

OBJECTIVE

The objective of this policy is to identify appropriate redevelopment sites within the Local Area and guide redevelopment so that it complements the overall cultural landscape, retains and encourages a specified mixture of land uses, identifies vegetation worthy of retention and specifies traffic and carparking requirements for the Local Area.

POLICY**1. Land Uses**

- 1.1 Land uses should incorporate a mixture of residential, production, retailing - other and service professional or commercial uses as contained within Table One of Town Planning Scheme No. 3. The specific concentration of recommended uses is shown on Diagram D.G.N3a.
- 1.2 In addition to the above, the Council will consider the creation of a small scale local convenience facility designed to serve the immediate locality.
- 1.3 The suggested locations of land uses have been derived from:
 - the existing pattern of uses in the area;
 - the anticipated pressures caused by the increasing demand to relocate industrial land uses from the North Fremantle area;
 - residential redevelopment of the former State Engineering Works site.

2. Heritage

- 2.1 Council will seek to retain, wherever possible, buildings of potential heritage significance which have been marked on Diagram D.G.N3b.
- 2.2 The current heritage assessment has been made in accordance with all information currently available to the Council, including the Fremantle Society Survey of Significant Buildings, the National Trust List, heritage evaluation already done for certain buildings, and general observation based on a field survey. This will be reviewed as new information becomes available during the individual application assessment process.

