



Additional Information

Planning Committee

Wednesday, 6 November 2019, 6.00pm

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PC1911 - 1 **ADDITIONAL DOCUMENTS - ORDINARY MEETING OF COUNCIL
- OFFICE 2007**

Additional Information 1 – Site Photos



Photo 1: Streetscape elevation of Nos. 39 and 41 Bellevue Terrace.



Photo 2: Rear elevation of existing house (brown roof) from ROW

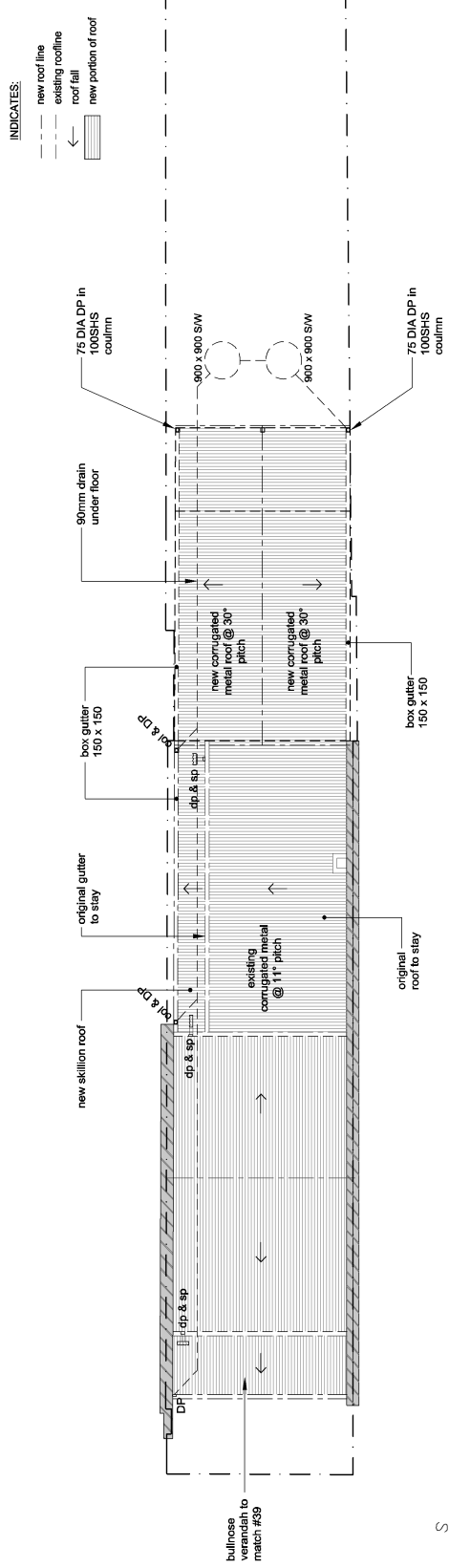


Photo 3: Neighbour provided photos showing the approximate height of the proposed two storey development (pink lines) in relation to the southern property.



Photo 4: Mock up view of proposed development from the lot to the north.

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 DA0065/19
 13 September 2019



ROOF / DRAINAGE PLAN
 scale 1:100

project 41 BELLEVUE TCE, FREMANTLE WA		NEW ALTERATIONS & EXTENSION ROOF PLAN	
JOB. 19011	DATE. 08/2019		
scale 1:100	sheet size A3		
sheet A03		DREAM 2 REALITY CONSTRUCTIONS © M: 0402 831 641 E: andy@dream2reality.com.au	

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OVERSHA

1. Shadow cast by #41 new addition = 11.7m² (7%)

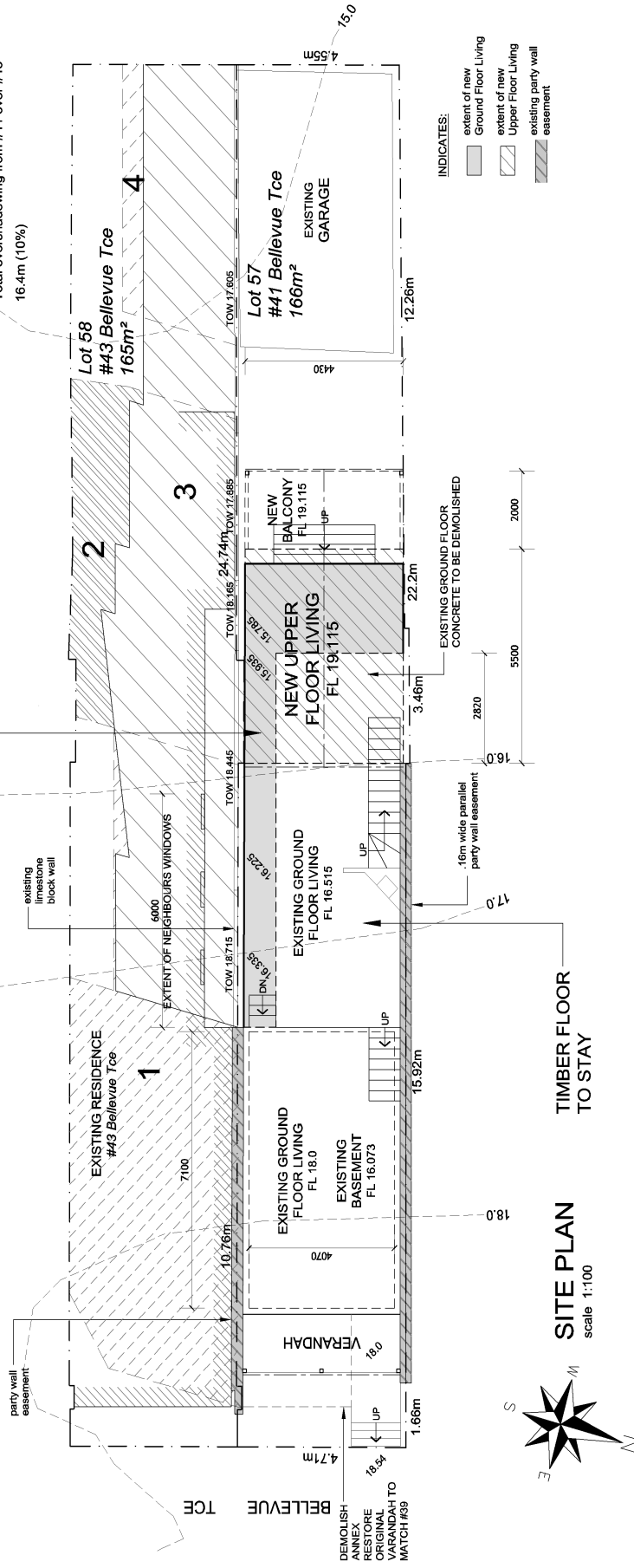
2. Shadow cast by existing limestone wall on boundary of #43 = 3.7m² (2%)

3. Shadow cast by existing limestone wall on boundary of #43 = 3.7m² (2%)

4. Shadow cast by Existing Garage = 3.7m² (2%)

Total overshadowing from #41 over #43 = 16.4m (10%)

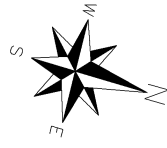
NEW GROUND FLOOR LIVING
 FL 16.515



INDICATES:

- extent of new Ground Floor Living
- extent of new Upper Floor Living
- existing party wall easement

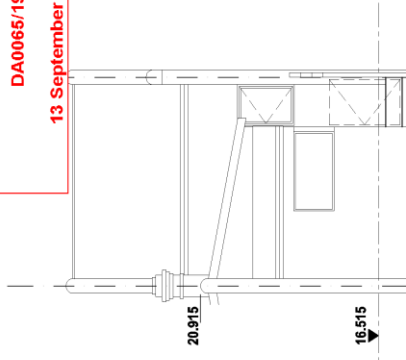
SITE PLAN
 scale 1:100



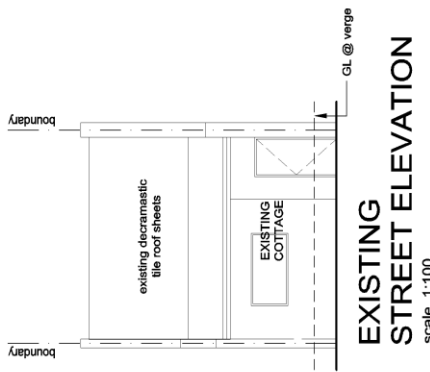
AREA SUMMARY:
 GF EXTENSION: 18.7m²
 LOFT: 24.4m²
 BALCONY: 8.7m²

NEW ALTERATIONS & EXTENSION	
Project	41 BELLEVUE TCE, FREMANTLE WA
DATE	08/2019
scale	1:100
sheet size	A3
sheet	A01
DREAM 2 REALITY CONSTRUCTIONS © M: 0402 831 641 E: andy@dream2reality.com.au	

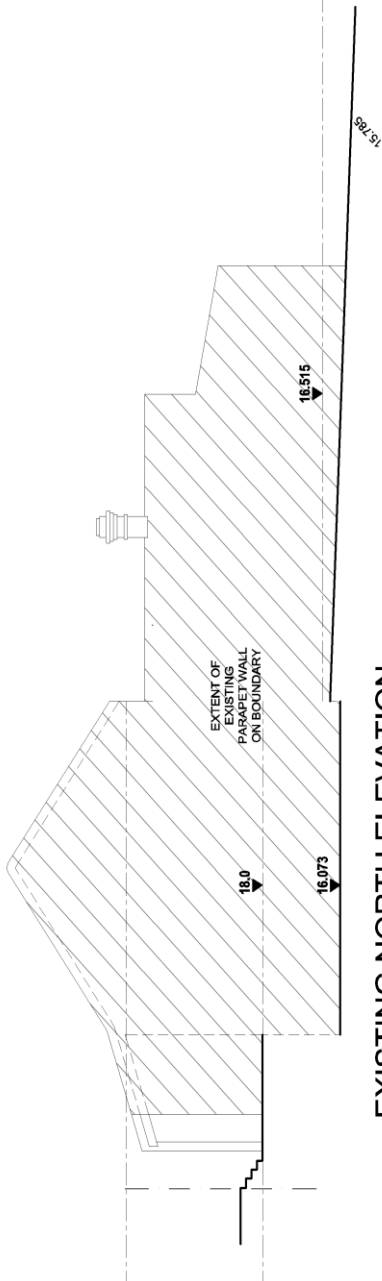
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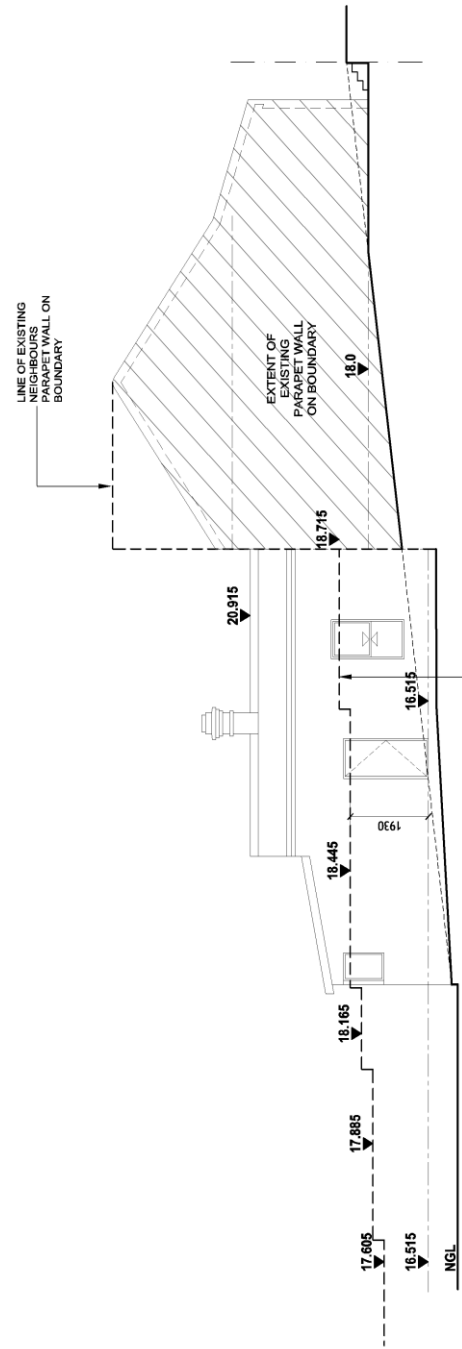
**EXISTING REAR
(WEST) ELEVATION**
scale 1:50



