



# Additional information

## Planning Committee Part 1

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Wednesday, 1 December 2021, 6.00pm

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**PC2112-1 BURT STREET, NO.19-21 (LOT 1873) AND NO.23-25 (LOT 1907),  
FREMANTLE – PUBLIC WORKS - MIXED USE DEVELOPMENT  
COMPRISING COMMUNITY (COMMUNITY PURPOSE, RESTAURANT,  
SHOP, INDUSTRY COTTAGE AND OFFICE TENANCIES AND  
MULTIPLE DWELLINGS) (WAPC REFERRAL) – (JL DAP005/21)**

**Additional Information 1 – Schedule of Submission**

SUBMISSIONS RECEIVED – DAP005/21 - advertising ended 12/11/21

	SUPPORT / OBJECT	COMMENTS
1	Object	<p>The proposal looks good but the traffic analysis fails to understand the reality of the traffic and parking situation on Finnerty St and Vale St. I live on those streets and use them multiple times per day.</p> <p>As stated in the document, the Vale portion of the street measures 7.3 metres, including parking. Currently, when most bays are in use, many motorists are not comfortable with two-lane traffic and will wait for traffic to have cleared completely. This already creates dangerous congestion at the top and bottom of Vale Street.</p> <p>In addition, the visibility at the Vale/Skinner/Finnerty st is extremely poor. As the report outlines there has already been a fatal crash there. An increase in traffic, even minor, will see more accidents there, potentially including students of JCCA.</p> <p>I suggest:</p> <ul style="list-style-type: none"> <li>• Vale St be widened ever so slightly (1 m) and the parking retained</li> <li>• Finnerty St and Vale St speed limit reduced to 30 km/h with speed limiting features throughout, eg speed bumps</li> <li>• A roundabout for the intersection of Finnerty, Vale and Skinner</li> </ul> <p>I strongly believe that proceeding with the proposal as-is without implementing the traffic management improvements suggested here would be irresponsible and most likely result in injury or death in the near future.</p>

2	<p data-bbox="352 1816 376 1883">Object</p> <div data-bbox="371 1115 1249 1753"> <p data-bbox="371 1525 395 1753"><b>BUILT FORM AND DESIGN</b></p> <p data-bbox="408 1547 427 1753">The architectural report states:</p> <p data-bbox="443 1137 480 1753">"The built form and design reflect a contemporary Fremantle aesthetic. Surrounding warehouse buildings and local historic buildings form a basis for the design response."</p> <p data-bbox="496 1137 587 1753">Maybe the built form and design of each building does reflect the surrounding buildings in some form. But is this good enough? A development in an area of this size and significance needs to be special. Incorporating limestone as a building material would be representative of the built form and design of the local area. Look at the Arts Centre and East Fremantle Primary School as well as numerous residences near the site.</p> <p data-bbox="603 1137 678 1753"><b>Building 1</b> is supposed to reflect the local warehouses. It does do this but is not attractive. The MCU stipulates that the building's height be staggered moving away from Skinner Street. This concept should be adhered to. The proposed design is a "stack" of apartments and its height is also above the allowable limit.</p> <p data-bbox="694 1137 769 1753"><b>Building 2</b> reflects a part of Fremantle -- a stack of shipping containers. Does a stack of containers look good? The site does not need a vision of more shipping containers. Maybe this building should incorporate limestone building materials. Its height with the proposed roof top gardens exceeds the allowable limit.</p> <p data-bbox="785 1473 804 1753"><b>Building 3</b> shows good design features.</p> <p data-bbox="820 1137 879 1753"><b>Building 4</b> is described as "adding depth, interest and security" -- whatever that means! The East Street and Burt Street frontages look good. The Vale Street frontage looks bland and lacks excitement.</p> <p data-bbox="895 1541 914 1753">The <b>Townhouses</b> look good.</p> <p data-bbox="1046 1417 1070 1753"><b>ROOF TOP AMENITIES AND GARDENS</b></p> <p data-bbox="1086 1256 1106 1753">All the buildings need to adhere to the Local Planning Scheme AHD limits.</p> <p data-bbox="1121 1189 1141 1753">The proposed inclusion of the roof top amenities and gardens is higher than allowed.</p> <p data-bbox="1157 1137 1232 1753">In addition, roof top gardens in this environment are likely to fail. We have lived in the area for more than 20 years and have found that plants placed on our south-west facing balcony don't survive the ferocity of the prevailing winds. Dead gardens on the top of the roofs would be a visual blight and certainly not an attraction for the residents of the apartments.</p> </div>
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3	<table border="1"> <tr> <td data-bbox="352 1774 357 1971">Object</td><td data-bbox="357 280 957 1774"> <p>I wish to object to the development application 19-21 &amp; 23-25 Burt Street, Fremantle (DAP005/21) on the following grounds:</p> <ol style="list-style-type: none"> <li>1. Too many units on this unique site which has nearby a large number of heritage homes and buildings such as the Arts Centre and Army museum.</li> <li>2. Not enough parking for visitors, this will impact on local residents. Street parking is very limited already and many people are using the vacant site for parking now.</li> <li>3. Increased traffic in the area which is already struggling to cope. The Vale Street East street intersection will be very congested at peak hour. The Finnelly, Skinner and Burt Street roads are small, single lane roads that already have significant issues such as : <ul style="list-style-type: none"> <li>dangerous bend on Burt Street, Finnelly Street has Art Centre traffic and parking and also traffic from Tuckfield Street cul de sac entering the road. Skinner Street is narrow and short with residents already having to park on or very close to road.</li> </ul> </li> <li>4. The bulk of the buildings. The width of the block facing Burt Street which doesn't allow for any sight lines through as the road bends and descends the hill. This was a favourite spot for visitors and tourists to capture the views and if the development proceeds it will be lost to all but the residents of the new development. Instead will be a 7 storey apartment block from the lowest point and 3 storey section on the higher point which appears to not have any gaps.</li> <li>5. Not enough green space in development and play areas for children.</li> <li>6. Overlooking. Residents facing this multi-storey development will have many windows and doors, balconies and rooftop terraces overlooking their frontyards and in some cases into their backyards.</li> <li>7. Noise from such dense development. This could be from cars, airconditioning units, pets and people on balconies.</li> <li>8. Shadowing from multistorey blocks particularly on Skinner Street.</li> <li>9. Increased pressure on intake for local schools such as East Fremantle Primary School.</li> </ol> </td></tr> </table>	Object	<p>I wish to object to the development application 19-21 &amp; 23-25 Burt Street, Fremantle (DAP005/21) on the following grounds:</p> <ol style="list-style-type: none"> <li>1. Too many units on this unique site which has nearby a large number of heritage homes and buildings such as the Arts Centre and Army museum.</li> <li>2. Not enough parking for visitors, this will impact on local residents. Street parking is very limited already and many people are using the vacant site for parking now.</li> <li>3. Increased traffic in the area which is already struggling to cope. The Vale Street East street intersection will be very congested at peak hour. The Finnelly, Skinner and Burt Street roads are small, single lane roads that already have significant issues such as : <ul style="list-style-type: none"> <li>dangerous bend on Burt Street, Finnelly Street has Art Centre traffic and parking and also traffic from Tuckfield Street cul de sac entering the road. Skinner Street is narrow and short with residents already having to park on or very close to road.</li> </ul> </li> <li>4. The bulk of the buildings. The width of the block facing Burt Street which doesn't allow for any sight lines through as the road bends and descends the hill. This was a favourite spot for visitors and tourists to capture the views and if the development proceeds it will be lost to all but the residents of the new development. Instead will be a 7 storey apartment block from the lowest point and 3 storey section on the higher point which appears to not have any gaps.</li> <li>5. Not enough green space in development and play areas for children.</li> <li>6. Overlooking. Residents facing this multi-storey development will have many windows and doors, balconies and rooftop terraces overlooking their frontyards and in some cases into their backyards.</li> <li>7. Noise from such dense development. This could be from cars, airconditioning units, pets and people on balconies.</li> <li>8. Shadowing from multistorey blocks particularly on Skinner Street.</li> <li>9. Increased pressure on intake for local schools such as East Fremantle Primary School.</li> </ol>
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4	Object	<p>I wish to object to the development proposal 19-21 &amp; 23-25 Burt Street, Fremantle (DAP005/21) for the following reasons:</p> <ol style="list-style-type: none"> <li>1. Too many units, 272 units is just too many and will create too many problems.</li> <li>2. Not enough parking for visitors</li> <li>3. Increased traffic in the area which is already struggling to cope.</li> <li>4. Bulky buildings which block views.</li> <li>5. Not enough green space in development and play areas for children.</li> <li>6. Overlooking.</li> <li>7. Noise from cars, airconditioning units, pets and people on balconies and rooftop terraces.</li> <li>8. Shadowing from multistorey blocks particularly on Skinner Street.</li> </ol>
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6	Object	Same as Submitter 3 comments
7	Object	Same as Submitter 5 comments
8	Object	Same as Submitter 4 comments
9	Object	Same as Submitter 5 comments

10	Object	Same as Submitter 4 comments
11	Object	<p>I wish to object to the development proposal 19-21 &amp; 23-25 Burt Street, Fremantle (DAP00521) because there are</p> <ol style="list-style-type: none"> <li>1. Too many units</li> <li>2. Not enough parking for visitors</li> <li>3. Increased traffic in the area which is already struggling to cope.</li> <li>4. Bulky buildings which block views and create shadows.</li> <li>5. Not enough green space in development and play areas for children.</li> <li>6. Overlooking.</li> <li>7. Noise from cars, airconditioning units, pets and people on balconies.</li> </ol> <p><i>Not only is this area struggling to cope already with the numerous 1.2 bedroom apartments that abound the locality surrounding the site, the Indigenous burial remains are located directly adjacent to the site. This sort of infill will devastate everything the site and create more social issues for the generation of the decedent I oppose this development.</i></p>
12	Object	Same as Submitter 4 comments
13	Object	<p>We have accepted that the development will proceed but we would like to make the following comments:</p> <p>Still of major concern is the volume of traffic that will be generated by so many new dwellings around the already busy section of East Street and Vale Street. In previous consultations we understood that a traffic management assessment would be conducted and an appropriate traffic management plan be developed. Has this already been completed? We would expect that issues such as street parking and traffic flow particularly for surrounding residents would be an important consideration in this plan.</p> <p>We were unaware from earlier consultations that there would be four levels below ground, which will require significant excavation. We are concerned about the impact this might have on existing buildings surrounding the development. Can we request that Council make it a condition of approval that properties adjacent to the development be inspected to establish their current condition prior to commencement in order to assess any structural damage that may be caused by the works.</p> <p>We would also like to urge that the design includes as many EV charging stations within the complex as possible.</p>
14	Object	Same as Submitter 4 comments
15	Object	My comment on the proposed development is as follows:

	<p>Based on my viewing/reading of the documents, 19-25 Burt st. Plans (Hillam Architects), Planning Report (Element), DA Report (Hillam/Edge/Development WA) plus much of the Appendix (that was missing from the downloadable reports). And as frequent user of the areas surrounding the proposed development, including volunteer work at the Australian Army Museum of W.A. (AAMWA).</p> <p>Both reports, while very slick and glossy in selling the box-ticking "dream" of a "creatives/artists" enclave (with great views) as a "community" enriching project, are noticeably lacking in accuracy (7.5km from Perth CBD?, 15min. bus ride??, effect on Heritage buildings N/A??) and the "...highly detailed sections..." "promised."</p> <p>Traffic in Appendix H is a classic example, with its many figures and tables, concluding "the construction of the proposed development would not result in any material change to road safety in the area." (P10). Section 6.5 reveals Key Assumptions of current heavy vehicle survey based on 1 day observation (7-9am, 3-6pm) concludes "...expected not to have any material or significant impact on the surrounding road network" (p.40). Mentions relating to the construction phase of the project are rare in the planning documents but the Plan drawings reveal how impactful the project will be on the surrounding community. Already, street parking is at a premium, let alone when the Arts Centre or AAMWA have major events on. They are both significant Heritage building complexes adjacent to the proposed construction.</p> <p>The amount of "ancient Tamala limestone" that will be hammered out, trucked away, and then backfilled with builders' sand, makes a mockery of the provided Traffic Appendix. Vibration, noise, dust etc. are only considered in the context of a successfully completed project, that is to be Gealized in stages (over the fullness of time). Hence, I don't imagine the developers will try to sell expensive apartments before all preparatory site works are completed. I trust they will have adequate insurance for "externalities".</p> <p>I could continue to critique the publicly presented documents, however, after the "meet the planners" evening at the Fremantle Library, I'm confident the council planners are fully aware of the numerous issues that arise.</p> <p>It is obvious that I'm highly skeptical of the planning approval documents as presented. I think it's a sloppy cut and paste job for a very significant proposal. I also think it's too big. I don't disagree that higher density housing makes sense for an existing urban hub like Fremantle, but I'm not convinced that the scale of recent multi-story developments on Fremantle's northern corridor are an improvement on the previous warehouse developments.</p> <p>So, positive suggestions? Go high at East St. to maximise expensive apartments (not too many locals affected, Forrest St. precedent) and go a lower, more human scale, at the Skinner St. end (as shown, I think, in an earlier image in Elements' Place, Arts and Culture Strategy) for "affordable" and "community" housing.</p>
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		<p>Secondly, include a "small box" supermarket/deli instead of yet another coffee shop. This is lacking in the area and would benefit ALL the community, and there are plenty of fine working models in the greater Fremantle region.</p> <p>In conclusion, the only obvious group of "creatives/artists" that I can see being attracted to this development, as it is presented in the planning approval documents, are the skateboarders.</p> <p>The proposed development is an improvement on previous plans released for comment. There are some significant issues with the proposed development, however, which greatly concern us and appear to have been 'glossed over' in the plans reviewed online and at the City's office.</p>
16.	Object	<p><b>1. Parking</b></p> <p>The plans are silent on the parking concerns raised with the City over many years by residents on Burt, Tuckfield and Skinner Streets. The issues experienced by the residents have increased over the years as the Art Centre expanded the range of activities offered-with increased concerts; markets and weekend entertainment; and CBO car parking spaces slowly diminishing (or not keeping pace with increased traffic) in the COB. Residents have suggested many avenues to address these concerns, though the City has effectively ignored them. The City has hidden behind non-transparent processes (i.e., a narrowly focused survey without residential involvement in framing the questions and no feedback on the results) to give the impression it is listening to residents' concerns.</p> <p>The parking issues have escalated to extent that people now park in our laneway which is located off Skinner Street and will be directly opposite the new development. Prior to the release of these development plans, on 6 October 2021 I notified the City of this issue (providing photographic evidence) and as at the date of submitting this submission, the City has not contacted me. On 28 October 2021, a City councillor suggested that I get the cars clamped. I was astonished to hear this suggestion, because the problems are a direct result of the City's failure to effectively address historical and ongoing issues.</p> <p>The increased use of the Arts Centre has also seen the rise in anti-social behaviour in the laneway, with Art Centre patrons using it as a public toilet and to take drugs. We have had to install sensor lighting which illuminates the laneway at night to deter people coming down the laneway. Unfortunately, the plans show that the proposed development will significantly add to parking issues experienced by residents, and possibly anti-social behaviour, for the following reasons:</p> <p>(26) The plans acknowledge there will be a shortfall of 11 parking bays, but there is no realistic plan or strategy to address this shortfall, instead suggesting that residents of the development and</p>

	<p>visitors to the development can use on-street parking on Vale Street. This parking is already used, predominantly by people who work in Fremantle CBO and Art Centre patrons.</p> <p>(b) The plans assume that not all residents in the development will own, or have access to, a vehicle. Given the limited amenities (for example, no major grocery shops, no butcher, no bakery) in Fremantle CBO, this is a completely unrealistic assumption to make. The residents of Skinner and Tuckfield Street all have vehicles, and in most cases more than one vehicle in each household. In some cases, there are 3 or more vehicles per household.</p> <p>(c) The plans make no allowance for the people (mostly workers, patrons of the Arts Centre and local residents) who currently use the temporary parking facilities on the development site because there is no parking facilities in the CBO or on-street parking for residents. If the development proceeds where are these people going to park their vehicles? The plans do not address this issue.</p> <p>(d) It is understood that the City is contemplating imposing paid parking on Ord Street. If this occurs, many of those who currently use the free-parking facility, will look for other alternative areas to park at no cost. The closest streets where there are no residential parking restrictions are Finnerty, Tuckfield, Burt and Skinner Streets.</p> <p>(e) Where residents could create parking facilities on their properties, the City's restrictive planning by-laws make it virtually impossible, unless done illegally, when such opportunities are created at the time when properties are being developed. In one case, a Tuckfield Street resident erected an illegal out-property/garage and the City refused to do anything, thus disadvantaging other nearby residents. In another case, the City approved the construction of a new 'garage' on Tuckfield Street with a massive loft area, which ended up being used as an additional bedroom, a thinly disguised intention. In this case, moreover, the existing pathway and on-street parking was reduced to accommodate the new garage.</p>
	<p>26. Social/Community and Essential Worker Housing</p> <p>While it is applaudable that the plans include provision for some social/community and essential worker units, it is submitted that these are not enough. Since the destruction of the previous social housing, the homelessness problem in Fremantle has significantly increased. Where concerns are raised about the level of homelessness in our community, the Premier publicly labels those who voice their opinions as 'anarchists', thus intimidating those who have empathy, into silence. There should be more units made available for people who require social/community housing.</p> <p>The plans do not show where people who occupy social/community and essential worker units will reside. I would hope that it is spread across the entire development, including in the townhouses on the hill backing onto Burt Street.</p>

		<p>26. Artist Studios</p> <p>While it is heartening to see the inclusion of artist studios, it is a rather simplistic view of artists' needs. Artists have needs which are likely to conflict with residents, for example, they often work at night or need to make noise. There is already artist studio space at Artsource in Fremantle and a few residencies at the Arts Centre. Rather than erect new artist studios, more attention should be directed to promoting those studios and protecting the tenure of those studios so they are not lost to future redevelopment.</p> <p>4. Height of development facing Skinner Street</p> <p>The current plans show a significant amount of overshadowing of the houses on Skinner Street. Moreover, it is likely that some of the units facing Skinner Street will overlook into current residents' back gardens on Skinner and Tuckfield Streets. Residents cannot do anything to mitigate the overlooking issue because of the heritage restrictions placed on their properties i.e., any new development at the rear of properties cannot be seen from the front of the building. To mitigate these issues (overshadowing and overlooking) into properties, it is submitted that the height of the development facing Skinner Street be reduced by one story. Alternatively, the City provide building approval for up to 5 years, free of heritage restrictions, to all residents to build alternations to their existing properties so that their privacy is maintained.</p> <p>Thank you for this opportunity to submit comments on the proposed development. These comments are provided in confidence. They may be provided to the development applicant but should not be made public.</p> <p>I am a local resident, nearby to the proposed development. My daughter attends East Fremantle Primary School. Generally, I am supportive of the proposed development – provided it is done well, reflects the Fremantle aesthetic/culture and also is additive to (and does not derogate from) local amenities.</p> <p>Some specific comments in this regard are provided below:</p> <ul style="list-style-type: none"> <li>• The parking spaces provided is insufficient. Currently, John Curtin staff park on the existing site. It is also used for overflow parking from the Art Centre. There also seems limited provision of visitor parking. I have significant concern that the local neighbourhood will be inundated with parking. This should be addressed as a matter of priority.</li> <li>• John Curtin should build separate parking structure for staff.</li> <li>• I am very concerned about the roads and increased traffic. Landscaping and road design should be done to make more "boulevard" like and slow traffic. The area borders on 2 major local schools. Safety should be paramount.</li> <li>• On the topic of schools, while recognizing it is not a planning issue, the developer should be</li> </ul>
17.	Object/ Support	

	<p>forced to consult with East Fremantle Primary and John Curtin, and the Education Department to ensure that the influx of new resident will not negatively affect the schools (which are already at near capacity).</p> <p>Given the amount of people and location (and given Coles is vacating Fremantle) this could be a good spot for a small local grocer shop – like those in Wray Ave.</p> <ul style="list-style-type: none"> <li>• Likewise, there is limited local childcare options. Significant consideration should be given to collocating a childcare centre at the proposed development.</li> <li>• Agree with a nice local bar. Please do not be too strict on liquor licence – should trust a good operator to design will and run a nice establishment. I suspect will be mainly locals using anyway.</li> <li>• Solar panels are provided, but will there be a community battery?</li> <li>• Will gym be for all Fremantle residents? With respect to other amenities, how will East Fremantle residents be treated, given borders on East Freo boundary.</li> <li>• What is happening to other public housing (e.g. Malcolm St and over on Knutsford). Will it be shifted to new housing?</li> <li>• Given increase in residents in the area and working from home (like I do), NBN should be consulted to upgrade local telecommunications to provide increased speeds for all local residents.</li> <li>• With respect to design: <ul style="list-style-type: none"> <li>○ The balcony gardens look nice in the brochure, but I am concerned that without proper care they will look shabby and detract from the building. Unless the strata will upkeep I think planning should be on the basis that people will not care for the gardens.</li> <li>○ I don't think the red brick is appropriate. I appreciate that the nearby Warehouse</li> <li>○ apartments and Army museum are red brick, but I do not think this is reflective of what Fremantle is about. If you ask outsiders what Fremantle architecture is, they would refer to the West End, Arts Centre (limestone) and the George St/Plympton district. The Red brick can look prison-like if not done well. See for example the large brick apartment buildings on East St which look out of place.</li> <li>○ There are too many colours on some of the buildings. Will date. Needs to be more classic.</li> <li>○ Some feature columns are OK but not whole sections.</li> <li>○ Given the proximity, there needs to be greater design link to Freo Art centre. Aesthetically the area should look like a modern extension of the Arts Centre.</li> <li>○ Architecturally, the proposed development should link the Arts Centre to the Plympton ward.</li> <li>○ Retaining the limestone outcrop on East St looks great. More of this should be done. Keep the local limestone, feature and integrate. More, more, more.</li> <li>○ I like idea of Finnerly lane to connect.</li> <li>○ Building 2 (containers is good idea) but may date?</li> <li>○ Building 3 – too much brick (see above).</li> </ul> </li> </ul>
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		<ul style="list-style-type: none"> <li>Love buildings 1 and 4.</li> <li>Townhouses great.</li> <li>Buildings along East St and Café is great.</li> <li>Marmion St should be activated. There is already a great little coffee shop there, but the road should be revitalized to its former glory with small shopfronts on corners. Coordination with East Freo Council is key.</li> </ul>
18.	Object	Same as objection 5
19.	Object	Same as objection 5
20.	Object	<p><i>- Too many units in the development with not enough parking. The area is already very congested especially when there are events at the Arts Centre. 22 visitor parking bays for 272 units are not enough and will create congestion on the street surrounding.</i></p>
21.	Object	<p><i>- Too many units</i></p> <p><i>- Not enough green space</i></p> <p><i>- Does not fit into historical area</i></p>
22.	Object	<p>I wish to object to the development proposal 19-21 &amp; 23-25 Burt Street, Fremantle (DAP005/21) because there are:</p> <ol style="list-style-type: none"> <li>1. Too many units</li> <li>2. Not enough parking for visitors</li> <li>3. Increased traffic in the area which is already struggling to cope.</li> <li>4. Bulky buildings which block views and create shadows.</li> <li>5. Not enough green space in development and play areas for children.</li> <li>6. Overlooking.</li> <li>7. Noise from cars, airconditioning units, pets and people on balconies.</li> </ol> <p><i>B. Height of proposed development to match that of existing roof line levels on Vole Street.</i></p>

23.	Object	<p><i>It needs a rethink as height has many ups &amp; downs, consider green as part of traffic, clear obstruction, and sufficient green space.</i></p> <p><i>Please don't let money override the quality of life.</i></p>
24.	Object	Same as objection 5
25.	Object	<p>As discussed (with a fair hearing by Paul Garbett) at the recent meeting, we are sending in our considered submission. This outlines our concerns on the impact to both ourselves and the other neighbours in Tuckfield Street regarding the effects of the Edge Apartments development.</p> <p>1) Tuckfield Street (lower) is currently surrounded by residential streets that have some form of parking restrictions, whereas we are the only street without any. Finnelly Street has a mix of 1/2 hr, 4hr and permit parking with some of this more for the Fremantle Art Centre, Burt and Quarry St have restrictions and Shuffrey Street also.</p> <p>As agreed, we feel that we are already under stress with the current parking pressure. There are 41 houses on lower part of Tuckfield Street with only about 34 parking spaces. Some residents do have some off street parking. That is, the parking on Ord Street fills and we get a daily number of people who take advantage of the lack of restrictions to park for over 8 hours outside our house, even had several instances of FIFO workers leaving for 2 weeks. Insufficient parking for the Art Centre puts additional pressure on this limited resource. At present we realise that there are a lot of cars parked on the vacant site (where the 'Edge' will be built). So that when construction begins this will displace these drivers seeking free parking, greatly adding to the stress etc. Adding to this the construction workers themselves (we previously had many workers from the LIV development choke up our streets).</p> <p>Also being aware that the C of Freo is looking to introduce a paid day parking system on The Esplanade which we are aware may be desirable to spread to Ord Street. This will result in unbearable stress to our quiet street and lead to further 'unpleasantness' as this increases. Yes, there have been several physical threats in the 21 years we have lived here. We are left to politely explain when a driver has parked taking up 2 spaces and when parking and going to work how this impacts on the community. It should not be the responsibility of the residents to try and have people</p>


<p>do the parking and some restrictions would be very helpful. Noting that we do not wish to affect the ability for visitors to The Art Centre to park when required. A 2 hour or 4 hour restriction may be very helpful.</p>	
<p>In the past I have contacted C of Freeo (John Flindell) to make these changes and a survey of residents was carried out which failed to achieve the desired effect. The process was difficult and onerous requiring residents to read and understand a complex document and if no return was received then it was polled as being a 'negative response'. This was not subject to review but simply stated as not agreeable to the majority of residents required. I feel that if we did this again today the response would be 100% in favour (at least of those reliant on street parking), and ask that you do discuss this again at council etc.</p> <p>2) The amount of parking being proposed to facilitate the resident parking at the 'Edge' is presented as being within the planning code at about 0.75 vehicles per dwelling. The R code for the development would allow a maximum 20 storey high development within the code but this would not be the case when approval sought, if the minimum number of parking spaces is acceptable should this not reflect the suitability of its setting as proposed?</p> <p>13) We feel that if asked to provide a justification (financially) for minimising the number of car parks provided within the development this would readily be presented to show what pressure would be placed upon the viability (profitability) of this design. That is to add more parking there would be less dwellings. We could also (less tangibly) put the opinion that to accommodate this development without change would represent an unacceptable amount of (unnecessary) pressure at cost to our existing amenities.</p> <p>That the existing proposal would greatly impact the existing community to its detriment would seem obvious and we ask that our views be given the full weight that they deserve.</p>	

26.	Object	<p><b>TRAFFIC AND PARKING</b></p> <p>The Traffic Impact Assessment is noted.</p> <p>The parking ratios for this proposal development is not for us to comment on. Aspects that we can comment on are not in the traffic report.</p> <ul style="list-style-type: none"> <li>The MoU specifies that all the traffic from the proposed development feed onto Vale Street. Why is half feeding onto Burt Street? The answer is convenience for the developer. It is easier to have traffic from buildings 1 and 2 exit onto Burt Street. There are few residential buildings in Vale Street and could easily be upgraded to accommodate this increase in volume – widening and possibly the installation of traffic lights at Ord Street and Marmion Street.</li> <li>The Burt Street exit feeds onto a narrow residential street with a blind bend halfway between the exit and Marmion Street if heading east. Extra traffic on this street will be a problem.</li> <li>The report states that the busiest times are school drop off and school pick up times. Was July 22 a wet day? A wet day significantly increases the traffic volume with drop off and pick up.</li> <li>Consideration of numerous events at the Arts Centre seem to have not been considered – there are regular weekend events and evening concerts. There are parking and traffic bottlenecks.</li> </ul> <p>The elephant in the room is the provision of underground parking - 486 car bays, 51 motorcycle bays and 170 bicycle bays.</p> <p>What if the site cannot be excavated for basement parking? The area is limestone and could be an issue. A geological report is not evident. Is there a plan B? Where would the parking be?</p>
27.	Support / Object	<p>There's plenty to like about the plans. Our few concerns are as follows:</p> <p>We would like Tuckfield Street parking (at the enclosed Arts Centre end) to be reviewed to prioritise residents before any construction begins. It is already a narrow street that only allows for parking on one side, with many houses without driveways. And despite the Arts Centre's best efforts, the street attracts parking visitors during event times. Once construction starts, the many cars that currently park on the site would look to park elsewhere, including no doubt Tuckfield St</p> <ul style="list-style-type: none"> <li>School capacity – apologies if we've missed it in the documents but we can't see any projections for the development's impact on pupil numbers at the local schools. Has this been done? What are they? Have the schools confirmed that they are able to accommodate it?</li> </ul>

		<ul style="list-style-type: none"> <li>• We assume that some form of restrictions would be put on Vale Street parking, otherwise the assumption of Vale Street supporting the shortfall in café parking isn't realistic given the spaces are saturated during business hours with commuters working in Fremantle.</li> <li>• Again, we may have missed it in the plans, but Vale Street would also need widening to accommodate the extra traffic. Whilst two cars can pass each other currently (when the parking is occupied) many drivers are reluctant to and you definitely have to wait for buses. With Vale Street as the primary entrance, the extra traffic would make it unsafe / unviable.</li> <li>• The area used to have a CAT bus. Has there been any discussion about reintroducing it to help alleviate traffic?</li> </ul>
28.	Support/ Object	<p>I am very supportive of development on the Burt Street site, but I feel that the current plans are inappropriate. The number of planned residences is excessive for what the site can cope with and my major concern is related to traffic management in an already congested area. A visit to the Fremantle Arts Centre and the surrounding streets on a weekend will very quickly show the current situation, which will only deteriorate even further with the addition of more vehicles to the area. I think it is fanciful to expect that the residents of the development will have sufficient parking within the complex. Australia remains a car dominated society and I suspect that you will find that at least 80% of the residents in the complex will either own or have access to a car, which they will want to park in the area.</p> <p>My other major concern is one of aesthetics. The design is in parts too basic and lacks flair. This is particularly the case with the Skinner Street component of the design. The building towers over the street and looks like shipping crates stacked one upon another. Reduction of the building height to that seen on the East and Burt Street projections, and variations in the design of the individual residences would soften the appearance. The walkways throughout the complex look very appealing and this Development gives us all the opportunity to have a place that we are proud of and where people are going to want to live. Common sense needs to prevail. Bigger isn't always better.</p>

