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Proposed Multiple Dwellings

(4 Apartment Units)

Lot 2 (No. 10) Bick Lane, North Fremantle

September 2026

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1.0 Introduction

1.1 Purpose

This report has been prepared by Altus Planning on behalf of FJ Architects (**Applicant**) in support of the development application for a four (4) multiple dwelling development (**development** or **proposal**) at Lot 2 (No. 10) Bick Lane, North Fremantle (**subject land** or **site**).

The proposed development spans over three (3) storeys, with the ground floor providing for utilities, garaging, a communal gym, and an internal office. The first and second floors are for the four (4) dwellings
, and a roof top terrace as communal open space above.

This report has been prepared to provide an overview of the subject land and the proposed development, as well as an assessment against the relevant planning framework. In accordance with the City of Fremantle (**City**) requirements, the following is included within this application:

- City's Application for Development Approval Form;
- Certificate of Title (refer to **Attachment 1**);
- Site and Development Plans (refer to **Attachment 2**);
- Residential Design Codes Assessment (refer to **Attachment 3**)
- State Planning Policy 7.0 – Design of the Built Environment Assessment (refer to **Attachment 4**)
- Landscape Plan (refer to **Attachment 5**);
- Waste Management Plan (refer to **Attachment 6**); and
- Acoustic Report (refer to **Attachment 7**).

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1.2 Pre-lodgement Design Advisory Committee Review

Prior to lodgement of application, the project team has engaged with the City and attended the Design Advisory Committee (**DAC**) meeting on 13 July 2026.

All feedback from the DAC meeting has been considered, adopted, and addressed through revised plans and additional supporting documentation.

An architectural response has been provided to address the 10 design principles of State Planning Policy 7.0 – Design of the Built Environment (**SPP7.0**). Reference to this assessment can be found at **Attachment 4**.

2.0 Subject Site

2.1 Site Details

Table 1: Certificate of Title Details

Lot	Plan	Vol.	Folio	Area	Street Address	Landowner
2	SP32292	2097	182	201m^2	10 Bick Lane, North Fremantle	[redacted]

A copy of the Certificate of Title can be referred to at **Attachment 1**.

2.2 Site and Surrounding Context

The subject site is located at the fringe between Fremantle and North Fremantle, approximately 13km from the Perth CBD and less than 2km away from the heart of Fremantle.

Located with frontage to Queen Victoria Street, which is zoned as a 'Primary Regional Road', the subject land has good connectivity to a major transport route. Vehicular access to the site is via Bick Lane – a shared laneway. No direct access is afforded nor is encouraged through Queen Victoria Street, consistent with the intention of the planning framework.

The site has been vacant since the 1990s and has not been developed. Adjoining properties have gradually developed since the early 2000s.

The immediate surrounds are characterised by a diverse mix of heritage and contemporary developments, as well as industrial warehouses due to the proximity to Fremantle Port and the legacy of the North Fremantle Town Hall.

The site is also located in proximity to an existing freight and passenger train line which is approximately 150m away.

An aerial image of the subject site and immediate surrounds with cadastral overlay is provided in Figure 1.

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Figure 1: Aerial/cadastre of subject site (shaded in blue) and surrounds (Source: PlanWA, 2026)

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2.3 Heritage Consideration

The subject site is located within the North Fremantle Heritage Area (**Heritage Area**). The Heritage Area is located to the north of the Swan River and Port of Fremantle, and has a history of settlement dating back to the Pensioner Guards in the mid-19th century.

With the area's unique location between the Swan River and Indian Ocean, the area played a strategic defence role, with the establishment of Leighton Battery. With the successive periods of migrant settlement post-gold rush in the 1890s and early 1900s, the surrounding area saw the establishment of modest workers accommodation with Federation and Inter-War periods heritage character.

With the proximity to the Port, there is also the legacy of an industrial character, largely driven by the Leighton Marshalling Yard, which has since closed down. The surrounds, however, still retain such industrial influences.

In proximity to the subject land, the Swan Hotel has a Level 1B heritage listing in the City's Municipal Inventory. The hotel is of brick construction on a limestone foundation, with a terracotta tiled roof. The main façade features decorative stucco work that represents the Inter War Free Classical style.



Figure 2: The Swan Hotel (Source: inherit, 2026)

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On a broader scale, the former North Fremantle Town Hall is on the State Register. This consisted of a two-storey street façade embellished with Corinthian columns and pilasters. The building was characterised by Federation Free Classical architecture, which defined a former civic precinct.



Figure 3: Former North Fremantle Town Hall (Source: inherit, 2026)

A site and context analysis has been considered and addressed within SPP7.0.

3.0 Proposal

3.1 Development Overview

The proposed development is of a three (3) storey, four (4) unit Multiple Dwelling development. Details of the proposed development is tabulated below:

Table 2: Development Summary Table

Building Level	Proposed Development
Ground Floor	• Communal gym • Private use office (for landowner) • Five (5) residential car parking bays, consisting of: ○ Two (2) tandem bays for Unit 101 ○ Two (2) tandem bays for Unit 201 ○ One (1) bay for Unit 202 • Wall mount bicycle storage – Two (2) bays • Storage facility • Bin store
Upper Floors (1st and 2nd Floor)	• Two (2) two-bedroom units • Two (2) three-bedroom units
Roof Level	• Communal open space • Two (2) small sized trees and soft landscaping.

Reference should be made to **Attachment 2** and **Attachment 5** for the full suite of architectural and landscaping plans.

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3.2 Traffic, Parking and Access

Vehicular and services access to the site is afforded through the existing access via Bick Lane only. There is no direct access onto Queen Victoria Street.

Car parking is garaged with secure access to the site. A total of five (5) car parking bays is provided, of which some bays are in tandem arrangement. The bays have been allocated as follows:

- Unit 101 – Two (2) tandem bays.
- Unit 102 – No parking bay.
- Unit 201 – Two (2) tandem bays.
- Unit 202 – One (1) bay.

Per the Residential Design Codes (**R-Codes**) assessment (**Attachment 3**), it has been determined that the proposal satisfies the relevant deemed-to-comply requirements for parking.

All units will be advertised with the allocated parking bays and lack thereof, and should there be future demand arising, there might be an opportunity to introduce a shared parking scheme.

In respect to bicycle bays, a total of two (2) allocated bicycle bays are available onsite. This provision also satisfies the relevant deemed-to-comply requirement of the R-Codes.

Given the relatively minor nature of the development, traffic movements are unlikely to result in more than 10 per hour. Therefore, it is considered that a Transport Impact Statement (**TIS**) will not be necessary for this proposal.

3.3 Waste Management

For the proposed development, consideration has been given to waste generation, consistent with the City's Waste Management Guidelines for New Developments. The three (3) waste streams have been accounted for, including the provision of a sufficiently sized bin store.

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The proposed bin store is located internally within the building and is not visible from the street frontage. Internally, the bin store will be graded to an industrial floor waste gully and a hose for the cleaning of bins and the store.

On collection day, bins will be presented to Bick Lane for collection.

The Waste Management Plan (**WMP**) can be referred to at **Attachment 6**.

3.4 Acoustic Management

As the subject site is located within the State Planning Policy 5.4 – Road and Rail Noise trigger area (as discussed further on within this report), acoustic designs and measures have been implemented to ensure the protection of residential amenities.

An Acoustic Report has been prepared and is found at **Attachment 7**. Desktop modelling was adopted which represents typical traffic flow and projected traffic flow.

The Acoustic Report concludes that should the development be designed in accordance with the recommendations of the Acoustic Report, the proposal will be deemed to meet the requirements of SPP5.4.

4.0 Strategic Planning Framework

4.1 Perth and Peel @ 3.5 Million

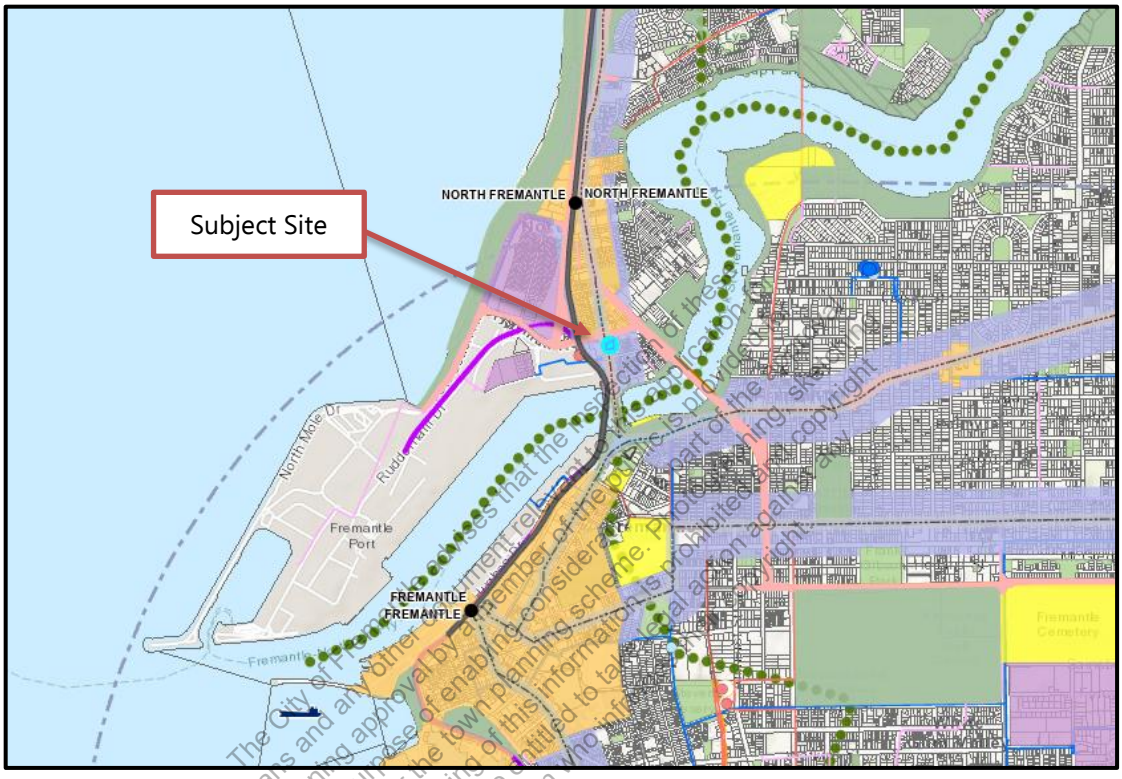


Figure 4: Subject site mapped as within 'Corridor' (in blue) and slightly outside of 'Activity Centre' (in orange) (Source: PlanWA/Perth and Peel @3.5 Million).

The Perth and Peel @ 3.5 Million framework is a strategic framework guiding the Perth and Peel metropolitan region to encourage more consolidated urban growth and infill to achieve the population target of 3.5 million by 2050.

The subject site is identified within a 'Corridor' with access to high frequency public transit whereby it is appropriate to consider high density residential development and commercial uses. The subject site also sits slightly outside of the 'Activity Centre' for North Fremantle.

The proposed development is considered to be consistent with the strategic approach of Perth and Peel @ 3.5 million.

4.2 City of Fremantle Local Planning Strategy

The City has recently gazetted their latest Local Planning Strategy (**Strategy**) as of 5 February 2026. The Strategy sets out the long-term planning direction of the City and provides the strategic basis for the review and update to the City's new Local Planning Scheme.

The predominant consideration of the Strategy is to encourage sustainable growth in the city centre population and to ensure that the unique built heritage and history of the area remain protected.

Reference to Table 2 of the Strategy, there is an indication for proactive investigation for increased residential density around centres and corridors to support urban consolidation, promote housing diversity, reduce car dependency and achieve contemporary built form transitions between high to medium/low density area.

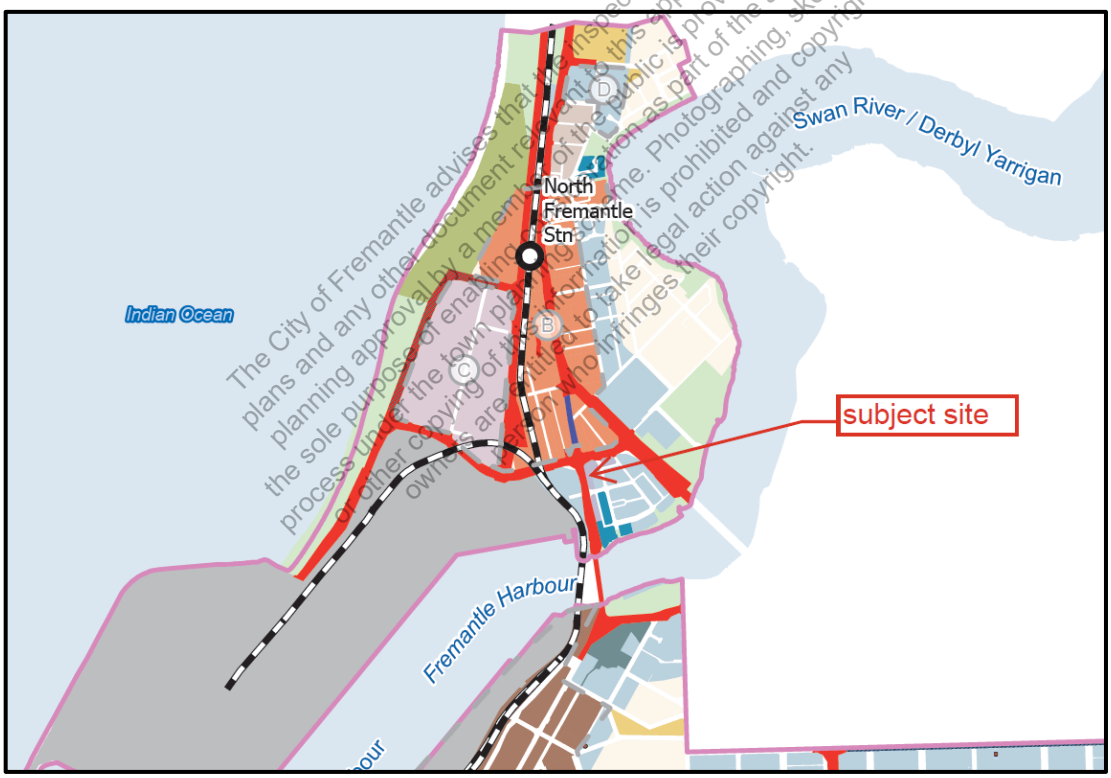


Figure 5: Subject site identified as within area to encourage economy and employment (Source: City of Fremantle Local Planning Strategy)

5.0 Statutory Planning Framework

5.1 Metropolitan Region Scheme

The subject site is zoned 'Urban' pursuant to the Metropolitan Region Scheme (**MRS**). The site also has primary frontage and directly abuts a 'Primary Regional Road' (Queen Victoria Street) to the western boundary.

An extract of the subject site and the zoning can be referred below.

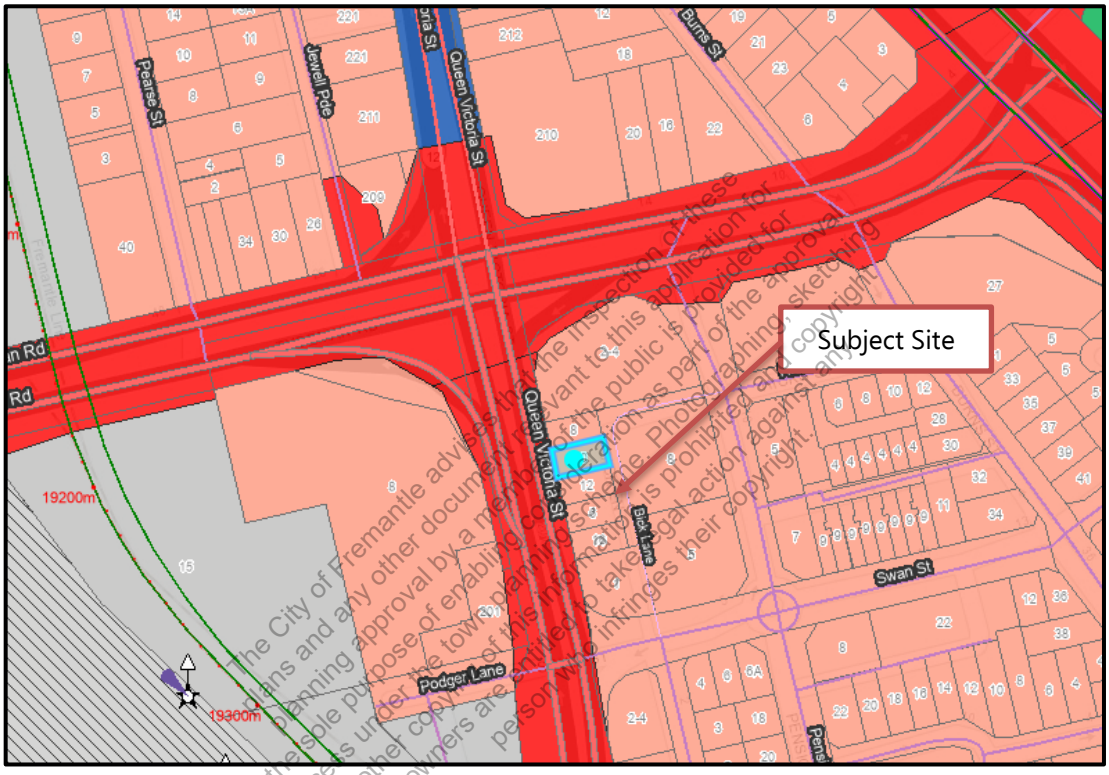


Figure 6: Subject site identified as 'Urban' within Metropolitan Region Scheme (Source: PlanWA, 2026)

5.2 City of Fremantle Local Planning Scheme No. 4

5.2.1 Zoning and Objectives

Pursuant to the City's Local Planning Scheme No. 4 (**LPS4** or **Scheme**), the subject site is zoned as 'Commercial' with an 'R60' density coding. The subject site is also further identified within a special control area – Local Planning Area No. 3.

The subject land and its zoning can be found at Figure 7, below.

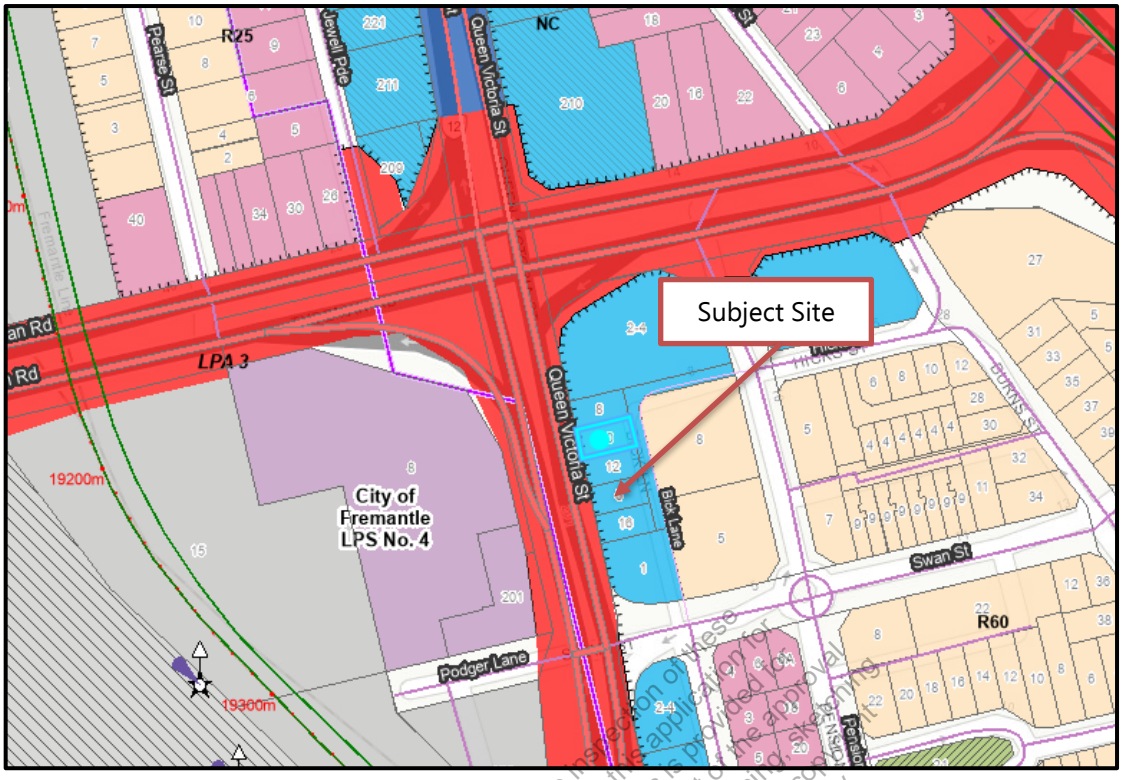


Figure 7: Subject site identified as 'Commercial' within LPS4 (Source: PlanWA).

Clause 3.2.1 f) of the LPS4 sets out the objectives for the 'Commercial' zone, as follows:

> *Development within the commercial zone shall:*
>
> *i) provide for the development of offices and associated commercial and larger scale uses, including showrooms, and warehouses and uses requiring outdoor displays,*
>
> *ii) ensure that development is not detrimental to the amenity of adjoining owners or residential properties in the locality, and*
>
> *iii) to conserve places of heritage significance the subject of or affected by the development.*

The proposed development is for multiple dwellings which will not be detrimental to the amenity of the adjoining owners or residential properties. It is acknowledged that whilst the proposed development is not strictly a commercial use, it is still appropriate for the purpose of this zoning, given the unique circumstances.

In particular, the site bridges between the legacy warehouse/port use to the west and other residential uses to the east. Furthermore, on both the north and southern sides

of the site, there are similar residential developments that are existing and have been there for over 20 years.

5.2.2 Land Use

The proposed development is classified as a 'Multiple Dwelling' under both the Scheme and R-Codes. A 'Multiple Dwelling' is an 'A' advertised use pursuant to Table 1 – Zoning of LPS4. An advertised use means that discretion can be exercised by the City to grant approval for the development, subject to the proposal being advertised.

5.2.3 General Development Requirements

For any residential development, the development is dealt with by the R-Codes unless otherwise provided by the Scheme. Additionally, as the subject site is identified within Local Planning Area No. 3 (**LPA3**), additional provisions under Schedule 7 of LPS4 apply.

As mentioned, an R-Codes assessment has been prepared and can be referred to at **Attachment 3**. Additional general development requirements are addressed in the table below.

Table 3: General Development Requirements

Provisions	Proposed Development
Clause 4.4.4 Sewer Connection	 As seen above (red lines), while the land is not currently serviced by reticulated sewer, it is within close enough proximity where an extension and connection can be created.
Clause 4.7 Vehicle Parking	Both car parking and bicycle parking requirements for multiple dwellings are as per the R-Codes. There are no requirements for a delivery bay.

Provisions	Proposed Development
	The requirements and provisions have been addressed in the R-Codes assessment at **Attachment 3**. Only two (2) parking bays are required and five (5) have been provided.
Clause 4.7.3 Relaxation of Parking Requirements	Considering Clause 4.7.3.2, Council may waive the car parking requirement where the development is expressly designed and marketed as a zero-parking development that incorporates elements such as, provision of parking for bicycles/scooters; or operation of formal shared vehicle ownership scheme amongst the residents. It is considered that in addition to the compliance to R-Codes, the unit with no advertised or car parking provided is acceptable given the following: • Proximity to public transportation – the closest high frequency bus stop is 200m away and train station is also available in the Fremantle City Centre. • There is sufficient area provided for bicycle or scooter parking which forms as an alternative mode of transport. • Should it be required, a parking sharing scheme can be proposed in the future.
Clause 4.8.1 Variation to Height Requirements	Where the site is adjacent to buildings that depict a height greater than the specified amount in Schedule 7, consideration can be given to vary the height requirement where it satisfies Clause 4.8.1.1. It is submitted that: • The proposed height is consistent with the general height of the adjoining property and surrounding area. • The proposal has varying heights which graduates the scale of the development. • There is no identified amenity impact with the proposed height as the additional height is not perceived to overshadow or impact the southern neighbour. Clause 4.8.1.3 is also considered whereby the exceedance of height is largely pertaining to the stairs and lift shaft. The additional shade structure that is being proposed, whilst it does not strictly meet the requirement, it is being set back from the edge of the building and helps to allow for the better utilisation of the roof top area.

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Provisions	Proposed Development
	Furthermore, the relevant consideration and design principle assessment has been addressed in the attached R-Codes assessment.
Clause 4.8.2 Variation to Other Requirements	Where a variation to other requirements is contemplated, this will need to consider whether it is detrimental to the amenity of the adjoining properties and does it allow for the conservation of the cultural heritage values of the adjoining building. No adverse impacts have been identified.

5.2.4 Local Planning Area Development Requirements

Further development requirements for Local Planning Area 3 – North Fremantle are identified in Schedule 7 of the Scheme. The subject site is also further identified within the Northbank subarea.

Table 4: Schedule 7 – Local Planning Area Development Requirements

Provisions	Proposed Development
Clause 3.1 Height Standard (replaced by sub area 3.3.3 requirements) Maximum storeys: 3 Maximum height (external wall height): 10.5m	Total of 3 storeys proposed. Wall height proposed is generally around 10.5m. Notwithstanding, there are portions of the boundary wall for the lift shaft that exceeds 10.5m. A variation to wall height is sought pursuant to Clause 4.8.1 of LPS4 and subclause 3.2 below.
Clause 3.2 Matters to be considered in applying general and specific height controls In granting consent to the maximum height prescribed, Council shall be satisfied in regard to all of the following: • that the proposal is consistent with predominant height patterns of adjoining properties and the locality generally, • the proposal would not be detrimental to the amenity of adjoining properties or the locality, • the proposal would be consistent, if applicable, with conservation objectives for the site and locality generally, and • any other relevant matter outlined in Council's local planning policies.	The proposed development is generally consistent with the height of the adjoining properties. In particular, the immediate surrounding development are mostly 3 storeys, consistent with the development. Whilst there is an exceedance of height, this is only to allow for the lift and stairs overrun and the shade structure for rooftop use as communal area. The exceedance of height is not considered to cause any detrimental impact to the amenity, as it does not result in unnecessary bulk or scale or overshadowing to the adjoining property. There are no heritage buildings in the site or adjoining area but notwithstanding, it is

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Provisions	Proposed Development
Council may impose a lesser height in the event that the proposal does not satisfy any of the above requirements.	considered that the proposal is consistent with the characters of the immediate locality.

5.3 Residential Design Codes Volume 1 (Part C)

As the subject site has a density code of R60, an assessment has been completed against Part C of the R-Codes and can be referred to at **Attachment 3**. The assessment has incorporated any relevant modifications made by the Scheme to the R-Codes.

5.4 Local Planning Policies

5.4.1 Local Planning Policy 2.9 – Residential Streetscape

Consideration has been given to the City's Local Planning Policy 2.9 – Residential Streetscape (**LPP2.9**) and has been incorporated into the R-Codes assessment.

5.4.2 Local Planning Policy 2.24 – Waste Management Plans

The Local Planning Policy 2.24 – Waste Management Plans (**LPP2.24**) is intended to provide guidance on details of waste management required for the purpose of assessment and to confirm the City's expectation in terms of waste management in new developments.

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Table 5: Provisions of LPP2.24

Provisions	Proposed Development
Clause 1.1 A waste management plan will be required to accompany development proposing: • 4 or more Grouped Dwellings; • Multiple Dwellings • Proposals involving constrained lots (e.g. lots with limited street frontage, or on laneways); and • All new non-residential development, including mixed use development and changes of use, and substantial additions or alterations to existing development likely to affect waste generation.	A WMP is required. In response, a WMP has been prepared and can be referred to at **Attachment 6**.

Provisions	Proposed Development
Clause 1.4 Waste management plans are to be prepared in accordance with the City's Waste Management Guidelines and (where relevant) WALGA's Waste Management Plan Guidelines for New Multi Dwelling Developments, WALGA's Better Practice Guidelines for Multi Dwelling Developments and/or WALGA's Commercial and Industrial Waste Management Plan Guidelines. For simple development proposals (for example: small grouped dwelling developments, small-tenancy changes of use), a plan indicating bin storage, presentation areas and dimensions may be sufficient.	The proposed development is only for four (4) multiple dwelling units. It is considered to be of a small-scale development. Bin storage has been provided on the ground floor. Bins will be presented to Bick Lane, consistent with the adjoining properties. A simplified WMP has been prepared, following the waste generation rate provided by WALGA.
2.1 All waste storage and removal should occur on-site to minimise the visual and odour impacts of bins on streets and public spaces.	Due to the lot size limitation, the waste is stored internally onsite but will be presented to Bick Lane during collection. Emptied bins will be moved and put back to store within 24 hours.
2.2 Developments are to demonstrate suitable internal storage areas and collection pathways for bin pickup.	An internal storage area has been provided for bins. A legible pathway has been provided which allows for bins to be presented to Bick Lane for pickup.
3.1 Waste management plans should demonstrate how developments will actively promote waste reduction and resource recovery in line with the City's sustainability objectives.	Within the communal area, bins consistent with the 3 waste streams will be provided, including signage to educate the separation of waste.

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5.4.3 Local Planning Policy 3.6.1 – Heritage Areas Listings

As discussed in Section 2.3 above, the site is identified within the North Fremantle Heritage Area. Consideration has been given to the heritage character of the area, mainly with influences by the industrial and port nature and subsequent urban infill and development.

The proposed development has been designed with both the heritage character and influences in mind, as reflected by the strong horizontal emphasis of the stucco façade reminiscent of the Inter War/ Federation Classical style.

5.4.4 Local Planning Policy 3.22 – North Fremantle

The Local Planning Policy 3.22 – North Fremantle (**LPP3.22**) provides built form and design guidance to areas within North Fremantle.

It is noted that where a variation is proposed to the policy criteria, the development must demonstrate compliance with the objectives of the policy and relevant design principles of the R-Codes.

The objectives of LPP3.22 are to:

- *Ensure that new development is consistent with the existing pattern of development within each sub area;*
- *Ensure that new development does not detract from or overwhelm the natural landscapes or existing streetscapes; and*
- *Conserve and enhance the natural and cultural environmental heritage of the areas.*

The applicable policy provision is only to Provision A, which has been noted and incorporated into the R-Codes assessment.

5.4.5 Local Planning Policy 2.3 – Fremantle Port Buffer Area Development Guidelines

The subject land is located within 'Area 2' of the Local Planning Policy 2.3 – Fremantle Port Buffer Area Development Guidelines (**LPP2.3**). Reference can be made to the below snippet of the policy area.

