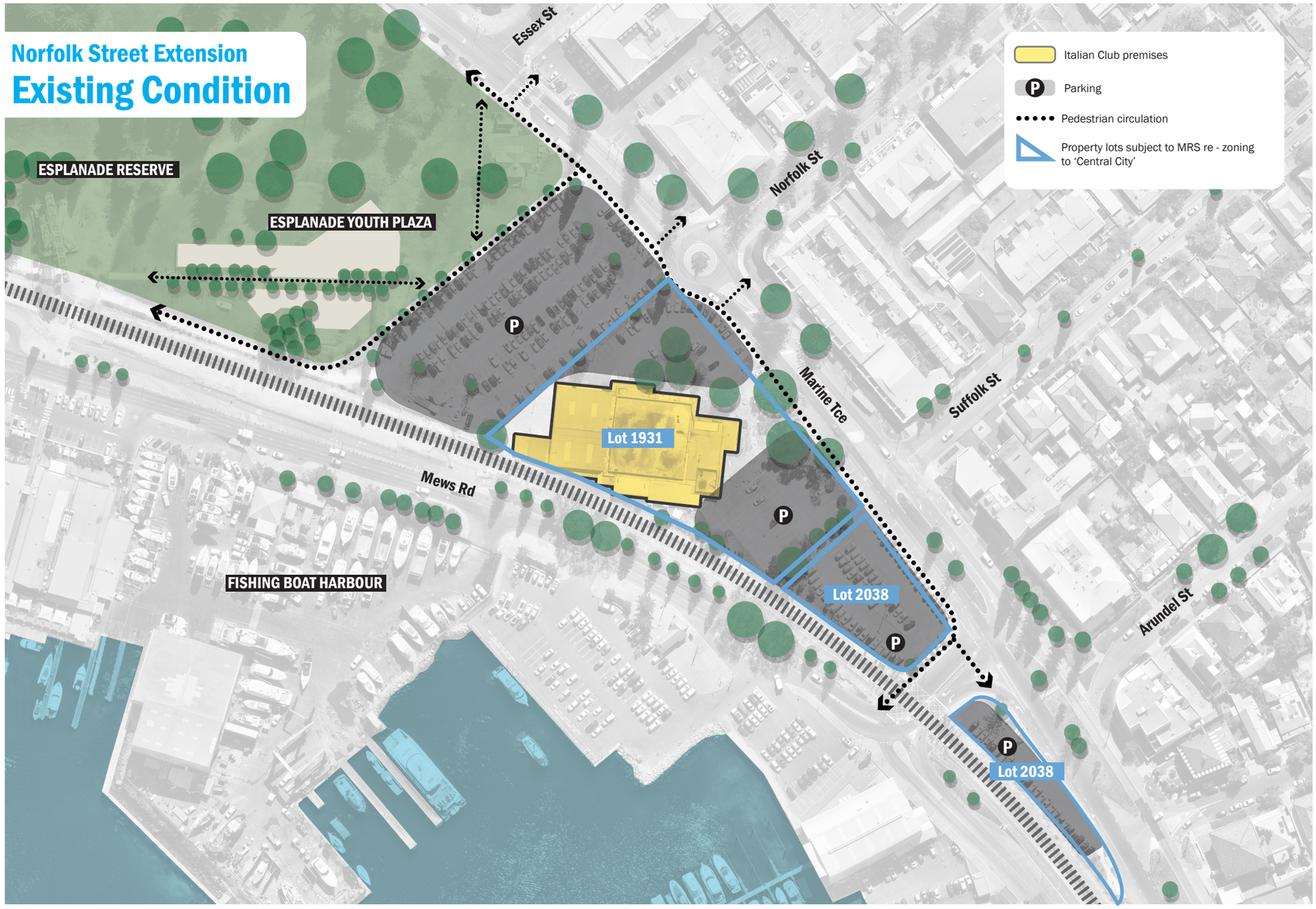
2. **Provides in-principle support to prepare a Local Planning Scheme Amendment in parallel with the MRS Amendment process.**

3. **Request officers:**
   a) **gather background information, reports and investigations to prepare a justification report.**
   b) **engage with stakeholders including landowners, surrounding residents, service agencies, DPLH, WAPC etc regarding the potential of an MRS amendment and future development of this area.**

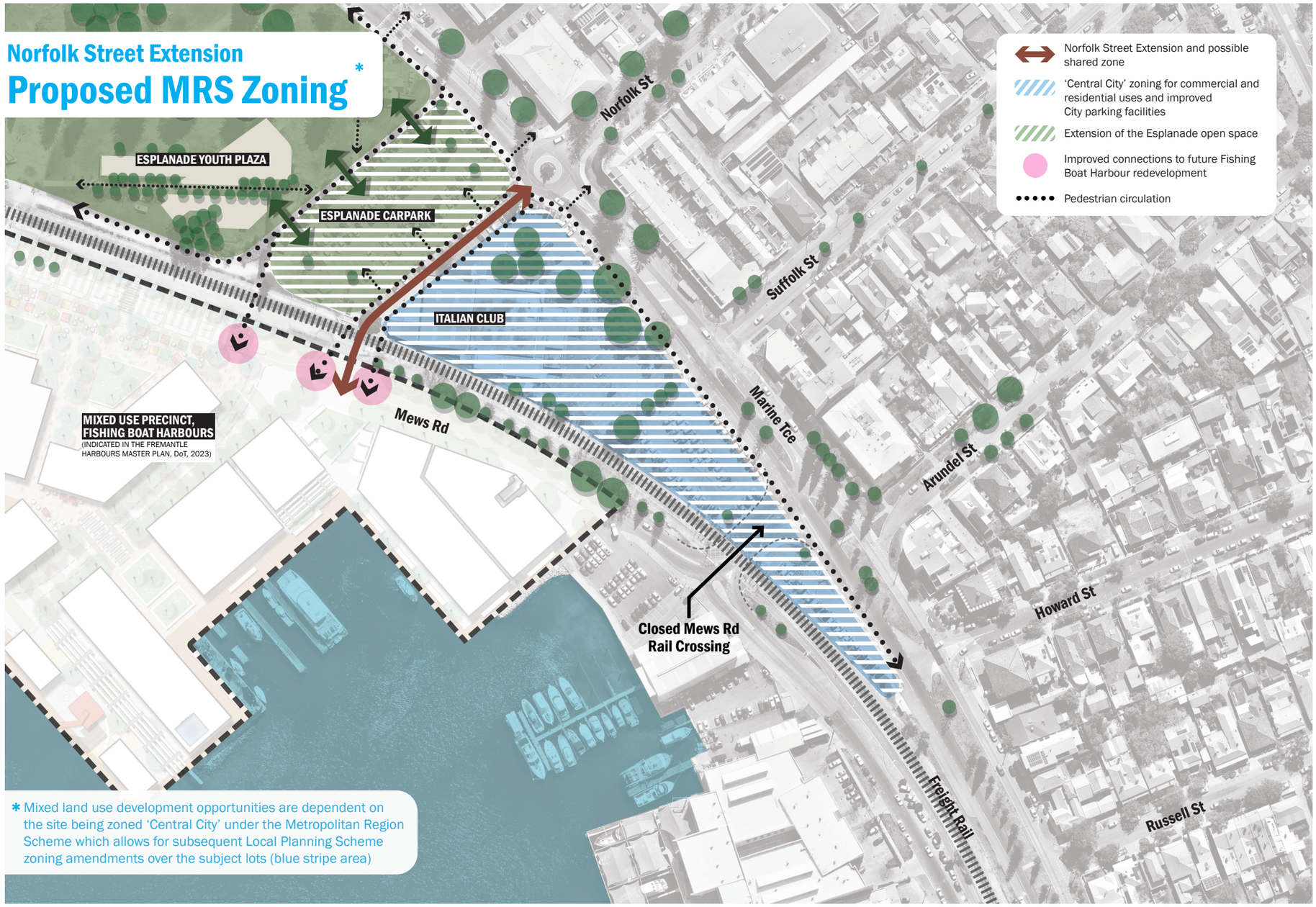
4. **Notes a further report will be provided giving an update of project progress.**

5. **Notes that should this process result in a viable project, a further process will be initiated seeking development.**

Carried: 7/0
Mayor Hannah Fitzhardinge, Cr Fedele Camarda, Cr Jenny Archibald, Cr Marija Vujcic, Cr Bryn Jones, Cr Rachel Pemberton, Cr Frank Mofflin

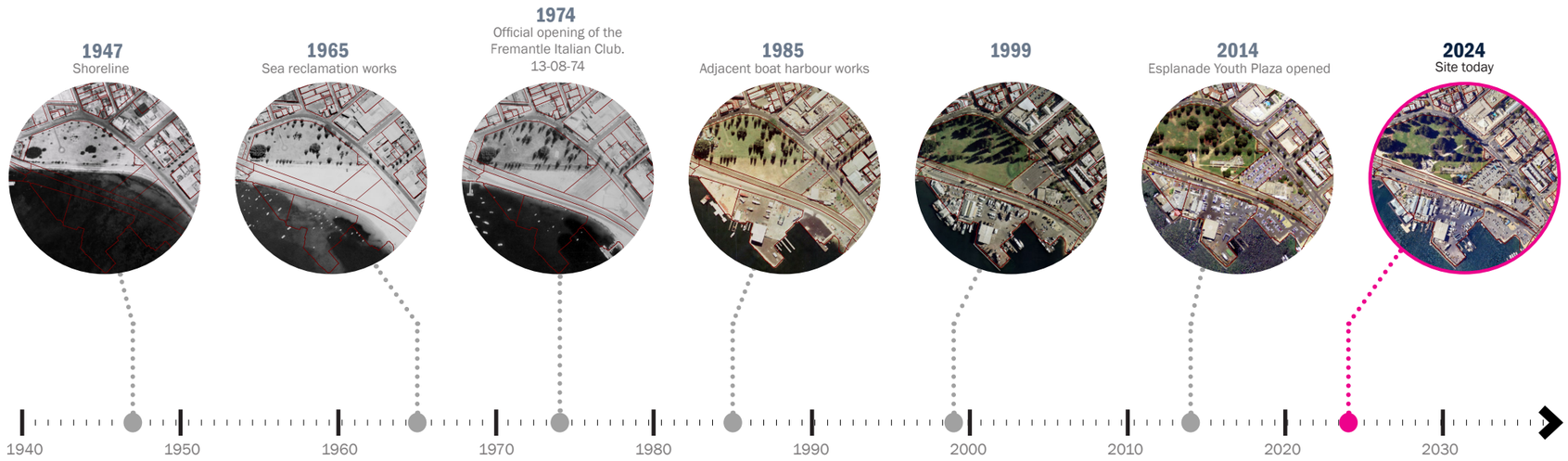

Norfolk Street Extension
Existing Condition
ESPLANADE RESERVE
ESPLANADE YOUTH PLAZA
FISHING BOAT HARBOUR
Essex St
Norfolk St
Marine Tce
Suffolk St
Mews Rd
Arundel St
Lot 1931
Lot 2038
Lot 2038
P
Italian Club premises
Parking
Pedestrian circulation
Property lots subject to MRS re - zoning to 'Central City'


Norfolk Street Extension
MRS Amendement Area


Norfolk Street Extension
Proposed MRS Zoning *
ESPLANADE YOUTH PLAZA
ESPLANADE CARPARK
ITALIAN CLUB
MIXED USE PRECINCT, FISHING BOAT HARBOURS
(INDICATED IN THE FREMANTLE HARBOURS MASTER PLAN, DoT, 2023)
Mews Rd
Norfolk St
Suffolk St
Marine Tce
Arundel St
Howard St
Russell St
Freight Rail
Closed Mews Rd Rail Crossing
Norfolk Street Extension and possible shared zone
'Central City' zoning for commercial and residential uses and improved City parking facilities
Extension of the Esplanade open space
Improved connections to future Fishing Boat Harbour redevelopment
Pedestrian circulation
* Mixed land use development opportunities are dependent on the site being zoned 'Central City' under the Metropolitan Region Scheme which allows for subsequent Local Planning Scheme zoning amendments over the subject lots (blue stripe area)

Norfolk Street Extension

Historic Timeline



Norfolk Street Extension

Strategic Timeline

2014
FREO 2029: Transformational Moves
City of Fremantle



2019
Memorandum of Understanding (MOU) - expired
City of Fremantle, Italian Club, Fini



2024
Engagement with the community on the MRS request including a concept potential future development

Late 2024 and onwards
After Council reviews the request for an MRS amendment, it will be sent to the Western Australian Planning Committee (WAPC). The WAPC will then undertake further processes, including additional community engagement, if it proceeds with the rezoning of the site.

2013 2014 2015 2016 2017 2018 2019 2020 2021 2022 2023 2024 2025

*City Plan commences

Fremantle Oval Precinct engagement

City Plan community engagement



2015
Fremantle Esplanade Master Plan
City of Fremantle

2023
Draft Local Planning Strategy
(City of Fremantle)
"Review reservation of Italian Club site in conjunction with WAPC, Department of Transport and Italian Club to facilitate extension of Norfolk Street extension and associated Freo 2029 outcomes."

Council decision to prepare an MRS amendment request



2023
Fremantle Harbours Master Plan
(Department of Transport)

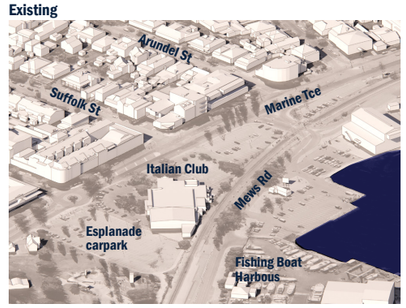
* Concurrently, the City is working on an overarching City Plan for the City Centre. The City Plan project, which will be out for community engagement later this year, aims to strategically and spatially plan for Fremantle City Centre's growth and evolution in the forthcoming decades with a focus on housing, sustainability, transport, parking, design, and other controls crucial to supporting the centre's future. The MRS amendment request links into the City Plan work under the key principles of a city v connected to the waterfront with a robust resident population.

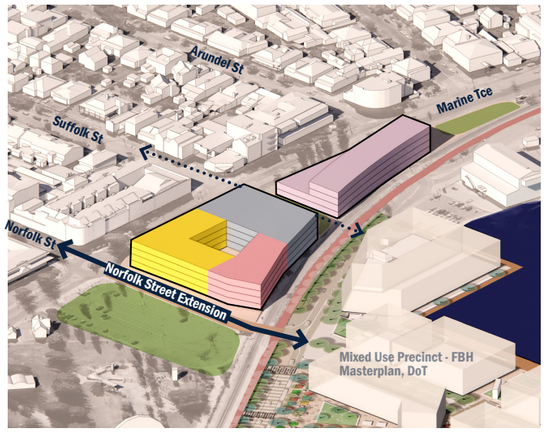
Norfolk Street Extension

Development Scenarios

- Extension of Norfolk Street
- Visual sightlines
- Landscape open space
- Potential commercial development
- Potential future Italian Club
- Potential residential development
- Potential cultural / gallery development
- Potential public multi-storey carpark

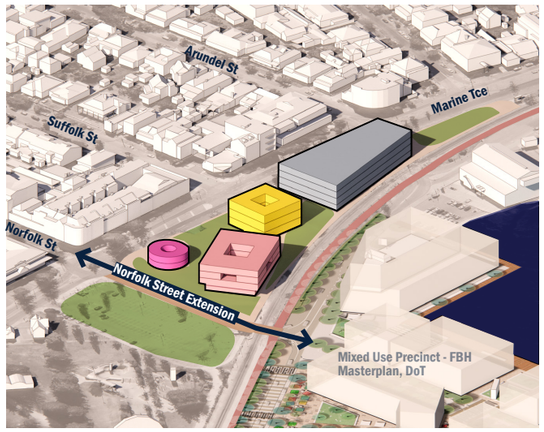
Existing





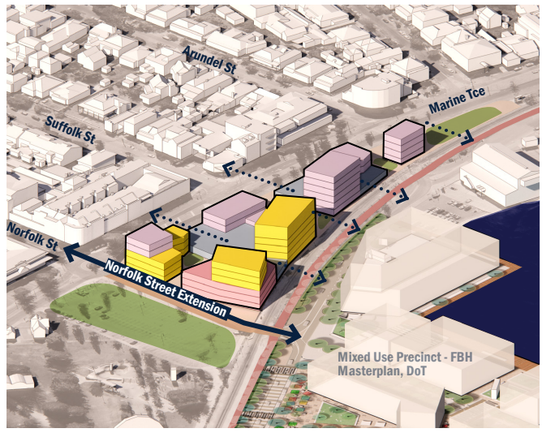
Option 1

- Develop a courtyard block.
- Extend Norfolk Street to connect the city to the waterfront.
- Make the development blend with the existing city urban fabric.
- Create a sightline aligned to Suffolk Street.



Option 2

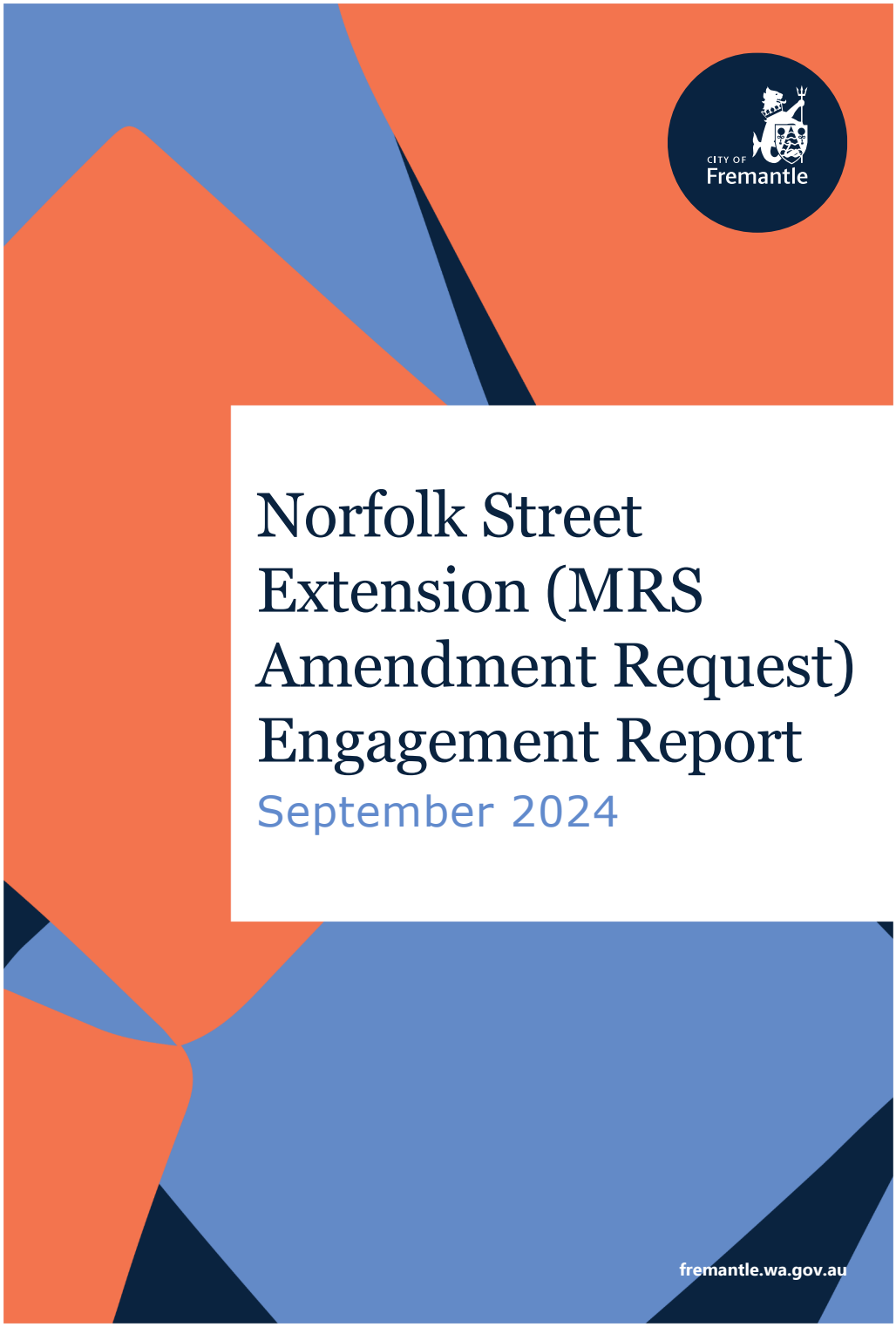
- Create a distinctive cluster of buildings which are enveloped in a parkland setting.
- Extend Esplanade Park south over the Norfolk Street extension to establish a mixed cultural precinct which feels connected to the park and Fishing Boat Harbours.



Option 3

- Create an open courtyard block with breaks in builtform for light, access, and landscaping at ground level.
- Extend the city grid towards the waterfront.
- Include a mix of building heights and scales.
- Focus on residential development while incorporating a variety of uses.
- Break sightlines through buildings at various points.
- Public carparking integrated within development through basement parking and podium.

•Illustrations are indicative only. Options are intended to represent potential outcomes that could result from this rezoning proposal.
•A future Local Planning Scheme amendment or Precinct Structure Plan would be used to control built form, including building height, setbacks etc.
•The City will work with State Government to find the most appropriate pathway to facilitate redevelopment of the site.


CITY OF
Fremantle
Norfolk Street Extension (MRS Amendment Request) Engagement Report
September 2024
fremantle.wa.gov.au

Acknowledgement of Country

The City of Fremantle acknowledges the Whadjuk people as the Traditional Owners of the greater Fremantle/Walyalup area and we recognise that their cultural and heritage beliefs are still important today.

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INTRODUCTION

The City of Fremantle would like to lodge a formal request with the Western Australian Planning Commission, asking for an amendment to the Metropolitan Region Scheme (MRS). Specifically, the request proposes a portion of the Parks and Recreation reserve, which includes the site of the Italian Club Fremantle and car parking south of this on Marine Terrace, be re-zoned to the Central City zone under the MRS. A zoning change in the MRS would allow for the City to realise its long-held ambition to extend Norfolk Street across the freight rail line to Mews Road in Fishing Boat Harbour, supported by a diverse mix of community, commercial and residential uses along the southern side.

The integrated redevelopment of the Norfolk Street extension and the site of the Italian Club Fremantle would provide a strategic link between iconic Fremantle attractions, provide an active mixed-use environment, and promote a lively and welcoming pedestrian atmosphere. A potential benefit of mixed-use redevelopment would see the integration of a multi-storey parking facility, under City management, allowing the current at-grade car park to be converted to public open space, extending the size of the Esplanade Reserve.

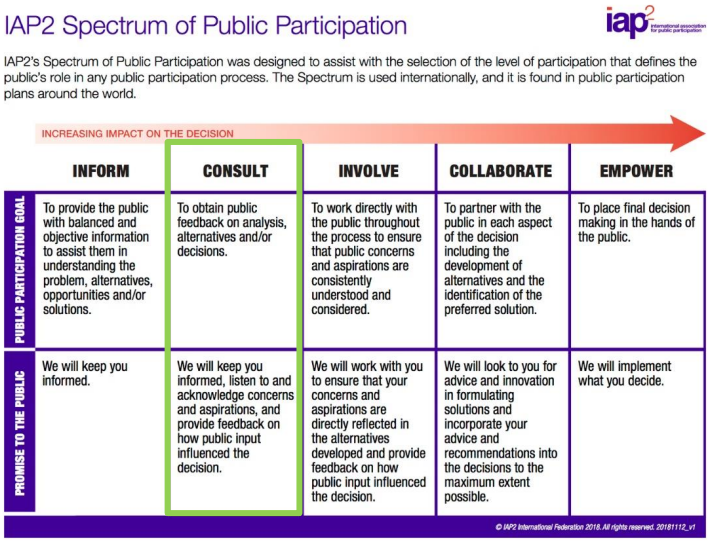
A corresponding amendment to the City's Local Planning Scheme No. 4 (LPS4) would be necessary to complete this proposal. Indicatively, this amendment may be to a City Centre zone under LPS4, which permits building heights of 2-4 storeys with an additional fifth storey allowable where it is sufficiently set back from the street. An amendment to LPS4 would not be made until a change to the MRS zoning has been successful.

In summary, amending the MRS from the Parks and Recreation reserve to Central City zone will allow for the following opportunities:

- Enhance connectivity between the city and the ocean by extending Norfolk Street to Mews Road.
- Transform existing car parking into additional recreational areas and public open spaces adjacent to Esplanade Park.
- Implement a transformative and city-defining initiative in a key Western Australian tourism and recreation hub.
- Generate employment opportunities during both the project delivery phase and long-term operational phase through the inclusion of additional commercial ventures.
- Stimulate development in the city centre, by facilitating the provision of new housing and increased population diversity, thereby contributing to the permanent population of Fremantle City Centre and supporting local businesses.
- Provide opportunity to revitalise the Italian Club, ensuring its sustained viability by introducing diversified uses and offerings that strengthen its connections to the community.

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In conjunction with the City of Fremantle's community engagement policy, and the International Association for Public Participation's (IAP2) spectrum of public participation, this engagement program aimed to **CONSULT** the community throughout the project:



IAP2 Spectrum of Public Participation

IAP2's Spectrum of Public Participation was designed to assist with the selection of the level of participation that defines the public's role in any public participation process. The Spectrum is used internationally, and it is found in public participation plans around the world.

INCREASING IMPACT ON THE DECISION

	INFORM	CONSULT	INVOLVE	COLLABORATE	EMPOWER
PUBLIC PARTICIPATION GOAL	To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.	To obtain public feedback on analysis, alternatives and/or decisions.	To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.	To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.	To place final decision making in the hands of the public.
PROMISE TO THE PUBLIC	We will keep you informed.	We will keep you informed, listen to and acknowledge concerns and aspirations, and provide feedback on how public input influenced the decision.	We will work with you to ensure that your concerns and aspirations are directly reflected in the alternatives developed and provide feedback on how public input influenced the decision.	We will look to you for advice and innovation in formulating solutions and incorporate your advice and recommendations into the decisions to the maximum extent possible.	We will implement what you decide.

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The City of Fremantle conducted a series of in-person, local media, and digital community engagement activities to collect submissions and feedback for this MRS Amendment request.

The public was asked to:

- Contribute feedback on the proposal.
- Contribute feedback on the mix of uses, and future activities on the site.
- Provide statements of support for, or against, the proposal.
- Share stories, history, and experiences in the area.
- Suggest additional stakeholders or partners for the City to engage with.

City officers aimed to:

- Keep the public informed, listen to and acknowledge their concerns and provide feedback on how public input influenced the decision.
- Work with the public to ensure that their concerns and aspirations are directly reflected in the alternatives developed and provide feedback on how public input influenced the decision.

This engagement report details how we engaged; who we reached; and what we heard. The findings of this report will help City staff and Elected Members to make an informed decision on next steps for this topic.

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HOW WE ENGAGED

The City of Fremantle opened public engagement on the Norfolk Street Extension (MRS Amendment Request) project on 15 July, 2024, and collected submissions until close-of-business on 30 August, 2024.

City officers promoted the public engagement period in the following ways:

Social Media:

- The public engagement program for this project was heavily mentioned on the City of Fremantle's Facebook page, as well as its Instagram profile throughout the lifespan of the submission period.

Electronic Newsletters:

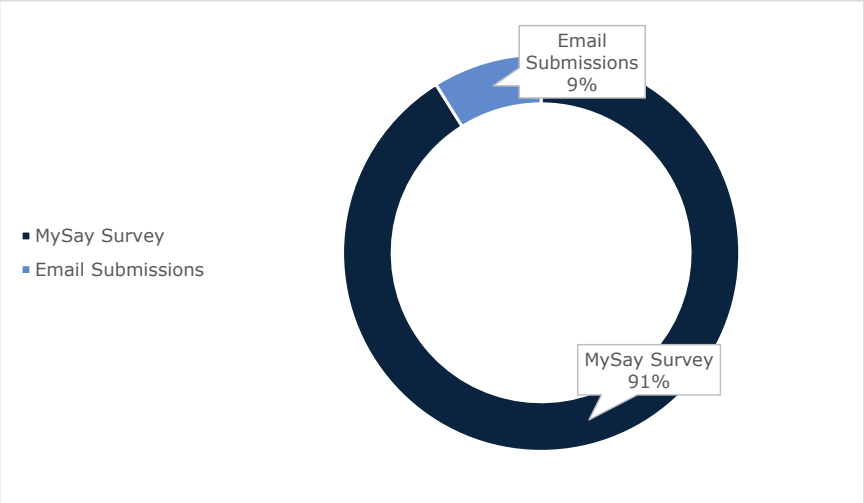
- The Community Engagement team deployed a "Just Launched" email newsletter announcing the opening of the public consultation period on 15 July, 2024.
- The Community Engagement team advertised this project via its monthly engagement newsletter in August, 2024.
- This email is deployed to over 3,000 people who are subscribed to hear engagement updates from the City of Fremantle.

Drop-In Session

- City officers hosted a drop-in session for the public on 7 August, 2024 at the Walyalup Civic Centre. This session was attended by **18 people**.
- The drop-in session allowed members of the public to ask questions about the proposal, seek clarity on the options and process, and submit feedback on the program.

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HOW WE COLLECTED FEEDBACK



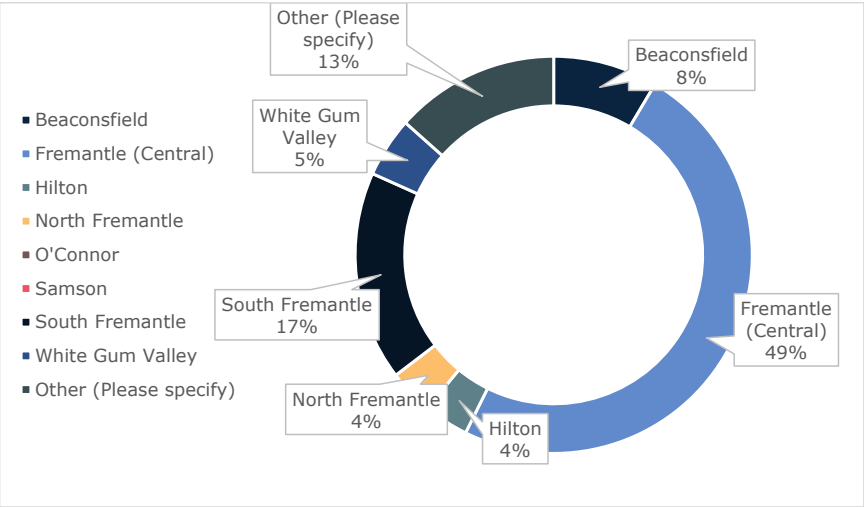
What does this data tell us?