EXISTING STREET ELEVATION
scale 1:100



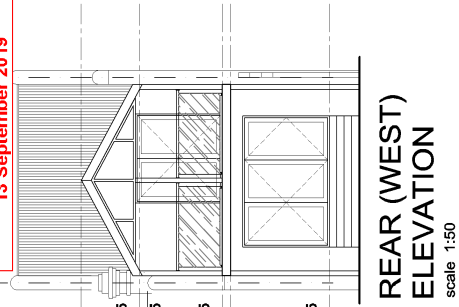
EXISTING NORTH ELEVATION
scale 1:100



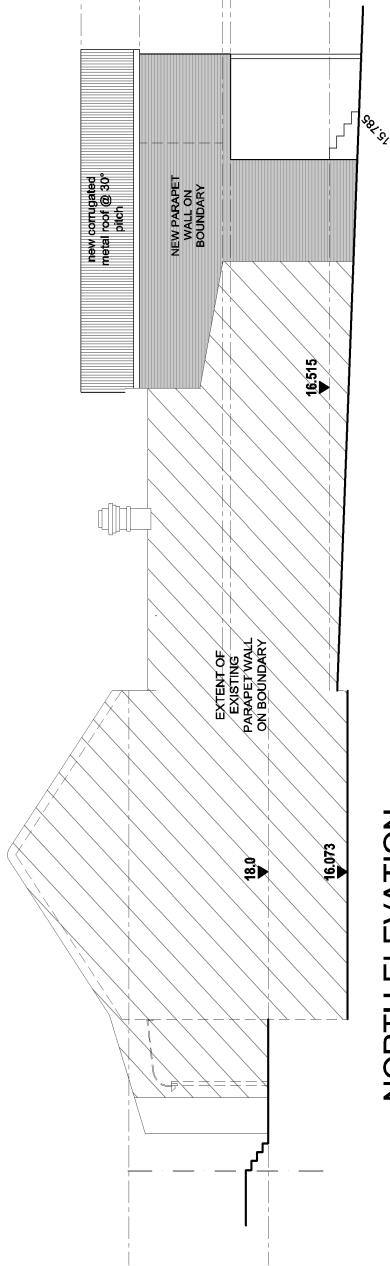
EXISTING SOUTH ELEVATION
scale 1:100

project 41 BELLEVUE TCE, FREMANTLE WA		NEW ALTERATIONS & EXTENSION EXISTING ELEVATIONS	
client DREAM 2 REALITY CONSTRUCTIONS ©		JB. 19011	DATE. 09/2019
contact M: 0402 831 641 E: andy@dream2reality.com.au		scale 1:100	sheet size A3
		sheet A04	

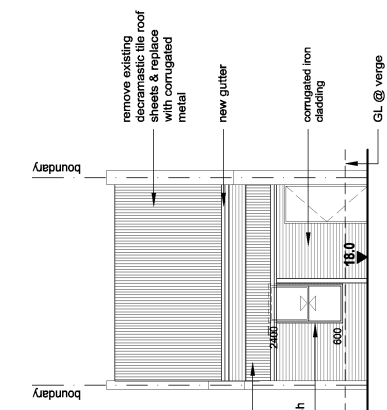
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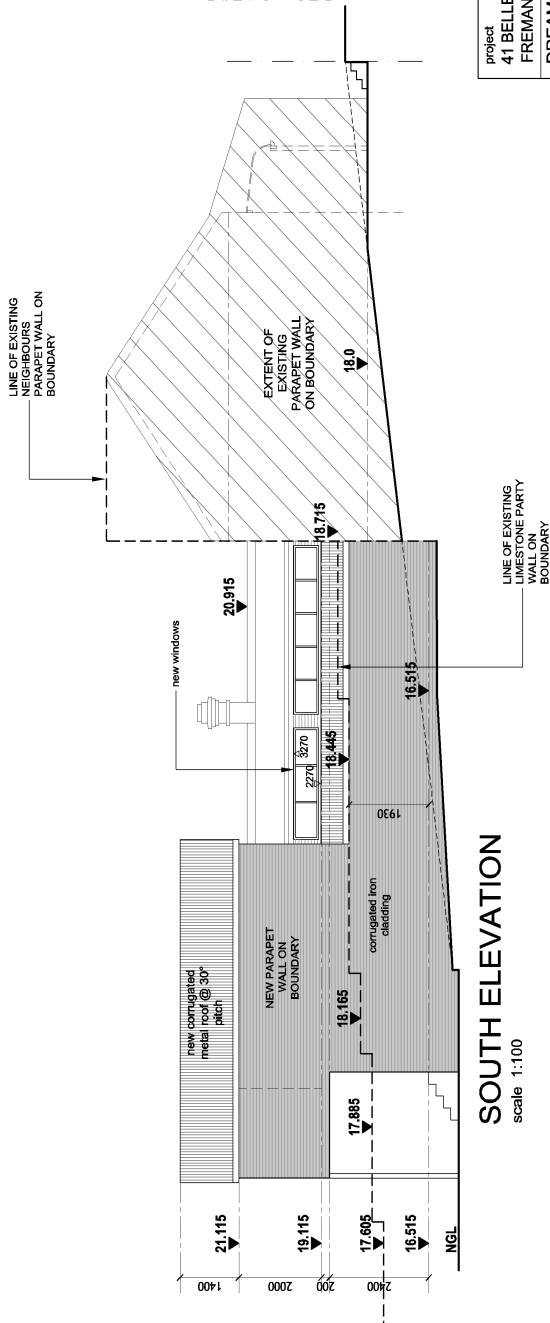
REAR (WEST) ELEVATION
 scale 1:50



NORTH ELEVATION
 scale 1:100



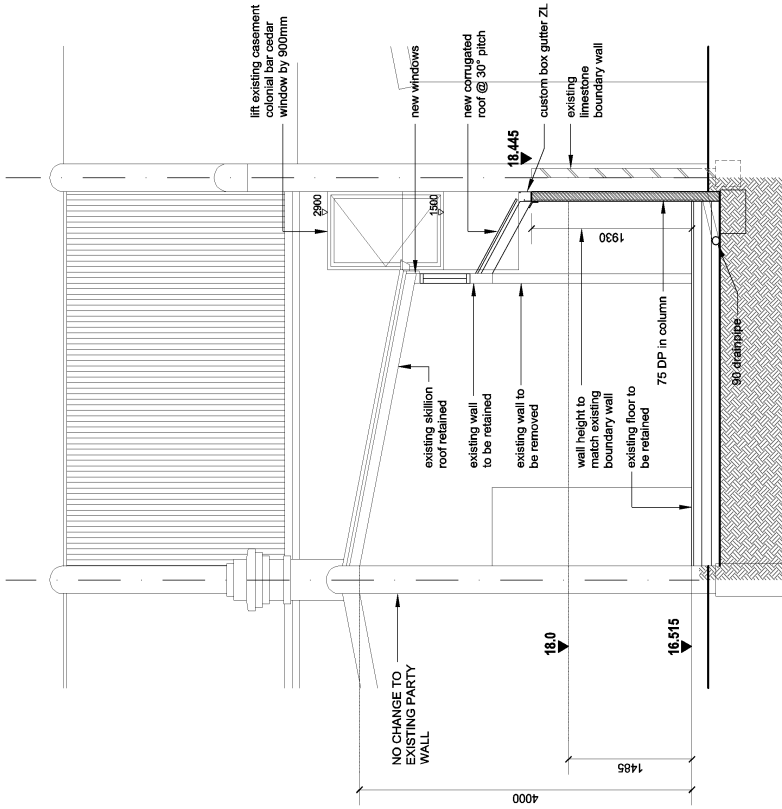
STREET ELEVATION
 scale 1:100



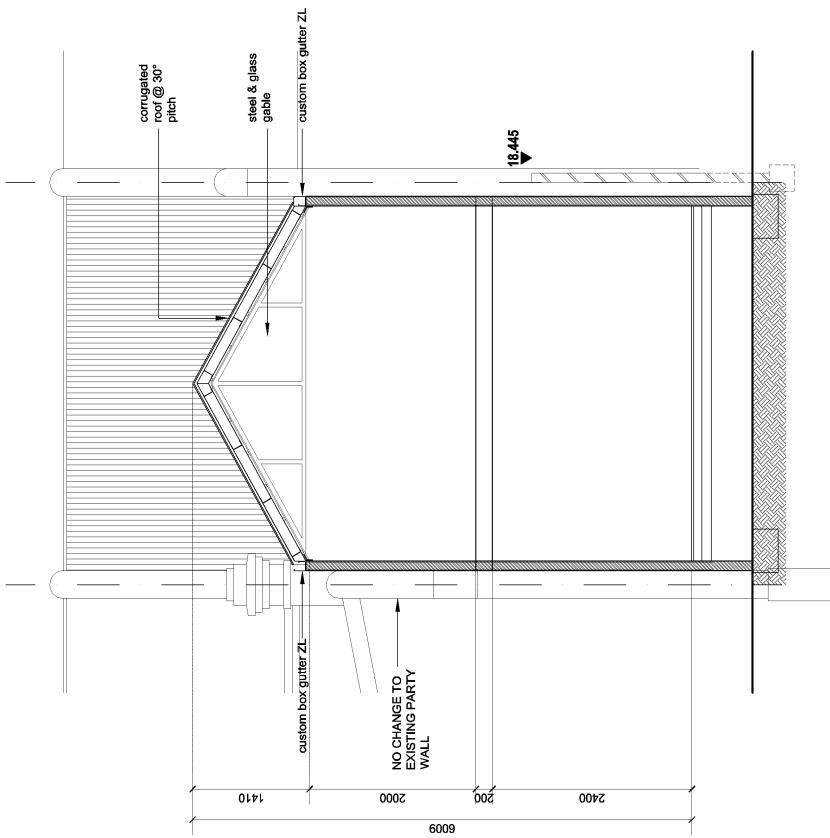
SOUTH ELEVATION
 scale 1:100

project 41 BELLEVUE TCE, FREMANTLE WA	NEW ALTERATIONS & EXTENSION ELEVATIONS		
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DREAM 2 REALITY CONSTRUCTIONS © M: 0402 831 641 E: andy@dream2reality.com.au	scale 1:100	sheet	A05

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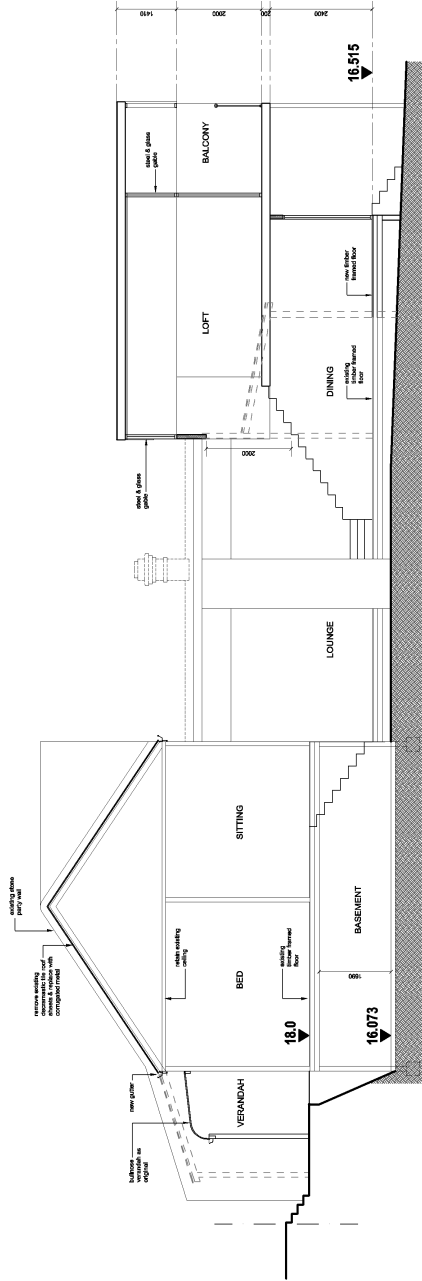
SECTION C
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SECTION B
scale 1:50

project 41 BELLEVUE TCE, FREMANTLE WA		NEW ALTERATIONS & EXTENSION SECTIONS	
J.B.	19011	DATE.	08/2019
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sheet	A06		
DREAM 2 REALITY CONSTRUCTIONS © M: 0402 831 641 E: andy@dream2reality.com.au			