29.	<p><b>Support/ Object</b></p> <p>I am really pleased with the overall look of this design and the wonderful walk through laneways. I love that it is set back from Skinner Street, and look forward to having a coffee shop, perhaps a bread shop??? within walking distance of where I live.</p> <p>We have lived in East Fremantle and now Fremantle for over 20 years and chose to live here because we love being able to walk or ride everywhere. Fremantle is like a big village, it is very communal, and has an active and artistic community. We love the heritage buildings and the livability of this city. We bought our house because of its heritage look and feel.</p> <p>So the one aspect of the design of the Burt Street development which I really don't like is the height of the building in Skinner Street. It will dwarf the lovely cottages of Skinner Street and be a sharp contrast. It is unfair that the occupants of Skinner Street are not permitted, by heritage laws, to build above the height of their facades, yet 10 metres away they will have a 7 storey edifice.</p> <p>By far my biggest concern with this development is however, the impact on parking and traffic within the precinct. Parking is already difficult as Arts Centre patrons, city workers (who park on Vale St) and residents vie for what little parking there is. Add to this mix school traffic for John Curtin and the East Fremantle Primary School, and we have a perfect storm of car chaos about to happen. Many cars use Vale Street as a through street to get to Hampden Road, or to town ... Parking for the Navy Store events is also now an issue.</p> <p>I would really love to see a <b>traffic modification plan to accompany this development</b>. There is room for more parking as long as the trees are retained, along the Tuckfield Street boundary of the Army Museum. The parking on Vale St should be for Arts Centre patrons, not city workers who can use public transport. The streets of the entire precinct could be narrowed and landscaped to deter through-traffic, and safe pedestrian crossings for school students installed. I also think the Skinner/Vale St intersection could be made safer – perhaps by closing off the Vale St end of Skinner Street (that intersection is a nightmare already without 273 extra cars in the area).</p> <p>The impact of 273 extra cars into this small and dense space is going to be dramatic. The aesthetic of the area is going to change drastically, from historic precinct to metropolis, but <b>if all the planning and design teams (traffic, parking, environmental, social) coordinate</b>, there could be some hope of it blending into the precinct in a way that is livable and calming. The Schools, the Arts Centre, the Army Museum and the Residents ought to be involved in these plans. We live here, we know what it's like on the street.</p>
30.	<p><b>Object</b></p> <p>Hi there, my name is Jenny Thomas and I have lived at my residence for close to 40 years. Our property faces Tuckfield St and the rear faces Skinner St. We also until recently had a property at 1 Skinner St.</p> <p>We have renovated, improved and maintained these heritage limestone buildings and the gardens around them as labours of love. We bought into the Arts precinct area long before it became trendy or expensive to do so.</p> <p>We love our heritage area and were very disappointed when Fremantle Council approved the rezoning from R60 to R160 on the Burt St site. We felt (and still feel) that the resident's wishes counted for nothing. We were not against development, just the scale of it. We were led to believe that 265 apartments would be built. Now we are looking at the prospect of 272. Any advance on that?</p> <p>Consultation with residents such as it is, is a box to be ticked off, not something to take into account. We are supposed to live in a democracy and yet it feels far from that.</p>

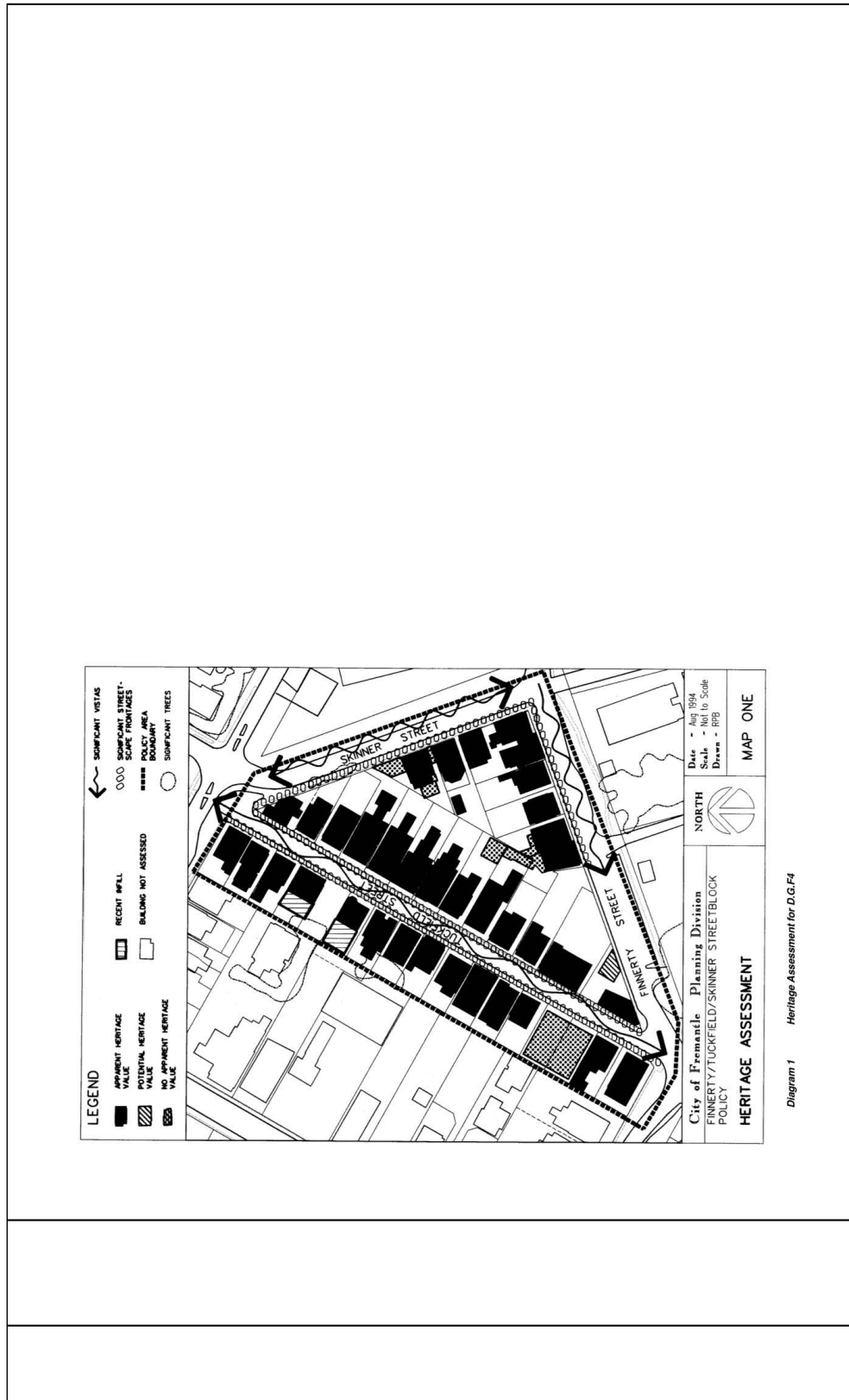

	<ul style="list-style-type: none"> <li>• Their own traffic report concludes that there will be 120 extra cars on the road during 8 to 9 am and 180 extra cars from 4.30 to 5.30pm during the week</li> <li>• This is an area where there are 2 schools close by and another in Ellen St. Many kids walk or ride bikes to and from school. How is this going to work? (Appendix 8, p46 Transport Impact Assessment, 21-25 Burt Street, Fremantle CW1155700, Sept 9, 2021)</li> <li>• No analysis of traffic flow along Skinner St and yet crash data reveals this to be where the majority of crashes occurred in the survey period, 1 January 2016 to 31 December 2020.</li> <li>• It seems to be assumed that residents of the development will only be using Burt and Vale St.</li> </ul>
	<p><b>Crash Assessment</b></p> <ul style="list-style-type: none"> <li>• 'Two right angled crashes were recorded at the intersection of <b>Skinner and Vale Street</b>, one of which resulted in an accident that required hospital admission.</li> <li>• One right angled crash was recorded at the intersection of <b>Skinner and Burt Street</b>, which resulted in an accident that required immediate medical attention.</li> <li>• <b>Unspecified crashes were recorded along Skinner Street</b>, which resulted in major/minor property damage.' (Appendix 8, p10 Transport Impact Assessment, 21-25 Burt Street, Fremantle CW1155700, Sept 9, 2021)</li> <li>• There is a laneway that exits onto Skinner St and several driveways that have cars entering and exiting daily. With increased traffic flow this will become more dangerous to navigate.</li> <li>• Skinner St is used to for traffic to the access the high school and to cut through to and from Canning Hwy.</li> </ul> <p><b>Car parking</b></p> <ul style="list-style-type: none"> <li>• '..... the approximately 27 on-street parking bays on Vale Street will still enable community residents to drive to the Site if there is a desire.' (Appendix 8, p46 Transport Impact Assessment, 21-25 Burt Street, Fremantle CW1155700, Sept 9, 2021)</li> <li>• These parking bays are currently taken up very quickly by people working in Fremantle. I don't think they can really call them 'available'.</li> <li>• 5% of car bays will be equipped with the infrastructure for EV charging.</li> </ul> <p>'Burt Street, Fremantle - Sustainable Design Assessment Report p16'</p>



		<ul style="list-style-type: none"> <li>This does not seem adequate?</li> </ul>  <p><b>Traffic Report Conclusion</b></p> <ul style="list-style-type: none"> <li>'Overall, the proposed development is not expected to have any material impact on traffic operations and safety on the surrounding road network.' (<b>Appendix 8, p46 Transport Impact Assessment, 21-25 Burt Street, Fremantle CW1155700, Sept 9, 2021</b>)</li> <li>I totally disagree with the above statement.</li> <li>We currently have no CAT bus that would help to reduce traffic flow in this area. There is huge demand for parking, and a large volume of traffic from the Fremantle Arts Centre, Fremantle workers, students at John Curtin and CBC High Schools, East Fremantle Primary School, the Leisure Centre, Cantonment Hill, Tuckfield Oval, and the Naval Store and Army Museum during events. A lot of activity occurs outside of normal weekly peak times on which the traffic report was based.</li> <li>We urgently need safe, convenient, permeable, accessible and legible pedestrian streetscapes and a bicycle network to connect the neighbourhood and the activity centres mentioned above.</li> <li>We urgently need a <b>detailed transport assessment</b> of the local area to determine the movement of pedestrians, cyclists, public transport (including a CAT bus), local traffic and through traffic.</li> <li>Ideally this should involve the local residents / neighbourhood and other stakeholders as well as the relevant City departments and councillors.</li> </ul> <p><b>Community benefit - Negative</b></p>
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		<p><b>Landscaping</b></p> <ul style="list-style-type: none"> <li>Only 10 mature trees will remain over the whole site? I had hoped for more</li> </ul> <p>3..... <b>Community benefit</b></p> <p><b>Positive</b></p> <ul style="list-style-type: none"> <li>Skinner St parklet and 2 cafes are definitely going to benefit the area.</li> </ul> <p><b>Unsure</b></p> <ul style="list-style-type: none"> <li><b>The Community Hub</b> features an Arts facility / Exhibition space, and performance space</li> <li>This seems like a benefit but will it compete with the Fremantle Arts centre, Artsource in the Old Customs building and other various gallery spaces in Fremantle which are fit for purpose?</li> <li>Also was the arts community consulted about the studios? I have heard that those spaces don't necessarily work for artists as the studios are too close to residences to be practical.</li> </ul> <p><b>4. Meeting And Exceeding The Desired Outcomes</b></p> <p><b>Objective:</b> <i>Minimum 18 of first 180 public housing dwellings</i></p> <ul style="list-style-type: none"> <li>The proposal will include in excess of 25 public housing dwellings.</li> </ul> <p>Response: Given that there used be 65 public housing dwellings on that site, this is not a desired outcome in terms of addressing the homeless situation. ....</p> <p><b>Objective:</b> <i>Minimum 81 of first 180 dwellings affordable</i></p> <ul style="list-style-type: none"> <li>The proposal is targeting in excess of 100 affordable dwellings.</li> </ul> <p>Response: Confused - I would really like someone to explain what this actually means? .....</p> <p><b>Objective:</b> <i>25% of dwellings designed to be adaptable to accommodate people with disabilities.</i></p> <ul style="list-style-type: none"> <li>At least 25% of dwellings will be designed to meet Silver Level standard of Livable Housing Australia. Platinum level apartments for an NDIS provider are being explored.</li> </ul>
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	<p>Response: Great – well done.....</p> <p><b>Objective:</b> <i>Incorporating public art equal in value to 1% of the Development Cost</i></p> <ul style="list-style-type: none"> <li>• An ongoing generation of public art on the site projected at significantly more than 1% of project cost.</li> </ul> <p>Response: Great - It would be great if the local community could be involved in this?</p> <p>There is a proposal up for discussion atm for a sculpture and mural trail around this area and it would be great if the Burt St development was part of this in conjunction with the local community.</p> <p><b>Objective:</b> <i>Engagement with local community and 2 Design Advisory Committee meetings</i></p> <ul style="list-style-type: none"> <li>• The project conducted significant community consultation and 3 meetings with the City DAC.</li> </ul> <p>Response:</p> <ul style="list-style-type: none"> <li>• There was a mailing list that was supposed to provide residents with updates about the project. This never happened.</li> <li>• I totally disagree that there was significant community consultation. We found Anthony Ewing from Edge Visionary Living (EVL) to be very unhelpful and resentful about having to give any meaningful feedback on the proposal to residents. He was difficult to contact.</li> <li>• He was invited to an Arts Precinct meeting at 6.30pm Feb 17, 2021 @ The Fremantle Park Centre and gave a very bland and blasé presentation of what had already been presented regarding the Burt St development.</li> <li>• People came away feeling they had no confidence in the development proposal, which was passed as a no-confidence motion, 25-5 in favour; motion passed.</li> </ul> <p>5. .... Built Form</p> <p><b>BUILDING 1</b></p> <p>The character of Building 1 is very much <b>inspired by local warehouse buildings</b> in addition to the <b>fine grain metalwork</b> responding to the urban character of Fremantle.' (19-25 BURTSTREET, FREMANTLE I 017)</p> <ul style="list-style-type: none"> <li>• This building is too industrial in scale and mass. It should be more domestic in scale such as Building 3.</li> </ul>

		<p>There is no recognition that the surrounding streets of Tuckfield (40), Skinner (3, plus site of Skinner Street cemetery), Finnerty (7, includes the Arts Centre), Burt (14) and East Street (27) are full of heritage listed limestone houses of 1 – 2 storeys. (Ref: City of Fremantle Heritage List - March 2021)</p> <ul style="list-style-type: none"> <li>The Fremantle Council's own assessment from 1994 states that:</li> </ul> <p><i>'The majority of existing houses in the area are historic and survive in a remarkably intact state. The integral heritage value of existing buildings has been assessed and categorised in accordance with all information currently available to the Council, including the Fremantle Society Survey of Significant Buildings, the National Trust List and general observation based on a field survey. Diagram 1 also shows significant streetscapes, vistas and mature vegetation which represents the heritage value of the area and should be retained. In considering any development proposals the Council will seek to protect the cultural values of the Local Area.'</i></p> <p><b>(D.G.F4 TUCKFIELD, FINERTY AND SKINNER STREETS LOCAL AREA, Adopted: 19/12/94, Development and Land Use Policy Manual, D.G.F4 - PAGE 6 )</b></p>
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		<p><b>THE 10 PRINCIPLES THAN UNDERPIN DESIGN WA</b></p> <p>Context and character</p> <p>Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.</p>	<p><b>DEVELOPER RESPONSE</b></p> <p>The built form and design reflect a contemporary Fremantle aesthetic. Surrounding warehouse buildings and local historic buildings form a basis for the design response.</p> 	<p><b>MY RESPONSE</b></p> <p>Not much reference to local historic buildings here e.g the iconic 150 year old Arts Centre building and the many heritage listed properties in the local area. 'Warehouse and container style' is lazy architecture. There are no significant warehouse style buildings in the adjacent area except the previous Homewest building that was demolished. It looks remarkably similar to the proposed development.</p> 	
		<p><b>THE 10 PRINCIPLES THAN UNDERPIN DESIGN WA</b></p>	<p><b>DEVELOPER RESPONSE</b></p>	<p><b>RESIDENT RESPONSE</b></p>	

THE 10 PRINCIPLES THAN UNDERPIN DESIGN WA	DEVELOPER RESPONSE	RESIDENT RESPONSE
<p><b>Landscape quality</b></p> <p>Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.</p>	<p>Soft landscaping throughout site. 1680sqm of deep soil area on ground floor plane, including the retention of 10 x Mature Existing Trees.</p>	<p>Good to see mature trees retained but only 10?</p> <p>Am concerned about the ongoing grounds and garden maintenance.</p> <p>This will be important to ensuring the quality of the development. The balcony gardens depicted in the renders also give false impressions. They are not going to look like that in reality.</p> <p>Also there is a lot of overshadowing in winter of the green corridor areas. And blazing hot sun in summer. This will significantly limit what types of plants that will thrive.</p> <p>Otherwise landscape plan looks great.</p> <p>Some of the plant selections are not suitable or are mislabelled. (I'm a horticulturist and garden designer living in Fremantle)</p>

		<p><b>1.3 City of Fremantle Local Planning Scheme No. 4</b></p> <p><b>1.3.2 Residential Density</b></p> <ul style="list-style-type: none"> <li>• 'The subject site is designated a residential density of R160 under LPS4. Under State Planning Policy 7.3 Volume 2: Apartments, land coded R160 is afforded a plot ratio of 2.0 as an Acceptable Outcome.'</li> <li>• 'The development proposes a plot ratio of 2.1. The proposed plot ratio is considered appropriate having regard for the development's general consistency with built form intent and provisions contained within Local Planning Policy 3.16'</li> </ul> <p><i>(19-25 Burt Street, Fremantle Development Application (Public Works) - Planning Report September 2021, I20-327)</i></p> <ul style="list-style-type: none"> <li>• Disagree – what is the point of having policies and regulations if they can be overruled at whim? Who decides what is an acceptable outcome?</li> </ul> <p><b>1.5 Local Planning Policy 3.16 Burt Street, Fremantle</b></p> <ul style="list-style-type: none"> <li>• 'Areas of the proposed built form that exceed the building height limits of Schedule 7 of LPS4 include minor portions of Buildings 1, 2 and 4. These minor portions are generally associated with the rooftop amenities space, which allow residents and visitors with the opportunity to socialise throughout the year with optimum orientation and outlook. Whilst these spaces project into the maximum height plane, the spaces are located away from the outer edge of the buildings (and surrounding streets) and centralised to limit the potential for these spaces to be seen from the street, thereby reducing the overall built form and perceived scale from a pedestrian viewpoint.'</li> <li>• 'These areas will have no detrimental or additional overshadowing impacts on neighbouring properties, nor will they result in overlooking to adjoining properties.'</li> <li>• Disagree – what is the point of having policies and regulations if they can be overruled at whim? Who decides what is an acceptable outcome?</li> </ul> <p><i>Thankyou for taking the time to read my submission.</i></p> <p><i>I appreciate the opportunity to comment.</i></p>
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31.	Object	<p><b>SUMMARY</b></p> <p>In principle, the proposed Burt Street development – once fully constructed - represents the use of a prime site in a way that would provide desirable accommodation and further increase the amenity of the area to the benefit of the Fremantle community and beyond. However, the overdevelopment of Building 1 needs to be removed.</p> <p>The proponents of DAP005/21 (the DA) acknowledge (on page 58) the proposed development will be undertaken in 4 separate stages. Hence the construction of Stages 02 to 04 will each rely upon revenue generated by the sales of the preceding stage. Therefore, it is perhaps unsurprising that Stage 01, comprising Building 1 and Artisan Lane, is heavily overweighted compared to the rest of the proposed development. Nor does it display the same level of claimed consideration for scale and articulation relative to the residential character of the surrounding area that is incorporated in the design of subsequent stages.</p> <p>In addition, the impacts of the proposed development upon increased traffic flows and on-street parking demand in the surrounding area are substantially understated.</p> <p>The development as currently proposed will have particularly negative impacts on the residents of Skinner Street which is directly opposite Building 1.</p> <p><b>DAP005/21 should NOT be approved for the reasons outlined in the attached submission and supporting documents.</b></p>
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<p><b>SUBMISSION Re DAP005/21 19-21 &amp; 23-25 Burt Street, Fremantle</b></p> <p><b>SUMMARY</b></p> <p>In principle, the proposed Burt Street development – once fully constructed – represents the use of a prime site in a way that would provide desirable accommodation and further increase the amenity of the area to the benefit of the Fremantle community and beyond. However, the overdevelopment of Building 1 needs to be removed.</p> <p>The proponents of DAP005/21 (the DA) acknowledge (on page 58) the proposed development will be undertaken in 4 separate stages. Hence the construction of Stages U2 to U4 will each rely upon revenue generated by the sales of the preceding stage. Therefore, it is perhaps unsurprising that Stage 01, comprising Building 1 and Artisan Lane, is heavily overweighted compared to the rest of the proposed development. Nor does it display the same level of claimed consideration for scale and articulation relative to the residential character of the surrounding area that is incorporated in the design of subsequent stages.</p> <p>In addition, the impacts of the proposed development upon increased traffic flows and on-street parking demand in the surrounding area are substantially understated.</p> <p>The development as currently proposed will have particularly negative impacts on the residents of Skinner Street which is directly opposite Building 1.</p> <p><b>DAP005/21 should NOT be approved for the following reasons:</b></p> <ol style="list-style-type: none"> <li><b>1. Building 1 significantly contravenes the height limits and setback provisions contained in Local Planning Policy 3.16 - Burt Street (LPP3.16).</b></li> </ol> <p>While the Building and Height Transition figure on page 57 of the DA and Figure 1 of Appendix E Development Application (Public Works – Planning Report) clearly reveals this, the text on P3 of the latter document is misleading in that it incorrectly states that ‘...areas of the proposed form that exceed the building height... include minor portions of Buildings 1, 2 and 4...’. Generally associated with the rooftop amenities space... While this is true for Buildings 2 and 4 it is certainly not the case for Building 1 where the apartments of levels 5 and 6 intrude as illustrated by the attached <b>Diagram 1</b>.</p> <p>It is not appropriate for the ‘character’ of Building 1 to be ‘inspired by local warehouse buildings’ (page 17 of the DA) when there are none in the immediate vicinity. This contrasts strongly with the ‘careful consideration of the scale and relationship ... with its 2 street frontages’ afforded to Building 3 (page 26 of the DA).</p> <p>While clearly a windfall for the developers if approved, the 6 storey facade of the R160 zoned Building 1 would overwhelm the historical, largely single storey, R40 zoned area located downhill, which the City of Fremantle regarded as sufficiently significant to designate as a Heritage Precinct. (This is clearly illustrated by the Contextual Analysis figure provided on page 83 of the DA).</p>	
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**2. The Traffic Report provided as Appendix H Transport Impact Assessment is seriously deficient.**

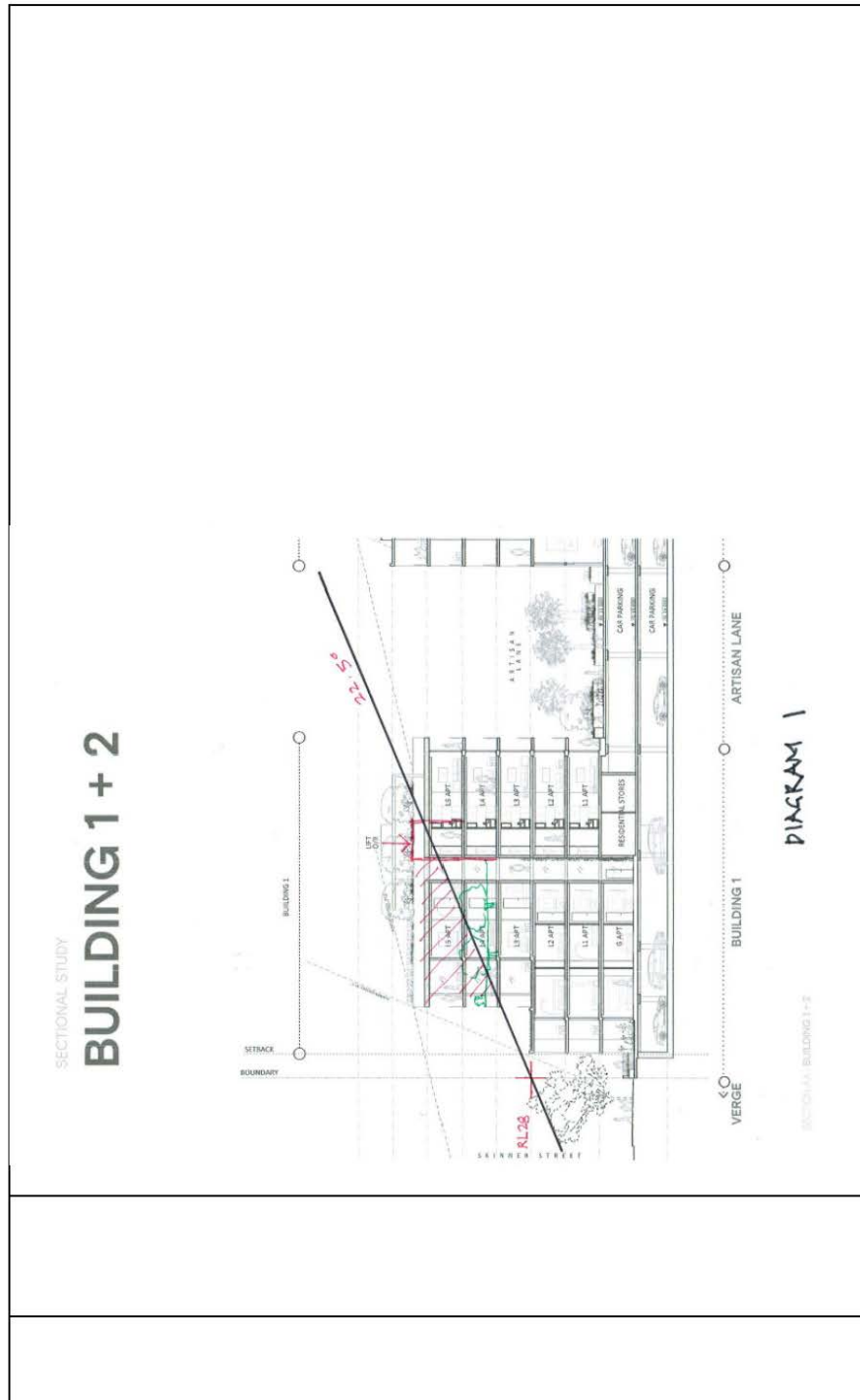
The likely impacts of the proposed development upon the surrounding area are substantially understated in regard to increased traffic flow and on-street parking demand in an already highly constrained and competitive situation. It also does not provide sufficient on-site parking for the scale and mixed use nature of the development. The analysis that forms the basis for these conclusions is provided as **Attachment 1**.

Additionally, the architects emphasise their sustainability credentials and indicate that the proposed development will achieve a 5 Star Green Star design. Therefore, it is very surprising that they have specified black facias, balustrades etc on the upper parts of Building 1, which is west facing. The use of such materials, while currently architecturally fashionable in Australia, are associated with urban heat generations that are increasingly coming under national and internationally scrutiny for their adverse outcomes for both residents and neighbours in a warming world.

