



Additional information

Strategic Planning and Transport Committee

Wednesday, 19 May 2021, 6.00pm

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**SPT2105-1 SOUTH TERRACE, NO. 65 (LOT 12), FREMANTLE – SIX STOREY
HOTEL, OFFICE AND SHOP (SDAU REFERRAL) – (NB/JK DA0111/21)**

Additional Information 1 - Extract of Applicants Submission



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Report number	Final Lodged – February 2021

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EXECUTIVE SUMMARY

This proposal presents an exciting collaboration between Yolk Property Group and Harris Jenkins Architects to deliver a boutique hotel and office development on the corner of South Terrace and Suffolk Street in Fremantle.

We are pleased to lodge this development application for what will be a welcome addition to Fremantle and together with the Kings Square redevelopment, the future redevelopment of the broader Fremantle Oval precinct and many other proposals, it will contribute towards its overall transformation. It will also contribute in creating an active gateway along South Terrace, between Fremantle and South Fremantle.

The proposals seeks greater development potential on site that the Scheme provisions currently provide for. However, based on a thorough contextual and urban design analysis and in considering both the existing and desired future scale and intensity development envisaged for the area, it is considered this proposal, at 6 storeys and achieving design excellence, is entirely suitable to the area.

The proposal presented in this application successfully delivers a vision for the site which:

- Has been developed and designed by a Fremantle based developer, Yolk Property Group, and architect, Harris Jenkins, bringing together a strong knowledge of the local context and character.
- Provides high quality accommodation for visiting tourists and locals, with direct synergies with the Fremantle Hospital to provide opportunities for accessible accommodation for visitors or outpatients that do not reside in Perth.
- Has been informed by ongoing design review by the City of Fremantle, which has resulted in a design that is locally responsive. Further the Design Advisory Committee has concluded that the proposed height, bulk and scale has considerable merit and is appropriate within this context.
- Reinforces the commercial and social viability of the Fremantle City Centre.
- Will deliver substantial economic benefit through the design, construction and operational phase, including employment and facilitating visitor expenditure in the local area.
- Promotes local and domestic tourism, which is a key goal of the State Government in COVID recovery times.

We look forward to continuing to work with the City of Fremantle, Department of Planning, Lands and Heritage and relevant Government agencies to successfully deliver this development.



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1.0 INTRODUCTION

This planning report has been prepared by Urbis, in collaboration with Yolk Property Group and Harris Jenkins Architects, in support of a development proposal at Lot 12 (No. 65) South Terrace, Fremantle (subject site).

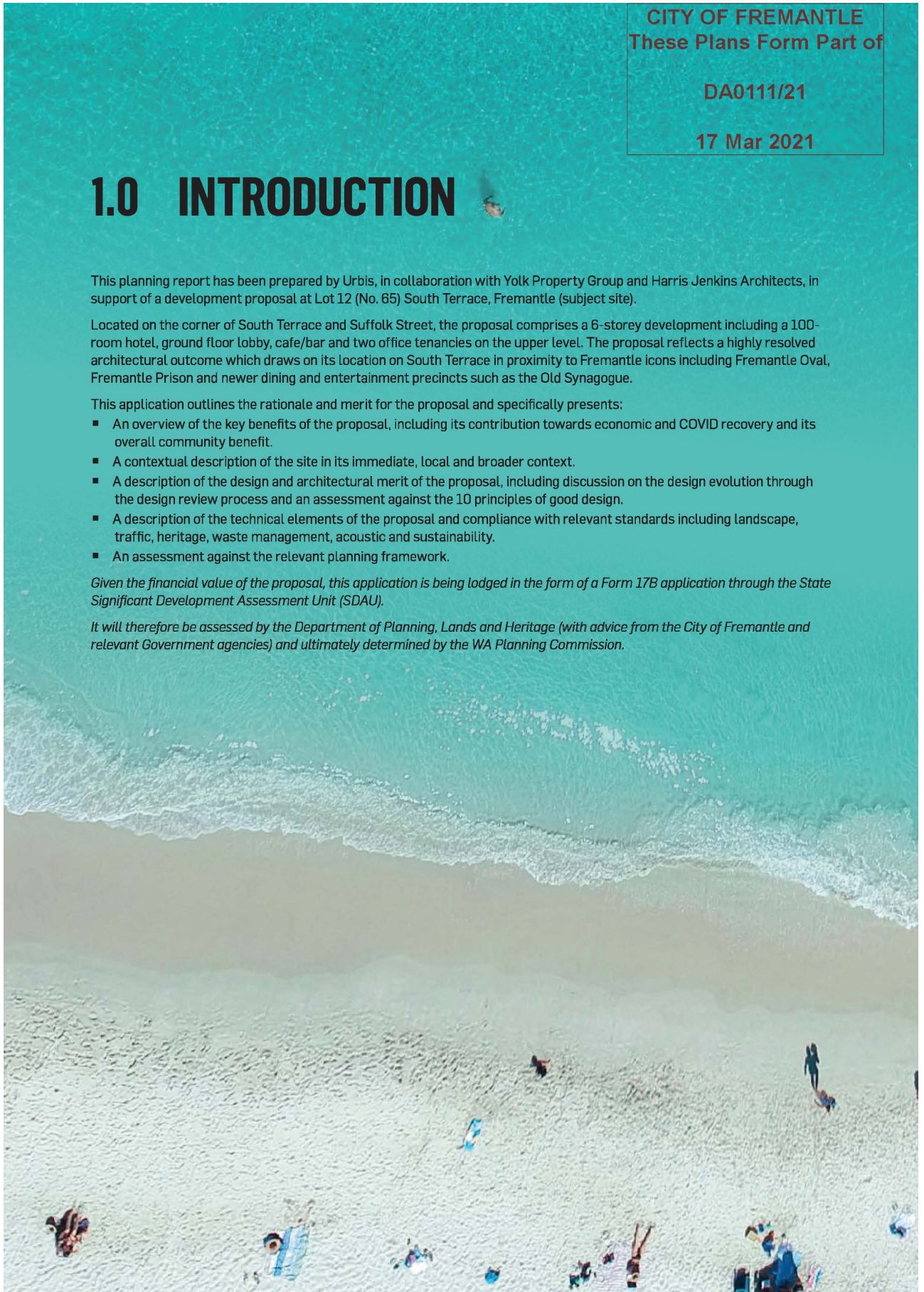
Located on the corner of South Terrace and Suffolk Street, the proposal comprises a 6-storey development including a 100-room hotel, ground floor lobby, cafe/bar and two office tenancies on the upper level. The proposal reflects a highly resolved architectural outcome which draws on its location on South Terrace in proximity to Fremantle icons including Fremantle Oval, Fremantle Prison and newer dining and entertainment precincts such as the Old Synagogue.

This application outlines the rationale and merit for the proposal and specifically presents:

- An overview of the key benefits of the proposal, including its contribution towards economic and COVID recovery and its overall community benefit.
- A contextual description of the site in its immediate, local and broader context.
- A description of the design and architectural merit of the proposal, including discussion on the design evolution through the design review process and an assessment against the 10 principles of good design.
- A description of the technical elements of the proposal and compliance with relevant standards including landscape, traffic, heritage, waste management, acoustic and sustainability.
- An assessment against the relevant planning framework.

Given the financial value of the proposal, this application is being lodged in the form of a Form 17B application through the State Significant Development Assessment Unit (SDAU).

It will therefore be assessed by the Department of Planning, Lands and Heritage (with advice from the City of Fremantle and relevant Government agencies) and ultimately determined by the WA Planning Commission.



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2.0 ECONOMIC AND COMMUNITY BENEFIT

This project is shovel-ready and presents a substantial commitment to economic recovery by Yolk Property Group who have a proven reputation in delivering quality developments within Fremantle and beyond. The project will deliver a substantial contribution to local and regional economic recovery during both the construction and operational phase of the project.

To demonstrate this, Urbis has prepared an Economic Benefit Study report, included at **Appendix A**.

The report highlights that this proposal will:

- Inject over \$25 million into the City of Fremantle and State economy during the construction stage.
- Deliver an ongoing \$7.7 million per annum when the hotel is operational.
- Commence construction in September 2021 (subject to development approval) with an estimated construction timeframe of 16 months – demonstrating the project is shovel ready.
- Deliver 46 ongoing jobs per annum (directly and indirectly).
- Facilitate \$3.4 million total estimated visitor expenditure.

In addition to the above benefits to the WA economy, the proposed investment presents significant benefit to the local Fremantle area. This includes:

- Provision of a high quality architecturally designed and locally inspired landmark building.
- A landmark building in close proximity within Fremantle Oval precinct which has been earmarked for redevelopment.
- New and centrally located accommodation for tourist and other visitors coming to Fremantle, including those visiting patients at Fremantle Hospital or outpatients who do not reside in Perth.
- Attraction of further investment to the Fremantle area through improved accommodation, meeting room, and café/bar facilities.
- A substantial improvement to the South Terrace and Suffolk Street streetscape, creating street edge activation and increased passive surveillance.

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2.1 COMMUNITY BENEFIT

This proposal will deliver exceptional community benefit as illustrated below.



Additional high-quality accommodation in the local area, with opportunities for direct synergies for people visiting the Fremantle Hospital.



A diversity of uses including a hotel, office and café/bar uses.



High amenity within hotel suites, greater than standard requirements



Accessible accessways, with potential for rooms to be converted to accessible rooms during detailed design



Significantly improved streetscape at South Terrace and Suffolk Street.



A visually interesting and locally responsive design aesthetic that reflects local Fremantle architecture.



A significant uplift to the currently underutilised site, consistent with the City of Fremantle strategic framework.



Provision of 14 long term bicycle parking spaces with additional end-of-trip facilities for staff.



Rooftop PV system and various other sustainability strategies, targeted 4 Star Green Star



Greater passive surveillance to South Terrace and Suffolk Street



A contribution to the local tree canopy via the green spaces and amenity proposed.



Land Office 65 South Terrace

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3.0 TRANSFORMING FREMANTLE

Fremantle is a unique and culturally rich city. It has a character referenced by its port city landscape, heritage, architecture, arts and culture as well as its dining, retail and entertainment scene which has collectively contributed to its unique village atmosphere.

Over the years however, attracting people to live, work, visit, shop and recreate in the core of Fremantle has had its challenges. This has prompted the City to have a renewed focus on sustainably revitalising the City Centre to reinforce its position as a destination of choice for people all over the Perth Metropolitan area, a key employment hub as well as a key tourist destination (attracting both local and domestic visitors in the current COVID environment).

The subject site is located on the corner of South Terrace and Suffolk Street. This is a short distance from the heart of the Fremantle City Centre and the colloquially known 'Cappuccino Strip'. The Cappuccino Strip (the north western portion of South Terrace) has historically been of the centre of activity within Fremantle. Centrally located, it is a comfortable walking distance to a number of local and regionally significant attractions and a gathering place for many.

The site is located in proximity to a number of recently established dining and entertainment venues. This includes the Old Synagogue development 80m to the north of the site which comprises a number of restaurant and bar uses housed within a heritage setting. The Warders Hotel on Henderson Street (200m north) has also recently been restored and redeveloped into a hotel with associated dining uses. Overall, it is clear there is a resurgence happening in Fremantle, with considerable investment occurring in commercial and dining/entertainment activity.

