



# Meeting attachments

## Planning Committee

Wednesday 6 April 2022 6pm



## Table of Contents

PC2204-1	DEFERRED ITEM - BROMLEY ROAD, NO. 32 (STRATA LOT 1) HILTON – PATIO ADDITION TO EXISTING GROUPED DWELLING (TG DA0459/21).....	2
PC2204-2	REFERRED ITEM - JOSLIN STREET, NO. 16 (LOT 1132), HILTON - ALTERATIONS AND CHANGE OF USE TO GROUPED DWELLING TO EXISTING BUILDING AND TWO STOREY GROUPED DWELLING (TG DA0425/21).....	4
PC2204-3	LOCAL HERITAGE SURVEY AND HERITAGE LIST - ANNUAL UPDATE 2021 – 63 THOMPSON ROAD, NORTH FREMANTLE .....	13
PC2204-4	PARRY STREET, NO. 26 (LOT 440), FREMANTLE - FOUR STOREY MIXED USE DEVELOPMENT, (MULTIPLE DWELLINGS AND TOURIST ACCOMMODATION) – (TG DA0486/20).....	46
PC2204-5	HIGH STREET, NO. 81 (LOT 1), FREMANTLE – PARTIAL CHANGE OF USE TO TAVERN AND INTERNAL FIT OUT OF EXISTING BUILDING (ED DA0501/21).....	62
PC2204-6	STIRLING HIGHWAY, NO. 108 (LOT 1), NORTH FREMANTLE - CHANGE OF USE TO MULIPLE DWELLING AND A TWO STOREY ADDITION TO EXISTING MIXED USE DEVELOPMENT (JL DA0521/21).....	64
PC2204-7	STAPLES STREET, NO. 18 (LOT 4), NORTH FREMANTLE - TWO STOREY REAR ADDITIONS AND ALTERATIONS TO EXISTING SINGLE HOUSE (ED DA0020/22) .....	76
PC2204-8	GIRTON LANE, NO. 3-5 (LOT 8) FREMANTLE - ADDITIONS (TWO STOREY) AND ALTERATIONS TO EXISTING SINGLE HOUSE (TG DA00547/21).....	83
PC2204-9	SOLOMON STREET, NO. 45 (LOT 40) FREMANTLE – ADDITIONS (THREE STOREY) AND ALTERATIONS TO EXISTING SINGLE HOUSE (TG DA0553/21).....	92
PC2204-10	SEAVIEW STREET, NO. 7 (LOT 1) BEACONSFIELD - CARPORT ADDITION TO EXISTING GROUPED DWELLING (JCL DA 0472/21) 105	
PC2204-11	INFORMATION REPORT - APRIL 2022 .....	108
PC2204-12	PROPOSED MRS AMENDMENT NORTH FREMANTLE DEVELOPMENT PRECINCT - PRELIMINARY COMMENTS .....	113



**PC2204-1 DEFERRED ITEM - BROMLEY ROAD, NO. 32 (STRATA LOT 1) HILTON – PATIO ADDITION TO EXISTING GROUPED DWELLING (TG DA0459/21)**

**ATTACHMENT 1 – Amended development plans**

CITY OF FREMANTLE  
These Revised Plans Form Part of  
DA0459/21  
29 March 2022

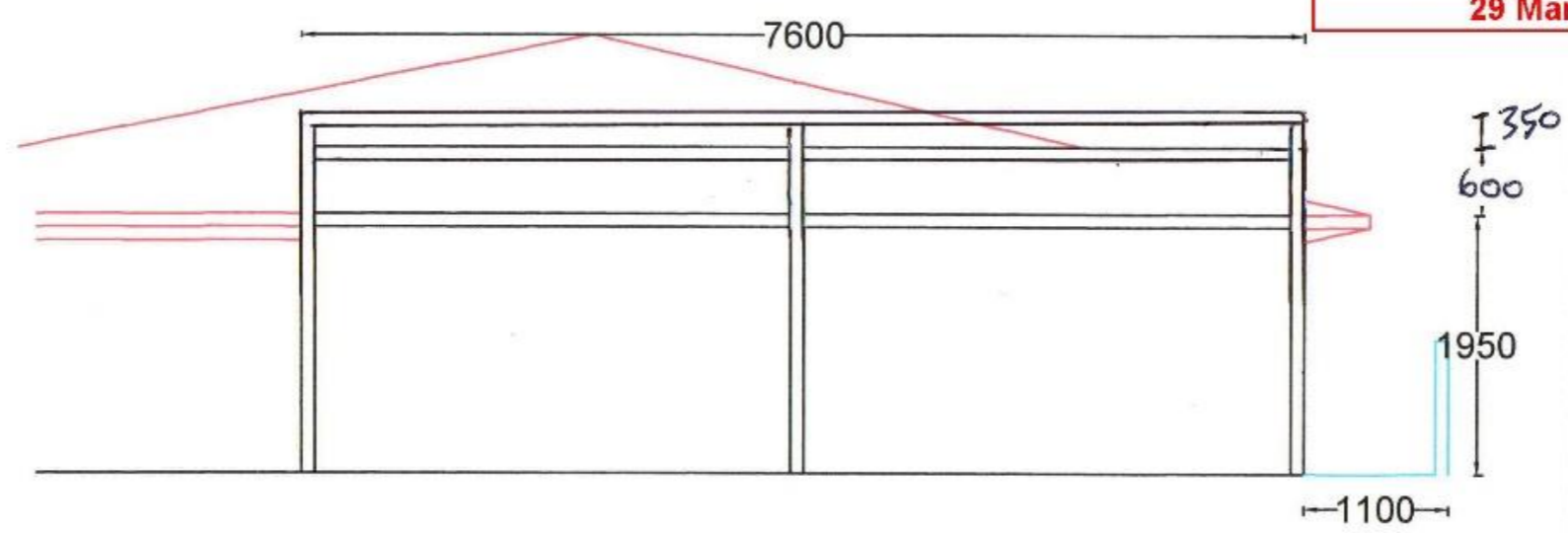
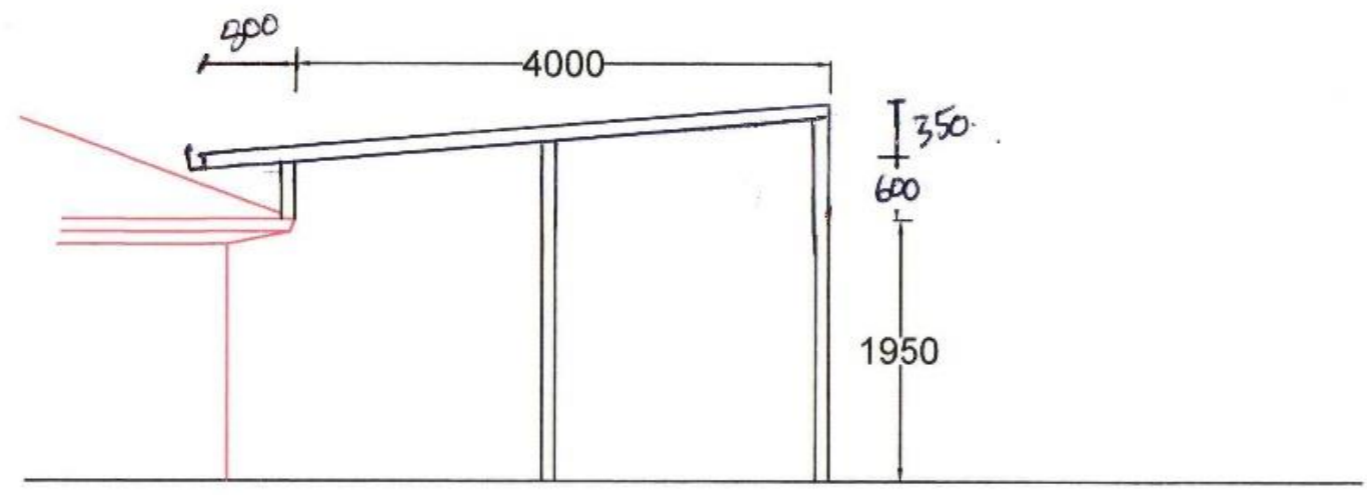

SURVEY-STRATA PLAN <b>76194</b> SHEET 1 OF 1 SHEETS		db surveys LIMITED IN DEPTH TO 60.96 METRES		VERSION	AMENDMENT	AUTHORISED BY	DATE
PLAN OF LOT 179 ON P6679		Phone/Fax: 9448 1033 Mobile: 0419 930 950 Our Ref: 711-01/D3					
CERTIFICATE OF TITLE VOL 2080 FOL 778				SCALE 1:250 @ A3 ALL DISTANCES ARE IN METRES			
LOCAL GOVERNMENT CITY OF FREMANTLE							
FIELD RECORD 141591							
NAME OF SCHEME 32 BROMLEY ROAD HILTON							
ADDRESS OF PARCEL 32 BROMLEY ROAD HILTON WA 6153							
MANAGEMENT STATEMENT NO							
SURVEYOR'S CERTIFICATE - Reg 54 David Busse							
<small>Surveyor's Certificate - Reg 54</small> <small>I hereby certify that this plan is accurate and is a correct representation of the lot and any other lot or lots shown on this plan and that I am a duly qualified and licensed surveyor under the provisions of the Survey Act 1985 and the Survey Regulations 1985.</small> <small>Surveyor's Name</small> <small>Surveyor's Signature</small> <small>Surveyor's Date</small>							
LOGGED 17-July-2017 \$493.00 248457							
EXAMINED 14-Aug-17							
<small>WESTERN AUSTRALIAN PLANNING COMMISSION</small> <small>W.A.P.C. REF: 371-16</small> <small>(Certificate of Approval of a P.C. under Section 250(2) of the Strata Titles Act 1985)</small> <small>Completed under S.N.P. &amp; D. Act 2005</small> <small>30-Aug-2017</small> <small>DATE</small>							
<small>PLAN APPROVED</small> <small>31-Aug-17</small> <small>DATE</small>							
<small>IN ORDER FOR DEALING</small> <small>Sec 150 &amp; 155 of the P &amp; D Act</small> <small>Sec 70A &amp; 129BA of the TLA</small> <small>31-Aug-17</small> <small>DATE</small>							
<small>REGISTERED</small> <small>N756268</small> <small>2.11.2017</small> <small>DATE</small>							

INTERESTS AND NOTIFICATIONS						
SUBJECT	PURPOSE	STATUTORY REFERENCE	ORIGIN	LAND BURDENED	BENEFIT TO	COMMENTS
1	COVENANT	SEC 150 OF THE P & D ACT	THIS PLAN	LOT 2	MAIN ROADS WESTERN AUSTRALIA CITY OF FREMANTLE	RESTRICTION OF ACCESS AND ROAD VEHICLE ACCESS TO AND FROM STICK ROAD
	RESTRICTIVE COVENANT	SEC 129BA OF THE TLA	DOC N778526	LOTS 1, 2 & CP3		DESIGN RULES FOR NEW DEVELOPMENT
	NOTIFICATION	SEC 70A OF THE TLA	DOC N778525	LOTS 1, 2 & CP3		PROXIMITY TO AND MUST FROM TRANSPORT CORRIDOR (POTENTIAL)
	NOTIFICATION	SEC 165 OF THE P & D ACT	DOC N723223	LOTS 1, 2 & CP3		BLIND SPOT AREA (SWAP)

HELD BY LANDGATE IN A DIGITAL FORMAT ONLY

Landgate  
www.landgate.wa.gov.au  
LANDGATE COPY OF ORIGINAL NOT TO SCALE Thu Nov 15 16:34:00 2018 JOB 58103334

SIDE ELEVATIONS	<div style="border: 1px solid red; padding: 5px; text-align: center;"> <b>CITY OF FREMANTLE</b>  <b>These Revised Plans Form Part of</b>  <b>DA0459/21</b>  <b>29 March 2022</b> </div>			
				
FRONT ELEVATIONS				
	DATE	27.10.21	REECE CUNNINGHAM 0429 871 020	JOB NUMBER
	SCALE	1:100	PERTH PATIO MAGIC 15/2 SHEFFIELD ROAD WELSHPOOL	<b>RYDER</b> ADDRESS <b>32 BROMLEY RD</b>

NB: NO CHANGE TO EXISTING FLOOR LEVELS ON ALL ELEVATIONS. UNLESS STATED GROUND LEVELS REMAIN AS CONSTANT

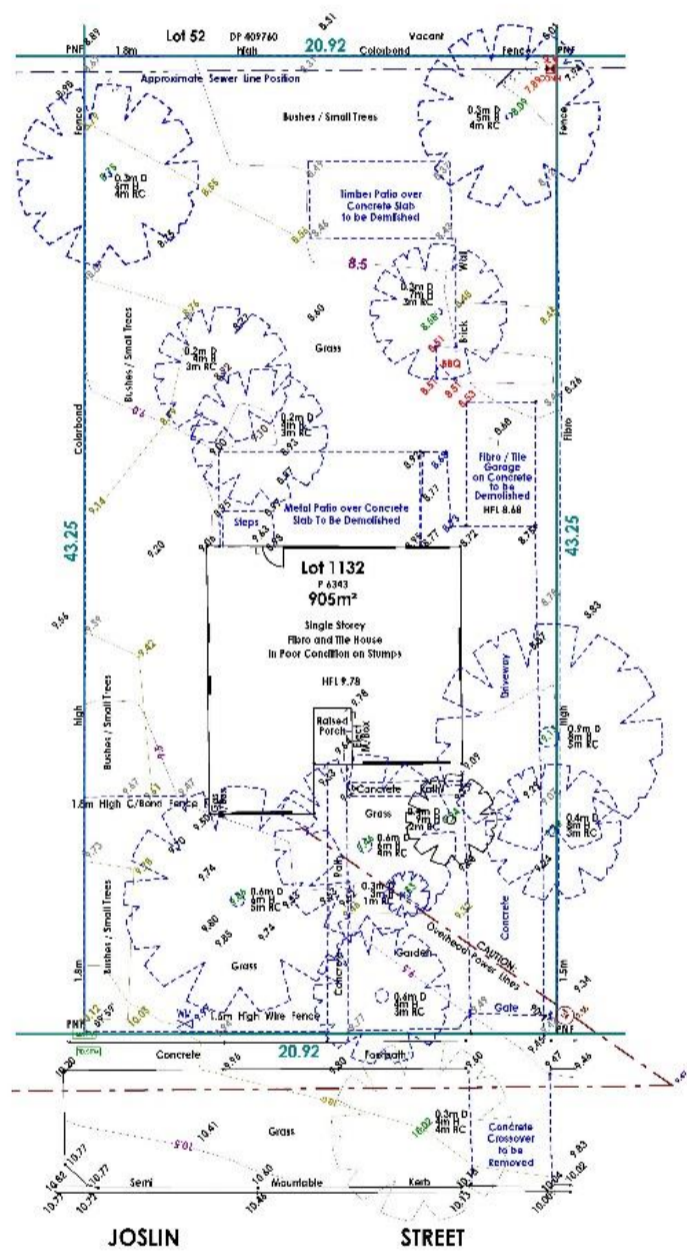




CLIENT : ATHERTON	SURVEYED ON : 7/10/2020	LOT : LOT 1132 (#16) JOSLIN STREET	CITY OF FREMANTLE These Revised Plans Form Part of	
AUTHORITY : CITY OF FREMANTLE	PROCESSED BY : J.S./A.M.	TOWN/SUB : HILTON	C/T : 1367/850	
MAP REF : N/A	SURVEYED BY : J.S.	BUILDER : PARAMOUNT DESIGN	SSP : 6343	DA0425/21
BUILDERS/CLIENTS SITE SURVEY only. The information shown on this drawing is current as at the Date of Survey. Boundary information, Easements etc., to be verified from the Certificate of Title, Plan/Diagram or a Boundary Repeg. Boundary position approximate only. Location of boundary pegs or fences in relation to the boundary lines are not guaranteed. Sewer/Drainage may vary from schematic presentation, clearances to be checked on site. Services information to be confirmed with relevant AUTHORITIES. For underground services - ring "DIAL BEFORE YOU DIG" for confirmation of those services.		DENADA SURVEYS LICENSED LAND & ENGINEERING SURVEYOR Unit 4 / 14 Holley Road, BALCATTA, WA, 6021 Telephone: (08) 9344 8885 Fax: (08) 9344 8889 Email: solutions@denada.net.au ABN: 81 406 090 788		
BUILDER REF No :		JOB No : 22373	DWG No : 22373cf-001	REV. A

**LOT 1132**  
905m<sup>2</sup>  
**ZONING R20**

**Lot 100**  
DP 413001  
(SP 72371)  
Single Storey  
Fibro and Tile House  
on Stumps  
HFL Inaccessible



**Lot 1133**  
P 6343  
Single Storey  
Fibro and Tile House  
on Stumps - Well Clear  
HFL Inaccessible

**NOTE:**  
CONTOUR INTERVAL 0.5m  
HEIGHT DATUM - SITE  
ORIGIN - NAIL AT KERB RL 10.00m

- LEGEND**
- SERVICES**
- ELECTRICITY DOME
  - SEWER CONNECTION
  - SQUARE SEWER MANHOLE
  - TELSTRA PIT
  - WATER METER
- LOT DETAIL**
- BW/GI - BOTTOM OF WALL/GROUND LEVEL
  - TL/GI - TOP OF WALL/GROUND LEVEL
  - TI - TOP OF WALL
  - PF - PEG FOUND
  - PG - PEG GONE
- TREE DETAIL**
- 0.3m D - TRUNK DIAMETER
  - 5m H - TREE HEIGHT
  - 2m RC - TREE CANOPY RADIUS
- FOOTPATH:** Located  
**WATER:** Yes  
**GAS:** Yes  
**TELSTRA:** Located  
**RE-PEG:** Recommended
- ROAD:** M100  
**FEED:** Semi Mountable  
**ELECTRICITY:** Overhead  
**VEGETATION:** Lawn/Garden  
**SEWER:** 1/5 Located

TABLE OF REVISIONS			
REV	DATE	BY	CHANGES MADE
A	16/10/2020	AM	Initial Issue

**NOTE:**  
DASHED LINE REPRESENTS HOUSE  
AND SITE FEATURES TO BE REMOVED

proposed atherton residence

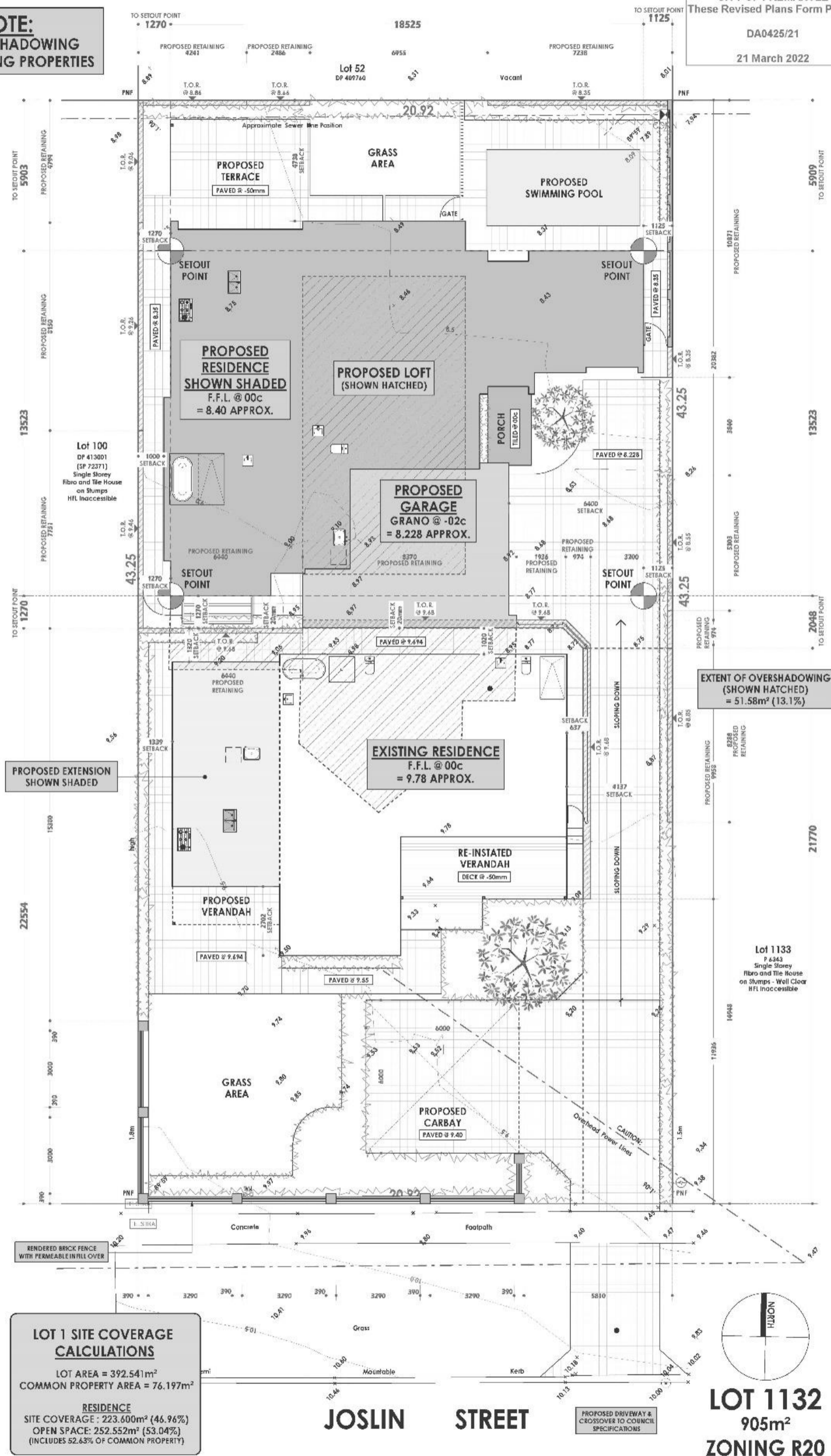
 <b>PARAMOUNT DESIGN</b> Unit 4, 511 Wanneroo Road BALCATTA WA 6061 Telephone: (08) 9346 3133 Facsimile: (08) 9349 4003 WEB: www.paramountdesign.com.au COPYRIGHT EMAIL: info@paramountdesign.com.au	<b>NOTES</b> CONFIRM ALL DIMENSIONS ON SITE PRIOR TO COMMENCEMENT OF WORK. REFER ENGINEER'S DRAWINGS FOR STRUCTURAL AND CONCRETE WORK. CONSTRUCTION DETAILS MAY VARY ON SITE AT THE BUILDER'S OR OWNER'S DISCRETION. DO NOT SCALE FROM DRAWINGS. This plan shall remain the sole property of Paramount Design and must not be copied, given, lent, resold, hired out or otherwise disposed of without the written permission of Paramount Design.	<table><tr><th>REV.</th><th>VARIATION</th><th>DATE</th></tr><tr><td>1</td><td>PLANNING REVIEW</td><td>26/10/2021</td></tr><tr><td>2</td><td>REVISION</td><td>22/04/2021</td></tr><tr><td>3</td><td>REVISION</td><td>13/12/2021</td></tr></table>	REV.	VARIATION	DATE	1	PLANNING REVIEW	26/10/2021	2	REVISION	22/04/2021	3	REVISION	13/12/2021	<b>client</b> <b>ATHERTON</b> <b>address</b> <b>LOT 1132 (#16) JOSLIN STREET, HILTON</b>	<b>job no.</b> <b>PD_20037</b> <b>sheet no.</b> <b>1 of 8</b> <b>scale</b> 1:200 @ A2	<b>drawing name:</b> <b>SITE SURVEY</b> <b>design subject to council approval</b>
REV.	VARIATION	DATE															
1	PLANNING REVIEW	26/10/2021															
2	REVISION	22/04/2021															
3	REVISION	13/12/2021															

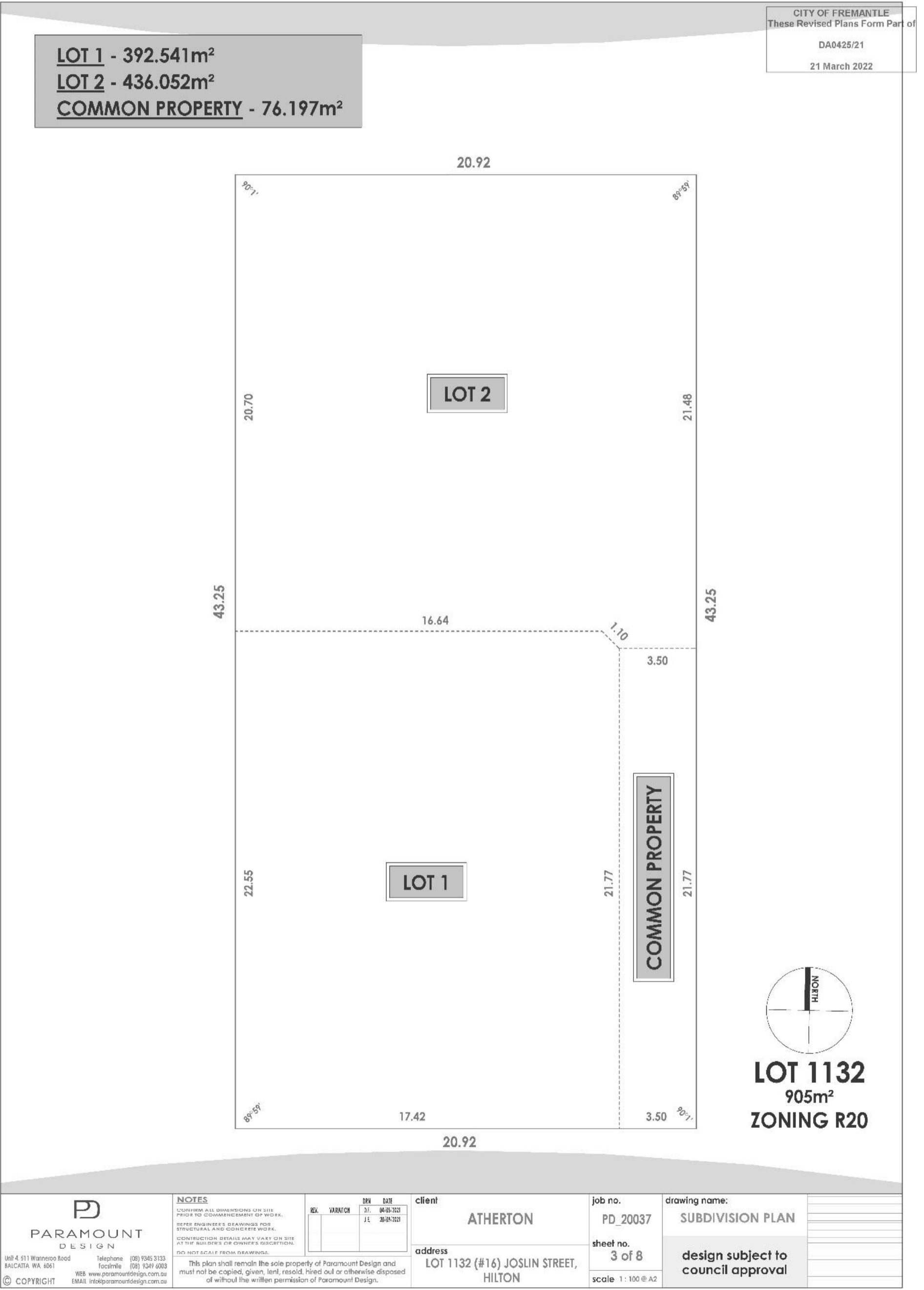
 <b>PARAMOUNT</b> <b>DESIGN</b>			
Unit 4, 511 Warristrip Road BALCATTA WA 6061		Telephone: (08) 9345 3183 Facsimile: (08) 9241 6003 WEB: <a href="http://www.paramountdesign.com.au">www.paramountdesign.com.au</a> EMAIL: <a href="mailto:care@paramountdesign.com.au">care@paramountdesign.com.au</a>	
<b>© COPYRIGHT</b>			
<b>client</b>			
<b>ATHERTON</b>			
<b>address</b>			
<b>LOT 1132 (#16) JOSLIN STREET, HILTON</b>			
<b>job no.</b> <b>PD_20037</b>		<b>sheet no.</b> <b>2 of 8</b>	
		<b>scale 1 : 100 @ A2</b>	
<b>REV.</b>	<b>VARIATION</b>	<b>DRN</b>	<b>DATE</b>
01		R.E	22/06/2021
02		J.E	20/09/2021
03	PLANNING RE-SUBMIT	J.E	15/12/2021
04	PLANNING RE-SUBMIT	J.E	16/03/2022
<b>drawing name:</b>			
<b>SITE PLAN</b>			
<b>design subject to council approval</b>			

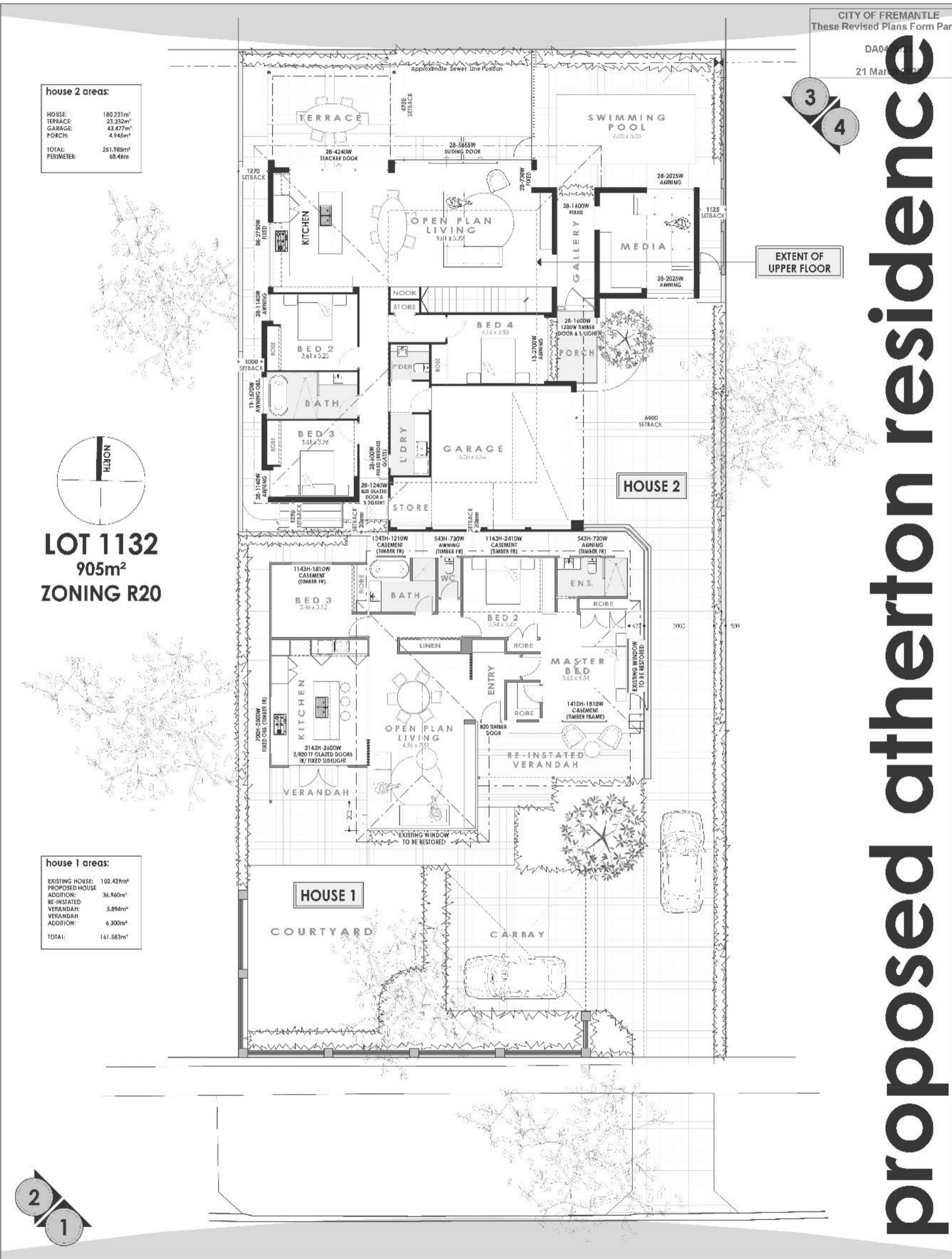
CITY OF FREMANTLE  
These Revised Plans Form Part of

DA0425/21

21 March 2022







house 2 areas:

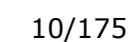
HOUSE:	180.231m <sup>2</sup>
TERRACE:	23.332m <sup>2</sup>
GARAGE:	43.477m <sup>2</sup>
PORCH:	4.945m <sup>2</sup>
TOTAL:	251.985m <sup>2</sup>
PERIMETER:	68.48m

house 1 areas:

EXISTING HOUSE:	102.429m <sup>2</sup>
PROPOSED HOUSE:	36.960m <sup>2</sup>
RE-INSTATED VERANDAH:	5.894m <sup>2</sup>
VERANDAH ADDITION:	6.300m <sup>2</sup>
TOTAL:	161.583m <sup>2</sup>

<div> <b>PARAMOUNT DESIGN</b></div> <div>Unit 4, 511 Wanneroo Road BALCATTA WA 4061</div> <div>Telephone (08) 9345 3133 Facsimile (08) 9349 6003 WEB <a href="http://www.paramountdesign.com.au">www.paramountdesign.com.au</a> EMAIL <a href="mailto:info@paramountdesign.com.au">info@paramountdesign.com.au</a></div> <div>© COPYRIGHT</div>		<div><b>NOTES</b></div> <div>CONFIRM ALL DIMENSIONS ON SITE PRIOR TO COMMENCEMENT OF WORK.</div> <div>REFER ENGINEER'S DRAWINGS FOR STRUCTURAL AND CONCRETE WORK.</div> <div>CONSTRUCTION DETAILS MAY VARY ON SITE AT THE BUILDER'S OR OWNER'S DISCRETION.</div> <div>DO NOT SCALE FROM DRAWINGS.</div> <div>This plan shall remain the sole property of Paramount Design and must not be copied, given, lent, resold, hired out or otherwise disposed of without the written permission of Paramount Design.</div>	<table><tr><th>REV.</th><th>VARIATION</th><th>DPN</th><th>DATE</th></tr><tr><td></td><td></td><td>J.E.</td><td>04-05-2021</td></tr><tr><td></td><td></td><td>J.E.</td><td>20-04-2021</td></tr><tr><td></td><td>PLANNING RE-SUBMIT</td><td>J.E.</td><td>15-12-2021</td></tr><tr><td></td><td>PLANNING RE-SUBMIT</td><td>J.E.</td><td>16-03-2022</td></tr></table>	REV.	VARIATION	DPN	DATE			J.E.	04-05-2021			J.E.	20-04-2021		PLANNING RE-SUBMIT	J.E.	15-12-2021		PLANNING RE-SUBMIT	J.E.	16-03-2022	<div>client</div> <div>ATHERTON</div> <div>address</div> <div>LOT 1132 (#16) JOSLIN STREET, HILTON</div>	<div>job no.</div> <div>PD_20037</div> <div>sheet no.</div> <div>4 of 8</div> <div>scale 1: 100 @ A2</div>	<div>drawing name:</div> <div>GROUND FLOOR PLAN</div> <div>design subject to council approval</div>	
REV.	VARIATION	DPN	DATE																								
		J.E.	04-05-2021																								
		J.E.	20-04-2021																								
	PLANNING RE-SUBMIT	J.E.	15-12-2021																								
	PLANNING RE-SUBMIT	J.E.	16-03-2022																								









**VIEW 1:**  
**HOUSE 2 ENTRY**



**VIEW 2:**  
**HOUSE 2 FROM DRIVEWAY**



**VIEW 3:**  
**HOUSE 2 FROM STREET**



**VIEW 4:**  
**HOUSE 2 SETBACK FROM ABOVE**

<div></div> <div>PARAMOUNT DESIGN</div> <div>Unit 4, 511 Wanneroo Road BALCAITTA WA 6061</div> <div>Telephone (08) 9345 3133 Facsimile (08) 9349 6003</div> <div>WEB <a href="http://www.paramountdesign.com.au">www.paramountdesign.com.au</a> EMAIL <a href="mailto:info@paramountdesign.com.au">info@paramountdesign.com.au</a></div> <div>© COPYRIGHT</div>	<div>NOTES</div> <div>CONFIRM ALL DIMENSIONS ON SITE PRIOR TO COMMENCEMENT OF WORK.</div> <div>REFER ENGINEER'S DRAWINGS FOR STRUCTURAL AND CONCRETE WORK.</div> <div>CONSTRUCTION DETAILS MAY VARY ON SITE AT THE BUILDER'S OR OWNER'S DISCRETION.</div> <div>DO NOT SCALE FROM DRAWINGS.</div>	<table><tr><th>REV.</th><th>VARIATION</th><th>DRN</th><th>DATE</th></tr><tr><td>1</td><td>PLANNING 16-ELWMT</td><td>J E</td><td>04-05-2021</td></tr><tr><td>2</td><td>PLANNING 16-ELWMT</td><td>J E</td><td>15-12-2021</td></tr><tr><td>3</td><td>PLANNING 16-ELWMT</td><td>J E</td><td>16-03-2022</td></tr></table>	REV.	VARIATION	DRN	DATE	1	PLANNING 16-ELWMT	J E	04-05-2021	2	PLANNING 16-ELWMT	J E	15-12-2021	3	PLANNING 16-ELWMT	J E	16-03-2022	<div>client</div> <div>ATHERTON</div>	<div>job no.</div> <div>PD_20037</div>	<div>drawing name:</div> <div>3D PERSPECTIVES</div>	
	REV.	VARIATION	DRN	DATE																		
	1	PLANNING 16-ELWMT	J E	04-05-2021																		
	2	PLANNING 16-ELWMT	J E	15-12-2021																		
	3	PLANNING 16-ELWMT	J E	16-03-2022																		
			<div>address</div> <div>LOT 1132 (#16) JOSLIN STREET, HILTON</div>	<div>sheet no.</div> <div>8 of 8</div>	<div>design subject to council approval</div>																	
				<div>scale</div> <div>NA @ A2</div>																		



**PC2204-3 LOCAL HERITAGE SURVEY AND HERITAGE LIST - ANNUAL  
UPDATE 2021 – 63 THOMPSON ROAD, NORTH FREMANTLE**

**ATTACHMENT 1 –Hi Fidelity Studio, 63 Thompson Road, North Fremantle  
Heritage Assessment Review, Griffiths Architects March 2022**

Job No. 22129



---

HI FIDELITY STUDIO  
63 THOMPSON ROAD,  
NORTH FREMANTLE  
Heritage Assessment Review

Prepared for:  
Meridian Mall Pty Ltd

March 2022

Griffiths Architects





### Griffiths Architects



ABN 91 277 671 706

1/315 Rokeby Road, Subiaco

Western Australia 6008

Telephone 08 9381 1666

[mail@griffithsarchitects.com.au](mailto:mail@griffithsarchitects.com.au)

[www.griffithsarchitects.com.au](http://www.griffithsarchitects.com.au)

Griffiths Architects is a leading architectural firm in Perth, Australia. Griffiths Architects was born out of a practice of which Philip Griffiths was a co-director for over 20 years.

The company emerged from a desire to diversify the range of work covered by the practice, and to take a fresh approach to design.

The practice undertakes commissions in architecture, heritage, urban, interior design, interpretation and heritage assessments. Griffiths Architects provides professional advice on a range of issues related to these areas of our discipline.

The practice has won architectural, planning, and heritage awards for a wide range of projects located throughout the state.

Griffiths Architects has a great depth of experience across numerous project types and delivers innovative solutions that embrace environmental responsibility with elegant and simple solutions. The projects are the product of working closely with clients, carefully assessing their expectations, and delivering high quality results.

Cover: 63 Thompson Road, showing the premises in the streetscape. Griffiths Architects, February 2022

#### Revision History 25 March 2022

Document	Version	Author	Status	Date	Comments
HA	01	Griffiths Architects	Final	25/03/2022	Evan Rogers



Griffiths Architects



## Contents

---

Contents	i
Introduction	1
Conclusion	1
Heritage Listings	1
Location	2
History	3
Physical Evidence	6
Assessment	8
Statement of Significance	11
Conclusion	12
Photographs	13
References	20



## Introduction

---

This Heritage Assessment Review was prepared by Griffiths Architects and includes the existing buildings and site at number 63 Thompson Road, North Fremantle.

This property is nominated to be included in the City of Fremantle's Local Heritages Survey and Scheme Heritage List as a Management Category 2 Place.

The building was designed by the architect Iwan Iwanoff, and his involvement in the design would appear to be the principal reason for the nomination.

This assessment examines the building, tests its heritage values as stated in the City's assessment, provides an alternative view on style and looks at this building in the context of its architect's oeuvre.

In the assessment sections of this report, the City of Fremantle's text is used as the base information and all italicised text represents the work of this review, either in correcting information, providing additional information, and reviewing the values and statement.

## Conclusion

---

In our view, the City's assessment over states the significance of the place. In fact, this place is only loosely representative of Iwanoff's work. Although Iwanoff was an important architect, this place could not be said to be a good example of his work. If the building had been designed by a lesser-known architect it is likely it would not have been nominated for heritage listing.

Furthermore, the contribution to streetscape is not high due to a blank street frontage.

In this assessment, the heritage values of the place were tested, and it was found that the case for inclusion of the property City's Scheme Heritage List is weak, given the building's poor performance for its intended purpose. Consequently, we conclude that the property should not be placed on the Heritage List. Alternatively, should the council be inclined to include the place in the Heritage List, at best its heritage value sits more comfortably as a Management Category 3 place.

## Heritage Listings

---

The place is not included on any statutory heritage lists but rather is proposed for inclusion, as resolved by the City in September 2021.



## Location



**Figure 1** Location Plan of 63 Thompson Road, with the site outlined in red. Google Maps, 2022



## History

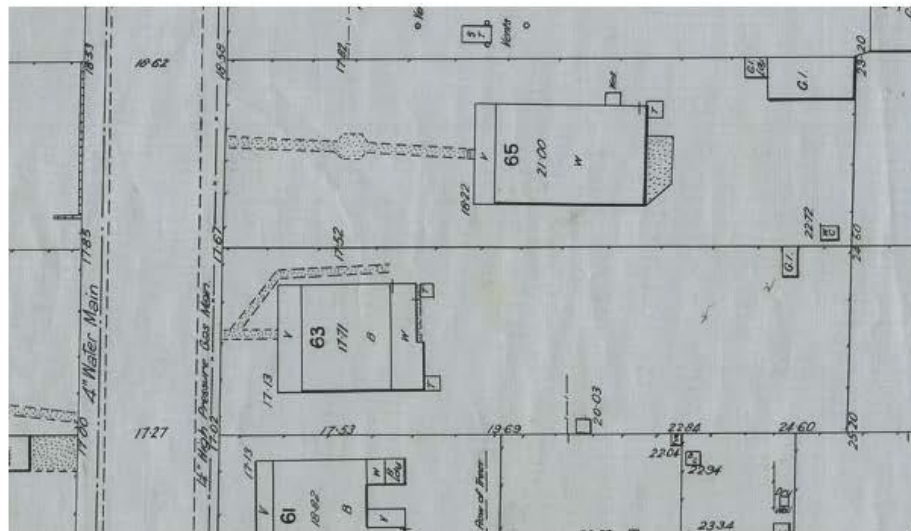
The following historic background is taken from the City of Fremantle's assessment and extended with additional information. The City's historic information has been condensed for this assessment. *Changed text is italicised.*

*North Fremantle was slow to develop and the first British settlements were market gardens, residential use, and a convict depot. The first documented factory was Pearse Brothers in 1871.*

*The general history of the area is well documented.*

Thompson Road was named for George Thompson (1838-74), Fremantle's first Town Clerk. Thompson Road is mainly residential with a *scattering of commercial, particularly at the northern end*, between Alfred and McCabe roads.

The 1940 sewer plan indicates a brick and iron house on 63 Thompson Road, with front and rear verandas. It also shows other industrial uses in the vicinity, including the Soap Factory, the Great Southern Roller Flour Mill, and the Vacuum Oil Company.



**Figure 2** 1940 Sewer Plan SROWA\_series634\_cons4156\_item2025

In 1967, the Hi-Fidelity Recording Studio was constructed for Martin Clarke. *The design was documented by Iwan Iwanoff, a Bulgarian architect who came to Australia and initially worked for Harold Krantz, along with other refugee architects. Clarke began his recording business in the family home in Mosman Park as a schoolboy, and in due course became the cofounder of Clarion Records.*

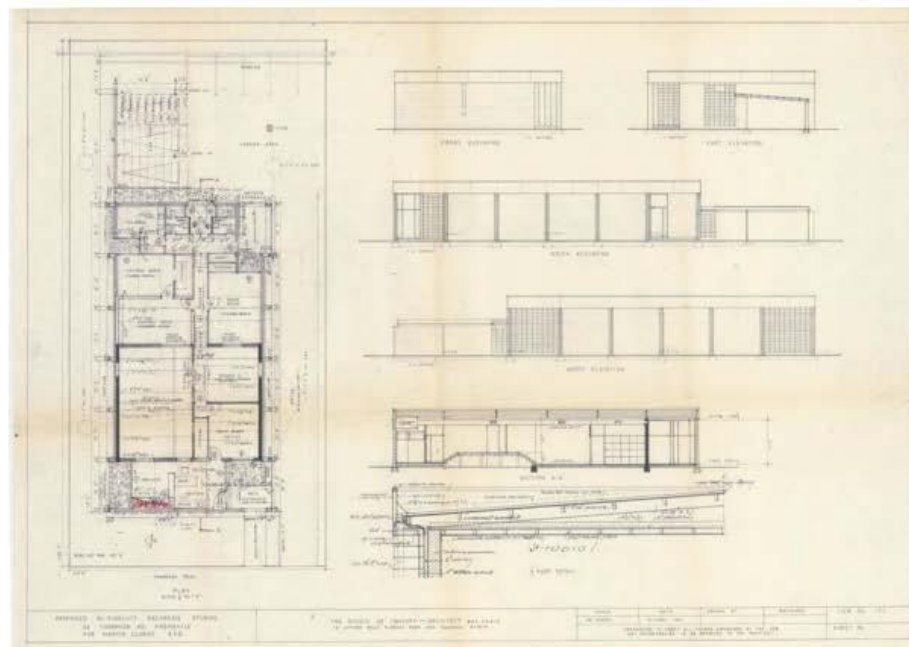
Griffiths Architects



*The studio design was documented to retain the brick house indicated in the 1940 sewer plan and planned to be an alteration and addition to achieve the studio outcome. However, a visit to the site revealed that this was not the case. The studio was built from scratch by Bonville Homes of Heerne Hill.*

The building has a reception, recording and cutting rooms, with simple amenities such as toilets and a kitchen.

