



Additional documents

Planning Committee

Wednesday 2 November 2022 6pm



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Proposed alternative from Cr Su Groome

Does not support the proposed demolition of existing buildings and construction of 56 Grouped dwellings at Nos. 34-38 Amherst Street and Nos. 2-4 Stack Street, Fremantle on the following grounds:

- 1. The overall development and built form is not consistent with the vision, objectives and principles of the Knutsford East Local Structure Plan and does not contribute to the overall mixed-use character or the desired amenity of the area,**
- 2. The proposed development not contain adequate landscaping, deep planting and open space within the site for the amenity and benefit of residents**
- 3. The proposed development does not contain adequate visitor parking across the site to meet the needs of residents and their visitors**
- 4. The majority of homes do not have winter solar access to living areas**

Council therefore recommends refusal under the Metropolitan Region Scheme and Local Planning Scheme No. 4"

Reason for change

In 2017, following extensive community and stakeholder consultation, Council adopted the Knutsford Street East Local Structure Plan (KELSP) to guide the transition of this aging, underused industrial area into an exemplary residential and mixed use area supported by local shops and integrated with the existing surrounding community. Development WA and private sector developers are currently delivering innovative developments that exemplify the intended outcomes for the area in terms of diversity, identity, innovation, sustainability, urban design and amenity, as does the adjacent Development WA Knutsford precinct.

Nos 34-38 Amherst Street and Nos. 2-4 Stack Street equates to approximately one-quarter of Precinct 5 within the Structure Plan approximately 8% of the entire structure plan area. Therefore it is reasonable to expect that development



of this site would contribute to the overall objectives and principles of the KELSP to the extent possible, and build on existing precedents to ensure the vision for the precinct is achieved. The development as proposed does not contribute to the outcomes of the structure plan; failure to apply the provisions of the KELSP in assessing the proposal makes a mockery of the structure planning process and erodes community confidence in the planning system.

The proposed development does not meet the following of objectives of the KELSP, which a development of this size could reasonably be expected to address.

Diversity: *Promote a mix of land uses and a range of housing types to meet the housing needs of a wide range of the community.*

- The proposal does not provide diversity of housing types (all houses are 3 and 4 bedroom houses) or diversity of uses and includes very little provision for accessible, adaptable or affordable housing.
- The development is under-development of the site with unrealised potential to include 1 and 2 bedroom dwellings, units, micro-lots and additional height.

Identity: *Instill a 'Fremantle identity' with some relationship to the site's history and its industrial character.*

- Design of the site is a generic built form and subdivision and does not capture, interpret or instill a Fremantle identity

Economic Development: *Provide opportunities for existing and new local commerce, shops, light industry and home based employment which expand upon the existing employment opportunities in the area.*

- The proposal displaces existing commercial and light industrial activities but does not include any new economic activity spaces beyond home based business.

Amenity: *Create an urban environment which satisfies the lifestyle, aesthetic and security aspirations of its residents and workers.*

- No common areas are included in the proposed development to support community activity and there is very limited provision of deep planting areas that would support large trees and enhance amenity.
- The design of crossovers on Amherst Street, loss of street trees and displacement of pedestrians to the edge of the street will reduce amenity and safety and is inconsistent with the Part 2.6 of the KELSP 'vegetation retention'.

Innovation: *Promote flexible land use solutions for residential, mixed use and home based employment opportunities.*



- The proposal is a generic urban subdivision that does not include any innovative elements, particularly not in regards to built form, housing typology, affordable housing, infrastructure design or subdivision layout

Urban Design: *Adopt appropriate urban design principles, including from the WAPC’s Liveable Neighbourhoods approach, and the Design WA suite of documents which strive to achieve a built form that promotes the preceding principles.*

- The proposal does not satisfy many of the design elements and outcomes foreshadowed in the Medium Density Design Code

Sustainability: *Achieve a balance between social, economic and environmental considerations and lead by example in the adoption of environmental best practice with a focus on sustainability in built form and land use and services*

- The proposal does not demonstrate environmental best practice beyond minimum requirements, for example there is no provision for beneficial stormwater harvesting, a community garden or other communal infrastructure such as a community battery.
- The orientation and configuration of house lots provides very little opportunity for solar passive design with the majority of homes having little or no opportunity for access to beneficial northern winter sun in living areas
- All homes have two car parking on site which does not support transport mode shift and the development does not include onsite parking bays suited to shared vehicles or electric car charging



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Proposed amendment from Cr Andrew Sullivan

Amended Condition 9 –

- 9. Prior to the issue of a building permit, a detailed landscaping plan that addresses onsite landscaping in common property, including information relating to species selection, reticulation, details of existing vegetation to be retained, and treatment of landscaped surfaces (i.e. mulch, lawn, **synthetic-grass** etc), shall be submitted to and approved by the City of Fremantle, *and shall include deep root planting areas for a minimum of 42 medium sized trees located within the private roads, and where trees are not possible in due to confined space, alternative methods of providing adequate canopy cover, including vegetated trellises shall be provided. The landscaping shall be implemented prior to the occupation of the development and be maintained for the life of the development to the satisfaction of the City of Fremantle.***