- The public engagement program **reached 1,018 people** through face-to-face conversations and online visits to the City's MySay portal.
- City officers collected submissions in two ways:
  - 91% of submissions were collected via formal submissions to the City's MySay platform, or hard copies of the MySay survey submitted to City staff.
  - 9% of submissions were collected via an interactive map on the City Plan MySay page.
- This resulted in **more than 1,812 individual pieces of information*** collected through the engagement program.

Note: 1 formal submission via a MySay survey captures multiple comments and data from respondents.

WHO WE REACHED

Location Demographics



What does this data tell us?

- 49% of respondents (the majority of submissions) were from Fremantle central.
- 17% of respondents were from South Fremantle and made up the second highest number of submissions.
- 13% of respondents selected "Other (Please specify) and submitted the following locations:
    - Sydney; Palmyra (2); East Fremantle (3); Secret Harbour; Doha, Qatar; Hamilton Hill; Winthrop; North Coogee; Dalkeith.

How do you identify?

Identification Type	# of times selected
Resident	64
Ratepayer	55
Business Owner	15
Visitor	8
Other (Please specify)	5

What does this data tell us?

- Respondents where asked to identify themselves through the options above, and could select all that applied.
- Residents or ratepayers made up the highest number of respondents to the engagement program.
- Respondents who selected "Other (Please specify)" submitted the following responses:
    - Active cyclist in Fremantle.
    - Worker/employee in Fremantle.
    - Committee of Management for the Italian Club Fremantle Inc.

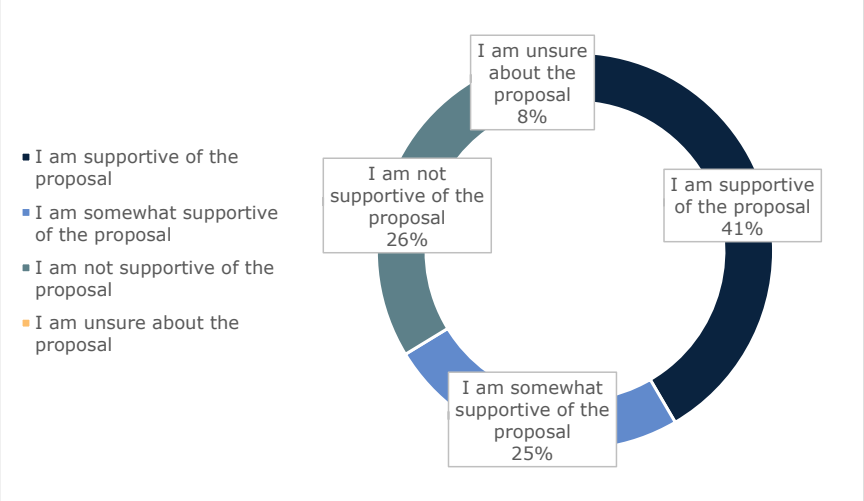
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WHAT WE HEARD

Support for the proposed MRS Amendment request

Respondents were asked "*How supportive are you of the proposed rezoning of the subject site from the Parks and Recreation reserve to Central City zone and the vision for its redevelopment? The vision includes:*

- ***The extension of Norfolk Street to Mews Road***
- ***Central City zoning for commercial and residential uses and improved City parking facilities***
- ***Extension of the Esplanade open space***
- ***Improved connections to future Fishing Boat Harbour redevelopment***
- ***Pedestrian circulation"***



What does this data tell us?

- 41% of respondents are supportive of the proposal and vision set out in the public engagement plan.
- A further 25% of respondents are somewhat supportive of the proposal.
- 26% of respondents are not in support of the proposal.
- 8% of respondents were unsure about the proposal.

Respondents were also asked to explain their selection via an open text survey question. Their answers have been summarised into the following categories: .

- **Supportive**
- **Somewhat supportive**
- **Not supportive**
- **Unsure**

Supportive

Connectivity was voiced 13 times. Respondents highlighted the following:

- Strong support for improving connectivity around the city.
- Desire for better links between businesses, residential areas, and recreation zones.
- Opportunity for improved connections between the Fishing Boat Harbour, South Tce, and the city centre.
- Opportunity for better pedestrian and cycling routes.
- Recognition of Fremantle's current disconnection and the need to enhance access.

Waterfront/Harbour Development was voiced 9 times. Respondents highlighted the following:

- Enthusiasm for opening up the harbour and connecting it more effectively to central Fremantle.
- A chance to make the waterfront more integral to Fremantle's identity.
- Emphasis on making the fishing harbour more accessible.
- Support for developing the harbour area to benefit the whole community.

Revitalization and Infill Development was voiced 8 times. Respondents highlighted the following:

- Support for revitalizing under-utilized spaces, including the Italian Club and Bathers Beach precinct.
- Interest in promoting diversity, new businesses, and liveliness in currently tired or degraded areas.
- Positive views on enhancing overlooked areas, such as those around Esplanade Park.

Parking and Transportation was voiced 5 times. Respondents highlighted the following:

- Preference for better parking facilities, ideally away from the city's central areas.
- Calls for more multi-story or underground parking to optimize space.

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- Suggestions for rezoning parking areas for better land use.

Cycling and Pedestrian Access was voiced 4 times. Respondents highlighted the following:

- Need for improved pedestrian and cycling infrastructure, with easier access between key areas.
- Concerns over the lack of safety for shared paths, particularly around Mews Rd and the rail crossing.

Somewhat supportive

Parking and Traffic Concerns were voiced 7 times. Respondents highlighted the following:

- Concerns over losing parking spaces and how this would negatively affect local residents and visitors.
- Resistance to removing parking lots, with suggestions to maintain or replace parking with the same number of bays.
- Belief that reduced parking is already preventing people from visiting Fremantle.
- Concerns about the Mews Road vehicle railway crossing and how changes may cause traffic issues for visitors.

Building Height and Zoning Issues was voiced 6 times. Respondents highlighted the following:

- Concerns about increased building height, especially near the Italian Club and along Mews Road.
- Mention of how new height limits could block ocean views, sea breezes, and harm the area's character.
- Concerns about the zoning for commercial and residential use, fearing it may create barriers between the waterfront and the rest of Fremantle.

Italian Club Redevelopment was voiced 6 times. Respondents highlighted the following:

- Mixed opinions on the Italian Club's future: some view it as an eyesore that needs revitalization, while others consider it a valuable meeting point.
- Concerns about what will replace the Italian Club if it is redeveloped and how it will benefit the community.
- Desire for more clarity on the intentions for the club and scepticism about any plans for large-scale redevelopment in its place.

Norfolk Street Extension was voiced 5 times. Respondents highlighted the following:

- Support for the Norfolk Street extension to improve access and pedestrian circulation.

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- Concerns about losing connection to the waterfront due to developments along Norfolk Street.
- Support for the extension but opposition to the closure of Mews Road or the addition of a large multistorey car park.

Protection of Views and Open Spaces was voiced 4 times. Respondents highlighted the following:

- Concerns about losing waterfront views, particularly due to high-rise developments or large buildings near the Italian Club and Esplanade Park.
- Suggestions that new developments should not block existing scenic views or create barriers between the waterfront and town centre.
- Emphasis on keeping public spaces open and pedestrian-friendly.

Not supportive

Concerns About Parking and Traffic was voiced 8 times. Respondents highlighted the following:

- Increased parking issues, especially during any future construction.
- Resistance to building new multi-story car parks, particularly near residential areas.
- Disagreement with reducing car parking spaces and creating more traffic congestion.
- How to better support pedestrian traffic and alternative transport instead of adding parking.
- Opposition to adding traffic to areas like Esplanade Reserve, viewed as inappropriate.

Loss of Water Views and Property Value was voiced 6 times. Respondents highlighted the following:

- Concerns about losing ocean and harbour views due to proposed developments.
- Residents along Marine Terrace and other areas fear a drop in property values.
- Loss of summer sea breezes is also mentioned as an important issue for residents.
- Objections to multi-story buildings and developments blocking existing scenic views.

Opposition to Specific Developments (Multi-story Buildings and Rail Crossings) was voiced 7 times. Respondents highlighted the following:

- Resistance to multi-story buildings and car parks near the waterfront and residential areas.
- Concerns that these developments will alter the character of the area and detract from its existing appeal.
- The construction of new rail crossings, like Norfolk Street, is seen as unnecessary and disruptive.

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Protection of Public Open Spaces and Environmental Concerns was voiced 5 times. Respondents highlighted the following:

- Preservation of public open spaces like Esplanade Park, seen as essential for health, wellbeing, and climate mitigation.
- Opposition to development on parklands and beach areas, which are viewed as vital social commons.
- The impact on urban nature and green/blue infrastructure this proposal may have.
- Concerns about commercializing the fishing boat harbour, which is valued as a working fishing site.

Fremantle's Redevelopment History and Mistrust of Council Decisions was voiced 4 times. Respondents highlighted the following:

- The perception that Fremantle has a poor track record with redevelopment projects.
- Fears that new developments may harm Fremantle's heritage and character.
- Mistrust of council decisions and concerns about prioritizing developers over the community's needs.
- Sentiment that the proposal lacks benefits for the community and fail to improve liveability.

Unsure

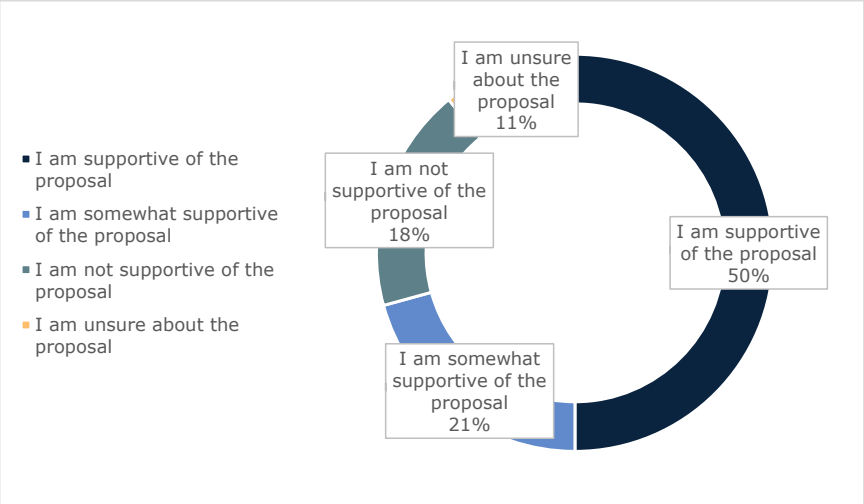
Respondents who were unsure about the proposal submitted the following comments:

- Request for clarification on the road extension plans, particularly regarding the type of residential housing to be built and concern for the inclusion of affordable housing.
- Support for rezoning to accommodate lower-income housing but opposition to luxury hotels for wealthy individuals.
- Concern that the development may block visual connections with the harbour and lines of sight from Norfolk, Suffolk, and Arundel Streets.
- Worry that green spaces and open areas might be lost due to the development.
- Criticism that the development does not account for Fremantle's 2020 "Green Linkage" plan, which supports biodiversity and green corridors.
- Appreciation for the expansion of public open space through the extension of Esplanade Park but a request for clarification on how the Italian Club will be compensated for losing its land.

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Support for the extension of Norfolk Street to Mews Road.

Respondents were asked "*The proposal aims to extend Norfolk Street to Mews Road. How supportive are you of this proposal?*"



What does this data tell us?

- 50% of respondents are supportive of the proposal to extend Norfolk Street to Mews Road.
- A further 21% of respondents are somewhat supportive of the proposal.
- 18% of respondents are not in support of the proposal.
- 11% of respondents were unsure about the proposal.

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Respondents were also asked to explain their selection via an open text survey question. Their answers have been summarised into the following categories: .

- **Supportive**
- **Somewhat supportive**
- **Not supportive**
- **Unsure**

Supportive

Improved Connectivity and Access was voiced 14 times. Respondents highlighted the following:

- Importance of better connections between Fremantle city center and the waterfront.
- Norfolk Street extension will improve access to Mews Road, Fishing Boat Harbour, and the waterfront.
- Support for enhanced pedestrian and cycling avenues for easier access.
- Current Mews Road and rail crossings hinder access and create safety hazards.
- Easier access to the harbour will benefit businesses and increase foot traffic.

Support for Norfolk Street Extension was voiced 7 times. Respondents highlighted the following:

- Belief the extension will improve the area, with suggestions for beautification (paving, verges).
- Norfolk Street as the main gateway to the city centre, improving traffic flow and overall access.
- Historical reference to the 1996 Urban Design report recommending this extension.

Improving Pedestrian and Cycling Infrastructure was voiced 7 times. Respondents highlighted the following:

- Need for dedicated pedestrian and cycling paths with safety emphasis.
- Support for more bike-friendly streets and slow-moving vehicle zones.
- The rail crossing poses hazards for pedestrians and cyclists, and the proposal would improve safety.

Concerns about Green Space and Aesthetic Enhancements was voiced 4 times. Respondents highlighted the following:

- Desire for more open, green spaces and canopy coverage.
- Suggestion to incorporate greenery and beautify the area, including Norfolk Street.

- Worry that development may block intended views of the waterfront, contradicting the goal of connecting the city to the sea.

Impact on Local Businesses and Tourism was voiced 3 times. Respondents highlighted the following:

- Belief that the proposal will reinvigorate the Bathers Beach and Fishing Boat Harbour precincts.
- Increased access expected to benefit local businesses, bringing more visitors.
- The connection between the city and waterfront will support business growth along the route.

Somewhat supportive

Concerns About Traffic and Parking was voiced 8 times. Respondents highlighted the following:

- Worries about increased traffic on Norfolk Street due to the extension.
- Concerns that limited parking spaces may worsen traffic circulation.
- Removal of car parks could deter visitors to the area.

Pedestrian and Cyclist Priority was voiced 4 times. Respondents highlighted the following:

- Stronger support for the proposal if pedestrians and cyclists are prioritized over vehicles.
- Concerns that the extension may cause issues for pedestrians.
- Emphasis on ensuring safety for non-vehicle users.

Insufficient Planning and Consultation was voiced 4 times. Respondents highlighted the following:

- Frustration over the lack of detailed final plans and effective public consultation.
- Calls for more concrete planning proposals with outlined outcomes.
- Criticism of the proposal as being underdeveloped or unclear.

Beautification and Road Maintenance was voiced 3 times. Respondents highlighted the following:

- Need for Norfolk Street beautification, especially the disrepair between Marine Terrace and South Terrace.
- The extension should be part of an overall improvement and beautification plan for the area.

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Opposition to Large-Scale Developments was voiced 2 times. Respondents highlighted the following:

- Acceptance of the Norfolk Street extension, but opposition to large, box-like developments in the area.
- Preference for smaller, more people-friendly spaces rather than commercial or oversized structures.

Not supportive

Opposition to Increased Traffic was voiced 9 times. Respondents highlighted the following:

- Concerns about more cars entering the city centre.
- Worries about worsening traffic congestion, especially on Norfolk Street and Mews Road.
- Complaints about insufficient parking to support additional traffic.
- Fears that creating more access points would exacerbate existing traffic problems.

Preference for Pedestrian and Cyclist Infrastructure was voiced 3 times. Respondents highlighted the following:

- Advocacy for prioritizing pedestrians and cyclists over cars.
- Opposition to making the area more car-friendly.
- Calls for more pedestrian-friendly design, especially near the Esplanade Youth Plaza and Mews area.

Parking Concerns were voiced 3 times. Respondents highlighted the following:

- Lack of sufficient parking in the Fishing Boat district and surrounding areas.
- Concerns that removing parking spaces will worsen an already problematic parking situation.
- Mention of parking being important for business access and university students.
- Requests for cheaper, long-term parking options.

Impact on Heritage and Community Spaces was voiced 3 times. Respondents highlighted the following:

- Concerns about the potential impact on heritage buildings and views, including the Italian Club and historic areas.
- Fear that new developments could negatively affect the character and traditions of the Italian community and other long-standing cultural spaces.
- Worries about new modern developments clashing with Fremantle's heritage.

Lack of Detailed Planning and Analysis was voiced 3 times. Respondents highlighted the following:

- Criticism of the lack of traffic analysis or detailed plans for how the proposal will be implemented.
- Complaints that no clear strategy has been provided, making it difficult to assess the impact.
- Requests for more thorough planning and consultation before proceeding with the project.

Unsure

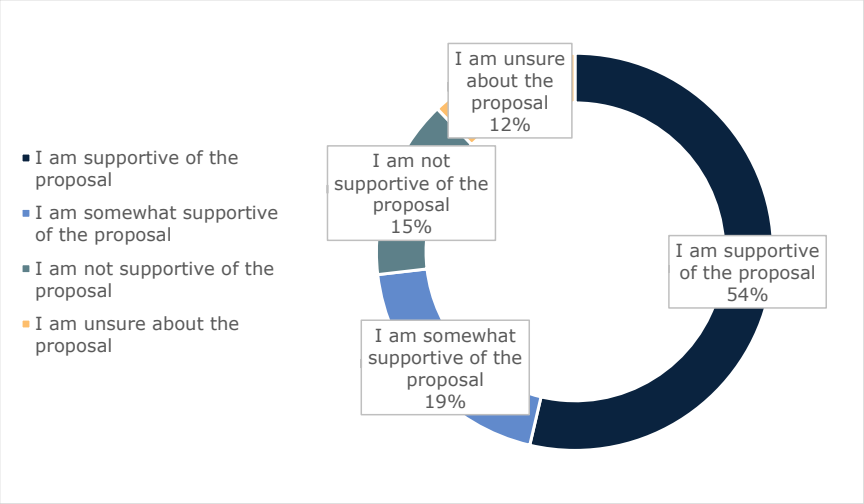
Respondents who were unsure about the proposal submitted the following comments:

- What will the road connection look like? How will the bike path be impacted or changed?
- More information needed on the proposal, concept design and its impact.
- Suggestion to prioritize pedestrian/bike or mixed-use roads instead of car-centric spaces.
- Questioning the necessity of the new road when a good crossing already exists slightly further south.

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Support for the extension of Esplanade Park.

Respondents were asked "*The proposal aims to extend Esplanade Park over the existing car park at the end of Norfolk Street. How supportive are you of this proposal?*"



What does this data tell us?

- 54% of respondents are supportive of the proposal to extend Esplanade Park.
- A further 19% of respondents are somewhat supportive of the proposal.
- 15% of respondents are not in support of the proposal.
- 12% of respondents were unsure about the proposal.

Respondents were also asked to explain their selection via an open text survey question. Their answers have been summarised into the following categories: .

- **Supportive**
- **Somewhat supportive**
- **Not supportive**
- **Unsure**

Supportive

Increased Green Space was voiced 19 times. Respondents highlighted the following:

- More green space is needed and beneficial for the city.
- The Esplanade Park is highly valued, and an extension would enhance it.
- Increased greenery improves the overall enjoyment and functionality of urban spaces.
- A preference for green space over car parking.

Car Parking and Infrastructure was voiced 10 times. Respondents highlighted the following:

- A need for more efficient use of car park space, including multi-story or underground parking.
- Preference for relocating parking away from central areas to free up space for green areas.
- Concerns about current parking underutilization and demand.

Walkability and Cycling was voiced 6 times. Respondents highlighted the following:

- Safer connections and better infrastructure for cyclists and pedestrians are desired.
- Streets should be more pedestrian-friendly and human-scale.

Community Activation was voiced 5 times. Respondents highlighted the following:

- Green spaces and park extensions will enhance community engagement and activation of the area.
- The Esplanade Park's extension will improve its use and benefit the community.

Connection to Development Areas was voiced 4 times. Respondents highlighted the following:

- Creating a more pleasant and functional link between town and waterfront.
- Integration of new development areas with enhanced green spaces.

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Somewhat supportive

Concerns About Parking was mentioned 9 times. Respondents highlighted the following:

- Existing car parks are essential for visitors and need to be replaced if removed.
- There is a lack of parking already, which deters visitors.
- Preference for building a parking garage over losing current parking spaces.
- Concerns about poorly designed parking garages being unappealing and underused.

Support for Green Space was voiced 6 times. Respondents highlighted the following:

- There is support for increasing green space and extending parks.
- Concerns that the existing park is sufficient and that additional space might not be necessary.
- Preference for more green space over additional parking.

Skepticism About Road Extensions and Development was voiced 5 times. Respondents highlighted the following:

- Concerns about road extensions being part of a developer's agenda rather than community benefit.
- Caution against large, unattractive multi-story buildings in the area.
- The need for careful planning and transparency in development proposals.

Alternative Uses for Space was voiced 4 times. Respondents highlighted the following:

- Suggestion to convert existing open space into a cafe area or similar community-oriented space.
- Consideration for using the space for events like concerts.

Transportation Alternatives was voiced 3 times. Respondents highlighted the following:

- Advocacy for better public transport options to reduce reliance on cars.
- Exploration of congestion charges and improved intra-city transport links.

DRAFT

Not supportive

Concerns About Parking was voiced 12 times. Respondents highlighted the following:

- Existing parking is crucial for visitors, including families and users of the skate park.
- Removal of parking would exacerbate existing parking problems and is seen as illogical.
- There are concerns about insufficient parking and the potential need for multi-story car parks being an eyesore.

Preservation of Views and Heritage was voiced 5 times. Respondents highlighted the following:

- Concern about losing water views due to new developments.
- Fear that new buildings might block views and clash with existing heritage buildings.
- Worries about the impact on local heritage and the integrity of existing structures.

Importance of Existing Facilities was voiced 4 times. Respondents highlighted the following:

- Existing facilities like the skate park and Italian Club are important for the community.
- Concerns about how redevelopment might disrupt long-held traditions and local usage of these spaces.

Scepticism About Redevelopment was voiced 4 times. Respondents highlighted the following:

- Scepticism about the necessity and impact of redevelopment, especially in terms of disrupting the character of the area.
- Concerns about potential increases in anti-social behaviour and unnecessary infrastructure.

Inadequacy of Proposed Solutions was voiced 3 times. Respondents highlighted the following:

- Proposed solutions like multi-story car parks or office developments are seen as inadequate or inappropriate.
- There is criticism of past decisions and planning that have led to current problems.

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Unsure

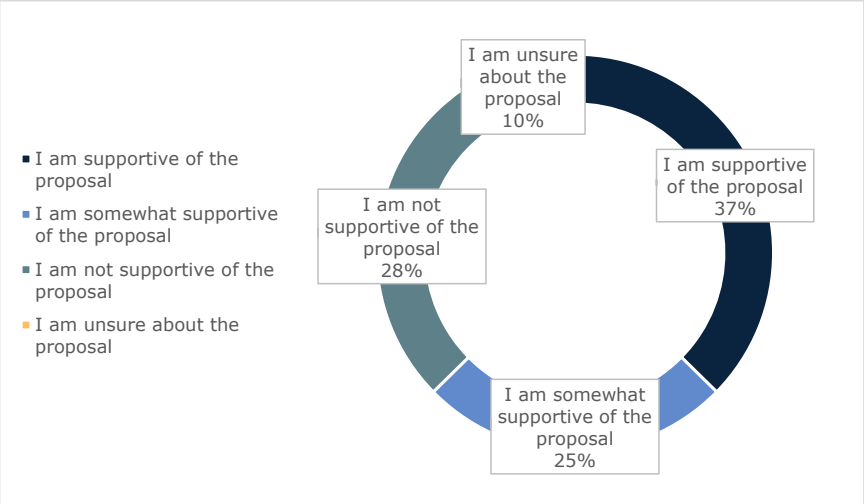
Respondents who were unsure about the proposal submitted the following comments:

- The city is already struggling with parking space and cannot afford to lose more.
- More information is required, including concept design and impact assessment.
- Concerns about a multi-story car park blocking the view of the harbor.
- Some Fremantle projects seem focused only on kids and families, neglecting other parts of society. There should be more proposals catering to child-free young adults or couples without kids.
- This location as the best option for a multi-story car park.

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Support for redevelopment & new land uses.

Respondents were asked "*How supportive are you for redevelopment and new land uses on the proposed site?*"



What does this data tell us?

- 37% of respondents are supportive of the proposal to extend Esplanade Park.
- A further 25% of respondents are somewhat supportive of the proposal.
- 28% of respondents are not in support of the proposal.
- 10% of respondents were unsure about the proposal.

Respondents were also asked to explain their selection via an open text survey question. Their answers have been summarised into the following categories: .

- **Supportive**
- **Somewhat supportive**
- **Not supportive**
- **Unsure**

Supportive

Revitalization and Redevelopment was voiced 13 times. Respondent highlighted the following:

- The area currently comprises uninspiring car parking spaces that could be transformed into vibrant, multi-use spaces.
- There's a desire to redevelop the Italian Club and the surrounding area with more attractive and functional infrastructure.
- The site is seen as an opportunity for quality development to bring life and purpose back to a tired and underutilized area.

Need for Increased Density was voiced 7 times. Respondents highlighted the following:

- Fremantle needs more density to support businesses, residents, and economic growth.
- Higher density housing and commercial tenancies are seen as beneficial for the city's development.

Importance of Businesses and Jobs was voiced 4 times. Respondents highlighted the following:

- Increasing the number of businesses and residents will stimulate the local economy.
- Businesses provide jobs and contribute to a more vibrant city life.

Enhancement of Public Spaces was voiced 4 times. Respondents highlighted the following:

- Moving parking away from central areas would allow for more open and green spaces.
- Creating people-friendly spaces for relaxation and integrating businesses and green areas will enhance the quality of life.

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Support for Change and Improvement was voiced 4 times. Respondents highlighted the following:

- Change is viewed positively if it leads to better utilization of space and overall improvement of the area.
- New developments should be done thoughtfully to enhance the city and attract more visitors and residents.

Somewhat supportive

Height and Scale of Development was voiced 13 times. Respondents highlighted the following:

- Concerns about building heights being too tall and out of place with the surrounding areas.
- The importance of enforcing height limits to preserve views and maintain harmony with existing structures.
- Worries about tall buildings creating visual barriers and impeding connectivity between central Fremantle and the waterfront.

Parking Issues was voiced 6 times. Respondents highlighted the following.

- There is a current lack of parking in Fremantle, and removing more parking spaces is seen as problematic.
- Some support for redevelopment, but with a concern about the removal of existing parking lots.
- Preference for solutions that do not exacerbate parking issues.

Sympathy with Surrounding Areas was voiced 5 times. Respondents highlighted the following:

- Redevelopment must be sensitive to the surrounding environment and maintain the area's character.
- Development should be low-rise and blend with the existing scale and aesthetics of the area.
- Avoid creating visual or physical barriers between different parts of Fremantle.

DRAFT

Support for Residential and Commercial Development was voiced 5 times. Respondents highlighted the following:

- Support for increasing residential and business facilities to enhance Fremantle's vibrancy and functionality.
- Desire for mixed-use developments that contribute to the community without being overly imposing.
- Concerns about new developments obstructing views of the harbor and affecting sea breezes.
- The need to avoid creating visual barriers that disrupt the connection between central Fremantle and the Fishing Boat Harbour.

Not supportive

Height and Scale of Development was voiced 26 times. Respondents highlighted the following:

- Concerns about high-rise buildings being visually intrusive and inconsistent with the surrounding area.
- Fear of new developments creating a barrier between the city and the waterfront.
- Desire for developments to be low-rise and sensitive to the existing scale and character of the area.
- Concerns about losing current water views and the visual impact of new developments on existing views.
- Worries that new buildings might obstruct views from heritage buildings and negatively affect the character of the area.
- Emphasis on preserving the historical and cultural significance of landmarks like the Italian Club.

Impact on Parking and Traffic was voiced 5 times. Respondents highlighted the following:

- Concerns about the loss of existing parking spaces exacerbating the already problematic parking situation in Fremantle.
- Support for the inclusion of parking solutions in redevelopment plans, but with a preference for low-rise options.

Sympathy and Sensitivity to Surroundings was voiced 5 times. Respondents highlighted the following:

- Redevelopment must be sympathetic to the surrounding areas and maintain the community's sense of space and character.

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- Any new development should be handled with sensitivity to avoid disrupting the existing urban fabric and community traditions.

Unsure

Respondents who were unsure about the proposal submitted the following comments:

- Supportive if the proposal won't ruin views for residents.
- Respondent couldn't understand where the proposed high-rise development would go. Wanted more detailed information.

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Preferred Land Uses

Respondents were asked "*What land uses would you prefer to see on the site? Select your top 5.*"

Land Use	# of times selected
Public open space	58
Recreation	58
Community purpose	51
Exhibition centre/gallery	35
Restaurant/café	32
Residential uses	30
Small bar	20
Holiday/accommodation	14
Multi-story carpark	14
Other – please specify	12
Shop	11
Hotel/motel	8
Office	7
Tavern	2

What does this data tell us?

- The top 5 choices selected by respondents display a desire for community, cultural, and commercial activities:
  - 1. Public Open Space
  - 2. Recreation
  - 3. Community purpose
  - Exhibition centre/gallery
  - Restaurant/café
- These choices also display a desire for respondents to see good movement and activity throughout the area like a tourist precinct.

DRAFT

Respondents were also asked to explain their selection via an open text survey question. Their answers have been summarised below into key themes that were captured.

Concern About Excessive Development was voiced 33 times. Respondents highlighted the following:

- Concerns about overdevelopment, particularly high-rise buildings, which may obstruct views and disrupt the existing character of the area.
- Preference for lower-scale, community-focused developments rather than large, multi-story structures.
- Importance of retaining current water views and respecting the heritage of existing buildings, such as the Italian Club.
- Worries that new developments might block views and negatively impact the aesthetic and cultural value of the area.
- Support for a mix of uses, including residential, small businesses, and community spaces.
- Preference for developments that offer practical benefits and enhance the vibrancy of the area without overwhelming it with excess commercial or residential spaces.

Need for More Public and Green Spaces was voiced 14 times. Respondents highlighted the following:

- Desire for more public spaces and recreational areas.
- Support for green spaces over additional commercial or residential developments.
- Preference for creating vibrant, walkable environments with ample open space.