*The building was used by Clarke as a recording studio for less than five years. The short duration of use is explained by issues associated with the suitability of the building as a recording studio, which ultimately forced him to re-locate to a purpose-built studio at 272 Hay Street East Perth.*



**Figure 3** Proposed Hi-Fidelity Recording Studios, 63 Thompson Road Fremantle for Martin Clarke Esq, The Studio of Iwanoff Architect, December 1967. City of Fremantle Archives. *Note that the house walls were to be retained.*

63 Thompson Road changed hands in the 1987 and the new owner adapted the place for use as a laboratory and office. *Other than general maintenance and fitting out of the larger spaces for laboratory work, few structural changes have been made to the building.*

*On purchase of the place by the present owner in 1989, Iwanoff's wife Maria, provided them with floor plans and stated that Martin Clarke was very critical of the design because of sound leakage and poor construction and suitability for a recording studio. Clarke soon relocated to Hay Street East Perth to a new purpose design studio operating as Martin Clarke Recording Studio.*



Griffiths Architects



Since *then and until recently*, the place has been commercial laboratory operated by Australian Process Technology *and owned by Meridian Mail Pty Ltd.*

Archival records at the City of Fremantle indicate that only minor structural modifications have been made to the place since it was constructed, apart from the addition of a free-standing shed and carport.



## Physical Evidence

---

The evidence in this section is based on the assessment by the City of Fremantle and additional information is italicized.

### Context

*The property is located toward the front of the lot along Thompson Road. The street presentation, and much of the front of the building is obscured by post mature planting.*

### Overview

Hi-Fidelity Recording Studio (fmr) is a single storey rectangular building with a low pitch *asbestos cement* roof, concealed by a parapet, and set back from front boundary in line with surrounding residential development. The rear half of the site is vacant aside from a metal shed and carport. *The street elevation is not visually accessible.*

### Studio

#### Exterior

The building shows the influence of the *Late Twentieth Century International style, with a modulated pier and panel wall system in concrete blocks and concrete block bris-soleil.*

*While the building contains little decorative detail, as demonstrated in most of Iwanoff's residential and civic buildings, it maintains a simple modulated envelope, utilizing the module of the concrete block, which was his preferred material.*

The building uses some *limited* passive solar design, *such as it can be with a recording studio*, with windows largely limited to the northern and southern elevations to facilitate cross-ventilation through the office and amenity areas.

*Though largely obscured by post mature planting*, the front elevation of the building presents as a blank wall to the street. The six-bay structural grid is articulated on the side elevations by *piers and planes*. The low-pitched roof is concealed by a low *framed and clad* parapet.

On the north elevation, full height windows to the kitchen area are concealed behind a bris-soleil blockwork arrangement and on the southern elevation there is a recessed entry porch.

#### Interior

The interior was not viewed by the City and this information is from a site inspection on 10 March 2022.

*The plan form remains much as designed, some interior partitioning apart.*



Griffiths Architects



*The interior is made of concrete block and light weight partition walls, carpeted concrete and timber floors, jarrah skirtings and architraves, plain cornices and vermiculite and plasterboard ceilings. Window joinery is jarrah subframes with aluminium windows, and doors are jarrah veneer and jarrah frames.*

*Though the original purpose of the studio is discernible, there is no evidence of the equipment required for it to function. Fittings and services are now more reflective of laboratory and office use.*



## Assessment

### Comparative

This section was re-written entirely.

Iwanoff's work is important to the architectural history of the state, but his designs were not consistently in one style. The houses varied greatly in style with the *Masala House* being the pinnacle of his brutalist houses and *Northam Town Hall and Library* being his largest building executed in the same style. Both of these places are included in the State Register of Heritage Places.



**Figure 4** Northam Town Hall and Library



**Figure 5** Masala House, Dianella

In his short career, Iwanoff gained a good following amongst residential clients and a modest following in the commercial domain.

Griffiths Architects



**Figure 6** A row of shops in Onslow Road Shenton Park, designed by Iwanoff.

He also executed a small number of commercial buildings, one in Murray Street east (demolished) and a small parade of shops in Onslow Road Shenton Park (extant).

#### **Heritage Values**

In this section, reviewed sections are italicised.

##### **Aesthetic value**

*Hi-Fidelity Studio (fmr) has limited aesthetic value as a representative example of Iwan Iwanoff's design work in the Late Twentieth Century International style. The style of the building is similar to the construction methods and styles of numerous light industrial areas across Perth.*

##### **Historic value**

*Hi-Fidelity Studio (fmr) is a late example of industrial and commercial development after World War II and immediately prior to the emergence of O'Connor and Cockburn as major industrial areas.*

##### **Scientific value**

Nil

##### **Social value**

*Not established*

##### **Rarity**

*It is one of a small number of non-residential buildings designed by Iwanoff, and a modest example.*

##### **Integrity**

Moderate

##### **Authenticity**



Griffiths Architects



*Moderate to high*



Griffiths Architects



## Statement of Significance

---

As an outcome of this review, the following is the recommended Statement of Significance for consideration by the City. This section has been re-written in its entirety.

*Hi-Fidelity Studio (fmr), 63 Thompson Road, a concrete block and asbestos roofed commercial building in the Late Twentieth Century International style has cultural heritage significance for the following reasons:*

*It is a simple representative example of the work of Iwan Iwanoff indicating his use of a variety of styles of architecture and one of a small number of commercial buildings completed by him;*

*It is representative of the changes in post-World War II planning and the end of industrial development in Fremantle and North Fremantle when O'Connor and Cockburn began to draw away this kind of development; and,*

*It contributes the diverse character of North Fremantle.*

### Discussion

Looking across the broad range of Iwanoff's work, 63 Thompson Road is only a representative example when compared to his best work. The *bris-soleil* blockwork which Iwanoff used extensively, was used in many commercial/industrial buildings across the Perth metropolitan area. Multiple bay structural grid articulated on the side elevations by piers and planes, was commonly used across Perth's industrial areas. *Bris-soleil* blockwork is not unique to Iwanoff and can be seen in many residential buildings from that era across Perth. For example, the Commonwealth Games village houses in City Beach and also various apartment buildings in Wembley and other gentrified suburbs in Perth's inner suburbs.



Griffiths Architects



## Conclusion

---

In our view, the City's assessment over states the significance of the place. In fact, this place is only loosely representative of Iwanoff's work. Although Iwanoff was an important architect, this place could not be said to be a good example of his work. If the building had been designed by a lesser-known architect it is likely it would not have been nominated for heritage listing.

Furthermore, the contribution to streetscape is not high due to a blank street frontage.

In this assessment, the heritage values of the place were tested, and it was found that the case for inclusion of the property City's Scheme Heritage List is weak, given the building's poor performance for its intended purpose. Consequently, we conclude that the property should not be placed on the Heritage List. Alternatively, should the council be inclined to include the place in the Heritage List, at best its heritage value sits more comfortably as a Management Category 3 place.

Griffiths Architects



## Photographs

Other than the photograph immediately below, the photographs in this section cover were taken by Griffiths Architects during a site visit in February 2022.



**Figure 7** Streetscape view. *Griffiths Architects 2022*



**Figure 8** Front entrance. *Griffiths Architects 2022*

Griffiths Architects



**Figure 9** South Elevation. *Griffiths Architects 2022*



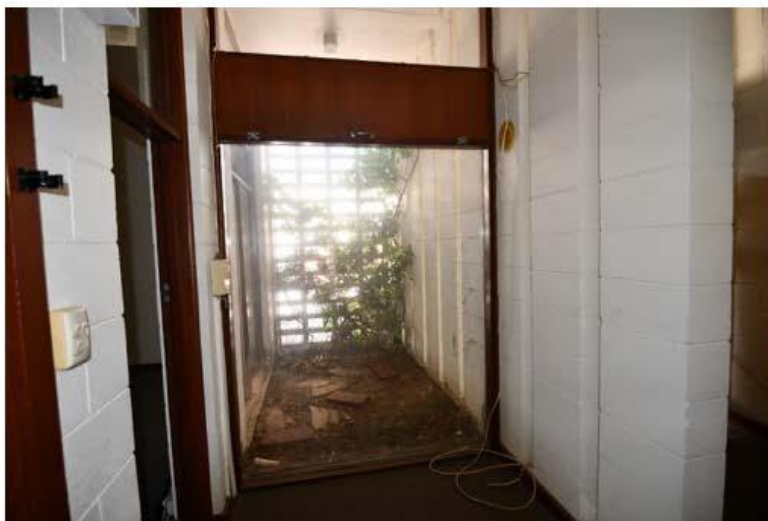
**Figure 10** South elevation from the west. *Griffiths Architects 2022*

Griffiths Architects



**Figure 11** Rear elevation. *Griffiths Architects 2022*

**Interior**



**Figure 12** Entrance courtyard and bris-soleil. *Griffiths Architects 2022*

Griffiths Architects



**Figure 13** Entrance hall. *Griffiths Architects 2022*



**Figure 14** Corridor heading east. *Griffiths Architects 2022*

Griffiths Architects



**Figure 15** North studio and viewing window from recording suite. *Griffiths Architects 2022*

Griffiths Architects



**Figure 16** Studio adapted to laboratory. *Griffiths Architects 2022*



**Figure 17** Studio with north facing windows. *Griffiths Architects 2022*



Griffiths Architects



**Figure18** Office on the southside looking into courtyard. *Griffiths Architects 2022*



Griffiths Architects



## References

---

State Records Office, *Metropolitan Sewerage Scheme Plans*, 1910 - 1954.  
City of Fremantle Heritage Assessment

## ATTACHMENT 2 – Heritage Assessment, Hi Fidelity Recording Studio (Fmr.), 63 Thompson Road, North Fremantle, City of Fremantle 30/8/21

### Heritage Assessment

**Address:** High Fidelity Recording Studio (Fmr.), 63 Thompson Road, North Fremantle

**Date:** 30/08/2021



63 Thompson Road, North Fremantle, ESRI, 21/10/2020

#### INTRODUCTION

The purpose of this heritage assessment is to consider the heritage significance of this place and if it is suitable for inclusion on the City of Fremantle Heritage List. The assessment is being carried out as part of the 2021 Annual Update of the Heritage List and Local Heritage Survey. The place was nominated for inclusion on the list by a member of the public as a well-designed Late Twentieth Century building designed by the renowned Perth architect Iwan Iwanoff.

#### CURRENT HERITAGE LISTINGS

##### State Register of Heritage Places

The place is not included in the State Register of Heritage Places.

##### Inherit

There is no place record for 63 Thompson Road on the Inherit Database

##### City of Fremantle Heritage List / Heritage Area

The place is not included on the Heritage List

The place is included in the North Fremantle Heritage Area.

##### City of Fremantle Local Heritage Survey (LHS)

The place is not included on the City of Fremantle's Local Heritage Survey



## DOCUMENTARY EVIDENCE

### North Fremantle

The North Fremantle area proper did not develop until after the arrival of the convicts in 1850. In 1851, Captain J. Bruce, commanding officer of the pensioner guards, was granted 150 acres in the area and allotments were surveyed and allocated to the pensioner guards, who accompanied the convicts. Other places associated with the Convict Establishment period include the North Fremantle Convict Depot (on site of fmr North Fremantle School, and North Fremantle Railway Station) and the construction of the Fremantle-Perth Road.

With the impact of the goldrushes in the 1890s and 1900s, the huge growth in population and the increase in prosperity, North Fremantle began to develop as a residential area. However, with the construction of the Rocky Bay Quarries in 1892 and the completion of the Inner Harbour in 1897, there were also opportunities for the development of industry, trade and commercial businesses in North Fremantle. Since the first decades of the twentieth century, North Fremantle has functioned as a mixed residential and medium to light industrial area.<sup>1</sup>

In the Gold-rush era industry developed with the establishment of the Fremantle Steam Laundry (1897), Burfords Soap factory (1905), Fergusons Timber Yard, Pearse Bros., yard, Victorian Galvanizing Iron Co., the Government Abattoirs at Port Beach (1907), Mount Lyall Mining Railway Company (later CSBP) and the State Engineering Works at Rocky Bay (1913). In the Inter-War era industrial development in North Fremantle was reflected in such landmark buildings as; The Great Southern Flour Mills (Dingo Flour), the Weeties factory, the Ford Factory, the Vacuum Oil Company, and the long corrugated iron sheds along North Quay, Port Beach and Leighton Beach.

The long period of port expansion and modernisation triggered by the agricultural and mineral booms of the 50s and 60s ended in the 1970s. In the 1980s and 1990s industry began to leave North Fremantle for industrial estates on the outskirts of the metropolitan area. The State Engineering works closed in 1987 followed by other businesses such as the Ford Motor Company, Harvest Road Iceworks, the Weeties factory, Bradford Insulation, Dillingham Shipyards, Precision Marine, Phillips and Joinery Works. Following the closure of these industries industrial buildings have been adapted for use as for residential units and 'brown field' sites have been redevelopment for housing.

### 83 Thompson Road

Thompson Road was named for George Thompson (1838-1874), Fremantle's first town clerk (1871-73). Thompson Road is mainly residential, with some commercial development at the northern end between Alfred Road and McCabe Road. Most of the houses were built c. 1900. Only a few lots on the street remained vacant in the 1920s.

A metropolitan drainage plan for 1940 shows that 63 Thompson Road had been developed at that time with a brick house with a front and rear verandah. It also shows the commercial and light industrial development north of Alfred Road and in the near vicinity of 63 Thompson Road including the Soap Factory, the Great Southern Roller Flour Mill (Dingo Flour) and the Vacuum Oil Company.



Part of Metropolitan Sewerage, Fremantle District PWDWA plan 2025, c. 1940  
In 1940, 63 Thompson Road is a brick house with front and rear verandas.



Part of Metropolitan Sewerage, Fremantle District PWDWA plan 2025, c. 1940 showing industrial development around 63 Thompson Road.

The brick cottage at 63 Thompson Road can be seen on a 1965 aerial photograph of the area but by 1976 it has been replaced with the existing building, the former Hi Fidelity Recording Studio. The mixture of light industrial and residential use in the surrounding area can be seen in the photographs. The house directly to the north of 63 Thompson Road was also replaced with an industrial building when a plumbing supply store and warehouse was constructed for Charles Smith in the early 1970s.

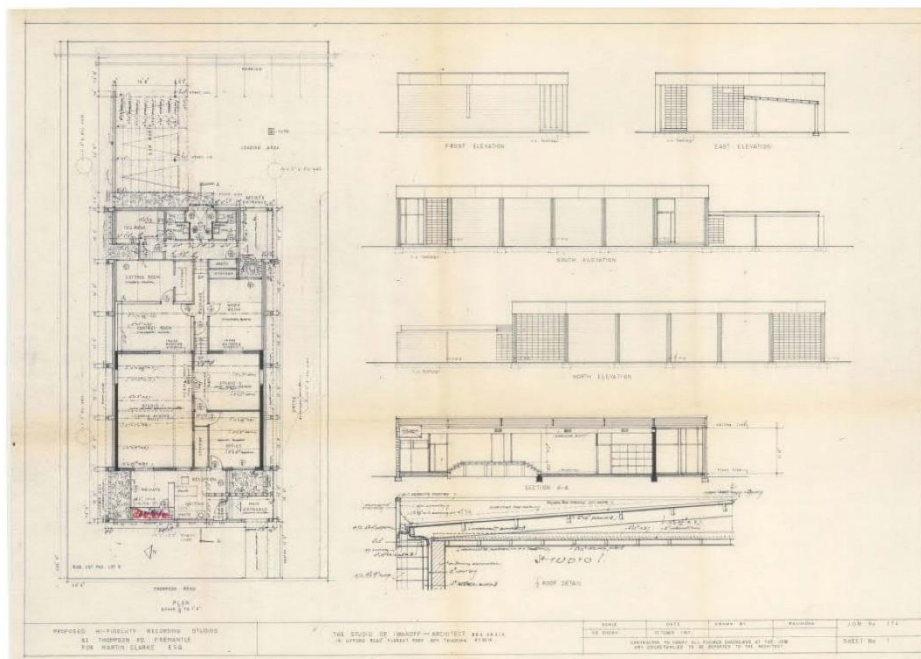


Part of the aerial photograph of the site from 1965, ESRI.



Part of the aerial photograph of the site from 1974, ESRI.

In 1967 the Hi Fidelity Recording Studio was constructed at 63 Thompson Road for Martin Clarke. The building was designed by the architect Iwan Iwanoff and constructed by Bonville Homes of Hearne Hill. It contained a reception area, office, two studios, work room, control room and cutting room together with amenities such as toilets and a kitchen. The Building licence drawings and specification are held by the City of Fremantle archives (BL 9591/1968). The designated planning use of the place was 'factory building'.



Proposed Hi-Fidelity Recording Studios, 63 Thompson Road Fremantle for Martin Clarke Esq, The Studio of Iwanoff Architect, December 1967. City of Fremantle Archives

The drawings show a carefully designed and detailed concrete block building which uses structural elements and functional zoning to articulate the elevations. The plan of the building is divided into zones which are related to the structural grid. The first bay of the grid contains the entry porch, reception area and office and the last bay contains the amenities areas for staff and artists including toilets and tea room. Sandwiched between these two zones are the four central bays which contain the acoustically insulated studios and office and the work and storage rooms. Air-conditioning is concealed in a service room at the rear of the building rather than added as an afterthought.

A letter on the City of Fremantle property file indicates that by 1975 the studio was being leased by the Community Radio Association. In 1977 a development application was made by E. Whitake for Will Upson Productions Pty Ltd to extend the recording studio. Drawings of the proposal do not exist, but the additional accommodation was described as a large studio, office, control room, tape storage and a larger toilet and kitchen. These additions were never constructed. It is not know if the extension was designed by Iwanoff.



The place changed hands again in the 1980s and minor modifications were made to the property in the following decades. In 1985 when a development application was received to attach a metal carport to the rear of the building, the place was being used by Polyndos as an office and laboratory.<sup>1</sup> In 1993 Meridian Mall P/L applied to replace the 1985 carport with a garage. Then in 2003 Australian Process Technology constructed a steel framed shed at the rear of the property for use as a workshop. None of these additions affected the 1968 studio building.

In 2021 the property is still in the ownership of Meridian Mall P/L.

#### **People associated with the place**

Iwan Iwanoff (1919 – 1986) was a Bulgarian born architect who trained in Europe and emigrated to Perth in 1950. He worked for Perth architectural firm Krantz and Sheldon and in Victoria before registering as an architect and starting his own architectural practice in Perth in 1963. Iwanoff worked outside of mainstream architectural practice in Perth following his own architectural vision and developing a dedicated list of clients, many who were also Post-War era migrants from Europe. In recent years there has been renewed interest in Iwanoff's work from the Perth architectural community and his houses have become highly sought after.

The heritage significance of Iwanoff's buildings had been recognised with the inclusion of the Marsala House in Dianella and the Northam Town Council Offices on the State Register of Heritage Places in 2009. A further five houses were identified for the registration assessment program in 2006. Twelve of Iwanoff's houses have been included on Local Government Heritage lists but there are no commercial or industrial buildings.

Iwanoff's architectural style has been described as 'Brutalist' because of his interest in the use of concrete block but his work displays a more refined and sculptural style which contrasts with the Brutalist emphasis on structure and function to generate form and detail. The HCWA assessment documentation compiled for the listing of the Marsala House and the Northam Town Hall describes the style as an idiosyncratic form of Late Twentieth Century Brutalism.

#### **PHYSICAL EVIDENCE**

63 Thompson Road was assessed from the street on 24 August 2021.

Thompson Road north of Alfred Road has a mixed industrial and residential character. A 1970s warehouse and shop are located directly to the north of 63 Thompson Road and the vista up the street is dominated by the Great Southern Roller Flour Mill and the former administrative and factory buildings of the Burford Soap Factory. Beyond these is the former Vaccume Oil Company. With the exception of the flour mill, all of these industrial building were adapted for residential units in the 1980s and 1990s.

The scale of these industrial buildings contrasts with the single storey detached houses dating predominantly from the 1900s.

<sup>1</sup> DA610/85, City of Fremantle Archives



Looking north up Thompson Road from number 63 the dominant form of the Great Southern Roller Flour Mill can be seen on the left of the road and the administrative building for the Burford Soap Factory on the right.



65 Thompson Road – This factory building was constructed in 1970 as plumbing and supply store and warehouse and then converted to five residential apartments in the 1990s. It replaced an earlier timber cottage on the site.

The former Hi-Fidelity Recording Studio is a single storey rectangular building with a flat roof set back from the front boundary in line with surrounding residential development. The rear half of the site is largely vacant with only a steel framed shed in the north-east corner.

The building shows the influence of the Late Twentieth Century Brutalist style of architecture with a monolithic form articulated by the building structure and programme and using a simple palette of concrete blocks and breeze soleil blocks. While this building contains little of the decorative sculptural detail visible in his residential projects, the elevations are tightly composed and attention has been paid to articulating the building structure and setting out the blockwork. The building also uses passive solar design with windows limited to the north and south elevations and cross ventilation through the office and amenity areas.

The front elevation of the building presents a blank wall to the street. The six bay structural grid is articulated on the side elevations by recessing the wall planes. The low pitch roof is concealed by a low parapet with a smooth rendered finish. On the north elevation full height windows and small garden spaces are concealed behind breeze soleil blockwork on end bays and on the south elevation there are recessed entry porches. The main entrance to the building has breeze soleil blockwork and a small garden set in front of full height glazing.

The interior of the building has not been inspected as a part of this assessment, so the extent of internal change and condition of the place is not known.



Hi Fidelity Recording Studio (Fmr.), 63 Thompson Road viewed from the north-west, 2021.



Hi Fidelity Recording Studio (Fmr.), 63 Thompson Road viewed from the south-west, 2021.

## ASSESSMENT OF HERITAGE SIGNIFICANCE

### Heritage Values

Hi Fidelity Recording Studio (Fmr.), 63 Thompson Road has been assessed against the heritage values set out in the ICOMOS Australia Burra Charter, 2013:

#### Aesthetic value:

Hi Fidelity Recording Studio (Fmr.), 63 Thompson Road has considerable aesthetic value in the context of Fremantle as a simple but well composed example of the work of Iwan Iwanoff and is an idiosyncratic example of the Late Twentieth Century Brutalist style of architecture.

#### Historic value:

Hi Fidelity Recording Studio (Fmr.), 63 Thompson Road has historic and social value as an example of the light industrial and commercial development that was established in North Fremantle between the 1890s and 1970s. It illustrates the development of traditional mixed use industrial and residential working class areas that were established prior to the rise of car ownership and the introduction of Post-War zoning plans which sought to separate land uses.

#### Scientific value

84 Hampton Road has little scientific value.



#### Social/spiritual value

Hi Fidelity Recording Studio (Fmr.), 63 Thompson Road was not identified as a heritage place in early heritage surveys by the Fremantle Society or by the City of Fremantle during the compilation of the Municipal Heritage Inventory in 2000. However, it was recently identified by researchers studying the works of Iwanoff as a rare example of a commercial building designed by his studio. The buildings of Iwan Iwanoff are valued by the general and architectural community as fine but idiosyncratic examples of the Post War Brutalist style of architecture.

#### Rarity

Hi Fidelity Recording Studio (Fmr.), 63 Thompson Road is rare as a well composed Late Twentieth Century Brutalist style building in Fremantle and as the only example of the work of Perth architect Iwan Iwanoff in Fremantle.

#### Representativeness

It is not have value as a representative example.

#### Integrity

Hi Fidelity Recording Studio (Fmr.), 63 Thompson Road has a moderate level of integrity as while it is no longer used as a recording studio, it still has a commercial use.

#### Authenticity

Externally the place has a high level of authenticity, but the authenticity of the interior is not known.

#### Statement of Heritage Significance

Hi Fidelity Recording Studio (Fmr.), 63 Thompson Road, a concrete block commercial building from the Late Twentieth Century has considerable cultural heritage significance in its own right within the context of Fremantle and its conservation is a priority.

Hi Fidelity Recording Studio (Fmr.), 63 Thompson Road has cultural heritage significance for the following reasons:

- It has aesthetic and rarity value as a simple but well composed example of the work of Iwan Iwanoff and as an idiosyncratic example of the Late Twentieth Century Brutalist style of architecture,
- it has historic and social value as an example of the light industrial and commercial development that was established in North Fremantle between the 1890s and 1970s. It illustrates the development of this traditional mixed use industrial and residential working class area before the rise of car ownership and the introduction of Post-War zoning plans, and
- it contributes to the character of the North Fremantle Heritage Area

#### Recommendation

- 63 Thompson Road should be included on the Heritage List
- 63 Thompson Road should be included on the Local Heritage Survey as management category Level 2 place..

**PC2204-4 PARRY STREET, NO. 26 (LOT 440), FREMANTLE - FOUR STOREY MIXED USE DEVELOPMENT, (MULTIPLE DWELLINGS AND TOURIST ACCOMMODATION) – (TG DA0486/20)**

**ATTACHMENT 1 – Amended Development Plans**



CITY OF FREMANTLE  
11855 162/1622 PARRY STREET, Lot 440  
DA0486/20  
14 March 2022

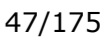
## Development Application

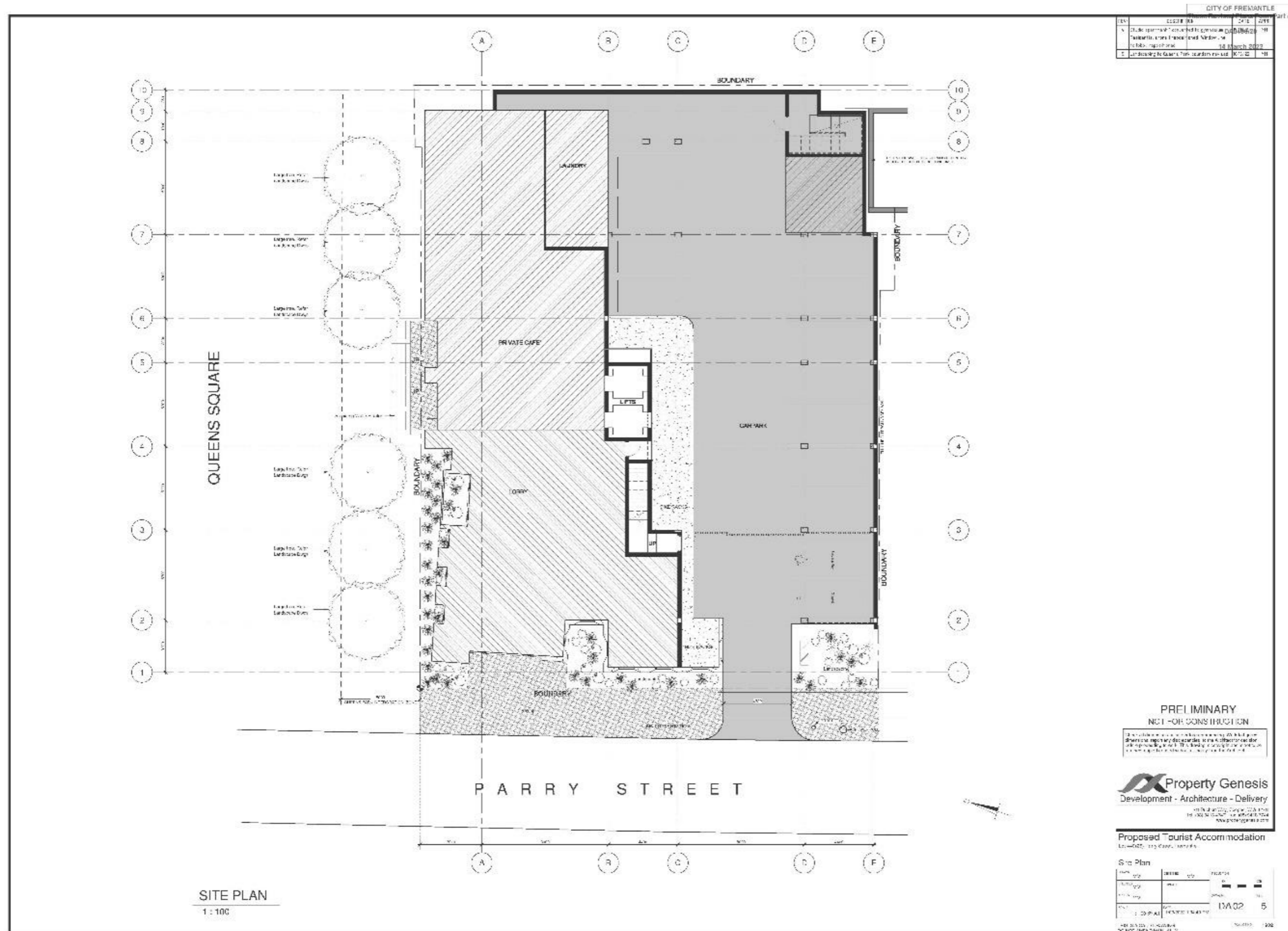
PROJECT  
Proposed Tourist Accommodation  
LOCATION  
Lot 440(26) Parry Street, Fremantle

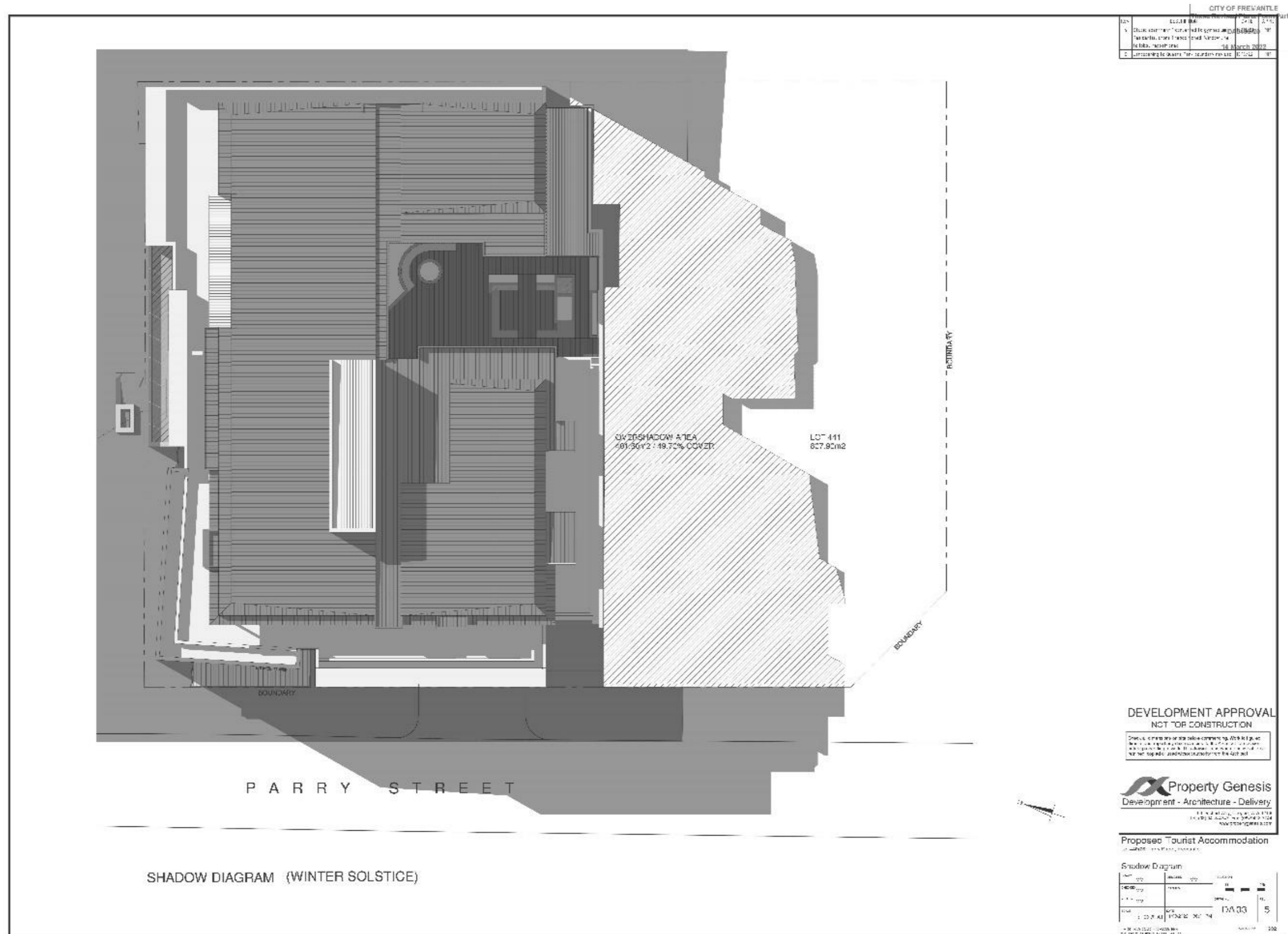
REVISION  
5  
CURRENT AS OF:  
15/11/21

PREPARED BY  
 Property Genesis  
Development - Architecture - Delivery  
64 Beach Way, Cockburn, WA 6162  
P. 08 9447 1111 M. 08 9447 1112  
WWW.PROPERTYGENESIS.COM

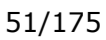
FOR  
MFT Investments







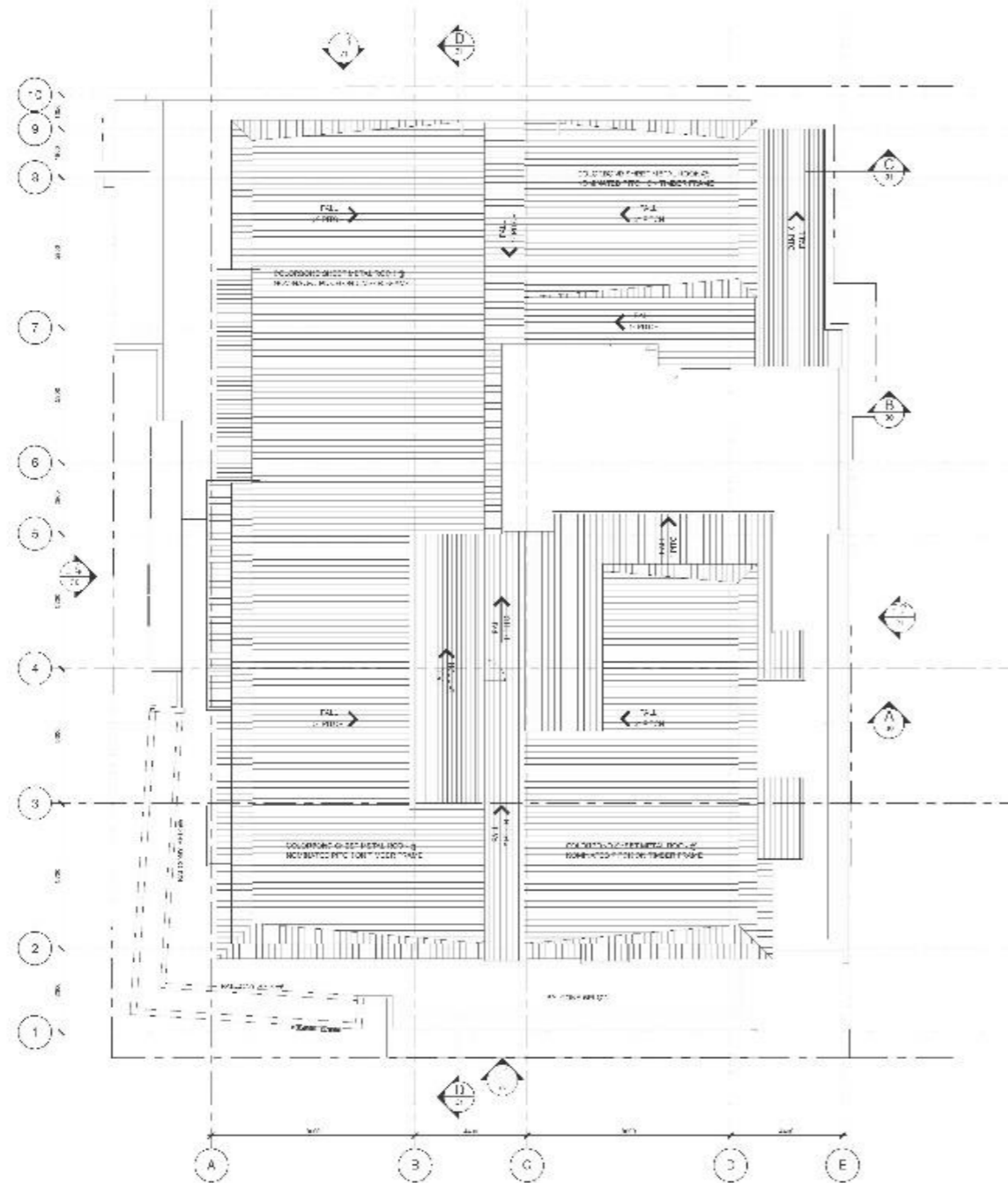








CITY OF FREMANTLE			
Item	Issue Number	Issue Date	Issue Description
1	11527	2018	2018
2	11528	2018	2018
3	11529	2018	2018
4	11530	2018	2018
5	11531	2018	2018
6	11532	2018	2018
7	11533	2018	2018
8	11534	2018	2018
9	11535	2018	2018
10	11536	2018	2018
11	11537	2018	2018
12	11538	2018	2018
13	11539	2018	2018
14	11540	2018	2018
15	11541	2018	2018
16	11542	2018	2018
17	11543	2018	2018
18	11544	2018	2018
19	11545	2018	2018
20	11546	2018	2018
21	11547	2018	2018
22	11548	2018	2018
23	11549	2018	2018
24	11550	2018	2018
25	11551	2018	2018
26	11552	2018	2018
27	11553	2018	2018
28	11554	2018	2018
29	11555	2018	2018
30	11556	2018	2018
31	11557	2018	2018
32	11558	2018	2018
33	11559	2018	2018
34	11560	2018	2018
35	11561	2018	2018
36	11562	2018	2018
37	11563	2018	2018
38	11564	2018	2018
39	11565	2018	2018
40	11566	2018	2018
41	11567	2018	2018
42	11568	2018	2018
43	11569	2018	2018
44	11570	2018	2018
45	11571	2018	2018
46	11572	2018	2018
47	11573	2018	2018
48	11574	2018	2018
49	11575	2018	2018
50	11576	2018	2018
51	11577	2018	2018
52	11578	2018	2018
53	11579	2018	2018
54	11580	2018	2018
55	11581	2018	2018
56	11582	2018	2018
57	11583	2018	2018
58	11584	2018	2018
59	11585	2018	2018
60	11586	2018	2018
61	11587	2018	2018
62	11588	2018	2018
63	11589	2018	2018
64	11590	2018	2018
65	11591	2018	2018
66	11592	2018	2018
67	11593	2018	2018
68	11594	2018	2018
69	11595	2018	2018
70	11596	2018	2018
71	11597	2018	2018
72	11598	2018	2018
73	11599	2018	2018
74	11600	2018	2018
75	11601	2018	2018
76	11602	2018	2018
77	11603	2018	2018
78	11604	2018	2018
79	11605	2018	2018
80	11606	2018	2018
81	11607	2018	2018
82	11608	2018	2018
83	11609	2018	2018
84	11610	2018	2018
85	11611	2018	2018
86	11612	2018	2018
87	11613	2018	2018
88	11614	2018	2018
89	11615	2018	2018
90	11616	2018	2018
91	11617	2018	2018
92	11618	2018	2018
93	11619	2018	2018
94	11620	2018	2018
95	11621	2018	2018
96	11622	2018	2018
97	11623	2018	2018
98	11624	2018	2018
99	11625	2018	2018
100	11626	2018	2018



ROOF  
1:100

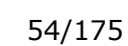
DEVELOPMENT APPROVAL  
NOT FOR CONSTRUCTION

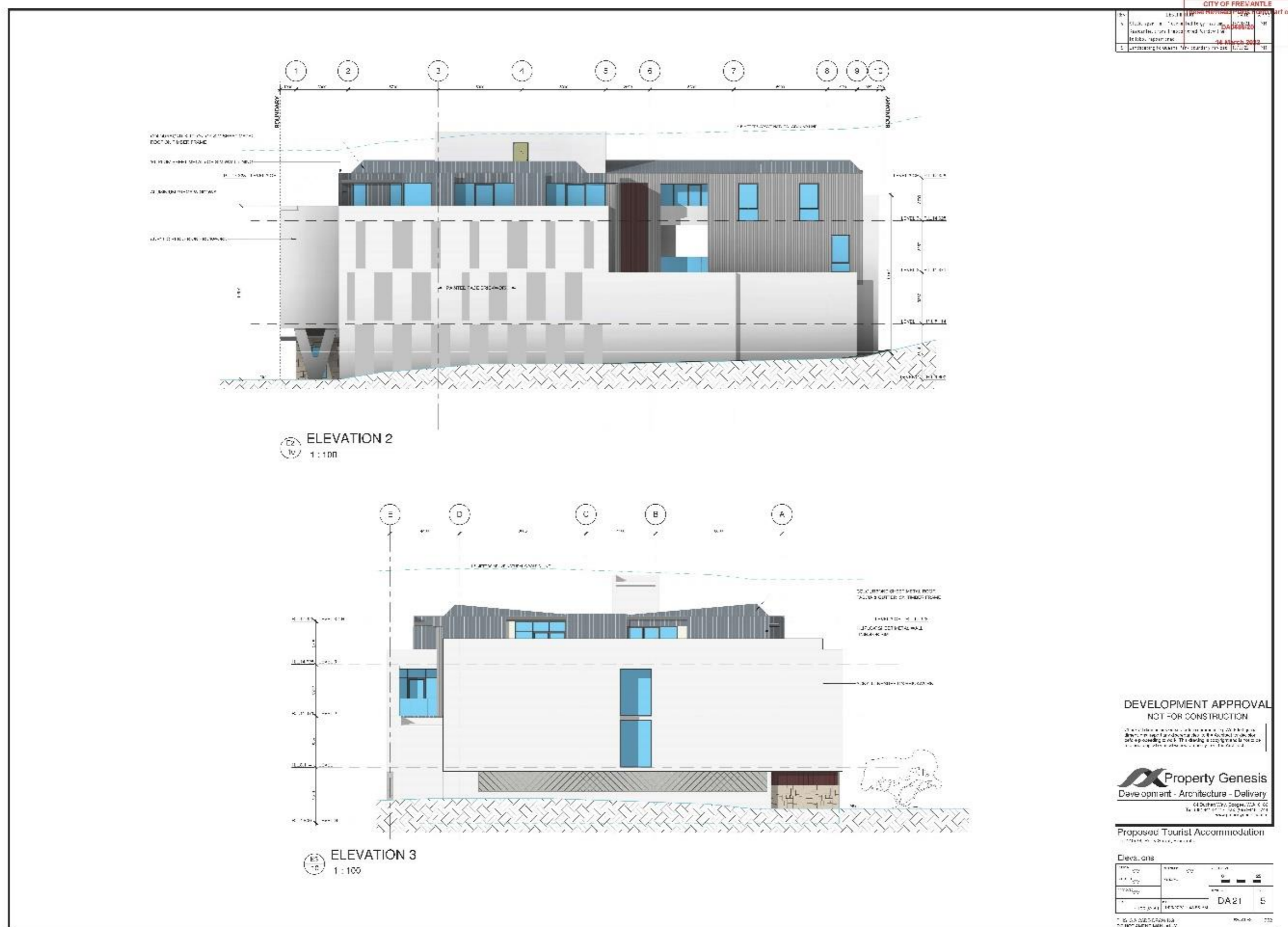
This document is a preliminary design and is not for construction. It is subject to change without notice. The design is based on the information provided and is not a guarantee of performance. The design is for informational purposes only.