**RECOMMENDATIONS**

1. **Reduce the scale of Building 1 to comply with building height and setback controls contained in Lpp 3.16.** As shown in Diagram 1, this could be achieved by removing the apartments on the western front of levels 5 and 6, providing the opportunity for additional green space at level 5. The whole development would then be consistent with the conclusion of the Appendix E in that all the buildings in the development would only have rooftop amenities outside the approved envelope.
2. **Critically extend the 'Authorised Vehicles Only' parking currently available to some Finnerty Street residents to, at least, residents of Skinner Street (directly opposite Building 1) but preferably to all residents of the Heritage Precinct bounded by Finnerty/Skinner/Tuckfield Streets whose properties cannot accommodate off street parking.**
3. **Require further work on Appendix H Transport Impact Assessment using more current data collected at appropriate times (i.e. including weekends and evenings) and taking into account the lived experience of existing residents in the area to:**
  - a. **Reassess the validity of the conclusions that the proposed development would have on traffic flows, crash rates and on-street parking in the surrounding area using more current data and appropriate times (ie including weekends and evenings).**
  - b. **Reassess the parking provisions to address properly the likely demand from visitors the cafe, arts and performance spaces.**
4. **Reconsider the proposed use of dark building materials in the context of urban heat generation for the development as a whole and require replacement of those specified for the western façade of Building 1.**

(Dr) Sue D Meek  
11 November 2021




	<p>While the proposed development may technically just fulfill the requirement for Location A classification, the availability of the Marmion Street stop will not mitigate the additional parking issues arising from increased weekend and evening traffic to the area from the new cafes, arts and performance venues discussed below.</p> <p>In addition, although the design code does not require additional parking for apartments with more than 2 bedrooms some 37% of the residences at Burt Street will have 3 bedrooms suggesting that there will be considerable pressure upon on-site parking.</p> <p>The situation will be substantially worse for Buildings 1 and 2 where the report acknowledges a shortfall of 11 bays for Cafe/commercial use. The assertion that the cafe, arts and performance spaces are 'intended to cater for the residents and nearby communities' who would walk or ride to the venues is inconsistent with the stated intention of DA Report (P07 and Appendix F Placemaking Report) for these amenities to be assets that will benefit the Fremantle community as a whole. Moreover, it is unlikely that they could be used to their full potential and/or be commercially successful without a broader catchment.</p> <p>Importantly, by focussing only on weekday traffic volume data, the report has not identified that this area already attracts substantial traffic from far further afield than Fremantle, particularly at weekends, due to the programs and facilities of the Fremantle Art Centre as well as some of the other attractors noted in the comments on 1.4 and proximity to Fremantle itself. Consequently, the report fails to identify that parking in the area surrounding the proposed development is already highly contested and wrongly suggests that on-street parking bays on Vale Street would be available.</p> <p>The assertion that residential visitors would require parking at different times to commercial operators is not logical. The reverse will be true for businesses that operate outside normal business hours such as the cafe and performance/exhibition spaces. These will not only attract residential visitors but also others from Fremantle and beyond.</p> <p>Critically, from a resident's point of view, the assessment completely ignores that the Finnelly/Skinner/Tuckfield Street triangle that has been designated as a Heritage Precinct by the City of Fremantle in recognition of its historic housing stock. This means that almost none of these dwelling have the capacity to accommodate off street parking as the residence occupies most, if not all, of the street frontage. For example, the access at the side of my own house is too narrow to accommodate even a small car. Hence on-street parking is my only option and essential.</p> <p>6 Transport Analysis</p> <p>This soundness of the section's conclusion (6.7.4) that 'the proposed development in not expected to have any material impact on the surrounding road network' should be further tested as the first two the key assumptions in 6.5 are based upon insufficient data.</p> <p>The modelling is based upon peak times derived from traffic surveys conducted on one weekday between 7am and 6pm. the peak traffic period when, as discussed above the area can experience significant traffic flow at weekends.</p> <p>The growth rate calculation (Table 6-4) is based on relatively old data collected in 2 consecutive years (2017 and 2018). Two data points are insufficient to support the inference that traffic volumes</p>	
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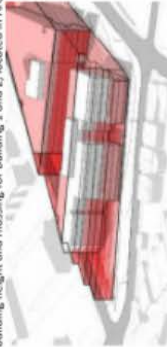
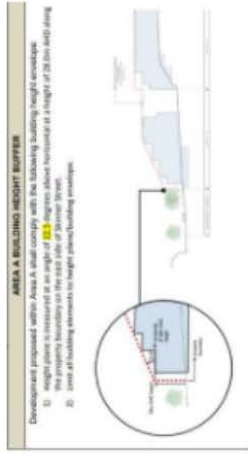
		<p>In the surrounding road works may be decreasing and so may not provide an accurate basis from which to apply a 1% annual growth rate.</p> <p><b>CONCLUSION</b></p> <p>For the reasons outlined above, it is clear that the proposed development would have a much greater impact upon the surrounding area than anticipated by this report. Further work is needed to more realistically assess the likely increased traffic volumes, crash rates and on-site parking requirements.</p> <p>In view of the inevitable increase in demand for on-street parking in an already highly constrained and competitive situation, the 'Authorised Vehicles Only' parking currently available to some Finnerty Street residents should be extended to, at least, residents of Skinner Street (directly opposite Building 1) but preferably to all residents of the Heritage Precinct bounded by Finnerty/Skinner/Tuckfield Streets whose properties cannot accommodate off street parking.</p>

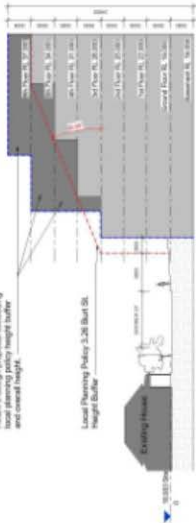

32.	<p><b>Object</b></p> <p>Thank you for the opportunity to view the plans and talk to the council regarding the application for the above mentioned project.</p> <p>We recently purchased our property on Burt St and we welcome development in the area. However, there are a few areas we would like to comment regarding the current proposal.</p> <p><b>Building Design, Size and Height</b></p> <p>It seems like an excessively large development given the size of the land. Of particular concern is that the current plans exceed the height limits recommended by the Council in multiple buildings. This seems unnecessary and is likely to block the views of many existing residences (including ours) and make an already large development even more imposing on the area. We believe we would retain some of our current views of the ocean/port/garden/land should the council recommendations be adhered to but lose them completely under the current proposal.</p> <p>Skinner Street is a beautiful, quintessential Fremantle street which consists of single story residences, many of them heritage listed and a 5-storey building across the road would ruin the streetscape completely. The current building design is very dominant and does not complement the heritage feel of the area. Morning sun will disappear behind the proposed buildings making this beautiful area very dark and cold.</p> <p>The proposed plans will require a significant earthworks. We have concerns that it would be a long and noisy process to excavate the area and then build a new building. There are many existing houses in the area and many houses in surrounding streets, again many of them heritage listed. Has any consideration been given to noise, vibration and dust caused by this activity that will impact the whole area?</p> <p><b>Commercial Tenancies, Parking and Traffic</b></p> <p>Currently many residents of the area rely on street parking for their primary parking. Many houses with heritage residences cannot park on their own properties as current council restrictions prohibit the addition of a carport or driveway. This is a significant issue for many residents in the area. The current proposal for a large development on Pool, George St and other amenities. It can already be difficult to find street parking as a resident and/or visitor to the area. There appear to be a lack of provision for visitor parking, particularly given the additional commercial and communal spaces in the development. Similarly, the school and Art Centre already put pressure on local streets and an additional 272 dwellings will put significant pressure on current infrastructure. The empty blocks the development is planned to be built on is currently used as parking for many of these venues and visitors. With the proposed development the parking situation in the area will be under even more pressure. This will not be a positive thing for the neighbourhood.</p> <p>In regard to the café on the corner of Burt and East St, this is a residential area and the opening hours, noise, traffic and parking could likely result in significant disruptions. There are many local cafés in the area and even vacant leases currently on George St so we also question the viability and need of another café in the area. Has there been any consideration what limits this commercial lease will have on hours of operation if it is to go ahead we will have to deal with the traffic noise that come with living near a commercial lease. Would the location for the commercial lease not be better on the other side of the development facing onto Vale Street? This would mean the disrupting nature of the commercial business would flow out onto Vale at which doesn't have any immediate neighbours a part from the school.</p> <p>We thank you for the opportunity to comment on the proposal appreciate you taking our concerns seriously.</p>
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33.	<p>Object</p>	<p>Hi Justin,</p> <p><i>As a preface to the below letter, I acknowledge that this submission comes across quite critical. I would like to reiterate that I am not opposed to the concept of the development in general. Subject to resolution of detail, it will be a very exciting and beneficial project for the community. I'd like to pass on commendation and best wishes to the team that pulled this DA together, as it would not have been an easy feat, and the DA itself provided a amazing and detailed view of this development.</i></p> <p>I am writing to express my feedback and to request for further consideration to be given to the current and future parking/traffic conditions around this development. Please see the following points I have extracted from the Cardno traffic report and associated comments/requests:</p> <p><b>1. Number of parking bays within the development and impact on surrounding parking- Building 1+2</b></p> <p>Information provided in DA: There is a number of proposed commercial uses for the site, including café, gym, and other non-specified commercial spaces. It is proposed for 29 bays to be provided across visitor, café, gym, and all other commercial uses. It is unclear what the allocation breakdown will be, as this number was grouped as per table 5-1 in the Cardno report. As these bays are intended for reciprocal usage, it is assumed that these bays will not be available for public access to prevent unauthorised usage of the bays.</p> <p>Assumption is made in the report that the café, art space, performance space, and community gym are all intended to cater for the residents of the proposed</p>
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	<p>development and nearby communities in the surrounding area. It is considered reasonable to expect that the residents of the development and surrounding areas would be inclined to walk or cycle to these tenancies rather than drive, given the localised catchment that is being targeted.</p> <p>Regarding on-street parking, mention is made to 27 vale st spaces to supplement commercial visitors.</p> <ul style="list-style-type: none"> <li>o <b>Suggested non-compliances with development intention:</b> The current 29 bays allocated across residential visitor, and all commercial uses can be reasonably assumed to be in almost constant use by either commercial tenants or residential visitors, due to the number of commercial tenancies across the 2 buildings and the quantum of residences. This parking would not be available for general public use of the tenancies.</li> </ul> <p>It is firstly unreasonable to make no genuine allowance for parking to attend commercial tenancies (namely the café on skinner st) within the development. Secondly, Vale st parking is occupied during all business hours (John Curtin staff/students) and most weekend daytime hours (school sport, FAC events). It would also likely be used for residential visitor parking once this development is complete, due to the substantial lack of exclusive visitor parking in the development. It is unreasonable to assume availability of these spaces for commercial usages. The same applies to surrounding street parking, which tends to be occupied by workers in Fremantle during the week and for event purposes on weekends.</p> <p>The level of walking/cycling expected to site has been used to discount the importance of making reasonable parking impact considerations to surrounding streets. On weekends, the entire vacant lot around burt/vale st is regularly full due to being used for event parking (I've attached photos to illustrate this). There has been no consideration of this current heavy parking reliance.</p> <p>There are a number of precedents around Fremantle which show that popular cafes are commonly driven to. Gesha (down the road from the proposed development), has a carpark for this purpose. Roasting warehouse (South Fremantle) and surrounding cafes have a substantial impact on residential traffic and parking on weekends. Without further consideration of impact on street parking, this development is bound to produce the same poor outcomes. Myself and many other nearby residents of workers cottages (no off st parking) already experience substantial parking difficulties.</p> <ul style="list-style-type: none"> <li>o <b>Suggested action:</b> While the assumption that majority of traffic to/from site will be by foot/bike is optimistic, it is unreasonable to assume this and may lead to poor traffic/parking outcomes. It is suggested that parking requirements are acknowledged in line with current heavy usage of the vacant lot, as well as realistic forecast parking requirements for a popular coffee shop on a local corner.</li> </ul> <p>While I acknowledge my vested interest in this topic, as an owner who lives across the road from the proposed café, poor consideration of parking will mean almost constant usage of the regular street spaces we rely upon outside our homes on skinner and luckfield st.</p> <p><b>2. Trip generation</b></p> <ul style="list-style-type: none"> <li>o <b>Information provided in DA:</b> The report suggests a total of 52 residents vehicles leaving the development in morning peak</li> <li>o <b>Suggested non-compliances with development intention:</b> Given the number of dwellings proposed and the size of each of these dwellings, this number seems unrealistically low. The traffic volumes diagram showing increased traffic following development also seem unrealistically low.</li> <li>o <b>Suggested action:</b> Has consideration been given to the forecast level of the development population which will be city commuters (and of those, bus/car commuters)? While I'm aware that there are standard figures referred to in this</li> </ul>

	<p> Fremantle City of Fremantle</p> <p>3. Forecast traffic impact – Queen Victoria Street</p> <ul style="list-style-type: none"> <li>Information provided in DA: The cardio report highlights Queen Victoria st as a 'primary distributor' (read: <i>Form the regional and inter-regional grid of Main Roads WA traffic routes and carry large volumes of fast-moving traffic</i>). It can be reasonably implied that all city bound traffic from this development will enter QVS from either James st, Burt St or East st (noting that it has been acknowledged in the report that both Burt and East st are stop-controlled intersections). While local intersections are assessed for performance and forecast performance in detail, this has not been done for connecting distribution intersections onto QVS.</li> <li><b>Suggested non-compliance with development intention:</b> In overall terms, while the report has assessed impact on immediate local traffic intersections, it has failed to assess the wider impact on secondary intersections which would reasonably be used by a good portion of 500+ commuters. Of the 3 intersections, each have existing traffic issues:             <ol style="list-style-type: none"> <li><b>Burt St to QVS</b> – Incredibly unusable stop-controlled intersection during peak. An average 2-minute wait to enter city bound to the right. The report is estimating an increase of users heading this way. It is not reasonable to assume that this will remain a safe intersection with increased usage.</li> <li><b>East st to QVS</b> – Same comments as Burt st.</li> <li><b>James st to QVS</b> – This intersection is already known to become congested during peak times, therefore again, it is unreasonable to assume that the forecast increase in traffic would be manageable. The primary issue with this report is that this intersection (and all others fronting onto QVS) has not been commented on in terms of traffic impact.</li> </ol> </li> <li><b>Suggested action:</b> In my view, there is absolutely no way that the traffic portion of this DA can be reasonably accepted without genuine thorough consideration of impacts on traffic intersections which feed onto primary distributors. The fact that this report does not seem to assess traffic movement in detail beyond the immediate local intersections, when there is likely to be a significant increase in cars moving on/off QVS in the future, does not bode well for greater Fremantle traffic. This would absolutely need to be assessed in greater detail, in combination with potential intersection upgrades to accommodate increased usage.</li> </ul>

34.	Object	<p><b>DAP005/21 - 19-21 &amp; 23-25 Burt Street FREMANTLE Lot 1873 Plan 210544 Mixed Use Development - Public works</b></p> <p><b>Local Resident comments</b></p> <p>Firstly, we would like to state that we are in favour of the majority of the Burt Street Development proposed in the above mentioned application. However, there are a few major issues that we believe need to be addressed and are not in keeping with surrounding dwellings and will have detrimental effect to the local residents.</p> <p><b>Height/Bulk/Scale of Building 1 Area A</b></p> <p>The diagram below, taken from page 57 of Hillam Architects DA Report, indicates the proposed building height and massing for Building 1 and 2, located in Area A.</p>  <p>1. Excerpt from page 57 of Hillam Architects DA Report</p> <p>The diagram below from the Local Planning Policy 3.16 Burt St, details the buffer zone to Skinner street.</p>  <p>2. Excerpt from page 3 of Local Planning Policy 3.16 - Burt St</p>
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	<p>When comparing the two diagrams it is apparent that the Building envelope and height on the Hillam diagram greatly exceeds the Local Planning Policy 3.16 heights and specifically the 'building height buffer' by up to 3 levels in parts. This adds substantial bulk to the development immediately opposite single level houses on Skinner St as shown in the scale diagram below.</p>  <p>3. Building mass comparison of existing and proposed</p> <p>The buffer height zone was incorporated into the local planning policy to limit the impact of any new development on the properties located on Skinner St and to achieve the following outcomes:</p> <ul style="list-style-type: none"> <li>• Reduced bulk, height and scale at street frontage (Current proposal has 6 levels directly opposite single level housing) which is exacerbated by the 0m front boundary setbacks and very narrow verges along the Western side of Skinner St. Refer to images below.</li> <li>• Reduce over shadowing and not adversely affect the output of existing PV solar systems located on the existing Skinner St properties.</li> <li>• Reduce potential overlooking and privacy issues - Noting current design has roof terraces.</li> <li>• Be sympathetic to the single level heritage housing located on the Western side of Skinner St</li> <li>• To not adversely affect the existing streetscape,</li> </ul>  <p>4. Narrow verges and 0m setback for the existing street frontages on the Western side of Skinner St</p> <p>The buffer zone was also developed in line with Clause 67 of Planning and Development (Local Planning Schemes) Regulations. Referencing Schedule 2 Part 9.</p> <p>- (m) the <b>compatibility of the development</b> with its setting, including -</p>	
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		<p>(ii) the relationship of the development to the development on adjoining land or on other land in the locality including, but not limited to, the likely effect of the height, bulk, scale, orientation and appearance of the development;</p> <p>Therefore we would disagree with the William DA Report, specifically on page 8, with its claim:</p> <p><b>An Appropriate and Genuine Response to the Unique Urban Context</b></p> <ul style="list-style-type: none"> <li>The measures have been carefully considered - appropriate in scale and highly articulated, contributing to the residential character of the surrounding area.</li> </ul> <p>And further on Page 9 of the DA Report:</p> <p><b>The 10 Principles that underpin Design WA</b></p> <p><b>Build form and scale</b></p> <p>Good design means that the resulting form and scale of development is appropriate to its context and successfully integrates buildings with the form and the character of the surrounding area.</p> <p>This has not been the case with Building 1's massing. It will intimidate the single story dwellings a mere 17.5m away and is in no way appropriate in scale or sympathetic to its surroundings.</p> <p><b>Solar Access / Over Shadowing</b></p> <p>The increased height and mass of Building 1 will block the morning sun light and will reduce the output of the existing solar panel systems to the properties on Skinner St. For 6 months of the year, our solar panels will not be generating power until 10am, currently we have solar power available from 5-6am in Summer and 7-8am in the middle of Winter.</p>  <p>5. Excerpt from page 55 of William Architects DA Report</p> <p><b>Parking/Traffic</b></p> <p>As lovely as it will be to have yet more cafes/performing arts options/makers spaces/gyms/art studios/commercial tenancies in the local vicinity, it is concerning that there appears to be no on site parking for these facilities. This locality is already at capacity with Area A of the current site being consistently utilised for parking. In the immediate vicinity of this development are large public facilities - the Fremantle Arts Centre and The Army Museum that operate at times, both day and night, 7 days a week. To compound matters for local residents, the majority of houses in the immediate location have no off-street parking.</p> <p>The traffic situation is one that needs to be addressed holistically for the entire locale.</p>

### Summary

In summary we are pro development and are of the opinion that a development done well has the ability and the responsibility to improve and enhance an area rather than detract from it.

We believe the majority of the Burt Street development will improve and enhance, but we are concerned that the bulk, height (6 levels) and scale of Building 1 located on Skinner Street will dominate and have a seriously detrimental effect on the adjacent and surrounding predominantly single level heritage precinct.

Hillam Architects / Edge Developments have increased the height and number of levels of Building 1 above the Height Buffer line in order to maximise the number of apartments, maximise the views and ultimately **maximise their profit**. In contrast this would reduce the values of the properties on Skinner street and surround streets due to the adverse impacts raised in our correspondence above.

Given the size of the development, if the number of apartments was reduced slightly to comply with the LPP 3.16 Height Buffer to Building 1, there would still be a profit made by the developer.

We therefore request the top 2 to 3 levels of Building 1 be removed or set back to fall under the 22.5 degree height buffer as set out in the Local Planning Policy 3.16 Burt St.

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35.	Object	<p><b>Proposed Mixed Use Development – Public Works, 19-21 &amp; 23-25 Burt Street, Fremantle</b></p> <p>Thank you for your letter dated 6 October 2021 providing the Department of Education (the Department) with the opportunity to comment on the abovementioned proposal. The Department has reviewed the information in support of the proposal and wishes to provide the following comments:</p> <p>The Department acknowledges the proposal has been nominated as 'Public Works' under the <i>Planning and Development Act 2005</i> and section 6 is to be taken into account. Therefore, the purpose and intent of the City of Fremantle's (City) Local Planning Scheme No. 4 (LPS 4), provisions of Local Planning Policy 3.16 Burt Street (LPP 3.16) including the orderly and proper planning and preservation of the local amenity is to be considered. In conjunction with these provisions, the Department must have due regard to the Western Australian Planning Commissions Operational Policy 2.4 – Planning for School Sites (OP 2.4) when proposals are in close proximity school sites.</p> <p>The subject Mixed Use development is proposed within the student enrolment local intake areas of East Fremantle Primary School and John Curtin College of the Arts (JCCA). Careful planning consideration is required when considering proposals in close proximity to schools particularly since traffic, student safety and the amenity of the locality could be compromised.</p> <p><b>Traffic Impacts</b></p> <p>The proposed Mixed Use development anticipates a proposed shortfall of 11 car bays for the café / commercial use. The Traffic Impact Assessment (TIA) prepared by Cardno indicated the reciprocal parking provision between residential and commercial visitors for Building 1 and 2 is considered to be reasonable. The peak time of residential visitors is typically at night and is not expected to coincide with business operating hours and users of the tenancies will likely walk or cycle based on targeting local users. In addition, the approximate 27 on-street parking bays on Vale Street will be able to be used.</p> <p>Notwithstanding this, the Department is of the view that the proposed on-site car parking shortfall would result in the heavy reliance on the Vale Street embayment parking bays. Currently, there have already been major concerns with the limited car parking available along Vale Street and within the vicinity. Vale Street embayment car parking is occupied</p>
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		<p>at full capacity prior to the commencement of school and it is utilised by compelling users from Fremantle businesses.</p> <p>In addition, it is imperative to note that significant concerns have been raised in relation to the current functionality of Vale Street. The road width is narrow and causes inadequate two-way vehicular movement, traffic congestion and is unsafe. With the proposed addition of 272 units and several commercial land uses traffic flow issues will be exacerbated and the safety of motorists, pedestrians and students will be compromised which does not align with the principles of OP 2.4.</p> <p>Based on the above traffic implications, the proposed car parking shortfall would unlikely result in a good planning outcome for the locality and the amenity of the area will be adversely impacted as safety hazards will likely increase.</p> <p><b>Height &amp; Plot Ratio</b></p> <p>When considering the purpose and intent of the City's LPS 4, specifically clause 2.3.5 b) i) 'Sub Area 5 – Burt Street Sub Area' it stipulates the highest part of any building shall not exceed the Australian Height Datum levels. All three buildings proposed within areas A, B and C exceed the prescribed height requirements. In addition, the proposed plot ratio is 2.1 in lieu of 2.0.</p> <p>The applicant provided justification indicating the plot ratio is considered appropriate having regard to the consistency of the built forms intent and provisions contained within LPP 3.16. It should be noted this statement has not been adequately addressed by the accompanying State Planning Policy 7.3 Residential Design Codes Volume 2 - Apartments (R-Codes) Table provided. Given the proximity to JCCA, it is critical that the proposed development adopt sensitive building design to safeguard the amenity of the school and that the overall bulk and scale of development responds to the local context and character.</p> <p><b>Public school demand</b></p> <p>The subject development typology generally delivers lower student yields. It is expected an increased student yield will be generated from this development within the primary and secondary school enrolment catchment. In isolation, this student increase is not considered to be significant, however, it is worth noting the public schools within this locality are currently experiencing undue student accommodation pressure.</p> <p>With the continued incremental increases of residential infill occurring within the Fremantle locality, greater pressure will be placed on these existing public schools and therefore educational outcomes may be compromised. Notwithstanding this, the Department will continue to monitor the public student enrolments and residential growth in the broader locality.</p> <p><b>Construction</b></p> <p>Due to the current student accommodation demand on both public schools, it should be noted the Department is investing in additional building infrastructure at JCCA to alleviate the accommodation pressure. At this stage, construction is scheduled for late December 2022.</p> <p>In view of the above, the Department has significant concerns in relation to the proposal particularly in relation to the parking shortfall. However, should the JDAP resolve to support the application, the Department requests the following conditions be imposed:</p> <ol style="list-style-type: none"> <li>1. Sufficient car parking be provided on site so as not to further exacerbate the car parking issue within the locality; and</li> </ol>

36.	Object/ Support	<p>2. A Construction Management Plan (CMP) be established to address noise, odour and dust emissions mitigation. The CMP is to include how car parking, delivery vehicles and traffic impacts associated with construction will be managed so as not to jeopardise the safety of the school community, particularly during peak school drop off/ pick up times.</p> <p>It is imperative the Department of Communities (Communities) liaises with the Department with regard to the construction schedule for the subject site to ensure construction does not coincide with JCCA's construction schedule to mitigate any potential site access / traffic implications. Furthermore, the Department welcomes discussion between the City and Communities to address Vale Street's narrow road.</p> <p>Should you have any questions in relation to the above, please do not hesitate to contact Sharnie Stuart, Senior Consultant – Land Planning on 9264 4046 or email <a href="mailto:sharnie.stuart@education.wa.edu.au">sharnie.stuart@education.wa.edu.au</a>.</p>
		<p>I am writing this response to the Burt St Development as a woman with lived experience of disability, a parent of children with disability, a behavioural scientist and disability advocate, a lifelong visitor to Fremantle, and a resident for over 8 years in XX Tuckfield Street.</p> <p>I am excited at the thought of more people coming to live in Fremantle: we need them, and they need to live in a place that has community they can be a part of, easy access to amenities and facilities within a wonderful, vibrant city, be able to use public transport, walk or cycle. As I understand it, the development is in part for the Department of Communities to provide social housing and through DevelopmentWA to offer mixed housing of various configurations and price points.</p> <p>I am concerned with proposal due to it having been commissioned in 2015/2016 which was:</p> <ul style="list-style-type: none"> <li>• Prior to Covid-19 and the impacts that has had everyone and everything especially the most vulnerable.</li> <li>• Many local, state, and federal reports (both government and independent agencies) to account for issues relating to accessibility and inclusion, domestic violence and safety of women, inequity and inequality, climate change, racism and cultural diversity, mental health and wellbeing, aging the voice of children.</li> <li>• Prior to Royal Commissions into both Aged Care and People with Disability.</li> <li>• Prior to Me Too, Grace Tame and Brittany Higgins and the treatment of women in government and society</li> <li>• Black Lives Matter</li> <li>• Increases in driving and cycling but away from public transport</li> <li>• National Building Code for inclusive</li> </ul> <p>We know that in order to improve health and wellbeing outcomes for everyone, we need to be understood and have our voice be heard and represented. In looking at the websites of all commissioned businesses in the proposal: Edge</p>

