

Additional documents Planning Committee

Wednesday 4 October 2023 6pm

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Table of Contents

PC2310-1	CLONTARF ROAD, NO. 2 (LOT 72) AND 4 (LOT 25) AND
	NAYLOR STREET NO.1 (LOT 73), BEACONSFIELD - 162
	LOT FREEHOLD SUBDIVISION - (JL WAPC163666) 3
PC2310-1	CLONTARF ROAD, NO. 2 (LOT 72) AND 4 (LOT 25) AND
	NAYLOR STREET NO.1 (LOT 73), BEACONSFIELD - 162
	LOT FREEHOLD SUBDIVISION - (JL WAPC163666) 7
PC2310-2	MARINE TERRACE, NO. 96 (LOT 123), FREMANTLE –
	ALTERATIONS TO EXISTING HERITAGE BUILDING AND A
	TWO STOREY SINGLE HOUSE - (CM DA0107/23) 10
PC2310-2	MARINE TERRACE, NO. 96 (LOT 123), FREMANTLE –
	ALTERATIONS TO EXISTING HERITAGE BUILDING AND A
	TWO STOREY SINGLE HOUSE - (CM DA0107/23) 14
PC2310-3	, , , , , , , , , , , , , , , , , , , ,
	CHANGE OF USE TO FOUR SERVICED APARTMENTS AND
	ALTERATIONS TO EXISTING BUILDING - (CM
	DA0153/23)
PC2310-4	, <u> </u>
	ADDITIONS AND ALTERATIONS TO EXISTING SINGLE
	HOUSE - (JD DA0199/23)
PC2310-4	JACKSON STREET, NO. 20 (LOT 1), NORTH FREMANTLE -
	ADDITIONS AND ALTERATIONS TO EXISTING SINGLE
	HOUSE - (JD DA0199/23) 24



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

Additional Officer Comment

As per the Planning Committee report for this item, the notification period for this item does not close until the 9 October 2023. As of today, the following submissions have been received.

All submissions will be provided to the Western Australian Planning Commission for their consideration at the close of advertising.



	Comments
1	Thank you for the thought that has gone into providing density housing in this area. My greatest concern is that as we move to creating a space for cultural and community activation, I wonder what the ""open public space"" represents? European cities have done the communal gatherings really well and this is called a piazzaa square around which people live and gatherperhaps this is what is trying to be captured. When people purchase these pieces of land are they compelled to build sustainable housing? Homes that are aesthetic? Fit for Fremantle (FFF)?
2	I think these blocks are far too small for a developed suburb. I live around the corner, and I am definitely not impressed by the submission of such small blocks.
3	I support the density of the proposed lots. I think it strikes a good balance of providing housing options for a large number of households without totally changing the topography of the site.
4	Although broadly supportive of some level of infill in this location, the current plans have an excessive number of dwellings based on the capacity of the surrounding roads. Clontarf Road is already under traffic pressures, which will increase with the new bur route 532 changes, and is problematic for residents with congestion and speeding that make it dangerous to get out of driveways. The sheer number of dwellings planned here is not proportional to the capacity of this 50 km/hr link road and will significantly increase the risk of traffic accidents and decrease quality of life for existing residents.
5	I recently completed the retail needs assessment for Fremantle (-). This development is near the South Fremantle activity (that which contains aldi, etc), a major neighborhood center for the Fremantle catchment. Developments near this centre should consider the future importance and increasing density of the area. In other words, the proposed development could be better in providing mediumdensity apartment-style living in the area to maximize (within reason) the amount of new residents that can utilize the area's amenities and increase activations of other retail types.



