



# AGENDA ATTACHMENTS

## Planning Committee

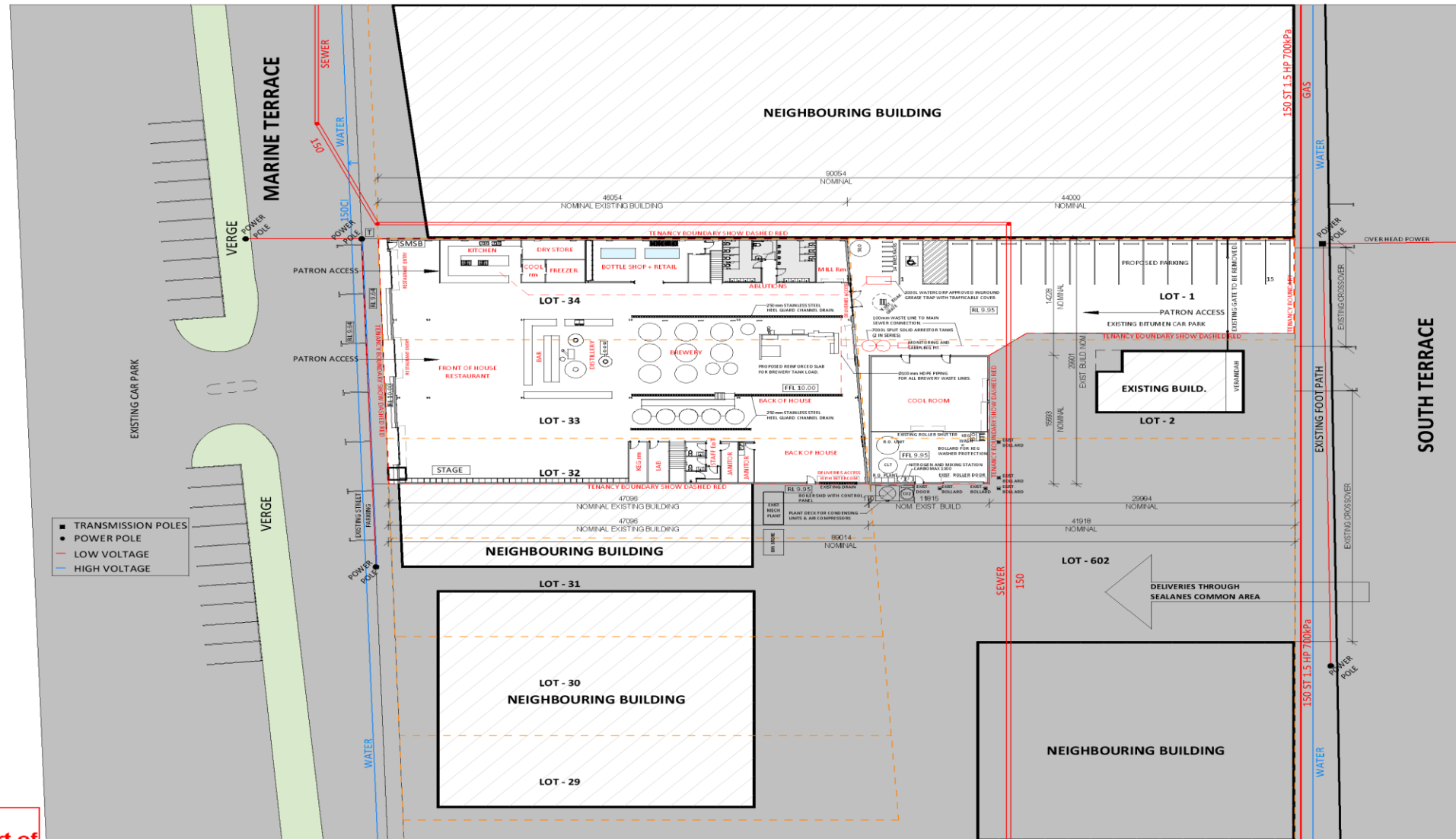
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Wednesday, 5 June 2019, 6.00 pm



<b><u>Agenda Attachments</u></b>		<b>1</b>
PC1906 -1	MARINE TERRACE, NO. 176-238 (LOTS 1, 2, 32, 33, 34, 602), SOUTH FREMANTLE - CHANGE OF USE FROM WAREHOUSE TO TAVERN AND ALTERATIONS AND ADDITIONS TO EXISTING BUILDING (JCL DA0005/19)	3
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PC1906 -1 MARINE TERRACE, NO. 176-238 (LOTS 1, 2, 32, 33, 34, 602), SOUTH FREMANTLE - CHANGE OF USE FROM WAREHOUSE TO TAVERN AND ALTERATIONS AND ADDITIONS TO EXISTING BUILDING (JCL DA0005/19)  
ATTACHMENT 1 – Development Plans (as amended)



**LEGEND**

- - - - - SITE BOUNDARY
- - - - - TENANCY BOUNDARY

- TRANSMISSION POLES
- POWER POLE
- - - - - LOW VOLTAGE
- - - - - HIGH VOLTAGE

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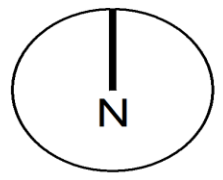
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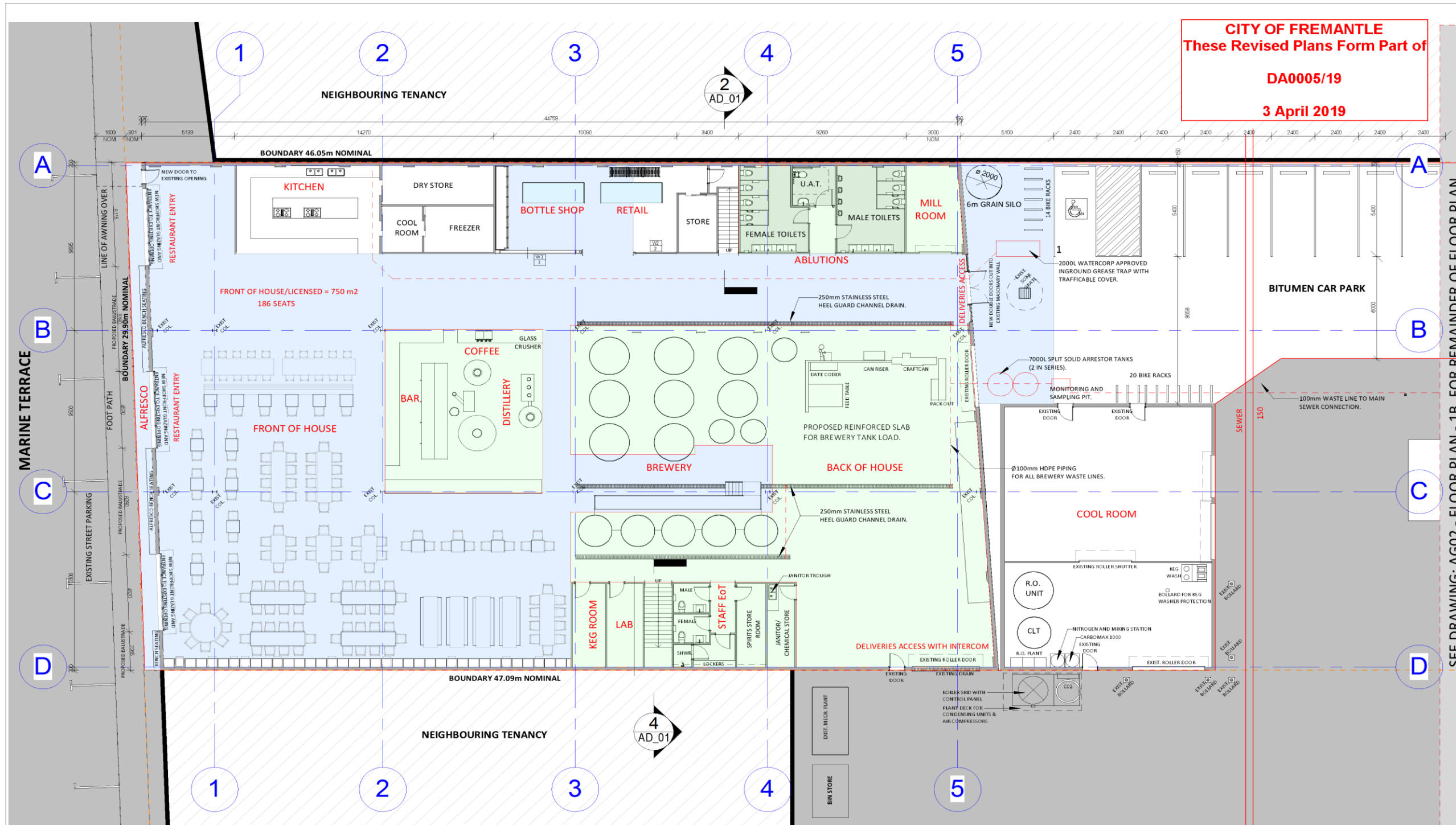
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SEE DRAWING: AG02 - FLOOR PLAN - 1B, FOR REMAINDER OF FLOOR PLAN.



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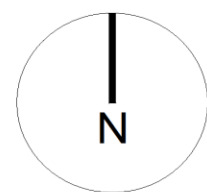
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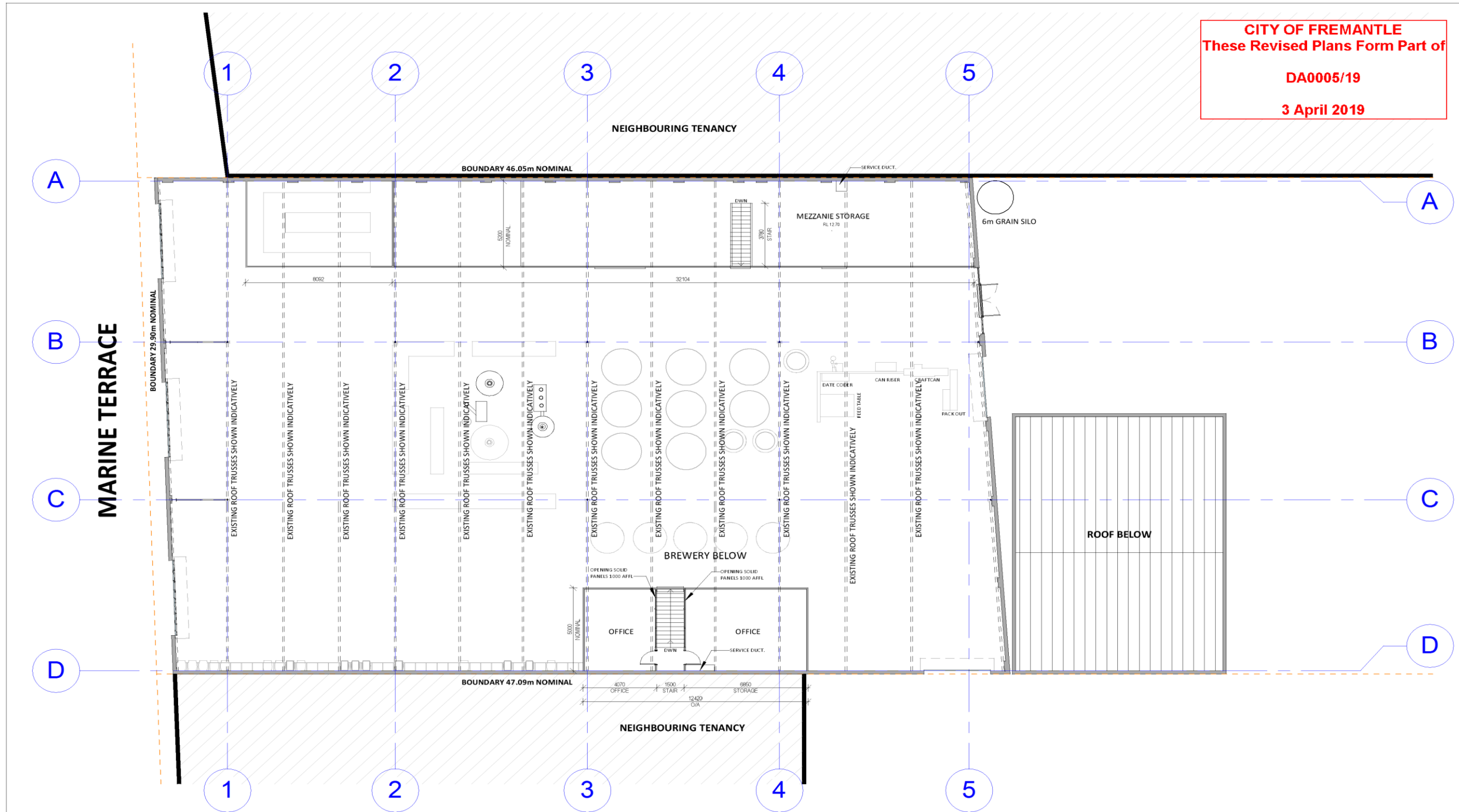
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FLOOR PLAN - 1A

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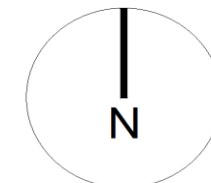
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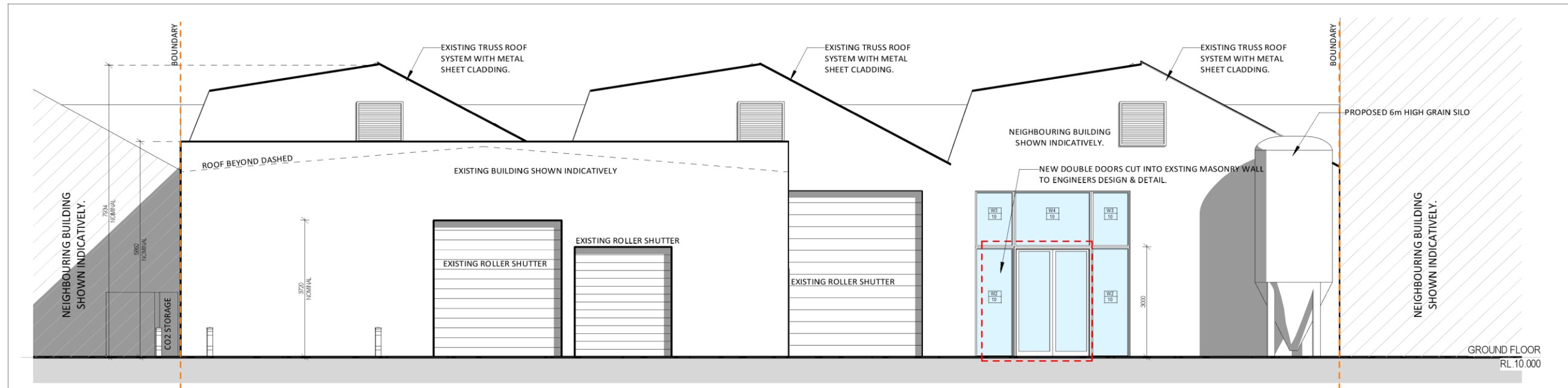
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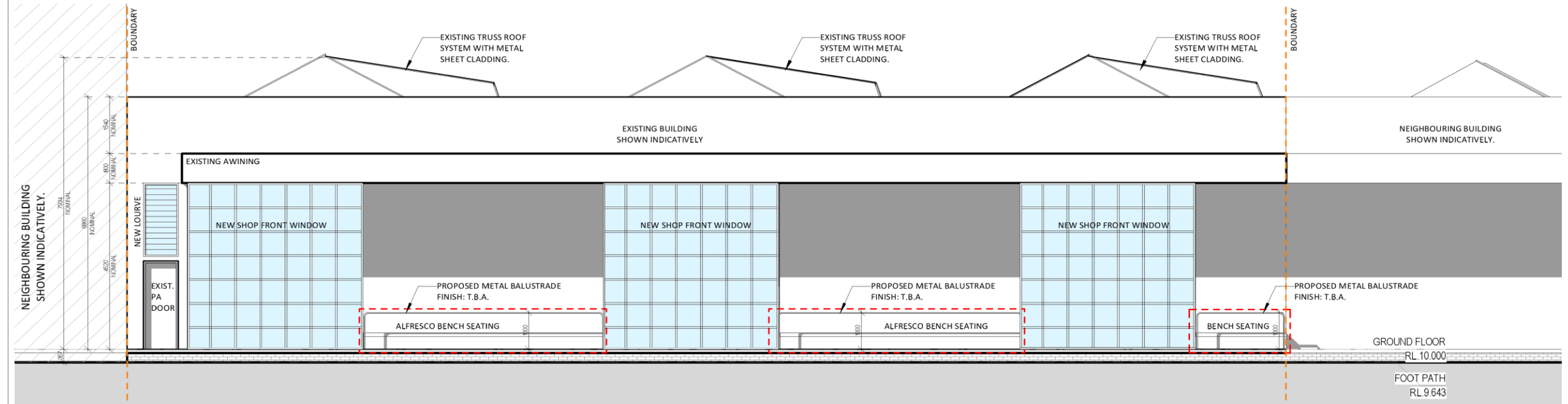
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**WEST**

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ELEVATIONS

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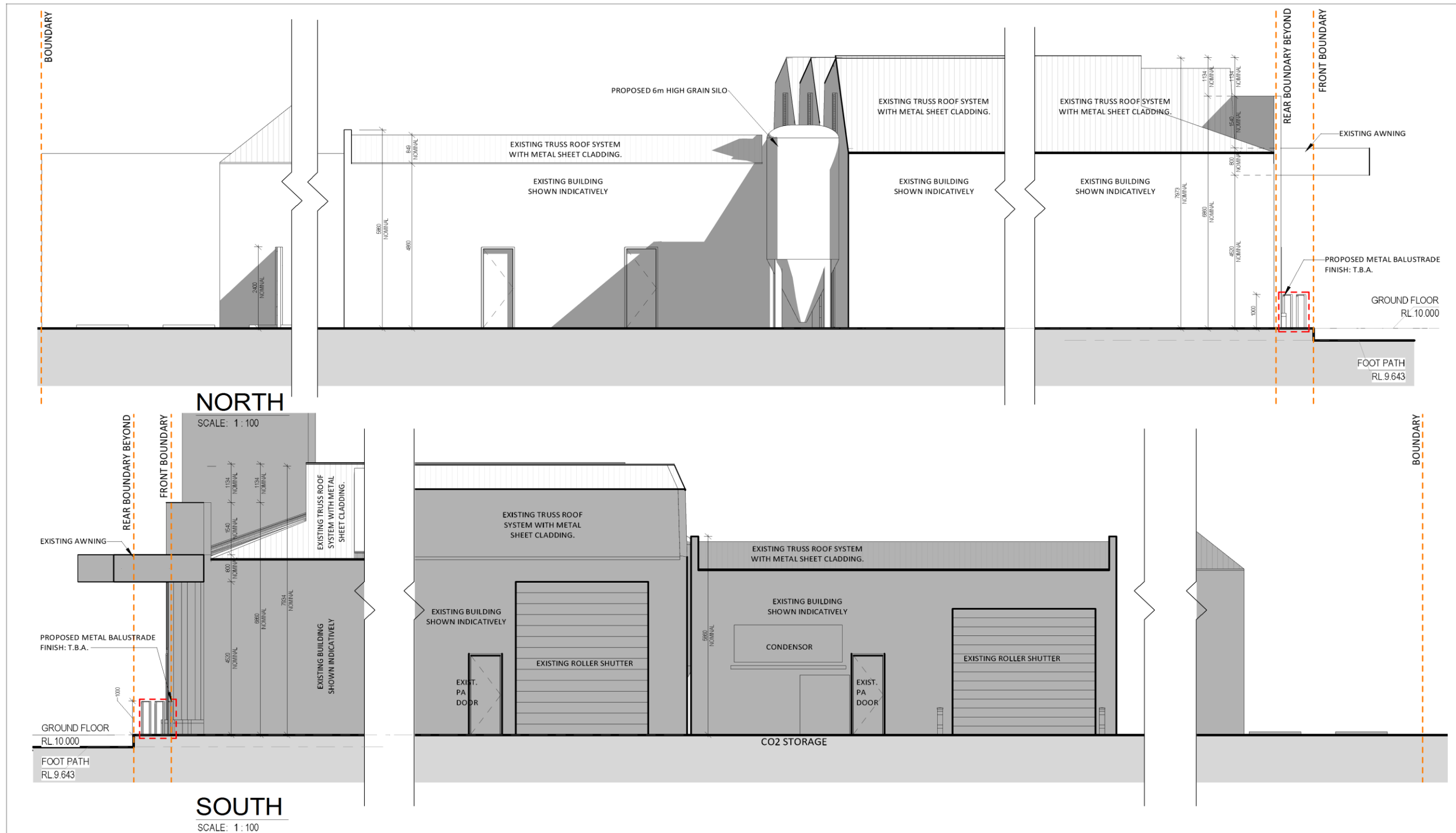
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ELEVATIONS

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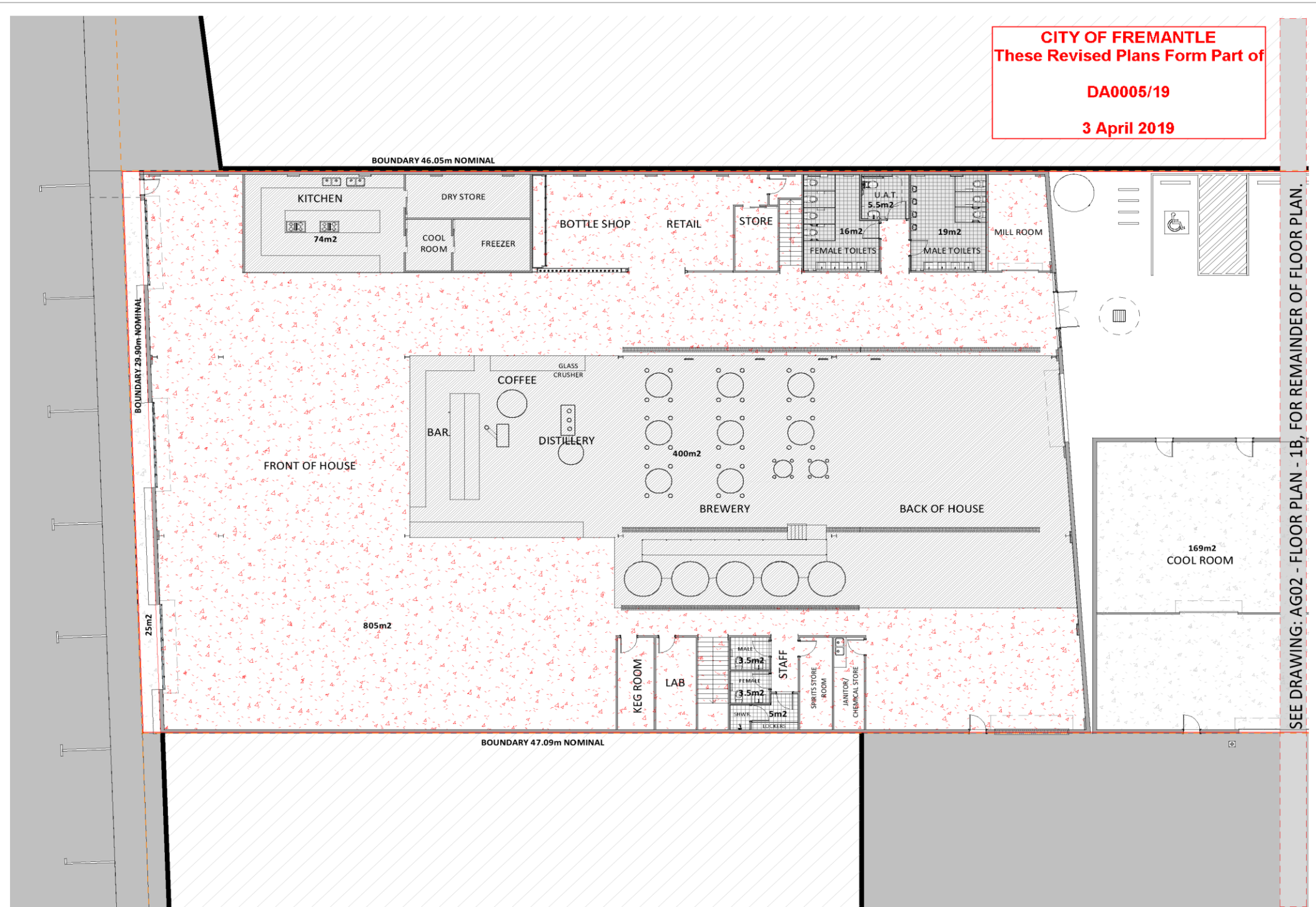
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**FLOOR FINISHES LEGEND**

	EXISTING CONCRETE FLOOR: PATCHED, HONED AND SEALED WITH NON SLIP CLEAR SEALMENT, TO BCA REQUIREMENTS & AUSTRALIAN STANDARDS.
	EPOXY FLOOR WITH COVED CORNICE, TO BCA REQUIREMENTS & AUSTRALIAN STANDARDS.
	TILED FLOOR WITH COVED CORNICE, TO BCA REQUIREMENTS & AUSTRALIAN STANDARDS.



SEE DRAWING: AG02 - FLOOR PLAN - 1B, FOR REMAINDER OF FLOOR PLAN.



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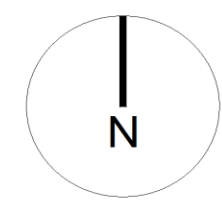
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FLOOR FINISHES

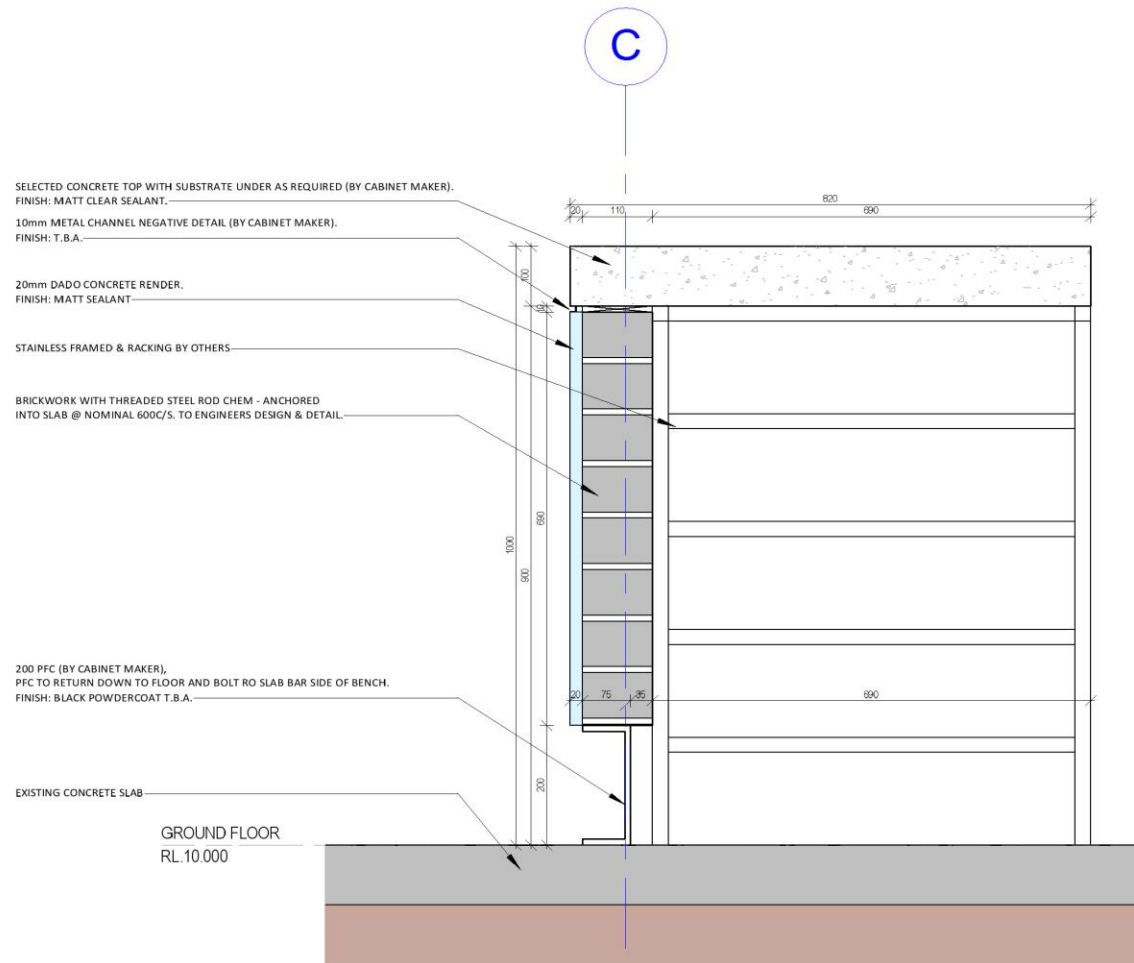
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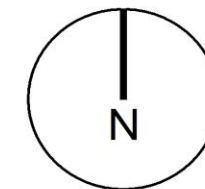
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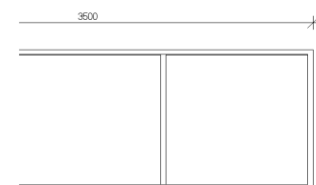
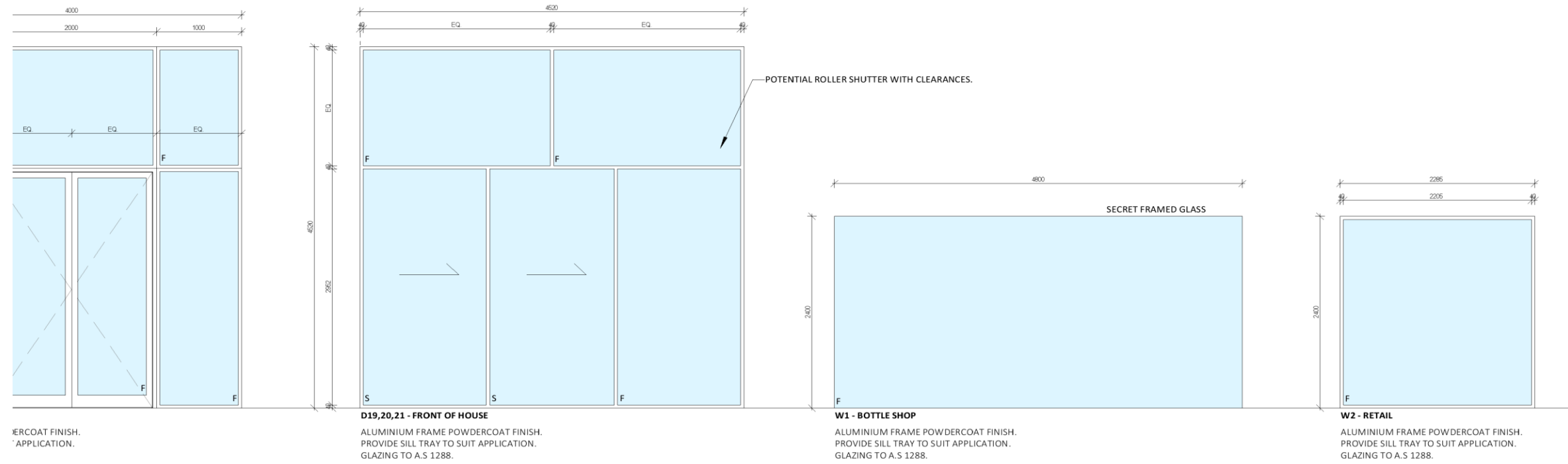
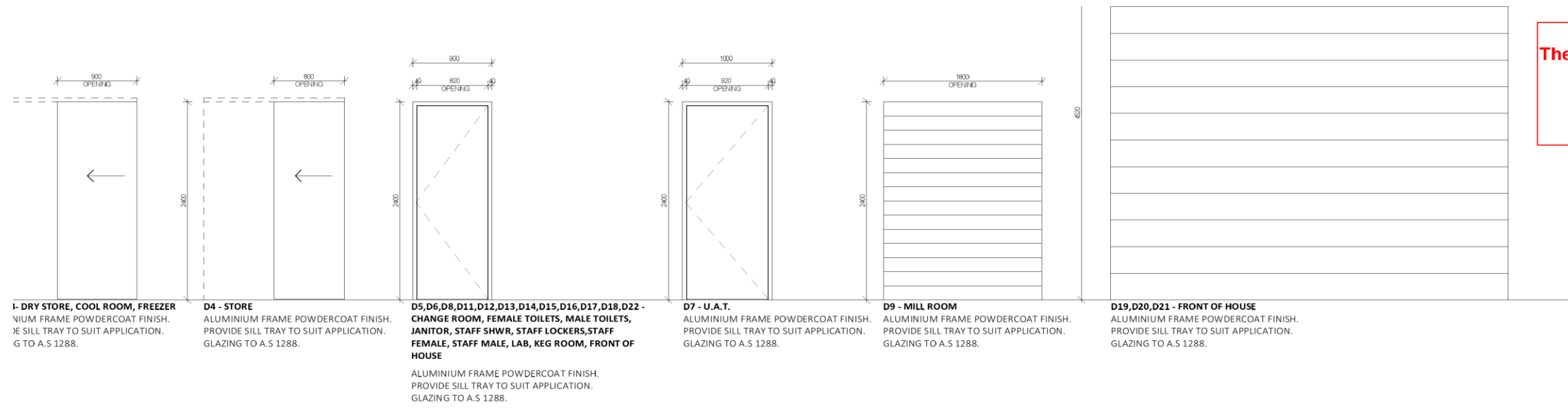
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BAR SECTION

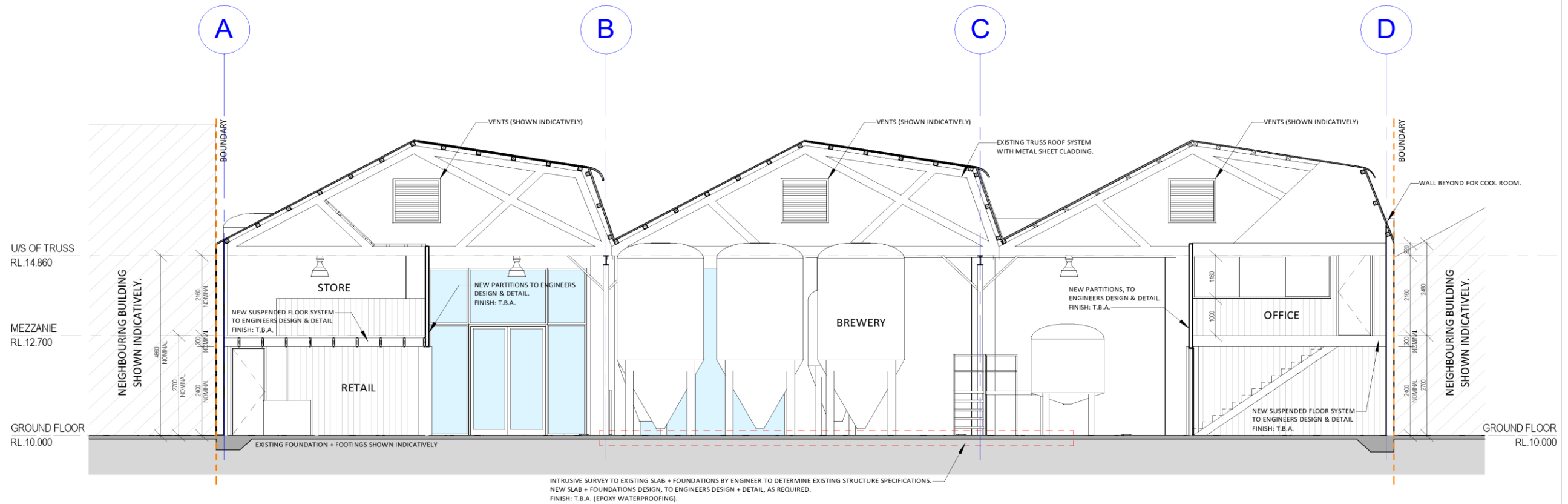
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**1 SECTION A**  
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## ATTACHMENT 2 – Summary of Submissions

1

### SUMMARY OF SUBMISSIONS - 176-238 MARINE TERRACE SOUTH FREMANTLE.

\*Including submissions received within advertising period and after the advertising period prior to the determination of the application\*

Support/ Oppose	Content of submission (summarised)
Oppose	<ul style="list-style-type: none"> <li>- Concerned about noise generation from music and intoxicated patrons.</li> <li>- Reassured that the bar will open onto Marine Terrace rather than South Terrace, however is still concerned regarding loud music being played and its impact on the community;</li> <li>- Negative impact on the existing community and future residential development at the Sealanes site;</li> <li>- The development will increase traffic and 'rat running' in the local area (Orient Street).</li> <li>- Object to proposal unless strict noise curfew, adequate soundproofing, and traffic regulation imposed.</li> </ul>
Oppose	<ul style="list-style-type: none"> <li>- Central Fremantle has an alcohol issue, mostly caused by large taverns and hotels (according to reports prepared by bodies including the WA Police and Liquor Licensing Court). Inner Fremantle is reaching 'saturation-point' for alcohol;</li> <li>- Due to saturation, venues are looking to locate in South Fremantle, which has retained its 'local feel' as opposed to the tourist area of inner Fremantle;</li> <li>- Venues such as the South Beach Hotel and the Local Hotel, in addition to dozens of coffee shops, small bars, and licensed restaurants are located in the area;</li> <li>- The proposal may attract 'undesirables' and anti-social behaviour into the local area;</li> <li>- The proposal may have a lack of demand due to other venues having fewer patrons at certain times of the day/year;</li> <li>- Car parking is lacking in the area.</li> <li>- Amenity impact is a planning consideration as evidenced by legal precedent.</li> <li>- Tavern/Hotel licenses are most damaging.</li> </ul>
Oppose	<ul style="list-style-type: none"> <li>- Concerned about parking and traffic impacts. Parks (such as Wilsons Park) are being damaged by vehicles. Parking on the grass isn't intended for non-beach goers. The parks shouldn't be used for commercial interests;</li> <li>- Object to the proposal unless it is ensured that Wilson Park is reinstated as a permanent park and managed accordingly.</li> </ul>
Oppose	<ul style="list-style-type: none"> <li>- The proposal will negatively impact the local community.</li> <li>- The area has existing venues.</li> <li>- The approval of the proposal would compromise the future direction of the area.</li> <li>- Issues may arise pertaining to anti-social behaviour, noise, parking, vandalism, and odour.</li> </ul>
Oppose	<ul style="list-style-type: none"> <li>- The proposal will have a detrimental impact on residents, families, and visitors of/to the South Fremantle area.</li> <li>- Despite the siting of the proposal on commercial land, the proposal faces the residential area, posing noise, transport noise, and odour issues.</li> <li>- Will the proposal be open for 116 hours per week?</li> <li>- The area has enough existing alcohol venues. These venues have a</li> </ul>

	<p>detrimental social impact.</p> <ul style="list-style-type: none"> <li>- South Fremantle should be developed for user friendly venues for families, residents, and visitors.</li> </ul>
Oppose	<ul style="list-style-type: none"> <li>- Proposal will have a large impact on residents' lives and property values.</li> <li>- Concerned about intoxicated patrons in the local area, additional traffic (including delivery trucks), 'rat running', and parking issues.</li> <li>- Concerned about odour and the impact of alcohol on public health and crime.</li> <li>- Enough alcohol venues exist in the local area.</li> <li>- Concerned about the brewery component, however the distillery component is more acceptable.</li> </ul>
Support	<p><i>"Just wanted to say my friends and I think the idea of a brewery and ginnyery in part of the sealanes complex on sth tce is a really fabulous idea. We're so lucky to have these sort of classy unique developments proposed, and it could only enhance the really "happening" place south free is becoming. Its such a great proposal we all hope goes ahead...lots of my neighbours love the idea.</i></p> <p><i>There's oceans of parking, and for ever there has been fabulous industries along this part of free that have a wee smell...i remember the Arnotts biccy factory and the smell of gingernuts being baked in the early 80's, the beautiful aroma of roasting coffee from roasting warehouse is divine."</i></p>
Support	<ul style="list-style-type: none"> <li>- Proposal is indicative of increased investment in Fremantle similar to the 1980's.</li> <li>- The development capitalises on a prime location close to the beach, and can cater to locals, beachgoers, and tourists.</li> <li>- The development activates a disused warehouse.</li> <li>- Ample parking available given the number of car parks in the locality, in addition to the on-site bays. Public transportation and ride-sharing services are available.</li> <li>- The submitter intends to utilise active travel to the site.</li> <li>- Ticketed parking is proposed, which may aid in parking availability, and could be extended.</li> <li>- Proposal is aesthetically pleasing, and could be a wedding reception venue.</li> <li>- The proposal will create employment opportunities.</li> <li>- Proposal will not have an adverse impact on residential areas given their distance from the site, and that they're located in an inner-City location.</li> </ul>
Support	<p>Proposal is appealing due to:</p> <ul style="list-style-type: none"> <li>- Its location, which is vital to the success of the locality.</li> <li>- The family friendly atmosphere of the proposal.</li> <li>- The proposal is similar to the boutique brewery located in Myaree, and is what Fremantle needs.</li> <li>- The proposal offers more options to attract people to Fremantle.</li> </ul> <p>The submitter indicated that they would not require a car to get to and from the proposal.</p>
Support	<ul style="list-style-type: none"> <li>- The submitter enjoys Little Creatures, however finds it crowded, hot, difficult to access, and not close to their preferred beach.</li> <li>- The submitter is supportive of the Sealanes site becoming a modern and stylish brewery from its current dilapidated state.</li> <li>- The subject site will become a good venue to attend after visiting the beach as opposed to other venues.</li> </ul>

	<ul style="list-style-type: none"> <li>- The proposal will benefit tourism for the South Fremantle area.</li> </ul>
Oppose/ Conditional support	<ul style="list-style-type: none"> <li>- Orient Street is impacted by the proposal given the proposals rear access abuts Orient Street.</li> <li>- Other streets impacted include: Commercial Road, Harbour Road, and Parmelia Street west of Parmelia Park.</li> <li>- Neighbourhood meeting was held discussing the impacts of the subject DA, additional traffic and parking demand for the proposal, and the ability for the locality to absorb the demand.</li> <li>- Contextual information provided as follows. In 2004, the community participated in consultation for a proposed residential development at the subject site, resulting in traffic studies and reviews (some acceptable, others not). Whilst the original residential proposal has not proceeded, the studies are worth review and consideration in the current application.</li> <li>- Scott St/Hampton Rd and Lloyd St, Hampton Rd upgrades may impact on the Orient/Commercial/Harbour St neighbourhood. The aforementioned upgrades should be considered alongside the below suggestions for the subject DA (whilst not all requests relate to the DA, the combined impacts of the aforementioned projects on the locality cannot be ignored).</li> <li>- The subject meeting is summarised as follows. The residents recognise that the DA is on land zoned as 'Industrial/Commercial', and thereby is consistent with the nearby industries (Sealanes and East West Design).</li> <li>- Residents wish for the following to be put in place in relation to the subject DA: <ul style="list-style-type: none"> <li>- <i>"Contingency plan for potential smell/emissions issues that may result from the manufacturing processes for the proposed development (brewery, distillery)".</i></li> <li>- <i>"A preference that the 15-bay parking lot to be located at the Rear of the proposed development (South Tce side, opposite Orient Street) be restricted to 'employee parking' only, and that the rear entrance to the venue (double doors proposed by the developers to be cut into existing warehouse) be restricted to 'staff and delivery' entrance only. It should not be a public entrance to the restaurant/brewery venue".</i></li> <li>- <i>"Should the rear entrance (South Terrace) be used for patrons, then lighting and security will need to be provided (as for Little Creatures brewery) to ensure appropriate age and conduct of patrons. CCTV cameras could also be installed to provide additional security." "A detailed plan of 'potential uses' of the restaurant (occupancy, live music or entertainment, noise levels, and 'possible special events' that may occur at the proposed venue should be made available to local residents in this neighbourhood before final approval is given, with a request that feedback be allowed before final approval. A request that the venue be retrofitted with sound insulation to minimize noise from industrial or commercial activities."</i></li> </ul> </li> <li>- Requests that Council considers the application in the context of recent and upcoming traffic management issues in the local area.</li> <li>- Indicates that recent revitalisation of the locality has resulted in various traffic and road related issues.</li> <li>- Provides several ideas for countering negative impacts of the aforementioned.</li> </ul>
Support	<ul style="list-style-type: none"> <li>- Submitter lives locally and is involved in local community groups.</li> </ul>

