



Meeting attachments

Ordinary Meeting of Council

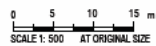
Wednesday 8 April 2026 6pm

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SITE PLAN - BUILDING TYPE
1: 500



BUILDING TYPE	
1	OFFICE EXTENSION
2	OFFICE BUILDING
3	TOOL SHED BUILDING
4	CONCRETE STORE HARDSTAND
5	STORAGE BUILDING
6	OFFICE ABOVE 3m
7	STORAGE SHED
8	DISPLAY UNIT
9	EXISTING WAREHOUSE

[Grey Box]	EXISTING BUILDINGS
[Blue Box]	PROPOSED OFFICE
[Yellow Box]	PROPOSED INDUSTRY / DISPLAY UNITS
[Green Box]	PROPOSED STORAGE

CITY OF FREMANTLE
These Revised Plans Form Part of
DA0211/25
8 March 2026

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PROJECT:
25 Amherst - Extensions & Alterations
ADDRESS:
25 AMHERST STREET,
FREMANTLE, WA, 6160
CLIENT:
KARL PLUNKETT

DEVELOPMENT APPLICATION		
DRAWN JG	SCALE @ A3 As Indicated	DATE & DESCRIPTION 05/03/2026
PROJECT NO.	CHANGE OF USE	
DRAWING	SITE PLAN - BUILDING TYPE	
DRAWING NO. AA9	REVISION	K



AERIAL SITE PLAN
 1 : 2000

0 20 40 60 m
 SCALE 1: 2000 AT ORIGINAL SIZE

BUILDING TYPE	
1	OFFICE EXTENSION
2	OFFICE BUILDING
3	TOOL SHED BUILDING
4	CONCRETE STORE HARDSTAND
5	STORAGE BUILDING
6	OFFICE ABOVE 3m
7	STORAGE SHED
8	DISPLAY UNIT
9	EXISTING WAREHOUSE

	EXISTING BUILDINGS
	PROPOSED OFFICE
	PROPOSED INDUSTRY / DISPLAY UNITS
	PROPOSED STORAGE

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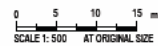
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DRAWING AERIAL SITE PLAN		
DRAWING NO. AA10	REVISION K	

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SITE PLAN - WEST END

1:500



BUILDING TYPE	
1	OFFICE EXTENSION
2	OFFICE BUILDING
3	TOOL SHED BUILDING
4	CONCRETE STORE HARDSTAND
5	STORAGE BUILDING
6	OFFICE ABOVE 3m
7	STORAGE SHED
8	DISPLAY UNIT
9	EXISTING WAREHOUSE

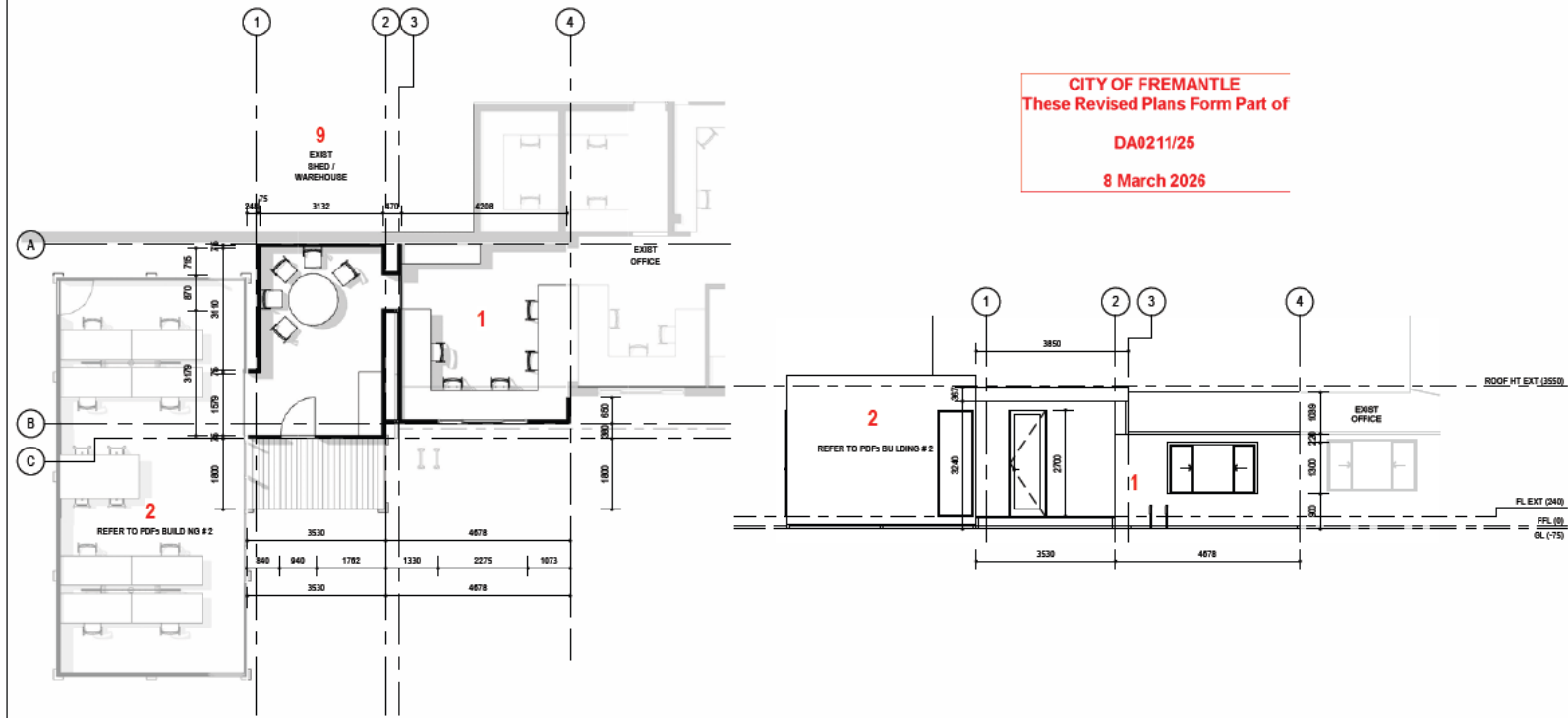
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DEVELOPMENT APPLICATION

DRAWN JG	SCALE @ A3 As Indicated	DATE & DESCRIPTION 05/03/2026
PROJECT NO.	CHANGE OF USE	
DRAWING	PART SITE PLAN - WEST END	
DRAWING NO. AA11	REVISION	K

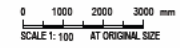
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BUILDING 1 FLOOR PLAN
 1 : 100

BUILDING 1 FRONT ELEVATION
 1 : 100



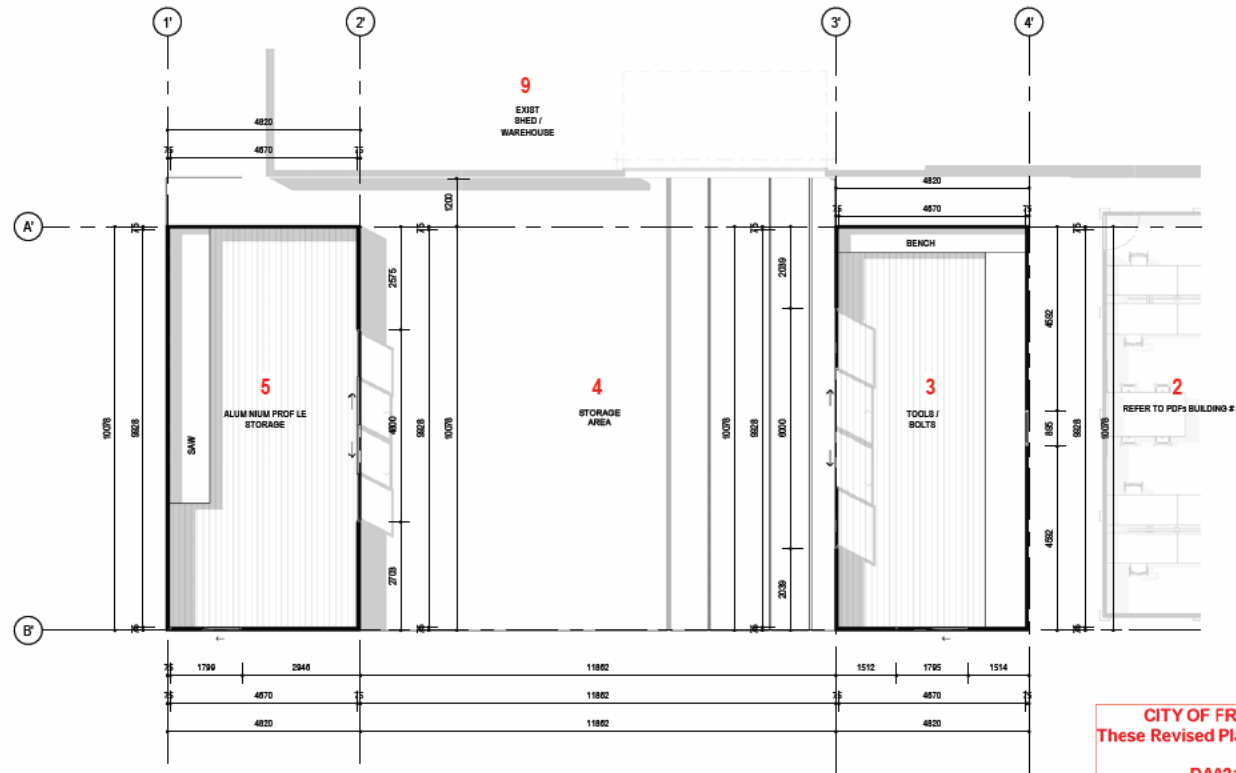
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 CLIENT:
 KARL PLUNKETT

DEVELOPMENT APPLICATION		
DRAWN JG	SCALE @ A3 1 : 100	DATE & DESCRIPTION 05/03/2025
PROJECT NO.	CHANGE OF USE	
DRAWING BUILDING 1		
DRAWING NO. AA12	REVISION K	



BUILDING 3,4,5 FLOOR PLAN
 1: 100

0 1000 2000 3000 mm
 SCALE 1: 100 AT ORIGINAL SIZE

CITY OF FREMANTLE
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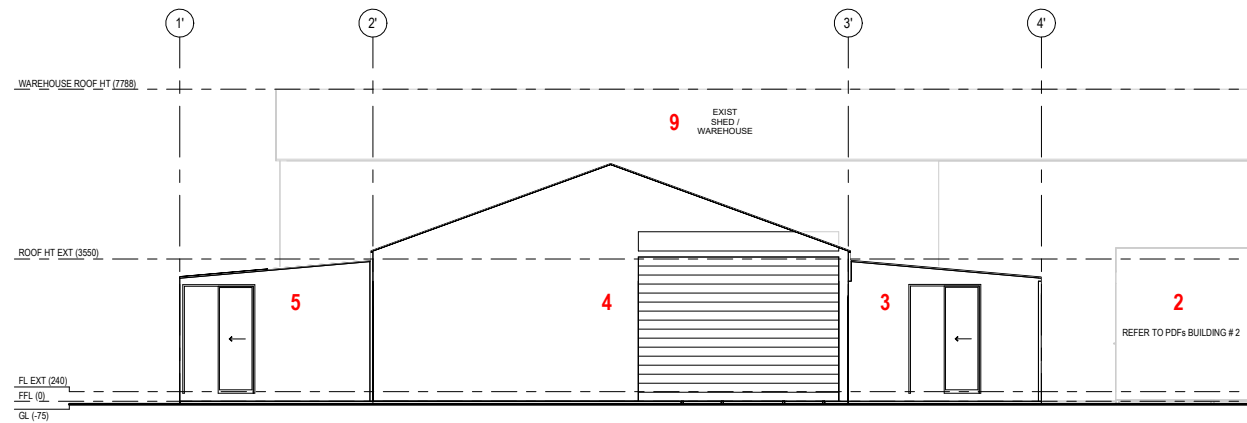
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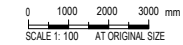
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DEVELOPMENT APPLICATION		
DRAWN JG	SCALE @ A3 1: 100	DATE & DESCRIPTION 05/03/2026
PROJECT NO.	CHANGE OF USE	
DRAWING	BUILDING 3,4,5 FLOOR PLAN	
DRAWING NO.	AA13	REVISION K

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BUILDING 3,4,5 FRONT ELEVATION
 1:100



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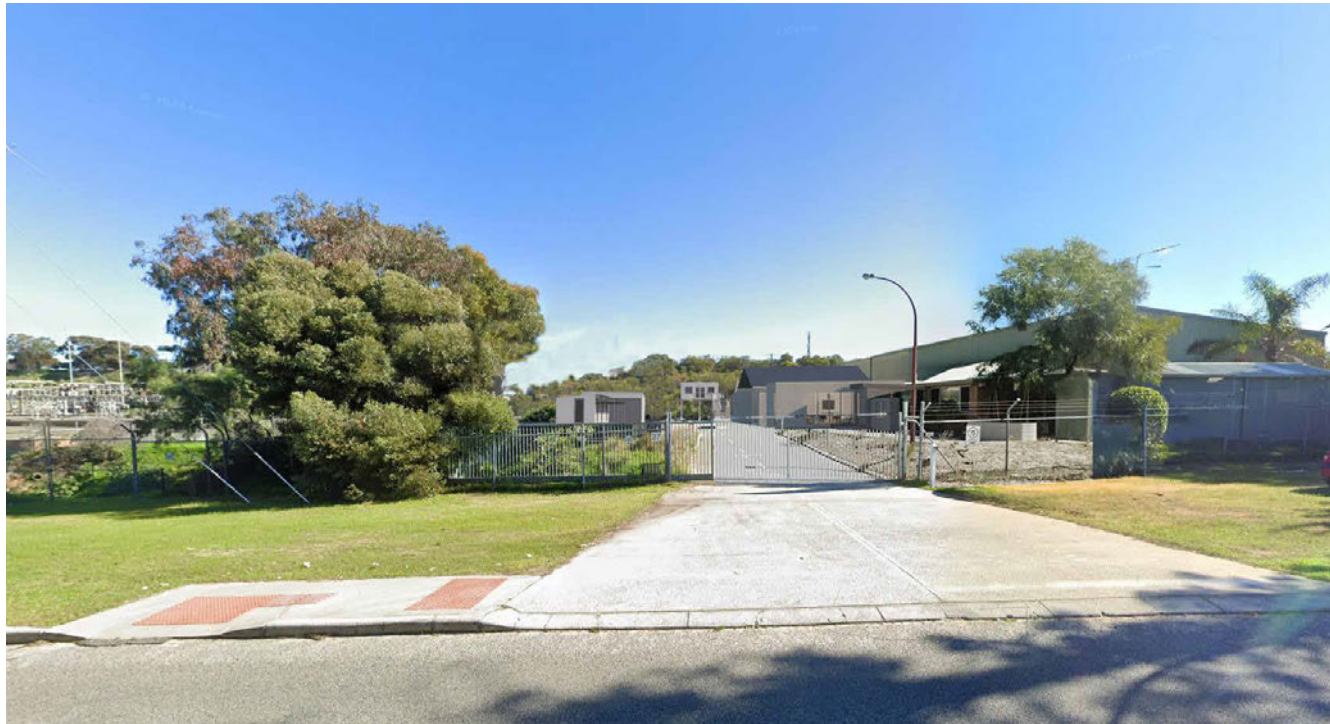
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DEVELOPMENT APPLICATION		
DRAWN JG	SCALE @ A3 1:100	DATE & DESCRIPTION 05/03/2026
PROJECT NO.	CHANGE OF USE	
DRAWING	BUILDING 3,4,5 ELEVATION	
DRAWING NO. AA14	REVISION	K

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8 March 2026



STREET VIEW RENDER

WABI SYSTEMS NOTES

GENERAL NOTES:

- CONSTRUCTION STANDARD TO COMPLY WITH AS 3699-2009 BUSHFIRE ATTACK LEVEL (RAL LOW)
- CONSTRUCTION STANDARD TO COMPLY WITH REGION B WIND LOADING AS ABSNZS 1172
- EXCLUDES LABOUR, ELECTRICAL COMPONENTS (EXCEPT THOSE INCLUDED IN BATHPOOD), PLUMBING COMPONENTS EXCEPT THOSE INCLUDED IN BATHPOOD, PAINT, INTERNAL WALL FEATURE CLADDING, KITCHENS, BATHROOMS AND WARDROBES (UNLESS ADDED IN QUOTE FOR ORDERS +) AS WELL AS ANY ADDITIONAL BESPOKE ITEMS
- 3D IMAGES ARE FOR REPRESENTATION ONLY AND NOT TO BE REFERRED TO FOR CONSTRUCTION PURPOSES
- ALL DRAWINGS TO BE READ IN CONJUNCTION WITH RELEVANT SPECIFICATIONS AND MANUFACTURING DRAWINGS
- READ FIGURED DIMENSION IN PREFERENCE TO SCALE
- CHECK ALL DIMENSIONS ON SITE PRIOR TO COMMENCEMENT AND REPORT ANY DISCREPANCIES TO ARCHITECT IMMEDIATELY. REFER MANUFACTURING DRAWINGS FOR COLUMN & BEAM SIZE AND SPACINGS
- FINISHED FLOOR LEVEL OF RESIDENCES TO BE MIN 200MM ABOVE ADJACENT GROUND LEVEL UNO

FLOOR PLAN NOTE:

- DUE TO ONGOING CHANGES TO STATUTORY REQUIREMENTS AND BUILDING METHODS, SOME ASPECTS OF THIS BUILDING MAY BE AT VARIANCE TO THE ORIGINAL DISPLAY VERSION
- WHERE PRELIMINARY DRAWINGS ARE PROVIDED BY THE OWNER OR THE OWNER'S AGENT, BUILDER RESERVES THE RIGHT TO MODIFY THE OWNERS DRAWINGS TO SUIT THE BUILDER'S CURRENT CONSTRUCTION METHOD
- ALL STAIRS AND BALUSTRADES TO BE IN ACCORDANCE WITH NCC PART 3.9.

DESIGN APPROVAL
WE AUTHORISE WABI DESIGN TO PROGRESS WITH WORKING DRAWINGS.

OWNER.....
SIGNATURE.....
DATE.....

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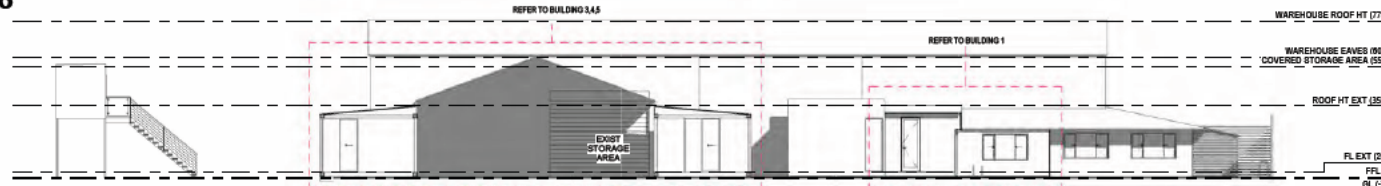
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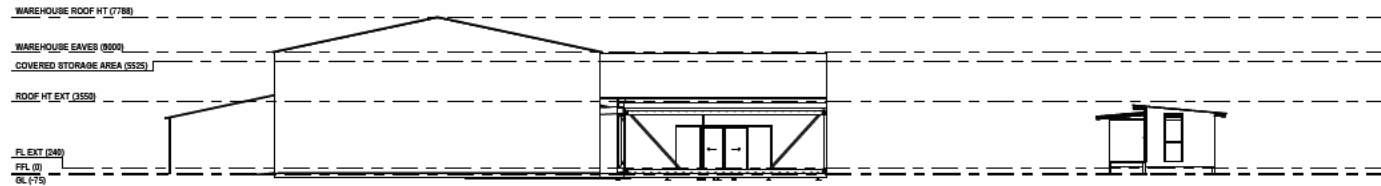
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DEVELOPMENT APPLICATION

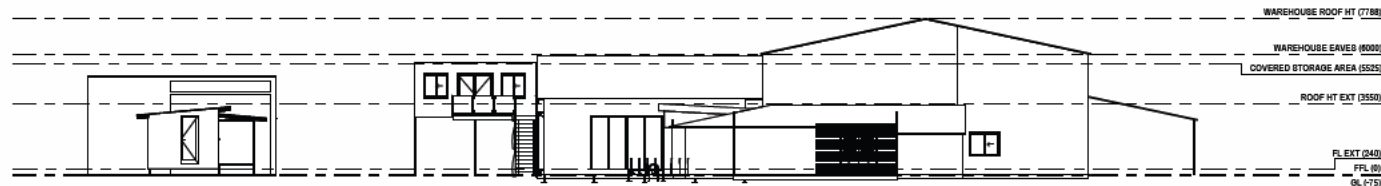
DRAWN JG	SCALE @ A3	DATE & DESCRIPTION 05/03/2026
PROJECT NO.		CHANGE OF USE
DRAWING		STREET VIEW RENDER
DRAWING NO.	AA16	REVISION K



FRONT ELEVATION
 1: 200



SIDE ELEVATION
 1: 200



SIDE ELEVATION (2)
 1: 200



REAR ELEVATION
 1: 200



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CITY OF FREMANTLE
 These Revised Plans Form Part of
 DA0211/25
 8 March 2025

PROJECT:
 25 Amherst - Extensions & Alterations
 ADDRESS:
 25 AMHERST STREET,
 FREMANTLE, WA, 6160
 CLIENT:
 KARL PLUNKETT

DEVELOPMENT APPLICATION		
DRAWN JG	SCALE @ A3 1: 200	DATE & DESCRIPTION 05/03/2025
PROJECT NO.	CHANGE OF USE	
DRAWING	WAREHOUSE ELEVATIONS	
DRAWING NO. AA20	REVISION K	

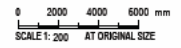
WABI SYSTEMS NOTES

GENERAL NOTES:

- CONSTRUCTION STANDARD TO COMPLY WITH AS 3600-2009 REINFORCED CONCRETE AND AS 1754-2009 WIND LOADING AS APPLICABLE.
- EXCLUDES LABOUR, ELECTRICAL COMPONENTS EXCEPT THOSE INCLUDED IN BATHPOOL, PLUMBING COMPONENTS EXCEPT BATHPOOL, PAINT, INTERNAL WALL FEATURE CLADDING, KITCHENS, BATHROOMS AND WARDROBES UNLESS ADDED IN QUOTE FOR ORDERS AS WELL AS ANY ADDITIONAL RESERVE TIME.
- 3D IMAGES ARE FOR REPRESENTATION ONLY AND NOT TO BE REFERRED TO FOR CONSTRUCTION PURPOSES.
- ALL DRAWINGS TO BE READ IN CONJUNCTION WITH RELEVANT SPECIFICATIONS AND MANUFACTURING DRAWINGS.
- CHECK ALL DIMENSIONS ON SITE PRIOR TO COMMENCEMENT AND REPORT ANY DISCREPANCIES TO ARCHITECT IMMEDIATELY. REFER MANUFACTURING DRAWINGS FOR COLUMN & BEAM SIZE AND SPACING.
- FRIESED FLOOR LEVEL OF RESIDENCE TO BE MIN 200mm ABOVE ADJACENT GROUND LEVEL UNO.

FLOOR PLAN NOTE:

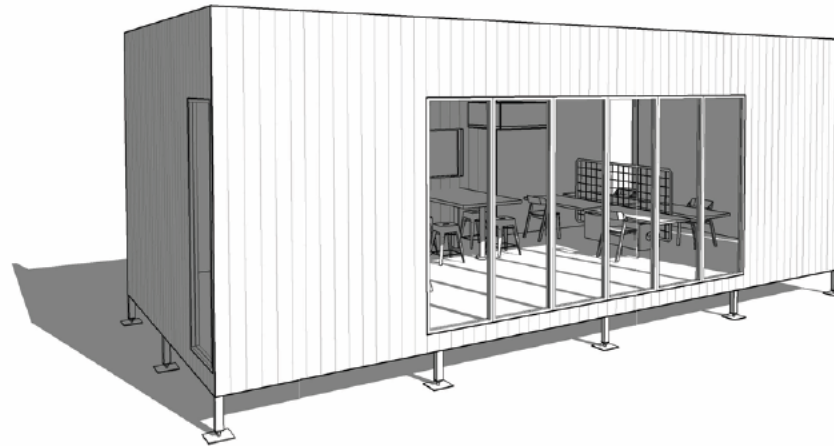
- DUE TO ONGOING CHANGES TO STATUTORY REQUIREMENTS AND BUILDING METHODS, SOME ASPECTS OF THIS BUILDING MAY BE AT VARIANCE TO THE ORIGINAL DISPLAY VERSION.
- WHERE FEASIBLE, DRAWINGS ARE PROVIDED BY THE OWNER OR THE OWNER'S AGENT. BUILDER RESERVES THE RIGHT TO MODIFY THE OWNER'S DRAWINGS TO SUIT THE BUILDER'S CURRENT CONSTRUCTION METHOD. ALL STAIRS AND BALUSTRADES TO BE IN ACCORDANCE WITH NCC PART 3.8.



DESIGN APPROVAL
 THE AUTHORISE WABI DESIGN TO PROGRESS WITH WORKING DRAWINGS.
 OWNER:
 SIGNATURE:
 DATE:

CITY OF FREMANTLE
 These Revised Plans Form Part of
 DA0211/25
 8 March 2026

DRAWING SCHEDULE		
DWGN.	DESCRIPTION	REV.
AA00	COVER SHEET	A
AA10	FLOOR PLAN	A
AA13	3D VIEWS	A
AA20	ELEVATIONS	A
AA21	ELEVATIONS & 3D FLOOR PLAN	A



W A B I
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PROJECT:
 BUILDING 2

ADDRESS:
 27 AMHERST STREET,
 FREMANTLE, WA, 6160

CLIENT:
 KARL PLUNKETT

DEVELOPMENT APPLICATION

DRAWN KL	SCALE @ A3	DATE & DESCRIPTION 17/06/2025
PROJECT NO.		FOR DA
DRAWING	COVER SHEET	
DRAWING NO. AA00	REVISION A	

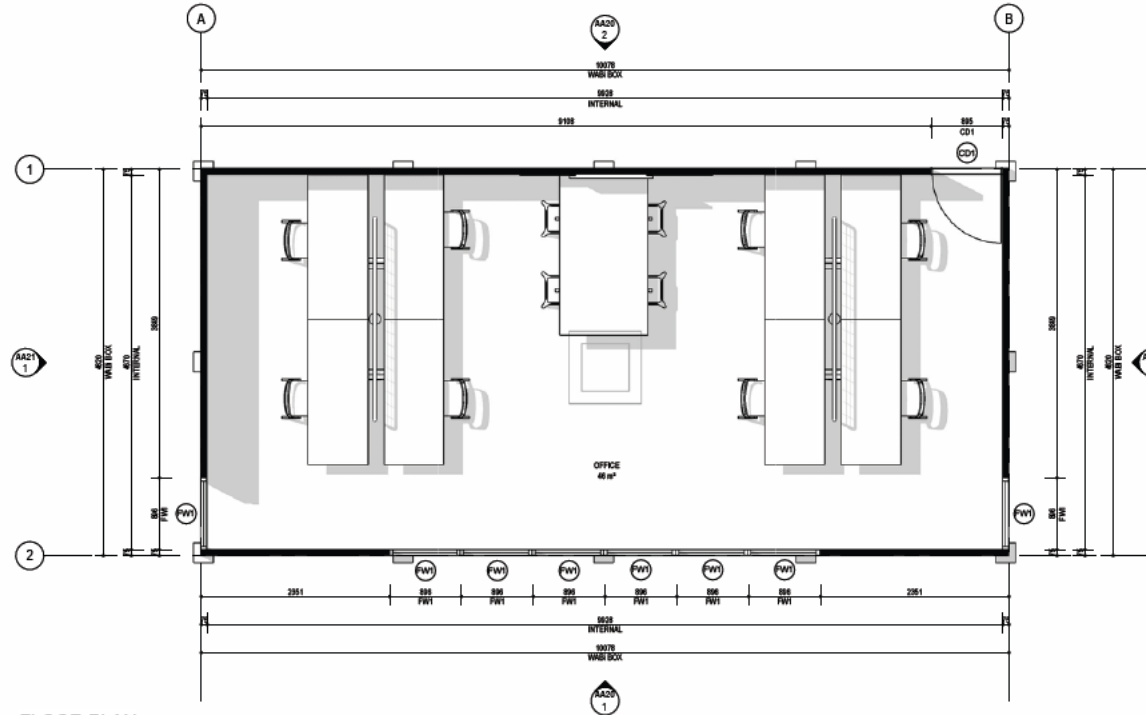
CITY OF FREMANTLE
These Revised Plans Form Part of

DA0211/25
8 March 2026

DOOR SCHEDULE			
Model	Width	Height	Count
CD1	855	2700	1

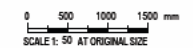
WINDOW SCHEDULE			
Model	Width	Height	Count
FW1	856	2650	8

ROOM SCHEDULE	
Name	Area
OFFICE	46 m ²



FLOOR PLAN
1: 50

- WABI SYSTEMS NOTES**
- GENERAL NOTES:**
- CONSTRUCTION STANDARD TO COMPLY WITH AS 3648-2009 BURST PIPE ATTACK LEVEL 1 (SHALLOW).
 - CONSTRUCTION STANDARD TO COMPLY WITH DESIGN B WIND LOADING AS PER AS 1170.
 - EXCLUDES LABOUR, ELECTRICAL COMPONENTS EXCEPT THOSE INCLUDED IN BATHPOOL, PLUMBING COMPONENTS EXCEPT THOSE INCLUDED IN BATHPOOL, PAINT, INTERNAL WALL FEATURE CLADDING, KITCHEN, BATHROOMS AND WARDROBES UNLESS ADDED IN QUOTE FOR ORDERS AS WELL AS ANY ADDITIONAL RESERVE TIME.
 - 3D IMAGES ARE FOR REPRESENTATION ONLY AND NOT TO BE REFERRED TO FOR CONSTRUCTION PURPOSES.
 - ALL DRAWINGS TO BE READ IN CONJUNCTION WITH RELEVANT SPECIFICATIONS AND MANUFACTURING DRAWINGS.
 - READ FIGURED DIMENSION IN PREFERENCE TO SCALE.
 - CHECK ALL DIMENSIONS ON SITE PRIOR TO COMMENCEMENT AND REPORT ANY DISCREPANCIES TO ARCHITECT IMMEDIATELY. REFER MANUFACTURING DRAWINGS FOR COLUMN & BEAM SIZE AND SPACING.
 - FINISHED FLOOR LEVEL OF RESIDENCE TO BE MIN 200mm ABOVE ADJACENT GROUND LEVEL LIND.
- FLOOR PLAN NOTE:**
- DUE TO ONGOING CHANGES TO STATUTORY REQUIREMENTS AND BUILDING METHODS, SOME ASPECTS OF THIS BUILDING MAY BE AT VARIANCE TO THE ORIGINAL DISPLAY VERSION.
 - WHERE PRELIMINARY DRAWINGS ARE PROVIDED BY THE OWNER OR THE OWNER'S AGENT, BUILDER RESERVES THE RIGHT TO MODIFY THE OWNER'S DRAWINGS TO SUIT THE BUILDER'S CURRENT CONSTRUCTION METHOD.
 - ALL STAIRS AND BALUSTRADES TO BE IN ACCORDANCE WITH NCC PART 3.8.



DESIGN APPROVAL
WE AUTHORISE WABI DESIGN TO PROGRESS WITH WORKING DRAWINGS.

OWNER:

SIGNATURE:

DATE:



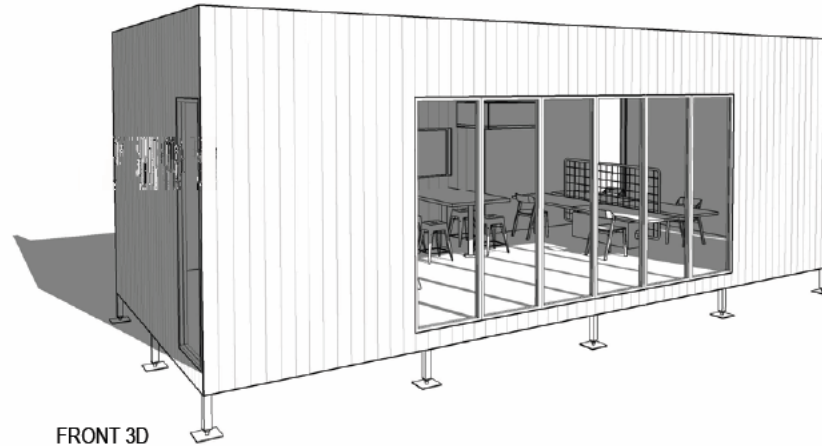
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- WABI DESIGN IS NOT RESPONSIBLE FOR ANY CONSTRUCTION DEFECTS.
- ALL WORK TO BE DONE IN ACCORDANCE WITH ALL RELEVANT STANDARDS AND REGULATIONS.
- THIS DRAWING IS TO BE USED FOR CONSTRUCTION ONLY. IT IS NOT TO BE USED FOR ANY OTHER PURPOSE.
- ALL DIMENSIONS TO BE GIVEN IN METERS UNLESS OTHERWISE SPECIFIED.
- CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE MOST CURRENT BUILDING REGULATIONS.
- ALL WORK TO BE DONE IN ACCORDANCE WITH ALL RELEVANT STANDARDS AND REGULATIONS.
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- CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE MOST CURRENT BUILDING REGULATIONS.

PROJECT:
BUILDING 2

ADDRESS:
27 AMHERST STREET,
FREMANTLE, WA, 6160

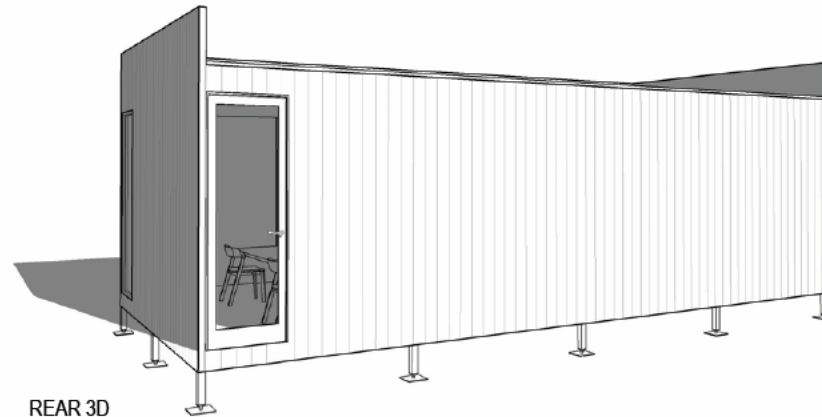
CLIENT:
KARL PLUNKETT

DEVELOPMENT APPLICATION		
DRAWN K.L.	SCALE @ A3 1: 50	DATE & DESCRIPTION 17/06/2025
PROJECT NO.	FOR DA	
DRAWING FLOOR PLAN		
DRAWING NO. AA10	REVISION A	



FRONT 3D

CITY OF FREMANTLE
 These Revised Plans Form Part of
 DA0211/25
 8 March 2026



REAR 3D

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4. THIS DRAWING IS TO BE USED IN CONJUNCTION WITH ALL OTHER DRAWINGS AND SPECIFICATIONS AND NOT TO BE USED IN ISOLATION.
5. ALL DIMENSIONS ARE TO BE GIVEN TO THE CENTERLINE OF THE ELEMENT UNLESS OTHERWISE SPECIFIED.
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10. ALL DIMENSIONS ARE TO BE GIVEN TO THE CENTERLINE OF THE ELEMENT UNLESS OTHERWISE SPECIFIED.

PROJECT:
 BUILDING 2

ADDRESS:
 27 AMHERST STREET,
 FREMANTLE, WA, 6160

CLIENT:
 KARL PLUNKETT

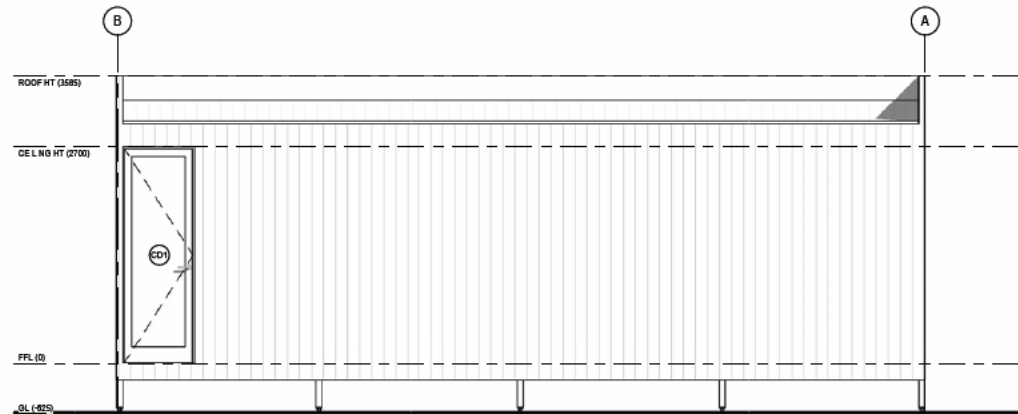
DESIGN APPROVAL
 I/WE AUTHORISE WABI DESIGN TO
 PROCEED WITH WORKING
 DRAWINGS.
 OWNER:.....
 SIGNATURE:.....
 DATE:.....

DEVELOPMENT APPLICATION

DRAWN KL	SCALE @ A3	DATE & DESCRIPTION 17/06/2025
PROJECT NO.		FOR DA
DRAWING 3D VIEWS		
DRAWING NO. AA13	REVISION A	



FRONT ELEVATION
 1:50



REAR ELEVATION
 1:50

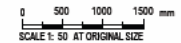
WABI SYSTEMS NOTES

GENERAL NOTES:

- CONSTRUCTION STANDARD TO COMPLY WITH AS 3649-2009 BURST FIRE ATTACK LEVEL (SMA-L) OF CONSTRUCTION STANDARD TO COMPLY WITH RESIST 8 WIND LOADING AS A BSENZ TYPE 1
- EXCLUDES LABOUR, ELECTRICAL COMPONENTS EXCEPT THOSE INCLUDED IN BATHPOOL, PLUMBING COMPONENTS EXCEPT THOSE INCLUDED IN BATHPOOL, PAINT, INTERNAL WALL FEATURE CLADDING, KITCHEN, BATHROOMS AND WARDROBES UNLESS ADDED IN QUOTE FOR ORDERS AS WELL AS ANY ADDITIONAL RESERVE TIME.
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- FINISHED FLOOR LEVEL OF RESIDENCE TO BE 200mm ABOVE ADJACENT GROUND LEVEL UNO.

FLOOR PLAN NOTE:

- DUE TO ONGOING CHANGES TO STATUTORY REQUIREMENTS AND BUILDING METHODS, SOME ASPECTS OF THIS BUILDING MAY BE AT VARIANCE TO THE ORIGINAL DISPLAY VERSION.
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- ALL STAIRS AND BALUSTRADES TO BE IN ACCORDANCE WITH NCC PART 3.8.



DESIGN APPROVAL
 THE AUTHORIZED WABI DESIGN TO PROGRESS WITH WORKING DRAWINGS.

OWNER:

SIGNATURE:

DATE:

WABI DESIGN

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CITY OF FREMANTLE
 These Revised Plans Form Part of

DA0211/25

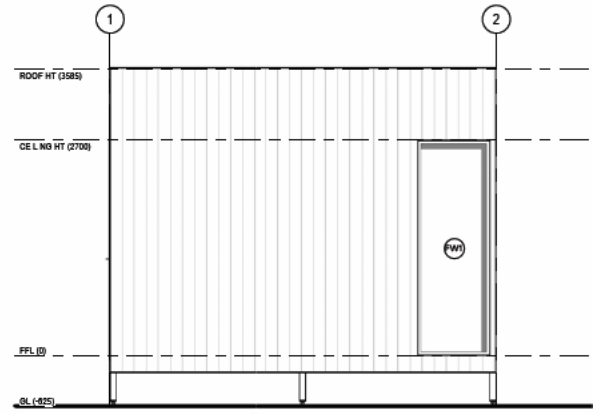
8 March 2026

PROJECT:
 BUILDING 2

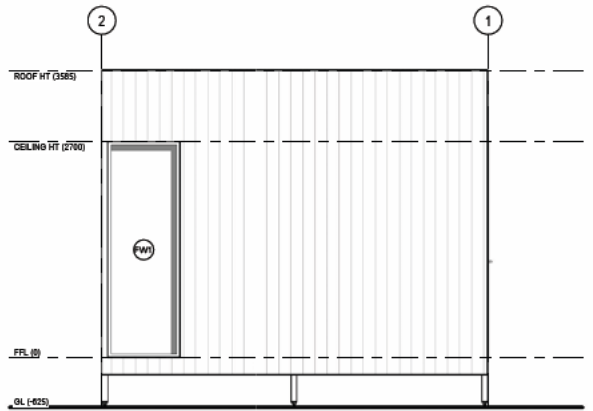
ADDRESS:
 27 AMHERST STREET,
 FREMANTLE, WA, 6160

CLIENT:
 KARL PLUNKETT

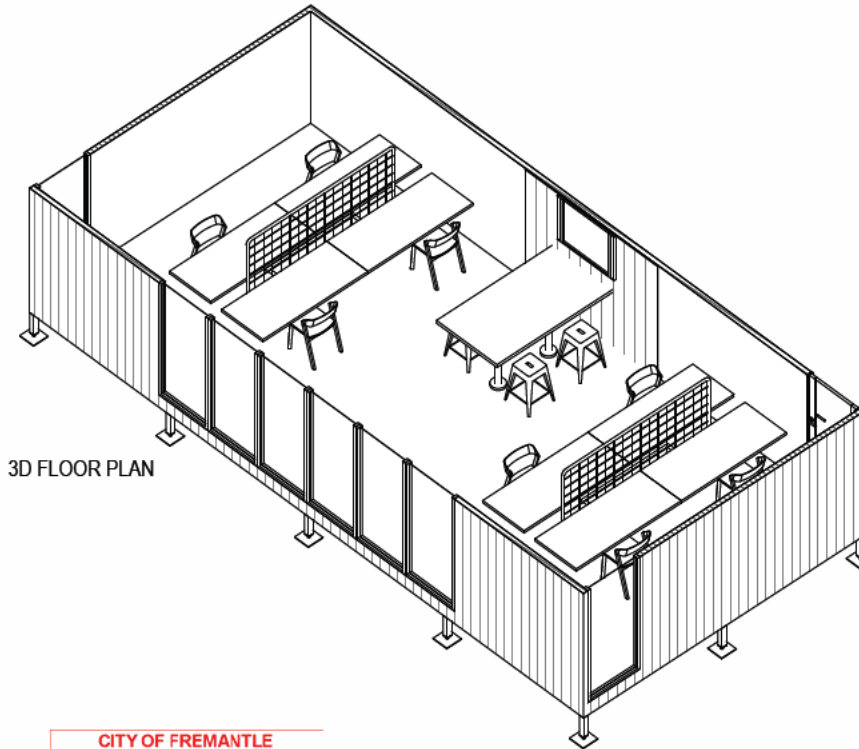
DEVELOPMENT APPLICATION			
DRAWN KL	SCALE @ A3 1: 50	DATE & DESCRIPTION 17/06/2025	
PROJECT NO.		FOR DA	
DRAWING ELEVATIONS			
DRAWING NO. AA20		REVISION A	



SIDE ELEVATION
 1 : 50

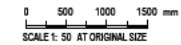


SIDE ELEVATION (2)
 1 : 50



3D FLOOR PLAN

CITY OF FREMANTLE
 These Revised Plans Form Part of
 DA0211/25
 8 March 2026



W A B I
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PROJECT:
 BUILDING 2

ADDRESS:
 27 AMHERST STREET,
 FREMANTLE, WA, 6160

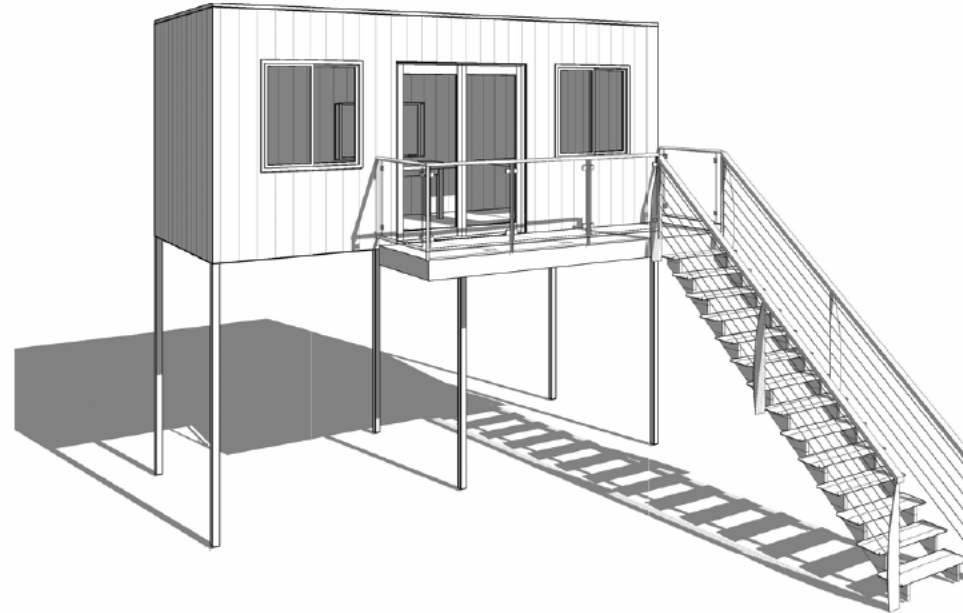
CLIENT:
 KARL PLUNKETT

DEVELOPMENT APPLICATION

DRAWN KL	SCALE @ A3 1 : 50	DATE & DESCRIPTION 17/06/2025
PROJECT NO.	FOR DA	
DRAWING NO.	ELEVATIONS & 3D FLOOR PLAN	
DRAWING NO. AA21	REVISION	A

DRAWING SCHEDULE		
DWGNo.	DESCRIPTION	REV.
AA00	COVER SHEET	A
AA10	FLOOR PLAN	A
AA13	3D VIEWS	A
AA20	ELEVATIONS	A
AA21	ELEVATIONS	A

CITY OF FREMANTLE
 These Revised Plans Form Part of
 DA0211/25
 8 March 2026



W A B I
 DESIGN

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PROJECT:
 BUILDING 6

ADDRESS:
 27 AMHERST STREET,
 FREMANTLE, WA, 6160

CLIENT:
 KARL PLUNKETT

DEVELOPMENT APPLICATION

DRAWN KL	SCALE @ A3	DATE & DESCRIPTION 19/06/2025
PROJECT NO.		FOR DA
DRAWING COVER SHEET		
DRAWING NO. AA00	REVISION A	

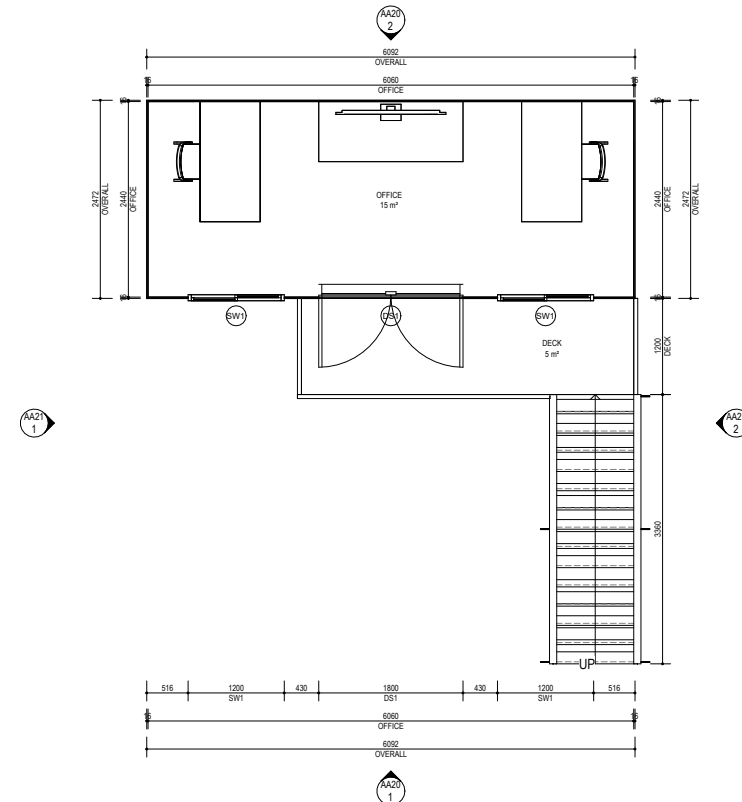
**City of Fremantle
Ordinary Meeting of Council - Agenda
8 April 2026**

**C2604-1.1
Amended Plans**

DOOR SCHEDULE			
Model	Width	Height	Count
DS1	1800	2100	1

WINDOW SCHEDULE			
Model	Width	Height	Count
SW1	1200	1200	2

ROOM SCHEDULE	
Name	Area
OFFICE	15 m ²
DECK	5 m ²
Grand total	20 m ²



FLOOR PLAN
1 : 50

CITY OF FREMANTLE
These Revised Plans Form Part of
DA0211/25
8 March 2026

- WABI SYSTEMS NOTES**
- GENERAL NOTES:**
- CONSTRUCTION STANDARD TO COMPLY WITH AS 3699-2009 BUSHFIRE ATTACK LEVEL (RALLOW).
 - CONSTRUCTION STANDARD TO COMPLY WITH REGION B WIND LOADING AS ABSZS 1172.
 - EXCLUDES LABOUR, ELECTRICAL COMPONENTS (EXCEPT THOSE INCLUDED IN BATHPOOD), PLUMBING COMPONENTS (EXCEPT THOSE INCLUDED IN BATHPOOD), PAINT, INTERNAL WALL FEATURE CLADDING, KITCHENS, BATHROOMS AND WARDROBES (UNLESS ADDED IN QUOTE FOR ORDERS +) AS WELL AS ANY ADDITIONAL BESPOKE ITEMS.
 - 3D IMAGES ARE FOR REPRESENTATION ONLY AND NOT TO BE REFERRED TO FOR CONSTRUCTION PURPOSES.
 - ALL DRAWINGS TO BE READ IN CONJUNCTION WITH RELEVANT SPECIFICATIONS AND MANUFACTURING DRAWINGS.
 - READ FIGURED DIMENSION IN PREFERENCE TO SCALE.
 - CHECK ALL DIMENSIONS ON SITE PRIOR TO COMMENCEMENT AND REPORT ANY DISCREPANCIES TO ARCHITECT IMMEDIATELY. REFER MANUFACTURING DRAWINGS FOR COLUMN & BEAM SIZE AND SPACING.
 - FINISHED FLOOR LEVEL OF RESIDENCE TO BE MIN 200MM ABOVE ADJACENT GROUND LEVEL UNO.
- FLOOR PLAN NOTE:**
- DUE TO ONGOING CHANGES TO STATUTORY REQUIREMENTS AND BUILDING METHODS, SOME ASPECTS OF THIS BUILDING MAY BE AT VARIANCE TO THE ORIGINAL DISPLAY VERSION.
 - WHERE PRELIMINARY DRAWINGS ARE PROVIDED BY THE OWNER OR THE OWNER'S AGENT, BUILDER RESERVES THE RIGHT TO MODIFY THE OWNERS DRAWINGS TO SUIT THE BUILDER'S CURRENT CONSTRUCTION METHOD.
 - ALL STAIRS AND BALUSTRADES TO BE IN ACCORDANCE WITH NCC PART 3.9.



DESIGN APPROVAL
WE AUTHORISE WABI DESIGN TO PROGRESS WITH WORKING DRAWINGS.

OWNER:.....
SIGNATURE:.....
DATE:.....



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- NO WARRANTIES FOR ILLUSTRATIVE PURPOSES ONLY.

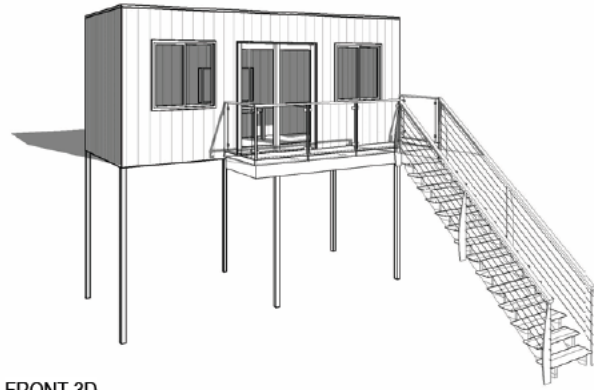
PROJECT:
BUILDING 6

ADDRESS:
27 AMHERST STREET,
FREMANTLE, WA, 6160

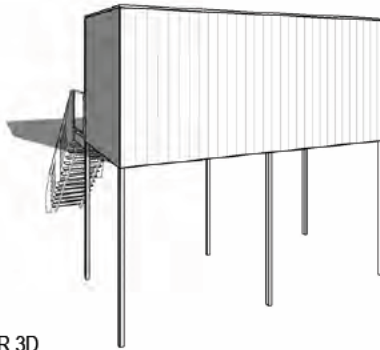
CLIENT:
KARL PLUNKETT

DEVELOPMENT APPLICATION		
DRAWN KL	SCALE @ A3 1 : 50	DATE & DESCRIPTION 19/06/2025
PROJECT NO.	FOR DA	
DRAWING	FLOOR PLAN	
DRAWING NO.	AA10	REVISION A

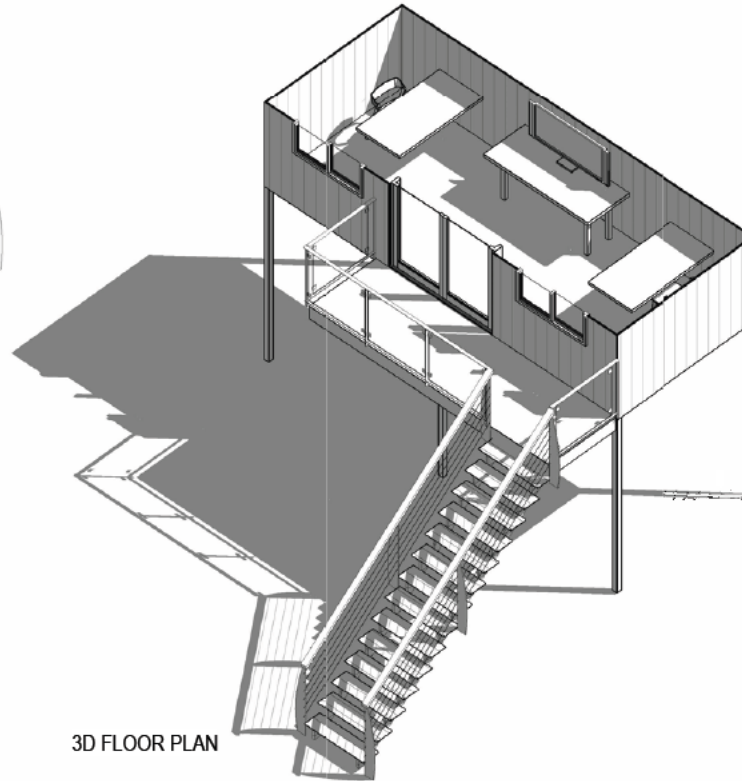
CITY OF FREMANTLE
 These Revised Plans Form Part of
 DA0211/25
 8 March 2026



FRONT 3D



REAR 3D



3D FLOOR PLAN

- WABI SYSTEMS NOTES**
- GENERAL NOTES:**
- CONSTRUCTION STANDARD TO COMPLY WITH AS 3649-2009 SUBFIRE ATTACK LEVEL (SHALLOW).
 - CONSTRUCTION STANDARD TO COMPLY WITH RESKIB 8 WIND LOADING AS ABN25 TYPE 1.
 - EXCLUDES LABOUR, ELECTRICAL COMPONENTS EXCEPT THOSE INCLUDED IN BATHPOOD, PLUMBING COMPONENTS EXCEPT THOSE INCLUDED IN BATHPOOD, PAINT, INTERNAL WALL FEATURE CLADDING, KITCHEN, BATHROOMS AND WARDROBES (UNLESS ADDED IN QUOTE FOR ORDERS AS WELL AS ANY ADDITIONAL RESERVE TIME).
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 - CHECK ALL DIMENSIONS ON SITE PRIOR TO COMMENCEMENT AND REPORT ANY DISCREPANCIES TO ARCHITECT IMMEDIATELY. REFER MANUFACTURING DRAWINGS FOR COLUMN & BEAM SIZE AND SPACING.
 - FISHED FLOOR LEVEL OF RESIDENCE TO BE MIN 200mm ABOVE ADJACENT GROUND LEVEL LIND.
- FLOOR PLAN NOTE:**
- DUE TO ONGOING CHANGES TO STATUTORY REQUIREMENTS AND BILLING METHODS, SOME ASPECTS OF THIS BUILDING MAY BE AT VARIANCE TO THE ORIGINAL DISPLAY VERSION.
 - WHERE FEASIBLE DRAWINGS ARE PROVIDED BY THE OWNER OR THE OWNER'S AGENT, BUILDER RESERVES THE RIGHT TO MODIFY THE OWNER'S DRAWINGS TO SUIT THE BUILDER'S CURRENT CONSTRUCTION METHOD. ALL STAIRS AND BALUSTRADES TO BE IN ACCORDANCE WITH NCC PART 3.9.

DESIGN APPROVAL
 WE AUTHORISE WABI DESIGN TO PROGRESS WITH WORKING DRAWINGS.

OWNER:

SIGNATURE:

DATE:

WABI
 DESIGN

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- ALL DIMENSIONS AND COORDINATES ARE TO BE TAKEN FROM THE COMPLETION OF ALL WORK. UNLESS OTHERWISE SPECIFIED, ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE SPECIFIED.
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PROJECT:
 BUILDING 6

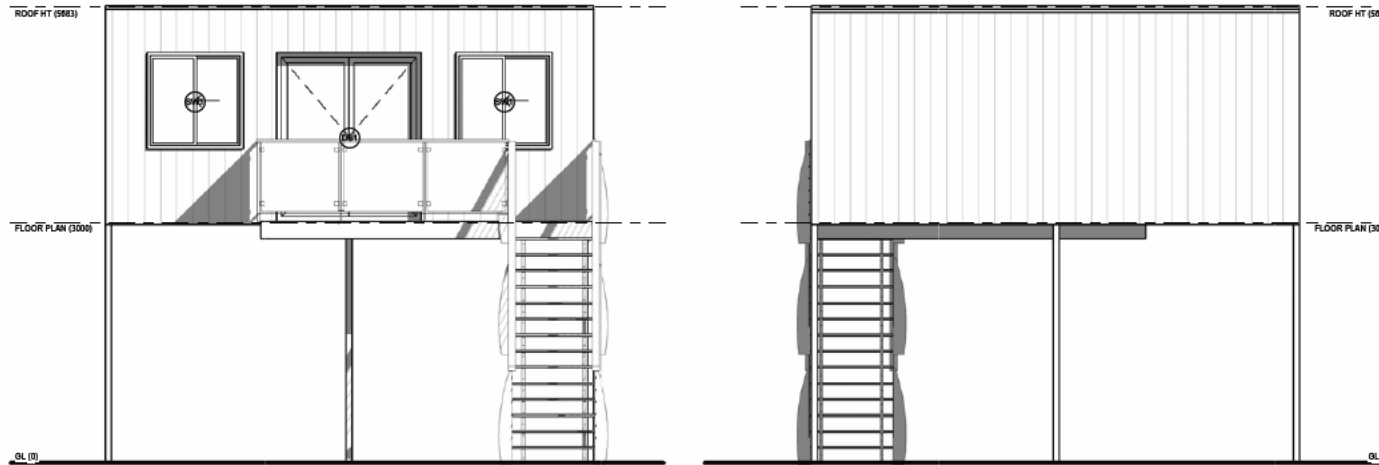
ADDRESS:
 27 AMHERST STREET,
 FREMANTLE, WA, 6160

CLIENT:
 KARL PLUNKETT

DEVELOPMENT APPLICATION

DRAWN KL	SCALE @ A3	DATE & DESCRIPTION 19/06/2025
PROJECT NO.	FOR DA	
DRAWING 3D VIEWS		
DRAWING NO. AA13	REVISION A	

CITY OF FREMANTLE
These Revised Plans Form Part of
DA0211/25
8 March 2026



FRONT ELEVATION
1:50

REAR ELEVATION
1:50

- WABI SYSTEMS NOTES**
- GENERAL NOTES:**
- CONSTRUCTION STANDARD TO COMPLY WITH AS 3649-2009 BURST-FIRE ATTACK LEVEL (SHALLOW).
 - CONSTRUCTION STANDARD TO COMPLY WITH DESIGN 8 WIND LOADING AS A BSENZ TYPE 1.
 - EXCLUDES LABOUR, ELECTRICAL COMPONENTS EXCEPT THOSE INCLUDED IN BATHPOOL, PLUMBING COMPONENTS EXCEPT THOSE INCLUDED IN BATHPOOL, PAINT, INTERNAL WALL FEATURE CLADDING, KITCHEN, BATHROOMS AND WARDROBES UNLESS ADDED IN QUOTE FOR ORDERS AS WELL AS ANY ADDITIONAL DESHIRE ITEMS.
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 - ALL STAIRS AND BALUSTRADES TO BE IN ACCORDANCE WITH NCC PART 3.9.

0 500 1000 1500 mm
SCALE 1:50 AT ORIG NAL SIZE

DESIGN APPROVAL
WE AUTHORISE WABI DESIGN TO PROGRESS WITH WORKING DRAWINGS.

OWNER.....
SIGNATURE.....
DATE.....

WABI
DESIGN

- THESE DRAWINGS CONSTITUTE A CONTRACT DOCUMENT AND ARE THE PROPERTY OF WABI DESIGN. THEY ARE TO BE USED ONLY FOR THE PROJECT AND SITE SPECIFICALLY IDENTIFIED.
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PROJECT:
BUILDING 6

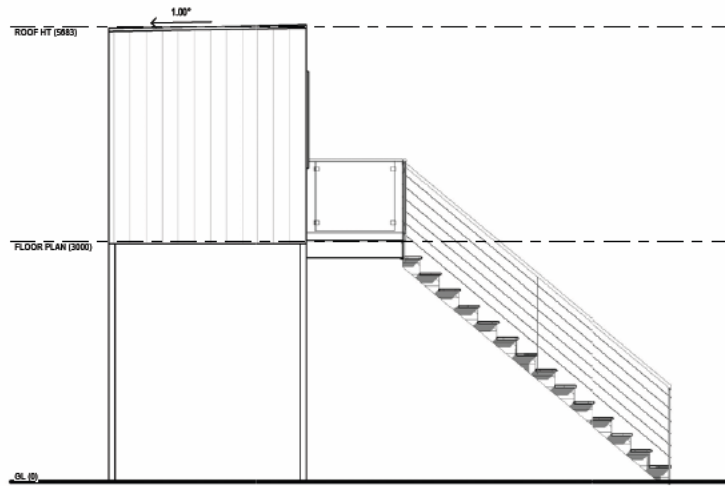
ADDRESS:
27 AMHERST STREET,
FREMANTLE, WA, 6160

CLIENT:
KARL PLUNKETT

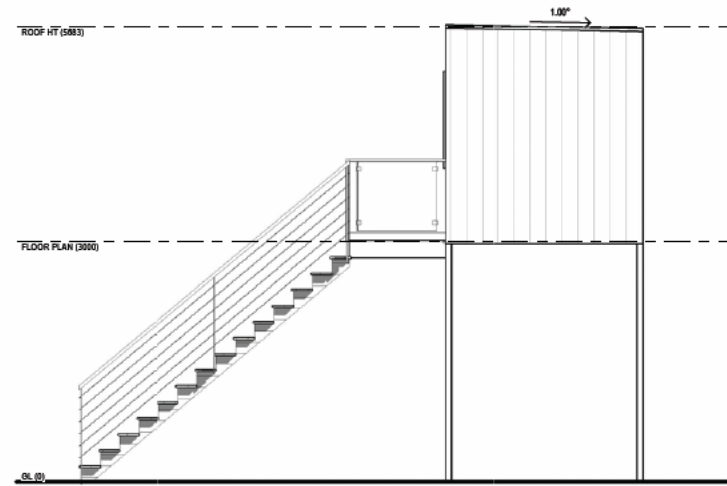
DEVELOPMENT APPLICATION

DRAWN KL	SCALE @ A3 1:50	DATE & DESCRIPTION 19/06/2025
PROJECT NO.		FOR DA
DRAWING ELEVATIONS		
DRAWING NO.	AA20	REVISION A

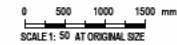
CITY OF FREMANTLE
 These Revised Plans Form Part of
 DA0211/25
 8 March 2026



SIDE ELEVATION
 1:50



SIDE ELEVATION (2)
 1:50



W A B I
 DESIGN

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6. CONSULTANTS MUST BE LICENSED AND REGISTERED WITH THE CITY OF FREMANTLE.
7. CONSULTANTS MUST BE LICENSED AND REGISTERED WITH THE CITY OF FREMANTLE.
8. CONSULTANTS MUST BE LICENSED AND REGISTERED WITH THE CITY OF FREMANTLE.
9. CONSULTANTS MUST BE LICENSED AND REGISTERED WITH THE CITY OF FREMANTLE.
10. CONSULTANTS MUST BE LICENSED AND REGISTERED WITH THE CITY OF FREMANTLE.

PROJECT:
 BUILDING 6

ADDRESS:
 27 AMHERST STREET,
 FREMANTLE, WA, 6160

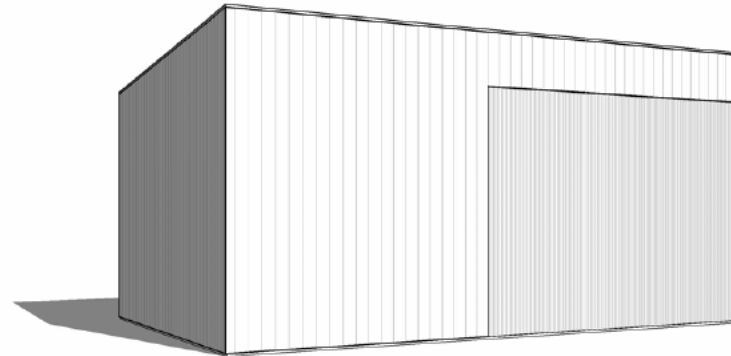
CLIENT:
 KARL PLUNKETT

DEVELOPMENT APPLICATION

DRAWN KL	SCALE @ A3 1:50	DATE & DESCRIPTION 19/06/2025
PROJECT NO.		FOR DA
DRAWING ELEVATIONS		
DRAWING NO.	AA21	REVISION A

DRAWING SCHEDULE		
DWG No.	DESCRIPTION	REV.
AA00	COVER SHEET	B
AA10	FLOOR PLAN	B
AA13	3D VIEWS	B
AA20	ELEVATIONS	B

CITY OF FREMANTLE
 These Revised Plans Form Part of
DA0211/25
 8 March 2026



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6. CONSULTATIONS ARE SUBJECT TO CLIENT APPROVAL AND APPROVAL.
7. DIMENSIONS AND MATERIALS TO BE IN ACCORDANCE WITH THE CURRENT BUILDING REGULATIONS OF WESTERN AUSTRALIA.
8. DIMENSIONS AND MATERIALS TO BE IN ACCORDANCE WITH THE CURRENT BUILDING REGULATIONS OF WESTERN AUSTRALIA.

PROJECT:
 BUILDING 7

ADDRESS:
 27 AMHERST STREET,
 FREMANTLE, WA, 6160

CLIENT:
 KARL PLUNKETT

DEVELOPMENT APPLICATION

DRAWN JG	SCALE @ A3	DATE & DESCRIPTION 16/02/2026
PROJECT NO.		FOR DA
DRAWING COVER SHEET		
DRAWING NO. AA00	REVISION B	

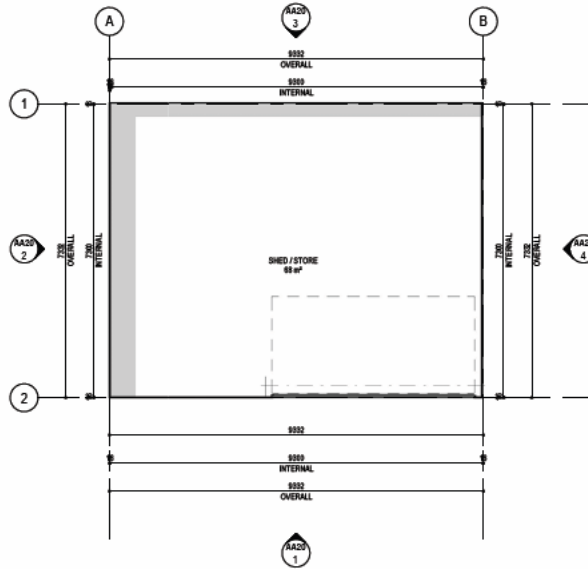
**City of Fremantle
Ordinary Meeting of Council - Agenda
8 April 2026**

**C2604-1.1
Amended Plans**

DOOR SCHEDULE			
Model	Width	Height	Count
RD1	5000	4000	1

ROOM SCHEDULE	
Name	Area
SHED / STORE	68 m ²

CITY OF FREMANTLE
These Revised Plans Form Part of
DA0211/25
8 March 2026



FLOOR PLAN
1 : 100

- WABI SYSTEMS NOTES**
- GENERAL NOTES:**
- CONSTRUCTION STANDARD TO COMPLY WITH AS 3649-2009 BURST-FIRE ATTACK LEVEL (SHALLOW).
 - CONSTRUCTION STANDARD TO COMPLY WITH DESIGN & WIND LOADING AS APPLICABLE.
 - EXCLUDES LABOUR, ELECTRICAL COMPONENTS EXCEPT THOSE INCLUDED IN BATHPOOL, PLUMBING COMPONENTS EXCEPT THOSE INCLUDED IN BATHPOOL, PAINT, INTERNAL WALL FEATURE CLADDING, KITCHEN, BATHROOMS AND WARDROBES (UNLESS ADDED IN QUOTE FOR ORDERS) AS WELL AS ANY ADDITIONAL RESERVE TIME.
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 - WHERE FIELDBARNEY DRAWINGS ARE PROVIDED BY THE OWNER OR THE OWNER'S AGENT, BUILDER RESERVES THE RIGHT TO MODIFY THE OWNER'S DRAWINGS TO SUIT THE BUILDER'S CURRENT CONSTRUCTION METHOD.
 - ALL STAIRS AND BALUSTRADES TO BE IN ACCORDANCE WITH NCC PART 3.9.



DESIGN APPROVAL
WE AUTHORISE WABI DESIGN TO PROGRESS WITH WORKING DRAWINGS.

OWNER:

SIGNATURE:

DATE:

PROJECT:
BUILDING 7

ADDRESS:
27 AMHERST STREET,
FREMANTLE, WA, 6160

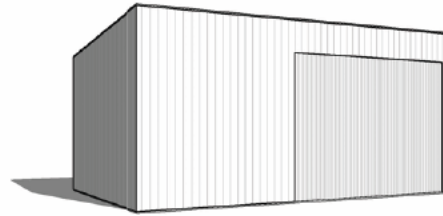
CLIENT:
KARL PLUNKETT

DEVELOPMENT APPLICATION		
DRAWN JG	SCALE @ A3 1 : 100	DATE & DESCRIPTION 16/02/2025
PROJECT NO.	FOR DA	
DRAWING	FLOOR PLAN	
DRAWING NO. AA10	REVISION	B

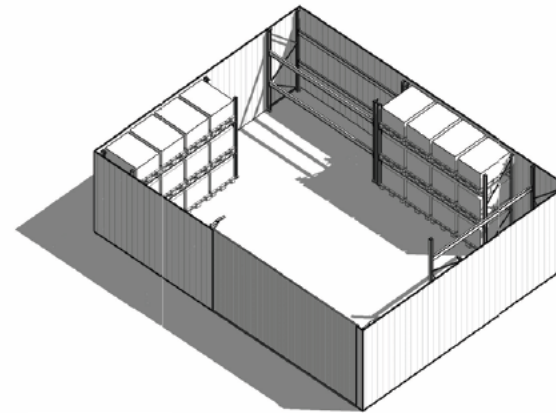
W A B I
DESIGN

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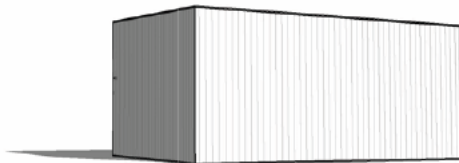
CITY OF FREMANTLE
 These Revised Plans Form Part of
 DA0211/25
 8 March 2025



FRONT 3D



3D FLOOR PLAN



REAR 3D

DESIGN APPROVAL
 I/WE AUTHORISE WABI DESIGN TO
 PROGRESS WITH WORKING
 DRAWINGS.
 OWNER:
 SIGNATURE:
 DATE:

W A B I
 DESIGN

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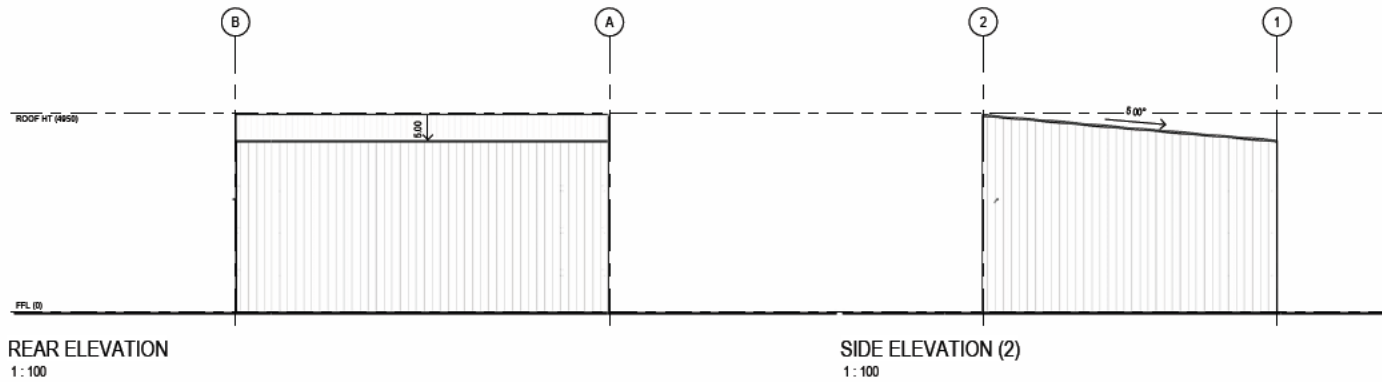
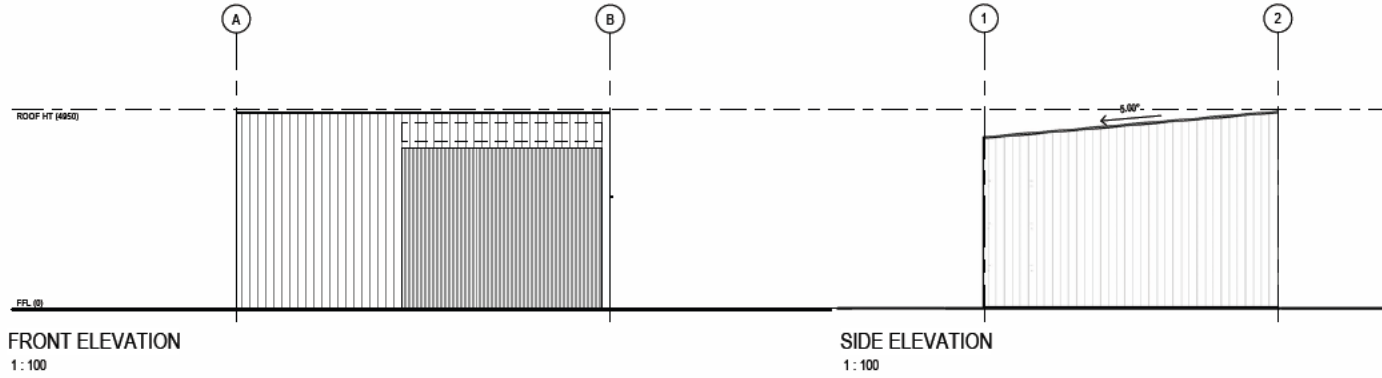
PROJECT:
 BUILDING 7

ADDRESS:
 27 AMHERST STREET,
 FREMANTLE, WA, 6160

CLIENT:
 KARL PLUNKETT

DEVELOPMENT APPLICATION

DRAWN JG	SCALE @ A3	DATE & DESCRIPTION 16/02/2025
PROJECT NO.		FOR DA
DRAWING 3D VIEWS		
DRAWING NO. AA13		REVISION B



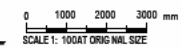
WABI SYSTEMS NOTES

GENERAL NOTES:

- CONSTRUCTION STANDARD TO COMPLY WITH AS 3648-2009 BURSTPIPE ATTACK LEVEL (SHALLOW)
- CONSTRUCTION STANDARD TO COMPLY WITH DESIGN 8 WIND LOADING AS AS/NZS 1171:2
- EXCLUDES LABOUR, ELECTRICAL COMPONENTS EXCEPT THOSE INCLUDED IN BATHPOOD, PLUMBING COMPONENTS EXCEPT THOSE INCLUDED IN BATHPOOD, PAINT, INTERNAL WALL FEATURE CLADDING, KITCHEN, BATHROOMS AND WARDROBES UNLESS ADDED IN QUOTE FOR ORDERS AS WELL AS ANY ADDITIONAL RESERVE TIME.
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DESIGN APPROVAL
 THE AUTHORIZED WABI DESIGN TO PROGRESS WITH WORKING DRAWINGS.

OWNER:

SIGNATURE:

DATE:

CITY OF FREMANTLE
 These Revised Plans Form Part of

DA0211/25

8 March 2025

PROJECT:
 BUILDING 7

ADDRESS:
 27 AMHERST STREET,
 FREMANTLE, WA, 6160

CLIENT:
 KARL PLUNKETT

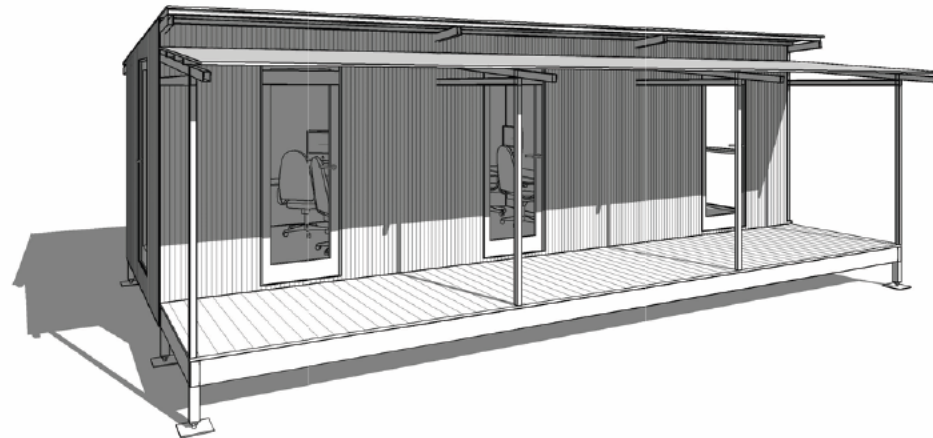
DEVELOPMENT APPLICATION		
DRAWN JG	SCALE @ A3 1: 100	DATE & DESCRIPTION 16/02/2025
PROJECT NO.	FOR DA	
DRAWING ELEVATIONS		
DRAWING NO. AA20	REVISION B	

W A B I
 DESIGN

1. THIS DRAWING IS A COMMON PRACTICE DRAWING. THE PROPERTY OF WABI DESIGN IS IN THE DESIGN & DOCUMENTATION OF THE BUILDING. THE CLIENT SHALL BE RESPONSIBLE FOR ANY CONCEPT PURPOSE DRAWING.
 2. WABI DESIGN SHALL BE RESPONSIBLE FOR THE DESIGN OF THE BUILDING.
 3. ALL WORK TO BE DONE AND COMPLY ALL MANUFACTURING DRAWINGS & DETAILS PRIOR TO THE COMMENCEMENT OF ANY WORK. WABI DESIGN, CONSULTANT, IS NOT TO BE HELD RESPONSIBLE FOR THE PERFORMANCE OF THE BUILDING.
 4. THIS DRAWING IS TO BE USED IN CONJUNCTION WITH ALL RELEVANT DESIGN SPECIFICATIONS, ARCHITECTURAL, STRUCTURAL, MECHANICAL, ELECTRICAL, PLUMBING AND SANITARY DRAWINGS AND MANUFACTURING DRAWINGS.
 5. ALL DIMENSIONS ARE TO BE IN ACCORDANCE WITH THE MOST CURRENT BUILDING REGULATIONS, AS WELL AS AUSTRIAN STANDARDS.
 6. CONSULTATIONS ARE SUBJECT TO CLIENT APPROVAL.
 7. PLUMBING AND SANITARY DRAWINGS ARE FOR INFORMATION PURPOSES ONLY.
 8. DRAWINGS FOR ILLUSTRATION PURPOSES ONLY.

CITY OF FREMANTLE
 These Revised Plans Form Part of
 DA0211/25
 8 March 2026

DRAWING SCHEDULE		
DWG No.	DESCRIPTION	REV.
AA00	COVER SHEET	A
AA10	FLOOR PLAN	A
AA13	3D VIEWS	A
AA14	3D FLOOR PLAN	A
AA20	ELEVATIONS	A
AA21	ELEVATIONS	A



W A B I
 DESIGN

1. THIS DRAWING IS A COMPUTER GENERATED DRAWING. THE PROPERTY OF WABIDesign Pty Ltd IS HEREBY ADOPTED AND ALL RIGHTS RESERVED. THIS DRAWING IS NOT TO BE USED FOR ANY OTHER PURPOSE THAN THAT FOR WHICH IT WAS PREPARED.
2. WABIDesign Pty Ltd IS NOT RESPONSIBLE FOR ANY DAMAGE TO PERSONS OR PROPERTY ARISING FROM THE USE OF THIS DRAWING.
3. ALL WORK IS TO BE DONE IN ACCORDANCE WITH THE CURRENT BUILDING REGULATIONS OF WESTERN AUSTRALIA AND ALL APPLICABLE STANDARDS AND SPECIFICATIONS.
4. THIS DRAWING IS THE PROPERTY OF WABIDesign Pty Ltd AND IS NOT TO BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT THE WRITTEN PERMISSION OF WABIDesign Pty Ltd.
5. CONSULT WITH WABIDesign Pty Ltd FOR ANY AMENDMENTS TO THIS DRAWING.
6. WABIDesign Pty Ltd IS NOT RESPONSIBLE FOR ANY DAMAGE TO PERSONS OR PROPERTY ARISING FROM THE USE OF THIS DRAWING.
7. WABIDesign Pty Ltd IS NOT RESPONSIBLE FOR ANY DAMAGE TO PERSONS OR PROPERTY ARISING FROM THE USE OF THIS DRAWING.