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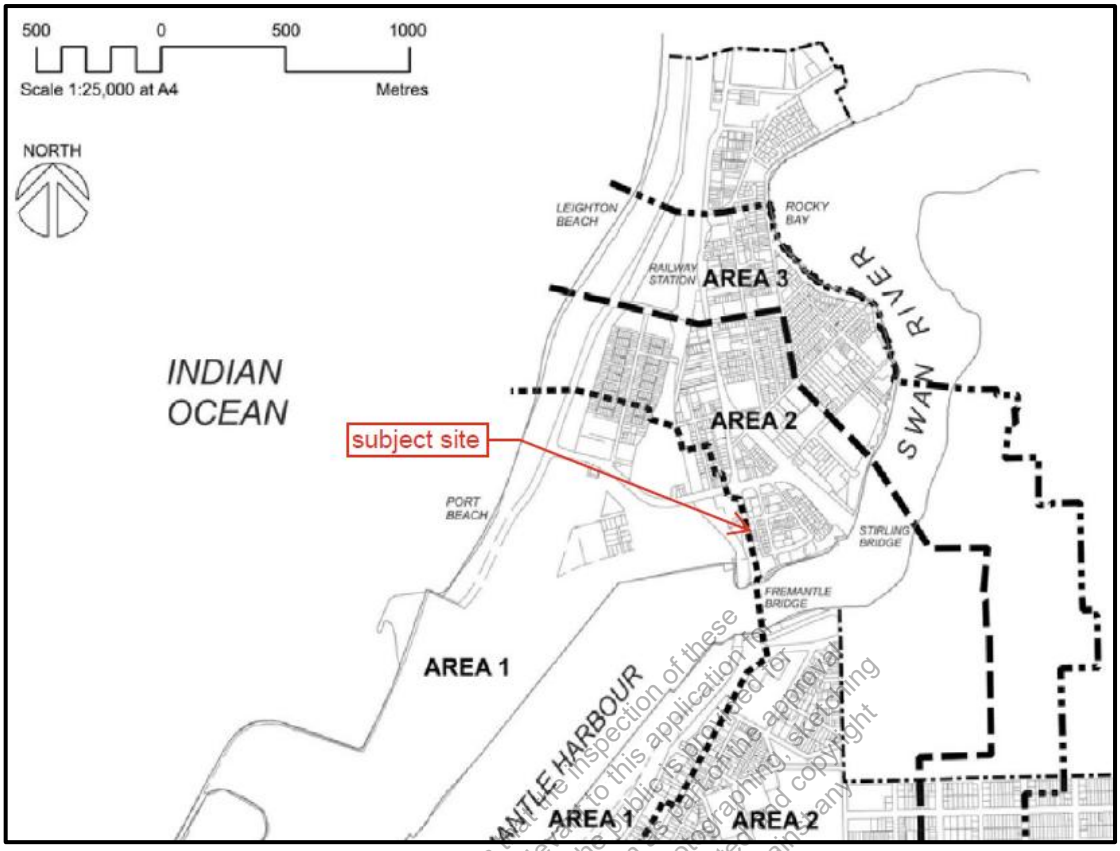


Figure 8: Subject site identified as 'Area 2' within LPP2.3

The intention of LPP2.3 is to set out built form criteria to minimise potential impacts that may arise from the Port. An assessment against these requirements are provided in the table below.

Table 6: Provisions of LPP2.3

Provisions	Proposed Development
2.1 The potential impacts in Area 2 are not as great as in Area 1. Nevertheless, consideration is given to the following potential impacts: a) Ingress of toxic gases in the event of an incident within the Port; b) Shattering or flying glass as a consequence of explosion within the Port; c) Noise transmission emanating from the Port (attenuation in the order of 30dB(A)) is required; and d) Odour.	Noted and building measures addressed below.
2.3 Within Area 2, buildings shall be designed so as to incorporate all design and construction features outlined as follows: *Windows and openings*	Windows all have double to triple glazing which works in conjunction with the acoustic requirement.

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Provisions	Proposed Development
a) Any glass used for windows or other openings shall be laminated safety glass of minimum thickness of 6mm or "double glazed" utilising laminated or toughened safety glass of a minimum thickness of 3mm. b) All safety glass shall be manufactured and installed to an appropriate Australian Standard. *Air-conditioning systems* c) All air-conditioning systems shall incorporate the following features: i) multiple systems to have internally centrally located shut down point and associated procedures for emergency use; and ii) preference for split "refrigerate" systems. *Construction* d) Residential developments must demonstrate they meet the Quiet House requirements of State Planning Policy 5.4: Road and Rail Noise. e) All developments shall incorporate roof insulation.	Centrally located air-conditioning with the ability to be controlled internally. Residential development meets SPP5.4 requirement.
2.5 Where development, including subdivision, incorporates additional sensitive uses, notification or a memorial shall be placed on the title as outlined in 1.6 above. 1.6 A notification will be required to be placed on the title advising the location may experience noise, odour, light spill and other factors that arise from the normal operations of a 24-hour working Port. This notification will be included as a condition of approval for development applications, and a recommendation to the Western Australian Planning Commission on all subdivisions.	Noted.

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5.5 Waste Management Guidelines for New Developments

For the purpose of preparing the WMP, reference was made to the Waste Management Guidelines for New Development. Applicable management measures have also been adopted and incorporated into the WMP.

5.6 State Planning Policy 5.4 – Road and Rail Noise

The subject site is located within 'Strategic Freight and/or Major Traffic Route', 'Other Significant Freight/Traffic Route' and 'Freight Railway' trigger area pursuant to State Planning Policy 5.4 – Road and Rail Noise (**SPP5.4**).

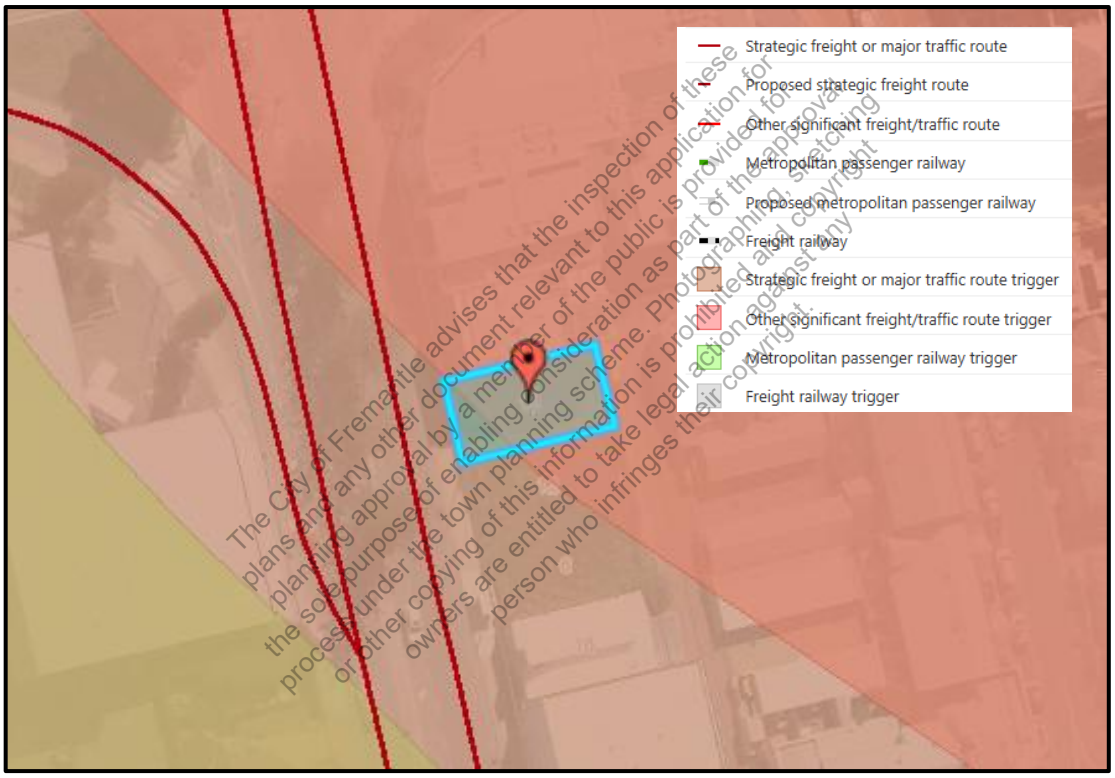


Figure 9: Subject site identified within 'Strategic Freight and/or Major Traffic Route', 'Other Significant Freight/Traffic Route' and 'Freight Railway' trigger area (Source: PlanWA, 2026).

In this respect, an Acoustic Report has been prepared to address the requirements of SPP5.4 and can be referred to at **Attachment 7**.

5.7 Planning and Development (Local Planning Schemes) Regulations 2015

In accordance with Schedule 2 (**Deemed Provisions**) of the *Planning and Development (Local Planning Schemes) Regulations 2015* (**LPS Regulations**), the local government

is to have due regard to the relevant matters for consideration outlined under Clause 67(2).

The following matters are considered relevant to the proposed development and are addressed in the following table.

Table 7: Assessment of proposed development under Deemed Provisions Clause 67 (2).

LPS Regulations Schedule 2: Clause 67(2)	
Provisions	**Proposed Development**
(a) The aims and provisions of this Scheme and any other local planning scheme operating within the Scheme area;	The relevant provisions under the City's LPS4 have been addressed within this Report. The proposed development is considered to be consistent with the objectives of the 'Commercial' zone and other provisions of the Scheme. Furthermore, the immediate locality of the area are all residential uses, albeit located in a 'Commercial' zone due to the historical introduction of residential uses in the Port area.
(c) any approved State planning policy;	The proposal has addressed SPP5.4 and can be referred to within this Report, above.
(fa) any local planning strategy for this Scheme endorsed by the Commission;	The Strategy was recently endorsed by the WAPC in 2026. The subject site surrounds are identified as 'Activity Centre – Local'. Within which, the Strategy has identified some planning areas within North Fremantle for further detailed planning.
(g) any local planning policy for the Scheme area;	All relevant local planning policies have been addressed in this Report.
(l) the effect of the proposal on the cultural heritage significance of the area in which the development is located;	The subject site is located within the Northbank/North Fremantle Heritage listings area. Notwithstanding, the general characteristics of the existing development adjoining to the subject site are mostly residential development that were constructed in the 2000s.
(m) the compatibility of the development with its setting, including —	The proposed development is considered to be compatible with the current and future character of its setting.

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LPS Regulations Schedule 2: Clause 67(2)	
Provisions	**Proposed Development**
(i) the compatibility of the development with the desired future character of its setting; and (ii) the relationship of the development to development on adjoining land or on other land in the locality including, but not limited to, the likely effect of the height, bulk, scale, orientation and appearance of the development;	In particular, the proposed development only has four (4) units and is considered to be a small-scale development. Furthermore, the building is only 3 storey high, in keeping with the predominant 2 – 3 storey height development in the area. Consideration has been given to the reduced setback to the primary street frontage, in line with the existing adjoining development. This would allow for a better street interface. The development also contemplates the existing material palette and architectural characteristics in the surrounding area and incorporate it into the building. This is demonstrated through the horizontal emphasis, reflecting the stucco of the heritage Swan Hotel and former North Fremantle Town Hall.
(n) the amenity of the locality including the following — (i) environmental impacts of the development; (ii) the character of the locality; (iii) social impacts of the development;	There is no perceived amenity impacts that would arise from the proposed development. The proposed residential use is also consistent with the character of the locality.
(p) whether adequate provision has been made for the landscaping of the land to which the application relates and whether any trees or other vegetation on the land should be preserved;	Landscaping has been proposed to the roof terrace of the development.
(s) the adequacy of — (i) the proposed means of access to and egress from the site; and (ii) arrangements for the loading, unloading, manoeuvring and parking of vehicles;	Pedestrian access can be achieved through both Queen Victoria Street and Bick Lane. Vehicular access and servicing are both through Bick Lane only.

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LPS Regulations Schedule 2: Clause 67(2)	
Provisions	**Proposed Development**
	Tandem car parking bays have been proposed to some of the units and with one (1) of the 2-bedroom units having no car parking available. This is considered an acceptable outcome given the proximity to public transport options, with both high frequency bus stop and train station available. The unit without car parking will also be advertised as such. No onsite loading and unloading or service access is available due to limitation in lot size. Bins will be presented to Bick Lane prior to collection.
(t) the amount of traffic likely to be generated by the development, particularly in relation to the capacity of the road system in the locality and the probable effect on traffic flow and safety;	The proposed development is only for four (4) multiple dwelling units. This is unlikely to generate an excessive amount of traffic that is not expected within the locality.
(u) the availability and adequacy for the development of the following — (i) public transport services; (ii) public utility services; (iii) storage, management and collection of waste; (iv) access for pedestrians and cyclists (including end of trip storage, toilet and shower facilities); (v) access by older people and people with disability;	The subject site has good accessibility to the public transport, with the nearest high frequency bus stop located approximately 200m away. The site is also approximately 850m away from the North Fremantle Train Station. The proposed development includes a range of utilities, including power, water, wastewater, fire services and telecommunications. Bins are stored internally onsite within the garage area and allocated space has been provided. Bins wash down area has been provided. Bins will be presented to Bick Lane for collection.

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LPS Regulations Schedule 2: Clause 67(2)	
Provisions	**Proposed Development**
	There is no additional requirement arising for end of trip facilities. Notwithstanding, there is bicycle parking available for the residents onsite. The development has a legible path of travel including a lift to allow for easy access for older people and people with disability.
(v) the potential loss of any community service or benefit resulting from the development other than potential loss that may result from economic competition between new and existing businesses;	Whilst it is acknowledged that the subject site is zoned as 'Commercial', the proposed development as multiple dwellings does not substantially depart from the characteristics of the area. In particular, all the development along Bick Lane, on either side, are residential uses. Notwithstanding, the ground floor has been designed for use as internal gym/office which has the flexibility for it to be adapted into a commercial use in the future.
(w) the history of the site where the development is to be located;	The site has been vacant since the early 2000s.

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6.0 Conclusion

The proposed development demonstrates a high-quality architectural outcome with well-integrated design elements and built form drawn from the surrounding context. Design consideration has been given to the discussions and comments from the Design Advisory Committee which formed the basis of the proposed development.

On the ground floor, the internal use of the gym and office is designed to provide flexibility for future adaptations if and when there is demand for commercial uses. The nil setback introduced to the street frontage also allows for better activation of the street.

Landscaping and sustainability measures are also incorporated providing a high level of amenity, particularly with the roof top terrace.

Overall, the proposed development is of an adequate scale noting the constrained lot size. It is considered that the locality has good proximity to public transport where urban infill of this scale is consistent with the character and built form of surrounding development.

Accordingly, it is submitted that the proposal has merit and warrants approval.

We trust that this information is to your satisfaction and welcome the opportunity to review a draft suite of conditions of approval. We otherwise look forward to your prompt and favourable determination.

Altus Planning

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LOT 6
PLAN 21469
BRICK DWELLING
WITH METAL ROOF

DOOR
2.85 2.86 2.83 2.80
2.74 2.74 2.71 2.69
MOUNTABLE KERB

BICK LANE

GULLY PIT
BRICK PAVING
2.67 2.67 2.64 2.64 2.61 2.59

BRICK PAVING
LOT CP6
COMMON PROPERTY
REFERENCE NAIL IN BITUMEN RL 2.69
(APPROX AHD FROM SMH W7276)

2.74 2.72 2.67
2.75 2.72 2.67
FLAT KERB

CONCRETE
TELSTRA PIT
2.84 2.76 2.72 2.79

GARAGE FL 3.00
10.35
POWER POLE

TOP OF
CONCRETE PANEL
10.03

89°59'18"
90°00'31"

TOP OF
BUILDING
13.81

3.02 3.0 2.96 2.92 2.85

LOT 1
CONCRETE PANEL DWELLING
WITH METAL ROOF

LOT 2
201 m²
SANDY SOIL

LOT 3
VACANT

19.38
19.53

3.15 3.12 3.01 3.0 2.97

3.15 3.08

90°48'42"
89°11'29"

3.22 3.08 3.10

3.25 3.47 3.53 3.40
10.35

NOTE: 0.1m WIDE
PREDESTRIAN ACCESSWAY

3.50 3.5 3.51 3.47 LIGHT POLE 3.44 3.44

HYDRANT
CONCRETE FOOTPATH

3.47 3.45 3.43 3.41 3.38
3.33 3.32 3.28 3.27 3.25
NON MOUNTABLE KERB

QUEEN VICTORIA STREET
BITUMEN

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DA0338/26

15 Sept 2026

10 BICK LANE, NORTH
FREMANTLE, WA 6159

Drawing: SURVEY PLANS
Drawing no: AR-020200
Issue: P.15
Scale@A2 1 : 75
Date: 21/08/2026

ARCH
Australia
Perth
Sri Lanka
Colombo

2.85 2.86 2.83 2.80

MOUNTABLE KERB

2.74 2.74 2.71 2.69

BICK LANE

GULLY PIT

BRICK PAVING

2.67 2.67 2.64 2.64 2.61 2.59

BRICK PAVING

LOT CP6

COMMON PROPERTY

REFERENCE NAIL IN BITUMEN RL 2.69
(APPROX AHD FROM SMH W7276)

2.74 2.72 2.67

2.69

FLAT KERB

CONCRETE

2.75 2.72 2.67

TELSTRA PIT

2.76 2.72 2.79

POWER POLE

PORCH
2260 x 5540

FFL 2.950

GARAGE
7400 X 10800

WASH PAD
1110 x 900

FFL 2.950

2.92 2.85

APT. 201
3710 X 3235

LIFT
1400 X 1410

LOT 3
VACANT

HALLWAY
1200 X 11120

FFL 3.000

BATHROOM
1800 x 1810

3.01 2.97 3.0

APT. 101
2620 x 1910

APT. 102 1105 x 1910

APT. 202 1105 x 1910

PDR.
1800 x 1800

RESIDENT'S GYM
3500 x 7040

FFL 3.000

OFFICE UNIT
5010 x 4440

3.08 3.10

PORCH
1000 X 2400

NOTE: 0.1m WIDE
PREDESTRIAN ACCESSWAY

FFL 2.950

3.50 3.5 3.51 3.53 3.47 LIGHT POLE 3.44 3.44

HYDRANT

CONCRETE FOOTPATH

3.47 3.45 3.43 3.41 3.38

3.33 3.32 3.28 3.27 3.25

NON MOUNTABLE KERB

QUEEN VICTORIA STREET

BITUMEN

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1 DA0002 - SITE PLAN

SCALE: 1 : 75

10 BICK LANE, NORTH
FREMANTLE, WA 6159

Drawing: **SITE PLAN**
Drawing no: AR-020700
Issue: P.15
Scale@A2: 1 : 75
Date: 21/08/2026

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2.85 2.86 2.83 2.80
2.74 2.74 2.71 2.69
MOUNTABLE KERB

BICK LANE

GULLY PIT

BRICK PAVING

2.67 2.67 2.64 2.64 2.61 2.59

BRICK PAVING

LOT CP6

COMMON PROPERTY

REFERENCE NAIL IN BITUMEN RL 2.69
(APPROX AHD FROM SMH W7276)

2.74 2.72 2.67
2.75 2.72 2.69 2.67
2.76 2.72 2.79

CONCRETE

FLAT KERB

50% RUN-OFF
TO CITY DRAIN

TELSTRA PIT

POWER POLE

PORCH

A

GARAGE

WASH PAD

APT. 201

LIFT

ROOF ABOVE

LOT 3

VACANT

HALLWAY

BATHROOM

APT. 101 APT. 102 APT. 202

3.01 2.97 3.0

PDR.

RESIDENT'S GYM

OFFICE UNIT

PORCH

3.08 3.10

NOTE: 0.1m WIDE
PREDESTRIAN ACCESSWAY

3.50 3.5 3.51 3.53 3.47 3.44 3.44

LIGHT POLE

HYDRANT

CONCRETE FOOTPATH

3.47 3.45 3.43 3.41 3.38
3.33 3.32 3.28 3.27 3.25

NON MOUNTABLE KERB

QUEEN VICTORIA STREET

BITUMEN

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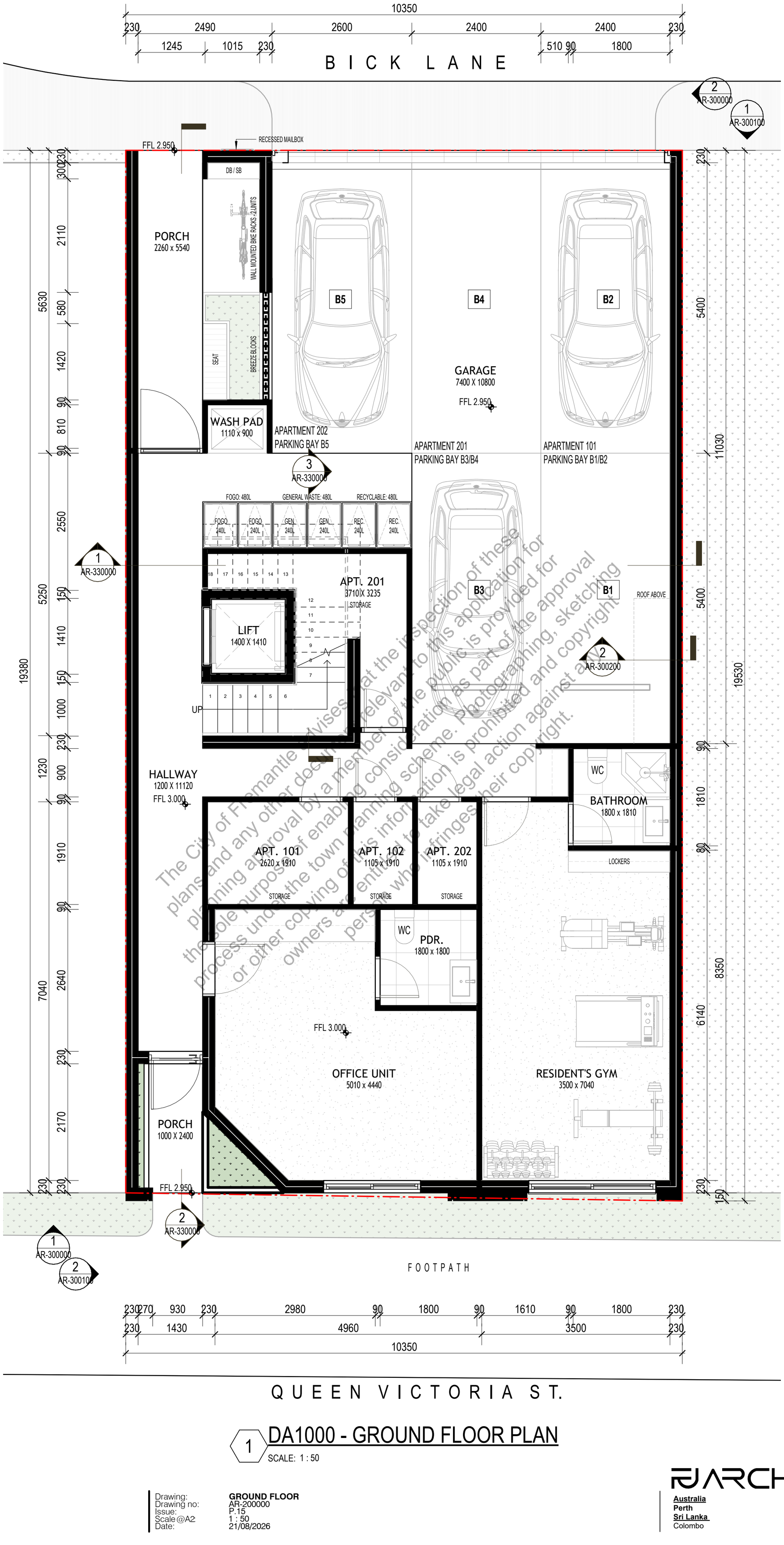
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10 BICK LANE, NORTH
FREMANTLE, WA 6159

Drawing: **STORM WATER PLAN**
Drawing no: AR-020710
Issue: P.15
Scale@A2: 1 : 75
Date: 21/08/2026

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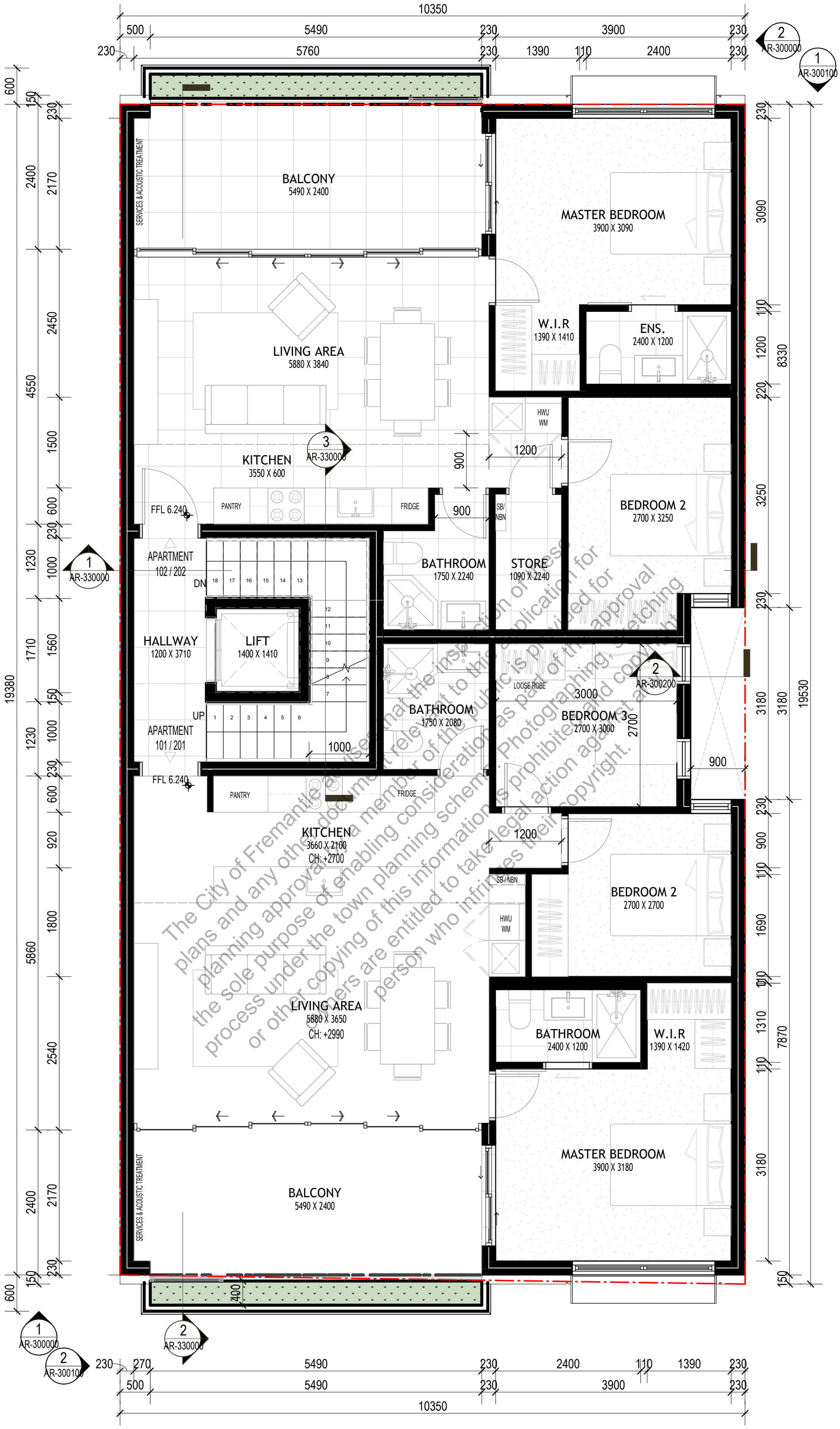
1 DA1000 - GROUND FLOOR PLAN

SCALE: 1 : 50

10 BICK LANE, NORTH
FREMANTLE, WA 6159

Drawing: GROUND FLOOR
Drawing no: AR-200000
Issue: P.15
Scale@A2: 1 : 50
Date: 21/08/2026

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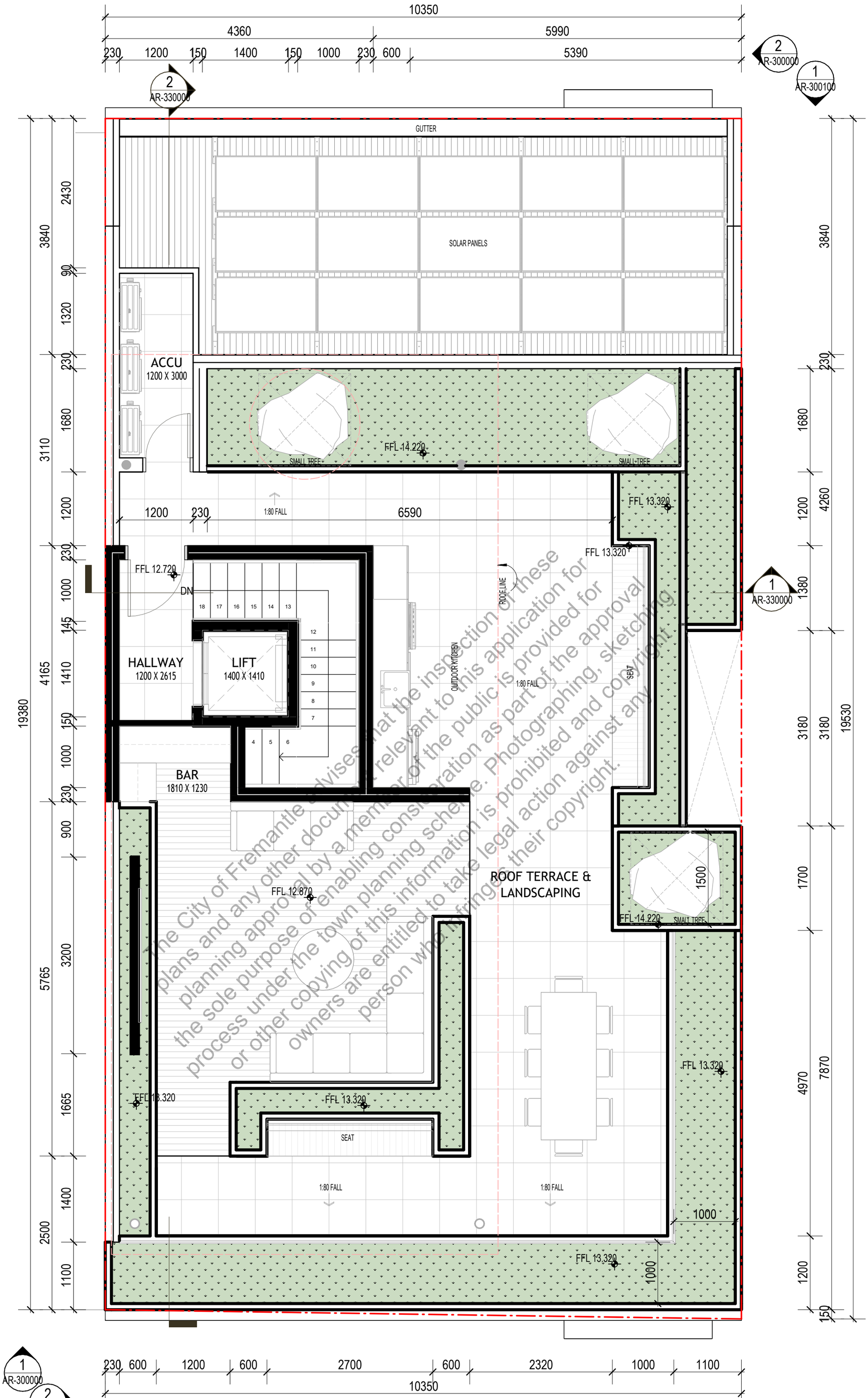
1 DA1000 - TYPICAL 1F & 2F PLAN