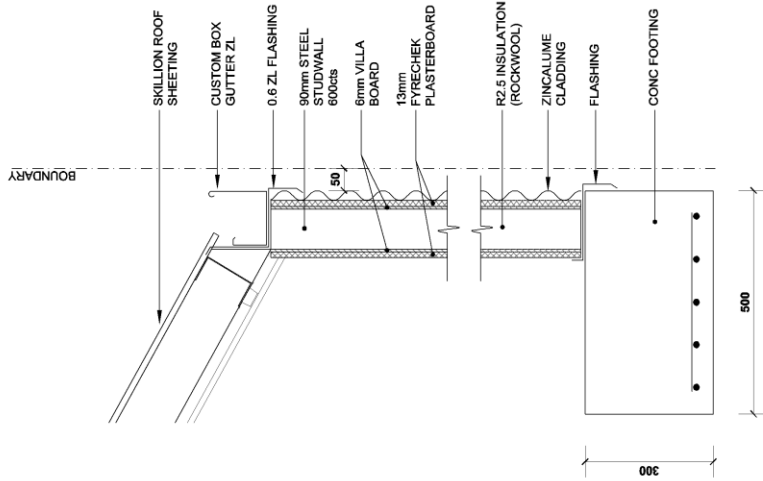
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SECTION A
scale 1:100

project 41 BELLEVUE TCE, FREMANTLE WA		NEW ALTERATIONS & EXTENSION SECTION	
DREAM 2 REALITY CONSTRUCTIONS © M: 0402 831 641 E: andy@dream2reality.com.au		JOB: 19011	DATE: 08/2019
		scale 1:100	sheet size A3
		sheet A07	

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EXTERNAL BOUNDARY WALL DETAIL

scale 1:10

project 41 BELLEVUE TCE, FREMANTLE WA		NEW ALTERATIONS & EXTENSION BOUNDARY WALL DETAIL	
JOB: J		JB. 19011	DATE. 08/2019
Certified by: Joe Arena BE MIE(Aust) Chartered Professional Engineer NPER 24918 ARENA CLAUSON ENGINEERING GROUP PTY LTD 480 Great Eastern Hwy Greenmount WA 6056 M: 0437 177 817 E: joe.arena@arenaclauson.com.au Signed:		scale 1:10	sheet size A3
DREAM 2 REALITY CONSTRUCTIONS @ M: 0402 831 641 E: andy@dream2reality.com.au		sheet A08	



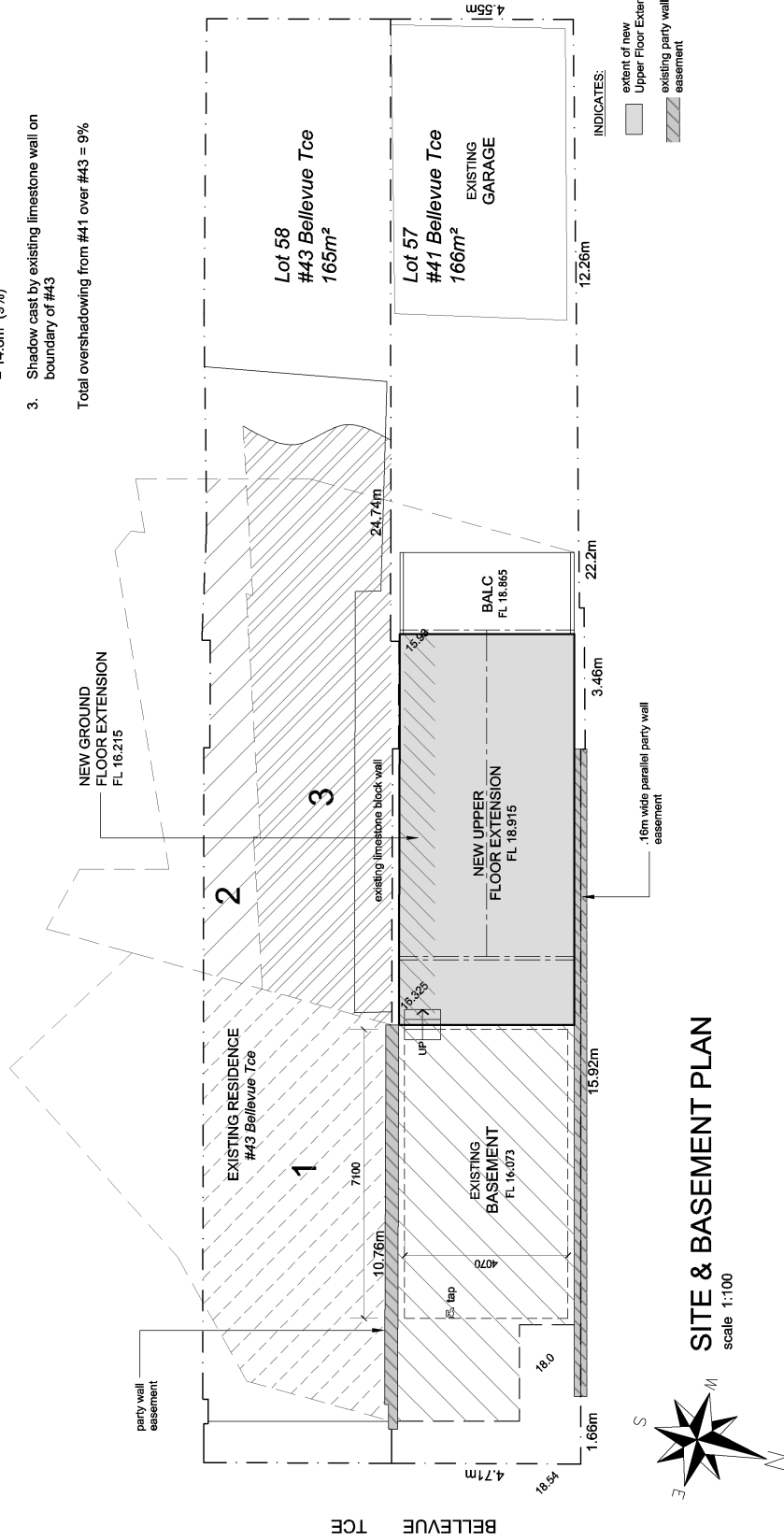
Additional Information 3 – Refused Plans

CITY OF FREMANTLE
 Planning Approval for DA0065/19
 was REFUSED on
 17 June 2019
 Plan 1 of 7

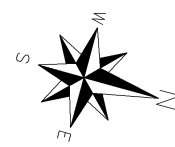
CITY OF FREMANTLE
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 DA0065/19
 13 May 2019

OVERSHADOWING

- Shadow cast from #43 existing parapet wall on boundary = 45m² (27%)
 - Shadow cast by #41 new addition = 14.8m² (9%)
 - Shadow cast by existing limestone wall on boundary of #43
- Total overshadowing from #41 over #43 = 9%



SITE & BASEMENT PLAN
 scale 1:100



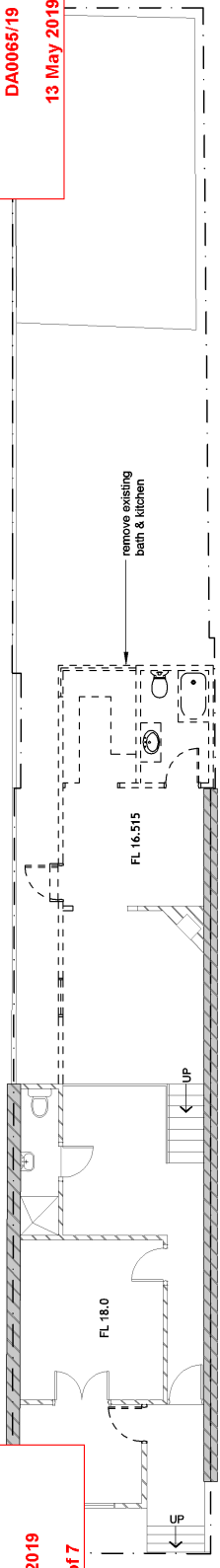
AREA SUMMARY:

GF EXTENSION:	8.2m ²
BED 2 & ENS:	42m ²
BALCONY:	6.7m ²

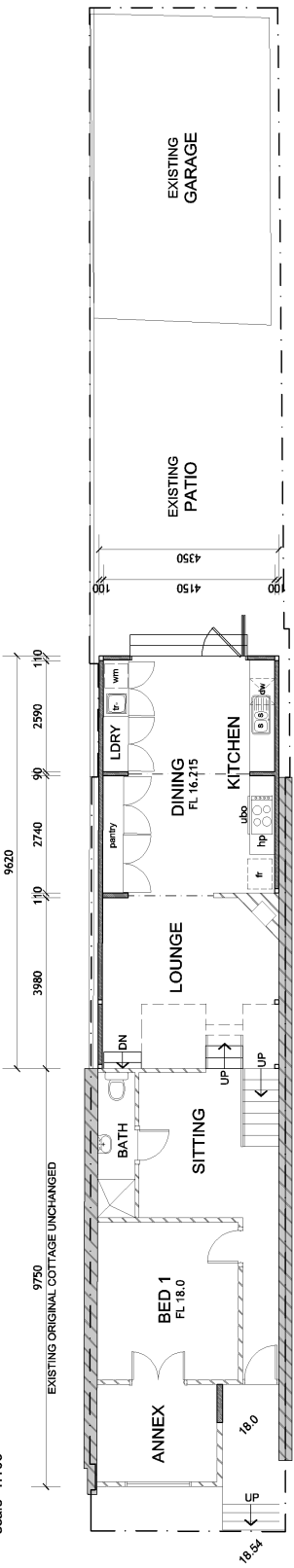
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NEW ALTERATIONS & EXTENSION SITE & BASEMENT PLAN					
JOB.	19011	DATE.	01/2019	sheet size	A3
scale	1:100	sheet	A01		
DREAM 2 REALITY CONSTRUCTIONS © M: 0402 831 641 E: andy@dream2reality.com.au					

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 17 June 2019
 Plan 2 of 7

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 13 May 2019

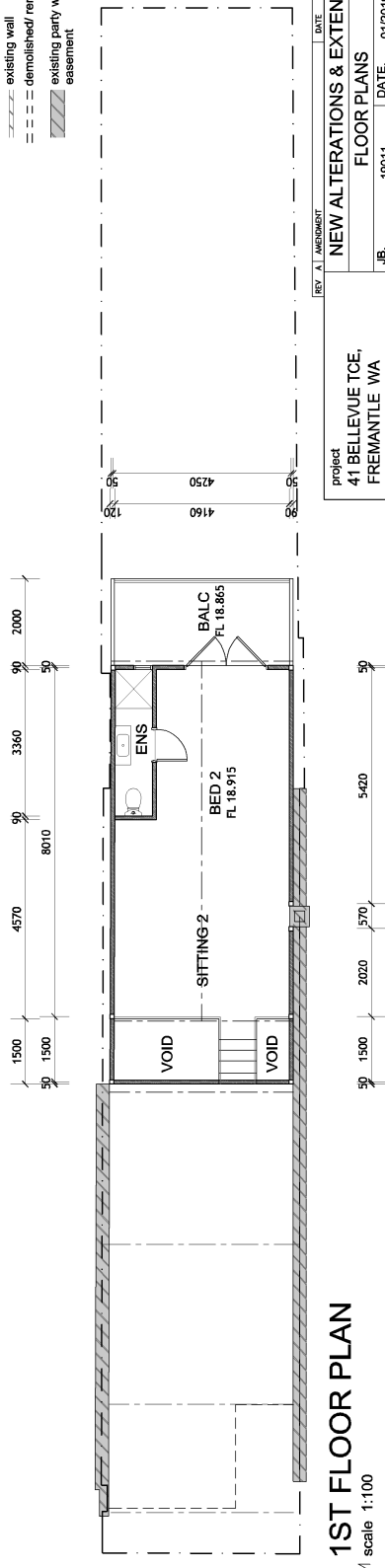


GF DEMOLITION PLAN
 scale 1:100



LOWER GROUND PLAN
 scale 1:100

- INDICATES:**
- extent of new
 - new stud wall
 - existing wall
 - demolished/removed
 - existing party wall easement