	<p>Property Development (100% male), Hillam, Cardno, Tallis, Herring Storrer, Element 56, Cundall, <b>all except one, were majority if not all men in director/senior positions.</b> The only exception and a complete outlier were Place Laboratory, who is run by two women. I see little evidence of an Aboriginal voice or cultural diversity in the proposal. Fremantle is often described as unique and yet no local businesses (we have many architects, and associated practitioners) were part of this proposal, instead they came from Perth/ “western suburbs” businesses or global businesses with offices in same suburbs. It is essential for diversity and local knowledge to be evident in the design in order for it to be successful, especially when considering the voice of the future tenant is almost always missing from large developments</p> <p><b>Suggestion: Future development contracts must be awarded to businesses that demonstrate a commitment to diversity and equality</b></p> <p>as reflected in state plans and strategies: <a href="file:///C:/Users/User/Downloads/2020-2021%20Sustainability%20Report%20DevelopmentWA.pdf">file:///C:/Users/User/Downloads/2020-2021%20Sustainability%20Report%20DevelopmentWA.pdf</a>  <a href="https://www.wa.gov.au/government/document-collections/wa-housing-strategy-2020-2030">https://www.wa.gov.au/government/document-collections/wa-housing-strategy-2020-2030</a>  <a href="https://www.wa.gov.au/sites/default/files/2021-01/stronger-together-plan.pdf">https://www.wa.gov.au/sites/default/files/2021-01/stronger-together-plan.pdf</a>  <a href="https://www.wa.gov.au/sites/default/files/2021-04/state-disability-strategy-2020-2030-action-plan.pdf">https://www.wa.gov.au/sites/default/files/2021-04/state-disability-strategy-2020-2030-action-plan.pdf</a>  <a href="https://www.wa.gov.au/government/publications/ageing-choice">https://www.wa.gov.au/government/publications/ageing-choice</a></p> <p>Community Engagement</p> <p>The local engagement that is outlined in the proposal is also not correct. The Community engagement mentioned was from several years ago, the most recent community engagement meeting, had the design proposal unanimously voted against by locals and is recorded in the Arts Centre Precinct Meeting Minutes, where this occurred. Other community engagement was in a survey of very limited scope and time to complete.</p> <p>The communal/commercial spaces being cafes and art spaces is bewildering to me. I do not see how this decision was made – is this what the developer thinks will sell the apartments or is it an actual need that can be substantiated by support from Fremantle City Council, potential artists and art organisations? The proposal mentions nearby childcare. There is <b>no</b> childcare in the vicinity, and the closest has no vacancies. A new development in Claremont has incorporated housing for older residents/aged care and a childcare facility.</p> <p><b>Suggestion: Conduct further, genuine community engagement on the shared spaces use.</b></p> <p>As the developer’s state in their place report, the Burt Street Site is a great well-located site – potentially. Using an inclusive/disability lens, it is has non-existent public transport in the local vicinity and unachievable walking distances and conditions (footpaths, elevation etc) to reach those that do exist. The traffic impact report states that there are</p>
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	<p>no stated or known plans by local council or the Department of Transport to change or improve cycle or foot paths nor public transport.</p> <p>The images used in producing the report are aerial views (apart from the photo of the parking on Vale which appears to have been taken very early before it becomes chockers, or during a lockdown). These images do not capture the topography and layout reality – which is poor visibility. These are old narrow road networks not equipped for today. Despite this they are well used as they are linking/access roads and places where there is free all-day parking. This free parking will not easily be co-opted by the Burt St Development as is suggested in the proposal. Nor will the people who currently park here magically start catching buses etc – they will find other options such Tuckfield St where parking is already a problem as it is the ‘communal driveway’ of the residents, most of which do not have off-street parking.</p> <p>The traffic assessment does not count pedestrians which are many: locals walking anywhere, visitors walking to schools, Fremantle Art Centre etc.</p> <p>The traffic assessment does not count cyclists which is possible and has been used by MetroCount in Fremantle and has shown significant increases since COVID-19.</p> <p>The parking assessments do not take into consideration surrounding streets such as Tuckfield or the change in traffic patterns since COVID-19 (performances at the Arts Centre etc)</p> <p>The parking assessment is ableist therefore discriminatory to people with disability. Walking distances are based on who?</p> <p>Children are at risk</p> <ul style="list-style-type: none"> <li>• John Curtin College of the Arts is referred to in the proposal and has nearly 2000 students but takes very few local intakes. Instead, the majority of these nearly 2000 students, come from all over the metro area and the state (boarding at City Beach Residential College), being driven, riding a bike or taking public transport to school.</li> <li>• Students with a car on P (or L and combining coming or going from school with a driving lesson) plates may drive, and park at the rear of the school from the access road opposite Skinner St.</li> <li>• Students exit from Ellen St, East, Hampton and Vale/Finnerty. Those walking along Vale/Finnerty towards Fremantle cross Hampton Rd with no crossing assistance other than the median strip. Those walking along Skinner and Burt to catch the bus at the BP and Office Works have to cross Queen Victoria, with no real pedestrian safety but data on from DoT shows that Queen Victoria St (West of Canning Hwy) has an average of <b>31,473 vehicles</b></li> </ul>
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	<ul style="list-style-type: none"> <li>Many children walk to East Fremantle Primary but very few ride</li> </ul> <p><b>Suggestion:</b> Make Ellen, Finnerty/Vale and Burt St <u>One Way streets</u> and Skinner a cul-de-sac as Tuckfield St is. Engage cycling designs in keeping with Department of Transport initiatives <a href="https://www.transport.wa.gov.au/mediaFiles/active-transport/AT_CYC_P_WABN_Plan.pdf">https://www.transport.wa.gov.au/mediaFiles/active-transport/AT_CYC_P_WABN_Plan.pdf</a> Place bus stops at multiple, well-chosen locations along Vale/Finnerty and Burt Engage a local firm to conduct a Traffic Impact study for the Fremantle City Council that includes all forms of mobility/transport. Place dedicated pedestrian crossings on Hampton and Queen Victoria streets.</p> <p>Inclusive Design</p> <p>The proposal does not go far enough to address the needs of people with disability, whether it be for the social housing portion or the entire development. Inclusive design standards need to be 100% so that everyone can visit or live anywhere anytime. Current stats show 1 in 20 people have ADHD, 1 in 150 have autism for example. Both of these conditions have sensory needs to accommodate, so soundproofing to a high level makes sense as a standard</p> <p>People with disability may require a carer or flatmate, people wanting to age in their homes may need a flatmate/carers. This is not possible in a 1-bedroom apartment. 33% approx. is 1 bedroom which means that people who need support in their homes are <b>33% less able to live in this development for the life of the building</b></p> <p>Where is the fencing in outdoor areas for toddler safety, people with disability who are 'runners' or people with dementia? Open spaces are lovely but not safe for everyone.</p> <p><b>Suggestions:</b> Read the human rights scoping report link here <a href="https://humanrights.gov.au/our-work/disability-rights/publications/adaptable-housing-people-disability-australia-scoping-study">https://humanrights.gov.au/our-work/disability-rights/publications/adaptable-housing-people-disability-australia-scoping-study</a> Ensure 100% inclusive design over the whole development not just 25% etc to silver leaf (voluntary building standard by building industry) Ensure <u>all</u> curbing is low for easy access Limit or remove all 1 bedroom apartments and replace with 2 bedroom apartments.</p>	
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		<p><b>Some research to consider:</b> Research indicates a 60 percent chance that a house will be occupied by a person with a disability at some point over its life<sup>1</sup>. This person is likely to be someone you know – a parent, child, sibling, or friend. Taken from: <a href="https://livablehousingaustralia.org.au/wpcontent/uploads/2021/02/SLLHA_GuidelinesJuly2017FINAL4.pdf">https://livablehousingaustralia.org.au/wpcontent/uploads/2021/02/SLLHA_GuidelinesJuly2017FINAL4.pdf</a></p> <p>Equal access to the physical environment, transportation and other facilities and services is viewed as a pre-requisite for people with disability to live independently, participate fully in all aspects of life and have unrestricted enjoyment of their human rights.<sup>[i]</sup> The United Nations Convention on the Rights of Persons with Disabilities (CRPD), which Australia ratified in 2008 <a href="https://humanrights.gov.au/our-work/disability-rights/publications/guidelines-equivalent-access-under-disability-standards">https://humanrights.gov.au/our-work/disability-rights/publications/guidelines-equivalent-access-under-disability-standards</a></p> <p><a href="https://research.qut.edu.au/dmrc/projects/australian-cultural-creative-activity-a-population-hotspot-analysis/">https://research.qut.edu.au/dmrc/projects/australian-cultural-creative-activity-a-population-hotspot-analysis/</a></p> <p><b>I have spent a great deal of time reading reports and collecting information to inform my submission in the timeline given. I am however a person with disability and a full-time carer, beyond my volunteering roles, and it is the 12 of November and I am trying to put as much of my findings in as cohesive a form as possible before the 5pm deadline, but much is missing. I am happy to be contacted to offer further or expanded information on my points.</b></p>
37.	Object	<p>Artillery Barracks on Burt Street Fremantle, which houses the Army Museum of WA, is heritage listed. The proposal has a strong arts and culture focus and proposes to attract people to the area with the arts/retail/common spaces in the design. This would be of obvious benefit to the museum.</p> <p>The Department of Defence sees two key areas that could potentially impact the heritage values of the site - views of and from the barracks and possible impacts from earthworks/vibration during construction. The Burra Charter defines 'setting' to mean 'the area around a place, which may include the visual catchment', and conservation strategies include preservation of an appropriate visual setting.</p> <p>The possible impacts on the buildings from earthworks and vibration is of greater concern, and Defence would welcome some clarity on the proposed mitigation strategies to minimise such impacts. Defence has a Heritage Management Plan for Artillery Barracks which can be provided to stakeholders on request. Please contact Claire.wilson@defence.gov.au in the first instance if you would like a copy of the plan or require any further information.</p>

38.	Object	<p>Based on my viewing/reading of the documents, 19-25 Burt st. Plans (Hilam Architects), Planning Report (Element), DA Report (Hilam/Edge/DevelopmentWA) plus much of the Appendix (that was missing from the downloadable reports). And as frequent user of the areas surrounding the proposed development, including volunteer work at the Australian Army Museum of W.A. (AAMWA).</p> <p>Both reports, while very slick and glossy in selling the box-ticking "dream" of a "creatives/artists" enclave (with great views) as a "community" enriching project, are noticeably lacking in accuracy (7.5km from Perth CBD?, 15min. bus ride??, effect on Heritage buildings N/A???) and the "...highly detailed sections..." promised.</p> <p>Traffic in Appendix H is a classic example, with its many figures and tables, concluding "the construction of the proposed development would not result in any material change to road safety in the area."(P10). Section 6.5 reveals Key Assumptions of current heavy vehicle survey based on 1 day observation (7-9am, 3-6pm) concludes "...expected not to have any material or significant impact on the surrounding road network"(p.40).</p> <p>Mentions relating to the construction phase of the project are rare in the planning documents but the Plan drawings reveal how impactful the project will be on the surrounding community. Already, street parking is at a premium, let alone when the Arts Centre or AAMWA have major events on. They are both significant Heritage building complexes adjacent to the proposed construction.</p>
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<p>The amount of "ancient Tamala limestone" that will be hammered out, trucked away, and then backfilled with builders' sand, makes a mockery of the provided Traffic Appendix. Vibration, noise, dust etc. are only considered in the context of a successfully completed project, that is to be realised in stages (over the fullness of time). Hence, I don't imagine the developers will try to sell expensive apartments before all preparatory site works are completed. I trust they will have adequate insurance for "externalities".</p>	<p>I could continue to critique the publicly presented documents, however, after the "meet the planners" evening at the Fremantle Library, I'm confident the council planners are fully aware of the numerous issues that arise.</p>	<p>It is obvious that I'm highly skeptical of the planning approval documents as presented. I think it's a sloppy cut and paste job for a very significant proposal. I also think it's too big. I don't disagree that higher density housing makes sense for an existing urban hub like Fremantle, but I'm not convinced that the scale of recent multi-story developments on Fremantle's northern corridor are an improvement on the previous warehouse developments.</p> <p>So, positive suggestions? Go high at East St. to maximise expensive apartments (not too many locals affected, Forrest St. precedent) and go a lower, more human scale at the Skinner St. end (as shown, I think, in an earlier image in Elements' Place, Arts and Culture Strategy) for "affordable" and "community" housing. Secondly, include a "small box" supermarket/deli instead of yet another coffee shop. This is lacking in the area and would benefit ALL the community, and there are plenty of fine working models in the greater Fremantle region.</p> <p>In conclusion, the only obvious group of "creatives/artists" that I can see being attracted to this development, as it is presented in the planning approval documents, are the skateboarders.</p>

		<p>FROM THE HERITAGE MANAGEMENT PLAN</p> <p><b>6.9.3 Setting</b></p> <p>The Burra Charter defines 'setting' to mean 'the area around a place, which may include the visual catchment'. The setting of the Artillery Barracks includes the layout of buildings around a central parade ground, consistent architectural style of the buildings, and complementary landscape.</p> <p>Retaining the sympathetic setting can be managed through:</p> <ul style="list-style-type: none"> <li>ensuring any development considerations are consistent with this HMP and appropriate approvals/clearances obtained;</li> <li>seeking ways in which the landscape and heritage qualities of the precinct can be maintained; and</li> <li>communicating requirements of the HMP to site personnel and other associated groups and services.</li> </ul> <p><b>Strategy 20</b> Conservation requires the retention of an appropriate visual setting and other relationships that contribute to the cultural significance of a place. The setting of Artillery Barracks is important and contributes to the aesthetic significance of the place. New construction, demolition or other alterations which would adversely affect the setting of Artillery Barracks should be avoided.</p>
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**Additional Information 2 - Planning Report and supporting documentation**





19-25 Burt Street, Fremantle Development Application (Public Works) - Planning Report

We acknowledge the custodians of this land, the Whadjuk Nyoongar and their Elders past, present and emerging. We wish to acknowledge and respect their continuing culture and the contribution they make to the life of this city and this region.

Document ID: /Volumes/Graphics/2020/20-327 - Fremantle, Burt Street Place and Planning Services/00 Report/00 Planning/00 InDesign/20-327 Burt Street DA DRAFT Folder/20-327 Burt Street DA DRAFT.indd

Issue	Date	Status	Prepared by	Approved by
1	03.09.21	Draft	Alison Healey	Daniel Lees
2	10.09.21	Final	Alison Healey	Daniel Lees

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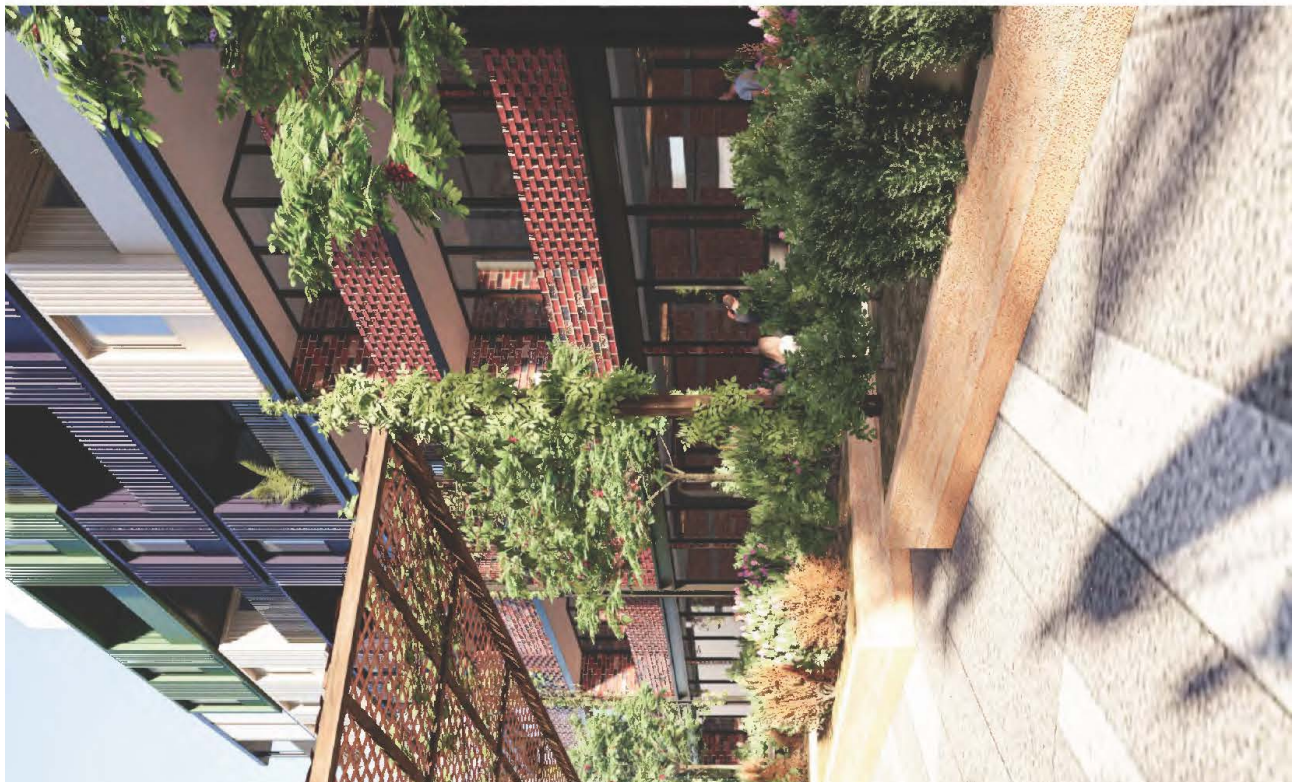
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**23 Sept 2021**

## Key Application Details

Table i: Application Details

<b>Property Location</b>	Lots 1873 and 1907 (Nos. 19-26) Burt Street, Fremantle
<b>Applicant</b>	<b>element</b> , on behalf of Department of Communities and Edge Visionary Living
<b>Landowner</b>	Department of Communities
<b>Responsible Authority</b>	Western Australian Planning Commission (Public Works approval)
<b>Metropolitan Region Scheme</b>	Urban
<b>City of Fremantle Local Planning Scheme No. 4</b>	Residential Local Planning Area 2, Schedule 7 Sub-area 5
<b>Strategy and Policy</b>	<ul style="list-style-type: none"> <li>Perth and Peel at 3.5 Million</li> <li>State Planning Policy 7.0 Design of the Built Environment</li> <li>State Planning Policy 7.3 Residential Design Guidelines Volume 2: Apartments</li> <li>Local Planning Policy 2.3 Fremantle Ports Buffer Policy</li> <li>Local Planning Policy 3.16 Burt Street, Fremantle</li> </ul>
<b>R-Code</b>	R160
<b>Proposed Uses</b>	Mixed use development providing housing and artist spaces
<b>Existing Land Use</b>	Vacant – previously comprised Department of Communities housing
<b>Land Area</b>	13742ha
<b>Retention of Existing Vegetation</b>	Yes, refer to Arborist Report and Landscape Report

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# 1. Planning Report

## 1.1 Public Works Approval Pathway

This application is seeking development approval under the Metropolitan Region Scheme (MRS) as 'Public Works'.

The Department of Communities/ DevelopmentWA is considered to be an 'Agent of the Crown' for the purposes of public works development (public housing). Section 3 of the Western Australian Planning Commission (WAPC) Planning Bulletin 94 (PB94) best summarises the way this relates to local planning schemes as set out below –

Section 6 of the Planning and Development Act 2005 (PD Act) states:

(1) "... nothing in this Act interferes with the right of the Crown, or the Governor, or the Government of the state, or a local government–

- (a) To undertake, construct or provide any public work; and
- (b) To take land from the purposes of that public work."

(2) Rights referred to in subsection (1) are to be exercised having regard to–

- (a) the purpose and intent of any planning scheme that has effect in the locality where, and at the time when, the right is exercised; and
- (b) the orderly and proper planning, and the preservation of the amenity, of that locality at that time."

In general terms, this section gives the bodies referred to in Section 6, "Section 6 bodies," the power to undertake a public work or take land for the purposes of that public work without obtaining development approval from the responsible authority under the relevant planning scheme.

This does not however exempt the Department of Communities/ DevelopmentWA from any applicable Region Scheme approval as per the following text:

Public works under a region planning scheme:

"Section 5(2) states that a region planning scheme binds the Crown (i.e. all section 6 bodies except local government). This means that the exemption provided by section 6 does not extend to the requirements of a region planning scheme. As such section 6 bodies may be required to apply for approval to commence development, including public works, under a relevant region planning scheme.

If a section 6 body is exempt from requirements of the local planning scheme, but is required to make an application to the WAPC for development approval under the region planning scheme, then the section 6 body must provide the WAPC with evidence that the section 6 body has consulted with the local government as required under section 6(2) and (3) of the PD Act."

The Department of Communities/ DevelopmentWA is therefore exempt from requiring development approval from the City of Fremantle under the City of Fremantle Local Planning Scheme No. 4 (LPS 4) for these public works, however, the proposal still requires approval from the WAPC under the MRS, as the Section 6 exemption does not apply to the MRS.

The following section of this report outlines how due regard has been given to the purpose and intent of LPS4, State and local planning policies and the orderly and proper planning and the preservation of amenity of the locality.

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## 1.2 Metropolitan Region Scheme

The proposed development is located within land zoned for 'Urban' purposes under the MRS. On the basis that the proposal comprises a mix of residential, retail, commercial and community land uses, it is considered that the development is consistent with the purposes of the 'Urban' zone under the MRS.

## 1.3 City of Fremantle Local Planning Scheme No. 4

The subject site is zoned Residential R160 under the City of Fremantle LPS4. It is designated part of Local Planning Area 2 (Sub Area 5) Special Control Area, with provisions set out in Schedule 7 of LPS4. The provisions contained within the LPS4 and the referenced local planning policy prevail over the Residential Design Codes to the extent of any inconsistency.

### 1.3.1 Land Use

The proposal comprises the following land uses as part of the mixed use development:

- Housing and communal facilities such as gym and resource centre (Grouped and Multiple Dwellings under LPS4).
- Cafes (Restaurant under LPS4).
- Community arts and performance spaces (similar to Community Purpose under LPS4).
- Makerspace (similar to Industry – Cottage under LPS4).
- Arts related tenancy (similar to Shop under LPS4).

The above listed uses, with the exception of Shop, are discretionary uses under LPS4 within the Residential zone and form a unique and integrated, mixed-use precinct as envisioned by the Memorandum of Understanding by the then Department of Communities and City of Fremantle. The communal spaces and services offered for artists and creatives, including those living as residents within the precinct, will be centrally co-managed by the development and its governance operations (refer to Place Plan).

This means that while some of land uses may not ordinarily be contemplated within a Residential zone as a stand-alone use, they form part of a wider, integrated development where they are complementary to the primary vision of providing housing and services for artists and creatives within the City of Fremantle. On this basis, the proposed land uses are considered appropriate with regards to the local planning framework and site context.

### 1.3.2 Residential Density

The subject site is designated a residential density of R160 under LPS4. Under State Planning Policy 73 Volume 2: Apartments, land coded R160 is afforded a plot ratio of 2.0 as an Acceptable Outcome. The development proposes a plot ratio of 2.1. The proposed plot ratio is considered appropriate having regard for the development's general consistency with built form intent and provisions contained within Local Planning Policy 316 (LPP 316) Burt Street, Fremantle, as discussed below.

## 1.4 Local Planning Policy 2.3 Fremantle Ports Buffer Policy

The subject site is located within 'Area 2' of the Inner Harbour Development Referral Areas as contained within Schedule 8 of LPS4 (development application to be referred to Fremantle Ports for comment). Associated Local Planning Policy 2.3 (LPP 2.3) sets out various provisions to ensure development within Fremantle Ports buffer areas are well integrated, particularly in terms of management of potential impacts.

In relation to Area 2, LPP 2.3 states that:

*"The potential impacts in Area 2 are not as great as in Area 1. Nevertheless, consideration is given*

*to the following potential impacts:*

- a) Ingress of toxic gases in the event of an incident within the Port,*
- b) Shattering or flying glass as a consequence of explosion within the Port,*
- c) Noise transmission emanating from the Port (attenuation in the order of 30dB(A) is required), and*
- d) Odour."*

LPP 2.3 goes on to set out a number of built form requirements such as specifications for window glazing and air-conditioning systems, as well as quiet house design and roof insulation. These building standards are acknowledged, will be developed during detailed design, and can appropriately be applied through conditions of development approval if required.

- Areas of the proposed built form that exceed the building height limits of Buildings 1, 2 and 4. These minor portions are generally associated with the rooftop amenities space, which allow residents and visitors with the opportunity to socialise throughout the year with optimum orientation and outlook. Whilst these spaces project into the maximum height plane, the spaces are located away from the outer edge of the buildings (and surrounding streets) and centralised to limit the potential for these spaces to be seen from the street, thereby reducing the overall built form and perceived scale from a pedestrian viewpoint.
- These areas will have no detrimental or additional overshadowing impacts on neighbouring properties, nor will they result in overlooking to adjoining properties.

Refer to Figure 1 – Building height diagram (source: Hiram Architects)

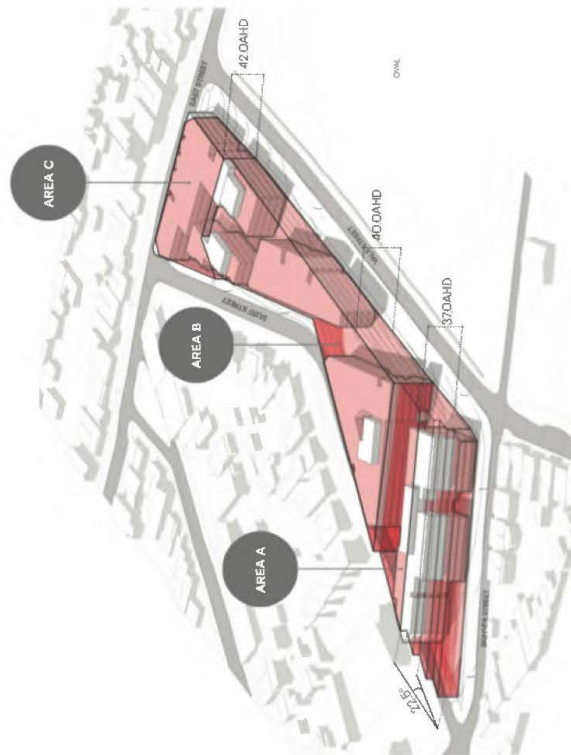


Figure 1. Building height diagram (source: Hiram Architects)

## 1.5 Local Planning Policy 3.16 Burt Street, Fremantle

The site planning and design of the proposed development has been assessed against the site-specific development provisions of LPP 3.16. The proposal is considered consistent with the intent and objectives of LPP 3.16 for the following reasons.

### 1.5.1 Development Context and Site Planning

- This application proposes a medium-density residential community in a series of separate buildings that are appropriate to the predominately two to three storey residential context and is comparative to recent development on Queen Victoria Street of up to six storeys.
- The proposal includes tiered apartment buildings and terraced open spaces which respond to the site's unique, existing topography.
- Adequate separation is proposed between each building to create a series of connections through the site that also serve to frame views from and to the surrounding neighbourhood.
- The limestone rock formation at the north-eastern corner to Burt Street and East Street is incorporated into the overall design of Building 4 to create and celebrate a landmark to the site and enhance wayfinding for visitors.
- All buildings will benefit from a north-south site orientation, optimising solar and daylight access within the development (refer to Appendix 1).

### 1.5.2 Building Heights

- Proposed building heights have been assessed against the metres AHD height provisions of Schedule 7 of LPS4 and are shown in Figure 1 below.
- As demonstrated by Figure 1, the proposed development is generally consistent with the intent and objectives of the height provisions of Schedule 7 of LPS4, being the stepping down of building height from East Street to Skinner Street, respecting the existing topography of the subject site.
- The proposed overall building design has been strongly influenced by and is reflective of the topography of the subject site. The steep incline from Skinner Street to East Street is addressed through a series of tiered apartment buildings and terraced open spaces, creating north-south connections through the site that also serve to frame views from the surrounding neighbourhood.

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### 1.5.3 Building Setbacks

Basements (Buildings 1, 2 and 4):

- All basements are set back from the property boundary, meeting the minimum nil setback required.

Building 1 (fronts Burt Street, Skinner Street and Vale Street):

- A compliant 2m setback is provided to Skinner Street and Burt Street.
- A compliant 2m setback is provided to Vale Street as a minimum. Additional setback provided to the south-eastern most portion of Building 1 along Vale Street.

Building 2 (fronts Burt Street and Vale Street):

- A compliant 2m setback is provided to Burt Street and Vale Street. Additional setback provided to the south-eastern most portion of Building 2 along Vale Street (in the location of the Arts Plaza).

Building 3 (fronts Burt Street and Vale Street):

- A compliant 2m setback is provided to Burt Street and Vale Street. Additional setback provided to the south-eastern most portion of Building 3 along Vale Street.

Building 4 (fronts East Street, Burt Street and Vale Street):

- A compliant 5m setback is provided to East Street.
- A compliant 2m setback is provided to Burt Street and Vale Street.

### 1.5.4 Architectural Expression, Articulation, Facades and Dwelling Design

- Adoption of creative and imaginative design elements, reflective of Fremantle's arts presence and culture, provides variety, articulation and high-quality building outcomes that will provide an overall positive contribution to the amenity of the area.
- Breaks between buildings, articulation and considered location of ground floor active land uses, have been used to create visual and physical connections and interest across the site, thereby promoting positive interaction between the private and public realm.
- As mentioned, the existing limestone rock formation at the corner of Burt Street and East Street is a unique natural feature of the site. Recognising this, the proposal incorporates the rock into the overall building and landscape designs, making it a landmark feature. This is reflected in the choice of building materials for Building 4.

- Active ground floor uses for the corner tenancies of Buildings 1 and 4 have been carefully sited to address and activate key street corners, optimise northern sunlight access for outdoor dining and contribute to lively local amenity.
- The proposed building facades have been designed to incorporate a composition of varied building elements, including changes in texture, material and colour to provide visual interest whilst also respecting the character of the local area. The preliminary design has been supported by the City of Fremantle Design Advisory Committee.

### 1.5.5 Roof Forms

- A concealed roof design and integrated service elements ensure the appearance of the roof will not negatively impact on views from adjacent buildings, the pedestrian level, and from afar as part of the Fremantle skyline.

### 1.5.6 Car Parking and Vehicular Access

- LPP 316 stipulates the provision of primary vehicular access should be located from Vale Street, and that in assigning any new vehicle access points the location of trees suitable for retention should be given consideration. Vehicular access is obtained from Vale Street for Buildings 3 and 4, while a vehicular access point is proposed to Burt Street for Buildings 1 and 2. The access point to Burt Street makes best use of the topography of the site in this western location, having regard for tree retention and pedestrian environments to both streets.
- Car parking and vehicular access has been provided as basement car parking so as not to detract from the amenity of the streetscape or the buildings overall facade.
- Refer to Transport Impact Assessment for more information.

### 1.5.7 Building Services

- Waste management and storage is proposed within the basement structures, out of view from the street to minimise the impact on adjoining residences.
- Required service elements (including condensers) have been integrated into the roof design of each building, again out of view from the public realm.

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dining/lounge, terrace areas, BBQ/outdoor kitchen and gym. These amenities will encourage casual social interaction and their design is such that these spaces may be utilised year-round.

- An Arborist Report has been prepared providing commentary on tree health, retention and removal.

## 1.6 State Planning Policy 7.3 Residential Design Codes Volume 2: Apartments

The design of the apartment buildings has given due regard to the standards set out within State Planning Policy 7.3 Residential Design Codes Volume 2: Apartments (SPP 7.3 V2). We note that SPP7.3 contains element objectives and Acceptable Outcomes that have been derived to address the 10 Principles of Good Design contained within the SPP 7.0 Design of the Built Environment. In this regard, an assessment of the proposal against the Element Objectives and Acceptable Outcomes of SPP 7.3 V2 is contained at Appendix A.

Note: only those design elements that have not been superseded by LPP 3.16 are contained within Appendix A.

Refer to Appendix A - SPP 7.3 V2 Assessment

## 1.7 Conclusion

This report has been prepared by element on behalf of Department of Communities and Edge Living and in association with Hillam Architects, in support of a development application for an integrated, mixed use development comprising a variety of housing options and spaces for artists and creatives.

The proposal is consistent with the principles of orderly and proper planning and will make a positive overall contribution to the amenity of the Fremantle community. On the basis of the information provided within this report and the accompanying plans, the positive recommendation and approval of the Western Australian Planning Commission and JDAF, as a public works application, are respectfully requested.

### 1.5.8 Public Domain Interface

- The overall building design will offer a visually interesting interface to the public domain by virtue of the differing architectural expressions and choices of materials and finishes across each individual building.
- The proposed landscaping of public areas surrounding and between the proposed buildings will generate further visual interest using a variety of plants with diverse textures and colours. Retention of existing mature trees will provide shade cover and the inclusion of seating will provide for casual interaction between residents and the public domain. Refer to Landscape Report.
- A predominance of active land uses on the ground floors will generate activity and passive surveillance of the public realm; thereby contributing to the safety of the subject site and the surrounding movement network, including –
  - the proposed café in Building 1 overlooking the corner of Burt Street and Vale Street;
  - the proposed artist studios, arts related tenancy and performances spaces in Building 2 generating activity and passive surveillance internal to the subject site (across Artisan Lane) and across Vale Street; and
  - the proposed café in Building 4 overlooking the corner of Burt Street and East Street.
- Upper floor balconies are located to overlook and provide passive surveillance of surrounding movement networks as well as internal connectors and communal spaces (i.e. Artisan Lane, Finnerty Lane; and Arts Plaza).