The City of Fremantle's renewed focus is articulated in the City's **Fremantle 2029 Transformational Moves** document, which articulates a strategic vision for Fremantle based on an extensive community visioning process. Of relevance to this proposal, this document highlights the extensive redevelopment of the Fremantle Oval precinct including the provision of high-quality affordable housing as well as new commercial and retail space.

This is shown at **Figure 1**, where the site is identified as a 'Potential Development Site' with substantial redevelopment anticipated east of South Terrace and extended street activation envisaged along South Terrace.

The proposed development on the corner of South Terrace and Suffolk Street is closely aligned with the strategic vision for the area articulated by the City of Fremantle. It is clear the area has been identified for substantial change and redevelopment in the future, accommodating intensity

of infill development and additional housing opportunities supported by retail and commercial space.

Change is already evident through the demolition of the Stan Reilly Centre for the purposes of a temporary carpark for the Fremantle City Council, adjoining the site. This will ultimately provide a significant redevelopment opportunity in the future, assisting in creating adjoining street edge activation along South Terrace and greater legibility through to the icons such as Fremantle Oval and Prison.

Figure 1 Fremantle 2029 Transformational Moves



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4.0 THE SITE AND LOCALITY

The subject site is located on the periphery of the Fremantle City Centre. It is directly opposite Fremantle Hospital, less than 100m from Fremantle Oval, approximately 150m south east of the Fremantle Markets, and less than 800m from Fremantle Station. A number of additional locally and regionally significant tourist attractions such as Fremantle Prison are also located within close walking distance.

The site is regular in shape with frontage to South Terrace to the east and Suffolk Street to the north. The site is surrounded by commercial, dining/entertainment, recreational and public land uses to the north and east and is surrounded by a diverse range of residential land uses to the west and south.

Located directly north east of the site on the adjoining side of South Terrace is Fremantle Hospital which is approximately 8 storeys in height. Directly south-west of the site is the Arundel Court apartment complex which is 8 storeys also. The former Stan Reilly centre site is located directly adjoining the site, to the north of South Terrace. This is currently a carpark associated with the City of Fremantle temporary administrative office.

Figure 2 provides an aerial overview of the site and surrounds, and **Figure 3** illustrates the broader context of the site.

Figure 2 Site Aerial



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Figure 3 Context Map



4.1 LOT DETAILS

The lot details for the site are noted in **Table 1** and **Figure 4** below (refer **Appendix B** for the Certificate of Title).

Table 1 Lot Details

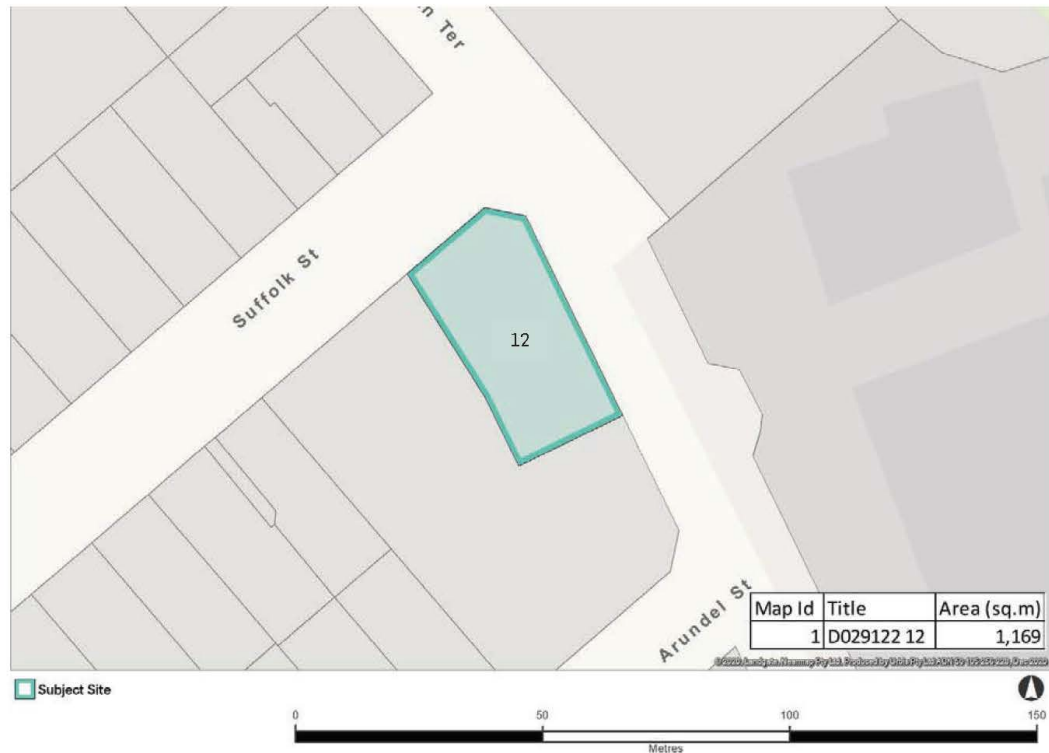
Lot No.	Street Address	Plan	Lot Area	Volume/Folio	Registered Proprietor
12	65 South Terrace, Fremantle	29122	1,169 sq.m.	1744/378	65 South Terrace Pty. Ltd.

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Figure 4 Lot Details



4.2 EXISTING ACCESS

Vehicle access to the site is currently provided via two separate crossovers on Suffolk Street. Both crossovers are located on the north western boundary of the site. As the site is currently vacant, there are no existing carparking bays located on site.

4.3 HERITAGE CONSIDERATIONS

The site is listed on the City of Fremantle Local Heritage Register in respect of the limestone feature which exists on the western and south boundaries of the site. To inform the design process, advice was sought from Griffiths Architects in terms of the heritage significance of the wall to guide whether it would be retained or suitable for demolition.

This advice is included at **Appendix C** and confirms that the wall has limited heritage value and therefore is not essential for retention. On this basis, the proposed limestone wall is proposed to be demolished to facilitate the development.

Notwithstanding the above, it is expected that as a condition of development approval, the City will impose a requirement to undertake necessary archaeological investigations prior to construction and report any items or findings of note.

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5.0 THE PROPOSAL

The proposal will deliver a bespoke, contextually inspired and uniquely Fremantle development. Specifically, the development comprises:

- A 100-room hotel comprising ancillary guest facilities including:
 - A lobby and reception area (60sq.m)
 - Gym (37sq.m)
 - Conference facilities with two rooms (totalling 82sq.m)
 - Managers office (10sq.m)
 - Storage rooms (20sq.m)
- An 82sq.m cafe/bar on ground floor (on the corner of South Terrace and Suffolk Street) predominantly servicing the hotel however available for public access.
- A 27sq.m tenancy on ground floor which is envisaged to be for commercial (office) or shop uses.
- Two office tenancies on Level 6 comprising a total of 210sq.m (with office lobby on ground level of 11sq.m).
- A total of 43 carparking bays across two levels.
- A total of 14 bicycle parking spaces.
- Required back-of-house facilities and servicing.

Access to the site for vehicles is via South Terrace approximately 60m south-east of the intersection of South Terrace and Suffolk Street. The proposed crossover will provide access to the ground floor parking area where a loading dock is located for commercial and service vehicles and waste collection as well as staff parking via a secure access-controlled roller door.

A second access point is located on Suffolk Street and provides access to the basement level where parking is provided for hotel guests via a secure access-controlled roller door.

Overall, the development proposes 43 parking bays over two levels. 31 bays are located in the basement level for hotel guests including one ACROD bay and associated adjacent shared space, and 12 bays are located on the ground level for staff parking. One loading dock is provided on the ground floor level for commercial and service vehicles and waste collection.



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5.1 ARCHITECTURAL DESIGN STATEMENT

The proposal compliments the scale of development in the area including the Fremantle Hospital, Arundel Court and the envisaged plans for the redevelopment of the Fremantle Oval precinct. A contemporary reading of local context and built form character of the Fremantle City Centre has been merged with the functional requirements of the hotel, delivering a conceptually rich design that references its local context.

The building seeks to resonate with its surrounds, referencing local architecture in terms of scale and materiality while also presenting a contemporary building and shifting further into a finer grain and tactile reading of the wider surrounds. The prominent corner site presents an opportunity to fill a current void in the streetscape and create a node among a broader chain of social and commercial activity between Phillimore Street and Wray Avenue.

An overall restrained approach to the building design and material palette gestures towards a level of sophistication that represents the hotel brand while delivering a building which references the local heritage.

The façade depth articulates the built form and contemplates a sculpted, subtle moiré pattern that provides a formal response to the functional requirements of this type of hotel development. Facebrick work, mosaic tiles and filigreed metal screening elements give a sense of detail and close up reading to the building that provide a human scale. The southern approach to the site is restrained with the inclusion of patterned brickwork, with the approach from the north far more open, acknowledging its public front and corner presence.

The ground floor spaces create an active and animated street presence, with attention given to opening up the corner of South Terrace and Suffolk Street. Existing street trees along South Terrace that immediately front the site are retained and awning treatments are sympathetic to this. The top floor is set back from the street and provides the opportunity to create a landscaped edge softening the top of the building.

Service vehicle access and egress is off South Terrace whilst longer term vehicle access and egress are from Suffolk Street. This blend of parking will assist in dispersing vehicle movements to and from the site whilst also taking advantage of the natural fall along Suffolk Street to create basement parking facilities.



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5.2 DESIGN EVOLUTION

To inform the design evolution of the proposal, the Project Team presented to the City of Fremantle Design Advisory Committee (DAC) on the 14 September 2020 and 14 December 2020.

A summary of the design review process and DAC recommendations and an explanation of how the design has evolved is provided below.

5.2.1 DAC MEETING 1

The first DAC meeting focused on introducing the project, defining the site context and local character. The project team highlighted the strong sense of local character and the sites location in proximity to a number of iconic Fremantle landmarks including Fremantle Prison, Oval and Hospital as well as newer entertainment/dining venues and the Cappuccino Strip.

Given the additional development potential sought by the proposal, the Project Team presented a localised height analysis of the area, notably Fremantle Hospital and Arundel Court, demonstrating that the proposed height of the development, at 6 storeys, sits comfortably within its context.



DAC1 - Elevation view of proposed development from Suffolk Street



DAC1 - Elevation view of proposed development from South Terrace looking north



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As a result of the presentation, the DAC (confirmed through minutes) concluded that the proposed height, bulk and mass of the development is considered an appropriate response to the site having regard to the context of the hospital and Arundel Court. The DAC was highly supportive of the active and engaged ground plane and inclusion of the office tenancy. A number of design recommendations were however provided. A summary of these, as well as a response to how the design was modified to present at DAC 2 is provided in the table below.