1ST FLOOR PLAN
 scale 1:100

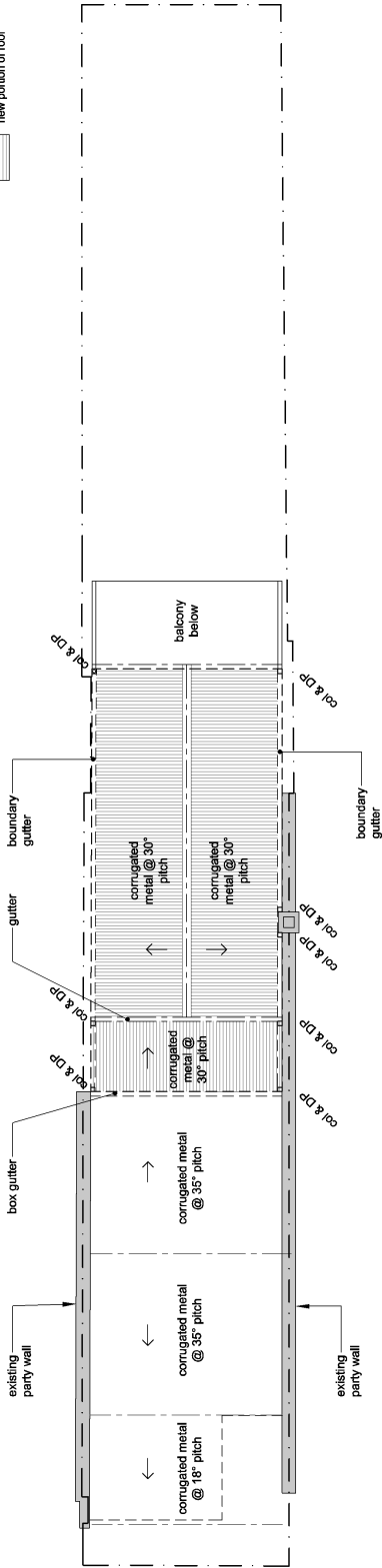


REV. A / AMENDMENT		DATE	01/17/2019
NEW ALTERATIONS & EXTENSION			
project		FLOOR PLANS	
41 BELLEVUE TCE, FREMANTLE WA		JB.	19011
		DATE.	01/2019
DREAM 2 REALITY CONSTRUCTIONS ©		scale	1:100
M: 0402 831 641 E: andy@dream2reality.com.au		sheet size	A3
			A02

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Plan 3 of 7

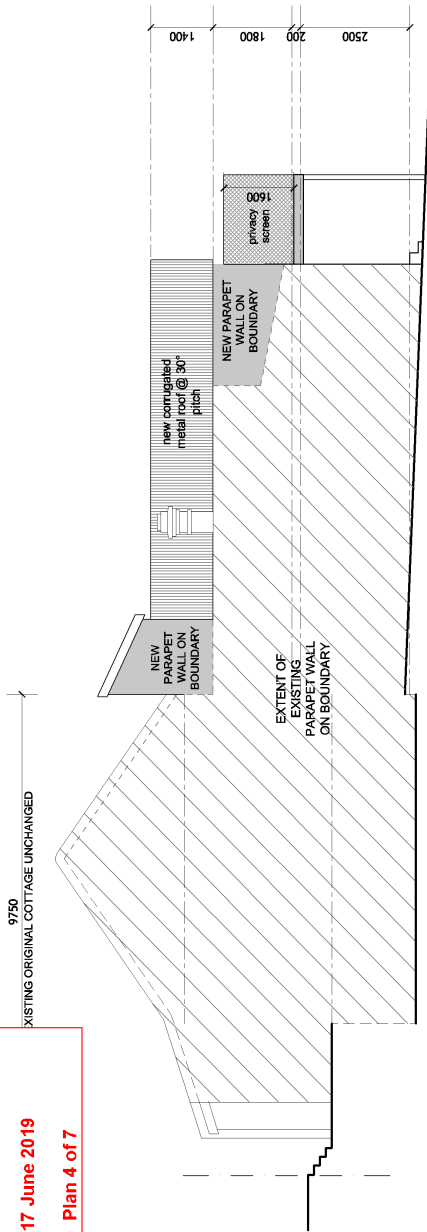
INDICATES:
 - - - new roof line
 - - - existing roofline
 - - - roof fall
 ← new portion of roof



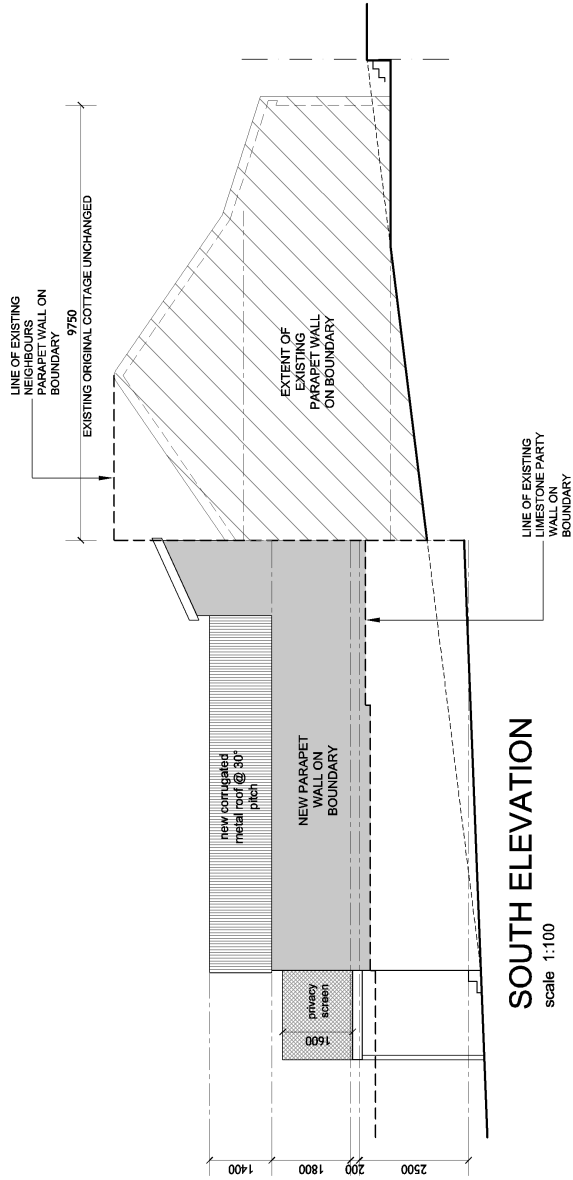
REV. A.1 AMENDMENT	DATE: 01.12.2019
NEW ALTERATIONS & EXTENSION	
ROOF PLAN	
JB. 19011	DATE: 01/2019
scale 1:100	sheet size A3
sheet	A03
project 41 BELLEVUE TCE, FREMANTLE WA DREAM 2 REALITY CONSTRUCTIONS @ Nr. 0402 831 641 E: andy@dream2reality.com.au	

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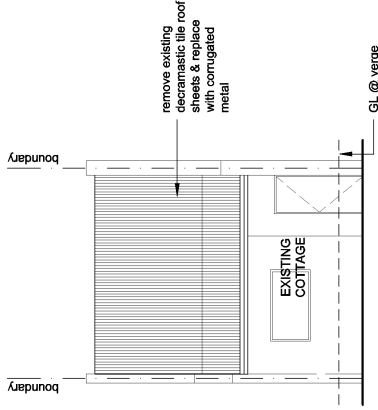
CITY OF FREMANTLE
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 17 June 2019
 Plan 4 of 7



NORTH ELEVATION
 scale 1:100



SOUTH ELEVATION
 scale 1:100

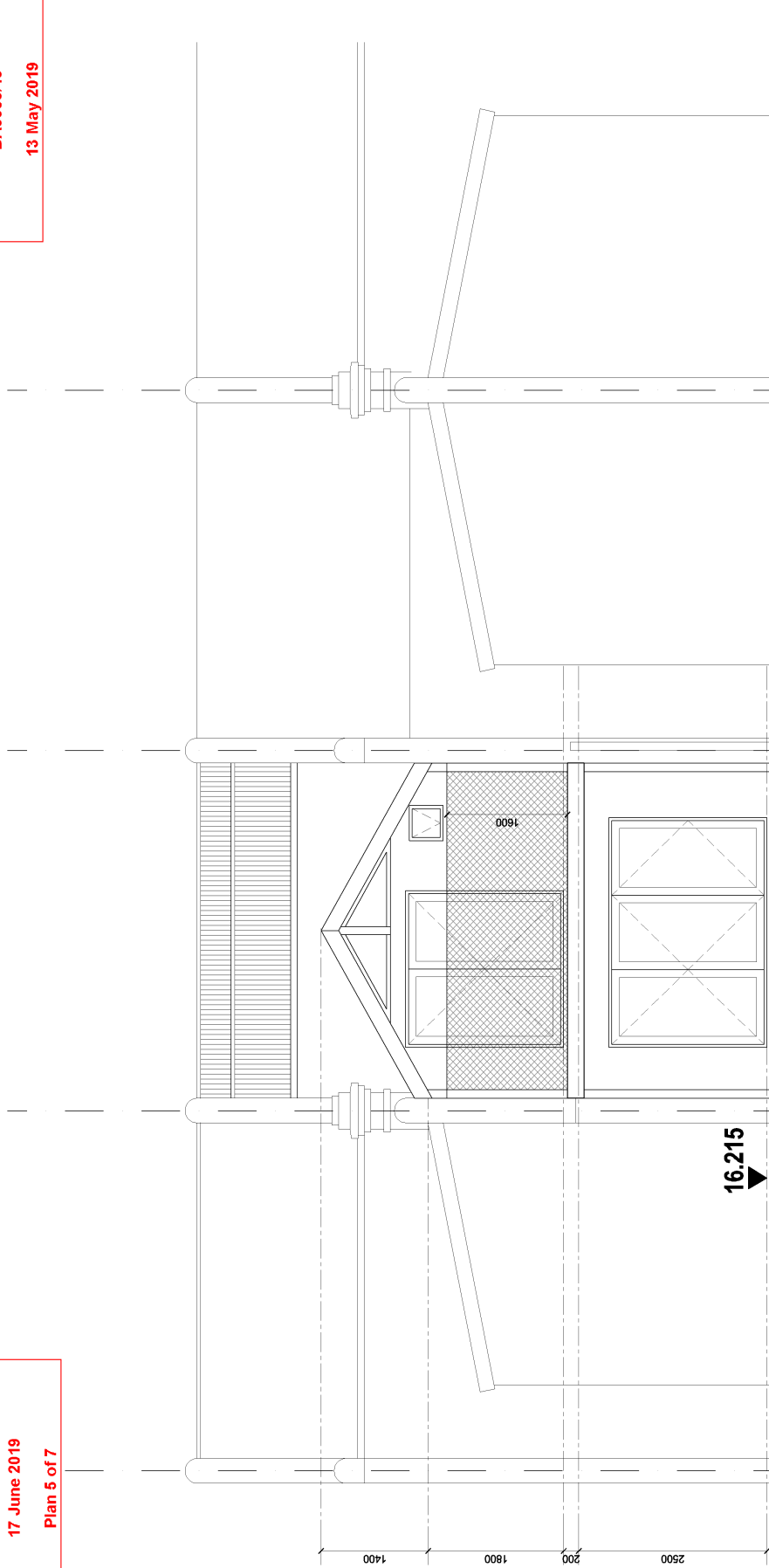


STREET ELEVATION
 scale 1:100

REV. A1	AMENDMENT	DATE	03.12.2019
NEW ALTERATIONS & EXTENSION ELEVATIONS			
project	41 BELLEVUE TCE, FREMANTLE WA	DATE	01/2019
client	DREAM 2 REALITY CONSTRUCTIONS @ M: 0402 831 641 E: andy@dream2reality.com.au	scale	1:100 sheet size A3
job	19011	sheet	A04

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 was REFUSED on
 17 June 2019
 Plan 5 of 7

