Swanbourne Street

LOCAL STRUCTURE PLAN

Prepared for DevelopmentWA
Prepared by Taylor Burrell Barnett

6 March 2025

DOCUMENT STATUS

		Revision	Reviewer	Date Issued
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		5	ST	18 Dec 2014
		6	ST	8 Sept 2015
		7	ST	6 Mar 2025

ENDORSEMENT PAGE

This structure plan is prepared under the provisions of the City of Fremantle Local Planning Scheme No. 4

IT IS CERTIFIED THAT THIS STRUCTURE PLAN WAS APPROVED BY RESOLUTION OF THE WESTERN AUSTRALIAN PLANNING COMMISSION ON:

08 September 2015

In accordance with Schedule 2, Part 4, Clause 28 (2) and refer to Part 1, 2. (b) of the Planning and Development (Local Planning Schemes) Regulations 2015.

Date of Expiry: **19 October 2035**

TABLE OF AMENDMENTS

Amendment No.	Description of Amendment	Date Endorsed by Council	Date Endorsed by WAPC
1	Text amendments to update legislative and policy references	N/A	22 July 2025

Executive Summary

This Local Structure Plan (LSP) applies to Lots 1356 Swanbourne Street, Lot 1737 Knutsford Street, and Lots 1386-1192, 1197-1200, 1207-1208, 1213-1215 and 1725 Amherst Street, and portion of the existing Edmund Street road reserve, in Fremantle. The subject site is approximately 8.9ha in area, bound by Swanbourne Street to the west, Knutsford Street to the north, Amherst Street to the east, and Stevens Reserve and a Western Power switch station to the south.

The site is zoned 'Development' under the City of Fremantle Local Planning Scheme No. 4 (the Scheme). In accordance with the requirements of the 'Development' zone under the Scheme, this LSP has been prepared to guide and facilitate the subdivision and development of the subject site.

This LSP supplants an existing structure plan prepared for the same landholding and adopted by the City of Fremantle in May 2003. The intent of this document is to provide an alternate residential based structure plan within the subject area to guide its future re-development for medium to high density residential development. The updated LSP seeks to update the approved LSP to facilitate proposed design changes and provide an increase in residential density across the site, whilst providing flexibility to respond to market demand.

Part 1 of this report is the statutory section which provides the appropriate mechanics of land use and development control. It is these components which will be binding upon parties through the powers of the Scheme under the *Planning and Development Act 2005*.

Part 2 of this report provides the justification for the proposed development and the regulatory and implementation framework, and provides a detailed analysis of the provisions contained in Part 1. The LSP seeks to balance:

- The need to provide housing density and diversity, including more affordable housing options, in accordance with relevant State planning policies;
- The need for local support uses in a mixed use expansion along Knutsford Street
- The need to create an efficient walkable community which provides surveillance, safety and manages building and site levels through innovative built form responses.

Careful attention has been given to the strategic placement of public open space and tree protection areas for the efficient retention of existing vegetation, and to ensure suitable buffering to existing residences along Swanbourne Street.

The existing vegetation along the western boundary of the site is to be retained where possible. Paths and access point will be created through the bushland to connect the development with the surrounding residential area and reserves. The bush will be protected and rehabilitated using local native species.

The movement network has been driven by two key objectives; to minimise the external impact of the proposed development while maintaining a high degree of connectivity and integration with the surrounds.

We are pleased to present this Structure Plan to the City of Fremantle and the Western Australian Planning Commission.

STRUCTURE PLAN SUMMARY TABLE

Item	Data	Section number referenced within the structure plan report
Total area covered by the structure plan	8.9 hectares	Part 2, Section 1.2
Area of each land use proposed: Residential Mixed Use	 5.6 hectares 0.7 hectares	 Part 2, Section 4.3 Part 2, Section 4.5
Minimum dwelling expectation	306 dwellings	Part 2, Section 1.3.3
Minimum residential site density	55 dwellings per site hectare	-
Minimum population	306 x 2 = 612 people	-
Estimated area and % of public open space	1.0416 hectares, 10.3%	Part 2, Section 4.2
Estimated area and number: Neighbourhood Parks Local Parks	 1.0085 hectares 1 park 0.0331 hectares 1 park	Part 2, Section 4.2

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PART ONE
STATUTORY SECTION

1. Statutory Section

1 STRUCTURE PLAN AREA

This Local Structure Plan (LSP) applies to Lot 1356 Swanbourne Street, Lot 1737 Knutsford Street, and Lots 1186-1192, 1197-1200, 1207-1208, 1213-1215 and 1725 Knutsford Street, Fremantle; being the land contained within the inner edge of the line denoting the LSP boundary on the Structure Plan Map (refer **Plan 1**).

2 STRUCTURE PLAN CONTENT

This Structure Plan comprises:

Part 1 - Statutory Section
This section contains the Structure Plan Map (Plan 1) and statutory planning provisions and requirements.

Part 2 – Non-Statutory (Explanatory) Section
This section to be used as a reference guide to interpret and justify the implementation of Part 1.

Appendices
Technical reports and supporting plans and maps.

The Swanbourne Street Structure Plan Map (**Plan 1**) indicates:

- The extent and boundary of the LSP area;
- Land use zones and density codings that apply to each block;
- Indicative road layout and primary access points; and
- Locality of public open space.

3 INTERPRETATION

Unless otherwise specified in this part, the words and expressions used in this LSP shall have the respective meanings given to them in the City of Fremantle Local Planning Scheme No. 4 (the Scheme) including any amendments gazetted thereto.

4 RELATIONSHIP WITH THE SCHEME

This Structure Plan is prepared in accordance with Clause 5.2 of the Scheme. In the event of any inconsistency between the LSP and the Scheme, the provisions of the Scheme will prevail.

Pursuant to Clause 3.2 of the Residential Design Codes, the following amendments to the Residential Design Codes meet the Deemed to Comply criteria:

a) Building height requirements complying with the standards detailed in Table 2 of this LSP.

b) The local government may adopt a minor change to or departure from the development requirements of this LSP, including the addition of new development requirements, if in the opinion of the Local Government, the change, departure or addition:

   i) is consistent with the objectives for the relevant zone in which it is situated as detailed in Clause 3.2 of the Scheme; and

   ii) does not materially alter the intent of this LSP.

5 OPERATION DATE

The LSP comes into effect the date of which it is endorsed by the Western Australian Planning Commission (WAPC), pursuant to clause 6.2.10.2 of the City of Fremantle's Local Planning Scheme No. 4.

The provisions contained within Part 1 of the LSP shall be administered by the WAPC and the City of Fremantle.

6 RESIDENTIAL DENSITY

a) **Plan 1** (Structure Plan Map) defines the broad residential density ranges that apply to the indicative locations within the LSP. Lot specific residential densities are to be assigned in accordance with a Residential Density Code Plan approved by the WA Planning Commission.

b) Subdivision and development within the LSP area shall be in accordance with a Residential Code Plan endorsed by the WAPC.

c) A Residential Code Plan shall be lodged with the WAPC for its endorsement, prior to or in conjunction with any application for subdivision. The plan is to indicate the R-Code applicable to each lot within the subdivision and shall be generally consistent with the Residential Density Ranges identified on **Plan 1** and the locational criteria contained in Clause 7 of this report.

d) The Residential Density Code Plan is to include a summary of the proposed dwelling yield of the respective subdivision.

e) Approval of the Residential Code Plan shall be undertaken at the time of determination of the subdivision application by the WAPC. The approved Residential Code Plan will then form part of this LSP and will be used for the determination of future development applications. Variations to the Residential Density Code Plan will require further approval from the WAPC.

f) Residential Code Plans are not required if the WAPC considers that the subdivision is for one or more of the following:

   i) The amalgamation of lots;

   ii) Consolidation of land for "super lot" purposes to facilitate land assembly for future development;

   iii) The purposes of facilitating the provision of access, services or infrastructure; or

   iv) Land which by virtue of its zoning or reservation under the LSP cannot be developed for residential purposes.

6.1 LOCATIONAL CRITERIA

The allocation of residential densities on the Residential Code Plan shall be in accordance with the following criteria:

a) Residential R40-R80

i) to provide a range of medium to high density housing alternatives catering for different lifestyle choices and a diversity of household types.

ii) To provide areas of higher residential density:

a. adjacent to high amenity areas such as public open space, and with access to Ocean views.

b. adjacent to public transport connections, significant pedestrian and cycle linkages

c. to enable protection of existing vegetation where possible.

b) Mixed Use R40 – R80

i) To provide a lifestyle choice enabling residents opportunities to work from home

ii) Provide for a mix of support retail, office and commercial uses aligned with the needs of the local community.

iii) To promote a graduation of development between the major roads and non-residential development along Knutsford Street and medium to higher residential densities

iv) To provide a range of medium and high density housing alternatives catering for different lifestyle choices, including live/work and affordable housing.

v) To provide a lifestyle choice enabling residents to live in close proximity to high amenity natural areas.

c) Residential R60 – R100

i) To provide a range of medium and high density housing alternatives catering for different lifestyle choices and a diversity of household types.

ii) To provide areas of higher residential density:

a. adjacent to high amenity areas such as public open space, and with access to Ocean views.

b. adjacent to public transport connections, significant pedestrian and cycle linkages

c. to enable protection of existing vegetation where possible.

d) Residential R80 – R160

i) To provide a range of medium and high density housing alternatives catering for different lifestyle choices and a diversity of household types.

ii) To provide areas of higher residential density:

a. adjacent to high amenity areas such as public open space, and with access to Ocean views;

b. adjacent to public transport connections, significant pedestrian and cycle linkages; and

c. to enable protection of existing vegetation where possible.

7 PRECINCT PLANNING REQUIREMENTS

This LSP is prepared in accordance with the requirements of the City of Fremantle's Local Planning Scheme No. 4 (the Scheme). The Structure Plan Map (**Plan 1**) is divided into five development precincts. The following land use and development controls, including **Table 2**, apply and are to be read in conjunction with the Scheme.

7.1 OVERALL PRECINCT

7.1.1 OBJECTIVES

The objectives for the overall Precincts are:

- To provide for housing diversity through a variety of single and grouped housing lot sizes at densities indicated on the Structure Plan;
- To provide residential lots which optimise solar orientation to facilitate passive solar access and the construction of energy efficient dwellings;
- To provide smaller lots/dwellings adjacent to public open space to derive benefit from proximity to informal recreation areas;
- To provide lots/dwellings that overlook parkland areas and streets to maximise passive surveillance opportunities and promote attractive streetscapes;
- To maintain a high level of pedestrian connectivity, amenity and safety, notably through the creation of a green spine linking the bushland regeneration area with the eastern part of Amherst Street; Ensure built form activation and presentation to the streetscape and public open space; and
- Ensure private open space requirements do not compromise the opportunity for a variety of housing product and design, especially on smaller blocks and considering the provision of quality public open space amenity.

7.1.2 Overall development controls

In addition to Table 2, Figure 1 and 2, the following sets out variations to the Residential Design Codes that meet the Deemed to Comply criteria within the Structure Plan area.

STREETSCAPE AND ORIENTATION REQUIREMENTS

ORIENTATION

a) Where Dwellings are located adjacent public open space reserves they must address the public reserve in terms of entry points, major openings, articulation, materials and detailing and passive surveillance.

b) North-facing lots are permitted to locate outdoor living areas within the front setback area to take advantage of the northern aspect of the site and shall be constructed to maintain surveillance and activation of the adjoining streetscape.

CORNER LOTS

c) Dwellings located on corner lots shall address both streets through their design by extending the primary elevation features onto the secondary street elevation where forward of a return fence. Exposed secondary street façade must incorporate major openings.

LOTS ABUTTING PUBLIC OPEN SPACE

d) Dwellings on lots abutting public open space should be orientated such that they offer passive surveillance over the open space. Major openings and habitable rooms should, where possible, be directed to look onto the open space.