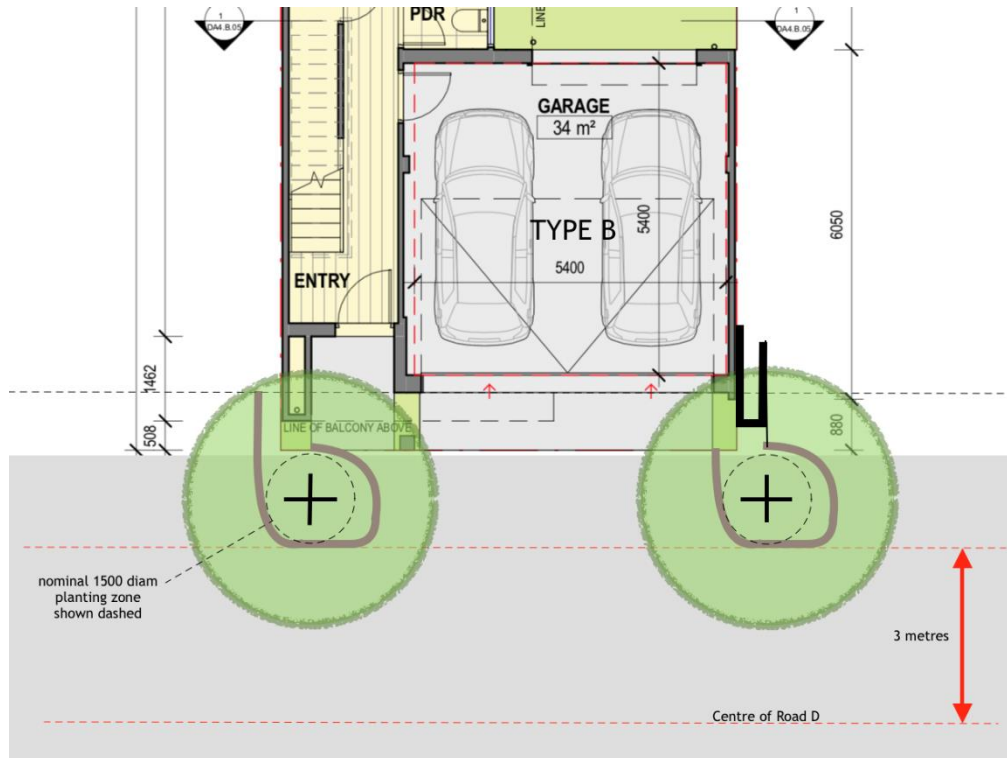
and

Add an Advice Note that states:

In relation to the onsite landscaping, the City anticipates a satisfactory landscape plan would include the provision of at least 21 trees in 'Road A', 6 trees in 'Road B', 2 trees in 'Road C', 8 trees in 'Road D', and 5 trees in the Laneways. The City also anticipates that the Condition 9 requirement for alternative methods generating canopy cover would be satisfied where vertical vegetation and/or vegetated trellising is provided in the Laneways and Road C.

Reason for Amendment:

The development includes very small courtyards that typically have two storey walls all around. It is unlikely that a satisfactory level of canopy cover will be achieved or maintained in the private courtyards alone. The private roads include large areas of paving but are of sufficient width to incorporate a tree in front of most dwellings without compromising vehicle movements, as demonstrated in the sketch below.



As such, the available space in the private roads is more likely to generate adequate canopy cover and greater certainty that the trees will be maintained for the life of the development by way of a condition of approval. It is acknowledged that in some areas it will not be possible to generate sufficient space for a tree in front of each dwelling and where this is not practical due to the narrow width of the laneways, alternative methods of establishing vegetated canopy cover over paved private roads needs to be included in the landscape plan. The amendment is based on the indicative distribution of plantings shown in the sketch below.





Amended Advice note 2 –

~~2. As part of future crossover permits and other approval processes for verge works/ treatment to the subject site on Amherst and Stack Street, the City strongly recommends that further information and detail/ methodologies will need to be explored and implemented to reduce the impacts of the proposed number of crossovers and visitor parking bays onto the City's Road reserve. Any ways to reduce hardstand and install high quality landscaping is strongly encouraged to ensure support is provided at detailed design and approval stage for the verge works. These elements of improvement include (though are not limited to) the following:~~

