

Additional information Planning Committee

Wednesday 2 March 2022 6pm

fremantle.wa.gov.au



Table of Contents

PC2203-1	DEFERRED ITEM - BRACKS STREET, NO.90 (LOTS 241 - 260), NORTH FREMANTLE - DEMOLITION OF EXISTING BUILDINGS AND STRUCTURES - (CS DA0440/21) 3
PC2203-2	SYDNEY STREET, NO. 11 (LOT 14), SOUTH FREMANTLE - SECOND STOREY ADDITIONS AND ALTERATIONS AND ANCILLARY DWELLING ADDITION TO EXISTING SINGLE HOUSE (ED DA0488/21)
PC2203-3	CARPARK 13 (MALLS), NO. 10 (LOT 375) HENDERSON STREET, FREMANTLE - DEMOLITION OF EXISTING BUILDING AND HERITAGE WALL AND CHANGE OF USE TO TEMPORARY PUBLIC CARPARK (ED DA0471/21) 14
PC2203-4	COLLICK STREET, NO. 40 HILTON – ADDITIONS AND ALTERATIONS TO EXISTING BUILDING AND CHANGE OF USE TO CHILD CARE PREMISES (TG DAP006/21) 33
PC2203-5	JOSLIN STREET, NO. 16 (LOT 1132) ALTERATIONS AND CHANGE OF USE TO GROUPED DWELLING TO EXISTING BUILDING AND TWO STOREY GROUPED DWELLING (TG DA0425/21)
PC2203-6	HOLLAND STREET, NO.29 (STRATA LOT 1) FREMANTLE - ADDITIONS TO EXISTING SINGLE HOUSE (JL DA0401/21)
PC2203-7	AMHERST STREET, NO. 7D (STRATA LOT 1) - ADDITIONS TO SINGLE STOREY SINGLE HOUSE (TG DA0315/21)117
PC2203-8	WATKINS STREET, NO. 56 (LOT 38) WHITE GUM VALLEY - VARIATION TO PREVIOUS PLANNING APPROVAL DA0512/20 (TWO STOREY SINGLE HOUSE) (JCL VA0041/21)
PC2203-9	MONTGOMERY STREET, NO. 6 (LOT 1) BEACONSFIELD - ADDITIONS TO EXISTING SINGLE HOUSE AND A SWIMMING POOL (JCL DA0434/21)
PC2203-11	REVIEW OF HERITAGE AREAS, DRAFT LOCAL PLANNING POLICY 3.6 'DEVELOPMENT IN HERITAGE AREAS' &



REVISIONS LOCAL PLANNING POLICY 1.6 'HERITAGE ASSESMENT' - OUTCOMES OF CONSULTATION 144



PC2203-1 DEFERRED ITEM - BRACKS STREET, NO.90 (LOTS 241 - 260), NORTH FREMANTLE - DEMOLITION OF EXISTING BUILDINGS AND STRUCTURES - (CS DA0440/21)

ADDITIONAL INFORMATION 1 – WAPC Plan No.1.7977





ADDITIONAL INFORMATION 2 - WAPC Decision Letter (5 January 2022)



Our Ref

: 05-55-5 : Mark Simpson (Ph 6551 9262) Enquiries

Application for Approval to Commence Development plans dated 28 October 2021 received 28 October 2021.

: 54, 241-262, 311 & 349 Lot Number

Location

Plan / Diagram : Plan 1593, Deposited Plan 222459 : 1438/698, 1438/699, 1438/700 : Bracks Street, North Fremantle Locality

North Fremantle J V Pty Ltd C/O Level 7, 160 St Georges Terrace PERTH WA 6000 Owner

Under the provisions of the *Planning and Development Act 2005* this application has been referred for determination by the Western Australian Planning Commission.

The application has now been considered by the Commission and the formal notice setting out the terms of the decision is attached.

A copy of this decision has been forwarded to the Local Government for information.

140 William Street, Perth, Western Australia 6000, Locked Bag 2506 Perth, 6001

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e-mail: info@dplh.wa.gov.au; web address http://www.dplh.wa.gov.au;





Where the Commission refuses approval to commence development in a planning control area, or grants permission subject to conditions that are unacceptable to the applicant, the owner may claim compensation for such injurious affection in accordance with the provisions of Section 186 of the Planning and Development Act 2005.

Should the applicant be aggrieved by this decision there is a right to apply for a review pursuant to the provisions of Section 250 of the *Planning and Development Act 2005*. Such an application for review must be submitted to the State Administrative Tribunal, Level 6, State Administrative Tribunal Building, 565 Hay Street, PERTH WA 6000 in accordance with Part 14 of the *Planning and Development Act 2005.* It is recommended that you contact the State Administrative Tribunal for further details (telephone 9219 3111) or go to its website: http://www.sat.justice.wa.gov.au.

ADVICE TO APPLICANT

- This property is affected by land reserved under Planning Control Area 158 as shown on the attached WAPC Plan No.1.7977 and will be required for road purposes at some time in the future
- In regard to Condition 3, this approval may be subject to a further two year approval extension in accordance with Section 33 of the COVID-19 Response and Economic Recovery Omnibus Act 2020.
- It is the responsibility of the applicant to obtain any other necessary approvals, consents and licenses required, and to commence and carry out development in 3. accordance with all relevant laws.
- In regard to Condition 4, the City of Fremantle advises that the Demolition Management Plan will need to address the following matters:
 - the use of City car parking bays for construction related activities;
 - protection of infrastructure and street trees within the road reserve; security fencing around construction sites;
 - d) gantries;
 - access to site by construction vehicles;
 - contact details;
 - site offices:
 - noise construction work and deliveries;
 - sand drift and dust management;
 - waste management; dewatering management plan;

 - traffic management; and works affecting pedestrian areas.
- Main Roads Western Australia advises that the applicant is required to submit an application form if undertaking any works within the Port Beach Road or Curtin Avenue

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ABN 35-462 341-493





road reserves prior to undertaking those works. Application forms and supporting information about the procedure can be found on the Main Roads website > Technical & Commercial > Working on Roads.

- 6. Main Roads Western Australia advises that the upgrading/widening of Curtin Avenue and Port Beach Road are not in Main Roads current 4-year forward estimated construction program and all projects not listed are considered long term. Please be aware that timing information is subject to change and that Main Roads assumes no liability for the information provided.
- 7. The Public Transport Authority of Western Australia (PTA) advises that, as the proposed works are within 50 metres of the PTA's Rail Reserve (or the PTA Protect Zone), the owner must seek PTA's approval for working in close proximity to the operating railway prior to conducting the proposed demolition works. The Public Transport Authority (PTA) advises that the applicant/owner should submit the following documents to PTAThirdPartyAccess@pta.wa.gov.au at least six weeks prior to the commencement of works:
 - a) A completed Checklist as located within Appendix 2 of PTA Procedure 8103-400-004 "Working in and around the PTA Rail Corridor, Assets and Infrastructure" and all required documents listed within the Checklist.
 - b) A Work Method Statement.
 - Details of plant and equipment that will be used, including cranes, and their location within the worksite.

All PTA specifications and procedures can be obtained on the PTA Vendor Portal https://www.pta.wa.gov.au/vendor/.

 Atco Gas Australia advises that anyone proposing to carry out construction or excavation works within 15 of Critical Asset Infrastructure must contact 'Dial Before You Dig' (Ph 1100) to determine the location of buried gas infrastructure. Refer to ATCO document AGA-O&M-PR24- Additional Information for Working Around Gas Infrastructure

https://www.atco.com/en-au/for-home/natural-gas/wa-gas-network/working-around-gas.html .

Magan

Ms Sam Fagan Secretary Western Australian Planning Commission 5 January 2022

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Our Ref : 05-55-5

Enquiries : Mark Simpson (Ph 6551 9262)

PLANNING AND DEVELOPMENT ACT 2005

City of Fremantle

APPROVAL TO COMMENCE DEVELOPMENT

Name and Address of Owner and Land on which Development Proposed:

Owner : North Fremantle J V Pty Ltd

C/O Level 7, 160 St Georges Terrace PERTH WA 6000

Lot Number : 54, 241-262, 311 & 349

Location :

Plan / Diagram : Plan 1593, Deposited Plan 222459
Volume/Folio : 1438/698, 1438/699, 1438/700

Locality : Bracks Street, North Fremantle

Application Date : 28 October 2021

Application Receipt : 28 October 2021

Development Description : Demolition Of Warehousing And Offices

The application for approval to commence development in accordance with the plans submitted thereto is granted subject to the following condition(s):

- This approval relates solely to that part of the site located on land reserved under Planning Control Area 158, as shown on the attached WAPC Plan No.1.7977.
- The proposed development is to comply in all respects with the submitted plans received by the Department of Planning, Lands and Heritage on 28 October 2021 and date-stamped accordingly, as attached, subject to any modifications as required by the conditions of approval.
- The development approval is valid for two years from the date of this letter. If the subject development is not substantially commenced within a two year period, the approval shall lapse and be of no further effect.

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ABN 35 482 341 493





- 4. A Demolition Management Plan shall be submitted and approved to the specification of the City of Fremantle and the satisfaction of the Western Australian Planning Commission, prior to the commencement of site works. Once approved, the Demolition Management Plan is to be complied with at all times.
- 5. Appropriate measures are to be undertaken to ensure that full documentation and photographic records of the existing buildings are archivally recorded to the specification of the City of Fremantle and the satisfaction of the Western Australian Planning Commission, and a copy of such records submitted to the City in electronic format prior to the commencement of development.
- The landowner/applicant shall make good any damage to the existing verge vegetation within the Port Beach Road reservation to the specification of the Main Roads Western Australia and the satisfaction of the Western Australian Planning Commission.
- Stormwater discharge (if any) shall not be discharged into the Port Beach Road reservation or the future Curtin Avenue reservation.

If the development the subject of this approval is not substantially commenced within a period of two years from the date of this letter, the approval shall lapse and be of no further effect. Where an approval has so lapsed, no development shall be carried out without the further approval of the responsible authority having first been sought and obtained.

Magan

Ms Sam Fagan Secretary Western Australian Planning Commission 5 January 2022

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PC2203-2 SYDNEY STREET, NO. 11 (LOT 14), SOUTH FREMANTLE - SECOND STOREY ADDITIONS AND ALTERATIONS AND ANCILLARY DWELLING ADDITION TO EXISTING SINGLE HOUSE (ED DA0488/21)

Additional Information 1 - Site Photos



Photo 1: Subject site as viewed from Sydney Street



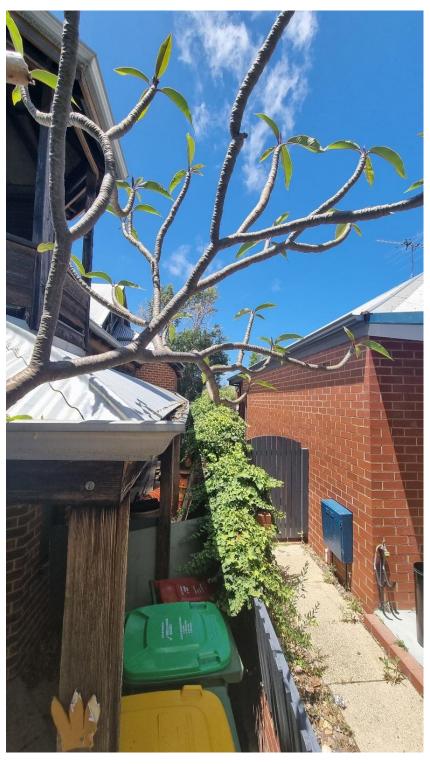


Photo 2: Side setback areas between subject site and 9 Sydney Street (west)



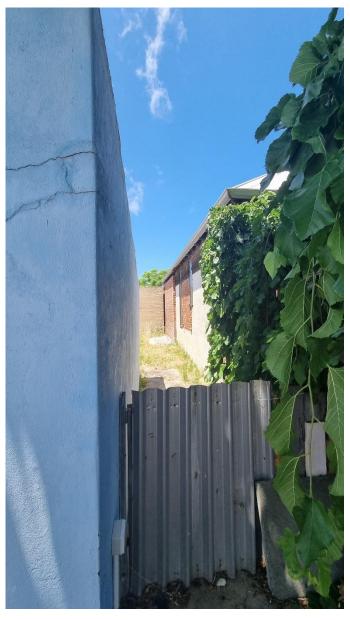


Photo 3: side setback area of subject site and 13 Sydney Street (east)





Photo 4: carparking area to rear of subject site



Photo 5: photo of rear of existing dwelling on subject site, taken from carparking area at rear of subject site





Photo 6: photo of rear of adjoining dwelling (9 Sydney Street) and shared boundary with subject site, taken from rear carparking area



PC2203-3 CARPARK 13 (MALLS), NO. 10 (LOT 375) HENDERSON STREET, FREMANTLE - DEMOLITION OF EXISTING BUILDING AND HERITAGE WALL AND CHANGE OF USE TO TEMPORARY PUBLIC CARPARK (ED DA0471/21)

Additional Information 1 - Site Photos



Photo 1: Subject site as viewed from William Street (view south)



Photo 2: Subject site as viewed from corner of William and Henderson Street





Photo 3: Subject site as viewed from Henderson Street



Photo 4: Photo of heritage listed wall at rear of former The Pine Warehouse building.





Photo 5:Photo of heritage listed wall at rear of former The Pine Warehouse building.



Additional Information 2 – Applicant's Planning Report (Includes Heritage and Transport Technical Memorandums):





URBIS.COM.AU Urbis Pty Ltd ABN 50 105 256 228

4 November 2021

Chief Executive Officer City of Fremantle PO Box 807 FREMANTLE WA 6959

Attention: Mr Paul Garbett – Director, Strategic Planning and Projects

Dear Mr Garbett

'SPICERS' DEVELOPMENT SITE – APPLICATION FOR DEVELOPMENT APPROVAL (DEMOLITION APPLICATION AND CHANGE OF USE TO TEMPORARY PUBLIC CARPARK) – LOT 374 AND 375 (NO.10) HENDERSON STREET, FREMANTLE

On behalf of our client, fiveight/Spicers Street Pty Ltd, we are pleased to submit this application for development approval. It relates to the demolition of existing structures and provision of temporary public carparking on the 'Spicers' Development site on the corner of Henderson and William Street in the Fremantle City Centre.

As the City is aware, Urbis (on behalf of fiveight and Spicer Street Pty Ltd) recently lodged a separate development application for the ultimate redevelopment of this site. This current application for demolition and extension of the existing temporary public carparking is proposed to maximise the sites use and activation until such time as construction commences on the redevelopment (anticipated Q4-2022).

To assist the City of Fremantle in its consideration of this application, please find the following documents attached:

- City of Fremantle Application for Development Approval Form.
- Metropolitan Region Scheme Form 1.
- Proposed Demolition Plan.
- Proposed Site Plan showing carparking layout.
- Relevant Certificates of Title (Attachment A).
- Technical supporting documentation including:
 - Structural engineering advice, prepared by Stantec (Attachment B).
 - Heritage advice, prepared by Griffiths Architects (Attachment C).

20210411 - Spicers Demolition and Carpark DA





- Traffic advice, prepared by Stantec/GTA (Attachment D).

The following information is provided in support of the proposed application.

SITE CONTEXT

The site comprises two lots – Lot 374 and 375 (No.10) Henderson Street Fremantle. The two lots form a sole multi-lot Certificate of Title (referenced in the table and figure below and included at **Attachment A**).

Table 1 - Lot Particulars

Lot No.	Street Address	Diagram	Area	Volume	Folio	Registered Proprietor
374	10 Henderson Street	222424	1,442sq.m	416	31A	Spicer Street Pty Ltd
375	10 Henderson Street	222424	1,392sq.m	416	31A	Spicer Street Pty Ltd

Figure 1 - Lot Details



20210411 - Spicers Demolition and Carpark DA





The site currently contains a public car park managed by Wilson Parking on behalf of fiveight (comprising 60 marked bays) with access via Paddy Troy Lane from William Street. The site also includes a warehouse building located to the south-east. The warehouse once housed a pine/wood store and was most recently used as a marketplace for Australian souvenirs and a temporary space for exhibitions, markets, and other pop-up uses, however is now vacant.

An aerial photograph of the site showing these existing structures and parking bays is provided below:

Figure 2 - Aerial Plan



From a heritage perspective, the site has several contexts to consider including the previous use of the site ('Spicers' building) and Warders Cottages to the east. Critical to this application however is the location of a remnant limestone wall which protrudes into the site and is affixed to the existing warehouse on its north-eastern edge (as shown in yellow on the figure above).

The 'Limestone Boundary Wall' is listed in the West End Conservation Area of the 2000 Fremantle Heritage Survey. It has local and historic significance, to the extent that it was identified as part of a Fremantle-wide study to identify limestone walls throughout the city. The limestone heritage wall is representative of pre-gold boom building practices in Fremantle and is shown in the images below.





Figure 3 - Photographs of Limestone Heritage Wall









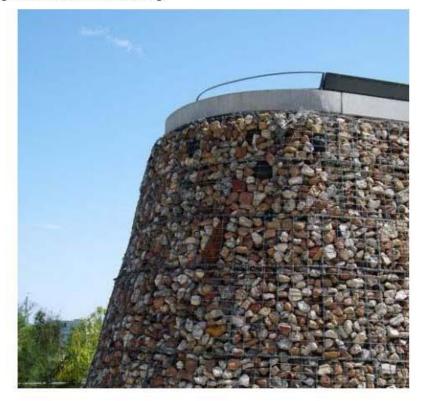
REDEVELOPMENT CONTEXT - LIMESTONE HERITAGE WALL

A separate application for development approval for the 'Spicers' Development (proposing a redevelopment of the entire site) was lodged with the City of Fremantle by Urbis (on behalf of fiveight/Spicer Street Pty Ltd) in September 2021.

The broader redevelopment proposal seeks to deconstruct the limestone heritage wall and rebuild it on-site as part of a future public art proposal integrated with the future development (satisfying the developers public art obligations).

Specifically, it is proposed to salvage all of the sound stone from the wall for incorporation within the artwork, utilising gabion cages to make a pattern using all of this material in a grid form along the access road located along the southern boundary. The public art/wall will pay homage to the sites historic value as well as the wider connection with Fremantle. An example image of the proposed appearance of the gabion wall is provided below.