### 1.5.9 Open Space, Deep Soil Area and Tree Retention

- The proposed development incorporates existing trees within the development; thereby acknowledging and responding to the unique natural features of the site and its surrounding area, and to support the retained trees' on-going health and viability within the proposed development (refer to Landscape Report).
- The proposed development includes an attractive landscaped environment which acts to integrate the proposed development with its surrounding urban context and movement network so that is complementary to the wider neighbourhood (refer to Landscape Report).
- Areas of communal open space have been provided for and consolidated into well-designed, easily identifiable, and usable areas (refer to main report for figures and percentages). Included within the communal open space areas are lawn areas, casual

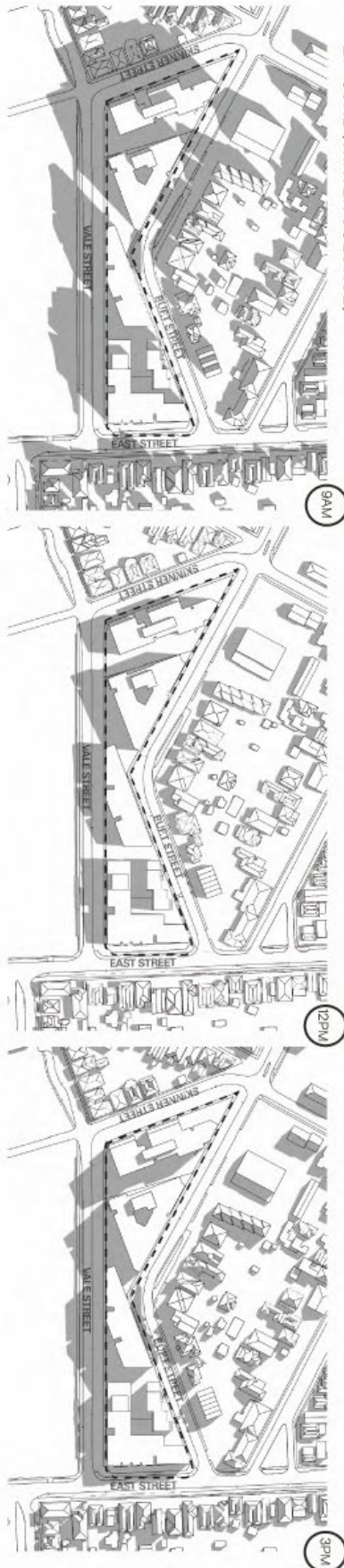


BURT ST, FREMANTLE

# OVERSHADOWING

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21<sup>ST</sup> JUNE (WINTER SOLSTICE)



21<sup>ST</sup> DECEMBER (SUMMER SOLSTICE)



SEPTEMBER 2021 | HILLAM ARCHITECTS

19 - 25 BURT STREET, FREMANTLE | 055

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**23 Sept 2021**

# Transport Impact Assessment

21-25 Burt Street, Fremantle

CW1155700



Prepared for  
Edge Holdings No 15 Pty Ltd

9 September 2021





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Transport Impact Assessment  
21-25 Burt Street, Fremantle  
**DAP005/21**  
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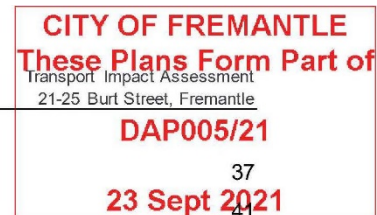


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## 1 Introduction

### 1.1 Background

Cardno has been commissioned by Edge Holdings No. 15 Pty Ltd "the Client" to prepare a Transport Impact Assessment (TIA) for a proposed mixed-use development located at 21-25 Burt Street, within the City of Fremantle as shown in **Figure 1-1**.

This report aims to assess the impacts of the proposed development on the adjacent road network with a focus on traffic operations, circulations, and car parking requirements. This report has been prepared in accordance with the *Western Australian Planning Commission (WAPC) Transport Impact Assessment Guidelines for Developments: Volume 4 – Individual Developments (2016)* and the checklist is included at **Appendix A**.

### 1.2 Existing Site Situation

The Site is located at 21 – 25 Burt Street, within the City of Fremantle as shown in **Figure 1-1**. The Site is bounded by Burt Street on the north, Skinner Street on the west, Vale Street on the South and East Street on the East.

Figure 1-1 Aerial Image



Source: Nearmap

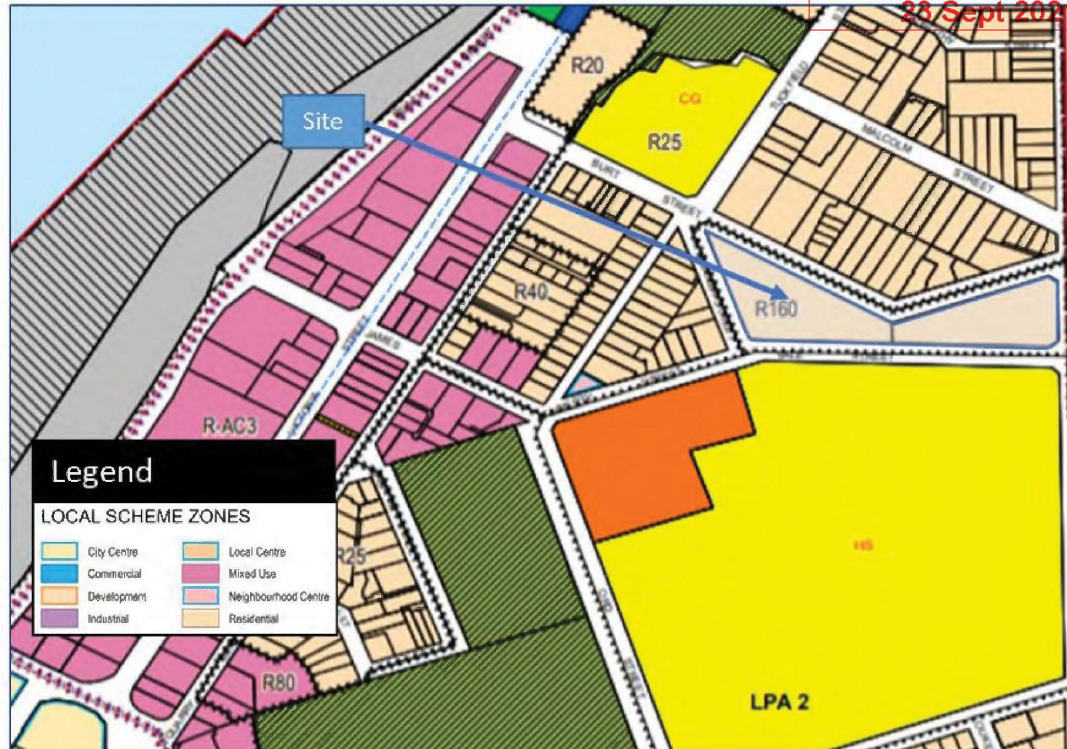
### 1.3 Surrounding Land Uses

According to the City of *Fremantle Local Planning Scheme No. 4*, the Site is zoned as residential development with a residential code of R160. A detailed map showing the zoning in the vicinity of the Site is shown in **Figure 1-2**. The Site is surrounded by several residential and mixed-use developments.



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Figure 1-2 Zoning



Source: City of Fremantle Local Planning Scheme No. 4

#### 1.4 Context with Surrounds

The Site is surrounded by a variety of land uses as illustrated in **Figure 1-3**. The most popular key generators/attractors are located near the Fremantle Train Station and Fremantle Boat Harbour.

These attractors/generators include the following, amongst others:

- > John Curtin College of Arts;
- > The University of Notre Dame Australia;
- > Fremantle Boat Harbour;
- > St. Patrick's Basilica
- > Woolstores Shopping Mall;
- > Various restaurants/cafes; and
- > Various office/commercial businesses.



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Figure 1-3 Surrounding Area



## 1.5 Existing Road Network

The layout and classification of the roads under the *Main Roads WA Road Hierarchy* surrounding the Site is summarized in **Table 1-1** and illustrated in **Figure 1-4**.

Road classifications are defined in the Main Roads Functional Hierarchy as follows:

- > **Primary Distributors (light blue):** Form the regional and inter-regional grid of Main Roads WA traffic routes and carry large volumes of fast-moving traffic. Some are strategic freight routes and all are National or State roads. They are managed by Main Roads.
- > **Regional Distributors (red):** Roads that are not Primary Distributors, but which link significant destinations and are designed for efficient movement of people and goods within and beyond regional areas. They are managed by Local Government.
- > **District Distributor A (green):** These carry traffic between industrial, commercial, and residential areas and connect to Primary Distributors. These are likely to be truck routes and provide only limited access to adjoining property. They are managed by Local Government.
- > **District Distributor B (dark blue):** Perform a similar function to "District Distributor A" but with reduced capacity due to flow restrictions from access to and roadside parking alongside adjoining property. These are often older roads with traffic demand in excess of that originally intended. District Distributor A and B roads run between land-use cells and not through them, forming a grid that would ideally be around 1.5 kilometres apart. They are managed by Local Government.
- > **Local Distributors (orange):** Carry traffic within a cell and link District Distributors at the boundary to access roads. The route of the Local Distributor discourages through traffic so that the cell formed by the



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grid of District Distributors only carries traffic belonging to or serving the area. These roads should accommodate buses but discourage trucks. They are managed by Local government.

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- > **Access Roads (grey):** Provide access to abutting properties with amenity, safety and aesthetic aspects having priority over the vehicle movement function. These roads are bicycle and pedestrian friendly. They are managed by Local government.

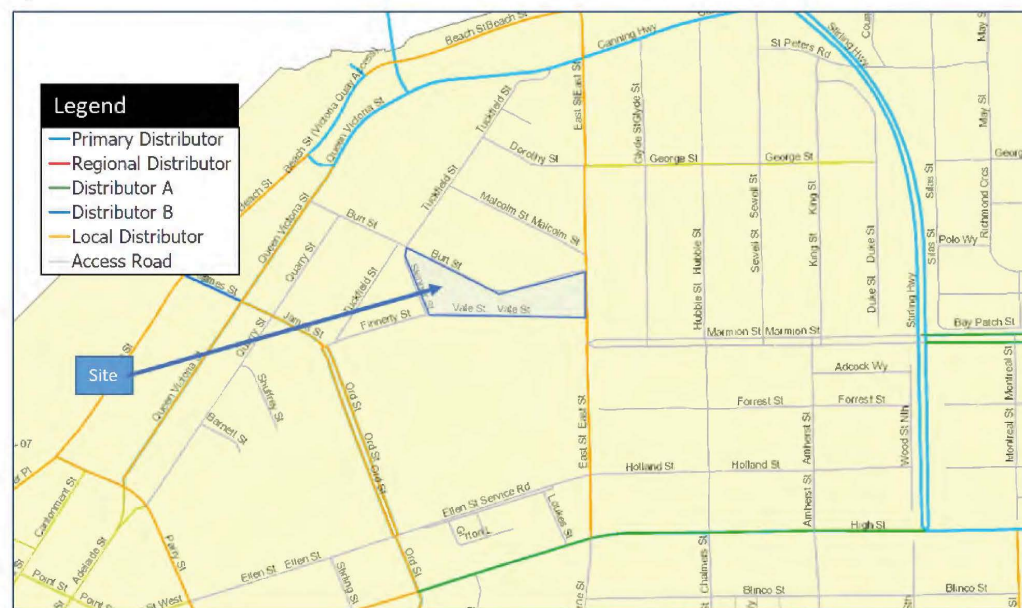
Table 1-1 Road Network Classification

Street Names	Road Hierarchy		Road Network			
	Road Hierarchy	Jurisdiction	No. of Lanes	No. of Footpaths	Width (m)	Posted Speed (km/h)
Burt Street	Access Road	Local Government	2	1	7.0	50
Vale Street	Access Road	Local Government	1	1	7.3 (including parking)	50*
Skinner Street	Access Road	Local Government	2	1	7.2 (including parking)	50
East Street	Local Distributor	Local Government	2	2	3.0 in each direction	50

\*A section of Vale Street and East Street is under a school zone speed limit of 40 km/hr.

Source: Main Roads Information Mapping Centre

Figure 1-4 Road Network Classification



Source: Main Roads Information Mapping Centre

## 1.6 Existing Intersections

### 1.6.1 Burt Street and East Street

Burt Street/East Street is a three-legged stop-controlled intersection with priority given to East Street as illustrated in **Figure 1-5**. The southern approach of the intersection is a school zone and the speed is restricted to 40km/hr between 7:30am to 9:00am and 2:00pm to 4:00pm during the school days.



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Figure 1-5 Burt Street and East Street



Source: Nearmap

#### 1.6.2 Burt Street and Skinner Street

Burt Street/Skinner Street is a four-legged stop-controlled intersection with priority given to Burt Street as illustrated in **Figure 1-6**.

Figure 1-6 Burt Street and Skinner Street



Source: Nearmap



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#### 1.6.3 Vale Street and East Street

Vale Street/East Street is a three-legged stop-controlled intersection with priority given to East Street as illustrated in **Figure 1-7**. Both Vale Street and East Street are in a school zone and the speed is restricted to 40km/hr between 7:30am to 9:00am and 2:00pm to 4:00pm during the school days.

Figure 1-7 Vale Street and East Street



Source: Nearmap

#### 1.6.4 Vale Street and Skinner Street

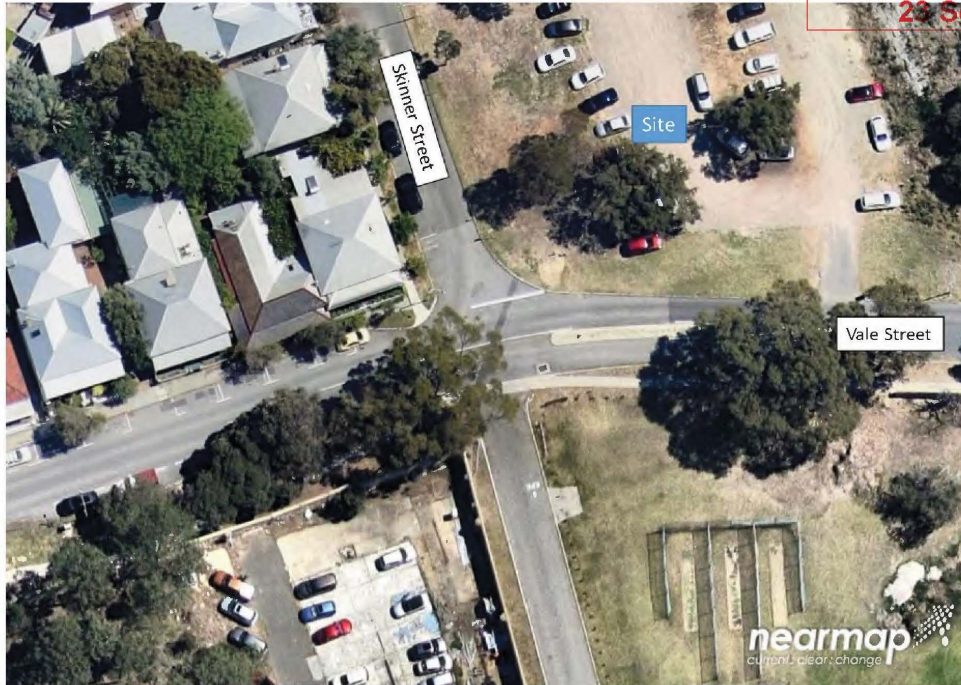
Vale Street/Skinner Street is a four-legged stop-controlled intersection with priority given to Vale Street as illustrated in **Figure 1-8**.



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Figure 1-8 Vale Street and Skinner Street



Source: Nearmap

## 1.7 Existing Traffic Volume

Traffic volumes for a typical weekday were sourced from *Main Roads Western Australia's Traffic Map* and the City of Fremantle which is summarised in **Table 1-2**.

Table 1-2 Existing Traffic Volumes

Road Name	Source:	Date	Average Two-Way Daily Traffic Volume	Average Two-Way AM Peak Traffic Volume	Average Two-Way PM Peak Traffic Volume
East Street (South of Canning Highway)	Main Roads	2018/19	3,372	394 (8:00 – 9:00)	279 (15:00 – 16:00)
Ord Street (North of Finnerty)	City of Fremantle	2021/01	12945	893 (11:00 – 12:00)	1037 (16:00 – 17:00)
East Street (South of Marmion Street)	City of Fremantle	2018/09	5069	568 (8:00 – 9:00)	440 (15:00 – 16:00)
Vale Street (West of East Street)	City of Fremantle	2018/09	1680	179 (8:00 – 9:00)	176 (15:00 – 16:00)



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Queen Victoria Street (South of Burt Street)	City of Fremantle	2014/04	17144	1363 (8:00 – 9:00)	1433 (16:00 – 17:00)
Marmion Street (East of Hubble Street)	City of Fremantle	2015/12	5253	542 (8:00 – 9:00)	453 (17:00 – 18:00)

Source: Main Roads WA Traffic Map and City of Fremantle

## 1.8 Crash Data

A crash assessment within close proximity of the subject site has been completed. The assessment covers all the recorded crashes between 1 January 2016 and 31 December 2020 at the following intersections and midblock sections of road:

- > Burt Street Midblock SLK 0.00 to 0.34 (East Street to Skinner Street)
- > Skinner Street Midblock SLK 0.00 to 0.14 (Vale Street to Burt Street)
- > Vale Street Midblock SLK 0.00 to 0.27 (Skinner Street to East Street)
- > East Street Midblock SLK 0.43 to 0.52 (Vale Street to Burt Street)
- > Intersection of Burt Street and East Street
- > Intersection of Burt Street and Skinner Street
- > Intersection of Skinner Street and Vale Street
- > Intersection of Vale Street and East Street

The crashes recorded at the midblock and intersections are shown in **Figure 1-9** and summarised in **Table 1-3** to **Table 1-8**.



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Figure 1-9 Crash Assessment Map



Source: Base Source Map: Metromaps (Satellite)

Table 1-3 Skinner Street Midblock SLK 0.00 to 0.14 (Vale Street to Burt Street)

Type of Crash (RUM Code)	Fatal	Hospital	Medical	Major Property Damage	Minor Property Damage	Total Crashes
Unspecified	-	-	-	-	1	1
<b>Total</b>	-	-	-	-	1	1

Table 1-4 Vale Street Midblock SLK 0.00 to 0.27 (Skinner Street to East Street)

Type of Crash (RUM Code)	Fatal	Hospital	Medical	Major Property Damage	Minor Property Damage	Total Crashes
Sideswipe Same Direction	-	-	-	1	-	1
<b>Total</b>	-	-	-	1	-	1

Table 1-5 East Street Midblock SLK 0.43 to 0.52 (Vale Street to Burt Street)

Type of Crash (RUM Code)	Fatal	Hospital	Medical	Major Property Damage	Minor Property Damage	Total Crashes
Right Angle	-	-	-	1	-	1
Unspecified	-	-	-	1	-	1
<b>Total</b>	-	-	-	2	-	2



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Table 1-6 Intersection of Burt Street and East Street

Type of Crash (RUM Code)	Fatal	Hospital	Medical	Major Property Damage	Minor Property Damage	Crashes
Right Angle	-	-	-	1	-	1
<b>Total</b>	-	-	-	1	-	1

Table 1-7 Intersection of Skinner Street and Vale Street

Type of Crash (RUM Code)	Fatal	Hospital	Medical	Major Property Damage	Minor Property Damage	Total Crashes
Right Angle	-	1	-	1	-	2
<b>Total</b>	-	1	-	1	-	2

Table 1-8 Intersection of Burt Street and Skinner Street

Type of Crash (RUM Code)	Fatal	Hospital	Medical	Major Property Damage	Minor Property Damage	Total Crashes
Right Angle	-	-	1	-	-	1
<b>Total</b>	-	-	1	-	-	1

From the crash assessment conducted above, the following is concluded:

- > No crashes were recorded along Burt Street;
- > No crashes were recorded at the intersection of Vale Street/ East Street;
- > Two right angled crashes were recorded at the intersection of Skinner and Vale Street, one of which resulted in an accident that required hospital admission.
- > One right angled crash was recorded at the intersection of Skinner and Burt Street, which resulted in an accident that required immediate medical attention.
- > Unspecified crashes were recorded along Skinner Street, which resulted in major/minor property damage.

The number of crashes surrounding the Site is minimal and it's most likely that the construction of the proposed development would not result in any material change to road safety in the area.



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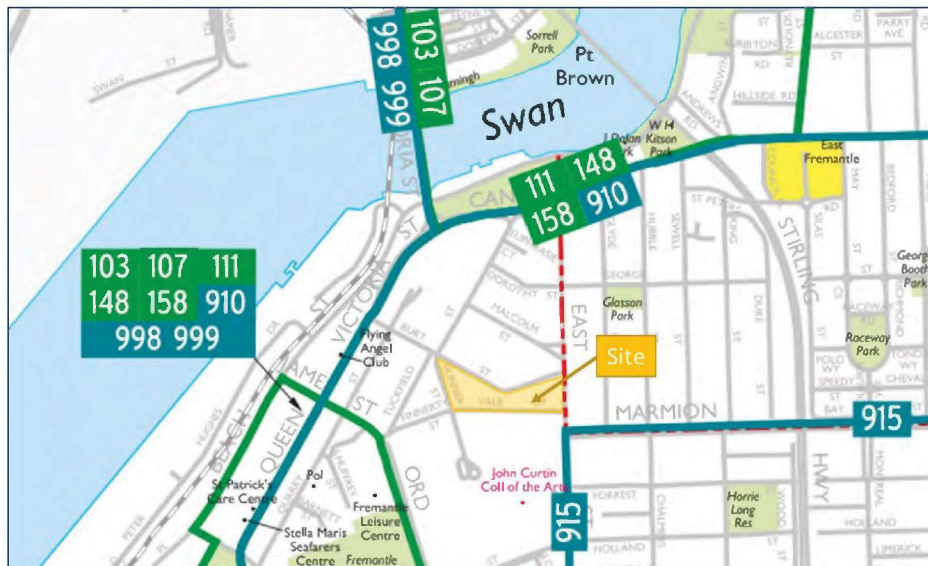
## 2 Public Transport Network and facilities

### 2.1 Existing Public Transport Facilities

#### 2.1.1 Service Frequency

The bus routes in close proximity to the Site are shown in **Figure 2-1** and the frequencies are summarised in **Table 2-1**.

Figure 2-1 Transperth Network Map



Source: Transperth (2021)

Table 2-1 Bus Route and Train Frequency

Bus Routes	Route Description	Frequencies		
		Weekdays	Saturdays	Sundays and Public Holidays
103	East Perth to Fremantle Station	60 minutes	60 minutes	60 minutes
107	Claremont to Fremantle Station	30 minutes	60 minutes	60-120 minutes
111	East Perth to Fremantle Station	15 minutes	No Service	No Service
148	Como to Fremantle Station	60 minutes	60 minutes	120 minutes
158	Elizabeth Quay Station to Fremantle Station	30 minutes	No Service	No Service
910	Perth Busport to Fremantle Station	15 minutes	15 minutes	15 minutes
915	Bull Creek Station to Fremantle Station	15 minutes	15 minutes	15 minutes
998	Circle Route – Clockwise (Fremantle Station – Stirling Station)	15 minutes	30 minutes	30 minutes
999	Circle Route – Anti-Clockwise (Stirling Station – Fremantle Station)	15 minutes	30 minutes	30 minutes

Source: Transperth (2020)



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### 2.1.2 Bus Stops

There are no bus stops on the roads surrounding the Site. The closest bus stop is located about 230m east of the Site along Marmion Street which services bus route 915 as illustrated in **Figure 2-2**. There is also a bus stop along Queen Victoria Street, which is about 600m to the west of the Site. This bus stop is serviced by bus routes 103, 107, 111, 148, 158, 910, 998 and 999. All of the bus routes terminate at the Fremantle Station.

Figure 2-2 Bus Stops Location



Source: Transperth (2021); Nearmap

## 2.2 Public Transport Services

The Public Transport Authority has advised that there are no planned short to medium term changes to the current service and routes in the area.



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### 3 Pedestrian/ Cycle Networks and Facilities

#### 3.1 Existing Pedestrian/ Cycle Network Facilities

Existing cycle networks can be identified from the *Department of Transport's Cycling and Walking Map*. **Figure 3-1** illustrates the walking and cycling routes and facilities near the Site which includes the following:

- > Bicycle Lanes or Sealed Shoulder on either side of Queen Victoria Street and Marmion Street;
- > Bicycle Boulevard along Tuckfield Street and a section of Burt Street; and
- > Perth Bicycle Network (continuous signed routes) on Vale Street passing the Site.

Figure 3-1 Pedestrian/ Cycle Facilities



Source: Department of Transportation Cycle Network Map

#### 3.2 Future Pedestrian/ Cycle Networks and Facilities

The City of Fremantle has advised that there are no imminent planned changes to the surrounding pedestrian/ cycling facilities.



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## 4 Proposed Development

### 4.1 Proposed Land Uses

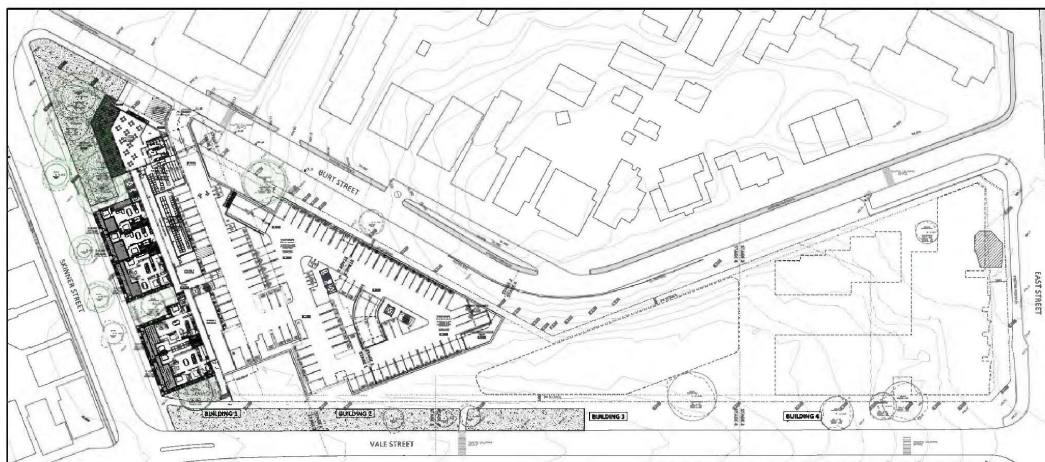
The proposed development is to comprise a Mixed-use Residential and Commercial development as summarised in **Table 4-1**.

Table 4-1 Proposed Development

Building	Residential	Commercial
Building 1	<ul style="list-style-type: none"> <li>15 units of 1-bedroom dwelling</li> <li>37 units of 2-bedroom dwelling</li> <li>25 units of 3-bedroom dwelling</li> </ul>	<ul style="list-style-type: none"> <li>Café with a floor area of 123 sqm</li> </ul>
Building 2	<ul style="list-style-type: none"> <li>23 units of 1-bedroom dwelling</li> <li>26 units of 2-bedroom dwelling</li> <li>18 units of 3-bedroom dwelling</li> </ul>	<ul style="list-style-type: none"> <li>Level 1 <ul style="list-style-type: none"> <li>Studio with a floor area of 283 sqm</li> <li>Makerspace with a floor area of 195 sqm</li> <li>Art Store with a floor area of 95 sqm</li> <li>Commercial Tenancy with a floor area of 246 sqm</li> </ul> </li> <li>Level 2 <ul style="list-style-type: none"> <li>Community Hub Room with a floor area of 137 sqm</li> <li>Performance Space with a floor area of 177 sqm</li> <li>Community Gym with a floor area of 343 sqm</li> <li>Management Office with a floor area of 27 sqm</li> <li>Foyer with a floor area of 58 sqm</li> <li>Rear Stage with a floor area of 59 sqm</li> </ul> </li> </ul>
Building 3	<ul style="list-style-type: none"> <li>21 units of 1-bedroom dwelling</li> <li>27 units of 2-bedroom dwelling</li> <li>4 units of 3-bedroom dwelling</li> </ul>	None
Building 4 & Townhouse	<ul style="list-style-type: none"> <li>27 units of 1-bedroom dwelling</li> <li>30 units of 2-bedroom dwelling</li> <li>10 units of 3-bedroom dwelling</li> <li>9 Townhouse apartments</li> </ul>	<ul style="list-style-type: none"> <li>Café with a floor area of 150 sqm</li> </ul>

**Figure 4-1** shows the ground floor level of the Site. Please note, larger versions of the Site plans are provided in **Appendix B**.

Figure 4-1 Ground Floor Plan



Source: Hillam Architects (2021)



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#### 4.2 Access Arrangements

Figure 4-2 and Figure 4-3 shows the proposed access arrangement for the Site.

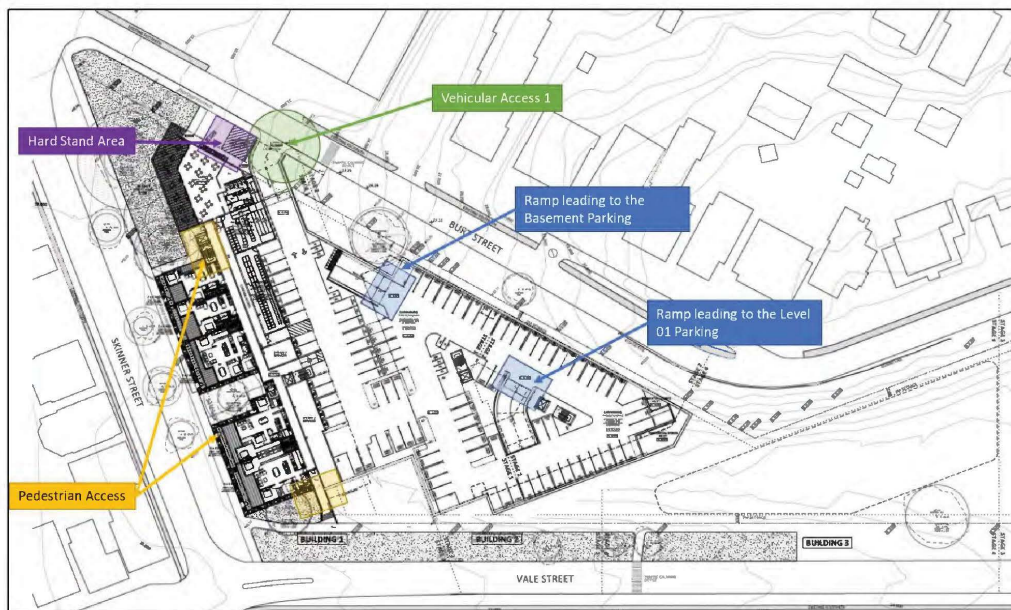
Vehicular Access to the Site is proposed to be provided at the following two locations:

- > Vehicle Access 1 – On Burt Street providing access to Building 1 and Building 2.
- > Vehicle Access 2 – On Vale Street providing access to Building 3, Building 4 and the Townhouses.

