



# Meeting attachments

## Ordinary Meeting of Council

Wednesday 11 February 2026 6pm

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# Local Planning Policy 2.9

## Residential Streetscapes

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## Residential Streetscapes

### Citation

This is a Local Planning Policy prepared under Schedule 2 of the Planning and Development (Local Planning Schemes) Regulations 2015. This policy may be cited as Local Planning Policy 2.9 – Residential Streetscapes (LPP 2.9).

### Introduction

The City of Fremantle has long established streetscapes and the local government aims to maintain the pattern of development that has historically occurred along streets and within suburbs.

### Objectives

The objectives of this Policy are to:

- Reduce the dominance of garages and carports on the streetscape;
- Maintain the traditional streetscapes of established areas;
- Ensure changes are not detrimental to the amenity of adjoining lots or the locality.

### Application of this Policy

This general Policy applies to all residential development assessed under Volume 1 of the Residential Design Codes (R-Codes) except:

- where a property is a heritage-protected place, which includes all those within a heritage area; or
- where provisions are contained within a Local Planning Policy, Local Development Plan or Structure Plan pertaining to a more localised area.

Refer to Local Planning Policy 3.6 Heritage-protected Places Built Form and Land Use for criteria for development of heritage-protected places.

In the event that there is a conflict between this general Policy and a provision contained within another planning instrument dealing with a specific area, the provision within the specific instrument shall prevail.

The deemed-to-comply criteria in this Policy replace the specified deemed-to-comply clauses of the R-Codes. Where a R-Codes clause or sub-clause is not referred to in this Policy, that clause remains as per the R-Codes. Where any development does not meet the deemed-to-comply criteria, it is to be assessed against the Design Principles of the R-Codes, the Local Housing Objectives of this Policy (as relevant), and the objectives of this Policy.



**Policy Provisions**

<b>R-Codes Volume 1, Parts B &amp; C</b>		
<b>1. Part B, cl. 5.1.2 – Street setback Part C, cl. 3.3 – Street setbacks</b>		
<b>Deemed-to-comply provisions being modified</b>		
Volume 1, Part B, cl. 5.1.2 (C2.1(i) & (iii), C2.4) Volume 1, Part C, cl. 3.3 (C3.3.1)		
<b>Local Housing Objectives (Design Principles)</b>		
<p>1.1 In addition to the existing design principles of R-Codes clauses 5.1.2 or 3.3 (as appropriate), the local government shall have regard as to whether:</p> <ul style="list-style-type: none"> <li>a) the reduced setback does not result in a projecting element into an established streetscape vista by virtue of the road and/or lot layout in the locality or the topography of the land; and</li> <li>b) the setback allows sufficient space for tree retention, planting and other landscaping.</li> </ul>		
<b>Deemed-to-comply (Part B)</b>		
<p><i>Note that heritage areas are excluded from all provisions in this Policy as set out in the 'Application of this Policy' section above.</i></p> <p>C2.1 Buildings, including porches, balconies, verandahs, or equivalent (either enclosed or unenclosed), set back from the primary street boundary:</p> <ul style="list-style-type: none"> <li>i. In accordance with the following table:</li> </ul>		
<b>Table 1.1a: Primary Street Setbacks</b>		
<b>Suburb</b>	<b>Ground Floor Setback</b>	<b>Upper Floor Setback</b>
Fremantle	5m	7m
North Fremantle	5m	7m
Beaconsfield	7m	10m
White Gum Valley	7m	10m
South Fremantle	Outside of the Heritage Area: As per R-Codes	
Samson	As per R-Codes	
O'Connor	As per R-Codes	
Hilton	Outside of the Heritage Area: As per R-Codes	
<p>For purposes of this clause, ground floor setbacks apply to wall heights up to 4m on the street elevation. Above this height, the upper floor setbacks apply.</p>		



<p>iii. Within the suburbs of South Fremantle, Samson, O'Connor and Hilton only (excluding Heritage Areas): reduced by up to 50 per cent provided that the area of any building, including a garage encroaching into the setback area, is compensated for by at least an equal area of open space that is located between the street setback line and a line drawn parallel to it at twice the setback distance, with such ground floor area occupied by a minimum 50% soft landscaping (refer Figure 2a and 2c of the R-Codes Volume 1);</p>	
<p>C2.4 Refer to C2.1(iii) above.</p>	
<p><b>Deemed-to-comply (Part C)</b></p>	
<p>C3.3.1 Buildings are set back from the street boundary in accordance with Table 1.1a above. Minor projections, such as chimneys, eaves, window hoods and other architectural features, are acceptable provided they do not project more than 0.75m into the street setback.</p>	
<p><b>WAPC Approval Required?</b></p>	<p><b>Date Approved By WAPC</b></p>
<p>No</p>	<p>N/A</p>
<p><b>2. Part B, cl. 5.2.1 - Setback of garages and carports Part C, cl. 3.3 – Street setbacks</b></p>	
<p><b>Deemed-to-comply provisions being modified</b></p>	
<p>Volume 1, Part B, cl. 5.2.1 (C1.1, C1.2) Volume 1, Part C, cl. 3.3 (C3.3.4, C3.3.5)</p>	
<p><b>Local Housing Objectives (Design Principles)</b></p>	
<p>2.1 In addition to the existing design principles of R-Codes clauses 5.2.1 or 3.3 (as appropriate), the local government shall have regard as to whether:</p> <ul style="list-style-type: none"> <li>a) the proposed garage or carport is consistent with the design and setback of comparable garages or carports within the prevailing streetscape;</li> <li>b) the reduced setback does not result in a projecting element into an established streetscape vista by virtue of the road and/or lot layout in the locality or the topography of the land;</li> <li>c) the setback allows sufficient space for tree planting and other landscaping; or</li> <li>d) the carport is lightweight in construction, simple in design and is visually subservient to the form and proportion of the dwelling.</li> </ul>	



**Deemed-to-comply (Parts B & C)**

C1.1 & C3.3.4

- i. Garages and carports set back in line with or behind the front wall of the dwelling.

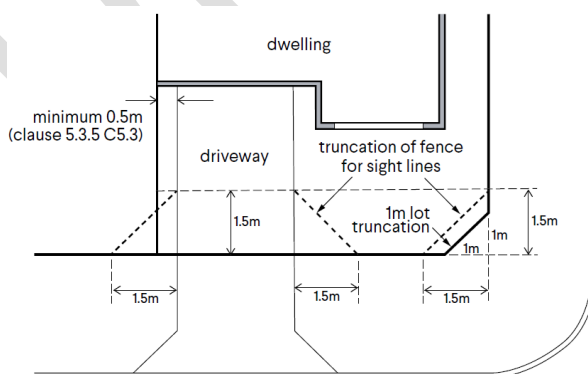
C2.1 & C3.3.5

Carports may be located in front of the dwelling where:

- i. The entire carport (including roof, eaves and pillars/posts) is set back a minimum of 1.5m from primary and secondary street boundaries;
- ii. Pillars and posts have a maximum dimension of 450mm by 450mm;
- iii. The carport does not exceed a maximum height of 3 metres above natural ground level as viewed from the street;
- iv. Where any portion projects into the primary street setback, such portion is open on all sides but may have doors or gates provided they meet the deemed-to-comply criteria of the City's Local Planning Policy 2.8: Fences (or another area-specific instrument if applicable);
- v. Except for doors or gates specified in (iv) above, the construction allows an unobstructed view between the dwelling and the street, right-of way or equivalent;
- vi. The maximum width of the carport is 6 metres on a property with a frontage of 12 metres or greater, and 3 metres on a property with a frontage of less than 12 metres; and
- vii. The carport is set back from the side lot boundaries in accordance with table 2a of Part B or Table 3.4a of Part C (whichever is applicable) of the R-Codes Volume 1 except that pillars and posts may be built up to the lot boundary where the carport is less than 10m in length and the above subclauses are met.

*Note 1: Carports, patios, verandahs or equivalent structures will need to comply with the NCC requirements, including but not limited to fire separation and non-combustible materials.*

*Note 2: Vehicle sightlines of cl. 5.2.5 of the R-Codes will also need to be met, which requires structures truncated or reduced within 1.5m of where a driveway intersects a street, right of way or communal street as shown in the figure below.*





WAPC Approval Required?	Date Approved By WAPC
No	N/A
<b>3. Part B, cl. 5.1.6 – Building Height Part C, cl. 3.2 - Building Height</b>	
<b>Deemed-to-comply provisions being modified</b>	
Nil	
<b>Local Housing Objectives (Design Principles)</b>	
3.1 In addition to the existing design principles of R-Codes clauses 5.1.6 or 3.2 (as appropriate), the local government shall have regard as to whether: <ul style="list-style-type: none"> <li>a) the proposed height is consistent with the predominant height of development within the prevailing streetscape; and/or</li> <li>b) the additional height is the result of the sloping topography of the site.</li> </ul>	
WAPC Approval Required?	Date Approved By WAPC
No	N/A
<b>4. Part B, cl. 5.3.5 – Vehicular access Part C, cl. 3.7 - Access</b>	
<b>Deemed-to-comply provisions being modified</b>	
Part B cl. 5.3.5 (C5.2) Part C cl. 3.7 (C3.7.3ii)	
<b>Local Housing Objectives (Design Principles)</b>	
Refer to the Design Principles of the R-Codes clauses 5.3.5 or 3.7 (as appropriate).	
<b>Deemed-to-comply (Part B)</b>	
C5.2 Driveways to primary or secondary street provided as follows: <ul style="list-style-type: none"> <li>• driveways serving four dwellings or less not narrower than 3m at the street boundary; and</li> <li>• no driveway wider than 4.5m at the street boundary and driveways in aggregate no greater than 6m for any one property.</li> </ul>	
<b>Deemed-to-comply (Part C)</b>	
C3.7.3ii ii. Driveways must be a maximum 4.5m wide at the street boundary.	
WAPC Approval Required?	Date Approved By WAPC
Yes	31 March 2020 (Part B)



## Definitions

**Prevailing streetscape** means the street setbacks of the 3 properties, where appropriate, adjoining either side of the subject site, fronting the same street and in the same street block.

In the case of a corner lot where the dwelling is orientated to the splay, the characteristics of the adjoining three properties, where appropriate, facing both streets shall be considered.

Greater weight may be given to the characteristics of the two immediately adjoining properties on either side of the subject site fronting the same street(s).

For the purpose of this definition, properties separated by a street shall not be considered 'adjoining'.

Local Planning Policy – Document Control			
<b>Version</b>	Decision to Adopt/Amend		
1	19 February 2013 Ordinary Council Meeting		
2	6 May 2014 Ordinary Council Meeting		
3	28 November 2018 - Ordinary Council Meeting - SPT1811-3		
4	TBD		
<b>Public Consultation</b>	Yes/No		
<b>WAPC Approval Required?</b>	Yes	Date approved by the WAPC	31 March 2020
<b>Next review date</b>	(maximum of four years from last review)		



# Local Planning Policy 3.6

Heritage-protected Places  
Built Form and Land Use

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# Heritage-protected Places Built Form and Land Use

## Citation

This is a Local Planning Policy prepared under Schedule 2 of the Planning and Development (Local Planning Schemes) Regulations 2015. This policy may be cited as Local Planning Policy 3.6 – Heritage-protected Places Built Form and Land Use (LPP 3.6).

## Introduction

The purpose of this policy is to outline the general assessment criteria for development proposals for properties subject to heritage area protection, and their relationship with more detailed area-specific policies and plans applicable to individual heritage areas.

The Policy Provisions are split into five parts:

- Part 1** applies to all heritage-protected places.
- Part 2** applies to all heritage-protected places with a residential built form.
- Part 3** applies to all heritage-protected places with an industrial built form.
- Part 4** applies to all heritage-protected places with a commercial built form.
- Part 5** applies to specific heritage areas.

Where Part 5 criteria is inconsistent with Parts 1-4, Part 5 prevails to the extent of any inconsistency.

### How to read this policy

If your property is...	Then...
In the Hilton Heritage Area	Refer to Part 5. If any element is not addressed in Part 5, (ex: external doors, verandahs, etc.) refer to the general criteria in Parts 1 & 2.
Within another Heritage Area listed in Part 5 of this policy	Deemed-to-comply primary street setbacks are provided in Part 5. For all else, refer to the general criteria in Part 1, and Parts 2-4 based on your building typology.
Not within a Heritage Area listed in Part 5 of this policy, and neither contributory nor individually listed	Refer to clauses 2, 6 and 7. Then clauses 10-12 for residential typologies, or Parts 3 or 4 for Commercial or Industrial typologies.
Not within a Heritage Area listed in Part 5 of this policy, but is contributory and/or individually listed	Refer to Part 1, then Parts 2-4 based on your building typology.



## Objectives

The objectives of the policy are to ensure that:

1. A consistent approach is applied to the assessment of heritage significance and impact for individual places and areas.
2. Development is undertaken in a sympathetic manner which does not cause loss of historic cultural heritage significance.
3. Development acknowledges, maintains and enhances the heritage significance of the place or area and is consistent with the principles of development set out within the policy.
4. Key features which contribute to an understanding of cultural heritage significance of a place or an area are retained and enhanced.
5. Development within heritage-protected places responds to the specific characteristics of an individual heritage place and/or area as outlined in the area's statement of significance.
6. New development in Heritage Areas is designed appropriately for its context and reflects and responds to the significance of the area.
7. Existing places and fabric located in Heritage Areas which are, or may become, of cultural heritage significance are protected until such time as mapping of Contributory Places has been completed and any significant fabric added to the Heritage Area mapping and/or the Local Heritage Survey, or as otherwise determined by Council upon planning application.

## Application of this Policy

This policy applies to all heritage-protected places as defined in the *Planning and Development (Local Planning Schemes) Regulations 2015* (the Regulations) within the scheme area.

### Related policies

This policy works in conjunction with the following local planning policies:

- LPP 1.6: Heritage Administration and Procedures, which outlines the City's broad approach to heritage assessment and protection;
- LPP 1.7: Development Exempt from Approval Under Local Planning Scheme No. 4, which describes where development to a heritage-protected place does not require development approval;
- LPP 3.6.1: Heritage Areas Listings, which identifies the heritage area boundaries of each area, its statement of significance, and a list of properties identified as being contributory (where such process has been carried out);
- Any other local planning policy, conservation plan or local development plan that relates specifically to an area.

Where a more specific local planning policy, conservation plan, structure plan or local development plan relating to heritage exists for a heritage area or place (such as LPP 3.21: West End Heritage Area), that policy or plan prevails over these more general heritage provisions. Otherwise, this policy prevails over other local planning policies to the extent of any inconsistency.



## Policy Provisions

### 1. Contributory places

Places within heritage areas can be defined as either ‘contributory’ or ‘non-contributory’ to the significance of the area. Contributory places may include places which are not individually heritage listed. Contributory places are determined by Council having due regard to an assessment against the criteria of the Burra Charter<sup>1</sup> and may include representative examples of a place type, period or style, places which contribute to the streetscape; and/or one which combines with other related places to demonstrate the historic development of a heritage area.

Where mapping of contributory places has not been undertaken for a Heritage Area, or has not been completed due to the inaccessibility of the site or the inability to fully reveal the existence of potentially fabric of cultural significance, this will be assessed upon planning application.

### 2. Development Assessment

#### 2.1 Development Application Requirements

Refer to Local Planning Policy 1.6: Heritage Administration and Procedures, for information on the following additional application requirements:

- A streetscape and/or landscape analysis may need to accompany any application for development in a heritage area that is visible from the street or public realm.
- Additional information required for treatments to external surfaces of a Level 1 or 2 heritage listed building.

#### 2.2 Principles for Development to Places and Areas

Fundamentally, development of a place or area should acknowledge, maintain and enhance, the heritage significance of the place or area as set out below:

Theme	Non-Contributory	Contributory Places	Listed Places
Heritage fabric	N/A	Retain and conserve and restore significant places, fabric and elements of the <b>original building exterior</b> , whilst supporting their continued use.	Retain, conserve or restore significant places, fabric and elements of the place, whilst supporting their continued use.
Pattern of development	Where visible from the public realm, recognise and respond sympathetically to the traditional pattern of development of the historic streetscape without attempting faux heritage.	Recognise and respond to the traditional pattern of development of the place or area.	Recognise and respond to the traditional pattern of development of the place.

<sup>1</sup> Refer Local Planning Policy 1.6 – Heritage Administration and Procedures



Theme	Non-Contributory	Contributory Places	Listed Places
Traditional character	<p>Where visible from the public realm, reflect the traditional streetscape and character of the area (or, where this is very significantly modified, the prevailing streetscape), taking into consideration:</p> <ul style="list-style-type: none"> <li>a) Siting and scale of development</li> <li>b) Form of development</li> <li>c) Traditional elements including: <ul style="list-style-type: none"> <li>i. Roofs;</li> <li>ii. Verandahs, porches and awnings;</li> <li>iii. Windows and doors;</li> <li>iv. Chimneys;</li> <li>v. Materials, colour and detailing;</li> <li>vi. Fencing.</li> </ul> </li> </ul>	<p>Where affecting the <b>original building exterior</b>, reflect the traditional streetscape and character of the place or area (or, where this is significantly modified, the prevailing streetscape), taking into consideration:</p> <ul style="list-style-type: none"> <li>a) Siting and scale of development</li> <li>b) Form of development</li> <li>c) Traditional elements including: <ul style="list-style-type: none"> <li>a. Roofs;</li> <li>b. Verandahs, porches and awnings;</li> <li>c. Windows and doors;</li> <li>d. Chimneys;</li> <li>e. Materials, colour and detailing;</li> <li>f. Fencing.</li> </ul> </li> </ul>	<p>Reflect the traditional streetscape and character of the place, taking into consideration the same criteria as for contributory places.</p>

In larger and more diverse heritage areas and places with higher level significance, more site-specific consideration with higher degrees of restriction is applicable for more significant and intact parts.

### **Part 1: All Heritage-Protected Places**

*For contributory properties, this part only applies where development affects the **original building exterior**. For individually listed properties, this part applies to the whole of the place.*

#### **3. Conservation (excludes non-contributory properties)**

Conservation is the process of managing change to a place in such a way that its cultural heritage significance is retained. This involves routine care and maintenance but may also require more significant adaptation at some stages of a building’s life. Conservation means all the processes of looking after a place to retain its cultural significance and can include maintenance, preservation, restoration, reconstruction and adaptation. It is recognised that adaptation of heritage buildings for appropriate new uses is an important way of ensuring their continued viability and safeguarding their long-term future. However, the need for change should always respect the underlying requirement to conserve heritage significance.

The conservation of historic limestone and early brick buildings requires particular care and skills. Technical advice sheets are available on the City’s website, which provide further guidance on conservation practices.

##### 3.1 Conservation Criteria



- 3.1.1 Retain and conserve form, fabric and elements of the original building exterior, whilst supporting their continued use.
- 3.1.2 Conservation of a place should identify and take into consideration all aspects of cultural and natural significance without unwarranted emphasis on any one value at the expense of others. Conservation work should ensure that the heritage fabric and other values are well maintained.
- 3.1.3 Traditional techniques and materials should be used for the conservation of significant fabric. In some circumstances modern techniques and materials which offer substantial conservation benefits and have been demonstrated not to damage significant building fabric may be appropriate on the advice of the City.
- 3.1.4 Preservation is appropriate where the existing fabric or its condition constitutes evidence of cultural heritage significance, or where insufficient evidence or investigation has been carried out to allow an informed approach to restoration and reconstruction.
- 3.1.5 Restoration is appropriate only if there is sufficient evidence of an earlier state of the fabric.
- 3.1.6 Reconstruction is appropriate only where a place is incomplete through damage or alteration, and only where there is sufficient evidence to reproduce an earlier state of the fabric. It should be identifiable on close inspection or through additional interpretation.
- 3.1.7 Whilst new work should be identifiable, it should also:
  - a) Not adversely affect the setting of the place.
  - b) Have minimal impact on the cultural significance of the place.
  - c) Not distort or obscure the cultural significance of the place, or detract from its interpretation and appreciation.
  - d) Respect and have minimal impact on the cultural significance of the place.
- 3.1.8 Brick and limestone walls constructed prior to 1950 are not to be painted with acrylic paints or rendered with cement render or other impervious materials such as sealers because this can damage the fabric and contribute to rising damp.
- 3.1.9 Building maintenance should seek to avoid the removal of, or damage to, the existing fabric of the building or the use of new materials.
- 3.1.10 Repairs, including replacing missing or deteriorated fabric with like-for-like fabric should not involve damage to the significant fabric of the building.
- 3.1.11 Replacement of utility services should use existing routes or voids that do not involve the removal of, or damage to, the significant fabric of the building.
- 3.1.12 Excavation for the purpose of exposing, inspecting, maintaining or replacing utility services is not to affect archaeological remains.
- 3.1.13 Removal of significant landscaping is to be avoided as it may impact the heritage significance of the place.

#### **4. Change of Use (excludes non-contributory properties)**

The use of a heritage place, or a group of places within a heritage area is often intrinsically linked to its historical evolution and heritage significance. Generally, the retention of original or long-associated uses is encouraged. However, it is acknowledged that, as places evolve over time, the use of heritage places may also need to change. An empty, disused heritage place is more likely to deteriorate at a quicker rate, be subject to vandalism and lose its relevance to the local community. As such, one of the most effective ways to retain the heritage significance of a place or a heritage area is to ensure it has an ongoing, compatible



and viable use. Some new uses may not be appropriate for a place if the amount of adaptation required will result in the loss of significant heritage fabric or important heritage values. Introducing new building services as part of a use change can potentially disturb large portions of significant fabric and it is important that these are carefully considered when adapting places of heritage significance for new purposes.

#### 4.1 Change of Use Criteria

- 4.1.1 The continuation of uses, or reinstatement of previous historic uses that are of cultural heritage significance and consistent with the zoning of the land, or are approved non-conforming uses, are the preferred form of conservation except for cases where the original use has evolved so much that the accommodating this will result in the loss of significant heritage fabric and values.
- 4.1.2 Where continuation of a culturally significant use is not feasible, ensure a compatible use is sought that minimises alteration to the place, setting and streetscape.
- 4.1.3 Interpret earlier uses where those uses were significant to the heritage of the place and/or area.
- 4.1.4 Where a place has historically been accessible to the public, any change of use should consider the continuation of public accessibility in some form or publicly accessible interpretation.
- 4.1.5 Should new services be required for a change of use for a heritage place, conceptual details of new services should be submitted at development application stage. New building services should be designed and integrated to minimise any impact on the significant fabric.

#### 5. Demolition (excludes non-contributory properties)

Demolition is a permanent change that cannot be reversed. Even removal of places with lower levels of individual heritage significance in an area or minor fabric of a place can cumulatively undermine the significance of a heritage place or area.

Demolition of any building or structure, or part thereof, on any heritage-protected place (including non-contributory buildings in a Heritage Area) requires development approval under the Local Planning Scheme unless otherwise exempt in Local Planning Policy 1.7: Development Exempt from Approval Under Local Planning Scheme No. 4.

In considering a proposal for demolition on any site in a Heritage Area where the mapping of contributory places has not been completed and/or is incomplete, the local government shall determine whether any fabric located thereon qualifies as a contributory place as part of the development application assessment process. Applications will be assessed against Clause 4.14 of Local Planning Scheme No. 4 with the following providing additional guidance.

##### 5.1 Demolition Criteria

- 5.1.1 Demolition or removal of culturally significant fabric or a place is contrary to the principles and objectives of this policy and the scheme. The following factors are not considered justification for demolition:
  - a. economic or other perceived gain from the redevelopment of the land;
  - b. poor condition resulting from the place not being properly maintained; and/or
  - c. the presence of hazardous materials, such as asbestos.
- 5.1.2 When considering partial demolition, the original / early portion of the place is to be retained and conserved. For contributory properties, this relates only to the **original**



**building exterior.** For individually listed properties, this relates to the whole of the place.

- 5.1.3 Facadism, where all building fabric is removed apart from the façade, is not supported due to the loss of significant historic meaning and heritage value.
- 5.1.4 The removal and replacement of asbestos or other hazardous materials should be followed immediately by replacement with a matching (but non-hazardous) material. For example, flat asbestos wall sheeting with joint cover battens should be replaced with flat fibre cement sheeting with joint cover battens in the same configuration; a replacement with timber weatherboards or fibre cement weatherboards would not be considered to be a matching material.
- 5.1.5 Where demolition is approved, an archival record prepared in a format approved by the City may be required as a condition of planning approval.

## 6. Archaeology

- 6.1 Where reasonable evidence exists that undisturbed archaeological material exists on a site on the Heritage List or in a Heritage Area, and where that material may be disturbed or destroyed as part of proposed building works, then an archaeological investigation will be required undertaken to the Council's satisfaction prior to the commencement of building work. Refer to Local Planning Policy 1.6: Heritage Administration and Procedures for further information.

## 7. Subdivision and Amalgamation

The significance of a heritage place or area relies in part on the original setting and context of each building, inclusive of the pattern of development along the street. Subdivision and amalgamation can, therefore, have an impact on the cultural heritage significance of a heritage place or area. In providing advice to the Western Australian Planning Commission on subdivision applications referred to the City of Fremantle for comment, the City will have regard to the following matters.

- 7.1 Subdivision and Amalgamation Criteria
  - 7.1.1 Proposals are not to necessitate the demolition of a place by proposing new lot boundaries which cut through a significant building or structure.
  - 7.1.2 The alignment of new lot boundaries is to ensure places are conserved with sufficient curtilage around them to maintain their significance and contribution to the heritage character of the place and streetscape.
  - 7.1.3 The alignment of new lot boundaries is to ensure places will not require the blocking up of doors or windows that would compromise their use or significance.
  - 7.1.4 Proposed subdivision layouts, even for non-contributory properties, are to reflect the traditional pattern and proportions of lots in the area. Consideration may be given to the introduction of new forms (e.g. battleaxe lots) where such a layout helps preserve the heritage character of the streetscape, or within zoned Development Areas.
  - 7.1.5 Access legs for battleaxe or survey strata subdivision shall provide reciprocal access to both the front and rear lots. Where such an arrangement is proposed, the City will recommend a condition of subdivision be imposed ensuring reciprocal rights of access.
  - 7.1.6 New lots are to be capable of being developed in a manner consistent with this policy.

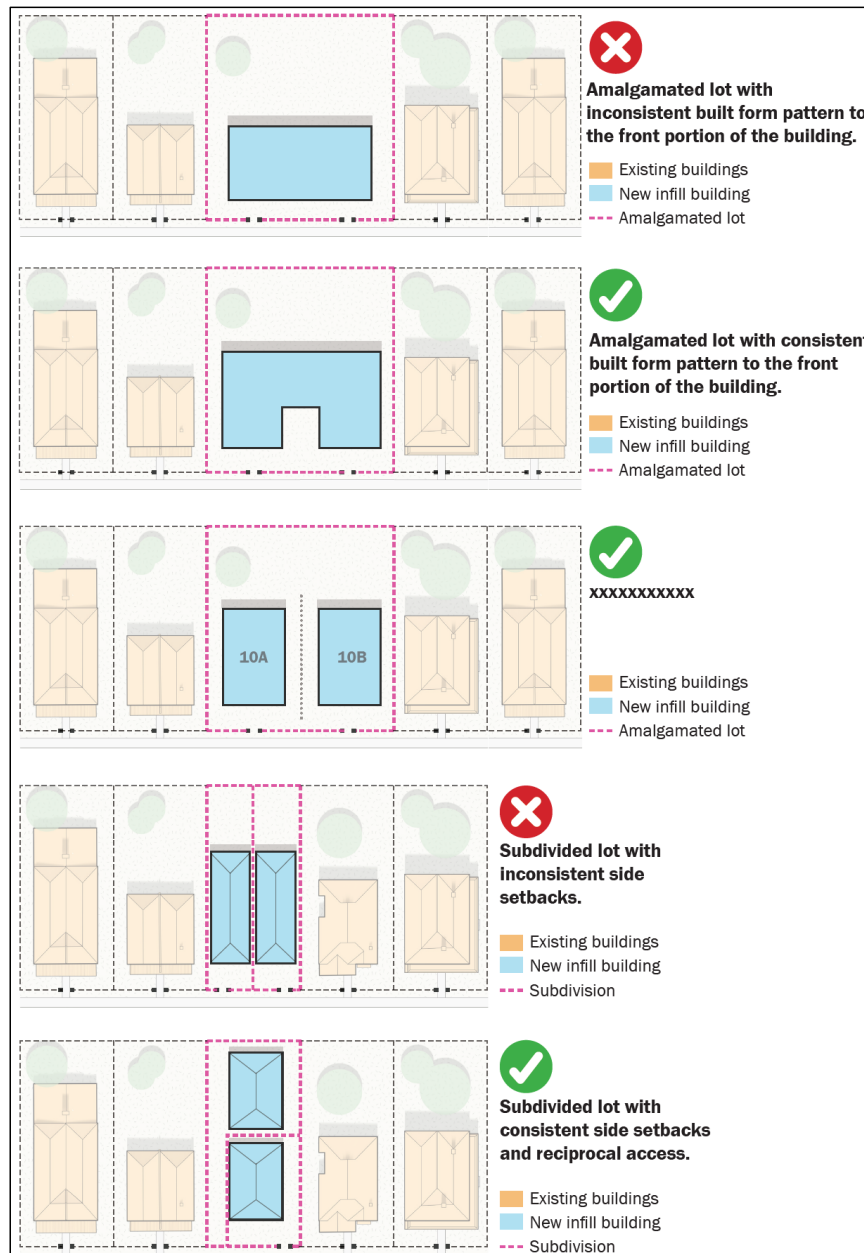


Figure Series 1: Subdivision and amalgamation layouts



**8. Additions and Alterations to All Contributory and Individually Listed Places**

When making alterations or additions to places, the outcome should enhance the cultural heritage significance of the place (whether this significance is individual to the site, or part of the broader significance of the area) or, at the least, not diminish it. This generally involves changing as little as possible but as much as necessary in order to retain the cultural heritage significance of the place and maintain its utility. Because the significance of each individual place and its context is different, assessment of the suitability of proposals requires that each proposal be assessed on its own merits.

*8.1 Primary street setbacks*

No additions or buildings to be located within the primary street, in front of a place, or within an established street setback area unless reinstating an original feature in the original architectural style or set out elsewhere in this policy (ex: carports, fences, etc.).

*8.2 Internal Alterations*

Item	Contributory	Level 3	Level 2	Level 1A and 1B
i. Interiors	Conservation of original interior detailing is encouraged.	Internal changes may be considered. Conservation of original interior detailing is encouraged as a positive heritage outcome.	Non-structural minor internal changes may be considered on a case by case basis. Conservation of original interior detailing is required.	
ii. Historic patterns of access and movement	N/A	Historic patterns of access and movement are encouraged to be retained and conserved (for example, original entrances and hallways).	Historic patterns of access and movement should be retained and conserved (for example, original entrances and hallways).	
iii. Ceilings, cornices, moldings, roses, etc.	Conservation of original interior ceilings, cornices, moldings, roses, etc. is encouraged.	a) Retention and conservation of early ceilings (such as lathe and plaster ceilings), decorative cornices, moldings, ceiling roses, etc. is encouraged. b) New decorative cornices, moldings, ceiling roses, etc. should be based on evidence from	a) Retain and conserve early ceilings (such as lathe and plaster ceilings), decorative cornices, moldings, ceiling roses, etc. b) Replacement decorative cornices, moldings and ceiling roses should be based on evidence from the place.	



Item	Contributory	Level 3	Level 2	Level 1A and 1B
		the place or on buildings of a similar period, style, original socioeconomic level and location.		
iv. Walls and new openings	Conservation of original walls is encouraged.	a) Retention and conservation of early walls is encouraged. b) New openings in walls are preferred over the removal of whole walls. c) Where new openings are proposed, wall nibs and down stands are to be retained.	a) Retain and conserve early walls. b) Do not remove whole walls. c) New openings in walls are to be kept to a minimum in number and size and to be non-structural. d) Where new openings are proposed, wall nibs and down stands are to be retained.	a) Retain and conserve early walls. b) Do not remove whole walls. c) New openings in walls will only be considered in exceptional circumstances and where there are no other alternative. d) New openings in walls are to be kept to a minimum in number and size and to be non-structural. e) Where new openings are proposed, wall nibs and down stands are to be retained.
v. Wall detailing	Early wall finishes and elements such as skirtings, timber panelling and picture rails are encouraged to be retained and conserved.		Retain and conserve early wall finishes and elements such as skirtings, timber panelling and picture rails.	
vi. Render and painting	It is encouraged to avoid introducing cement render/plaster and acrylic paints to walls that are not rendered, unpainted or have lime plaster	Avoid introducing cement render/plaster and acrylic paints to walls that are not rendered, unpainted or have lime plaster and /or limewash or mineral paint as this	Do not introduce cement render/plaster and acrylic paints to walls that are not rendered, unpainted or have lime plaster and /or limewash or mineral paint as this can cause damp issues for the building.	



Item	Contributory	Level 3	Level 2	Level 1A and 1B
	and /or limewash or mineral paint as this can cause damp issues for the building.	can cause damp issues for the building.		
vii. Wall vents	Wall vents are encouraged to be retained, conserved or reinstated.		Wall vents are to be retained, conserved or reinstated.	
viii. Replacement elements	N/A where internal works do not have any impact on the original building exterior.	Replacement elements are to be based on evidence from the place or on buildings of a similar period, style, original socioeconomic level and location.	Replacement elements are to be based on evidence from the place.	
ix. Doors	N/A where internal works do not have any impact on the original building exterior.	Internal doors can be altered, blocked and new openings introduced in most circumstances.	Internal original / early doors can be altered, blocked and new openings introduced occasionally in certain circumstances.	Internal original / early doors are not to be altered.
x. Floors	It is encouraged not to replace timber floor structures with concrete floors as this can cause rising damp and airflow issues for the building.	<ul style="list-style-type: none"> <li>a) Retain and conserve early timber floor structure and timber floorboards.</li> <li>b) Do not replace timber floor structures with concrete floors as this can cause rising damp and airflow issues for the building.</li> <li>c) The retention and conservation of significant early floor finishes such as terrazzo and tessellated tiling is encouraged.</li> </ul>	<ul style="list-style-type: none"> <li>a) Retain and conserve early timber floor structure and timber floorboards.</li> <li>b) Do not replace timber floor structures with concrete floors as this can cause rising damp and airflow issues for the building.</li> <li>c) Retain and conserve significant early floor finishes such as terrazzo and tessellated tiling is encouraged.</li> <li>d) New floor finishes may be placed over existing early timber floors, though these new finishes</li> </ul>	



Item	Contributory	Level 3	Level 2	Level 1A and 1B
		d) New floor finishes may be placed over existing early timber floors, though these new finishes are not to cause damage to the timber floors below.	are not to cause damage to the timber floors below.	
xi. Staircases	It is encouraged to retain original staircases.	Original / Early staircases are to be retained and conserved rather than replaced. Removal may only be considered in exceptional circumstances where no alternative is possible.	Original / Early staircases are to be retained and conserved rather than replaced. If not building code compliant, then sensitive adaptation is to be undertaken rather than replacement.	
xii. Fireplaces	It is encouraged to retain fireplaces, hearths and mantels.	Fireplaces, hearths and mantels are to be retained and conserved. If no longer operational, fireplace, hearth and mantel elements are to remain in situ. If fireplace is to be blocked then this is to be done in a non-intrusive and non-visible manner. Removal may be considered in exceptional circumstances, however, the chimney is to be retained.	Fireplaces, hearths and mantels are to be retained and conserved. If no longer operational, fireplace, hearth and mantel elements are to remain in situ. If fireplace is to be blocked then this is to be done in a non-intrusive and non-visible manner.	
xiii. Stained glass	It is encouraged to retain internal stained glass. Where stained glass is on an external window and forms part of the original building exterior, it is to be retained.	Damaged glass is encouraged to be repaired.	Damaged glass is to be repaired rather than replaced. If replacement is necessary, it must match the original design and craftsmanship.	
xiv. Cabinetry, fixtures, fittings, light	It is encouraged to retain early cabinetry, fixtures, fittings, light	a) Original / Early cabinetry, fixtures, fittings, light fittings, switches, door and window	a) Original / Early cabinetry, fixtures, fittings, light fittings, switches, door and window hardware are to be retained and conserved.	



Item	Contributory	Level 3	Level 2	Level 1A and 1B
fittings, switches, door and window hardware	fittings, switches, door and window hardware.	hardware are to be retained and conserved. b) Replacement elements are to be based on evidence from the place or on buildings of a similar period, style, original socioeconomic level and location.	b) Replacement elements are to be based on evidence from the place.	
xv. Internal services	It is encouraged not to chase new services into original/early brick and limestone walls; instead run new services through surface mounted conduits, existing service runs, masonry and timber framed wall cavities, under floor spaces and/or ceiling spaces.	Do not chase new services into original/early brick and limestone walls; instead run new services through surface mounted conduits, existing service runs, masonry and timber framed wall cavities, under floor spaces and/or ceiling spaces.		

8.3 General

Item	Contributory	Level 3	Level 2	Level 1A and 1B
i. Additions and alterations	Alterations and additions to the <b>original building exterior</b> are to respond sympathetically to the heritage values of the area as a whole and that part of the heritage area in the vicinity of the proposed development, with changes designed and sited in a manner that retains, conserves, respects and complements the heritage significance of the area.	All alterations and additions are to respond sympathetically to the heritage values of the place, with changes designed and sited in a manner that retains, conserves, respects and complements the heritage significance of the place.		
ii. Significance	Alterations and additions to the <b>original building exterior</b> are to change as little as reasonably possible that would impact the streetscape significance.	All alterations and additions are to change as little as reasonably possible that would impact the significance of the place.		



Item	Contributory	Level 3	Level 2	Level 1A and 1B
iii. Restoration	Where it can be demonstrated that original fabric of the <b>original building exterior</b> has been previously removed or unsympathetically altered, then the fabric is to be restored / reconstructed to the original form and detailing based on evidence such as photographs, old plans, or remnant fabric from the existing place or on buildings of a similar period, style, original socioeconomic level and location.	Where it can be demonstrated that original fabric of a place has been previously removed or unsympathetically altered, then the fabric is to be restored / reconstructed to the original form based on evidence such as photographs, old plans, or remnant fabric from the existing place or on buildings of a similar period, style, original socioeconomic level and location.		

#### 8.4 Form

The form of the building is its overall shape, size and the general arrangement of its main parts.

Item	Contributory	Level 3	Level 2	Level 1A and 1B
i. General	Ensure that new development to the <b>original building exterior</b> is consistent with the predominant form of the place or similar contributory places in the prevailing streetscape, including roof orientation, pitch, ridge height, size and orientation of windows, and eaves overhangs but without mimicking the detailing of historic buildings.	Ensure that new development is consistent with the form of the original place, including roof orientation, pitch, ridge height, size and orientation of windows, and eaves overhangs but without mimicking the detailing of historic buildings.	Ensure that new development is consistent with the form of the original place, including roof orientation, pitch, ridge height, size and orientation of windows, and eaves overhangs but without mimicking the detailing of historic buildings.	
ii. Mock heritage	New development to the <b>original building exterior</b> is to blend in with the streetscape but be discernible as new when looked at more closely. 'Faux' or 'mock' heritage detracts	New development is to blend in with the place but be discernible as new when looked at more closely. 'Faux' or 'mock' heritage detracts from an understanding and appreciation of the original place and is contrary to the objectives and principles of this policy.		



Item	Contributory	Level 3	Level 2	Level 1A and 1B
	from an understanding and appreciation of the original place and is contrary to the objectives and principles of this policy.			
iii. Repetition and symmetry	Where the building form of the place is highly repetitive, symmetric and/or asymmetric, new development of the <b>original building exterior</b> should continue this pattern.	Where the building form of the place is highly repetitive, symmetric and/or asymmetric, new development is to continue this pattern.		
iv. Contemporary additions	Contemporary style additions to the <b>original building exterior</b> are to respond to, and interpret, the scale, articulation and detail of the existing and nearby places in a modern, innovative and sympathetic way.	Contemporary style additions are to respond to, and interpret, the scale, articulation and detail of the existing place in a modern, innovative and sympathetic way.		

### 8.5 Chimneys

Chimneys are an integral part of the streetscape and are a key element of many heritage buildings. Chimneys are an element that is far less common in modern day buildings.

Item	Contributory	Level 3	Level 2	Level 1A and 1B
i. Existing chimneys	All chimneys are to be retained and conserved.			
ii. New chimneys	Any new chimney should be simple in design.	Chimneys, if altered, are encouraged to be returned to match the original.	Chimneys, if altered, are to be returned to match the original.	



8.6 Roofs

Traditionally, roof lines are a predominant element of the streetscape. Traditional roof materials were corrugated galvanised iron (often in short length sheets) or red clay tiles (predominantly in the Federation Period). It should be noted that certain roof materials are associated with particular periods of development and styles and care should be taken not to confuse the use of roof materials from different periods and styles.

Item	Contributory	Level 3	Level 2	Level 1A and 1B
i. Roof lines	Additions visible from the public realm are to respond to and reinforce the existing characteristics of a place, streetscape or neighbourhood with regards to plate and wall heights, roof form, ridge lines, parapet lines, roof slopes and eaves overhangs.	Additions are to respond to and reinforce the existing characteristics of a place with regards to plate and wall heights, roof form, ridge lines, parapet lines, roof slopes and eaves overhangs.		
ii. Form and material	Original roof forms and materials comprising the <b>original building exterior</b> are to be retained and conserved.	Original roof forms and materials are to be retained and conserved.		
iii. Contemporary roofs	Roof forms that are contemporary in style (i.e. flat / skillion) may be considered for rear and side additions, and are only permitted where not part of the <b>original building exterior</b> .	Roof forms that are contemporary in style (i.e. flat / skillion) may be considered for rear and side additions.		
iv. Replacement	Roof replacements to the <b>original building exterior</b> are to be either like-for-like or to match the original period and style of the building. If the building has undergone substantial change over time (for example changes from the Post War Migrant Era) then the use of the original roof material may not be	Roof replacements are to be either like-for-like or match the original historical period and style of the building. If the building has undergone substantial change over time (for example changes from the Post War Migrant Era) then the use of the original	Roof replacements are to match the original historical roof.	



Item	Contributory	Level 3	Level 2	Level 1A and 1B
	required – this will be assessed on a case-by-case basis.	historical roof material may not be required – this will be assessed on a case-by-case basis.		
v. Additions and maintenance	Where impacting the <b>original building exterior</b> , extensions to the existing roof and maintenance of existing roofs may use the colour and material of the remainder of the existing roof.	Extensions to the existing roof and maintenance of existing roofs may use the colour and material of the remainder of the existing roof.	Extensions to the existing roof and maintenance of existing roofs may use the colour and material of the remainder of the existing roof.	
vi. Metal roofs	For corrugated metal roofs of the <b>original building exterior</b> the preferred material is corrugated galvanised iron or steel (short length sheets are NOT required).	For corrugated metal roofs the preferred material is corrugated galvanised iron or steel (short length sheets are NOT required).	For corrugated metal roofs the preferred material is corrugated galvanised iron or steel. Short length sheets may be required in certain circumstances.	
vii. Zinalume	Zinalume metal roofing to the <b>original building exterior</b> may be considered.	Zinalume metal roofing may be considered in certain circumstances.	Zinalume metal roofing is NOT an acceptable roof material.	
viii. Colorbond	Colorbond metal roofing to the <b>original building exterior</b> may be considered in certain circumstances. Where considered, the colour is to be Shale Grey or similar unless it can be demonstrated the original roof was a different colour.	Colorbond metal roofing is NOT an acceptable roof material.		
ix. Dissimilar metals	Dissimilar metals are not to be used together as they are not always compatible and can cause a galvanic reaction and deterioration of the metals.			
x. Tiles	Tiles to the <b>original building exterior</b> are encouraged to be replaced to match the original and not changed to corrugated metal roofing.	A change from tiles to corrugated metal roofing may be considered in certain circumstances.	Tiles are to be replaced to match the original historical place and not changed to corrugated metal and vice versa.	



Item	Contributory	Level 3	Level 2	Level 1A and 1B
xi. Timber shingles, Slate, Copper Sheeting, Clay Pan Tiles etc	Do not use unusual roof cladding types unless there is evidence of earlier use. Like for like replacement of original unusual cladding types is encouraged.	Do not use unusual roof cladding types unless there is evidence of earlier use. A change from an unusual cladding type may be considered in certain circumstances.	Do not use unusual roof cladding types unless there is evidence of earlier use. Replace original unusual roof claddings like for like. If the cladding type is no longer available then cladding with a similar profile, texture and colour may be acceptable.	
xii. Asbestos	Replacement of asbestos and later altered roof materials of the <b>original building exterior</b> are to match the original period and style of the building. If the building has undergone substantial change over time (for example changes from the Post War Migrant Era) then the use of the original roof material may not be required – this will be assessed on a case-by-case basis.	Replacement of asbestos and later altered roof materials are to match the original period and style of the building. If the building has undergone substantial change over time (for example changes from the Post War Migrant Era) then the use of the original roof material may not be required – this will be assessed on a case-by-case basis.	Replacement of asbestos and later altered roof materials is to match the original or to suit the original period and style of the building.	Replacement of asbestos and later altered roof materials is to match the original.  Where asbestos sheeting was part of the original design, such as in WW2 or Post War buildings, asbestos sheeting to be replaced with a product with a similar profile.

#### 8.7 Roof Plumbing

Traditional roof plumbing materials were generally galvanised iron for gutters, downpipes, rainheads, clips and brackets with cast iron downpipes, rainheads, clips and brackets sometimes used. Flashings were lead or galvanised iron. Copper and lead gutters, downpipes and flashings were occasionally used in high quality buildings. It should be noted that certain gutter, rainhead and downpipe profiles are associated with particular periods of development and styles of building and care should be taken to utilise these appropriate profiles.



Item	Contributory	Level 3	Level 2	Level 1A and 1B
i. Original elements	Original roof plumbing elements to the <b>original building exterior</b> are to be retained and conserved.	Original roof plumbing elements are to be retained and conserved and when required due to deterioration replaced like for like.		
ii. Dissimilar metals	Dissimilar metals are not to be used together as they are not always compatible and can cause a galvanic reaction and deterioration of the metals.			
iii. Replacement	If replacing roof plumbing elements of the <b>original building exterior</b> , traditional profiles are to be used based on the style of the place or buildings of a similar period, style and location.	If replacing roof plumbing elements, traditional profiles are to be used and based on evidence. Buildings of a similar period, style and location could be utilised to inform roof plumbing choices.	If replacing roof plumbing elements, traditional profiles are to be used and are to be based on evidence from the place.	
iv. PVC Downpipes	PVC downpipes to the <b>original building exterior</b> are not acceptable.	PVC downpipes are not acceptable.		
v. Rainheads, clips and brackets	Rainheads, clips and brackets to the <b>original building exterior</b> were generally utilitarian and simple in design and are not to be replaced with decorative elements.	Rainheads, clips and brackets were generally utilitarian and simple in design and are not to be replaced with decorative elements unless clear documentary evidence is available.	Rainheads, clips and brackets were generally utilitarian and simple in design and are not to be replaced with decorative elements unless clear documentary evidence is available. Some places may have a level of decoration to these elements which should be retained, conserved and reinstated if missing.	

#### 8.8 Wall Materials and Colours

Traditional wall materials for buildings in Fremantle include limestone, early soft red clay bricks, later pressed clay bricks, timber weatherboards, corrugated metal sheeting, cement blocks and bricks and asbestos cement sheeting.

Limestone and early brick (which was fired at a much lower temperature than bricks today) are very porous and susceptible to salt attack and rising/falling/lateral damp issues. Limestone and early brick buildings are very prevalent and are key elements within the significant heritage streetscapes of Fremantle.



Timber buildings are also prevalent mainly in the residential areas of Fremantle and contribute to the significant streetscape.

Asbestos was a later used wall cladding material, particularly in the post WWII era of housing estates.

Please refer to Technical Guidance Notes for rising damp and care of heritage buildings.

For proposed external treatments to Level 1A, 1B and 2 listed buildings, refer to Local Planning Policy 1.6: Heritage Administration and Procedures for additional information required to accompany an application.

Item	Contributory	Level 3	Level 2	Level 1A and 1B
i. Original materials	Original wall materials to the <b>original building exterior</b> are to be retained and conserved.	Original wall materials are to be retained and conserved.		
ii. Replacement	Wall materials to the <b>original building exterior</b> are to be replaced like-for-like to match the original.	Wall materials are to be replaced like-for-like to match the original, particularly to the parts of the <b>original building exterior</b> .	Walls materials are to be replaced like-for-like to match the original.	
iii. Render or paint	To conserve the visual appearance and prevent issues with damp: <ul style="list-style-type: none"> <li>- Do not cement render, paint or seal limestone or brick surfaces that were originally self-finished.</li> <li>- Do not cement render, paint or seal lime rendered surfaces or those painted with limewash or mineral paint.</li> </ul>	To conserve the visual appearance and prevent issues with damp: <ul style="list-style-type: none"> <li>- Do not cement render, paint or seal limestone or brick surfaces that were originally self-finished.</li> <li>- Do not cement render, paint or seal lime rendered surfaces or those painted with limewash or mineral paint.</li> </ul> The removal of intrusive finishes such as acrylic paint and cement render from originally unpainted masonry wall surfaces is encouraged especially when the paint or render surface has begun to break down	To conserve the visual appearance and prevent issues with damp: <ul style="list-style-type: none"> <li>- Do not cement render, paint or seal limestone or brick surfaces that were originally self-finished.</li> <li>- Do not cement render, paint or seal lime rendered surfaces or those painted with limewash or mineral paint.</li> </ul> Remove paint, cement render and other intrusive finishes from masonry wall surfaces that were originally unpainted especially when the paint or render surface has begun to break down and	



Item	Contributory	Level 3	Level 2	Level 1A and 1B
		and would require preparation before repainting.	would require preparation before repainting.	
iv. Glossy materials and colour schemes	Where impacting the <b>original building exterior</b> : a) Do not: i. use glossy materials or finishes unless there is historical precedent for their use; or ii. use monochromatic colour schemes. b) Paint colours are to be compatible and complimentary to the heritage character of the place and area based on evidence (such as early photographs or site-based evidence) from the existing place or on buildings of a similar period, style, original socioeconomic level and location.	a) Do not use glossy materials or finishes unless there is historical precedent for their use. b) Do not use monochromatic colour schemes. c) Painting is to consist only of original colours (based on physical inspection or paint scrapes) or traditional colours based on evidence (such as early photographs or site-based evidence) from the existing place or on buildings of a similar period, style, original socioeconomic level and location.	a) Do not use glossy materials or finishes unless there is historical precedent for their use. b) Do not use monochromatic colour schemes. c) Paint colours are to be consistent with the original colour schemes of the building based on evidence. Where it is not possible to determine the original colour scheme refer to clause 8.8.1 below.	

- 8.8.1 For a Level 1A, 1B or 2 place where it is not possible to determine the original colour scheme, paint colour selection is to be consistent with the following key principles:
- The main body of the wall shall be natural wall colours that suggest the natural materials underneath (i.e. brick, stone or render).
  - Where it is proposed to paint brick or stone quoining, colours shall be consistent with the natural materials underneath.
  - Decorative elements - including cement rendered dressings (stucco), architraves, friezes, cornices, and pilasters – shall be highlighted with the use of no more than two muted tones in a lighter colour than the main body of the wall.
  - Outer window frames shall be painted in dark colours (browns, deep reds, or dark greens), with light cream or white highlights accentuated in window sashes, and dividing joinery between individual window panes.
  - In the case of verandahs and awnings, structural elements shall be dark tones (browns, deep reds, or dark greens) while decorative elements shall be highlighted with the use of light muted tones (cream or white).
  - In the case of buildings with external timber cladding, paint colours shall be consistent with the original colour schemes of the building.



In addition to the above, regard is to be had for the following:

- g) Any established conservation management plan relating to the site;
- h) Any statement of heritage impact relating to the site; and
- i) Any advice received from the Heritage Council of Western Australia relating to the site.

#### 8.9 Decorative Details

Decorative details on heritage buildings were particular in style, prevalence and level of detail for buildings of certain periods, styles, original socioeconomic level and location. Small workers cottages were unlikely to have much, if any, decorative detailing. Houses of a more substantial nature but still of the working class were likely to have some decorative detail (but not highly elaborate), whilst the homes of the wealthy were large and highly and elaborately detailed.

Item	Contributory	Level 3	Level 2	Level 1A and 1B
i. Existing detail	Decorative detail of the <b>original building exterior</b> is to be retained and conserved.	Decorative detail is to be retained and conserved.		
ii. Reintroduction	The reintroduction of decorative detail to the <b>original building exterior</b> is to be based on evidence (such as early photographs or site-based evidence) from the existing place or on buildings of a similar period, style, original socioeconomic level and location.	The reintroduction of decorative detail is to be based on evidence (such as early photographs or site-based evidence) from the existing place or on buildings of a similar period, style, original socioeconomic level and location.	The reintroduction of decorative detail is to be based on evidence (such as early photographs or site-based evidence) from the existing place.	
iii. New detail	Detail inappropriate to the period, style, socio economic standing and location of the place is not to be introduced to the <b>original building exterior</b> .	Detail inappropriate to the period, style, socio economic standing and location of the place is not to be introduced.	Detail not based on evidence from the place is not to be introduced	



#### 8.10 External fixtures

The installation of service utilities (power, water, and gas connections and meter boxes, fire services, and letterboxes) and functional utilities (air conditioning units, television aerials, satellite dishes, solar collectors, water tanks etc.) requires careful placement and treatment so as not to negatively impact the significance of an individual building, structure, or landscape, or that of the wider heritage area.

- i. When utilities are not exempted from requiring development approval by Local Planning Policy 1.7 – Development Exempt from Approval Under Local Planning Scheme No. 4, ensure that:
  - a) they will be located behind a building or structure and not impact the **original building exterior**;
  - b) their installation will not result in damage to significant fabric of a place;
  - c) their installation will not impact upon any archaeological remains; and
  - d) their installation will not impact upon or detrimentally affect a significant streetscape or landscape.
- ii. Solar collectors are not to be installed on street-facing roof planes.

#### 8.11 Outbuildings

Ancillary structures such as sheds and gazebos can have an impact on heritage places and areas through the introduction of elements that are not part of traditional development. Incorporation of these modern features requires careful placement and treatment to minimise impact. In some situations, they may not be appropriate at all.

- i. Ancillary structures and outbuildings are to be located behind the main wall of the original building and screened from view from the primary street and secondary streets in order to minimise their visual impact on the character of heritage places and areas.
- ii. Historic outbuildings such as stables, laundries and outdoor water closets are to be retained and conserved as they contribute to the significance of the heritage place or area.

#### 8.12 Swimming pools and spas

Below-ground swimming pools and spas may not have an impact upon the significance of a place or the wider heritage area. However, they typically have associated fencing and equipment that can have a negative impact, as can above-ground swimming pools and spas. Therefore, their siting requires careful consideration.



- i. Above-ground swimming pools and spas should be located behind the main wall of a building.
- ii. Where an in-ground swimming pool or spa is proposed to the front of a building, ensure that pool fencing is incorporated with other walls and / or fencing to minimise its visual impact, and that it has a similar level of visual permeability as required by the fencing criteria of this policy.
- iii. Ensure that any equipment enclosures are sited in places that minimise their visual impact.

**8.13 Limestone features**

Parts of Fremantle are located on limestone ridges and low hills. Remnants of limestone outcrops and cuttings into limestone ridges for roads, footpaths and buildings are important features in some streetscapes.

- i. Limestone features such as outcrops and cuttings are to be conserved and retained.



## Part 2: Residential Building Typologies

*This part relates to all heritage places with a residential built form. Note that form is distinctive from use. For example, a residential building typology is a building that was originally constructed as a residence even if it currently has a non-residential use operating within.*

*Refer to Part 1 for criteria not covered within this Part.*



Victorian Era, large house with decoration



Victorian Era, typical simple four room, central corridor house



Victorian Era, typical simple three room with side corridor house



		
<p>Federation Era large house with corner verandah</p>	<p>Victorian Era limestone duplex, partly modified in Inter-War Era</p>	<p>Terrace house</p>
		
<p>Victorian Era house with Inter-War era modifications</p>	<p>Inter-War House</p>	<p>Post War House with garage</p>



**9. Additions and Alterations to All Contributory and Listed Residential Places**

9.1 *Siting, Setbacks and Scale*

Item	Contributory	Level 3	Level 2	Level 1A and 1B
i. Primary street setbacks	<p>a) Refer to Part 5 for deemed-to-comply setbacks for specific heritage areas.</p> <p>a)b) <u>No additions or buildings to be located within the primary street setback, in front of a place, or within an established street setback area unless reinstating an original feature in the original architectural style or is a type of development set out elsewhere in this policy (ex: carports, fences, etc.).</u></p>		Refer to clause 8.1 above.	
ii. Secondary street setbacks	<p>a) No additions or buildings to be located within the secondary street setback, in front of a place, or within an established street setback area unless reinstating an original feature in the original architectural style.</p> <p>b) Single storey additions may be set back in line with the portion of dwelling on site fronting the secondary street.</p> <p>c) Second storey additions to the rear of a dwelling on a corner lot are to be set back an appropriate distance based on a streetscape analysis of the secondary street. Issues to consider include:</p> <ul style="list-style-type: none"> <li>i. Prevailing streetscape and setbacks of the secondary street.</li> <li>ii. Avoiding a continuous wall extending from the existing side wall.</li> <li>iii. Avoiding a two-storey height wall to the secondary street (unless this reflects the prevailing streetscape of the secondary street).</li> </ul>		Requirements generally as per Level 3 but to be assessed on a case-by-case basis.	
iii. Side additions – Refer to Figure 2	<p>Notwithstanding the criteria discouraging openings, removal of walls, and the like to the original building exterior elsewhere in this Policy, side additions are permitted provided they:</p> <ul style="list-style-type: none"> <li>a) Are single storey and lower in height than the place;</li> <li>b) Are set back 1m min. from front building line;</li> </ul>		Requirements generally as per Level 3 but to be assessed on a case-by-case basis.	