	<ul style="list-style-type: none"> <li>- The proposal is within walking distance of my home and will be a positive addition to the South Fremantle restaurant/bar area. The proposal is family friendly and is consistent with the character of the locality.</li> <li>- The locality is a suitable alternative to the Fremantle Café Strip, and the proposal is a good addition to the locality. WA is becoming a craft beer capital, and as such, the venue may attract tourists to the area.</li> </ul>
Support	<p><i>"I am a long term patron of the general Fremantle precinct in a personal, business, family and amateur sporting capacity and wish to express my support for the application."</i></p> <p><i>"The proposed venue has an array of advantages which would be most beneficial to the area and the community."</i></p>
Support	<ul style="list-style-type: none"> <li>- Frequently visit Fremantle, which provides rich character to WA.</li> <li>- Owns property in Dunsborough, where the local winery, brewery and food scene provides significant income from tourism into the local economy, whilst maintaining a relaxed character for locals. This can be achieved in Fremantle, akin to Little Creatures, which also provides flow on benefits to local business owners.</li> </ul>
Support	<ul style="list-style-type: none"> <li>- I visit Fremantle and South Fremantle on a social basis 1-2 times per month (on average).</li> <li>- I believe the proposal has merit due to the following:             <ul style="list-style-type: none"> <li>- it is 10 minutes by car from my home;</li> <li>- Ridesharing (Uber/Ola) is an affordable transport option to get to the venue;</li> <li>- The design and fit out of the proposal will be of high quality and will be a reflection of modern day Fremantle; and,</li> <li>- The proposal will provide a relaxed atmosphere to have a meal and a drink partially due to the location.</li> </ul> </li> <li>- Parts of Sydney (Manly and Cronulla) and Melbourne (St Kilda and Port Melbourne) have similar establishments, which are enjoyable to visit, due in part to their location and proximity to the ocean.</li> <li>- Given the location, I will suggest it as a venue for wider Perth, interstate, and international friends.</li> </ul>
Support	<p><i>"I am a 50 year old Firefighter, I have been entertained in Fremantle since I was first able to frequent licensed bars. Fremantles culture and vibrance have always been an attraction to me, but a few years ago, Fremantle became stale, with little on none laces. Sail and Anchor, Newport and The Norfolk, all great places, weren't making an effort, Benny was boring, and besides Little Creatures, Fremantle had taken a back seat toothed entertainment areas."</i></p> <p><i>"Recently, with the opening of places like Strange Company, Bread in Common, the annual Laneway Festival, and very recently, The Dock, Fremantle returned to the place of old, attracting families and friendly groups to a vibrant place with a range of venues to eat and drink."</i></p> <p><i>"I believe Running with Thieves will be an attractive alternate venue South Fremantle. Similar breweries are very popular at present, and we know Little Creatures has always been a favourite. It will offer a different place with family friendly atmosphere, much the same as LC."</i></p>
Support	<ul style="list-style-type: none"> <li>- Local resident along South Terrace.</li> <li>- The proposal will reinvigorate the south end of South Terrace, which is Fremantle's most attractive hub.</li> <li>- I will walk, ride, and/or catch a CAT bus to the venue. I will bring employees to the premises.</li> <li>- The proposal will add to Fremantle's hospitality industry, attracting</li> </ul>

	<p>more tourists and patrons to the area, benefitting the local economy and businesses.</p> <ul style="list-style-type: none"> <li>- Quality dining at reasonable prices is always in demand, and no other venues exist in Fremantle for takeaway beverages from a distillery.</li> </ul>
Support	<p>I frequent South Fremantle. The specific benefits of the proposal include:</p> <ul style="list-style-type: none"> <li>- Enhancing the worn aesthetic of South Fremantle;</li> <li>- Promoting local craft produce;</li> <li>- A late trading venue as an alternative of other pub and fast food outlets;</li> <li>- Family friendly environment;</li> <li>- Increased tourism;</li> <li>- Employment opportunities; and,</li> <li>- A place to meet clients for business and a venue to attend with friends and family.</li> </ul>
Support	<ul style="list-style-type: none"> <li>- The proposal makes good use of an empty space;</li> <li>- doesn't impact on residents;</li> <li>- further activate South Fremantle; and,</li> <li>- a family friendly venue to catch up with friends.</li> </ul>
Support	<ul style="list-style-type: none"> <li>- My wife and I frequent Fremantle/South Fremantle restaurants and bar strips on average once per week.</li> <li>- The proposal is a positive contribution to the South Fremantle area.</li> <li>- The proposal will provide another establishment to socialise/dine with friends, family, and work colleagues in a family friendly environment.</li> <li>- The location relative to the beach, in addition to its family friendly atmosphere is integral to the proposal.</li> <li>- The proposal is congruent with the emerging craft beer market and will provide an alternative to Little Creatures.</li> <li>- The proposal will benefit local tourism and WA tourism generally.</li> </ul>
Support	<ul style="list-style-type: none"> <li>- The objections of a minority of stakeholders should not justify refusing the application.</li> <li>- The proposal has less of an impact than other existing venues in the area.</li> <li>- The locality is an attractor due to its vibrancy, variety and versatility, and is more relaxed, family friendly, and safe than the Fremantle City Centre.</li> <li>- The proposal will attract a higher income clientele from all over the city due to its focus on quality food and beverage.</li> <li>- The proposal reflects the progressive nature of Fremantle.</li> </ul>
Support	<ul style="list-style-type: none"> <li>- I frequently visit South Fremantle with family and friends.</li> <li>- The proposal is well located and will contribute to the South Fremantle hub, along the growing collections of other venues. Its proximity to the beach and other family friendly areas is good. Moreover, the sites accessibility by foot, push-bike, and vehicles (private and rideshare) is good.</li> <li>- The high quality design is a great addition to the locality and Fremantle.</li> <li>- The public demands a venue where they can enjoy food, beer, and socialising in a family-friendly atmosphere. The proposal will be a net positive for tourism, building on Fremantle's 'must see' status, and will be a location to take family, friends, and clients to.</li> </ul>
Support	<ul style="list-style-type: none"> <li>- Visit Fremantle with family most weekends.</li> <li>- The proximity of the proposal to the beach and nearby residential areas is seen as a positive as the area lacks sufficient hospitality options.</li> </ul>

	<ul style="list-style-type: none"> <li>- A relaxed family friendly venue is valued. The Bather Beach House is an example of what Fremantle requires to draw in tourists.</li> </ul>
Support	<ul style="list-style-type: none"> <li>- Understand the views of those who oppose the proposal; however the proposal will be a great use of the existing premise and is suited to the location.</li> <li>- Often visit Fremantle via ride share, and the proposal can rival Little Creatures due to its food and beverages and proximity to the beach.</li> <li>- The proposal will be a good location to visit with friends, family, and clients.</li> <li>- Enjoy the microbrewery scene and the Running With Thieves range.</li> </ul>
Support	<ul style="list-style-type: none"> <li>- Acknowledge that the proposal has attracted some objections, and that competition is an issue for business owners, however South Fremantle is emerging as a vibrant and cosmopolitan hub.</li> <li>- Live in South Fremantle, so the venue is walking distance away. Often visit the locality, alongside many other people, confirming the popularity of the area.</li> <li>- South Fremantle is a safe locality for entertainment, suitable for families and mature demographics. Moreover, the locality is suitable for overseas visitors.</li> <li>- The proposal will be a valuable addition to the locality, adding additional options and increasing competition. Additionally, new apartments and commercial spaces on Charles Street and South Terrace will increase the local population and will draw in people living in, or visiting, the locality, benefitting the local economy.</li> </ul>
Support	<ul style="list-style-type: none"> <li>- Visit Fremantle 2-3 times per week for shopping, visiting the library, swimming at the beach/pool, visiting the esplanade park, or dining.</li> <li>- The proposal is similar to Little Creatures, and will benefit the locality by bringing in more people and life. Having a family friendly restaurant near the ocean is supported.</li> <li>- The Fremantle CAT busses service the site.</li> </ul>
Support	<ul style="list-style-type: none"> <li>- The proposal is in a prime location which requires a development such as this. The proposal will compliment other venues in the locality whilst providing a different experience and atmosphere.</li> <li>- The proposal will be a great venue to visit with friends and family, especially in summer due to its proximity to the beach.</li> <li>- The proposal will held counter the negative publicity Fremantle has received over the past few years.</li> </ul>
Support	<ul style="list-style-type: none"> <li>- The proposal will be a great addition to the locality given it will be a stylish venue.</li> <li>- The proposal will be good to visit with family and friends. These types of venues are popular and act as an attraction to locals and tourists. This type of venue could provide employment directly and indirectly to the locality, and has a great atmosphere to bring people to the area.</li> </ul>
Support	<ul style="list-style-type: none"> <li>- South Fremantle is perceived as being in decline.</li> <li>- The proposal is near the beach and will be a large open space, activating the aging factory. Any smell caused by the brewery is better than the fish storage facility it once was. Improved technology may reduce any brewery odour issues.</li> <li>- Having more venues creates fewer opportunities for antisocial behaviour. Northbridge and the Perth CBD have many licensed venues nestled in with residential apartments.</li> <li>- The proposal will help Fremantle offer something different and competitive to Elizabeth Quay, and will attract tourists to the area.</li> <li>- The proposal will create local jobs and become an iconic location to</li> </ul>

	<p>visit.</p> <ul style="list-style-type: none"> <li>- The venue should be stylish, relaxed, and family friendly, which is missing from the area, and provides an opportunity to catch up with people of all generations.</li> <li>- The venue can be travelled to by cycling.</li> </ul>
Support	<ul style="list-style-type: none"> <li>- Works close to the proposal.</li> <li>- The locality is a desirable location, with many multi-residential developments occurring. This increased densification requires new businesses to keep the thriving community going, and providing interesting options for residents and visitors.</li> <li>- The proposal is run by young people who are passionate, and the venue will complement the nearby businesses (such as the fish and chip shop), and will bring in more people to the beachfront location.</li> <li>- Will visit the venue with friends and colleagues.</li> </ul>
Support	<ul style="list-style-type: none"> <li>- Local resident.</li> <li>- Look forward to the proposal and other well-conceived business coming into the locality.</li> <li>- South Fremantle has the beginnings of a food hub; however it is still limited, with some businesses in decline due to ownership changes.</li> <li>- The proposal is to a high standard. Due to the increase in apartment living in the locality, it is important to match it with food and beverage and other businesses, whilst maintaining the local feel. It is good to have access to places without requiring a car.</li> <li>- The proposal can increase the desirability of the area for tourists, which benefits local businesses that are suffering due to the growth of shopping centres in the suburbs.</li> </ul>
Support	<ul style="list-style-type: none"> <li>- Frequently visit the South Fremantle area for dinner/drinks.</li> <li>- Marine Terrace is a great location as it is a few kilometres from central Fremantle and close to popular beaches.</li> <li>- The proposal is walking distance from my home, and is accessible via CAT bus.</li> <li>- The proposal is necessary to attract more people and families to the South Fremantle area. The atmosphere of the venue would maintain the relaxed family friendly atmosphere of the area, and would attract a number of different clients given its stylish design.</li> <li>- The venue also offers affordable dining services, and provides an option to purchase alcohol on-site, which is a service lacking in the area.</li> <li>- Intend to visit the venue with friends and family for dinner and after work drinks on Fridays.</li> <li>- The area lacks options, and the proposal will add another option to the locality. Moreover, the proposal will attract more people to the Fremantle area, and will be popular akin to Little Creatures. Intend to bring overseas relatives to the venue.</li> </ul>

**ATTACHMENT 3 – Site Photos**



**Image 1:** View of South Terrace frontage of subject site from Orient Street.



**Image 2:** View of South Terrace frontage of subject site from Orient Street looking north.



**Image 3:** View of South Terrace frontage of subject site from Orient Street looking south.



**Image 4:** View of delivery area of subject site (looking north from South Terrace).



**Image 5:** View of Marine Terrace frontage of subject site.



**Image 6:** View of Marine Terrace frontage of subject site looking south.

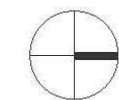
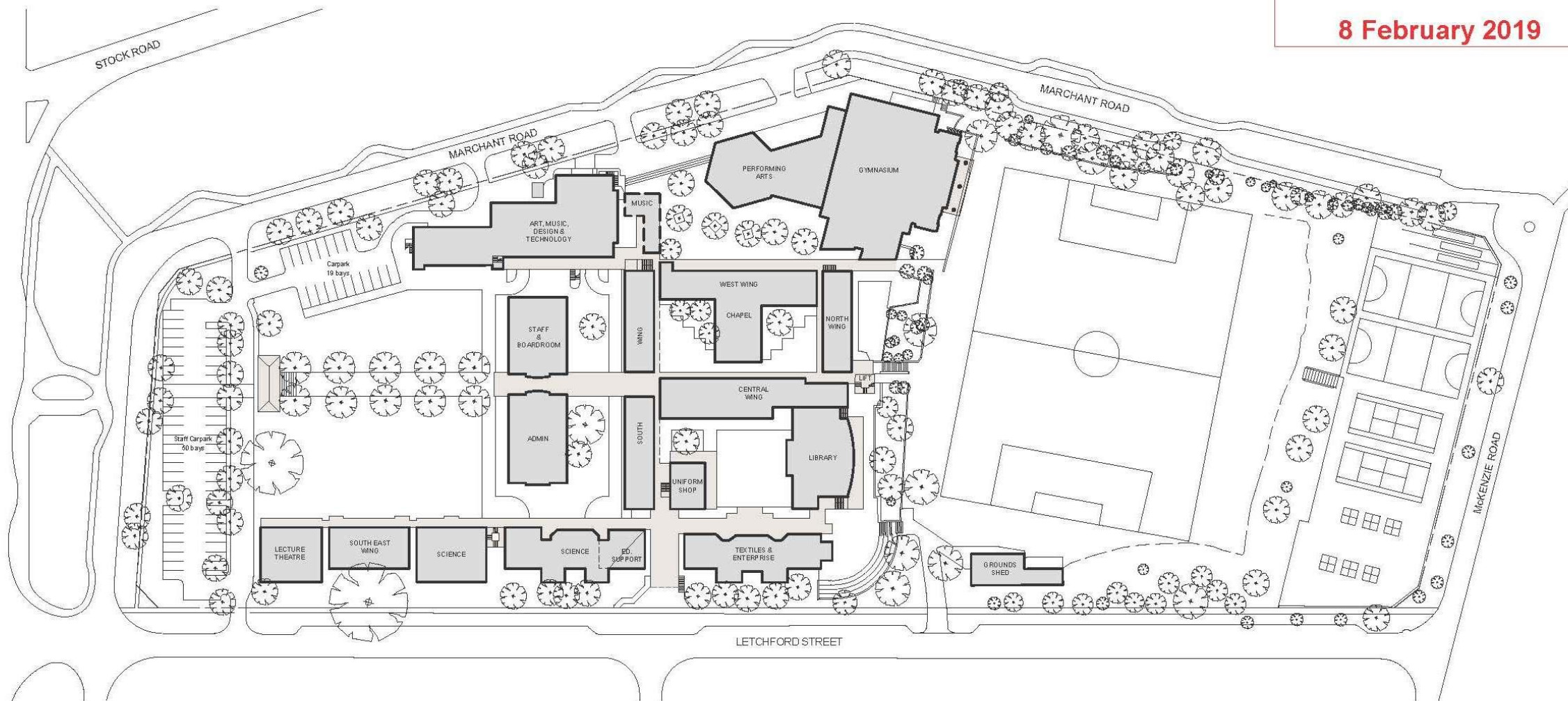


**Image 7:** View of Marine Terrace frontage of subject site looking north.

PC1906 -2 SETON CATHOLIC COLLEGE, MARCHANT ROAD, NO. 26 (LOT 218), SAMSON - TWO STOREY ADMINISTRATION BUILDING AND ALTERATIONS TO AN EXISTING EDUCATIONAL ESTABLISHMENT - (NB DA0045/19)

ATTACHMENT 1: Development Plans

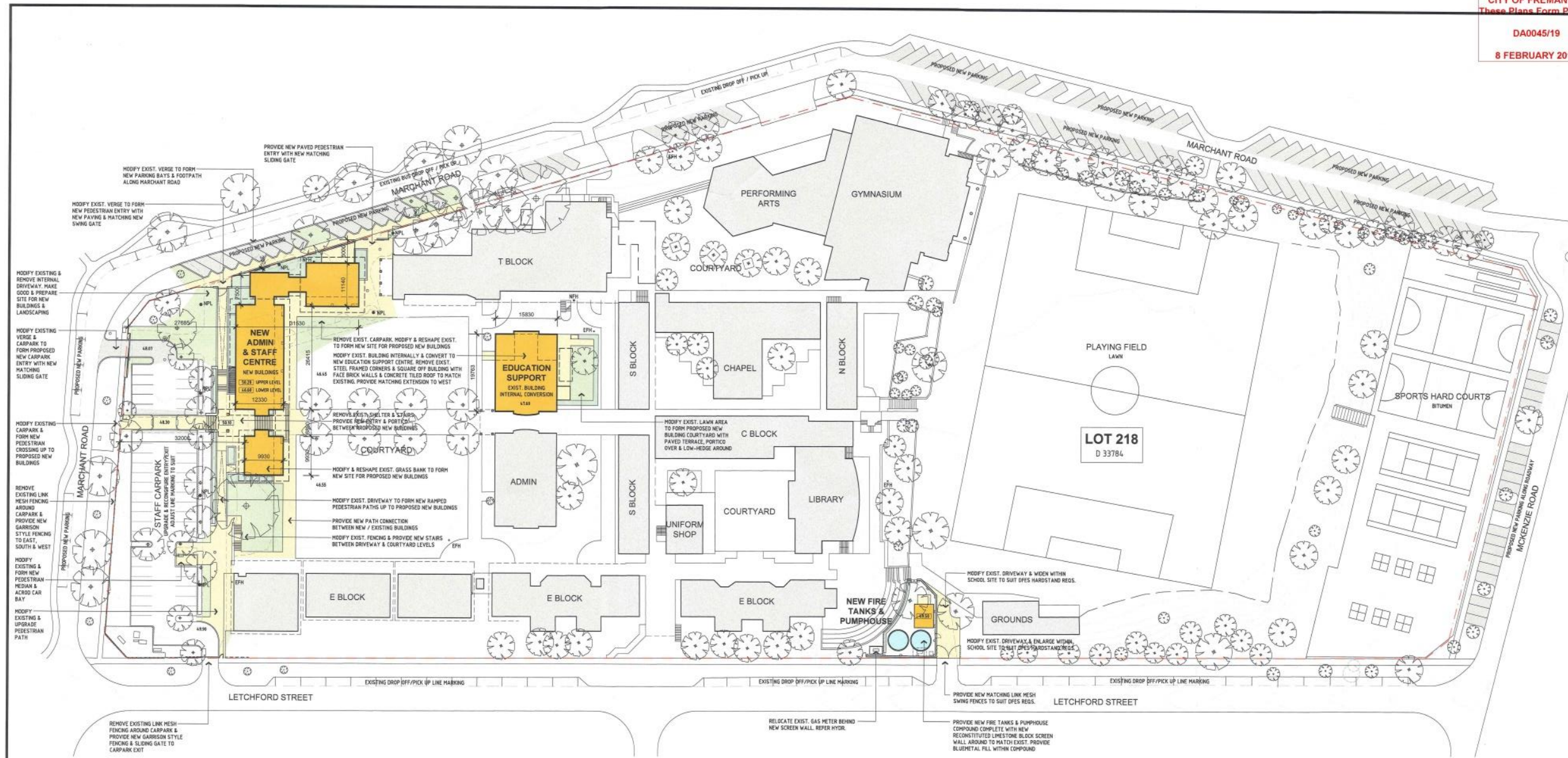
CITY OF FREMANTLE  
These Plans Form Part Of  
DA0045/19  
8 February 2019



Seton Catholic College  
Existing Campus

15 March 2019  
SCALE: 1:1,000 @ A3 size

CITY OF FREMANTLE  
These Plans Form Part Of  
DA0045/19  
8 FEBRUARY 2019



**NOTES**  
REFER TO PORTER ENGINEERING TRAFFIC MANAGEMENT REPORT FOR DETAILS OF PROPOSED NEW VEHICLE & BUS DROP-OFF / PICK-UP AND VEHICLE PARKING AREAS.  
SET OUT POINTS & LEVELS OF BUILDINGS & ROADS TO BE CONFIRMED ON SITE.  
POSITIONS OF SERVICE RUNS, FITS, WELLS & POSITIONS OF LIGHTING TO BE CONFIRMED ON SITE.  
DIMENSIONS & LEVELS OF ALL WORK ADJOINING / CONNECTING TO EXISTING TO BE CHECKED ON SITE.

- LEGEND**
- PROPERTY BOUNDARY
  - NEW GARRISON STYLE FENCE / GATE
  - NEW BUILDING
  - EXISTING BUILDING
  - 19.20 EXISTING LEVEL
  - 19.20 NEW LEVEL
  - EPH EXISTING FIRE HYDRANT
  - NPH NEW FIRE HYDRANT
  - ⊙ NEW POLE LIGHT TO MATCH EXIST.
  - ⊙ EXISTING TREE TO BE RETAINED & PROTECTED
  - MAKE GOOD TO AFFECTED AREAS & PROVIDE NEW MATCHING RETICULATED GRASS ROLL ON LAWN INFILL
  - PROVIDE NEW RETICULATED GARDEN BED AREAS TO MATCH EXIST.
  - PROVIDE NEW TRAFFICABLE BRICK PAVING WITH CONCRETE FOOTING TO UNRESTRAINED EDGES. HEADER COURSE TO ALL EDGES WITH 45 DEGREE HERRINGBONE PATTERN TO INFILL.
  - PROVIDE NEW MATCHING BITUMEN FINISH PARKING / DRIVEWAY AREAS COMPLETE WITH CONCRETE KERBS AND LINE MARKING
  - EXISTING DROP-OFF / PICK-UP AND PARKING AREAS TO BE RETAINED / RE-LINE MARKED



DATE	REV	NOTE	BY
29/02/19	A	ISSUED FOR DEVELOPMENT APPLICATION	GC

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SETON CATHOLIC COLLEGE  
NEW ADMIN & STAFF CENTRE

CAMPUS SITE PLAN

DRAWN	MS / GC	DATE	APPROVED	DRAWING No.	REV
		29/02/19		SK1.00	A
JOB No.	17-018	SCALE	1:500		

**CITY OF FREMANTLE**  
**These Plans Form Part of**  
**DA0045/19**  
**08 Feb 2019**



**LEGEND**

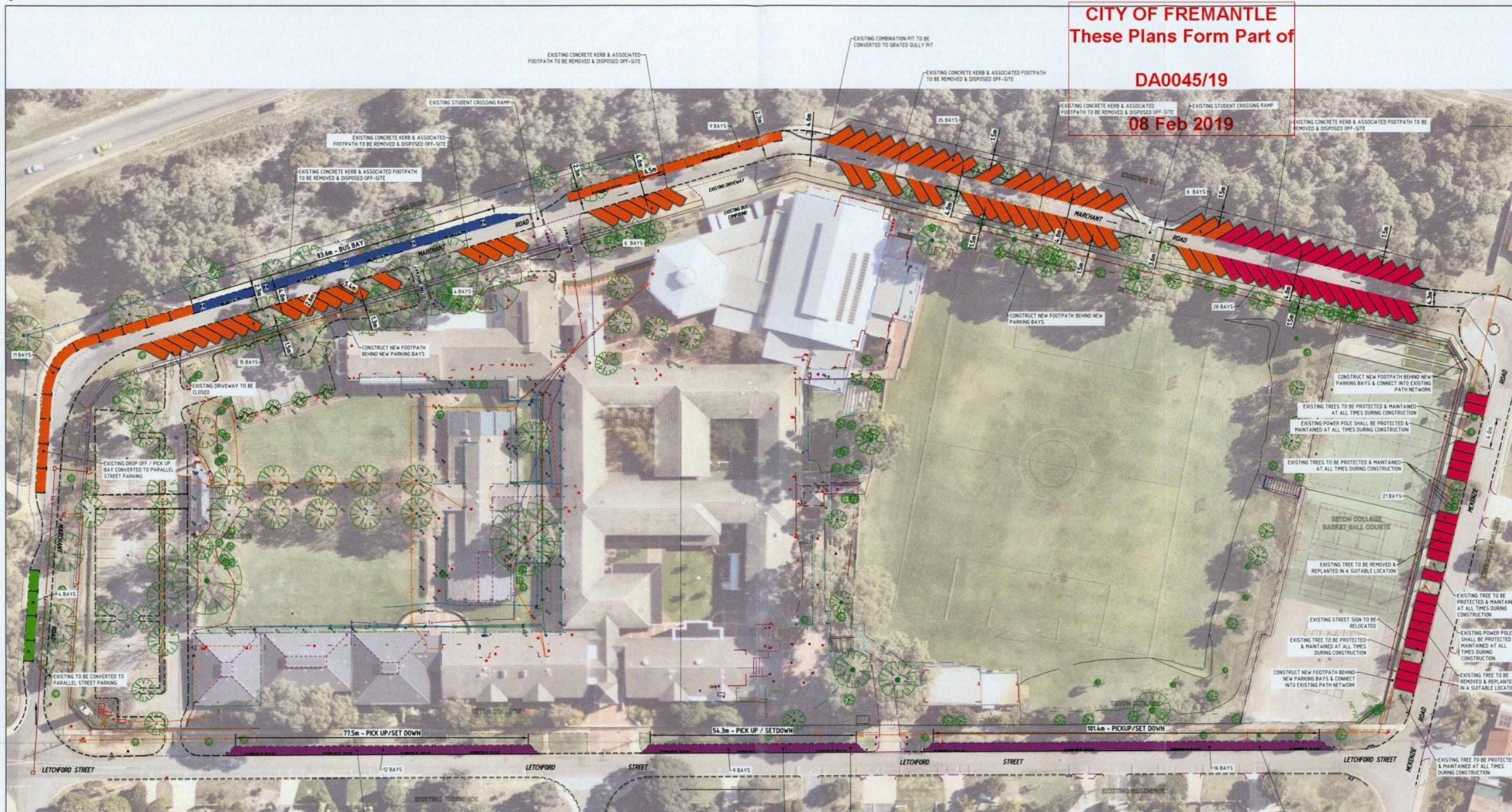
- BUS EMBAYMENT
- PICK-UP/SET DOWN
- VISITOR PARKING
- STAFF PARKING
- STUDENT PARKING
- 15 MIN PARKING

NOTE:  
ALL NEW KERB TO BE SEMI MOUNTABLE.



PROJECT: <b>SETON CATHOLIC COLLEGE SAMSON</b>		COPYRIGHT: THE CREATORS OF THIS DRAWING ARE THE PROPERTY OF THE CONSULTANT. THE CLIENT HAS LICENSE TO USE THIS DRAWING FOR THE PROJECT ONLY. THE USER SHALL BE RESPONSIBLE FOR THE DESIGN. ALL DIMENSIONS SHOWN SHALL BE IN METERS UNLESS OTHERWISE SPECIFIED.		CLIENT: <b>SETON CATHOLIC COLLEGE</b>		DRAWING: <b>LAYOUT PLAN - OPTION A</b>		SCALE: 1:500		DRAWING NO. <b>17-7-70/403</b>		REV. NO. <b>A1</b>	
DATE: 15-06-2017		ISSUED FOR INFORMATION		Level 2, 100 Victoria Street, Perth WA 6000 <b>Porter</b> Consulting Engineers Tel: (08) 9438 9933 Fax: (08) 9438 9934 Email: info@portereng.com.au		STATUS: <b>FOR APPROVAL</b>		DRAWN: DIPE		FILE NAME: S:\ACTIVE PROJECTS\17-07-070-ACAD\1770-403.dwg		CHECK: EW	

**CITY OF FREMANTLE**  
These Plans Form Part of  
**DA0045/19**  
**08 Feb 2019**



**LEGEND**

- BUS EMBAYMENT
- PICK-UP/SET DOWN
- VISITOR PARKING
- STAFF PARKING
- STUDENT PARKING

NOTE:  
ALL NEW KERB TO BE SEMI MOUNTABLE



PROJECT: **SETON CATHOLIC COLLEGE SAMSON**

DATE	ISSUED FOR INFORMATION	REVISED
06/09/2017		

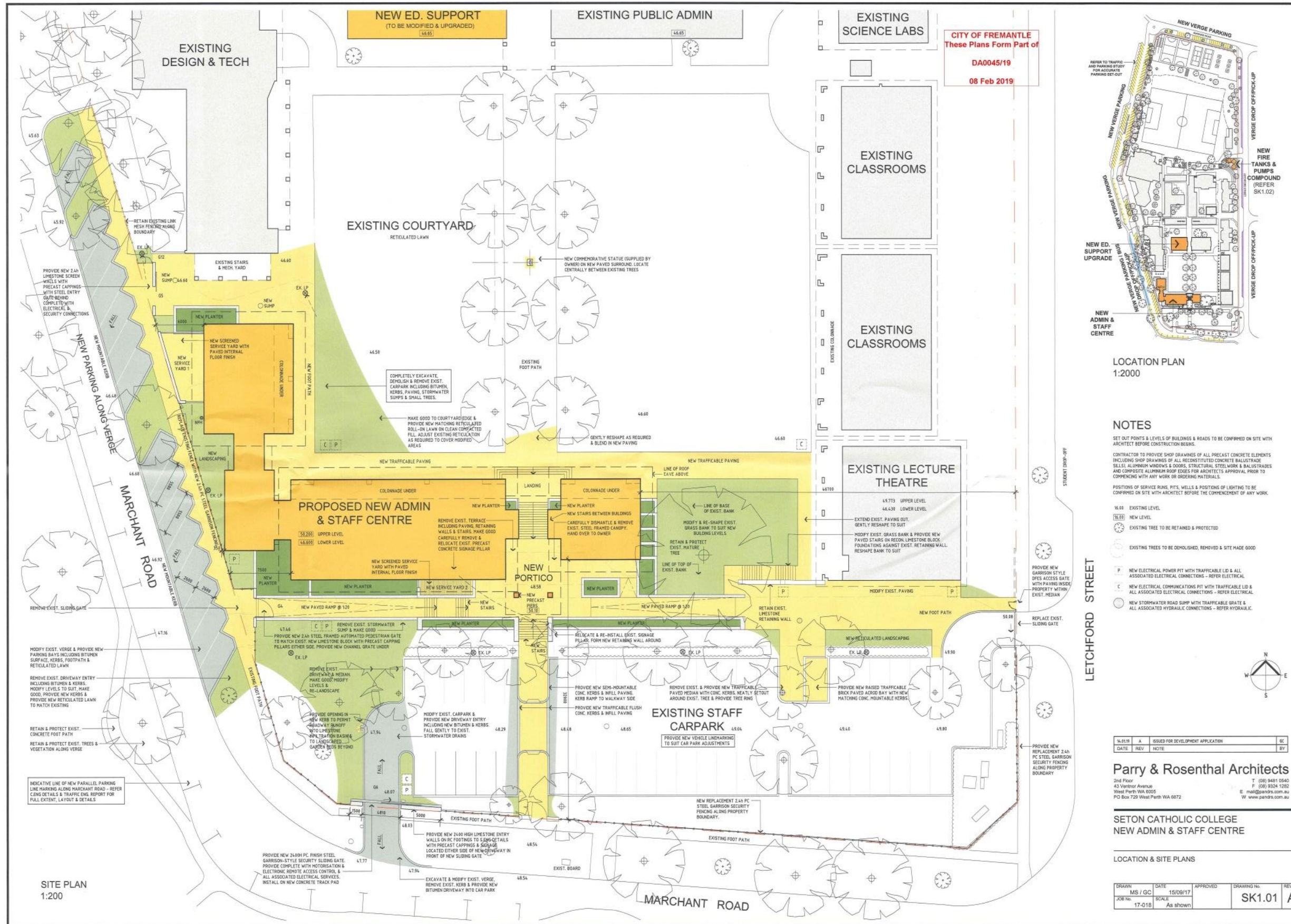
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ONLY PLANS WITH APPLICABLE DESIGN REVIEW BY AN APPROVED ENGINEER OR ARCHITECT SHALL BE USED FOR CONSTRUCTION.

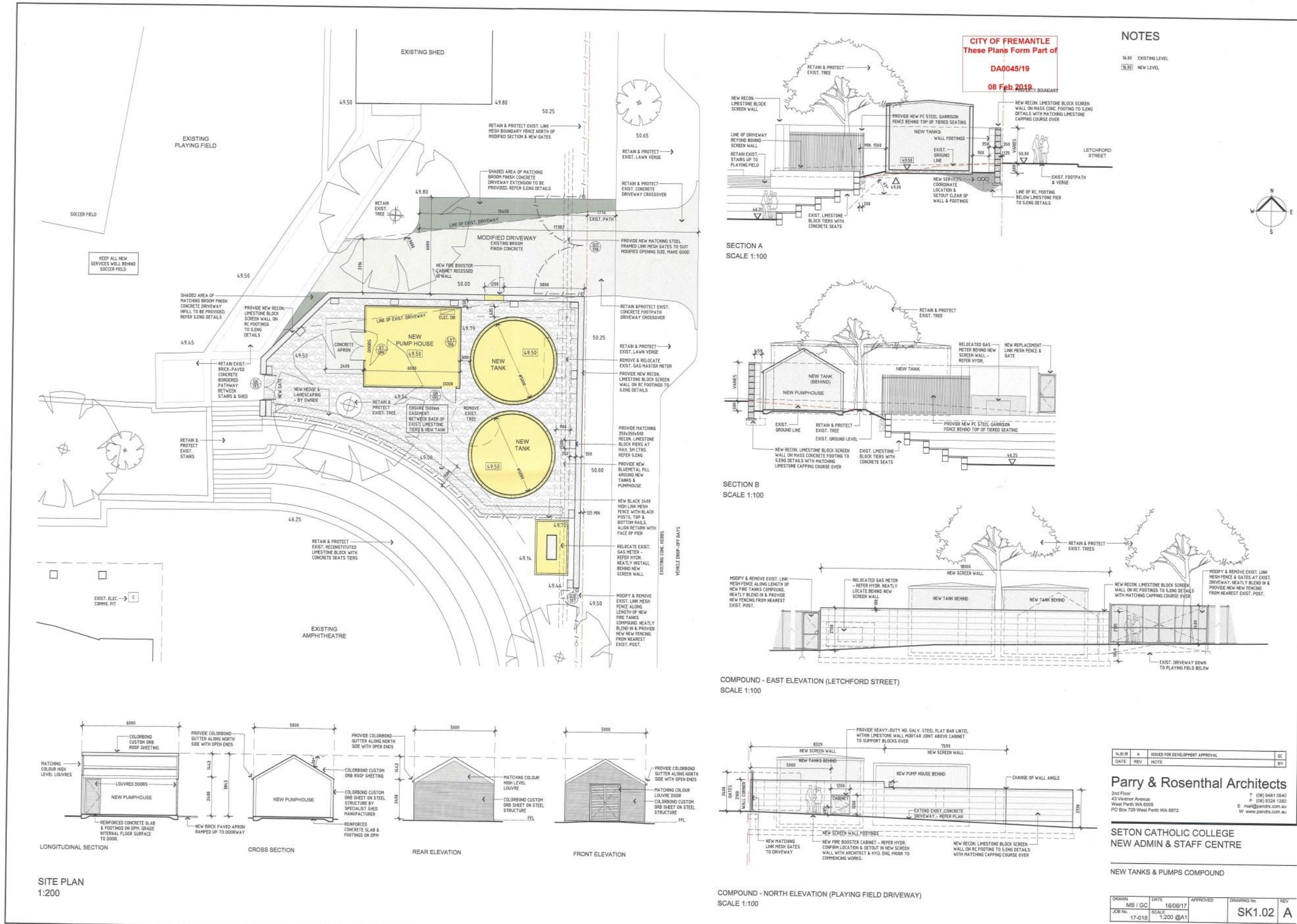


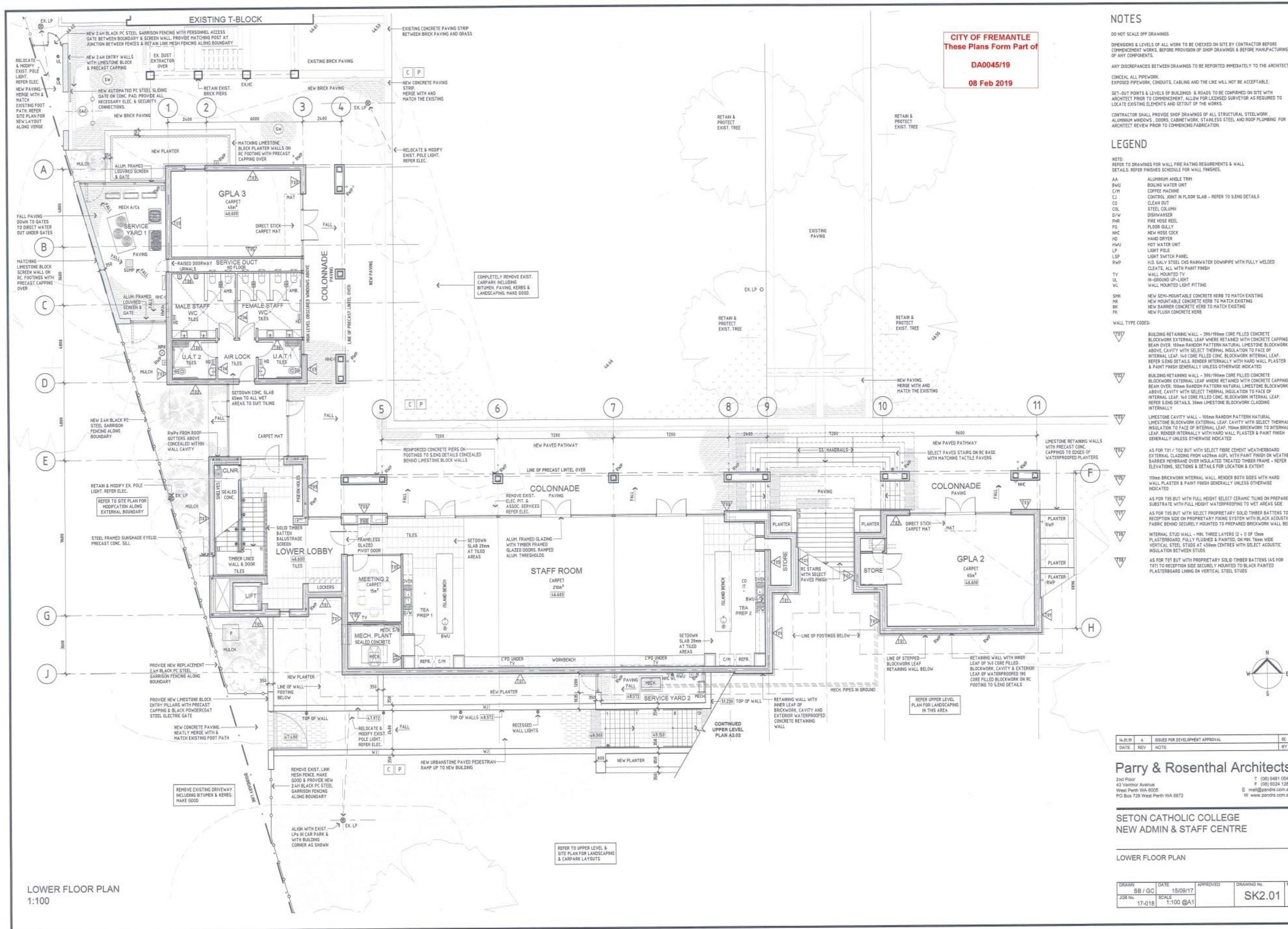
CLIENT: **SETON CATHOLIC COLLEGE**

DRAWING: **LAYOUT PLAN - OPTION B**  
STATUS: **FOR APPROVAL**

SCALE	1:500	DRAWN BY	ELW	DATE	SEPT 2017	DRAWING NO.	17-7-70/404	REVISED	A	Sheet	A1
DESIGN	DPE	PROJECT NO.	DA0045/19	PROJECT NAME	SETON CATHOLIC COLLEGE SAMSON	PROJECT ADDRESS	58 ROBERTS ROAD, CANNOCK BRIDGE, WA 6105	DATE	08 FEB 2019	SCALE	1:500







**NOTES**

DO NOT SCALE OFF DRAWINGS

DIMENSIONS & LEVELS OF ALL WORK TO BE CHECKED ON SITE BY CONTRACTOR BEFORE COMMENCEMENT OF WORKS. BEFORE PROVISION OF SHOP DRAWINGS & BEFORE MANUFACTURING OF ANY COMPONENTS.

ANY DISCREPANCIES BETWEEN DRAWINGS TO BE REPORTED IMMEDIATELY TO THE ARCHITECT.

CONCEAL ALL PIPEWORK

EXPOSED PIPEWORK, CONDUITS, CABLES AND THE LIKE WILL NOT BE ACCEPTABLE.

SET-OUT POINTS & LEVELS OF BUILDINGS & ROADS TO BE CONFIRMED ON SITE WITH ARCHITECT PRIOR TO COMMENCEMENT. ALLOW FOR LICENSED SURVEYOR AS REQUIRED TO LOCATE EXISTING ELEMENTS AND SET-OUT OF WORKS.

CONTRACTOR SHALL PROVIDE SHOP DRAWINGS OF ALL STRUCTURAL STEELWORK, ALUMINIUM WINDOWS, DOORS, CABINETWORK, STAINLESS STEEL, AND ROOF PLUMBING FOR ARCHITECT REVIEW PRIOR TO COMMENCING FABRICATION.

**LEGEND**

NOTE: REFER TO DRAWINGS FOR WALL FIRE RATING REQUIREMENTS & WALL DETAILS. REFER FINISHES SCHEDULE FOR WALL FINISHES.