Pedestrian access is proposed to be located at multiple locations along Skinner Street.

Two vehicle ramps leading to the basement parking and the upper floor parking are provided in Building 1 & Building 2. While in Building 3, 4 & Townhouse, two vehicle ramps leading to level 01 and level 03 parking is to be provided.

Figure 4-2 Site Access Arrangements (Access 1)



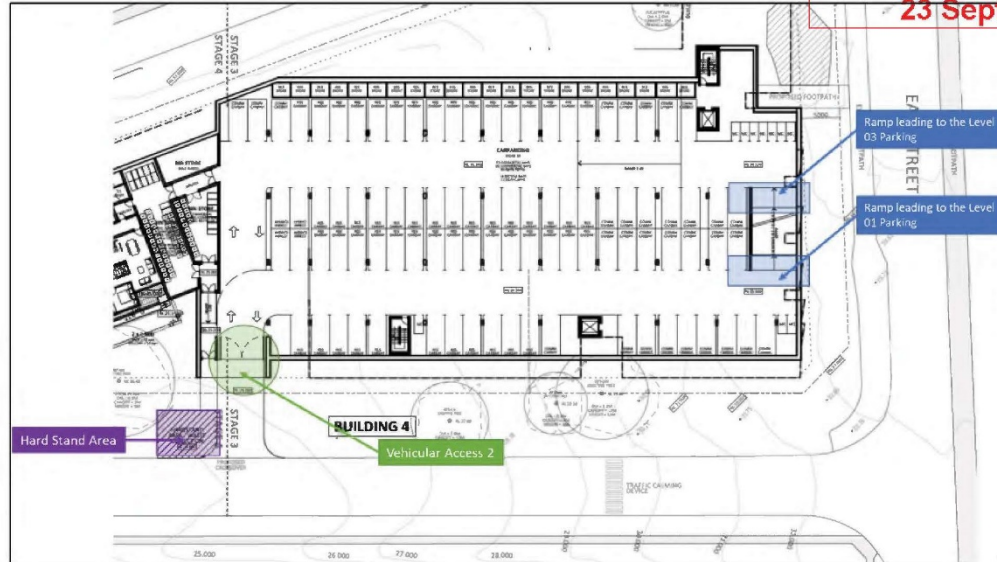
Source: Hiram Architects (2021)



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Figure 4-3 Site Access Arrangements (Access 2)



Source: Hiram Architects (2021)

#### 4.3 Provision for Service/Waste Vehicles

Waste is proposed to be collected from the verge. A waste collection/ hardstand area is provided adjacent to each of the accesses into the Site as shown in **Figure 4-2** and **Figure 4-3**.



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## 5 Parking Review and Provision

The statutory parking requirements for the Site were calculated in accordance with the relevant planning documents. The Site's car park layout has been reviewed with reference to the Australian Standard AS2890.1: Off-Street Parking and AS2890.6: Disabled Parking

### 5.1 Car Parking Provisions

The statutory car-parking requirements for the proposed residential development is set out in the *Residential Design Codes Volume 2 - Apartments*. The residential design code specifies the parking requirements according to the following criteria:

- > Location A is defined as a development located within 800m walkable catchment of a train station and/or 250m of a transit stop (bus or light rail) of a high frequency route and/or within the defined boundary of an activity centre; and
- > Location B is a location not within Location A.

The subject Site is located near a high frequency bus route, hence the parking requirements for Location A applies. The parking requirements for the commercial tenancies are in accordance with the City of Fremantle Local Planning Scheme No. 4. It should be noted that the following parking rates were used:

- > Restaurant parking rates were used for the Café tenancy;
- > Office parking rates were used for the Commercial Tenancy, Makers Space & Art Studio; and
- > Community Purpose parking rates were used for the Community Art Space, Performance Space & Community Gym.

The parking requirements and provisions for Building 1 and 2 are summarised in **Table 5-1**.

Table 5-1 Car Parking Provision and Requirements (Building 1 & Building 2)

Development Classification	Yield	Requirements		Provided	Surplus/ Shortfall
1-bedroom apartment	38 dwellings	0.75 bay per dwelling	29 bays	226 bays	+91
2+ bedroom apartment	106 dwellings	1.00 per dwelling	106 bays		
Residential (visitor)	144 dwellings	1 bay per four dwellings up to 12 dwellings;	20 bays	29 bays	Based on reciprocity: +9 bays (residential visitors)/ -11 bays (commercial)
		1 bay per eight dwellings for the 13th dwelling and above			
Café	74 sqm*	1 bay per 5 seats or 1 bay per 5m <sup>2</sup> of dining area, which is the greater	15 bays		
Tenancy (Office), Makers Space and Art Studio	724 sqm	1 bay per 30m <sup>2</sup> GLA	25 bays		
Community Art Space, Performance Space, and Community Gym	657 sqm	None	-		
Total			195 bays	255 bays	-

\*Assumes only 60% of gross floor area is intended for dining

Source: Residential Design Codes Volume 2 – Apartments and City of Fremantle's Local Planning Scheme No. 4

Based on **Table 5-1**, the overall on-site car parking requirements for the proposed residential development meets the requirements as stipulated by the R-Codes. A parking provision of 29 bays is proposed for reciprocal



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use between residential and commercial visitors for Building 1 and Building 2. This number of bays would be able to accommodate the residential visitors, however, a shortfall of 11 bays is anticipated for the Café commercial use.

It should be noted that the café, art space, performance space, and community gym are all intended to cater for the residents of the proposed development and nearby communities in the surrounding area. It is considered reasonable to expect that the residents of the development and surrounding areas would be inclined to walk or cycle to these tenancies rather than drive, given the localised catchment that is being targeted.

Notwithstanding the above, the reciprocal car parking provided and approximately 27 on-street parking bays on Vale Street as illustrated in in **Figure 5-1** and **Figure 5-2** will still enable community residents to drive to the Site if there is a desire. The peak time of residential visitors (typically at night after business hours) is anticipated not to coincide with the operation hours of the commercial uses which would allow the bays to be used for customers as required.

Figure 5-1 Aerial image of On-Street Parking along Vale Street



Base Map: Metro Map

Figure 5-2 Street View of On-Street Parking along Vale Street



Base Map: Metro Map (Streetview)



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The parking requirements and provisions for Building 3,4 and Townhouse are summarised in **Table 5-2**.

Table 5-2 Car Parking Provision and Requirements (Building 3, Building 4 & Townhouse)

Development Classification	Yield	Requirements	Provided	Surplus/ Shortfall
1-bedroom apartment	48 dwellings	0.75 bay per dwelling	36 bays	+95
2+ bedroom apartment	80 dwellings	1.00 per dwelling	80 bays	
Residential (visitor)	128 dwellings	1 bay per four dwellings up to 12 dwellings; 1 bay per eight dwellings for the 13th dwelling and above	18 bays	Based on reciprocity: +2 bays (residential visitors)/ +2 bays (Café)
Café	90 sqm*	1 bay per 5 seats or 1 bay per 5m <sup>2</sup> of dining area, which is the greater	18 bays	
Total			152 bays	231 bays

\*Assumes only 60% are intended for dining area

Source: Residential Design Codes Volume 2 – Apartments and City of Fremantle's Local Planning Scheme No. 4

Based on **Table 5-2**, the overall on-site car parking requirements for the proposed residential and cafe tenancy meets the requirements stipulated by the R-Codes and the City's Local Planning Scheme. A parking provision of 20 bays is proposed for reciprocal use between the residential and commercial visitors for Building 3, Building 4 and Townhouse Apartments. The number of reciprocal bays for commercial and residential visitors is considered more than adequate to accommodate both the residential visitors and café patrons.

## 5.2 Bicycle Parking Provisions

The bicycle space requirements as per the *Residential Design Code 2 and City of Fremantle's Local Planning Scheme No. 4* and the provisions are summarised in **Table 5-3** and **Table 5-4**.

Table 5-3 Bicycle Parking Provision and Requirements (Building 1 & Building 2)

Development Classification	Yield	Requirements	Provided
Residents	144 dwellings	0.5 per dwelling	72 spaces
Residential (visitor)	144 dwellings	1 per 10 dwelling	15 spaces
Café	123 sqm	Class 1 or 2: 1 per 100m <sup>2</sup> public area or Class 3: Two	2 space
Tenancy (Office), Makers Space and Art Studio	724 sqm	Class 1 or 2: 1 per 200m <sup>2</sup> GLA; or Class 3: 1 per 750 m <sup>2</sup> (over 1000 m <sup>2</sup> GLA)	4 spaces
Community Art Space, Performance Space, and Community Gym	657 sqm	Class 2: 1 per 1500m <sup>2</sup> GLA; or Class 3: 2 plus 1 per 1500 m <sup>2</sup> GLA	1 space
Total			94 space

Source: Residential Design Codes Volume 2 – Apartments and City of Fremantle's Local Planning Scheme No. 4

Based on **Table 5-3**, the overall on-site bicycle space requirements for the proposed development meets the statutory requirements of the R-code and the City of Fremantle Local Planning Scheme. A surplus of 1 bicycle space for Building 1 & Building 2 is to be provided.



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Table 5-4 Bicycle Parking Provision and Requirements (Building 3, Building 4 & Townhouse)

Development Classification	Yield	Requirements		23 Sept 2021 Provided
Residents	128 dwellings	0.5 per dwelling	64 spaces	75 spaces
Residential (visitor)	128 dwellings	1.00 per 10 dwelling	13 spaces	
Café	150 sqm	Class 1 or 2: 1 per 100m2 public area or Class 3: Two	2 spaces	
Total			79 space	75 spaces

Based on **Table 5-4**, the overall on-site bicycle space requirements for the proposed development does not meet the statutory requirements of the R-code and the City of Fremantle Local Planning Scheme. A shortfall of 4 spaces for Building 3, Building 4 & Townhouse is expected, although it is anticipated that most residents may opt to store their bicycles in their apartment units and hence the bicycle spaces provided is considered adequate.

### 5.3 Motorcycle Parking Requirement

Developments exceeding 20 dwellings will need to provide 1 motorcycle/ scooter space for every 10 car bays as in the *Residential Design Code Volume 2 – Apartments* as summarised in **Table 5-5**.

Table 5-5 Motorcycle Parking Provision and Requirements

Building	Development Yield	Requirement		Provided
Residential (Building 1 & Building 2)	255 parking bays	1 motorcycle/scooter space for every 10 car bays	26 spaces	23 spaces
Residential (Building 3, Building 4 & Townhouse)	231 parking bays	1 motorcycle/scooter space for every 10 car bays	23 spaces	28 spaces
Total			50 spaces	51 spaces

Source: *Residential Design Codes Volume 2 – Apartments*

Based on **Table 5-5**, the overall motorcycle provision for the proposed development is more than adequate with a surplus of 1 motorcycle space being expected.

### 5.4 Parking Geometry Requirements

The parking bay geometry requirements set forth by AS2890.1 and AS2890.6 for User Class 1A (Residential, domestic and employee parking) at 90° angle and the corresponding provisions in the proposed development are presented in **Table 5-6**. It should be noted that the proposed retail bays have been categorised as a User Class 2 facility as seen on the classification of off-street car parking. The proposed development is categorised as a Category 2 access facility (development fronting a local road and has 101 to 300 parking spaces).

Table 5-6 Compliance to geometry requirements

Parameter	Minimum Requirement	Provided	Remarks
Bay Width, m (User Class 1A)	2.4	2.4	No Non-conformances identified
Bay Width, m (User Class 2)	2.5	2.5	No Non-conformances identified
Bay Length, m	5.4	5.4	No Non-conformances identified
Tandem Bay Length, m	10.0	10.0	No Non-conformances identified
Aisle width, m	5.8	5.8	No Non-conformances identified
Circulation roadway width, m	5.5 (Two-way)	5.8 – 6.0	No Non-conformances identified
Access width, m (Category 2)	6.0 to 9.0	6.1	No Non-conformances identified

Sources: AS2890.1 (2004), AS2890.6 (2009)



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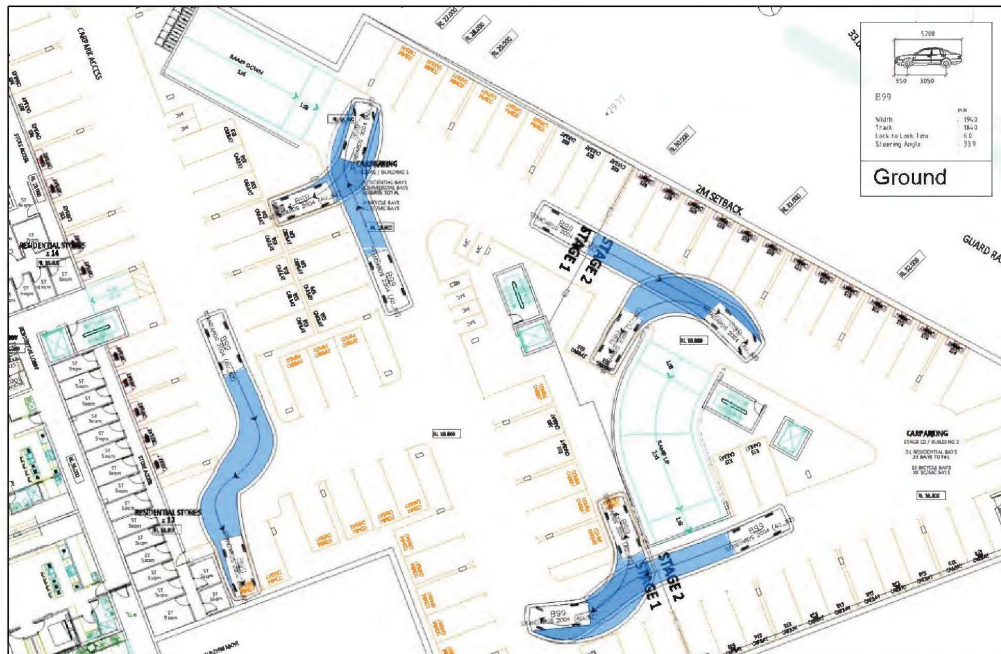
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## 5.5 Swept Path Analysis

A swept path analysis was conducted for a B85 and B99 passenger vehicles for selected parking bays. The swept path analysis indicates that the design vehicles on the ground floors can manoeuvre in and out of the bays as shown in **Figure 5-3 to Figure 5-10**. A B99 design vehicle is not able to manoeuvre in and out of some of the parking bays on level 01. However, a B85 design vehicle is able to enter and exit these bays/

### 5.5.1 B99 Passenger Vehicle

Figure 5-3 Swept Path – B99 (Ground Floor) - Ingress





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Figure 5-4 Swept Path – B99 (Ground Floor) - Egress

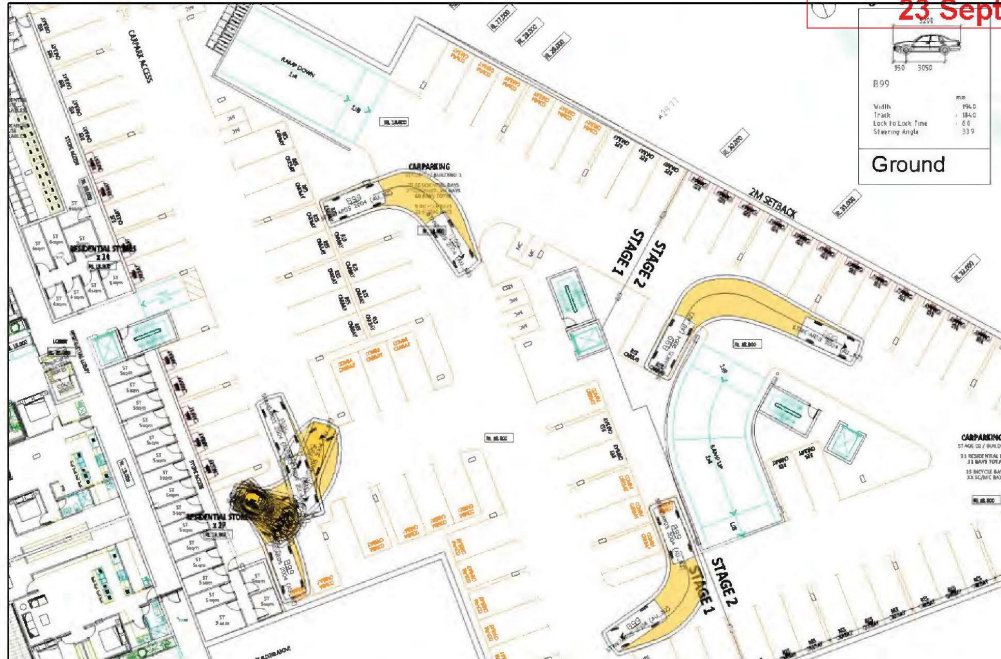
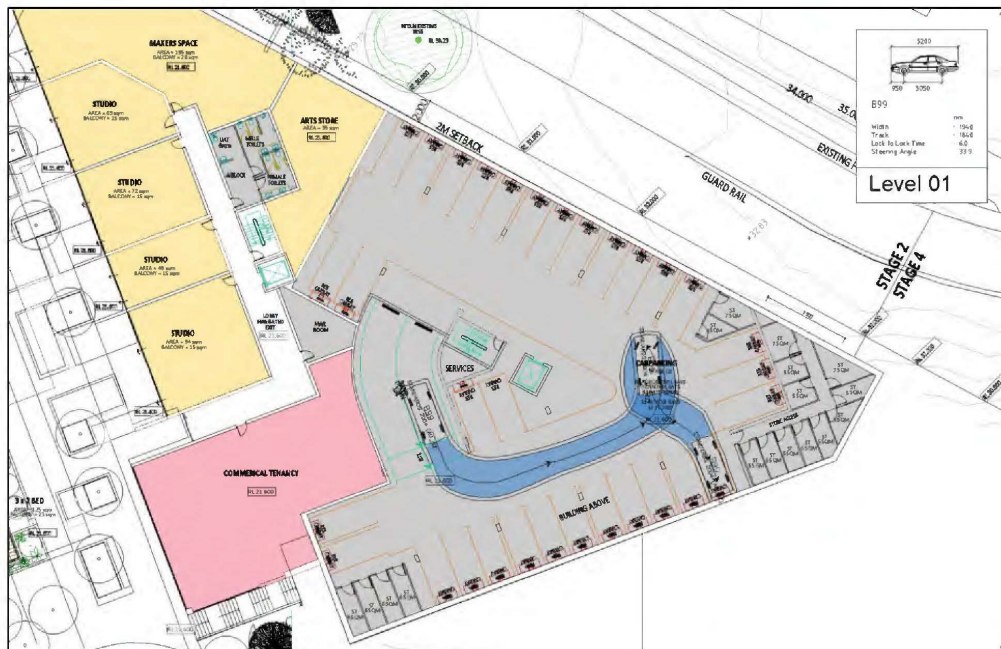


Figure 5-5 Swept Path – B99 (Level 01) - Ingress



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**Level 01**

**Legend:**

- B99
- Vehicle: 950, 3050
- Truck: 800B
- Load to Lock Time: 1:00
- Steering Angle: 33.9

**Rooms and Areas:**

- STUDIO:** 4000 x 12.00m, 1:00, 1:00, 1:00, 1:00
- ART'S STORE:** 4000 x 12.00m, 1:00, 1:00
- COMMERCIAL TERRACE:** 4000 x 12.00m, 1:00, 1:00
- CAPSULE HOTEL:** 4000 x 12.00m, 1:00, 1:00
- STAGE 2 STAGE 4:** 4000 x 12.00m, 1:00, 1:00

**Other Features:**

- 2M SETBACK
- GUARD RAIL
- STAGE 2 STAGE 4
- STAGE 2 STAGE 4



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Figure 5-8 Swept Path – B85 (Ground Floor) - Egress

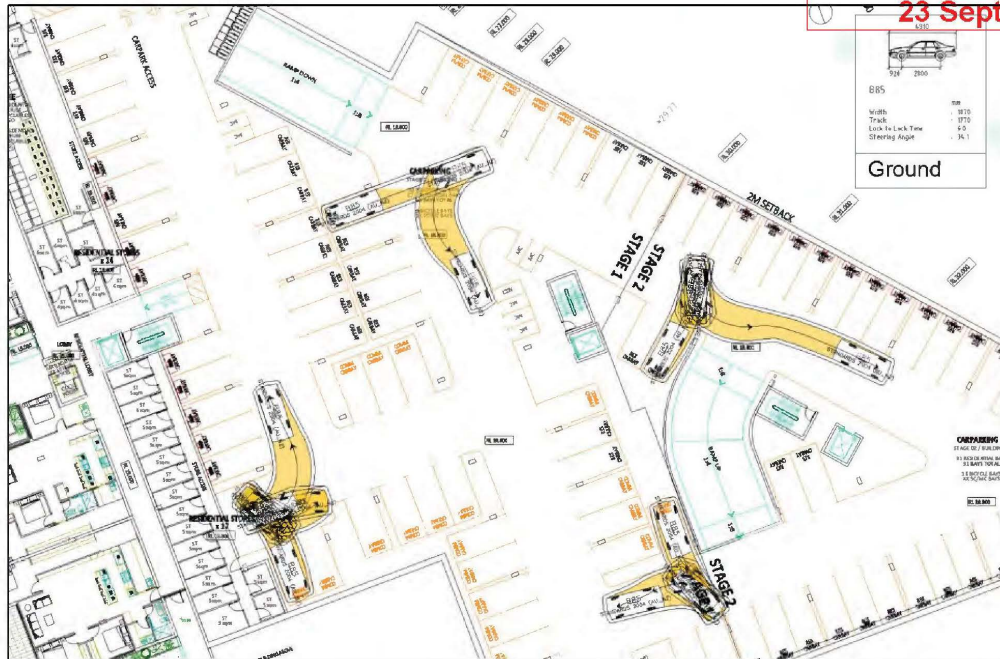
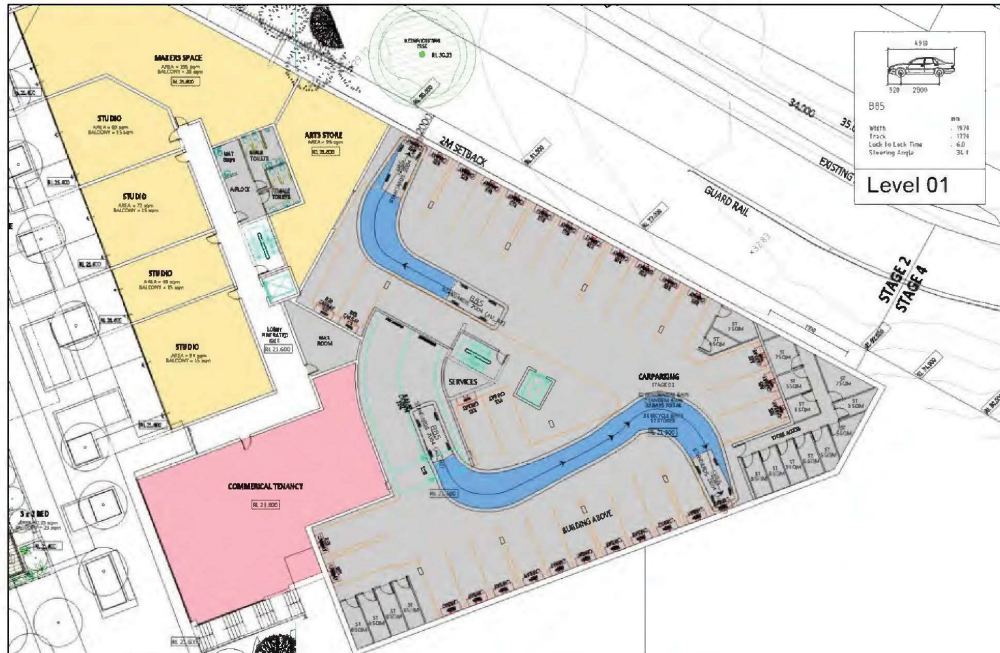


Figure 5-9 Swept Path – B85 (Level 01) - Ingress



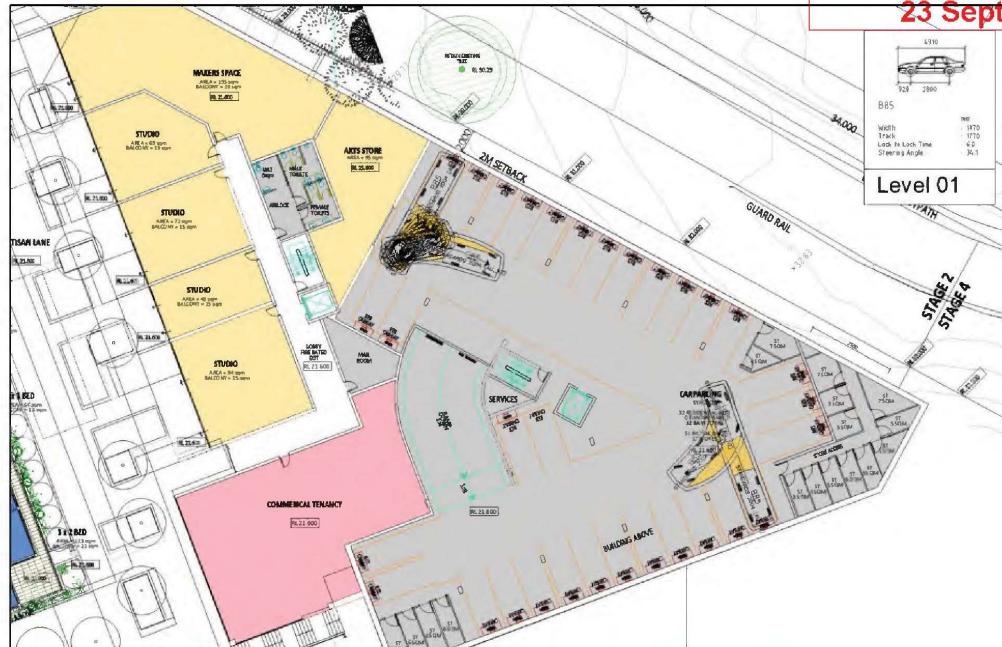


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Figure 5-10 Swept Path – B85 (Level 01) - Egress



### 5.5.3 Circulation

It should be noted that the majority of bays on the Site are intended for residential parking and is considered to be in a slow speed environment with low parking turnover. The circulation swept path diagrams are illustrated in **Figure 5-11** and **Figure 5-12**.



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Figure 5-11 Circulation (Ground)

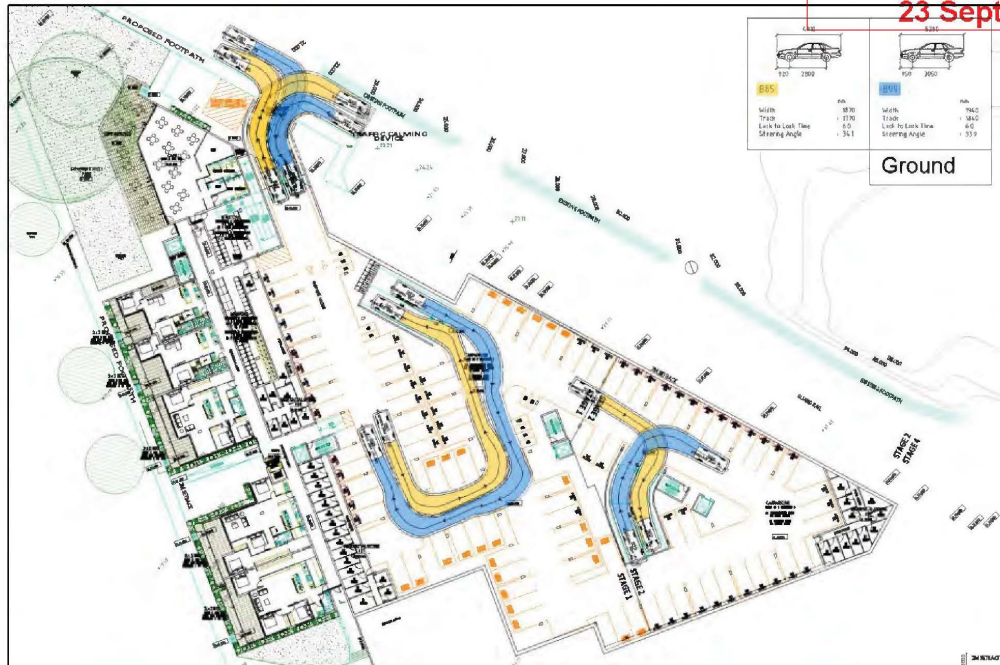
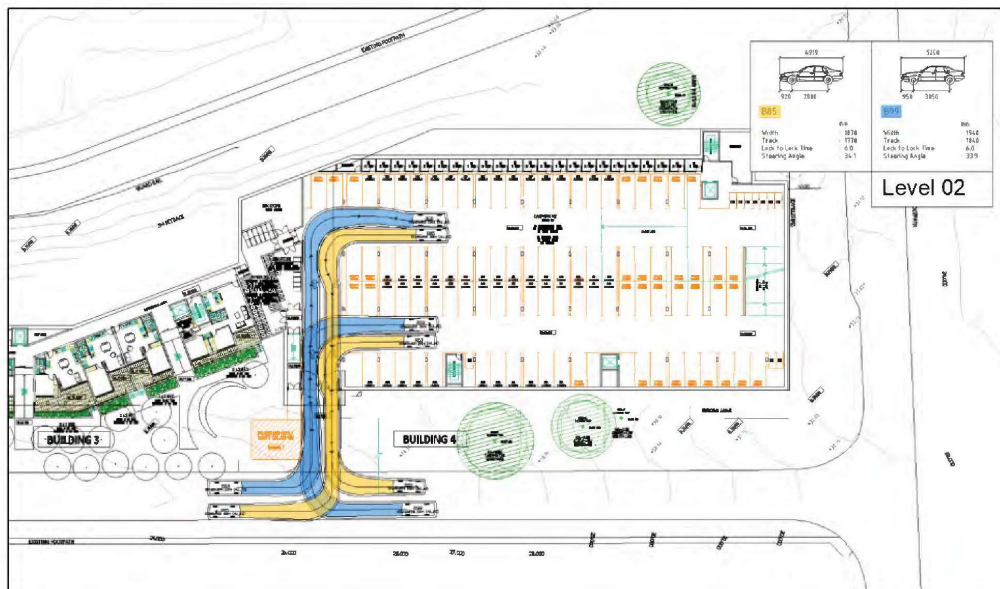


Figure 5-12 Circulation (Level 02)



Detailed swept path diagrams including the circulation, ingress and egress from various parking bays are indicated in **Appendix C**.