Item	Contributory	Level 3	Level 2	Level 1A and 1B
	c) Have a new roof independent from the roof form of the place and which doesn't continue the slope of the roof of the <b>original building exterior</b> ; and a) Have no alteration to existing roof form.			

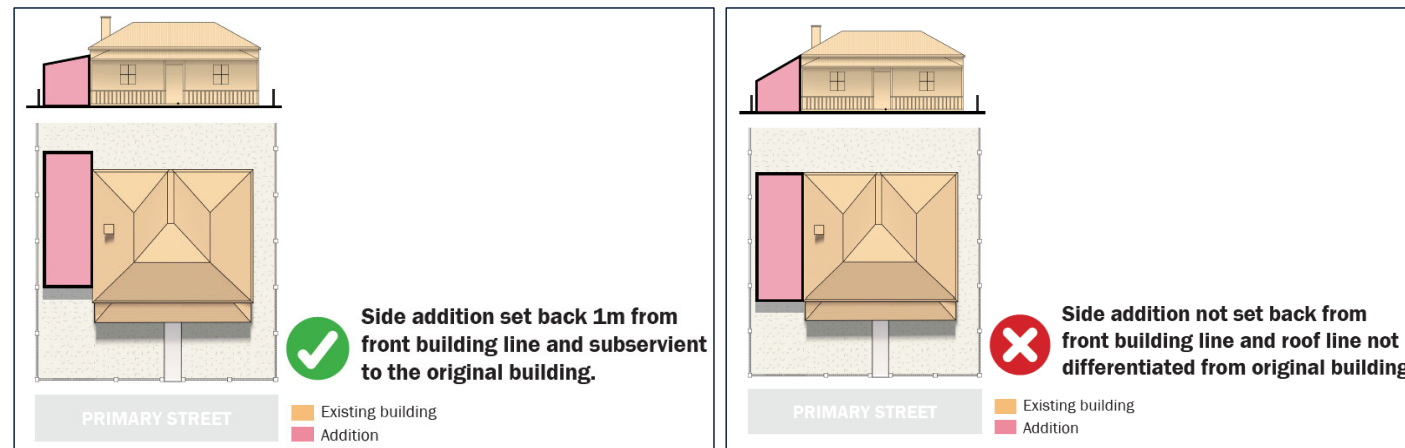


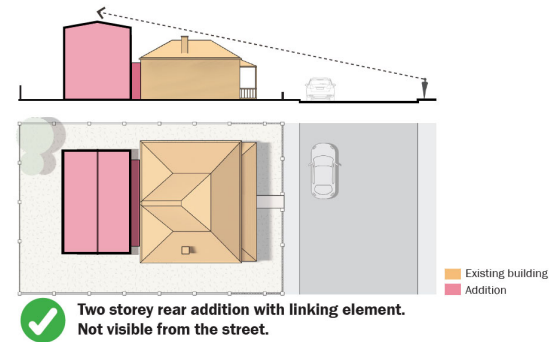
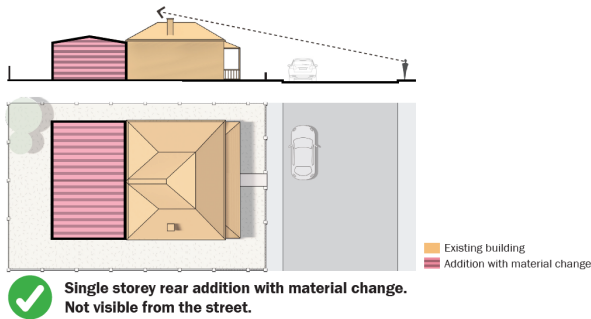
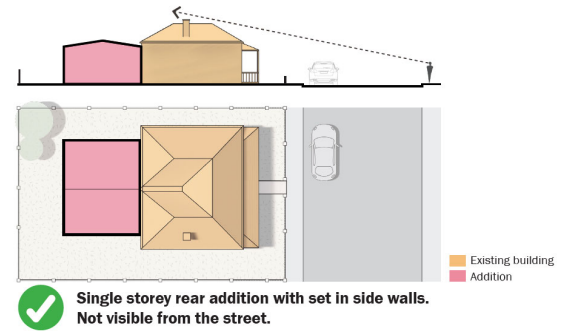
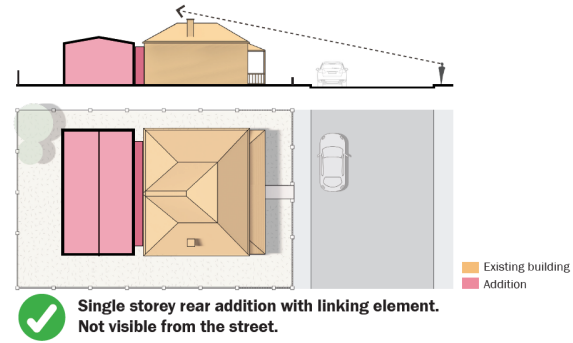
Figure 2: Side Additions

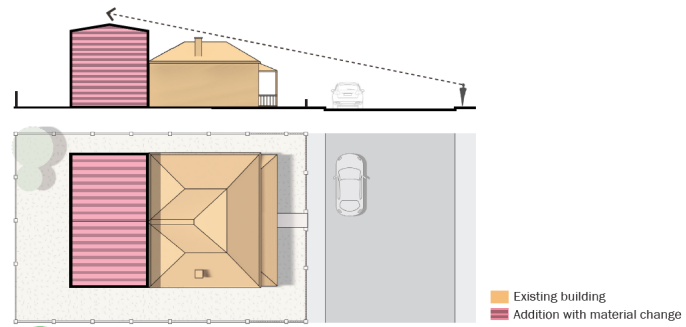


Item	Contributory	Level 3	Level 2	Level 1A and 1B
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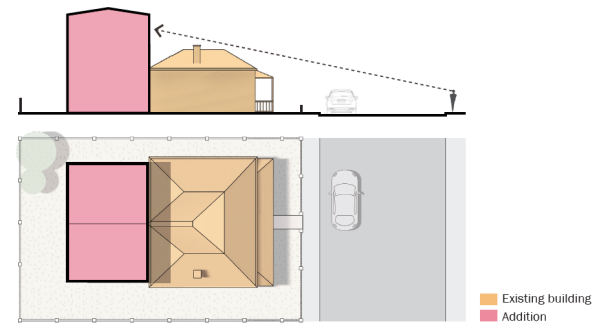


<p>iv. Rear additions (single and double storey) – Refer to Figure Series below</p>	<p>Ensure that development:</p> <ul style="list-style-type: none"> <li>a) has a maximum height that is the lesser of the Scheme, the R-Codes, or the visible from the street line of sight;</li> <li>b) does not alter the original building exterior;</li> <li>c) employs one of the following methods to retain the distinct form of the place:           <ul style="list-style-type: none"> <li>i. Be detached from the place;</li> <li>ii. Be attached by a linkage with a reduced scale and/or contrasting material;</li> <li>iii. Have side walls set in from the place;</li> <li>iv. Have a wall height lower than that of the place; or</li> <li>v. Have differing finishes/materials from the original place or a material change at the junction of the old and new.</li> </ul> </li> </ul>	<p>Ensure that development:</p> <ul style="list-style-type: none"> <li>a) is not visible from the street;</li> <li>b) does not alter or impact the original building exterior;</li> <li>c) does not extend over or into the roof of the existing place;</li> <li>d) is constructed so that the roof of the new addition is independent from the original place's roof form (New roof may connect into back of roof of existing place as long as the extent of the original roof remains clear);</li> <li>e) employs one of the following methods to retain the distinct form of the place:           <ul style="list-style-type: none"> <li>i. Be detached from the place;</li> <li>ii. Be attached by a linkage with a reduced scale and/or contrasting material;</li> <li>iii. Have side walls set in from the place;</li> <li>iv. Have a wall height lower than that of the place; or</li> <li>v. Have differing finishes/materials from the original place or a material change at the junction of the old and new.</li> </ul> </li> </ul>	<p>Requirements generally as per Level 3 but to be assessed on a case-by-case basis.</p>
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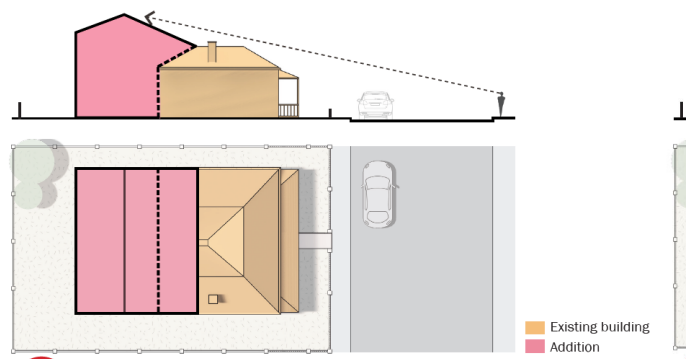




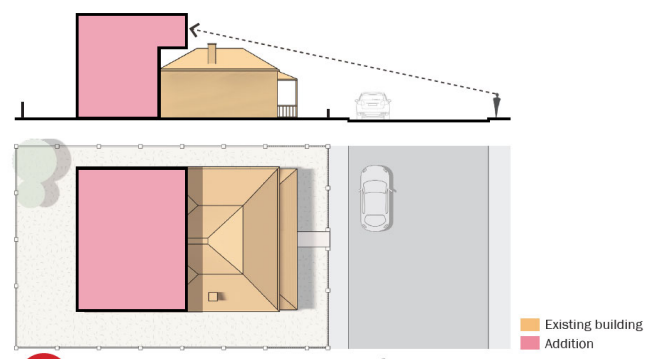
✓ Two storey rear addition with material change. Not visible from the street.



✗ Two storey rear addition with excessive bulk and scale and visible from the street.



✗ Two storey rear addition with alterations to the original buildings roof form.



✗ Two storey rear addition with built form over the original building.



9.2 Verandahs, porches and awnings

Verandahs, porches and awnings were often an important element of the original form of a building. The era and style of the original construction will determine if the front façade had a verandah, porch or awning.

Item	Contributory	Level 3	Level 2	Level 1A and 1B
i. Form and material	a) Original verandah or porch forms and materials are to be retained and conserved. b) Front verandahs, porches, etc. are not to be enclosed.			
ii. Concrete floor	a) Do not replace timber verandah floors with concrete. This reduces airflow beneath the house and contributes to mould or rising damp. b) Removal of later concrete floor and reinstatement of timber floor is encouraged to improve ventilation.			
iii. Reconstruction	Reconstructed verandahs, porches and awnings can be introduced based on evidence or on buildings of a similar period, style, detail level and location.		Reconstructed verandahs, porches and awnings can be introduced based on evidence from the place on site.	
iv. Additions	a) New verandahs, porches and awnings can be introduced where they do not involve removal of the original and are appropriate to the streetscape without too precisely mimicking the style of the original character, building elements or heritage detailing unless it is a reconstruction.  b) Do not introduce a verandah where the original building had a porch and vice versa.	a) Should evidence not be available, then reinstatement of a simple form of verandah, porch or awning may be considered. This is to be done without mimicking heritage detail that was not original (i.e. do not introduce a bullnose verandah and turned timber posts if there is no evidence that this was an original detail of the building. Instead, introduce a pitched verandah with simple, square timber posts.)  b) Do not introduce a verandah where the original building had a porch and vice versa.	a) Do not introduce a verandah, porch or awning where the original building had a different element.  b) Do not introduce a verandah, porch or awning based on conjecture. Any introduction of verandahs, porches or awnings are to be based on historical evidence from the place.	



9.3 Doors and Windows

Doors and windows are significant elements in a place and their materials, shape, size and decoration are particular to the period and style of a place.

Item	Contributory	Level 3	Level 2	Level 1A and 1B
i. Original openings	Original doors and windows of the <b>original building exterior</b> are to be retained and conserved. Where they must be replaced due to damage or age, they are to match the original style of the place or buildings of a similar period, style, original socioeconomic level and location.	Original doors and windows are to be retained and conserved. Where they must be replaced due to irreparable damage, they are to match the original style of the place or buildings of a similar period, style, original socioeconomic level and location.	Original doors and windows are to be retained and conserved. Where they must be replaced due to irreparable damage, they are to match the original based on evidence.  The original configuration, size and style of windows and doors is to be retained.	
ii. New external openings	Do not add new openings to the front of the <b>original building exterior</b> . Openings to the side may be considered.		All new external openings considered on a case-by-case basis.	
iii. Design	All windows and door openings of the <b>original building exterior</b> are to have a vertical emphasis, which means they should be taller and narrower in appearance unless there is a predominance in the prevailing streetscape of horizontal emphasis, Interwar and later windows (for example, in the Hilton Heritage Area, etc.).		All windows and door openings are to have a vertical emphasis, which means they should be taller and narrower in appearance unless there is a predominance in the prevailing streetscape of larger, Interwar and later windows.	
iv. Front doors	Front doors to be conserved and remain in use.			
v. Conversion of windows to doors	Conversion of windows to doors of the <b>original building exterior</b> may be considered in certain circumstances.	Conversion of windows to doors of the <b>original building exterior</b> is not permitted but may be considered elsewhere in certain circumstances.	Conversion of windows to doors is not permitted if external to the original building but may be possible in certain circumstances.	



Item	Contributory	Level 3	Level 2	Level 1A and 1B
vi. Internal openings	Internal doors can be altered, blocked and new openings introduced.	Internal doors can be altered, blocked and new openings introduced in most circumstances, unless it results in loss of a key internal feature such as a fireplace. Interpret changes to record original configuration.	Internal original / early doors can be altered, blocked and new openings introduced in limited circumstances.  Interpret changes to record original configuration.	Internal original / early doors are not to be altered.



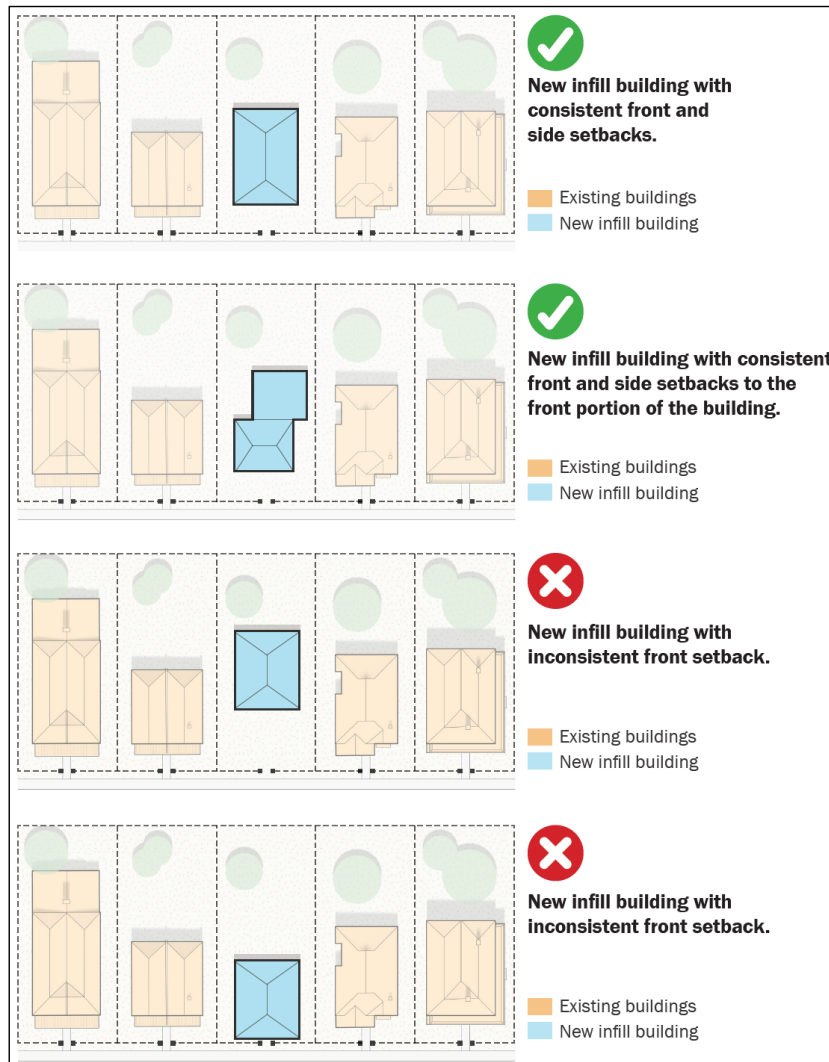
## 10. Non-contributory Properties Including New Infill

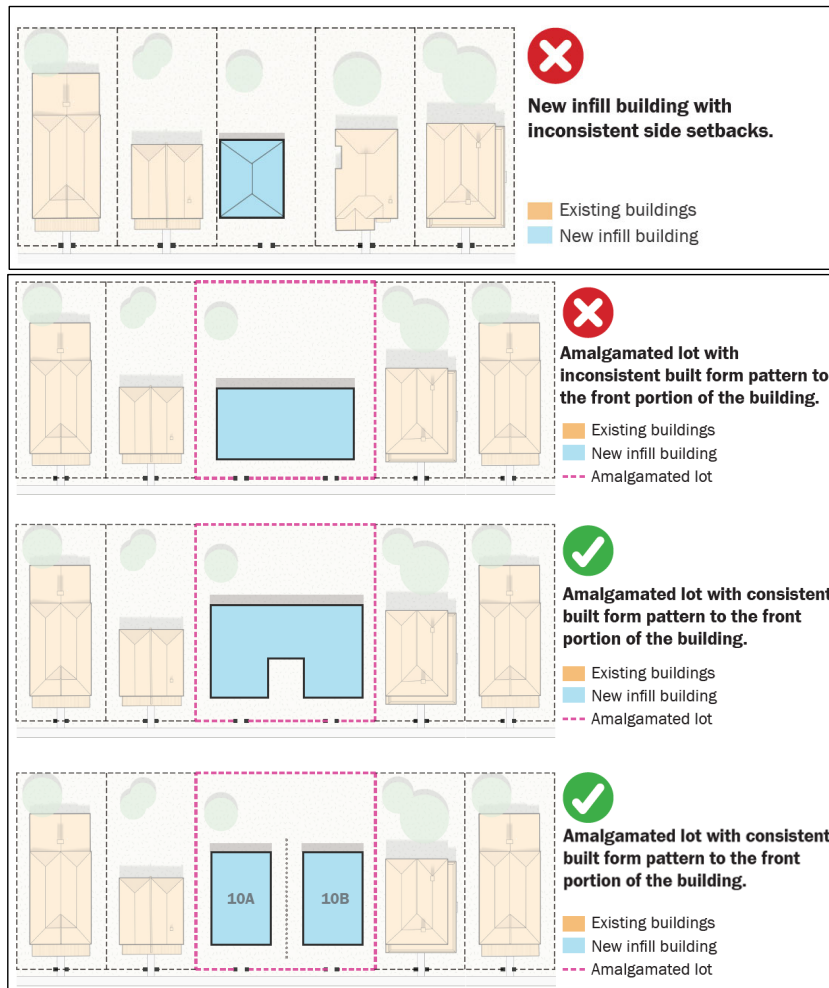
*This section applies to new development, and includes new houses as well as additions and alterations to existing non-contributory buildings, within a heritage area.*

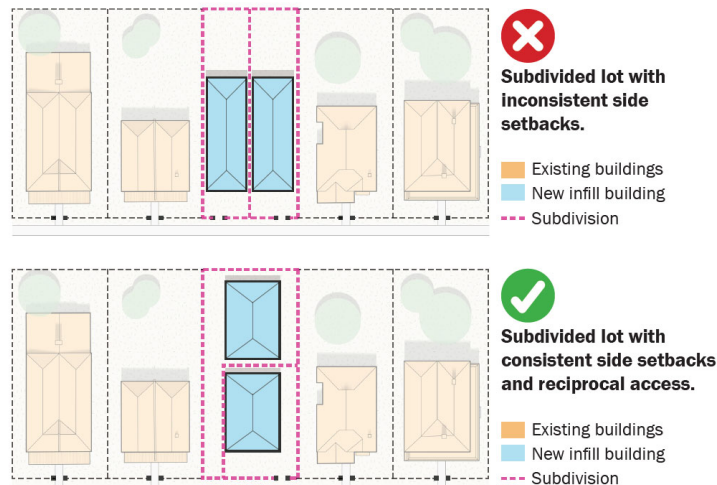
Where visible from the public realm, new development should respect and complement the heritage significance of the area. A respectful design approach gives special consideration to the siting, scale, architectural style and form, materials and finishes of the proposed development in relation to its neighbours, without copying historic detailing or decoration. New development that is visible from the public realm should respond sympathetically to the heritage values of the heritage area as a whole, and also to that part of the heritage area in the vicinity of the proposed development. Imaginative, well designed and harmonious construction is encouraged. Professional architectural services can be of great assistance in formulating appropriate designs.

### 10.1 Siting and Scale

- 10.1.1. New development is to maintain the scale, siting, bulk, form and streetscape appearance of the prevailing streetscape and so should be guided by the criteria for contributory places elsewhere in this policy, but with some greater degree of flexibility.
- 10.1.2. New buildings within a heritage area shall:
  - a) Maintain a setting that is consistent with the original streetscape, including front and side setback patterns (refer figure series below);
  - b) Have a consistent bulk and scale in relation to the original street pattern. E.g. If the original street pattern is single storey then the new infill development should also be, or present as, single storey (at least to the front section of the lot); and
  - c) Have a plate height consistent with the original street pattern. New developments often propose a lower plate height than the earlier and original buildings. To ensure a consistency of scale the plate height is an important element to ensure it is consistent with the original street pattern.
- 10.1.3. Second storey additions to the rear of buildings on corner lots are to be set back an appropriate distance based on a streetscape analysis of the secondary street. Issues to consider include:
  - a) Prevailing streetscape and setbacks of the side street;
  - b) Avoiding a continuous wall extending from the existing side wall; and
  - c) Avoiding a two-storey height wall to the side street (unless this reflects the prevailing streetscape).
- 10.1.4. Street setbacks deemed to comply with the above are specified in Part 5 for some areas.







### 10.2 Building Form

The form of the building is its overall shape, size and the general arrangement of its main parts.

- 10.2.1 New residential development within a heritage area shall respect and harmonise with and be sympathetic to the predominant form of the prevailing streetscape without mimicking heritage detailing.
- 10.2.2 Where an industrial or commercial building is a contrasting element in a predominantly residential streetscape, the contrasting element is not be used as a precedent for new infill development.
- 10.2.3 Where the building form of contributory properties in the immediate area is highly repetitive, symmetric and/or asymmetric, new development visible from the public realm is to continue this repetition.
- 10.2.4 The treatment of new infill buildings in terms of the roof form, proportions, materials, number, size and orientation of openings, ratio of window to wall etc. shall relate to that of its neighbours.
- 10.2.5 Contemporary building designs shall respond to, and interpret, the scale, articulation and detail of the existing nearby buildings in a modern, innovative and sympathetic way.

### 10.3 Materials, Colours and Detailing

- 10.3.1 Materials, colours and level of detailing shall reflect / interpret the predominant materials and detailing of the original prevailing streetscape and not visually dominate the streetscape or adjacent heritage buildings.
- 10.3.2 New development is to blend in with the streetscape but be discernible as new when looked at more closely. 'Faux' or 'mock' heritage detracts from an



understanding and appreciation of the original building and is contrary to the objectives and principles of this policy.

- 10.3.3 Use of original or traditional colours is encouraged. Glossy materials or finishes are to be avoided unless a historical precedent for their use can be demonstrated.

#### 10.4 Roofs

- 10.4.1 Traditionally, roof lines are a predominant element of the streetscape. All new development shall respond to and reinforce the existing characteristics of the prevailing streetscape regarding plate and wall heights, roof form, ridge lines, parapet lines, roof slopes and eaves overhangs.
- 10.4.2 Roof forms that interpret the predominant roof forms of the prevailing streetscape may be considered.

#### 10.5 Verandahs / Porches / Awnings

- 10.5.1 Verandahs, porches and awnings were often an important element of streetscapes. Inclusion of verandahs, porches and awnings appropriate to the streetscape are encouraged without too precisely mimicking the style of the original character-building elements or heritage detailing.

#### 10.6 Doors and Windows

- 10.6.1 All windows and door openings visible from the public realm are to have a vertical emphasis, which means they should be taller and narrower in appearance unless there is a predominance in the prevailing streetscape of larger, interwar and later windows.
- 10.6.2 Front doors are to address the street and be centrally located in the front façade of the new infill building unless there is a different original pattern in the prevailing streetscape.

### 11. Garages and Carports to All Residential Buildings

Single carports and garages were not constructed in Fremantle until the Inter-War Era and double carports were not common until the 1970s and 80s. Where provided at all, garages and carports to heritage places and within heritage areas were generally located to the rear or side of the original dwelling and so are not traditional features in Fremantle's heritage streetscapes. As such, new garages or carports are to be visually unobtrusive when viewed from the street.

- 11.1 Do not introduce new crossovers, driveways or parking areas where it would involve the removal of significant fabric of a place or would negatively impact upon the significance of the wider streetscape.
- 11.2 Carports and garages are to be located behind the building, and visually unobtrusive.
- 11.3 For non-contributory properties, a carport or garage to a new house that is under the main roof of the development may be set back in line with or behind the front building line of the new house (excluding its verandah / porch).
- 11.4 Notwithstanding the above carport and garage location requirements, the following arrangements may be considered for non-contributory properties, contributory

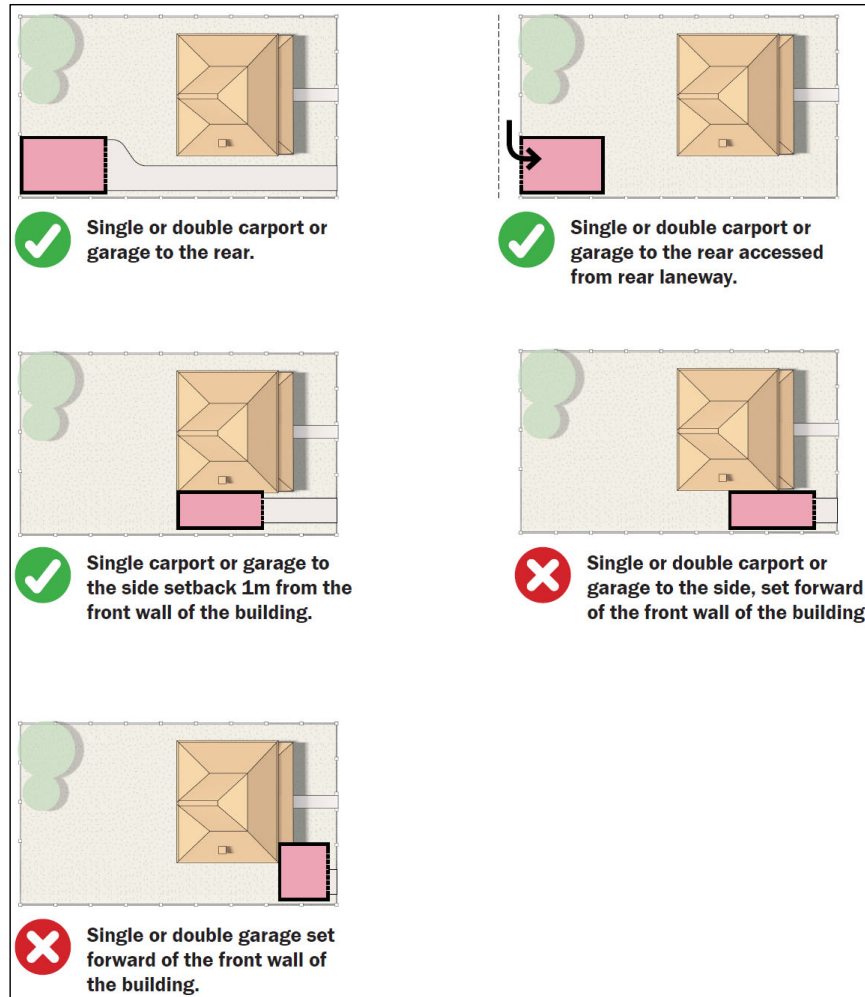


properties, Level 3 listed places, and some Level 2 listed places (on a case-by-case basis):

- a) A single or double carport located to the side of an existing or new house set back a minimum of 1m from the front building line of the house. (This setback line is taken as the front wall of the building that is closest to the proposed addition and is not the verandah or porch line). The roof to the side carport is to be flat, skillion or simple hipped or gable.
  - b) A single garage located to the side of an existing or new house set back a minimum of 1m from the front building line of the house. (This setback line is taken as the front wall of the building that is closest to the proposed addition and is not the verandah or porch line). The roof to the single side garage is to be flat, skillion or simple hipped or gable. The structure is to be no more than 3.5m wide.
  - c) A double garage located to the side of the existing or new house set back a minimum of 2m from the front building line of the house. (This setback line is taken as the front wall of the building that is closest to the proposed addition and is not the verandah or porch line). The roof to the double side garage is to be flat, skillion or simple hipped or gable. The width of the structure is to be no more than 45 percent of the width of the front of the dwelling or 6 meters (whichever is the lesser).
- 11.5 Where the site is not individually listed and no other location is available, a carport may be considered in front of a dwelling where:
- a) The carport does not exceed an average of 2.8 metres in height above natural ground level; and
  - b) The carport is located so as to maintain visibility of the dwelling from the street and surveillance from the dwelling to the street; and
  - c) The maximum width of the carport should not exceed 6 metres on a property with a frontage of 12 metres or greater, or 3 metres on a property with a frontage of less than 12 metres; and
  - d) The carport is set back one metre or greater from any side boundary.
- 11.6 Carports projecting forward of the building shall be:
- a) Open on at least 3 sides (including the side facing the street) with no door; and
  - b) Of lightweight construction with timber or steel vertical supports no greater than 150mm in width in any direction; and
  - c) Simple in design and visually subservient to the form and proportion of the dwelling.
- 11.7 Variations to the above may be considered where development meets one of the following criteria:
- a) The proposal is consistent with the character of the prevailing streetscape (e.g. within a redevelopment precinct) and the proposal does not have a negative impact on the significance of the place or area; and/or
  - b) The proposed setback does not result in a projecting element into an established streetscape vista by virtue of the road and/or lot layout in the locality or the topography of the land.



11.8 Access ways and car parking are to be designed to minimise the visual and physical impact on the heritage character of the place or streetscape (including landscaping) and are to be no more than 3.5m wide at the street crossover.



**Figure 3: Garage and carport setbacks**



## 12. Fencing to All Residential Buildings

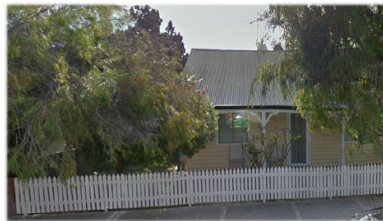
Boundary walls and fences are the key physical elements at the interface between private properties and the public and private realms. Traditional fencing types can contribute greatly to a heritage area's residential streetscape and so are encouraged.

*For Level 1A, 1B or 2 listed places:*

- 12.1 Retain and conserve original fences and retaining walls including brick, stone, timber and composite fences/walls. If beyond conservation, replace like-for-like.
- 12.2 Retain and conserve limestone features such as natural outcrops, cuttings, etc.
- 12.3 Fencing style and design is to match the style and design of the original historic place.
- 12.4 Solid metal fences are not to be located within the primary or secondary street setback areas.

*For non-contributory properties, contributory places and Level 3 listed places:*

- 12.5 Retain and conserve original fences and retaining walls including brick, stone, timber and composite fences/walls. If beyond conservation, replace like-for-like.
- 12.6 Retain and conserve limestone features such as natural outcrops, cuttings, etc.
- 12.7 Fencing types and heights are to be of traditional design and style. Traditional fencing types depend on their location but can include:



Low-scale vertical picket fence



Low-scale limestone wall



Traditional post-and-wire fence



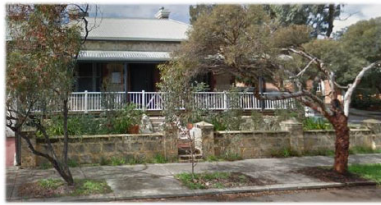
Low-scale horizontal slats



Traditional post-and-wire and picket fence



Low-scale vertical picket fence



Low-scale limestone wall with piers



Hybrid picket and masonry front fence

- 12.8 Primary and secondary street fencing is to take the following forms:
- a) Solid fencing up to 0.9m in height.
  - b) Traditional open style (picket, post and wire or slat) up to 1.2m in height.
  - c) Hybrid with a solid portion up to 0.5m and open style of 0.7m above the solid portion, to a total of 1.2m in height.
  - d) Piers up to 1.5m in height.
- 12.9 Solid metal fences are not to be located within the primary or secondary street setback areas.
- 12.10 Contemporary interpretations and variations are to demonstrate that they are consistent with the prevailing streetscape.
- 12.11 Variations to the above may be considered where necessary to attenuate traffic noise for properties on primary distributor, district distributor A or integrator arterial roads.



### Part 3: Industrial Building Typologies

*This part applies to all places that have the form of original industrial buildings. Refer to Part 1 for general conservation and change of use principles, and criteria for demolition, archaeology, subdivision, primary street setbacks, general criteria, form, chimneys, roofs, roof plumbing, wall material and colours, and decorative details.*

#### 13. Industrial buildings in Fremantle

Fremantle's historic industrial buildings are an important component of its heritage significance. They contribute to its unique urban form, character and sense of place and demonstrate how the city and its people evolved.

Fremantle was largely developed in the late nineteenth to early twentieth centuries before modern planning codes and private car ownership. Industrial zones did not exist and residential, commercial and industrial uses were located in close proximity with people living near or at their place of work.

The first warehouses and associated industrial buildings were in the West End, initially focused on the jetties in South Bay before migrating north towards the river following the construction of the Inner Harbour in the 1890s Gold Rush. The West End was almost completely rebuilt at this time with commercial offices, hotels and retail in High Street and an intensification of industrial and warehouse uses in the cross streets. Also at this time, wealthier residents departed for new residential areas on the limestone ridges on the then outskirts of the town.

In the 1890s, extensions to the Fremantle to Guildford railway line for industry, such as the spur line to the limestone quarries around Rocky Bay and another to the Owen Anchorage, led to the rapid expansion of North and South Fremantle. Warehouses and factories sprang up along the new railway lines and modest worker housing clustered around the new industry contributing to the working class character of these areas. In the Inter-War era larger warehouses and wool stores followed.

In the Post War Era there were efforts to increase industry and manufacturing on the outskirts of town with the establishment of industrial areas in OConnor, Kwinana and North Fremantle adjacent to North Quay. Warehousing and industry began to relocate to the new areas as changing technology in shipping, warehousing and manufacturing made the old warehouses and factories redundant and the rise in motor vehicle use reduced the benefits of being located near the railway lines.

By the 1980s much of the industry in Fremantle had relocated leaving many vacant or underused buildings. In the 1990s increased interest in heritage buildings and alternative housing models leads to adaptive reuse of former industrial buildings and Fremantle's working class suburbs began to change.

Today many industrial buildings remain in Fremantle, but most have new uses as residential, commercial, educational or cultural buildings. The cultural heritage of these buildings has been retained in the retention of original building fabric, form and industrial character. Apart from the warehouse streets of the West End, these buildings are often a contrasting element in a predominantly residential streetscape but their presence makes a major contribution to the character and identity of these areas.



Gold Rush Era industrial building with offices facing street and warehousing behind, Mouat Street, West End



Gold Rush era industrial building with warehouse section facing onto laneway, Croke Lane, West End



Inter-War Era Mills and Wares Biscuit Factory, South Fremantle, 1980s.



Inter-War Era Weeties Factory, North Fremantle, 1980s.



Furniture manufacturer and warehouse, Pakenham Street 1920s



1920s Wool Stores, 31 Scott Street, South Fremantle



*13.1 Conservation*

Industrial buildings are usually composed of large rectangular volumes with simple gable roof shapes, large open plan internal spaces and a clearly articulated structural grid. At their most modest industrial buildings are a simple 'shed' but more substantial buildings have a 'façade' of traditional commercial offices facing the street and a cartway providing access to the large open plan industrial space behind. Industrial buildings did not traditionally have verandahs or porches to street entrances or make use of domestic scaled elements.

Structural elements such as engaged masonry piers, window sills, parapet copings etc are often used to provide articulation and modulation of the façades of industrial buildings and give a distinctive rhythm and scale. While many industrial buildings feature a more detailed and refined street façade which makes a public statement about the value and solidity of the business, side and rear walls are more utilitarian. In some cases, there is a considerable contrast between the two sections such as a rendered brick façade to the front and corrugated iron sheeting to the rear.

Item	Contributory	Level 3	Level 2	Level 1A and 1B
i. Form, fabric, materials	Retain and conserve the distinctive building form, fabric and materials of the <b>original building exterior</b> .	Retain and conserve the distinctive building form, fabric, materials and spaces of the industrial building.		
ii. Component parts	Retain aesthetic differences between parts of the <b>original building exterior</b> with different character: <ul style="list-style-type: none"> <li>Do not gentrify industrial elements with materials and forms more suited to residential and commercial buildings.</li> <li>Do not change office/ commercial parts to look more industrial by stripping out more refined finishes</li> </ul>	Retain aesthetic differences between component parts of the building with different character: <ul style="list-style-type: none"> <li>Do not gentrify industrial elements with materials and forms more suited to residential and commercial buildings.</li> <li>Do not change office/ commercial parts to look more industrial by stripping out more refined finishes such as wall plaster or ceiling linings.</li> </ul>		
iii. Significant fabric	Retain and conserve original/ significant building fabric and key features of the <b>original building exterior</b> that contribute to its heritage values such as:	Retain and conserve original/ significant building fabric and key features of the industrial building that contribute to its heritage values such as: <ul style="list-style-type: none"> <li>facades, doors, windows, shopfronts, grills, signs;</li> </ul>		



Item	Contributory	Level 3	Level 2	Level 1A and 1B
	<ul style="list-style-type: none"> <li>Vehicle doors, windows, shopfronts, grills, signs; structural elements and industrial equipment and hardware</li> </ul>		<ul style="list-style-type: none"> <li>structural elements like floors, walls, ceilings, beams, columns, trusses, and stairs; or</li> <li>equipment such as gantries, pullies, block and tackles, timber bumper rails, chimneys, flues, loading platforms, hatches, machinery and hardware.</li> </ul>	
iv. Patina, wear and tear	Where patina, wear and tear and other signs of earlier use contribute to the character and heritage value of the <b>original building exterior</b> , do not make old fabric look new or replace with new if it is still serviceable.	Where patina, wear and tear and other signs of earlier use contribute to the character and heritage value of the building do not make old fabric look new or replace with new if it is still serviceable.		
v. Original materials	Where original materials comprising the <b>original building exterior</b> need to be replaced but are no longer available seek alternatives which closely match the visual appearance of the original. For example, match the profiles of corrugated sheeting, weatherboards or steel frames in new materials with similar colours.	Where original materials need to be replaced but are no longer available seek alternatives which closely match the visual appearance of the original. For example, match the profiles of corrugated sheeting, weatherboards or steel frames in new materials with similar colours.		
vi. Exposure of internal fabric	Avoid leaving original formerly internal building fabric exposed where it will be subject to deterioration. For example, do not expose roof timbers or steel trusses to the elements or in places that are difficult to maintain and do not expose the inner faces of walls or window frames.			

*13.2 Adaptive reuse*

Most surviving industrial buildings in Fremantle have undergone some degree of adaptation in the 1990s and 2000s.

Item	Contributory	Level 3	Level 2	Level 1A and 1B
i. Formerly adapted buildings	Where formerly adapted buildings are to be adapted again, retain all remaining heritage fabric and reinstated items that	Where formerly adapted buildings are to be adapted again, retain all remaining heritage fabric and reinstated items.		



Item	Contributory	Level 3	Level 2	Level 1A and 1B
	form part of the <b>original building exterior</b> .			
ii. Original forms and features	It is recommended that original historical forms and missing elements and features that are part of the <b>original building exterior</b> are reinstated based on physical or documentary evidence.	Reinstate original forms and missing features and elements based on physical or documentary evidence of the place.		
iii. New uses	New uses are to be compatible with the original building and its contribution to the streetscape and: a) minimise the loss and alteration of significant external fabric of the <b>original building exterior</b> ; and b) suit the elements of the form, scale and structural grid.	New uses are to be compatible with the heritage building and: a) minimise the loss and alteration of significant fabric and spaces; and b) suit the form, scale and structural grid.	New uses are to be compatible with the heritage building and: a) minimise the loss and alteration of significant fabric and spaces; b) suit the form, scale and structural grid; and c) retain part of the large, internal spaces and expose the structural grid.	
iv. Windows	Existing windows of the <b>original building exterior</b> to be utilised and activated and not blocked up.  In rare instances, and where they will not compromise the basic form and structure of the building, openings may be permitted to be blocked up. Where openings are blocked up, recess infill material to retain the façade rhythm.	Existing windows to be utilised and activated and not blocked up. In rare instances, and where they will not compromise the basic form and structure of the building, openings may be permitted to be blocked up. Where openings are blocked up, recess infill material to retain the façade rhythm.	Existing windows to be utilised and activated and not blocked up.	



Item	Contributory	Level 3	Level 2	Level 1A and 1B
v. New internal floors	New internal floors are to suit existing window layouts to actively engage with the facade.			
vi. Doors and gates	Existing doors, gates and vehicle access openings of the <b>original building exterior</b> to be retained. Glazing to be installed in redundant openings rather than solid materials.	Existing doors, gates and vehicle access openings to be retained. Glazing to be installed in redundant openings rather than solid materials.		
vii. New openings	New openings to the <b>original building exterior</b> may be acceptable where they will not compromise the basic form and structure of the building.	New openings may be considered where they will not compromise the basic form and structure of the building.		
viii. Balconies	Recessed balconies are to be constructed behind existing or new openings rather than adding external balconies.			

**13.3 Siting**

Most industrial buildings have a zero setback to the street (primary and secondary), and this often contrasts with surrounding residential development which is set back from the street.

Item	Contributory	Level 3	Level 2	Level 1A and 1B
i. Street setbacks	Additions to industrial buildings are to match the existing setbacks of the heritage building rather than adjacent buildings of a different typology.			



13.4 Form and scale

Item	Contributory	Level 3	Level 2	Level 1A and 1B
i. Form and volume	Additions to the <b>original building exterior</b> are to make use of simple volumes and industrial forms such as large rectangular volume with gable roofs or sawtooth truss roofs.	Additions are to make use of simple volumes and industrial forms such as large rectangular volume with gable roofs or sawtooth truss roofs.		
ii. Scale, proportions and rhythm	Additions to the <b>original building exterior</b> are to sympathetically respond to the scale, proportions, structural grid and rhythm of openings of the industrial building.	Additions are to sympathetically respond to the scale, proportions, structural grid and rhythm of openings of the industrial building.		
iii. Rear additions	Rear additions are to be designed so they do not adversely affect the <b>original building exterior</b> and are not visible from the street.			
iv. Secondary street setbacks	<p>a) Second storey additions to the rear of a building on a corner lot are to be set back an appropriate distance based on a streetscape analysis of the secondary street. Issues to consider include:</p> <ul style="list-style-type: none"> <li>i. Prevailing streetscape and setbacks of the secondary street.</li> <li>ii. Avoiding a two-storey height wall to the secondary street unless this reflects the prevailing streetscape of the secondary street.</li> </ul> <p>b) Rear additions are to be lower than the eaves of the industrial building on the secondary street side and clearly articulated. Rear additions may be higher where they are not visible from the secondary street.</p>	Generally, as per Level 3 but assessed on a case-by-case basis		
v. Side additions	<p>Side additions to the <b>original building exterior</b> are to be lower than the eaves of the industrial building and clearly articulated. Articulation can include:</p> <ul style="list-style-type: none"> <li>• a 1 meter setback behind the façade of the heritage building;</li> <li>• a subtle change in materials; or</li> </ul>	<p>Side additions are to be lower than the eaves of the industrial building and clearly articulated. Articulation can include:</p> <ul style="list-style-type: none"> <li>• a 1 meter setback behind the façade</li> </ul>	Generally, as per Level 3 but assessed on a case-by-case basis.	



Item	Contributory	Level 3	Level 2	Level 1A and 1B
	<ul style="list-style-type: none"> <li>a link element such as a glazed section.</li> </ul>	of the heritage building; <ul style="list-style-type: none"> <li>a subtle change in materials; or</li> <li>a link element such as a glazed section.</li> </ul>		
vi. Articulation	New additions impacting the <b>original building exterior</b> are to sympathetically respond to the level of articulation and modulation of the significant industrial buildings.	New additions are to sympathetically respond to the level of articulation and modulation of the significant industrial buildings.		

13.5 Details and materials

Item	Contributory	Level 3	Level 2	Level 1A and 1B
i. Character of details and materials	External detailing and materials of additions are to suit the industrial character of the heritage building and to avoid domestic scale, detailing and materials	Detailing and materials of additions are to suit the industrial character of the heritage building and to avoid domestic scale, detailing and materials		
ii. Practical decoration and details	Use structural elements and practical detailing such as engaged piers, copings, sills, etc to provide modulation and articulation of new facades			
iii. New materials	New materials to the <b>original building exterior</b> are to be sympathetic with the significant industrial buildings and not dominate them with highly contrasting colours, textures or materials.	New materials are to be sympathetic with the significant industrial buildings and not dominate them with highly contrasting colours, textures or materials.		



Item	Contributory	Level 3	Level 2	Level 1A and 1B
iv. Details to additions	Additional details to the <b>original building exterior</b> are to sympathetically respond to the details and materials of the heritage building rather than directly replicating stylistic features of the heritage building.	Additional details to sympathetically respond to the details and materials of the heritage building rather than directly replicating stylistic features of the heritage building.		

**13.6 Services**

Item	Contributory	Level 3	Level 2	Level 1A and 1B
i. Screening	New roof top services to be screened from view and integrated into overall building design. Access ladders, etc to roof top services to be discretely located and not impact on streetscape.			
ii. Services	<p>Services to the <b>original building exterior</b>:</p> <ul style="list-style-type: none"> <li>a) to be installed with minimal damage to heritage fabric.</li> <li>b) be discretely located and grouped to minimise visual impact.</li> <li>c) to be surface mounted rather than chased into masonry.</li> </ul> <p>Sufficient detail of new services to be provided at Development Application stage to demonstrate that these elements will have minimal impact on heritage fabric and spaces.</p>	<p>All new services:</p> <ul style="list-style-type: none"> <li>a) to be installed with minimal damage to heritage fabric and spaces.</li> <li>b) to be discretely located and grouped to minimise visual impact.</li> <li>c) to be surface mounted rather than chased into masonry.</li> </ul> <p>Sufficient detail of new services to be provided at Development Application stage to demonstrate that these elements will have minimal impact on heritage fabric and spaces.</p>		

**13.7 Infill buildings**

Where industrial buildings are a contrasting element in a predominantly residential streetscape, the industrial building is not be used as a precedent for new infill development.



Where the prevailing streetscape is industrial in character, infill development is to sympathetically respond to the siting, form, articulation and materials of the industrial context.



## Part 4: Commercial Building Typologies

*This part applies to all places that have the form of original commercial buildings.*

### 14. Commercial buildings in Fremantle

In the Gold Rush Era banks and offices were located around the Victoria Quay and the Town Hall and mixed-use commercial buildings with retail, offices and residential uses were located along major roads and in local centres. These buildings were all constructed with a zero setback to the street and had a distinct public face with a more finely detailed façade treatment. Simpler utilitarian treatments were used on side and rear elevations except for corner buildings which often addressed the corner with an entrance and had two primary facades.

Substantial banks and office buildings constructed in High Street and around Victoria Quay. were designed to express solidarity and permanence and often had complex façade treatments in the Federation Academic Classical Style. These buildings did not have shopfronts and the ground floor was often slightly elevated with recessed doorways to accommodate entrance steps. They did not have street verandahs although sometimes there were recessed porticos on the upper floor.

More commonly commercial buildings were mixed use with retail, services, offices and residential uses. Buildings had a zero setback from the front boundary with large shopfronts on the ground floor sheltered by a verandah that extended over the footpath and encouraged window shopping. Offices or residences were located above behind a classically proportioned façade with either a separate entrance or stair in the shop. In the more suburban residential areas parades of single storey shops were established at local centres and corner shops with attached houses were scattered throughout the area.

Fremantle's mixed use commercial buildings were mostly constructed in the Gold Rush Era but this building type continued to be used through the Inter-War era with the only major differences being the architectural treatment of the front façade, the use of fine metal framed shopfronts rather than timber shopfronts and the use of cantilevered box awnings rather than verandahs. Gold Rush era buildings were often refurbished in the Inter-War era with new shopfronts, awnings and façade treatments to reflect evolving stylistic trends.



Mixed used commercial buildings



Hotel



Gold Rush Era shops with original timber framed shopfronts and verandah



Gold-Rush era shop with Inter-War alterations to shopfronts and cantilevered awning



Detail – Timber shopfront



Detail – Metal framed shopfront



Two storey shop with residence/ storage above, North Fremantle



Corner Shop with attached house, Fremantle

#### 14.1 Conservation

Gold-Rush and Inter-War commercial buildings have a distinctive form and key architectural features including a decorative façade facing the primary street, large shopfronts edging the back of the footpath and a verandah or awning over the footpath to provide a pleasant environment to entice customers to visit and loiter. Attached residences were often located on upper floors or in the case of corner shops,



adjacent. Upper floors were also used for office and storage area or in some cases a separate staircase led up to 'chambers' or groups of small offices suites. Where buildings are located on a corner they often feature a corner entrance and address both primary and secondary streets.

Item	Contributory	Level 3	Level 2	Level 1A and 1B
i. Form, fabric, materials	Retain and conserve the distinctive building form, fabric, materials and spaces of the <b>original building exterior</b> of commercial buildings.	Retain and conserve the distinctive building form, fabric, materials and spaces of commercial buildings.		
ii. Component parts	Retain any differences between the component parts of the <b>original building exterior</b> and the differing treatments of main and side facades.	Retain any differences between the component parts of the building and the differing treatments of main and rear facades.		
iii. Original fabric	Retain and conserve original/ significant fabric and key features of the <b>original building exterior</b> that contribute to its heritage values including: <ul style="list-style-type: none"> <li>a) facades, shopfronts, doors, windows, grills, tiles and signs;</li> <li>b) verandahs and/ or awnings; and</li> <li>c) corner entrances.</li> </ul>	Retain and conserve original/ significant building fabric and key features of the commercial building that contribute to its heritage values, including: <ul style="list-style-type: none"> <li>a) facades, shopfronts, doors, windows, grills, tiles and signs</li> <li>a. verandahs and/ or awnings;</li> <li>b) corner entrances;</li> <li>c) significant internal elements – timber floors, walls, ceilings, cornices, roses, exposed steel beams and columns, stairs; and</li> <li>d) significant internal features such as internal timber stairs, display platforms, tiling or terrazzo in entries and timber framed office partitions on upper floors.</li> </ul>		
iv. Patina, wear and tear	Where patina, wear and tear and other signs of earlier use contribute to the character and heritage value of the building and are part of the <b>original building exterior</b> , do not make old fabric look new or replace with new if it is still serviceable and.	Where patina, wear and tear and other signs of earlier use contribute to the character and heritage value of the building, do not make old fabric look new or replace with new if it is still serviceable.		



v. Replacement	Where original materials of the <b>original building exterior</b> need to be replaced but are no longer available seek alternatives which closely match the visual appearance of the original. For example, match the profiles of corrugated sheeting, weatherboards or window frames in new materials with similar colours.	Where original materials need to be replaced but are no longer available seek alternatives which closely match the visual appearance of the original. For example, match the profiles of corrugated sheeting, weatherboards or window frames in new materials with similar colours.
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14.2 Adaptive reuse

Item	Contributory	Level 3	Level 2	Level 1A and 1B
i. New use	Acceptable new uses will retain heritage values through the retention of original building fabric of the <b>original building exterior</b> .	New uses to be selected that will retain heritage values through the retention of original building fabric and significant spaces.		
ii. Existing Openings	Existing windows, doors and shopfronts of the <b>original building exterior</b> are to be utilised and activated and not blocked up.	Existing windows, doors and shopfronts to be utilised and activated and not blocked up.		
iii. New Openings	New openings to the <b>original building exterior</b> may be acceptable where they will not compromise the basic form, original facade composition, architectural features and structure of the building.	No new external openings to significant facades.  New internal openings may be acceptable where they will not compromise the basic form, architectural features and structure of the building		
iv. Upper level mixed use	Proposals that bring the upper level of retail mixed use buildings into use are encouraged and new independent access arrangements to the <b>original building exterior</b> may be supported provided they	Proposals that bring the upper level of Retail Mixed Use buildings into use are encouraged and new independent access arrangements may be supported provided they do not undermine the recognised heritage value of the place.		



	do not undermine the recognised heritage value of the area.	
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*14.3 Verandahs*

Verandahs and cantilevered box awnings are an important feature of commercial buildings which contribute to the heritage value of the building and surrounding streetscape as well as the amenity of the public realm by providing sheltered public space to encourage pedestrian activation of the area. Some two storey commercial buildings have double storey verandahs attached to primary and secondary street frontages.

- i. Retain and conserve original verandahs and cantilevered box awnings.
- ii. Reinstatement of original verandahs is encouraged where evidence is available to indicate a verandah was once present. Reinstatements should use photographic records and physical remnants to ensure they are reasonably accurate. Reinstated verandahs may be structurally enhanced to comply with modern requirements where the modification to the original design is concealed, for example, more durable steel posts in place of timber posts in the road reserve may be considered where they are of the same size, shape and profile.
- iii. Verandahs are not to be enclosed.
- iv. Café blinds or similar elements that enclose the space under a street verandah would only be considered where they do not impede pedestrian usage of the footpath or visually obscure the building and its shopfronts.

*14.4 Shopfronts*

Large, glazed shopfronts are a key architectural feature of commercial buildings and make an important contribution to the heritage character of Fremantle and the quality of the built environment.

The façade of a commercial building is divided into bays by the masonry building structure. Traditional shopfronts span for the full width of the structural bay and extend up to the underside of the verandah / awning roof. Some shops have a secondary highlight window over the verandah to provide extra light deep into the shop. The traditional shopfront consists of a recessed entrance door, large, glazed shopfront windows sitting on a low solid plinth or 'stall bay' and a glazed fanlight that extends over the door and shop window. There is usually a



glazed fanlight over the entrance door and shopfront which sometimes has decorative stained glass or lead lights. Inside the shop there was usually a raised platform to display goods.

Gold Rush era shopfronts were of timber construction sometimes with decorative turned columns, stained glass fanlight windows and tiled entry recesses and dados to structural piers. The solid stall bay was usually part of the shopfront. Inter-War era shopfronts had a fine metal framed structure with Art Deco influenced proportioning and decorative motifs, leadlight fanlight windows and tiled or terrazzo entry recesses and dados to structural piers. The stall bay was usually a masonry plinth which was tiled to match the dado tiling on the masonry piers to the façade.

*14.4.1 Conservation and adaptation of heritage shopfronts:*

- i. Heritage shopfronts are to be retained, conserved and, where possible, enhanced to maintain the character of the commercial building. Both the Gold Rush period timber frames and the interwar period, Art Deco influenced metal frames are significant.
- ii. Historic fabric and architectural features of the shopfront are to be retained including decorative features and glazing, metal vents, tiling, terrazzo features, shop numbers, remnant signage, pressed metal linings, etc.
- iii. Traditionally shopfront windows had fixed panes; modification of the shopfront to include some opening windows will only be considered where frames are invisible, and installation does not involve the removal of original fabric.
- iv. Do not remove transoms (horizontal elements) or mullions (vertical elements) from heritage shopfronts.
- v. Do not install bi-fold doors into heritage place shopfronts.
- vi. Do not install external roller doors, gates or roller shutters in front of shopfronts to heritage place buildings.
- vii. Glazing to shopfronts to be largely clear to activate the street and contribute to the ambience and character of the area.
- viii. Glazing above the shopfront and verandah level is to be retained and is not to be covered internally by bulkheads and ceilings.

*14.4.2 New shopfronts to heritage places*

- i. New shopfronts to heritage places may be considered where the original shopfront, or an Inter-War era replacement shopfront, has been removed in the past.



- ii. Reinstatement of missing shopfronts is highly encouraged where there is documentary evidence of the original shopfront (photos or plans) or physical evidence (a surviving shopfront or parts of a shopfront within the same building).
- iii. New shopfronts to a building with other surviving heritage shopfronts must either accurately reinstate the original shopfront or sympathetically respond to the form, architectural style, materials and colours of the original shopfront.
- iv. New shopfronts are to sympathetically respond to the traditional shopfront form and the architectural style and era of the building. Shopfronts are to include a recessed entrance, large shop window with a low solid plinth, fanlight and where appropriate highlight windows over the verandah / awning.