AA ALUMINIUM ANGLE TRIM  
BWU BOILING WATER UNIT  
C/H COFFEE MACHINE  
CJ CONTROL JOINT IN FLOOR SLAB - REFER TO SENG DETAILS  
CO CLEAN OUT  
COL STEEL COLUMN  
D/W DISPOSER  
FHR FIRE HOSE REEL  
FG FLOOR GULLY  
HHC NEW HOSE COCK  
HD HAND DRYER  
HWU HOT WATER UNIT  
LP LIGHT POLE  
LSP LIGHT SWITCH PANEL  
H.D. GALV STEEL CHS RAINWATER DOWNPIPE WITH FULLY WELDED CLATS, ALL WITH PAINT FINISH  
TV WALL MOUNTED TV  
UL IN-GROUND UP-LIGHT  
WL WALL MOUNTED LIGHT FITTING

NEW SEMI-MOUNTABLE CONCRETE KERB TO MATCH EXISTING  
NEW MOUNTABLE CONCRETE KERB TO MATCH EXISTING  
NEW BARRIER CONCRETE KERB TO MATCH EXISTING  
NEW FLUSH CONCRETE KERB

**WALL TYPE CODES:**

▽100 BUILDING RETAINING WALL - 300/100mm CORE FILLED CONCRETE BLOCKWORK EXTERNAL LEAF WHERE RETAINED WITH CONCRETE CAPPING BEAM OVER. 100mm RANDOM PATTERN NATURAL LIMESTONE BLOCKWORK ABOVE. CAVITY WITH SELECT THERMAL INSULATION TO FACE OF INTERNAL LEAF. 1/2 CORE FILLED CONC. BLOCKWORK INTERNAL LEAF. REFER SENG DETAILS. RENDER INTERNALLY WITH HARD WALL PLASTER & PAINT FINISH GENERALLY UNLESS OTHERWISE INDICATED

▽102 BUILDING RETAINING WALL - 300/100mm CORE FILLED CONCRETE BLOCKWORK EXTERNAL LEAF WHERE RETAINED WITH CONCRETE CAPPING BEAM OVER. 100mm RANDOM PATTERN NATURAL LIMESTONE BLOCKWORK ABOVE. CAVITY WITH SELECT THERMAL INSULATION TO FACE OF INTERNAL LEAF. 1/2 CORE FILLED CONC. BLOCKWORK INTERNAL LEAF. REFER SENG DETAILS. 30mm LIMESTONE BLOCKWORK CLADDING INTERNALLY

▽103 LIMESTONE CAVITY WALL - 100mm RANDOM PATTERN NATURAL LIMESTONE BLOCKWORK EXTERNAL LEAF. CAVITY WITH SELECT THERMAL INSULATION TO FACE OF INTERNAL LEAF. 100mm BLOCKWORK TO INTERNAL LEAF. RENDER INTERNALLY WITH HARD WALL PLASTER & PAINT FINISH GENERALLY UNLESS OTHERWISE INDICATED

▽104 AS FOR T17 BUT WITH SELECT FIBRE CEMENT WEATHERBOARD EXTERNAL LEAF. TISSER FROM 4420mm ADFL WITH PAINT FINISH ON WEATHER BARriers MEMBRANE OVER INSULATED TREATED TIMBER FRAME - REFER ELEVATIONS, SECTIONS & DETAILS FOR LOCATION & EXTENT

▽105 100mm BRICKWORK INTERNAL WALL BORDER BOTH SIDES WITH HARD WALL PLASTER & PAINT FINISH GENERALLY UNLESS OTHERWISE INDICATED

▽106 AS FOR T18 BUT WITH FULL HEIGHT SELECT CERAMIC TILING ON PREPARED SUBSTRATE WITH FULL HEIGHT SELECT CERAMIC TILING TO MET AGES 4 SIDE

▽107 AS FOR T18 BUT WITH SELECT PROPRIETARY SOLID TIMBER BATTENS TO RECEPTION SIDE ON PROPRIETARY FIXING SYSTEM WITH BLACK ACOUSTIC FABRIC BEHIND SECURELY MOUNTED TO PREPARED BRICKWORK WALL BEHIND

▽108 INTERNAL STUD WALL - MIN THREE LAYERS 12 x 40 OF 13mm PLASTERBOARD FULLY JUGHED & PAINTED. ON 90mm TYPICAL VERTICAL STEEL STUDS AT 450mm CENTRES WITH SELECT ACOUSTIC INSULATION BETWEEN STUDS

▽109 AS FOR T17 BUT WITH PROPRIETARY SOLID TIMBER BATTENS (AS FOR T17) TO RECEPTION SIDE SECURELY MOUNTED TO BLACK PAINTED PLASTERBOARD LINING ON VERTICAL STEEL STUDS

NO.	DATE	REV	NOTE	BY
14-0119	A		ISSUED FOR DEVELOPMENT APPROVAL	GC

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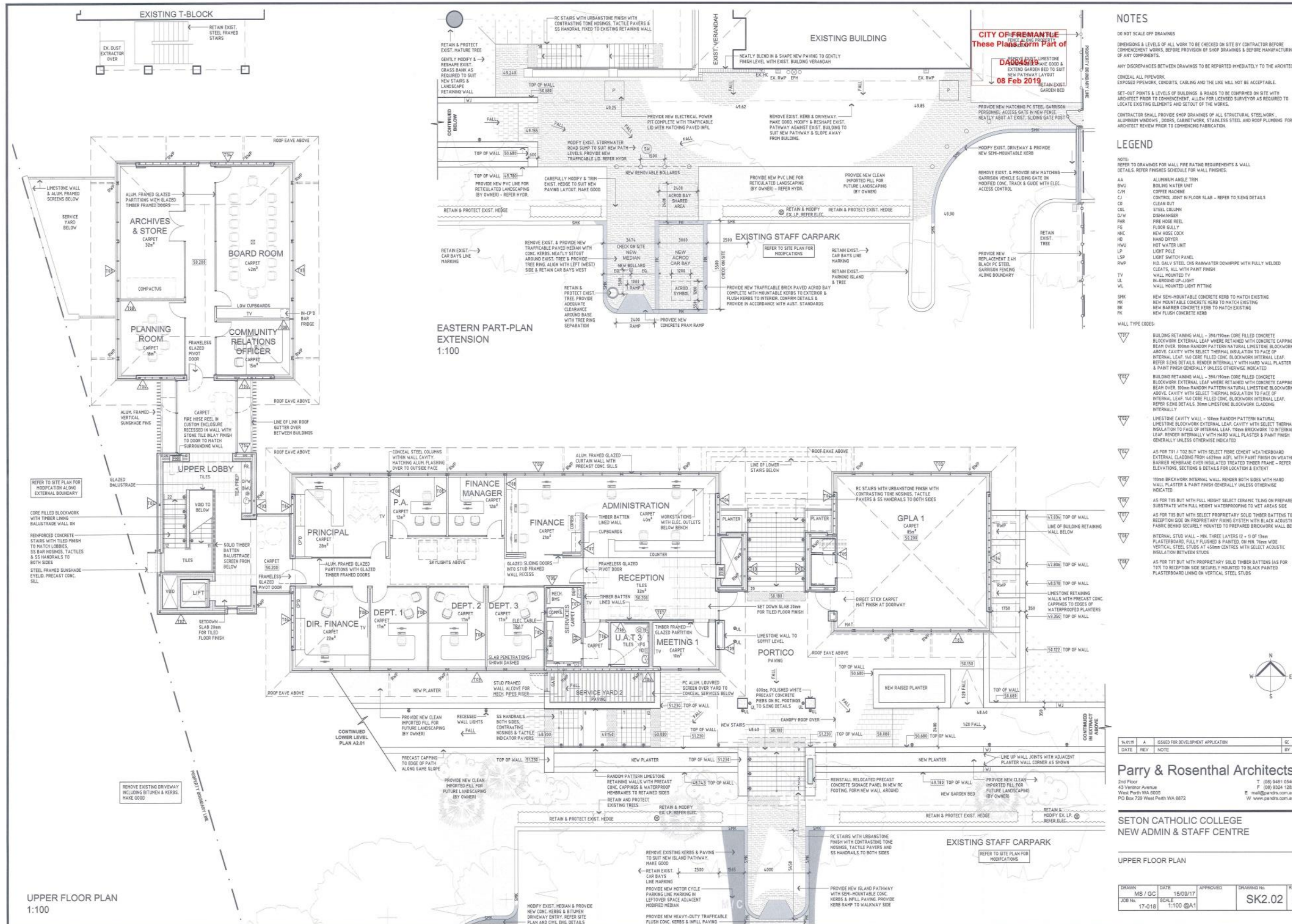
**SETON CATHOLIC COLLEGE  
NEW ADMIN & STAFF CENTRE**

LOWER FLOOR PLAN

DRAWN	DATE	APPROVED	DRAWING NO.	REV
SB / GC	15/09/17		SK2.01	A

JOB No. 17-018 SCALE: 1:100 @A1

LOWER FLOOR PLAN  
1:100



**NOTES**

DO NOT SCALE OFF DRAWINGS  
DIMENSIONS & LEVELS OF ALL WORK TO BE CHECKED ON SITE BY CONTRACTOR BEFORE COMMENCEMENT WORKS. BEFORE PROVISION OF SHOP DRAWINGS & BEFORE MANUFACTURING OF ANY COMPONENTS.  
ANY DISCREPANCIES BETWEEN DRAWINGS TO BE REPORTED IMMEDIATELY TO THE ARCHITECT.  
CONCEAL ALL PIPEWORK  
EXPOSED PIPEWORK, CONDUITS, CABLEING AND THE LINE WILL NOT BE ACCEPTABLE.  
SET-OUT POINTS & LEVELS OF BUILDINGS & ROADS TO BE CONFIRMED ON SITE WITH ARCHITECT PRIOR TO COMMENCEMENT. ALLOW FOR LICENSED SURVEYOR AS REQUIRED TO LOCATE EXISTING ELEMENTS AND SET-OUT OF THE WORKS.  
CONTRACTOR SHALL PROVIDE SHOP DRAWINGS OF ALL STRUCTURAL STEELWORK, ALUMINIUM WINDOWS, DOORS, CABINETWORK, STAINLESS STEEL AND ROOF PLUMBING FOR ARCHITECT REVIEW PRIOR TO COMMENCING FABRICATION.

**LEGEND**

NOTE:  
REFER TO DRAWINGS FOR WALL FIRE RATING REQUIREMENTS & WALL DETAILS. REFER FINISHES SCHEDULE FOR WALL FINISHES.  
AL - ALUMINIUM ANGLE TRIM  
BWU - BUILDING WATER UNIT  
C/M - COFFEE MACHINE  
CJ - CLEAN OUT  
COL - STEEL COLUMN  
D/W - DOWNWATER  
D/R - DOWNWATER REEL  
FG - FLOOR GULLY  
HWC - NEW HIDE COCK  
HD - HAND DRYER  
HWU - HOT WATER UNIT  
LP - LIGHT POLE  
LSP - LIGHT SWITCH PANEL  
RWP - H.D. GALV. STEEL CHS RAINWATER DOWNPIPE WITH FULLY WELDED CLEATS. ALL WITH PAINT FINISH  
TV - WALL MOUNTED TV  
UL - IN-GROUND UP-LIGHT  
WL - WALL MOUNTED LIGHT FITTING  
SME - NEW SEMI-MOUNTABLE CONCRETE KERB TO MATCH EXISTING  
MK - NEW MOUNTABLE CONCRETE KERB TO MATCH EXISTING  
BK - NEW BARRIER CONCRETE KERB TO MATCH EXISTING  
FK - NEW FLUSH CONCRETE KERB

WALL TYPE CODES:  
▽101 BUILDING RETAINING WALL - 300/190mm CORE FILLED CONCRETE BLOCKWORK EXTERNAL LEAF WHERE RETAINED WITH CONCRETE CAPPING BEAM OVER. 100mm RANDOM PATTERN NATURAL LIMESTONE BLOCKWORK ABOVE. CAVITY WITH SELECT THERMAL INSULATION TO FACE OF INTERNAL LEAF. 140 CORE FILLED CONC. BLOCKWORK INTERNAL LEAF. REFER S&S DETAILS. RENDER INTERNALLY WITH HARD WALL PLASTER & PAINT FINISH GENERALLY UNLESS OTHERWISE INDICATED.  
▽102 BUILDING RETAINING WALL - 300/190mm CORE FILLED CONCRETE BLOCKWORK EXTERNAL LEAF WHERE RETAINED WITH CONCRETE CAPPING BEAM OVER. 100mm RANDOM PATTERN NATURAL LIMESTONE BLOCKWORK ABOVE. CAVITY WITH SELECT THERMAL INSULATION TO FACE OF INTERNAL LEAF. 140 CORE FILLED CONC. BLOCKWORK INTERNAL LEAF. REFER S&S DETAILS. 30mm LIMESTONE BLOCKWORK CLADDING INTERNALLY.  
▽103 LIMESTONE CAVITY WALL - 100mm RANDOM PATTERN NATURAL LIMESTONE BLOCKWORK EXTERNAL LEAF. CAVITY WITH SELECT THERMAL INSULATION TO FACE OF INTERNAL LEAF. 100mm BLOCKWORK TO INTERNAL LEAF. RENDER INTERNALLY WITH HARD WALL PLASTER & PAINT FINISH GENERALLY UNLESS OTHERWISE INDICATED.  
▽104 AS FOR 101/102 BUT WITH SELECT FIBRE CEMENT WEATHERBOARD EXTERNAL CLADDING FROM 450mm A.D. WITH PAINT FINISH ON WEATHER BOARD MEMBRANE OVER INSULATED TREATED TIMBER FRAME - REFER ELEVATIONS, SECTIONS & DETAILS FOR LOCATION & EXTENT.  
▽105 100mm BLOCKWORK INTERNAL WALL. RENDER BOTH SIDES WITH HARD WALL PLASTER & PAINT FINISH GENERALLY UNLESS OTHERWISE INDICATED.  
▽106 AS FOR 105 BUT WITH FULL HEIGHT SELECT CERAMIC TILING ON PREPARED SUBSTRATE WITH FULL HEIGHT WATERPROOFING TO WET AREAS SIDE.  
▽107 AS FOR 105 BUT WITH SELECT PROPRIETARY SOLID TIMBER BATTENS TO RECEPTION SIDE ON PROPRIETARY TRUSS SYSTEM WITH BLACK ACUSTIC FABRIC BEING SECURELY MOUNTED TO PREPARED BLOCKWORK WALL BEHIND.  
▽108 INTERNAL STUD WALL - MIN. THREE LAYERS (2 - 1) OF 13mm PLASTERBOARD FULLY LUSHED & PAINTED. ON MIN. 70mm WIDE VERTICAL STEEL STUDS AT 450mm CENTRES WITH SELECT ACUSTIC INSULATION BETWEEN STUDS.  
▽109 AS FOR 107 BUT WITH PROPRIETARY SOLID TIMBER BATTENS (AS FOR 107) TO RECEPTION SIDE SECURELY MOUNTED TO BLACK PAINTED PLASTERBOARD LINING ON VERTICAL STEEL STUDS.

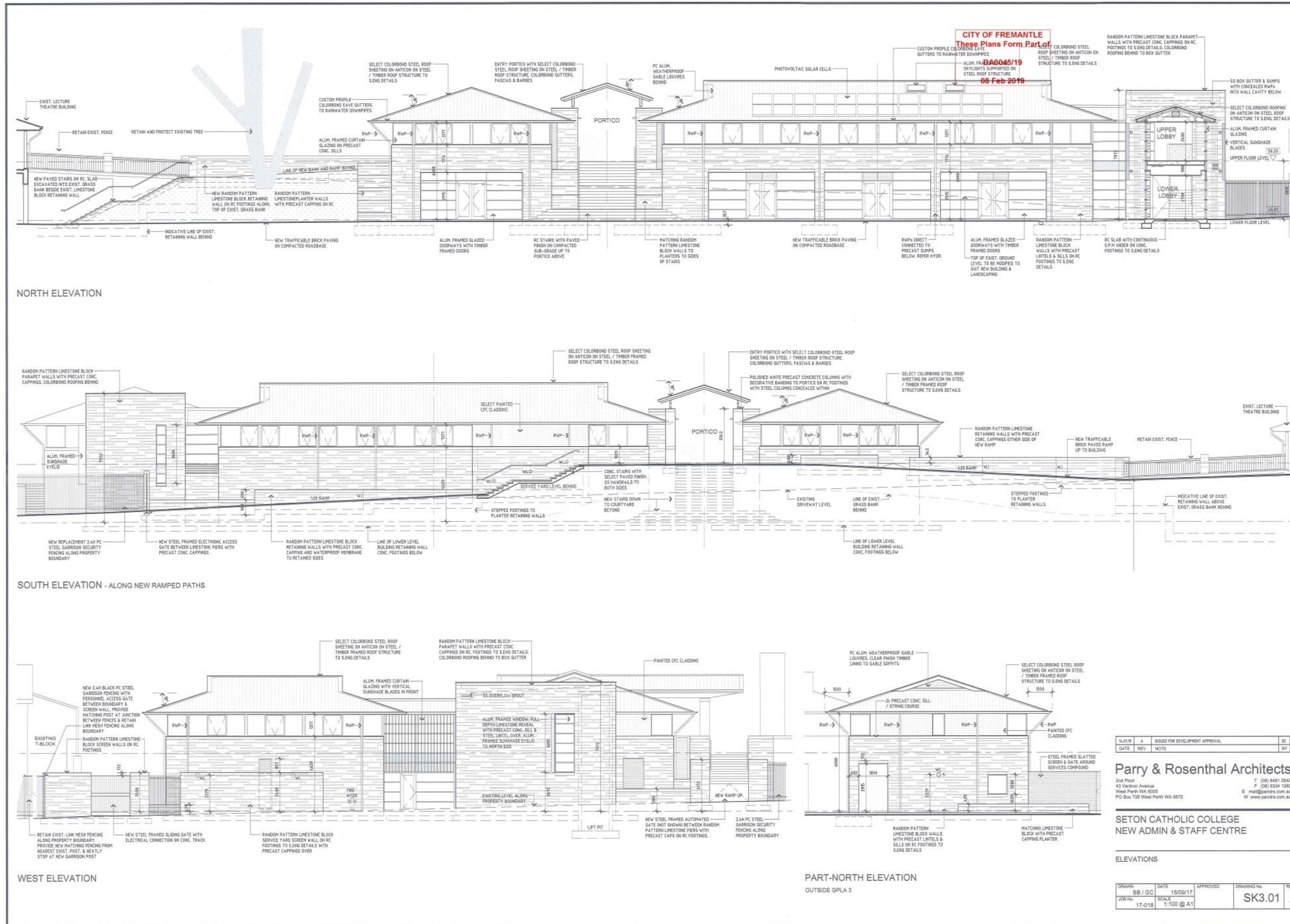
30.01.19	A	ISSUED FOR DEVELOPMENT APPLICATION	GC
DATE	REV	NOTE	BY

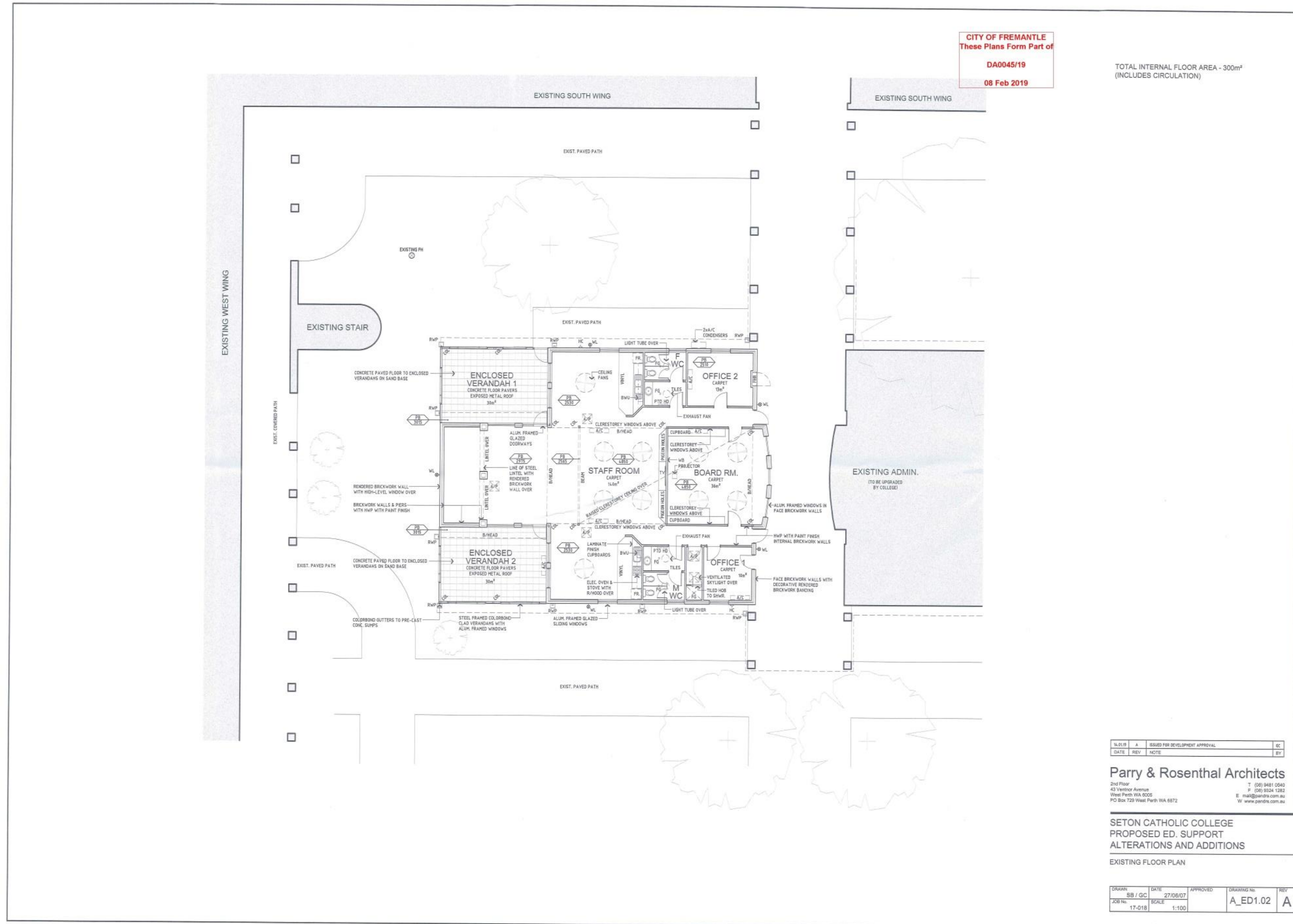
**Parry & Rosenthal Architects**  
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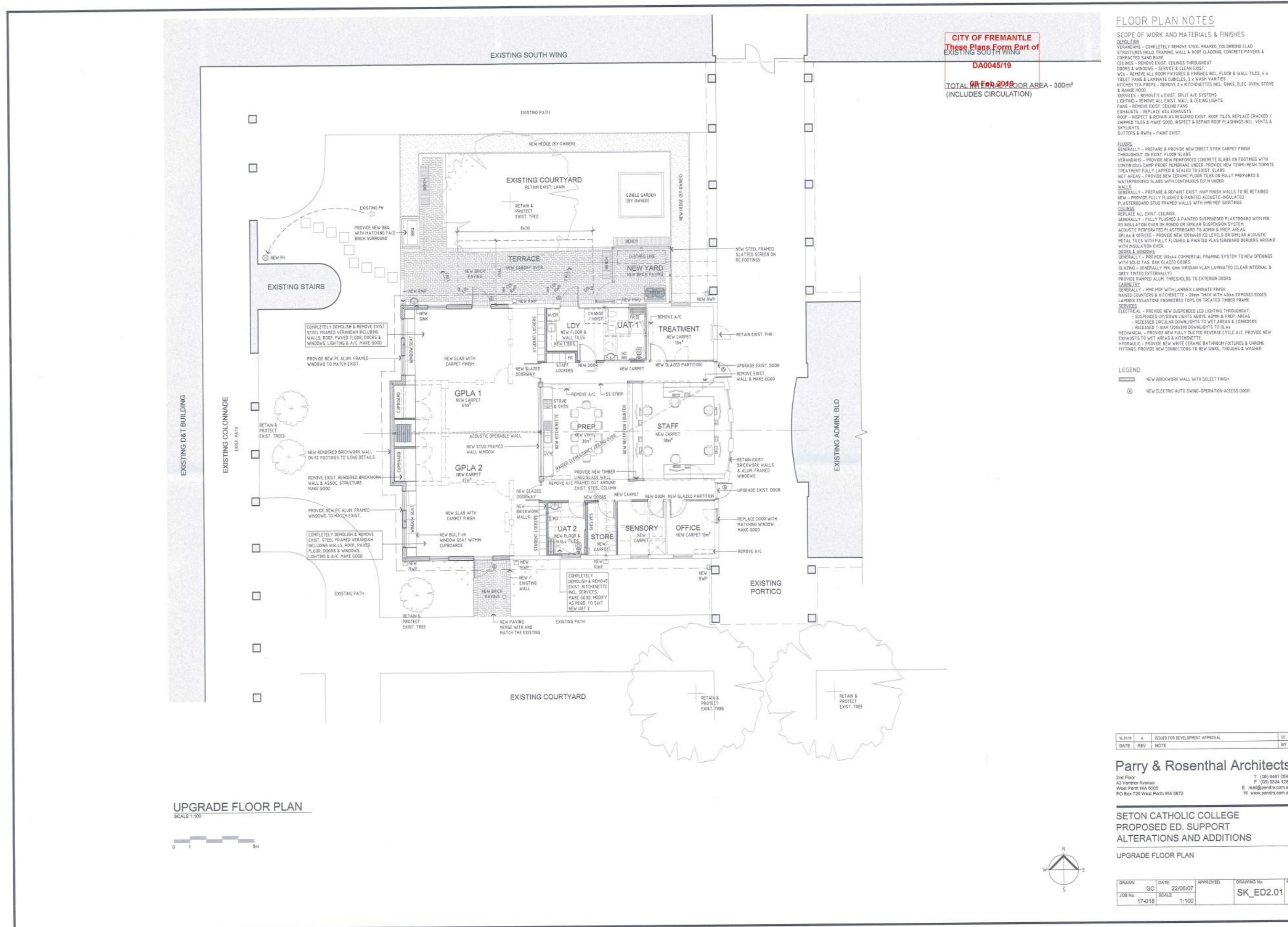
**SETON CATHOLIC COLLEGE  
NEW ADMIN & STAFF CENTRE**

UPPER FLOOR PLAN

DRAWN	MS/GC	DATE	15/09/17	APPROVED		DRAWING NO.	SK2.02	REV	A
JOB NO.		SCALE	1:100 @A1						







**CITY OF FREMANTLE**  
These Plans Form Part of  
EXISTING SOUTH WING  
DA0045/19  
TOTAL 08 Feb 2019 FLOOR AREA - 300m<sup>2</sup>  
(INCLUDES CIRCULATION)

**FLOOR PLAN NOTES**

**SCOPE OF WORK AND MATERIALS & FINISHES**

**DEMOLITION**  
VERANDAHS - COMPLETELY REMOVE STEEL FRAMED, COLORBOND CLAD STRUCTURES W/LO TRAPPING, WALL & ROOF GLAZING, CONCRETE PAVINGS & COMPACTED SAND BASE  
CEILING - REMOVE EXIST. CEILING THROUGHOUT  
DOORS & WINDOWS - SERVICE & CLEAN EXIST.  
W.C. - REMOVE ALL ROOM FIXTURES & FINISHES INCL. FLOOR & WALL TILES, 4 x TOILET PANS & LAMINATE CUBICLES, 2 x WASH VANITIES  
KITCHEN TEA PREPS - REMOVE 2 x KITCHENETTES INCL. SINKS, ELEC. OVEN, STOVE & RANGE HOOD  
SERVICES - REMOVE 5 x EXIST. SPLIT A/C SYSTEMS  
LIGHTING - REMOVE ALL EXIST. WALL & CEILING LIGHTS  
FANS - REMOVE EXIST. CEILING FANS  
EXHAUSTS - REPLACE W/EX EXHAUSTS  
ROOF - INSPECT & REPAIR AS REQUIRED EXIST. ROOF TILES, REPLACE CRACKED / CHIPPED TILES & MAKE GOOD, INSPECT & REPAIR ROOF FLASHINGS INCL. VENTS & SKYLIGHTS  
GUTTERS & SWPS - PAINT EXIST.

**FLOORS**  
GENERALLY - PREPARE & PROVIDE NEW DIRECT STOCK CARPET FINISH THROUGHOUT ON EXIST. FLOOR SLABS  
VERANDAHS - PROVIDE NEW REINFORCED CONCRETE SLABS ON FOOTINGS WITH CONTINUOUS DAMP PROOF MEMBRANE UNDER. PROVIDE NEW TERM-MESH TERMITE TREATMENT FULLY LAPPED & SEALED TO EXIST. SLABS  
WET AREAS - PROVIDE NEW CERAMIC FLOOR TILES ON FULLY PREPARED & WATERPROOFED SLABS WITH CONTINUOUS D.P.M. UNDER  
WALLS  
GENERALLY - PREPARE & REPAIR EXIST. W/P FINISH WALLS TO BE RETAINED  
NEW - PROVIDE FULLY FLUSHED & PAINTED ACOUSTIC-INSULATED PLASTERBOARD STUD FRAMED WALLS WITH HMR HDP SKIRTINGS  
CEILING  
REPLACE ALL EXIST. CEILING  
GENERALLY - FULLY FLUSHED & PAINTED SUSPENDED PLASTERBOARD WITH HMR R3 INSULATION OVER ON HONO ON SIMILAR SUSPENSION SYSTEM  
ACOUSTIC PREPARED PLASTERBOARD TO ADMIN & PREP AREAS  
OFFICES & OFFICES - PROVIDE NEW 1200x600 ICE LEVELD OR SIMILAR ACOUSTIC METAL TILES WITH FULLY FLUSHED & PAINTED PLASTERBOARD BORDERS AROUND WITH INSULATION OVER  
DOORS & WINDOWS  
GENERALLY - PROVIDE 100x44 COMMERCIAL FRAMING SYSTEM TO NEW OPENINGS WITH SOLID T&L DARK GLAZED DOORS  
GLAZING - GENERALLY HMR 6MM VIBROKILN LAMINATED (CLEAR INTERNAL & GREY TINTED EXTERNALLY)  
PROVIDE RAMPED ALUM. THRESHOLDS TO EXTERIOR DOORS  
CABINETRY  
GENERALLY - HMR HDP WITH LAMNEX LAMINATE FRESH  
RAISED COUNTERTOP & KITCHENETTE - 20mm THICK WITH 40mm EXPOSED EDGES  
LAMNEX ESSASTONE ENGINEERED TOPS ON TREATED TIMBER FRAME  
SERVICES  
ELECTRICAL - PROVIDE NEW SUSPENDED LED LIGHTING THROUGHOUT  
- SUSPENDED UP/DOWN LIGHTS ABOVE ADMIN & PREP AREAS  
- RECESSED CIRCULAR DOWNLIGHTS TO WET AREAS & CORRIDORS  
- RECESSED T-BAR 1200x600 DOWNLIGHTS TO GLA  
MECHANICAL - PROVIDE NEW FULLY DUCTED REVERSE CYCLE A/C, PROVIDE NEW EXHAUSTS TO WET AREAS & KITCHENETTE  
HYDRAULIC - PROVIDE NEW WHITE CERAMIC BATHROOM FIXTURES & CHROME FITTINGS, PROVIDE NEW CONNECTIONS TO NEW SINKS, TROUGHES & WASHER

**LEGEND**

— NEW BRICKWORK WALL WITH SELECT FINISH  
⊕ NEW ELECTRIC AUTO SWING-OPERATION ACCESS DOOR

**UPGRADE FLOOR PLAN**  
SCALE 1:100

NO	DATE	REV	NOTE	ISSUED FOR DEVELOPMENT APPROVAL	BY

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**SETON CATHOLIC COLLEGE**  
PROPOSED ED. SUPPORT  
ALTERATIONS AND ADDITIONS  
UPGRADE FLOOR PLAN

DRAWN	DATE	APPROVED	DRAWING No.	REV
GC	22/06/07		SK_ED2.01	A
JOB No.	17-018	SCALE	1:100	



## ATTACHMENT 2: Schedule of Submissions and Applicant's Response

**Seton Catholic College - application for Development Approval**  
Reference: DA0045/19

**Schedule of Neighbour comments**  
Received from City of Fremantle – 24/04/2019  
Responses returned to City of Fremantle – 14/05/2019

No.	Comment
1.	<ul style="list-style-type: none"> <li>• The growth of Seton College increases the car parking and access issues for residents. This development application is not associated with additional students / staff, and hence traffic generation is unchanged. The modifications proposed allow for better management of traffic and parking to the betterment of the College and the surrounding community.</li> <li>• Do not support gating off Marchant Road as residents use it. Marchant Road is defined as an access road and which by definition its role is to provide access to adjoining properties. The College itself is the only adjoining property. The recorded traffic counts data supports the conclusion that the large majority of traffic using Marchant Road is associated only with the College.</li> <li>• Do not support bus parking on Letchford Road.</li> <li>• People already ignore parking restrictions and removing on-site parking would make it worse. Whilst on-site parking is proposed to be removed, it is to be replaced with formalised on-street parking. Formalising the existing verge parking to on-street parking will provide improved safety to all road users over the existing uncontrolled situation.</li> <li>• Students should be encouraged to use public transport or bike. The College already provides a high level of encouragement and a 2017 survey of students indicated the following modes of transport: 26% bus 9% walk or ride</li> <li>• The water tanks should be located on Marchant Road and not detract from the streetscape of Letchford Street. The new tanks and pump house compound is required by DFES. Development approval was previously received for the compound in its current / proposed design and location (refer DA05004/15). The Letchford Street location was investigated but deemed unsuitable due to the following issues: Insufficient physical space to locate the tanks &amp; pump house between the property boundary and steep embankment of the playing field above It is unreasonably inaccessible to the Water Corporation main and the existing internal fire service pipework The location of the existing / new fire booster cabinet is immediately adjacent to the proposed new tanks and pumps and to one of the College entrances which is a preferred DFES access location for the booster assembly. The proposed location is also accessible for the connection of electrical power supply. Locating the tanks on the Marchant Road boundary is a far more expensive option for the Owner as there is no Water Corporation water main in Marchant Road on the western side of the school so a new water</li> </ul>

	<p>supply would be required to be brought across the oval from Letchford St to supply the tanks.</p> <p>Additional fire service pipework would be required to connect from the fire pumps to the existing internal fire service.</p> <p>As this location is not within the vicinity of the school entrance, DFES may not approve the fire booster assembly being located at the rear of the College which would require new pipework to be installed back from the fire tanks to the Letchford St boundary. Power supply to the pumps would also be an expensive exercise due to this location.</p> <p>Emphasis has been placed on maintaining and enhancing the streetscape of Letchford Street by retaining as much existing vegetation as possible, constructing a matching complementary limestone screen wall around the new compound, upgrading the boundary gates, relocating the existing gas meter within the property to improve the visual quality of the screening on the Street, and choosing a dark Woodland green colour for the tanks &amp; pump house to blend in with the surrounding vegetation</p> <ul style="list-style-type: none"> <li>• All improvements should be on the college grounds not in public property.</li> </ul> <p>The formalising of street parking to Marchant Road and McKenzie Road will reduce the current impact on the local road network due to the provision of properly designed parking bays compared to adhoc verge parking.</p>
2.	<ul style="list-style-type: none"> <li>• Staff and student parking on the west and north is a good idea. The footpath and trees should be kept.</li> </ul> <p>Retainment of the footpath and trees is the intention of the proposal.</p> <ul style="list-style-type: none"> <li>• The bus bays should remain where they are. Letchford Street gets very busy in the afternoon and it would be better to keep the students away from it.</li> <li>• I assume the set down areas are only for a specific period of time. My concern would be that if we use them during that time we would be ticketed.</li> </ul> <p>Pick up and set down areas would be available for use by residents without time restrictions outside of the Standard School Times.</p>
3.	<ul style="list-style-type: none"> <li>• Will the existing admin building be turned into a classroom, thereby increasing students and causing more parking issues?</li> </ul> <p>Existing staff / students will be relocated with no increase to numbers or associated vehicles, as noted in the application summary</p> <ul style="list-style-type: none"> <li>• Don't want Marchant Street to become property of school. Should remain public.</li> <li>• Water tanks should be located on Marchant Road and away from the Letchford Street streetscape.</li> </ul> <p>Refer response provided to comment 1.6 above</p> <ul style="list-style-type: none"> <li>• Pick up areas could make parking during school pickup worse if cars exit via Letchford Street as well.</li> </ul> <p>With buses remaining on Marchant Road as per the existing situation, the existing traffic patterns are not anticipated to alter significantly.</p>
4.	<ul style="list-style-type: none"> <li>• Will the existing admin building be turned into a classroom, thereby increasing students and causing more parking issues?</li> </ul> <p>Refer response provided to comment 3.1 above</p> <ul style="list-style-type: none"> <li>• Don't want Marchant Street to become property of school. Should remain public.</li> <li>• Water tanks should be located on Marchant Road and away from the Letchford Street streetscape.</li> </ul>

<p>5.</p>	<p style="text-align: center;"><a href="#">Refer response provided to comment 1.6 above</a></p> <ul style="list-style-type: none"> <li>• Anything that will increase the numbers of cars having to use our street will be very detrimental to the noise levels, inability to get out of or into our driveway and rudeness of parents using our drive way to pick up or collect students, wait in or turn in our driveway to change direction. <a href="#">This development application is not associated with additional students / staff, and hence traffic generation is unchanged.</a></li> <li>• We are concerned about Marchant Rd being closed during the construction of the new administration building and pushing the current staff parking into the surrounding streets. <a href="#">There is no intention to close Marchant Rd during Construction.</a></li> <li>• I would like to query the bus embayment spaces marked on Letchford St. It seems that a lot of car parking spaces are being taken up for buses to drop off or pick up students. <a href="#">Under this option the existing bus bays on Marchant Road are to become parking spaces so there is no loss of bays. It is understood that the City is not in support of relocation of the bus bays to Letchford Street.</a></li> <li>• As there are Transperth bus stops on Marchant Road, I assume this is for buses that are taking Seton students on excursions or for students from other schools visiting for interschool sports competitions. Can this be clarified? <a href="#">At present the bus bays are used on a daily basis for Transperth buses and the Seton private bus service (operated by Buswest). This private service comprises two separate buses - one for parents North of the School and one for parents South of the School. Sporting teams, camps and excursions also use chartered buses on an ad hoc basis. Whether the Council agrees for Marchant Rd or Letchford Street as the final solution all the buses would be dropped off and picked up from the same street - regardless of whether they are Transperth, the Charter Service or ad hoc services</a></li> <li>• As the Transperth bus stops aren't used outside of the morning drop off/pick up times can these be used instead? It also diverts the buses away from residential housing, especially as diesel buses are quite often left running whilst the drivers are waiting. <a href="#">The College buses (operated by Buswest) are permitted to use Transperth stops provided they do not interfere with Transperth Services. To this end they use Transperth stops en-route to the College as they are only picking up one or two students at a time, but would not be permitted to use the adjacent Transperth bus stop when they arrive at the College because the process of all the students departing the bus (which can be up to 50 per bus and taking at least 5 minutes) could potentially block existing Transperth buses. It is also not possible for them to use the Transperth bus stops at the end of the School day as the process of up to 50 students boarding the bus can take up to 15 minutes, as they allow time for students to go to their lockers etc.</a></li> <li>• It would be better for the residential neighbours to not have these exhaust fumes outside their houses.</li> <li>• Is there any reporting as part of the application on the traffic impact for Letchford Road and the surrounding residential roads if the planning application is approved? Will Marchant Rd be closed during any part of the construction work of the new staff administration area? <a href="#">This development application is not associated with additional students / staff, and hence traffic generation is unchanged.</a> <a href="#">There is no intention to close Marchant Rd during Construction.</a></li> </ul>
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	<ul style="list-style-type: none"> <li>• The traffic on Letchford St backs up from the roundabout on Winterfold Rd to past our house (number 12) during afternoon pick up. So any additional traffic is a concern for us with our young children, our eldest son trying to cross the road from school to our house and from people turning in our driveway to change direction. No additional students/staff hence traffic is anticipated to be similar to the existing situation. The modifications allow for the better management of traffic and parking adjacent to the school boundaries.</li> <li>• We are also concerned about the height of the water tanks on Letchford St across from numbers 10 and 12. Will these be screened by the mature trees that are already in existence on the boundary or will these trees be removed? How will the tanks be screened from the streetscape? Refer response provided to comment 1.6 above</li> <li>• Is there the opportunity to put the tanks fully or partially below ground? They will impact our streetscape considerably at the height marked. Are there currently water tanks on the school grounds? Lowering the tanks fully / partially below the existing ground level was investigated but not deemed feasible or viable. Partially submerging the tanks would require valve pits to be installed on the external pipe valves due to the additional depth of the pipework coming out of the base of the tanks. These valve pits would incur considerable additional unbudgeted costs. Fully submerging the tanks would require a third 3.8metre diameter tank to be installed directly under the fire pump room for the submerged vertical shaft lift pumps. Each submerged tank would also have to be provided with a reinforced concrete slab over each tank with access cover into the tank. Valve pits would be required to be installed on the external pipe valves due to the additional depth of the pipework coming out of the base of the tanks. All of this would incur even more considerable additional unbudgeted costs. As above, the tanks would have a dark Woodland green colour to help blend in with the surrounding vegetation. There are no existing fire water storage tanks as this is a new requirement by DFES for any future developments at the College.</li> <li>• For all of the planned construction work, what will the construction time restrictions or operating times be? Will this include Saturdays? Works are intended to be completed during industry-regulated timeframes and may include weekends at the Contractor's discretion</li> </ul>
--	--

## ATTACHMENT 3: Applicant's Justification

14/05/2019

### Seton Catholic College - application for Development Approval

Reference: DA0045/19

#### Supporting summary of responses to Neighbour comments

With the feedback provided by the residents and Fremantle Council it appears to be in relation to the following areas;

##### **SIZE OF SCHOOL**

As has been stated in previous applications for development at Seton Catholic College there will not be an increase in enrolment of students. The College is a 6-stream school with a capacity of 1080 students. This figure is not met regularly as the number of students enrolled in Year 7 does not reach 185 students and there is a drop off in students during Year 11 and 12. Over the past 5 years the average size of the school has been around 1030 students. These numbers are expected in the foreseeable future.

There is no desire or requirement by Catholic Education Western Australia or Seton Catholic College for the school, to increase in size.

##### **CURRENT STAFFROOM and ADMINISTRATION AREA**

The current staffroom will be renovated to provide the students with Educational Support Needs with a better facility. The space within the College currently used for students with Special Needs is not appropriate or suitable for their needs. The ESU Unit is currently located in an area adjacent to Letchford Street. The College does not require any further general-purpose classrooms as we are not increasing the size of the College. We are providing a better facility for those students with specific educational needs.

The current Administration block will be modified slightly internally to accommodate Student Services - Heads of House and Psychologists.

The new building on the south-west corner is replacing the staffroom and administration. During the building process it is away from residents in the surrounding area.

##### **BUS and PARENT PICK UP**

The issue with the busses and parent pickup is 10-15 minutes each afternoon. The problem faced at Seton and the process to address is similar at all schools and particularly schools situated like Seton Catholic College in built up areas. When the proposal was put forward, we believed this to be the best solution to one that is difficult to solve. If the big view is taken, as of 3.45pm each afternoon the congestion experienced is overcome.

There is little traffic generated by the College outside of these times and none on weekends or school holidays.

We do encourage students to either walk or ride, however, given the school location on or near very busy arterial roads parents do not see this as a viable option. Furthermore, our students come from suburbs either North (Palmyra, Booragoon, Bicton) and South (Munster, Spearwood, Coogee, Beeliar) and this makes access via bike or walking difficult.

14/05/2019

No additional traffic will be generated by the build, as the school numbers and staffing will be consistent with current enrolments and numbers.

***MARCHANT ROAD***

From traffic counts that have been completed in 2018 and previously, they show that there is little or no traffic that uses Marchant Road outside of school time and after 3.45pm each day. We recognise it is a public road that is not used except for school business -rubbish removal, parking, school bus access.

The verge on Marchant Road is used by members of the public as a dumping ground for all types of rubbish regularly.

***WATER TANKS***

The location of the tanks and design is consistent with the previous proposal in 2015. The area will be set up in such a way that the visual impact will be reduced through using similar vegetation and appropriate land scape design consistent with the current College design that will further enhance the school and street scape.