**Property Genesis**  
Development - Architecture - Delivery  
100/102 Stirling Street, Fremantle WA 6155  
Tel: (08) 9442 1234 Fax: (08) 9442 1235  
www.propertygenesis.com

Proposed Tourist Accommodation  
Lot 100/102 Stirling Street, Fremantle

Roof Plan		Revision	
Rev	By	Rev	By
1	10/01/2021	1	10/01/2021
2	10/01/2021	2	10/01/2021
3	10/01/2021	3	10/01/2021
4	10/01/2021	4	10/01/2021
5	10/01/2021	5	10/01/2021
6	10/01/2021	6	10/01/2021
7	10/01/2021	7	10/01/2021
8	10/01/2021	8	10/01/2021
9	10/01/2021	9	10/01/2021
10	10/01/2021	10	10/01/2021
11	10/01/2021	11	10/01/2021
12	10/01/2021	12	10/01/2021
13	10/01/2021	13	10/01/2021
14	10/01/2021	14	10/01/2021
15	10/01/2021	15	10/01/2021
16	10/01/2021	16	10/01/2021
17	10/01/2021	17	10/01/2021
18	10/01/2021	18	10/01/2021
19	10/01/2021	19	10/01/2021
20	10/01/2021	20	10/01/2021
21	10/01/2021	21	10/01/2021
22	10/01/2021	22	10/01/2021
23	10/01/2021	23	10/01/2021
24	10/01/2021	24	10/01/2021
25	10/01/2021	25	10/01/2021
26	10/01/2021	26	10/01/2021
27	10/01/2021	27	10/01/2021
28	10/01/2021	28	10/01/2021
29	10/01/2021	29	10/01/2021
30	10/01/2021	30	10/01/2021
31	10/01/2021	31	10/01/2021
32	10/01/2021	32	10/01/2021
33	10/01/2021	33	10/01/2021
34	10/01/2021	34	10/01/2021
35	10/01/2021	35	10/01/2021
36	10/01/2021	36	10/01/2021
37	10/01/2021	37	10/01/2021
38	10/01/2021	38	10/01/2021
39	10/01/2021	39	10/01/2021
40	10/01/2021	40	10/01/2021
41	10/01/2021	41	10/01/2021
42	10/01/2021	42	10/01/2021
43	10/01/2021	43	10/01/2021
44	10/01/2021	44	10/01/2021
45	10/01/2021	45	10/01/2021
46	10/01/2021	46	10/01/2021
47	10/01/2021	47	10/01/2021
48	10/01/2021	48	10/01/2021
49	10/01/2021	49	10/01/2021
50	10/01/2021	50	10/01/2021
51	10/01/2021	51	10/01/2021
52	10/01/2021	52	10/01/2021
53	10/01/2021	53	10/01/2021
54	10/01/2021	54	10/01/2021
55	10/01/2021	55	10/01/2021
56	10/01/2021	56	10/01/2021
57	10/01/2021	57	10/01/2021
58	10/01/2021	58	10/01/2021
59	10/01/2021	59	10/01/2021
60	10/01/2021	60	10/01/2021
61	10/01/2021	61	10/01/2021
62	10/01/2021	62	10/01/2021
63	10/01/2021	63	10/01/2021
64	10/01/2021	64	10/01/2021
65	10/01/2021	65	10/01/2021
66	10/01/2021	66	10/01/2021
67	10/01/2021	67	10/01/2021
68	10/01/2021	68	10/01/2021
69	10/01/2021	69	10/01/2021
70	10/01/2021	70	10/01/2021
71	10/01/2021	71	10/01/2021
72	10/01/2021	72	10/01/2021
73	10/01/2021	73	10/01/2021
74	10/01/2021	74	10/01/2021
75	10/01/2021	75	10/01/2021
76	10/01/2021	76	10/01/2021
77	10/01/2021	77	10/01/2021
78	10/01/2021	78	10/01/2021
79	10/01/2021	79	10/01/2021
80	10/01/2021	80	10/01/2021
81	10/01/2021	81	10/01/2021
82	10/01/2021	82	10/01/2021
83	10/01/2021	83	10/01/2021
84	10/01/2021	84	10/01/2021
85	10/01/2021	85	10/01/2021
86	10/01/2021	86	10/01/2021
87	10/01/2021	87	10/01/2021
88	10/01/2021	88	10/01/2021
89	10/01/2021	89	10/01/2021
90	10/01/2021	90	10/01/2021
91	10/01/2021	91	10/01/2021
92	10/01/2021	92	10/01/2021
93	10/01/2021	93	10/01/2021
94	10/01/2021	94	10/01/2021
95	10/01/2021	95	10/01/2021
96	10/01/2021	96	10/01/2021
97	10/01/2021	97	10/01/2021
98	10/01/2021	98	10/01/2021
99	10/01/2021	99	10/01/2021
100	10/01/2021	100	10/01/2021







CITY OF FREMANTLE	
1. NAME OF THE DEVELOPMENT	PROPOSED TOURIST ACCOMMODATION
2. ADDRESS OF THE DEVELOPMENT	26-28, 30-32, 34-36, 38-40, 42-44, 46-48, 50-52, 54-56, 58-60, 62-64, 66-68, 70-72, 74-76, 78-80, 82-84, 86-88, 90-92, 94-96, 98-100, 102-104, 106-108, 110-112, 114-116, 118-120, 122-124, 126-128, 130-132, 134-136, 138-140, 142-144, 146-148, 150-152, 154-156, 158-160, 162-164, 166-168, 170-172, 174-176, 178-180, 182-184, 186-188, 190-192, 194-196, 198-200, 202-204, 206-208, 210-212, 214-216, 218-220, 222-224, 226-228, 230-232, 234-236, 238-240, 242-244, 246-248, 250-252, 254-256, 258-260, 262-264, 266-268, 270-272, 274-276, 278-280, 282-284, 286-288, 290-292, 294-296, 298-300, 302-304, 306-308, 310-312, 314-316, 318-320, 322-324, 326-328, 330-332, 334-336, 338-340, 342-344, 346-348, 350-352, 354-356, 358-360, 362-364, 366-368, 370-372, 374-376, 378-380, 382-384, 386-388, 390-392, 394-396, 398-400, 402-404, 406-408, 410-412, 414-416, 418-420, 422-424, 426-428, 430-432, 434-436, 438-440, 442-444, 446-448, 450-452, 454-456, 458-460, 462-464, 466-468, 470-472, 474-476, 478-480, 482-484, 486-488, 490-492, 494-496, 498-500, 502-504, 506-508, 510-512, 514-516, 518-520, 522-524, 526-528, 530-532, 534-536, 538-540, 542-544, 546-548, 550-552, 554-556, 558-560, 562-564, 566-568, 570-572, 574-576, 578-580, 582-584, 586-588, 590-592, 594-596, 598-600, 602-604, 606-608, 610-612, 614-616, 618-620, 622-624, 626-628, 630-632, 634-636, 638-640, 642-644, 646-648, 650-652, 654-656, 658-660, 662-664, 666-668, 670-672, 674-676, 678-680, 682-684, 686-688, 690-692, 694-696, 698-700, 702-704, 706-708, 710-712, 714-716, 718-720, 722-724, 726-728, 730-732, 734-736, 738-740, 742-744, 746-748, 750-752, 754-756, 758-760, 762-764, 766-768, 770-772, 774-776, 778-780, 782-784, 786-788, 790-792, 794-796, 798-800, 802-804, 806-808, 810-812, 814-816, 818-820, 822-824, 826-828, 830-832, 834-836, 838-840, 842-844, 846-848, 850-852, 854-856, 858-860, 862-864, 866-868, 870-872, 874-876, 878-880, 882-884, 886-888, 890-892, 894-896, 898-900, 902-904, 906-908, 910-912, 914-916, 918-920, 922-924, 926-928, 930-932, 934-936, 938-940, 942-944, 946-948, 950-952, 954-956, 958-960, 962-964, 966-968, 970-972, 974-976, 978-980, 982-984, 986-988, 990-992, 994-996, 998-1000
3. PROPOSED DEVELOPMENT	PROPOSED TOURIST ACCOMMODATION
4. DATE OF THE DEVELOPMENT	14 March 2002



Northwest View



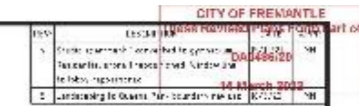
# DEVELOPMENT APPROVAL NOT FOR CONSTRUCTION

Checklist of requirements for development approval (DA) is provided on the next page. The DA must be completed and submitted to the City of Fremantle for approval. The DA must be completed and submitted to the City of Fremantle for approval. The DA must be completed and submitted to the City of Fremantle for approval.

**Property Genesis**  
Development - Architecture - Delivery  
100/102, 104, 106, 108, 110, 112, 114, 116, 118, 120, 122, 124, 126, 128, 130, 132, 134, 136, 138, 140, 142, 144, 146, 148, 150, 152, 154, 156, 158, 160, 162, 164, 166, 168, 170, 172, 174, 176, 178, 180, 182, 184, 186, 188, 190, 192, 194, 196, 198, 200, 202, 204, 206, 208, 210, 212, 214, 216, 218, 220, 222, 224, 226, 228, 230, 232, 234, 236, 238, 240, 242, 244, 246, 248, 250, 252, 254, 256, 258, 260, 262, 264, 266, 268, 270, 272, 274, 276, 278, 280, 282, 284, 286, 288, 290, 292, 294, 296, 298, 300, 302, 304, 306, 308, 310, 312, 314, 316, 318, 320, 322, 324, 326, 328, 330, 332, 334, 336, 338, 340, 342, 344, 346, 348, 350, 352, 354, 356, 358, 360, 362, 364, 366, 368, 370, 372, 374, 376, 378, 380, 382, 384, 386, 388, 390, 392, 394, 396, 398, 400, 402, 404, 406, 408, 410, 412, 414, 416, 418, 420, 422, 424, 426, 428, 430, 432, 434, 436, 438, 440, 442, 444, 446, 448, 450, 452, 454, 456, 458, 460, 462, 464, 466, 468, 470, 472, 474, 476, 478, 480, 482, 484, 486, 488, 490, 492, 494, 496, 498, 500, 502, 504, 506, 508, 510, 512, 514, 516, 518, 520, 522, 524, 526, 528, 530, 532, 534, 536, 538, 540, 542, 544, 546, 548, 550, 552, 554, 556, 558, 560, 562, 564, 566, 568, 570, 572, 574, 576, 578, 580, 582, 584, 586, 588, 590, 592, 594, 596, 598, 600, 602, 604, 606, 608, 610, 612, 614, 616, 618, 620, 622, 624, 626, 628, 630, 632, 634, 636, 638, 640, 642, 644, 646, 648, 650, 652, 654, 656, 658, 660, 662, 664, 666, 668, 670, 672, 674, 676, 678, 680, 682, 684, 686, 688, 690, 692, 694, 696, 698, 700, 702, 704, 706, 708, 710, 712, 714, 716, 718, 720, 722, 724, 726, 728, 730, 732, 734, 736, 738, 740, 742, 744, 746, 748, 750, 752, 754, 756, 758, 760, 762, 764, 766, 768, 770, 772, 774, 776, 778, 780, 782, 784, 786, 788, 790, 792, 794, 796, 798, 800, 802, 804, 806, 808, 810, 812, 814, 816, 818, 820, 822, 824, 826, 828, 830, 832, 834, 836, 838, 840, 842, 844, 846, 848, 850, 852, 854, 856, 858, 860, 862, 864, 866, 868, 870, 872, 874, 876, 878, 880, 882, 884, 886, 888, 890, 892, 894, 896, 898, 900, 902, 904, 906, 908, 910, 912, 914, 916, 918, 920, 922, 924, 926, 928, 930, 932, 934, 936, 938, 940, 942, 944, 946, 948, 950, 952, 954, 956, 958, 960, 962, 964, 966, 968, 970, 972, 974, 976, 978, 980, 982, 984, 986, 988, 990, 992, 994, 996, 998, 1000

Proposed Tourist Accommodation  
100/102, 104, 106, 108, 110, 112, 114, 116, 118, 120, 122, 124, 126, 128, 130, 132, 134, 136, 138, 140, 142, 144, 146, 148, 150, 152, 154, 156, 158, 160, 162, 164, 166, 168, 170, 172, 174, 176, 178, 180, 182, 184, 186, 188, 190, 192, 194, 196, 198, 200, 202, 204, 206, 208, 210, 212, 214, 216, 218, 220, 222, 224, 226, 228, 230, 232, 234, 236, 238, 240, 242, 244, 246, 248, 250, 252, 254, 256, 258, 260, 262, 264, 266, 268, 270, 272, 274, 276, 278, 280, 282, 284, 286, 288, 290, 292, 294, 296, 298, 300, 302, 304, 306, 308, 310, 312, 314, 316, 318, 320, 322, 324, 326, 328, 330, 332, 334, 336, 338, 340, 342, 344, 346, 348, 350, 352, 354, 356, 358, 360, 362, 364, 366, 368, 370, 372, 374, 376, 378, 380, 382, 384, 386, 388, 390, 392, 394, 396, 398, 400, 402, 404, 406, 408, 410, 412, 414, 416, 418, 420, 422, 424, 426, 428, 430, 432, 434, 436, 438, 440, 442, 444, 446, 448, 450, 452, 454, 456, 458, 460, 462, 464, 466, 468, 470, 472, 474, 476, 478, 480, 482, 484, 486, 488, 490, 492, 494, 496, 498, 500, 502, 504, 506, 508, 510, 512, 514, 516, 518, 520, 522, 524, 526, 528, 530, 532, 534, 536, 538, 540, 542, 544, 546, 548, 550, 552, 554, 556, 558, 560, 562, 564, 566, 568, 570, 572, 574, 576, 578, 580, 582, 584, 586, 588, 590, 592, 594, 596, 598, 600, 602, 604, 606, 608, 610, 612, 614, 616, 618, 620, 622, 624, 626, 628, 630, 632, 634, 636, 638, 640, 642, 644, 646, 648, 650, 652, 654, 656, 658, 660, 662, 664, 666, 668, 670, 672, 674, 676, 678, 680, 682, 684, 686, 688, 690, 692, 694, 696, 698, 700, 702, 704, 706, 708, 710, 712, 714, 716, 718, 720, 722, 724, 726, 728, 730, 732, 734, 736, 738, 740, 742, 744, 746, 748, 750, 752, 754, 756, 758, 760, 762, 764, 766, 768, 770, 772, 774, 776, 778, 780, 782, 784, 786, 788, 790, 792, 794, 796, 798, 800, 802, 804, 806, 808, 810, 812, 814, 816, 818, 820, 822, 824, 826, 828, 830, 832, 834, 836, 838, 840, 842, 844, 846, 848, 850, 852, 854, 856, 858, 860, 862, 864, 866, 868, 870, 872, 874, 876, 878, 880, 882, 884, 886, 888, 890, 892, 894, 896, 898, 900, 902, 904, 906, 908, 910, 912, 914, 916, 918, 920, 922, 924, 926, 928, 930, 932, 934, 936, 938, 940, 942, 944, 946, 948, 950, 952, 954, 956, 958, 960, 962, 964, 966, 968, 970, 972, 974, 976, 978, 980, 982, 984, 986, 988, 990, 992, 994, 996, 998, 1000

Perspectives	
North	East
South	West
DA22	5



**DEVELOPMENT APPROVAL  
NOT FOR CONSTRUCTION**

Check to determine if developments are in compliance with applicable zoning regulations, and if not, determine what is required to bring the development into compliance with applicable zoning regulations. This information is used to determine if the development is in compliance with applicable zoning regulations.

**Property Genesis**  
Development - Architecture - Delivery

10000 100th Avenue, Suite 100, Richmond, BC V6V 1K6  
Tel: (604) 271-1111 Fax: (604) 271-1112  
www.propertygenesis.com

**Proposed Tourist Accommodation**  
10000 100th Avenue, Richmond, BC

**Parsepovs**

NAME	ADDRESS	CITY	PROVINCE	POSTAL CODE	PHONE	FAX	EMAIL
Parsepovs	10000 100th Avenue	Richmond	BC	V6V 1K6	(604) 271-1111	(604) 271-1112	info@propertygenesis.com

DA23 5

CITY OF FREMANTLE			
Item	15.1	15.1	15.1
Subject	Development Application for a Tourist Accommodation	DA24/20	15.1
Location	15.1	15.1	15.1
Meeting	15.1	15.1	15.1
Decision	15.1	15.1	15.1
16 March 2022	16 March 2022	16 March 2022	16 March 2022
15.1	15.1	15.1	15.1



Streetscape Photomontage



**PRELIMINARY**  
NOT FOR CONSTRUCTION

Developed by: Property Genesis  
Development - Architecture - Delivery  
15.1/2022/DA24/20  
15.1/2022/DA24/20

**Proposed Tourist Accommodation**  
15.1/2022/DA24/20

**Perspectives**

View	Scale	Orientation	Notes
15.1/2022/DA24/20	1:100	15.1/2022/DA24/20	15.1/2022/DA24/20
15.1/2022/DA24/20	1:100	15.1/2022/DA24/20	15.1/2022/DA24/20
15.1/2022/DA24/20	1:100	15.1/2022/DA24/20	15.1/2022/DA24/20

DA24 5

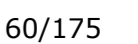
[illegible]

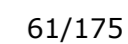
**PRELIMINARY  
NOT FOR CONSTRUCTION**



**Property Genesis**  
Development Architecture Delivery  
6600 S. 170th Avenue, Suite 100, Kent, WA 98032  
Tel: (206) 474-7474 Fax: (206) 491-0700  
www.propertygenesis.com

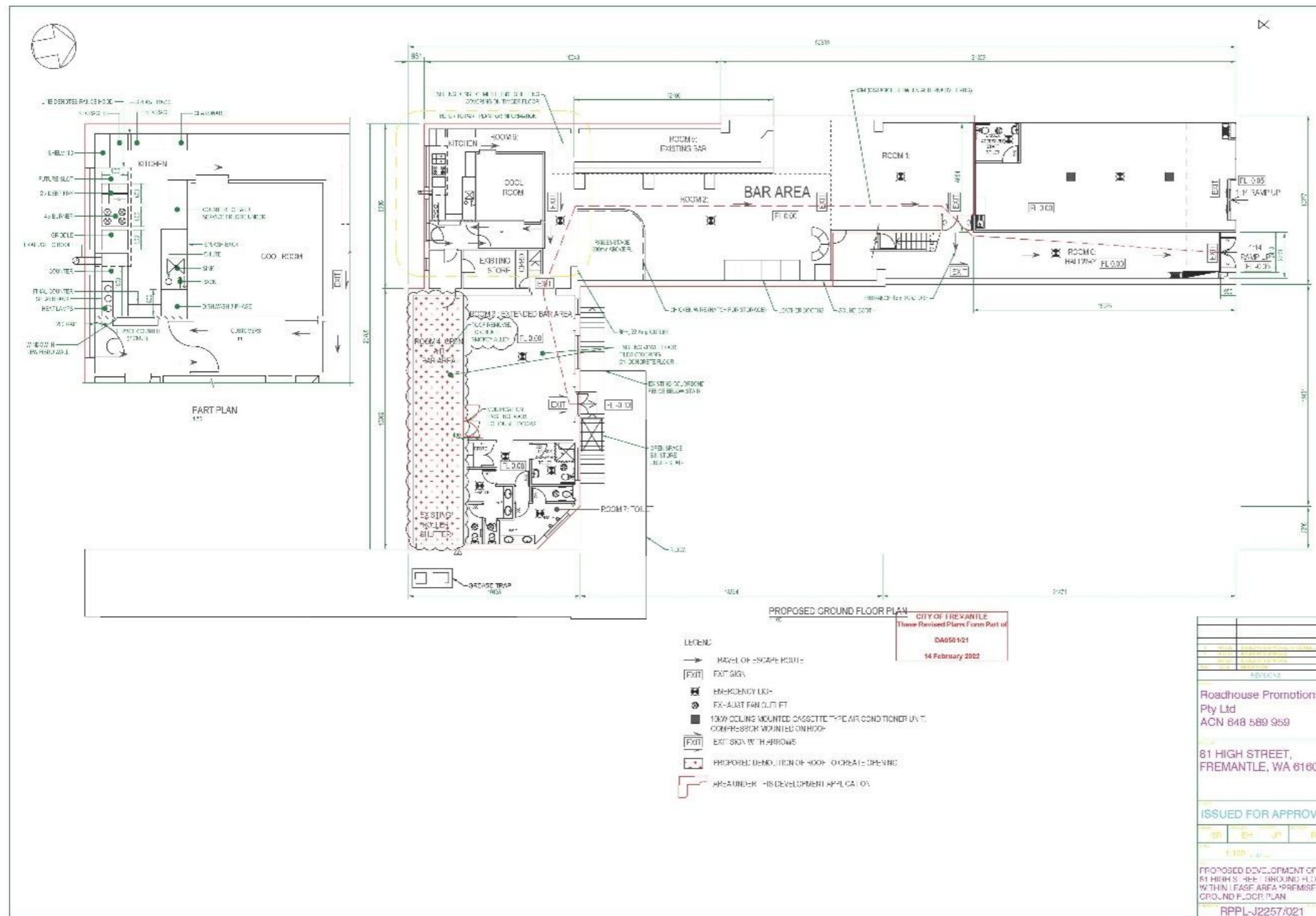
Proposed Tourist Accommodation  
International Business Travellers[illegible]

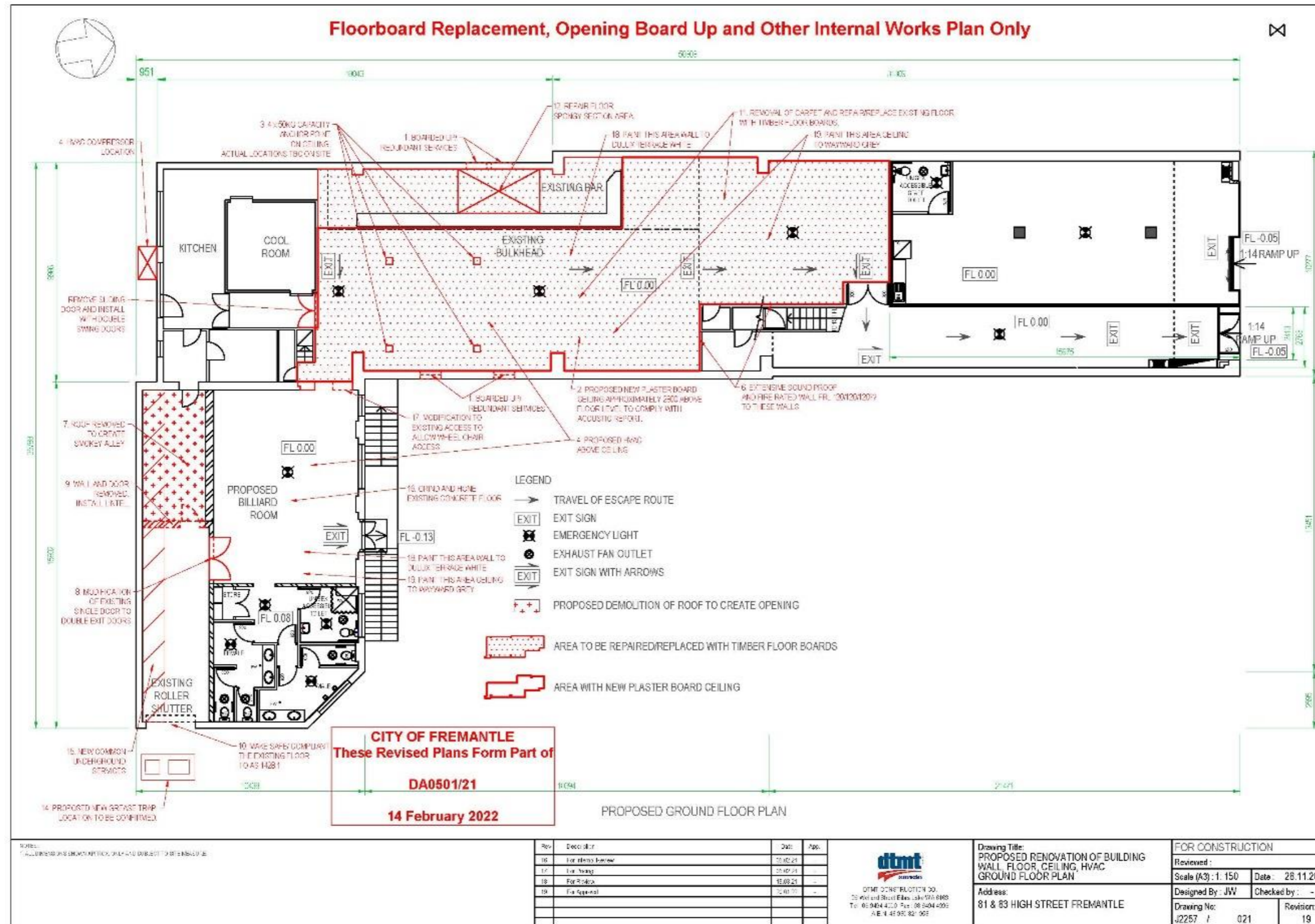




**PC2204-5 HIGH STREET, NO. 81 (LOT 1), FREMANTLE – PARTIAL CHANGE OF USE TO TAVERN AND INTERNAL FIT OUT OF EXISTING BUILDING (ED DA0501/21)**

**ATTACHMENT 1 – Amended Development Plans**

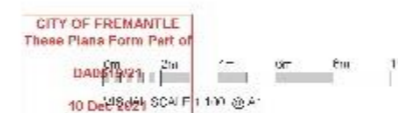




**PC2204-6 STIRLING HIGHWAY, NO. 108 (LOT 1), NORTH FREMANTLE - CHANGE OF USE TO MULIPLE DWELLING AND A TWO STOREY ADDITION TO EXISTING MIXED USE DEVELOPMENT (JL DA0521/21)**

**ATTACHMENT 1 – Amended Development Plan**





STATUS Issued For DA Approval



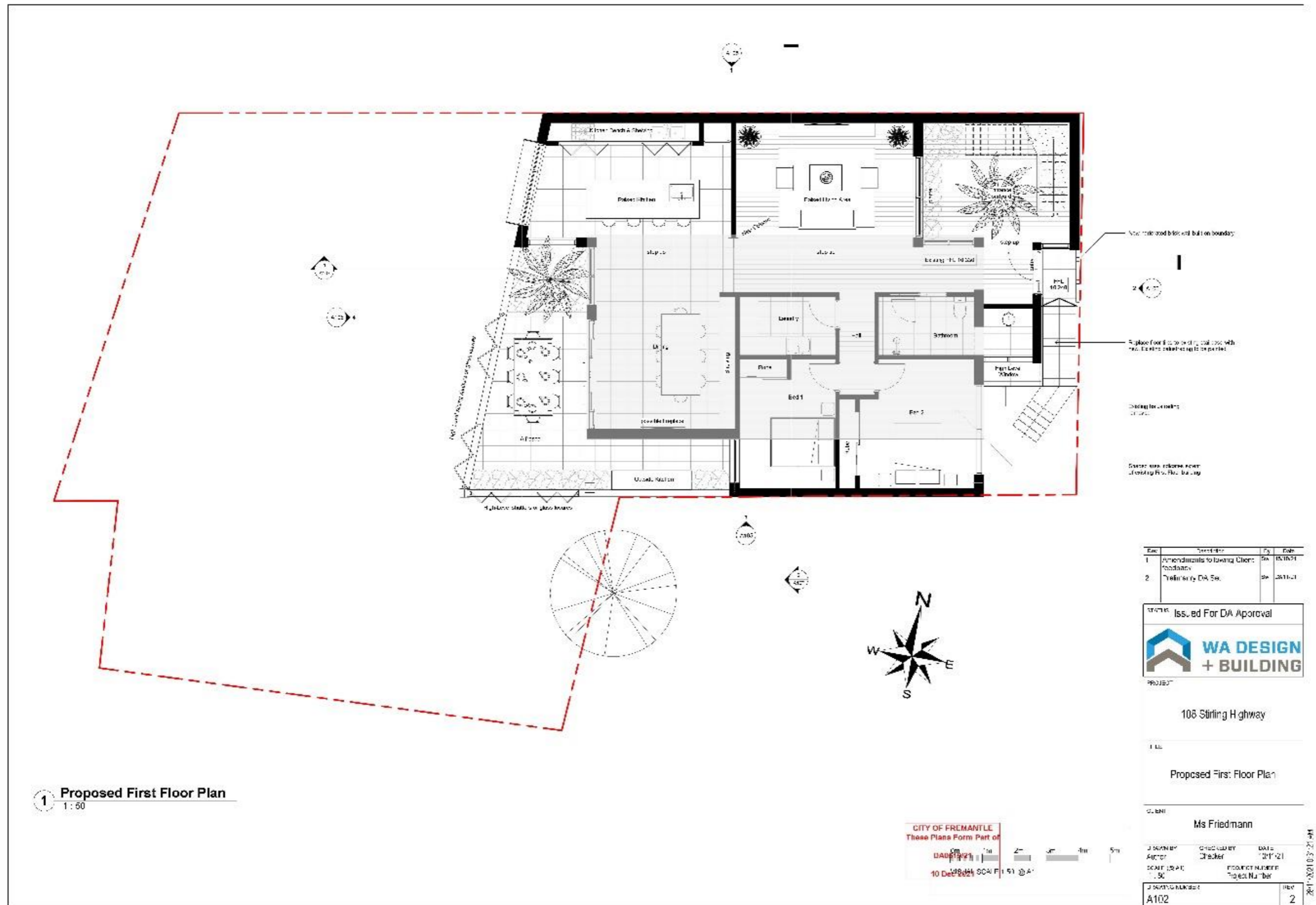
2. ENI

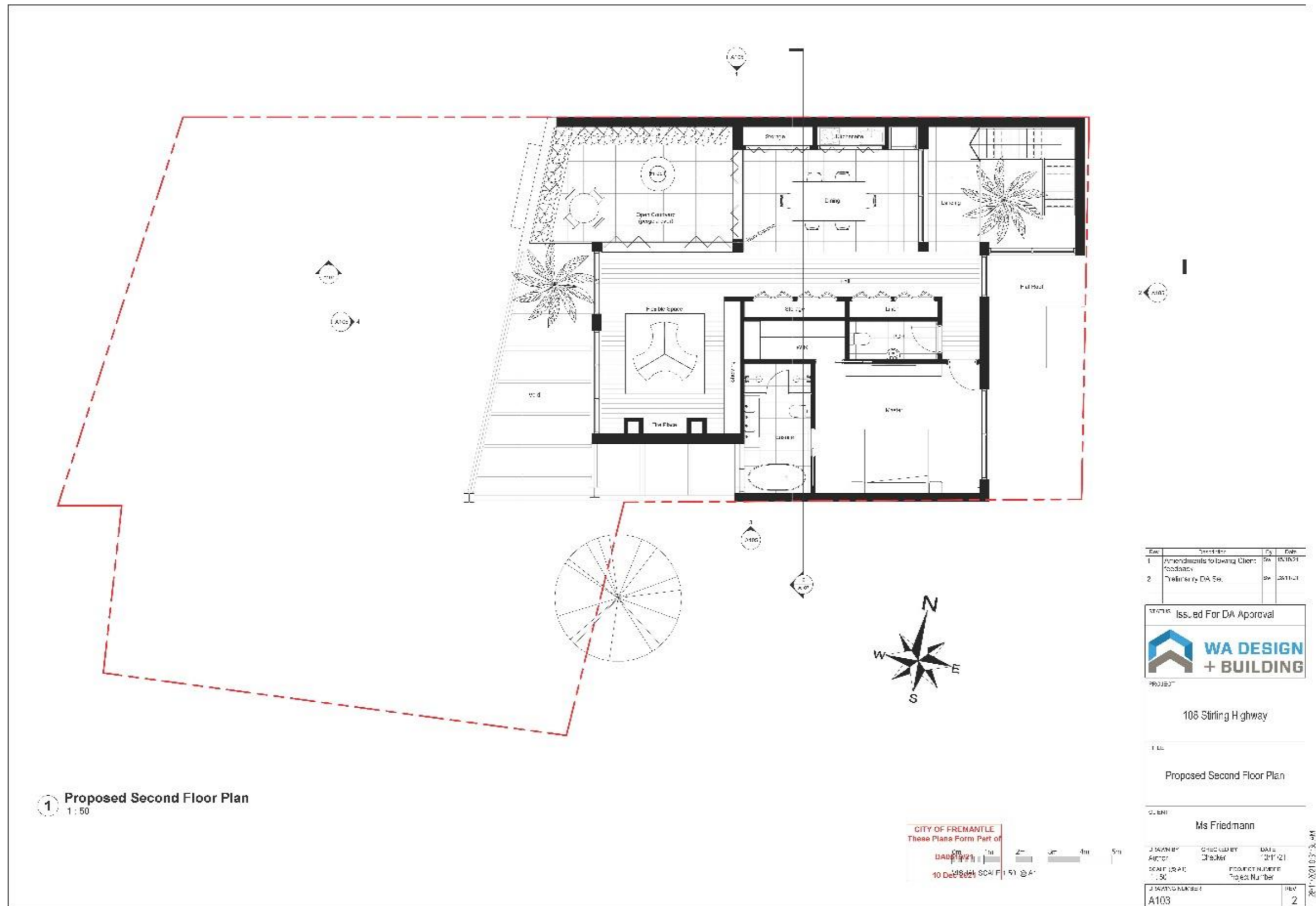
DESIGNED BY Ginger	CHECKED BY Tucker	DATE 1/25/01
-----------------------	----------------------	-----------------

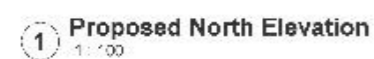
SCALE (2 to 4)	PROJECT NUMBER
100	7000 Number

JOURNAL NUMBER	
VOLUME	

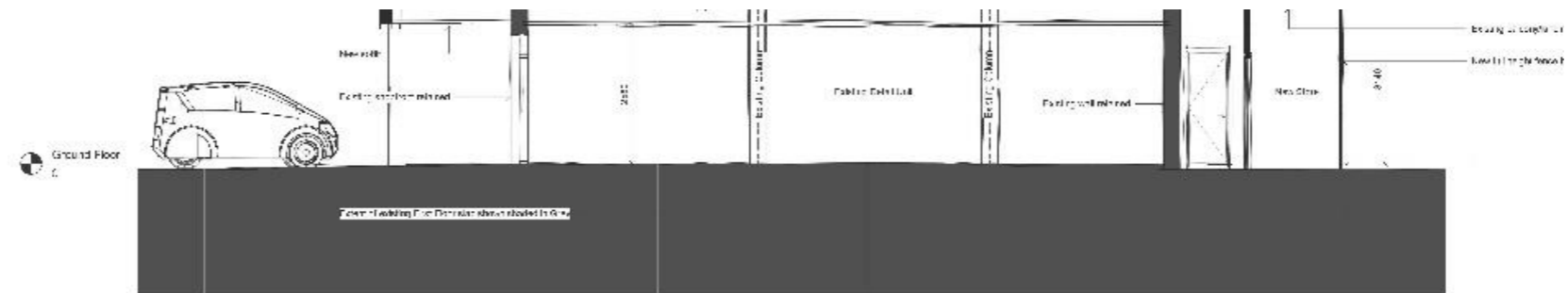








A105	
------	--



**1 Proposed Section 1**  
1:50



**2 Proposed Section 2**  
( : 5)

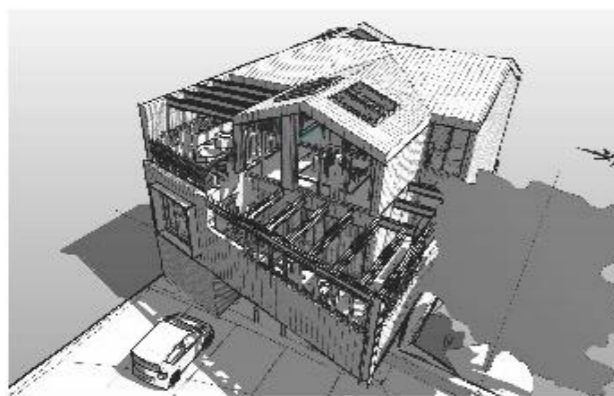
CITY OF FREMANTLE  
These Plans Form Part of  
DA0519/21  
10 Dec. 2021



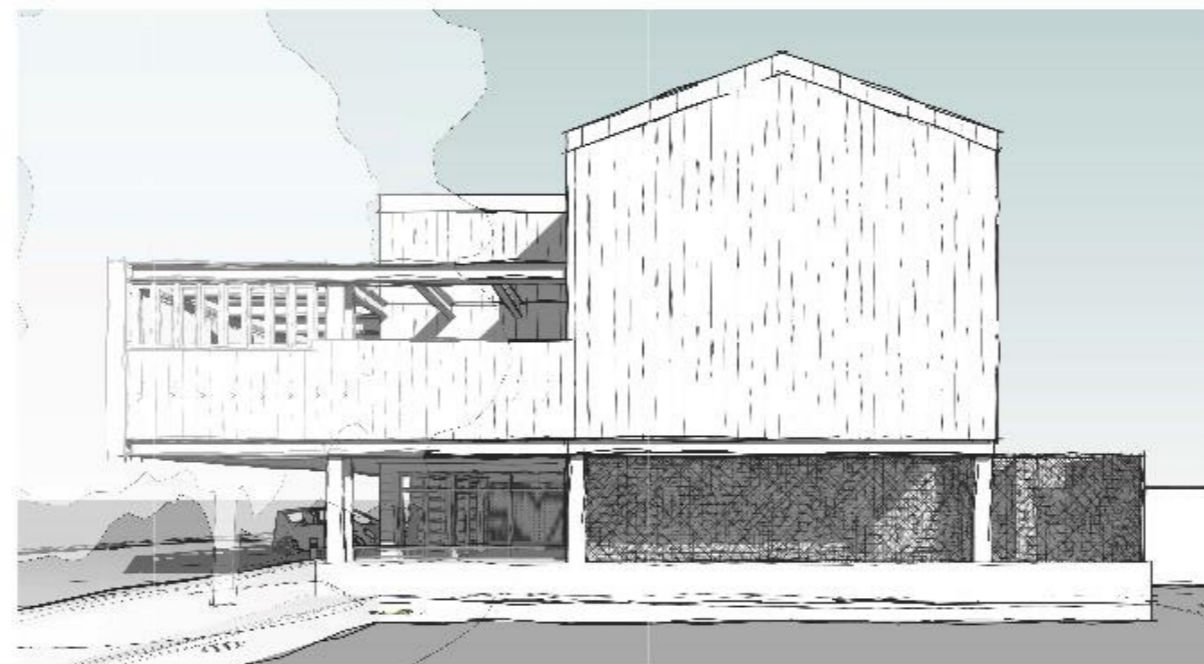
① Front View 1



② Front View 2



③ Front View Aerial



④ South View



⑤ South East View

CITY OF FREMANTLE  
These Plans Form Part of  
DAB519/21  
10 Dec 2021

Rev	Description	By	Date
1	Amendments following Client Feedback	SA	15/10/21
2	Following DA Ref.	SA	28/11/21

STATUS Issued For DA Approval



PROJECT

106 Stirling Highway

TITLE

Proposed 3D Views

CLIENT

Ms Friedmann

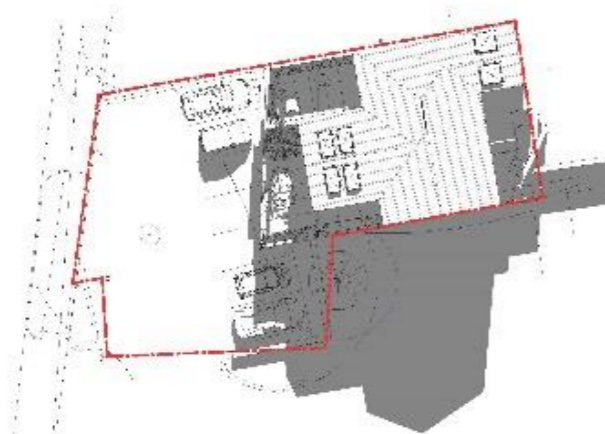
DRAWN BY	CHECKED BY	DATE
Amey	Chaker	11/05/21
SCALE (S.A.)	PROJECT NUMBER	TRIGER NUMBER

DRAWING NUMBER	REV
A110	2

28/11/2021 6:32:12 AM



1 Proposed Shadow Aerial Diagram  
1 100



2 Proposed Shadow Plan Diagram  
1 200

Rev	Description	By	Date
1	Amendments to existing Client's Roadshow	SA	15/06/21
2	Finalize DA Set	SA	20/11/21

Issued For DA Approval



PROJECT

108 Stirling Highway

TITLE

Proposed Site Plan Showing  
Shadows Cast at Midday on 21 June

CLIENT

Ms Friedmann

DRAWN BY: 01/01/21  
AUTHOR: 01/01/21  
CHECKED BY: 01/01/21  
DATE: 01/01/21

SCALE: 1:200  
PROJECT NUMBER: 108 Stirling Highway

200

CITY OF FREMANTLE  
These Plans Form Part of  
DA 108 Stirling Highway  
10 Dec 2021

0m 2m 4m 6m 8m 10m  
1:100 @ A4



LOT 1

**DISCLAIMER:**  
Lot boundaries shown on survey are based on land title plan only. Survey does not include title search and as such may not show easements or other interests not shown on plan. Title should be checked to verify all lot details and for any easements or other interests which may affect building on the property.

**DISCLAIMER:**  
Survey does not include verification of existing boundaries. All features and lines shown are based on information to existing maps and traces only which may not be in correct cadastral alignment. Any designs based or dependent on the location of existing features should have those features' location verified in relation to the true boundary.

**DISCLAIMER:**  
Survey shows visible features only and will not show locations of underground pipes or conduits for internal services. Verification of the location of all internal and mains services should be confirmed prior to finalisation of any design work.

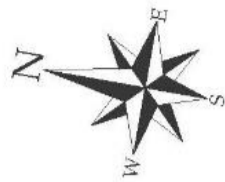
**DISCLAIMER:**  
Cottage & Engineering surveys accept no responsibility for any physical on site changes to the property or portion of the period of land shown on this survey including any adjoining neighbours' tanks and features that have occurred after the date of this survey. All sewer details plotted from information supplied by Water Corporation.

**DISCLAIMER:**  
This is a technical survey and depicts the location of all structures and features shown on the site only. It is not intended to be used for any other purpose and should not be used for any other purpose. Any design that involves addition to any structures shown or location of structures shown after any date of this survey also requires boundaries to be re-surveyed and exact offsets provided to your designer/architect before any plans are produced and before any work is started on site.

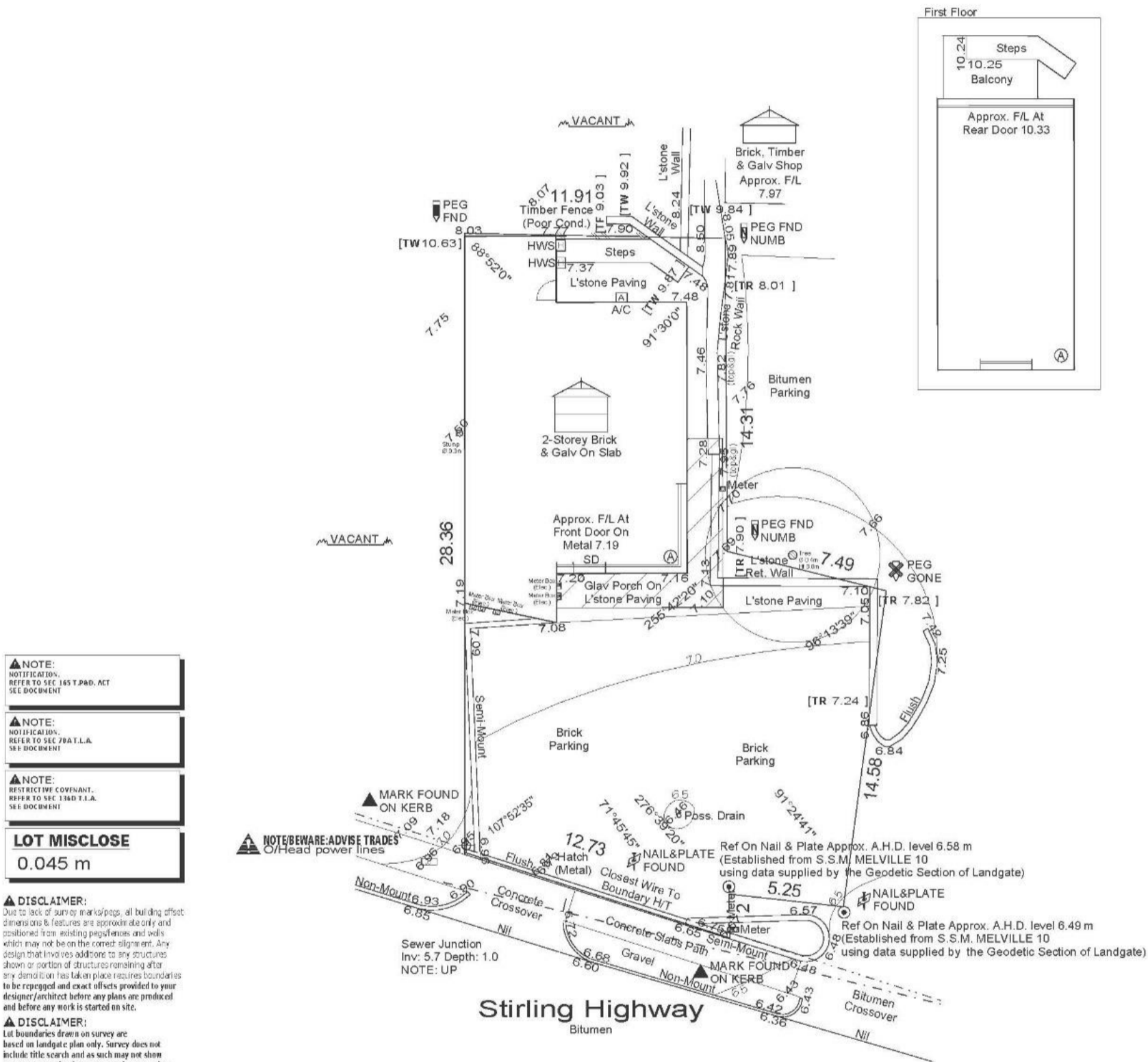
Scale: 1:200  
0 2 4 6 8  
**DISCLAIMER:**  
HIGH TENSION POWER LINES (THICK LINE) FOR LAYING OF AND WESTERN POWER (DA) SERVICES

LEGEND	Symbol	Description
+	+	Survey Centre
○	○	Survey Point
□	□	Survey Hole
△	△	Survey Corner
TP 10.001	TP 10.001	Top Point/Post
TR 10.001	TR 10.001	Top Point
TR 10.001	TR 10.001	Top Point
TR 10.001	TR 10.001	Top Point





LEGEND		Power Pole
		Phone Pole
		Water Conn.
		Top Wall
		Top Retaining
		Top Fence
		Top Retaining



<b>NOTE:</b> NOTIFICATION, REFER TO SEC 185 T.PAD, ACT SEE DOCUMENT
<b>NOTE:</b> NOTIFICATION, REFER TO SEC 78 AT T.L.A. SEE DOCUMENT
<b>NOTE:</b> RESTRICTIVE COVENANT, REFER TO SEC 134D T.L.A. SEE DOCUMENT
<b>LOT MISCLOSE</b> 0.045 m

**DISCLAIMER:**  
Due to lack of survey marks/pegs, all building offset dimensions & features are approximate only and positioned from existing pegs/fences and walls which may not be on the correct alignment. Any design that involves additions to any structures shown or portion of structures remaining after any demolition has taken place requires boundaries to be repegged and exact offsets provided to your designer/architect before any plans are produced and before any work is started on site.

**DISCLAIMER:**  
Lot boundaries drawn on survey are based on landgate plan only. Survey does not include title search and as such may not show easements or other interests not shown on plan. Title should be checked to verify all lot details and for any easements or other interests which may affect building on the property.

**DISCLAIMER:**  
Survey does not include verification of cadastral boundaries. All features and levels shown are based on orientation to existing pegs and fences only which may not be on correct cadastral alignment. Any designs based or dependent on the location of existing features should have those features' location verified in relation to the true boundary.

**DISCLAIMER:**  
Survey shows visible features only and will not show locations of underground pipes or conduits for internal or mains services. Verification of the location of all internal and mains services should be confirmed prior to finalisation of any design work.

**DISCLAIMER:**  
Cottage & Engineering surveys accept no responsibility for any physical on site changes to the parcel or portion of the parcel of land shown on this survey including any adjoining neighbours levels and features that have occurred after the date on this survey. All sewer details plotted from information supplied by Water Corporation.