**14.4.3 Shopfront window signs**

- i. Advertising on shopfronts not to significantly obstruct views into commercial tenancies so activity and shopfront displays will activate the street and contribute to the character of the area.
- ii. Fanlights to remain predominantly clear.
- iii. Traditional signage such as lettering or small logos on a clear background is encouraged.

**14.5 Siting**

Most commercial buildings have a zero setback to the street (primary and secondary), and this often contrasts with surrounding residential development which is set back from the street. The exception to this is a Corner Shop and House which is a hybrid typology.

Item	Contributory	Level 3	Level 2	Level 1A and 1B
i. Existing setbacks	Additions to commercial buildings are to match the existing setbacks of the heritage building rather than adjacent buildings of a different typology.			
ii. Corner Shop and House	Additions to Corner Shop and House buildings are to respect the established setbacks of the two parts. For the house, refer to Part 2: Residential Building Typology of this Policy.			



14.6 Form and scale

Item	Contributory	Level 3	Level 2	Level 1A and 1B
i. Form and volume	Additions to the <b>original building exterior</b> are to sympathetically respond to the form and volumes of the commercial building.	Additions are to sympathetically respond to the form and volumes of the commercial building.		
ii. Scale, proportions and rhythm	Additions to the <b>original building exterior</b> are to sympathetically respond to the scale, proportions, structural grid and rhythm of openings of the industrial building.	Additions are to sympathetically respond to the scale, proportions, structural grid and rhythm of openings of the commercial building.		
iii. Rear additions	Rear additions are to be designed so they do not adversely affect the <b>original building exterior</b> and are not visible from the street.			
iv. Rear additions to secondary street	<p>a) Second storey additions to the rear of a building on a corner lot are to be set back an appropriate distance based on a streetscape analysis of the secondary street. Issues to consider include:</p> <ul style="list-style-type: none"> <li>i. Prevailing streetscape and setbacks of the secondary street.</li> <li>ii. Avoiding a two-storey height wall to the secondary street unless this reflects the prevailing streetscape of the secondary street.</li> </ul> <p>b) Rear additions are to be lower than the eaves of the commercial building on the secondary street side and clearly articulated. Rear additions may be higher where they are not visible from the secondary street.</p>	Generally, as per Level 3 but assessed on a case-by-case basis		
v. Side additions	Side additions to the <b>original building exterior</b> are to be lower than the eaves of the commercial building and clearly articulated. Articulation can include:	Side additions are to be lower than the eaves of the commercial building and	Generally, as per Level 3 but assessed on a case-by-case basis.	



	<ul style="list-style-type: none"> <li>• a 1 meter setback behind the façade of the heritage building;</li> <li>• a subtle change in materials; or</li> <li>• a link element such as a glazed section.</li> </ul>	<p>clearly articulated. Articulation can include:</p> <ul style="list-style-type: none"> <li>• a 1 meter setback behind the façade of the heritage building;</li> <li>• a subtle change in materials; or</li> <li>• a link element such as a glazed section.</li> </ul>	
vi. Articulation	New additions impacting the <b>original building exterior</b> are to sympathetically respond to the level of articulation and modulation of the significant commercial buildings.	New additions are to sympathetically respond to the level of articulation and modulation of the significant commercial buildings.	

**14.7 Details and materials**

Item	Contributory	Level 3	Level 2	Level 1A and 1B
i. Character of details and materials	External detailing and materials of additions are to suit the industrial character of the heritage building and to avoid domestic scale, detailing and materials	Detailing and materials of additions are to suit the industrial character of the heritage building and to avoid domestic scale, detailing and materials		
ii. Practical decoration and details	Use structural elements and practical detailing such as engaged piers, copings, sills, etc to provide modulation and articulation of new facades			



iii. New materials	New materials to the <b>original building exterior</b> are to be sympathetic with the significant commercial buildings and not dominate them with highly contrasting colours, textures or materials.	New materials are to be sympathetic with the significant commercial buildings and not dominate them with highly contrasting colours, textures or materials.
iv. Details to additions	Additional details to the <b>original building exterior</b> are to sympathetically respond to the details and materials of the heritage building rather than directly replicating stylistic features of the heritage building.	Additional details to sympathetically respond to the details and materials of the heritage building rather than directly replicating stylistic features of the heritage building.

**14.8 Services**

Item	Contributory	Level 3	Level 2	Level 1A and 1B
i. Screening	New roof top services to be screened from view and integrated into overall building design. Access ladders, etc to roof top services to be discretely located and not impact on streetscape.			
ii. Services	<p>Services to the <b>original building exterior</b>:</p> <ul style="list-style-type: none"> <li>d) to be installed with minimal damage to heritage fabric.</li> <li>e) be discretely located and grouped to minimise visual impact.</li> <li>f) to be surface mounted rather than chased into masonry.</li> </ul> <p>Sufficient detail of new services to be provided at Development Application stage to demonstrate that these elements will have minimal impact on heritage fabric and spaces.</p>	<p>All new services:</p> <ul style="list-style-type: none"> <li>d) to be installed with minimal damage to heritage fabric and spaces.</li> <li>e) to be discretely located and grouped to minimise visual impact.</li> <li>f) to be surface mounted rather than chased into masonry.</li> </ul> <p>Sufficient detail of new services to be provided at Development Application stage to demonstrate that these elements will have minimal impact on heritage fabric and spaces.</p>		



*14.9 Infill buildings*

Where commercial buildings are a contrasting element in a predominantly residential streetscape, the commercial building is not be used as a precedent for new infill development.

Where the prevailing streetscape is commercial in character, infill development is to sympathetically respond to the siting, form, articulation and materials of the commercial context.



## **Part 5: Criteria for Specific Heritage Areas**

*The heritage areas below have specific requirements in addition to the general requirements of Parts 1-4 above. Where Parts 1-4 are inconsistent with Part 5, the Part 5 requirements prevail to the extent of the inconsistency.*

### **15. Hilton Garden Suburb Heritage Area**

The Hilton Garden Suburb Heritage Area has a distinctive heritage character that is derived from its planning, development and construction by the State Housing Commission in the Post-War Era. The curvilinear road layout, parks, irregular shaped lots and large open front gardens all contribute to the garden suburb character and a high proportion of the original houses remain. The houses, which are a simplified form of popular Inter-War styles, have a high level of conformity due to limitations on floor area, scale and materials. Housing constructed in the early stage of development is timber framed with tiled roofs and variety was provided by variations in the simple hip and gable roof forms, the porch design and the wall cladding material. Later development east of Collick Street includes brick and tile house types with simplified elements of popular Post-War residential styles.

#### *15.1 Street Setbacks*

- 15.1.1 For the purpose of determining the setback of buildings, the street designated as the primary or secondary street shall be determined by the Council, taking into consideration the prevailing streetscape, lot and house orientation and physical characteristics of the lot.
- 15.1.2 New extensions shall be located at the rear or side of the original dwelling.
- 15.1.3 Deemed-to-comply setbacks for buildings, including garages/carports where under the main roof of the development, are as follows:

<b>Item</b>	<b>Setback</b>
Primary Street	7m
Secondary Street	3m
Garages, Carports and Outbuildings	Set back in line with or behind the front wall of the dwelling.

- 15.1.4 Notwithstanding the above, carports may be located in front of the dwelling where the development meets all of the following criteria:
  - a) The carport is open on all sides with no door;
  - b) The carport is lightweight in construction with timber or steel vertical supports no greater than 150mm in width in any direction;
  - c) No part of the carport exceeds 2.8 metres in height above natural ground level;



- d) The carport appears simple in design and is visually subservient to the form and proportion of the dwelling;
  - e) The carport is located so as to maintain visibility of the dwelling from the street and surveillance from the dwelling to the street;
  - f) The maximum width of the carport is to be 6 metres on a property with a frontage of 14 metres or greater or on a property with a frontage of less than 14 metres, the maximum width of a carport is to be 3 metres; and
  - g) The carport complies with clause 5.1.3 – Lot boundary setbacks, of the Residential Design Codes.
- 15.1.5 Variations to primary street setbacks may be considered where the development meets at least one of the following criteria:
- a) Where the proposed setback of the building is consistent with the setback of buildings within the prevailing streetscape;
  - b) Where due to the nature of the road and/or lot layout in the locality or the topography of the land, the proposed setback of the building does not result in a projecting element into an established streetscape vista; or
  - c) Where the proposed setback of the building will facilitate the retention of a mature, significant tree deemed by the Council to be worthy of retention.
- 15.1.6 Variations to secondary street setbacks may be considered where the development meets criteria 15.1.5(b) above.
- 15.1.7 Dwellings are to be oriented parallel with the front boundary of the property addressing the primary street unless one of the following apply:
- a) The proposed dwelling orientation is consistent with the orientation of dwellings within the prevailing streetscape; or
  - b) The proposed dwelling orientation is consistent with the traditional angular orientation of buildings, particularly in the case of corner lots where dwellings are typically set square to the corner splay of the lot.

**15.2 Garage width**

15.2.1 Garage widths are as follows:

Location	Criteria
Garage set back in line with or less than 2 metres behind the front wall of the dwelling	Maximum garage width of 3.2 metres
Garage set back 2 metres or more behind the front wall of the dwelling	<ul style="list-style-type: none"> <li>Maximum garage width of 45% the width of the front of the dwelling</li> <li>Driveway to taper gradually from the garage to the street and be a maximum width of 3.5 metres at the street boundary</li> </ul>



Corner lots where the garage addresses the secondary street	Maximum garage width of 6 metres
---	----------------------------------

- 15.2.2 The garage width may be varied where one of the following can be demonstrated:
- a) The visual impact of the garage on the streetscape is alleviated due to significant variations in the topography in the front setback area such that the garage floor level is situated well below the ground level of the street;
  - b) The garage is setback a significant distance from the street boundary of the property and the width of the driveway is minimised to maintain a streetscape of open front setback areas and single residences separated by open space that are not dominated by garages; or
  - c) The positioning of the garage will assist in producing an overall building design more in keeping with the form and proportions of traditional Hilton houses, including a simpler roof form and the width of the driveway is minimised to maintain a streetscape of open front setback areas and single residences separated by open space that are not dominated by garages.

*15.3 Street walls and fences*

- 15.3.1 Fencing with a high proportion of visual permeability and reflective of fencing styles and materials traditional to the area (primarily post and wire/mesh infill) is strongly encouraged.
- 15.3.2 Street walls and fencing forward of the building line are to be a maximum height of 1.5 metres and meet the following criteria:

Where the maximum fence height is...	Visual permeability is to be...
Up to 0.9 metres	Minimum 20% visually permeable above 0.3 metres
1.0m to 1.2 metres	Minimum 50% visually permeable above 0.3 metres
1.3 to 1.5 metres	Minimum 85% visually permeable above 0.3 metres

- 15.3.3 Variations to the above may be considered where it is demonstrated that the proposal is consistent with character of the prevailing streetscape (including, in relation to this clause only, the house directly across the street and the three houses on either side of that opposing house, where these are located within the Hilton Heritage Areas) AND maintains clear surveillance between the street and the dwelling.
- 15.3.4 Notwithstanding the above, front fencing shall be visually permeable above 1.2 metres to a maximum height of 1.8 metres, with piers no higher than 2.0 metres for properties on the following streets:
- South Street, between Stock Road and Lee Avenue;
  - Carrington Street, between South Street and Winterfold Road; or



- Winterfold Road, between Carrington Street and Collick Street.

15.3.5 Solid masonry (brick) fencing of a maximum height of 2 metres is permitted to the rear boundary of properties backing onto Stock Road.

*15.4 Vehicle Access*

15.4.1 Where two or more lots share a vehicular access point (via an access easement, common property driveway, or the like), such a shared vehicular access point is to be the sole vehicle access for all of those lots to that street front.

15.4.2 Where variations are permitted, new crossovers shall be a maximum width of 3 m, and the development is to provide a landscaping plan demonstrating high quality landscaping features to soften the impact of the additional hardstand on the streetscape appearance.

*15.5 Building Height*

15.5.1 Building heights are as follows:

Item	Height
External wall height for elevations fronting the primary and/or secondary streets	Minimum 3.2 metres
External wall height	Maximum 3.5 metres (equivalent to single storey with loft)
Roof ridge height	Maximum 6.5 metres

15.5.2 Lesser external wall heights may be considered where the proposed height is consistent with the wall height of development within the prevailing streetscape and the development meets one of the following:

- The development incorporates design elements that give the development a greater, more traditional presence to the street such as gable ends greater than the minimum external wall height or a steeper roof pitch (within the maximum roof pitch requirement of 35 degrees); or
- The natural ground level of the site is higher than the street so the development maintains a greater, more traditional presence to the street.

15.5.3 Greater external wall heights and/or roof ridge heights may be considered where the development meets one of the following criteria:

- The development is on a rear survey strata lot, battleaxe lot or the equivalent and has minimal presentation to the streetscape and the development complies with the Deemed-to-comply requirements of the Residential Design Codes for the following:
  - Clause 5.1.3 Lot Boundary Setback,
  - Clause 5.1.4 Open Space, and



iii. Clause 5.4.2 Solar access for adjoining sites

- b) Excluding development on a rear survey strata lot, battleaxe lot or the equivalent, the front and side elevations of the development present generally as a single storey dwelling when viewed from the street with the predominant bulk of the element exceeding the prescribed maximum building height located at the rear of the dwelling; or
- c) Excluding development on a rear survey strata lot, battleaxe lot or the equivalent, the proposed building height is consistent with the building height of development within the prevailing streetscape.

*15.6 Boundary walls*

- 15.6.1 Boundary walls shall be located a significant distance from the front boundary to maintain a streetscape of separated single residences separated by open space.

*15.7 Form and proportion of new dwellings*

- 15.7.1 Unless it can be demonstrated that a proposal is consistent with the prevailing streetscape, roofs shall:
- a) Be hipped or gabled with a pitch between 27.5 and 35 degrees;
  - b) Be simple in form, incorporating no more than 2 roof elements visible from the primary and/or secondary street; and
  - c) Have eaves a minimum width of 450mm.
- 15.7.2 Buildings shall:
- a) Have wall angles of the front face of the dwelling be 90 degrees; and
  - b) Have a front door facing and clearly visible from the street.
- 15.7.3 Variations to the above may be considered where a proposal is consistent with the prevailing streetscape, and provides street surveillance from a habitable room or active outdoor habitable space between the dwelling and the street.

*15.8 Conservation of existing dwellings*

- 15.8.1 Where the dwelling is an original timber framed or brick dwelling constructed during the establishment of the Hilton Garden Suburb Precinct (dwellings constructed prior to 1965), refer to Parts 1 & 2 of this Policy for criteria on conservation and any other items not addressed in this Part. If the dwelling is not an original dwelling constructed prior to 1965, refer to clause 10 of this Policy for criteria not addressed in this Part.
- 15.8.2 Variations may be considered where the proposed development involves minor variations and is specifically designed according to solar passive design principles to achieve a significantly higher level of energy efficiency than could otherwise be achieved by complying with Parts 1,2 or 5 of this Policy.



*15.9 Rear lots*

- 15.9.1 Where development is proposed on a site or lot that is either a battleaxe lot, rear survey strata lot or the equivalent and the proposed development has minimal presentation to the streetscape, only the maximum height and vehicle access provisions of this Part apply. For all else, refer to the Residential Design Codes.

*15.10 Non-residential development*

- 15.10.1 Where development is proposed on a site or lot not zoned Residential and/or where the development is associated with a non-Residential use class, the development shall be compatible with the heritage significance of the "Hilton Garden Suburb Precinct" Heritage Area as well as the relevant requirements of the Local Planning Scheme No. 4.

*15.11 Subdivision*

- 15.11.1 The historic pattern of subdivision within the Hilton Garden Suburb Precinct is characterised by wide lot frontages which contribute significantly to the streetscape character and amenity of Hilton. In order to preserve the traditional streetscape character and amenity of Hilton, the following criteria apply:
- The subdivision is in the form of battleaxe or survey strata (with or without common property) with one lot behind the other.
  - The proposed front lot shall have a minimum frontage of 16 metres. In the case of corner lots, the minimum frontage of 16 metres shall apply to the primary street.
  - Access legs for battleaxe or survey strata subdivision shall provide reciprocal access to both the front and rear lots. The City may impose a relevant condition on any subdivision.
- 15.11.2 Variations to the above may be considered where the local government is satisfied that the proposal will be consistent with the form of subdivision within the prevailing streetscape.

**16. West End**

Refer to LPP 3.21: West End Heritage Area.

**17. Other Heritage Areas**

17.1 Street setbacks

For the following areas, deemed-to-comply street setbacks to residential development in a residential zone are as per the Residential Streetscape Policy unless the lot is subject to a more area-specific policy, guideline or planning instrument:

- Holland and Forrest Streets Heritage Area
- Howard Street Heritage Area
- Memorial Reserve Heritage Area



- North Fremantle Heritage Area
- Ord and Bateman Streets Heritage Area
- Ord Street Heritage Area
- ~~South Fremantle Heritage Area~~



## Appendix 1 - Definitions

The following definition of terms used in the policy apply in addition to those in Planning and Development Act and Heritage Act, and subsidiary regulations, and City of Fremantle Local Planning Scheme No.4.

**Adaptation** means changing a place to suit the existing use or a proposed use.

**Additions** are new elements to be added to an existing place – this could include extensions, outbuildings or ancillary structures.

**Alterations** are changes to an existing place.

**Ancillary structures** include sheds, patios and gazebos etc.

**Bulk** is the combination of scale, massing and form of a building (three-dimensional perspective), e.g. a cube is of greater bulk than a pyramid of the same base size and elevation.

**Contributory place** means a **place** that makes a positive contribution to the **cultural heritage significance** of a Heritage Area. A **contributory place** may or may not be included on the City's **Heritage List** as an individual **place**.

**Curtilage** the area of land around a building associated with its function and/or appropriate visual space.

**External fixtures** – refer Residential Design Codes definition. (Includes air conditioning units, radio and television aerials, satellite dishes, solar panels, water tanks, service connections, meter boxes or similar structures appurtenant to buildings)

**Form** means the overall shape and size of a building, structure or fabric and the arrangement of its parts and features.

**Heritage List** is the list of places and areas that are considered to have cultural heritage significance to the City of Fremantle and are worthy of protection.

**Heritage-protected place** is as defined in Schedule 2 Regulation 1A of the *Planning and Development (Local Planning Schemes) Regulations 2015*. For ease of reference, the definition includes state registered places, locally registered places, places the subject of a heritage order or heritage agreement, and all properties within a heritage area, including non-contributory properties.

**Individual place** see Place.

**Interpretation** means communicating the meanings of a cultural or historic **place** through a variety of media and includes the retention and **conservation** of the **fabric** of the **place**.

**Like-for-like** means exchanging a part of a **place** in exactly matching material, colour, **form**, profile etc.

**Maintenance** means the continuous protective care of a **place** and its **setting**, including regular inspection and cleaning. **Maintenance** is distinct from repair, which involves **restoration** or **reconstruction**. For roofs, **maintenance** includes partial repairs such as replacement of some roof sheets or some tiles, but not whole roof replacement.



**Non-contributory** means a **place** that does not contribute to the **cultural heritage significance** of the South Fremantle Heritage Area.

**Original building exterior** means:

- a) the original external portions of a building that contribute to the area. It includes, the following:
  - i. the main external walls under the original main roofline;
  - ii. the roof, eaves, roof plumbing and chimneys of the original main building;
  - iii. any lean-tos of the same material and constructed at roughly the same time as the original main rooms of the house;
  - iv. porches, verandahs, front steps and the like;
  - v. window frames, doors, shopfronts, and positioning of openings;
  - vi. external detailing and features; and
  - vii. colour, material, texture, and the like.

But *excludes*:

- viii. portions of rear wall (inclusive of above items i-vii on the rear wall) at least 250mm from a side corner;
- ix. rear portions of roofs and eaves from the corner of the rear roof or eaves to 250mm in from the side corner of the wall; and
- x. any portions of roof at least 500mm behind the apex or parapet and down the length of the rear roof and not visible from the street.

Refer to figures 4 and 5 in Appendix 2.

**Patina** means the surface appearance of something evolving with age or use.

**Partial demolition** is selective in nature since it only removes certain parts of a building instead of the entire structure.

**Place (Heritage place / Individual place / Individually listed place)** has the meaning given by the *Heritage Act 2018*. It is the whole of the heritage lot or parcel of land which contains a heritage item that is considered to be the place. For purposes of this policy, the term excludes non-contributory properties unless as part of the term "heritage-protected place".

**Preservation** means maintaining a place in its existing state and preventing deterioration. Preservation would include, for example, repainting a previously painted timber element to protect it from the weather.

**Prevailing Streetscape** means the characteristics of the 3 properties adjoining either side of the subject site, fronting the same street and in the same street block. In the case of a corner lot where the dwelling is orientated to the splay, the characteristics of the adjoining three properties, where appropriate, facing both streets shall be considered. Greater weight may be given to the characteristics of the two immediately adjoining properties on either side of the subject site fronting the same street(s). For the purpose of this definition,

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properties separated by a street shall not be considered 'adjoining', nor shall intrusive or non-contributory properties be used to establish context.

**Public realm** means publicly accessible areas such as footpaths and road reserves.

**Reconstruction** means returning a place to a known earlier state and is distinguished from 'restoration' by the introduction of new material. Reconstruction would include replacing decayed fabric with new fabric; for example, a rusted-out gutter being removed and a new (but matching gutter) being installed. Reconstruction should always be done in a 'like for like' replacement manner.

**Restoration** means returning a place to a known earlier state by removing accretions or by reassembling existing elements without the introduction of new material. It generally involves returning dislodged or relocated fabric to its original location. E.g. loose roof gutters on a building or displaced stones from a wall.

**Scale** is the two-dimensional elevation sizes of a building; the vertical height; horizontal width; and their relative proportions to surrounding buildings and places.

**Setback** means the horizontal distance of building edge from a property boundary.

**Setting** means the immediate and extended environment of a place that is part of, or contributes to, its cultural significance and distinctive character.

**Significant Fabric** is the part(s) of a place or area that are important to its cultural heritage significance. For contributory properties this relates only to the external parts that form the original building exterior. For individually listed properties, it may include any or all of the place.

**Siting** means the relationships and juxtaposition of buildings on a site and the space around/between buildings.

**Visible from the street** – means based on an assumed line of sight measured at a perpendicular angle to the primary street boundary of the development site and the street or public open space, at an assumed point of 1 metre less than the street width and 1.6 metres above ground level. An area of public open space will be considered to have an assumed street width of 20 metres for the purpose of this definition. (Refer to diagram in Appendix 2)



## Appendix 2 – Diagrams

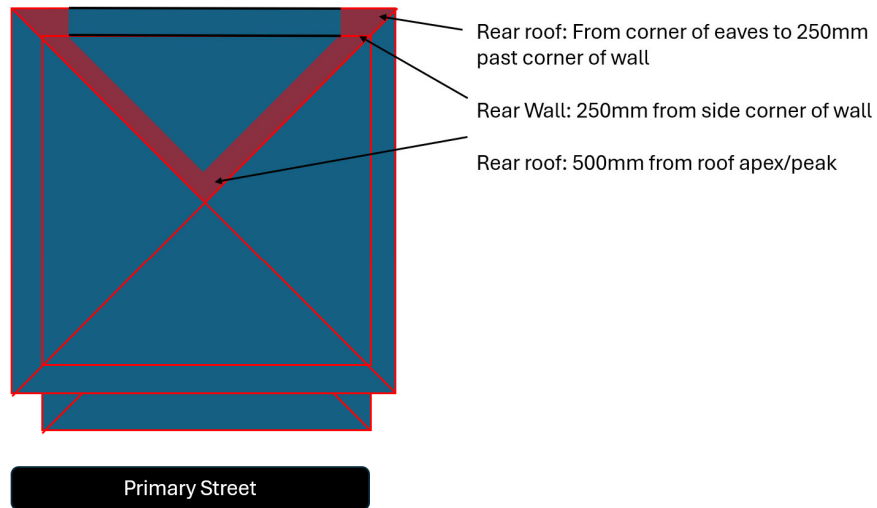


Figure 4: Original Building Exterior Outlined in Red

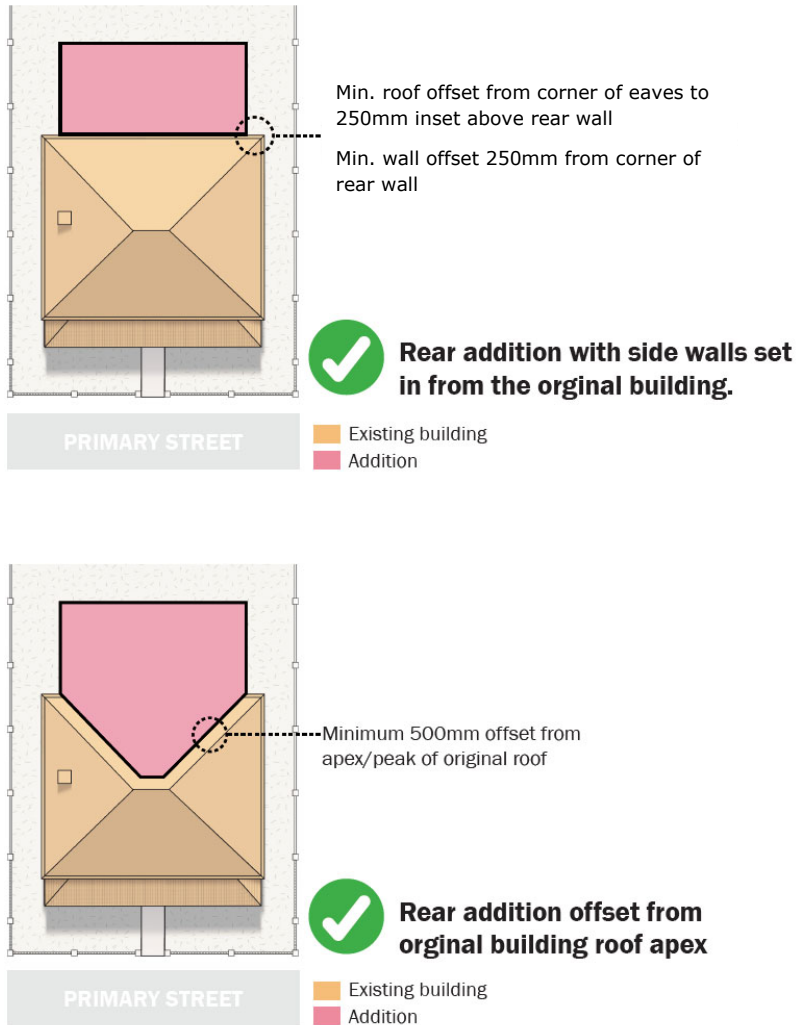
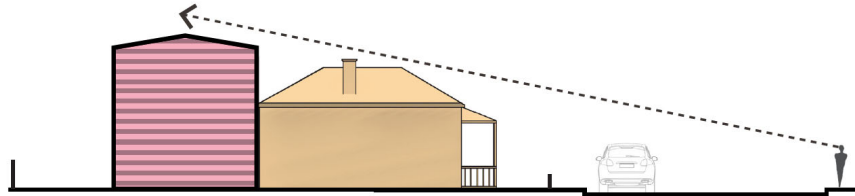


Figure 5: Figures illustrating development outside the original building exterior



**Figure 6: Visible from the street line of sight**



Appendix 2 – Common Heritage Building Diagrams

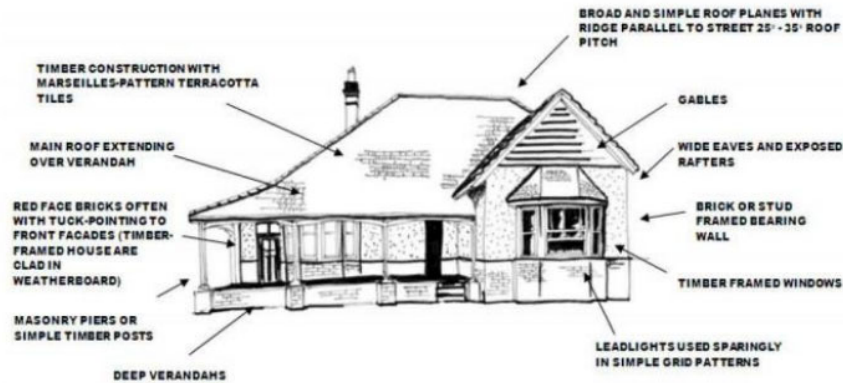


Figure 7: Federation Bungalow



Figure 8: Inter-war Californian Bungalow

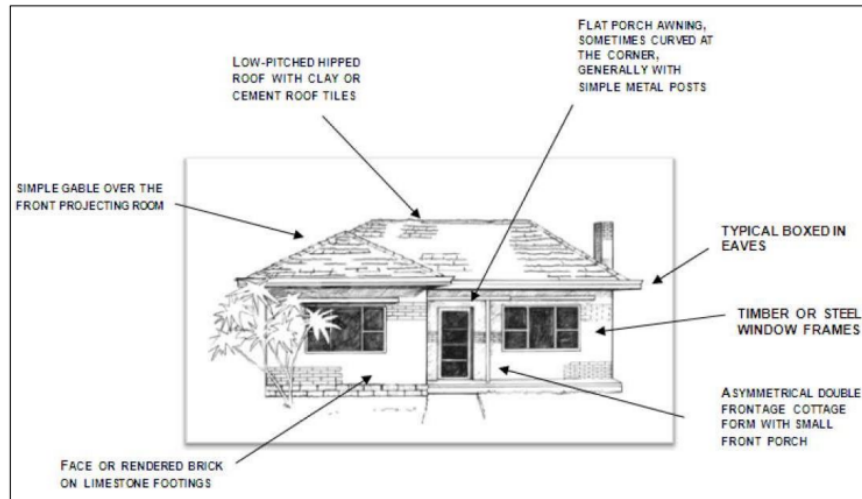


Figure 9: Austerity Cottage

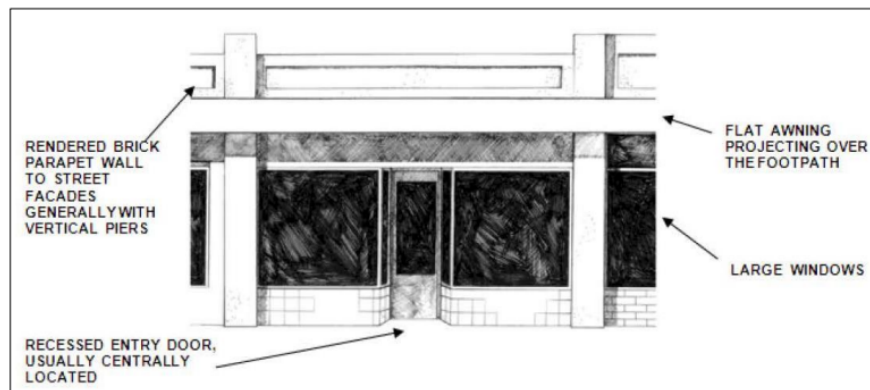


Figure 10: Shop front

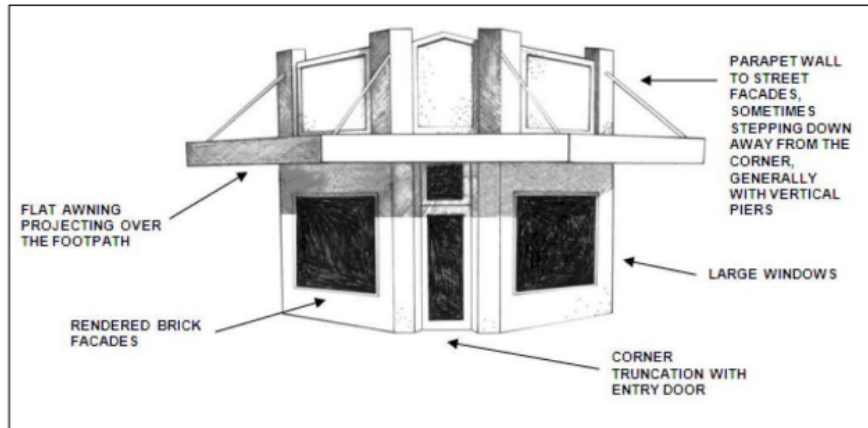


Figure 11: Corner shop

Responsibility and review information	
<b>Responsible officer:</b>	Manager Strategic Planning and City Design
<b>Document adoption/approval details</b>	27 August 2025 – Ordinary Meeting of Council – C2508-15
<b>Document amendment details</b>	
<b>Next review date</b>	27 August 2029

## **CITY OF FREMANTLE**

### **LOCAL PLANNING POLICY 2.9**

#### **RESIDENTIAL STREETSCAPE POLICY**

**ADOPTION DATE:** 19 February 2013  
**AMENDED DATE:** 6 May 2014, 28 November 2018 (31 March 2020 - WAPC)  
**AUTHORITY:** LOCAL PLANNING SCHEME NO.4  
Planning and Development (Local Planning Schemes)  
Regulations 2015

#### **STATUTORY BACKGROUND**

Clause 4.2.2 of the City's Local Planning Scheme No. 4 states that unless otherwise provided for in the Scheme, the development of land for any of the residential purposes dealt with by the Residential Design Codes (R-codes) is to conform to the provisions of the R-codes.

Part 7 of the Residential Design Codes states that a Local Planning Policy may contain provisions that amend or replace specific deemed-to-comply provisions.

Those deemed-to-comply provisions of the Residential Design Codes that are varied or replaced by this policy are clauses 5.1.2 C2.1, 5.1.6 C6, 5.2.1 C1.1, C1.2,-C1.5, and 5.3.5 C5.1, C5.2, C 5.3.

The Planning and Development (Local Planning Schemes) Regulations 2015 empowers the Council to consider a broad range of considerations and impose conditions relating to these in dealing with an application for planning approval.

#### **APPLICATION**

The provisions of this policy apply to all residential development assessed under Part 5 of the Residential Design Codes, except where specific provisions are contained within a Local Area Planning Policy or equivalent. In the event that there is a conflict between this policy, and a provision contained within a Local Area Planning Policy, the most specific policy provision shall prevail.

#### **DEFINITIONS**

**Prevailing streetscape** means the characteristics (generally limited to the setback and orientation of buildings including garages and carports from the primary or secondary street, front walls and fencing, building height, building/roof form and proportion) of the 3 properties, where appropriate, adjoining either side of the subject site, fronting the same street and in the same street block.

In the case of a corner lot where the dwelling is orientated to the splay, the characteristics of the adjoining three properties, where appropriate, facing both streets shall be considered.

Greater weight may be given to the characteristics of the two immediately adjoining properties on either side of the subject site fronting the same street(s).

For the purpose of this definition, properties separated by a street shall not be considered 'adjoining'.

**Prescribed street setback** means the minimum setback of a building as per table 1 of this policy (including garages and carports, but excluding a verandah, porch or balcony). The prescribed street setback is based on the development site's Local Planning Area and proposed development height. The prescribed street setback is measured on a right angle (90 degrees) from the street alignment to the building. There are two prescribed street setbacks for this policy – one for single storey development and the other for two storey development.

**POLICY**

**1. Setback of Buildings including Garages and Carports under the main roof of the development**

Table 1. Prescribed Primary Street Setback

Local planning Area	Minimum prescribed street setback for buildings with an external wall height of 4 metre or less	Minimum prescribed street setback for buildings with an external wall height of greater than 4 metres
Fremantle	5m	7m
North Fremantle	5m	7m
South Fremantle	7m	10m
Beaconsfield	7m	10m
White Gum Valley	7m	10m
Samson	6m	8m
O'Connor	8m	10m
Hilton (excludes the Hilton Heritage Area)	7m	9m

1.1 Buildings are to be setback from the primary street in accordance with the prescribed street setback for the applicable Local Planning Area as prescribed in table 1.

- 1.2 Variations to the requirements of clause 1.1 above may be considered, at Council's discretion subject to the proposed development meeting at least one of the following criteria:
- i. The proposed setback of the building is consistent with the setback of buildings of comparable height within the prevailing streetscape; or
  - ii. The proposed setback of the building does not result in a projecting element into an established streetscape vista by virtue of the road and/or lot layout in the locality or the topography of the land; or
  - iii. The proposed setback of the building will facilitate the retention of a mature, significant tree deemed by the Council to be worthy of retention (Refer also to LPP2.10 Landscaping of Development and Existing Vegetation on Development Sites); or
  - iv. Where there is no prevailing streetscape; or
  - v. Where the proposed development is on a lot directly adjoining a corner lot, Council will consider a reduced setback that considers the setback of the corner lot in addition to buildings in the prevailing streetscape.

- Notes: 1. *Development additionally needs to meet the requirements of Clause 4 of this policy which relate to building height and scale. The requirements of Clause 4 are not related to the requirements of Clause 1.*
2. *No prevailing streetscape applies to, but is not limited to, instances where development is proposed on a lot where there are no other Grouped Dwellings or Single Houses adjoining the lot (three either side) that front the same street. Examples include situations where the lot is the first to develop on a new street or right of way, or development of a lot that adjoins a commercial property.*

**2. Setback of Garages and Carports not under the main roof of the development**

- 2.1 Garages, carports and outbuildings, except as provided for below, are to be setback in line with or behind the front wall of the dwelling.
- 2.2 Where the property is not on the Heritage List, carports may be located in front of the dwelling where the development meets all of the following criteria:
- i. The carport is open on all sides with no door; and
  - ii. The carport is constructed from timber or steel vertical supports no greater than 150mm in width in any direction; and
  - iii. The carport does not exceed an average of 2.8 metres in height above natural ground level; and
  - iv. The carport is located so as to maintain visibility of the dwelling from the street and surveillance from the dwelling to the street; and
  - v. The maximum width of the carport is to be 6 metres on a property with a frontage of 12 metres or greater or on a property with a frontage of less than 12 metres, the maximum width of a carport is to be 3 metres; and
  - vi. The carport is setback one metre or greater from any side boundary.

- 2.3 Variations to the requirements of clause 2.1 or 2.2 above may be considered, at Council's discretion subject to the proposed development meeting at least one of the following criteria:
- i. The proposed building is consistent with the character of buildings in the prevailing streetscape; or
  - ii. The proposed setback of the building does not result in a projecting element into an established streetscape vista by virtue of the road and/or lot layout in the locality or the topography of the land; or
  - iii. The proposed setback of the building will facilitate the retention of a mature, significant tree deemed by the Council to be worthy of retention (Refer also to LPP2.10 Landscaping of Development and Existing Vegetation on Development Sites); or
  - iv. The carport is lightweight in construction, appears simple in design and is visually subservient to the form and proportion of the dwelling. Additionally, the front setback area is designed in such a way so as to maintain visibility of the dwelling from the street and surveillance from the dwelling to the street.
- 2.4 Additional to clause 2.3 above, where the property is on the Heritage List the proposed development's compatibility with and impact on the heritage significance of the property will be considered. Due consideration will be given to the heritage assessment prepared under Local Planning Policy 1.6 Preparing heritage assessments and approval will only be granted where the development is considered compatible with the heritage significance of the property.

### **3. Building Orientation**

- 3.1 Buildings shall be orientated parallel with the front boundary of the property with front doors and windows facing and clearly visible from the street.
- 3.2 Variations to the requirements of clause 3.1 above may be considered, at Council's discretion subject to the proposed development meeting at least one of the following criteria:
- i. The building orientation is consistent with the orientation of buildings in the prevailing streetscape; or
  - ii. The proposed orientation is consistent with the traditional angular orientation of buildings, particularly in the case of corner lots where dwellings are typically set square to the corner splay of the lot; or
  - iii. The development is specifically designed according to solar passive design principles to achieve a significantly higher level of energy efficiency than would otherwise be achieved by complying with the orientation requirements, and has negligible adverse amenity impacts on adjoining properties; or
  - iv. The proposed orientation is required so as to retain a heritage listed building or a building in a heritage area.

**4. Building Height and Scale**

- 4.1 All properties not subject to specific provisions of Local Planning Scheme No. 4 or a local area planning policy (in relation to height), shall be subject to the category B building height requirements of Table 3 of the Residential Design Codes.

*Note: Development additionally needs to meet the requirements of Clause 1 of this policy which relates to the prescribed street setback based on the development's external wall height. The requirements of Clause 1 are not related to the requirements of Clause 4.*

- 4.2 Variations to the requirements of clause 4.1 above may be considered, at Council's discretion, subject to the proposed development meeting at least one of the following:
- i. The proposed building height is consistent with the predominant building height of development within the prevailing streetscape; or
  - ii. A portion of the building is over height by virtue of a sloping site and the development is likely to otherwise comply with the requirements of clause 4.1 above if the site's natural ground level comprised of less slope; or
  - iii. The development does not result in any significant adverse impact on adjoining properties in regards to building bulk, boundary setbacks, visual privacy, access to views of significance and overshadowing.

**5. Additions and Extensions for heritage listed properties**

- 5.1 Where the property is included on the City's Heritage List and is not subject to specific provisions of Local Planning Scheme No. 4 or a local area planning policy:
- i. Second storey additions to an existing single storey dwelling are to be setback behind the main roof ridge of the existing dwelling a minimum distance of four (4.0) metres; and
  - ii. Shall be designed and setback so as to retain the impression of a single storey house when viewed from the street.
- 5.2 Variations to the requirements of clause 5.1 above may be considered, at Council's discretion subject to an assessment of the proposed development's compatibility with and impact on the heritage significance of the property. Due consideration will be given to the heritage assessment prepared under Local Planning Policy 1.6: Preparing heritage assessments and approval will only be granted where the development is considered compatible with the heritage significance of the property.

**6. Vehicular Access**

- 6.1 Access to on-site parking spaces to be provided:

- Where available, from a right of way or access easement available for lawful use to access the relevant lot and which is adequately paved and drained from the property boundary to a constructed street;
  - From a secondary street where no right-of-way exists; or
  - From the primary street frontage where no secondary street or right of way or access easement exists.
- 6.2 Driveways to primary or secondary street provided as follows:
- i. driveways serving four dwellings or less not narrower than 3m at the street boundary,
  - ii. no driveway wider than 4.5m at the street boundary and driveways in aggregate no greater than 6m for any lot.
- 6.3 Driveways shall be:
- i. no closer than 0.5m from a side lot boundary or street pole;
  - ii. no closer than 6m to a street corner as required under AS2890.1 Parking Facilities: Off street Parking (as amended);
  - iii. aligned at right angles to the street, or where angled to restrict crossover width, tapered at a maximum rate of 1:5 to each side;
  - iv. located so as to avoid street trees, or, where this is unavoidable, the street trees replaced at the applicant's expense or re-planting arrangements to be approved by the decision-maker; and
  - v. adequately paved and drained.
- 6.4 Variations to the requirements of clauses 6.1 and 6.2 above may be considered, at Council's discretion, against the design principles of the R-Codes, with additional due consideration being given to impact on any place of heritage significance.

Notwithstanding the requirement to minimise crossovers, an additional access point may be considered in the upgrade of existing dwellings as a condition of subdivision, where the primary outdoor living area is proposed to come off the primary indoor living area and would preclude vehicle access from the existing crossover.

Where variations are permitted, the development is to provide a landscaping plan demonstrating high quality landscaping features to soften the impact of the additional hardstand on the streetscape appearance and in accordance with Local Planning Policy 2.10: Landscaping of development and existing vegetation on development sites.

*Note: Local Planning Policy 2.9 – Residential Streetscape Policy replaced the following policies which were revoked at Council's Ordinary Meeting 30 January 2013:*

- *DBH1 – Urban design and streetscape guidelines*
- *DC6 – Garages/carports in front of dwellings/buildings.*

*The formal revocation notice was published in the Fremantle Gazette 19 and 26 February 2013.*

*Local Planning Policy 2.9 – Residential Streetscape Policy was updated by Council resolution at the ordinary meeting of Council on the 23 April 2014 and amended on 26 November 2018 (Amendments approved by WAPC on 31 March 2020).*

**Schedule of Modifications – Amendment No. 76 to Local Planning Scheme No. 4**

<b>Mod #</b>	<b>Reference – Proposed provision(s)</b>	<b>Modified provisions</b>	<b>Reason</b>						
1	Local Planning Area 2 – Fremantle Sub Area 6	<p>Added:</p> <p>Street Setback</p> <p>“(b) Notwithstanding the street setback requirements of the Residential Design Codes, the minimum street setback for Holland Street shall be:</p> <table border="1"> <thead> <tr> <th>Building Height</th> <th>Minimum setback from Holland Street</th> </tr> </thead> <tbody> <tr> <td>2 storeys (Wall height of 8 metres or less and roof height of 10 metres or less)</td> <td>4 metres</td> </tr> <tr> <td>&gt;2 storeys (Wall height exceeding 8 metres and roof height exceeding 10 metres)</td> <td>7 metres</td> </tr> </tbody> </table> <p>(c) For the purposes of retaining an existing tree, the minimum 4 metre setback for buildings with a wall height of 8 metres or less and a roof height of 10 metres or less can be reduced by 50%.”</p>	Building Height	Minimum setback from Holland Street	2 storeys (Wall height of 8 metres or less and roof height of 10 metres or less)	4 metres	>2 storeys (Wall height exceeding 8 metres and roof height exceeding 10 metres)	7 metres	<p>The inclusion of the provisions are to facilitate a built form and streetscape transition from the R30 lots on the northern side of Holland Street to the proposed R160 development to the south. The proposed R160 coding for the entire subject site would allow for 5 storeys with a minimum setback of 2m along Holland Street.</p> <p>Existing single storey development is setback approximately 3.5 – 8m from Holland Street. Officers are of the opinion that a 7m setback for development above 2 storeys would provide an appropriate built form and streetscape outcome, providing a height transition from the one and two storey dwellings on the north side of Holland Street. The reduced setback permitted in (c) provides incentive to retain existing trees in the street setback area.</p>
Building Height	Minimum setback from Holland Street								
2 storeys (Wall height of 8 metres or less and roof height of 10 metres or less)	4 metres								
>2 storeys (Wall height exceeding 8 metres and roof height exceeding 10 metres)	7 metres								
2.	Local Planning Area 2 – Fremantle Sub Area 6	<p>Added:</p> <p>“(g) An arboriculture report is to be submitted by a suitably qualified professional demonstrating that development, including hardstand, is located and carried out in a manner that does not impact the health of trees to be retained on the site.”</p>	<p>The site contains a number of existing trees contributing to the amenity of the area and where possible these should be retained. It is vital that thorough assessment is undertaken as part of future development application processes to ensure that proposed development does not adversely impact the viability of these trees.</p>						
3.	Local Planning Area 2 – Fremantle Sub Area 6	<p>Added:</p> <p>“(h) Development shall demonstrate housing diversity by providing a range of dwelling size that cater for different household types. The proportion of each shall be evidenced by local demographics, market demand, and neighbourhood character.”</p>	<p>The addition of this provision aligns with the ‘Housing’ Planning Directions identified within the Draft Local Planning Strategy which seek to ensure a variety of housing options are provided to support the diverse community.</p>						

			The Draft Local Planning Strategy also states in Part 2, 4.1.4 Demographic Analysis that “Diversity in housing type and density remain a key objective of the City of Fremantle Council and the City will continue to support different needs, life stages and lifestyle values, through adequate and appropriate zoning and planning scheme provisions.”
4.		Re-number subclauses accordingly	Addition of subclauses



# Schedule of Submissions

Scheme Amendment 76



## Schedule of Submissions: Scheme Amendment 76

No.	Directly Affected	Submission	Officer Response
<b>Supportive</b>			
1	Y	<p>I'm in support of the amendment to include additional uses allowing consideration of consulting rooms, office and restaurant/cafe uses on 396 High St.</p> <p>I don't quite understand the other amendments so am neutral on those except I am in favour of keeping trees and improving access to lots 1,2 &amp; 3 from Holland st.</p>	Support noted
<b>Do not support</b>			
1	Y	<p>I wish to register my opposition to this proposed amendment.</p> <p>My reasons for objecting are solely related to the traffic problems which additional vehicles, owned by the hundreds of residents of higher density dwellings, would generate in the streets around the Scheme Amendment area.</p> <p>As a resident, I know that it is extremely difficult to turn right into Carrington Street from Holland Street, especially during peak times in the morning and afternoon. The possible addition of hundreds of additional</p>	<p>A traffic impact assessment will be required to be undertaken as part of the development application for any proposed development on the site to minimise the impact of the additional vehicles.</p>



		<p>dwelling – and vehicles – on Holland Street will considerably exacerbate this problem.</p> <p>At present, making a left hand turn into Holland Street from Carrington Street (having come through the lights at the intersection of High and Carrington Streets) causes delays to the vehicles behind and can reduce the flow of traffic through the intersection, especially at peak times. The possible addition of hundreds of additional dwellings – and vehicles – on Holland Street will considerably intensify this problem as well.</p> <p>Currently, making a right hand turn into Holland Street from Carrington Street (having come through the lights at the intersection of Marmion and Carrington Streets) can be extremely difficult due to the high volume of traffic coming along Carrington Street from the opposite direction. This is much worse during peak periods. The possible addition of hundreds of additional dwellings – and vehicles – on Holland Street will considerably worsen this problem also. Furthermore, it has the potential to affect the flow of traffic through the lights at the intersection of Marmion and Carrington Streets.</p> <p>There is a large netball centre located on Holland Street, with the netball season in operation for six months of the year (April to November). On every Saturday during these months thousands of vehicles drive up and down Holland Street in order to access the netball centre. They also park on every available space along the verges of Holland Street. It creates a genuine nightmare, which is completely unregulated, for the current residents of Holland Street. The possible addition of hundreds of</p>	
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		<p>additional dwellings, with vehicles trying to access and exit Holland Street, will considerably exacerbate this problem as well. In addition, it will increase all of the previously described traffic problems to a completely unacceptable, and possibly dangerous, degree.</p> <p>The plan to create a vehicle accessway connecting Carrington to Holland Street through the Lots covered by the Amendment, defies all logic. Every problem outlined above would be intensified considerably by having another road inserted between Holland Street and High Road. The distance is just too short and, even with just the current road use, far too busy. It would be impossible to turn right from such a road and there would be enormous problems when trying to turning left from it. Turning into any such road, from either direction along Carrington Street would also be extremely difficult and generate issues for the vehicles behind in both directions.</p> <p>Plans to amend clause 6.2, schedule 2 to allow the consideration of Consulting Rooms, Office and Restaurant/Cafe uses on 396 High Street would also result in traffic problems. This address is right before the incredibly busy intersection of High and Carrington Streets. Any slowing of traffic to access a place of business from the left hand lane would cause problems to the high volume of vehicles behind it, many of which are trucks and other heavy vehicles coming from the port. Any vehicle trying to turn into High Street from this address would have little to no chance of doing so during normal business hours, which are the busiest through this intersection.</p>	<p>This accessway is proposed to consolidate vehicle access for development on site and reduce crossovers onto Carrington and Holland Streets.</p> <p>Vehicle access to this site will be determined at the development application stage. Traffic impact and the location of crossovers will form part of the application.</p>
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		I trust that you will take these genuine concerns about road usage into consideration and not permit Local Planning Scheme Amendment No 4, Amendment 76 to proceed.	
<b>Comment only</b>			
1	Western Power	<p>Thank you for the opportunity to provide comment in respect to the City’s request for preliminary input into Amendment 76 to Local Planning Scheme No. 4.</p> <p>The following is an overview of Western Power’s network and recommendations relevant to the Amendment 76 to Local Planning Scheme No. 4 and subsequent strategic and statutory planning processes:</p> <p>The electrical supply to the subject site is distributed from the Western Power Amherst substation. Should there be inadequate capacity at the time of any further development on the site, Western Power will require network reinforcement works at the developer’s cost.</p> <p>Should the site require the upgrading and provision of additional electrical infrastructure as part future development, the proponents are to engage directly with Western Power to inform specific development requirements. Works of this nature are customer funded, as part of the subdivision and development process.</p> <p>Any development application will need to be referred to Western Power prior to the approval of any development or works located within proximity to Western Power infrastructure. Written advice is to be obtained from</p>	<p>Recommendations are noted. These will be considered at the time of subdivision / development approval.</p>



		<p>Western Power and is to be given due regard when determining any development application.</p> <p>Western Power recommends the following standard Advice Note prior to development or subdivision, pursuant to Section 167 of the Planning and Development Act 2005:</p> <p><i>Advice Notes</i></p> <p><i>(i) No development (including drainage, fill, fencing, storage or parking) will be permitted within Western Power line and cable easements or safe clearance zones without the prior written approval of Western Power.</i></p> <p><i>(ii) The applicant should formally progress the Western Power network connection arrangements with Western Power.</i></p> <p><i>(iii) Arrangements being made to the specifications of Western Power for the provision of necessary electricity easements as and where required.</i></p>	
2	Y	<p>Good afternoon I am the owner of 171 C holland which has an adjacent to &amp; shares a boundary with lot 3 Carrington. (the old petrol station)</p> <p>I am currently in discussion with the owners representatives in regards to the structural boundary retaining wall/fence. It is compromised to the point of falling in. lot 3 is considerably higher than my side.</p> <p>Lot 3 representatives have removed two trees causing the failure but the integrity of the retaining wall is severely compromised. They have said they are waiting</p>	<p>Concerns noted.</p> <p>The condition of the retaining / wall will be addressed at the time of subdivision / development approval.</p>



		<p>on quotes etc to restore the structural integrity but are dragging their feet.</p> <p>I am not against the development but am extremely concerned any heavy equipment on the block, (lot 3) will cause a catastrophic collapse and am entering my concerns with the city of Fremantle and this development application.</p> <p>All being equal &amp; in good faith, hopefully the Lot 3 owners will rectify the problem prior to the development. But I wish to bring the matter to your attention.</p>	
3	Department of Transport and Major Infrastructure	<p>Thank you for your letter dated 13 October 2025 inviting the Department of Transport and Major Infrastructure (DTMI) to provide comment on the above proposed amendment. The Urban Mobility (UM) division of DTMI has reviewed the submitted documents and advises that DTMI has no objections to the proposal. The following comments are provided for the next stages of planning:</p> <ol style="list-style-type: none"> <li>1. DTMI's strategic cycle network plan is the Long-Term Cycle Network (LTCN), which has been endorsed by the City of Fremantle on 25 March 2020. This strategic cycling network has been developed in collaboration with respective local governments and aims to ensure State and local governments continue to work together towards the delivery of a continuous cycling network providing additional transport options, recreational opportunities and support for tourism and commercial activity.             <ol style="list-style-type: none"> <li>a. The LTCN identifies Carrington Street as a secondary route. Given the Amendment Area's</li> </ol> </li> </ol>	



		<p>proximity to this route, it is recommended that opportunities be identified and pursued to establish cycling connections with the LTCN, enhancing integration with the broader network.</p> <p>b. Whilst the LTCN is endorsed in this area, it is aspirational and may evolve with changing land use. As such, the proposal could prompt a realignment of the existing riding network. Any proposed adjustments to the LTCN should be discussed with DTMI Active Transport to ensure alignment and continuity. The process for amending the LTCN is found at <a href="#">Long-term cycle network   Transport WA</a>.</p> <p>2. DTMI understands the concept plan presented in the <i>Scheme Amendment 76 Report</i> (item 2.6) is for demonstrative purposes only, showing potential future land use, open spaces and an indicative network for vehicular and pedestrian movement. DTMI encourages that subsequent planning stages apply Liveable Neighbourhoods principles to support accessibility by non-car modes.</p> <p>3. The proposed transition from medium to high density is expected to result in increased pedestrian and riding activity. DTMI recommends that future development on the subject site ensure that excellent amenity is provided to encourage residents and visitors to walk, wheel and ride. This includes bicycle parking for visitors and residents, as set out in the <i>City of Fremantle Local Planning Scheme No. 4</i>, as</p>	<p>2. Noted and will be supported where possible in subsequent stages of development of this site.</p>
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		<p>well as other amenities to accommodate both pedestrians and people on bikes, improve connectivity, and promote sustainable travel behaviour in the area.</p> <ul style="list-style-type: none"> <li>a. Considering the <i>Scheme Amendment 76 Report</i> requirement item 4(d) for a high-amenity east-west pedestrian link through the site, and requirements 4(i) regarding vehicle access, DTMI recommends that the design and construction of internal paths prioritise pedestrian and bike rider movement. This includes ensuring continuity of path materials across vehicle crossovers to maintain safety and user priority.</li> <li>b. Design of the Amendment Area should consider DTMI's <a href="#">Planning and Designing for Active Transport in Western Australia: All Ages and Abilities Contextual Guidance</a> which provides recommendations on appropriate bicycle facilities based on road function.</li> </ul> <p>4. As required by <i>Scheme Amendment 76 Report</i> item 4(j), a Traffic Impact Assessment (TIA) is to be undertaken. The TIA is recommended to:</p> <ul style="list-style-type: none"> <li>a. Identify necessary transport infrastructure changes and evaluate potential impacts on existing land uses and infrastructure in line with Volume 2 of the WAPC TIA Guidelines; and</li> <li>b. Consider the proximity of a primary school and include a safe walk/cycle to school assessment</li> </ul>	<p>3. Advice noted for consideration in subsequent stages of the development.</p> <p>4. (j) was deleted prior to approval for advertising. A TIA will form part of a development application for any future development on the site.</p>
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		<p>in accordance with Volume 4 of the TIA Guidelines.</p> <p>DTMI has not liaised with Main Roads or the Public Transport Authority (PTA) with regards to this response. It is recommended the City contact Main Roads and PTA directly.</p>	<p>Proposal was referred to Main Roads and PTA.</p>
4	Main Roads WA	<p>In response to your correspondence received on 13 October 2025, Main Roads provides the following comments regarding the above amendment:</p> <ol style="list-style-type: none"> <li>1. The amendment proposes to rezone the subject lots from R30 to R160 and include additional uses.</li> <li>2. No vehicular access or waste collection is permitted from Leach Highway.</li> <li>3. A Transport Impact Assessment (TIA) will be required in accordance with the WAPC Guidelines (2016), to ensure the proposed development appropriately responds to traffic and transport impacts on the surrounding network.</li> <li>4. The access arrangement and detailed plans will be submitted as part of this amendment should not be considered as approved for development built form or access arrangements.</li> <li>5. An Acoustic Report at the development application/subdivision stage will be required in accordance with State Planning Policy 5.4 – Road and Rail Noise, to ensure transport noise for sensitive land uses is adequately mitigated.</li> <li>6. The final built form and site configuration are not determined at the rezoning stage and will be refined during the development assessment process. No part of the development is permitted to encroach upon the</li> </ol>	<p>A TIA will form part of a development application for any future development on the site.</p> <p>Noted</p>



		<p>Primary Regional Road Reservation. This includes but is not limited to car parking, building anchors, awnings, retaining walls and structures above or below ground.</p> <p>7. Leach Highway forms a key component of the State Road Network, functioning as a Primary Distributor that provides a high-capacity, high-priority east-west movement corridor within the Perth Metropolitan area. Any future development must consider the function of this higher order road.</p> <p>Main Roads encourages local government in liaising with applicants to promote and capitalise on our pre-lodgement consultation service, prior to lodgement of planning proposals, especially where development plans involve land adjacent to or have the potential to impact on the Road network.</p>	Noted
5	Water Corporation	<p>Thank you for your letter dated 13 October 2025. We offer the following comments regarding this proposal.</p> <p><b>Water</b></p> <p>Reticulated water is currently available to the subject area; however, due to the increase in development density upgrading of the current system may be required to prevent existing customers being affected by the proposed development.</p> <p>When the proposed demands are provided the Water Corporation will need to review the proposed development again.</p> <p><b>Wastewater</b></p> <p>Reticulated sewerage is currently available to the subject area; however, due to the increase in development density upgrading of the current system may be required</p>	<p>Noted</p> <p>Noted</p>



		<p>to prevent existing customers being affected by the proposed development.</p> <p>When the proposed demands are provided the Water Corporation will need to review the proposed development again.</p> <p>General Comments</p> <p>The information provided above is subject to review and may change. If the proposal has not proceeded within the next 12 months, please contact us to confirm that this information is still valid.</p> <p>Please provide the above comments to the landowner, developer and/or their representative.</p>	<p>Noted</p>
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**CITY OF FREMANTLE**

**LOCAL PLANNING SCHEME NO. 4**

**AMENDMENT NO. 76**

**PLANNING AND DEVELOPMENT ACT 2005**

**RESOLUTION TO ADOPT AMENDMENT TO LOCAL  
PLANNING SCHEME**

**CITY OF FREMANTLE LOCAL PLANNING SCHEME NO. 4**

**AMENDMENT NO. 76**

Resolved that the local government, pursuant to section 75 of the *Planning and Development Act 2005*, amend the above Local Planning Scheme by:

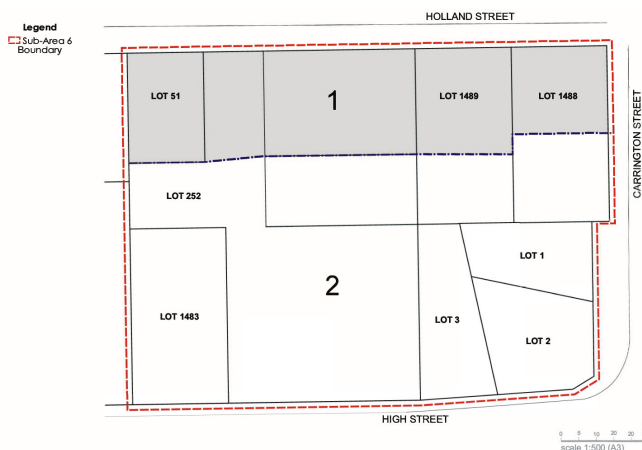
- Amending the density coding of Lot 1488, 103 Carrington Street, Lots 1, 2, and 3, 396 High Street, Lot 1483, 386 High Street, Lot 51, 167 Holland Street, Lot 252, 169 Holland Street, and Lots 1-4 on Strata Plan 65266, 171 Holland Street, Fremantle from R30 to R160.
- Amending clause 6.2, schedule 2 – Additional Uses by inserting the following:

4	396 (Lots 1, 2 and 3 on Plan 31414 Certificates of Title 37/349A and 45/96A) High Street, Fremantle	Consulting Rooms, Office, Restaurant/Café	<ol style="list-style-type: none"> <li>The additional uses are 'D' uses.</li> <li>Any uses of Consulting Rooms, Office and/or Restaurant/Café shall not exceed a combined gross nett lettable area of 320 square metres and shall be restricted to the ground level only.</li> </ol>
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- Amending clause 6.7, schedule 7 – Local Planning Areas (Development Requirements) by inserting the following:

**Local Planning Area 2 – Fremantle**

**Sub Area 6**



Building Height

- (a) Clause 2.2 "Matters to be considered in applying general and specific height controls" does not apply to Sub Area 6.
- (b) Permitted building heights shall be in accordance with the requirements set out in the table below –

Area	Permitted Building Height
1	As defined by Volume 1, Part B, Table 3, category C of the R-Codes.
2	Single houses and grouped dwellings as defined by Volume 1, Part C, Table C of the R-Codes, with a minimum of two storeys.  Multiple dwellings as defined by Volume 2, Part 2, Tables 2.1 and 2.2 of the R-Codes, with a minimum of three storeys.