PROJECT:
 BUILDING 8

ADDRESS:
 27 AMHERST STREET,
 FREMANTLE, WA, 6160

CLIENT:
 KARL PLUNKETT

DEVELOPMENT APPLICATION

DRAWN KL	SCALE @ A3	DATE & DESCRIPTION 17/06/2025
PROJECT NO.		FOR DA
DRAWING COVER SHEET		
DRAWING NO. AA00	REVISION A	

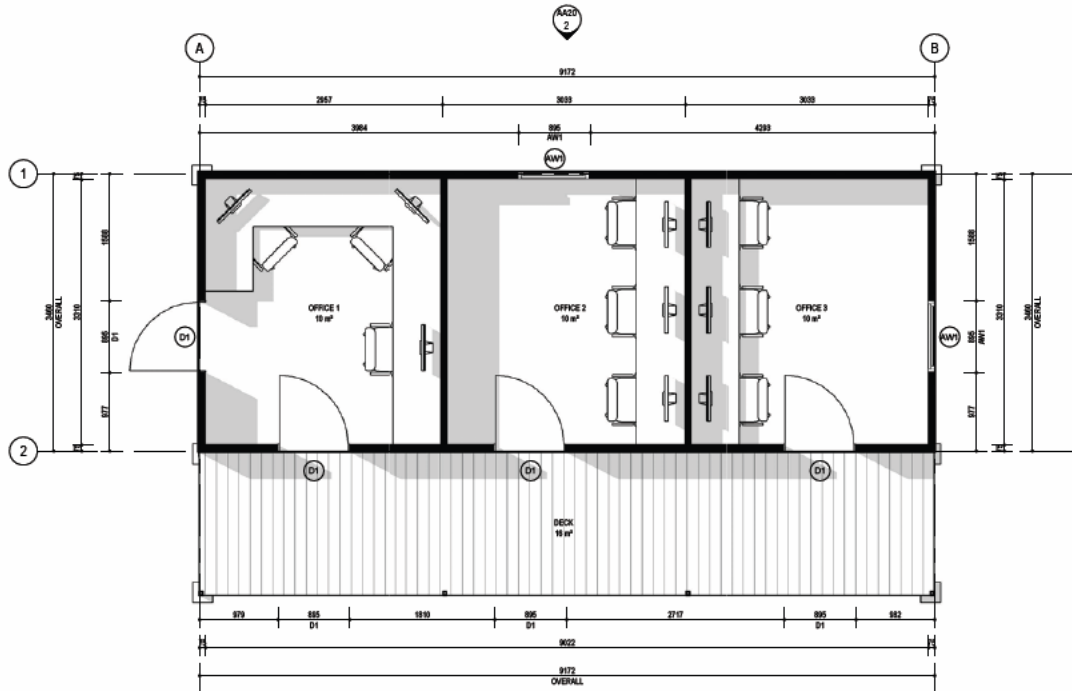
**City of Fremantle
Ordinary Meeting of Council - Agenda
8 April 2026**

**C2604-1.1
Amended Plans**

DOOR SCHEDULE			
Model	Width	Height	Count
D1	855	2400	4

WINDOW SCHEDULE			
Model	Width	Height	Count
AW1	855	2400	2

ROOM SCHEDULE	
Name	Area
DECK	16 m ²
OFFICE 1	10 m ²
OFFICE 2	10 m ²
OFFICE 3	10 m ²
Grand total	



FLOOR PLAN
1:50

CITY OF FREMANTLE
These Revised Plans Form Part of
DA0211/25
8 March 2025

- WABI SYSTEMS NOTES**
- GENERAL NOTES:**
- CONSTRUCTION STANDARD TO COMPLY WITH AS 3649-2009 BURST/FIRE ATTACK LEVEL (SHALLOW).
 - CONSTRUCTION STANDARD TO COMPLY WITH DESIGN & WIND LOADING AS APPLICABLE.
 - EXCLUDES LABOUR, ELECTRICAL COMPONENTS EXCEPT THOSE INCLUDED IN BATHPOOL, PLUMBING COMPONENTS EXCEPT THOSE INCLUDED IN BATHPOOL, PAINT, INTERNAL WALL FEATURE CLADDING, KITCHEN, BATHROOMS AND WARDROBES (UNLESS ADDED IN QUOTE FOR ORDERS) AS WELL AS ANY ADDITIONAL RESERVE ITEMS.
 - 3D IMAGES ARE FOR REPRESENTATION ONLY AND NOT TO BE REFERRED TO FOR CONSTRUCTION PURPOSES.
 - ALL DRAWINGS TO BE READ IN CONJUNCTION WITH RELEVANT SPECIFICATIONS AND MANUFACTURING DRAWINGS.
 - READ FINISHED DIMENSION IN PREFERENCE TO SCALE.
 - CHECK ALL DIMENSIONS ON SITE PRIOR TO COMMENCEMENT AND REPORT ANY DISCREPANCIES TO ARCHITECT IMMEDIATELY. REFER MANUFACTURING DRAWINGS FOR COLUMN & BEAM SIZE AND SPACING.
 - FINISHED FLOOR LEVEL OF RESIDENCE TO BE MIN 200mm ABOVE ADJACENT GROUND LEVELING.
- FLOOR PLAN NOTE:**
- DUE TO ONGOING CHANGES TO STATUTORY REQUIREMENTS AND BUILDING METHODS, SOME ASPECTS OF THIS BUILDING MAY BE AT VARIANCE TO THE ORIGINAL DISPLAY VERSION.
 - WHERE PREFERENTIAL DRAWINGS ARE PROVIDED BY THE OWNER OR THE OWNER'S AGENT, BUILDER RESERVES THE RIGHT TO MODIFY THE OWNER'S DRAWINGS TO SUIT THE BUILDER'S CURRENT CONSTRUCTION METHOD.
 - ALL STAIRS AND BALUSTRADES TO BE IN ACCORDANCE WITH NCC PART 3.8.

0 500 1000 1500 mm
SCALE 1:50 AT ORIGINAL SIZE

DESIGN APPROVAL
WE AUTHORISE WABI DESIGN TO PROGRESS WITH WORKING DRAWINGS.
OWNER:.....
SIGNATURE:.....
DATE:.....

WABI
DESIGN

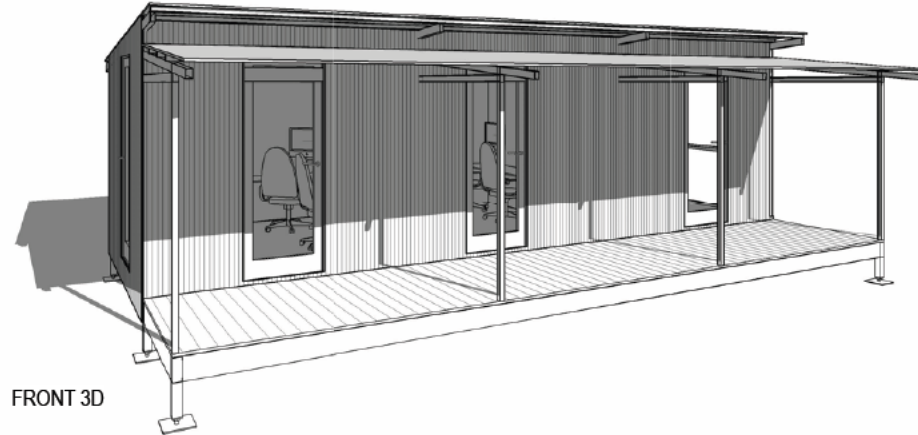
- THIS DRAWING IS A COMPUTER GENERATED DRAWING. THE PROPERTY OF WABI DESIGN IS IN THE DESIGN & NOT IN THE DRAWING. THE DRAWING IS NOT TO BE USED FOR ANY OTHER PURPOSE THAN THAT FOR WHICH IT WAS DESIGNED.
- WABI DESIGN IS NOT RESPONSIBLE FOR ANY CONSTRUCTION DEFECTS OR DAMAGE TO THE PROPERTY OF THE CLIENT.
- ALL DIMENSIONS TO BE GIVEN IN METERS UNLESS OTHERWISE SPECIFIED.
- ALL DIMENSIONS TO BE GIVEN TO THE CENTRE UNLESS OTHERWISE SPECIFIED.
- ALL DIMENSIONS TO BE GIVEN TO THE FACE UNLESS OTHERWISE SPECIFIED.
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- ALL DIMENSIONS TO BE GIVEN TO THE FACE UNLESS OTHERWISE SPECIFIED.

PROJECT:
BUILDING 8

ADDRESS:
27 AMHERST STREET,
FREMANTLE, WA, 6160
CLIENT:
KARL PLUNKETT

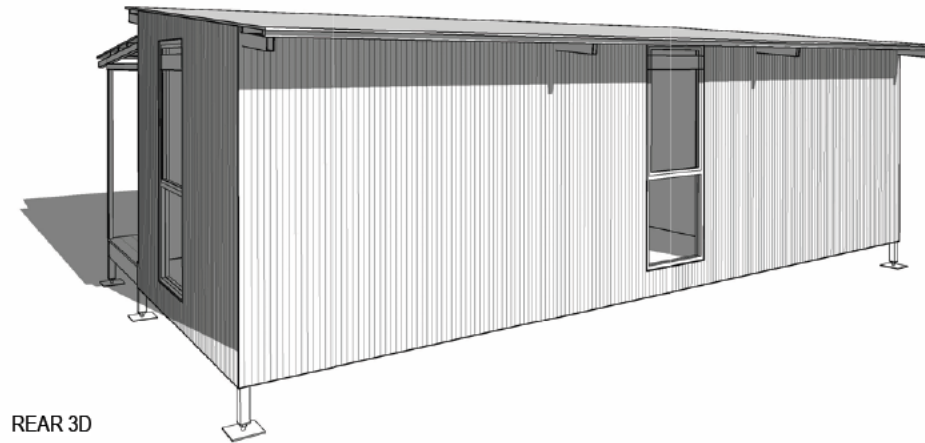
DEVELOPMENT APPLICATION

DRAWN KL	SCALE @ A3 1:50	DATE & DESCRIPTION 17/06/2025
PROJECT NO.	FOR DA	
DRAWING FLOOR PLAN		
DRAWING NO. AA10	REVISION A	



FRONT 3D

CITY OF FREMANTLE
 These Revised Plans Form Part of
 DA0211/25
 8 March 2026



REAR 3D

W A B I
 DESIGN

1. THIS DRAWING IS A COMPUTER GENERATED DRAWING OF A PROPOSED BUILDING AND IS NOT TO BE USED FOR ANY OTHER PURPOSE THAN THAT FOR WHICH IT WAS DESIGNED.
2. THE CLIENT IS RESPONSIBLE FOR OBTAINING ALL NECESSARY APPROVALS AND PERMITS FROM THE LOCAL GOVERNMENT AND OTHER RELEVANT AUTHORITIES.
3. ALL WORK TO BE DONE MUST COMPLY WITH ALL APPLICABLE REGULATIONS AND STANDARDS IN FORCE AT THE TIME OF THE COMMENCEMENT OF WORK.
4. THE CLIENT IS RESPONSIBLE FOR OBTAINING ALL NECESSARY APPROVALS AND PERMITS FROM THE LOCAL GOVERNMENT AND OTHER RELEVANT AUTHORITIES.
5. THE CLIENT IS RESPONSIBLE FOR OBTAINING ALL NECESSARY APPROVALS AND PERMITS FROM THE LOCAL GOVERNMENT AND OTHER RELEVANT AUTHORITIES.
6. THE CLIENT IS RESPONSIBLE FOR OBTAINING ALL NECESSARY APPROVALS AND PERMITS FROM THE LOCAL GOVERNMENT AND OTHER RELEVANT AUTHORITIES.
7. THE CLIENT IS RESPONSIBLE FOR OBTAINING ALL NECESSARY APPROVALS AND PERMITS FROM THE LOCAL GOVERNMENT AND OTHER RELEVANT AUTHORITIES.
8. THE CLIENT IS RESPONSIBLE FOR OBTAINING ALL NECESSARY APPROVALS AND PERMITS FROM THE LOCAL GOVERNMENT AND OTHER RELEVANT AUTHORITIES.
9. THE CLIENT IS RESPONSIBLE FOR OBTAINING ALL NECESSARY APPROVALS AND PERMITS FROM THE LOCAL GOVERNMENT AND OTHER RELEVANT AUTHORITIES.
10. THE CLIENT IS RESPONSIBLE FOR OBTAINING ALL NECESSARY APPROVALS AND PERMITS FROM THE LOCAL GOVERNMENT AND OTHER RELEVANT AUTHORITIES.

PROJECT:
 BUILDING 8

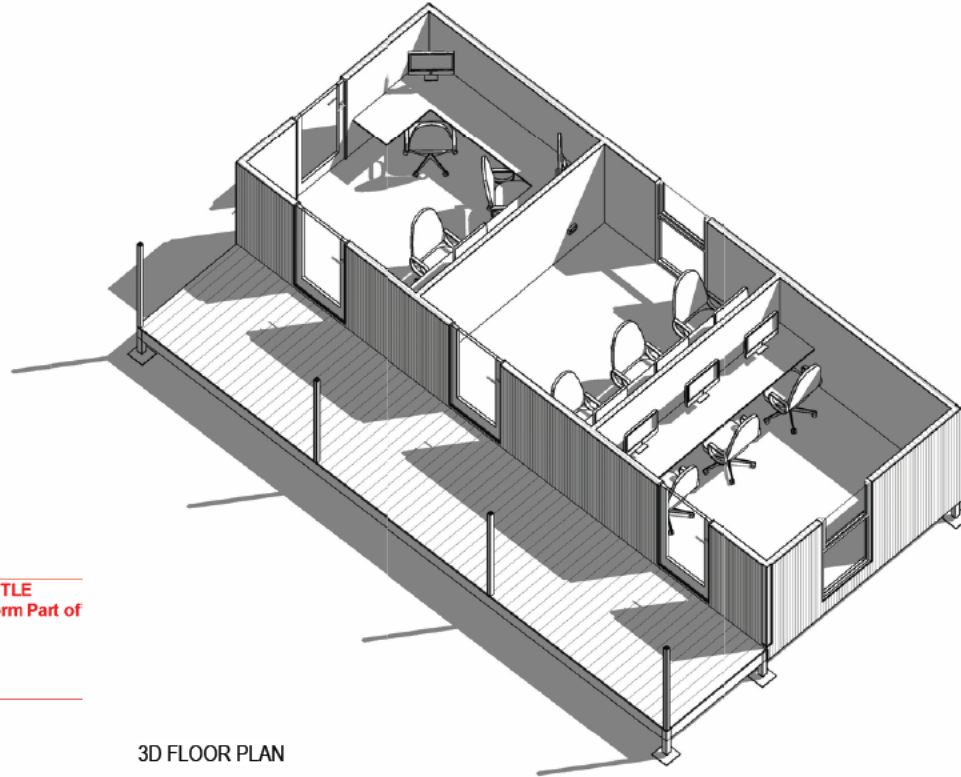
ADDRESS:
 27 AMHERST STREET,
 FREMANTLE, WA, 6160

CLIENT:
 KARL PLUNKETT

DESIGN APPROVAL
 I AUTHORISE WABI DESIGN TO
 PROGRESS WITH WORKING
 DRAWINGS.
 OWNER:
 SIGNATURE:
 DATE:

DEVELOPMENT APPLICATION

DRAWN KL	SCALE @ A3	DATE & DESCRIPTION 17/06/2025
PROJECT NO.	FOR DA	
DRAWING 3D VIEWS		
DRAWING NO. AA13	REVISION A	



CITY OF FREMANTLE
 These Revised Plans Form Part of
 DA0211/25
 8 March 2026

3D FLOOR PLAN

- WABI SYSTEMS NOTES**
- GENERAL NOTES:**
- CONSTRUCTION STANDARD TO COMPLY WITH AS 3649-2009 BURST/FIRE ATTACK LEVEL (SHALLOW)
 - CONSTRUCTION STANDARD TO COMPLY WITH DESIGN 8 WIND LOADING AS ABN22 TITLE
 - EXCLUDES LABOUR, ELECTRICAL COMPONENTS EXCEPT THOSE INCLUDED IN BATHPOOL, PLUMBING COMPONENTS EXCEPT THOSE INCLUDED IN BATHPOOL, PAINT, INTERNAL WALL FEATURE CLADDING, KITCHEN, BATHROOMS AND WARDROBES UNLESS ADDED IN QUOTE FOR ORDERS AS WELL AS ANY ADDITIONAL DESHIRE TIME.
 - 3D IMAGES ARE FOR REPRESENTATION ONLY AND NOT TO BE REFERRED TO FOR CONSTRUCTION PURPOSES.
 - ALL DRAWINGS TO BE READ IN CONJUNCTION WITH RELEVANT SPECIFICATIONS AND MANUFACTURING DRAWINGS.
 - READ FINISHED DIMENSION IN PREFERENCE TO SCALE.
 - CHECK ALL DIMENSIONS ON SITE PRIOR TO COMMENCEMENT AND REPORT ANY DISCREPANCIES TO ARCHITECT IMMEDIATELY. REFER MANUFACTURING DRAWINGS FOR COLUMN & BEAM SIZE AND SPACING.
 - FINISHED FLOOR LEVEL OF RESIDENCE TO BE MIN 200mm ABOVE ADJACENT GROUND LEVEL LIND.
- FLOOR PLAN NOTE:**
- DUE TO ONGOING CHANGES TO STATUTORY REQUIREMENTS AND BUILDING METHODS, SOME ASPECTS OF THIS BUILDING MAY BE AT VARIANCE TO THE ORIGINAL DISPLAY VERSION.
 - WHERE FEASIBLE, DRAWINGS ARE PROVIDED BY THE OWNER OR THE OWNER'S AGENT. BUILDER RESERVES THE RIGHT TO MODIFY THE OWNER'S DRAWINGS TO SUIT THE BUILDER'S CURRENT CONSTRUCTION METHOD.
 - ALL STAIRS AND BALUSTRADES TO BE IN ACCORDANCE WITH NCC PART 3.9.

DESIGN APPROVAL
 I/WE AUTHORISE WABI DESIGN TO PROGRESS WITH WORKING DRAWINGS.

OWNER.....
 SIGNATURE.....
 DATE.....



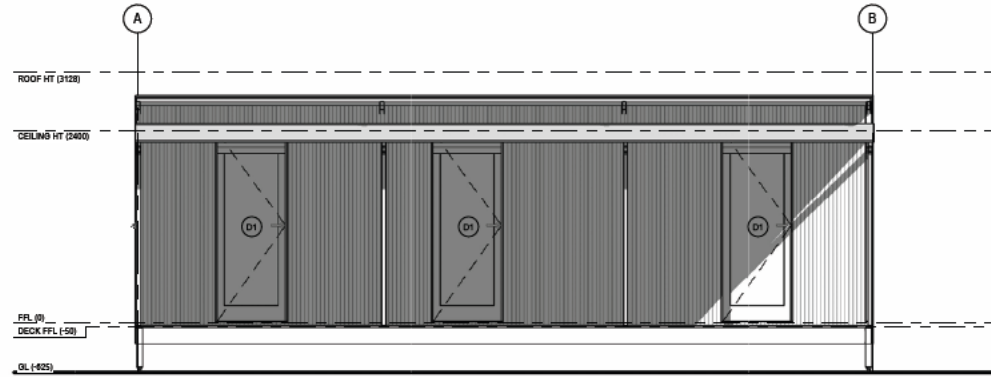
- THESE DRAWINGS CONSTITUTE THE PROPERTY OF WABI DESIGN AND ARE TO BE USED ONLY FOR THE PURPOSES SPECIFIED IN THE CONTRACT.
- NO PART OF THESE DRAWINGS IS TO BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT THE WRITTEN PERMISSION OF WABI DESIGN.
- ALL DIMENSIONS TO BE FINISHED UNLESS OTHERWISE SPECIFIED.
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PROJECT:
 BUILDING 8

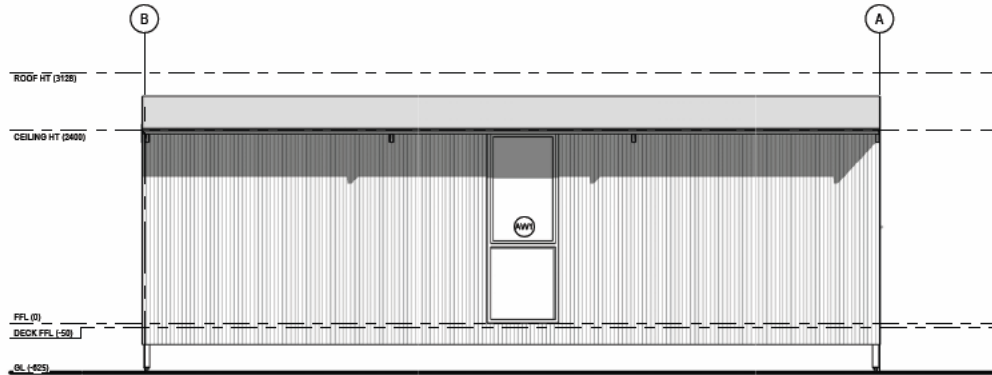
ADDRESS:
 27 AMHERST STREET,
 FREMANTLE, WA, 6160

CLIENT:
 KARL PLUNKETT

DEVELOPMENT APPLICATION		
DRAWN KL	SCALE @ A3	DATE & DESCRIPTION 17/06/2025
PROJECT NO.	FOR DA	
DRAWING 3D FLOOR PLAN		
DRAWING NO. AA14	REVISION A	

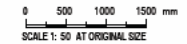


FRONT ELEVATION
 1:50



REAR ELEVATION
 1:50

- WABI SYSTEMS NOTES**
- GENERAL NOTES:**
- CONSTRUCTION STANDARD TO COMPLY WITH AS 3940-2009 BURSTING ATTACK LEVEL (S&L) OF CONSTRUCTION STANDARD TO COMPLY WITH DESIGN B WIND LOADING AS A BSENZ TYPE 1
 - EXCLUDES LABOUR, ELECTRICAL COMPONENTS EXCEPT THOSE INCLUDED IN BATHPOOD, PLUMBING COMPONENTS EXCEPT THOSE INCLUDED IN BATHPOOD, PAINT, INTERNAL WALL FEATURE CLADDING, KITCHEN, BATHROOMS AND WARDROBES UNLESS ADDED IN QUOTE FOR ORDERS AS WELL AS ANY ADDITIONAL RESPONSE TIME.
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 - FINISHED FLOOR LEVEL OF RESIDENCE TO BE MIN 200mm ABOVE ADJACENT GROUND LEVEL UNO.
- FLOOR PLAN NOTE:**
- DUE TO ONGOING CHANGES TO STATUTORY REQUIREMENTS AND BUILDING METHODS, SOME ASPECTS OF THIS BUILDING MAY BE AT VARIANCE TO THE ORIGINAL DISPLAY VERSION.
 - WHERE PRELIMINARY DRAWINGS ARE PROVIDED BY THE OWNER OR THE OWNER'S AGENT, BUILDER RESERVES THE RIGHT TO MODIFY THE OWNER'S DRAWINGS TO SUIT THE BUILDER'S CURRENT CONSTRUCTION METHODS. ALL STAIRS AND BALUSTRADES TO BE IN ACCORDANCE WITH NCC PART 3.8.



DESIGN APPROVAL
 THE AUTHORIZES WABI DESIGN TO PROGRESS WITH WORKING DRAWINGS.

OWNER.....
 SIGNATURE.....
 DATE.....

CITY OF FREMANTLE
 These Revised Plans Form Part of

DA0211/25

8 March 2025

PROJECT:
 BUILDING 8

ADDRESS:
 27 AMHERST STREET,
 FREMANTLE, WA, 6160

CLIENT:
 KARL PLUNKETT

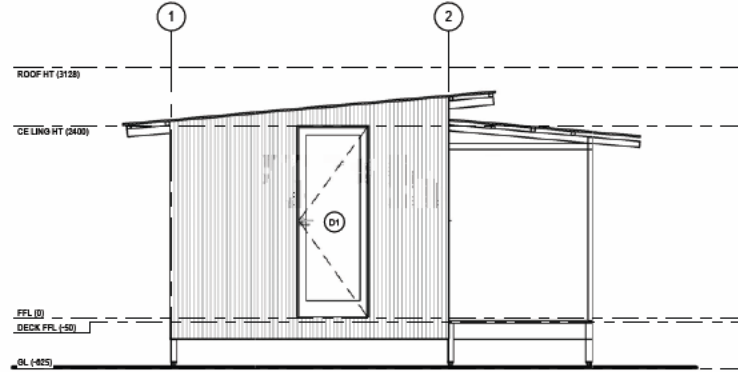
DEVELOPMENT APPLICATION

DRAWN KL	SCALE @ A3 1:50	DATE & DESCRIPTION 17/06/2025
PROJECT NO.	FOR DA	
DRAWING ELEVATIONS		
DRAWING NO. AA20	REVISION A	

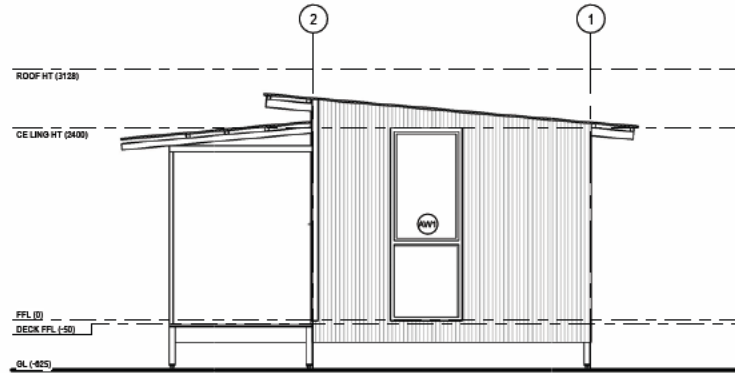
WABI DESIGN

- THIS DRAWING IS A PROFESSIONAL DESIGN DRAWING AND IS THE PROPERTY OF WABI DESIGN. IT IS NOT TO BE REPRODUCED OR USED FOR ANY OTHER PURPOSE WITHOUT THE WRITTEN PERMISSION OF WABI DESIGN.
- ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE SPECIFIED.
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CITY OF FREMANTLE
These Revised Plans Form Part of
DA0211/25
8 March 2026

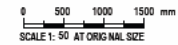


SIDE ELEVATION
1:50



SIDE ELEVATION (2)
1:50

- WABI SYSTEMS NOTES**
- GENERAL NOTES:**
- CONSTRUCTION STANDARD TO COMPLY WITH AS 3649-2009 BURST-FIRE ATTACK LEVEL (S1A) LOW
 - CONSTRUCTION STANDARD TO COMPLY WITH DESIGN 8 WIND LOADING AS ABN25 T12
 - EXCLUDES LABOUR, ELECTRICAL COMPONENTS EXCEPT THOSE INCLUDED IN BATHPOOD, PLUMBING COMPONENTS EXCEPT THOSE INCLUDED IN BATHPOOD, PAINT, INTERNAL WALL FEATURE CLADDING, KITCHEN, BATHROOMS AND WARDROBES UNLESS ADDED IN QUOTE FOR ORDERS AS WELL AS ANY ADDITIONAL BESPOKE ITEMS
 - 3D IMAGES ARE FOR REPRESENTATION ONLY AND NOT TO BE REFERRED TO FOR CONSTRUCTION PURPOSES
 - ALL DRAWINGS TO BE READ IN CONJUNCTION WITH RELEVANT SPECIFICATIONS AND MANUFACTURING DRAWINGS
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 - CHECK ALL DIMENSIONS ON SITE PRIOR TO COMMENCEMENT AND REPORT ANY DISCREPANCIES TO ARCHITECT IMMEDIATELY. REFER MANUFACTURING DRAWINGS FOR COLUMN & BEAM SIZE AND SPACING.
 - FISHED FLOOR LEVEL OF RESIDENCE TO BE MIN 200mm ABOVE ADJACENT GROUND LEVEL LIND.
- FLOOR PLAN NOTE:**
- DUE TO ONGOING CHANGES TO STATUTORY REQUIREMENTS AND BUILDING METHODS, SOME ASPECTS OF THIS BUILDING MAY BE AT VARIANCE TO THE ORIGINAL DISPLAY VERSION
 - WHERE FEASIBLE, DRAWINGS ARE PROVIDED BY THE OWNER OR THE OWNER'S AGENT. BUILDER RESERVES THE RIGHT TO MODIFY THE OWNER'S DRAWINGS TO SUIT THE BUILDER'S CURRENT CONSTRUCTION METHODS.
 - ALL STAIRS AND BALUSTRADES TO BE IN ACCORDANCE WITH NCC PART 3.8.



DESIGN APPROVAL
WE AUTHORISE WABI DESIGN TO PROGRESS WITH WORKING DRAWINGS.

OWNER.....
SIGNATURE.....
DATE.....



- THIS DRAWING IS A COMMON PRACTICE DRAWING, THE PROPERTY OF WABI DESIGN AND IS NOT TO BE REPRODUCED OR COPIED IN ANY MANNER WITHOUT THE WRITTEN PERMISSION OF WABI DESIGN.
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- ALL WORK TO BE DONE IN ACCORDANCE WITH ALL RELEVANT REGULATIONS AND STANDARDS.
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PROJECT:
BUILDING 8

ADDRESS:
27 AMHERST STREET,
FREMANTLE, WA, 6160

CLIENT:
KARL PLUNKETT

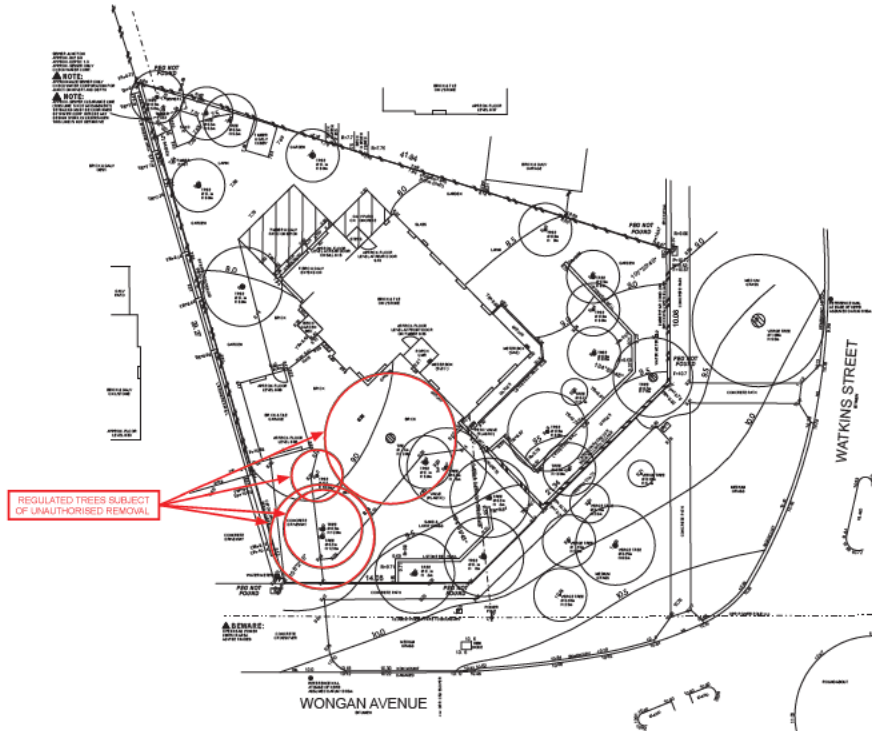
DEVELOPMENT APPLICATION

DRAWN KL	SCALE @ A3 1:50	DATE & DESCRIPTION 17/06/2025
PROJECT NO.	FOR DA	
DRAWING ELEVATIONS		
DRAWING NO.	AA21	REVISION A



TREE REMOVAL PLAN

1	Regulated Trees
2	Proposed Tree Removal
3	Proposed Tree Replacement
4	Proposed Tree Preservation
5	Proposed Tree Protection
6	Proposed Tree Pruning
7	Proposed Tree Staking
8	Proposed Tree Fencing
9	Proposed Tree Mulching
10	Proposed Tree Watering
11	Proposed Tree Fertilising
12	Proposed Tree Pruning
13	Proposed Tree Staking
14	Proposed Tree Fencing
15	Proposed Tree Mulching
16	Proposed Tree Watering
17	Proposed Tree Fertilising
18	Proposed Tree Pruning
19	Proposed Tree Staking
20	Proposed Tree Fencing
21	Proposed Tree Mulching
22	Proposed Tree Watering
23	Proposed Tree Fertilising
24	Proposed Tree Pruning
25	Proposed Tree Staking
26	Proposed Tree Fencing
27	Proposed Tree Mulching
28	Proposed Tree Watering
29	Proposed Tree Fertilising
30	Proposed Tree Pruning
31	Proposed Tree Staking
32	Proposed Tree Fencing
33	Proposed Tree Mulching
34	Proposed Tree Watering
35	Proposed Tree Fertilising
36	Proposed Tree Pruning
37	Proposed Tree Staking
38	Proposed Tree Fencing
39	Proposed Tree Mulching
40	Proposed Tree Watering
41	Proposed Tree Fertilising
42	Proposed Tree Pruning
43	Proposed Tree Staking
44	Proposed Tree Fencing
45	Proposed Tree Mulching
46	Proposed Tree Watering
47	Proposed Tree Fertilising
48	Proposed Tree Pruning
49	Proposed Tree Staking
50	Proposed Tree Fencing
51	Proposed Tree Mulching
52	Proposed Tree Watering
53	Proposed Tree Fertilising
54	Proposed Tree Pruning
55	Proposed Tree Staking
56	Proposed Tree Fencing
57	Proposed Tree Mulching
58	Proposed Tree Watering
59	Proposed Tree Fertilising
60	Proposed Tree Pruning
61	Proposed Tree Staking
62	Proposed Tree Fencing
63	Proposed Tree Mulching
64	Proposed Tree Watering
65	Proposed Tree Fertilising
66	Proposed Tree Pruning
67	Proposed Tree Staking
68	Proposed Tree Fencing
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71	Proposed Tree Fertilising
72	Proposed Tree Pruning
73	Proposed Tree Staking
74	Proposed Tree Fencing
75	Proposed Tree Mulching
76	Proposed Tree Watering
77	Proposed Tree Fertilising
78	Proposed Tree Pruning
79	Proposed Tree Staking
80	Proposed Tree Fencing
81	Proposed Tree Mulching
82	Proposed Tree Watering
83	Proposed Tree Fertilising
84	Proposed Tree Pruning
85	Proposed Tree Staking
86	Proposed Tree Fencing
87	Proposed Tree Mulching
88	Proposed Tree Watering
89	Proposed Tree Fertilising
90	Proposed Tree Pruning
91	Proposed Tree Staking
92	Proposed Tree Fencing
93	Proposed Tree Mulching
94	Proposed Tree Watering
95	Proposed Tree Fertilising
96	Proposed Tree Pruning
97	Proposed Tree Staking
98	Proposed Tree Fencing
99	Proposed Tree Mulching
100	Proposed Tree Watering



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 DA0037/26
 3 Feb 2026

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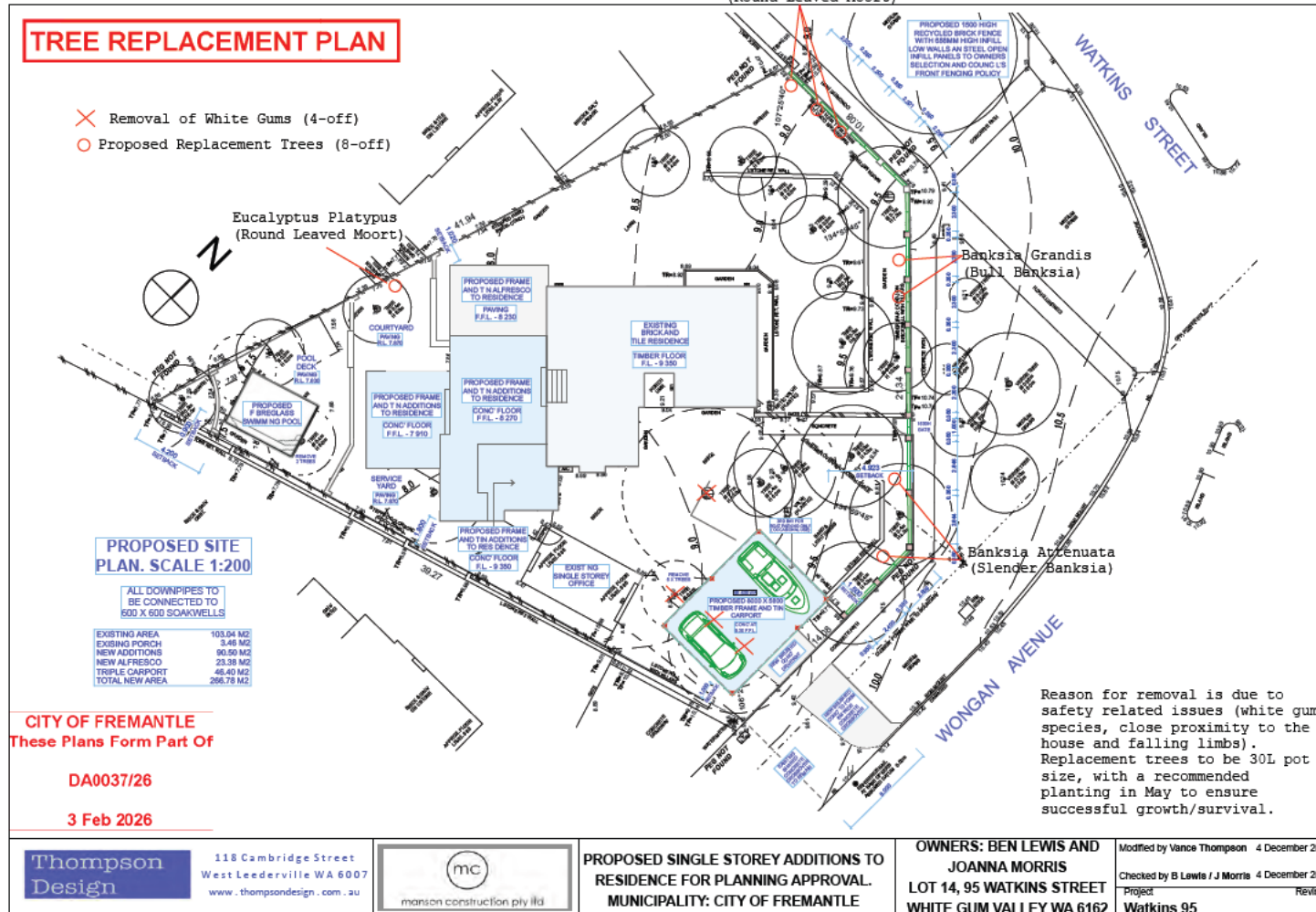
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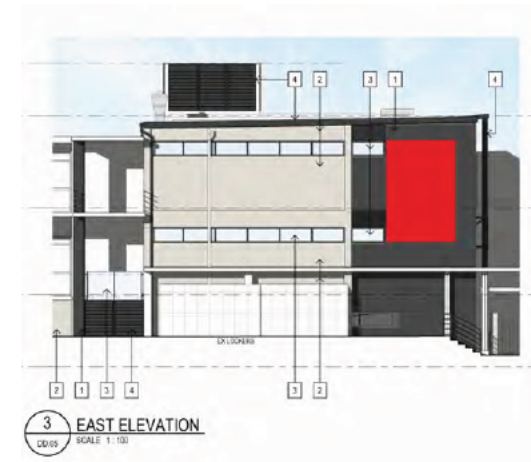
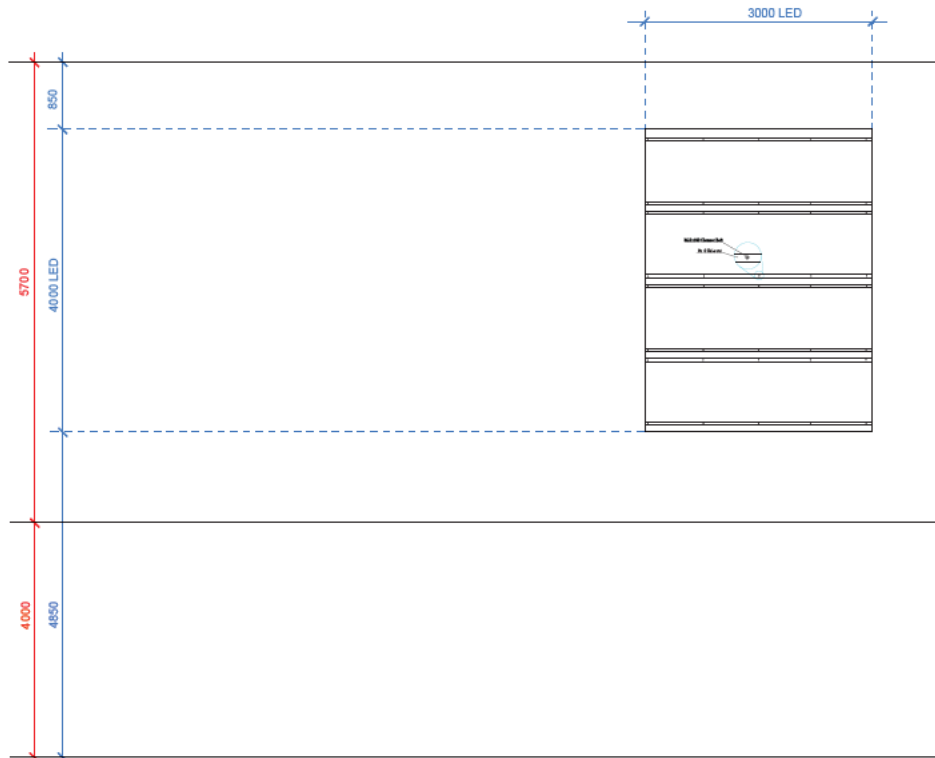
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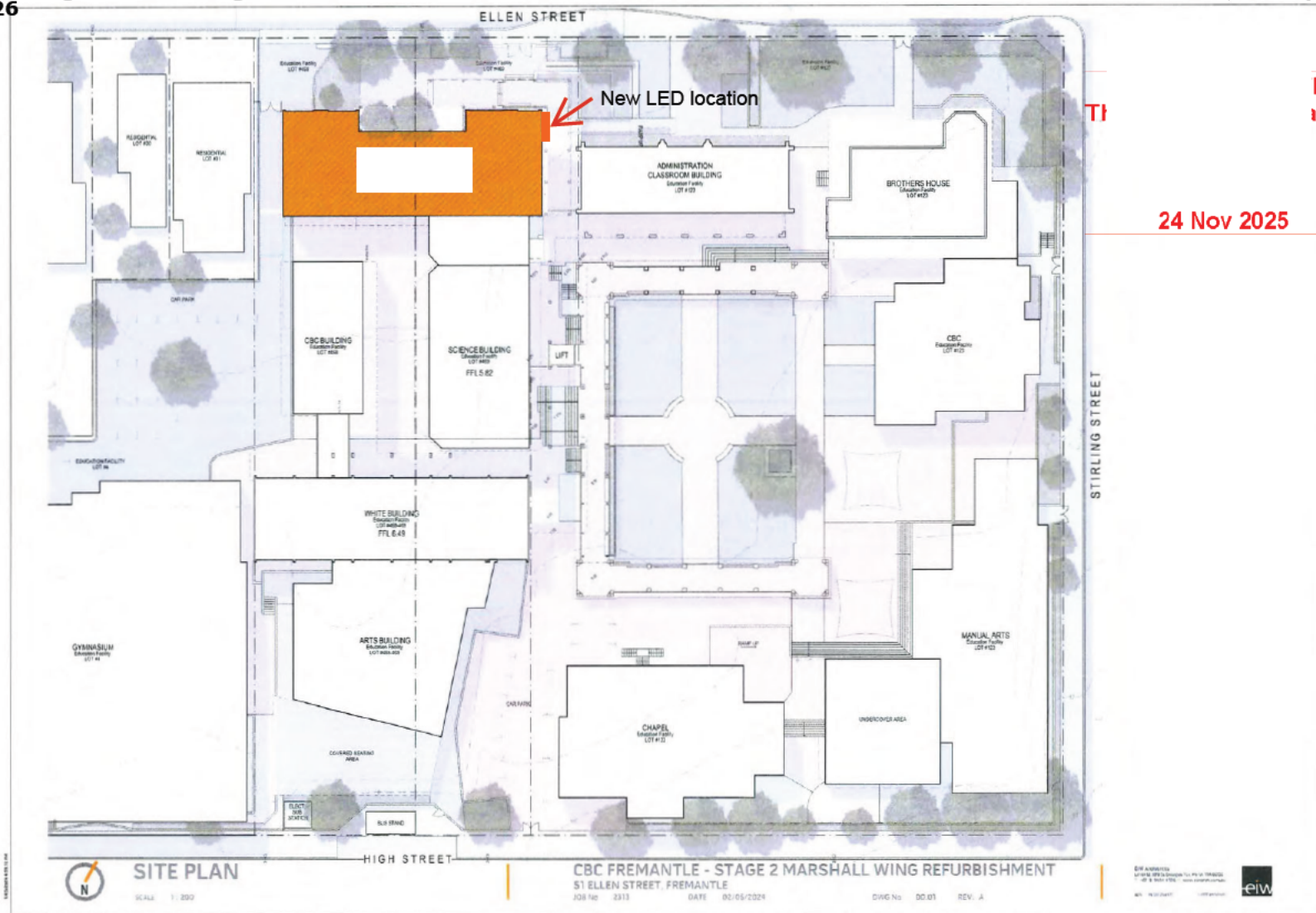
COTTAGE SURVEYS 87-89 Guthrie Street Osborne Park, WA 6017 P: (08) 9446 7361 E: info@cottage.surveys.au W: www.cottage.surveys.au	JOB # 375207 ADDRESS #82 WATKINS STREET SUBURB WILHELMINA LOCALITY CITY OF FREMANTLE DRAWN S. Smith	GPS Lat: -32.059693 Long: 115.744027 LOT Lot 14 (Plan 6027) AREA 941m ² VOL 1406 POL 102 DATE 20 May 24 SEA no	ROADS Bitumen KERBS See Survey FOOTPATH Concrete SOIL Sand DRAINAGE Good VEGETATION Medium Green Cover	ELEC Upground / Overhead COMMS Yes WATER Yes GAS Check Above SEWER Yes COASTAL No
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 DA0411/25
 24 Nov 2025



	Vidiser Australia Pty Ltd VIDISER.COM.AU	Color Key RED SERVICES BY OTHERS BLUE AV EQUIPMENT GREY SERVICE DIMENSIONS TBC		Name	No. Date Description No.	Project File CBC OUTDOOR LED	Job Number PJN 1350
		Client Name/ Address Consultant #4 Drawing Date MTS			Project Manager TCT Designer TRT Checked By TRT	Drawing Title ELEVATIONS CBC OUTDOOR LED	Revision No. 1 Date 21/1/2025 Drawn By TCT

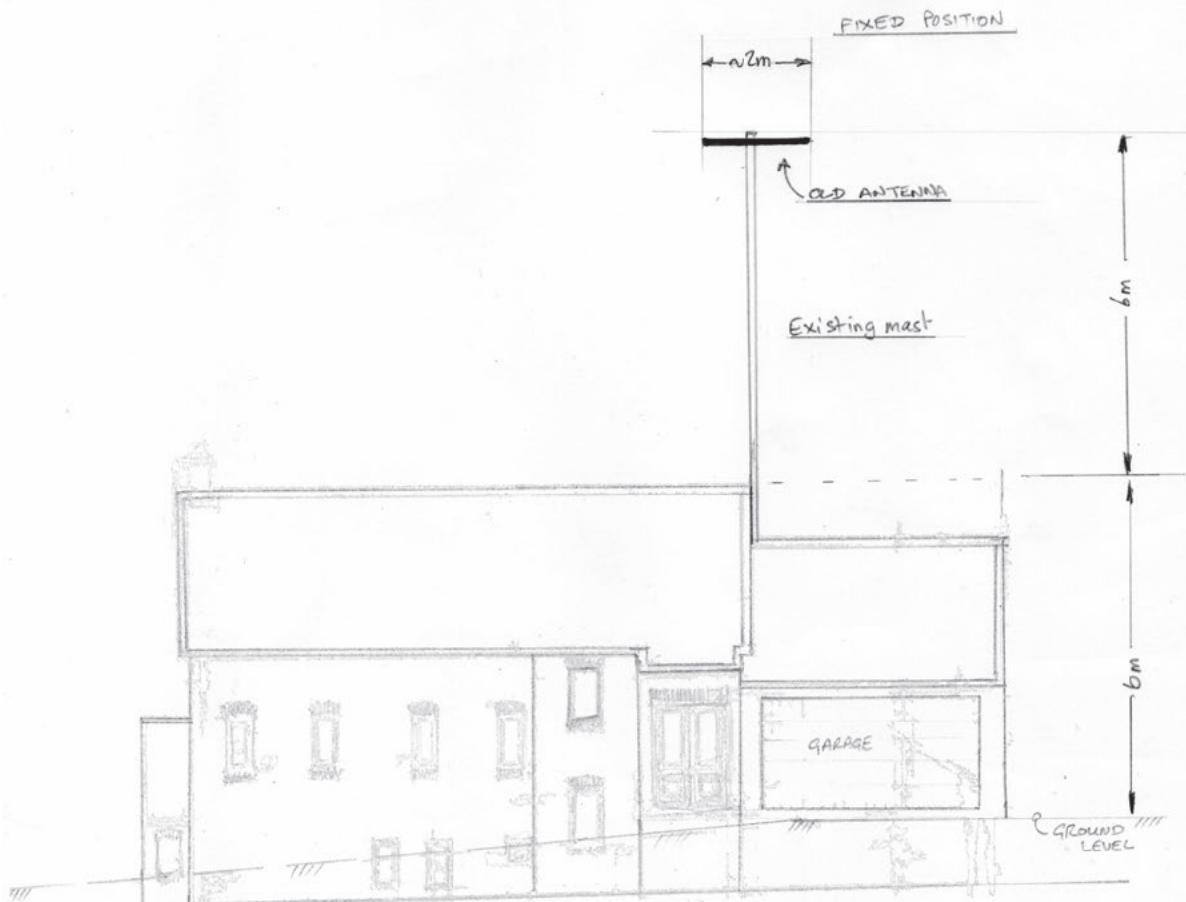


①

7, OLD STREET, FREMANTLE, 6160

- SOUTHERN ELEVATION SHOWING ORIGINAL ANTENNA MAST AND EQUIPMENT.
- MAST IS STANDARD, DOUBLE GUYED POLE AT 6m ABOVE THE ROOF LINE.
- INSTALLED DURING HOUSE CONSTRUCTION IN ~1996.

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DA0390/25
10 March 2026

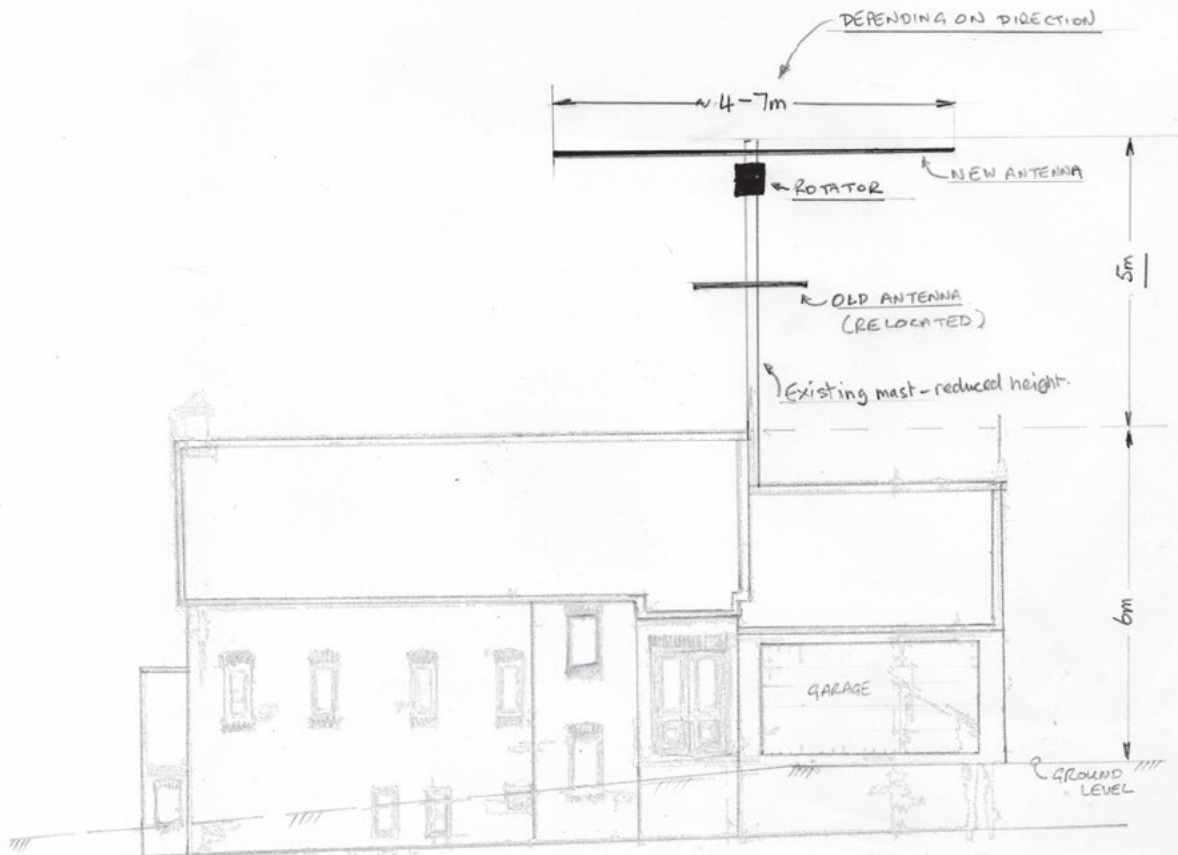


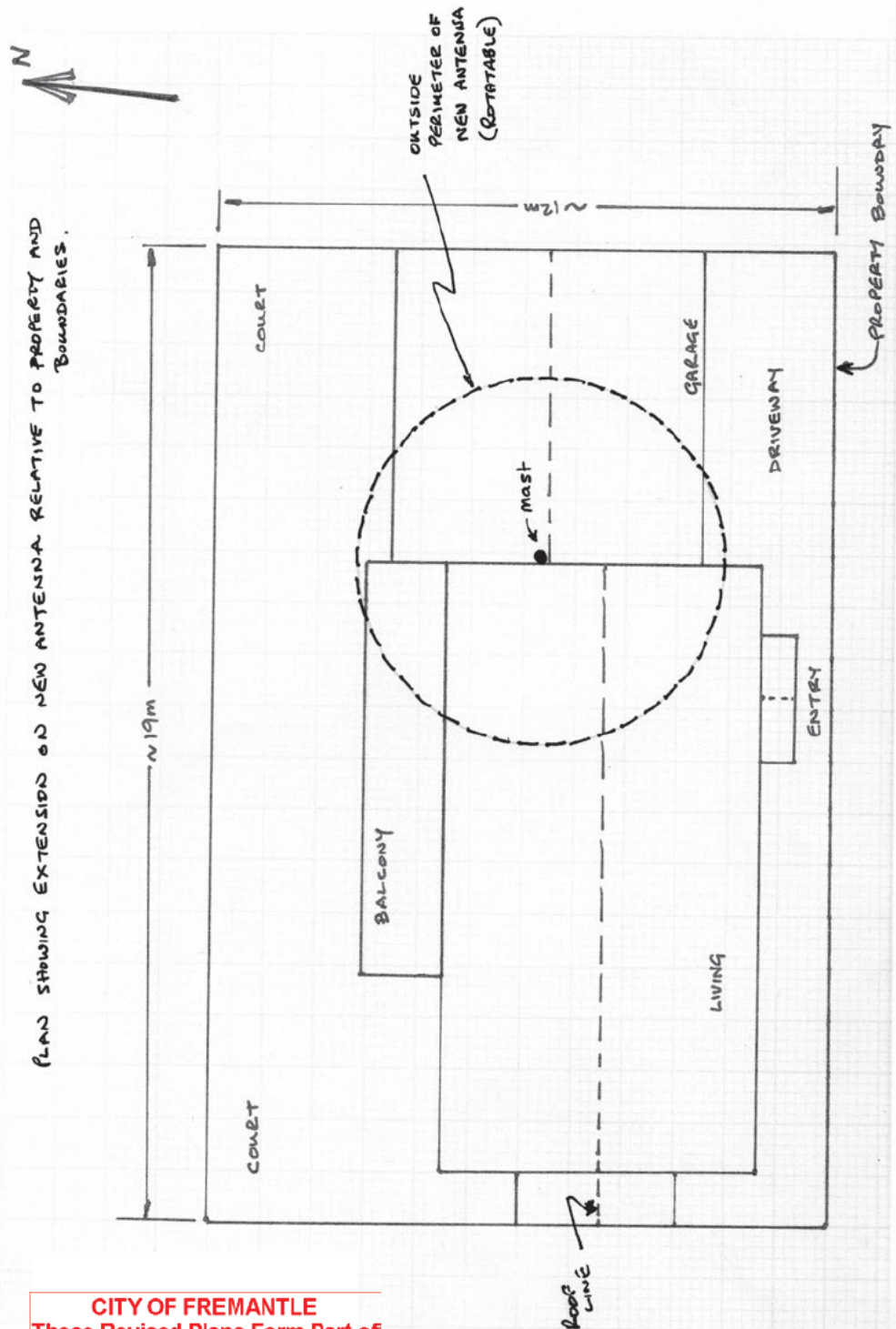
②

7 ORD STREET, FREMANTLE, 6160

- SOUTHERN ELEVATION SHOWING RE-CONFIGURED MAST AND ADDITIONAL ANTENNA INSTALLATION.
- NEW ANTENNA IS 1.1M LOWER THAN OLD ANTENNA, INSTALLED IN 1996.
- NEW ANTENNA IS ROTATABLE AND IS APPROX. 7m x 4m. (SEE PLAN)
- GUY-LINES UNCHANGED AND NOT SHOWN FOR CLARITY.

CITY OF FREMANTLE
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DA0390/25
10 March 2026





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These Revised Plans Form Part of
DA0390/25
10 March 2026

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3

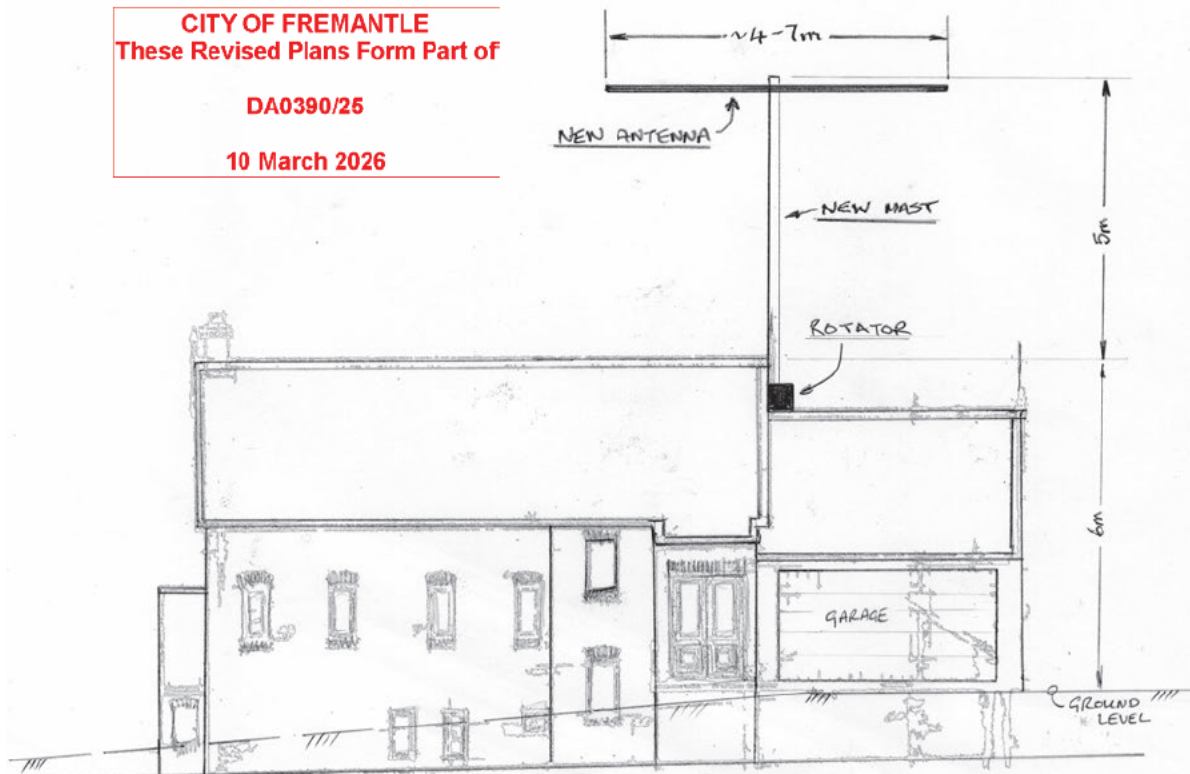
7, ORD STREET, FREMANTLE, 6160

- SOUTHERN ELEVATION SHOWING PROPOSED, IMPROVED MAST AND ANTENNA INSTALLATION.
- PROPOSED ANTENNA REMAINS 1M LOWER THAN THE LEGACY INSTALL.
- GUY-LINES REMAIN UNCHANGED AND NOT SHOWN FOR CLARITY.
- NEW EQUIPMENT: ROTATOR, MAST, CLAMPS, ANTENNA ARE ALL MARINE-GRADE STAINLESS OR CORROSION RESISTANT, TREATED ALUMINIUM, TO ENHANCE AND PRESERVE THE AESTHETIC QUALITY OF THE INSTALLATION.

CITY OF FREMANTLE
These Revised Plans Form Part of

DA0390/25

10 March 2026



COVER PAGE



**City of Fremantle
Local Planning Scheme No. 4**

Amendment No. 89

Summary of Amendment Details

*Amendment to change the permissibility of Convenience Stores in the City Centre,
Neighbourhood Centre and Local Centre zones.*

FORM 2A

Planning and Development Act 2005

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

*City of Fremantle
Local Planning Scheme No. 4
Amendment Number 89*

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 land use permissibility of 'Convenience Stores' in the 'City Centre', Neighbourhood Centre', 'Local Centre' and 'Industrial' zones from 'P' to 'A'.

The amendment is standard under the provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015* for the following reason(s):

1. An amendment that would have minimal impact on land in the scheme area that is not the subject of the amendment.

Dated this _____ day of _____ 20__

(Chief Executive Officer)

SCHEME AMENDMENT REPORT (Section A)

1.0 INTRODUCTION

Purpose of amendment

The amendment seeks to amend Table 1 – Zoning to make ‘Convenience Stores’ an ‘A’ use in the Local, Neighbourhood, City Centre, and Industrial zones.

Reason for type of amendment

The amendment is Standard as it would have minimal impact on land in the scheme area that is not the subject of the amendment.

2.0 SITE AND CONTEXT ANALYSIS

Current zones and land uses

The Neighbourhood and Local Centre zones are spread throughout the City and provide local and weekly shopping opportunities for residents, with Local Centre zones tending to be larger and drawing from a correspondingly larger catchment area. These centres have existing grocery retailers to service daily and weekly shopping.

The City Centre zone provides for a full range of shopping, entertainment, social and recreational needs. The City Centre is currently served by two major grocery retailers, being a Coles on Cantonment Street near the rail station, and an IGA near Walyalup Kort.

The Industrial zone includes a concentration of heavy and light industrial uses that need separation from residential uses. These Industrial uses are key for supporting manufacturing and logistics for businesses throughout the city.

A ‘Convenience Store’ is currently a ‘P’ use in the above zones, meaning no planning approval is required.

Heritage (built, cultural and natural)

Part of the City Centre is listed as an area of State Significance, meaning that planning approval is required for most works. Many Local and Neighbourhood Centres also have individually locally listed sites that would require approval prior to works.

3.0 STATE PLANNING FRAMEWORK

Region scheme

Local and Neighbourhood Centres are zoned ‘Urban’ under the Metropolitan Region Scheme (‘MRS’). The City Centre is zoned ‘Central City’ under the MRS, reflecting its identification under the Frameworks as an ‘Activity Centre’. The Urban zone seeks to provide for residential development and associated local employment, recreation and open space, shopping, schools and other community facilities. The Amendment is consistent with the MRS zoning.

State planning policies

SPP 4.2 Activity Centres for Perth and Peel

Under SPP 4.2, the City Centre zone is an Activity Centre intended to accommodate a mix of retail, commercial and residential development that supports accessibility, local amenity and efficient use of land.

Planning and Development (Local Planning Schemes) Regulations 2015

Under cl. 61(2) of the Regulations, a 'P' use does not require planning approval for the use component of the development, but may require approval for works.

Under cl. 61(3) of the Regulations, if a 'Convenience Store' is a 'D' use in a Commercial, Centre or Mixed Use zone, it does not require planning approval if it does not sell petroleum products.

4.0 LOCAL PLANNING FRAMEWORK

Local planning strategy

The Local Planning Strategy was adopted in 2026 and asserts that the growth and revitalisation of the City Centre, along with the maintenance of smaller-scale centres, are strategic priorities for the City that, while at different ends of the scale, support a robust sustainable urban form, local character, and economic vitality. A review of future retail demand, considering evolving contexts and population growth, is essential to manage expectations and support centre scale and growth potential. Such a review would consider preferred and expected land uses.

Within Local and Neighbourhood Centres, the City will aim to provide for medium and higher densities in or around these centres, harmonising with their scale, to uphold the longevity of commercial activities and encourage housing diversity.

Within the City Centre, as Perth's second city, ocean gateway, and a vibrant contemporary place, it plays a leading role in supporting urban and economic development on a regional scale. The focus is on optimising employment opportunities, supporting a resilient 7-day-a-week economy, facilitating land use diversification, and accommodating residential intensification. A spatial framework sets out the City's intended goals with respect to urban renewal, including making the City easier to walk and bike around while reducing vehicle dependency.

Industrial zones provide for the manufacturing, processing, fabrication, storage and similar industries. These industries complement other businesses throughout the city. The Strategy calls for a review of the existing scheme provisions related to the O'Connor Industrial area to ensure they are effective and protect the objectives of the Industrial zone. This review would include land use permissibility and land fragmentation to ensure that the area can be retained as a predominantly industrial area and prohibit uses that would conflict with the industrial nature of the area.

Local planning scheme

A Convenience Store is currently a 'P' use in the Local, Neighbourhood and City Centre zones.

The Objectives of the zones are as follows:

City Centre

Development within the city centre zone shall —

- (i) provide for a full range of shopping, office, administrative, social, recreation, entertainment and community services, consistent with the region-serving role of the centre and including residential uses, and

- (ii) comply with the objectives of local planning area 1 of schedule 7,
- (iii) conserve places of heritage significance the subject of or affected by development.

Neighbourhood centre zone

Development within the neighbourhood centre zone shall—

- (i) provide for weekly and convenience retailing including small-scale shops, showrooms, cafes, restaurants, consulting rooms, entertainment, residential (at upper levels), recreation, open spaces, local offices, cottage industry, health, welfare and community facilities which serve the local community, consistent with the local—serving role of the centre,
- (ii) encourage the provision of suitable and accessible services to residents of the locality,
- (iii) ensure that development is not detrimental to the amenity of adjoining owners or residential properties, and
- (iv) conserve places of heritage significance the subject of or affected by the development.

Local centre zone

Development within the local centre zone shall —

- (i) provide for the daily and convenience retailing, shops, café, office, administration and residential uses (at upper levels or where proposed as part of a mixed use development) which serve the local community and are located within and compatible with residential areas,
- (ii) ensure that development is not detrimental to the amenity of adjoining owners or residential properties in the locality, and
- (iii) conserve places of heritage significance the subject of or affected by the development.

Industrial zone

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.

5.0 PROPOSAL

Detailed description of the amendment

The amendment seeks to amend Table 1 – Zoning to make ‘Convenience Stores’ an ‘A’ use in the Local, Neighbourhood and City Centre zones.

Though not part of the Amendment, this change will be accompanied by a corresponding Local Planning Policy setting out assessment criteria for Convenience Stores.

Planning justification

At the 11 February 2026 Ordinary Council Meeting, Council resolved to:

Request that the Chief Executive Officer prepare a scheme amendment, prior to the preparation of a new scheme, that changes the land use permissibility of Convenience Stores to be an 'A' use in all zones except in Residential zones where it should remain an X use.

The reason for the amendment was that:

Members of our community first raised concerns about the number of "convenience type" shops in November 2024 and since then the number of these shops in the CBD has more than doubled. The change to the scheme will require future Convenience stores to lodge a development application that is publicly advertised and allow the City of Fremantle to consider any further increase in the number of convenience shops in Fremantle.

A significant proportion of these outlets have commenced operations within the past 18 months, indicating a rapid and concentrated growth pattern that is not reflective of long-term commercial trends or genuine market demand. This accelerated expansion has led to a proliferation of a single, low-diversity land use, which in turn poses a strategic risk to the City's objectives for land-use variety, economic resilience, and provision of a balanced retail environment.

The dominance of convenience-type shops within a relatively small geographic area reduces the capacity of the City Centre to support a full mix of uses, limiting opportunities for more diverse retail, hospitality, cultural, and service-based activities. This imbalance can undermine the role of the City Centre as a regional activity hub capable of offering a broad and complementary retail experience. It also contradicts the strategic planning intention to maintain vibrant and varied activity centres across Fremantle.

Given the rising popularity and low entry threshold of these uses, there is a significant risk that the same pattern of saturation may extend into the Neighbourhood Centre, Local Centre, and Industrial zones, where convenience stores are currently a permitted use ('P'). Unchecked, such expansion could diminish the intended function of these zones, particularly their ability to support local services, employment diversity, and compatible land uses, while also competing with and displacing other essential commercial offerings.

In addition to land-use impacts, the City has received substantial community concern regarding the operation of certain convenience stores as fronts for the sale of illicit tobacco products. The illegal trade in tobacco has been linked to organised criminal networks, and jurisdictions across Perth and Australia have reported escalating incidents of violence, arson, and targeted property damage associated with criminal retaliation and attempts to control illicit markets. The emergence of such risks poses serious implications for community safety, business confidence, and the reputation and vitality of Fremantle's activity centres.

Together, these issues demonstrate the need for greater oversight and public accountability in the establishment of future convenience stores across the City. Requiring such proposals to be publicly advertised and assessed through a discretionary ('A') use process will enable the City to:

- Evaluate the cumulative impact of proposed stores on centre function and land-use diversity.
- Ensure new uses contribute positively to the strategic objectives for each zone.

- Consider potential amenity, safety, and community-impact concerns raised during public advertising.
- Prevent over-concentration of a single use and mitigate the risk of criminal activity associated with certain operators.

This amendment therefore provides a proportionate policy response that protects the integrity of Fremantle's centres, supports community expectations, and restores the City's ability to manage land-use outcomes appropriately.

ADVERTISED AMENDMENT

Planning and Development Act 2005

RESOLUTION TO AMEND LOCAL PLANNING SCHEME

**City of Fremantle
Local Planning Scheme No. 4
Amendment No. 89**

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 land use permissibility of 'Convenience Stores' in the 'City Centre', Neighbourhood Centre', 'Local Centre' and 'Industrial' zones from 'P' to 'A'.**

FORM 6A

COUNCIL ADOPTION

This Standard Amendment was adopted by resolution of the Council of the City of Fremantle at the ordinary meeting of Council held on the _____ day of _____, 20__.

.....
MAYOR

.....
CHIEF EXECUTIVE OFFICER

COUNCIL RESOLUTION TO ADVERTISE

by resolution of the Council of the City of Fremantle at the ordinary meeting of Council held on the _____ of _____ 20__, proceed to advertise this Amendment.

.....
MAYOR

.....
CHIEF EXECUTIVE OFFICER

COUNCIL RECOMMENDATION

In accordance with regulation 50(3) (standard amendment) of the Planning and Development (Local Planning Scheme) Regulations 2015, this Amendment is _____ by resolution of the City of Fremantle ordinary meeting of the Council held on the _____ of _____ 20__ 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.....



LOCAL PLANNING SCHEME NO.4

Amendment No. 74

City of Fremantle

FEBRUARY 2026

CLE Town Planning + Design

Title	Local Planning Scheme No. 4 Amendment No. 74 City of Fremantle
Prepared for	[REDACTED]
Cover image source	Google Maps
Date	23 February 2026
Status	Final
Prepared by	CLE Town Planning + Design
CLE reference	3796Rep8A

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Planning and Development Act 2005

RESOLUTION TO ADOPT AMENDMENT TO

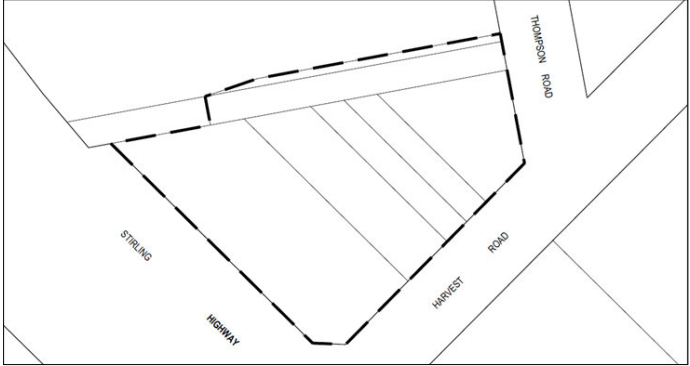
LOCAL PLANNING SCHEME

CITY OF FREMANTLE

LOCAL PLANNING SCHEME NO. 4 - AMENDMENT NO. 74

RESOLVED that the local government pursuant to section 75 of the *Planning and Development Act 2005*, amend the City of Fremantle Local Planning Scheme No.4 by:

1. Modifying the Scheme Text and Map to create Schedule 7 Sub Area 3.3.6 comprising Lot 100 (No.2), Lot 5 (No.6), Lot 305 (No.6A), Lot 306 (No.8A) and Lot 7 (No.8) Harvest Road, North Fremantle as follows:

<p>Sub Area 3.3.6</p> 	
<p>Additional development standards</p> <p>a) In applying (b) Additional Development Standards within Sub Area 3.3.6: · Clause 3.1 'Height standard' and clause 3.2 'Matters to be considered in applying general and specific height controls' of Local Planning Area 3 do not apply; and b) Additional development standards shall be in accordance with the criteria and standards set out in the table below:</p>	
<p>Criteria to be met in order for additional development standards to apply (all criteria to be met)</p> <ol style="list-style-type: none"> 1. Development site is to comprise an amalgamated land parcel comprising of Lot 100 (No. 2), Lot 5 (No. 6), Lot 305 (No. 6A), Lot 306 (No. 8A) and Lot 7 (No. 8) Harvest Road, North Fremantle. 2. Development shall provide passive surveillance of the northern vehicle accessway from multiple vantage points. 3. Notwithstanding the density of the additional development standards, development having due regard to any local planning policy on tree retention or protection. 	<p>Additional development standards</p> <p>Residential density of R160. All development shall be in accordance with the Residential Design Codes.</p>

<p>Vehicle Accessway</p> <p>4. All residential vehicle access and non residential service access, including waste and employee parking, is to be via the northern vehicle accessway (Lot 434 Thompson Road, North Fremantle). No vehicle access is permitted from Stirling Highway, or directly from Thompson Road.</p> <p>5. Minor and limited vehicle access for visitor and/or customer parking purposes may be considered from Harvest Road for non residential land uses only.</p> <p>6. The new northern vehicle access way to the north of the sub area shall be designed to provide vehicle and pedestrian access to the residential lots as well as the North Fremantle Community Hall and associated facilities.</p> <p>7. Prior to construction of the development, a legal agreement between the City and the proponent shall be signed and/or a condition of planning approval shall require that, prior to occupation of the development, the northern vehicle accessway is to be constructed to the City of Fremantle's standards and satisfaction at the proponent's cost.</p> <p>Waste Collection</p> <p>8. All development is to be designed to facilitate a vehicle turning area wholly or partially onsite to accommodate a standard waste collection vehicle entering and exiting Thompson Road in forward gear without encroaching onto the reserve.</p>	
<p>Note: Where the above criteria are not met, the general height requirements in 3.1 and Matters to be considered of 3.2 above apply in addition to the density shown on the Scheme map.</p>	

2. Modifying the Scheme Map to rezone a portion of Lot 434 (No.4) & Lot 497 (No.6) Thompson Road, North Fremantle from 'Open Space' reserve to no zone (road reservation) as shown on the Scheme (Amendment) Map.
3. Modifying Schedule 2 – Additional Uses by adding a new row as follows:

No.	Description of Land	Additional Use	Conditions
4	Lot 100 (No.2), Lot 5 (No.6), Lot 305 (No.6A), Lot 306 (No.8A) and Lot 7 (No.8) Harvest Road, North Fremantle	Consulting rooms Medical centre Office Restaurant/café Shop	<ol style="list-style-type: none"> 1. The additional uses are 'D' uses. 2. The uses are part of a development considered or approved using the 'Additional development standards' of Schedule 7, sub area 3.3.6.

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

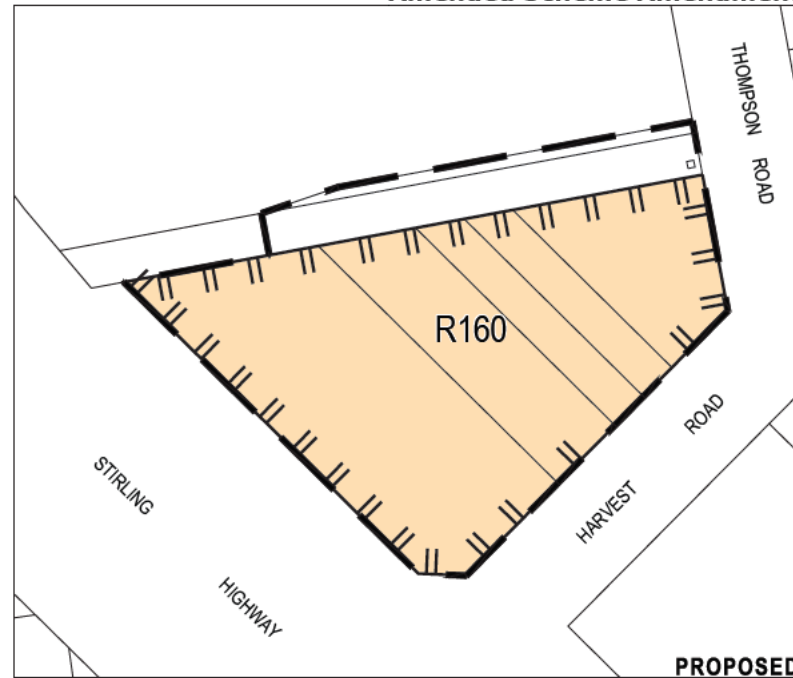
- The Amendment is not addressed by any local planning strategy; and
- The Amendment relates to development that is of a scale, or will have an impact, that is significant relative to development in the locality.






Date of Council Resolution.....

.....

(Chief Executive Officer)

Dated this day of 20.....



LEGEND	
	Amendment Area
REGION SCHEME RESERVES (MRS)	
	Primary Regional Road
LOCAL SCHEME RESERVES	
	Open Space
LOCAL SCHEME ZONES	
	Residential
OTHER CATEGORIES	
	R20 Residential Design Code



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Figure 1: Site Plan

Figure 2: Context Plan

Figure 3: Proposed LPS 4 Zoning

Figure 4: 3D Visualisation of Indicative Built Form Outcome

Figure 5: Central Sub-Regional Planning Framework

Figure 6: Local Planning Strategy 2001

Figure 7: Draft City of Fremantle Local Planning Strategy (2025)

Figure 8: North Fremantle District Centre

Figure 9: Metropolitan Region Scheme Zoning

Figure 10: Local Planning Scheme No. 4 Zoning

Figure 11: Laneway Concept

Figure 12: Transcore Swept Path Analysis

Figure 13: Map showing heritage places around the Amendment Area

Tables

Table 1: Lot Details of Amendment Area

Appendices

Appendix 1: Traffic Impact Assessment (Transcore)

Appendix 2: Heritage Assessment (Griffiths Architects)



1. Introduction & Background

1.1 Proposal Overview

This Amendment to the City of Fremantle's Local Planning Scheme No. 4 ('LPS 4') has been prepared by CLE Town Planning + Design on behalf of the landowners of Lot 100 (No.2), Lot 5 (No.6), Lot 305 (No.6A), Lot 306 (No.8A) and Lot 7 (No.8) Harvest Road, North Fremantle (herein referred to as 'the private landholdings'). This amendment also applies to land owned by the State of Western Australia, namely lots 434 (No.4) & lot 497 (No.6) Thompson Road (herein referred to as the 'State Government landholdings') which are reserved for open space. The State Government landholdings are included within this Amendment to dedicate the existing laneway (herein referred to as 'the northern laneway') by rezoning a portion of Lot 434 & Lot 497 Thompson Road, North Fremantle to no zone (road reserve). The proposed road dedication of the laneway will occur concurrently with this amendment by the City of Fremantle ('the City') and the Department of Planning Lands and Heritage ('DPLH').

This Amendment seeks to:

- Modify the density coding of the private landholdings from 'Residential' R25 to R160.
- Include the following additional land uses over the private landholdings: consulting rooms, medical centre, office, restaurant/café and shop.

- Rezone a portion of Lot 434 (No.4) & Lot 497 (No.6) Thompson Road, North Fremantle from 'Open Space' reserve to 'no zone' to facilitate a dedicated road reserve and modification of laneway infrastructure. This amendment is accompanied by a draft road dedication plan for the northern laneway which has informed the rezoning boundary.
- Introduce site specific development requirements.
- Include requirements that support the upgrade of the northern laneway by the developer of the private landholdings site to facilitate road dedication.

The rezoning will facilitate suitably located infill development within North Fremantle and presents the opportunity to substantially improve and integrate the private landholdings with the adjoining State Government landholdings. The Amendment primarily facilitates a much-needed increase in housing supply to assist the City with achieving its urban infill targets established under the State Government's Planning Frameworks. The site presents the logical extension of the North Fremantle District Centre, providing opportunity for the delivery of localised services, amenity and diversity of housing choice within an identified precinct, consistent with the intent of the City of Fremantle draft Local Planning Strategy.

The site has excellent access to public transport, services and amenities in the North Fremantle District Centre and beyond, and has suitable capacity to facilitate redevelopment with a positive impact on the surrounding locality.

Further detail on the Amendment is provided in the following report and accompanying Appendices.

1.2 Site Description

1.2.1 Amendment Area

The Amendment Area is comprised of seven landholdings, including five privately owned residential lots totalling 2,610m² (0.261ha) and a portion of two State Government landholdings which are managed by the City totalling 467m².

The Certificate of Title and areas of these landholdings are detailed in the **Table 1** below.

In this report, the expression, 'The Amendment Area' refers to these private landholding parent lots, part of Lot 434 and part of Lot 497 and collectively covers 3,077m².