Figure 4 - Gabion Wall Precedent Image







The ultimate redevelopment of the site and the proposal of the wall has been informed by ongoing heritage advice (by Griffiths Architects) who prepared a Heritage Impact Statement to support the proposal. Further, the notion of deconstructing/re-use of the wall for the purpose outline above has been discussed in detail with both City of Fremantle Planning Officers as the City's Design Advisory Committee. Based on these discussions, there has been in-principle support given to this strategy.

Construction of the 'Spicers' Development is envisaged to commence in Q4 2022 (subject to securing development approvals). In the interim, fiveight is seeking approval for the demolition of existing structures and temporary use of the site for public carparking (increasing the number of existing bays from 60 to 92).

A summary of the proposal is explained below.

PROPOSED DEMOLITION

This application proposes the demolition of the existing warehouse (located within the south-eastern corner of the site) in order to facilitate additional temporary carparking, until such time as construction commences on the overall site redevelopment.

As part of the structural review of this warehouse demolition, Stantec considered the practicalities of retaining the limestone heritage wall in-situ until such time as construction commences on the redevelopment. Based on this structural advice however (refer **Attachment B**), it has been determined that the demolition of the warehouse would result in the remaining wall not having sufficient structural integrity to remain in-situ. Further, there is residual risk that vehicle impact may affect the stability of the wall, potentially causing damage or injury to the public.

Based on this advice, this application also seeks approval for the deconstruction of the heritage wall and temporary storage to enable reconstruction as part of a public art proposal within the new development (explained above).

The deconstruction of the wall and re-use in the form above has been reviewed by Griffiths Architects from a heritage perspective who has prepared a statement at **Attachment C**. The statement notes the deteriorating condition of the limestone heritage wall however concludes that that the wall should be substantially retained, conserved and integrated into the future development (generally in the manner proposed).

On this basis, it is considered an appropriate heritage outcome for the wall to be deconstructed at this preliminary stage to enable the more efficient use of the site for parking in the interim, until such time as it is reconstructed as part of the overall site redevelopment.

PROPOSED CHANGE OF USE – TEMPORARY PUBLIC CARPARKING

To maximise use of the site until such time as construction commences on site redevelopment, fiveight propose to extend the existing public carparking bays on-site from the current 60 bays to a total of 92 bays.

The proposed carparking layout is shown on the lodged site plan, illustrating provision of an additional 32 spaces. This includes the extension and modification of parking aisles and parking bays, maintaining the same parking bay sizes within the extension area (being 2.4m width x 5.4m length and 5.8m wide parking aisles).





To accommodate the overall configuration, a section of the existing parking area which has a 5.5m wide parking aisle located on the south-western corner of the site, is to be modified to have bays with a 5.8m width x 4.8m length (in lieu of 5.4m). These parking bay dimensions are permitted under Australian Standards and allows for a 600m overhang over the adjacent 2.8m wide footpath (to the front of kerb) to retain an effective 2.2m footpath width along the southern boundary of the site. Given the temporary nature of the public carpark, no additional landscaping is proposed.

The parking will continue to be managed by Wilson Parking and access will be maintained via Paddy Troy Lane from William Street. Stantec has prepared a traffic technical note to support the proposal (**Attachment D**).

The traffic note concludes that the additional parking (32 bays) is expected to generate an additional 29 vehicle movements per hour which will result in a total generation of approximately 84 trips per hour. This additional traffic flow is not expected to exceed the capacity of the adjacent street network and is therefore considered acceptable.

In light of the proposed public carpark being for temporary purposes only, this application seeks a time limited approval for a period of 18 months (from occupation of the site, relating to the proposed bays only). Future public carparking bays incorporated into the redevelopment will be dealt with via this development application.

PLANNING ASSESSMENT

The site is zoned 'City Centre' under the Local Planning Scheme No.4 (LPS 4) which provides for a full range of shopping, office, administrative, social, recreation, entertainment and community services. Within this zone, the use class of a 'public car park' is an advertised 'A' use, therefore it is acknowledged the application will be advertised for public comment.

Consistent with the objectives of the City Centre zone, the temporary public carparking will provide visitors with convenient access to the various services and amenities within the area. Recognising that there is a broader strategy to reduce reliance on private motor vehicles and promote public transport use within the City Centre, the ultimate redevelopment proposes to reduce public parking on-site (within a basement structure to ensure high levels of ground level activation and integration with adioining sites)

While the sites ultimate redevelopment is anticipated by various planning documents (including the Fremantle Transformational Moves 2029 document and Precinct 5 Local Planning Policy), it is confirmed that the public carpark will be temporary online until such time as the site is comprehensively redeveloped.

CONCLUSION

We trust this application provides the City with the relevant information in order to assess the application. We look forward to discussing further with the City at an appropriate time. We respectfully request the application is dealt with at the City's earliest convenience to enable demolition on site to commence and the parking bays to be delivered.



Stantec Australia Pty Ltd

Ground Floor, 226 Adelaide Terrace Perth WA 6000

Tel: +61 8 6222 7000

Email: enquiries.pth@stantec.com www.stantec.com



26/10/2021

Enquiries: Alasdair MacKerron Project No: 301250505

Fiveight Pty Ltd PO Box 3155

Stantec

Broadway Nedlands WA 6009

Attention: Nicole Tassicker

Dear Nicole

RE: Heritage Wall Inspection – 10 Henderson St, Fremantle

We write further to our inspection of the heritage wall which forms the north-west elevation of the existing building at 10 Henderson St, Fremantle. We understand that your intention is to demolish the building, prior to the commencement of the redevelopment of the site and, as there may be an interim period prior to the redevelopment works, consideration has been given to the practicalities of retaining the heritage wall on its own. We would further note our understanding is that once redevelopment works commence, they will include the dismantling and reconstruction of this wall in an alternative location to allow the formation of a basement car park.

While no testing or sampling of the heritage wall was carried out, it was evident that the condition of the mortar was variable with extensive mortar loss in several areas. Cracking was evident in the render to one end of the wall. The foundations were not exposed, but the vertical cracking may suggest differential settlement in the foundations. No obvious signs of rotation of the foundations were observed.

If the newer portion of the building were removed, leaving the heritage wall, it would be subject to elevated wind loading compared to the loading applied to the wall when part of a complete structure.

Given the higher loading, reduction in mortar provision in significant areas and inherent variability of material strengths in a wall of this age and construction, we consider it prudent to prop any retained wall once the remainder of the building is removed. As wind could load the wall in either direction, the propping should either be applied to both sides or if one side is propped only, then the propping should comprise waling beams bolted through the wall and anchored into the ground to allow adequate tension to develop.

It is understood that the area surrounding the retained wall would be used as a car park and therefore there is a residual risk that vehicle impact may affect the props and the stability of the wall, potentially causing property damage or injury to public. To remove this risk, we would recommend that consideration be given to dismantling the heritage wall as part of the demolition works. The stonework could be set aside to be reconstructed in the preferred location once the new development commences.

Yours sincerely

Stantec Australia Pty Ltd

Monto Moskem

Alasdair MacKerron

Structural Section Manager, Principal

Design with community in mind

Page 1 of 1



4 November 2021 Job Number: 21152 Our Reference: 01L CoF

Chief Executive Officer City of Fremantle PO Box 807 Fremantle WA 6959

Attn: Gena Binet, Heritage Coordinator <genab@fremantle.wa.gov.au>

Griffiths Architects



Dear Gena,

SPICER'S SITE REDEVELOPMENT, DEMOLITION STAGE

The design of the Spicer's Site redevelopment is progressing and has been to City of Fremantle design review panels to progress the design in accord with the panel's advice.

The design for the ultimate development requires the removal of all improvements on the amalgamated site to construct basement parking and servicing. The demolition includes the remaining portion of limestone wall that runs through the middle of the amalgamated site.

It is proposed to salvage all of the sound stone from the wall and possibly other fragments of construction for incorporation into an artwork, using Gabion cages to make a pattern using all of this material in a grid form along the access road located along the south boundary. This will give the fabric of the wall and its interpretation a good deal of visual prominence.

Demolition of Features

The proposed demolition would include the Limestone Boundary Wall listed in the West End Conservation Area of the 2000 Fremantle Heritage Survey. It has local and historic significance, to the extent that was identified as part of a Fremantle wide study to identify limestone walls throughout the City.

An extensive survey of limestone walls was completed for Fremantle in 2007 and in 2009, Griffiths Architects undertook a Heritage Assessment of the site of the former Spicer's' building, and the limestone wall at the site boundary.

The study noted the future development of the site development and the prospect of the wall being disturbed.

Griffiths Architects
ABN 91 277 671 706
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Western Australia 6008
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Architecture Heritage Interiors



Griffiths Architects

The study concluded that the limestone wall should be substantially retained and conserved and integrated into a future development.

It noted that the wall has been penetrated in at least one location and recognized that future development solutions may require partial removal.

The study did not anticipate site amalgamation and the construction of a building across the whole amalgamated site, but did note the deteriorating condition of the wall.

The Limestone Wall

The following physical evidence is drawn from the *Spicer's Site Heritage Assessment* by Griffiths Architects, 2009, this description still applies.

The limestone wall is approximately 22 metres long and about 3 metres high and would appear to be the entire length of wall indicated on the 1916 sewer plan (figure 03). The northern end of the wall is terminated with brick quoining consistent with the formation of the opening shown in the plan.

The wall is made up of random coursed limestone, with the brick quoins and evidence of a blocked opening at roughly the mid-point. The opening appears to have been bricked in and then the brick rendered over. The lines of a lintel can be seen above the door opening. The top of the wall is capped by a flashing so that the termination of the stonework cannot be viewed.

Although no chemical analysis was carried out in this assessment, it is clear that the random course limestone is laid in lime mortar and that subsequent repairs have been carried out in different media, mostly lime mortars. The brick quoining comprises three courses of brick laid in what appears to be composite mortar with cut and struck joints.

The wall has further deteriorated in the 12 years since the assessment was conducted. Comparing photographs 4 and 5 on pages 18 and 19 show that the render has deteriorated and the mortar between the limestone and the limestone is fretting. The render is too hard and dense in some places, causing the limestone to fret and crumble.

An engineer has reviewed the wall and has concluded that following demolition of the warehouse to which the wall is attached, the remaining wall would not have sufficient integrity to remain in place

It has been determined that demolition of the all site features, including the limestone wall is the only logical strategy.

Impacts and Mitigation

The impact of the proposed demotion is total destruction of the wall in its present location. It will be mitigated by the re-use of the material in an artwork as indicated on the drawings that the Council has seen to date and will be on the development application drawings for the ultimate development. The artwork will be accompanied by interpretation. Further the Detmold/Spier story will be interpretated in the public domain.



Griffiths Architects

Yours sincerely,

PHILIP GRIFFITHS LFRAIA RIBA M.ICOMOS

ABWA Reg.No. 1071 for Griffiths Architects



TECHNICAL NOTE

Transportation





Project Code: 301400768

Project Name:

Spicer Development

Dept: Transportation, WA

Date: 28 October 2021 Revision No. 3

Author: Rodney Ding

Reviewer: Tanva Moran

SUBJECT: Temporary Car Park Extension - Transport Impact Appraisal

Page 1 of 3 (plus 1 Attachment)

This technical note has been prepared to provide a transport impact appraisal for the proposed extension of an existing Wilson car park located at 10 Henderson Street in Fremantle, as part of the Spicer Development project.

Basement car parking will be provided within the built form of the ultimate development, located at 10 Henderson Street, the site of the current Wilson parking area. During the approvals and design period, a portion of the site that is currently occupied by a small warehouse is proposed for warehouse demolition is proposed to be converted to at-grade car parking until works on the ultimate development commences in earnest.

As discussed and presented in the site's Transport Impact Statement for the ultimate development, the existing Wilson parking area has paid parking for 60 cars with access from William Street via Paddy Troy Mall. Please refer to the aerial imagery on the following page.

A concept design has been prepared for a temporary parking use over the area currently occupied by the warehouse and this will provide for an <u>additional 32 parking spaces</u> which includes the extension and modification of parking aisles and parking bays in the car park. Please refer to Attachment 1 detailing the concept plan for the proposed temporary parking.

The temporary parking is proposed to maintain the same parking bay sizes within the extension area, this being 2.4m width x 5.4m length with 5.8m wide parking aisles.

To accommodate the overall configuration, a section of the existing parking area which has a 5.5m wide parking aisle located on the SW corner of the site, is to be modified to have bays with a 5.8m width x 4.8m length (in lieu of 5.4m). These parking bay dimensions are permitted under *Australian Standards* and allows for a 600m overhang over the adjacent 2.8m wide footpath (to the front of kerb) to retain an effective 2.2m footpath width along the southern boundary of the site.

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Transport Impact Appraisal

The existing Wilson car park has parking for 60 cars and a number of motorcycles.

As part of the ultimate development traffic investigations, traffic counts were undertaken at the intersection of Henderson Street and William Street. It is noted the southern leg of this intersection functions only to provide access to another parking area in Henderson Street. The traffic generation noted for this Henderson Street car park (as based on the aforementioned ultimate development traffic surveys), for the restricted 1-hour parking facility on this Henderson Street site, is approximately 56 movements (total) on a Friday afternoon peak period. This, for the supplied 21 parking spaces which equates to approximately 28 trips in each direction.

The existing Wilson car park allows for parking in excess of 1-hour and is therefore a longer-term parking option catering for a lower turnover with up to a 3 hour stay. On this basis it is estimated that the parking turnover could be approximately one third compared to the Henderson Street parking area. Applying this reduced parking rate, this would equate to approximately 55 trips per hour (total, in and out) for the existing

Utilising the above 55 trips for the current 60 parking spaces, with the additional 32 parking spaces would equate to approximately +29 trips additional in the busiest peak hour of use. Thus, the expanded car park with the total 92 parking spaces is expected to generate in the order of 84 trips to and from the car park in

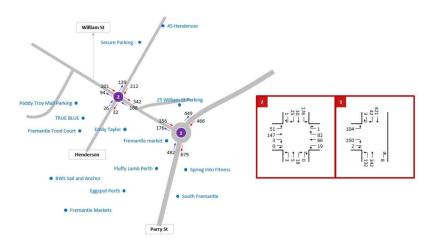
These will all access and egress the car park via Paddy Troy Mall at William Street.

Current traffic flows at the intersection of William Street and Henderson Street are shown below.









The addition of the expected +29 vehicles per hour (in both directions) is expected to increase traffic flows on William Steet by about 7-8% compared to the current 201 vehicles eastbound vehicles and 94 westbound vehicles on William Street west of Henderson Street.

The capacity of the traffic lanes on William Street in each direction is estimated at approximately 900 vehicles per hour. With the addition of 14 -15 vehicles per hour for the western approach on William Street, this is expected to bring the resultant traffic flow for that direction to approximately 215 vehicles per hour, which is still significantly below the capacity for William Street.

Summary

As discussed above, the addition of 32 parking spaces to the Wilson car park is expected to generate an additional 29 vehicle movements per hour for the car park with a resultant total generation for the car park of approximately 84 trips per hour.

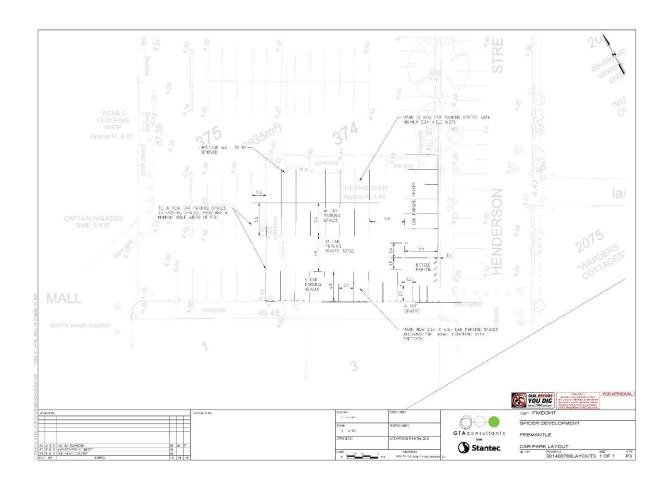
This additional traffic flow is not expected to exceed the capacity of the adjacent street network, when added to the current traffic flows already present on the network.





Attachment 1 – Proposed Parking Concept Plan







PC2203-4 COLLICK STREET, NO. 40 HILTON – ADDITIONS AND ALTERATIONS TO EXISTING BUILDING AND CHANGE OF USE TO CHILD CARE PREMISES (TG DAP006/21)

Additional Information 1 - Site Photos



Photo 1: Subject site as viewed from Collick Street showing the existing building





Photo 2: Side of existing building on subject site showing the approximate location of proposed additions.





Photo 3: Existing building to be modified





Photo 4: Subject site from Holmes Pl.





Photo 5: Subject site from Holmes Pl.



Additional Information 2 – Applicant's supporting report

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13 Dec 2021

HILTON EARLY LEARNING CENTRE

40 COLLICK STREET, HILTON

Planning Report

Project Ref: 1405







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<u>Table</u>	e of C	<u>ontents</u>
1.0	Intro	duction4
2.0	Site	Details 5
2.1	Lega	al Description5
2.2	Loca	ational and Land Use Context5
2	.2.1	Regional and Local Context5
3.0	Plan	ning Framework6
3.1	Met	ropolitan Region Scheme (MRS)6
3.2	City	of Fremantle Local Planning Scheme No. 4 (LPS No. 4)6
3	.2.1	Zoning6
3	.2.2	Land Use Permissibility6
4.0	Prop	osal Details7
4.1	Dev	elopment Details7
5.0	Asse	ssment 8
5.1	Lan	d Use Permissibility8
5.2	Dev	elopment Requirements8
5	.2.1	Local Planning Scheme No. 49
5	.2.2	Local Planning Policy 3.7 – Hilton Garden Suburb Precinct 11
5	.2.3	Local Planning Policy 2.14 – Advertisement Policy13
5	.2.4	Planning Bulletin 72/2009 – Child Care Centres16

6.0	Conclusion19
Арр	endices20





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13 Dec 2021

Introduction

Dynamic Planning and Developments acts on behalf of AGEM Commercial Pty Ltd, the contracted purchaser of Lot 76 (No. 40) Collick Street, Hilton (herein referred to as the 'subject site').

This planning report has been prepared in support of an Application for Planning Approval for a proposed 'Child Care Premises' at the subject site. The planning report contains the following pertinent details of the proposal relevant to the assessment of the proposed application:

- Details of the proposal;
 Detailed assessment of the proposal against the relevant planning provisions applicable under the City of Fremantle Local Planning Scheme No. 4 (LPS No. 4) and any relevant Local Planning Policies; and
- Detailed justification of any variations sought.