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## 6 Transport Analysis

### 6.1 Assessment Years and Time Period

The peak times selected are 8:00 AM to 9:00 AM and 4:30 PM to 5:30 PM respectively for a typical weekday morning and afternoon peak hour period.

The following model scenarios have been analysed as part of this assessment:

- > Scenario 1 – 2021 Existing Traffic without Development (AM and PM);
- > Scenario 2 – 2023 Traffic with Development (AM and PM); and
- > Scenario 3 – 2023 Traffic with Development (AM and PM).

### 6.2 Key Intersections

The key intersections analysed are:

- > Burt Street/Tuckfield Street;
- > Burt Street/East Street; and
- > Vale Street/ East Street.

### 6.3 Trip Generation

Trip generation has been calculated for the proposed development utilising trip generation rates from the *Institute of Transportation Engineers (ITE) "Trip Generation" 10th Ed* and *Western Australian Planning Commission Volume 5* (WAPC Volume 5).

**Table 6-1** provides the trip generation rates for the AM and PM peak hour periods. **Table 6-2** outlines the directional distribution and **Table 6-3** summarises the total trips expected to be generated by the proposed development.

Table 6-1 Trip Generation Rate – Peak Hour Generator

Land Use	ITE CODE	Yield	AM Peak Rate	PM Peak Rate
Multi-Unit Dwelling	ITE 231	272 dwellings	0.33 trips per dwelling	0.44 trips per dwelling
Café	WAPC Vol 5	273 sqm	2.5 trips per 100 sqm	10 trips per 100 sqm
Gym	ITE 492	343 sqm	1.51 trips per 100 sqm	4.22 trips per 100 sqm
Commercial	ITE 710	246 sqm	1.58 trips per 100 sqm	1.53 trips per 100 sqm
Community Space	ITE 495	314 sqm	1.86 trips per 100 sqm	2.48 trips per 100 sqm
Art Space	ITE 710	479 sqm	1.58 trips per 100 sqm	1.53 trips per 100 sqm

Table 6-2 Directional Distribution

Land Use	AM Peak		PM Peak	
	IN	OUT	IN	OUT
Multi-Unit Dwelling	42%	58%	68%	32%
Café	80%	20%	50%	50%
Gym	46%	54%	52%	48%
Commercial	88%	12%	18%	82%
Community Space	63%	37%	46%	54%
Art Space	88%	12%	18%	82%



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Table 6-3 Total Trip Generation

Land Use	AM		PM	
	IN	OUT	IN	OUT
Multi-Unit Dwelling	38	52	81	38
Café	5	1	14	14
Gym	2	3	8	7
Commercial	3	0	1	3
Community Space	4	2	4	4
Art Space	7	1	1	6
<b>Sub Total</b>	<b>59</b>	<b>60</b>	<b>108</b>	<b>72</b>
<b>Total</b>	<b>119</b>		<b>180</b>	

The proposed development is expected to generate approximately 119 vehicles during the AM peak hour and 180 vehicles during the PM peak hour respectively.

#### 6.4 Trip Distribution

The overall trip distribution for the inbound and outbound trips respectively are detailed in **Figure 6-1** and **Figure 6-2**. The development traffic distribution is provided in **Figure 6-4**. The development distribution considers the following:

- > It was assumed that a proportion of 60% of the development traffic will be going to/coming from the West, while the remaining 40% will be going to/ coming from the East. This assumption was based on the surrounding road network connectivity and the shortest path towards state roads (i.e. Canning Highway), activity centres and Perth CBD.
- > Traffic is proportioned between the two accesses at Burt Street and Vale Street. The proportion between the two accesses is 47% of trips will use Access 1 (Burt Street) while the remaining 53% will use Access 2 (Vale Street), which is based on the total parking accessible by both accesses.

Figure 6-1 Inbound Trip Distribution





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Figure 6-2 Outbound Trip Distribution



#### 6.4.2 Background and Development Traffic Volumes

Based on the available traffic counts within the surrounding road network, a negative growth rate is observed on most of the midblock counts available as summarised in **Table 6-4**.

Table 6-4 Growth Rate Calculation

	East Street South of Canning Highway	Marmion Street West of Stirling Highway	High Street West of East Street	Ord Street North of High Street
2017	3583	5741	16861	12778
2018	3372	5645	16090	12874
Growth Rate	-6%	-2%	-5%	1%

Source: Main Roads Traffic Map

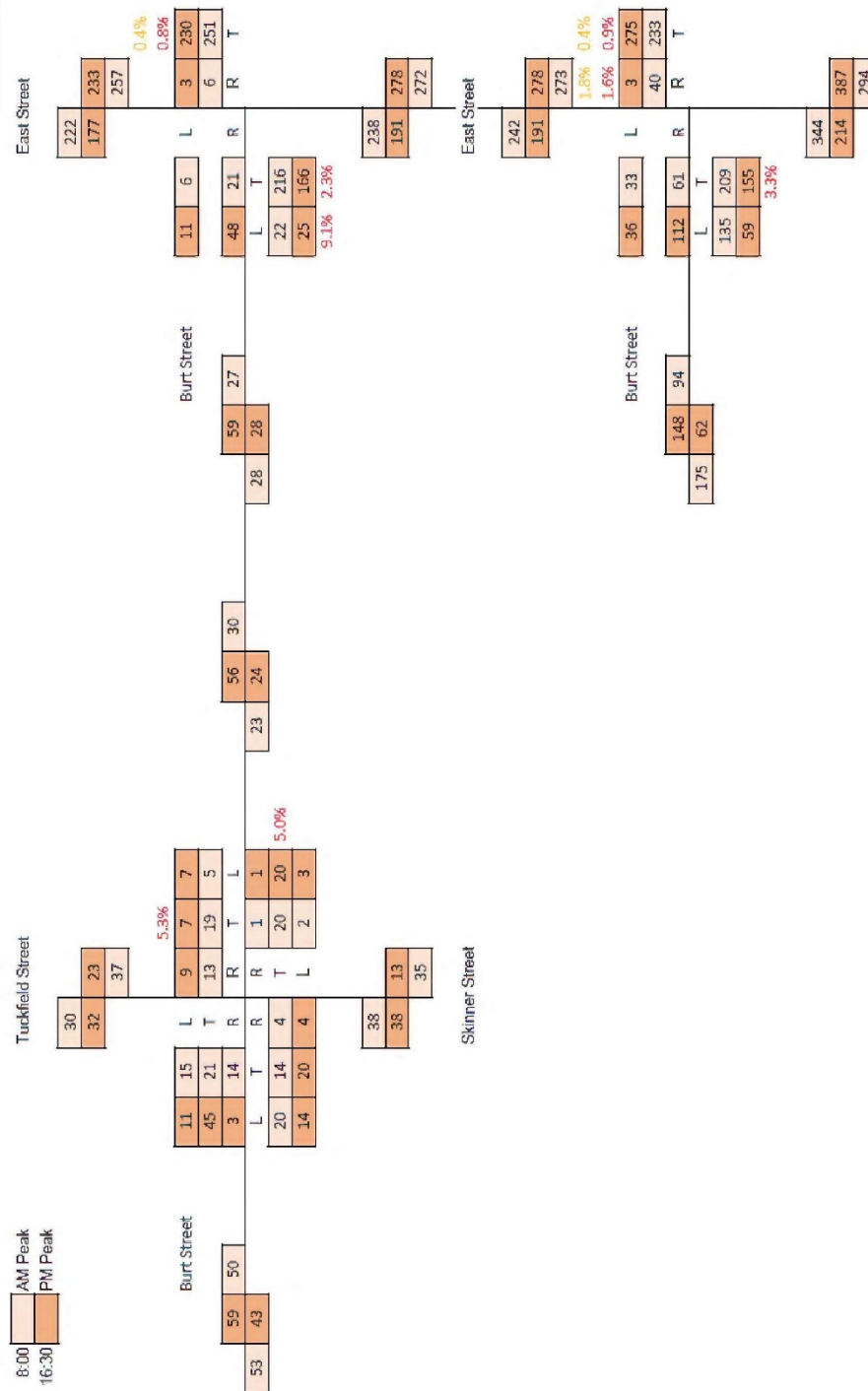
For the purpose of a robust assessment, a 1% annual background traffic growth rate was assumed for this study. This has been applied to the background traffic for all the future scenarios.

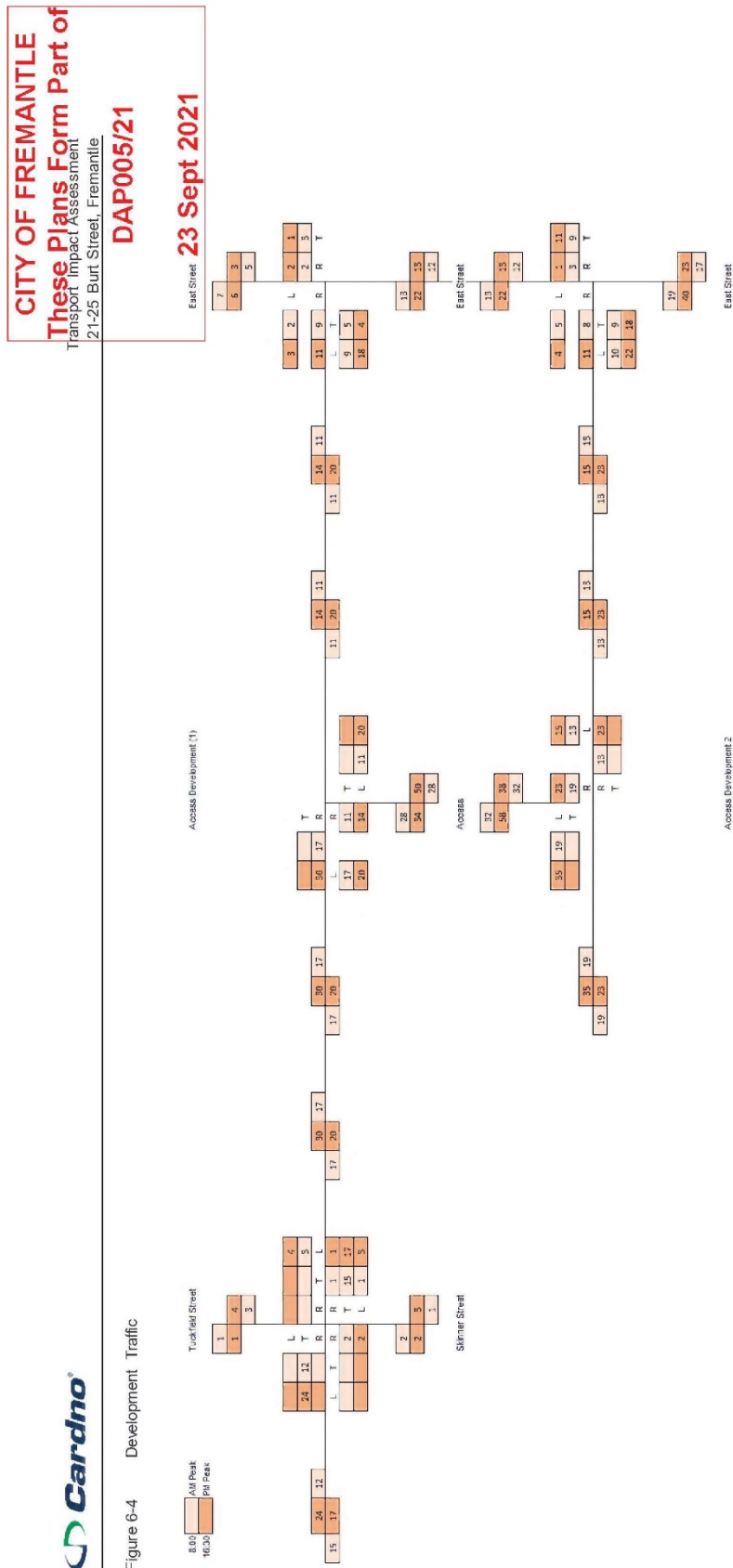
The traffic volumes used in this assessment for all scenarios are provided in **Figure 6-3** to **Figure 6-6**.

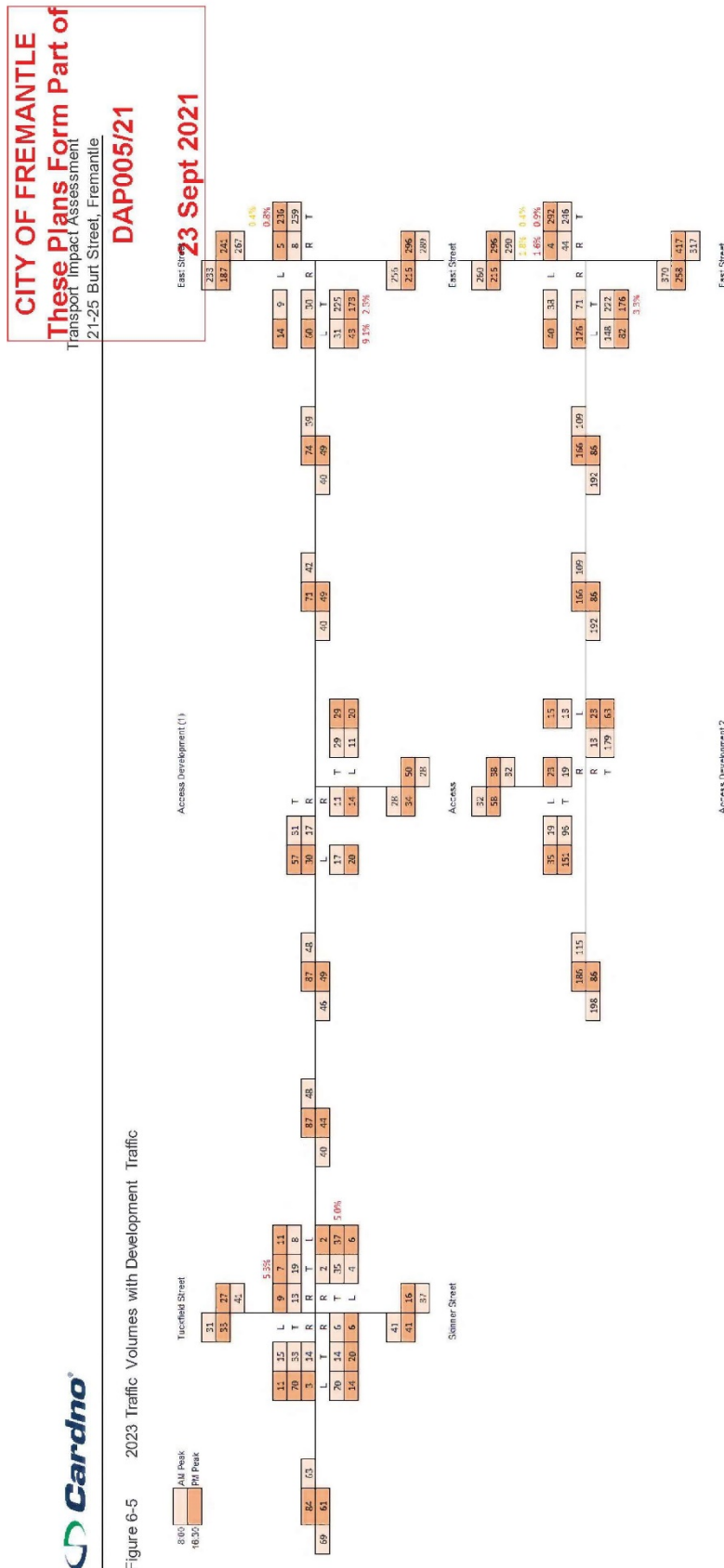
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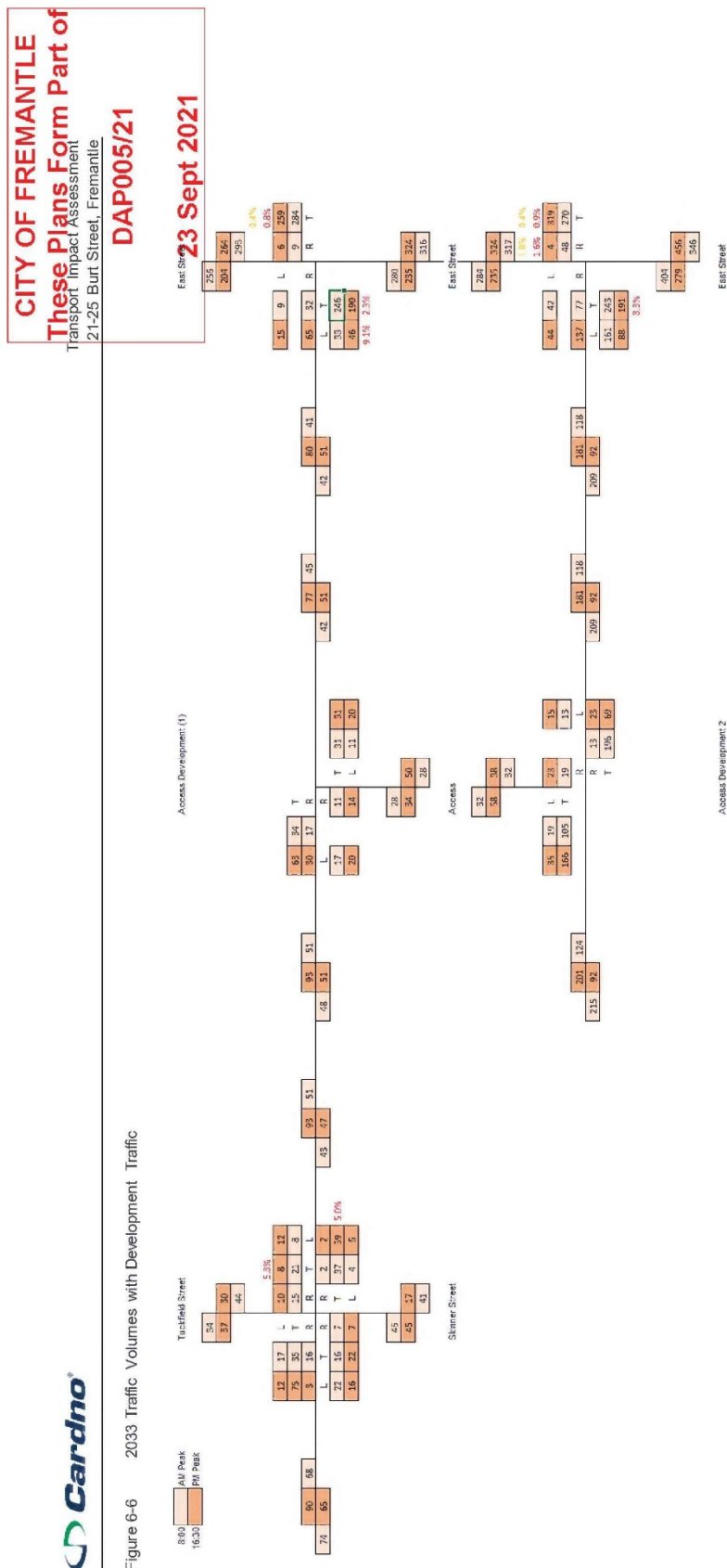


Figure 6-3 2021 Traffic Volumes











## 6.5 Key Assumptions

The following assumptions were made for the analysis:

- > A traffic survey was conducted on Thursday 22 July 2021 by an external service provider from 7:00 AM to 9:00 AM and 3:00 PM to 6:00 PM. The peak hour period was observed to occur during the morning peak between 8:00 AM to 9:00 AM and during the afternoon peak between 4:30 PM to 5:30 PM;
- > For the purpose of a robust assessment, a 1% annual growth rate was assumed for the study. This has been applied to the background traffic for all the future scenarios;
- > Trips generated by the development are distributed among the two accesses based on the total number of car parking bays in each of the buildings the accesses serve;
- > Turning proportions at intersections are calculated based on the existing traffic distributions;
- > The traffic model was developed as a network model using the SIDRA 9 Software and in accordance with Main Roads WA Operational Modelling Guidelines;
- > Heavy vehicle volumes are based on the percentages provided during the traffic count;
- > Dimensions of all intersection geometry (e.g., lane width, median width, etc.) were measured from the latest Metromap images;
- > Approach and exit speeds were based on speed limits from Main Roads WA Road Information Mapping System;
- > Intersection controls are anticipated to remain the same for future scenarios; and
- > Controls at the accesses are to be give-way.

## 6.6 Intersection Performance

Analysis of the traffic impacts of the proposed development has been undertaken for the following intersections:

- > Burt Street/Tuckfield Street;
- > Burt Street/East Street;
- > Vale Street/ East Street.
- > Access 1/ Burt Street; and
- > Access 2/ Vale Street

The identified intersections have been analysed using the SIDRA analysis program. This program calculates the performance of intersections based on input parameters, including geometry and traffic volumes. As an output SIDRA provides values for the Degree of Saturation (DOS), queue lengths, delays, level of service, and 95th Percentile Queue. These parameters are defined as follows:

- > Degree of Saturation (DOS): is the ratio of the arrival traffic flow to the capacity of the approach during the same period. The theoretical intersection capacity is exceeded for an un-signalized intersection where  $DOS > 0.80$ ;
- > 95% Queue: is the statistical estimate of the queue length up to or below which 95% of all observed queues would be expected;
- > Average Delay: is the average of all travel time delays for vehicles through the intersection. An unsignalised intersection can be considered to be operating at capacity where the average delay exceeds 40 seconds for any movement; and
- > Level of Service (LOS): is the qualitative measure describing operational conditions within a traffic stream and the perception by motorists and/or passengers. The different levels of service can generally be described as shown in **Table 6-5**.



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Table 6-5 Level of Service (LoS) Performance Criteria

LOS	Description	Signalised Intersection	Unsignalised Intersection
A	Free-flow operations (best condition)	≤10 sec	≤10 sec
B	Reasonable free-flow operations	10-20 sec	10-15 sec
C	At or near free-flow operations	20-35 sec	15-25 sec
D	Decreasing free-flow levels	35-55 sec	25-35 sec
E	Operations at capacity	55-80 sec	35-50 sec
F	A breakdown in vehicular flow (worst condition)	≥80 sec	≥50 sec

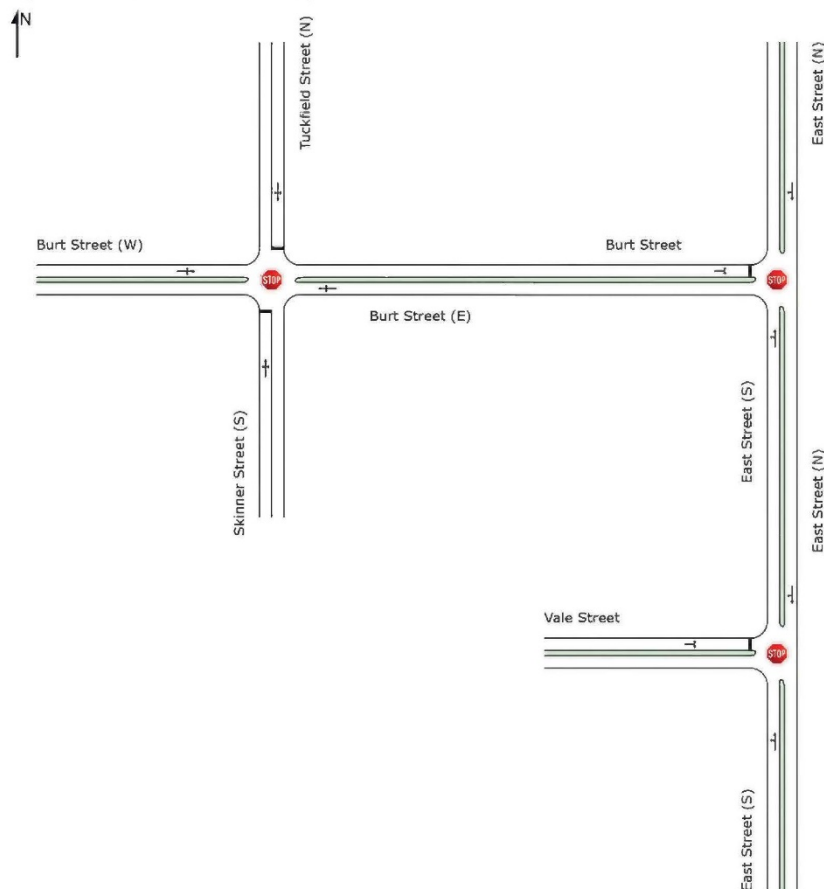
A LOS exceeding these values indicates that the road section is exceeding its practical capacity. Above these values, users of the intersection are likely to experience unsatisfactory queuing and delays during the peak hour periods.

## 6.7 SIDRA Analysis Results

### 6.7.1 Scenario 1 – 2021 Existing Traffic without Development (AM and PM)

The network configuration modelled is shown in **Figure 6-7** and the SIDRA output results are summarised in **Table 6-6** to **Table 6-8**.

Figure 6-7 Scenario 1 Network Layout





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Table 6-6 Burt Street/Tuckfield Street – Scenario 1

Intersection Approach	AM peak				PM Peak			
	DOS	Delay (s)	LOS	95% Queue (m)	DOS	Delay (s)	LOS	95% Queue (m)
South: Skinner Street (S)	L 0.033	7.5	A	0.4	0.034	7.5	A	0.4
	T 0.033	7.5	A	0.4	0.034	7.5	A	0.4
	R 0.033	7.4	A	0.4	0.034	7.4	A	0.4
East: Burt Street (E)	L 0.013	3	A	0	0.013	3	A	0
	T 0.013	0	A	0	0.013	0	A	0
	R 0.013	3	A	0	0.013	3	A	0
North: Tuckfield Street (N)	L 0.037	7.5	A	0.4	0.022	7.6	A	0.2
	T 0.037	7.9	A	0.4	0.022	7.5	A	0.2
	R 0.037	7.5	A	0.4	0.022	7.5	A	0.2
West: Burt Street (W)	L 0.028	4.6	A	0.3	0.032	4.6	A	0.1
	T 0.028	0	A	0.3	0.032	0	A	0.1
	R 0.028	4.6	A	0.3	0.032	4.6	A	0.1
All Vehicles	0.037	4.8	NA	0.4	0.034	3.7	NA	0.4

Table 6-7 Burt Street/East Street – Scenario 1

Intersection Approach	AM peak				PM Peak			
	DOS	Delay (s)	LOS	95% Queue (m)	DOS	Delay (s)	LOS	95% Queue (m)
South: East Street (S)	L 0.133	4.6	A	0	0.104	4.6	A	0
	T 0.133	0	A	0	0.104	0	A	0
North: East Street (N)	T 0.141	0	A	0.2	0.127	0	A	0.1
	R 0.141	4.8	A	0.2	0.127	4.5	A	0.1
West: Burt Street	L 0.038	8.3	A	0.4	0.078	8.1	A	0.8
	R 0.038	9.7	A	0.4	0.078	9.3	A	0.8
All Vehicles	0.141	0.8	NA	0.4	0.127	1.4	NA	0.8

Table 6-8 Vale Street/ East Street – Scenario 1

Intersection Approach	AM peak				PM Peak			
	DOS	Delay (s)	LOS	95% Queue (m)	DOS	Delay (s)	LOS	95% Queue (m)
South: East Street (S)	L 0.193	2.8	A	0	0.117	2.8	A	0
	T 0.193	0	A	0	0.117	0	A	0
North: East Street (N)	T 0.162	0.4	A	1.1	0.151	0	A	0.1
	R 0.162	6.1	A	1.1	0.151	5.4	A	0.1
West: Vale Street	L 0.133	8.2	A	1.4	0.2	8	A	2.2
	R 0.133	10.4	B	1.4	0.2	9.8	A	2.2
All Vehicles	0.193	2.3	NA	1.4	0.2	2.5	NA	2.2

All intersections are expected to operate satisfactorily with the level of services for turning lanes operating at LOS 'B' or better.



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### 6.7.2 Scenario 2 – 2023 Traffic with Development (AM and PM)

The network configuration modelled is shown in **Figure 6-8** and the SIDRA output results are summarised in **Table 6-9** to **Table 6-13**.