Table 2 Summary of DAC 1 (14 September 2020) - Comments and Response

DAC RECOMMENDATION	DESIGN RESPONSE FOR DAC 1
Ground Floor	
Ease of Movement	
<ol style="list-style-type: none"> 1. The Hotel and Office entry lobbies are dimensionally constrained, lack generosity, legibility and potentially serviceability. 2. Particularly in a post COVID climate, the inability for a guest to utilize the stair to access the floors from the ground floor should be reconsidered. 3. Users of the ground floor parking area must navigate past the servicing area to access the ground from the parking area. This is not considered to be a safe and / or inviting pathway through the lobby for guest / visitors if they arrive by car. 	<ol style="list-style-type: none"> 1. Both the Hotel and Office Lobby areas were enlarged, space for congregation has been provided in the hotel lobby and visual integration between this lobby and café bar was improved. 2. The fire stair was reconfigured to allow for access from the Hotel lobby. 3. An external awning is located over the Hotel entry lobby, its design mirrors the other ground floor awning structures. 4. The hotel entry was enlarged and lime plaster render has been selected as a wall finish to provide articulation to the entry.
Continuity and Enclosure	
<ol style="list-style-type: none"> 4. Consideration should be given to enhancing weather protection to the Hotel entrance on South Terrace. 5. The design of the ground floor (Hotel lobby and associated façade treatment) does not promote interaction with the street. 	
First – Fourth Floors	
Legibility, Adaptability Diversity	
<ol style="list-style-type: none"> 1. It is unclear if the Juliet balconies to the west facing hotel rooms are accessible. 	<ol style="list-style-type: none"> 1. The Juliet balconies can be accessed for standing. The sliding door glazing arrangement of these rooms is primarily designed to capture sea breezes.
Fifth Floor	
Legibility, Adaptability Diversity	
<ol style="list-style-type: none"> 1. The level 5 fire stair door and wc/amenities with the lift lobby could be co-located to facilitate more economic and flexible sub-division. 	<ol style="list-style-type: none"> 1. The level 5 wc / amenities area was replanned to allow for a more flexible subdivision. The kitchen area provides ocean views.

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5.2.2 DAC MEETING 2

The project team presented the updated design at DAC 2, highlighting the changes which had been made as a result of comments received at DAC 1. In particular the Project Team highlighted the changes made to the western façade on Suffolk Street (as shown), with changes made to the architecture and inclusion of a strong landscape response to soften this interface to residents.



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As a result, the DAC concluded that the revised proposal was considered to maintain and/or enhance the development strengths and again reiterated its support for the proposed height, bulk and scale. It specifically noted the improvements to the western façade including the additional detailing and setback as well as inclusion of Juliette balconies. The palette of materials was supported as well as the proposed carparking and sustainability strategies.

Table 3 Summary of DAC 2 (14 December) Comments and Response

DAC RECOMMENDATION	DESIGN RESPONSE
<p>Character</p> <p>The southern elevation lacks the attention to its external treatment that the other facades receive. As this façade will be visible from the public realm a treatment, similar to the articulated and detailed nature of the other facades, must be considered.</p>	<p>The south-eastern corner of the building has been softened, hotel rooms at this end now have a southern looking vista. Similar patterned brick work details are employed around the hotel passage window. The same high quality brick is used on this wall.</p>
<p>The treatment and finish of the roller door and adjacent section of wall should be reviewed to ensure the treatment is consistent with the quality demonstrated for the rest of the development.</p> <p>Similarly, the external treatment of the ground floor conference areas should be further considered to provide an outlook and surveillance of the street.</p>	<p>Due to the functional requirements of hotel operations a car park entry is required off South Terrace. The roller door material and colour has been changed to reflect the ground floor colour limed plaster.</p>
<p>Continuity and Enclosure</p> <p>Further consideration of the external treatments of the ground floor adjacent to both car parking areas will further enhance the improved pedestrian level appearance.</p>	<p>The ground floor materials along South Terrace are consistent and allow space for the café/bar to project their own image. Awnings and street trees provide good shading. Existing limestone from the site will be re-used at the Suffolk Street carpark entry.</p>
<p>Ease of Movement, Legibility, Adaptability and Diversity</p> <p>The office lobby remains constrained and consideration should be given to combining the Hotel and Office lobbies</p> <p>Users of the ground floor parking area will still be required to navigate the loading dock, including bin storage area to access the Office and Hotel lobby from inside the development.</p>	<p>A glazed wall has been added to the conference entry that provides the visual connection and gives further daylight penetration into the conference rooms.</p>
<p>The proposal to connect conference area to the bar/café comes at the expense of natural light and ventilation access to the ground floor corridor.</p> <p>Overall Design Quality and Functionality</p> <p>The height, bulk and mass of the development is considered to be an appropriate response to the corner site having regard to the context of the hospital buildings and Arundel Court. Further analysis of the overshadowing impact on the Arundel Court courtyard is required to demonstrate the degree to which the scale of the development impacts on the amenity of this neighbouring development.</p>	<p>Further analysis of the overshadowing of the adjacent Arundel Court has been provided as part of this development application. It can be demonstrated that the overshadowing impact of the proposed development is largely on non-habitable spaces and does not have an undue impact on the amenity of the neighbouring development.</p>
<p>Appropriateness of Materials and Finishes</p> <p>The conceptual pallet of materials including the latest refinements is supported. The same level of attention is to be given to the southern elevation and areas of blank wall on the ground floor level.</p>	<p>The south-eastern corner of the building has been softened, with hotel rooms at this end now have a southern looking vista. Similar patterned brick work details has been utilised around the hotel passage window. The same high-quality brick is used on this wall.</p>

Copies of the relevant DAC minutes are provided at **Appendix D**.

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6.0 DESIGN ASSESSMENT

State Planning Policy 7.0 – Design of the Built Environment provides guidance on design quality and built form outcomes, setting out 10 design principles to inform assessment and design review. The design merit of the proposal is highlighted below against these various principles, with a more detailed design report included at **Appendix E**.

6.1 CONTEXT AND CHARACTER

Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.

Response:

The development sits within a network of activity nodes and heritage places which deliver a uniquely Fremantle character. This includes the adjoining Fremantle Hospital, Fremantle Prison, Fremantle Oval and numerous dining and entertainment venues such as the Norfolk Hotel, Fremantle Markets and Cappuccino Strip as well as newer venues such as the Old Synagogue.

It also sits adjacent to Arundel Court, an 8-storey block of residential units and within proximity to single storey residences located on Suffolk Street. These various personalities of scale, as well as the local architectural character have been closely considered as part of this proposal.



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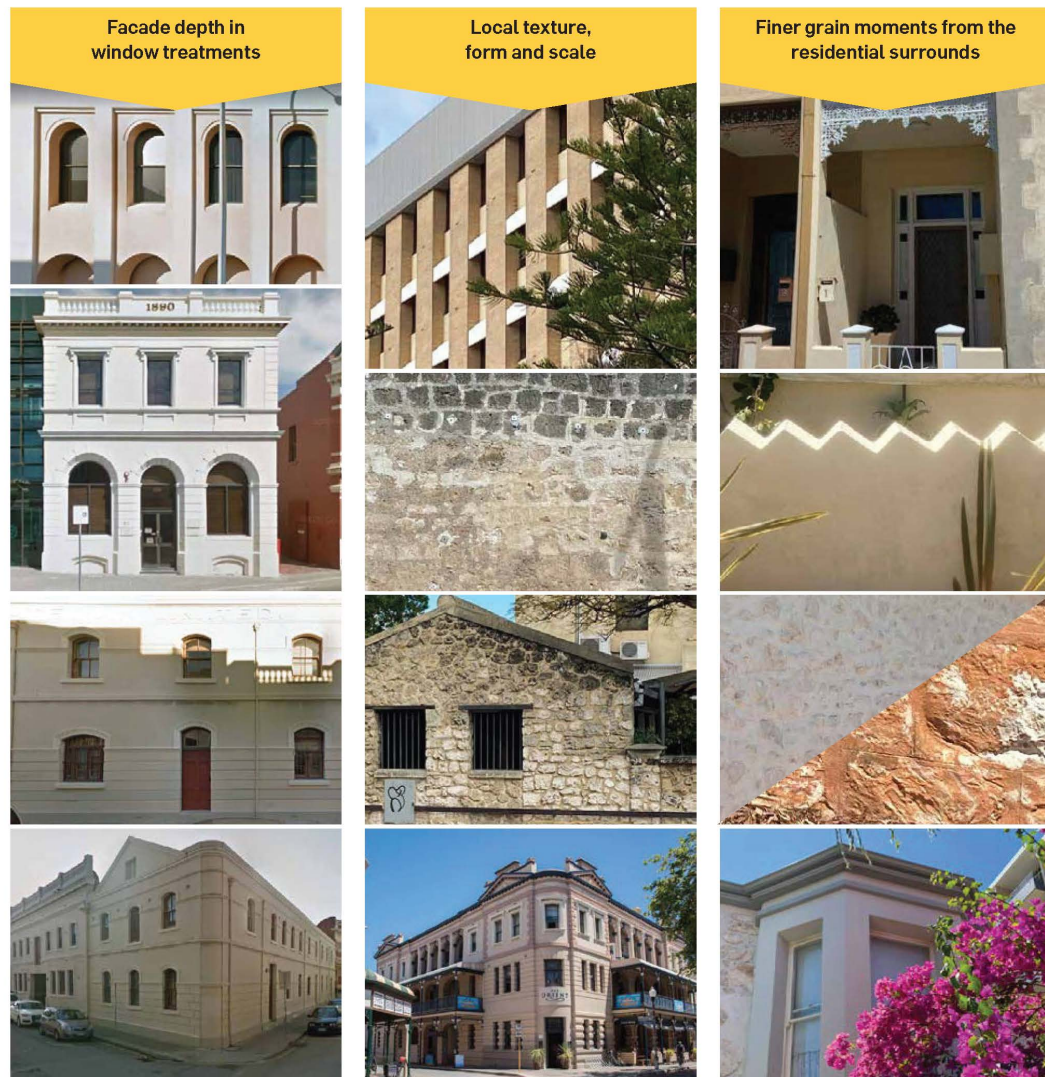
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More broadly, it is evident through a review of the Freo 2029 Transformational Moves document that there is a strategic aspiration for the Fremantle Oval Precinct (including the subject site) to be holistically redeveloped to create a more dense precinct and achieve greater street activation along South Terrace. The document indicates the subject site as a redevelopment site, in addition to the adjoining City of Fremantle carpark and vacant sites surrounding Fremantle Oval.

A comprehensive review of the local Fremantle architecture was also undertaken to inform the design outcome. This included consideration of the texture, form and scale of local heritage buildings, façade and window treatments as well as more contemporary and finer grain architectural responses from the surrounding residential areas as well as modern dining and entertainment venues.

All of these various contextual factors have been considered as part of the vision and design evolution of this proposal.



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6.2 LANDSCAPE QUALITY

Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.

Outdoor and public spaces are important, they should be designed with people in mind, be attractive and comfortable, and create identity.

Response:

The overarching landscaping strategy aims to provide a variety of flora and attract local fauna to the area. Through the use of a predominantly native planting palette, soft landscaping reflects a contemporary Fremantle context – which includes an eclectic mix of both native and Mediterranean plant species that are waterwise and well adapted to local conditions. The landscape proposal for the development (prepared by UDLA) is included at **Appendix F**, with a brief description of the key ground and upper level landscape strategies provided below:

Ground Level

The landscape response at ground level includes feature planting on the north-western edge which can be installed in a raised planter to gain additional soil depth. Spilling/cascading planting over the planter wall will be utilised to soften built elements, with a diverse range of native and exotic planting to reflect the local context.

Existing street trees along South Terrace, in front of the building will be protected and retained where possible, subject to further arborist and City of Fremantle input. The exception to this is the existing *Ulmus* sp. which will be required to be transplanted to allow for the construction of the crossover and basement access. Retention of the existing street tree on Suffolk Tree is subject to further arborist input however based on a preliminary review, its rootzone should not be impacted by the construction of the proposed crossover.

As part of the construction of the development, there is a desire by York to modify the paving around the perimeter of the building. It is acknowledged however this is outside of the scope of this application and will be discussed with the City of Fremantle through the detailed design stage.