BOUNDARY FENCING

e) For lots abutting Public Open Space, the developer will construct fencing in accordance with the requirements of the City of Fremantle. The fencing shall be designed such that it offers surveillance of the neighbouring Public Open Space.

7.2 DEVELOPMENT PRECINCT 1

7.2.1 Objectives

a) To provide for a minimum of 40 dwellings within the Development Precinct. Given the strategic nature of the LSP site, target yields have been set for each precinct. An aspirational target yield of 50 dwellings has been determined as an desirable development outcome for Development Precinct 1.

b) To provide for residential development at a density range of R40-R80 with a variety of housing type and size, to meet the current and future needs of the community.

c) To provide an appropriate interface along Knutsford Street.

7.2.2 Land use

Land Use permissibility shall be consistent with the objectives for the Precinct and generally in accordance with the Residential Zone, and Table 2 – Zoning table of the Scheme.

7.2.3 Development controls

As per **Table 2 and 3, and Figures 1 and 2.**

7.3 DEVELOPMENT PRECINCT 2

7.3.1 Objectives

a) To provide for a minimum of 65 dwellings within the Development Precinct. Given the strategic nature of the LSP site, target yields have been set for each precinct. A target yield of 65 dwellings has been determined as a desirable development outcome for Development Precinct 2.

b) To provide for residential development at a density range of R40-R80 with a variety of housing type and size, to meet the current and future needs of the community

c) To provide for a variety of land uses and activities which contribute to a vibrant and active street front.

d) To provide an appropriate interface along Knutsford Street.

e) To provide opportunities for the creation of employment within the area so as to reduce the demand for travel and enhance the level of self-sufficiency.

7.3.2 Land use

Land Use permissibility shall be consistent with the objectives for the Precinct and generally in accordance with the Mixed Use and Residential Zones, and Table 2 – Zoning table of the Scheme.

7.3.3 Development controls

As per **Table 1 Figures 1 and 2.**

7.4 DEVELOPMENT PRECINCT 3

7.4.1 Objectives

a) To provide for a minimum of 45 dwellings within the Development Precinct. Given the strategic nature of the LSP site, target yields have been set for each precinct. A target yield of 45 dwellings has been determined as a desirable development outcome for Development Precinct 3.

b) To provide for residential development at a density range of R60 to R100 with a variety of housing type and size, to meet the current and future needs of the community.

c) To provide an appropriate interface along Amherst Street.

d) To provide a density mix and built form character appropriate to the sites location in close proximity to the Fremantle City Centre, whilst allowing a built form response to the development precinct's environmental and topographical features.

7.4.2 Land use

Land Use permissibility shall be consistent with the objectives for the Precinct and generally in accordance with the Residential Zone, and Table 2 – Zoning table of the Scheme.

7.4.3 Development controls

As per **Table 2 and 3, and Figures 1 and 2.**

7.5 DEVELOPMENT PRECINCT 4

7.5.1 Objectives

a) To provide for a minimum of 123 dwellings within the Development Precinct. Given the strategic nature of the LSP site, target yields have been set for each precinct. An aspirational target yield of 231 dwellings has been determined as a desirable development outcome for Development Precinct 4.

b) To provide for residential development at a density range of R80 to R160 with a variety of housing type and size, to meet the current and future needs of the community.

c) To provide an appropriate interface along Stevens Reserve, existing residential development along Swanbourne Street and proposed residential development within the LSP area.

d) To provide a density mix and built form character appropriate to the sites location in close proximity to the Fremantle City Centre, whilst allowing a built form response to the development precinct's environmental and topographical features.

7.5.2 Land use

Land Use permissibility shall be consistent with the objectives for the Precinct and generally in accordance with the Residential Zone, and Table 2 – Zoning table of the Scheme.

7.5.3 Development controls

As per **Table 2 and 3, and Figures 1 and 2.**

7.6 DEVELOPMENT PRECINCT 5

7.6.1 Objectives

a) To provide for a minimum of 33 dwellings within the Development Precinct. Given the strategic nature of the LSP site, target yields have been set for each precinct. An aspirational target yield of 79 dwellings has been determined as a desirable development outcome for Development Precinct 5.

b) To provide for residential development at a density range of R80 to R160 with a variety of housing type and size, to meet the current and future needs of the community.

c) To provide an appropriate interface with existing residential development along Swanbourne Street and proposed residential development within the LSP area.

d) To provide a density mix and built form character appropriate to the sites location in close proximity to the Fremantle City Centre, whilst allowing a built form response to the development precinct's environmental and topographical features.

7.6.2 Landuse

Land Use permissibility shall be consistent with the objectives for the Precinct and generally in accordance with the Residential Zone, and Table 2 – Zoning table of the Scheme.

7.7 DEVELOPMENT CONTROLS

As per **Table 2 and 3, and Figures 1 and 2.**

7.8 LOCAL DEVELOPMENT PLAN

a) Residential development within the LSP area shall be assessed, implemented and enforced in accordance with the standards and requirements of the City of Fremantle's Scheme and Residential Design Codes, except for those areas affected by a Local Development Plan (LDP).

b) An LDP shall be prepared, advertised and approved in accordance with Clause 3.2.1(h) of the City of Fremantle's Scheme.

c) All dwellings shall be developed in accordance with the standards specified within Tables 2 and 3, which constitute variations to the 'Deemed to Comply' criteria of the Residential Design Codes.

d) Notwithstanding Clause 7.8 (c), the standards specified in Tables 2 and 3 and the Residential Design Codes may be amended with the preparation and approval of a LDP, to the satisfaction of the City of Fremantle, in accordance with Clause 3.2.1(h) of the Scheme.

e) LDPs are to be in keeping with the precinct planning provisions outlined in Part 1 of the LSP and specifically incorporate the following information and design elements:

i) Variations to the Residential Design Codes necessary to provide for the variety of housing types envisaged;

ii) Lots with dual frontage (including laneway lots);

iii) Lots adjacent to public open space;

iv) Narrow front loaded lots that require special considerations; and

v) Grouped housing and multiple dwelling sites.

vi) This site may be affected by the telecommunications tower located at Lot 1747 Swanbourne Street. Consultation should occur with the relevant agency to ensure development accommodates the requirements of the tower.

vii) Performance criteria that must be satisfied in order for the responsible authority to grant approval for the landmark tower building development of up to 47 metres in building height (13 storey) in Development Precinct 4. The performance criteria are to include:

1. design quality and sustainability criteria relating to the landmark tower; and

2. a requirement to provide an affordable housing component of at least 15% of the total dwelling yield in the development precinct containing the landmark building.

TABLE 1: REQUIREMENTS FOR SUBDIVISION

Documentation	Submission Stage	Approving Authority
Flora and Vegetation Management Plan	Condition of Subdivision	CoF
Local Water Management Strategy	Not required	n/a
Urban Water Management Plan	Condition of Subdivision	WAPC, CoF, DoWER
Landscape Management Plan	Condition of Subdivision	WAPC, CoF
Public Open Space Schedule in Accordance with Liveable Neighbourhoods	Subdivision Application	WAPC, CoF
Heritage Assessment	Documented in LSP	WAPC, CoF, Dept. Heritage
Local Road Network Plan	Documented in LSP, to be further refined in conjunction with subdivision	WAPC, CoF
Local Development Plan	Applicable areas discussed in LSP, LDP's to be prepared in conjunction with or as a condition of subdivision	CoF
Servicing Plan	Discussed in LSP, condition of subdivision	WAPC, CoF
Residential Design Code Plan	In conjunction with subdivision	WAPC, CoF
POS Management Plan	Condition of subdivision	CoF

- *City of Fremantle (CoF)*
- *Department of Water and Environmental Regulation (DoWER)*
- *Western Australian Planning Commission (WAPC)*
- *Department of Planning, Lands and Heritage (DPLH)*

TABLE 2: SWANBOURNE STREET LSP YIELD

Development Precinct (DP)	Approximate DP Area (ha)	Minimum Dwelling Yield	Target Dwelling Yield
PRECINCT A – MIXED USE			
DP2 – Mixed Use R40-R80	0.4087	18 dwellings [1]	18 dwellings [1]
PRECINCT B – RESIDENTIAL			
DP1 – Residential R40-R80	1.2376*	40 dwellings [2]	50 dwellings [1]
DP2 – Residential R40-R80	1.0350*	47 dwellings [1]	47 dwellings [1]
DP3 – Residential R60-R100	0.8029	45 dwellings [3]	45 dwellings [3]
DP4 – Residential R80-R160	1.7354	123 dwellings [4]	231 dwellings [5]
DP5 – Residential R80-R160	0.4725	33 dwellings [4]	79 dwellings [6]
TOTAL	**5.6921**	**306**	**470**

Assumptions:

* *Excludes indicative area for new road reserve*

1. *Assumes R40 single residential laneway lots with average lot size of 220m²*
2. *Assumes R40 single residential front loaded lots with 10m minimum frontage*
3. *Assumes R60 grouped dwelling lots with average lot size of 150m² and 15% of total site area deducted for common property*
4. *Assumes R80 grouped dwelling lots with average lot size of 120m² and 15% of total site area deducted for common property*
5. *Assumes R80 multiple dwellings with plot ratio of 1.0 and an average dwelling size of 75m²*
6. *Assumes R100 multiple dwellings with plot ratio of 1.25 and an average dwelling size of 75m²*

TABLE 3: SWANBOURNE STREET LSP BUILDING HEIGHTS DEVELOPMENT PRECINCT (DP)

	Maximum Building Height (m) [1]	Maximum Number of Storeys [2]
PRECINCT A – MIXED USE		
DP2 – Mixed Use R40-R80	17	4
PRECINCT B – RESIDENTIAL		
DP1 – Residential R40-R80	17	4
DP2 – Residential R40-R80	17	4
DP3 – Residential R60-R100	20	5
DP4 – Residential R80-R160	20 47 (height bonus)[3]	5 13 (height bonus)[3]
DP5 – Residential R80-R160	20	5

Notes:

1. *Maximum building height measured as height above the post subdivision ground level, taken at street/POS lot boundary. Building height measured to the highest point of a wall or roof of a building, excluding minor projections. Services such as lift overruns and balustrades, non habitable architectural elements and telecommunications equipment, are excluded from the maximum building height calculation.*
2. *The definition of storey means that portion of a building which is situated between the top of any floor and the top of the floor next above it and if there is no floor above it, that portion between the top of the floor and the ceiling above it but does not include any portion of a building use solely for car parking and having 50% or more of its volume below ground level (City of Fremantle Local Planning Scheme No. 4). Storeys located wholly below post subdivision ground level (as measured from nearest street/POS lot boundary) shall be excluded from the maximum building storeys calculation.*
3. *Increased building and storey height limited to key development site only, as indicated in Figure 2. Additional building height up to 47m/13 storeys is subject to performance criteria, to be defined in Local Development Plan. Maximum building height and maximum storeys taken from existing tank base (36.5 AHD).*
4. *Development fronting any new public road (excluding laneways) or POS reserve created within DP1 or DP2 shall comply with the building height controls above.*
5. *All other development requirements in accordance with the Residential Design Codes.*