In addition to this planning report, the following documentation has been provided in order to assist the City of Fremantle in making a determination on the proposed application:

- Certificate of Title pertaining to the subject site (Appendix 1);
- Relevant development plans (Appendix 2); A Traffic Impact Assessment (Appendix 3);
- An Environmental Noise Assessment (Appendix 4);
- Completed and signed City of Fremantle Development Application Form, MRS Form 1 and DAP Form 1.

It will be demonstrated in subsequent sections of this submission that the proposed development is entirely appropriate for approval.









2.0 Site Details

2.1 Legal Description

The subject site is legally described as:

Lot	Plan	Volume	Folio	Street Address	
76	6679	1196	844	40 Collick Street	

The area of the subject site is 1,500m².

A copy of the Certificate of Title pertinent to the subject site is contained in $\mbox{\bf Appendix}\, {\bf 1}.$

2.2 Locational and Land Use Context

2.2.1 Regional and Local Context

The subject site is located within the City of Fremantle municipal area, approximately 18 kilometres south east of the Perth Central Business District and 4.8 kilometres east of the Fremantle Central Business District. The site is also in close proximity to a number of local schools including Hilton Primary School (600m), East Hamilton Hill Primary School (1.1km). Seaton Catholic College (1.4km) and Winterfold Primary School (2.1km) suggesting the site is well suited to accommodating a childcare premises.

The subject site is located on the corner of Collick Street and Holmes Place with the site presently occupied by Place of Worship. It is intended that this existing development will be utilised to accommodate the proposed childcare premises. Surrounding the site is a range of single residential development.

Figures 1 and 2 depict the subject site in its regional and local context, respectively.



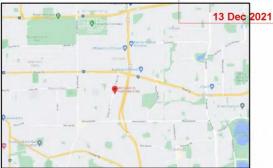


Figure 1 – Regional Context



Figure 2 – Local Context





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3.0 Planning Framework

3.1 Metropolitan Region Scheme (MRS)

The subject site is zoned 'Urban' under the provisions of the Metropolitan Region Scheme (MRS).

For reasons outlined further in this report, the proposed development is considered to be consistent with the 'Urban' MRS zoning applicable to the subject site.

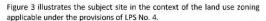
3.2 City of Fremantle Local Planning Scheme No. 4 (LPS No. 4)

3.2.1 Zoning

The subject site is zoned 'Residential' under the provisions of LPS No. 4. The objectives of the 'Residential' zone is outlined in Clause 3.2.1 of LPS No. 4 and has been summarised below:

- provide for residential uses at a range of densities with a variety of housing forms to meet the needs of different household types, while recognising the limitations on development necessary to protect local character.
- ii. safeguard and enhance the amenity of residential areas and ensure that development, including alterations and additions, are sympathetic with the character of the area.
- encourage high standards of innovative housing design which recognise the need for privacy, energy efficient design and bulk and scale compatible with adjoining sites.
- recognise the importance of traditional streetscape elements to existing and new development.
- conserve and enhance places of heritage significance the subject of or affected by the development.
- vi. safeguard and enhance the amenity of residential areas by ensuring that land use is compatible with the character of the area.

Detailed assessment of the proposal against the provisions LPS No. 4 and any relevant Local Planning Policies is further covered under sedicing Coccept this planning report.





3.2.2 Land Use Permissibility

The permissibility of uses of land in the various zones in the LPS No. 4 Scheme area is determined by cross-reference between the lists of classes on the left hand side of the zoning table (Table 1) and the list of zones at the top of the zoning table.

Land use permissibility is further discussed under section 5.0 as part of the detailed assessment against the provisions of the LPS No. 4.





4.0 Proposal Details

The proposed development seeks approval for a 'Child Care Premises' at the subject site. The development will be an innovative repurposing of an existing commercial development within an established residential area.

4.1 Development Details

Key aspects of the proposed design have been summarised below:

- The existing access point from Collick Street will be retained and will facilitate access to the proposed 14 car bays.
- Five (5) staff bicycle parking bays.
- Conversion of a portion of the existing parking area to an outdoor play area for the 'Childcare Premises'.
- A minor extension of the existing 'Place of Worship' building to accommodate additional internal floor area.
- A 1.8m high fencing around the outdoor play area to ensure the protection of children.
- A total of 483sqm of outdoor play area which is primarily located at the corner of Collick Street and Holmes Place in order to provide sufficient separation to the adjoining residential development.
- A total of 462sqm of gross floor area.
- Façade modifications to make the existing building more playful and consistent with a 'Childcare Premises'.
- The premises will provide a total of 63 places with a total of 9 staff 7.00am to 6.30pm Monday to Friday.
- A surplus of 42sqm of outdoor play area and 15sqm of internal play areas result in a generous per child floorspace allocation.
- The premises will accommodate children from 0-5 years of age.

The proposed development is considered to have appropriately considered the amenity of the adjoining residential development whilst also providing a necessary service for local residents to benefit from.









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5.0 Assessment

The statutory provisions applicable to the subject site require assessment of the proposal to be undertaken against the provisions of the following documents:

- City of Fremantle Local Planning Scheme No. 4 (LPS No. 4);
- Local Planning Policy 3.7 Hilton Garden Suburb Precinct; and
- Planning Bulletin 72/2009 Child Care Centres.

The below sections will address the relevant land use permissibility and development requirements outlined in the abovementioned statutory planning documents.

5.1 Land Use Permissibility

The proposed development includes a 'Child Care Premises' land use which is defined in LPS No. 4 as:

<u>Child Care Premises</u> – means premises used to provide a child care service. The expression 'child care service' has the same meaning as in the Children and Community Services Act 2004.

As noted in Section 2.0 above, the relevant land use permissibility for these uses are detailed within Table 1 of LPS No. 4. In accordance with these provisions, the proposed Child Care Premises is a 'Discretionary (A)' land uses meaning that approval is possible pending compliance with the applicable development requirements and also advertising to adjoining properties.

Compliance with the applicable development requirements has been addressed below in Section 5.2. Further, it is considered that the proposed land use is consistent with the objectives of the 'Residential' zone and appropriate within its context as:

- The amenity of the surrounding residential population will not be compromised as a result of the proposed development.
- The site is in close proximity to a range of local schools which indicates a high level of demand for childcare services.
- The site is in close proximity to a bus route through Hilton.
- The proposed development is primarily a change of use to repurpose an existing commercial premises which we assume has existed within the local community without complaint.
- The facility will provide an important service to the local residential population by providing care to children whilst parents are working.

In light the above the proposed 'Child Care Premises' warrants favourable consideration and support.

5.2 Development Requirements

The relevant development requirements pertaining to the proposed development are outlined in:

- City of Fremantle Local Planning Scheme No. 4 (LPS No. 4);
- · Local Planning Policy 3.7 Hilton Garden Suburb Precinct;
- Local Planning Policy 2.14 Advertisement Policy; and
- Planning Bulletin 72/2009 Child Care Centres.

An assessment of the proposed developments compliance with the abovementioned documents has been provided below in following sections





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5.2.1 Local Planning Scheme No. 4

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Table 1 below provides an assessment of the proposal against the relevant requirements outlined in LPS No. 4. Where there are variations to the applicable requirements, these have been noted in red.

Proposed Development Compliance	
Development is existing, building height is not being modified.	~
13 car bays proposed with 6 designated for pick up and drop off and the remaining 7 designated for staff parking.	x
	Development is existing, building height is not being modified. 13 car bays proposed with 6 designated for pick up and drop off and the

Whilst the two (2) bay parking shortfall is acknowledged, this is considered justified for the following reasons:

- 1) Clause 4.7.3 of LPS No. 4 permits Council to waive or reduce the standard parking requirements where one or more of the following are applicable:
 - the availability of car parking in the locality including street parking,

 - the availability of public transport in the locality,
 any reduction in car parking demand due to the sharing of car spaces by multiple uses, either because of variation of car parking demand over time or because
 - of efficiencies gained from the consolidation of shared car parking spaces, any car parking deficiency or surplus associated with the existing use of the land,
 - . legal arrangements have been made in accordance with clause 4.7.5 for the parking or shared use of parking areas which are in the opinion of the Council
 - any credit which should be allowed for a car parking demand deemed to have been provided in association with a use that existed before the change of parking requirement,
 - the proposal involves the restoration of a heritage building or retention of a tree or trees worthy of preservation,
 any other relevant considerations.

The site is located on the 160 Transperth bus route with a bus stop located within the verge area of the subject site. This suggests that staff members working at the premises are likely to attend the site via bus which reduces the demand on vehicle parking at the site. Further to the availability of public transport, the proposed development also has provision for five (5) bicycle bays which is considered to be utilised by staff working at the premises which will also act to reduce the staff parking demand at the premises.

The combined impact of public transport availability and the bicycle parking is considered to more than account for the two-bay parking shortfall that is evident at the site.









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13 Dec 2021

5.2.2 Local Planning Policy 3.7 – Hilton Garden Suburb Precinct

Table 2 below provides an assessment of the proposal against the relevant requirements outlined in Local Planning Policy 3.7. Where there are variations to the applicable requirements, these have been noted in red.

Local Planning Policy 3.7 – Hilton Garden Suburb Precinct	Proposed Development Compliance	
Local Planning Policy 3.7 is intended to modify development requirements applicable ur Hilton Garden Suburb Precinct. As the proposed development relates to a conversion of in Local Planning Policy 3.7 are not applicable. Only the relevant development requirem	f an existing 'Place of Worship' to a 'Childcare Premises' many of the requireme	
Streetscape Requirements Setback of buildings Primary Street Setback – 7m Secondary Street Setback – 3m	Primary Street Setback Required – 7m Proposed – Existing building setback > 7m Secondary Street Setback Required – 3m Proposed – 3.2m	✓
itreet Walls and Fences treet walls and fencing forward of the building line shall be:	The proposed fencing is solid to a height of 300mm and 85% visually permeable.	1
a maximum height of 0.9 metres and shall be a minimum of 20% visually permeable above 300millimetres; or a maximum height of 1.2 metres and shall be a minimum 50% visually permeable above 300 millimetres; or a maximum height of 1.5 metres and shall be a minimum of 85% visually permeable above 300 millimetres. Council may, at its discretion, vary the requirements of clause 1.5.1 where it is satisfied that the proposed street wall and/or fence is consistent with character of the prevailing streetscape (including, in relation to this clause only, the house directly across the street and the three houses on either side of that opposing house, where these are located within the Hilton Heritage Areas) AND maintains clear surveillance poetween the street and the dwelling. Notwithstanding this, visually impermeable fencing above 300 millimetres in height will not be supported.	For safety reasons the fence extends to 1.8m in height which exceeds the allowed maximum of 1.5m	x





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Fencing with a high proportion of visual permeability and reflective of fencing styles and materials traditional to the area (primarily post and wire/mesh infill) is strongly encouraged.	13 De	c 2021
Justification		
 The visual permeability between the street and the outdoor play area will be n will ensure that clear surveillance between the street and the outdoor play are The development is somewhat unique in that it is a childcare premises. With the residential development it is considered that the minor height variation is continued to outdoor play area. 	ea is maintained.	r
Vehicle Access Access to on-site parking spaces to be provided: Where available, from a right of way or access easement available for lawful use to access the relevant lot and which is adequately paved and drained from the property boundary to a constructed street; From a secondary street where no right-of-way exists; or From the primary street frontage where no secondary street or right of way or access easement exists.	The proposed development simply seeks to utilise the existing approved access.	•
Building Height The minimum external wall height shall be 3.2 metres for elevations of the development fronting the primary and/or secondary streets.	The proposed development is existing with the minor extension to be consistent in wall height to the existing building.	✓
The maximum external wall height shall be 3.5 metres. Table 2 – LPP 3.7	Assessment	
	(2)	

General Requirements

another local planning policy.



CITY OF FREMANTLE These Plans Form Part of HILTON EARLY LEARNING CENTRE 40 COLLIGE AT \$ 666/21 5.2.3 Local Planning Policy 2.14 – Advertisement Policy 13 Dec 2021 Table 3 below provides an assessment of the proposal against the relevant requirements outlined in Local Planning Policy 2.14. Where there are variations to the applicable requirements, these have been noted in red. Local Planning Policy 2.14 - Advertisement Po Advertisements will not be approved on properties primarily used for residential
The proposed signage does not relate to a residential building. purposes where the advertisement does not pertain to a relevant home business, occupation or store on the site unless otherwise provided for in Advertisements are to be located and designed so as not to cause a hazardous distraction to motorists, pedestrians or other road users. All signage will be static in nature and positioned on a lower order road and as such will not distract drivers or pedestrians. Advertisements will be compatible with the style, scale and character of the surrounding streetscape, and the predominant uses within the locality. The site is located within a primarily residential neighbourhood. The proposed wall sign will be setback some distance from the streetscape so as to not Consideration will be given to the number and type of existing signs in the locality so as to avoid visual clutter. impact the residential amenity or create visual clutter. The proposed pylon sign, whilst not ordinarily consistent with a residential character or streetscape is not dissimilar to the proposed pylon sign at the Amici Early Learning Centre further along Collick Street. Further the proposed signage at the Amici Early Learning Centre is much more substantial and will result in more visual clutter than what is being proposed at the subject site.



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Advertisements shall not impede pedestrian or vehicle movements.	All proposed advertisements do not obstruct pedestrian or vehicle paths / access and such will not impede pedestrian and vehicle movements.	Dec 2021
Illuminated signs are to be maintained to operate as an illuminated sign.	No illuminated signage is proposed.	1
Advertisements are not to emit a flashing or moving light or radio; animation movement in its design or structure; reflective, retro-reflective or fluorescent materials in its design structure.	All advertisements are static in nature.	~
Advertisements in the form of an Animated signs will not, be supported by Council.	No animated signage is proposed.	1
Advertisements will not be approved on private land which include, i. the name, logo, or symbol of a company or other organisation that do not own or substantially occupy the site or building on which the advertisement is located, or ii. a product or service not provided on the site on which the advertisement is located; iii. a product or service that does not form part of the signage displaying the name, logo or symbol; of a company or other organisation that owns or substantially occupy the site or building on which the advertisement is located; or iv. signs for an activity or event not occurring on the site on which the advertisement is located.		•
Wall Signs		
Wall, Fascia or Projecting Signs are deemed acceptable where: a) The advertisement does not project above the fascia of the building a does not exceed the frontage of the tenancy; and b) The advertisement(s) are restricted to three signs per street frontage per tenancy.	exceed the frontage of the childcare premises.	V
Pylon Signs		
Free Standing Sign or Pole or Pylon Signs are deemed acceptable where: a) The advertisement is no more than the height of the immediately adjoining subject building or no more than 6.0m in height whichever the lesser; and b) The advertisement does not significantly obstruct the view between building and the street, thereby preventing casual surveillance of the street from the property and vice versa; and c) It can be demonstrated that the advertisement is consistent with a particular design convention associated with a specific land use (ie pylon signs for petrol stations); and	 Is consistent in nature/design to the pylon sign at the Amici Early 	V



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 d) The advertisement is restricted to one sign per site, may include the advertising of multiple tenancies and can be illuminated and / or double sided. 	13 Dec 2021
Table 3 – LPP 2.14 Assessment	
	DYNAMIC PLANNING



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13 Dec 2021

5.2.4 Planning Bulletin 72/2009 – Child Care Centres

Table 4 below provides an assessment of the proposal against the relevant requirements outlined in Planning Bulletin 72/2009. Where there are variations to the applicable requirements, these have been noted in red.

Planning Bulletin 72/2009	Proposed Development Compliance	
Location of Childcare Centres		
Distributed strategically to provide the maximum benefit to the community it serves.	There one other childcare premises in close proximity to the site.	1
Within easy walking distance or part of appropriate commercial, recreation or community nodes and education facilities.	The facility is in close proximity to O'Connor Commercial Area (750m), Hamilton Hill Neighbourhood Centre (1.3km) and a number of local schools: Hilton Primary School (600m) East Hamilton Hill Primary School (1.1km) Seaton Catholic College (1.4km) Winterfold Primary School (2.1km)	~
Located in areas where adjoining uses are compatible with a child care centre (includes considering all permissible uses under the zoning of adjoining properties).	The proposed land use is capable of approval and the development will appropriate management the amenity impacts on adjoining properties. Further, the site has previously been used as a 'Place of Worship'.	~
Serviced by public transport.	The site is in close proximity to bus routes with a stop directly outside the property on the verge of Collick Street. Multiple other routes exist in close proximity to the site.	√
Considered suitable from a traffic engineering/safety point of view.	Traffic Impact Statement has been prepared demonstrating the development is suitable from a traffic engineering perspective.	1
Of sufficient size and dimension to accommodate the development without affecting the amenity of the area.	The property the subject of the application is 1,500sqm in area which is sufficient to accommodate the proposed development.	1
Soil contamination exceeds levels regarded by DEC and DOH as suitable for standard residential land uses. Groundwater is to be abstracted for the irrigation of gardens and play area within the childcare centre and groundwater contamination exceeds 10x Australian drinking water criteria. The service provided by the centre will have a demonstrable, adverse impact on the existing or planned level of childcare centre services enjoyed by the local community. Access is from a major road or in close proximity to a major intersection where there may be safety concerns.	The area accommodates residential land uses and as such soil contamination is considered to not be an issue. Ground water won't be abstracted for irrigation. There will be no adverse impact on the surrounding childcare centres in the area due to the number of local schools in the area which equates to demand for childcare premises. Access is not from a major road. Access is provided from Collick Street – a local access street.	V VV VV





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 Access is from a local access street which may impact on the amenity of the area due to traffic and parking. 	None of the surrounding land uses will produce unacceptable noise, fumes or emissions or will present a hazard risk as they are	
 The current use or any permissible use under the zoning of the adjoining premises produces unacceptable levels of noise, fumes or emissions or poses a potential hazard by reason of activities or materials stored on-site. Noise produced by road, railways and aircraft are likely to have an adverse impact on the site. The site is in a heavy industry area or in the buffer area of a heady industry area. 	residential properties. The acoustic report demonstrates that there will be no negative acoustic impacts from transport routes on the development. The site is not located in an industry area, or a buffer area associated with industrial operations.	√ √
Site Characteristics		
Sites in a residential area should be greater than 1000sqm.	The site is 1,500sqm in area.	1
Topography should be generally flat across the site.	The site is generally flat.	1
Design of Centres		
Visual appearance should reflect the character of the area.	The childcare premises has repurposed an existing place of worship with some minor modifications to ensure the facility is suited to the operation of a childcare.	✓
Parking areas should be located in front of the building.	The proposed parking has been located immediately in front of the building.	1
Outdoor play areas should be in a safe location on the site, and away from adjoining noise-sensitive premises.	The outdoor play areas are largely located away from the adjoining noise sensitive premises except for the portion to the north of the lot, which is located along the boundary abutting residential development. This area will be appropriately treated from an acoustic standpoint to ensure noise levels at the residential property do not exceed levels allowed under the Environmental Protection (Noise) Regulations 1997.	~
Traffic Impacts		
A traffic impact statement/assessment should be prepared to address: The site characteristics. The proposal and its expected trip generation. Parking requirements, including the design of parking areas, and any pick-up and drop-off facilities. Existing traffic conditions and any future changes expected to the traffic conditions. Current road safety conditions, including a crash history in the locality.	Traffic Impact Statement has been prepared by Cardno.	V
 The expected impact of the proposed development on the existing and future traffic conditions. 		
Noise Impacts		





Acoustic Report has been prepared by Herring Storer.	13 Dec 2021
n 72/2009 Assessment	
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13 Dec 2021

6.0 Conclusion

Based on the contents of this planning report, it is clear that the project proposal is appropriate for approval as it delivers a development opportunity for the City of Fremantle, its residents, working population and the associated government authorities that will improve the local population's access to service and amenities.