Upper Levels

The bulk of the soft landscaping is located on the western edge of the first floor and contained in raised planters. This planting area softens the scale of the building from Suffolk Street and provides an aesthetically pleasing outlook for the lower floor hotel rooms located on this western side.

Further soft and hard landscaping is located on the office (roof top) floor, again in raised planters and is to be used as amenity for office workers and their visitors.



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Planting on Structure

Given the challenge of providing deep soil on the site, the development provides 234sq.m of planting on structure. In addition, 1 medium tree and 4 small tree are provided on the first and fifth floor. This is illustrated within the Landscape Report, with various extracts shown at **Figure 5 to 7** below.

Figure 5 Ground Floor



Figure 6 First Floor

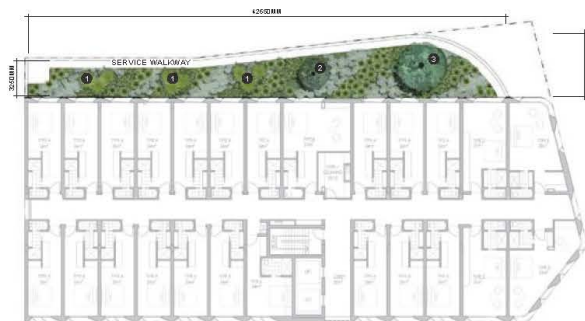


Figure 7 Fifth Floor



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6.3 BUILT FORM AND SCALE

Good design ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.

Response

Based on extensive architectural and urban design investigation, the proposed built form, scale and mass responds to both the existing and future anticipated site and context which:

- Sits within an area identified by the City of Fremantle as a redevelopment area primarily associated with the Fremantle Oval Precinct, where greater scale and density is envisaged.
- Takes advantage of available views to Fremantle Harbour and other iconic sites.
- Together with the Fremantle Hospital, Arundel Court and the future redevelopment of sites adjacent to Fremantle Oval, will service as a gateway node between the Fremantle City Centre and South Fremantle.
- Is located an appropriate distance from residential properties on Suffolk Street, with setbacks and landscape utilised to soften this western façade.

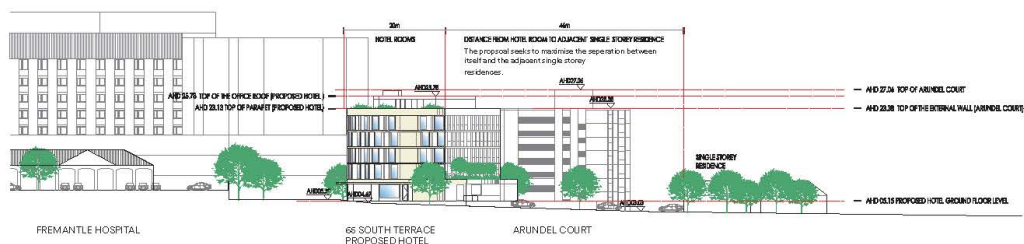
The development achieves a maximum height of 20.63m. The additional development potential beyond the 7.0m Scheme requirement is considered to be entirely consistent with both the existing and planned future aspirations for the site and broader precinct.

As demonstrated by the cross sections below, both the Fremantle Hospital and Arundel Court offer an existing sense of scale in the area. Sitting both at 8 storeys, the proposed hotel development, at 6 storeys, will complement the existing and future intended scale of development in the area, creating a distinctive gateway precinct along South Terrace, between the Fremantle City Centre and South Fremantle.

This will be complemented by plans for the future Fremantle Oval Redevelopment as highlighted in the Fremantle Transformational Moves document, highlighted at Principle 1. While still at a business case phase, it is understood consideration is being given to additional density within the area, taking advantage of the desirable location and access to amenities.



SOUTH TERRACE STREET ELEVATION
150°/0



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In terms of architectural design, the development maintains the contextual design approach evident within the Fremantle CBD of finer grain buildings with a strong emphasis on the development addressing and activating the street. It also acknowledges the high level of cross visitation that will occur between the proposed hotel and uses in the local area and therefore seeks to create high levels of pedestrian comfort and visual interest at street level. The development takes architectural inspiration from the surrounding residential building materials and colours with a consistent and neutral colour palette being utilised.

The development is cognisant that while there is a level of scale and density along South Terrace, that it must be respectful of the low-density residential neighbours. While located a measurable 46.0m to the closest residential dwelling on Suffolk Street, the development ensures areas of activity (and noise generation) are concentrates towards South Terrace and that the height is of a scale and orientation which minimises any impacts.

An aerial view of the proposed development looking west (and showing the scale of Fremantle Hospital and Arundel Court) is provided below.



Aerial view of proposed development looking West

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6.4 FUNCTIONALITY AND BUILD QUALITY

Good design meets the needs of users efficiently and effectively, balancing functional requirements to perform well and deliver optimum benefit over the full life cycle.

Response:

The functional nature of hotel accommodation allows for a range of unit types as well as commercial provisions (including grease arrestors and a vertical kitchen exhaust) and a commercial office layout that allows for flexibility in the commercial venture that can be accommodated. The building will offer an integrated building maintenance system that allows for routine façade maintenance.

Hotel passageways are cross ventilated and daylight penetration is taken to its full potential in each room. All hotel rooms will feature openable louvre style windows or sliding glass doors, providing occupants will access to air and light.

Through the design review process, both the hotel and office lobby areas were enlarged to provide space for congregation and improved functionality visual integration between the lobby and café/bar. An external awning is also located over the hotel entry lobby to provide for appropriate weather protection.



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6.5 SUSTAINABILITY

Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.

Response:

The proposal is capable of achieving a 4 Star Green Star benchmark, as confirmed by the accompany Sustainability Strategy prepared by Josh Byrne and Associates. Consistent with State Planning Policy No.7.0, the proposed strategy includes:

- Highly efficient water fixtures and irrigation system, with 100% stormwater infiltrated on-site.
- Retention of existing trees where possible and increasing green coverage on site through planting on structure.
- Targeting NABERS energy 5.5 stars, with the building designed to optimise daylight capture.
- A rooftop PV system.

In addition, particular attention has been given to the electrical, hydraulic and mechanical services to underpin the engineering approach to sustainability. Mechanically the project will utilise a central fresh air pre-conditioning unit which uses heat reclaimed from the toilet exhaust stream to pre-heat or pre-cool the fresh air stream entering each hotel suite. Heat recovery air conditioning systems which can use waste heat from rooms which require cooling, to heat other areas of the hotel.

Hydraulically, a hot water plant will be selected to use either a heat pump or solar contribution to pre-heat the hot water. Then having a gas fired system for redundancy and make up.

Due to the site spatial, compliance and cost constraints rainwater harvesting and or grey water systems will be not be considered, however, depending in the geological conditions of the site soak wells could be utilised to replenish groundwater.



6.6 AMENITY

Good design provides successful places that offer a variety of uses and activities while optimising internal and external amenity for occupants, visitors and neighbours, providing environments that are comfortable, productive and healthy.

Response:

The proposal successfully integrates a hotel with commercial/office tenancies and a publicly accessible bar and café, delivering a wide variety of activities and employment opportunities. The development will contribute (and feed off) existing developments in the area, with opportunities provided for visitors to hospital patients or alternatively providing an informal 'out-patient' service directly accessible from the hospital.

In addition, the proposed development will have direct synergies with the surrounding entertainment/dining scene, providing accommodation for visitors (whether, local, domestic or not of international) close to amenities, as well as contributing to the vitality of the precinct at different times of the day and night.

With respect to internal amenity, the hotel lobby and facilities at ground floor include good levels of natural light to the conference areas and a strong visual connection to the street. There is a physical connection between the hotel lobby and café/bar and conference area, promoting integration of these functional spaces. Large areas of glazing are provided to the commercial tenancy, hotel entry and bar/café to promote interaction with the street and high levels of activation.

The hotel floors include internal passages with a window at each end which can be opened for cross-ventilation. The lift lobby has openable windows also and sits behind a brick screen wall to filter direct sun.

The hotel rooms provide a high standard of finish, above standard requirements (at the request of the hotel operator), maximising amenity for guests. The rooms provide floor to ceiling glass, and operable glass louvres on the eastern elevation as well as sliding doors to Juliette balconies on the west. On Level 1, the western hotel room has a slightly larger balcony that opens directly onto the raised planted garden area. Room Types B, D and E have the potential to be converted to accessible rooms (subject to minor design modification).

The office tenancy on the upper level includes operable windows, with sliding doors to the external terrace area. High quality end-of-trip facilities will also be available to staff.

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6.7 LEGIBILITY

Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around.

Response:

The corner location provides a significant opportunity for the development to provide a landmark and to deliver a continuation of ground floor activation which exists in the Fremantle City Centre however lacks currently in the area. The sites location provides walkable access to extensive bus and train routes, with bicycle parking facilities provided for the office and hotel guests to provide access to bikes should they wish to use them to explore the local area.

Hotel lobby areas have been designed to be highly legible, providing a visual connection to South Terrace. Lime plaster render has been utilised at the hotel lobby entry to provide articulation to the entry and a distinguishable and identifiable feature.

Communal spaces within the development are clearly identifiable from external areas. The ground floor corner of South Terrace and Suffolk Street is open and activity will be visible to passing vehicle and foot traffic, creating the street edge activation desired in this area. The external design of the ground floor façade is welcoming, ensuring that the café and bar reads as publicly accessible uses (not just for the exclusive use of hotel guests).

Movements inside the building have been considered to allow for hotel guests to access the fire stair to move from the hotel lobby to the hotel rooms.



6.8 SAFETY

Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.

Response:

The building design provides for enhanced passive surveillance, both internally and externally. It is also likely that once complete the immediate area surrounding the building will become safer, mainly due to the level of vehicle and pedestrian movements likely for a development of this nature. These movements would continue through the day and night.

The hotel itself requires a fully integrated security and alarm system that includes, zoning, CCTV and duress buttons. The style of security would also extend to the office, commercial unit and café/bar.



6.9 COMMUNITY

Good design responds to local community needs as well as the wider social context, providing environments that support a diverse range of people and facilitate social interaction.

Response:

The development seeks to enhance the Fremantle as a tourist destination by providing quality accommodation in proximity to key destinations, icons and amenities. By nature of its diverse uses including a hotel, commercial space and a café/bar, it will attract a diversity of people. The design of the ground floor enables strong integration between uses to blur the lines between 'private' space (space for the enjoyment of hotel guests only) and public space to ensure the development presents as welcoming to all.

In addition to the envisaged future redevelopment of the broader Fremantle Oval Precinct, the development will provide a substantial and uplift and contribution to the area.

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6.10 AESTHETICS

Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.

Response:

A reading of the local context and wider character of the built form of Fremantle has driven the conceptual approach to this project, in addition to the functional requirements of the hotel operator. Key details which have driven the proposed aesthetics include:

- Mosaic wall tiles.
- Curved corner windows and slab details.
- Glass Juliet balconies to the west elevation.
- Aluminium sunshade screen detail (single and double screens).

The overall restrained approach to the building design and material palette gestures towards a level of sophistication that represents the hotel brand while paying respect to existing local buildings such as the Fremantle Port Authority. Face brickwork, mosaic tiles and filigreed metal screening elements give a sense of detail and close up reading to the building that provide a human scale. The project recognises the volatility of weathering on external building materials and the material selection seeks to address this.