SCALE: 1 : 50

10 BICK LANE, NORTH
FREMANTLE, WA 6159

Drawing:	**TYPICAL 1F & 2F**
Drawing no:	AR-200100
Issue:	P.15
Scale@A2:	1 : 50
Date:	21/08/2026

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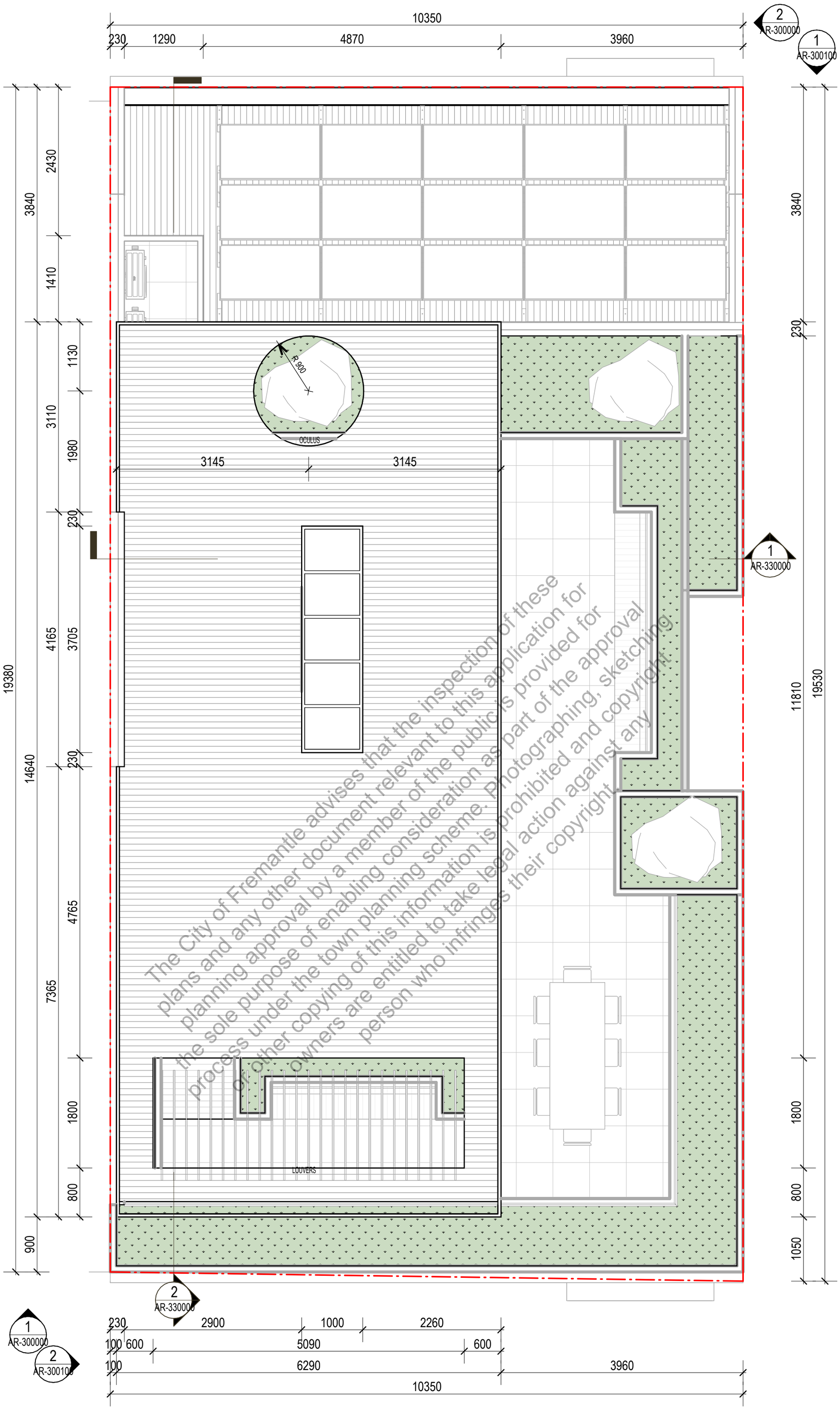
1 DA1000 - ROOFTOP TERRACE PLAN

SCALE: 1 : 50

10 BICK LANE, NORTH
FREMANTLE, WA 6159

Drawing: **ROOFTOP TERRACE**
Drawing no: AR-200200
Issue: P.15
Scale@A2: 1 : 50
Date: 21/08/2026

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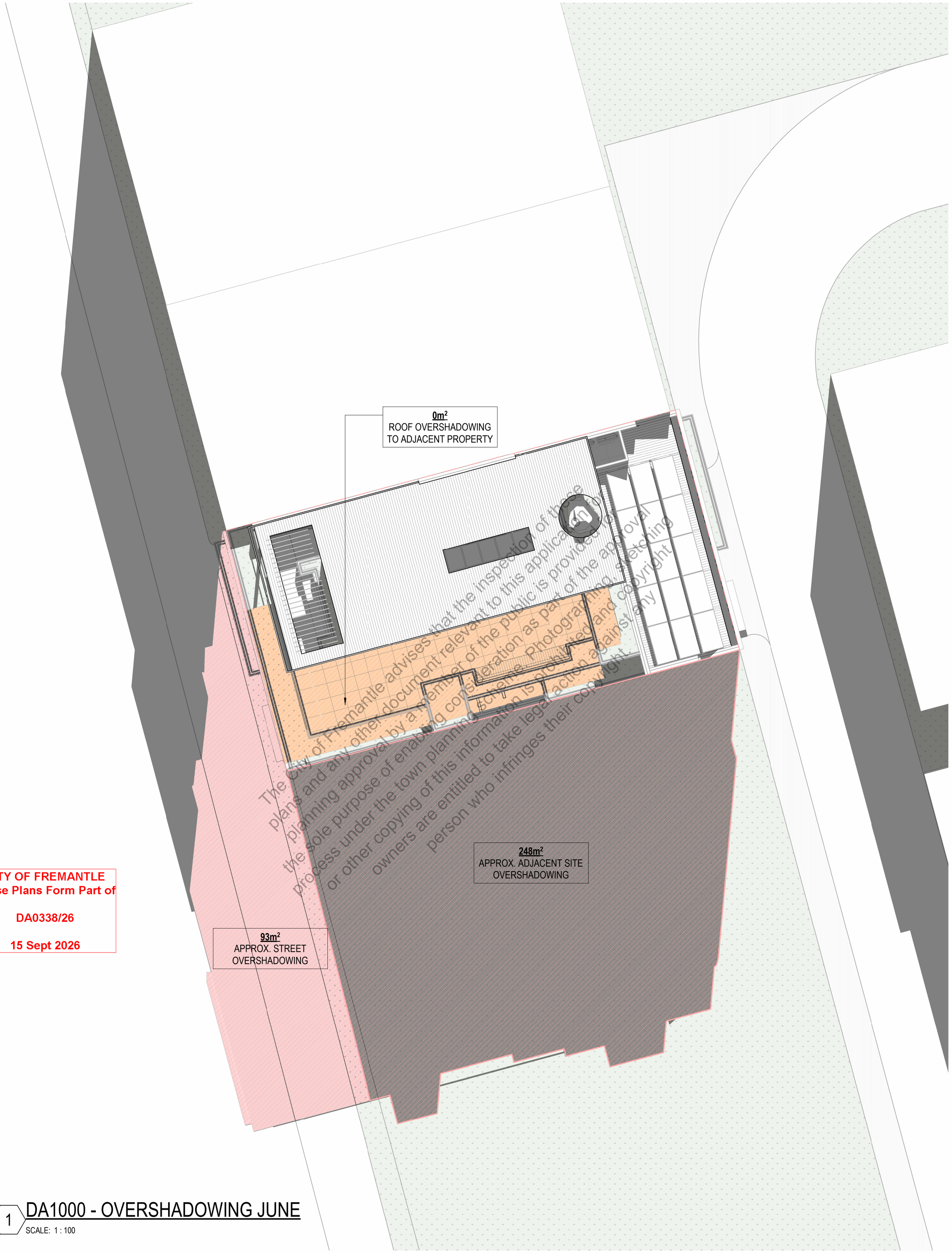
1 DA1000 - ROOF PLAN

SCALE: 1 : 50

10 BICK LANE, NORTH
FREMANTLE, WA 6159

Drawing: **ROOF**
Drawing no: AR-200300
Issue: P.15
Scale@A2: 1 : 50
Date: 21/08/2026

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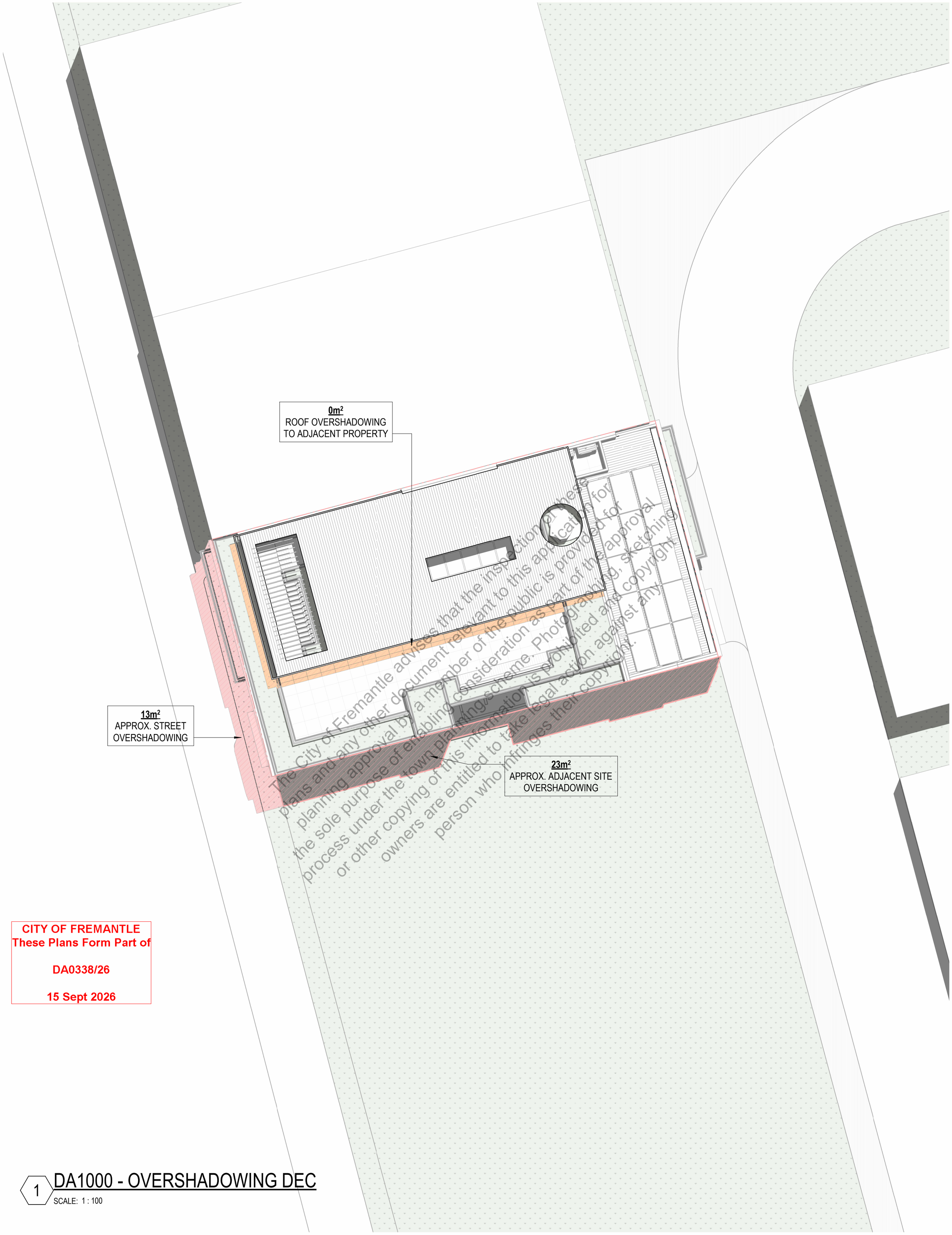
1 DA1000 - OVERSHADOWING JUNE

SCALE: 1 : 100

10 BICK LANE, NORTH
FREMANTLE, WA 6159

Drawing:	**OVERSHADOWING PLAN - JUNE**
Drawing no:	AR-200400
Issue:	P.15
Scale@A2:	1 : 100
Date:	21/08/2026

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DA0338/26

15 Sept 2026

1 DA1000 - OVERSHADOWING DEC

SCALE: 1 : 100

10 BICK LANE, NORTH
FREMANTLE, WA 6159

Drawing:	**OVERSHADOWING PLAN - DECEMBER**
Drawing no:	AR-200500
Issue:	P.15
Scale@A2	1 : 100
Date:	21/08/2026

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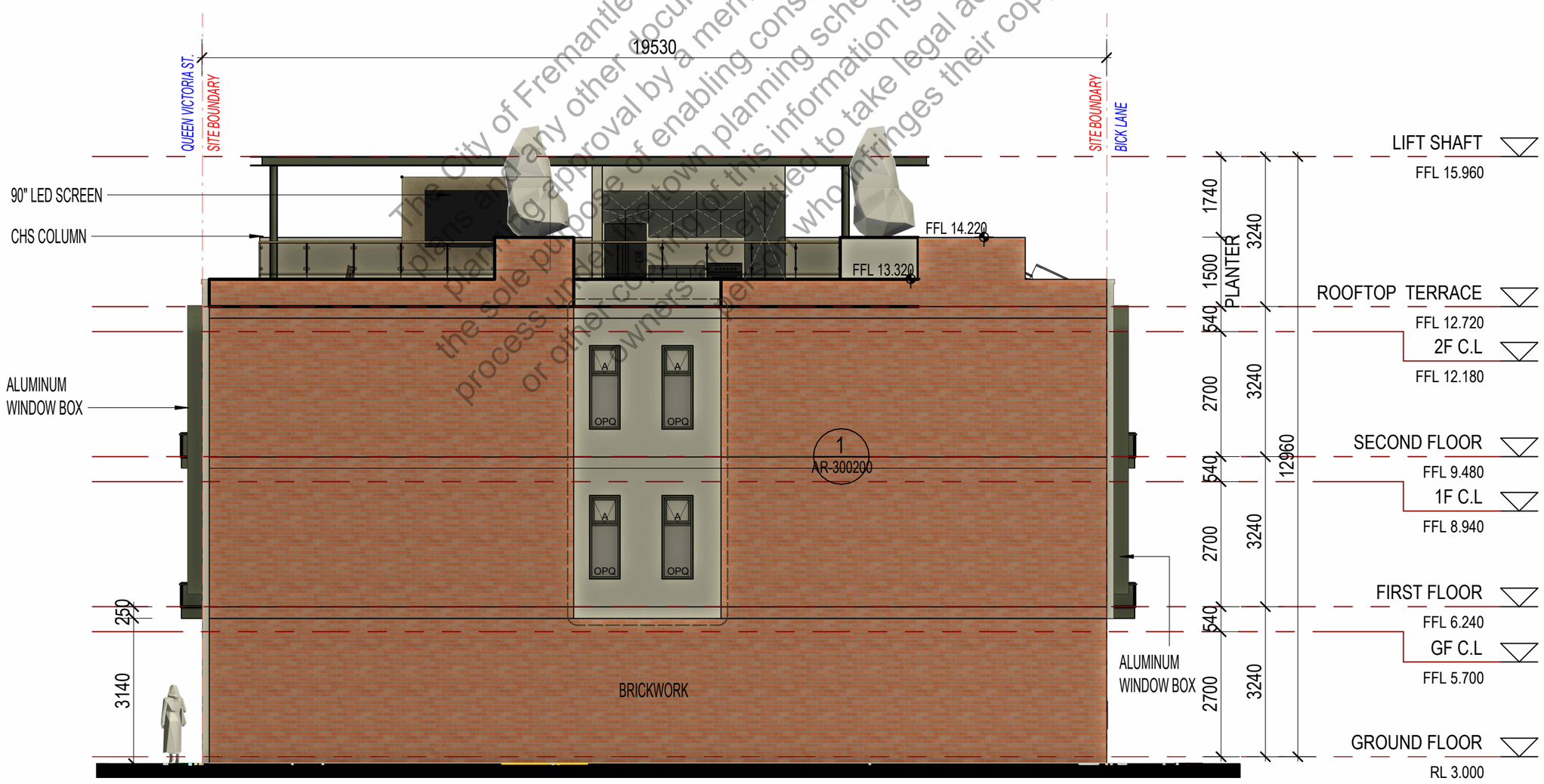
15 Sept 2026



1 WEST ELEVATION

SCALE: 1 : 100

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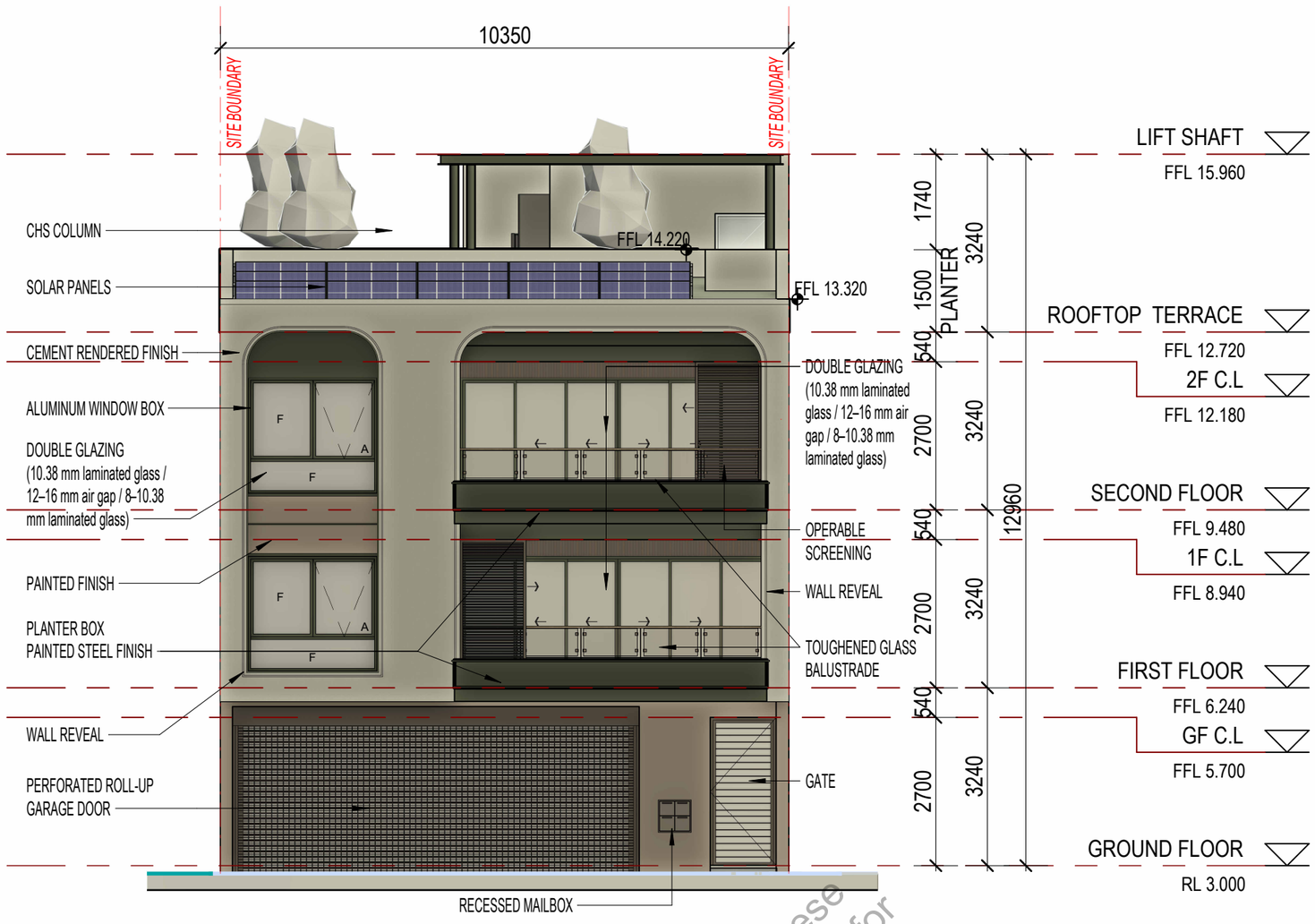
2 SOUTH ELEVATION

SCALE: 1 : 100

10 BICK LANE, NORTH
FREMANTLE, WA 6159

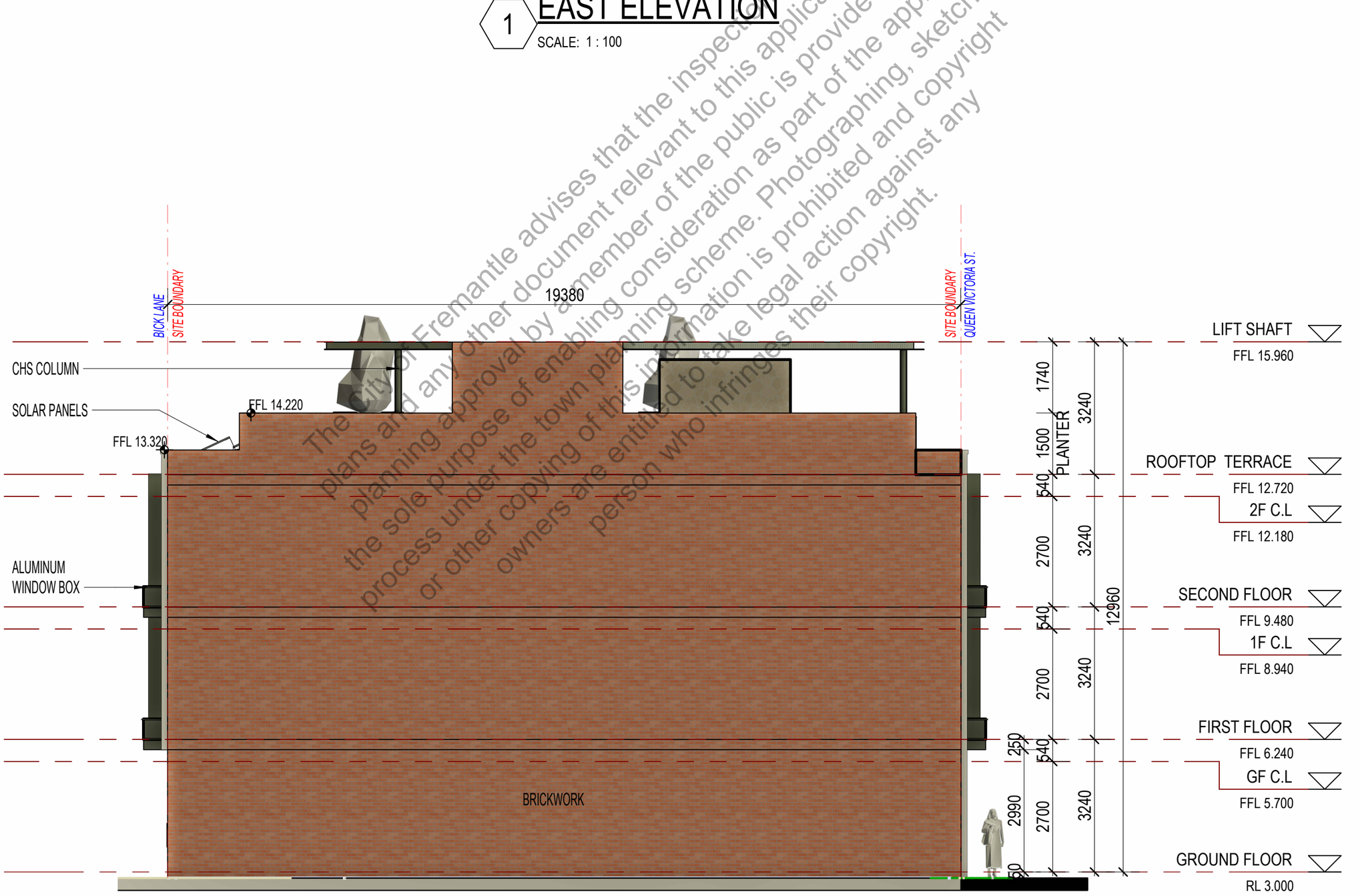
Drawing:	**ELEVATION**
Drawing no:	AR-300000
Issue:	P.15
Scale@A2:	1 : 100
Date:	21/08/2026

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1 EAST ELEVATION

SCALE: 1 : 100



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2 NORTH ELEVATION

SCALE: 1 : 100

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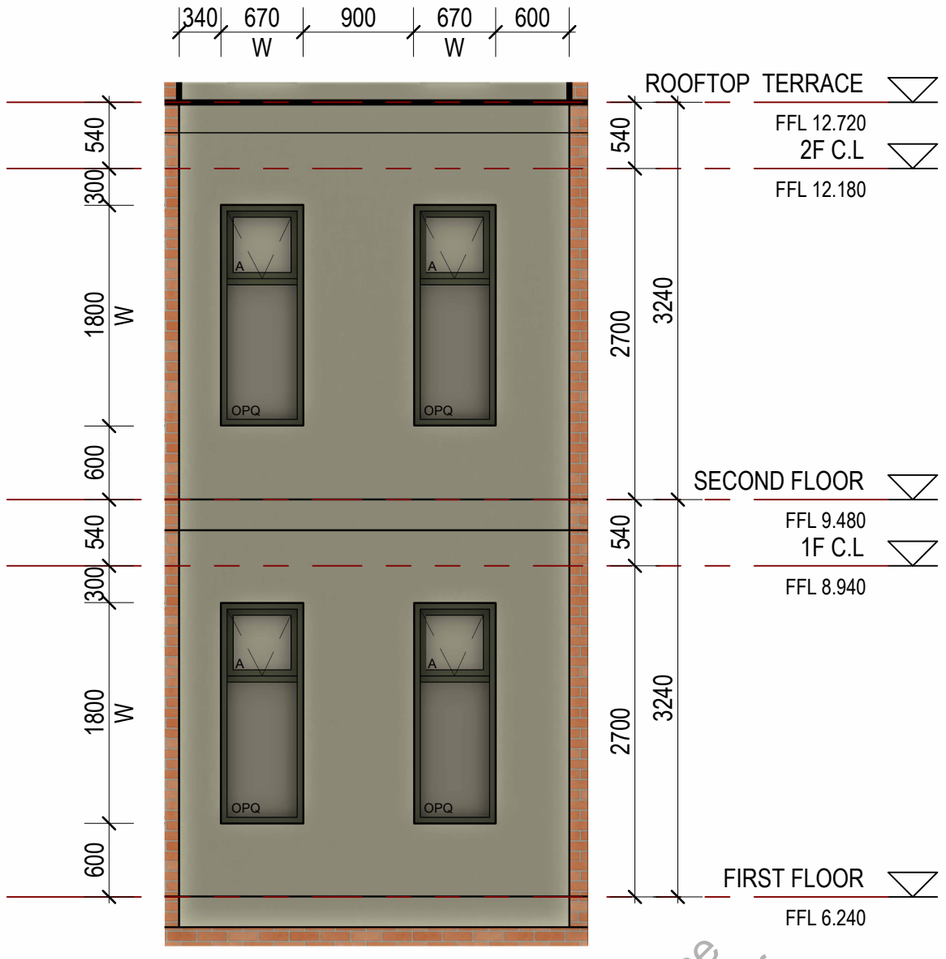
DA0338/26

15 Sept 2026

10 BICK LANE, NORTH
FREMANTLE, WA 6159

Drawing: **ELEVATION**
Drawing no: AR-300100
Issue: P.15
Scale@A2: 1 : 100
Date: 21/08/2026

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1 AIRWELL ELEVATION 1

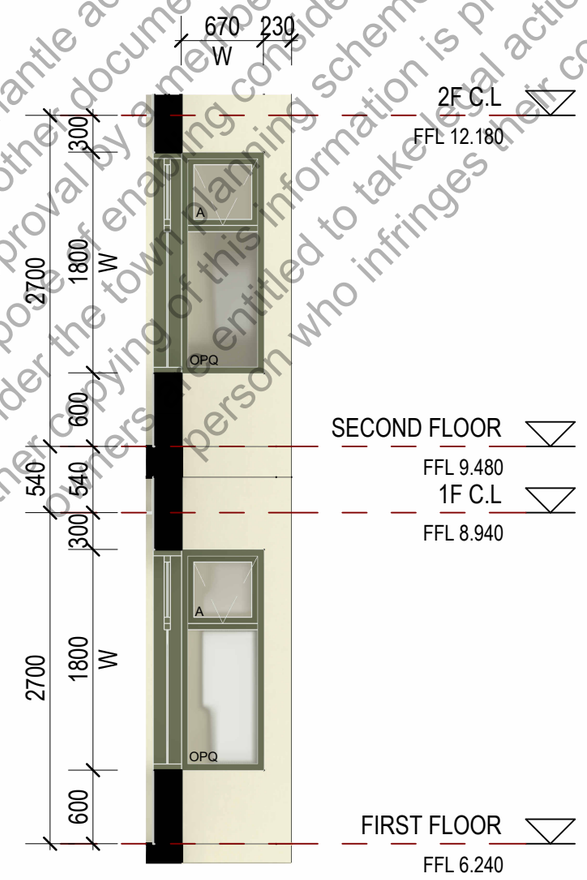
SCALE: 1 : 50

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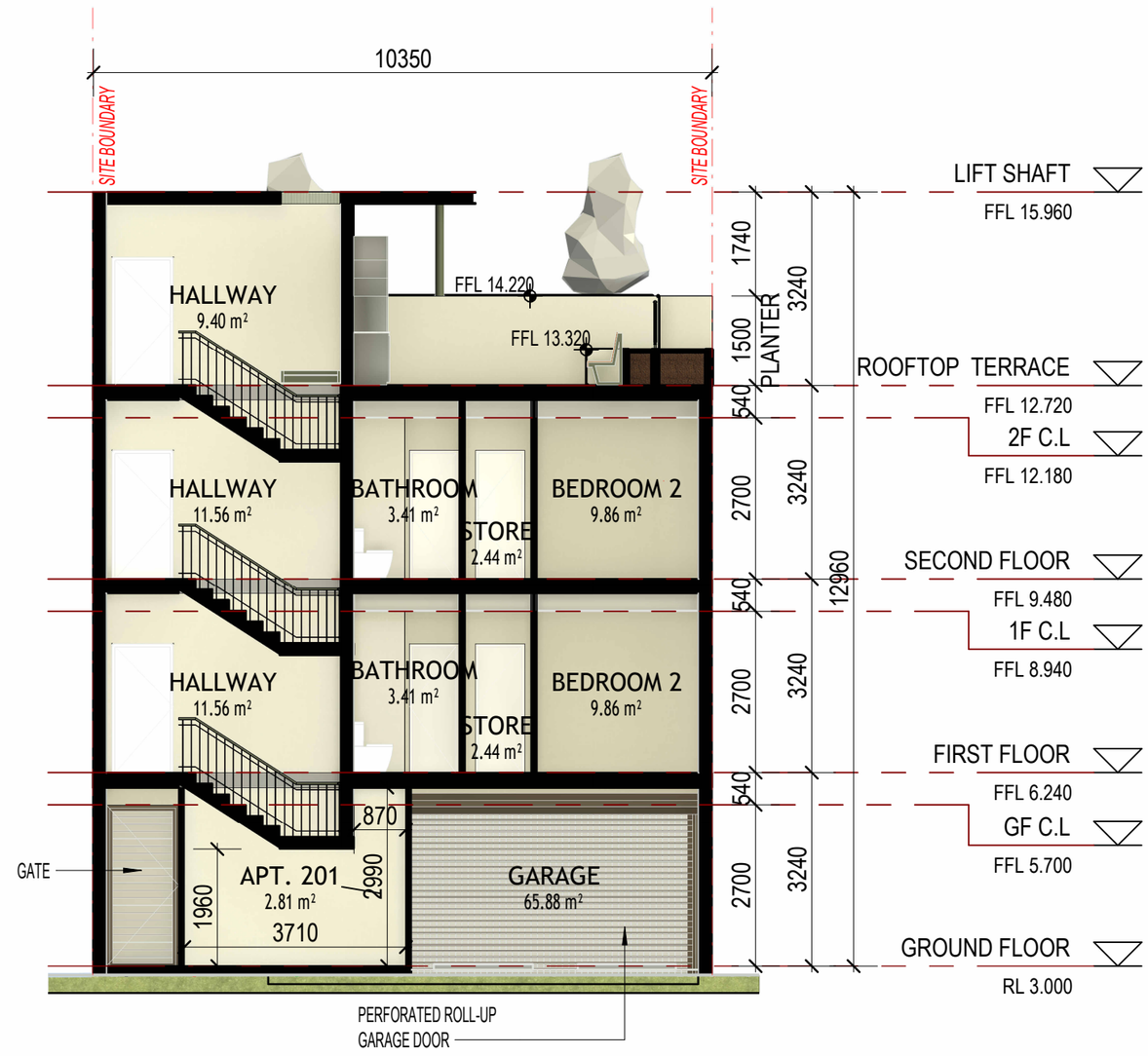
2 AIRWELL ELEVATION 2