As considered in detail within the contents of the planning report, the proposal will deliver an innovative built form outcome that repurposes an existing commercial building within an established residential area.

As detailed in the assessment, the proposal has demonstrated that it is generally compliant with the relevant development requirements with any variations appropriately justified. On this basis, the support of the City of Fremantle is warranted.





Additional Information 3- Traffic Impact Statement

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13 Dec 2021

Traffic Impact Statement

Holmes Place - Childcare

CW1200067

Prepared for Agem Commercial Pty Ltd

2 December 2021







() Ca	rdno	•	CITY OF FREMANT These Plans Form Paraffic Impact Statement Holmes Place - Childcare DAP006/21
Table o	of Con	tents	13 Dec 2021
1	Introd	uction	1
	1.1	Background	1
	1.2	Existing Site	1
	1.3	Existing Road Network	2
	1.4	Future Road Network Changes	3
	1.5	Crash Assessment	4
2	Public	Transport Facilities	6
	2.1	Existing Public Transport Facilities	6
3	Pedes	strian /Cycle Networks and Facilities	7
	3.1	Existing Pedestrian / Cycle Network Facilities	7
	3.2	Changes to Pedestrian/Cycle Network and Facilities	8
4	Propo	sed Development	9
	4.1	Childcare Centre – Lot 76(No.40), Collick Street, Hilton	9
	4.2	Access Arrangement	11
	4.3	Provision for Service Vehicles	11
	4.4	Traffic Generation	12
5		ng Supply	13
	5.1	Car Parking Requirement	13
	5.2	Parking Compliance with Australian Standards	13
	5.3	Bicycle Parking Requirements	14
	5.4	ARCOD Parking Bays	14
6	5.5	Swept Paths	14 17
Apper	80	C CHECKLIST	
Appendix	B ARCH	HITECTURAL PLAN	
Tables			
Table 1-1	Road Ne	twork Classification	3
Table 1-2	Intersecti	on of Holmes Place and Collick Street	4
Table 1-3	Collick St	treet SLK 0.67(55m from Holmes Place)	4
Table 2-1	Public Tra	ansport Route and Frequency	6
Table 4-1	Trip Gene	eration Rate	12
Table 4.2	Total Trip	Generation	12
Table 4-2		audated Tria Companies	40
Table 4-2	Total Cal	culated Trip Generation	12



CITY OF FREMANTLE These Plans Form Part of Traffic Impact Statement Holmes Place - Childcare DAP006/21 Table 5-1 Car Parking Provision and Requirements 13 13 Dec 2021

Figures

Figure 1-1	Site Location	1
Figure 1-2	Zoning Map	2
Figure 1-3	Road Hierarchy	3
Figure 1-4	Crash Locations	4
Figure 2-1	Existing Bus Routes	6
Figure 3-1	Pedestrian and Cycle Network	7
Figure 3-2	Strategic Bike Plan	8
Figure 4-1	Proposed Childcare Plan	9
Figure 4-2	Existing Church	10
Figure 4-3	Site Access	11
Figure 5-1	Car Parking Dimension Specifications	14
Figure 5-2	B85 Inbound Vehicle Swept Psth	14
Figure 5-3	B85 Outbound Vehicle Swept Path	15
Figure 5-4	B85 Outbound Vehicle Swept Path	15
Figure 5-5	B85 Inbound Vehicle Swept Path	16



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CITY OF FREMANTLE
These Plans Form Part of
Traffic Impact Statement
Holmes Place - Childcare

DAP006/21

1 Introduction

13 Dec 2021

1.1 Background

Cardno was commissioned by Agem Commercial Pty Ltd to prepare a Transport Impact Statement (TIS) for the proposed Child Care located at Lot 76 (No.40), Collick street, on the corner of Holmes Place in Hilton, within the City of Fremantle.

This TIS has been prepared in accordance with the Western Australian Planning Commission (WAPC) Transport Impact Assessment Guidelines for Developments: Volume 4 – Individual Developments (2016) and the checklist is included in **Appendix A**.

1.2 Existing Site

The site is located at Lot 76 (No.40), Collick Street, Hilton within the City of Fremantle. Figure 1-1 shows the aerial Image of the subject site. The site is bounded by Collick St to the west, Tonkin Road to the east and Holmes Place to the south. The site was previously operating as a church and the proposal intends on repurposing it as a childcare centre.





Source: Metro map



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Zoning Map

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Holmes Place - Childcare

DAP006/21

The site is currently zoned as "Residential" under the City of Fremantle Local Planning Scheme 13: Passh 2011 in Figure 1-2.

LOCAL SCHEME ZONES

City Curitie

Commercial

Missed Use

Industrial

Source: City of Fremantle Local Planning Scheme No:4

1.3 Existing Road Network

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

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





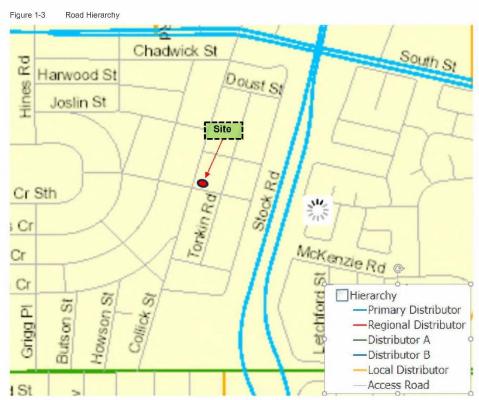
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These Plans Form Part of
Traffic Impact Statement
Holmes Place - Childcare

DAP006/21

Figure 1-3 shows the road hierarchy of the road network in the vicinity of the site and Table 13 Shows 10-1 shows 1-3 shows the road hierarchy of the road network.

Table 1-1 Road Network Classification

Road Name	Road Hierarchy	Jurisdiction	No. Lanes	No. of Footpaths	Pavement Width (m)	Posted Speed Limit (km/h)
Collick Street	Access Road	Local Government	2	2	7.5	50
Holmes Place	Access Road	Local Government	2	2	6	50



Source: Main Roads WA Road Information Mapping System

1.4 Future Road Network Changes

Cardno contacted the City of Fremantle and was not made aware of any changes expected to the existing road network within the nearby proximity of the site.





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Traffic Impact Statement
Holmes Place - Childcare

DAP006/21

1.5 Crash Assessment

A crash assessment for road network in the vicinity of the site has been completed. All the recorded crashes for the 5-year period between 1 January 2015 to 31 December 2019 was acquired from the Main Roads WA Reporting Centre are shown in **Table 1-2** and **Table 1-3**.

Table 1-2 Intersection of Holmes Place and Collick Street

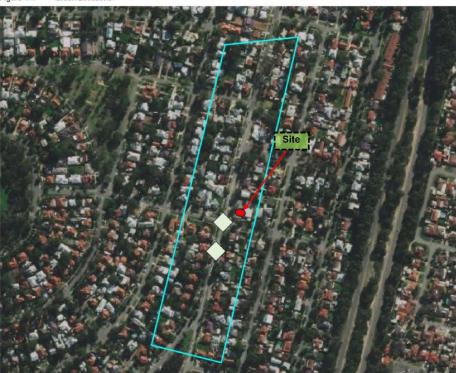
Type of Crash (RUM Code)	Fatal	Hospital	Medical	Major Property Damage	Minor Property Damage	Total Crashes
Right Angle	-	-	-	-	1	1
Total	-	-		-	1	1

Table 1-3 Collick Street SLK 0.67(55m from Holmes Place)

TOTAL CRASHES						
Type of Crash (RUM Code)	Fatal	Hospital	Medical	Major Property Damage	Minor Property Damage	Total Crashes
Right Angle	-		-		1	1
Total	-	-	-	-	1	1

Figure 1-4 shows the crash locations and their intensity along Collick Street.

Figure 1-4 Crash Locations







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Traffic Impact Statement
Holmes Place - Childcare

DAP006/21

A summary of the crash data is as follows:

- One Right angle crash resulted in Minor Property Damage at the intersection of Collick Stre13a Dec 2021 Holmes Place
- One Right angle crash resulted in Minor Property Damage along Collick Street at around 55m from Holmes Place.

The number of crashes recorded in the vicinity of the site is considered low. Due to the low intensity of the proposed development, it is not expected to significantly impact the road safety of the surrounding road network.



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Traffic Impact Statement
Holmes Place - Childcare

DAP006/21

2 Public Transport Facilities

13 Dec 2021

2.1 Existing Public Transport Facilities

The nearest bus stop is located in front of the proposed site. The bus stop is serviced by Bus Route 160 operating between Fremantle Station and East Perth. High frequency bus route operates along South Street which is to the north of the proposed site. **Figure 2-1** shows the nearest bus route with respect to the site while **Table 2-1** summarises bus routes and frequency.



Source: Transperth Network Map

Table 2-1 Public Transport Route and Frequency

		Frequencies				
Bus Route	Route Description	Weekdays	Saturdays	Sundays and Public Holidays		
160	Fremantle Station to East Perth	20 to 30 minutes	1 hour	1 hour		



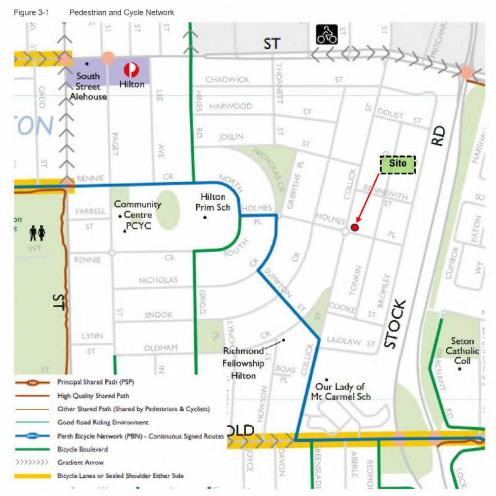
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Traffic Impact Statement
Holmes Place - Childcare
DAP006/21

Pedestrian /Cycle Networks and Facilities

13 Dec 2021

3.1 Existing Pedestrian / Cycle Network Facilities

A 2.0m wide pedestrian footpath is currently provided on both sides of Collick Street and also along Holmes Place. Existing cycle networks can be identified from the Department of Transport's Travel Smart Cycling and Walking Map, an extract of which is shown in **Figure 3-1**.



Source: Department of Transport, Perth-Fremantle Bike Map





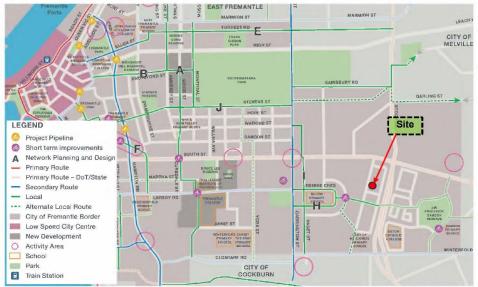
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These Plans Form Part of
Traffic Impact Statement
Holmes Place - Childcare

DAP006/21

3.2 Changes to Pedestrian/Cycle Network and Facilities

The City of Fremantle Strategic Community Plan 2015- 2025 aims to have Fremantle recognised as a pedestrian and cycle friendly city and sets a target to double riding to work from 2.9% to 5.8% by 2018. The city adopted a Local Bicycle Plan (Bike Plan) in 2014 which set an implementation framework to achieve this goal over 5 years through a range of infrastructure projects and promotional programs. The Bike Plan also complements the city's broader Integrated Transport Strategy objectives. **Figure 3-2** shows the Strategic Bike Network for City of Fremantle.

Figure 3-2 Strategic Bike Plan



Source: City of Fremantle Bike Plan (2019-2024)



CITY OF FREMANTLE These Plans Form Part of Traffic Impact Statement Holmes Place - Childcare Cardno **DAP006/21 Proposed Development** 4 13 Dec 2021

4.1 Childcare Centre - Lot 76(No.40), Collick Street, Hilton

The proposed development is a childcare facility with the following information supplied by the client:

- A total capacity of 63 children, including 8 under 2years old, 15 children aged 2 3 years old, 20 children aged 3 - 4 years old and 20 children over 4 years old;
- > A total of 11 staff members; and
- > A total of 14 parking bays.

There is an existing church building within the proposed site and the client intend on re-purposing it as a childcare.

A layout of the Centre has been shown in Figure 4-1 below. Plans illustrating the layout of the proposed development are included in Appendix B.



Figure 4-1 Proposed Childcare Plan

Source: Hodge Collard Preston

CW1200067 | 2 December 2021 | Commercial in Confidence





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DAP006/21

13 Dec 2021

The existing layout plan of the church is shown in Figure 4-2.

Figure 4-2 Existing Church



Source: Hodge Collard Preston





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Traffic Impact Statement
Holmes Place - Childcare

DAP006/21

4.2 Access Arrangement

Pedestrian access to the site will be via the integrated pedestrian paths provided in Collick Street.

Figure 4-3 shows the access point to the site via Collick Street via a 6.2m crossover on Collick Street, located to the northwest of the site.

Figure 4-3 Site Access



Source: Hodge Collard Preston

4.3 Provision for Service Vehicles

According to the proposed plan provided in Appendix B, no service vehicles will access the site directly. Waste collection vehicles will use external public roads and refuse bins will be collected from the kerbside on the designated collection day.



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Traffic Impact Statement
Holmes Place - Childcare

DAP006/21

4.4 Traffic Generation

Trip Generation rate and directional distribution from the *Institute of Transportation Engineers* (TE) Trip Generation" 10th Edition were used to calculate the estimated trip generation for the site as shown in **Table 4-1.**The calculated trip generation by the proposed development is shown in **0.**

Table 4-1 Trip Generation Rate

Land Use	Code	AM Peak	PM Peak
Child Care Centre	ITE 565	0.79 trips per child	0.81 trips per child

Source: ITE Trip Generation Manual 10th Edition Volume 2

Table 4-2 Total Trip Generation

	AM I	Peak	PM Peak	
	In	Out	In	Out
Child Care Centre	53%	47%	47%	53%

Source: ITE Trip Generation Manual 10th Edition Volume 2

Table 4-3 Total Calculated Trip Generation

I		AN	l Peak	PM	Peak
		In	Out	ln	Out
	Child Care Centre	26	24	24	27

The site is calculated to generate approximately 50 trips during the AM peak hour period and 51 trips in the PM peak hour period. The trip generation is not expected to have a material impact on the surrounding road network as the calculated peak hour traffic generation of the proposed development is less than 10% of the road capacity.



5	Cardno	These Plans Form Part of Traffic Impact Statement Holmes Place - Childcare
		DAP006/21
5	Parking Supply	13 Dec 2021

5.1 Car Parking Requirement

The statutory car-parking requirement for the proposed development is set out in *the City of Fremantle Local Planning Scheme No.4*. The parking requirement and provisions are presented in **Table 5-1**.

Table 5-1 Car Parking Provision and Requirements

Land Use	Car Parking Requirements	Bays Required	Bays Provided
Child Care Centre	1 bay per employee; and 1 bay per 10 children	17 bays	14 bays

The proposal includes 14 parking bays in total. The development according to the LPS therefore has a shortfall of 3 parking bays. However, given the nature of proposed land use and site context, the following points suggests that the proposed parking can meet the development requirements:

- It was confirmed with the client that only 9 staff will be on site at any one time. The additional two staff including manager and chef will attend only sporadically and likely outside of the peak pick up / drop off times.
- As the proposed site is located close to Fremantle city area with good pedestrian and public transport connections, employees would be encouraged to use alternate transport modes. It is noted that a bus stop is located directly adjacent to the site.
- Also, the proposed childcare centre is in a large residential area; it is believed that the centre will either be predominately used by nearby residents and may walk with their children to and from the centre thereby reducing vehicle trips.
- Siven the predicted traffic volumes, the nature of the vehicles utilising the facility (short stay an average of around 8 minutes) and the generous public transport facility available in the area, it is not anticipated that any significant parking competition would occur because of this development.
- > The centre proposes to provide bike parking bays on site which encourages alternative modes of transport.
- The capacity of the childcare is 63 children. It is highly unlikely that the childcare would always operate at maximum capacity, reducing demand for parent / staff parking.

Therefore, we believe that the centre can operate with a slightly reduced vehicle parking requirement and trip attraction based on a combination of the above factors.

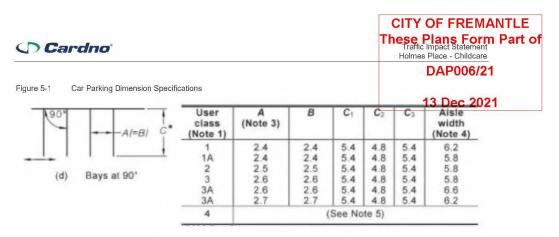
5.2 Parking Compliance with Australian Standards

The Site's parking bay location and layout appears to be in accordance with the Australian Standard AS2890-Part 1:2004 – Part 1: Off-street Car Parking. The bay geometry and layout dimensions are to be consistent with the following user class:

> Child Care Centre – User Class 3 (short-term city and town centre parking, parking stations, hospitals and medical centres)

Figure 5-1 shows the parking specifications for the given user class.