Table 1: Lot Details of Amendment Area

Lot No	DP No.	Certificate of Title	Address	Area
Private landholdings				
Lot 100	P029548	Vol. 2521; fol. 282	2 4 Harvest Rd, North Fremantle	1,262m ²
Lot 305	P033167	Vol. 2228; fol. 494	6A Harvest Rd, North Fremantle	215m ²
Lot 306	P033167	Vol. 1591; fol. 353	8A Harvest Rd, North Fremantle	192m ²
Lot 5	D003872	Vol. 2228; fol. 494	6 Harvest Rd, North Fremantle	498m ²
Lot 7	D003872	Vol. 1605; fol. 110	8 Harvest Rd, North Fremantle	443m ²
Private landholding total				2,610m ²
State Government landholdings (included portion of lots)				
Portion of Lot 434			4 Thompson Rd, North Fremantle (northern laneway)	374m ²
Portion of Lot 497			6 Thompson Rd, North Fremantle (public open space)	93m ²
State Government landholdings / Crown landholdings Total				467m ²
Total Amendment Area				3,077m ²

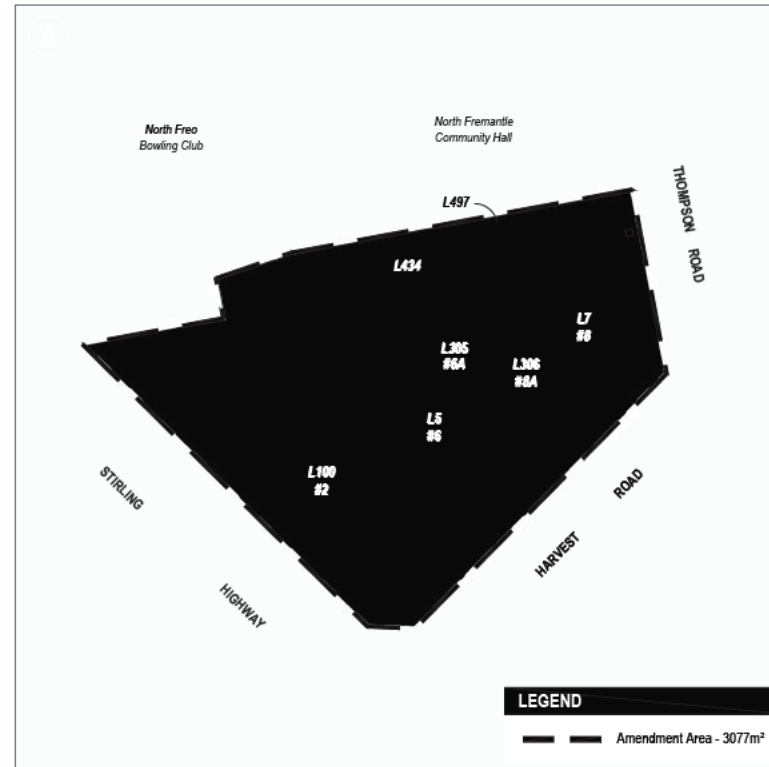


Figure 1: Site Plan (Source: Nearmap)



1.2.2 Site Description

Private Landholdings

The private landholdings are generally flat with minor undulating topography and natural ground levels ranging from approximately 2 metres AHD in the southwest to 4 metres AHD in the east.

They comprise three single storey, single dwellings across five titled lots. The dwellings are provided with vehicle access from Harvest Road for Lot 5 (No. 6) and Lot 7 (No. 8). Vehicle access is provided via the northern laneway at the rear of the dwellings for Lots 100 (No. 2-4) and Lot 305 (No. 6A) and Lot 306.

Lot 100 (No.2-4) is subject to an easement in favour of the Water Corporation for sewerage purposes. The easement relates to a sewer gravity pipe which runs through the site boundary and into Lot 5 and is not a constraint to future development of the site. Lot 100 (No. 2-4) Harvest Road, is abutted to the west by a portion of road reserve, identified by Main Roads Western Australia for road widening which restricts the ability of Lot 100 to take vehicle access from Stirling Highway.

There are pedestrian pathways along Stirling Highway, Harvest Road, Tydeman Road and the northern laneway provides through access for pedestrians to Stirling Highway and the City assets to the north of the private landholdings.

State Government Landholdings

Crown Lot 434 (4) Thompson Road – Northern Laneway

Lot 434 (No.4) Thompson Road is referred to as 'the northern laneway' and is a 6m wide, green-titled lot that provides vehicle access to the private landholdings and the adjacent bowling club from Thompson Road. The lot is subject to a management order to the City. The lot provides access to Stirling Highway for pedestrians only and also provides pedestrian access from the western portion between the bowling club and Stirling Highway.

The bowling club located on Lot 497 (No.6) encroaches into Lot 434 (No.4) adjacent to the pedestrian only access portion of the lot, adjacent to the Stirling Highway interface. A Western Power asset was recently decommissioned in the south-eastern corner of the lot, adjacent to Thompson Road and it is currently unclear if Western Power maintain any requirement for infrastructure in this location.

The existing condition of the northern laneway is degraded, with the City identifying that the space requires upgrade to facilitate development of the private landholding and existing land uses on the adjoining Lot 497 (No.6) Thompson Road. This includes widening of the laneway, modification of the extent of the laneway upgrade to road pavement, lighting and landscaping to allow for the dedication of the identified road reservation area.

Crown Lot 497 (No. 6) Thompson Road – Public Open Space

The adjacent Lot 497 (No.6) Thompson Road is located directly north of the northern laneway and is comprised of the North Fremantle Bowling Club, a community centre and community garden. The adjacent northern laneway provides the primary point of vehicle access to Lot 497 (No. 6) Thompson Road.

A minor boundary realignment of Lot 434 (No.4) and Lot 497 (No.6) Thompson Road is required to facilitate the intentions of the City to create an upgraded and dedicated road reservation as part of this amendment.

The Site Plan (**Figure 1**) identifies each of the site details discussed above.



1.3 Site Context & Location

The Amendment Area is positioned on a prominent entry into the eastern precinct of North Fremantle, at the intersection of Harvest Road and Stirling Highway. The Amendment Area is located in the City of Fremantle, 2km north of Fremantle town centre and 13km south-west of Perth CBD. The Amendment Area is bound by Stirling Highway to the west, Harvest Road to the south, and Thompson Road to the east, with frontage to the northern laneway.

The locality surrounding the Amendment Area includes the North Fremantle Bowls Club, Community Centre and an area of public open space, within the North Fremantle residential suburb developed with a mix of single houses, grouped dwelling complexes and apartment buildings. The North Fremantle Primary School and Gilbert Fraser reserve are located approximately 200m south of the Amendment Area, adjacent to the Swan River foreshore reserve.

The Amendment Area is located within the North Fremantle District Centre and on the Stirling Highway high frequency bus route and approximately 600m south of the North Fremantle Train Station.

A Context Plan provided (Figure 2) identifies the key site features, nearby services and facilities, transport connections and relatable developments of scale that support the Amendment proposal.



Figure 2: Context Plan (Source: Google Earth)

These include:

- The boundary of the identified North Fremantle District Centre under the draft City of Fremantle Local Planning Strategy
- Local development on Harvest Road of 4-7 storeys.
- The Future of Fremantle development area which is anticipated to include development of scale.
- Existing development of 5-6 storeys at Leighton Beach.
- Existing 4-6 storey buildings adjacent to the North Fremantle Foreshore.
- Approved building heights of 6 storeys at the Matilda Bay Brewery Local Structure Plan.
- Approved building heights of up to 14 storeys at the 140 Stirling Highway Structure Plan area.
- The location of the North Fremantle town centre, with the lack of commercial and non-residential land uses within North Fremantle east of Stirling Highway.
- Large areas of public open space and community amenity, including those located immediately adjacent to the Amendment Area.
- Proximity to public transportation services, including bus routes along Stirling Highway, Harvest Road and the nearby North Fremantle Train Station.

Heritage Context

The Amendment Area is located within the North Fremantle Precinct heritage area, included on the City's Heritage List and the State Register of Heritage Places, discussed further

in Section 5.2 of this report. In support of this Amendment, a Heritage Assessment was prepared by Griffiths Architects and confirms that none of the individual properties included within the Amendment Area are individually listed or contribute to the North Fremantle Heritage Precinct.

1.4 Pre-Lodgement Consultation

Pre-lodgement Liaison with City & Preliminary Community Engagement

Between 2017 to 2019, the proponent of this scheme amendment undertook a series of pre-lodgement liaison with the City planning staff on the proposal to rezone the Amendment Area and strategies to formalise vehicle access and upgrade the northern laneway.

2017 – In-Principle Consideration

In 2017 the proponent sought preliminary advice from the City's planning officers regarding a proposed redevelopment of the Amendment Area with a mixed use built form outcome. A key consideration of this request was the formalisation of the northern laneway to provide legal vehicle access for the Amendment Area. Accordingly, the 2017 OCM Report resolved to:

- Request the City's officers investigate the process to reserve the northern laneway to a public road, including options to realign the road reserve boundaries.

- Review local mixed use development outcomes and consider suitable scheme provisions to facilitate the desired built form outcomes.

2018 OCM Report

On 21 March 2018, the City's officers prepared a summary of the available legal mechanisms to formalise the vehicle access from the northern laneway and establish principles to guide future development requirements. The 2018 Report confirmed the City's conclusions regarding:

- Formal processes available to reserve the northern laneway as a public road and provide legal vehicle access to the residential properties and the bowling club and community reserve.
- Required upgrades to the laneway to function as legal vehicle access.
- Suggested scheme provisions to apply to the redevelopment of the Amendment Area.
 - Suggested re-zoning to Mixed Use zone, which under the City's Local Planning Scheme is provided with a density of R60.
 - Site-specific development requirements, including amalgamation of lots and coordinated vehicle access.
 - Preparation of a transport noise assessment.
 - Inclusion of a local service commercial type land use to facilitate some commercial land uses.
 - Maximum building heights as per the proposed R60 coding.



The outcome of the 2018 report was the preliminary community consultation on the City's principles for a scheme amendment, outlined above.

2019 OCM Report

On 27 February 2019, the City presented a report on the outcomes of preliminary public consultation. The preliminary public consultation advertised draft development provisions for a Mixed Use zone and future development proposals. The City again considered the proposal and sought to proceed with the amendment proposal on the following basis:

- The City progress the laneway/road dedication process, following the formal resolution of upgrading options for the rear laneway.
- Following the formalisation of the upgrading options and progression of the road dedication process, the City progress with a scheme amendment over the Amendment Area.

The current Amendment proposal follows the outcome of the 2019 OCM Report outcomes and engagement with the City undertaken since.

Current Scheme Amendment Pre-lodgement Liaison

CLE Town Planning + Design and the proponent have engaged with the City and DPLH since February 2024 to present to discuss the merits of the amendment, information requirements, and the formalities and timing of upgrades to the adjoining laneway by the developer.

Officers at the City and DPLH have provided a general level of support for this Amendment proposal's rezoning, the scale and nature of development which will be facilitated by the Amendment, inclusion of additional uses, and the use of scheme provisions to facilitate the redevelopment of the site and upgrade to the laneway concurrently to enable dedication of a new road reservation.

Advice was provided by the City of regarding the design and boundary realignment of the laneway which has been reflected as part of this amendment proposal for further detailed assessment and advertising purposes.



2. Proposed Amendment

2.1 Amendment Overview

The Amendment primarily seeks to re-code the 0.216ha private landholdings of land under the City’s LPS 4 from ‘Residential’ with a density code of R25 to ‘Residential’ with a density code of R160, include additional uses consulting rooms, medical centre, office, restaurant/café and shop as per the permissibility noted below, and include development requirements that would facilitate a suitable planning outcome that responds to site specific context and identified needs:

- Consulting rooms – ‘D’
- Medical centre – ‘D’
- Office – ‘D’
- Restaurant/café – ‘D’
- Shop – ‘D’

The approach to include additional uses rather than apply a mixed use zoning is to ensure permissible land uses are limited to those which are low impact within a residential zone and will positively impact lifestyle and access to amenity for surrounding residents and provide local employment opportunities.

Amendments to the realignment of the public open space and creation of a road reservation are for community benefit to upgrade to the public realm in response to the uplift in development capability over the private landholdings.

The amendment will enable the private landholdings to be developed in a coordinated manner as one singular site, revitalise the location, provide a range of housing, services and amenities that will substantially benefit the North Fremantle community. The site is contextually suitable for redevelopment, and the planning framework is proposed to be modernised to align with modern expectations for development along the Stirling Highway urban corridor that can effectively deliver infill housing. The current R25 coding is deficient and does not reflect the significance or opportunity of the collective private landholdings.

Figure 3 identifies the LPS 4 zoning modifications proposed, and **Figure 4** demonstrates an indicative development outcome that may be achievable subject to detailed design and architectural consideration as part of a future development application.

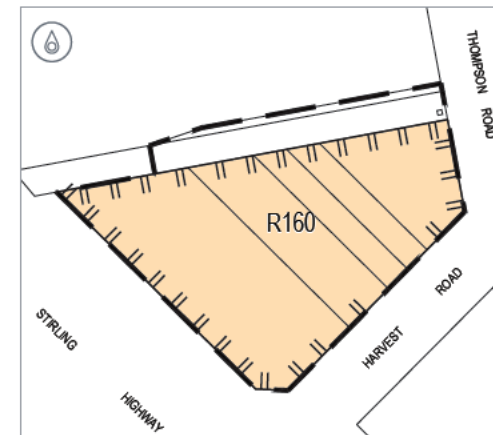


Figure 3. Proposed LPS 4 Zoning

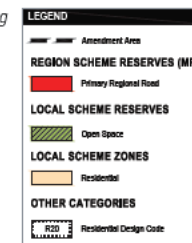




Figure 4: 3D Visualisation of Indicative Built Form Outcome (Source: Google Earth)

2.2 Type of Amendment (Complex)

Part 5, Clause 34(i) of the *Planning and Development (Local Planning Scheme) Regulations 2015* ('the Regulations') states that a local scheme amendment is defined as 'complex' if the amendment is:

- Not addressed by any local planning strategy; and
- Relating to development that is of a scale, or will have an impact, that is significant relative to development in the locality.

The proposed Amendment seeks to facilitate the redevelopment of the Amendment Area, facilitating development of additional dwellings in a suitable location, on a site capable of redevelopment without compromising the amenity or impacting the surrounding locality.

The proposed Amendment is consistent with the objectives of the *Perth and Peel @ 3.5 Million* Planning Framework, which includes the Amendment Area as within the Stirling Highway Urban Corridor, in which infill should be located. The *City of Fremantle draft Local Planning Strategy (2025)* identifies the site within the North Fremantle District Centre, which is identified as a future consolidated urban precinct with an additional 920 dwellings to be provided, maximising the use of existing infrastructure and retail and commercial uses within the North Fremantle town centre.

The amendment seeks to amend the land use permissibility to introduce a number of compatible commercial land uses that will integrate within the Amendment Area and do not generate nuisance, noise or other pollution that would impact the residential amenity. The proposed amendment will facilitate the upgrade and dedication of the northern laneway, providing the Amendment Area and the adjacent North Fremantle Bowling Club and community garden area with suitable vehicle access from Thompson Road.

It is therefore requested that the City confirm that the Amendment will be defined as 'complex' and will be processed in accordance with the procedures set out in Part 5; Division 2 of the Regulations.



3. Planning Context

3.1 Strategic Planning Framework

3.1.1 Perth and Peel @ 3.5 Million

The *Perth and Peel @ 3.5 million* suite of policies forms the spatial framework and strategic plan for Perth and Peel. Its purpose is to establish a blueprint to support a population of 3.5 million by 2050 through the implementation of four sub-regional planning frameworks. The Amendment Area is within the 'Central' sub-region.

3.1.2 Central Sub-regional Planning Framework

The *Central Sub-regional Planning Framework* ('the Framework') is part of the *Perth and Peel @ 3.5 million* suite of documents and provides guidance at a sub-regional level for land use and infrastructure. It sets out the preferred distribution of population, housing and employment and provides a strategic basis for how local schemes should evolve over time.

The Amendment Area is shown within the North Fremantle Activity Centre and located on the Stirling Highway Urban Corridor. The Framework identifies that Urban Corridors connect the network of activity centres and present significant opportunities for infill development within Centres and the Urban Corridors that connect them.

The Amendment Area is strategically located within both an Activity Centre and Urban Corridor.

The Framework adopts the State Government's 47% infill target for Perth's dwelling demand to 2050 and states that *'Approximately 215,000 dwellings (56 per cent of the total amount of infill dwellings) are expected to be delivered in the Central sub-region...'*, with a target set for each local government.

The City has set a target of 6,058 additional dwellings, taking the total number of dwellings within the City to 20,747 which would accommodate a population of 36,562 residents by 2036. Through their local planning strategies and schemes, local governments are responsible for deciding how their dwelling target will be delivered (refer Section 3.13).



Figure 5: Central Sub-Regional Planning Framework (Source: DPLH)



3.1.3 City of Fremantle Local Planning Strategy

City of Fremantle Local Planning Strategy (2001)

As described in the Regulations, a Local Planning Strategy summarises the long-term planning directions for a local government area and provides a rationale for the zones and reserves applied through a Local Planning Scheme. Local Planning Strategies are prepared in a manner and form approved by the Western Australian Planning Commission ('WAPC') and must apply any State or regional policy that is relevant to the Strategy area.

The City adopted the current Local Planning Strategy ('the Strategy') in 2001 to guide development within the City for a 10 - 15 year period. The Strategy is currently being reviewed, with the City progressing with a contemporary draft Local Planning Strategy below, discussed further below.

The Strategy contains a map identifying the Amendment Area within North Fremantle Local Planning Area 3 ('LPA 3') with a residential density of R25 and adjacent to the Queen Victoria Street Local Centre (refer **Figure 6**).

The relevant objectives for the North Fremantle LPA 3 include:

"1. Facilitate a mix of low to medium density residential development with some higher density residential development within Local Centres to provide for a variety of dwelling types, sizes and prices."

"2. Ensure residential redevelopment is compatible with the heritage character and scale of the built environment, streetscapes, urban spaces of the area and the amenity of adjoining properties."

"4. Provide appropriate zoning and development controls to promote the continued development of designated mixed use, commercial and industrial areas and to ensure compatibility between areas."

The Strategies' objectives clearly establish the planning principles applicable to the North Fremantle Local Planning Area, which seek to maintain the heritage character of the area, limiting infill development to ensure that residential amenity is maintained and redevelopment is consistent with the 'existing heritage character and patterns of North Fremantle'.

The Amendment Area's location in proximity to the Queen Victoria Street supports potential retail and commercial activities, being in immediate proximity to the local centre, consistent with the Strategies' intent to concentrate these land uses within centres rather than disburse them along Stirling Highway.



Figure 6: Local Planning Strategy 2001 (Source: City of Fremantle)



City of Fremantle Draft Local Planning Strategy (2025)

The City of Fremantle have prepared a draft Local Planning Strategy (2025) ('Draft Strategy') consistent with the *Planning and Development (Local Planning Schemes Regulations) 2005* (refer **Figure 7**). The Draft Strategy was adopted for advertising by the WAPC in May 2025 and once endorsed, will inform a review of the City's LPS 4.

The Draft Strategy establishes the vision for the development of the City for the next 10-15 years, establishing the desired growth and development within the City, distribution of additional housing and activity centre hierarchy.

The Draft Strategy identifies North Fremantle as a District Centre, consistent with State Planning Policy 4.2, connected with other Centres by Urban Corridors, including Stirling Highway. The Amendment area is located within the North Fremantle District Centre boundary, as seen in **Figure 8**.

The Draft Strategy emphasises the need for higher residential densities and more diverse housing options within centres, provided development respects heritage context and enhances neighbourhood character.

The Draft Strategy identifies North Fremantle as one of the suburbs with the greatest capacity to accommodate additional housing, projecting a 48% increase in dwellings between 2021 and 2036, equating to approximately 920 additional dwellings and 1,803 additional residents.

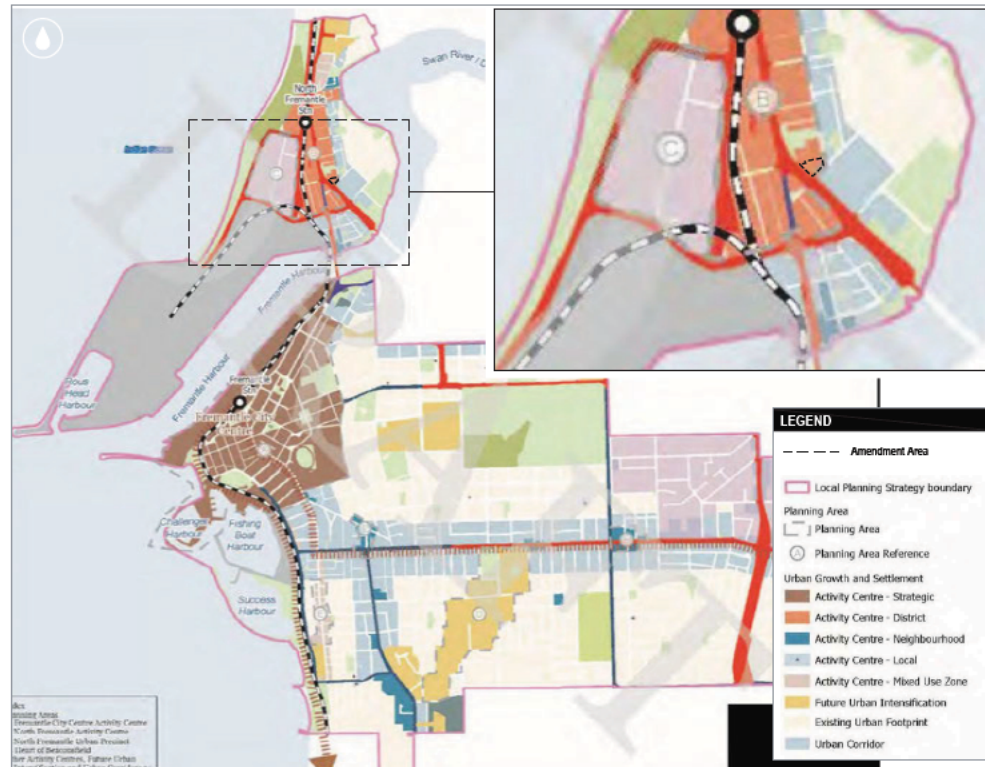


Figure 7: Draft City of Fremantle Local Planning Strategy (2025) (Source: City of Fremantle)

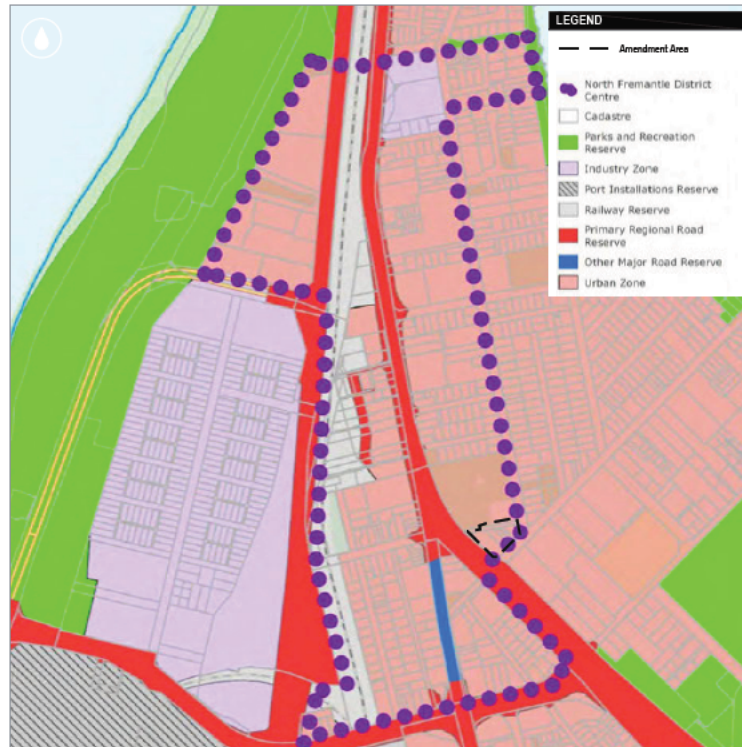


Figure 8: North Fremantle District Centre (Source: City of Fremantle)

The Draft Strategy details the specific constraints to development within North Fremantle, noting that "Growth opportunities are further challenged by the physical constraints of the river, coast, and port, as well as the proximity to the City of Fremantle Strategic Centre. The centre is largely developed and it contains State and local heritage-listed places. While heritage contributes significantly to its unique character, it can pose challenges to development potential.". In response to these constraints, the Draft Strategy discusses "exploring opportunities for additional development within the centre, whether through the relaxation of scheme constraints on larger peripheral lots" as strategic opportunities to accommodate the anticipated future development.

This Amendment directly responds to the Draft Strategy infill target and objectives for the North Fremantle District Centre, while addressing factors that have historically restricted development in North Fremantle, including fragmented ownership, limited land assembly opportunities and the physical barrier posed by Stirling Highway. The Amendment Area is also not constrained by Heritage and is suitable for redevelopment to deliver for infill housing.

City Plan: North Fremantle

In April 2025, the City commenced community engagement on the North Fremantle Plan, a 'City Plan project'. The 'North Fremantle City Plan' forms part of the City's strategic planning framework, setting out a "shared vision and integrated spatial framework to guide the future of the North Fremantle Town Centre and its surrounds". The North Fremantle City Plan has been prepared to inform advocacy by the City with State Government on the North Fremantle Transport Study and broader strategic review of land identified by the Future Fremantle Planning review and long-term planning related to the relocation of the Fremantle Port as part of the Westport project.



The North Fremantle Plan clearly sets out the local context and community values that will inform the future development of the area. Key areas identified in the North Fremantle Plan include:

- Balancing broader transport planning with the needs of the local community.
- Ensuring safe and efficient access is provided.
- Protecting the local character and heritage values of the area.
- Addressing fragmentation of the locality created by Stirling Highway and improving east-west connectivity to improve access to the North Fremantle town centre and strengthen the local community.

The Amendment aligns with many of the plan's objectives, important strengthening the town centre by providing growth in an established well-connected area while remaining sympathetic to the established heritage character and scale of the area.

State Planning Policy 4.2 – Activity Centres for Perth and Peel

The Amendment Area is located within the North Fremantle District Centre, which, under State Planning Policy 4.2 – Activity Centres for Perth and Peel ('SPP 4.2'), is intended to accommodate a mix of retail, commercial and residential development that supports accessibility, local amenity and efficient use of land.

Given its location, the Amendment Area is well positioned to deliver the type and scale of development envisaged under SPP 4.2. The policy encourages higher density residential development within a 400 metre catchment of district centres, targeting a minimum of 25 dwellings per hectare. Preferred dwelling forms include medium-rise apartments, multiple dwellings and townhouses or grouped dwellings of two or more storeys, designed to provide contiguous, pedestrian friendly street frontages and public spaces that include activation and passive surveillance.

The proposed Amendment enables development that complements existing land uses within the district centre, supporting strategic infill and urban consolidation within the North Fremantle District Centre. It also facilitates sustainable development by improving community access to goods, services and employment in a central, well connected location.

Situated within an identified District Centre and along a recognised urban corridor, the amendment does not constitute out-of-centre development. Instead, it reinforces the intended function and character of the centre by increasing housing supply in a location that supports the vitality of the centre. Any future development application on the site will continue to have regard to the planning framework and the retail function of the centre, ensuring that new uses are complementary and do not compromise the objectives of North Fremantle or other centres.



3.2 Statutory Planning Framework

Metropolitan Region Scheme

The Amendment Area is zoned 'Urban' under the Metropolitan Region Scheme (MRS), reflecting its identification under the Frameworks as 'Activity Centre'. The Urban zone seeks to provide for residential development and associated local employment, recreation and open space, shopping, schools and other community facilities. The Amendment is entirely consistent with the site's current zoning under the MRS.

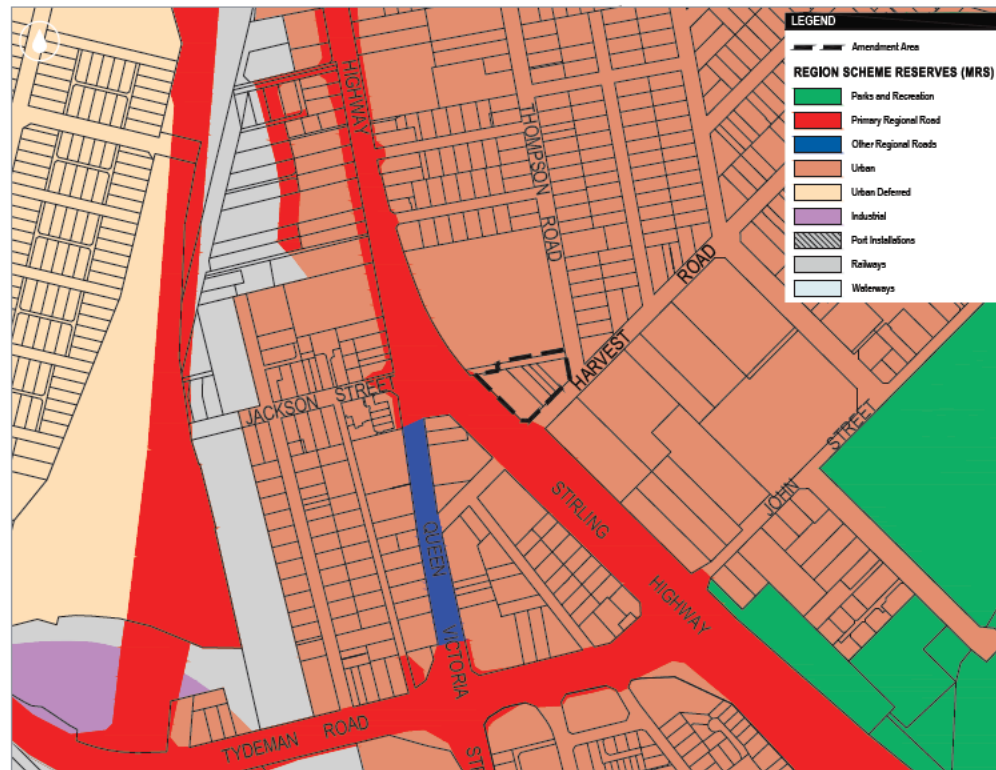


Figure 9: Metropolitan Region Scheme Zoning (Source: DPLH)



City of Fremantle Local Planning Scheme No. 4

The Amendment Area is currently partly zoned 'Residential' R25 and partly reserved as Public Open Space ('POS') under the City's LPS 4.

The objectives of the POS local reserve are:

- To provide for recreational, community, beautification and conservation activities.

The reserve is intended to set aside land required for the community and ensure that reserves are not used or developed without prior approval, supporting other land uses.

The objectives of the 'Residential' zone are to:

- Provide for residential uses at a range of densities with a variety of housing forms to meet the needs of different household types, while recognising the limitations on development necessary to protect local character,
- Safeguard and enhance the amenity of residential areas and ensure that development, including alterations and additions, are sympathetic with the character of the area,
- Encourage high standards of innovative housing design which recognise the need for privacy, energy efficient design and bulk and scale compatible with adjoining sites,
- Recognise the importance of traditional streetscape elements to existing and new development,
- Conserve and enhance places of heritage significance the subject of or affected by the development
- Safeguard and enhance the amenity of residential areas by ensuring that land use is compatible with the character of the area.

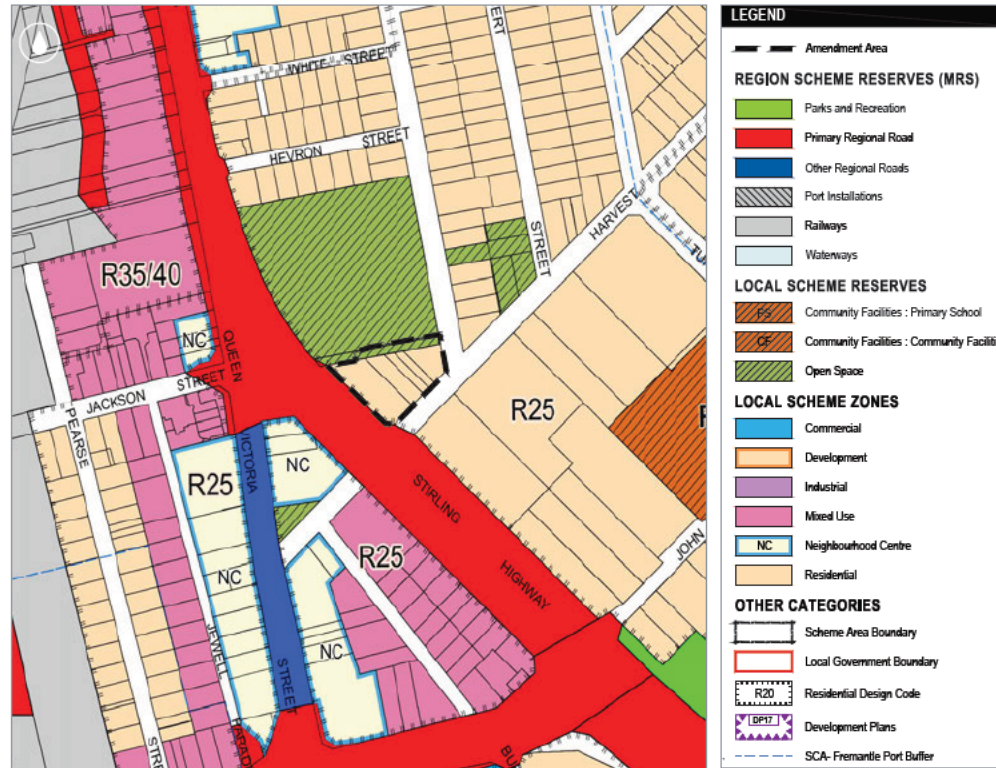


Figure 10: Local Planning Scheme No. 4 Zoning (Source: DPLH)



Local Planning Area 3 – North Fremantle

The Residential zone is intended to set aside land for residential development, in locations that are serviced and provided with high amenity. Further, the residential zone is intended to facilitate the development of complementary land uses that support the residential land uses.

The Amendment is consistent with the objectives of the LPS 4, as it does not prejudice the development of the land for residential land uses and does not enable land uses which are incompatible with its residential character. On the contrary, the Amendment will support the residential character of the North Fremantle precinct by enabling development of multiple dwellings, introducing additional variety of housing forms within North Fremantle and by permitting development of complementary land uses to provide services and amenities to the local community, complementing the existing adjacent local reserve and bowls club.

The additional uses proposed in this Amendment are complementary to the proposed residential density of R160 to facilitate a mixed use building. As addressed in Section 5.1 of this report, a transport impact assessment has been prepared in support of the Amendment, confirming that the Amendment Area is capable of development with these land uses.

The LPS 4 designates Local Planning Areas with the objective of protecting and enhancing locally desired character, seeking to maintain amenity, traditional built forms or streetscapes and allow the Council the ability to vary development requirements to achieve these objectives. The LPS 4 identifies the site as located within Local Planning Area 3 – North Fremantle and subject to the associated Local Area Policy.

The Amendment seeks to modify Schedule 7 of the LPS 4, as it relates to the Local Planning Area 3 – North Fremantle and specific development requirements. The Amendment proposes to exclude the Amendment Area from these building height restrictions that apply to Local Planning Area 3 and introduce an additional line into Schedule 7, proposed 3.4 – Sub Area 1 and introduce a number of specific development requirements to be addressed in any future development applications within the Amendment Area.

The Amendment proposes these specific requirements to ensure that any future development provides an activated ground-floor with suitable passive surveillance over the laneway, with commercial land uses intended to be delivered at ground-floor. The Amendment Area requires that future development application includes the northern laneway and sets out the minimum development standards to be provided as upgrades to the laneway to facilitate the future redevelopment.

These development requirements are consistent with discussions with the City of Fremantle prior to preparation and lodgement of this Amendment application.

City of Fremantle Local Planning Policies

Local Planning Policy 1.6 – Heritage Administration and Procedures

The City's Local Planning Policy 1.6 ('LPP 1.6') provides administrative procedures related to development of properties subject to heritage protection. As the Amendment Area is included within the North Fremantle Heritage Area, any future development application will be required to address the requirements of LPP 1.6.

Local Planning Policy 1.9 – Design Advisory Committee & Principles of Design

The City's Local Planning Policy 1.9 – Design Advisory Committee & Principles of Design ('LPP 1.9') establishes the matters to be considered and advised by an established Design Advisory Committee. The future development of the Amendment Area will be referred to the City's DAC and considered against the policy's principles and objectives, at development application stage.



Local Planning Policy 2.2.6 – Tree Retention

The City's Local Planning Policy 2.2.6 – Tree Retention ('LPP 2.2.6') encourages the protection of trees across the City, to maintain and enhance tree canopy. The LPP 2.2.6 guides the consideration of strategic planning proposals, including this Amendment by the City and requires future development applications to provide site specific details of existing trees and measures to be undertaken to retain trees in site planning and development.

The Amendment does not propose any specific development outcomes for the private landholdings. A future development proposal would need to suitably address the provisions of LPP 2.2.6.

Local Planning Policy 2.9 – Residential Streetscape Policy

The City's Local Planning Policy 2.9 ('LPP 2.9') seeks to provide a framework for the assessment of residential development within existing suburbs within the City. The LPP 2.9 includes variations to the deemed-to-comply requirements of the R-Codes Part B, referred to as Section 5 and relate to street setbacks, streetscape interface and setbacks of carports and garages for single houses, grouped dwellings and multiple dwellings up to R60.

The LPP 2.9 provisions remain applicable to the Amendment Area, where proposed for development that is subject to Part B of the R-Codes. The Amendment proposes to facilitate development at R160, which would not be subject to the LPP 2.8 provisions.

Local Planning Policy 3.6 – Heritage-protected Places, Built Form and Land Use and Local Planning Policy 3.6.1 – Heritage Areas Listings

The City's Local Planning Policy 3.6 - Heritage-protected Places, Built Form and Land Use ('LPP 3.6') provides general assessment criteria for development that is subject to heritage protections. As the Amendment Area is located within the North Fremantle Heritage Area as a non-contributory property, LPP 3.6 provides guidance on the key considerations made by the City when considering an application for development approval on the Amendment Area.

Future development applications over the Amendment Area will be required to comply with the provisions of LPP 3.6 as they relate to new development within a heritage area. The key provisions of Local Planning Policy 3.6.1 - Heritage Areas Listings ('LPP 3.6.1') that will apply to future development relate to the siting and scale of development, building form, materials, colours and detailing and architectural details.

As discussed in Section 5.2 of this report, a heritage assessment has been undertaken to confirm the suitability of the Amendment Area for redevelopment in a complementary manner, consistent with the objectives of LPP 3.6. Heritage is not identified as a constraint to redevelopment of the private landholdings.

Planning Code – Residential Design Codes – Volumes 1 and 2

The Amendment Area is currently zoned R25 under the LPS 4 which enables development of single, grouped and multiple dwellings under the R-Codes Volume 1 Part B. The Amendment proposes to recode the Amendment Area to R160, which will facilitate development of the Amendment Area with multiple dwellings under the Residential Design Codes ('R-Codes') Volume 2.

Under the R160 code:

- All single houses and grouped dwellings would be assessed under R-Codes Volume 1 Part C; and
- All multiple dwellings would be assessed under the R-Codes Volume 2: Apartments.

Further development controls are proposed to be established under the Schedule No. 14 'Provisions' column of LPS 14 in specific relation to DA 9 which ensure that the R-Codes are the applicable planning instrument for the assessment of development at the R160 coding, and that other provisions of DA9 do not apply. Other specific relating to the activation of the laneway will apply in addition to the R-Codes. This will ensure that quality built form outcomes will be delivered beyond the 'business as usual' approach under the R-Codes.



4. Planning Discussion

The Amendment proposes an increase in the residential density, facilitating the redevelopment of the Amendment Area to provide future high quality infill development with a mix of land uses and additional housing typologies that complement the existing centre. The Amendment complements the existing centre and provides amenity and convenience for the local community and will facilitate the future upgrade of the northern laneway, a City asset that provides access to the North Fremantle bowling club, community centre, public open space reserve and community garden. The following sections of this report set out the alignment of the Amendment proposal with the strategic planning and confirm the key site and contextual considerations that make the Amendment Area suitable for the anticipated future redevelopment as proposed.

Strategic Planning for North Fremantle

The subject site has significant redevelopment potential, with the opportunity to leverage its position within both the District Centre and the Urban Corridor, to contribute to the Strategy's projected dwelling capacity and support the long-term sustainability of the North Fremantle activity centre.

The Amendment Area represents a strategically placed land parcel that can progress independently without requiring additional precinct planning. As the City prepares to undertake a full scheme review following the endorsement of the draft Strategy, it is acknowledged that preparing a new scheme and subsequent precinct planning will extend

well beyond the timeframe to support the proposed site-specific amendment, and therefore support has been provided by DPLH to progress this concurrently with the draft Strategy and new Local Planning Scheme.

Importantly, the amendment and proposed zoning change directly responds to key objectives of the draft Strategy, actively implementing the directions for centres, corridors, and increased housing diversity. The Amendment proposal improves east-west permeability, reinforces the intended District Centre boundary, aligns with the longer-term planning vision, and aligns with standard R-Code requirements ensuring that future development remains capable of integrating seamlessly with the new scheme.

Contextually, the Amendment Area represents a coordinated redevelopment cell that addresses gaps in the current framework. As stipulated in Table 2 of the Draft Strategy, a distinct planning direction is to *"proactively investigate opportunities for increased residential density and review development standards around centres and corridors to reflect centre hierarchy, support urban consolidation, promote housing diversity, reduce car dependency, and achieve contemporary built form transitions between high to medium/low density areas."*

Given the Amendment Area's capacity to deliver these outcomes and integrate seamlessly into the District Centre zoning framework, early progression of this Amendment is a logical and appropriate step. Advancing the Amendment will support the direct implementation of the Draft Strategy's intent ahead of the broader scheme review and will not compromise the future development of North Fremantle.

Built Form & Development Control

The Amendment proposes a residential density of R160, which facilitates development in accordance with the R-Codes Volume 1 Part C or the R-Codes Volume 2 - Apartments, with potential building heights of approximately 5-6 storeys and could theoretically achieve a yield of approximately 60 - 70 apartments, an increase from the achievable yield of 6 dwellings at the current R25 density code under the LPS 4. The exact form of future development of the Amendment Area will be subject to future planning and development approvals.

Future development proposals over the Amendment Area will confirm the details of the development, including the character of the proposed development, siting of built form and design of servicing, car parking and access, interface with the streetscape, surrounding properties and the broader local amenity. These factors and the development proposal more broadly will be reviewed by the City's planning officers and the Design Advisory Committee, consistent with the standard review of development applications in accordance with the LPP 1.9.



The Amendment Area is uniquely suited to facilitate a development proposal at the R160 density as it does not directly abut any existing residential properties, being abutted on all sides by road reserves, namely Stirling Highway, Harvest Road and Thompson Road and the northern laneway.

Given the lack of directly adjacent residential properties and the substantial separation between the residential properties to the south-east and the north, the Amendment Area is uniquely capable of managing the potential impacts of the anticipated development on existing residents. The separation distance will effectively mitigate potential issues such as building bulk, building height, overshadowing and overlooking which are design elements that may be of interest to surrounding residents.

Heritage Context

The Amendment Area is unique within the North Fremantle Heritage Area precinct, as the individual properties' are not listed as being contributory places to the heritage significance of the precinct. A key consideration for the suitability of a site for new development within existing residential streetscapes, especially within identified Heritage Areas is the heritage significance of the properties impacted.

The Amendment Area is one of the only large landholdings located within the North Fremantle Heritage Area that is not listed as an individual, contributory place and is capable of development without impacting the existing streetscape or heritage significance of adjoining properties. This Amendment Area's separation from adjacent properties ensures that any potential impact on the character of the area, or individually heritage significant properties by the Amendment capable of management through a future development proposal.

Land Use

The Amendment will support and enhance the residential character of the North Fremantle precinct by enabling the development of multiple dwellings and introducing a greater diversity of housing forms.

The Amendment also seeks to facilitate the development of a range of complementary commercial land uses that enhance local amenity by improving access to services within a walkable catchment. This is particularly important given the barrier created by Stirling Highway, which currently limits convenient access to nearby facilities within the core North Fremantle centre area.

The proposed uses will complement the adjoining local reserve and bowls club, support precinct activation, and strengthen community connection, while being designed to integrate sensitively with the residential context as they do not pose any significant impact on the local amenity of the area.

The uses will complement existing land uses within the core North Fremantle area and a greater base of employment opportunity for local residents. The nature and scale of land uses will be subject to a development application and capacity of the site to accommodate commercial land uses, parking for the uses and residential apartments and associated servicing.

It is noted that commercial land uses are not a requirement of the development, and a development could comprise of:

- Residential only
- Commercial only; or
- A mixed use development.

This Amendment will facilitate a future development application which responds to market demands, developer preferences and needs of the locality in consultation with the City.

Public Open Space / Road Reservation Boundary Realignment

The Amendment Area includes a portion of Lot 497 for the purpose of rationalising the boundary between Lots 497 and 434 to facilitate the required upgrade to the northern laneway and formalise vehicle access for the Amendment Area and the adjoining open space, community ball and bowling club. The laneway proposal (**Figure 11**) has informed the Amendment Area boundary and is based on discussions with the City to confirm operational requirements.

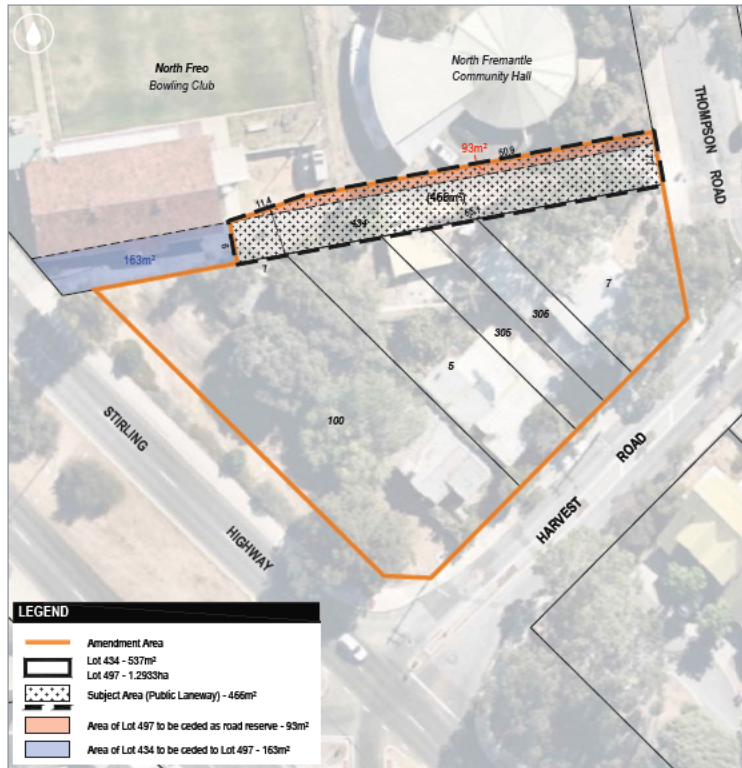


Figure 11: Laneway Concept (Source: Nearmap)

Road Dedication

The Amendment includes additional development requirements applicable only to the Amendment Area into the LPS 4 text in order to finalise commitments by the landowner to upgrade the existing northern laneway, confirming the items required to be provided in this upgrade. The Amendment facilitates these works by requiring a future development approval to include these works and a landscape plan, as agreed in discussions with the City prior to lodgement of the Amendment application.

The Amendment includes Lots 434 and 497 and allocates them no zone to facilitate the dedication of the laneway as a public road reserve as an administrative process to be undertaken concurrently to this Amendment. The Amendment facilitates upgrades to the laneway and the formalisation of the road reserve as an access for the adjoining bowling club and community centre. The redevelopment of the private landholdings, via a development application then the satisfaction of the upgrades to the laneway via a condition of planning approval will be the trigger to upgrade the laneway.

This arrangement has been subject to extensive pre-lodgement discussions with the City and DPLH to ensure that the delivery of upgrades to the laneway will occur at the time of redevelopment of the private landholdings, and this approach had been supported by all agencies. This will ensure that works are not sacrificial and are finished to a quality standard once and will not be damaged through the construction of the private landholdings.

It is noted that the western portion of the existing northern laneway is proposed to remain as Public Open Space, and will remain to provide pedestrian access to Stirling Highway. The bowling club currently encroaches into Lot 434, therefore the portion of lot and pedestrian access way will be amalgamated into the larger public open space site for administrative improvement of the landholdings. Any future modification to this area will be the responsibility of the City.



5. Technical Information

5.1 Traffic

This Amendment seeks to facilitate the reservation and widening of the northern laneway to provide vehicle access and servicing to both the residential landholdings and the adjacent bowls club and community centre. The amendment further seeks to facilitate the future redevelopment of the Amendment Area with a mix of land uses and residential development at the R160 density code proposed.

In support of this amendment, a Traffic Impact Statement ('TIS') was prepared by Transcore (refer **Appendix 1**) to confirm that the northern laneway as proposed can accommodate the traffic and vehicle manoeuvring, and that the traffic volume proposed by the anticipated future development can be accommodated in the existing road network.

The TIS concludes that the theoretical redevelopment of the site with multiple dwellings and up to 500m² GLA of non-residential land uses generates less than 100 trips per day and is able to be accommodated within the local road reservations and intersections without issue.

Further, the TIS concludes that the northern laneway as proposed to be upgraded, including the proposed land swap to widen the road reserve to 7.2m abutting Thompson Road has sufficient width to service a loading dock, enabling waste and service vehicles to enter the site and exit in forward gear. Swept path analysis of an indicative servicing vehicle is identified within the report and **Figure 12** below which demonstrates the suitability of vehicle manoeuvring, with limited impact to the functionality of the private landholdings and is suitably accommodated within the laneway. The final location of servicing areas, vehicle manoeuvring and active uses such as residential or commercial, will be subject to future planning/architectural design considerations as part of a future development application.

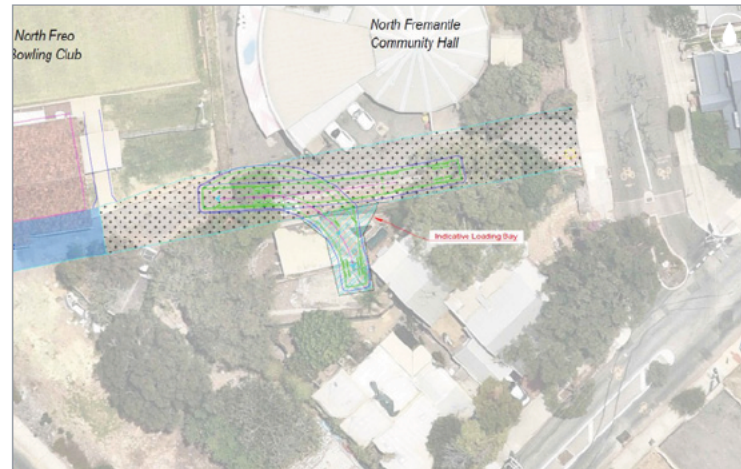


Figure 12: Transcore Swept Path Analysis (Source: Transcore)

5.2 Heritage

This Amendment proposes to rezone the Amendment Area, increasing the permitted residential density and introducing a number of complementary non-residential land uses. As the Amendment Area is located within the North Fremantle Heritage Area, included on the City of Fremantle Municipal Heritage Area, a Heritage Assessment was prepared by Griffiths Architects (refer **Appendix 2**).

The Heritage Assessment discusses that the Amendment Area is included within the North Fremantle Area and is surrounded by numerous properties that are individually heritage listed on the local, state or other listing (refer **Figure 13**).

The Heritage Assessment discusses the existing development within the Amendment Area, namely:

- 2-4 Harvest Road, North Fremantle.
 - The existing house is a timber and asbestos workers cottage built in 1955, in fair condition.
 - The building and garden frontage make some contribution to the streetscape.
 - The Assessment concludes that the house is not an outstanding or unique example of this housing type.
- 6 Harvest Road, North Fremantle.
 - The existing house is a brick building constructed in c. 1979.
 - The house is hidden behind a brick wall and does not contribute to the streetscape.
 - The Assessment concludes the house is not an outstanding or unique example of its housing type.
- 8 Harvest Road, North Fremantle.



Figure 13: Map showing heritage places around the Amendment Area (Source: Griffiths Architects)

- The existing house is a timber frame, fibre cement and weatherboard building constructed in c. 1936 with a modern addition.
- The building and garden frontage make some contribution to the streetscape, however the house has been modified with original verandah details removed.
- The Assessment concludes that the house is not an outstanding or unique example of its housing type.



As detailed above, the Heritage Assessment concludes that the Amendment proposal is suitable, stating that:

"The buildings at 2-8 Harvest Street are of limited to no cultural significance, supported by the fact they are not individually listed on the Local Heritage Survey and they are not within an area of multiple adjacent listings as seen in the inHerit overlay map in figure 3. They do not make a significant contribution to the broader cultural significance or character of the locality as they are not exemplar or unique examples of their building types, and are not located within a dense area of significant buildings that form a significant streetscape character.

Demolition of these places is likely supportable for new development so long as it does not negatively impact surrounding heritage places."

The Assessment concludes by recommending that future redevelopment of the Amendment Area that is sympathetic to the character of the precinct is likely suitable.

5.3 Subsequent Information

As detailed above, this Amendment provides the necessary planning information to facilitate the consideration of a future development application for a mixed use development.

Future development applications or subsequent stages of planning over the Amendment Area will be required to be provided:

- Transport Noise Assessment / Acoustic Assessment to address noise considerations including road noise from Stirling Highway and ensure this is managed in future development proposals.
- Traffic Impact Statement, to address all vehicle access, safety and accessibility considerations for a future development.
- Landscaping Plan, to detail upgrades to the northern laneway.
- Waste Management Plan to address the collection of waste.
- Arborist Report to identify existing trees and vegetation and address suitability of trees for retention.

The detailed design of a future development proposal and the above required technical information cannot be finalised and resolved, until the proposed amendments to the LPS 4 are finalised. As set out in this report, none of the matters to be reviewed and finalised in future development applications are considered to be a barrier to the development of the Amendment Area as envisaged.



6. Conclusion

The Amendment to the City of Fremantle Local Planning Scheme No. 4 proposes to rezone Lot 100, Lot 5, Lot 305, Lot 306 and Lot 7 Harvest Road, North Fremantle from 'Residential' with a density code of R25 to 'Residential' with a density code of R160 and portion of Lots 434 and Lot 497 to no zone to facilitate the dedication of a portion of the northern laneway to a road reserve.

The Amendment has been prepared following extensive liaison with the City of Fremantle and the Department of Planning, Lands and Heritage over a number of years and will enable the dedication of the northern laneway as road reserve, formalising vehicle access to the community sites and the Amendment Area. Further, it will facilitate the redevelopment of the Amendment Area with a potential high-quality, mixed use development that responds to the adjacent North Fremantle centre, Stirling Highway urban corridor and the constraints of the surrounding residential area to accommodate higher residential densities and infill development. The Amendment will facilitate the development of additional and much needed residential dwellings, in a suitable location with minimal impact on the North Fremantle precinct and important cultural heritage significance.

We therefore respectfully request that the proposed Amendment be supported, for the reasons outlined in this report.

Planning and Development Act 2005

RESOLUTION TO ADOPT AMENDMENT TO

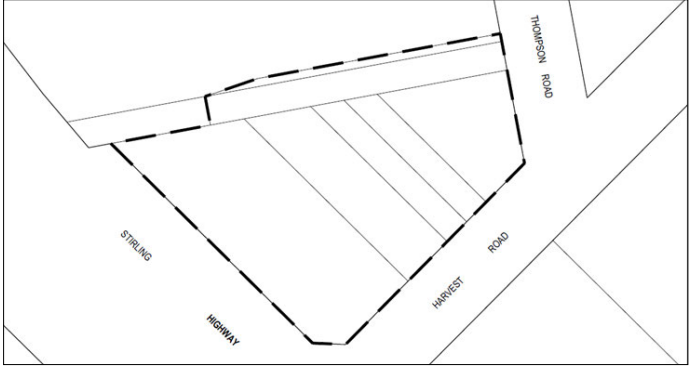
LOCAL PLANNING SCHEME

CITY OF FREMANTLE

LOCAL PLANNING SCHEME NO. 4 - AMENDMENT NO. 74

RESOLVED that the local government pursuant to section 75 of the *Planning and Development Act 2005*, amend the City of Fremantle Local Planning Scheme No.4 by:

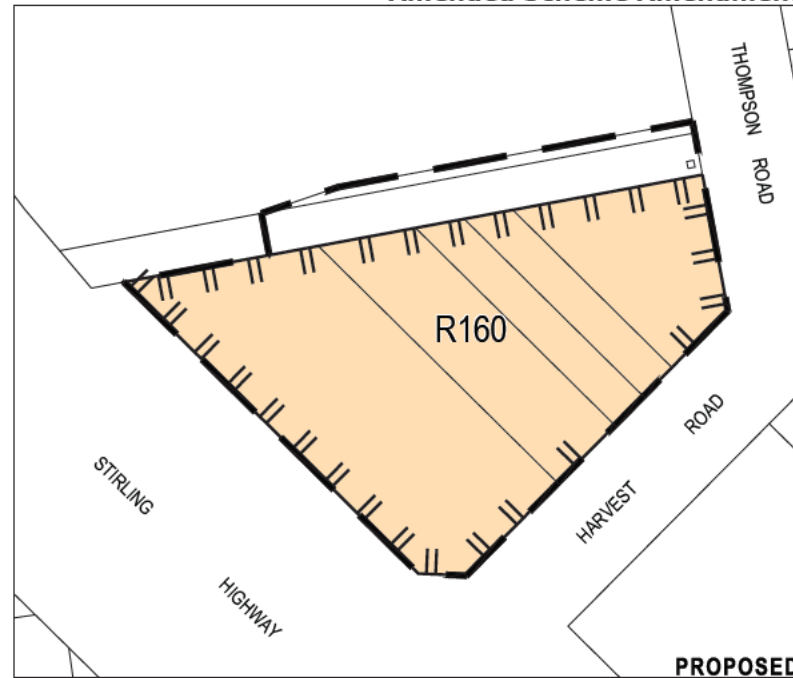
1. Modifying the Scheme Text and Map to create Schedule 7 Sub Area 3.3.6 comprising Lot 100 (No.2), Lot 5 (No.6), Lot 305 (No.6A), Lot 306 (No.8A) and Lot 7 (No.8) Harvest Road, North Fremantle as follows:

<p>Sub Area 3.3.6</p> 	
<p>Additional development standards</p> <p>a) In applying (b) Additional Development Standards within Sub Area 3.3.6: · Clause 3.1 'Height standard' and clause 3.2 'Matters to be considered in applying general and specific height controls' of Local Planning Area 3 do not apply; and b) Additional development standards shall be in accordance with the criteria and standards set out in the table below:</p>	
<p>Criteria to be met in order for additional development standards to apply (all criteria to be met)</p> <ol style="list-style-type: none"> 1. Development site is to comprise an amalgamated land parcel comprising of Lot 100 (No. 2), Lot 5 (No. 6), Lot 305 (No. 6A), Lot 306 (No. 8A) and Lot 7 (No. 8) Harvest Road, North Fremantle. 2. Development shall provide passive surveillance of the northern vehicle accessway from multiple vantage points. 3. Notwithstanding the density of the additional development standards, development having due regard to any local planning policy on tree retention or protection. 	<p>Additional development standards</p> <p>Residential density of R160. All development shall be in accordance with the Residential Design Codes.</p>

<p>Vehicle Accessway</p> <ol style="list-style-type: none"> 1. All residential vehicle access and non residential service access, including waste and employee parking, is to be via the northern vehicle accessway (Lot 434 Thompson Road, North Fremantle). No vehicle access is permitted from Stirling Highway, or directly from Thompson Road. 2. Minor and limited vehicle access for visitor and/or customer parking purposes may be considered from Harvest Road for non residential land uses only. 3. The new northern vehicle access way to the north of the sub area shall be designed to provide vehicle and pedestrian access to the residential lots as well as the North Fremantle Community Hall and associated facilities. 4. Prior to construction of the development, a legal agreement between the City and the proponent shall be signed and/or a condition of planning approval shall require that, prior to occupation of the development, the northern vehicle accessway is to be constructed to the City of Fremantle's standards and satisfaction at the proponent's cost. <p>Waste Collection</p> <ol style="list-style-type: none"> 5. All development is to be designed to facilitate a vehicle turning area wholly or partially onsite to accommodate a standard waste collection vehicle entering and exiting Thompson Road in forward gear without encroaching onto the reserve. 	
<p>Note: Where the above criteria are not met, the general height requirements in 3.1 and Matters to be considered of 3.2 above apply in addition to the density shown on the Scheme map.</p>	

2. Modifying the Scheme Map to rezone a portion of Lot 434 (No.4) & Lot 497 (No.6) Thompson Road, North Fremantle from 'Open Space' reserve to no zone (road reservation) as shown on the Scheme (Amendment) Map.
3. Modifying Schedule 2 – Additional Uses by adding a new row as follows:

No.	Description of Land	Additional Use	Conditions
4	Lot 100 (No.2), Lot 5 (No.6), Lot 305 (No.6A), Lot 306 (No.8A) and Lot 7 (No.8) Harvest Road, North Fremantle	Consulting rooms Medical centre Office Restaurant/café Shop	<ol style="list-style-type: none"> 1. The additional uses are 'D' uses. 2. The uses are part of a development considered or approved using the 'Additional development standards' of Schedule 7, sub area 3.3.6.



LEGEND	
	Amendment Area
REGION SCHEME RESERVES (MRS)	
	Primary Regional Road
LOCAL SCHEME RESERVES	
	Open Space
LOCAL SCHEME ZONES	
	Residential
OTHER CATEGORIES	
	R20 Residential Design Code



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 [number] day of [month], 20[year]

.....
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 [number] day of [month], 20[year], proceed to advertise this amendment.

.....
MAYOR

.....
CHIEF EXECUTIVE OFFICER

COUNCIL RECOMMENDATION

This Amendment is recommended for [support with/without modification or not support] by resolution of the City of Fremantle at the Ordinary Meeting of the Council held on the [number] day of [month], 20[year], 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 RECOMMENDATION FOR APPROVAL

.....
DELEGATED UNDER S.16 OF
PD ACT 2005

DATE

Approval Granted

.....
MINISTER FOR PLANNING

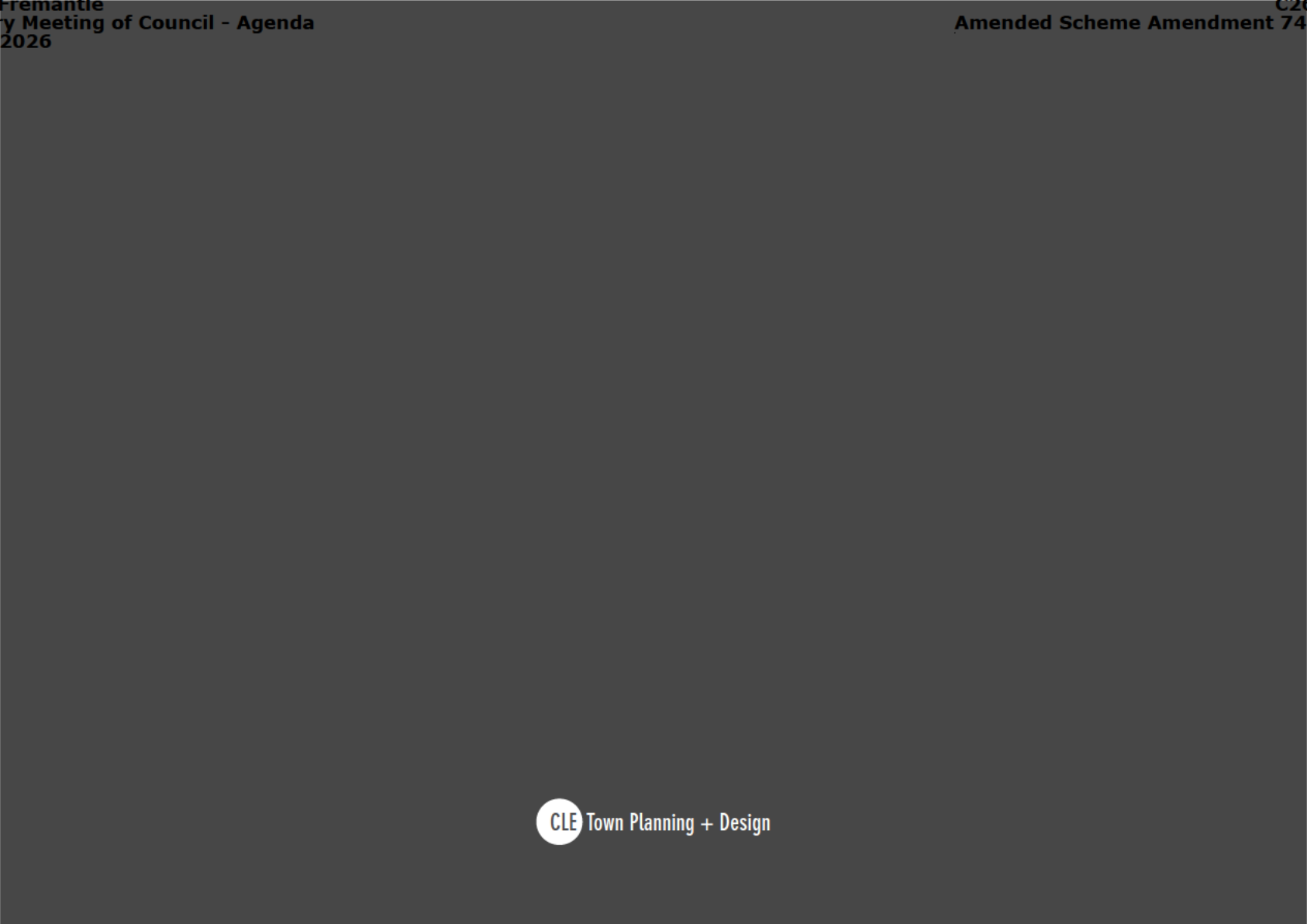
DATE

Appendix 1

Traffic Impact Assessment (Transcore)

Appendix 2


Heritage Assessment (Griffiths Architects)



City of Fremantle
 Amendment 74 to Local Planning Scheme No. 4

Schedule of Modifications

No.	Existing	Proposed	Justification
1	Additional development standards: Residential density of R160 All development shall be in accordance with the Residential Design Codes.	Additional development standards: Residential density of R100 Maximum height of 4 storeys (15m) All other criteria shall be in accordance with the Residential Design Codes and any relevant local planning policies.	<ul style="list-style-type: none"> - Residential density is tied to building height. The nearby District Centre is composed of heritage buildings of a maximum 2 storeys. Adjoining residential development is predominantly single or double storey with the tallest nearby building (the Weeties factory at 5 Burns Street) being a maximum 12m high. The City's modelling shows that a height on the subject site greater than 4 storeys has potential to overwhelm the district centre and surrounding residential lots due to excessive bulk and scale (refer to the City's Council report). - Reference to any other local planning policies is to ensure clarity in the event that a relevant local planning policy is adopted for the area prior to development.
2	2. Modifying the Scheme Map to rezone a portion of Lot 434 (No.4) & Lot 497 (No.6) Thompson Road, North Fremantle from 'Open Space' reserve to no zone (road reservation) as shown on the Scheme (Amendment) Map.	Delete this clause.	<ul style="list-style-type: none"> - The boundaries of the rear accessway need to be determined prior to rezoning. Additionally, the reserve cannot be rezoned to a road reserve until the accessway is upgraded to the City's standards, which will occur along with future development. The concurrent Land Administration process

			<p>will modify the rear access boundaries and access permissibility.</p>
<p>3</p>	<p>Scheme map showing proposed density:</p>  <p>PROPOSED LOCAL PLANNING SCHEME Fremantle East, North Fremantle</p>	<p>Delete the scheme map.</p>	<ul style="list-style-type: none"> - A sub-area is being created under Schedule 7 of the Scheme, not a whole coding change to the Scheme Map. The density code is not increasing for the site for all development, only in instances where “Criteria to be met in order for additional development standards to apply (all criteria to be met)” are met.



Local Planning Policy 2.26

Tree Retention

fremantle.wa.gov.au



Tree Retention

Statutory background

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 2.26: Tree Retention (LPP 2.26).

Introduction and purpose

Trees and other vegetation in urban areas provide significant social, economic, and environmental benefits to the community. The greatest environmental, aesthetic and cooling benefits of trees are provided by large, mature trees which typically have the largest canopy cover.

This policy outlines that the City recognises the increasing importance of retaining trees and ensures that retention and enhancement of the City's tree canopy cover is considered at all stages of development.

This Policy should be read in conjunction with:

- Any relevant provisions of the City of Fremantle Local Planning Scheme No. 4, including the Register of Significant Trees and Vegetation Areas;
- State Planning Policy 7.3 – Residential Design Codes of Western Australia, Volume 1 and Volume 2;
- State Planning Policy 3.7 – Planning in Bushfire Prone Areas;
- City of Fremantle Trees on City Owned or Managed Land Policy;
- City of Fremantle Crossover Policy;
- City of Fremantle Urban Forest Plan;
- Australian Standard 4970 – ~~2009-2025~~ – Protection of Trees on Development Sites; and
- Australian Standards 4373 – 2007 – Pruning of Amenity Trees.

Tree-damaging activity constitutes works under the *Planning and Development (Local Planning Scheme) Regulations 2015* and development under the *Planning and Development Act 2005*. The policy clarifies the circumstances in which a development application and approval are required for any tree-damaging activity and guides the assessment of these applications and other planning proposals.



Objectives

The policy aims to encourage and facilitate the protection of trees and to maintain and enhance tree canopy. The objectives of the policy are to:

- Prioritise the retention, protection, and the provisions of trees on private land and adjacent reserves in the planning process.
- Promote and facilitate tree preservation at the earliest possible stage in the planning and development process, balancing with the desired built form and land use outcomes.
- Preserve and enhance neighbourhood amenity, character and sense of place.
- Mitigate the urban heat island effect, reduce air pollution, improve groundwater quality and contribute to biodiversity and other environmental benefits.

Definitions

Arborist's report means a report which is prepared by a suitably qualified and experienced arboriculturist with a minimum qualification of Diploma of Horticulture (Arboriculture) Australian Qualification Framework (AQF 5) or equivalent, and with demonstrated experience in high level tree assessment and diagnosis.

Maintenance pruning means pruning that does not harm, or is not likely to harm, the health, stability, or long-term viability of a tree, such as:

- a) removing dead or diseased wood; or
- b) activity done to a fruit tree for fruit production; or
- c) works to balance the tree; or
- d) otherwise minor maintenance or thinning of the crown.

Regulated tree means a living tree that:

- a) is 8m or more in height; and / or
- b) has an average canopy diameter of at least 6m; and / or
- c) has a trunk circumference of at least 1.5m, measured 1.4m above the ground; and
- d) is of a species that is not included on State or local area weed register.

Tree-damaging activity means:

- a) the killing or destruction of a tree; and / or
- b) the removal of a tree; and / or
- c) the severing of branches, limbs, stems or trunk of a tree; and / or
- d) the ringbarking, topping or lopping of a tree; and / or



- e) any other substantial damage to a tree.

Policy Statement

1. Policy Application

- 1.1 This Policy applies to all lots within a Development Area, on land zoned 'Industrial', or on land coded [R30-R40](#) and below within the City's Local Planning Scheme No. 4 area, including in the circumstances described below:

- development applications;
- subdivision applications;
- other strategic planning proposals including scheme amendments and structure plans; and
- any tree-damaging activity to a regulated tree where no other development or subdivision is proposed.

- 1.2 A development application is required for any tree-damaging activity to a regulated tree even if a proposal is for other works that are exempt from development approval under the Local Planning Scheme per Schedule 2, Part 7 Clause 61 (deemed provisions) of the *Planning and Development (Local Planning Scheme) Regulations 2015* (e.g. the erection of a Single House that meets the deemed-to-comply requirements of the Residential Design Codes of Western Australia) or Local Planning Policy 1.6 - Development Exempt from Approval Under Local Planning Scheme No. 4.

2 Exemption from Development Approval

- 2.1 Tree-damaging activity requires development approval *except* in any of the following circumstances:

- a) the land is located outside the application area set out in clause 1.1 of this Policy;
- b) the tree does not satisfy the definition of a regulated tree;
- c) the tree-damaging activity is maintenance pruning as defined in this policy;
- d) the tree is a palm tree;
- e) the tree-damaging activity is required as a result of a development approval or deemed-to-comply notification issued prior to this policy coming into effect;
- f) the tree-damaging activity is carried out in the course of works in accordance with the *Planning and Development (Local Planning Schemes) Regulations 2015* Schedule 2 Part 7 Clause 61 (b) item 18:

works that are urgently necessary for any of the following –



- a) *public safety;*
- b) *the safety or security of plant or equipment;*
- c) *the maintenance of essential services; or*
- d) *the protection of the environment.*

In such cases, the onus is on the proponent to demonstrate the above to the satisfaction of the City;

- g) the tree-damaging activity is required as part of an approved Bushfire Management Plan and there are no other viable options;
- h) tree-damaging activity to a regulated tree that is listed as [an undesirable species in Appendix 1 of this Policy](#), is a Weed of National Significance¹, or is declared by the Department of Primary Industries and Regional Development² or other relevant government agency to be a harmful plant or pest under the *Biosecurity and Agriculture Management Act 2007*;
- i) the tree-damaging activity is carried out by the local government on a City-owned or managed tree;
- j) the tree-damaging activity is a public work; or
- k) the Department of Primary Industries and Regional Development or relevant authority has issued a direction to carry out tree damaging activity on a regulated tree. A copy of this direction is to be provided to the local government prior to works occurring.

3. Application Requirements

3.1 Development applications, subdivision applications and strategic planning proposals that are subject to this Policy are to provide the following applicable information:

- a) A site survey and / or site plan indicating:
 - (i) the locations of all regulated trees, including street trees;
 - (ii) whether any regulated tree is proposed to be retained or affected by any tree damaging activity;
 - (iii) tree protection zone(s) in accordance with Australian Standard 4970 – Protection of Trees on Development Sites; and
 - (iv) any trees proposed to be planted on the development site.

¹ Refer to 'Profiles for Weeds of National Significance' at <https://weeds.org.au/weeds-profiles/>

² Select the legal status 'Declared pest' at <https://www.dpird.wa.gov.au/online-tools/western-australian-organism-list/>



- b) Where practicable, identification of all regulated trees on neighbouring properties within 5m of the development footprint;
 - c) For any regulated trees within 5 metres of the proposed development footprint, a demonstration that the root zones will not be impacted in a manner that would detrimentally affect the tree;
 - d) Written justification for any proposed tree damaging activity against the objectives and requirements of this Policy; and
 - e) Whether any regulated tree was identified to be retained at a previous planning stage (e.g. structure plan or subdivision approval).
- 3.2 An arborist's report may be required in the following instances:
- a) To justify tree-damaging activity to a regulated tree specifically considering the health of the tree and / or any safety risk it may pose to people or property; and
 - b) To explain any mitigation measures proposed to protect a regulated tree including works proposed within the tree protection zone (refer to Australian Standard 4970 – Protection of Trees on Development Sites for details on how to identify the tree protection zone).
- 3.3 Additional technical reports (i.e. environmental reports, tree retention strategy, structural engineering reports) may be required for structure plan and large-scale subdivision applications.
- 4. General Requirements**
- 4.1 Unless its removal is approved as part of a subdivision or development approval, or is exempt under the provisions of this Policy, a regulated tree is to be retained and protected for the duration of its natural life.
- 4.2 Retention and protection of regulated trees is to be prioritised, and development works, structure plan and subdivision design are to avoid or, as a minimum, minimise harm to regulated trees.
- 4.3 Where tree-damaging activity is proposed to a regulated tree the following will be given due regard in the assessment process:
- a) health, maturity, species, and location of the tree;
 - b) ecological, biodiversity, and environmental values of the tree;
 - c) contribution of the tree to the streetscape;
 - d) the preservation of any other regulated tree on the subject site;
 - e) the location of the tree within the development site and capacity for a modified building design or subdivision to maximise tree retention with particular regard for retaining regulated trees within setback areas, private open space, and common property areas;



- f) any existing development on the site;
 - g) design and location of proposed crossovers;
 - h) topography and the potential impact from excavation / fill;
 - i) possible safety risks due to tree limb failure and infrastructure, and / or structural damage associated with the retaining the tree;
 - j) tree protection zone(s) per Australian Standard 4970 – Protection of Trees on Development Sites;
 - k) tree replacement and / or planting proposed;
 - l) recommendations of an arborist’s report; and
 - m) the objectives of this Policy.
- 4.4 The following justifications for tree damaging activity to a regulated tree will not be considered:
- a) impact on views;
 - b) the tree is disliked;
 - c) to reduce presence of birds or other fauna;
 - d) the tree causes nuisance by way of leaf, fruit, or bark shedding or the like; or
 - e) the tree impacts private gardens, solar installations, swimming pools, etc.
- 5. Development Application Assessment**
- 5.1 The City will assess any development application in accordance with the general requirements above.
- 5.2 There is a general presumption against tree-damaging activity (other than maintenance pruning) to any regulated tree and the siting and design of the development shall, where possible, avoid impacting any regulated tree.
- 5.3 Where necessary to retain a regulated tree, the City may consider variations to provisions of the Scheme, Residential Design Codes (R-Codes), or local planning policies where these provisions may be lawfully varied and are acceptable on planning grounds.
- 5.4 Tree-damaging activity to a regulated tree may be considered where, in the City’s opinion, the following relevant information and / or technical reports have been provided that demonstrate:
- a) the regulated tree is unhealthy, based on an arborist’s report;
 - b) the regulated tree causes safety risks to people, or damage to infrastructure or buildings based on recommendations of an arborist’s report and / or structural engineering report; or



- c) the redesign of the development to accommodate the regulated tree is unfeasible.

6. Tree Replacement and Maintenance

- 6.1 Where removal of a regulated tree is approved by the City, two replacement trees of minimum 30 litre pot size, ~~and~~ capable of achieving recognition as a regulated tree when mature, ~~and not identified in clause 2.1(h) above,~~ shall be planted in-ground within the lot, each having the minimum tree planting areas as prescribed by clause 5.3.2 of the R-Codes or otherwise approved by the City.

Note: The City's Urban Forest Plan includes suggested trees appropriate for your area.

- 6.2 The City may include conditions on the care and maintenance of regulated trees proposed to be retained and, when applicable, provision of replacement trees.

7. Subdivision applications

- 7.1 The City may recommend that, prior to the determination of an application for subdivision approval, additional information be provided to the Western Australian Planning Commission (WAPC) to allow consideration of the impacts of the subdivision design and layout on any regulated tree and whether the general requirements above have been addressed.
- 7.2 Subdivision design, layout and earth working levels, including the positioning of public open space (POS), configuration of the public road network, lot design and densities, should prioritise the retention of regulated trees.
- 7.3 The subdivision plan should identify regulated trees and note if they are to be retained or removed, and the applicant is to demonstrate how the retained regulated trees will be protected as part of the subdivision process.
- 7.4 The City may request the WAPC to include a condition on the subdivision approval to ensure identification and/or protection of regulated trees on site.

8 Strategic Planning Proposals (Scheme Amendments, Structure Plans, etc.)

- 8.1 Where applicable, local planning scheme amendments, structure plan proposals and the like should identify regulated trees and shall outline mechanisms and measures to protect regulated trees at subsequent stages of the planning process.
- 8.2 Concept plans supporting local planning scheme amendments, structure plans and the like shall prioritise positioning of public open space (POS), configuration of the public road network, and lot design and densities to retain regulated trees.
- 8.3 Strategic planning proposals shall be supported by technical information and reports that demonstrate that the protection of regulated trees has been prioritised.



Responsibility and review information	
Responsible officer:	Manager Strategic Planning and City Design
Document adoption/approval details	Ordinary Meeting of Council – C2503-4 – 12 March 2025
Amendment details	
Next review date	12 March 2028

Local Planning Policy – Document Control			
Responsible Officer		Previous Policy Title	Next Review Date
Manager City Planning		N/A	{four years}+4 years
Version	Decision to Adopt/Amend	Brief Details of Modifications	
1	Ordinary Meeting of Council – C2503-4 – 12 March 2025	Adoption	
2		Amendments to increase applicable density to R40 and addition of Appendix	
Public Consultation		Yes/No	
WAPC Approval Required?		Yes/No	Date approved by WAPC
			N/A



Appendix 1

The following table lists trees identified by the City as being undesirable. No planning approval is required for their removal:

Botanical Name	Common Name	Reason
<i>Acacia baileyana</i>	Cootamundra Wattle	Outcompetes native shrubs and hybridises with several other native wattle, thereby threatening integrity of the genetic populations.
<i>Acacia saligna</i>	Golden Wreath Wattle, Orange Wattle, Blue-leaved Wattle, Coojong, Western Australian Golden Wattle.	Prolific and self-seeding.
<i>Acer negundo</i>	Box Elder, Box Elder Maple, Ash-leaved Maple	Extreme susceptibility to polyphagous shot-hole borer.
<i>Ailanthus altissima</i>	Tree of Heaven	Mildly toxic invasive weed that inhibits other plants by toxifying the soil environment.
<i>Celtis sinensis</i>	Chinese Nettle Tree	Spreads quickly and outcompetes native trees and shrubs. Potentially invasive.
<i>Cinnamomum camphora</i>	Camphor Tree, Gum Camphor, True Camphor, Japanese Camphor, Formosa Camphor, Shiu Leaf	Aggressive species with a wide canopy and extensive roots that eliminate all other vegetation under the canopy. Shallow root system promotes erosion.
<i>Cotoneaster glaucophyllus</i>	Broad-leaved Cotoneaster, Grey Leaf Cotoneaster, Grey Cotoneaster, Bright Bead Cotoneaster	Fast growing and can displace native shrubs. Toxic to humans and dogs.
<i>Cupressus sempervirens</i> 'Glauc'	Pencil pine	Non-native ornamental species that provides little to



		no canopy cover despite its height.
Erythrina x syreski	Common Coral Tree	Extreme susceptibility to polyphagous shot-hole borer. Prone to failure.
Eucalyptus botryoides	Bangalay, Southern Mahogany	Prone to failure.
Lagunaria patersonii	Itchy Bomb Tree Norfolk Island Hibiscus	Produces pods which when opened release irritant hairs which can cause complaints/allergies.
Olea europaea	Olive	Non-native that can crowd out other vegetation.
Robinia pseudoacacia	Black Locust	Can produce large number of suckers crowding out native vegetation. All parts are toxic to humans.
Schinus terebinthifolius	Broad-leaved pepper tree, Brazilian pepper tree, Carnival Peppercorn, Hawaiian Holly	Poor shelter for wildlife. Fast growing with invasive root system. Shades out native plants. Toxic to humans and animals.
Vachellia karroo, Acacia karroo	Karoo Thorn, Karoo Thorn, Sweet Thorn, Mimosa Thorn, Cape Thorn Tree, Cape Gum, Gum Arabic Tree, Sour Thorn, White Thorn, Umbrella Thorn	Thorny, fast growing invasive tree



Local Planning Policy 2.23

Register of Significant
Trees and Vegetation
Areas

fremantle.wa.gov.au



Register of Significant Trees and Vegetation Areas

Statutory background

The Schedule 2 Deemed Provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015* are to be read as though part of City's Local Planning Scheme (LPS4).

Clause 67 of the Deemed Provisions defines matters to be considered by local government in determining a development application and includes, amongst other things:

- *whether any trees or vegetation should be preserved; and*
- *any local planning policy for the Scheme area.*

Clause 3 of the Deemed Provisions allows local government to prepare a local planning policy in respect of any matter relating to the planning and development of the Scheme area.

Schedule A of LPS4 makes provision for Council to create and maintain a register:

Clause 13A Conservation of Significant Trees or Vegetation Areas

- (1) The Council may establish and maintain a register of significant trees to identify those trees or vegetation areas within the Scheme area considered worthy of conservation under the provisions of the Scheme, together with a description of each tree or vegetation area and the reasons for its entry.*
- (2) In considering a proposal to include a place on the register of significant trees, the Council shall –*
 - (a) notify in writing the owner and occupier of the place where the tree is located and provide them with a copy of the description referred to in clause 4.1 and the reasons for the proposed entry,*
 - (b) invite submissions on the proposal from the owner and occupier of the place within 21 days of the date specified in the notice,*
 - (c) carry out such other consultations as it thinks fit, and*
 - (d) consider any submissions made and resolve to enter the place on the register of significant trees with or without modification or reject the proposal after consideration of the submissions.*



Local Planning Policy 1.7 – Development Exempt from Approval Under Local Planning Scheme No. 4 permits tree and vegetation removal on private land without approval UNLESS:

- the tree or vegetation is identified on a significant tree or vegetation register;
- the tree or vegetation is required to be retained as a condition of planning approval; or
- the tree is Regulated Tree and its removal is not exempt under Local Planning Policy 2.26: Tree Retention.