SCALE: 1 : 50

10 BICK LANE, NORTH
FREMANTLE, WA 6159

Drawing: **AIRWELL ELEVATION**
Drawing no: AR-300200
Issue: P.15
Scale@A2: 1 : 50
Date: 21/08/2026

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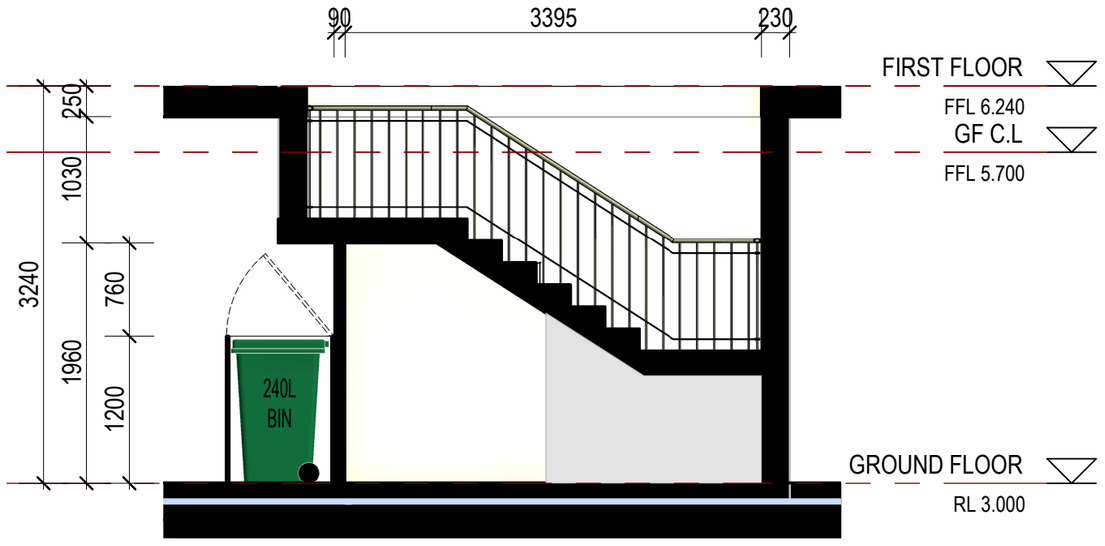
1 CROSS SECTION

SCALE: 1 : 100



2 LONGITUDINAL SECTION

SCALE: 1 : 100



3 STORAGE SECTION

SCALE: 1 : 50

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10 BICK LANE, NORTH
FREMANTLE, WA 6159

Drawing: **SECTIONS**
Drawing no: AR-330000
Issue: P.15
Scale@A2: As indicated
Date: 21/08/2026

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Department of **Planning, Lands and Heritage**

GOVERNMENT OF WESTERN AUSTRALIA

Western Australian Planning Commission

Residential Design Codes

Volume 1

2024

PART C

ASSESSMENT TEMPLATE

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DESIGN WA For a Better Built Environment

Disclaimer: This assessment template is not intended to replace R-Codes Volume 1. Applicants and assessors should refer to the R-Codes Volume 1 for information on the relevant provisions that are applicable to a development.

R-CODES VOLUME 1, PART C – ASSESSMENT TEMPLATE

April 2024

General	
Local government:	**City of Fremantle**
Assessing officer:	
Development description:	**Proposed four (4) Multiple Dwellings**
Reference number:	

Property Details	
Address:	**10 Bick Lane, North Fremantle**
Lot Area:	**201m^2**
Title Information: **(lot type and easements)**	

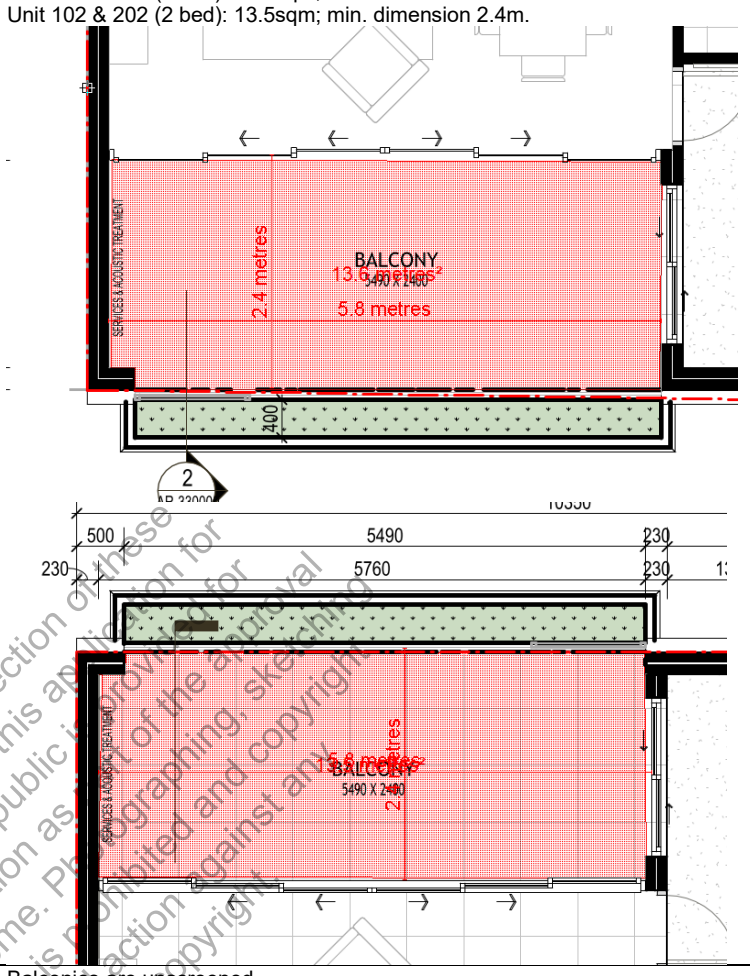
Planning Framework	
Region Scheme Zoning:	**Urban**
Local Planning Scheme zoning/R-code:	**Commercial R60**
Land Use permissibility:	**Multiple Dwellings - A**
Special Control area:	**Special Control Area LPA3**
Structure Plan Area:	**N/A**
Local Development Plan Area:	**N/A**
Local Planning Policies:	**LPP1.9, LPP2.9, LPP2.24, LPP3.6.1, LPP3.22, LPP2.3, LPP2.8**
Development Contributions:	**N/A**
Planning Control Area:	**N/A**
Referrals required: **(Main Roads, WAPC, Heritage etc)**	**N/A**

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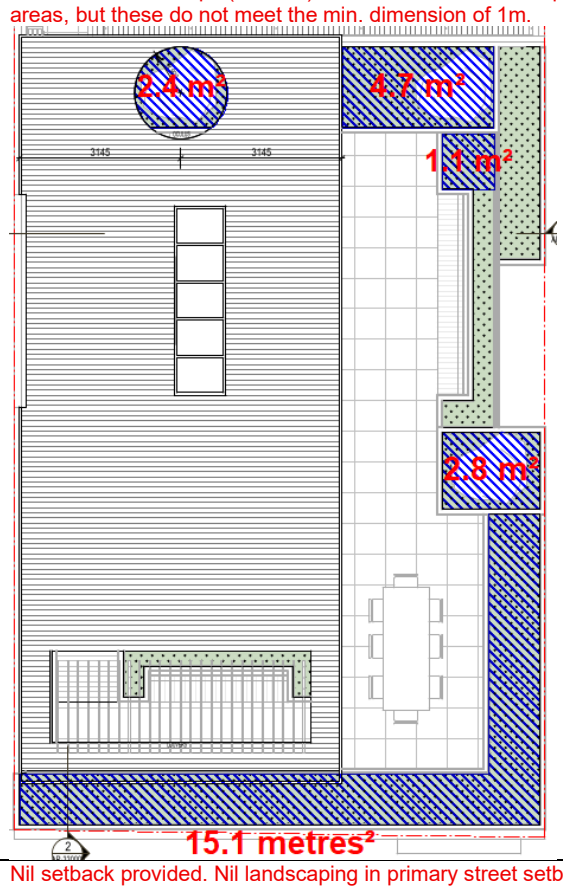
Site inspection	
Date of Site Inspection:	**N/A**
Verge Infrastructure: **(lighting, Power, water, side entry pit etc)**	**N/A**
Street Trees:	**N/A**
Summary of site inspection findings:	**N/A**
Photos:	**N/A**

1.0 THE GARDEN

1.1 PRIVATE OPEN SPACE

DEEMED-TO-COMPLY		YES	NO	N/A	DEEMED-TO-COMPLY REQUIREMENT	PROVIDED
C1.1.1	Primary garden area in accordance with Table 1.1a	☐	☐	☒		
C1.1.2	Splitting of PGA for grouped dwellings	☐	☐	☒		
C1.1.3	Private open space to multiple dwellings (balcony) in accordance with Table 1.1b	☒	☐	☐	**Table 1.1b** Private open space requirements Dwelling size / Minimum private open space area (per dwelling) / Minimum private open space dimension Studio / 1 bedroom: 8m² / 2m 2 bedrooms: 10m² / 2.4m 3 or more bedrooms: 12m² / 2.4m Ground floor dwelling: 15m² / 3m *When calculating the extent of **private open space** for **multiple dwellings**, exclude **service areas** such as bin storage, clothes drying, air conditioning units and the like.*	Unit 101 & 201 (3 bed): 13.6sqm; min. dimension 2.4m. Unit 102 & 202 (2 bed): 13.5sqm; min. dimension 2.4m. 
C1.1.4	Balconies to be unscreened for 25%	☒	☐	☐		Balconies are unscreened.

1.2 TREES AND LANDSCAPING

DEEMED-TO-COMPLY	MEETS DEEMED-TO-COMPLY	ADDRESSES DESIGN PRINCIPLE	NOT APPLICABLE	DEEMED-TO-COMPLY REQUIREMENT	PROVIDED
C1.2.1 – 15% soft landscaping per site	☐	☒	☐	Lot size = 201sqm *0.15 = 30.15sqm. *Soft landscaping can include areas under eaves and building projections, planting on structure where the planting area has a min. dimension of 1m and min. 0.3m deep.	Roof terrace: 26.1sqm (12.99%). There are other landscaped areas, but these do not meet the min. dimension of 1m. 
C1.2.2 – 30% soft landscaping of the primary street setback area	☐	☒	☐	Primary street setback LPP2.9 indicates to be 5m; R-Codes 2m for R60.	Nil setback provided. Nil landscaping in primary street setback area.
C1.2.3 – Communal street and communal open space is landscaped and provided with	☒	☐	☐		No communal street proposed. Communal open space is not required but has been proposed and is supplemented with landscaping.

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adequate lighting to footpaths and vehicle access areas					
C1.2.4 – Minimum trees and deep soil area in accordance with Tables 1.2a & 1.2b.	☐	☒	☐	Site less than 700m^2: min. requirement 1 medium tree and 2 small trees. Deep soil area required: Small tree: 9sqm DSA and min dimension 1.5m. Medium tree: 36sqm DSA and min dimension 3m. **Table 1.2b** Tree size and deep soil area Tree specifications: Canopy diameter at maturity / Tree height at maturity / Minimum deep soil area / Minimum deep soil area dimension Small: 2-6m / 3-8m / 9m² / 1.5m Medium: 6-9m / 8-12m / 36m² / 3m Large: › 9m / ›12m / 64m² / 6m *Refer to **Figure 1.2d** for the provision of **deep soil area** for tree requirements.*	3 small trees proposed instead. 2 small trees meet the minimum DSA requirement (complies). 1 non-compliant small tree has 1.5m min. DSA dimension but does not meet min DSA.
C1.2.5 – Shade trees for uncovered at grade car-parking for grouped and multiple dwellings	☐	☐	☒		No uncovered parking proposed.
C1.2.6 – reduced landscaping subject to retaining a significant existing tree	☐	☐	☒		Not applicable to multiple dwellings.
C1.2.7 – Where a significant existing tree is retained on site, tree protection zone is provided in accordance with *AS4970*	☐	☐	☒		No tree is proposed to be retained.
C1.2.8 – Landscaping plan (for multiple dwellings or 5+ dwellings) in accordance with Appendix 3	☒	☐	☐		Landscaping plan provided.

DESIGN PRINCIPLE	COMMENT
P1.2.1 Site planning allows for: i. site responsive and sustainable landscape design; and ii. the retention of existing trees on the subject site and adjoining properties.	The subject site is currently vacant and does not have any existing trees onsite. The subject site is a small lot of only 201sqm with limited opportunity for any substantial on ground landscaping.
P1.2.2 Provision of trees and high quality landscaping: i. enhances the built form, streetscape and pedestrian amenity, as viewed from the street; ii. provides shade and amenity for communal streets and parking areas; and iii. contributes to the visual appeal, comfort and amenity of the development, in particular private open space and communal open space and outlook from habitable rooms.	Notwithstanding the above, on structure planting has been proposed to all levels of the development, contributing to the visual appeal of the development. On the roof terrace level, additional landscaping is proposed with the ability to accommodate 3 small trees onsite which is co-located with the community open space, providing for shade and amenity. Additional vegetation is also proposed to create a high value amenity for the occupants. Parts of the landscaping will be able to be viewed from the street to improve the streetscape.
P1.2.3 Development provides sufficient deep soil area to sustain healthy tree and plant growth, providing for an increase in urban tree canopy over time, and assist in managing the quantity and quality of stormwater.	A soil depth of minimum 1.5m has been proposed to ensure the viability of the trees. Additional vegetation is also proposed to compensate the shortfall.

1.3 COMMUNAL OPEN SPACE – Multiple dwellings only

DEEMED-TO-COMPLY	MEETS DEEMED-TO-COMPLY	ADDRESSES DESIGN PRINCIPLE	NOT APPLICABLE	DEEMED-TO-COMPLY REQUIREMENT	PROVIDED
C1.3.1 – Minimum communal open space requirements	☐	☐	☒	For less than 10 dwellings – no requirement.	
C1.3.2 – Communal open space separated or screened sources of noise and odour	☐	☐	☒		
C1.3.3 – Design and orientation of communal open space to minimise impacts of noise, odour, lightspill and overlooking	☐	☐	☒		

1.4 WATER MANAGEMENT AND CONSERVATION

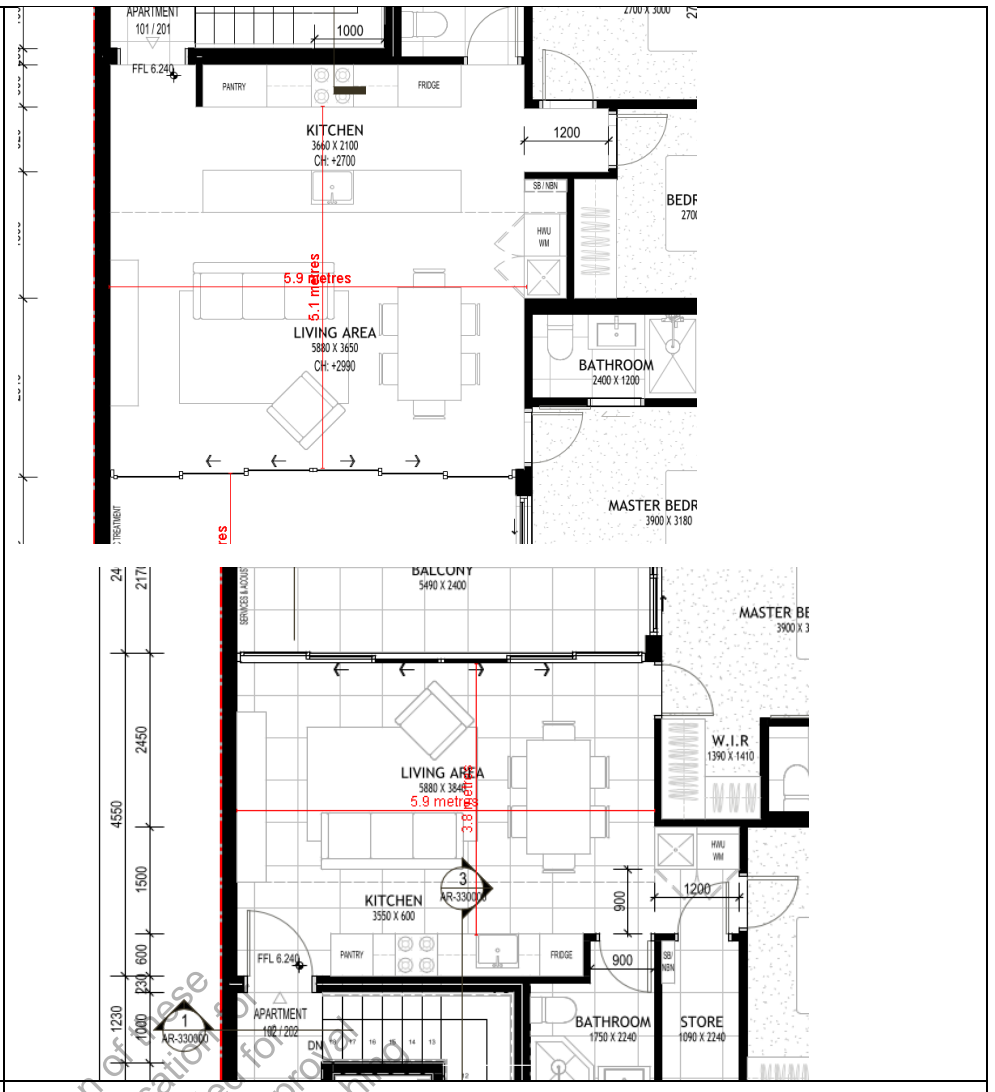
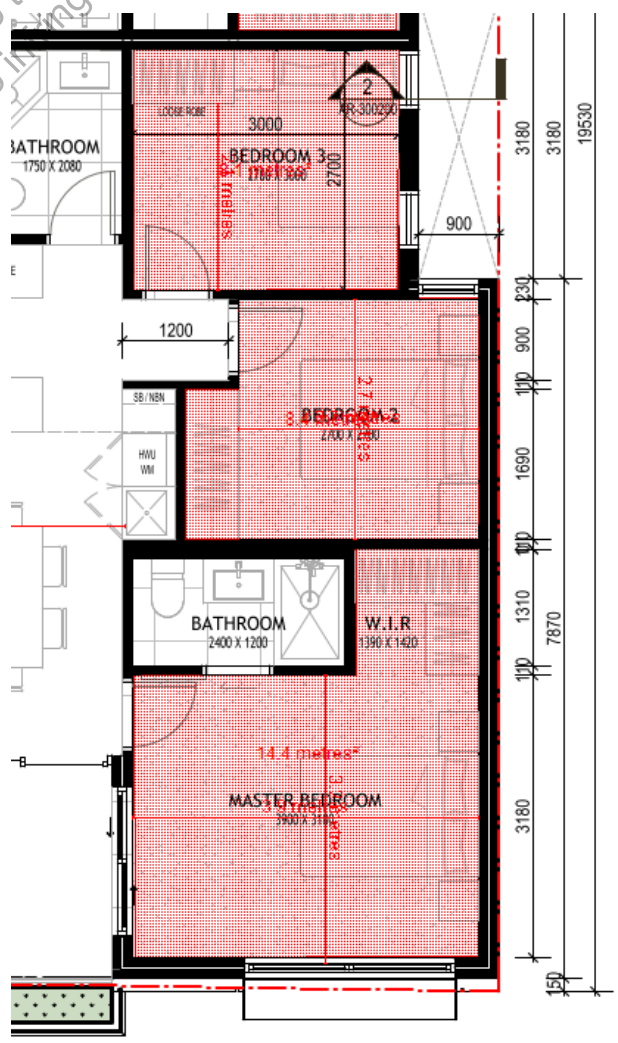
DEEMED-TO-COMPLY	MEETS DEEMED-TO-COMPLY	ADDRESSES DESIGN PRINCIPLE	NOT APPLICABLE	DEEMED-TO-COMPLY REQUIREMENT	PROVIDED
C1.4.1 – Stormwater retained on site	☒	☐	☐		
C1.4.2 – Notwithstanding C1.4.1, stormwater directed to a district or local stormwater drainage system where required by the decision-maker	☒	☐	☐		Stormwater can be retained onsite where possible and connected through the main drain line.

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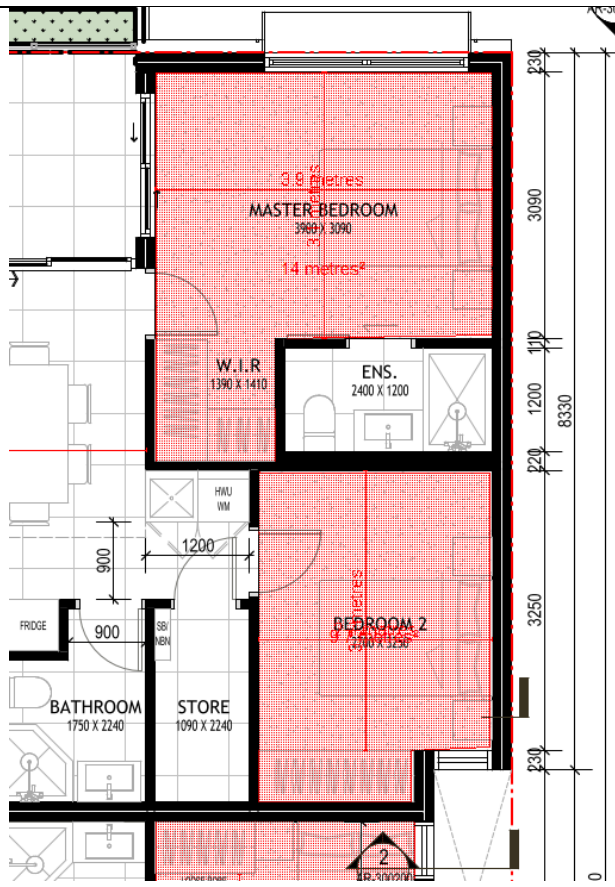
2.0 THE BUILDING

2.1 SIZE AND LAYOUT OF DWELLINGS

DEEMED-TO-COMPLY	MEETS DEEMED-TO-COMPLY	ADDRESSES DESIGN PRINCIPLE	NOT APPLICABLE	DEEMED-TO-COMPLY REQUIREMENT	PROVIDED
C2.1.1 – Designated primary living space, for multiple dwellings the primary living space with a minimum dimension of 3.8m	☒	☐	☐		Unit 101 and 201: min. dimensions 5.1m Unit 102 and 202: min. dimension 3.8m

					
C2.1.2 – Primary living space to have direct and physical access to primary garden area/private open space (single houses and grouped dwellings)	☐	☐	☒		
C2.1.3 – Primary living space to have direct access to private open space (multiple dwellings)	☒	☐	☐		Primary living space have direct visual and physical access to private open space.
C2.1.4 – Max depth of single aspect primary living space (multiple dwellings only) 3x ceiling height.	☒	☐	☐	Proposed ceiling height:2.7m Max. depth = 2.7m*3 = 8.1m	No living space more than 8.1m. Max 5.9m.
C2.1.5 – Bedrooms to have a minimum internal floor area of 9m^2 and a minimum dimension of 2.7m (multiple dwellings only)	☐	☒	☐	*min area is inclusive of built in robe and cabinetry but min. dimension excludes built in robe and cabinetry.	**Unit 101 & 201** Master bedroom: 14.4sqm; min. dimension 3.2m Bed 2: 8.4sqm; min. dimension 2.7m Bed 3: 8.1sqm; min. dimension 2.1m **Unit 102 & 202** Master bedroom: 14sqm; min. dimension 3.1m Bed 2: 9.7sqm; min. dimension 2.7m 

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C2.1.6 – Minimum ceiling height (multiple dwellings)	☒	☐	☐	i. 2.65m for habitable rooms; and ii. 2.4m for non-habitable rooms. All other ceilings are to meet the requirements of the NCC	Ceiling height of 2.7m provided.
C2.1.7 –Minimum internal dwelling floor area (multiple dwellings)	☐	☒	☐	2 bed x 2 bath = 72sqm 3 bed x 2 bath = 95sqm	Unit 102 & 202 (2 bed 2 bath): 62.5sqm Unit 101 & 201 (3 bed 2 bath): 75.9sqm
C2.1.8 – Dwelling mix (10+ multiple dwellings)	☐	☐	☒		No more than 10 dwellings proposed.
C2.1.9 – Storage requirements in Table 2.1b	☐	☒	☐	2 bedroom: 4sqm; min 1.5m dimension and 2.1m height 3 bed: 5sqm; min 1.5m dimension and 2.1m height.	**Unit 101 & 201 (3 bed)** Ground floor (adjacent to office unit) – min. dimension 1.9m; 5sqm; 2.7m height. Ground floor (underneath stairs) – min. dimension 1.6m; 4.6sqm; 1.96m height and tapered. **Unit 102 & 202 (2 bed)** Ground floor (2 provided) – min. dimension 1.1m; 2.1sqm; 2.7m height. Additional storage provided internally within the units – min. dimension 1.1m; 2.4sqm
C2.1.10 – Reduced storage area dimension	☐	☐	☒	Notwithstanding C2.1.9, minimum storage area dimension can be reduced to 1m where: i. it can be demonstrated that an adjacent circulation space achieves 0.9m clearance; ii. the door or opening is located on the greater dimension and is openable for a minimum 80 per cent of the length; and iii. the minimum storage area is still achieved (refer Figure 2.1d).	Does not meet the condition required for the reduced minimum dimension.
C2.1.11 – Major openings setback a minimum of 3m where facing directly onto car parking and corridors (multiple dwellings)	☐	☐	☒		No multiple dwellings proposed on ground floor.
C2.1.12 – Separation of noise sources (multiple dwellings)	☒	☐	☐	**C2.1.12** For multiple dwellings, potential noise sources such as garage doors, service areas, active communal open space, communal waste storage areas and non-residential components of a mixed use development are not located within; i. 1m to the external wall of habitable rooms; and ii. 3m of a window to a bedroom.	No dwellings proposed on the same floor as garage or service area, nor is it on the same floor as the communal open space.

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DESIGN PRINCIPLE (IF APPLIED)	COMMENT
P2.1.3 The size and layout of dwellings: i. is functional with the ability to flexibly accommodate furniture; ii. is appropriate to the intended number of occupants; and iii. ensures functional, high amenity spaces.	The size of the dwellings is proportionate to the lot size restriction. Notwithstanding, the floor plan demonstrates that there is capacity for furniture to be adequately accommodated. The internal floor space is carefully designed to sufficiently accommodate the intended number of occupants and still allow for high amenity spaces. In particular, whilst the size of the dwelling is undersized, it is directly open up to the private open space which allows for visual connectivity and functionality.
P2.1.5 Each dwelling provides adequate, conveniently located storage for large items that are: i. proportionate to the size of the dwelling and intended number of occupants; and ii. integrated into the design of the building and/ or screened from view to ensure that it is not visually intrusive when viewed from the street.	Each dwelling is provided with a storage area on the ground floor. Where there is a shortfall to the total storage area (2 bed units), additional storage has been allocated internally within the units itself. The proposed storage will not be visually intrusive from the streetscape.
P2.1.6 The siting and layout of dwellings minimizes potential impacts on amenity and provide appropriate visual and acoustic privacy to habitable rooms by: i. locating, orienting or setting back habitable rooms; ii. providing adequate landscape screening as a buffer; and/or iii. providing acoustic treatments to reduce noise transfer.	Due to the small lot size, there is limitation to the potential layout of the development. Notwithstanding, to the extent where possible, where there is a major opening that directly opens up to a street front, planter boxes are proposed to allow for future vegetation screening where practicable. This increases the level of amenity to the habitable rooms. In addition, acoustic treatments are proposed consistent to the requirement of SPP5.4.