Parking and Traffic Concerns was voiced 7 times. Respondents highlighted the following:

- Concerns about the current lack of parking and how removing existing parking spaces might exacerbate traffic and accessibility issues.
- Preference for parking solutions that do not negatively impact the surrounding environment, such as underground parking.

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POTENTIAL DEVELOPMENT OPTIONS

Respondents were shown three potential development options and future uses of the site. City staff wanted to gain an understanding of community preferences for the various ways the land might be utilised, and to understand why.

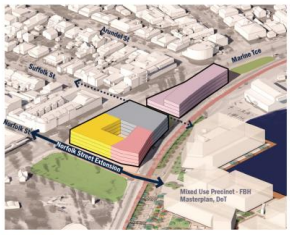
This section summarises the feedback captured from respondents on all three development options.

Note:

All development options were only intended to represent potential outcomes that could result from this rezoning proposal.

A future Local Planning Scheme amendment or Precinct Structure Plan would be used to control build form, including building height, setbacks, etc.

The City of Fremantle will work with the State Government to find the most appropriate pathway to facilitate redevelopment of the site.



Option 1

- Develop a courtyard block.
- Extend Norfolk Street to connect the city to the waterfront.
- Make the development blend with the existing city urban fabric.
- Create a sightline aligned to Suffolk Street.



Option 2

- Create a distinctive cluster of buildings which are enveloped in a parkland setting.
- Extend Esplanade Park south over the Norfolk Street extension to establish a mixed cultural precinct which feels connected to the park and Fishing Boat Harbours.



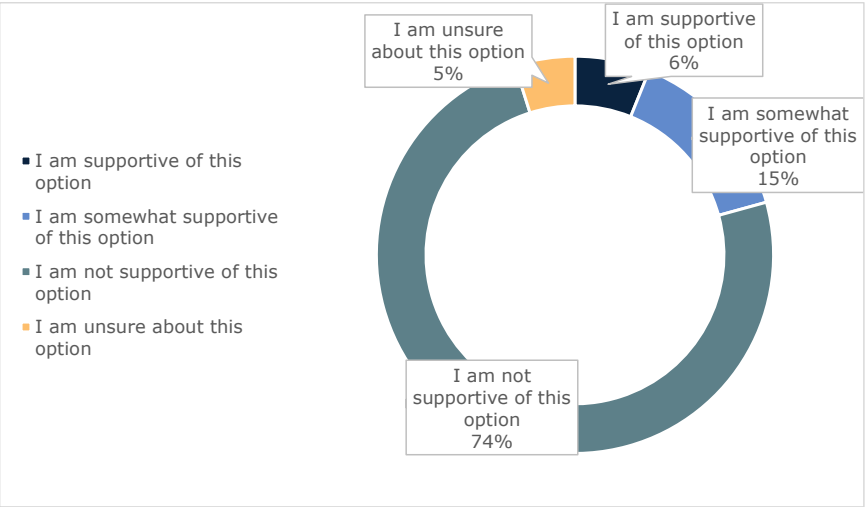
Option 3

- Create an open courtyard block with breaks in builtform for light, access, and landscaping at ground level.
- Extend the city grid towards the waterfront.
- Include a mix of building heights and scales.
- Focus on residential development while incorporating a variety of uses.
- Break sightlines through buildings at various points.
- Public carparking integrated within development through basement parking and podium.

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Support for Option 1

Respondents were asked "*Does this possible development option appeal to you?*"



What does this data tell us?

- 74% of respondents are not supportive of this potential development option.
- 15% of respondents are somewhat supportive of this option.
- 6% of respondents are supportive of this option.
- 5% of respondents were unsure.

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Respondents were also asked to explain their selection via an open text survey question. Their answers have been summarised into the following categories: .

- **Supportive**
- **Somewhat supportive**
- **Not supportive**
- **Unsure**

Supportive

The following comments were capture from respondents who were supportive of this development option:

- The proposed buildings should match the scale of existing Fremantle structures, ensuring high architectural quality and cohesion.
- Esplanade Park would benefit from a continuous street wall of facades along Norfolk Street, aligning with existing buildings on Marine Terrace.
- The perimeter block form is preferred, with narrower building depths to allow natural light, cross ventilation, and shared green courtyards.
- Parking should be concealed from Esplanade Park, and building heights along Marine Terrace should remain between 3-6 storeys to blend with current surroundings.
- The development should respect Fremantle's existing city fabric and avoid exceeding 4 storeys as per the current diagram.

Somewhat supportive

The following comments were capture from respondents who were somewhat supportive of this development option:

- The street extension is not supported, but there is some support for the courtyard block despite concerns about reduced connectivity.
- The courtyard block feels uninviting, bulky, and lacks integration with the surrounding area.
- The site is a logical choice for higher-density living, though the buildings appear too massive and oversized.
- The extension of Norfolk Street is interesting, and the Suffolk Street sightline is appreciated, though the design feels chunky.
- The multi-level car park occupies too much space and is deemed unnecessary.

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Not supportive

Overdevelopment and Excessive Building Size was voiced 14 times. Respondents highlighted the following:

- Buildings are too large, bulky, and massive for the area.
- Descriptions of buildings being "blocky," "boxy," and monolithic.
- Concerns about losing the small-town feel of Fremantle with overly large developments.
- Fear that the new development creates a "concrete jungle" and disrupts the character of the city.

Loss of Views and Sightlines was voiced 11 times. Respondents highlighted the following:

- Complaints about blocking views of the ocean, harbour, or sightlines from existing buildings and public areas.
- Loss of the visual connection to the waterfront and Fremantle's identity.
- Criticism that large buildings obstruct views from significant locations like Suffolk Street and Arundel Street.

Lack of Integration and Community Feel was voiced 7 times. Respondents highlighted the following:

- Concerns that the courtyard block feels closed off, impermeable, and exclusive.
- Mention of poor integration with the existing urban fabric and lack of community spaces.
- Fear that the development isolates rather than connects to the surrounding area.

Negative Impact on Heritage and Character of Fremantle was voiced 6 times. Respondents highlighted the following:

- Concerns about damaging Fremantle’s heritage and its historic significance as a world-famous destination.
- Mention of modern designs not blending with or respecting the existing heritage buildings.
- Worry that Fremantle’s charm and architectural identity are being eroded by large, modern structures.

Parking and Carpark Issues was voiced 5 times. Respondents highlighted the following:

- Disapproval of the multi-storey car park, seen as taking up too much space and unnecessary.

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- Concerns about parking removal impacting residents, visitors, and businesses.
- Criticism of the car park's location, blocking views or being an eyesore.

Not supportive

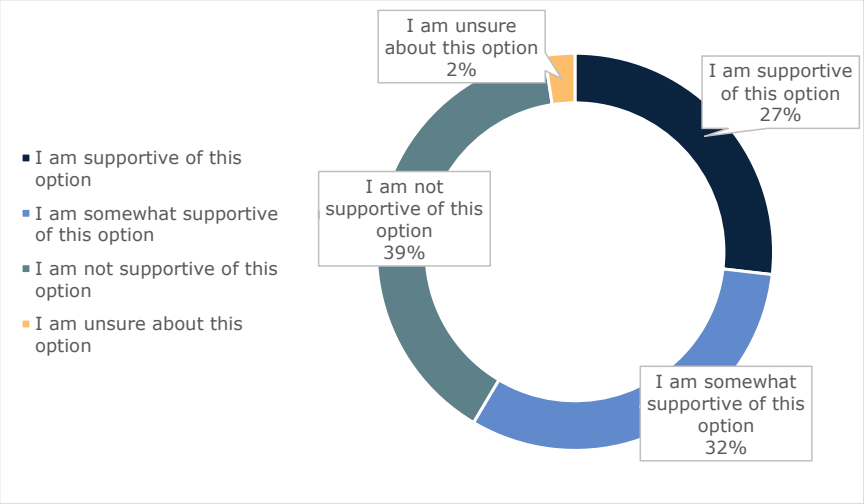
Respondents who were unsure about the development option submitted the following comments:

- The development feels overly built up.
- Support for a world-class cultural hub (e.g., museum, gallery, theatre) within an architecturally significant building, but concern over bland office buildings being a bad idea.
- Lack of information regarding the future location of the Italian Club.

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Support for Option 2

Respondents were asked "*Does this possible development option appeal to you?*"



What does this data tell us?

- 39% of respondents are not supportive of this potential development option.
- 32% of respondents are somewhat supportive of this option.
- 27% of respondents are supportive of this option.
- 2% of respondents were unsure.

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Respondents were also asked to explain their selection via an open text survey question. Their answers have been summarised into the following categories: .

- **Supportive**
- **Somewhat supportive**
- **Not supportive**
- **Unsure**

Supportive

Open space and green areas was voiced 7 times. Respondents highlighted the following:

- Emphasis on parkland and open spaces.
- Green spaces integrated with medium or high-rise buildings.
- Preference for open space in a parkland setting.

Connectivity and sightlines was voiced 6 times. Respondents highlighted the following:

- Improved connectivity with open space.
- Desire for sightlines aligned with Suffolk Street and Arundel Street.
- Importance of sightlines to the water to attract people to the Fishing Boat Harbour.

Aesthetic and visual appeal was voiced 4 times. Respondents highlighted the following:

- Playful building shapes and aesthetically pleasing design.
- Less visual sightline interruption.
- Preference for modest, visually appealing development.

Building height and density was voiced 4 times. Respondents highlighted the following:

- Support for medium-rise or lower-density development.
- Concern about height, with some preferring buildings not higher than four stories.

Inclusion of community spaces was voiced 2 times. Respondents highlighted the following:

- Desire for standalone community spaces, such as the Italian Club.
- Importance of spaces for community gathering and activities.

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Somewhat supportive

Building size, mix and massing was voiced 11 times. Respondents highlighted the following:

- Southern building seen as too large and overpowering.
- Concern over the monolithic appearance of large structures like the multi-story carpark.
- General preference for smaller, less massive buildings.
- Mixing of shapes, forms, and building orientations creates visual interest.
- Preference for a mixed-use precinct.
- Appreciation for a more organic form of development.

Open space and green areas was voiced 9 times. Respondents highlighted the following:

- Preference for more open space between buildings.
- Desire for green spaces that connect with the current park and Esplanade.
- Concern over whether parkland will work with the development style.

Connectivity and flow was voiced 5 times. Respondents highlighted the following:

- Better pedestrian and environmental connectivity with the Esplanade.
- Desire for view lines, breezeways, and connection between the Harbour and city.
- Less concrete, more organic forms that promote connectivity.

Car parking concerns was voiced 5 times. Respondents highlighted the following:

- Strong dislike for the large, above-ground, multi-story carpark.
- Concerns about its size, blocking views, and being an eyesore in the neighbourhood.
- Preference for underground parking instead.

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Not supportive

Obstruction of water views and waterfront access was mentioned 11 times. Respondents highlighted the following:

- Concerns about high-rise buildings blocking views of the harbour.
- Buildings create a barrier to the waterfront, harming visual and physical links.
- Loss of views, particularly for residents and heritage areas like Marine Terrace.
- Buildings described as too high, blocky, or excessive for the area.
- Overdevelopment could harm the heritage feel of Fremantle, especially in a sensitive area like the Fishing Boat Harbour.

Multi-story carpark complaints was voiced 7 times. Respondents highlighted the following:

- Dislike for the large, above-ground multi-story carpark.
- Suggestions to move the carpark underground or to a less obtrusive location.
- Described as too massive and an eyesore, negatively impacting the area.

Mismatch with surrounding urban environment was voiced 6 times. Respondents highlighted the following:

- Criticism that the development doesn't respect the area's urban typology.
- Buildings described as random, isolated, or akin to American-style business parks.
- Desire for development that better integrates with the existing heritage buildings and surroundings.

Preserving open space and sightlines was voiced 4 times. Respondents highlighted the following:

- Preference for open spaces that allow for sea breezes and improved sightlines.
- Some appreciation for the proposal having more open space compared to other options.

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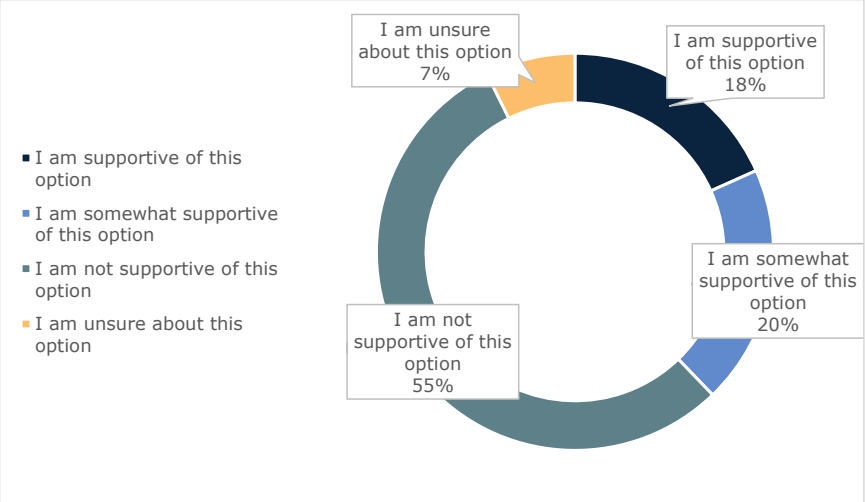
Unsure

Respondents who selected "Unsure" submitted no further comments.

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Support for Option 3

Respondents were asked "*Does this possible development option appeal to you?*"



What does this data tell us?

- 55% of respondents are not supportive of this potential development option.
- 20% of respondents are somewhat supportive of this option.
- 18% of respondents are supportive of this option.
- 7% of respondents were unsure.

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Respondents were also asked to explain their selection via an open text survey question. Their answers have been summarised into the following categories: .

- **Supportive**
- **Somewhat supportive**
- **Not supportive**
- **Unsure**

Supportive

Mixed-use development and density was voiced 5 times. Respondents highlighted the following:

- Positive remarks on the variety and mix of building uses.
- Inclusion of residential, commercial, and green spaces creating a more balanced development.
- Acknowledgment of mixed-use buildings contributing to the city grid and community feel.

Integration with surroundings and environment was voiced 4 times. Respondents highlighted the following:

- The development blends in well with the environment and surrounding areas.
- The smaller buildings help break down the bulk, complementing the existing urban fabric.

Sightlines and open space was voiced 3 times. Respondents highlighted the following:

- Appreciation for clear sightlines through the development, especially from points like Suffolk Street.
- Green spaces on both ends of the development praised for enhancing the design.

Underground parking and less visible car parks was voiced 3 times. Respondents highlighted the following:

- Underground parking seen as the best solution, making the parking less obtrusive.
- Less prominent car parking is positively noted as it enhances the aesthetics of the area.

Greenery and landscaping was voiced 2 times. Respondents highlighted the following:

- Desire to see well-landscaped greenery, especially in outdoor areas.
- Appreciation for how greenery could soften the overall development and improve its appeal.

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Somewhat supportive

Mixed-use development and height variation was voiced 10 times. Respondents highlighted the following:

- Mixed height in the development is appreciated but needs improvement.
- Balancing residential and commercial spaces to enhance the appeal.
- Suggestions to increase residential properties while avoiding too much residential focus.
- Support for maintaining sightlines and space between buildings.
- Calls for more green space and open areas within the development to avoid a monolithic feel.
- Lower density is preferred to make the development more appealing to existing property owners.
- Suggestions to avoid overcrowded building clusters and create more spacious layouts.

Parking concerns and underground solutions was voiced 4 times. Respondents highlighted the following:

- Strong support for underground parking to free up commercial space at ground level.
- Concerns about visible parking, with suggestions to relocate parking or keep it discreet.

Planning and coordination with state authorities was voiced 3 times. Respondents highlighted the following:

- Concerns about coordination with the Department of Transport (DoT) and state planners.
- Doubts about Fremantle's ability to manage large-scale development and ensure robust planning constraints.

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Not supportive

Excessive Building and High-Rise Development was voiced 11 times. Respondents highlighted the following:

- Too many buildings and high-rises.
- Overpowering building mass and height.
- Concerns about building height affecting views and the area's scale.
- Perceived as excessive and a visual barrier.

Loss of Open Space and Public Space was voiced 8 times. Respondents highlighted the following:

- Insufficient open space and public areas.
- Overdevelopment leading to a lack of green and open spaces.
- Concerns about the balance between built environment and open space.

Impact on Views and Heritage was voiced 7 times. Respondents highlighted the following:

- Destruction of ocean and waterfront views.
- Impact on heritage buildings and cultural sites.
- Concerns about new developments disrupting established views and heritage areas.

Connectivity and Urban Design Issues was voiced 6 times. Respondents highlighted the following:

- Poor connectivity between different areas.
- Design criticized for creating isolation rather than fostering connection.
- Need for better integration with existing urban fabric and public access.

Concerns about Parking and Infrastructure was voiced 4 times. Respondents highlighted the following:

- Insufficient parking space.
- Issues related to basement parking and water table.
- Potential problems with infrastructure due to new developments.

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Unsure

Respondents who were unsure about the proposal submitted the following comments:

- A lack of sufficient details about the project, especially regarding height and the future location of the Italian Club.
- There is strong opposition to multi-story car parks, particularly in front of the harbour.
- The impact of the development depends on whether the buildings are world-class cultural hubs or bland office structures.

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ADDTIONAL PUBLIC COMMENTS

Respondents were asked to share any additional comments or feedback that may not have been captured via the questions presented in our MySay survey. Their answers have been summarised into themes that appear multiple times with accompanying bullet points below.

Concerns About Overdevelopment was voiced 15 times. Respondents highlighted the following:

- Opposition to high-rise buildings and excessive density.
- Preference for low-rise, aesthetically pleasing developments that preserve the character of Fremantle.
- Worries about the impact of new developments on existing views, heritage, and the overall attractiveness of the area.

Need for Improved Bike and Pedestrian Infrastructure was voiced 12 times. Respondents highlighted the following:

- Support for better cycle paths and pedestrian-friendly design in new developments.
- Preference for low-speed traffic zones and infrastructure that prioritizes cyclists and pedestrians.
- Calls for safe crossings and connections to existing bike paths.

Preservation of Heritage and Open Spaces was voiced 11 times. Respondents highlighted the following:

- Concern about preserving Fremantle's heritage buildings and green spaces.
- Opposition to developments that might destroy existing parks, trees, and historical sites.
- Desire for the area to maintain its historical charm and provide ample public open space.

Integration with Existing Urban and Port Plans was voiced 9 times. Respondents highlighted the following:

- Calls for better planning and coordination with other developments, such as the port and lifting yard.
- Importance of aligning new projects with existing urban design strategies and infrastructure plans.
- Advocacy for a coherent, well-planned approach to redevelopment.

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Transparency and Community Involvement was voiced 8 times. Respondents highlighted the following:

- Desire for greater transparency from the council and developers regarding plans and decisions.
- Calls for more community involvement and consultation in the planning process.
- Requests for clear information on how proposed changes will impact residents and businesses.

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Fremantle
Lots 1931 and 2039 and portions of Lot 2038, Marine Terrace, Fremantle
Request to initiate a Metropolitan Region Scheme Amendment
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Figure 19. Existing site conditions 39

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Executive Summary

The purpose of this report is to request that the Western Australian Planning Commission (WAPC) amend the Metropolitan Region Scheme (MRS) to transfer Lots 1931 and 2039, 65 Marine Terrace, two portions of Lot 2038, Carparks 21 and 21A, Marine Terrace, and 542m^2 of Mews Road, Fremantle from the Parks and Recreation reserve to the Central City Area zone. The subject site is currently occupied by the Italian Club Fremantle's premises and City of Fremantle Carparks 21 and 21A.

The proposed transfer of the site has been investigated and the City considers that an MRS amendment can be supported for the following reasons:

- The amendment adheres to the overarching vision of the City's City Plan and Local Planning Strategy, and the strategic direction of Freo 2029: Transformational Moves. It is also aligned with state planning documents, including Perth and Peel @ 3.5 million and the Fremantle Harbours Masterplan, providing a strategic response to the evolving urban landscape and the community's growing needs.
- The site is not considered to hold regional significance for ecological, recreation, or landscape values, meaning that there are no significant environmental barriers that would prevent the transfer of the site.
- The site can be fully serviced, and the supporting road network has sufficient capacity to support its development.
- The land is in close proximity to bus and rail services and is served by cycling and pedestrian infrastructure.
- Redevelopment of the land would provide for the following opportunities:
    - Enhancement of connectivity between the city and Fishing Boat Harbour by extending Norfolk Street to Mews Road.
    - Transformation of existing carparking areas into additional public open space to expand the Esplanade reserve.
    - Implementation of a transformative and city-defining initiative in a key Western Australian tourism and recreation hub.
    - Generation of employment opportunities during both the project delivery phase and long-term operational phase by facilitating commercial ventures.
    - Facilitation of new housing and associated population diversity to increase the permanent residential population of Fremantle city centre.
    - Revitalisation of the Italian Club Fremantle, ensuring its sustained viability through diversified uses and offerings that strengthen its connection to the community.

Community engagement on the proposal was undertaken in July and August 2024, including a survey asking targeted questions regarding the potential of the site. Of the responses received, 41 % indicated that they are supportive, while 25% indicated that they are somewhat supportive.

Of these submissions, those that are somewhat supportive provide cautious support for the transfer of the site to the Central City Area zone, with the qualification that certain issues and concerns are resolved at a more detailed stage in the planning process.

The City considers that the results of the community engagement exercise have provided sufficient support to proceed with submitting this justification report.

Overall, this proposal represents the first step toward facilitating a vital link between Fremantle city centre and Fishing Boat Harbour and the potential development of a new urban precinct that could accommodate commercial and tourism-related activities and a permanent residential population that would bolster both the city's daytime and nighttime economies.

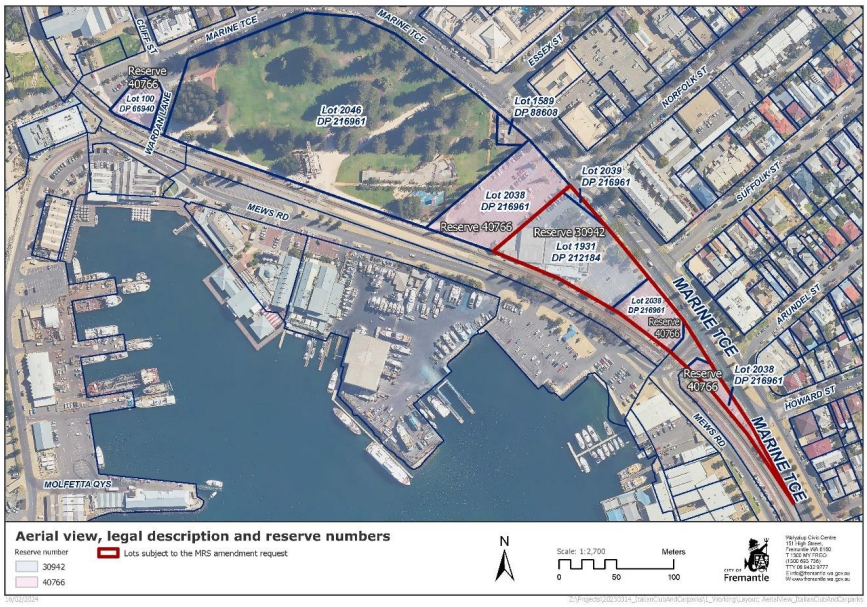


Figure 1. Location of the subject site (outlined in red) in its immediate context.

Introduction

In recent years, the City of Fremantle (the City) has established its intent in strategic documents, including Freo 2029: Transformational Moves, to extend Norfolk Street to Mews Road. This would require reconfiguration of carparking in this area and the provision of a new crossing to connect Norfolk Street between Marine Terrace and Mews Road, creating a seamless link between Fremantle city centre and Fishing Boat Harbour.

Due to the processes involved in facilitating the Norfolk Street extension and the City's overarching strategic objective to link the city centre directly to Fishing Boat Harbour, there is an opportunity to revitalise the surrounding area. Currently, the site is developed with at-grade carparking and the Italian Club Fremantle's premises. It is considered that appropriately scaled development that frames the road extension would help to define the space and activate a prime city centre location adjacent to the waterfront.

Therefore, the City requests that the WAPC initiate an amendment to the Metropolitan Region Scheme (MRS) to transfer the following lots from the Parks and Recreation reserve to the Central City Area zone:

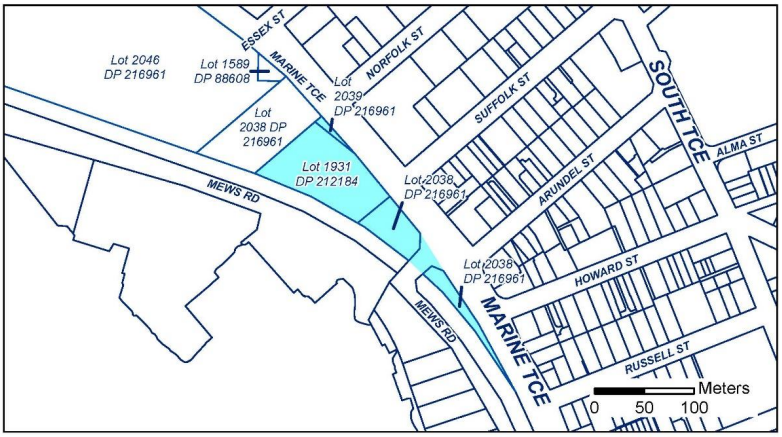
- Lot 1931 on DP 212184, 65 Marine Terrace, Fremantle
- Lot 2039 on DP 216961, 65 Marine Terrace, Fremantle
- two portions of Lot 2038 on DP 216961, Carparks 21 and 21A, Marine Terrace, Fremantle
- 542m^2 of Mews Road, Fremantle.

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EXISTING ZONING



PROPOSED ZONING



Legend

- Parks and Recreation Reserve
- Railway Reserve
- Civic and Cultural Reserve
- Public Purposes Reserve (Car Park)
- Public Purposes Reserve (Hospital)
- Public Purposes Reserve (Special Use)
- Central City Zone
- Urban Zone
- Lots subject to the MRS amendment request

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Figure 2. Existing and proposed MRS reserves and zones.

In addition to an MRS amendment, a subsequent amendment to the City's Local Planning Scheme No. 4 (LPS4) would be necessary to facilitate redevelopment. Indicatively, this amendment may seek to designate the City Centre zone or Mixed Use zone over the site. Under LPS4, these zones would facilitate the development of buildings of between two and four storeys, with a discretionary fifth storey where it is suitably setback from the street.

This report demonstrates that the subject site is suitable for the proposed transfer from the Parks and Recreation reserve to the Central City Area zone.

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Background

The subject site is located within Fremantle city centre, which is designated as a Strategic Metropolitan Centre under State Planning Policy 4.2 – Activity Centres, and serves as a regional hub tasked with delivering a comprehensive range of commercial and tourism uses and community services that are essential for the local government area and wider region. Renowned for its intact historic fabric, including the state heritage registered West End area, UNESCO World heritage listed Fremantle Prison, and numerous individually listed heritage places, the city centre is surrounded by a scenic waterfront encompassing Fishing Boat Harbour, Manjaree / Bather's Beach, and Fremantle Port, which occupies the mouth of Derbarl Yerrigan / the Swan River. However, the centre is poorly connected to the waterfront, with few clear pedestrian or vehicular paths from the city centre to Fishing Boat Harbour, Manjaree, and Victoria Quay. In planning for the future of the city centre, the City is committed to increasing and improving connections to the waterfront, prioritising pedestrian movement, increasing the residential population, supporting a robust economy, and delivering quality green spaces.

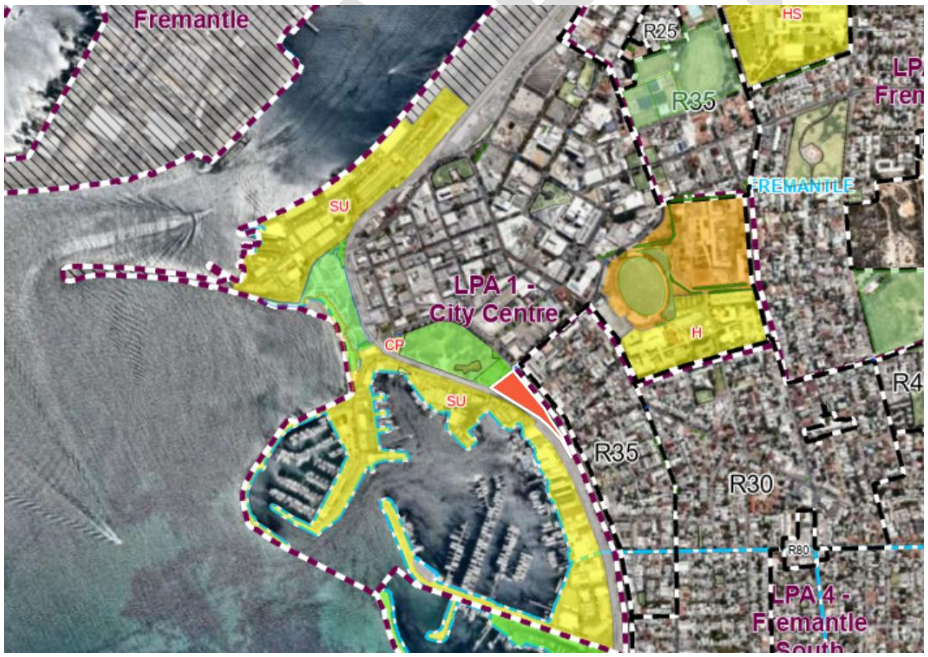


Figure 3. Subject site (in red) in the context of the wider area.

Site analysis

Site details

The subject site lies on reclaimed land to the south-east of Esplanade Reserve and the adjacent Carpark 11, Marine Terrace. It then tapers to a point at its south-eastern extent where Marine Terrace and the rail reserve converge, and is punctuated just south of its midpoint by the Mews Road rail crossing, which separates Carparks 21 and 21A.

The site is predominately developed with at-grade carparking, while the Italian Club Fremantle's premises – a single-storey, flat-roofed brick building dating from 1974 – stands on the westernmost extent of Lot 1931. There is modest landscaping around the Italian Club's premises and the periphery of Lot 1931, and along the south-western boundary of Carpark 21, including several mature exotic and native trees.