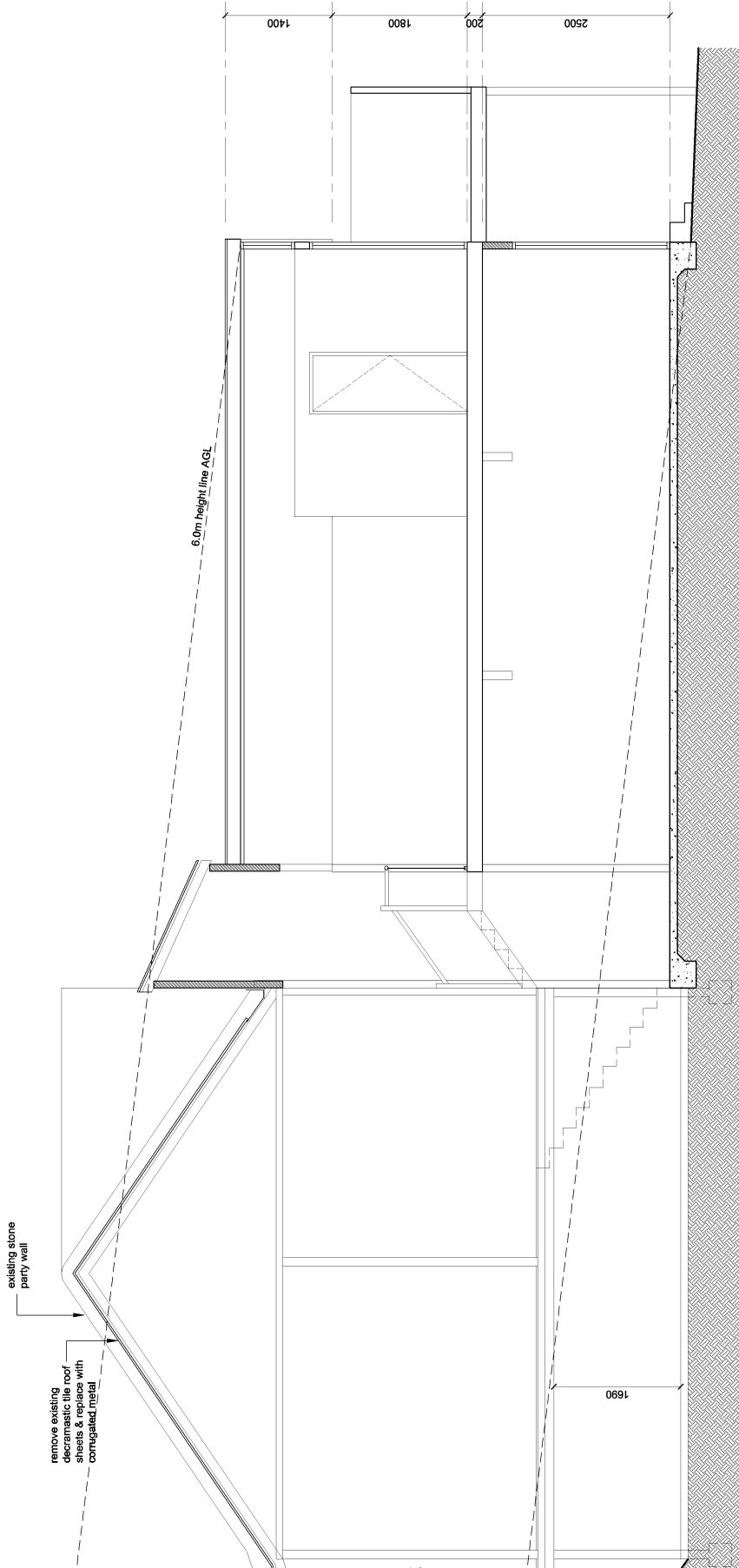


REAR (WEST)
 ELEVATION
 scale 1:50

project	NEW ALTERATIONS & EXTENSION		
41 BELLEVUE TCE, FREMANTLE WA	WEST ELEVATION		
DREAM 2 REALITY CONSTRUCTIONS ©	JB.	DATE.	01/2019
Nr. 0402 831 641 E: andy@dream2reality.com.au	scale	1:50	sheet size
			A3
			A05

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 Plan 6 of 7

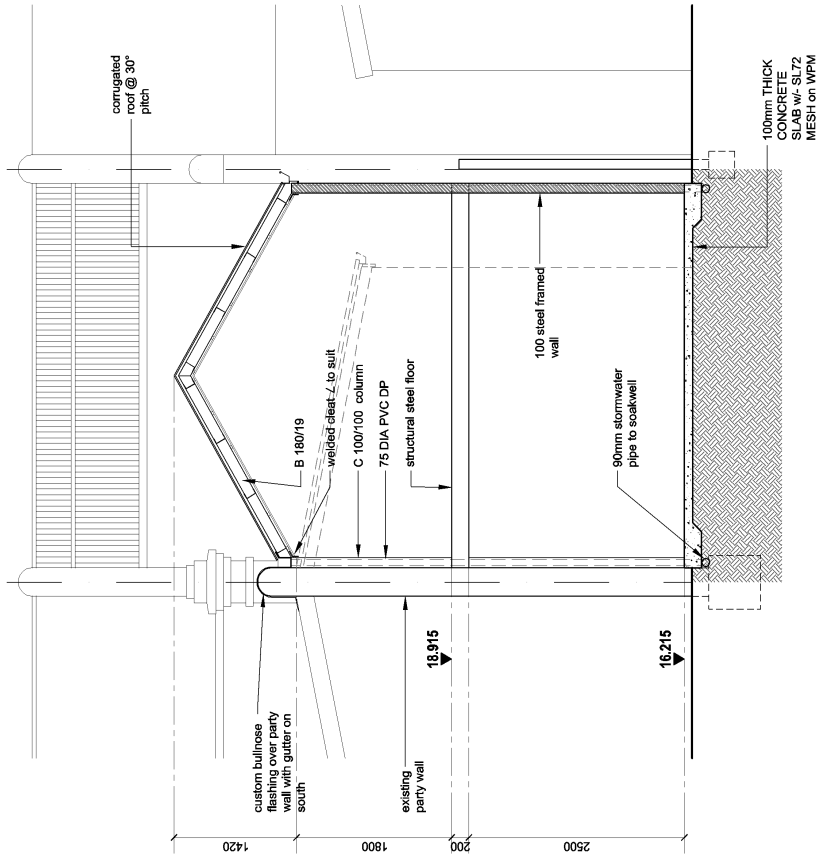


SECTION
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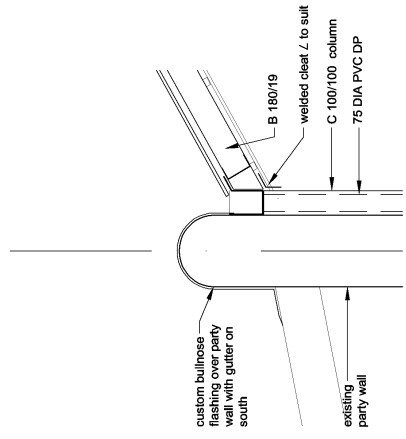
project 41 BELLEVUE TCE, FREMANTLE WA		SECTION	
DREAM 2 REALITY CONSTRUCTIONS © M: 0402 831 641 E: andy@dream2reality.com.au		JB. 19011	DATE. 01/2019
scale 1:50	sheet size A3	sheet A06	

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CITY OF FREMANTLE
 Planning Approval for DA00065/19
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 17 June 2019
 Plan 7 of 7



SECTION B
 scale 1:50



GUTTER DETAIL
 scale 1:20

project 41 BELLEVUE TCE, FREMANTLE WA	NEW ALTERATIONS & EXTENSION		
	SECTION	DATE	01/2019
DREAM 2 REALITY CONSTRUCTIONS © M: 0402 831 641 E: andy@dream2reality.com.au	JB.	18011	
	scale	1:50	sheet size
	sheet		A07

**PC1911 - 2 ADDITIONAL DOCUMENTS - ORDINARY MEETING OF COUNCIL -
OFFICE 2007**

Additional Information 1 - Site Photos



Photo 1 – Subject site from street



Photo 2 – Subject site from street



Photo 3 – Subject site from street



Photo 4 - 3/7 Collick Street Hilton streetscape appearance



Photo 5 - 2/7 Collick Street Hilton streetscape appearance



Photo 6 - 1/7 Collick Street Hilton streetscape appearance



Photo 7 - 15 Collick Street Hilton streetscape appearance



Photo 8 - 17 Collick Street Hilton streetscape appearance



Photo 9 - 19 Collick Street Hilton streetscape appearance

PC1911 - 3 TYDEMAN ROAD, NO 26 (LOT 24), NORTH FREMANTLE - CHANGE OF USE TO INDUSTRY SERVICES (BAKERY) AND ADDITIONS AND ALTERATIONS TO EXISTING BUILDING (TG DA0263/19)

Additional Information 1 - Site Photo



Photo 1: Northern portion of site from across Jewell Parade



Photo 2: Southern portion of site from across Jewell Parade



Photo 3: Southern portion of site from corner of Jewell Parade and Tydeman Road



Photo 4: Site from corner of Jewell Parade and Tydeman Road



Photo 5: Site from Tydeman Road footpath

Additional Information 2 – Schedule of Submissions

Noise Pollution

- It was requested that consideration be given to the courtyard and toilet area being fully enclosed (and soundproofed) to minimise the disruption to surrounding residential properties. Submitters stated that area is essentially silent after 6pm every day and should remain this way.
 - It was requested that the installation of a soundproof wall to the western site boundary be considered.
- Concerns were raised in relation to the commercial extraction hoods that will be running all night every night against the boundary of residential properties and potential noise impacts.
- General concerns with regard to 24 hour on site activity (café, retail sales and baking) adjoining residential properties.
- Submitters raised concerns with regard to music being played on site and this being able to be heard from adjoining and nearby properties. It was stated that it would not be acceptable to hear music from the premises every night of the week until 10pm.
- Concerns were raised with regard to potential outdoor seating in the courtyard area – noise from patrons may impact adjoining residents.
- Concerns about noise from early morning delivery / pick up. The example delivery timetable it says there will be delivery of fruit and veg before 8am and concerns with regard to the specific time this would be were raised.
- The hours of operation are inappropriate for the area. Being open until 10pm every night of the week will attract significant numbers of inebriated clientele from surrounding pubs. This is not only a concern with the amount of noise created onsite, which could be mitigated with internal sound proofing /dampening in particular all roofing and neighbouring walls, but also the noise this creates for surrounding residential properties from the foot traffic past houses.
 - It was requested that consideration be given to having an alternative entrance off Jewell parade directly into the building, rather than through the courtyard after 6pm to reduce noise for adjoining properties.

Rubbish

- Concerns were raised in relation to the significant amounts of single use packaging for baked goods and drinks ended up in the surrounding footpaths and gutters surrounding the Cottesloe business and the potential for the same issue to arise in North Fremantle.
- The current location of rubbish bins on the site was also raised as a concern as frequent collection of the quantities of rubbish from these premises would impede access on Jewell Parade.

Signage

- The additional signage above the roof line was considered unnecessary and identified as not aligning with the prevailing streetscape. There is significant frontage allowing for signage within the existing building envelope. The visibility of the roof sign from adjoining properties was raised as a concern.

Light Pollution

- It was noted that all lighting should be directed away from residential properties.

- Concerns were raised with regard to signage being illuminated overnight and the impact this may have upon adjoining residential properties.

Traffic Management and parking

- The 'glass car park' (the car park over Jewell Parade from the subject site) is frequently at capacity during evenings and would not be readily available for the use of patrons. The 'glass car park' already services surrounding local businesses beyond the post office and subject site and is at capacity in peak restaurant trading times.
- Concerns were raised with regard to the proposal and the patron numbers listed in the initial application. Submitters raised the proposed toilet facilities and their potential to support up to 120 persons on site as evidence of a greater car parking demand than that considered in your traffic report.
- Concerns about staff parking arrangements, where are the staff intended to park if they are to be in the area all day.
- Concerns in relation to the blocking of driveways along Jewell Parade by patrons and then general increase to car parking demand in the locality was raised as a concern for residential parking availability.
- If onsite dining is proposed then the turn over time for visitors will be much greater than every 15 minutes.
- Delivery times need to be made more clear to ensure that they do not get 'out of hand' and impact neighbouring amenity. The single 15 minute loading zone available for deliveries was raised as a concern as it is separated from the tenancy. It was requested that inclusion of an onsite delivery bay be considered for the premises.
- Increased vehicle traffic may result in safety concerns along Jewell Parade.
- The sidewalk is particularly narrow along Jewell Parade and there is no sidewalk on the other side of the road so it's particularly important that this is not obstructed in any way by signage people or tables.