It is proposed to locate staff parking at the eastern end of the car park. Due to this, the blind aisle requirements of a turnaround bay won't be needed as the section of car park available for public parking will be less than 6 bays long.

5.3 Bicycle Parking Requirements

The City of Fremantle Local Planning Scheme No.4 does not outline requirements for the provision of bicycle parking facilities for the proposed land use at the site.

5.4 ARCOD Parking Bays

The City of Fremantle Local Planning Scheme No.4 does not outline requirements for the provision of ACROD Bays for the proposed land use at the site. The Building Code of Australia requires at least 1 ACROD bay to be provided. A bay and shared space can be provided on site, however would result in a loss of 1 parking bay.

5.5 Swept Paths

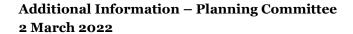
A swept path assessment was conducted using a B85 vehicle and the results are shown in Figure 5-2 to Figure 5-5.

Figure 5-2 B85 Inbound Vehicle Swept Psth

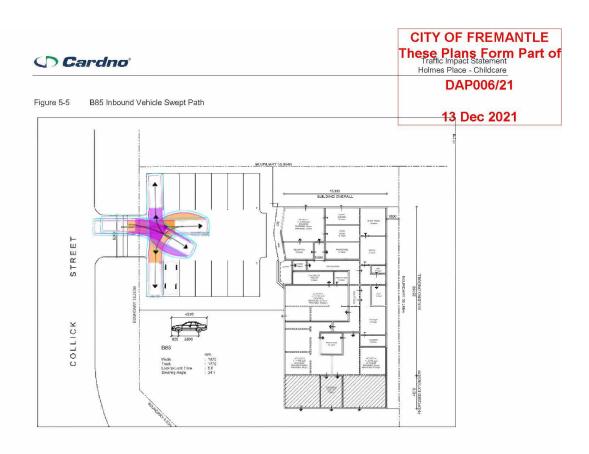














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Holmes Place - Childcare

DAP006/21

6 Summary

13 Dec 2021

This Transport Impact Statement outlines the transport aspects of the proposed development focusing on traffic operations, access and provision of car parking. Included are discussions regarding pedestrian, cycle, and public transport considerations.

This statement has been prepared in accordance with the WAPC Transport Impact Assessment Guidelines for Developments: Volume 4 – Individual Developments (2016).

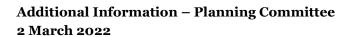
The following conclusions are evident about the proposal:

- > The proposed development is a Child Care Centre, accommodating up to 63 children and up to 11 staff;
- > The Site is located approximately 10m from bus stop that service route 160;
- Access to the subject site by walking and bicycle is good, with facilities under the Perth Bicycle Network within the surrounding locality;
- > The proposed development is expected to generate approximately 50 vehicle trips in the AM Peak and 51 vehicle trips in the PM Peak. This level of traffic generation is anticipated to have no material impact on the surrounding road network;
- > The proposed car park provision for the development shows a shortfall of 3 parking bays in accordance with the statutory parking requirements set out in the City of Fremantle Local Planning Scheme No. 4. However, considering the excellent public transport facilities nearby and the locality of the childcare being in a high-density residential area, it is suggested that the parking provided for the child care facility will satisfy the demand.

Overall, the proposed development is unlikely to result in any material impact to the surrounding road network.









Cardno		CITY OF FREMA These Plans Forn Traffic Impact Statement Holmes Place - Childcare
		DAP006/2
Item	Status	Comments/Proposals
Proposed development		13 Dec 202
proposed land use	Section 4	
existing land uses	Section 1	
context with surrounds	Section 1	
Vehicular access and parking		
access arrangements	Section 4	
public, private, disabled parking set down / pick up	N/A	
Service vehicles (non-residential)		
access arrangements	N/A	
on/off-site loading facilities	N/A	
Service vehicles (residential)		
Rubbish collection and emergency vehicle access	Section 4	
Hours of operation (non-residential only)	N/A	
Traffic volumes		
daily or peak traffic volumes	Section 4	
type of vehicles (e.g. cars, trucks)	N/A	
Traffic management on frontage streets	N/A	
Public transport access		
nearest bus/train routes	Section 2	
nearest bus stops/train stations	Section 2	
pedestrian/cycle links to bus stops/train station	Section 2 and 3	
Pedestrian access/facilities		
existing pedestrian facilities within the development (if any)	Section 3	
proposed pedestrian facilities within development	Section 3	
existing pedestrian facilities on surrounding roads	Section 3	
proposals to improve pedestrian access	Section 3	
Cycle access/facilities		
existing cycle facilities within the development (if any)	Section 3	
proposed cycle facilities within the development	Section 3	
existing cycle facilities on surrounding roads	Section 3	
proposals to improve cycle access	N/A	
Site specific issues	N/A	
Safety issues		
identify issues	n/a	
remedial measures	N/A	









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Holmes Place - Childcare

DAP006/21

4.4 Traffic Generation

Trip Generation rate and directional distribution from the *Institute of Transportation Engineers* (*ITE*) 176 Generation 10th Edition were used to calculate the estimated trip generation for the site as shown in **Table 4-1**. The calculated trip generation by the proposed development is shown in **Table 4-2**.

Table 4-1 Trip Generation Rate and Directional Distribution

Land Use	ITE Code/Source	Peak Hou	r Generator		Directional	Distributio	on
01:11		AM Peak	PM Peak	AM In	AM Out	PM In	PM Qu
Childcare (63 Children)	ITE 565	0.79 trip/children	0.81 trip/children	53%	47%	47%	53%

Table 4-2 Total Trip Generation

	AM Peak		PM Peak	
Land Use	In	Out	ln	Out
Residential Dwellings	26	24	24	27x
Total	50)	51	

The site is calculated to generate approximately 50 trips during the AM peak hour period and 51 trips in the PM peak hour period. The trip generation is not expected to have a material impact on the surrounding road network as the calculated peak hour traffic generation of the proposed development is less than 10% of the road capacity.



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Traffic Impact Statement
Holmes Place - Childcare

DAP006/21

5 Parking Supply

13 Dec 2021

5.1 Car Parking Requirement

The statutory car-parking requirement for the proposed development is set out in the City of Fremantle Local Planning Scheme No.4. The parking requirement and provisions are presented in **Table 5-1**.

Table 5-1 Car Parking Provision and Requirements

Land Use	Development Yield	Requiremen	t
Childcare	63 Children 11 Staff	1 bay per employee; and 1 bay per 10 children	17

Source: City of Fremantle Local Planning Scheme No.4

The proposal includes 14 parking bays in total. The development according to the LPS therefore has a shortfall of 3 parking bays. As the proposed site is located close to Fremantle city area with good pedestrian and public transport connections, employees would be encouraged to use alternate transport modes. It is noted that a bus stop is located directly adjacent to the site.

Also, the proposed childcare centre is located in a large residential area; it is believed that the centre will either be predominately used by nearby residents and may walk with their children to and from the centre thereby reducing vehicle trips.

Given the predicted traffic volumes, the nature of the vehicles utilising the facility (short stay an average of around 8 minutes) and the generous public transport facility available in the area, it is not anticipated that any significant parking competition would occur as a result of this development.

Therefore, we believe the centre can operate with a slightly reduced vehicle parking requirement and trip attraction based on a combination of the above factors.

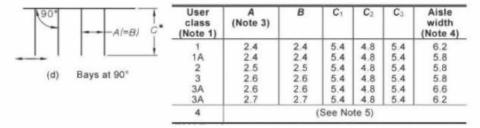
5.2 Parking Compliance with Australian Standards

The Site's parking bay location and layout appears to be in accordance with the Australian Standard AS2890-Part 1:2004 – Part 1: Off-street Car Parking. The bay geometry and layout dimensions are to be consistent with the following user class:

> Child Care Centre – User Class 3 (short-term city and town centre parking, parking stations, hospitals and medical centres)

Figure 5-1 shows the parking specifications for the given user class.

Figure 5-1 Car Parking Dimension Specifications



5.3 Bicycle Parking Requirements

The City of Fremantle Local Planning Scheme No.4 does not outline requirements for the provision of bicycle parking facilities for the proposed land use at the site.



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Holmes Place - Childcare

DAP006/21

13 Dec 2021

6 Summary

This Transport Impact Statement outlines the transport aspects of the proposed development focusing on traffic operations, access and provision of car parking. Included are discussions regarding pedestrian, cycle, and public transport considerations.

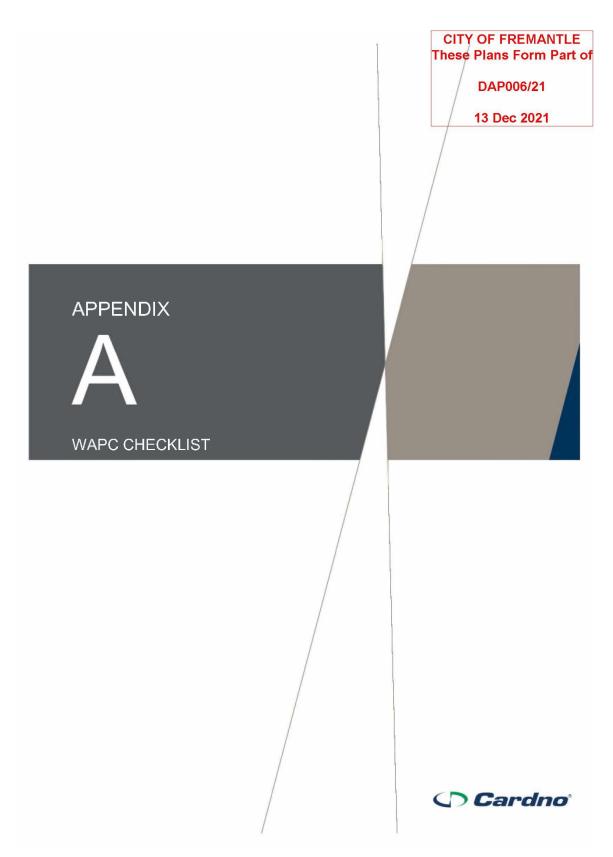
This statement has been prepared in accordance with the WAPC Transport Impact Assessment Guidelines for Developments: Volume 4 – Individual Developments (2016).

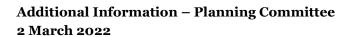
The following conclusions are evident about the proposal:

- > The proposed development is a Child Care Centre, accommodating up to 63 children and 11 staff;
- > The Site is located approximately 10m from bus stop that service route 160;
- Access to the subject site by walking and bicycle is good, with facilities under the Perth Bicycle Network within the surrounding locality;
- The proposed development is expected to generate approximately 50 vehicle trips in the AM Peak and 51 vehicle trips in the PM Peak. This level of traffic generation is anticipated to have no material impact on the surrounding road network;
- The proposed car park provision for the development shows a shortfall of 3 parking bays in accordance with the statutory parking requirements set out in the City of Fremantle Local Planning Scheme No. 4. However, considering the excellent public transport facilities nearby and the locality of the childcare being in a high density residential area, it is suggested that the parking provided for the child care facility will satisfy the demand.

Overall, the proposed development is unlikely to result in any material impact to the surrounding road network.









♪ Cardno		CITY OF FREMA These Plans Form Traffic Impact Statement Holmes Place - Childcare
		DAP006/21
Item	Status C	Comments/Proposals
Proposed development		13 Dec 2021
proposed land use	Section 4	
existing land uses	Section 1	
context with surrounds	Section 1	
Vehicular access and parking		
access arrangements	Section 4	
public, private, disabled parking set down / pick up	N/A	
Service vehicles (non-residential)		
access arrangements	N/A	
on/off-site loading facilities	N/A	
Service vehicles (residential)		
Rubbish collection and emergency vehicle access	Section 4	
Hours of operation (non-residential only)	N/A	
Traffic volumes		
daily or peak traffic volumes	Section 4	
type of vehicles (e.g. cars, trucks)	N/A	
Traffic management on frontage streets	N/A	
Public transport access		
nearest bus/train routes	Section 2	
nearest bus stops/train stations	Section 2	
pedestrian/cycle links to bus stops/train station	Section 2 and 3	
Pedestrian access/facilities		
existing pedestrian facilities within the development (if any)	Section 3	
proposed pedestrian facilities within development	Section 3	
existing pedestrian facilities on surrounding roads	Section 3	
proposals to improve pedestrian access	Section 3	
Cycle access/facilities		
existing cycle facilities within the development (if any)	Section 3	
proposed cycle facilities within the development	Section 3	
existing cycle facilities on surrounding roads	Section 3	
proposals to improve cycle access	N/A	
Site specific issues	N/A	
Safety issues		
identify issues	n/a	
remedial measures	N/A	











Additional Information 4 - Acoustic report



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DAP006/21

13 Dec 2021

PROPOSED CHILD CARE CENTRE 40 COLLICK STREET HILTON

ENVIRONMENTAL ACOUSTIC ASSESSMENT

DECEMBER 2021

OUR REFERENCE: 28783-1-21446

Pochdale Holdings Phy Ltd A.D.N. 85 009 049 067 trading as: HERRING STORER ACOUSTICS P.O. Box 219, Como, W.A. 6952 (08) 9367 6200 hsa@hsacoustics.com.au





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	13 Dec 2021

ENVIRONMENTAL ACOUSTIC ASSESSMENT

PROPOSED CHILD CARE CENTRE COLLICK STREET, HILTON

Job No: 21446

Document Reference: 28783-1-21446

FOR

AGEM PROPERTY GROUP

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	DAP006/21
	13 Dec 2021

CONTENTS

1.	. INTRODUCTION	1
2.	. SUMMARY	1
3.	. CRITERIA	2
4.	. PROPOSAL	4
5.	. MODELLING	4
6.	. ASSESSMENT	6
7.	CONCLUSION	7

APPENDICIES

A PLANS



Herring Storer Acoustics
Our Ref: 28783-1-21446

CITY OF FREMANTLE
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1. INTRODUCTION

DAP006/21

Herring Storer Acoustics were commissioned to undertake an acoustic assessment of noise emissions associated with the proposed day care centre to be located at 40 Collick Street, Hilton.ec 2021

The report considers noise received at the neighbouring premises from the proposed development for compliance with the requirements of the *Environmental Protection (Noise)* Regulations 1997. This report considers noise emissions from:

- Children playing within the outside play areas of the centre.

We note that from information received from DWER, the bitumised area would be considered as a road, thus noise relating to motor vehicles is exempt from the *Environmental Protection (Noise) Regulations 1997.* We note that these noise sources are rarely critical in the determination of compliance. However, as requested by council and for completeness, they have been included in the assessment, for information purposes only.

For information, a plan of the proposed development is attached in Appendix A.

2. SUMMARY

The closest neighbouring residences would be located to the northeast, east and south. Noise received at these residences from the outdoor play areas would comply with the requirements of the Environmental Protections (Noise) Regulations 1997, with the fencing, as shown Figure 5.1 in Section 5 - Modelling and with other fencing being as indicated on the drawing attached in Appendix A.; and provided outdoor play is limited to the day period (ie after 7am).

It is noted that noise associated with cars movements and cars starting are exempt from complying with the Regulations. However, noise emissions from car doors is not strictly exempt from the Regulations. Noise received at the existing neighbouring residences from these noise sources would with the proposed fencing as shown on Figure 5.1 in Section 5, comply with the Regulatory requirements, at all times.

With regards to the air conditioning condensing units, we understand that, if possible, the existing units would be used for this development. However, if the air conditioning was upgraded or additional systems installed, then an acoustic assessment should be undertaken. Therefore, we recommend that an acoustic assessment of the mechanical service be conditioned.

Thus, noise emissions from the proposed development, would be deemed to comply with the requirements of the *Environmental Protection (Noise) Regulations 1997* for the proposed hours of operation, with the inclusion of the following:

- 1 Although the proposed facility would open before 7 am (ie during the night period), the outdoor play area would not be used until after 7am. Thus, noise received at the neighbouring existing residences from the outdoor play area needs to comply with the assigned day period noise level.
- 2 Fencing to be as shown on Figure 5.1, in Section 5 Modelling.



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3. <u>CRITERIA</u> DAP006/21

The allowable noise level at the surrounding locales is prescribed by the Environmental Protection (Noise) Regulations 1997. Regulations 7 & 8 stipulate maximum allowable extended 2021 noise levels. For highly sensitive area of a noise sensitive premises this is determined by the calculation of an influencing factor, which is then added to the base levels shown below in Table 3.1. The influencing factor is calculated for the usage of land within two circles, having radii of 100m and 450m from the premises of concern. For other areas within a noise sensitive premises, the assigned noise levels are fixed throughout the day, as listed in Table 3.1.

TABLE 3.1 - BASELINE ASSIGNED OUTDOOR NOISE LEVEL

Premises	Time of Day	Assigned Level (dB)		
Receiving Noise	Time of Day		L _{A1}	L _{Amax}
V-	0700 - 1900 hours Monday to Saturday (Day)	45 + IF	55 + IF	65 + IF
Noise sensitive premises: highly	0900 - 1900 hours Sunday and Public Holidays (Sunday / Public Holiday Day)	40 + IF	50 + IF	65 + IF
sensitive area	1900 - 2200 hours all days (Evening)	40 + IF	50 + IF	55 + IF
	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and Public Holidays (Night)	35 + IF	45 + IF	55 + IF
Noise sensitive premises: any area other than highly sensitive area	All hours	60	75	80

Note:

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

L_{AIT ax} is the maximum noise level. IF is the influencing factor.

Under the Regulations, a highly sensitive area means that area (if any) of noise sensitive premises comprising $-\,$

- (a) A building, or a part of a building, on the premises that is used for a noise sensitive purpose; and
- (b) Any other part of the premises within 15 m of that building or that part of the building.

It is a requirement that received noise be free of annoying characteristics (tonality, modulation and impulsiveness), defined below as per Regulation 9.

means a variation in the emission of a noise where the difference between L_{Apeak} and $L_{Amax(Slow)}$ is more than 15 dB when determined for a single representative event;	
means a variation in the emission of noise that –	
(a)	is more than 3 dB L_{AFast} or is more than 3 dB L_{AFast} in any one-third octave band;
(b)	is present for more at least 10% of the representative assessment period; and $% \left(1\right) =\left(1\right) \left($
(c)	is regular, cyclic and audible;
	diffi whe mea (a)



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"tonality"

means the presence in the noise emission of papone 006/21 characteristics where the difference between –

- (a) the A-weighted sound pressure level in any on and an idea 2021 octave band; and
- (b) the arithmetic average of the A-weighted sound pressure levels in the 2 adjacent one-third octave bands,

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

Where the noise emission is not music, if the above characteristics exist and cannot be practicably removed, then any measured level is adjusted according to Table 3.2 below.