Figure 1 – Swanbourne Street Local Structure Plan

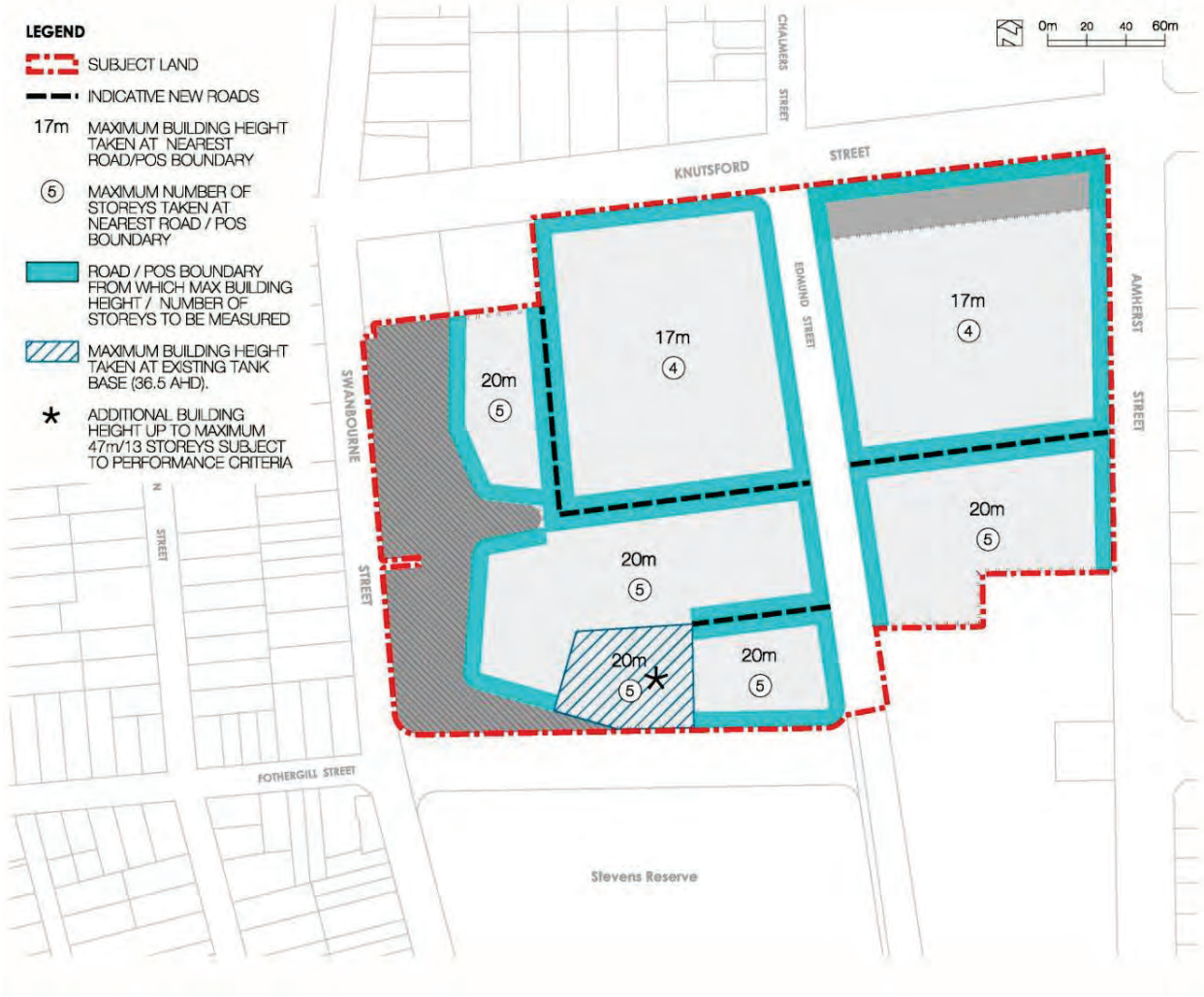


Figure 2 – Swanbourne Street Development Control Plan

PART TWO
EXPLANATORY INFORMATION

1 PLANNING BACKGROUND

1.1 INTRODUCTION AND PURPOSE

The purpose of this LSP is to guide and facilitate the future subdivision and development of the land identified in the City of Fremantle's 'Development Area 4' (DA4). This LSP has been prepared in accordance with:

- Schedule 6 of the City of Fremantle's Local Planning Scheme No. 4; and
- The Western Australian Planning Commission's (WAPC) WA Planning Manual – Guidance for Structure Plans (August 2023).

This LSP replaces an existing adopted structure plan prepared for the same landholding.

This LSP proposes the development of the land for predominantly residential purposes, with a mix of density ranges including R40 to R80, R60 to R100, and R80 to R160. The various density ranges shall be applied in accordance with the Locational Criteria outlined in Part 1 and **Figure 1** – Structure Plan map. The LSP accommodates mixed use development in specific locations as appropriate.

1.2 LAND DESCRIPTION

1.2.1 LOCATION

The Swanbourne Street LSP relates to an area of approximately 8.9 ha located in the suburb of Fremantle, approximately 15 kilometres south-west of the Perth Central Business District and 1 kilometre from the Fremantle city centre.

The subject land is bounded by Swanbourne Street to the west, Knutsford Street to the north, Amherst Street to the east and Stevens Reserve and a Western Power switch station to the south (refer **Figure 3 –** Site Plan).

1.2.2 LEGAL DESCRIPTION AND OWNERSHIP

The legal description of the lots covered by the Structure Plan is outlined in **Table 4**. Certificates of Title are attached as **Appendix A.**

Figure 3 – Site Plan

TABLE 4: LANDOWNERSHIP DETAILS

Lot Address	Land Owner	Volume	Folio	Diagram/ Plan	Area (ha)
Lot 1356 Swanbourne Street	Western Australian Land Authority	1246	405	DP160785	1.9273
Lot 1737 Knutsford Street	Western Australian Land Authority	1926	566	DP160585	3.4348
Lot 1186 Knutsford Street	Public Education Endowment Trust (PEET)	2183	606	DP40767	0.1533
Lot 1187 Knutsford Street	PEET	2183	607	DP40767	0.1439
Lot 1188 Knutsford Street	PEET	2183	608	DP40767	0.1348
Lot 1189 Knutsford Street	PEET	2183	609	DP40767	0.1255
Lot 1190 Knutsford Street	PEET	2183	610	DP40767	0.1123
Lot 1191 Amherst Street	PEET	2183	611	DP40767	0.2087
Lot 1192 Amherst Street	PEET	2183	612	DP40767	0.1783
Lot 1197 Amherst Street	PEET	2183	613	DP40767	0.1798
Lot 1198 Amherst Street	PEET	2183	614	DP40767	0.2006
Lot 1199 Amherst Street	PEET	2183	615	DP40767	0.1910
Lot 1200 Amherst Street	PEET	2183	616	DP40767	0.1798
Lot 1207 Amherst Street	PEET	2183	617	DP40767	0.2155
Lot 1208 Amherst Street	PEET	2183	618	DP40767	0.2243
Lot 1213 Amherst Street	PEET	2183	619	DP40767	0.1798
Lot 1214 Amherst Street	PEET	2183	620	DP40767	0.1619
Lot 1215 Amherst Street	PEET	1686	343	DP40767	0.1523
Lot 1725 Amherst Street	PEET	1044	112	DP40767	0.2723
Closed Road (Edmund Street Road Reserve)					0.5415
				TOTAL	**8.9177 ha**

1.3 PLANNING FRAMEWORK

1.3.1 Zoning and Reservations

METROPOLITAN REGION SCHEME

The subject land is zoned 'Urban' under the Metropolitan Region Scheme (MRS). The land surrounding the site is also zoned 'Urban'.

CITY OF FREMANTLE LOCAL PLANNING SCHEME NO 4

The land is zoned 'Development' under the City of Fremantle's Local Planning Scheme No 4 (the Scheme); refer **Figure 4** – City of Fremantle Local Planning Scheme No. 4 Zoning. It is located within 'Development Area 4 (DA4) – Knutsford Street Industrial Area (West of Amherst Street, inc. Navy site)'. Development within this area must adhere to the DA4 Provisions within the Scheme Text. As stated in the Scheme, the purpose of the Development Zone is:

> *"to provide for future residential, industrial, commercial or other uses in accordance with a comprehensive structure plan or detailed area plan prepared in accordance with the provisions of the Scheme."*

The proposed LSP is consistent with the above objectives and allocates land uses appropriately in response to site conditions. The structure planning process provides a flexible mechanism of planning, and identifies the provision of service infrastructure within the subject site. These matters are dealt with in detail throughout this report.

While this LSP proposes to implement particular land use designations (namely 'Public Open Space', 'Residential', and 'Mixed Use') the underlying 'Development' zone remains unchanged, thereby ensuring ongoing consistency with the 'Urban' zoning of the MRS.

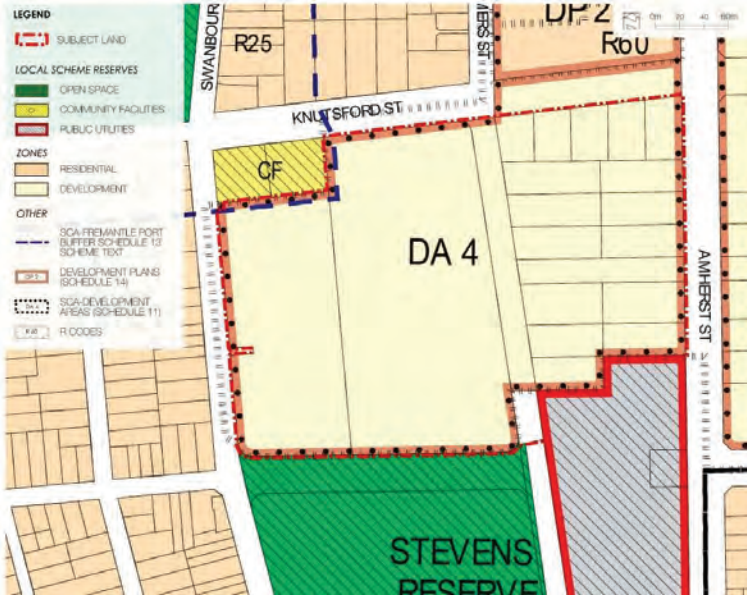


Figure 4 – City of Fremantle Local Planning Scheme No. 4 Zoning

1.3.2 Regional and Sub-Regional Structure Plans

APPROVED SWANBOURNE STREET LOCAL STRUCTURE PLAN

On 15 December 2003 the City of Fremantle Council approved the Swanbourne Street Structure Plan for the area bounded by Stevens, Amherst, Blinco and Swanbourne Streets under TPS No. 3 (refer **Figure 5 –** Approved Swanbourne Street Structure Plan). The approved LSP divided the land into four precincts, accommodating a range of residential types and sizes, home business, mixed use and public open space land uses.

The intent of this document was to provide an alternate residential based structure plan within the subject area to guide its future redevelopment for non-industrial uses. The Structure Plan area formerly included Lot 1354 located north of Knutsford Street. Since adoption of the original Structure Plan the development process has proceeded and subdivision approval has been granted for this portion of the original Structure Plan area.

On 31 October 2008, DevelopmentWA (formerly Land Corp) lodged a revised structure plan for the subject land. The revised LSP altered the layout of the approved LSP and divided the land into seven precincts, proposing a range of high residential densities for the site. Council resolved to advertise the revised structure plan to the public in January 2009, and the plan was advertised from 7 February to 31 March 2009. During this public advertising period, a number of submissions were received from the public which identified a number of key issues, notably in relation to density and height, public open space and traffic concerns.

The subject structure plan proposes the development of much higher densities than those proposed in the previously approved LSP, responding to a change in market demand and reflecting updated State and local policies and strategies aiming to provide a broader range of medium and higher density residential development for an increasing population. The updated design and layout of the LSP, where possible, attempts to address a number of the issues raised through the public advertising period undergone by the previous proposed revised LSP, such as: setting back development from Swanbourne Street and the utilisation of the Bushland Regeneration Area as a development buffer, creating an improved development interface with surrounding development; as well as increased density in keeping with the strategic nature of the site.

SURROUNDING LOCAL STRUCTURE PLANNING

KNUTSFORD STREET EAST STRUCTURE PLAN

The Knutsford Street East Structure Plan was adopted by the City of Fremantle in April 2006 (refer **Figure 6 –** Knutsford Street East Structure Plan). It sets out key structure planning principles for the industrial land east of Amherst Street (immediately east of the subject site) and promotes the redevelopment of this area not only

for residential purposes but also to facilitate mixed use where appropriate and the implementation of adaptable building approaches.