2.2 SOLAR ACCESS AND NATURAL VENTILATION

DEEMED-TO-COMPLY	MEETS DEEMED-TO-COMPLY	ADDRESSES DESIGN PRINCIPLE	NOT APPLICABLE	DEEMED-TO-COMPLY REQUIREMENT	PROVIDED
C2.2.1 – Openable external window requirements for habitable rooms	☐	☒	☐	**C2.2.1** Every habitable room has a minimum of one openable external window: i. visible from all parts of the room; ii. with an aggregate glazed area not less than 10 per cent of the habitable room internal floor area; and	**Unit 101 & 201** Master bedroom: Awning/fixed window; 1.44sqm req. 4.5sqm provided; 100% transparent. Bed 2: Awning/fixed window; 0.84sqm required, 1sqm provided; 0.7sqm opaque (70%).

				iii. comprising a minimum of 50 per cent of transparent glazing.	Bed 3: Awning/fixed window; 0.81sqm required, 2sqm provided; 70% opaque **Unit 102 & 202** Master bedroom: Awning/fixed window; 1.4sqm required; 4.5sqm provided; 100% transparent Bed 2: Awning/fixed window; 0.97sqm required, 1sqm provided; 70% opaque.
C2.2.2 – Courtyard requirements (when proposed as the only source of daylight to a habitable room)	☐	☒	☐	**C2.2.2** Where a courtyard is the only source of daylight to a habitable room, the courtyard must be uncovered and open to the sky[1] with a: i. minimum area of 4m2 (refer Figure 2.2a); and ii. for multiple dwellings a minimum dimension of 0.5 times the wall height. *[1] Excludes minor projections*	For Bed 2 and 3 of Unit 101 & 201; and Bed 2 of Unit 102 & 202, they have access to sunlight via the proposed airwell. This is setback from boundary with a minimum dimension of 0.9m and with a total area of 2.9sqm.
C2.2.3 – Openable window requirements for bathrooms on external walls (excluding boundary walls)	☐	☐	☒		No external wall for bathrooms and where it has an external wall, this is a boundary wall and is excluded.
C2.2.4 – Orientation of major openings to primary living spaces (single houses and grouped dwellings)	☐	☐	☒		
C2.2.5 – Percentage of dwellings achieving solar access to major openings to primary living spaces (multiple dwellings)	☒	☐	☐		All dwellings are able to achieve 2 hours of direct sunlight between 9am and 3pm on 21 June.

DESIGN PRINCIPLE (IF APPLIED)	**COMMENT**
P2.2.1 In climate zones 4, 5 and 6 the development is sited, oriented and designed to optimise winter solar gain whilst limiting summer sunlight into: i. the primary living space and habitable rooms; and ii. ii. private open spaces, including the primary garden area; while balancing site constraints, outlook and views of significance.	Given the lot size restriction and orientation, the proposed development has already addressed the site constraint by maximising the orientation of the balcony to have an external outlook and which is co-located with primary living spaces to allow for solar access and the continuation of visual permeability.
P2.2.2 Windows to habitable rooms are designed and positioned to optimize daylight, natural ventilation and outlook, while maintaining a reasonable level of visual privacy.	An airwell is proposed to allow for access to daylight and natural ventilation into some bedrooms which is setback from the southern boundary wall by 0.9m. At this current stage, there is no development adjacent to the southern boundary. Notwithstanding, the openings are designed to be partially opaque to ensure the visual privacy of any future development on the adjacent block.
P2.2.3 Dwellings optimize natural ventilation to habitable rooms (and bathrooms where possible) that is responsive to site and local climatic conditions.	All habitable rooms have access to operable windows. Whilst it is not possible to all achieve cross ventilation, to the extent where possible, it is ensured that all dwellings have the ability to ventilate and will also be supplemented by mechanical ventilation.

2.3 PARKING

DEEMED-TO-COMPLY	MEETS DEEMED-TO-COMPLY	ADDRESSES DESIGN PRINCIPLE	NOT APPLICABLE	**DEEMED-TO-COMPLY REQUIREMENT**	**PROVIDED**
C2.3.1 – Occupant parking in accordance with Table 2.3a	☒	☐	☐	Location A: 2 bedroom = 0 required 3 bed= 1 required. 2 bays required in total.	The site is located within 250m walkable catchment of high frequency transit stop (Route 999) and is considered Location A. Total of 5 carparking bays (2 tandem bays) provided. Both 3 bedroom units will have access to the 2 car parking bays respectively, one of the 2 bedroom unit will have 1 car parking bays, and another will have none.
C2.3.2 – Motorcycle/scooter parking (multiple dwellings)	☒	☐	☐	0-19 dwellings: no motorcycle/scooter parking required.	None provided.
C2.3.3 – Design of car spaces and manoeuvring areas as per *AS2890.1*	☒	☐	☐		Car parking has been designed to meet AS2890.1
C2.3.4 – Visitor parking in accordance with Table 2.3a	☒	☐	☐	0-4 dwellings, no visitor car parking required.	None provided.
C2.3.5 – Design and location of visitor parking	☐	☐	☒		
C2.3.6 – Bicycle parking in accordance with Table 2.3b	☒	☐	☐	Occupant bicycle parking: 0.5 x 4 = 2 Visitor bicycle parking : 0-9 dwelling = 0 required,	2 bicycle parking provided.

2.4 WASTE MANAGEMENT

DEEMED-TO-COMPLY	MEETS DEEMED-TO-COMPLY	ADDRESSES DESIGN PRINCIPLE	NOT APPLICABLE	**DEEMED-TO-COMPLY REQUIREMENT**	**PROVIDED**
C2.4.1 – Space for bin storage	☒	☐	☐		Dedicated bin storage space has been allocated.
C2.4.2 – Waste management plan (multiple dwellings or 5+ grouped dwellings)	☒	☐	☐		A simplified Waste Management Plan has been prepared considering size of development.
C2.4.3 – Screening of waste storage	☒	☐	☐		Bins are stored internally and not visually prominent to the general public or the street front.
C2.4.4 – Communal waste storage area requirements	☒	☐	☐		Bins are not stored within area adjacent to any residential uses or communal open space.

2.5 UTILITIES

DEEMED-TO-COMPLY	MEETS DEEMED-TO-COMPLY	ADDRESSES DESIGN PRINCIPLE	NOT APPLICABLE	**DEEMED-TO-COMPLY REQUIREMENT**	**PROVIDED**
C2.5.1 – Service utilities	☒	☐	☐		Utilities such as electric and water meter, letter boxes have been provided to the Bick Lane frontage and is incorporated as part of the building.
C2.5.2 – Functional utilities	☒	☐	☐		Other functional utilities such as air conditioning plant and PV system are located on the top of the roof terrace.
C2.5.3 – Solar collectors (where provided)	☒	☐	☐		Solar collectors are located on the top of the roof.

2.7 UNIVERSAL DESIGN

DEEMED-TO-COMPLY	MEETS DEEMED-TO-COMPLY	ADDRESSES DESIGN PRINCIPLE	NOT APPLICABLE	**DEEMED-TO-COMPLY REQUIREMENT**	**PROVIDED**	**DESIGN PRINCIPLE** (IF APPLIED)	**CONDITION OF APPROVAL** (IF APPLIED)
C2.7.1 – 20% of dwellings to achieve silver level universal design (10 + grouped or multiple dwellings)	☐	☐	☒		Proposal only has 4 multiple dwellings unit.		
C2.7.2 – Gold level universal design requirements where seeking to apply site area variation in Part D, C1.1.6 or C1.1.7	☐	☐	☒				

3.0 NEIGHBOURLINESS

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3.1 SITE COVER

DEEMED-TO-COMPLY	MEETS DEEMED-TO-COMPLY	ADDRESSES DESIGN PRINCIPLE	NOT APPLICABLE	DEEMED-TO-COMPLY REQUIREMENT	PROVIDED
C3.1.1 – Site cover in accordance with Table 3.1a *(For single house and grouped dwelling development, refer section 5, C5.1 until 10 April 2026)*	☐	☒	☐	R60 = 70% maximum site cover	Approximately 100%.

DESIGN PRINCIPLE (IF APPLIED)	COMMENT
P3.1.1 The site cover of the development is suitable for its context to: i. achieve appropriate building bulk on the site, consistent with the intent of the applicable density code and/or as outlined in the local planning framework; ii. ensure sufficient outdoor space for landscaping including trees and deep soil areas; iii. ensure adequate solar access and natural ventilation into the dwelling; iv. provide opportunities for residents to use space external to the dwelling for outdoor pursuits and access within and around the site; v. provide space for utilities and essential facilities; and vi. be compatible with the existing and/or desired streetscape and local character.	The site is only 201sqm. The building bulk is considered appropriate to the site context, particularly considering the lot size and the R60 density code. When considering the existing character and streetscape, most of the existing development along Bick Lane also has nil setbacks to all boundaries. Notwithstanding the lack of deep soil area and landscaping on ground floor, this has been compensated by the landscaping and planting area on the roof terrace level which has the ability to achieve the planting of 3 small trees. All four (4) of the multiple dwellings have solar and wind access into the dwelling. The rooftop terrace can be used as communal open space in conjunction with the landscaping proposed, notwithstanding that there is no communal open space required. All utilities are also designed to be incorporated as part of the building.

3.2 BUILDING HEIGHT

DEEMED-TO-COMPLY	MEETS DEEMED-TO-COMPLY	ADDRESSES DESIGN PRINCIPLE	NOT APPLICABLE	DEEMED-TO-COMPLY REQUIREMENT	PROVIDED
C3.2.1 – Building height in accordance with Table 3.2a	☐	☒	☐	**(Modified by LPS4 - Schedule 7 subarea 3.3.3 Northbank.)** Maximum storey 3 Maximum height to external wall 10.5m.	3 storey development. The external wall is 10.5m. However, there are lift shafts and stairwell projection up to total of 13.1m height. A roof cover structure is proposed over the roof terrace area but is setback from the edge of the building. Noting that the scheme allows for variation to the height requirement, this is addressed in the justification report.

DESIGN PRINCIPLE (IF APPLIED)	COMMENT
(Modified by LPP2.9) 3.1 In addition to the existing design principles of R-Codes clauses 5.1.6 or 3.2 (as appropriate), the local government shall have regard as to whether: - the proposed height is consistent with the predominant height of development within the prevailing streetscape; and/or - the additional height is the result of the sloping topography of the site.	The proposed development is 3 storey and is generally consistent in height with the adjoining development to the north. It is considered to be in line with the prevailing character of the streetscape.
P3.2.1 Building height, bulk and scale is appropriate for the existing and/or desired future streetscape and local character of the area and nearby development.	The building height, bulk and scale is consistent with the existing and future streetscape. In particular, most of the development along Bick Lane are similar multiple dwelling units, with minimal or nil setback and up to 3 storeys high.
P3.2.2 Building height is considerate of the impact on the amenity of adjoining properties or the streetscape, including road reserves and public open space reserves, and where appropriate maintains: i. adequate solar access into indoor and outdoor active habitable space and solar collectors; and ii. access to views of significance.	The predominant exceedance in building height is mostly due to the lift overrun and stairwell and canopy for the rooftop terrace. All of these are located closer to the northern end of the building, to ensure that it does not cause subsequent overshadowing impact to the south. As such, it is not considered to impact on the adjoining lot. In addition, it is not considered to have any impact to the access of views of significance as other development in the surroundings, particularly the building to the west is only double storey and would not have any access to views.

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3.3 STREET SETBACKS

DEEMED-TO-COMPLY	MEETS DEEMED-TO-COMPLY	ADDRESSES DESIGN PRINCIPLE	NOT APPLICABLE	DEEMED-TO-COMPLY REQUIREMENT	PROVIDED
C3.3.1 – Setback of buildings in accordance with Table 3.3a	☐	☒	☐	**(Modified by LPP2.9)** C3.3.1 Buildings are set back from the street boundary in accordance with Table 1.1a above. Minor projections, such as chimneys, eaves, window hoods and other architectural features, are acceptable provided they do not project more than 0.75m into the street setback. Table 1.1a: Primary Street Setbacks **(Modified by LPP3.22)** Clause 5.1.2 C2.1 (iii) of R-Codes Volume 1 for primary street setback averaging does not apply to any sub areas within this policy unless otherwise specified.	Nil setback proposed. No averaging applied. Minor projection of 0.5m into the street verge for eaves/planter.
C3.3.2 – Porch, verandah, balcony projections into the street setback area	☐	☒	☐		Per the above, nil setback proposed. Minor projection of planter boxes into street verge which additional act as canopy.
C3.3.3 – Setback from corner truncations	☐	☐	☒		
C3.3.4 – Garages setback from primary street in accordance with Table 3.3b	☒	☐	☐	**(Modified by LPP2.9)**	Garage is located to the rear of the building from a right-of-way (laneway).

Suburb	Ground Floor Setback	Upper Floor Setback
Fremantle	5m	7m
North Fremantle	5m	7m
Beaconsfield	7m	10m
White Gum Valley	7m	10m
South Fremantle	Outside of the Heritage Area: As per R-Codes	
Samson	As per R-Codes	
O'Connor	As per R-Codes	
Hilton	Outside of the Heritage Area: As per R-Codes	

				i. Garages and carports set back in line with or behind the front wall of the dwelling.	
C3.3.5 – Setback of carports from a primary street	☐	☐	☒	**(Modified by LPP2.9)** Carports may be located in front of the dwelling where: i The entire carport (including roof, eaves and pillars/posts) is set back a minimum of 1.5m from primary and secondary street boundaries; ii Pillars and posts have a maximum dimension of 450mm by 450mm; iii The carport does not exceed a maximum height of 3 metres above natural ground level as viewed from the street; iv Where any portion projects into the primary street setback, such portion is open on all sides but may have doors or gates provided they meet the deemed-to-comply criteria of the City's Local Planning Policy 2.8: Fences (or another area-specific instrument if applicable); v Except for doors or gates specified in (iv) above, the construction allows an unobstructed view between the dwelling and the street, right-of way or equivalent; vi The maximum width of the carport is 6 metres on a property with a frontage of 12 metres or greater, and 3 metres on a property with a frontage of less than 12 metres; and vii The carport is set back from the side lot boundaries in accordance with table 2a of Part B or Table 3.4a of Part C (whichever is applicable) of the R-Codes Volume 1 except that pillars and posts may be built up to the lot boundary where the carport is less than 10m in length and the above subclauses are met. *Note 1: Carports, patios, verandahs or equivalent structures will need to comply with the NCC requirements, including but not limited to fire separation and non-combustible materials.* *Note 2: Vehicle sightlines of cl. 5.2.5 of the R-Codes will also need to be met, which requires structures truncated or reduced within 1.5m of where a driveway intersects a street, right of way or communal street as shown in the figure below.*	No carport proposed.
C3.3.6 – Setback of garages and carports from a secondary street, right-of way and communal street in accordance with Table 3.3a	☐	☒	☐	Setback to adjoining laneway or right-of-way = 0.5m.	Nil setback proposed.

DESIGN PRINCIPLE (IF APPLIED)	**COMMENT**
(Modified by LPP2.9) 1.1 In addition to the existing design principles of R-Codes clauses 5.1.2 or 3.3 (as appropriate), the local government shall have regard as to whether: - the reduced setback does not result in a projecting element into an established streetscape vista by virtue of the road and/or lot layout in the locality or the topography of the land; and - the setback allows sufficient space for tree retention, planting and other landscaping.	The proposed setback (nil setback) is consistent with the existing streetscape, particularly the development to both the northern boundary and further south demonstrates nil setback to boundary lines. Consideration is given to the small lot size and any setback would not result in a viable development. Where the reduced setback result in loss of landscaping, this is being replaced by the landscaping proposed on the roof terrace level.
(Modified by LPP2.9) 2.1 In addition to the existing design principles of R-Codes clauses 5.2.1 or 3.3 (as appropriate), the local government shall have regard as to whether: - the proposed garage or carport is consistent with the design and setback of comparable garages or carports within the prevailing streetscape; - the reduced setback does not result in a projecting element into an established streetscape vista by virtue of the road and/or lot layout in the locality or the topography of the land; - the setback allows sufficient space for tree planting and other landscaping; or - the carport is lightweight in construction, simple in design and is visually subservient to the form and proportion of the dwelling.	The proposed garage is accessed via Bick Lane which is a right-of-way. The garage is setback consistent with the existing streetscape with the surrounding development generally have nil setback to the laneway.
P3.3.1 Buildings are set back from street boundaries an appropriate distance to ensure they: i. are consistent with the existing or future streetscape and local character; ii. provide sufficient space for tree planting and other landscaping, as well as community interaction; iii. provide adequate privacy to the dwellings; iv. accommodate site planning requirements such as parking and utilities; and v. allow safety clearances for easements for essential service corridors and sightlines.	Surrounding properties generally have nil setback to the street. There is no landscaping proposed on the ground floor due to the limitation of lot size. Notwithstanding, there is no impact to visual privacy given that there is no outward facing major openings to the adjoining lot. In addition, the reduced setback is still capable of allowing safe clearance and use of parking and facility onsite.
P3.3.2 Buildings mass and form that: i. uses design features to affect the size and scale of the building; ii. provide the opportunity for building articulation, such as well-defined entries, varying setbacks across the building width, verandahs, porches and balconies; iii. uses appropriate minor projections that do not detract from the character of the streetscape; iv. minimises the proportion of the façade at ground level taken up by building services, vehicle entries, parking supply, blank walls, servicing infrastructure access, meters and the like; and v. positively contributes to the prevailing or future development context and streetscape as outlined in the local planning framework.	The building is designed with horizontal emphasis, drawn from the heritage North Fremantle Civic Centre. This provides further articulation, which adds visual interest and breaks up the scale of the building. The development is designed with well-defined entries from the Queen Victoria Street, providing pedestrian access. The façade remains open and any services and utilities are located to the rear of the site (via Bick Lane). To further enhance the façade, the proposed development proposes planter boxes which adds visual depth and interest points to the pedestrian interface. Furthermore, it act partially as an awning.
P3.3.3 Garages and/or carports are set back to: i. contribute positively to the streetscape and appearance of dwellings; ii. maintain clear sightlines along the street, to not obstruct views of dwellings from the street and vice versa; and iii. ensure vehicle parking on a driveway only occurs where space permits and does not impede on any existing or planned adjoining pedestrian, cycle, or dual-use path.	Garage is consistent with the predominant streetscape character. There are clear sightlines along the street and is not considered to be obstructed. Parking on the driveway or verge is not possible via the design.

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3.4 LOT BOUNDARY SETBACKS

DEEMED-TO-COMPLY	MEETS DEEMED-TO-COMPLY	ADDRESSES DESIGN PRINCIPLE	NOT APPLICABLE	DEEMED-TO-COMPLY REQUIREMENT	PROVIDED
C3.4.1 – Buildings set back from lot boundaries in accordance with Table 3.4a	☐	☒	☐	Wall height of 10.1m and above requires min. 3m lot boundary setback.	Nil setbacks proposed.
C3.4.2 – Maximum length for two storey walls	☐	☒	☐		Total length of the development is 19.3m. Nil setback proposed to lot boundary. A slight articulation is provided to the southern lot boundary, with a recess of 0.9m to allow for airwell.
C3.4.3 – Setback of carports, patios, verandahs or equivalent structure	☐	☐	☒		No carports, patios or verandahs proposed.
C3.4.4 – Maximum height and length of boundary walls in accordance with Table 3.4b	☐	☒	☐	For R60, frontage greater than 8.5m, maximum boundary wall height is 7m. Maximum wall length is 14m with a setback of 3m for a min length of 3m to a maximum 2/3 length of lot boundary behind street setback line.	Refer below for boundary wall abutting existing constructed wall. Within street setback line and is 10.3m high to a total length of 19.5m.
C3.4.5 – Boundary wall abutting an existing or simultaneously constructed wall	☐	☒	☐		To the northern boundary, the boundary wall abuts an existing wall of similar dimension. However, to the southern boundary, no development is present or being proposed.

C3.4.6 – Grouped dwellings on the same lot set back as if there is a boundary between them	☐	☐	☒		
C3.4.7 – Multiple dwelling buildings on the same lot set back as though there is a lot boundary	☐	☐	☒		No multiple dwellings on same lot.

DESIGN PRINCIPLE (IF APPLIED)	**COMMENT**
P3.4.1 Lot boundary setbacks reinforce the location's streetscape character and are consistent with the existing or desired built form local character.	The proposed lot boundary is consistent with the streetscape character.
P3.4.2 The setback of development from lot boundaries provides a transition between sites with different land uses or intensity of development.	The adjoining development are all 3 storey multiple dwellings development.
P3.4.3 Buildings are set back from lot boundaries or adjacent buildings on the same lot to: i. provide adequate solar access and natural ventilation to the building and open spaces on the site and adjoining properties; and ii. address the potential for overlooking and resultant loss of privacy on adjoining properties.	Notwithstanding the nil setback, there is no adverse impact to the solar access or ventilation to the existing building. Given the lot size, it is also likely that future development to the southern boundary will similarly have no major openings to the lot and therefore unlikely to result in any loss of solar access or visual privacy consideration.
P3.4.4 Buildings are built up to lot boundaries where this: i. makes more effective use of space for primary garden areas and/or private open space; ii. maintains adequate solar access to major openings and private open space of adjoining properties; and iii. contributes positively to the prevailing or future development context and streetscape as outlined in the local planning framework.	The proposed development is built up to lot boundary due to the limitation in lot size. The development allows for sufficiency of private open space and solar access provided. In addition, the nil setback to the front also allow for a positive pedestrian interface.

3.5 SITE WORKS AND RETAINING WALLS

DEEMED-TO-COMPLY	MEETS DEEMED-TO-COMPLY	ADDRESSES DESIGN PRINCIPLE	NOT APPLICABLE	**DEEMED-TO-COMPLY REQUIREMENT**	**PROVIDED**
C3.5.1 – Retaining walls, fill and excavation in the street setback area max 0.5m, except where necessary to provide for pedestrian universal access and/or vehicle access, drainage works, or natural light to a dwelling	☒	☐	☐		Site is relatively flat and vacant. No significant retaining nor fill required.
C3.5.2 - Retaining walls and fill behind the street setback in accordance Table 3.5a	☒	☐	☐		
C3.5.3 – Excavation behind the street setback line and up to the lot boundary	☒	☐	☐		

3.6 STREETSCAPE

DEEMED-TO-COMPLY	MEETS DEEMED-TO-COMPLY	ADDRESSES DESIGN PRINCIPLE	NOT APPLICABLE	**DEEMED-TO-COMPLY REQUIREMENT**	**PROVIDED**
C3.6.1 – Single houses and grouped dwellings address the street	☐	☐	☒		
C3.6.2 – Multiple dwelling upper level balconies address the street	☒	☐	☐		Upper floor balconies face both Queen Victoria Street and Bick Lane.
C3.6.3 – Front door protection from the weather	☐	☐	☒		
C3.6.4 – Ground floor multiple dwellings access to the street	☐	☐	☒		
C3.6.5 – Maximum garage door width	☐	☒	☒		Garage door width is more than 50% of frontage. However, the garage is not to the primary street.
C3.6.6 – Maximum carport width	☐	☐	☒		
C3.6.7 – Fence or wall within the primary street setback area requirements	☐	☐	☒	**(Modified by LPP3.22)** 4.2 All fencing along a street boundary should be a maximum of 1.2m in height and preferably visually permeable to maintain continuity along the streetscape.	No fence proposed. Only boundary walls.
C3.6.8 – Pillars as part of street fence/wall	☐	☐	☒		
C3.6.9 – Secondary street fencing for corner sites	☐	☐	☒		

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3.7 ACCESS

DEEMED-TO-COMPLY	MEETS DEEMED-TO-COMPLY	ADDRESSES DESIGN PRINCIPLE	NOT APPLICABLE	**DEEMED-TO-COMPLY REQUIREMENT**	**PROVIDED**
C3.7.1 – Vehicle access hierarchy	☒	☐	☐		Vehicular access is via the right-of-way only (Bick Lane).
C3.7.2 – One vehicle access per lot	☒	☐	☐		The garage directly abuts Bick Lane. No additional driveway or crossovers required.
C3.7.3 – Driveway dimension requirements	☐	☐	☒	**(Modified by LPP2.9)** C3.7.3ii ii. Driveways must be a maximum 4.5m wide at the street boundary.	No driveway proposed.
C3.7.4 – Driveways that allow vehicles to exit in forward gear	☐	☐	☒		
C3.7.5 – Driveway allow passing (when 30m+)	☐	☐	☒		
C3.7.6 – Driveways onto primary distributor or integrator arterial roads	☐	☐	☒		
C3.7.7 - Sightlines	☐	☒	☐		No driveway proposed. Garage directly abuts the laneway. No truncation proposed.
C3.7.8 – Pedestrian access (grouped and multiple dwellings)	☒	☐	☐		From Queen Victoria Street, the building can be directly accessed as there is no setback. This then led to the lift/stair access and connect through to the garage. An additional pedestrian access is also available via Bick Lane.
C3.7.9 – Delineated or separate pedestrian access (10+ grouped and multiple dwellings)	☐	☐	☒		No communal street proposed. Internal circulation is provided which allows for access from lobby/stair to garage with a minimum width of 1m.
C3.7.10 – Pedestrian access legs	☐	☐	☒		
C3.7.11 – Communal street or battleaxe leg requirements	☐	☐	☒		
C3.7.12 – Lighting and landscaping of communal streets or battleaxe legs	☐	☐	☒		
C3.7.13 – Notwithstanding C3.7.11, communal streets to 20 or more lots requirements	☐	☐	☒		

DESIGN PRINCIPLE (IF APPLIED)	**COMMENT**

P3.7.4 Unobstructed sightlines provided at vehicle access points to ensure safety and visibility along vehicle access ways, streets, rights-of-way, communal streets, crossovers, and footpaths.	Notwithstanding that there is no setback from the garage, it is considered that given the low impact nature it can be considered, particularly when fronting a laneway with low traffic movement. There are also other development which has direct access from garage to the laneway.

3.8 RETAINING EXISTING DWELLINGS

DEEMED-TO-COMPLY	MEETS DEEMED-TO-COMPLY	ADDRESSES DESIGN PRINCIPLE	NOT APPLICABLE	DEEMED-TO-COMPLY REQUIREMENT	PROVIDED
C3.8.1 – Requirements where a dwelling is retained	☐	☐	☒		

3.9 SOLAR ACCESS FOR ADJOINING SITES

DEEMED-TO-COMPLY	MEETS DEEMED-TO-COMPLY	ADDRESSES DESIGN PRINCIPLE	NOT APPLICABLE	DEEMED-TO-COMPLY REQUIREMENT	PROVIDED
C3.9.1 – Maximum overshadowing in accordance with Table 3.9a	☐	☒	☐	R50 or higher: 50% of adjoining property. Calculation based on 12pm 21 June.	More than 50% of adjoining lot, approximately 90%.
C3.9.2 – Maximum overshadowing where R40 or greater and has a lot frontage of 7.5m or less	☐	☐	☒		The adjoining lot is coded R60 but has frontage of more than 7.5m
C3.9.3 – Maximum overshadowing requirements where the adjoining property shares a northern lot boundary with more than one lot	☐	☐	☒		

DESIGN PRINCIPLE (IF APPLIED)	COMMENT
P3.9.1 Development is designed to protect solar access for neighbouring sites taking into account the potential to overshadow: i. major openings to primary living spaces, in particular those oriented between north west, north and east; ii. private open space and communal open space; and iii. roof mounted solar collectors.	Due to the orientation of the site, it is not practicable to achieve compliance with overshadowing. Notwithstanding, it is considered that the overshadowing is unlikely to cause adverse amenity impacts to the southern property given: • The site is currently vacant and future development is likely to be of a similar 3 storey development. • Given the lot size restriction, future development likely to have boundary wall with nil setback and no major opening to the northern aspect. • The current overshadowing is unlikely to impact roof mounted solar collectors whereby the future development is at 3 storey.

3.10 VISUAL PRIVACY

DEEMED-TO-COMPLY	MEETS DEEMED-TO-COMPLY	ADDRESSES DESIGN PRINCIPLE	NOT APPLICABLE	DEEMED-TO-COMPLY REQUIREMENT	PROVIDED
C3.10.1 – Visual privacy requirements where adjoining a developed site	☒	☐	☐		There are no major openings proposed that will overlook into adjoining properties. All major openings proposed only looks into Queen Victoria Street and Bick Lane.
C3.10.2 – Notwithstanding C3.10.1, Visual privacy design solutions	☒	☐	☐		For Unit 101/201 Bed 2 and 3; Unit 102/202 Bed 2, windows are made opaque where it is below 1.6m high.
C3.10.3 – Offsetting of bedroom and study windows	☐	☐	☒		There is no direct major opening on the adjoining property.
C3.10.4 – Overlooking for grouped or multiple dwellings within a lot	☐	☐	☒		
C3.10.5 – Visual privacy where adjoining a vacant or unknown site	☒	☐	☐		The adjoining lot to the south is currently vacant. Notwithstanding, windows to the southern boundary are designed to make sure that it is obscure where it is below 1.6m floor level.
C3.10.6 – Notwithstanding C3.10.5, visual privacy design solutions where adjoining a vacant or unknown site	☒	☐	☐		Per the above.

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Prepared for: 10 BICK LANE
Date: August 11, 2026

DEVELOPMENT PLANS AND STATE PLANNING POLICY 7.0 PRESENTATION

10 BICK LANE
NORTH FREMANTLE

Fremantle advisen... other document ... by a new ... of enabling ... proceedings ... Photographs ... prohibited ... legal action ... infringes their copyright

Project and report	10 BICK LANE ST - STATE PLANNING POLICY 7.0	
Date	11/08/2026	
Client	---	
Document no.		
Version and date issued	260811_BRICKLANE_SPP	Approved by: FG
Report contact	[redacted]	
This report is considered a draft unless signed by a Director or Principal	Approved by: [redacted]	

Design Team

Architecture	FJ ARCH
Client Rep	[redacted]
Town Planning	Altus Planning
Acoustics	Herring Storer Acostics
Landscaping	FJ ARCH
Land Surveying	Surveying Solutions WA

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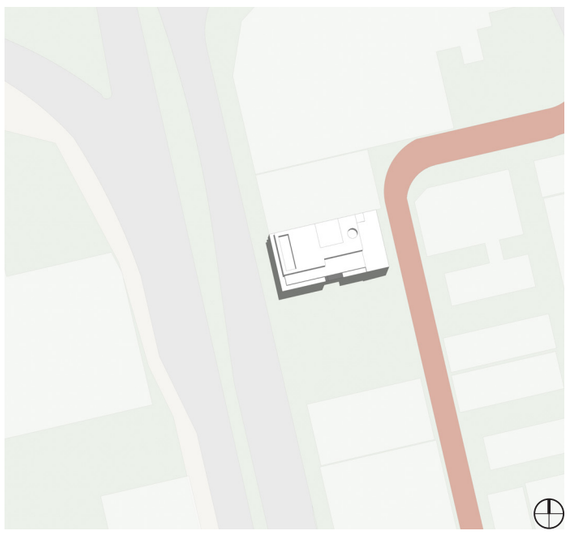
We acknowledge the traditional custodians of the land on which we stand today, the Whadjuk Noongar people, and we pay our respect to their Elders past, present and future.

Introduction

This apartment building brings a **fresh, modern style to the coast** by beautifully combining the historic, factory-style look of North Fremantle with clean, contemporary architecture. Because Bick Lane is a tight, narrow space, we intentionally designed a smaller, exclusive building that feels private and premium. This **boutique approach ensures that the structure honors the neighborhood's unique local character** while offering a high-end, cozy living environment for its residents.