TABLE 3.2 - ADJUSTMENTS TO MEASURED LEVELS

Where tonality is present	Where modulation is present	Where impulsiveness is present
+5 dB(A)	+5 dB(A)	+10 dB(A)

Note: These adjustments are cumulative to a maximum of 15 dB.

For this development, the closest neighbouring residences in the future are to the east and south, with existing residences to the northeast. Although, it is noted that the land to the west and north are parks. An aerial showing the neighbouring premises are shown below on Figure 3.1.



FIGURE 3.1 - NEIGHBOURING LOTS



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Noting that the child care site and neighbouring residence are within 450 metres of Stock 1906/21 which under the Regulations is a major road, the innections as would be as listed residences has been determined to be +2 dB. Thus, the assigned noise levels would be as listed 13 Dec 2021 which under the Regulations is a major road, the influencing factor at the neighbouring

TABLE 3.3 - ASSIGNED OUTDOOR NOISE LEVEL

Premises Receiving Noise	Time of Day	Assigned Level (dB)		
	Time of Day	L _{A10}	L _{A1}	L _{Amax}
Noise sensitive premises: highly sensitive area 2000 hours on any of the sensitive premises: 1900 - 1900 hours S Public Holiday Day)	0700 - 1900 hours Monday to Saturday (Day)	47	57	67
	0900 - 1900 hours Sunday and Public Holidays (Sunday / Public Holiday Day)	42	52	67
	1900 - 2200 hours all days (Evening)	42	52	57
	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and Public Holidays (Night)	37	47	57

Note:

 $L_{\Lambda10}$ is the noise level exceeded for 10% of the time.

L_{A1} is the noise level exceeded for 1% of the time.

L_{Amax} is the maximum noise level.

PROPOSAL

From information supplied, we understand that the child care centre normal hours of operations would be between 0630 and 1830 hours, Monday to Friday (closed on public holidays). It is understood that the proposed childcare centre will cater for a maximum of 63 children: with the following breakdown:

0 - 2 years	8 places
2 - 3 years	15 places
3-4 years	20 places
3+ years	20 places

It is noted that although the proposed child care centre would open before 7 am (ie during the night period), the outdoor play area would not be used until after 7am.

5. MODELLING

To assess the noise received at the neighbouring premises from the proposed development, noise modelling was undertaken using the noise modelling program SoundPlan.

Calculations were carried out using the DWER's weather conditions, which relate to worst case noise propagation, as stated in the Department of Environment Regulation "Draft Guidance on Environmental Noise for Prescribed Premises". These conditions include winds blowing from sources to the receiver(s).

Calculations were based on the sound power levels used in the calculations are listed in Table 5.1.

TABLE 5.1 - SOUND POWER LEVELS

Item	Sound Power Level, dB(A)	
Children Playing	83 (per 10 children)	
Car Moving in Car Park	79	
Car Starting	85	
Door Closing	87	
Air conditioning condensing Unit	4 @ 71	
tchen Exhaust 72		



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Notes: DAP006/21

- Even though the noise emissions from children under the age of 2 years is relatively low compared to the other children, to be conservative, acoustic modelling of outdotologies 2021 noise was made, based on 60 children playing within the outdoor play areas at the one time, utilising 6 groups of 10 children, sound power levels distributed as plane sources.
- The noise modelling has been based on the fencing as shown on Figure 5.1 and with other fencing being as indicated on the drawing attached in Appendix A.
- 3 To determine the restriction to the parking, a point noise source was located in each car bay.
- 4 Calculation were undertaken for the receivers at 1.5 metres above the ground level.
- Noise modelling was undertaken to a number of different receiver locations for each of the neighbouring residences. However, to simplify the assessment, only the noise level in the worst case location (ie highest noise level), have been listed.



FIGURE 5.1 - BOUNDARY FENCING



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ASSESSMENT

DAP006/21

The resultant noise levels at the neighbouring residence from children playing outdoors and the 13 Dec 2021 mechanical services are tabulated in Table 6.1.

From previous measurements, noise emissions from children playing does not contain any annoying characteristics. Noise emissions from the mechanical services could be tonal and a +5 dB(A) penalty would be applicable, as shown in Table 6.1. Noise emissions from both outdoor play and the mechanical services needs to comply with the assigned LA10 noise levels.

TABLE 6.1 - ACOUSTIC MODELLING RESULTS FOR LA10 CRITERIA **OUTDOOR PLAY AREAS**

Naishka wina Barasia a	Calculated Noise Level (dB(A)) Children Playing	
Neighbouring Premises		
North	42	
East	45	
South	46	
West	47	

⁽⁾ Includes +5 dB(A) penalty for tonality

With regards to noise associated with cars within the parking area, resultant noise levels are tabulated in Tables 6.2 and 6.3. It is noted that noise emissions from a moving car being an LA1 noise level, with noise emissions from cars starting and doors closing being an L_{Amax} noise level.

Based on the definitions of tonality, noise emissions from car movements and car starts, being an LA1 and LAMAX respectively, being present for less than 10% of the time, would not be considered tonal. Thus, no penalties would be applicable, and the assessment would be as listed in Table 6.2 (Car Moving) and Table 6.3 (Car Starting). However, noise emissions from car doors closing could be impulsive, hence the +10dB penalty has been included in the assessment.

TABLE 6.2 - ACOUSTIC MODELLING RESULTS LA1 CRITERIA CAR MOVING

CARTIOVING		
Neighbouring Premises	Calculated Noise Level (dB(A))	
North	44	
East	34	
South	34	
West	42	

TABLE 6.3 - ACOUSTIC MODELLING RESULTS LAMAX CRITERIA CAR STARTING / DOOR CLOSING

	Calculated Noise Level (dB(A))		
Neighbouring Premises	Car Starting	Door Closing	
North	46	47 [57]	
East	33	35 [45]	
South	41	43 [53]	
West	46	47 [57]	

^[] Includes +10 dB(A) penalty for impulsiveness.

Tables 6.4 to 6.7 summarise the applicable Assigned Noise Levels, and assessable noise level emissions for each identified noise.



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TABLE 6.4 – ASSESSMENT OF LA10 NOISE LEVEL EMISSIONS OUTDOOR PLAY (DAY PERIOD)

DAP006/21

	ואטן ואו ווויסטוויסט	LINOU)	
Location	Assessable Noise Level dB(A)	Applicable Assigned Noise Level (dB(A))	Exceedance to Assigned Noise Peol 2021
North	42	47	Compiles
East	45	47	Complies
South	46	47	Complies
West	47	47	Complies

TABLE 6.5 – ASSESSMENT OF $L_{\rm A1}$ NIGHT PERIOD NOISE LEVEL EMISSIONS CAR MOVEMENTS

Location	Assessable Noise Level dB(A)	Applicable Assigned Noise Level (dB(A))	Exceedance to Assigned Noise Level
North	44	47	Complies
East	34	47	Complies
South	34	47	Complies
West	42	47	Complies

TABLE 6.6 – ASSESSMENT OF L_{Amax} NIGHT PERIOD NOISE LEVEL EMISSIONS CAR STARTING

Location	Assessable Noise Level dB(A)	Applicable Assigned Noise Level (dB(A))	Exceedance to Assigned Noise Level
North	46	57	Complies
East	33	57	Complies
South	41	57	Complies
West	46	57	Complies

TABLE 6.7 – ASSESSMENT OF L_{Amax} NIGHT PERIOD NOISE LEVEL EMISSIONS

CAR DOOR			
Location	Assessable Noise Level dB(A)	Applicable Assigned Noise Level (dB(A))	Exceedance to Assigned Noise Level
North	57	57	Complies
East	45	57	Complies
South	53	57	Complies
West	57	57	Complies

7. CONCLUSION

Noise received at the neighbouring residences from the outdoor play area would comply with day period assigned noise level, with the fencing as shown on the drawings as shown on Figure 5.2 in Section 5, with other fencing being as indicated on the drawing attached in Appendix A.

It is noted that noise associated with cars movements and cars starting are exempt from complying with the Regulations. However, noise emissions from car doors are not strictly exempt from the Regulations. Noise received at the neighbouring residences from these noise sources would with the fencing, as shown on Figure 5.1 in Section 5 comply with the Regulatory requirements, at all times.



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Thus, noise emissions from the proposed development, would be deemed to comply with the 1006/21 requirements of the *Environmental Protection (Noise) Regulations 1997* for the proposed hours of operation, with the inclusion of the following:

- Although the proposed facility would open before 7 am (ie during the night period), the outdoor play area would not be used until after 7am. Thus, noise received at the neighbouring existing residences from the outdoor play area needs to comply with the assigned day period noise level.
- Fencing to be as shown on Figure 5.1, in Section 5 Modelling, with other fencing being as indicated on the drawing attached in Appendix A..
- With regards to the air conditioning condensing units, we understand that, if possible, the existing units would be used for this development. However, if the air conditioning was upgraded or additional systems installed, then an acoustic assessment should be undertaken. Therefore, we recommend that an acoustic assessment of the mechanical service be conditioned.





PC2203-5 JOSLIN STREET, NO. 16 (LOT 1132) ALTERATIONS AND CHANGE OF USE TO GROUPED DWELLING TO EXISTING BUILDING AND TWO STOREY GROUPED DWELLING (TG DA0425/21)

Additional Information 1 - Site Photos



Photo 1: Subject site and existing dwelling





Photo 2: Subject site and existing dwelling





Photo 3: Existing fencing to 12 Joslin Street





Photo 4: Existing fencing to 22 Joslin Street

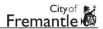




Photo 5: Existing fencing to 20 Joslin Street



Additional Information 2 – Heritage assessment



Heritage Impact Assessment

Address: 16 Joslin Street, Hilton

Application number: DA0425/21

Proposal: Alterations to heritage house and new house

Requesting officer: Tom Geddes **Date:** 9/02/2022



16 Joslin Street Hilton, Aerial photograph, CoF Intramaps, February 2021

INTRODUCTION

The purpose of this heritage comment is to assess the changes to the place that are proposed in DA0425/21 and the affect that they will have upon the heritage values of Address. The proposed changes include:

- Additions and alterations to original timber Hilton house
 - o Reinstatement of open front verandah
 - o Addition to side of house
 - o Modification to rear lean-to section of house
- Construction of two storey house behind existing house

HERITAGE LISTINGS

State Register of Heritage Places

The place is not included on the State Register of Heritage Places – a referral to DPLH Heritage is <u>not</u> required.





Inherit

There is no place record for 16 Joslin Street, Hilton on the Inherit database.

Heritage List

16 Joslin Street, Hilton is NOT included on the City of Fremantle's Heritage List.

Heritage Area

16 Joslin Street, Hilton is part of the Hilton Garden Suburb Heritage Area which was designated as a Heritage Area in accordance with clauses 7.2.1 and 7.2.9 of Local Planning Scheme No. 4.

Local Heritage Survey (formerly Municipal Heritage Inventory) 16 Joslin Street is not included on the Local Heritage Survey.

RELEVANT PREVIOUS DEALINGS

Recent meetings or discussions:

Site Visit – 29 October 2021

Previous relevant DAs:

N/A

Previous relevant legal dealings:

N/A

BACKGROUND

Historical Information

The "Hilton Garden Suburb Precinct" Heritage Area is of cultural heritage significance within the City of Fremantle as an example of a substantially intact 'Garden Suburb' dating from the immediate post World War 2 period and characterised by its curvilinear road layout, parks, large and irregular shaped lots.

It has historical value as an area developed by the State Housing Commission to provide affordable housing at a time of increased housing demand in Australia, particularly to house new arrivals: returned servicemen and immigrants. It also has historical significance for its association with the importation of prefabricated homes from Austria and for the timber homes designed by prominent architect Marshall Clifton, many of which remain extant in the area. House design was influenced by the modernist movement in architecture which prevailed widely in the post-war period. The designs were functional without being decorative.¹

Hilton was developed in two phases resulting in the distinctive areas of houses West of Collick Street (built mainly in the 1940's and 1950's) and east of Collick Street (built mainly in the 1960's). Joslin Street was developed in the first phase of development of Hilton. The street was named after the Joslin family who were early residents of Fremantle. One family member was employed with the Fremantle City Council for more than fifty years and was, for many years, Works Supervisor.²

-

Hilton Residential Redevelopment Policy & Urban Design Guidelines

City of Fremantle Local History Collection



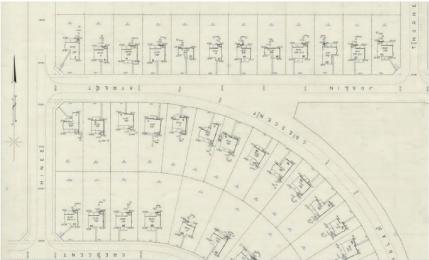


Individual property history

16 Joslin Street can be seen in the earliest aerial photograph of the Hilton taken in 1953. By this time most of the inner part of the suburb has been developed including Joslin Street with some empty sites remaining on the outer blocks. The house can also be clearly shown on the Metropolitan Drainage Plan 2207 from 1953. The original house was a modest design with a simple hipped roof with a skillion section including a small porch projecting from the façade. The similar plan was also built at 10 Joslin Street.



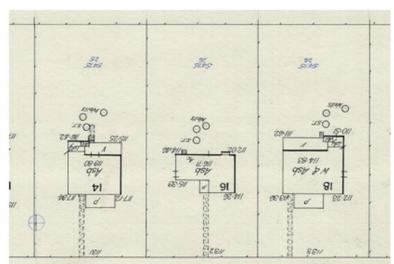
Aerial photograph dated 1954, CoF ESRI. The section of Joslin Street between Thornett and Hines Road has been complete developed as has Nicholas Crescent.



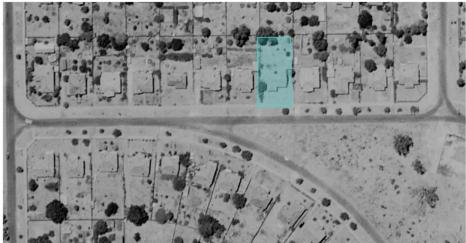
Part of PWDWA Metropolitan Sewerage plan 2207, dated 1953







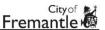
Detail of PWDWA Metropolitan Sewerage plan 2207, dated 1953, showing 16 Joslin Street. NOTE: This plan is upside-down to match the aerial photographs where north is up the page.

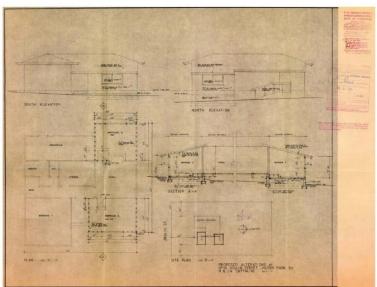


Aerial photograph dated 1965, CoF ESRI. 16 Joslin Street has been extended.

Aerial photographs indicate that the modest 'L' shaped asbestos house was enlarged shortly after construction with the addition of a projecting front room and a verandah across the rear. The garage was also added at this time. In 1973 an application to extend the house was lodged for the owners for R & J.A. Cattalini but this was not acted on. The plans indicate that the existing layout of the house has not changed much since then.







Proposed alterations at No. 16 Joslin Street, Hilton Park for R. & J.A. Cattalini, 1973. City of Fremantle Archives

Physical Description

Hilton has a distinctive and cohesive character created by the parks, streetscapes, mature trees, areas of indigenous vegetation and the stock of relatively intact modest predominantly timber mid 20th century housing. The suburb consists mainly of slightly irregular, almost rectangular shaped blocks. However, the defining characteristic of the former estate is the semi-circular form of the streets that radiate eastwards from the east end of the centrally located school reserve to form a group of four curved streets before joining the more regular gridded layout of the other streets. The radiating streets combined with the sloping site gives the landscape of the eastern part of the former estate a distinctive picturesque quality, a quality that is enhanced by the reserves of open land contained within it.

Joslin Street runs roughly east to west connecting Grigg Place to Hines Road. The street has a slight bend to accommodate the unusual geometry of the subdivision and the way the curved streets connect with the more conventional grid layout. Where the curved Nicholas Crescent connects to Joslin Street there is a triangular park named Griffiths Park Reserve. 16 Joslin Street faces onto this reserve.

The immediate area surrounding 16 Joslin Street is largely intact containing mostly all the original houses constructed prior to 1965. This includes the northern side of the Joslin Street block which stretches from Thornett Street to Hines Road plus the sections of Joslin Street, Nicholas Crescent and Thornett Street which face onto Griffths Park Reserve. Most houses in this area are single storey, timber framed cottages and a number also still retain their original tiled roofs. These streetscapes clearly demonstrate the heritage values described in the statement of significance for Hilton Garden Suburb Precinct.





16 Joslin Street

16 Joslin Street is a typical fibrous cement sheet clad, timber framed house constructed in Hilton in the Post-War Era. The house is simply detailed using the standard materials, construction techniques and planning used at Hilton but when viewed in the context of the street the design intent of providing individual character to houses by varying materials, form and planning can be clearly seen.

The house has an 'L' shaped plan with a projecting front room. The front verandah, which runs across the façade and ends against the projecting room, has been partially enclosed to form a sleepout room. The open section forms a sheltered porch to the front door. An enclosed verandah runs across the rear of the house. A steel framed, flat patio roof is attached to the rear verandah.

The main 'L' shaped section of the house has a hipped, tiled roof with boxed eaves. The verandahs are continuous with the main roof but set at a lower pitch. The walls of the house are clad with flat fibrous cement sheeting with distinctive horizontal battens at window sill and window head height which were inspired by popular styles of the era. The timber stumps are faced with timber battens.

The timber window to the projecting room at the front of the house has a pair of double hung sashes flanking a fixed pane but the earlier windows to the side of the house also four horizontal glazing bars. The enclosed verandahs have long horizontal strip openings with aluminium sliders possibly replacing louvres. The front door has a 5 pane glazed door with horizontal glazing bars.

A free-standing single car garage with a concrete floor is located to the side of the house. The garage matches the construction of the house with a gabled, tiled roof and fibrous cement sheet wall cladding with cover battens.



