



# Additional documents

## Ordinary Meeting of Council

Wednesday 11 March 2026 6:00 pm



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**C2603-1 DEFERRED ITEM - NO.37 (LOT 502) SOUTH TERRACE,  
FREMANTLE - VARIATIONS TO PLANNING APPROVAL  
DAP004/23 (THREE STOREY TAVERN DEVELOPMENT) (JL  
VA0008/25)**

**Proposed Alternative Motion by Cr Ingrid van Dorssen**

**Council:**

- 1. Accept that the DAP Application reference DAP/23/02488 as detailed and dated 2 May 2025 is appropriate for consideration in accordance with regulation 17A of the *Planning and Development (Development Assessment Panels) Regulations 2011*;**
- 2. Approve DAP Application reference DAP/23/02488 and accompanying amended plans (dated received 2 February 2026) in accordance with Clause 68 of Schedule 2 (Deemed Provisions) of the *Planning and Development (Local Planning Schemes) Regulations 2015*, and the provisions of the City of Fremantle's Local Planning Scheme No. 4, for the proposed amendment to the approved Three Storey Tavern at South Terrace No.37 (Lot 502), Fremantle, subject to the original conditions as approved by the Metro Inner DAP on the 26 September 2023, except whereby modified by the below:**
  - a. Delete condition 5, which read as follows:**

***Prior to lodging an application for a building permit for the development hereby approved, amended plans are to be submitted removing the rooftop awning on the second level (rooftop) as indicated on the approved plans, to the satisfaction of the City of Fremantle.***

**Reasons for alternative motion:**

The applicant has addressed the reasons for the deferral and concerns around fenestration of the facades. The amended proposal is an improvement on the previous design including changes to the external facades of the building to single colour red brick, adjusted colour of wall capping / facades and replacement of glass balustrade to fabricated steel balustrade.



**C2603-2      ATTFIELD STREET, NO. 52 (LOT 1), FREMANTLE -  
ADDITIONS AND ALTERATIONS TO EXISTING SINGLE  
HOUSE - (CR DA0330/25)**

**Proposed Alternative Motion by Cr Ingrid van Dorssen**

**Council:**

**APPROVE under the Metropolitan Region Scheme and Local Planning Scheme No. 4 the Additions and Alterations to existing Single house at No. 52 Attfield Street (Lot 1), Fremantle, subject to the following conditions:**

- 1. This approval relates only to the development as indicated on the approved plans, dated 29 January 2026. It does not relate to any other development on this lot and must substantially commence within four years from the date of this decision letter.**
- 2. All storm water discharge from the development hereby approved shall be contained and disposed of on-site unless otherwise approved by the City of Fremantle.**
- 3. The works hereby approved shall be undertaken in a manner which does not irreparably damage any original or significant fabric of the building. Any damage shall be rectified to the satisfaction of City of Fremantle.**
- 4. Prior to lodgement of a Building Permit for the development hereby approved, a detailed drawing showing how the upper floor balcony and the ground floor master bedroom 'new window' located on the north elevations, are to be screened in accordance with Clause 5.4.1 C1.1 of the Residential Design Codes by either:
  - a) fixed obscured or fixed translucent glass to a minimum height of 1.60 metres above internal floor level, or**
  - b) fixed screening, with openings not wider than 5cm and with a maximum of 25% perforated surface area, to a minimum height of 1.60 metres above the internal floor level, or**
  - c) a minimum sill height of 1.60 metres above the internal floor level,****

**Prior to occupation of the development hereby approved, the approved screening method shall be installed and maintained to the satisfaction of the City of Fremantle.**

- 5. Prior to occupation/ use of the development hereby approved, the boundary walls located on the southern and eastern boundaries shall be of a clean finish in any of the following materials:**



- **coloured sand render,**
- **face brick,**
- **painted surface,**

**and be thereafter maintained to the satisfaction of the City of Fremantle.**

- 6. All works indicated on the approved plans, including any footings, shall be wholly located within the cadastral boundaries of the subject site.**
- 7. Where any of the preceding conditions has a time limitation for compliance, if any condition is not met by the time requirement within that condition, then the obligation to comply with the requirements of any such condition (other than the time limitation for compliance specified in that condition), continues whilst the approved development continues.**

**Advice Note(s):**

- i. A building permit is required to be obtained for the proposed building work. The building permit must be issued prior to commencing any works on site.**
- ii. Fire separation for the proposed building works must comply with Part 9 of the Building Code of Australia**

**Reasons for alternative motion:**

To be provided at the meeting.



**C2603-2      ATTFIELD STREET, NO. 52 (LOT 1), FREMANTLE -  
ADDITIONS AND ALTERATIONS TO EXISTING SINGLE  
HOUSE - (CR DA0330/25)**

**Proposed Deferral Motion by Cr Andrew Sullivan**

**Council DEFER the application to the administration with the advice that the Council is not prepared to grant planning approval for Planning Approval DA0330/25 (Additions and Alterations to existing Single house) at No.52 (Lot 1) Attfield Street, Fremantle, based on the current submitted amended plans and invite the applicant, prior to the next appropriate Ordinary Meeting of Council to consider submitting an amended proposal to explore the following amendments:**

- **retention/restoration of the fireplace in Bedroom 1;**
- **retention of the original 'Master' bedroom configuration such that the proposed new hallway opening and recess be deleted; and**
- **retention of other fireplaces and chimneys with the detail to be submitted for further consideration.**

**Reasons for deferral:**

To provide the applicant time to consider the Council's requests.