Figure 6-8 Scenario 2 and Scenario 3 Network Layout

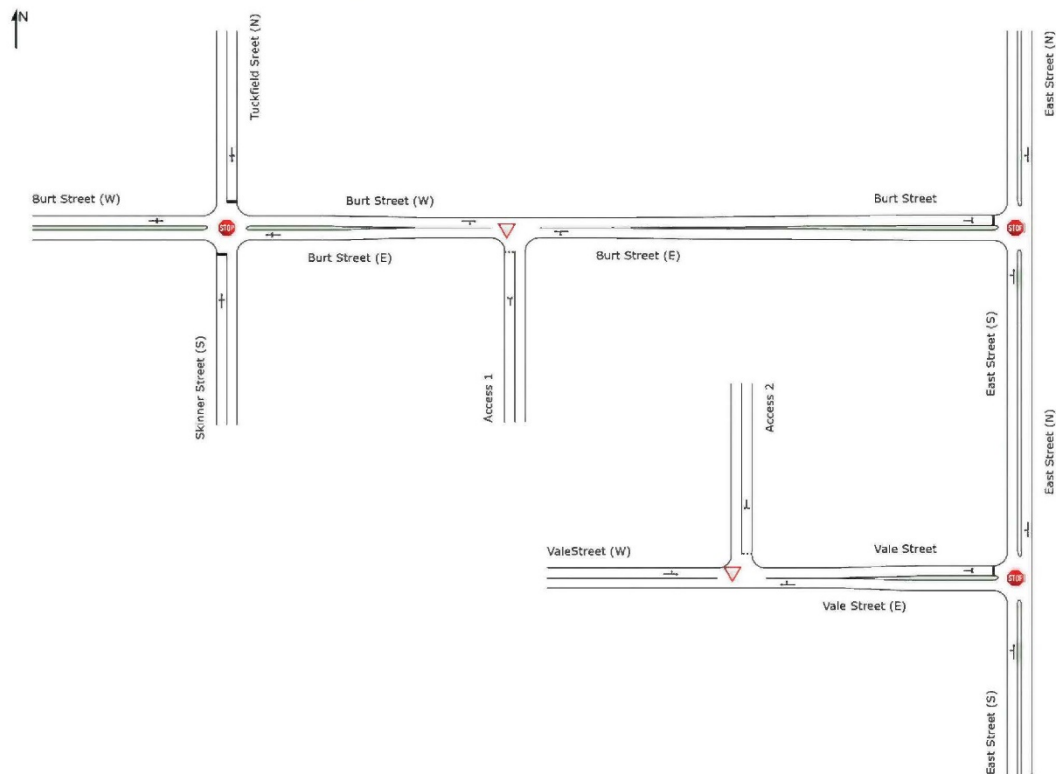


Table 6-9 Burt Street/Tuckfield Street – Scenario 2

Intersection Approach	AM peak					PM Peak			
	DOS	Delay (s)	LOS	95% Queue (m)	DOS	Delay (s)	LOS	95% Queue (m)	
South: Skinner Street (S)	L	0.036	7.6	A	0.4	0.038	7.6	A	0.4
	T	0.036	7.6	A	0.4	0.038	7.8	A	0.4
	R	0.036	7.6	A	0.4	0.038	7.7	A	0.4
East: Burt Street (E)	L	0.023	3	A	0	0.025	3	A	0.1
	T	0.023	0	A	0	0.025	0	A	0.1
	R	0.023	3	A	0	0.025	3.1	A	0.1
North: Tuckfield Street (N)	L	0.04	7.6	A	0.4	0.027	7.7	A	0.3
	T	0.04	8.1	A	0.4	0.027	7.7	A	0.3
	R	0.04	7.7	A	0.4	0.027	7.8	A	0.3
West: Burt Street (W)	L	0.035	4.6	A	0.3	0.046	4.6	A	0.1
	T	0.035	0	A	0.3	0.046	0	A	0.1
	R	0.035	4.7	A	0.3	0.046	4.7	A	0.1
All Vehicles	0.04	4.2	NA	0.4	0.046	3.1	NA	0.4	



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Table 6-10 Burt Street/East Street – Scenario 2

Intersection Approach	AM peak						PM Peak 23 Sept 2021		
	DOS	Delay (s)	LOS	95% Queue (m)	DOS	Delay (s)	LOS	95% Queue (m)	
South: East Street (S)	L	0.144	4.6	A	0	0.118	4.6	A	0
	T	0.144	0	A	0	0.118	0	A	0
North: East Street (N)	T	0.147	0	A	0.2	0.132	0	A	0.1
	R	0.147	4.9	A	0.2	0.132	4.7	A	0.1
West: Burt Street	L	0.056	8.4	A	0.6	0.1	8.2	A	1
	R	0.056	10	A	0.6	0.1	9.5	A	1
All Vehicles		0.147	1	NA	0.6	0.132	1.7	NA	1

Table 6-11 Vale Street/ East Street – Scenario 2

Intersection Approach	AM peak					PM Peak			
	DOS	Delay (s)	LOS	95% Queue (m)	DOS	Delay (s)	LOS	95% Queue (m)	
South: East Street (S)	L	0.208	2.8	A	0	0.141	2.8	A	0
	T	0.208	0	A	0	0.141	0	A	0
North: East Street (N)	T	0.173	0.4	A	1.3	0.161	0	A	0.1
	R	0.173	6.3	A	1.3	0.161	5.6	A	0.1
West: Vale Street	L	0.161	8.3	A	1.7	0.238	8.1	A	2.6
	R	0.161	10.9	B	1.7	0.238	10.4	B	2.6
All Vehicles		0.208	2.4	NA	1.7	0.238	2.6	NA	2.6

Table 6-12 Burt Street/Access 1 – Scenario 2

Intersection Approach	AM peak					PM Peak			
	DOS	Delay (s)	LOS	95% Queue (m)	DOS	Delay (s)	LOS	95% Queue (m)	
South: Access 1	L	0.021	4.6	A	0.2	0.026	4.6	A	0.3
	R	0.021	4.8	A	0.2	0.026	5	A	0.3
East: Burt Street (E)	L	0.022	4.6	A	0	0.027	4.6	A	0
	T	0.022	0	A	0	0.027	0	A	0
West: Burt Street (W)	T	0.027	0.1	A	0.3	0.05	0.1	A	0.5
	R	0.027	3	A	0.3	0.05	3	A	0.5
All Vehicles		0.027	2	NA	0.3	0.05	2.1	NA	0.5

Table 6-13 Vale Street/Access 2– Scenario 2

Intersection Approach	AM peak				PM Peak				
	DOS	Delay (s)	LOS	95% Queue (m)	DOS	Delay (s)	LOS	95% Queue (m)	
East: Vale Street (E)	T	0.105	0	A	0.3	0.05	0.2	A	0.5
	R	0.105	4.7	A	0.3	0.05	4.9	A	0.5
North: Access 2	L	0.03	4.8	A	0.3	0.035	5	A	0.4
	R	0.03	5.7	A	0.3	0.035	5.5	A	0.4
West: ValeStreet (W)	L	0.063	4.6	A	0	0.101	4.6	A	0
	T	0.063	0	A	0	0.101	0	A	0
All Vehicles		0.105	1	NA	0.3	0.101	1.6	NA	0.5



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With the opening of the proposed development, all intersections are anticipated to still operate at a good level of service and capacity. The turning lanes are expected to operate at LOS 'B' or better and average intersection delays are expected to be between 2 seconds to 5 seconds which is acceptable.

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### 6.7.3 Scenario 3 – 2033 Traffic with Development (AM and PM)

The SIDRA output results for the 2033 design year is summarised in **Table 6-14** to **Table 6-18**.

Table 6-14 Burt Street/Tuckfield Street – Scenario 3

Intersection Approach	AM peak					PM Peak			
	DOS	Delay (s)	LOS	95% Queue (m)	DOS	Delay (s)	LOS	95% Queue (m)	
South: Skinner Street (S)	L	0.041	7.6	A	0.4	0.043	7.6	A	0.5
	T	0.041	7.7	A	0.4	0.043	7.8	A	0.5
	R	0.041	7.6	A	0.4	0.043	7.8	A	0.5
East: Burt Street (E)	L	0.024	3	A	0	0.026	3	A	0.1
	T	0.024	0	A	0	0.026	0	A	0.1
	R	0.024	3	A	0	0.026	3.1	A	0.1
North: Tuckfield Street (N)	L	0.045	7.6	A	0.5	0.03	7.7	A	0.3
	T	0.045	8.1	A	0.5	0.03	7.8	A	0.3
	R	0.045	7.7	A	0.5	0.03	7.9	A	0.3
West: Burt Street (W)	L	0.038	4.6	A	0.3	0.049	4.6	A	0.1
	T	0.038	0.1	A	0.3	0.049	0	A	0.1
	R	0.038	4.7	A	0.3	0.049	4.7	A	0.1
All Vehicles	0.045	4.3	NA	0.5	0.049	3.2	NA	0.5	

Table 6-15 Burt Street/East Street – Scenario 3

Intersection Approach	AM peak					PM Peak			
	DOS	Delay (s)	LOS	95% Queue (m)	DOS	Delay (s)	LOS	95% Queue (m)	
South: East Street (S)	L	0.156	4.6	A	0	0.129	4.6	A	0
	T	0.156	0	A	0	0.129	0	A	0
North: East Street (N)	T	0.162	0.1	A	0.2	0.145	0	A	0.2
	R	0.162	5	A	0.2	0.145	4.8	A	0.2
West: Burt Street	L	0.063	8.5	A	0.6	0.113	8.3	A	1.1
	R	0.063	10.4	B	0.6	0.113	9.9	A	1.1
All Vehicles		0.162	1	NA	0.6	0.145	1.7	NA	1.1

Table 6-16 Vale Street/ East Street – Scenario 3

Intersection Approach	AM peak				PM Peak				
	DOS	Delay (s)	LOS	95% Queue (m)	DOS	Delay (s)	LOS	95% Queue (m)	
South: East Street (S)	L	0.227	2.8	A	0	0.153	2.8	A	0
	T	0.227	0	A	0	0.153	0	A	0
North: East Street (N)	T	0.192	0.5	A	1.5	0.176	0	A	0.1
	R	0.192	6.5	A	1.5	0.176	5.8	A	0.1
West: Vale Street	L	0.188	8.5	A	2	0.274	8.4	A	3.2
	R	0.188	11.6	B	2	0.274	11.1	B	3.2
All Vehicles		0.227	2.5	NA	2	0.274	2.8	NA	3.2



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Table 6-17 Burt Street/Access 1 – Scenario 3

Intersection Approach	AM peak					PM Peak			
	DOS	Delay (s)	LOS	95% Queue (m)	DOS	Delay (s)	LOS	95% Queue (m)	
South: Access 1	L	0.021	4.6	A	0.2	0.026	4.6	A	0.3
	R	0.021	4.9	A	0.2	0.026	5	A	0.3
East: Burt Street (E)	L	0.023	4.6	A	0	0.028	4.6	A	0
	T	0.023	0	A	0	0.028	0	A	0
West: Burt Street (W)	T	0.029	0.1	A	0.3	0.053	0.1	A	0.5
	R	0.029	3	A	0.3	0.053	3	A	0.5
All Vehicles		0.029	1.9	NA	0.3	0.053	2	NA	0.5

Table 6-18 Vale Street/Access 2– Scenario 3

Intersection Approach	AM peak					PM Peak			
	DOS	Delay (s)	LOS	95% Queue (m)	DOS	Delay (s)	LOS	95% Queue (m)	
East: Vale Street (E)	T	0.115	0	A	0.3	0.054	0.3	A	0.5
	R	0.115	4.8	A	0.3	0.054	5	A	0.5
North: Access 2	L	0.03	4.9	A	0.3	0.036	5.1	A	0.4
	R	0.03	5.8	A	0.3	0.036	5.6	A	0.4
West: Vale Street (W)	L	0.067	4.6	A	0	0.109	4.6	A	0
	T	0.067	0	A	0	0.109	0	A	0
All Vehicles		0.115	0.9	NA	0.3	0.109	1.5	NA	0.5

The results of this analysis showed that all the intersections are expected to still operate at acceptable levels of service, average delays and capacity during both the AM and PM Peak hour periods for the 2033 horizon.

#### 6.7.4 Summary of Results

- > All of the intersections are expected to operate at acceptable levels of service, average delays and capacity during both the AM and PM Peak hour periods for the opening and 2033 design year.
- > Based on the SIDRA modelling analysis, the proposed development is expected not to have any material or significant impact on the surrounding road network.



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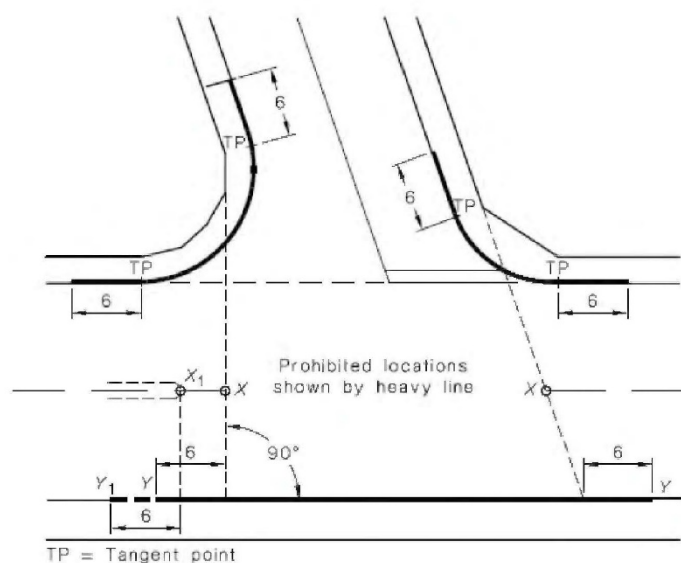
## 7 Site-Specific Issues

### 7.1 Proposed Access Driveway

#### 7.1.1 Location of Access Driveway

An assessment on the proposed access driveway was undertaken in accordance with AS2890.1: 2004 Parking Facilities: Off-street car parking as illustrated on **Figure 7-1**. The assessment shows that no non-compliance was identified with the location of the access driveway. Access 1 is about 43m away from the Burt Street/Skinner Street intersection, while Access 2 is about 70m away from Vale Street/East Street. Both the proposed crossovers are illustrated in **Figure 7-2** and **Figure 7-3**.

Figure 7-1 Prohibited Locations of Access Driveway



#### NOTES:

- 1 Accesses to domestic driveways are excluded from the prohibition in respect of the kerb section marked Y-Y (see Clause 3.2.3(a)).
- 2 The points marked  $X_1$  and  $X$  are respectively at the median end on a divided road and at the intersection of the main road centre-line and the extensions of the side road property lines shown as dotted lines, on an undivided road. On a divided road, dimension Y-Y extends to Point  $Y_1$ .

DIMENSIONS IN METRES

FIGURE 3.1 PROHIBITED LOCATIONS OF ACCESS DRIVEWAYS

Source: AS2890.1: 2004 Parking Facilities: Off-street car parking



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Figure 7-2 Proposed Access Location Assessment (Burt Street)

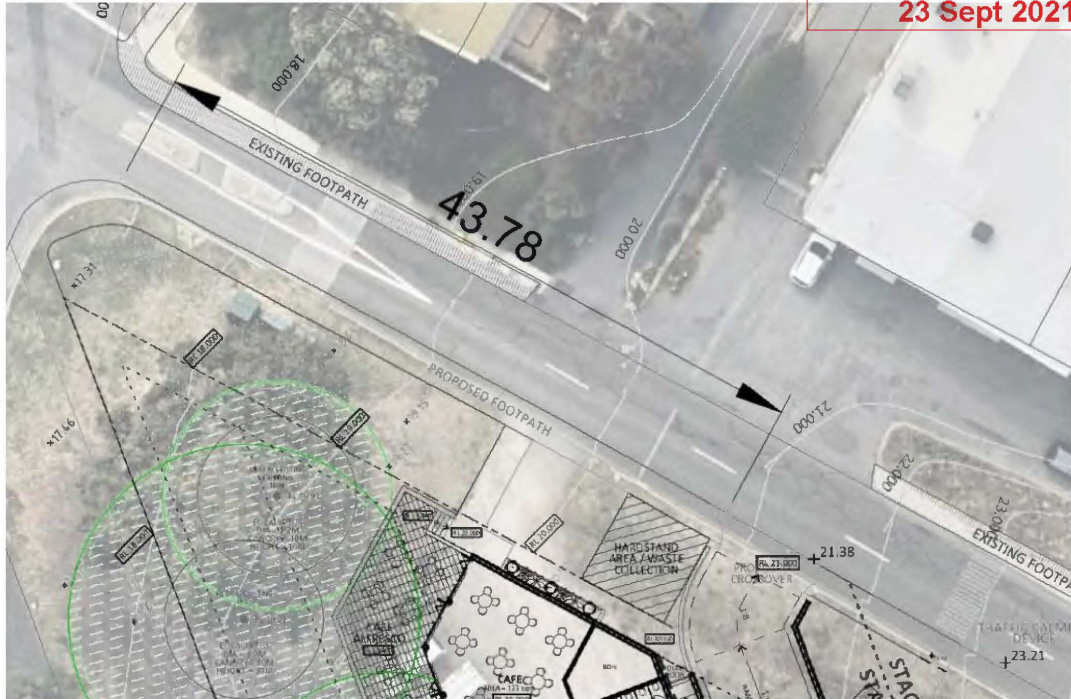
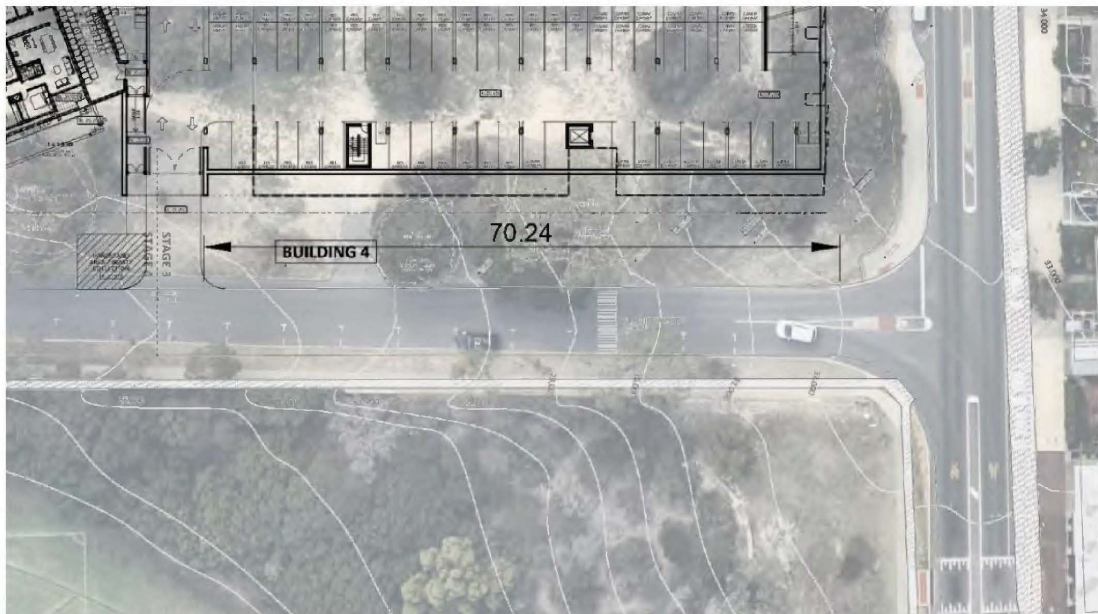


Figure 7-3 Proposed Access Location Assessment (Vale Street)



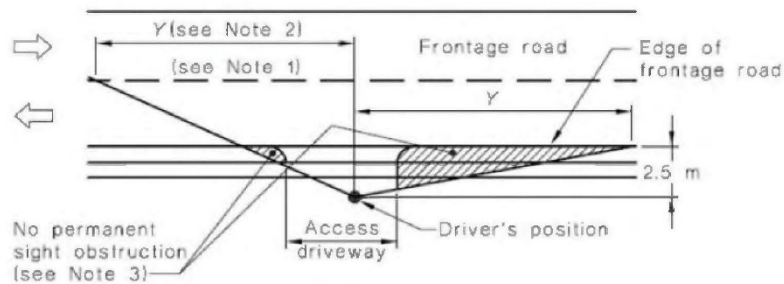


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### 7.1.2 Sight Distance

The proposed access driveway needs to be located and constructed so that there is adequate sight distance to traffic and pedestrians on the frontage road. The minimum requirement is set forth in AS2890.1: 2004 Parking Facilities: Off-street car parking as shown in **Figure 7-4**.

Figure 7-4 Minimum Sight Distance Requirement (Vehicles)



Frontage road speed (Note 4) km/h	Distance (Y) along frontage road m		
	Access driveways other than domestic (Note 5)		Domestic property access (Note 6)
	Desirable 5 s gap	Minimum SSD	
40	55	35	30
50	69	45	40
60	83	65	55
70	97	85	70
80	111	105	95
90	125	130	Use values from 2 <sup>nd</sup> and 3 <sup>rd</sup> columns
100	139	160	
110	153	190	

Source: AS2890.1: 2004 Parking Facilities: Off-street car parking

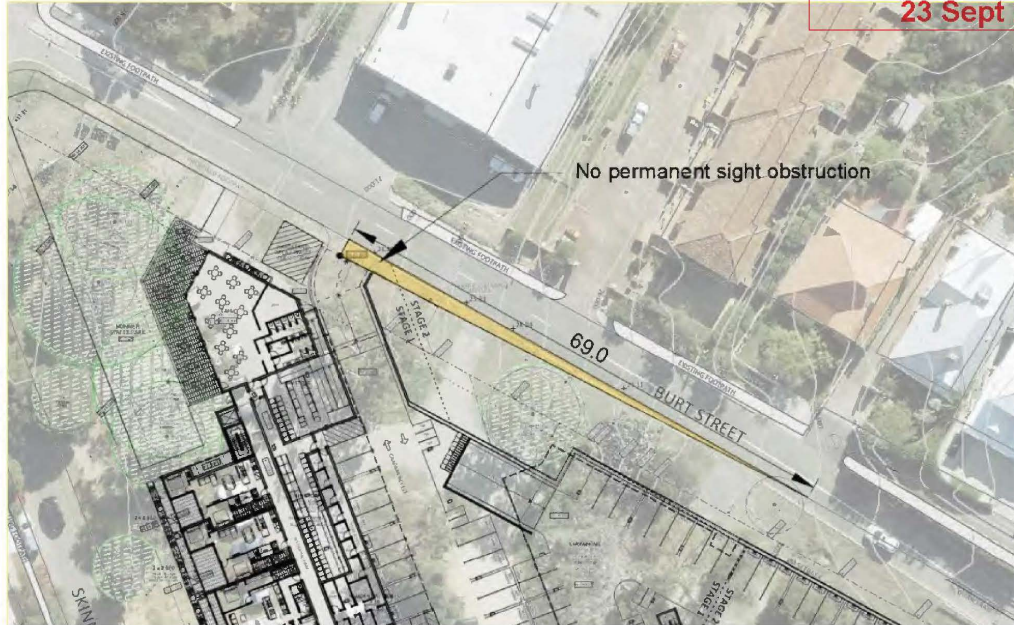
As illustrated in **Figure 7-5**, no permanent obstructions would appear to block the driver's line of sight within the 69-meter hatched area from the proposed Burt Street crossover. Hence the location of this crossover is considered to meet the minimum requirements and is appropriate.



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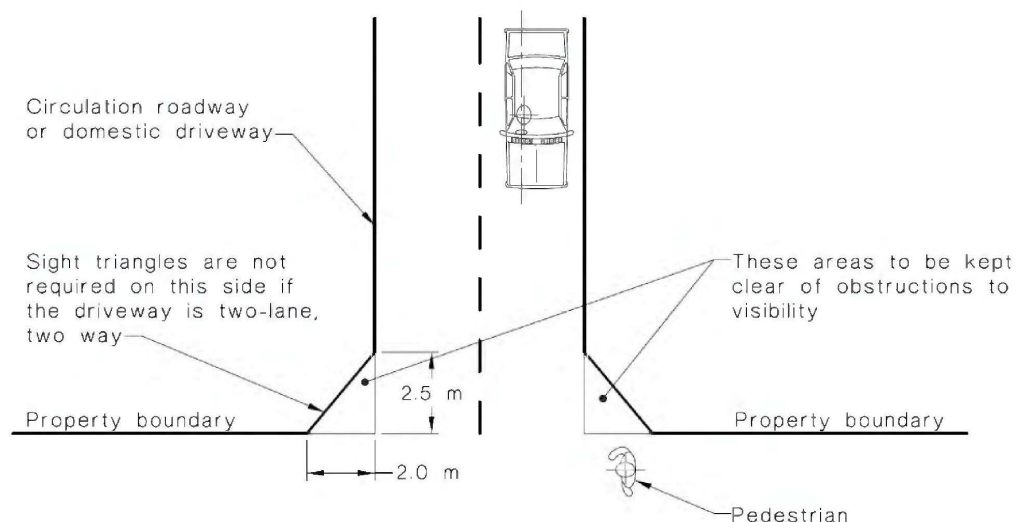
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Figure 7-5 Proposed Access Driveway Assessment (Burt Street) – Sight Distance



Clear sight lines as shown in **Figure 7-6** shall be provided at the property line to ensure adequate visibility between vehicles leaving the car park or domestic driveway and pedestrians on the frontage road footpath. No permanent obstructions would appear to block the driver's line of sight within the sight triangles (hatched area) at the proposed Burt Street and Vale Street crossovers as illustrated in **Figure 7-7** and **Figure 7-8**. Hence, the proposed crossovers would appear to meet the minimum sight line requirements for pedestrian safety.

Figure 7-6 Minimum Sight Lines for Pedestrian Safety



Source: AS2890.1: 2004 Parking Facilities: Off-street car parking



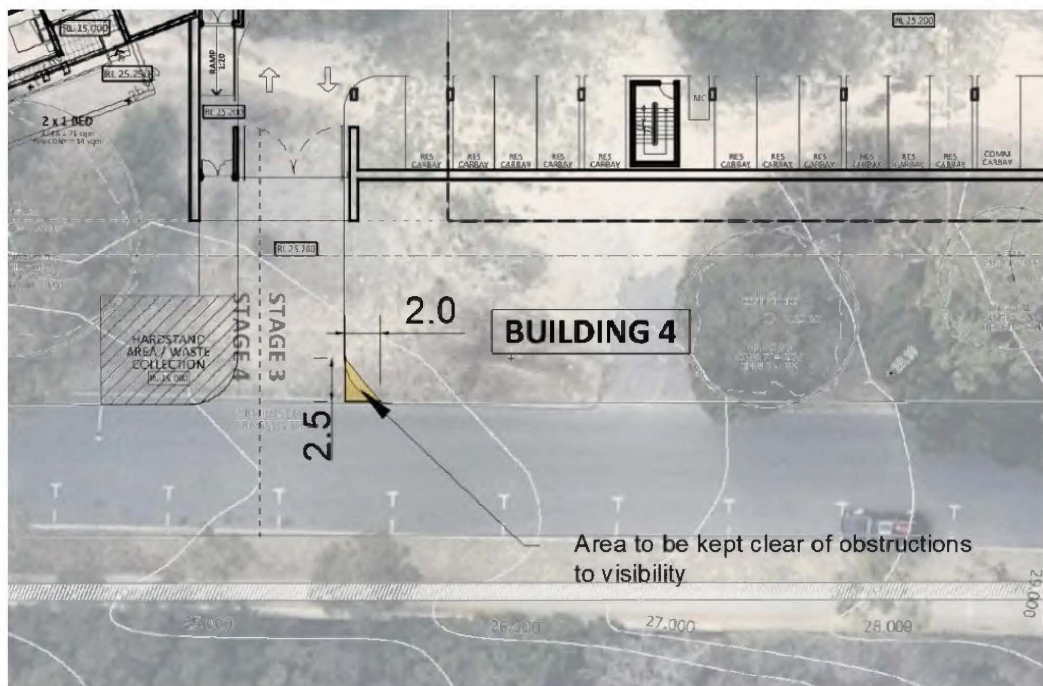
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Figure 7-7 Proposed Access Driveway Assessment (Burt Street) – Minimum Sight Lines for Pedestrian Safety



Figure 7-8 Proposed Access Driveway Assessment (Vale Street) – Minimum Sight Lines for Pedestrian Safety





## 8 Conclusion

This report has been prepared in accordance with the Western Australian Planning Commission (WAPC) *Transport Assessment Guidelines for Developments: Volume 4 – Individual Development*.

The following conclusions have been made in regard to the proposed development:

- > The proposal is for a mixed-use development comprising the following:
  - 272 residential apartments across four (4) buildings;
  - Café tenancy located at Building 1 and Building 4 with a combined area of 273m<sup>2</sup>;
  - 343m<sup>2</sup> Community Gym;
  - 246m<sup>2</sup> office tenancy;
  - 314m<sup>2</sup> Community Space, including Community Hub and Performance Space;
  - 478 m<sup>2</sup> Art Space including Art Studio and Makers Space (excluding Art Store); and
  - 486 car parking bays.
- > The proposed development is expected to generate approximately 119 vehicles during the AM peak hour and 180 vehicles during the PM peak hour respectively;
- > The overall on-site car parking requirements for the proposed residential development meets the requirements as stipulated by the R-Codes. A parking provision of 29 bays is proposed for reciprocal use between residential and commercial visitors for Building 1 and Building 2. This number of bays would be able to accommodate the residential visitors, however, a shortfall of 11 bays is anticipated for the Café/ commercial tenancy for Building 1 & Building 2. It should be noted that the café, art space, performance space, and community gym are all intended to cater for the residents of the proposed development and nearby communities in the surrounding area. It is considered reasonable to expect that the residents of the development and surrounding areas would be inclined to walk or cycle to these tenancies rather than drive, given the localised catchment that is being targeted.

Notwithstanding the above, the reciprocal car parking provided and approximately 27 on-street parking bays on Vale Street will still enable community residents to drive to the Site if there is a desire.
- > The SIDRA results show that the surrounding intersections is expected to operate at acceptable capacity and level of service for the opening year of the proposed development as well as for the 2033 design year.
- > The location of the crossovers at Burt Street and Vale Street meet the requirements of AS2890.1:2004 Parking Facilities: Off-street car parking and is considered to be adequate.

Overall, the proposed development is not expected to have any material impact on traffic operations and safety on the surrounding road network.

### **Additional Information 3 - Site Photos**



**Photo 1:** Subject site as viewed from corner Burt Street and Skinner Street



**Photo 2:** Subject site as viewed from corner Burt Street and East Street



**Photo 3:** Subject site as viewed from corner Vale Street and East Street



**Photo 4:** Subject site as viewed from corner Vale Street and Skinner Street