The proposed land uses and built form of the subject LSP will integrate with the development proposed in the Knutsford Street East structure plan, with similar densities proposed along the interface of the two sites.

Figure 5 – Approved Swanbourne Street Structure Plan

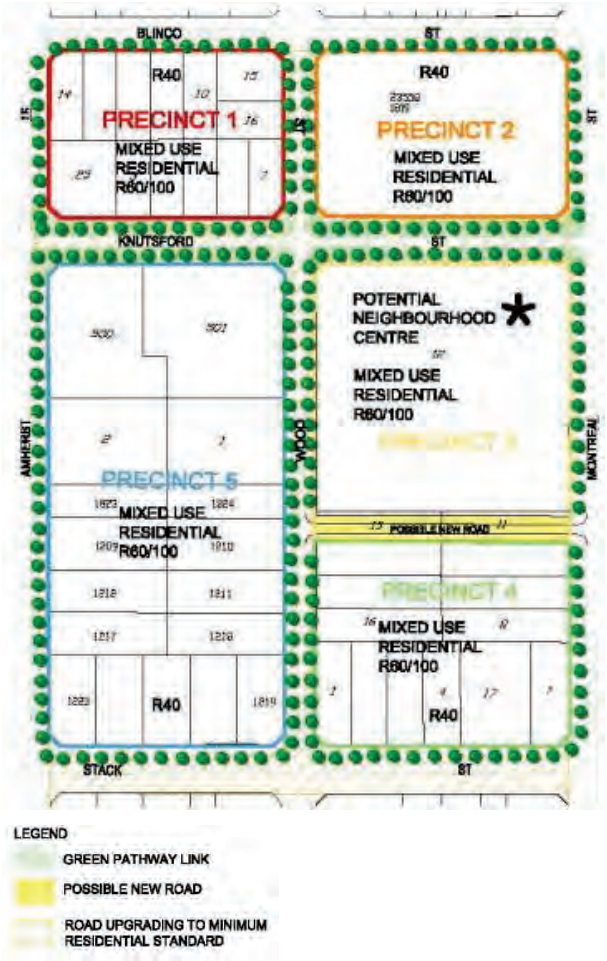


Figure 6 – Knutsford Street East Structure Plan

1.3.3 Planning Strategies

PERTH AND PEEL @ 3.5 MILLION

Perth and Peel @ 3.5 Million is the State's high level spatial framework and strategic plan. The document guides the future growth of the metropolitan Perth and Peel regions as a compact, consolidated and connected City that can accommodate a population of 3.5 million people by 2050. The document sets out a target of 47 per cent of required future residential homes to come from infill development, to improve on residential infill development trends. Infill and consolidation are promoted, and high-density residential development is encouraged closer to activity centres, station precincts and along high-frequency public transport routes.

The subject land is located within the Central Sub-Regional Planning Framework, which covers 19 local government areas, including the City of Fremantle. The Central Sub-Region is required to provide at least 215,000 new dwellings to cater for a population increase of at least 1.25 million people by 2031.

CENTRAL SUB-REGIONAL PLANNING FRAMEWORK

As part of the implementation of Perth and Peel @ 3.5 Million, the State government also released four region frameworks to provide appropriate strategic guidance for the varied regions.

The Central Sub-Regional Planning Framework provides strategic guidance for the 19 local government areas centrally located around Perth city. The sub-region is characterised by some of Western Australia's oldest urban settlements and has a high level of amenity due to its proximity to the river and the coast. The sub-region contains the Perth central business district, has the highest population and employment densities and is the focus of the metropolitan public transit network.

The Framework includes a long-term housing supply target for each local government. The draft housing target identified for the City of Fremantle is 7,030 additional dwellings. The Swanbourne Street DA4 growth area is listed as having a projected yield (with an 85% take-up) of 323 dwellings. The residential development proposed in this LSP makes a significant contribution to reaching the dwelling

target for the City of Fremantle, with an expected minimum yield of approximately 306 dwellings, achieving a density of 54 dwellings per site hectare. It is likely that a yield higher than the minimum yield will be realised, however will be dependant on market conditions. Realising the target yield would yield an expected 470 dwellings, achieving a density of 80 dwellings per site hectare.

The Framework identifies Fremantle as an Activity Centre, an area that draws people to it for transport, economic activity and leisure. The higher densities proposed in the LSP respond to this opportunity to provide higher density living within proximity to the economic hub of Fremantle city centre.

CITY OF FREMANTLE STRATEGIC COMMUNITY PLAN

In 2024 the City of Fremantle adopted their Strategic Community Plan, with a vision for a creative and daring, inclusive and caring, thriving and resilient, and authentically different City.

In terms of planning and development, the strategic community plan acknowledges that Fremantle is growing, with both infill development in the suburbs and new residential developments in the CBD contributing to an increase in population. The Plan acknowledges the importance of ensuring growth is done in a sustainable manner, including diversity and affordability in the housing mix.

The LSP supports the Strategic Community Plan's vision for residential development, proposing sustainable and diverse housing within proximity of the city centre's amenities and key infrastructure.

GREENING FREMANTLE: STRATEGY 2020

The City's Greening Fremantle: Strategy 2020 provides a strategy for the enhancement and management of existing vegetation in parks, reserves and private land, degraded areas and road reserves, new green spaces, and linkages between green spaces. The subject site is identified for greening opportunities and forms part of the proposed green linkage throughout the City. The objectives of the Green Plan have been taken into consideration and are reflected in the LSP for the subject site.

1.3.4 POLICIES

LIVEABLE NEIGHBOURHOODS (2015)

Liveable Neighbourhoods is the WAPC's operational policy to guide the design and assessment of structure plans. The aim of Liveable Neighbourhoods is to design a robust urban environment and neighbourhood structure that can accommodate a range of uses, and which is flexible enough to change over time. Its aims also include promoting the design of walkable neighbourhoods, places that offer community and sense of place, mixed uses and active streets, accessible and sustainable parks and a variety of lot sizes and housing types. Liveable Neighbourhoods is aligned to the State Planning Strategy 2050 (WAPC, 2014), which aims to guide the sustainable development of Western Australia for the next four decades, and supports Perth and Peel@3.5million (WAPC, 2015).

Where possible, the LSP has had regard to the objectives and requirements of Liveable Neighbourhoods, whilst responding to the context of the site.

RESIDENTIAL DESIGN CODES VOLUME 1 AND 2 (2024)

In accordance with Part 1 of this LSP report, the land subject of this LSP is required to comply with the Residential Design Codes, with the exceptions of those development standards detailed in Part 1, Table 2 – Swanbourne Street LSP Development Control, which prescribes variations to the R-Codes.

CITY OF FREMANTLE D.G.F 28 SWANBOURNE STREET AND KNUTSFORD STREET LOCAL AREA

The City's Policy D.G.F 28, adopted in April 2000, relates to Lot 1356 Swanbourne Street and Lot 1737 Knutsford Street within the LSP area, requiring the adoption of a Structure Plan or Detailed Area Plan (now Local Development Plan) for the policy area prior to the consideration of any applications for planning approval. The LSP has been prepared and designed to meet the objectives and requirements outlined within Policy D.G.F 28. In particular, it addresses the sites characteristics and proposes development and landuses in accordance with community and Council objectives. It also contains guidelines for development addressing, as appropriate, density and form of development, environmental constraints and landscape features, the telecommunications tower, cultural and Aboriginal heritage matters, environmental features, open space linkages, lot layout, road networks and traffic impact.

2 SITE CONDITIONS AND CONSTRAINTS

2.1 EXISTING LAND USE

The subject land has historically been utilised for industrial purposes in association with the storage and distribution of fuel to Fremantle harbour. The PEET bunkering facility was leased to BP Australia and was in operation for approximately 60 years, and BP Australia has since undertaken remediation works. The ex-Commonwealth land contains former bunkering facilities which have not been in use for over a decade, and the tanks were demolished in 2008 with subsequent further remediation undertaken.

The site is surrounded by long-established residential and industrial development. The surrounding area is characterised by older style residential housing, industrial development and areas of public open space. The southern boundary of the site adjoins Stevens Reserve, a significant active recreation reserve which is attractive in presentation. The visually obtrusive Western Power switch station also abuts the subject land to the south. The western and northern boundaries front residential development of various styles, densities and quality. The area to the east contains a range of older industrial facilities generally in poor to fair condition. This area will ultimately be subject to regeneration under the Knutsford Street East Local Structure Plan.

In general, the surrounding area is characterised by residential housing, industrial development and areas of public open space. The subject land, by virtue of its proximity to the city centre, is accessible to the full range of services and amenities available in and around the Fremantle city centre, including shopping, commercial, community, medical, entertainment and recreation activities.

A number of open space areas are located in the general vicinity, including as noted, Stevens Reserve to the south, a small play park/reserve and Memorial Reserve to the north-west and to a lesser extent the Fremantle Public Golf Course and Booyeembara Park to the east of the Knutsford East Structure Plan area.

There are a range of educational facilities serving the area, including White Gum Valley Primary School on Montreal Street to the south-east, East Fremantle Primary School on Forrest Street to the north-west and John Curtin Senior High School on East Street, also to the north-west.

The portion of Edmund Street within the LSP boundary is currently unconstructed. South of Stevens Street, to the south of the LSP area, Edmund Street becomes a constructed road with houses fronting it.

2.2 BIODIVERSITY AND NATURAL AREA ASSETS

2.2.1 Flora and Vegetation

A field survey was undertaken for the vegetated western portion of the subject site on 3 May 2002 as part of the preparation of the 2003 Structure Plan. The purpose of the survey was to assess the condition of areas of remnant vegetation and to briefly describe the flora and vegetation present. Historic aerial photography shows that the majority of the structure plan area has previously been cleared of vegetation. The vegetation that exists is mainly regrowth *Acacia* overstorey over a range of weed species.

The two main vegetation 'types' can be described as:

- Tall shrubland of Acacia Cyclops and Agonis flexuosa over Templetonia retusa over a herb layer of assorted weed species; and
- Tall open shrub of Acacia Cyclops, Dryandra sessilis and Agonis flexuosa over Leucopogon parviflorus and Melaleuca huegelii, open shrubland over Templetonia retusa and assorted weed species.

There are some small areas on site that still retain a few understorey species such as herbs and shrubs but no area could be described as a complete vegetation community. The majority of the vegetation is limited to the western portion of the site, and will be retained where possible within public open space.

The total number of native species recorded was exceeded by the total number of weed species recorded, which attests to the degraded condition of the site.

The vegetation is classified in *Bush Forever* (WAPC and DEP, 2000) as 'Other Native Vegetation' and is not regarded as regionally significant. It has therefore not been included as a Bush Forever site.

While the site has been identified within the City of Fremantle's *Greening Fremantle: Strategy 2020* as part of a local green corridor, there is very little native vegetation within the site. The vegetation survey verified that there are no species of Declared Rare or Priority Flora within the vegetated western portion of the subject site.

2.2.2 Environmental Quality

There is little to no remnant vegetation as most of it has been cleared and the surface of the site sealed in the past. The regrowth vegetation holds little conservation value. As a result of the extensive clearing that has occurred over the site, the highly degraded vegetation presents little opportunity for native fauna habitat.

The subject site is part of a groundwater recharge, however it contains no hydrological features.

The majority of the structure plan area has historically been occupied by land uses with potential to result in contamination. Any potential contamination is likely to be related to hydrocarbons, due to the storage of fuel. Site investigations and remediation must be completed and endorsed by the Department for Environment and Conservation prior to the land being deemed suitable for future development.

The western portion of the former Fuel Depot Site is in a rundown and dilapidated state which redevelopment in accordance with the LSP will address.