- (c) An additional two storeys may be permitted within Area 2, subject to:
  - (i) the provision of at least 15% social and / or affordable housing within the development, designed and constructed to Platinum standard, as defined in Livable Housing Australia's Livable Housing Design Guidelines
  - (ii) the development being of distinctive architecture befitting its location and exceptional design quality meeting, at the highest possible standard, the principles of good design listed under Schedule A – Supplemental Provisions to the deemed provisions Clause 78B Advisory Committee (6)(c) of this Scheme, and including, but not limited to:
    - the development demonstrating a selection of high-quality building materials, sustainable building measures and building longevity
    - the design addressing the relationship of taller components to lower levels (podium)
    - the impact of the development on distant views of the site
    - the roofscape aspect of the design.

Other Development Standards

- (d) At the time of subdivision and/or development, a high amenity, east-west pedestrian link with a minimum width of 6 metres shall be provided between Carrington Street and Holland Park.
- (e) Communal open space shall retain the north-south spine of remnant trees and connect with the east-west pedestrian link from Carrington Street to Holland Park.
- (f) Development abutting the communal open space shall be set back to the tree canopy dripline, so as not to compromise the integrity or wellbeing of the remnant trees.
- (g) Development shall demonstrate housing diversity by providing a range of dwelling sizes that cater for different household types. The proportion of each dwelling size shall be evidenced by local demographics, market demand, and neighbourhood character, ensuring inclusivity and meeting the varied needs of residents.

- (h) At the time of subdivision and/or development, an acoustic assessment prepared by a suitably qualified acoustic engineer shall be provided to the satisfaction of the local government to determine road noise levels and any mitigation measures necessary, in accordance with State Planning Policy 5.4 – Road and Rail Noise.

Vehicle access

- (i) At the time of subdivision and/or development, provision shall be made for a minimum six-metre-wide laneway between Holland Street and Carrington Street, across Lot 252 Holland Street and the northern extent of Lots 1 and 3 High Street.
  - (j) At the time of subdivision and/or development, a Traffic Impact Assessment undertaken by a suitably qualified traffic engineer shall be provided to the satisfaction of the local government.
4. Deleting Special Control Area SCA 5.7 from Lot 1488, 103 Carrington Street, Lots 1, 2, and 3, 396 High Street, Lot 1483, 386 High Street, Lot 51, 167 Holland Street, Lot 252, 169 Holland Street, and Lots 1-4 on Strata Plan 65266, 171 Holland Street, Fremantle.
  5. Amending the Scheme Map accordingly.

The Amendment is complex under the provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015* for the following reasons:

- a) The amendment is not addressed by the Fremantle Local Planning Strategy
- b) The amendment relates to development that is of a scale, or will have an impact, that is significant relative to development in the locality.

Dated this eighth day of May 2024

.....  
GLEN DOUGALL  
CHIEF EXECUTIVE OFFICER

**Proposal to Amend a Local Planning Scheme**

- |   |  |
|---|--|
| <b>1. Local Authority:</b>                      | <b>City of Fremantle</b>   |
| <b>2. Description of Local Planning Scheme:</b> | <b>Local Planning Scheme No. 4</b>   |
| <b>3. Type of Scheme:</b>                       | <b>District Zoning Scheme</b>  |
| <b>4. Serial No. of Amendment:</b>              | <b>76</b>  |
| <b>5. Proposal:</b>                             | <p><b>Amending the density coding of Lot 1488, 103 Carrington Street, Lots 1, 2, and 3, 396 High Street, Lot 1483, 386 High Street, Lot 51, 167 Holland Street, Lot 252, 169 Holland Street, and Lots 1-4 on Strata Plan 65266, 171 Holland Street, Fremantle from R30 to R160.</b></p> <p><b>Amending clause 6.2, schedule 2 – Additional Uses by allowing the consideration of Consulting Rooms, Office, and Restaurant/Café uses on 396 High Street, Fremantle.</b></p> <p><b>Amending clause 6.7, schedule 7 – Local Planning Areas (Development Requirements) by inserting a new Sub Area 6 including development and built form controls pertaining to building height, tree retention, noise mitigation, and pedestrian and vehicular access.</b></p> <p><b>Deleting Special Control Area SCA 5.7 from Lot 1488, 103 Carrington Street, Lots 1, 2, and 3, 396 High Street, Lot 1483, 386 High Street, Lot 51, 167 Holland Street, Lot 252, 169 Holland Street, and Lots 1-4 on Strata Plan 65266, 171 Holland Street, Fremantle.</b></p> <p><b>Amending the Scheme Map accordingly.</b></p> |

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## **1. Introduction**

### **1.1. Purpose**

The purpose of this Scheme Amendment Report is to substantiate changes to the City of Fremantle Local Planning Scheme No. 4 to:

- Amend the residential density coding of Lot 1488, 103 Carrington Street, Lots 1, 2, and 3, 396 High Street, Lot 1483, 386 High Street, Lot 51, 167 Holland Street, Lot 252, 169 Holland Street, and Lots 1-4 on Strata Plan 65266, 171 Holland Street, Fremantle from R30 to R160 on the Scheme Map
- Amend Schedule 2, clause 6.2 to designate an Additional Use site over 396 (Lots 1, 2 and 3 on Plan 31414 Certificates of Title 37/349A and 45/96A) High Street, Fremantle to permit Consulting Rooms, Office, and Restaurant/Café uses
- Insert Sub-area 6 into Schedule 7, Local Planning Area 2, to provide specific development controls for Lot 1488, 103 Carrington Street, Lots 1, 2, and 3, 396 High Street, Lot 1483, 386 High Street, Lot 51, 167 Holland Street, Lot 252, 169 Holland Street, and Lots 1-4 on Strata Plan 65266, 171 Holland Street, Fremantle
- Delete Special Control Area 5.7 from Lot 1488, 103 Carrington Street, Lots 1, 2, and 3, 396 High Street, Lot 1483, 386 High Street, Lot 51, 167 Holland Street, Lot 252, 169 Holland Street, and Lots 1-4 on Strata Plan 65266, 171 Holland Street, Fremantle on the Scheme Map.

### **1.2. Aim**

The aim of this amendment is to facilitate an increase in residential densities and deliver quality built form, a diverse mix of grouped and multiple dwellings, a limited offering of complementary commercial uses, and an internal open space linkage to the adjacent Holland Park. To achieve the aims of the amendment, it is proposed to create a new sub-area 6 under Local Planning Area 2, addressing building height, tree retention, noise mitigation, and pedestrian and vehicular access considerations.

The proposed amendment does not seek to change the zoning from the Residential Zone, only to increase the residential density with additional provisions to control development.

### **1.3. Objectives**

The proposal aims to deliver the following objectives:

- a) Provision of affordable housing within a mix of dwelling types at a higher density than the surrounding suburb.
- b) A high standard of building design and landscape that follows the City of Fremantle's sustainable design principles.
- c) Integration of existing features of the site into the design, including its sloping gradient and mature trees.

- d) Provision of efficient vehicular and pedestrian accessibility to, and within the site, as well as an appropriate amount of on-site parking that does not affect the size and quality of landscaped open space.

## **2. Description**

### **2.1. Site Description**

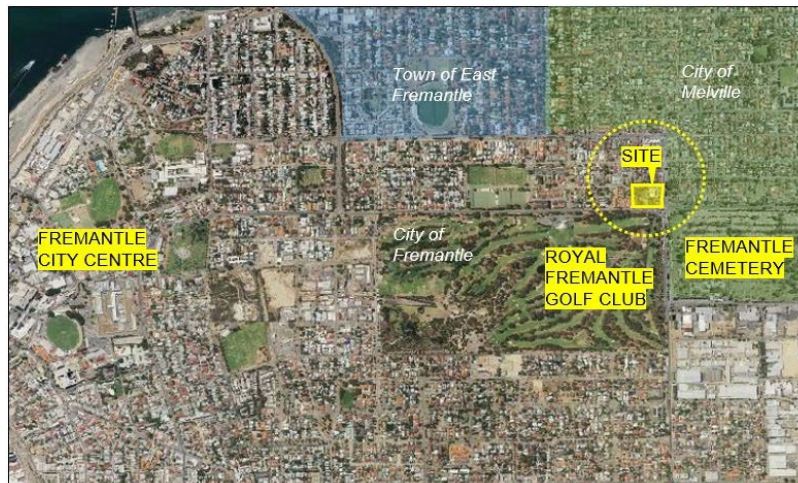
The subject site is bounded by High Street, Carrington Street and Holland Street and comprises the following lots:

- Lot 1488, 103 Carrington Street
- Lots 1, 2, and 3, 396 High Street and Lot 1483, 386 High Street
- Lot 51, 167 Holland Street, Lot 252, 169 Holland Street, and Lots 1-4 on Strata Plan 65266, 171 Holland Street.

Refer to Figure 1 for site location.

### **2.2. Ownership**

DevelopmentWA owns the larger portion of the site (Lots 252 and 1483), while the remainder is held by private owners. The second largest land holding is in the ownership of Urban Fabric (Lots 1, 2 and 3). Existing development on-site is limited to one house and four grouped dwellings, all in private ownership, on Lot 51 and Lots 1-4 on Strata Plan 65266 respectively. The remainder of the site has been cleared in preparation for redevelopment, including the former veterinary clinic that stood on 396 High Street.



*Figure 1: Site Location*

### 2.3. Site Characteristics

The eight-metre cross fall is a major feature of the site that presents design opportunities, for example:

- stepping development down the slope
- reducing cut and fill requirements
- reducing the need for retaining walls.

The gradient also gives opportunities for views across and beyond the site that are sensitive to overlooking and overshadowing concerns, as well as providing ease of access to undercroft parking, concealed beneath dwellings.

The remnant mature trees that form an open space corridor (refer to Figure 4: Concept Site Plan) are another key feature of the site. The remnant mature trees have influenced the site-responsive design of the internal open space that provides a link to Holland Park and the internal accessway. The trees are predominantly endemic Eucalypts, half of which are 15 metres or taller. While the large, mature trees are currently standout features, consideration will be given to the younger trees that are yet to reach their potential height.

A significant element of the proposal is the retention of these trees to provide a spine of open space that connects to Holland Park. This will enable more people to enjoy a village-type setting within reach of existing and proposed on-site facilities and services via the Additional Use site designation.

The surrounding suburbs, streets and parks (McGregor Street Park, Royal Fremantle Golf Course, Fremantle Cemetery and Holland Park) are well vegetated, so it was important for internal landscaped spaces within the development to have a focus on pedestrians linking the site to surrounding suburbs, streets and Holland Park.

### 2.4. Site Infrastructure

Existing infrastructure is best represented by the site and feature survey in Figure 2 below that depicts:

- one metre contour intervals
- surrounding service mains
- central sewerage main through the site
- water main connections
- building footprints to the remaining dwellings on Lot 51 and 1489.

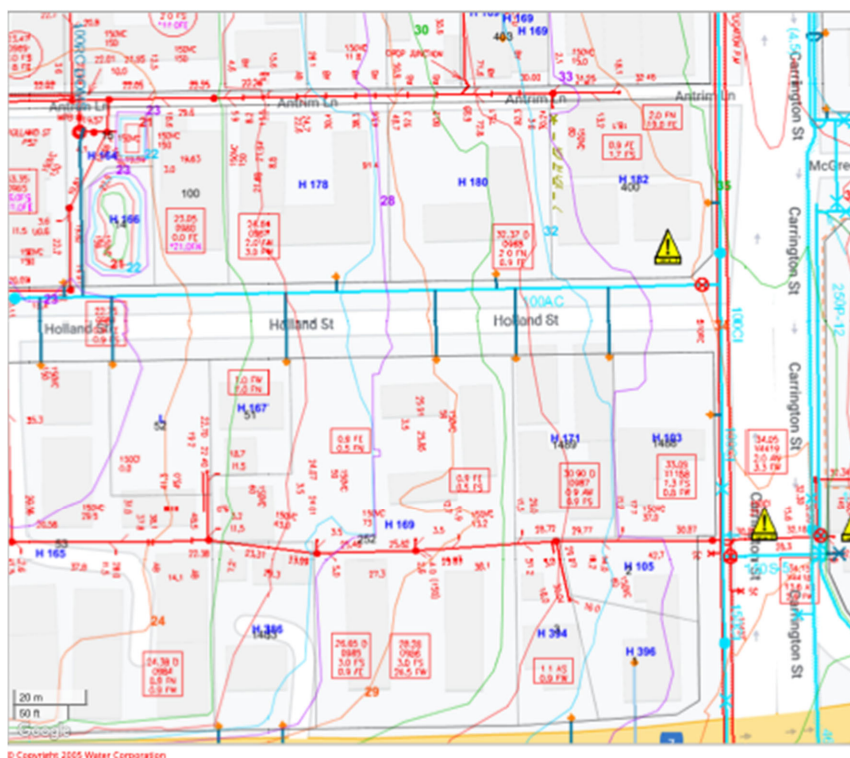


Figure 2: Service Mains Infrastructure

2.5. Land Use of the Suburb and Surrounds

In relation to surrounding uses, the western boundary of the site borders the Holland Street pocket park and an existing grouped housing development. The Royal Fremantle Golf Course and the Fremantle Public Golf Course are located to the south, on the opposite side of High Street. South-east of the site is the Fremantle Cemetery. The land to the east, on the opposite side of Carrington Street, in the City of Melville, is developed with a mixture of single houses and grouped dwellings, while an extensive linear park runs eastward along McGregor Street. The land to the north of the site, on the opposite side of Holland Street, is developed with grouped dwellings and low-rise (two-storey) apartments.

Employment opportunities exist in the O'Connor Light industrial area further south and east of the subject site. Fremantle CBD is located three kilometres west and within a five-minute walk there are a variety of parks, a petrol station, primary school, a small commercial area that contains a variety of services. The site is also served by two bus routes, namely the 114 from Perth and Lake Coogee via Carrington Street, and the high-frequency 915 between Fremantle Station and Bull Creek Station via Marmion Street. The existing

bike network provides safe passage for cyclists north, south, east and west via the local bike-friendly street network together with shared paths and bike lanes within the vicinity of the subject site.

#### 2.6. Concept Plan

A concept plan (refer to Figure 3 below) has been developed, which seeks to provide suitable living spaces for a wider group of individuals and families in Fremantle. The concept comprises a variety of small one and two-bedroom units contained within various building envelopes with building heights graduating from a single storey at Holland Street to five storeys on High Street. The siting of building envelopes is a site responsive design outcome based on the site's characteristics, namely:

- crossfall of eight metres
- existing mature trees
- solar access
- breezeways.

Space is moderate and scaled for people, enabling the built form to sit with ease into the adjacent residential development.

The concept design illustrates two-storey residential housing to Holland Street to equate to the existing building heights. The central portion of the site is allocated two to three storeys to interface with the existing single storey development to the west. Thereafter, building height graduates to four and five storeys with inward facing apartments to optimise solar access and, in part, act as a noise barrier to the development from High Street

The proposed residential mix responds to changing household composition and housing market demand. The emphasis of the proposal is on:

- affordable housing
- providing accommodation for the under-catered lower socio-economic demographic
- providing a different rental offering from the norm
- enabling disability accommodation with allied health services
- providing a mix of dwellings for sale and rent to avoid a monoculture amongst the residents.

Therefore, the proposed density of units will vary across the site depending on architectural design and may range from R50 to R160 to facilitate a variety of accommodation and deliver housing affordability.

For example, it is proposed that Lots 1, 2 and 3 provide enduring rental accommodation for the single parent, student, NDIS participant and lower socio-economic resident cohort to address the housing shortage. An endeavour of this cohort mix is to enable a relationship to develop between students and NDIS participants, as supported by allied health services.

An example of a similar project with comparable structures is 339 South Street in Samson, which exemplifies the residential community ethic. It is a low-cost

housing initiative that offers independence to residents while sharing some social and utilitarian amenities. Dwellings are oriented for solar access and prevailing breezes and are clustered with pedestrian access lanes and landscaping. Building technology achieves high levels of energy efficiency and acoustic management, adding to comfort, sustainability, and general aesthetics.



Figure 3: Concept Plan (Source: David Barr Architects)

The sloping site will enable some units to take advantage of views across the site to Holland Park. Internal vehicle access options remain open at this stage, until consideration has been given to the design and address of each dwelling cluster.

2.7. Proposed Amendment

2.7.1. Residential Density and Diversity

The amendment proposes an increase in density from R30 to R160. The site has a commanding position at the entry to Fremantle and warrants quality design with built form that references the entry to town. Accordingly, and with respect to the type of accommodation to be provided, a higher density is proposed to set the site apart from the surrounding R30 development.

Moreover, the proposed density accommodates the variety of built form and height described above to be able provide for the requisite household composition to meet housing market demand. Being receptive of agency comments, and to facilitate staged development of the site, a maximum residential density coding of R160 was selected to:

- offer smaller, more affordable housing
- respond to market demographics
- provide accommodation that is needed by an ever-increasing cohort of the population
- provide smaller, functional accommodation
- provide a comfortable living space.

Smaller, functional, and more affordable dwelling units, particularly directed at the low socio-economic cohort, is the very market that the two main proponents wish to address. There is a preference for a lesser plot ratio to achieve more open space and suitable floorspace compared to that assigned to R160 coding, while achieving the appropriate height for this significant site.

A coding of R160 achieves the default settings of the Residential Design Codes Volume 2 – Apartments that can be supplemented by alternative Scheme provisions defined by the City of Fremantle, including controls on height.

#### 2.7.2. Building Height

DevelopmentWA has confirmed that single storey dwellings are intended for proposed lots A and B fronting Holland Street (refer to Figure 4: Concept Subdivision Plan below). However, a height limit of three storeys, per Volume 1, Part B, Table 3, category C of the R-Codes, is set over Area 1 to provide an orderly transition from the two-storey development on the northern side of Holland Street to any taller buildings further south.

Building height limits within Area 2 would be per Volume 1, Part C, Table C of the R-Codes for single houses and grouped dwellings (four storeys) and per Volume 2, Part 2, Tables 2.1 and 2.2 of the R-Codes for multiple dwellings (five storeys). Minimum building heights of two storeys for single houses and grouped dwellings and three storeys for multiple dwellings are set to encourage subdivision and development in accordance with the R160 density code.

As this proposal is intended to facilitate the delivery of affordable housing, including enduring rental accommodation for those of a lower socio-economic standing, a provision has been included that offers an additional two storeys of height within Area 2, subject to the provision of 15% social and / or affordable housing within any single development, which must be constructed to Liveable Housing Australia's Platinum standard.

By offering a building height bonus, the provision of social and / or affordable housing at a rate above that of the 10% required in government housing developments is incentivised. Furthermore, by requiring that this housing component is designed to Livable Housing Australia's Platinum standard, it is guaranteed to be suitable for those with disabilities, or those who wish to age in place.

#### 2.7.3. Additional Commercial Uses

In recognition of the potential dwelling yield derived from the proposed development, and the representative resident cohort, additional commercial uses are proposed for 396 High Street, Fremantle to facilitate a semblance of

allied health services tailored for the support of the residents. It is also considered that a café and an incidental office for the operation of rental accommodation on 396 High Street, Fremantle are warranted.

These additional uses will not be allocated a Mixed Use or Commercial zoning that purport to provide other retail or commercial services. Rather, these selected additional uses will be controlled by assigning them to 396 (Lots 1, 2 and 3) High Street, Fremantle on the corner of High and Carrington Streets. The estimated nett lettable areas for these uses would be approximately:

- consulting rooms: 240m<sup>2</sup>
- café: 40m<sup>2</sup>
- manager's office 40m<sup>2</sup>.

With reference to the City of Fremantle Local Planning Scheme, such uses are defined as follows:

**consulting rooms** means premises used by no more than 2 health practitioners at the same time for the investigation or treatment of human injuries or ailments and for general outpatient care.

**restaurant/café** means premises primarily used for the preparation, sale and serving of food and drinks for consumption on the premises by customers for whom seating is provided, including premises that are licenced under the *Liquor Control Act 1988*.

**office** means premises used for the administration, clerical, technical, professional or similar businesses activities.

Limited floorspace and restricted site access will ensure that these uses will not impact other retail or commercial centres. There is no intention to pursue a convenience store, lunch bar, liquor store, fast food outlet, medical centre, nor restricted premises.

Noting the recommended limitation on proposed commercial uses and nett lettable area, State Planning Policy 4.2 – Activity Centres (SPP4.2), is not applicable to the proposal. SPP 4.2 is intended to ensure planning and decision-making considers the distribution, function, broad land use, access, and urban form of activity centres. In doing so, it encourages commercial development to be focused within and around activity centres and aims to maximise access to those services by different modes of transport. The proposed composition and floorspace limitation of 320m<sup>2</sup> is deliberate, so as not to undermine the primacy of existing nearby activity centres (Hilton, Stammers, and Willagee).

#### 2.7.4. Special Control Area 5.7 – “The Freo Alternative”

In February 2019, the City of Fremantle Local Planning Scheme was amended to include Special Control Area 5.7 to enable small infill development in designated areas across the local government area. This gives the City discretion to grant development approval for additional grouped and / or multiple dwellings on a lot with a density coding of R35 or less, where the lot is 600m<sup>2</sup> or greater in area.

However, in view of the proposed increase in density, it is considered that these provisions are no longer required. Accordingly, this scheme amendment removes the application of Special Control Area 5.7 from the subject site.

2.7.5. Internal Open Space

The placement of internal open space protects mature remnant eucalypt trees and provides a link from Carrington Street in the east, to Holland Park in the west. The open space area is estimated at 1,600m<sup>2</sup> to be designated as internal private open space for the enjoyment of residents. Refer to Figure 4: Concept Subdivision Plan below.

As this is a scheme amendment and not a structure plan, the provision of public open space will not be determined until the time of subdivision and/or development. However, it is anticipated that a 10% cash-in-lieu payment would be made to the City at the time of subdivision and / or development, per State Planning Policy 3.6 – Infrastructure Contributions, which could be used for the provision or improvement of public open space in the vicinity.

2.7.6. Concept Subdivision Plan

A consideration of the overall development is coordinated internal access. At this stage it is proposed to create an access laneway through Lot 252 along the line of trees, then east to Carrington Street over Lots 2 and 3. The laneway and open space will also provide a pedestrian link through to Holland Park. Refer Figure 4: Concept Subdivision Plan below.

Access to Lots 1, 2 and 3 is supplemented by an existing left-in and left-out crossover to Carrington Street.

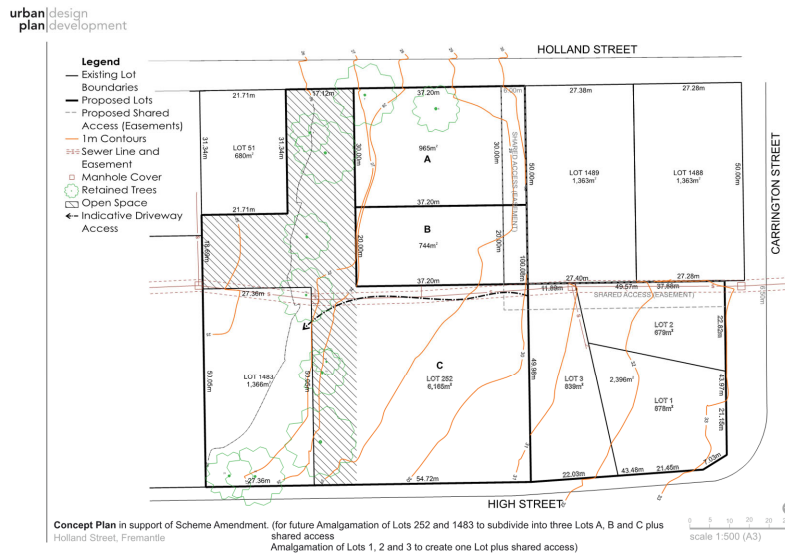


Figure 4: Concept Subdivision Plan

2.8. Local Planning Area, Sub-area 6

The amendment proposes to insert into Schedule 7, Local Planning Area 2, a new Sub-area 6.

Proposed Local Planning Area 2, Sub-area 6 establishes:

- development intent
- building heights
- pedestrian and vehicular access arrangements
- dwelling diversity
- indicative subdivision arrangement
- location of private open space
- requirements for additional supporting studies (acoustics and traffic impact).

2.9. Stage One Development

Prior to completion of this amendment, DevelopmentWA wish to undertake a stage one development of single storey grouped dwellings fronting Holland Street. This first stage of development would be sited within Lot 252 and would conform to the existing R30 residential density coding.

**3. Planning Context**

3.1. State Planning Framework

The state strategic planning and policy framework that applies to the subject site includes:

- State Planning Strategy 2050
- Perth and Peel @3.5million Central Sub-Regional Planning Framework
- State Planning Policy 3.6 – Infrastructure Contributions
- State Planning Policy 4.2 – Activity Centres
- State Planning Policy 5.4 – Road and Rail Transport Noise
- State Planning Policy 7.3 – Residential Design Codes, Volumes 1 and 2
- Development Control Policy 2.3 – Public Open Space in Residential Areas
- Position Statement – Expenditure of Cash in Lieu of Public Open Space

The essential objective of the state strategic planning framework is to consolidate urban form, with particular emphasis on existing centres and transport corridors.

3.1.1. State Planning Strategy 2050

The State Planning Strategy is the lead strategic planning document within State government, providing a strategic basis for the integration and

coordination of land-use planning and development across state, regional and local jurisdictions. The Strategy is used to guide, shape and inform the hierarchy of State, regional and local planning tools, instruments and decisions within the Western Australian planning system.

The Strategy proposes that diversity, liveability, connectedness and collaboration are central to achieving the vision of sustained growth and prosperity, and establishes principles, strategic goals and directions that are important to the land use planning and development of the State.

The concept for the site embodies the principles of diversity, liveability and connectedness. In particular, the development of a range of dwelling types will support increased choice and access for a demographic cohort that is not well catered for at present. The redevelopment will also seek to protect and conserve existing mature trees and will incorporate design measures that improve local amenity and enhance overall liveability. Finally, the site's location close to high-frequency bus services and dual use paths will enhance the connectedness of any future development.

#### 3.1.2. Perth and Peel @3.5million

The Perth and Peel @3.5million Central Sub-regional Planning Framework identifies urban corridors alongside high-frequency public transit routes that should be the focus for investigating increased residential densities, with potential for mixed land uses where appropriate. The subject site is located near the Marmion Street corridor, which is a designated urban corridor within walking distance (approximately 250 metres) of the site, which provides access to services and high-frequency public transport.

#### 3.1.3. State Planning Policy 3.6 – Infrastructure Contributions

This policy states that infrastructure contributions may be required in any development setting and imposed through the subdivision and development process. Where residential development is proposed, land for public open space is a standard requirement. This must be provided at a rate of 10% of the gross subdivisible area, or alternatively, a cash-in-lieu contribution may be made in accordance with WAPC policies and the *Planning and Development Act 2005*. In this instance, it is anticipated that a cash-in-lieu payment would be made.

#### 3.1.4. State Planning Policy 4.2 – Activity Centres

This policy states that any amendment to a planning instrument that will result in new land being capable of accommodating Category A or B activity centre uses outside of activity centres (regardless of land size) is considered "out-of-centre" development. Restaurant/café is a Category A activity centre use, while office is a Category B activity centre use. While the inclusion of these uses in an out-of-centre development triggers the requirement for a Net Benefit Test to be undertaken, it is considered that this is not necessary in this instance, due to the incidental nature of these uses and the highly constrained floorspace limits that would be applied.

#### 3.1.5. State Planning Policy 5.4 – Road and Rail Noise

This policy notes that it is generally acceptable to provide a continuous wall along the property boundary where development backs onto a strategic freight route, from which access is not permitted. In the first instance, the existing High Street acoustic wall constructed by Main Roads as part of the High Street upgrade abates noise exposure. To supplement this the Concept Plan (refer to Figure 3 above) indicates inward-facing apartments on Lots 1483 and 252 to optimise solar access and act as a noise barrier to High Street. More stringent building construction standards may be considered at a later stage in the planning process for inward-facing apartments, in accordance with the quiet house design principles set out in the Department of Planning, Lands and Heritage's Road and Rail Noise Guidelines.

#### 3.1.6. State Planning Policy 7.3 – Residential Design Codes

The Residential Design Codes Volumes 1 and 2 will guide the built form of any future development, whether single, grouped, or multiple dwellings. The northern extent of the subject site will be limited to three storeys to interface with existing development, both within the subject site and on the northern side of Holland Street. Building setback and separation requirements set out in the Residential Design Codes will address the interface between buildings with a height differential within the remainder of the subject site.

#### 3.1.7. Development Control Policy 2.3 – Public Open Space in Residential Areas and Position Statement – Expenditure of Cash in Lieu of Public Open Space

As noted in section 3.1.3. above, the Commission's normal requirement in residential areas is that, where practicable, 10 percent of the gross subdivisible area be given up free of cost by the subdivider and vested in the Crown as a Reserve for Recreation.

However, a cash payment can be made by the subdivider in lieu of providing land for open space. In certain circumstance the use of these provisions should be encouraged, including where:

- the land area is such that a 10 percent contribution would be too small to be of practical use
- there may be sufficient public open space already in the locality
- public open space is planned in another location by way of a town planning scheme or local structure plan.

In this instance, it is considered that the subdivision of the subject site would meet at least two of these circumstances.

The Position Statement builds on Development Control Policy 2.3 by providing guidance on the requirements for the use of cash-in-lieu funds for POS and encourages the use of cash-in-lieu funds for the provision and betterment of open spaces for the community.

#### 3.2. Local Planning Framework

The local strategic planning and policy framework that applies to the subject site includes:

- Fremantle Planning Strategy 2001

- Draft Fremantle Local Planning Strategy
- City of Fremantle Local Planning Scheme No.4
- LPP 2.9 – Residential Streetscape Policy
- LPP 2.10 – Landscaping of Development and Existing Vegetation on Development Sites
- LPP 2.24 – Waste Management Plans for New Development
- One Planet Action Plan 2020-2025
- Greening Fremantle: Strategy 2020
- City of Fremantle Urban Forest Plan.

#### 3.2.1. Fremantle Planning Strategy 2001

The Fremantle Planning Strategy 2001 designates a number of planning areas, with the site being within the Fremantle Planning Area. The relevant strategies for this Planning Area promote higher densities, particularly if composed of mixed use development:

- Provide a mix of medium density residential development with some higher density residential development within mixed use areas to provide for a variety of dwelling types and sizes.
- Ensure residential redevelopment is compatible with the heritage character and scale of the built environment, streetscapes and urban spaces of the area and the amenity of adjoining properties, including the Fremantle Port.
- Secure areas of public open space and preserve significant landforms.
- Provide safe access and movement for pedestrians and cyclists.

#### 3.2.2. Draft Fremantle Local Planning Strategy

The draft Local Planning Strategy mirrors the Fremantle Planning Strategy 2001 and introduces a focus on development along transit corridors, where this site is located, as key urban intensification areas.

#### 3.2.3. Local Planning Scheme No. 4

##### Local Planning Area 2 – Fremantle

The City of Fremantle Local Planning Scheme No.4 sets out Local Planning Areas to enhance and guide locally desired streetscape and built form character. Local Planning Area 2 – Fremantle specifies that in granting consent to the maximum heights prescribed, Council shall be satisfied of all of the following:

- that the proposal is consistent with predominant height patterns of adjoining properties and the locality generally
- the proposal would not be detrimental to the amenity of the area

- the proposal would be consistent, if applicable, with conservation objectives for the site and locality generally
- any other relevant matter outlined in Council’s local planning policies.

The Scheme notes that Council may impose a lesser height in the event that the proposal does not satisfy any one or all of the above requirements.

In considering this guidance relative to the proposed design, a three-storey height restriction is applied on Holland Street, respecting the existing streetscape. Thereafter, the height of buildings gradually increases to five storeys at High Street. The proposed four to five-storey built form along High Street provides the opportunity to screen and buffer the interior of the site from traffic and noise exposure.

In terms of implications for amenity, conservation of existing trees can be catered for in the design.

3.2.3. Local Planning Policy 2.9 – Residential Streetscape Policy:

The provisions of this policy apply to all residential development assessed under Part 5 of the Residential Design Codes of Western Australia and address matters such as setbacks and building orientation, height and scale.

Development on Holland Street would be restricted to three storeys, ensuring consistency with the prevailing streetscape and the provisions of LPP 2.9.

3.2.4. Local Planning Policy 2.24 – Waste Management Plans for New Development:

This policy would apply at the development application stage; however, access and bin collection have been contemplated, as these would be restricted by the lot layout and lack of direct access to High Street. The requirement for a minimum six-metre-wide laneway commencing in Holland Street, running through Lot 252, and passing through Lots 1 and 3 High Street, would allow access for waste disposal purposes for those lots with limited street frontage. This avoids a waste truck from having to manoeuvre within the site. A minimum width of six metres would provide sufficient space for a side-arm waste truck to operate safely.

3.2.5. One Planet Action Plan 2020-2025

The City of Fremantle uses the One Planet Living® Framework to set the agenda for sustainability throughout the organisation and improve the environment and quality of life for its community.

The City’s One Planet Action Plan 2020–2025 sets out key operational services, programs and activities to create a more sustainable future. It is based on the ten One Planet Living guiding principles of sustainability to drive better social, cultural, environmental, natural resource and economic outcomes. The vision is for a more sustainable

way of living and working, meeting needs within planetary limits. The ten principles are as follows:



This amendment acknowledges the One Planet Living principles created by Bioregional. The City has also committed to Net Zero targets to reduce greenhouse gas emissions to avoid climate change, targeting net zero 2050 and 43% emissions reduction by 2030. A number of sustainability measures have been incorporated into the concept for the site, to create better places to live, including:

- Retention of large native trees on-site
- Passive solar orientation of housing
- Inclusion of significant open space
- Natural connections for flora and fauna to the adjacent Holland Park
- Diversity and affordability of housing.

### 3.2.6. Greening Fremantle: Strategy 2020

The Greening Fremantle: Strategy 2020 identifies the need to combat the urban heat island effect by greening the city, particularly with tree

cover to provide shade and an evapotranspiration cooling effect. It sets an objective to encourage the retention of vegetation on private land, which this amendment is consistent with in its intent to retain the mature native trees on-site.

Other mitigating actions identified in the Strategy include reducing the amount of hard surfaces under the sun's influence and to reduce the heat absorption properties of those surfaces. It is intended that the future development would incorporate undercroft parking, rather than at-grade parking, which will significantly reduce the amount of hard surfacing on-site.

#### 3.2.7. City of Fremantle Urban Forest Plan

The City's Urban Forest Plan builds on the Greening Fremantle: Strategy 2020 and sets a core objective of working towards increasing the amount of tree cover in the city to 20% and encouraging landowners to retain vegetation.

This amendment is consistent with the Urban Forest Plan, insofar as it will ensure the retention of the existing mature native trees on-site and will increase the amount of green space in the locality, which will increase and improve local biodiversity and help to combat the urban heat island effect.

#### 3.3. Summary of Strategic Framework

This proposal is consistent with both state and local strategic and policy frameworks and represents an opportunity to create a development incorporating a mixture of housing typologies compatible with the scale and form of those adjacent, providing local services on-site, and with access to a variety of transport options.

#### **4. Conclusion**

The proposed amendment represents the opportunity for a high-quality, diverse residential mix of grouped and multiple dwellings offering complementary commercial tenancies. This is in response to changing household composition and housing market demands and will enable a variety of unit sizes graduating from three storeys fronting Holland Street to five storeys on High Street, with the potential for an additional two storeys where a higher percentage of social / and affordable housing is provided.

**PLANNING AND DEVELOPMENT ACT 2005**

**CITY OF FREMANTLE**

**LOCAL PLANNING SCHEME NO. 4**

**AMENDMENT NO. 76**

Resolved that the local government, pursuant to section 75 of the *Planning and Development Act 2005*, amend the above Local Planning Scheme by:

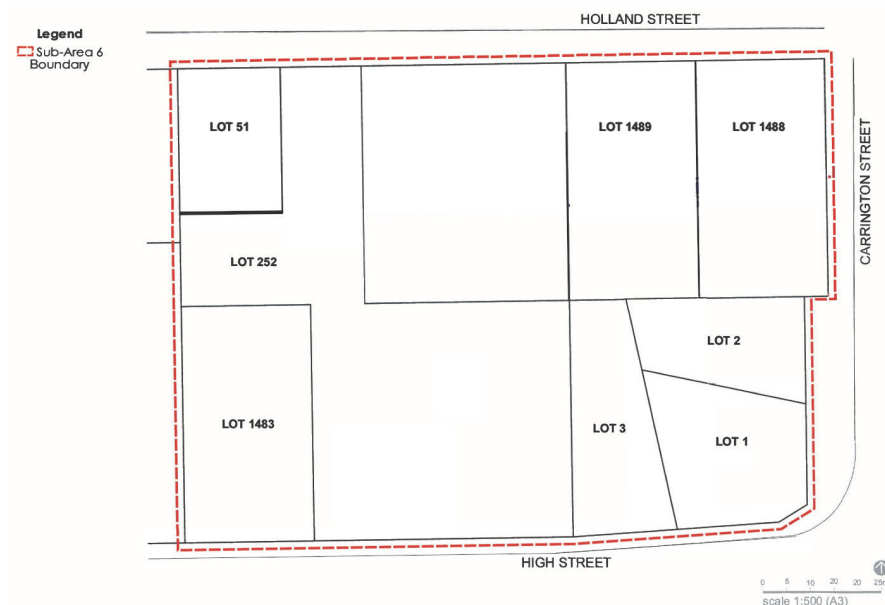
1. Amending the density coding of Lot 1488, 103 Carrington Street, Lots 1, 2 and 3, 396 High Street, Lot 1483, 386 High Street, Lot 51, 167 Holland Street, Lot 252, 169 Holland Street, and Lot 1-4 on Strata Plan 65266, 171 Holland Street, Fremantle from R30 to R160.
2. Amending clause 6.2, schedule 2 – Additional Uses by inserting the following:

4	396 (Lots 1, 2 and 3 on Plan 31414 Certificates of Title 37/349A and 45/96A) High Street, Fremantle	Consulting Rooms, Office, Restaurant/Café	<ol style="list-style-type: none"> <li>1. The additional uses are 'D' uses.</li> <li>2. Any uses of Consulting Rooms, Office and/or Restaurant/Café shall not exceed a combined gross nett lettable area of 320 square metres and shall be restricted to the ground level only.</li> </ol>
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3. Amending the Scheme Map to insert Additional Use 4 over Lots 1, 2 and 3 (No. 396) High Street, Fremantle.
4. Amending clause 6.7, schedule 7 – Local Planning Areas (Development Requirements) by inserting the following:

**Local Planning Area 2 – Fremantle**

**Sub Area 6**



**Building Height**

- (a) Clause 2.2 "Matters to be considered in applying general and specific height controls" does not apply to Sub Area 6.

**Other Development Standards**

- (b) A minimum 6-metre-wide vehicle accessway connecting Holland Street and Carrington Street that includes provision for a high amenity separated pedestrian accessway connecting Carrington Street to Holland Park is to be provided across Lot 252 Holland Street and the northern extent of Lots 2 and 3 High Street.
  - (c) Communal open space shall retain the north-south spine of remnant trees and connect with the east-west pedestrian link from Carrington Street to Holland Park
  - (d) Development abutting the communal open space shall be designed so as not to compromise the integrity or wellbeing of the remnant trees, including setbacks to the tree canopy dripline and the use of appropriate landscaping.
5. Deleting Special Control Area SCA 5.7 from Lot 1488, 103 Carrington Street, Lots 1, 2, and 3, 396 High Street, Lot 1483, 386 High Street, Lot 51, 167 Holland Street, Lot 252, 169 Holland Street, and Lots 1-4 on Strata Plan 65266, 171 Holland Street, Fremantle.
  6. Amending the Scheme Map accordingly.

**FORM 6A**

**COUNCIL ADOPTION**

**This Complex Amendment was adopted by resolution of the Council of the City of Fremantle at the Ordinary Meeting of the Council held on the eighth day of May 2024.**

.....  
**MAYOR**  
.....  
**CHIEF EXECUTIVE OFFICER**

**COUNCIL RESOLUTION TO ADVERTISE**

**by resolution of the Council of the City of Fremantle at the Ordinary Meeting of the Council held on the eighth day of May 2024.**

.....  
**MAYOR**  
.....  
**CHIEF EXECUTIVE OFFICER**

**COUNCIL RECOMMENDATION**

This Amendment is recommended for support, subject to modifications, by resolution of the City of Fremantle at the Ordinary Meeting of the Council held on the XX day of XXXX 202X and the Common Seal of the City of Fremantle was hereunto affixed by the authority of a resolution of the Council in the presence of:

.....  
**MAYOR**

.....  
**CHIEF EXECUTIVE OFFICER**

**WAPC ENDORSEMENT (r.63)**

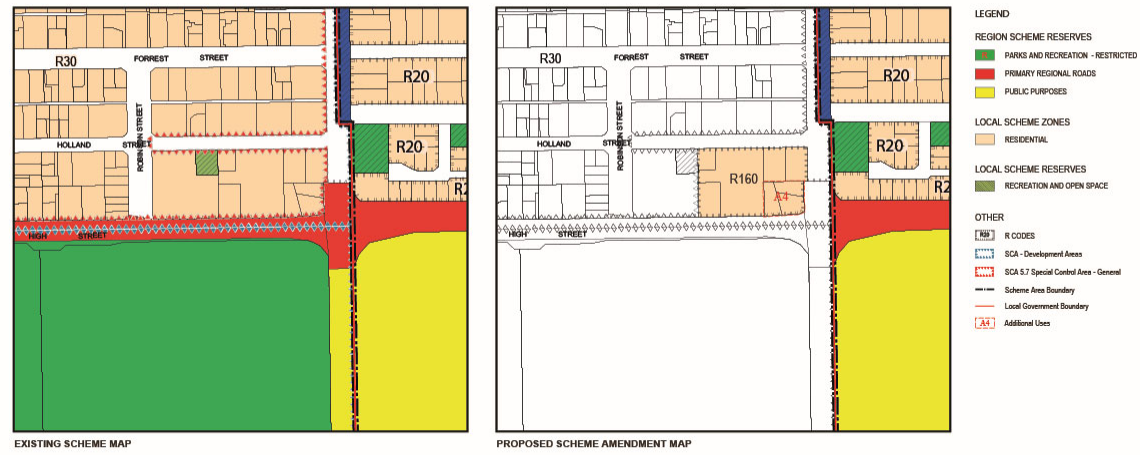
.....  
**DELEGATED UNDER S.16 OF  
THE P&D ACT 2005**

**DATE.....**

**APPROVAL GRANTED**

.....  
**MINISTER FOR PLANNING**

**DATE.....**



**ADOPTION**  
 ADOPTED by resolution of the City of Fremantle at the  
 Ordinary Meeting of the Council held on the \_\_\_\_ day of  
 \_\_\_\_ 2024.

**FINAL APPROVAL**  
 This section to be completed at Final Approval stage after the Minister has approved the amendment.  
 ADOPTED BY FINAL RESOLUTION by the City of Fremantle at the Ordinary Meeting of the Council  
 held on the \_\_\_\_ day of \_\_\_\_ 2024. The common seal of the City of Fremantle was hereto affixed  
 by the authority of a resolution of the Council in the presence of:



# Local Planning Scheme No. 4

Amendment No. 86  
Scheme Amendment  
Report

fremantle.wa.gov.au



**PLANNING AND DEVELOPMENT ACT 2005  
RESOLUTION TO ADOPT AMENDMENT TO LOCAL  
PLANNING SCHEME**

**CITY OF FREMANTLE LOCAL PLANNING SCHEME NO. 4**

**AMENDMENT NO. 86**

Resolved that the local government pursuant to section 75 of the *Planning and Development Act 2005*, amend the above Local Planning Scheme by:

1. Inserting a new clause 4.2.6 as follows:

Notwithstanding the requirements of clause 4.2.3, existing grouped dwellings or multiple dwellings that exceed a density code shown on the Scheme Map at the Gazettal date of the Scheme can, with the approval of the local government, be redeveloped at a density higher than that shown on the Scheme Map, equal to, but not exceeding the existing built density, subject to the proposed development –

- a) being assessed based on the equivalent R-Coding within the Residential Design Codes as determined by the minimum site area, dwelling density/number or plot ratio of the existing development to be replaced/redeveloped;
- b) being, in general, the consistent with the building height and setbacks of the building being replaced. Where the height of the existing built form exceeds the height within Schedule 7 of this Scheme, the height of the existing built form shall replace the maximum height(s) within Schedule 7 for the proposed development;
- c) giving consideration for contemporary living standards, design and building codes;
- d) having a yield, including (as appropriate) average and minimum site area, number of units, and plot ratio, substantially the same as that of the development being replaced;
- e) complementing the character of the streetscape;
- f) resulting in improved landscaping of the site; and
- g) providing adequate car parking and safe means of vehicular and pedestrian access to the site.

2. The Amendment is standard under the provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015*, being:

- a) an amendment to the scheme to provide for the modification of a planning code that is to be read as part of the scheme;
- b) an amendment that would have minimal impact on land in the scheme area that is not the subject of the amendment; and
- c) an amendment that does not result in any significant environmental, social, economic or governance impacts on land in the scheme area.



Dated this \_\_\_\_\_ day of \_\_\_\_\_ 2025

.....  
GLEN DOUGALL  
CHIEF EXECUTIVE OFFICER



**Proposal to Amend a Town Planning Scheme**

- |   |  |
|---|--|
| <b>1. Local Authority:</b>                      | <b>City of Fremantle</b>   |
| <b>2. Description of Local Planning Scheme:</b> | <b>Local Planning Scheme No. 4</b>   |
| <b>3. Type of Scheme:</b>                       | <b>District Zoning Scheme</b>  |
| <b>4. Serial No. of Amendment:</b>              | <b>86</b>  |
| <b>5. Proposal:</b>                             | <b>Where existing grouped and multiple dwellings exceed a density code shown on the Scheme Map, vary the density code to allow for redevelopment equal to, but not exceeding the existing built density, subject to local government approval.</b> |



# Contents

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## **1.0 Introduction**

The purpose of this amendment is to amend the City's local planning scheme by inserting a clause which provides for existing grouped dwellings and multiple dwellings that exceed the current density code, as specified on the Scheme Map at the Scheme's Gazettal date, to be redeveloped at a density higher than indicated on the Scheme Map, provided it does not surpass the existing built density. This clause provides a mechanism for the City to facilitate redevelopment while maintaining the integrity of existing built density.

The proposed provision is consistent with the State planning framework by facilitating controlled redevelopment, promoting housing diversity, supporting urban renewal, and maintaining local character. It provides a balanced, rational approach that allows for retaining intensification where appropriate while ensuring responsible development outcomes.

## **2.0 Background**

There are a number of lots within the City where the existing grouped or multiple dwelling development density exceeds the current density provided in the Scheme Map. These developments were approved under previous City planning schemes.

The City's current Local Planning Scheme No. 4 (LPS 4) was gazetted on 8 March 2007. Several existing developments, for which this clause would apply, were constructed prior to the gazettal of Town Planning Scheme No. 3 (TPS 3) in December 1987. The established built density of these developments provide housing diversity in established residential locations, primarily coded R20 to R30, close to services and transport corridors.

It is widely acknowledged that there is a housing shortage in the Perth metropolitan area, with the State planning framework and State government policy focused on infill development. This amendment facilitates the retention of this diversity, by supporting redevelopment of sites which provide a higher yield than would otherwise be dictated by the current Scheme map.

This approach is consistent with other local governments in central infill areas and has similarly been endorsed under their local planning frameworks.

## **3.0 Local planning context**

### **3.1 State and regional planning context**

Perth and Peel @ 3.5 million (2018) identifies the need for infill development and urban renewal to accommodate sustainable population growth. Facilitating redevelopment at an existing built density encourages renewal in areas where housing stock may be aging while ensuring that intensification does not exceed reasonable thresholds. In this regard:

Section 4.4 of Perth and Peel @3.5 million emphasizes that *infill development within urban areas will contribute significantly to housing diversity and choice and provide opportunities for more affordable living within vibrant, connected and revitalised neighbourhoods.*



Section 3.1 of the Central Sub-regional planning framework (2018) sets out that planning mechanisms should *facilitate more housing choice through increasing the diversity and density of residential development in established residential areas in appropriate locations.*

The *Central sub-regional planning framework* Urban consolidation principle 1 (housing) states that planning outcomes should *provide well-designed higher-density housing that considers local context, siting, form, amenity and the natural environment, with diverse dwelling types to meet the needs of the changing demographics.*

Enabling redevelopment at the established built density is aligned to the the State Planning Framework, encouraging urban consolidation, reducing urban sprawl and promoting efficient land use, in a reasonable, rational manner.

### **3.2 Local Planning Strategy**

The City's Local Planning Strategy 2001 (the Strategy) includes a principle of *"A range and choice of housing meets the changing social and economic needs of the existing community and future residents"*

The Strategy outlines objectives to provide guidance on planning and development in Fremantle, of which the following is aligned to the Scheme Amendment:

Objective A3.1 *"Provide a greater range of dwelling types and sizes in various locations, including affordable housing opportunities."*

Objective A3.1.5 *"Permit multiple dwellings (one dwelling wholly or partially above another) in all residential densities, subject to local character and scale."*

Objective A3.2 *"To ensure housing achieves high standards of on-site and neighbourhood amenity."*

In addition to the aforementioned, the City's Draft Local Planning Strategy includes the following relevant statements:

*"Continue to support and investigate opportunities or bonuses to incentivise housing diversity, particularly for adaptable, accessible and / or affordable housing on redevelopment sites through policy, structure plan or scheme provisions that respond to identified need for more adaptable, accessible and affordable housing to accommodate community profile, aging in place and create market incentive to provision."*

The Draft Local Planning Strategy also identifies the planning direction to *Accommodate diverse housing (including adaptable, accessible and affordable), in well serviced locations, which meet or exceed infill targets and demographic need.* Along with the following actions:

- *Ensure a mix of densities throughout the City, accommodating differing housing typologies, by primarily considering medium to high density residential development on redevelopment sites.*
- *Investigate innovative housing models that address local context and values, and support density of population and housing affordability, through low impact infill in*



*established neighbourhoods including - Identify any non-conforming density sites and subsequent opportunities for redevelopment.*

However, the draft Local Planning Strategy is currently under review and this direction may be subject to change following further consultation.

### **3.3 Local Planning Framework**

Local Planning Scheme

A number of these sites are located within Local Planning Areas identified in the Scheme. Schedule 7 of the Scheme provides provisions relating to building height, setbacks, land use and general considerations of developments within these Local Planning Areas. Where the building height of the existing building is greater than that contained in Schedule 7 the proposed clause permits the proposed development to match the existing building heights.

## **4.0 Proposal**

### **4.1 Proposed Amendment**

The proposed amendment seeks to provide for redevelopment of existing grouped and multiple dwelling development within established residential areas which exceed the current adopted, endorsed and gazetted density code pursuant to the Scheme.

Existing grouped or multiple dwellings that exceed the density code specified on the Scheme Map as of the Scheme's Gazettal date, 8 March 2007, currently would only have the ability to be redeveloped within the current density provisions, eroding the established built density of the site. Existing landowners have raised concerns with the lack of certainty, particularly in regards to procuring insurance for existing buildings.

Should the Amendment be supported, future redevelopment would not be permitted to exceed the existing built density of the site. Additionally, the proposed development would be required to meet the following conditions:

- a) complementing the character of the streetscape;
- b) not detrimentally increasing the mass, scale or surface area of the development relative to existing development on surrounding sites;
- c) resulting in improved landscaping of the site;
- d) providing adequate and safe means of vehicular and pedestrian access to the site;  
and
- e) providing an adequate number of car parking spaces on site.