It is important to state that these tanks are a requirement under the Fire Management Regulations and the position is seen as appropriate and accessible if the tanks are required in an emergency for the school and suburb as the fire department has 24 hour access.

***WASTE MANAGEMENT***

No further waste will be generated by the new construction. The College is moving towards creating a waste free school environment and is conscious of expanding recycling opportunities. It is envisaged that waste will be reduced rather than increased.

***GENERAL COMMENT***

Seton Catholic College at all times is willing and welcomes clarification on issues related to the school. We continue to be open about developments that enhance the learning of all students at the College. It is important we create and provide the best possible facilities to enhance the learning for students. In this instance the concern is our students with Special Learning Needs as they require a better facility for which they can access education.

The College is willing to meet with residents at any time to clarify situations that may arise rather than people making assumptions that may not be accurate.

The College welcomes any positive ideas or thoughts in regards to bus and traffic management as this is an area of concern not only at a school such as Seton Catholic College but many schools in similar situations.

**ATTACHMENT 4: Site photos**



**Photo 1:** Letchford Street – Location of proposed water tanks



**Photo 2:** Existing car park off Marchant Road to be removed for admin buildings

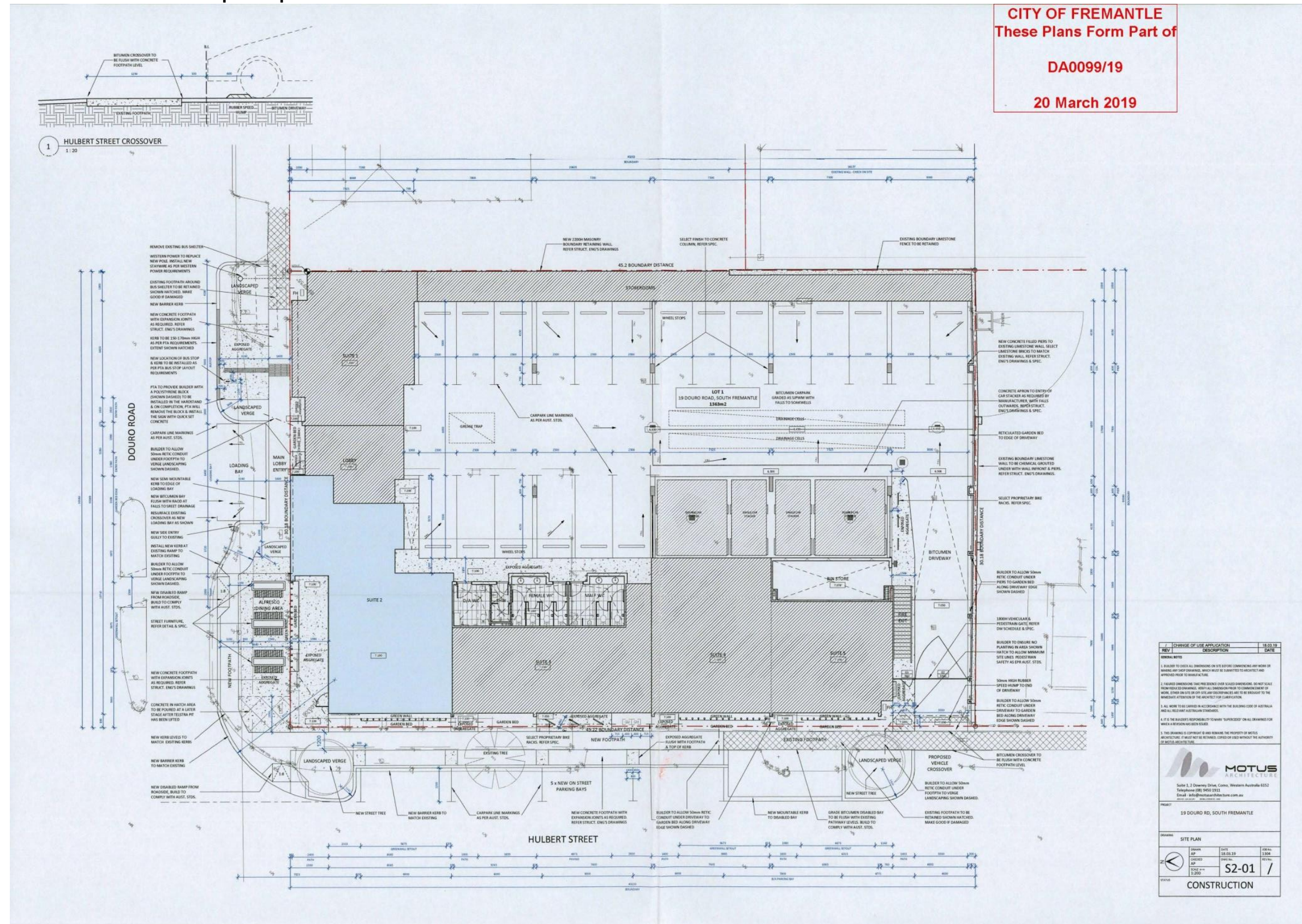


**Photo 3:** Parking situation on Marchant Road

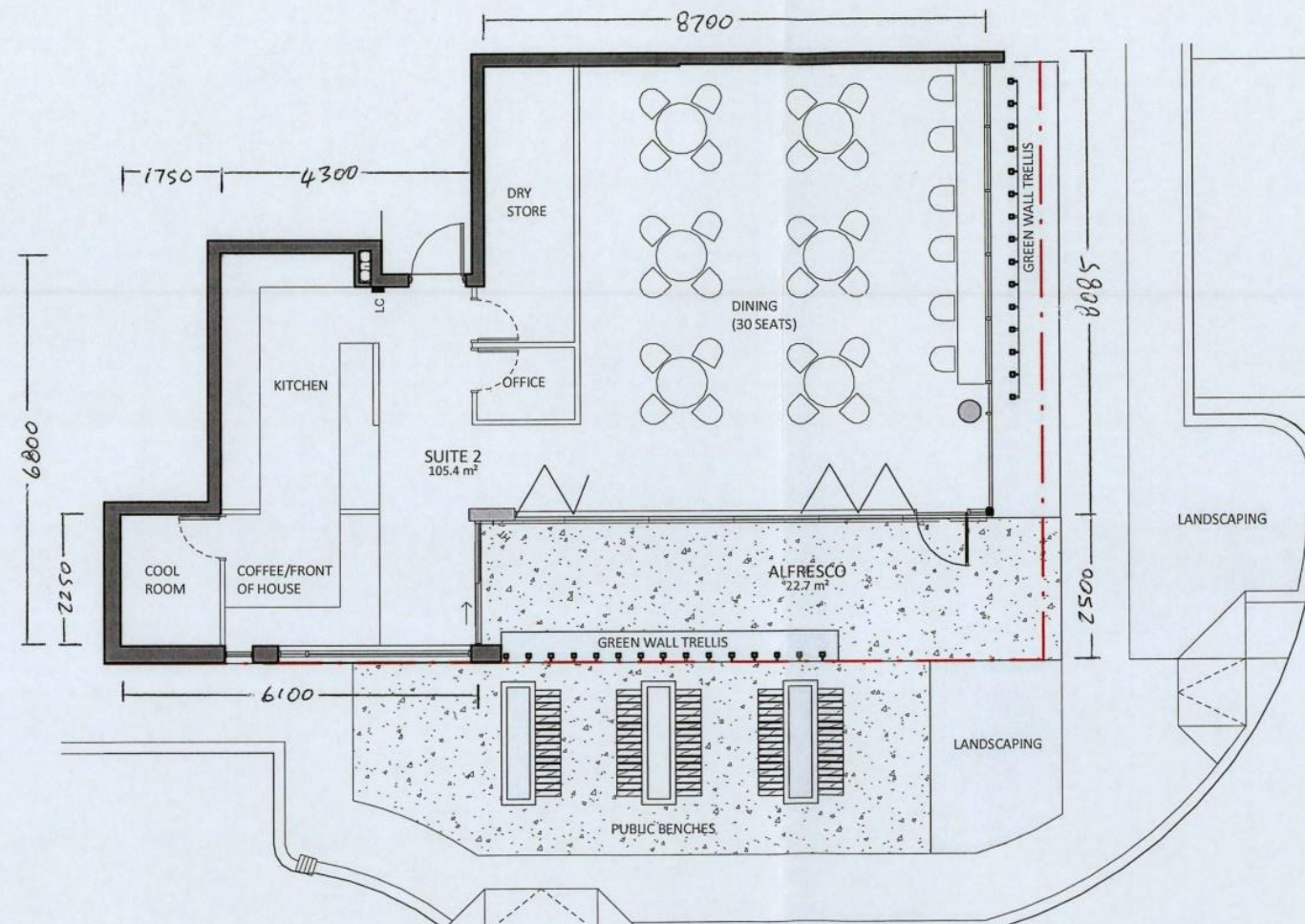


**Photo 4:** Letchford Street parking (existing student pick up/drop off bays shown)

PC1906 -3 DOURO ROAD, NO. 19 (LOT 2), SOUTH FREMANTLE - CHANGE OF USE FROM LUNCHBAR TO RESTAURANT - (CJ DA0099/19)  
ATTACHMENT 1 – Development plans



**CITY OF FREMANTLE**  
**These Plans Form Part of**  
**DA0099/19**  
**20 March 2019**



REV	DESCRIPTION	DATE
/	CHANGE OF USE APPLICATION	18.03.19

**GENERAL NOTES**

- BUILDER TO CHECK ALL DIMENSIONS ON SITE BEFORE COMMENCING ANY WORK OR MAKING ANY SHOP DRAWINGS. WHICH MUST BE SUBMITTED TO ARCHITECT FOR REVIEW PRIOR TO MANUFACTURE.
- FIGURED DIMENSIONS TAKE PRECEDENCE OVER SCALED DIMENSIONS. DO NOT SCALE FROM REDUCED DRAWINGS. VERIFY ALL DIMENSIONS PRIOR TO COMMENCEMENT OF WORK. EITHER ON-SITE OR OFF-SITE. ANY DISCREPANCIES ARE TO BE BROUGHT TO THE IMMEDIATE ATTENTION OF THE ARCHITECT FOR CLARIFICATION.
- ALL WORK TO BE CARRIED OUT IN ACCORDANCE WITH THE BUILDING CODE OF AUSTRALIA AND ALL RELEVANT AUSTRALIAN STANDARDS.
- IT IS THE BUILDER'S RESPONSIBILITY TO MARK "SUPERCEDED" ON ALL DRAWINGS FOR WHICH A REVISION HAS BEEN ISSUED.
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**PROJECT**  
 DOURO APARTMENTS  
 19 DOURO RD, SOUTH FREMANTLE

**DRAWING**  
 SUITE 2 - PROPOSED FLOOR PLAN

DESIGNER	DATE	DWG No.
AP	18.03.19	1304

CHECKED	DWG No.	REV No.
AP		

SCALE UP TO 1 : 100  
**S2-02 /**

**STATUS**  
 CONSTRUCTION

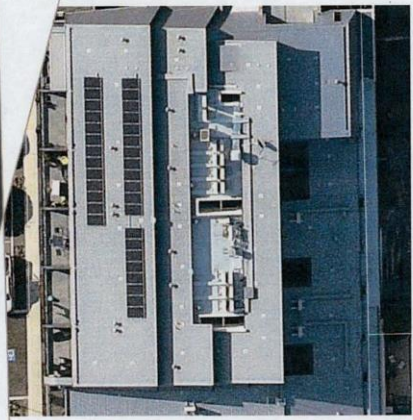
**ATTACHMENT 2 – Applicant traffic report**

**CITY OF FREMANTLE**  
**These Plans Form Part of**  
**DA0099/19**  
**20 March 2019**

**Parking Assessment**

19 Douro, South Fremantle

CW1053300



Prepared for  
Motus Architecture

15 March 2019



**CITY OF FREMANTLE**  
**These Plans Form Part of**  
 Parking Assessment  
 19 Douro, South Fremantle  
~~DA0099/19~~  
**20 March 2019**



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**Document Information**

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Author(s):



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Effective Date 15/03/2019

Approved By:



Ray Cook  
 Manager – Traffic and Transport Planning

Date Approved 15/03/2019

**Document History**

Version	Effective Date	Description of Revision	Prepared by	Reviewed by
A	18/02/18	For Issue	ND	SJL
B	15/03/19	Minor changes	ND	SJL

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

Parking Assessment  
19 Dorset, South Fremantle  
**DA0099719**

**20 March 2019**

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**CITY OF FREMANTLE**  
**These Plans Form Part of**  
Parking Assessment  
19 Douro, South Fremantle  
**DA0059719**  
**20 March 2019**



# 1 Introduction

## 1.1 Background

Cardno was commissioned by Motus Architecture (the Client) to undertake a parking assessment for the change of land use for 19 Douro Road, South Fremantle (the Site). The Site is required to undergo land use changes from Lunch Bar/Shop to Café.

The purpose of this assessment is to analyse the efficiency of the existing parking supply, identify any requirements for parking and determine whether the proposed land use change would have an impact on street parking. This report has been prepared to outline the parking demand and supply in the vicinity of the subject site, and demonstrate that there is sufficient on-street parking available within the area of the Site to accommodate the theoretical shortfall of parking as part of the redevelopment.

Figure 1-1 Aerial View



**CITY OF FREMANTLE**  
**These Plans Form Part of**  
 Parking Assessment  
 19 Domo South Fremantle  
~~DA0059719~~  
**20 March 2019**



**1.2 Land Use**

Existing land use is as per **Figure 1-2** and the Site is zoned as 'neighbourhood centre' in the City of Fremantle Local Planning Scheme No.4.

Figure 1-2 Zoning (Source: City of Fremantle)



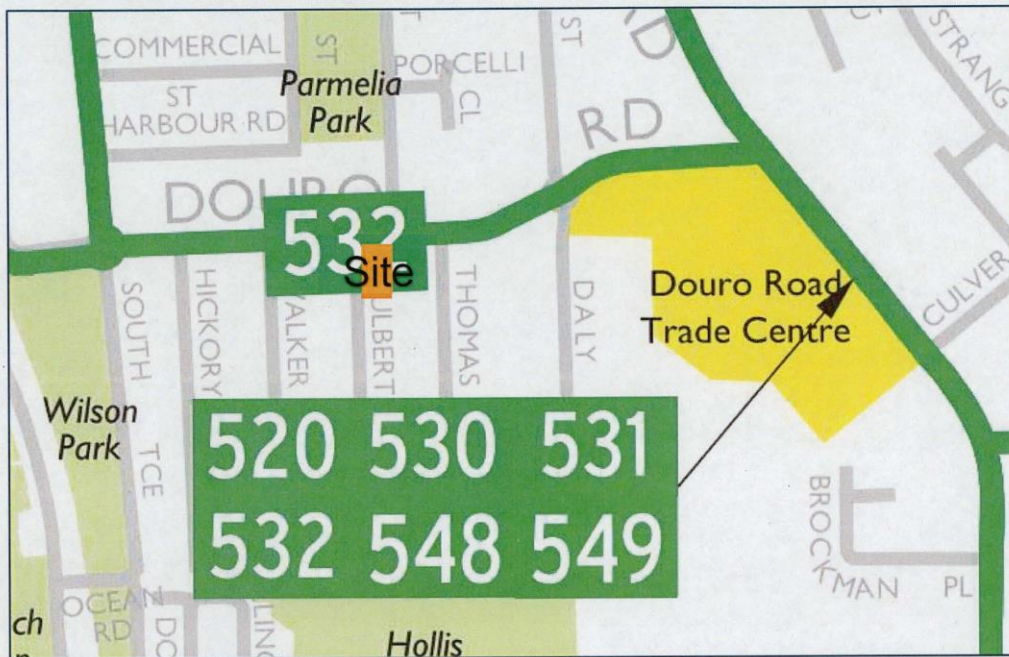
**CITY OF FREMANTLE**  
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 Parking Assessment  
 19 Douro South Fremantle  
~~DA0099719~~  
**20 March 2019**



**1.3 Existing Public Transport**

The Site is facilitated by good public transport as shown in **Figure 1-3** with a bus stop directly opposite to the Site served by route 532 which travels to Cockburn Central Station and Fremantle Station. The nearest CAT bus stop is also located approximately 450 m away on South Terrace running at a 10 minute frequency.

Figure 1-3 Public Transport (Source: Transperth)



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### 1.4 Existing Cycle/Pedestrian Network

Figure 1-4 shows the existing surrounding cycle and pedestrian network. As shown bicycle boulevards stretch along Thomas Street and Chester Street connecting with Perth Bicycle Networks.

Figure 1-4 Cycle Map (Source: Department of Transport)





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## 2 Parking Requirements

The parking requirements for a café as per the *City of Fremantle's Local Planning Scheme No.4* are as presented in **Table 2-1** and the provision is as per **Table 2-2**.

Table 2-1 Statutory Parking Requirements

Use Class	Car Parking Bays	Delivery Bays	Bicycle Racks
Lunch Bar	1:20m <sup>2</sup> nla (min 2 bays)	NA	Class 1: 1 per 300 m <sup>2</sup> gla Class 3: 1 per 500 m <sup>2</sup> gla (over 1000 m <sup>2</sup> gla)
Restaurant	1: 5 seats or 1: 5m <sup>2</sup> dining area, whichever is the greater	1:service/storage area	Class 1 or 2: 1 per 100 m <sup>2</sup> public area Class 3: Two

Table 2-2 Parking Requirement and Provision

	Requirement	Provision	Bicycle Racks Provision
Previously: Lunch Bar	6	4 bays	-
Change of use to : Cafe	6 (based on 30 seats)	4 bays	12

The provision of bicycle parking meets the requirements. The client has advised that 30 seats will be provided, based on these 30 seats the car parking requirements state that the café will require 6 car parking bays. However, the current provision is 4 bays therefore a shortfall of 2 bays exists for the customer parking requirements. However the following justifies the shortfall:

- The CAT bus stop is only approximately 6 minutes' walk away (450 m away) with a frequency of only 10 minutes and a bus stop is located directly outside the development with bus routes to Fremantle Station and Cockburn Central Station. This close proximity to public transport encourages customers and staff working at the café to take public transport.  
This is in line with the aims of the scheme to promote Fremantle as a major public transport node by encouraging use of public transport.
- The Site is surrounded by bicycle boulevards and footpaths encouraging people to take active modes of transport. Customers are more than likely to be from the surrounding neighbourhood and therefore may not drive to the café and are likely to cycle or walk. The Site provides 6 bicycle bays on Hulbert Street and further 6 bays on-site for visitors and commercial tenants. The residents also have their own wall mounted bike racks within their stores without having to occupy the commercial and public bike racks. This makes it easy for customers to cycle to the café.  
This meets the objectives of the *Local Planning Scheme No.4* where the city wants to minimise private car use and encourage the use of public transport and promote pedestrian and bicycle movement.
- The change of use is minor in many ways and the café will continue to serve local customers who walk or pass by.
- The change of use means that instead of people buying food and walking away from the cafe, they will now have the choice for a seated café experience.
- Ample on-street parking is available during peak hours and the strong likelihood of shared reciprocal parking as discussed below in **Section 3** also further reduces demand for on-site parking.

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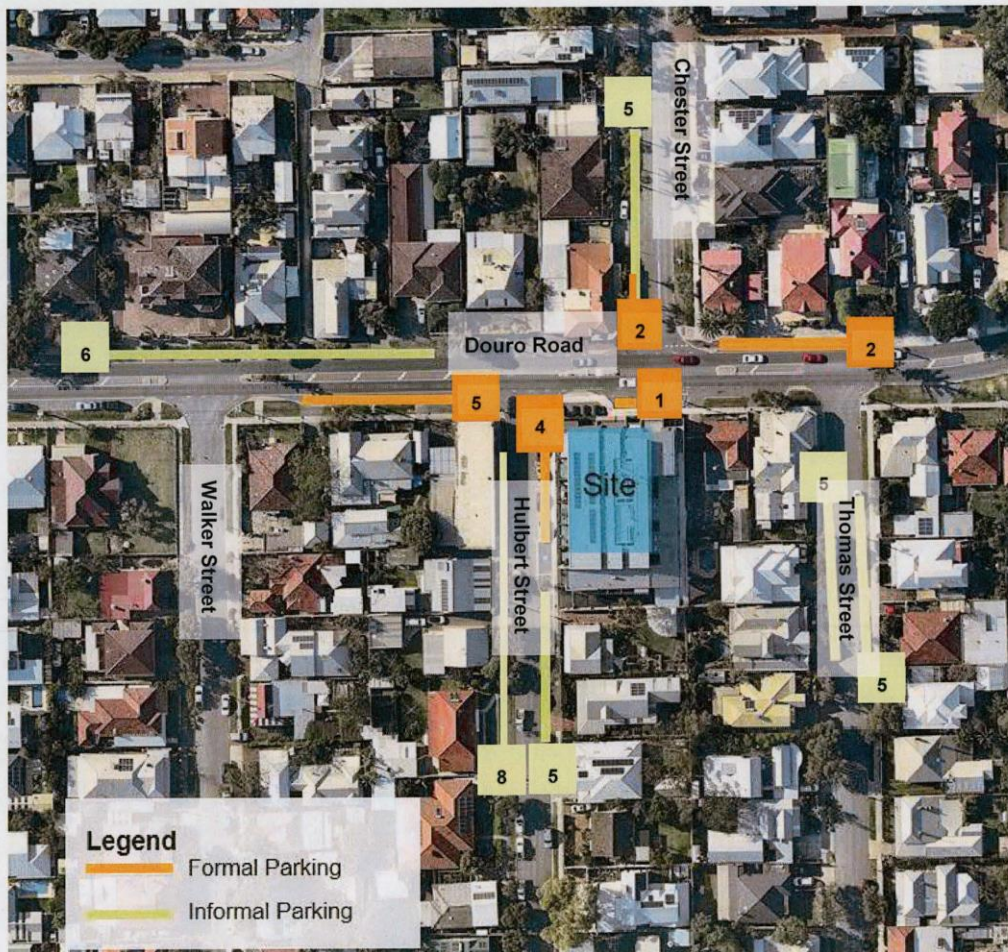


### 3 Existing Parking Supply

A desktop analysis was conducted identifying all available on-street parking within a 150 m walking catchment of the Site, based on a comfortable 2.5 minute walk<sup>1</sup>. A total of 14 formal parking bays and 29 informal parking bays were identified within this walking catchment, distributed as shown in **Figure 3-1** and outlined below:

- All available parking bays within the 2.5 minute walking distance are free and untimed.
- Douro Road provides 6 informal parking bays and 8 formal parking bays.
- Hulbert Street provides 13 informal parking bays and 4 formal parking bays.
- Thomas Street provides 10 informal parking bays.
- Chester Street provides 5 informal parking bays.
- Walker Street provides 10 informal parking bays.
- Chester Street provides 5 informal parking bays and 2 formal parking bays. The 5 informal parking bays are on grass (for the open space) and therefore are not considered.

Figure 3-1 Available Parking within 2.5 minute Walking Distance



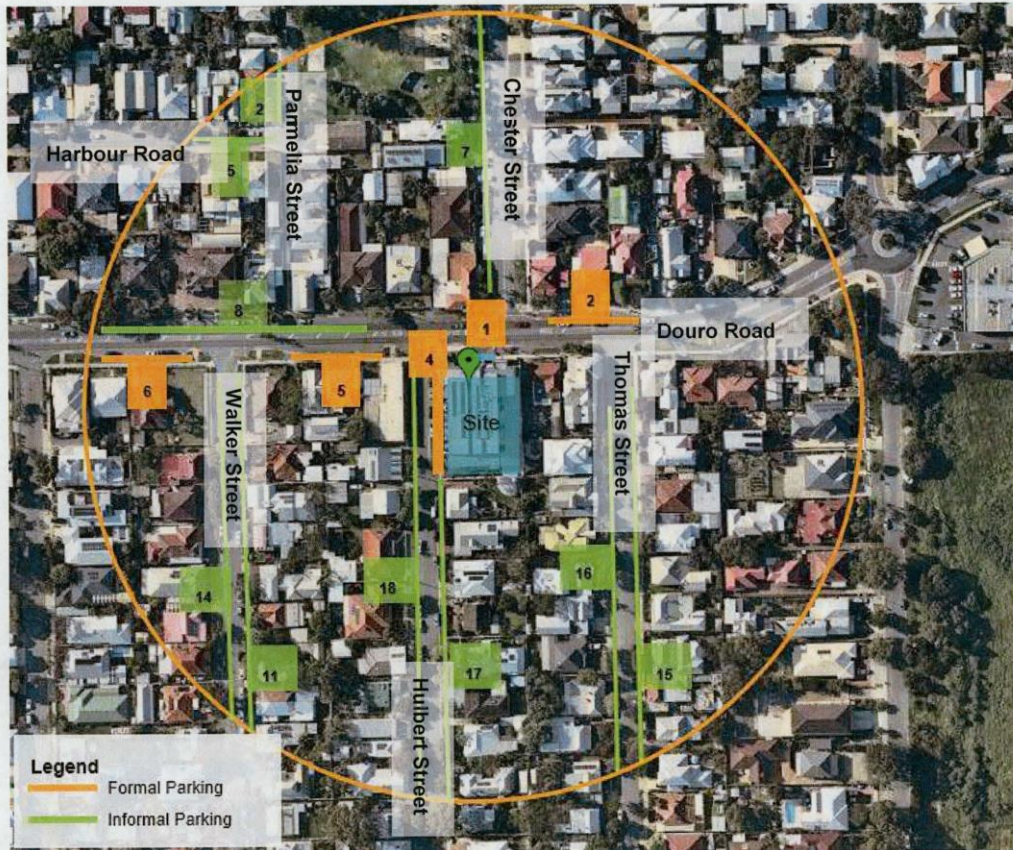
<sup>1</sup> M. Smith & T. Butcher, "How Far Should Parkers Have to Walk" September 1994.

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Figure 3-2 shows a total of 131 parking bays available within a 150 m radius from the site, however some of the parking bays shown are beyond the 2.5 minute walking distance.

Figure 3-2 Available Parking within 150 m Radius



**3.1.2 Shared Parking**

Shared parking is facilitated for the customers of the cafe by on-street parking bays which are also used by people using the restaurant, open space, beach and other cafes etc. nearby.

**3.1.3 Reciprocal Parking**

As different land uses have different demands and peak hours it assists reciprocal parking. The Café is likely to operate from 7 AM to 4 PM during which nearby residents are usually at work thereby enabling customers who drive to park at the on-street parking bays available. When the demand for residential parking is high (outside office hours) the café is likely to be closed and therefore will have no demand for café parking.

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## 4 Parking Occupancy Survey

### 4.1 Methodology

In order to determine the level of parking availability during the likely peak times of the proposed development, a parking survey was carried out at the following times:

- > Thursday, 25 October 2018 between 11:00am and 1:00pm – representing a typical weekday peak
- > Saturday, 27 October 2018 between 9:00am and 1:00pm – representing a typical weekend peak

On the surveyed Thursday and Saturday, the weather was clear, fine and warm.

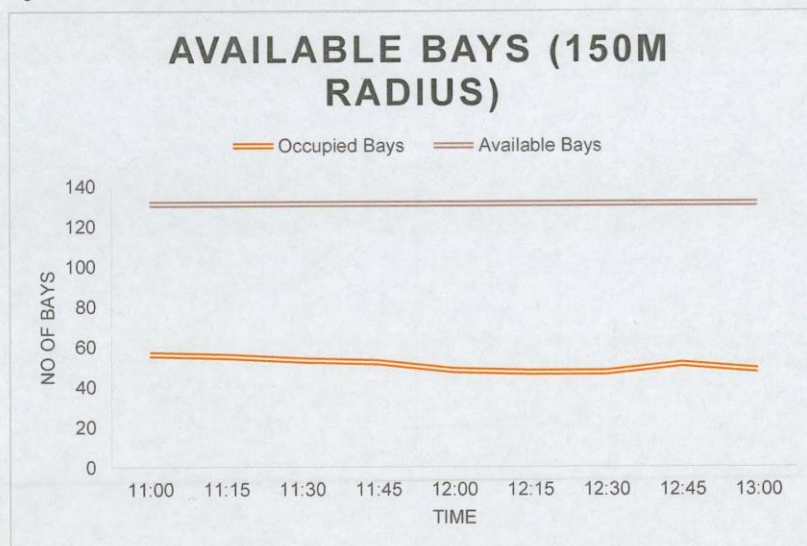
Parking occupancy was recorded in 15 minute intervals throughout the surveyed periods.

### 4.2 Results – Weekday

Parking occupancy for the weekday peak period is as shown in **Figure 4-1**. **Figure 4-1** only shows the parking bays that were available during the survey within the 150 m Radius.

Within the survey area, on average 5 to 6 parking bays were available at all times and the highest number of available parking bays were observed to be on Walker Street. It was observed that most bays (84 bays) were unoccupied during the time period of 12:15 pm to 12:30 pm.

Figure 4-1 Available Parking Bays within 150 m Radius

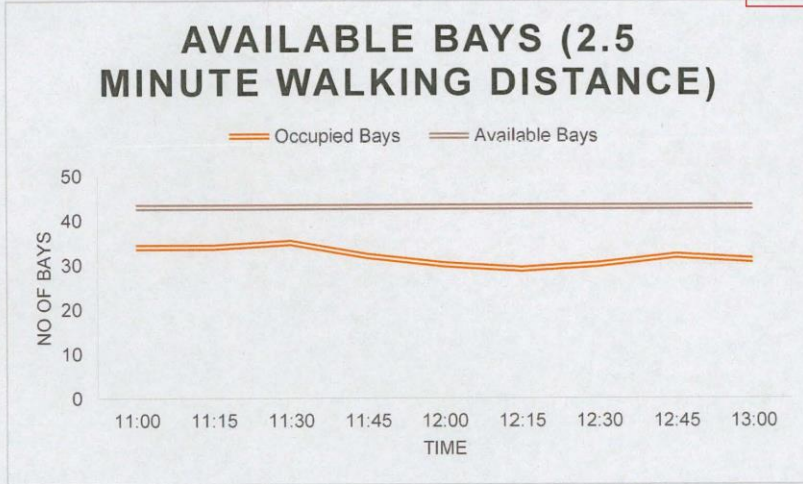


**Figure 4-2** shows the available parking bays within a 2.5 minute walking distance. This excludes the parking on Walker Street, Harbour Road and Parmelia Street. Within a 2.5 minute walking distance, the highest number of parking bays were observed to be on Douro Road and an average of 1 bay was available at all times. It was observed that most bays (15 bays) were unoccupied during 12:15 PM and the least number of bays (9 bays) were unoccupied at 11:00 to 11:30 am.

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Figure 4-2 Available Parking Bays within 2.5 minute Walking Distance



**4.3 Results – Saturday**

Parking occupancy for the weekend peak period is as shown in Figure 4-3. Figure 4-3 only shows the parking bays that were available within the 150 m Radius.

Within the survey area, on average 5 to 6 parking bays were available at all times and the highest number of available parking bays were observed to be on Thomas Street. It was observed that most bays (84 bays) were available at 1 pm and the least (67 bays) at 9:15 am on a weekend.

Figure 4-3 Available Parking Bays within 150 m Radius

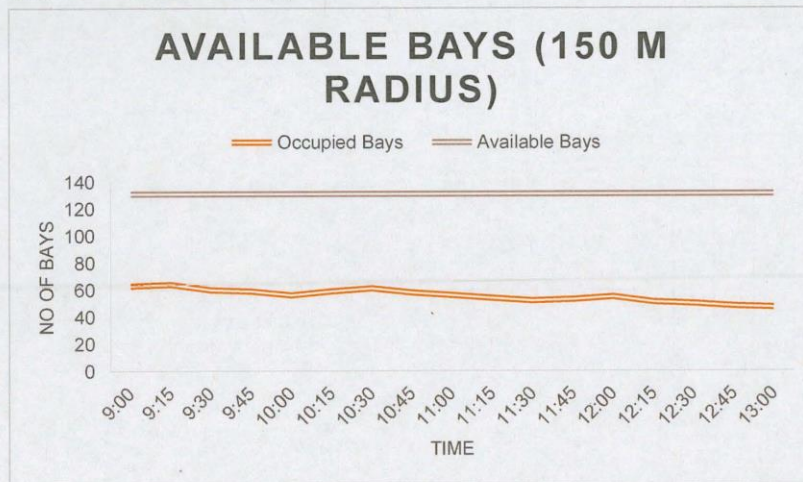


Figure 4-4 shows the available parking bays within a 2.5 minute walking distance on the weekend. This excludes the parking on Walker Street, Harbour Road and Parmelia Street. Within this, the highest number of parking bays were observed to be on Douro Road and an average of 2 bays were available at all times on the weekend. It was observed that most bays (14 bays) were available at 9:45 am.

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Figure 4-4 Available Parking Bays within 2.5 minute Walking Distance

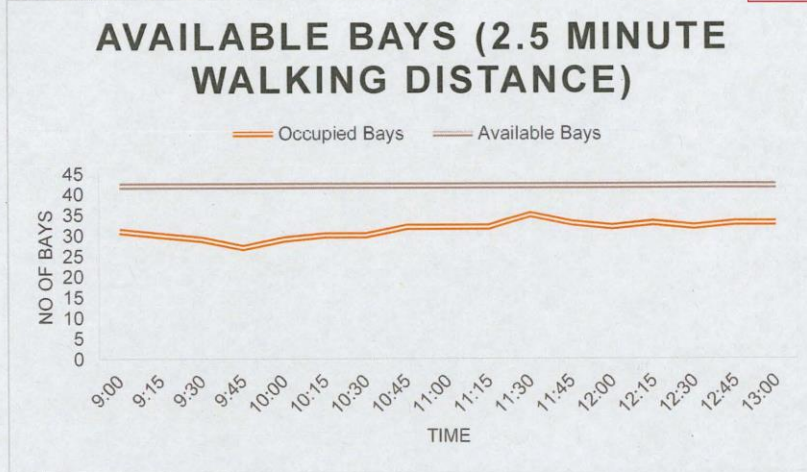


Table 4-1 shows a summary of observations from the weekday and weekend parking surveys.

Table 4-1 Summary of Observations

	Weekday	Weekend
<b>150 m Radius</b>		
Most Bays at	12:15 PM to 12:30 PM (84 bays)	1:00 PM (84 bays)
Least Bays at	11:00 AM (75 bays)	9:15 AM (67 bays)
Most Bays on	Walker Street	Thomas Street
Least Bays on	Harbour Road and Parmelia Street	Walker Street
<b>2.5 minute Walking Distance</b>		
Most Bays at	12:15 PM (15 bays)	9:45 AM (14 bays)
Least Bays at	11:00 AM to 11:30 AM (9 bays)	11:30 AM (6 bays)
Most Bays on	Douro Road	Douro Road
Least Bays on	Hulbert Street and Thomas Street	Thomas Street

As shown, most bays within 150 m radius were available during lunch hours on weekdays and weekend, this assists with customer parking during lunch hours which is one of the peak demand hours for a café.

When considering the area within a 2.5 minute walking distance, most bays on the weekend were available at 9:45 AM and 12:15 PM on weekdays which satisfies the demand for café parking during weekend breakfast and weekday lunch hours. It was also observed that most bays were available on Douro Road further assisting customer parking.

As discussed in **Section 2**, the demand for parking is likely to be minimal given the location of the café and its close proximity to excellent public transport and other active modes of transport. The café is also surrounded by a residential area and therefore people are less likely to drive to the café.

The *City of Fremantle Strategic Community Plan 2015-2025* aims to improve transport and therefore connectivity by supporting active transport to enhance walking and cycling in Fremantle. Given the Site's close proximity to cycle and pedestrian facilities, it is important to note that the Site is in accord with the Strategic Community Plan.

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#### 4.4 Site Observations

While conducting the parking survey, the following additional observations were made regarding parking demand, behaviour and management during the proposed operation times of the Site.

- A heavy flow of traffic was noted on Douro Road going east and west and not on to the surrounding streets.
- It was observed that a few cars had been parked on Thomas Street and Hulbert Street for long term and have not been moved for several days (**Figure 4-5** and **Figure 4-6**). Due to no time restrictions on street parking, there is no incentive for owners to not leave vehicles on the road for long term.

Figure 4-5 Car Parked Long Term

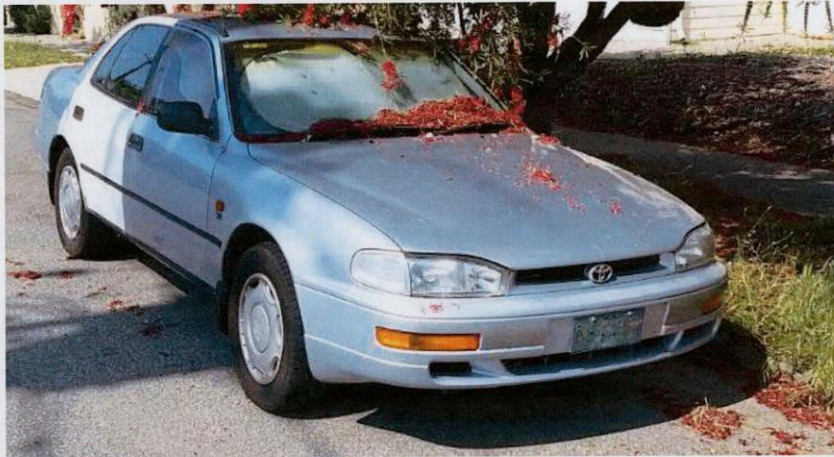


Figure 4-6 Car Parked Long Term





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**DA0099719**

**20 March 2019**

## 5 Conclusions

The proposed change of land use for 19 Douro Road, South Fremantle, is considered to have a minimal impact on parking in the area, with a theoretical shortfall of 2 parking bays compared to statutory requirements.

Based on survey data collected across a weekday and Saturday within the same week the following are the key findings:

- The land use changes the Site from a takeaway lunch bar to a seated café.
- During the weekend, there were 14 bays unoccupied within a 2.5 minute walking distance. There was at least 1 bay available on average during weekdays.
- During weekdays, within a 150 m radius, an average of at least 5 to 6 bays were available at all times, particularly during lunch hours (12 noon to 1 PM) thereby providing parking for the café during lunch hours.
- During weekends, most parking bays were available at 12:15 pm, on Douro Road and an average of at least 2 bays were available at all times within the 2.5 minute walking distance.
- Within a 150 m radius, the highest number of available parking bays were observed to be on Thomas Street. It was observed that most bays were available at 1:00 pm and the least at 9:15 am on a weekend.
- The Site is facilitated by excellent public transport and cycling/pedestrian facilities.
- The Site meets the requirements of bicycle parking further encouraging sustainable transport.

Overall, the Site is assisted by sufficient on-street parking that is available for customers considering influencing factors such as public transport, active modes of transport and reciprocal parking. The Site also provides sufficient on-site parking for the staff.

### ATTACHMENT 3 – Site photos

Site photos – 19 Douro Road, South Fremantle- DA0099/19



Photo 1: Northern elevation of No. 19 Douro (showing existing consulting rooms)



Photo 2- Intersection of Hulbert and Douro Roads (showing subject tenancy)



Photo 3 – Hulbert Street



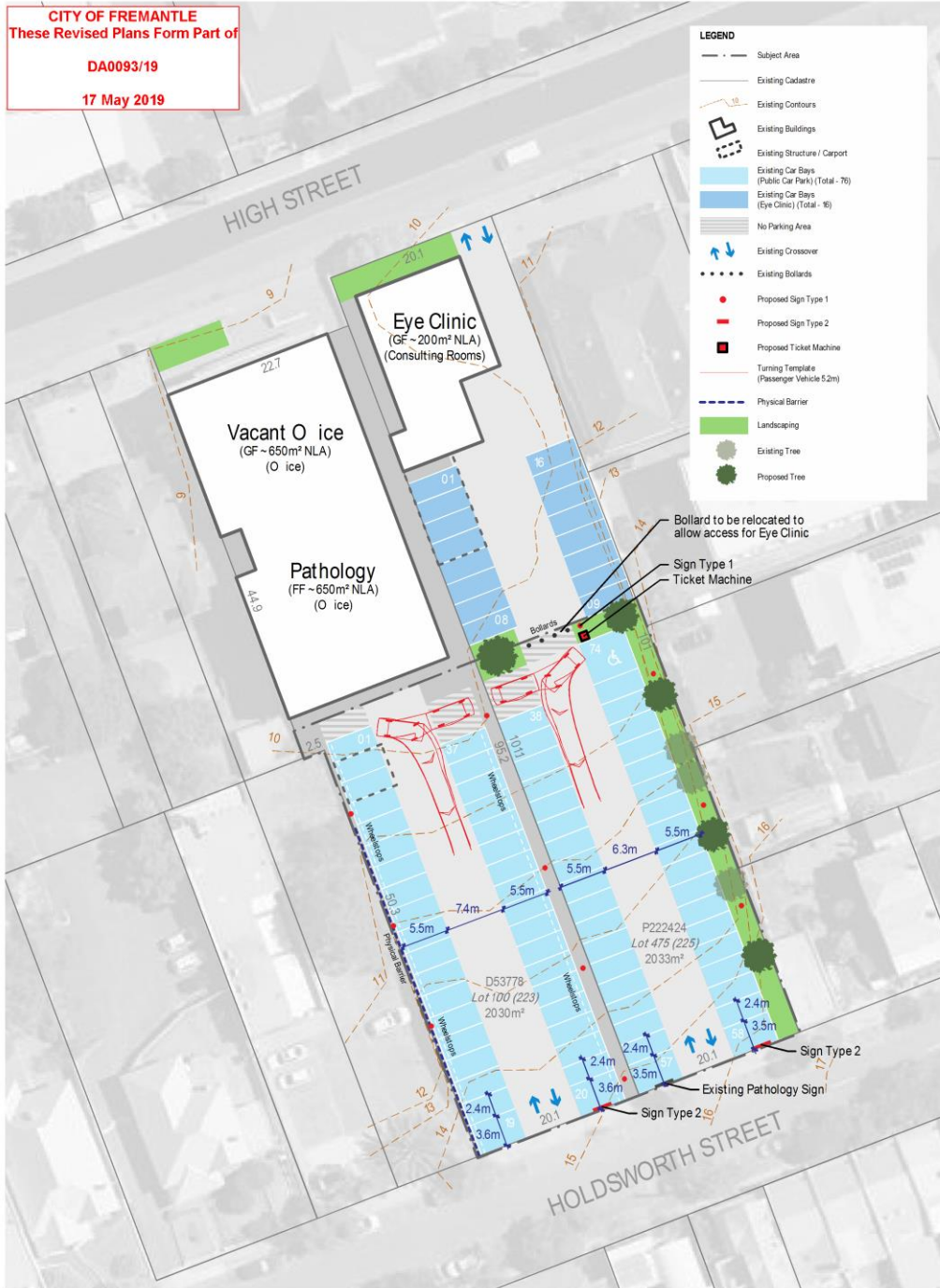
Photo 4- View west along Douro Road and bus stop opposite site



Photo 5 – View east along Douro Road

**PC1906 -4 HIGH STREET, NO. 223 AND 225 (LOT 100 AND 475),  
FREMANTLE - PARTIAL CHANGE OF USE (PUBLIC CAR PARK)  
AND SIGNAGE - (TG DA0093/19)**

**ATTACHMENT 1**

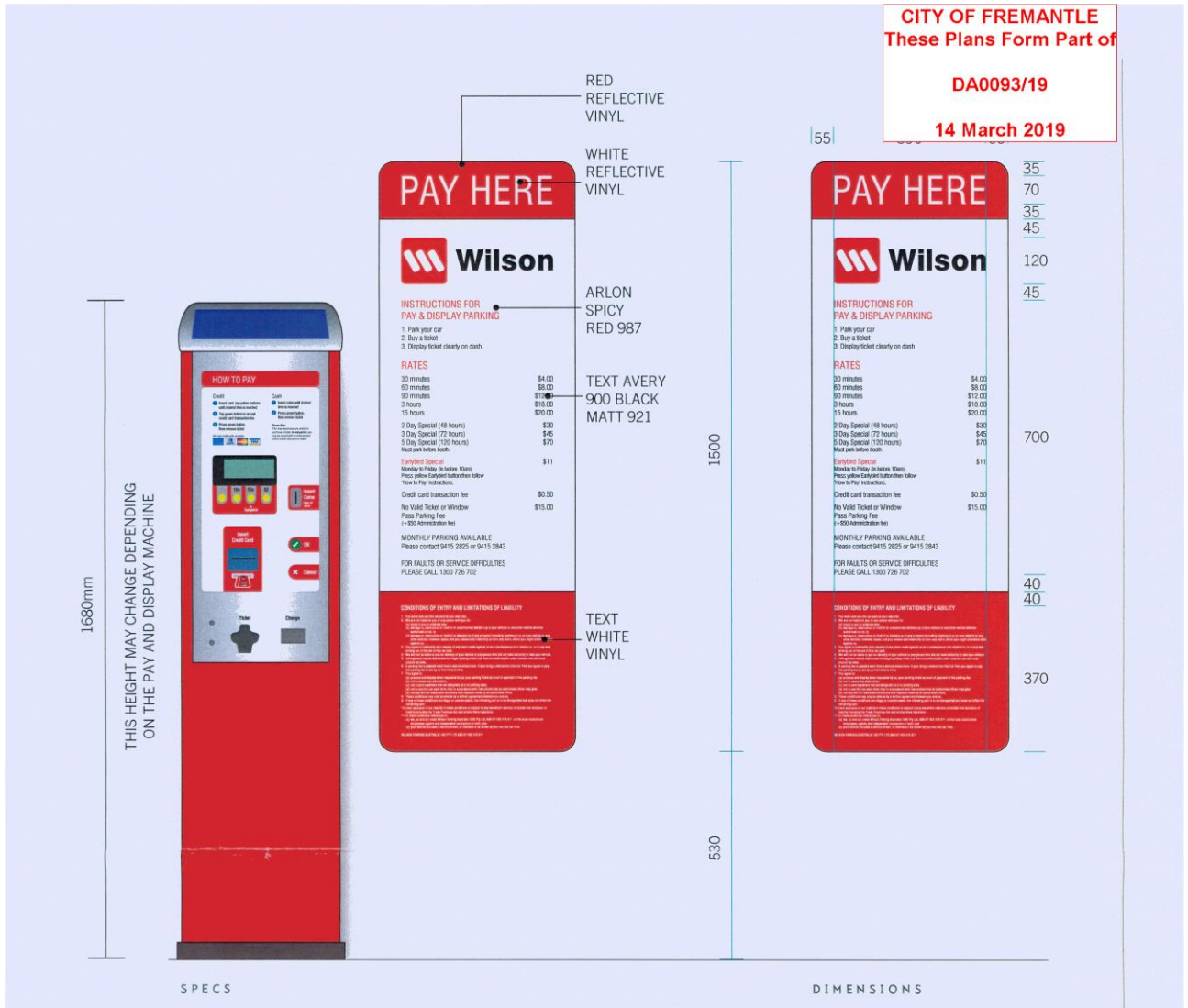


Site Plan  
223-225 High Street, Fremantle

Date: 17 May 2019 Scale: 1400@A3 File: 19-028 CP-1 A Sta: SJ/GW Checked: SJ



Level 11, 911 St Georges Terrace, Perth Western Australia 6000  
PO Box 1715 Cooks Square, Perth Western Australia 6855  
T: +61 8 9228 6300 | E: info@element.com.au | element.com.au



Ticket Machine and Associated Signage



Sign Type 1 - 'Pay By Plate' - 300mm x 400mm



Sign Type 2 - 'Private Land' - 600mm x 500mm

## Signage Details

223-225 High Street, Fremantle

Date: 12 Feb 2019

Scale: NTS @ A3

File: 19-028 CP-2 A

Staff: SJ GW

Checked: SJ

**element.**

Level 18, 191 St Georges Terrace, Perth, Western Australia 6000  
PO Box 7275, Cloisters Square, Perth Western Australia 6952  
T: +61 8 0038 5300 | E: help@element.com.au | element.com.au

**ATTACHMENT 2**

Site photos 223/225 High Street



Parking in Holdsworth Street 10am 10 May 2019



Parking in Holdsworth Street 10am 10 May 2019



View of subject sites from Holdsworth Street



View of subject sites from Holdsworth Street



View of subject sites from Holdsworth Street



View of subject sites from Holdsworth Street



Covered Wilson meter and bollards



Access from High Street to 225 High Street



225 High Street



223 High Street

**ATTACHMENT 3**

**Summary of Submissions:**

The tables below summarise the comments received during the advertising period of the proposal, together with the Applicant's response to each comment / issue.