2.3 LANDFORM AND SOILS

2.3.1 Landform and Topography

The subject area is part of the inter-dune swale of a prominent dune system situated within the Quindalup Coastal Dunes geomorphic unit. The land is quite steep, particularly on the western portion, rising off Swanbourne Street to a ridge at around RL50mAHD and falling in a south eastern direction to a low point at the intersection of Stack Street an Amherst Street at RL17.00mAHD. The western portion of the site between the ridge and Edmund Street falls from RL50mAHD to around RL27m AHD (approximately 23m) and the remainder of the site between Edmund and Amherst Streets falls around 3m to RL24mAHD in the centre, although noting that Amherst falls around 9.0m from north to south along the eastern boundary of the site.

The historic installation of two fuel storage tanks on the south western portion of the subject site has involved the shearing away of limestone to create two curved seven metre high walls.

2.3.2 Landscape Values

The western portion of the site marks a high point in Fremantle, providing views of the ocean, Fremantle city centre, and even the Perth City skyline. The opportunity to retain the natural limestone features on the western portion of the site, where practicable, due to their local landscape and heritage significance will be incorporated as part of the LSP process.

The gently sloping eastern portion of the site exhibits limited views of the neighbouring areas including the Western Power switch station. While extensive civil engineering works will be required prior to development in response to the terrain, the LSP seeks to reflect existing topography and landform where possible.

2.3.3 Soils and Geomorphology

Based on the *Environmental Geology Series – Fremantle Part Sheets 2033 I and 2033 IV* (Geological Survey of Australia, 1986) the subsurface lithologies in the area are of the Cottesloe soil association (part of the Spearwood dune system) which consist of limestone dominated profiles with pale yellowish brown, fine to course-grained sands overlying limestone. Surface limestone outcrops are visible on the western portions of the site, while the ridge of the dune, sub-surface profiles are likely to be comprised almost entirely of Tamala limestone.

The rocky material will need to be processed and placed in deeper fill to ensure that suitable building platforms can be constructed.

2.4 GROUNDWATER AND SURFACE WATER

The water table is well below the surface levels with the highest AAMGL being some 0.7-1.0m AHD as outlined in the 1997 Groundwater Atlas, which is renowned as being the highest recorded groundwater levels. Considering that ground surface levels vary between 48m and 20m AHD, the maximum groundwater table is expected to be between 47m and 16m below the surface. The greater depths occur in the western portion of the site which is situated towards the western dunal ridge, whereas the lesser depths occur in the eastern portion of the site which is not as elevated

Due to the sites proximity to the ocean and Swan River, it is expected that groundwater beneath the site flows generally in a north westerly direction towards the ocean. This appears to be consistent with regional groundwater contours and groundwater gradient as shown in the *Perth Groundwater Atlas* (WRC, 1997).

The soil profiles overlying groundwater within the site are expected to be very permeable, as they comprise largely coarse grained siliceous sands overlying limestone, or entirely Tamala limestone (Geological Survey of Australia, 1986). The site is situated within a groundwater recharge zone.

2.5 BUSHFIRE HAZARD

The existing bushland along the western portion of the LSP area is considered a source of fire threat. Fire risks have been considered for the adjoining development sites, and mitigation methods are detailed further in Section 4.2.8 of this report.

2.6 HERITAGE

A search of the Department of Indigenous Affairs Aboriginal sites database revealed that no portion of the site was registered on the 'interim' or 'permanent' register. Sites that are registered on the interim or permanent register are protected by the *Aboriginal Heritage Act 1972* (the Act), and any damage or alteration to such sites would be in breach of Section 17 of the Act.

The site, however, was registered on the 'stored data' register, but this listing does not constitute the need to lodge a Notice under Section 18 pursuant to the Act prior to development.

3 STRUCTURE PLAN DESIGN

The design vision of the Swanbourne Street Structure Plan is to create a new and inspiring residential community that embraces natural landmarks, respects its urban context and uses site-specific creativity to accentuate the sites natural landform and topography.

The design seeks to encourage a relaxed, healthy and social lifestyle, while complementing a new and emerging demographic through the provision of diverse housing product.

The Structure Plan embraces the following principles:

- Provide for a variety of residential densities, enabling the construction of a diverse range of housing types to accommodate different housing demands.
- Provide site responsive design that optimises climate and landform sensitive outcomes.
- Optimise the aesthetic appearance of the lots directly fronting the high-amenity public open space.
- Integrate the surrounding existing landform and natural environment into the development area with linear open space and green spine connection.
- Provide a legible movement network that enhances accessibility and way-finding.
- Provide an attractive, safe and convenient pedestrian and cyclist connections and informal active recreation spaces throughout.
- Ensure a sensitive transition and integration between the surrounding existing development and new development.
- Provide a mixed use interface to portion of Knutsford Street.

Figure 1 – Swanbourne Street Local Structure Plan

4 LAND USE

4.1 LAND USE OVERVIEW

The predominant land use identified for the LSP area is residential (refer to **Figure 8** – Master Plan). The Master Plan has been prepared to provide an illustration of the development intent. This graphical representation is indicative only; however it gives an indication of how the public space may be developed and the relationship of the public/private interface between the public spaces and new residential areas.

It is intended that the site will accommodate a variety of residential housing types. The LSP will also facilitate the potential for non-residential uses such as home based business, offices and retail along the eastern portion of Knutsford Street.

Lots situated in high amenity areas such as adjacent to POS and taking advantage of natural viewpoints are identified as being suitable for high density residential development and have been provided accordingly. Precise lot yields can only be accurately determined as detailed design progresses. The Master Plan (**Figure 8**) and predicted dwelling yield do illustrate however, how the proposal will provide for a diversity of housing types, adding to housing choice in the locality, as further detailed in Section 4.3 of this report.

A significant portion of POS is provided along the western boundary of the site along Swanbourne Street. This location provides for a green link from Monument Hill in the north through to Stevens Reserve to the south of the site. POS provision within the site is further explained in Section 4.2 of this report.

Figure 8 – Swanbourne Street Master Plan

4.2 OPEN SPACE

4.2.1 LANDSCAPE PHILOSOPHY

The landscape approach for LSP is derived from a sensitive response to the topography, geology and flora of the sites local context, as well as a strong understanding of the social and cultural patterns of the greater area.

Designed as an integrated part of Fremantle's green network, the landscape reinforces the City's unique identity and sense of place through the careful selection of plants, choice of materials and design of spaces and linkages (refer **Figure 9** – Landscape Master Plan).

The Landscape Network consists of 3 key areas:

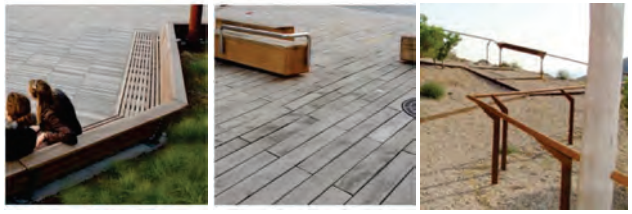
- Bushland and Reservoir
- Green Spine
- Stevens Reserve Link

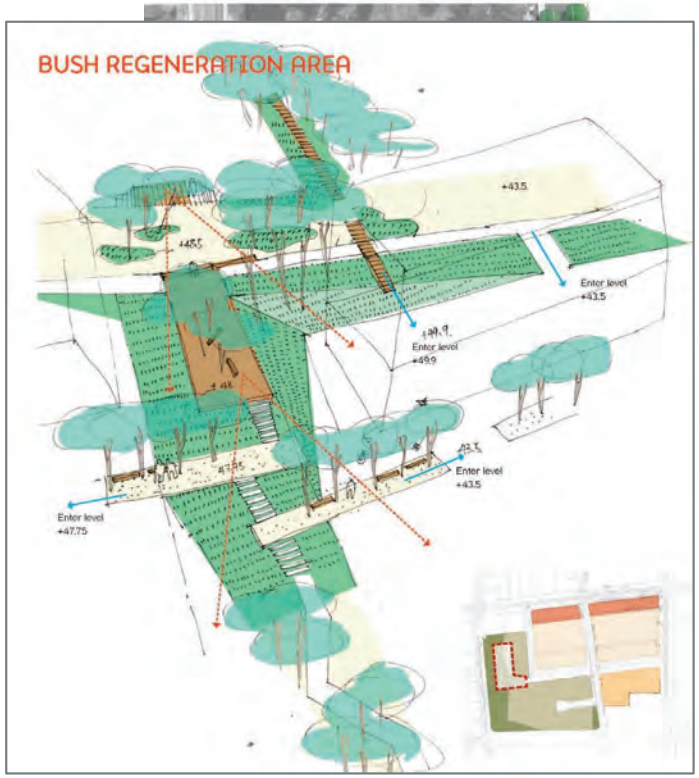
Further detailed information regarding the landscape philosophy and specific design elements is included within **Appendix B** – Landscape Concept.

Figure 9 – Landscape Master Plan

4.2.2 Bush Regeneration Area

The existing bushland along the western boundary of the site is to be retained where possible. Paths and access point will be created through the bushland to connect the development with the surrounding residential area and reserves. The bush will be protected and rehabilitated using local native species.





4.2.3 Sunken Garden

The design of the Sunken Garden sensitively acknowledges the remnant reservoir to create a focal point. The reservoir is divided into two gardens, separated by a wall. The key attributes of the space are:

Tuart Garden

Young Tuart species are allowed to continue to naturally recolonise the northern area of the square.

- Minimal intervention
- Remove weeds
- Potential raised walkway through the space
- Ephemeral garden

"The Wall"

The remnant section of wall of the old reservoir is celebrated as the feature element and physical threshold that separates the two gardens. The wall will remain untouched and allowed to stand as a historical reminder of the sites past use.

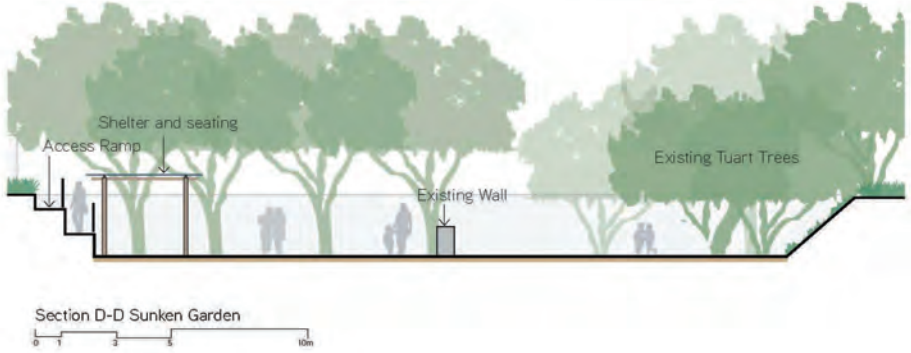
- Interactive element (walk on wall)
- Retain graffiti

The Reservoir Garden

The Reservoir Garden will create a formalised garden space that reinterprets the original use of the site, forming a contemplative place for people to gather.

- Vertical elements in place of original columns
- Pavilion shelter (located to the South to screen from police tower)
- Walls/ramps to define the original extent of the water reservoir walls and provide access to Swanbourne Street and existing local community
- Formalised treatment

1. Reservoir Garden
2. Tuart Garden
3. Existing Tuarts (young) – recolonising the area
4. Original reservoir wall
5. Proposed footpath (Swanbourne Street)
6. Location of original columns for Reservoir structure
7. Proposed pavilion
8. Walking trail (compacted limestone)
9. Arrival deck and steps down into gardens
10. Proposed walls and ramp access (rammed earth and limestone gabion walls)
11. Raised walkways through Tuart grove
12. Grid of shade trees



4.2.4 Green Spine

A green spine links the bushland regeneration area to the eastern part of Amherst Street. The Green Link has a widened verge with a 25m road reserve. Its treatment contributes to the sociability and character of the proposed development. The layers of the Green Spine are:

- Function – Opportunity for resting, gathering and meeting.
- Landscape Character – Response to the local character.
- Landscape Structure – Integration of street levels and creation of spaces.