This policy applies as a Local Planning Policy prepared under Clause 3 of the Deemed Provisions.

Purpose

The purpose of this policy is to:

- Define criteria for the inclusion or removal of trees and vegetation areas on the Significant Trees and Vegetation Areas Register ('the Register').
- Provide guidance for the assessment of development applications for sites including trees and vegetation areas listed on the Register.

Application

This policy applies to land subject to the provisions of LPS4. Land and development outside the control of LPS4 (including works on reserved land by a public authority) are not bound by the provisions of LPS4 or this policy and so there is a presumption against inclusion of trees and vegetation areas on the Register which are not on zoned land.

Policy statement

1. Criteria for inclusion on Significant Trees and Vegetation Areas Register

- 1.1. Nominations for trees or vegetation areas must be authorised by the owner(s) of the land on which the tree is located at the time of nomination.
- 1.2. Nominations will be assessed against the following criteria:
 - (a) Healthy specimen with ongoing viability.
 - (b) Species not a weed of national interest.
 - (c) Particular significance based on at least one of the following:



- i. Botanic / horticultural value**

Tree(s) or vegetation may:

 - be a rare or endangered species;
 - be of a significant size or specimen for its species; or
 - have special scientific value.
 - ii. Visual / aesthetic / landmark value**

Tree(s) or vegetation may:

 - have significant visual and aesthetic qualities e.g. size/form/shape/ colour/texture; or
 - create a significant landmark.
 - iii. Heritage value**

Tree(s) or vegetation may:

 - be of high cultural heritage significance defined against historic, social, spiritual, rarity and representativeness values.
 - iv. Ecological value not otherwise protected through environmental legislation, including Local Planning Policy 2.26: Tree Retention**

Tree(s) or vegetation may:

 - provide significant habitat and/or seed source;
 - represent remnant pre-European tree or vegetation;
 - have special ecological significance; or
 - provide substantial canopy cover.
 - v. The potential of a juvenile tree to become significant by virtue of height at maturity, native food source and rarity.**

Species will only to be considered if endemic to the area, listed in the Urban Forest Plan and a minimum of 6m of height.
- 1.3. In assessing the ongoing viability of the nominated tree / vegetation, consideration may be given to the following:
- The development potential of the site and prospects for retaining the tree or vegetation in future development.
 - Proximity to and impact on buildings and / or infrastructure.
 - Proximity to boundary and impact on neighbouring property.



- The root structure and attributes of the plant and its propensity to be affected by changes to the environment outside the lot boundaries (e.g. development on neighbouring land).

Trees with a limited prospect of long-term retention or lifespan will not be included.

- 1.4. In assessing the ecological value of trees and vegetation areas, consideration will be given to proximity to recognised ecological linkages or biodiversity corridors.
- 1.5. Nominations for inclusion, and requests for removal of trees and vegetation areas from the Register made independent of a development application will be assessed annually, in accordance with any applicable procedure.

2. Development application for sites including a tree / vegetation area on the Register

2.1. A development application is required for any tree-damaging activity to a tree / vegetation area on the Register even if the proposal is for other works that are exempt from development approval under the Local Planning Scheme per Schedule 2, Part 7 Clause 61 (deemed provisions) of the Planning and Development (Local Planning Scheme) Regulations 2015 (e.g. the erection of a Single House that meets the deemed-to-comply requirements of the Residential Design Codes of Western Australia) or Local Planning Policy 1.6 - Development Exempt from Approval Under Local Planning Scheme No. 4.

2.2. Development applications, subdivision applications and strategic planning proposals that are subject to this Policy are to provide the following applicable information:

a) A site survey and / or site plan indicating:

- (i) the locations of all trees / vegetation areas on the Register, including street trees;
- (ii) whether any tree / vegetation area on the Register is proposed to be retained or affected by any tree damaging activity;
- (iii) tree protection zone(s) in accordance with Australian Standard 4970 - Protection of Trees on Development Sites; and
- (iv) any trees proposed to be planted on the development site.

b) Written justification for any proposed tree damaging activity against the general requirements of this Policy; and

c) Whether any tree / vegetation area on the Register was identified to be retained at a previous planning stage (e.g. structure plan or subdivision approval).

2.3 An arborist's report may be required in the following instances:



- a) To justify tree-damaging activity to a tree / vegetation area on the Register specifically considering the health of the tree and / or any safety risk it may pose to people or property; and
- b) To explain any mitigation measures proposed to protect a tree / vegetation area on the Register including works proposed within the tree protection zone (refer to Australian Standard 4970 – Protection of Trees on Development Sites for details on how to identify the tree protection zone).

2.4 Additional technical reports (i.e. environmental reports, tree retention strategy, structural engineering reports) may be required for structure plan and large-scale subdivision applications.

3 Exemption from Development Approval

3.3 Tree-damaging activity requires development approval except in any of the following circumstances:

- a) the tree-damaging activity is maintenance pruning as defined in this policy;
- b) the tree-damaging activity is carried out in the course of works in accordance with the *Planning and Development (Local Planning Schemes) Regulations 2015* Schedule 2 Part 7 Clause 61 (b) item 18:
 - works that are urgently necessary for any of the following –*
 - a) *public safety;*
 - b) *the safety or security of plant or equipment;*
 - c) *the maintenance of essential services; or*
 - d) *the protection of the environment.*

In such cases, the onus is on the proponent to demonstrate the above to the satisfaction of the City;

- c) the tree-damaging activity is required as part of an approved Bushfire Management Plan and there are no other viable options;
- d) the tree-damaging activity is a public work; or
- e) the Department of Primary Industries and Regional Development or relevant authority has issued a direction to carry out tree damaging activity on a regulated-Registered tree. A copy of this direction is to be provided to the local government prior to works occurring.

4 General Requirements

4.1 Unless its removal is approved as part of a subdivision or development approval, or is exempt under the provisions of this Policy, a tree / vegetation area on the Register is to be retained and protected for the duration of its natural life.



- 4.2 Retention and protection of a tree / vegetation area on the Register is to be prioritised, and development works, structure plan and subdivision design are to avoid or, as a minimum, minimise harm to ~~regulated~~ Registered trees.
- 4.3 Where tree-damaging activity is proposed to a tree / vegetation area on the Register the following will be given due regard in the assessment process:
- a) health, maturity, species, and location of the tree / vegetation area;
 - b) ecological, biodiversity, and environmental values of the tree / vegetation area;
 - c) contribution of the tree / vegetation area to the streetscape;
 - d) heritage value of the tree / vegetation area;
 - e) the location of the tree / vegetation area within the development site and capacity for a modified building design or subdivision to maximise tree / vegetation area retention with particular regard for retaining trees / vegetation areas within setback areas, private open space, and common property areas;
 - f) any existing development on the site;
 - g) design and location of proposed crossovers;
 - h) topography and the potential impact from excavation / fill;
 - i) possible safety risks due to tree limb failure and infrastructure, and / or structural damage associated with the retaining the tree / vegetation area;
 - j) tree protection zone(s) per Australian Standard 4970 – Protection of Trees on Development Sites;
 - k) tree replacement and / or planting proposed; and
 - l) recommendations of an arborist’s report.
- 4.4 The following justifications for tree damaging activity to a tree / vegetation area on the Register will not be considered:
- a) impact on views;
 - b) the tree is disliked;
 - c) to reduce presence of birds or other fauna;
 - d) the tree causes nuisance by way of leaf, fruit, or bark shedding or the like;
 - e) the tree impacts private gardens, solar installations, swimming pools, etc; or
 - f) withdrawal of the support of the owner of the land (or subsequent owner of the land).
- ~~2.1. Development shall avoid detrimental impact on the registered tree / vegetation where feasible.~~



2.2. Applications to remove a tree or vegetation area on the Register not associated with other development will be assessed against the criteria and considerations listed in 1 above. Withdrawal of the support of the owner of the land (or subsequent owner of the land) will not be considered sufficient reason for removal.

2.3. Applications for other forms of development involving or likely to result in removal of a tree or vegetation areas on the Register will be considered under the following circumstances:

(i) Where retention is likely to cause damage or injury to infrastructure, services, buildings or health and safety

Tree/vegetation removal is permissible where it has been clearly demonstrated that the tree/vegetation roots and/or branches are likely to cause damage or injury to –

- a. water, stormwater, power, gas, telecommunications or sewer lines, or
- b. the structural integrity of a building or structure of value, or
- c. the safe and efficient operation of an existing public road, private road, right-of-way, or formed accessway, or the integrity of a base course of an existing public road, private road, right-of-way, or formed vehicle accessway; or
- d. health and safety of a person/s; and
- e. all other reasonable remedial treatments have been determined to be ineffective.

(ii) Where the tree or vegetation is structurally unsound or in poor health

Tree/vegetation removal is permissible where it has been clearly demonstrated that the tree / vegetation is:

- a. imminently dangerous (refer Exempted Development below); or
- b. in poor health with a low chance of survival; and
- c. all other reasonable remedial treatments have been determined to be ineffective.

(iii) Where the retention of tree/vegetation on a development site would preclude permissible development

Tree/vegetation removal is permissible where it has been clearly demonstrated that the location of the tree / vegetation:

- a. renders development of the site in accordance with its zoned purpose unfeasible.



5 Development Application Assessment

- 5.1 The City will assess any development application in accordance with the general requirements above.
- 5.2 There is a general presumption against tree-damaging activity (other than maintenance pruning) to any tree / vegetation area on the Register and the siting and design of the development shall, where possible, avoid impacting any regulated Registered tree.
- 5.3 Where necessary to retain a tree / vegetation area on the Register, the City may consider variations to provisions of the Scheme, Residential Design Codes (R-Codes), or local planning policies where these provisions may be lawfully varied and are acceptable on planning grounds.
- 5.4 Tree-damaging activity to a tree / vegetation area on the Register may be considered where, in the City's opinion, the following relevant information and / or technical reports have been provided that demonstrate:
- the tree / vegetation area is unhealthy, based on an arborist's report;
 - the tree / vegetation area causes safety risks to people, or damage to infrastructure or buildings based on recommendations of an arborist's report and / or structural engineering report; or
 - the redesign of the development to accommodate the tree / vegetation area is unfeasible.

6 Tree Replacement and Maintenance

- 6.1 Where removal of a tree or vegetation area on the Register is approved by the City, two replacement trees of minimum 30 litre pot size, capable of achieving recognition as a regulated tree when mature, and not identified in clause 2.1(h) above, shall be planted in-ground within the lot, each having the minimum tree planting areas as prescribed by clause 5.3.2 of the R-Codes or otherwise approved by the City.
- Note: The City's Urban Forest Plan includes suggested trees appropriate for your area.*
- 6.2 The City may include conditions on the care and maintenance of trees / vegetation areas proposed to be retained and, when applicable, provision of replacement trees.
- 2.4. In assessing proposals, applicants may be requested to provide professional evidence such as an aboricultural report or a structural engineer's report demonstrating compliance with the above criteria.
- 2.5. Where removal is supported, replacement of the tree or vegetation in a suitable location may be sought as a condition of approval.
- 2.6. Development on lots containing registered tree or vegetation shall comply with AS 4970—2009 Protection of trees on development sites.



Advisory notes: Definitions

Exempt Development: Works urgently necessary for public safety, safety or security of plant or equipment, maintenance of essential services, or protection of the environment is exempt from the requirement to obtain development approval under LPS4. Demonstration of compliance with this definition may be sought where works are undertaken without approval.

Arborist's report means a report which is prepared by a suitably qualified and experienced arboriculturist with a minimum qualification of Diploma of Horticulture (Arboriculture) Australian Qualification Framework (AQF 5) or equivalent, and with demonstrated experience in high level tree assessment and diagnosis.

Maintenance pruning: Pruning of a tree or vegetation on the Register is permitted where it does not constitute removal. Pruning is encouraged to comply with Australian Standards (AS 4373—2007 Pruning of amenity trees) and may mean pruning that does not harm, or is not likely to harm, the health, stability, or long-term viability of a tree, such as:

- (i) involve removal of dead wood, treatment of disease, or is in the general interests of the health of the tree; or
 - (ii) address risk to public or private safety where other alternatives are not viable; or
 - (iii) address damage to buildings or structures of value where other alternatives are not viable; or
 - (iv) maintain the aesthetic appearance and structural integrity of the tree or vegetation.
- a) removing dead or diseased wood; or
 - b) activity done to a fruit tree for fruit production; or
 - c) works to balance the tree; or
 - d) otherwise minor maintenance or thinning of the crown.

Regulated tree means a living tree that:

- a) a) is 8m or more in height; and / or
- b) b) has an average canopy diameter of at least 6m; and / or
- c) c) has a trunk circumference of at least 1.5m, measured 1.4m above the ground; and
- d) d) is of a species that is not included on State or local area weed register, or the Appendix of Local Planning Policy 2.26: Tree Retention.

Tree-damaging activity means:



- a) the killing or destruction of a tree; and / or
- b) the removal of a tree; and / or
- c) the severing of branches, limbs, stems or trunk of a tree; and / or
- d) the ringbarking, topping or lopping of a tree; and / or
- e) any other substantial damage to a tree.

Responsibility and review information	
Responsible officer:	Manager Strategic Planning and City Design
Document adoption/approval details	27 February 2019 – SPD1902-3
Document amendment details	22 May 2019 – SPT1905-3 21 October 2020 – SPT 2010-02 14 February 2024 – C2402-5 28 February 2024 – C2402-24 11 September 2024 – C2409-6 12 March 2025 – C2503-4
Next review date	12 March 2028



~~Procedure for Administering the Register of Significant Trees and Vegetation Areas~~

~~Part 1 – Nomination and inclusion of trees or vegetation areas on the Register:~~

~~The process for nomination and inclusion of a significant tree or vegetation area on the Register is set out in 6.12 Schedule A – Supplementary provisions to the deemed provisions, Clause 13A Conservation of Significant Trees or Vegetation Areas of Local Planning Scheme No.4 (LPS4). The procedure for including a tree or vegetation area on the Register is as follows:~~

- ~~(i) Applicant is to complete the register of significant trees or vegetation areas on private land Nomination Form, as provided in Appendix A, to apply for a significant tree or vegetation to be included on the Register. The application should address the criteria for inclusion listed in the policy.~~

~~*Note: The City will not accept an application for a significant tree or vegetation area to be included on the Register without the landowner's consent.*~~

- ~~(ii) Applicant to lodge the application with the City of Fremantle's strategic planning team by:~~

~~Email (preferred method): planning@fremantle.wa.gov.au~~

~~Post: Planning Services, City of Fremantle, PO Box 807, FREMANTLE WA 6959~~

~~Hand-Deliver: City of Fremantle Administration Building~~

- ~~(iii) The City will undertake an assessment of nominated trees and vegetation areas in accordance with part one of the policy. This assessment will involve internal referrals to relevant departments (e.g. Parks, Heritage) and may include the commission of an independent arborist's report. Assessments may be deferred to align with annual reporting [see (v) below].~~

- ~~(iv) The City will provide the assessment to the landowner and occupier of the place (if applicable) and invite comment from them and immediately adjoining neighbours for a period of 21 days.~~

- ~~(v) A report on the nominated trees and vegetation areas and public submissions received will be submitted to Council annually (generally between February and April) for a decision on their inclusion on the Register [contained in Appendix B].~~

- ~~(vi) The landowner, occupier and any person who made a submission on the nomination will be notified of Council's decision, and the City's records (including GIS mapping) will be updated accordingly.~~



Part 2 – Removal of trees or vegetation areas from the Register:

A. – Where removal does not form part of a development application

- (i) Requests for removal of trees or vegetation from the Register which do not form part of a Development Application should be submitted in writing to the City and be accompanied by justification addressing the criteria listed in part one of the policy including, where appropriate, supporting technical documents such as an arborist's report or structural engineering report demonstrating relevant criteria are met.
- (ii) The City will undertake an assessment of trees and vegetation areas in accordance with part one of this policy. This assessment may include the commission of an independent arborist's report. Assessments may be deferred to align with annual reporting (see v above).
- (iii) Where the City's assessment does not support the request for removal, the City will provide the assessment to the landowner and occupier of the place (if applicable) and invite comment from them for a period of 21 days. The City may, at its discretion, also invite comment from adjacent neighbours.
- (iv) A report on trees and vegetation areas requested for removal, along with any public submissions received will be submitted to Council annually (generally between February and April) for a decision on their removal from the Register [contained in Appendix B].
- (v) The landowner, occupier and any person who made a submission on the nomination will be notified of Council's decision, and the City's records (including GIS mapping) will be updated accordingly.

B. – Where removal forms part of a development application

- (i) The City will undertake an assessment of trees and vegetation areas in accordance with part one of the policy as part of the statutory planning assessment of the development application. This assessment will involve internal referrals to relevant departments (e.g. Parks, Heritage) and may include the commission of an independent arborist's report and / or consultation with adjacent landowners.
- (ii) All trees or vegetation granted development approval for removal will be automatically removed from the Register without further consultation with the landowner or other parties, and the City's records (including GIS mapping) updated accordingly.



Appendix A – Nomination Form

Information on tree / vegetation for nomination:

Please tick appropriate:

Single tree / plant

Group of trees / plants ————— Number of trees / plants in group:

Location of tree / vegetation

Tree / vegetation details

Street number:	.....	Common name:	.....
Lot number:	.....	Latin / botanical name:	.....
Street name:	.....	Height (approximate) (m):	.....
Suburb:	.....	Girth 1.4m above ground (m):	.....
Location on the site:	.....	Age (approximate):	.....

Why do you think the tree / vegetation is important (please tick all applicable):

Botanical / horticultural value (rare / endangered species or genetic type)

Visual / aesthetic / landmark value (size / form / colour / texture / landmark)

Heritage value (social / spiritual / rarity / representative)

Ecological value (provides significant habitat / seed source / remnant of pre-European vegetation)

Nominated by:

Name:

Address:

Telephone:

Date:



Owner's consent:

Consent from the owner(s) of the land upon which the tree or vegetation is located must be obtained when nominating trees / vegetation. The City of Fremantle will not consider a nomination without owner's consent.

Name: Signature:

(Please include additional names and signatures separately where multiple owners exist)

Additional information:

To assist the nomination process please provide the following additional information as an attachment to this form:

- Any additional information to support your nomination (e.g. cover letter, media articles, historical information, arborist's report etc.).
- Photograph(s) of the tree(s) / vegetation.
- Site plan indicating location of the tree(s) / vegetation within the site including distance to boundaries, buildings and structures.



Appendix ~~B~~A – Register of Significant Trees and Vegetation Areas

Tree ID	Common and botanical name	Address and coordinates (latitude and longitude)	Description	Statement of significance
19-01	Norfolk Island Pine (<i>Araucaria heterophylla</i>)	11-13 Harvest Road, North Fremantle -32.034780, 115.755177	Tree on private property	<p>The Norfolk Island Pine on 11-13 Harvest Road, North Fremantle, which was planted in the late Nineteenth Century to Inter-War Era, has cultural heritage significance for the following reasons:</p> <ul style="list-style-type: none"> • It has historic and social value as a remnant of the early residential development of Bruce Town when larger houses were set back from the street in spacious gardens. • it has historic value as a representative example of early garden design in Fremantle that made use of a limited palette of trees and plants favoured for their aesthetic qualities as well as their tolerance for the local conditions. • It has aesthetic and landmark value for its distinctive appearance and presence in the area for over 100 years. • It has social value, and its value to the community is demonstrated by its inclusion in the Fremantle Society's Photographic



Tree ID	Common and botanical name	Address and coordinates (latitude and longitude)	Description	Statement of significance
				Survey 1978 – 1980, its subsequent protection by the Fremantle Council during the redevelopment of the site in the late 1980s, its inclusion in the Fremantle Municipal Heritage Inventory in 2000, and its inclusion in the Heritage List in 2008.
19-02	Norfolk Island Pine (<i>Araucaria heterophylla</i>)	15 Harvest Road, North Fremantle -32.034188, 115.755211	Tree on private property	<p>The Norfolk Island Pine on 15 Harvest Road, North Fremantle, which was most likely planted in the Inter-War Era, has cultural heritage significance for the following reasons:</p> <ul style="list-style-type: none"> • It has historic and social value as a remnant of the early residential development of Bruce Town, when larger houses were set back from the street in spacious gardens. • It has historic value for its 50-year association with the Salvation Army, which ran a maternity hospital and migrants' hostel on the site between the 1910s and the 1960s. • It has historic value as a representative example of early garden design in Fremantle that made use of a limited palette of trees and plants favoured for their aesthetic qualities, as well as their tolerance for the local conditions.



Tree ID	Common and botanical name	Address and coordinates (latitude and longitude)	Description	Statement of significance
				<ul style="list-style-type: none"> It has aesthetic and landmark value for its distinctive appearance and presence in the area for over 100 years. It has social value to the community, as demonstrated by its inclusion in the Fremantle Society Photographic Survey 1978 – 1980, and its inclusion in the Fremantle Municipal Heritage Inventory in 2000 and the Heritage List in 2008.
19-06	Rose Gum (<i>Eucalyptus grandis</i>)	7/18 John Street, North Fremantle -32.033254, 115.757699	Tree on private property	<p>The Rose Gum on 7/18 John Street, North Fremantle has significance for the following reasons:</p> <ul style="list-style-type: none"> Visual/aesthetic value Habitat for local fauna.
19-07	River Red Gum (<i>Eucalyptus camaldulensis</i>)	7/18 John Street, North Fremantle -32.033387, 115.757630	Tree on private property	<p>The River Red Gum on 7/18 John Street, North Fremantle has significance for the following reasons:</p> <ul style="list-style-type: none"> Visual/aesthetic value Habitat for local fauna.
24-01	Lemon-scented Gum (<i>Corymbia citriodora</i>)	6 Douglas Street, Fremantle -32.062644, 115.753147	Tree on private property	<p>The Lemon-scented Gum on 6 Douglas Street, Fremantle has significance for the following reasons:</p> <ul style="list-style-type: none"> It is a landmark to the neighbourhood and provides significant visual and aesthetic value to everyone in the neighbourhood.



Schedule of Submissions

Register of Significant
Trees & Vegetation Areas:
Nominations 2026



Schedule of Submissions:

Register of Significant Trees & Vegetation Areas Nominations 2026


No.	Submission	Officer Response
8 Sumpton Street, Hilton: <i>Melia azedarach</i> (Cape Lilac)		
	No comments	
54 Hope Street, White Gum Valley: <i>Eucalyptus maculata</i> (Spotted gum)		
1	<p>I am not against this Tree being registered to stop someone in the future from cutting it down. But if this also means we are unable to easily have it pruned in the future, we would be against the tree being registered as it will become a considerable risk of causing damage to our property.</p> <p>I have attached some photos of how much this tree over hangs or property. Before we had it pruned it was basically touching the middle of our roof with its branches. Until we had it pruned it had about 2/3 of its canopy on the one side over our house.</p> <p>It still drops a lot of large dead wood on our house and garden as our neighbour refuses to do any form of management of the tree in this regard.</p> <p>Our biggest fear is that without future management of the growth the tree will again become massively out of balance with</p>	<p>Position noted.</p> <p>The provisions of LPP 2.23 and LPP 2.26 allow for maintenance pruning. Landowners are able to prune overhanging branches without planning approval as part of maintenance pruning that does not harm the health of the tree. More significant work which is likely to lead to the death of the tree or removal of significant branches does require a development approval. Officers advise landowners to work with their neighbours to organise maintenance works to these trees. The responsibility and cost of maintenance of the tree is a civil matter.</p>



most of the limbs and canopy again on one side and will either fall over on to our house in a big storm or loose a substantial limb that was cause damage to our property.
Please take these issues into consideration when making the decision on whether to Register this, Tree.





		
2	<p>Thank you for the letter seeking comments on the proposed listing. The listing is not supported.</p> <ol style="list-style-type: none"> 1. The tree has no historical value that I am aware of. 2. There are significant examples of this species in public lands in the WGV area. 3. The tree and others on the property are not well maintained, encroach onto neighbouring properties and create an unreasonable maintenance burden on neighbours. 4. Our property is negatively impacted by the vegetation on the property at 54 Hope st through an increased maintenance burden and I am too old to climb on roof and cut and remove encroaching vegetation from the adjoining property and recent estimates for tree pruning and gutter cleaning at our property are a big issue for us. 	<p>Position noted</p> <p>The provisions of LPP 2.23 and LPP 2.26 allow for maintenance pruning. Landowners are able to prune overhanging branches without planning approval as part of maintenance pruning that does not harm the health of the tree. More significant work which is likely to lead to the death of the tree or removal of significant branches does require a development approval. Officers advise landowners to work with their neighbours to organise maintenance works to these trees. The responsibility and cost of maintenance of the tree is a civil matter.</p>



	<p>5. Previously I have worked with the neighbour at 54 Hope St to control vegetation encroachments, (that is all at my expense and workload) but over the last few years the tree litter problem is just getting bigger</p> <p>6. Communicating with the occupants at 54 Hope St can be problematic especially if 3rd parties get involved.</p> <p>7. The planning policy and tree register appears to relate to proposed development approvals not day to day maintenance.</p> <p>8. The small lots and infill development make adjoining trees a bigger issue, councils intentions for canopy enhancement are best directed to public lands.</p> <p>9. Using a council listing of the tree to avoid day to day maintenance obligations should not be supported by council.</p>	
3	<p>I am writing in response to the recent notification regarding the nomination of the Eucalyptus maculata (spotted gum) located on the neighbouring property for inclusion on the Significant Tree Register.</p> <p>While we appreciate the purpose of the register, we must formally object to the nomination at this stage due to the ongoing and increasing impact this tree is having on our property, and the lack of clarity regarding responsibility for maintenance, damage, and future risk mitigation.</p> <p>1. Existing Damage and Encroachment</p> <p>The tree is positioned in the absolute corner of the neighbouring property, directly adjoining our boundary. Its root system has already caused issues on our land, including:</p>	<p>Position noted</p> <p>The provisions of LPP 2.23 and LPP 2.26 allow for maintenance pruning. Landowners are able to prune overhanging branches without planning approval as part of maintenance pruning that does not harm the health of the tree. More significant work which is likely to lead to the death of the tree or removal of significant branches does require a development approval. Officers advise landowners to work with their neighbours to organise maintenance works to these trees. The responsibility and cost of maintenance of the tree is a civil matter.</p>



<ul style="list-style-type: none"> • Roots crossing under our fence line • Roots intruding into our raised garden beds • Disruption of soil and garden structure • Lifting of paving in the corner of our yard • Loss of amenity and inability to grow plants due to root dominance <p>These impacts are not hypothetical — they are current, ongoing, and worsening.</p> <p>Under Western Australian common law, the owner of a tree is responsible for preventing foreseeable damage and encroachment onto neighbouring land. This principle is well-established in nuisance and negligence cases, where courts have consistently held that:</p> <p style="padding-left: 40px;">A landowner owes a duty of care to ensure that vegetation on their land does not cause damage to adjoining properties. Encroaching roots and branches constitute a nuisance when they interfere with the neighbour’s reasonable use and enjoyment of their land.</p> <p>This applies regardless of whether the current owner planted the tree.</p> <p>We therefore request that the City arrange for a formal assessment of the damage already caused, and that appropriate repairs be undertaken so that our land can be safely and reasonably used again.</p> <p>2. Impacts on Other Neighbours</p> <p>Because the tree is located in the absolute corner of the owner’s yard, it affects more than one adjoining property. The neighbour</p>	
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<p>whose property backs onto both of ours has also been impacted, with significant limbs extending over their roof. We understand that requests for pruning were refused by the tree's owner.</p> <p>This demonstrates that the impacts of this tree are not isolated to our property. The tree's placement and unmanaged growth have created issues for two separate properties, and reasonable maintenance has not been undertaken despite concerns being raised by an adjoining landowner.</p> <p>This history is directly relevant to the assessment of risk, ongoing maintenance obligations, and the suitability of this tree for protected status.</p> <p>3. Future Risk and Need for Preventative Measures</p> <p>Eucalyptus maculata is a species well-documented for its potential to shed heavy limbs without warning, particularly as it matures. Risk assessment for a tree of this size and species must be based on foreseeable risk and recognised arboricultural characteristics. The combination of species traits, height, proximity to the boundary, and existing root encroachment makes ongoing maintenance and monitoring essential.</p> <p>Given the existing encroachment and the species' known characteristics, we request that the City ensure future-proofing measures are implemented, such as:</p> <ul style="list-style-type: none"> • Installation of appropriate root barriers • Ongoing monitoring and maintenance • Regular arborist inspections • Clear responsibility for future pruning and risk management 	
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<p>We cannot reasonably be expected to continually manage or fund mitigation for a tree that is not on our property and that we have no control over.</p> <p>4. Responsibility for Arborist Costs</p> <p>We were advised by the City that if we wished to prune or manage the tree, we would be required to pay for arborist reports and root mapping. This is not a reasonable expectation given that:</p> <ul style="list-style-type: none">• The tree is not on our land• The tree is already causing damage• We cannot legally prune or remove roots without approval• The nomination for significant status further restricts our ability to act• The tree has caused issues for our adjoining neighbours, not just us <p>Under WA common law principles of nuisance and encroachment, the responsibility for assessing and managing a tree that is causing damage lies with the owner of the land on which the tree grows, not the affected neighbour.</p> <p>We therefore request that the City, as the assessing authority for the Significant Tree Register, arrange and fund a full arborist assessment before progressing the nomination.</p> <p>5. Request for Clarification</p> <p>Before this nomination proceeds, we request written clarification on:</p> <ol style="list-style-type: none">1. Who will be responsible for ongoing maintenance of the tree2. Who will be responsible for managing invasive roots	
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	<p>3. Who will be responsible for repairing existing and future damage</p> <p>4. How the City intends to ensure that neighbouring properties are not adversely affected by a tree granted protected status</p> <p>Conclusion</p> <p>We are not opposed to tree preservation in principle. However, we cannot support the nomination of this tree while it is actively causing damage to our property, interfering with our ability to use our land, and posing foreseeable future risks. The fact that the tree is located in the absolute corner of the owner's yard and has already affected multiple neighbours further highlights the need for proper assessment and responsible management.</p> <p>We respectfully request:</p> <ul style="list-style-type: none"> • Assessment and repair of existing damage • Implementation of future-proofing measures • A City-funded arborist report • Clear allocation of responsibility • Consideration of our objection before any decision is made 	
<p>2 Parmelia Street, South Fremantle: <i>Eucalyptus grandis</i> (Flooded Gum)</p>		
<p>1</p>	<p>We love the tree its bird life and the size of it. We would be sad if it was ever removed so we support it being on the tree register. How-ever we also recognize the rights of the owners at number 4.</p>	<p>Position noted</p>



18 Suffolk Street, Fremantle: <i>Eucalyptus camadulensis</i> (Red River Gum)	
	No comments



Appendix B – Register of Significant Trees and Vegetation Areas

Tree ID	Common and botanical name	Address and coordinates (latitude and longitude)	Description	Statement of significance
19-01	Norfolk Island Pine (<i>Araucaria heterophylla</i>)	11-13 Harvest Road, North Fremantle -32.034780, 115.755177	Tree on private property	<p>The Norfolk Island Pine on 11-13 Harvest Road, North Fremantle, which was planted in the late Nineteenth Century to Inter-War Era, has cultural heritage significance for the following reasons:</p> <ul style="list-style-type: none"> • It has historic and social value as a remnant of the early residential development of Bruce Town when larger houses were set back from the street in spacious gardens. • it has historic value as a representative example of early garden design in Fremantle that made use of a limited palette of trees and plants favoured for their aesthetic qualities as well as their tolerance for the local conditions. • It has aesthetic and landmark value for its distinctive appearance and presence in the area for over 100 years. • It has social value, and its value to the community is demonstrated by its inclusion in the Fremantle Society's Photographic Survey 1978 – 1980, its subsequent



Tree ID	Common and botanical name	Address and coordinates (latitude and longitude)	Description	Statement of significance
				protection by the Fremantle Council during the redevelopment of the site in the late 1980s, its inclusion in the Fremantle Municipal Heritage Inventory in 2000, and its inclusion in the Heritage List in 2008.
19-02	Norfolk Island Pine (<i>Araucaria heterophylla</i>)	15 Harvest Road, North Fremantle -32.034188, 115.755211	Tree on private property	<p>The Norfolk Island Pine on 15 Harvest Road, North Fremantle, which was most likely planted in the Inter-War Era, has cultural heritage significance for the following reasons:</p> <ul style="list-style-type: none"> • It has historic and social value as a remnant of the early residential development of Bruce Town, when larger houses were set back from the street in spacious gardens. • It has historic value for its 50-year association with the Salvation Army, which ran a maternity hospital and migrants' hostel on the site between the 1910s and the 1960s. • It has historic value as a representative example of early garden design in Fremantle that made use of a limited palette of trees and plants favoured for their aesthetic qualities, as well as their tolerance for the local conditions.



Tree ID	Common and botanical name	Address and coordinates (latitude and longitude)	Description	Statement of significance
				<ul style="list-style-type: none"> • It has aesthetic and landmark value for its distinctive appearance and presence in the area for over 100 years. • It has social value to the community, as demonstrated by its inclusion in the Fremantle Society Photographic Survey 1978 – 1980, and its inclusion in the Fremantle Municipal Heritage Inventory in 2000 and the Heritage List in 2008.
19-06	Rose Gum (<i>Eucalyptus grandis</i>)	7/18 John Street, North Fremantle -32.033254, 115.757699	Tree on private property	<p>The Rose Gum on 7/18 John Street, North Fremantle has significance for the following reasons:</p> <ul style="list-style-type: none"> • Visual/aesthetic value • Habitat for local fauna.
19-07	River Red Gum (<i>Eucalyptus camaldulensis</i>)	7/18 John Street, North Fremantle -32.033387, 115.757630	Tree on private property	<p>The River Red Gum on 7/18 John Street, North Fremantle has significance for the following reasons:</p> <ul style="list-style-type: none"> • Visual/aesthetic value • Habitat for local fauna.
24-01	Lemon-scented Gum (<i>Corymbia citriodora</i>)	6 Douglas Street, Fremantle -32.062644, 115.753147	Tree on private property	<p>The Lemon-scented Gum on 6 Douglas Street, Fremantle has significance for the following reasons:</p> <ul style="list-style-type: none"> • It is a landmark to the neighbourhood and provides significant visual and aesthetic value to everyone in the neighbourhood.



Tree ID	Common and botanical name	Address and coordinates (latitude and longitude)	Description	Statement of significance
26-01	Cape Lilac (Melia azedarach)	8 Sumpton Street, Hilton (-32.07069, 115.78702)	Tree on private property	The Cape Lilac on 8 Sumpton Street, Hilton has significance for the following reasons: <ul style="list-style-type: none"> Visual/aesthetic value Habitat for local fauna.
26-02	Spotted gum (Eucalyptus maculata)	54 Hope Street, White Gum Valley (-32.05801, 115.76772)	Tree on private property	The Spotted gum on 54 Hope Street, White Gum Valley has significance for the following reasons: <ul style="list-style-type: none"> Visual/aesthetic value Habitat for local fauna.
26-03	Flooded Gum (Eucalyptus grandis)	2 Parmelia St, South Fremantle (-32.07045, 115.75528)	Tree on private property	The Flooded Gum on 2 Parmelia St, South Fremantle has significance for the following reasons: <ul style="list-style-type: none"> Visual/aesthetic value Habitat for local fauna.
26-04	Red River Gum (Eucalyptus camadulensis)	18 Suffolk St, Fremantle (-32.05777, 115.74901)	Tree on private property	The Red River Gum on 18 Suffolk St, Fremantle has significance for the following reasons: <ul style="list-style-type: none"> Visual/aesthetic value Habitat for local fauna.



Register of Significant Trees and Vegetation Areas

Procedure

fremantle.wa.gov.au



Register of Significant Trees and Vegetation Areas: Procedure

Part 1 – Nomination and inclusion of trees or vegetation areas on the Register

The process for nomination and inclusion of a significant tree or vegetation area on the Register is set out in 6.12 Schedule A – Supplementary provisions to the deemed provisions, Clause 13A Conservation of Significant Trees or Vegetation Areas of Local Planning Scheme No.4 (LPS4). The procedure for including a tree or vegetation area on the Register is as follows:

- (i) Applicant is to complete the register of significant trees or vegetation areas on private land Nomination Form, as provided in Appendix A, to apply for a significant tree or vegetation to be included on the Register. The application should address the criteria for inclusion listed in the policy.

Note: The City will not accept an application for a significant tree or vegetation area to be included on the Register without the landowner's consent.

- (ii) Applicant to lodge the application with the City of Fremantle's strategic planning team by:

Email (preferred method): planning@fremantle.wa.gov.au

Post: Planning Services, City of Fremantle, PO Box 807, FREMANTLE WA 6959

Hand Deliver: City of Fremantle Administration Building

- (iii) The City will undertake an assessment of nominated trees and vegetation areas in accordance with part one of the policy. This assessment will involve internal referrals to relevant departments (e.g. Parks, Heritage) and may include the commission of an independent arborist's report. Assessments may be deferred to align with annual reporting [see (v) below].
- (iv) The City will provide the assessment to the landowner and occupier of the place (if applicable) and invite comment from them and immediately adjoining neighbours for a period of 21 days.
- (v) A report on the nominated trees and vegetation areas and public submissions received will be submitted to Council annually (generally between February and April) for a decision on their inclusion on the Register.



- (vi) The landowner, occupier and any person who made a submission on the nomination will be notified of Council's decision, and the City's records (including GIS mapping) will be updated accordingly.

Part 2 – Removal of trees or vegetation areas from the Register

A. Where removal does not form part of a development application

- (i) Requests for removal of trees or vegetation from the Register which do not form part of a Development Application should be submitted in writing to the City and be accompanied by justification addressing the criteria listed in part one of the policy including, where appropriate, supporting technical documents such as an arborist's report or structural engineering report demonstrating relevant criteria are met.
- (ii) The City will undertake an assessment of trees and vegetation areas in accordance with part one of this policy. This assessment may include the commission of an independent arborist's report. Assessments may be deferred to align with annual reporting (see v above).
- (iii) Where the City's assessment does not support the request for removal, the City will provide the assessment to the landowner and occupier of the place (if applicable) and invite comment from them for a period of 21 days. The City may, at its discretion, also invite comment from adjacent neighbours.
- (iv) A report on trees and vegetation areas requested for removal, along with any public submissions received will be submitted to Council annually (generally between February and April) for a decision on their removal from the Register.
- (v) The landowner, occupier and any person who made a submission on the nomination will be notified of Council's decision, and the City's records (including GIS mapping) will be updated accordingly.

B. Where removal does not form part of a development application

- (i) The City will undertake an assessment of trees and vegetation areas in accordance with part one of the policy as part of the statutory planning assessment of the development application. This assessment will involve internal referrals to relevant departments (e.g. Parks, Heritage) and may include the commission of an independent arborist's report and / or consultation with adjacent landowners.
- (ii) All trees or vegetation granted development approval for removal will be automatically removed from the Register without further consultation with the landowner or other parties, and the City's records (including GIS mapping) updated accordingly.



Appendix A – Nomination Form

Information on tree / vegetation for nomination:

Please tick appropriate:

- Single tree / plant
- Group of trees / plants Number of trees / plants in group:

Location of tree / vegetation

Tree / vegetation details

Street number:	Common name:
Lot number:	Latin / botanical name:
Street name:	Height (approximate) (m):
Suburb:	Girth 1.4m above ground
Location on the site:	(m):
	Age (approximate):

Why do you think the tree / vegetation is important (please tick all applicable):

- Botanical / horticultural value (rare / endangered species or genetic type)
- Visual / aesthetic / landmark value (size / form / colour / texture / landmark)
- Heritage value (social / spiritual / rarity / representative)
- Ecological value (provides significant habitat / seed source / remnant of pre-European vegetation)

Nominated by:

Name:

Address:

Telephone:

Date:



Owner’s consent:

Consent from the owner(s) of the land upon which the tree or vegetation is located must be obtained when nominating trees / vegetation. The City of Fremantle will not consider a nomination without owner’s consent.

Name: Signature:

(Please include additional names and signatures separately where multiple owners exist)

Additional information:

To assist the nomination process please provide the following additional information as an attachment to this form:

- Any additional information to support your nomination (e.g. cover letter, media articles, historical information, arborist’s report etc.).
- Photograph(s) of the tree(s) / vegetation.
- Site plan indicating location of the tree(s) / vegetation within the site including distance to boundaries, buildings and structures.



Schedule of Submissions

LPP 3.1: Fremantle City Centre
& Northern Gateway



Schedule of Submissions – LPP 3.1: Fremantle City Centre & Northern Gateway

No.	Directly Affected	Submission	Officer Response
Somewhat supportive			
1	Y	<p><u>Can you tell us why you chose that option?</u></p> <p>I am concerned that any planned developments in the 'city triangle' (Sub-precinct E) stay in line with the lease agreement with the Perth Diocesan Trustees and St John's church. The Council does not have the right to erect any buildings or structures on the church's premises. Or to interfere with the comfort of the congregation. The Trustees have the right to resume possession for church-related construction.</p> <p><u>Is there anything else you'd like to add?</u></p> <p>Use of Premises: The land is to be used as an open-air space for the public. The council does not have the right to erect any buildings/structures; paint or affix gates or fences; interfere with the quiet and comfort of the clergyman vestry and congregation of the church. The land is to be used as an open air space for the public. 4. Trustees' Rights: The trustees retained the right to inspect the premises, resume possession for church-related</p>	<p>The policy does not seek to interfere with any lease agreement with the Perth Diocesan Trustees and St John's church or develop the church site.</p> <p>The policy objectives are to support the City's Local Planning Scheme and provide guidance for new development within the City which complements and protects the heritage character of the precinct areas.</p>



		construction, and terminate the lease in case of non-payment or public nuisance. Just to note that the lease could be terminated for church purposes with 3 months notice provided by the Trustees.	
Do not support			
1	N	<p><u>Can you tell us why you chose that option?</u></p> <p>I object to Draft Local Planning Policy 3.1 in its current form and request substantial amendment before adoption. My objection is not to development or a higher density. It is to the reliance on discretionary height increases in sensitive heritage transition areas, and the long-term consequences that will follow. Fremantle is not a blank canvas. It is a layered port city with heritage of State and international significance. It sits in proximity to the World Heritage-listed Fremantle Prison and the State heritage-listed West End Fremantle. Heritage protection is not confined to façades. It includes setting, skyline, roofscape, and long views. Once additional height is built, it cannot be undone. The principal concern in this policy is Section 1.4 — Discretionary Additional Building Height. Height uplift is proposed in exchange for elements such as pedestrian links, affordable housing, or “distinctive architecture.” These are subjective criteria. They introduce negotiation into what should be fixed statutory controls. Planning in heritage areas requires certainty. Height, bulk and building envelopes should be parcel-specific and predetermined — not negotiated at development application stage. Without certainty, we see incremental</p>	<p>Objections are noted.</p> <p>LPP 3.1 supports the provisions of the City’s Local Planning Scheme No. 4. The intent of the review was to continue to align with the scheme provisions for this area, whilst consolidating and simplifying the relevant local planning policies.</p> <p>The City has received approval from the Western Australian Planning Commission to commence preparation of a new local planning scheme which will provide the opportunity to for a more comprehensive review of the provisions relating to this area.</p> <p>Officers note and acknowledge the concerns highlighted, including discretionary building height, view corridors and heritage protections. Concerns outlined will be considered as part of the preparation of the new scheme.</p>



	<p>height creep: one storey at a time, one approval setting precedent for the next. The policy also fails to adequately protect Fremantle’s viewsheds. From east-west streets there are glimpses toward Fremantle Port. From elevated points such as Monument Hill and Cantonment Hill there are long views across layered roofscapes toward harbour and ocean. These are defining characteristics of the city. The draft policy references views, but it does not require comprehensive viewshed mapping embedded into mandatory envelope controls. Without that, cumulative obstruction is inevitable. Transition areas are also of concern. By definition, transition zones should step down toward heritage, not escalate away from it. Yet discretionary uplift is permitted within these zones. In Precinct 2, acknowledgement of governance and ownership arrangements relating to land associated with St John's Anglican Church Fremantle is required and also documented consultation and mutually agreed upon approval before permanent installations or commercial activation. My request is straightforward: 1. Remove or substantially restrict discretionary additional building height. 2. Introduce parcel specific maximum building envelopes. 3. Mandate comprehensive viewshed protection. 4. Replace subjective design criteria with measurable standards. Fremantle’s skyline, roofscape and visual connection to the port are public assets. Development will occur. But it must occur within clear, fixed limits that protect what cannot be recreated once lost. We are custodians of this city’s long-term character. I</p>	
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	<p>respectfully request substantial amendment of the Draft LPP 3.1 before adoption.</p> <p><u>Is there anything else you'd like to add?</u></p> <p>I would insert these as amended clauses or new policy provisions within LPP 3.1.</p> <p>1. Overarching Conservation Principle</p> <p>1.1 Primacy of Heritage Character Development within the Fremantle City Centre and Northern Gateway shall reinforce Fremantle’s established low-rise port city character, fine grain urban morphology and heritage skyline. The conservation of heritage fabric, roofscape integrity, and significant view corridors shall take precedence in the assessment of built form proposals.</p> <p>2. Height Control – No Further Escalation</p> <p>2.1 Height Stability Provision In order to maintain the established urban scale and heritage setting between the West End, City Centre and Fremantle Prison, no increase in maximum building height beyond that currently prescribed under the Local Planning Scheme shall be supported through this Policy. Discretionary variations to height shall not be supported where such variation would result in:</p> <p>(a) visual intrusion into established heritage roofscapes;</p>	
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	<p>(b) adverse impact on the setting of a heritage place; (c) interruption of established skyline continuity; or (d) cumulative height escalation within the precinct.</p> <p>3. Reinstate Two-Storey Dominance – City Centre Core 3.1 City Centre Core Height Character Development within the traditional City Centre core shall maintain a predominant twostorey street wall condition consistent with the historic urban form. Additional height above two storeys shall not be supported unless it:</p> <p>(a) is demonstrably not visible from the public realm; (b) does not alter the perceived two-storey scale of the street; and (c) does not contribute to cumulative height increase across the precinct.</p> <p>This avoids absolute prohibition language while making approval extremely difficult.</p> <p>4. Prohibition on Height Discretion 4.1 Removal of Height Incentive Mechanisms Height bonuses, performance-based height variations, or discretionary height increases shall not be supported within the West End, City Centre, Fremantle Prison setting, or Esplanade precinct. Design excellence shall not be used as justification for additional height within heritage-sensitive areas. This directly addresses “design trade-offs” often used to justify height creep.</p>	
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	<p>5. Roofscape Protection 5.1 Heritage Roofscape Integrity Development shall maintain the established roofscape profile extending from the West End through the City Centre to Fremantle Oval and the Esplanade. Roof forms, parapet heights and skyline rhythms shall be conserved. Plant, lift overruns, rooftop structures and services shall not project above the prevailing parapet line when viewed from the public realm.</p> <p>6. Fremantle Prison Setting Protection 6.1 Prison Setting and Visual Dominance Development within the visual catchment of Fremantle Prison shall ensure the Prison remains the dominant landmark in long-range and mid-range views. Proposals shall demonstrate, through verified view analysis, that the Prison's prominence is not diminished by new built form.</p> <p>7. Openness Around the Train Station 7.1 Station Precinct Spatial Integrity The open character and visual permeability surrounding Fremantle Railway Station shall be maintained. Development shall not enclose, overshadow or visually dominate the Station forecourt or diminish its landmark quality.</p>	
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	<p>8. Heritage Fabric Retention – External 8.1 Demolition Avoidance Demolition of heritage places and contributory buildings shall not be supported unless it is demonstrated that:</p> <ul style="list-style-type: none"> (a) retention is structurally unfeasible; and (b) all reasonable adaptive reuse options have been exhausted; and (c) the significance of the place would not be diminished. <p>9. Heritage Fabric Retention – Internal 9.1 Interior Significance Where a place contains identified interior elements of heritage significance, adaptive reuse shall prioritise retention of:</p> <ul style="list-style-type: none"> (a) significant internal volumes; (b) original structural systems; (c) significant joinery, finishes and detailing. <p>Subdivision of significant internal spaces shall not be supported where it would diminish heritage value.</p> <p>10. Cumulative Impact Safeguard 10.1 Cumulative Townscape Assessment Applications exceeding two storeys within the City Centre or four storeys within transitional areas shall be</p>	
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	<p>accompanied by a cumulative impact assessment demonstrating that approval would not contribute to incremental erosion of heritage scale or skyline integrity.</p> <p>11. Northern Gateway – Contained Density 11.1 Density Consolidation to Northern Gateway Increased residential density shall be directed to the northern extent of the Gateway precinct where heritage sensitivity is lower. Development within this area shall not exceed six (6) storeys and must incorporate transitional built form where adjoining lower-scale areas. Development exceeding four storeys shall demonstrate design excellence consistent with SPP 7.0 and shall not rely on height variation mechanisms.</p> <p>12. Adaptive Reuse as Preferred Growth Model 12.1 Conservation-Led Regeneration Adaptive reuse of existing building stock shall be prioritised over demolition and redevelopment. Proposals that retain substantial heritage fabric may be supported in preference to redevelopment proposals of equivalent plot ratio. This frames conservation as enabling growth.</p> <p><u>Additional Information:</u> 1. Statutory Planning Framework and Legal Grounds This submission is made on the basis that Draft LPP 3.1 must be consistent with:</p>	
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	<ul style="list-style-type: none"> • The Planning and Development Act 2005 (WA) • The Planning and Development (Local Planning Schemes) Regulations 2015 (WA) (including deemed provisions) • The operative Local Planning Scheme • Principles of orderly and proper planning • Established administrative law principles including certainty, proportionality, transparency and reasonableness <p>1.1 Orderly and Proper Planning The policy introduces broad discretionary height provisions and subjective criteria such as "distinctive architecture" and "exceptional design quality." Such mechanisms reduce certainty and risk facilitating incremental height increases inconsistent with orderly and proper planning. Development standards in sensitive heritage transition areas must be prescriptive, measurable and parcel-specific. Excessive reliance on discretion undermines predictability and exposes decision making to inconsistency.</p> <p>1.2 Consistency with the Local Planning Scheme A Local Planning Policy cannot extend beyond or contradict the intent of the Local Planning Scheme. If LPP 3.1 enables outcomes that:</p>	
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	<ul style="list-style-type: none"> • Materially increase building height beyond established precinct character; • Undermine heritage protection objectives; • Diminish public realm amenity; <p>then it risks operating inconsistently with the Scheme’s strategic intent.</p> <p>Policies must guide discretion — not create de facto development entitlements through incentive based height uplift.</p> <p>1.3 Heritage Protection and Setting</p> <p>Fremantle contains areas of State and World Heritage significance, including proximity to:</p> <ul style="list-style-type: none"> • Fremantle Prison • West End Fremantle <p>Development within transition areas must consider impacts on:</p> <ul style="list-style-type: none"> • Cultural heritage significance; • Setting and curtilage; • Skyline and roofscape integrity; • Cumulative visual and bulk effects; • Long views to and from heritage places. <p>Heritage protection extends beyond individual buildings to include spatial character and visual permeability.</p>	
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	<p>1.4 Amenity and Public Realm Amenity includes visual, environmental and experiential qualities. Additional height allowances may generate:</p> <ul style="list-style-type: none"> • Overshadowing of public spaces; • Wind tunnelling and adverse microclimate impacts; • Loss of long-established sight-lines; • Increased enclosure inconsistent with existing streetscape character. <p>Mandatory cumulative impact assessment is required where additional height is contemplated.</p> <p>1.5 Viewshed Protection Long views toward Fremantle Port and from elevated vantage points including:</p> <ul style="list-style-type: none"> • Monument Hill • Cantonment Hill <p>form part of Fremantle’s spatial identity. A comprehensive viewshed analysis must be undertaken and embedded into prescriptive envelope controls. Protection of key views must be mandatory, not discretionary.</p> <p>2. Executive Summary of Objection</p>	
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	<p>This submission objects to Draft LPP 3.1 on the basis that it:</p> <ul style="list-style-type: none"> • Enables excessive building height within heritage transition areas; • Relies excessively on discretionary uplift mechanisms; • Fails to adequately protect important public views and sight-lines; • Introduces subjective design criteria; • Provides insufficient certainty regarding development envelopes in sensitive heritage settings; • Risks cumulative erosion of heritage character through incentive-based height bonuses. <p>Furthermore, Amendment 49 has already had a deleterious impact on heritage within the West End and City Centre allowing for greater heights which have been approved, creating a precedent for cumulative erosion of heritage fabric and visual character.</p> <p>Substantial amendment is required prior to adoption.</p> <p>3. Precinct-Specific Submissions 3.1 Precinct 1 – Northern Gateway Height and Density</p> <ul style="list-style-type: none"> • “High density” should be reframed as higher density within a heritage transition context. • Buildings should be recessive rather than iconic. 	
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	<ul style="list-style-type: none"> • Three-dimensional modelling of parcel-specific maximum building envelopes is required. • Mandatory height and setback controls must apply adjacent to heritage places. <p>Sub-precinct A</p> <ul style="list-style-type: none"> • Material standards must specify durability and climatic suitability. • Contemporary architectural design is supported; however, new development must clearly respect and respond to the existing streetscape character, heritage context, prevailing building scale, setbacks and materials. Innovative design should complement and integrate with its surroundings rather than dominate or visually compete with them. <p>Sub-precinct B</p> <ul style="list-style-type: none"> • New development must be sympathetic in height, scale, massing, setbacks and materiality. Contemporary architectural expression is encouraged, but it must remain consistent with the established character of the area. New buildings should reinforce the existing urban form and heritage transition qualities, and must not introduce scale, bulk or visual prominence that disrupts the surrounding context. • Continuous canyon-like street walls along Queen Victoria Street must be avoided. <p>Sub-precinct C</p> <ul style="list-style-type: none"> • Architectural expression should prioritise contextual continuity over trend-driven design. 	
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	<p>3.2 Precinct 2 – City Centre Commercial Primacy</p> <ul style="list-style-type: none"> • Kings Square frontage should remain predominantly commercial. • Residential development should not dominate civic edges. <p>Kings Square and Church Land Kings Square and specifically the triangular portion of land owned by the Anglican Church under the jurisdiction of St John's Anglican Church Fremantle.</p> <p>The policy must:</p> <ul style="list-style-type: none"> • Acknowledge land ownership and governance arrangements; • Require documented consultation and mutual approval prior to permanent installations; • Respect private land rights in civic planning. Urban Greening Explicit requirements should be introduced for canopy targets. <p>Sub-precinct D</p> <ul style="list-style-type: none"> • No additional height allowances. • Prohibit tilt-up concrete parapet and boundary walls. <p>Sub-precinct E</p> <ul style="list-style-type: none"> • Heritage must remain the dominant visual reference. • Contemporary additions must be recessive and secondary. 	
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	<p>Sub-precinct F This area functions as an extension of the West End and requires equivalent protective controls.</p> <ul style="list-style-type: none"> • Remove six- and eight-storey allowances. • Apply strict transition controls. <p>3.3 Precinct 3 As a transition area, height should not exceed four storeys. No discretionary height increases should be permitted.</p> <p>4. Public Realm (Section 1.2)</p> <ul style="list-style-type: none"> • Remove height bonuses linked to pedestrian links. • No discretionary variations permitting loss of heritage fabric. • Landowner consent must be required for works on privately owned land. <p>5. Built Form and Legibility (Section 1.3)</p> <ul style="list-style-type: none"> • Undertake comprehensive viewshed mapping beyond precinct boundaries. • Mandate protection of long views toward the port and heritage landmarks. • Specify numerical transition ratios between low-scale heritage buildings and taller development. 	
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	<ul style="list-style-type: none"> • Prohibit visually intrusive parapet and boundary wall treatments. <p>6. Discretionary Additional Building Height (Section 1.4) This section should be removed. If retained:</p> <ul style="list-style-type: none"> • Impact assessments must be independently commissioned. • Remove subjective criteria such as “exceptional design quality.” • Require cumulative overshadowing and wind analysis. • Apply sustainability requirements flexibly in heritage contexts. <p>7. Requested Amendments The submitter formally requests that Council:</p> <ol style="list-style-type: none"> 1. Remove Section 1.4 (Discretionary Additional Building Height), or substantially limit it. 2. Introduce parcel-specific envelope modelling. 3. Mandate comprehensive viewshed protection. 4. Remove incentive-based height bonuses. 5. Strengthen heritage transition controls across all precincts. 6. Acknowledge governance arrangements relating to Church-owned land. 	
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	<p>8. Conclusion Fremantle’s character derives from layered heritage fabric, port identity and visual permeability. Incremental increases in height and broad discretionary powers risk cumulative and irreversible change. Draft LPP 3.1, in its current form, does not provide sufficient certainty or protection for heritage, views or transition areas. Substantial amendment is required before adoption.</p> <p>Acknowledgement of AI Assistance ChatGPT was used to help draft, edit, and organise this submission. All content generated with the tool was reviewed and revised by me to reflect my views and understanding.</p> <p>Appendix- Photographic Evidence Figure 1a, 1b, 1c– Tilt-up concrete parapet and boundary walls and utilitarian material finish contributing to a reduced streetscape quality (Adelaide Street, Point Street, July 2025, Elder Place, November 2024). Figure 2a – Development exceeding established two-storey street height, demonstrating incremental change within a sensitive heritage precinct (Henderson Street, July 2025).</p>	
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	<p>Figure 2b – Example illustrating limitations of current assessment tools in evaluating building height impacts (CoF Agenda, August 2025).</p> <p>Figure 3 – Approved development of increased height within a sensitive heritage area, located opposite the Warder’s Cottages (Illustration, William Street).</p> <p>Figure 4a, 4b, 4c, 4d– View corridors towards Fremantle Port illustrating broader visual catchment not fully considered in Draft Policy LPP 3.1 (Tuckfield Street, Vale Street, Burt Street, Marmion Street February 2026).</p>	
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	 <p>Figure 1a</p>  <p>Figure 1b</p>  <p>Figure 1c</p>	
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Figure 2a

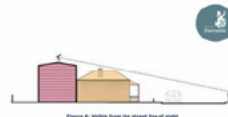


Figure 2b



Figure 3



Figure 4a



Figure 4b



Figure 4c

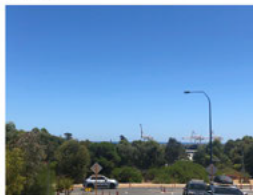


Figure 4d

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Local Planning Policy 3.1

Fremantle City Centre &
Northern Gateway

fremantle.wa.gov.au



LPP 3.1: Fremantle City Centre & Northern Gateway

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 3.1 – Fremantle City Centre & Northern Gateway (LPP 3.1).

Introduction

The purpose of this policy is to provide built form and design guidance to areas within the Fremantle City Centre and Northern Gateway.

Objectives

The objectives of this policy are to:

- Provide built form guidance to facilitate high quality development in the City Centre and Northern Gateway areas.
- Provide design guidance for new development which complements the existing character and heritage of the precinct areas.
- Provide guidance to facilitate the activation of the city centre and northern gateway areas through residential and non-residential uses.
- Ensure that new development reinforces and enhances important views.
- Facilitate a safe and appealing pedestrian friendly environment.
- Ensure the new development demonstrates best practice environmentally sustainable design.

Application of this Policy

This policy applies to all land indicated on the map below (Figure 1). Where a development proposes to vary the policy criteria, the development must demonstrate compliance with the objectives of this policy and the relevant design principles of the Residential Design Codes (R-Codes).

This policy is to be read in conjunction with Local Planning Scheme No.4, in particular, Schedule 7, Local Planning Area 1 - City Centre and Local Planning Area 2 – Fremantle.

Where this policy is inconsistent with the Scheme or an adopted structure plan or local development plan, that instrument shall prevail to the extent of any inconsistency. Where this policy is inconsistent with a more general local planning policy, this policy shall prevail to the extent of any inconsistency.

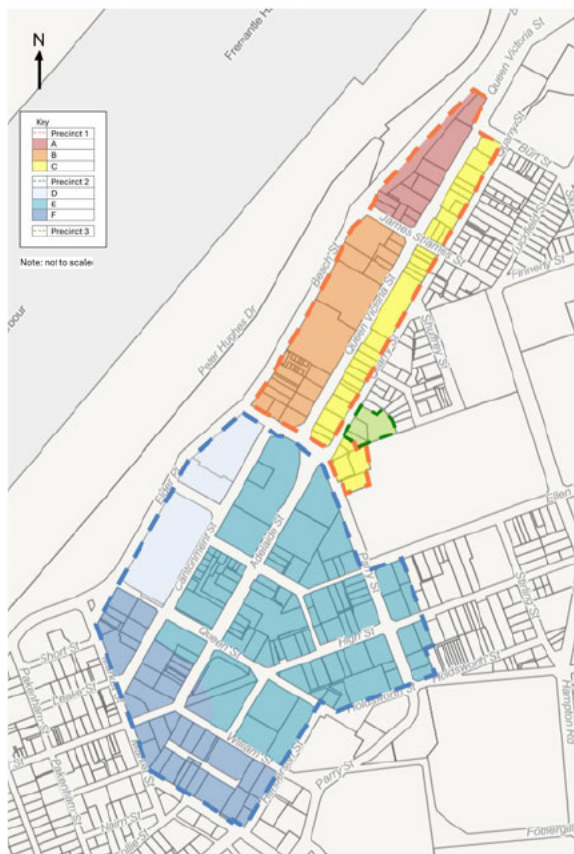


Figure 1: Policy Area

Policy Provisions

1. Precincts 1 and 2

1.1. Vision and desired character

For all new developments or where a development proposes to significantly alter the built form of an existing building, applicants are required to submit a design statement that explains how the proposed development responds to the vision and desired character statements relevant to the development's location (see figure 1). The response to the desired character is particularly important regarding the proposed development's relationship to the streetscape or public space.



Precinct 1 – Northern Gateway

The precinct will be rejuvenated as a vibrant, attractive and sustainable high density residential neighbourhood within walkable distance of the Fremantle city centre that provides a diverse range of housing and commercial opportunities with a neighbourhood feel. It will provide convenient, safe and attractive pedestrian and cyclist links that connect to the City Centre and its public transport node, nearby public open spaces, education, recreation and community facilities.

This precinct will provide a distinctive and highly visible statement as the northern gateway to the city centre. This will be supported by a hub of local commercial and community services that complements but does not compete with the city centre's commercial focus. Heritage buildings will be retained, re-used and integrated with new infill development. New development within the precinct will contribute to the greening of the City.

Precinct 1 will focus on Queen Victoria Street as a distinctive boulevard entry to Fremantle and with a lively street space of active ground level frontages providing a mixture of service, sales and hospitality with high density residential accommodation above and behind. The precinct aims to provide a diverse range of housing opportunities in a city centre location with a neighbourhood feel.

Sub-Precinct A: An entrance to Fremantle

- a) New development should showcase a contemporary design with high quality finishes.
- b) It should reflect a high-density residential area that values environmental sustainability and fosters a vibrant cultural and artistic community.
- c) Design should be strongly influenced by natural features such as the river, escarpment, and Cantonment Hill, reinforcing the area as a gateway to Fremantle.
- d) Development on Beach Street should be built on the building line, highlighting both the street edge and the former river shoreline.
- e) Development should reinforce the district urban wall that is a characteristic of Beach Street fronting the port.
- f) Development should contribute to local identity, ensuring a clear sense of place within the Fremantle entrance.

Sub-Precinct B: Robust, port related activities

- a) Combine new infill buildings with adaptive reuse of existing structures.
- b) New development should be sympathetic to retained heritage buildings and places.
- c) New development on Beach Street should be built on the building line to reinforce the edge of the street and the former river foreshore. It should reinforce the distinct urban wall that is a characteristic of Beach Street fronting the port.
- d) New development should be designed to enhance local distinctiveness and foster a recognisable sense of place.



- e) Create distinct visual and functional differences between sub-precincts B and C. New development in sub-precinct B should generally reflect the area's robust, industrial character with the use of the following:
- o Functionality rather than overly refined decorative elements;
 - o Strong definition of light and shadow on highly articulated facades; and
 - o Use of face brickwork as the predominant material to reflect the precincts industrial heritage.

Sub-Precinct C: Contemporary urban mixed use influences

- a) This sub-precinct provides the opportunity to introduce new architectural compositions and points of interest, creating a distinct residential identity within the modern port city context.
- b) While sub-precincts B and C may share built characteristics, new development should respond to the opportunity to clearly differentiate their architectural character.
- c) New development should reflect:
- o Lower scale and finer urban grain, respecting the small lot sizes and narrow frontages;
 - o Development on amalgamated lots should retain the finer grain of the original subdivisions;
 - o Refined detailing suited to its location away from the port's edge;
 - o Respond to the unique streetscapes of both Queen Victoria Street and Quarry Street;
 - o Less emphasis on brick facades compared to sub-precinct B; and
 - o Strong definition of light and shadow on highly articulated facades.

Precinct 2 – City Centre

The precinct is the centre of the City's civic, retail, commercial and residential activity. This is clearly recognised through the intensity of activity and scale of development. It aims to attract new residents and high value business activity as a part of the broader Fremantle sense of place and lifestyle. At its heart lies Walyalup Koort, the City's civic centre and a revitalised commercial hub. The area combines key retail anchors with active shopping streets and a diverse mix of uses that ensure continuous activity throughout the week and into the evenings.

The precinct blends innovative new buildings with retained heritage, creating a distinctive yet respectful urban character. New developments will reflect the community's commitment to environmental sustainability and showcase high-quality design suited to the central city location. The built form supports both vibrant public spaces and increased density, accommodating more residents and workers while promoting a sustainable future. With the city's highest concentration of residents and businesses, the precinct is well-connected by public transport and pedestrian-friendly routes, reinforcing its role as



Fremantle's most accessible and active district. New development within the precinct will contribute to the greening of the City.

Sub-Precinct D: Mid-century wool stores influence

- a) New development should reflect the massing, streetscape scale and proportioning of the remnant 1927 and 1950s Elders Woolstores building. However, it may embody contemporary detailing, materials and finishes associated with the new uses of these large street blocks.
- b) The massing and scaling of new development should reinstate the district urban wall along Elder Place fronting the port that was previously provided by the historic wool storage buildings.
- c) New development in sub-precinct D should generally reflect the area's robust, industrial character with the use of the following:
 - o Functionality rather than overly refined decorative elements;
 - o Strong definition of light and shadow on highly articulated facades; and
 - o Use of face brickwork as the predominant material to reflect the precincts industrial heritage.

Sub-Precinct E: Diverse contemporary influence

- a) There is the opportunity to transform this area with new character resulting from contemporary architecture that promotes the identity, function and culture of a modern port city.
- b) Reflect progressive environmental sustainability through elements including, but not limited to, material selection, on structure greening and climate passive design.
- c) Reflect the vibrant cultural and artistic community that values the importance of social life in public spaces.
- d) Showcase the functional and working purpose of the area, rather than being over-refined or decorative, and incorporate the use of robust and utilitarian materials with natural finishes.
- e) Celebrate and reflect the coastal setting and strong definition of light and shadow on highly articulated facades.
- f) New development presenting to Walyalup Koort should contribute to re-establishing the historic civic urban character of Walyalup Koort as well as contributing to a vibrant, coherent urban space defined and enclosed by buildings and landscape.
- g) The 'city triangle' in Walyalup Koort is to continue to have a clear civic identity and development is to be of the highest quality and demonstrate a high standard of sustainable building design.

Sub-Precinct F: Gold rush mixed use influence

- a) New development should be strongly influenced by the existing character, streetscape surrounds and adjoining buildings.



- b) Whilst new development may convey an overall contemporary design and style, the new development should reflect the traditional proportioning, streetscape scale, materials and verandah treatments of the historic buildings, particularly the design characteristics associated with traditional ground floor retail and commercial land uses.
- c) Development opposite the State Heritage listed West End is to protect and enhance the setting of the heritage area.

1.2 Public Realm

New developments throughout the precincts are to activate street frontages through design and by location of appropriate uses to create a vibrant, diverse, interactive and safe urban environment.

Unless specific discretionary criteria are stated in the provisions below, Council may, at its discretion, vary any of the provisions where it is satisfied the development meets the overall objective of the element.

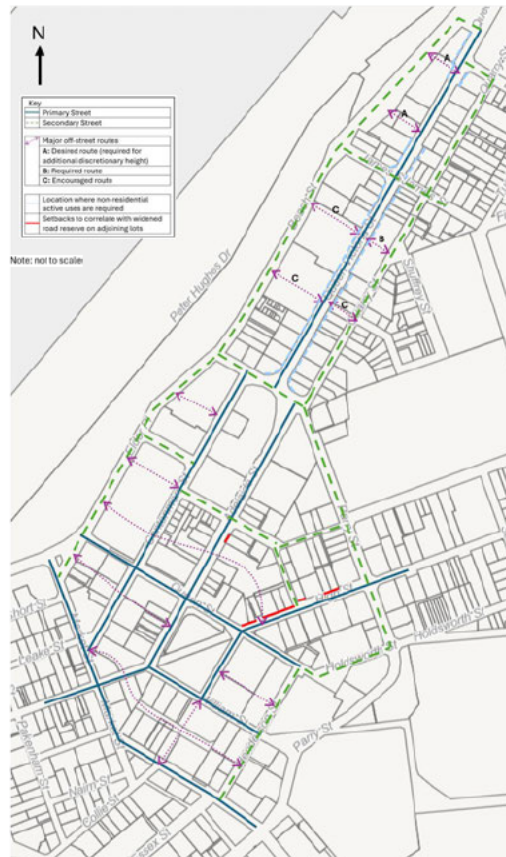


Figure 2: Public Realm

Primary Streets

New development located on the primary streets are to address the following provisions:

- a) Lower levels of the development should be designed to reinforce the significance of the primary street with an appropriate scale and high standard of details, materials and finishes, and shall incorporate design measures to contribute to an interesting, safe and diverse public realm. The ground floor façade should provide variation and interest at a human scale.
- b) No vehicle access, blank walls and/or service areas should be located on primary street frontages where alternative locations are available. If vehicle access is



necessary from the primary street, vehicle entrance points and service areas are to be integrated into the overall building design to minimise their impact on the pedestrian environment and street vitality. Vehicle crossovers are to be minimised, consolidated and shared where possible.

- c) Ground level parking should be sleeved behind or within a development, ensuring the streetscape is not dominated by car parking.
- d) Precinct 1: Where residential uses are located at the ground level frontage, development should:
- Incorporate design measures in the façade to contribute to an interesting public realm;
 - Minimise blank walls to no more than 3m in width;
 - Locate private open space(s) and major openings to provide passive surveillance and interaction with the adjacent public realm;
 - Achieve a clear distinction between the private place and public space, through the use of landscaping, visually permeable fencing a maximum of 750mm in height or a difference in floor level of up to 600mm from the street; and
 - Accommodate multiple ground level pedestrian entries directly from the street.
- e) Precinct 2: Non-residential uses are to be located at ground level and be designed for adaptive re-use.
- f) Precinct 1 (where illustrated in figure 2) and Precinct 2: Non-residential uses at the ground level frontage to a primary street should:
- Be encouraged to incorporate a mix of active land uses at ground level that extend the hours of activity in the adjacent public domain beyond the traditional retail hours.
 - Be predominantly glazed or open to the street at ground level and with major pedestrian entrances direct from and level with the street.
 - Accommodate multiple ground level commercial tenancies in long frontages which shall all obtain their main public pedestrian entry directly from and level with the primary street. Wide building frontages with a single use or tenancy shall be limited.
 - Have any area where the building is setback from the front lot boundary be designed and treated as part of the adjacent pedestrian domain.
 - Minimise side setbacks and other gaps in the street frontage to provide a frontage that is as continuous as possible.
 - Provide weather protection along footpaths for pedestrians, either in the form of awnings or first floor balconies, and satisfy all of the following:
 - To be continuous along all primary street frontages;
 - To be integrated with the building design, appropriately scaled and designed to reinforce the importance of primary streets while still providing shelter and a sense of enclosure for pedestrians;



- To be permanently fixed and constructed of materials that provide sun and rain protection (i.e. high degree of sun shading and water impenetrability);
- To project a minimum horizontal distance of 2.4m over the adjacent footpath; and
- Awnings shall have a consistent clear height from footpath level of between 3m and 3.5m.

Council may, at its discretion, vary any of the above requirements where:

- The installation of weather protection would be incompatible with the heritage significance of the existing building; or
 - It is necessary to ensure appropriate clearances from the street infrastructure or trees; or
 - The installation of weather protection would present significant practical difficulties in terms of vehicle accessibility and there is no satisfactory alternative design solution available.
- g) Precinct 2: The full extent of the St Johns Church triangle in Walyalup Koort is to be reinforced as a generally green passive space.
- h) Precinct 2: Footpath widths are to be maximised along primary streets. For the lots on High Street and Adelaide Street indicated in red in figure 2, primary street setbacks shall correlate with the widened road reserve on adjoining lots.

Secondary Streets

New development located on secondary streets is to address the following provisions:

- a) Ground level frontages to secondary streets may incorporate a mix of land uses.
- b) Development is to incorporate design and passive surveillance measures to contribute to an interesting, safe and diverse public realm.
- c) Blank walls to secondary street frontages should be minimised to no more than 3m in width.
- d) Where residential uses are located at ground level, the design should achieve a clear distinction between private place and public space whilst still allowing for passive surveillance and interaction with the street.
- e) Retail and commercial floorspace shall provide major pedestrian entries directly from and level with the street.
- f) Weather protection along the footpaths of secondary streets adjoining retail/commercial/entertainment uses shall be provided either in the form of awnings or first floor balconies, and satisfy the following:
 - To be integrated with the building design;
 - To be predominantly fixed and constructed of materials that provide sun and rain protection (i.e. a high degree of sun shading and water impenetrability);



- The weather protection shall project a minimum horizontal distance of 2m over the adjacent footpath; and
- Awnings shall have a consistent clear height above the footpath of 2.75m.

Council may, at its discretion, vary any of the above requirements where:

- The installation of weather protection would be incompatible with the heritage significance of the existing building;
 - It is necessary to ensure appropriate clearances from the street infrastructure or trees; or
 - The installation of weather protection would present significant practical difficulties in terms of vehicle accessibility and there is no satisfactory alternative design solution available.
- g) Vehicle entrance points and service areas are to be integrated into the overall building design and shall minimise detracting from the pedestrian environment and street vitality. Vehicle crossovers are to be minimised, consolidated and shared where possible.
- h) Precinct 1: On-site vehicle parking at ground level adjacent to a secondary street should be screened and incorporate design measures to contribute to an interesting and safe public realm.
- i) Precinct 2: Ground level on-site parking should be sleeved behind or within a development, ensuring the streetscape is not dominated by vehicle parking.

Major off-street pedestrian routes

- a) Provision of the major off-street routes that are accessible by the public are strongly encouraged in new development at the general locations shown in figure 2.
- b) The exact course and location of these major off-street routes don't necessarily need to align between street blocks, but connections between them are to be legible.
- c) Major off-street routes are to be designed to be safe for users in accordance with Crime Prevention Through Environmental Design (CPTED) principles.
- d) Universal access is required for the whole length of off-street routes from street to street.
- e) Additional pedestrian connections shall be provided from the major off-street route to any on-site public or communal space.
- f) Ground level frontages to major off-street routes may incorporate a mix of land uses.
- g) Ground level frontages to major off-street routes are to incorporate design and passive surveillance measures to contribute to an interesting, safe and diverse public realm.



- h) Upper-level balconies over the major off-street route are encouraged.
- i) Weather protection, in the form of awnings or first floor balconies, is to be provided over the footpaths of major off-street routes where adjoining any retail/commercial/entertainment uses and shall provide a minimum clear height above footpath level of 2.75m. Elsewhere along the major off-street route, there can be a mix of covered space and open to the sky.
- j) Refer to section 1.4 of this policy for specific requirements where the provision of off-street pedestrian links is a criterion for seeking discretionary additional building height (refer to figure 2 for locations).

1.3 Built form and legibility

Figure 3 - Views and landmarks illustrates the major views, major landmarks and desired views and glimpses within Precincts 1 and 2. New development is to provide comfortable enclosure to streets and other public spaces, reinforce important views, and provide activation and safety in public spaces through the relationship between the building and the adjacent public space.

Unless specific discretionary criteria are stated in the provisions below, Council may, at its discretion, vary any of the provisions where it is satisfied the development contributes to the overall objective of this element.



Figure 3: Views and Landmarks

Development shall address the following provisions:

- a) The significance of Queen Victoria Street as a major approach and gateway to the City Centre should be reinforced through the scale and massing of new development and the framing of views towards Princess May Park and the City Centre.
- b) The significance of primary streets (including Queen Victoria Street) should be reinforced with continuous developed edges of consistent scale and massing that creates a strong sense of urban enclosure as well as framing and reinforcing views to major Fremantle landmarks that provide legibility and contribute to the City's image.



- c) Views of Fremantle landmarks, particularly to the port and of port infrastructure, the Arts Centre and the former Army Barracks, are encouraged wherever possible at ground level along secondary streets, via off-street pedestrian links and other openings between buildings, and from upper levels of new buildings.
- d) Consider the impact of new development on long views from approach routes by road and rail, from Monument Hill, Cantonment Hill, Victoria Quay and Fremantle Harbour. Consideration is to be given to the impact of the arrangement and bulk of taller buildings and the design of roofs and screening of rooftop service elements. New development shall contribute positively to these views.
- e) Passive surveillance of the street and other public spaces is to be provided by frequent upper floor windows, terraces and balconies overlooking the public space.
- f) Incorporate sensitive transitions between lower scale existing heritage buildings and taller structures where they are directly adjoining.
- g) As redevelopment of the area is likely to be carried out over a number of years, consideration should be given to the appropriate treatment of all walls and parapets that will be visible or remain semi-permanently exposed.
- h) Redevelopment of full street blocks and other large sites should ensure integration into their surroundings and maintain consistency with the precinct's development pattern and street level linkages. The horizontal expanse of long facades should address the desired character of its location through articulation and fenestration, architectural detailing and treatment of rooflines.

1.4 Discretionary additional building height

Under the Local Planning Scheme No. 4 provisions of Schedule 7, Local Planning Area 1 – Sub Area 1.3.2 and Local Planning Area 2 – Sub Area 2.3.1, additional building height may be approved on select sites (refer to figure 4), at the Council's discretion, subject to the development satisfying a number of criteria. This section of the policy provides additional guidance and requirements regarding what the development should provide for the Council to be satisfied that the discretionary criteria have been met.

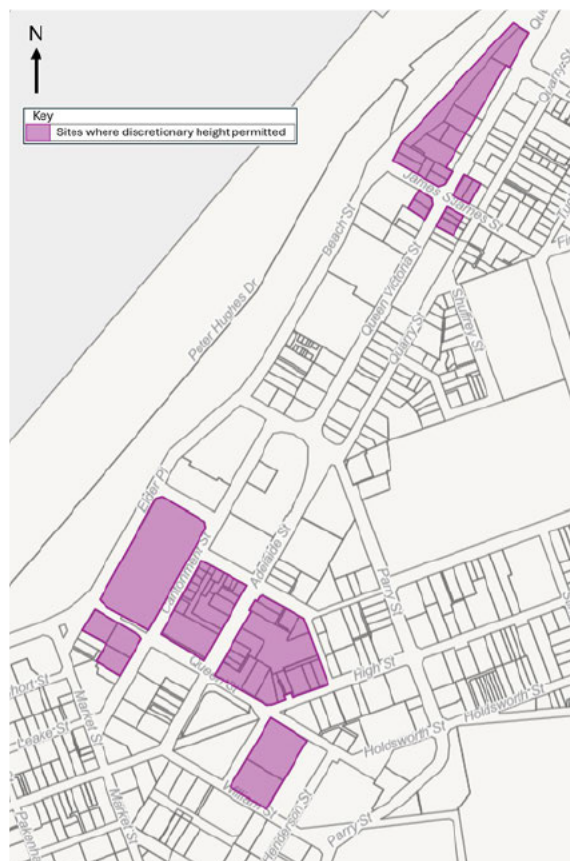


Figure 4: Sites where discretionary height may be permitted

- a) The following supporting documents are to be submitted as part of an application where discretionary additional building height is sought:
- Full streetscape studies at pedestrian level showing the impact of the additional height on the public realm and neighbouring sites or buildings;
 - Site and precinct plans showing the impact of the additional height on view corridors and view sheds;
 - Report from independent consultant assessing the development's environmental performance; and
 - If the development is to be staged, the applicant must demonstrate how each stage will make its own positive contribution to the precinct and the street.



b) The applicant must demonstrate how the proposed development satisfies the following criteria:

- Policy provisions to be satisfied to the highest standards

Discretionary additional building height will only be considered where all of the relevant provisions elsewhere in this policy have been satisfied to the very highest standards.

- Distinctive architecture and exceptional design quality

The development is to be of distinctive architecture befitting its location and exceptional design quality meeting the highest possible standard of design principles contained in the Local Planning Scheme and/or local planning policy that assist in determining the design of development, and including, but not limited to:

- The overall development achieving an exceptionally high standard in terms of appearance;
- 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 distinct views;
- The additional height does not adversely impact on the ability of neighbouring sites and buildings to maximise their passive sustainable design potential;
- The visual permeability of the development with the streetscape;
- The roofscape and servicing aspects of the development are exceptionally well resolved.

In particular, the architectural response of the development to the desired character of its setting and the way the development will contribute to (and raise) the architectural standard of development within the precinct will be of primary consideration for the Council.

- Best practice environmentally sustainable design

Where required in Local Planning Scheme No. 4, Planning Areas 1 and 2, Council will consider a minimum certified Green Star rating of 5 Stars using the Green Building Council Australia's current rating tools where an appropriate Green Star rating tool exists, to demonstrate best practice in environmentally sustainable design (ESD).

Where a current Green Star rating tool is not available for the proposed type of development, an alternative method of demonstrating Australian excellence in ESD may be used, at the discretion of Council, which addresses the following elements:



- Energy – encourage and recognise designs that substantially reduce the greenhouse gas emissions associated with the operational energy consumption;
- Water – encourage reduction of potable water through the efficient design of building systems, rainwater collection and water re-use;
- Indoor Environment Quality – encourage and recognise designs that ensure thermal comfort of occupants, maximise daylight while minimising heat glare, reduce noise pollution and require maintenance and cleaning of air handling systems; and
- Waste – encourage and recognise designs and construction methods that reduce the amount of natural resources used, reuse whatever materials can be re-used and recycle wherever possible.

Assessment of best practice in ESD for development, considering the above criteria, can be demonstrated by applying the benchmarking standards incorporated within the Green Star Rating Tool and Technical Manual as applicable to a 5 Star Green Star rating relative to the appropriate building type. Where an appropriate Green Star rating tool does not currently exist, Green Star Office shall be used for commercial projects and Green Star Multi Unit Residential shall be used for mixed use projects for this purpose.

In addition to the above requirements, it must also be demonstrated that an Accredited Green Star professional has been appointed to the project design team.

- Impact on the amenity of surrounding public realm

The applicant shall illustrate that the additional building height does not detrimentally increase the amount of shade or wind surrounding public spaces beyond what could be expected from the development that was constructed to the permitted building heights.