Miscellaneous

- Concerns were raised in response to the proposed installation of a new tree in the courtyard as this had the potential to impact the neighbouring property and limit access to sunlight for the adjoining property.
- Concerns were raised with regard to the potential for the operation of the café to result in spill over of patrons onto the footpath. Submitters were concerned as there is limited space for pedestrians to use the footpath if this takes place.
- It was requested that consideration be given to altering the nature of the business so as to make it an 'in and out' takeaway style store by adjusting the design of the building. It was requested that seating be removed from consideration as this does not align with a takeaway business and will encourage patrons to stay on site for their coffee/food.
- The development will unduly impact the property values of adjoining properties.
- Concerns in relation to the installation of more seating than shown on the proposal plans in the courtyard or bakery leading to parking issues.
- Some submitters objected to the proposed hospitality venue aspect of the proposal while expressing support for the retail aspect of the premises.

PC1911 - 4 LEFROY ROAD, NO.146 (LOT 20), BEACONSFIELD - TWO STOREY AND SINGLE STOREY GROUPED DWELLINGS, AND HOME BUSINESS (BEAUTY THERAPY) (NB DA0309/19)

Additional Information 1 – Site Photos



Photo 1: Streetscape

**PC1911 - 5 FREEMAN LOOP, NO. 19 (LOT 1), NORTH FREMANTLE - CHANGE OF
USE FROM LIQUOR STORE TO TAVERN - (NB DA0315/19)**

Additional Information 1 - Site Photo



Photo 1: Streetscape

PC1911 - 6 CHADWICK STREET, NO5A/B (LOT 1613), HILTON - DEMOLITION OF TWO GROUPED DWELLINGS - (TG PW0012/19)

Additional Information 1 - Site Photos



Photo 1: Site



Photo 2: Site

Additional Information 2 - Heritage Assessment

Heritage comments - internal

Address: 5A Chadwick Street, Hilton
Application number: PW0012/19
Proposal: Demolition of Duplex Dwellings
Requesting officer: Tom Geddes
Date: 17 September 2019

Heritage comment:

5A Chadwick Street is not included on either the City of Fremantle Municipal Heritage List or the Municipal Heritage Inventory. It is, however, located within the "Hilton Garden Suburb Precinct" Heritage Area, which means that its contribution to the cohesive character of the streetscape and the local area should be maintained and enhanced.

The "Hilton Garden Suburb Precinct" Heritage Area is of cultural heritage significance within the City of Fremantle as an example of a substantially intact 'Garden Suburb' dating from the immediate post World War 2 period.

Hilton has aesthetic value for its parks, streetscapes, mature trees, areas of indigenous vegetation and birdlife. Its stock of relatively intact modest housing, including both timber and brick cottages, set on large lots, many with mature trees and gardens, contribute to the ambiance of the area and create a distinct and cohesive streetscape character.

5A Chadwick Street is a simple painted brick and tile duplex that is considered to contribute to the cohesive character of the streetscape and the "Hilton Garden Suburb Precinct" Heritage Area.

The proposal consists of the demolition of the duplex.

The duplex, 5A Chadwick Street, should be retained for its contribution to the aesthetic value and cultural heritage significance of the "Hilton Garden Suburb Precinct" Heritage Area; therefore the proposed demolition would not be acceptable.

Recommendations:

It is recommended that the proposal not be supported.

Alan Kelsall
Heritage Coordinator

**PC1911 - 7 COLLICK STREET, NO. 28A/B (LOT 32), HILTON – DEMOLITION OF
TWO GROUPED DWELLINGS - (TG PW0013/19)**

Additional Information 1 – Site Photos



Additional Information 2 – Heritage Assessment

Heritage comments - internal

Address:	28 Collick Street, Hilton
Application number:	WAPC800-19
Proposal:	Subdivision – Demolition of existing dwellings
Requesting officer:	Tom Geddes
Date:	5 September 2019

Heritage comment:

28 Collick Street is not included on the City of Fremantle Municipal Heritage List or on the Municipal Heritage Inventory. It is, however, located within the “Hilton Garden Suburb Precinct” Heritage Area, which means that its contribution to the cohesive character of the streetscape and precinct should be maintained and enhanced. The contributions of all aspects of the cultural significance of the “Hilton Garden Suburb Precinct” should be respected.

28 Collick Street is a simply composed and modest example of a brick and tile duplex. The proposal consists of the demolition of the duplex to allow the single lot to be subdivided.

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

Hilton Garden Suburb has aesthetic value for its parks, streetscapes, mature trees, areas of indigenous vegetation and birdlife. Its stock of relatively intact modest housing, including both timber and brick cottages, set on large lots, many with mature trees and gardens, contributes to the character of the area and creates a distinct and cohesive streetscape character. The precinct has both historical and social value as an area of intact modest housing developed by the State Housing Commission to provide affordable housing at a time of increased housing demand in Australia, particularly to house new arrivals, returned servicemen and immigrants.

It is considered that the duplex, 28 Collick Street contributes to the collective aesthetic, historic and social values that define the heritage significance of Hilton Garden Suburb. It is also considered that these aspects of its contribution to cultural significance of “Hilton Garden Suburb Precinct” should be retained and conserved. The proposed demolition is therefore considered to be not acceptable.

Recommendations:

It is recommended that the proposal not be supported.

Alan Kelsall
Heritage Coordinator

**PC1911 - 8 SOUTH TERRACE, NO.240 & 242 (LOTS 30 & 31), SOUTH
FREMANTLE - PARTIAL CHANGE OF USE TO RESTAURANT AND
SMALL BAR TO EXISTING BUILDING (TG DA0349/19)**

Additional Information 1 – Site Photos



Photo 1: Site from South Terrace

**PC1911 - 9 ROSE STREET, NO.6 (LOT 21), SOUTH FREMANTLE -
UNAUTHORISED PERGOLA ADDITION AND ADDITIONS TO
EXISTING SINGLE HOUSE (JL DA0357/19)**

Additional Information 1 – Site Photos

Photo 1 – South Western view



Photo 2 - View of abutting window associated with no.4 Rose Street



Photo 3 – View towards unauthorised addition from bathroom of No.4 Rose Street, South Fremantle



**PC1911 - 10 JEWELL PARADE, NO. 13 (LOT 30), NORTH FREMANTLE -
DEMOLITION OF GROUPED DWELLING (JL DA0330/19)**

Additional Information 1 - Site Photos

Photo 1 - Front façade of No.13 Jewell Parade (subject site)



Photo 2 – north eastern view of the subject site



Photo 3 – South eastern view of the subject site



Additional Information 2 - Applicant's Justification

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John W. Kirkness
77a George Street
East Fremantle WA 6158

ABN: 44 110 800 414

30th August, 2019

The Chief Executive Officer
City of Fremantle
8 William Street
Fremantle WA 6160

The Manager
Development Assessments

**DEVELOPMENT APPLICATION:
PROPOSED DEMOLITION OF EXISTING RESIDENTIAL PREMISES; NO.13
(LOT 30) JEWELL PARADE, NORTH FREMANTLE**

Dear Sir / Madam

This demolition application is submitted as corollary to a development application for a public parking facility located co-jointly on the subject and adjacent site (Lot 31; No.15). A submission dealing with the specifics of that application have been submitted separately, acknowledging an inherent requirement to consider demolition of the extant duplex structure.

Background

The applications have been prepared further to consideration by the Applicant / owner of viable options to deal with the subject property at Lot 30, particularly in light of previous Planning Services Committee decisions in 2014 and 2015 to not support proposed redevelopment incorporating the significant portions of the existing dwellings in a mixed-use development context (notwithstanding broad statutory compliance planning and heritage officer support for both applications).

Both previous applications included the conservation of the substantive heritage dwellings, however primarily through reconstruction where both structures and fabric were so deteriorated as to preclude their in-situ conservation, or otherwise non-original / intrusive. In this context, any redevelopment would require demolition of the extant remnant structures. This reality was acknowledged further to heritage-based structural engineering advice sought by Council.

While originally refused primarily on heritage grounds, the subsequent application meeting these requirements was refused primarily on neighbour amenity grounds,

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stemming from the inherent necessity of setting back any new rear portion of the lot effect conservation. On account of the contradictory desired outcomes, the site has remained undeveloped at the present, with the consequent further deterioration of a structure in already parlous condition.

New Application / Requisite Demolition

The North Fremantle local centre precinct in which the site is located has always experienced parking pressures, where a significant portion of sites contain heritage structures and where options for additional parking being provided in developments is limited as a result. Recent development proposals being considered by Council reflect the vibrancy and potential of this precinct, however raise real issues of adequate parking and impacts on amenity for residents.

In this context, the owners of the subject sites at Nos.13-15 Jewell Parade identified the potential for their sites to jointly provide a public parking facility that could assist the achievement of desired development outcomes through provision of additional parking available to users of those developments (either specifically or generally). The sites have always been historically joined, however the former stables on No.15 have been long removed and the site left vacant, while No.13 still contains the original paired dwellings in a wholly dilapidated and uninhabitable state. The proposal to provide an effective parking facility can be readily provided on the existing sites however requires removal of those structures, which this demolition application addresses.

Statutory Requirements

Approval by the Council further to the requirements of LPS4 is required for demolition of places contained on the City's Heritage List, further to the requirements of the Deemed Provisions of the Planning and Development (Local Planning Schemes) Regulations 2015. Cl.60 of the Deemed Provisions is applicable where the proposed demolition is not excluded under Cl.61(e) iii, where the place is contained on the City's Heritage List.

Cl.4.14.1 of LPS4 requires that...

"Council will only grant planning approval for the demolition of a building or structure where it is satisfied that the building or structure:

- (a) has limited or no cultural heritage significance, and*
- (b) does not make a significant contribution to the broader cultural heritage significance and character of the locality in which it is located.*

Further to this, Cl.4.14.2 requires that...

"In considering an application under 4.14.1, Council shall have regard to any heritage assessment required under the Planning and Development (LPSs) Regulations 2015.

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Meeting the Scheme requirement therefore requires that the to this demolition application may be considered of limited significance. Satisfying this requirement in turn requires the preparation of a heritage assessment in accordance with Council's Local Planning Policy 1.6 "Heritage Assessment", consisting of a Statement of Heritage Significance and a Statement of Heritage Impact for the place and proposed development type (demolition). Pt.2.1.1 of the policy provides the format for these and a heritage assessment further to this is provided as follows.

*

Heritage Assessment

Description of the Place

(i) Historical Notes

The history of the place has been documented in detail previously, principally within Pt.13 "Supporting Evidence" of the Heritage Assessment prepared for the place in February, 2012 by John W. Kirkness B.A., B.Arch. A copy of this, including Documentary Evidence, Physical Evidence and an Analysis of these is attached to this submission.

A summary of this history is contained and generally reflected in the Municipal Heritage Inventory / Heritage List documentation, originally compiled in July, 2011 and since updated, most recently in March, 2019 (copy attached).

A further broadly congruent summary history is contained in the Heritage Assessment prepared for the City in August 2012.

(ii) Physical Descriptions

Considerable documentation and assessment of the physical evidence has been provided since 2012 as part of Council's consideration of various conservation and redevelopment applications. Reference is made to these generally, most particularly to the Condition Report prepared by the applicant as a requirement for the most recent development application in 2015. Where the building has further deteriorated since that time, this has been updated for this application and a copy of this report is attached (amendments in italics).

An updated set of site photographs of the site and subject dwellings has also been prepared and attached.

All previous applications have proposed conservation of the significant forward part of the building, primarily through reconstruction (utilising saved material where

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possible) and have received officer support in this regard. The parlous structural and general material condition of the dwelling meaningfully restored in-situ. Heritage engineering recommendations in this regard were provided as far back as September, 2012 by Burdett and Associates (copy attached), while the present condition, economic considerations and building regulatory requirements entirely preclude in-situ conservation, with little extant fabric now salvageable.

While the dwellings still present a recognisably 'intact' building form from the street, site inspection clearly reveals the broadly unsustainable state of the fabric. Additionally, a very considerable part of that fabric, both externally and internally is non-original, with the building significantly bastardised by the previous owner over a long period. A set of plans, sections and elevations highlighting both deteriorated and non-original fabric and structures was prepared in 2012 and a copy attached.