16 Joslin Street, Hilton, Street view, Google maps, May 2014





HERITAGE IMPACT ASSESSMENT

Statement of Significance

The proposed changes to 16 Joslin Street were assessed against the values identified in the statement of significance for the Hilton Garden Suburb Precinct Heritage Area:

The "Hilton Garden Suburb Precinct" Heritage Area is of cultural heritage significance within the City of Fremantle as an example of a substantially intact 'Garden Suburb' dating from the immediate post World War 2 period and characterised by its curvilinear road layout, parks, large and irregular shaped lots.	Minor impact
It has historical value as an area developed by the State Housing Commission to provide affordable housing at a time of increased housing demand in Australia, particularly to house new arrivals: returned servicemen and immigrants. It also has historical significance for its association with the importation of prefabricated homes from Austria and for the timber homes designed by prominent architect Marshall Clifton, many of which remain extant in the area. House design was influenced by the modernist movement in architecture which prevailed widely in the post-war period. The designs were functional without being decorative.	Minor impact
Hilton has aesthetic value for its parks, streetscapes, mature trees, areas of indigenous vegetation and birdlife. Its stock of relatively intact modest housing, including both timber and brick cottages, set on large lots, many with mature trees and gardens, contribute to the ambiance of the area and create a distinct and cohesive streetscape character.	Minor impact

Heritage values

The impact of the proposed demolition of 16 Joslin Street was assessed using the heritage values from the ICOMOS Burra Charter, 2013:

Aesthetic value	Minor impact	Condition	Positive impact
Historic value	No discernible impact	Integrity	Minor impact
Scientific value	No discernible impact	Authenticity	Minor impact
Social value	No discernible impact	Historical evolution	No discernible impact
Rarity	Minor impact	Streetscape	Minor impact
Representativene	ss Minor impact	Standard (1997)	Section (Control of Control of Co

Heritage Comments

The original and early external fabric and form of 16 Joslin Street is largely intact except for the aluminium windows to the sleepout areas. As a largely intact original house from the Post-War era when Hilton was developed, 16 Joslin Street contributes to the character of the Hilton Heritage Area. The proposed changes to this house will have minimal impact upon the way that the place contributes to the character of the area:

- The removal of the sleep-out enclosure to the front verandah is reinstating an early configuration of the place.
- The addition to the side of the house is set back behind the front wall of the façade and has a separate roof to the original house allowing it to be read as a later





- addition. The use of a different cladding material and roof form for the extension is acceptable as it modest in scale and expresses its own era of construction.
- The rear lean-to to the house is not part of the main body of the house and the modification of this area will not be visible from the street.
- The replacement of the external wall cladding with a modern material that has the same form and profile as the existing wall cladding is good conservation practice as it replaces a hazardous material with a product that maintains the physical appearance of the house.
- Refurbishment of original features such as timber windows and general maintenance such as restumping, painting and replacement of damaged wall lining and deteriorated timbers will contribute positively to the value of this heritage place.

The proposed new house to the rear of the site will not affect the heritage value of the heritage house at the front of the site because it is a separate structure. The new two-storey house will not diminish the value of the heritage area or the Joslin Street streetscape as it will be largely concealed from the street by the original house.

RECOMMENDATIONS:

The additions and alterations to the house at 16 Joslin Street and the construction of a new two storey house on the rear of the site are acceptable from a heritage perspective as these works will not diminish the significance of the place or its contribution to the heritage values of the Hilton Heritage Area.





RECORD PHOTOGRAPHS - site visit 29 October 2021



Façade, south elevation of 16 Joslin



Front verandah with enclosed sleepout room







East elevation with enclosed rear verandah and free-standing garage



West elevation with enclosed back verandah and attached steel framed patio roof.







Front porch/ verandah



Bedroom looking into rear verandah sleepout



Lounge, projecting front room



Kitchen







Kitchen looking into enclosed rear verandah



Rear verandah sleepout



PC2203-6 HOLLAND STREET, NO.29 (STRATA LOT 1) FREMANTLE - ADDITIONS TO EXISTING SINGLE HOUSE (JL DA0401/21)

Additional Information 1 - Site Photos



Photo 1: Subject site as viewed from Holland Street



Photo 2: Subject site as viewed from Chalmer Street





Photo 3: Neighbouring Western property (27 Holland Street)



Photo 4: Neighbouring Southern property (9a Chalmer Street)



PC2203-7 AMHERST STREET, NO. 7D (STRATA LOT 1) ADDITIONS TO SINGLE STOREY SINGLE HOUSE (TG DA0315/21)

Additional Information 1 - Site Photos



Photo 1: Subject site as viewed from Amherst Street





Photo 2: Subject site from intersection of High Street and Amherst Street





Photo 3: Subject site from High Street



Additional Information 2 – Heritage assessment



Heritage Comment - Internal

Address: 7D Amherst Street, Fremantle

Application number: DA0315/21

Proposal: Ancillary dwelling in front garden

Requesting officer: Nathan Blumenthal



INTRODUCTION

The purpose of this heritage comment is to assess the changes to the place that are proposed in DA0315/21 and the affect that they will have upon the heritage values of Address. The proposed changes include:

· New freestanding ancillary dwelling within front setback area

HERITAGE LISTINGS

State Register of Heritage Places

The place is not included in the State Register of Heritage Places – a referral to DPLH Heritage is <u>not</u> required.

Inherit

Inherit Database number - 22717

Heritage List and LHS

7D Amherst Street is included on the City of Fremantle's Heritage List and the Local Heritage Survey as a Management Category Level 2 place.

Heritage Area

The place is not part of a Heritage Area.

Heritage Impact Advice, 7D Amherst Street, Fremantle

Page 1 of 5





RELEVANT PREVIOUS DEALINGS

Recent meetings or discussions:

Meeting with architect to discuss proposal 25 May 2021

Previous relevant DAs:

N/A

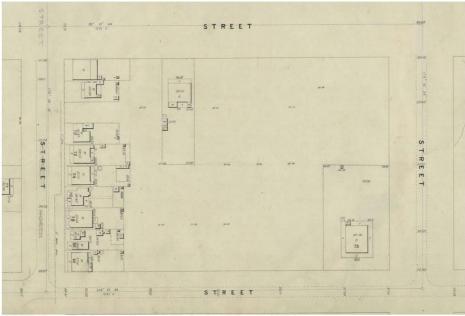
Previous relevant legal dealings:

N/A

BACKGROUND Historical Information

Amherst Street was named after the Hon J. G. H. Amherst who was private secretary to the Governor, Sir Frederick Napier Broome, from 1885 to 1889.

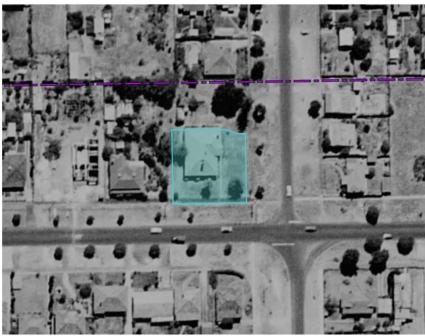
There is little historic information on this property in the Inherit place record but a Metropolitan sewerage drawing from 1914 shows 7D Amhurst Street. The place is a brick house surrounded by verandahs and set back from the road in a large garden. The area around this house is largely undeveloped at this time and the scale of this house and its substantial block contrasts with the surrounding development.



PWDWA Metropolitan Sewerage Fremantle District, plan 2032, revised 2014







1965 Aerial photograph, 7D Amhurst Street

Aerial photographs from 1965 show 7D Amhurst Street retains its large block but the site is gradually subdivided between 1995 and 1998 leaving little open space on the north and west sides of the house. Following sub-division the address of this house was changed from 7 Amherst to 7D Amherst Street.

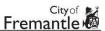
Physical Description

The following description of 7D Amherst Street is provided in the Inherit place record:

Single storey brick and rendered banding residence has a terracotta tile hipped roof and a decorative half timbered gable. The roof has two roughcast rendered and decorative brickwork chimneys and the verandah is supported by chamfered timber posts and a decorative brackets and frieze. The timber doors have stained glass leadlight fanlights and sidelights and the windows are have toplights.

7D Amhurst Street is a good example of a substantial house in the Federation Queen Anne Style of architecture. The house has been designed as a corner house with main facades facing both High and Amhurst Streets and simplified detailing and features on the north and west sides of the building. A verandah wraps around the High and Amhurst sides of the building and the main entrance is off Amhurst Street.







7D Amherst Street, Street view, Googlemaps 2021

IMPACT ASSESSMENT

Statement of SignificanceThe impact of the proposed works to 7D Amherst Street was assessed against the following values identified in the statement of significance for this heritage place:

Aesthetic significance as a fine example of a brick residence in the Federation Queen Anne style probably built in the first decades of the twentieth century.	Major impact
Historical significance representing the increased wealth following the Gold Boom.	Minor impact

Impact on Significance

The impact of the proposed works to 7D Amherst Street was assessed using the heritage values from the ICOMOS Burra Charter, 2013:

Aesthetic value	Major impact	Condition	No discernible impact
Historic value	Minor impact	Integrity	No discernible impact
Scientific value	No discernible impact	Authenticity	No discernible impact
Social value	No discernible impact	Historical evolution	No discernible impact
Rarity	No discernible impact	Streetscape	Major impact
Representativeness	No discernible impact	16	
	,		

Heritage Impact Comments

The proposed xxx





The proposed ancillary dwelling is not attached to the heritage house and will not have a direct affect on the heritage fabric of the building

This place is a corner building that makes an important contribution to the streetscape of this area – new development should not be built forward of the building line of the building.

New development could be added either attached to the secondary facades (west and north) or could be constructed on the north-east corner of the site where it will have minimal impact upon the presentation of the house.

Aerial photographs indicate that the large tree on the north-west corner of the site was planted c. 1995 and has little heritage significance.

Currently the house is largely concealed from the street by dense planting on the High Street property boundary. This type of screening is generally not considered in heritage impact statements as landscaping is not a permanent feature and can be removed or reduced in future.

Over time the height of High Street has been increased to improve road safety. This has meant that the front garden is now lower than footpath level. While this means that the proposed new ancillary dwelling has a lower floor level than the heritage house, and the adjoining footpath it is still located Infront of the main facades and on this visually prominent corner.

RECOMMENDATIONS:

This proposal is NOT supported on heritage grounds.



PC2203-8 WATKINS STREET, NO. 56 (LOT 38) WHITE GUM VALLEY - VARIATION TO PREVIOUS PLANNING APPROVAL DA0512/20 (TWO STOREY SINGLE HOUSE) (JCL VA0041/21)

Additional Information 1 - Site Photos



Photo 1: subject site viewed from Watkins Street





Photo 2: Western neighbour and street context





Photo 3: Eastern neighbour and street context





Photo 4: View of western neighbours dwelling abutting subject site



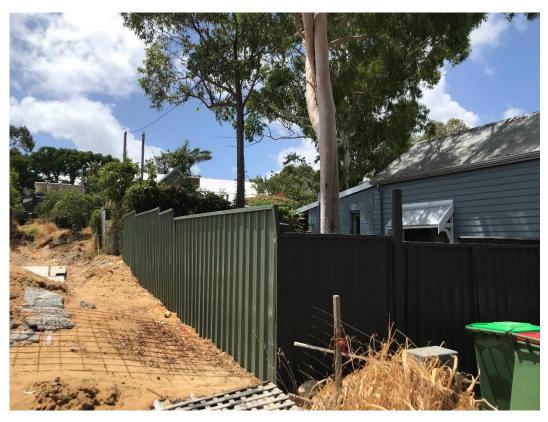
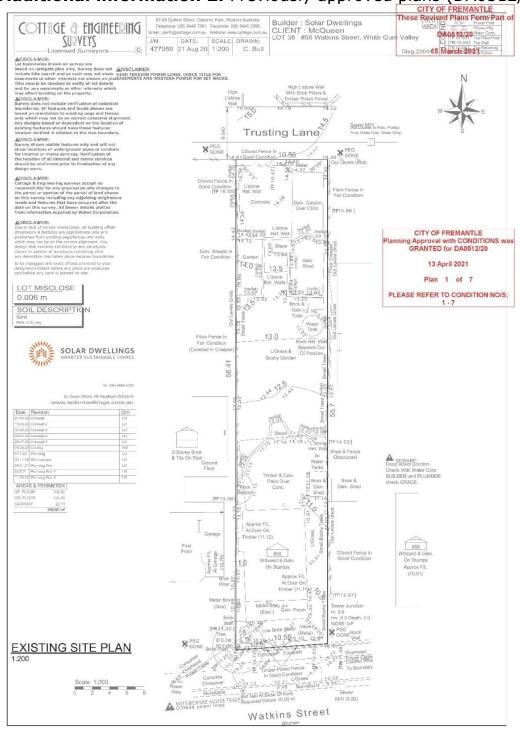


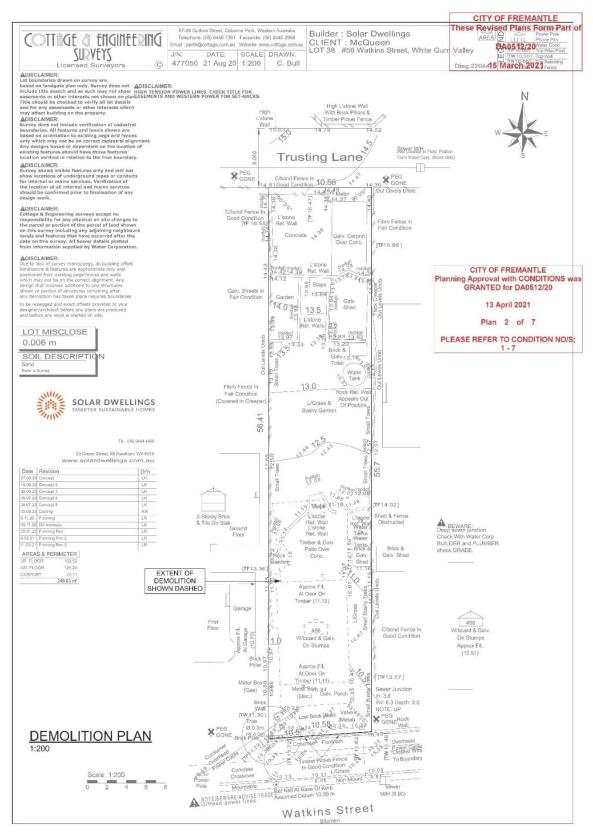
Photo 5: View of eastern neighbours dwelling abutting subject site. Subject site as viewed from X Street



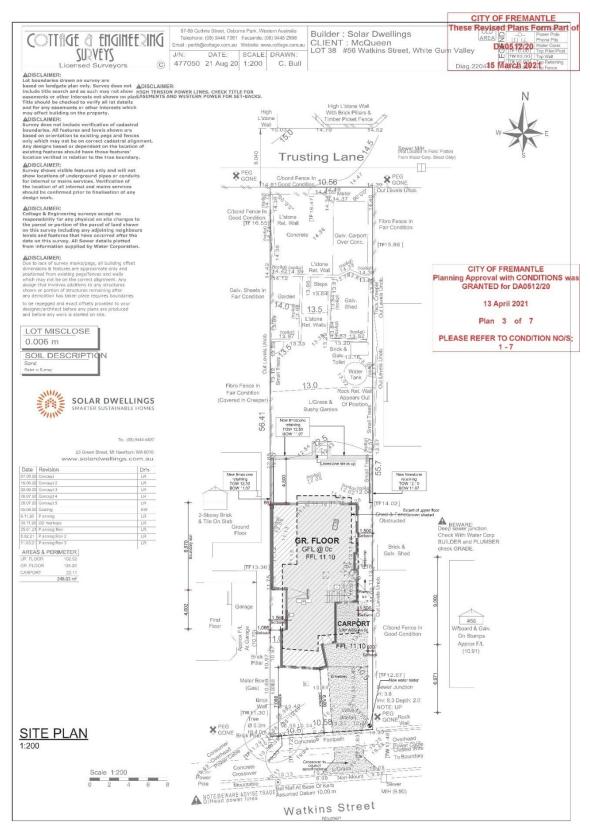
Additional information 2: Previously approved plans (DA0512/20)