- High quality landscaped and publicly accessible pedestrian environment

The off-street pedestrian links shown in figure 2 must be provided, and in addition to the requirements in section 1.2, must be:

- A minimum width of 5m;
- Open to public access at all times;
- To a high standard of landscape design incorporating planting, public seating and public art; and
- Safely designed to Crime Prevention through Environmental Design (CPTED) Standards to be confirmed by a report by an accredited CPTED consultant.

The area of required street setback in Queen Street, High Street and Adelaide Street are to be transferred at no cost to the Council (refer to figure 2 for locations).



New development is to address the provision of a high standard of on-site open space for residents and/or workers, which may include rooftop landscape areas.

c) **Precinct 2: Affordable housing**

Where affordable housing is provided it shall be fully integrated into the development and not be externally identifiable as a separate component of the development.

A condition will be included on the planning approval to ensure the ongoing provision of the approved affordable housing component.

2. **Precinct 3**

Refer to Schedule 7, Local Planning Area 2 – Sub Area 2.3.1 of the Local Planning Scheme for specific development controls relating to this precinct. This section provides additional provisions and guidance for new development in this precinct, identified in figure 5 below.

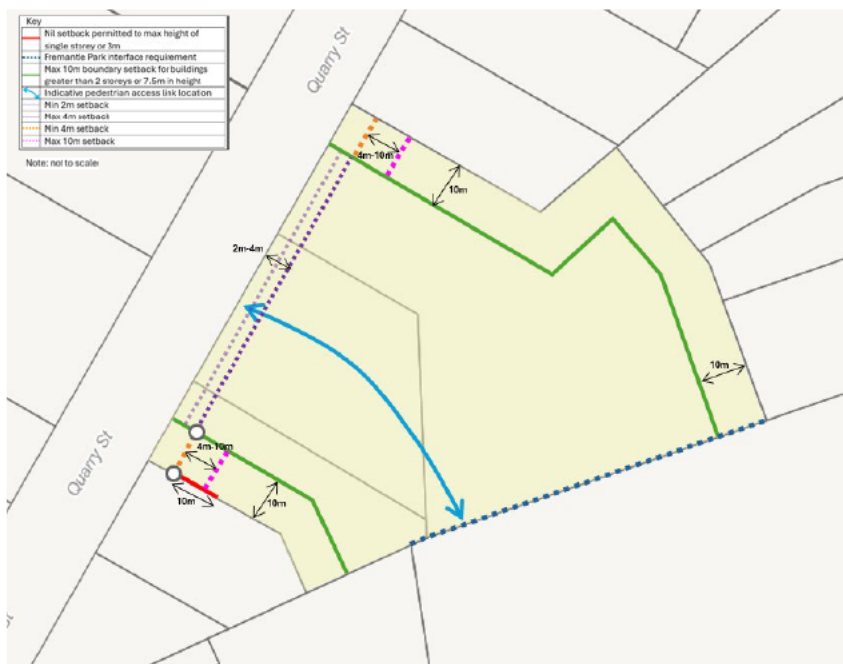


Figure 5: Provisions relating to Precinct 3



2.1 Vision and desired character

- a) Presents an opportunity to accommodate high quality residential and mixed use development as part of the City Centre's northern gateway, located close to a wide range of services and amenities.
- b) Provides a transition between high-density mixed use zonings to the south and west, and existing lower density development to the north.

2.2 Building setbacks

- a) Notwithstanding the minimum lot boundary setback requirements of the Residential Design Codes (R-Codes) Volume 1 and 2, walls built up to a lot boundary shall only be permitted on the south-western boundary for the location and height indicated in red in figure 5.
- b) Remaining walls to buildings shall be setback from the lot boundaries in accordance with Tables 2a and 2b of the R-Codes Volume 1 or Table 2.1 of the R-Codes Volume 2, as applicable.

2.3 Public domain interface

- a) Buildings shall address the public domain through orientation and provision of major openings and/or balconies on all levels, to provide active and passive surveillance options.
- b) Fencing abutting Fremantle Park: minimum of two-thirds of the length is to be visually permeable above 1.2m to a maximum height of 1.8m, with piers not higher than 2m. For the balance of the fencing maximum solid portions to a maximum height of 1.8m is permitted to facilitate screening of outdoor areas.
- c) Direct pedestrian and resident access into the park should be provided.
- d) Development fronting Fremantle Park: ground floor is to be no greater than 600mm above the level of the public open space adjacent to the site.

2.4 Landscaping and tree retention

- a) Retention of trees on site and their integration onto the development is strongly encouraged. Landscaping and the potential for tree retention and/or relocation should be considered in site planning and will be assessed against the provisions of the R-Codes Volume 1 and 2, as applicable.
- b) A landscaping plan is to accompany all development applications which details the type and location of landscaping treatments as well as vegetation to be retained on site.



Local Planning Policy – Document Control	
Version	Decision to Adopt/Amend
1	TBD
Public Consultation	Yes
WAPC Approval Required?	No
Next review date	(maximum of four years from last review)



Appendix: Precinct Character

Purpose

The purpose of this appendix is to provide an overview of the history of the built environment and the existing character of Precincts 1 to 3 as identified in Local Planning Policy 3.1: Fremantle City Centre and Northern Gateway.

Precinct 1 and 3

Historical Overview

The precinct was established as a residential area and has undergone several distinct periods of development to become a mixed use area broadly characterised by car showrooms and yards, commercial developments with some residential use.

Period One 1830s – 1880s:

In the Early Victorian era this area was located on the outskirts of the town and the larger blocks contained many substantial freestanding houses set in large gardens and often positioned to take advantage of views and breezes from the river. Cantonment Road, later named Queen Victoria Street, connected to the Fremantle Traffic Bridge and Stirling Highway and was of the main entrances. Beach Street had not yet been constructed and properties on the river side of the road extended down to the sandy riverbank.

The two-storey terrace housing at 18–24 Queen Victoria Street and the early part of Stella Maris Seafarers Club are remnants of the residential development that date from this era.



Figure 1: View from Fremantle Town Hall looking towards Cantonment Hill, 1891



Figure 2: View from Precinct from Cantonment Hill circa 1903

Period Two 1890s – 1950s:

In the history of Fremantle, Period Two was the time of the most intense development activity and largely set the city's distinctive built form characteristics. This period began with the Gold Boom that transformed Fremantle and Western Australia and continuing into the Inter-War Era with the intensification of industry and port related uses following the construction of the Inner Harbour and Victoria Quay.

The transformation of the Northern Gateway area began with the reclamation of the river for new infrastructure projects, firstly for the railway in the 1880s and then for the harbour in the 1890s. These works separated the precinct from the river and introduced industrial and port related uses which made it less desirable as a residential area. In the 1890s the western side of the precinct adjacent to the railway and harbour began to attract industrial uses such as foundries, ice works and breweries and in the Inter-war Era substantial brick warehouses for wool storage were constructed creating a harbour frontage with a robust industrial character. The buildings in Beach Street combined with those further south in Elder Place (City Centre) to create a distinctive streetscape.

The former Dalgety Wool Stores (Heirloom Apartments), Warehouse 1 James Street, former Fremantle Cold Storage 26-34 Queen Victoria Street, Commercial Building, 6 Parry Street and Former SEC Sub-Station 10 Parry Street are remnants of this period of development.

At the northern end of Queen Victoria Street, many of the early residences remained well into the 1950s but they were gradually repurposed as boarding houses, nursing homes and other community buildings. None of these houses survived the 1960s- 70s redevelopment of the area.



Figure 3: View from Precinct from Cantonment Hill circa 1939



Figure 4: View of HMS Victorious and HMS Indomitable and the warehouses and industrial buildings lining the harbour edge, 1945

Period Three 1960's – present day:

The final stage of major development coincided with the advent of containerisation. The resulting profound change to shipping and associated industries completely changed the earlier interdependence between the precinct and the harbour. Since the 1960s industrial and warehousing uses were gradually relocated to the new industrial areas on the outskirts of Perth where land was cheap and close to road transport networks. In the 1960s the remaining single houses were demolished for car yards, petrol stations and low-quality commercial strip style development. Development from the 1960s and 1970s period is generally low grade, has little heritage significance and doesn't make a positive contribution to the character of the area.



Figure 5: Queen Victoria Street circa 1972



Figure 6: Queen Victoria Street circa 1974



Figure 7: Queen Victoria Street circa 2012



Figure 8: Queen Victoria Street circa 2025



Existing Character

The precinct contains 3 broadly distinguishable areas of differing character, as shown in Figure 9.



Figure 9: Precinct 1 and 3 Character Areas

The quality of the buildings and their contribution to the precinct character varies greatly. Almost all buildings that make a positive contribution to the precinct are associated with Period Two and stand in Area B. The precinct has undergone several distinct periods of development where earlier development has generally been supplanted by the later and so to a degree the townscape qualities of the precinct are set by the pervasive low-quality development from Period Three.

Area A:

While Area A is a primary entrance to Fremantle, it exhibits no strong unifying character. Rather the area is comprised of buildings of a variety of architectural styles associated with Period Three. The buildings are generally of low architectural quality and thus make a limited contribution to producing a legible streetscape or a coherent area overall. The exception would be the former warehouse on the corner of James and Beach Street which forms the northernmost edge of the robust industrial harbour edge streetscape.



Figure 10: Area A Queen Victoria Street and Beach Street intersection



Figure 11: Area A Beach Street and James Street intersection

Area B:

While Area B does not exhibit a strongly unifying character, it contains several significant streetscapes with differing character, massing and scale. The most significant of these streetscapes is the harbour facing buildings in Beach Street which share a robust, industrial character although the scale varies from the massive former Dalgetty Wool Stores to more modest single storey warehouses. These utilitarian brick buildings exhibit characteristics of the Federation and Inter-War Warehouse style and collectively they define the urban edge where the city met the port.

At the southern end of Area B around Parry Street is a more traditional late nineteenth to early twentieth century urban streetscape with two storey terrace housing in Queen Victoria Street and the Australia Hotel and a two-storey commercial building in Parry Street. These buildings are less robust and more detailed than the port related industrial buildings and exhibit characteristics of the Federation Free Style of architecture.



Figure 12: Area B Beach Street frontage



Figure 13: Area B Beach Street frontage



Figure 14: Area B Industrial buildings, Queen Victoria Street



Figure 15: Area B former residential buildings Queen Victoria Street

Area C:

The northern block of Area C between Burt and James Streets was completely redeveloped in the 1960s and 70s when the historic residential buildings were demolished for car yards and commercial development. While this block has a fairly uniform built form character it is low quality and has no heritage significance.

The southern block of Area C between James and Parry Streets contains some commercial buildings from the early Twentieth Century which combine to create pockets of typical mixed use commercial streetscape with a live edge of shopfronts and awning canopies protecting the footpath. Surviving historic buildings have a finer grain and less robust character than Area B and the buildings exhibit characteristics of Inter-War and Federation Freestyle architectural styles. This area is dominated by recent multi-storey mixed used buildings of a similar scale to the former Dalgetty Wool Stores on opposite in Area B.



Figure 16: Area C pocket of historic commercial buildings on Queen Victoria Street



Figure 17: Area C low quality late 20th Century development, Queen Victoria Street

Precinct 2

Historical Overview

The precinct was largely established in the Gold Boom era when Fremantle was transformed by the prosperity and population growth resulting from the Gold Rushes. Traditional mixed use urban buildings were constructed along the major roads of Market, High, Cantonment and Adelaide Streets with more suburban style residential development elsewhere. In the Inter-War era the residential area surrounding Cantonment Street was transformed by a series of massive brick wool stores that were constructed adjacent to Victoria Quay. Then in the Post War Era the largely residential areas to the north and east of Kings Square were redeveloped as the commercial heart of the city drifted north and east.

Existing Character

The precinct contains three broadly distinguishable areas of differing character, as shown in Figure 18.

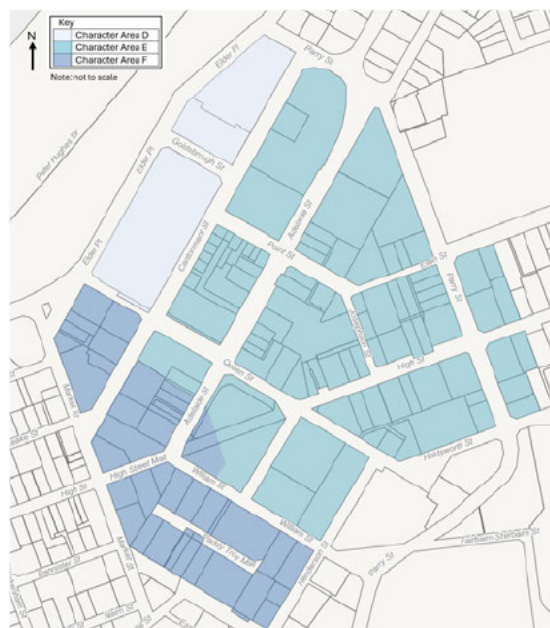


Figure 18: Precinct 2 Character Areas

The following sections provide an overview of the existing and historic character of these three areas.

Area D – Mid-century wool stores influence:

Area D consists of former wool stores buildings constructed from the 1930s to the 1950s and the sites of two earlier wool stores which were demolished in the 1980s. These massive brick warehouses lined Elder Place and Beach Street and collectively formed a distinctive visual edge to harbour and served as an interface between the City and Victoria Quay. The demolition of two of these buildings has diminished the character of this area.

Fremantle was established as the port town for Perth and this purpose underpinned its distinct character and heritage. The wool stores buildings were constructed during a period when the processing, storage and distribution of export and import commodities took place within the near vicinity of the harbour. The architectural expression of their utilitarian purpose, particularly their massiveness, contributed to an urban character that differentiated Fremantle from other places in the metropolitan area.



Figure 19: Elders Wool stores Place

The elevational design of the wool stores is Classically influenced but utilitarian with a simple rectangular plan and form and a bold, robust character. They were, or gave the appearance of, load bearing red brick construction with quasi-structural expression on the façades and contrasting rendered lintels and sills. The façades were highly modulated with deep projecting piers and cornice elements and recessed windows and spandrels. The large multi pane windows lit the storage area and south facing roof lights in the saw tooth trussed roof illuminated the upper-level wool classing areas.

New developments in this area should echo the utilitarian, robust warehouses characteristic of this area. Developments are expected to reflect the scale and materials used in the heritage buildings in this area.



Figure 20: Woolstores Commercial Building

Area E – Contemporary influence:

Area E exhibits no strong unifying character and is comprised of buildings of varying size, scale and era of development. The character is generally a mix of late Twentieth Century and early Twenty-first century architectural styles with a few surviving buildings from the Gold Boom era. The late Twentieth Century buildings are generally of low architectural quality and thus make a limited contribution to legible streetscapes or to a coherent area overall. This area is expected to accommodate more large-scale developments. These developments should reflect the historic streetscape in a contemporary manner.



Figure 21: Poor quality, contemporary streetscapes, Point Street



Figure 22: Poor quality, contemporary streetscapes, Queen and High Streets



Figure 23: Contemporary streetscapes, Adelaide Street

Notwithstanding the lack of unifying character, there are some buildings and public spaces of cultural heritage significance within the precinct that contribute to the social and civic fabric of the area city overall. Notable examples are Kings and Queens Squares, Victoria Hall and the Gold Boom era terraces at 19 - 25 Point Street. The former school buildings



at Princess May Reserve, the Proclamation Tree and St Patricks Basilica and Presbytery also form a significant heritage group at the north end of the precinct.



Figure 24: Cluster of high-quality heritage buildings at the north end of Adelaide Street including St Patrick Basilica and the former

Area E - Gold Boom mixed use influence:

Area E has a distinctive character as a largely intact urban commercial area from the late nineteenth to early twentieth century. Most of the buildings were originally mixed-use with shops at ground floor and commercial or residential uses above. Many of these buildings are individually heritage protected, but collectively they have greater significance as part of significant streetscapes.

These buildings were simply designed, usually rectangular in plan, with the front face abutting the rear edge of the footpaths that lined the streets. The height of the buildings ranged from between one to three storeys but is most commonly two storeys. The buildings sometimes have a basement.

The design of these buildings displays a clear hierarchy of parts. Considerable attention was given to the design of a suitably imposing street frontage whereas the minor facades, although well built, were utilitarian in appearance.

All buildings are constructed at the rear edge of the footpath with zero front setback and will also usually have zero setbacks on their side boundaries. The buildings combine to form a street wall.



Figure 25: Mixed use, Gold Boom Era buildings, High Street



The main facades of the buildings show the influence of the classical style and display a fineness of detail appropriate to their urban setting. The main facades of these buildings are either symmetrical or designed as an asymmetrical composition containing symmetrical elements within it. The facades are either completely rendered to give the appearance of ashlar stonework and detailing or, more commonly, are composed of rendered detailing and unpainted tuck-pointed brick walls. The corrugated iron roofs are nearly always concealed behind a parapet which, depending on the design of the façade below, sometimes contained a pediment.

The underlying classical influence is evident in the composition consisting of a base, middle and top sections. The middle sections are modulated either simply by regularly placed windows set in wall, or more strongly, by vertical elements such as piers or pilasters. The verticality of the middle section is balanced by the horizontal projections such as cornices and string courses of the top.

The designs of the facades were underpinned to a degree by the geometry of the Palladian / Georgian early 19th century system of proportioning, which determined both the widths and heights of a window and the horizontal and vertical distances between windows.

The main facades of these buildings were usually of brickwork construction. Commonly the upper floors were of load-bearing brickwork supported at about first floor level by steel beams. This allowed the shop fronts at ground level to be contained in larger openings than would be the case if the walls were entirely of load bearing construction.

The walls of the minor facades were, almost without exception, of load bearing face brick construction. Typically, the window openings were about a metre wide containing timber framed double hung sash windows.

Ground floor shops have a ceiling height of around 4 metres. Original shopfronts provide views into the building to give interest to passers-by and make the building's function and retail offer apparent. Original shopfronts consist of a large area of fixed glazing and a recessed front door. The shopfronts fill an area from around 300-600mm above footpath level to at least the soffit of the awning with many also exhibiting highlight windows above the awning. Typically, the mullions and transoms of the shop fronts are thin sections to maximise the amount of clear glazing and areas above transoms are glazed.

Except for church buildings and the Fremantle Town Hall, all buildings have verandahs or awning canopies that span the full depth of the footpath and are consistent in height creating a continuous shelter for pedestrians.

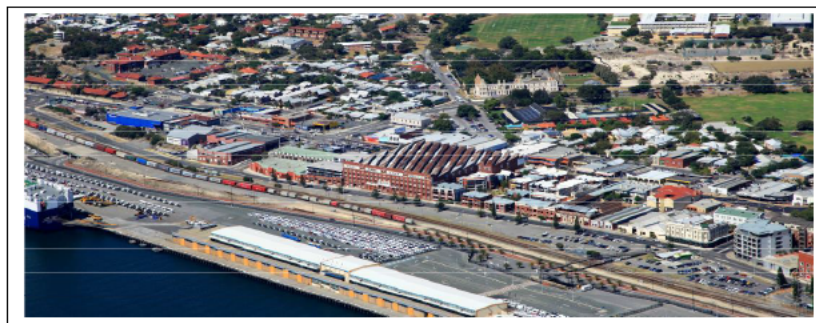


CITY OF FREMANTLE

LOCAL PLANNING POLICY 3.1.3

PRECINCT 3

ADOPTION DATE: ~~28 November 2012~~
AUTHORITY: ~~LOCAL PLANNING SCHEME NO.4~~
LPP 3.1: Fremantle City Centre & Northern Gateway



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~~6. Sites where discretionary additional building height may be permitted 17~~

~~4. ABOUT THIS DOCUMENT~~

~~Citation~~

~~This is a Local Planning Policy prepared under Schedule 2 of the Planning and Development (Local Planning Schemes) Regulations 2015. The policy may be cited as Local Planning Policy 3.1 – Fremantle City Centre & Northern Gateway (LPP 3.1).~~

~~Introduction~~

~~The purpose of this policy is to provide built form and design guidance to areas within the Fremantle City Centre and Northern Gateway.~~

~~Objectives~~

~~The objectives of this policy are to:~~

- ~~• Provide built form guidance to facilitate high quality development in the City Centre and Northern Gateway areas.~~
- ~~• Provide design guidance for new development which complements the existing character and heritage of the precinct areas.~~
- ~~• Provide guidance to facilitate the activation of the city centre and northern gateway areas through residential and non-residential uses.~~
- ~~• Ensure that new development reinforces and enhances important views.~~
- ~~• Facilitate a safe and appealing pedestrian friendly environment.~~
- ~~• Ensure the new development demonstrates best practice environmentally sustainable design.~~

~~Application of this Policy~~

~~The purpose of this policy is to detail design provisions to complement the land use and development requirements prescribed in Local Planning Scheme No. 4 for Precinct 3. Precinct 3 is situated in the north eastern part of the broader Fremantle Centre area, as represented by Figure 1. Figure 2 defines the boundary of the precinct and the provisions of this policy apply to all proposed land use and development within that boundary.~~

~~This policy applies to all land indicated on the map below (Figure 1). Where a development proposes to vary the policy criteria, the development must demonstrate compliance with the objectives of this policy and the relevant design principles of the Residential Design Codes (R-Codes).~~

~~This policy is to be read in conjunction with Local Planning Scheme No.4, in particular, Schedule 7, Local Planning Area 1 - City Centre and Local Planning Area 2 – Fremantle.~~

~~Where this policy is inconsistent with the Scheme or an adopted structure plan or local development plan, that instrument shall prevail to the extent of any inconsistency. Where this policy is inconsistent with a more general local planning policy, this policy shall prevail to the extent of any inconsistency.~~

Precinct 3 Local Planning Policy

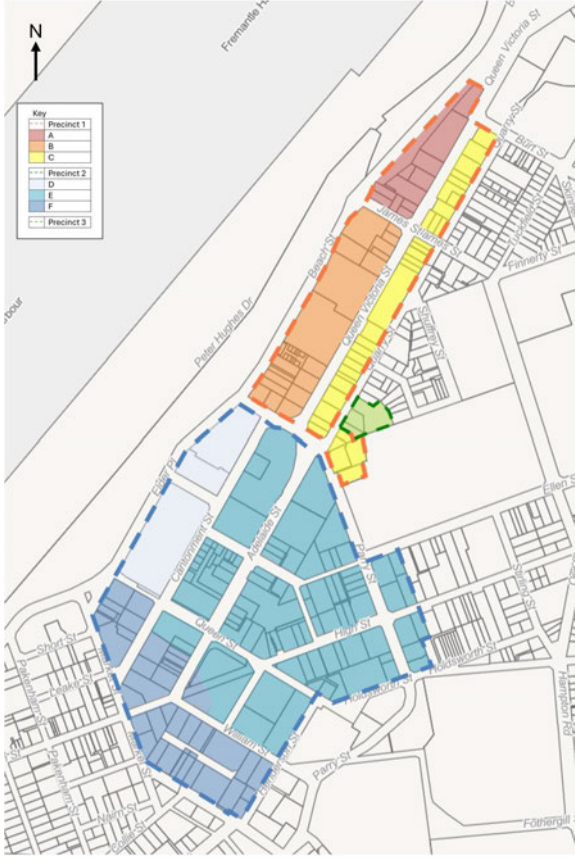
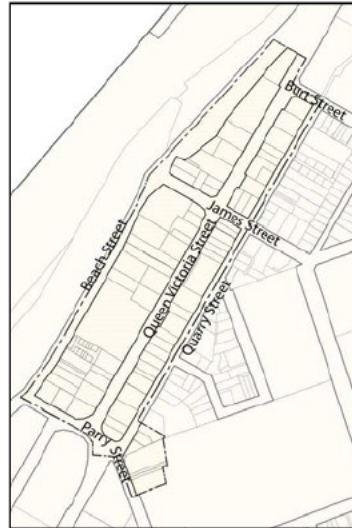


Figure 1: Policy Area

Precinct 3 Local Planning Policy



4
Precinct 3—location of precinct within broader Fremantle Centre context—



*Figure 2:
Precinct 3 boundary*

~~The provisions of this policy are to be read and applied in conjunction with the relevant provisions of the Local Planning Scheme, Residential Design Codes and local planning policies. Specifically, Schedule 12 of Local Planning Scheme No. 4 details provisions relevant to Precinct 3, under clause 2.3.1—Sub-area 1 of Fremantle Local Planning Area.~~

~~Refer to the Local Planning Scheme for specific land use and development requirements relating to:~~

- ~~▲ Land use;~~
- ~~▲ Permitted building height and the setting back of buildings;~~
- ~~▲ Additional discretionary building height;~~
- ~~▲ On-site vehicle parking; and~~
- ~~▲ Diversity of residential dwellings.~~

~~In addition to this specific local planning policy, there are other local planning policies that will likely be applicable to new development and land use within the precinct. Refer to Appendix 4 of this policy for a list of these.~~

~~Additionally and of particular importance are the design principles contained in the Local Planning Scheme and/or local planning policy that assist in determining the design quality of development.~~

~~The intent of this policy is to detail provisions that address principles of urban design as much as architectural design. Proposed development will be assessed on its contribution to the streetscape as well as its individual architectural merit. Good design goes beyond style~~

Precinct 3 Local Planning Policy

~~and individual taste and this policy aims to assess buildings on their functionality and efficiency, as well as their aesthetics.~~

~~As the provisions of this policy are largely non-prescriptive, the City encourages applicants to utilise experts from a variety of fields to ensure that in-depth analysis and innovative solutions are developed in response to the design complexities intrinsic to the area. For these same reasons the City encourages early and ongoing engagement with the City's Design Advisory Committee.~~

~~It is also important to consider and to demonstrate how the standard of design quality will be maintained and delivered throughout all phases of the development.~~

Policy Provisions

1. Precinct 1 and 2

2. ~~PRECINCT 1.1~~ VISION and Desired Character

~~For all new developments or where a development proposes to significantly alter the built form of an existing building, applicants are required to submit a design statement that explains how the proposed development responds to the vision and desired character statements relevant to the development's location (see figure 1). The response to the desired character is particularly important regarding the proposed development's relationship to the streetscape or public space.~~

Precinct 1

The precinct will be rejuvenated as a vibrant, attractive and sustainable high density residential neighbourhood within walkable distance of the Fremantle city centre that provides a diverse range of housing and commercial opportunities with a neighbourhood feel.

This precinct ~~will~~ provide a distinctive and highly visible statement as the northern gateway to the city centre. ~~The predominantly residential precinct~~ This ~~will~~ be supported by a hub of local commercial and community services that complements but does not compete with the city centre's commercial focus. Heritage buildings, particularly in the south-west quadrant of the precinct, will be retained, re-used and integrated with new infill development. New development within the precinct will contribute to the greening of the City.

~~The precinct:~~

- ~~• Will provide a distinctive and highly visible statement as the northern gateway to the city centre. New buildings will have contemporary and innovative architecture that is strongly influenced by their setting and embody a high standard of environmentally sustainable design. Heritage buildings, particularly in the south-west quadrant of the precinct, will be retained, re-used and integrated with new infill development.~~
- ~~• Reinforces the significance of the proximity to the river, port and Cantonment Hill to the precinct's sense of place through key views, linkages and the character of new buildings.~~
- Precinct 1 ~~will~~ focus on Queen Victoria Street as a distinctive boulevard entry to Fremantle and with a lively street space of active ground level frontages providing a

Precinct 3 Local Planning Policy

mixture of service, sales and hospitality with high density residential accommodation above and behind.

- ~~It will~~ have convenient, safe and attractive pedestrian and cyclist links that connect to the city centre and its public transport node, ~~and to nearby parks, waterfront~~ public open spaces, education, recreation and community facilities.
- ~~This precinct aims to accommodate 2500 new residents over the next 20 years~~ ~~in~~provide a diverse range of housing opportunities for those ~~who enjoy~~in a city centre location with a neighbourhood feel.

-
3. PRECINCT CHARACTER - Move to Appendix

Historical overview

The precinct was established as a residential area and has undergone several distinct periods of development to become a mixed use area broadly characterised by car showrooms and yards, commercial developments with some residential use.

Period One 1830s-1880s:

In the Early Victorian era the area was located on the outskirts of the town and the larger blocks an entrance to Fremantle and contained a number of many substantial freestanding houses set in large gardens and often positioned to take advantage of views and breezes from the river. Cantonment Road, later named Queen Victoria Street, connected to the Fremantle Traffic Bridge and Stirling Highway and was one of the main entrances to Fremantle. Beach Street has not yet been constructed and properties on the river side of the road extended down to the sandy riverbank. This early character was influenced by the precinct edging the river. ~~The two-storey terrace housing at 18-24 Queen Victoria Street and the early part of the Stella Maris Seafarers Club are remnants of the residential development that date from this era.~~

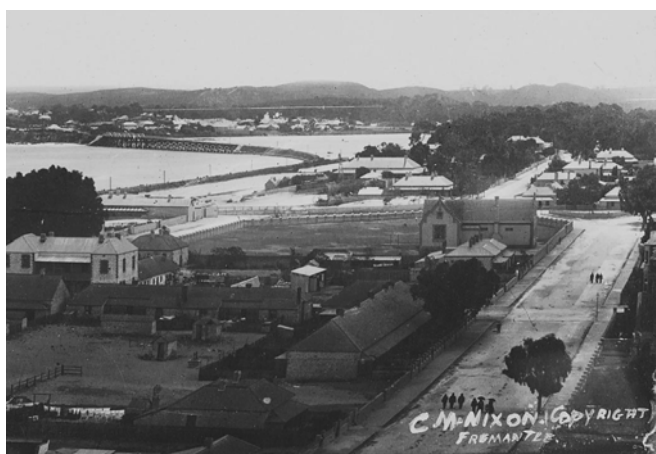


Figure 1. View from Fremantle Town Hall looking towards Cantonment Hill, 1891

Precinct 3 Local Planning Policy



Figure 2: View from Precinct from Cantonment Hill circa 1903



View of Precinct from Cantonment Hill circa 1939

Period Two 1890s-1950s:

In the history of Fremantle, Period Two was the time of the most intense development activity and ~~in many ways the developments that took place during this period established~~ the largely set the city's distinctive built form characteristics. This period began with the Gold Boom that transformed Fremantle and Western Australia and continuing into the Inter-War Era with the intensification of industry and port related uses following the construction of the Inner Harbour and Victoria Quay.

The transformation of the Northern Gateway area began with the reclamation of the river for new infrastructure projects. ~~to provide land firstly~~ for the railway in the 1880s and then for the

Precinct 3 Local Planning Policy

harbour in the 1890s. These works ~~caused the precinct to be~~ separated the precinct from the river and, ~~perhaps more significantly,~~ introduced industrial and port related uses which made it less desirable as a residential area. ~~the development of the railway and harbour initiated changes particularly to~~ In the 1890s the western side of the precinct adjacent to the railway and harbour began to attract industrial uses such as foundries, ice works and breweries and in the Inter-war Era substantial brick warehouses for wool storage were constructed creating a harbour frontage with a robust industrial character. The buildings in Beach Street combine with those further south in Elder Place (City Centre) to create a distinctive streetscape. -
~~These changes resulted in the western face of the precinct evolving to acquire a more robust industrial character consistent with its port-related purpose, characterised by the warehouses that edged Beach Street.~~

The former Dalgety Wool Stores (Heirloom Apartments), Warehouse 1 James Street, former Fremantle Cold Storage 26-34 Queen Victoria Street, Commercial Building, 6 Parry Street and Former SEC Sub-Station 10 Parry Street are remnants of this period of development.

At the northern end of Queen Victoria Street, many of the early residences remained well into the 1950s but they were gradually repurposed as boarding houses, nursing homes and other community buildings. None of these houses survived the 1960s- 70s redevelopment of the area.



Figure 3: View of Precinct from Cantonment Hill circa 1939

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Figure 4: View of HMS Victorious and HMS Indomitable and the warehouses and industrial buildings lining the harbour edge, 1945



Queen Victoria Street circa 1974



Queen Victoria Street 2012

Period Three 1960s-the present day:

The final stage of major development coincided with the advent of containerisation. The resulting profound change to shipping and associated industries completely changed the earlier interdependence between the precinct and the harbour. Since the 1960s industrial and warehousing uses were gradually relocated to the new industrial areas on the outskirts of Perth where land was cheap and close to road transport networks. In the 1960s the remaining single houses were demolished for car yards, petrol stations and low-quality commercial strip style development. Development from the 1960s and 1970s period is generally ~~within the precinct that dates from this period is described as~~ low grade, has little heritage significance and doesn't make a positive contribution to the character of the area. ~~non-contributory.~~

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Figure 5: Queen Victoria Street circa 1972



Queen Victoria Street circa 1974



Queen Victoria Street 2012

Existing character

The precinct contains three broadly distinguishable areas of differing character, as shown in Figure 33.

Precinct 3 Local Planning Policy

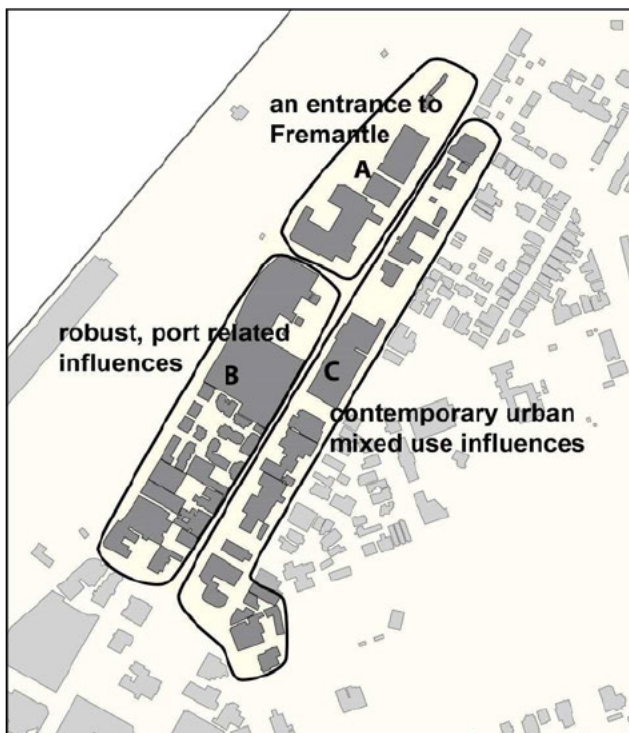


Figure 83: Character areas

The quality of the buildings and their contribution to the precinct character varies greatly. Almost all buildings that make a positive contribution to the area-precinct in which they stand are associated with Period Two and stand in Area B. The precinct has undergone several distinct periods of development where generally the earlier development has generally been supplanted by the later and so to a degree the townscape qualities of the precinct are set by the pervasive low quality development from Period Three.

Area A

While Area A is a primary entrance to Fremantle, it exhibits no strong unifying character. Rather the area is comprised of buildings of a variety of architectural styles associated with Period Three. The buildings are generally of low architectural quality and thus make a limited contribution to producing a legible streetscape or a coherent area overall. The exception would be the former warehouse on the corner of James and Beach Street which forms the northernmost edge of the robust industrial harbour edge streetscape.

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Figure 9: Area A Queen Victoria Street and Beach Street intersection



Figure 10: Area A Beach Street and James Street intersection

Area B

While Area B does not exhibit a strong unifying character it contains several significant streetscapes with differing character, massing and scale. The most significant of these streetscapes is the harbour facing buildings in Beach Street which share a robust, industrial character although the scale varies from the massive former Dalgetty Wool Stores to more modest single storey warehouses. These utilitarian brick buildings exhibit characteristics of the Federation and Inter-War Warehouse style and collectively they define the urban edge where the city met the port.

At the southern end of Area B around Parry Street is a more traditional late nineteenth to early twentieth century urban streetscape with two storey terrace housing in Queen Victoria Street and the Australia Hotel and a two-storey commercial building in Parry Street. These buildings are less robust and more detailed than the port related industrial buildings and exhibit characteristics of the Federation Free Style of architecture.

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~~— Rather the area is comprised of a mix of buildings of differing scales, massing and architectural styles and while the buildings are generally of medium to high quality, they do not combine to form strongly legible streetscapes or a coherent area overall. A unifying robust, industrial character does however derive generally from the buildings' port related uses. This character is expressed most prominently in the former Dalgoby's Woolstores building.~~



~~Area B Queen Victoria Street~~



~~Area B Beach Street~~



Figure 6: Area B Beach Street frontage



Area B Beach Street frontage

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~~Collectively the buildings facing Beach Street made an impact that defined the urban edge where the city met the port.~~



Figure 8: Area B Industrial buildings, Queen Victoria Street



Figure 9: Area B former residential buildings Queen Victoria Street

Area C

The northern block of Area C between Burt and James Streets was completely redeveloped in the 1960s and 70s when the historic residential buildings were demolished for car yards

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and commercial development. While this block has a fairly uniform built form character it is low quality and has no heritage significance.

The southern block of Area C between James and Parry Streets contains some commercial buildings from the early Twentieth Century which combine to create pockets of typical mixed use commercial streetscape with a live edge of shopfronts and awning canopies protecting the footpath. Surviving historic buildings have a finer grain and less robust character than Area B and the buildings exhibit characteristics of Inter-War and Federation Freestyle architectural styles. This area is dominated by recent multi-storey mixed used buildings of a similar scale to the former Dalgetty Wool Stores on opposite in Area B.

~~Area C exhibits no strong unifying character. Rather the area is comprised of buildings of a variety of architectural styles associated with Periods Two and Three. The buildings from Period Three dominate the area and are generally of low architectural quality and make only a limited contribution to producing a legible streetscape or a coherent area overall.~~



Area C Queen Victoria Street



Area C Quarry Street



Figure 10: Area C pocket of historic commercial buildings on Queen Victoria Street

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Figure 11: Area C low quality late 20th Century development, Queen Victoria Street

Area C seems to have undergone a less pronounced change than Area B in terms of urban grain, scale and character during Period Two and, as a result, a distinct difference in character has developed between the streetscape qualities of each. The distinct difference in character between the two areas is expressed through their contrasts.

The Area C has:

- A lower scale
- A finer urban grain
- A live edge
- A degree more retail and commercial use
- Brick is less prominent.

4. DESIRED CHARACTER

The following section details the desired character for the three areas identified in Figure 3 above.

Applicants are required to submit a design statement that explains how the proposed development has appropriately responded to the desired character statements relevant to the development's location. The response to the desired character is particularly important regarding the proposed development's relationship to the streetscape or public space. Conversely, a more flexible approach may be taken to the development's response to the desired character to portions of the building that are mid-block and are not directly adjoining the streetscape or public space.

Sub-Precinct Area A – An entrance to Fremantle

- a) New development should convey a showcase overall a contemporary design and style with high quality finishes, and construction built for longevity;
- b) It should reflecting a high density residential neighbourhood area that values progressive environmental sustainability and fosters a vibrant cultural and artistic community.

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- c) ~~New development within this area~~ Design should also be strongly influenced by ~~the~~ natural features of the area and its environs; such as the river, ~~the~~ escarpment and Cantonment Hill, ~~to help to appropriately identify~~ reinforcing the area as an entrance to gateway to Fremantle.
- d) ~~New~~ Development in Beach Street should be built on the building line, highlighting to accentuate ~~the both the street edge of the street and the~~ former river shoreline. Development ~~it~~ should reinforce the distinct urban wall that is a characteristic of Beach Street fronting the port.
- e) ~~New~~ Development should ~~respond to the massing of existing buildings along the west side of Precinct 3 and Precinct 5 to enhance the existing distinctive skyline of the city's harbour-side edge in ways that reinforce~~ contribute to the local ~~distinctiveness to create an identifiable~~ identity, ensuring a clear sense sense of place within the Fremantle entrance.

Sub-Precinct Area B – Robust, port-related influences

- a) ~~New development will consist of~~ Combine new infill buildings ~~and the~~ adaptive reuse of existing ~~buildings-structures.~~
- b) ~~New~~ development should be sympathetic ~~to the area's~~ retained heritage buildings and places.
- c) ~~New~~ development in Beach Street should be built on the building line to ~~accentuate~~ reinforce the edge of the street and the former river shoreline. ~~it~~ should reinforce the distinct urban wall that is a characteristic of Beach Street fronting the port.
- d) ~~New~~ development should ~~be designed~~ respond to the massing of existing buildings along the west side of Precincts 3 and 5 to enhance ~~the existing distinctive skyline of the city's harbour-side edge in ways that reinforce~~ local distinctiveness to create an ~~and foster a recognisable~~ identifiable sense of place.
- e) ~~New~~ development should ~~respond positively to opportunities to~~ create a distinct visual and functional differences ~~in character~~ between ~~areas~~ sub-precincts B and C. New development in ~~area~~ sub-precinct B should generally reflect the area's robust, industrial character ~~which derives from the existing buildings' original port-related uses including~~ with the use of the following:
- ~~Functional and working purpose,~~ rather than ~~being over-overly~~ refined or decorative elements;
 - ~~Strong~~ definition of light and shadow on highly articulated facades; and
 - ~~Use of~~ The predominant use of face brickwork as the predominant material to reflect the precincts industrial heritage.

Area-Sub-Precinct C – Contemporary urban mixed use influences

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- a) ~~In Area C opportunities exist to generate new~~ This sub-precinct provides the opportunity to introduce new architectural compositions and points of interest ~~for a transition to a new character that establishes a 'sense of place' appropriate for a major~~ creating a distinct residential identity precinct within ~~a the~~ modern port city context. ~~A wide range of architectural solutions is therefore possible.~~
- b) ~~The interdependence between areas~~ While sub-precincts B and C ~~could be acknowledged through~~ may share built characteristics ~~However~~ new development should respond positively to the opportunity ~~ies to create a distinct~~ clearly differentiate ~~ce their in architectural~~ character between areas B and C.
- c) New development ~~in area C~~ should reflect ~~generally present~~:
- ~~A~~ Lower scale and finer urban grain ~~in reference to~~ respecting the small lot sizes and frontage widths.
 - Development on amalgamated lots should retain the finer grain of original sub-divisions.
 - ~~A fineness of~~ Refined detailing appropriate suited to its location ~~their urban setting~~ away from the ports edge ~~of the port~~.
 - Respond to the unique streetscapes of both Queen Victoria Street and Quarry Street;
 - ~~Facades where~~ Less emphasis on brick facades ~~is less prominent than in~~ compared to sub-precinct Area B; and
 - Strong definition of light and shadow on highly articulated facades.

5.1.2 PUBLIC REALM

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The overall objective of this element is to ensure that New developments throughout the precincts are to provides an appropriate ground level frontage for its location. In particular, street frontages in Queen Victoria St should be activated, street frontages through design and by location of appropriate uses to create a vibrant, diverse, interactive and safe urban environment.

Unless specific discretionary criteria are stated in the provisions below, Council may, at its discretion, vary any of the provisions where it is satisfied the development meets the overall objective of this element.

~~Figure 4: Public Realm demonstrates the hierarchy of pedestrian access routes within the precinct – Primary Street, Secondary Street and Major Off-Street Routes. Policy provisions are detailed below that apply to new development located adjacent to the relevant pedestrian access route as shown in Figure 4.~~

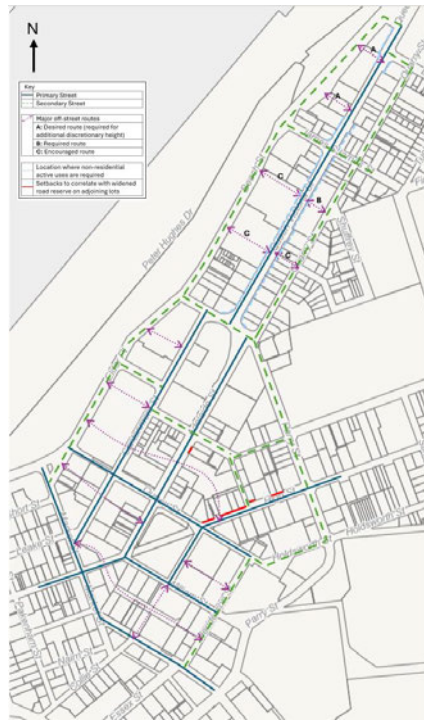


Figure 2: Public Realm

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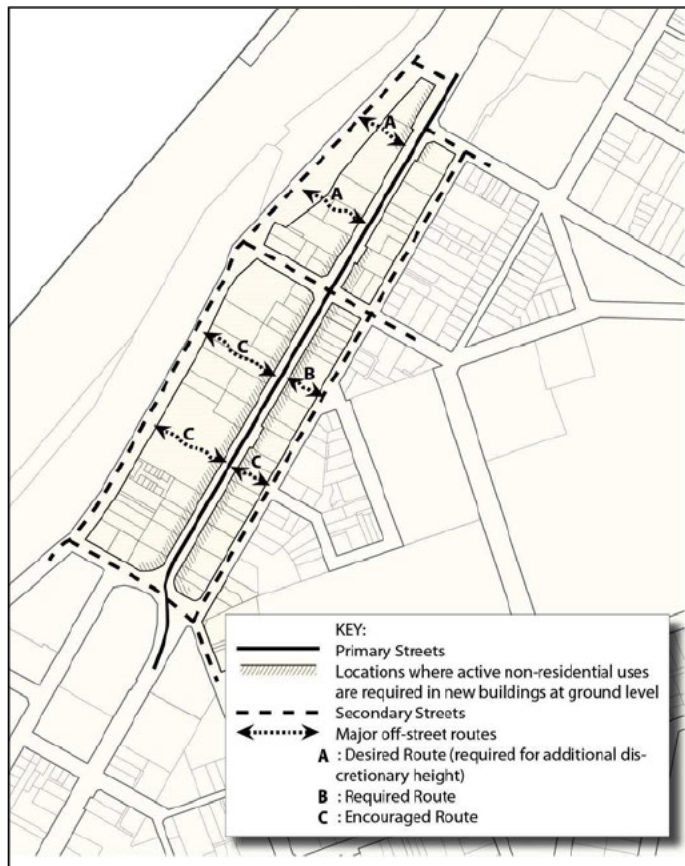


Figure 4: Public realm

The overall objective of this element is to ensure that new development throughout the precinct provides an appropriate ground level frontage for its location. In particular, street frontages in Queen Victoria St should be activated through design and by location of appropriate uses to create a vibrant, diverse, interactive and safe urban environment. Unless specific discretionary criteria are stated in the provisions below, Council may, at its discretion, vary any of the provisions where it is satisfied the development meets the overall objective of this element.

5.1 Primary streets – Queen Victoria St

New development located on the primary streets shall be to address the following provisions:

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~~5.1.4a)~~ Lower levels of the development should be designed to reinforce the significance of the primary streets with an appropriate scale and high standard of details, materials and finishes, and shall incorporate design measures to contribute to an interesting, safe and diverse public realm. The ground floor facade should provide variation and interest at a human scale ~~along its length~~.

~~5.1.2b)~~ No vehicle access, blank walls and/or service areas should be located on primary street frontages if alternative locations are available. If vehicle access is necessary from the primary street, vehicle entrance points and services areas are to be integrated into the overall building design and shall be designed to minimise their impact on the pedestrian environment and street vitality. Vehicle crossovers are to be minimised, consolidated and shared where possible.

~~5.1.3c)~~ Ground level ~~On-site vehicle~~ parking should be sleeved behind or within a development, ensuring the streetscape is not dominated by car parking. ~~is not permitted at ground level adjacent to a primary street.~~

~~5.1.5d)~~ Precinct 1: Where residential uses are located at the ground level frontage ~~to a primary street~~ the development should:

- ~~• Incorporate design measures in the façade to contribute to an interesting public realm;~~
- ~~• Minimise blank walls should be minimised to no more than 3m in width;~~
- ~~• Locate private open space(s) and major openings to provide passive surveillance and interaction with the adjacent public realm;~~
- ~~• Achieve a clear distinction between the private place and public space, primarily through the use of landscaping, visually permeable fencing to a maximum of 750mm in height or a difference in floor level of up to 600mm from the street; and~~
- ~~• Accommodate multiple ground level pedestrian entries directly from the street.~~

~~5.1.4f)~~ Precinct 1 (where illustrated in figure 2) and Precinct 2: ~~Where a~~ Non-residential uses are required at the ground level frontage to a primary street ~~at the locations as shown in Figure 4 the development~~ should:

- Be encouraged to incorporate a mix of active land uses at ground level that extend the hours of activity in the adjacent public domain beyond traditional retail hours.
- Be predominantly glazed or open to the street at ground level and with major pedestrian entrances direct from and level with the street.
- Accommodate multiple ground level commercial tenancies in long frontages which shall all obtain their main public pedestrian entry directly from and level with the primary street. Wide building frontages with a single use or tenancy should be limited.
- ~~Have A~~ any area where the building is setback from the front lot boundary ~~shall~~ be designed and treated as part of the adjacent pedestrian domain.
- Minimise side setbacks and other gaps in the street frontage to provide a frontage along the street that is as continuous as possible.

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- Provide weather protection along footpaths for pedestrians, either in the form of awnings or first floor balconies, and satisfy all of the following:
 - a) ~~Shelter-t~~To be continuous along all primary street frontages;
 - b) ~~The weather protection shall~~To be integrated with the building design, appropriately scaled and designed to reinforce the importance of primary streets while still providing shelter and a sense of enclosure for pedestrians;
 - c) ~~The weather protection shall~~To be permanently fixed and ~~shall be~~ constructed of materials that provide sun and rain protection (i.e. a high degree of sun shading and water impenetrability);
 - d) ~~The weather protection shall~~To project a minimum horizontal distance of 2.4 metres over the adjacent footpath; and
 - e) Awnings shall have a consistent clear height from footpath level of between 3m and 3.5m.

Council may, at its discretion, vary any of the above requirements where:

- i) The installation of weather protection would be incompatible with the heritage significance of the existing building; or
- ii) ~~It is N~~necessary to ensure appropriate clearances from street infrastructure or trees; or
- iii) The installation of weather protection would present significant practical difficulties in terms of vehicle accessibility and there is no satisfactory alternative design solution available.

~~5.1.5 Where residential uses are located at the ground level frontage to a primary street the development should:~~

- ~~— Incorporate design measures in the façade to contribute to an interesting public realm; blank walls should be minimised to no more than 3m in width.~~
- ~~— Locate private open space(s) and major openings to provide passive surveillance and interaction with the adjacent public realm.~~
- ~~— Achieve a clear distinction between the private place and public space, primarily through a difference in floor level of up to 600mm from the street.~~
- ~~— Accommodate multiple ground level pedestrian entries directly from the street.~~

5.2 Secondary streets

New development located on secondary streets ~~shall is to~~ address the following provisions:

~~5.2.4 a)~~ Ground level frontages to secondary streets may incorporate a mix of land uses.

~~b) and must~~Development is to incorporate design ~~measures~~ and passive surveillance ~~measures~~ to contribute to an interesting, safe and diverse public realm.

~~c)~~ Blank walls to secondary street frontages should be minimised to no more than 3m in width.

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~~d) 5.2.5~~ Where residential uses are located at ground level, the design should achieve a clear distinction between the private place and public space, whilst still allowing for passive surveillance and interaction with the street.

~~5.2.2 e)~~ Retail and commercial floorspace shall provide major pedestrian entries directly from and level with from the street.

f) Weather protection along the footpaths of secondary streets adjoining retail / commercial / entertainment uses shall be provided either in the form of awnings or first floor balconies, and satisfy the following:

- To be integrated with the building design;
- To be predominately fixed and constructed of material that provide sun and rain protection (i.e. a high degree of sun shading and water impenetrability);
- The weather protection shall project a minimum horizontal distance of 2m over the adjacent footpath; and
- Awnings shall have a consistent clear height above the footpath of 2.75m.

Council may, at its discretion, vary any of the above requirements where:

- The installation of weather protection would be incompatible with the heritage significance of the existing building;
- It is necessary to ensure appropriate clearances from the street infrastructure or trees; or
- The installation of weather protection would present significant practical difficulties in terms of vehicle accessibility and there is no satisfactory alternative design solution available.

~~5.2.3 g)~~ Vehicle entrance points and services areas are to be integrated into the overall building design and shall minimise detracting from the pedestrian environment and street vitality. Vehicle crossovers are to be minimised, consolidated and shared where possible.

~~5.2.4 h)~~ Precinct 1: On-site vehicle parking at ground level adjacent to a secondary street should be screened and incorporate design measures to contribute to an interesting and safe public realm.

~~5.2.5~~ ~~Where residential uses are located at ground level, the design should achieve a clear distinction between the private place and public space, whilst still allowing for passive surveillance and interaction with the street.~~

Major off-street pedestrian routes

~~5.3.1 a)~~ Provision of the major off-street routes that are accessible by the public ~~at the general locations as shown in Figure 4~~ is strongly encouraged in new development at the general locations shown in figure 2. ~~Provision of the route adjacent to Shuffrey St (shown as B in Figure 4) is required in any new development~~

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~~at that location. Refer to section 7 of this policy for specific requirements where the provision of off-street pedestrian links is a criteria for seeking discretionary additional building height (at locations A in Figure 4).~~

~~5.3.2b)~~ The exact course and location of these major off-street routes don't necessarily need to align between street blocks, but connections between them ~~should~~ are to be clearly legible.

~~5.3.3c)~~ Major off-street routes are to be designed to be safe for users in accordance with Crime Prevention through Environmental Design (CPTED) principles.

~~5.3.4d)~~ Universal access is required for the whole length of ~~the~~ off-street routes from street to street.

~~5.3.5e)~~ Additional pedestrian connections shall be provided from the major off-street route to any on-site public or communal space.

~~5.3.6f)~~ Ground level frontages to major off-street routes may incorporate a mix of land uses.

g) Ground level frontages to major off-street routes are to ~~and must~~ incorporate design measures and passive surveillance measures to contribute to an interesting, safe and diverse public realm.

h) Upper level balconies over the major off-street route are encouraged.

i) Weather protection, in the form of awnings or first floor balconies, is to be provided over the footpaths of major off-street routes where adjoining any retail/commercial/entertainment uses and shall provide a minimum clear height above footpath level of 2.75m. Elsewhere along the major off-street route, there can be a mix of covered space and open to the sky.

j) Refer to section ~~7.1.4~~ of this policy for specific requirements where the provision of off-street pedestrian links is a ~~criteria~~ one for seeking discretionary additional building height (~~at refer to figure 2 for locations A in Figure 4).~~

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6-1.3 BUILT FORM AND LEGIBILITY

Figure 53: Views and landmarks ~~displays~~ illustrates the major views, major landmarks and desired views and glimpses within ~~the precinct~~ Precincts 1 and 2. ~~In addition to responding to the desired character for the precinct, the overall objective of this element is to ensure that the built form of n~~New development ~~is to~~ provides comfortable enclosure to streets and other public spaces, reinforces important views, and provides activation and safety in public spaces through the relationship between the building and the adjacent public space.

Unless specific discretionary criteria are stated in the provisions below, Council may, at its discretion, vary any of the provisions where it is satisfied the development contributes to the overall objective of this element.

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Figure 5: Views and landmarks



Precinct view from Cantonment Hill

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~~View from Queen Victoria Street / James
Street intersection to Port~~



~~View from Queen Victoria Street / James
Street intersection northwards~~



~~View from Queen Victoria Street / James
Street intersection to Arts Centre~~



~~View from Queen Victoria Street / James
Street intersection to Princess May Park~~

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Figure 3: Views and Landmarks

Development shall address the following provisions:

6.4a) The significance of Queen Victoria Street as a major approach and gateway to the eCity eCentre and as the primary street in the precinct should be reinforced with continuous developed edges of consistent through the scale and massing of new development that creates a strong sense of urban enclosure as well as and the framing and reinforcing the of views towards Princess May Park and the eCity eCentre (refer Figure 5).

b) The significance of primary streets (including Queen Victoria Street) should be reinforced with continuous developed edges of consistent scale and massing that creates a strong sense of urban enclosure as well as framing and reinforcing views to major Fremantle landmarks that provide legibility and contribute to the City's image.

6.2c) Views and glimpses of Fremantle landmarks, particularly to the port and of port infrastructure, the Arts Centre and the former Army Barracks, are encouraged wherever possible at ground level along secondary streets and via off-street

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pedestrian links and other openings between buildings, and from upper levels of new buildings ~~(refer Figure 5).~~

~~d) 6.6-~~ Consider the impact of new development ~~in~~ on long views from approach routes by vehicle ~~road~~ and rail, from Monument Hill, Cantonment Hill, Victoria Quay and Fremantle Harbour. Consideration is to be given to the impact of, particularly with regard to the arrangement and bulk of taller buildings and to the design of roofs and screening of rooftop service elements. New development shall contribute positively to these views.

~~6.3e)~~ Passive surveillance of ~~the streets~~ and other public spaces is to be provided by frequent upper floor windows, terraces and balconies overlooking the public space.

f) Incorporate sensitive transitions between lower scale existing heritage buildings and taller structures where they are directly adjoining.

~~6.4g)~~ As redevelopment of the ~~precinct area~~ is likely to be carried out over a number of years, consideration should be given to the appropriate treatment of all walls and parapets that will be visible or remain semi-permanently exposed.

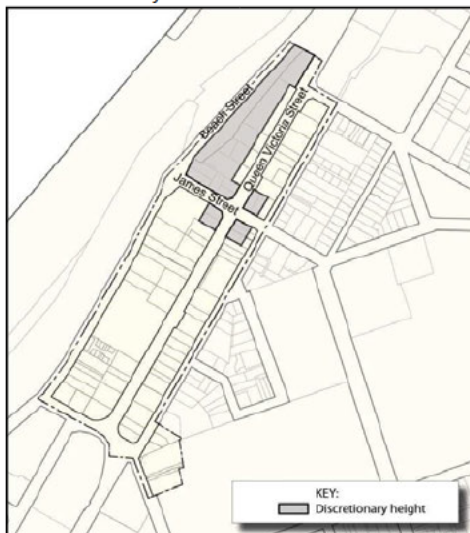
~~6.5h)~~ Redevelopment of full street blocks and other large sites should ensure integration into their surroundings and maintain consistency of the precinct's development pattern and street level linkages. The horizontal expanse of long facades should address the desired character for its location through articulation and fenestration, architectural detailing and treatment of rooflines.

~~6.6~~ — Consider the impact of new development in long views from approach routes by vehicle and rail, from Cantonment Hill, Victoria Quay and Fremantle Harbour, particularly with regard to the arrangement and bulk of taller buildings and to the design of roofs and screening of rooftop service elements. New development shall contribute positively to these views.

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7.1.4 DISCRETIONARY ADDITIONAL BUILDING HEIGHT

Under the Local Planning Scheme No.4 provisions of ~~Schedule 12 – Sub area 1 of Local Planning Area 2~~ Schedule 7, Local Planning Area 1 Sub Area 1.3.2 and Local Planning Area 2 – Sub Area 2.3.1, additional building height ~~to a maximum of 4 metres~~ may be approved on select sites (refer ~~to F~~ Figure 64), at the Council's discretion, subject to the development satisfying a number of criteria. This section of the policy provides additional guidance and requirements regarding what the development should provide ~~in order~~ for the Council to be satisfied that the discretionary criteria have been met.



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~~Figure 6: Sites where discretionary additional building height may be permitted~~

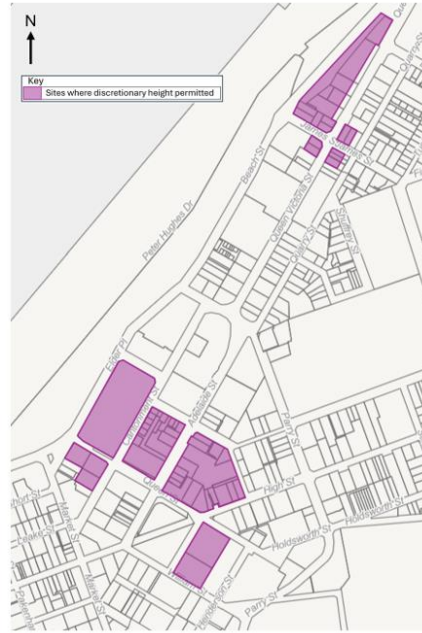


Figure 4: Sites where discretionary height may be permitted

a) The following supporting documents are ~~an indication of the type of supportive material that would be expected~~ to be submitted as part of an application where discretionary additional building height is sought:

- Full streetscape studies at pedestrian level showing the impact of the additional height on the public realm and neighbouring sites or buildings;
- Site and precinct plans showing the impact of the additional height on existing view corridors and view sheds;
- Reports from independent consultant assessing the development's environmental performance; and
- If the development is to be staged, the applicant must demonstrate how each stage will make its own positive contribution to the precinct and the street.

~~The applicant must demonstrate how the proposed design standards will be maintained through all stages of the development to completion. A process to ensure this is achieved may be incorporated into planning conditions and/or a legally binding agreement with the Council.~~

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b) The applicant must demonstrate how the proposed development satisfies the following criteria:-

- ~~7.1~~ Policy provisions to be satisfied to the ~~very~~ highest standards

Discretionary additional building height will only be considered where all of the relevant provisions elsewhere in this policy have been satisfied to the very highest standards.

- ~~7.2~~ Distinctive architecture and exceptional design quality

The development is to be of distinctive architecture befitting its location and exceptional design quality meeting ~~at~~ the highest possible standard ~~the of~~ design principles contained in the Local Planning Scheme and/or local planning policy that assist in determining the design quality of development, and including, but not limited to:

- a) The overall development achieving an exceptionally high standard in terms of appearance;
- b) The development demonstrating a selection of high quality building materials, sustainable building measures and building longevity;
- c) The design addressing the relationship of taller components to lower levels (podium);
- d) The impact of the development on distant views;
- e) The additional height does not adversely impact on the ability of neighbouring sites and buildings to maximise their passive sustainable design potential;
- f) The visual permeability of the development with the streetscape;
- g) The roofscape ~~and servicing aspects~~ of the ~~design development are exceptionally well resolved.~~ ~~and~~
- h) ~~All functional and servicing aspects of the development are exceptionally well resolved.~~

In particular, the architectural response of the development to the desired character of its setting (~~refer to section 4~~) and the way the development will contribute to (and raise) the architectural standard of development within the precinct will be of primary consideration for the Council.

- ~~7.3~~ Best practice environmentally sustainable design

~~Where required in Local Planning Scheme No. 4, Planning Areas 1 and 2, Council will consider The development shall demonstrate best practice in environmentally sustainable design (ESD)- a minimum certified Green Star rating of 5 Stars using the Green Building Council Australia's current rating tools where an appropriate Green Star rating tool exists, to demonstrate best practice in environmentally sustainable design (ESD).~~

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~~7.3.1 Best practice in ESD shall be demonstrated by achieving a minimum Green Star rating of 5 Stars (Australian excellence) using the Green Building Council Australia's current rating tools where an appropriate Green Star rating tool exists.~~

~~7.3.2~~ Where a current Green Star rating tool is not available for the proposed type of development, an alternative method of demonstrating Australian excellence in ESD may be used, at the discretion of Council, which addresses the following elements:

- a) Energy – encourage and recognise designs that substantially reduce the greenhouse gas emissions associated with the operational energy consumption; ~~and~~
- b) Water – encourage reduction of potable water use through efficient design of building systems, rainwater collection and water re-use; ~~and~~
- c) Indoor Environment Quality – encourage and recognise designs that ensure thermal comfort of occupants, maximise daylight while minimising heat glare, reduce noise pollution and require maintenance and cleaning of air handling systems; and
- d) Waste – encourage and recognise designs and construction methods that reduce the amount of natural resources used, reuse whatever materials can be re-used and recycle wherever possible.

Assessment of best practice in ESD for development, ~~s~~ considering the above criteria can be demonstrated by applying the benchmarking standards incorporated within the Green Star Rating Tool and Technical Manual as applicable to a 5 Star Green Star rating relative to the appropriate building type. Where an appropriate Green Star rating tool does not currently exist, Green Star Office shall be used for commercial projects and Green Star Multi Unit Residential shall be used for mixed use projects for this purpose.

~~7.3.3~~ In addition to the above requirements it must also be demonstrated that an Accredited Green Star Professional has been appointed to the project design team.

~~- Impact on the amenity of the surrounding public realm~~

~~The applicant shall illustrate that the additional building height does not detrimentally increase the amount of shade or wind surrounding public spaces beyond what could be expected from the development that was constructed to the permitted building heights.~~

~~- 7.4 High quality landscaped and publically accessible pedestrian environment~~

~~7.4.1~~ The off-street pedestrian links shown in Figure ~~4.2~~ must be provided, and in addition to the requirements in Section ~~5.1.2~~, must be:

- A minimum width of 5 m; ~~etres~~
- Open to public access ~~at all times; to be determined by and be to the satisfaction of the City and set as a condition of planning approval.~~

Precinct 3 Local Planning Policy

- To a high standard of landscape design incorporating planting, public seating and public art, ~~and~~.
- Safely designed to Crime Prevention through Environmental Design (CPTED) standards to be confirmed by a report by an accredited CPTED consultant.

~~7.4.2 The area of required street setback in Queen Victoria St and James St are to be transferred at no cost to the Council.~~

~~7.4.3 New development is to Address the provision of a high standard of on-site open space for residents and/or workers, which may including roof-top landscape areas.~~

~~-~~
APPENDIX 4

~~Of the City's other local planning policies, the following policies in particular will likely be applicable to new development within the precinct:~~

- ~~• LPP1.6 Preparing Heritage Assessments;~~
- ~~• LPP2.3 Fremantle Port Buffer Area Development Guidelines;~~
- ~~• LPP2.13 Sustainable Buildings Design Requirements; and~~
- ~~• LPP2.19 Contributions to Public Arts and/or Heritage Areas.~~

~~Precinct 3 Local Planning Policy replaces local planning policy D.G.F21 Quarry Street, Queen Victoria Street, James Street and Beach Street Local Area, which was revoked at Council's Ordinary Meeting on 28 November 2012.~~

City of Fremantle
Local Planning Policy 3.1.3.1



CITY OF FREMANTLE

LOCAL PLANNING POLICY 3.1.3.1

PRECINCT 3, AREA 6A: 7-15 QUARRY STREET, FREMANTLE

ADOPTION DATE: 8 JANUARY 2021 WAPC Approval Granted 8 December 2020
(Statutory Planning Committee) **AUTHORITY:** LOCAL PLANNING SCHEME NO. 4
**PLANNING & DEVELOPMENT (LOCAL PLANNING SCHEMES)
REGULATIONS 2015**

STATUTORY BACKGROUND

~~Schedule 2, Deemed Provisions for local planning schemes, Part 9, Clause 67 requires the Local Government to consider a broad range of matters when determining an application including any local planning policy adopted for the scheme area.~~

~~Schedule 2, Deemed Provisions for local planning schemes, Part 2 provides for the making of a local planning policy.~~

PREAMBLE

~~In 2020, sub-area 2.3.1 within Schedule 8 of the scheme (the Queen Victoria Residential Precinct) was expanded to include Lots 1, 2 and 8 (Nos. 7 and 9—15) Quarry Street, Fremantle. This site is referred to as 'Area 6A' within the sub-area.~~

~~Inclusion of the site within this sub-area reflects its strategic location and proximity to a wide range of services and amenities, and the opportunities it presents to accommodate high quality residential / mixed use development as part of the City Centre's northern gateway. However, it also provides a transition between high density mixed use zonings to the south and west, and existing lower density development to the north. This policy seeks to supplement the provisions of the local planning scheme to promote an appropriate design response to this context.~~

PURPOSE

~~To define site specific design controls for the development site at Lots 1, 2 and 8, Nos. 7-15 Quarry Street, Fremantle.~~

City of Fremantle
 Local Planning Policy 3.1.3.1

RESIDENTIAL DESIGN CODES

This policy varies the following sections of the Residential Design Codes (as applicable):

- ~~Volume 1~~
 - ~~'Deemed to comply' criteria for Cl. 5.1.2 Street Setback~~
 - ~~'Deemed to comply' criteria for Cl. 5.1.3 Lot Boundary Setback~~
 - ~~'Deemed to comply' criteria for Cl. 5.2.3 Street Surveillance~~
- ~~Volume 2 Apartments~~
 - ~~'Acceptable Development' outcomes for Part 2.3 Street Setbacks~~
 - ~~'Acceptable Development' outcomes for Part 2.4 Side and Rear Setbacks~~
 - ~~'Acceptable Development' outcomes for Part 3.6 Public Domain Interface~~

POLICY 2.3.1 - Precinct 3

In addition to the development requirements outlined in Refer to Schedule 7, Local Planning Area 2 – Local Planning Scheme No. 4 for Area 6A of subSub-area Area 2.3.1 of the Local Planning Scheme for specific development controls relating to this precinct, and the Residential Design Codes, the following provisions apply. This section provides additional provisions and guidance for new development in this precinct, identified in figure 5 below.

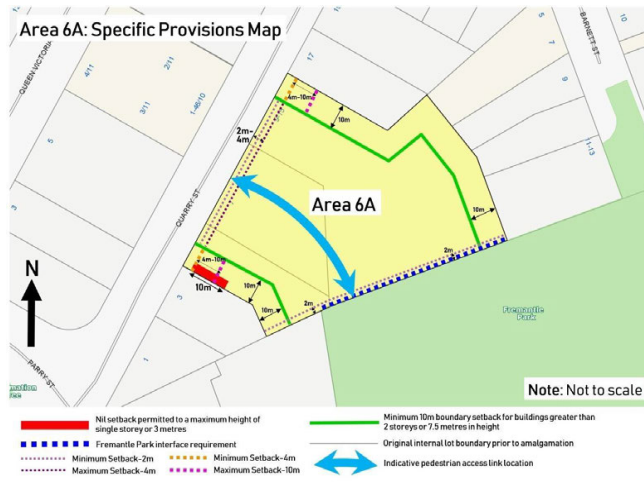


Figure 5: Provisions relating to Precinct 3

City of Fremantle
Local Planning Policy 3.1.3.1

2.1 Vision and desired character

- a) Presents an opportunity to accommodate high quality residential and mixed use development as part of the City Centre's northern gateway, located close to a wide range of services and amenities.
- b) Provides a transition between high-density mixed use zonings to the south and west, and existing lower density development to the north.

~~4.~~ 2.2 Building Setbacks

- ~~4.1~~ Buildings shall be set back a minimum of 2.0 metres and maximum 4.0 metres from Quarry Street and a minimum of 2.0 metres from Fremantle Park.
- ~~4.2~~ Buildings greater than 2 storeys in height shall be set back a minimum of 10 metres from the north-eastern and south-western boundaries as indicated in Figure 1.
- ~~4.3~~1.1 Notwithstanding the minimum lot boundary setback requirements of the Residential Design Codes (R-Codes) Volumes 1 and 2, walls built up to a lot boundary shall only be permitted on the south-western boundary for the location and height indicated in red in Figure 45.
- ~~4.4~~1.2 Remaining walls to buildings shall be set back from lot boundaries in accordance with Tables 2a and 2b of the ~~Residential Design Codes~~R-Codes Volume 1, ~~or and~~ Table 2.1 (~~Primary Controls Table~~) of the ~~Residential Design Codes~~R-Codes Volume 2—~~Apartments~~, as applicable.

2. Public Domain Interface

- 2.1 Buildings shall address the public domain through orientation and provision of major openings and/or balconies on all levels, to provide active and passive surveillance opportunities.
- 2.2 Fencing abutting Fremantle Park – minimum two-thirds of the length is to be ~~visually permeable~~ above 1.2m to a maximum height of fencing shall be provided in accordance with Local Planning Policy 2.8: Fences Policy for a minimum two-thirds of the length of the rear/south-eastern boundary which abuts Fremantle Park, as indicated in Figure 1. For the balance of this fencing, higher solid portions of fencing may be permitted up to 1.8 m, with piers not higher than 2m. For the balance of the fencing maximum solid portions to a maximum height of 1.8m ~~etres in height~~ is permitted to facilitate screening to outdoor living areas.
- 2.3 Direct pedestrian and resident access into the park is encouraged to facilitate activation.
- 2.4 ~~In d~~Development fronting Fremantle Park, – the ground floor level must is to be no greater than 600mm above the level ~~of the adjacent levels~~ of the public open space adjacent to the site.

City of Fremantle
 Local Planning Policy 3.1.3.1

3. Landscaping and Tree Retention

3.1 Retention of trees on site and their integration into development is strongly encouraged. Landscaping and the potential for tree retention and / or relocation should be considered in site planning and will be assessed against the provisions of the Residential Design Codes Volumes 1 and 2, as applicable.

3.2 ~~All development proposals are to be supported by a detailed~~ landscaping plan ~~is to accompany all development applications which details showing~~ the type and location of landscaping treatments as well as retained vegetation on site ~~(where proposed).~~

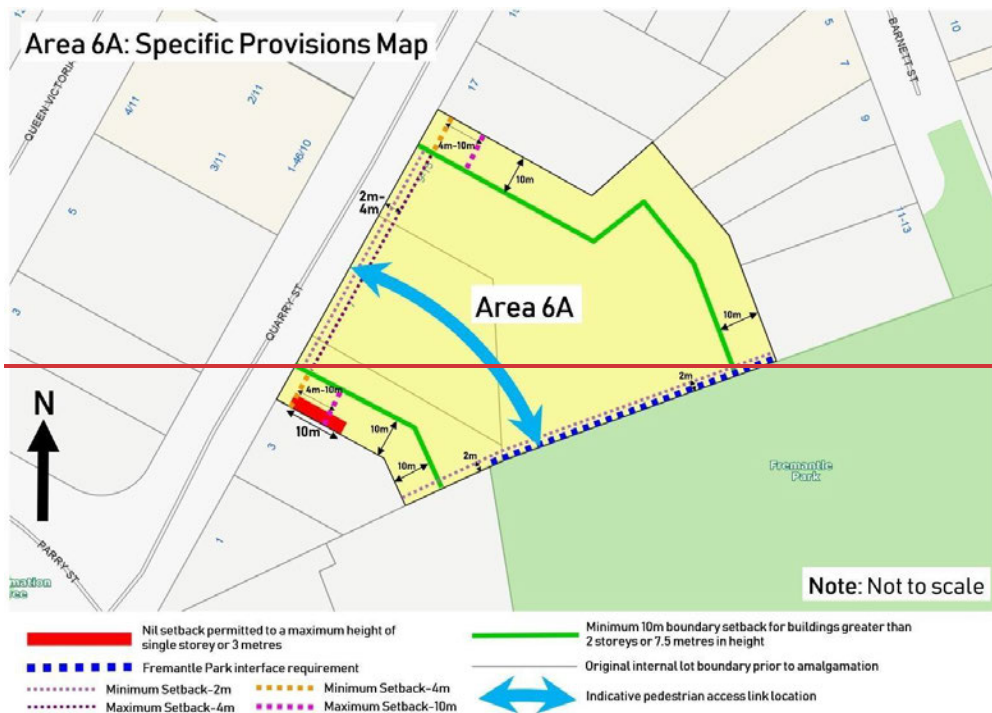


Figure 1: Specific provisions relating to Area 6A – Quarry Street (summary)

Review information and related documentation	
Reviewing officer:	Manager Strategic Planning
Policy adopted:	8 January 2021
Policy amended:	n/a

City of Fremantle
Local Planning Policy 3.1.3.1

Legislation:	<i>Planning & Development (Local Planning Schemes) Regulations 2015</i>
Delegations:	NA
Related documents:	NA
Next review date:	5 yrs from adoption



CITY OF FREMANTLE

LOCAL PLANNING POLICY 3.1.5

PRECINCT 5

LPP 3.1: Fremantle City Centre & Northern Gateway

ADOPTION DATE: 22 JANUARY 2013*
AUTHORITY: LOCAL PLANNING SCHEME NO. 4



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Precinct 5 Local Planning Policy

~~*Council adopted the policy at its ordinary meeting on 28 November 2012, however the policy did not take effect until the publication of a public notice on 22 January 2013~~

~~1. ABOUT THIS DOCUMENT~~

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 31 – Fremantle City Centre & Northern Gateway (LPP 3.1).

Introduction

The purpose of this policy is to provide built form and design guidance to areas within the Fremantle City Centre and Northern Gateway.

Objectives

The objectives of this policy are to:

- Provide built form guidance to facilitate high quality development in the City Centre and Northern Gateway areas.
- Provide design guidance for new development which complements the existing character and heritage of the precinct areas.
- Provide guidance to facilitate the activation of the city centre and northern gateway areas through residential and non-residential uses.
- Ensure that new development reinforces and enhances important views.
- Facilitate a safe and appealing pedestrian friendly environment.
- Ensure the new development demonstrates best practice environmentally sustainable design.

Application of this Policy

~~The purpose of this policy is to detail design provisions to complement the land use and development requirements prescribed in the Local Planning Scheme No. 4 for Precinct 5. Precinct 5 is situated in the inner part of the broader Fremantle Centre area, as represented by Figure 1. Figure 2 defines the boundary of the precinct and the provisions of this policy apply to all proposed land use and development within that boundary.~~

This policy applies to all land indicated on the map below (Figure 1). Where a development proposes to vary the policy criteria, the development must demonstrate compliance with the objectives of this policy and the relevant design principles of the Residential Design Codes (R-Codes).

This policy is to be read in conjunction with Local Planning Scheme No.4, in particular, Schedule 7, Local Planning Area 1 - City Centre and Local Planning Area 2 – Fremantle.

Where this policy is inconsistent with the Scheme or an adopted structure plan or local development plan, that instrument shall prevail to the extent of any inconsistency. Where this policy is inconsistent with a more general local planning policy, this policy shall prevail to the extent of any inconsistency.

Precinct 5 Local Planning Policy



Figure 1: Precinct 5 location of precinct within Fremantle Centre context
 Figure 2: Precinct 5 boundary broader

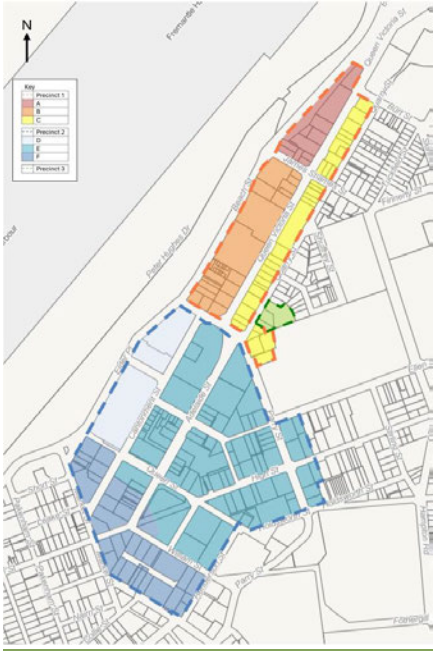


Figure 1: Policy Area

Precinct 5 Local Planning Policy

~~The provisions of this policy are to be read and applied in conjunction with the relevant provisions of the Local Planning Scheme, Residential Design Codes and local planning policies.~~

~~Refer to the Local Planning Scheme for specific land use and development requirements relating to:~~

- ~~• Land use;~~
- ~~• Permitted building height and the setting back of buildings;~~
- ~~• Additional discretionary building height;~~
- ~~• On site vehicle parking; and • Diversity of residential dwellings.~~

~~In addition to this specific local planning policy, there are other local planning policies that will likely be applicable to new development and land use within the precinct. Refer to Appendix 4 of this policy for a list of these.~~

~~Additionally and of particular importance are the design principles contained in the Local Planning Scheme and/or local planning policy that assist in determining the design quality of development.~~

~~The intent of this policy is to detail provisions that address principles of urban design as much as architectural design. Proposed development will be assessed on its contribution to the streetscape as well as its individual architectural merit. Good design goes beyond style and individual taste and this policy aims to assess buildings on their functionality and efficiency, as well as their aesthetics.~~

~~As the provisions of this policy are largely non-prescriptive, the City encourages applicants to utilise experts from a variety of fields to ensure that in-depth analysis and innovative solutions are developed in response to the design complexities intrinsic to the area. For these same reasons the City encourages early and ongoing engagement with the City's Design Advisory Committee.~~

~~It is also important to consider and to demonstrate how the standard of design quality will be maintained and delivered throughout all phases of the development.~~

Policy Provisions

1. Precincts 1 and 2

2.1.1 PRECINCT VISION and Desired Character

For all new developments or where a development proposes to significantly alter the built form of an existing building, applicants are required to submit a design statement that explains how the proposed development responds to the vision and desired character statements relevant to the development's location (see figure 1). The response to the desired character is particularly important regarding the proposed development's relationship to the streetscape or public space.

Precinct 2 – City Centre

Precinct 5 Local Planning Policy

The precinct is the centre of the ~~city's~~ City's civic, retail, commercial and residential ~~life~~ ~~which~~ activity. This is clearly recognised through the intensity of activity and scale of development. ~~It a~~ Aims to attract new residents and high value business activity ~~that would want to be associated with a neighbourhood of contemporary identity while still being as~~ part of the broader Fremantle sense of place and lifestyle. ~~At its heart lies Walyalup Koort, the~~ City's civic centre and a revitalised commercial hub. The area combines key retail anchors with active shopping streets and a diverse mix of uses that ensure continuous activity throughout the week and into the evenings.

~~The precinct:~~

- ~~• Aims to attract new residents and high value business activity that would want to be associated with a neighbourhood of contemporary identity while still being part of the broader Fremantle sense of place and lifestyle.~~
- ~~• Incorporates Kings Square that is clearly recognised as the city's civic centre and a central commercial hub of a revitalised Fremantle.~~
- ~~• Combines key retail anchors and shopping streets together with a diverse mix of uses that generate activity throughout the week and into the evening.~~
 - ~~• Has new buildings of contemporary and~~ The precinct blends innovative architecture ~~new buildings that provide a distinctive yet sympathetic balance to the precinct's~~with retained ~~and conserved~~ heritage buildings and places, ~~creating a distinctive yet~~ respectful urban character.
 - ~~• Has a~~ New buildings ~~developments that will~~ reflect the community's commitment to progressive environmental sustainability and ~~incorporate a~~ showcase high quality of design ~~and materials that is appropriate for this~~ suited to the central city location.
- Has a ~~The~~ built form that ~~provides a good balance between providing activated and comfortable both vibrant~~ public spaces ~~with the provision of sufficient new floorspace and increased density, to accommodate~~ing increased numbers of workers and ~~more residents and workers at a density to~~while promoting ~~support~~ a sustainable future ~~for the city.~~
- Accommodates ~~With~~ the city's highest ~~density~~ concentration of residents and businesses, ~~the precinct is well-connected by~~ with easy access to public transport ~~via a network of convenient, safe and attractive pedestrian-friendly routes, and spaces~~ reinforcing its role as Fremantle's most accessible and active district. ~~New~~ development within the precinct will contribute to the greening of the City.

3. PRECINCT CHARACTER – Move to appendix

Historical Overview

The precinct was largely established in the Gold Boom era when Fremantle was transformed by the prosperity and population growth resulting from the Gold Rushes. Traditional mixed use urban buildings were constructed along the major roads of Market, High, Cantonment and Adelaide Streets with more suburban style residential development elsewhere. In the Inter-War era the residential area surrounding Cantonment Street was transformed by a series of massive brick wool stores that were constructed adjacent to Victoria Quay. Then in

Precinct 5 Local Planning Policy

the Post War Era the largely residential areas to the north and east of Kings Square were redeveloped as the commercial heart of the city drifted north and east.

Existing Character

The precinct contains three broadly distinguishable areas of differing character, as shown in Figure 3. The overlapping zones between the three areas represent zones of transition between the characteristics of the three areas.