<b>Comments Received in Support:</b>	<b>Applicant Comment:</b>
10 submissions	Noted that 10 out of the 11 submissions received were in support of the proposal.
<b>Comments Received in Objection or concerns raised:</b>	<b>Applicant Comment:</b>
<i>The operation of a paid car park with an entrance from Holdsworth Street would encourage more traffic in the residential area,</i>	<p>The subject site is zoned 'Mixed Use' and has historically been used for non-residential uses, while it is acknowledged that the opposite (southern) side of Holdsworth Street is zoned 'residential'. Accordingly, Holdsworth Street is not servicing a wholly 'residential' area and the presence and availability of time limited street parking is consistent with the mixed use activities that are present, this situation is unlikely to change.</p> <p>Both entrance (crossovers) to Holdsworth Street are existing and allow for a two-way circulation to occur between the two separate lots. The proposal has been modified in this manner to address the City of Fremantle's Engineering / Technical Officer request to eliminate a blind aisle situation. Typically, we note that the preference is for site access to be obtained from the secondary street (or Right of Way) where it happened to be available, as is the case here.</p>
<i>People parking may opt for free parking for 2 hours on the street rather than pay at a parking station, removing the availability of street parking for residents and visitors</i>	<p>Street parking is controlled by the City and the 2 hour restrictions indicate that there's likely to be a higher turnover of vehicles parking on the street regardless.</p> <p>Whereas when the subject site is used as public car park, its able to cater for both short and long term parking needs at the same time, thereby taking some of the demand off the surrounding street network. That is to say, people who wish to park for extended periods of time are able to do so without being limited by time constraints.</p> <p>This is consistent with the City's 'Integrated Transport Strategy' with regard to 'Off street private parking'.</p>
<i>It was requested that free parking passes for the subject site be made available to Holdsworth Street residents should the proposal be approved</i>	Given the proposed public car park will reduce demand from on street car parking it is considered an improvement to parking availability in the locality will result.
<i>The use of the site as a public car park detracts from the amenity of the area.</i>	The car park has actually been in place on site for a significant number of years just not operating as a paid public facility. Accordingly, we are of the

**Summary of Submissions:**

	<p>view that the external appearance and amenity of the site will largely be unaffected by the proposal.</p> <p>From prior discussions it is understood the amenity concerns relate to traffic generation. With respect to traffic generation it is noted that the street block bound by Holdsworth, Stirling, High and Parry Street is zoned Mixed Use (with the exception of Local Reserve on the corner of High and Parry Street) and is located on the edge of the City Centre.</p> <p>Immediately to the south of the subject site is a 'wedge' of Residential zoned land between the Mixed Use zone described above and the Civic and Cultural zone further to the south.</p> <p>Given the subject sites location on the fringe of the City Centre and Mixed Use zoning it is expected that there will be an increased volume of traffic in the locality as compared to a typical residential area. In terms of traffic generation, it is understood that most of the car parking will be used for long term stay which limits vehicular movements to and from the site and potential impacts on the amenity of the locality.</p>
<p><i>Access to the public car park should be provided from High Street to reduce the impact of additional vehicle movements upon residential dwellings in Holdsworth Street.</i></p>	<p>It is preferable that access is taken from Holdsworth Street (the secondary street) which is the lower order street as compared to the relatively busy High Street. This approach is consistent with contemporary planning practice.</p> <p>The above arrangement also allows for the eye clinic to operate as a standalone use with its own access/orientation provided to High Street. It has been successfully operating in this way for some time.</p>
<p><i>It was requested that some landscaping be provided to screen the site fencing facing Holdsworth Street.</i></p>	<p>The existing garrison fence provided to Holdsworth Street has been provided in accordance with a valid planning approval (DA0257/14).</p> <p>Additional landscaping is proposed to the site in line with the City's Scheme under CI 4.7.6 - 'Design and Layout of Parking Areas', including the provision of shade trees where suitable (refer to revised DA plan). Please note however, that the provision of additional landscaping to the site is limited by a number of site specific factors including:</p> <ul style="list-style-type: none"> <li>• The location of services (lighting poles and electrical infrastructure down the centre of the sites).</li> </ul>

**Summary of Submissions:**

	<ul style="list-style-type: none"> <li>• Built form (buildings) and hard scaped areas with associated vehicle manoeuvring space requirements.</li> <li>• Retaining walls and fencing.</li> <li>• Relatively steep topography and changes in levels from adjoining sites.</li> <li>• Need to maintain a visual connection to the street in line with crime prevention through environmental design (CPTED) principles.</li> </ul>
<p><i>The operation of the premises as a public car park will result in underutilisation of other nearby facilities.</i></p>	<p>This a commercial consideration.</p> <p>Notwithstanding we refer to City's 'Integrated Transport Strategy' in this regard. The Integrated Transport Strategy states the following in this regard:</p> <p style="text-align: center;"><i>The approach to new parking is that facilities should be located on the periphery of the central city, so as car traffic is not required to travel through the centre of town to access parking. This approach will minimise the impact of vehicles on the high amenity, pedestrian priority city core.</i></p> <p>In light of the above, it is maintained that the proposal is broadly consistent with 'Figure 17 – Conceptual public parking locations and the central city core area' given the proposed off street public parking facility is located on the periphery of the central city area.</p>
<p><i>A public car park is unnecessary as surrounding residences and businesses have adequate onsite parking.</i></p>	<p>We maintain that a public car park is absolutely a necessity for the landowner as it allows for authorised use of the car park. To date, unauthorised use in this manner has been ongoing for some time to the detriment of the landowner.</p> <p>The purpose of this Development Application is to ensure that use of the car parking on site is appropriately regulated. The existing facility will be able to be better maintained / managed as a public car park by an experienced operator, making best use of the site, in an appropriate Mixed Use zone. As noted previously, its able to cater primarily for long term parking needs, thereby taking some of the demand off the surrounding street network.</p>

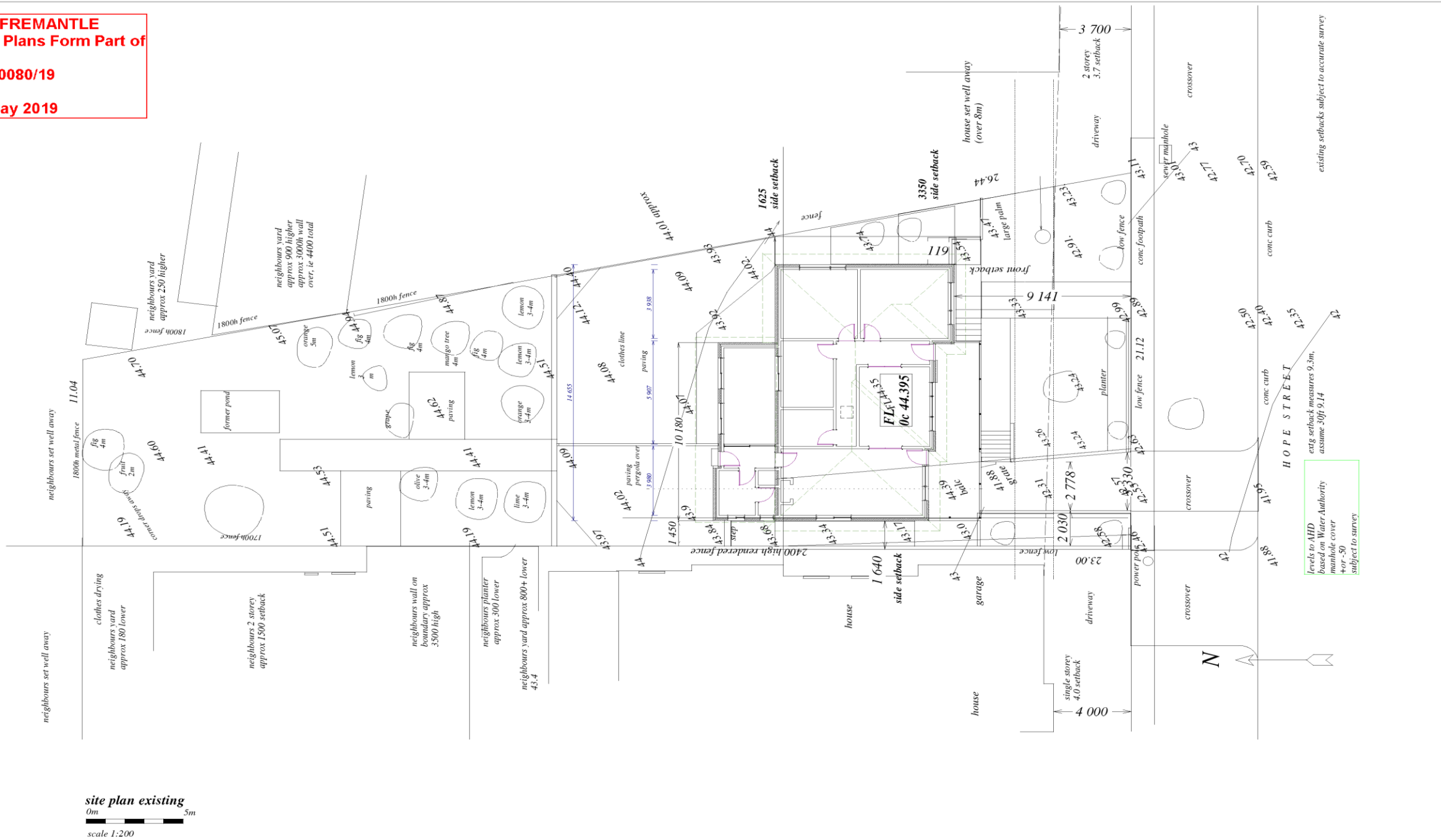
**Summary of Submissions:**

**Engineering / Tech services comments**

Engineering / Tech Services	Applicant Comment:
<p><i>The original comment to connect the two isles stands as this will allow vehicles to circulate with ease. The reasoning is that to access either isle, vehicles would need to reverse out if there were no bays available. This requirement is based on AS/NZS 2890.1 section 2.4.2 Angle Parking Aisle (c) Blind Aisle the current design exceeds public carpark aisle length and there is no provision for a vehicle to turn around. Unless a turnaround area can be provided or the aisles connected, the layout is not suitable for public use.</i></p>	<p>Refer Amended DA Plan.</p> <p>A turnaround space as provided to each lot.</p>
<p><i>The drop off is still valid regardless of years of operation. This is derived again from AS/NZS 2890.1 2.4.5.3 Physical controls. In addition to barriers, wheel stops are required and should be of a contrasting colour as to not be a tripping hazard. Please observe the requirements for the barriers in the standard.</i></p>	<p>Refer Amended DA Plan. Existing low level wheel stops are already present to those parking bays located on Lot 100.</p> <p>Physical barriers are proposed to the western edge of the site as required, in line with this engineering requirement. We understand that this requirement may be imposed by way of a condition of a condition of approval.</p>

PC1906 -5 HOPE STREET, NO. 134 (LOT 7), WHITE GUM VALLEY- ADDITIONS (TWO STOREY) TO EXISTING SINGLE HOUSE - (TG DA0080/19)  
ATTACHMENT 1

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**DA0080/19**  
**6 May 2019**



site plan existing  
0m 5m  
scale 1:200

Note this is a preliminary Concept Sketch Design not for council or construction.



**Proposed Horwood and Wood Additions,  
134 Hope Street,  
White Gum Valley**

**"Architect skill and experience  
in a practical great value design service"  
Patrick Healey Architect**

Patrick Healey Registered Architect WA1008  
Inspiration Pty Ltd ACN 108204682 t/a building designers Patrick Healey Design

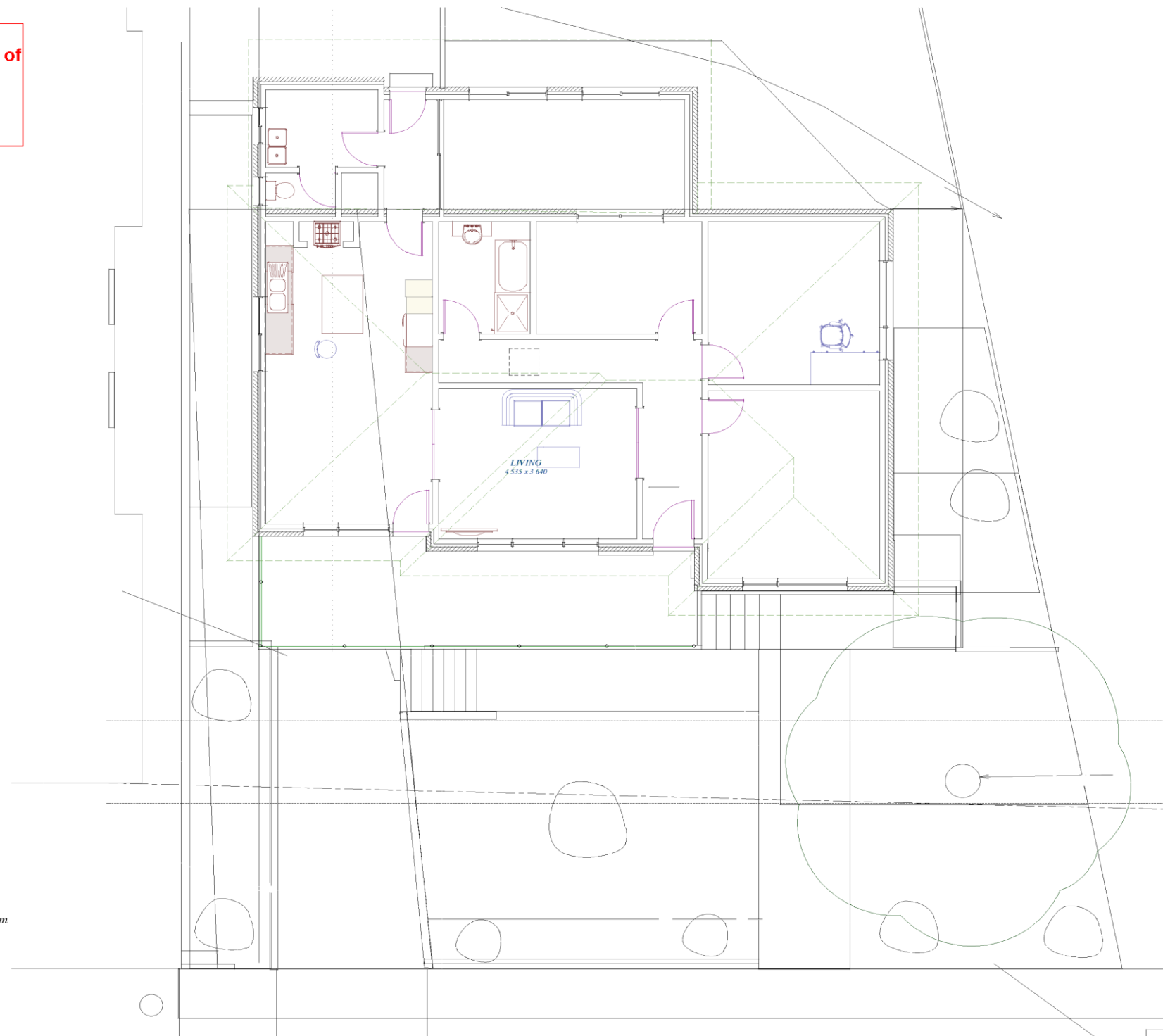
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www.patrickhealey.com.au**

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0m 5m  
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**Patrick Healey Architect**  
Patrick Healey Registered Architect WA1008  
 Inspirational Pty Ltd ACN 108204682 t/a building designers Patrick Healey Design

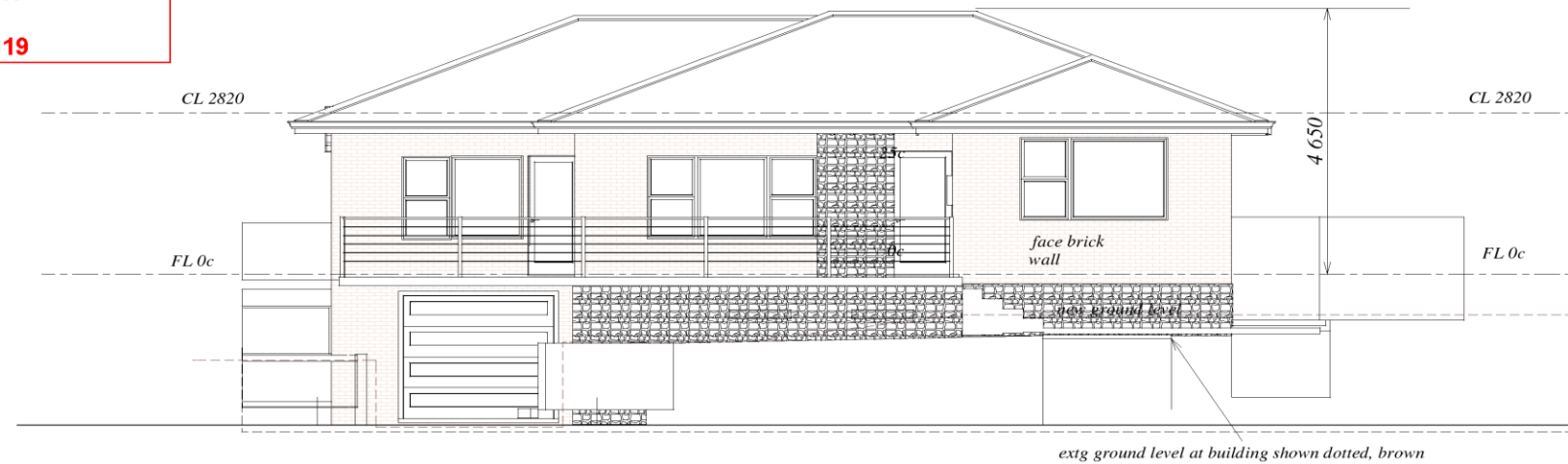
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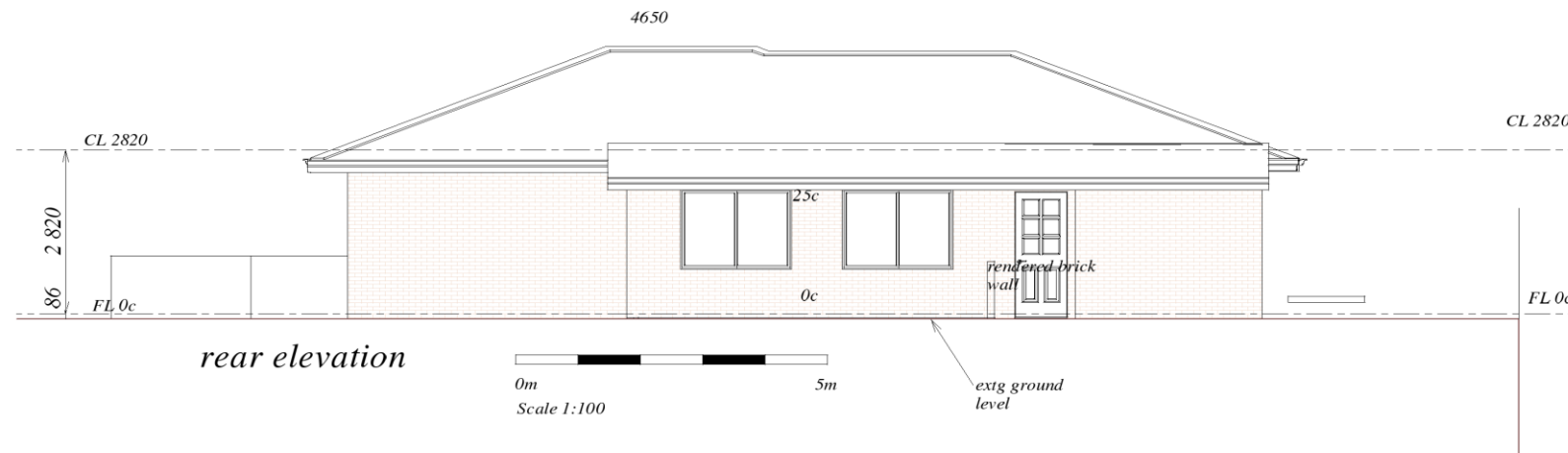
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**6 May 2019**



front elevation  
south



existing



rear elevation



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**Proposed Horwood and Wood Additions,  
 134 Hope Street,  
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**"Architect skill and experience  
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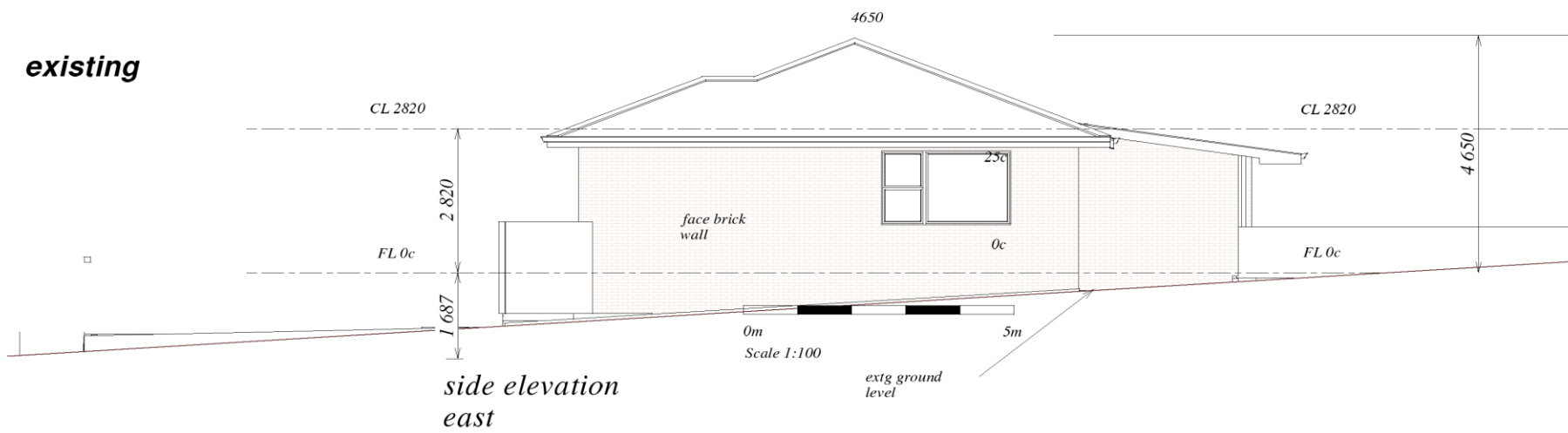
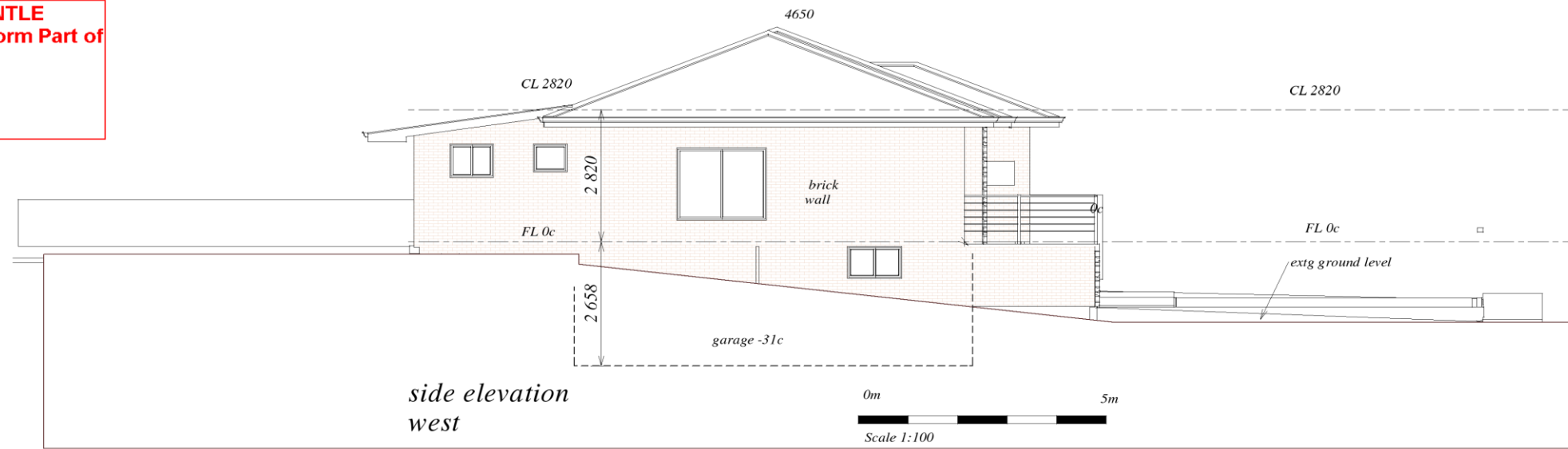
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**Proposed Horwood and Wood Additions,  
134 Hope Street,  
White Gum Valley**

**"Architect skill and experience  
in a practical great value design service"**

**Patrick Healey Architect**

Patrick Healey Registered Architect WA1008  
Inspirational Pty Ltd ACN 108204682 t/a building designers Patrick Healey Design

0412 956 967  
PO Box 836 South Fremantle 6162  
patrick@patrickhealey.com.au  
www.patrikhealey.com.au

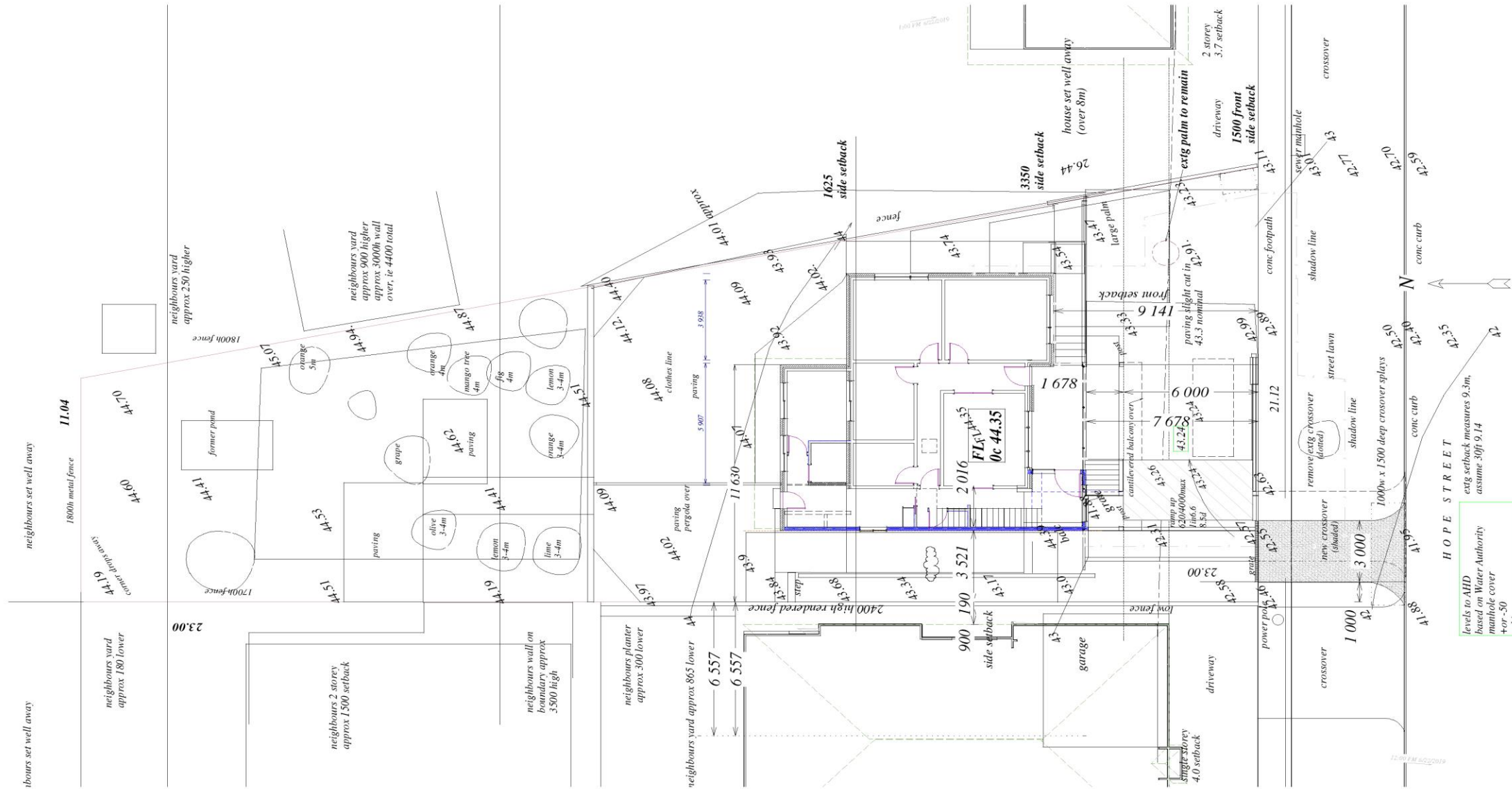
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a4

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**site plan**  
0m 5m  
scale 1:200

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**Proposed Horwood and Wood Additions,  
134 Hope Street,  
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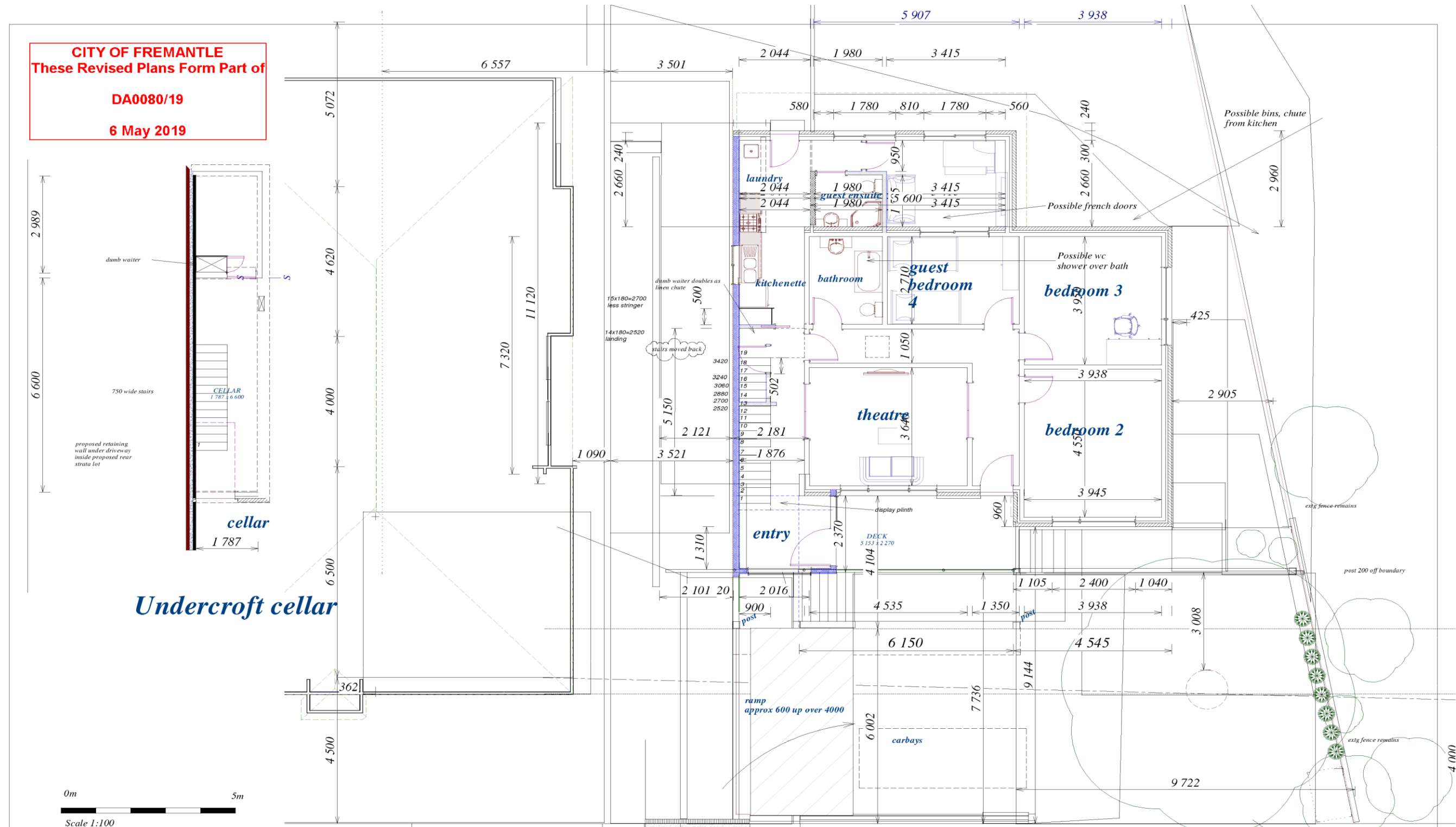
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a) crossover amended

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a6



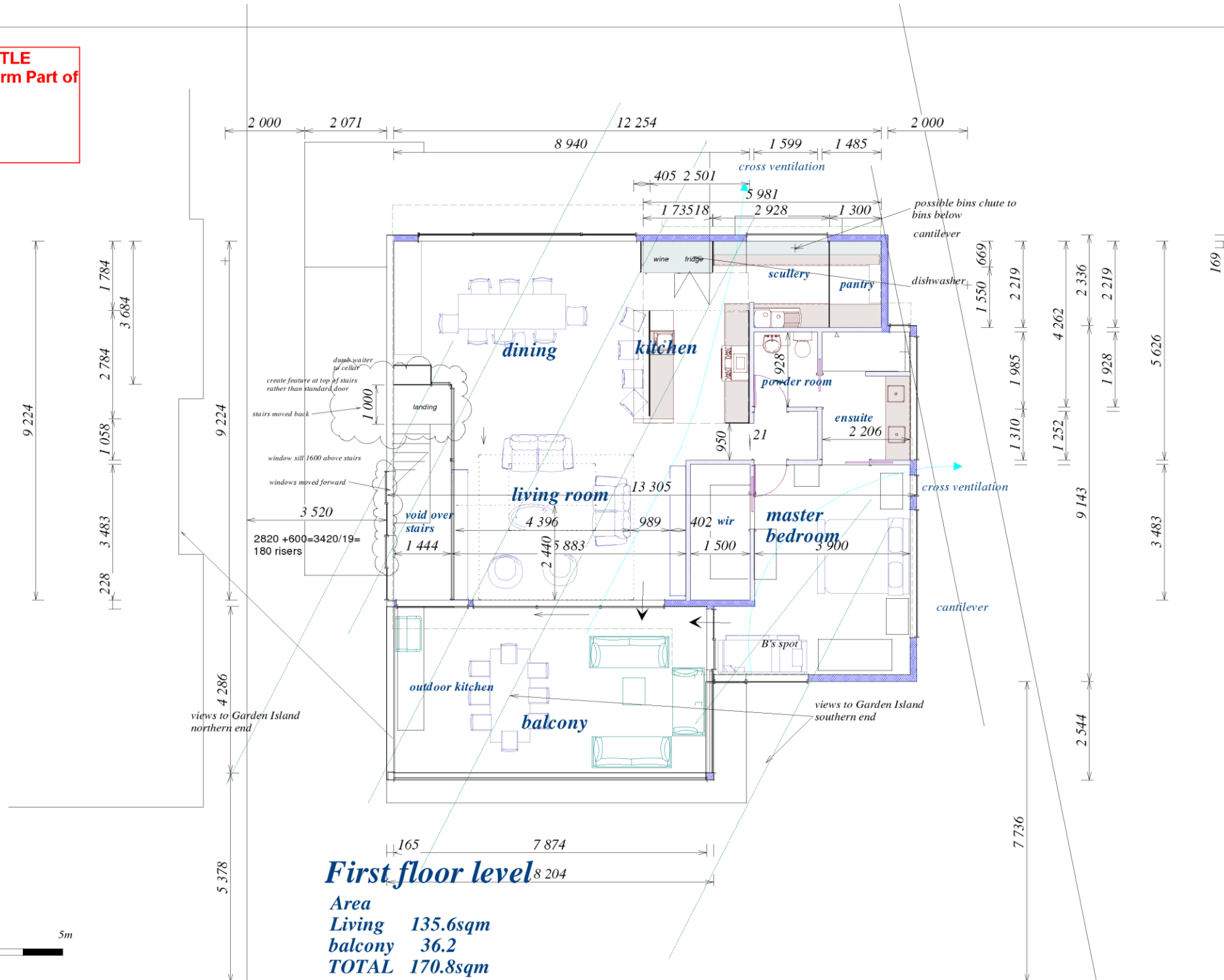
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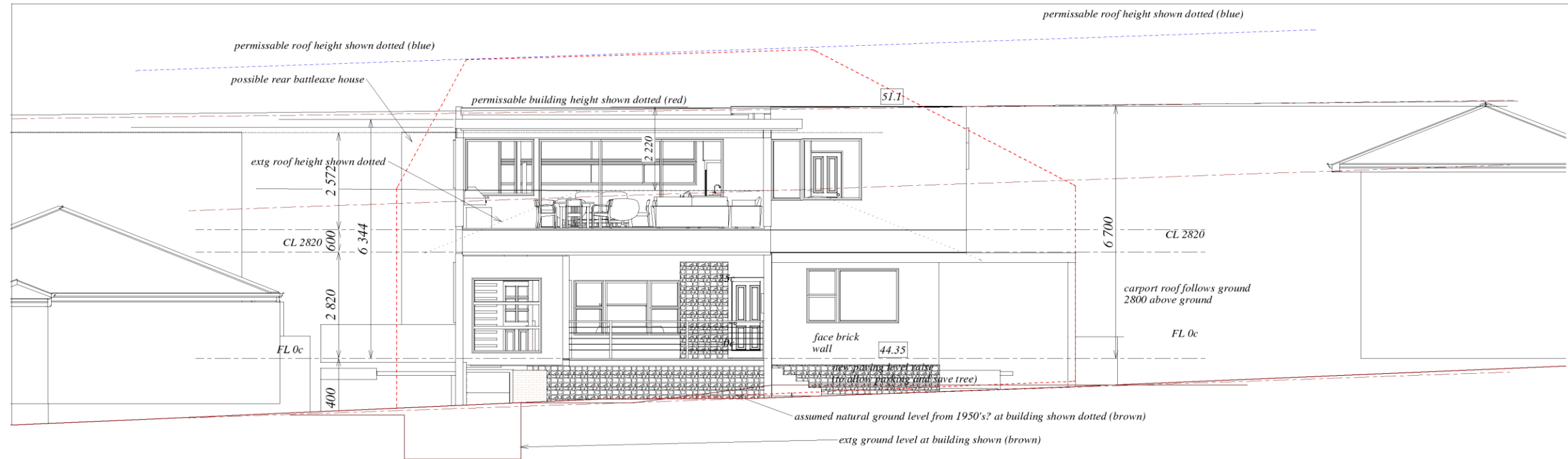
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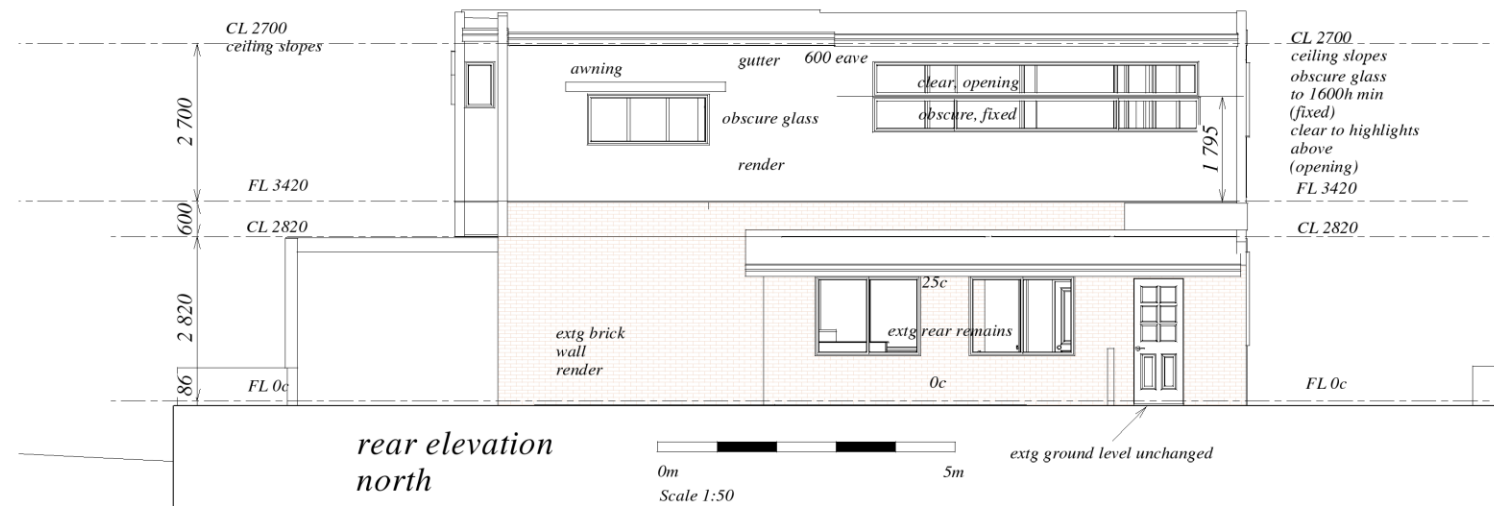
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front elevation  
south