CITY OF FREMANTLE	
These Plans Form Part of	
DA 8819/21	
10 Dec 2021	

Scale 1:200  
0 2 4 6 8

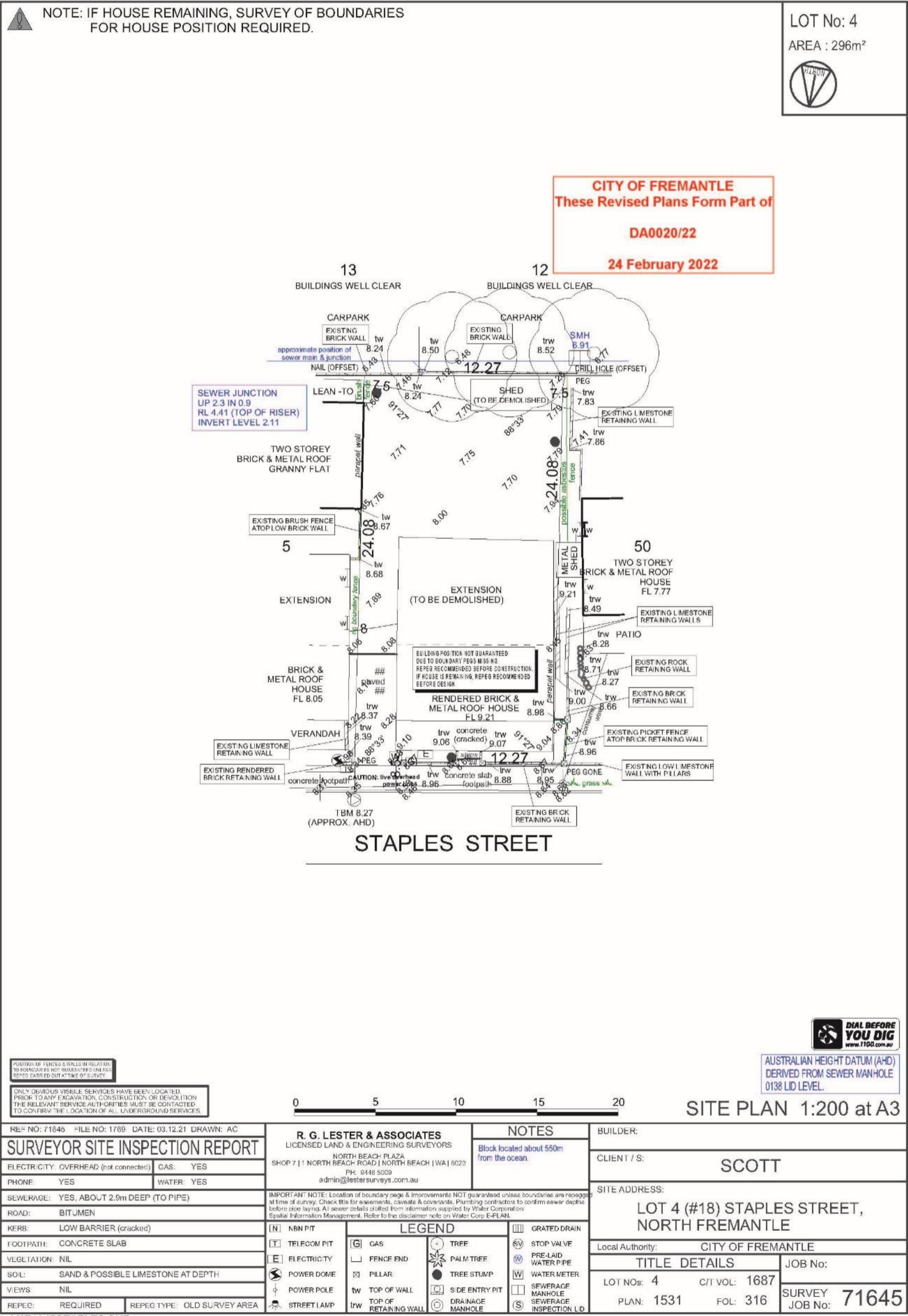
<b>COTTAGE SURVEYS</b>	87-89 Guthrie Street Osborne Park, WA 6017	<b>JOB #</b> 512682	<b>GPS</b> Lat: -32.028732 Long: 115.752496	<b>ROADS</b> Bitumen	<b>ELEC.</b> U/Ground / O/Head
	PO Box 1611 Osborne Park Business Centre WA 6917	<b>ADDRESS</b> #108 Stirling Highway	<b>LOT</b> Lot 1 (Plan 1340)	<b>KERBS</b> Non-Mount / Nil	<b>COMMS.</b> Yes
	P: (08) 9446 7361 E: perth@cottage.com.au W: www.cottage.com.au	<b>SUBURBS</b> Fremantle	<b>AREA</b> 487m <sup>2</sup> <b>VOL.</b> 1065 <b>FOL</b> 605	<b>SOIL</b> Sand	<b>WATER</b> Yes
		<b>LGA</b> CITY OF FREMANTLE	<b>DATE</b> 02 Nov 21 <b>SSA</b> No	<b>DRAINAGE</b> Good	<b>GAS</b> Check Alinta
		<b>DRAWN</b> B. Smith		<b>VEGETATION</b> Light Grass Cover	<b>SEWER</b> Yes
					<b>COASTAL</b> 400m To Ocean (Approximate Only, Confirm with Shire)





**PC2204-7 STAPLES STREET, NO. 18 (LOT 4), NORTH FREMANTLE - TWO STOREY REAR ADDITIONS AND ALTERATIONS TO EXISTING SINGLE HOUSE (ED DA0020/22)**

**ATTACHMENT 1 – Amended Development Plans**



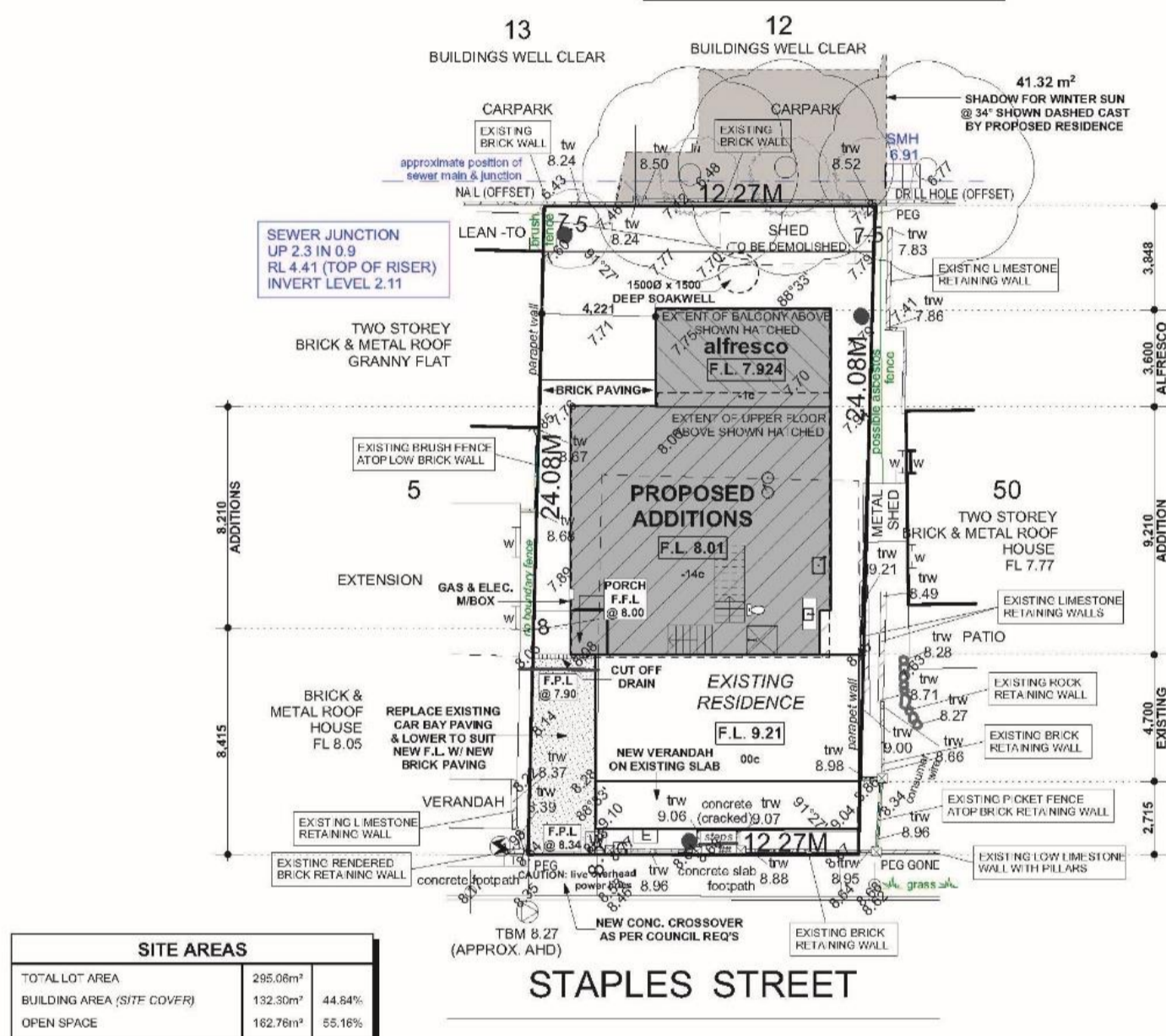
**DISCLAIMER NOTE**  
PLEASE NOTE THAT WHILE ALL CARE WAS TAKEN IN PREPARING THIS SET OF DRAWINGS, IT IS THE BUILDERS RESPONSIBILITY TO CHECK ALL DRAWINGS BEFORE ANY CONSTRUCTION COMMENCES

**CITY OF FREMANTLE**  
These Revised Plans Form Part of

SHADOW AREAS (12)	
NEIGHBOURS LOT AREA (APPROX.)	3492m <sup>2</sup>
SHADOW CAST (BY PROPOSED RESIDENCE)	41.32m <sup>2</sup>
TOTAL SHADED AREA (OF NEIGHBOURING BLOCK)	1.18%

DA0020/22

24 February 2022



**AREAS (EXISTING)**

Existing HOUSE (DEMO)	64.03
Existing HOUSE (TO REMAIN)	46.01
Existing V'DAH	17.33
	<b>127.37 m<sup>2</sup></b>

**AREAS (PROPOSED)**

Proposed ALFRESCO	23.73
Proposed BALCONY	13.66
Proposed GF HOUSE	86.29
Proposed PORCH	2.26
Proposed UF HOUSE	83.26
	<b>209.20 m<sup>2</sup></b>

AMENDED PLANNING 24/02/2022

© COPYRIGHT

**TASCO NE**  
DESIGN

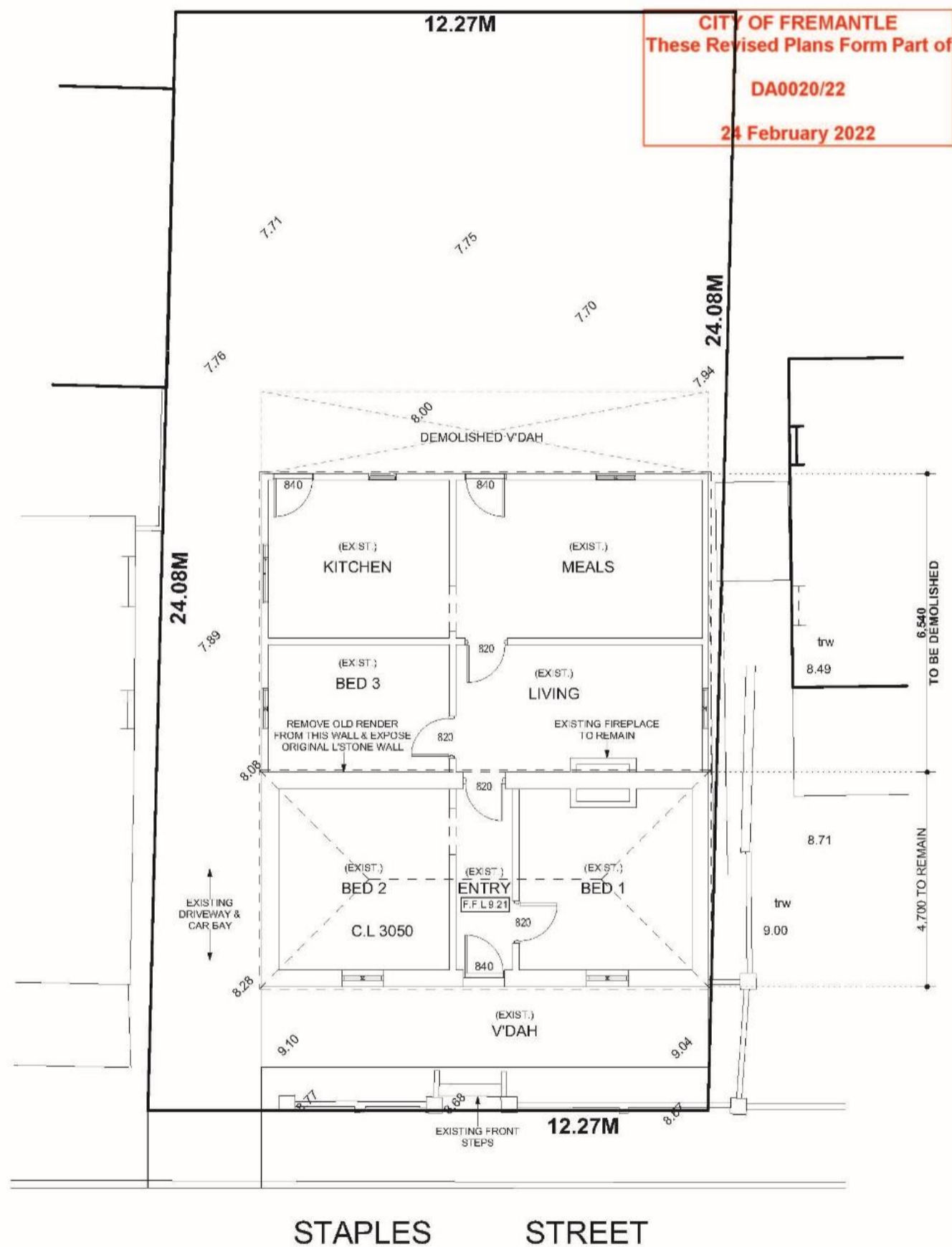
p: 08 9227 6719 f: 08 9328 4326  
www.tascone.com.au  
422 Newcastle Street (first floor) West Perth, W.A. 6005



**PROPOSED ADDITIONS FOR MR & MRS SCOTT**  
**AT : 18 STAPLES STREET, NORTH FREMANTLE**

START DATE: DEC 2021	DRAWN: SM
ISSUE DATE: 24/02/2022	JOB No: 167-21
SCALE: AS SHOWN	SHEET: 2 of 7

**DISCLAIMER NOTE**  
PLEASE NOTE THAT WHILE ALL CARE WAS TAKEN IN PREPARING THIS SET OF DRAWINGS, IT IS THE BUILDERS RESPONSIBILITY TO CHECK ALL DRAWINGS BEFORE ANY CONSTRUCTION COMMENCES



**EXISTING FLOOR PLAN**  
SCALE 1:100

**AREAS (EXISTING)**  
Existing HOUSE (DEMO) 64.03  
Existing HOUSE (TO REMAIN) 46.01  
Existing V'DAH 17.33  
**127.37 m²**

AMENDED PLANNING 24/02/2022

© COPYRIGHT

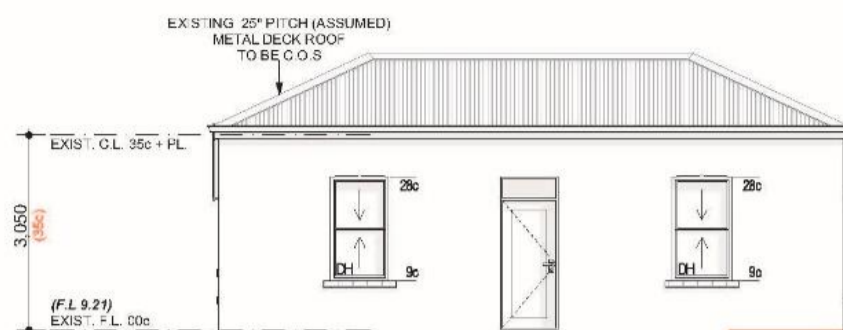
**TASCON**  
DESIGN

p: 08 9227 6719 f: 08 9328 4326  
www.tascone.com.au  
422 Newcastle Street (first floor) West Perth, W.A. 6005



**PROPOSED ADDITIONS FOR MR & MRS SCOTT**  
**AT : 18 STAPLES STREET, NORTH FREMANTLE**

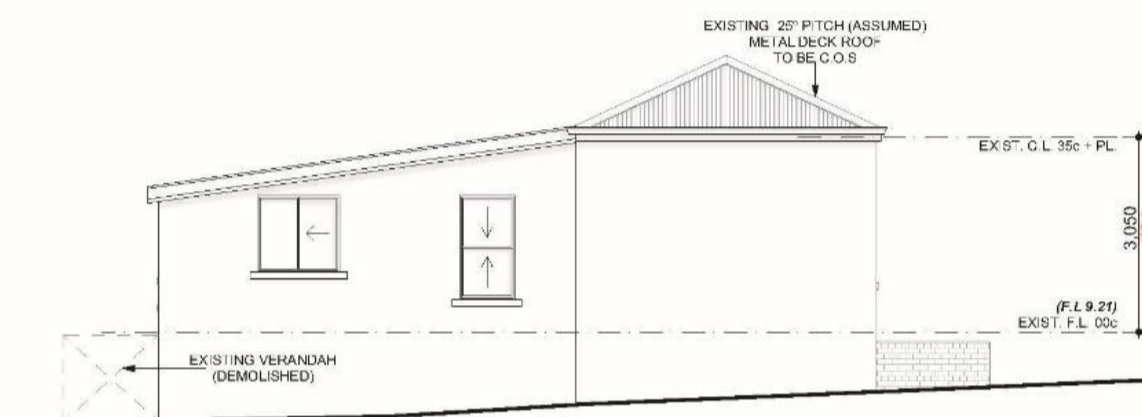
START DATE: DEC 2021	DRAWN: SM
ISSUE DATE: 24/02/2022	JOB No: 167-21
SCALE: AS SHOWN	SHEET: 3 of 7



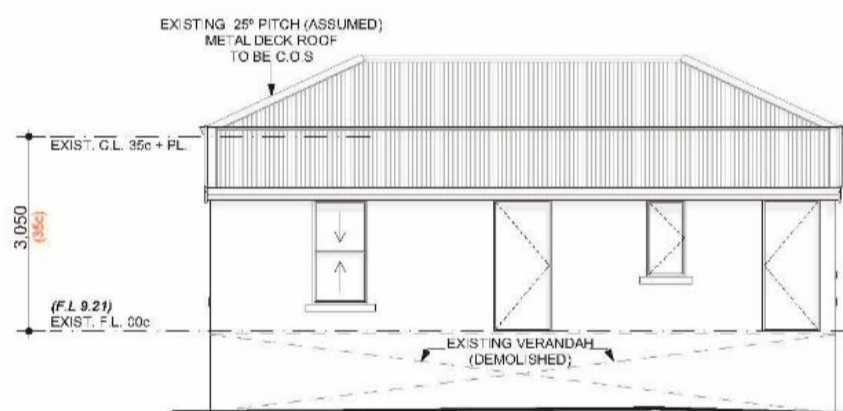
**EXISTING ELEVATION 1 - NORTH**  
SCALE 1:100

**DISCLAIMER NOTE**  
PLEASE NOTE THAT WHILE ALL CARE WAS TAKEN IN PREPARING THIS SET OF DRAWINGS, IT IS THE BUILDERS RESPONSIBILITY TO CHECK ALL DRAWINGS BEFORE ANY CONSTRUCTION COMMENCES

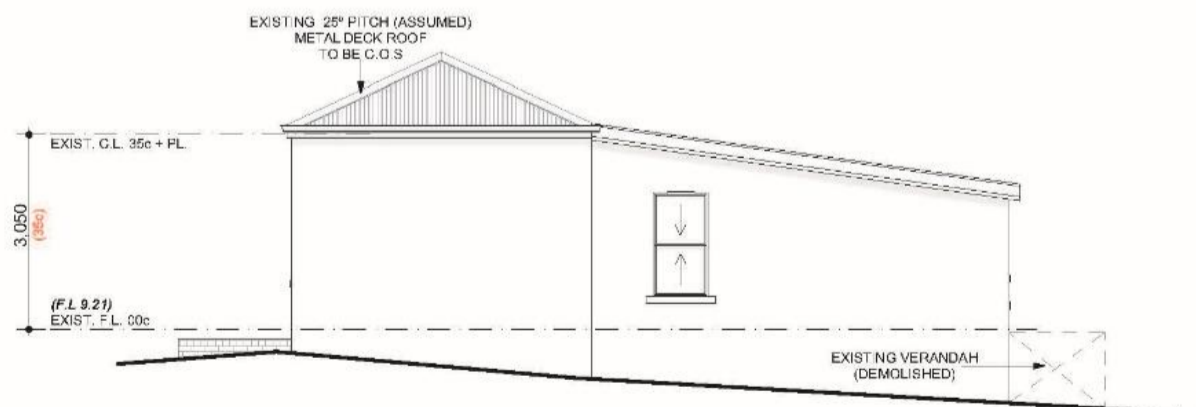
**CITY OF FREMANTLE**  
These Revised Plans Form Part of  
DA0020/22  
24 February 2022



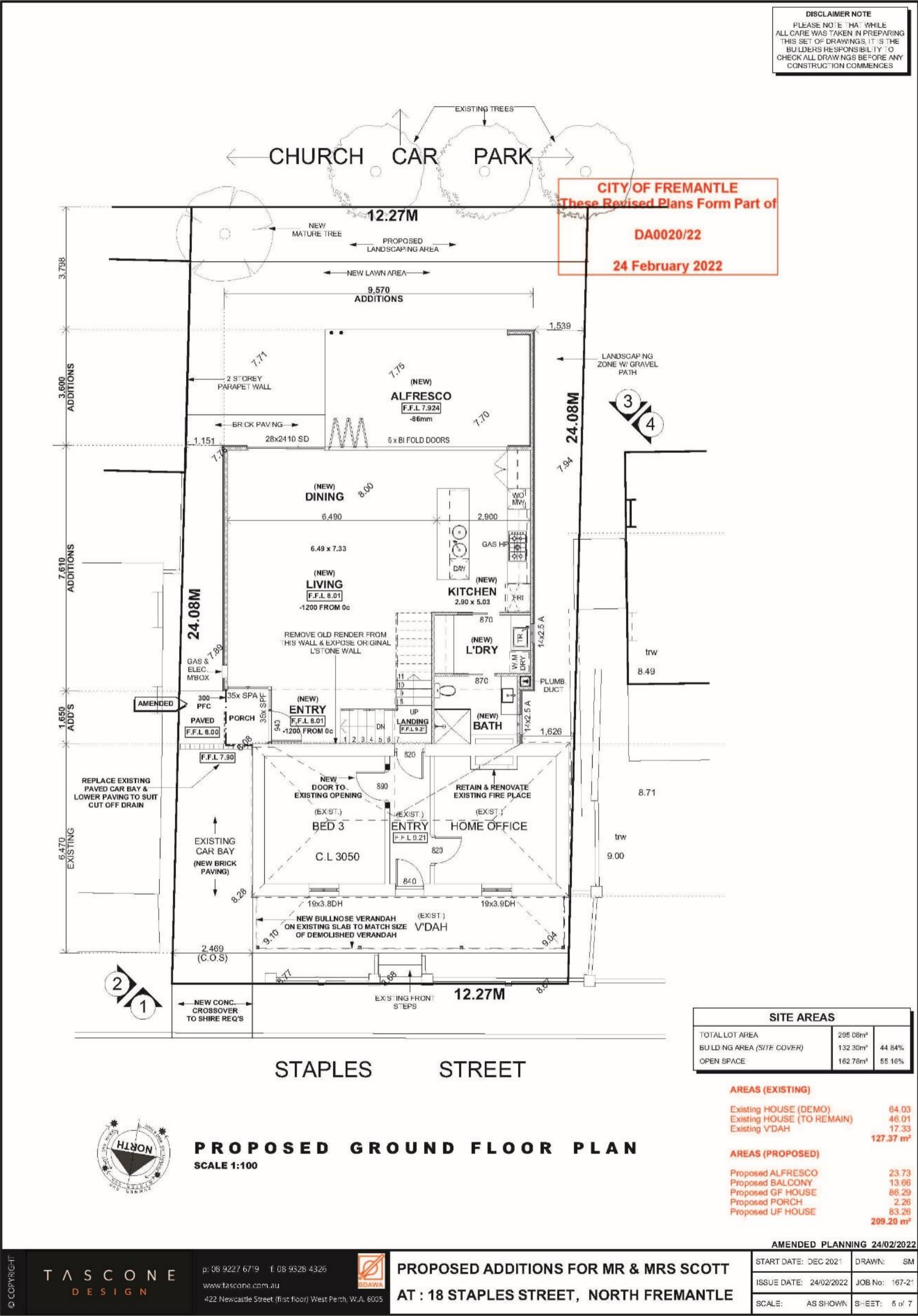
**EXISTING ELEVATION 2 - EAST**  
SCALE 1:100



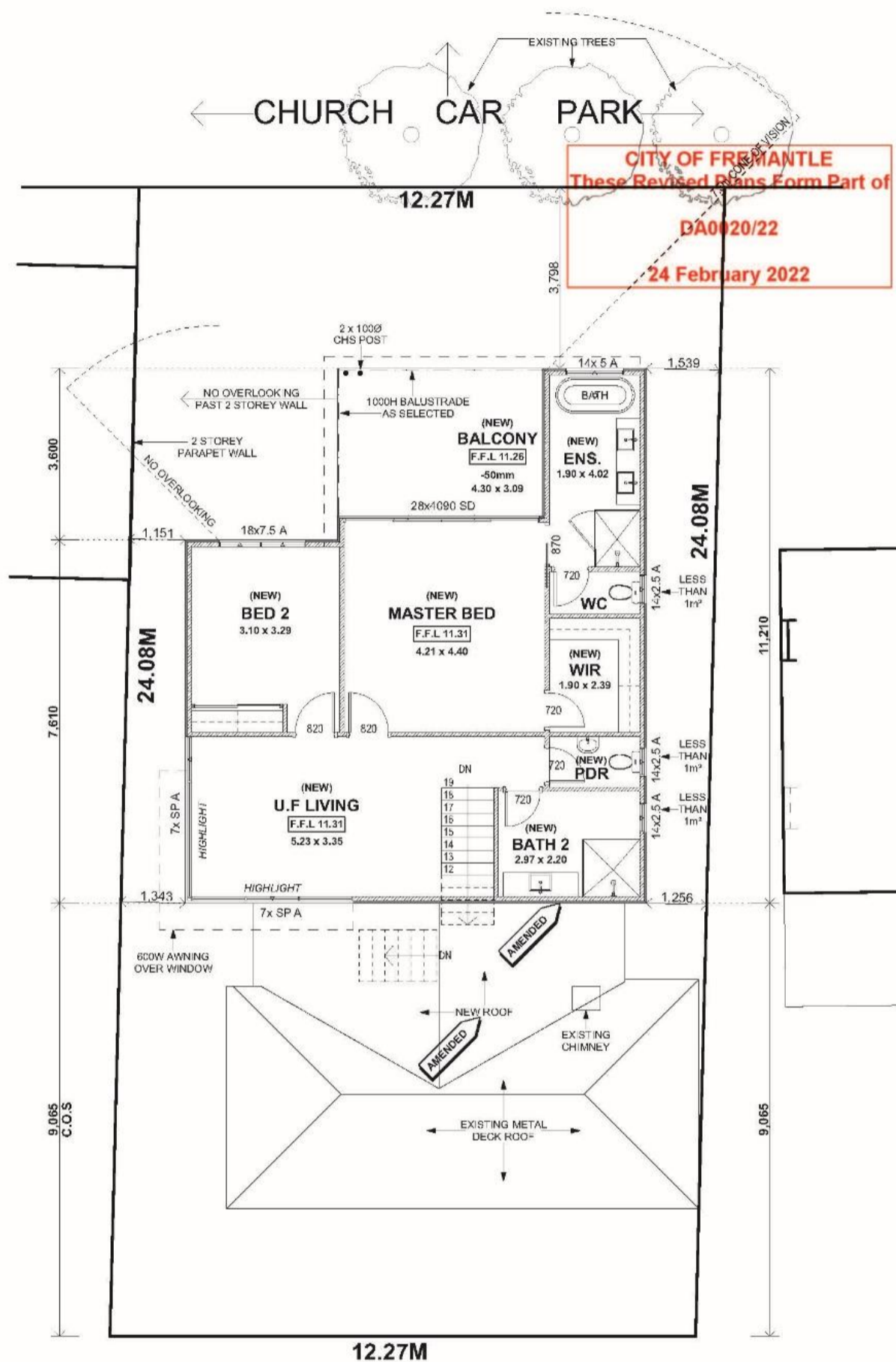
**EXISTING ELEVATION 3 - SOUTH**  
SCALE 1:100



**EXISTING ELEVATION 4 - WEST**  
SCALE 1:100



**DISCLAIMER NOTE**  
PLEASE NOTE THAT WHILE ALL CARE WAS TAKEN IN PREPARING THIS SET OF DRAWINGS, IT IS THE BUILDERS RESPONSIBILITY TO CHECK ALL DRAWINGS BEFORE ANY CONSTRUCTION COMMENCES



**PROPOSED UPPER FLOOR PLAN**  
SCALE 1:100

AREAS (EXISTING)	
Existing HOUSE (DEMO)	64.03
Existing HOUSE (TO REMAIN)	46.01
Existing VDAH	17.33
<b>Total</b>	<b>127.37 m²</b>
AREAS (PROPOSED)	
Proposed ALFRESCO	23.73
Proposed BALCONY	13.68
Proposed GF HOUSE	86.29
Proposed PORCH	2.26
Proposed UF HOUSE	83.26
<b>Total</b>	<b>209.20 m²</b>

AMENDED PLANNING 24/02/2022

© COPYRIGHT

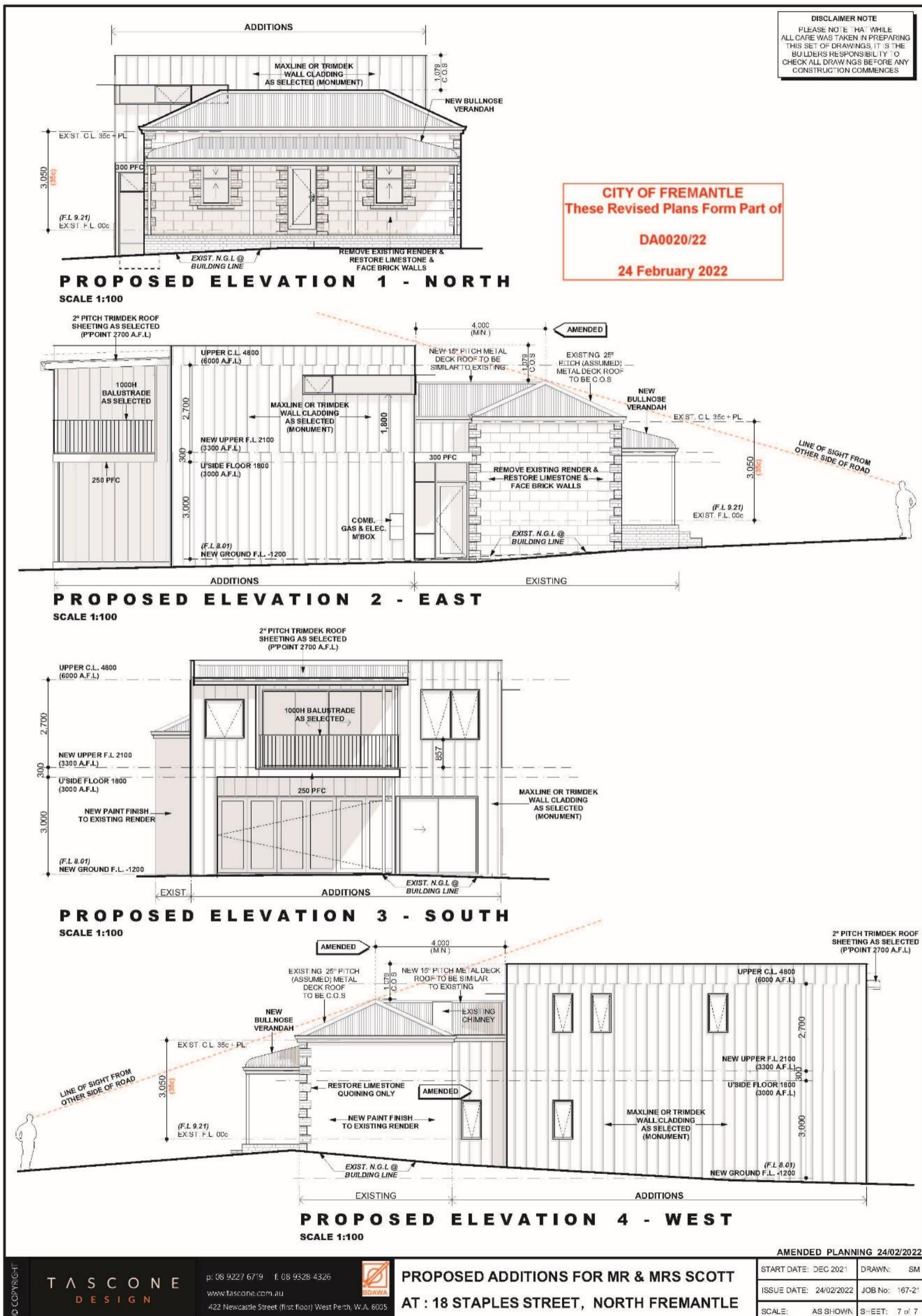
**TASCO**  
DESIGN

p: 08 9227 6719 f: 08 9328 4326  
www.tascone.com.au  
422 Newcastle Street (first floor) West Perth, W.A. 6005



**PROPOSED ADDITIONS FOR MR & MRS SCOTT**  
**AT : 18 STAPLES STREET, NORTH FREMANTLE**

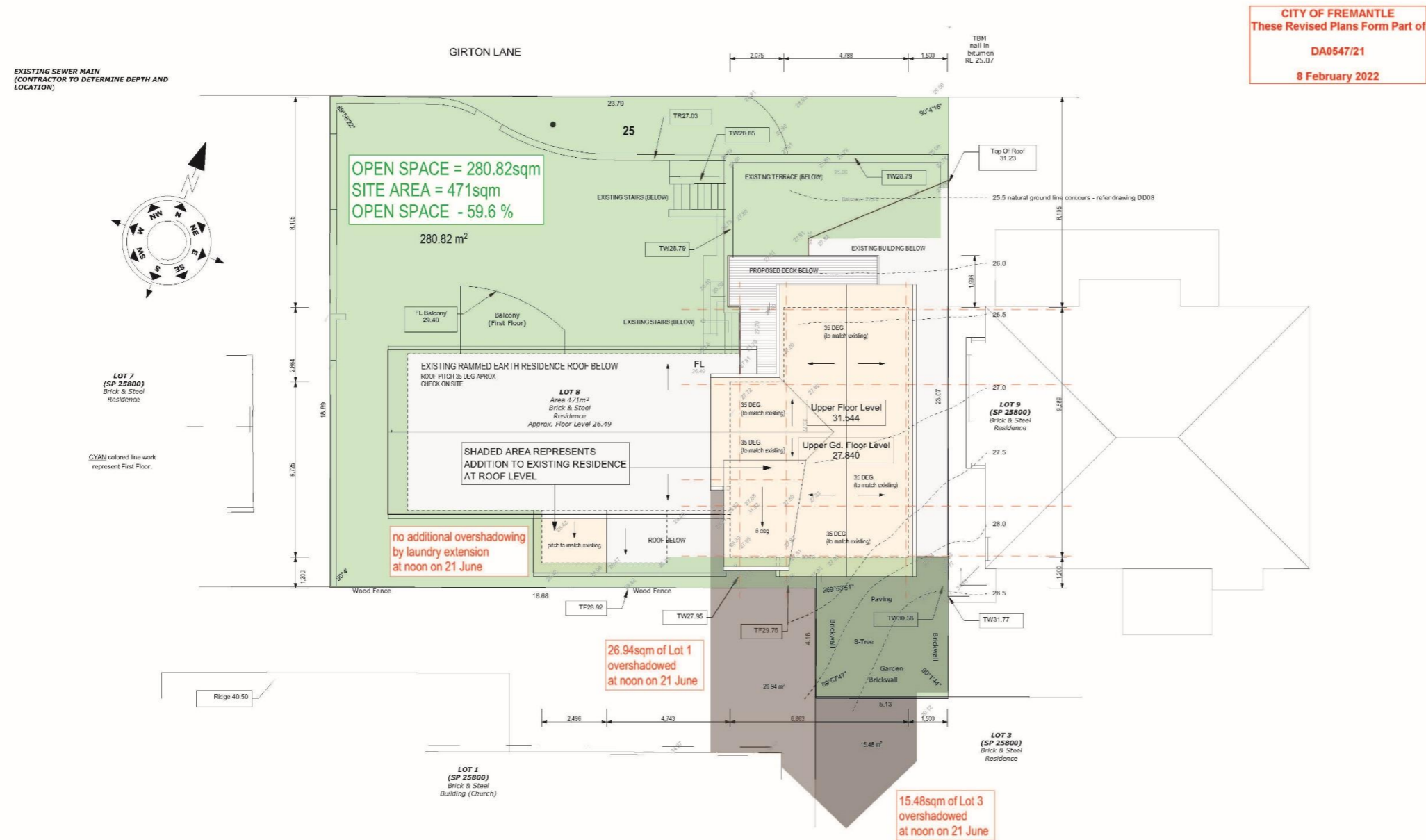
START DATE: DEC 2021	DRAWN: SM
ISSUE DATE: 24/02/2022	JOB No: 167-21
SCALE: AS SHOWN	SHEET: 6 of 7





PC2204-8    GIRTON LANE, NO. 3-5 (LOT 8) FREMANTLE - ADDITIONS (TWO STOREY) AND ALTERATIONS TO EXISTING SINGLE HOUSE (TG DA00547/21)

ATTACHMENT 1 – Development Plans



CITY OF FREMANTLE  
These Revised Plans Form Part of  
DA0547/21  
8 February 2022

1

Site Plan

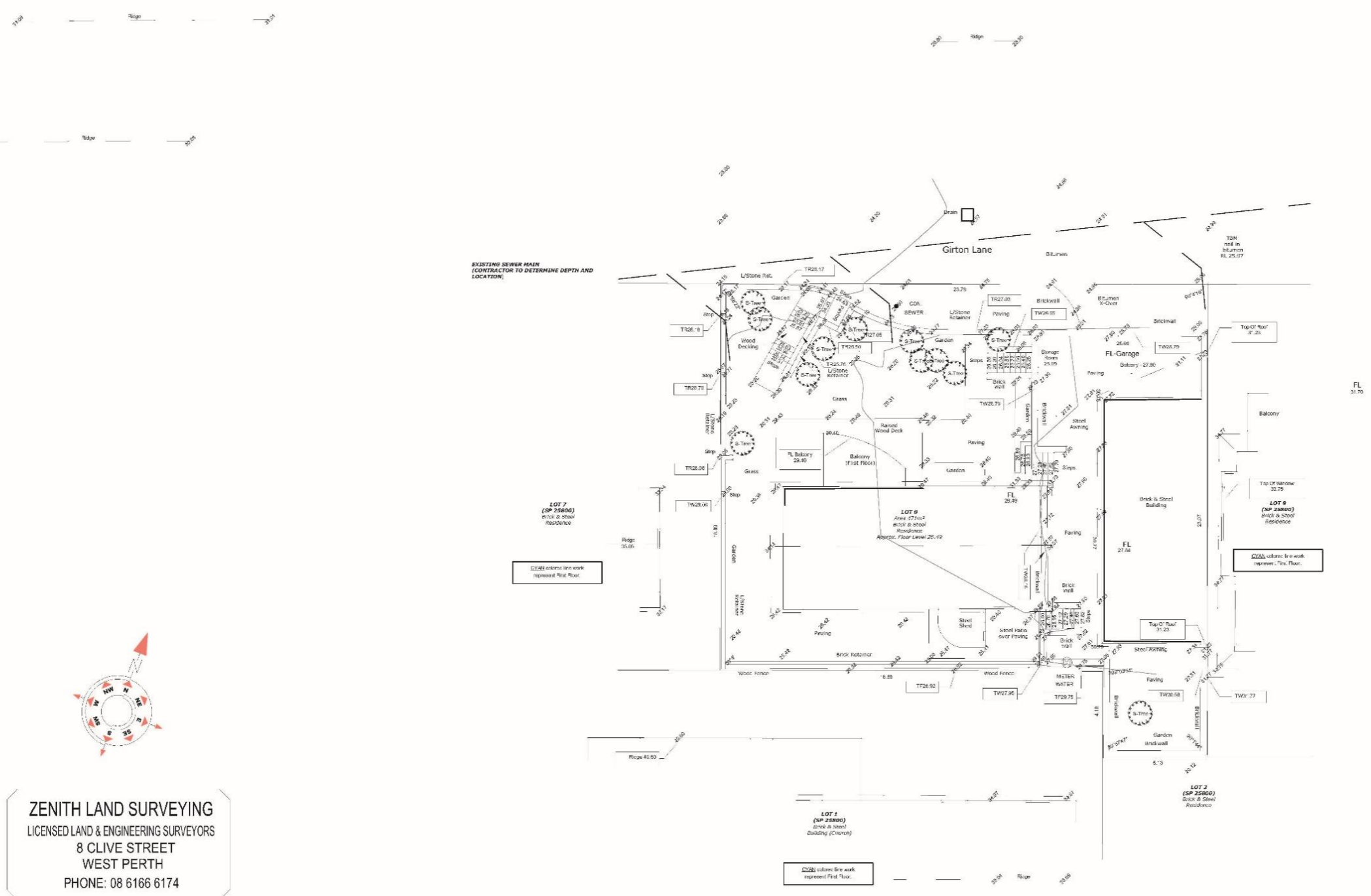
1:100

<b>ECOTECT-ARCHITECTS</b> energy efficient architecture + urban design	address	PO Box 6113 Swanbourne WA 6010   +61 8 9288 3811   contact@ecotect-architects.com	CLIENT/PROJECT: EXISTING RESIDENCE EXTENSION AT 3 GIRTON LANE, FREMANTLE for MICHAEL AND ALISON PURVES	DRAWING TITLE SITE / ROOF PLAN	PROJECT STATUS: PLANNING	ARCHITECT: James Shaw	SCALE: as shown	PROJECT NO: 21005	DWG NO: DD01
	phone email					DRAWN:	PRINT DATE: 7/02/2022	REVISION	

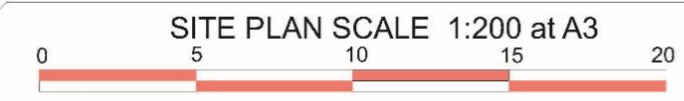


**IMPORTANT NOTICE**  
Features are related to  
fence lines only. No connection  
made to boundaries.  
8 February 2022  
**REPEG RECOMMENDED**

**IMPORTANT NOTICE**  
Final lot angles are subject to  
boundary re-establishment survey  
and lot closure calculations.  
Boundary Survey should be  
conducted by licensed surveyor  
prior to any construction.



ZENITH LAND SURVEYING  
LICENSED LAND & ENGINEERING SURVEYORS  
8 CLIVE STREET  
WEST PERTH  
PHONE: 08 6166 6174



**NOTE: IF HOUSE REMAINING, SURVEY OF BOUNDARIES FOR HOUSE POSITION REQUIRED.**

**IMPORTANT NOTES:**  
CHECK CERTIFICATE OF TITLE FOR EASEMENTS, CAVEATS & COVENANTS  
PLUMBING CONTRACTORS TO CONFIRM SEWER DEPTHS BEFORE WORKS  
LOCATION OF BOUNDARY PEGS & IMPROVEMENTS NOT GUARANTEED  
UNLESS BOUNDARIES ARE REPEGGED AT TIME OF SURVEY.

**IMPORTANT NOTES:**  
ALL SEWER AND WATER DETAILS PLOTTED FROM INFORMATION  
SUPPLIED BY WATER CORPORATION. THIS INFORMATION IS  
APPROXIMATE ONLY AND A CADASTRAL CONNECTION WILL BE REQUIRED  
IF TRUE SEWER LOCATION POINTS ARE REQUIRED FOR SERVICE WORKS.