	Comments
	Furthermore, I believe that the Rockingham x hampton road intersection has the potential to be a beautiful activity centre for the area - more residents would activate the South Fremantle area and this intersection. I understand this is beyond the Freo LGA but only considering those boundaries is foolish.
	Summary - Let this development become more mixed- use/medium density to enhance the development of the southern section of the Fremantle LGA and enhance activities along this boarder. Hamilton Hill is the new home for many traditional Fremantle residents.
6	I would love to be able to walk through Sardelic public open space on Butterworth Place through the public open spaces in the proposed development through to Naylor and Culver Street and through to Hampton Road. This would greatly increase the walkability of my street , Butterworth Place and be very much appreciated. Please can you make sure there is public pedestrian access from Butterworth Place through the proposed new development public open spaces to Naylor and Culver streets though to Hampton Road
7	We want diverse housing a mixture of all. Don't support lots of high rise apartment. Don't want the hub of Beaconshield Bronx again! Love to see parks, cafe 8 2134 rise apartments.
8	As a nearby landowner and resident I have some concerns regarding this very large development in Beaconsfield. In particular I live at XXX and have noted on your plan there are 12 residences backing on to the existing 5 houses in Butterworth Place. It appears these houses will back directly onto the existing fence line of these houses with no allowance for a laneway in between, whereas, all the other houses shown on the plan have either a street or a laneway between the rows of houses.



	Comments
	I would like our existing residences to be afforded the same and ASK THAT THE PLAN BE ADJUSTED to allow for a 6m LANEWAY between the existing fences and the newly planned houses rear fences. Otherwise the noise and congestion of such closely grouped residences and people could be very noisy and stressful to live in,
	residences and people could be very noisy and stressful to live in,
9	'I do not support this proposal - it lacks diversity of housing type, design, and density, and further does not promote environmentally sustainable development. The result will be: - single house lots with poor orientation - an imported terrace model, with no local context - very little diversity of dwelling form and type - a highly repetitive built environment - a density of R40 on a site zoned R160, which would allow 5 storey buildings and equate to around 1,170 apartments of 80sqm (I don't suggest that amount of apartments - it's provided to indicate the potential for some apartments as part of the mix - and demonstrates this proposal does not optimise the land and support the States desperate need for more affordable housing - 168 lots and around 200 predominantly 3 and 4 bedroom, 2 and 3 storey dwellings - a homogenous neighbourhood of high value homes with lots of bedrooms for cars.
	This is not a neighbourhood, or a collection of homes supporting Fremantle's diverse social profile, but a precinct of customers living in products. We know how to do better - look at the precedents already in Fremantle. When are we going to walk the talk on better density, better design and better use of our precious land? Generic, cookie-cutter design is not good enough. Therefore, I do not support this proposal.
10	My concern is the traffic movements exiting this proposed development. 184 dwellings with minimum of single vehicle. Exit points can only be directed to Culver and Napier. Culver would not be an option for traffic heading North. Napier would access Clontarf for traffic heading East and South and safer option for heading North. Concern is Napier exit close proximity to traffic lights located at junction of Clontarf and Hampton



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

Proposed amendment by: Cr Groome

Council:

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

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

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



- 2. Affirms its support and intent for higher density residential development at the subject sites, up to R160, subject to a proposed development satisfying the seven design objectives of LPP 3.19 Clontarf Road Area and invites the proponent to continue to engage with the City to develop a satisfactory proposal.
- 3. Recommends the following amendments if the WAPC seeks to approve the layout generally as per the current proposal:
 - a) Leave some street blocks unsubdivided to allow for a change in market conditions and preserve the opportunity for supporting land uses and diverse housing typologies.
- b) Include lots along Naylor Street, and possibly Strang Street, capable of accommodating higher density mixed use developments suitable for mixed use developments that may incorporate multiple dwellings, live-work/studio/adaptable dwellings as transitional development.
 - c) Identify the best opportunities for key views, preserve the view corridor from built form intrusion and incorporate into the public realm network (streets and parks).
 - d) Expand Improve the southern POS connection to deliver a more gentle gradient transition from Clontarf Hill to the central POS and to encourage active transport options, including options to incorporate fill/terracing to the southern blocks and/or to add into two additional neighbouring lots to the west or one lot either side to allow for a more generous ramp and comfortable experience to access Clontarf Road to encourage active transport options transition. Widening this connection has the potential to offer a good visual connection to Clontarf Hill regional open space from the central linear open space which provide the visual cues to encourage active transport and provides a sense of regional landscape setting.
 - e) The POS / Drainage adjacent to the neighbouring sub-division POS / Drainage of Butterworth Place currently offers the best opportunity to link into the former quarry site and future sub-regional recreational space. It is clear from the Heart of Beaconsfield masterplan (HoB) masterplan that there is an intention to make the most of sub-regional active transport linkages through open space connections that reach from South Street down to Clontarf Road connecting schools, playing fields, wild nature spaces and many residential communities. This The identified primary connection needs to through this site must include a primary dual pedestrian/cycling connection of 4