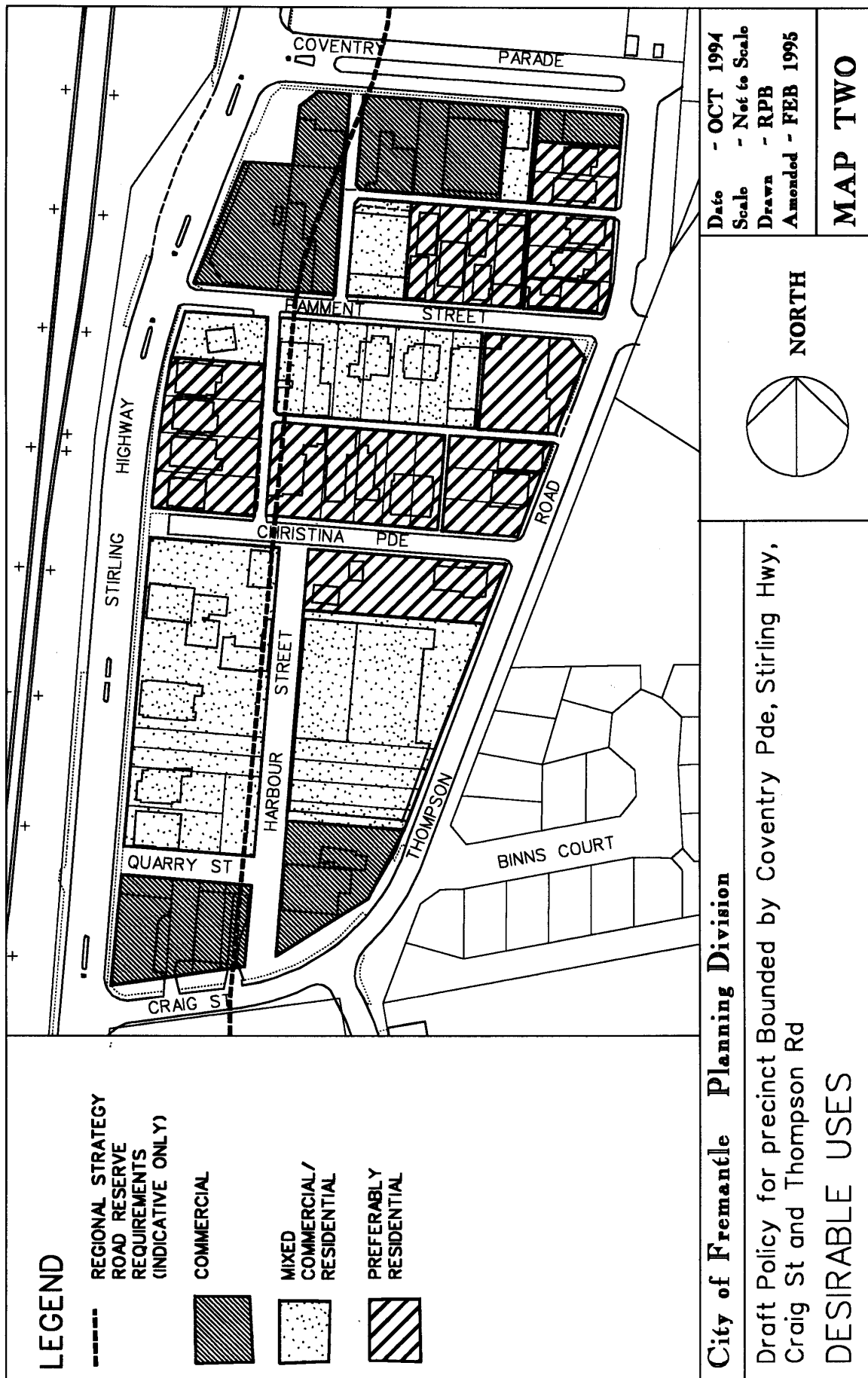


Diagram D.G.N3a Desirable Uses For The Policy Area

- 2.3 In considering demolition of any buildings within the Local Area, the Council shall assess the site in accordance with Council's Policy on 'Procedures for the Recording and Assessment of Places of Heritage Value' (D.B.H9), before making its determination of the replacement proposal.
- 2.4 Diagram D.G.N3b also shows significant landforms and mature vegetation which contribute to the cultural and heritage value of the area and should be retained.

3. New Development

- 3.1 Council will encourage redevelopments on the sites identified on Diagram D.G.N3c.
- 3.2 Redevelopment can be achieved in the following manner:
- (i) infill development of vacant sites;
 - (ii) replacement of existing buildings;
 - (iii) recycling/extensions/additions to the existing buildings;
 - (iv) conservation (preservation, reconstruction, restoration, adaptation).
- 3.3 In recommending a particular form of redevelopment as shown on Diagram D.G.N3c, the Council will take into consideration the following:
- heritage value of existing buildings/ streetscapes;
 - amenity of the neighbourhood;
 - apparent development trends;
 - availability of land;
 - reinforcement of existing uses where considered desirable;
 - appropriate street exposure;
 - access/traffic/parking considerations;
 - any other relevant policy requirements applicable to the area.