SURVEY ADDRESS :  
**LOT 8 (3) Girton Lane, Fremantle**

AUSTRALIAN HEIGHT DATUM (AHD)  
DERIVED FROM RTK - GPS

CLIENT / S :  
PURVES  
PLAN / DIAGRAM No  
SP25800  
TBM HEIGHT  
25.07 AHD  
Job No:  
ZS2558

LEGEND	
T.B.M.	SEWER MAN-HOLE
POWER DOME	SEWER INSPECT
TELSTRA	FLOOR LEVEL
WATER METER	DRAIN
POWER POLE	SOAKWELL
STREET LAMP	HYDRANT
BOUNDARY	BUILDING
TW / TR / TF	TOP OF WALL / RETAINER / FENCE
POINT OF INTEREST	
	SEWER CON.
	COLUMN / PILLAR
	SMALL TREE
	TREE STUMP
	WATER LINE
	SEWER LINE

SURVEYOR SITE REPORT	
ELECTRICITY: UG	GAS: NOT SIGHTED
PHONE: YES	WATER: YES
SEWERAGE: YES	
ROAD: BITUMEN	
KERB: -	
FOOTPATH: -	
VEGETATION: -	
SOIL: GRASS	
VIEWS: ELEVATED	
REPEG: BY CLIENT DIRECTIVE	
AREA: OLD SURVEY AREA	

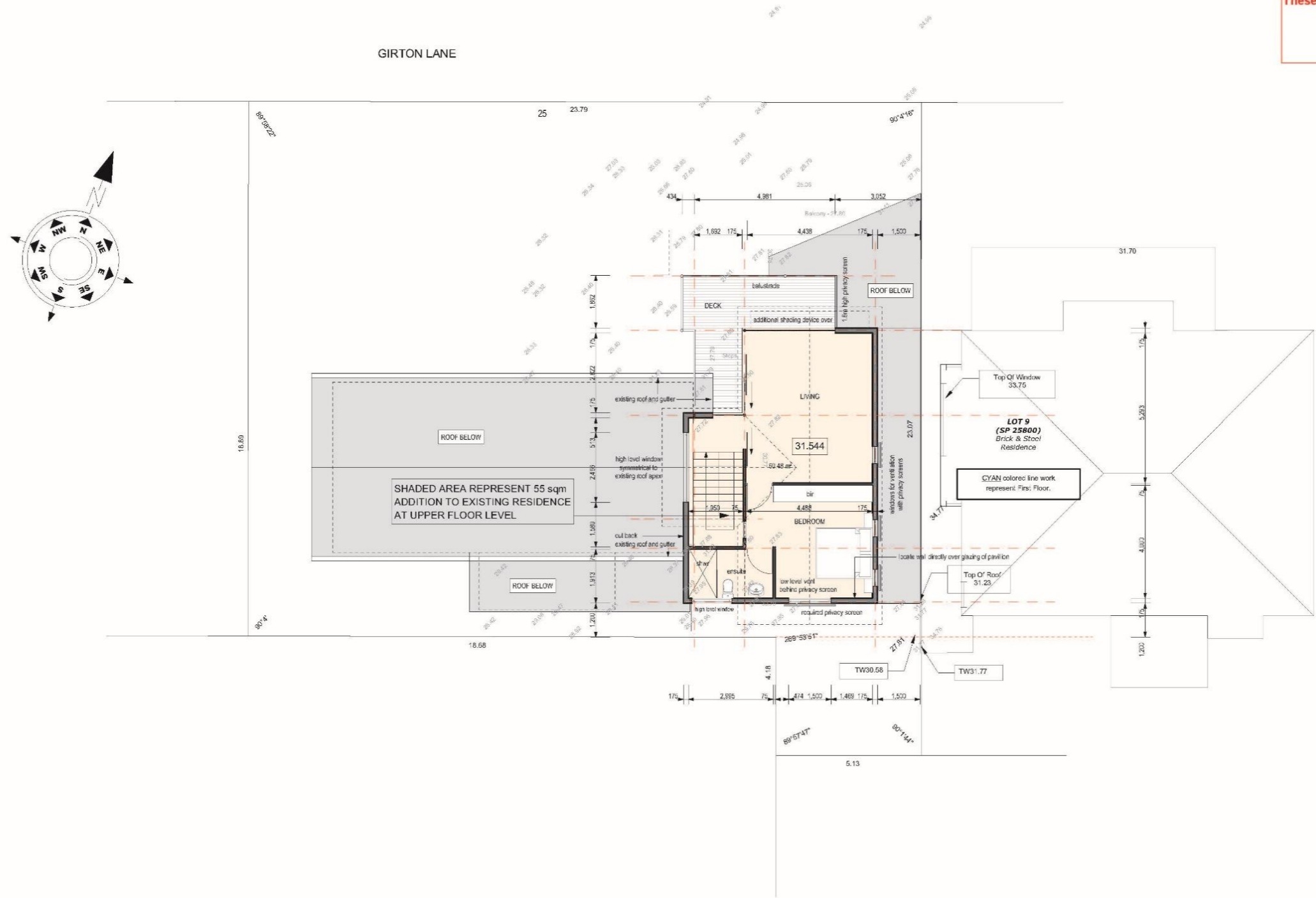


CITY OF  
FREMANTLE





CITY OF FREMANTLE  
These Revised Plans Form Part of  
DA0547/21  
8 February 2022

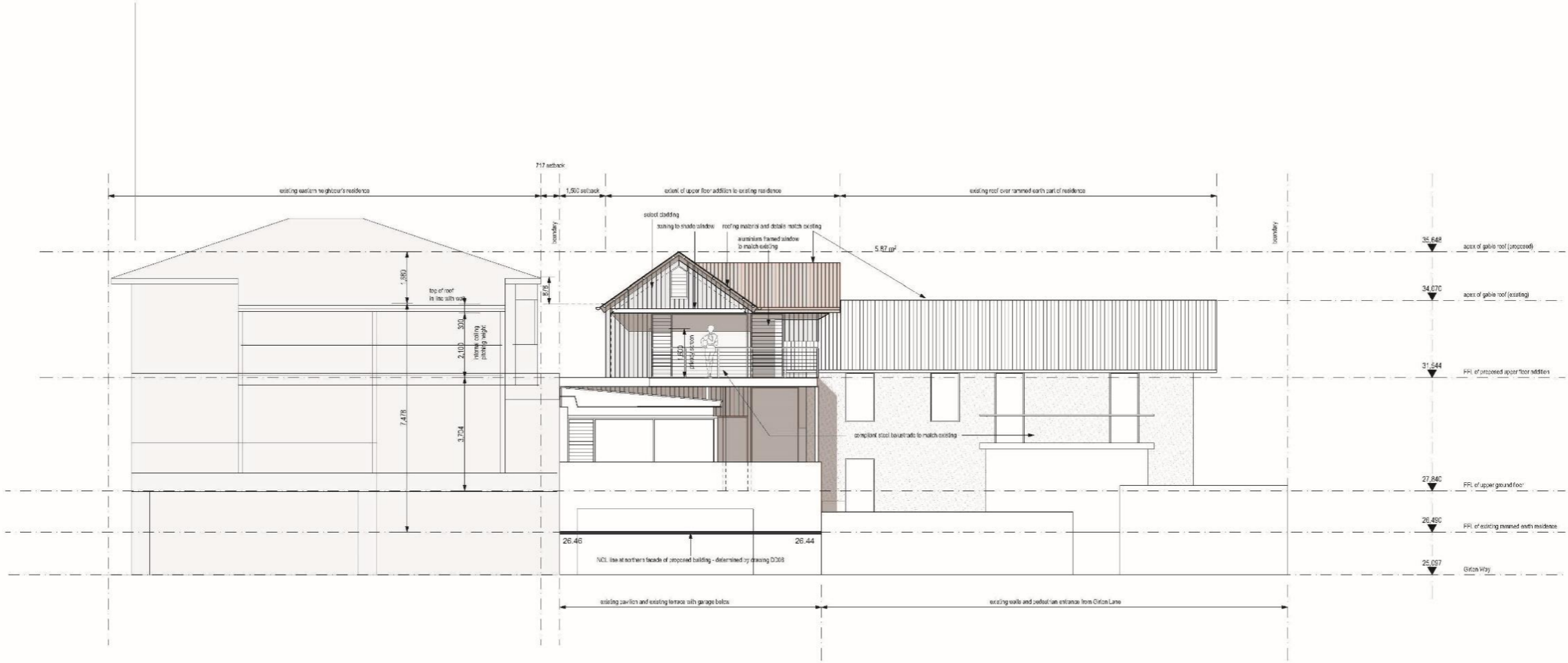


1 Upper floor plan 1:100

<b>ECOTECT-ARCHITECTS</b> energy efficient architecture + urban design	address	PO Box 6113 Swanbourne WA 6010	CLIENT/PROJECT: EXISTING RESIDENCE EXTENSION AT 3 GIRTON LANE, FREMANTLE for MICHAEL AND ALISON PURVES	DRAWING TITLE UPPER FLOOR PLAN	PROJECT STATUS: PLANNING	ARCHITECT: James Shaw	SCALE: as shown	PROJECT NO: 21005	DWG NO: DD03
	phone	+61 8 9286 3811				DRAWN:	PRINT DATE: 7/02/2022	REVISION	



CITY OF FREMANTLE  
These Revised Plans Form Part of  
DA0547/21  
8 February 2022

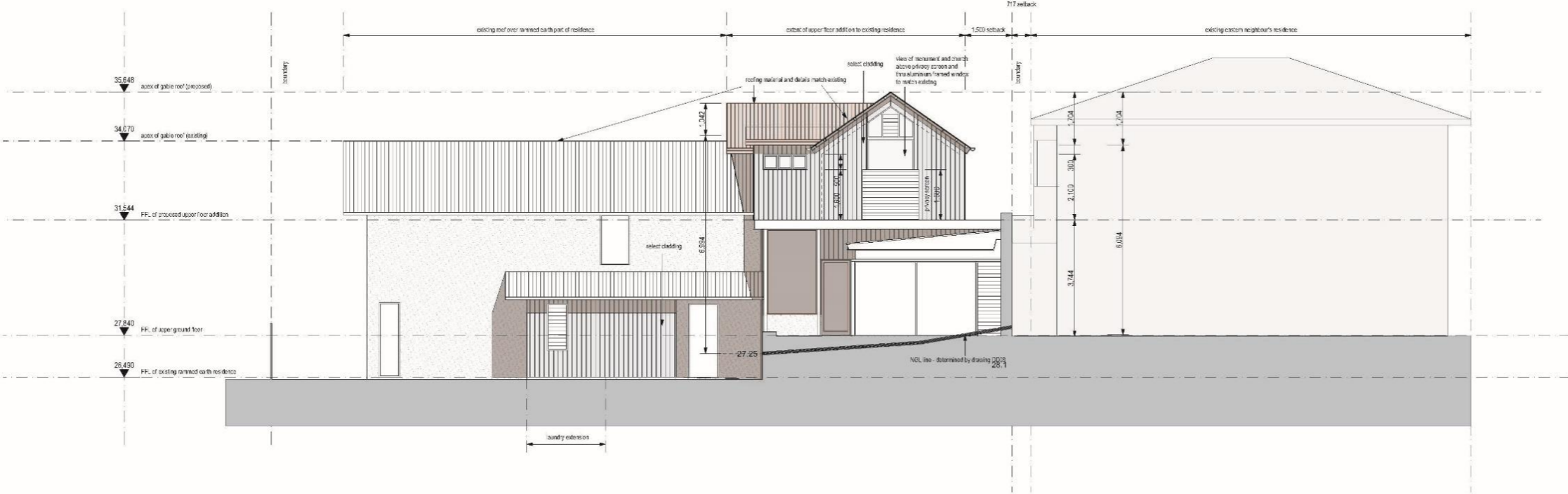


1 North Elevation 1:100

<b>ECOTECT-ARCHITECTS</b> energy efficient architecture + urban design	address	PO Box 6113 Swanbourne WA 6010	CLIENT/PROJECT: EXISTING RESIDENCE EXTENSION AT 3 GIRTON LANE, FREMANTLE for MICHAEL AND ALISON PURVES	DRAWING TITLE NORTH ELEVATION	PROJECT STATUS: PLANNING	ARCHITECT: James Shaw	SCALE: as shown	PROJECT NO: 21005	DWG NO: DD04
	phone	+61 8 9286 3811				DRAWN:	PRINT DATE: 7/02/2022	REVISION	
	email	contact@ecotect-architects.com							



CITY OF FREMANTLE  
These Revised Plans Form Part of  
DA0547/21  
8 February 2022

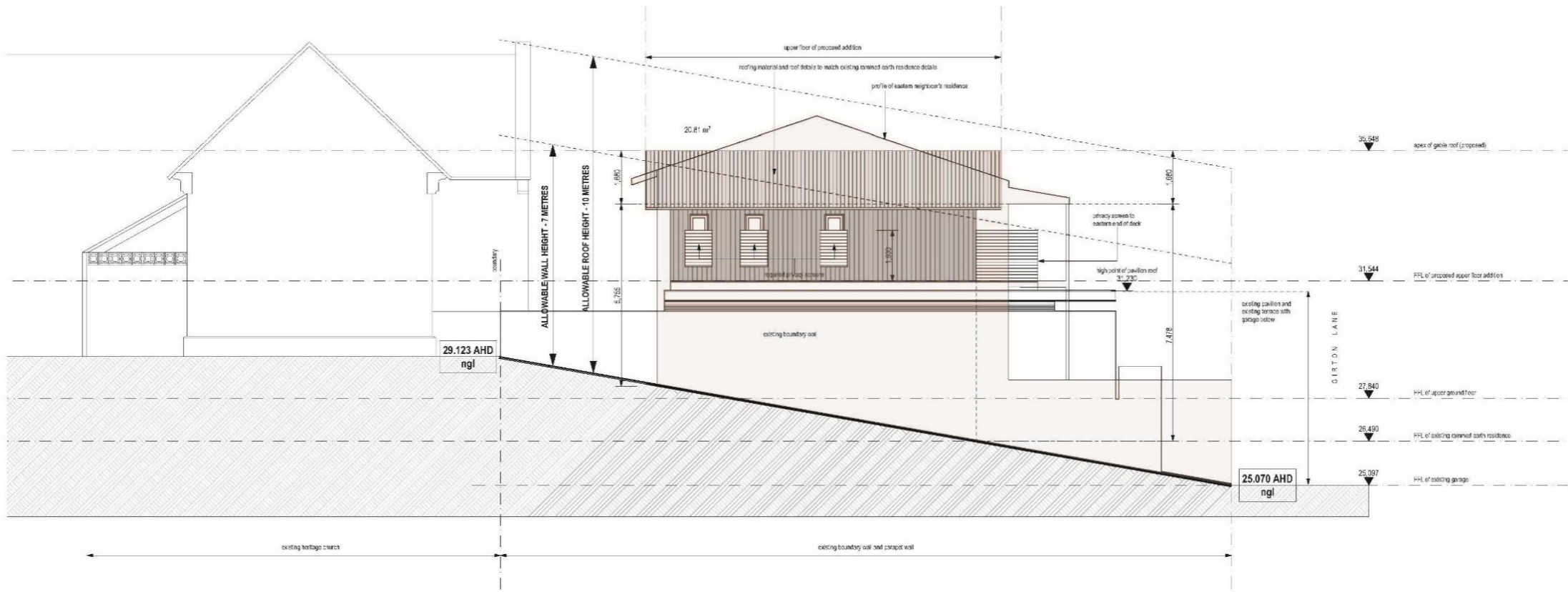


1 South Elevation 1:100

<b>ECOTECT-ARCHITECTS</b> energy efficient architecture + urban design	address	PO Box 6113 Swanbourne WA 6010	CLIENT/PROJECT: EXISTING RESIDENCE EXTENSION AT 3 GIRTON LANE, FREMANTLE for MICHAEL AND ALISON PURVES	DRAWING TITLE SOUTH ELEVATION	PROJECT STATUS: PLANNING	ARCHITECT: James Shaw	SCALE: as shown	PROJECT NO: 21005	DWG NO: DD05
	phone	+61 8 9286 3811				DRAWN:	PRINT DATE: 7/02/2022	REVISION	
	email	contact@ecotect-architects.com							



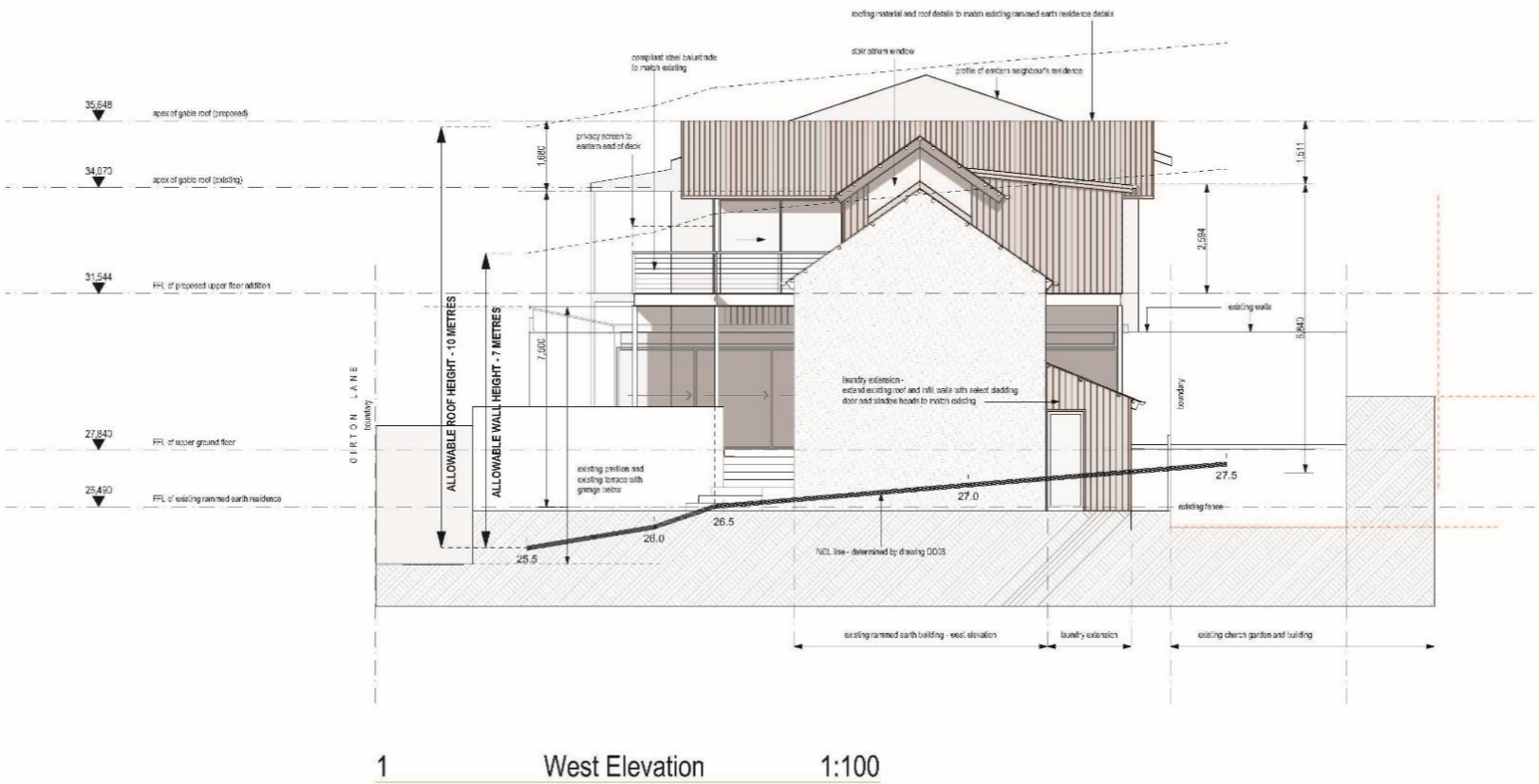
CITY OF FREMANTLE  
These Revised Plans Form Part of  
DA0547/21  
8 February 2022



1 East elevation 1:100



CITY OF FREMANTLE  
These Revised Plans Form Part of  
DA0547/21  
8 February 2022

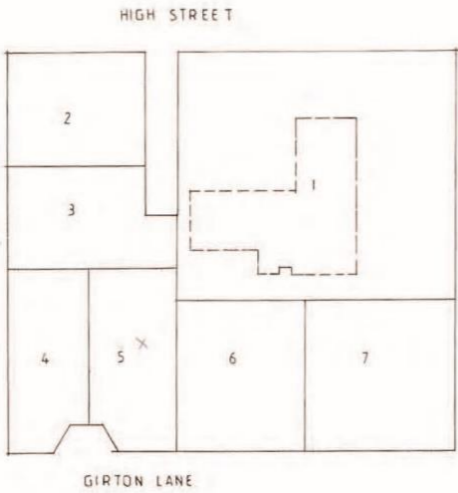
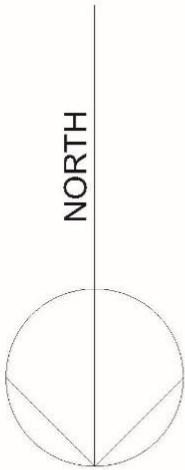




CITY OF FREMANTLE  
These Revised Plans Form Part of  
DA0547/21  
8 February 2022

CONTOURS TO ESTABLISH  
ORIGINAL NATURAL GROUND LEVELS

NOTE -  
LOT 5 was sub-divided into two lots  
and the western part combined with LOT 6  
to form 3 Girton Lane

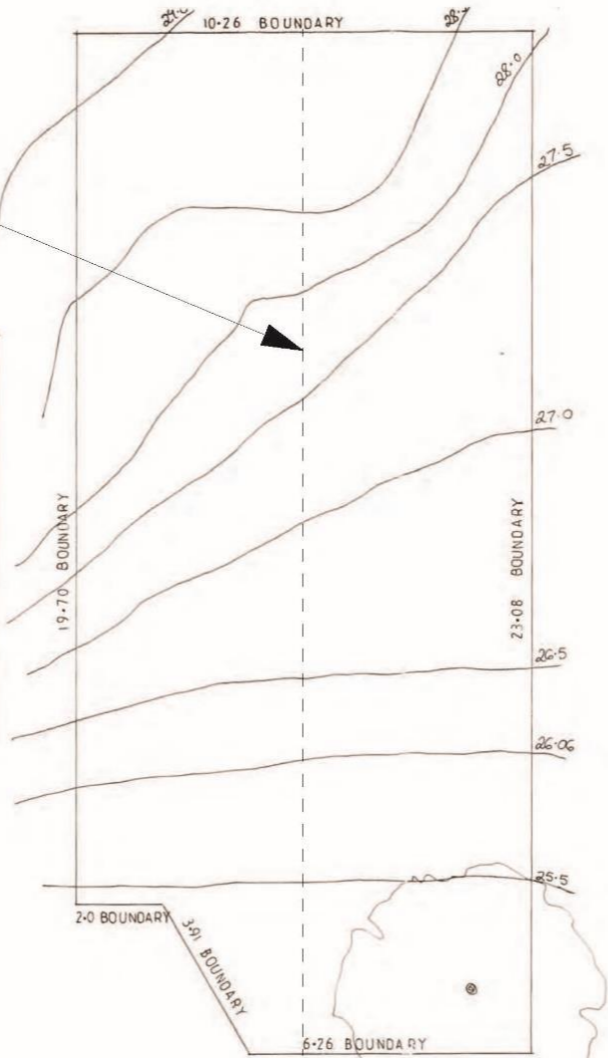


Location Plan 1:400

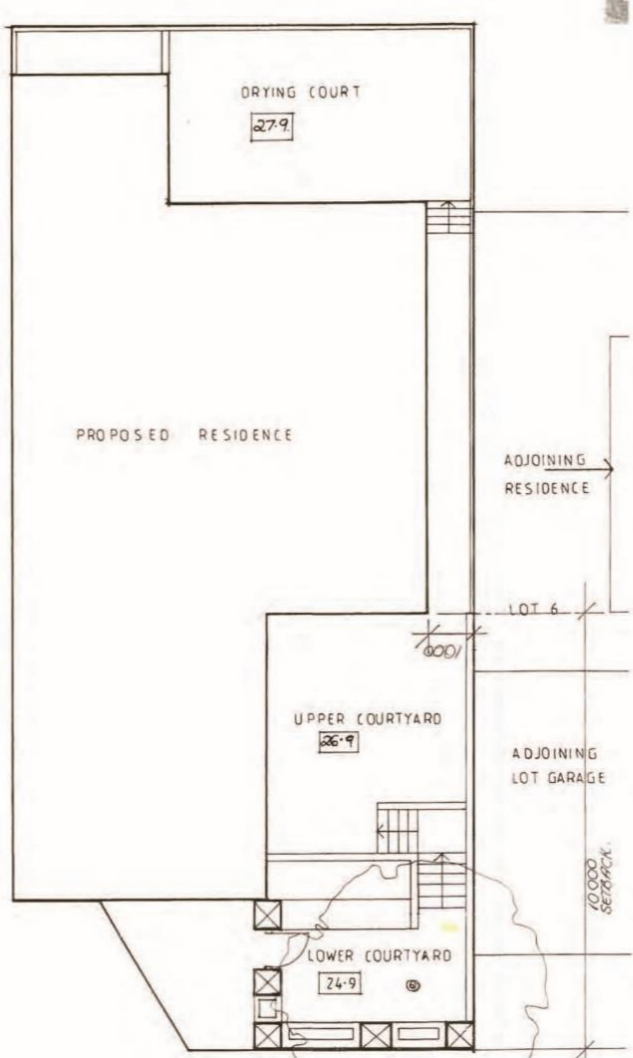
CITY OF FREMANTLE  
THESE PLANS FORM PART OF  
24 AUG 1998  
D.A. 567/99

seen  
for 57 x 100 WEARNE  
Dwelling / 71 Ellen St, Fremantle

PROPOSED RESIDENCE Lot 5/ Girton Lane, Fremantle.




Existing Site Plan 1:100

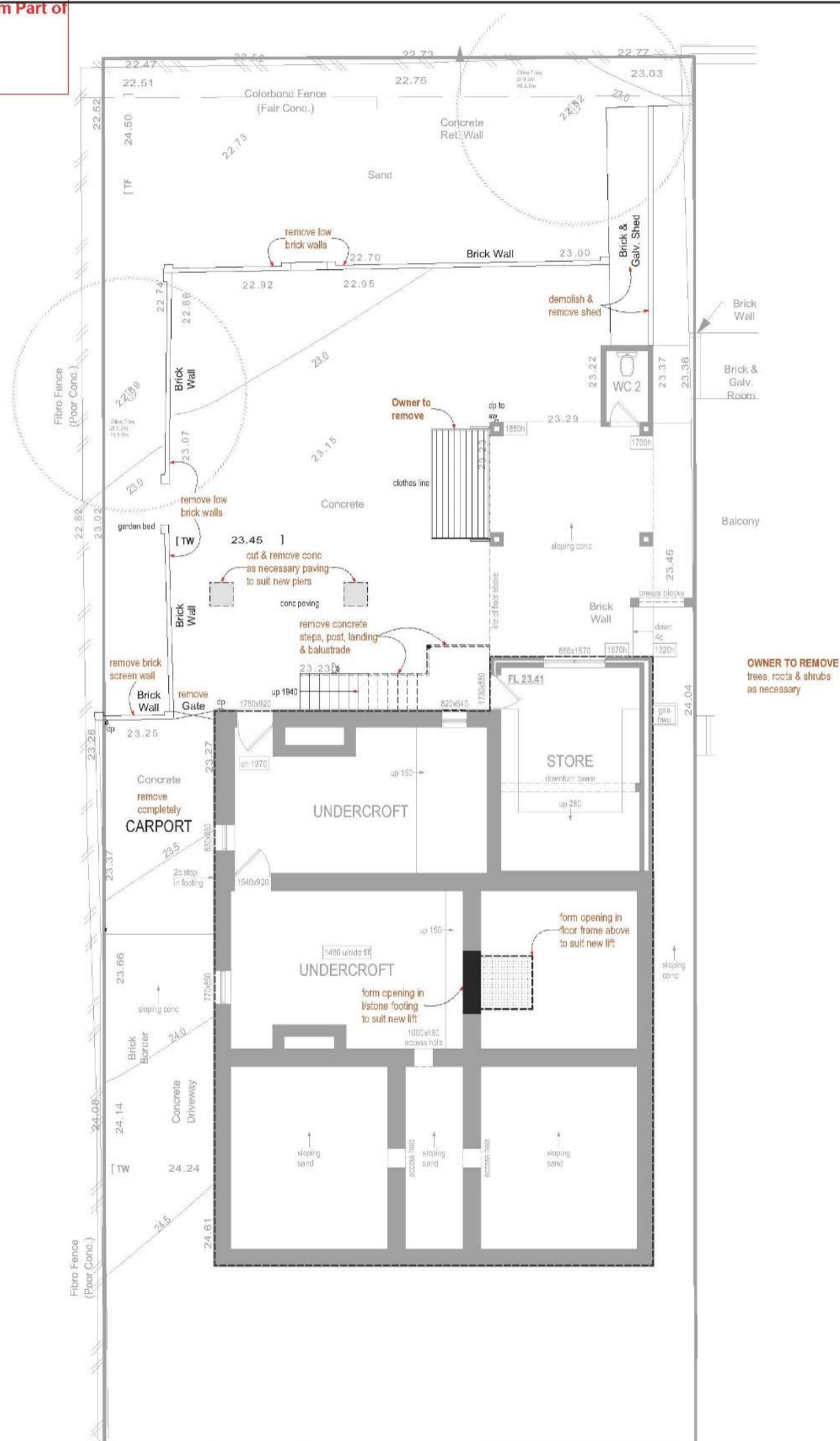


Proposed Site Plan 1:100

ARKITEKTURA ARCHITECTS  
195 High Street, Fremantle WA 6160  
Ph: 335 9333 Fax: 430 8448

## **ATTACHMENT 1** – Amended development plans

 **DEMOLITION NOTE:**  
form opening in floor  
frame to suit new Lift



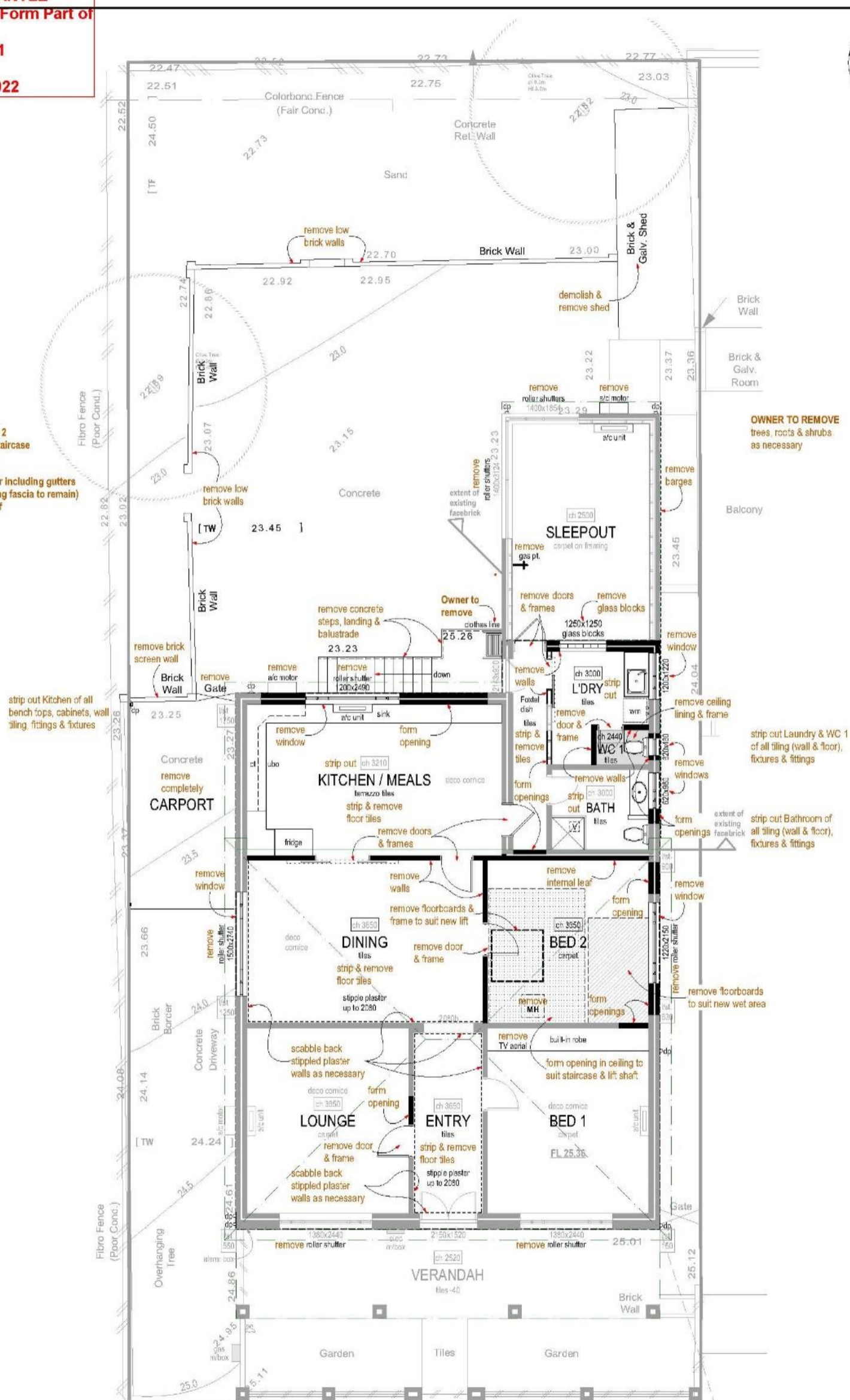
**SUMMIT**  
HOMES GROUP

BUILD | RENOVATE | DEVELOP

**CITY OF FREMANTLE**  
These Revised Plans Form Part of  
**DA0553/21**  
**11 March 2022**

**DEMOLITION NOTE:**  
form opening in Bed 2  
ceiling to suit new staircase

**DEMOLITION NOTE:**  
remove all roof cover including gutters  
& downpipes (existing fascia to remain)  
& Incl. Verandah roof



PROPOSED RESIDENCE FOR:  
Gennaro & Carmela SOTTILE  
& Custodia MONASTRA  
ADDRESS:  
45 SOLOMON STREET,  
FREMANTLE, 6160

DRAWN: CC  
DESIGNED: C.HADDAD  
CHECKED: .  
DATE: 17/12/2021  
LAST OPENED: 9/03/2022  
JOB NO:  
161823

SCALE: 1:100  
SHEET: 2 OF 13  
SIZE: A3  
RENOVATIONS

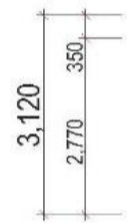
Issue Name: 001  
Drawn: CC  
Date: 17/12/2021

EXISTING FLOOR PLAN

**SUMMIT**  
HOMES GROUP  
BUILD | RENOVATE | DEVELOP

Copyright © 2022

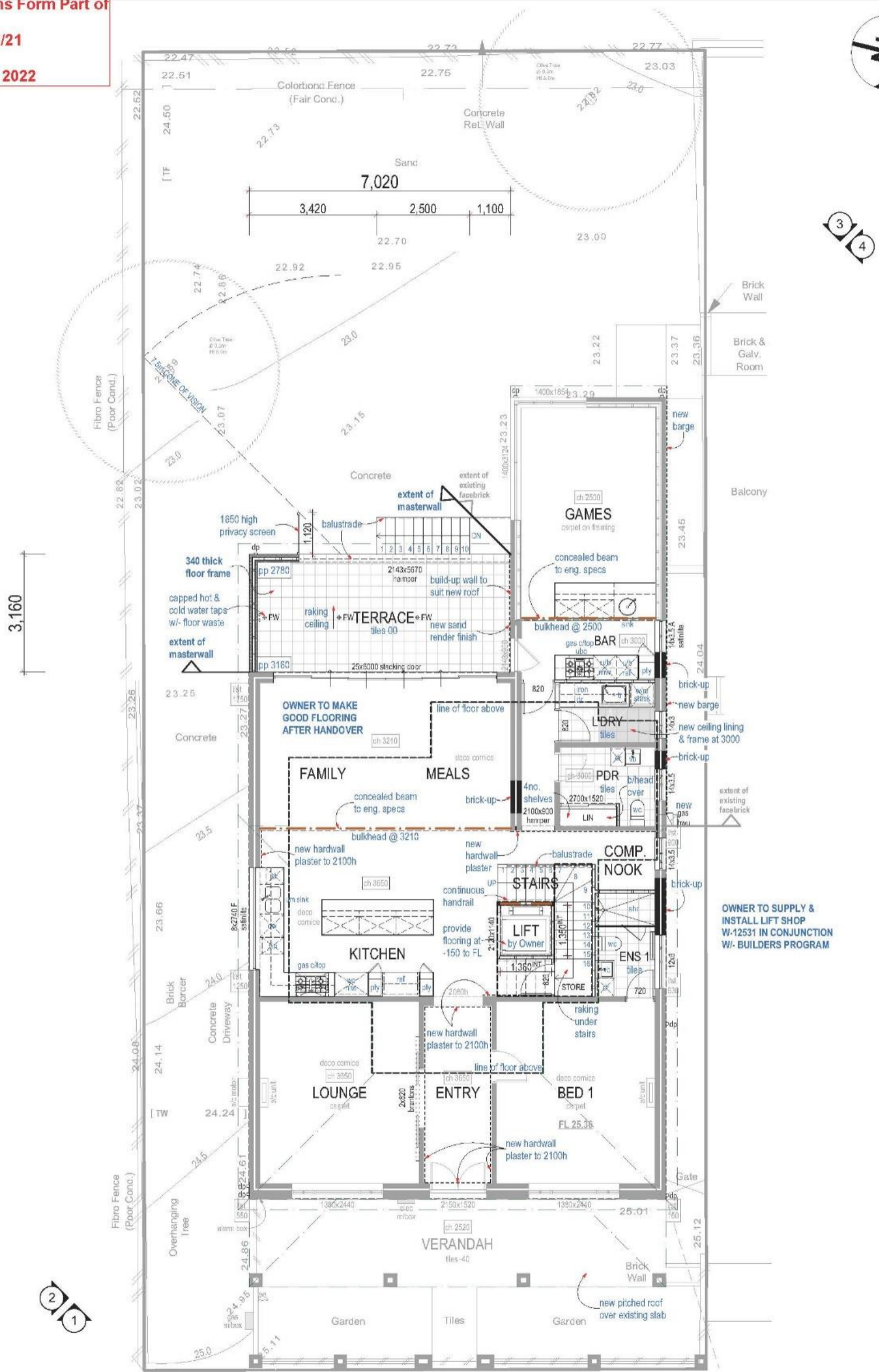
11 March 2022



94/175



**CITY OF FREMANTLE**  
These Revised Plans Form Part of  
**DA0553/21**  
**11 March 2022**



PROPOSED RESIDENCE FOR:  
Gennaro & Carmela SOTTILE  
& Custodia MONASTRA  
ADDRESS:  
45 SOLOMON STREET,  
FREMANTLE, 6160

DRAWN: CC  
DESIGNED: C.HADDAD  
CHECKED: .  
DATE: 17/12/2021  
LAST OPENED: 9/03/2022  
SCALE: 1:100  
SHEET: 4 OF 13  
SIZE: A3  
RENOVATIONS  
JOB NO:  
161823

Issue Name: 001  
Drawn: CC  
Date: 17/12/2021  
Issue Name: Drawn: Date:

PROPOSED FLOOR PLAN



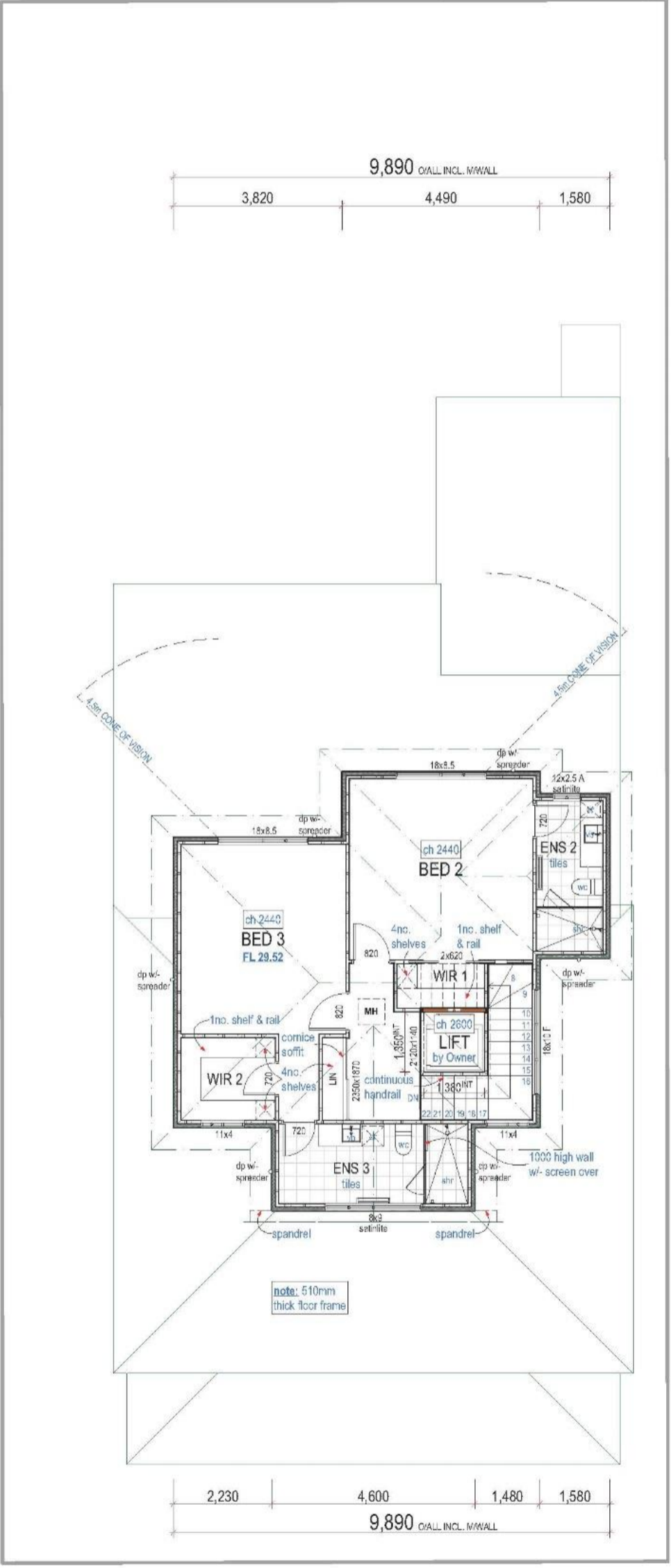


CITY OF FREMANTLE  
These Revised Plans Form Part of  
DA0553/21  
11 March 2022



9,960 O'ALL INCL. M'WALL  
1,490  
6,580  
1,890

9,960 O'ALL INCL. M'WALL  
500  
3,730  
3,840  
1,890



OWNER TO SUPPLY &  
INSTALL LIFT SHOP  
W-12531 IN CONJUNCTION  
W/ BUILDERS PROGRAM

PROPOSED RESIDENCE FOR:  
Gennaro & Carmela SOTTILE  
& Custodia MONASTRA  
ADDRESS:  
45 SOLOMON STREET,  
FREMANTLE, 6160

DRAWN: CC  
DESIGNED: C.HADDAD  
CHECKED: .  
DATE: 17/12/2021  
LAST OPENED: 9/03/2022  
SCALE: 1:100  
SHEET: 5 OF 13  
SIZE: A3  
RENOVATIONS  
JOB NO: 161823

Issue Name: 001  
Drawn: CC  
Date: 17/12/2021  
Issue Name: Drawn: Date:

PROPOSED FIRST FLOOR PLAN



Copyright © 2022



PROPOSED RESIDENCE FOR:  
Gennaro & Carmela SOTTILE  
& Custodia MONASTRA  
ADDRESS:  
45 SOLOMON STREET,  
FREMANTLE, 6160  
BUILT AROUND PEOPLE

DRAWN: CC  
DESIGNED: C.HADDAD  
CHECKED: -  
DATE: 17/12/2021  
LAST OPENED: 9/03/2022

**ELEVATIONS 1/2**



**SUMMIT**  
HOMES GROUP  
BUILD | RENOVATE | DEVELOP



PROPOSED RESIDENCE FOR:  
 Gennaro & Carmela SOTTILE  
 & Custodia MONASTRA  
 ADDRESS:  
 45 SOLOMON STREET,  
 FREMANTLE, 6160

DRAWN: CC  
 DESIGNED: C.HADDAD  
 CHECKED: A3  
 DATE: 17/12/2021  
 LAST OPENED: 9/03/2022

SCALE: 1:100  
 SHEET: 7 OF 13  
 SIZE: A3  
 RENOVATIONS  
 JOB NO:  
 161823

ELEVATIONS 2/2

Project Name: 301  
 Floor: CC  
 Date: 17/12/2021  
 Total:

**SUMMIT**  
 HOMES GROUP  


BUILD | RENOVATE | DEVELOP  
 Copyright © 2022



**NOTE:**  
NEIGHBOURS RESIDENCES PLOTTED APPROXIMATELY  
ONLY & HEIGHTS SHOULD BE CONFIRMED BY COUNCIL

HOUSE NO. 47 SOLOMON STREET

HOUSE NO. 45 SOLOMON STREET

HSE NO. 43 SOLOMON ST



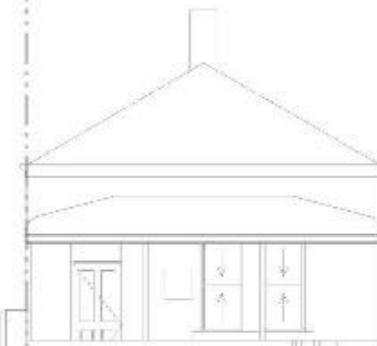
MAIN FL 23.83



MAIN FL 25.36

STREET G

MAIN FL 25.57



**STREETSCAPE EAST ELEVATION**

SCALE 1:100

CITY OF FREMANTLE

These Revised Plans Form Part of

DA0553/21

11 March 2022

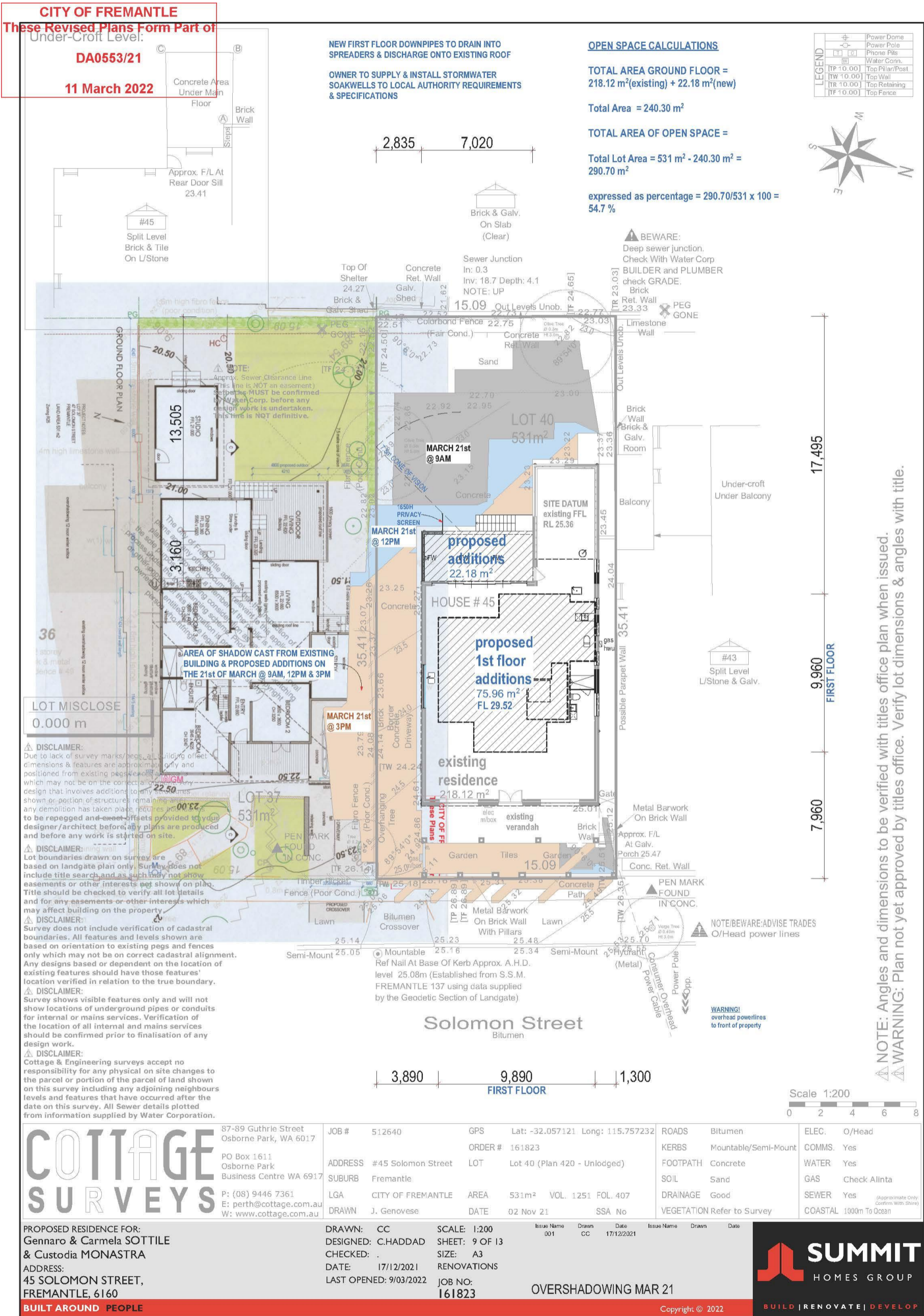
PROPOSED RESIDENCE FOR:  
Gennaro & Carmela SOTTILE  
& Custodia MONASTRA  
ADDRESS:  
45 SOLOMON STREET,  
FREMANTLE, 6160