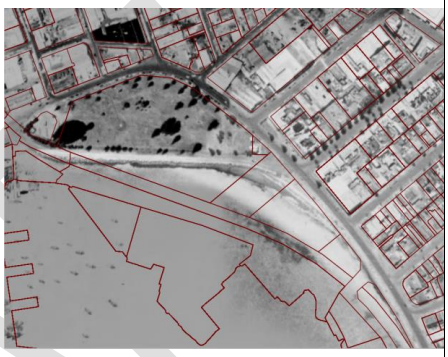
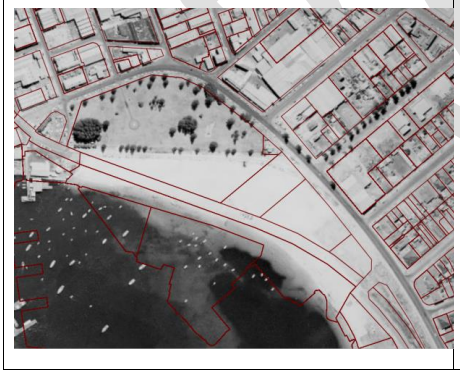
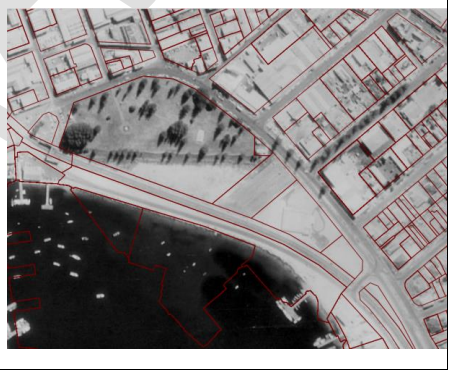
Currently, the site is reserved for Parks and Recreation under the MRS and is subject to a Management Order under the *Land Administration Act 1997*, placing the land under the care and control of the City of Fremantle, which leases Lots 1931 and 2039 to the Italian Club Fremantle.

Full details of the lots that comprise the subject site are provided in Table 1 below:

Lot details	Tenure
Carparks 21 and 21A, Marine Terrace, Fremantle Two portions of Lot 2038 on Deposited Plan 216961 Reserve 40766	Crown Land reserved for the purpose of vehicle parking. Vested with the City of Fremantle.
65 Marine Terrace, Fremantle Lot 2039 on Deposited Plan 216961 Reserve 30942	Crown Land reserved for the purpose of club and club premises. Vested with the City of Fremantle. Leased to the Italian Club Fremantle.
65 Marine Terrace, Fremantle Lot 1931 on Deposited Plan 212184 Reserve 30942	

Table 1. Lots comprising the subject site and their respective tenures.

As touched upon above, the site is the product of reclamation works conducted in the 1950s and '60s, which was likely intended to facilitate the current land uses. Table 2 below illustrates the gradual reclamation of the land from what is now Fishing Boat Harbour:

Aerial photography with the present-day cadastre overlaid	
1947: 	1953: 
1965: 	1975: 

1981: 	1985: 
1989: 	1999: 

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2010:	2023:
	

Table 2. Historic aerial photography illustrating the gradual reclamation and development of the site and surroundings.

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Site context

As noted above, the north-western edge of the site abuts Carpark 11, which lies between the Italian Club's premises and Esplanade Reserve. Esplanade Reserve is reserved for Parks and Recreation under the MRS and is developed with extensive lawns, a skatepark, kiosk, ferris wheel, and public amenities.

The site is bounded on its northern side by Marine Terrace, while the land to the north of Marine Terrace is zoned Mixed Use and developed with two-, three-, and four-storey buildings, ranging from a large single house on the corner of Howard Street, to mixed use buildings with ground floor commercial tenancies and apartments above.

The southern edge of the site is bounded by the freight rail line and Mews Road beyond. The land to the south of Mews Road is developed with a boat lifters, an at-grade carpark, and large industrial buildings further to the south, which house maritime industries associated with Fishing Boat Harbour.

Current land uses

The Italian Club Fremantle currently leases Lots 1931 and 2039 from the City of Fremantle and was officially opened on the 13 October 1974 as a place for migrants to seek support and social foundations and to cultivate camaraderie, friendship, and build a community network. The club's facilities include a function centre for the hosting of events and activities, with covered bocce pits for community recreation.

Over the years, the Italian Club Fremantle has provided a central location for the vibrant local Italian-Australian community. It became a focal point for cultural exchange, celebration, and connection and it its peak in the mid-1980s, it boasted a membership of approximately 1200 persons.

It is noted that social clubs can be permitted on land reserved for Parks and Recreation.

Carparks 2, 11, 21 and 21A, which comprise Lot 2038 on DP 216961 / Reserve 40766, are administered by the City of Fremantle for paid public parking. Carparks 2 and 11, which are located at the western and eastern ends of Esplanade Reserve are not included within the subject site. Only Carparks 21 and 21A, which lie to the south-east of Lot 1931 is included within the site; however, a portion of Carpark 11 would be included within the proposed extension of Norfolk Street at some time in the future.

Planning framework

State and local strategic planning documents

The extension of Norfolk Street from Marine Terrace through to Mews Road has been a desire of the City of Fremantle Council in position statements and local strategic documents for many years and has been recognised in state planning documents, such as the Fremantle Harbours Master Plan, for some time. A summary of the relevant state and local planning documents is provided in Table 3 below:

State strategic planning documents	
Perth and Peel @ 3.5million and the Central Sub-regional Planning Framework	These documents estimate a need for an additional 7,030 dwellings in Fremantle by 2050, along with an additional population of 15,470 persons. The City is planning to achieve this by: • focusing, promoting, and supporting development in the city centre to ensure that as a Strategic Metropolitan Centre it supports a diversity of land use, employment, and services. • supporting intensified development and land use diversity within activity centres to promote economic development, housing diversity, and access to services. • accommodating transport-oriented development around railway stations and established nodes on high-frequency bus routes (where consistent with heritage values and infrastructure capacity).
Development Control Policy 5.3 – Use of Land Reserved for Parks and	Incorporated / social clubs may be permitted on land reserved for Parks and Recreation.

Recreation and Regional Open Space	
Fremantle Harbours Master Plan	In September 2023, the Department of Transport (DoT) finalised the Fremantle Harbours Master Plan. The intent of the document is to guide the future development of the Fremantle Fishing Boat Harbour and adjoining Challenger and Success Harbours for the next 40-50 years. Central to the plan is the retention of the working harbour with opportunities for long-term urban renewal, enhanced public spaces, and improved connections to the city centre and Victoria Quay. A key component of the plan is the extension of Norfolk Street from Marine Terrace to Mews Road. The City's submission on the Masterplan offered support for the extension of Norfolk Street.
Local strategic planning documents	
City of Fremantle Strategic Community Plan 2024 – 2034	The proposal broadly aligns with the key themes of the recently adopted Strategic Community Plan 2024 – 2034, particularly those of 'Liveable City' and 'Thriving City'. Each theme includes a range of desired outcomes, which the City considers the proposal would help to achieve: **Liveable City:** • *A higher density City with a diverse range of housing options being available in the city centre that cater to multiple demographics.* • *Infrastructure, services and facilities meet the needs of a growing residential population, and contribute to making the city centre a safe and desirable place to live.* • *Residential developments enable residents to minimise their environmental footprint.* • *Fremantle is recognised as a development-friendly city as a result of flexible and adaptable approaches to planning.* • *Community-led clubs and groups allow for social inclusion and connection across our neighbourhoods.* • *Community participation is encouraged through spaces that enable social connection.* • *Fremantle's diverse cultural heritage is reflected through a broad range of community celebrations and traditions.* • *Multiple transport options offer diverse, equitable and affordable forms of mobility for all members of the community.* • *Streets are well connected, and it is easy and safe for pedestrians and cyclists to move within neighbourhoods and between key destinations and precincts.* • *Transport networks that reduce the need for cars in our city centre.*

	• *The community can access and enjoy natural areas and green spaces for passive and active recreation.* **Thriving City:** • *A diverse range of employment options across multiple sectors enable more people to work in Fremantle.* • *Investment in quality property development enables more people to live and work in the city centre.* • *Fremantle holds a reputation as a desirable place to work and visit which attracts investment from businesses and developers.* • *A City with a diverse range of unique, resilient and sought-after businesses and attractions.* • *Visitor-focused amenity and infrastructure supports the delivery of an exceptional visitor experience.* • *The amenity and infrastructure that services our inner-city neighbourhoods reflect that of a modern and global city.*
City of Fremantle Planning Strategy (2001)	The current City of Fremantle Planning Strategy contains the following statement: *Negotiate with the WAPC to amend the following MRS zones / reserves:* *(i) reduce the 'Central City Area' zone along the southern parts of the city centre to Norfolk Street (consistent with 'City centre' zone) and replace it with an 'Urban' zone.* However, it must be noted that the current Planning Strategy is not endorsed by the WAPC and is now significantly outdated.
City of Fremantle draft Local Planning Strategy	The City's draft Local Planning Strategy identifies actions under each of the following headings: **MRS:** *Planning for extension of Norfolk Street and the potential redevelopment of the Italian Club site.* **Development Control Policy 5.3:** *Review reservation of Italian Club site in conjunction with WAPC, Department of Transport and Italian Club to facilitate extension of Norfolk Street extension and associated Freo 2029 outcomes.* **Esplanade Masterplan:** *Review zoning Italian Club site as part of a coordinated development proposal to achieve extension of Norfolk Street and expansion of Esplanade.* **Freo 2029 Transformational Moves:** *Advocate for extension of Norfolk Street, improved waterfront connection, redevelopment of Fremantle Station forecourt* *Review zoning Italian Club site as part of a coordinated development proposal to achieve extension of Norfolk Street and expansion of Esplanade.*

Freo 2029: Transformational Moves	Developed as part of the Future Freo community visioning exercises undertaken in 2013-15, this document identifies Fishing Boat Harbour as a key part of Fremantle's waterfront. It recommends reinvigoration and reconnection to the City and includes the following: *Extending Norfolk Street across the rail line to Mews Road would provide a better connection of the city's road network to the Fishing Boat Harbour than the Arundel Street crossing (which would be closed). The current carpark would be integrated into a redevelopment of the Italian Club and possibly decked to increase its capacity. This would enable the Esplanade Reserve to be increased in size by more than 4,500m^2.*
Fremantle Esplanade Masterplan	The spatial plan included in the Masterplan identifies: • potential future extension of Norfolk Street to Mews Road for vehicles, pedestrians and cyclists. Two-way traffic, plus on-street parking with priority for buses and service vehicles. • potential redevelopment of the Italian Club (including commercial at ground level) and public parking facilities • increased reserve land for additional passive and recreation facilities including a full-size basketball court where Carpark 11 is currently located.
Position statement on Fishing Boat Harbour	On 25 September 2019, Council considered a report on the Fishing Boat Harbour concerning a potential significant private development proposal on the boat lifters site. Council adopted a position statement to guide discussions with Department of Transport regarding any specific development proposal as well as any re-examination of the overall vision and future planning for the harbour. The following is an excerpt from the Council resolution: *1. Adopts the following as a statement of its current position in respect of the future of Fremantle Fishing Boat Harbour:* *j. Key connections and vistas should be retained and reinforced. Connection to the Esplanade, Bathers Beach and to the waterfront should be improved and made more legible. Extension of Norfolk Street should be pursued as a primary entrance to the harbour, along with conversion of Warden Lane (leading to Cliff Street/Marine Terrace) to two-way traffic flow to allow improved vehicular circulation and temporary road closures to facilitate special events.*
Memorandum of Understanding between the City, the Italian Club Fremantle, and Fini (now	In June 2019, the City, the Italian Club, and Fini (now known as Hesperia) – an experienced property developer and hospitality operator – signed a memorandum of understanding (MOU) to record their common intentions and indicative commercial terms in relation to the redevelopment of the Italian Club premises.

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known as Hesperia)	The MOU enabled Fini to initiate a development concept, which envisaged that the Italian Club site would include new commercial and community uses as well as residential apartments. The MOU included a sunset clause of 36 months and has now expired.
Finance, Policy, Operations and Legislation Committee resolution, 12 April 2023	At the City's Finance, Policy, Operations and Legislation Committee on 12 April 2023, the following resolution was passed: *Council:* 1. *Provides in-principle support to prepare a request to amend the MRS of the subject site for consideration by the WAPC.* 2. *Provides in-principle support to prepare a Local Planning Scheme Amendment in parallel with the MRS Amendment process.* 3. *Request officers:* a) *gather background information, reports and investigations to prepare a justification report.* b) *engage with stakeholders including landowners, surrounding residents, service agencies, DPLH, WAPC etc regarding the potential of an MRS amendment and future development of this area.* 4. *Notes a further report will be provided giving an update of project progress.* 5. *Notes that should this process result in a viable project, a further process will be initiated seeking development.*
City of Fremantle draft City Plan	The City is in the process of preparing a City Plan for central Fremantle, which is intended to inform future strategic and spatial planning work that will contribute to Fremantle city centre's growth and evolution in the forthcoming decades. Though a non-statutory document, the insights derived from this work will shape future projects, precinct planning, and policies related to housing, sustainability, transport and parking, design guidelines, and other planning controls crucial for supporting the centre's sustainable development. Linking the City to the waterfront and increasing the permanent residential population will be key objectives of the plan.

Table 3. State and local strategic planning documents

Metropolitan Region Scheme

As outlined above, the subject site is currently reserved for Parks and Recreation under the MRS and is not reserved or zoned under LPS4, as illustrated in Figure 4 below. Notwithstanding, it has never been used for what would be considered typical parks and recreation purposes. The site is largely occupied by paid carparking (on Lot 2038 / Reserve 40766), a road reserve (the Mews Road crossing), and the Italian Club

Fremantle premises (Lots 1931 and 2039 / Reserve 30942) as illustrated in Figure 4 below:

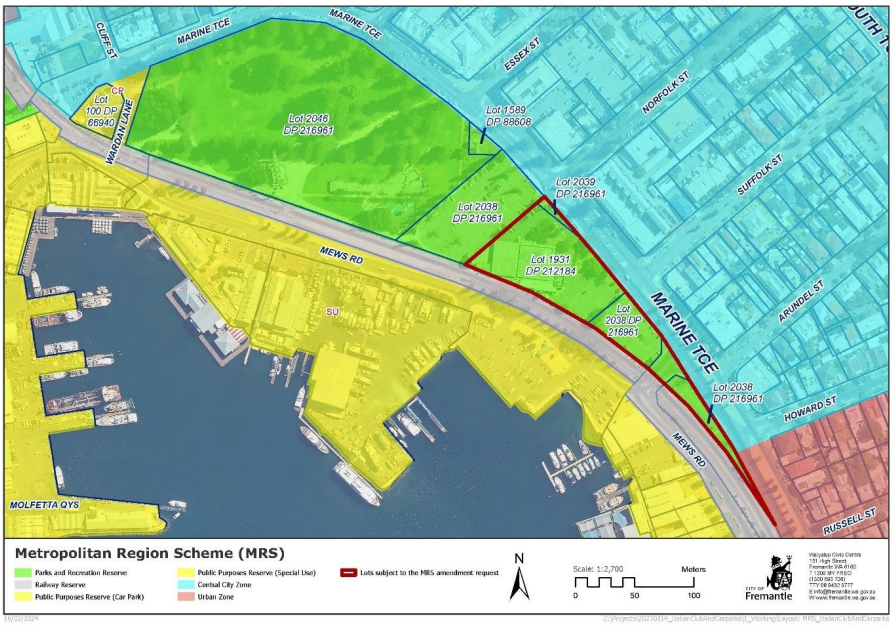


Figure 4. Existing MRS reserves and zones.

Reserves and zones in the MRS broadly define how land should be used and developed. In this instance, the Parks and Recreation reserve currently applies, which is intended for 'Land of regional significance for ecological, recreation or landscape purposes'. It is proposed to transfer the subject site to the Central City Area zone, which is intended for 'Strategic regional centres for major retail, commercial and office facilities as well as employment, civic, business and residential uses'.

City of Fremantle Local Planning Scheme No. 4

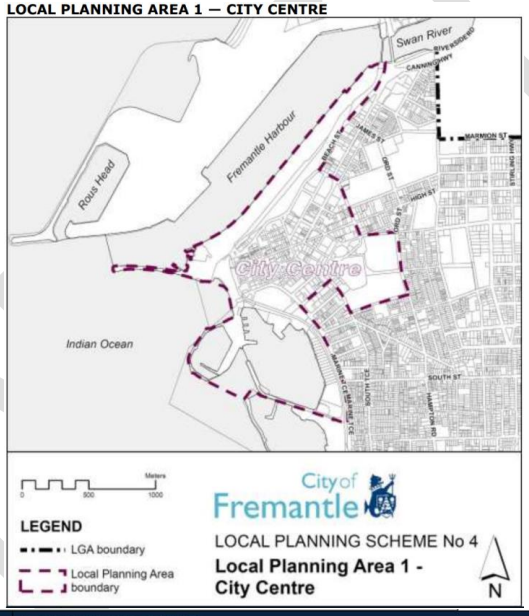
If an MRS amendment is initiated, a local planning scheme amendment would also be necessary to facilitate redevelopment of the site. Ordinarily, a simultaneous scheme amendment to the 'Development' zone within the LPS4 can be endorsed if the MRS is amended to 'Urban' under Section 126(3) of the *Planning and Development Act 2005*. However, as the proposal seeks for the site to be transferred to the Central City Area

zone under the MRS to align with the adjacent MRS zone to the north-east, this approach would not be suitable. Therefore, a subsequent local planning scheme amendment would be required.

Indicatively, this amendment may seek to place the site within the City Centre or Mixed Use zone under LPS4 and would also apply the associated local planning area requirements.

The subject site is located within Local Planning Area 1 – City Centre under LPS4, Schedule 7 – Local Planning Areas. The Local Planning Area boundary and corresponding building height provisions are detailed in Figure 5 below. Local Planning Area 1 – City Centre prescribes a minimum building height of two storeys, with a permitted maximum of four storeys, and a discretionary fifth storey where it is suitably set back from surrounding streets.

LOCAL PLANNING AREA 1 — CITY CENTRE



1.1	HEIGHT REQUIREMENTS
	Building height shall be limited to a minimum of two storeys and a maximum of four storeys (maximum external wall height of 14.0* metres as measured from ground level). Council may consent to an additional storey subject to— (a) the upper level being sufficiently setback from the street so as to not be visible from the street (s) adjoining the subject site, (b) maximum external wall height of 17 metres, and (c) compliance with clause 1.2 below. *Inclusive of parapet and spacing between floors

1.2	MATTERS TO BE CONSIDERED IN APPLYING GENERAL AND SPECIFIC HEIGHT REQUIREMENTS
	In granting consent to the maximum height prescribed, Council shall be satisfied in regard to all of the following— (a) that the proposal is consistent with predominant, height patterns of adjoining properties and the locality generally, (b) the proposal would not be detrimental to the amenity of adjoining properties or the locality, (c) the proposal would be consistent, if applicable, with conservation objectives for the site and locality generally, and (d) any other relevant matter outlined in Council's local planning policies. Council may impose a lesser height in the event that the proposal does not satisfy any of the above requirements.

Figure 5. Excerpt from City of Fremantle Local Planning Scheme No. 4, Schedule 7, Local Planning Area 1 – City Centre

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Development Considerations

Environment

Topography, geology, and soil

The subject site is relatively flat and low-lying, as shown in Figure 6 below. Levels range from 2.2m to 2.6m AHD across the subject site.

Carpark 11 and Esplanade Park, which are located to the north of the subject site, lie slightly lower at 1.3m to 1.8m AHD.

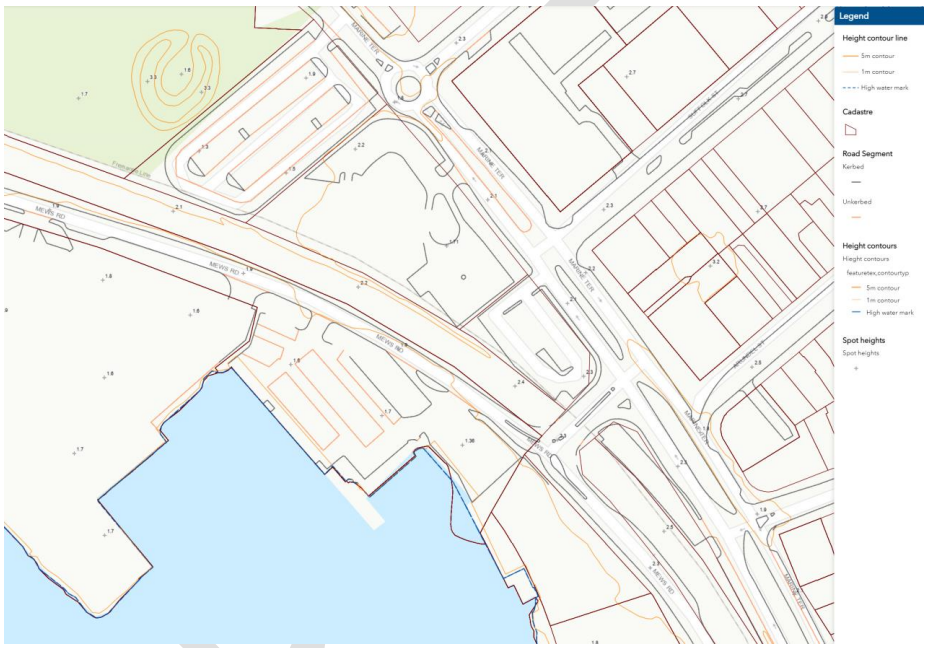


Figure 6. Topographical map

The site is not identified as contaminated on the Department of Water and Environmental Regulation's Contaminated Sites Database. As the site is reclaimed land and has only been used historically for carparking and the Italian Club's premises, there is a low risk of contamination. Further targeted soil testing and assessment of the land for comprehensive development can be undertaken prior to major earthworks occurring on site, particularly if deep excavation is required; however, this would be addressed at any future development stage.

Ground and surface water

The subject site does not lie within a Public Drinking Water Source Area, there are no bores in the area, nor wetlands or mapped watercourses.

If the proposal is to proceed and if a structure plan is required, an urban water management strategy (UWMS) would be prepared. Detailed stormwater management would subsequently be considered in the assessment of any future development.

Biodiversity and natural area assets

The subject site is predominantly hard surfaced for the purpose of carparking. The only structure on the site is the Italian Club Fremantle's premises. An audit of trees on site, as illustrated in Figure 7 below, did not identify any significant trees or vegetation. As the site does not contain any intact vegetation communities, there are no Threatened or Priority Ecological Communities or species present. The condition of the trees on site and the predominant use of carparking indicates a low likelihood that the site provides habitat for threatened or priority fauna species.



Figure 7. Assessment of trees on site

The site is not within a Bush Forever site, nor does it contain bushland of local significance, meaning that State Planning Policy 2.8 – Bushland Policy for Perth Metropolitan Region does not apply.

The area is directly adjacent to an A-class reserve, namely Esplanade Reserve. A 2012 examination of Esplanade Reserve revealed that the majority of its 180 trees, identified in Figure 8 below, are in good health and structural condition. The predominant tree species include Norfolk Island Pine (Araucaria heterophylla) with 159 specimens, Primrose Tree (Lagunaria petersonii), Moreton Bay Fig (Ficus macrophylla), and Monterey Cypress (Cupressus macrocarpa), with sporadic plantings of Cook Pine (Araucaria columnaris). The trees exhibit a range of ages, from juvenile to mature, with some of the largest trees estimated to be nearing 100 years or more in age.

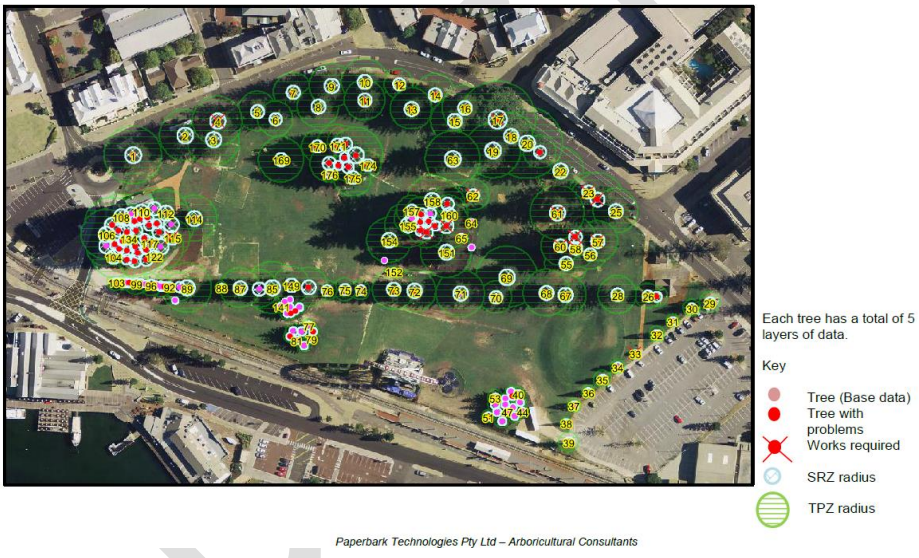


Figure 8. Excerpt from 'Tree Survey for The Esplanade, Fremantle', prepared by Paperbark Technologies Pty Ltd. Arboricultural Consultants.

Further studies are not considered necessary at this time, though if the proposal is to proceed, particular attention will be given to preserving and enhancing biodiversity and strengthening connections with Esplanade Reserve.

Bushfire risk

Although many specimen trees stand on the subject site, it is not identified as a Bushfire-prone Area and exists in a managed state. Consequently, a Bushfire Management Plan would not be required.

Green links

In line with the City's strategic documents, as illustrated in Figure 9 below, any future development of the subject site would incorporate green links to promote ecological connectivity and maintain and enhance existing green spaces. These features contribute to a sustainable and environmentally conscious urban development and would be developed at more detailed stages in the planning process.

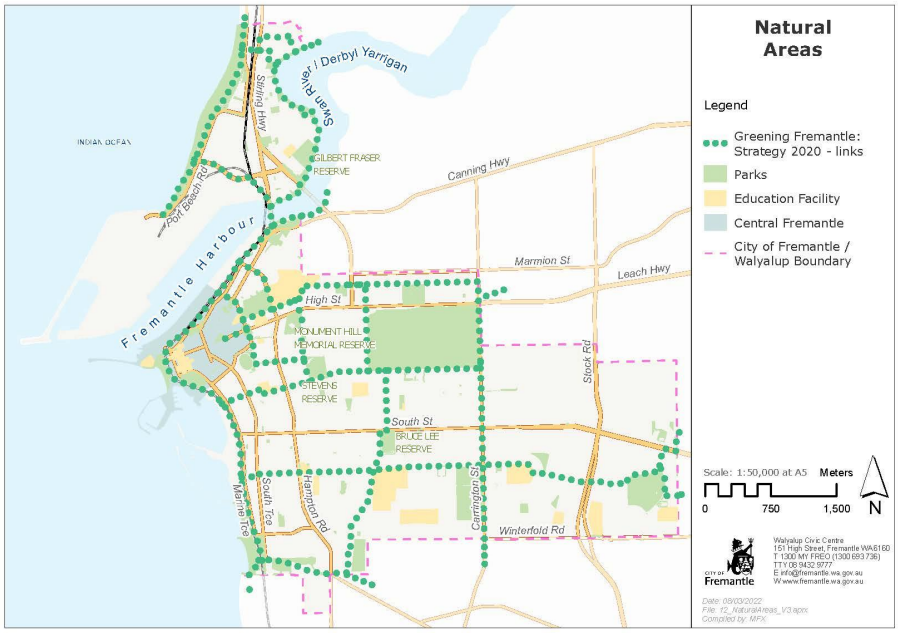


Figure 9. Excerpt from the Draft Fremantle Local Planning Strategy identifying public open space and potential green links.

Climate issues

As noted above, the site is very-low lying and coastal hazard risk management and planning studies, as illustrated in Figures 10 and 11 below, have identified the likelihood

of sea level rise and inundation in this area as a consequence of climate change. Should the proposal proceed, the design of any future development will have to consider these potential impacts.

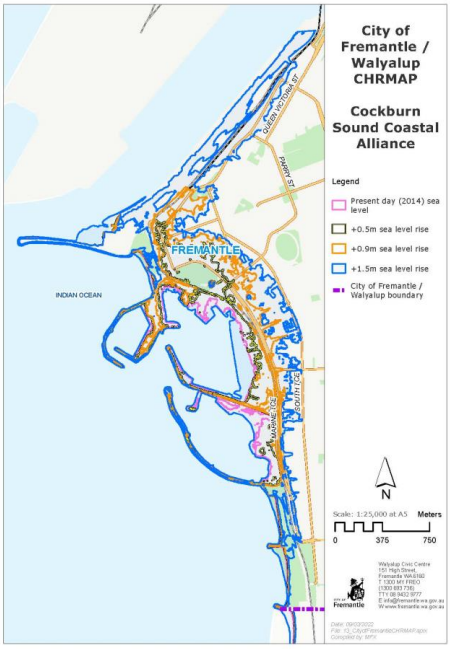


Figure 10. CHRMAP prepared for the Cockburn Sound Coastal Alliance.

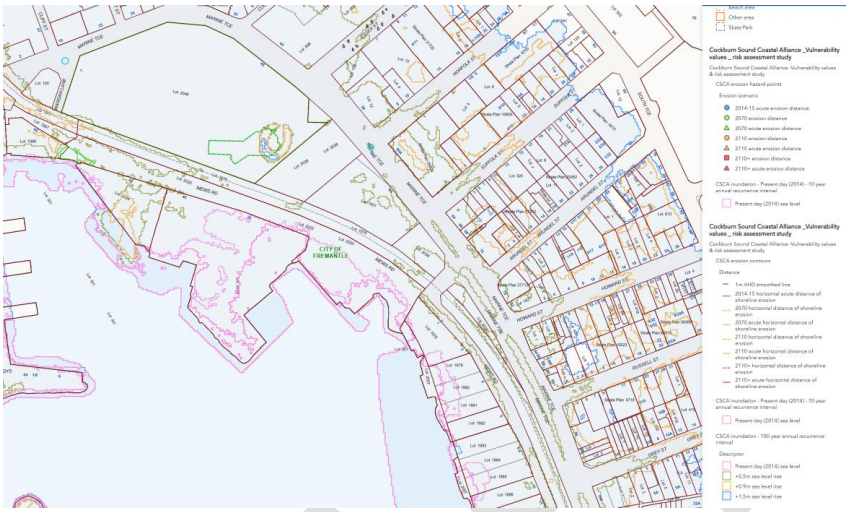


Figure 11. CHRMAP prepared for the Cockburn Sound Coastal Alliance.