There are a number of sites within the City which have residential developments which exceed the density provisions for their designated coding. The majority of these lots are located in R20, R25 or R30 areas, some within a split coding. Based on officers research it is anticipated that this clause would apply to approximately 460 lots within the City.

Under the Residential Design Codes Volume 1, grouped and multiple dwelling developments within the R20 to R30 coding would have a deemed to comply maximum of 2 storeys. A number of the existing of sites where the proposed clause would apply



are 3 or more storeys, the deemed to comply maximum height for R50 and greater coding.

These sites have long been utilised at a higher density. Requiring these lots to be developed at the density designated on the Scheme Map would reduce the yield. This provision allows development to be renewed while maintaining their current density, ensuring efficient land use and considered redevelopment.

By permitting controlled redevelopment of higher density dwellings, this policy contributes to housing diversity and ensures the continued availability of well-placed residential properties without essentially down coding. By restricting mass and scale relative to surrounding sites, the clause mitigates potential negative impacts on neighbouring properties, ensuring compatibility with the local context.

The proposed clause seeks to ensure that the character and amenity of the locality is not adversely affected by any future redevelopment of these sites. New developments must enhance the streetscape, avoid bulk or scale exceeding that of the current development, and improve landscaping outcomes. This ensures redevelopment does not diminish the aesthetic or functional quality of the surrounding area.

Redevelopment must provide safe and sufficient vehicular and pedestrian access. This criterion prevents developments from negatively impacting traffic circulation or pedestrian safety while ensuring practical and efficient movement within the site.

The requirement for adequate on-site parking mitigates potential impacts on street parking and local traffic. By integrating appropriate parking standards, the provision ensures developments remain functional without imposing excessive demand on public parking spaces.

The proposed provision allowing controlled redevelopment of existing higher-density dwellings aligns with the broader objectives of the Western Australian planning framework particularly in relation to urban consolidation and housing diversity. The Western Australian planning system seeks to balance urban growth, housing choice, and local character while ensuring development remains sustainable.

Many grouped or multiple dwellings may have been constructed at a density higher than the current scheme allows. This clause ensures that redevelopment does not arbitrarily reduce density but instead aligns with the established built form.

This approach is consistent with other local governments and has been endorsed under their local planning frameworks. Preliminary consultation has been undertaken with the Department of Planning Lands and Heritage who have provided broad in-principle support for this approach, noting that the Minister of Planning would have the final decision.

This clause strikes a balance between redevelopment flexibility and planning control, ensuring that higher-density redevelopment is contextually appropriate and aligned with local planning objectives.



## **5.0 Conclusion**

The amendment facilitates responsible redevelopment while balancing growth and strategic planning objectives. By permitted redevelopment to be consistent with the approved density without exceeding it and ensuring compliance with key urban design and amenity considerations, this provision supports sustainable urban development and renewal in line with contemporary planning principles.



**FORM 2A**

**PLANNING AND DEVELOPMENT ACT 2005**

**CITY OF FREMANTLE**

**LOCAL PLANNING SCHEME NO. 4**

**AMENDMENT NO. 86**

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- a) being assessed based on the equivalent R-Coding within the Residential Design Codes as determined by the minimum site area, dwelling density/number or plot ratio of the existing development to be replaced/redeveloped;
- b) being, in general, consistent with the building height and setbacks of the building being replaced. Where the height of the existing built form exceeds the height within Schedule 7 of this Scheme, the height of the existing built form shall replace the maximum height(s) within Schedule 7 for the proposed development;
- c) giving consideration to contemporary amenity and design provisions of the Residential Design Codes in accordance with R-Code deemed appropriate under Clause 4.2.6 a);
- d) maintaining a yield, including (as appropriate) average and minimum site area, number of units, and plot ratio, substantially the same as that of the development being replaced;
- e) complementing the character of the streetscape;
- f) resulting in improved landscaping of the site; and
- g) providing adequate car parking and safe means of vehicular and pedestrian access to the site.

The Amendment is standard under the provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015*, being:

- a) an amendment to the scheme to provide for the modification of s planning code that is to be read as part of the scheme;
- b) an amendment that would have minimal impact on land in the scheme area that is not the subject of the amendment; and



- c) an amendment that does not result in any significant environmental, social, economic or governance impacts on land in the scheme area.

Dated this 9th day of July 2025

.....  
GLEN DOUGALL  
CHIEF EXECUTIVE OFFICER



**FORM 6A**

**COUNCIL ADOPTION**

**This Standard Amendment was adopted by resolution of the Council of the City of Fremantle at the Ordinary Meeting of the Council held on the 9th day of July 2025.**

.....  
**MAYOR**  
.....  
**CHIEF EXECUTIVE OFFICER**

**COUNCIL RESOLUTION TO ADVERTISE**

**by resolution of the Council of the City of Fremantle at the Ordinary Meeting of the Council held on the 9th day of July 2025.**

.....  
**MAYOR**  
.....  
**CHIEF EXECUTIVE OFFICER**



**COUNCIL RECOMMENDATION**

**This Amendment is recommended for support, by resolution of the City of Fremantle at the Ordinary Meeting of the Council held on the \_\_\_\_\_ day of \_\_\_\_\_ 20\_\_\_\_\_:**

**The City’s seal has been affixed below on the \_\_\_\_\_ day of \_\_\_\_\_ 20\_\_\_\_\_**

.....  
**MAYOR**

.....  
**CHIEF EXECUTIVE OFFICER**

**WAPC ENDORSEMENT (r.63)**

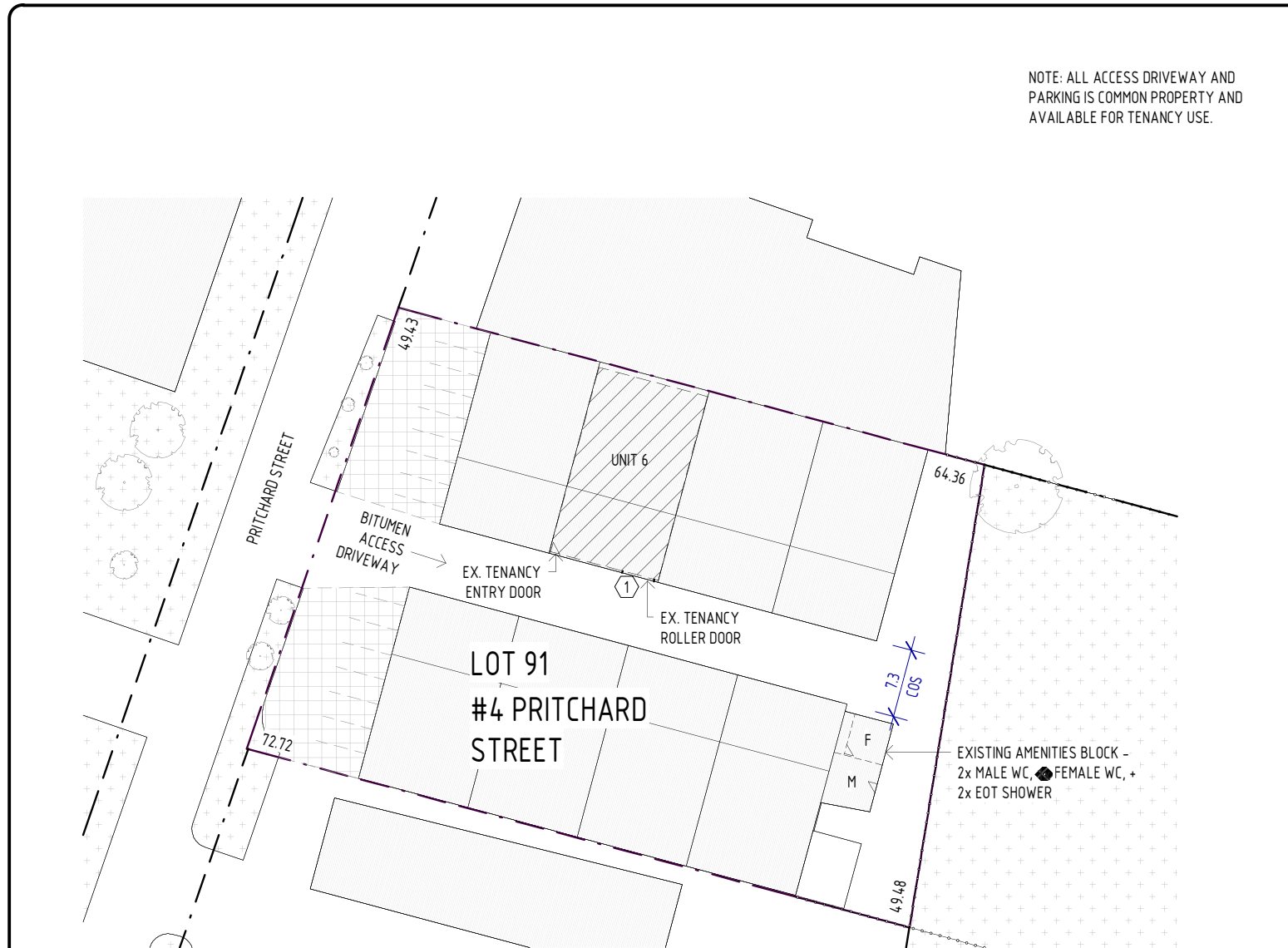
.....  
**DELEGATED UNDER S.16 OF  
THE P&D ACT 2005**

**DATE.....**

**APPROVAL GRANTED**

.....  
**MINISTER FOR PLANNING**

**DATE.....**



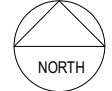
NOTE: ALL ACCESS DRIVEWAY AND PARKING IS COMMON PROPERTY AND AVAILABLE FOR TENANCY USE.

**GENERAL NOTES**

1. CHECK ONSITE CONDITIONS AND MAKE ALLOWANCE AS REQUIRED TO CARRY OUT THE WORK.
2. CHECK ALL DIMENSIONS ONSITE PRIOR TO THE COMMENCEMENT OF ANY WORK. REFER ANY DISCREPANCY TO THE CLIENT FOR RESOLUTION BEFORE PROCEEDING.
3. ALL BUILDING WORK TO BE IN ACCORDANCE WITH THE NATIONAL CONSTRUCTION CODE, AUSTRALIAN STANDARDS & LOCAL AUTHORITY REQUIREMENTS.
4. INSTALL & CONSTRUCT TO MANUFACTURER'S DETAILS & RECOMMENDATION UNLESS NOTED OTHERWISE.

**SITE LEGEND**

- DENOTES NEW 1200x400 ALUMINIUM SHEET SIGN, MOUNTED TO EXISTING CLADDING 2700 AFFL. INSTALL CENTERED TO EX. ROLLER DOOR
- DENOTES EXTENT OF TENANCY (SITE)
- DENOTES EXISTING TENANCY PARKING ZONE
- DENOTES EXISTING LANDSCAPE/PLANTING
- DENOTES EXISTING METAL FENCING
- DENOTES EXISTING TREE



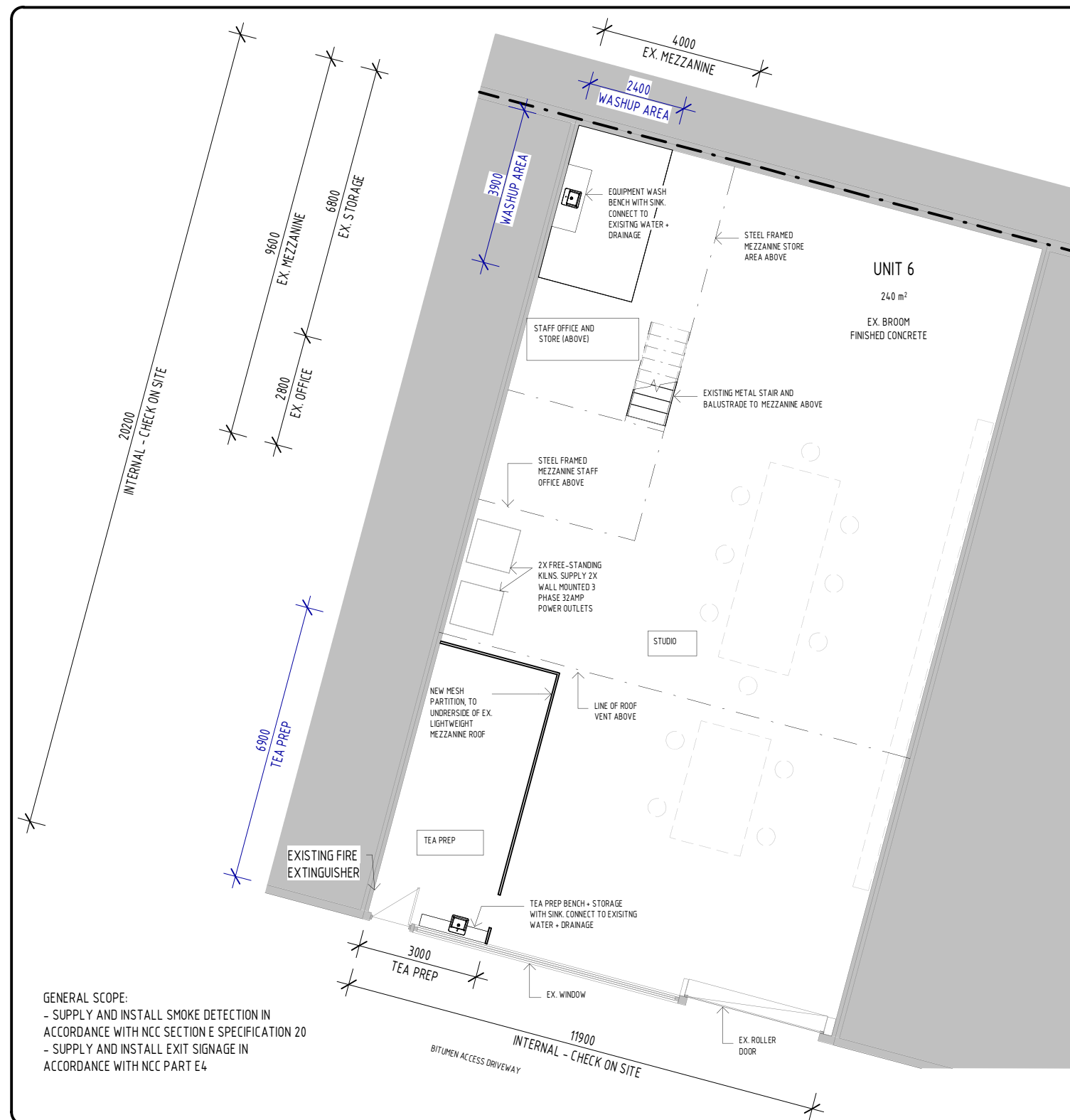
DRAWN BY: MEG CARLAND

**SITE PLAN**  
 SCALE 1:500

**CITY OF FREMANTLE**  
 These Revised Plans Form Part of  
 DA0323/25  
 1 December 2025

**6 / 4 Pritchard Street, OConnor**  
**DEVELOPMENT APPLICATION**

PROJECT No: <b>6-4PS</b>	DRAWING No: <b>A001</b>	REVISION: <b>C</b>
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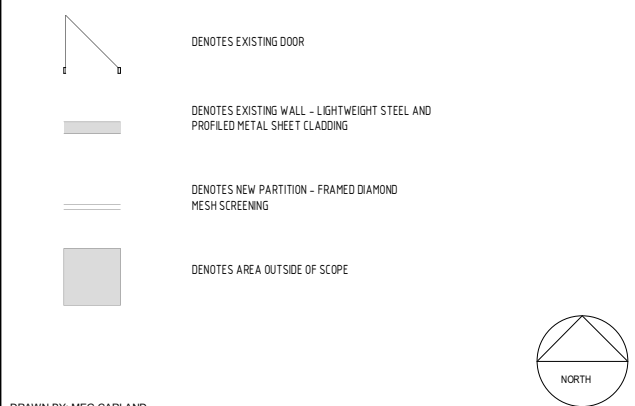
GENERAL SCOPE:  
 - SUPPLY AND INSTALL SMOKE DETECTION IN ACCORDANCE WITH NCC SECTION E SPECIFICATION 20  
 - SUPPLY AND INSTALL EXIT SIGNAGE IN ACCORDANCE WITH NCC PART E4

GENERAL NOTES

1. ALL BUILDING WORK TO BE IN ACCORDANCE WITH THE NATIONAL CONSTRUCTION CODE, AUSTRALIAN STANDARDS & LOCAL AUTHORITY REQUIREMENTS
2. CHECK & VERIFY ALL DIMENSIONS ON SITE PRIOR TO THE COMMENCEMENT OF ANY WORK. REFER ANY DISCREPANCY TO THE OWNER FOR RESOLUTION BEFORE PROCEEDING
3. WORK MUST BE PERFORMED SAFELY AND IN COMPLIANCE WITH ALL APPLICABLE LEGISLATION, & PROCEDURES. TAKE DUE CARE TO PROTECT VISITORS & STAFF FROM WORKS & MACHINERY.
4. TAKE DUE CARE TO PROTECT THE EXISTING BUILDINGS AND MAKE GOOD ANY DAMAGE CAUSED. REPORT INCIDENTS TO SUPERINTENDENT
5. ALLOW FOR THE DISPOSAL OFF SITE OF ALL REMOVED OR EXCESS MATERIALS IN ACCORDANCE WITH THE LOCAL AUTHORITY'S REQUIREMENTS
6. INSTALL & CONSTRUCT TO MANUFACTURER'S DETAILS & RECOMMENDATION UNLESS NOTED OTHERWISE
7. MAKE GOOD & RECTIFY/REPAIR AREAS OR ELEMENTS AFFECTED BY NEW WORKS
8. ALL PLUMBING WORK SHALL BE CARRIED OUT BY A LICENSED PLUMBER, IN ACCORDANCE WITH ALL LOCAL AUTHORITY REQUIREMENTS, RELEVANT INDUSTRY & AUSTRALIAN STANDARDS & WARRANTEDS
9. ALL ELECTRICAL WORKS SHALL BE CARRIED OUT BY A LICENSED ELECTRICIAN, IN ACCORDANCE WITH ALL LOCAL AUTHORITY REQUIREMENTS, RELEVANT INDUSTRY & AUSTRALIAN STANDARDS & WARRANTED
10. PATHS OF TRAVEL TO REQUIRED EXITS TO BE MINIMUM OF 1050mm WIDE. DOORS TO HAVE A CLEAR OPENING OF 850mm MIN.

**CITY OF FREMANTLE**  
 These Revised Plans Form Part of  
**DA0323/25**  
**1 December 2025**

LEGEND



6 / 4 Pritchard Street, OConnor  
 DEVELOPMENT APPLICATION

PROJECT No: <b>6-4PS</b>	DRAWING No: <b>A002</b>	REVISION: <b>B</b>
-----------------------------	----------------------------	-----------------------



Distance from  
ground to sign  
= 2.7m



Sign Dimensions  
= 1200mm W x  
400mm H

Material =  
Aluminium  
Composite Panel

**CITY OF FREMANTLE**  
**These Revised Plans Form Part of**  
**DA0323/25**  
**1 December 2025**

22 September 2025

Muk Studio  
6/4 Pritchard Street  
O'CONNOR WA 6163

City of Fremantle  
Walyalup Civic Centre  
151 High Street  
FREMANTLE WA 6160

*Sent via online application portal*

**Attention: Planning Services**

Dear Sir/Madam

**Application for Development Approval – Change of Use to Private Recreation and Signage  
Unit 6, No. 4 Pritchard Street, O'Connor**

I am the assignee of the lease of Unit 6, No. 4 Pritchard Street, O'Connor ('subject site'), where I operate my small business, Muk Studio. I have prepared this letter in support of my Application for Development Approval ('Application') for a change of use to 'Recreation – Private' and associated signage at the subject site. This Application has been submitted with the consent of Salt Property Group, as the authorised agent for the landowner.

Should you require any further information or clarification in relation to this matter, please contact Belle Smithies on 9221 1991.

To enable this Application, please find attached the following documents:

- Completed and signed City of Fremantle Application for Development Approval form;
- Letter confirming the authority of Salt Property Group to act on behalf of the landowner;
- Completed City of Fremantle Information Required for Planning Applications checklist;
- Completed City of Fremantle Additional Information for Advertisements form;
- Current Certificate of Title and Strata Plan;
- Site plan, floor plan and signage details; and
- Operational Management Plan.

The following letter provides a description of the subject site, proposed development and justification for the proposal under the relevant planning framework.

**SUBJECT SITE**

The subject site is located within the O'Connor industrial area in the City of Fremantle ('City'). It is bound by Pritchard Street to the west, industrial development to the north and south, and a vacant lot to the east which forms part of the South Street road reserve.

The subject site is comprised of one (1) strata lot, as follows:

- Lot 6 on Strata Plan 3524 Certificate of Title Volume 2093 Folio 648.

The parent lot, being Lot 91 (No. 4) Pritchard Street, comprises a total of eight (8) strata units, and common property that consists of vehicle access and parking, toilet facilities, and landscaping.

Each strata unit, including the subject site, comprises one (1) industrial unit with an area of 250m<sup>2</sup>. The subject site consists of the ground floor with an internal area of 240m<sup>2</sup>, and the mezzanine floor with an internal area of 38.4m<sup>2</sup>.

Refer **Attachment 1 – Certificate of Title** and **Attachment 2 – Strata Plan**.

### **PROPOSED DEVELOPMENT**

This Application seeks approval for the operation of a pottery studio at the subject site.

Muk Studio offers pottery classes to the public, consisting of one-session workshops and multi-week courses. The studio can also be booked for private classes, which occur approximately once per month.

Muk Studio also offers 'open access' sessions for individuals who have attended a class at the studio or who have previous pottery experience. These are unguided sessions without formal instruction.

Refer **Attachment 3 - Development Plans**.

#### **Internal Fitout**

The internal fitout of the subject site consist of the following components on the ground floor:

- New mesh partition to the underside of the mezzanine for a tea preparation area;
- Tea preparation area consisting of a bench and storage with sink;
- Washup area consisting of an equipment wash bench with sink;
- Two (2) free-standing kilns; and
- Tables, chairs and storage shelves.

The mezzanine level is accessed via existing metal stairs, and consists of the staff office and store area.

#### **Signage**

One (1) building identification sign is proposed on the external facade of the subject site, above the roller door. The sign has dimensions of 1.2m in width and 0.4m in height, resulting in a surface area of 0.48m<sup>2</sup>. The sign consists of an aluminium panel in white, displaying the word 'Muk' in blue.

### **Operating Hours**

The main operations of the studio can be categorised as scheduled and private classes, open access sessions, and collections and enquiries.

Classes will not fall outside the hours of 10am - 9pm on any day of the week, but actual class hours will vary within this window depending on schedules and private bookings.

Classes will primarily be held on weekday evenings, during the day on Fridays, and on weekends, in order to limit the impact on surrounding neighbours. Classes may occasionally be scheduled during the day on other weekdays, such as during school holidays.

The studio is available for 'open access' sessions on Fridays and Saturdays from 10am to 6pm.

Staff will also be available on-site on Thursdays, Fridays and Saturdays from 11am to 6pm for attendees to collect their fired work and for general enquiries.

### **Capacity**

Classes have a maximum capacity of 15 people, but the typical class size is expected to be 10 people. As members are permitted to use the studio while a class is taking place, the space is designed to accommodate a maximum of 30 people (including instructors) at any one time.

### **Parking**

Parking areas within the parent lot are all located within common property and are not allotted to specific units.

Given classes are typically held outside of standard business hours, Muk Studio has obtained consent from the operators of the other units within the complex to utilise the parking areas at the north-west, south-west, and north-east corners of the subject site. Refer **Figure 1 - Parking Map**.

The parking at the western side of the parent lot can accommodate 13 vehicles, as depicted on the Site Plan at **Attachment 3**.

### **Deliveries**

Deliveries to the subject site are infrequent as most materials are collected directly from suppliers. When deliveries do occur, vehicles will park directly outside the unit so as to not interfere with access to surrounding units. Delivery vehicles will generally be parked for a maximum of 10 minutes at a time.

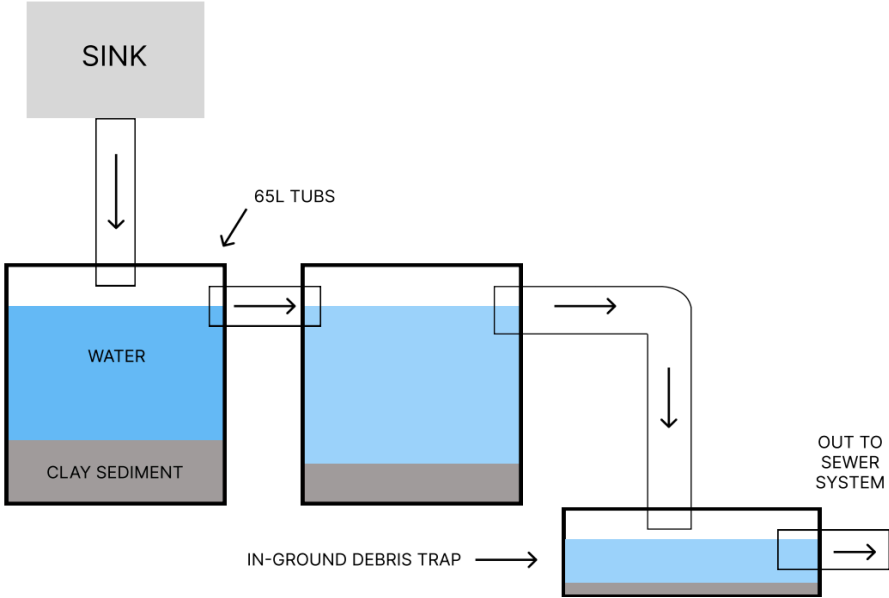
### **Waste Management**

General waste is stored in a 240L bin within the studio, and collected fortnightly. Co-mingled recycling is also stored in a 240L bin within the studio, and is collected monthly. Staff will wheel the bins to the vehicle accessway for collection on the designated day, with the collection being carried out by a private waste contractor.

Clay waste is collected from the sink in a catchment system to prevent it from being disposed of into the wastewater system, as illustrated in **Figure 2 - Clay Trap Diagram**. Clay waste is then either recycled or dried before being disposed of into landfill.



**Figure 1. Parking Map**



**Figure 2. Clay Trap Diagram**

### **Toilets**

One (1) male and one (1) female toilet are located at the rear of the unit complex. The toilets are locked at all times, with each unit given a key which will be lent to students or members as required.

### **Operational Management Plan**

In addition to the above, an Operational Management Plan has been prepared which outlines the key operational measures of the studio, including the following matters:

- Business Overview
- Hours of Operation;
- Staffing;
- Customer numbers and capacity;
- Traffic and parking;
- Waste management;
- Noise management;
- Safety and risk management;
- Accessibility and inclusivity; and
- Neighbourhood and community interface.

Refer **Attachment 4 - Operational Management Plan**.

## **TOWN PLANNING CONSIDERATIONS**

### **Local Planning Scheme No. 4**

#### Zoning

The subject site is zoned 'Industrial' under both the Metropolitan Region Scheme and the City of Fremantle Local Planning Scheme No. 4 ('LPS 4'). It is also located within Local Planning Area 8 ('LPA 8') under the provisions of LPS 4.

#### Land Use

Under LPS 4, a pottery studio that runs classes for the public is best categorised as the 'Recreation - Private' land use, which is defined as follows:

*recreation – private means premises that are –*

- a. used for indoor or outdoor leisure, recreation or sport; and*
- b. not usually open to the public without charge;*

'Recreation - Private' is a 'D' use within the 'Industrial' zone, meaning it is capable of approval with the discretion of the City.

In this regard, the objectives of the 'Industrial' zone are set out at clause 3.2.1(g) of LPS 4, as follows:

*Development within the industrial zone shall —*

- i. provide for manufacturing, processing and fabrication industry, the storage and distribution of goods and associated uses, service industry, utilities and communication, ancillary retail which by the nature of their operations should be separated from residential areas, and*
- ii. ensure that development contributes to a high standard amenity and design as well as compatibility with adjacent residential areas.*

The proposed pottery studio is consistent with these objectives for the following reasons:

- As the subject site comprises only one (1) of eight (8) units within the parent lot, it will not change the predominant industrial use of the parent lot;
- There is an existing pottery production studio operating at Unit 2, 6 Pritchard Street (directly opposite the subject site), which demonstrates established compatibility with the surrounding land uses;
- The studio will predominantly operate outside of the business hours of the surrounding units, and therefore will not have a negative impact on surrounding development with respect to vehicle access and parking;
- The subject site is located within an industrial area and is not in proximity to any noise-sensitive land uses, so will not have a negative acoustic impact on surrounding development; and
- The tenancy provides sufficient internal floor area to comfortably and safely accommodate workshop participants and equipment.

**Building Requirements**

Clause 4.6.1 of LPS 4 states that all commercial and industrial development shall comply with the building requirements set out in schedule 7, which relates to local planning areas.

As noted above, the subject site is located within LPA 8. The building requirements for LPA 8 set out in schedule 7 relate only to building height. No changes to building height, or any structural changes, are proposed.

**Vehicle Parking**

Table 2 of LPS 4 sets out minimum car, delivery vehicle and bicycle parking requirements for various land uses. The minimum parking requirements for the 'Recreation - Private' land use are set out in Table 1, below.

<b>Car Parking Bays</b>	<b>Delivery Bays</b>	<b>Bicycle Racks</b>
1: 5 seats or 1:5 people accommodated	1: service/storage area	Class 1 or 2: 1 per 4 employees Class 3: 1 per 200m <sup>2</sup> GLA

**Table 1. Vehicle Parking Requirements**

The proposed development will accommodate a maximum of 30 people at any one time, and is therefore required to provide a minimum of 6 car parking bays.

As discussed above, Muk Studio has obtained consent from the operators of the other units within the complex to utilise the parking areas at the north-west, south-west, and north-east corners of the subject site. The parking at the western side of the parent lot can accommodate 13 cars, as depicted on the Site Plan.

One (1) delivery bay is provided directly adjacent to the subject site, such that it will not interfere with access to other units.

The proposed development therefore meets the requirements of LPS 4 with respect to car parking and delivery parking.

The parent lot does not provide dedicated space for bicycle parking, as the location and predominant use of the parent lot is that most staff and visitors travel by car or public transport.

Clause 4.7.3.3 of LPS 4 enables the City to waive the class 1 or 2 bicycle rack requirements where, in its opinion, the development application is for a minor change of use. We are of the view that this Application represents a minor change of use for the following reasons:

- The proposed land use is a 'D' use within the 'Industrial' zone, and therefore does not require public consultation;
- The Application does not propose any physical works, with the exception of signage;
- The Application does not propose an increase in floor area;
- The proposed development will predominantly operate outside of the standard business hours of the surrounding development, and therefore will have a negligible impact with respect to parking and vehicle access.

For the above reasons, we request that the City exercise its discretion by waving the class 1 and 2 bicycle rack requirements.

The proposed development has a gross floor area ('GFA') of 250m<sup>2</sup> and therefore requires 1.25 class 3 bicycle racks per Table 2 of LPS 4. As per clause 4.7.1(d) of LPS 4, class 3 bicycle racks are those of a low security level, such as rails or racks to which both the bicycle frame and wheels can be locked.

Whilst bicycle racks are not provided within the subject site or parent lot, there is space within the studio where bicycles can be stored. This provides a secure location which will be visible to the bicycle owners.

For the reasons outlined above, we consider the proposal to be consistent with LPS 4 with respect to bicycle parking.

#### **Local Planning Policy 2.14 - Advertising Policy**

Local Planning Policy 2.14 - Advertising Policy ('LPP 2.14') sets out requirements applicable to all signs, as well as specific signage types.

This Application seeks approval for one (1) building identification sign located on the external facade of the subject site, above the roller door. The sign has dimensions of 1.2m in width and 0.4m in height, resulting in a surface area of 0.48m<sup>2</sup>. The sign consists of an aluminium panel in white, displaying the word 'Muk' in blue.

The proposed development is consistent with the general requirements applicable to all signs, set out at clause 1.1 of LPP 2.4, as demonstrated in Table 2, below.

<b>Requirement</b>	<b>Response</b>
<i>a. Advertisements will not be approved on properties primarily used for residential purposes where the advertisement does not pertain to a relevant home business, occupation or store on the site unless otherwise provided for in another local planning policy.</i>	The subject site is not a residential premises.
<i>b. Advertisements are to be located and designed so as not to cause a hazardous distraction to motorists, pedestrians or other road users.</i>	The sign faces the internal vehicle access and therefore has low visibility from the street.
<i>c. Advertisements will be compatible with the style, scale and character of the surrounding streetscape, and the predominant uses within the locality.</i>	The sign consists of a simple design comprising two (2) colours, printed on an aluminium panel. It is therefore consistent with the industrial character of the surrounding streetscape.
<i>d. Consideration will be given to the number and type of existing signs in the locality so as to avoid visual clutter.</i>	Only (1) sign is proposed, which provides identification of the proposed business.
<i>e. Advertisements shall not impede pedestrian or vehicle movements.</i>	The sign is mounted on the wall above the door, so as to not impede pedestrians or vehicles.
<i>f. Illuminated signs are to be maintained to operate as an illuminated sign; and</i>	The sign is not illuminated.
<i>g. Advertisements are not to emit a flashing or moving light or radio; animation or movement in its design or structure; reflective, retro-reflective or fluorescent materials in its design structure.</i>	The sign does not emit any flashing or moving lights or animation, nor is it composed of reflective or similar materials.
<i>h. Advertisements in the form of an Animated signs [sic] will not, be supported by Council</i>	The sign is not animated.

Requirement	Response
<p><i>i. Advertisements will not be approved on private land which include,</i></p> <ul style="list-style-type: none"> <li><i>i. the name, logo, or symbol of a company or other organisation that does not own or substantially occupy the site or building on which the advertisement is located; or</i></li> <li><i>ii. a product or service not provided on the site on which the advertisement is located;</i></li> <li><i>iii. a product or service that does not form part of the signage displaying the name, logo or symbol; of a company or other organisation that owns or substantially occupy [sic] the site or building on which the advertisement is located; or</i></li> <li><i>iv. signs for an activity or event not occurring on the site on which the advertisement is located.</i></li> </ul>	<p>The sign depicts the name and logo of the business that occupies the subject site, being Muk Studio.</p>

**Table 2. General Advertising Requirements**

In addition to the above, clause 2.4.1 of LPP 2.14 sets out specific requirements for wall, fascia, building identification or projecting signs, as follows:

- a. The advertisement does not project above the fascia of the building and does not exceed the frontage of the tenancy; and*
- b. The advertisement(s) are restricted to three signs per street frontage per tenancy.*

Only one (1) advertising sign is proposed. It is located within the bounds of the external facade of the building; it does not project vertically or horizontally beyond the facade.

For the reasons outlined above, the proposal is consistent with the provisions of LPP 2.14.

**CONCLUSION**

This Application is compliant with the relevant provisions of the City of Fremantle Local Planning Scheme No. 4 and the relevant Local Planning Policies, including LPP 2.14 - Advertising Policy.

The proposed land use, operations and signage are compatible with the amenity and character of the parent lot and surrounding light industrial precinct.

On this basis, we respectfully request the City's favourable determination of the Application.



# Operational Management Plan – MUK Studio

Prepared 22 September 2025

## 1. Business Overview

MUK Studio is a pottery studio providing public and private workshops and offering access for individuals to create their own ceramic work. The studio is intended as a community-oriented creative space, with classes and sessions suitable for beginners and experienced makers.

---

## 2. Hours of Operation

- **Open access sessions:** Fridays and Saturdays, 10am - 6pm
- **Classes:** Varies depending on schedule, but between the hours of 10am - 9pm (and primarily on weeknights and weekends to minimise impact on neighbours)
- **Collections and enquiries:** Thursday to Saturday, 10am - 6pm, or by appointment

**Staff presence:** Staff are on-site during open access sessions, during scheduled classes and workshops, and during the windows for collections and enquiries.

---

## 3. Staffing

- **Total staff:** 1 full-time, 2 casual
  - **Maximum on-site at one time:** 2 staff
  - **Roles:**
    - Owner/Manager
    - Teachers/Instructors
- 

## 4. Customer Numbers & Capacity

- **Maximum participants per workshop:** 15
- **Typical class size:** ~10 participants
- **Maximum capacity:** 30

- Members may access the studio space to work on their own projects while classes are running. This would be the maximum number of people in the studio at a time.
  - **Peak periods:** Weeknight classes and weekend daytime sessions
- 

## 5. Traffic & Parking

- Customers and staff generally access the premises by car, with some walking or public transport use.
  - On-site parking is part of a **shared common area**; no fixed allocation per unit.
  - MUK Studio has **consent from neighbouring tenants** to use specific bays (see attached parking map, highlighted green).
  - Additional street parking is readily available on Pritchard Street.
  - Parking demand is managed by emailing participants in advance with a parking map and instructions.
  - Deliveries are infrequent as most materials are collected directly from suppliers, and when they do occur, delivery vehicles will park directly outside the studio so as to minimise access impact to other units.
- 

## 6. Waste Management

- **General waste:** 1 x 52L bin collected fortnightly by private waste contractor; stored inside the studio then wheeled outside for collection by staff.
  - **Co-mingled recycling:** 1 x 52L bin collected monthly by private waste contractor; stored inside the studio then wheeled outside for collection by staff.
  - **Clay waste:** Collected in a bucket trap/catchment system, then recycled or dried before disposal to landfill.
- 

## 7. Noise Management

- **Sources of noise:** Light background music and conversation during classes/workshops.
- **Noise management:**
  - No heavy machinery; equipment is low impact.

- Evening classes and weekend use are outside neighbouring business hours, ensuring minimal disruption.
- 

## 8. Safety & Risk Management

- **Safety equipment:** First aid kit and fire extinguisher on site.
  - **Procedures:**
    - Silica dust minimised through frequent wet cleaning and mopping.
    - Masks used when handling glaze materials; gloves worn for unloading kilns.
    - Kilns are only accessed once cooled; temperature controlled by kiln control system.
  - **Insurance:** Public liability insurance is in place.
- 

## 9. Accessibility & Inclusivity

- **Access:** Wide driveway and garage door access. Shared toilets are available within the complex, but not fully disability-compliant.
  - **Inclusivity:** Concessions available for people with disability upon request.
- 

## 10. Neighbourhood & Community Interface

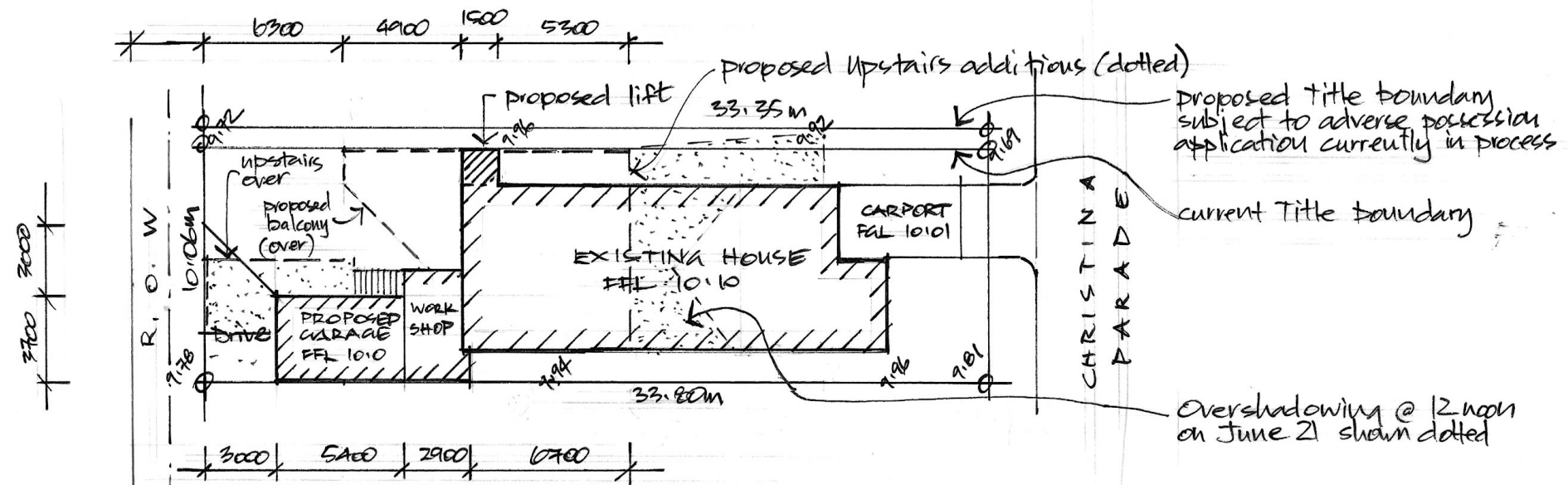
- **Minimising impacts:**
  - Low-noise operation.
  - Parking managed proactively with clear instructions to patrons.
- **Community engagement:** Future potential to host exhibitions or maker markets, showcasing local creatives.
- **Complaints process:** Neighbours may raise concerns directly with the owner or by emailing [hello@mukstudio.com.au](mailto:hello@mukstudio.com.au).







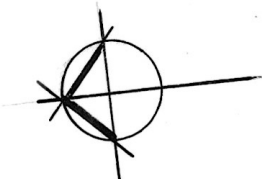




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**SITE & OVERSHADOWING PLAN** 1:200

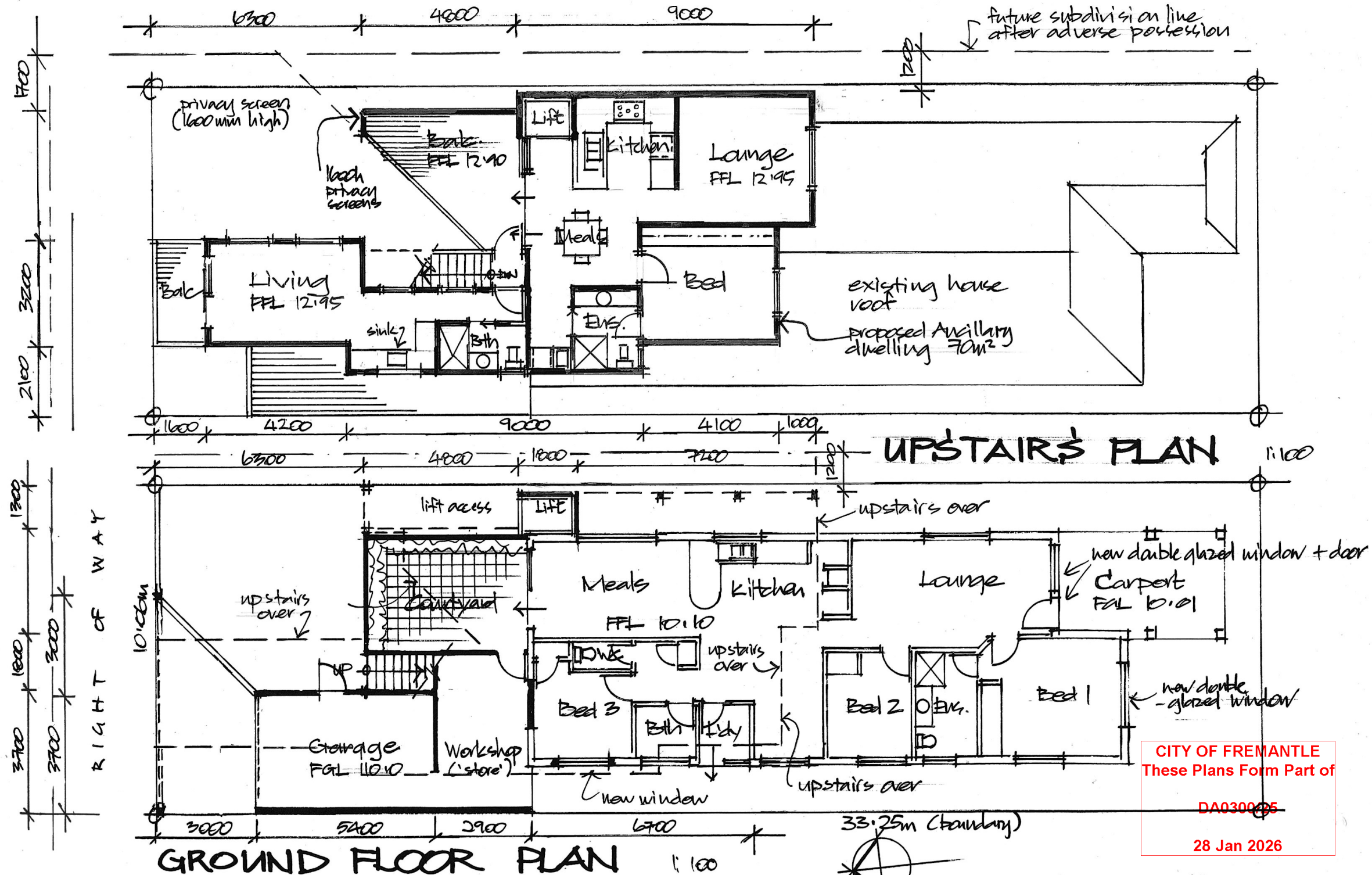
NOTE S:-  
 1) Overshadowing at 12 noon on June 21 shown dotted = 0° on neighbouring properties



Proposed Alterations & Additions to 7 Christina Pde,  
 North Fremantle for Barry Trewin

DATE: SEPT '25 SCALE: 1:200 DWG: A01 (A) 26/01/26 Matt Wallwork 0414235082

**ecotecture**

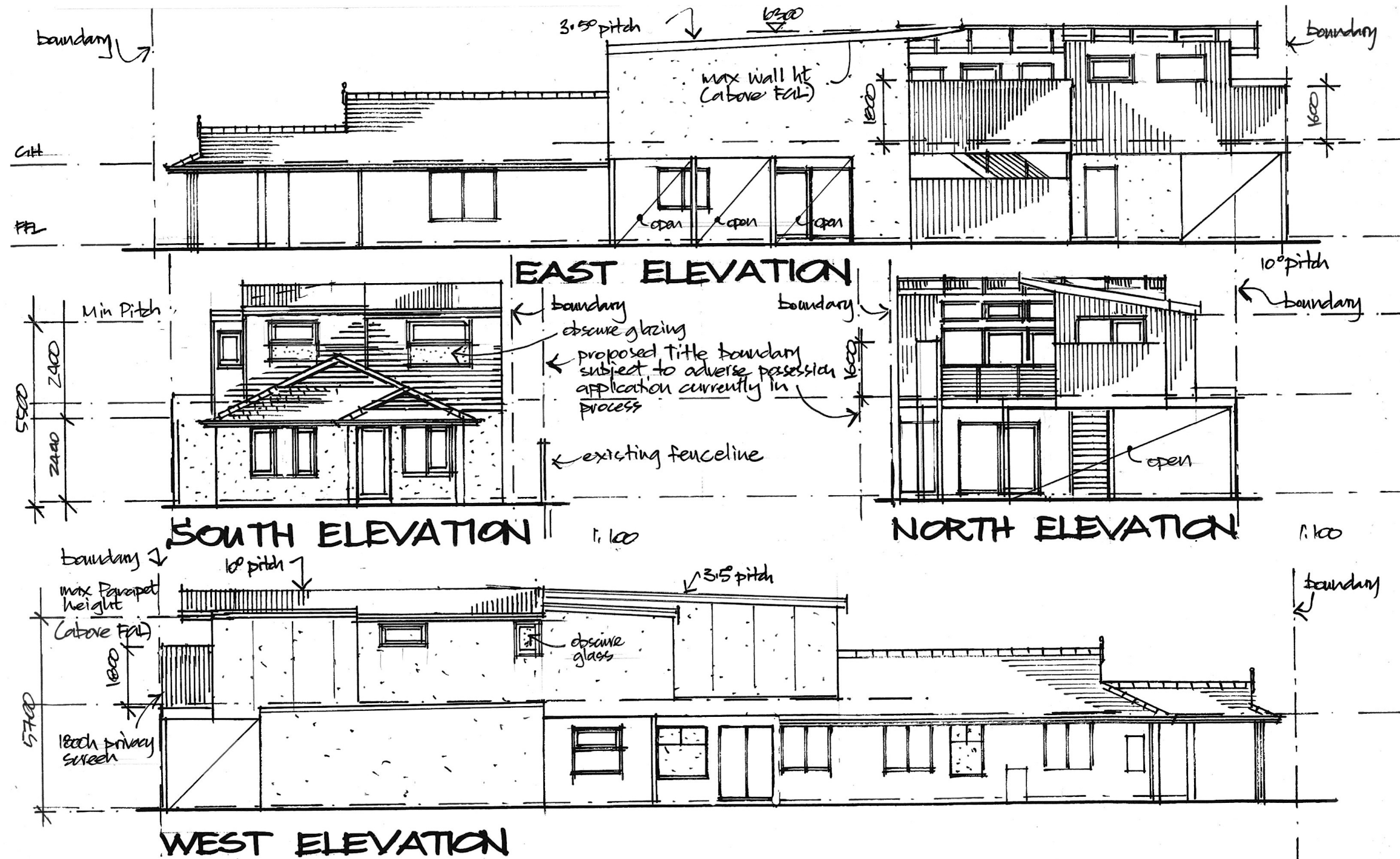


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 DA030005  
 28 Jan 2026

Proposed Alterations & Additions to Existing Residence  
 at 7 Christina Pale, North Fremantle for Barry Trewin  
 DATE: AUG 25 SCALE: 1:100



**edotecture**  
 Matt Wallwork 0414235002

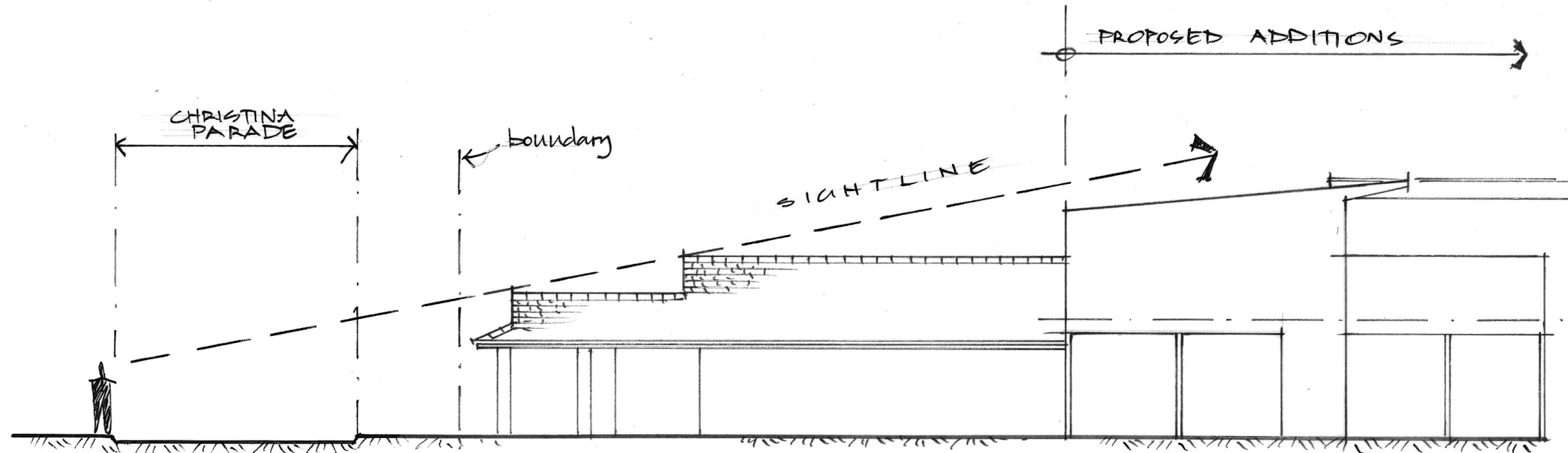


Proposed Alterations to Existing House at 7 Clifton Parade  
 North Fremantle for Barry Trewin

DATE: AUG '25 SCALE: 1:100

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 28 Jan 2026

DWG: A03 (a) edotecture  
 (a) JAN '26 Matt Wallwork 0414235002



EAST ELEVATION 1:100

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28 Jan 2026

Proposed Alterations & Additions to 7 Christina Pde,  
North Fremantle for Barry Trewin

DATE: SEPT '25 SCALE: 1:100

DWG: A04 (1) JAN 26 Matt Wallwork 0414235002 edotecture

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**DA0355/25**  
**7 January 2026**

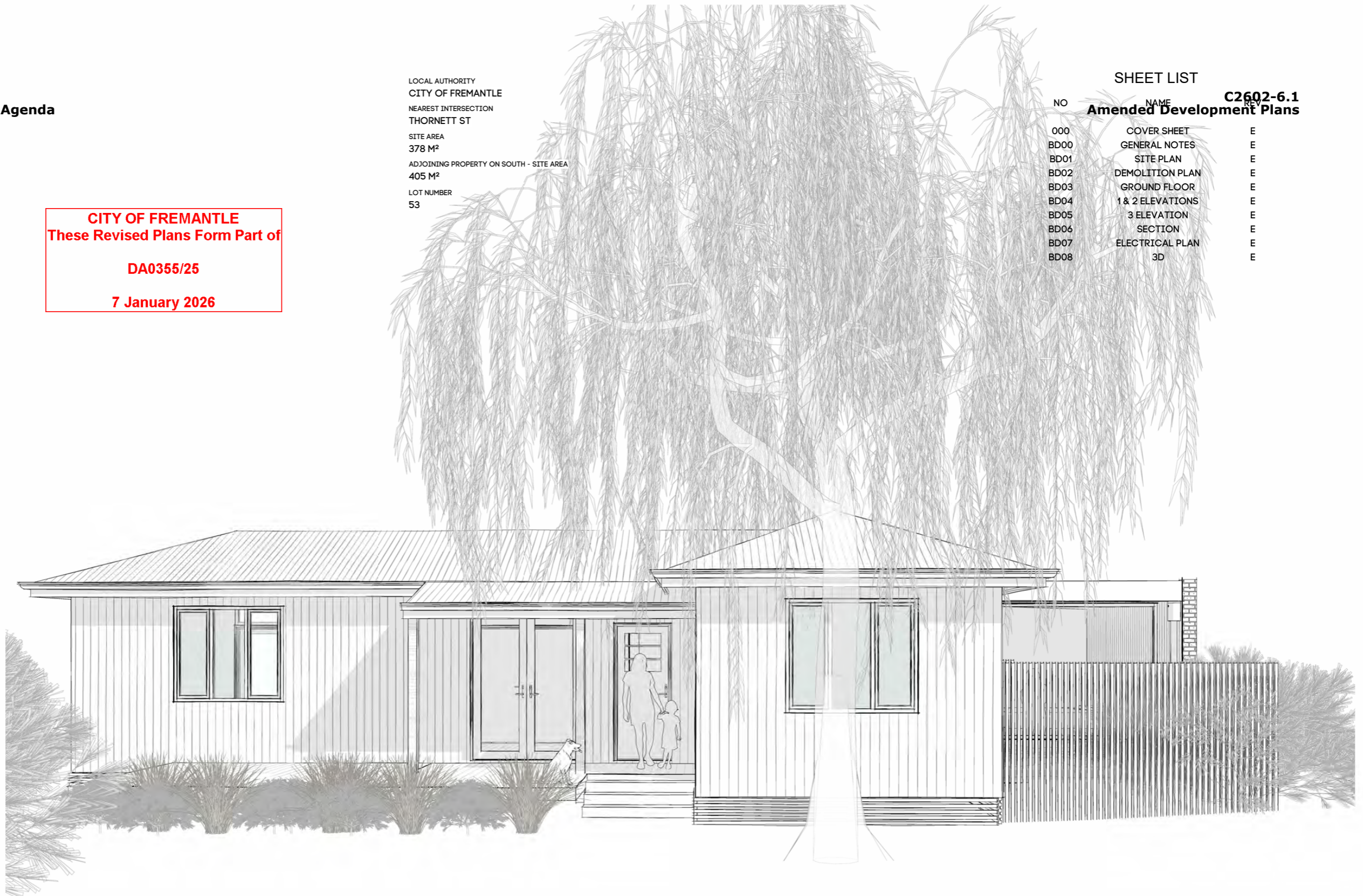
LOCAL AUTHORITY  
CITY OF FREMANTLE  
NEAREST INTERSECTION  
THORNETT ST  
SITE AREA  
378 M<sup>2</sup>  
ADJOINING PROPERTY ON SOUTH - SITE AREA  
405 M<sup>2</sup>  
LOT NUMBER  
53

**SHEET LIST**

NO	NAME	REV
000	COVER SHEET	E
BD00	GENERAL NOTES	E
BD01	SITE PLAN	E
BD02	DEMOLITION PLAN	E
BD03	GROUND FLOOR	E
BD04	1 & 2 ELEVATIONS	E
BD05	3 ELEVATION	E
BD06	SECTION	E
BD07	ELECTRICAL PLAN	E
BD08	3D	E

**C2602-6.1**

**Amended Development Plans**



PROJECT  
RENOVATIONS/ ADDITIONS  
CLIENT  
HANNAH CAMERON  
SITE  
17 HARWOOD ST, HILTON WA 6163

DRAWING  
COVER SHEET  
PROJECT NO  
0871

SIZE A3  
M. 0408277574  
E. HELLO@BARRETO.AU

**barreto**  
Building Design

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PREFERENCE TO SCALED.  
ALL CONSTRUCTION TO CONFORM TO NCC AND  
AUSTRALIAN STANDARDS.