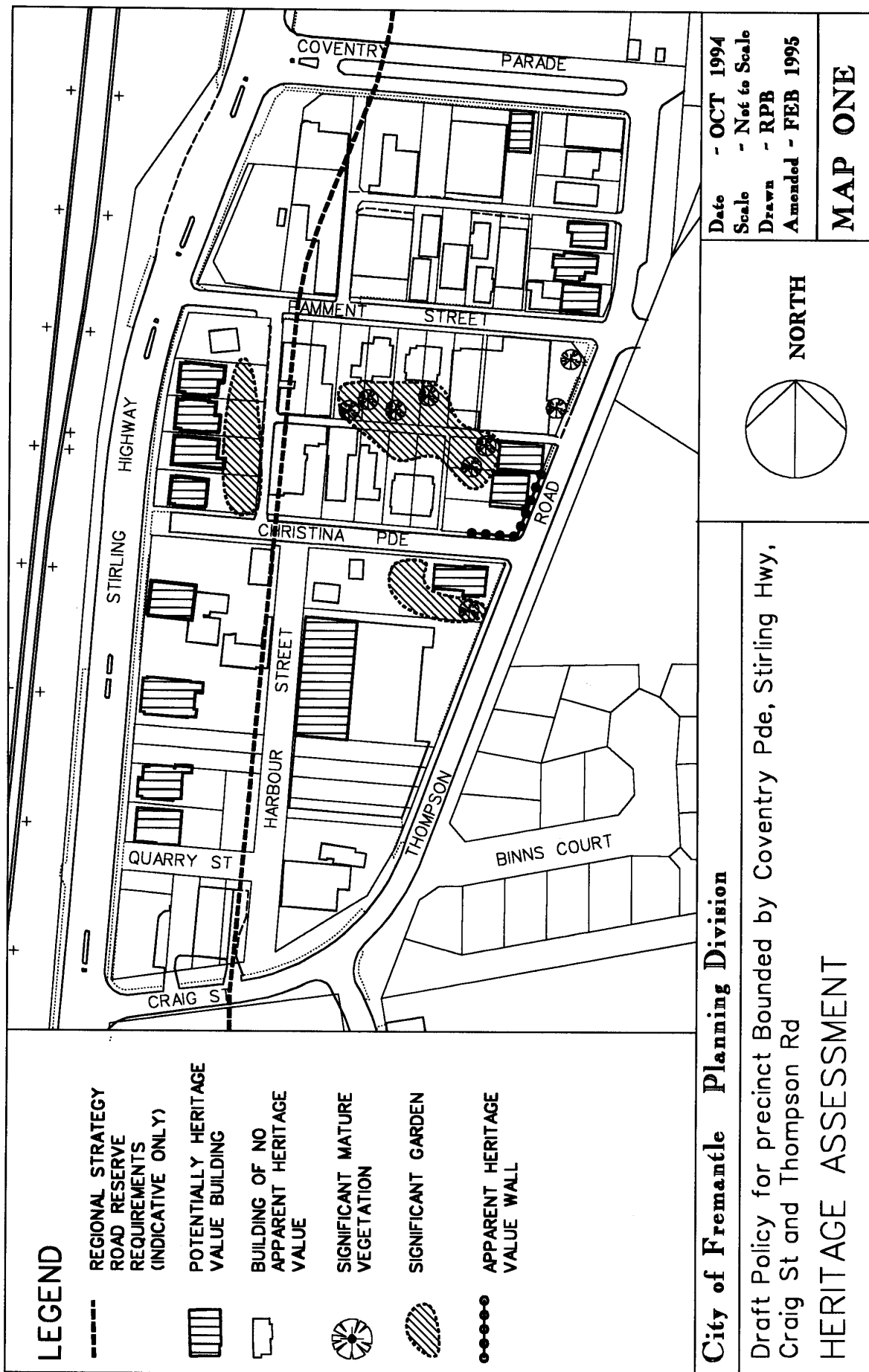


Diagram D.G.N3b

Heritage Assessment For Policy Area

4. Built Form

4.1 Coventry Parade

Adjoining the northern boundary of the Local Area is the Matilda Bay Brewery, which is an imposing building. On this basis, the southern side of Coventry Parade may be replaced by buildings of up to two storeys. They may be attached or take the form of individual buildings, and should front the street with parking located to the rear in a courtyard fashion. Applicants will be encouraged to use the existing side right of ways for access. (This is illustrated on Diagram D.G.N3c). However, all new development utilising the right of ways should not impede upon the existing drainage easement between Coventry Parade and Pamment Street. The right of ways adjacent to the rear of the sites should be appropriately screened with vegetation to provide a buffer between parking areas and residential development on its southern side.

The Council will encourage construction of new frontages to Stirling Highway/Thompson Road to maximise commercial exposure to the existing uses and to visually upgrade the Stirling Highway and Thompson Road streetscapes. Appropriate forms of development have been indicated on Diagram D.G.N3c.

4.2 Pamment Street

To complement existing buildings, the built form of this section of the Local Area should be hard-edged and up to two storeys.

Appropriate redevelopment sites have been indicated on Diagram D.G.N3c.

The southern side of the street has substantial redevelopment opportunities and can also accommodate structures of up to two storeys. Parking in this area may be located off the street to the front of the buildings in order to capitalise on existing parking opportunities and to preserve the substantial mature vegetation to the rear of many of these sites.

The buildings on the northern side of Pamment Street have, in many instances, a built form incorporating two structures on a single lot. It is therefore considered appropriate that any new developments shall take the form of buildings fronting onto the right of way to allow its evolution as a traditional residential thoroughfare, and to further strengthen the existing pattern of development.