metres wide not a minor pedestrian path. To implement the HoB Masterplan, a more generous connection needs to provided abutting the eastern end of Strang Street and the south-west corner of the Portuguese Club site. The southern half of Sardelic Park (i.e. south of the drainage sump) should be continuously connected through the site to Clontarf Road via local open space connectivity. Sardelic Park may require adjustment to be fully integrated with the new POS but there is no need to align the new POS with the existing drainage sump. Redistribution of the new POS may also provide the opportunity identified in the HoB masterplan to include a dramatic landscape option in the northeast corner of the sub-division skirting the base of the embankment that leads up to the Portuguese Club site. Leaving the three corner lots for POS (and possible drainage sump) would preserve the opportunity for an exciting landscape based trail leading directly into the vast open space opportunities to the north. Another option is to explore a more immediate and dramatic landscape option in the north-east corner of the subdivision skirting the base of the ridge that leads up to the Portuguese community centre. Leaving the three corner lots for POS preserves the opportunity for an exciting landscape based trail leading directly into the vast open space connections to the north.

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

REASON:

To strengthen the reasons in the officers recommendation to not support the development and to provide additional changes to the intended design.



PC2310-2 MARINE TERRACE, NO. 96 (LOT 123), FREMANTLE – ALTERATIONS TO EXISTING HERITAGE BUILDING AND A TWO STOREY SINGLE HOUSE – (CM DA0107/23)

Alternative recommendation by Cr Sullivan

Council:

APPROVE, under the Metropolitan Region Scheme and Local Planning Scheme No. 4, Alterations to Existing Heritage Building and Two-storey Single House at No. 96 (Lot 123) Marine Terrace, Fremantle, subject to the following condition(s):

- 1. This approval relates only to the development as indicated on the approved plans, dated 30 August 2023. It does not relate to any other development on this lot and must substantially commence within four years from the date of this decision letter.
- 2. All storm water discharge shall be contained and disposed of on site or otherwise approved by the City of Fremantle.
- 3. The approved development shall be wholly located within the cadastral boundaries of the subject site including any footing details of the development.
- 4. Prior to the lodgement of a Building Permit for the development hereby approved, detailed drawings showing how the upper floor terrace / balconies located on the northern and southern elevation and the master bedroom and bedroom windows on the northern and eastern elevations are to be screened in accordance with the Residential Design Codes by either:
 - a) fixed obscured or fixed translucent glass to a minimum height of 1.60 metres above internal floor level, or
 - b) fixed screening, with openings not wider than 5cm and with a maximum of 25% perforated surface area, to a minimum height of 1.60 metres above the internal floor level, or
 - c) a minimum sill height of 1.60 metres above the internal floor level,

Prior to occupation of the development hereby approved, the approved screening method shall be installed and maintained to the satisfaction of the City of Fremantle.