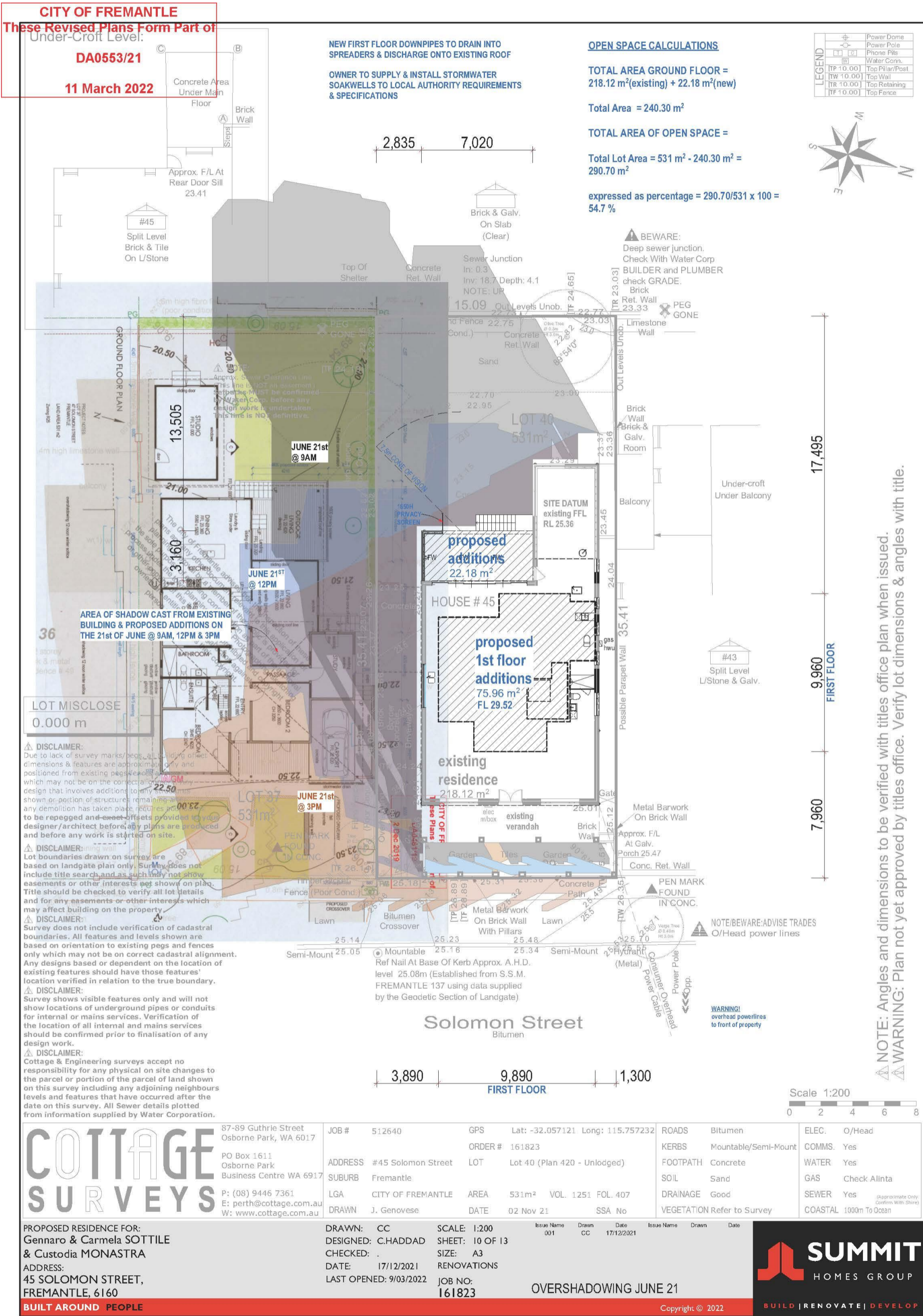
BUILT AROUND PEOPLE

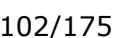
DRAWN: CC  
DESIGNED: C-HADDAD  
CHECKED: A3  
DATE: 17/12/2021  
LAST OPENED: 9/03/2022  
SCALE: 1:100  
SHEET: 8 OF 13  
SIZE: A3  
RENOVATIONS  
JOB NO: 161823

STREETSCAPE ELEVATION  
Copyright © 2022

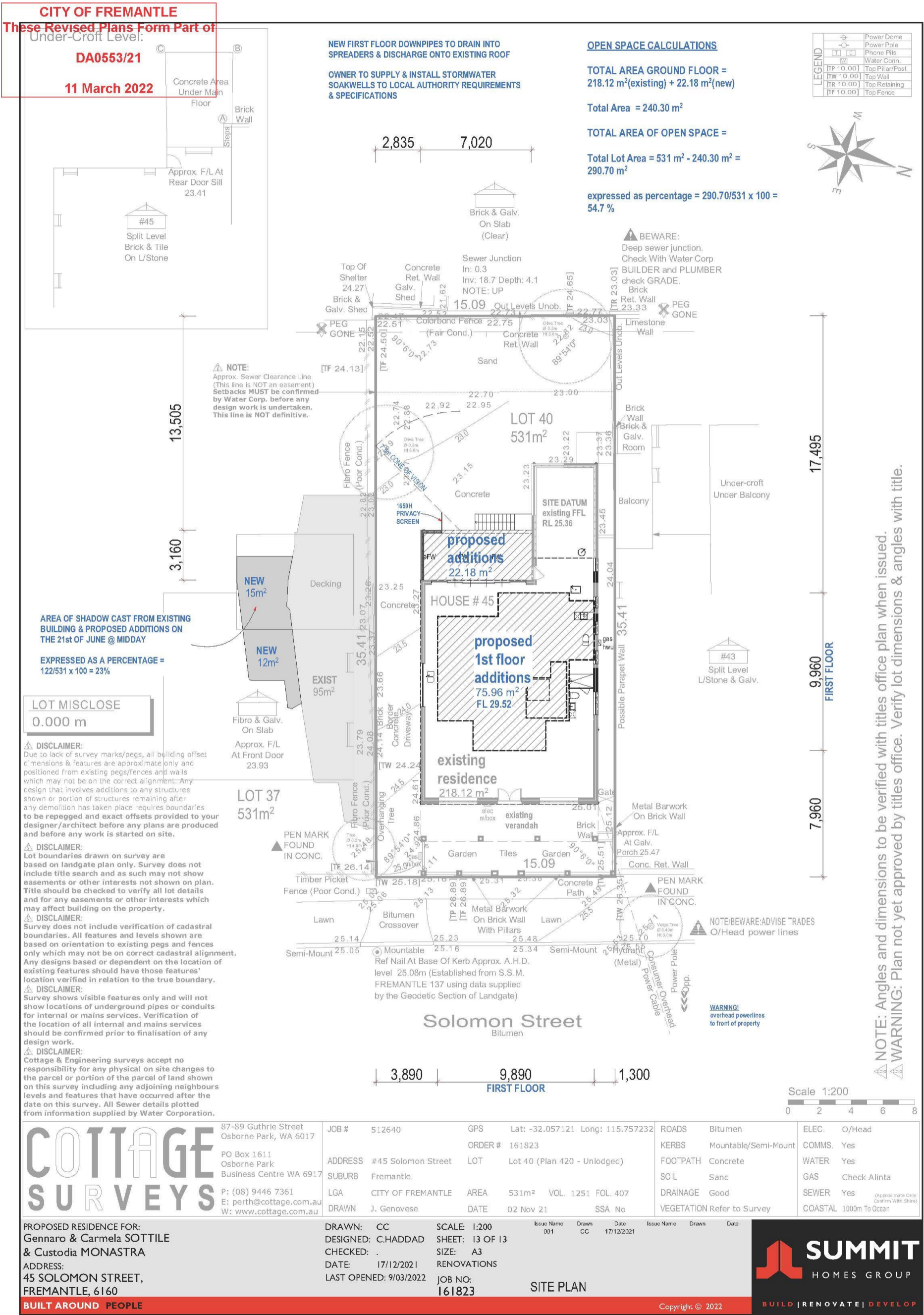
**SUMMIT**  
HOMES GROUP  
BUILD | RENOVATE | DEVELOP











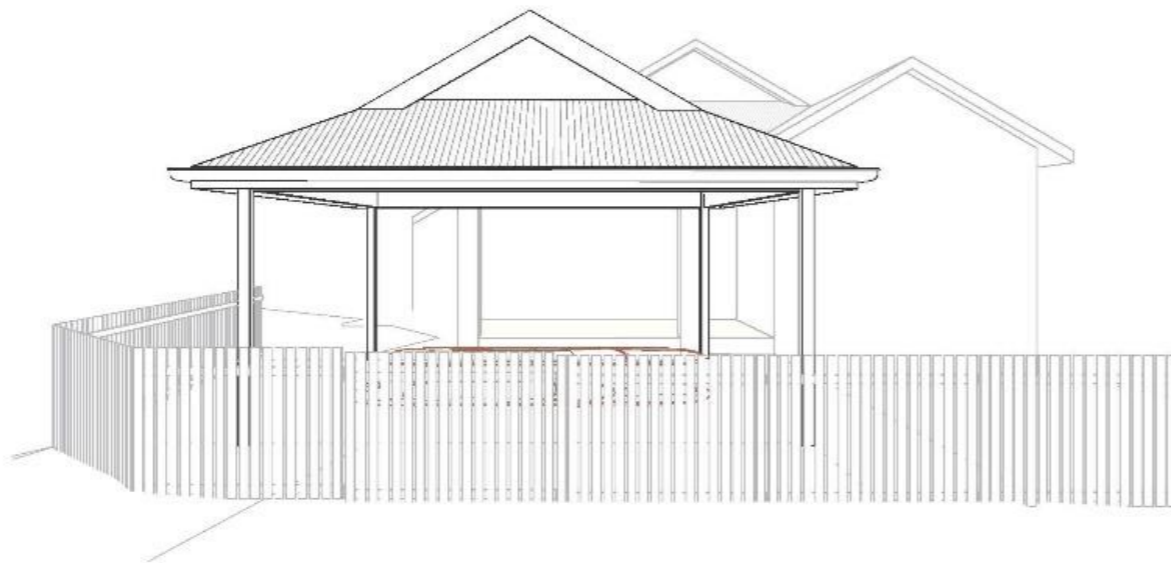


**PC2204-10 SEAVIEW STREET, NO. 7 (LOT 1) BEACONSFIELD - CARPORT ADDITION TO EXISTING GROUPED DWELLING (JCL DA 0472/21)**

**ATTACHMENT 1 – Amended Development Plan**

CITY OF FREMANTLE  
These Revised Plans Form Part of  
**DA0472/21**  
**25 February 2022**

ARCHITECTURAL DRAWING LIST		
Sheet	Name	Date
AD00	COVER PAGE	25/02/2022
AD01	SITE PLAN	25/02/2022
AD02	FLOOR PLAN & ELEVATIONS	25/02/2022

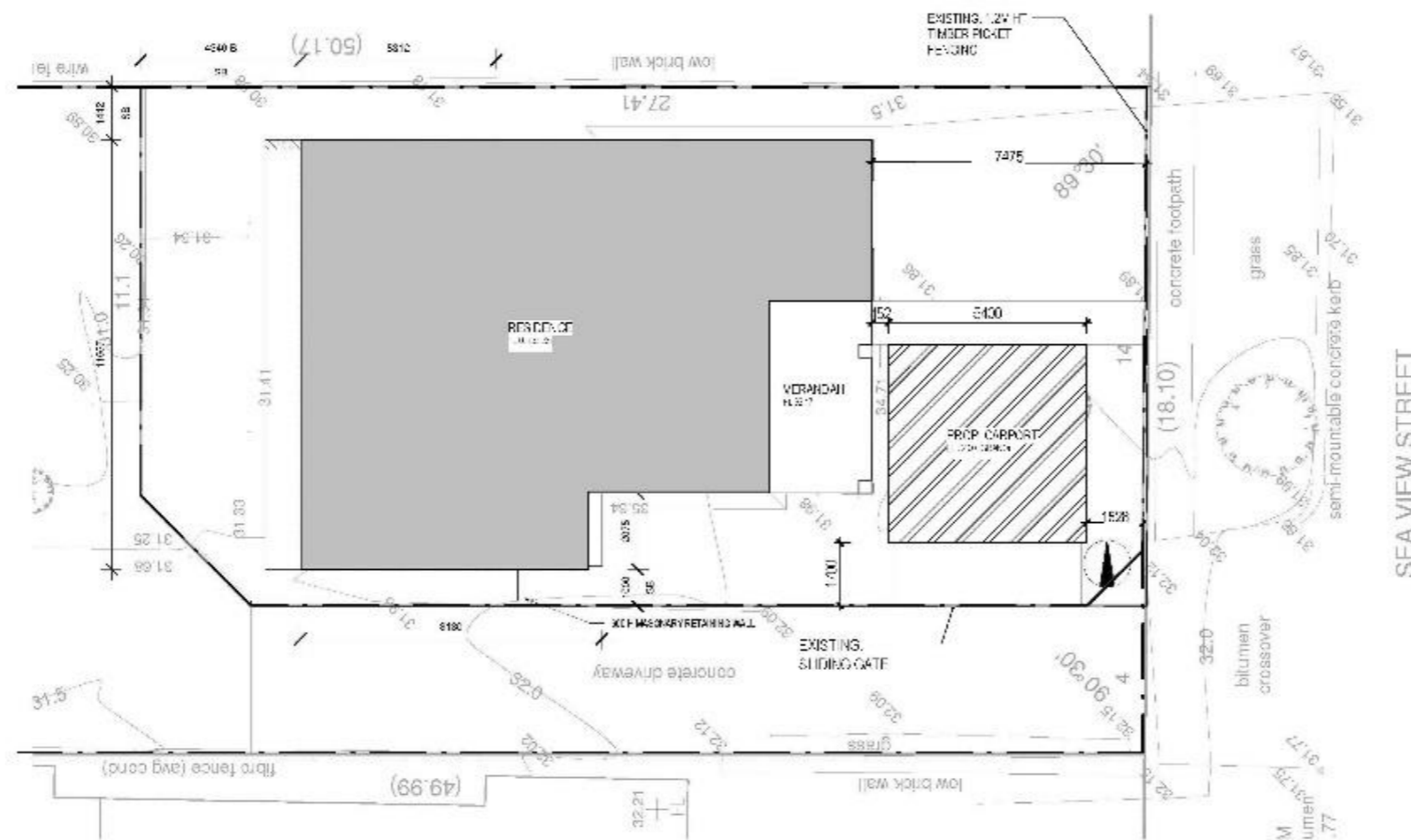


Address:  
7 SEA VIEW STREET  
BEACONSFIELD

Drawing:  
AD00 - COVER PAGE

Date: 25/02/2022 Scale:

CITY OF FREMANTLE  
These Revised Plans Form Part of  
DA0472/21  
25 February 2022



SITE PLAN  
SCALE 1:150

Address  
7 SEA VIEW STREET  
BEACONSFIELD

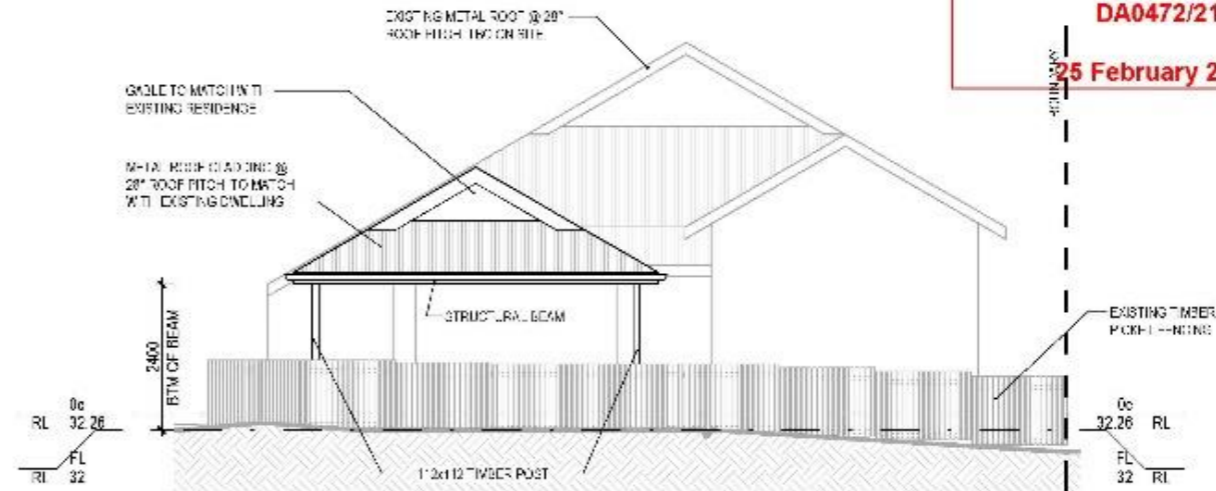
Tracing  
AD01 - SITE PLAN

Date: 25/02/2022 Scale: 1:150

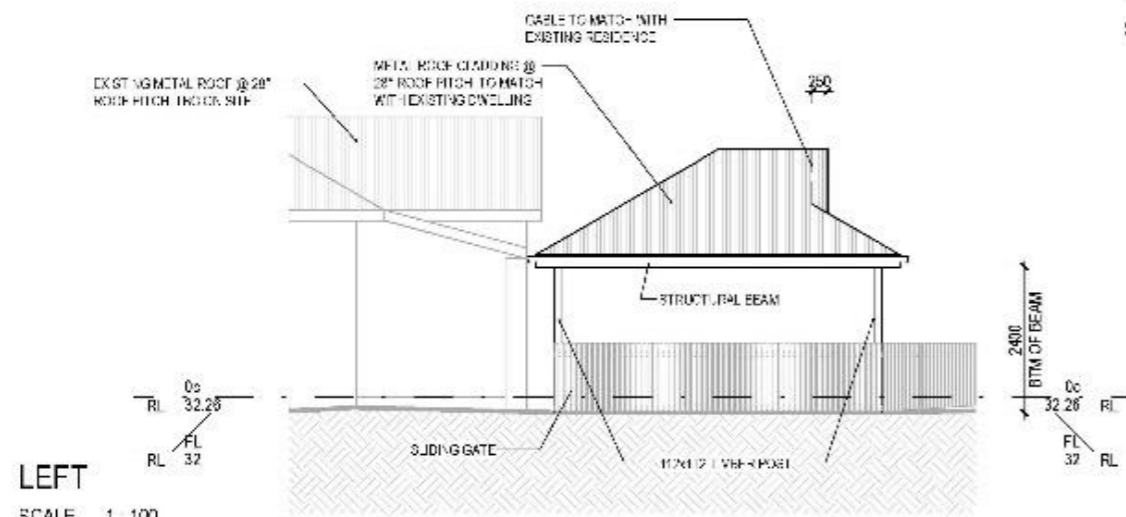


GOOGLE STREET VIEW

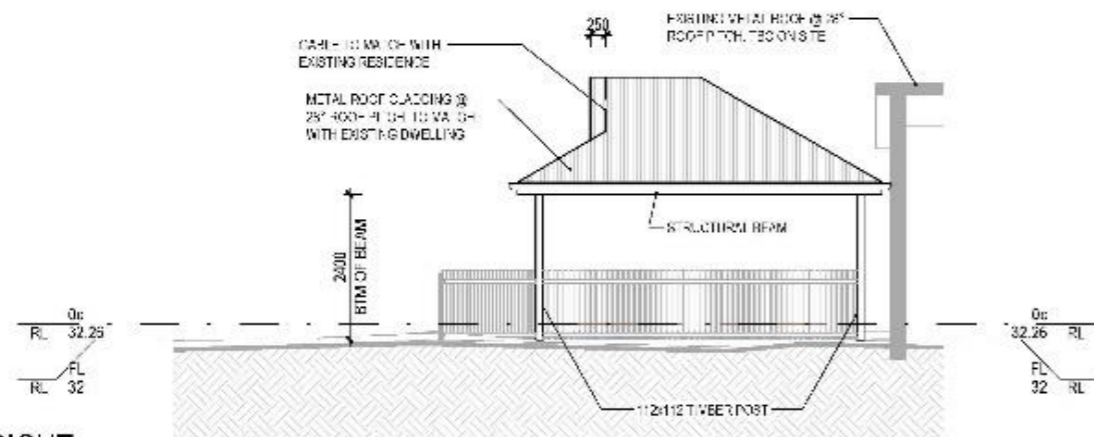
CITY OF FREMANTLE  
These Revised Plans Form Part of  
DA0472/21  
25 February 2022



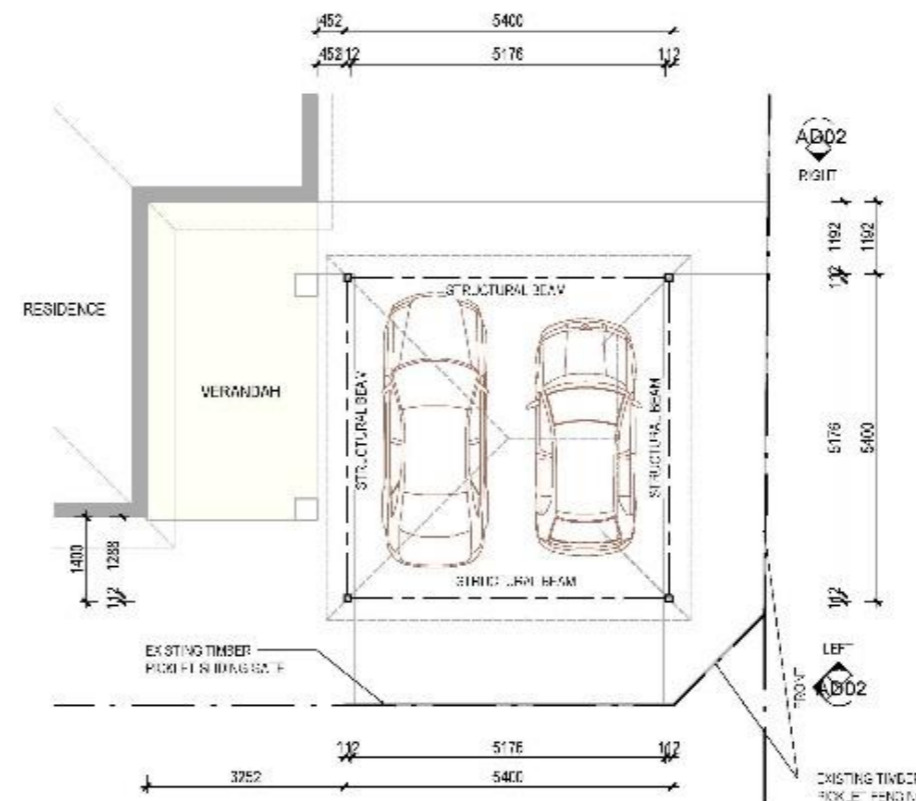
FRONT  
SCALE 1:100



LEFT  
SCALE 1:100



RIGHT  
SCALE 1:100



FLOOR PLAN  
SCALE 1:100

Address:  
7 SEA VIEW STREET  
BEACONSFIELD

Drawing:  
AD02 - FLOOR PLAN &  
ELEVATIONS

Date: 25/02/2022 Scale: 1:100



## **PC2204-11 INFORMATION REPORT - APRIL 2022**

### **ATTACHMENT - Schedule of applications determined under delegated authority**

1. THOMPSON ROAD, NO. 64A (LOT 9), NORTH FREMANTLE - VARIATIONS TO PLANNING APPROVAL DA0507/19 (TWO STOREY SINGLE HOUSE WITH BASEMENT) (ED VA0004/22)
2. FREMANTLE TECHNICAL COLLEGE, NO. 11-15 (LOT 2680) GROSVENOR STREET, BEACONSFIELD - DEMOLITION OF ALL EXISTING BUILDINGS AND INCIDENTAL STRUCTURES (ED DA0549/21)
3. FULLSTON WAY, NO. 8 (LOT 85) BEACONSFIELD - VARIATION TO DA0477/20 - TWO STOREY SINGLE HOUSE (TG VA0020/21)
4. HARBOUR ROAD NO.11 (LOT 56) HILTON - VARIATION TO PREVIOUS PLANNING APPROVAL (TWO STOREY ANCILLARY DWELLING ADDITION) DA0400/16 (JL VA003/22)
5. SOUTH TERRACE, NO. 12 (LOT 802) FREMANTLE - ADDITIONS (PATIO) TO EXISTING TAVERN - (TG DA0047/22)
6. ADELAIDE STREET, NO. 29 (LOT 300) FREMANTLE - SIGNAGE ADDITION TO EXISTING RESTAURANT (TG DA0052/22)
7. WILLIAM STREET, NO. 10-14 (LOT 2) FREMANTLE - SIGNAGE TO EXISTING BUILDING (IGA) (TG DA0048/22)
8. HIGH STREET, NO. 207 (LOT 2), FREMANTLE - INTERNAL ALTERATIONS TO EXISTING GROUPED DWELLING - (JCL DA0294/21)
9. SOUTH TERRACE, NO. 364 (LOT 3), SOUTH FREMANTLE – ABOVE GROUND SWIMMING POOL ADDITION TO EXISTING SINGLE HOUSE (ED DA0045/22)
10. SOLOMON STREET, NO. 89 (LOT 59) – TWO STOREY ADDITIONS AND ALTERATIONS TO EXISTING SINGLE HOUSE (ED DA0029/22)
11. DALY STREET, NO. 12 (LOT 116), SOUTH FREMANTLE - UNAUTHORISED ANCILLARY DWELLING ADDITION TO EXISTING SINGLE HOUSE - (JCL DA0384/21)
12. SOUTH TERRACE, NO. 282 (LOT 16), SOUTH FREMANTLE – ADDITIONS (GIN STILL) TO EXISTING HOTEL (ED DA0024/22)



13. SOUTH TERRACE, NO. 282, SOUTH FREMANTLE, (LOTS 16, 13 AND 15) – SECTION 40 (PRODUCER LICENSE) – (ED LL0004/22)
14. WINTERFOLD ROAD, NO. 86 (LOT 546) SAMSON - FRONT FENCE TO EXISTING SINGLE HOUSE (TG DA0053/22)
15. SOUTH STREET, NO. 251 (LOT 302) BEACONSFIELD - FRONT FENCE TO EXISTING SINGLE HOUSE (TG DA0546/21)
16. BEARD STREET, NO. 11 (SL 2) BEACONSFIELD - PERGOLA ADDITION TO EXISTING SINGLE HOUSE (TG DA0063/22)
17. THOMPSON ROAD, NO. 66 (LOT 101), NORTH FREMANTLE - VARIATION TO DA0196/19 (TWO STOREY SINGLE HOUSE) - (JCL DA0039/21)
18. MARKET STREET, NO. 17/83 (LOT 17), FREMANTLE - UNAUTHORISED TOILET ADDITION TO EXISTING BUILDING - (JCL DA0051/22)
19. TAYLOR ST, NO. 18 (LOT 200) WHITE GUM VALLEY- ANCILLARY DWELLING (TG DA0055/22)
20. PHILLIMORE STREET, NO.10-10C (LOT 1535), FREMANTLE – REPAIRS TO FACADE OF EXISTING BUILDING - (CS DA0422/21)
21. TRAFFORD STREET, NO. 14 (LOT 20), BEACONSFIELD - VARIATION TO DA0429/19 - TWO STOREY ADDITIONS AND ALTERATIONS TO EXISTING SINGLE HOUSE (JCL VA0007/22)
22. MCLAREN STREET, NO.22 (LOT 96 AND 98), SOUTH FREMANTLE – ALTERATIONS AND ADDITIONS TO EXISTING HOUSE - (CS DA0344/21)
23. WARDLE ROAD NO.23 (LOT 88), BEACONSFIELD - TWO STOREY ADDITIONS AND ALTERATIONS TO EXISTING SINGLE HOUSE (JL DA0427/21)
24. CARRINGTON STREET, NO. 270A (LOT 2), TWO STOREY ADDITIONS AND ALTERATIONS TO EXISTING GROUPED DWELLING (ED DA0490/21)
25. AMHERST STREET, NO. 58, WHITE GUM VALLEY – OUTBUILDING ADDITION TO EXISTING SINGLE HOUSE (ED DA0023/22)
26. RENNIE CRESCENT, NO.62 (LOT 1086), HILTON – ANCILLARY DWELLING ADDITION TO EXISTING SINGLE HOUSE - (CS DA0526/21)
27. STIRLING HIGHWAY, NO.92A (LOT 12), NORTH FREMANTLE – PATIO ADDITIONS TO EXISTING PLACE OF WORSHIP - (CS DA0539/21)



28. BROMLEY ROAD, NO.68, HILTON – SUBDIVISION CLEARANCE - (CS WAPC301-21)
29. RENNIE CRESCENT, NO. 34 (LOT 1), HILTON - SWIMMING POOL & DECK ADDITION TO EXISTING GROUPED DWELLING - (JCL DA0028/22)
30. WARDIE STREET, NO. 5 (LOT 138), SOUTH FREMANTLE - ALTERATIONS AND ADDITIONS TO EXISTING SINGLE HOUSE - (JCL DA0525/21)
31. MCCOMBE AVENUE, NO. 19 (LOT 422), SAMSON - ALTERATIONS & ADDITIONS TO EXISTING SINGLE HOUSE - (JCL DA0019/22)
32. FORREST STREET, NO. 59 (LOT 1395), FREMANTLE - CONVERSION OF OUTBUILDING TO ANCILLARY DWELLING TO SINGLE HOUSE - (JCL DA0042/22)
33. MARMION STREET, NO. 103 (LOT 1451), FREMANTLE – TWO STOREY ADDITIONS AND ALTERATIONS TO EXISTING SINGLE HOUSE (ED DA0050/20)
34. DOURO ROAD, NO. 2/44 (LOT 2), SOUTH FREMANTLE – TWO STOREY ADDITIONS TO EXISTING GROUPED DWELLING (ED DA0062/22)
35. DOURO ROAD, NO. 3/44 (LOT 3), SOUTH FREMANTLE – TWO STOREY ADDITIONS TO EXISTING GROUPED DWELLING (ED DA0064/22)
36. CHRISTIAN BROTHERS COLLEGE 41-51 ELLEN STREET, NO. 41-51 (LOTS 468, 469, 4, 123), FREMANTLE - DEMOLITION WORKS, ALTERATIONS AND ADDITIONS TO EXISTING EDUCATION ESTABLISHMENT- (JCL DA0030/22)
37. HIGH STREET, NO.110 (LOT 500), FREMANTLE – ALTERATIONS AND SIGNAGE TO EXISTING BUILDING - (CS DA0015/22)
38. SOUTH STREET, NO.361 (LOT 1581), HILTON – CARPORT ADDITION TO EXISTING HOUSE - (CS DA0007/22)
39. WELLESLEY WAY, NO.36 (LOT 81), SAMSON – PATIO ADDITION TO EXISTING HOUSE - (CS DA0548/21)
40. WARDLE ROAD NO.23 (LOT 88), BEACONSFIELD - TWO STOREY ADDITIONS AND ALTERATIONS TO EXISTING SINGLE HOUSE (JL DA0427/21)
41. NELSON STREET, NO.7 (LOT 10), SOUTH FREMANTLE - UNAUTHORISED ANCILLARY DWELLING ADDITION AND ADDITIONS AND ALTERATIONS TO EXISTING SINGLE HOUSE - (JL DA0173/21)



42. HINES ROAD, NO.75 (LOT 44), HILTON – ADDITIONS AND ALTERATIONS TO EXISTING SINGLE HOUSE (JL DA0043/22)
43. HARWOOD STREET, NO. 34A (LOT 2), HILTON - SINGLE STOREY GROUPED DWELLING - (JCL DA 0073/22)
44. GRIGG PL, NO. 11 (SL 1) HILTON - ADDITIONS AND ALTERATIONS TO EXISTING SINGLE HOUSE (TG DA0079/22)
45. BROCKMAN PLACE, NO. 3 (LOT 44), SOUTH FREMANTLE - UNAUTHORISED DETACHED ADDITION TO EXISTING SINGLE HOUSE - (JCL DA0426/21)
46. BROMLEY ROAD, NO.68, HILTON – SUBDIVISION CLEARANCE - (CS WAPC301-21)
47. DALY STREET, NO.41B (LOT 2), SOUTH FREMANTLE – CARPORT ADDITION TO EXISTING SINGLE HOUSE - (CS DA0528/21)
48. RENNIE CRESCENT, NO. 64 (LOT 1), HILTON – UNAUTHORISED ADDITION AND NEW PATIO TO EXISTING SINGLE HOUSE - (JCL DA0034/22)
49. SOUTH TERRACE, NO. 296 (LOT 46), SOUTH FREMANTLE- RE-ROOF OF EXISTING SINGLE HOUSE - (JCL DA0077/22)
50. STRANG COURT, NO. 4/9 (LOT 1), BEACONSFIELD – UNAUTHORISED CHANGE OF USE TO GROUPED DWELLING (ED DA0040/22)
51. HOPE STREET, NO.105 (LOT 1), WHITE GUM VALLEY – UNAUTHORISED ADDITION TO EXISTING HOUSE - (CS DA0408/21)
52. JOHN STREET, NO. 1/22 (LOT 1), NORTH FREMANTLE - DEMOLITION OF EXISTING PERGOLA AND CONSTRUCTION OF PATIO TO EXISTING GROUPED DWELLING - (JCL DA0465/21)
53. GOLD STREET, NO. 12 (LOT 19) SF- TWO STOREY REAR ADDITION TO EXISTING SINGLE HOUSE (TG DA0050/21)
54. RENNIE CRESCENT, NO. 56A (SL3) - VARIATION TO DA0457/19 (TG VA001/22)
55. HENDERSON STREET, NO. 45 (LOT 100) FREMANTLE – ADDITIONS AND ALTERATIONS TO EXISTING BUILDING AND CHANGE OF USE TO RESTAURANT (TG DA0516/21)
56. HAMPTON ROAD, NO. 117 (LOT 307) SOUTH FREMANTLE – ADDITIONS TO EXISTING SINGLE HOUSE (TG DA0027/21)



57. HOPE STREET, NO. 119 (LOT 200) WHITE GUM VALLEY – SUBDIVISION CLEARANCE (TG WAPC146-20)
58. HOPE STREET, NO. 119 (LOT 200) WHITE GUM VALLEY – SUBDIVISION CLEARANCE (TG WAPC159013)
59. RENNIE CRESCENT, NO. 68A (LOT 2), HILTON - RETAINING WALL AND DIVIDING FENCE ADDITION TO EXISTING GROUPED DWELLING - (JCL DA0072/22)
60. STOCK ROAD, NO 324 (LOT 33 & 35), O'CONNOR - EXTENSION OF TIME TO DAP003/16, VA0018/20 AND VA0021/21 (DEMOLITION OF EXISTING MOTOR VEHICLE SALES BUILDING, CONSTRUCTION OF FOUR (4) SHOWROOMS WITH SIGNAGE AND CHANGE OF USE TO 'SHOWROOM') – (JL ET01/22)
61. AINSLIE ROAD, NO. 16 (LOT 100), NORTH FREMANTLE – DEMOLITION OF FRONT FENCE - (JL DA0084/22)
62. GRIFFITHS PLACE, NO. 2 (LOT 1212), HILTON - PRIMARY STREET FENCE, NEW DIVIDING FENCE, FILL AND CONSTRUCTION OF RETAINING WALLS TO EXISTING SINGLE HOUSE - (JCL DA0044/22)
63. STEVENS STREET, NO. 141 (LOT 1), WHITE GUM VALLEY - ADDITIONS AND ALTERATIONS TO EXISTING GROUPED DWELLING - (JCL DA0081/22)



**PC2204-12 PROPOSED MRS AMENDMENT NORTH FREMANTLE  
DEVELOPMENT PRECINCT - PRELIMINARY COMMENTS**

**ATTACHMENT 1 - Proposed MRS Amendment – North Fremantle  
Development Precinct**



# PROPOSED METROPOLITAN REGION SCHEME AMENDMENT NORTH FREMANTLE DEVELOPMENT PRECINCT

PREPARED FOR  
**VE PROPERTY AND NORTH FREMANTLE JV PTY LTD**  
25 FEBRUARY 2021





**URBIS & TAYLOR BURRELL BARNETT STAFF RESPONSIBLE FOR THIS REPORT WERE:**

Director	Tim Dawkins/Lex Barnett
Associate Director/Principal	Peter Fitzgerald/Jarrold Ross
Project Code	P0010156/13016
Report Number	V1

**Urbis and Taylor Burrell Barnett acknowledge the important contribution that Aboriginal and Torres Strait Islander people make in creating a strong and vibrant Australian society.**

**We acknowledge, in each of our offices, the Traditional Owners on whose land we stand.**

All information supplied to Urbis in order to conduct this research has been treated in the strictest confidence. It shall only be used in this context and shall not be made available to third parties without client authorisation. Confidential information has been stored securely and data provided by respondents, as well as their identity, has been treated in the strictest confidence and all assurance given to respondents have been and shall be fulfilled.

© Urbis Pty Ltd  
50 105 256 228

All Rights Reserved. No material may be reproduced without prior permission.

You must read the important disclaimer appearing within the body of this report.

[urbis.com.au](http://urbis.com.au)

URBIS  
25 FEBRUARY 2022 NORTH FREMANTLE MRS AMENDMENT



## CONTENTS

<b>Executive Summary.....</b>	<b>5</b>
<b>Introduction.....</b>	<b>6</b>
<b>1. The Land .....</b>	<b>8</b>
1.1. Location .....	8
1.2. Legal Description and Ownership.....	9
1.3. Area and Land Use.....	12
1.4. History.....	14
<b>2. Context.....</b>	<b>15</b>
2.1. Westport and Future of Fremantle.....	15
2.1.1. The Future of Fremantle.....	15
2.2. Character and Setting.....	17
<b>3. State Planning .....</b>	<b>19</b>
3.1. Metropolitan Region Scheme .....	19
3.2. Strategic Planning.....	21
3.2.1. State Planning Strategy 2050.....	21
3.2.2. Directions 2031 and Beyond.....	21
3.2.3. Perth and Peel @ 3.5 Million.....	21
3.2.4. Economic and Employment Lands Strategy: Non-Heavy Industry .....	21
3.2.5. Central Sub-Regional Framework.....	22
3.2.6. Metronet .....	24
3.3. State Planning Policies .....	26
3.3.1. SPP 1 – State Planning Framework.....	26
3.3.2. SPP 2.0 – Environment and Natural Resources .....	26
3.3.3. SPP 2.6 – State Coastal Planning Policy.....	26
3.3.4. SPP 3.0 – Urban Growth and Settlement.....	27
3.3.5. SPP 4.1 – State Industrial Buffer and Draft Industrial Interface .....	28
3.3.6. SPP 4.2 Activity Centres for Perth and Peel (and Draft Activity Centres).....	28
3.3.7. SPP 5.4 – Road and Rail Noise .....	30
3.3.8. SPP 7.2 – Precinct Design .....	30
3.4. Other Policies.....	30
3.4.1. Development Control Policy 1.6 – Planning to Support Transit Use and Development .....	30
3.4.2. Development Control Policy 1.9 – Amendment to Region Schemes.....	31
3.4.3. Leighton Oceanside Masterplan.....	31
<b>4. Local Planning.....</b>	<b>32</b>
4.1. City of Fremantle Local Planning Scheme No. 4.....	32
4.2. Local Planning Strategy.....	34
4.3. Port Buffer.....	34
<b>5. Technical Capability.....</b>	<b>36</b>
5.1. Environment.....	36
5.1.1. EPA Guidance for the Assessment of Environmental Factors.....	37
5.2. Movement .....	37
5.3. Water.....	37
5.4. Services .....	37
5.5. Coastal Processes .....	38
5.6. Risk .....	40
5.7. Acoustics.....	40
5.8. Heritage .....	40
5.9. Summary.....	40
<b>6. Concept Planning.....</b>	<b>41</b>
6.1. Purpose.....	41



6.2.	Opportunities and Constraints .....	41
6.3.	Description .....	42
6.4.	Relationship to Surrounding Land .....	45
6.5.	ROADS .....	46
6.6.	Coastal Foreshore .....	48
6.7.	Yield Analysis .....	48
<b>7.</b>	<b>Staging .....</b>	<b>50</b>
7.1.	Subdivision and Development .....	50
7.2.	Enabling Infrastructure .....	52
7.3.	The Planning Process .....	54
<b>8.</b>	<b>Statutory Requirements .....</b>	<b>56</b>
8.1.	Substantiality of Amendment .....	57
<b>9.</b>	<b>Conclusion .....</b>	<b>60</b>
	<b>Disclaimer .....</b>	<b>61</b>

<b>Appendix A</b>	<b>Certificates of Title</b>
<b>Appendix B</b>	<b>Coastal Foreshore Assessment</b>
<b>Appendix C</b>	<b>Environmental Assessment</b>
<b>Appendix D</b>	<b>Transport Assessment</b>
<b>Appendix E</b>	<b>District Water Management Strategy</b>
<b>Appendix F</b>	<b>Engineering Reports</b>
<b>Appendix G</b>	<b>Coastal Risk Assessment</b>
<b>Appendix H</b>	<b>Risk Reporting</b>
<b>Appendix I</b>	<b>Acoustic Report</b>
<b>Appendix J</b>	<b>Heritage Report</b>

## FIGURES

Figure 1 - Location Plan .....	8
Figure 2 - Land Ownership .....	11
Figure 3 - The Subject Land .....	13
Figure 4 - Historic Photography .....	14
Figure 5 - Future of Fremantle .....	16
Figure 6 - Site Context .....	18
Figure 7 - Current MRS Zoning .....	20
Figure 8 - Central Sub-Regional Planning Framework .....	23
Figure 9 - North Fremantle Station Catchment .....	25
Figure 10 - District Centre Catchment .....	29
Figure 11 - Leighton Oceanside Master Plan .....	31
Figure 12 - City of Fremantle LPS4 .....	33
Figure 13 - Port Buffers .....	35
Figure 14 - Contour Plan .....	36
Figure 15 - Predicted Coastal Erosion over Time without government intervention and management .....	39
Figure 16 - Opportunities and Constraints .....	42
Figure 17 - Land Use and Movement Plan .....	43
Figure 18 - Connectivity .....	47
Figure 19 - Staging .....	51
Figure 20 - Enabling Infrastructure .....	53
Figure 21 - The Planning Process .....	55



Figure 22 - Rezoning Plan .....	56
---------------------------------	----

#### TABLES

Table 1 Submission Responsiveness.....	6
Table 2 - Legal Particulars.....	9
Table 3 - Design Summary.....	44
Table 4 - Substantiality of Amendment.....	57



## EXECUTIVE SUMMARY

This report has been prepared by Urbis and Taylor Burrell Barnett on behalf of VE Property Pty Ltd and the North Fremantle JV Pty Ltd, to support an application to amend the Metropolitan Region Scheme (MRS) to rezone approximately 23ha of land in north Fremantle from 'Industrial' to 'Urban' and 'Parks and Recreation.'

The subject land is generally bound by the western edge of Port Beach Road, Primary Regional Road reserve to the east, Tydeman Road and Freight Rail Reserve to the south, and the northern edge of Walter Place to the north. There are four landowners – VE Property, North Fremantle Joint Venture Pty Ltd, State Land Authority and Fremantle Port Authority.

The land has been historically used for industrial purposes - as a fuel terminal and lubricant depot by Viva Energy Australia (formerly Shell Australia), as the former Standard Wool site and a former Caltex operation for example. The site is no longer required for these uses and while there is some residual industrial use on the land, given its location close to Fremantle and North Fremantle, the Fremantle passenger railway line and Port Beach the site's highest and best use is Urban.

The proposed MRS Amendment should be supported for the following reasons:

- The subject land is no longer required for industrial purposes
- The highest and best use of the land has been demonstrated through this proposal to be Urban
- The development of the land for Urban purposes represents a logical progression of established urban development in the locality
- The Amendment is consistent with the overarching objectives of the State and local strategic planning framework
- The land can be fully serviced with standard urban infrastructure
- There are no constraints or other factors that would preclude rezoning to Urban
- The rezoning of the land to Urban provides a unique opportunity to develop a land parcel with only four owners, in a coordinated manner and in accordance with State and local planning objectives

This report will demonstrate the appropriateness of the proposed amendment through the following structure:

1. Background information on the land
2. Land use considerations
3. Illustration that the Urban zone is consistent with the land's context, character and setting
4. Justification from a State and local planning perspective
5. Demonstration that there is no technical impediment to the rezoning



## INTRODUCTION

This report has been prepared by Urbis and Taylor Burrell Barnett on behalf of VE Property Pty Ltd (VEP) and the North Fremantle JV Pty Ltd (NFJV), to support an application to amend the Metropolitan Region Scheme (MRS) to rezone approximately 23ha of land in north Fremantle from 'Industrial' to 'Urban' and 'Parks and Recreation.'

This report provides the details of the subject land and its surrounding context, demonstrates the proposal's strategic and statutory context, illustrates the land's suitability for urban development, and supports the proposal in the context of Development Control Policy 1.9: Amendment to Region Schemes.

This proposal is supported by a wide range of technical investigations, including traffic and transport, civil engineering and geotechnical investigations, hydrological, environmental, landscape, coastal analysis, acoustic and risk analysis. Technical reports addressing these matters are included as Appendices to this document.

This submission is an integrated proposal linking the various landholdings into a single precinct for the propose of the rezoning. Two separate rezoning proposals were submitted by the NFJV and VEP for their landholdings, in 2016 and 2019 respectively and on the basis of this proposal are formally withdrawn. The Department of Planning, Lands and Heritage requested that the parties collaborate to create this single proposal to facilitate an integrated assessment. The manner in which the proposal has responded to this request along with other feedback from Department officers is summarised in the table below.

This submission also reflects that there have been several changes to planning context since the original NFJV submission was lodged in 2016. They include: the progression of planning for VEP's land at the southern extent of the precinct, updates to the State Planning Policy 2.6 (Coastal Planning) Guidelines in 2020, METRONET and its related emphasis on transit-oriented outcomes, and the progression of the Westport/Future of Fremantle projects.