Figure 12. Green Spine illustrative plan

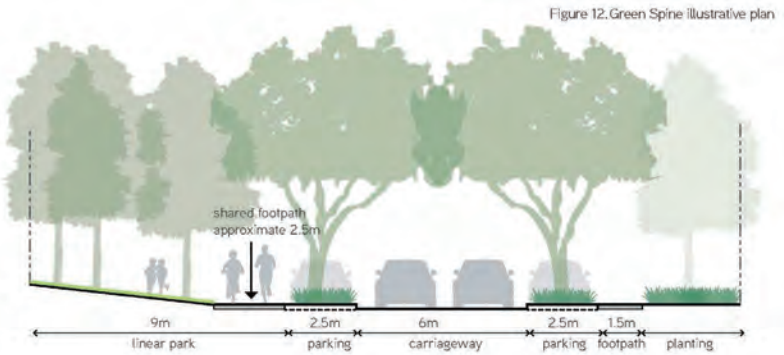
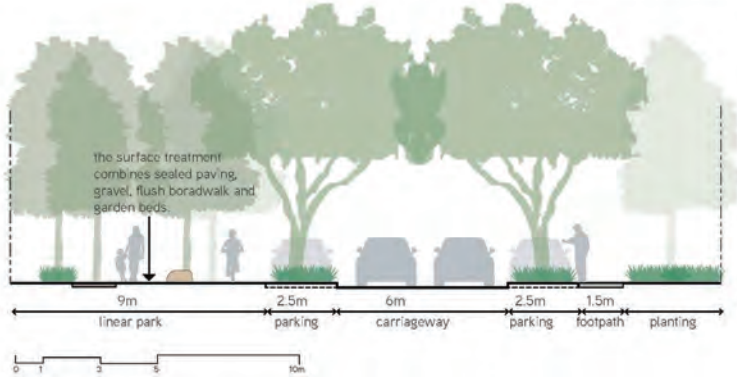
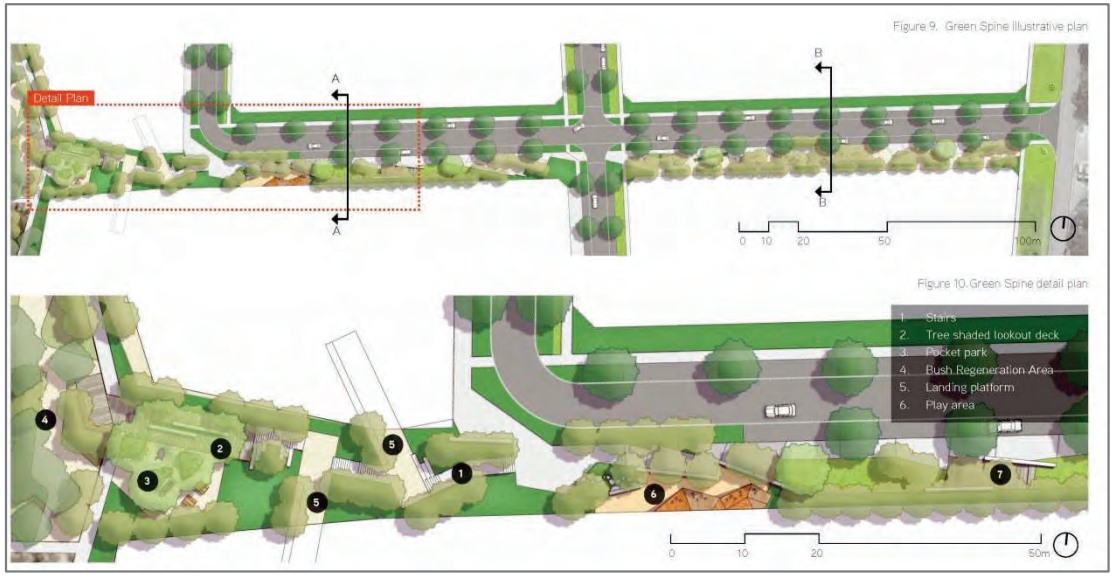


Figure 13. Green Spine illustrative plan





4.2.5 Stevens Reserve Interface

A small pocket park in the south of the LSP area facilitates direct access between the proposed development and active playing fields of Stevens Reserve.

The interface between the proposed development and Stevens Reserve will encompass the following design considerations:

- Development boundary wall – 50% transparency, low wall and slatted fence
- 2m wide footpath with handrail
- Limestone embankment
- Retain existing vegetation

4.2.6 Swanbourne Street Interface

Where there is an interface between proposed development and bushland or parkland, developments will:

- Have direct access into the POS
- Clearly distinguish between private and public land
- Retain the natural levels of the POS through the provision of retaining walls
- Be sensitive to the character of the bushland
- Overlook the parkland to provide good passive surveillance
- Not be permitted to have solid 1800mm fencing on the boundary

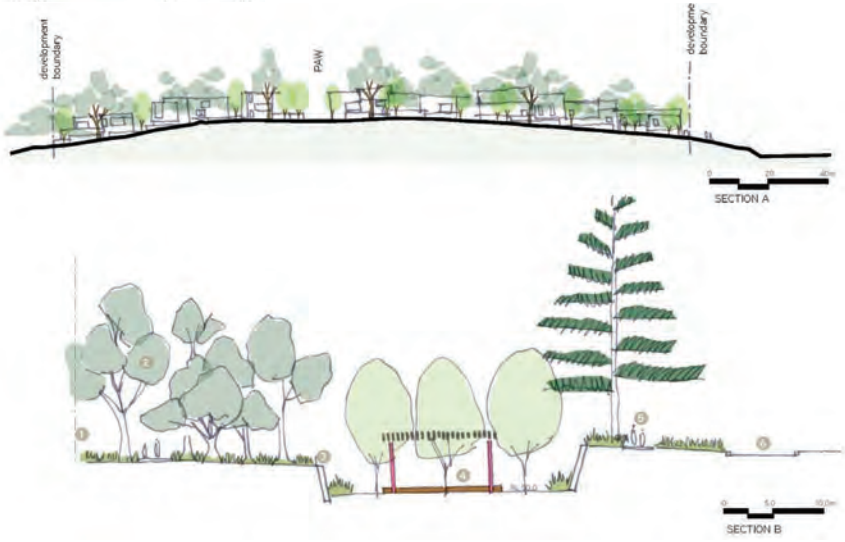


Figure 14. Section C-C

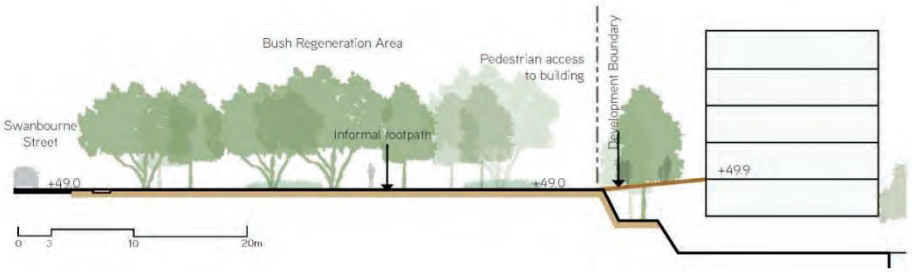
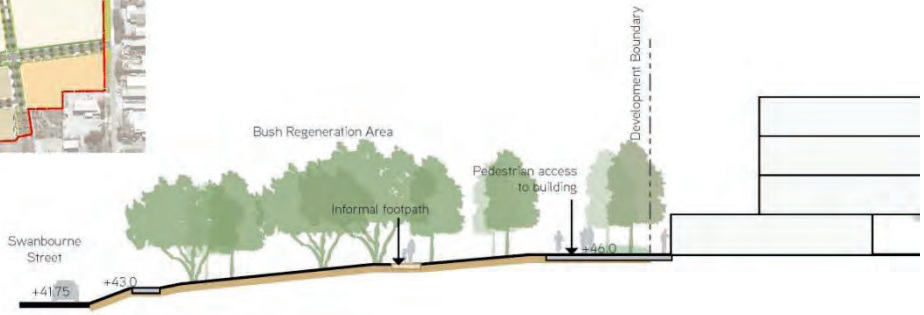


Figure 15. Section D-D






1. Lot boundary
2. Remnant vegetation
3. Reservoir Garden walls
4. Pavilion and Deck
5. Verge Footpath
6. Swanbourne Street

4.2.7 POS Provision

In July 2012 subdivision approval was granted for Lot 1354 Knutsford Street, being the land owned by DevelopmentWA immediately north of the LSP area (and included as part of the adopted LSP). The subdivision approval required that the subdividers provide a cash-in-lieu contribution to the City of Fremantle for the required 10 per cent POS contribution. The City and the subdividers have agreed that the POS contribution required as part of the subdivision approval for Lot 1354 may be accommodated within the LSP area (thus negating the requirement for a cash-in-lieu contribution) if the proposed LSP is approved by the WAPC and adopted by the City under the Scheme within 10 years of the agreed Deed.

The LSP proposes a total area of approximately 1.0416 ha of POS within two areas (refer **Figure 10** – Public Open Space Plan and **Table 5 –** Public open Space Schedule). The total percentage of POS provided, including the required 10 per cent contribution for Lot 1354, equates to 10.3.

Liveable Neighbourhoods requires that the 10 per cent POS contribution must comprise a minimum of 8 per cent for active and passive recreational purposes where the remaining 2 per cent comprises restricted use public open space uses (drainage lands, natural and cultural features etc). It is proposed that drainage be accommodated in below ground storage basins within the road reserve, thus 100 per cent of the POS contribution is unrestricted.

Figure 10 – Public Open Space Plan

TABLE 5: PUBLIC OPEN SPACE SCHEDULE

PUBLIC OPEN SPACE SCHEDULE SWANBOURNE STREET LOCAL STRUCTURE PLAN		
Gross Site Area		**8.9177**
Deductions		
Edmund Street Road Reserve	0.4174	
Total Deductions	**0.4174**	
Gross Subdivisible Area		8.5003
Required Public Open Space (10%)		**0.8500**
PUBLIC OPEN SPACE PROVISION		
Unrestricted Public Open Space		
POS1	1.0159	
POS 2	0.0331	
Total Unrestricted Public Open Space		**1.049**
Less 10% requirement for Lot 1354		**0.1647**
Total Credited Public Open Space		**0.8843**
Percentage of Public Open Space Provided (Unrestricted and Restricted POS Contribution)		**10.4%**

4.2.8 Bushfire Management

As outlined in Section 2.5, the existing vegetation along the western portion of the LSP area is considered to be a source of bushfire threat.

A summary of key strategies to mitigate the potential bushfire hazard include:

- Provision of a footpath and non-planted or irrigated strip within the POS adjoining the development site.
- Eradication of weeds.
- Removal of dead/ dying trees and dead branches.
- Removal of dense understory vegetation.
- Development of an appropriate maintenance regime for the City and Developers.

4.2.9 Tree Retention

Tree retention is a priority within the bushland retention area. Trees will be adequately protected during development works and pruned and maintained correctly.

4.3 RESIDENTIAL

The LSP will provide approximately 5.6 ha of residential land with opportunities for a range of dwelling density and typologies, including apartments, grouped housing and single houses. The variety of housing typologies will cater for a diverse range of households, and the design of the LSP allows the flexibility for developers to respond to changes in demand and household types as the development is delivered.

The site presents a number of factors that influence the configuration and orientation of the road network and lot orientation, particularly relating to existing topography, and interface treatment to POS areas and surrounding existing and proposed residential development.

4.3.1 Mix, Product and Design

The development of the Swanbourne Street site is envisaged to provide a wide variety of dwelling types, which will consequently contribute to the diversity of the housing stock available in the Fremantle area. The ultimate yield and product mix will be determined by the type of development pursued by each proposed site by a particular developer and will be subject to the market conditions at the time. The ultimate lot yield and product mix will be determined during the construction and development phase.

Table 6 outlines the minimum residential development yield scenario for the site, assuming average lot sizes in accordance with the R-Codes for the minimum density coding applied to each Development Precinct.