5. Prior to occupation of the development, the car parking and loading area(s), and vehicle access and circulation areas shown on the approved site plan, including the provision of disabled car parking, shall be constructed, drained, and line marked and provided in accordance with



- Clause 4.7.1(a) of the City of Fremantle Local Planning Scheme No.4, to the satisfaction of the City of Fremantle.
- 6. Prior to the occupation of the development, vehicle crossovers shall be constructed in either paving block, concrete, or bitumen and thereafter maintained to the satisfaction of the City of Fremantle.
- 7. Prior to the occupation of the development any redundant crossovers and kerbs shall be removed and the verge reinstated at the expense of the applicant and to the satisfaction of the City of Fremantle.
- 8. Prior to occupation of the development hereby approved, the boundary walls located on the south boundaries shall be of a clean finish in any of the following materials:
 - coloured sand render,
 - face brick,
 - painted surface,

and be thereafter maintained to the satisfaction of the City of Fremantle.

- 9. Prior to the lodgement of a Building Permit for the development hereby approved, all piped, ducted and wired services, air conditioners, hot water systems, water storage tanks, service meters and bin storage areas must be located to minimise any visual and noise impact on the occupants of nearby properties and screened from view from the street. Design plans for the location, materials and construction for screening of any proposed external building plant must be submitted to and approved by the City of Fremantle
- 10. Where any of the preceding conditions has a time limitation for compliance, if any condition is not met by the time requirement within that condition, then the obligation to comply with the requirements of any such condition (other than the time limitation for compliance specified in that condition), continues whilst the approved development continues.

ADVICE NOTE:

i. A Building permit is required for the proposed Building Works. A certified BA1 application form must be submitted and a Certificate of Design Compliance (issued by a Registered Building Surveyor Contractor in the private sector) must be submitted with the BA1.



- ii. This approval relates to the subject site and does not authorise the removal or modification of infrastructure within the verge or park area. Written approval is to be obtained for removal or modification of verge infrastructure and/or verge trees within the verge and park areas from the relevant City of Fremantle department or relevant service authority, before construction commences. Please refer to the City's Tree Planting and Vehicle Crossings Policies (SG28 and MD0015) for further information.
- iii. The applicant is advised that a crossover permit must be obtained from the City's Engineering Department. New/modified crossover(s) shall comply with the City's standard for crossovers, which are available on the City of Fremantle's web site.
- iv. Levels as per existing footpath and/or ROW
 - Levels at the property boundary including any driveways and pedestrian access points shall match existing footpath and/or right of way levels;
 - Any adjustment in levels is to be achieved within the property boundaries;
 - Details of all existing and proposed levels to be shown in the submitted working drawings for a building permit, to show that existing footpath levels are maintained.

Minimum floor level to be road reduced level plus kerb height (150 mm) plus 2% slope towards to the property boundary. All levels are to be in AHD.

The floor level of any new structure capable of being occupied is to be a minimum of above 150 mm plus 2% slope towards to the property boundary. Basement car parks and similar areas may be permitted below this level if the structure and any access to the structure is tanked to a level of above. Please contact the Infrastructure Business Services department via info@fremantle.wa.gov.au or 9432 9999.

- v. The owner is advised that an obstruction permit may be required from the City for any future obstruction of the Parry Street road reserve. An application for obstruction permit can be found via www.fremantle.wa.gov.au.
- vi. All mechanical service systems including air-conditioners and pool filters etc are to be designed and installed to prevent emitted noise levels from exceeding the relevant decibel levels as set out in the *Environmental Protection (Noise) Regulations 1997* (as amended).



- vii. If construction works involve the emission of noise above the assigned levels in the Environmental Protection (Noise) Regulations 1997, they should only occur on Monday to Saturday between 7.00 am and 7.00 pm (excluding public holidays). In instances where such construction work needs to be performed outside these hours, an Application for Approval of a Noise Management Plan must be submitted to the City of Fremantle Environmental Health Services for approval at least 7 days before construction can commence.
 - Note: Construction work includes, but is not limited to, Hammering, Bricklaying, Roofing, use of Power Tools and radios etc.
- viii. The applicant is advised that the proposed works indicated outside of the lot boundaries of the subject site do not form part of this approval. Should the applicant wish to undertake these works separate approval is required from the City. Queries relating to these works should be directed to the City's Technical Officer, Parks and Landscape via info@fremantle.wa.gov.au or 9432 9999.