The absolute **best feature** of this design is the **wide-open rooftop terrace**. This expansive outdoor space was specifically engineered to elevate the resident experience, providing clear, beautiful, and unbroken views of both the Swan River and the Indian Ocean. It serves as a private sanctuary in the sky, perfect for relaxing, socializing, and taking in the breathtaking coastal sunsets.









Context and Character
Principle 1

Design Philosophy & Context

Our architectural approach honors the rich, eclectic character of North Fremantle while introducing modern, sustainable design principles.

- **Heritage Integration:** We utilize raw brickwork, textured concrete, and matte steel accents to mirror the historic fabric of neighboring warehouses and nearby port elements.
- **Coastal Climate Optimization:** The structural form uses intelligent passive solar design, maximizing natural light while incorporating deep balconies and louvers to protect against the harsh afternoon sun.
- **Bick Lane Streetscape:** The ground level establishes a soft, human-scale connection to the lane, utilizing native Western Australian coastal landscaping to blend the private entryway into the public sphere.

Spatial Highlights & Features

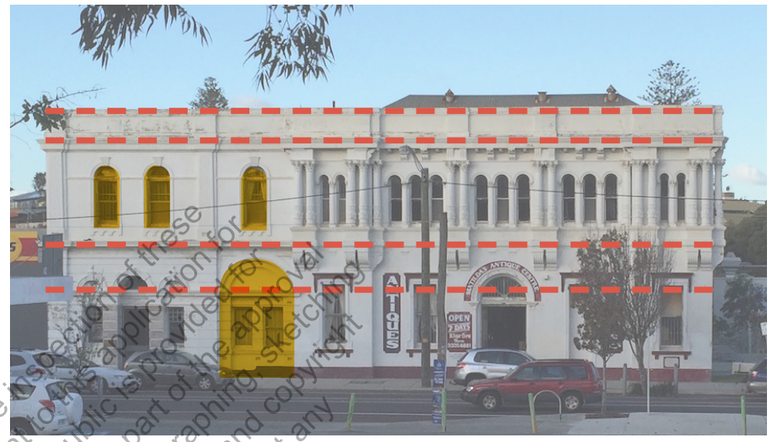
The building is meticulously zoned to balance private luxury with vibrant communal spaces.

- **Boutique Apartments:** Open-plan residences featuring high ceilings, cross-ventilation, and premium sustainable materials.
- **The Roof Deck:** A shared sanctuary equipped with outdoor dining facilities, architectural shading structures, and native greenery.
- **Spectacular Vistas:** The roof deck acts as an elevated viewing platform, framing sunsets over the ocean and tracking the gentle activity of the Swan River.



Various Building Finishes | Queen Victoria St

By reinterpreting these local finishes with a refined, modern touch, we ensure our Bick Lane project sits in perfect context with the neighborhood's established streetscape.



Bulk & Form | Queen Victoria St

Distinct forms and geometric lines to break up structural bulk. By incorporating these expressive elements, we add visual depth and character to an otherwise simple rectilinear building.

Adapting classical lines to a modern touch to cater the client's taste and paying homage to history.



Building Access | Queen Victoria St

By adapting these traditional shopfront entrances, we establish an active ground level that naturally integrates with the urban rhythm of North Fremantle.



Facade and Screening | Queen Victoria St

We integrate sophisticated facade screening to block harsh direct sun rays, providing optimal thermal comfort. Elements present in building along Queen Victoria St.



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Landscape Quality
Principle 2

Plant Boxes

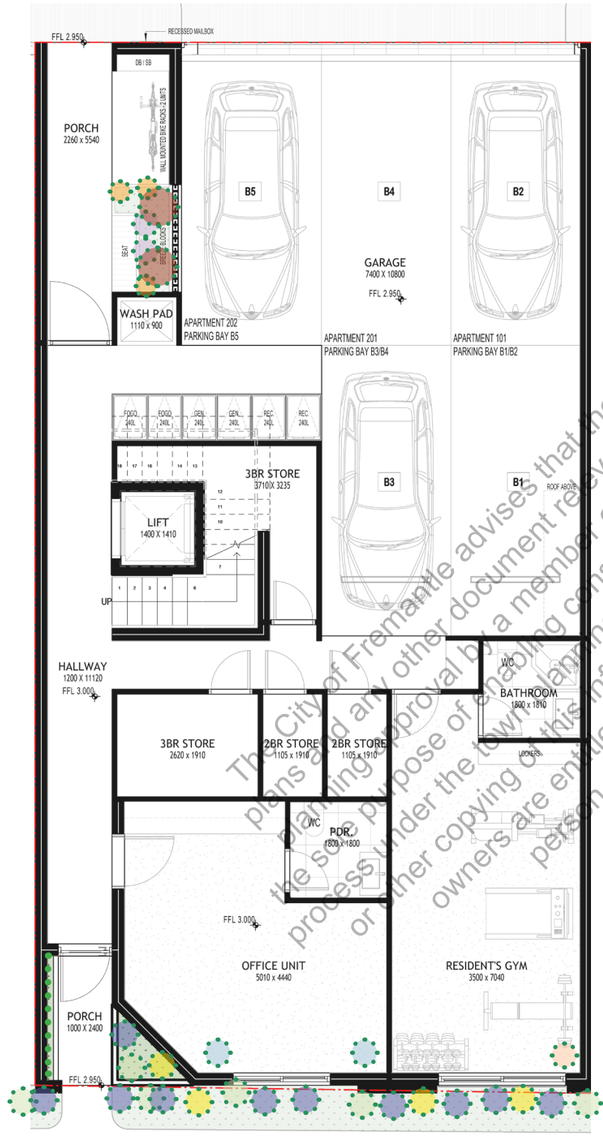
Our Bick Lane development will feature planter boxes with native, low-maintenance plants suited to North Fremantle's coastal climate, offering year-round greenery and supporting sustainability.

Communal Space

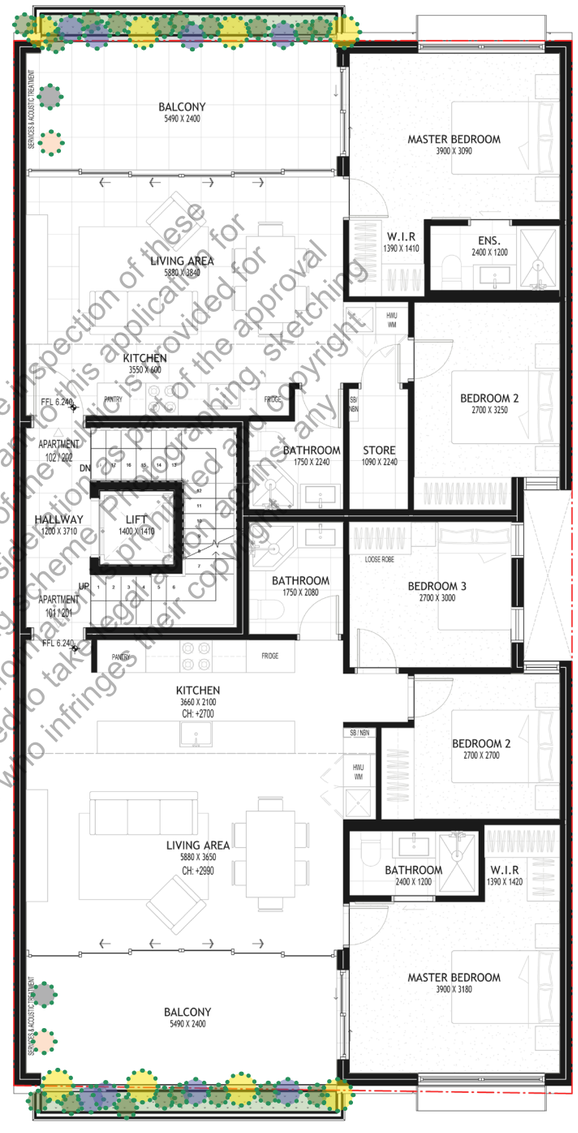
Residents will have access to a shared roof deck that serves as a communal open space, providing a natural, elevated environment for relaxation, informal interaction, and passive recreation. In addition, each residential unit will include its own private balcony, offering individual outdoor space with views of the surrounding streetscape and Swan River.

Key

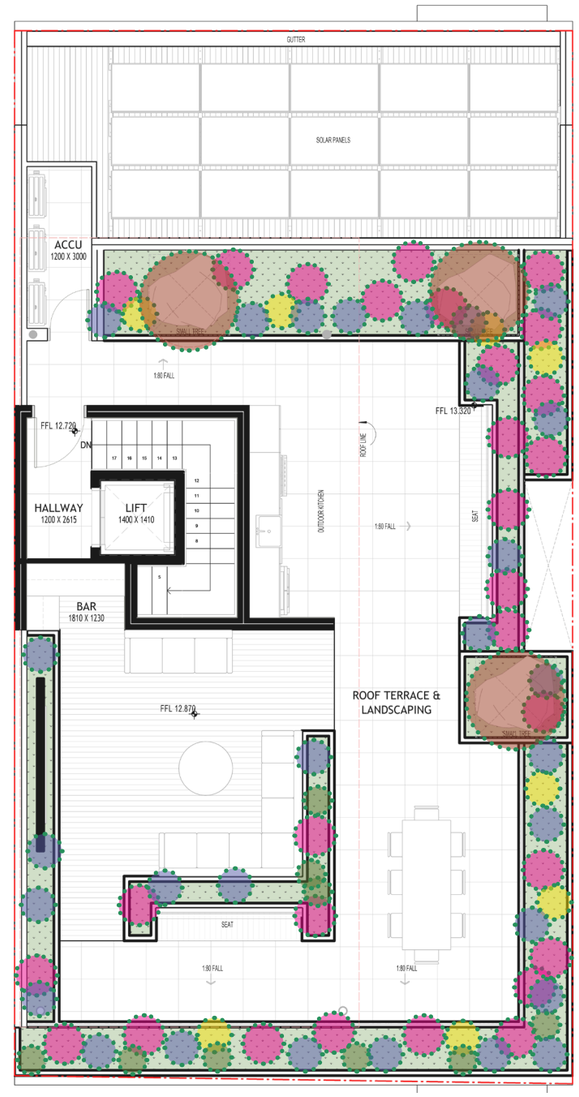
- Variegated Aralia
- Agave Geminiflora
- Casuarina Glauca 'Cousin It'
- Rhapis Excelsa (Lady Palm)
- Aspidistra Elatior
- Sansevieria trifasciata (Snake Plant)
- Ficus lyrata (Fiddle Leaf Fig)
- Mentha (Mint)
- Ophiopogon japonicus
- Lomandra "Lime Tuff"
- Sweet Basil
- Trachelospermum jasminoides



Ground Floor Plan



Typical Level 1&2 Plan



Rooftop Terrace Plan

Refer to Bick Lane Landscape report for more information.

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Landscape Quality
Principle 2



Variegated Aralia



Agave Geminiflora



Casuarina Glauca ‘Cousin It’



Rhapis Excelsa (Lady Palm)



Aspidistra Elatior



Sansevieria trifasciata (Snake Plant)



Ficus lyrata (Fiddle Leaf Fig)



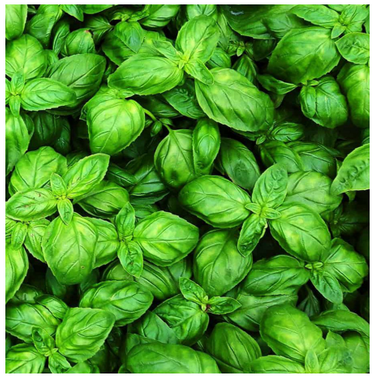
Mentha (Mint)



Ophiopogon japonicus



Lomandra “Lime Tuff”



Sweet Basil



Trachelospermum jasminoides

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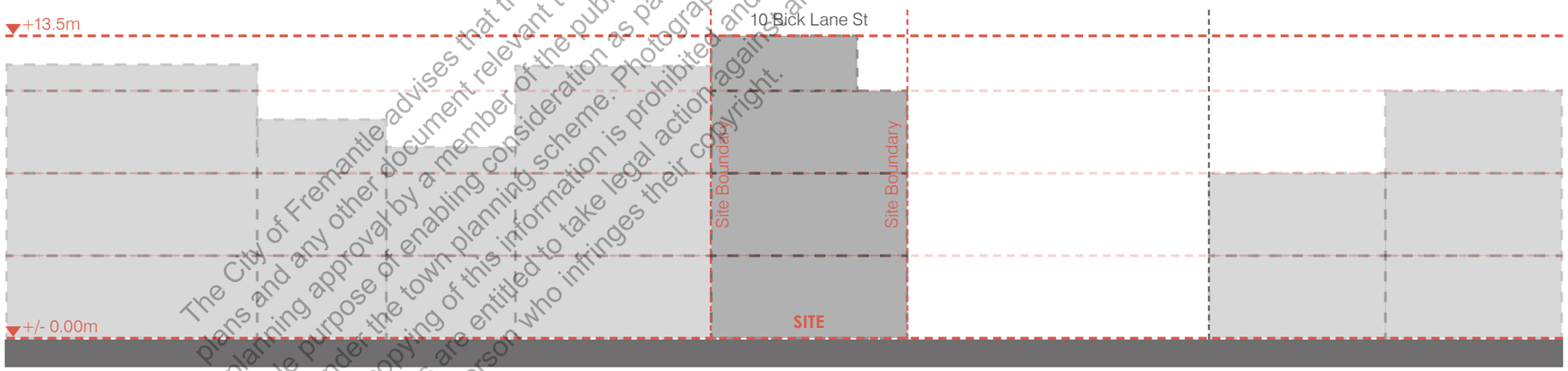
Built Form & Scale
Principle 3

Our design is deeply informed by the existing urban scale of North Fremantle, carefully adapting the volumetric form of surrounding properties to sit comfortably within the Bick Lane streetscape. By mirroring the low-to-mid-rise heights and rectilinear geometry found on Queen Victoria Street, the building structure avoids overwhelming its immediate neighbors.

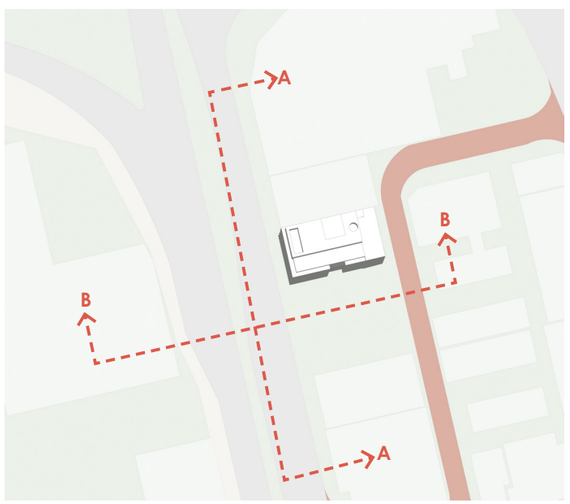
Instead of a monolithic presence, the building's massing is broken down using distinct architectural lines and recessed balconies that echo the rhythms of the adjacent facades. This conscious modulation of bulk and scale preserves neighboring solar access and frames coastal sightlines, ensuring the development acts as a natural, contextual extension of the local built environment.



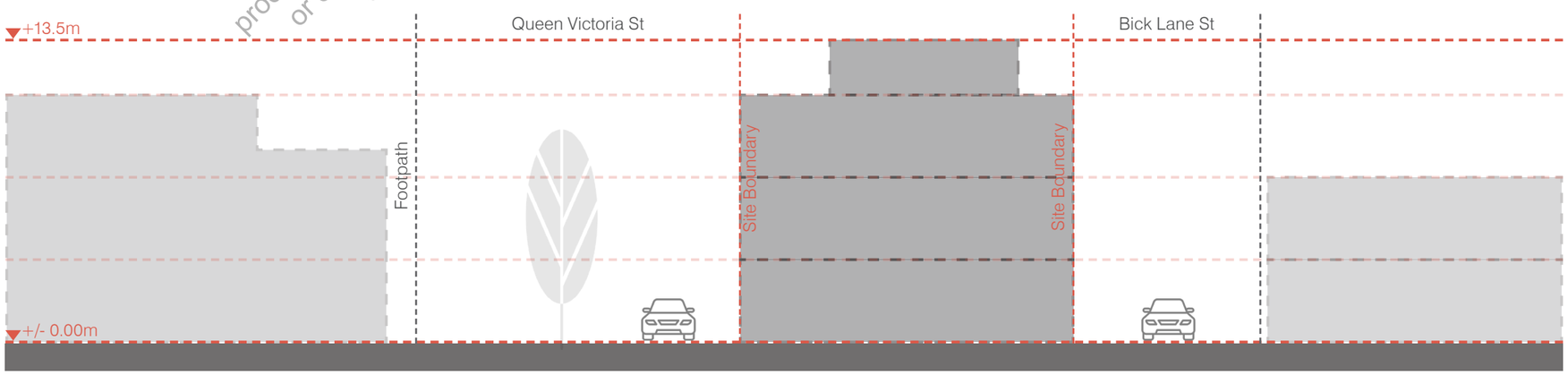




Site Section A (Not to scale)



Key Plan



Site Section B (Not to scale)

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Built Form & Scale
Principle 3
Overshadowing

The proposal has been designed to deliver an appropriate level of height and density while carefully managing solar access and overshadowing impacts along Bick Land and Queen Victoria St.

Shadow modelling undertaken for June at 9am and 12pm, indicates that the most notable overshadowing occurs during the early morning and late afternoon periods. At 9am and 12pm, shadows extend towards Queen Victoria street; however, they remain largely contained within the street corridor and do not significantly encroach beyond the immediate footpath for extended durations.

Overall, the building massing has been configured to minimise adverse overshadowing impacts, ensuring that acceptable levels of daylight are maintained to support pedestrian amenity, comfort, and streetscape usability during the winter period.

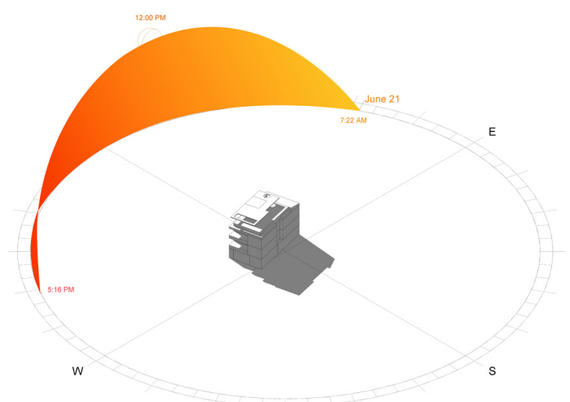


9AM JUNE



12PM JUNE

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Built Form & Scale
Principle 3
Overshadowing

The proposal has been designed to deliver an appropriate level of height and density while maintaining strong solar access along Bick Land and Queen Victoria St., particularly during summer conditions.

Shadow modelling undertaken for December at 9am, and 12pm demonstrates that overshadowing is minimal throughout the day. Due to the higher sun angle, shadows are generally short and remain largely within the building footprint or immediate street edge.

At midday, Queen Victoria St, receives excellent solar access, with the public realm fully exposed to sunlight. Morning and afternoon shadowing is limited and does not significantly impact pedestrian areas.

Overall, the building massing ensures minimal overshadowing during summer, maintaining a bright, comfortable, and highly usable streetscape that supports pedestrian activity and outdoor amenity.

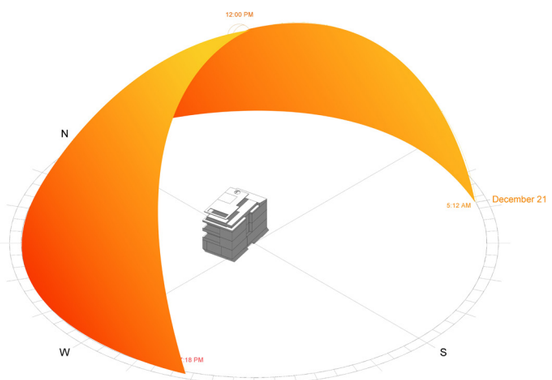


9AM DECEMBER



12PM DECEMBER

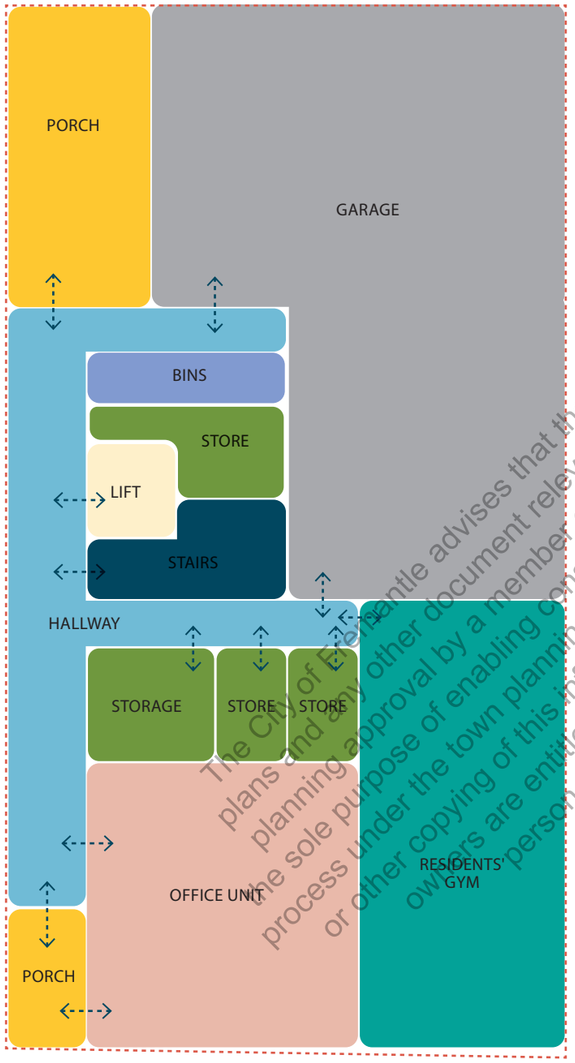
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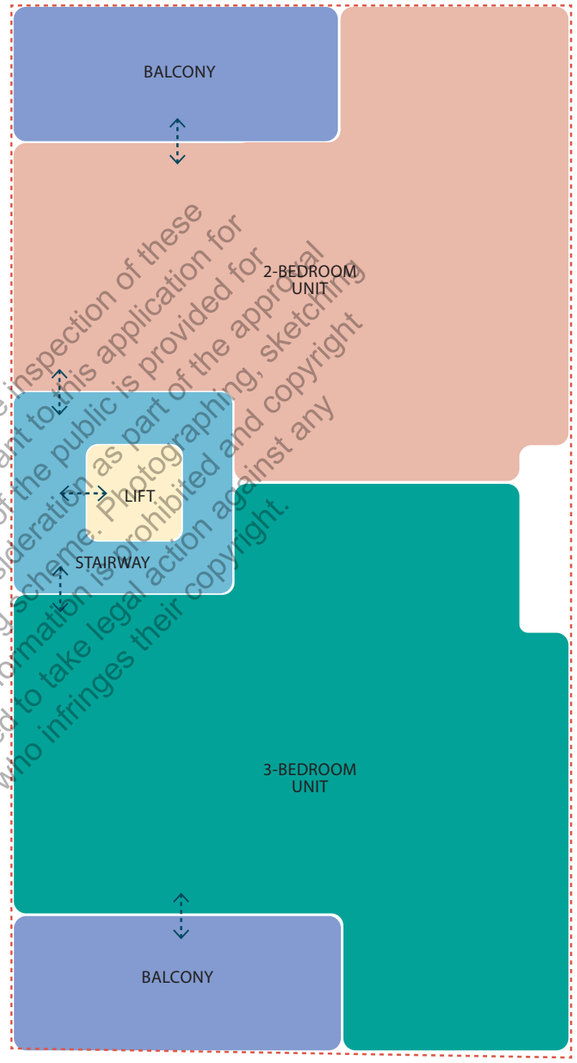
Functionality and Build Quality
Principle 4

The architectural layout of this development prioritizes clear spatial relationships and intuitive, effortless movement between different functional zones. This strategic planning allows residents, families, and visitors to navigate the entire site with total ease. Every design element has been carefully positioned to support streamlined daily operations, elevate occupant safety, and provide a smooth, logical transition from public entryways to private living quarters.

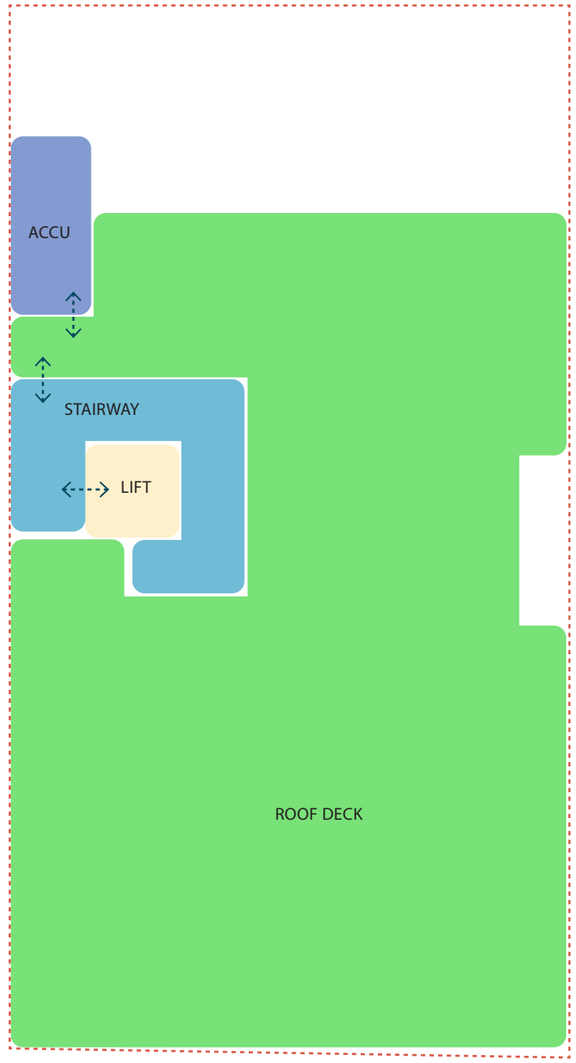
Each apartment unit is carefully planned to maximize space efficiency and functional use while welcoming generous amounts of natural light and coastal cross-ventilation. Furthermore, all residences are fully compliant with the structural requirements mandated by the Western Australian R-Codes to guarantee long-term comfort and high liveability standards. To secure quiet privacy, the units incorporate premium double-wall construction, creating excellent acoustic insulation that dampens internal noise.



Ground Floor Plan



Typical Level 1&2 Plan

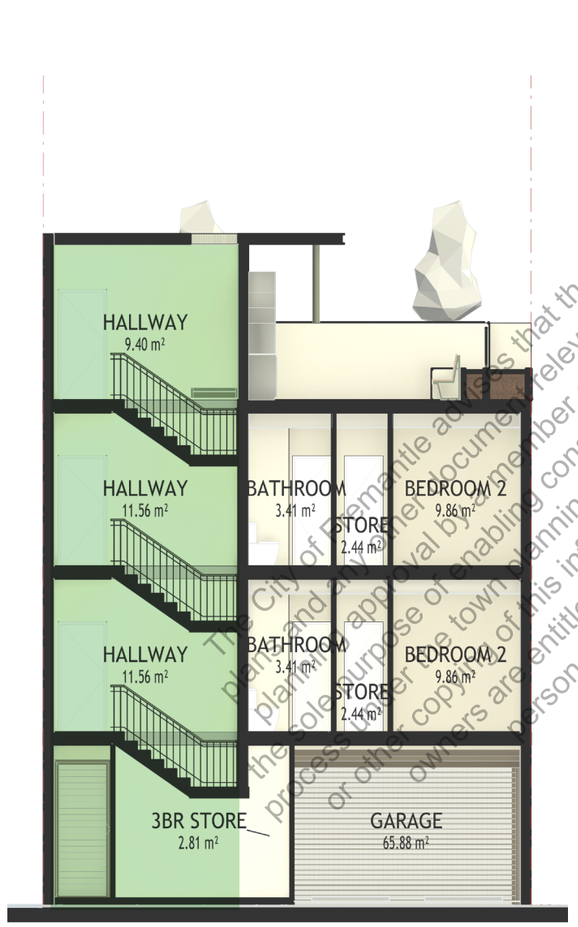


Rooftop Terrace Plan

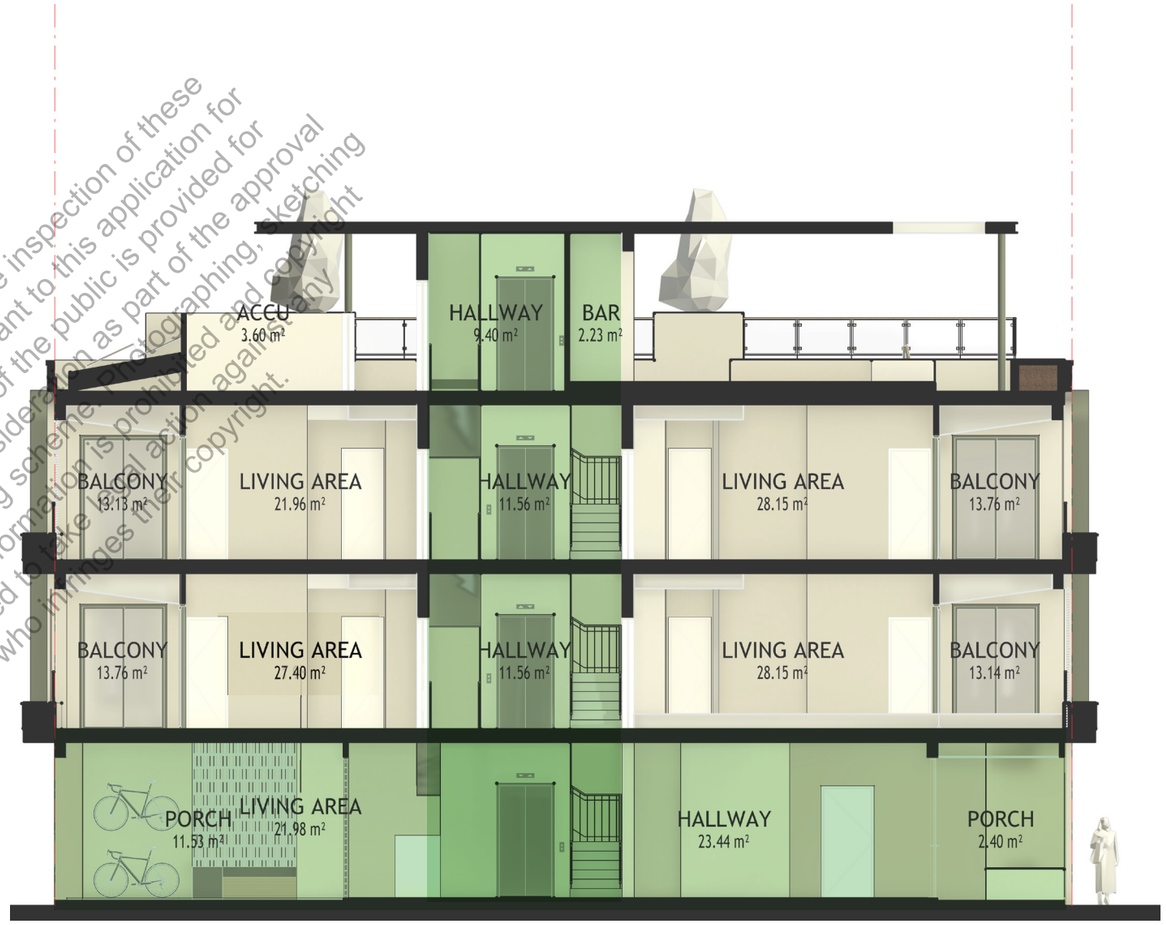
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Functionality and Build Quality
Principle 4

A straightforward and concise zoning strategy organizes the private apartments along a single, completely unobstructed central stairway and corridor. This layout drastically reduces the physical travel distance from individual units to the primary service cores, optimizing daily foot traffic and ensuring rapid occupant evacuation during an emergency.