- ~~• Consideration of the Lot 44 crossover, away from the intersection of Stack and Amherst Streets or alternative arrangement otherwise approved by the City;~~
- ~~• Reduction of crossover width to a maximum of 3.5m;~~
- ~~• Consolidate vehicle access point where possible;~~
- ~~• Provision of water permeable surface for new crossovers to reduce hardstand surface;~~
- ~~• Introduction of mature verge tree planting for every crossover proposed;~~
- ~~• Revisit the number of proposed verge bays to Stack Street and removal of those bays on Amherst Street;~~
- ~~• Consideration of verge planting that restricts informal parking on the verge;~~
- ~~• Introduction of mature verge shade trees to the proposed visitor bays on Stack Street, and;~~
- ~~• Other relevant verge beautification works/ modifications to improve verge amenity.~~

2. With regard to Condition 3, the City advises that the closely spaced crossovers proposed to service lots 36-44 are inconsistent with the type of streetscape function and character required for the precinct and will not be approved in the form shown. Likewise, the final configuration of any proposed crossovers and visitor parking bays in the verge will need to be further explored and implemented to reduce the impact of any paved/hardstand areas in the public realm. Prior to issuing any permits for verge works/treatments in the Amherst St and Stack St road reserves abutting the subject site, the City requires further information and detail/ methodologies be developed in consultation with the City and the community, and agreed to the satisfaction of the City. These elements may include (though are not limited to) the following:



- **Mitigation of the visual impact of crossovers serving individual narrow lots along Amherst Street;**
- **Improvement in the verge landscaping and amenity to ensure a safe and welcoming environment for pedestrians, cyclists and visitors to the precinct;**
- **Explore the consolidation of vehicle access point where possible, including consideration of a slip lane/mews to replace the closely spaced repetition of crossovers;**
- **Provision of water permeable surface for new paving to reduce hardstand surface;**
- **Introduction of advanced specimen verge trees and landscaping sufficient to offset new hardstand areas and the limited canopy cover achievable within the development;**
- **Review the provision of public and visitor parking to improve the overall availability and design of parking abutting the site taking into consideration the need for new visitor parking, the surrounding urban environment and the overall transport function of the local streets; and,**
- **Other relevant verge beautification works/ modifications to improve verge amenity.**

Reason for Amendment:

The wording of the advice note is amended to better define the matters to be considered in satisfying Condition 3. Included in this rewording reflects the City's need to consider alternative approaches to the crossovers that are indicatively shown accessing the proposal for closely spaced garage doors along Amherst Street. The rewording seeks exploration of alternatives methods of providing vehicular access in an effort to mitigate the undesirable impact of a streetscape dominated by vehicular access and parking, including consideration of the introduction of a mews style slip lanes as indicated in the sketch below.



Add an additional condition

Prior to the issue a building permit drawings and specifications are to be provided the City demonstrating a 4.0m floor to ceiling height for the ground floors of Lots 44 and 45 (Type G dwellings) to the satisfaction of the City of Fremantle.



PC2211-4 AINSLIE ROAD, NO. 4 (LOT 28), NORTH FREMANTLE - SECOND STOREY ADDITION AND ALTERATIONS TO EXISTING SINGLE HOUSE (JCL DA0255/22)

Proposed Alternative from Cr Su Groome

Refer the application to the administration with the advice that the Council is not prepared to grant planning approval to the application for the second storey addition and alterations to existing Single house at No. 4 Ainslie Road, North Fremantle based on the current submitted plans and invite the applicant, prior to the next appropriate Planning Committee meeting to consider submitting an amended proposal to address:

- **The proposed enclosed garage on the boundary alignment is inconsistent with Clauses 2.3 and 2.4 of LPP 2.9, and out of context in the heritage streetscape, which features low walls and open frontages. The proposed boundary wall within the street setback, which forms an enclosed side of the garage, is inconsistent with the streetscape. Although the enclosed side to the carport is existing, approval has not been granted for those works.**
- **The cumulative effect of the additional height and reduced setback is excessive over-shadowing of the neighbouring site which will be detrimental to solar access and daylight access, noting that the undeveloped nature of the site is not grounds for an exemption. The proponent is requested to refine the design for the purpose of reducing over-shadowing.**



**PC2211-6 BELLEVUE TERRACE, NO. 10 (LOT 65), FREMANTLE –
ADDITIONS AND ALTERATIONS TO EXISTING SINGLE
HOUSE (ED DA0122/22)**

Proposed Alternative from Cr Su Groome

REFUSE, under the Metropolitan Region Scheme and Local Planning Scheme No. 4, the Additions and Alterations to Existing Single House at No. 10 (Lot 65) Bellevue Terrace, Fremantle, as detailed on plans dated 8 September 2022, for the following reasons:

- 1. The proposal is inconsistent with the prescribed minimum primary street setback of Local Planning Policy 2.9 (Residential Streetscape) and is considered to have an unacceptable visual impact upon the prevailing streetscape character of Bellevue Terrace.**
- 2. The proposal is inconsistent with the design principles of the Residential Design Codes in respect to the solar access for the adjoining property and is considered to cause an unacceptable amenity impact upon the adjoining southern property with excessive overshadowing of habitable spaces.**

Reason for change:

- The enclosed garage is inconsistent with the streetscape.
- Overshadowing is excessive.