REV	DESCRIPTION	DATE
A	DESIGN CONCEPT	26/08/25
B	FROM CLIENT COMMENTS	03/09/25
C	PRELIMINARY SET	12/09/25
D	PLANNING	24/09/25
E	PLANNING RFI	07/01/26

ISSUE	SHEET NO	REV
APR	000	E

GENERAL SPECIFICATION

GENERAL

1. ALL WORK TO BE IN ACCORDANCE WITH THE PROVISIONS OF THE NCC 2022 VOLUME TWO (CLASS 1 & 10)
2. ALL MATERIALS TO COMPLY WITH THE CURRENT EDITION OF REFERENCED AUSTRALIAN STANDARDS AT TIME OF CONSTRUCTION
3. ALL WORKMANSHIP TO COMPLY WITH THE CURRENT EDITION OF REFERENCED AUSTRALIAN STANDARDS AT TIME OF CONSTRUCTION
4. ALL DETAILS TO BE CHECKED AND MEASURED AS REQUIRED PRIOR TO ORDERING
5. DO NOT SCALE FROM DRAWINGS
6. ALL REFERENCED STANDARDS TO BE CURRENT REVISION AT TIME OF CONSTRUCTION
7. REFER TO ENGINEER'S DETAILS AND SPECIFICATIONS FOR ALL STRUCTURAL NOTES AND REQUIREMENTS
8. GUTTERS AND DOWNPIPES TO COMPLY WITH NCC 2022 VOL TWO H2D2 AND AS3500
9. TIMBER ROOF, WALL AND WINDOW FRAMING TO COMPLY WITH AS1684 OR AS1720
10. TIMBER FLOOR FRAMING AND JOISTS TO ENGINEER'S DETAILS AND AS1684
11. ALL WINDOWS TO BE SCREENED IN ACCORDANCE WITH NCC 2022 VOL TWO H7P5 AND AS3959
12. ALL GLAZING TO COMPLY WITH AS2047, AS1288, AS4055 AND NCC 2022 HD5/HF1
13. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH OTHER DOCUMENTATION IN THE DRAWING SET
14. SUB-FLOOR VENTILATION TO NCC 2022 VOL TWO H2D5
15. WET AREAS TO NCC 2022 VOL TWO H4D3 AND AS3740
16. GUTTERS AND DOWNPIPES - AS2179 FOR METAL, AS1273 FOR UPVC
17. STORMWATER TO COMPLY WITH AS3500, NCC 2022 VOL TWO HD2 AND LOCAL GOVERNMENT REQUIREMENTS

EARTHWORKS

1. EARTHWORKS TO BE CARRIED OUT IN ACCORDANCE WITH AS3798
2. REMOVE ALL TOPSOIL, VEGETATION AND DELETERIOUS FILL MATERIAL FROM THE BUILDING AREA TO A MINIMUM OF 200 MM UNLESS OTHERWISE STATED
3. WHERE PLUMBING PIPES PASS THROUGH FOUNDATIONS OR GROUND SLAB, SPECIFIED DEPTH OF CONCRETE IS TO BE MAINTAINED
4. DO NOT EXCAVATE SERVICE TRENCHES WITHIN AN ANGLE OF 45° DOWN FROM THE BOTTOM EDGE OF FOOTING
5. FOUNDATION MATERIAL SHALL BE COMPACTED TO PROVIDE MINIMUM STANDARD PERTH PENETROMETER READINGS OF 8 BLOWS PER 300 MM
6. IF CLAY IS ENCOUNTERED, ENGINEER SHALL BE CONSULTED
7. SAND FILL TO BE CLEAN AND WELL DRAINED WITH MAXIMUM FINES (PARTICLES UP TO 0.7 MM) CONTENT OF 5%

CONCRETE

1. CONCRETE TO CONFORM TO REQUIREMENTS OF AS3600
2. REINFORCEMENT IS TO CONFORM TO AS1302, AS1303 AND AS1304

BRICKWORK

1. ALL BRICKWORK SHALL COMPLY WITH AS3700
2. BRICK GAUGE 7 STANDARD COURSES = 600 MM UNLESS STATED OTHERWISE
3. WHEN WALLS ARE BRICK, DIMENSIONS ARE TYPICALLY TO BRICK COURSING UNLESS RENDERED. IF WALL DIMENSIONS DON'T MATCH EXTERNALLY, CONTACT THIS OFFICE TO CONFIRM - DO NOT CHANGE OUTSIDE DIMENSIONS OF BUILDING. IF OPENING DIMENSIONS DON'T MATCH BRICK COURSING, CONTACT CLIENT OR THIS OFFICE TO CONFIRM MOVING THESE TO SUIT

TIMBER NOTES

1. ALL TIMBERWORK TO BE IN ACCORDANCE WITH AS1720, AS1684 AND NCC 2022 VOL TWO HD6
2. ALL FASTENERS AND WASHERS TO BE HOT-DIP GALVANISED. WASHERS TO BE USED FOR ALL TIMBER BOLTED CONNECTIONS
3. ALL EXTERNAL/EXPOSED TIMBER TO BE H3 HAZARD-LEVEL TREATED
4. MINIMUM TIMBER GRADE MGP10

ROOFING

1. SELECTED ROOFING MATERIAL SHALL BE INSTALLED AND FIXED IN ACCORDANCE WITH MANUFACTURER'S SPECIFICATIONS, NCC 2022 VOL TWO H2D6 AND RELEVANT AUSTRALIAN STANDARDS






TERMITE

1. PHYSICAL AND CHEMICAL TERMITE TREATMENTS TO BE CARRIED OUT IN ACCORDANCE WITH AS3660 AND NCC 2022 VOL TWO H6D1

STEEL

1. REFER TO ENGINEER'S DETAILS AND NOTES FOR SPECIFICATIONS
2. STRUCTURAL STEEL TO BE DESIGNED AND ERECTED IN ACCORDANCE WITH AS4100 OR AS/NZS4600
3. NOTE THAT STEEL REQUIREMENTS CHANGE IN COASTAL AREAS AS PER AUSTRALIAN STANDARDS. REFER TO ENGINEERING NOTES AND AUSTRALIAN STANDARDS

LEGEND:

AHD. - AUSTRALIAN HEIGHT DATUM	INT. - INTERIOR
AS. - AUSTRALIAN STANDARD	LVL. - LEVEL
A/C - AIR CONDITIONING	MH. - MAN HOLE
AVG. - AVERAGE	NA. - NOT APPLICABLE
BCA/ NCC. - NATIONAL CONSTRUCTION CODE	NO. - NUMBER
BL. - BUILDING LINE	NTS. - NOT TO SCALE
BLDG. - BUILDING	OA. - OVER ALL
CABT. - CABINET	OD. - OUTSIDE DIAMETRE
CH. - CEILING HEIGHT	P. - PUMP
CLG. - CEILING	PART. - PARTITION
COL. - COLUMN	PWR. - POWER
C. - CENTRE	QTY. - QUANTITY
D. - DOOR	REF. - REFERENCE
DET. - DETAIL	REV. - REVISION
DIA. - DIAMETRE	RL. - REDUCED LEVEL
DIM. - DIMENSION	ROBE - WARDROBE
DR. - DRAIN	SB. - STEEL BEAM
DWG. - DRAWING	SC. - STEEL COLUMN
EL. - ELEVATION	SCHED. - SCHEDULE
ELECT. - ELECTRIC/ ELECTRICAL	SECT. - SECTION
EMERG. - EMERGENCY	STD. - STANDARD
EMB. - ELECTRIC METER BOX	SPEC. - SPECIFICATION
EXH. - EXHAUST	SQ.M. - SQUARE METRE
EXIST. - EXISTING	SQ.CM. - SQUARE CENTIMETRE
EXT. - EXTERIOR	STR. - STORAGE
FLR. - FLOOR	STRUCT. - STRUCTURAL
GAR. - GARAGE	TYP. - TYPICAL
HC. - HOSE COCK	UNT. - UNIT
HRAIL. - HAND RAILING	UTIL. - UTILITY
HTR. - HEATER	VA. - VOLTAGE
HWS. - HOT WATER SYSTEM	WH. - WALL HEIGHT
HYD. - FIRE HYDRANT	WIR. - WALK IN WARDROBE
HVAC. - HEATING, VENTILATION & AIR CONDITIONING	WT. - WATER TANK
ID. - INTERNAL DIAMETRE	
 OR  FLOOR DRAIN	 SMOKE DETECTOR
 DP DOWN PIPE	 HOSE COCK

**CITY OF FREMANTLE**  
**These Revised Plans Form Part of**  
  
**DA0355/25**  
  
**7 January 2026**

PROJECT  
RENOVATIONS/ ADDITIONS  
CLIENT  
HANNAH CAMERON  
SITE  
17 HARWOOD ST, HILTON WA 6163

DRAWING  
GENERAL NOTES  
PROJECT NO  
0871

SCALE 1:25  
DATE 07/01/26  
DRAWN FB  
SIZE A3  
  
M. 0408277574  
E. HELLO@BARRETO.AU

**barreto**  
Building Design

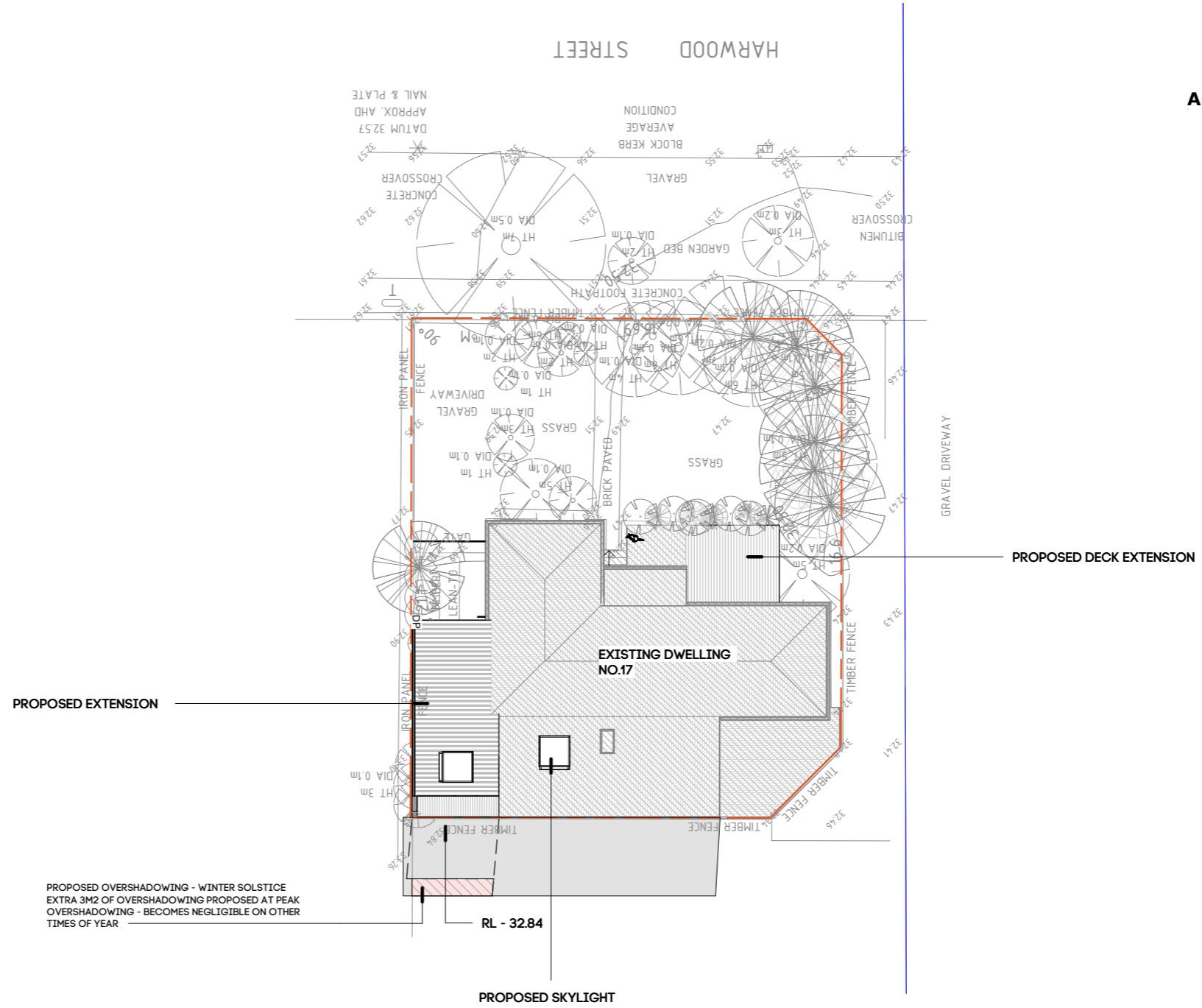
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ISSUE	SHEET NO	REV
APR	BD00	E

NOTES:

- LEVELS ARE APPROXIMATE ONLY
- BULDER TO CONNECT DOWNPIPES TO SOAKWELL
- PROVIDE CERTIFIED TERMITE BARRIER SYSTEM TO AS 3660.1
- THIS DRAWING TO BE READ IN CONJUNCTION WITH OTHER DOCUMENTATION IN THE DRAWING SET
- OBTAIN PERMISSION FROM PRACTISING ENGINEER TO DETERMINE STRUCTURAL REQUIREMENTS



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7 January 2026

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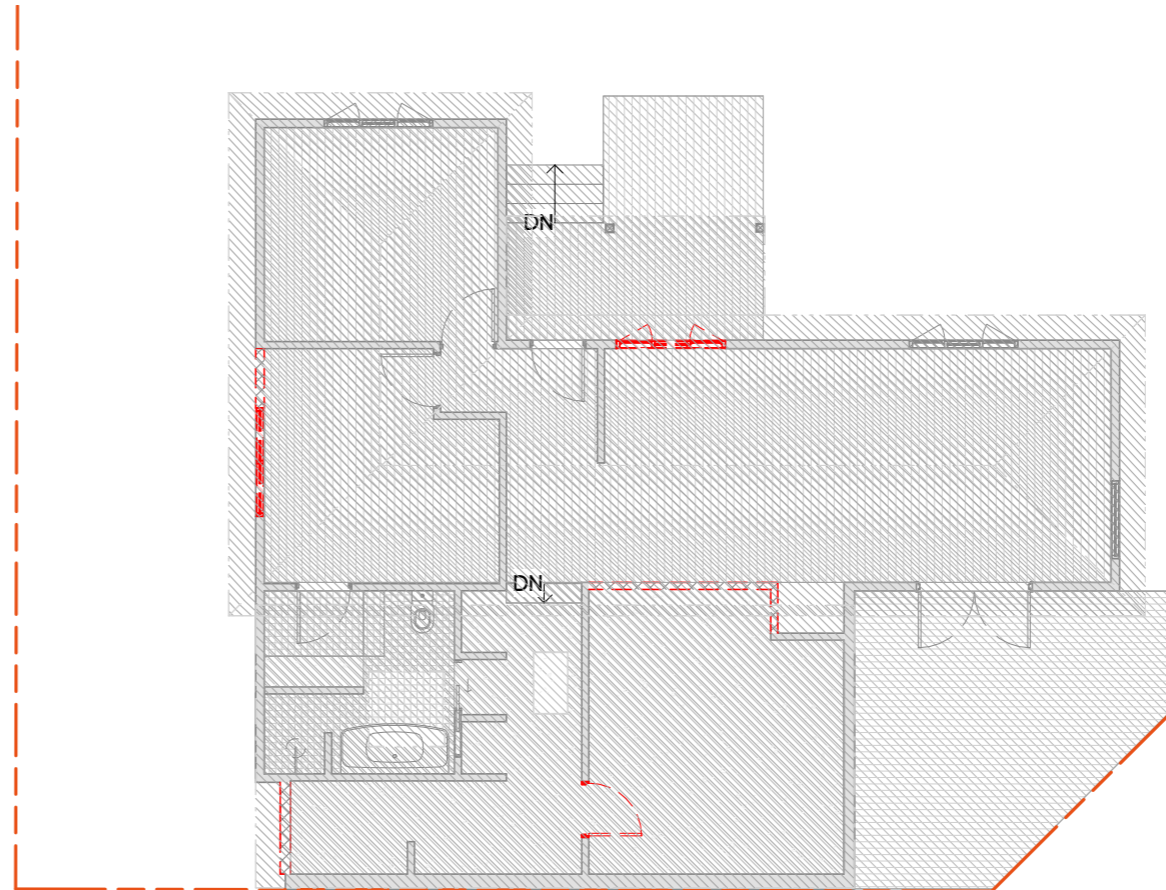


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APR	BD01	E

**CITY OF FREMANTLE**  
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**DA0355/25**  
 7 January 2026



PROJECT  
 RENOVATIONS/ ADDITIONS  
 CLIENT  
 HANNAH CAMERON  
 SITE  
 17 HARWOOD ST, HILTON WA 6163

DRAWING  
 DEMOLITION PLAN  
 PROJECT NO  
 0871

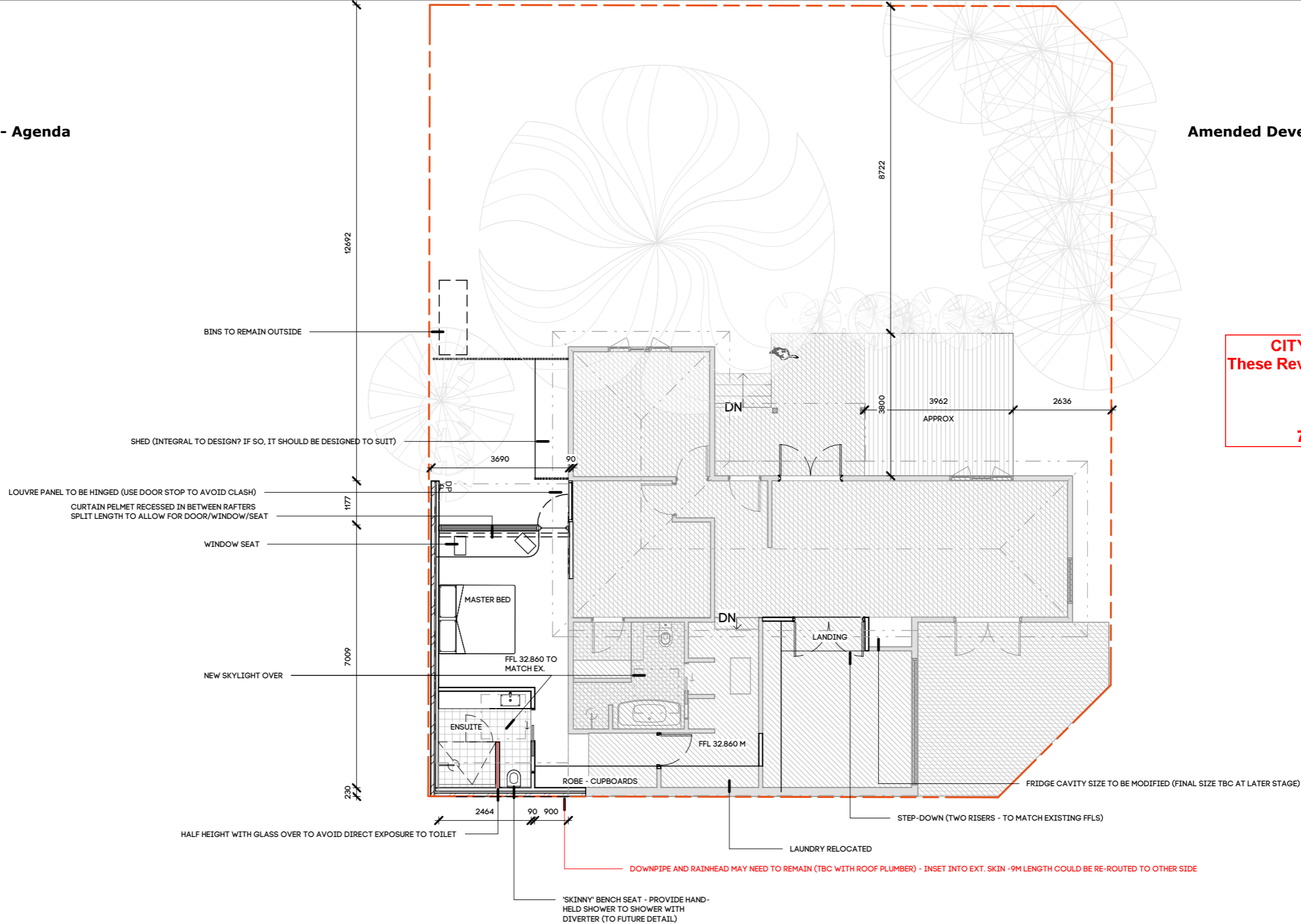
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B	FROM CLIENT COMMENTS	03/09/25
C	PRELIMINARY SET	12/09/25
D	PLANNING	24/09/25
E	PLANNING RFI	07/01/26

ISSUE	SHEET NO	REV
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**DA0355/25**  
**7 January 2026**

PROJECT  
RENOVATIONS/ ADDITIONS  
CLIENT  
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SITE  
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DRAWING  
GROUND FLOOR  
PROJECT NO  
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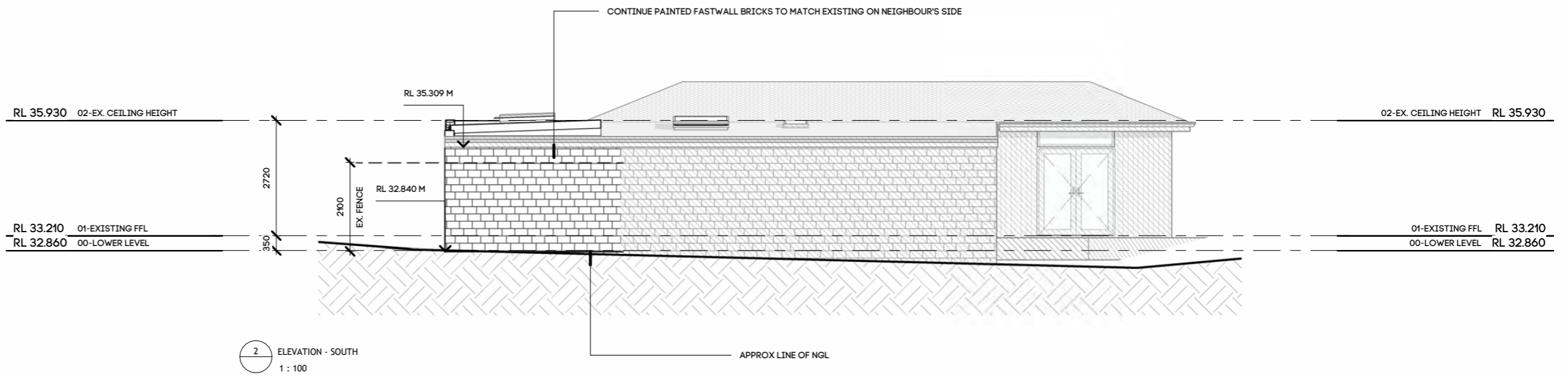
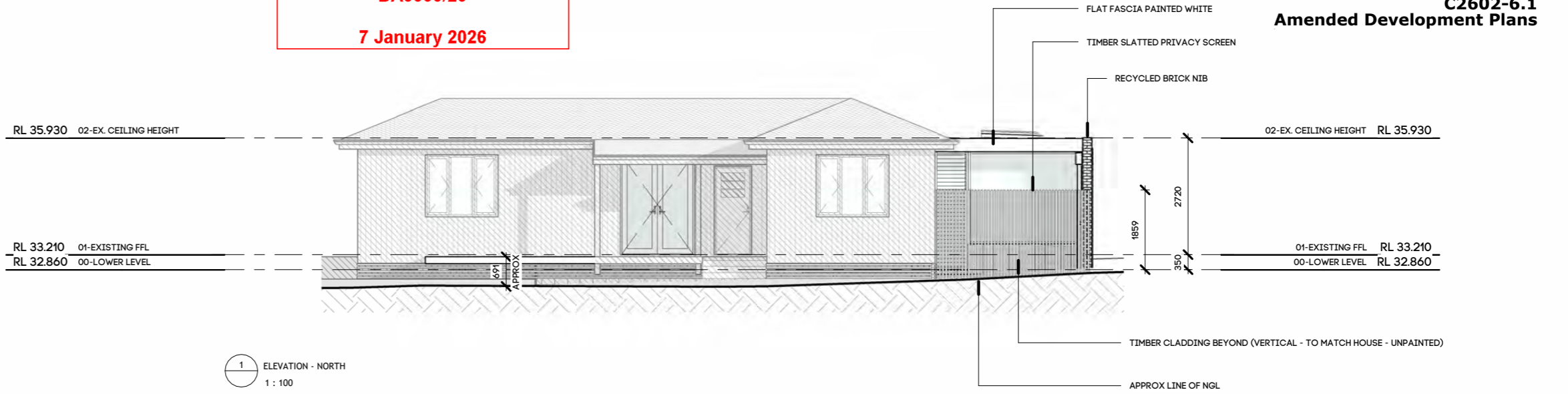
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**7 January 2026**



PROJECT  
RENOVATIONS/ ADDITIONS  
CLIENT  
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SITE  
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DRAWING  
1 & 2 ELEVATIONS  
PROJECT NO  
0871

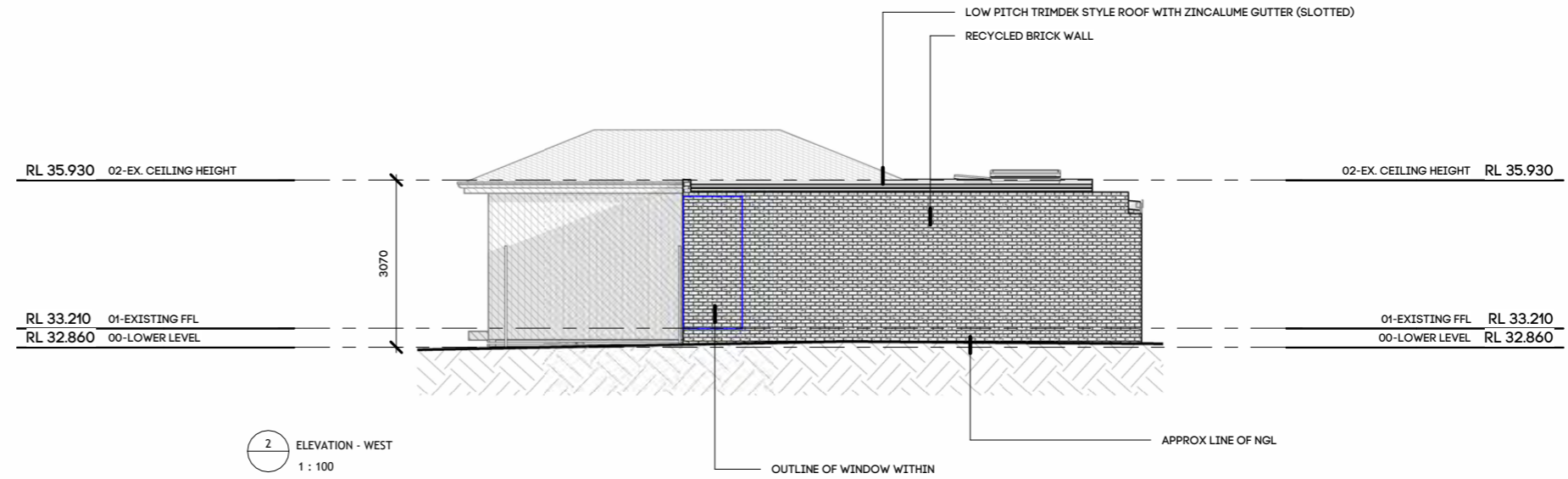
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**DA0355/25**  
 7 January 2026

PROJECT  
 RENOVATIONS/ ADDITIONS  
 CLIENT  
 HANNAH CAMERON  
 SITE  
 17 HARWOOD ST, HILTON WA 6163

DRAWING  
 3 ELEVATION  
 PROJECT NO  
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# FORMER MATILDA BAY BREWERY SITE STRUCTURE PLAN

---

STIRLING HIGHWAY CORNER MCCABE STREET  
NORTH FREMANTLE  
WAPC REF: FREM/2016/1

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OUR REF: 8191



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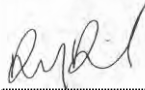
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2	8191_20jun01R_ad	Reyne Dial	Greg Rowe	03/07/2020
3	8191_20sep01R_rd.docx	Reyne Dial	Greg Rowe	08/09/2020


This report has been authorised by;



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Principal and Managing Director



**Reyne Dial**  
Senior Urban Planner



**Jamie Baxter**  
Quality Control

p 9221 1991 e info@rowegroup.com.au w rowegroup.com.au a 3/369 Newcastle Street, Northbridge 6003

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**▲ 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 ADOPTED BY RESOLUTION OF THE WESTERN AUSTRALIAN PLANNING COMMISSION ON:

6 - OCTOBER 2020

.....Date

Signed for and on behalf of the Western Australian Planning Commission:

.....  
an officer of the Commission duly authorised by the Commission pursuant to section 16  
of the *Planning and Development Act 2005* for that purpose, in the presence of:

α. R

.....Witness

6 - OCT - 2020

.....Date

6 - OCT - 2030

.....Date of Expiry

⚡⚡⚡ **TABLE OF AMENDMENTS**

Amendment No.	Summary of Amendment	Amendment Type	Date approved by WAPC

⚡⚡⚡ **TABLE OF DENSITY PLANS**

Density Plan No.	Area of density plan application	Date endorsed by WAPC



**EXECUTIVE SUMMARY**

This Structure Plan relates to the former Matilda Bay Brewery Site (herein referred to as the 'Structure Plan area') located on Stirling Highway between McCabe Street and Coventry Parade, in North Fremantle.

The Structure Plan provides for the comprehensive redevelopment of the land for medium and high-density residential uses and a limited range of complementary commercial and retail land uses, communal facilities and public open space. Residential development is primarily proposed in the form of multi-storey apartments (multiple dwellings) and low scale townhouses (grouped dwellings).

The form of development proposed under the Structure Plan will contribute to the City of Fremantle's housing diversity and infill targets identified under the Western Australian Planning Commission's (WAPC) Directions 2031 infill requirements for the City of Fremantle.

The preparation of this Structure Plan has been informed by consultation with the City of Fremantle, the Town of Mosman Park, the North Fremantle Community Association and various State Government agencies.

**STRUCTURE PLAN SUMMARY**

Item	Data		Structure Plan Ref (section no.)
Total area covered by the Structure Plan	3.32 hectares		1.2.2
Area of each land use proposed:	<u>Hectares</u>	<u>Lot Yield</u>	
Residential	2.3802 hectares	N/A	3.3.1
Mixed Use	0.5711 hectares	N/A	3.3.2
Total estimated lot yield	N/A		
Estimated number of dwellings	500		3.3.1
Estimated residential site density	___ dwellings per site hectare		3.3.1
Estimated population	1,015 people		N/A
Number of high schools	0 high schools		3.8
Number of primary schools	0 primary schools		3.8
Estimated commercial floor space	N/A		3.9
Estimated area and percentage of public open space given over to:			
Regional open space	0.0 hectares	0.0%	3.4
District open space	0.0 hectares	0.0%	
Neighbourhood parks	0.1 hectares	3.3% parks	
Local parks	0.0 hectares	0.0% parks	
Estimated number and area of natural area and biodiversity assets	0.0 hectares		2.1
	0.0 %		

*Note: All information and areas are approximate only and are subject to survey and detailed design*

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Appendix Number	Document Title	Nature of Document	Referral/Approval Agency	Summary of Document Modifications
1.	Certificates of Title	Supporting document	N/A	N/A
2.	Heritage Impact Statement	Supporting document	No	To be considered by the City of Fremantle
3.	Preliminary Geotechnical Report	Supporting document	No	To be considered by the City of Fremantle
4.	Sampling and Analysis Plan	Technical report	Department of Environment Regulation	Supported
5.	Local Water Management Strategy	Technical report	No	To be considered by the City of Fremantle and the Department of Water
6.	Engineering Report	Supporting document	No	To be considered by the City of Fremantle
7.	Transport Assessment	Technical report	No	To be considered by the City of Fremantle and Main Roads WA
8.	Landscape Concept Plan	Supporting document	No	To be considered by the City of Fremantle

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**PART ONE:**  
IMPLEMENTATION SECTION

## 1. Structure Plan Area

This Structure Plan (herein referred to as the 'Structure Plan') shall apply to the land contained within the inner edge of the line denoting the Structure Plan boundary on the Structure Plan Plan map (Plan 1).

## 2. Structure Plan Content

This Structure Plan comprises:

- Part One - Implementation section containing the Structure Plan map and planning requirements;
- Part Two – Non-statutory (explanatory) section to be used as a reference guide to interpret and justify Part One; and
- Appendices – Technical reports and supporting plans and maps.

## 3. Operation

The Structure Plan comes into effect on the date the Structure Plan is approved by the Western Australian Planning Commission ("WAPC").

## 4. Staging

- 4.1 It is envisaged that the Structure Plan will be implemented in stages as follows:
1. the construction of a dedicated internal link road connecting McCabe Place and Thompson Road/Coventry Parade over of Lots 253, 221 and portion of 220;
  2. the future development of Lots 5, 12 and portion of 220 located west of the new road;
  3. the future development of Lots 218, 219, portion of 220 and 314, located east of the new road;
  4. the future development of Lots 8 – 11 and 100.
- 4.2 Contribution/s to the upgrading of road and related infrastructure (including pedestrian, cycle and public transport facilities) may be required for each stage of future development under the Structure Plan as per funding arrangements specified by the City of Fremantle, in consultation with MRWA, the PTA, the Town of Mosman Park and the WAPC.



the main building structure (wall, parapet or roof).

- 5.3.4 For the purpose of measuring building height above ground level, ground level is the level which existed prior to the proposed development. Any site works associated with the proposed development which involve alterations to existing ground level must be included in the same application for planning approval. If any site works involve filling above existing ground level, the depth of proposed fill as well as the height of the proposed new building(s) must be accommodated within the maximum height of development specified for that zone. Council may exercise discretion pursuant to clause 4.8.1.2 of Local Planning Scheme No. 4 to increase the standard applicable height by up to 0.5 metres where there is a variation in ground level over a development footprint of greater than 1 metre.
- 5.3.5 Where the main structure of a building is located in more than one height zone, the part of the building in each height zone must comply with the maximum height requirement of that zone.
- 5.3.6 Council may approve variations to the maximum building heights prescribed in Figure 1 in the following circumstances:
- a) Minor projections above the highest part of the main building structure, subject to clause 4.8.1.3 of LPS4.
  - b) Minor projections out of the side of a main building structure over land within an adjoining height zone where a lower maximum building height requirement applies, where no part of the projection is more than 3 metres away from the main building structure and the total area of all projections is no more than 10% of the ground floor area of the building. Minor projections will be interpreted as including plant and equipment, canopies, awnings, verandahs and balconies, including balconies intended for regular human use.
  - c) Height Zones H2 and H3: A building with a maximum height of 33 metres in zone H2 and 25 metres in zone H3, subject to the proposed development demonstrating that it complies with all of the following criteria:
    - i. The development shall be designed and constructed to achieve a minimum 5 Star Green Star rating using the relevant Green Building Council of Australian Green Star rating tool or equivalent;
    - ii. The development must incorporate works to conserve the heritage significance of the heritage building;
    - iii. The development must be of distinctive architecture befitting its location and exceptional design, meeting the highest possible standard of Design Principles outlined in State Planning Policy 7.0 – Design of the Built Environment.
    - iv. The development must not encroach upon view corridors as defined in the "McCabe Street Height Study" dated May 2008, prepared by Scenic Spectrums Pty Ltd on behalf of the City of Fremantle;
    - v. The aggregate footprint of the proportions of the development in zones H2 and H3 must not occupy more than 60% of the total combined land area of zone H2 and H3, and any individual portion of the development over 17 metres in height must not have a footprint greater than 20% of the total land area of zone H2 and H3;
    - vi. The development is to include non-residential ground floor uses that contribute to the function of the locality with a minimum commercial floor area of 500 square metres to serve the existing and future residential population living within walking distance of the precinct;
    - vii. Notwithstanding any overall public open space requirements, the development is to include no less than 15% of the zone H2 and H3 area to be public open space. Council can consider locating the 15% public open space requirement outside of zones H2 and H3 zones where it can be demonstrated that this would result in a better public open space outcome for the development and the community; and
    - viii. A minimum of 15% of the total floor space proposed for residential use in the development shall be provided for affordable housing as defined in LPS4.
- 5.3.7 Height Zones H and J: new development will be assessed in terms of its impact upon the Matilda Bay Brewing Company building (former Ford Motor Company assembly plant)

which is included on the City of Fremantle Heritage List and the State Heritage Register. Consideration will be given to the extent to which proposed new development helps to conserve and reveal the significance of the heritage place, including its identified significant

attributes and features, through the siting and design of new buildings including their massing, bulk, relationship to street frontages and degree of separation from the heritage place in order to give prominence in the streetscape to the heritage place.

- 5.3.8 Height Zone E: Notwithstanding the general maximum building height of 20 metres from ground level, no part of any new development in this zone may exceed an Australian Height Datum (AHD) of 37 metres irrespective of the ground level from which the building height is measured under clause 5.3.3 above.
- 5.3.9 Height Zone F1: Notwithstanding the general maximum building height of 14 metres from ground level, no part of any new development in this zone may exceed an Australian Height Datum (AHD) of 34 metres irrespective of the ground level from which the building height is measured under clause 5.3.3 above.

## **5.4 Heritage**

- 5.4.1 Development is to comply with the Heritage Impact Statement prepared for the Structure Plan Area.

## **5.5 Internal Link Road**

- 5.5.1 The internal link road connecting McCabe Street and Coventry Parade shall generally be located in accordance with Plan 1.
- 5.5.2 The internal link road is to be provided within the first stage of development and ceded to the Crown to be vested with the City of Fremantle as a local road reservation.
- 5.5.3 The following information is to accompany any development application for land within the Structure Plan area, as relevant, to the satisfaction of the City of Fremantle:
  - (a) Design details for the internal road linking McCabe Place to Thompson Road/Coventry Parade, including street parking and vehicular and pedestrian access from this road are



to accompany any development application for Stage One, to the satisfaction of the City of Fremantle.

- (b) Design details for pedestrian access to both McCabe Street and Coventry Parade (footpath leading to existing network) including width and profile.
- (c) Access arrangements, including easements as required.
- (d) Traffic management for the duration of construction works with a view to retaining all work related obstructions, including fences and vehicles, within a development site.

## **5.6 Road Widening - Stirling Highway**

- 5.6.1 The Structure Plan area is subject to road widening in accordance with the Metropolitan Region scheme along Stirling Highway, McCabe Street and Coventry Parade as specified by Main Roads Western Australia, in consultation with the City of Fremantle, to the satisfaction of the Western Australian Planning Commission.
- 5.6.2 The area of road widening located at the intersection of Stirling Highway and Coventry Parade shall be provided within the first stage of development and ceded to the Crown to be vested with Main Roads WA as a regional road reservation.
- 5.6.3 The area of road widening located at the intersection of Stirling Highway and McCabe Street shall be provided by the owners of the affected land at a time agreed between the City of Fremantle and the WAPC.

## **5.7 Vehicular Access**

- 5.7.1 There shall be no vehicular access from Stirling Highway or McCabe Street to future development within the Structure Plan area.
- 5.7.2 Vehicular access to lots that front Stirling Highway or McCabe Street is expected to be provided from the internal road linking McCabe Place to Thompson Road/Coventry Parade. This may be facilitated by access easements on Certificate of Title.

## **5.8 Traffic Management**

- 5.8.1 Prior to the subdivision and/or development of land, the applicant is to provide a Transport Impact Assessment and Parking Strategy for the whole structure plan area to determine the potential traffic impact on the surrounding land uses and transport network. This is to provide for the ultimate development and must:
  - (a) include traffic modelling for all trip generation from all lots and/or development within the structure plan as well as known, proposed and projected trip generation from other existing, proposed and potential developments in the area bound by the Stirling Highway, Swan River, Solomon St and Wellington St;
  - (b) include consideration of pedestrian and cycle infrastructure and movements; and
  - (c) identify any relevant upgrades needed to the road network including intersections for all modes of traffic as well as pedestrian and cycle infrastructure upgrades.
- 5.8.2 The Transport Impact Assessment and Parking Strategy will be prepared in accordance with WAPC Traffic Impact Assessment Guidelines and shall be completed in consultation with MRWA, Town of Mosman Park, WAPC and PTA.
- 5.8.3 The internal link road is to be constructed at the time of development to ensure accessibility and road permeability.
- 5.8.4 Prior to subdivision and/or development, further works may be required to implement the recommendations of a Transport Impact Assessment and Parking Strategy and to ensure that the road network functions satisfactorily and provides necessary connectivity.

## 6. Local Development Plans

- 6.1 A Local Development Plan may be prepared for any part of the Structure Plan Area, prior to the City of Fremantle approving development or recommending subdivision within the Structure Plan Area.

## 7. Additional Information

- 7.1 The following information is to be provided at the Subdivision and/or Development Application stage as applicable.

Additional Information	Approval Stage	Consultation Required
Details for the upgrading of road and related infrastructure.	Development	No
Engineering drawings and details of internal road linking McCabe Place to Thompson Road/Coventry Parade to the specifications of the City of Fremantle.	Subdivision	No
Measures to identify and protect any on-site vegetation worthy of retention to the specifications of the City of Fremantle.	Development/ Subdivision	No
Detailed Stormwater Management Plan to the specifications of the City of Fremantle.	Development/ Subdivision	No
Detailed Site Contamination Investigation to the specifications of the City of Fremantle and Department of Environment Regulation.	Development/ Subdivision	No
Landscape Plan to the satisfaction of the City of Fremantle.	Development	No
Updated Heritage Impact Assessment to the satisfaction of the City of Fremantle.	Development	No

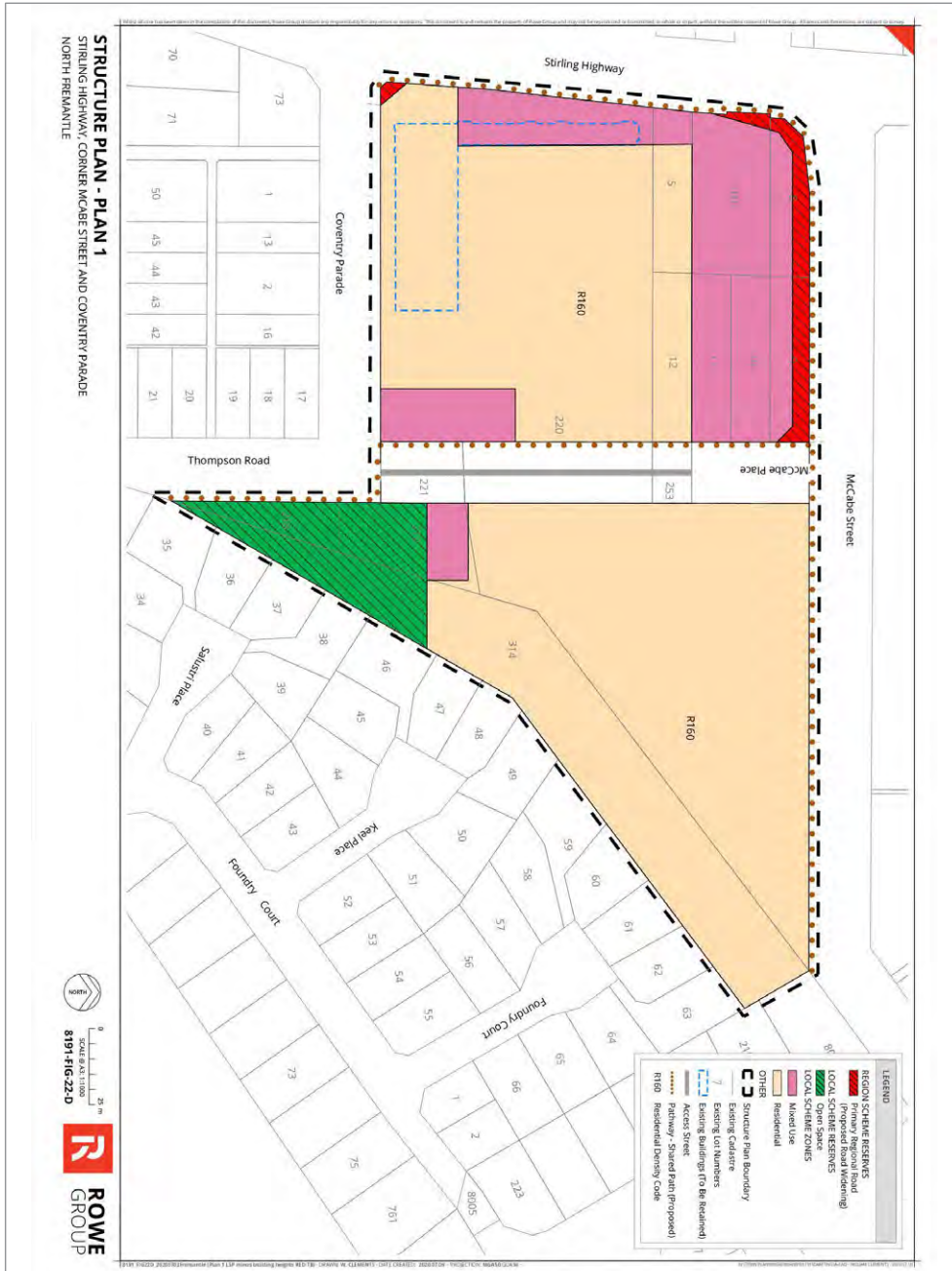


Figure 2: Structure Plan (Plan 1)







PART TWO:  
EXPLANATORY SECTION



## 01 Planning Background

### 1.1 Introduction and Purpose

The objectives of the Structure Plan are to facilitate the comprehensive redevelopment of the Structure Plan Area for residential purposes and a limited range of complementary commercial and retail land uses, communal facilities and public open space.

### 1.2 Land Description

#### 1.2.1 Location

The Structure Plan Area is located within the municipal district of the City of Fremantle, approximately 12km south-west of the Perth Central Business District and 3.5km north-east of the Fremantle City Centre. The Structure Plan Area falls within the locality of North Fremantle which is located on a narrow section of land bound by the Indian Ocean on the west and the Swan River on the east. The Town of Mosman Park municipal boundary is located a short distance to the north and east of the Structure Plan Area.

The Structure Plan Area is located on Stirling Highway and is generally bound by McCabe Street to the North, Coventry Parade to the south and an existing residential area to the east. The 'One Steel Site' is located to the immediate north of the Structure Plan Area and the 'Taskers Site' is located to the north-east.

Refer Figure 1 – Regional Location Plan and Figure 2 – Local Location Plan.

#### 1.2.2 Area and Land Use

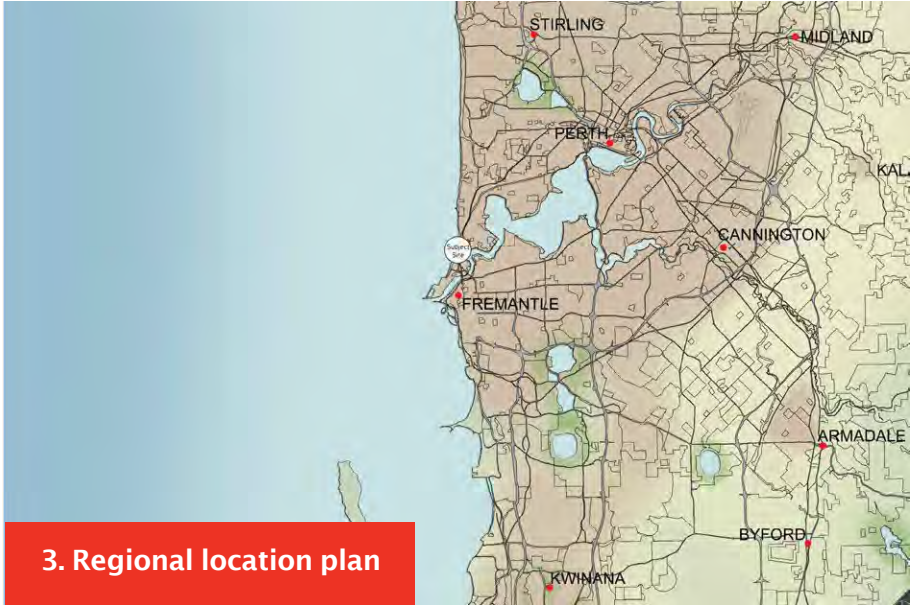
The Structure Plan Area measures approximately 3.32 ha in area, maintaining a frontage of approximately 140m to Stirling Highway, 270m to McCabe Street and 130m to Coventry Parade.

Historically, the Structure Plan Area has been used for a range of industrial and manufacturing land uses. Existing buildings associated with its previous industrial and manufacturing uses are located on the eastern 'half' of the Structure Plan Area and are currently used for office and warehousing purposes. The eastern 'half' of the Structure Plan Area predominantly comprises bitumen hardstand.

#### 1.2.3 Legal Description and Ownership

The Structure Plan Area comprises eleven (11) separate land parcels. Details of each land parcel are provided in the table below. Copies of each Certificate of Title are enclosed at Appendix 1.

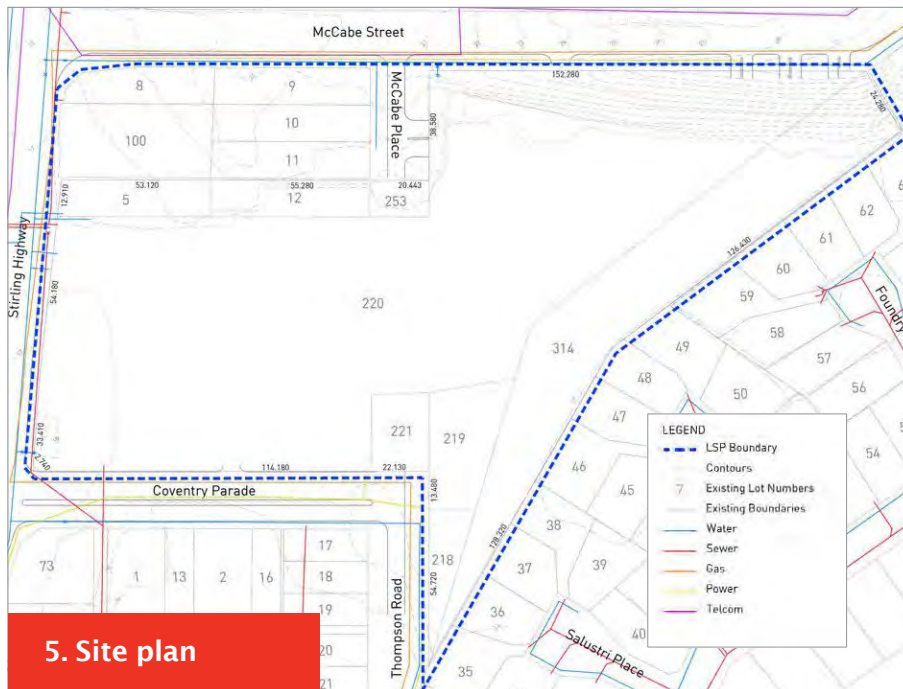
The Structure Plan has been prepared on behalf of 3 Oceans Property Pty Ltd.



Lot Number	Plan/Diagram	Street Address	Certificate of Title Volume / Folio	Registered Landowner
5	D2098	130 Stirling Highway	1787 / 518	3 Oceans Property Pty Ltd
8	D2098	138 Stirling Highway	1644 / 571	Jonathon Fogarty
9	D2098	2-4 McCabe Place	2155 / 345	H.L.M. Holdings Pty Ltd Silverwood WA Pty Ltd
10	D2098	2-4 McCabe Place	2155 / 345	H.L.M. Holdings Pty Ltd Silverwood WA Pty Ltd
11	D2098	Lot 11 McCabe Place	1450 / 624	H.L.M. Holdings Pty Ltd Silverwood WA Pty Ltd
12	D2098	Lot 12 McCabe Place	1787 / 517	3 Oceans Property Pty Ltd
100	D56985	136 Stirling Highway	SP7860	Unknown
218	DP152548	Lot 218 Thompson Road	1174 / 649	3 Oceans Property Pty Ltd
219	DP152548	Lot 219 Thompson Road	1174 / 649	3 Oceans Property Pty Ltd
220	DP152588	Lot 220 Stirling Highway	1007 / 711	3 Oceans Property Pty Ltd
221	DP152548	Lot 221 Thompson Road	1016 / 529	3 Oceans Property Pty Ltd
253	DP152588	Lot 253 McCabe Place	1025 / 872	3 Oceans Property Pty Ltd
314	P162056	Lot 314 McCabe Street	1174 / 649	3 Oceans Property Pty Ltd

**Table 1: Lot Details**

The Structure Plan has been prepared on behalf of 3 Oceans Property Pty Ltd.



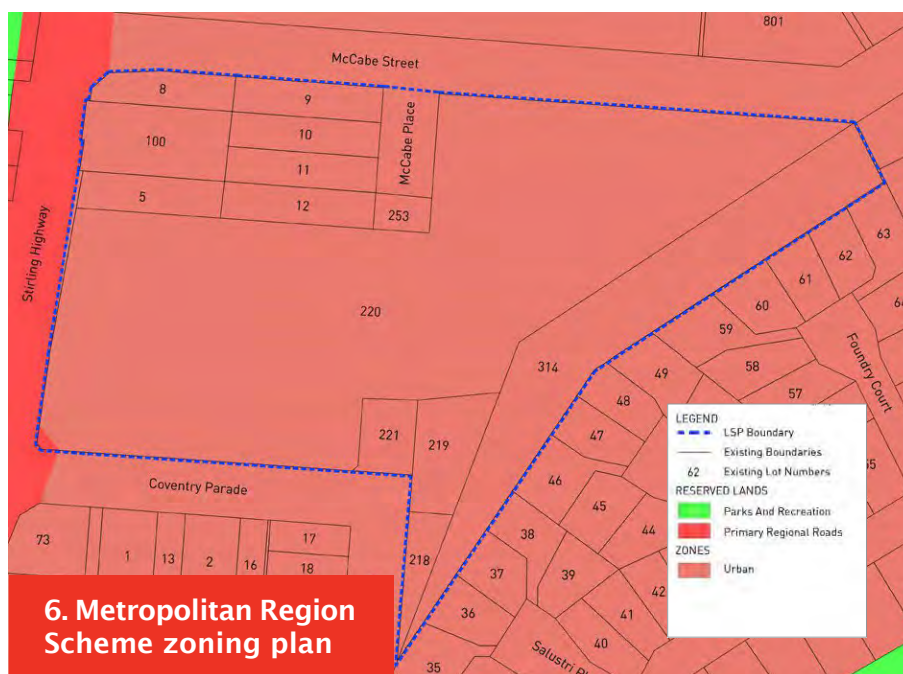


## 1.3 Planning Framework

### 1.3.1 Zoning and Reservations

#### 1.3.1.1 Metropolitan Region Scheme

The Structure Plan Area is predominantly zoned "Urban" under the provisions of the Metropolitan Region Scheme (MRS) and abuts a "Primary Regional Road Reservation" (Stirling Highway) which runs along the Structure Plan Area's western boundary. A small portion of the Structure Plan Area, comprising a 10m by 10m truncation at the intersection of Stirling Highway and Coventry Parade, is reserved as a Primary Regional Road Reservation (Stirling Highway) under the MRS.



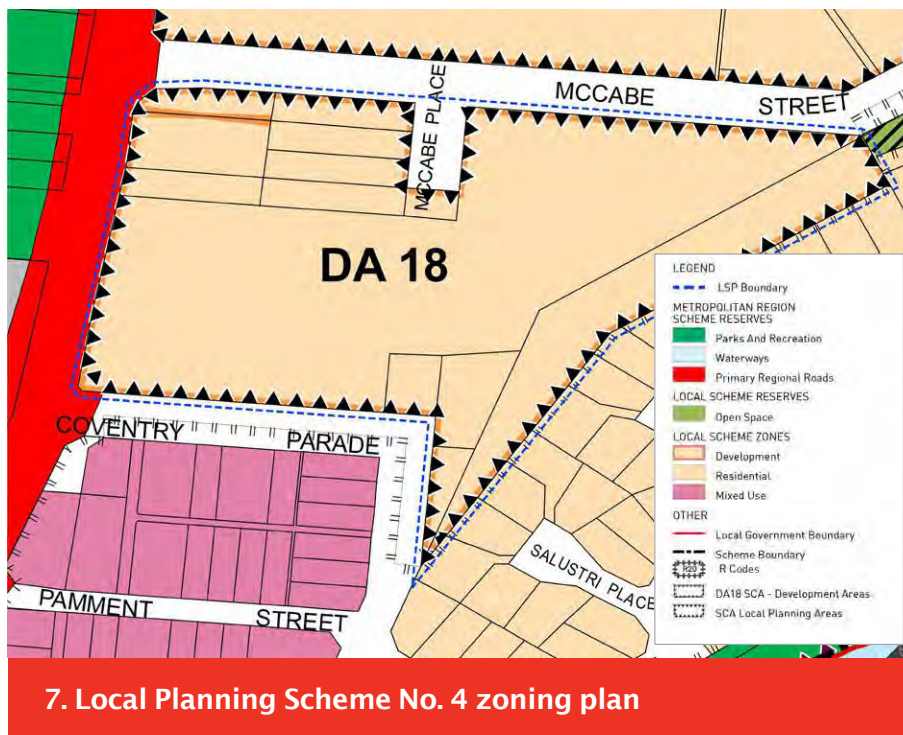
#### 1.3.1.2 City of Fremantle Local Planning Scheme No. 4

Under the provisions of the City of Fremantle Local Planning Scheme No. 4 ('Scheme') the Structure Plan Area is zoned "Development". The purpose of the "Development" Zone is to provide for future residential, industrial, commercial and other uses in accordance with a comprehensive Structure Plan or Detailed Area Plan.