Curved corner windows
and slab detail



Glass Juliet balcony
(West elevation)



Aluminium sunshade
screen detail
(single screen)



Aluminium sunshade
screen detail
(double screen)



Mosaic wall tiles

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7.0 SPECIALIST TECHNICAL REPORTS

A summary of key technical inputs into the proposal are included below, with full reports provided within as appendices.

7.1 HERITAGE ADVICE

Prepared by: Griffiths Architects

The site is listed on the City of Fremantle Local Heritage Register with respect to the limestone feature on site. To inform the design process, advice was sought Griffiths Architects in terms of its heritage significance to guide whether it would be retained or suitable for demolish. This advice is included at **Appendix C** and confirms that the wall has limited heritage value and therefore not essential for retention.

7.2 LANDSCAPING

Prepared by: UDLA

UDLA prepared a landscape proposal for the development which details the extent and type of landscaping proposed both within the development as well as within the verge area on South Terrace and Suffolk Street.

The key landscape strategies are explained in Section 6.2 with a copy of the landscape report provided at **Appendix F**.

7.3 TRAFFIC

Prepared by: Flyt

A Transport Impact Statement (TIS) has been prepared to undertake a traffic and parking assessment of the proposal which considers vehicle access, carparking, active transport and public transport opportunities.

The key components of the TIS are explained within various sections of this report, with a full copy of the TIS provided at **Appendix G**.

Overall, the key traffic, active transport and parking elements noted are:

- The proposed development provides adequate parking on-site for the proposed hotel, café/bar, office and commercial land uses. This is based on forecast peak AM and PM trips as well as a range of studies undertaken on CBD Hotels that demonstrate that adequate parking provision is generally around an average 0.25 bays per room. This proposal will provide 0.31 bays per hotel room.
- The development is forecast to generate 35 trips in the AM and 34 trips in the PM peak hours. A 30% reduction in trip generation has been included to account for the linked trips between the hotel guests and the conference rooms and café/bar.
- The Local Planning Scheme parking requirements are considered to be excessive given the contextual nature of the development. The development is located adjacent the Fremantle City Centre where venues rarely cater for on-site parking.
- Common practice is for visitors to make use of public parking bays, active transport, ride share and public transport to access a range of land uses within Fremantle.
- The traffic generated by the development is expected to have a negligible impact on the surrounding local and regional network.

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7.4 WASTE MANAGEMENT

Prepared by: Talis

Talis has prepared a preliminary desktop review and assessment of waste management for the Hotel to inform the design of the development. The bin storage area, and waste collection methods have been designed to ensure that collection of refuse and recyclables can be efficiently and effectively completed from the Hotel, and to comply with the City's health local laws.

It is proposed that a private waste contractor will be engaged to service bins onsite directly from the loading dock, with the truck being capable of entering and exiting the Hotel in forward gear. The use of a private contractor will allow for more frequent bin collections than the City can provide under their waste service, and collection times would be flexible and could be arranged to a preferred schedule and suitable time required by the Hotel. This would also allow the Hotel to be serviced outside of normal operating hours to mitigate impacts on local traffic movements during peak traffic hour, if required.

Details surrounding waste collection methodology will be confirmed through the Waste Management Plan anticipated as a condition of development approval.

The advice is included at **Appendix H**

7.5 ACOUSTIC ASSESSMENT

Prepared by: Herring Storer Acoustics

A preliminary acoustic assessment was undertaken for the proposed development and is included at **Appendix I**. The assessment identifies that the main source of noise from the proposed development will be from mechanical services (air-conditioning plant and potentially carpark ventilation fans) as well as the proposed ground floor bar/café use.

The assessment concludes that given the location of the mechanical equipment and the assigned noise level of the surrounding area, compliance with the applicable noise levels is not considered to be onerous. A detailed analysis of the noise impact would be undertaken during the design development phase of the project, anticipated as a condition of development approval.

With respect to noise impacts resulting from the proposed bar/café use, this will need to be managed in accordance with Noise Regulations on the basis of the style/intensity of entertainment and number of patrons. It is highlighted that café/bar uses are typical within a hotel, and therefore it is highly unlikely it will result in any compliance issues. These management issues are proposed to be addressed during the design development phase also.

7.6 SUSTAINABILITY

Prepared by: Josh Byrne and Associates

A Sustainability Strategy (including indicative Green Star review) has been undertaken by Josh Byrne and Associates. The review, included at **Appendix J**, confirms that the project is capable of achieving a 4 star Green Star benchmark on the basis of the Green Star Pathways presented. Key sustainability initiatives are highlighted in Section 6.5.






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8.0 STATE PLANNING ASSESSMENT

The table below outlines elements of the State planning framework considered relevant to the subject site, with a more detailed assessment of key State Planning Policies provided in the following sections.

DOCUMENT/PLAN AND SITE RELEVANCE	COMMENT	COMPLIES
Metropolitan Region Scheme The site is zoned Central City Area in the metropolitan areas key statutory land use planning document	This zone provides for strategic regional centres – such as Fremantle which are for major retail, commercial and office facilities as well as employment, civic, business and residential uses. The proposal for a hotel is consistent with the intent of this zoning and is also compatible with and appropriate within the evolving Fremantle context.	
Perth and Peel@3.5 million and Central Sub-Regional Planning Framework Perth and Peel@3.5 Million is the supplementary document to Directions 2031, providing guidance for the future development of the metropolitan Perth and Peel region to facilitate an increase in population to 3.5 million people.	<p>The proposal is consistent with the Central sub-region's economy and employment objectives. It seeks to contribute towards the broader revitalisation of the Fremantle City Centre which together with other development such as Kings Square and other initiatives, will contribute to the local economy and improve employment self-sufficiency.</p> <p>Various employment opportunities will be created during the construction phase and the proposed range of land uses will generate diverse employment opportunities.</p>	
State Planning 7.0 – Design of the Built Environment It is the lead policy that elevates the importance of design quality across the whole built environment. This State Planning Policy includes 10 principles for good design and establishes the framework for integrating design review as a part of the evaluation process.	<p>While not a permanent residential development, the proposed development has had regard for SPP 7.0 and specifically the 10 principles of good design. It has also been through a design review process.</p> <p>An overview of this process is provided at Section 5.2 with a detailed design assessment based on the 10 principles provided at Section 6.</p>	

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9.0 LOCAL PLANNING ASSESSMENT

9.1 FREO 2029 – TRANSFORMATIONAL MOVES

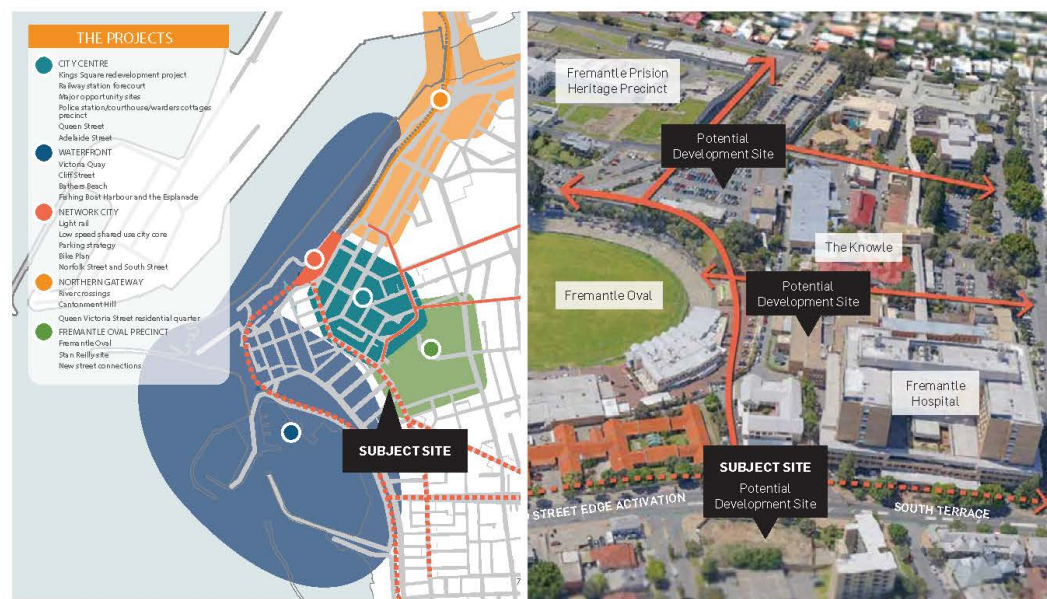
This document presents the City's strategic vision for 2029, based on extensive community visioning undertaken as part of the Fremantle 2029 Community Visioning Project. The document identifies unlocking the assets of the 'Fremantle Oval Precinct' as 1 of 5 transformational moves as shown in the extract below. This includes redevelopment of key sites surrounding Fremantle Oval (including the subject site), redevelopment of the Stan Reilly site (currently a carpark for the City of Fremantle) and creation of new street connections.

Specifically, the document highlights opportunities to increase the supply of affordable housing for seniors, key workers and students, particularly on the Stan Reilly site. Further, it identifies opportunities for commercial and community uses at ground level along the South Terrace frontage to provide an activated link between the city centre and hospital.

As highlighted throughout this report, the document highlights the subject site as having potential for redevelopment with improved street edge activation on South Terrace and improved connections and legibility throughout the precinct (refer extract below).

This proposal is directly aligned with the City's strategic vision articulated in this document. Together with the future redevelopment of the Stan Reilly site and other key sites surrounding Fremantle Oval, the proposal will redevelop what is currently an inactive and underutilised site, into an active and vibrant development, reinforcing the precinct as a gateway between the Fremantle City Centre and Fremantle Hospital, and through to South Fremantle.

Figure 8 Fremantle 2029 Transformational Moves Extracts



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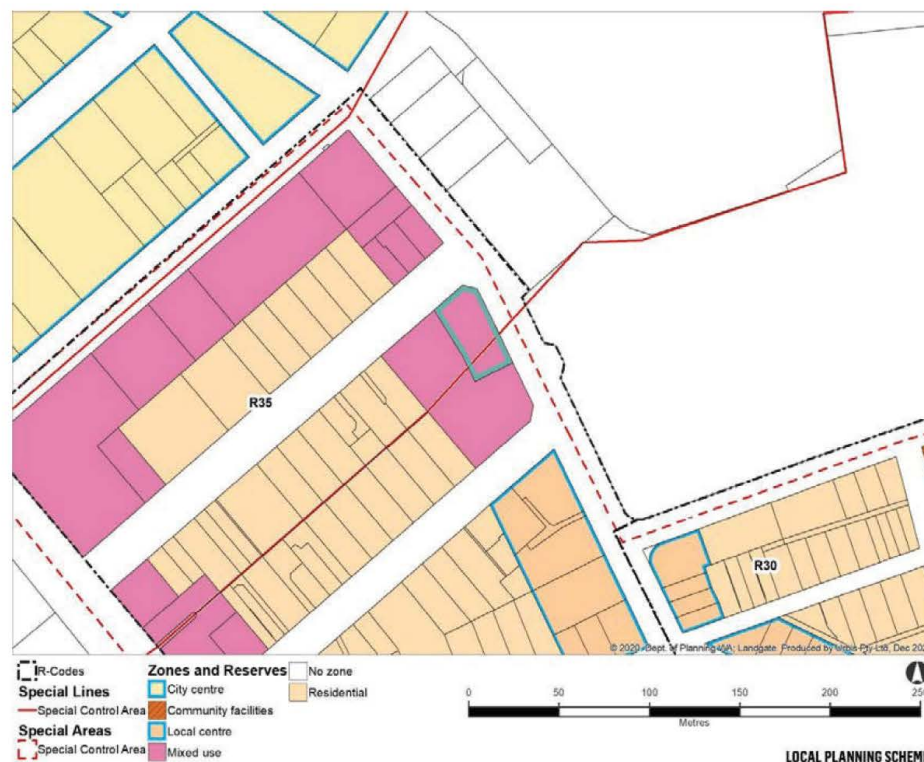
9.2 CITY OF FREMANTLE LOCAL PLANNING SCHEME NO.4 (LPS 4)

The subject site is zoned Mixed Use under LPS 4 as demonstrated in the **Figure 9**. The objectives of the Mixed Use zone are to:

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

The proposal is consistent with these objectives in that it provides for a mix of land uses including a boutique hotel, commercial/office and café/bar aiming to contribute positively to an active public domain. In particular, the scale of development is sympathetic with the desired future character of the local area as highlighted within the section above, and seeks to ensure the development and its uses are not detrimental to adjoining residential properties from a noise, traffic and amenity perspective.