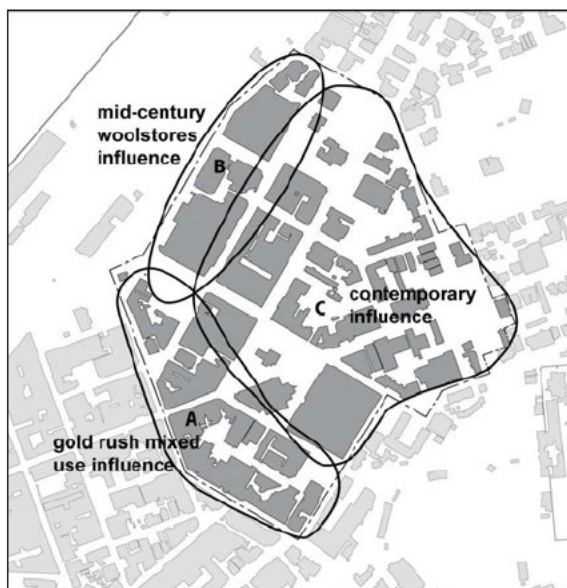


Figure 3: Character areas

The following sections provide an overview of the existing and historic character of these three areas.

Area A - Gold rush mixed use influence

~~Area A comprises of~~ has a distinctive character as a largely intact urban commercial area from the late nineteenth century to early twentieth century. Most of the ~~former mixed-use~~ buildings were originally mixed-use with shops at ground floor ~~with- and~~ commercial or residential uses above. ~~Many of these buildings are individually heritage protected, but collectively they have greater significance as part of significant streetscapes, constructed around the turn of the nineteenth century. Generally, the impact made by the buildings in Area A is greater than its parts and collectively they form a significant streetscape, which contributes to the significance of the sub-precinct.~~

These buildings were simply designed, usually rectangular in plan, with the front face abutting the rear edge of the footpaths that lined the streets. The height of the buildings

Precinct 5 Local Planning Policy

ranged from between one to three storeys but is most commonly two storeys. The buildings sometimes have a basement.

The design of these buildings displays a clear hierarchy of parts. Considerable attention was given to the design of a suitably imposing street frontage whereas the minor facades, although well built, were utilitarian in appearance.

All buildings are constructed at the rear edge of the footpath with zero front setback and will also usually have zero setbacks on their side boundaries. The buildings combine to form a street wall.



Figure 13: Area A, Mixed use, Gold Boom Era buildings, High Street



Precinct 5 Local Planning Policy

The main facades of the buildings ~~are almost invariably~~ show the influence of the classical ~~in~~ style and display a fineness of detail appropriate to their urban setting. The main facades of these building are either symmetrical or designed as an asymmetrical composition containing symmetrical elements within it. The façades are either completely rendered ~~with walls rendered~~ to give the appearance of ashlar stonework and detailing or, more commonly, are composed of rendered detailing and unpainted tuck-pointed brick walls. The corrugated iron roofs are nearly always concealed behind a parapet which, depending on the design of the facade below, sometimes contained a pediment.

The underlying classical influence is evident in the composition consisting of a base, middle and top sections. The middle sections are modulated either simply by regularly placed windows set in walls, or more strongly, by vertical elements such as piers or pilasters. The verticality of the middle section is balanced by the horizontal projections such as cornices and string courses of the top.

The designs of the facades were underpinned to a degree by the geometry of the Palladian / Georgian early 19th century system of proportioning, which determined both the widths and heights of a window and the horizontal and vertical distances between windows.

The main facades of these buildings were usually of brickwork construction. Commonly the upper floors were of load-bearing brickwork supported at about first floor level by steel beams. This allowed the shop fronts at ground floor level to be contained in larger openings than would be the case if the walls were entirely of load bearing construction.

The walls of the minor facades were, almost without exception, of load bearing face brick construction. Typically, the window openings were about a metre wide containing timber framed double hung sash windows.

Ground floor shops have a ceiling height of around 4 metres. Original shopfronts provide views into the building to give interest to passers-by and make the building's function and retail offer apparent. Original shopfronts consist of an area of fixed glazing and a recessed front door.

The shopfronts fill an area from around 300-600mm above footpath level to at least the soffit of the awning; with many also exhibiting highlight windows above the awning. ~~Shopfronts continuing up past the verandahs to form highlight windows are characteristic.~~ Typically, the mullions and transomes of the shop fronts are thin sections to maximise the amount of clear glazing ~~and a~~ Areas above transomes are glazed.

Except for church buildings and the Fremantle Town Hall, All buildings have verandahs or canopies that span the full depth of the footpath and are consistent in height creating a continuous shelter for pedestrians.

Area B ~~is~~ Mid ~~is~~ century wool stores influence

Area B consists of former wool stores buildings constructed from the 1930s to the 1950s and the sites of two earlier wool stores which were demolished in the 1980s. These massive brick warehouses lined Elder Place and Beach Street and collectively formed a distinctive

Precinct 5 Local Planning Policy

visual edge to harbour and served as an interface between the City and Victoria Quay. The demolition of two of these buildings has diminished the character of this area.

Fremantle was established as the port town for Perth and this purpose underpinned its distinct character and heritage. The wool stores buildings were constructed during a period when the processing, storage and distribution of export and import commodities took place within the near vicinity of the harbour. The architectural expression of their utilitarian purpose, particularly their massiveness, contributed to an urban character that differentiated Fremantle from other places in the metropolitan area.

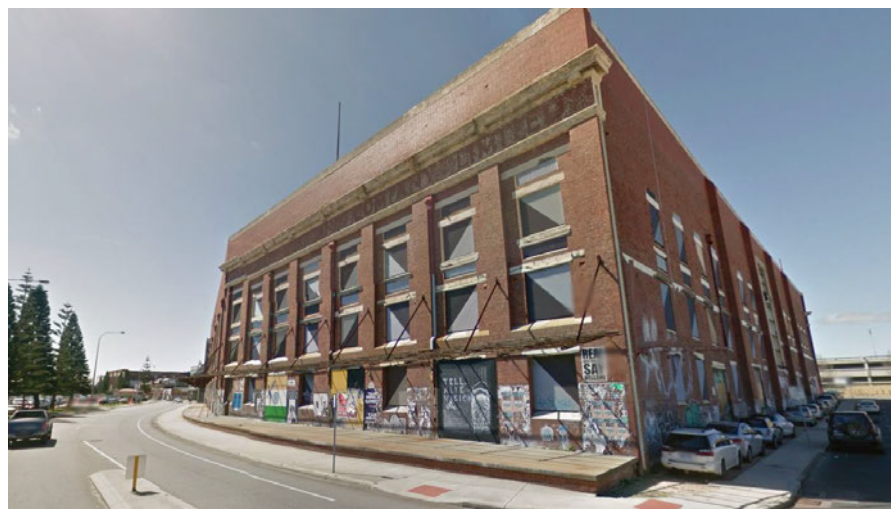


Figure 14: Area B, Wool Stores, Elder Place



Precinct 5 Local Planning Policy

~~Collectively the woolstores made an impact that defined the urban edge where the city met the port. The demolition of two of these woolstores is now seen to have diminished the character of this area. It is also recognised that the buildings were designed to fulfill a singular purpose without consideration of other aspects considered to be attributes of good urban design.~~

~~The elevational design of the wool stores is Classically influenced and-but utilitarian with a simple in design, rectangular in plan and form, ~~single minded~~ and a bold robust in character. They ~~W~~ere or gave the appearance of, load bearing red brick construction with quasi-structural expression in-on the façades and, ~~contrasting~~ Rendered lintels and sills, ~~contrasted with brick walling~~. The facades were highly modulated with deep projecting piers and cornice elements and recessed windows and spandrels. The large multi pane windows lit the storage area and south facing roof lights in the saw tooth trussed roof illuminated the upper-level wool classing areas. Large windows. Saw tooth trussed roof with glazed skylights above upper level wool classing area. Trusses oriented to achieve south lighting. Ground floors accommodated large loading bays.~~

~~Great depth to the façade with horizontal spandrels recessed behind plane of emphatic vertical brick piers terminating at the parapet. Some abutted the rear edge of the footpaths that lined the streets, others set back to accommodate roofed loading bays and platforms. The footpaths were not covered.~~

Area C – Contemporary influence



Precinct 5 Local Planning Policy



Figure 15: Area C, Poor quality, contemporary streetscapes, Point Street

Area C exhibits no strong unifying character, ~~except for the large mid 20th century developments such as the Myers Building and the Westgate Mall complex.~~ Rather the area and is comprised of buildings of a variety size, scale and era of development. The character is generally a mix of late Twentieth Century and early Twenty-first century of architectural styles ~~with a few surviving buildings from the Gold Boom era.~~ ~~associated with different construction periods and different land uses.~~ The late Twentieth Century The buildings are generally of low architectural quality and thus make a limited contribution to legible streetscapes or to a coherent area overall.

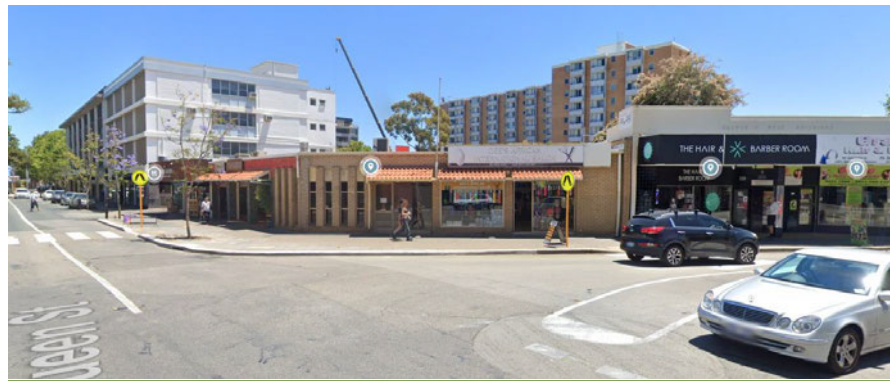


Figure 16: Area C, Poor quality, contemporary streetscapes, Queen and High Streets

Precinct 5 Local Planning Policy



Figure 17: Area C, Cluster of high quality heritage buildings at the north end of Adelaide Street including St Patrick Basilica and the former



Notwithstanding the lack of unifying character, there a number of buildings and public spaces of cultural heritage significance within the precinct that contribute to the social and civic fabric of the area and city overall. Notable examples are Kings and Queens Squares, Victoria Hall and the terrace of late 19th century houses in Point Street. The former school buildings at Princess May Reserve, the Proclamation Tree and ~~the~~ St Patricks Basilica and Presbytery also form a significant heritage group at the north end of the precinct. ~~of St Patrick, Victoria Hall, and the terrace of late 19th-century houses in Point Street.~~

~~4. DESIRED CHARACTER~~

~~The following section details the desired character for the three areas identified in Figure 3 above.~~

Precinct 5 Local Planning Policy

~~Applicants are required to submit a design statement that explains how the proposed development has appropriately responded to the desired character statements relevant to the development's location. The response to the desired character is particularly important regarding the proposed development's relationship to the streetscape or public space. Conversely, a more flexible approach may be taken to the development's response to the desired character to portions of the building that are mid-block and are not directly adjoining the streetscape or public space.~~

~~New development located within the transition (overlapping) zones will need to demonstrate how it addresses the transition in character between areas.~~

Area A – gold rush mixed use influence

~~New development within this area should be strongly influenced by the existing character, streetscape surrounds and adjoining buildings. Whilst new development may convey an overall contemporary design and style, the new development should reflect the traditional proportioning, streetscape scale, materials and verandah treatments of the historic buildings, particularly the design characteristics associated with traditional ground floor retail and commercial land uses.~~

Area B Sub-Precinct D – mid-Mid-century wool stores influence

- a) ~~New development within this area~~ should reflect the massing, streetscape scale and proportioning of the remnant 1927 and 1950s Elders Woolstores building. ~~however~~ However, it may embody contemporary detailing, materials and finishes associated with the new uses of these large street blocks.
- b) The massing and scaling of new development should reinstate the distinct urban wall along Elder Place fronting the port that was previously provided by the historic wool storage buildings.
- c) New development in sub-precinct D should generally reflect the area's robust, industrial character with the use of the following:
- Functionality rather than overly refined decorative elements;
 - Strong definition of light and shadow on highly articulated facades; and
 - Use of face brickwork as the predominant material to reflect the precincts industrial heritage.

Area C Sub-Precinct E – Diverse C contemporary influence

- a) There is the opportunity to transform this area with a new character resulting from contemporary architecture that promotes the identity, function and culture of a modern port city. ~~This character would reflect and celebrate:~~
- b) Reflect P progressive environmental sustainability through elements including, but not limited to, material selection, on structure greening and climate passive design.
 - c) Reflect the A vibrant cultural and artistic community that values the importance of social life in public spaces
 - d) A Showcase the functional and working purpose of the area, rather than being over-refined or decorative, and incorporating the use of robust and utilitarian materials with natural finishes

Precinct 5 Local Planning Policy

- e) ~~The Celebrate and reflect the~~ coastal setting and strong definition of light and shadow on highly articulated facades.

~~New development in this area may draw on elements of adjoining character areas as appropriate although allowing for a greater level of character change.~~

f) New development presenting to ~~Kings Square~~Walyalup Koort should contribute to re-establishing the historic civic urban character of ~~Kings Square~~Walyalup Koort as well as contributing to a vibrant, coherent urban space defined and enclosed by buildings and landscape.

g) ~~In particular, new development of t~~The 'city triangle' in ~~Kings Square~~Walyalup Koort ~~should~~ is to continue to have a clear civic identity and development is to be of the highest quality and demonstrate a high standard of sustainable building design.

~~The character of new development along the primary streets (see Figure 4) should be more consistent to reinforce the significance of these streets, while new development on secondary streets can be more varied.~~

~~Area A~~sub-Precinct F – ~~g~~Gold rush mixed use influence

- a) New development within this area should be strongly influenced by the existing character, streetscape surrounds and adjoining buildings.
- b) Whilst new development may convey an overall contemporary design and style, the new development should reflect the traditional proportioning, streetscape scale, materials and verandah treatments of the historic buildings, particularly the design characteristics associated with traditional ground floor retail and commercial land uses.
- c) Development opposite the State Heritage listed West End is to protect and enhance the setting of the heritage area.

~~5.1.2~~ **PUBLIC REALM**

New developments throughout the precincts are to activate street frontages through design and by location of appropriate uses to create a vibrant, diverse, interactive and safe urban environment.

Unless specific discretionary criteria are stated in the provisions below, Council may, at its discretion, vary any of the provisions where it is satisfied the development meets the overall objective of the element.

~~Figure 4: Public Realm demonstrates the hierarchy of pedestrian access routes within the precinct—Primary Street, Secondary Street and Major Off Street Routes. Policy provisions are detailed below that apply to new development located adjacent to the relevant~~

Precinct 5 Local Planning Policy

pedestrian access route as shown in Figure 4.

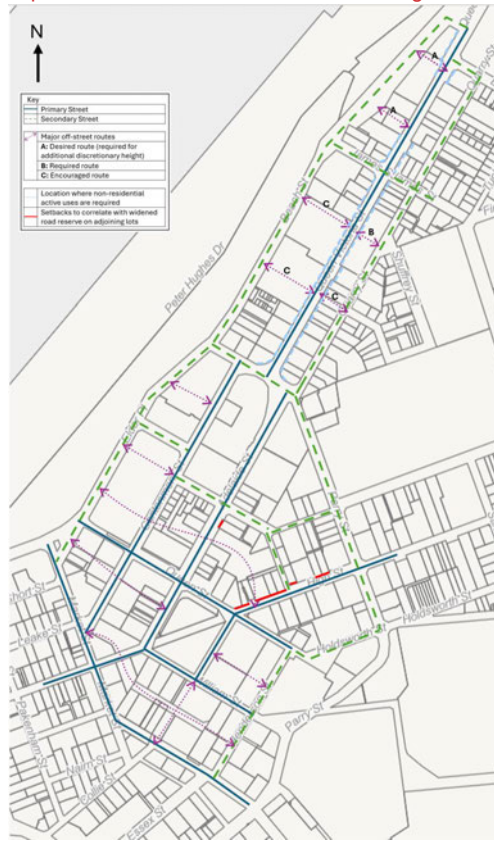


Figure 2: Public Realm

Precinct 5 Local Planning Policy



Figure 4: Public realm

The overall objective of this element is to ensure that new development throughout the precinct activates street frontages through design and by location of appropriate uses to create a vibrant, diverse, interactive and safe urban environment. Unless specific discretionary criteria are stated in the provisions below, Council may, at its discretion, vary any of the provisions where it is satisfied the development meets the overall objective of this element.

5.4 Primary streets

New development located on primary streets shall address the following provisions:

Precinct 5 Local Planning Policy

~~5.1.4 a)~~ Lower levels of the development should be designed to reinforce the significance of the primary streets with an appropriate scale and high standard of details, materials and finishes, and shall incorporate design measures to contribute to an interesting, safe and diverse public realm. The ground floor façade should provide variation and interest at a human scale.

~~5.1.6 b)~~ No vehicle access, blank walls and/or service areas should be located on primary street frontages if alternative locations are available. If vehicle access is necessary from the primary street, vehicle entrance points and services areas are to be integrated in-to the overall building design and shall minimise detraction from the pedestrian environment and street vitality. Vehicle crossovers are to be minimised, consolidated and shared where possible.

~~5.1.3 Residential uses and on site vehicle parking are not permitted at ground level adjacent to primary streets.~~

c) Ground level parking should be sleeved behind or within a development, ensuring that the streetscape is not dominated by car parking.

e) Precinct 2: Non-residential uses are to be located at ground level and be designed for adaptive re-use.

~~5.1.2 f) Development is encouraged to incorporate a mix of active land uses at ground level that extend the hours of activity in the adjacent public domain beyond traditional retail hours.~~

~~5.1.3 Residential uses and on site vehicle parking are not permitted at ground level adjacent to primary streets.~~

f) ~~5.1.4~~ Precinct 1 (where illustrated in figure 2) and Precinct 2: Non-residential uses at the ground level frontage to a primary street should:

- Be encouraged to incorporate a mix of active land uses at ground level that extend the hours of activity in the adjacent public domain beyond the traditional retail hours.
- Be predominantly glazed or open to the street at ground level and with major pedestrian entrances direct from and level with the street.
- Accommodate multiple ground level commercial tenancies in long frontages which shall all obtain their main public pedestrian entry directly from and level with the primary street. Wide building frontages with a single use or tenancy shall be limited.
- Have any area where the building is setback from the front lot boundary be designed and treated as part of the adjacent pedestrian domain.
- Minimise side setbacks and other gaps in the street frontage to provide a frontage that is as continuous as possible.

-

~~Multiple ground level tenancies shall be provided and shall obtain their main public pedestrian entry directly from and level with the primary street. Wide building frontages with a single use or tenancy should be limited.~~

Precinct 5 Local Planning Policy

~~5.1.5 Ground floor frontages are to be predominantly glazed or open to the street and shall incorporate design measures to contribute to an interesting, safe and diverse public realm.~~

~~5.1.6 No vehicle access, blank walls and/or service areas should be located on primary street frontages if alternative locations are available. If vehicle access is necessary from the primary street, vehicle entrance points and services areas are to be integrated in to the overall building design and shall minimise detracting from the pedestrian environment and street vitality. Vehicle crossovers are to be minimised, consolidated and shared where possible.~~

~~5.1.7 - Provide Weather protection along footpaths for pedestrians, shall be provided,~~ either in the form of awnings or first floor balconies, and satisfy all of the following:

- a) ~~Shelter~~ To be continuous along all primary street frontages;
- b) ~~The weather protection shall~~ To be integrated with the building design, appropriately scaled and designed to reinforce the importance of primary streets while still providing shelter and a sense of enclosure for pedestrians;
- c) ~~The weather protection shall~~ To be permanently fixed and shall be constructed of materials that provide sun and rain protection (i.e. a high degree of sun shading and water impenetrability);
- d) ~~The weather protection shall~~ To project a minimum horizontal distance of 2.4 metres over the adjacent footpath; and
- e) Awnings shall have a consistent clear height from footpath level of between 3m and 3.5m.

Council may, at its discretion, vary any of the above requirements where:

- i) The installation of weather protection would be incompatible with the heritage significance of the existing building; or
- ii) ~~It is N~~ecessary to ensure appropriate clearances from street infrastructure or trees; or
- iii) The installation of weather protection would present significant practical difficulties in terms of vehicle accessibility and there is no satisfactory alternative design solution available.

~~g) 5.1.10 Precinct 2: The full extent of the St Johns Church triangle in Kings Square~~ Walyalup Koort is to be reinforced as a generally green passive space.

~~h) 5.1.8 Precinct 2: Footpath widths are to be maximised along primary streets. In addition to the setbacks required in Queen Street between Cantonment Street and Elder Place that are identified in the Local Planning Scheme, new development in~~ For the lots on High Street and Adelaide Street shall be setback to correlate with the widened road reserve on adjoining lots, as shown indicated in Figure 52, primary street setbacks shall correlate with the widened road reserve on adjoining lots.

Precinct 5 Local Planning Policy

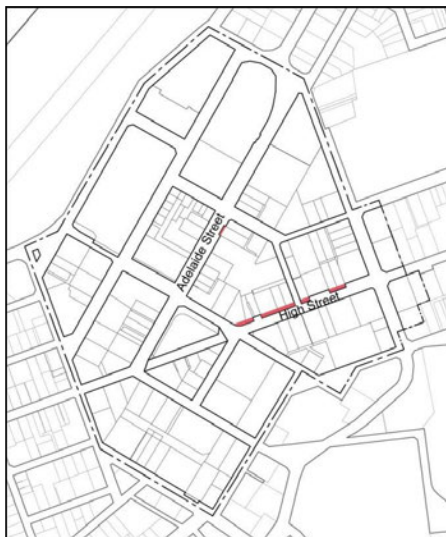


Figure 5: Required street setback areas (shown in red)

~~5.1.9 Any area where the building is setback from the front lot boundary shall be designed and treated as part of the adjacent pedestrian domain.~~

~~5.1.10 The full extent of the St Johns Church triangle in Kings Square is to be reinforced as a generally green passive space.~~

5.2 Secondary streets

New development located on secondary streets shall address the following provisions:

~~5.2.4 a)~~ Ground level frontages to secondary streets may incorporate a mix of land uses.

~~b) - and must~~ Development is to incorporate design ~~measures~~ and passive surveillance ~~measures~~ to contribute to an interesting, safe and diverse public realm.

~~c)~~ Blank walls to secondary street frontages should be minimised to no more than 3m in width.

~~5.2.5 d)~~ Where residential uses are located at ground level, the design should achieve a clear distinction between the private place and public space, whilst still allowing for passive surveillance and interaction with the street.

~~5.2.2 e)~~ Retail and commercial floorspace shall provide major pedestrian entries directly from and level with from the street.

~~5.2.3 g)~~ Weather protection along footpaths of secondary streets adjoining retail/commercial/entertainment uses shall be provided, either in the form of awnings or first floor balconies, and satisfy all of the following:

Precinct 5 Local Planning Policy

- a) ~~The weather protection shall~~To be integrated with the building design;
- b) ~~The weather protection shall~~To be permanently fixed and shall be constructed of materials that provide sun and rain protection (i.e. a high degree of sun shading and water impenetrability);
- c) The weather protection shall project a minimum horizontal distance of ~~2m metres~~ over the adjacent footpath; and
- d) Awnings shall have a consistent clear height above footpath level of 2.75m.

Council may, at its discretion, vary any of the above requirements where:

- i) The installation of weather protection would be incompatible with the heritage significance of the existing building; or
- ii) ~~It is N~~necessary to ensure appropriate clearances from street infrastructure or trees; or
- iii) The installation of weather protection would present significant practical difficulties in terms of vehicle accessibility and there is no satisfactory alternative design solution available.

~~5.2.4g)~~ Vehicle entrance points and services areas are to be integrated in to the overall building design and shall minimise detracting from the pedestrian environment and street vitality. Vehicle crossovers are to be minimised, consolidated and shared where possible.

i) ~~Precinct 2: Ground level~~ On-site vehicle parking ~~is not permitted at ground level adjacent to secondary streets, should be sleeved behind or within a development, ensuring the streetscape is not dominated by car parking.~~

~~5.2.5 Where residential uses are located at ground level, the design should achieve a clear distinction between the private place and public space, whilst still allowing for passive surveillance and interaction with the street.~~

Major off-street pedestrian routes

~~5.3.1a)~~ Provision of the major off-street routes that are accessible by the public ~~at the~~ ~~are~~ ~~strongly encouraged in new development at the~~ general locations as shown in ~~Figure 4.2, is strongly encouraged in new development.~~

~~5.3.2b)~~ The exact course and location of these major off-street routes don't necessarily need to align between street blocks, but connections between them ~~should be clearly~~ ~~are to~~ ~~be~~ legible.

~~5.3.3c)~~ Major off-street routes are to be designed to be safe for users in accordance with Crime Prevention through Environmental Design (CPTED) principles.

~~5.3.4d)~~ Universal access is required for the whole length of the off-street routes from street to street.

~~5.3.5e)~~ Additional pedestrian connections shall be provided from the major off-street route to any on-site public or communal space.

Precinct 5 Local Planning Policy

- ~~5.3.6f)~~ Ground level frontages to major off-street routes may incorporate a mix of land uses ~~and~~

g) Ground level frontages to major off-street routes must incorporate design ~~measures~~ and passive surveillance measures to contribute to an interesting, safe and diverse public realm.

h) Upper-level balconies over the major off-street route are encouraged.
- ~~5.3.7)~~ Weather protection, in the form of awnings or first floor balconies, is to be provided over the footpaths of major off-street routes where adjoining any retail/commercial/entertainment uses and shall provide a minimum clear height above footpath level of 2.75m. Elsewhere along the major off-street route, there can be a mix of covered space and open to the sky.
- ~~5.3.8)~~ Refer to section ~~7.1.4~~ of this policy for specific requirements where the provision of off-street pedestrian links is a ~~criteria~~ criterion for seeking discretionary additional building height (refer to figure 2 for locations).

Precinct 5 Local Planning Policy

6.1.3. BUILT FORM & LEGIBILITY

Figure 6.3: Views and landmarks ~~displays~~ illustrates the major views, major landmarks and desired views and glimpses within ~~the p~~precincts 1 and 2. ~~In addition to responding to the desired character for the precinct, the overall objective of this element is to ensure that the built form of N~~new development ~~is to~~ provides comfortable enclosure to streets and other public spaces, reinforces important views, and provides activation and safety in public spaces through the relationship between the building and the adjacent public space.

Unless specific discretionary criteria are stated in the provisions below, Council may, at its discretion, vary any of the provisions where it is satisfied the development contributes to the overall objective of this element.



Figure 6: Views and landmarks

Precinct 5 Local Planning Policy



High Street looking west



Queen Street looking west

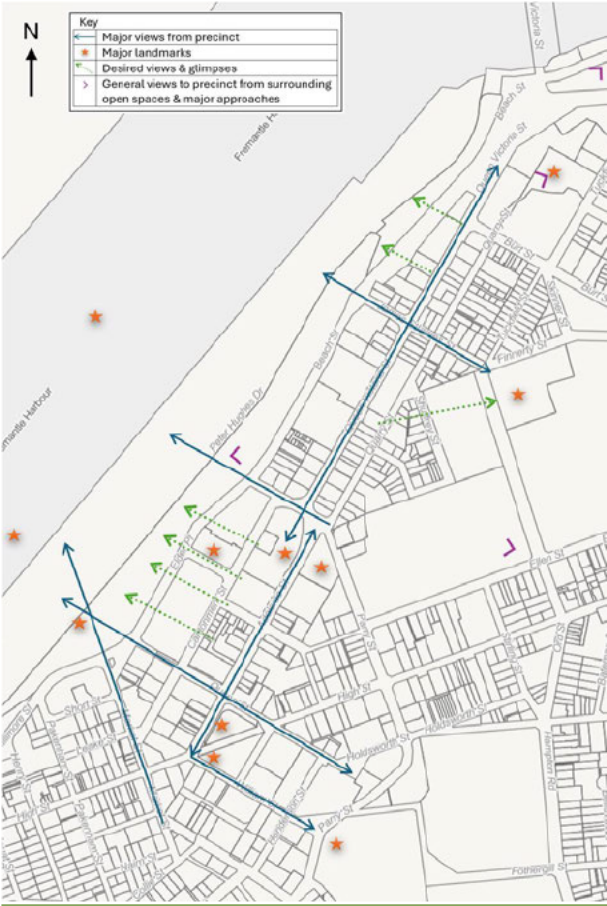


Figure 3: Views and Landmarks

Precinct 5 Local Planning Policy

Development shall address the following provisions:

- ~~6.1~~ b) The significance of primary streets (including Queen Victoria Street) should be reinforced with continuous developed edges of consistent scale and massing that creates a strong sense of urban enclosure as well as framing and reinforcing views to major Fremantle landmarks that provide legibility and contribute to the city's image. ~~(refer Figure 6).~~
- 6.8 Consider the impact of new development in on long views from city approach routes by streets road and , the railway, from Monument Hill, Cantonment Hill, Victoria Quay and Fremantle Harbour. Consideration is to be given to the impact of , particularly with regard to the arrangement and bulk of taller buildings and to the design of roofs and screening of rooftop service elements. New development shall contribute positively to these views.
- ~~6.2~~ ~~Re-establish the historic urban character of Kings Square that was embodied in its three distinct (High St, church triangle, city triangle) but interdependent parts. New development of the city triangle may be to the full extent, particularly to the edges and corners, as long as there are openings and an Urban Room within and through the building(s) for public access and activities as appropriate.~~
- ~~6.3~~ c) Views ~~and glimpses~~ of Fremantle landmarks, particularly to the port and of port infrastructure, the Arts Centre and the former Army Barracks, are encouraged wherever possible at ground level along secondary streets ~~and, via~~ off-street pedestrian links and other openings between buildings, and from upper levels of new buildings ~~(refer Figure 6).~~
- ~~6.5~~ e) Passive surveillance of streets and other public spaces is to be provided by frequent upper floor windows, terraces and balconies overlooking the public space.
- ~~6.4~~ f) Incorporate sensitive transitions between lower scale existing heritage buildings and taller new structures where they are directly adjoining.
- ~~6.5~~ ~~Passive surveillance of streets and other public spaces is to be provided by frequent upper floor windows, terraces and balconies overlooking the public space.~~
- ~~6.6~~ g) As redevelopment of the precinct is likely to be carried out over a number of years, consideration should be given to the appropriate treatment of all walls and parapets that will be visible or remain semi-permanently exposed.
- ~~6.7~~ h) Redevelopment of full street blocks and other large sites should ensure integration into their surroundings and maintain consistency of the city centre development pattern and street level linkages. The horizontal expanse of long facades should address the desired character for its location through articulation and fenestration, architectural detailing and treatment of rooflines.

Precinct 5 Local Planning Policy



Long view across the city from Monument Hill

6.8 — Consider the impact of new development in long views from city approach streets, the railway, Monument Hill, Victoria Quay and Fremantle Harbour, particularly with regard to the arrangement and bulk of taller buildings and to the design of roofs and screening of rooftop service elements. New development shall contribute positively to these views.

7.1.4 DISCRETIONARY ADDITIONAL BUILDING HEIGHT

Under the Local Planning Scheme No. 4 provisions of Schedule 7, Local Planning Area 1 – Sub Area 1.3.2 and Local Planning Area 2 – Sub Area 2.3.1 ~~Under the Local Planning Scheme provisions of Schedule 12 – Sub area 1.3.2 of Local Planning Area 4,~~ additional building height may be approved on select sites (refer to ~~Figure 7.4~~), at the Council's discretion, subject to the development satisfying a number of criteria. This section of the policy provides additional guidance and requirements regarding what the development should provide ~~in order~~ for the Council to be satisfied that the discretionary criteria have been met.

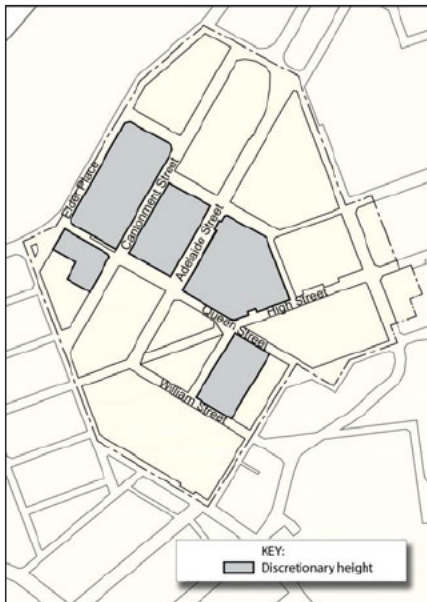


Figure 7: Sites where discretionary additional building height may be permitted

Precinct 5 Local Planning Policy

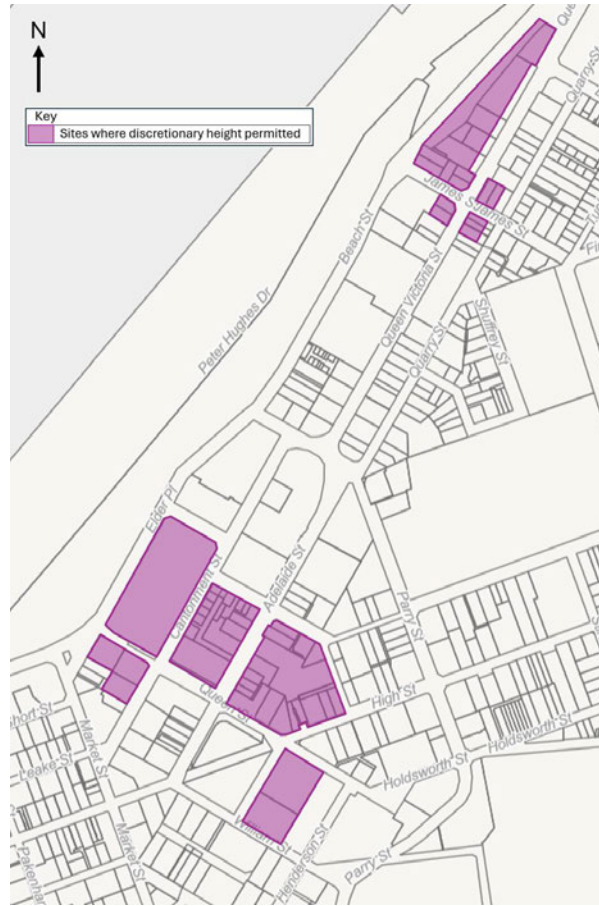


Figure 4: Sites where discretionary height may be permitted

a) The following supporting documents are an indication of the type of supportive material that would be expected to be submitted as part of an application where discretionary additional building height is sought:

- Full streetscape studies at pedestrian level showing the impact of the additional height on the public realm and neighbouring sites or buildings;
- Site and precinct plans showing the impact of the additional height on existing view corridors and view sheds;
- Reports from independent consultants assessing the development's environmental performance and micro climatic impact in terms of shadow and wind; and
- If the development is to be staged, the applicant must demonstrate how each stage will make its own positive contribution to the precinct and the street.

The applicant must demonstrate how the proposed design standards will be maintained through all stages of the development to completion. A process to ensure this is achieved

Precinct 5 Local Planning Policy

~~may be incorporated into planning conditions and/or a legally binding agreement with the Council.~~

b) The applicant must demonstrate how the proposed development satisfies the following criteria.

~~7.1~~ Policy provisions to be satisfied to the very highest standards

Discretionary additional building height will only be considered where all of the relevant provisions elsewhere in this policy have been satisfied to the very highest standards.

~~7.2~~ Distinctive architecture and exceptional design quality

The development is to be of distinctive architecture befitting its location and exceptional design quality meeting at the highest possible standard the design principles contained in the Local Planning Scheme and/or local planning policy that assist in determining the design quality of development, and including, but not limited to:

- a) The overall development achieving an exceptionally high standard in terms of appearance;
- b) The development demonstrating a selection of high quality building materials, sustainable building measures and building longevity;
- c) The design addressing the relationship of taller components to lower levels (podium);
- d) The impact of the development on distant views;
- e) The additional height does not adversely impact on the ability of neighbouring sites and buildings to maximise their passive sustainable design potential;
- f) The visual permeability of the development with the streetscape; and
- ~~g) The roofscape and servicing aspects of the development are exceptionally well resolved, aspect of the design; and~~
- ~~h) All functional and servicing aspects of the development are exceptionally well resolved.~~

In particular, the architectural response of the development to the desired character of its setting (refer to section 4) and the way the development will contribute to (and raise the) architectural standard of development within the precinct will be of primary consideration for the Council.

~~7.3~~ Best practice environmentally sustainable design

Where required in Local Planning Scheme No. 4, Planning Areas 1 and 2, Council will consider ~~The development shall demonstrate Australian excellence standards in environmentally sustainable design (ESD).~~

~~7.3.1 Australian excellence in ESD shall be demonstrated by achieving~~ a minimum certified Green Star rating of 5 Stars using the Green Building Council Australia's

Precinct 5 Local Planning Policy

current rating tools where an appropriate Green Star rating tool exists, to demonstrate best practice in environmentally sustainable design (ESD).

~~7.3.2~~ Where a current Green Star rating tool is not available for the proposed type of development, an alternative method of demonstrating Australian excellence in ESD may be used, at the discretion of Council, which addresses the following elements:

- a) Energy – encourage and recognise designs that minimise the greenhouse gas emissions associated with the operational energy consumption; and
- b) Water – encourage reduction of potable water use through efficient design of building systems, rainwater collection and water re-use; and
- c) Indoor Environment Quality – encourage and recognise designs that ensure thermal comfort of occupants, maximise daylight while minimising heat glare, reduce noise pollution and require maintenance and cleaning of air handling systems; and
- d) Waste – encourage and recognise designs that reduce the amount of natural resources used, reuse whatever materials can be re-used and recycle wherever possible.

Assessment of ~~Australian excellence~~ best practice in in ESD for ~~developments~~ development, considering the above criteria, can be demonstrated by applying the benchmarking standards incorporated within the Green Star Rating Tool and Technical Manual as applicable to a 5 Star Green Star rating relative to the appropriate building type. Where an appropriate Green Star rating tool does not currently exist, Green Star Office shall be used for commercial projects and Green Star Multi Unit Residential shall be used for mixed use projects for this purpose.

~~7.3.3~~ In addition to the above requirements, it must also be demonstrated that an Accredited Green Star Professional has been appointed to the project design team.

~~7.4~~ Impact on the amenity of surrounding public realm

The applicant shall illustrate that the additional building height does not detrimentally increase the amount of shade or wind in surrounding public spaces beyond what could be expected from development that was constructed to the permitted building heights.

~~7.5~~ High quality landscaped and publically accessible pedestrian environment

~~7.5.1~~ The off-street pedestrian links shown in figure 2.4 must be provided, and in addition to the requirements in Section ~~5-1.2~~ must be:

- A minimum width of 5 metres
- ~~Accessible-Open~~ to the public at all times (~~i.e. 24 hours / 7 days a week~~)

Precinct 5 Local Planning Policy

- To a high standard of landscape design incorporating planting, public seating and public art; ~~and~~.
- Safely designed to Crime Prevention through Environmental Design (CPTED) standards to be confirmed by a report by an accredited CPTED consultant.

~~7.5.2~~ The area of required street setback in Queen St, High St and Adelaide St are to be transferred at no cost to the Council.

~~7.5.3~~ ~~New development is to~~ Address the provision of a high standard of on-site open space for residents and/or workers, including roof top landscape areas.

~~7.6~~ Precinct 2: Affordable housing

Where affordable housing is provided it shall be fully integrated into the development and not be externally identifiable as a separate component of the development.

A condition will be included on the planning approval to ensure the on-going provision of the approved affordable housing component.

APPENDIX 1

~~Of the City's other local planning policies, the following policies in particular will likely be applicable to new development within the precinct:~~

- ~~• LPP1.6 Preparing Heritage Assessments;~~
- ~~• LPP2.3 Fremantle Port Buffer Area Development Guidelines;~~
- ~~• LPP2.13 Sustainable Buildings Design Requirements; and • LPP2.19 Contributions to Public Arts and/or Heritage Works.~~

~~Precinct 5 Local Planning Policy replaces the following local planning policies, which were revoked at Council's Ordinary Meeting on 28 November 2012:~~

- ~~• DE5 Queen Street Development Policy;~~
- ~~• DGF1 High, Parry, Holdsworth and Queen Streets Local Area;~~
- ~~• DGF11 Fremantle Gas and Coke Company site — 2-12 Cantonment Street & 6-10 Elder Place — Fremantle;~~
- ~~• DGF17 Northern Woolstores — 38 Cantonment Street, Fremantle;~~
- ~~• DGF20 Princess May Park — 1 Parry & 92 Adelaide Streets, Fremantle;~~
- ~~• DGF23 King's Square — Bounded by Adelaide, Newman, Queen and William Streets, Fremantle; and~~
- ~~• DGF25 Henderson Street Market Stalls.~~

~~Publication of a formal notice of revocation of the above local planning policies took place on 22 January 2013.~~



Local Planning Policy 3.7

South Beach Village

fremantle.wa.gov.au

South Beach Village

Statutory background

The *Planning and Development (Local Planning Schemes) Regulations 2015* (the Regulations) provide the ability for local governments to prepare a local planning policy on any matter relevant to the planning scheme area. This policy may be cited as Local Planning Policy 3.7 – South Beach Village (LPP3.7).

This policy should also be read in conjunction with Local Planning Scheme No. 4, the City's Local Planning Policies, and the Residential Design Codes of Western Australia.

Should an inconsistency between the policy and Scheme arise, the Scheme shall prevail.

Objectives

The policy objectives are:

- To ensure development design embodies a vibrant, modern, coastal character reflecting the climate, varied style, and feel of Fremantle's beaches.
- To promote building design and development that is compatible with the character of South Fremantle.
- To provide a mix of building materials, colours and textures.

Application of this Policy

This policy is applicable to lots highlighted in orange in Figure 1 below:

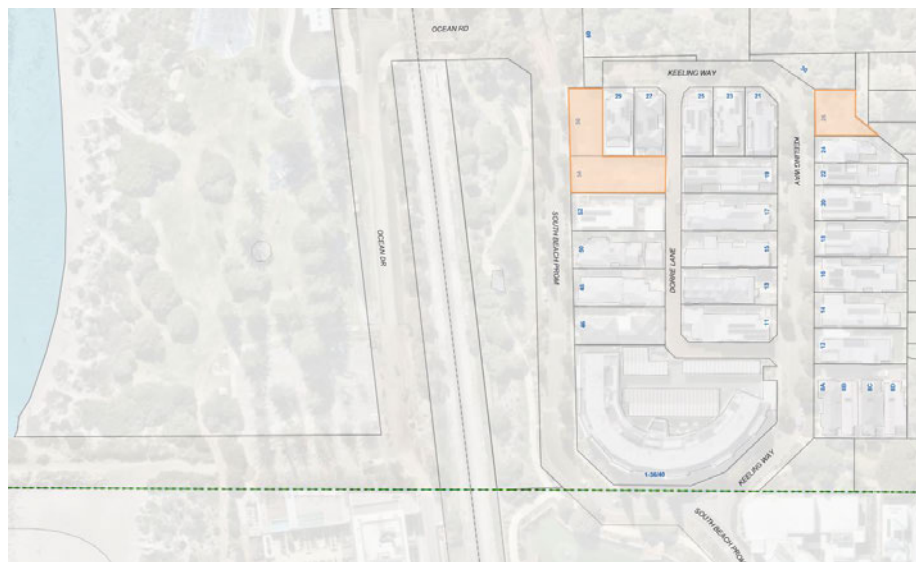
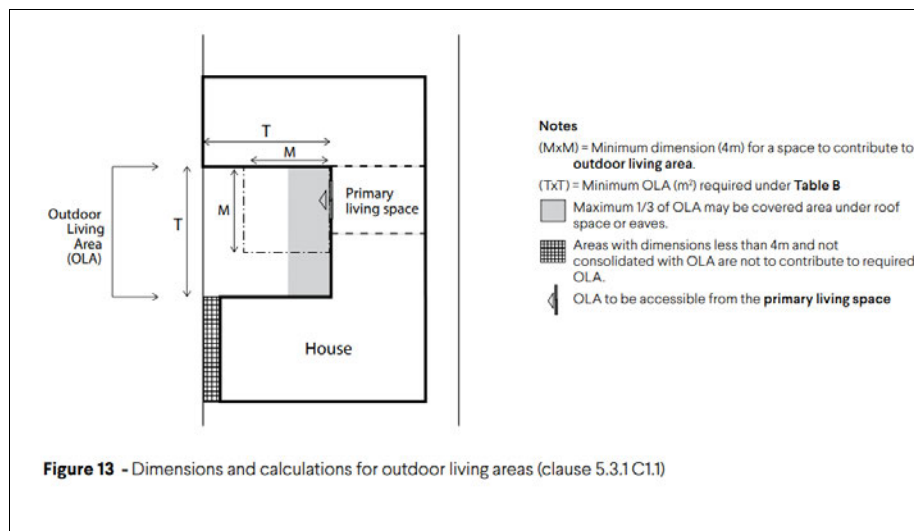


Figure 1 – Policy Extent

Permitted Variations to the Residential Design Codes Volume 1

R-Codes Volume 1, Part B	
1. Clause 5.1.2 – Street setback	
Deemed-to-comply provisions being modified	
C2.1 – C2.4	
Deemed-to-comply	
<p>C2.1 Buildings, including carports, porches, balconies, verandahs, or equivalent, set back from the primary and secondary street boundaries:</p> <ul style="list-style-type: none"> i. a minimum of 3 metres; ii. reduced by up to 50% (1.5m) 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 (refer Figure 2a and 2c of the R-Codes) 	<p style="font-size: small;">Figure 2b - Measuring minor projections into primary street setback (clause 5.1.2 C2.4)</p> <p style="font-size: x-small;">Figure 2b - Measuring minor projections into primary street setback (clause 5.1.2 C1.4) (deleted by amendment dated 2/7/2021)</p>
<p>A1 Area of building forward of primary street setback A2 Compensating open space behind primary street setback A3 The carport in S1 does not need to be compensated for in S2 S1 Primary street setback distance (Table B) S2 Distance behind the primary street setback, equal to S1 S3 Side boundary setback (Table 2a and 2b) S4 Maximum reduced primary street setback (half of S1)</p>	
<p>Figure 2a - Measuring primary street setbacks (clause 5.1.2 C2.1 (iii))</p>	
<p>C2.2 Refer to C2.1 above. C2.3 Buildings set back from the corner truncation boundary in accordance with C2.1 above. C2.4 Refer to C2.1 above.</p>	
2. Clause 5.1.3 – Lot boundary setbacks	
Deemed-to-comply provisions being modified	
C3.1, C3.2	
Deemed-to-comply	
<p>C3.1 Buildings which are set back in accordance with the following provisions, subject to any additional measures in other elements of the R-Codes:</p> <ul style="list-style-type: none"> i. Lot 221 southern boundary: 3.5m minimum to the lower and upper floors ii. Lot 237 northern boundary: 3.5m minimum to the lower and upper floors iii. Lot 237 southern boundary: nil at ground floor and 1.5 minimum to the upper floor iv. Lot 237: Garage to be set back 1m from Dorre Lane 	<p>C3.2 Refer to C3.1 above.</p>

3. Clause 5.1.4 - Open Space	
Deemed-to-comply provisions being modified	
C4	
Deemed-to-comply	
C4	Dwellings to provide 40% open space. Otherwise, open space is provided in accordance with Table B of the R-Codes.
4. Clause 5.1.6 - Building Height	
Deemed-to-comply provisions being modified	
C6	
Deemed-to-comply	
C6	Building heights which comply with the following: <ul style="list-style-type: none"> i. R20: 5.5m maximum external wall height. 8.5m maximum height to roof ridge ii. R30: 6m maximum external wall height. 9m maximum height to roof ridge
5. Clause 5.2.4 - Street Walls and Fences	
Deemed-to-comply provisions being modified	
C4.1, C4.2	
Deemed-to-comply	
C4.1	Front fences within the primary street setback area that do not exceed 1.2m above natural ground level, measured from the primary street side of the front fence and are at least 50% visually permeable.
C4.2	Solid pillars that form part of front fences not more than 1.2m above natural ground level provided the horizontal dimension of the pillars is not greater than 400mm by 400mm and pillars are separated by visually permeable fencing in line with C4.1.
6. Clause 5.3.1 - Outdoor Living Area	
Deemed-to-comply provisions being modified	
C1.1	
Deemed-to-comply	
C1.1	An outdoor living area is to be provided: <ul style="list-style-type: none"> i. of a minimum 30 sqm for R20 sites and 32 sqm for R30 sites; ii. behind the street setback area; iii. directly accessible from the primary living space of the dwelling; iv. with a minimum length and width dimension of 4m; and v. with at least two-thirds of the required area without permanent roof cover. (Refer Figure 13 of the R-Codes)



Policy Provisions

1. Elevations

Elevations are to be articulated on parts of the dwelling facing the streetscape and public open space by staggering portions of the built form and /or varying construction materials.

Elevations must address the primary street and any adjacent public open space by way of design, fenestration and clearly identifiable vertically articulated entry.

Passive surveillance must be ensured over primary and secondary streets and public open space. This shall be achieved by the provision of major openings to these areas which allow passive surveillance.

Dwellings on corner lots shall be designed to address both street frontages by way of design, fenestration and clearly identifiable vertically articulated entry.

Windows and glazed surfaces as per Appendix 1.

2. Roof Design

Roofs are to have a maximum 33 degree pitch. Flat, curved or skillion roofs are to fit within the deemed-to-comply building outline.

3. Building materials

Built form shall incorporate a blended mix of building materials, colours and textures to create architectural interest.

Predominant building base colours are to be light, natural, earthy and synonymous with the coastal landscape, or otherwise demonstrate an alternative design meets this intent.

Predominately masonry face brick wall construction will not be supported. Masonry will be supported for highlights and features only.

Natural and /or reconstituted limestone blocks will be accepted in building design.

4. Carports and garages

Carports and garages shall be in accordance with the following development requirements and locations identified in appendix one.

Garage doors must be a panel lift door of timber or steel with horizontal timber panel style.

Approved finishes for the driveway include the following:

- Masonry and clay paving.
- Liquid limestone.
- Exposed aggregate concrete finish.
- Coloured concrete & feature inserts.
- Precast concrete pavers which are planed, honed or split faced.

5. Fencing

Fencing materials are to be of masonry, timber or steel, and can include pickets or horizontal slats, brickwork or limestone. Wire or Colorbond fencing will not be supported.

Local Planning Policy – Document Control			
Responsible Officer		Previous Policy Title	Next Review Date
Manager City Planning		Local Planning Policy - Design Guideline S6 - South Beach Village	(four years)
Version	Decision to Adopt/Amend	Brief Details of Modifications	
1	26 July 2006	Ordinary Council Meeting - PSC0707-115	
2	23 March 2022	Ordinary Council Meeting - PC2203-12	
3	XXXX	XXXX	
Public Consultation		Yes	
WAPC Approval Required?		No	Date approved by WAPC N/A

Appendix 1 – Design Provisions

South Beach Village – Design Provisions

HEIGHT

- Lot 221 & 237: 5.5m maximum external wall height, measured from the natural ground level.
- Lot 221 & 237: 8.5m maximum to the overall roof ridge above ground level.
- Lot 1: 6m maximum external wall height, measured from the ground level.
- Lot 1: 9m maximum to the overall roof ridge above ground level.

ROOF DESIGN

- 33 degrees maximum pitch.
- Flat and curved roofs are to fit within the deemed-to-comply building outline

SETBACKS & REAR LANEWAY

- Front setbacks are to be an average of 3m with an absolute minimum setback of 1.5m
- Lot 221 rear southern boundary setback: 3.5m minimum to the lower and upper floors
- Lot 237 northern boundary setbacks: 3.5m minimum to the lower and upper floors
- Lot 237 southern boundary setbacks: nil to the ground floor and 1.5 minimum to the upper
- Lot 237: Garage to be setback 1m from Dorre Lane

FENCING

All fencing should be as per the policy and is limited to 1.2m high from natural ground level with 50% visually permeable where the fence is forward of the building line.

WINDOWS & GLAZED SURFACES

- All northern windows shall contain glazed (sufficient to allow light penetration) windows or surfaces representing a minimum of 50% of the total wall area.
- Lot 1 – the northern and rear elevations shall incorporate at least one major opening
- Utilise verandahs and solar pergolas to achieve 75% exposure in winter and 100% shade in summer for northern walls, and for eastern and western walls for most of the day.
- Limit glazing exposure on eastern and western surfaces (with preference for vertical emphasis).

NOISE AND VIBRATION

Any residential development within 50m of the rail line will be required to demonstrate compliance with noise and vibration criteria set out in *State Planning Policy 5.4 – Road and Rail Noise*.
 *Any other provisions not addressed above shall default to the provisions of Local Planning Scheme No. 4 and the Residential Design Codes (R-Codes) of Western Australia Volume 1



SCHEDULE OF APPLICATIONS DETERMINED UNDER DELEGATED AUTHORITY

1. QUEEN STREET, NO. 30 (LOT 123), FREMANTLE – CHANGE OF USE TO RECREATION - PRIVATE (PILATES STUDIO) - (ED DA0060/26)
2. ATTFIELD STREET, NO.117 (LOT 1), SOUTH FREMANTLE – TWO STOREY ADDITIONS, ALTERATIONS AND CONVERSION OF OUTBUILDING TO ANCILLARY DWELLING TO EXISTING SINGLE HOUSE - (CR DA0417/25)
3. THOMPSON ROAD, NO. 24 (LOT 14), NORTH FREMANTLE – TWO STOREY SINGLE HOUSE- (ED DA0032/26)
4. FISHER STREET NO.1 (LOT 31), WHITE GUM VALLEY – TWO LOT SUBDIVISION CLEARANCE – (JL WAPC248-24)
5. BURNS, NO.5 (LOT 17), NORTH FREMANTLE – ALTERATIONS TO EXISTING MULTIPLE DWELLING - (CR DA0035/26)
6. GARLING STREET, 131 (LOT 41), O’CONNOR – PATIO ADDITION TO EXISTING INDUSTRIAL BUILDING - (JA DA0020/26)
7. VARIATION TO PLANNING APPROVAL DA0351/24 (TWO STOREY REAR ADDITIONS AND ALTERATIONS AND ANCILLARY DWELLING ADDITION TO EXISTING SINGLE HOUSE) - (LG VA0002/26)
8. MULBERRY FARM LANE, NO. 17 (STRATA LOT 2), WHITE GUM VALLEY – ADDITIONS AND ALTERATIONS TO EXISTING SINGLE HOUSE - (LG DA0442/25)
9. CLIFF STREET, NO. 31 (LOT 24), FREMANTLE – MODIFICATIONS TO GATE OF EXISTING BUILDING - (LG DA0054/26)
10. WALKER STREET, NO. 21 (LOT 45), SOUTH FREMANTLE – ANCILLARY DWELLING ADDITION TO EXISTING SINGLE HOUSE - (LG DA0016/26)
11. ELLEN STREET, CHRISTIAN BROTHERS COLLEGE 41-51 (LOTS 468, 469,4, 123), FREMANTLE – PATIO ADDITION TO EXISTING EDUCATIONAL ESTABLISHMENT - (LG DA0042/26)
12. COCKBURN ROAD, NO. 25 (LOT 50), SOUTH FREMANTLE - MODULAR DWELLING ADDITION TO EXISTING USE NOT LISTED (CARAVAN PARK) – (JD DA0006/26)
13. 2 HENDERSON STREET (LOT 3), FREMANTLE – SECTION 40 (SPECIAL FACILITY - FOODHALL) – (JD LL0001/26)
14. COVICH AVENUE, NO. 19 (LOT 110), BEACONSFIELD - SINGLE STOREY SINGLE HOUSE - (JD DA018/26)
15. STAPLES STREET, NO. 11 (LOT 16), NORTH FREMANTLE – FENCE ADDITION TO EXISTING SINGLE HOUSE – (JD DA0084/26)

16. TURTON STREET, No 11A (Lot 1), NORTH FREMANTLE – PRIMARY STREET FENCE AND RETAINING WALL ADDITION TO EXISTING SINGLE HOUSE - (JA DA0073/26)
17. SOUTH TERRACE, NO. 17-25 (LOT 1), FREMANTLE – INTERNAL FITOUT, EXTERNAL SIGNAGE ADDITION AND ALTERATIONS TO EXISTING BUILDING - (LG DA0058/26)
18. EAST STREET, NO.7 (LOT 123), FREMANTLE – ADDITONS AND ALTERATIONS TO SINGLE HOUSE - (CR DA0031/26)
19. HOLLAND, NO. 83, FREMANTLE – ADDITIONS AND ALTERATIONS TO EXISTING GROUPED DWELLING - (ED DA0009/26)
20. LEE AVENUE, NO. 28, HILTON – SINGLE BEDROOM DWELLING ADDITION TO EXISTING SINGLE HOUSE - (ED DA0029/26)
21. WEXFORD WAY, NO. 11 (LOT 121), O’CONNOR – ALTERATIONS AND ADDITIONS TO EXISTING SINGLE HOUSE - (JA DA0085/26)
22. CHUDLEIGH STREET, NO. 11 (STRATA LOT 2), FREMANTLE – EXTERNAL STAIRCASE ADDITION AND ALTERATIONS TO EXISTING GROUPED DWELLING - (LG DA0080/26)
23. REVELLEY COURT, NO. 34 (LOT 359), SAMSON – UNAUTHORISED OUTBUILDING ADDITION TO EXISTING SINGLE HOUSE (JL DA0359/25)
24. BROMLEY ROAD, NO.6, HILTON – 4 LOT SUBDIVISION (JL WAPC170-24)
25. WATKINS STREET, NO. 18A (STRATA LOT 2), BEACONSFIELD – TWO STOREY SINGLE HOUSE - (LG DA0408/25)
26. AMHERST STREET, NO. 30 (LOT 11), FREMANTLE – AMENDMENT TO DAP008/23 (57 GROUPED DWELLINGS, 24 MULTIPLE DWELLINGS, 7 COMMERCIAL TENANCIES, AND ASSOCIATED COMMON PROPERTY) - (ED DA0006/26)
27. HIGH STREET, NO. 124-126 (LOT 558), FREMANTLE – VARIATION TO APPROVED OPERATING HOURS (DA0176/24 - CHANGE OF USE TO TAVERN) – (JD DA0176/24)
28. EDMUND STREET, NO.163 (LOT 7), BEACONSFIELD – DEMOLITION OF EXISTING SINGLE HOUSE AND ASSOCIATED OUTBUILDINGS (CR DA00056/26)
29. HOLLAND STREET, NO.131 (LOT 1), FREMANTLE – EXTERNAL STAIRCASE ADDITION TO EXISTING GROUPED DWELLING - (CR DA0059/26)
30. SWAN STREET, NO. 6A (LOT 503), NORTH FREMANTLE – PRIMARY STREET FENCE ADDITION - (JL DA106/26)
31. COVICH AVENUE, No. 31 (LOT 104), BEACONSFIELD - SINGLE STOREY SINGLE HOUSE - (JA/ED DA0001/26)

32. WESLEY STREET, 19 (STRATA LOT 41), SOUTH FREMANTLE - PATIO ADDITION TO EXISTING SINGLE HOUSE - (JL DA0099/26)
33. EDMUND STREET, NO.89 (LOT 2), FREMANTLE - SOLAR PANEL ADDITION TO EXISTING GROUPED DWELLING - (JL/ AW DA0090/26)
34. HANLIN WAY, NO.5 (LOT 476), SAMSON - ANCILLARY DWELLING ADDITION TO EXISTING SINGLE HOUSE - (CR DA0068/26)
35. HINES ROAD, NO. 28 (LOT 19), O'CONNOR - SITE WORKS AND RETAINING WALL ADDITIONS - (LG DA0420/25)
36. PARRY STREET, NO. 10 (LOT 52), FREMANTLE - SIGNAGE AND LIGHTING ADDITIONS TO, AND PAINTING OF, EXISTING BUILDING - (ED DA0041/26)
37. HENDERSON STREET, NO. 10 (LOT 375), FREMANTLE - VARIATION TO DAP005/26 (SIX STOREY HOTEL DEVELOPMENT INCLUDING RESTAURANT/CAFÉ, SMALL BAR AND SHOP LAND USES) - (ED VA0005/26)
38. CHESTER STREET, NO. 11 (LOT 31), SOUTH FREMANTLE - EXTERNAL FIXTURE ADDITIONS (SOLAR PANELS) TO EXISTING SINGLE HOUSE - (LG DA0062/26)
39. HOLLAND STREET, NO. 55 (LOT 1086), FREMANTLE - CARPORT ADDITION TO EXISTING SINGLE HOUSE - (LG DA0088/26)
40. MALCOLM STREET, NO.29 (LOT 236), FREMANTLE - OUTBUILDING DEMOLITION, OUTBUILDING ADDITION AND REGULATED TREE REMOVAL TO EXISTING SINGLE HOUSE - (CR DA0061/26)



City Plan: North Fremantle

Phase 2 Pulse Check
Engagement Report
March 2026

fremantle.wa.gov.au



Acknowledgement of Country

The City of Fremantle acknowledges the Whadjuk people as the Traditional Owners of the greater Fremantle/Walyalup area and we recognise that their cultural and heritage beliefs are still important today.

DRAFT



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INTRODUCTION

North Fremantle is a unique area of Fremantle with a deep history, distinctive urban character and strong community participation in local government and strategic matters. The area is currently the focus of several major planning studies and projects, including the Future of Fremantle planning, the Swan River Crossings project, the North Fremantle Urban Precinct Major MRS Amendment, and major development proposals in the McCabe Street precinct.

Planning is required to develop a clear vision for the North Fremantle Town Centre and its surrounds to inform further decision making and advocacy on matters/projects affecting the area. There is a risk that the North Fremantle Town Centre, and the local community's connection to it, could be severely impacted by the accumulation of a range of individual development projects and State Government transport and planning priorities that are out of step with the local context and community.

This project – the City Plan: North Fremantle – aims to provide this vision and will be developed through a rapid co-design process, utilising methods developed through the City Plan, modelling/visualisation capability of the City Design team and public feedback gathered during the multiple-stage engagement process.

City Plan North Fremantle: Phase 2 Pulse Check

After receiving community and key stakeholder feedback from phase one engagement, the City Plan: North Fremantle project has now evolved to identify and distil a set of key objectives and principles to guide transport planning advocacy with the State Government. The material presented to the public in the Phase 2 Pulse Check document serves as an update for the community and aims to capture feedback to support ongoing advocacy and discussions with the State Government regarding regional transport planning.

In summary the project aims to:

- Provide a clear, holistic spatial framework to guide future strategic, coastal and transport planning activities for North Fremantle and its key precincts.
- Inform and encourage appropriate development proposals in the future.
- Engage and inform the community around future development scenarios to build support for a shared vision for North Fremantle.



- Clearly articulate what is culturally significant about North Fremantle and how future development decisions should seek to reinforce, rather than detract, from what makes this place special.
- Assist in aligning the City's strategic planning with neighbouring Local Governments (Town of Mosman Park, Town of Cottesloe), landholders and authorities (Port Authority, Future of Fremantle Committee)
- Inform ongoing advocacy to State Government regarding major urban development opportunities, coastal planning and transport planning priorities.
- Consider climate resilience through high-level coastal adaptation strategies and public open space planning.

During the Phase 2 consultation period the public was asked to:

- Review the strategic issues, priorities and planning context of North Fremantle by consulting the FAQs and Key Documents section on the project's MySay page.
- Request to meet with city staff to discuss their thoughts on the North Fremantle Plan via a 1:1 meeting or group meeting.
- Share their thoughts and comments on the key objectives, principles and scenarios presented in the Phase 2 Pulse Check document by completing the North Fremantle Plan: Pulse Check online survey.



In conjunction with the [City of Fremantle's community engagement policy](#), and the [International Association for Public Participation's \(IAP2\)](#) spectrum of public participation, this engagement program aimed to **CONSULT & INVOLVE** the community throughout the project:

IAP2 Spectrum of Public Participation



IAP2's Spectrum of Public Participation was designed to assist with the selection of the level of participation that defines the public's role in any public participation process. The Spectrum is used internationally, and it is found in public participation plans around the world.

		INCREASING IMPACT ON THE DECISION				
		INFORM	CONSULT	INVOLVE	COLLABORATE	EMPOWER
PUBLIC PARTICIPATION GOAL		To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.	To obtain public feedback on analysis, alternatives and/or decisions.	To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.	To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.	To place final decision making in the hands of the public.
	PROMISE TO THE PUBLIC	We will keep you informed.	We will keep you informed, listen to and acknowledge concerns and aspirations, and provide feedback on how public input influenced the decision.	We will work with you to ensure that your concerns and aspirations are directly reflected in the alternatives developed and provide feedback on how public input influenced the decision.	We will look to you for advice and innovation in formulating solutions and incorporate your advice and recommendations into the decisions to the maximum extent possible.	We will implement what you decide.

The City of Fremantle conducted a series of local media and digital community engagement activities to collect community contributions that will inform the project vision and guiding principles.

City officers aimed to:

- Obtain feedback on analysis, alternatives, or decisions.
- Work directly throughout the process to ensure that public concerns and aspirations are consistently understood and considered.
- Work with the public to ensure that their concerns and aspirations are directly reflected in the alternatives and scenarios developed.
- Provide feedback on how public input influenced the decision.

This engagement report details how we engaged; who we reached; and what we heard. The findings of this report will help the City Design Team, key external stakeholders and Elected Members to make an informed decision on next steps for this topic.



KEY TAKEAWAYS FROM THIS ENGAGEMENT

- Respondents were presented with a series of options and scenarios for reflection and feedback:
 - o Option 1 generated strong disagreement from respondents.
 - o Option 2 generated strong agreement or some agreement from respondents.
 - o Option 3a generated strong agreement or some agreement from respondents.
 - o Option 3b generated mixed views – with some respondents in agreement, while only slightly more in disagreement.
 - o Respondents leaned toward strong agreement on the City's broader strategy and staging thinking for this project.
- Strong frustration with long timeframes; desire for faster delivery and concurrent staging. Clear push for early wins such as footpaths, crossings, PSP upgrades, and town centre works.
- Mixed views on relocation; many opposed while others support long-term changes if equity is maintained. Reopen Leighton suggested. Strong rejection of flyovers.
- Pedestrian network seen as poor. Support for walking/cycling-first design, safer crossings, wider paths, PSP improvements, and protecting the town centre.
- High concern about erosion and sea level rise. Requests for buffers, long-term open space, nature-based adaptation, and reduced coastal intensity.
- Concerns about overdevelopment and high-rise impacts. Preference for moderate heights, quality design, and protecting North Fremantle's character.
- Opposition to flyovers and car-dominated approaches. Concern about funnelling traffic through town centre; need to maintain McCabe Street function.
- Frustration with State-Local misalignment and concerns about consultation.
- Beach access must serve wider Fremantle. Calls for adequate parking or major transit/cycling improvements.
- Northern Bracks St critical for early momentum; landowners need transport certainty.



HOW WE ENGAGED

The City of Fremantle opened Phase 2 public engagement on the North Fremantle: City Plan on 24 November, 2025, and collected submissions until close-of-business on 27 January, 2026.

City officers promoted the public comment period in the following ways:

Social Media:

The public engagement program for this project was heavily mentioned on the City of Fremantle's Facebook page, as well as its Instagram profile throughout the lifespan of the submission period.

Electronic Newsletters:

The Community Engagement team deployed a "Just Launched" email newsletter announcing the opening of the public consultation period on 24 November, 2025.

The Community Engagement team advertised this project via its monthly engagement newsletter in December 2025 and January 2026.

This email is deployed to over 7,000 people who are subscribed to hear engagement updates from the City of Fremantle.

1:1 Meetings

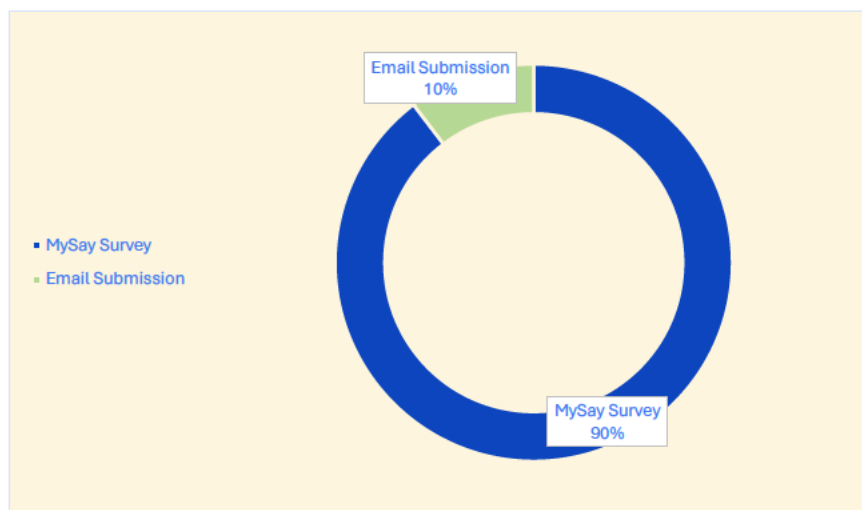
Throughout the engagement period, members of the public were able to book 1:1 meetings with City officers to discuss the progression of the North Fremantle: City Plan before submitting any feedback on the Phase 2 Pulse Check document.

Community Stakeholders

Key community stakeholders, workshop attendees and others uncovered during Stage 1 engagement were contacted and encouraged to contribute to Stage 2 engagement via the online Pulse Check survey.



HOW WE COLLECTED FEEDBACK



What does this data tell us?

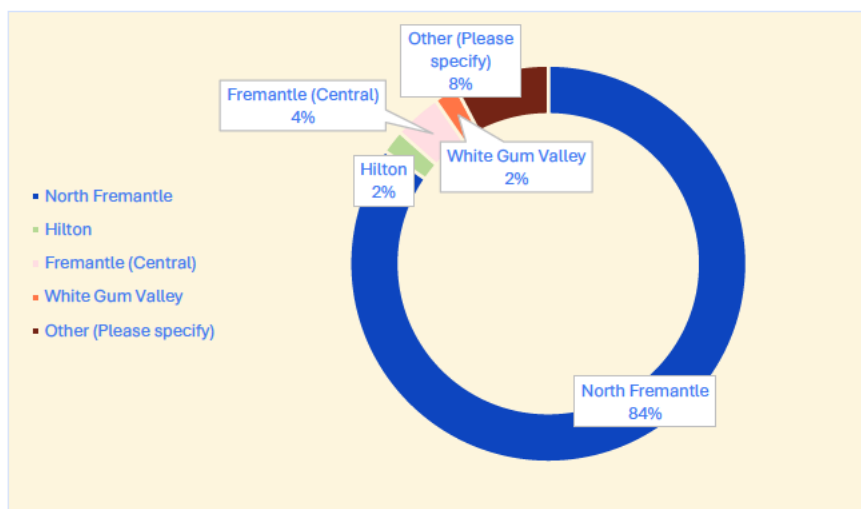
- The Phase 2 public engagement program **reached over 1100 people** through online visits to the City's MySay portal.
- The public engagement program resulted in **52 formal submissions** to City officers in the following ways:
 - o **52 submissions** via the MySay survey on the City Plan: North Fremantle project page.
 - o **6 emails** sent to the Community Engagement Team's shared inbox.
 - Notable contributions via attachments came from:
 - Rowe Group - Fiveight
- This resulted in **more than 728 individual pieces of information*** collected through the engagement program.

Note: 1 formal submission via a MySay survey captures multiple comments and data from respondents.



WHO WE REACHED

Location Demographics



What does this data tell us?

- **82% of respondents** to the public engagement program for this project were from a City of Fremantle suburb.
 - o **North Fremantle** made up the most with 85% of respondents.
 - o **Fremantle Central** was the next major suburb in Fremantle with 4% of respondents.
- The **“Other – Please Specify”** category generated the second highest number with **8% of respondents** and included the following locations:
 - o Mosman Park (2), East Fremantle (1), Coolbellup (1).
 - o This data displays the ongoing importance and interest of the City Plan: North Fremantle project to people within the North Fremantle precinct.



How do you identify?

Identification Type	# of times selected
Resident	47
Ratepayer	22
Business Owner	6
Other (please specify)	3
Visitor	2
Renter	2

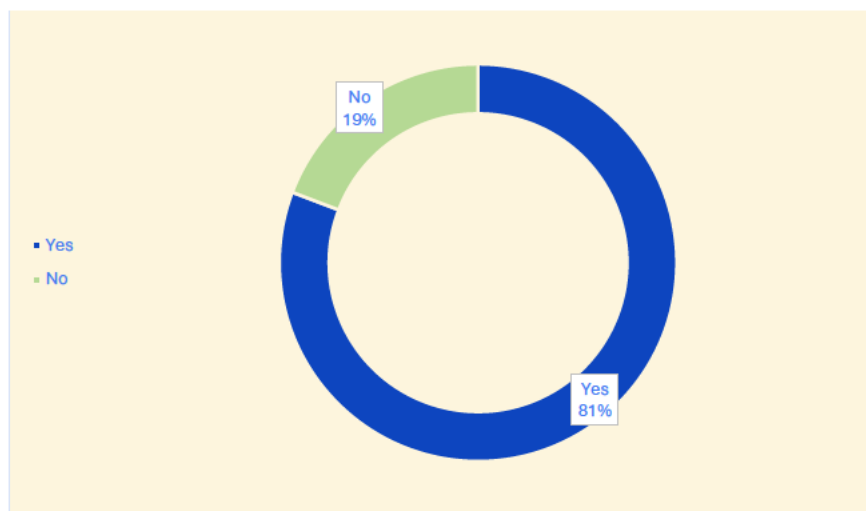
What does this data tell us?

- Respondents were asked to identify themselves from the options above, and could select all that applied.
- The majority of respondents identified as residents and ratepayers of the city.
- Respondents who selected “**Other – please specify**” provided the following information on their relationship to North Fremantle:
 - o **LGA representative:** Respondents submitting on behalf of the Town of Mosman Park.
 - o **Property Owner:** Respondent owns a dwelling in North Fremantle.
 - o **Community Group and Volunteer Involvement:** Respondents is a convener of the North Fremantle Community Association.



WHAT WE HEARD

Are you aware of, or have you previously engaged with the North Fremantle City Plan project?



What does this data tell us?

- Respondents were asked if they were aware of or had previously engaged with the North Fremantle City Plan project precinct, and could answer yes, no or Other (please specify).
- **81% of respondents** noted they were aware of or had previously engaged with the project.
 - o This data displays the ongoing importance and interest of the North Fremantle: City Plan project to respondents who have already contributed or are aware of the project.



SCENARIO EXPLORATION

To frame the scenario exercise, respondents were asked to consider the following statement:

Post-container port North Fremantle needs a new plan to resolve transport issues.

They were also presented with a set of key project objectives:

1. A Fully Integrated Plan

Forecast future transport requirements for people and freight, balancing the needs of regional movements, local movements, land-use planning, heritage and place that effect the North Fremantle peninsula.

2. Clarity and Certainty

Deliver a clear, preferred spatial plan for North Fremantle, in response to exploring a variety of scenarios and route options and community opinion – balancing complex urban matters – to provide the required certainty for planning and development.

3. Sequential Delivery

That the final plan supports a phased delivery of 'value for money' infrastructure projects that work towards a coherent plan and incremental growth of the North Fremantle peninsula over the long-term.

Part 1 of the Pulse Check survey prompted respondents to consider their level of agreement with the following strategic planning scenarios for North Fremantle:

- **Option 1: Curtin to Stirling Flyover**
- **Option 2: Curtin Avenue Extension**
- **Option 3A: Relocate Train Station**
- **Option 3B: Relocate Train Station & Elevate Train**

Part 2 of the Pulse Check survey prompted respondents to consider their level of agreement with the following staging options for North Fremantle:

- **Stage 1: 10 years - Retain Port & begin development in North of Bracks Street**
- **Stage 2: 15-20 years - Port Beach Road downgraded & shifted back with Curtin Avenue extending south**
- **Stage 3: 20-30 years - Port functions removed & train station relocated**

The data received from the following questions will help the City Design team gauge public support levels for the planning scenarios and staging options being explored.



Option 1: Curtin to Stirling Flyover

In this scenario Fremantle Port is retained; with north-south vehicle movements improved to the detriment of existing North Fremantle community.



Respondents were asked to select their level of agreement with Option 1:



What does this data tell us?

- 82% of respondents **strongly disagree or somewhat disagree** with Option 1.
- 12% of respondents were **neutral** towards Option 1.
- 6% of respondents **strongly agree or somewhat agree** with Option 1.
- This data demonstrates an overwhelming opposition to the scenario presented in Option 1.

Respondents were asked to explain their selection via an open text survey question. Their answers have been separated into two categories:

- **STRONGLY OR SOMEWHAT DISAGREE**
- **STRONGLY OR SOMEWHAT AGREE**

Note: comments provided by “neutral” responders have been analysed and incorporated into one of the two categories mentioned above.



OPTION 1: STRONGLY DISAGREE OR SOMEWHAT DISAGREE

Responses have been summarised into themes that appear multiple times with accompanying bullet points below:

Community severance and loss of connectivity was voiced 14 times. Respondents highlighted the following:

- The flyover would further divide North Fremantle physically and socially, reinforcing existing fragmentation caused by rail and port infrastructure.
- Option 1 would separate the Town Centre, coast, and residential areas, limiting safe and easy movement across the suburb.
- This option isolates the community between major roads rather than reconnecting neighbourhoods.
- The proposal contradicts stated objectives of improving east-west connectivity and harms local amenity.
- Scenario viewed as entrenching long-standing severance in North Fremantle instead of resolving it.

Amenity, character and visual impact was voiced 11 times. Respondents highlighted the following:

- The flyover seen as visually intrusive and incompatible with North Fremantle's village character and heritage town centre.
- Option 1 described as a large-scale freeway solution unsuited to a coastal community setting.
- Concerns include increased noise, reduced visual amenity, and impacts on residential quality of life.
- The structure is perceived as undermining North Fremantle's local ambiance, culture, and long-term attractiveness.
- Flyover could create negative effects on local property values and development potential.

Car-centric planning, congestion and traffic prioritisation was voiced 11 times. Respondents highlighted the following:

- The flyover would reinforce North Fremantle's role as a traffic corridor rather than a residential community, increasing traffic and congestion rather than resolving it.
- Option 1 prioritises cars, freight and regional vehicle movement over community wellbeing and is inconsistent with sustainable and people-focused planning principles.
- The proposal is seen as failing to adequately account for traffic growth linked to North Quay redevelopment.



- Considered a short-term congestion response lacking long-term effectiveness.

Strategic planning and long-term vision was voiced 6 times. Respondents highlighted the following:

- Lack of alignment with future redevelopment needs and broader planning context, including the North Quay redevelopment, station access issues and the needs of McCabe precinct.
- Flyover option does not adequately address future population pressures or transport demand.
- Option 1 lacks integration with broader redevelopment and growth planning for North Quay and surrounding precincts.
- Concerns flyover option reflects reactive infrastructure planning rather than a cohesive long-term vision.
- Some highlight this scenario creates missed opportunities to optimise train station location and precinct development.

Port and freight dependency was voiced 3 times. Respondents highlighted the following:

- Flyover proposal perceived as assuming indefinite freight port operations in North Fremantle.
- Some express opposition to the continued industrial presence of Fremantle Port altogether.
- Concern that scenario's infrastructure locks the area into freight-based land use rather than transitioning to alternative futures.

OPTION 1: STRONGLY AGREE OR SOMEWHAT AGREE

Train station retention and pedestrian connectivity was voiced 3 times. Respondents highlighted the following:

- Support for Option 1 conditional on retaining existing North Fremantle train station location at Leighton.
- If traffic increases due to road upgrades, pedestrian overpasses or underpasses at Curtin Road are requested to ensure safe access between the station and beach.
- Active transport infrastructure is viewed as essential to offset increased vehicle movement.



Option 2: Curtin Avenue Extension

In this scenario Fremantle Port is relocated and Curtin Avenue is extended through to Tydemans Road servicing the new redevelopment area.



Respondents were asked to select their level of agreement with Option 2:



What does this data tell us?

- 72% of respondents **strongly agree or somewhat agree** with Option 2.
- 10% of respondents were **neutral** towards Option 2.
- 18% of respondents **strongly disagree or somewhat disagree** with Option 2.
- This data demonstrates strong agreement with the scenario presented in Option 2.

Respondents were asked to explain their selection via an open text survey question. Their answers have been separated into two categories:

- **STRONGLY OR SOMEWHAT AGREE**
- **STRONGLY OR SOMEWHAT DISAGREE**

Note: comments provided by "neutral" responders have been analysed and incorporated into one of the two categories mentioned above.



OPTION 2: STRONGLY AGREE OR SOMEWHAT AGREE

Responses have been summarised into themes that appear multiple times with accompanying bullet points below:

Community reconnection and river-coast integration was voiced 11 times. Respondents highlighted the following:

- Strongly supported for reconnecting the Leighton residential bloc and linking the river, coast, town centre and future development areas into one cohesive North Fremantle community.
- Improved east-west pedestrian and cycling access across Stirling Highway and Curtin Avenue is seen as essential to achieving this.
- Retaining access to the existing train station, with safe underpasses/overpasses, strengthens integration.
- Extension of the PSP and improved active transport links enhance North Fremantle's unique river-to-coast identity.

Coastal protection and reconfiguration of Port Beach Road was voiced 7 times. Respondents highlighted the following:

- Option 2 seen as reducing traffic impacts on the beach and enhancing coastal amenity.
- Strong support for removing or downgrading Port Beach Road to prioritise coastal rehabilitation and climate resilience.
- Preference for conservation corridors, reduced built-form, restored dunes and parkland over road-dominated beachfront infrastructure.
- Scenario supports idea that coastal planning should explicitly prioritise conservation, not just "parkland amenity."

Balanced development and context-sensitive urban form was voiced 6 times. Respondents highlighted the following:

- Development is supported where it integrates sympathetically with the existing community and coastal setting.
- Preference for lower-rise built form, increased public open space, and modest mixed-use amenities such as small shops.
- Concerns remain about higher-rise proposals near Bracks Street and potential impacts on the fragile coastal zone.
- Development should enhance, not overwhelm, North Fremantle's unique character.



Practical traffic management and deliverability was voiced 4 times. Respondents highlighted the following:

- Option viewed as a practical, lower-impact solution that addresses traffic bottlenecks without major flyover infrastructure.
- Extending Curtin Avenue and downgrading Tydeman Road are seen as logical improvements to redistribute traffic.
- Considered simplest, lowest-impact and most achievable in the short-to-medium term compared to longer-term and high-cost alternatives.
- Protects the historic town centre while maintaining necessary regional connectivity through North Fremantle.

Project objectives and vision alignment was voiced 2 times. Respondents highlighted the following:

- Respondents see this option as closely aligned with the stated aims of integration, connectivity and community cohesion.
- It balances development, transport connectivity and environmental protection.
- Many view it as the "closest fit" with the project's broader vision and objectives.

OPTION 2: STRONGLY DISAGREE OR SOMEWHAT DISAGREE

Inadequate strategic planning for growth and redevelopment was voiced 3 times. Respondents highlighted the following:

- Option 2 seen as failing to meaningfully address redevelopment impacts from North Quay and projected traffic growth after port closes.
- Train station considered sub-optimally located and unlikely to support future population increases or encourage public transport uptake.
- The future McCabe Street precinct is not adequately planned for or integrated into the broader transport and development framework.

Inadequate strategic planning for growth and redevelopment was voiced 3 times. Respondents highlighted the following:

- The option is criticised for allowing North Fremantle to continue functioning as a through-road for regional traffic.
- Concerns were raised that concentrating traffic onto Tydeman Road contradicts goals of improving pedestrian amenity.
- Respondents argue that traffic and access challenges around McCabe Street and Leighton remain unresolved.