The Heritage Report prepared for Council in August 2012 suggested that the building had some integrity and authenticity, however noted that the both the condition and extent of original fabric was difficult to ascertain at that time on account of the plethora of junk stored in and around the premises. Similarly the Municipal Heritage Inventory summary assessment (2011) suggested that the building had a medium to high degree of integrity and authenticity, with high long-term sustainability and much remaining original fabric, however noted that these assessments were based on a street survey only. While understandable from a street viewing, this was and remains wholly incorrect.

The historic limestone walls and steps (partially rendered brick) are in poor condition though presumably extant behind a cement encasement to the street. Removal of this would certainly require destruction and thereafter reconstruction of the central rubble wall portion, and at least partial reconstruction of the steps.

Heritage Values

In light of the above information, the following levels of value are provided. Each is provided in both the present unsustainable physical context and that of a necessarily reconstructed form in any 'retained' context.

Aesthetic Value

In its present condition the place has limited aesthetic value, both on account of its significantly deteriorated physicality, non-original materiality and detailing, notwithstanding its basically recognisable historic form.

An authentically reconstructed forward building portion would have some aesthetic value, where the simple duplex form is attractive, historically recognisable and well

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appreciated in an elevated setting. As an isolated heritage building in an otherwise visually disparate streetscape however, the dwelling's aesthetic setting more commonly possessed by ordinary dwellings in Fremantle.

The site context, created by the historic front limestone retaining wall and pair of steps to each end has some aesthetic value, although this is presently diminished by the concrete encasement wall.

Historic Value

The present dwellings have some historic value as representative of typical simple workers' housing in the Fremantle area from the Goldrush era. The isolated heritage building provides some indication of the former historic context of Jewell Parade, however lacks a collective heritage setting as a consequence of widespread redevelopment to Jewell parade over the decades.

Scientific Value

N/A

Social / Spiritual Value

The place has limited specific social value as an unremarkable place without significant associations. Its isolated setting within a chronologically and formally disparate streetscape away from the cohesive heritage residential streetscapes to the west limits its collective contribution to the community's sense of place.

Heritage Attributes

Rarity

The place is somewhat unusual in being timber framed, where historic semi-detached dwellings in Fremantle are most commonly of brick or limestone. This combines with its simplicity and notable lack of ornament or detail.

The differentiated interiors of the two dwellings (reflecting their separate constructions) is also of some interest.

Representativeness

Notwithstanding the above rarity comment, the simple structures are reflective of a working-class dwelling type from the era of its construction.

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The extent of physical deterioration is unusual for premises where adapted and neglected.

Integrity

The dwellings have extremely limited integrity at present, where both structures and materials / finishes are so deteriorated and compromised to require demolition and reconstruction in any practical 'conservation' of the place (see discussion under 'Condition' heading above).

The limestone walls and steps to the front of the site possess very limited integrity, however are presumably extant beyond the present concrete encasement wall. Considerable reconstruction will still likely be required in their conservation, however with some reuse of fabric likely.

Authenticity

While the dwellings still possess a recognisable and authentic form from the street, the overall building has been significantly adapted both internally and externally, particularly towards the rear. Many cladding materials and details are non-original, while little original fabric would be usable in any reconstruction. In this context the present dwelling possesses very limited authenticity, while any reconstruction would be almost wholly non-authentic in material terms (though 'authentic' in terms of form).

Statement of Significance

No.13 Jewell Parade, a single storey timber framed, asbestos, weatherboard and iron Late Victorian era pair of semi-detached dwellings, with mid-twentieth century modifications internally and externally, has cultural heritage significance for the following reasons:

It has limited overall significance as a formally intact though materially altered and significantly physically deteriorated pair of dwellings, reflective of its era of construction and simple domestic housing type. This limited significance is primarily effected by the present parlous physical state and low overall integrity of the premises, that would necessarily require its demolition and wholesale reconstruction in any 'conservation' of the place.

Conversely, it has the potential to have greater significance in aesthetic terms if structurally reconstructed and conserved in more original form.

It has limited significance as a remnant pair of early residential dwellings within Jewell Parade, where this streetscape has otherwise changed substantially over

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time, resulting in the loss of much of its earlier character and streetscape context for the subject premises.

The historic limestone walls and steps to the front of the premises have some significance in aesthetic and historic terms, where these can be partially retained in-situ and likely reconstructed to the middle portion using original rubble fabric.

It has limited significance as a minor and peripheral, though nonetheless contributory element to the historic North Fremantle town centre.

It has limited significance in reflecting a rudimentary housing type and demonstrating a way of life from the Late Victorian era through the twentieth century, including the rudimentary adaptation of older dwellings to meet modernising domestic arrangements and lifestyles in the post WWII era.

It has limited significance in its association with prominent Fremantle identity Frederick Mason and, perhaps more significantly with local North Fremantle working-class families, demonstrating a level of community inter-connectedness prevalent in the earlier part of the twentieth century.

Statement of Heritage Impact

Further to the above assessment of Heritage Values for the place, the following Statement of Heritage Impact has been prepared, as the principal basis for considering the proposed development (including demolition) on its merits.

Note that the following assessments reflect the reality that any future 'conservation' of the place would require demolition of the present structure as means to undertaking wholesale reconstruction of the dwellings (as part of any overall development of the site), with little original fabric practically able to be reused.

The carpark proposal, while requiring demolition of the present dwellings does not create any new building or substantial built form or structures on the site that would otherwise preclude a future reconstruction.

Extent of loss of significant fabric.

There will be no loss of the most significant fabric, being the historic limestone walls and steps in conjunction with the levelled historic site setting.

While the existing fabric of the dwellings will be lost, this fabric cannot be considered significant where it is substantially beyond sustainable conservation, other than ad-hoc fabric that might be saved for use in any future reconstruction. Much of the extant fabric is also non-original and not significant as a consequence.

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The extent of conservation work to existing fabric.

The historic limestone walls and steps will be fully conserved through the proposed works. The proposal also retains the historic levelled and retained site setting (allowing possible reconstruction of the dwellings as part of a future development).

Any usable fabric from the demolished dwellings can be stored for reuse in any future reconstruction of the dwellings.

The permanent impact that the proposal is likely to have on the values that contribute to the heritage significance of the place.

The proposal will fully retain and conserve the limestone walls and steps, in conjunction with the historic elevated site setting. This can allow a future reconstruction of the dwelling as part of further development of the site, while presently facilitating the proposed carpark use.

The present historic building form will be lost through demolition, with a clear impact on the immediate streetscape, though not on any sort of contiguous historic streetscape or collective context, where the dwellings are isolated in heritage terms. Moreover, this does not preclude future reconstruction and in fact represents a necessary stage in that possible conservation work. In this context the impact on the aesthetic value of the place, notwithstanding its deteriorated appearance and condition (significantly lessening its heritage value), is not necessarily "permanent".

The proposed carpark limits the extent of present development and capital expenditure to the site that would otherwise make possible future reconstruction less likely. The proposed carpark use will generate a revenue stream from an otherwise unusable and economically unviable site that may make future reconstruction as part of an overall development more economic and therefore likely.

The impact a proposal will have on a heritage building in terms of its use, siting, bulk, form, scale, character, colour, texture and materials

The historic limestone walls and steps will be fully conserved, retaining the heritage siting and all elements listed with regard to that fabric.

The proposal will see the removal of these elements with regard to the extant heritage dwelling form, where it is not proposed to presently reconstruct the dwellings (though not precluding that option for the future).

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Much of the extant fabric is not original, while the overall structure is necessarily demolished to effect any future use of the site for reconstruction. Any reusable historic fabric can be stored and reused where possible.

The impact the proposal will have on the visual setting and other relationships that contribute to the heritage significance of the place.

The retention of the historic walls and steps will maintain the visual setting of the site, important where it marks the historic stepping up of the streetfront at this mid-point to Jewell Parade.

The isolated visual setting of the dwellings in heritage terms within Jewell Parade minimises impact on any visual setting through loss of those dwellings. There is minimal historic visual significance and relationships in streetscape terms, where the premises is surrounded by more contemporary structures that predominate the street as a whole.

The impact the proposal will have on the streetscape and townscape characteristics of the area in which it stands.

As for the above point, there is limited visual impact in streetscape and townscape terms from the proposed demolition where the streetscape is substantially non-contiguous or heritage in nature. Moreover, the dwellings in their present abandoned and deteriorated condition are something of an eyesore and relatively incompatible in the modern, eclectic streetscape. In this context, removal might arguably contribute to an improved and more cohesive streetscape. (note that previous community petitions to Council have called for removal of the structures).

Demolition will further limit understanding of the remnant historic nature of Jewell Parade, however this is already minimal and subject to ongoing erosion through redevelopment along the street as a whole over time.

Conversely, conservation of the historic limestone walls and steps will assist in preserving this both understanding and the historic physical characteristics of the site.

The impact the proposal will have on important public views and spaces, vistas, landmarks and landscape features.

There will be no impact in this regard, other than where the subject dwellings themselves may be considered to have 'landmark' status, principally on account of their isolation and dereliction.

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Conclusion

The degree of positive and negative impact on the place in significance

Negative Impact

The proposed demolition will result in the removal of the historic structural form of the dwellings that, despite its extremely poor integrity and limited authenticity, still retains and presents that historic form in the street.

To the extent that ongoing retention of this fabric effectively precludes any alternative development of the site, demolition may be considered to weaken any 'enforced' retention of the place, where reconstruction may not be otherwise enforceable.

Conversely, long-term protection of the heritage significance of the place reflecting, its potential aesthetic value can only be meaningfully achieved however through demolition and reconstruction. Demolition of the extant fabric is therefore not in itself contrary to the preservation of heritage significance in the longer term.

Positive Impact

The proposed demolition will facilitate a redevelopment of the site, removing the severely deteriorated structures that presently blight the street visually and preclude an effective use of the site.

This demolition application is lodged in conjunction with a proposed use of the site as an open car-parking facility, requiring the stabilisation of the site in its historic form and including full conservation of the historic limestone walls and steps. This both preserves the historic setting and allows for future built development, including the option to reconstruct the historic building in whole or part.

Any future development would be required to integrate with and contribute to the character of this evolving and largely contemporary streetscape. In this context it is arguable that a wholly new building would make a more significant contribution to the locality than the present structures, even in conserved form.

The proposed demolition will allow for a practical use of the site in at least the immediate term, generating an income stream able to contribute to further development of the site over time. Pure conservation through reconstruction without significant additional development is wholly unviable in economic terms, which Council has previously not supported (on somewhat contradictory heritage

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and neighbour amenity grounds). The present proposal pro
to move forward from this impasse.

Demolition of the derelict structures will remove the opportunity for anti-social activities associated with their unauthorised and generally unpreventable use, despite the general securing of the premises.

The proposed carpark use will facilitate the better occupation and use of other historic buildings within the immediate North Fremantle local precinct, through an ability to provide a significant additional parking facility where both on-street and on-site parking is presently limited and at a premium. A more activated and sustainable precinct represents a net benefit to the area as a whole, including the reinforcement of its collective heritage significance.

The proposed carparking facility will allow for a significant greening of the locality, where this is currently extremely limited and arguably detracting from the visual amenity of the North Fremantle historic town centre and Jewell Parade streetscape.

*

Discussion

Demolition of the existing building is being sought as means to moving forward with the reuse and integration of this site into the emerging North Fremantle town precinct, of which Jewell Parade forms a part. In support of this desired outcome and further to the content of the Heritage Assessment provided, the following grounds are provided.

- Demolition of the extant derelict dwellings on the subject place can be supported under LPS4 where deemed to be of limited cultural heritage significance, per Cl.4.14.1(a). The place can be deemed to be of limited significance as discussed in the Heritage Assessment provided, and further justified as follows:
- All previous statements of cultural heritage significance for the place relate primarily to 'some' deemed aesthetic value in its contribution to the streetscape and surrounding area. This is similarly reflected in its Management Category (3) description, however this contribution can only be realistically maintained in the context of reconstruction, with little integrity. The present structure is already limited in this regard.
- Further, as previously documented, much of the extant fabric and building form is not original, the building having been extensively modified and poorly adapted from the 1950s to the 2000s.
- The heritage assessment provided realistically considers the aesthetic value of the place as it currently presents to the street. This condition reflects an impasse in achieving any sort of economically viable redevelopment that might

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including reconstruction (previous Council refusal p
neighbour amenity over practical and compliant he
outcomes). In 2019, the structures clearly detract from t
the streetscape. (Note that despite all reasonable measures to secure the
building and site, it has been subject to squatting and vandalism to the present
and does not represent any sort of 'demolition by neglect'.)