Figure 9 LPS 4 Scheme Map Extract



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9.2.1 LAND USE PERMISSIBILITY

The proposed uses fall into the land use categories of hotel, small bar, office and shop. Given Yolk is unsure whether the ground floor commercial tenancy will be for office or retail (shop) uses, both uses are being applied for as part of this application.

The relevant land use permissibility of each of the proposed uses is noted below:

- Hotel – A
- Small bar – A
- Office – P
- Shop – A

On this basis, all land uses proposed are capable of approval, noting a majority of uses are subject to public advertising.

9.2.2 LOCAL PLANNING AREA 4 CONTROLS

The site is located within Local Planning Area 4 – South Fremantle (LPA 4). The development controls specified for LPA 4 are outlined in the table below, together with a design response.

Table 4 LPA4 Controls

LPA4 PROVISION	DESIGN RESPONSE
Height Requirements Mixed Use Zone: 7m. Matters to be Considered in Applying General and Specific Height Requirements <ul style="list-style-type: none"> The proposal is consistent with predominant height patterns of adjoining properties and the locality generally, The proposal would not be detrimental to the amenity of the area. The proposal would be consistent, if applicable, with conservation objectives for the site and locality generally, and 	The proposed height of the development is 20.63m. This represents a departure from the LPA 4 provision of 13.63m. A detailed justification for this variation in the context of Clause 4.8.1.1 of LPS 4 is provided at Section 9.4.

9.2.3 ADDITIONAL LPS4 CONTROLS

Additional controls specified in LPS 4 pertaining to the site are outlined in the below table.

Table 5 Additional LPS4 Development Controls

LPS4 CONTROL	DESIGN RESPONSE
Parking Hotel use: <ul style="list-style-type: none"> 1 bay per bedroom. 1 delivery bay per service/storage area. Café/bar within a hotel: <ul style="list-style-type: none"> 1 bay per 2.5 sq.m. Office use: <ul style="list-style-type: none"> 1 bay per 30 sq.m GLA. Conference rooms: <ul style="list-style-type: none"> 1 bay per 5 people (assuming 1 person per 4 sq.m). Commercial use: 1 bay per 5 people. Based on the provisions of LPS4, the following parking standards apply: <ul style="list-style-type: none"> 146 parking bays. 1 service delivery bays. 	Based strictly on Scheme provisions, a total of 146 bays would be required for this development. This proposal however provides the following: <ul style="list-style-type: none"> Parking bays: 43. <ul style="list-style-type: none"> Basement parking: 31 bays (predominantly for hotel guest use). Ground floor parking: 12 bays (predominantly for employee use). Service bays: 1 Bicycle racks/ bays: 14 The proposed provision is based on a parking analysis of CBD areas and actual utilisation of the development. This is presented at Section 9.4.

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9.3 RELEVANT LOCAL PLANNING POLICIES AND GUIDELINES

9.3.1 D.G.F29 SUFFOLK TO SOUTH STREET LOCAL AREA GUIDELINES

The site is located within 'Area B' of D.G.F29 – Suffolk to South Street Local Area. Relevant guidelines from this policy are described in the below table.

Table 6 D.G.F29 Guidelines

D.G.F29 GUIDELINE (SUMMARISED)	DESIGN RESPONSE
Objectives <ol style="list-style-type: none"> 1. Ensure that any new development in or adjoining the policy area contributes to the preservation and enhancement of the cultural heritage of the area. This includes defining the residential core (area A) and mixed use/commercial areas (areas B and C) and preserving the traditional building forms and streetscapes. 2. Define permitted land uses for each policy sub-precinct (areas A, B and C) as a basis for determining applications for development in the policy area. 3. Endeavour to meet the amenity expectations of residents concerning the quality of their environment including its pleasantness, character, beauty, harmony in the exterior design of buildings, privacy, preservation of views and security, noise and traffic movement (note this definition is based on TPS3). 4. Recognise the land use and functional requirements of the adjoining local centre on the corner of South Terrace and Wray Avenue. 	<p>The proposal reflects the intent of Area B, which is for mixed use/commercial purposes. The design of the building has been based on considerable contextual and urban design analysis, seeking to deliver a contemporary hotel while reflecting the local character and material/colour palette.</p> <p>It seeks to enhance the street edge to South Street, and includes preferred uses as indicated by the Policy which promotes active uses at ground floor (café/bar) and residential (or hotel) uses above.</p> <p>All amenity expectations have been met from a noise, traffic movement, overlooking and overshadowing perspective. It is strongly considered the development will contribute positively to the area, redeveloping what is currently an inactive and underutilised site.</p>
2.2 – Land Uses Area B - Inner Urban zoned properties along South Terrace <ul style="list-style-type: none"> • Uses will be assessed on their ability to contain impacts such as noise and car parking on site to protect surrounding amenity. • There is a general presumption against late night venues serving alcohol (nightclubs and restaurants with extended opening hours) due to the proximity to residential premises. 	<ul style="list-style-type: none"> • The proposed uses (hotel, small bar, office) will have appropriate acoustic measures in place to mitigate any significant noise spill to adjacent properties as well as hotel guests. This is discussed in the Acoustic Assessment at Appendix I. • The application proposes basement and ground floor car parking and therefore will not impact on surrounding amenity. The Traffic Impact Assessment at Appendix G confirms that the traffic generated by the development is expected to have a negligible impact on the surrounding local and regional network.
3.0 Development Guidelines <ul style="list-style-type: none"> • Development should generally be in line with the scale, height, form and mass of existing buildings. • Development should contribute to traditional streetscapes and amenity. 	<ul style="list-style-type: none"> • The proposed development is consistent with the scale, height, form and mass of surrounding buildings. • In particular, the adjacent Fremantle Hospital and Arundel Court apartment complex are of similar scale. • The proposed development contributes to the traditional streetscape and amenity in the following ways: <ul style="list-style-type: none"> – Development fronts South Terrace. This is consistent with surrounding development. – Consistent wall heights, roof pitches, building materials and colours are proposed where practical given site constraints. – Consideration has been given to minimising overshadowing and overlooking of neighbouring properties. Overshadowing during the Winter Solstice has been minimised so as to limit impacts particularly to the Arundel Court apartments to the south west. • Passive solar orientation and energy efficient building design principles have been incorporated into the design.

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9.3.2 ADDITIONAL LOCAL PLANNING POLICIES FOR CONSIDERATION

Additional design guidelines and local planning policies applicable to the site are outlined in the below table.

Table 7 Additional Considerations

PROVISION	APPLICATION RESPONSE
LPP 1.6 Heritage Assessment	
This policy notes that all items on either the State Heritage List or municipal heritage list require a heritage assessment to be undertaken by a qualified heritage consultant.	As part of this application, a heritage assessment was undertaken by Griffiths Architects.
The limestone wall located on the subject site is listed on the municipal heritage list. Therefore, a heritage assessment is required.	This assessment concludes that the limestone walls on the subject site have little heritage value. Therefore, it is not essential to retain this as part of the development of the site. The Heritage advice and assessment is provided at Appendix C .
LPP 2.3 Fremantle Port Buffer Area Development Guidelines	
This LPP seeks to manage the impacts of the working port on potentially sensitive land uses. The policy outlines key areas that may be impacted and development requirements for sites located in key areas.	Qualified sustainability consultants Josh Byrne and Associates have undertaken a sustainability investigation for this development. The sustainability Report produced as part of this assessment demonstrates that the proposed development achieves a 4 Star Green Star rating.
The site is located in 'Area 3'. This area is noted to generally be considerably lower risk than other areas. The intent of Area 3 is the management of potential impacts as opposed to the control of development.	Refer to Appendix J for the Sustainability Strategy.
There are no specific development controls for Area 3. However, the City shall refer a proposal to Fremantle Ports where the proposal falls within a specific location that has been formally notified to Council as being impacted from port operations.	
LPP 2.7 Archaeological Investigation as a Condition of Planning Approval	
This LPP describes the circumstances in which Council may apply a condition of approval requiring archaeological investigation prior to the commencement of development.	The site is listed on the City's Local Heritage Register in respect of the limestone walls that exist on site. As highlighted in his application, a heritage assessment has been undertaken by Griffiths Architects to determine the significance of the limestone walls and whether they need to be retained as part of the proposed development.
In order for Council to impose such a condition, there must be 'reasonable evidence' that an investigation is required. Reasonable evidence may be demonstrated if any of the following apply:	The conclusion from this investigation is that the limestone walls have little heritage value and are not required to be retained. Notwithstanding, it is appreciated that a condition of development approval relating to the requirement for an archaeological investigation may be imposed.
There is an existing conservation plan applicable to the site	
A property is listed upon the State Register of Heritage Places, any Heritage Council of Western Australia assessment;	
Any documented evidence that appears upon the City's Municipal Heritage Inventory; or	
Expert advice available to Council supported in the form of maps, historic photographs, recorded past uses, past finds or documented oral history	

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PROVISION	APPLICATION RESPONSE
LPP 2.10 Landscaping of Development And Existing Vegetation On Development Sites	
<p>This LPP defines where a landscaping plan is required as part of a development application. Relevant to this application, the following is provision requires a landscape plan:</p> <p>e) In cases where the landscaping of a proposed development is an integral part of the assessment of the acceptability of that proposal.</p> <p>Existing vegetation</p> <p>Where Council determines that existing vegetation is worthy of conservation, a condition of approval can be implemented for vegetation retention.</p>	<p>As part of the SDAU application process, landscaping considerations must be provided. As such, a Landscape Plan or Report has been prepared by ULDA as part of this submission. The landscape plan is considered to adequately satisfy the requirements of both the SDAU application process as well as the requirements of LPP 2.10.</p> <p>The landscape plan also details and justifies the retention and removal of any existing vegetation and trees. Where possible, trees have either been retained or relocated. The landscape plan demonstrates that reasonable effort has been undertaken for the conservation of existing vegetation.</p> <p>Refer to Appendix F for the Landscape Report.</p>
LPP 2.13 Sustainable Buildings Design Requirements	
<p>This LPP ensures that all applicable development shall be designed and constructed in such a manner so as to demonstrate:</p> <p>a) A rating not less than 4 Star Green Star using the relevant Green Building Council of Australia Green Star rating tool, or its equivalent demonstrated through a report provided by a suitability qualified professional*.</p>	<p>Qualified sustainability consultants Josh Byrne and Associates have undertaken a sustainability investigation for this development. The sustainability Report produced as part of this assessment demonstrates that the proposed development is capable of achieving a 4 Star Green Star rating.</p> <p>Refer to Appendix J for the Sustainability Strategy.</p>

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9.4 LPS 4 VARIATIONS

9.4.1 BUILDING HEIGHT

The proposed development achieves an overall height of 20.63m, representing a 13.62m variation to the building height limit of 7.0m. Discretion to vary this height limit is afforded by Clause 4.8.1.1 of LPS 4 which states:

'Where sites contain or are adjacent to buildings that depict a height greater than that specified in the general or specific requirements in Schedule 8, Council may vary the maximum height requirement subject to being satisfied in relation to all of the following:

- a. *The variation would not be detrimental to the amenity of adjoining properties or the locality generally,*
- b. *Degree to which the proposed height of external walls effectively graduates the scale between buildings of varying heights within the locality,*
- c. *Conservation of the cultural heritage values of buildings on-site and adjoining; and*
- d. *Any other relevant matter outlined in Council's local planning policies'.*

As a result of detailed contextual and urban design analysis, this report has demonstrated that the proposed height, bulk and mass of the development, albeit a variation from Scheme requirements, is entirely suitable in considering both the existing and proposed future desired development in the area.