Table 1 Submission Responsiveness

Item	Action
Integrated Rezoning Request	<ul style="list-style-type: none"> <li>A single rezoning request report co-authored by Urbis and Taylor Burrell Barnett</li> <li>Updated and integrated technical reports addressing each land-ownership parcel accompanied by a bridging report dealing with the precinct as a whole</li> <li>Integrated rezoning plan and associated Land Use &amp; Movement Plan</li> </ul>
Fremantle Port Authority	<ul style="list-style-type: none"> <li>Multiple meetings with Fremantle Ports to keep it appraised of progress and updated on technical reporting outcomes with respect to the port buffer</li> <li>Exchange of correspondence to confirm its without prejudice support of buffer management (if the rezoning proceeds)</li> </ul>
Westport	<ul style="list-style-type: none"> <li>The lodgement of this submission was delayed until the completion of the Stage 2 report from Westport</li> <li>In the meanwhile, meetings and correspondence with Westport has ensured that each party is up to date with the intentions of the other</li> <li>The rezoning has been prepared to flexibly respond to Westport and can occur whether the port remains in Fremantle or is relocated</li> </ul>
Inter-Government Communications	<ul style="list-style-type: none"> <li>The project team has liaised with Ministers and Departments in a variety of portfolios including</li> </ul>



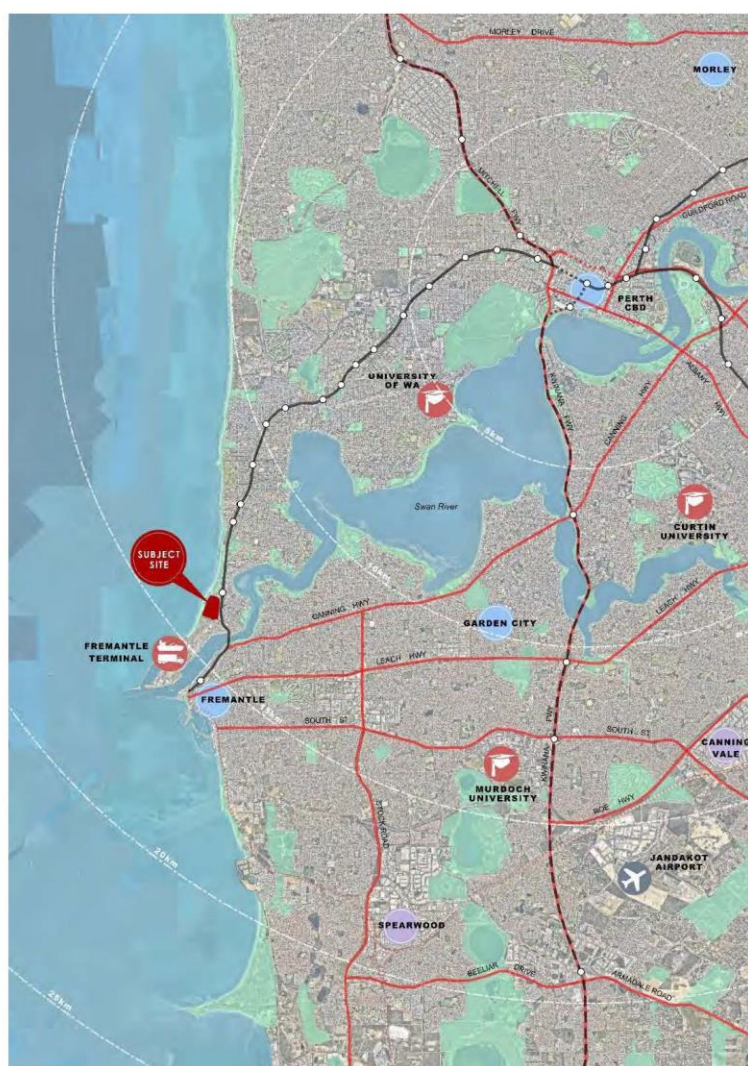
	<p>the Department of Transport. Chair of the WA Planning Commission and the Department of Planning, Lands and Heritage (including Future of Fremantle)</p> <ul style="list-style-type: none"> <li>The Project Team has also corresponded and met with the City of Fremantle</li> </ul>
Port Buffer/Risk	<ul style="list-style-type: none"> <li>Acor has confirmed that risk can be appropriately managed</li> <li>The report is appended to this submission</li> </ul>
Coastal Foreshore	<ul style="list-style-type: none"> <li>The Parks and Recreation Reserve boundary is based on an assessment on the characteristics, values and functions of the current foreshore consistent with the principles and process contained within State Planning Policy 2.6 – Coastal Planning, inclusive of a CHRMAP which defines coastal erosion extents over a 100-year timeframe</li> </ul>
Staging	<ul style="list-style-type: none"> <li>Specifically considered and commented upon within this report</li> </ul>

## 1. THE LAND

### 1.1. LOCATION

Fremantle is a 'Strategic Metropolitan Centre' within the Perth Metropolitan Area and North Fremantle is a District Centre. The subject land is in the locality of North Fremantle and bounded by coastal foreshore land to the west, Regional Road reserve to the east, Tydeman Road and Fremantle Port to the south, and Walter Place to the north (refer to Figure 1 – Location Plan). The land is located approximately 18km southwest of the Perth CBD, 2.5 km north of the Fremantle City Centre and is located just south of the Leighton North development.

Figure 1 - Location Plan





## 1.2. LEGAL DESCRIPTION AND OWNERSHIP

The Amendment area is owned by VE Property Pty Ltd, the North Fremantle JV Pty Ltd, Fremantle Port Authority and the WA Land Authority. Details of the subject land's legal particulars (excluding road reserves) are provided in Table 1: Legal Particulars. Copies of the Certificates of Title are included at Appendix A - Certificates of Title.

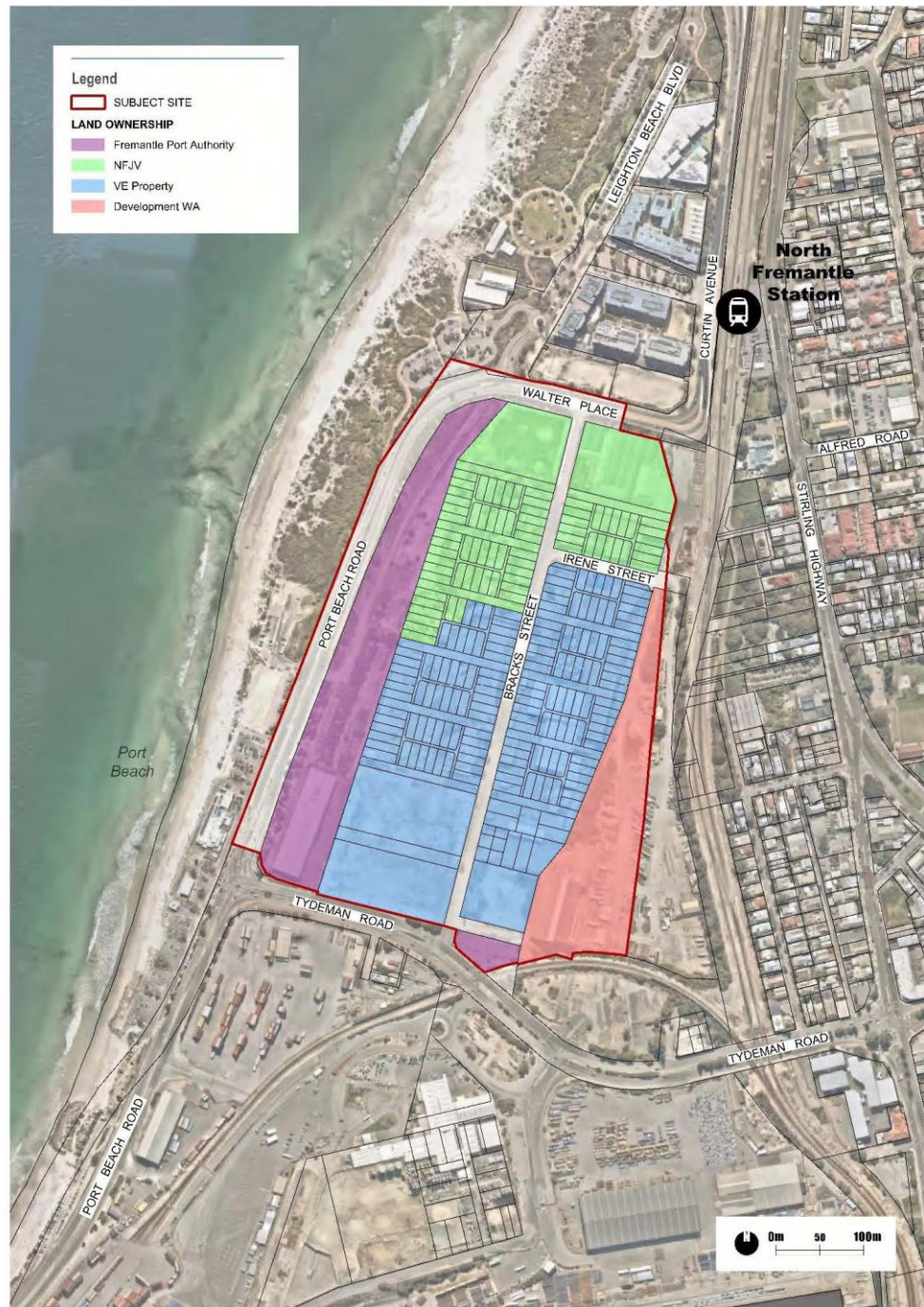
Table 2 - Legal Particulars

Lot	Volume/Folio	Plan/Diagram	Owner
176	1846/98	DP222459	VE Property Pty Ltd
213	1846/99	DP222459	VE Property Pty Ltd
39, 40, 41	1428/447	DP222459	VE Property Pty Ltd
330, 331	1222/981	DP222459	VE Property Pty Ltd
251 104-151, 353, 354, 360	1307/730	DP222459 P1593	VE Property Pty Ltd
252 263-284, 351	1101/246	DP222459 P1593	VE Property Pty Ltd
160-173, 355	1026/72	P1593	VE Property Pty Ltd
285-350, 352, 356-359	1846/100	P1593	VE Property Pty Ltd
23	1111/59	P601	VE Property Pty Ltd
18	441/12	P601	VE Property Pty Ltd
22	1059/961	P601	VE Property Pty Ltd
19	308/45	P601	VE Property Pty Ltd
4	1447/533	D50578	VE Property Pty Ltd
302	1099/352	DP160471	VE Property Pty Ltd
1, 2	1060/388	D2286	VE Property Pty Ltd
3	341/73	D2286	VE Property Pty Ltd
50, 55	1086/604	DP302353**	VE Property Pty Ltd
52, 53	188/120	DP302353**	VE Property Pty Ltd
51, 54	172/5	DP302353**	VE Property Pty Ltd
53, 222	Multi-Lot Title 1102/359	DP222459	North Fremantle JV Pty Ltd
152-159 & 174-217	Multi-Lot Title 1102/359	P1593	North Fremantle JV Pty Ltd
308	Multi-Lot Title 1102/359	DP160481	North Fremantle JV Pty Ltd
309	Multi-Lot Title 1102/359	DP160482	North Fremantle JV Pty Ltd



Lot	Volume/Folio	Plan/Diagram	Owner
340	1252/233	P1593	North Fremantle JV Pty Ltd
54	1438/700	DP222459	North Fremantle JV Pty Ltd
311	1438/699	DP222459	North Fremantle JV Pty Ltd
241-262 & 349	Multi-Lot Title 1438/698	P1593	North Fremantle JV Pty Ltd
500	2671/187	DP 52603	Fremantle Port Authority
602	2686	DP 47002	Western Australian Land Authority

Figure 2 - Land Ownership





### 1.3. AREA AND LAND USE

The total area of the land proposed to be rezoned to Urban and reserved for Parks and Recreation is approximately 23ha.

Most of the land is vacant with the exception of residual industrial buildings in the northeast corner of the site, an industrial building at the eastern end of Barker Street and primarily storage uses over the DevelopmentWA holdings.

The land is bound to the south and east by the regional freight network (rail and road). However, it is also adjacent to a high density urban node (Leighton) to the north which includes apartments, open space, parkland and cafes/restaurants.

Importantly the land located approximately 150m from the North Fremantle passenger rail station. It is also a short walk east from one of Perth's premier beaches in Port Beach.

Latter sections examine this context in further detail. However, the above information and Figure 3 confirm that the land is its own sizeable precinct capable of discrete planning in a manner that integrates with its surrounds and reflects opportunities stemming from the important linkages described above.

Figure 3 - The Subject Land



## 1.4. HISTORY

The subject land was established as a fuel terminal in 1927 and was then operated by Viva Energy (Shell Australia) as a fuel and lubricants depot. The site has been cleared of native vegetation since prior to 1953 (refer Figure 4 – Aerial Photograph).

Viva has progressively been decommissioning the fuel terminal since 2011 and is planning to relocate the remaining lubricants division to another suitable industrial area within the Perth Metropolitan area, reinforcing that the land is no longer required for industrial purposes.

Figure 4 - Historic Photography





## 2. CONTEXT

This section demonstrates that the land is no longer required for industry. This section also discusses how an Urban outcome is most appropriate for the land's context and setting.

### 2.1. WESTPORT AND FUTURE OF FREMANTLE

Westport is part of the Department of Transport and is charged with 'providing guidance to the State Government on Perth's long-term infrastructure needs and developing a plan to manage the growing freight demands for the next 50 years and beyond.' As part of this, Westport has assessed port requirements considering:

- Limited land availability for upgrading and expanding road and rail corridors
- Impacts on residents, heritage buildings and Aboriginal heritage sites when associated supply chain routes are expanded
- High capital costs for the construction of a rail tunnel
- Inability of the existing berths along the Swan River to reach a port depth of 18m; additional deep-water berths requiring a breakwater parallel to North Mole would need to be constructed
- Concerns about the effects on social amenity around the Port especially mobility and congestion
- Even when accounting for committed and funded improvements and upgrades, the road and rail links will reach capacity before they will be able to handle the anticipated levels of activity

In response, Westport's first multi-criteria analysis (MCA1) has been completed and the top five options which now form Westport's shortlist include three stand-alone Kwinana options and two shared Fremantle/Kwinana options. This shortlist was issued in August 2019 and considers the future relocation/restructuring of Fremantle Port.

In May 2020, Westport released its Stage 2 Report – Future Port Recommendations. This report recommended a full transition of Fremantle port operations to Kwinana. This may occur progressively or as part of a single process.

In the meanwhile, Fremantle will continue to be Perth's primary container port until a new port is established.

The key take-outs from the Stage 2 report along with earlier Westport investigations are:

- there is no identified need through the extensive Westport investigations for any additional land to be preserved for Port activities within North Fremantle
- the Port in its current form has sufficient land to accommodate the maximum freight capacity (in other words, the freight network capacity is the limit to port expansion, not the availability of land).

This means:

- Prior to the transition of port operations to Kwinana it will be business-as-usual for Fremantle Ports and this in no way relies on the subject land being Industrial
- If port operations do not relocate to Kwinana and continue at Fremantle, it would not result in the subject land being required for port-related (industrial uses) and nor would it impact on matters of access

The Amendment area is a 'self-contained' precinct which will not affect changes to Port activities, and will not inhibit Port operations continuing to operate in terms of land use or traffic flow.

Whatever occurs with Westport, the subject land is simply not required for industrial purposes and the task is instead to identify an appropriate alternate planning designation for the land and its implementation.

#### 2.1.1. The Future of Fremantle

Bearing in mind the Westport recommendations, the Western Australian Planning Commission (WAPC) has established a Committee and a Reference Group to: *'to consider land use and economic development opportunities around North Quay and surrounding areas, and to continue developing a new vision for a Victoria Quay Waterfront Precinct.'* The Committee and Reference Group are supported by a dedicated team within the Department of Planning, Lands and Heritage (DPLH).

Figure 5 illustrates that the subject land is located within the Future of Fremantle (FoF) study area. While there are opportunities for the subject land from the Future of Fremantle process, this amendment request

relates to a discrete precinct capable and appropriate for planning that is mindful of FoF but not formally tied to it.

This is important and possible because:

- The Fremantle Port Authority precinct (as the bulk of the FOF Study Area) and subject land are not integrated parcels. Tydemans Road represents a logical boundary between the two projects.
- The subject land and FoF area are not reliant on each other for design or implementation – with respect to access, land use, staging or the coastal foreshore etc.
- The proposed amendment in no way prejudices FoF outcomes. The FoF has already embarked on planning for highly significant projects such as the Swan River Crossings project, a new film studio and screen production facility, and the redevelopment of the heritage-listed A Shed on Victoria Quay as a food and beverage destination – all of these projects are in the FoF study area and have been able to progress concurrent with the study.
- The timing for FoF programming is uncertain – there is no guarantee of when a master plan for public comment will be complete. With this uncertainty it would be unreasonable to delay progress on a land parcel that is ready for more detailed planning to occur and is otherwise broadly consistent with the intent and purpose of the FOF study.

Figure 5 illustrates the comparatively small area that the subject land represents in the context of the FoF area, further illustrating that it would not prejudice FoF outcomes.

The subject land is one of very few privately held land parcels, with the remainder of the land being in public ownership, and there is no reserve or other restriction in place that can or should limit the landowners' ability to embark on full and proper planning as provided for by the planning framework.

While not prejudicing FoF, the rezoning of the land has an important role linking FoF with areas to the north and east. Converting the land to Urban would allow for the establishment of a residential population in close walking distance of FoF to support its various land uses as and when they proceed.

Figure 5 - Future of Fremantle





## 2.2. CHARACTER AND SETTING

The North Fremantle area has an existing community and a distinct, historical character, supported by the North Fremantle main street (Queen Victoria Street). North of the site is the ongoing Leighton Beach development which provides a higher density residential apartment offering, together with a number of coastal food, beverage and recreational amenities. To the south is Fremantle Port. Key contextual characteristics include:

- The site is a discrete cell comprised of large holdings assembled across a small number of owners (four)
- The area has an authentic coastal setting with a high level of amenity provided by both Port Beach and the adjacent Leighton Beach area
- Walking distance to rail station (North Fremantle) supports a high level of connectivity and provides opportunity for an integrated transit-oriented development across the site
- Walking distance to activity nodes at Port Beach, Leighton and Queen Victoria Street
- However, current walking connections, including to the beach, are exposed (noise, weather, perceived safety) and are interrupted by the rail line
- Port Beach Road is an important freight connection and is anticipated to remain until the port transition to Kwinana occurs, but its ultimate downgrading or removal provides excellent opportunity to reconnect the Port Beach precinct
- Noise and visual impacts (freight) from rail and road to Tydeman Road, however this interface offers good commercial exposure for non-residential uses
- Improvements to the existing regional road network (Curtin Avenue) are planned to the east - but these can be determined and enacted without influencing the layout over the site
- Port buffers impact on building design depending on classification
- The overall sense of the North Fremantle locality is authenticity including a family beach and down-to-earth bars and cafes.
- Housing in North Fremantle is predominantly low-density east of the rail line and medium-high density north of the subject land
- Current residential areas are colourful and diverse – there are many original workers' cottages of stone and weatherboard that mixes with new yet sympathetic styles
- Materials, colours and form blend to create a distinct North Fremantle character
- Observed building and garden design/features suggest that sustainability is valued by locals
- Local streets are places for people in North Fremantle's residential areas and its main street

In the above context, the subject land is well-located for Urban purposes and reflects a transition of the locality away from industry toward the residential land use that comprises most of the North Fremantle area. It reflects that with Industrial land uses redundant, there is the opportunity to reconnect with the land's most intuitive relationship to the north and to the east (i.e. Urban) rather than to the south across the busy Tydeman Road into port operations. As land to the south converts to other uses over time the urbanisation of the subject land can integrate enable this transition.

Site context is illustrated in the images overleaf and at Figure 6 – Site Context.

Figure 6 - Site Context





### 3. STATE PLANNING

This section details the State and sub-regional planning framework applicable to the subject site and illustrates the compliance of this proposal with the same.

#### 3.1. METROPOLITAN REGION SCHEME

The subject land is zoned 'Industrial' in the MRS. To enable the subject land to be developed for Urban purposes, it will need to be rezoned 'Urban'.

Tydemans Road located to the south and the Curtin Avenue reserve (unconstructed) located to the east are reserved as Primary Regional Road (refer Figure 7 – Metropolitan Region Scheme Zoning). The future planning and implementation of Curtin Avenue has no impact on the implementation of this Amendment – as the accompanying plan at section 6 illustrates, the land can be developed in a manner that does not rely on or prejudice future road planning.

Land located to the immediate north of Walter Place is zoned Urban (the Leighton Development), and land to the west and northwest is reserved Parks and Recreation, being Leighton and Port Beaches. Land to the south of Tydemans Road is reserved for Port installations for Fremantle Port, and the Perth-Fremantle Railway runs north-south to the east of the site. A small extent of rail reserve is adjacent to the southeast corner of the site.

The Minister for Planning has granted approval to the declaration of a Planning Control Area No.158 predominantly over land identified for the future proposed realignment and extension of Curtin Avenue between Tydemans Road and Walter Place, North Fremantle.

The purpose of the Planning Control Area is to allow the possible future reservation of the land for regional roads purposes and to ensure that no development occurs on this land which might prejudice this purpose until it may be reserved by the MRS.

This amendment proposal reflects the small portions of PCA158 impacting the subject land and does not seek to change the PCA.

Figure 7 - Current MRS Zoning





## 3.2. STRATEGIC PLANNING

### 3.2.1. State Planning Strategy 2050

The Strategy is high level and has no direct implications for the site as it is expressed in more detailed strategies described in the sections that follow.

The State Planning Strategy 2050 is the over-arching strategic planning document for Western Australia, providing the strategic context and basis for the coordination and integration of land use planning and development across State. The strategy proposes that diversity, liveability, connectedness and collaboration must be central to achieving the vision of sustained growth and prosperity, and establishes principles, strategic goals and directions to ensure the development of the State progresses towards this vision.

Population projections indicate that Western Australia's current population could double to 5.4 million by 2056 and the Perth metropolitan region could be home to around 4 million people (75 per cent of the State's population) based on a high growth scenario.

### 3.2.2. Directions 2031 and Beyond

The Strategy is high level but has implications for the subject land in so far as the conversion to Urban is consistent with creating a compact and connected urban form while contributing meaningfully to the satisfaction of residential infill targets within the City of Fremantle and connecting people with employment.

Directions 2031 and Beyond is a high-level strategic plan for the Perth and Peel regions that establishes a vision for future growth — creating a world-class city that is green, vibrant, more compact and accessible and with a unique sense of place.

Directions 2031 and Beyond advocates for a more consolidated city that accommodates population growth while aiming to protect the environment and achieve a more sustainable pattern of urban development and effective transportation networks. It establishes a target of 47 per cent of all new dwellings occurring as 'infill development' in established areas. The plan seeks also to improve employment self-sufficiency whereby more people work nearby the areas in which they live. Converting the land to Urban will assist these goals by converting surplus industrial land to Urban which can support infill residential development close to employment centres and existing passenger railway stations.

### 3.2.3. Perth and Peel @ 3.5 Million

The Perth and Peel @ 3.5 Million framework builds upon the key principles established by Directions 2031 and Beyond, which seeks to deliver a more compact Perth and Peel as it grows towards 3.5 million people. This includes a series of sub-regional frameworks that sit within the document. The amendment site falls within the Central Sub-Regional Planning Framework area. The Central Sub-Regional Planning Framework provides substantial guidance to the future development of the subject land and is detailed further in section 3.2.5.

### 3.2.4. Economic and Employment Lands Strategy: Non-Heavy Industry

This Strategy is being superseded by the more specific work being undertaken by Westport as described previously. Nevertheless, the Amendment is consistent with the Strategy because the Strategy seeks to protect key freight transport routes (refer plan at section 6), key industrial sites (the land is surplus to industrial requirements) and employment areas (the economic assessment attached confirms that the economic benefits of land use/development facilitated by rezoning would exceed that of industry).

As part of the State Government's response to a recognised shortfall in industrial land supply, an Economic and Employment Lands Strategy: Non Heavy Industry (EELS) was adopted in 2012 to focus on general and light industry needs. The aim of the Strategy was to ensure that adequate forward planning was undertaken to provide employment land in both the Perth metropolitan and Peel regions to 2032 and beyond.

Industrial centres are focussed on providing a range of commercial and industrial products and services to the metropolitan region and its hinterland. The subject land forms part of the Central sub-region of the Strategy which provides the highest number of jobs outside of the Perth and West Perth business districts.

Issues raised from an industrial land perspective in the Central sub-region include:



- The erosion of industrial land within inner metropolitan sites at the expense of higher order uses, without understanding the regional implications.
- Encroachment of residential and commercial land uses in and around industrial areas because of the perceived higher land values of commercial and residential land uses.
- The need to protect existing key strategically located industrial facilities.

The discussion at section 2.1 (Westport) confirms that the preferred option of the State is to relocate port operations wholly to Kwinana. In this context, conversion to an alternate use (Urban) is an appropriate, responsive and planned outcome that does not compromise EELS.

There is limited ability within the Central sub-region to capably cater for any future growth in industrial land, as most industrial sites are already nearing capacity. Any future demand will have to be met by other sub-regions within Perth and Peel or through an intensification of land uses in the sub-region for industrial purposes.

The Strategy identifies the importance of transport and heavy vehicle (road and rail) routes, connecting with important infrastructure such as port facilities and we reiterate that the Land Use and Movement Plan at section 6 confirms that the land can be developed for Urban purposes without prejudicing continuation of the current freight network, or its expansion should the port remain in Fremantle. Whether the port relocation occurs, whether Port Beach Road is retained or removed and whether Curtin Avenue is extended or not is unconnected to the whether the subject land should be rezoned to Urban.

### 3.2.5. Central Sub-Regional Framework

The Amendment is highly consistent with the Framework, which aims for most of all new infill residential development to occur within the preferred urban consolidation precincts of activity centres, urban corridors and station precincts to accommodate the majority of infill dwellings required by 2050. The subject site, while not included in these areas, does have several locational characteristics that reflects its suitability for infill development including proximity to the beach, a railway station and the North Fremantle town centre.

The Framework establishes a long-term and integrated strategy for land use and infrastructure provision within the Central sub-region. It retains the principles of Directions 2031 and Beyond and is a key instrument for achieving a more consolidated urban form that will reduce dependence on new urban greenfield developments to accommodate anticipated population growth, by increasing residential density and urban infill development targets.

The Framework provides the strategic spatial framework which will guide local governments in achieving optimal urban consolidation over the long term (refer Figure 8 – Central Sub-Regional Planning Framework (Extract) and takes account of economic modelling and subsequent refinements following community consultation based on the overall urban growth scenario for a city of 3.5 million.

The framework identifies urban corridors in the Central sub-region alongside high-frequency public transit corridors which should be the focus for investigating increased residential densities, with potential for mixed land uses where appropriate.

Areas around train stations and other major public transport infrastructure have been identified as having the potential to accommodate increased development. North Fremantle Station is not identified as a Station Precinct under the Framework. The closest Station Precincts are Mosman Park and Victoria Street however there is very limited land available for additional residential dwellings in these localities. Nevertheless, the addition of residential land use in proximity to the station in a manner that reflects local character is consistent with the principle of supporting infill development and public transport use.

Areas zoned industrial are identified as 'industrial centres'. However, since publication the need for industrial land in Fremantle has been carefully and closely reviewed and confirms that the land is capable of conversion to non-industrial land use in a manner that does not compromise EELS (refer section 3.2.4).

Figure 8 - Central Sub-Regional Planning Framework





### 3.2.6. Metronet

While the North Fremantle Rail Station doesn't specifically feature in METRONET, it does form a part of the planned South Circle Route.

The key to successful urban consolidation along public transport corridors is to increase the level of public transport service, the variety of relevant destinations accessible, and public transport patronage by offering an easily accessible, safe and flexible alternative to private vehicle use.

Additionally, good public transport will be necessary to reduce congestion in the shorter term and increase road capacity for transport functions reliant on the regional road system, especially freight movement.

The introduction of a Urban development within proximity to the North Fremantle Station, including on the subject site, is consistent with the principles of Transit Oriented Design (ToD). The majority of the site falls within the 800m walkable catchment to the North Fremantle Railway Station.

METRONET defines station precincts as between 10-15 minutes walk (equating to 1km) from a station. It acknowledges that there are different types of station precinct (which will be borne out during precinct structure plan stage) but notes that:

*Station precincts are great locations for future developments of housing, jobs and community services as they make the best use of the State Government's investment in transport infrastructure. Over time these areas will become higher-density active urban places, offering a range of living, employment, entertainment and recreation opportunities while the surrounding suburbs will remain largely 'low-density residential' in character (METRONET, 2018)*

This is highly aligned with the North Fremantle context. METRONET further notes the following benefits of fully realising station precincts:

- Reduced CO2 emissions
- Improved accessibility via (non-car) transport modes
- Reduced travel times and costs
- Improved health outcomes (from increased physical activity and available leisure time)
- More efficient use of urban land
- Increased housing diversity
- Access to improved public open space
- Reduced environmental impact (urban water/biodiversity)
- Reduced infrastructure provision cost (per capita)

This amendment is the first planning step towards realising these benefits.





### 3.3. STATE PLANNING POLICIES

#### 3.3.1. SPP 1 – State Planning Framework

As a planned and capable outcome that reflects key government aims and objectives, the Amendment is consistent with the high-order objectives and outcomes of this Policy

The State Planning Strategy 2050 sets out the key principles relating to environment, community, economy, infrastructure, regional development and governance which should guide the way in which future planning decisions are made.

The primary aim of planning is to provide for the sustainable use and development of land and identify the six key principles which define this primary aim and describe the considerations which influence good decision-making in land use planning and development, being Community, Economy, Environment, Infrastructure, Regional Development, and Governance.

In relation to the proposal, the Policy seeks to contribute towards more sustainable communities by accommodating future population growth and providing housing choice and diversity to suit the needs of different households, integrate land use and transport planning and promote patterns of land use which reduce the need for transport, promote the use of public transport and reduce the dependence on private cars. It also identifies the need to provide suitably zoned and serviced land for business and other employment activities. All of this is achieved by an Urban zone rather than an Industrial designation that is surplus to requirements.

#### 3.3.2. SPP 2.0 – Environment and Natural Resources

The proposed rezoning is compatible with this policy with particular regard to the way it effectively takes into account coastal processes and plans for climate change as outlined at section 5.

More broadly, expanding the residential population in walking/riding distance of public transport infrastructure, local businesses and the beach means less car dependence which is also consistent with this Policy.

#### 3.3.3. SPP 2.6 – State Coastal Planning Policy

Rise Urban has been commissioned as a coastal planning subject matter expert with respect to this rezoning. It has undertaken a report that is attached at Appendix B, to inform the extent of Parks and Recreation reserve in the rezoning proposal.

This approach is consistent with SPP 2.6 which was gazetted by the Western Australian Planning Commission (WAPC) in 2013, and sets the State's policy position on matters relating to development and land use change within coastal areas, as well as predicting the future impacts of coastal processes on the land as a result of climate change, and the establishment of foreshore reserves.

Section 5.9 of SPP 2.6 provides the policy context for determining the width of a coastal foreshore reserve, and is based on the following core principles:

- i. Coastal foreshore reserves should be sufficient to accommodate coastal hazards, as well as the values, functions and uses prescribed to that particular foreshore area at the end of the 100-year planning timeframe.
- ii. Determination of an appropriate foreshore width that includes allowance for coastal processes plus the values, functions and uses is highly variable depending on local context and should not be based on a nominal setback requirement.
- iii. Foreshores should be publicly owned and provided in addition to the required provision of public open space; and
- iv. Foreshore reserves should be separated from adjacent development via a clear demarcation between public and private land.

SPP 2.6 is supplemented by the State Coastal Planning Policy Guidelines which were updated and re-published by the WAPC in November 2020. Section 4.7 of the Guidelines deals specifically with the width of a foreshore, and states that (in part):

*"Assessment of a foreshore reserve width should take into ... reasonable information to support and inform the delineation of a coastal foreshore reserve should be provided (e.g. landscape design for coastal nodes,*



*foreshore management plan, ecological assessment, flora and fauna survey, utilisation survey). This information should be prepared by a suitably qualified professional, to the satisfaction of the relevant responsible authority, and provided at the earliest appropriate planning stage.”*

The Guidelines also note that in addition to the coastal processes allowance, foreshores should allow for ecological and landscape values, cultural heritage values, and recreational values associated with the coastal area, and ensure that these values can still be made available at the end of the 100-year planning timeframe.

Based on the context of SPP 2.6 and the Guidelines, the process for determining the width of a coastal foreshore comprises the following steps:

- Establish the coastal process allowance based on the requirements of Schedule 1 of SPP 2.6.
- Undertake a site-specific assessment of the applicable coastal area and immediate surrounds, and establish the current values, functions and uses of that particular section of foreshore including ecological, landscape, cultural heritage and recreational values.
- Prepare concept plans to demonstrate the spatial requirements necessary to accommodate these values, functions and uses within a foreshore reserve beyond the coastal processes allowance; and
- Use these concepts to determine the full width of the coastal foreshore.

*Ref: Rise Urban, 2021.*

These steps have been carried out with the results reflected in the rezoning plan included at section 8. The process and outcomes are described in greater detail in section 6 confirming compliance with SPP2.6.

### 3.3.4. SPP 3.0 – Urban Growth and Settlement

The proposed rezoning is highly compatible with the objectives of SPP3.0:

- To promote a sustainable and well-planned pattern of settlement across the State, with sufficient and suitable land to provide for a wide variety of housing, employment, recreation facilities and open space.
- To build on existing communities with established local and regional economies, concentrate investment in the improvement of services and infrastructure and enhance the quality of life in those communities.
- To manage the growth and development of urban areas in response to the social and economic needs of the community and in recognition of relevant climatic, environmental, heritage and community values and constraints.
- To promote the development of a sustainable and liveable neighbourhood form which reduces energy, water and travel demand whilst ensuring safe and convenient access to employment and services by all modes, provides choice and affordability of housing and creates an identifiable sense of place for each community.
- To coordinate new development with the efficient, economic and timely provision of infrastructure and services.

Primarily it does this by achieving the following measure within the policy for metropolitan growth:

*“... giving priority to infill development in established urban areas, particularly through urban regeneration and intensification of development of under-utilised urban land, whilst respecting neighbourhood character.”*

SPP3.0 also seeks:

*“... higher residential densities in the most accessible locations, such as, in and around town and neighbourhood centres, high frequency public transport nodes and interchanges, major tertiary institutions and hospitals, and adjacent to high amenity areas such as foreshores and parks.”*

This is associated with a range of aligned benefits sought by the policy with respect to efficient resource use, less car dependency, greater public transport use, efficient infrastructure provision, access to services, housing affordability and housing diversity.

The aims of the policy with respect to local context and character are assured through subsequent steps in the planning process following MRS rezoning including local scheme rezoning and precinct structure planning.



### 3.3.5. SPP 4.1 – State Industrial Buffer and Draft Industrial Interface

This policy provides for the safety and amenity of surrounding land uses while having regard to the rights of landowners who may be affected by residual emissions and risk. The policy establishes objectives and principles and guides how the principles should be applied to define and secure buffer areas and who should pay for them. It aims to protect the long-term future operation of industry and infrastructure facilities, by avoiding encroachment from sensitive land uses and potential land use conflicts.

This Amendment addresses the intent of the policy and demonstrates that any impacts from Port land are appropriately managed as illustrated at section 5.

### 3.3.6. SPP 4.2 Activity Centres for Perth and Peel (and Draft Activity Centres)

The main purpose of State Planning Policy 4.2 Activity Centres for Perth and Peel (SPP4.2) is to specify the broad planning requirements such as distribution, function, broad land use and urban design in developing new activity centres and the redevelopment and renewal of existing centres in Perth and Peel. It is mainly concerned with the distribution, function, broad land use and urban design criteria of activity centres, and with coordinating their land use and infrastructure planning.

The subject site is not identified within the Activity Centres Hierarchy given its current industrial function. Fremantle is a Strategic Metropolitan Centre. The North Fremantle Centre, located to the east of the railway line straddling Queen Victoria Street, is identified as a District Centre.

Future, more detailed planning at the structure plan stage will ensure that commercial/retail development within the new Urban zone would not siphon uses from the North Fremantle town centre. Instead, the goal will be to capitalise on the subject land's walking distance from the Queen Victoria Street centre – by facilitating appropriate residential development on the land there is the opportunity to reinforce the viability of the existing centre. At the same time there is potential to explore in more detailed phases the opportunity for greater connectivity to Queen Victoria Street and to provide commercial and retail uses that are missing but in demand locally, and cannot be provided in the Queen Victoria Street centre because of its layout, form and heritage.

Figure 10 illustrates the land relative to Queen Victoria Street along with government residential density expectations relative to walking distance from the centre.

A Land Use and Movement Plan has been prepared in support of this amendment and the information at section 6 provides further information on the relationship between the subject land and the current District Centre.

Figure 10 - District Centre Catchment





### 3.3.7. SPP 5.4 – Road and Rail Noise

The outcomes of an Acoustic Assessment for the proposed development are addressed in section 5.7.

SPP 5.4 only applies to residential or other noise sensitive premises which are in proximity to primary freight roads and rail routes. The purpose of the Policy is to minimise the adverse impact of road and rail noise on noise-sensitive land use and/or development within the specified trigger distance of major transport corridors. The Policy also seeks to protect the functionality of the State's transport corridors by protecting them from encroaching incompatible development. In this case, the site is adjacent to Fremantle Port facilities and freight routes and is therefore subject to this Policy.

Where noise levels are determined to be in excess of the noise target set out in the Policy, a Noise Management Plan (NMP) is required. This specifies mitigating measures such as landscaped easements, noise bunds or noise walls, and their ongoing maintenance. The NMP recommends specific subdivision and development conditions to ensure noise mitigation measures are put in place. Notification on title is also generally required where lots or dwellings are affected.

All of these matters are resolvable at the detailed planning stage and represent no impediment to the proposed rezoning.

### 3.3.8. SPP 7.2 – Precinct Design

This policy guides the preparation and evaluation of planning proposals for areas that require a high level of planning and design focus due to their complexity - such as planned infill development, activity centre designation or areas with certain values such as heritage or local character. It identifies a process for this planning through exemplary context analysis, the application of key principles and guidelines, and culminating in precinct structure plans and precinct local development plans to guide land use and development.

The policy relates to the next phase of town planning which will involve a further analysis of local context, character and design responses as well as the resolution of key design issues. Community consultation will be an important part of this process.

The policy is raised in this document to flag that the proposed rezoning is an early step in the planning process that simply relates to the identification of the land for Urban purposes. How that is ultimately expressed (land use, built form etc) will be subject to a full, formal and open process as provided for by the planning framework. The role of this document (rezoning) is not to solve all detailed issues now, it is simply to illustrate that Urban is the appropriate zone for the land and is capable of implementation. More detailed issues will be addressed at the correct and commensurate step of the planning process.

## 3.4. OTHER POLICIES

### 3.4.1. Development Control Policy 1.6 – Planning to Support Transit Use and Development

This Policy seeks a sustainable urban form by maximising the opportunities to integrate land use with public transport and minimise transport via the private motor vehicle. Where possible and appropriate, the policy seeks the intensification of activities and the promotion of uses that make better use of public transport.

The Policy is relevant to the WAPC's consideration of structure plans, scheme amendments and subdivision applications. It is applicable to this Amendment because of the location of the North Fremantle Rail Station within a walking distance of 800 metres.

The proposed Amendment is highly responsive to the policy because it will deliver an urban population within walking distance of a rail station compared to the very few employees presently on site.

The accompanying concept plan has utilised a 25-dwellings/hectare minimum target consistent with WAPC aims as a base density to allow capacity testing. While the way that this minimum target will ultimately be expressed is subject to design and testing, the precinct can make an important contribution to transit supportive outcomes with minimal impact to adjoining residents. In this context it is worth noting that the 25-dwellings/hectare would generally be viewed as inadequate for a base density standard adjacent to a rail station. For example, draft Liveable Neighbourhoods (2015) refers to 50-80-dwellings/ha within 800 metres of a rail station in a greenfield setting. The precinct structure planning process will allow density to be fully considered.

### 3.4.2. Development Control Policy 1.9 – Amendment to Region Schemes

This policy establishes the requirements of the WAPC in determining the substantiality of an Amendment to the MRS. These considerations include context, purpose of the rezoning, impact on environment and surroundings, planning framework, land use, transport, environmental and planning implications. These considerations are addressed throughout this report and summarised at section 8.

### 3.4.3. Leighton Oceanside Masterplan

In 2007 the Western Australian Planning Commission released the Leighton Oceanside Parklands Master Plan following extensive stakeholder and community consultation in the late 1990's and early 2000's. The Masterplan seeks to progress the State's core vision of revitalising and repurposing the former rail marshalling yards to create a 4 Ha development site and 13 hectares of foreshore reserve and public open space.

The report outlines the landscape and public realm vision for the 13 hectares of foreshore reserve, including the realignment of Curtin Avenue, extensive parklands and coastal revegetation, community infrastructure, beachside parking and other amenities. The Master Plan is outlined in Figure 11.

Whilst the 4 Ha development site (referred to in this report as the Leighton development) progressed through MRS and local scheme rezoning and ultimately to mixed use urban development, aside from the foreshore area immediately adjacent this development the remainder of the Leighton Oceanside Masterplan is yet to be delivered.

Importantly, the subject proposal aligns well with the proposed Master Plan, in that it expands upon the extent of foreshore reserve adjacent to Port Beach and provides a total foreshore width similar to that adopted for Leighton Beach, as shown in Figure 11.

It is anticipated that the DPLH may at some point undertake a review of the Leighton Oceanside Parkland Masterplan, and that would provide an opportunity to integrate the new area of foreshore reserve adjacent Port Beach into the State's vision, and deliver the Oceanside Parklands to the local community.

Figure 11 - Leighton Oceanside Master Plan





## 4. LOCAL PLANNING

This section details the local planning framework applicable to the subject site and how the proposed Amendment is consistent with the same.

### 4.1. CITY OF FREMANTLE LOCAL PLANNING SCHEME NO. 4

The Amendment area is largely zoned 'Industrial' under LPS4. Local roads through the area, comprising Bracks Street, Irene Street and Barker Street are unzoned (refer Figure 12 – City of Fremantle LPS4).

Port Beach Road and Walter Place are largely unzoned, apart from their intersections with Tydeman Road and Curtin Avenue where the roads are reserved as Primary Regional Roads (PRR) under the Metropolitan Region Scheme (MRS).

The Fremantle Port Buffer SCA (Schedule 9) traverses the site east-west in two locations – approximately one-third through the site (Area 1), and then again at Port Beach Road (Walter Place) (Area 2), placing the site within Areas 1 and 2 of the Fremantle Port Referral Area respectively. These 'Areas' are also referred to in LPS4 as 'Port Buffer'.

North of Walter Place, land is zoned 'Development', and is subject to DA5 (relating to Schedule 7 SCA Development Areas) and DP17 (relating to Development Plans). This area is known as the 'Leighton Development'.

**Legend**

- SUBJECT SITE

**REGION SCHEME RESERVES (MRS)**

- Other Regional Roads
- Parks and Recreation
- Port Installations
- Primary Regional Roads
- Railways

**LOCAL SCHEME ZONES**

- Community Facilities - Community Facilities
- Open Space

**LOCAL SCHEME ZONES**

- Commercial
- Development
- Industrial
- Local Centre
- Mixed Use
- Residential

**OTHER CATEGORIES**

- Scheme Area Boundary
- Local Government Boundary
- R20 R Codes
- RCA - Fremantle Port Buffer
- DP14 Development Plans
- No Zone
- Waterbodies

**Map Labels:**

- North Fremantle Station
- Port Beach
- Port Beach Road
- Barker Street
- Heirene Street
- Blackbracks Street
- Walter Place
- DA 5
- DP 17
- LPA 3
- R25
- R35
- R35/40
- Jackson Street
- Podger Lane
- Craigmore Street
- Alfred Road
- Freeman Loop
- Leisure Road
- Port Beach Road

**Scale:** 0m 50 100m



## 4.2. LOCAL PLANNING STRATEGY

A Planning Strategy was prepared in 2001 but much has changed in the following two decades with Westport being a key example. The Strategy also assumed continued demand for industry upon the land, which is no longer accurate. This has had the effect of superseding many of the assumptions underpinning the strategy. However there are several provisions within the strategy that are supported by the proposed rezoning and can be reflected in more detailed planning stages. These include development that is compatible with locale character, achieving vibrant community hubs, provision of appropriate zoning and development controls, preserving the natural environment including coastal features, housing choice and transit-oriented design.

## 4.3. PORT BUFFER

Clause 5.5 of LPS4 provides for the Fremantle Port Buffer to ensure that 'development in the vicinity of the Inner Harbour of the Port of Fremantle is compatible with port operational requirements'.

In response, the City's Local Planning Policy 2.3 – Fremantle Port Buffer Area Development Guidelines (LPP2.3) sets out three development referral areas. The subject land is affected by Areas 1 and 2. In Area 1, the Council is required to refer all applications for development or proposals to amend the Scheme to Fremantle Ports for comment prior to determination.

In Area 2, the Council is required to refer any application for 'development of a sensitive use or any other application for development that will result in a concentration of people or residential developments incorporating 5 units or more' to Fremantle Ports for comment prior to determination. In addition, should the Council seek to amend the Scheme in a manner that could result in an increase in the development of sensitive uses within Area 2, the Council is required to notify Fremantle Ports of its intention to amend the Scheme as soon as practicable.

The Council is obliged to give due regard to any advice or comment provided by Fremantle Ports in relation to the development application or Scheme amendment.