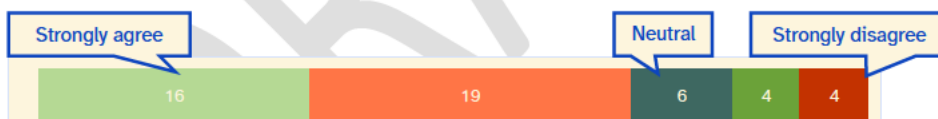


Option 3A: Relocate Train Station

In this scenario Fremantle Port is relocated and Curtin Avenue extended, with a relocated train station servicing a new mixed-use community.



Respondents were asked to select their level of agreement with Option 3A:



What does this data tell us?

- 76% of respondents **strongly agree or somewhat agree** with Option 3A.
- 10% of respondents were neutral towards Option 3A.
- 6% of respondents **strongly disagree or somewhat disagree** with Option 3A.
- This data demonstrates an overwhelming opposition to the scenario presented in Option 3A.

Respondents were asked to explain their selection via an open text survey question. Their answers have been separated into three categories:

- **STRONGLY OR SOMEWHAT AGREE**
- **STRONGLY OR SOMEWHAT DISAGREE**

Note: comments provided by "neutral" responders have been analysed and incorporated into one of the two categories mentioned above.



OPTION 3A: STRONGLY AGREE OR SOMEWHAT AGREE

Responses have been summarised into themes that appear multiple times with accompanying bullet points below:

Train station relocation and public transport integration was voiced 13 times. Respondents highlighted the following:

- Support for relocating the station closer to the town centre, with an additional station to address and serve denser residential areas, particularly McCabe Street and North Quay.
- Improved station location is seen as key to encouraging public transport use and reducing traffic congestion.
- Support is conditional on careful planning for parking to avoid town centre domination by car parks.
- Some respondents question cost/value and delivery time but still acknowledge merit in improved station positioning.
- Emphasis on importance of walkability, reduced traffic and a people-focused transport system.

Long term vision vs timing was voiced 8 times. Respondents highlighted the following:

- Described as the best long-term solution, however strong support is tempered by concerns surrounding timeframe and achievability.
- Viewed as strategically sound with good outcomes for the community, but slow to deliver urgently needed traffic relief in North Fremantle.
- Some rated Option 3A below Option 2 solely due to reality of implementation timing.
- "Don't let perfect be the enemy of the good" – the existing train station is sufficient to get building underway.
- Support for scenario, but concerns raised about the impact on Pearse Street community during construction of a raised train line.

Integrated growth, density and future population planning was voiced 6 times. Respondents highlighted the following:

- Option 3A seen as best positioned scenario to managed projected population increases in North Fremantle.
- Supports higher density near transport nodes, provided built form is context sensitive.
- Potential to ease congestion via increased public transport use.
- Recognises inevitable growth in McCabe Street and North Quay precincts.
- Preference expressed for lower-rise development near coastal areas and increased open space.



Community connectivity and river-to-coast integration was voiced 4 times. Respondents highlighted the following:

- Support for completing the river-to-sea connection for those living in the community.
- Enhances east-west integration and pedestrian movement across North Fremantle as a whole.
- Diverts through-traffic away from the town centre, less intrusive option than elevated rail.
- Activates pedestrian life and strengthens connectivity between residential areas and the coast.

Coastal amenity and protection was voiced 3 times. Respondents highlighted the following:

- Preference for lower-rise coastal development and increased open public space.
- Concern about fragile dune systems and impact of intensified development.
- Support for stronger protection of coastal amenity and public beach access.

OPTION 3A: STRONGLY DISAGREE OR SOMEWHAT DISAGREE

Station relocation and service gaps was voiced 6 times. Respondents highlighted the following:

- Strong resistance to relocating existing North Fremantle station away from Leighton Beach, due to its unique direct station beach access.
- Concern the gap between Victoria Street and a relocated North Fremantle station would become too large, particularly as new developments increase population around Stirling Highway and the old brewery site.
- Current station is seen as servicing all of North Fremantle effectively, including McCabe Street and Tydeman Road residents.
- Replacing one established station with two new stations viewed as potentially slowing the Fremantle line further.

Parking, traffic and access was voiced 3 times. Respondents highlighted the following:

- Concerns that relocating the station could worsen parking congestion in surrounding streets (Alfred Road, Thompson Road).
- Walking distance to proposed station locations may be too far for key residential hubs, reducing accessibility and increasing car dependence.
- Without careful planning, station changes could shift rather than resolve peak-hour traffic and parking pressures.

Perceived developer bias was voiced 2 times. Respondents highlighted the following:

- Some view the option as favouring developers, particularly near McCabe Street high-rise proposals.



- Concern that station relocation aligns more with tower developments than community needs.

DRAFT



Option 3B: Relocate Train Station & Elevate Train Line

In this scenario Fremantle Port is relocated with an elevated train line and relocated train station, providing opportunity for much improved connections between the east and west sides of the train line.



Respondents were asked to select their level of agreement with Option 3B:



What does this data tell us?

- 52% of respondents **strongly disagree or somewhat disagree** with Option 3B.
- 12% of respondents were **neutral** towards Option 3B.
- 36% of respondents **strongly agree or somewhat agree** with Option 3B.
- This data demonstrates a mixed response to the scenario presented in Option 3B, with a larger proportion of respondents expressing opposition than support.



Respondents were asked to explain their selection via an open text survey question. Their answers have been separated into two categories:

- **STRONGLY DISAGREE OR SOMEWHAT DISAGREE**
- **STRONGLY AGREE OR SOMEWHAT AGREE**

Note: comments provided by “neutral” responders have been analysed and incorporated into one of the two categories mentioned above.

OPTION 3B: STRONGLY DISAGREE OR SOMEWHAT DISAGREE

Responses have been summarised into themes that appear multiple times with accompanying bullet points below:

Environmental, amenity and quality of life impact was voiced 13 times. Respondents highlighted the following:

- Elevated rail is viewed as visually intrusive, unsightly and damaging to North Fremantle's local character.
- Strong concerns about increased noise, loss of visual amenity and degradation of community quality of life.
- Seen as creating a physical barrier between neighbourhood areas.
- Considered disruptive to beach access and leisure amenities.
- Frequently described as impractical and undesirable from an environmental perspective.
- Preference expressed for sinking the rail line underground if grade separation is perused.
- Raised corridors considered inferior to pedestrian under/overpasses as lower-cost alternatives.

Cost, feasibility and economic justification was voiced 6 times. Respondents highlighted the following:

- Regarded as very expensive with no clear economic case established.
- Fear of long construction periods, government funding uncertainty, and long-term disruption to residents (especially Pearse St).
- Viewed as disproportionate to the scale of benefit for a relatively small catchment area.
- Questions raised about prioritisation compared to other major rail projects (e.g. Armadale line).
- Long construction timeframe and disruption seen as unjustifiable.
- Timeframe and impact of construction phase not worth the expense until port freight activities are fully decommissioned and development commences in Northport residential projects.



Station spacing and accessibility was voiced 3 times. Respondents highlighted the following:

- Concerns that station spacing may not adequately serve McCabe Street and key residential hubs.
- Viewed as disproportionate to the scale of benefit for a relatively small catchment area.
- Maintaining pedestrian accessibility to stations viewed as central to project objectives.

OPTION 3B: STRONGLY OR SOMEWHAT AGREE

Improved east-west connectivity and community integration was voiced 8 times. Respondents highlighted the following:

- Strong support for creating direct east-west pedestrian and cycling connections across North Fremantle.
- Elevating the rail line is seen as opening up space beneath for community use and improving neighbourhood permeability.
- Enhanced connectivity across Tydeman Road and through the town centre is viewed as a major benefit.
- Considered the most resolved option in terms of integrating old and new North Fremantle, including North Quay and McCabe Street growth areas.

Train station location and network improvement was voiced 6 times. Respondents highlighted the following:

- Recognition that a centrally located station could both strengthen the town centre and support beach access.
- Support for relocating or better positioning the station to serve both existing and future residents.
- Some support for elevated rail, conditional on reinstating Leighton Station or clarifying station closures.
- Concerns about station parking and practical access need further detail.

Public space and urban renewal opportunities was voiced 4 times. Respondents highlighted the following:

- Elevated rail creates opportunities for shaded linear parks and shared community spaces beneath the rail line.
- Viewed as enabling broader urban renewal and activation of currently underutilised land.
- Seen as supporting a more pedestrian-oriented "locale" and improved liveability.
- Comparisons drawn to successful elevated rail projects elsewhere (e.g. Coburg, Melbourne).



Long term vision and strategic ambition was voiced 4 times. Respondents highlighted the following:

- Option 3B described as the best long-term outcome, but one which is dependent on port relocation and timeline.
- Considered aspirational but transformative for North Fremantle if delivered.
- Option offers city-wide benefits beyond North Fremantle, such as connecting a future Victoria Quay development post port closure.

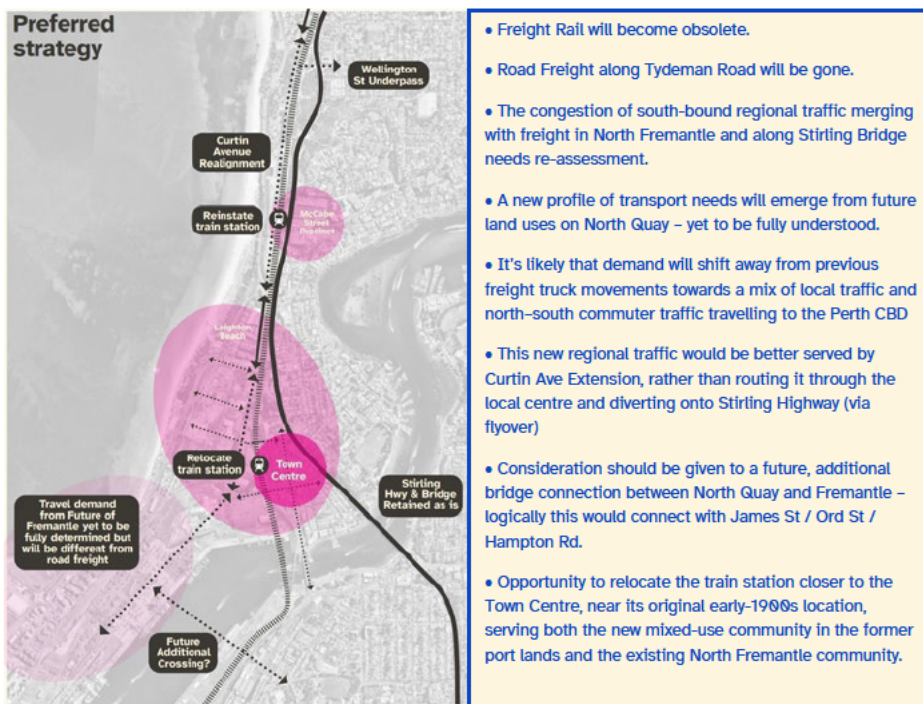
Traffic diversion and reduced through-movement was voiced 2 times. Respondents highlighted the following:

- Seen as diverting through-traffic away from the town centre.
- Improved pedestrian priority may reduce vehicle dominance.
- Some concern remains about unintended traffic increases through the centre, even with elevated rail line and relocate station.

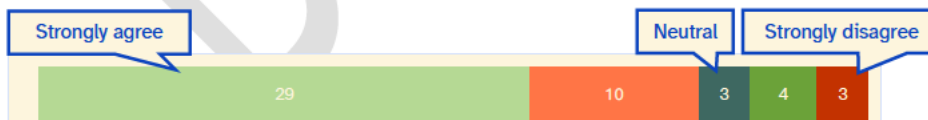


BROADER STRATEGY & STAGING

Respondents were asked to consider the following post port strategy and considerations:



Respondents were asked to select their level of agreement with the preferred strategy:

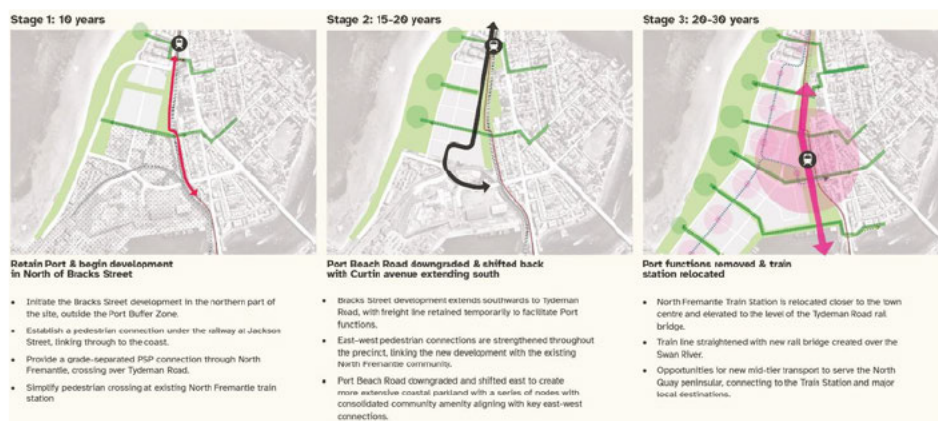


What does this data tell us?

- **80%** of respondents **strongly agree or somewhat agree** with the preferred strategy.
- **6%** of respondents were **neutral** towards the preferred strategy.
- **14%** of respondents **strongly disagree or somewhat disagree** with the preferred strategy.
- This data demonstrates overwhelming support for the preferred planning strategy presented in the above diagram.



Respondents were asked to consider the following possible staging options of the City Plan North Fremantle project:



Respondents were asked to select their level of agreement with the staging options:



What does this data tell us?

- **84%** of respondents **strongly agree or somewhat agree** with the possible staging options presented in the above diagram.
- **8%** of respondents were **neutral** towards the staging options.
- **8%** of respondents **strongly disagree or somewhat disagree** with the preferred strategy.
- This data demonstrates very strong levels of support for the staging options presented for North Fremantle.

Respondents were asked to explain their selection via an open text survey question. Their answers have been separated into two categories:

- **STRONGLY DISAGREE OR SOMEWHAT DISAGREE**
- **STRONGLY AGREE OR SOMEWHAT AGREE**

Note: comments provided by "neutral" responders have been analysed and incorporated into one of the two categories mentioned above.



STAGING OPTIONS: STRONGLY AGREE OR SOMEWHAT AGREE

Responses have been summarised into themes that appear multiple times with accompanying bullet points below:

Support for long-term vision and strategic direction was voiced 8 times. Respondents highlighted the following:

- Final outcomes of the strategy and project staging options repeatedly described as highly desirable and visionary.
- Staging options viewed as realistic, logical and well-structured.
- Bracks Street redevelopment viewed as a keen indicator of whether outcomes will be community-led rather than developer-led.
- Considered a promising “masterplan” with coherent sequencing.
- Seen as clearly articulating goals and testing State government commitment to deliver the Future of Fremantle objectives.

Accelerate timeframes and prioritise early action was voiced 6 times. Respondents highlighted the following:

- PSP, bike paths and early infrastructure works identified as immediate priorities.
- Plan is generally supported but timeframes are too long (i.e. 30 years seen as excessive).
- Calls to undertake Stage 1 and Stage 2 concurrently to fast-track progress.
- Emphasis on building outside the port buffer immediately to address housing demand.

Active transport and pedestrian connectivity was voiced 4 times. Respondents highlighted the following:

- Underpasses, PSP and safe pedestrian crossings seen as essential for plan's success.
- Prioritise cycling and pedestrian pathways over car-centric planning and development.
- Planning should embed active transport early, not as an afterthought.

Infrastructure before development was voiced 4 times. Respondents highlighted the following:

- Road layout, Curtin Avenue extension, Port Beach Road relocation and bike paths should be resolved before residential development proceeds.
- Concern about population growth outpacing transport infrastructure delivery.
- Emphasis on sequencing new infrastructure to prevent further congestion and ensuring services and connections are in place first.



Rail and station considerations within staging was voiced 4 times. Respondents highlighted the following:

- Mixed but generally supportive views on station relocation, with some preferring retention plus improved access.
- Rail alignment should align with long-term North Quay redevelopment vision.
- Leighton Station should be reopened to support McCabe precinct development.

STAGING OPTIONS: STRONGLY DISAGREE OR SOMEWHAT DISAGREE

Responses have been summarised into themes that appear multiple times with accompanying bullet points below:

Delivery timeline was voiced 2 times. Respondents highlighted the following:

- Timing of the project (up to 30 years) is too slow, progress is needed immediately.
- Advocacy needed to secure state and federal funding and accelerate delivery.



ADDITIONAL COMMENTS

Respondents were asked to share any additional comments or feedback that may not have been captured via the questions presented in our MySay survey. Their answers have been summarised into themes that appear multiple times with accompanying bullet points below.

Port Impacts & Town Centre Renewal

- Current plan is an opportunity to consolidate a revival centred on the town centre's growing vitality and accessibility.
- Long term container port expansion has harmed North Fremantle's identity, autonomy and liveability.
- Strong desire to prioritise people-focused renewal over freight or developer dominated planning.
- Support for leveraging redevelopment to strengthen local businesses, community pride and coastal character.

Coastal Protection, Climate Risk & Development Intensity

- Concern that proposed density near the coast risks environmental degradation and insufficient erosion buffers.
- Calls for stronger recognition of sea level rise, storm events and long-term coastal resilience.
- Integrated coastal parkland, sensitive public beach parking and retained shared public access is crucial.
- Preference for lower-rise development, increased public open space and revegetation, particularly at North Quay.
- Desire to protect beach amenity for future generations and avoid costly future mitigation works.

Governance, Accountability & Delivery Confidence

- Frustration with perceived disconnect between local plans, State agencies and development approval processes.
- Calls for closer collaboration with State Government and alignment with statutory planning frameworks.
- Concern about developer-led outcomes overriding community vision.
- Perception that previous planning exercises lacked implementation follow-through.

Pedestrian Infrastructure & Walkability

- Current footpath network described as inadequate, unsafe and inaccessible.
- Pedestrian path between Stirling Bridge and Tydeman road flagged for poor lighting, visibility and overgrown vegetation.
- Need for infrastructure upgrades such as underground power, improved crossings and continuous footpaths to support mode shift.
- Pedestrian performance seen as critical to success of any station relocation or intensification.



Transport & Traffic Management

- Repeated opposition to flyover concepts and additional through-traffic in town centre.
- Prioritise pedestrian-friendly environments over car-dominated infrastructure.
- Support for rail sinking over elevation as a long-term solution.
- Improvement to east-west connectivity is crucial, including links to McCabe Street and Mosman Park.

Development Form, Scale & Built Outcomes

- Preference for six-storey maximums and context-sensitive design.
- Concern about high-rise outcomes inconsistent with planning guidelines.
- Desire for high-quality architecture, active frontages and attractive streetscapes.
- Emphasis on development that enhances, rather than overwhelms, North Fremantle's local character.
- Inclusion of clear amenity commitments to build community support for upcoming developments.

Bracks Street Precinct

- Northern Bracks Street development viewed as pivotal to unlocking broader regeneration.
- Transport resolution and lifting "Urban Deferred" status seen as urgent priorities.

Timing & Staging Acceleration

- Shorten Stage 1 timeframes and deliver priority actions immediately – 30-year timeline seen as excessive and disruptive.
- Rail elevation and station relocation should not be deferred until port moves.



NOTABLE SUBMISSIONS

The Community Engagement team received letters or submissions from the notable individuals or organisations expressing support or other feedback about the City Plan project: North Fremantle. They have been attached in full below.

DRAFT

Job Ref: 9818
27 January 2026

City of Fremantle
by email: communityengagement@fremantle.wa.gov.au

Attention: [REDACTED]

Dear Liam

City Plan: North Fremantle – Phase 2 Community Engagement

Rowe Group acts on behalf of Fiveight, who represents [REDACTED], the owner of 9.1ha of land within the North Fremantle Urban Precinct. We appreciate and welcome the opportunity to review the City of Fremantle's City Plan: North Fremantle (November 2025) and provide the following comments for review and consideration by the City.

Project Objectives & Principles

The City Plan: North Fremantle (November 2025) proposes a series of project objectives and principles which seek to define a clear purpose for the City Plan and establish priorities in design and planning of the precinct. It is acknowledged that the objectives and principles are focussed on the spatial planning considerations, particularly in relation to the movement network.

[REDACTED] For the purposes of defining a preferred movement network for the area, these objectives and principles are considered appropriate and align with [REDACTED] g practice.

[REDACTED] sis [REDACTED]

[REDACTED] North Fremantle (November 2025) undertakes an assessment of several State transport proposals, summarised as follows:

- [REDACTED] **in to Stirling Flyover:** This option creates a direct north-south overpass connecting Stirling Highway to Curtin Avenue.

- [REDACTED] **Curtin Avenue Extension:** This option creates a north-south connection along the eastern boundary of the Bracks Street Precinct.

- [REDACTED] **Option 3 – Relocated Train Station & Rail Bridge:** This option is the same as Option 2 but with the relocation of the North Fremantle Train Station south, adjacent to the existing town centre and the North Fremantle Precinct.

[REDACTED] for [REDACTED] ment [REDACTED] ons is discussed below.



**ROWE
GROUP
DESIGN**



YEARS
1991 – 2026

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rowegroup.com.au



[REDACTED]
that development will initially proceed in the northern part of the precinct. On this basis, reference to the timing of the North Fremantle Urban Precinct under Stages 1 and 2 should be removed.

[REDACTED] North Fremantle Station and elevation on the rail line is supported. There is currently a [REDACTED] station in the town centre, where a relocated station would support the development of the North Fremantle Urban Precinct and the existing North Fremantle Town Centre. Timing for the delivery of the relocated station, in parallel with the elevation of the rail should not be deferred until the Port relocation but instead should be prioritised to support and enhance development within the Urban Precinct and improve east-west connections.

[REDACTED] North Fremantle Urban area is a unique precinct that has the opportunity to facilitate and enhance active transport connections between Port Beach and the existing North Fremantle Town Centre. We agree and are aligned with the Principles identified within the Pulse Check document. For the reasons outlined within the document, Option 3b is the preferred scenario because it prioritises improvements to active transport. In addition, Option 3b places regional road connections at the centre of future precinct planning, to the benefit of active transport and good urban design outcomes. We are aligned and provide support for the preferred Option 3b, which broadly reflects the key transport moves envisaged for the North Fremantle Urban Precinct.

[REDACTED] Commission is of assistance to the City and we welcome the opportunity to discuss this matter. If you require any further information or clarification in relation to this matter, please contact [REDACTED] on [REDACTED] or [REDACTED] on [REDACTED].

Yours faithfully,

[REDACTED]
[REDACTED]

[REDACTED]
Rowe Group

[REDACTED]
[REDACTED]

[REDACTED]
[REDACTED]



City Plan: North Fremantle

Community Engagement Snapshot - Phase 2 February 2026

Project timeline





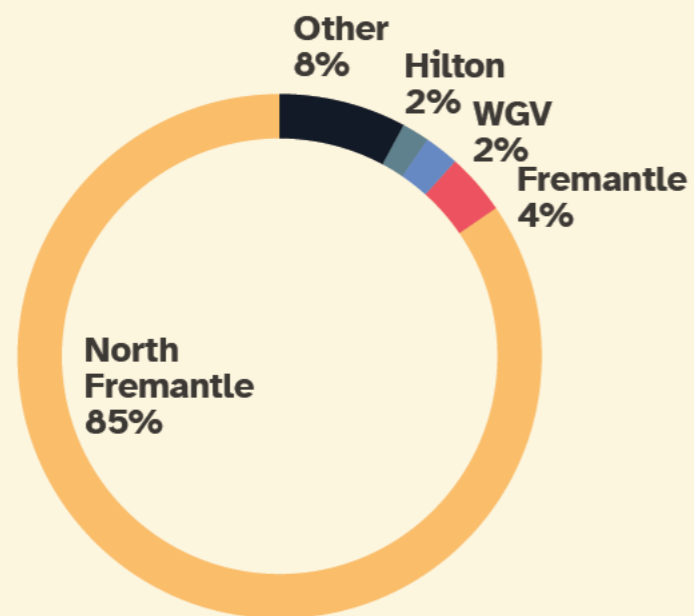
Phase 2 Pulse Check Engagement Highlights

Phase 2 Engagement Responses

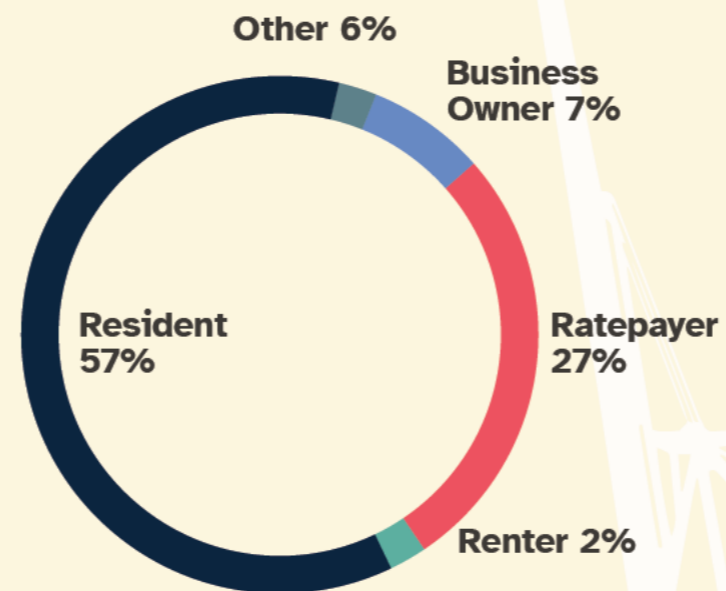
Who we engaged with?

- **30413 visits** to My Say page since project inception
- **2068 Total contributions** (Phase 1 & 2)
- **Phase 2 Pulse Check - Survey Submissions: 52**

Phase 2 Pulse Check Respondents:



Where they live?



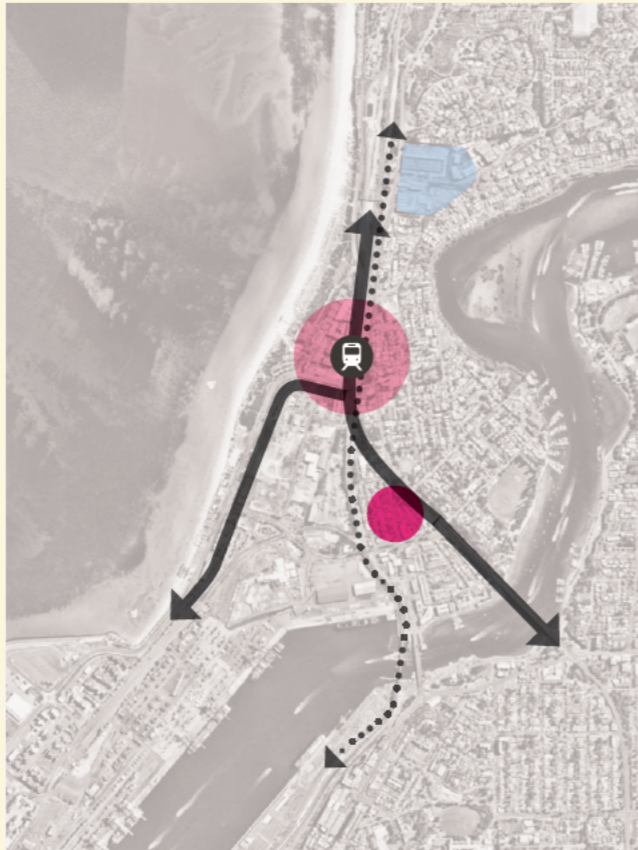
What they identify as?

80% of respondents have previously engaged with the North Fremantle City Plan

Phase 2 Engagement Responses

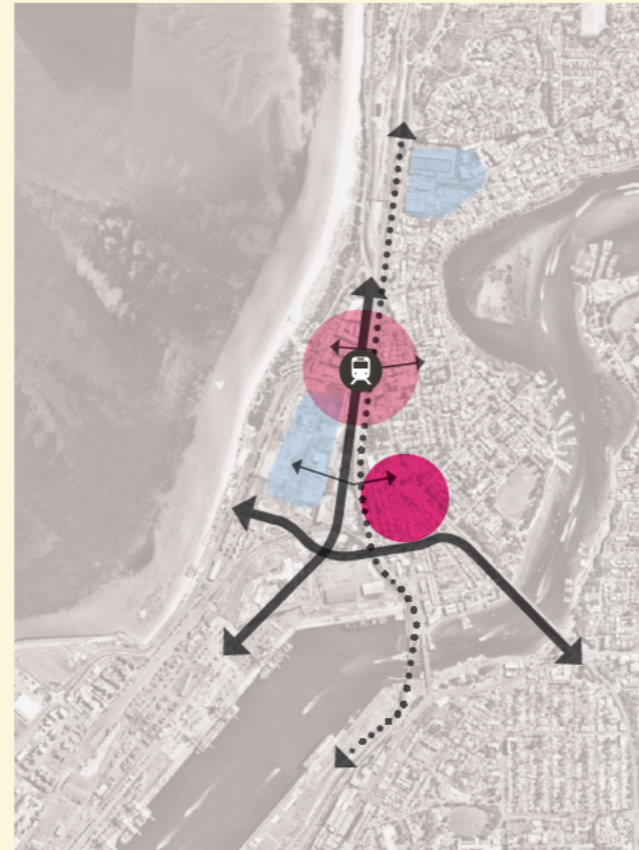
Scenario exploration

Option 1 - Curtin to Stirling Flyover



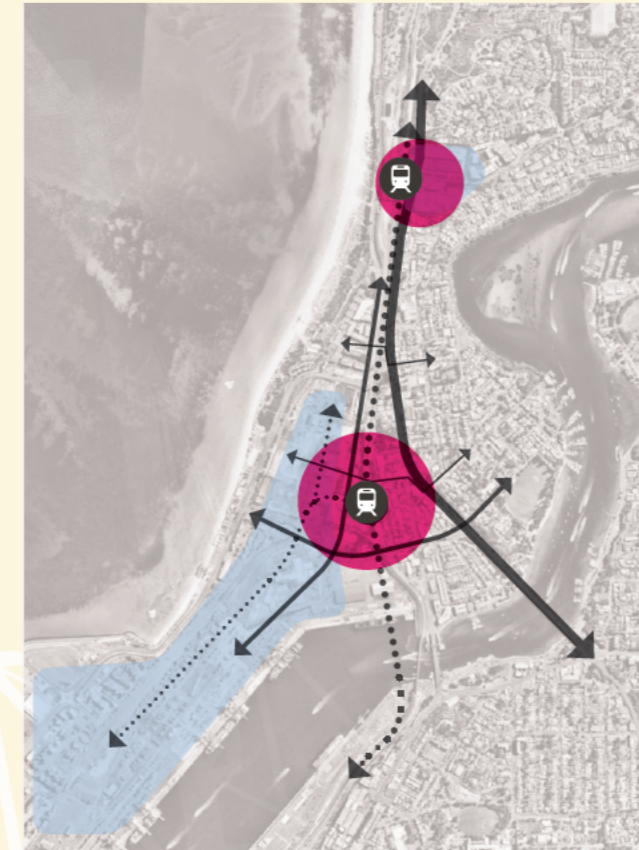
70% Strongly Disagree

Option 2 - Curtin Ave extension



38% Strongly Agree

Option 3 - Relocate train station & rail bridge



38% Somewhat Agree

Phase 2 Engagement Responses

Option 1 - responses

Curtin to Stirling Flyover

Port retained - north-south vehicle movements improved to the detriment of existing North Fremantle community

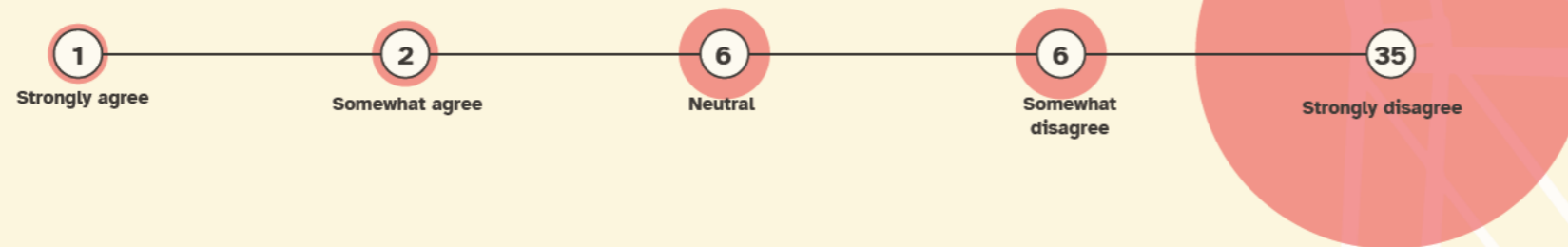
1. Flyover intersecting / dissecting the existing North Fremantle Town Centre - provides a more direct connection from Stirling Highway over the train line, linking into Port Beach Road and Curtin Avenue to improve north-south vehicle movements.
2. Opportunity for reduced built form development along Bracks Street.
3. Pedestrian underpass beneath the rail line at Jackson Street, providing access from the development precinct to the beach. This corridor offers an opportunity to create a community node and new coastal public amenity, while also enabling the PSP to connect to the eastern side of the railway.
4. Potential to extend the Principal Shared Path (bicycle network) along the train line, including an elevated crossing over Tydean Road.
5. Port Beach Road to be retained, with the coastal buffer maintained as per MRS zoning.
6. Port functions to remain indefinitely - the area shown in grey represents the 'Port Buffer Zone,' limiting development potential.
7. Enhanced at-grade pedestrian connections around the existing train station.



Recurring Themes

1. Strong and widespread opposition to the flyover and car-centric design
 Most respondents reject the flyover as expensive, ugly, noisy, and designed primarily for vehicle throughput, not community benefit. It is repeatedly described as a poor, outdated, or dystopian solution.
2. Major concern about severance and loss of community connectivity
 A dominant theme is that Option 1 would further divide North Fremantle, cutting the community off from the town centre, coast, and each other, worsening existing fragmentation and undermining local character.
3. Perception that the option contradicts project objectives and harms local amenity
 Respondents note the option destroys town centre amenity, reduces land value, affects heritage, and undermines the local vibe, with some saying it contradicts the project's stated goals of reconnection and liveability.
4. Criticism that the option prioritises freight and regional traffic over the community
 Many feel the scenario treats North Fremantle as a traffic corridor—supporting trucks, port movements, and through-traffic—rather than a place for residents, pedestrians, or local businesses.
5. Lack of alignment with future redevelopment needs and broader planning context
 Respondents highlight that the option ignores North Quay redevelopment, doesn't address station access or McCabe precinct needs, and risks locking in poor outcomes for decades if port relocation is slow or uncertain.

Survey Responses:



Overwhelming opposition: flyover seen as divisive, car-centric, noisy, ugly, expensive, worsening severance and undermining town centre, coast access, and community amenity.

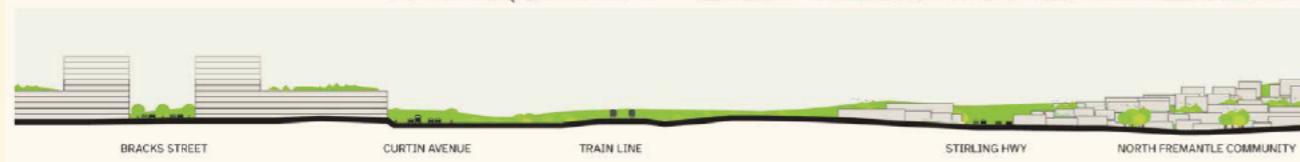
Phase 2 Engagement Responses

Option 2 - responses

Curtin Avenue Extension

Port relocated - Curtin Avenue extended through to Tydeman Road servicing new redevelopment area

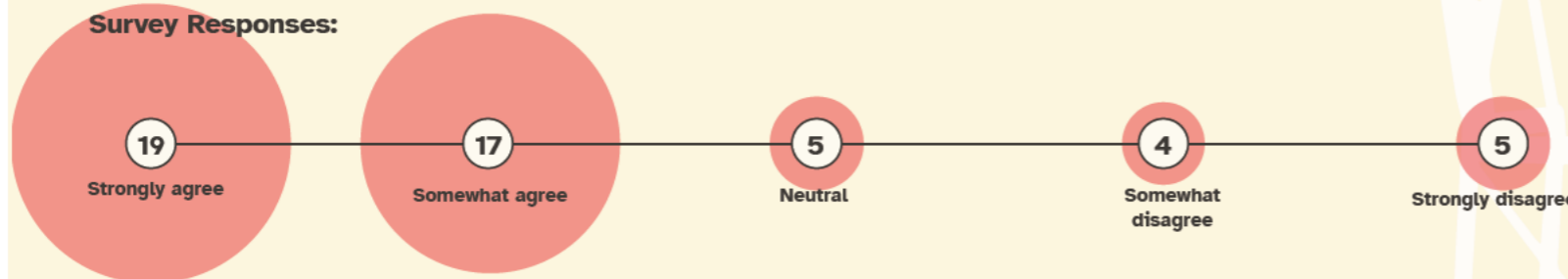
1. Curtin Avenue extended through development precinct connecting to Tydeman Road with freight line removed.
2. Opportunity for built form development along Bracks Street.
3. Pedestrian underpass beneath the rail line at Jackson Street, providing access from the development precinct to the beach. This corridor offers an opportunity to create a community node and new coastal public amenity, while also enabling the PSP to connect to the eastern side of the railway.
4. Potential to extend the Principal Shared Path (bicycle network) along the train line, including an elevated crossing over Tydeman Road.
5. Port Beach Road downgraded and pushed back from the coast with opportunity for significant new coastal parkland amenity.
6. Improved connections through existing North Fremantle Town Centre and across Stirling Highway.
7. Enhanced at-grade pedestrian connections around the existing train station.
8. Downgrade and improve pedestrian environment of Tydeman Road.



Recurring Themes

1. Strong focus on reducing traffic and improving safety
 Many respondents worry about extra traffic, Curtin Ave congestion, and unsafe crossings. They support measures like downgrading roads, improving underpasses/overpasses, and designing complete streets.
2. Desire for better east-west access and unified coastal connections
 People consistently value improved connections from Stirling Highway to the coast, opening beaches to eastern residents, extending the PSP, and creating a more integrated Leighton Peninsula.
3. Broad support for coastal conservation and protection
 Numerous comments call for stronger coastal ecological protection, rehabilitation of dune areas, removal of built structures near the shore, and ensuring Bracks St development aligns with a coastal conservation character.
4. Preference for minimal disruption and realistic delivery
 Option 2 is often seen as the simplest, most achievable, and lowest-impact solution compared to long-term, high-cost alternatives. Respondents value its deliverability in the short to mid-term.
5. Mixed views on development intensity and station placement
 Several respondents oppose higher-rise development in Bracks St, while others note Option 2 doesn't fully address McCabe St station needs, the North Quay redevelopment, or the suboptimal train station location.

Survey Responses:



Improves access and coastal connections, reduces traffic impacts, supports unifying Leighton Peninsula, is achievable short-term, though doesn't fully resolve station or McCabe needs.

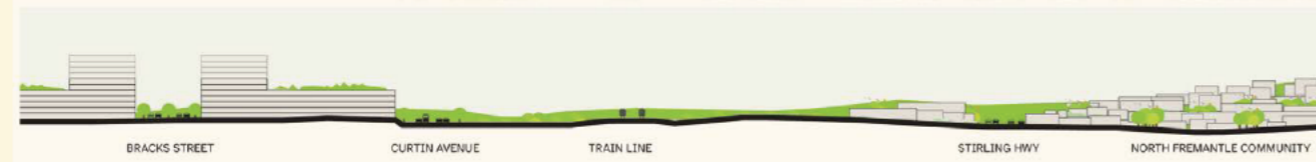
Phase 2 Engagement Responses

Option 3a - responses

Relocate Train Station

Port relocated - Curtin Avenue extended with relocated train station servicing new mixed-use community

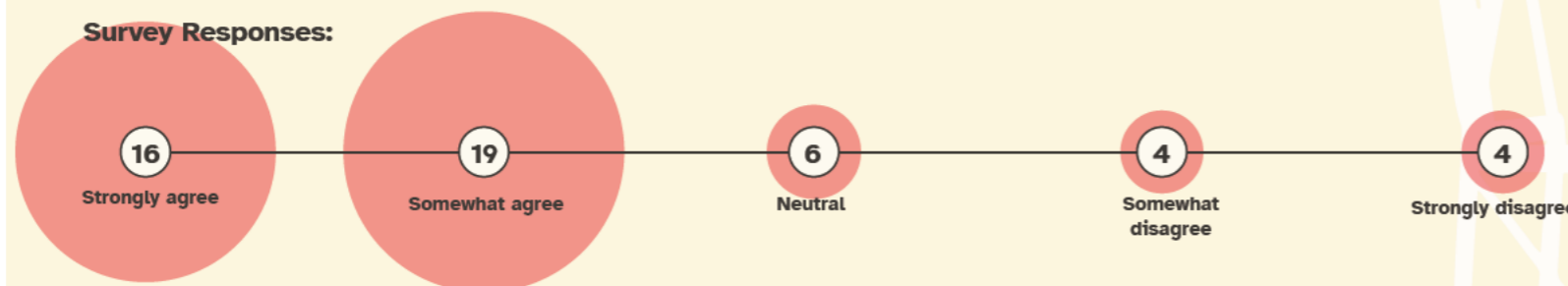
1. Relocate train station closer to North Fremantle Town Centre to support significant redevelopment of the Fremantle Port.
2. Curtin Avenue extended through development precinct connecting to Tydemans Road with freight line removed.
3. Enhanced pedestrian connections in place of former North Fremantle train station - suggested overpass or underpass to avoid level crossing with train line.
4. Pedestrian underpass beneath the rail line at Jackson Street, providing access from the development precinct to the beach. This corridor offers an opportunity to create a community node and new coastal public amenity, while also enabling the PSP to connect to the eastern side of the railway.
5. Potential to extend the Principal Shared Path (bicycle network) along the train line, including an elevated crossing over Tydemans Road.
6. Port Beach Road downgraded and pushed back from the coast with opportunity for significant new coastal parkland amenity.
7. Improved connections through existing North Fremantle Town Centre and across Stirling Highway.
8. Downgrade and improve pedestrian environment of Tydemans Road.



Recurring Themes

1. Mixed support for relocating the station, with strong concerns about distance from Leighton Beach
 People worry relocation moves the station too far from the beach, reducing easy public transport access and undermining a key regional asset.
2. Strong call for an additional McCabe/Leighton station to fix the large gap between stops
 Repeated comments highlight the distance between Victoria St and North Fremantle stations, with many wanting Leighton reopened or a new McCabe St station to support dense residential areas and walkability.
3. Importance of walkability, reduced traffic, and a people-focused transport system
 Consistent emphasis on enabling walking to stations, reducing parking spillover, easing peak-hour congestion, and favouring people over cars.
4. Desire for improved connectivity and a stronger, well-designed town centre
 Support appears where the option strengthens east-west links, connects coast and town centre, aligns station design with Tydemans urban boulevard ideas, and supports Queen Victoria St upgrades.
5. Concerns about feasibility, timing, density impacts, and environmental pressures
 Many view the option as ideal but unrealistic due to long timeframes, risk of delays, parking constraints, higher-rise development impacts, and pressure on the fragile coastal zone.

Survey Responses:



Mixed views: support for better connectivity but concerns about timing, train station location, beach access loss, traffic & parking

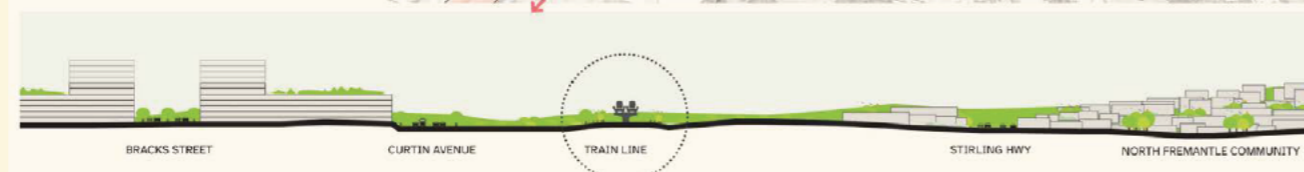
Phase 2 Engagement Responses

Option 3b - responses

Relocate Train Station & Elevate Train Line

Port relocated - with elevated train line providing opportunity for much improved connections between the east and west sides of the train line

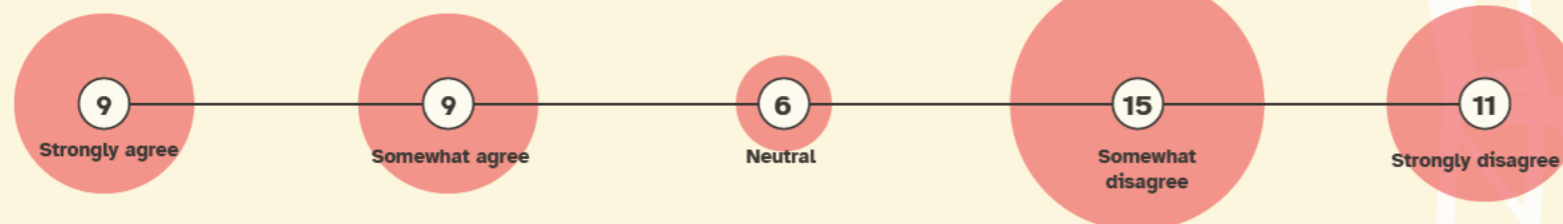
1. Relocate train station closer to North Fremantle Town Centre to support significant redevelopment of the Fremantle Port.
2. Elevate the train line to enable more seamless pedestrian and vehicle connectivity between west and east parts of North Fremantle.
3. Enhanced pedestrian connections in place of former North Fremantle train station with connectivity underneath train line.
4. Pedestrian connection beneath the train line to enable access via Jackson Street adjacent the development precinct to the beach. This corridor presents an opportunity for a community node and new public amenity on the coast.
5. Potential to extend the Principal Shared Path (bicycle network) along the train line, including an elevated crossing over Tydemans Road.
6. Port Beach Road downgraded and pushed back from the coast with opportunity for significant new coastal parkland amenity.
7. Improved connections through existing North Fremantle Town Centre and across Stirling Highway.
8. Downgrade and improve pedestrian environment of Tydemans Road.



Recurring Themes

1. Strong opposition to elevating the rail line
 Many respondents object to elevated rail due to noise, visual impact, loss of amenity, environmental effects, and disruption. Several describe it as impractical, undesirable, ugly, or outdated. A smaller group strongly supports elevation for east-west connectivity and community spaces, but they are the minority.
2. Cost, timing, and feasibility concerns
 A major theme is that elevation is too expensive, too slow, and dependent on uncertain port relocation timing. People fear long construction periods, government funding uncertainty, and long-term disruption to residents (especially Pearse St).
3. Desire for better station spacing (McCabe / Leighton)
 Many comments again highlight the large gap between Victoria St and North Fremantle stations, with repeated calls to reopen Leighton Station or add a McCabe St station. Improved walkability to stations is seen as essential for reducing traffic and parking pressure.
4. Connectivity and urban design benefits — mixed views
 Some respondents value the potential for better east-west integration, shared spaces under elevated rail, Tydemans Rd improvements, and safer pedestrian links. Others worry elevation will create new barriers, worsen traffic, or push more vehicles through the town centre.
5. Beach access, community character, and environmental protection
 Concerns emerge about impacts on Leighton Beach, disruption to beach users and Perth visitors, and general loss of coastal amenity. Some fear elevated rail could harm North Fremantle's character and quality of life, while others request no further development in sensitive precincts (e.g., Bracks St).

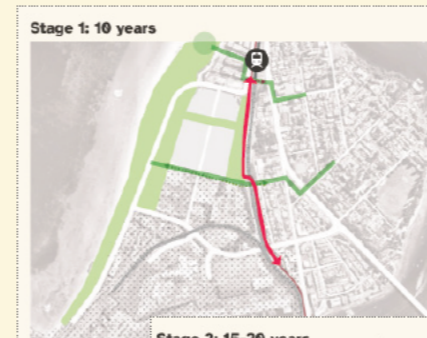
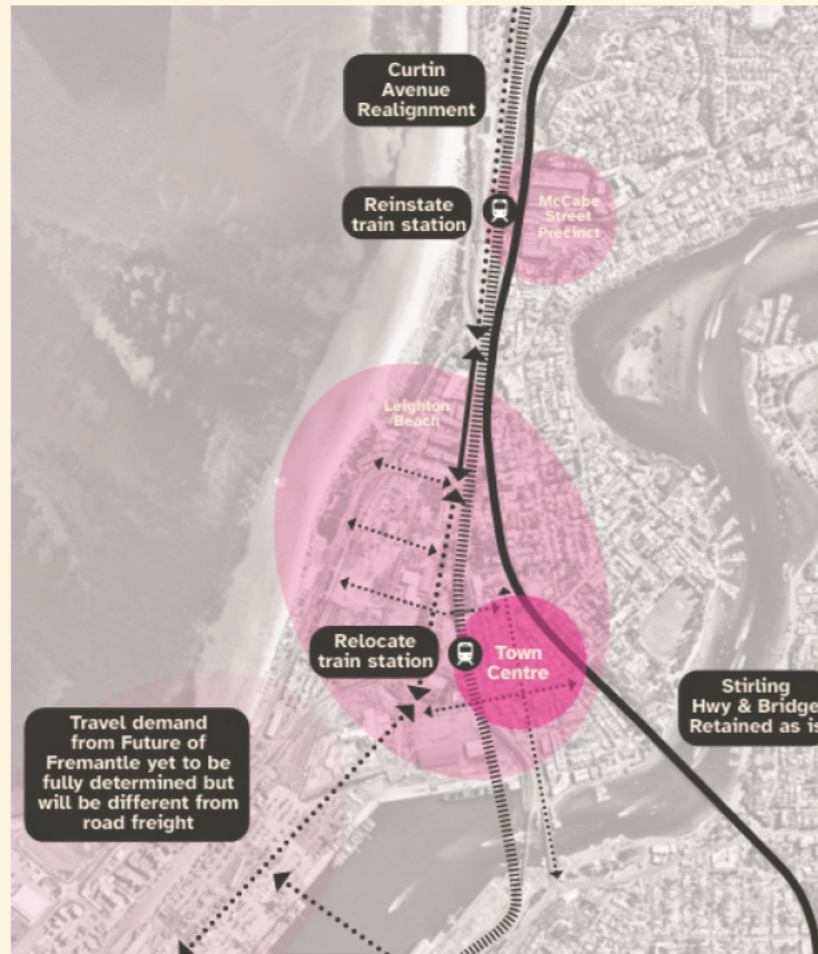
Survey Responses:



Strong concerns about elevated rail: noise, cost, visual impact; some support for connectivity; strong desire for McCabe/Leighton station access.

Phase 2 Engagement Responses

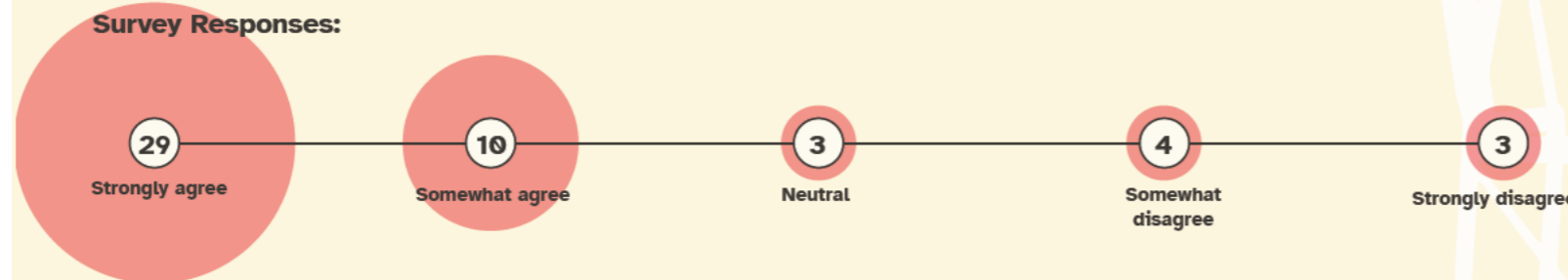
Broader Strategy & Staging



Recurring Themes

1. Strong frustration with long timeframes and desire for faster delivery
 Many respondents emphasise the 30-year horizon is far too long, urging acceleration, concurrent staging, and immediate progress on elements like the PSP, road layout, and early housing delivery.
2. Mixed views on station relocation, with many opposing or wanting alternatives
 Several comments oppose relocating the train station, preferring the current location, a more accessible crossing, or reopening Leighton Station instead. Others support long-term relocation but worry it reduces access for northern residents.
3. Broad support for staging that is realistic, do-able, and vision-led
 A large group sees the staged approach as logical, achievable, and aligned with a long-term vision, provided early stages are delivered well and the plan avoids being developer-led.
4. Strong emphasis on community-centred planning, active transport, and reduced car dependence
 Many people support prioritising walking, cycling, and PSP upgrades, and want planning that protects amenity, accessibility, and safety over car-centric outcomes or unchecked growth.
5. Concern about future population growth, coastal pressures, and the need for careful integration
 Respondents warn about overdevelopment, pressures on the coastline, risks of congestion, and the need to ensure new residents are sensitively integrated while preserving North Fremantle's unique character and coastal role.

Survey Responses:



Phase 2 Engagement Responses

Key Issues Summary

1. Delivery, Timeframes & Early Action

Strong frustration with long timeframes; desire for faster delivery and concurrent staging. Clear push for early wins such as footpaths, crossings, PSP upgrades, and town centre works.

2. Station Location, Rail Options & Access

Mixed views on relocation; many opposed while others support long-term changes if equity is maintained. Reopen Leighton suggested. Strong rejection of flyovers.

3. Active Transport, Local Streets & Safety

Pedestrian network seen as poor. Support for walking/cycling-first design, safer crossings, wider paths, PSP improvements, and protecting the town centre.

4. Coastal Risks, Climate & Open Space

High concern about erosion and sea level rise. Requests for buffers, long-term open space, nature-based adaptation, and reduced coastal intensity.

5. Density, Height & Character

Concerns about overdevelopment and high-rise impacts. Preference for moderate heights, quality design, and protecting North Fremantle's character.

6. Traffic, Roads & Network Impacts

Opposition to flyovers and car-dominated approaches. Concern about funnelling traffic through town centre; need to maintain McCabe Street function.

7. Governance, Alignment & Trust

Frustration with State-Local misalignment and concerns about consultation. Strong desire for collaboration and clearer communication.

8. Beach Access, Regional Usage & Transport

Beach access must serve wider Fremantle. Calls for adequate parking or major transit/cycling improvements.

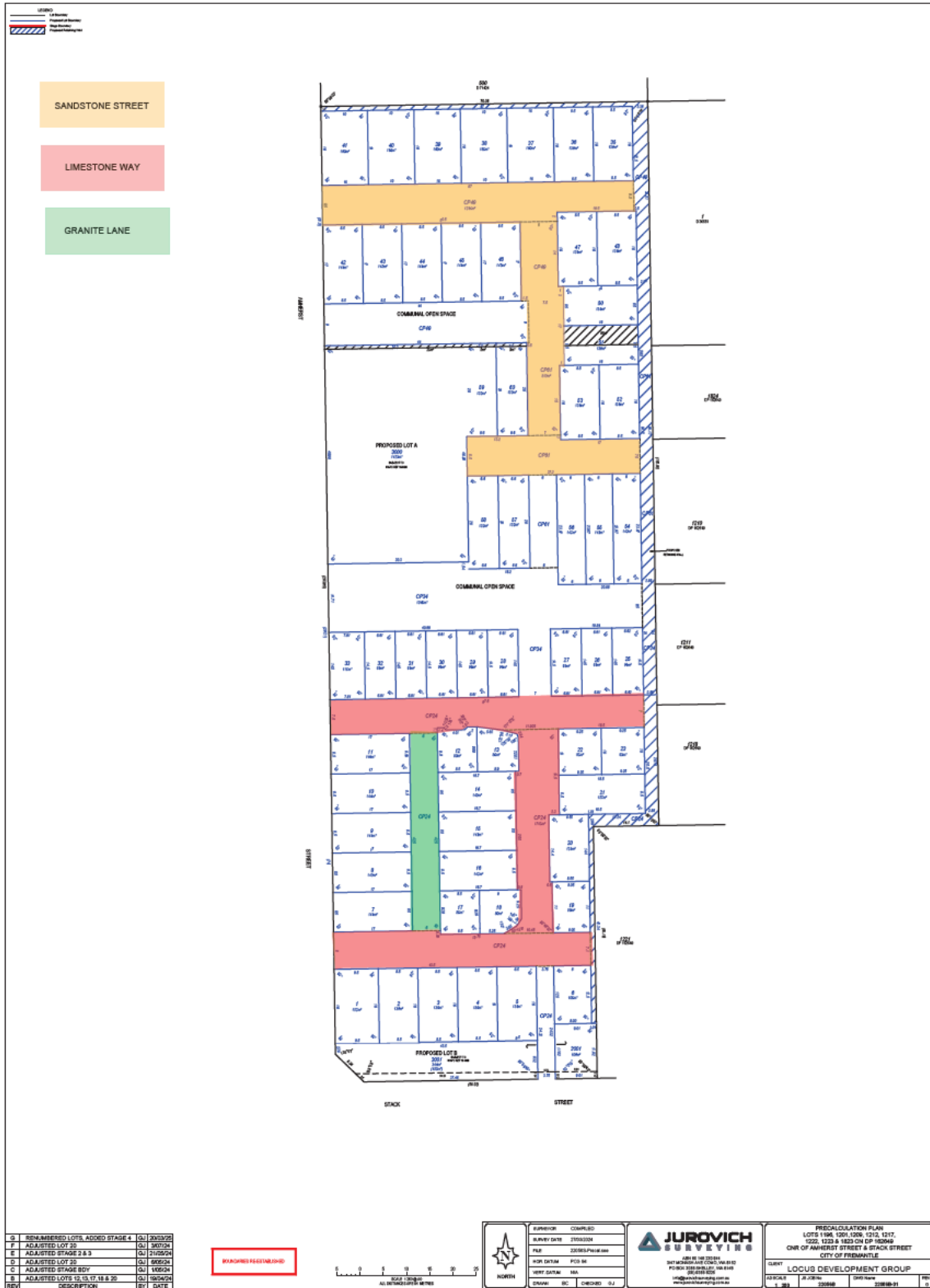
9. Development Readiness & Northern Bracks Street

Northern Bracks St critical for early momentum; landowners need transport certainty.

10. Communications & Accessibility

Need clearer documents, better notification, and simpler summaries.





City of Fremantle Road Names Register

All names are checked for suitability with the Landgate Geographic Names Committee (GNC) on-line form for preliminary approval. Once a location has been identified, names must be researched to ensure there is a link to the proposed location and consultation (or sufficient attempts) with surviving family members must be undertaken. Following that, the names require Council and Ministers approval for use as a road name. **Last Landgate check for Preliminary approval was 02/09/2025**

Fremantle Women	
RUDEFORTH	Fanny Rose Rudeforth (1885 - 1982), was better known as Sister Alice, devoted her life to helping the sick and disadvantaged. With her sister, Elsie, she took over the Methodist church in Gingin when the minister was called to the war in 1916. She joined the Fremantle Methodist Mission in 1923 working as a Sister of the People. Thirteen years later she set up her own non-denominational mission, visiting women working in brothels, prisoners at Fremantle, patients in hospital and aged homes including people she described as "the sad people on the river at Green Place". She was made a Member of the order of the British Empire (MBE) in 1952 for social welfare service in Western Australia
MULLALLY	Carmel Mullally (1933 – 2022) 89yrs, owned the weather board cottage at 28 Bayly Street, North Fremantle. Ms Mullally's Cottage stands alone, surrounded by the Fremantle Ports (FP) operations. Ms Mullally resisted the State Government, FP and developers offers to purchase the property since the 1960's. Finally, the cottage was listed in 2007 on the City of Fremantle Heritage Register. The property was sold to the Fremantle Ports after Ms Mullally passed away with the Heritage value of the weather board cottage and its unique location preserved.
MCPHERSON	Margaret Ann McPherson (1933-2014), was born in Fremantle and lived with her family in the house built in 1904 by her Grandfather in Thompson Road, North Fremantle. Margaret McPherson attended school at North Fremantle Primary and Princess May School for Girls before starting nursing in 1951 at Fremantle Hospital. She worked as a staff nurse at Fremantle hospital in 1955 and continued nursing for over 36 years in various hospitals. Upon retirement in 1986 Margaret was working as a clinical nurse specialist at Fremantle Hospital. Margaret then took up academic history and graduated with an arts degree from Murdoch University and wrote her book " <i>Within Limestone Walls</i> ", a social history of the Fremantle Lunatic Asylum. In 2001 Margaret was recognized for her volunteer work at the Fremantle Prison accessioning the Prison's vast collection of photographs and other images over the previous 5 years. Margaret McPherson passed away on 3 rd August 2014.
ESME N.B -only the first name passed the Landgate preliminary test for road naming. Example: Esme Lane	Esme Kathleen Fletcher – (1916-1977), was a trained nurse and served with the army nursing service in the Middle East for 3 years. From 1953-1956 she was a district nurse with Silver Chain and made more than 5000 visits each year to the aged and infirmed in Fremantle. Esme was the first woman councilor elected to the City of Fremantle in May 1963. Whilst on Council she served on numerous committees. Esme Fletcher was also the first woman delegate to the Local Government Association and the first woman in Western Australia to be elected Deputy Mayor (1970-1972). Achievements whilst on Council include the establishment of the Esme Fletcher day nursery, acceptance of the need and appointment of trained social workers, and the

City of Fremantle Road Names Register

	<p>establishment of the Warrawee temporary accommodation centre for women and their children. As illustrated above her influence was largely directed to welfare, especially to the needs of children, deserted wives and the aged. Esme was married with two sons and despite her involvement in the community remained the loving, active hub of her family circle.</p>
War Service - Fremantle	
BIDMEAD	<p>Stanley Bidmead was born in St Peters, South Australia in 1897. At an early age his family moved to Fremantle. He attended Fremantle Boys School and became a Navy Cadet. During this time, his family were living in Watkins Street Fremantle. He died, aged 20, in a base hospital in France.</p>
MCAPPION	<p>Henry Edwards McAppion - lived in both South and North Fremantle - he served in Singapore with the 2/6th Field Park Company - taken prisoner of war by the Japanese and died on Sandakan death march 4th June 1945.</p>
SPRATLEY	<p>John Charles Spratley was born in Wokingham England and spent much of his early life in England before settling down in Fremantle with his wife. He served in the Boer War and when he enlisted into the Australian Imperial Force (AIF) in World War 1 he was working as a Bicycle Tyre Builder. At the time he was living at 29 Queen Victoria Street Fremantle. When he enlisted into the AIF he was assigned to the 11th Battalion and he embarked with them for service overseas. Charles Spratley died in Egypt on the 29th March 1915 after a short illness. He was the first Fremantle person to die on active serve with the AIF during the First World War.</p>
THORBJORNSEN	<p>Charles Thorbjornsen - served as a soldier in the 2/11th Battalion from Fremantle who died defending Crete in May 1941 - His father was in the Fremantle Lumpers Union.</p>
WRAGG	<p>Albert Wragg was born in Fremantle and lived much of his life in the area. When the First World War broke out Albert was working as a miner but came back to his family home in John Street North Fremantle before enlisting. He served with the 11th Battalion AIF and fought with them in Gallipoli and France. Albert Wragg was killed in action of the 6 April 1917. He is buried near the small village of Morchies in France.</p>
TURPIE	<p>Flight Sergeant Eric Dudley Turpie of 467 Squadron was born at Fremantle in September 1923. He was the son of David and Marion Turpie, and had a sister, Joann. He attended school at White Gum Valley and Fremantle Boys' School. On leaving school, he was employed as a clerk at Fremantle Cold Storage in Beach Street and in his leisure time he liked to play cricket and football. Eric furthered his education by studying practical and maritime bookkeeping which he passed in July 1940. He enlisted in Perth in November 1941 just after he turned 18 and did his initial training at Victor Harbour in South Australia. He went to Point Cook and later to Ballarat training as a wireless operator air gunner, where he obtained his air gunner badge and was promoted to Sergeant in October 1942. Eric sailed from Melbourne in January 1943 and arrived in the United Kingdom in March. After further training he was promoted to Flight Sergeant in December 1943 and then posted to 467 Squadron in January 1944. Flight Sergeant Eric Dudley Turpie, service number 415595 of 467 Squadron, was killed in action on 26 February 1944 at Deufringen while flying in Avro Lancaster LL756 on a bombing raid over Germany. He was 20 years of age. Biography ref: Government of Western</p>

City of Fremantle Road Names Register

	Australia Botanic Gardens & Parks Authority - https://www.bgpa.wa.gov.au/honour-avenues-plaques/1155-fsgt-eric-turpie
Whadjuk Noongar words and words of Aboriginal origin	16 of the 21 Whadjuk Noongar words are derived from the Walyalup Civic Centre meeting room names including 3 seasonal names, and Kaya (Hello). The words received conditional approval from the Walyalup Reconciliation Action Plan (WRAP) group meeting on 14 June 2022. The group supported the words noting that any word/s proposed for use in road comes back to the group for final approval. Once a proposed location has been identified, consultation with local elders must be undertaken to ensure there is a link to the location. The City's WRAP Group must also support the proposed location.
Word	Meaning
KOBORI	Gathering
MANJAREE	Meeting Place
WANJOO	Welcome
BALGA	Grass Tree
BIBBOOL	Paperbark
KARNO	Bush Potato
QUANDONG	Palms
DANGKARAK	Wattle Bird
KANYINAK	Kingfisher
KOORDOOMAL	Cuckoo Fantail
KWIRLAM	Swamp Hen
MANITJ	White Cockatoo
NYARKLE	Seagull
WALITJ	Wedge Tailed Eagle
WETJ	Emu
QUOKKA	Quokka
KAYA	Hello
YONGA	Kangaroo (Stockland - additional names) -M-files 6078454 " <i>Yong-a</i> "
NYITTINY	Dreaming (Stockland - additional names) pronounced " <i>Nyitt-iny</i> "
DJERAN	<i>Autumn - April-May (Season of adulthood)</i>
DJIBA	<i>1st Spring - Aug-Sept (Season of conception)</i>
Historical Families and Workers	
Sister City	
FUNCHAL	Sister City since 1996
PADANG	Friendship City since 1996
SURABAYA	Friendship City since 1996
Other	

City of Fremantle Road Names Register

Mighty	Refers to the ' <i>Mighty Bulldogs</i> ', the South Fremantle Football Club's nickname and common cry heard from South Fremantle supporters at Fremantle Oval.
SAPPHIRE	Precious gem stone – commonly blue in colour
CITRINE	Gem stone – commonly orange/yellow in colour
TORQUOISE	Gem stone – commonly turquoise (blue/green) in colour
AMETHYST	Precious gem stone – commonly purple in colour
RUBY	Precious gem stone – commonly red in colour
HESSONITE	Gem stone also known as the "Cinnamon Stone" found in shades of orange, sometimes with hints of red and brown.
TOPAZ	Gem stone – comes in colours; blue, yellow, white, green, red, brown, orange, purple and grey.
TANZANITE	Gem stone – only found in Mount Kilimanjaro with vibrant colours between blue, violet and purple
ZIRCON	Gem stone – a colorful gem with high refraction and fire. Best known for its brilliant blue hues, also comes in warm autumnal yellows and reddish brown, as well as red and green hues.



Council Policy

Council Members, Committee
Members and Candidates

Code of Conduct



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Council Members, Committee Members and Candidates Code of Conduct

Division 1. Preliminary Provisions

1. Citation

This is the City of Fremantle Code of Conduct for Council Members, Committee Members and Candidates.

2. Terms used

(1) In this code –

Act means the *Local Government Act 1995*;

candidate means a candidate for election as a council member;

complaint means a complaint made under clause 11(1);

Inspector means the person holding the office of Local Government Inspector established by section 8B.1 of the Act.

Monitor means a person appointed as a monitor for a local government under section 8B.37 of the Act.

publish includes to publish on a social media platform.

(2) Other terms used in this code that are also used in the Act have the same meaning as they have in the Act, unless the contrary intention appears.

Division 2. General Principles

3. Overview

This Division sets out general principles to guide the behaviour of council members, committee members and candidates. [This Code of Conduct is to be read in conjunction with the Local Government Act 1995 and Regulations.](#)

4. Personal integrity

(1) A council member, committee member or candidate should –

- (a) act with reasonable care and diligence; and
- (b) act with honesty and integrity; and
- (c) act lawfully; and
- (d) identify and appropriately manage any conflict of interest; and
- (e) avoid damage to the reputation of the local government.

(2) A council member or committee member should –

- (a) act in accordance with the trust placed in council members and committee members; and



- (b) participate in decision-making in an honest, fair, impartial and timely manner; and
- (c) actively seek out and engage in training and development opportunities to improve the performance of their role; and
- (d) attend and participate in briefings, workshops and training sessions provided or arranged by the local government in relation to the performance of their role.

5. Relationship with others

- (1) A council member, committee member or candidate should —
 - (a) treat others with respect, courtesy and fairness; and
 - (b) respect and value diversity in the community.
- (2) A council member or committee member should maintain and contribute to a harmonious, safe and productive work environment.

6. Accountability

- A council member or committee member should —
- (a) base decisions on relevant and factually correct information; and
 - (b) make decisions on merit, in the public interest and in accordance with statutory obligations and principles of good governance and procedural fairness; and
 - (c) read all agenda papers given to them in relation to council or committee meetings; and
 - (d) be open and accountable to, and represent, the community in the district.

Division 3. Behaviour

7. Overview of Division

- This Division sets out —
- (a) requirements relating to the behaviour of council members, committee members and candidates; and
 - (b) the mechanism for dealing with alleged breaches of those requirements.

8. Personal integrity

- (1) A council member, committee member or candidate —
 - (a) must ensure that their use of social media and other forms of communication complies with this code; and
 - (b) must only publish material that is factually correct.
- (2) A council member or committee member —



- (a) must not be impaired by alcohol or drugs in the performance of their official duties; and
- (b) must comply with all policies, procedures and resolutions of the local government.

9. Relationship with others

A council member, committee member or candidate —

- (a) must not bully or harass another person in any way; and
- (b) must deal with the media in a positive and appropriate manner and in accordance with any relevant policy of the local government; and
- (c) must not use offensive or derogatory language when referring to another person; and
- (d) must not disparage the character of another council member, committee member or candidate or a local government employee in connection with the performance of their official duties; and
- (e) must not impute dishonest or unethical motives to another council member, committee member or candidate or a local government employee in connection with the performance of their official duties.

10. Council or committee meetings

When attending a council or committee meeting, a council member, committee member or candidate —

- (a) must not act in an abusive or threatening manner towards another person; and
- (b) must not make a statement that the member or candidate knows, or could reasonably be expected to know, is false or misleading; and
- (c) must not repeatedly disrupt the meeting; and
- (d) must comply with any requirements of a local law of the local government relating to the procedures and conduct of council or committee meetings; and
- (e) must comply with any direction given by the person presiding at the meeting; and
- (f) must immediately cease to engage in any conduct that has been ruled out of order by the person presiding at the meeting.

10A. Informal meetings of Council members

(1) In this clause –

informal meeting means a meeting, to which all Council members have been invited, held for the purposes of general discussion and the provision of information where no decision making may occur, such as a briefing or training session or a workshop.



- (2) -Unless authorised in writing by the Council or the CEO, a Council member or committee member must not disclose, to any other person, information that the Council member or committee member acquired at an informal meeting.
- (3) Subclause (2) does not prevent a Council member or committee member from disclosing information –
 - (a) at a closed meeting of the Council or a committee;
 - (b) to the extent specified by the Council and subject to other conditions as the Council determines;
 - (c) that is already in the public domain;
 - (d) to an officer of the Department;
 - (e) to the Minister;
 - (f) to a legal practitioner for the purpose of obtaining legal advice; or
 - (g) if the disclosure is required or permitted by law.

11. Complaint about alleged breach

- (1) A person may make a complaint, in accordance with subclause (2), alleging a breach of a requirement set out in ~~this~~ Division 3 (behaviour) of this policy.
- (2) A complaint must be made –
 - (a) in writing in the form approved by the local government; and
 - (b) to a person authorised under subclause (3); and
 - (c) within 1 month after the occurrence of the alleged breach.
- (3) The local government must, in writing, authorise 1 or more persons to receive complaints and withdrawals of complaints.
- (4) A complaint must be dealt with under clauses 12 to 15 unless –
 - (a) the complaint is referred to the Inspector in accordance with subclause (5); and
 - (b) the Inspector refers the complaint to be dealt with under Part 8A Division 5 of the Act.

Note for this subclause: See section 5.105(1) of the Act.
- (5) If the Local Government (Model Code of Conduct) Regulations 2021 regulation 3A applies to a complaint, a person authorised under subclause (3) must refer the complaint to the Inspector under section 5.105(3) of the Act.
- (6) A complaint must also be dealt with under clauses 12 to 15 if the Inspector refers the complaint to the local government under the Local Government (Local Government Inspector) Regulations 2025 regulation 6.

12. Dealing with complaint

- (1) After considering a complaint, the local government must, unless it dismisses the complaint under clause 13 or the complaint is withdrawn under clause 14(1),



make a finding as to whether the alleged breach the subject of the complaint has occurred.

Note for this subclause:

See also clause 14A in relation to the appointment of a monitor to assist the local government to deal with matters raised by a complaint.

- (2) Before making a finding in relation to the complaint, the local government must give the person to whom the complaint relates a reasonable opportunity to be heard.
- (3) A finding that the alleged breach has occurred must be based on evidence from which it may be concluded that it is more likely that the breach occurred than that it did not occur.
- (4) If the local government makes a finding that the alleged breach has occurred, the local government may —
 - (a) take no further action; or
 - (b) prepare and implement a plan to address the behaviour of the person to whom the complaint relates.
- (5) When preparing a plan under subclause (4)(b), the local government must consult with the person to whom the complaint relates.
- (6) A plan under subclause (4)(b) may include a requirement for the person to whom the complaint relates to do 1 or more of the following —
 - (a) engage in mediation;
 - (b) undertake counselling;
 - (c) undertake training;
 - (d) take other action the local government considers appropriate.
- (7) If the local government makes a finding in relation to the complaint, the local government must give the complainant, and the person to whom the complaint relates, written notice of —
 - (a) its finding and the reasons for its finding; and
 - (b) if its finding is that the alleged breach has occurred — its decision under subclause (4).

13. Dismissal of complaint

- (1) The local government must dismiss a complaint if it is satisfied that —
 - (a) the behaviour to which the complaint relates occurred at a council or committee meeting; and
 - (b) either —



- (i) the behaviour was dealt with by the person presiding at the meeting; or
 - (ii) the person responsible for the behaviour has taken remedial action in accordance with a local law of the local government that deals with meeting procedures.
- (2) If the local government dismisses a complaint, the local government must give the complainant, and the person to whom the complaint relates, written notice of its decision and the reasons for its decision.

14. Withdrawal of complaint

- (1) A complainant may withdraw their complaint at any time before the local government makes a finding in relation to the complaint.
- (2) The withdrawal of a complaint must be –
 - (a) in writing; and
 - (b) given to a person authorised under clause 11(3).

14A. Appointment of monitor

- (1) The Inspector may appoint a monitor for the local government to assist the local government to deal with matters raised by a complaint.
- (2) If the Inspector appoints a monitor –
 - (a) the Inspector may direct the local government to defer further dealing with the complaint until the monitor reports to the Inspector on the outcome of the monitoring assignment; and
 - (b) the local government must comply with the direction.

14B. Performance of local government's functions under cl. 12 and 13

- (1) The local government's functions under clause 12 and 13 must be performed by the Council.
- (2) Despite subclause (1), the council may, by resolution carried with an absolute majority of the council, authorise a committee of the council comprising council members only to perform a function for and on behalf of the local government.
- (3) Despite subclause (1), the council may, by resolution carried with an absolute majority of the council, authorise a person who is none of the following to perform a function for and on behalf of the local government –
 - (a) a member of the council of any local government;
 - (b) a member of the governing body of any regional subsidiary;
 - (c) an employee of any local government or regional subsidiary;
 - (d) an employee of WALGA or the Local Government Professionals Australia (WA);



- (e) a member of the governing body of, or an employee of, a body corporate the activities of which are, wholly or partly, advocating or otherwise acting for, or on behalf of, 1 or more of the following –
 - (i) local governments;
 - (ii) members of councils;
 - (iii) employees of local governments.
- (4) A resolution made under subclause (3) must include the following –
 - (a) a statement to the effect that the council is satisfied that the person being authorised is suitably qualified and experienced to perform the function;
 - (b) an explanation as to why the council is satisfied as referred to in paragraph (a);
 - (c) a statement to the effect that the council is satisfied that the person being authorised is impartial and has no close association with any member of the council or any employee of the local government.
- (5) Nothing in this clause prevents an employee of the local government from providing, in relation to the performance of a function, any advice or other assistance to the council, a committee authorised under subclause (2) or a person authorised under subclause (3).

15. Other provisions about complaints

- (1) A complaint about an alleged breach by a candidate cannot be dealt with by the local government unless the candidate has been elected as a council member.
- (2) The procedure for dealing with complaints may be determined by the local government to the extent that it is not provided for in this Division.
- (3) Clauses 14A and 14B do not apply in relation to a complaint made before 1 January 2026.

Note for this clause:

See also section 5.105(4) and (5) of the Act for restrictions on the activities of a person who makes a complaint or who is alleged to have breached a requirement set out in this Division.



Division 4. Rules of Conduct

Notes for this Division:

1. Under section ~~5.105(1)~~8A.3(1) of the Act, a council member commits a ~~minor conduct~~ breach if the council member contravenes a rule of conduct. ~~This Section 8A.3(2) of the Act extends this~~ to the contravention of a rule of conduct that occurred when the council member was a candidate.
2. A ~~minor conduct~~ breach is dealt with ~~by a standards panel~~ under ~~section 5.110~~Part 8A Division 5 of the Act.

16. Overview of Division

- (1) This Division sets out rules of conduct for council members and candidates.
- (2) A reference in this Division to a council member includes a council member when acting as a committee member.

17. Misuse of local government resources

- (1) In this clause —
electoral purpose means the purpose of persuading electors to vote in a particular way at an election, referendum or other poll held under the Act, the *Electoral Act 1907* or the *Commonwealth Electoral Act 1918*;
resources of a local government includes —
 - (a) local government property; and
 - (b) services provided, or paid for, by a local government.
- (2) A council member must not, directly or indirectly, use the resources of a local government for an electoral purpose or other purpose unless authorised under the Act, or by the local government or the CEO, to use the resources for that purpose.

18. Securing personal advantage or disadvantaging others

- (1) A council member must not make improper use of their office —
 - (a) to gain, directly or indirectly, an advantage for the council member or any other person; or
 - (b) to cause detriment to the local government or any other person.
- (2) Subclause (1) does not apply to conduct that contravenes section 5.93 of the Act or *The Criminal Code* section 83.

19. Prohibition against involvement in administration

- (1) A council member must not undertake a task that contributes to the administration of the local government unless authorised by the local government or the CEO to undertake that task.
- (2) Subclause (1) does not apply to anything that a council member does as part of the deliberations at a council or committee meeting.



20. Relationship with local government employees

- (1) In this clause –
local government employee means a person –
 - (a) employed by a local government under section 5.36(1) of the Act; or
 - (b) engaged by a local government under a contract for services.
- (2) A council member or candidate must not –
 - (a) direct or attempt to direct a local government employee to do or not to do anything in their capacity as a local government employee; or
 - (b) attempt to influence, by means of a threat or the promise of a reward, the conduct of a local government employee in their capacity as a local government employee; or
 - (c) act in an abusive or threatening manner towards a local government employee.
- (3) Subclause (2)(a) does not apply to anything that a council member does as part of the deliberations at a council or committee meeting.
- (4) If a council member or candidate, in their capacity as a council member or candidate, is attending a council or committee meeting or other organised event (for example, a briefing or workshop), the council member or candidate must not orally, in writing or by any other means –
 - (a) make a statement that a local government employee is incompetent or dishonest; or
 - (b) use an offensive or objectionable expression when referring to a local government employee.
- (5) Subclause (4)(a) does not apply to conduct that is unlawful under *The Criminal Code* Chapter XXXV.

21. Disclosure of information

- (1) In this clause –
closed meeting –
 - (a) ~~means a council or committee meeting, or~~ a part of a council or committee meeting, that is closed to members of the public under section 5.23(2), ~~(3) or (4)~~ of the Act; and
 - (b) includes a council or committee meeting held before 1 January 2026, or a part of a council or committee meeting held before 1 January 2026, that was closed to members of the public under section 5.23(2) of the Act as in force before 1 January 2026.

confidential document means a document marked by the CEO, or by a person authorised by the CEO, to clearly show that the information in the document is not to be disclosed;

document includes a part of a document;

non-confidential document means a document that is not a confidential



document.

- (2) A council member must not disclose information that the council member —
 - (a) derived from a confidential document; or
 - (b) acquired at a closed meeting other than information derived from a non-confidential document.
- (3) Subclause (2) does not prevent a council member from disclosing information —
 - (a) at a closed meeting; or
 - (b) to the extent specified by the council and subject to such other conditions as the council determines; or
 - (c) that is already in the public domain; or
 - (d) to an officer of the Department; or
 - (e) to the Minister; or
 - (f) to a legal practitioner for the purpose of obtaining legal advice; or
 - (g) if the disclosure is required or permitted by law.

~~21.22.~~ **22. Disclosure of interests**

- (1) In this clause —

interest —

 - (a) means an interest that could, or could reasonably be perceived to, adversely affect the impartiality of the person having the interest; and
 - (b) includes an interest arising from kinship, friendship or membership of an association.
- (2) A council member who has an interest in any matter to be discussed at a council or committee meeting attended by the council member must disclose the nature of the interest —
 - (a) in a written notice given to the CEO before the meeting; or
 - (b) at the meeting immediately before the matter is discussed.
- (3) Subclause (2) does not apply to an interest referred to in section 5.60 of the Act.
- (4) Subclause (2) does not apply if a council member fails to disclose an interest because the council member did not know —
 - (a) that they had an interest in the matter; or
 - (b) that the matter in which they had an interest would be discussed at the meeting and the council member disclosed the interest as soon as possible after the discussion began.
- (5) If, under subclause (2)(a), a council member discloses an interest in a written notice given to the CEO before a meeting, then —
 - (a) before the meeting the CEO must cause the notice to be given to the person who is to preside at the meeting; and
 - (b) at the meeting the person presiding must bring the notice and its



contents to the attention of the persons present immediately before any matter to which the disclosure relates is discussed.

- (6) Subclause (7) applies in relation to an interest if –
 - (a) under subclause (2)(b) or (4)(b) the interest is disclosed at a meeting; or
 - (b) under subclause (5)(b) notice of the interest is brought to the attention of the persons present at a meeting.
- (7) The nature of the interest must be recorded in the minutes of the meeting.

~~22.~~ **23. Compliance with plan requirement**

If a plan under clause 12(4)(b) in relation to a council member includes a requirement referred to in clause 12(6), the council member must comply with the requirement.

24. Elected Members Communications Agreement

Elected Members are required to comply with the City of Fremantle Elected Member Communications Agreement. Any breaches of the Communication Agreement will be managed in accordance with this Code of Conduct.



Complaint about alleged breach form

City of Fremantle Complaint About Alleged Breach Form - Code of conduct for council members, committee members and candidates

Schedule 1, Division 3 of the *Local Government (Model Code of Conduct) Regulations 2021*

- NOTE:** A complaint about an alleged breach must be made —
- (a) in writing in the form approved by the local government
 - (b) to an authorised person
 - (c) within one month after the occurrence of the alleged breach.