REASON:

This development could realistically be pushed forward to a zero lot line and be three storeys high at the street to meet the intent of the policy and cause much less overshadowing. Such an outcome may not be problematic with heritage considerations especially given it is the redevelopment that is driving a great restoration of the old house and the area already includes a wide mix of new and old scales and streetscapes. The planning for the area envisages intense redevelopment and if that is to be supported there will be an impact on at least some of the site to the south. The lots facing Marine Terrace to the south will more than likely be subject to some form of redevelopment in time which will enhance the delivery of the streetscape envisaged in the policy.



PC2310-2 MARINE TERRACE, NO. 96 (LOT 123), FREMANTLE – ALTERATIONS TO EXISTING HERITAGE BUILDING AND A TWO STOREY SINGLE HOUSE – (CM DA0107/23)

Alternative recommendation by Cr Groome

Refer the application to the administration with the advice that the Council is not prepared to grant planning approval to the application for the alterations to existing heritage building and a two storey Single house at No. 96 Marine Terrace, Fremantle based on the current submitted plans and invite the applicant, prior to the next appropriate Planning Committee meeting to consider submitting an amended proposal to address elements including overshadowing and setbacks to reduce the impact on adjoining residential properties.



PC2310-3 HIGH STREET, NO. 185 (STRATA LOT 1), FREMANTLE – CHANGE OF USE TO FOUR SERVICED APARTMENTS AND ALTERATIONS TO EXISTING BUILDING – (CM DA0153/23)

Alternative recommendation by Mayor Fitzhardinge

APPROVE under the Metropolitan Region Scheme and Local Planning Scheme No. 4 the Change of Use to Four Serviced Apartments and Alterations to Existing Building at No. 185 High Street (Strata Lot 1) subject to the following conditions:

- 1. This approval relates only to the development as indicated on the approved plans, dated 12 July 2023. It does not relate to any other development on this lot and must substantially commence within four years from the date of this decision letter.
- 2. All storm water discharge from the development hereby approved shall be contained and disposed of on-site unless otherwise approved by the City of Fremantle.
- 3. Prior to issue of a building permit of the development hereby approved, the owner is to submit a waste management plan for approval by the City, detailing at a minimum the following:
- Estimated waste generation
- Proposed storage of receptacles
- Collection methodology for waste
- Additional management requirements to be implemented and maintained for the life of the development.

The waste management plan should give consideration to the fact the City is required to manage residential waste. As a result, the waste management plan will need to align with the waste services available to residents. The Waste Management Plan must be implemented at all times to the satisfaction of the City of Fremantle.

- 4. Prior to the issue of a Building Permit for the development hereby approved, the design and materials of the development shall adhere to the requirements set out within City of Fremantle policy L.P.P2.3 Fremantle Port Buffer Area Development Guidelines for properties contained within Area 2. Specifically, the development shall provide the following:
 - a) Glazing to windows and other openings shall be laminated safety glass of minimum thickness of 6mm or "double glazed" utilising laminated or toughened safety glass of a minimum thickness of 3mm.



- b) Air conditioners shall provide internal centrally located 'shut down' points and associated procedures for emergency use.
- c) Roof insulation in accordance with the requirements of the Building Codes of Australia.
- 5. Prior to the issue of a Building Permit for the development hereby approved, an acoustic report from a qualified acoustic consultant shall be provided that demonstrates the Serviced Apartments are able to be constructed in a manner that noise levels from activities associated with surrounding non residential land uses can be successful attenuated, to the satisfaction of the City of Fremantle.
- 6. Prior to the lodgement of a Building Permit plans shall be provided to ensure the privacy screens are operable to the satisfaction of the City of Fremantle. Any operable screen should open into the property, not out into the road reservation.