The Structure Plan Area also forms part of a Development Area known as "Development Area No. 18 - McCabe-Coventry Street, North Fremantle" ('DA18'). The development of land within a Development Area is to comply with the following provisions:

1. *Structure Plan is to be adopted to guide subdivision, land use and development prior to approval of development applications.*
2. *Investigation of potential site contamination to the satisfaction of the DEC.*





3. No development shall be permitted within the proposed road widening on Stirling Highway and McCabe Street as indicated in the proposed Metropolitan Region Scheme (MRS) Amendment 1210/41 or as in a finalised MRS Amendment.
4. Any Structure Plan for the land of No. 130 Stirling Highway (including Lot 5, 12, 218, 219, 220, 221, 314 and 253) and No. 2-4 McCabe Street (including Lot 9, 10 and 11), North Fremantle, is to include an internal link road connecting McCabe Street/McCabe Place to Coventry Parade/Thompson Road.
5. Development applications received prior to adoption of a Structure Plan shall be assessed via Mixed Use provisions of the Scheme. Applications for any form of residential development and subdivision should be deferred until the Structure Plan is adopted in order that servicing, open space provision, environmental remediation and other issues are resolved.

Structure Plans have been prepared and adopted for the “One Steel Site” to the immediate north of the Structure Plan Area and the “Taskers Site” located to the north-east of the Structure Plan Area. These sites form part of DA18. Both local structures plans propose primarily residential land uses in the form of medium to high density residential apartments.





### 1.3.2 Regional and Sub-Regional Strategies/ Structure Plans

There are no adopted regional or sub-regional Structure Plans relating to the Structure Plan Area.

#### 1.3.2.1 Directions 2031 and Beyond (August 2010)

Directions 2031, prepared by the WAPC, is a high-level spatial framework and strategic plan that guides the detailed planning and delivery of housing, infrastructure and services necessary in accommodating the anticipated population growth of the Metropolitan and Peel regions. Directions 2031 identifies an infill target of 47% (154,000 people) and an increase in the current average residential density of 10 dwellings per gross urban zoned hectare to 15 dwellings per gross urban zoned hectare.

#### 1.3.2.2 Central Metropolitan Perth Sub-Regional Strategy (August 2010)

The WAPC's Central Metropolitan Perth Sub-Regional Strategy (the 'Sub-Regional Strategy') forms part of Directions 2031. It sets housing target for local government and provides an inventory of potential development projects to achieve infill target.

The Sub-Regional Strategy specifies a housing target of 3,500 for the City of Fremantle, to be achieved by 2031 through the provision of infill and greenfield development projects. Potential growth areas in the City of Fremantle identified under the Sub-Regional Strategy include the locality of North Fremantle, east of Stirling Highway. This area is identified as a "Major Growth Area" under the Sub-Regional Strategy with an expected dwelling yield of 1000 or greater.

The Structure Plan is expected to generate a dwelling yield in the order of 500 which equates to around 14% of the City's housing target.

#### 1.3.2.3 Draft Central Sub-Regional Planning Framework (May 2015)

The WAPC's draft Central Sub-Regional Planning Framework ('draft Framework') identifies the Structure Plan Area as part of an urban consolidation "Corridor" that stretches along Stirling Highway between Fremantle and Nedlands. These Corridors are identified as the focus for increased densities and a greater mix of suitable land uses, taking advantage of existing public transport services and infrastructure.

### 1.3.3 Planning Strategies

#### 1.3.3.1 City of Fremantle Local Planning Strategy (2001)

The City of Fremantle Local Planning Strategy ('Local Planning Strategy') was adopted in July 2001 and identified the Structure Plan Area as part of a potential commercial/employment area. The Local Planning Strategy has, in part, been surpassed by the significant volume of more recent strategic planning activities undertaken at the State level which include Directions 2031, Sub-Regional Planning Strategies and, most recently, draft Sub-Regional Frameworks. The identification of the Structure Plan Area as a potential commercial/employment area under the Local Planning Strategy in this sense may be viewed as somewhat 'out of date' with contemporary land use planning principles.



The Local Planning Strategy includes commentary on sites of heritage significance in the City, noting the Matilda Bay Brewery Site (former Ford Factory) as an important heritage building and highlighting the need for retention of these buildings.

## 1.3.4 Planning Policies

### 1.3.4.1 Liveable Neighbourhoods

Liveable Neighbourhoods ('LN') is a WAPC operational policy that applies to structure planning and subdivision for greenfield sites and for the redevelopment of large brownfield and urban infill sites. It seeks to create more vibrant, self sufficient and interactive communities that provide a wide range of residential, employment, recreational and business opportunities within a reasonable catchment. The WAPC has recently released a review of LN for public comment.

Some of the principle aims of LN that are relevant to the Structure Plan Area include the following:

- ☞ To provide for an urban structure of walkable neighbourhoods clustering to form towns of compatible mixed uses in order to reduce car dependence for access to employment, retail and community facilities.
- ☞ To foster a sense of community and strong local identity and sense of place in neighbourhoods and towns.
- ☞ To ensure active street-land use interfaces, with building frontages to streets to improve personal safety through increased surveillance and activity.
- ☞ To facilitate new development which supports the efficient use of public transport systems where available, and provides safe, direct access to the system for residents.
- ☞ To provide a variety of lot sizes and housing types to cater for the diverse housing needs of the community at a density that can ultimately support the provision of local services.
- ☞ To ensure the avoidance of key environmental areas and the incorporation of significant cultural and environmental features of a site into the design of an area.
- ☞ To provide for a more integrated approach to the design of open space and urban water management.
- ☞ To maximise land efficiency wherever possible.

This Structure Plan has been prepared having regard to the aims, objectives and requirements of LN.

### 1.3.4.2 Statement of Planning Policy 2.6 - State Coastal Planning Policy

The WAPC's State Coastal Planning Policy ('SPP2.6') provides guidance for decision-making in coastal areas. While the Structure Plan Area is positioned in a coastal location, it is situated several hundred metres from the foreshore in an elevated position behind major infrastructure works including railway lines and regional roads. In this respect, the provisions of SPP2.6 in relation to matters such as coastal processes, foreshore management, erosion and the like are not directly relevant to the Structure Plan Area.

Section 5.4 of SPP2.6 contains provisions in relation to building heights within 300m of the 'horizontal shoreline datum' ('HSD'). Part of the Structure Plan Area is located within 300m of the HSD.

SPP2.4 recommends that maximum height limits should be specified as part of controls outlined in a local planning scheme and/or structure plan, in order to achieve outcomes which respond to the desired character, built form and amenity of the locality. In this case, a building height study (the McCabe Street Height Study, 2008) has been undertaken for the land in and around the Structure Plan Area. The purpose of the study was to determine the most appropriate height and bulk of new development on potential redevelopment sites in the area having regard to matters such as topographical features, important public views, cultural heritage and amenity.





**10. Coastal setbacks**

This Structure Plan has been prepared having regard to the study and is incorporated into Part One - Implementation Section of this report. In this regard, the requirements of Section 5.4 of SPP2.6 are addressed under both the provisions of the Scheme and this Structure Plan.

**1.3.4.3 Statement of Planning Policy 3 - Urban Growth and Settlement**

The WAPC's Urban Growth and Settlement Policy ('SPP3') was developed to facilitate sustainable patterns of urban growth and settlement and sets out principles and requirements to assist in achieving a more sustainable urban form. The objectives of SPP3, relevant to this Structure Plan include:

- ☞ To build on existing communities with established local and regional economies, concentrate investment in the improvement of services and infrastructure and enhance the quality of life in those communities.
- ☞ To promote the development of a sustainable and liveable neighbourhood form which reduces energy, water and travel demand whilst ensuring safe and convenient access to employment and services by all modes, provides choice and affordability of housing and creates an identifiable sense of place for each community.





- To manage the growth and development of urban areas in response to the social and economic needs of the community and in recognition of relevant climatic, environmental, heritage and community values and constraints.

This Structure Plan fulfils the objectives of SPP3 by making the most efficient use of underutilised land in an existing urban area, accommodating higher residential densities in an area that is accessible to high frequency public transport and maximising use of existing infrastructure.

#### 1.3.4.4 Statement of Planning Policy No. 3.1 - Residential Design Codes

The Structure Plan proposes primarily residential land uses and in this regard, the WAPC's Residential Design Codes ('SPP3.1') is a relevant policy consideration. Future development in the Structure Plan Area will be guided by the requirements of SPP3.1 except where varied by a Local Development Plan, the Scheme and/or provision of a local planning policy.

A separate Local Development Plan has been prepared in relation to the Structure Plan Area and will be considered by the City concurrently with the Structure Plan. The Local Development Plan seeks to vary some of the deemed-to-comply provisions of SPP3.1 where such variations are warranted having regard to the nature of the Structure Plan Area and its context.

#### 1.3.4.5 Statement of Planning Policy 3.5 - Historic Heritage Conservation

The WAPC's Historic Heritage Conservation Policy ('SPP3.5') sets out principles for the sound and responsible planning, conservation and protection of historic places. The objectives of SPP3.5 seek to:

- Conserve places and areas of historic heritage significance.
- Ensure that development does not adversely affect the significance of heritage places and areas.
- Ensure that heritage significance at both the State and local levels is given due weight in planning decision-making, and
- Provide improved certainty to landowners and the community about the planning processes for heritage identification, conservation and protection.

The Structure Plan contains buildings of cultural heritage significance and these buildings are proposed to be retained and sensitively re-used as part of the Structure Plan Area's redevelopment in order to reinforce its sense of place. A Heritage Impact Statement has been prepared for the Structure Plan Area and is enclosed at Appendix 2.

The Heritage Impact Statement sets out a series of recommendations and objectives having regard to the Structure Plan Area's heritage significance. These recommendations and objectives will be used to guide future development within the Structure Plan Area.

#### 1.3.4.6 Local Planning Policy 1.6 - Preparing Heritage Assessments

The Structure Plan Area contains buildings of heritage significance and accordingly a Heritage Impact Statement has been undertaken as part of this Structure Plan. The Heritage Impact Statement has been prepared in accordance with the requirements of the City of Fremantle's Local Planning Policy 1.6 to the extent that is appropriate at the structure planning stage. It is envisaged that the Heritage Impact Statement will be further refined prior to the submission of a formal Development Application.

#### 1.3.4.7 Local Planning Policy 2.9 - Residential Streetscape Policy

The City of Fremantle's Local Planning Policy 2.9 sets out variations to the deemed-to-comply provisions of the WAPC's SPP3.1. Given the Structure Plan proposes residential land uses, the provisions of Local Planning Policy 2.9 will be considered in future Development Applications to the extent that they are applicable.



### **1.3.5 Other Approvals and Decisions**

#### **1.3.5.1 MRS Amendment 1168/57 - Minor Amendment**

MRS Amendment 1168/57 rezoned the Structure Plan Area from "Industrial" to "Urban" under the MRS and was gazetted on 30 October 2009. The purpose of Amendment 1168/57 was to facilitate the redevelopment of the Structure Plan Area for urban purposes.



**29**

Structure Plan: FORMER MATILDA BAY BREWERY SITE



**1.3.5.2 City of Fremantle Scheme Amendment 12**

Amendment 12 to the Scheme rezoned the Structure Plan Area from "Industrial" to "Development" and was gazetted on 7 June 2013. The purpose of Amendment 12 was to bring the local zoning into conformity with the MRS as required under section 124(3) of the *Planning and Development Act 2005*. Amendment 12 also introduced the following development control provisions into Schedule 11 (DA18) of the Scheme:

Ref No.	Area	Provisions
DA 18	McCabe-Coventry Street, North Fremantle	<ol style="list-style-type: none"> <li>1. Structure plan is to be adopted to guide subdivision, land use and development prior to approval of development applications.</li> <li>2. Investigation of potential site contamination to the satisfaction of the DEC.</li> <li>3. No development shall be permitted within the proposed road widening on Stirling Highway and McCabe Street as indicated in the proposed Metropolitan Region Scheme (MRS) Amendment 1210/41 or as in a finalised MRS Amendment.</li> <li>4. Any structure plan for the land of No. 130 Stirling Highway (including Lot 5, 12, 218, 219, 220, 221, 314 and 253) and No. 2-4 McCabe Street (including Lot 9, 10 and 11), North Fremantle, is to include an internal link road connecting McCabe Street/McCabe Place to Coventry Parade/Thompson Road.</li> <li>5. Development applications received prior to adoption of a structure plan shall be assessed via Mixed Use provisions of the Scheme. Applications for any form of residential development and subdivision should be deferred until the structure plan is adopted in order that servicing, open space provision, environmental remediation and other issues are resolved.</li> </ol>

**Table 2: Development Area 18 Development Control Provisions.**

**1.3.5.3 MRS Amendment 1210/41 - Major Amendment**

MRS Amendment 1210/41 was initiated in March 2012 for the purpose of rationalising the Stirling Highway Primary Regional Road reservation under the MRS. A portion of the Structure Plan Area at the intersection of Stirling Highway and McCabe Street and the intersection of Stirling Highway and Coventry Parade is identified for future road widening under Amendment 1210/41.

The areas identified for future road widening under Amendment 1210/41 are shown on the Structure Plan (Plan 1) under Part One - Implementation Section.

Amendment 1210/41 remains under consideration by the WAPC however we are advised that a decision on the Amendment is expected in the first half of 2016.

**1.3.6 Pre-Lodgement Consultation**

The preparation of this Structure Plan has been informed by consultation with the City of Fremantle, the Town of Mosman Park, the North Fremantle Community Association and various State Government agencies. The following provides a summary of consultation undertaken.



Authority	Date of Consultation	Method of Consultation	Summary of Outcomes
City of Fremantle	20.02.2015	Meeting	Initial project meeting to discuss site, process and objectives. Guidelines to be prepared by the City of Fremantle to guide the Structure Plan. Consultation to be undertaken with the North Fremantle Community Association.
City of Fremantle	24.02.2015	Site Visit	Identification of site opportunities and constraints, internal inspection of heritage buildings.
City of Fremantle and North Fremantle Community Association (NFCA)	18.03.2015	Design Workshop	Planning, Built Form, Heritage and Landscape Objectives established to inform Structure Plan design.
City of Fremantle and NFCA	25.03.2015	Technical Workshop	Overview of traffic, engineering and drainage opportunities and constraints within the Structure Plan Area, and identification of matters to be addressed in sub-consultant reports.
Department of Environment and Regulation, Contaminated Sites Regulation Group	08.05.2015	Email Correspondence	Review of Sampling and Analysis Plan, Department of Environment Regulation confirmed support for the completion of further investigations in conjunction with, or after, demolition works. No further investigations required prior to the approval of the Structure Plan.
Main Roads WA	27.05.2015	Meeting	Review of MRWA road widening requirements and identification of possible future road widening requirements along McCabe Street.
City of Fremantle and NFCA	19.08.2015	Meeting	Preliminary Development Concept Plan tabled for discussion, feedback received for further consideration by the project team.
Town of Mosman Park	01.09.2015	Meeting	Preliminary Development Concept Plan tabled for discussion, feedback received. Local issues identified, modifications to be considered by the project team.
City of Fremantle and Department of Water	02.10.2015	Meeting	Discussion on suitable water management solutions for the site, feedback provided by the Department of Water and the City in relation to the Local Water Management Strategy.
Department of Planning	06.10.2015	Telephone Discussion	Discussion regarding the <i>Planning and Development (Local Planning Schemes) Regulations 2015</i> and implications for Structure Plan/Local Development Plan.
City of Fremantle	09.10.2015	Meeting	Review of <i>Planning and Development (Local Planning Schemes) Regulations 2015</i> and implications for Structure Plan/Local Development Plan, update on Structure Plan preparation and lodgement strategy.

**Table 3: Pre-Lodgement Consultation Summary**



## 02 Site Conditions and Constraints

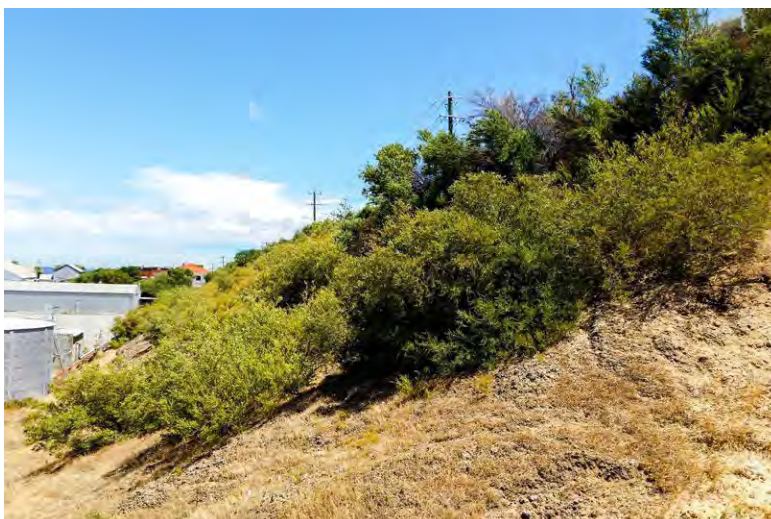
### 2.1 Biodiversity and Natural Area Assets

#### 2.1.1 Flora

Given the historic use of the Structure Plan Area for industrial and manufacturing purposes, limited vegetation is located on the site.

The 'escarpment' located on the northern boundary of Lot 220 fronting McCabe Street in the eastern part of the Structure Plan Area contains some existing vegetation which generally consists of low-lying shrubs. This vegetation also extends along the McCabe Street frontage of the Structure Plan Area and along the eastern side of McCabe

Existing  
vegetation  
along the  
'escarpment'  
(view looking  
west from  
eastern  
boundary of  
Lot 220)



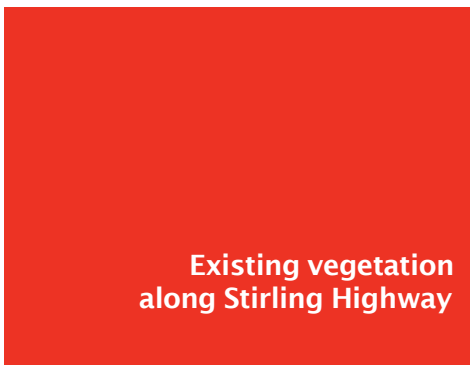
Place.

The verge area located on the western boundary of the Structure Plan Area between the Stirling Highway road pavement and existing buildings is predominantly grassed and contains three (3) existing palm trees which will be retained.

A number of trees are scattered around the perimeter of the Structure Plan Area, primarily along the eastern boundary of Lot 220.

The Structure Plan Area does not contain any protected Bush Forever areas nor does it contain any declared rare or priority flora. In this regard there are no natural area or biodiversity assets located in the Structure Plan Area.





### 2.1.2 Fauna

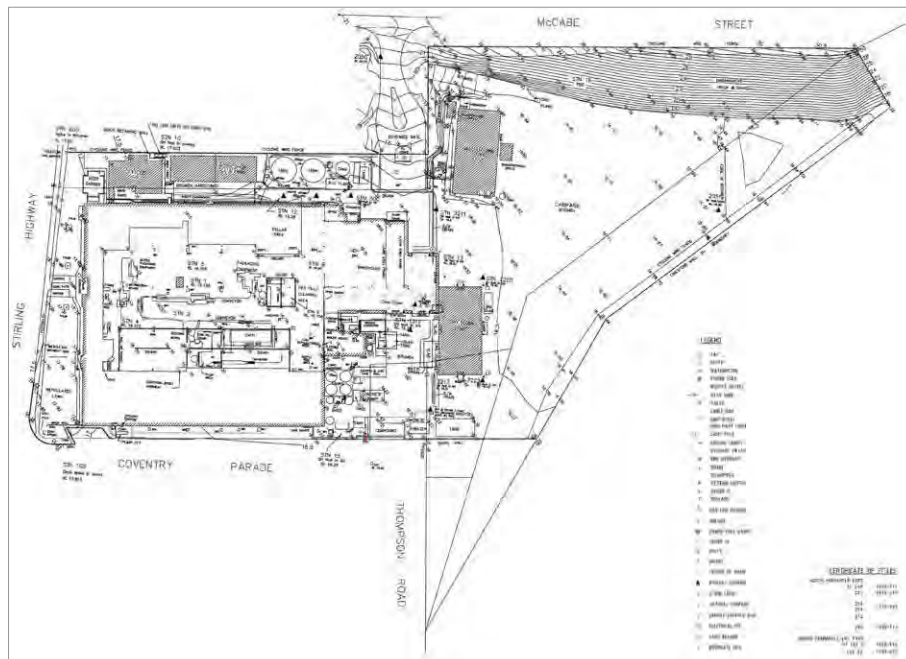
Given the historic use of the Structure Plan Area for industrial and manufacturing purposes, along with the site's limited vegetation, there are no fauna species known to be inhabiting the Structure Plan Area.



## 2.2 Landform and Soils

### 2.2.1 Topography

The Structure Plan Area is generally level with an elevation of between approximately 16m and 17m AHD. The northern edge of the site is formed from a steep embankment that is up to about 8m high.



**11. Feature survey** (source: GHD Surveys Pty Ltd)

The steep embankment located on the northern edge of the Structure Plan Area presents a constraint to development and requires a considered design response. The construction of dwellings along the embankment is proposed in order to provide an appropriate interface along McCabe Street. Preliminary design concepts suggest single to double storey buildings can be constructed along the McCabe Street frontage, extending in height to three or four storeys as the topography falls away to the south.

The south-eastern 'edge' of the Structure Plan abuts an existing low density residential area which is elevated up to 2m above existing ground levels within the Structure Plan Area.

A building height limit of 7m applies within 10m of the south-eastern 'edge' of the Structure Plan Area. In this regard, future buildings on this part of the Structure Plan Area will effectively sit below the adjoining site.





Steep embankment on the northern side of the Structure Plan Area looking towards McCabe Street. The retaining to the right-hand side forms part of the Minim Cove development. A residential apartment tower within the Taskers development is visible in the background

Ground level difference up to 2m between the Structure Plan Area and adjoining residential area to the south-east.



### 2.2.2 Geology

A Preliminary Geotechnical Investigation of the Structure Plan Area has been undertaken by Douglas Partners and is enclosed at Appendix 3.

The investigation revealed that the Structure Plan Area is essentially a "cut" site, with a significant exposure of in situ limestone bedrock in the north-east. Tamala limestone is the predominant lithological unit in the Mosman Park/North Fremantle area. The limestone within the Structure Plan Area is understood to vary between sandy limestone and a harder, karstic limestone, with evidence of significant solution pipes up to 20cm in diameter. Some small parts of the Structure Plan Area have been filled.

The investigation indicates that the Structure Plan Area should be suitable for the proposed development, including the excavation for, and construction of, basement parking and building foundations. Notwithstanding, further geotechnical investigations are recommended at the detailed design stage to better inform site preparation, compaction, excavation and construction.



### 2.2.3 Contaminated Sites

A Preliminary Site Investigation (PSI) was undertaken over the Structure Plan Area in 2007 as part of MRS Amendment 1168/57. The results of the PSI indicated that there is potential for contamination to be present and that the Structure Plan Area should be investigated in accordance with the Department of Environment Regulation's (DER) Assessment and Management of Contaminated Sites Guidance. Recommendations made in the PSI include the preparation and implementation of a Sampling and Analysis Program (SAP) to provide a suitable pathway to determine the site's contamination status. Stratgen was engaged to prepare a SAP for the Structure Plan Area. A copy of the SAP is enclosed at Appendix 4.

The SAP was prepared in accordance with the DER's requirements and reviewed by an Environmental Auditor. Given the Structure Plan Area contains existing infrastructure and areas of bulk storage, the carrying out of detailed investigations at this stage of the project is constrained. As such, the SAP details the rationale and methodology for sample collection and laboratory analysis to inform a future Detailed Site Investigation (DSI) which will be undertaken at the Development Application stage.

The SAP was provided to the DER's Contaminated Sites Branch and on 8 May 2015, the DER advised that it "support[s] the completion of further investigations at the site in conjunction with or after the demolition works and investigations are not required prior to the approval of the structure plan".

On 12 May 2015 the City of Fremantle advised that when assessing the Structure Plan, it would consider the requirements of Schedule 11 (DA18) in relation to the investigation of site contamination to be met if the DER confirmed that the investigation of potential site contamination had been to their satisfaction. In this case, the DER cannot confirm this until further works such as demolition of buildings on site have been undertaken. Therefore, site contamination investigation and potential remediation will be required at either the Subdivision or Development Application stage.

### 2.2.4 Hydrology

Hyd2o were engaged to undertake an assessment of the Structure Plan Area's hydrological characteristics and prepare a Local Water Management Strategy (LWMS) to address the collection, management and discharge of stormwater on site. A copy of the LWMS is enclosed at Appendix 5. The following provides a summary of the assessment findings.

#### 2.2.4.1 Wetlands

According to the DER's Geomorphic Wetlands of the Swan Coastal Plain dataset there are no wetlands located within the Structure Plan Area. The Swan River Estuary, classified as a Conservation Category Wetland, is located approximately 150m east of the Structure Plan Area. Based on the EPA's *Environmental Protection (Swan Coastal Plain Lakes) Policy 1992* there are no Environmental Protection Policy lakes occurring within, or in close vicinity, to the Structure Plan Area.

#### 2.2.4.2 Acid Sulfate Soils

According to Landgate's acid sulfate soils risk mapping, there are no acid sulphate soils (ASS) occurring within 3m of natural soil surface within the Structure Plan Area.

#### 2.2.4.3 Surface Water

There are no defined waterways or watercourses within the Structure Plan Area. At present, surface water is managed via a mix of informal and formal drainage infrastructure.

Roof runoff is understood to be disposed of in an infiltration sump located at the south-east corner of the Structure Plan Area, while runoff from the hardstand car park is managed via an informal soakage area located in the north-east corner of the Structure Plan Area.

The infiltration drainage sump was once formally connected to the City of Fremantle drainage network along Coventry Parade which drains directly into the Swan River, but is understood to have been disconnected in 2007.



#### 2.2.4.4 Groundwater

The underlying hydrogeology of the Structure Plan Area is characterised by a superficial aquifer, extending to approximately -30m Australian Height Datum (AHD).

Historic maximum groundwater levels are <1m AHD, due to the Structure Plan Area's proximity to the coastline, which corresponds to in excess of 17m below existing natural surface across the Structure Plan Area. Groundwater levels are likely to fluctuate with the tide and are likely to flow either east towards the river or west towards to ocean. The closest Department of Water ('DoW') long term groundwater monitoring bore (IF16) is located approximately 2.2km north of the Structure Plan Area. From 1996 to present it has recorded levels ranging from 0.74m AHD to 0.23m AHD.

Groundwater monitoring should be undertaken where groundwater has a close interaction with the natural surface. Due to groundwater exceeding 17m AHD below surface, a pre-development groundwater level and quality monitoring program is considered unnecessary for the Structure Plan Area.

## 2.3 Servicing

The Civil Group were engaged to review existing services to the Structure Plan Area and identify future servicing requirements. A copy of the engineering report is enclosed at Appendix 6. The following provides a summary of the report findings.

### 2.3.1 Water

The Structure Plan Area is connected to, and currently serviced by, water infrastructure. A 150mm diameter main is located along Stirling Highway and has several connections into the Structure Plan Area (including fire services). A 205mm main runs along McCabe Street from which there is another fire service connection adjacent to McCabe Place. A 100mm main is located on part of the western side of McCabe Street and a 100mm main is located along the southern side of Coventry Place.

**Hardstand located within the eastern part of the Structure Plan Area**





### 2.3.2 Wastewater

The Structure Plan is connected to, and currently serviced by, sewer infrastructure. The Structure Plan Area falls to a sewer connection near the Structure Plan Area's north-west corner on Stirling Highway. This connection is at the end of a 225mm diameter sewer that crosses Stirling Highway and then turns north along the edge of the rail reserve.

A 150mm sewer may have originally been located along the western edge of the Structure Plan Area and partly inside the boundary. The sewer is expected to have run southwards to Coventry Parade and then south through the existing residential area. There are two (2) other connections to this southern sewer.

### 2.3.3 Gas

Existing high pressure gas mains are located on the three (3) main street frontages of the Structure Plan Area. Near Thompson Road, a high pressure supply is provided to the Structure Plan Area and is accessed off the main in Coventry Parade. Medium pressure mains are located on the south side of Coventry Parade and the northern side of McCabe Street.

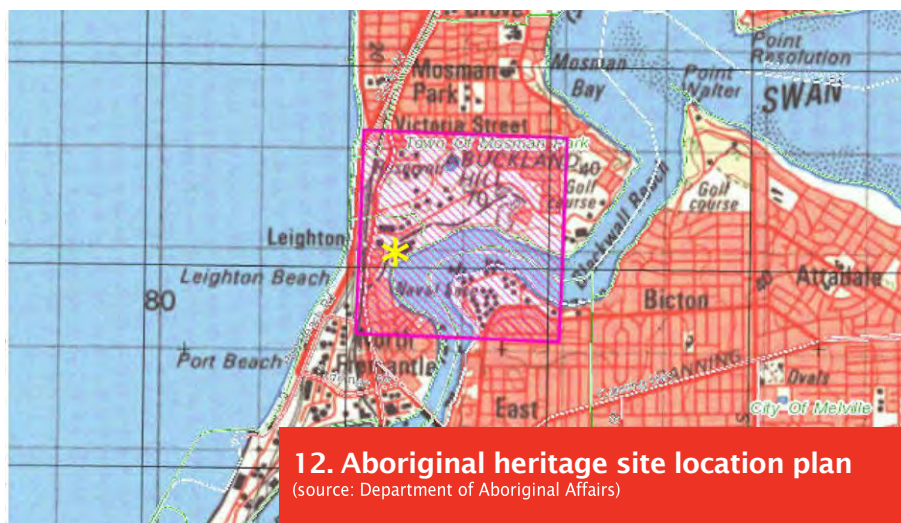
### 2.3.4 Power

Existing high and low voltage overhead powerlines are located in Coventry Parade and McCabe Street. The high voltage supply in Coventry Parade is connected to a high voltage substation and switchgear that is located in a semi-roofed compound adjacent to the northern side of Coventry Parade near its intersection with Thompson Street. The markings on this substation suggest it might also be connected back into the adjoining residential areas and provide a low voltage supply to nearby residential dwellings.

## 2.4 Heritage

### 2.4.1 Aboriginal Heritage

A review of the Department of Aboriginal Affairs' Aboriginal Heritage Enquiry System reveals that the Structure Plan Area is located within the vicinity of the Rocky Bay Registered Site (Site ID 3596).



The Registered Site encompasses a broad area measuring of several kilometres and extends north from Victoria Street Mosman Park, south to Staples Street North Fremantle, east to the Mosman Park Golf Course and west to Stirling Highway. The Structure Plan Area is located on the western edge of the Registered Site boundary.

Given the Structure Plan Area has been extensively excavated and developed for industrial purposes and is located on the periphery of the Registered Site boundary, a targeted Aboriginal heritage investigation has not been undertaken.

Investigations may be required after the granting of Planning Approval and prior to construction commencing to ensure compliance with the *Aboriginal Heritage Act 1972*.

## 2.4.2 Cultural Heritage

The Structure Plan Area contains buildings of cultural heritage significance, reflecting the area's industrial past. A Heritage Impact Statement has been prepared in relation to Structure Plan Area and sets out a series of recommendations and objectives having regard to the site's heritage significance. These recommendations and objectives will be used to guide future development on the site. A copy of the Heritage Impact Statement is enclosed at Appendix 2.

The site's current heritage listings are identified below:

Listing Type	Included
National Heritage List (Commonwealth)	No
Register of the National Estate (Indicative Place)	Yes
Register of Heritage Places (State)	No
National Trust of Australia (WA) (Classified)	Yes
Municipal Heritage Inventory (Local) - Management Category 1B	Yes
Town Planning Scheme (Local) - Heritage List	Yes
Art Deco Significant Building Survey	Yes
Survey of 20th Century Architecture	Yes

**Table 4: Cultural Heritage**

The buildings were originally designed and constructed to accommodate the Ford Assembly Plant which was opened in 1930. Apart from a period during World War II where the Plant was requisitioned for the production of military equipment, it retained this use until 1987. From 1988 to 2007 the buildings were occupied by the Matilda Bay Brewing Company and used in the production of locally brewed beers.

By the end of their lease in 2013, the Matilda Bay Brewing Company had decommissioned the site and the owner (H.L.M. Holdings Pty Ltd) had undertaken works involving the removal of factory space to the east of the administration building, conservation works to the south façade facing Coventry Parade and a new carpark to the east of the saw tooth roof factory building. The current site configuration reflects these works.

The Stirling Highway facade of the 1929 office building and the 1929/47 southern warehouse to Coventry Parade display the Inter War Functionalist Style and are a prominent local landmark given their location, bulk and the lack of other buildings of similar size in proximity.



Stirling Highway  
facade of the 1929  
office building  
and the 1929/47  
southern warehouse  
to Coventry Parade  
displaying the Inter  
War Functionalist  
Style



Internal view,  
1929/47 southern  
warehouse fronting  
Coventry Parade

1929/47 southern  
warehouse fronting  
Coventry Parade



## 2.5 Access

Aurecon were engaged to undertake a review of existing traffic conditions in and around the Structure Plan Area and to assess the impact of the Structure Plan on these existing conditions. A copy of the Transport Assessment is enclosed at Appendix 7. The following provides a summary of the report findings in relation to existing traffic conditions.

### 2.5.1 Surrounding Road Network

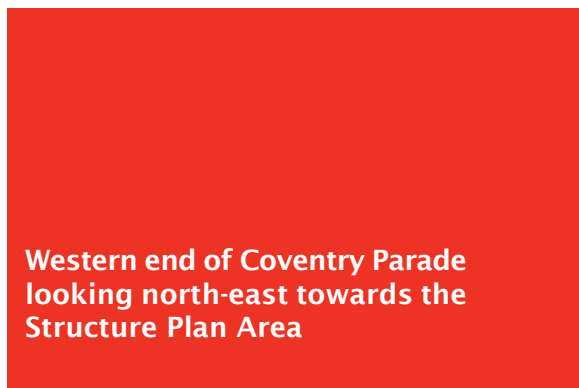
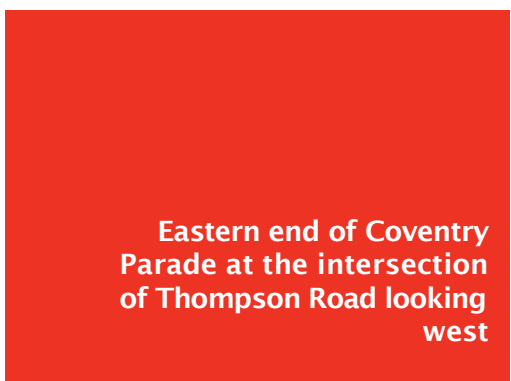
The Structure Plan Area maintains frontage to Stirling Highway in the west, McCabe Street and McCabe Place in the north and Coventry Parade/Thompson Road in the south. The table below describes the nature and hierarchy of each road.

Road	Classification	Description
Stirling Highway	Primary Distributor	Caters for major regional traffic volumes in the order of 40,000 vehicles linking Perth and Fremantle. Dual carriageway road with a median island, and has a posted speed of 60km/h.
McCabe Street	Local Distributor	Serves as an east-west link between Stirling Highway and the residential area of Mosman Park, and provides direct access to St Hilda's School. Single carriageway road with a posted speed of 50km/h. The T-intersection of Stirling Highway and McCabe Street is signalised with a left turn storage lane (approximately 50m in length) provided on the McCabe Street approach.
McCabe Place	Access Road	Currently provides access to the northern half of the Structure Plan Area. The McCabe Place / McCabe Street T-intersection is unsignalised and allows all movements.
Coventry Parade	Access Road	Predominantly provides access to the residential area south of the Structure Plan Area. Single carriageway road separated by a median, with a posted speed of 50km/h. The T-intersection of Stirling Highway and Coventry Parade is currently unsignalised and allows all movements. There is currently a grade change between the northern and southern carriageways on Coventry Parade.

Table 5: Classification of roads surrounding the Structure Plan Area

Coventry Place looking south from McCabe Street towards the Structure Plan Area





### 2.5.2 Pedestrian and Cycle Movement

The surrounding road network has footpaths on at least one side of the road on the majority of directly accessible routes, including Stirling Highway, McCabe Street, Coventry Parade, Thompson Road and Craig Street. The pedestrian path width varies between 1.2m and 1.8m and is generally in good condition. A signalised pedestrian crossing is provided at the Stirling Highway / McCabe Street intersection providing safe and convenient access to the Structure Plan Area, particularly given the high traffic volumes on Stirling Highway.

The existing pedestrian footpath network also provides access to the nearby public transport stops and North Fremantle Railway Station. In order to access Leighton Beach, a pedestrian bridge is provided across the road from the Structure Plan Area to cross safely over the railway tracks.

There are a number of existing bicycle facilities in proximity to the Structure Plan Area. Cyclist facilities are generally provided for in the form of on-road cycle lanes (sealed road shoulders), off-road paths (separated or shared pedestrian / cyclist paths); or otherwise within general traffic lanes (given low traffic volumes and posted speeds of between 30 and 50km/h).



### 2.5.3 Parking

Kerbside parking is currently permitted within the local access roads surrounding the Structure Plan Area. Most kerbside parking on the surrounding road network is time limited to 2 hours.

### 2.5.4 Public Transport

The Structure Plan Area is located in proximity to a number of public transport options, including bus and rail services. The North Fremantle Railway Station is located approximately 800m south of the Structure Plan Area. North Fremantle Station is situated on the Fremantle Railway Line which provides direct access to both the Fremantle and Perth CBDs.

A bus stop is located 150m south of the Structure Plan Area along Stirling Highway, immediately after Coventry Parade. The bus stop facilitates four regular bus services (98, 99, 193, 107), and is within a short walking distance to the Structure Plan Area. The Circle Route (98, 99) provides access to a number of key destinations in Perth, including numerous universities, hospitals, shopping centres and train stations. The 103 and 107 bus services provide direct routes between Fremantle and the Perth CBD. An infrequent bus service (381) also runs along Curtin Avenue between Fremantle and Karrinyup with the bus stop located 400m from the Structure Plan Area.

## 2.6 Context and Other Land Use Constraints and Opportunities

The Structure Plan Area is located in a former industrial area that has been progressively redeveloped for primarily residential purposes. The land to the south and east of the Structure Plan Area and further north within the Town of Mosman Park, contains typically low density single residential dwellings and some limited non-residential (commercial) uses.





The land to the north of the Structure Plan Area has undergone significant change in recent years with the planning, approval and (now) construction of medium and high density apartment developments (Taskers). The One Steel site located to the immediate north of the Structure Plan Area on the northern side of McCabe Street contains an approved Structure Plan however implementation of the Structure Plan has not commenced and the property is currently for sale.



**Low density single residential dwellings within the Minim Cove Estate**



**Taskers development on the northern side of McCabe Street, north-east of the Structure Plan Area**



The Structure Plan Area is well located in relation to existing transport routes, being positioned on Stirling Highway and accessible to a high frequency public (bus) transport system. The Fremantle Railway Lane is located to the west of the Structure Plan Area and the North Fremantle Railway Station is positioned to the south-west. The Structure Plan's proximity to existing public transport infrastructure and regional roads creates an opportunity for higher density development, as reflected in the approved local structures plans to the north.

The Structure Plan Area is also well located in the context of recreational areas, being positioned between the Ocean and the Swan River. Leighton beach is located approximately 200m to the west of the site and is accessible via a footbridge located on the western side of Stirling Highway directing opposite the Structure Plan Area.

**Footbridge  
providing  
pedestrian access  
to Leighton Beach**



**Existing park at  
the intersection  
of Thompson  
Road and Foundry  
Court**

Passive recreation is provided along Thompson Road at the intersection of Foundry Court, approximately 150m south of the Structure Plan Area, Buchland Hill Park which is located approximately 150m to the east and Mount Lyall Park which is located approximately 430m to the east. The Swan River Foreshore is located approximately 200m from the Structure Plan Area and is accessible by the surrounding road network.



In relation to schools, the North Fremantle Primary School is located approximately 1.2km south of the Structure Plan Area and St Hilda's Primary School is located approximately 1.5km to the east within the Town of Mosman Park. Being located on a Primary Regional Road that is serviced by a high frequency public transport system and only 3.5km north-east of the Fremantle City Centre, the Structure Plan Area is accessible to a range of higher education facilities such as high schools and universities, along with a variety of health and community services, sports grounds and other active recreational facilities, employment opportunities and retail/shopping areas.

The above factors combine to illustrate that the Structure Plan Area is afforded a higher level of amenity and is well located to deliver higher density residential development.



## 03 Land Use and Subdivision Requirements

### 3.1 Design Objectives

Design Guidelines were prepared for the Structure Plan Area by the City of Fremantle in consultation with the Applicant and the North Fremantle Community Association (NFCA). The Guidelines identify design objectives and desired outcomes for the following elements: Connectivity and traffic management, Built form, Heritage and character, Housing and land use diversity, Public realm, Community engagement.

The Design Guidelines were used to inform the Structure Plan. Each of the Guideline design objectives and desired outcomes are listed in the table below with an explanation of how the Structure Plan responds to each.

Element	Design Objectives	Desired Outcomes	Structure Plan Response
<b>Connectivity and traffic management</b>	<ul style="list-style-type: none"> <li>- A high quality, well-integrated and safe movement network.</li> <li>- A permeable, legible and walkable neighbourhood with connections optimised across and around the site including to the river and the sea.</li> <li>- Pedestrians and cyclist movement prioritised over vehicular movements.</li> </ul>	<p><b>Pedestrian and cycle linkages</b></p> <ul style="list-style-type: none"> <li>- Cycle connectivity and pedestrian linkages in the area should consider connections to the north-south and east-west axis's, public open space, public transport and the river and the sea (beach).</li> <li>- If required, vehicular movement through the site should be one-way in a northern direction from Thompson Road to McCabe Street.</li> </ul> <p><b>Thompson Road vehicular traffic management</b></p> <ul style="list-style-type: none"> <li>- Limited access could be provided in a southern direction at McCabe Street to provide vehicular access into the site.</li> <li>- With further investigation, limited access could be provided in a southern direction to provide residents of the site an exit to Coventry Parade/Thompson Road.</li> <li>- Through access from McCabe Street to Coventry Parade/Thompson Road would not be supported.</li> <li>- Traffic calming measures on this connecting road should be included to ensure the site is not used as a thoroughfare.</li> </ul>	<p><b>Pedestrian and cycle linkages</b></p> <ul style="list-style-type: none"> <li>- The internal link road provides pedestrian and cycle connectivity between McCabe Street and Coventry Parade, connecting existing pedestrian and cycle paths north and south of the Structure Plan Area.</li> <li>- A network of shared paths around the perimeter of the site connects the existing pathway network to improve connectivity between Stirling Highway and the residential areas to the east.</li> </ul> <p><b>Thompson Road vehicular traffic management</b></p> <ul style="list-style-type: none"> <li>- The internal link road provides for primarily northbound vehicle movement between Thompson Road and McCabe Street with some limited southbound movement at the northern end.</li> <li>- Right-turn movements from the internal link road onto McCabe Street will not be permitted.</li> <li>- A proposed vehicle access point along Thompson Road in the southern part of the Structure Plan Area provides for some limited southbound movement.</li> <li>- On-street parking, landscaping, reduced road pavement widths and other traffic calming methods will be used to control traffic speed within the internal link road.</li> </ul>



Element	Design Objectives	Desired Outcomes	Structure Plan Response
<b>Built form</b>	<ul style="list-style-type: none"> <li>- Development that relates to the surrounds and contributes positively and celebrates the character of North Fremantle's including the river, the ocean, and the position as a gateway to North Fremantle.</li> <li>- A built form that provides a sense of arrival into North Fremantle by framing and not distracting from the Port and Indian Ocean vistas.</li> </ul>	<ul style="list-style-type: none"> <li>- Future development of the site should be:</li> <li>- appropriately orientated and face the street;</li> <li>- 'open', assessable, permeable and inclusive with public access;</li> <li>- designed to enhance street activation and safety including active and passive surveillance to the street;</li> <li>- designed to be varied, articulated in height and responsive to the landscape with taller buildings positioned away from the site edges e.g. homogenous and 'blocky' structures would not be supported;</li> <li>- interesting and comprise of architecture that reflects the history, industrial character and design language of North Fremantle e.g. limestone, red brick, timber, glass, steel, concrete and new materials showing modern design; and</li> <li>- sympathetic to key views of the Port and showcase the former Matilda Bay brewery building as a landmark building.</li> </ul>	<ul style="list-style-type: none"> <li>- New buildings will be orientated towards the street in order to provide street level interaction.</li> <li>- The internal link road will be gazetted as a public road, ceded to the Crown and ultimately vested with the City ensuring future public access.</li> <li>- New buildings will be required to comply with the R-Codes in relation to street surveillance (Elements 5.2.3 and 6.2.1).</li> <li>- In response to the "McCabe Street Height Study" T lower scale built form to be located around the periphery of the Structure Plan Area.</li> <li>- Distinctive architecture to be incorporated into the site's redevelopment in order to seek discretion for additional building heights in Zones H2 and H3.</li> <li>- A Heritage Impact Statement has been prepared in relation to the Structure Plan Area and will be refined at the Development Application stage to ensure that new development suitably acknowledges the site's heritage significance.</li> <li>- The open landscaped verge in front of the 1929 office building fronting Stirling Highway will be retained in order to preserve key views of the Port.</li> </ul>



Element	Design Objectives	Desired Outcomes	Structure Plan Response
<b>Heritage and character</b>	<ul style="list-style-type: none"> <li>- Development that recognises and enriches the significance of the landmark heritage facade fronting Stirling Highway and the history of site.</li> <li>- Design and development that maintain and enhances the character of North Fremantle and the McCabe Street area.</li> </ul>	<ul style="list-style-type: none"> <li>- Facilitate retention of the value and status of the landmark heritage building fronting Stirling Highway.</li> <li>- Respect the form and scale of the Coventry Parade glass and steel façade as an iconic feature and encourage its incorporation into the redevelopment.</li> <li>- Appropriate reuse of the landmark heritage building fronting Stirling Highway to activate and enhance the heritage value of the place.</li> <li>- New development should be sympathetic and responsive to the heritage building on site and reflect the existing coastal, residential, heritage and industrial urban character of the area.</li> <li>- Recognition of the former uses, landscape and stories of the site, including the Ford Motor Company and the Matilda Bay Brewing Company, should be provided through interpretation projects in building design and works the public realm.</li> <li>- Design of development on the site should consider the limestone landscape features and natural topography.</li> </ul>	<ul style="list-style-type: none"> <li>- The 1929 office building fronting Stirling Highway and the 1929/47 southern warehouse to Coventry Parade, will be retained to grid line 'Q'.</li> <li>- The retained heritage buildings will be conserved and sensitively re-used where appropriate.</li> <li>- Conservation works will be undertaken to the retained heritage buildings that respect and display the building's original architectural details. The specific nature of these conservation works will be addressed at the Development Application stage.</li> <li>- The Heritage Impact Statement prepared in relation to the Structure Plan will be refined at the Development Application stage to ensure new development suitably responds to the site's heritage significance.</li> <li>- At the Development Application stage, interpretation projects will be incorporated into building design and works within the public realm in recognition of the site's former uses.</li> </ul>
<b>Housing and land use diversity</b>	<ul style="list-style-type: none"> <li>- A place that is predominantly residential with a mix of supporting commercial uses to provide for activity and a place the community can come together and meet.</li> </ul>	<p>The area should provide for:</p> <ul style="list-style-type: none"> <li>- a variety and mix of housing type, size and design to accommodate a broad range of demographics.</li> <li>- an appropriate mix of ground floor uses to give street level activity, enhance the cultural amenity of the area and provide a meeting place for people in the area.</li> </ul>	<ul style="list-style-type: none"> <li>- Housing diversity will be achieved through a mixture of one, two and three bedroom apartments (multiple dwellings) and townhouses (grouped dwellings).</li> <li>- A Mixed Use Zone has been incorporated into the Structure Plan in order to accommodate a limited range of complementary commercial and retail land uses. These uses will be provided at ground level.</li> </ul>



Element	Design Objectives	Desired Outcomes	Structure Plan Response
Public realm	<p>"Friendly" and attractive public open spaces and streets that are safe and accessible and provide for a variety of active and passive uses.</p>	<ul style="list-style-type: none"> <li>- Developments should be oriented to face and overlook open spaces and the public realm.</li> <li>- The public open space on the site should consider its connection to other public open space in the area including the river and the sea.</li> <li>- The public open space should be connected to pedestrian and cycle access.</li> <li>- 'Greening' of the structure plan area should include consideration of the built form and landscape, reduction of the potential for a 'heat sink', promotion of passive irrigation including investigation of the feasibility of reusing grey water from future development on the site to irrigate landscaping in privately-owned parts of the development and/or public open space created through the structure plan, the use of traditionally planted native and exotic species, the creation of intimate landscaped spaces providing for visual permeability and the accommodation of activate landscapes inclusive of canopy trees.</li> </ul>	<ul style="list-style-type: none"> <li>- A Local Development Plan has been prepared concurrently with the Structure Plan. The Local Development Plan promotes nil building setbacks to the internal link road and area of public open space to encourage interaction between buildings and the public realm.</li> <li>- New buildings will be required to comply with the R-Codes in relation to street surveillance (Elements 5.2.3 and 6.2.1).</li> <li>- An area of public open space is provided at the southern entry to the internal link road and is envisaged to be developed as part of the internal link road in order to create a larger and more inclusive high amenity public realm.</li> <li>- The area of public open space fronts the internal link road and will be accessible by the shared path network.</li> <li>- A Landscape Concept Plan has been prepared for the Structure Plan Area by EPCAD. The Landscape Concept Plan addresses treatments to both private and public spaces with a view to enhancing the amenity for residents, visitors and the general public. It is envisaged that the Landscape Concept Plan will be further refined at the Development Application stage at which point matters such as grey water re-use and irrigation will be further investigated.</li> </ul>



Element	Design Objectives	Desired Outcomes	Structure Plan Response
<b>Community engagement</b>	<ul style="list-style-type: none"> <li>- A collaborative approach to community engagement is maintained throughout the structure plan and development application processes.</li> </ul>	<ul style="list-style-type: none"> <li>- All major stakeholders should have the opportunity to respond to the proposed structure plan and in an open engagement process.</li> <li>- Engagement activities could include community meetings (open or invitation only), facilitated design workshops, and/or site walk throughs.</li> </ul>	<ul style="list-style-type: none"> <li>- Consultation has been undertaken at various stages of the Structure Plan process and have included meetings and workshops with the City of Fremantle, the North Fremantle Community Association, the Town of Mosman Park and various State Government agencies.</li> <li>- The Structure Plan will be advertised for public comment in accordance with the Planning and Development (Local Planning Schemes) Regulations 2015.</li> <li>- The Applicant intends to undertake briefing sessions with the City of Fremantle and the North Fremantle Community Association following lodgement of the Structure Plan and prior to the commencement of the formal advertising period.</li> </ul>

*Table 6: Design Objectives*



### 3.2 Indicative Development Concept Plan

As part of the Structure Planning process, the Applicant has prepared an Indicative Development Concept Plan ('Concept Plan') for the Structure Plan Area. The Concept Plan shows how the Structure Plan Area may be developed having regard to the provisions at Part One - Implementation Section of this report, the development controls proposed under the Local Development Plan and feedback received from the City of Fremantle's technical Officers, Elected Members and community representatives.

The Concept Plan illustrates some of the key elements of the Structure Plan, including the following:

- \ \ \ \ Provision of an internal road linking McCabe Street and Coventry Parade;
 \ \ \ \ Pedestrian and bicycle connections;
- \ \ \ \ Points of vehicle access and egress;
 \ \ \ \ Location of public open space;
- \ \ \ \ Road widening along Stirling Highway and McCabe Street;
 \ \ \ \ Location of non-residential land uses;
- \ \ \ \ MRWA's preferred design concept for the Stirling Highway/McCabe Street and McCabe Street/McCabe Place intersections;
 \ \ \ \ Traffic calming; and
- \ \ \ \ Landscaping.

The Concept Plan has been prepared for illustrative purposes only and should not be interpreted as reflecting the final design or layout of buildings within the Structure Plan Area. More detailed planning is required at the Development Application stage following determination of the Structure Plan and Local Development Plan.

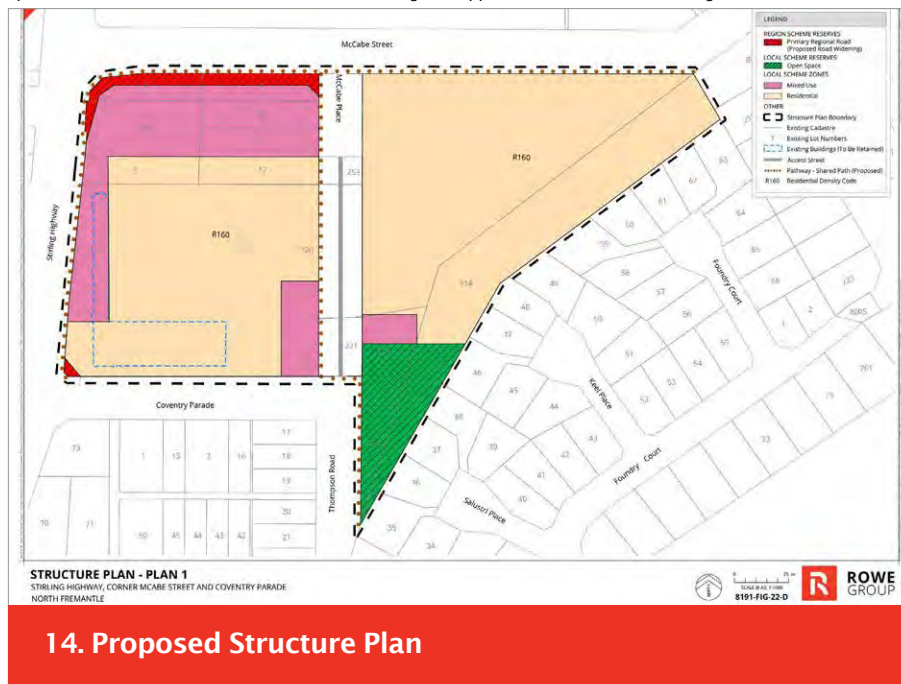


**13. Indicative Development Concept Plan**



### 3.3 Land Use

The Structure Plan provides for the comprehensive redevelopment of the site for medium and high density residential uses and a limited range of complementary commercial and retail land uses, communal facilities and public open space. These land uses are consistent with existing and approved land uses surrounding the Structure Plan Area.



#### 14. Proposed Structure Plan

### 3.3.1 Residential

The Structure Plan is expected to generate approximately 500 new dwellings. Residential development is primarily proposed in the form of multi-storey apartments (multiple dwellings) and low scale townhouses (grouped dwellings). Accordingly, the majority of the Structure Plan is designated a "Residential" zoning.

A residential density coding of R160 is proposed for the Structure Plan.

In this instance the density coding assigned to the Residential Zone is of limited relevance given building heights within the Structure Plan Area have been developed with reference to the 'McCabe Street Height Study'. In this regard, the provisions of the Residential Design Codes ('R-Codes') in relation to building height is not applicable and the heights contained in Part One - Implementation Section of this report apply.

There is no difference in either the primary street or secondary street setback requirements or the maximum wall height requirements under Table 4 of the R-Codes between the density codings R80, R100 and R160. In this regard, the proposed R160 density coding does not provide for reduced setbacks or taller boundary walls.

The main difference between the R80, R100 and R160 density codes is plot ratio. A plot ratio of 2.0 : 1.0 is desired for the Structure Plan Area, consistent with the plot ratio approved for the One Steel and Tasker Structure Plans to the immediate north of the Structure Plan Area. At the time these two (2) Structure Plans were adopted by the City and the WAPC, legislative provisions in relation to Structure Plans permitted amendments to plot ratio and other provisions of the R-Codes and the Scheme via the Structure Planning process. Recent legislative changes through



the introduction of the *Planning and Development (Local Planning Schemes) Regulations 2015* have removed the ability to vary plot ratio and other development control provisions at the Structure Planning stage. In order to obtain the required plot ratio of 2.0 : 1.0, a density coding of R160 is required.

The only benefit gained by the R160 density coding is in relation to maximum plot ratio. No additional benefits are gained in relation to matters such as building height, setbacks or boundary wall heights as these requirements are consistent in the R80, R100 and R160 density codes.

### 3.3.2 Mixed Use

The Structure Plan provides for a limited range of complementary commercial and retail land uses to provide on-site services and facilities for residents in and around the Structure Plan Area. The "Residential" Zone under the Scheme prohibits some of the commercial and retail land uses envisaged as being potentially suitable or desirable for the Structure Plan Area. Examples include "Office" and "Shop", which are both 'X' land use in the Residential Zone. Given it is not possible to alter land use permissibility under a Structure Plan as a consequence of the recent legislative changes, it is necessary to designate part of the Structure Plan Area as a "Mixed Use" Zone.

Residential development in the "Mixed Use" Zone will be subject to a residential density code of R160, consistent with the 'Residential' Zone.