Name of person who is making the complaint:
Name: _____ <div style="display: flex; justify-content: space-around;"><u>Given Name(s)</u><u>Family Name</u></div>

Contact details of person making the complaint:
Address: _____
Email: _____
Contact number: _____

Name of the local government (city, town, shire) concerned:

Name of council member, committee member, candidate alleged to have committed the breach:



State the full details of the alleged breach. Attach any supporting evidence to your complaint form.
Date of alleged breach:
_____ / _____ / 20_____

SIGNED:
Complainant's signature:
Date of signing: _____ / _____ / 20_____

Received by Authorised Officer
Authorised Officer's Name:
Authorised Officer's Signature:
Date received: _____ / _____ / 20_____

NOTE TO PERSON MAKING THE COMPLAINT:

This form should be completed, dated and signed by the person making a complaint of an alleged breach of the Code of Conduct. The complaint is to be specific about the alleged breach and include the relevant section/subsection of the alleged breach.

The complaint must be made to the authorised officer within one month after the occurrence of the alleged breach.

Signed complaint form is to be forwarded to:

Complaints Officers:

Melody Foster, Manager Governance melodyc@fremantle.wa.gov.au or PO Box 807 Fremantle WA 6959	Glen Dougall, Chief Executive Officer ceo@fremantle.wa.gov.au or PO Box 807 Fremantle WA 6959
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Document review record

Responsibility and review information	
Responsible officer:	Manager Governance
Document adoption/approval details	Adoption date: 28 April 2021 - Ordinary Meeting of Council – FPOL2104-8
Document amendment details	Amendment approval date: 25 May 2022 - Ordinary Meeting of Council - FPOL2205-6 10 April 2024 – Ordinary Meeting of Council – C2404-6
Next review date	10 April 2026 (to be reviewed following each ordinary election)



South Terrace & Douro Road

Engagement Report
December 2025

fremantle.wa.gov.au



Acknowledgement of Country

The City of Fremantle acknowledges the Whadjuk people as the Traditional Owners of the greater Fremantle/Walyalup area and we recognise that their cultural and heritage beliefs are still important today.

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INTRODUCTION

The South Terrace, Douro Road roundabout area of South Fremantle is in need of resurfacing, traffic calming modifications and pedestrian safety enhancements.

The City has received funding from the Metropolitan Regional Road Group (MRRG) to resurface key segments of road in South Fremantle, including the busy intersection of South Terrace, Douro Road and Marine Terrace. This area connects the community to South Beach, North Coogee, Wilson Park, cafes, shops, hospitality venues and other amenities and has been flagged by the community and the City as an area of high priority for road safety amendments.

In addition to the road resurfacing, City officers from the City's Infrastructure team have devised a proposed concept for the area that aims to prioritise pedestrian safety and accessibility, encourage slower speeds and enhancing the streetscape.

To improve safety for pedestrians and road users, as well as to promote active transportation, the proposed design includes the creation of formalised, compliant pedestrian crossings and refuges on Marine Terrace, Douro Road and South Terrace, footpath widening and new curbing adjacent to the roundabout.

These works are designed to calm traffic and create visible, safe and formalised crossings for pedestrians, as well as create opportunities for new native plantings, street trees and community infrastructure to welcome locals and visitors into the Wilson Park/South Beach precinct.

Throughout this public engagement program, the community was encouraged to:

- Contribute local knowledge and insight on pedestrian, cycling, and driver activity in the project area (Marine Terrace, Douro Road, South Terrace roundabout area).
- Share feedback on the proposed road modifications and pedestrian enhancements via the online survey, or face-to-face with City staff in 1:1 meetings and a public drop-in session.



- Identify key pedestrian movements, pinch points, accessibility and safety issues as well as opportunities via an Interactive Map or in-person at the drop-in session.

This engagement report details how we engaged; who we reached; and what we heard. The findings of this report will help City staff to make an informed decision on next steps for this project.

In conjunction with the [City of Fremantle's community engagement policy](#), and the [International Association for Public Participation's \(IAP2\)](#) spectrum of public participation, this engagement program aimed to **CONSULT & INVOLVE** the community throughout the project:

IAP2 Spectrum of Public Participation



IAP2's Spectrum of Public Participation was designed to assist with the selection of the level of participation that defines the public's role in any public participation process. The Spectrum is used internationally, and it is found in public participation plans around the world.

		INCREASING IMPACT ON THE DECISION →				
		INFORM	CONSULT	INVOLVE	COLLABORATE	EMPOWER
PROMISE TO THE PUBLIC	PUBLIC PARTICIPATION GOAL	To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.	To obtain public feedback on analysis, alternatives and/or decisions.	To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.	To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.	To place final decision making in the hands of the public.
		We will keep you informed.	We will keep you informed, listen to and acknowledge concerns and aspirations, and provide feedback on how public input influenced the decision.	We will work with you to ensure that your concerns and aspirations are directly reflected in the alternatives developed and provide feedback on how public input influenced the decision.	We will look to you for advice and innovation in formulating solutions and incorporate your advice and recommendations into the decisions to the maximum extent possible.	We will implement what you decide.

The City of Fremantle conducted a series of in-person, local media, and digital community engagement activities to collect submissions and feedback for this project.

City officers aimed to:

- Collect feedback on key movement and activity and note where further improvements to the South Fremantle project area could be made if more funding becomes available.



- Provide ongoing, clear information to the community regarding the project and how their feedback shaped any changes to proposed concepts.
- Keep the community informed, listen to and acknowledge concerns and provide feedback on how public input influenced the project.
- Inform the public on how to make future requests and work with the City of Fremantle to increase neighbourhood road safety.

KEY TAKEAWAYS FROM ENGAGEMENT

- Community is eager to see a formalised or more clearly acknowledged pedestrian crossing movement through the area, specifically at the South Terrace & Douro Road roundabout.
- Safe, visible crossing points are seen by the community as an opportunity to highlight pedestrian priority for a busy, vibrant destination.
- The community has continually highlighted their request for zebra crossings as a treatment type through this engagement. Main Roads WA guidelines and approvals may not allow for zebra crossings to be installed within the current structure and environment at the roundabout. However, the community is open to other suitable treatments or interventions that can formalise pedestrian movement at the roundabout.
- The community is open to exploring speed reduction for Douro Road. Lowering the speed to 20, 30 or 40kmh is seen to reduce conflicts between pedestrian, vehicles, and other activities.
- Improving sight lines and visibility for pedestrians in all parts of the project area is seen as an important opportunity and will increase safety for all users.
- Where possible, the community is eager to see solutions that shift away from car-dominated design and behaviour. Primarily because of the popularity of South Beach, Wilson Park, and South Terrace businesses as a destination.



HOW WE ENGAGED

The City of Fremantle opened public engagement on this project on 31 October 2025 and collected submissions until close-of-business on 2 December 2025.

City officers promoted the public engagement period, and interacted with the public, in the following ways:

Social Media

- The public engagement program for this project was mentioned on the City of Fremantle's Facebook page, as well as its Instagram profile throughout the lifespan of the submission period.

Local Media

- The public engagement program was advertised in the Fremantle Herald throughout the public engagement period.

Electronic Newsletters

- The Community Engagement team deployed a "Just Launched" email newsletter announcing the opening of the public consultation period on 31 October 2025.
- The Community Engagement team advertised this project via its monthly engagement newsletter in November 2025.
- This email is deployed to over 4,500 people who are subscribed to hear engagement updates from the City of Fremantle.
- The project was also promoted in the City's Freo Weekly newsletter program which is deployed to over 3,500 people.



Community Drop-in Session

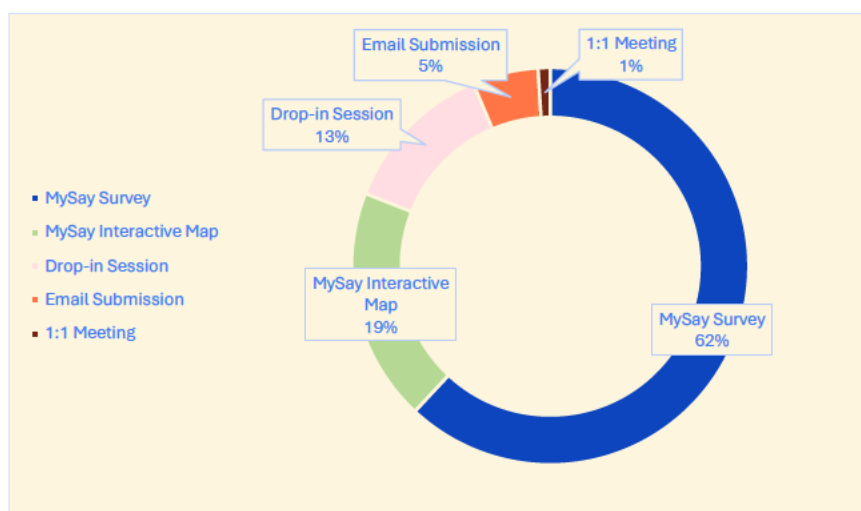
- City officers from the Community Engagement and Infrastructure Engineering teams hosted a pop-up public engagement session on 23 November 2025.
- This 2-hour event was attended by approximately **60 people** in total and allowed members of the public to ask questions about the project, seek clarity on the options, timeline and process, and submit feedback in person.

1:1 Meetings

- Throughout the duration of the engagement period, members of the public were able to book 1:1 or small group meetings with staff.
- These meetings allowed the public to discuss the project, seek clarity on the scope and draft proposal, and provide feedback in-person.
- City staff hosted **three** 1:1 meetings during the engagement period of this project.



HOW WE COLLECTED FEEDBACK



What does this data tell us?

The public engagement program reached more than **1,300** people through online and face-to-face interactions.

City officers collected submissions in three ways:

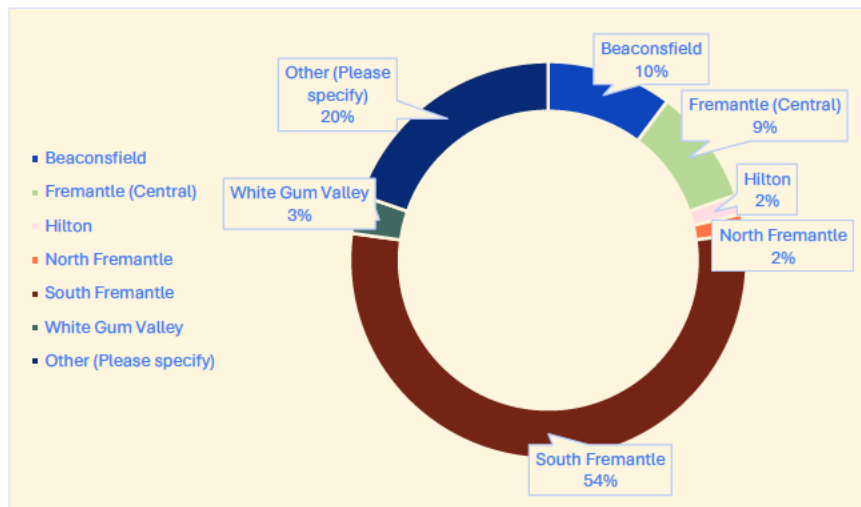
- The project team received **203 formal submissions** of feedback to the project.
- **62%** of submissions were collected via formal submissions to the City's MySay platform, or hard copies of the MySay survey submitted to City staff.
- **19%** of submissions were collected via the interactive mapping tool on the MySay project page.
- **13%** of submissions were collected in person at the community drop-in session.
- **5%** of submissions were collected via formal email attachments and communications.

This resulted in more than **2,745** individual pieces of information collected through the engagement program. **Note:** 1 formal submission can capture multiple comments and data from respondents.



WHO WE REACHED

Location Demographics

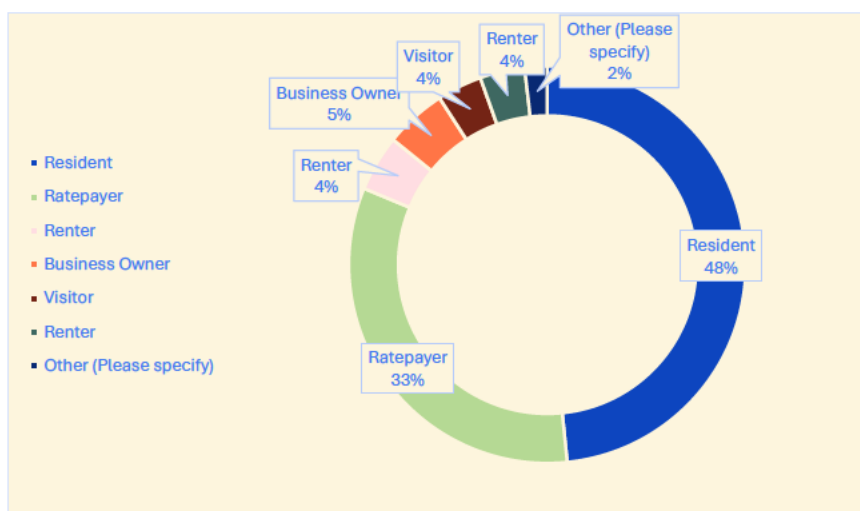


What does this data tell us?

- **54%** of respondents were from South Fremantle where the project is located.
- **26%** of respondents came from the Fremantle suburbs of Fremantle (Central), Beaconsfield, Hilton, North Fremantle, and White Gum Valley.
- **20%** of respondents selected Other (please specify) and noted the following:
 - o North Coogee (13); Mosman Park (2); Coogee (2); East Fremantle (2); Hamilton Hill (2); South Fremantle (1); Spearwood (1); Bicton (1); Beaconsfield (1); Coolbellup (1); Kwinana (1).



How do you identify?



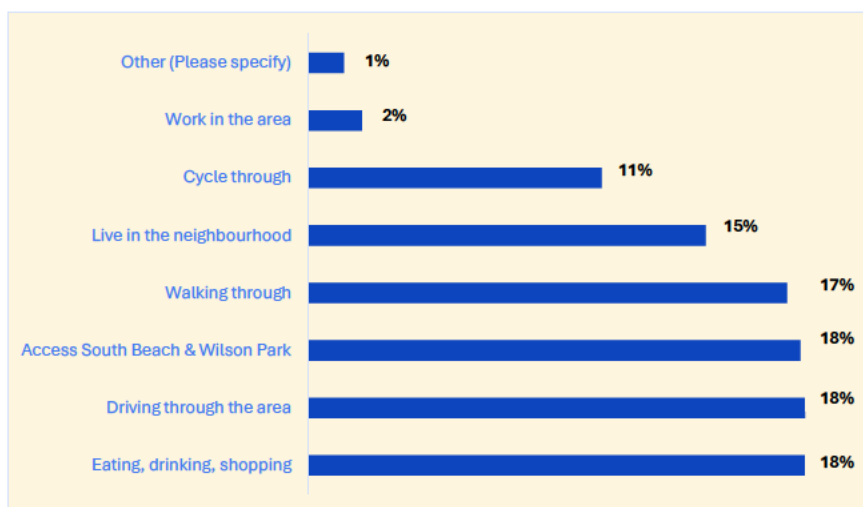
What does this data tell us?

- Respondents were asked to identify themselves through the options above and could select all that applied.
- **Residents** made up the highest number of respondents to this engagement program.
 - o **Ratepayers** were the second highest number of respondents.
- Respondents who selected Other (please specify) noted the following:
 - o Commuter through the area.
 - o Own an investment property in the area.



WHAT WE HEARD

How do you currently engage with the project area?



What does this data tell us?

- Respondents were asked to identify how they currently engage with the project area, and could select all the options that applied.
- **Movement and recreation** were a clear theme and the most common way that respondents engage and interact with the project area. The top 3 selections for this question included:
 - o Eating/drinking/shopping in the area
 - o Driving through the area
 - o Accessing South Beach and Wilson Park
 - o Driving and walking through the area were the most selected movement types by respondents.
- Respondents who selected Other (please specify) noted the following: Jogging, using the Meeting Place, caring for community assets such as local plants and street trees, visiting family regularly, walking children to school across Douro

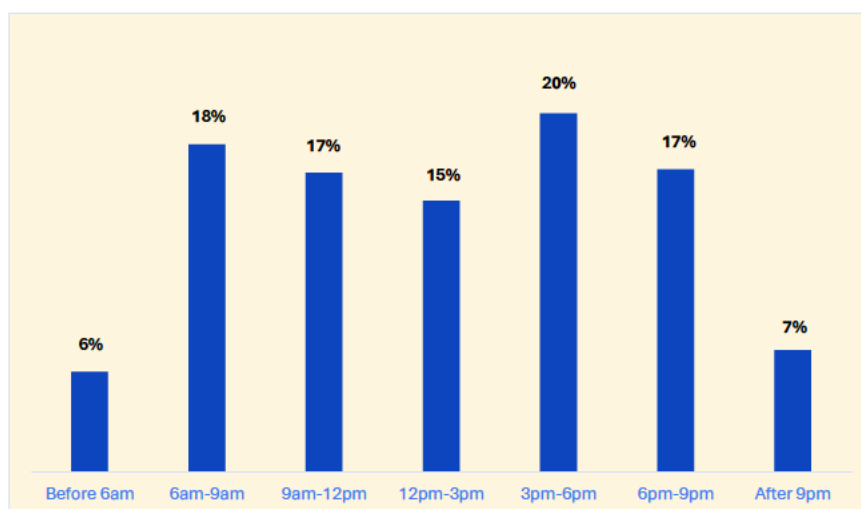


Road, moving into the area while waiting for a house to be built, long-term residency on Douro Road, and using the bus as a passenger.

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What time of day are you most likely to interact with this part of South Fremantle?

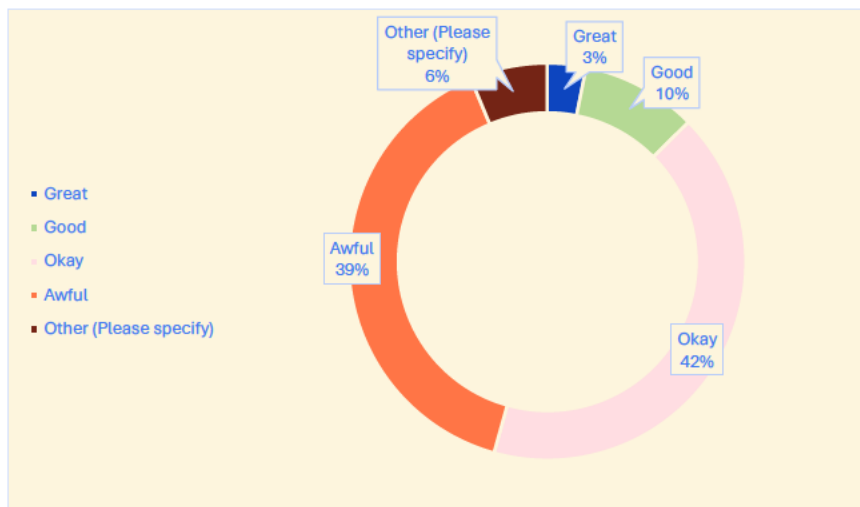


What does this data tell us?

- Respondents were asked what times of day they are most likely to interact with the project area and could select all the options that applied.
- Respondents highlighted that there is a high volume of public activity and interaction with the project area from **6am to 9pm**.
- The **3pm to 6pm** period was selected the most by respondents.
- Early morning (before 6am) and late night (after 9pm) saw lower levels of selection from respondents.



What's your current experience when moving through or interacting with this part of South Fremantle?



What does this data tell us?

- Respondents were asked to rate their current experience when moving through the project area.
- **42% of respondents** said they have an OKAY experience moving through the area.
- **39% of respondents** said their experience is AWFUL.



Respondents asked to provide their thoughts via an open text survey question. Their answers have been summarised into themes that appear multiple times with accompanying bullet points below.

Unsafe pedestrian crossings & lack of pedestrian priority was voiced 170 times. Respondents highlighted the following:

- Difficulty or impossibility of crossing Douro Rd, South Terrace and Marine Terrace.
- Pedestrians relying on driver courtesy rather than infrastructure.
- Long wait times, unsafe gaps, and mid-road refuge islands.
- High concern for children, prams, elderly and disabled people.
- Roundabouts described as hostile or dangerous for pedestrians.
- Multiple references to near-misses, injuries and fatalities.

Excessive traffic volumes, congestion & peak-hour pressure was voiced 145 times. Respondents highlighted the following:

- Perception that traffic has increased significantly over time.
- Regular congestion during AM/PM peaks and weekends.
- Traffic banking up along Douro Rd, Marine Terrace and side streets.
- Through-traffic dominating a residential / beach access area.
- Difficulty entering or exiting side streets due to traffic volume.
- Congestion worsening pedestrian and cycling safety.

Vehicle speed, aggressive driving & roundabout confusion was voiced 135 times. Respondents highlighted the following:

- Vehicles travelling too fast, especially exiting roundabouts.
- Speeding after clearing intersections.
- Failure to indicate, give way, or look for pedestrians.
- Drivers accelerating to avoid stopping.
- Poor roundabout understanding and erratic behaviour.



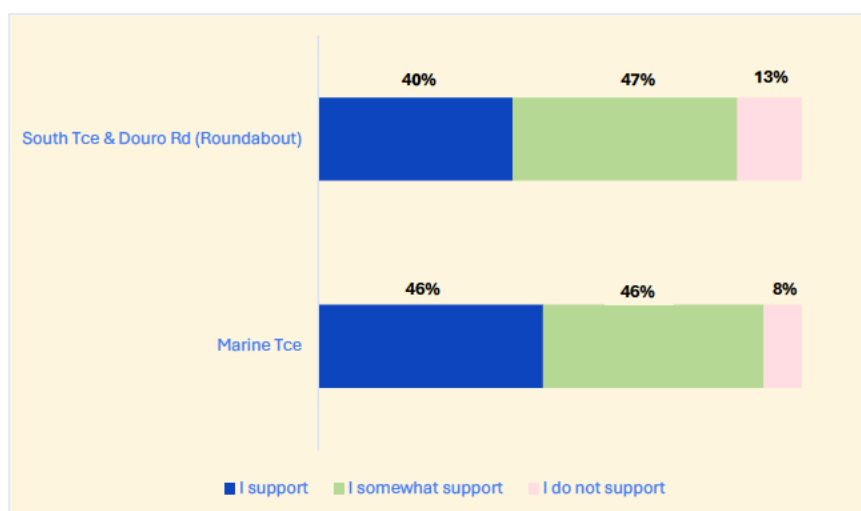
- Built form (walls, curves, parked cars) reducing visibility.
- Strong calls for lower speed limits and stronger enforcement.

**Poor cycling conditions & cyclist-vehicle conflict was voiced 95 times.
Respondents highlighted the following:**

- Cycling through roundabouts feels unsafe or frightening.
- No protected or separated cycle infrastructure.
- Insufficient road width with parked cars present.
- Cyclists being cut off by turning vehicles.
- Conflict caused by cyclists having to mix with fast traffic.
- Fear discouraging people from cycling at all.



Are you in favour of these road and pedestrian-friendly modifications for Marine Terrace & South Terrace at Douro Road?



What does this data tell us?

Respondents asked to provide their thoughts via an open text survey question. Their answers have been summarised into themes that appear multiple times with accompanying bullet points below.

WHAT WAS SAID BY PEOPLE WHO SELECTED “I SUPPORT”

Slowing vehicles was voiced 65 times. Respondents highlighted the following:

- Cars currently take the corner too fast, especially in summer.
- Support for raised plateaus, colouring and warnings.
- Slowing traffic seen as the main safety improvement.
- Desire to reduce risk from speeding and inattentive drivers.
- Calls to make drivers more aware of the bend and pedestrians.



Cycling & shared-use improvements were voiced 36 times. Respondents highlighted the following:

- Widened paths welcomed to reduce conflicts.
- Better conditions for bikes, prams and pedestrians.
- Recognition that current road riding feels unsafe.
- Desire for safer integration of cyclists in the design.

Visibility issues, blind corners & driver awareness was voiced 35 times. Respondents highlighted the following:

- Reclaiming land at the Southeast Corner is seen as a win.
- Bend described as semi-blind or acute.
- Drivers often don't see pedestrians until late.
- Calls for clearer warnings, markings and cues.
- Need to alert drivers earlier as they approach the corner.

Proposed concept is an overall improvement was voiced 31 times. Respondents highlighted the following:

- Proposal seen as a clear improvement on current conditions.
- Viewed as sensible, practical and well-considered.
- "Anything is better than nothing" sentiment.
- Appreciation that safety is being addressed at all.
- Support even when details aren't perfect.



WHAT WAS SAID BY PEOPLE WHO SELECTED “I SOMEWHAT SUPPORT”

Need for clear pedestrian priority was voiced 106 times. Respondents highlighted the following:

- Repeated calls for zebra crossings, pedestrian lights, or clear articulation for pedestrian right of way.
- Strong belief pedestrians should have right of way.
- Frustration that crossings are implied but not explicit.
- The design talks about walkability without delivering it.
- Crossing informally will continue without priority.

Stronger traffic calming was voiced 84 times. Respondents highlighted the following:

- Perception that raised asphalt alone won't slow drivers enough.
- Consider installing more speed bumps, rumble surfaces or lights.
- Clearer, more instinctive slowing measures.

Cycling safety & separation concerns were voiced 63 times. Respondents highlighted the following:

- Shared paths seen as unsafe or uncomfortable.
- Need for clearer separation between bikes and pedestrians.
- Corners identified as high-risk for cyclists.

Improved Crossing locations & desire lines was voiced 28 times. Respondents highlighted the following:

- People cross where it is quickest and most logical.
- Design seen as ignoring real pedestrian behaviour.
- Concerns the fencing will fail and be jumped
- Calls to align crossings with rail access and park entries.



Concerns about red asphalt & raised plateaus was voiced 26 times. Respondents highlighted the following:

- Red surfacing might be seen as confusing or ineffective.
- Current examples are cited as failures.
- Preference for noise, texture or narrowing instead.

WHAT WAS SAID BY PEOPLE WHO SELECTED “I DO NOT SUPPORT”

Lack of clear, safe pedestrian crossings was voiced 37 times. Respondents highlighted the following:

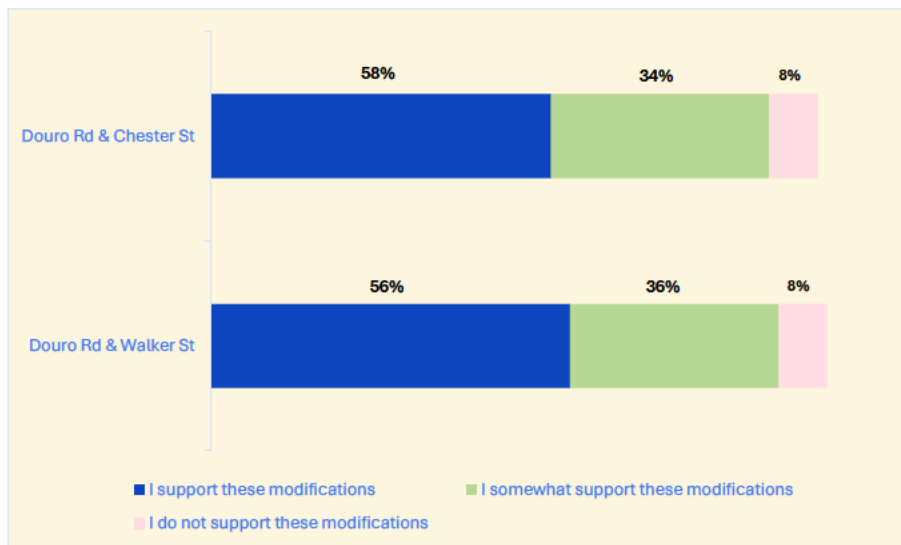
- Proposal fails to provide a clear, safe crossing.
- Pedestrians left to judge gaps in fast traffic.
- Strong belief zebra crossings are the only solution.
- Safety risk seen as unresolved.

Cars prioritised over people was voiced 25 times. Respondents highlighted the following:

- Design seen as protecting traffic flow first.
- Pedestrian fencing viewed as car centric.
- Missed opportunity to make the area people-first.



Are you in favour of these proposed modifications to Douro Road crossings near Walker Street & Chester Street?



What does this data tell us?

- Majority of respondents are in support of both pedestrian upgrade concepts being proposed.
- A similar number—roughly 34-36%—somewhat support the proposed concepts.



Respondents asked to provide their thoughts via an open text survey question. Their answers have been summarised into themes that appear multiple times with accompanying bullet points below.

WHAT WAS SAID BY PEOPLE WHO SELECTED “I SUPPORT”

Pedestrian safety and safer crossings were voiced 52 times. Respondents highlighted the following:

- Current conditions are dangerous and any changes will make crossings safer / much safer.
- Safer junctions and refuge islands allow for longer crossing times.
- High concern for Children and families, Parents with prams, Daily local users crossing for shops, buses, and the beach
- The current situation feels like a death trap, is dangerous and unpleasant to experience.

Traffic calming, speed reduction, and driver behaviour was voiced 27 times. Respondents highlighted the following:

- Strong support for traffic calming measures and raised treatments.
- Explicit calls for speed reduction to 30-40km/h, as well as ways to enforce speeding in the area.
- Repeated concerns about drivers accelerating around stopped buses and experiencing unpredictable or frustrated driver behaviour.
- Expectation that red asphalt and raised crossings will slow vehicles
- Desire for pedestrian-first streets and reduced rat-running through residential areas.
- Recognition that congestion sometimes limits the effectiveness of traffic calming



Visibility, clarity, and sightlines was voiced 24 times. Respondents highlighted the following:

- Visibility repeatedly described as poor, obstructed and in need of improvement.
- Concerns raised about parked cars blocking sightlines, raised signs or islands obscuring views (especially for small cars), and poor alignment of pram ramps.
- Support for clearer crossing points, better visual cues for drivers, and red asphalt improving contrast and awareness.
- Tree planting welcomed but must not block sightlines. Preference for low plantings near crossings.

Footpaths, accessibility, and everyday usability was voiced 22 times. Respondents highlighted the following:

- Strong support for wider footpaths and opportunities to upgrade pedestrian and cycle paths.
- Repeated acknowledgement that the current footpath is inadequate, and that narrow paths create conflicts.
- Positive response to refuge islands, grab rails, and bus stop realignment to improve safety.

Zebra crossings, pedestrian priority, and cycling infrastructure gaps were voiced 21 times. Respondents highlighted the following:

- Frustration that zebra crossings aren't included in these proposals, and that pedestrians seem to lack legal priority.
- Cyclists voiced concerns that the road is hard unsafe to cross by bike.
- Desire for shared bike/car treatment along the whole corridor.



WHAT WAS SAID BY PEOPLE WHO SELECTED "I SOMEWHAT SUPPORT"

Absence of pedestrian priority and formal crossings was voiced 52 times.

Respondents highlighted the following:

- Strong dissatisfaction with the lack of any formal or signalised pedestrian crossings through the area.
- Belief that refuge islands and widened medians do not give pedestrians right of way.
- Belief that without legal priority, drivers remain dominant. Safer designs must force drivers to yield.
- Concern that the proposal improves appearance but not pedestrian authority

Traffic speed, traffic volume, and car dominance was voiced 45 times. Respondents highlighted the following:

- Traffic speeds on Douro Road are too high and vehicle volume is a major contributor here.
- Scepticism that raised red asphalt alone will change driver behaviour
- Recognition that Douro Road functions as a feeder into Fremantle and signal timing elsewhere encourages traffic to choose this route.

Removal vs retention of existing crossing points was voiced 38 times. Respondents highlighted the following:

- Opposition to removing existing crossings, especially the eastern crossing near Walker Street / Parmelia Park access.
- People cross where it is most convenient, and removing crossings increases unsafe mid-block crossings.
- Preference for retaining both crossings and upgrading them.
- Improving visibility rather than eliminating options.
- Emphasis on established pedestrian desire lines.



Bus stop design, public transport priority, and related safety impacts was voiced 34 times. Respondents highlighted the following:

- General support for improve bus stop infrastructure and giving public transport greater priority.
- Concerns for bringing the bus stop into the traffic lane, drivers overtaking stopped busses, and turning conflicts especially near Chester Street.
- Conflicting views on whether bus stops should be recessed or in-lane.
- Recognition that bus stop locations directly affect pedestrian safety.
- Potential to consider if any bus realignment can be paired with speed reduction measures.

Active transport design conflicts (cycling, walking, parking, and sightlines) was voiced 31 times. Respondents highlighted the following:

- Cyclists being funnelled into traffic or onto footpaths.
- Need for shared street treatment or bike lanes due to potential pedestrian-cyclist conflict.
- Wider footpaths may increase e-bike and e-scooter risk.
- Parked vehicles blocking visibility at intersections with request to remove parking near corners.
- Strong resistance to widespread parking loss due to spillover impacts around the neighbourhood.



WHAT WAS SAID BY PEOPLE WHO SELECTED "I DO NOT SUPPORT"

Traffic speed, road narrowing, and traffic management was voiced 10 times.

Respondents highlighted the following:

- Reduce the speed limit (explicit comparison to South Street, Hilton) and narrow the road further to physically slow vehicles.
- Perception that traffic regularly exceeds posted speed limits (up to ~60 km/h).

Congestion, bus stop placement, and traffic flow impacts was voiced 9 times.

Respondents highlighted the following:

- Bringing bus stops into the traffic lane will cause congestion.
- Traffic could back up to Hampton Road lights.
- Objections to buses blocking traffic flow and loss of the ability to pass turning vehicles.
- Preference for bus stops being recessed or kept out of the traffic stream.

Parking loss, visibility, and local access impacts was voiced 7 times. Respondents highlighted the following:

- Loss of on-street parking near Chester Street and Douro Road.
- Overflow parking into residential streets and Parmelia Park.
- Requests for transparency about the number of parking spaces before and after changes.
- Large parked cars blocking sightlines for pedestrians and drivers.
- Worry that any removal of parking just shifts problems rather than solving them.



IDEAS FOR WILSON PARK ENTRANCE

The proposed road and footpath modifications may create the opportunity for additional native planting and street trees, new signage, and wayfinding at the entrance to Wilson Park.

Although this is not part of the current scope of works, the City was interested in hearing the community's ideas or suggestions for elevating the entrance to Wilson Park. Community comments have been summarised below and will be further explored by staff subject to funding availability.

Increase planting and maximise shade:

- More planting and street trees.
- Suggest low ground plantings to keep certain areas visually simple but attractive.
- Anything that will provide a canopy.
- More natives, flowers, and native garden beds.
- Replace dying fig tree with a large eucalyptus or native shade tree.
- Increase shade-giving trees, including Morton Bay figs, while maintaining visibility.
- Encourage wildlife through native trees and habitat-friendly plantings.
- Support for trees that grow large and provide cooling/oxygen for humans

Improve Wilson Park use and access:

- Return Wilson Park to public open space; restrict parking or camping.
- Add seating in shade, picnic tables, BBQ areas.
- Install playgrounds, pump tracks, and pickleball courts.
- Make underutilized parks more functional and welcoming for families and community use.
- Avoid seating near busy roads due to noise, fumes, and safety concerns.



- Improve entrances to parks or South Beach with art, signage, or heritage elements.
- Use design competitions or consultation with landscape architects for best outcomes.
- Add wayfinding or human/dog bubblers where appropriate.

DRAFT



EXPLORING CYCLE MOVEMENT ON DOURO ROAD

The City is also exploring ways to improve cycle and pedestrian movement along Douro Road. Subject to funding and a thorough site review, this could mean the addition of a dual use pathway for pedestrians, cyclists, and other modes of active transport. The community was asked to share their thoughts on what might make this infrastructure challenging for the current environment.

Community comments have been summarised below and will be further explored by staff subject to funding availability.

Safety concerns between pedestrian and cycling movement:

- Dual-use paths (pedestrians + cyclists) are seen as dangerous in areas with high foot traffic.
- Fast-moving e-scooters and bikes pose hazards for pedestrians, especially near driveways and intersections.
- Pedestrians with prams, dogs, and children are vulnerable on shared paths.
- Narrow footpaths make passing difficult and increase accident risk.

Support for dedicated cycling infrastructure:

- Separated or on-road cycleways recommended to improve safety and encourage cycling.
- Suggestions included reallocating road space, using red asphalt, and creating cycle-priority routes.
- Improved connectivity from South Beach to Fremantle Station and other key destinations.
- Encouragement of cycling as sustainable transport to reduce car dependency.



Challenges with existing road/pathway constraints:

- Limited space along Douro Road restricts the width of footpaths and cycle lanes.
- Presence of driveways, intersections, and side streets creates conflicts between vehicles, cyclists, and pedestrians.
- Existing street trees and concrete heat sinks complicate construction of paths.
- Concerns that removing parking or narrowing roads may create congestion or hazards.
- Difficulties connecting new paths to existing cycle networks without abrupt dead ends.

Additional traffic calming and vehicle management would be needed:

- Need to slow down cars along Douro Road to improve safety for cyclists and pedestrians.
- Work towards narrowing roads, adding centre lines, and reducing lanes or parking where necessary.
- Prioritise active transport over private vehicle parking.
- Integrate cycle paths with traffic-calming infrastructure to reduce speed.



ADDITIONAL COMMENTS & CONSIDERATIONS FOR THE FUTURE

Respondents were asked to share any additional comments or feedback that may not have been captured via the questions proposed to the community.

Their answers have been summarised into themes that appear multiple times with accompanying bullet points below.

Additional speed reduction & traffic calming to the area:

- Ability to lower speed limits (40km/h, 30km/h, even 20km/h zones).
- Installation of additional speed humps, raised crossings, narrowed lanes.
- Need for continuous calming, not “hot spots”.

Prioritise cycling safety & active transport access:

- Consideration for separated or low-speed cycle routes.
- Need for connected cycle networks on Douro, South Tce, Marine Tce.

Streetscape quality, trees, shade & amenity:

- Desire for more trees, canopy, and shade (Wilson Park, medians, verges).
- Requests for seating, lighting, better public furniture.
- Desire for a greener, more welcoming, human-scale environment.



NOTABLE CONTRIBUTION

The *All Roads Lead to the Roundabout* project was conducted by a local Town Team group through the Town Team Movement's Streets Alive funding program.

This project saw additional engagement with residents, visitors, and businesses in the immediate area which was facilitated by Isabella Smith and Rebecca Prince-Ruiz.

The feedback captured from these efforts were considered by City staff as they weighed what changes to the proposed treatments could be possible given scope, budget, safety to all users, regulatory requirements and Main Roads WA guidelines.

Their report has been attached below.

All Roads Lead to the Roundabout:
a community run consultation event on the Douro Road / South Terrace roundabout
Funded by Main Roads and Town Team Movement through the Streets Alive program



In 2025 we, Bella and Rebecca, applied for a Streets Alive grant to understand and address the significant safety issues created by the Douro Road / South Terrace roundabout. We had been observing an increase in the size, speed and quantity of traffic using the intersection that made active transport extremely difficult, especially for vulnerable members of our community. At the time we were unaware of the City of Fremantle's resurfacing project for the same intersection.

The aim of our project was to independently consult the community on their use of the roundabout, to gather the qualitative data we believe needs to drive a road design project. To do this, we ran an afternoon event in November 2025 at Harbour Plants on South Terrace, where we invited community to share their experiences using the roundabout and their vision for its future. We advertised with flyers, in the Herald, and online.

Around sixty people, aged between five and seventy years old, came to the event. We asked three questions: how people used the roundabout; how they felt using the roundabout; and what ideas they had for improving the roundabout.



Overwhelmingly, the feedback was that people felt extremely unsafe when walking and wheeling through the intersection. We heard stories of serious accidents, especially between pedestrians or cyclists and cars. One young girl remarked that she was surprised no one had died yet.

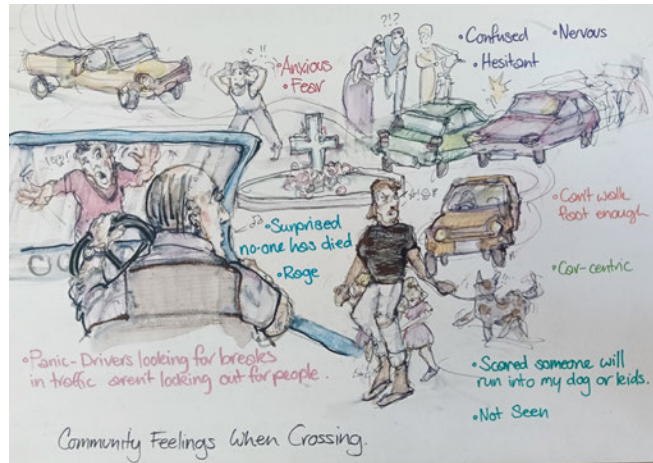
The consultation made it clear that this precinct is of high importance to locals and visitors; and that while there are no issues navigating the roundabout in a vehicle, people are scared to cross it on foot. Ideas for improvement of the intersection reflected this wish to be able to cross safely, with most people asking for zebra or wombat crossings on each leg of the intersection.

The community expressed that they do not think the City's current plan for the roundabout addresses their safety concerns. They want to be able to move freely and safely between South Beach, Wilson Park, and the nearby shops, restaurants and cafes.



All Roads Lead to the Roundabout: a community run consultation event on the Douro Road / South Terrace roundabout Funded by Main Roads and Town Team Movement through the Streets Alive program

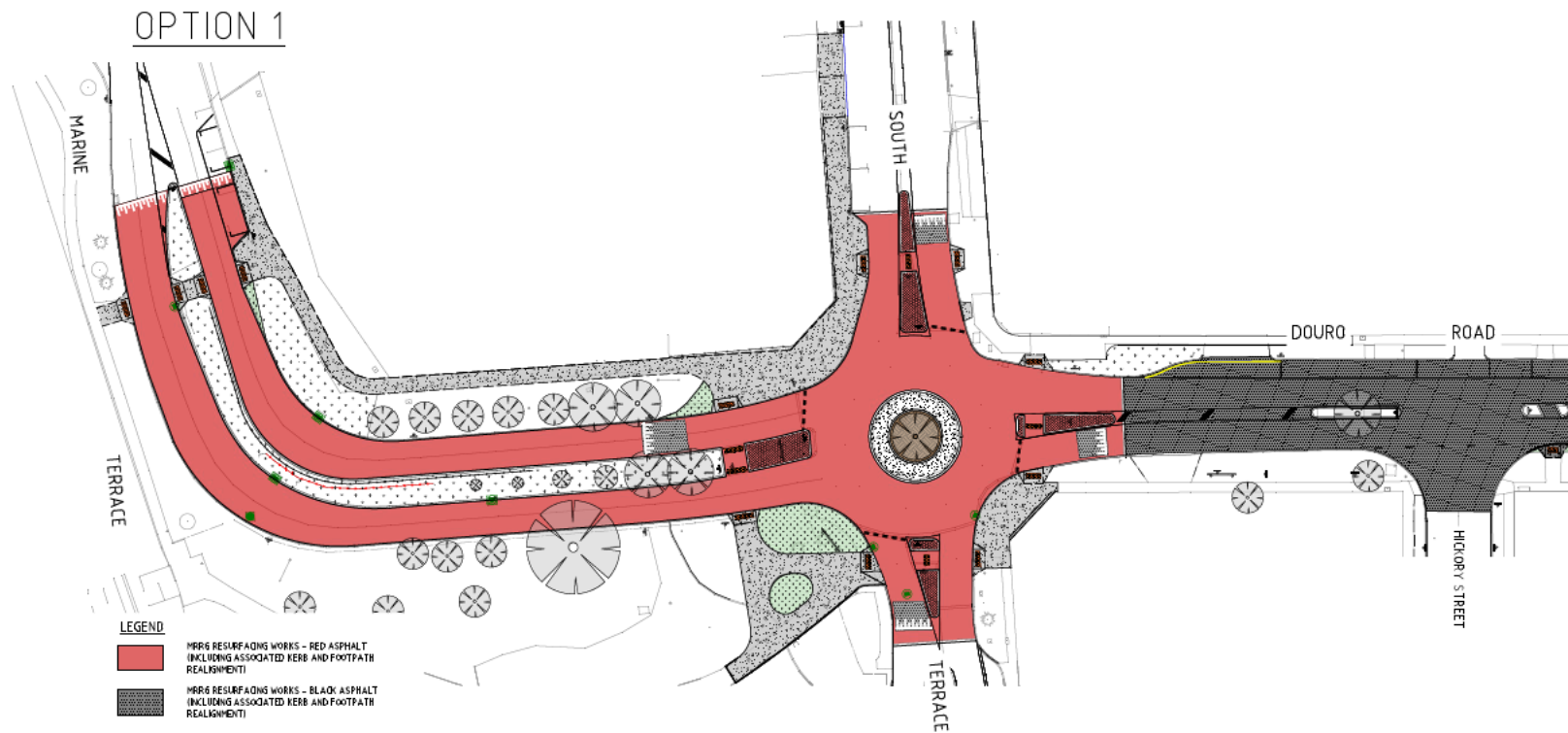
Artist Ruth Twardy captured community observations and ideas

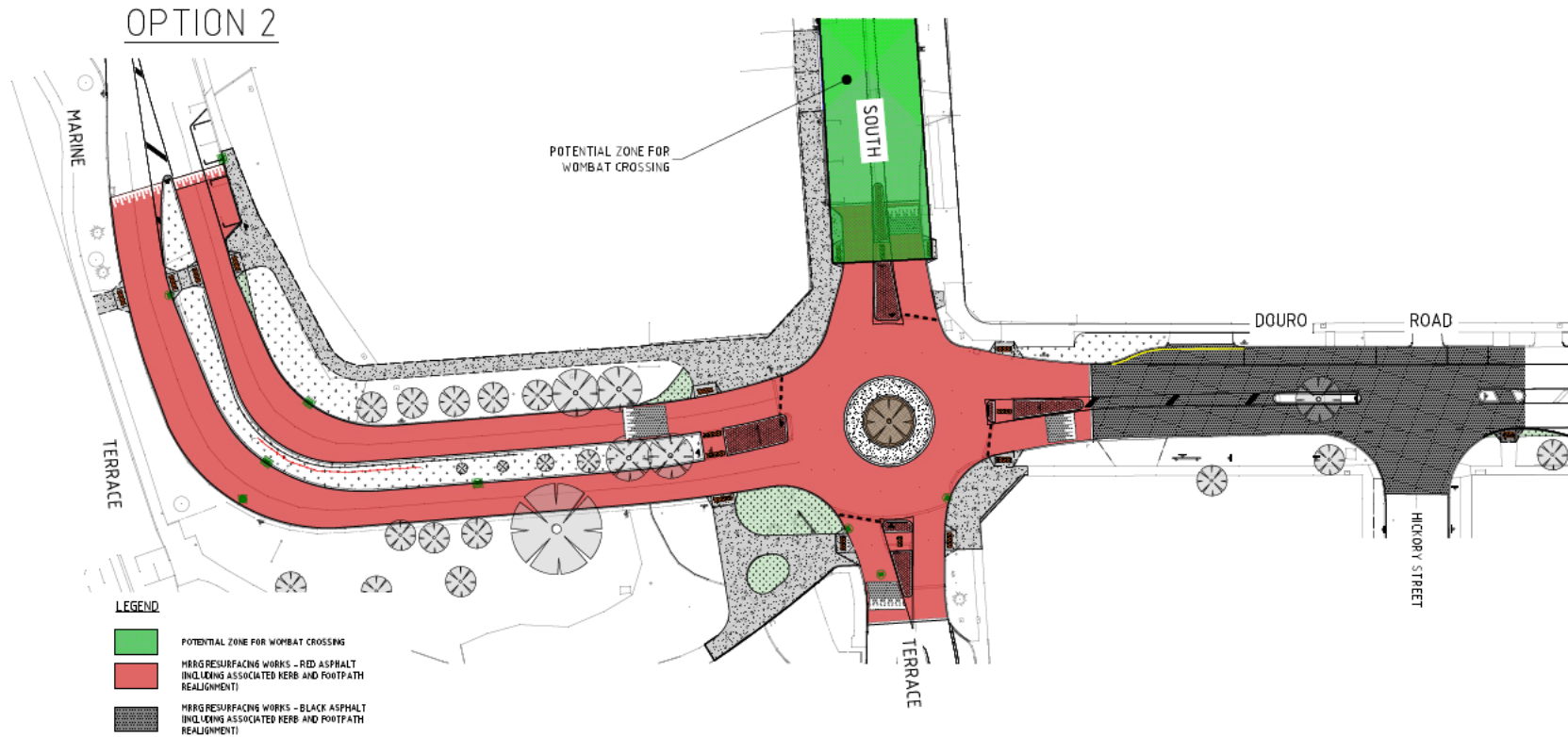


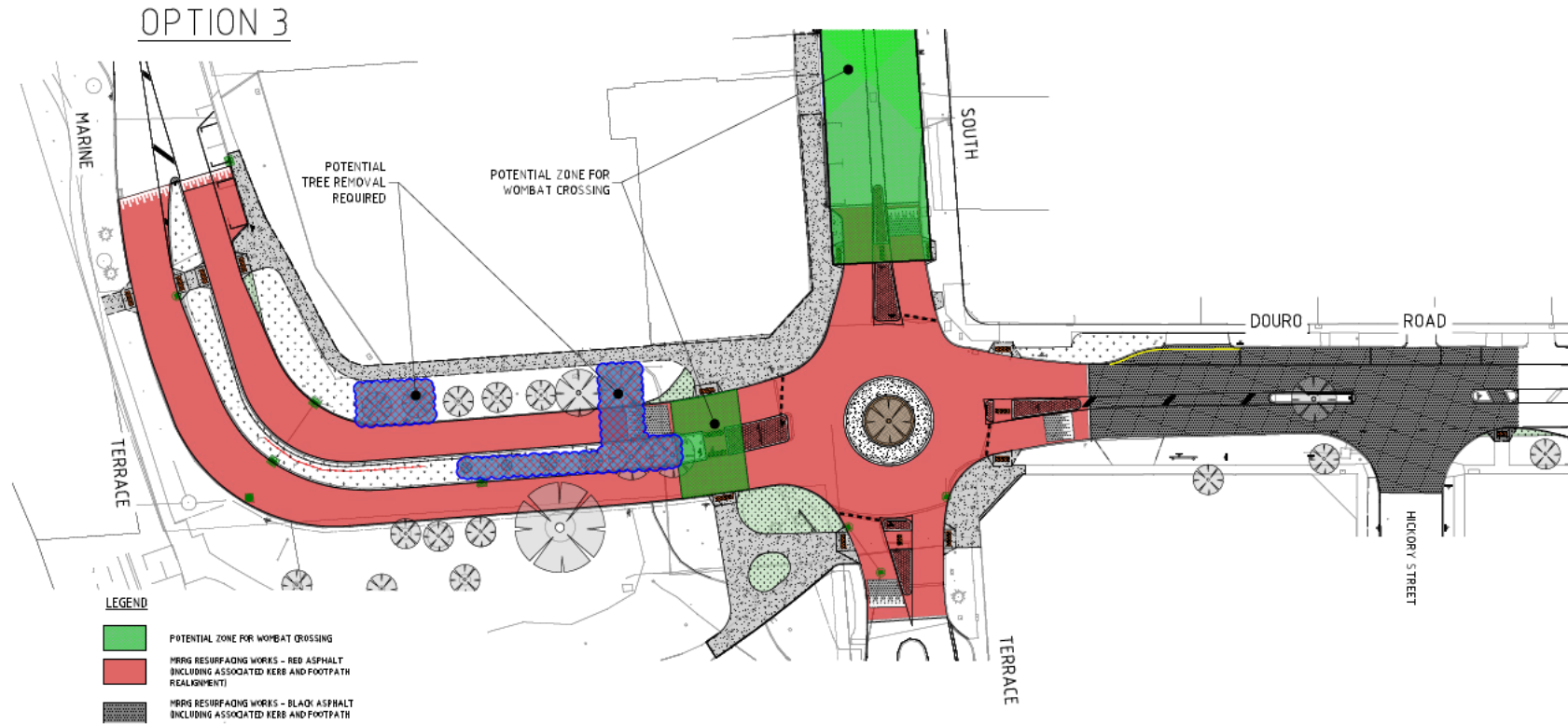
People also expressed their frustration with traffic movement through the area and car dependency in Fremantle. The roundabout can be seen as an example of a broader issue, where street design does not prioritise active transport and human movement, especially through areas of significance, like this part of South Fremantle. People spoke of their connection to this area, and their wish for a design that prioritised the distinct local culture.



All Roads Lead to the Roundabout: a community run consultation event on the Douro Road / South Terrace roundabout Funded by Main Roads and Town Team Movement through the Streets Alive program

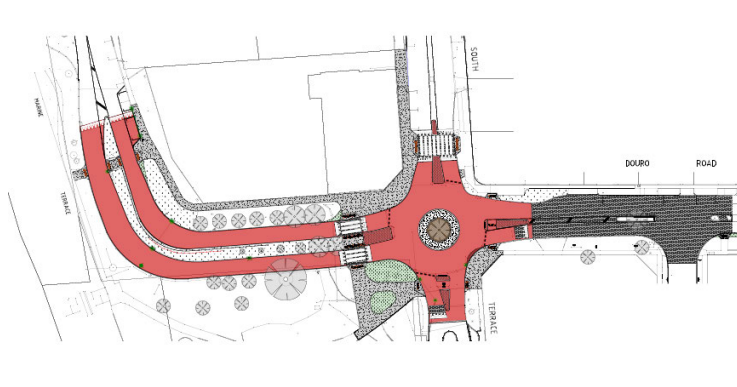








DOURO ROAD SOUTH TERRACE AND MARINE TERRACE ROUNDABOUT ROAD UPGRADE



Road Safety Audit Stage 2 - Preliminary Design

Audit Ref: 260317-RSA-001

Prepared for:

City of Fremantle

By:

Shawmac Traffic & Safety

Report Issue Date: **17/03/2026**



Safety Audit Document Control Sheet

Project Location:	Douro Road South Terrace and Marine Terrace Roundabout
Project Proposal:	Road Upgrade
Audit Stage:	15% Design
Prepared for:	City of Fremantle
Prepared by 1:	[REDACTED]
Prepared by 2:	Shawmac Traffic & Safety
Audit Team Leader:	[REDACTED]
Audit Team Leader Organisation:	Shawmac Traffic & Safety
Audit Reference:	260317-RSA-001
Report Issue Date:	17/03/2026

The Safety Audit Document Control Sheet Above Should be Completed Prior to Editing Any Other Part of the Report Template



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INTRODUCTION

1.1 Scope of Audit

A Road Safety Audit is a formal, systematic, assessment of the potential road safety risks associated with a new road project or road improvement project conducted by an independent qualified audit team. The assessment considers all road users and suggests measures to eliminate or mitigate any risks identified by the audit team.

This Road Safety Audit has been conducted following the general principles detailed in *Austroads Guide to Road Safety Part 6: Road Safety Audit* and in accordance with the requirements contained in the Main Roads Western Australia Policy and Guidelines for Road Safety Audit.

This report results from a 15% Design carried on the proposed Douro Road South Terrace and Marine Terrace Roundabout upgrade in Fremantle.

The background and objective of the proposed project is to identify any impediments to road safety and where these are identified to recommend initiatives to improve these to allow for safe passage for all road users.

The Audit was undertaken by [REDACTED] and [REDACTED] of Shawmac Traffic & Safety and [REDACTED] and [REDACTED] from City of Fremantle with reference to the details provided in the Audit Brief.

The audit comprised an examination of the site and other information supplied as listed in Appendix D.

All the findings described in Section 2 of this report are considered by the audit team to require action in order to improve the safety of the proposed project and to minimise the risk of crash occurrence and reduce potential crash severity.

The audit team has examined and reported only on the road safety implications of the project as presented and has not examined or verified the compliance of the design to any other criteria.



1.2 The Audit Team

Auditor No.	Name	Role	Organisation
143(S)	[REDACTED]	Inspection Team Leader	Shawmac Traffic & Safety
942(S)	[REDACTED]	Inspection Team Member	Shawmac Traffic & Safety
298 (T)	[REDACTED]	Inspection Team Member	City of Fremantle
-	[REDACTED]	Inspection Team Member	City of Fremantle

The audit team visited the site on 16/03/2026 at 4:30pm. At the time of the site visit the weather was fine and the existing road surface was dry.

A night audit was undertaken at 7:15pm.

1.3 Specialist Advisors

There were no Specialist Advisors.



1.4 Risk Assessment

1.4.1 Safe System Findings

The aim of Safe System Findings is to focus the Road Safety Audit process on considering safe speeds and by providing forgiving roads and roadsides. This is to be delivered through the Road Safety Audit process by accepting that people will always make mistakes and by considering the known limits to crash forces the human body can tolerate. This is to be achieved by focusing the Road Safety Audit on particular crash types that are known to result in higher severity outcomes at relatively lower speed environments to reduce the risk of Fatal and Serious Injury (FSI) crashes.

The additional annotation "**FSI CRASH RISK**" displayed using red text shall be used to provide emphasis to any road safety audit finding that has the potential to result in Fatal or Serious Injury (FSI) or findings that are likely to result in the following crash types above the related speed environment: head-on (>70 km/h), right angle (>50 km/h), run off road impact object (>40 km/h), and crashes involving vulnerable road users (>30 km/h), as these crash types are known to result in higher severity outcomes at relatively lower speed environments.

The exposure and likelihood of crash occurrence shall then be considered for all findings deemed to pose "**FSI CRASH RISK**" and be evaluated based on an auditors professional judgement. Auditors should consider factors such as, traffic volumes and movements, speed environment, crash history and the road environment, and apply road safety engineering and crash investigation experience to determine the likelihood of crash occurrence. The likelihood of crash occurrence shall be considered either "**VERY HIGH**", "**HIGH**", "**MODERATE**" or "**LOW**" and this annotation shall be displayed using red text following the "**FSI CRASH RISK**" annotation on applicable findings.

1.4.2 All Other Findings

All other findings shall have the annotation "**CRASH RISK**" displayed using black text.

The exposure and likelihood of crash occurrence shall then be considered for all other findings and be evaluated based on an auditor's professional judgement. Auditors should consider factors such as, traffic volumes and movements, speed environment, crash history and the road environment, and apply road safety engineering and crash investigation experience to determine the likelihood of crash occurrence. The likelihood of crash occurrence shall be considered either "**VERY HIGH**", "**HIGH**", "**MODERATE**" or "**LOW**" and this annotation shall be displayed using black text following the "**CRASH RISK**" annotation on applicable findings.

1.5 Previous Safety Audits

There were no previous audits that have been undertaken on the site.



1.6 Background Data

1.6.1 Crash History

A study of the recent crash history has been conducted at the intersection of Douro Road South Terrace and Marine Terrace Roundabout for the five-year period to the end of December 2024. This showed that there were 12 crashes, 7 were rear end crashes, 4 were right angle crashes, 1 was hit pedestrian.

All 12 occurred in the dry and 9 in daylight with 3 other/unknown.

Of the 12 crashes 4 were medical, 5 major PDO and 3 Minor PDO.

1.6.2 Traffic Data

A summary of recent traffic data is provided below:

Location	VPD	Date	Source
Douro Road West of South Terrace	8362	2020/21	MRWA Traffic Map Site 3585
South Terrace north of Douro Road	6297	2025	City of Fremantle

1.6.3 Speed Data

Location	Posted Speed	85th percentile speed	Date
Douro Road West of South Terrace	50	34.0	2025

1.6.4 Appendices

- Appendix A – Audit Findings Location Plan
- Appendix B – Audit Photographs
- Appendix C – Crash Reports
- Appendix D – List of Documents Provided for the Audit
- Appendix E – Corrective Action Report (CAR)



2. ITEMS RAISED IN THIS AUDIT

2.1 Finding – Wombat Crossing on Douro Road and South Terrace design and location and Potentially Obstructed Pedestrian Crossing Sight Distance

It was noted that the Douro Road pedestrian crossing has obstructed sight distances due to the trees and vegetation.

The design shows a split wombat crossing which is unconventional and may increase the risk of pedestrian and vehicle crashes as the location is shown close to the roundabout and queuing traffic.

The wombat crossing on South Terrace to the northern leg of the roundabout is close to the roundabout and could increase queuing into the roundabout.

Justification of the finding:

The design shows a split wombat crossing which is unconventional and may increase the risk of pedestrian and vehicle crashes especially as it is close to the roundabout with vehicles queuing back through the crossing.

With the pedestrian crossing being too close to the roundabout there is a risk of vehicles blocking the roundabout and increasing rear end and pedestrian crashes.

Should the vegetation and trees obstruct the sight distance for pedestrians crossing the road, this increases the potential for pedestrians crossing the road in an unsafe traffic gap and result in a hit pedestrian crash.

Austrroads Guide to Road Design Part 6: Paths for Walking and Cycling indicates that path networks should:

- provide surfaces that provide good surface grip, are free of tripping hazards, smooth, clear of obstructions and are well maintained (e.g., no broken paving).
- have well design landscaping that does not encroach sight lines or operating space.
- minimise conflicts between path users taking into consideration path widths or the provision of separated paths.
- have information signs reminding users of appropriate behaviours in using the path.
- have continuous routes and travel paths as short as possible.
- provide crossings that are appropriate for the traffic volume and traffic speed environment; and
- provide good access to key destinations.



Recommendation

Assess the sight distance at the pedestrian crossings and either remove trees or trim the trees and vegetation accordingly.

Review the design and provide an at grade pedestrian crossing at this location where pedestrians can pick safe gaps in the traffic.

The South Terrace crossing point to the northern leg of the roundabout is best placed further north hence to avoid queuing into the roundabout.

[FSI CRASH RISK | MODERATE]

2.2 Finding – Potentially Inadequate Sight Line at Roundabout Holding Lines

It was noted that the trees, vegetation, and boundary walls located along Douro Road South Terrace and Marine Terrace might impact the sight line of the proposed roundabout.

Justification of the finding

Should the trees, vegetation, and boundary walls at the roundabout obstruct the holding line sight lines, vehicles entering the roundabout might not notice oncoming vehicles, resulting in right angle crashes and serious injury to vehicle occupants.

Austrroads Guide to Road Design Part 4B: Roundabouts indicates that three sight distance criteria must be applied to the combination of vertical and horizontal geometry at roundabouts as illustrated in Figure 3.1. These criteria affect the positioning of signs, landscaping, poles, and other roadside furniture.

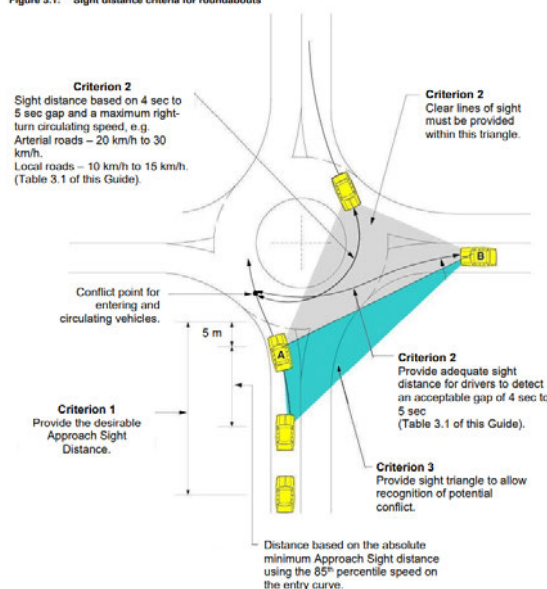
It is important to note that:

- Criterion 1 and 2 are both mandatory requirements
- Criterion 3 is not mandatory.

Within the sight triangles/zones subject to Criteria 2 and 3, it is acceptable to allow momentary sight line obstructions by objects such as poles, signposts and narrow tree trunks.



Figure 3.1: Sight distance criteria for roundabouts



Note: Values for approach sight distance are provided in Table 3.1 of AGRD Part 4A (Austroads 2010a).
 Source: Adapted from Department of Main Roads (2006)²

Recommendation

Ensure that trees and vegetation do not impact sight lines in accordance with recommendations from *Austroads Guide to Road Design Part 4B*

[FSI CRASH RISK | MODERATE]

2.3 Finding – Pedestrian Crossing Upgraded Facilities on Marine Terrace

It was noted that there are trees and bushes in the median that mask pedestrians as they wish to cross Marine Terrace, it is not clear if these will be removed as part of the road upgrade.

Justification of the finding:

The curve and reduction in sight distance increases the risk of conflict with vehicles and could result in hit pedestrian crash.

Austroads Guide to Road Design Part 6A: Paths for Walking and Cycling

Sight Distance



For safe travel pedestrians and cyclists must be able to see other approaching path users. Locations where the available sight distance is needed to be assessed are at structures, such as:

- *at intersections of paths*
- *across the inside of horizontal curves*
- *at the top and bottom of stairways*
- *under overhead obstructions*
- *culvert entries and exits*
- *in sag curves (e.g., where a path passes under a road) and over vertical crest curves.*

The available sight distance needs to enable path users to stop or take evasive action, if necessary, in order to avoid another cyclist, pedestrian, or an obstacle in their path.

Recommendation

Remove any trees and bushes that impact the sight distance at the pedestrian crossing on Marine Terrace.

[FSI CRASH RISK] LOW

2.4 Finding – Unprotected Hazards in Clear Zone

It was noted that there were multiple existing non-frangible trees and non-frangible power poles that were located along Douro Road South Terrace and Marine Terrace that appear to be left as is in the proposed design.

Justification of the finding:

Unprotected non-frangible trees and non-frangible power poles located in the clear zone pose a risk to vehicle occupants if an errant vehicle leaves the road. Hazards within the clear zone should be removed or suitably protected or be frangible to the impact of a vehicle.

Austrroads Guide to Road Design Part 6: Roadside Design, Safety and Barriers indicates that the removal of roadside hazards is rated very high as an effective treatment to prevent an off-path incident.

Hazards within the clear zone should be removed or suitably protected or be frangible to the impact of a vehicle. Main Roads determines effective clear zones using the Austrroads method described in Austrroads Guide to Road Design Part 6: Roadside Design, Safety and Barriers.

Using a design speed of ≤ 60 , >6000 vehicles per day, flat batter slope and straight alignment, the required clear zone is 5.0m.



Recommendation

Hazards to be relocated or removed. Otherwise, install safety barriers in accordance with AGRD Part 6 and manufacturer's recommendations to protect road users from hazards.

Alternatively, provide a risk assessment to determine if the non-frangible trees and non-frangible power poles are an acceptable risk.

[CRASH RISK | MODERATE]

2.5 Finding – Lighting

It is not clear if the lighting will be upgraded as part of the road upgrade, the existing trees along Douro Road and Marine Terrace obstruct the lighting creating a dark area along the road and where the proposed pedestrian crossing upgrades are provided.

Justification of the finding:

If lighting does not meet the requirements of AS1158 there is the potential for poorly lit sections at the intersection. This could increase the potential for night-time pedestrian hit crashes along the road.

Australian Standard AS 1158 sets out performance and design requirements for Category V lighting schemes, having regard to the presence, volume and speed of both pedestrians and vehicles. Category V lighting is acknowledged to be an effective accident countermeasure. It has been demonstrated that Category V lighting can provide significant community benefits and that the costs involved in providing the lighting can be offset by the financial returns from the reduction in road accidents. Studies in Australia and New Zealand, and in other countries, have led to the conclusion that Category V traffic route lighting is likely to reduce night-time casualty accidents by about 30%, taken over the road network.

Recommendation:

Ensure that the trees along Douro Road and Marine Terrace do not obstruct the lighting on the approach to the roundabout, if the trees are to remain low level lighting should be considered to increase the lighting levels.

[FSI CRASH RISK | LOW]

2.6 Finding – Existing crossovers at the vacant lot on Douro Road

It was noted that the existing crossover access location for the empty lot on Douro Road is very close to the roundabout and proposed new pedestrian.

Justification of the finding



Should the crossover location be left as is, this increases the points of conflict with the vehicles entering the roundabout, the vehicles entering/exiting the facility and pedestrians using the crossing. This increases the potential for vehicle crashes and hit pedestrian crashes.

Austrroads Guide to Traffic Management Part 6: Intersections, Interchanges and Crossings indicates that the potential for conflict within an intersection should be minimised through reduction of the number of points of conflict, their spatial separation and/or minimising the area of conflict.

Intersection manoeuvres involving conflicts are:

- merging
- diverging in which the vehicle following is forced to slow
- weaving
- crossing

MRWA policy for driveways indicate that driveways near roundabouts shall be located as far as practical from the roundabout and shall not be located:

- Within the functional area of the roundabout
- Within the roundabout

Driveways shall not be located:

- Opposite the terminating road of a T-junction or
- Opposite median openings for legal U-turn purposes or
- In or opposite auxiliary lanes or

Driveways shall not be located within traffic lane diverge or merge zones associated with auxiliary lanes, acceleration lanes or lane drops associated with traffic signals or roundabouts.

Austrroads Guide to Road Design Part 6: Paths for Walking and Cycling indicates that path networks should:

- provide surfaces that provide good surface grip, are free of tripping hazards, smooth, clear of obstructions and are well maintained (e.g., no broken paving);
- have well design landscaping that does not encroach sight lines or operating space.
- minimise conflicts between path users taking into consideration path widths or the provision of separated paths.
- have information signs reminding users of appropriate behaviours in using the path.



- have continuous routes and travel paths as short as possible.
- provide crossings that are appropriate for the traffic volume and traffic speed environment; and
- provide good access to key destinations.

Recommendation

It is recommended that the crossover access be closed off or relocated outside of the functional area of the roundabout and pedestrian crossing.

[CRASH RISK | MODERATE]

2.7 Finding – Proposed watts profile speed humps and drainage

It was noted on site that there might be potential drainage issues due to the topography of the road at the location of the proposed watts profile speed humps on Douro Road at the approach to the roundabout.

Justification of the finding

Should the drainage be impacted ponding may occur, this may increase the risk of vehicle instability or aquaplaning. This in turn may increase the risk of vehicle crashes.

Austrroads Guide to Road Design Part 5A: Drainage – Road Surface, Networks, Basins and Subsurface indicates that the safety of road users is most at risk from run-off that either falls directly upon the road surface or flows onto the road surface from the adjacent road reservation. The main risk to road users encountering road surface run-off is a loss of control.

Recommendation

Review the drainage flows at that location to determine whether the vertical profiles have the potential to contribute to aquaplaning. If the likelihood of unacceptable water ponding is identified modify the design accordingly.

[FSI CRASH RISK| LOW]



2.8 Finding – Utility Covers Within Existing footpath

It was noted that there are existing utility covers located within the existing footpaths that can lead to trip and slip hazards.

Justification of the finding

Should the utility covers be installed unevenly or are not suitable for cyclists and pedestrians this will increase the potential for cyclist and pedestrian crashes.

Austrroads Guide to Road Design Part 6: Paths for Walking and Cycling indicates that path networks should:

- provide surfaces that provide good surface grip, are free of tripping hazards, smooth, clear of obstructions and are well maintained (e.g., no broken paving);
- have well design landscaping that does not encroach sight lines or operating space.
- minimise conflicts between path users taking into consideration path widths or the provision of separated paths.
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- provide crossings that are appropriate for the traffic volume and traffic speed environment; and
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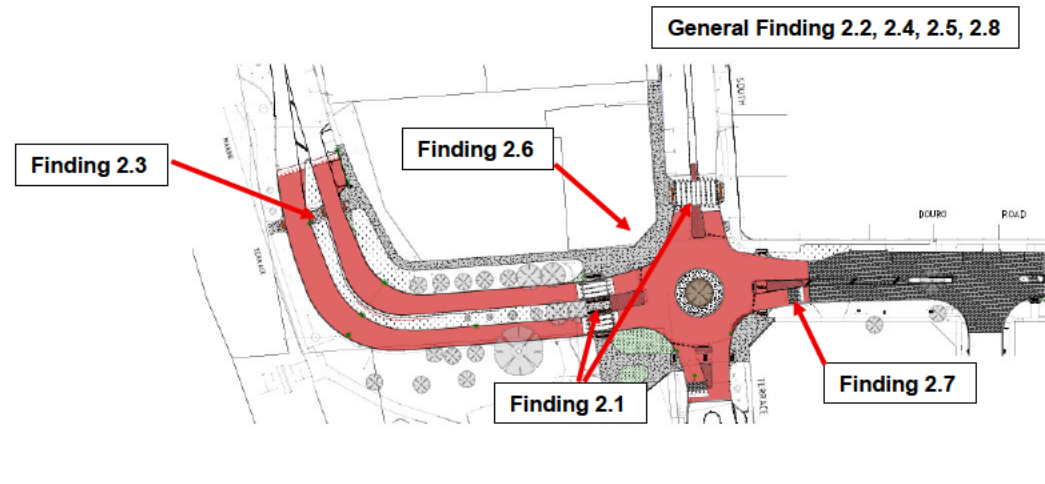
Recommendation

Relocate or realign the utility cover pits to ensure they are not a hazard for cyclists and pedestrians.

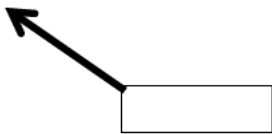
[FSI CRASH RISK] LOW



**APPENDIX A
AUDIT FINDINGS LOCATION PLAN**



Audit Findings Location Plan



**APPENDIX B
AUDIT PHOTOGRAPHS**



Finding 2.1



Finding 2.1



Finding 2.2



Finding 2.2



Finding 2.3



Finding 2.4



Finding 2.4



Finding 2.5



Finding 2.6



Finding 2.7



Finding 2.8



**APPENDIX C
CRASH REPORTS**



Summary Crash History					
Selection Criteria		Value			
Intersection	SOUTH TCE & DOURO RD (067890)				
Date	01/01/2020 to 31/12/2024				
Severity	Count	Percentage	MR Type	Count	Percentage
Fatal	0	0.0%	Involving Overtaking	0	0.0%
Hospital	0	0.0%	Involving Parking	0	0.0%
Medical	4	33.3%	Involving Animal	0	0.0%
PDO Major	5	41.7%	Involving Pedestrian	1	8.3%
PDO Minor	3	25.0%	Entering / Leaving Driveway	0	0.0%
Other / Unknown	0	0.0%	Other / Unknown	11	91.7%
Total:	12	100.0%	Total:	12	100.0%
Light Conditions	Count	Percentage	Object Hit	Count	Percentage
Daylight	9	75.0%	SEC Pole		
Dawn Or Dusk	0	0.0%	Traffic Light Post		
Dark - Street Lights On	0	0.0%	Traffic Sign		
Dark - Street Lights Off	0	0.0%	Commercial Sign Post		
Dark - Street Lights Not Provided	0	0.0%	Tree		
Other / Unknown	3	25.0%	Other		
Total:	12	100.0%	Total:		
Road Grade	Count	Percentage	Road Alignment	Count	Percentage
Level	5	41.7%	Curve	2	16.7%
Crest Of Hill	0	0.0%	Straight	3	25.0%
Slope	0	0.0%	Other / Unknown	7	58.3%
Other / Unknown	7	58.3%	Total:	12	100.0%
Total:	12	100.0%			
Speed a Factor	Count	Percentage	Road Condition	Count	Percentage
Yes	0	0.0%	Wet	0	0.0%
No	0	0.0%	Dry	12	100.0%
Other / Unknown	12	100.0%	Other / Unknown	0	0.0%
Total:	12	100.0%	Total:	12	100.0%
MR Nature	Count	Percentage			
Rear End	7	58.3%			
Head On	0	0.0%			
Sideswipe Opposite Dir	0	0.0%			
Sideswipe Same Dir	0	0.0%			
Right Angle	4	33.3%			
Right Turn Thru	0	0.0%			
Hit Pedestrian	1	8.3%			
Hit Animal	0	0.0%			
Hit Object	0	0.0%			
Non Collision	0	0.0%			
Other / Unknown	0	0.0%			
Total:	12	100.0%			



**APPENDIX D
LIST OF DOCUMENTS PROVIDED FOR THE AUDIT**



Drawing Number
Sketch Douro Road Upgrade



**APPENDIX E
CORRECTIVE ACTION REPORT**



Corrective Action Report – Douro Road South Terrace and Marine Terrace Roundabout
 15% Design

Findings and Recommendations	Project Manager		
	Agree / Disagree	Reason for Disagreeing	Proposed Action and Comments
<p>2.1 Finding – Wombat Crossing on Douro Road and South Terrace design and location and Potentially Obstructed Pedestrian Crossing Sight Distance</p> <p>It was noted that the Douro Road pedestrian crossing has obstructed sight distances due to the trees and vegetation.</p> <p>The design shows a split wombat crossing which is unconventional and may increase the risk of pedestrian and vehicle crashes as the location is shown close to the roundabout and queuing traffic.</p> <p>The wombat crossing on South Terrace to the northern leg of the roundabout is close to the roundabout and could increase queuing into the roundabout.</p>	Agree		
Recommendation	Agree		The findings are supported. The proposed split wombat crossing on



<p>Assess the sight distance at the pedestrian crossings and either remove trees or trim the trees and vegetation accordingly.</p> <p>Review the design and provide an at grade pedestrian crossing at this location where pedestrians can pick safe gaps in the traffic.</p> <p>The South Terrace crossing point to the northern leg of the roundabout is best placed further north hence to avoid queuing into the roundabout.</p> <p>[FSI CRASH RISK | MODERATE]</p>			<p>Douro Road will not be progressed due to safety concerns associated with proximity to the roundabout and potential queuing impacts. The design will be revised to remove the wombat crossing and retain an at-grade crossing treatment in line with Austroads guidance. Vegetation within the vicinity of the crossing points will be reviewed and trimmed/removed as required to ensure adequate sight distance. The South Terrace crossing location will be reviewed as part of broader precinct planning, noting that any future crossing is to be located a minimum of ~20–30m from the roundabout to avoid operational conflicts.</p>
<p>2.2 Finding – Potentially Inadequate Sight Line at Roundabout Holding Lines</p> <p>It was noted that the trees, vegetation, and boundary walls located along Douro Road South Terrace and Marine Terrace might impacts the sight line of the proposed roundabout.</p>	<p>Agree</p>		
<p>Recommendation</p>	<p>Agree</p>		<p>The design will ensure compliance with Austroads sight distance requirements at all roundabout approaches.</p>



<p>Ensure that trees and vegetation do not impact sight lines in accordance with recommendations from Austroads Guide to Road Design Part 4B [FSI CRASH RISK | MODERATE]</p>			<p>Vegetation and any obstructions within the sight triangles will be reviewed during detailed design and adjusted where required (trimming/removal). It is noted that slender objects (e.g. poles, tree trunks) may remain where compliant with Austroads allowances.</p>
<p>2.3 Finding – Pedestrian Crossing Upgraded Facilities on Marine Terrace It was noted that there are trees and bushes in the median that mask pedestrians as they wish to cross Marine Terrace, it is not clear if these will be removed as part of the road upgrade.</p>	<p>Agree</p>		
<p>Recommendation Remove any trees and bushes that impact the sight distance at the pedestrian crossing on Marine Terrace. [FSI CRASH RISK] LOW]</p>	<p>Agree</p>		<p>Vegetation within the median and verge areas at the Marine Terrace crossing will be reviewed and modified as required to improve pedestrian visibility This will be addressed as part of detailed design and landscaping plans to ensure clear sightlines for both pedestrians and approaching vehicles.</p>
<p>2.4 Finding – Unprotected Hazards in Clear Zone It was noted that there were multiple existing non-frangible trees and non-frangible power poles</p>	<p>Agree</p>	<p>Full removal of all non-frangible roadside elements is not feasible due to environmental, service, and urban constraints.</p>	



<p>that were located along Douro Road South Terrace and Marine Terrace that appear to be left as is in the proposed design.</p>			
<p>Recommendation</p> <p>Hazards to be relocated or removed. Otherwise, install safety barriers in accordance with AGRD Part 6 and manufacturer's recommendations to protect road users from hazards.</p> <p>Alternatively, provide a risk assessment to determine if the non-frangible trees and non-frangible power poles are an acceptable risk.</p> <p>[CRASH RISK | MODERATE]</p>	<p>Agree</p>		<p>A risk-based approach will be undertaken. Where practical, hazards within the clear zone will be relocated or mitigated.</p> <p>Where removal is not feasible (e.g. established trees, essential infrastructure), the risk will be assessed and managed through:</p> <ul style="list-style-type: none"> - speed environment (≤ 50 km/h), - horizontal alignment and traffic calming treatments, and - consideration of barrier protection where warranted. <p>This approach aligns with Austroads risk management principles for constrained urban environments.</p>
<p>2.5 Finding – Lighting</p> <p>It is not clear if the lighting will be upgraded as part of the road upgrade, the existing trees along Douro Road and Marine Terrace obstruct the lighting creating a dark area along the road and</p>	<p>Agree</p>		



where the proposed pedestrian crossing upgrades are provided.			
<p>Recommendation:</p> <p>Ensure that the trees along Douro Road and Marine Terrace do not obstruct the lighting on the approach to the roundabout, if the trees are to remain low level lighting should be considered to increase the lighting levels.</p> <p>[FSI CRASH RISK | LOW]</p>	Agree		<p>Lighting will be reviewed during detailed design to ensure compliance with AS1158 requirements. Vegetation impacting lighting performance will be trimmed where required.</p> <p>Additional or upgraded lighting will be considered at pedestrian crossing locations subject to detailed design and available budget.</p>
<p>2.6 Finding – Existing crossovers at the vacant lot on Douro Road</p> <p>It was noted that the existing crossover access location for the empty lot on Douro Road is very close to the roundabout and proposed new pedestrian</p>	Agree		
<p>Recommendation</p> <p>It is recommended that the crossover access be closed off or relocated outside of the functional area of the roundabout and pedestrian crossing.</p> <p>[CRASH RISK | MODERATE]</p>	Agree		<p>The existing crossover location will be reviewed as part of detailed design. Where feasible, access will be rationalised, relocated, or closed to minimise conflict points within the functional area of the roundabout and adjacent pedestrian facilities.</p> <p>Final treatment will be subject to land</p>



			use requirements and stakeholder consultation.
<p>2.7 Finding – Proposed watts profile speed humps and drainage</p> <p>It was noted on site that there might be potential drainage issues due to the topography of the road at the location of the proposed watts profile speed humps on Douro Road at the approach to the roundabout.</p>	Agree		
<p>Recommendation</p> <p>Review the drainage flows at that location to determine whether the vertical profiles have the potential to contribute to aquaplaning. If the likelihood of unacceptable water ponding is identified modify the design accordingly.</p> <p>[FSI CRASH RISK| LOW]</p>	Agree		<p>Drainage will be assessed as part of detailed design to ensure no adverse ponding occurs due to the proposed vertical treatments.</p> <p>The design of the Watts profile speed humps will be refined to maintain appropriate drainage flow paths and prevent water accumulation.</p> <p>Adjustments to profiles or drainage infrastructure will be made where required.</p>
<p>2.8 Finding – Utility Covers Within Existing footpath</p> <p>It was noted that there are existing utility covers located within the existing footpaths that can lead to trip and slip hazards.</p>	Agree		



<p>Recommendation</p> <p>Relocate or realign the utility cover pits to ensure they are not a hazard for cyclists and pedestrians.</p> <p>[FSI CRASH RISK] LOW</p>	<p>Agree</p>		<p>Existing utility covers within pedestrian paths will be reviewed during detailed design.</p> <p>Where required, covers will be adjusted, replaced, or realigned to ensure a flush, non-slip surface suitable for pedestrians and cyclists in accordance with Austroads guidance.</p>
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**Corrective Action Report – Douro Road South Terrace and Marine Terrace Roundabout
 15% Design**

NOTE:

- This Corrective Action Report is to be read in conjunction with the full Road Safety Audit Report and its findings and recommendations.
- The asset owners (MRWA and/or LGA) **must** be informed of these findings, recommendations and proposed actions.
- Items not under the responsibility of this project representative must be forwarded to the persons / agencies who are responsible.

These findings and recommendations have been considered, and the actions listed will be taken accordingly.

Responsible Project Representative	Company / Agency / Division	Position	Date

Asset Owner Representative	Company / Agency / Division	Position	Date