**C2603-10 19F LEFROY ROAD, SOUTH FREMANTLE RIGHT OF WAY  
UPGRADE AND DEDICATION**

**Proposed Deferral Motion by Cr Andrew Sullivan**

**Council DEFER this item back to administration to explore the possibility, legal implication, and financial impacts of:**

- **The subdivision, dedication and upgrade of the straight portion of lot 19F that runs between Lefroy and Jenkin streets, with the remaining dog-leg portion of land to be retained within a remnant title under current ownership and with legal frontage and access from the new dedicated ROW.**
- **The City to investigate the feasibility of that remnant portion of ROW being closed to the public and potentially sold by private treaty to one or more of the owners of property with boundaries alongside that portion, or to another party interested in developing the land.**
- **A cost sharing approach whereby the City pays for a reasonable portion of the works commensurate with the benefit of the dedicated ROW being used as a public pedestrian access way, and to further consult with a smaller pool of relevant landowners to consider a modified SAR to be charged to a reduced number of properties that gain genuine benefit from having ROW access, and that includes the City accepting a portion of the costs.**

**Reasons for deferral:**

The public interest is served by retaining a pedestrian thoroughfare between Lefroy Road and Jenkin Street but there is no public interest in dedicating and upgrading the dog leg section of the ROW. Land owners with existing or potential access off the dog leg section of ROW should be responsible for how that section of private ROW is configured and used going forward, including the option to close it as a ROW in part or in full, and the potential to amalgamate the land into surrounding land titles.



## **ADDITIONAL INFORMATION BY OFFICERS**

### **Response to questions taken on notice during elected member communication**

At the 25 February 2026 Ordinary Meeting of Council, Cr Jemima Williamson-Wong asked the following questions during Elected Member Communication:

#### **Question 1**

*In 2021/2022 there was a protected bike lane design from Knutsford to Wray Ave published on the MySay website.*

- *Can staff please provide a copy of the Community Engagement report for this protected bike lanes project?*
- *If no Community Engagement Report was prepared, what happened with submissions that were made to the City by the community as a result of it being published on MySay?*
- *Can staff please clarify what the current status and planned future of this projects identified deliverables?*
- *Can staff confirm that the HR Master Plan project is the same project as the later project called The Protected Bike Lanes on Hampton Road Project?*

#### **Officers' response to Part 1 of the questions:**

The MySay posting of 2021/2022 was to seek community feedback to inform a draft design for a protected bike lane from Knutsford St to Wray Ave; this (draft design) project attracted funding from the WA Bicycle Network Funding Program. Submissions received during the engagement process were reviewed by officers and shared with the consultant to inform the development of the draft design. Officers will locate a copy of the Community Engagement feedback and circulate a copy to Elected Members for information.

There is currently no project for the addition of protected bike lanes on Hampton Road forecast in the City's 10-year Financial Plan. However, the City's Bike Plan is currently under review and any future cycling infrastructure along Hampton Road will be considered as part of that broader strategic review and subject to budget consideration.

There is no Master Plan for Hampton Road; Officers have an overview / set of design principles, these were developed, shared and refined in consultation with the Precinct Group / FOHO back in February/March 2019. These design principles



consider the Hampton Rd corridor more broadly, including movement, pedestrian safety and streetscape improvements.

The Protected Bike Lanes draft design project was a separate (later) project; however, it would have certainly considered the overview/design principles.

**Question 2**

*The City is currently undertaking a safety assessment of Hampton Road and South Street, and Hampton Road and Wray Ave intersections at a cost of \$40,000. In 2018 the City commissioned a Safety Audit report of one of these intersections (Hampton and South). Can staff please advise:*

- a) Was any action taken from the 2018 safety assessment?*
  
- b) Is it envisaged that the current safety assessment will result in works to address identified safety issues?*

**Officers response to Part 2 of the questions:**

A road safety audit was undertaken at the Hampton Road and South Street intersection in 2018. Road safety audits are typically considered valid for a period of three years, after which they are regarded as expired due to changing traffic conditions and infrastructure environments.

A new safety audit of the intersection was therefore undertaken on 25 April 2024 to provide updated advice on safety issues and potential improvements. As a result of the findings from the updated audit, the City requested that Main Roads upgrade the pedestrian crossing signals at the Hampton Road / South Street intersection to include pedestrian “walk / don’t walk” signal phases, which improve clarity and safety for pedestrians crossing the intersection. Main Roads has confirmed that this upgrade has been placed on their design and delivery program - no firm delivery timeframe has been provided at this stage.

In addition to this, and with respect to the current \$40,000 budget for Safety Assessment (Hampton Road / South Street and Hampton Road / Wray Avenue).

The City has engaged a consultant to undertake a detailed safety assessment of the Hampton Road intersections at South Street and Wray Avenue. The purpose of this work is to undertake updated analysis of crash history, traffic operations, and pedestrian and cyclist safety and to identify any feasible improvement options.

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The outcomes of this assessment will provide updated technical advice to inform any future improvements. Should the study identify viable treatments, these would require further design development, coordination with Main Roads WA, and consideration through future budgeting processes.