Population and forecasting

As of 2021, Fremantle's central city area has a population of 2,784 people residing in 1,516 households, with an average household size of 1.68. Additionally, there are 230 residents who do not live in private dwellings. The total number of dwellings in the city centre is 1,687 with a dwelling occupancy rate of 89.86%.

Population forecasts prepared by .idcommunity and detailed in Table 4 below, predict a substantial population surge in the central city area, with a projected increase from 2,784 (2021) to 3,968 by 2031 (1,184 persons), at an average annual growth rate of 3.61%. This is based on an increase of over 654 households during the period, with the average number of persons per household rising from 1.68 to 1.72 by 2031. By 2036 the population is predicted to be 4,896, representing a 76% increase, which would require an additional 1200 dwellings, based on 2021 figures.

Fremantle central city area	Forecast year					
Summary	**2021**	**2026**	**2031**	**2036**	**2041**	**2046**
Population	2,784	3,163	3,968	4,896	5,602	6,574
Population change (every five years)		379	805	928	705	972

Average annual change		2.59%	4.64%	4.29%	2.73%	3.25%
Number of households	1,516	1,706	2,170	2,722	3,188	3,865
Average household size	1.68	1.72	1.72	1.71	1.68	1.63
Population not in private dwellings	230	235	239	249	259	268
Number of dwellings	1,687	1,916	2,601	3,089	3,582	4,722
Dwelling occupancy rate	89.86	89.04	83.43	88.12	89.00	81.85

Table 4. Future population, household, and dwelling numbers in the Fremantle central city area. (.idcommunity, December 2023).

Heritage

Aboriginal Heritage

The City of Fremantle recognises the Whadjuk people as the traditional owners of the Walyalup / greater Fremantle area. Walyalup is a place that has strong social, spiritual, cultural, and historical significance to the Whadjuk community.

While there are five sites of Aboriginal Heritage significance within the Fremantle local government area recorded on the *Register of Aboriginal Sites*, there are no recorded Aboriginal sites on or over the subject site. However, the site is located close to places of Aboriginal Heritage significance, including the Wardan / Indian Ocean, Manjaree / Arthur Head, Anglesea Point, and Derbarl Yerrigan / the Swan River, as illustrated in Figure 12 below:

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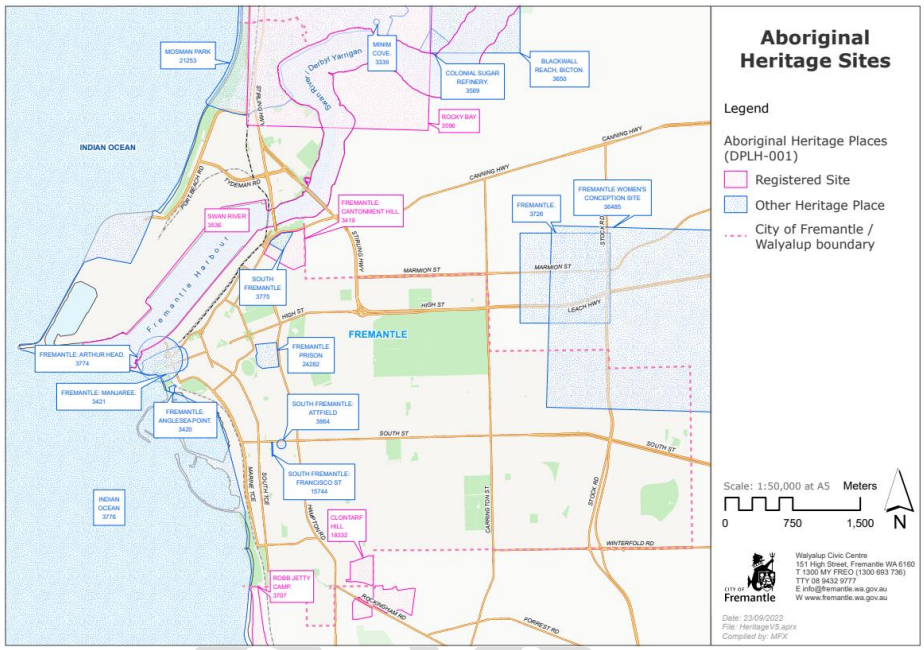


Figure 12. Aboriginal Heritage sites in the Walyalup / greater Fremantle area.

The *Aboriginal Heritage Act 1972* provides for the protection and preservation of Aboriginal Heritage and culture throughout Western Australia, including places and objects that are of significance to Aboriginal people. Aboriginal sites and materials are protected whether they have been previously recorded or reported or otherwise. The process of rezoning or reservation of land in a region scheme is not in itself directly affected by the Aboriginal Heritage Act. Proposed changes to reservations or zoning within the MRS are of a high-level nature and do not physically impact upon the land. Should it be necessary to protect any Aboriginal Heritage values, this would be addressed at a future stage in the planning process, such as the amendment of a local planning scheme, the preparation of a structure plan, and / or a development application.

Nevertheless, should the proposal progress, further investigation of the site and its significance can be undertaken through the WAPC's processes, with the South West Aboriginal Land and Sea Council (SWALSC) providing advice.

European heritage

The site is not identified as a place of European heritage significance; however, the Italian Club Fremantle has occupied the site since 1974 and has strong ties to the local Italian migrant and Italian-Australian community, which was significantly bolstered by postwar migration and has brought valued cultural traditions to Fremantle, such as The Blessing of the Fleet.

Infrastructure and servicing

Utilities – power, water, sewerage, stormwater, gas, and telecommunications

The subject site is within an established urban area and is connected to power, water, sewerage, stormwater, gas, and telecommunications services, as illustrated by Figure 13 below:

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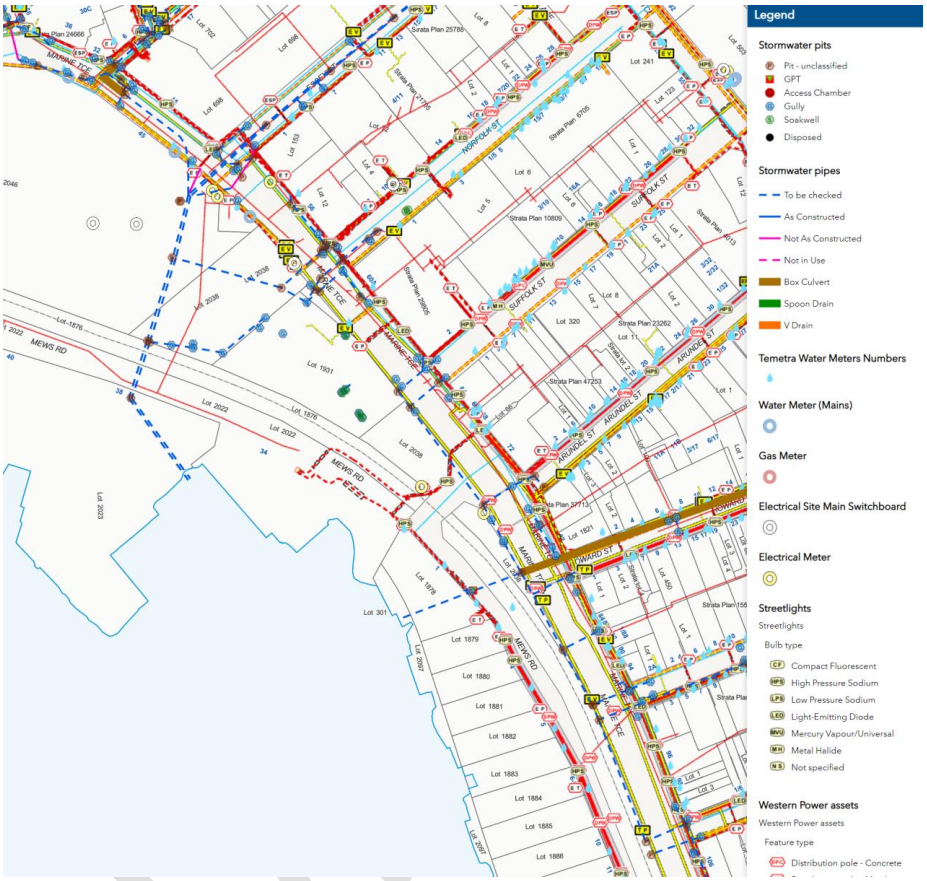


Figure 13. Utility services diagram.

As there are existing connections, it is expected that the necessary utilities will be available to any future development, acknowledging that upgrades may be necessary.

Pedestrian and cycle infrastructure

Provision of pedestrian-friendly pathways and cycling infrastructure and support for alternative modes of transport are key outcomes of the City's Integrated Transport Strategy.

Norfolk Street and Parry Street connecting the city centre from Marine Terrace to Beach Street as a ring road around the city centre, incorporating a cycle link, is a long-term goal identified in the City's Bike Plan 2019-2024, as illustrated in Figure 14 below.

The proposal would facilitate a further connection to Mews Road and Fishing Boat Harbour, though the overall project would necessitate detailed streetscape analysis and urban design, including Bicycle Awareness Zone installations and bicycle lane extensions.

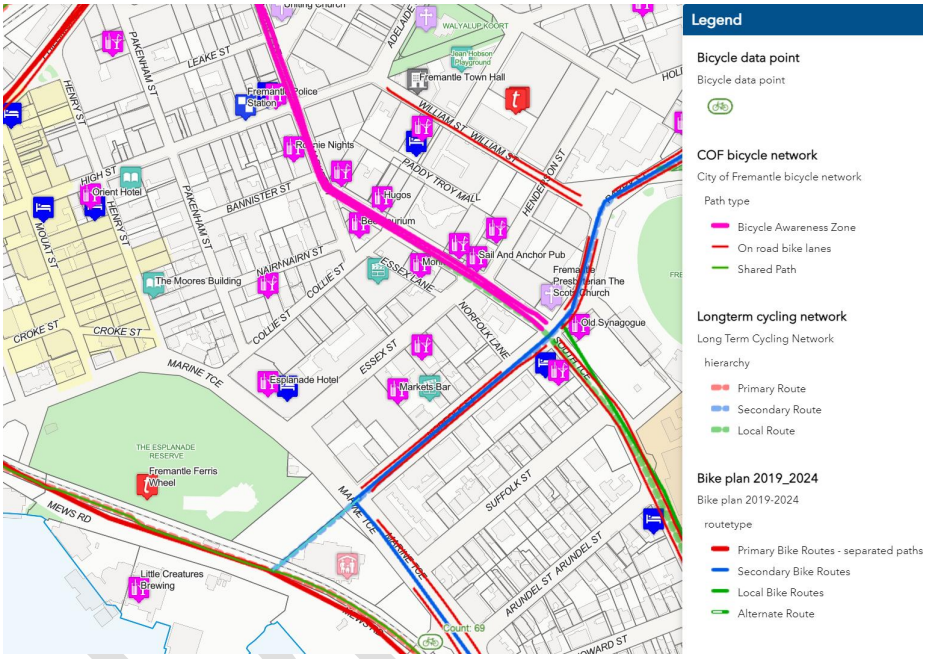


Figure 14. Excerpt from the City of Fremantle Bike Plan 2019-2024.

As part of development on site, the integration and consideration of the community's evolving mobility will ultimately contribute to the long-term viability and success of the project.

Road network

The subject site is surrounded by a network of parallel roads, comprised of Mews Road, Marine Terrace, and South Terrace.

Marine Terrace provides access to the subject site and is classified as a Local Distributor Road with a 40km/h speed limit from the Wardan Lane / Cliff Street roundabout to Norfolk Street, where it transitions into a Distributor B Road with a 50km/h speed limit

to Douro Road in the south, which then intersects with Hampton Road. Marine Terrace accommodates two-way traffic with a central median and provides ample on-street parking and access to off-street parking. In the core of the city centre, Marine Terrace forms part of a southern ring road along with Phillimore, Parry, and Norfolk Streets.

Mews Road, which has a speed limit of 40km/h, follows the coastline northward from Capo D'Orlando Drive in the south and connects Success, Fishing Boat, and Challenger Harbours. It connects to Marine Terrace at its northern end via Wardan Lane. South of Esplanade Reserve, Mews Road is frequented by cyclists and pedestrians, due to the hospitality venues lining the northern edge of Fishing Boat Harbour.

Running parallel to Marine Terrace, South Terrace completes the trio of roads and is classified as a Local Distributor Road with speed limits mirroring its counterparts. It serves as a vital connector to local access roads and Marine Terrace, facilitating access to the city centre and outlying suburbs.

Further details of these three roads are provided in Table 5 below:

Road Name	Road Hierarchy	No. of Lanes	Width (m)	Posted Speed (km/h)
Mews Road	Access Road	2	7.5	40
Marine Terrace	Distributor B/ Local Distributor*	2	10-11m*	50
South Terrace	Local Distributor	2	8-12m**	50

*northern part of Marine Terrace is a local distributor road.

Table 5. Excerpt from the Fremantle Harbours Access Study, prepared by Stantec.

At this stage, there are no specific development plans for the site and the potential development scenarios presented to the public as part of the community engagement exercise (see Appendix 2) are not detailed enough to determine the likely traffic impact of any future development, including vehicular access and parking requirements, traffic volumes and integration with the existing road network. However, the potential for Norfolk Street being extended through to Mews Road and the associated closure of the Mews Road crossing to the south was considered as part of Fremantle Harbours Context and Access Analysis, prepared by Stantec in August 2023. The extension of Norfolk Street is identified in the analysis as an opportunity for enhanced connectivity to the city centre, Market Street, Fremantle Markets, local bus stops, and the harbours, including pedestrian and streetscape improvements and crossing upgrades:

> *With the extension of Norfolk Street and the conversion of Wardan Lane to a two-way street, it offers a circular route around the City core and Harbours, facilitating direct connections to all main entry roads, the City Centre and the Harbours. It will create a new circulation pattern that reduces traffic flow through the heart of the Fishing Boat Harbour's tourism precinct. The space between the main gateway entries of Norfolk Street and Wardan Lane will accommodate minimal through traffic and will be converted to become a shared promenade space. It*

provides the opportunity for improved accessibility within the precinct. The space between the main gateway entries of Norfolk Street and Wardan Lane will no longer carry significant volumes of through traffic and will be converted to become a shared promenade space.

The proposal appears well-suited to integrate with the existing regional and local road networks and would contribute to the overall transportation framework and connectivity within the wider region. Nevertheless, any future extension of Norfolk Street would have to be designed to accommodate utilities efficiently, minimise disruption, and optimise long-term reliability.

Public transport network

The subject site is currently served by bus and train services, as illustrated in Figure 15 below, with potential for future mid-tier transit services, such as light rail.



Figure 15. Excerpt from the Fremantle Harbours Access and Context Analysis prepared by Stantec.

Passenger rail services are currently available at Fremantle Station and the subject site lies within the 800m walkable catchment of the Station. A significant number of visitors and commuters into Fremantle arrive by train, benefitting from the efficient Fremantle Line service that connects Perth city to Fremantle via the inner and western suburbs.

There are also several bus routes accessible on South Terrace, which intersects with the northern end of Norfolk Street. The closest stops are at Fremantle Markets (Bus Stop IDs

10468 and 16980), as illustrated in Figure 16 below, where routes 511, 512, 513, 520, 530, 531, 532, 548, 549, 998, 999 are accessible. These routes begin or end at Fremantle Station and reach numerous suburbs, train stations, and bus interchanges around the inner metro area, including Murdoch Station, which provides access to the Yanchep and Mandurah train lines.

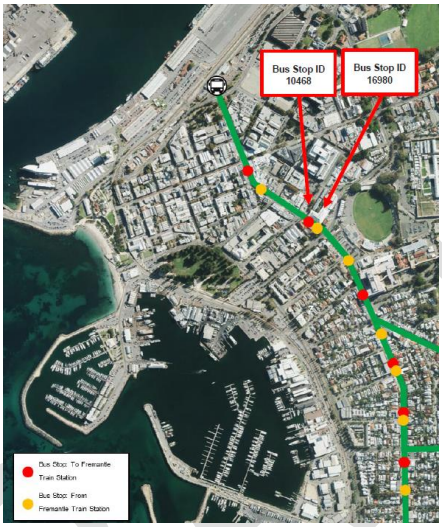


Figure 16. Excerpt from Fremantle Harbours Access Study Transport Context prepared by Stantec.

The Fremantle Harbours Access and Context Analysis report notes that the potential for an existing bus route to be diverted from the South Terrace / Market Street route to Marine Terrace is currently being investigated to replace part of the now defunct Blue CAT bus route to primarily serve commuters. In addition, the potential for a commercial shuttle bus service to operate in the city centre is also being investigated, which would primarily serve local residents and visitors to Fremantle.

Freight rail

The subject site abuts the freight rail line, which runs south from North Quay in Fremantle Port to Yangebup and through to industrial areas in Kwinana, Canning Vale, Kenwick and Forrestfield. Should the proposal proceed, any future development of the site could include sensitive land uses, such as residential developments, meaning that State Planning Policy 5.4 – Road and Rail Noise (SPP5.4) would be applicable. Acoustic and vibration studies would be undertaken at more detailed stages in the planning

process and design solutions to address the requirements of SPP5.4 developed. These could, for example, include noise walls and / or quiet house design.

Parking infrastructure

The Fremantle Harbours Access and Context Analysis report identifies public parking provision in the vicinity of the subject site, which is as follows:

- Fishing Boat Harbour (north of existing main entry road) – 570 bays
- City of Fremantle Carpark 2, Warden Lane – 41 bays
- Lot 2039, portion of Lot 1931 north of the Italian Club premises, and City of Fremantle Carpark 11, Marine Terrace – 186 bays
- Portion of Lot 1931 south of the Italian Club premises and City of Fremantle Carparks 21 and 21A, Marine Terrace – 83 bays
- South of Mews Road– 334 bays (formal)
- Eastern verge of Mews Road (South) – 40 bays (informal)
- Western verge of Marine Terrace east of the railway – 132 bays (informal).

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Community Engagement

Process

The proposal was advertised for public comment from 15 July 2024 to 30 August 2024 (46 days). The engagement exercise included the following:

- letters to the owners and occupiers of properties generally within 200m of the site, but extending further to the north-west and east to encompass the street blocks bounded by Collie Street, South Terrace, Price Street, and Marine Terrace
- email notification of the Department of Transport's Marine division and the Public Transport Authority
- publication of a notice and information on the City's MySay Fremantle website
- a community drop-in information session held at Walyalup Civic Centre on 7 August 2024, where members of the public were encouraged to discuss the planning concepts and process with planning officers and fill out hard copy or online surveys
- one-to-one discussions with members of the public when requested.

The information provided on the MySay Fremantle website and at the community drop-in session are provided in Appendix 2.

Summary

Community

At the close of the community engagement period, the City had received 82 submissions on the proposal via the MySay portal, 49% of which were from Fremantle Central and 17% of which were from South Fremantle.

The community engagement survey took the opportunity to explore the components of the rationale underpinning the proposal, to better understand which had the greatest level of community support. As a result, the survey has provided a detailed source of information, ranging from built form preferences, desirable land uses, and public realm outcomes to preferred transport modes and provision of car parking. These are explored in detail in the Community Engagement Report, which is included in Appendix 3.

In summary, the first survey question explicitly asked about the potential transfer of the subject site from the Parks and Recreation reserve to the Central City Area zone under the MRS. The question was presented in the survey as follows:

> *How supportive are you of the proposed rezoning of the subject site from the Parks and Recreation reserve to Central City zone and the vision for its redevelopment?*

Respondents could choose one of the following answers:

- Supportive
- Somewhat supportive
- I am not supportive
- I am unsure.

Of the responses received, 41 % indicated that they are supportive, while 25% indicated that they are somewhat supportive.

A further 26% responded that they are not supportive, while 8% indicated that they were unsure.

Of these submissions, those that are somewhat supportive provide cautious support for the transfer of the site to the Central City Area zone, with the qualification that certain issues and concerns are resolved at a more detailed stage in the planning process.

External referrals

A response was received from the Public Transport Authority as follows:

> *To provide the City of Fremantle with a comprehensive response, the PTA's projects and operational teams have reviewed the proposal, with our consolidated comments set out as follows:*
>
> 1. *PTA will not support or approve net increase in road or pedestrian railway crossings. The information provided by the City of Fremantle is ambiguous on whether an additional crossing is being proposed or a replacement for the existing Mews Road level crossing. Future consultation must be clear that Norfolk Street is a replacement of the Mews Road crossing and there will be no net increase in the number of crossings over the railway. Simultaneous closure of the Mews Road crossing for vehicle and pedestrian movements should be included in the City of Fremantle's public consultation package for the proposed MRS Amendment.*
> 2. *Consideration should be made to ensure any works which will disrupt freight movements between Robbs Jetty and the North Quay Rail Terminal are done in accordance with the "Working In and Around the PTA Rail Corridor, Assets and Infrastructure Procedure". Disruptive works should aim to be undertaken predominantly in the maintenance window (0100hrs to 0430hrs as a guide) to avoid freight movements. The procedure for applying to access the PTA railway reserve is covered by "Applying for Access to the PTA Operating Railway Reserve". The current versions of these procedures will be provided to the City on request.*

3. *Stage the opening of Norfolk/ closing Mews in such a way as to see no increased risk of per way instruction while the works occur (i.e. ensuring Norfolk opens before Mews is closed so that a vehicular and pedestrian crossing is always available).*
4. *All rail infrastructure impacted should be assessed. PTA will guide addressing these issues, but items would include adequate sighting distances, boom and pedestrian gate activation, maintaining existing track speed, Train Control System update requirements, and updating the Rail Access Manual and other relevant documents.*
5. *Avoidance of the use of railway Temporary Speed Restrictions (TSRs) during the works, as this can have ramifications for freight movement throughput due to increased journey times.*
6. *Coordination of works and dates between this project and other railway projects at the time so that maximum utilisation of any track closures occurs.*
7. *Ensuring freight operators are kept directly informed of the works throughout the life of the project. If requested, PTA can issue Special Train Notices (STNs) to provide a notification for infrastructure changes to a broad audience but this would not be the primary mode of communication to freight operators.*
8. *PTA will be responding to referrals and any further consultation carried out by the City and DPLH in the MRS Amendment process.*

It is expected that should the proposal progress, it will be referred to relevant government agencies as part of the MRS amendment process. This may include surrounding local governments, the Department of Biodiversity, Conservation and Attractions, the Environmental Protection Authority (for prior notification), and the Department of Water and Environmental Regulation.

Conclusions

The City considers that the results of the community engagement exercise have provided sufficient support to proceed with submitting this justification report.

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Proposal

This report establishes the basis of the City of Fremantle's request to the Western Australian Planning Commission (WAPC) to amend the Metropolitan Region Scheme (MRS) to transfer the following lots from the Parks and Recreation reserve to the Central City Area zone:

- Lot 1931 on DP 212184, 65 Marine Terrace, Fremantle
- Lot 2039 on DP 216961, 65 Marine Terrace, Fremantle
- two portions of Lot 2038 on DP 216961, Carparks 21 and 21A, Marine Terrace, Fremantle
- and 542m^2 of Mews Road, Fremantle.

The subject site and the existing reserve and proposed zone are identified on Figures 17 and 18 below:

EXISTING ZONING



Figure 17. Existing MRS reserves and zones (with the subject site outlined in red).

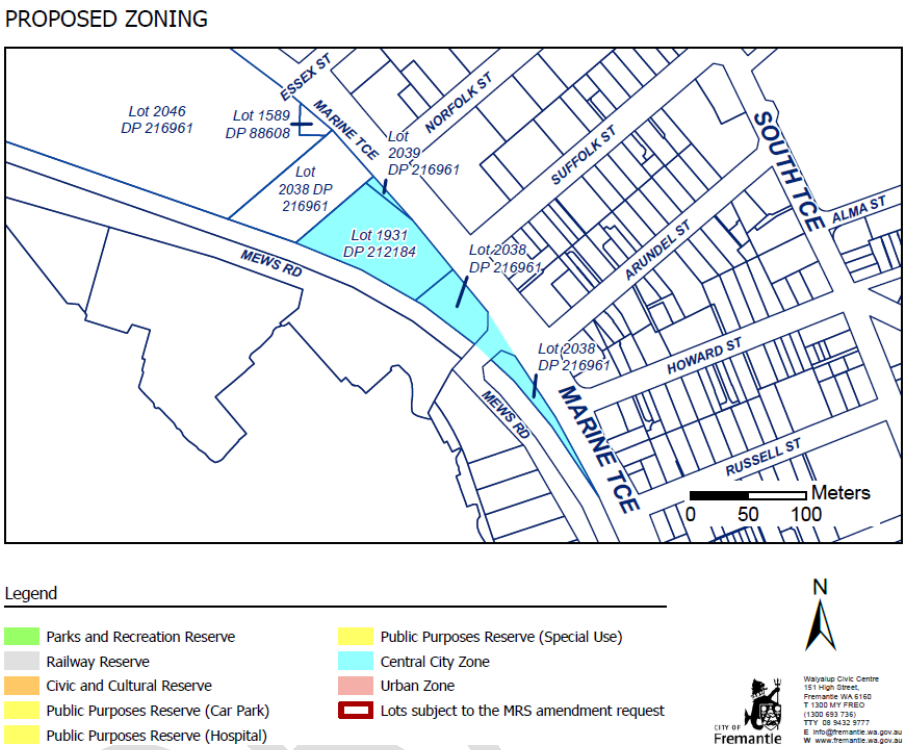


Figure 18. Proposed MRS zone.

Rationale

The proposal is founded on a robust rationale that takes into account site context, environmental sustainability, state and local strategic direction, community needs, and the area's potential for growth. Transferring the subject site to the Central City Area zone would represent a proactive and holistic approach to urban development that aligns with the City's strategic objectives and would support the long-term prosperity and liveability of the community.

The site is currently underutilised, especially for such a prime inner-city location as illustrated in Figure 19 below, while the Italian Club Fremantle's premises are now 50 years old and in need of significant update or replacement.

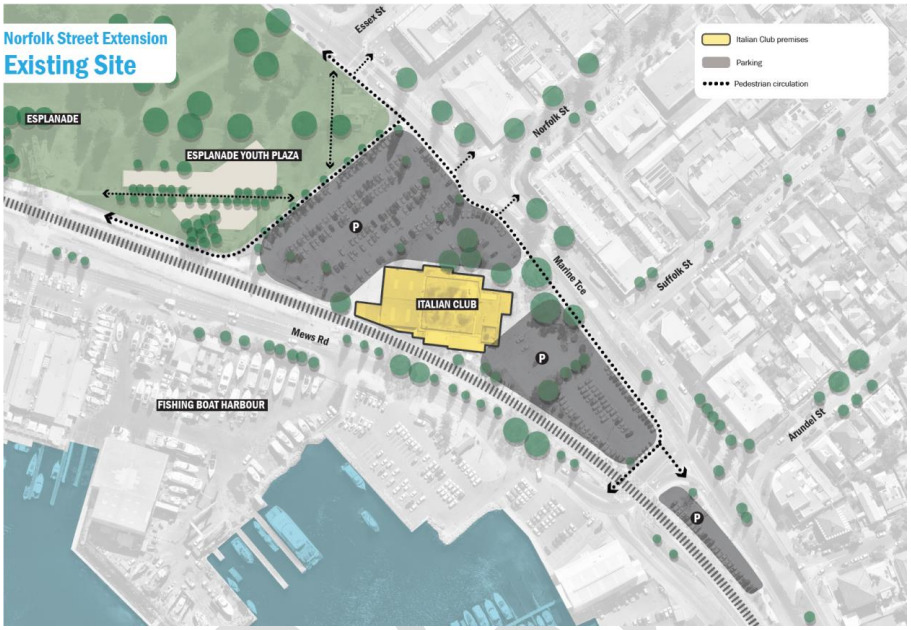


Figure 19. Existing site conditions

The City considers that the proposal should be supported for the following reasons:

- **Strategic direction:** the proposal is consistent with state and local strategic planning policy and direction.
- **Connection of the city with the ocean:** the extension of Norfolk Street would create a seamless connection between Fremantle city centre and Fishing Boat Harbour, enhancing accessibility and better integrating the city with Fishing Boat Harbour and the waterfront experiences that it offers to residents and visitors.
- **Accessibility:** the site's strategic location within the city, including the site's proximity to public transportation, cycling routes and walkable streets, positions it well for a variety of uses that would serve the community and bolster the local economy.
- **Serviceability:** the site is already connected to power, water, sewerage, stormwater, gas, and telecommunications services, while the surrounding road network has sufficient capacity to support development.
- **Limited environmental impact:** there are no major environmental barriers that have been identified that would limit the site’s development potential. The site

was reclaimed from the ocean and has never been used for public recreation. It does not hold any regional significance for ecological, recreation, or landscape purposes.

- **Limited to no heritage value:** there appear to be no heritage values associated with the site that would restrict its redevelopment potential.
- **Improved utilisation of the site:** the proposal would represent the first step in allowing the site to be redeveloped to optimise its use and transform it into a dynamic and multifunctional location in alignment with contemporary urban planning principles.
- **Opportunity:** the transfer of the site to the Central City Area zone would represent a strategic response to the site's prime location and its potential to serve as a vibrant inner-city precinct. Future development opportunities could include:
    - **Residential uses:** development of residential uses on the site would contribute to the City's strategic objective to increase the inner-city's permanent residential population.
    - **Tourism uses:** the site's location close to the city centre and Fishing Boat Harbour could be capitalised upon to offer tourism uses in a high-amenity area that is well-served by public transport.
    - **Economic development:** the Central City Area zone would promote economic development by attracting commercial investments, fostering entrepreneurship, and creating new job opportunities.
    - **Italian Club:** a reimagined Italian Club premises would ensure its long-term viability and strengthen its connection to the community through diversification of its offerings.
    - **Enhanced recreational space:** transfer of the land to the Central City Area zone would facilitate the rationalisation of existing carparking on reserved land, including the redevelopment of the adjacent Carpark 11 into an extension of Esplanade Reserve, accommodating more recreational uses that would contribute to the liveability of the area.