The delivery of a variety of housing types, in accordance with the requirements of the R-Codes, will contribute to the diversity of housing available in Fremantle. This diversity of housing product provides the opportunity for members of the Fremantle to 'age in place', as well as providing opportunities for new home owners to enter the housing market.

4.3.2 Building Height

The maximum building heights that apply to proposed Development Precincts are outlined in *Part 1 – Structure Plan Statutory Provisions*, **Table 3** and **Figure 2.**

Maximum building heights, as outlined in Table 3 and Figure 2, are to be measured as height above the post subdivision ground level, taken at the nearest street/POS lot boundary for all lots, excluding the landmark building site in DP4 which is to be taken from the existing tank base (36.5 AHD). Building heights are to be measured to the highest point of a wall or roof of a building, excluding minor projections. Services such as lift overruns and balustrades, non habitable architectural elements and telecommunications equipment, are excluded from the maximum building height calculation.

This methodology seeks to create a positive streetscape by ensuring building heights can be effectively controlled along street frontages whilst still accounting for the significant level changes associated with the site.

LANDMARK BUILDING SITE

As illustrated in **Figure 2**, the LSP makes provision for a potential landmark building site of up to 13 storeys within Development Precinct 4, subject to the development meeting certain performance criteria. This site provides the opportunity for residential apartment development, providing a key contributor to meeting dwelling targets for the LSP area.

These performance criteria should include design quality and sustainability criteria applicable to a 'landmark' tower building and a requirement to provide an affordable housing component of at least 15% of the total dwelling yield in the development precinct containing the landmark building. Specific criteria are to be identified and agreed at the Local Development Plan stage. Performance criteria must be satisfied in order for the responsible authority to grant approval for development of up to 47 metres in building height (13 storey) in Development Precinct 4

The landmark building is to be located on the southern boundary adjacent Stevens Reserve (on the former oil tank site) and provides a good fit for preserving the tank's original foundation cutting. This location allows for a reduced building footprint and less disruption to the topography at this critical point on the site, thus reducing civil and site works.

The inclusion of a mid-rise landmark building adds to the diversity of housing and built form types accommodated within the LSP area, whilst providing articulation and counterpoint to the overall scale and mass of the built form.

The tower is set back from Swanbourne Street, therefore mitigating its impact on the existing streetscape of Swanbourne Street. The siting of the mid-rise site to the south of the LSP area adjacent Stevens Street Reserve also ensures the building will not adversely cast shadows over new or existing residences.

The landmark building has been sited to ensure it does not impact on the existing Police antenna ray lines, whilst the tower form also

provides the opportunity to relocate telecommunication infrastructure away from the ground plane and public view by placing it on top of the building structure.

4.3.3 YIELD

The minimum and target yields for the site are outlined in Table 5. The split zoning over the site allows for increased development density where key performance criteria are met. High density residential (R80-R160) has been accommodated at key development sites on DP's three, four and five. The increased density coding has been situated to take advantage of public open space amenity and views, reduce overshadowing, take advantage of site contours and provide a positive development interface with the surrounding community.

The LSP area represents a strategic site within the City of Fremantle and has therefore been zoned to deliver an appropriate number of dwellings in line with its favourable development status.

As per Table 6, the minimum dwelling yield delivered by the site is 306 dwellings, with an aspirational development target of 470 dwellings considered desirable for the site. It is noted that under the proposed zoning and current R-Codes, the site could deliver in excess of this figure, with the maximum yield dependent on a number of factors such as dwelling size and type.

The development of the LSP area will respond to current and forecast market conditions with the ultimate dwelling yield therefore dependent on the prevailing market forced guiding development scale and individual dwelling characteristics.

TABLE 6: YIELD SUMMARY

Development Precinct (DP)	Approx. DP Area (ha)	Minimum Dwelling Yield	Target Dwelling Yield
PRECINCT A – MIXED USE			
DP2 – Mixed Use R40-R80	0.4087	18 dwellings [1]	18 dwellings [1]
PRECINCT B – RESIDENTIAL			
DP1 – Residential R40-R80	1.2376*	40 dwellings [2]	50 dwellings [1]
DP2 – Residential R40-R80	1.0350*	47 dwellings [1]	47 dwellings [1]
DP3 – Residential R60-R100	0.8029	45 dwellings [3]	45 dwellings [3]
DP4 – Residential R80-R160	1.7354	123 dwellings [4]	231 dwellings [5]
DP5 – Residential R80-R160	0.4725	33 dwellings [4]	79 dwellings [6]
TOTAL	**5.6921**	**306**	**470**

Assumptions:

* *Excludes indicative area for new road reserve*

- *Assumes R40 single residential laneway lots with average lot size of 220m²*
- *Assumes R40 single residential front loaded lots with 10m minimum frontage*
- *Assumes R60 grouped dwelling lots with average lot size of 150m² and 15% of total site area deducted for common property*
- *Assumes R80 grouped dwelling lots with average lot size of 120m² and 15% of total site area deducted for common property*
- *Assumes R80 multiple dwellings with plot ratio of 1.0 and an average dwelling size of 75m²*
- *Assumes R100 multiple dwellings with plot ratio of 1.25 and an average dwelling size of 75m²*

4.4 MIXED USE

The LSP provides the opportunity for mixed-use development along the eastern portion of Knutsford Street, suitable for uses such as retail, offices, and home based business facilities on the ground floor of buildings. Ultimately, the decision to develop a retail or commercial facility within the site will be based on the financial feasibility of the proposed enterprise, and this in turn will depend on the number of residents and visitors that are located and live within the catchment of the site.

Therefore, the LSP does not mandate a minimum or maximum amount of the various types of non-residential floorspace for the site. A flexible approach is proposed, whereby non-residential activities can be established as economic conditions are favourable for enterprises to commence in the area.

PREFERRED LOCATIONS FOR RETAIL DEVELOPMENT

It is acknowledged that the provision of certain types of land uses will serve to attract visitors to the LSP site and consequently contribute to the activation of the public realm. Furthermore, the delivery of a mix of residential and non-residential uses can serve to improve the safety of an area, with people using the site at all times of the day and therefore providing 'eyes on the street' for passive surveillance. The activity generated from uses that attract people to a place can also in turn serve to improve the economic viability of retail outlets in the place. With the growth of activity can arise the growth of economic sustainability to the extent where additional retail outlets can be opened which serve to attract more people to a particular place. While this may not occur in all circumstances and may be limited by other external factors (i.e. population within a defined catchment), it demonstrates that the strategic delivery of the first attractors to a new space can serve to kick-start its development and evolution.

The preferred locations for non-residential land uses are outlined in **Figure 8** – Master Plan. These locations are to provide guidance as to the preferred locations for these facilities and should be considered by a developer in the preparation of a Development Application for any of the Development Precincts within the LSP area.

4.5 MOVEMENT NETWORK

A Traffic Report has been prepared by Riley Consulting to support this Structure Plan, which assesses traffic generation and distribution, road reserve requirements, intersection capacity and path and public transport needs. This report is included in Appendix C.

The Traffic Report has been based on the indicative aspirational target yield of 470 additional dwellings, with the potential to generate up to 2,448 vehicle movements per day. Additional scenarios based on the low yield (306 dwellings) and indicative maximum yield (891 dwellings).

The key findings of the study are as follows:

- Analysis of the traffic generation suggests that the increase to local traffic movements would not be significant under any of the three yield scenarios and should not warrant upgrading of the local road system. All roads affected by the proposed redevelopment will continue to operate appropriate to their function. It is considered that the residential amenity of local streets will not be affected;
- All accesses are shown to perform with excellent Levels of Service during the peak periods;
- External intersections are not shown to be materially affected by the proposed development. It is therefore considered that the impacts of the proposed development would be deemed acceptable;
- Internal streets are suggested to be provided with a minimum road reservation of 16 metres. However, a wider road reservation may be suited to cater for on street parking and landscaping.

4.5.1 EXISTING NETWORK

Roads of importance to the assessment of development of the site are considered to be Knutsford Street, Swanbourne Street, Amherst Street, Stevens Street, High Street and Montreal Street.

KNUTSFORD STREET

Knutsford Street is a local access street constructed with a single carriageway 7 metre wide pavement, providing local access to adjacent land uses and terminating to the west of the site, adjacent to the Fremantle public golf course. Historical traffic flows provided by the City of Fremantle shows 402 vehicles per day (vpd) in April 2000 between Swanbourne Street and Chalmers Street. A peak hour count undertaken at Swanbourne Street indicates a daily flow closer to about 700vpd.

SWANBOURNE STREET

Swanbourne Street is classified as a local access street in the Main Roads WA (MRWA) functional road hierarchy. Its intersection with High Street is controlled by traffic signals, which would intimate that the road performs a function greater than "access" street and should be considered as a local distributor road (neighbourhood connector), being a road that local residents should use to access/egress the local area. A peak hour count undertaken at the existing roundabout at Knutsford Street indicates a daily flow of about 3,400vpd north of the roundabout and 2,500vpd south of the roundabout.

AMHERST STREET

Amherst Street provides a north-south connection between High Street and Watkins Street. It is constructed with a standard 7m carriageway and is restricted to right-in, left-in and left-out at High Street. Daily traffic flows on the MRWA website show 2,000vpd (9.4% heavy vehicles) to the south of High Street.

STEVENS STREET

Stevens Street would be classified as a local distributor road and links Carrington Road through to Hampton Road. Its intersection with Swanbourne Street is controlled with a roundabout. Daily traffic flows provided on the MRWA website indicate 727vpd to the west of Carrington Street. Historical data indicates 1,492vpd (November 2000) between Swanbourne Street and Solomon Street.

HIGH STREET

High Street lies to the north of the subject site and is a primary regional distributor linking Fremantle, Stirling Highway, Carrington Road and the Leach Highway. Montreal Street is located a few blocks east of the subject site and provides a north-south connection between Leach Highway and Samson Street.

4.5.2 Impact on Local Road Network

The following summary of traffic impacts is provided based on the target yield of 470 dwellings. Please see Appendix C for a full analysis of impacts including modelling of the low yield scenario (306 dwellings) and indicative maximum yield scenario (891 dwellings).

KNUTSFORD STREET

Knutsford Street would be considered as a neighbourhood connector in the local road hierarchy and as a single carriageway road with a 7 metre pavement and a 20 metre road reservation, a maximum flow of 7,000vpd is advised by *Liveable Neighbourhoods*. However, existing residential development has direct lot access to Knutsford Street and amenity would be considered to be affected when the daily flow exceeds 5,000vpd (currently at 700vpd).

To the east, Knutsford Street is forecast to experience an increase from about 700vpd to about 790vpd. The future traffic flows are well within the recommended 5,000vpd set out by *Liveable Neighbourhoods*.

To the west, a larger attraction to Swanbourne Street is anticipated due to ease of access provided by the existing traffic signals at High Street. The increase is shown to be about1,390vpd and will result in a forecast demand of 2,090vpd. The traffic forecast retains daily traffic flows below 5,000vpd and acceptable operation of Knutsford Street can be expected.

AMHERST STREET

Amherst Street is shown to attract about 230vpd from the site to access High Street/Stirling Highway. Although the increase is proportionately high, this is due to current low traffic demands of 2,000vpd. The forecast traffic demands are retained below 5,000vpd and current amenity would not be considered to be materially affected.

SWANBOURNE STREET

Swanbourne Street is an existing neighbourhood connector and north of Knutsford Street has limited access to existing residential lots. It is desirable to limit daily flows to less than 5,000 vehicles. The current flow is about 3,400vpd and the proposed development may increase the daily flow to about 4,600vpd. Although the increase is higher than the stated levels of *Liveable Neighbourhoods*, there are few alternative accesses to the area. Traffic will be naturally attracted to Swanbourne Street due to the ability to access High Street from the existing traffic signals. The increase shown may be less if traffic uses Chalmers Street to access High Street. However, this is subject to future intersection controls that may be determined through the Main Roads WA Leach Highway (High Street) upgrades.