Cross Section



Longitudinal Section

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Sustainability

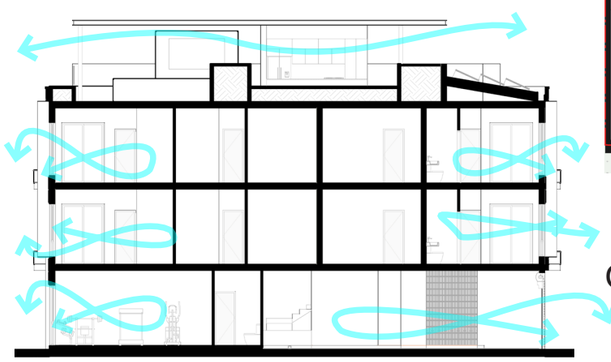
Principle 5
Ventilation

The residential levels have been thoughtfully designed to maximise cross ventilation, enhancing natural airflow and contributing to overall thermal comfort. Apartment layouts are arranged to allow openings on multiple facades where possible, enabling fresh air to flow through living areas and private rooms. This reduces reliance on mechanical cooling and supports **passive climate control** throughout the day and night.

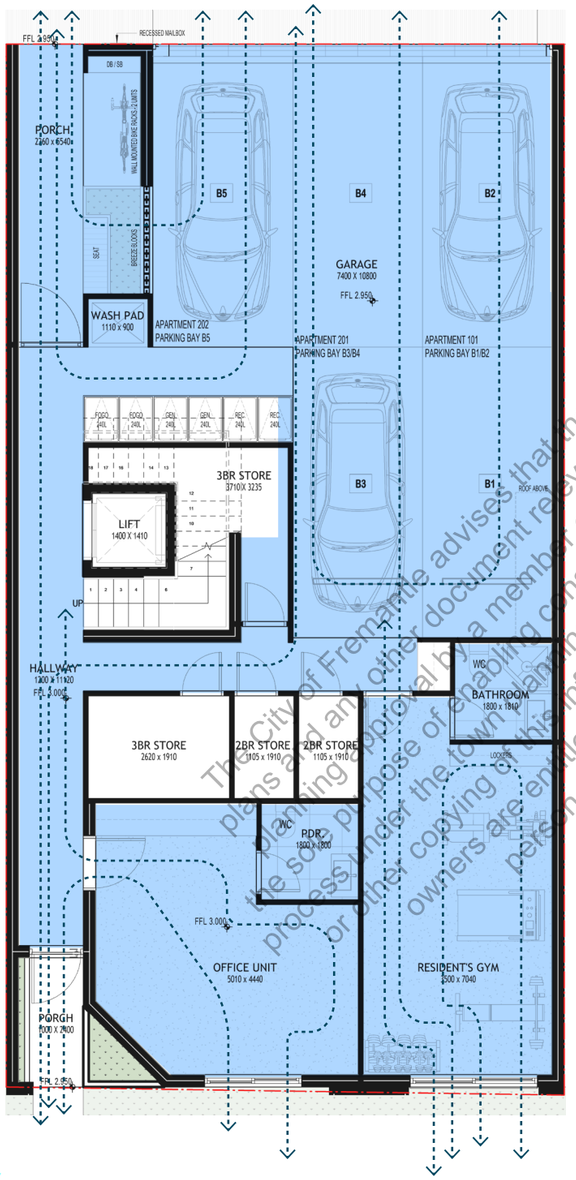
Corridors and shared circulation spaces have been planned to support natural air movement throughout the residential levels. Openings are strategically positioned at each end of the corridors to allow for consistent crossflow of fresh air, helping to ventilate common areas and maintain airflow throughout the building. This passive ventilation strategy reduces heat build-up and enhances air quality, contributing to a healthier and more comfortable living environment for residents.

Ventilation Path

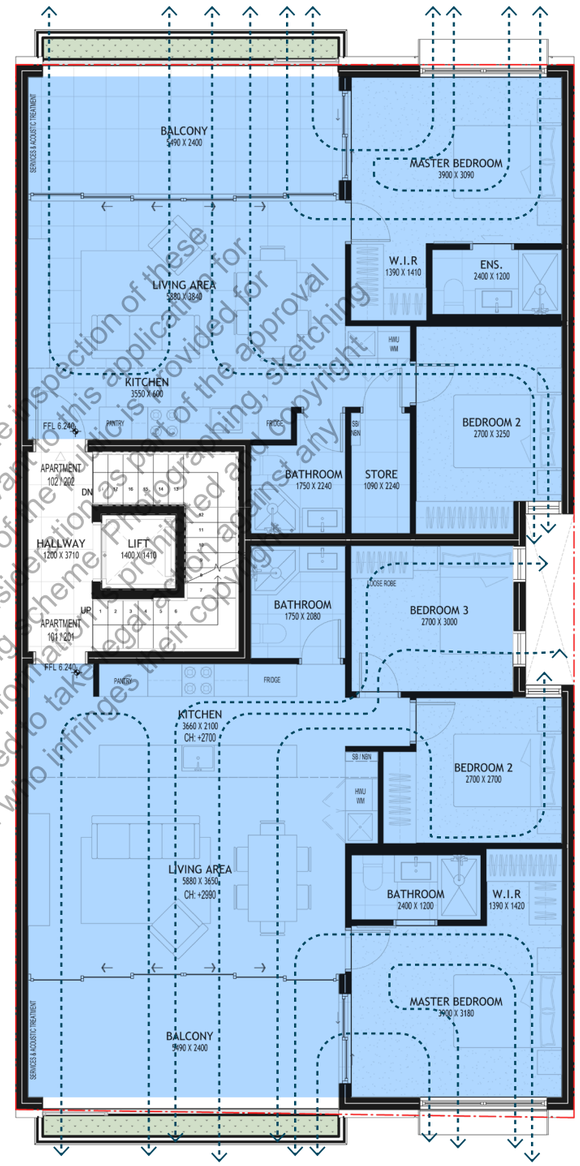
Receives Natural ventilation



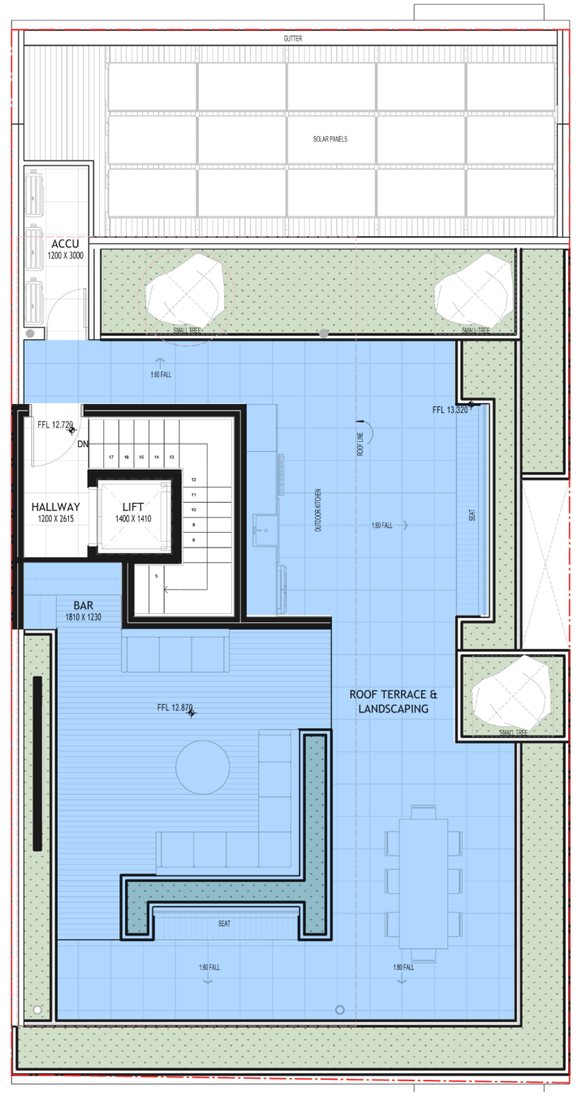
Building Section - Breeze Path



Ground Floor Plan



Level 1 Plan



Rooftop Terrace Plan

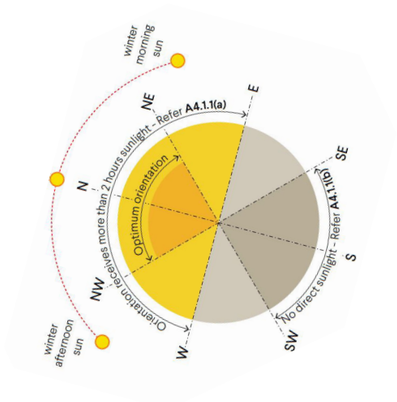
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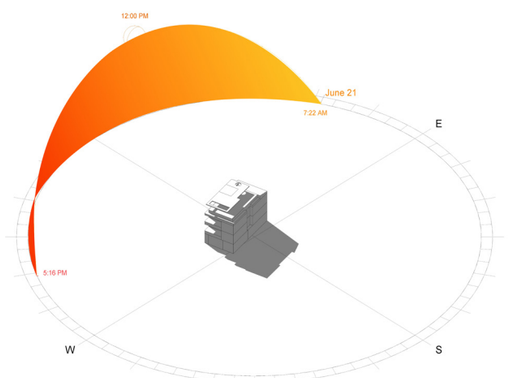
Sustainability

Principle 5
Solar Access

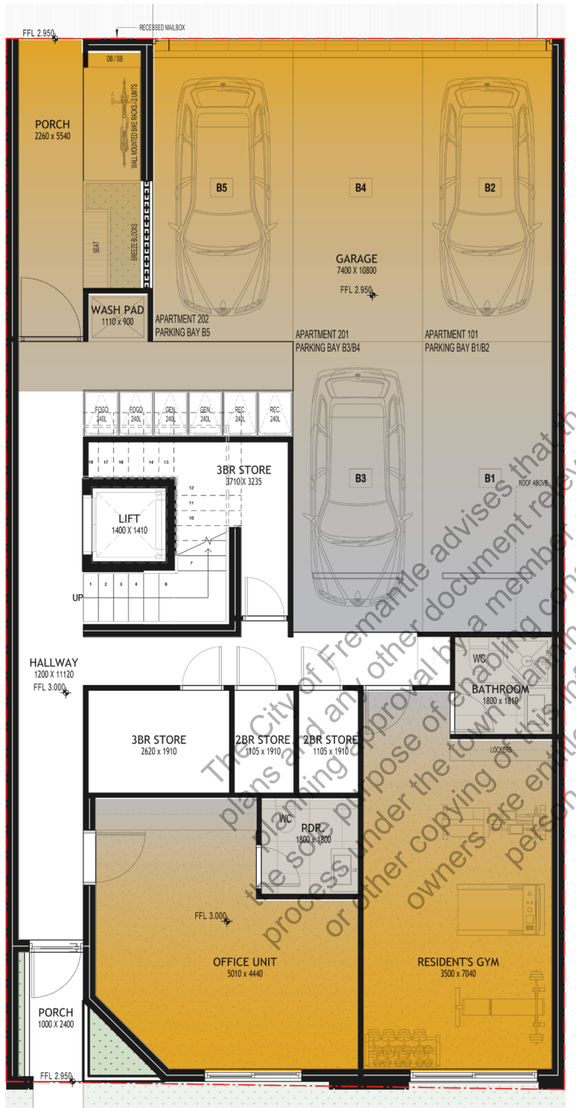
The apartments within the development have been designed to maximise natural daylight, enhancing comfort and energy efficiency throughout the year. Each dwelling is carefully oriented and planned to allow for generous window openings to primary living areas and bedrooms, ensuring ample **sunlight penetration** during the day.

Open-plan layouts and clear internal sightlines further support the flow of daylight through the apartments, reducing reliance on artificial lighting and creating bright, well-lit interiors that improve resident wellbeing. This approach not only enhances daily living but also contributes to the development's overall sustainability goals.





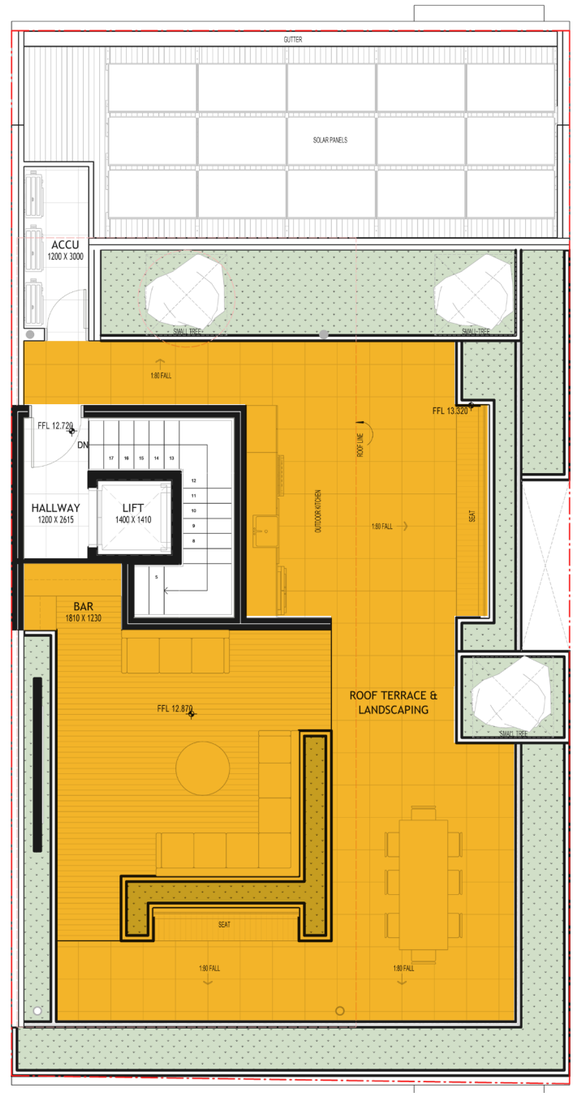
Solar Access — Achieves >2 hrs direct solar access



Ground Floor Plan



Typical Level 1&2 Plan



Rooftop Terrace Plan

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Sustainability
Principle 5

Solar Panels

The roof design provides significant capacity for solar arrays, enabling a seamless transition to renewable energy systems. This spatial optimization supports the building's commitment to sustainable, alternative power generation.

Insulation

Wall insulation serves as a critical thermal buffer, moderating heat exchange to ensure seasonal indoor comfort. As a cornerstone of high-performance building design, it can reduce HVAC energy consumption by up to 70%.

External and Interior Wall Paint

The project uses a thermal color strategy to boost energy efficiency. Light-colored exterior walls and roofing, with an absorptance rating under 0.5, reflect solar radiation to stay cool in summer. Conversely, darker interior finishes on floors and walls absorb and store heat to maintain warmth during winter, ensuring year-round comfort.

Internal Fans

Internal fans improve residential comfort by enhancing air circulation, which aids in temperature regulation and reduces reliance on expensive air conditioning. They are a cost-effective tool for maintaining a fresh, healthy indoor environment.





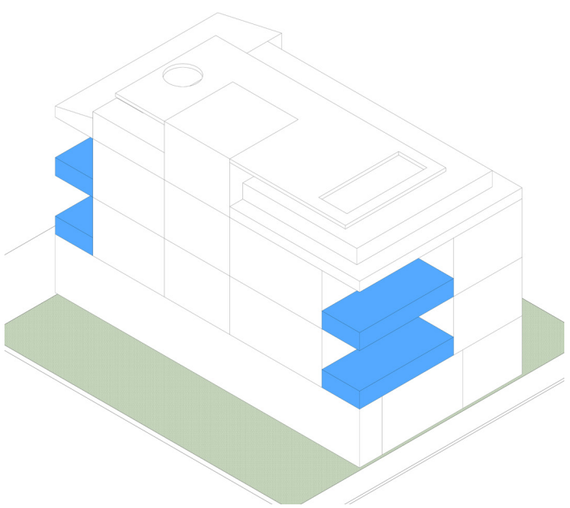


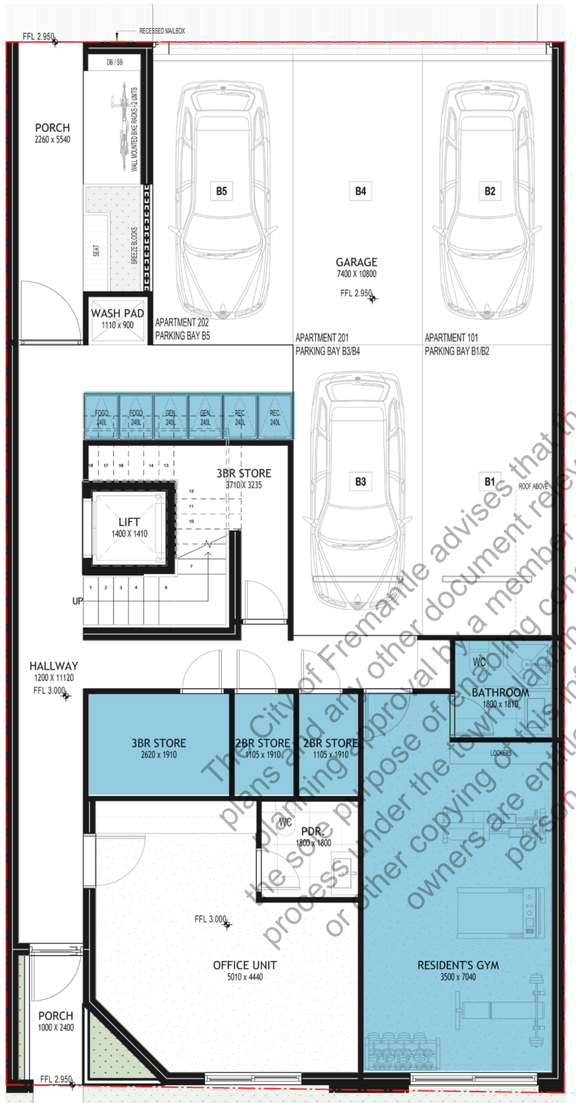
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Amenity
Principle 6

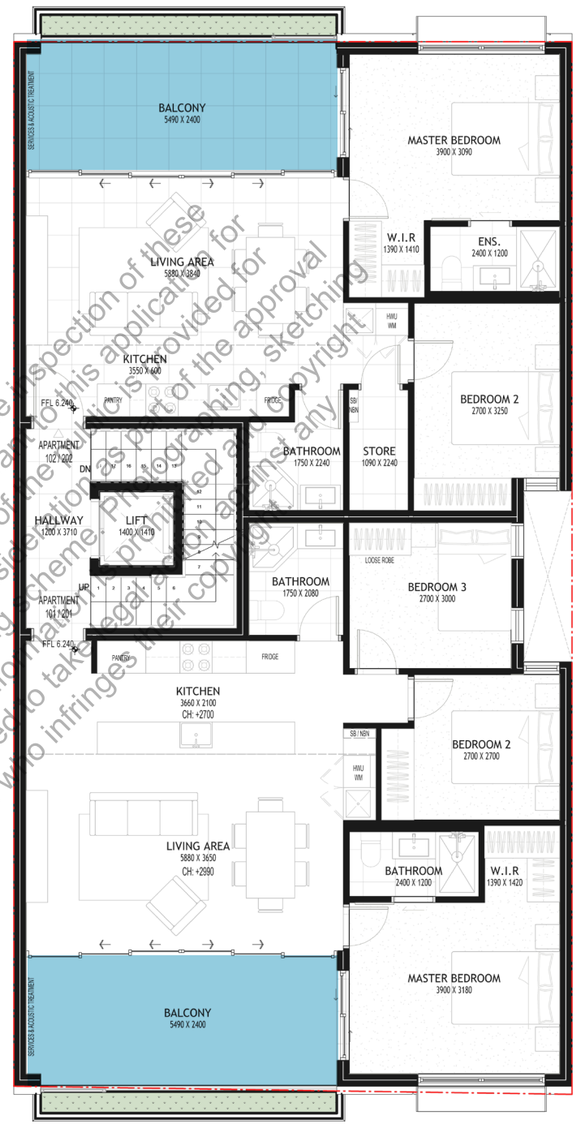
This development offers an exceptional collection of amenities designed to elevate the daily lives of its residents while making the most of its unique coastal location. On the ground level, practicality and wellness take center stage with a secure, highly efficient six-car garage that features integrated, space-saving wall-mounted bike hangers to cater to North Fremantle's active cycling culture. Steps away, a residents' gym provides a private, convenient space for health and fitness, eliminating the need for a neighborhood commute. These ground-floor features are beautifully softened by integrated, lush plant boxes filled with native greenery, creating a welcoming, garden-like entryway that transitions smoothly into the building's foyer.

Moving up the building, the design focuses entirely on fresh air, natural light, and the stunning North Fremantle landscape. Each apartment extends outward into its own generous private open balcony and enclosed balcony, that can open up to extend the living area, offering a secluded personal retreat to enjoy the morning sun and cooling sea breezes. Above it all sits the building's focus: an expansive, beautifully landscaped roof deck. This shared panoramic sanctuary acts as an elevated backyard in the sky, blending community living with breathtaking, unobstructed views of the Swan River and the Indian

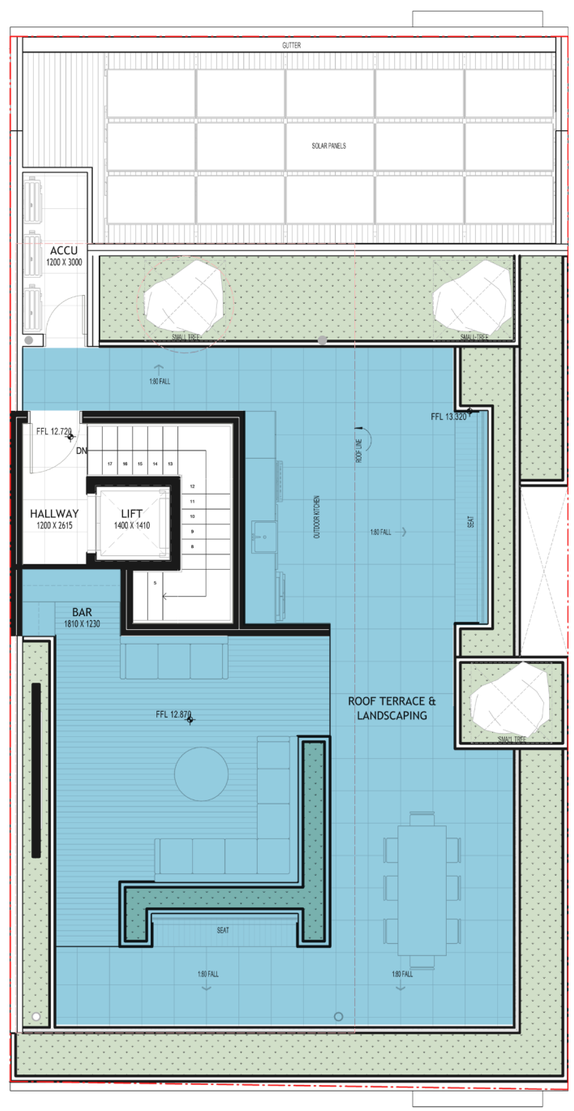




Ground Floor Plan



Typical Level 1&2 Plan



Rooftop Terrace Plan

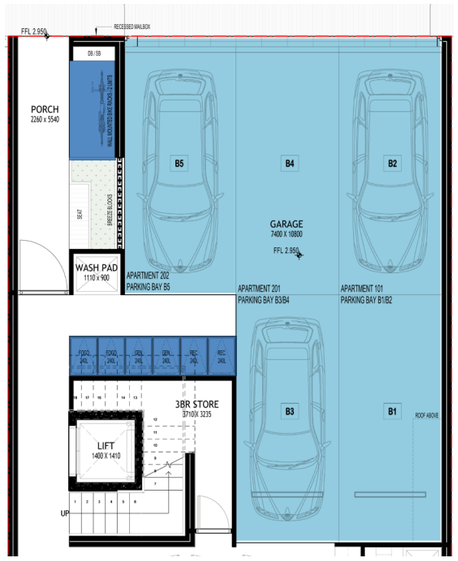
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Amenity
Principle 6

The concept of the building offers serveral amenites that promotes a holistic living experience by integrating eco-friendly energy solutions with practical urban amenities. The design emphasizes the seamless transition between indoor and outdoor spaces through extensive balconies and greenery, while ensuring essential needs like storage and parking are met with efficiency.

Parking

Parking space provision for equal use of users and adequate bike parking racks.



Community Kitchen

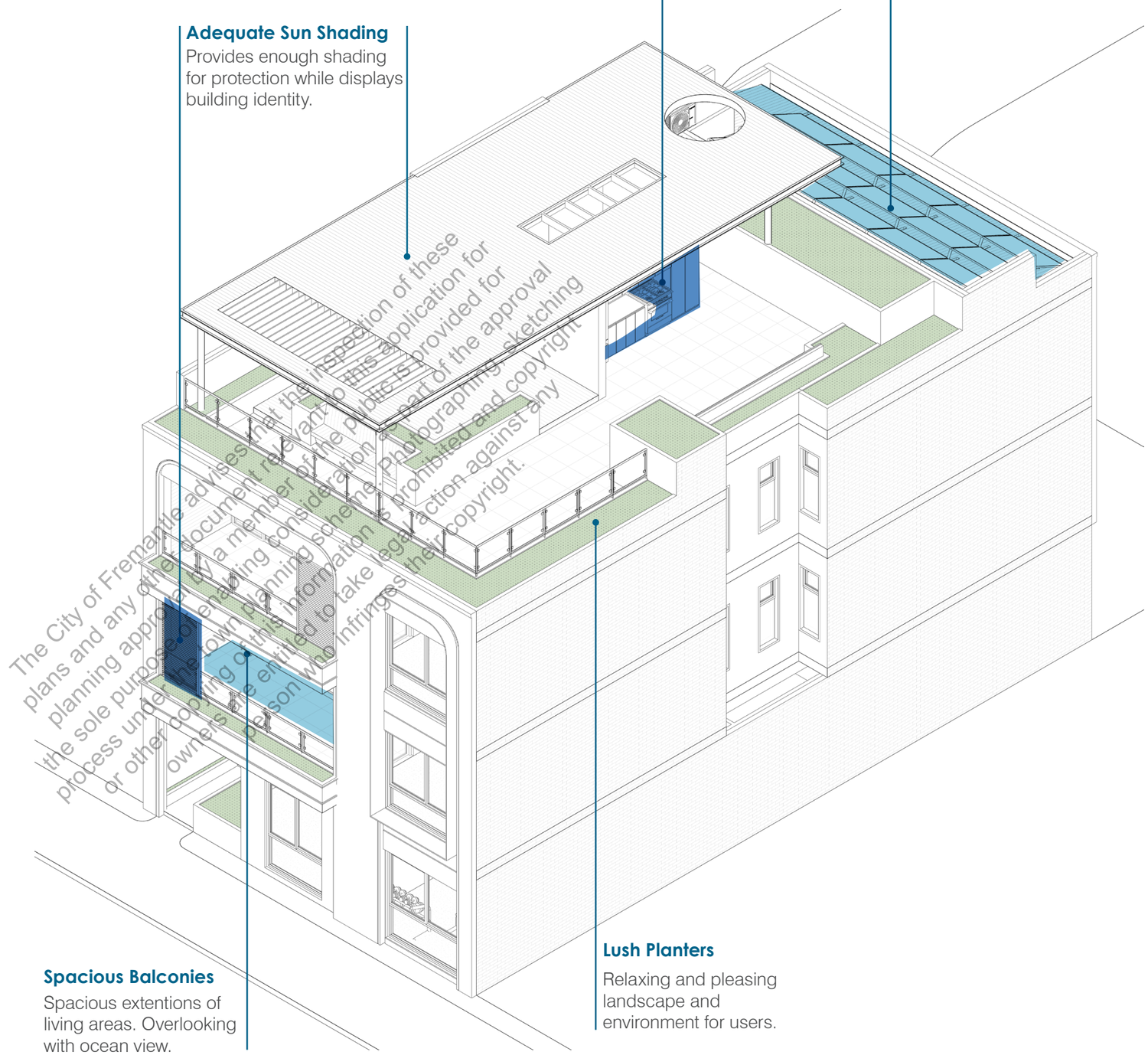
Provision of adequate kitchen equipment for everyone.

Solar Panels System

Provision of alternative energy source using solar panel system.

Adequate Sun Shading

Provides enough shading for protection while displays building identity.



Spacious Balconies

Spacious extentions of living areas. Overlooking with ocean view.

Lush Planters

Relaxing and pleasing landscape and environment for users.

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Amenity
Principle 6
Bins

Incorporating dedicated bin storages streamlines waste management by concealing unsightly clutter and improving overall site hygiene. In accordance with the **City of Fremantle Waste Management Guidelines**, this space-efficient strategy seamlessly accommodates the regional three-bin FOGO system—allocating dedicated zones for a weekly lime-green food and garden organics bin, a fortnightly yellow recycling bin, and an alternate-week red general waste bin.