Advice notes:

- i. A Building permit is required for the proposed Building Works. A certified BA1 application form must be submitted and a Certificate of Design Compliance (issued by a Registered Building Surveyor Contractor in the private sector) must be submitted with the BA1.
- ii. The applicant is advised that additional information in relation to the City's waste management requirements can be found in Local Planning Policy 2.24 Waste Management Plans for New Development and WALGA waste documents. (Better Practice Guidelines for Waste Management and Recycling in Commercial and Industrial Facilities
- iii. In relation to Condition 5 above, while not strictly a Residential land use, the applicant is recommended to review the suggested design measures in LPP 2.18 New Residential Developments in the City Centre zone Noise from an Existing Source.
- iv. All noise from the proposed development must comply with the requirements of the *Environmental Protection (Noise) Regulations 1997.*



REASON:

Given the current very closed-off, vacant nature of the ground floor, it would be better activated by having some use rather than none. Short stay is high demand and regulation may see less private properties available over time for this purpose. Consumers of this type of product are well informed by reviews etc and if noise is a concern will likely not book these places.



PC2310-4 JACKSON STREET, NO. 20 (LOT 1), NORTH FREMANTLE – ADDITIONS AND ALTERATIONS TO EXISTING SINGLE HOUSE – (JD DA0199/23)

Officer's Amended Recommendation

Council:

REFUSE, under the Metropolitan Region Scheme and Local Planning Scheme No. 4, Additions and Alterations to Existing Single House at No. 20 (Lot 1) Jackson Street, North Fremantle, as detailed on plans dated 6 July 2023 28 September 2023, for the following reasons:

- 1. The proposal is inconsistent with the City of Fremantle's Local Planning Policy 3.6 Heritage Areas as the ancillary structure will detract from the heritage significance of the place due to its proposed location on the front boundary in front of the heritage listed dwelling.
- 2. The proposal is inconsistent with the City of Fremantle's Local Planning Policy 2.9 Residential Streetscape Policy and the Residential Design Codes by reason of the vehicular access driveway being located less than 0.5m from a side boundary and street pole.
- 3.—The proposed 'tilt panel door' presents a risk to users of the footpath due to it's potential to extend into the footpath area upon opening/closing.

Officer Comment

The applicant submitted amended plans on 28 September 2023 after the finalisation of the agenda. Any reference to a 'tilt panel garage door' has been removed and has been replaced by a 'sectional opening gate' with the same visual appearance which will not open out over the road reserve. This reason for refusal is no longer relevant, however no other changes have been proposed in the amended plans.



1 - Amended Development Plans

CITY OF FREMANTLE These Plans Form Part of DA0199/23 28 Sep 2023



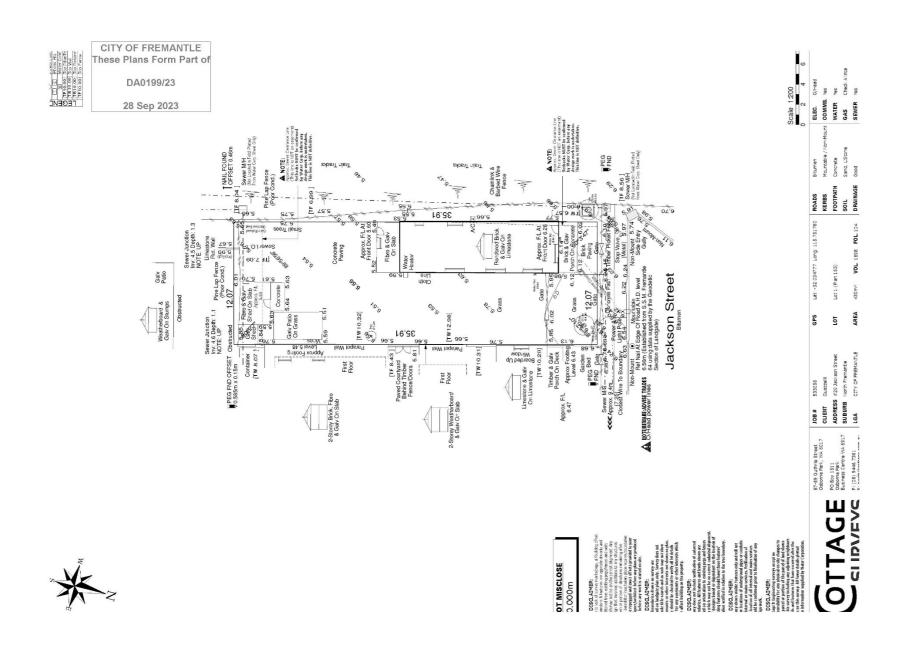




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Additional Information – Planning Committee 4 October 2023