Potential development opportunities are illustrated in Figure 20 below:

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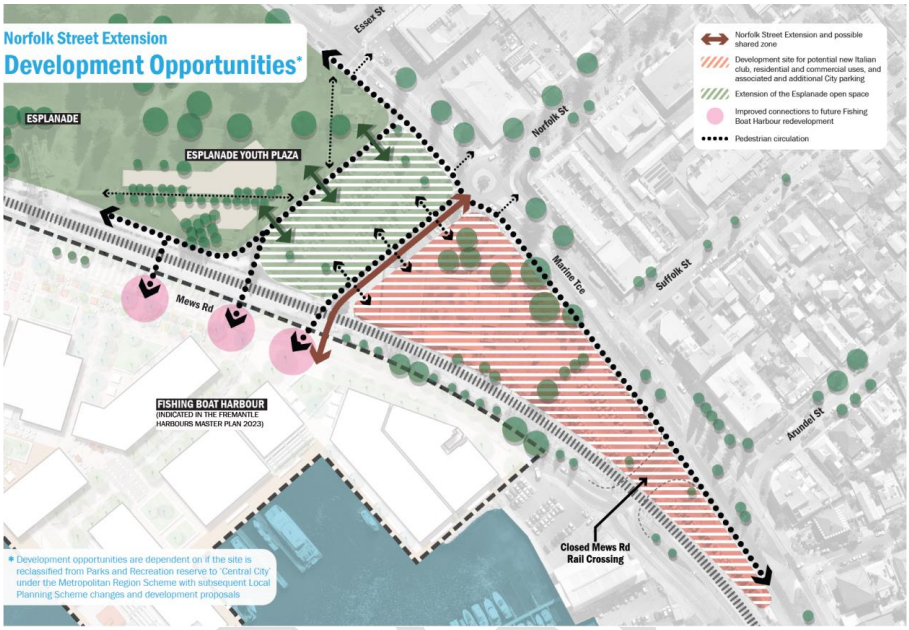


Figure 20. Development opportunities.

Further planning requirements

Should the proposed amendment to the MRS be successful, there would be further planning requirements, which include:

Amendment of LPS4

Following amendment of the MRS, it would be necessary to zone the land in LPS4. Indicatively, this would most likely be to the City Centre or Mixed Use zone, which would facilitate a range of land use consistent with an inner-city location and would align with the intended purposes of the Central City Area zone under the MRS.

Precinct structure plan

Though a relatively small site, the WAPC may require the preparation of a precinct structure plan to guide future land use and built form on the site.

Development application

While no specific development has been proposed for the site, future development opportunities include commercial and residential uses and potentially a new premises for the Italian Club Fremantle.

Conclusion

This proposal represents the first step toward facilitating a vital link between Fremantle city centre and Fishing Boat Harbour and the potential development of a new urban precinct that could accommodate commercial and tourism-related activities and a permanent residential population that would bolster both the city's daytime and nighttime economies.

The amendment adheres to the overarching vision of the City's City Plan and Local Planning Strategy, and the strategic direction of Freo 2029: Transformational Moves. It is also aligned with state planning documents, including Perth and Peel @ 3.5million and the Fremantle Harbours Masterplan, providing a strategic response to the evolving urban landscape and the community's growing needs.

The site is not considered to hold regional significance for ecological, recreation, or landscape values, meaning that there are no significant environmental barriers that would prevent the transfer of the site.

The site can be fully serviced, and the supporting road network has sufficient capacity to support its development.

The land is in close to bus and rail services and is served by cycling and pedestrian infrastructure.

Redevelopment of the land would provide for the following opportunities:

- Enhancement of connectivity between the city and Fishing Boat Harbour by extending Norfolk Street to Mews Road.
- Transformation of existing carparking areas into additional public open space to expand the Esplanade reserve.
- Implementation of a transformative and city-defining initiative in a key Western Australian tourism and recreation hub.
- Generation of employment opportunities during both the project delivery phase and long-term operational phase by facilitating commercial ventures.
- Facilitation of new housing and associated population diversity to increase the permanent residential population of Fremantle city centre.
- Revitalisation of the Italian Club Fremantle, ensuring its sustained viability through diversified uses and offerings that strengthen its connection to the community.
- Through careful consideration of design, landscaping, and land use as components of any future redevelopment, the site holds the promise of attracting more residents and businesses to the inner-city, yielding benefits for locals and visitors alike.

Appendices

1. Minute of the Ordinary Meeting of Council, 13 November 2024 – Item XXXX
2. Community engagement materials
3. Community engagement report

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Appendix 1

Minute of the Ordinary Meeting of Council, 13 November 2024 – Item XXXX

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Appendix 2

Community engagement materials

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Appendix 3

Community engagement report

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Reports and recommendations from officers

Planning reports

C2408-1 FINAL APPROVAL OF LOCAL DEVELOPMENT PLAN – LOTS 72 AND 25, 2-4 CLONTARF ROAD, AND LOT 73, 1 NAYLOR STREET, BEACONSFIELD

Meeting date: 14 August 2024
Responsible officer: Manager Strategic Planning and City Design
Voting requirements: Simple Majority Required
Attachments:
1. Minute of Planning Committee item PC2310-1, 4 October 2023 [37 pages]
2. Advertised Local Development Plan [2 pages]
3. Advertised Local Development Plan streetscape renders [5 pages]
4. Schedule of submissions [6 pages]
5. Revised Local Development Plan [2 pages]
6. Local Planning Scheme, R-Code and Local Development Plan comparison tables [23 pages]

SUMMARY

The City has received an application for a Local Development Plan (LDP) over Lots 72 and 25, 2-4 Clontarf Road and Lot 73, 1 Naylor Street, Beaconsfield. The LDP was submitted in response to a condition of subdivision approval issued for the subject site by the Western Australian Planning Commission (WAPC) on 20 November 2023.

The LDP seeks to establish deemed-to-comply development requirements for the lots that will result from the subdivision. These include:

- **a minimum building height of two storeys**
- **a maximum building height of three storeys**
- **building setbacks from all lot boundaries**
- **orientation of buildings in relation to the front street**
- **on-site garage and parking locations for residents**
- **on-street visitor car parking via the installation of embayed (parallel) parking within the development and on Naylor and Strang Streets**
- **front and rear fencing styles and locations**
- **location of bin pads for waste collection from some lots**
- **variations to several provisions of the Residential Design Codes of Western Australia (R-Codes) Part C (medium density).**

Community engagement on the proposed LDP took place between 4 April and 2 May 2024, with a total of 10 submissions being received, expressing concerns around connectivity, diversity of housing, compliance with the R-Codes Part C, traffic and parking, amenity, landscaping, appearance of the development, provision of public open space, sustainability measures, density of development, and bushfire risk.

Whilst these concerns are similar to those expressed in the City of Fremantle Council recommendation on the subdivision, the Local Development Plan's consistency with the approved subdivision and its further refinement since community engagement, leads City officers to recommend approval.

BACKGROUND

Subject site

The subject site encompasses Lots 72 and 25, 2-4 Clontarf Road and Lot 73, 1 Naylor Street, Beaconsfield, which equates to an area of 4.68 hectares (see Figure 1 below for its location in the context of the wider area). The site is relatively level, though it lies approximately two to three metres below Strang Street to the north and approximately two to three metres below Clontarf Road to the south-east. A strip of land, approximately 27 metres wide, lies a further three metres below the balance of the site along much of the eastern boundary. The site was formerly used as wool stores and an MTA bus depot, with the latter having been used for boat and caravan storage latterly. Demolition of all buildings on site is currently underway.

City of Fremantle
Ordinary Meeting of Council - Minutes
14 August 2024

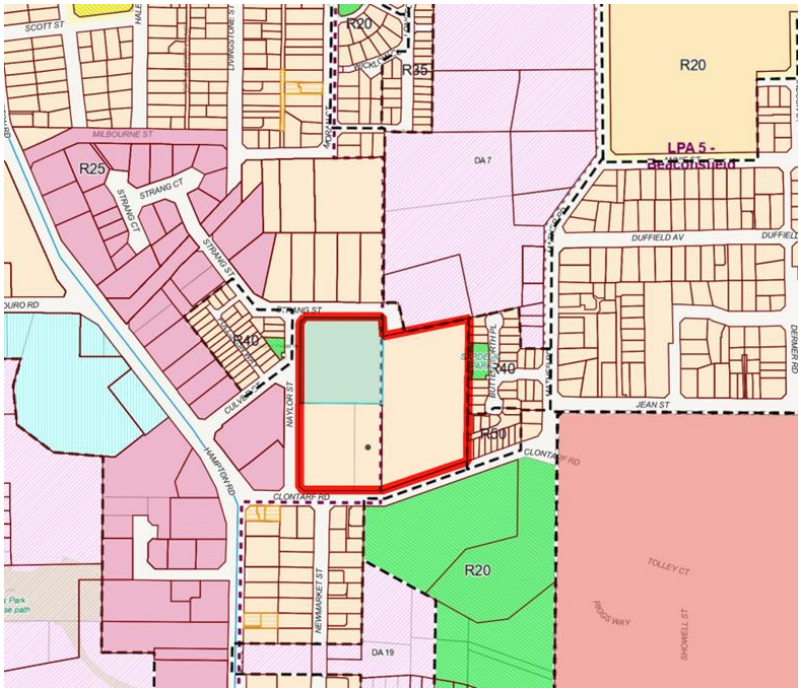


Figure 1. Site location

The site is zoned Residential under the City's Local Planning Scheme No. 4 (LPS4), with a residential density coding of R25. 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. Figure 2 below shows an excerpt from LPS4, identifying the site with a yellow highlight.

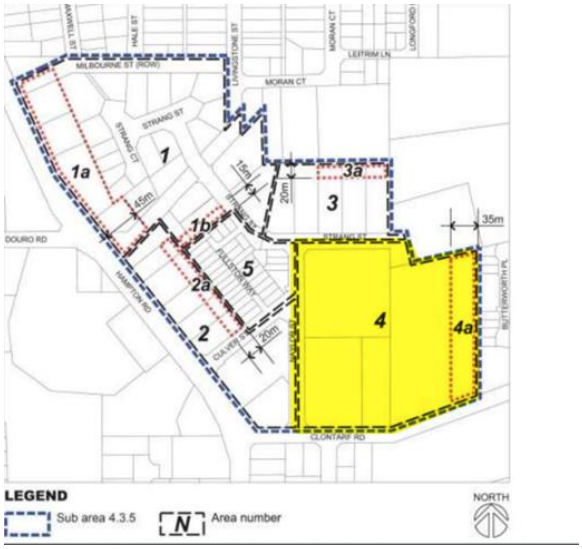


Figure 2. Excerpt from Local Planning Scheme No. 4, Sub Area 4.3.5

Schedule 7 – Sub Area 4.3.5 provides additional development standards and divides the Sub Area into several development areas. Certain requirements are 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:

1. The development site comprising a minimum land parcel of 10,000m^2 within Area 4 (including Area 4a).
2. Non-residential land uses being restricted to the ground floor, unless it is demonstrated to Council's satisfaction that the non-residential land use meets local needs for commercial services.
3. Development providing active frontages to public street(s) and public open space. Residential development with frontage to Clontarf Road including openings and pedestrian access directly to Clontarf Road.
4. The location and design of new road(s) and footpaths demonstrating a high standard of vehicular and pedestrian connectivity with the existing road and footpath network.
5. A portion of the lot area, not less than 7.5 metres in width, being provided for the length of the lot adjacent to the common boundaries of Lot 72, 2 Clontarf Road (Lot 72), Lot 25, 4 Clontarf Road, and Lot 73, 1 Naylor Street. This portion of land must be transferred at no cost to the City of Fremantle to provide a north-south linkage between Strang Street and Clontarf Road 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.

Subdivision application

On 31 May 2023 the applicant lodged an application with the Western Australian Planning Commission (WAPC) seeking to subdivide the land into 162 lots (ranging from 102m^2 to 409m^2), with six road reserves, six laneways, four public access way lots and two open space reserves.

On 4 October 2023, following a public engagement period and extensive assessment and reporting, the matter was referred to the City's Planning Committee for consideration and it was resolved that:

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.*
   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 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.

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.

Please refer to Attachment 1 for more information.

The WAPC granted subdivision approval for the site on 20 November 2023. Ultimately, the subdivision will create 184 residential lots of between 102m^2 and 369m^2, with a network of new roads and laneways, and six open space reserves. A condition of subdivision is:

22. Local Development Plan(s) being prepared and approved for all lots shown on the plan dated 19 October 2022 (attached) that address the following:
a) setbacks
b) streetscape
c) building design
d) pedestrian and vehicle access
e) waste management and collection

Local Development Plan application

The proposed Local Development Plan (LDP) was submitted to the City in March 2024 by CLE Town Planning + Design, on behalf of Stockland Development Pty Ltd. The plan would guide the future redevelopment of the subject site in accordance with local strategic planning objectives.

An LDP provides alternative site-specific development control measures to those set out in LPS4, Schedule 7, Sub Area 4.3.5 and the Residential Design Codes of Western Australia (R-Codes) Volume 1, Part C. It also streamlines the development approval process, with compliant development only requiring a building permit, rather than an individual development approval prior to the issue of a building permit. This would mean that approximately 180 dwellings would not require development approval, if they meet the requirements of the LDP.

Medium Density Codes

Since the approval of the subdivision, the Medium Density Codes, which form Part C of a revised R-Codes Volume 1, have come into effect. These codes commenced on 10 April 2024 and are intended to deliver greater housing choice across the state, to reflect changing lifestyles and housing needs, and to create more vibrant communities
In the context of the subject site, the Medium Density Codes apply a number of requirements, including minimum garden and living area sizes and dimensions, associated soft landscaping, tree planting and deep soil areas, and optimal orientation for solar access and natural ventilation.

FINANCIAL IMPLICATIONS

Nil

LEGAL IMPLICATIONS

Nil

STRATEGIC IMPLICATIONS

This item is in keeping with the City of Fremantle's Strategic Community Plan 2024 – 2034:

Liveable City – Liveable and socially connected neighbourhoods

- Community participation is encouraged through spaces that enable social connection.
- Fremantle's diverse cultural heritage is reflected through a broad range of community celebrations and traditions.

Liveable City – Connected city

- Multiple transport options offer diverse, equitable and affordable forms of mobility for all members of the community.
- Streets are well connected, and it is easy and safe for pedestrians and cyclists to move within neighbourhoods and between key destinations and precincts.

Liveable City – Sustainably designed and optimised urban and natural environments

- Urban development and public realm enhancement is coordinated, design-led, and sympathetic to surrounding natural environments.
- The community can access and enjoy natural areas and green spaces for passive and active recreation.
- An increasing tree canopy that enhances biodiversity and helps cool our urban environments.

Inclusive City – A safe and accessible community for all abilities

- Public places and spaces are accessible for all.
- Accessibility is prioritised in planning and design.

CONSULTATION

Community engagement on the proposed LDP took place between 4 April and 2 May 2024 in accordance with the *Planning and Development (Local Planning Schemes) Regulations 2015*, and Local Planning Policy 1.3 – Community Consultation on Planning Proposals. Notification of the proposal was by letters sent to owners and occupiers of properties within 200 metres of the subject site, publication of a notice in the Fremantle Herald, signs on Clontarf Road and Naylor Street, and a page on the MySay Fremantle website.

At the conclusion of the engagement period, the City had received 10 submissions (refer to Attachment 2 – Schedule of Submissions), which included comments on the following broad themes:

- Connectivity
- Compliance with the r-codes part c
- Diversity of housing
- Traffic
- Parking
- Amenity
- Landscaping
- Appearance of the development
- Provision of public open space
- Sustainability measures
- Density of development
- Bushfire risk.

These matters are discussed in more detail below.

OFFICER COMMENT

The proposed LDP is required as a condition of the approved subdivision over the site to guide built form outcomes. It will ensure that key aspects of the development, such as a minimum building height of two storeys, vehicle access and garage locations, and building envelopes to facilitate solar access to internal courtyards are provided, even if the development is constructed in stages. Similarly, any future revisions to the development must also be in accordance with the LDP, providing an additional design safeguard. Furthermore, an LDP is valid for a period of up to 10 years, whereas development approval is only valid for four years, unless substantially commenced.

The residential density sought as part of the now approved subdivision is more than the standard R25 density (approximately R80), and so discretion to approve the greater density was required under Schedule 7 Sub area 4.3.5(e) (Additional development standards) of LPS4. As the proposal met these additional development standards, as outlined in the Background section above, along with necessary road reserve widths, the location and size of public open space reserves, and other Liveable Neighbourhoods requirements, the WAPC granted approval. The purpose of this report is not to review these matters, but rather to assess the development and built form requirements set out in the proposed LDP.

The key matters under assessment are:

- A proposed minimum building height of two storeys

- A proposed maximum building height of three storeys
- Building setbacks from all lot boundaries
- Orientation of buildings in relation to the front street
- The ability for development of both single houses (terraced townhouses) and multiple dwellings (apartments) on the site
- On-site garage and parking locations for residents of the development
- On-street visitor car parking via the installation of embayed (parallel) parking within the development and on naylor and strang streets
- Front and rear fencing styles and locations
- Location of bin pads for waste collection from some lots
- Variations to the following provisions of the r-codes part c:
    - 1.1 Private open space
    - 1.2 Trees and landscaping
    - 2.1 Size and layout of dwellings
    - 2.2 Solar access and natural ventilation
    - 2.6 Outbuildings
    - 3.1 Site cover
    - 3.2 Building height
    - 3.3 Street setbacks
    - 3.4 Lot boundary setbacks
    - 3.6 Streetscape
    - 3.7 Access
    - 3.9 Solar access for adjoining sites
    - 3.10 Visual privacy.

Public submissions

As noted under the Consultation section above, ten submissions were received and raised several matters. The first of these is whether the new public open space on the subject site would include a pedestrian connection to Sardelic Park to the east, to permit pedestrian movement through the site from Butterworth Place toward Hampton Road. It is intended that pedestrian access would be provided from Sardelic Park into the new public open space, which would facilitate access through to Hampton Road.

One submission queried whether the City had considered compliance with the R-Codes Part C (medium density), which had not yet come into effect at the time of community engagement. 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 below.

The same submission suggested that the development would benefit from greater housing diversity, particularly in view of statistics indicating that homes in Australia have, on average, 3.6 bedrooms, while the average household size (number of residents) is only 1.2, showing a clear disconnect between the two. Certainly, 2021 Census data, does indicate that there is a disconnect, though the applicants have indicated that they intend to provide a variety of two and three storey, three and four-bedroom family homes, in response to market demand. These would be supplemented by several single-bedroom laneway apartments. Although 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.

Several submissions have raised concerns around traffic and parking, particularly in relation to congestion, road safety, and verge parking on Naylor and Strang 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, including connections to Lefroy, Longford or Mather Roads, though these may eventuate in future, in accordance with the Heart of Beaconsfield Masterplan. Changes to the surrounding road network would be dependent on the land to the 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.

In terms of parking, it is proposed to provide embayed (parallel) parking bays within road reserves throughout the development and on Naylor and Strang Streets. This would be supplemented by landscaping works to the road verges, including the installation of new footpaths 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.

One submission raised concern around potential amenity impacts upon 8 Vickridge Close, which would adjoin the rear boundaries of five of the proposed lots. The submission suggests that these lots should be separated by a minimum six-metre-wide public open space strip. However, 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 at the rear of numerous lots, which is contrary to Crime Prevention Through Environmental Design (CPTED) principles.

One submission suggested that landscaping should flow across from Clontarf Hill, meaning that native plants and large trees should be planted within the site. It also suggested incorporation of a community garden within the development. 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. While the subdivision will create green title lots with no common property, there may still be potential for community verge gardens within the development, in accordance with City guidelines.

The same submission suggested that the future housing should look individual, rather than being of a "cookie-cutter" appearance, and notes that adjacent developments suffer from summer heat due to a lack of tree cover. Although detailed housing designs do not form part of the Local Development Plan application, it is understood that these will be of two to three storeys and be of a terrace typology. An LDP could include provisions around materials and finishes, though these have not been nominated. Regarding tree cover, the R-Codes requires that 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 variations to the requirement for a tree in the front setback on some lots were sought in the advertised version of the LDP, a revised version of the LDP has been prepared in response to submissions and the advice of City and Department of Planning, Lands and Heritage officers, which now only seeks this variation for Lot 128. The applicant has also indicated that the public realm landscaping works across the site would involve the planting of a significant number of street trees and extensive soft landscaping of public open space areas.

One submission queried the amount of green space provided within the development and suggests that it is lacking. However, 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 and, in this instance, the area of public open space to be provided exceeds 10%.

Three submissions raised concerns around the apparent lack of sustainability considerations in the proposed LDP, specifically the variations that are being sought to provisions under the R-Codes Volume 1, Part C, 1.2 – Trees and landscaping. This matter is discussed in detail below.

Another submission queried whether there are restrictions proposed on roofing colours and suggests that they should be light-coloured. Though the LDP does not propose any controls on colours or materials, it is possible to add a requirement that roofs are restricted in colour or solar absorptance value. In the interests of improving environmental sustainability outcomes, both in terms of energy efficiency and minimisation of urban heat island effect, it is recommended that the LDP is modified in this regard. The National Construction Code (NCC) 2022 requires that a house in the Perth climate zone does not have a solar absorptance rating of more than 0.64. However, this is still a relatively dark roof and so it is recommended that the LDP incorporate a maximum solar absorptance rating of 0.4 for roofs, which was categorised by the NCC 2019 as a "light" coloured roof (generally white, off-white, or cream).

One submission queried the density of the proposed development, suggesting that the developer is being permitted to sidestep zoning restrictions, such as density codes. However, as outlined in the Background section above, the site is subject to Clause 6.7, Schedule 7 — Local Planning Areas (Development Requirements), Local Planning Area 4 – South Fremantle, Sub Area 4.3.5(e), where if certain criteria are met then additional development standards apply. In the case of Sub Area 4.3.5, Area 4, this includes a maximum residential density of R160.

This submission also queried whether bushfire risk has been considered in the proposal. A Bushfire Attack Level assessment was undertaken and lodged with the application for subdivision of the land, with the lots closest to Clontarf Hill being identified as at risk. Therefore, Australian Standard 3959 – Construction of Buildings in Bushfire-prone Areas will be applied to any future development on these lots.

Local Planning Scheme variations

As outlined above, the LDP seeks to vary deemed-to-comply requirements of LPS4 and the R-Codes Volume 1, Part C. In terms of LPS4, this extends to the building height requirements of Schedule 7 – Sub Area 4.3.5, Areas 4 and 4a (see Figure 2), which set height limits of 24.5m and 7.5m respectively. These height limits would prevail over the R-Codes, unless varied by the LDP.

Consequently, the LDP recommends:

- A maximum building height (concealed or skillion roof) of 14m.
- A maximum wall height (pitched, hipped or gabled roof) of 13m.
- A maximum total building height (pitched, hipped or gabled roof) of 16m.

These height limits are consistent with those contained in the R-Codes Volume 1, Part C for development at R80 density and above, and on this basis the variation is supported.

The LDP also contains an additional requirement for dwellings to be of a minimum two storeys in height. This will ensure a consistent housing typology across the subject site, maximising the development potential of each lot. Therefore, the inclusion of this provision is supported.

R-Code variations

As outlined above, the LDP seeks to vary several provisions of the R-Codes Part C. An LDP is the appropriate planning instrument to vary R-Code provisions, though some of these variations require the approval of the WAPC. The following table lists the provisions that the LDP seeks to vary and indicates whether the local government can give its approval, or if the variation requires the approval of the WAPC:

Provision to be varied	Approval required
1.1 Private open space – C1.1.1	WAPC
1.2 Trees and landscaping – C1.2.1, C1.2.2, and C1.2.4	WAPC
2.1 Size and layout of dwellings – C2.1.9	WAPC
2.2 Solar access and natural ventilation – C2.2.4	WAPC
2.6 Outbuildings – C2.6.1	WAPC
3.1 Site cover – C3.1.1	WAPC
3.3 Street setbacks – C3.3.1, C3.3.3	Local government
3.4 Lot boundary setbacks – C3.4.1, C3.4.2, and C3.4.4	Local government
3.6 Streetscape – 3.6.1, 3.6.5, and 3.6.7	WAPC
3.7 Access – C3.7.1	Local government
3.9 Solar access for adjoining sites – C3.9.1	Local government
3.10 Visual privacy – C3.10.1	Local government

Table 1. Provisions to be varied and level of approval required

According to the Regulations, the local government must not approve an LDP where the WAPC's approval is required, meaning that the Council may only adopt the LDP subject to WAPC approval, and make recommendations to the WAPC regarding the variations that it may approve.

Initially, a significant number of variations were proposed; however, since community engagement has taken place, the applicant has discussed the matters raised in the submissions with the City, and advice has been sought from the Department of Planning, Lands and Heritage (DPLH) as to which R-Code provisions they may support variation to. The applicant has prepared a revised version of the LDP, which they are now seeking approval for. Each variation to the R-Codes, as sought in both the advertised and revised versions of the LDP, is examined in detail below.

1.1 Private open space – C1.1.1

Initially, balconies were sought in lieu of primary garden areas on the Type C, D, F houses, due to their planned configurations. Each is to be of three storeys, with a garage accessed from the rear laneway, except in the case of the Type C, where the garage is accessed from the primary street. The Type D and Type E would be split across a change in level, placing the rear garages at ground floor level and the front doors on the first floor on the opposite side of the house. In the case of the Type E, this would place the primary garden area within the primary street setback, due to the north-facing lot orientation.

The Type C house would only occupy only four lots within the development and was to have its primary living area facing south. Although each lot would accommodate a substantial rear (north-facing) garden at first floor level, including a paved area for alfresco dining, it was originally intended that the south-facing living area, with an associated balcony, would create an interactive street frontage, meaning that the balcony was to be considered in lieu of a primary garden area, which must be directly accessible from the primary living area. However, in response to advice from City officers and officers at the DPLH, the applicant has revised the LDP to remove this variation, indicating that the Type C house would be redesigned with a dual-aspect primary living area with direct access to both the primary garden area at the rear (north) of the house, and the balcony.

The planned configuration of the Type D houses on split-level lots means that balconies were contemplated in lieu of primary garden areas, as the primary garden areas would have to be in the south-facing primary street setback areas, due to the need for garage access on the northern side of the lots.

These balconies were originally to be 5m² (25m² in the case of Lot 144, due to the indexed lot size) below the minimum required area for a primary garden area, and 0.2m below the minimum required dimension. However, the applicant has since made provision for primary garden areas in the front setback areas, although these would be 4m² below the minimum size required, with approximately 6m² of permanent roof cover in the form of an overhanging eave (where no permanent roof cover would ordinarily be permitted). Revisions to the LDP also indicate that the balconies would now be 3m² (23m² in the case of Lot 144, due to the lot size) below the minimum sizes required for a primary garden area, but would still be north-facing, sufficiently large for alfresco dining (3m in minimum dimension), and would provide surveillance over the rear laneway. The applicant has also indicated that planter boxes would be built into the edges of the balconies and planted as part of construction, which would soften the visual impact of the houses on the streetscape and provide additional soft landscaping area. In view of the difficulty in providing a primary garden area on these lots, due to their size, orientation, and level difference, it is considered that these variations can be supported.

The Type E houses would have their primary garden areas within the primary street setback area, due to the configuration houses, which are again on split-level lots, meaning that the primary garden areas cannot be accommodated in the south-facing driveway areas, as they are needed for garage access. Placing them in front of the houses gives them a northern aspect, ensuring solar access and allowing them to be used in conjunction with the primary living areas, which also face north. Although the placement of the primary garden areas in the primary street setback is not optimal, the applicant has indicated that the lots would be set approximately 700mm above the road reserve and the revised version of the LDP now limits front fencing to 1.2m tall in the front setback area of the affected lots. This would be installed at the time of construction and would afford residents an adequate degree of privacy, while also ensuring an attractive streetscape. It is therefore considered that these variations can be supported.

The Type F houses require balconies in lieu of primary garden areas, as they cannot be accommodated in the primary street setback areas, nor at the rear of the lots, due to the need for garage access. Although the balconies are 8m² below the required area for a primary garden area (13m² in the case of Lots 91, 95, 96, 100, 101, 108, 109, 151, 159, 160, and 167, and 23m² in the case of Lot 102, due to indexed lot sizes) and 0.2 metres below the minimum dimension required, they would be sufficiently large for alfresco dining. The lots intended to support the Type F houses are primarily 102m² in area, with some larger lots to accommodate breaks in the terraces and secondary street setbacks at the ends of rows. The typical lot dimensions are in the order of 17m long by 6m wide.

Primary street and laneway setbacks account for 3m of lot length, reducing the building footprints to 14m by 6m, which, in conjunction with rear garage access, leaves little to no room for a "deemed-to-comply" primary garden area. Notwithstanding, the result is a far more appealing primary streetscape, due to the absence of garage doors, and so it is considered that these variations can be supported.

Variation is sought to the primary garden area for the Type G houses, due to the lot configurations. These lots would have access to detached rear garages from laneways, which, when combined with street setbacks, leaves approximately 12m by 6m building footprints for the houses themselves. Unfortunately, this would not permit the minimum required primary garden area. Though reduced setbacks to both the primary street and rear laneway could be employed to achieve a compliant primary garden area, this would compromise the streetscape and erode both deep soil areas and potential for tree planting. The revised version of the LDP includes a more refined assessment of the primary garden areas and identifies specific lots where the size would be below the "deemed-to-comply" minimum. It also clarifies that they would only be 3m^2 smaller, rather than 5m^2. Therefore, on balance, it is considered that the variations to the primary garden area can be supported.

Variations are also sought to the maximum permanent roof cover over the primary garden area for the Type G houses, extending to 11m^2, and a reduction to the minimum primary garden area dimension of 0.2m. The applicant has advised that the configuration of the house results in the reduction to the minimum dimension immediately outside of the primary living area; however, the primary garden area would be L-shaped and approximately 18m^2 with a minimum dimension of 3m. In terms of roof cover, only approximately one third of the alfresco dining area adjacent to the kitchen and living room would have roof cover at ground floor ceiling level, while the balance of the alfresco area roof cover would be at first floor ceiling level, increasing the sense of openness and allowing winter sun and natural ventilation to reach both the primary living area and the primary garden area. It is therefore considered that these variations can also be supported.