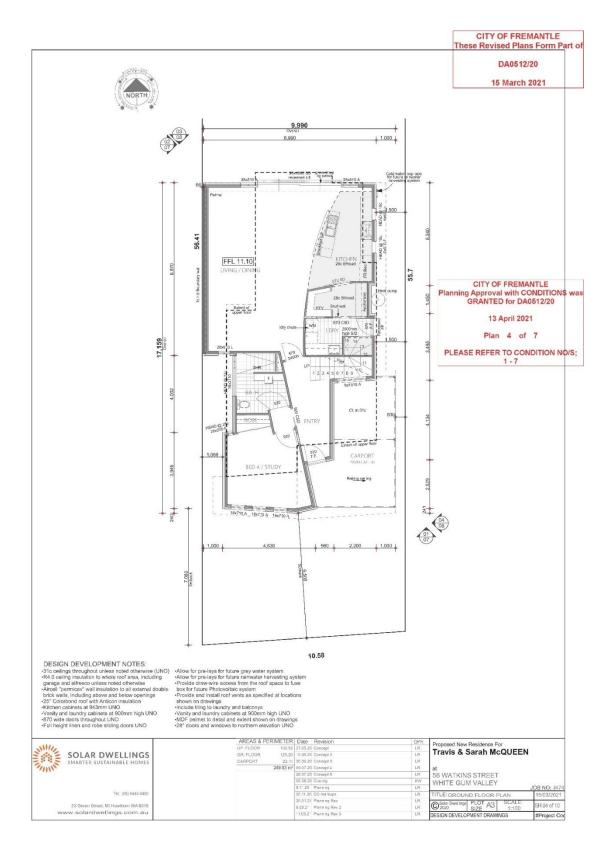




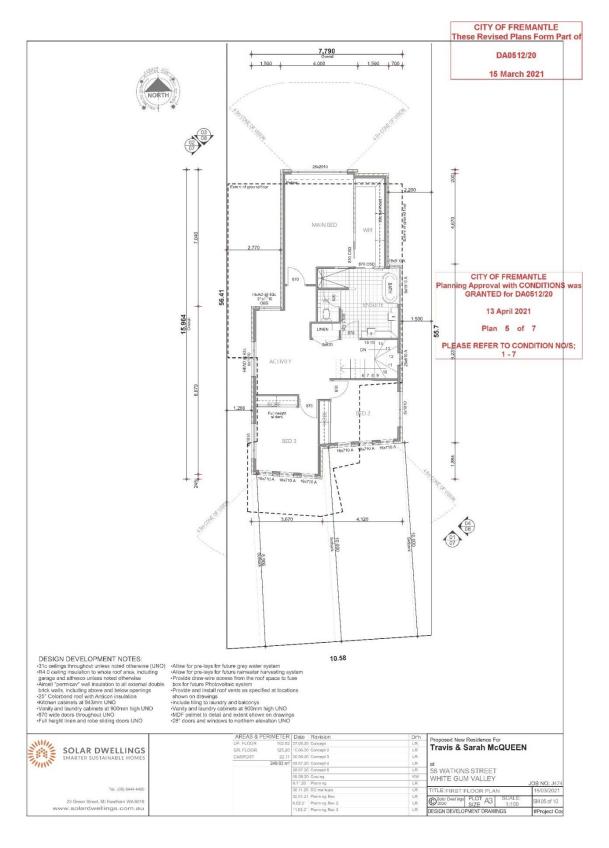




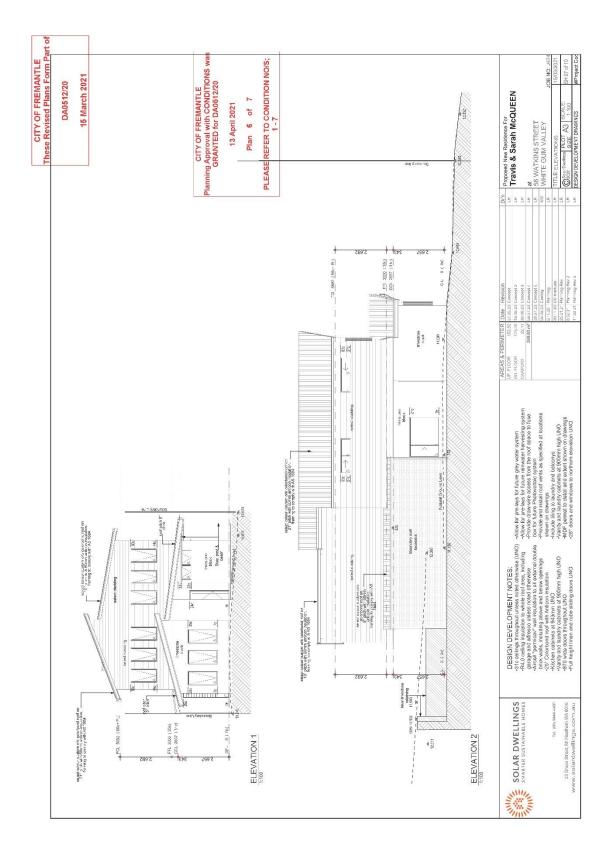




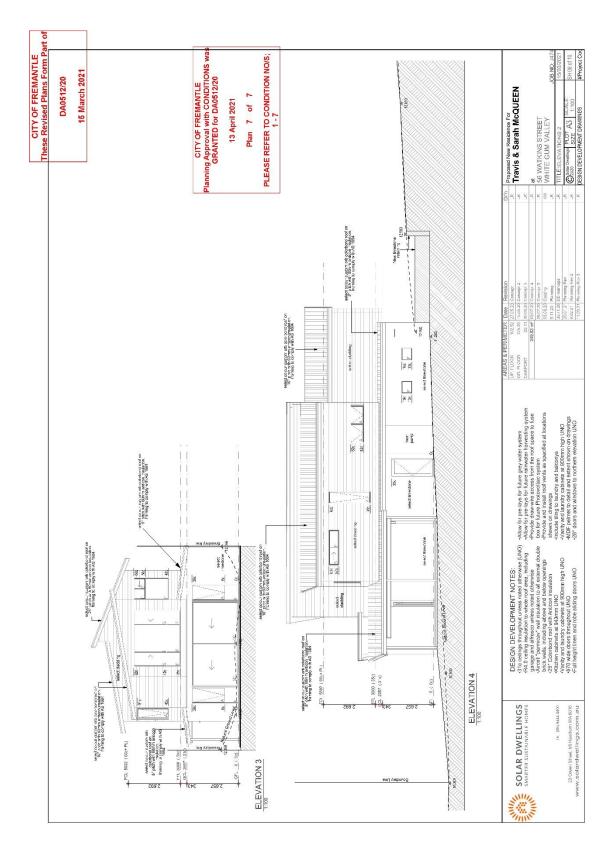














PC2203-9 MONTGOMERY STREET, NO. 6 (LOT 1) BEACONSFIELD - ADDITIONS TO EXISTING SINGLE HOUSE AND A SWIMMING POOL (JCL DA0434/21)

Additional Information 1 – Site Photos





Photo 1: Subject site as viewed from Montgomery Street



Photo 2: view east along Montgomery Street from subject site, noting cross fall.





Photo 3: view from existing rear deck at subject site looking north-east towards rear of site.





Photo 4: view from existing deck at subject site looking east





Photo 5: view of eastern neighbours site from rear portion of site looking south-east, noting the level difference between the two properties.





Photo 6: view of eastern neighbours from existing decking area looking east, noting the level difference between the two properties.





Photo 7: view towards eastern neighbours rear Bedroom/Activity area (behind existing dividing fence).



PC2203-11 REVIEW OF HERITAGE AREAS, DRAFT LOCAL PLANNING POLICY 3.6 'DEVELOPMENT IN HERITAGE **AREAS' & REVISIONS LOCAL PLANNING POLICY 1.6** 'HERITAGE ASSESMENT' - OUTCOMES OF CONSULTATION

ADDITIONAL INFORMATION 1 –Local Planning Policy 2.6 – Procedure For Amending The Municipal Heritage Inventory (MHI) And Heritage List (Current)



CITY OF FREMANTLE

LOCAL PLANNING POLICY 2.6

PROCEDURE FOR AMENDING THE MUNICIPAL HERITAGE INVENTORY (MHI) AND HERITAGE LIST

ADOPTION DATE: 23/09/2009 AUTHORITY: LOCAL PLANNING SCHEME NO.4

STATUTORY BACKGROUND

The Heritage of Western Australia Act 1990 requires that local governments compile and maintain a Municipal Heritage Inventory (MHI) of places which in its opinion are, or may become, of cultural heritage significance, and that the inventory is updated annually, reviewed 4 years after compilation and is compiled with proper public consultation.

Part 7 of Local Planning Scheme No 4 establishes the process for adoption of the Heritage List and Heritage Areas. It provides that heritage considerations will be one of the primary planning considerations when making decisions in relation to a heritage listed place or area. Heritage Listing or inclusion in a Heritage Area also has implications for the type of approvals required for certain forms of development, and the ability for the Council to vary scheme provisions in certain cases.

Places and areas included on the Municipal Heritage Inventory at the time of gazettal of the Scheme are deemed to be included on the Heritage List or as Heritage Areas by virtue of Clauses 7.1.7 and 7.2.9 of the Scheme.

The existence of the Heritage List and Heritage Areas under Local Planning Scheme No 4 does not negate the statutory requirement or the need for the Council to maintain a Heritage Inventory under the Heritage of WA Act. This is still an essential part of the heritage planning framework, in that although it has no direct statutory implications, the Inventory provides a proper archival record and information on heritage places within the City which exists quite independently of the planning system.

POLICY OBJECTIVES

- To clarify the meaning and implications of listing on the Municipal Heritage Inventory and Heritage List and the relationships between these documents.
- To prescribe the process for inclusion of places on the Municipal Heritage Inventory and Heritage List and Heritage Area, where not specified in the relevant legislation.



POLICY

Clarification of the meaning of the various types of heritage listing.

Municipal Heritage Inventory (MHI)

The Municipal Heritage Inventory (MHI) comprises the inventory of places which in the opinion of Council are, or may become, of cultural heritage significance as required under section 45 of the *Heritage of Western Australia Act 1990*. The City of Fremantle's MHI is a database that holds heritage assessment information which defines the heritage values, provides the statement of significance and the management category that establishes the extent of conservation required to retain these values for each identified place.

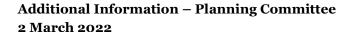
Heritage List

The Heritage List comprises a statutory list of places established under the City of Fremantle Local Planning Scheme 4 (LPS4) which are of cultural heritage significance and worthy of conservation under provisions of the scheme as adopted by Council. The list does not include any other data about the listed places.

Heritage Areas

Heritage Areas are areas which represent the identifiable heritage values as a whole. A heritage area may be a group of places that together form a precinct which is of cultural heritage significance notwithstanding that each place within the precinct does not itself have cultural heritage significance and which, in the opinion of Council, require special planning control to conserve and enhance the cultural heritage significance of the area under provisions of the City's LPS4.

Note: Some areas carry the title of precinct





Summary of City of Fremantle generated heritage listing regime

(i.e. – not including World, National or State Registration or National Trust listing) Municipal Heritage | Heritage List Heritage Area Inventory Planning Planning Statutory authority Heritage of WA Act Local Local Scheme No 4 Scheme No 4 Applies to Buildings Places (may Areas or precincts or features may not include buildings objects) Direct statutory None 1. Scheme states Scheme states planning that the place is that special implications planning control is of worthy of inclusion conservation needed to conserve 2. Different levels and enhance the of development significance of the permitted without area 2. Different levels of approval 3. obliges Council development consider permitted without to heritage approval conservation one of all other relevant planning considerations Indirect statutory 1. Establishes planning heritage values implications of of all listed inclusion places 2. Establishes database of heritage places and their significance. 3. May be considered by Council when exercising discretionary planning powers Requirements and Specific The Act requires Specific process public requirement requirement "proper to to amendment consultation" but consult with the consult with each owner of land within is not specific owner and about what this occupier of the the area and other place. consultation means by decision of determined by the Council Council. 3. MHI should be updated annually reviewed every 4

Page 3 of 5



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Process for inclusion, removal or amendment of a place on the Municipal Heritage Inventory and Heritage List.

Any person or organisation may nominate a place to be added, removed or amended on the MHI, at any time. This shall be in the form of a written request to the Chief Executive Officer (CEO). The basis for inclusion/removal/amendments of places on the MHI shall be cultural heritage significance.

Cultural Heritage Significance

For the purpose of this policy, the "cultural heritage significance" of a place has the same meaning as defined by the *Heritage of Western Australia Act 1990, the* Burra Charter and also adopted by the Heritage Council of WA. The criteria for places are identified as being of historic, aesthetic, scientific, spiritual or social values for past present and future generations. The criteria for assessing the degree of significance include rarity and representativeness (authenticity, integrity) attributes.

Procedure for MHI

The decision to include/remove/amend places on MHI shall be made by Council on an annual basis in February to April and all nominations/amendments made during a year be reported to Council including those preliminary assessed by the CEO.

In considering the inclusion/deletion of a place on the MHI, the Council will ensure that:

- the owner(s) of the nominated place/area has been notified in writing about the nomination to add/remove a place
- it has been provided with and have regard to all available information
 of relevance to the cultural heritage significance of a place, including
 heritage assessment prepared in accordance with the "Preparing
 Heritage Assessment Policy" (L.P.P1.6), the Municipal Heritage
 Inventory Management Strategy (2000), its subsequent updates and
 any other heritage studies and/or conservation plans already in place.

In assessing nominations for amendment to the MHI, the Council may have regard to advice received from the Heritage and Special Places Advisory Committee.

Procedure for Heritage List

In determining whether a place should be included on the Heritage List the Council will follow the procedure outlined in Clauses 7.1.2, 7.1.3 and 7.1.4 of LPS4 respectively.

Following the annual amendments of the MHI Council will consider which places of those adopted/deleted from the MHI should be considered for inclusion/deletion on the Heritage List.

Having determined which places should be added/deleted on the Heritage List the Council will consult its intention to amend the Heritage List with the relevant property owners as defined by Clause 7.1.3 of LPS4. If possible the consultation on the amendments to MHI and Heritage List should be carried out concurrently.



Procedure for Heritage Area

In determining whether an area or precinct should be included as a Heritage Area the Council will follow the procedure outlined in Clause 7.2.2 through to 7.2.6 of LPS4 respectively.

Council Decision

Following the heritage assessment and consultation procedures outlined above the Council may;

- 1) adopt/not include/delete a place onto the MHI
- 2) amend the existing MHI entry on a place
- 3) adopt/not include/delete a place onto the Heritage List

The MHI database shall be publicly available as a community resource on heritage of Fremantle.

Council may in exceptional circumstances consider amendment to the Heritage List outside this period.



ADDITIONAL INFORMATION 2 –Local Planning Policy 1.6 – Heritage Assessment (Current)



CITY OF FREMANTLE

LOCAL PLANNING POLICY 1.6

HERITAGE ASSESSMENT

ADOPTION DATE: 25 FEBRUARY 2009 AMENDED: 2 APRIL 2013

AUTHORITY: LOCAL PLANNING SCHEME NO.4

STATUTORY BACKGROUND

This Local Planning Policy is prepared under the provisions of Part 2 of the City of Fremantle's Local Planning Scheme No. 4 ('LPS4' or 'the Scheme').

Clause 10.2.1 of the Scheme prescribes the matters to which the Council is required to afford due regard in considering a proposal. Included amongst these matters are any potential impacts that a proposal may have on the heritage values of an existing place and its context including the streetscape and/or heritage area.

Clause 7.4 of the Scheme prescribes that the Council may require a Heritage Assessment to be carried out prior to the approval of any development proposed in a heritage area or in respect of a heritage place listed on the Heritage List.

In order to meet its obligations to assess various statutory planning proposals the Council will from time to time include specific expert advice on heritage matters as part of the planning assessment.

PURPOSE

The purpose of this policy is to provide a format for Heritage Assessments and outline when a Heritage Assessment is required.

Any Heritage Assessment provided or obtained in accordance with this policy will be considered a public document for the purpose of the assessment of a proposal.

All terms and definitions related to heritage used in this policy are based on the terms used in "The Burra Charter 1999 – the Australia ICOMOS Charter for Places of Cultural Significance". Council adopted the principles of the Burra Charter as good practice for heritage listed places in June 2000.

APPLICATION

This policy applies to planning applications, Structure Plans, Detailed Area Plans and Local Planning Scheme amendments ('proposal').

A Heritage Assessment will not be required whereby a Heritage Assessment has been previously obtained on another similar or relevant proposal for the same property and within five calendar years of the date of application of that proposal.



POLICY

1. When a Heritage Assessment is required

- 1.1 A Heritage Assessment will be required in accordance with clause 2 for one or more of the following development proposals:
 - (i) Demolition of the primary structure/building.
 - (ii) Demolition of any other structure of masonry or timber construction.
 - (iii) All development on State Register of Heritage Places and/or Heritage Listed properties with a Municipal Heritage Inventory Management Category Level 1, 2 and 3.
 - (iv) All development on property located within the West End Conservation Area (as set out in Local Planning Policy DGF14 Fremantle West End Conservation Area Policy).
- 1.2 Notwithstanding clause 1.1, the following development proposals do not require a Heritage Assessment for Heritage Listed properties with a Municipal Heritage Inventory Management Category Level 2 and 3:
 - Small scale new structures on the subject site which are not attached to the primary structure/building (such as outbuildings) and which are located out of the front setback area
 - (ii) Ancillary lightweight structures added to buildings (such as timber patios, sails, carports, pergolas) which are located out of the front setback area.
 - (iii) Fixtures to buildings (such as antennae, aerials, air conditioning units, solar panels, signs), which do not face the street and do the installation would not involve any significant structural alteration to the building.
 - (iv) Non structural internal changes.
 - (v) Fences whereby they are in accordance with the City's Local Planning Policy 2.8 – Fences Policy.
- 1.3 Notwithstanding the requirements of clauses 1.1 and 1.2 above, the Manager Statutory Planning, with due regard to the advice of the Heritage Coordinator, may determine that:
 - A Heritage Assessment is required for any development proposal that is considered to impact on the heritage significance of the place or locality; or
 - (ii) A Heritage Assessment is not required for any development proposal that presents minimal to no impact on the heritage significance of the place or locality.

2. Content of Heritage Assessment

A Heritage Assessment shall consist of the following components:

- (i) Statement of Heritage Significance
- (ii) Statement of Heritage Impact



2.1 Statement of Heritage Significance

A Statement of Heritage Significance should define the heritage values embodied in the place itself, its fabric, setting, use, and related places. Each place has its own combination of values, which together provide its heritage significance.

A Statement of Heritage Significance should be presented in accordance with clause 2.1.1 and prepared through the following process:

- An inspection of the place
- Collection and analysis of historical documents (such as rates books, archives etc)
- An assessment of the aesthetic, historic, scientific and social/spiritual values for past, present and future generations.

2.1.1 REPORT FORMAT FOR STATEMENT OF HERITAGE SIGNIFICANCE:

- · Description of the Place
 - (i) Historical notes
 - (ii) Physical descriptions
- Heritage Values

Nature of significance	
Aesthetic value	
Historic value	
Scientific value	
Social/spiritual	
value	
Degree of significance	e
Rarity	
Representativeness	
Integrity	
Authenticity	

· Statement of Heritage Significance

Significance			
Exceptional	Considerable	Some	Limited or none
Comments:			·
The Heritage Sign	gnificance assessmen	t shall identify the	e overall significance of
the place using	the above categories,	and identify zone	es of significance within
	and within a local cont		-

2.2 Statement of Heritage Impact

The Statement of Heritage Impact examines the impact of the proposal on the heritage significance of the place, and includes a professional judgment concerning the impact of the proposal on the identified heritage values of the place, as identified in clause 2.1.



2.2.1 REPORT FORMAT FOR STATEMENT OF HERITAGE IMPACT:

Statement of Heritage Impact

The level of positive and negative impact the heritage significance of the place with regard			
The extent of loss of significant fabric.	-		
The extent of conservation work to significant fabric.			
The permanent impact that the proposal is likely to have on the values that contribute to the heritage significance of the place.			
The impact a proposal will have on a heritage building in terms of its use siting, bulk, form, scale, character, colour, texture and materials.			
The impact the proposal will have on the visual setting and the other relationships that contribute to the heritage significance of the place.			
The impact the proposal will have on the streetscape and townscape characteristics of the area in which it stands.			
The impact the proposal will have on important public views and spaces, vistas, landmarks and landscape features.			
Conclusion and recommendation(s) The degree of positive and negative impact on the place in terms of its heritage significance is:			
With consideration of this, the following	conditions are recommended:		