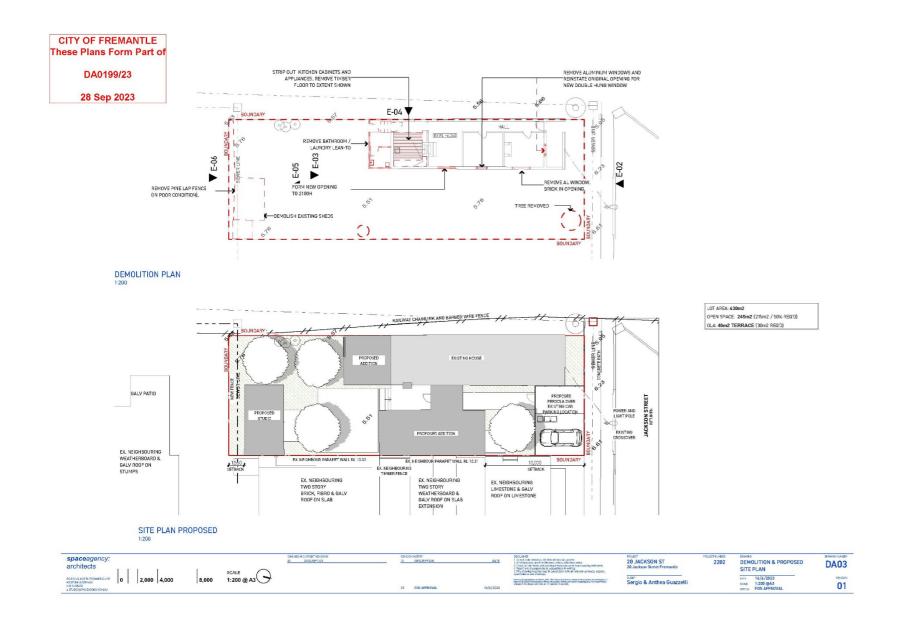




Additional Information – Planning Committee

4 October 2023

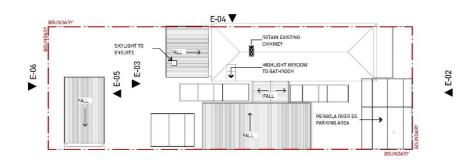


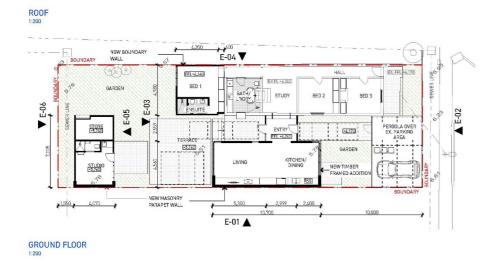


Additional Information – Planning Committee 4 October 2023





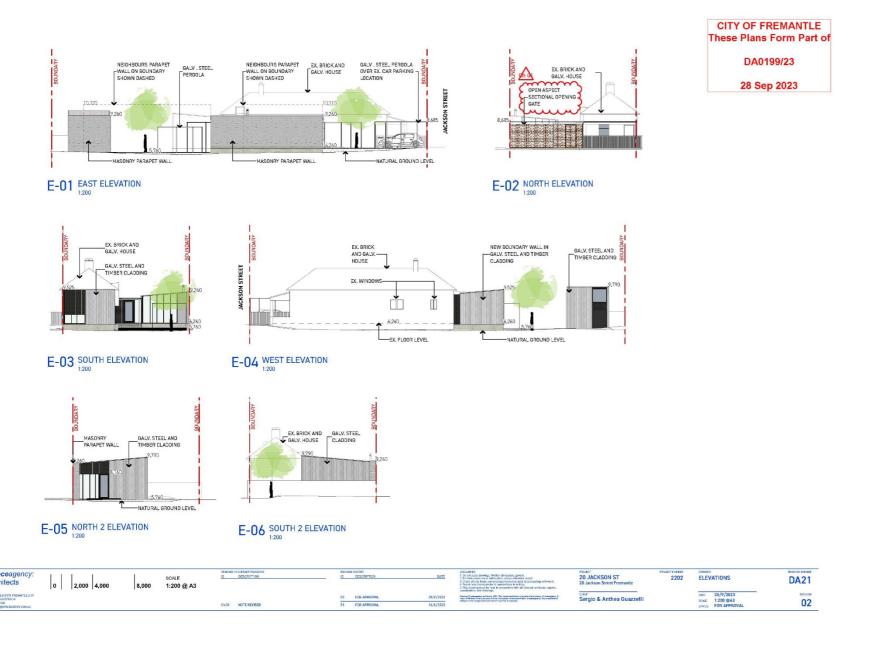




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Additional Information – Planning Committee 4 October 2023





PC2310-4 JACKSON STREET, NO. 20 (LOT 1), NORTH FREMANTLE – ADDITIONS AND ALTERATIONS TO EXISTING SINGLE HOUSE – (JD DA0199/23)

Alternative recommendation by Cr Graham

APPROVE, under the Metropolitan Region Scheme and Local Planning Scheme No. 4, the Additions and Alterations to Existing Single House at No. 20 (Lot 1) Jackson Street, North Fremantle subject to the following conditions:

- This approval relates only to the development as indicated on the approved plans, dated 28 September 2023. It does not relate to any other development on this lot and must substantially commence within four years from the date of this decision letter.
- 2. All storm water discharge from the development hereby approved shall be contained and disposed of on-site unless otherwise approved by the City of Fremantle.
- 3. The pedestrian access and / or vehicle gate, as indicated on the approved plans, shall swing into the subject site only when open or closed and shall not impede the adjoining road reservation of the subject site.
- 4. Prior to the lodgement of a Building Permit application for the development hereby approved, the vehicle gate located on the pergola structure hereby approved shall be a minimum of 50% visually permeable.
- 5. The east side aspect of the pergola structure hereby approved shall consist of wire infill only and shall be a minimum of 85% visually permeable.