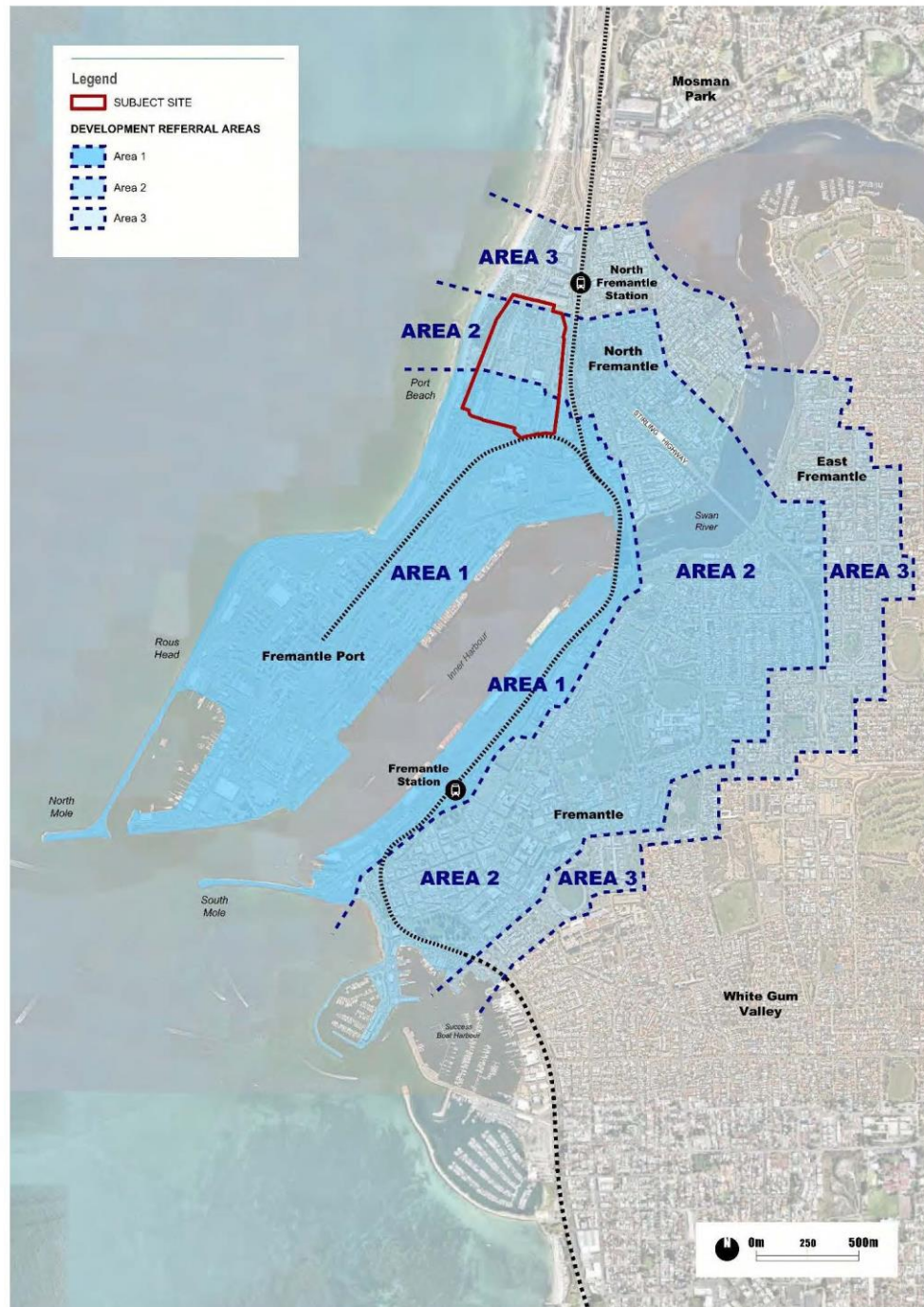
The Policy contains a series of subdivision and built form outcomes that, if implemented, result in that Urban subdivision and built form being acceptable and capable of approval. At development stage, proponents will be required to illustrate satisfaction of policy outcomes.

It is important to note that LPP2.3 presents no impediment to an Urban zoning over the land. Even in Area 1 the majority of Urban land use outcomes are available, including residential. The precluded land uses are childcare facilities, aged persons facilities, prisons, schools, and hospitals.

All land use, layout, built form and other management measures (such as memorials on title) can be implemented at more detailed planning stages.

In the meanwhile, this proposal is supported by a risk analysis with respect to the Area 1 port buffers. The results are summarised at latter sections of this report and confirm that an Urban zone is appropriate for the Area 1 buffer area.

Figure 13 - Port Buffers



## 5. TECHNICAL CAPABILITY

An Opportunities and Constraints Plan is provided at section 6. The following section outlines these opportunities and constraints in further detail, informed by the technical reports appended to this document. The analysis confirms that from a technical perspective there is no impediment to the urbanisation of the land.

### 5.1. ENVIRONMENT

360 Environmental Pty Ltd and Galt Engineering were commissioned to prepare an Environmental Assessment Report (EAR) for the subject land (refer Appendix C - Environmental Assessment). The EAR concluded that there are no environmental constraints to redevelopment of the site for Urban use. Specific observations include:

#### Topography

The flat topography of the land is highly suited to Urban development.

Figure 14 - Contour Plan





#### Geology and Soils

There is no limitation on the development of the land resulting from geology and soils.

#### Flora and Vegetation

The site has been completely cleared, with no remnant flora and vegetation present. The subject land is not within any reserves, conservation areas or environmentally sensitive areas.

#### Bushfire Hazard

The land is not mapped as fire prone. Therefore, no Bushfire Management Plan is required.

#### Contamination

Prior to urban development the land will be remediated to accord with environmental requirements.

### **5.1.1. EPA Guidance for the Assessment of Environmental Factors**

The Guidance Statement refers to separation distances between industrial and sensitive land uses and provide generic buffer/separation distances. The Policy is particularly focussed on the consideration of typical emissions that may affect the amenity of nearby sensitive land uses such as gaseous and particulate emissions, noise, dust and odour, along with public safety. Separation to Port related industry is treated on a case by case basis. In the case of Fremantle Ports, LPP2.3 addresses separation distances, land use and notification processes.

## **5.2. MOVEMENT**

Transport related reporting is provided at Appendix D.

The work undertaken by Stantec and Transcore confirm that:

- Traffic flows on Tydemans Road will not be interfered with
- Brack Street intersections can operate unfettered
- Regional road planning in either the current arrangement under the current MRS (connection of Curtin Avenue to Tydemans Road) or as being considered as part of the PCA (with connection of Curtin Avenue direct to Stirling Highway) will not be prejudiced by the proposal.

The transport-related studies further confirm that the land can convert to Urban and be supported by the Regional road network.

## **5.3. WATER**

360 Environmental has prepared a District Water Management Strategy (DWMS) for the site (refer Appendix E - District Water Management Strategy). None of the water characteristics of the site represent any impediment to the urbanisation of the land.

## **5.4. SERVICES**

Stantec has prepared an Engineering Servicing Report (refer Appendix F - Engineering Servicing Report). The report confirms that the urban development of the land can be provided with the standard urban services:

#### Wastewater

There is currently gravity sewer reticulation pipework located within Port Beach Road and Walter Place which gravitates north to the Water Corporations Sewer Pump Station. The North Fremantle Development Precinct is within the Port Beach Road Pump Stations catchment and will be serviced via extensions of the sewer pipe located in Walter Place and Port Beach Road.

The Water Corporation has confirmed that flows used for the planning of the Port Beach Pump Station were fairly generous and the existing sewer pump station has sufficient capacity to accept the flows of the development.



#### Water Reticulation

The North Fremantle Development Precinct is currently supplied water under gravity from the Melville Reservoir via the distribution main running west along Canning Highway and running north along the traffic bridge onto Queen Victoria Street. Whilst some internal realignment and replacement of existing reticulation will be necessary, in addition to the extension of a reticulation main within Tydeman Road, the Water Corporation has confirmed that there is sufficient water capacity to service the rezoned urban area.

#### Underground Power

A review of Western Power infrastructure has been undertaken and confirmed that the existing power network surrounding the site consists of a single 11kV underground / overhead cable that originates from the North Fremantle Zone substation, and is supported by feeder lines underground along Tydeman Road and overhead along Bracks Street. Whilst modification of this infrastructure will be required at subdivision stage to align with the new proposed land parcels, road network and land use proposals, there is not considered to be any constraint imposed by electricity infrastructure on the proposal for urban development within the precinct.

#### Communications

Developers are required to fund and install a pit and pipe system to NBN requirements and then transfer ownership of the infrastructure to NBN via the execution of a Master Developers agreement in exchange for the provision of data infrastructure within that pit and pipe network.

There is existing Telstra pit and pipe infrastructure within Bracks Street along with numerous communication providers assets within that conduit and as such relocation of these assets may be required during the widening process of Bracks street under the development works.

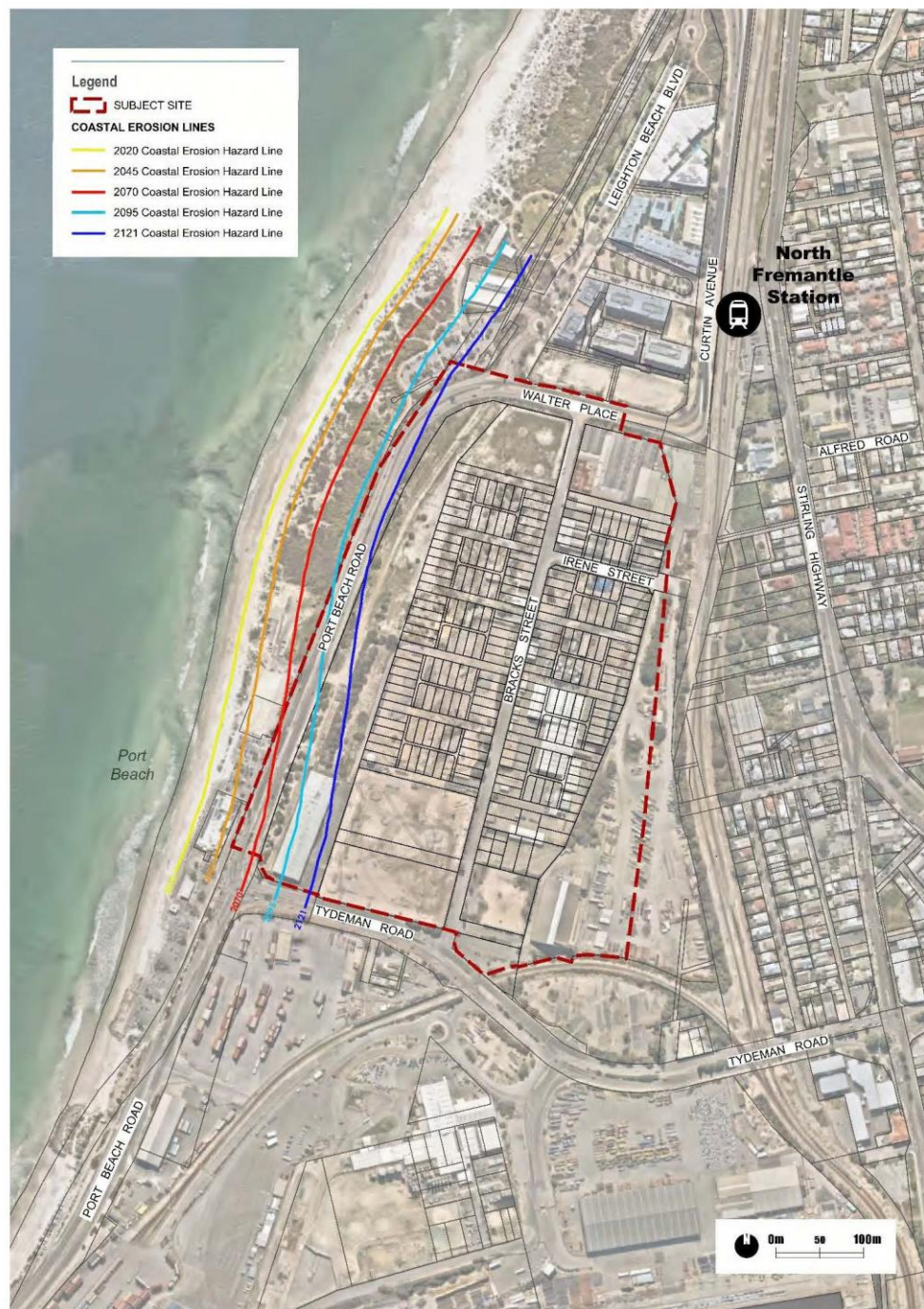
There are no known Communications restraints that would prevent the rezoning from occurring.

## **5.5. COASTAL PROCESSES**

Rise Urban, in collaboration with MP Rogers and Associates Pty Ltd and Emerge Associates, has prepared a comprehensive Coastal Foreshore Analysis Report under the provisions of SPP2.6: State Coastal Planning Policy (refer Appendix G - Coastal Foreshore Analysis Report). The Study includes a comprehensive assessment of the amendment proposal against SPP2.6, a Coastal Hazard Risk Management and Adaptation Plan (CHRMAP) and an assessment of the existing values, features and attributes of the foreshore area, and concludes that coastal erosion hazards are a manageable risk for the site and are no impediment to the approval and implementation of an urban outcome.

Figure 15 illustrates the coastal hazard retreat line as it changes over time. The delineation of Urban zone in relation to proposed Parks and Recreation Reserve accommodates the ultimate 100-year planning horizon. Beyond the 100-year retreat line a foreshore can be accommodated in the proposed Parks and Recreation reserve that provides for the replication of current characteristics and values as sought by SPP2.6. The way that this is achieved is described at section 6.

Figure 15 - Predicted Coastal Erosion over Time without government intervention and management





## 5.6. RISK

Because the land is located within the defined industrial buffer zones created to ensure the management of public safety associated with industrial activities at the Port of Fremantle, any development must be considered in the context of potential impacts from port activities and be within an "acceptable level" of risk under the relevant Fremantle Port / City of Fremantle policy.

After discussions with the Department of Planning, Lands and Heritage Acor was engaged assess risk with respect to Buffer Area 1 and has concluded that that an "acceptable level" of risk from port activities can be achieved. This document is provided at Appendix H.

Across the entire precinct the strategy for more detailed design and implementation phases will be compliance with the City of Fremantle's guidelines, as is the standard practice across land contained in mapped buffers areas – which includes much of Fremantle and existing urban/residential areas.

The landowners have been in regular contact with Fremantle Ports which has acknowledged the significant effort undertaken to address this issue and confirmed that it will provide further comment as part of the formal rezoning process. Fremantle Ports has a history of working with proponents and assessing proposals on merits.

## 5.7. ACOUSTICS

Herring Storer Acoustics has prepared an Acoustics Study for the subject land (refer Appendix I - Acoustic Assessment). The study reviewed noise ingress from both road and rail and noise received from Fremantle Port. It confirms that urban development can be implemented in a manner that is compliant with the applicable standards and controls.

## 5.8. HERITAGE

No heritage sites are identified on the State Heritage Register or within the City of Fremantle Municipal inventory over the subject land. The whole of North Fremantle, however, is identified as the 'North Fremantle Precinct', acknowledged for its settlement back to the mid nineteenth century, its locational characteristics, role in WW2 defences, industrial development and character, and its cultural diversity.

The Aboriginal Heritage Inquiry System does not indicate any aboriginal heritage sites existing on the subject land.

A Heritage Assessment has been undertaken for the land and is included at Appendix J. It confirms that there is no impediment to the rezoning of the land to Urban under the MRS from a heritage perspective.

## 5.9. SUMMARY

There is no technical constraint to the implementation of an 'Urban' zone on the subject land.



## **6. CONCEPT PLANNING**

### **6.1. PURPOSE**

A high-level concept (Land Use and Movement) plan has been prepared (refer Figure 17) to assist the WAPC's consideration of this amendment proposal. It is important to note that this plan is a preliminary expression of land use and movement for the purpose of testing and feasibility only (for example to help technical experts and government agencies to confirm the capability of the land with respect to services, transport, water management and the like).

Detailed design will be resolved as part of subsequent precinct planning which will be undertaken in consultation with the relevant stakeholders and including the community and Future of Fremantle, for example.

As a result the concept plan has been prepared to a level commensurate with the MRS rezoning stage. It does not include landscaping, density or built form and where assumptions have been made, they have been based on a combination of government policy and characteristics of the land, and its setting.

### **6.2. OPPORTUNITIES AND CONSTRAINTS**

An Opportunities and Constraints Plan has been prepared and is provided below. The plan is a consolidation of the various factors outlined in previous sections of this report such as character and setting, regional road network, proximity to rail, the coast and passenger rail. Other factors for consideration include views and prevailing breezes. The response to all of these factors will be undertaken in more detail as part of the precinct planning phase.

Figure 16 - Opportunities and Constraints



### 6.3. DESCRIPTION

The manner in the opportunities, constraints and context have been reflected in the land use and movement plan along with the requirements of the planning framework, is outlined in Table 3. Greater detail on specific aspects of the plan is provided in subsequent discussion.

Figure 17 - Land Use and Movement Plan





The concept plan illustrates that the land has the capability for Urban land use and development that addresses opportunities, constraints and context.

It is not the aim or role of this amendment request to solve design and implementation issues. At this stage of the planning process it is sufficient to demonstrate that they are capable of resolution in future stages of the framework. At this time, the rezoning simply acknowledges that there are a range of issues to be addressed with respect to detailed design and that there is a pathway to resolution.

Table 3 - Design Summary

Design Element	Rationale
Structure	<p>The land can accommodate a uniform grid layout consistent with creating a highly walkable and liveable precinct</p> <p>Street blocks can be tailored to suit a variety of Urban outcomes</p> <p>Within the Buffer Area 1 street blocks can orientate north-south to minimise the building development edge to blast an emergency within the Fremantle Port Area</p> <p>Good north-south orientation can be achieved for solar access and access to cooling westerly winds in summer</p> <p>The land can be designed to promote movement through the site from the train station through to Port Beach</p>
Foreshore	<p>The concept plan illustrates that the 100-year coastal hazard line and an appropriate foreshore can be provided while still allowing for a feasible development area to support urban land use. The foreshore reserve provides an additional ~4Ha of public space and aligns with the broader State Government vision outlined within the Leighton Oceanside Parklands Masterplan.</p>
Housing Density	<p>The land can support a range of different densities and building forms from lower density single-residential laneway lots through to apartments</p> <p>Higher densities may be considered across the subject land but it most suited to the northern portion of the site within a short walk of the rail station</p> <p>The site is an outstanding opportunity to increase the resident population of North Fremantle without compromising or impacting upon the historic character areas within the eastern parts of North Fremantle</p>
Retail and Commercial	<p>Commercial and mixed use can be located along the southern extent of the subject land to buffer/transition from the port area and Tydeman Road</p> <p>Land use controls can be applied to ensure that future development does not compete with Queen Victoria Street and instead focus on uses that are presently unprovided for such as a local supermarket</p> <p>Mixed use in the northern part of the precinct would transition to the Leighton development context while servicing local retail needs for residents particularly in early stages of development</p>
Local Open Space	<p>The land can accommodate local open space in accordance with the WAPC's requirements</p>



	<p>Under SPP7.2 the amount of open space should be based on local needs and context</p> <p>While a regional foreshore reserve will provide for a great deal of recreation needs, the concept plan has included a diverse range of open space areas including linear parks and a larger 'kickabout' space</p>
Road Network	<p>The land can draw access from Tydeman Road and Walter Place. Beyond this, the land does not rely on interface with or connection to Port Road (which may remain or close depending on Westport and its timing).</p> <p>The site can connect with an extended Curtin Avenue</p> <p>The local road network can reflect the necessary standards and via the precinct planning process, promote people-friendly street environments that favour active transport</p>

## 6.4. RELATIONSHIP TO SURROUNDING LAND

Previous discussion illustrates that there is an existing context for urban development on the subject land with North Fremantle characterised by extensive areas residential areas to the north and east. The subject land is a natural extension of these areas with Tydeman Road acting as a logical transition to port operations to the south until, ultimately, those operations also transition to urban as part of the Westport project.

### Queen Victoria Street

The subject land is located approximately 600m (along Tydeman Road) from the Queen Victoria Street District Centre. The Centre is predominantly an entertainment and retail precinct accommodating a range of bars, cafes and restaurants in a uniquely North Fremantle setting. It is important that as land use unfolds on the subject land, it does so without compromising the performance and character of Queen Victoria Street.

This is achievable at the local planning scheme amendment stage and at the precinct planning stage by carefully curating land use permissibility so that the land only accommodates land uses that:

- Are currently un-met or under-represented in the area
- Are not met in the Queen Victoria Street District Centre and are unlikely to be met there by virtue of its form and layout

At the same time, establishing a greater residential population on the subject land will help to support the Queen Victoria Street District Centre by increasing demand within close proximity. This would also be significantly aided by improved pedestrian connectivity across the rail line to facilitate movement of residents between the precinct, Port Beach, the existing historic suburban areas of North Fremantle and the Queen Victoria Street precinct.

### Leighton Redevelopment

This area is characterised by medium-high density residential development in multi-storey buildings with a vibrant street environment and strong connections to the public foreshore area. The locality includes cafes and restaurants. Land use and built form controls can be introduced at the appropriate planning step to ensure that future development on the subject land reflects respects this context and meets policy objectives and expands upon opportunities to live adjacent to Port and Leighton Beach and the North Fremantle Train Station.

### Existing Residential Areas

Land between Queen Victoria Street and the Swan River accommodates significant areas of low density residential and associated urban features such as a school and open space. These areas are generally single residential and low rise.



It is important that future urban form complements North Fremantle character and setting. At the precinct structure planning stage community consultation and context analysis will help to define this character and identify design responses.

However, it is also important that the design stages of the planning process allow future land use and development to appropriately capitalise on the unique urban amenity of the land such as the coast, access to services, the nearby train station and the like. Urban outcomes must also reflect government aims such as with respect to minimum density expectations close to rail stations.

An appropriate balance can be achieved through careful consideration of urban height, density and location to ensure appropriate relationships and transitions across the locality.

#### Fremantle Port

As mentioned previously the implementation of an Urban zone neither prejudices the current operation of the port nor its potential relocation.

Contextually the land's key relationship is to the urban areas north and east, rather than to industry to the south with Tydemans Road being a logical boundary/transition point for as long as the port is operational.

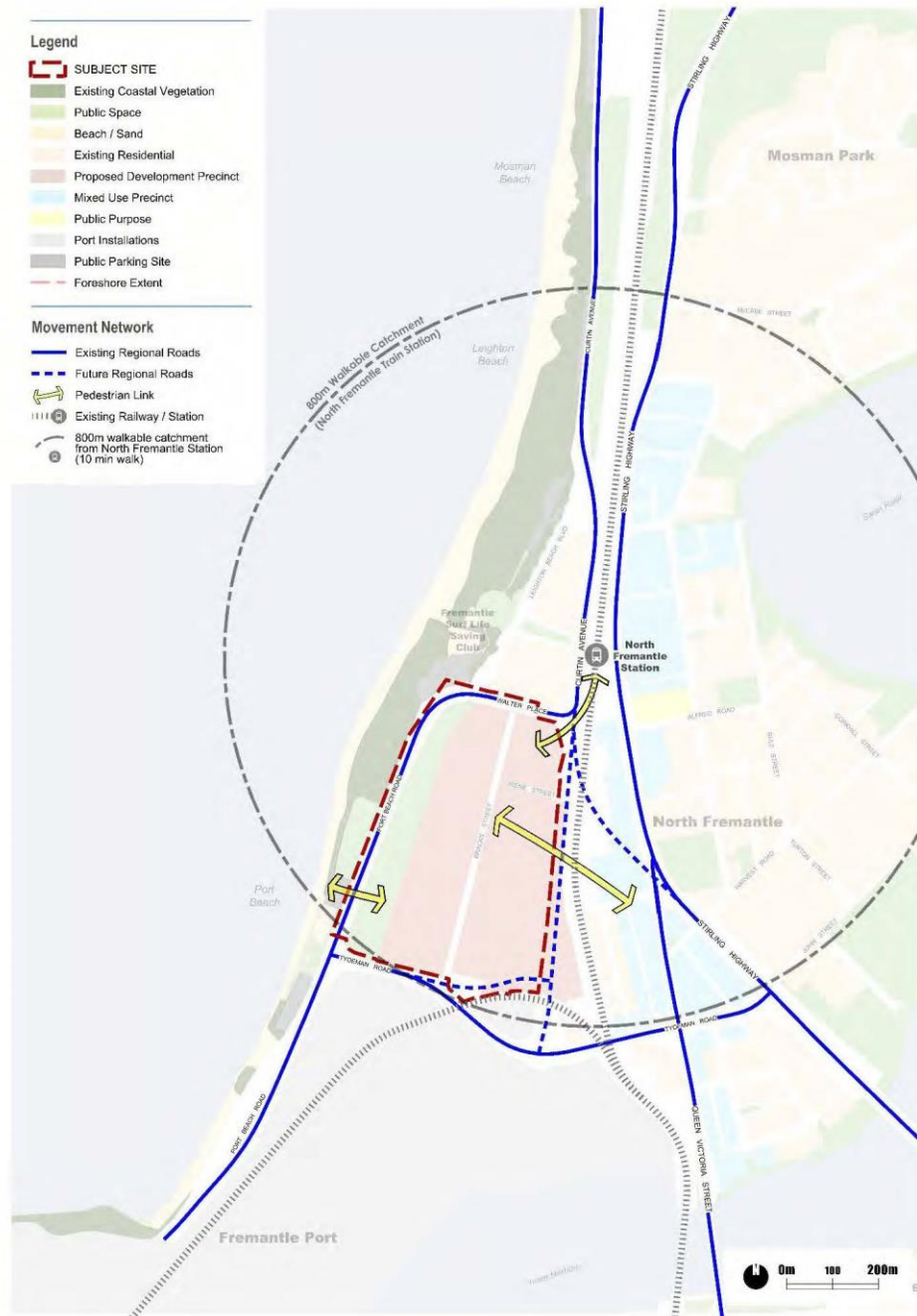
The land does not rely on access from either Port Beach Road or the Curtin Avenue extension for vehicle access. Port Beach Road can remain in place or be removed at some time in the future, with the urbanisation of the land unimpeded in either scenario.

Should the port relocate as planned, there is the opportunity for the planning for the land to supplement the Future of Fremantle process. Future of Fremantle and the proposed rezoning are complementary outcomes, but they are not reliant on each other. The subject is its own, sizeable precinct capable and appropriate for an independent planning process.

### **6.5. ROADS**

In addition to previous comments with respect to access from the regional road network, the concept plan confirms that the land can be subdivided and developed for urban purposes without prejudicing any decision on the retention of Port Beach Road or the extension (including timing) of Curtin Avenue. The proposed rezoning reflects the current reserves for regional roads and PCA158. Traffic generated via the urbanisation of the land can be accommodated on the current road network without compromising its performance including with respect to freight movements.

Figure 18 - Connectivity





## 6.6. COASTAL FORESHORE

The land proposed for urban zoning site is approximately 200m from the current coastal erosion line. A coastal foreshore reserve is proposed as part of this amendment request assuming the 100-year coastal erosion line (without any govt intervention) and accommodating the values, functions and uses of the current foreshore.

The foreshore reserve was determined based on subject matter expert inputs from Rise Urban, MP Rogers and Emerge Associates. The result of their work is provided in the report at Appendix B which includes:

- A summary of planning context for foreshore determination
- The steps in determining the foreshore
- A Precinct Study
- A landscape concept plan based on a full retreat (worst case) scenario.

While the foreshore definition is based on the government policy position of managed retreat, this represents a 'worst case scenario' and the proposed foreshore can accommodate a lesser erosion outcome depending on any government actions relating to beach defence. In other words, the proposed foreshore future proofs the proposed urban area against any outcome implemented with respect to Port Beach from full protection to full retreat – Urban outcomes can occur irrespective.

The work by Rise Urban and Emerge Associates concludes that:

*'...the values, functions and uses that need to be provided for in the new foreshore are limited to the value of the beach and ocean itself, along with recreational uses such as car parks, public access paths, coastal amenities (showers, toilets etc), and potentially a surf club and / or café / restaurant.'*

The report recognises that under the Guidelines of SPP2.6, 'an appropriate coastal foreshore reserve will include the allowance for physical processes ... and appropriate width to ensure a coastal foreshore reserve is maintained should the coastal physical processes impacts be realised over the planning timeframe' (i.e. 100 years).

The proposed coastal foreshore achieves this, thereby complying with SPP2.6. Specifically, the report concludes that:

*'The proposed foreshore ensures that even in a worst-case scenario where an unprotected coastline is impacted and eroded by extreme climatic conditions for the next 100 years, there will still be a broad and continuous coastal foreshore that:*

- Is responsive to the site and the specific local context;
- Includes an allowance for physical processes to occur over a 100-year period, and assuming an unprotected 'natural' coastline;
- Provides sufficient area landward of the coastal process allowance to continue to accommodate the prescribed values, functions and uses of the foreshore for the next 100 years and beyond; and
- Provides sufficient area to deliver a high-amenity foreshore that is a significant improvement on the existing Port Beach area.'

The rigorous, evidence-based analysis carried out by technical experts to inform the coastal reserve width is consistent with the process specified in SPP2.6 and its supporting Guidelines, and confirms that the proposed foreshore reserve is an appropriate and informed planning outcome.

## 6.7. YIELD ANALYSIS

The concept plan does not include Residential Density Codes as this can only be determined and applied via the precinct structure planning process. Instead, the concept plan denotes broad density types generally reflecting considerations such as the rail station, port buffer and nearby residential density at a high level.

These density types are – as previously noted - for testing and feasibility only. The concept plan has allowed the project team to confirm that the land is capable of urbanisation from a servicing capacity perspective for example and traffic management capacity, and can achieve and exceed WAPC density expectations with respect to station precincts. To inform that analysis, a yield needed to be assumed and as a base-line minimum of 25-dwellings/ha has been assumed consistent with State government targets for land close to rail stations. The concept plan confirms that as a minimum, the land is fully capable of meeting the WAPC's density objectives.



In addition, previous discussion illustrates the unique opportunity that the land presents to achieve transit supportive land use given its size, ownership, unencumbered nature and proximity to rail. There is no other site within the City of Fremantle better placed to achieve urban infill targets while minimising impacts on existing communities.



## 7. STAGING

### 7.1. SUBDIVISION AND DEVELOPMENT

While detailed design will precede the subdivision and development of the land, an indicative staging plan has been provided at Figure 19 to illustrate how, theoretically, an Urban zone might be implemented over time.

The staging plan illustrates that two development fronts are possible at each end of the precinct, making use of current servicing infrastructure and establishing an interface with adjacent development (Leighton to the north and industrial to the south)

It is also clear that the urbanisation of the land is not reliant on Port Beach Road or Curtin Avenue extension.

Land in the southeast of the precinct can be held back to latter stages to act as a transition point until the Development WA land is developed – avoiding land use conflict and potentially providing for temporary access is if possible.

Further discussions with agencies will be required to coordinate the provision of the new creation and development of the proposed foreshore reserve. With the western part of the precinct likely to accommodate initial stages, the early creation of the foreshore is highly desirable.

Figure 19 - Staging





## 7.2. ENABLING INFRASTRUCTURE

VE Property and NFJV combined to lodge a submission on the Draft State Infrastructure Strategy (Foundations for a Stronger Tomorrow) in September 2021. In that submission it was noted that wider benefit to the community and overall potential of precincts is maximised when the private sector partner with government to undertake activation and regeneration of strategic precincts.

A whole of Government approach to planning for strategic precincts, with the integration of spend on enabling infrastructure to be identified early in the planning is crucial to unlock the potential of strategic precincts and to ensure improved returns to the community.

In their submission the landowners requested that Infrastructure WA include North Fremantle in its plans when developing a State Infrastructure Program including a prioritisation framework to identify State priority precincts. They also sought Infrastructure WA's support to identify North Fremantle as a precinct of State significance.

North Fremantle is an ideal precinct to identify as a location of state-level significance, to consolidate and incentivise infill development through an integrated planning and infrastructure strategy addressing (refer Figure 20):

1. Stabilisation and protection works to defend Port Beach from coastal erosion
2. Repurposing of Port Beach Road
3. Creation of enhanced foreshore reserve and public parking
4. Improved pedestrian access to North Fremantle Train Station
5. Continuation of Curtin Avenue
6. Realignment of Tydeman Road
7. Improvement of pedestrian connections between east and west of the railway line
8. Future Transperth bus connections to North Fremantle Station
9. Modifications to Walter Place to accommodate changed traffic conditions
10. Build to rent opportunities

Figure 20 – Enabling Infrastructure





### 7.3. THE PLANNING PROCESS

The project team recognises the high level of interest in proposals such as this rezoning. This is reflective of the site's strategic importance – its location in an area of local character, its proximity to the coast, location relative to a rail station, its size etc.

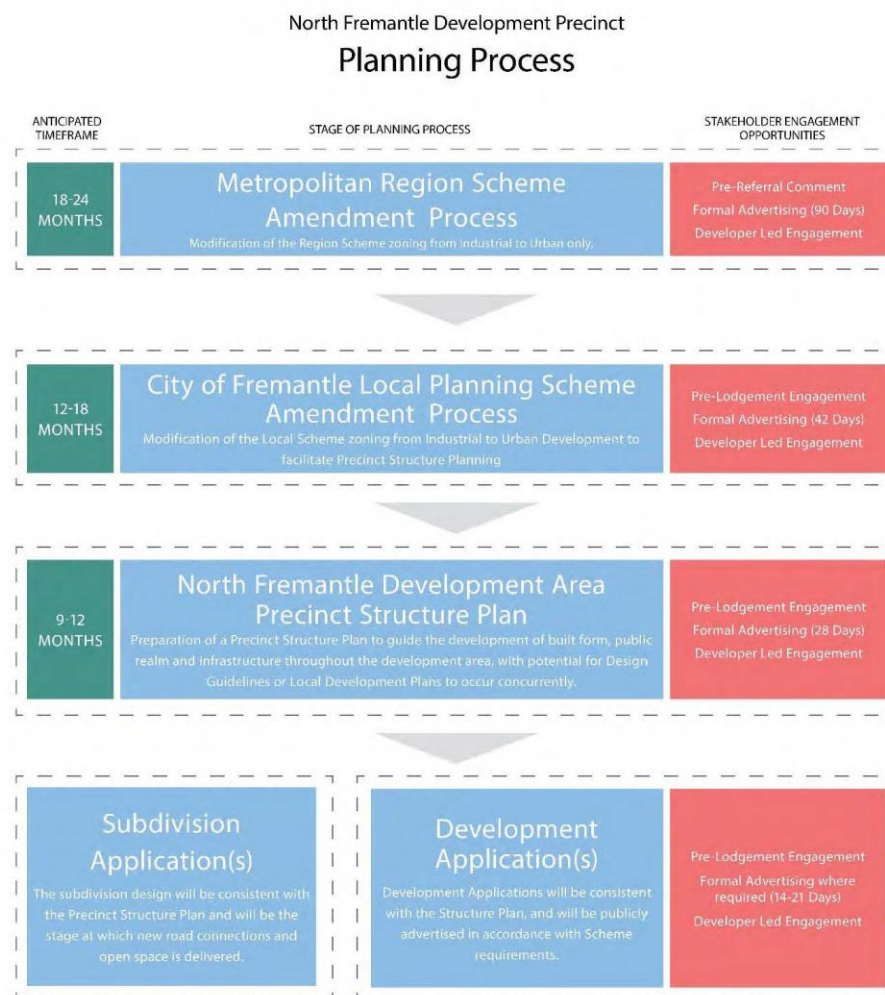
It is important to note that in this context the proposal simply seeks the WAPC's agreement to alter the zoning of the land in the MRS. While there will be community and other interest in terms of the ultimate subdivision layout, landscape character and built form (including densities, height etc.) these are issues for future steps in the planning process.

There is a sequence for these more detailed design and land uses to be considered and addressed with meaningful community input and this is formally provided for by the planning framework. Future steps will include rezoning under the local scheme and a precinct structure plan. It is also likely that design guidelines/local development plans will be created prior to development applications. Each of these steps provide for a more detailed reporting of issues, assessment and response commensurate with the relevant stage of the planning process. Importantly, each step makes provision for community inputs during formal advertising stages.

The precinct structure planning process in particular will be a highly valuable planning step, with design responses tailored to the precinct based on extensive context analysis.

As a result, stakeholders should be assured that there will be ample opportunity for input as the project unfolds beyond this initial step of MRS zoning as outlined in Figure 21.

Figure 21 - The Planning Process

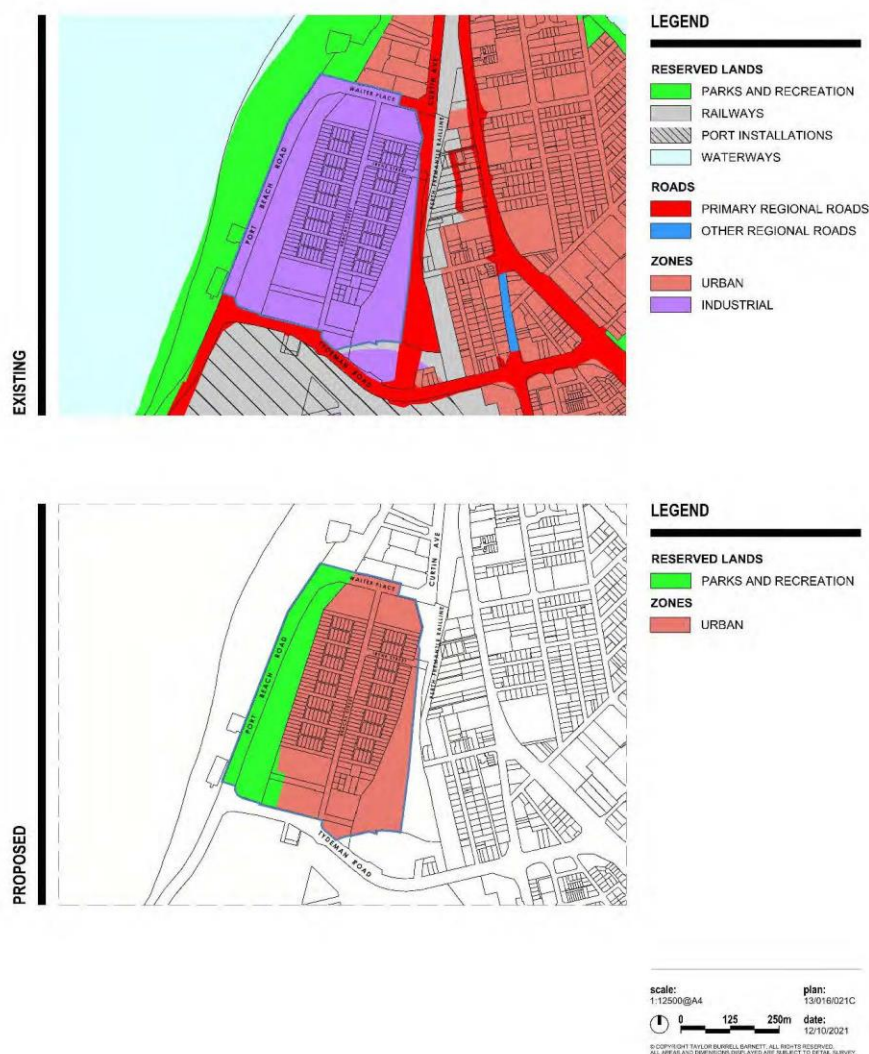


## 8. STATUTORY REQUIREMENTS

This application seeks to rezone the subject land under the MRS from 'Industrial' to 'Urban'. This is illustrated at Figure 22.

The rezoning of the land to the Urban zone is the first step in realising the development of the land for residential and other urban purposes.

Figure 22 - Rezoning Plan





## 8.1. SUBSTANTIALITY OF AMENDMENT

The subject land is well located and well suited for Urban development given its substantial size, its land ownership, location close to the North Fremantle rail station, Port Beach, Leighton amenities and existing North Fremantle District Centre. The site can be fully serviced with urban services, and any perceived limitations of the site imposed by Fremantle Port, road and rail infrastructure and coastal risk, have been shown within this report to be able to be appropriately managed.

The proposed rezoning also achieves the objectives of the State and local planning framework in that it will facilitate the extension of urban development into an area with a high level of amenity, supporting the overarching State planning objectives of a more consolidated city to accommodate planned population growth.

The WAPC's Policy DC1.9 – Amendment to Region Scheme sets out a number of considerations which are required to be taken into account when the WAPC is considering the substantiality of an Amendment to the MRS, that is, whether the Amendment constitutes a Major or Minor Amendment, which the Policy describes as 'essentially a matter of degree in terms of the impact on the region as a whole'.

In considering the various factors outlined below, it is evident that the proposed Amendment does not constitute a substantial or 'major amendment', and accordingly should be considered a 'minor' amendment. Table 4 presents a response to each of the considerations and provides a rationale for the WAPC's consideration of the Amendment as minor.

Table 4 - Substantiality of Amendment

DC1.9 - Considerations	Responses
Present land use and character of the land and its relationship to its immediate setting, to the surrounding district, to the sub-region and to the region as a whole as a prelude to evaluation of the impact of new proposals.	<ul style="list-style-type: none"> <li>There is urban context for the proposal to the north and to the east.</li> <li>The land is well-suited to Urban land use for the reasons outlined in this report.</li> </ul>
The particular purposes for which the land is to be set aside and the proposal for changes to the zoning and/or reservation of land and the impact on present land use and existing land classifications in the region scheme.	<ul style="list-style-type: none"> <li>The land is no longer required for industrial purposes</li> <li>Urban land use is the highest and best use of the land.</li> </ul>
The area of land involved in the rezoning and the scale and purpose of the proposal and its impact on the region scheme.	<ul style="list-style-type: none"> <li>The land area is a discrete cell that can be rezoned and developed in a self-contained manner</li> </ul>
The likely impact of the proposal on the environment of the affected land and its surroundings.	<ul style="list-style-type: none"> <li>The EAR and other reports confirm no environmental impediment.</li> </ul>
The history of the land in its setting, the factors which determined the present zoning or reservation of the land and its environs, and the reasons justifying the proposed change to be made.	<ul style="list-style-type: none"> <li>The land is no longer required for industrial development and its highest and best use has been identified as urban</li> <li>The land is highly suitable as an urban infill site.</li> </ul>
The future planning needs of the region and the factors justifying	<ul style="list-style-type: none"> <li>The Amendment is consistent with the relevant regional planning framework.</li> </ul>



DC1.9 - Considerations	Responses
changes in the use of land generally and the subject land in particular.	
Any other proposals in the same general locality promoted or likely to be promoted for changes to existing land classifications and their combined impact on the region scheme as a whole.	<ul style="list-style-type: none"> <li>There are no other major land use proposals in the general locality which will have regional implications because of this proposal.</li> </ul>
The number of land holdings and landowners likely to be directly affected by the proposals contained in the amendment.	<ul style="list-style-type: none"> <li>There is a small number (4) of landowners.</li> </ul>
The complexity of the proposal.	<ul style="list-style-type: none"> <li>This report reflects the relative simplicity of the proposal premised on the land no longer being required for industry.</li> </ul>
The degree to which the proposal reflects any significant changes to the planning strategy for the region.	<ul style="list-style-type: none"> <li>The proposal is consistent with all relevant strategies relating to urban infill and transit supportive outcomes.</li> </ul>
The relationship of the proposal to any current or proposed strategic plans or policies for the region or sub- regions within that region.	<ul style="list-style-type: none"> <li>The proposal is consistent with all relevant strategies relating to urban infill and transit supportive outcomes.</li> </ul>
Any other land use, transport, environmental or planning implications associated with the proposal.	<ul style="list-style-type: none"> <li>The technical reports confirm no implications of this manner incapable of resolution/management.</li> </ul>
For proposals to change the region scheme text, the impact on procedures and the operation of the region scheme as a whole.	<ul style="list-style-type: none"> <li>No changes to the Metropolitan Region Scheme text are proposed</li> </ul>

In summary, there are no environmental or servicing constraints that cannot be suitably managed, and which would warrant the proposal being considered a 'major' MRS Amendment. Any requirements can be appropriately managed through the Scheme Amendment and Structure Plan processes which are occurring in parallel with this MRS Amendment.





## 9. CONCLUSION

This report has been prepared by Urbis and Taylor Burrell Barnett on behalf of VE Property Pty Ltd and the North Fremantle Joint Venture Pty Ltd in support of an application to rezone approximately 23ha of land in North Fremantle, from 'Industrial' to 'Urban' and 'Parks and Recreation.'

The report addresses WAPC DC1.9 – Amendment to the MRS and provides a comprehensive justification in support of the proposed Amendment, and in support of the Amendment being classified as a 'minor' amendment. The Amendment is justified as follows:

- The land is no longer required for industry, and given its location close to Fremantle and North Fremantle, the Fremantle passenger railway line, Port Beach, and other adjoining residential development at Leighton, the site's highest and best use is Urban
- The subject land has the potential to deliver a range of urban outcomes including a variety of residential densities and building typologies along with convenience retailing and limited commercial land use
- It provides for a self-contained development, on land owned by an individual land owner
- The Amendment does not rely on and nor would it prejudice planning decisions for the wider area including Westport, Future of Fremantle and the extension of Curtin Avenue
- The intent and requirements of the Scheme and Policy requirements of the Fremantle Port Buffer are demonstrated as being adhered to
- Noise impact from the Port, road and rail can be appropriately managed
- The subject land can be serviced with standard urban services, and drainage can be appropriately managed
- The development of the subject land for Urban purposes will have no adverse impacts on Port activities, and any impact of Port activities on the land can be suitably managed
- The development of the land for Urban purposes will result in a substantial increase in employment on the site
- The amendment is the first step in a formal planning process that will include more detailed design and analysis taking into account local context, character and community

The WAPC's support to the MRS Amendment as proposed, is therefore requested.



## DISCLAIMER

This report is dated 25 February 2022 and incorporates information and events up to that date only and excludes any information arising, or event occurring, after that date which may affect the validity of Urbis Pty Ltd (**Urbis**) opinion in this report. Urbis prepared this report on the instructions, and for the benefit only, of VE Property and North Fremantle JV Pty Ltd (**Instructing Party**) for the purpose of Metropolitan Region Scheme Amendment (**Purpose**) and not for any other purpose or use. To the extent permitted by applicable law, Urbis expressly disclaims all liability, whether direct or indirect, to the Instructing Party which relies or purports to rely on this report for any purpose other than the Purpose, and to any other person which relies or purports to rely on this report for any purpose whatsoever (including the Purpose).

In preparing this report, Urbis was required to make judgements which may be affected by unforeseen future events, the likelihood and effects of which are not capable of precise assessment.

All surveys, forecasts, projections and recommendations contained in or associated with this report are made in good faith and on the basis of information supplied to Urbis at the date of this report, and upon which Urbis relied. Achievement of the projections and budgets set out in this report will depend, among other things, on the actions of others over which Urbis has no control.

In preparing this report, Urbis may rely on or refer to documents in a language other than English, which Urbis may arrange to be translated. Urbis is not responsible for the accuracy or completeness of such translations and disclaims any liability for any statement or opinion made in this report being inaccurate or incomplete arising from such translations.

Whilst Urbis has made all reasonable inquiries it believes necessary in preparing this report, it is not responsible for determining the completeness or accuracy of information provided to it. Urbis (including its officers and personnel) is not liable for any errors or omissions, including in information provided by the Instructing Party or another person or upon which Urbis relies, provided that such errors or omissions are not made by Urbis recklessly or in bad faith.

This report has been prepared with due care and diligence by Urbis and the statements and opinions given by Urbis in this report are given in good faith and in the reasonable belief that they are correct and not misleading, subject to the limitations above.