Having regard to Clause 4.8.1.1 above, the objectives of the Suffolk to South Street Local Area and the key objectives of the Significant Development Assessment Unit, the strong justification for the proposed height can be summarised as follows:

- The sites proximity to the Arundel Court units and Fremantle Hospital, both at 8 storeys, enables the decision maker to consider a variation to height requirements under LPS 4. While Arundel Court is set back from the street, this is a product of historical design drivers, with the current aspiration clearly defined as development fronting the street to enhance street activation along South Terrace.
- The proposed development sits 43.0m from the closest residential property. By nature of this distance, confirmed through relevant acoustic and traffic investigations, the proposal will not be detrimental to the amenity of nearby properties or the locality.
- The Scheme height requirement of 7.0m represents a highly dated provision which is inconsistent with the City's strategic aspiration for the Fremantle Oval Precinct as demonstrated by the Fremantle Transformational Moves 2029 document. This document clearly identifies the precinct (including the subject site) as having significant potential for redevelopment, including greater intensity of uses and scale.

- The proposal activates what is currently (and has been for 25 years) an inactive, underutilised prime site with a high-quality development.
- The western façade, closest to residential properties is stepped back, with inclusion of a raised planting area to soften this façade.
- The proposed height will not impact on surrounding heritage properties.
- The development addresses the relevant criteria outlined in clause 67 of the deemed provisions.
- The development delivers considerable community benefit through provision of high-quality accommodation uses close to tourist attractions and dining/entertainment areas.

Based on the above rationale together with discussion in Section 6.2.3.1 of this report, we are of the firm view that the proposed height variation is consistent with Clause 4.8.1.1 and the objectives of the Suffolk to South Street Local Area.

Further, through the design review process, the City of Fremantle Design Advisory Committee (reinforced through Form 17A advice from the Significant Development Assessment Unit) has indicated that the proposed height, bulk and scale has substantial merit in considering its local context.

9.4.2 CAR PARKING

In accordance with Scheme provisions, a total of 146 carparking bays would be required to service development, in comparison to the 43 bays proposed. This is based on the existing Hotel requirement of 1 bay per unit.

The Transport Impact Statement (**Appendix G**) investigates a range of factors that deal with forecasted trip generation and actual demand for parking that the proposed development will generate. This is based on extensive studies of hotel and short stay accommodation facilities within CBD. Importantly, the following has been identified:

- Based on extensive surveys in East Perth (CBD location), hotels in CBD areas generally provide parking ratios of between 0-0.5 bays per hotel room with an average of 0.25 per room.
- Average parking bay provision in the analysis is significantly less than the LPS4 requirement of 1 bay per hotel bedroom.
- The provision of 0.31 bay per hotel is higher than the average parking bay provision for CBD hotels.
- Forecasted trip generation for the development is expected to be 35 trips in the AM and 34 trips in the PM peak hours.
- Based on the forecast trip generation, LPS 4 requirements of 1 bay per hotel bedroom is far greater than demand and need for parking.

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- The provision of 0.31 bays per hotel bedroom is therefore appropriate given the average provision of hotels in CBD areas is 0.25 and that AM and PM peak demands are unlikely to exceed 35 trips.

Further, it is highlighted that the City of Fremantle is currently progressing a scheme amendment (No.82) which proposes to amend land use definitions and carparking requirements within the Scheme area. Of note is the reference to a 'tourist development' – based on the definition, the proposed hotel could very reasonably fall in to this use class, which has a carparking rate of 1 bay per 4 units (compared to 1 bay per unit for a hotel).

This would have a substantial impact on the Scheme parking requirement for the hotel, reducing it from 100 to 25 bays. Further this would result in an overall requirement (in considering other uses) to 55 – which is 12 bays in excess of the 43 bays provided. Even in this context however, these 12 bays are a result of the high rate of parking demand for a café/bar which, could be argued is ancillary to the hotel and would attract a high percentage of hotel guests.

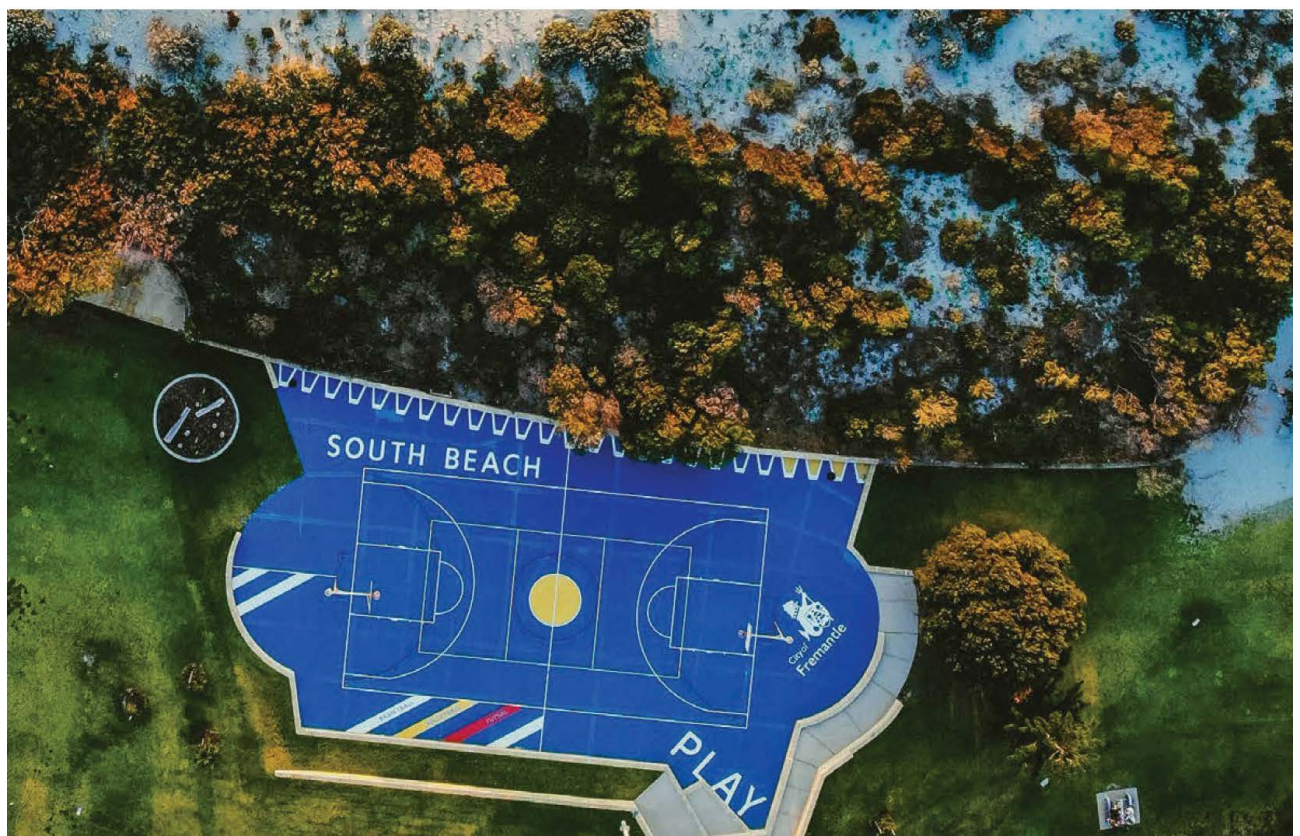
Further, the following arguments can be made with respect to the café/bar:

- It is highly unusual within the Fremantle City Centre for an individual café/bar to provide on-site parking for its exclusive use. The City Centre is serviced by numerous public parking facilities and experiences very high levels of cross visitation between uses.

- It is common practice for people to use public transport, use ride share platforms or park within the public parking locations and walk to their destination when travelling to the Fremantle CBD.
- The café/bar will be frequently used by hotel guests, thereby reducing demand for on-site bays to accommodate visitors.

Overall, the City Centre location of the development has a significant impact on the way in which people will travel to the development. Given the high degree of walkability, cycle access and the number of bus and train public transport options, the LPS 4 parking requirements are considered excessive. The City's progression of Scheme Amendment No.82 signals a shift in thinking and should be given due regard.

For the reasons outlined above and the reasons outlined in the TIS, the proposed number of parking bays is considered adequate and therefore it is requested this be approved (without a cash-in-lieu requirement).