- 6. Prior to occupation/ use of the development hereby approved, the boundary wall located on the east side boundary shall be of a clean finish in any of the following materials:
 - coloured sand render,
 - face brick,
 - painted surface,
 - other approved finish,



and be thereafter maintained to the satisfaction of the City of Fremantle

- 7. The works hereby approved shall be undertaken in a manner which does not irreparably damage any original or significant fabric of the building. Any damage shall be rectified to the satisfaction of City of Fremantle.
- 8. All works indicated on the approved plans, including any footings, shall be wholly located within the cadastral boundaries of the subject site.

Advice note(s):

- i. A building permit is required to be obtained for the proposed building work. The building permit must be issued prior to commencing any works on site.
- ii. Fire separation for the proposed building works must comply with Part 3.7 of the Building Code of Australia.
- iii. The applicant is advised that a crossover permit must be obtained from the City's Engineering Department for any modification to the existing crossover. Crossover(s) shall comply with the City's standard for crossovers, which are available on the City of Fremantle's web site.
- iv. The applicant is advised that any modification of the crossover will require consultation with Western Power to assess any potential risk and/ or danger resulting from the decreased separation from the electrical infrastructure.

REASON:

Given the location and features of the area there will be minimal impact on the streetscape. There is already car access to the left of the existing lamp post which should not cause any problems to any residents accessing the property.