To further enhance this concept, frontages onto the right of way should incorporate traditional streetscape elements such as front gardens and non obtrusive screen walls.

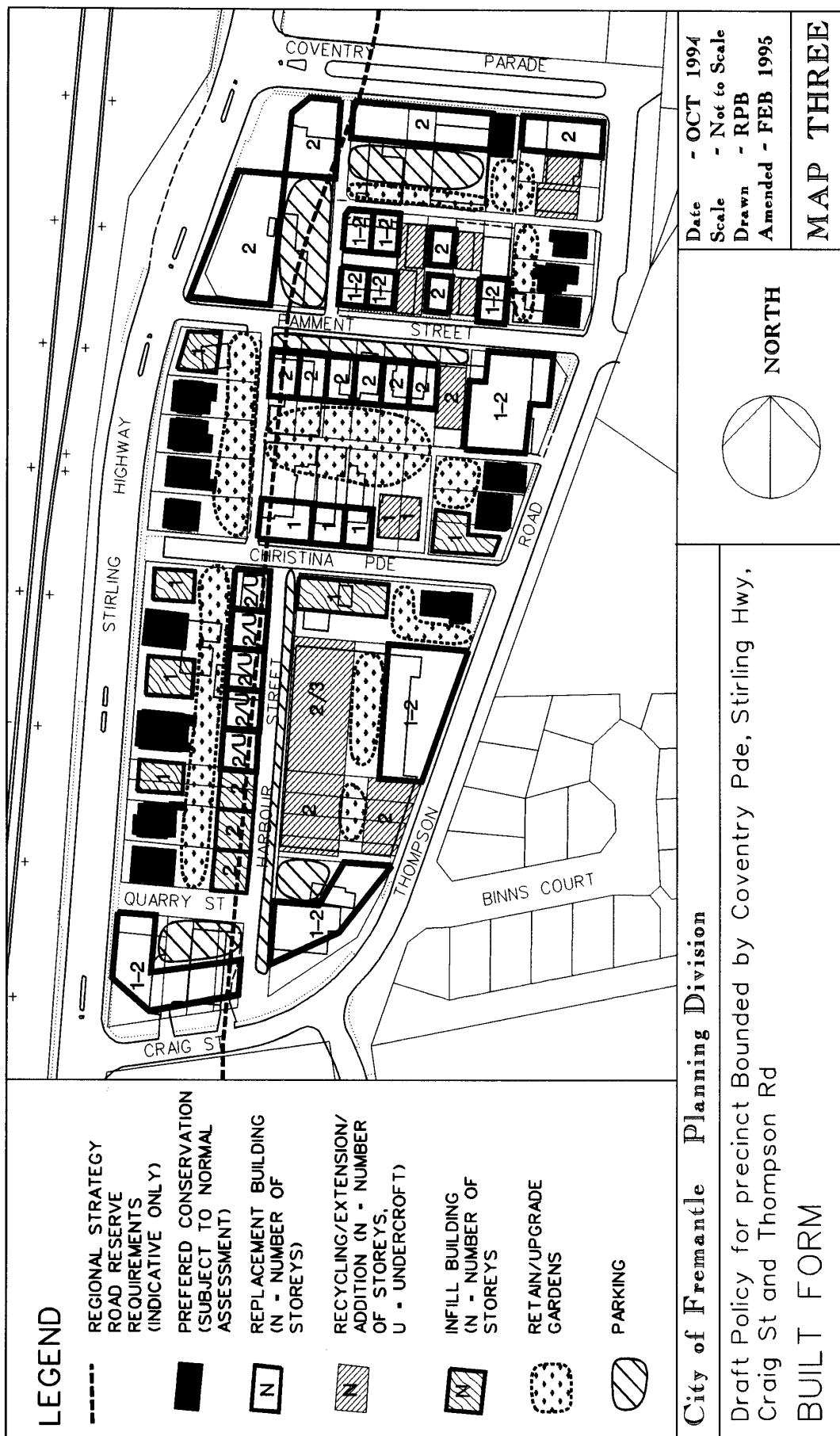


Diagram D.B.N3c

Built Form And Preferred Uses For Policy Area

4.3 Christina Parade

Potential redevelopment sites have been nominated on Map Three. The northern side of Christina Parade should preferably continue to be predominantly single storey.