- Regardless of present condition, while having some basic formal aesthetic appeal the dwellings are very rudimentary and not of any particular aesthetic value in themselves.
- The place is highly isolated as a heritage structure in the contemporary Jewell Parade context. The streetscape is almost wholly post 1950s in content, with only three, highly adapted cottages located further up the street. The street character is primarily dictated by more recent mixed-use developments set close to the streetfront. In this context, the heritage dwelling form can only make limited contribution to any sort of recognisable heritage streetscape.
- Future mixed-use development set forward towards the street and consistent with that found throughout Jewell Parade and with the Local Area Policy, can be far more effectively achieved without retention / incorporation of the original building form. This includes the mitigation of development impacts on the residential zone to the east.
- In this streetscape / locality context, the proposed demolition may be supported further to Cl.4.14.1(b) of LPS4, where the present structures no longer make, nor can reasonably be expected to make a... *"significant contribution to the broader cultural heritage significance and character of the locality in which it is located."*
- A petition by various neighbours and residents in the area (signed by 24 persons), without the involvement of the owner and calling for the demolition of the building, was received by Council in December, 2015. This support would likely continue in 2019, particularly given the continued impasse and declining condition of the site since that time.
- Proposed demolition does not include the historic limestone walls and steps located to the front of the site, nor the altering of the original site context, set above Jewell Parade. These structures are arguably the most significant elements of the place in cultural heritage terms.
- The parallel development application for an open carparking facility to the site fully incorporates these structures and necessarily includes their substantive conservation. This will allow a continued understanding of the historic context of the site and Jewell Parade more broadly, particularly given the predominantly contemporary character of the street in 2019.
- The proposed development in no way precludes a future development on the retained site that might include reconstruction in whole or part of the present dwellings. Most notably, demolition would be a required part of any conservation through reconstruction, now or in the future.
- The proposed carpark use has been considered having regard to a range of recent development proposals involving heritage premises within the immediate North Fremantle town centre precinct. Viable reuse of such

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premises depends in part on the provision of adequate
locality and in this context the proposed development s
rehabilitation and enhancement of the precinct, including i

- The proposed open carpark facility includes provision for significant mature planting and greening of the precinct, where this is presently limited and arguably detracting from the visual amenity of the area.

*

This demolition application is made in good faith, as possible alternative means to achieving a practical outcome for this site and its protracted development process. Council's consideration of the application in this context is appreciated.

We are very happy to meet and discuss any aspect of this or the alternatively proposed redevelopment. Should you have any queries, suggestions or requests for further information / submissions, please contact me on tel. 0405 738 881 or at jwkahp@inet.net.au or the owner / applicant Mr Wade Anderson on tel. 0400 600 894.

Yours sincerely

John W. Kirkness
B.A.(Hist), B.Arch.

For

Wade Anderson
Owner / Applicant,
Lot30, Jewell Parade

PC1911 - 11 HIGH STREET, NO.142 (LOTS 9, 10, AND 123), FREMANTLE - PROPOSED ADDITIONS AND ALTERATIONS TO EXISTING COMMERCIAL DEVELOPMENT (JK DA0417/17)

Additional Information 1 – Site Photos

Photo 1 and 2 - 142 High Street, Fremantle



Photo 3 – South west view of High Street



Photo 3 – North east view of High Street



Additional Information 2 - Schedule of Submissions

No	Submission		Response
	Object / Support / Comment	General Content(s)	
1	Support	Support the new additions	Noted
2	Object	<p>I am definitely saying no to this.</p> <p>If anything with the new development we need more parking and I definitely do not want to influence cyclists to be riding around Fremantle where it is already one way streets as this will only affect traffic in such a tight spot.</p> <p>Also who can I get into contact with in regards to my personal parking at Wilson?</p> <p>I work 6 days a week and I have had many issues with the car park including fines, some one hit and running my car and many occasions my key tag not letting me in or the computers not working resulting in me not being able to get out.</p>	Refer Planning Assessment
3	Support	This is a positive addition to an area of Fremantle needing rejuvenation.	Noted
4	Support	Fully support proposal.	Noted
5	Support	Run a shop with in the precinct and hoping this is all cleared as it will make for a great atmosphere and help us support people aware of their carbon footprint in easy free parking for their bicycles looking forward to it going forward.	Noted
6	Support	I think this is a very good use of space, especially since it is being privately funded, and will benefit the entire East End of Fremantle around High Street. I am annoyed at the large amount of money the Council has spent in fighting this proposal, and think they should allow the proposal to go through as soon as possible.	Noted
7	Support	I am a tenant at shop 4/142 High Street Fremantle. The customers that visit my shop will have a secure place to park their bikes.	Noted
8	Support	As a tenant in the High Street Arcade, we are directly affected by the amended proposal. We look favourably upon the amended plans, which are definitely far superior to the original proposal. We have noticed some loss in business from the removal of the bus stop adjacent to the arcade, but are pleased with the almost complete removal of anti-social behaviour and significantly reduced theft.	Refer Planning Assessment

		We have noticed also, an improved customer base, in terms of attitude and respect and are hopeful of improvement in business in the future. Customers have commented upon their willingness to enter our premises, without having to avoid much anti-social behaviour. We have had several bikes placed directly in front of our premises, which have obstructed our ability to do business. We also have several customers, who like to ride and we do allow them to bring their bikes into the front part of our shop. The plan is a positive way to attract and retain customers to the arcade. We are hopeful, it will be approved in its current form.	
9	Support	I support this Proposed Bicycle Facility as it provides the Shopping Centre with a distinct marketing advantage. Centres that provide functional and safe bicycle parking will automatically attract cyclist over destinations that don't. Cycling is a conscious decision for sustainable and a better life style. A recent trip to Europe has made me fully aware of the "cycling revolution".	Noted
10	Support	We as a Family business at 128 High St would love for this too go ahead, as we feel it will stop the anti social behaviour and will bring a diverse group of people to the east end of Freo which is desperately needed . Please let this plan go ahead.	Noted
11	Support	I support this bicycle parking facility plan, this will bring more customers here, make business more active and better.	Noted
12	Support	<p>On site</p> <ul style="list-style-type: none"> • This is an innovative idea on how to create a vibrant social urban space undercover. The facility will change the social dynamics from a place outbound bicycle parking movement of people to a place of destination and social interaction. This will have a knock-on effect to neighbouring businesses in the immediate area. • It will assist to create an entrance statement to the new King Square development. • Anti-social behaviour reduced from the new social urban streetscape. • The Applicant has made explanations why this facility will benefit the East end of High Street. <p>Building bicycle</p> <ul style="list-style-type: none"> • The Development Proposal blends in well with the streetscape structure and open side panels are decorative sustainability. • Visibility not obstructed. • Sustainability of design is evident by the use of 	Noted

		<p>solar panels.</p> <ul style="list-style-type: none"> • Bicycles are increasing in sophistication and expense, and the City should be providing appropriate shelters in appropriate locations with appropriate security to accommodate and protect secure the public's property and encourage use of bicycles and electric charging points. <p>Cycle path</p> <ul style="list-style-type: none"> • The Applicant is moving the kerb to the loading bay, as the existing sightlines loading bay blocks cyclist use of High Street. The City should incorporate a cycle path on the public road as proposed by the Applicant given that the Applicant is sacrificing part of its site for a community loading bay to assist with the creation of a cycle path. • Cyclists will have good visibility to access the bicycle parking facility. <p>Land use</p> <ul style="list-style-type: none"> • A first for Fremantle and possibly Australia. A purpose built temporary uncover cyclist parking facility with amenities. • Facility/Small. Not a Parking Station for all day parking but a short-term parking facility in Alfresco Area front of retail shops. • The facility should incorporate free bicycle parking, for example a 2-3 hour free parking limit, to allow for a turnover of customers to assist the local businesses. Similar to the free 1 hour vehicle parking that currently exists for this section of High Street. <p>Former bus</p> <ul style="list-style-type: none"> • The Applicant is correct the bus stop should be relocated to Queen Street stop concerns to facilitate inbound and outbound patrons to the new Kings Square development. • Another location is Queens Square a perfect outbound-only location similar to what currently exists on South Terrace in front of the Fremantle Markets. We've skimmed a copy of the report titled "Traffic Calming the City Centre: • The Fremantle Experience" which identified many benefits to the City Centre including: <ol style="list-style-type: none"> a) Traffic behind the bus must remain behind the bus. This uses buses as a traffic calming device which was originally opposed by bus drivers, but is now accepted; b) pedestrians crossing in front of buses are no 	
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		<p>longer in conflict with vehicles overtaking the bus;</p> <ul style="list-style-type: none"> c) a bus, which stops to pick up passengers at the stop, does not have to join the end of the queue at the next set of traffic lights; d) a low speed environment; e) better quality environment for pedestrians. <ul style="list-style-type: none"> • The Development Application provides a social space for cyclist and patrons where people can relax and enjoy the ambience that the East End of High Street has to offer. More importantly, alfresco dining should be encouraged and allowed on footpaths along the East End of High Street where space allows, to compliment Jac and The Bean, D'Angelo's Café and the current Development Proposal. • We agree with the Applicant's rationale that 'people attract people and that makes for a great atmosphere thus creating a sense of belonging and a sense of place'. <p><i>Proposed Development concerns</i></p> <ul style="list-style-type: none"> • At the Planning Committee Meeting held on the 4 September 2019 ("PCM"), among the concerns that were raised about the development application DA0168/19 for 12 Josephson Street Fremantle was a 33 feet setback gazetted bylaw No 213 of the Municipality of Fremantle Act 1925(amended in Apr-2961) ("Bylaw 213") for the full length of Josephson Street on the eastern side. • At that PCM, the City and the Elected Members appeared to deal with DA0168/19 on its planning matters only, and did not debate the gazetted 33 feet setback concerns raised for 12 Josephson Street Fremantle, rather the Elected Members on conferral with the CEO at this PCM appeared to indicate the City had all necessary rights to deal with its properties including 12 Josephson Street Fremantle. However, records indicate that the City had purchased 12 Josephson Street Fremantle in 1970 fully aware that the purpose of acquiring 12 Josephson Street Fremantle was for road widening of Josephson Street, and the unanswered question which requires further investigation is, when the City demolished the structures on that property in the early 1970s, should the City have re-vested the 33 foot setback land portion of 12 Josephson Street Fremantle to the Crown as per the requirements of the Local Government Act 1960? This is particularly so given that Bylaw 213 was in operation at that time. 	
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		<ul style="list-style-type: none"> The City may find it prudent to consider if any precedents were set by the City and the Elected Members at that PCM, as development approval was granted for the proposal at 12 Josephson Street without potentially considering the exact status of that site's history and ownership and if the City had proper title to that site or if title should have re-vested into the Crown, and if the City in fact had the power to grant development approval on that site. I.e. the City may have granted development approval on a site that is technically Crown land, and the approval granted may be open to review. This may also have ramifications for the current Development Proposal. 	
13	Support	<ul style="list-style-type: none"> An undercover bicycle parking facility is one of the best ways to up the bicycle number of cyclists that will turn to a more sustainable mode of transport. There is no way an undercover parking facility ends up in front of a business/shop front; which is where cyclists want to park. It only takes just one person to bring about change. This bike facility will be a success and more will be built. This will contribute to a stronger bike culture in Fremantle. Great initiative and vision for the future. We have the great bike lanes but where can I securely put my bike Close to where I'm shopping in Fremantle not in a bicycle park miles away 	Noted
14	Support	I fully agree with the proposal. It will be a great addition to the CBD.	
15	Support	Fully support proposal.	Noted
16	Support	I wish to give my wholehearted supported to the Bike Rack/shed development at 142 High Street Fremantle. Lynette Packer ratepayer.	Noted
17	Support	For someone who lives within cycling distance of the Fremantle City Centre, this proposal would be fantastic. I'm glad that security cameras and art work will also be provided. I do hope that the City would consider providing showers and change rooms for cyclists in the future as arriving at the city in a sweaty state isn't ideal for meeting up with friends and/or going shopping. While this isn't related to the development application (which I do support), it is something I believe that the City should consider.	Noted