Under the Structure Plan, the proposed "Mixed Use" Zone extends over part of the 1929 heritage building fronting Stirling Highway, a section of land adjoining the area of public open space and the north-western corner of the Structure Plan Area which is not controlled by the Applicant.

It is envisaged that the heritage building will be used for Office purposes, consistent with its existing use. Adapting the building for residential uses may not be possible given the extent of internal modifications required and the impact these modifications may have on the integrity and value of the building as a heritage asset.

The "Mixed Use" Zone adjoining the area of public open space is envisaged to accommodate a cafe, restaurant, small tavern or the like and its location has been selected to take advantage of the winter sun and proximity to the area of public open space. The location of this "Mixed Use" Zone and the nature of potential uses has been informed by feedback provided by local residents during design workshops and meetings.

The north-west corner of the Structure Plan Area comprises five (5) separate lots that are not controlled by the Applicant. Lot 8 on the corner of Stirling Highway and McCabe Street was previously used for vehicle servicing however it is not clear whether this use has ceased. Lot 100 Stirling Highway is strata titled and contains two (2) buildings that accommodate a range of business activities. Lots 9, 10 and 11 on the corner of McCabe Street and McCabe Place are owned by H.L.M Holdings Pty Ltd and are considered the most likely of these landholdings to be redeveloped in the short to medium term. To provide flexibility whilst reflecting the nature of existing land uses, the Structure Plan proposes a "Mixed Use" Zone over these landholdings.

### 3.3.3 Building Height

A building height study was undertaken for the land in and around the Structure Plan Area in 2008 and is known as the 'McCabe Street Height Study'. The purpose of the Study was to determine the most appropriate height and bulk of new development on potential redevelopments sites in the area having regard to matters such as topographical features, important public views, cultural heritage and amenity.

The purpose is to ensure that new buildings do not adversely affect the visual amenity of the locality and help safeguard important public views by setting maximum building height limits.

This Structure Plan has been prepared having regard to this Study and provisions are incorporated into Part One - Implementation Section of this report.



### 3.3.4 Local Development Plans

In accordance with Part One - Implementation Section, a Local Development Plan may be prepared for any part of the Structure Plan Area, prior to the City of Fremantle approving development or recommending subdivision within the Structure Plan Area.

A Local Development Plan has been prepared in relation to the part of the Structure Plan Area owned by 3 Oceans Property Pty Ltd and submitted to the City of Fremantle concurrently for assessment. The Local Development Plan seeks to vary some of the deemed-to-comply provisions of the R-Codes where such variations are warranted having regard to the nature of the Structure Plan Area and its context. Any Local Development Plan prepared and approved for the Structure Plan Area should be read in conjunction with this Structure Plan.

## 3.4 Public Open Space

An area of public open space measuring approximately 2,000m<sup>2</sup> is proposed within the Structure Plan Area and is located at the southernmost portion of the site, consistent with the location of remnant bushland located on Lots 218, 219 and part of Lot 314. It is envisaged that the area of public open space will be ceded to the Crown and ultimately vested in the care and control of the City of Fremantle.

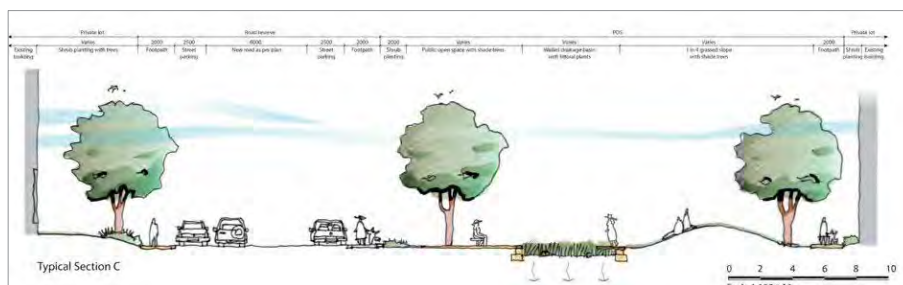
Whilst there is no statutory requirement to provide public open space within the Structure Plan Area on account that the area is not intended to be subdivided, feedback received from the local community during the design workshop indicated a desire for an area of open space that could be used by existing and future residents.

The area of public open space will be developed as a high amenity public space for enjoyment by future residents, visitors and surrounding landowners. A Landscape Concept Plan has been prepared for the Structure Plan Area by EPCAD and incorporates a preliminary open space design. A copy of the Landscape Concept Plan is enclosed at Appendix 8. It is envisaged that the plan will be further refined at the Development Application stage.

The public open space will partially serve a drainage function for the Structure Plan Area as outlined in the LWMS enclosed at Appendix 5. An indicative cross-section showing the internal access road and area of public open space, including the proposed drainage basin is provided below.



**Preliminary public open space design concept**



**Indicative cross-section showing internal road and area of public open space**

### 3.5 Movement Networks

#### 3.5.1 Traffic Assessment

The City of Fremantle engaged Cardno to undertake a Traffic Study of the McCabe Street area and this Study was completed in April 2015. The findings of the Cardo Traffic Study have been taken into account in the Transport Assessment undertaken for the Structure Plan Area by Aurecon and have been used to inform the Structure Plan's proposed movement network.

The movement network has also been informed by design work undertaken by Main Roads WA as part of its review of the Stirling Highway Regional Road Reserve alignment. This work contemplates proposed upgrades to the intersection of Stirling Highway and McCabe Street and includes south-bound vehicle access restrictions at the intersection of McCabe Street and McCabe Pace.

The Traffic Assessment undertaken by Aurecon considered access requirements to the Structure Plan Area by all modes of transport and was based on a dwelling yield of 500. As part of the assessment, a micro-simulation model was developed to inform the design process and identify the likely traffic generation and associated impacts on the surrounding road network. The assessment considered existing conditions as at 2015 and ultimate conditions as at 2031, following the anticipated completion of the development.

The Traffic Assessment is based on traffic generated by the proposed development on the land owned by 3 Oceans Property Pty Ltd and in this regard does not take into account traffic generated by any future development on Lots 8, 9, 10, 11 and 100. It is envisaged that any proposal to develop these landholdings will be accommodated by a separate traffic assessment prepared at the Development Application stage by these landowners.

Some of the findings and recommendations from the Traffic Assessment are listed below:

- ☞ All intersections will perform satisfactorily overall, with a worst case scenario level of service ('LOS') "D" at the Stirling Highway/McCabe Street and Stirling Highway/Craig Street intersections during the AM peak period and LOS "E" during the PM peak period.
- ☞ The overall intersection LOS for the Stirling Highway/Coventry Parade intersection is predicted to improve due to restricting movements at the intersection to left in, left out during the AM peak period and remain as is during the PM peak period.
- ☞ With only northbound movements permitted along the proposed internal link road, there will be less vehicles using the Stirling Highway/Craig Street intersection, and therefore less delay during the AM peak period.
- ☞ Northbound traffic movement along the internal access road with limited southbound traffic is recommended.
- ☞ The road network performs to a satisfactory level with the proposed northbound (and limited southbound) access arrangement and takes into account comments from the City of Fremantle and Main Roads WA.





**15. Main Roads WA design concept plan** (source: Main Roads WA)

- ✂✂✂ The proposed northbound (and limited southbound) access arrangement ensures that the volume of traffic associated with the development has appropriate access from the McCabe Street intersection, without impacting the other intersections further south along Stirling Highway i.e. Craig Street and Alfred Street.
- ✂✂✂ Limiting southbound traffic through McCabe Place, removes potential rat running during the AM peak period.
- ✂✂✂ Allowing a right turn movement out of McCabe Place was considered, however this could potentially allow rat running through McCabe Place. McCabe Place is proposed to be a low volume, pedestrian friendly street and therefore this would be undesirable.

### 3.5.2 Proposed Movement Network

The Structure Plan proposes an internal north-south access road connecting Thompson Road and McCabe Street. The provision of an internal road is a requirement under Schedule 11 (DA18) of the Scheme. The proposed road reserve measures 20m in width, reflecting the width of the existing McCabe Place road reserve which extends south from McCabe Street.

Feedback received from the local community during pre-lodgement consultation indicated a desire for the access street to be restricted to one-way vehicle movement in order to reduce 'rat running'. This view was shared by Main Roads WA and the City of Fremantle and was recommended in the Traffic Assessments undertaken by Cardno and Aurecon. The Structure Plan incorporates primarily one-way (northbound) vehicle movements with some limited southbound movement in response to these comments. Right-turn movements from the internal link road onto McCabe Street will not be permitted.

Community feedback also indicated a desire for the internal access road to be developed into a high quality public environment incorporating landscaping, street furniture and traffic calming to slow vehicles and encourage pedestrian use. In response to community feedback, it is envisaged that the internal access road will be developed with shared paths on both sides, parallel car parking, landscaped verges and shade trees.





A Landscape Concept Plan has been prepared for the Structure Plan Area by EPCAD and incorporates a preliminary design for the internal access road. A copy of the Landscape Concept Plan is enclosed at Appendix 8. It is envisaged that the concept plan will be further refined at the Development Application stage.

The Structure Plan is well serviced by the existing public transport network. A network of shared paths around the perimeter of the Structure Plan Area will connect the existing pathway network to improve connectivity between Stirling Highway and the residential areas to the east and improve access to public transport.

### 3.5.3 Parking

On-site parking for residents and commercial tenants will be provided in underground parking areas that will be suitably screened from the street and other public places to ensure an appropriate level of amenity. Visitor parking will be partially accommodated in the underground parking areas and at the 'podium' level which is accessed from the internal access road.

On-street parking is proposed within the internal access road and south along Thompson Road. It is envisaged that these on-street parking areas will be predominately used by visitors and patrons of the commercial uses and public open space.

Further details in relation to on-site and off-site parking will be provided at the Development Application stage.

## 3.6 Heritage

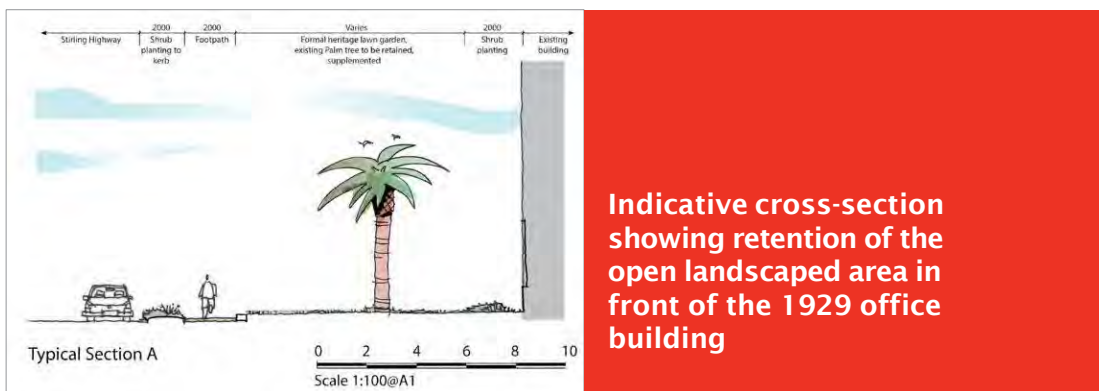
The recommendations and objectives contained in the Heritage Impact Statement were guided by the outcomes of a Design Workshop held with the City of Fremantle and the North Fremantle Community Association in March 2015. These design outcomes include the following:

- Facilitate retention of the value and status of the landmark heritage building fronting Stirling Highway.
- Respect the form and scale of the Coventry Parade glass and steel façade as an iconic feature and encourage its incorporation into the redevelopment.
- Appropriate re-use of the landmark heritage building fronting Stirling Highway to activate and enhance the heritage value of the place.
- New development should be sympathetic and responsive to the heritage building on-site and reflect the existing coastal, residential, heritage and industrial urban character of the area.
- Recognition of the former uses, landscape and stories of the site, including the Ford Motor Company and the Matilda Bay Brewing Company, should be provided through interpretation projects in building design and works in the public realm.
- Design of development on the site should consider the limestone landscape features and natural topography.

Having regard to the design outcomes developed at the Design Workshop and the findings of the Heritage Impact Statement, the following actions are proposed through the Structure Plan:

- Retain the 1929 office building to Stirling Highway and the 1929/47 southern warehouse to Coventry Parade displaying the Inter War Functionalist Style to grid line 'Q'.
- Retain the open landscaped area in front of the 1929 office building to preserve the building's presence and landmark qualities. An indicative cross-section has been prepared for the verge area as part of the Landscape Concept Plan and is reproduced below.
- Allow the sensitive re-use of the buildings and ameliorate any impacts on heritage value by retaining significant building fabric, features and using quality interpretation techniques.
- Undertake conservation works that respect and display the original architectural details. The nature of these specific conservation works will be addressed at the Development Application stage.
- Retain and conserve the fundamental structure and design qualities of the existing buildings where possible.
- Incorporate the glass and steel façade along Coventry Parade into the site's redevelopment, where possible.





- ✎ Investigate the integration of part of the saw tooth roof and associated steel structure of the four warehouse bays to the east of the administration building as part of the interpretation strategy for the site.
- ✎ Ensure future development on the site respects the scale, form, siting, detailing, materials and colour of the existing buildings.
- ✎ Prepare an Interpretation Plan for the building and site incorporating the history of the site.

### 3.7 Water Management

A LWMS has been prepared for the Structure Plan Area by Hyd2o and is enclosed at Appendix 5.

Stormwater management is proposed to be undertaken consistent with Department of Water (DoW) water sensitive design practices. The drainage system will consist of pipes, bioretention areas to provide water quality treatment, ephemeral storage within holding tanks and deep well injection for stormwater generated from the proposed development.

The LWMS has been prepared for the land owned by 3 Oceans Property Pty Ltd only and assumes that any stormwater runoff from Lots 8, 9, 10, 11 and 100 will be accommodated on-site at these landholdings. It is envisaged that any proposal to develop these landholdings will be accommodated by a separate Urban Water Management Strategy or Detailed Stormwater Management Plan prepared by these landowners at the Development Application stage.

Key elements of the LWMS are identified below:

- ✎ All stormwater is proposed to be managed on-site with no outlets proposed off-site. The system will be separated into several treatment and storages across the Structure Plan Area based on a breakdown of runoff surfaces areas and catchments.
- ✎ During the 1 hour 1 year Average Recurrence Interval (ARI) event (15mm), runoff from hardstand areas including roads, pavements and external car parks will be stored and treated within a landscaped bio-filtration area. Roof runoff is proposed to be retained within rainwater tanks for grey water recycling. Open space areas with underground car parking below are proposed to treat stormwater in-situ through the subsurface profile.
- ✎ During events greater than the 1 year ARI, stormwater is proposed to be retained on-site in retention tanks, with a volume up to and including the 1 in 100 year ARI event, and injected into the underlying aquifer.
- ✎ All stormwater up to the 100 year ARI event will be retained and infiltrated within a landscaped storage area



and will not contribute to stormwater retention tanks.

- ㄥㄥㄥ Stormwater from roofs and open space landscaping (with basement beneath) will not require separate stormwater treatment, and as such will be retained up to the 100 year event within stormwater retention tanks and infiltrated via deep wells.
- ㄥㄥㄥ Stormwater generated in Catchment 3 will be treated within a separate landscaped bio-filtration area for 1 year ARI events, and discharged to a stormwater retention tank for infiltration and injection into the groundwater table via deep wells in events greater than the 1 year ARI.
- ㄥㄥㄥ The total area within the Structure Plan Area required for flood storage up to the 100 year ARI event is approximately 255sqm with a total detention storage volume of approximately 430 cubic metres.
- ㄥㄥㄥ The total area required for the 5 year ARI event is approximately 255sqm with a total detention storage volume of approximately 120 cubic metres.
- ㄥㄥㄥ Aquifer recharge of stormwater is proposed however further investigations are required to be undertaken to confirm this is a viable option.
- ㄥㄥㄥ Depth to groundwater varies over the Structure Plan Area from approximately 17m to 20m below existing natural surface. Due to groundwater clearance, imported fill and subsoil drainage will not be necessary.

### 3.8 Education Facilities

The Structure Plan Area is well serviced by existing education facilities in Mosman Park and North Fremantle. In this regard, no additional education facilities are proposed in the Structure Plan.

### 3.9 Activity Centres and Employment

The Structure Plan Area is well serviced by existing activity centres in Mosman Park and Fremantle. Some limited non-residential land uses will be permitted in the Structure Plan Area and it is envisaged that a minimum of 500sqm of non-residential floorspace will ultimately be accommodated. These land uses will be provided at ground level in order to promote street level interaction and will be suitably located to improve the quality of public spaces and enable the sensitive re-use of the heritage buildings fronting Stirling Highway and Coventry Parade.

### 3.10 Infrastructure Coordination, Servicing and Staging

#### 3.10.1 Water

The engineering assessment undertaken by The Civil Group does not identify any issues with the capacity of the existing water supply system to service the Structure Plan Area for domestic purposes. Further investigations and discussions with the Water Corporation will be undertaken at the Development Application stage.

#### 3.10.2 Wastewater

Wastewater will be deep sewerage (reticulated) with management by the Water Corporation. The engineering assessment indicates that the Structure Plan Area should be able to discharge into the existing 225mm sewer located on Stirling Highway however further investigations and discussions with the Water Corporation will need to be undertaken at the Development Application stage. It is expected that the southern 150mm systems may not have capacity to accommodate a large scale residential development of this nature and in this regard, some upgrading of infrastructure may be required.



### **3.10.3 Gas**

It is expected that the gas mains located to the south of the Structure Plan Area may be too small to service the site and upgrades may be required. Alternatively, part of the Structure Plan Area may need to be serviced from the existing gas supply in McCabe Street. Further investigations and discussions with ATCO Gas will need to be undertaken at the Development Application stage to determine the most appropriate solution.

### **3.10.4 Power**

Future development on the Structure Plan Area will require a HV supply and this may necessitate the relocation or modification of the existing facility. Further investigations and discussions with Western Power will be required at the Development Application stage.

### **3.10.5 Communications**

Communications will be provided via pit and pipe network to be installed at the developer's cost, to the NBN. Co standard requirements at the Development Application stage.

### **3.10.6 New Infrastructure, Upgrades and Modifications**

Given the Structure Plan is located in an existing (established) urban area, the Structure Plan Area is generally well serviced by existing infrastructure. Requirements for the provision of new infrastructure, necessary upgrades and modifications to existing infrastructure generated by future development on the Structure Plan Area will typically be borne by the developer at the construction stage.

A more detailed assessment of servicing requirements will be undertaken at the Development Application stage once the development concept plan is further refined.

## **3.11 Developer Contribution Arrangements**

The City of Fremantle do not impose developer contributions on a district or regional scale across the municipality. Certain works and upgrades required to deliver the development will be funded by the Developer and therefore no developer contributions apply to the Structure Plan Area.

## **3.12 Staging**

Given the Structure Plan Area is predominantly under the control of a single landowner and comprises a comparatively small and consolidated parcel of land, no formal staging plan has been prepared.

It is envisaged that development will be implemented in stages as follows:

1. the construction of a dedicated internal link road connecting McCabe Place and Thompson Road/ Coventry Parade over of Lot 253, 221 and portion of 220;
2. the future development of Lots 5, 12 and portion of 220 located west of the new road;
3. the future development of Lots 218, 219, portion of 220 and 314, located east of the new road;
4. the future development of Lots 8-11 and 100.

An Application for Subdivision Approval will be required to create the road reserve.

Further information regarding staging will be provided at the Development Application stage.



PART THREE:  
TECHNICAL APPENDICES

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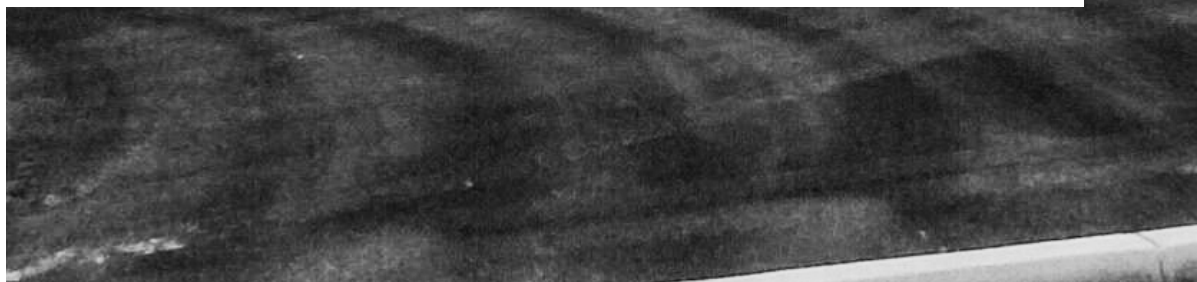
**APPENDIX ONE**  
**CERTIFICATES OF TITLE**

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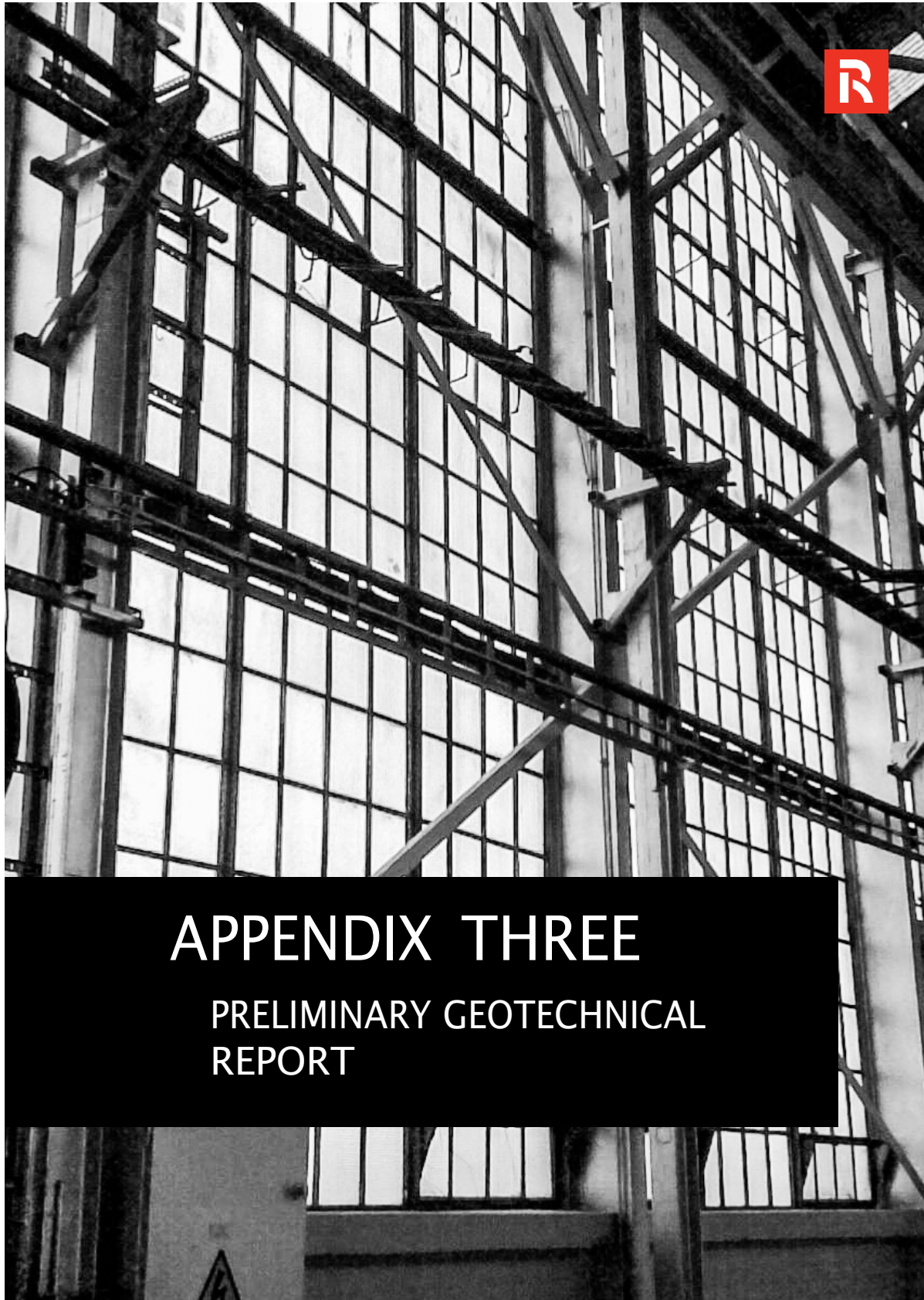


# APPENDIX TWO

## HERITAGE IMPACT STATEMENT



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# APPENDIX THREE

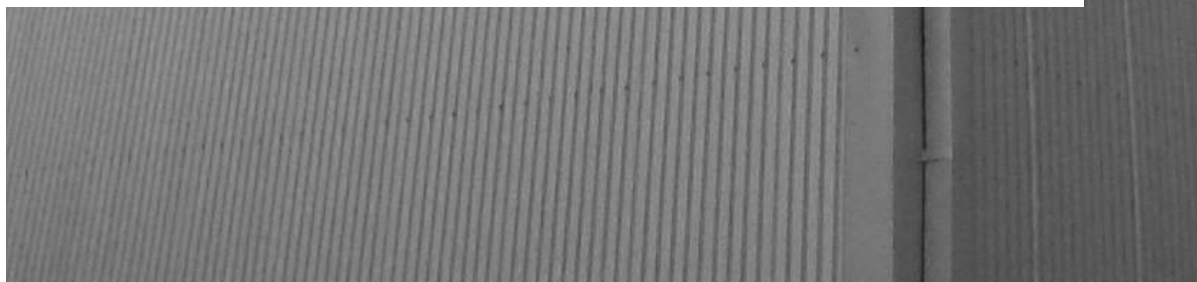
## PRELIMINARY GEOTECHNICAL REPORT

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# APPENDIX FOUR

## SAMPLING AND ANALYSIS PLAN



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# APPENDIX FIVE

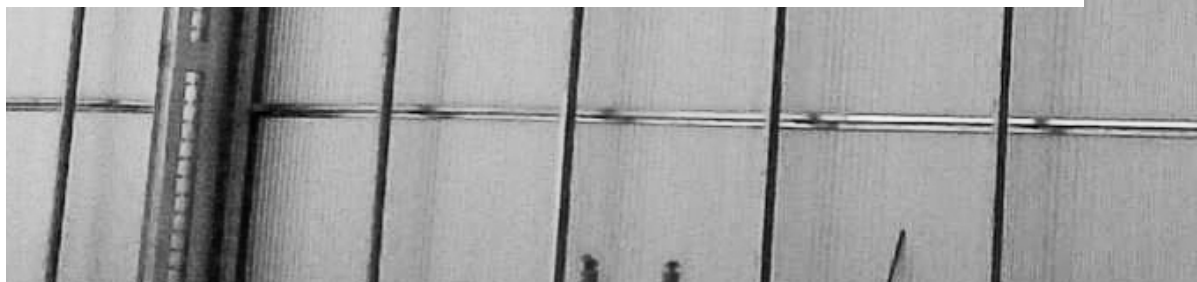
## LOCAL WATER MANAGEMENT STRATEGY

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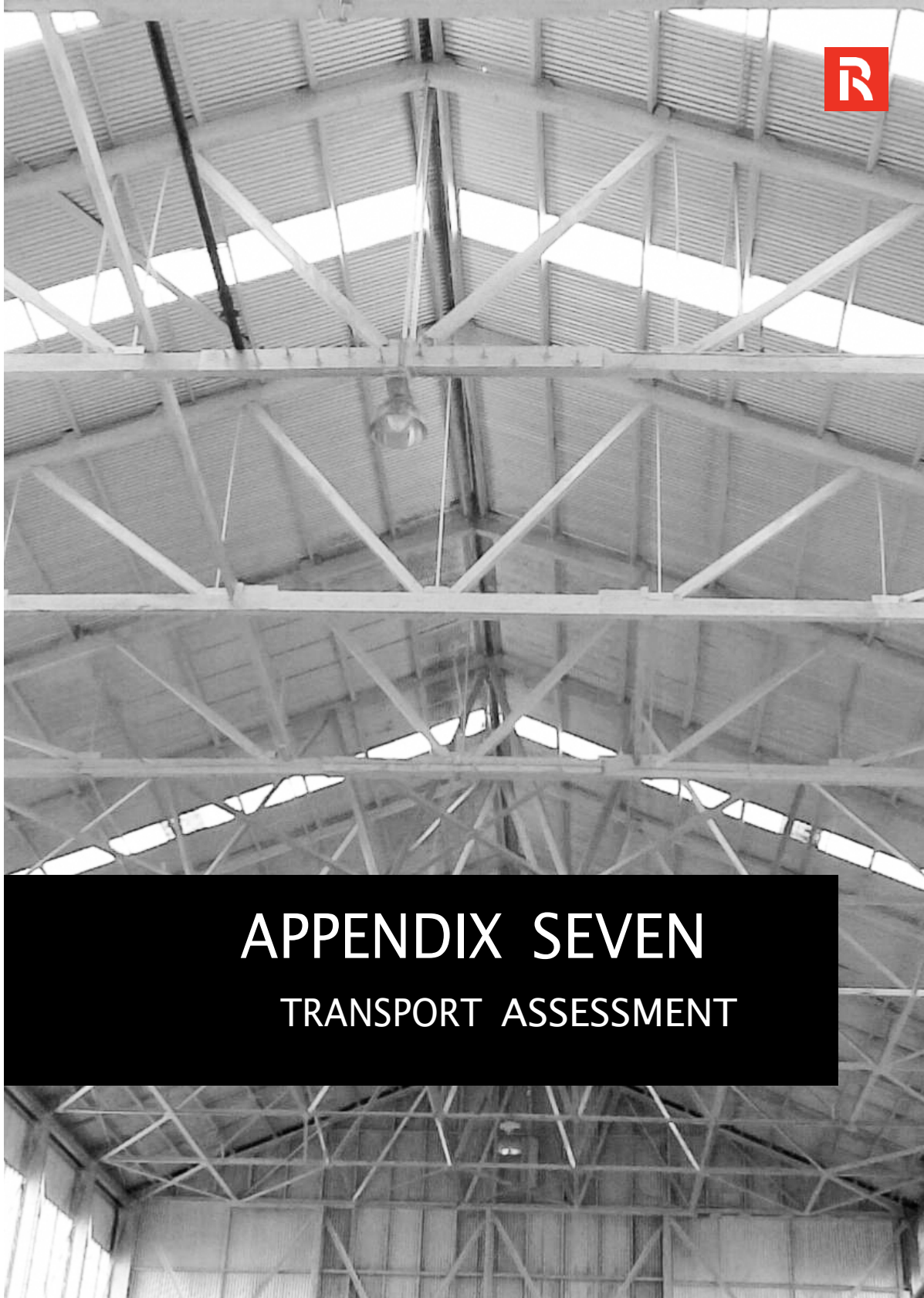


# APPENDIX SIX

## ENGINEERING REPORT



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# APPENDIX SEVEN

## TRANSPORT ASSESSMENT

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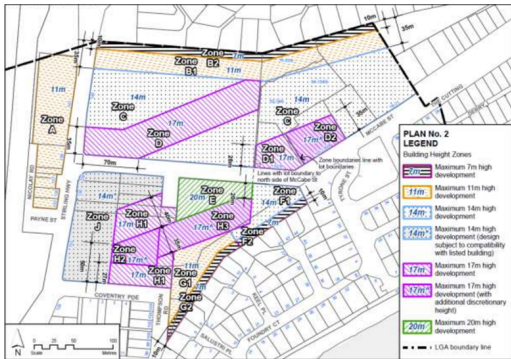


# APPENDIX EIGHT

## LANDSCAPE CONCEPT PLAN



WAPC Schedule of Modifications - Former Matilda Bay Brewery Site Structure Plan (FREM/2016/1)

Mod #	Reference – Proposed provision(s)	WAPC Modification – Modified provisions	Reason
<b>Structure plan map</b>			
	N/A		
<b>Part One</b>			
1	5.3 – Building Height	<p>Removed reference to Local Planning Policy 3.11.</p> <p>Deleted:                      “5.3.1 Maximum building heights in the Structure Plan Area shall generally be in accordance with the City of Fremantle Local Planning Policy 3.11 – McCabe Street Area, North Fremantle – Height of New Buildings, as adopted by the Council of the City of Fremantle at its meeting on 26 August 2015.”</p> <p>Added the relevant clauses from LPP3.11, with updated references and numbering:</p> <p>5.3.1 Figure 1 below illustrates the building height zones within the site.</p>  <p>Figure 1: Heights of New Buildings</p> <p>5.3.2 The maximum building height shall not exceed the height above ground level prescribed in the height zone applicable to the location of the proposed building, except for variations specified in clause 5.3.6 below.</p>	In response to proposed revocation of Local Planning Policy 3.11.

		<p>5.3.3 Maximum building height will be measured in metres from ground level to the highest part of the main building structure (wall, parapet or roof).</p> <p>5.3.4 For the purpose of measuring building height above ground level, ground level is the level which existed prior to the proposed development. Any site works associated with the proposed development which involve alterations to existing ground level must be included in the same application for planning approval. If any site works involve filling above existing ground level, the depth of proposed fill as well as the height of the proposed new building(s) must be accommodated within the maximum height of development specified for that zone. Council may exercise discretion pursuant to clause 4.8.1.2 of Local Planning Scheme No. 4 to increase the standard applicable height by up to 0.5 metres where there is a variation in ground level over a development footprint of greater than 1 metre.</p> <p>5.3.5 Where the main structure of a building is located in more than one height zone, the part of the building in each height zone must comply with the maximum height requirement of that zone.</p> <p>5.3.6 Council may approve variations to the maximum building heights prescribed in Figure 1 in the following circumstances:</p> <ul style="list-style-type: none"> <li>a) Minor projections above the highest part of the main building structure, subject to clause 4.8.1.3 of LPS4.</li> <li>b) Minor projections out of the side of a main building structure over land within an adjoining height zone where a lower maximum building height requirement applies, where no part of the projection is more than 3 metres away from the main building structure and the total area of all projections is no more than 10% of the ground floor area of the building. Minor projections will be interpreted as including plant and equipment, canopies, awnings, verandahs and balconies, including balconies intended for regular human use.</li> <li>c) Height Zones H2 and H3: A building with a maximum height</li> </ul>	
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		<p>of 33 metres in zone H2 and 25 metres in zone H3, subject to the proposed development demonstrating that it complies with all of the following criteria:</p> <ul style="list-style-type: none"> <li>i. The development shall be designed and constructed to achieve a minimum 5 Star Green Star rating using the relevant Green Building Council of Australia Green Star rating tool or equivalent;</li> <li>ii. The development must incorporate works to conserve the heritage significance of the heritage building;</li> <li>iii. The development must be of distinctive architecture befitting its location and exceptional design, meeting the highest possible standard of Design Principles outlined in State Planning Policy 7.0 – Design of the Built Environment.</li> <li>iv. The development must not encroach upon view corridors as defined in the “McCabe Street Height Study” dated May 2008, prepared by Scenic Spectrums Pty Ltd on behalf of the City of Fremantle;</li> <li>v. The aggregate footprint of the proportions of the development in zones H2 and H3 must not occupy more than 60% of the total combined land area of zone H2 and H3, and any individual portion of the development over 17 metres in height must not have a footprint greater than 20% of the total land area of zone H2 and H3;</li> <li>vi. The development is to include non-residential ground floor uses that contribute to the function of the locality with a minimum commercial floor area of 500 square metres to serve the existing and future residential population living within walking distance of the precinct;</li> <li>vii. Notwithstanding any overall public open space requirements, the development is to include no less</li> </ul>	
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		<p>than 15% of the zone H2 and H3 area to be public open space. Council can consider locating the 15% public open space requirement outside of zones H2 and H3 zones where it can be demonstrated that this would result in a better public open space outcome for the development and the community; and</p> <p>viii. A minimum of 15% of the total floor space proposed for residential use in the development shall be provided for affordable housing as defined in LPS4.</p> <p>5.3.7 Height Zones H and J: new development will be assessed in terms of its impact upon the Matilda Bay Brewing Company building (former Ford Motor Company assembly plant) which is included on the City of Fremantle Heritage List and the State Heritage Register. Consideration will be given to the extent to which proposed new development helps to conserve and reveal the significance of the heritage place, including its identified significant attributes and features, through the siting and design of new buildings including their massing, bulk, relationship to street frontages and degree of separation from the heritage place in order to give prominence in the streetscape to the heritage place.</p> <p>5.3.8 Height Zone E: Notwithstanding the general maximum building height of 20 metres from ground level, no part of any new development in this zone may exceed an Australian Height Datum (AHD) of 37 metres irrespective of the ground level from which the building height is measured under clause 5.3.3 above.</p> <p>5.3.9 Height Zone F1: Notwithstanding the general maximum building height of 14 metres from ground level, no part of any new development in this zone may exceed an Australian Height Datum (AHD) of 34 metres irrespective of the ground level from which the building height is measured under clause 5.3.3 above.</p>	
<b>Part Two</b>			
2.	1.3.4.2	Deleted the following:	In response to proposed revocation of Local Planning Policy 3.11.

		<p>“The study led to the creation of Local Planning Policy 3.11 McCabe Street Area, North Fremantle Height of New Buildings (‘LPP3.11’) which was most recently amended and adopted by the Council of the City of Fremantle in August 2015. The purpose of the LPP 3.11 is to ensure that new buildings do not adversely affect the visual amenity of the locality and help safeguard important public views by setting maximum building height limits.”</p> <p>Modified as follows: “The Structure Plan has been prepared having regard to the Local Planning Policy and its provisions <b>study and is</b> are incorporated into Part One – Implementation Section of this report.”</p>	
3.	1.3.4.8	<p>Deleted Figure 9.9 Local Planning Policy 3.11 Plan No. 2 – Building Height Zone Plan</p> <p>Deleted the following text: “The City of Fremantle’s LPP 3.11 was prepared following the completion of the McCabe Street Height Study in 2008 which was undertaken to determine appropriate height and building bulk controls for new development in DA18. The Study recommendations were used as a basis for the preparation of LPP 3.11 which was first adopted by Council in April 2009 and recently amended (and adopted) in August 2015. The purpose of LPP 3.11 is to identify maximum building height limits within DA18 under the Scheme and to apply these limits in the assessment of structure plans and applications for planning approval.</p> <p>LPP 3.11 identifies a range of building height limits across the Structure Plan Area, ranging from 7.0m along the south-eastern boundary where the Structure Plan Area adjoins existing low density residential development, and up to 33.0m in the centre of the Structure Plan Area where the potential off-site impacts of taller buildings, such as overshadowing and overlooking, can be more effectively managed.</p> <p>This Structure Plan has been prepared having regard to LPP 3.11 and its provisions are incorporated into the Structure Plan under Part One - Implementation Section.”</p>	In response to proposed revocation of Local Planning Policy 3.11.
4.	2.2.1	Modified as follows:	In response to proposed revocation of Local Planning Policy 3.11.

		<p><del>Under LPP 3.11, a</del> building height limit of 7m applies within 10m of the south-eastern 'edge' of the Structure Plan Area. In this regard, future buildings on this part of the Structure Plan Area will effectively sit below the adjoining site.:</p>	
5.	3.1 Design Objectives	<p>Built Form – Structure Plan Response –</p> <p>Modified as follows:  <del>New buildings will be required to comply with the provisions of the City's Local Planning Policy 3.11 – 'McCabe Street Area, North Fremantle Height of New Buildings. In response to the 'McCabe Street Height Study' This Policy recommends lower scale built form to be located around the periphery of the Structure Plan Area."</del></p> <p><del>The City's Local Height Policy requires D</del>distinctive architecture to be incorporated into the site's redevelopment in order to seek discretion for additional building heights in Zones H2 and H3."</p>	In response to proposed revocation of Local Planning Policy 3.11.
6.	3.3.1 Residential	<p>Modified as follows:</p> <p><del>In this instance the density coding assigned to the Residential Zone is of limited relevance given building heights within the Structure Plan Area are determined by reference to LPP 3.11 <b>have been developed with reference to the McCabe Street Height Study'</b>. In this regard, the provisions of the Residential Design Codes ('R-Codes') (Table 4) in relation to building height is not applicable <b>and the heights contained in Part One - Implementation Section of this report apply.</b></del></p>	In response to proposed revocation of Local Planning Policy 3.11.
7.	3.3.3 Building Height	<p>Modified as follows:</p> <p><del>The Study led to the creation of Local Planning Policy 3.11 'McCabe Street Area, North Fremantle Height of New Buildings' ('LPP3.11'). The purpose of LPP3.11 is <b>to</b> ensure that new buildings do not adversely affect the visual amenity of the locality and help safeguard important public views by setting maximum building height limits. LPP3.11 identifies a range of building height limits across the Structure Plan Area, ranging from 7m along the south-eastern boundary where the Structure Plan Area adjoins existing low density residential development, and up to 33m in the centre of the Structure Plan Area where the potential off-</del></p>	In response to proposed revocation of Local Planning Policy 3.11.

		<p>site impacts of taller buildings, such as overshadowing and overlooking, can be more effectively managed.”</p> <p>Modified as follows:</p> <p>“This Structure Plan has been prepared having regard to LPP 3.11 <b>this Study</b> and its provisions are incorporated into Part One – Implementation Section of this report. Maximum building heights in the Structure Plan Area shall generally be in accordance with LPP 3.11 as adopted by the Council of the City of Fremantle at its meeting on 26 August 2015.</p>	
8.	Table of Contents	Numbering corrected	Addition and deletion of sections
9.	Throughout	Figures corrected	Deletion of figures.
<b>Technical Appendices</b>			
	N/A		

**SCHEDULE OF APPLICATIONS DETERMINED UNDER DELEGATED  
AUTHORITY**

1. LOIS LANE, NO. 9 (LOT 2), WHITE GUM VALLEY – DIVIDING FENCE ADDITION TO EXISTING GROUPED DWELLING – (CR DA0336/25)
2. WARDIE STREET, NO.12 (LOT 115), SOUTH FREMANTLE – TWO STOREY SINGLE HOUSE - (CR DA0331/25)
3. ELLEN STREET, CHRISTIAN BROTHERS COLLEGE 41-51 (LOTS 468, 469,4, 123), FREMANTLE – ALTERATIONS TO GATE TO EXISTING EDUCATIONAL ESTABLISHMEMNT - (LG DA0340/25)
4. EDGAR COURT, NO. 1-9/ 5 (STRATA LOTS 1, 2, 3, 4, 5, 6, 7, 8 AND 9), BEACONSFIELD – TERMINATION OF STRATA PLAN TO SINGLE LOT- (JL WAPC202539)
5. STAPLES STREET, NO. 17 (LOT 5), NORTH FREMANTLE - PATIO ADDITION TO EXISTING SINGLE HOUSE – (JD DA0401/25)
6. NO. 4 OLDHAM CRESCENT, (LOT 1291), HILTON – ADDITIONS AND ALTERATIONS TO EXISTING SINGLE HOUSE - (CR DA0301/25)
7. JOHN STREET, NO. 4/38 (LOT 4), NORTH FREMANTLE - PATIO ADDITION TO EXISTING GROUPED DWELLING – (JD DA0404/25)
8. SOUTH TERRACE, NO. 14 (LOT 500), FREMANTLE - PARTIAL CHANGE OF USE TO RECREATION - PRIVATE, SHOP AND SMALL BAR AND INTERNAL ALTERATIONS TO EXISTING BUILDING – (JD DA0338/25)
9. THOMPSON STREET, NO.1/64 (LOT 1), NORTH FREMANTLE – ADDITIONS AND ALTERATIONS TO GROUPED DWELLING- (CR DA0295/25)
10. LLOYD STREET, NO.9 (STRATA LOT 1), SOUTH FREMANTLE –ADDITIONS (PRIMARY STREET, SECONDARY FENCE AND POOL) TO EXISTING SINGLE HOUSE - (JL DA0356/25)
11. BEAZLEY WAY, NO. 1 (LOT 2), WHITE GUM VALLEY – VARIATION TO PLANNING APPROVAL DA0066/24 (24 MULTIPLE DWELLINGS) - (JD VA0029/25)
12. HIGH STREET MALL, NO. 135 (LOT 384, 383, 382 & 381), FREMANTLE - INTERNAL ALTERATIONS TO EXISTING OFFICE BUILDING – (JD DA0392/25)
13. SNOOK CRESCENT, NO.93 (LOT 81), HILTON – ADDITIONS AND ALTERATIONS TO EXISTING SINGLE HOUSE - (LG DA0324/25)
14. DERMER ROAD, NO.9 (LOT 428), BEACONSFIELD – CONVERSION OF OUTBUILDING TO ANCILLARY DWELLING AND DETACHED HABITABLE ADDITION TO EXISTING SINGLE - (LG DA0345/25)
15. QUEEN VICTORIA STREET, 2/95 (LOT 2), FREMANTLE – CHANGE OF USE TO INDUSTRY SERVICE (BISCUITS BAKERY) - (CR DA0365/25)
16. FORREST STREET, NO.152 (LOT 1), FREMANTLE – REMOVAL OF EXISTING REGULATED TREE - (CR DA0357/25)
17. PAKENHAM STREET, NO.43 (LOT 200), FREMANTLE – SIGNAGE ADDITION TO EXISTING BUILDING - (CR DA0367/25)
18. SWANBOURNE STREET, NO. 61 (LOT 9), FREMANTLE - DEMOLITION OF EXISTING OUTBUILDING AND OUTBUILDING ADDITION TO EXISTING SINGLE HOUSE – (JD DA0407/25)
19. QUEEN VICTORIA STREET, NO.8 (LOT 310), FREMANTLE – TEMPORARY APPROVAL FOR SIGNAGE (JL DA0398/25)
20. QUEEN STREET, NO.34 (LOT 124), FREMANTLE – PRIMARY STREET FENCE ADDITION TO EXISTING MULTIPLE DWELLINGS - (LG DA0383/25)
21. BRIGGS COURT, NO. 12 (LOT 31), BEACONSFIELD - TWO STOREY SINGLE HOUSE – (JL DA0389/25)

22. SOUTH TERRACE, NO.390 (LOT 24), SOUTH FREMANTLE – EXTERNAL SIGNAGE ADDITION TO EXISTING RESTERAUNT - (LG DA0352/25)
23. WOOD STREET, NO.43 (LOT 1210), FREMANTLE – ADDITIONS AND ALTERATIONS TO EXISTING INDUSTRY SERVICE BUILDING (JL DA0371/25)
24. SNOOK CRESCENT, NO.88 (LOT 183), HILTON – TEMPORARY APPROVAL FOR OUTBUILDING ADDITION TO EXISTING SINGLE HOUSE (CR DA0260/25)
25. CARRINGTON STREET, NO. 282 (STRATA LOT 1), HILTON – RE-ROOFING OF EXISTING GROUPED DWELLING - (LG DA0368/25)
26. RULE STREET, NO.13 (LOT 17), NORTH FREMANTLE – BALCONY ALTERATIONS TO EXISTING SINGLE HOUSE - (CR DA0377/25)
27. HAMPTON ROAD, NO. 155 (LOT 2), SOUTH FREMANTLE - SOLAR PANEL ADDITION TO EXISTING GROUPED DWELLING – (JD DA0409/25)
28. MORAN COURT, NO. 8/59 (STRATA LOT 8) - PATIO ADDITION TO EXISTING GROUPED DWELLING – (JD DA0412/25)
29. STEVENS STREET, NO. 27 (LOT 4), FREMANTLE - SWIMMING POOL ADDITION TO EXISTING SINGLE HOUSE – (JD DA0416/25)
30. PAKENHAM STREET, NO. 1 (LOT 123), FREMANTLE – INTERNAL ALTERATIONS TO EXISTING BUILDING - (CR DA0353/25)
31. EDMUND STREET, NO. 87 (LOT 6), FREMANTLE - DECK AND PATIO ADDITION TO EXISTING SINGLE HOUSE – (JD DA0413/25)
32. ELIZABETH STREET, NO.6 (LOT 31), WHITE GUM VALLEY – PARTIAL SUBDIVISION CLEARANCE REPORT - (JL WAPC1167-24)
33. FISHER STREET, NO.1 (LOT 31), WHITE GUM VALLEY – PARTIAL SUBDIVISION CLEARANCE REPORT - (JL WAPC248-24)
34. HENRY STREET, NO. 47 (LOT 72), FREMANTLE – SIGNAGE ADDITIONS TO EDUCATIONAL ESTABLISHMENT- (JL DA0382/25)
35. HIGH STREET, NO. 9-19 (LOT 31), FREMANTLE – SIGNAGE AND SHOPFRONT ALTERATIONS TO EXISTING BUILDING (JL DA0376/25)
36. HARWOOD STREET, NO.8 (LOT 23), HILTON – CARPORT ADDITION TO EXISTING SINGLE HOUSE - (LG DA0379/25)
37. JEAN STREET, NO.12C (LOT 103), BEACONSFIELD – SINGLE STOREY SINGLE HOUSE - (LG DA0373/25)
38. COCKBURN ROAD, NO.25 (LOT 50), SOUTH FREMANTLE – CARPORT ADDITION TO USE NOT LISTED (CARAVAN PARK) - (LG DA0358/25)
39. CUMBOR WAY, NO. 28 (LOT 334), SAMSON - PATIO ADDITION TO EXISTING SINGLE HOUSE – (JD DA0399/25)
40. NO.28 PHILLIMORE STREET, FREMANTLE – PUBLIC WORKS – PUBLIC BUS LAYOVER AMENITY FACILITY (JL DA0374/25)
41. TUCKFIELD STREET, NO. 14 (LOT 1), FREMANTLE - ADDITIONS AND ALTERATIONS TO EXISTING SINGLE HOUSE – (JD DA0316/25)
42. HAMPTON ROAD, NO.1-6/91 (LOT 69), FREMANTLE – SIGN ADDITIONS AND CONSERVATION WORKS TO EXISTING BUILDING - (CR DA0375/25)
43. WILUNA AVENUE, NO.19, (LOT 32), WHITE GUM VALLEY – ADDITIONS TO EXISTING OUTBUILDING - (JL DA0427/25)
44. HAMPTON ROAD, NO.268 (LOT 181), BEACONSFIELD – PRIMARY STREET FENCE - (JL DA0426/25)
45. MCCOMBE AVENUE, NO. 26 (LOT 607), SAMSON - ADDITIONS AND ALTERATIONS TO EXISTING SINGLE HOUSE – (JD DA0311/25)
46. ELDER PLACE, NO. 68-72 (LOT 202), FREMANTLE – ADDITIONS AND ALTERATIONS TO EXISTING MULTIPLE DWELLING BUILDING - (LG DA403/25)

47. ELLEN STREET, CHRISTIAN BROTHERS COLLEGE 41-51 (LOTS 468, 469,4, 123), FREMANTLE – ALTERATIONS AND ADDITIONS TO EXISTING EDUCATIONAL ESTABLISHMEMNT - (LG DA0397/25)
48. SOUTH TERRACE, NO. 14 (LOT 500), FREMANTLE – RE-ROOFING OF EXISTING BUILDING – (JD DA0410/25)
49. TUCKFIELD STREET, NO. 62 (LOT 603), FREMANTLE - ALTERATIONS TO EXISTING SINGLE HOUSE - (JD DA0366/25)
50. DOROTHY STREET, NO.5 (LOT 12), FREMANTLE – ADDITIONS (REAR) AND ALTERATIONS TO EXISTING SINGLE HOUSE (JL DA0395/25)
51. PROWSE STREET, NO.20 (STRATA LOT 1), BEACONSFIELD - ALTERATIONS AND ADDITIONS TO EXISTING GROUPED DWELLING – (JL DA0400/25)
52. CHADWICK STREET, NO.15 (LOT 13), HILTON – RE-ROOFING OF EXISTING SINGLE HOUSE (JL DA0432/25)
53. ASHBURTON TERRACE, NO. 24 (LOT 1), FREMANTLE - VARIATION TO DA0406/24 (ADDITIONS AND ALTERATIONS TO EXISTING SINGLE HOUSE) – (VA0032/25)
54. SOUTH TERRACE, NO. 264 (LOT 2), SOUTH FREMANTLE – PARTIAL CHANGE OF USE TO SHOP – (JD DA0391/25)
55. ESSEX STREET, NO. 9 (LOT 5), FREMANTLE - TEMPORARY APPROVAL FOR COOL ROOM ADDITION TO EXISTING CAR PARK – (JD DA0402/25)
56. NAIRN STREET, NO.8-12 (LOTS 444 AND 445), FREMANTLE – CONSERVATION WORKS AND RE-ROOFING TO EXISTING BUILDING - (JL DA0451/25)
57. SOUTH STREET, NO.335 (LOT 1555), HILTON – ADDITIONS AND ALTERATIONS TO EXISTING SINGLE HOUSE - (LG DA0372/25)
58. LIVINGSTONE STREET, NO.28A (LOT 2), BEACONSFIELD – VARIATION TO DA0357/25 TWO STOREY SINGLE HOUSE - (CR DA0362/25 & VA0028/25)
59. MALCOLM STREET, NO.29 (LOT 236), FREMANTLE – OUTBUILDING DEMOLITION, OUTBUILDING ADDITION AND REGULATED TREE REMOVAL TO EXISTING SINGLE HOUSE - (CR DA0362/25)
60. ATTFIELD STREET, NO. 50 (LOT 250), FREMANTLE - SWIMMING POOL, OUTBUILDING AND CARPORT ADDITION TO EXISTING SINGLE HOUSE – (JD DA0333/25)
61. SOUTH TERRACE, NO. 12 (LOT 802), FREMANTLE – VARIATION TO PLANNING APPROVAL DA0313/25 (SIGNAGE AND EXTERNAL ALTERATIONS TO EXISTING BUILDING) - (LG VA0033/25)
62. REUBEN STREET, NO. 6 (LOT 3), BEACONSFIELD - TWO STOREY ADDITION AND ALTERATIONS TO EXISTING SINGLE HOUSE – (JD DA0381/25)
63. BIDDLES LANE, NO. 16B (LOT 3), WHITE GUM VALLEY – SINGLE STOREY SINGLE HOUSE - (JL/ED DA0406/25)
64. NICHOLAS CRESCENT, NO.29 (STRATA LOT 1), HILTON – PATIO ADDITIONS TO EXISTING GROUPED DWELLING - (LG DA0386/25)
65. ALFRED ROAD, NO. 3/16 (STRATA LOT 6), NORTH FREMANTLE – ADDITIONS AND ALTERATIONS TO EXISTING GROUPED DWELLING - (LG DA0354/25)
66. JOSEPHSON STREET, NO. 12 (LOT 81), FREMANTLE - BOUNDARY FENCE ADDITION TO VACANT LOT – (JD DA0423/25)
67. LILLY STREET, NO.4 (LOT 2), SOUTH FREMANTLE – ADDITIONS AND ALTERATIONS TO EXISTING SINGLE HOUSE - (CR DA0380/25)

68. STAPLES STREET, NO. 12 (LOT 5), NORTH FREMANTLE - ALTERATIONS TO EXISTING SINGLE HOUSE - (JD DA0418/25)
69. QUARRY, NO. 23 (LOT 2), FREMANTLE - RE-ROOF OF EXISTING BUILDING - (ED DA0446/25)
70. MCMAHON WAY, NO. 4 (LOT 548), SAMSON - ANCILLARY DWELLING ADDITION TO SINGLE HOUSE - (ED DA0004/25)
71. GRIGG STREET, NO. 7, HILTON - ADDITIONS AND ALTERATIONS TO EXISTING SINGLE HOUSE - (ED DA0450/25)
72. HOLLAND STREET, NO.27 (STRATA LOT 1), FREMANTLE - SINGLE STOREY ADDITIONS AND ALTERATIONS TO EXISTING GROUPED DWELLING - (LG DA0384/25)
73. LEE AVENUE, NO. 3 (STRATA LOT 1), HILTON - BOUNDARY FENCE ADDITION TO EXISTING GROUPED DWELLING - (LG DA0444/25)
74. COLLICK STREET, NO.95 (LOT 1416), HILTON - SUBDIVISION CLEARANCE REPORT - (JL WAPC436-24)
75. THOMPSON STREET, NO. 19 (LOT 1), NORTH FREMANTLE - ALTERATIONS AND ADDITIONS TO EXISTING SINGLE HOUSE - (JD DA0422/25)
76. MARTHA STREET, NO. 25 (LOT 15), BEACONSFIELD - ALTERATIONS AND ADDITIONS TO EXISTING SINGLE HOUSE - (JD DA0447/25)
77. MCKENZIE ROAD, NO. 26 (LOT 396), SAMSON - PATIO ADDITION TO EXISTING SINGLE HOUSE - (JD DA0438/25)
78. SOUTH STREET, NO. 81, BEACONSFIELD - ANCILLARY DWELLING ADDITION TO EXISTING GROUPED DWELLING - (ED DA0003/26)
79. BIDDLES LANE, NO. 8B (SLOT 2), BEACONSFIELD - TWO STOREY SINGLE HOUSE - (ED DA0387/25)
80. NELSON, 13 (LOT 123), SOUTH FREMANTLE - DECK AND SHADE SAIL ADDITION AND OUTBUILDING ALTERATIONS - TO EXISTING SINGLE HOUSE - (JA/JD DA0002/26)
81. LONG STREET, NO. 18 (LOT 26), BEACONSFIELD - CARPORT ADDITION TO EXISTING SINGLE HOUSE - (JD DA0008/26)
82. HIGH STREET, NO. 211, FREMANTLE - CARPORT ADDITION TO EXISTING GROUPED DWELING - (ED DA0010/26)