Initially, variations to the Type H above-garage units were sought, as it was intended that these would take the form of grouped dwellings. However, it was found that these units would be most appropriately treated as multiple dwellings, meaning that variations are no longer sought and separate development approvals will be required for each Type H unit and the associated Type G houses.

Initially, variation was sought to the minimum primary garden areas of the Type I houses, ranging from 3m^2 smaller in the case of Lots 53, 54, 118, and 119 to 9m^2 in the case of Lot 41, with those on lots 14 and 15 being 7m^2 smaller. As with the Type G houses, this is a result of the lot configurations, with detached rear garages accessed from the laneway. Similar constraints exist, including front and rear setback requirements, which would leave a 12m by 4.5m building footprint for the house itself, and a reduced primary garden area. The revised version of the LDP includes refinements and increases the size of the primary garden areas on Lots 14 and 15 by 2m^2 and on Lot 41 by 3m^2. It would not be possible to accommodate larger primary garden areas without eroding the deep soil areas and tree planting in front setbacks and so, on balance, these variations can be supported.

1.2 Trees and landscaping – C1.2.1, C1.2.2, and C1.2.4

Initially, variations were sought for the Type B and C houses, which included a reduction to the minimum soft landscape dimension from 1m to 0.6m, a minimum 12% soft landscaping in the primary street setback area (12.5% for Type C), as opposed to 15% (with no soft landscaping required on Lot 128), and no small tree nor deep soil area in the primary street setback area.

The revised LDP seeks to maintain compliant minimum soft landscaping dimensions and soft landscaping in the primary street setback area, excepting Lot 128. This lot would have its vehicular access to the garage from the primary street and is affected by a corner truncation; therefore, there is limited scope for any sort of meaningful soft landscaping. For this reason, the revised LDP also seeks to maintain the variation to the requirement for a small tree and associated deep soil area in the primary street setback on this lot. The revised LDP also seeks reductions to the minimum soft landscaping dimension from 1m to 0.5m, and deep soil areas to 4m^2 (Type B: Lots 129, 131, 133, and 135 – 139), 6m^2 (Type B: Lots 130, 132, and 134), and 6.5m^2 (Type C) due to lot size constraints and the need for vehicular access from the primary street. This would also permit the planter boxes proposed for the Type D houses (see below) to qualify as areas of soft landscaping.

Overall, it is considered that the variations sought for the Type B and C houses in the revised LDP are acceptable, as the key requirements for soft landscaping areas and tree planting are met. Though the deep soil areas would be reduced, careful species selection should be able to maintain the viability of the trees. In addition, the applicant has indicated a significant amount of street tree planting via a landscape masterplan for the development.

Variations were initially sought to reduce the soft landscaping on-site for the Type D houses from 30% to just 8%, and the minimum deep soil area from 9m^2 to 8m^2. However, the revised LDP includes a requirement for one small tree in the laneway setback area for each dwelling, with a minimum deep soil area of 0.75m^2. It also requires one small tree within the eastern side setback area of Lot 39 only, and a planter box with a minimum internal dimension of 500mm to the external (northern) face of each balcony. The combined result is an uplift in soft landscaping to a compliant minimum and additional tree planting. While the 0.75m^2 deep soil area for the laneway trees is extremely small, careful species selection should allow a very small tree or tall shrub to grow in the laneway, improving the overall greening of the site. In view of the lot constraints and these extra measures, it is considered that these variations can be supported.

Initially, variations were sought for the Type F houses to reduce the minimum soft landscaping to 11% (excluding Lots 91, 95, 96, 100, 101, 114, 151, and 167), and the minimum deep soil area to 8m^2. However, the revised LDP has achieved compliant soft landscaping and adds a requirement to plant one small tree in the laneway setback area with a minimum deep soil area of 0.9m^2. Again, this deep soil area is extremely small, but careful species selection should allow a very small tree or tall shrub to grow, improving the overall greening of the site. As these are highly constrained lots and in view of the extra planting requirements, it is considered that these variations can be supported.

The advertised LDP contained variations for the Type G house, which included a minimum 13% soft landscaping in the primary street setback area (excluding Lots 40 and 123), rather than 15%, and a reduced deep soil area minimum of 7m^2, rather than 9m^2. However, refinements made to the revised LDP have achieved compliance.

The advertised LDP contained exemptions from requiring soft landscaping and tree planting in association with the Type H above-garage units; however, as outlined above, these units will be assessed as multiple dwellings via separate development applications.
The LDP originally sought a variation to the deep soil area from 9m^2 to 6m^2; however, the revised LDP has achieved compliance, though it now seeks a reduction in the minimum dimension of the deep soil area from 1.5m to 1m. This variation is minor and can be supported.

2.1 Size and layout of dwellings – C2.1.9

The LDP did not initially seek variation to requirement C2.19; however, the revised LDP includes a variation to permit hanging storage racks in garages, which the applicant has advised is necessary to avoid conflict between storage and

garaging requirements. Although the minimum area, dimension and height are not met, this represents a practical solution for compact houses on small lots and is supported.

2.2 Solar access and natural ventilation – C2.2.4

The LDP initially indicated that the Type C houses would have their major openings to primary living areas oriented south, which was proposed to take advantage of the outlook down the easternmost street toward Clontarf Hill, while also placing a first-floor balcony at the front of the house in an effort to provide an interactive streetscape to offset the impact of the ground floor being largely occupied by a double garage door. However, the revised LDP no longer seeks this variation, as the applicant has advised that a redesign would provide a dual-aspect primary living area with major openings facing north and south.

Variations to the minimum uncovered open area dimension outside the major openings were initially sought for the Type C, D, and F houses from 3m to 2.8m, 2.8m, and 2.7m respectively. However, the revised LDP no longer seeks these variations.

The Type H units are intended to be dealt with by means of a separate development application(s) as multiple dwellings, in conjunction with Type G houses. However, the LDP indicates that their primary street orientation should be to the laneways, with a major opening and balcony located with a view over the laneway in each instance. Consequently, the primary living areas would be oriented west, south, south-east, or east on most lots. While not an optimal outcome, there is potential for high-level windows in the rear wall of the living area to gain access to direct sunlight and natural ventilation in some instances. Alternatively, it may be possible to employ transparent roofing above the balcony for a similar result. Furthermore, the presence of these units would provide surveillance of the laneways, which is consistent with CPTED principals. On this basis, these variations are supported.

Although the Type G houses have a primary living area oriented between west and south-east, the applicant has advised that they are intended to have a second habitable room, other than a bedroom or study, with a minimum dimension of 3.4 metres and facing between north-west and east, which is supported. The applicant has advised that the variation sought to the adjoining uncovered open area from 3m to 2.8m on Lots 3, 5, 12, 61, and 63 would result from the lot dimension and an overhanging eave. The variation to remove maximum roof coverage limit for the adjoining open area on Lots 3, 5, 12, 61, and 63 would result from an L-shaped primary garden area, where approximately one third of the alfresco dining area adjacent to the kitchen and living room would have roof

cover at ground floor ceiling level, while the balance of the alfresco area roof cover would be at first floor ceiling level, increasing the sense of openness and allowing winter sun and natural ventilation to reach both the primary living area and the primary garden area. On this basis, it is considered that these variations can be supported.

As above, variations are no longer sought in relation to the Type H above-garage units, as they will be assessed as multiple dwellings via separate development applications.

The variation sought for the Type I houses, would permit the major opening to the primary living space to be oriented between west and south-east, subject to the provision of an additional major opening to a second wall of the primary living space, which is considered an acceptable solution.

2.6 Outbuildings – C2.6.1

The LDP in both its original and revised forms seeks to include an additional provision requiring that where visible from the public street or public open spaces (noting that the revised LDP identifies affected lots), outbuildings shall be constructed in materials to match the main dwelling. This is considered a positive in terms of visual amenity and is supported.

Regarding the variation initially sought for 40m^2 outbuildings (garages), this was due to the LDP having been prepared prior to the R-Codes Volume 1, 2024 coming into effect. Previously, outbuildings were limited to 10% of the site area, hence the request for variation, which is now no longer required.

3.1 Site cover – C3.1.1

In the case of the Type B houses, the proposed variation of 1% is minor and can be supported.

The variation sought for the Type D houses is significant; however, the revised LDP includes additional planting requirements and a requirement for an integrated planter box to the outer edge of the north-facing first floor balconies. While the increased site coverage with impermeable surfacing is not ideal, the affected lots are highly constrained by their size, topography and need for rear laneway garage access. The additional planting requirements do achieve a more positive outcome and will go some way towards softening the streetscape when viewed from the north along the easternmost internal street. On this basis, this variation can be supported.

Type F is the second most common house type proposed for the site, totaling 41 lots, and seeks an additional 10% site cover, excluding lots 91, 95, 96, 100, 101, 108, 109, 151, 159, 160, 167. The constrained nature of the affected lots (other than Lot 101) lots requires a balcony being employed in lieu of a primary garden area and, in the advertised version of the LDP, an associated reduction in primary street setback area soft landscaping, tree planting, and deep soil area. However, the revised LDP no longer seeks variations to primary street setback area soft landscaping or tree planting, only a 1m^2 reduction in deep soil area, due to the available setback and primary garden areas, in conjunction with the need for rear laneway garage access. The additional planting requirement proposed in the revised LDP would achieve a more positive outcome and would help in making the laneways a less harsh environment. On this basis, the variations can be supported.

In the case of the Type G houses, the proposed additional site cover of between 2% and 8% is considered relatively minor and, as noted above, minimum soft landscaping and planting requirements would be met by the revised LDP, meaning that these variations can be supported.

3.3 Street setbacks – C3.3.1 and C3.3.3

The LDP in both advertised and revised forms seeks to vary the secondary street setback to a nil setback for Lot 128 only. This lot is located at the end of a row and abuts a short section of laneway that will permit access to lots to the south. A nil setback is sought due to the width of the lot and the fact that there would be no streetscape impact. On this basis, the variation is supported.

The LDP in advertised and revised forms includes a general requirement for a 1m laneway or right-of-way setback (though it would not apply to house types A, B and C, as these do not have rear laneway access), which exceeds the 0.5m required by the R-Codes. This additional requirement is supported, as it allows for improved sightlines from garages, greater manoeuvring space, and additional soft landscaping that will reduce the harshness of the laneway environment.

As noted above, the Type H above-garage units are intended to be dealt with via separate development applications as multiple dwellings. Notwithstanding, the LDP seeks a variation to a nil setback for the upper floors to liberate as much internal space as possible, while maintaining a 1m setback at ground level to maximise sightlines from garages. It is considered that the inclusion of this provision in the LDP is acceptable.

The LDP in both forms contains a general variation to permit a nil setback from corner truncations, as opposed to the 1.5m required by the R-Codes; however, no

building will have a nil setback due the minimum 1m laneway setbacks, merely a reduced setback of approximately 1m. Notwithstanding, this variation is supported.

In addition to the above, the revised LDP also contains an additional requirement that a minimum 2m setback shall apply where the LDP identifies an area of public open space as the primary street. As this is consistent with C3.3.1, it is supported.

3.4 Lot boundary setbacks – C3.4.1, C3.4.2, and C3.4.4

The variations sought to lot boundary setbacks are broadly consistent between the advertised and revised versions of the LDP. A variation to from 3m to 1.5m is sought for the eastern side setbacks on Lots 39 and 140, where they abut existing residential development. Neighbour notification was sent to the adjoining landowners and no comments have been received. As the proposed houses would only be at their tallest where the land steps down mid-block, their bulk would be less imposing on much of the boundary. It is therefore considered that these variations can be supported.

The revised version of the LDP seeks an additional requirement for a 1.5m lot boundary setback for the Type F house where a building break is identified on the LDP. This was an inadvertent omission from the advertised version of the LDP, hence its inclusion in the revised version.

Both versions of the LDP include a variation for the Type I house, which would permit the upper storey (in reality, the whole building) to be set back 1m, or 1.5m where a building break is identified on the LDP, rather than the 3m required by the R-Codes. As the site will be developed in a coordinated manner with a terraced housing typology, this variation is considered acceptable.

The LDP in both versions includes several variations to boundary wall dimensions, which the applicant advises have been designed to facilitate the development of two and three-storey terraced townhouses. These variations would allow walls of 8m (Types B, G, H – deleted from the revised LDP, and I) and 10.5m (Types A, C, D, E, and F) high and 12m (Type A), 14m (Types G and I), 15m (Type F), 16m (Types D and E), and 17.5m (Types B and C) long to be built to both side boundaries. In view of the coordinated terraced design proposed, these variations are supported.

In addition to the above, both versions of the LDP contain an additional provision allowing a nil side boundary setback where a building abuts an area of public open space. As this would make most effective use of a lot and would provide an edge to the public open space, it is supported.

3.6 Streetscape – C3.6.1, C3.6.5, and C3.6.7

Both the advertised and revised versions of the LDP contain a general provision to the effect that the primary street orientation is as identified on the LDP as "Primary Street". This provision is intended to ensure lots fronting onto public open space are treated as though the public open space is the primary street, rather than the rear laneway. The inclusion of this provision is supported.

The advertised version of the LDP included a variation that would have permitted a garage door and its supporting structures facing the primary street to occupy up to 85 per cent of the frontage at the setback line, subject to:

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.

This is significantly more than the 60 per cent permitted by the R-Codes. However, the revised LDP refines this provision to permit a garage door and its supporting structures facing the primary street to occupy up to 70 per cent (Type B, Lots 130, 132, and 134, and Type C, Lots 144 – 147) or 85 per cent (Type B, Lots 128, 129, 130, 131, 133, 135 – 139, and 140 – 142) of the frontage at the setback line, subject to the same requirements. While this is more than the R-Codes ordinarily permit, particularly in the case of many of the Type B houses, it is dictated by the width of lots and is mitigated by the inclusion of a second storey on all houses and a balcony and third storey on the Type C houses. It is therefore considered that these variations are acceptable.

In addition to the above, both versions of the LDP contain provisions requiring that visually permeable fencing is provided to each primary street frontage abutting public open space, and that fencing to side boundaries abutting public open space is permitted to be solid to a maximum of 50% the length of the boundary abutting the public open space, behind the street setback line. As these provisions would ensure the provision of fencing to delineate the public and private realms and would ensure surveillance over public open space, their inclusion is supported.

Both versions of the LDP also include provisions requiring that 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), and that all dwellings

abutting public open space shall have a minimum of one major opening with direct view of the public open space from the ground floor and upper floor(s). Again, as these provisions promote surveillance over secondary streets and public open space, their inclusion is supported.

The revised LDP also introduces an additional requirement for the Type E houses for fencing within the primary street setback to be limited to a maximum height of 1.2m. These lots would front onto Strang Street and have their primary garden areas in the primary street setback area, with no alternative outdoor living area. The applicant has advised that these lots would be built up by approximately 750mm above street level, so the inclusion of a provision limiting the height of fencing will prevent the construction of taller, likely non-visually permeable fencing to enclose the primary garden area, while still affording residents a degree of privacy. The inclusion of this additional requirement is therefore supported.

3.7 Access – C3.7.1

A variation has been sought in the revised LDP to permit the Type B house on Lot 128, to take vehicular access from the primary street. This has been sought as C3.7.1 requires vehicular access to be taken from the lowest available street in the hierarchy, i.e. a right-of-way or communal street where available, followed by a secondary street or primary street where no right-of-way or communal street is available. In this instance, Lot 128 is located on the end of a row, with a six-metre-wide laneway available for access along the side; however, due to this laneway being a short section providing access to the rear of three lots to the south, it is considered that the primary street would be more suitable for vehicular access to Lot 128. On this basis, this variation can be supported.

The revised LDP also introduces additional provisions noting that garages shall be located where indicatively shown one the LDP and that vehicle access is not permitted from locations identified as "no vehicle access" on the LDP. The inclusion of these written provisions gives additional clarity to the plan and are therefore supported.

3.9 Solar access for adjoining sites – C3.9.1

Both versions of the LDP contain a general variation that would mean that the solar access provisions of the R-Codes do not apply. The approved lot layout, proposed terraced typology and dwelling orientations will ensure that all lots have solar access to balconies and primary garden areas, meaning that this variation can be supported.

3.10 Visual privacy – C3.10.1

Both versions of the LDP contain a general variation to the effect that 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. The terraced housing typology proposed means that standard visual privacy requirements must be suspended, as it would not be practical to achieve the necessary separation or screening between first (and third) floor windows and outdoor active habitable spaces. All development will be sufficiently set back from adjoining residential development outside the LDP area to achieve the necessary visual privacy requirements. On this basis, this variation is supported.

General provisions

In addition to the R-Code variations and supplementary provisions discussed above, both versions of the LDP contain a number of general provisions, including:

- An exemption for development that is compliant with the LDP from requiring development approval under Local Planning Policies 2.9 - Residential Streetscapes (added in the revised LDP), 3.6 - Heritage Areas, and 3.19 - Clontarf Road
- Application of a residential density code of R160
- A requirement for Lots 34 – 39, 89, 90, and 140 – 144 to present bins for collection from the bin pads identified on the LDP and for all other laneway lots to present bins for collection in front of garage doors.

The inclusion of these additional general provisions are supported.

CONCLUSION

Though the proposed LDP contains a number of variations to the R-Codes Volume 1, Part C, they are considered relatively minor in nature in the LDP's revised form or are unavoidable due to the approved subdivision layout. It is therefore recommended that the revised LDP is supported, provided that any required modifications are minor or administrative in nature, and a recommendation is provided to the WAPC that they approve the revised LDP, subject to modification to include a general provision requiring roofs to have a solar absorptance rating of no more than 0.4.

VOTING AND OTHER REQUIREMENTS

Simple Majority Required

OFFICER'S RECOMMENDATION

Moved: Cr Ben Lawver **Seconded: Cr Jenny Archibald**

Council:

1. **Note the submissions received, as provided in Attachment 1.**

2. **Support the revised Local Development Plan for Lots 72 and 25, 2-4 Clontarf Road and Lot 73, 1 Naylor Street, Beaconsfield, as contained in Attachment 5, subject to modification to include a general provision requiring roofs to have a solar absorptance rating of no more than 0.4, and any further modifications being minor or administrative in nature only.**

3. **In accordance with Regulation 52 of the Deemed Provisions in Schedule 2 of the *Planning and Development (Local Planning Schemes) Regulations 2015*, recommend to the Western Australian Planning Commission that they approve the revised Local Development Plan for Lots 72 and 25, 2-4 Clontarf Road and Lot 73, 1 Naylor Street, Beaconsfield, as contained in Attachment 5, subject to modification to include a general provision requiring roofs to have a solar absorptance rating of no more than 0.4.**

In accordance with clause 9.7 of the Meeting Procedures Policy, Cr Andrew Sullivan moved the following amendment, as provided in the additional documents:

AMENDMENT 1

Moved: Cr Andrew Sullivan **Seconded: Cr Jemima Williamson-Wong**

To add an additional part (4) to the Officer's Recommendation as follows:

4. ***Advise the proponent that, pursuant to Condition 19 of WAPC163666, a revised public realm plan be submitted for the City's approval that gives consideration to the provision of right-angled parking bays to the Naylor Street and Strang Street road verges to accommodate existing and future parking needs in the area, together with any traffic calming devices that may assist in slowing traffic speeds and facilitating safe pedestrian crossings coinciding with Culver Street and Clontarf Road.***

Amendment Carried: 10/0

For:

Mayor Hannah Fitzhardinge, Cr Jenny Archibald, Cr Geoff Graham, Cr Adin Lang, Cr Andrew Sullivan, Cr Jemima Williamson-Wong, Cr Fedele Camarda, Cr Ben Lawver, Cr Frank Mofflin and Cr Doug Thompson

Against:

Nil

Reason for amendment:

The existing verges surrounding the LDP area are heavily used for parking that serves the surrounding land uses and there is a need for additional visitor parking to serve the new residential developments over and above that proposed within the subdivision, especially in relation to those residences that front public open space and/or Clontarf Road. The parallel parking bays indicated in the LDP along Naylor Street and Strang Street would generate a net loss of parking in the precinct that cannot be accommodated elsewhere. It is imperative that the City and the land developer work collaboratively to deliver a higher level of parking by formalising the existing right-angled parking pattern in the area. This form of parking is best delivered on the developments side of Naylor Street and Strang Street where it can be seamlessly integrated in the new subdivision roads and public open space. The City will need to consider narrowing of the road carriageway and/or readjustment of kerb lines to facilitate an appropriate outcome.

In accordance with clause 9.7 of the Meeting Procedures Policy, Cr Andrew Sullivan moved the following amendment, as provided in the additional documents:

AMENDMENT 2

Moved: Cr Andrew Sullivan **Seconded: Cr Jenny Archibald**

To add an additional part 5 A and B to the Officer's Recommendation as follows:

5. Request the Chief Executive Officer to:

a. Identify if any additional ongoing maintenance costs will be associated with the delivery of subdivision road landscapes, open space facilities/structures and the additional pathways/lighting required to serve residential properties fronting public open space, that exceed the standard usually delivered by the City.

b. Report to Council on the need for a special area rate or other funding mechanism to ensure the additional maintenance of such above standard works is funded by the future ratepayers within the LDP area who directly benefit from these higher quality works.

Amendment Carried: 10/0

For:

Mayor Hannah Fitzhardinge, Cr Jenny Archibald, Cr Geoff Graham, Cr Adin Lang, Cr Andrew Sullivan, Cr Jemima Williamson-Wong, Cr Fedele Camarda, Cr Ben Lawver, Cr Frank Mofflin and Cr Doug Thompson

Against:

Nil

Reason for amendment:

The works proposed in and around the new subdivision area are of a much higher quality than is typically provided by the City in existing residential areas. This will require a special area rate to be imposed on new residential properties within the LDP area to ensure the higher quality works are maintained to the standard handed over by the developer and to meet the inherent expectations of owner/ratepayers who buy into this type of subdivision. The special area rate should come into effect once the new subdivision works are handed over to the City to maintain.

COUNCIL DECISION ITEM C2408-1
(Amended officer's recommendation)

Moved: Cr Ben Lawver **Seconded: Cr Jenny Archibald**

Council:

1. **Note the submissions received, as provided in Attachment 1.**

2. **Support the revised Local Development Plan for Lots 72 and 25, 2-4 Clontarf Road and Lot 73, 1 Naylor Street, Beaconsfield, as contained in Attachment 5, subject to modification to include a general provision requiring roofs to have a solar absorptance rating of no more than 0.4, and any further modifications being minor or administrative in nature only.**

3. **In accordance with Regulation 52 of the Deemed Provisions in Schedule 2 of the *Planning and Development (Local Planning Schemes) Regulations 2015*, recommend to the Western Australian Planning Commission that they approve the revised Local Development Plan for Lots 72 and 25, 2-4 Clontarf Road and Lot 73, 1 Naylor Street, Beaconsfield, as contained in Attachment 5, subject to modification to include a general provision requiring roofs to have a solar absorptance rating of no more than 0.4.**

4. ***Advise the proponent that, pursuant to Condition 19 of WAPC163666, a revised public realm plan be submitted for the City's approval that gives consideration to the provision of right-angled parking bays to the Naylor Street and Strang Street road verges to accommodate existing and future parking needs in the area, together with any traffic calming devices that may assist in slowing traffic speeds and facilitating safe pedestrian crossings coinciding with Culver Street and Clontarf Road.***

5. ***Request the Chief Executive Officer to:***

   a. ***Identify if any additional ongoing maintenance costs will be associated with the delivery of subdivision road landscapes, open space facilities/structures and the additional pathways/lighting required to serve residential properties fronting public open space, that exceed the standard usually delivered by the City.***

   b. ***Report to Council on the need for a special area rate or other funding mechanism to ensure the additional maintenance of such above standard works is funded by the future ratepayers within the LDP area who directly benefit from these higher quality works.***

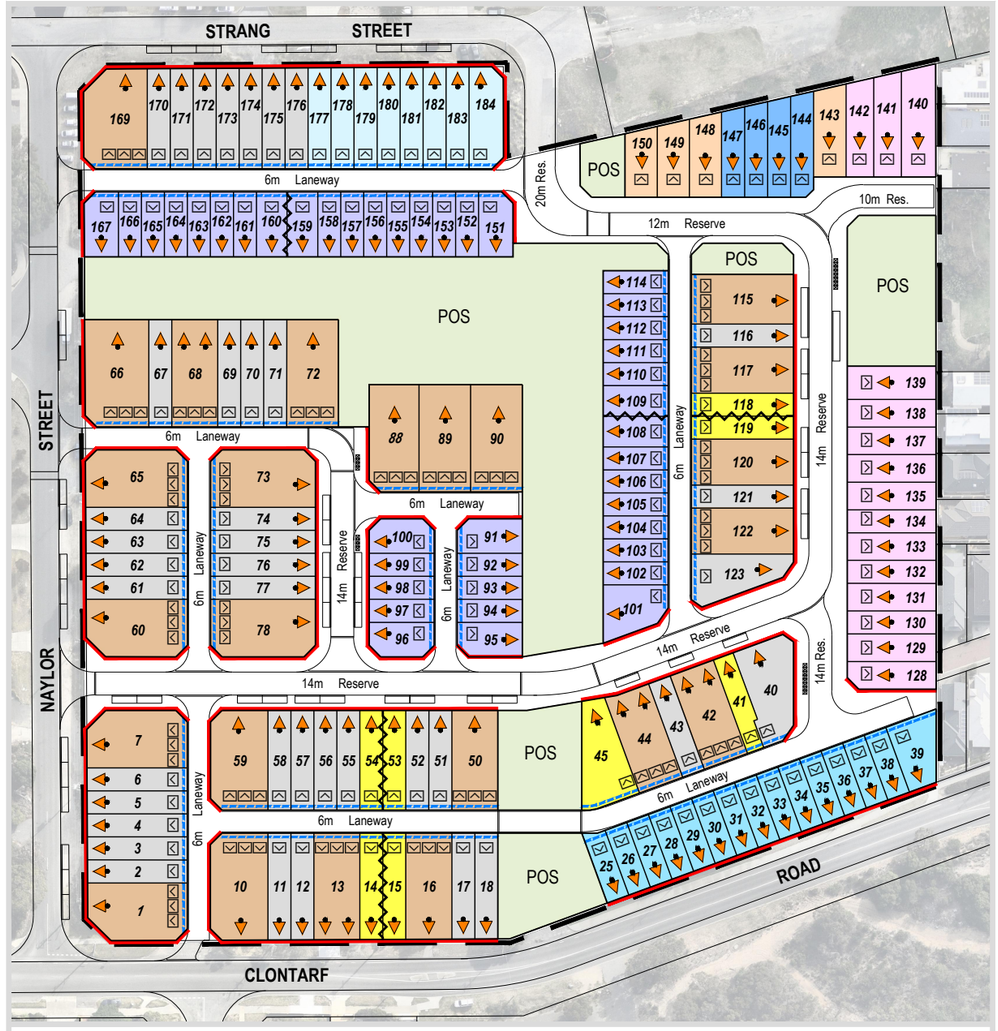
Carried: 10/0

For:

Mayor Hannah Fitzhardinge, Cr Jenny Archibald, Cr Geoff Graham, Cr Adin Lang, Cr Andrew Sullivan, Cr Jemima Williamson-Wong, Cr Fedele Camarda, Cr Ben Lawver, Cr Frank Mofflin and Cr Doug Thompson

Against:

Nil



LEGEND

- SUBJECT AREA
- POS
- SETBACK - 1M
- INDICATIVE INTERNAL STRATA BOUNDARY
- BUILDING BREAK LOCATION
- NO VEHICLE ACCESS
- BIN PAD LOCATION
- GARAGE LOCATION
- PRIMARY STREET

LOT TYPES

FRONT LOADED
- TYPE A
- TYPE B
- TYPE C

REAR LOADED
- TYPE D
- TYPE E
- TYPE F
- TYPE G
- TYPE H
- TYPE I

CLE Town Planning + Design

3707-22U-01 Sheet 1 of 2 21.10.2024 NTS

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 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. For Lot Type B (Lots 128, 129, 131, 133, 135 - 142), Type G and Type H 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.

Other

24. Roofing material shall have a solar absorptance rating of no greater than 0.4.

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.

DIRECTOR PLANNING, PLACE AND URBAN DEVELOPMENT DATE

APPENDIX 1 - LOT TYPE BUILT FORM REQUIREMENTS

TYPE A *(Lots143,148-150)*

Lot Boundary Setbacks (3.4)	• Boundary walls permitted with a maximum height of 10.5m and a maximum length of 12m to both side boundaries.

TYPE B *(Lots128-142)*

Private Open Space (1.1)	• Minimum PGA width 2.6m for Lot 142.
Trees and Landscaping (1.2)	• Minimum deep soil area within for tree in primary street setback area: - 4m²: Lots 129, 131, 133, 135 - 139. - 6m²: 130, 132, and 134. • For Lot 128: - 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)	• Minimum nil setback permitted to the secondary street boundary of lot 128.
Lot Boundary Setbacks (3.4)	• 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)	• 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: - 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: - 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)	• For lot 128, vehicular access is permitted from the primary street frontage.

TYPE C *(Lots 144-147)*

Trees and Landscaping (1.2)	• Minimum deep soil for tree in primary street setback area: - 6.5m²
Lot Boundary Setbacks (3.4)	• Boundary walls permitted with a maximum height of 10.5m and a maximum length of 17.5m to both side boundaries.
Streetscape (3.6)	• For lots 144-147, garages and supporting structures are permitted to a maximum width of 70% 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.

TYPE D *(Lots 25-39)*

Private Open Space (1.1)	• 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)	• 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)	• Maximum 85%, excluding Lot 39.
Lot Boundary Setbacks (3.4)	• Lot 39 minimum 1.5m setback to eastern boundary. • Bundary 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)	• Primary garden area is permitted within the front setback area.
Trees and Landscaping (1.2)	• 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)	• Boundary walls permitted with a maximum height of 10.5m and a maximum length of 16m to both side boundaries.
Streetscape (3.6)	• 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)	• 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)	• 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)	• 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)	• 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)	• Primary garden areas are varied as follows: - 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)	• 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)	• 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)	• 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)	• 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)	• 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)	• Primary garden areas are varied as follows: - Minimum 19m²: Lot 41 - Minimum 22m²: 53, 54, 118,119 - Minimum 25m²: Lots 14, 15
Trees and Landscaping (1.2)	• Minimum deep soil area dimension 1m for Lot 41.
Solar Access and Natural Ventilation (2.2)	• 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)	• 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.