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rear elevation  
north

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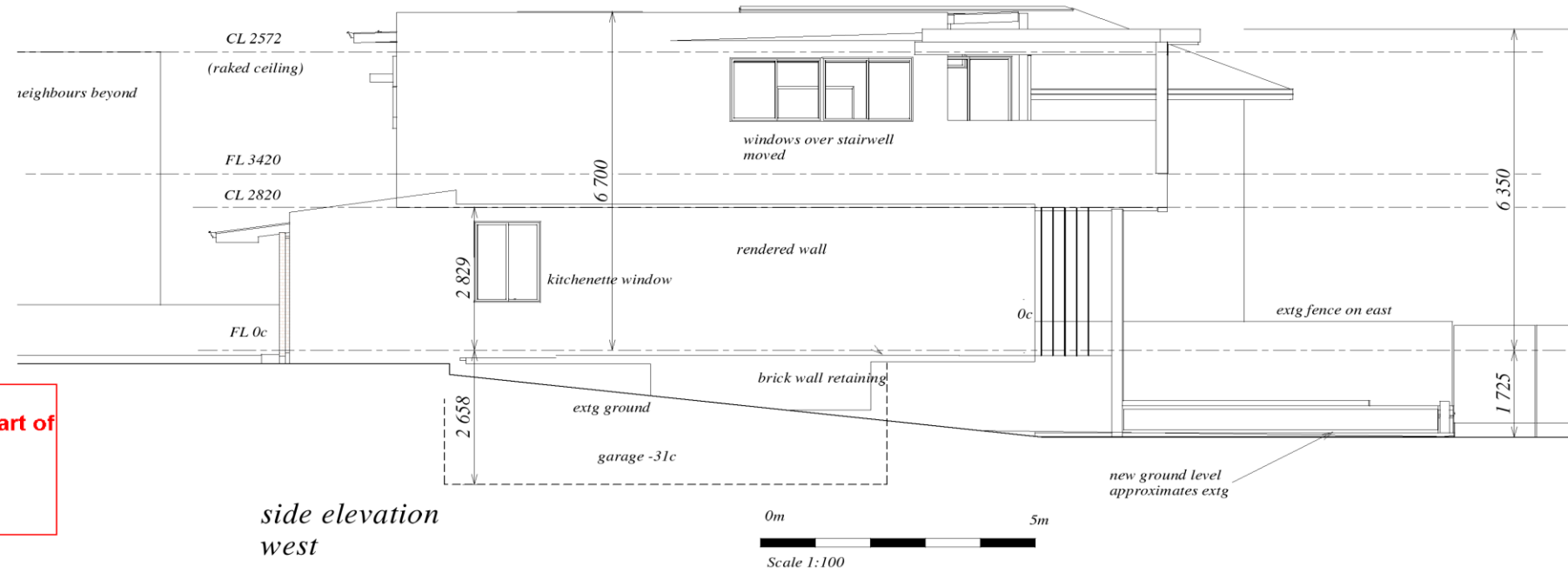


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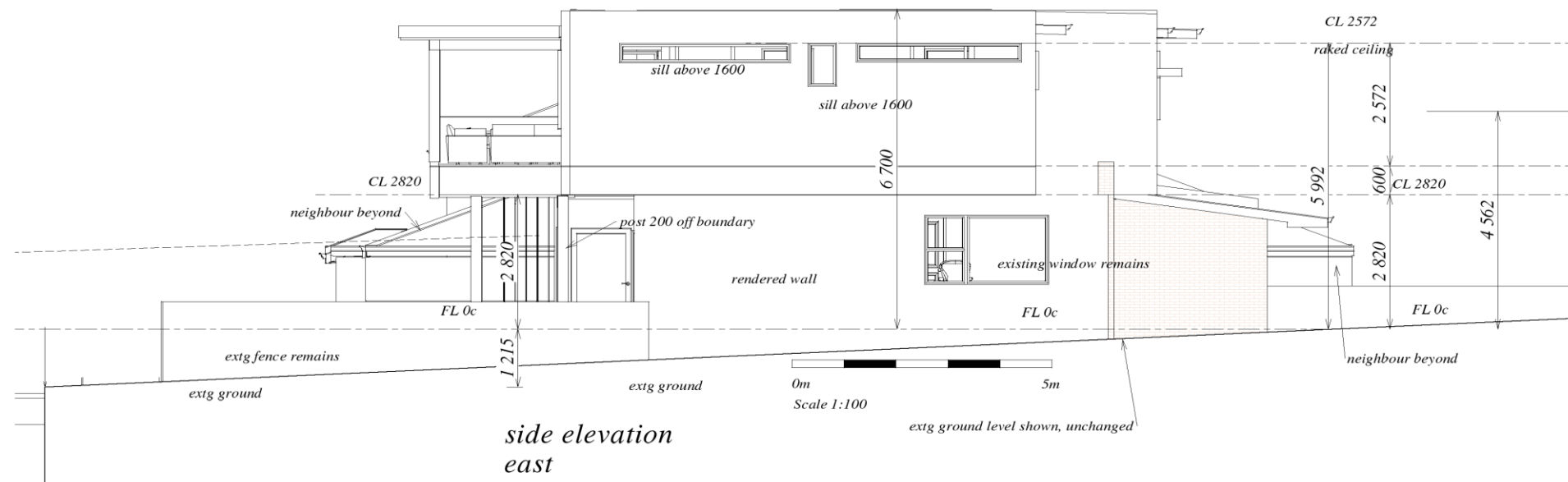
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**a9**



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side elevation  
west



side elevation  
east

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**a11**

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Note tree shown smaller than real life, see photo a13



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 134 Hope Street,  
 White Gum Valley***

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**a12**



Note tree shown smaller than real life, see photo below



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**DA0080/19**  
**6 May 2019**



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134 Hope Street,  
White Gum Valley**

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Patrick Healey Architect**

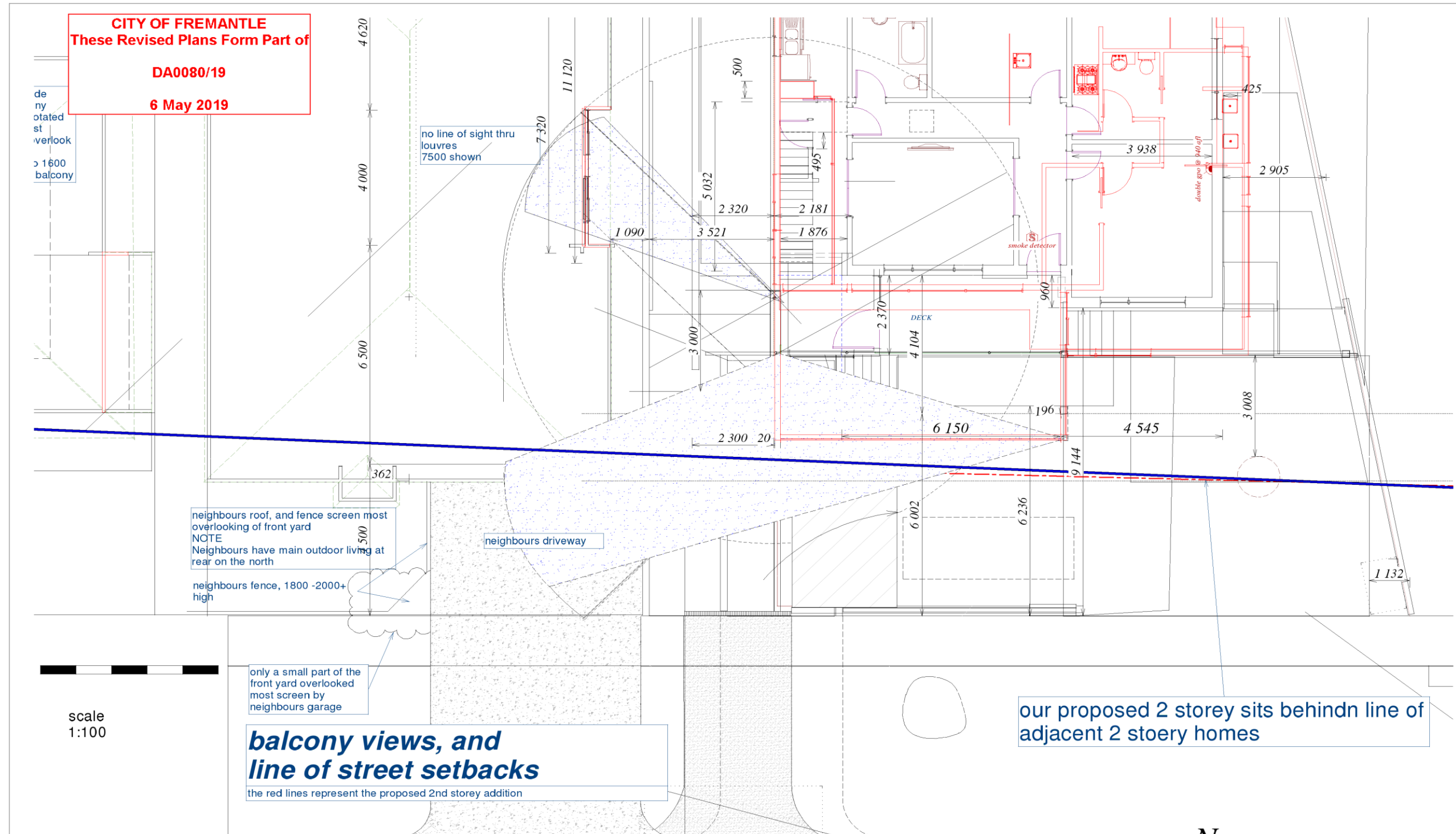
Patrick Healey Registered Architect WA1008  
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**a13**



**Proposed Horwood and Wood Additions,  
134 Hope Street,  
White Gum Valley**

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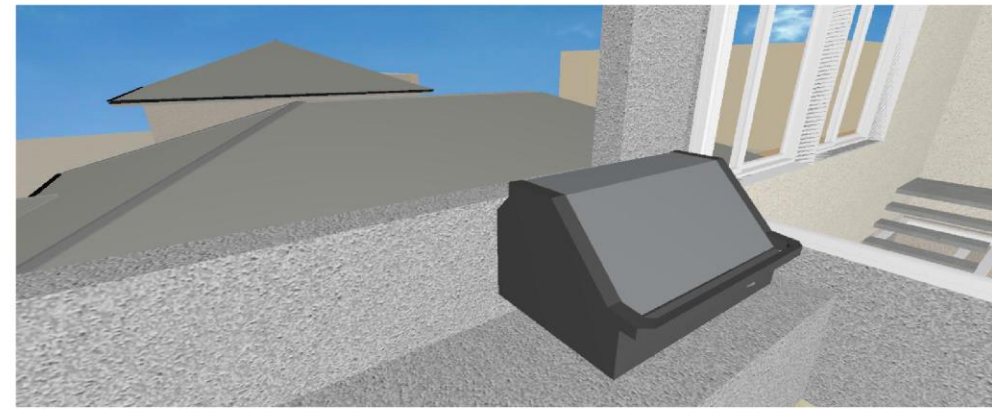
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6may2019  
a14



*view from middle of balcony at bbq looking out to north west-back to neighbours windows*

**Summary neighbours windows cant be seen**



*view from middle of balcony at bbq looking out to north west-back to neighbours windows and looking downwards*

**Summary neighbours windows cant be seen**

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**6 May 2019**



*view from south west corner of balcony looking out to north west-back to neighbours windows looking down*

*object 1600 high to give true eye line height*

**Summary neighbours windows cant be seen**

**Balcony views**



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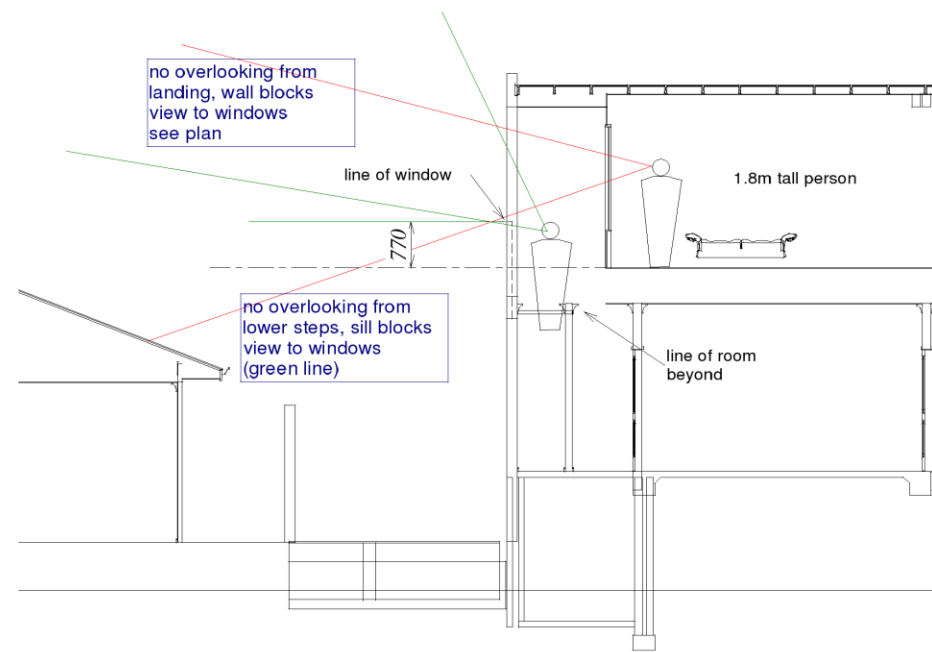
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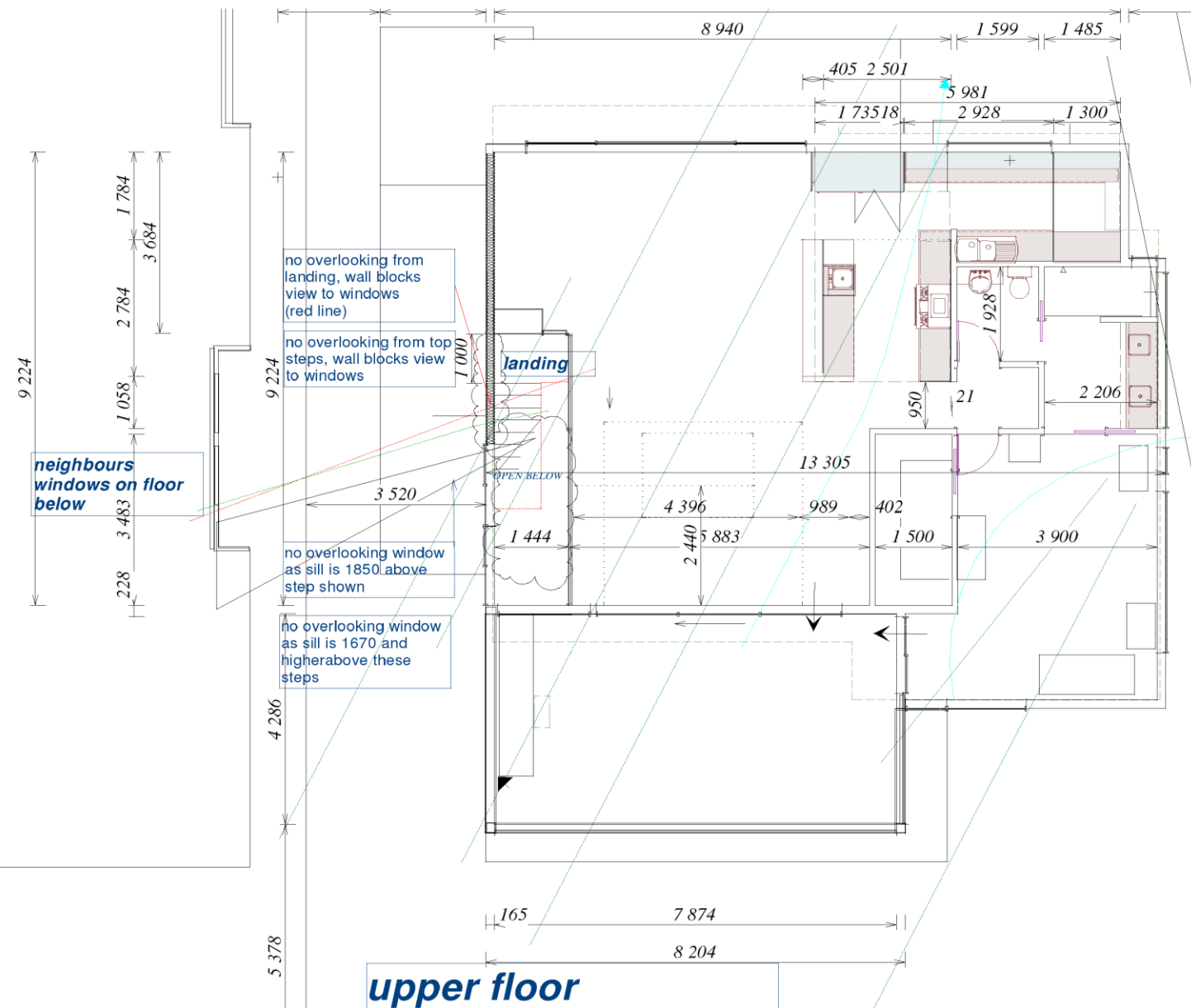
**a15**

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**6 May 2019**



**stair section showing no overlooking of windows**

**Summary**  
**Windows are not overlooked by landing or any stairs due to**  
**1 - wall at landing and**  
**2 - window sill over 1650 above adjacent treads**



**stairwell windows**



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**a16**



proposed 2nd storey addition lines with existing neighbours 2 storeys

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**Summary**  
*Building height follows council policy 2.9 4.2.(i)*

permissible building height outline red dotted line



**Summary**  
*Building height less than allowed*

**Building height**

front elevation south



**Proposed Horwood and Wood Additions,  
134 Hope Street,  
White Gum Valley**

*"Architect skill and experience  
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*Permissible building bulk as viewed from east is far in excess of that proposed*

**Summary**  
*Addition has less bulk than allowed*  
*Follows council policy re setback and height*

**Building height from east**



**Proposed Horwood and Wood Additions,  
134 Hope Street,  
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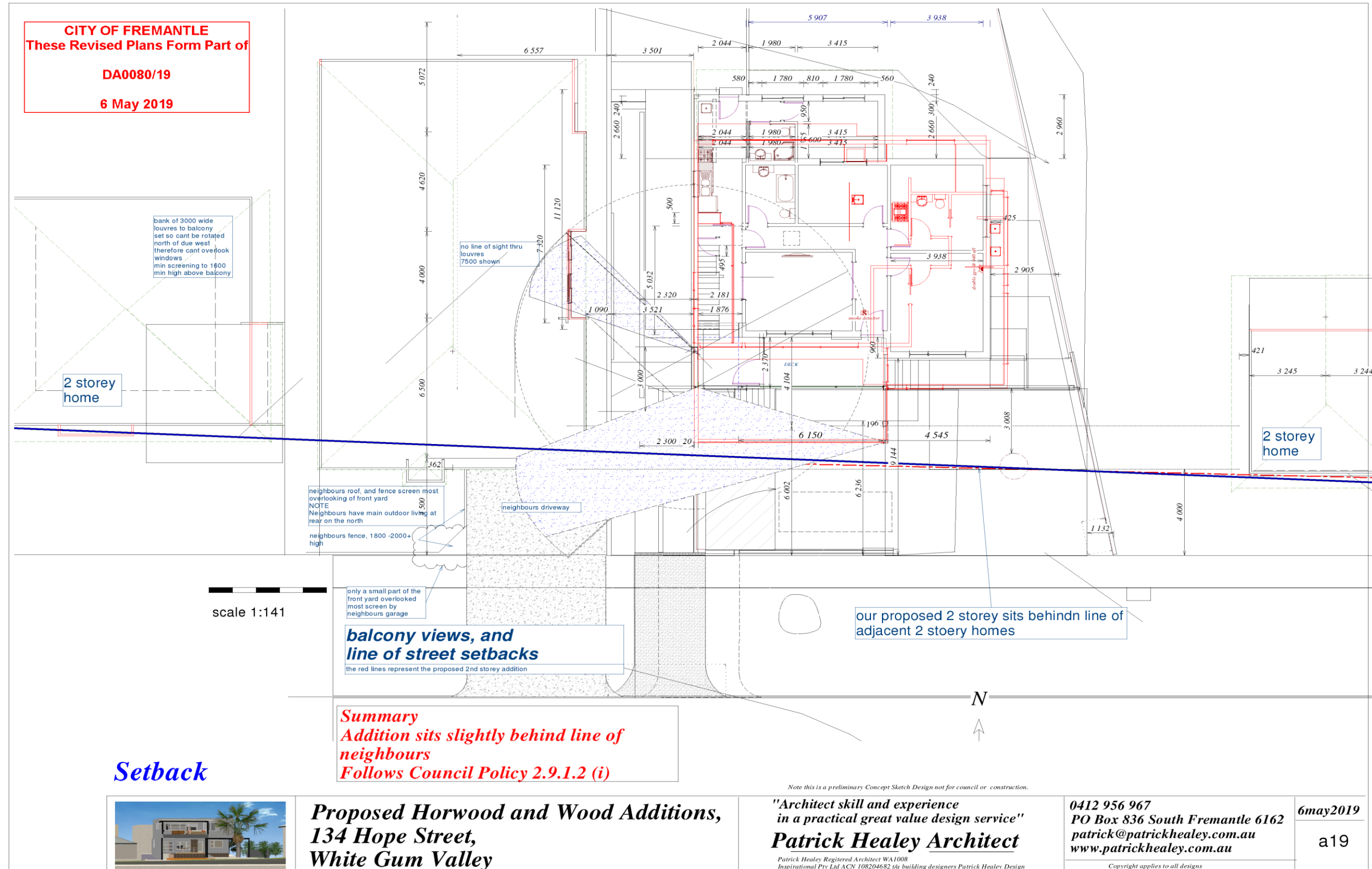
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a18





Streetscape view - from west  
(view from road)

the palm is and will remain the major feature in the streetscape

**Summary**  
**Building setback follows council policy 2.9 1.2.(i)**

- 1 addition has minimal impact
- 2 set in line with existing 2 storeys
- 3 existing palm dominates (it is larger than in the 3d)
- 4 the 2 storey is well back from the large 2 storey home on the east
- 5 the addition is very light and open - narrow steel posts, glass balustrade, thin flat roof, lower roof over balcony

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addition hidden by neighbours 2 storey



Streetscape view - from east  
(view from road)

**Summary**  
**Building setback follows council policy 2.9 1.2.(i)**  
**Addition can hardly be seen**

**Setback**



**Proposed Horwood and Wood Additions,  
134 Hope Street,  
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**Patrick Healey Architect**

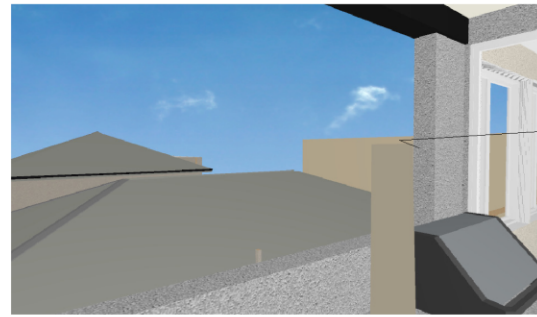
Patrick Healey Registered Architect WA1008  
Inspirational Pty Ltd ACN 108204682 via building designers Patrick Healey Design

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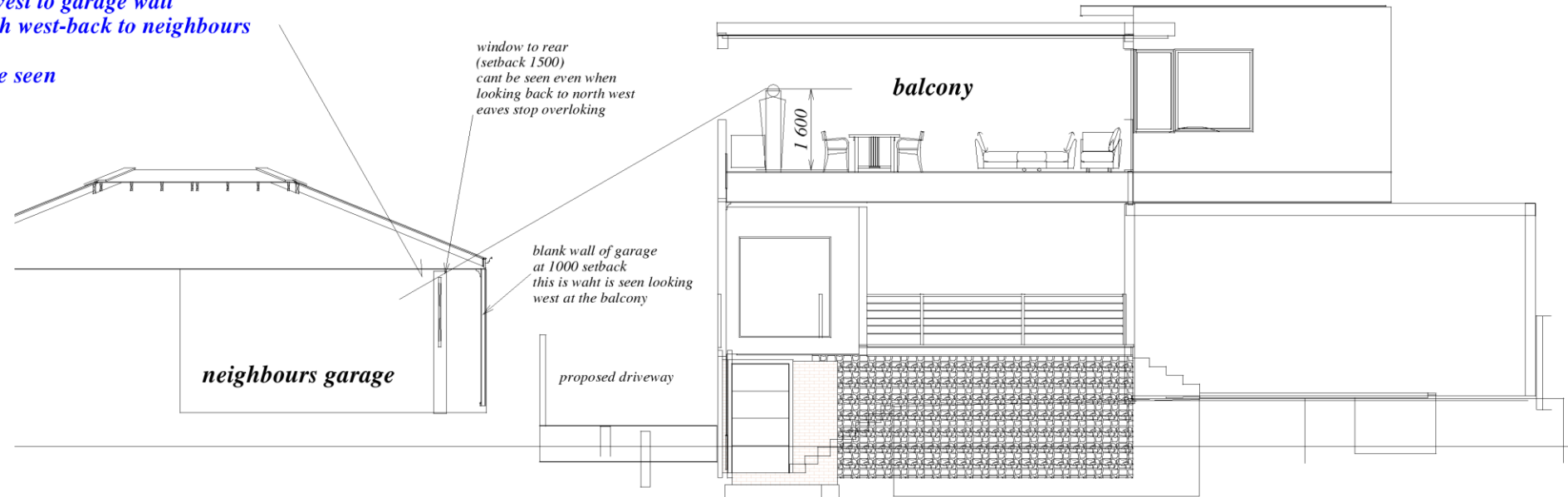
6may2019

a20



view from middle of balcony at bbq looking out to north west-back to neighbours windows

view from west balcony looking out to west to garage wall looking to north west-back to neighbours windows cant be seen



section thru balcony

**Summary  
neighbours windows  
cant be seen**

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**Proposed Horwood and Wood Additions,  
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## ATTACHMENT 2

Site Photos – 134 Hope Street



Subject Site



Subject site and adjoining property to west



Streetscape



Streetscape



Streetscape



Adjoining property to the east



Streetscape

PC1906 -6 JOHN STREET, NO. 4A (LOT 500), NORTH FREMANTLE ADDITIONS (TWO STOREY ANCILLARY DWELLING) TO EXISTING SINGLE HOUSE - TG DA0110/19  
ATTACHMENT 1

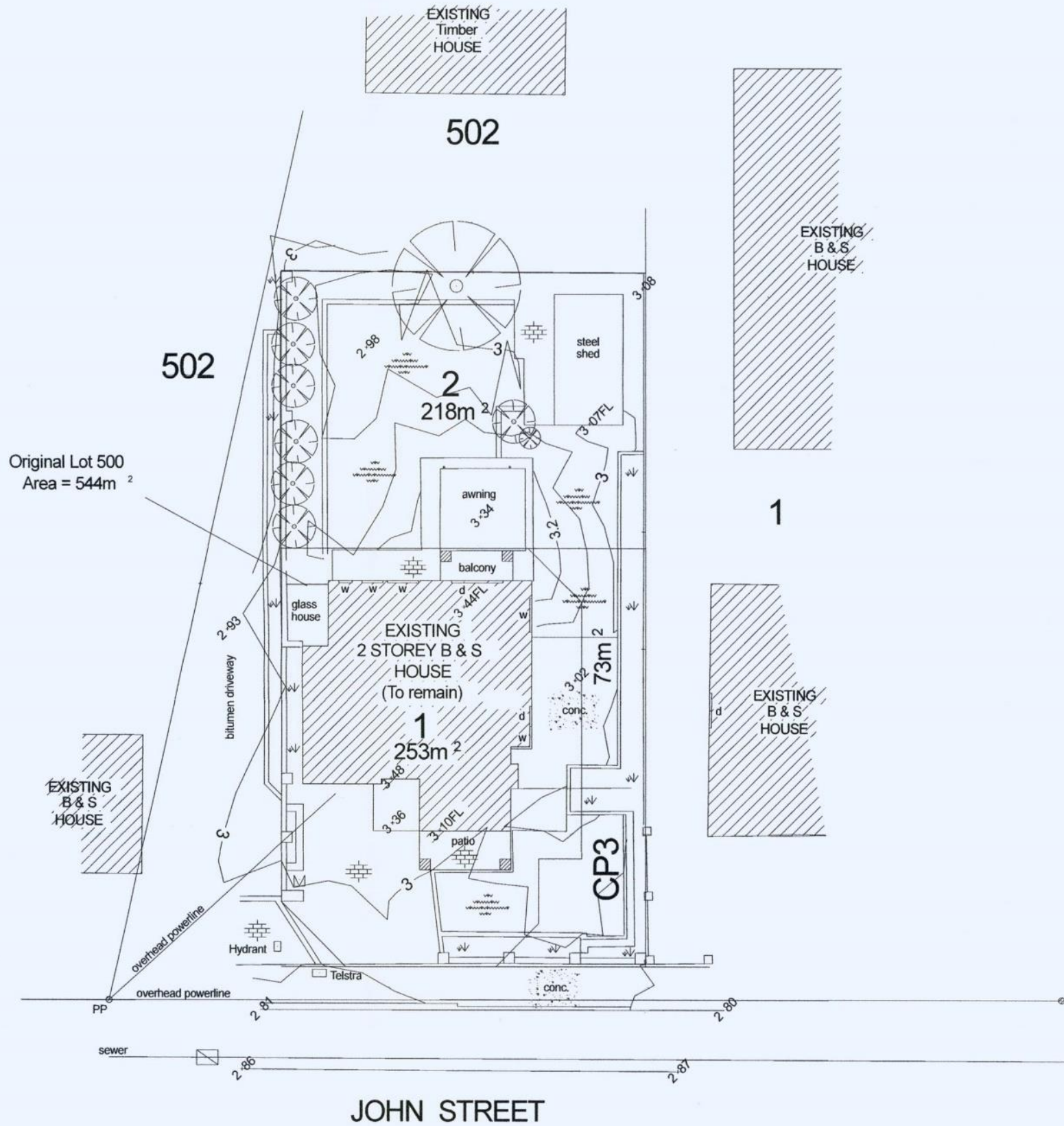
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26 March 2019

## DEVELOPMENT APPLICATION



PROPOSED ANCILLARY ACCOMODATION  
4A JOHN STREET NORTH FREMANTLE  
MARCH 2013

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26 March 2019

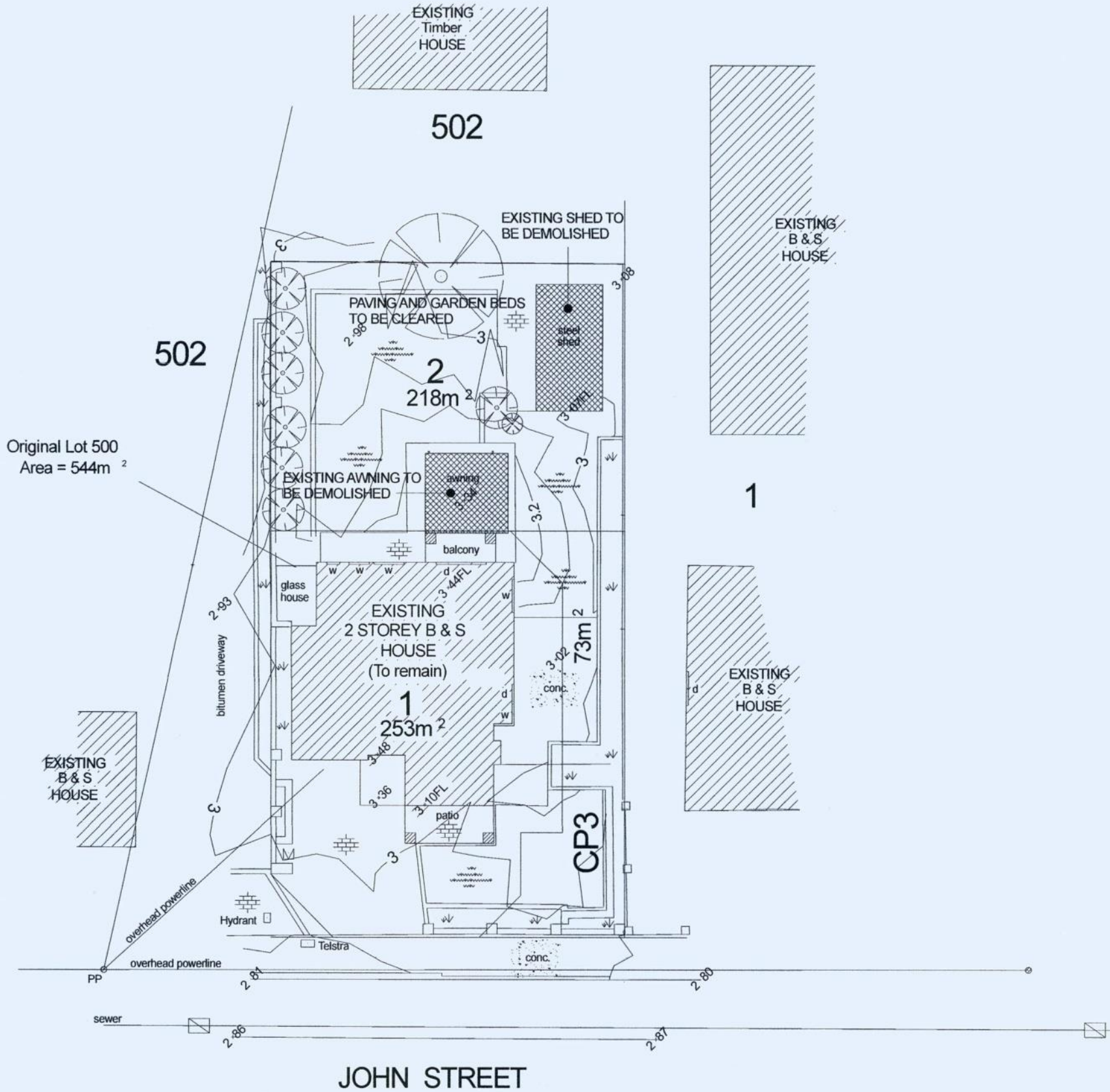


Original Lot 500  
Area = 544m<sup>2</sup>

Lot 500 (4A) John Street North Fremantle  
Survey By M F Gordan Surveys  
Licensed Surveyors  
93715448

2

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**26 March 2019**



Original Lot 500  
Area = 544m<sup>2</sup>

JOHN STREET



**D'zyner**  
URBAN ENVIRONMENTS  
7 YALE PLACE MARANGAROO WA 6054  
MOBILE 0438 919 537  
email: dzynerurbanenvironments@gmail.com



PROPOSED ANCILLARY ACCOMODATION  
4A JOHN STREET NORTH FREMANTLE  
FOR T VAILE

DESIGN :  
RON MASSEY

DRAWN :  
RON MASSEY

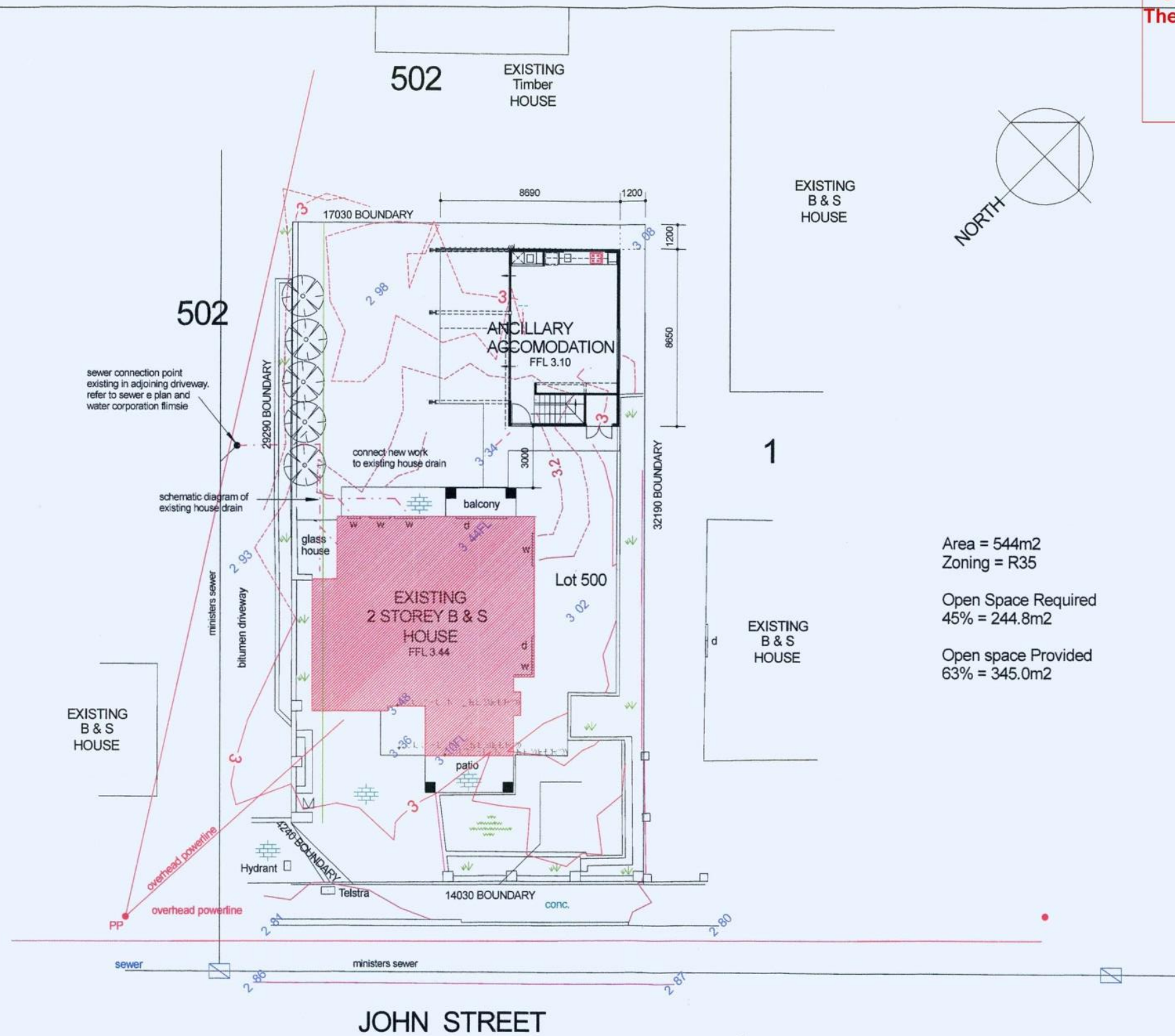
SCALE :  
1 : 200

DATE :  
JAN 2019

REVISION :

**3**

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Area = 544m<sup>2</sup>  
Zoning = R35

Open Space Required  
45% = 244.8m<sup>2</sup>

Open space Provided  
63% = 345.0m<sup>2</sup>

SITE PLAN  
1 : 200



**D'zyner**  
URBAN ENVIRONMENTS  
7 YALE PLACE WARRANGAROO WA 6004  
MOBILE 0438 919 537  
email: dzynerurbanenvironments@gmail.com

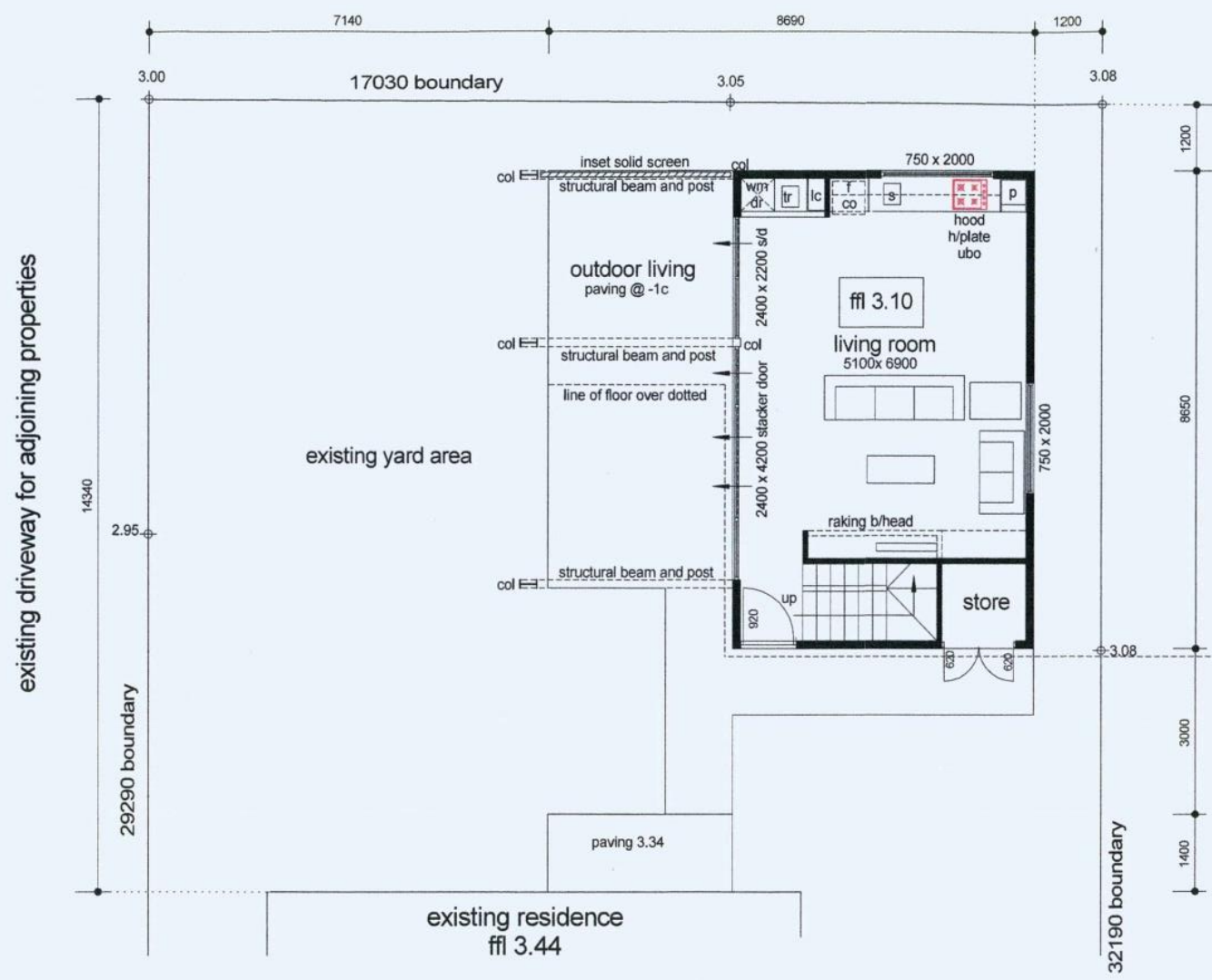


PROPOSED ANCILLARY ACCOMODATION  
REAR 4A JOHN STREET NORTH FREMANTLE  
FOR T VAILE

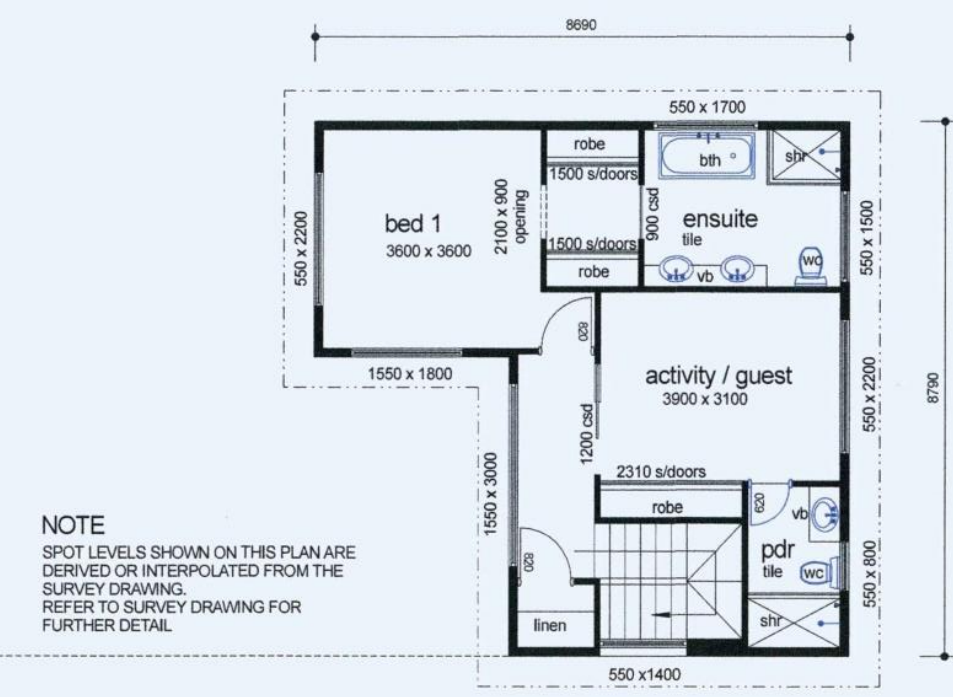
DESIGN : RON MASSEY	SCALE : 1 : 200	REVISION :
DRAWN : RON MASSEY	DATE : FEB 2019	

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**GROUND FLOOR PLAN**  
1 : 100  
46M2



NOTE  
SPOT LEVELS SHOWN ON THIS PLAN ARE DERIVED OR INTERPOLATED FROM THE SURVEY DRAWING. REFER TO SURVEY DRAWING FOR FURTHER DETAIL.