CHALMERS STREET

Chalmers Street is forecast to attract traffic wishing to turn right onto High Street, due to the turn restrictions at Amherst Street. Although proportionately high, the forecast increase would retain daily traffic flows below 3,000vpd and residential amenity would not be affected (based on Liveable Neighbourhoods guidelines).

Should a roundabout be provided on High Street at Amherst Street then there is no expectation that traffic would use Chalmers Street.

4.5.3 Access

All internal intersections are shown to carry less than 2,000vpd and simple priority control is appropriate. Priority control of the internal four-way intersection is appropriate under the *Liveable Neighbourhoods* guidelines.

All internal streets have relatively short lengths and speeding within the subject site would not be expected. No independent traffic management devices would be expected to be required within the internal road network.

Direct lot access is permissible to all internal streets. As daily volumes to Knutsford Street and Amherst Street are shown to be below 5,000vpd, direct lot access would be permissible. However, lot access to Amherst Street would need to be cognisant of the crest at Knutsford Street.

For multiple and grouped dwelling sites, combined accesses will be provided to car parks. Such accesses will need to conform to the requirements of AS2890.1.

4.5.4 Cross-Sections

A 16m road reservation would be recommended as a minimum for the internal access roads. **Figure 11** shows a typical cross section providing parking to both sides of the street. A wider road reservation may be provided to increase parking opportunity and increase landscaping opportunities.

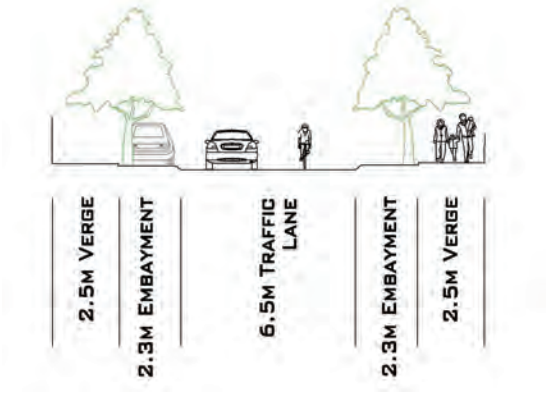


Figure 11 – 16m Road Reservation Cross Section

4.5.5 Pedestrian and Cycling Access

The site is ideally located within a short walk of Fremantle and local attractions. Fremantle railway station is located 1.8km north-east of the site and could be accessed by walking in about 25 minutes. This distance is probably too far for most residents and it can be expected that most would get a lift or catch a bus. South Terrace is

located approximately 1.4km away and would be about a 20 minute walk.

All roads within the LSP area should be provided with at least one footpath. As the development is within an urban area it is highly desirable to provide a footpath to both sides of every street.

Cycling would be attractive from the site as the Fremantle city centre and railway station are within a 5 to 10 minute ride. Several cycle routes currently exist in the local area.

4.5.6 Public Transport

There are several bus services in the local area. Additional bus stops are located on High Street and Hampton Road.

4.6 STORMWATER MANAGEMENT

The current area of the site and the peripheral roads fall to a low point in the western power land opposite Stack Street at its intersection with Amherst Street. There is a fenced sump in that location that currently caters for the area.

A review of the catchment and the likelihood that the existing peripheral area will be developed, indicated that the existing sump is undersized which supported the advice that was received from Council.

As a result, it is proposed to install below ground storage on the site to cater for the development area. This is proposed by using a product such as the Humes Stormtrap or similar which has been used for the development at Lot 1354 Knutsford Street.

The below ground storage can be installed either in one location or distributed over the catchment; however a total volume of some 2,400 cubic metres will be required. This is based on the assumption that 1 cubic metre of storage will be required on development sites per 40 square metres of area, which provides for a 90% paved area on each site.

Road reserve areas will be allowed to drain into the below ground storage without any other detention.

Calculations and catchment plans are attached in Attachment B of **Appendix D** – Engineering Services Report, which illustrate the design catchment boundaries, the proposed storm trap arrangement if incorporated in one location at the lowest point and calculations which detail the assumptions made and the basis for those assumptions.

4.7 EDUCATION FACILITIES

The site is located in close proximity to the following public schools:

- Beaconsfield Primary School
- East Fremantle Primary School
- Fremantle College
- Fremantle Primary SchoolJohn Curtin College of the Arts
-
- White Gum Valley Primary School

The Department of Education is to confirm the primary school catchment in which the LSP area falls within and any obligations thereto.

4.8 INFRASTRUCTURE COORDINATION, SERVICING AND STAGING

The following information is based on preliminary advice from the various servicing authorities, which has informed the preparation of this Structure Plan and may be subject to change as development proceeds. Full details of engineering and servicing considerations are included in **Appendix D** – Engineering Services Report.

4.8.1 Power

It is clear that sufficient power supply exists in the area to supply the development. There are existing 22kv Lines along Amherst Street and Knutsford Street with sufficient power to feed the development. Connection and extension will be made to the lines, subject to design approval of Western Power.

All subdivision power reticulation lines and transformer installations will be constructed at the cost of the developer. Transformer sites will be determined at the detailed subdivision design stage.

A 66kVA high voltage aerial power line is located along the Edmund Street extension between Knutsford Street and the Western Power switch station to the south of the site. Given the significance of this infrastructure and the cost to place that underground, the location of Edmund Street and the design levels have been proposed to ensure that the existing overhead scheme can remain.

4.8.2 Sewer

The site is not currently connected to sewer.

The site currently falls in an easterly direction. There is an existing sewerage connection located at the intersection of Stack Street and Amherst Street on the eastern edge of the site which will permit the extension of sewer to service the development area.

4.8.3 Water

A 250mm reticulation water main has been constructed along Knutsford Street as part of the adjoining development.

Due to the higher levels of the land being developed, in particular the area west of Edmund Street, the Water Corporation has advised that some upgrading of the existing booster station on Swanbourne Street may be required. This is dependent on the ultimate density and level of the development.

Apart from this, standard water reticulation pipework will be required through the development area.

4.8.4 Gas

Gas mains are available in this area. The nearest ATCO gas main is located in Knutsford Street. Gas can be extended to the development by ATCO in the normal way, with trenching undertaken by the developer.

4.8.5 TELECOMMUNICATIONS

Telstra services exist in the area along the existing streets.

As part of the development of Lot 1354 Knutsford Street, the developers have entered into an agreement with NBNCO to service the area. This agreement extends to this area which requires the developer to install NBN "pipe and pit" to allow for future installation of cables for the NBN. The design of the "pipe and pit" is the responsibility of the developer, and will be designed in conjunction with the underground power network, and installed during the construction phase of the development.

Two telecommunications towers currently exist at Lot 1737 and 1747 Swanbourne Street, within the proposed area of public open space. The tower on Lot 1737 will be removed prior to development occurring on site. Microwave paths between the telecommunications tower at Lot 1747 and other telecommunications towers in the metropolitan area have been identified and consultation should occur with the relevant agency (refer **Figure 7** – Telecommunications Tower Antenna Microwave Paths).

4.8.6 EARTHWORKS

The site conditions of limestone material together with the steep terrain, means that significant earthworks will be required to terrace the land and ensure that the soil beneath the lots is sandy and not rocky in nature. Some 100,000 cubic metres of imported fill will be required to meet the required design slopes and levels.

The land will be earthworked to "cut to fill" the rocky material, then topped with a minimum of 600mm of imported or clean processed sand to ensure the allotments are readily available for standard housing construction.

Retaining walls will be required to facilitate the even stepping of lots over the site. For the area backing onto the Western Power switch station on the south eastern boundary of the site, a large retaining wall will be required to reconcile the higher levels of the development site against the lower levels of the Western Power site and to ensure that a trapped low point for drainage is not created.

Drawings are included in Attachment 1 of **Appendix D** which details the indicative proposed earthworks over the site. It is noted that these plans are indicative only and further details will be need to be incorporated when ultimate lot layouts are resolved.

Figure 7 – Telecommunications Tower Antenna Microwave Paths

4.9 PLAYING FIELDS INTERFACE

The close proximity of development to the Fremantle District Cricket Club (FDCC), located in Stevens Reserve, may raise potential issues in relation to potential damage to property, public safety and noise pollution. These potential impacts will be explored through the adoption of design guidelines specifying, amongst other measures, minimum design and construction standards to reduce or eliminate the potential impact of stray cricket balls from the playing fields. Such measures to be considered may include shatter proof glass, adequate insulation, window style and location, etc.

Measures that may reduce or eliminate the potential damage to property and public safety, such as, the location of buildings adjacent Stevens Reserve are to be explored at the Local Development Plan stage, in consultation between DevelopmentWA, the FDCC and the City of Fremantle to facilitate the satisfactory resolution of the above issues.

5. Implementation

5.1 LAND ASSEMBLY

DevelopmentWA have been in the process of site acquisition with the Trustees of the Public Education Endowment (PEET) since 1992. The PEET site was leased to BP as a fuel depot until 2005 – after their lease BP were required to remediate the site to a 'residential standard'. In 2005, PEET confirmed their intention to sell the PEET site to DevelopmentWA.

The Public Education Endowment Repeal 2023 is proposed to be presented to Parliament in 2025, after which time transactions affecting the land will be managed by DPLH. It is anticipated that DevelopmentWA will be able to acquire the site formally from DPLH in 2025.

5.2 MANAGEMENT PLANS AND TECHNICAL REPORTS

In accordance with the requirements of the Scheme, a number of Management Plans and Technical Reports will be required at various stages in the planning process.

The following documents have been prepared to inform the preparation of the LSP and are included as Technical Appendices in **Part 3**.

- Appendix B – Landscape Concept
- Appendix C – Traffic and Transport Impact Assessment
- Appendix D – Engineering Services Report

5.3 SUBDIVISION

Following approval of the LSP by the City of Fremantle and WAPC, a subdivision application(s) will be lodged for consideration and determination by the WAPC, on advice of the City of Fremantle and other relevant referral agencies. The subdivision application(s) will identify the proposed lot boundaries, road reserves and areas of public open space in accordance with the LSP and will facilitate the creation of the proposed Development Precincts. DevelopmentWA will then release these lots to the market for purchase and delivery of the built form by a building developer.

5.4 DESIGN GUIDELINES

In addition to the requirements of the LSP, DevelopmentWA may, in consultation with the City of Fremantle, prepare architectural design guidelines to guide and control the built form outcomes for each of the Development Precincts. These design guidelines would address more style-based elements of the built form, such as preferred architectural character and building materials and colours. Such design guidelines may also include minimum standard sustainability measures to be incorporated into the building design and construction.

Further consideration will be given to using an Australian Height Datum (AHD) measurement or other appropriate height measure to cap the maximum height of new buildings over the site at the Design Guidelines/Local Development Plan(s) stage.

5.5 DEVELOPMENT APPLICATIONS

Development Applications (DAs) will be prepared for each individual Development Precinct. The DAs will provide detail regarding the proposed development, including the provision of parking, the proposed architectural form and compliance with the applicable standards and requirements of the *Part 1 – Structure Plan Statutory Provisions* for the relevant site.

Applicants proposing a development with an estimated cost of $2 million or more (excluding single houses) may opt in to having the application determined by the Development Assessment Panel (DAP), with advice of the City of Fremantle and the WAPC.

5.6 ADDITIONAL SCHEME AMENDMENT

The City will do further work to investigate rezoning lots 2069 and 2070 (21 Knutsford Street) from 'Facility-Community Facilities' Reserve to 'Development Zone – Development area 4' under the City's Local Planning Scheme No. 4, for the purpose of including the two lots into the LSP area at a later stage.

APPENDIX A
CERTIFICATE OF TITLE

APPENDIX B
LANDSCAPE CONCEPT

APPENDIX C
TRAFFIC AND TRANSPORT IMPACT ASSESSMENT

APPENDIX D
ENGINEERING SERVICES REPORT