DIRECTOR PLANNING, PLACE AND URBAN DEVELOPMENT DATE

CLE Town Planning + Design

OFFICIAL

mainroads
WESTERN AUSTRALIA

Enquiries: Joanne Cammack on (08) 93234743
Our Ref: (D24#700359) 20/533
Your Ref: N/A

6 June 2024

Mr Glen Dougall
Chief Executive Officer
City of Fremantle
PO Box 807
Fremantle WA 6959

Dear Mr Dougall,

Proclamation of High Street rotary and realignment at Leach Highway and Stirling Highway

Following the construction of the High Street rotary and realignment at Leach Highway Main Roads is now required to proclaim the rotary and road. The project was completed February 2022.

In accordance with Section 13 of the Main Roads Act, the Commissioner of Main Roads intends to make a recommendation to the Hon. Minister of Transport to proclaim the roads as shown on drawings; 202421-000000-00, 202421-000001-00 and 202421-000002-00 (enclosed).

Before making the recommendation to the Minister, the Commissioner requires endorsement by Council of the enclosed proclamation drawings. Subject to Council's agreement, please endorse the drawings with details of the Council's resolution number and date of meeting in support of the proposal including the CEO's signature.

Please note endorsement without council resolution is acceptable provided the CEO has the adequate delegated authority.

Two **original** proclamation plans have been provided for endorsement. **Please return one set of the original signed drawings** and retain the other set for the Council's interim records, pending formal proclamation. Following proclamation, a copy of the final drawings showing gazettal details will be forwarded for your records.

In the event that Council does not support the changes, Section 13A (2) of the Main Roads Act makes the provision for Council to lodge an objection with the Commissioner of Main Roads. Any objection to the proclamation is required to be lodged with Main Roads by 5 August 2024.

Any enquiries relating to management of the road and delineation of responsibility between Main Roads and your Council are to be directed to the Asset Manager, Metropolitan Region on (08) 9323 4662.

Should you require any further information regarding this proclamation action, please do not hesitate to contact Joanne Cammack on 9323 4743.

Main Roads Western Australia
Don Aitken Centre, Waterloo Crescent, East Perth WA 6004
PO Box 6202, East Perth WA 6892

mainroads.wa.gov.au
enquiries@mainroads.wa.gov.au
138 138

OFFICIAL

Yours sincerely

Doug Morgan
EXECUTIVE DIRECTOR
PLANNING AND TECHNICAL SERVICES

Encl: Main Roads proclamation plans numbered; 202421-000000-00, 202421-000001-00 and 202421-000002-00

AMENDMENTS

PROCLAMATION LEGEND

EXISTING PROCLAIMED ROUTE

H006 (^ Road Name) — Highway

M042 (^ Road Name) — Main Road

SECTION TO BE DEPROCLAIMED

H002 M012

SECTION TO BE PROCLAIMED

H006 — Highway

M042 — Main Road

^ Landgate approved local usage name.

PATHWAY RESPONSIBILTY

P018 — Main Roads Controlled Path

Other Path

P018 — MR Controlled Path Removed

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Paths, shared, pedestrian or bicycle, the responsibility of other entities are not shown.

This is to certify that Council endorses the proposal shown on this plan.

Council Resolution:.....of

Council Meeting Held On:

.....

OR DELEGATED AUTHORITY in accordance with Section 5.41(d) of the Local Government Act 1995.

.....

Chief Executive Officer

Date:.....

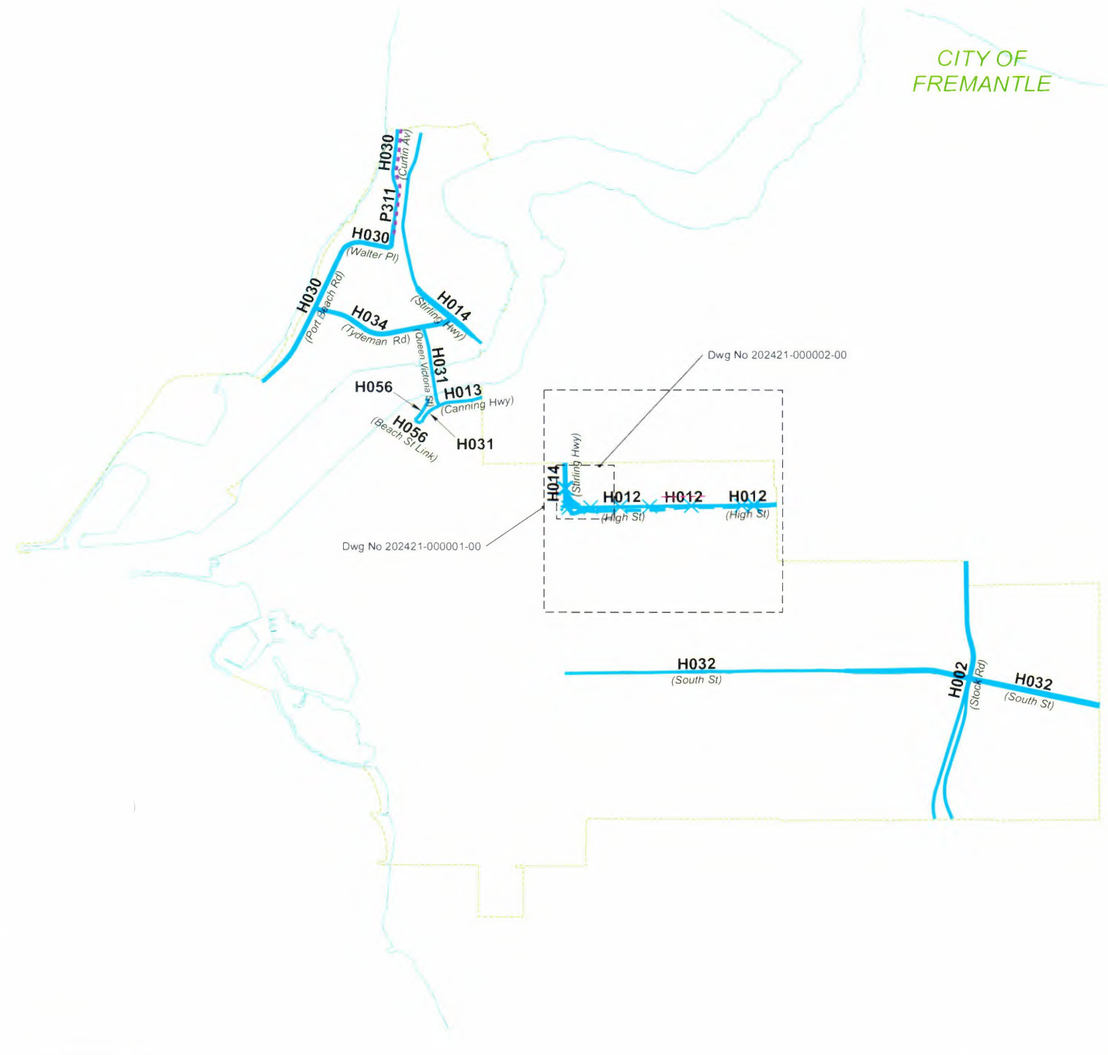
Gazette:.....

Page No:.....

DATE OF ORIGINAL ISSUE: 07 Dec 2009

DRAWING AMENDMENT DATE: 14 May 2024

THIS DRAWING SUPERSEDES: 0493-320-02



NOTES:

Roads and/or paths are represented by centrelines which are a notional reference line that generates and approximates the centre of the pavement extent.

Ramp intersections are shown schematically. The point at which the lines meet represents the end of the median which separates the converging or diverging carriageways.

Slip lanes where ramps intersect other roads are not shown.



METROPOLITAN REGION

CITY OF FREMANTLE

BASE MAP LEGEND

Town Site Area And Boundary

Local Government Area And Boundary

Cadastre

Local Road

NOTE: FOR DETAIL OF TOWNSITES - REFER TO TOWNSITE DRAWINGS

RECOMMENDED	APPROVED				
Signature:	Signature:	0 1 2 Kilometres	PROCLAMATION PLAN	MAIN ROADS WESTERN AUSTRALIA	
Position: NPDM	Position: EDPTS		Declared Roads	DWG TYPE: 20:00	FILE No: 20/533
Date: 6/6/2024	Date: 7/6/24	Planning and Technical Services Directorate	CITY OF FREMANTLE	DWG NUMBER: 202421-000000-00	
			CITY of FREMANTLE - LG No. 118 SHEET 1 of 1		

AMENDMENTS

PROCLAMATION LEGEND

EXISTING PROCLAIMED ROUTE

H006 (^ Road Name) Highway

M042 (^ Road Name) Main Road

SECTION TO BE DEPROCLAIMED

H002 M012

SECTION TO BE PROCLAIMED

H006 Highway

M042 Main Road

^ Landgate approved local usage name

PATHWAY RESPONSIBILTY

P018 Main Roads Controlled Path

Other Path

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Council Resolution:.....of

Council Meeting Held On:

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OR DELEGATED AUTHORITY in accordance with Section 5.41(d) of the Local Government Act 1995.

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Chief Executive Officer

Date:.....

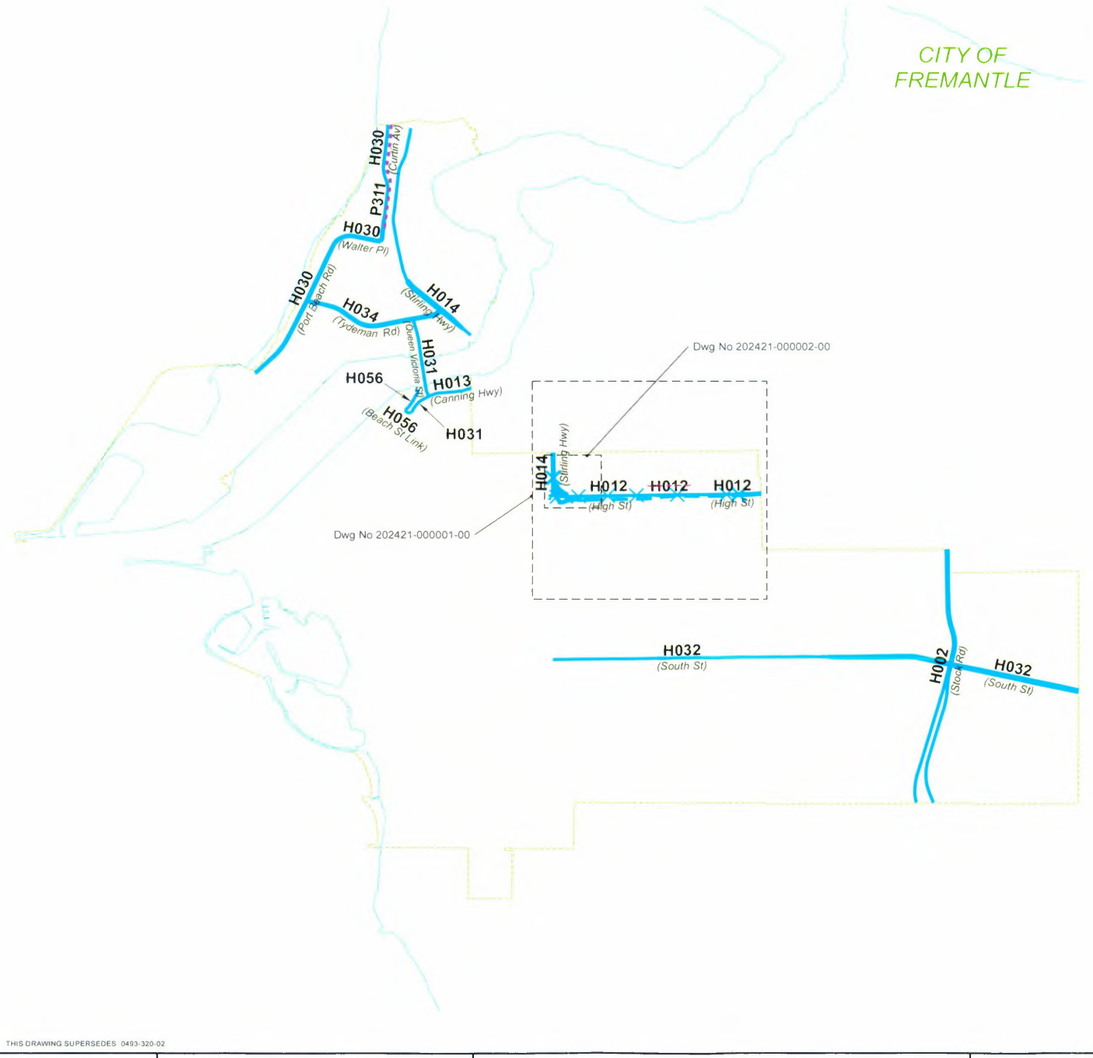
Gazette:.....

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METROPOLITAN REGION

CITY OF FREMANTLE

BASE MAP LEGEND

Town Site Area And Boundary

Local Government Area And Boundary

Cadastre

Local Road

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RECOMMENDED	APPROVED			
Signature:	Signature:	0 1 2 Kilometres	PROCLAMATION PLAN	MAIN ROADS WESTERN AUSTRALIA
Position: NPDM	Position: EDPTS	Planning and Technical Services Directorate	Declared Roads	DWG TYPE: 20:00
Date: 6/6/2024	Date: 7/6/24		CITY OF FREMANTLE	FILE No: 20/533
			CITY of FREMANTLE - LG No. 118 SHEET 1 of 1	DWG NUMBER: 202421-000000-00

AMENDMENTS

PROCLAMATION LEGEND

EXISTING PROCLAIMED ROUTE

H006 (^ Road Name) Highway

M042 (^ Road Name) Main Road

SECTION TO BE DE-PROCLAIMED

H002 M012

SECTION TO BE PROCLAIMED

H006 Highway

M042 Main Road

Local Road
^ Landgate approved local usage name

PATHWAY RESPONSIBILTY

P018 Main Roads Controlled Path

Other Path

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Council Meeting Held On:

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Chief Executive Officer

Date:.....

Gazette:.....

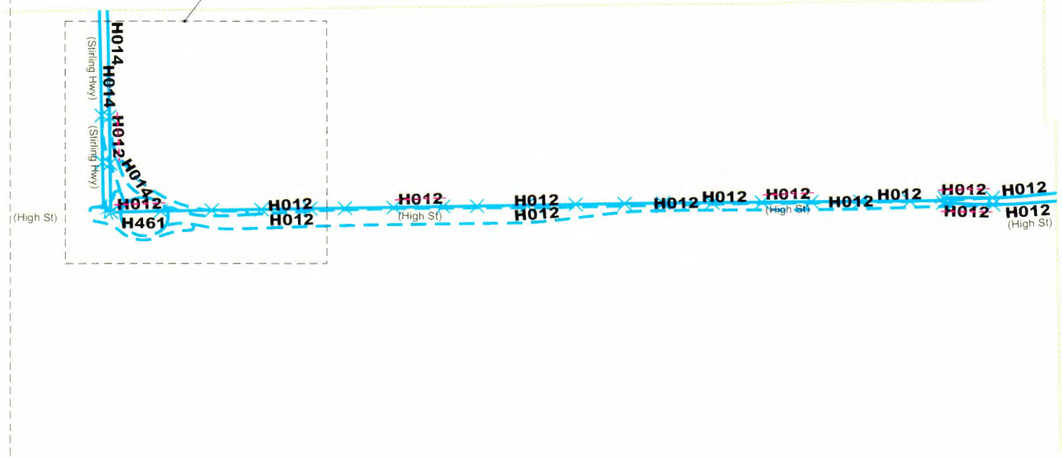
Page No:.....

DATE OF ORIGINAL ISSUE 15 November 2023

DRAWING AMENDMENT DATE

CITY OF FREMANTLE

Dwg No 202421-000002-00



PROCLAIM	DEPROCLAIM
H012	H012
H014	H014
H461	

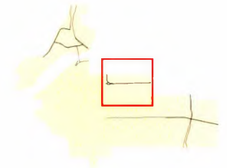
THIS DRAWING SUPERSEDES

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CITY OF FREMANTLE

BASE MAP LEGEND

Local Government Boundary

Town Site Area And Boundary

Cadastre

Local Road

NOTE: FOR DETAIL OF TOWNSITES - REFER TO TOWNSITE DRAWINGS

RECOMMENDED	APPROVED
Signature:	Signature:
Position: NPDM	Position: EDPTS
Date: 6/6/2024	Date: 7/6/24

0 50 100 200 300 400 500
Metres

Planning and Technical Services Directorate

PROCLAMATION PLAN

Declared Roads

Proclaim H012 - High St, H014 - Stirling Hwy,
H461 - Stirling Hwy - High St Rty and asssociated Ramps
Deproclaim H012 - High St, H014 - Stirling Hwy

CITY of FREMANTLE - LG No. 118 SHEET 1 of 2

MAIN ROADS WESTERN AUSTRALIA

DWG TYPE	FILE No.	DWG NUMBER
20:00	20/533	202421-000001-00

AMENDMENTS

PROCLAMATION LEGEND

EXISTING PROCLAIMED ROUTE

H006 Highway
(^ Road Name)

M042 Main Road
(^ Road Name)

SECTION TO BE DE-PROCLAIMED

H002 M012

SECTION TO BE PROCLAIMED

H006 Highway

M042 Main Road

Local Road
^ Landgate approved local usage name.

PATHWAY RESPONSIBILTY

P018 Main Roads Controlled Path

Other Path

P018 MR Controlled Path Removed

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Council Resolution:.....of

Council Meeting Held On:

.....

OR DELEGATED AUTHORITY in accordance with Section 5.41(d) of the Local Government Act 1995.

.....
Chief Executive Officer

Date:.....

Gazette:.....

Page No:.....

DATE OF ORIGINAL ISSUE 15 November 2023

DRAWING AMENDMENT DATE

CITY OF FREMANTLE

Dwg No 202421-000002-00

H014 H014 H012 H012 H012 H461 H012 H012 H012 H012 H012 H012 H012 H012 H012 H012 H012 H012 H012 H012 H012

(Stirling Hwy) (Stirling Hwy) (High St) (High St) (High St) (High St)

PROCLAIM	DEPROCLAIM
H012	H012
H014	H014
H461	

NOTES:

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CITY OF FREMANTLE

BASE MAP LEGEND

Local Government Boundary

Town Site Area And Boundary

Cadastre

Local Road

THIS DRAWING SUPERSEDES:

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RECOMMENDED	APPROVED
Signature:	Signature:
Position: NPDM	Position: EDPTS
Date: 6/6/2024	Date: 7/6/24

0 50 100 200 300 400 500
Metres

Planning and Technical Services Directorate

PROCLAMATION PLAN

Declared Roads

Proclaim H012 - High St, H014 - Stirling Hwy, H461 - Stirling Hwy - High St Rty and asssociated Ramps
Deproclaim H012 - High St, H014 - Stirling Hwy

CITY of FREMANTLE - LG No. 118 SHEET 1 of 2

MAIN ROADS WESTERN AUSTRALIA

DWG TYPE	FILE No	DWG NUMBER
20:00	20/533	202421-000001-00

AMENDMENTS

PROCLAMATION LEGEND

EXISTING PROCLAIMED ROUTE

H006 Highway
(^ Road Name)

M042 Main Road
(^ Road Name)

SECTION TO BE DE-PROCLAIMED

H002 M012

SECTION TO BE PROCLAIMED

H006 Highway

M042 Main Road

Local Road
^ Landgate approved local usage name.

PATHWAY RESPONSIBILTY

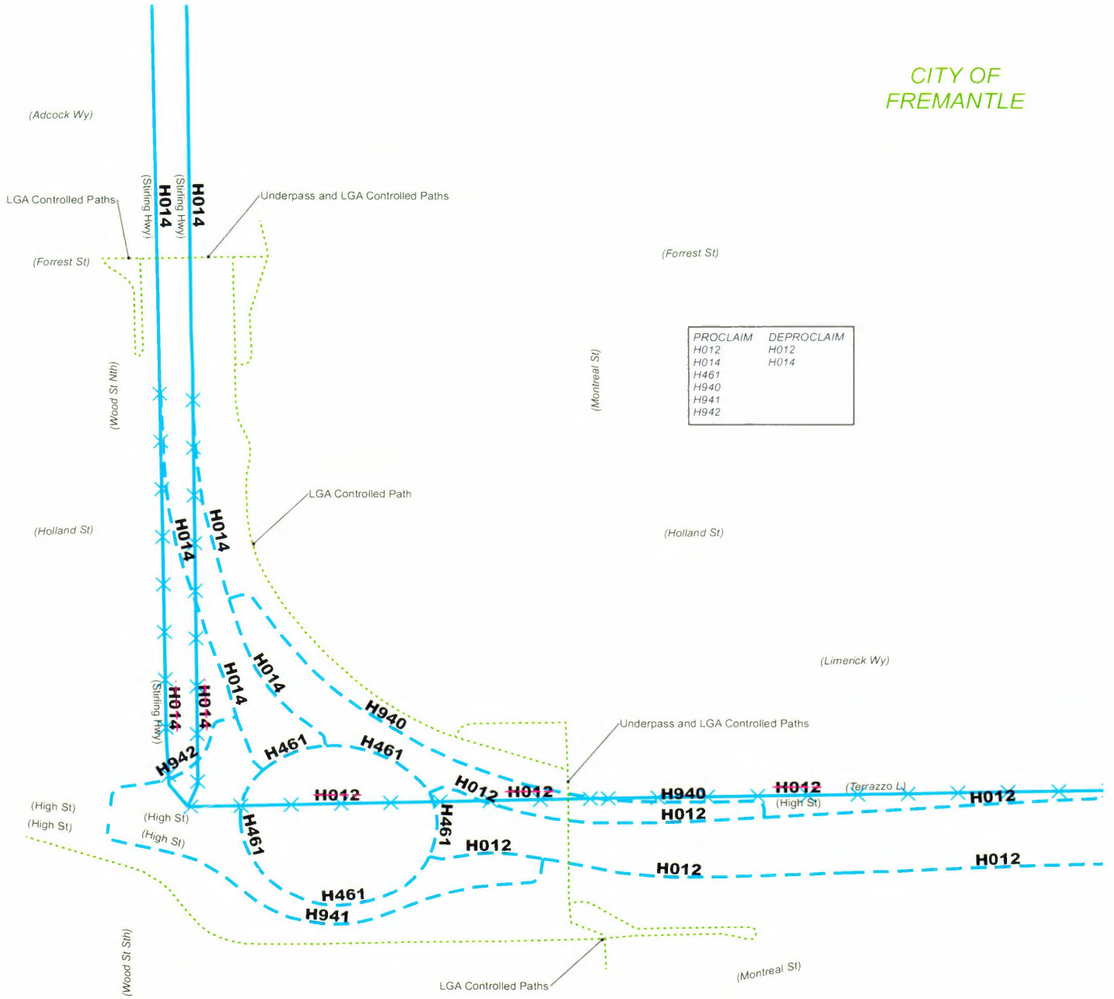
P018 Main Roads Controlled Path

Other Path

P018 MR Controlled Path Removed

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CITY OF FREMANTLE

(Forrest St)

(Montreal St)

PROCLAIM	DEPROCLAIM
H012	H012
H014	H014
H461	
H940	
H941	
H942	

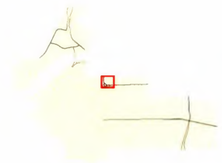
(Holland St)

NOTES:

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CITY OF FREMANTLE

BASE MAP LEGEND

Local Government Boundary

Town Site Area And Boundary

Cadastre

Local Road

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Council Resolution:.....of

Council Meeting Held On:

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.....

Chief Executive Officer

Date:.....

Gazette:.....

Page No:.....

DATE OF ORIGINAL ISSUE 14 May 2024

DRAWING AMENDMENT DATE

THIS DRAWING SUPERSEDES

NOTE FOR DETAIL OF TOWNSITES - REFER TO TOWNSITE DRAWINGS

RECOMMENDED	APPROVED
Signature:	Signature:
Position: NPDM	Position: EDPTS
Date: 6/6/2024	Date: 7/6/24

0 25 50 100 Metres

Planning and Technical Services Directorate

PROCLAMATION PLAN

Declared Roads

Proclaim H012 - High St, H014 Stirling Hwy, H461 - Stirling Hwy - High St Rty, Ramps - H940, H941, H942

Deproclaim H012 - High St, H014 Stirling Hwy

CITY of FREMANTLE - LG No. 118 SHEET 2 of 2

MAIN ROADS WESTERN AUSTRALIA

DWG TYPE	FILE No	DWG NUMBER
20:00	20/533	202421-000002-00

AMENDMENTS

PROCLAMATION LEGEND

EXISTING PROCLAIMED ROUTE
- H006 (^ Road Name) — Highway
- M042 (^ Road Name) — Main Road

SECTION TO BE DE-PROCLAIMED
- H002 M012

SECTION TO BE PROCLAIMED
- H006 — Highway
- M042 — Main Road
- Local Road
  ^ Landgate approved local usage name

PATHWAY RESPONSIBILTY
- P018 — Main Roads Controlled Path
- Other Path
- P018 — MR Controlled Path Removed

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Chief Executive Officer

Date:.....

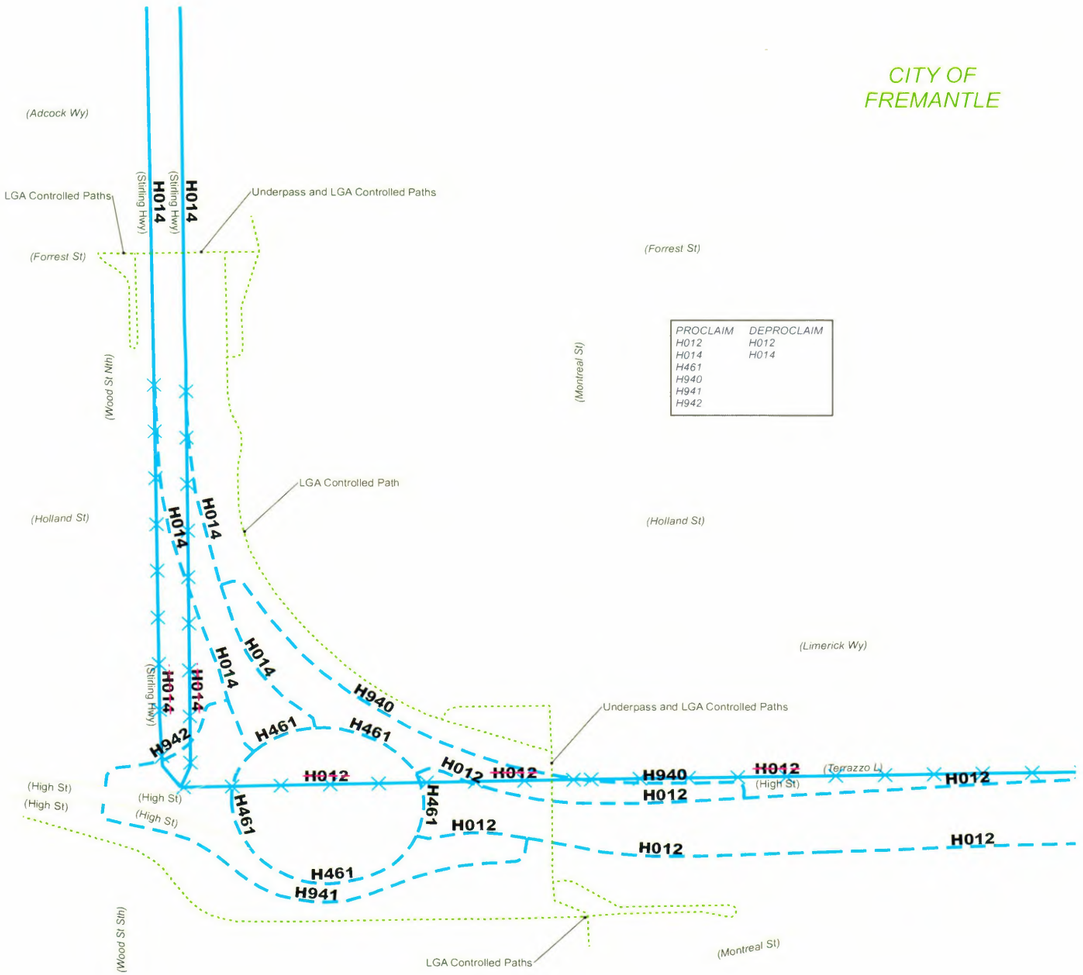
Gazette:.....

Page No:.....

DATE OF ORIGINAL ISSUE: 14 May 2024

DRAWING AMENDMENT DATE:

THIS DRAWING SUPERSEDES:



CITY OF FREMANTLE

(Forrest St)

(Montreal St)

(Holland St)

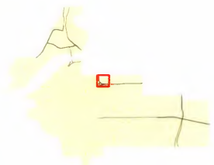
PROCLAIM	DEPROCLAIM
H012	H012
H014	H014
H461	
H940	
H941	
H942	

NOTES:

Roads and/or paths are represented by centrelines which are a notional reference line that generates and approximates the centre of the pavement extent.

Ramp intersections are shown schematically. The point at which the lines meet represents the end of the median which separates the converging or diverging carriageways.

Slip lanes where ramps intersect other roads are not shown.



CITY OF FREMANTLE

BASE MAP LEGEND

- Local Government Boundary
- Town Site Area And Boundary
- Cadastre
- Local Road

NOTE: FOR DETAIL OF TOWNSITES - REFER TO TOWNSITE DRAWINGS

RECOMMENDED	APPROVED
Signature:	Signature:
Position: NPDM	Position: EDPTS
Date: 6/6/2024	Date: 7/6/24

0 25 50 100 Metres

Planning and Technical Services Directorate

PROCLAMATION PLAN

Declared Roads
Proclaim H012 - High St, H014 Stirling Hwy, H461 - Stirling Hwy - High St Rty, Ramps - H940, H941, H942
Deproclaim H012 - High St, H014 Stirling Hwy

CITY of FREMANTLE - LG No. 118 SHEET 2 of 2

MAIN ROADS WESTERN AUSTRALIA

DWG TYPE	FILE No	DWG NUMBER
20:00	20/533	202421-000002-00

PLEASE DO NOT DESTROY
PLANS