**FIRST FLOOR PLAN**  
1 : 100  
59M2

**D'zyner**  
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MOBILE 0438 919 537  
email: dzynerurbanenvironments@gmail.com

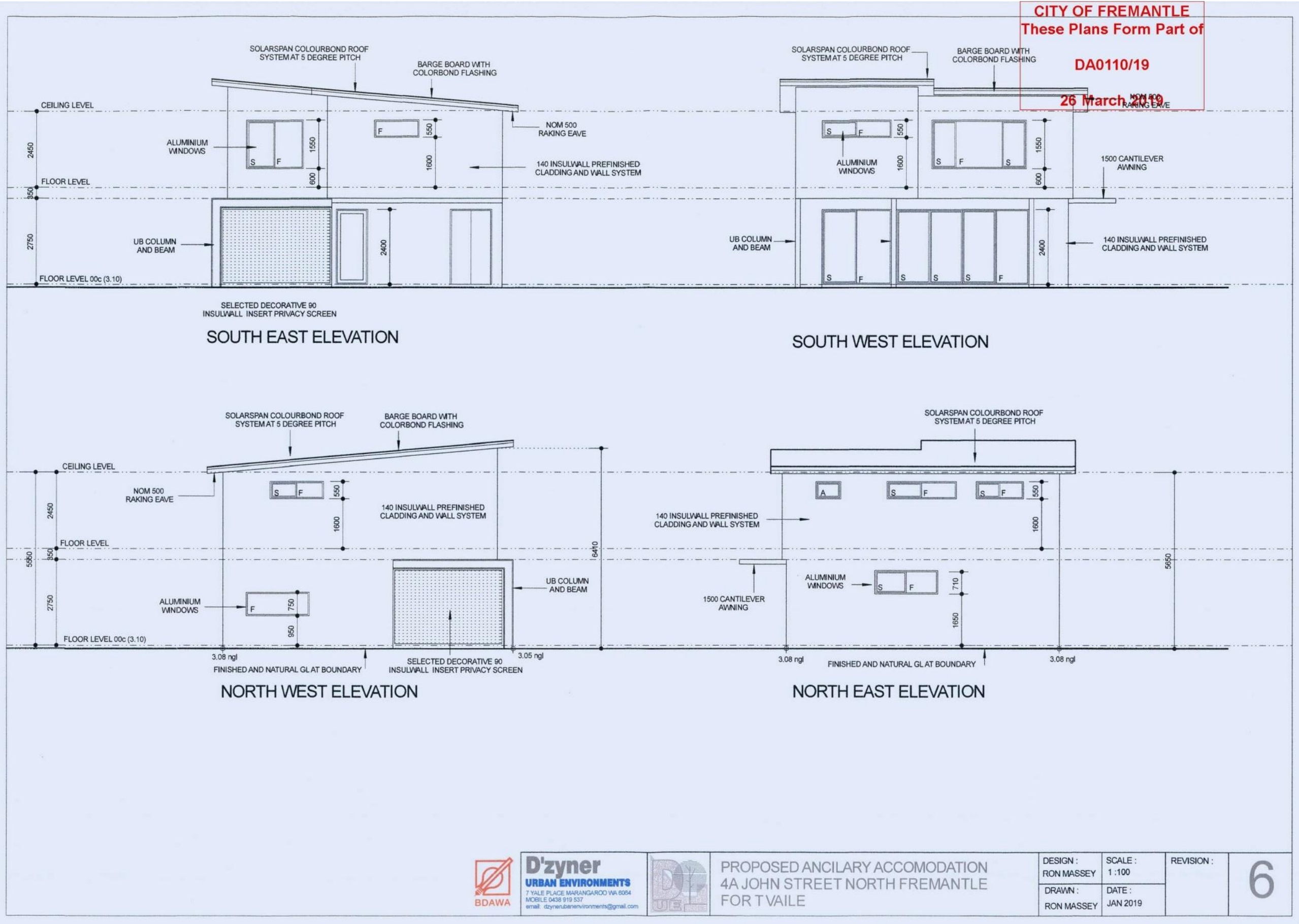


PROPOSED ANCILARY ACCOMODATION  
4A JOHN STREET NORTH FREMANTLE  
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DESIGN : RON MASSEY	SCALE : 1 : 100	REVISION :
DRAWN : RON MASSEY	DATE : JAN 2019	

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MOBILE 0438 919 537  
email: dzynerurbanenvironments@gmail.com



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4A JOHN STREET NORTH FREMANTLE  
FOR T VAILE

DESIGN : RON MASSEY	SCALE : 1 : 100	REVISION :
DRAWN : RON MASSEY	DATE : JAN 2019	

**6**

## ATTACHMENT 2

Site photos – 4a John Street

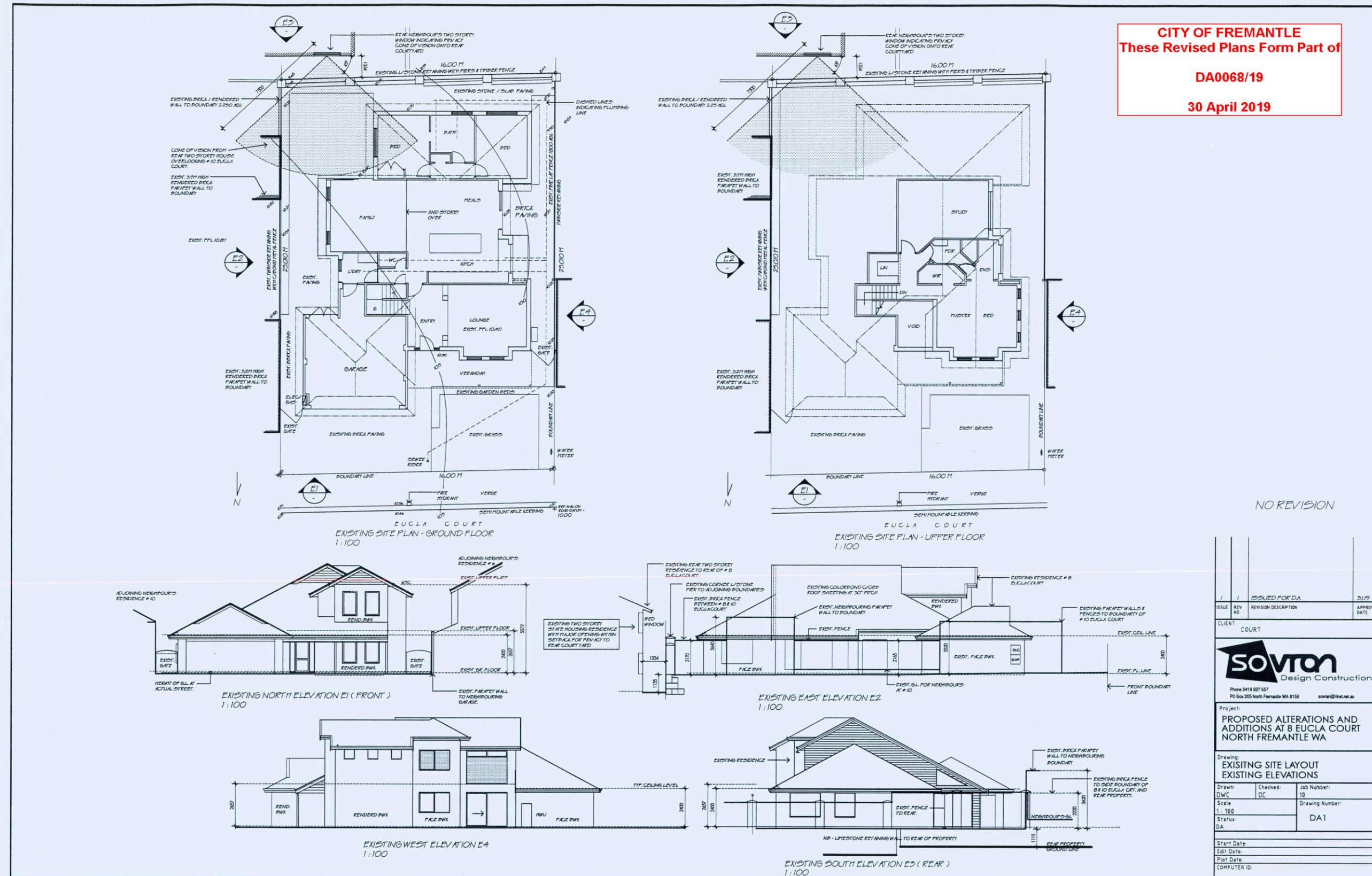


Subject site



Subject site

PC1906 -7 EUCLA COURT, NO. 8 (LOT 210), NORTH FREMANTLE - ADDITIONS AND ALTERATIONS (TWO STOREY) TO EXISTING SINGLE HOUSE - (TG DA0068/19)  
ATTACHMENT 1

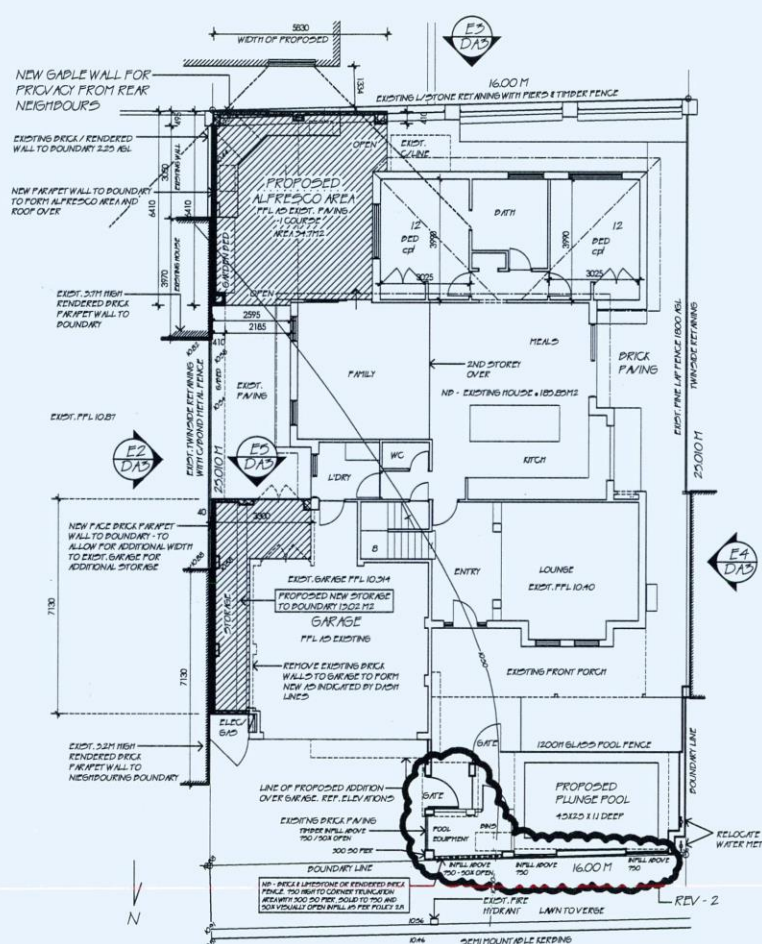


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**30 April 2019**

NO REVISION

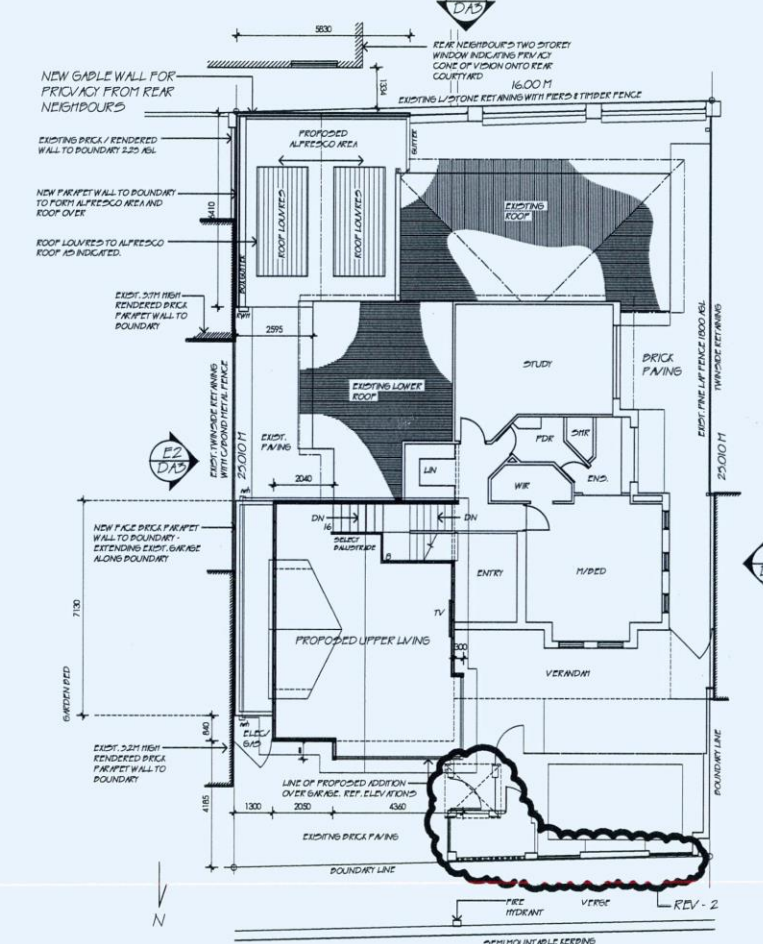
ISSUE	REV NO	REVISION DESCRIPTION	APPROV DATE
1	1	ISSUED FOR DA	21/19
CLIENT COURT			
Project: PROPOSED ALTERATIONS AND ADDITIONS AT 8 EUCLA COURT NORTH FREMANTLE WA			
Drawing: EXISTING SITE LAYOUT EXISTING ELEVATIONS			
Drawn: DWC	Checked: DC	Job Number: 10	Drawing Number: DA1
Scale: 1:100	Status: DA		
Start Date:	Edit Date:		
Plot Date:	COMPUTER ID:		

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**DA0068/19**  
**30 April 2019**



SITE PLAN - INDICATING PROPOSED NEW - GROUND FLOOR  
1:100

REAR EXISTING PROPOSED STORAGE TO GARAGE 105.00  
PROPOSED ALFRESCO 142 NP - NOT INCLUDED  
FRONT VERANDAH 142 NP - NOT INCLUDED  
PROPOSED STORAGE TO GARAGE 105.00  
TOTAL 105.00  
SITE COVERAGE 105.00 / 105.00 = 100%



SITE PLAN - INDICATING PROPOSED NEW - UPPER FLOOR  
1:100

ISSUE	REV NO	REVISION DESCRIPTION	APPROV DATE
2	2	REVISED FRONT FENCE ISSUED FOR DA	29/4/19
1	1	ISSUED FOR DA	3/1/19

CLIENT COURT



Project:  
PROPOSED ALTERATIONS AND ADDITIONS AT 8 EUCLA COURT NORTH FREMANTLE WA

Drawing:  
PROPOSED NEW SITE LAYOUT  
PROPOSED NEW ELEVATIONS

Drawn: DWC	Checked: DC	Job Number: 10
Scale: 1:100	Drawing Number: DA2	

Start Date:  
Edit Date:  
Plot Date:  
COMPUTER ID:



## **ATTACHMENT 2**

Site photos – 8 Eucla Court



Subject site



Adjoining property and streetscape

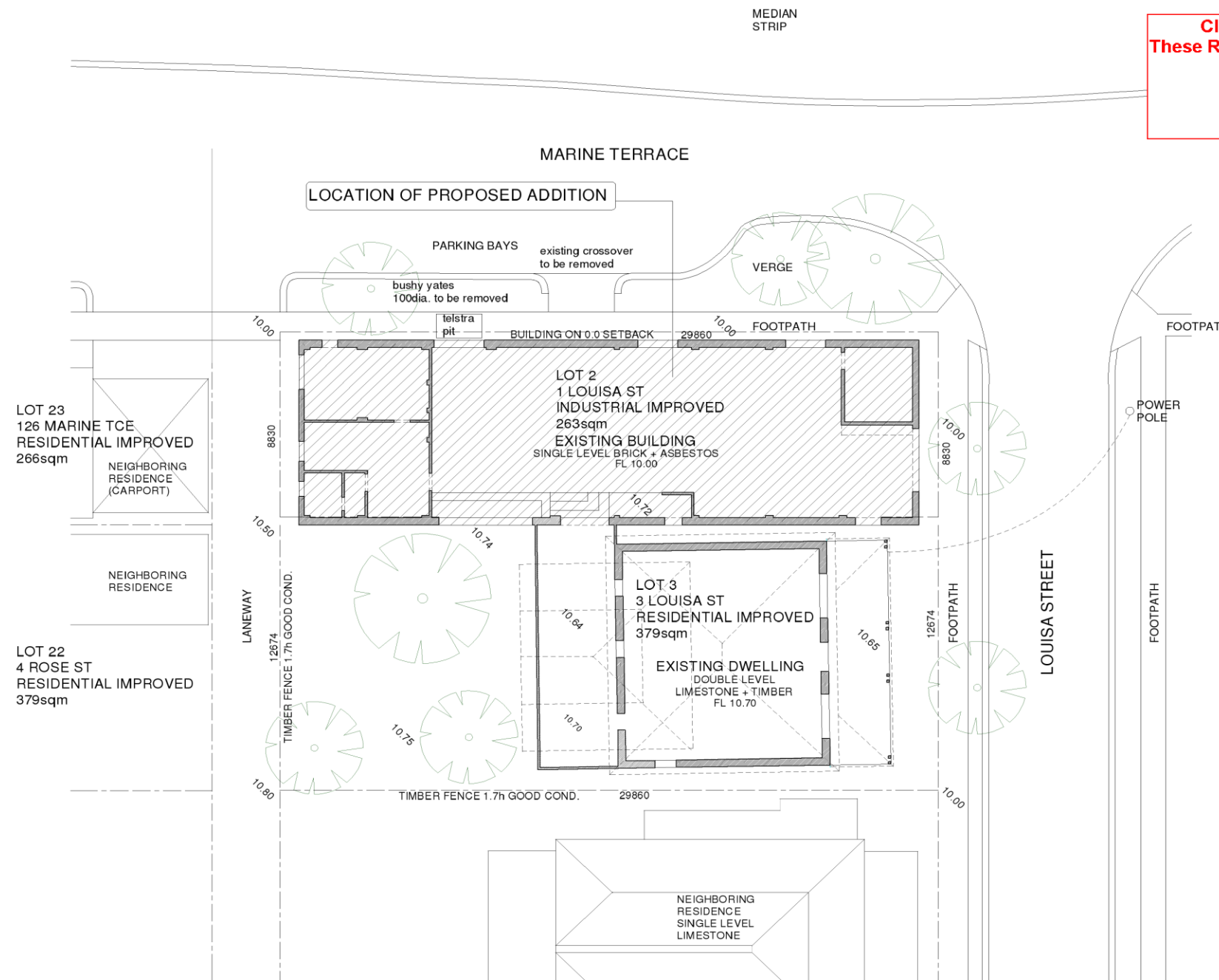


Streetscape



Subject site

PC1906 -8 LOUISA STREET, NO. 1 (LOT 2) AND NO. 3 (LOT 3) SOUTH FREMANTLE - TWO STOREY ADDITIONS AND ALTERATIONS TO EXISTING SINGLE HOUSE  
ATTACHMENT 1



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**14 May 2019**

**WILD DESIGN**  
www.wilddesignoffice.com  
nick@wilddesignoffice.com  
0400 178 753  
13 AGNES STREET  
BEACONSFIELD

PROJECT TITLE-  
**PRESTON RESIDENCE**

LOCATION-  
**1 LOUISA STREET FREMANTLE**

PROJECT DESCRIPTION  
**ADDITION TO AN EXISTING HOUSE**

PROJECT No.  
**W\_025**

ISSUED FOR-  
**PLANNING APPLICATION**

DRAWING TITLE-  
**SITE PLAN**

DRAWING SCALE-  
**1 : 200**

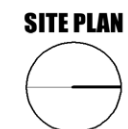
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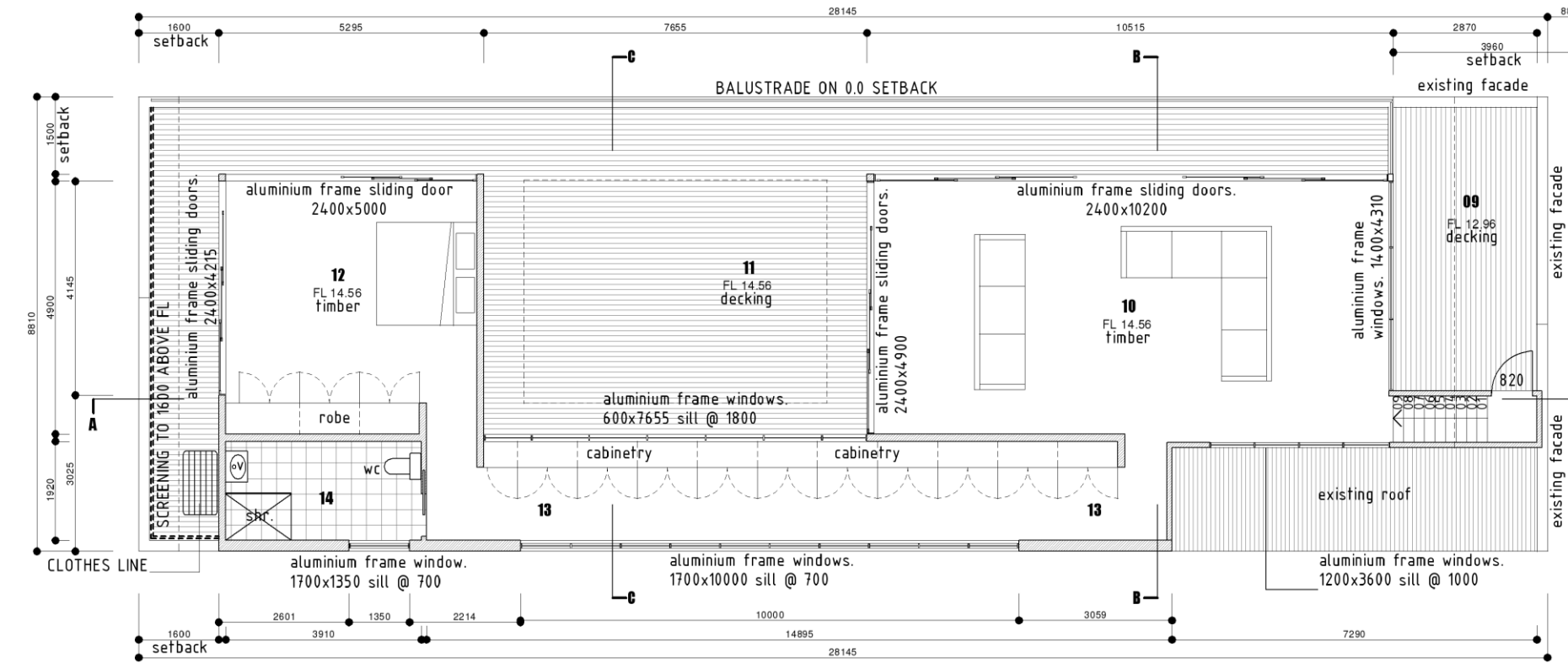
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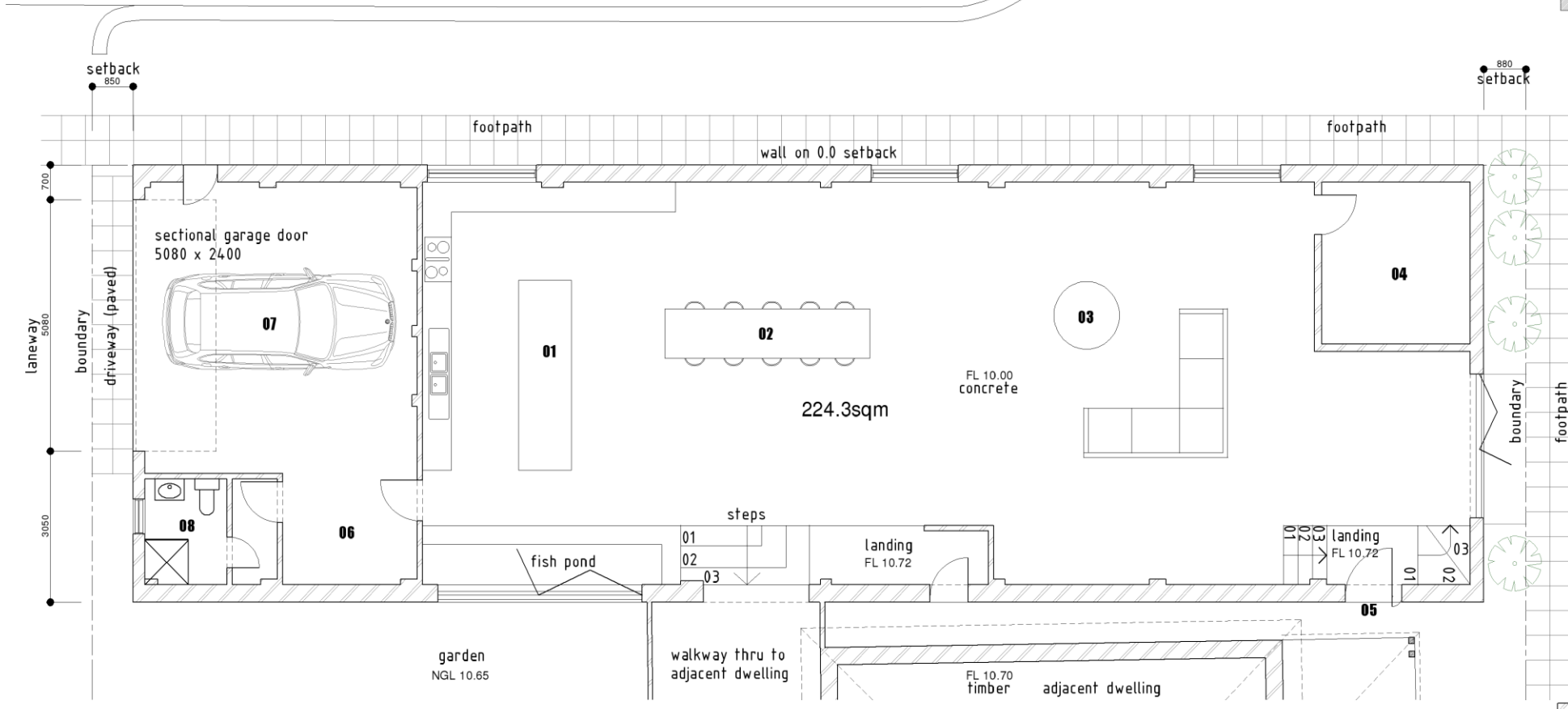
NOTE:  
PLEASE REFER TO FLOORPLAN DRAWING FOR ALL SETBACK DIMENSIONS.  
ALL EXISTING TREES TO REMAIN





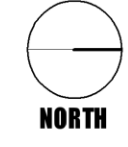
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**FLOORPLAN FIRST FLOOR**

EXISTING WALL  
PROPOSED WALL



**room schedule**

- 01 kitchen
- 02 dining
- 03 lounge
- 04 office
- 05 entrance
- 06 laundry
- 07 garage
- 08 bathroom
- 09 deck
- 10 lounge
- 11 terrace
- 12 bedroom
- 13 passageway
- 14 ensuite

**FLOORPLAN GROUND FLOOR**

**NOTE:**  
existing ground floor to remain unchanged

EXISTING WALL  
PROPOSED WALL

PROJECT TITLE-  
**PRESTON RESIDENCE**

LOCATION-  
**1 LOUISA STREET FREMANTLE**

PROJECT DESCRIPTION  
**ADDITION TO AN EXISTING HOUSE**

PROJECT No.  
**W\_025**

ISSUED FOR-  
**PLANNING APPLICATION**

DRAWING TITLE-  
**FLOORPLAN**

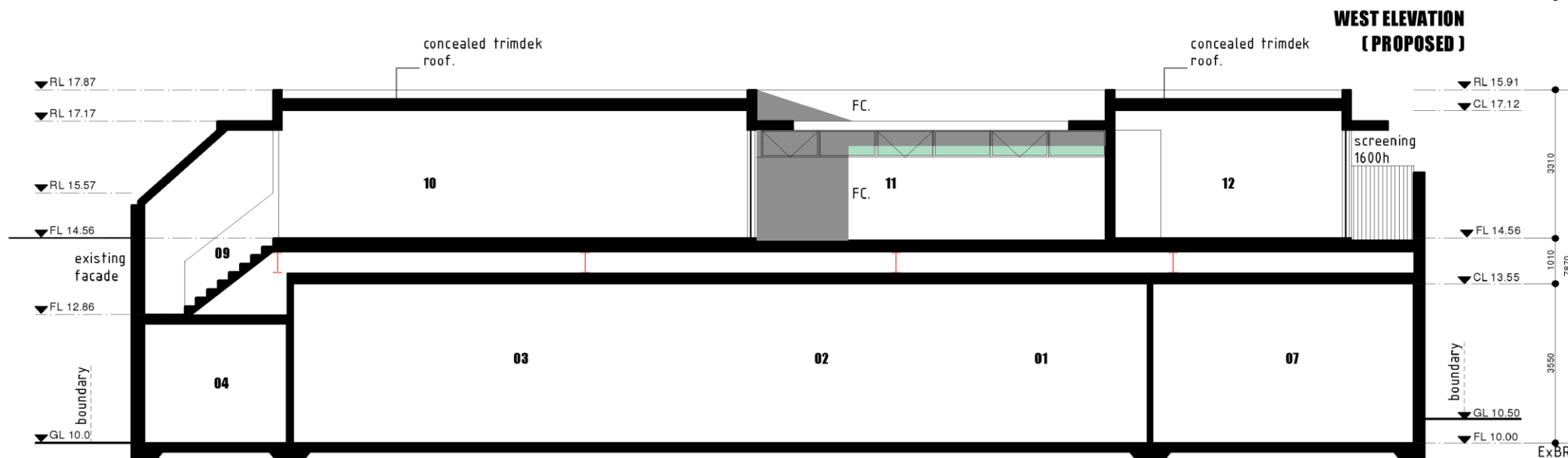
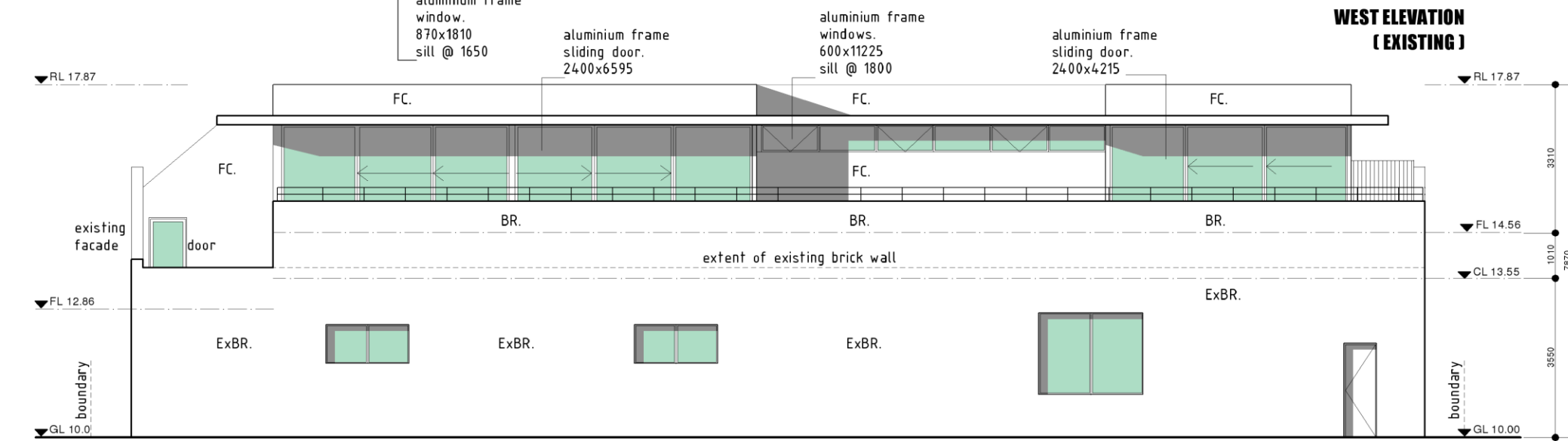
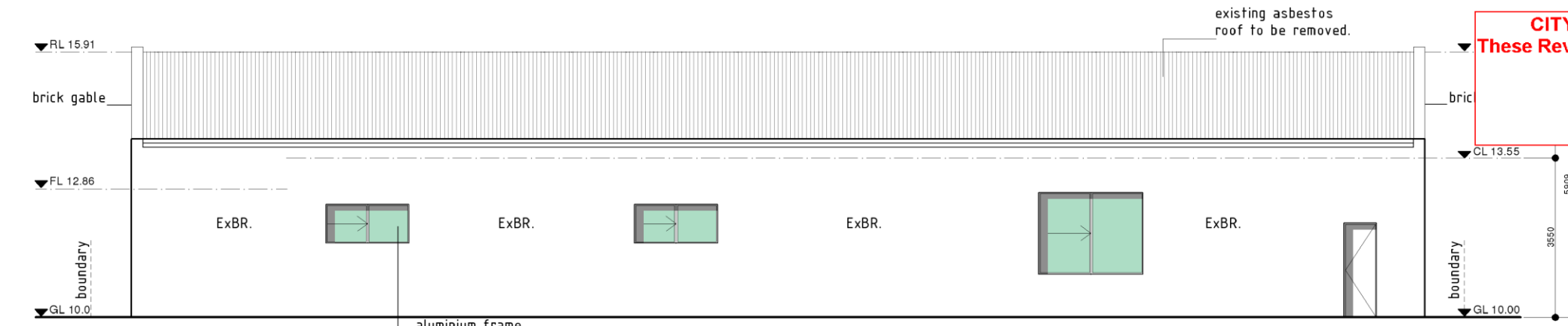
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**1 : 100**

PAGE No-  
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DRAWING No-  
**A02**



- room schedule**
- 01 kitchen
  - 02 dining
  - 03 lounge
  - 04 proposed office/gallery
  - 05 entrance
  - 06 laundry
  - 07 storage
  - 08 bathroom
  - 09 office
  - 10 lounge
  - 11 terrace
  - 12 bedroom
  - 13 passageway
  - 14 ensuite
- material schedule**
- ExBR. - existing brickwork, painted
  - BR. - brickwork, painted
  - FC. - fibre cement, painted

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PROJECT TITLE-  
**PRESTON RESIDENCE**

LOCATION-  
**1 LOUISA STREET FREMANTLE**

PROJECT DESCRIPTION  
**ADDITION TO AN EXISTING HOUSE**

PROJECT No.  
**W\_025**

ISSUED FOR-  
**PLANNING APPLICATION**

DRAWING TITLE-  
**ELEVATIONS/ SECTIONS**

DRAWING SCALE-  
**1 : 100**

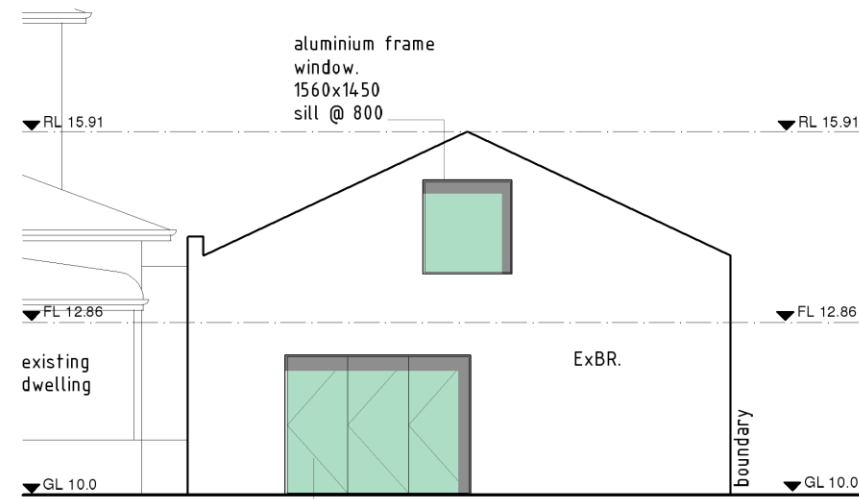
PAGE No-  
**3 of 9**

REVISIONS-

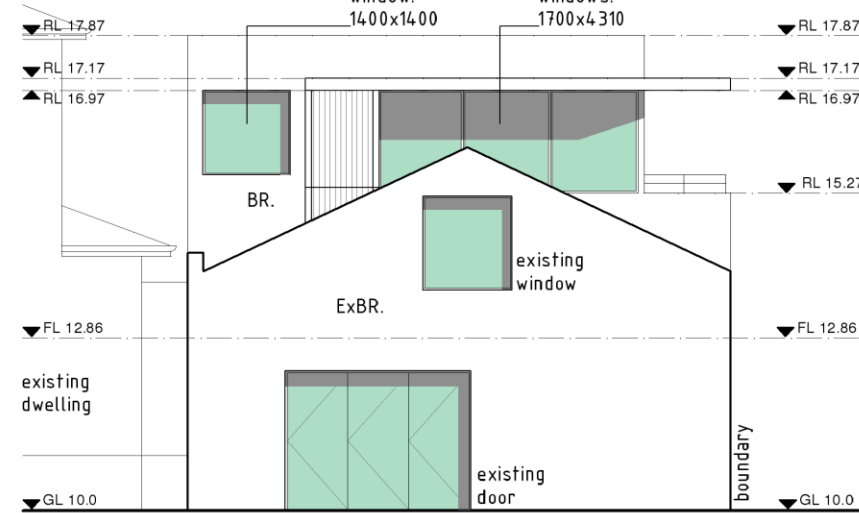
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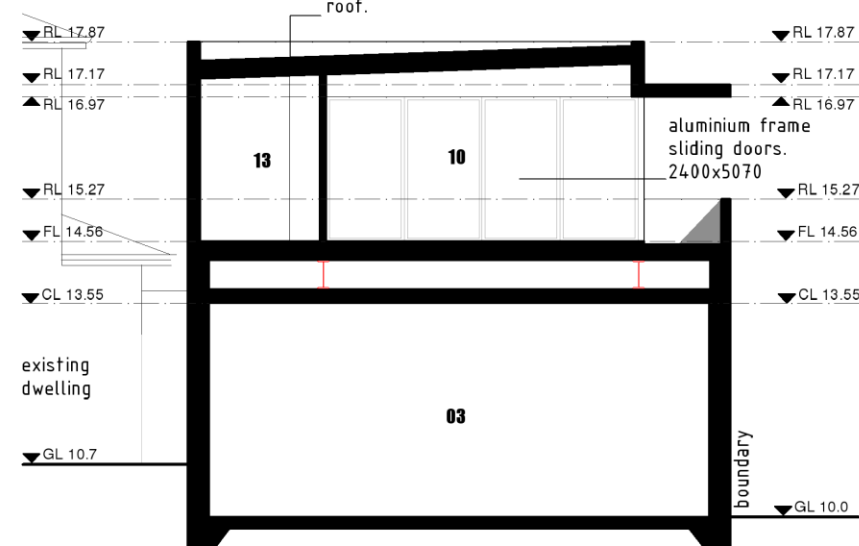
DRAWING No-  
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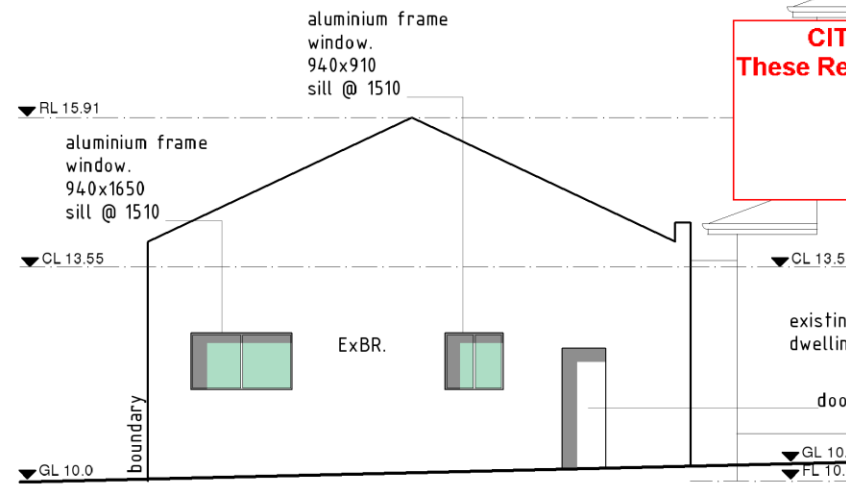
**NORTH ELEVATION - STREET VIEW (EXISTING)**