Redevelopment may be achieved by infill on the southern side and replacement buildings on the northern side as indicated on Map Three. The exception to this requirement is the house and its setting on the corner of Thompson Road and Christina Parade, which should be conserved and upgraded.

Due to the existence of carports forward of the front setback in the street, the Council will consider variations to its Council's Policy on 'Garages/Carports in Front of the Dwellings/Buildings' (D.C.6), in this section of the Local Area.

4.4 Thompson Road

Thompson Road consists of a number of distinct areas of readily identifiable character, each of which requires different consideration as detailed below.

Redevelopment sites have been identified on Diagram D.G.N3c.

(i) Thompson Road - Between Coventry Parade and Pamment Streets

This section of Thompson Road consists of predominantly residential dwellings, including three historic cottages and a mix of two contemporary dwellings and an industrial building.

This character should be consolidated by conservation of the historic houses, upgrading of the contemporary dwellings, and possible replacement of commercial building on the corner to improve their relationship to the street.

(ii) Thompson Road - Between Pamment Street and Christina Parade

This section of Thompson Road includes two historic cottages, a limestone boundary wall and two significant trees, all of which define its traditional residential character.

At the same time, it also includes an indiscript commercial building which fails to contribute to this character. Should the opportunity arise, the replacement of this building with residential units will be encouraged. This will complement development

occurring as a result of the former State Engineering Works site (Rocky Bay Estate), and will benefit from facing the public open space on that site.

Any new development can be up to two storey, including preservation of the identified mature trees of significance on the site.

(iii) Thompson Road - Between Christina Parade and Craig Street

This section of Thompson Road does not have an easily identifiable character due to the mixture of traditional and contemporary industrial buildings. This contrasts with the residence of heritage value at No. 88 Thompson Road, a two-storey colonial residence with a well established curtilage, which should be conserved.

Council will allow the redevelopment of No. 88 Thompson Road for residential purposes, subject to the maintenance of a satisfactory curtilage for the existing house, and a form of development which contributes to the streetscape of Christina Parade.

The remaining southern part of this section of Thompson Road is, therefore, appropriate for redevelopment of modern buildings of up to a scale of two storeys.

The character of the traditional industrial buildings at Nos. 87 and 89 Thompson Road should be preserved if redevelopment and/or renovation occurs. Any plan to redevelop this site for commercial purposes should incorporate an increased front setback in accordance with the established front setbacks of the area to facilitate parking. This has been indicated on Diagram D.G.N3c.

Redevelopment of remaining sites should address the street and provide interactive frontages. The preferred front setback for the corner of Thompson Road and Craig Street is illustrated on Diagram D.G.N3c.

4.5 Stirling Highway

Stirling Highway has a mixed character in terms of built form. Its function as a main point of entry to Fremantle deserves special attention and should be accentuated by retention and upgrading of surviving original buildings and encouraging the redevelopment of vacant or underutilised lots with attractively designed buildings up to two storeys in height, and

addressing the street in an interactive and visually co-ordinated manner.

Larger scale buildings may be incorporated on the corner of Stirling Highway and Craig Street to form a transition between the single storey cottages and the dominating structure of the flour mill.

In instances where commercial and residential land uses abut, an appropriate buffer shall be provided, as shown on Diagram D.G.N3c.

This would most preferably take the form of either built structures or the establishment of mature vegetation along site boundaries and will serve the dual purpose of visual relief and a buffer between commercial and adjacent uses.

In instances where gardens already exist, their retention and enhancement shall be encouraged. To achieve this objective, a landscaping plan shall be submitted with the development application, detailing the number and type of plant species proposed.

In addition to the landscaping to be provided, carparking may also be associated with the provision of the buffer.

Adopted: 20/3/95