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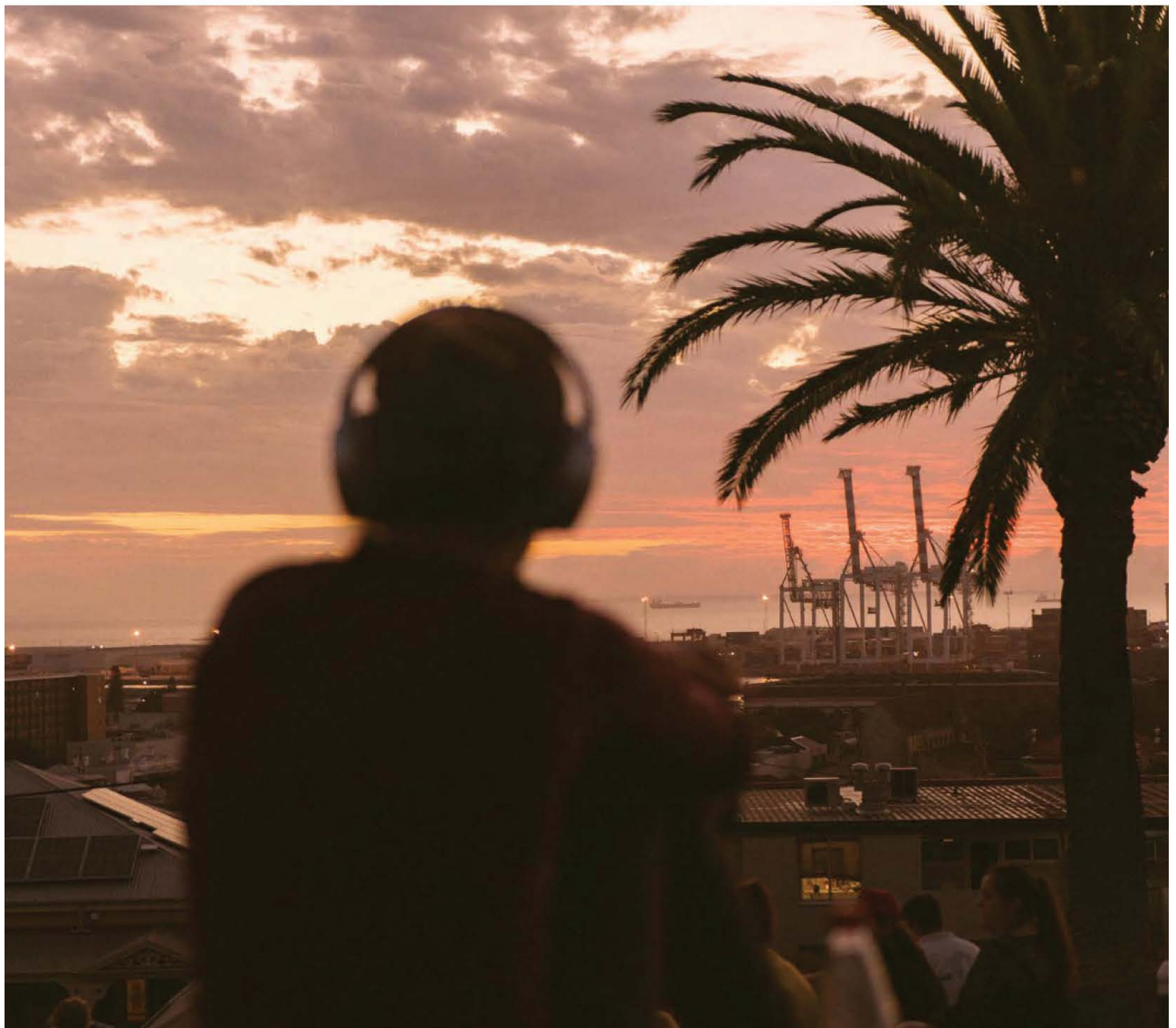
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10.0 CONCLUSION

This report demonstrates the overall merit of the proposal in the context of the existing planning framework and principles of good design, particularly in the context of the additional development potential being sought. The proposal is also closely aligned with the future strategic aspirations for the area as highlighted in the Fremantle Transformative Moves 20209 document.

The proposal provides a design response that is coherent, site responsive, and respectful of the local context. We strongly believe that this proposal will make an excellent contribution to the built environment in the Fremantle Oval Precinct, providing high quality accommodation uses close to tourist attractions, Fremantle Hospital and other amenities.

We assert that the proposal achieves a high level of design as documented by the City of Fremantle Design Advisory Committee and the additional height is both appropriate and warranted. We look forward to working with the Department of Planning, Lands and Heritage, City of Fremantle and other agencies through the assessment process.



SPT2105-2 SCHEME REVIEW: AMENDMENT 84 – NORMALISATION OF COMPLETED STRUCTURE PLAN AREAS - INITIATION

ADDITIONAL INFORMATION 1. LPS4 Scheme Review Report 2020 Recommendations

Council considered the report on 26 February 2020 and resolve to recommend that the Western Australian Planning Commission:

1. Approve this Scheme Review Report.
2. Pursuant to Regulation 66(3) of the *Planning and Development (Local Planning Schemes) Regulations 2015* recommend to the Western Australian Planning Commission that the City of Fremantle Planning Scheme No. 4 is satisfactory in its existing form, but should be maintained based on an agreed program of projects / scheme amendments including:
 - a. Short term:
 - i. Administrative updates to complete alignment with Model Scheme Text terminology (basic amendment).
 - ii. Review of and alignment of land use definitions with Model Scheme Text and centre nomenclature.
 - iii. Rationalisation of Development zones.
 - iv. Review of Schedule 8 development standards to ensure consistency in terms and potentially reconsider the allocation of controls between scheme and policy.
 - b. Medium term:
 - i. Establishment of Special Control Areas affected by noise (entertainment and transport and mixed use zones).
 - ii. Establishment of a Special Control Area to recognise areas at risk of long term coastal process impacts.
 - iii. Review of Mixed Use zoning and development controls.
 - iv. Review of parking requirements (pending completion of a Parking Plan currently under development).
 - v. Review of zoning/development standards around the Paddy Troy Mall.
 - vi. Review of zoning along and west of the South Terrace corridor in South Fremantle
 - vii. Suitable locations for higher density infill development in established residential areas as informed by strategic community planning and regional transport planning.
 - c. Longer term
 - i. Review of industrial buffer areas
 - ii. Review of signage provisions to rationalise these in relation to local laws.
 - iii. Review of Fremantle – Murdoch and Fremantle – Cockburn transport corridors (pending confirmation of alignment, mode and funding by state- discussions on going).
 - iv. Subject to the outcome of the Westport process, review of possible land use change in and around Fremantle Ports.
 - d. Periodic / recurrent / ongoing

- i. Regular (approximately biennial) consideration of zoning requests via omnibus amendment
 - ii. Policy review for the purpose of rationalising the policy framework.
 - iii. Structure Plan update
- 3. Pursuant to Regulation 66(3) of the *Planning and Development (Local Planning Schemes) Regulations 2015* recommend to the Western Australian Planning Commission that the City of Fremantle Local Planning Strategy be reviewed and updated to reflect the subsequent strategic direction and amendments progressed by the City through its integrated planning processes, including
 - a. Strategic Community Plan
 - b. Economic Development Strategy
 - c. One Planet Strategy
 - d. Integrated Transport Strategy
 - e. Draft Cultural Strategy (under development)

And include additional commentary on housing and activity centres to reflect the strategic approaches taken by the City consistent with relevant State Planning Policy.

SPT2105-2 SCHEME REVIEW: AMENDMENT 84 – NORMALISATION OF COMPLETED STRUCTURE PLAN AREAS – INITIATION

ADDITIONAL INFORMATION 2.- WAPC DECISION ON LPS4 SCHEME REVIEW REPORT 2020



Your ref: 218/088
Our ref: TPS/2287
Enquiries: Tristram French
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Chief Executive Officer
City of Fremantle
PO Box 807
Fremantle WA 6959

Transmission via electronic mail to: planning@fremantle.wa.gov.au

Dear Sir

REVIEW OF CITY OF FREMANTLE LOCAL PLANNING SCHEME NO. 4

I refer to your letter dated 5 March 2020 regarding the review of Scheme No. 4.

The WAPC has considered the report of review scheme under regulation 67 of the *Planning and Development (Local Planning Schemes) Regulations 2015*, and advises, in relation to the Report's recommendations, that the Commission:

1. agrees that Local Planning Scheme No. 4 is acceptable in the short term, subject to further amendment. However:
 - a. only amendments comprising updates and/or that improve the regulatory compliance of LPS 4 are to be progressed in the short term; and
 - b. the strategic intent for land use within the City is to be clarified through a local planning strategy process prior to other scheme amendments being progressed;
2. disagrees that the City of Fremantle Local Planning Strategy be reviewed and updated as proposed, and request the City prepare a new local planning strategy in accordance with Part 3 of the *Planning and Development (Local Planning Schemes) Regulations 2015* as a priority; and
3. foreshadows that the finalisation of a local planning strategy may trigger the need to prepare a new local planning scheme, notwithstanding point 1 above.

The following reasons are given in relation to the above:

- the strategic intent for land use within the City requires clarification, particularly given that many of the issues proposed to be addressed by the City through scheme amendments should be considered strategically in the first instance;
- the City's current local planning strategy is nearly 20 years old;
- it is a regulatory requirement that the City has a WAPC-endorsed local planning strategy for LPS 4; and
- an up-to-date local planning strategy will be instrumental in determining the longer-term suitability of LPS 4.

Pursuant to regulation 67(2) the City of Fremantle is required to publish the report and the Commission's decision on your website, and have a copy of both available at your office for inspection.

Once the information has been published on your website, please advise the WAPC of the date of publication, and provide a link to the published information to schemes@dplh.wa.gov.au.

Please direct any queries about this matter to Tristram French on 6551 9340 or Tristram.French@dplh.wa.gov.au.

Yours sincerely



Ms Sam Fagan
Secretary
Western Australian Planning Commission

16/09/2020

SPT2105-3 AMENDMENT 85 TO LPS 4 – CORRECTION OF LOCAL & NEIGHBOURHOOD CENTRE NOMENCLATURE

ADDITIONAL INFORMATION 1 - SPP 4.2 EXTRACT - HIERARCHY, ROLE & CHARACTERISTICS OF CENTRES

TABLE 3: ACTIVITY CENTRE FUNCTIONS, TYPICAL CHARACTERISTICS AND PERFORMANCE TARGETS

Typical characteristics	Perth Capital City	Strategic metropolitan centres	Secondary centres	District centres	Neighbourhood centres
Main role/function	Perth Capital City is the largest of the activity centres, providing the most intensely concentrated development in the region. It has the greatest range of high order services and jobs, and the largest commercial component of any activity centre.	Strategic metropolitan centres are the main regional activity centres. They are multipurpose centres that provide a diversity of uses. These centres provide the full range of economic and community services necessary for the communities in their catchments.	Secondary centres share similar characteristics with strategic metropolitan centres but serve smaller catchments and offer a more limited range of services, facilities and employment opportunities. They perform an important role in the city's economy, and provide essential services to their catchments.	District centres have a greater focus on servicing the daily and weekly needs of residents. Their relatively smaller scale catchment enables them to have a greater local community focus and provide services, facilities and job opportunities that reflect the particular needs of their catchments.	Neighbourhood centres provide for daily and weekly household shopping needs, community facilities and a small range of other convenience services.
Transport connectivity and accessibility	Focus of regional road and rail infrastructure as well as radial bus network.	Important focus for passenger rail and high frequency bus networks.	Important focus for passenger rail and/or high frequency bus network.	Focal point for bus network.	Stopping / transfer point for bus network.
Typical retail types	<ul style="list-style-type: none"> As per strategic metropolitan centres 	<ul style="list-style-type: none"> Department store/s Discount department stores Supermarkets Full range of speciality shops 	<ul style="list-style-type: none"> Department store/s Discount department store/s Supermarkets Speciality shops 	<ul style="list-style-type: none"> Discount department stores Supermarkets Convenience goods Small scale comparison shopping Personal services Some speciality shops 	<ul style="list-style-type: none"> Supermarket/s Personal services Convenience shops
Typical Office development	<ul style="list-style-type: none"> Major offices Commonwealth and state government agencies 	<ul style="list-style-type: none"> Major offices State government agencies 	<ul style="list-style-type: none"> Major offices Professional and service businesses 	<ul style="list-style-type: none"> District level office development Local professional services 	<ul style="list-style-type: none"> Local professional services

TABLE 3: ACTIVITY CENTRE FUNCTIONS, TYPICAL CHARACTERISTICS AND PERFORMANCE TARGETS

Typical characteristics	Perth Capital City	Strategic metropolitan centres		Secondary centres		District centres		Neighbourhood centres	
Future indicative service population (trade) area⁴	Greater metropolitan region	150,000–300,000 persons		Up to 150,000 persons		20,000–50,000 persons		2000–15,000 persons (about 1 km radius)	
Walkable Catchment for residential density target	N/A	800m		400m		400m		200m	
Residential density target per gross hectare⁵	N/A	Minimum	Desirable	Minimum	Desirable	Minimum	Desirable	Minimum	Desirable
		30	45	25	35	20	30	15	25