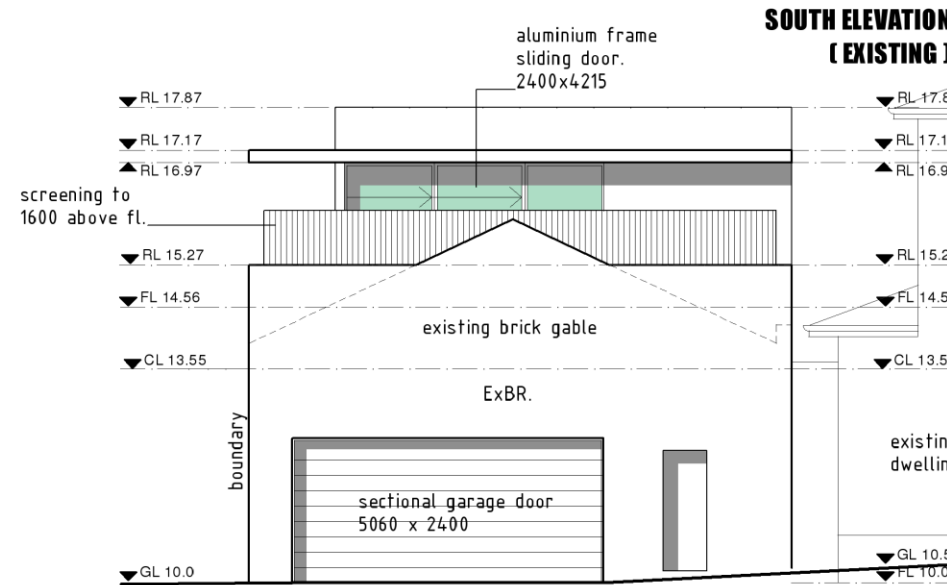
**NORTH ELEVATION - STREET VIEW (PROPOSED)**



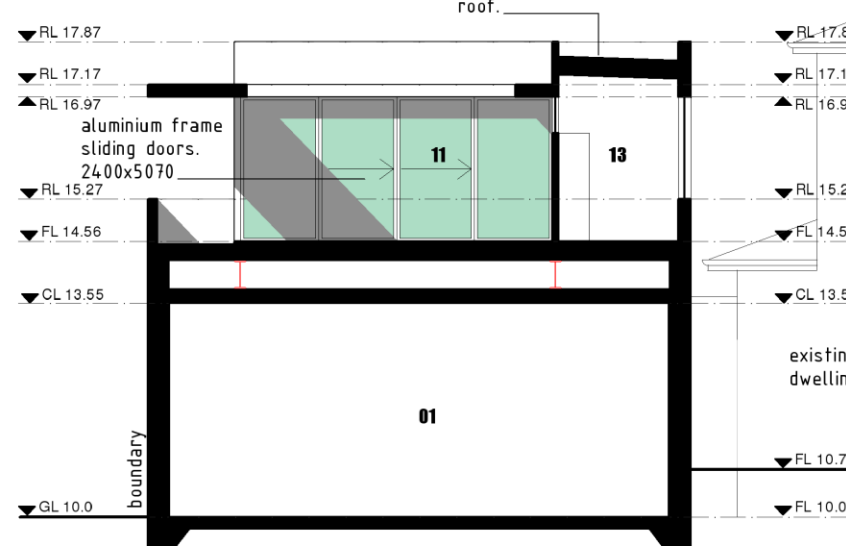
**SECTION B - B**



**SOUTH ELEVATION (EXISTING)**



**SOUTH ELEVATION (PROPOSED)**



**SECTION C - C**

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PROJECT TITLE-  
**PRESTON RESIDENCE**

LOCATION-  
**1 LOUISA STREET FREMANTLE**

PROJECT DESCRIPTION  
**ADDITION TO AN EXISTING HOUSE**

PROJECT No.  
**W\_025**

ISSUED FOR-  
**PLANNING APPLICATION**

DRAWING TITLE-  
**ELEVATIONS/ SECTIONS**

DRAWING SCALE-  
**1 : 100**

PAGE No-  
**4 of 9**

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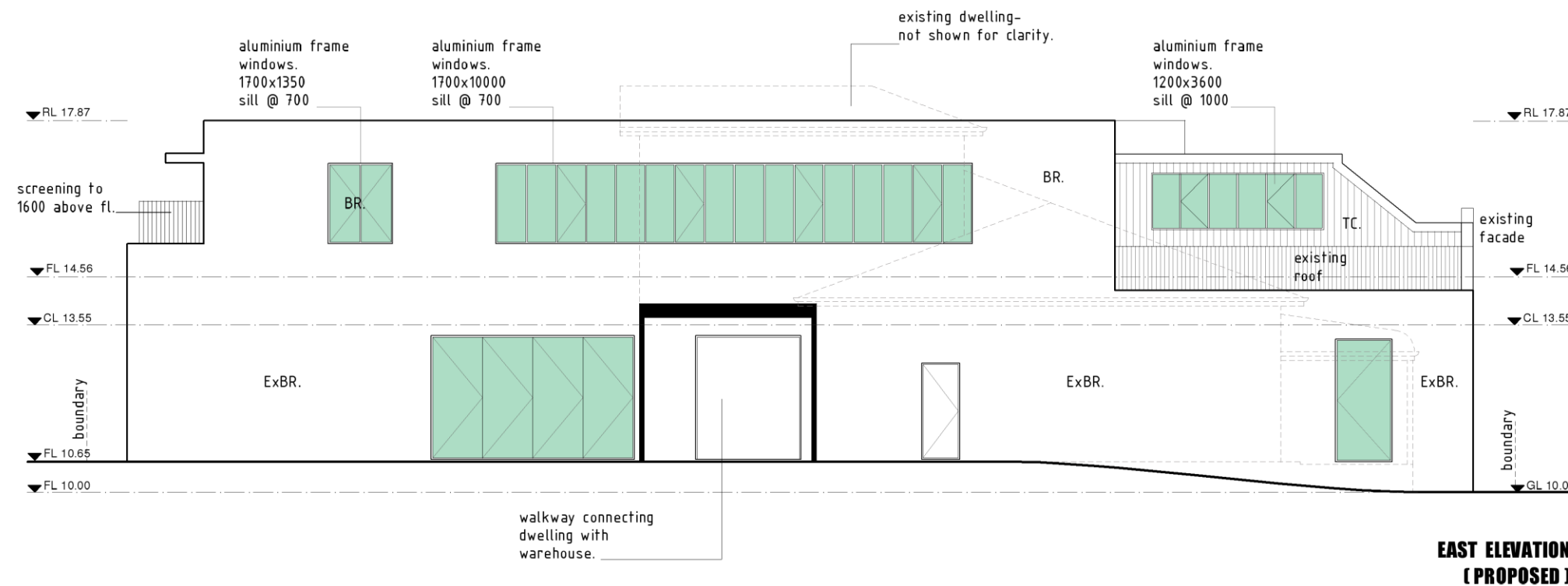
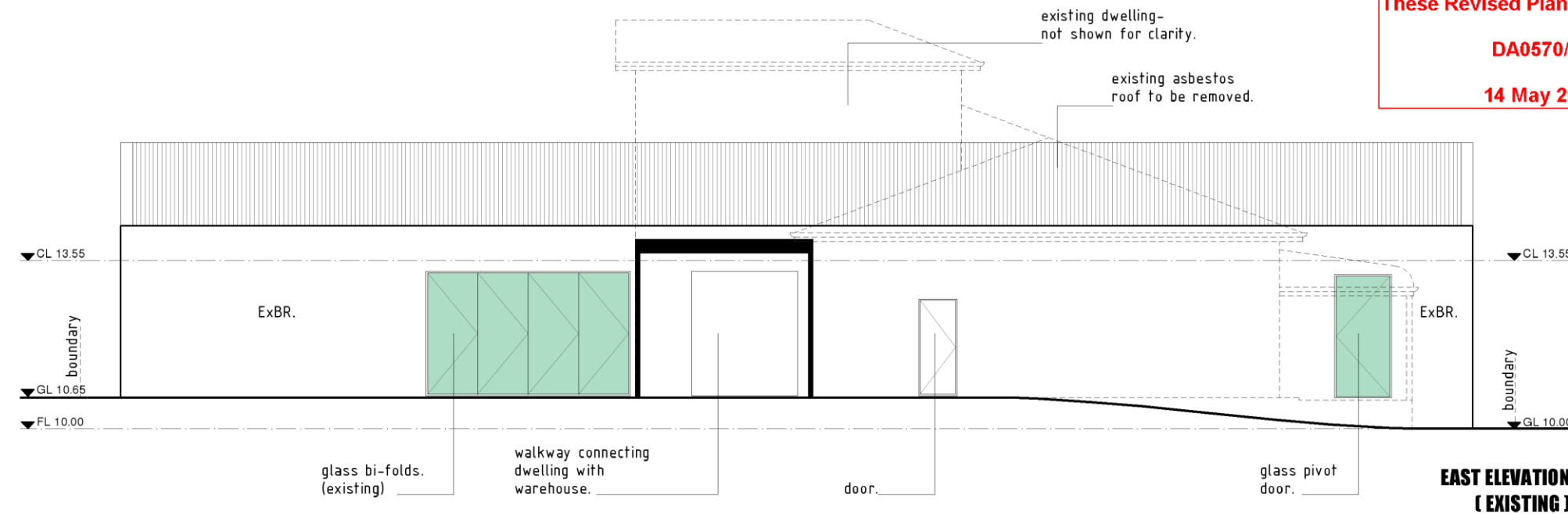
DRAWING No-  
**A04**

- room schedule**
- 01 kitchen
  - 02 dining
  - 03 lounge
  - 04 proposed office/gallery
  - 05 entrance
  - 06 laundry
  - 07 storage
  - 08 bathroom
  - 09 office
  - 10 lounge
  - 11 terrace
  - 12 bedroom
  - 13 passageway
  - 14 ensuite

- material schedule**
- ExBR. - existing brickwork, painted
  - BR. - brickwork, painted
  - FC. - fibro cement, painted

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- room schedule**
- 01 kitchen
  - 02 dining
  - 03 lounge
  - 04 proposed office/gallery
  - 05 entrance
  - 06 laundry
  - 07 storage
  - 08 bathroom
  - 09 office
  - 10 lounge
  - 11 terrace
  - 12 bedroom
  - 13 passageway
  - 14 ensuite

- material schedule**
- ExBR. - existing brickwork, painted
  - BR. - brickwork, painted
  - FC. - fibro cement, painted
  - TC. - timber cladding, vertical shiplap.

PROJECT TITLE - **PRESTON RESIDENCE**

LOCATION - **1 LOUISA STREET FREMANTLE**

PROJECT DESCRIPTION - **ADDITION TO AN EXISTING HOUSE**

PROJECT No. - **W\_025**

ISSUED FOR - **PLANNING APPLICATION**

DRAWING TITLE - **ELEVATIONS/ SECTIONS**

DRAWING SCALE - **1 : 100**

PAGE No - **5 of 9**

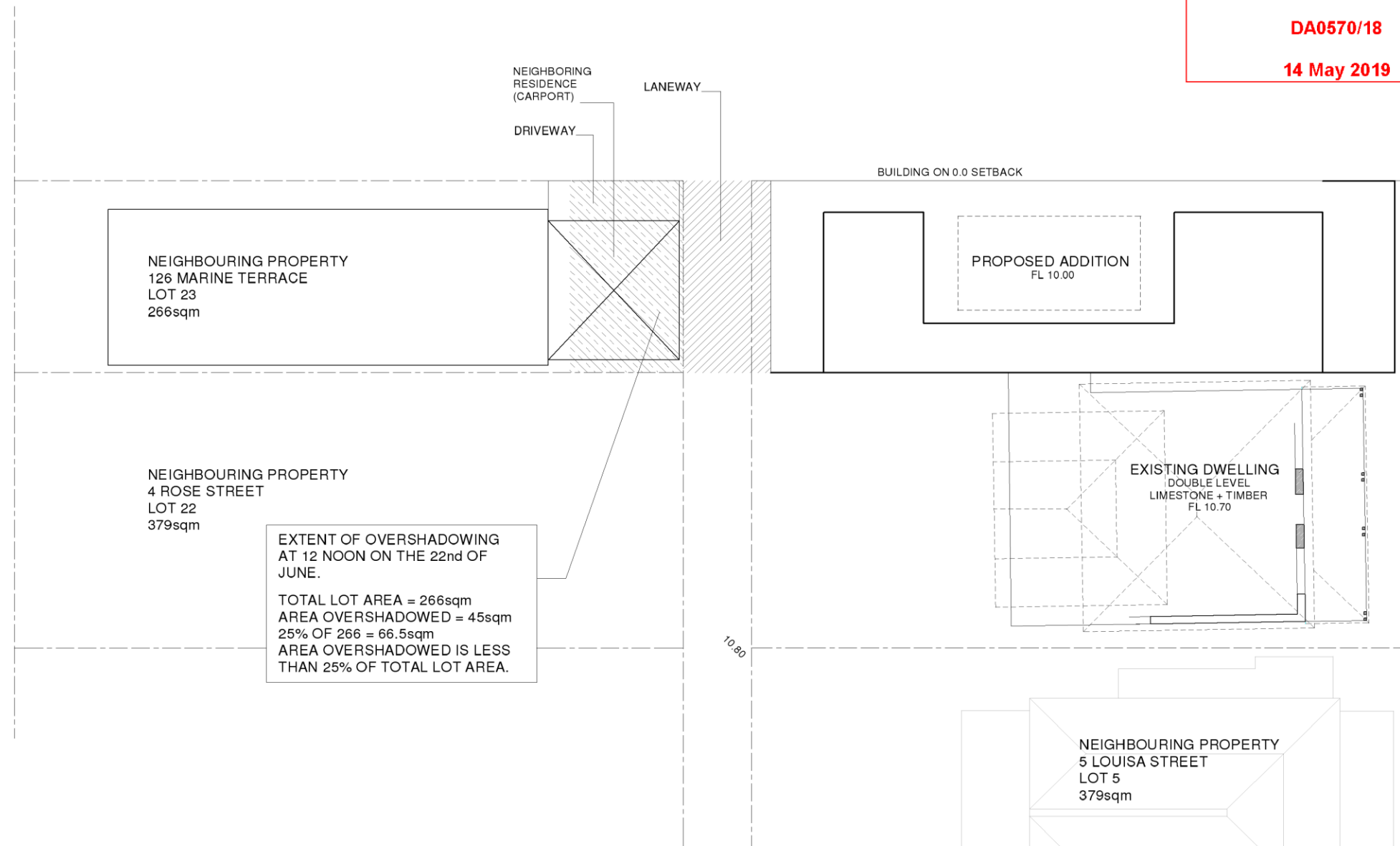
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**OVERSHADOW DIAGRAM**  
  
**NORTH**

PROJECT TITLE-  
**PRESTON RESIDENCE**

LOCATION-  
**1 LOUISA STREET FREMANTLE**

PROJECT DESCRIPTION  
**ADDITION TO AN EXISTING HOUSE**

PROJECT No.  
**W\_025**

ISSUED FOR-  
**PLANNING APPLICATION**

DRAWING TITLE-  
**OVERSHADOWING DIAGRAM**

DRAWING SCALE-  
**1 : 200**

PAGE No-  
**6 of 9**

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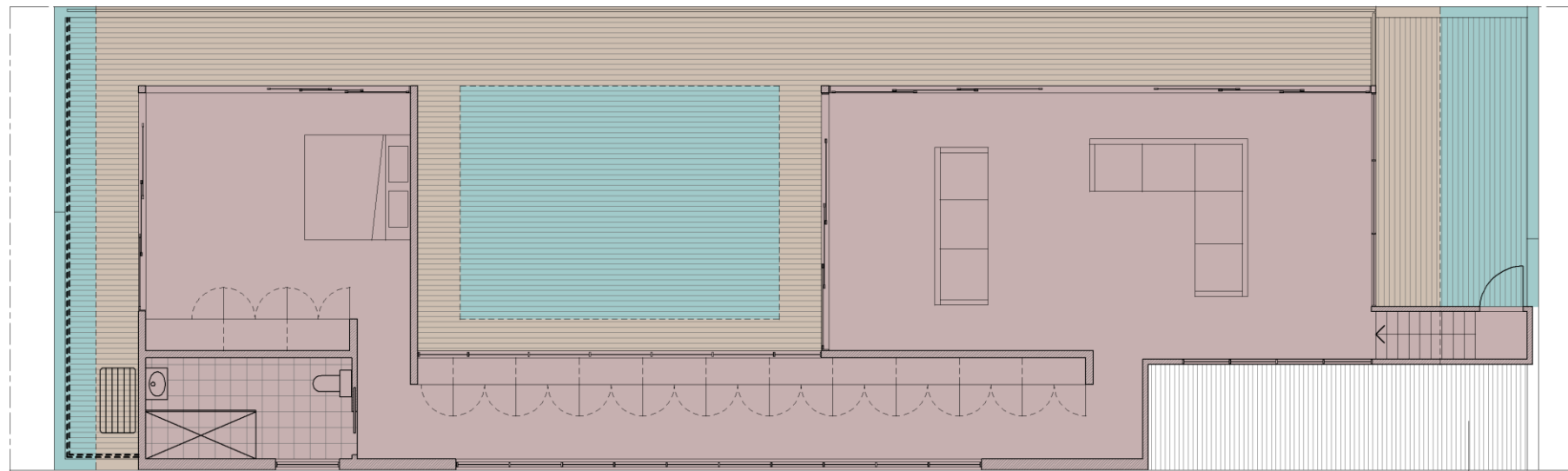
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DRAWING No-  
**A06**

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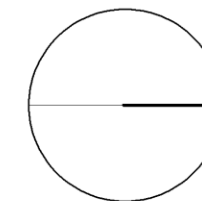


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roof to lower level  
ROOFED  
EAVE  
OPEN

**ROOF EXTENTS  
DIAGRAM**



**NORTH**

PROJECT TITLE-  
**PRESTON RESIDENCE**

LOCATION-  
**1 LOUISA STREET FREMANTLE**

PROJECT DESCRIPTION  
**ADDITION TO AN EXISTING HOUSE**

PROJECT No.  
**W\_025**

ISSUED FOR-  
**PLANNING APPLICATION**

DRAWING TITLE-  
**ROOF EXTENTS**

DRAWING SCALE-  
**1 : 100**

PAGE No-  
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REVISIONS-  
7 of 9

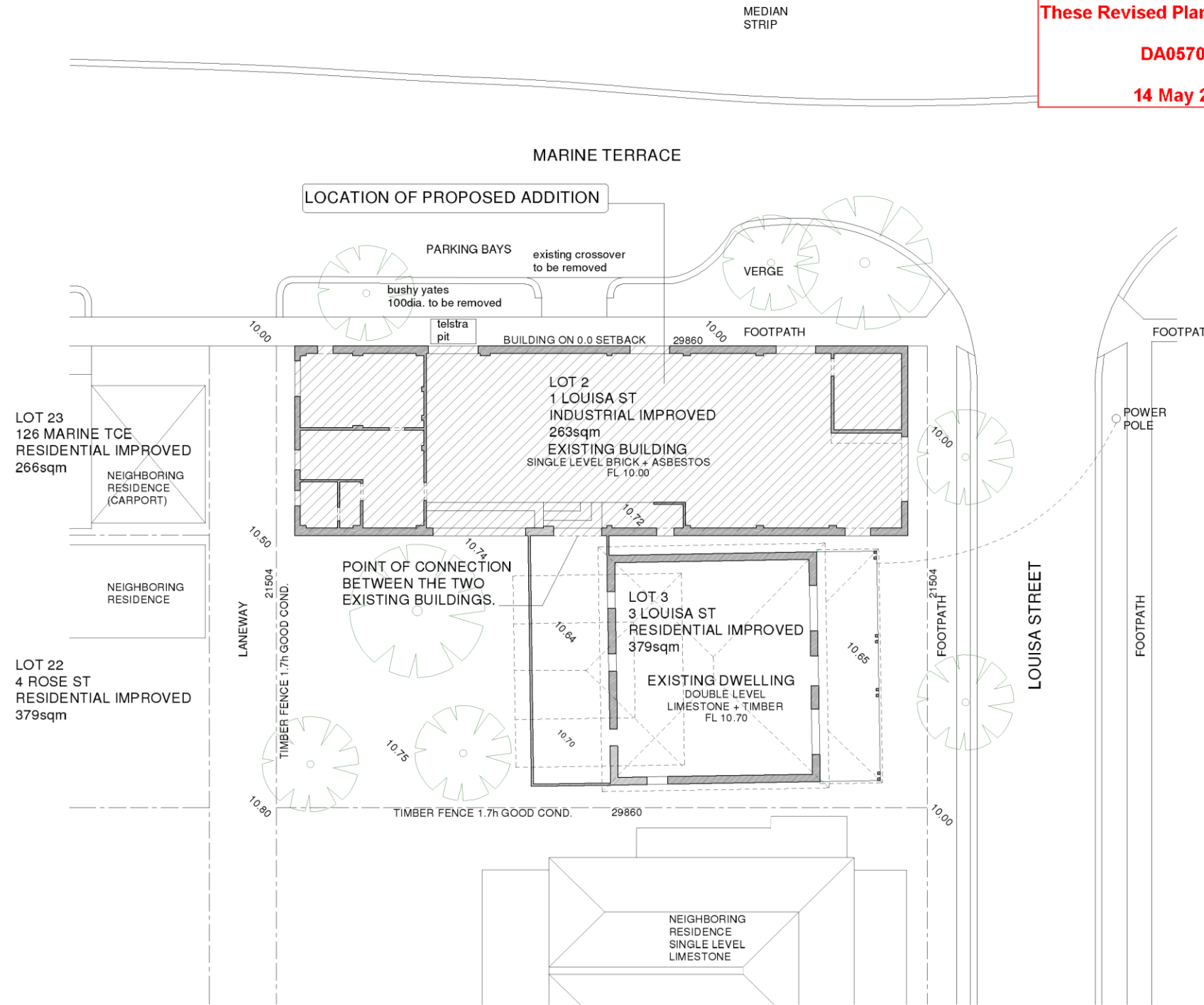
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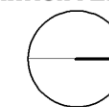
DRAWING No-  
**A07**

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**AMALGAMATION PLAN**



PROJECT TITLE-  
**PRESTON RESIDENCE**

LOCATION-  
**1 LOUISA STREET FREMANTLE**

PROJECT DESCRIPTION  
**ADDITION TO AN EXISTING HOUSE**

PROJECT No.  
**W\_025**

ISSUED FOR-  
**PLANNING APPLICATION**

DRAWING TITLE-  
**AMALGAMATION PLAN**

DRAWING SCALE-  
**1 : 200**

PAGE No-  
**8 of 9**

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DRAWING No-  
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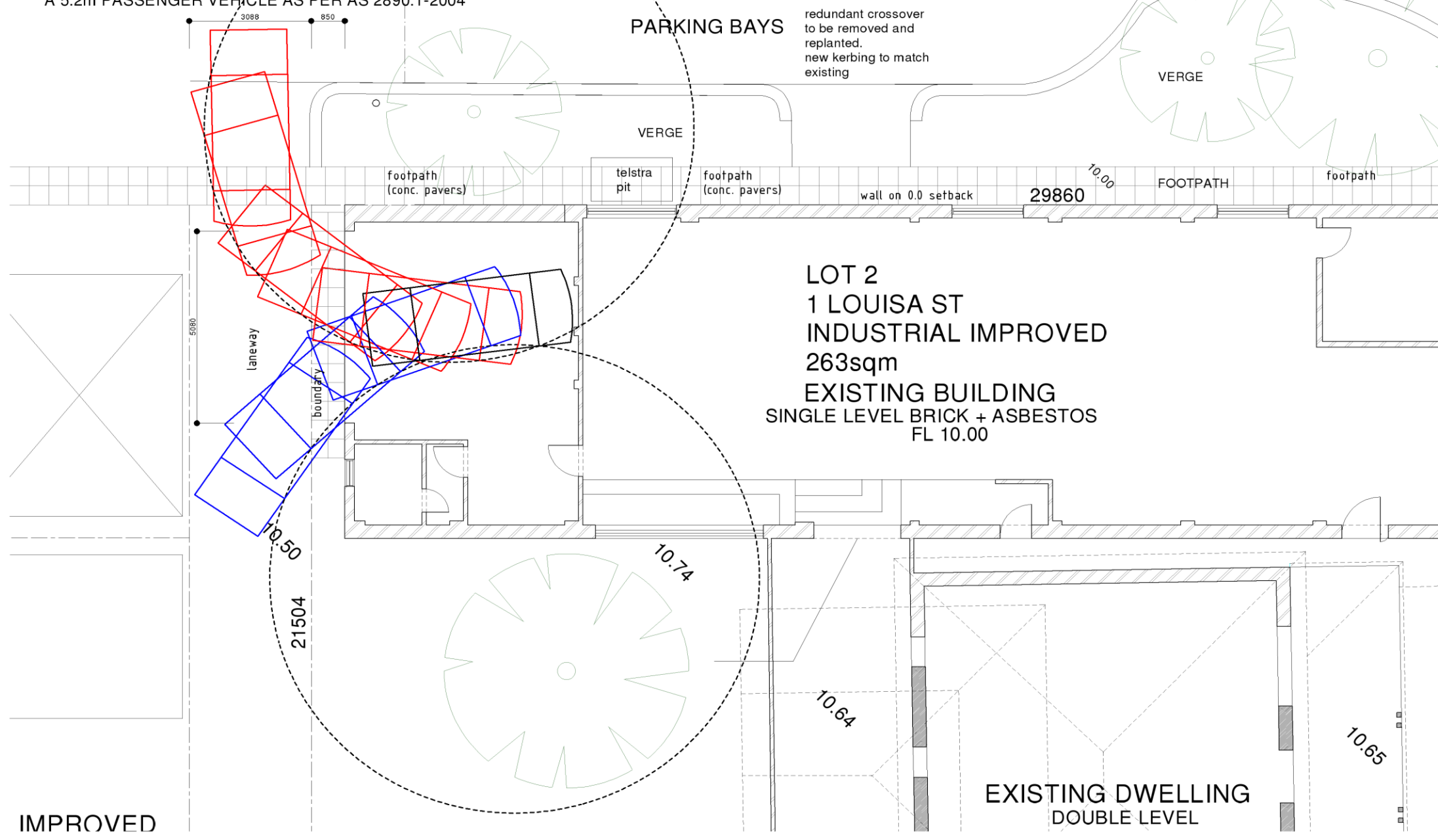
TURNING PATH ANALYSIS

RED LINES DEPICT VEHICLE ENTERING  
 BLUE LINES DEPICT VEHICLE REVERSING  
 BLACK LINES DEPICT STATIONARY VEHICLE  
 DASHED LINES DEPICT 6300 TURNING RADIUS  
 NOTE: VEHICLE DIMENSIONS ARE BASED ON  
 A 5.2m PASSENGER VEHICLE AS PER AS 2890.1-2004

MARINE TERRACE

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PROJECT TITLE-  
**PRESTON RESIDENCE**

LOCATION-  
**1 LOUISA STREET FREMANTLE**

PROJECT DESCRIPTION  
**ADDITION TO AN EXISTING HOUSE**

PROJECT No.  
**W\_025**

ISSUED FOR-  
**PLANNING APPLICATION**

DRAWING TITLE-  
**PARKING**

DRAWING SCALE-  
**1 : 100**

PAGE No-  
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**ATTACHMENT 2**

Site Visit Photos – 1 Louisa Street – 1 March 2019



Louisa Street streetscape



Louisa Street streetscape



Louisa Street streetscape



Side of property and Marine Terrace roadway



Subject site



Property to South across laneway



Subject site from laneway



Subject site from Marine Terrace



Subject site from Marine Terrace



Adjoining property to South across laneway



Property to South across laneway



Rear of subject site

PC1906 -9 COVENTRY PARADE, NO. 4 (LOT 16), NORTH FREMANTLE -  
DEMOLITION OF A SINGLE HOUSE - (NB DA0116/19)

ATTACHMENT 1: Development Plans



**ATTACHMENT 2: Site Photos**



**Photo 1:** Streetscape (south)



**Photo 2:** Streetscape (north)

**PC1906 -10 UPDATE ON METRO SOUTH-WEST JDAP DETERMINATIONS  
AND RELEVANT STATE ADMINISTRATIVE TRIBUNAL  
APPLICATIONS FOR REVIEW**

**ATTACHMENT 1**

<b>1. Application Reference</b>
DA0560/17
<b>Site Address and Proposal</b>
137 South Terrace, Fremantle – Proposed two storey Grouped dwelling and conversion of existing Ancillary dwelling to Outbuilding
<b>Planning Committee Consideration/Decision</b>
<ul style="list-style-type: none"> <li>• Council refused the application at its meeting held 7 November 2018.</li> </ul>
<b>Current Status</b>
<ul style="list-style-type: none"> <li>• Currently subject of an Application for Review by the State Administrative Tribunal.</li> <li>• A mediation session was held in February 2019.</li> <li>• In accordance with a SAT direction issued on 13 February 2019, the applicant submitted revised plans for Council’s reconsideration.</li> <li>• A Section 31 Reconsideration was considered by the Planning Committee on 1 May 2019 and OCM on 22 May 2019, where it was resolved to refuse the amended plans.</li> <li>• A Directions Hearing is scheduled for the end of May for the applicant to advise the SAT how they wish to proceed with the matter.</li> </ul>

<b>2. Application Reference</b>
DAP002/18
<b>Site Address and Proposal</b>
193 South Terrace, South Fremantle – Proposed three storey mixed use development
<b>Planning Committee Consideration/Decision</b>
<ul style="list-style-type: none"> <li>• At its meeting held on 5 December 2018, Council resolved to support the officer’s recommendation to refuse the application.</li> </ul>
<b>JDAP Decision</b>
<ul style="list-style-type: none"> <li>• At its meeting held on 14 December 2018, the Metro South-West Joint Development Assessment Panel refused the application in accordance with the officer’s recommendation.</li> <li>• Currently subject of an Application for Review by the State Administrative Tribunal.</li> <li>• A mediation session was held in February 2019.</li> <li>• A second mediation session was held in April 2019.</li> <li>• In accordance with a SAT direction, the applicant is to submit revised plans for Council’s reconsideration.</li> </ul>

**PC1906 -11 SCHEDULE OF APPLICATIONS DETERMINED UNDER  
DELEGATED AUTHORITY**

**ATTACHMENT 1**

1. **COCKBURN ROAD, 25 (LOT 50), SOUTH FREMANTLE - ADDITION TO EXISTING PARK HOME - (JCL DA0086-19)**
2. **HENDERSON STREET (QUEENSGATE CARPARK), 20 (LOT 3), FREMANTLE - SIGNAGE TO EXISTING PUBLIC CAR PARK - (JCL DA0095\_19)**
3. **SNOOK CRESCENT, NO. 61A (LOT 2 SP74550), HILTON – SINGLE STOREY SINGLE HOUSE - (NB DA0052/19)**
4. **JAMES STREET, 2\_1 (LOT 22), FREMANTLE - ALTERATIONS AND SIGNAGE TO EXISTING COMMERCIAL BUILDING - (JCL DA0084\_19)**
5. **HAMPTON ROAD, 192 (LOT 1), BEACONSFIELD - GARAGE ADDITION TO EXISTING SINGLE HOUSE - (JCL DA0090-19)**
6. **TRAFFORD STREET, NO. 10 (LOT 16, BEACONSFIELD ADDITIONS AND ALTERATIONS (TWO STOREY) TO EXISTING SINGLE HOUSE – TG DA0001/19**
7. **MARINE TERRACE NO.176 (LOTS 33 AND 34), SOUTH FREMANTLE – SECTION 40 CERTIFICATE (JL LL0001/19)**
8. **HOLMES PLACE, NO. 9 (LOT 1327), HILTON ALTERATIONS (RECLADDING AND NEW WINDOWS) TO EXISTING SINGLE HOUSE - TG DA0128/19**
9. **SOUTH TERRACE, NO. 384 (LOT 21), SOUTH FREMANTLE - PARTIAL CHANGE OF USE TO LUNCH BAR (TAKE AWAY COFFEE) IN AN EXISTING SHOP - (NB DA0106/19)**
10. **AGNES STREET, NO. 17 AND 15A (LOTS 3 AND 52), BEACONSFIELD – TWO LOT AMALGAMATION - (NB WAPC157966)**
11. **MARINE TERRACE, NO. 151 (LOT 7050), SOUTH FREMANTLE - REROOF TO EXISTING BUILDING - (TG DA0153/19)**
12. **ADELAIDE STREET, NO 92 (LOT 500), FREMANTLE – VARIATION TO PREVIOUS PLANNING APPORVAL FOR DA0111/18 (ADDITIONS AND ALTERATIONS TO EXISTING HERITAGE BUILDING) – (JL DA0111/18)**
13. **PAGET STREET, NO. 27 (LOT 71), HILTON ADDITIONS (SINGLE STOREY) TO EXISTING SINGLE HOUSE - (TG DA0151/19)**

14. **ADELAIDE STREET, 90 (LOT 500), FREMANTLE – TEMPORARY APPROVAL FOR PARTIAL CHANGE OF USE TO PRIVATE RECREATION (CIRCUS TRAINING) AND INSTALLATION OF CIRCUS BIGTOP TENT, THREE SEACONTAINERS AND OTHER INCIDENTAL STRUCTURES- (JL DA0107/19)**
15. **VICTOR STREET, 8 (LOT 1), HILTON - ADDITION TO EXISTING SINGLE HOUSE - (JCL DA 0581\_18)**
16. **JONES STREET, NO. 9 (LOT 129), O'CONNOR - WAREHOUSE DEVELOPMENT - (CJ DA0006/19)**
17. **KNUTSFORD STREET, NO. 13 (LOT 1), FREMANTLE - ADDITIONS AND ALTERATIONS TO EXISTING SINGLE HOUSE - (CJ DA0074/19)**
18. **HIGH STREET MALL, NO. 135 (LOT 381), FREMANTLE - REMOVAL AND REPLACEMENT OF UPPER FLOOR WINDOWS - (CJ DA0102/19)**
19. **PHILLIMORE STREET, NO. 14 (LOT 1536), FREMANTLE - SIGNAGE ADDITION TO EXISTING MIXED USE BUILDING - (NB DA0077/19)**
20. **SUFFOLK STREET NO.16A (STARTA LOT 2), FREMANTLE – VARIATION TO PREVIOUS PLANNING APPROVAL OR DA0584/18 (TWO STOREY GROUPED DWELLING) (JL VA0008/19)**
21. **CARR STREET, 6 (LOT 702), BEACONSFIELD - PATIO ADDITION TO EXISTING SINGLE HOUSE - (JCL DA0130\_19)**
22. **JEFFERY STREET, NOS. 2A AND 2B (LOT 39), BEACONSFIELD - DEMOLITION AND CONSTRUCTION OF TWO SINGLE STOREY GROUPED DWELLINGS - (NB DA0057/19)**
23. **HIGH STREET MALL, NO, 135 (LOT 381), FREMANTLE - INTERNAL ALTERATION TO EXISTING BUILDING - (CJ DA0097/19)**
24. **SOLOMON STREET, NO. 60 (LOT 1), FREMANTLE ADDITIONS (SINGLE STOREY) TO EXISTING SINGLE HOUSE – (TG DA0122/19)**
25. **COMMERCIAL STREET, NO. 19 (LOT 35), SOUTH FREMANTLE ADDITIONS (SINGLE STOREY) TO EXISTING SINGLE HOUSE – (TG DA0117/19)**
26. **HAMPTON ROAD, NO. 189 (LOT 26), SOUTH FREMANTLE - ADDITIONS TO EXISTING SINGLE HOUSE- (CJ DA0072/19)**
27. **ELLEN STREET, 29 (LOT 464 & 465), FREMANTLE RE-ROOFING - (JCL DA0149\_19)**
28. **PETER HUGHES DRIVE, NOS.125 (J BERTH JETTY) (LOT 51), FREMANTLE – DEMOLITION OF EXISTING JETTY (JL DA0027/19)**

29. **SAMSON STREET, NO. 158A (LOT 2 SP71484), WHITE GUM VALLEY – ANCILLARY DWELLING ADDITION TO AN EXISTING SINGLE HOUSE - (NB DA0136/19)**
30. **JAMES STREET, NO.8 (LOT 857), SOUTH FREMANTLE - PARTIAL CHANGE OF USE TO SHOP (HAIRDRESSERS) IN AN EXISTING SHOP - (NB DA0106/19)**
31. **WATKINS STREET, NO. 39 (LOT 1), WHITE GUM VALLEY - ADDITIONS TO EXISTING GROUPED DWELLING - (CJ DA0112/19)**
32. **EAST STREET, NO. 46-31 (LOT 46 STPLN 3244), FREMANTLE APPROVAL FOR UNAUTHORISED BALCONY ENCLOSURE TO EXISTING MULTIPLE DWELLING - (TG DA0164/19)**
33. **SOUTH TERRACE, NO. 74 (LOT 1376), FREMANTLE – INTERNAL ALTERATIONS TO EXISTING MARKET (FOOD STALL) - (JL DA0081/19)**
34. **BROMLEY ROAD, NO.42 (LOT 1937), HILTON - PATIO ADDITIONS AND DEMOLITION OF OUTBUILDINGS TO AN EXISTING SINGLE HOUSE – (TG DA0101/19)**
35. **JOSEPHSON STREET, NO. 12 (LOT 8), FREMANTLE - SUBDIVISION (CEDING OF LAND TO ROAD RESERVE)- (CJ WAPC157839)**
36. **LONGFORD ROAD, 37 (LOT 1), BEACONSFIELD - DA - VARIATION TO DA0385-18 AMENDED BALCONY - (JCL VA0007-19)**
37. **MARINE TERRACE, NO. 60A-60J (STRATA PLAN 29805), FREMANTLE - EXTERNAL PAINTING - (CJ DA0142/19)**
38. **HOLLAND STREET, 4-165 (LOT 4), FREMANTLE - PATIO ADDITION TO AN EXISTING GROUPED DWELLING - (JCL DA0098-19)**
39. **INSTONE STREET, NO. 13 (LOT 101), HILTON – SINGLE STOREY SINGLE HOUSE – (JL DA0049/19)**
40. **COMMERCIAL STREET, NO. 8 (LOT 28), SOUTH FREMANTLE – PRIMARY STREET FENCE ADDITION TO EXISTING SINGLE HOUSE - (NB DA0138/19)**
41. **JARVIS STREET, NO. 24 (LOT 37), O CONNOR - TWO SINGLE STOREY GROUPED DWELLINGS - (JCL DA0158-19)**
42. **BATEMAN STREET, NO. 3 (LOT 19), FREMANTLE - BOUNDARY FENCE AND DECK ADDITION TO EXISTING SINGLE HOUSE - (CJ DA0124/19)**

43. STIRLING HIGHWAY, NO. 118A (LOT 100), NORTH FREMANTLE - UNAUTHORISED CHANGE OF USE TO INDUSTRY SERVICE - (CJ DA0525/18)
44. LEFROY ROAD, NO. 140 (LOT 17), BEACONSFIELD - TWO LOT SURVEY STRATA SUBDIVISION - (NB WAPC269-19)
45. TUCKFIELD STREET, NO. 1 (LOT 6), FREMANTLE ADDITIONS AND ALTERATIONS TO EXISTING BUILDING AND PARTIAL CHANGE OF USE TO SINGLE HOUSE (RETROSPECTIVE) - (TG DA0132-19)
46. BOWEN STREET, NO 23 (LOT 12), O CONNOR PATIO ADDITION TO EXISTING BUILDING - (TG DA0170-19)
47. QUEEN VICTORIA STREET, NO. 229A (LOT 19), NORTH FREMANTLE - BOUNDARY FENCE AND DECK TO EXISTING RESTAURANT - (NB DA0135/19)
48. ANNIE STREET, NO. 70 (LOT 40), BEACONSFIELD - TWO (2) LOT GREEN TITLE SUBDIVISION - (CJ WAPC157977)
49. HARWOOD STREET, NO. 19 (LOT 55), HILTON ADDITIONS (VERGOLA) TO EXISTING SINGLE HOUSE - (TG DA0173/19)
50. ADA STREET, NO 6 (LOT 77), SOUTH FREMANTLE SWIMMING POOL AND POOL BARRIER FENCE TO EXISTING SINGLE HOUSE - (TG DA0180/19)
51. SOUTH TERRACE, NO. 284 (LOT 1), SOUTH FREMANTLE - FORM 26(TG FS0003/19)
52. PARRY STREET, NO. 64 (LOT 1514), FREMANTLE SIGNAGE ADDITION TO EXISTING BUILDING - (TG DA0177/19)
53. ATTFIELD STREET, NO. 45 (LOT 191), FREMANTLE - CARPORT ADDITION TO EXISTING SINGLE HOUSE - (NB DA0129/19)
54. COODE STREET, NO.12 (STRATA LOT 1), FREMANTLE - OUTBUILDING ADDITION TO AN EXISTING SINGLE HOUSE - (JL DA0141/19)
55. PAKENHAM STREET, NO. 1 (LOT 123), FREMANTLE - FACADE CONSERVATION WORKS AND ROLLER DOOR ADDITION TO EXISTING BUILDING - (CJ DA0125/19)
56. HIGH STREET, NO.279A (LOT 2 SSPLN 77393), FREMANTLE – RETAINING WALL ADDITIONS - (JL DA0183/19)
57. 57A, NO (LOT 1 STRATA PLAN 25509), PEEL ROAD O CONNOR ADDITIONS TO EXISTING SERVICE OTHER UNIT AND CHANGE OF USE FROM SERVICE OTHER (TRANSPORT DEPOT) TO WAREHOUSE - (JCL DA0123\_19)

58. **RULE STREET, NO. 10 (LOT 40), AND HIGHAM ROAD, NO, 1A (LOT 37), NORTH FREMANTLE – AMALGAMATION AND TWO LOT SUBDIVISION - (NB WAPC158037)**
59. **MALCOLM STREET, NO 5 (LOT 700), FREMANTLE VARIATION TO DA0021-19 - (TG VA0014/19)**
60. **GIBSON STREET, NO. 68 (LOT 94), BEACONSFIELD – TWO SINGLE STOREY GROUPED DWELLINGS - (NB DA0152/19)**