Source: https://www.fremantle.wa.gov.au/wp-content/uploads/2025/05/CF250110-Waste-Guide-COF_web2.pdf

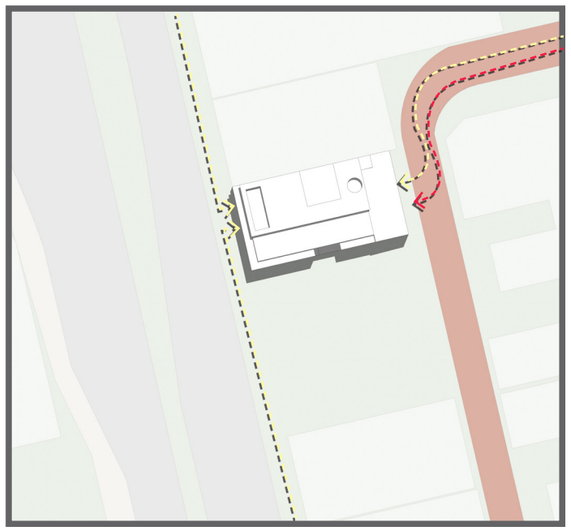
	No. of Units	Refuse Generation Rate	Recycling Generation Rate	FOGO Generation Rate
Two Bedroom Apartment	2	60L/Week	40L/Week	40L/Week
Three Bedroom Apartment	2	80L/Week	90L/Week	60L/Week

	No. of Units	Generation Rate	Waste Generation	Bin Capacity
		REFUSE		
Two Bedroom Apartment	2	60L/Week	120L/Week	
Three Bedroom Apartment	2	80L/Week	160L/Week	
		TOTAL	280L/Week	
		70% Waste Generation	196L/Week	240L
		RECYCLING		
Two Bedroom Apartment	2	40L/Week	80L/Week	
Three Bedroom Apartment	2	90L/Week	180L/Week	
		TOTAL	260L/Week	
		70% Waste Generation	182L/Week	240L
		FOGO		
Two Bedroom Apartment	2	40L/Week	80L/Week	
Three Bedroom Apartment	2	60L/Week	120L/Week	
		TOTAL	200L/Week	
		70% Waste Generation	140L/Week	240L

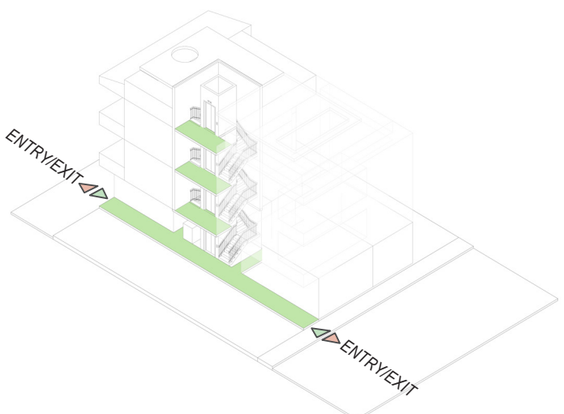
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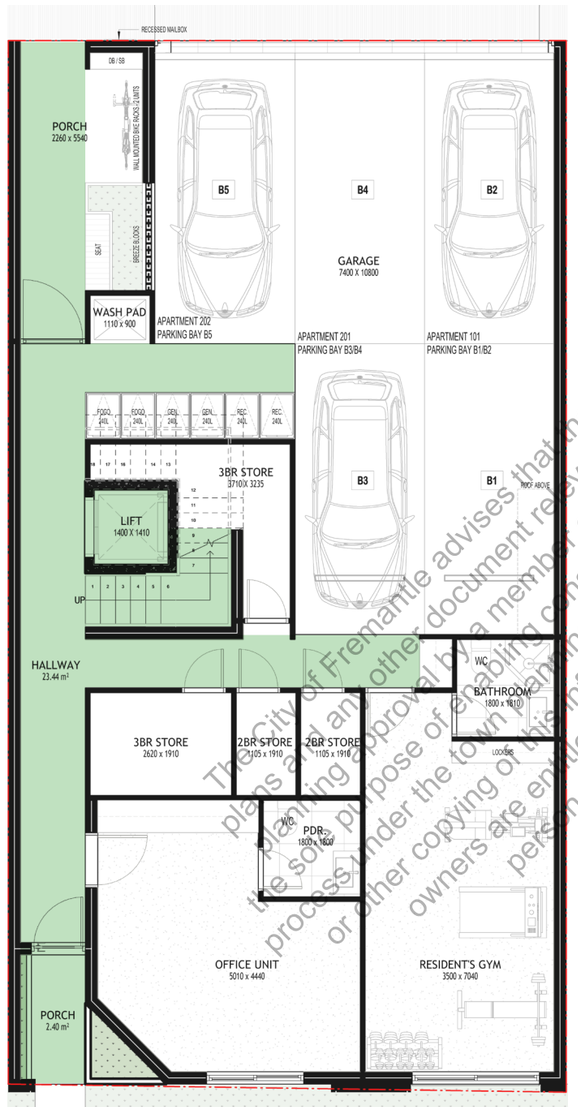
Legibility
Principle 7

A straightforward and concise zoning strategy organizes the private apartments along a single, completely unobstructed central stairway and corridor. An inviting and clearly defined entry welcomes users with a sense of openness and ease, creating a smooth transition between public and private space while setting the tone for a warm and engaging experience within.

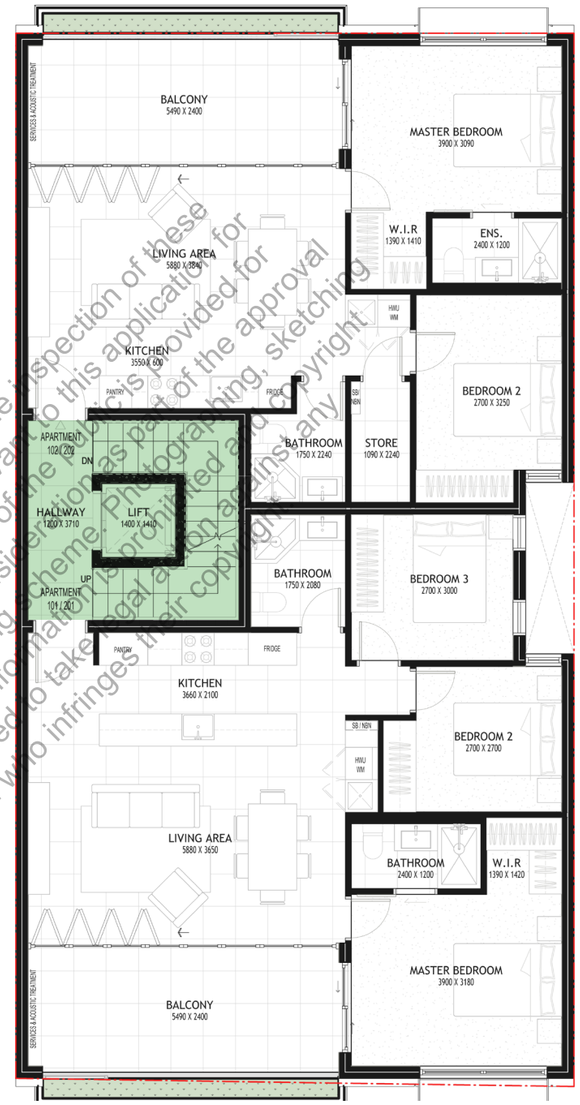


Vehicle Path and Entry Pedestrian Path and Entry

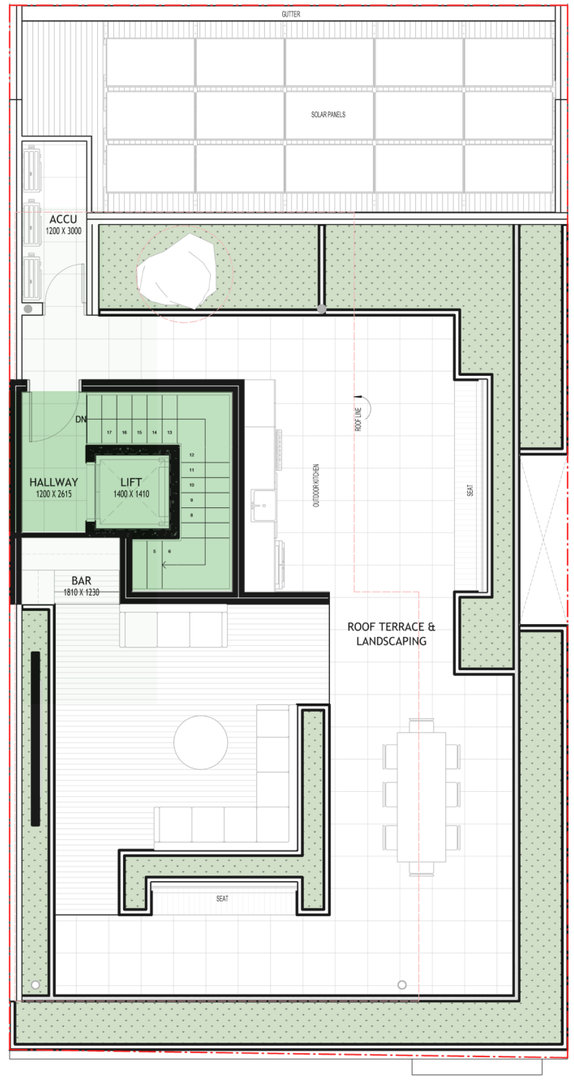




Ground Floor Plan



Typical Level 1&2 Plan



Rooftop Terrace Plan

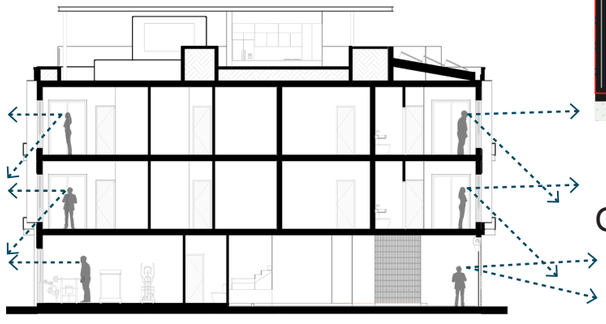
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Safety
Principle 8

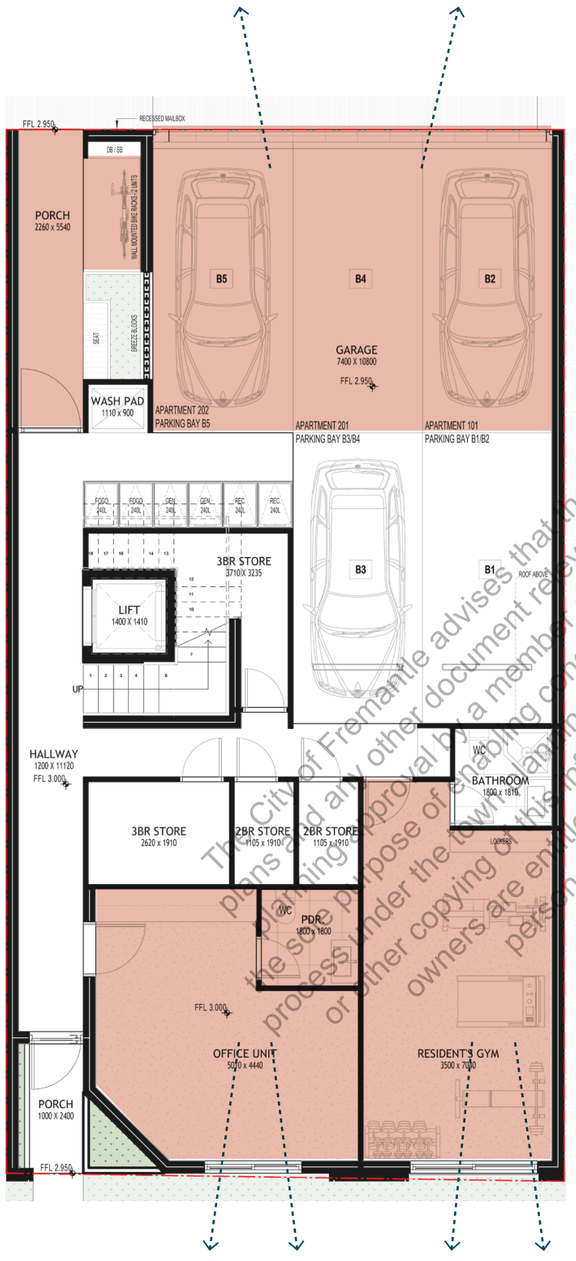
The development has been designed with a strong emphasis on safety and passive security, incorporating principles of Crime Prevention Through Environmental Design (CPTED). Through clear access control, natural surveillance, and well-defined movement paths, the design supports a secure environment for residents, families, and visitors while maintaining openness and accessibility

- **Single Footpath Zone:** The development features one clearly defined pedestrian access zone. Featuring one line of access ending on each entry/exit point facing Bick Land and Queen Victoria St., providing convenient access on both ends but improving surveillance at the specific zone.
- **Gated Residential Parking:** Secure, gated parking for residents is located at the rear of the site, limiting vehicle access to authorised users only and reducing opportunities for intrusion.
- **Single Access Core to Upper Levels:** The residential upper levels are accessed exclusively through one secure core, ensuring controlled movement throughout the building and simplifying monitoring.
- **Adequate Railing:** The residential upper levels provided with standard railing height for optimal use without falling hazard.

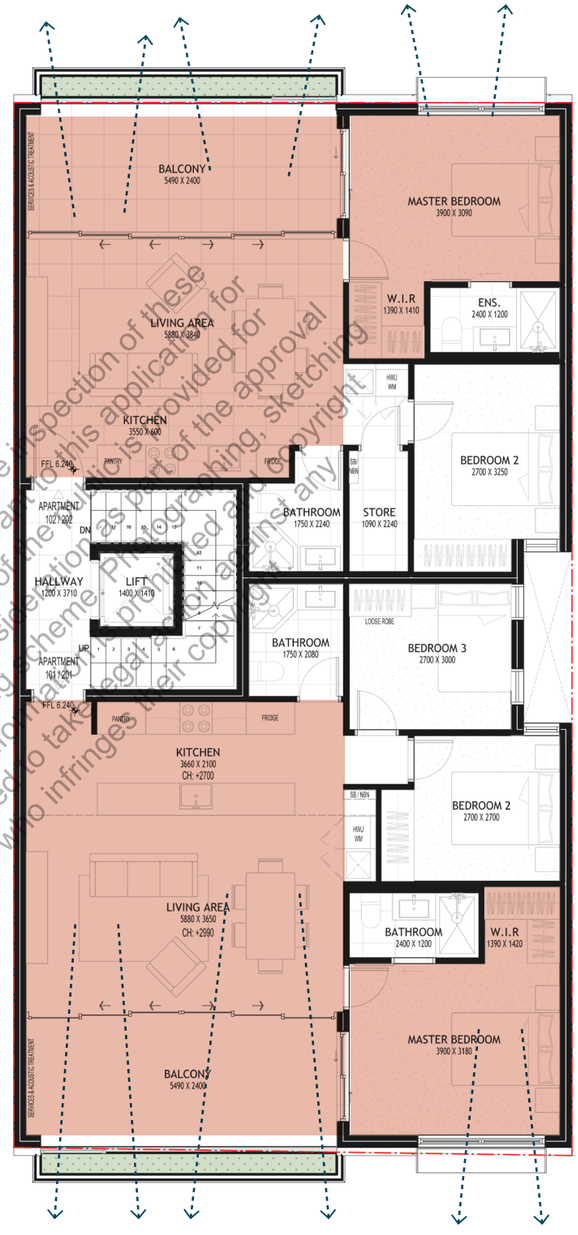
These measures work together to promote safety, visibility, and clear movement patterns across the development.



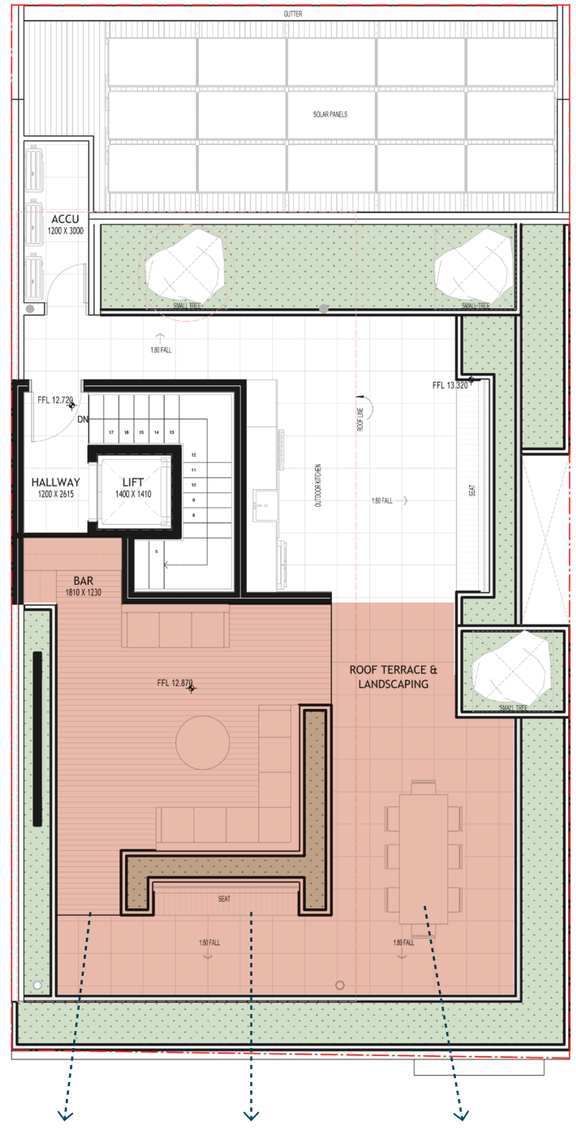
Longitudinal Section



Ground Floor Plan



Typical Level 1&2 Plan

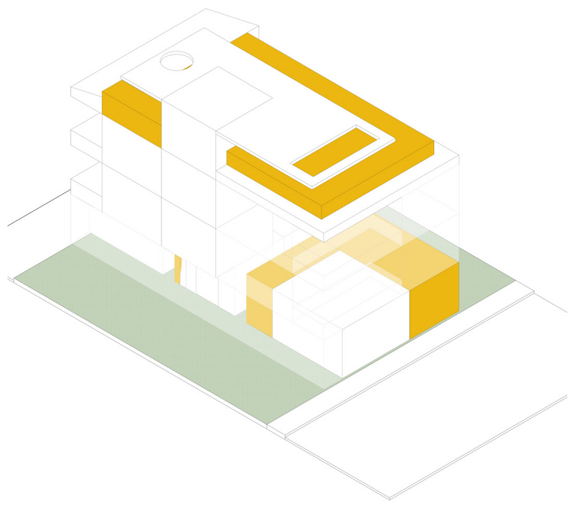


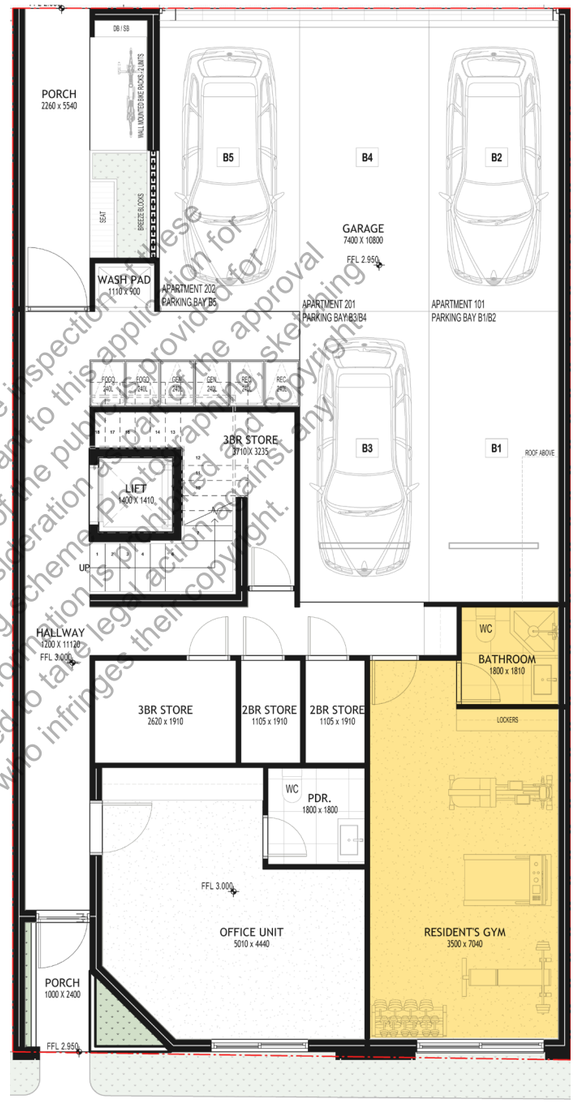
Rooftop Terrace Plan

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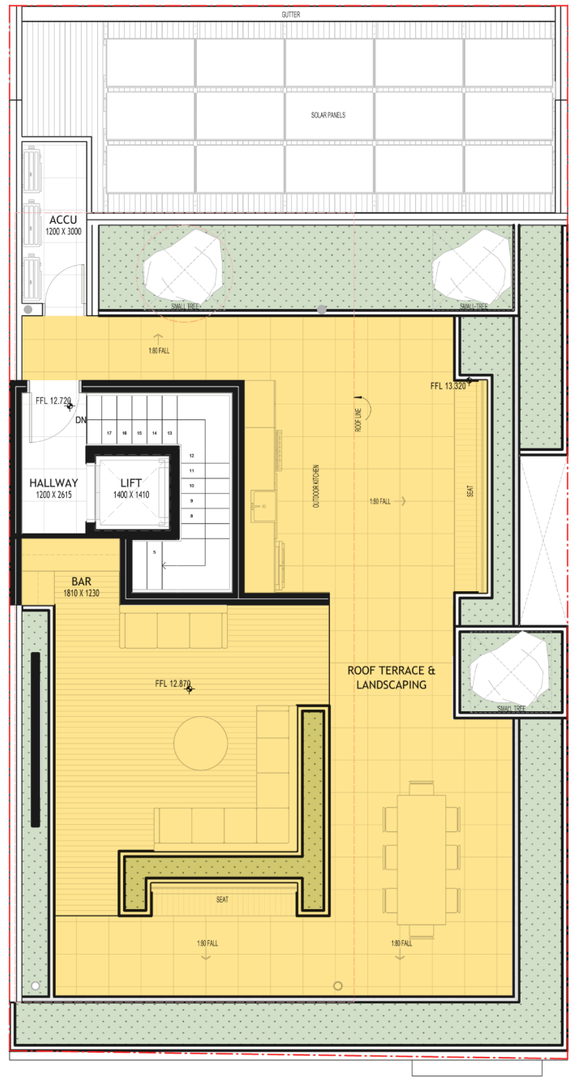
Community
Principle 9

The shared roof deck provides a versatile communal space where residents can gather, work, study, or relax. This outdoor area features built-in community kitchen and integrated native landscaping, offering a functional social setting for the building community. Additionally, the on-site residents' gym provides a dedicated, fully equipped room for daily exercise and fitness training





Ground Floor Plan



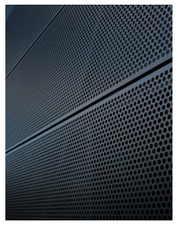
Rooftop Terrace Plan

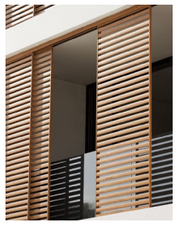
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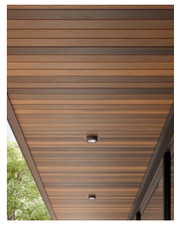
Aesthetics
Principle 10

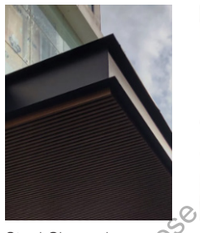
The material palette for the Bick Lane development in North Fremantle is selected to ensure structural durability, coastal climate resilience, and visual alignment with the surrounding neighborhood.

- **Facade & Shading:** Functional screens that provide privacy and solar shading while allowing cooling coastal breezes to pass through the building envelope.
- **Structural Details & Accents:** Steel channels, glass railings, and a perforated garage door establish a clean, contemporary edge that references the industrial heritage of the area.
- **Warm Textures & Finishes:** WPC (Wood-Plastic Composite) ceilings add a warm, timber-look texture beneath balconies, while a deep brown stucco finish delivers a tactile, weather-resistant exterior wall surface.
- **Openings & Greenery:** Large windows optimize natural light and coastal views, while integrated planters add structured native greenery to soften the building's exterior lines.


Perforated Door

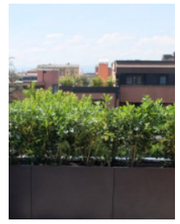

Screening


WPC Ceiling


Steel Channel


Glass Railing


Stucco Finish


Planters


Window Box


Large Window



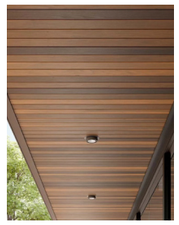
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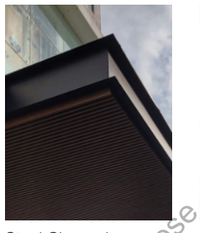
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Large Window

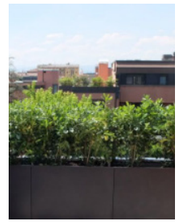

Window Box

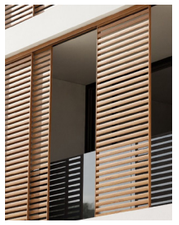

WPC Ceiling

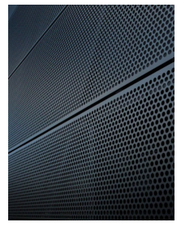

Steel Channel


Glass Railing


Stucco Finish


Planters


Screening


Perforated Door



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APPENDIX

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10 Bick Lane, North Fremantle
Date: JUL 2026

10 BICK LANE NORTH FREMANTLE

LANDSCAPE DESIGN REPORT

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Project and report	10 BICK LANE ST - STATE PLANNING POLICY 7.0	
Date	31/07/2026	
Client	---	
Document no.		
Version and date issued	260731_BRICKLANE_SPP	Approved by: FG
Report contact	[redacted]	
This report is considered a draft unless signed by a Director or Principal	Approved by:	

Design Team

Architecture	FJ ARCH
Client Rep	[redacted]
Town Planning	Altus Planning
Acoustics	---
Energy Compliance	---
Traffic	---
Land Surveying	---

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We acknowledge the traditional custodians of the land on which we stand today, the Whadjuk Noongar people, and we pay our respect to their Elders past, present and future.

SITE CONTEXT

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Site Context

Regional Location

This apartment building brings a **fresh, modern style to the coast** by beautifully combining the historic, factory-style look of North Fremantle with clean, contemporary architecture. Because Bick Lane is a tight, narrow space, we intentionally designed a smaller, exclusive building that feels private and premium. This **boutique approach ensures that the structure honors the neighborhood's unique local character** while offering a high-end, cozy living environment for its residents.

The absolute **best feature** of this design is the **wide-open rooftop terrace**. This expansive outdoor space was specifically engineered to elevate the resident experience, providing clear, beautiful, and unbroken views of both the Swan River and the Indian Ocean. It serves as a private sanctuary in the sky, perfect for relaxing, socializing, and taking in the breathtaking coastal sunsets.









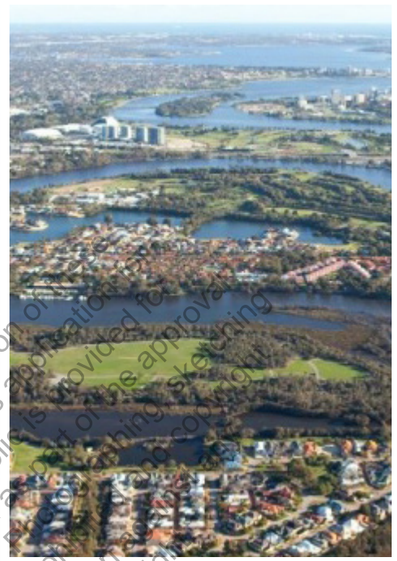
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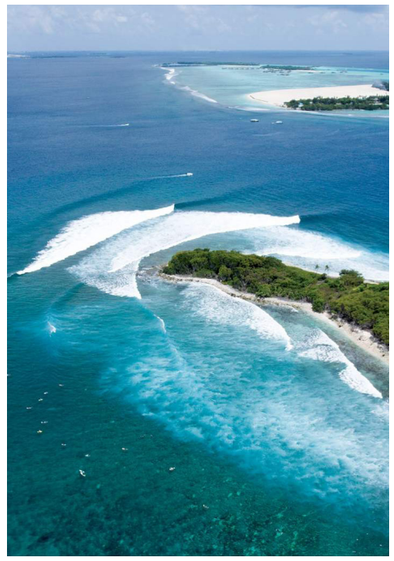
DESIGN STRATEGY

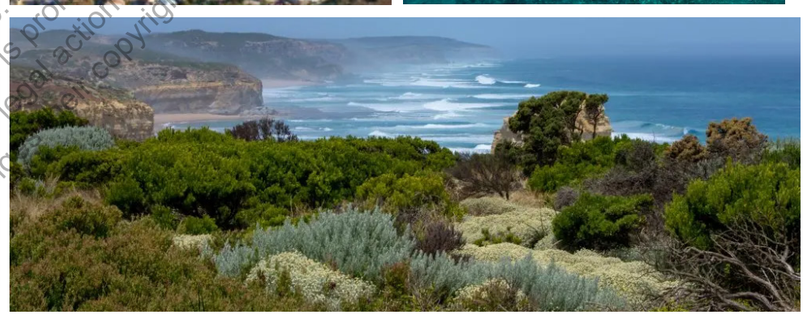
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Imagery & Theming - Narrative









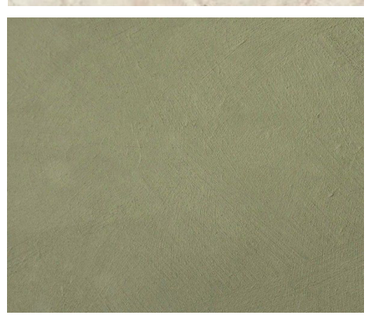
North Fremantle is shaped by the meeting of the Indian Ocean and Derbarl Yerrigan (Swan River), where coastal limestone landforms, native vegetation, and maritime history define the landscape. The area's limestone ridges and quarries supplied material for the construction of Fremantle Harbour, while its coastal environment continues to influence the character of the suburb through resilient planting, ocean breezes, and a strong connection to the surrounding coastal landscape.

Imagery & Theming - Materiality





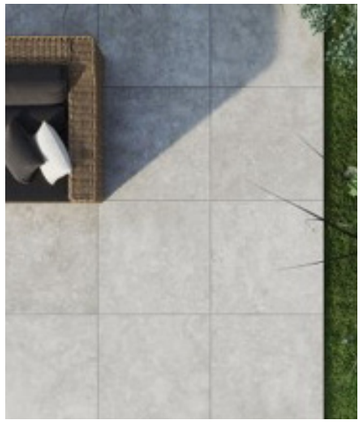
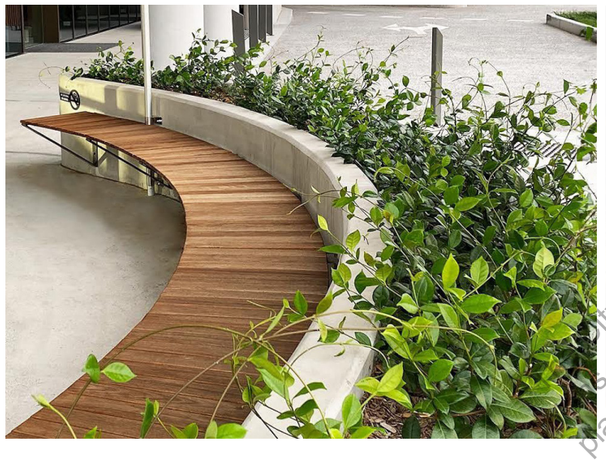


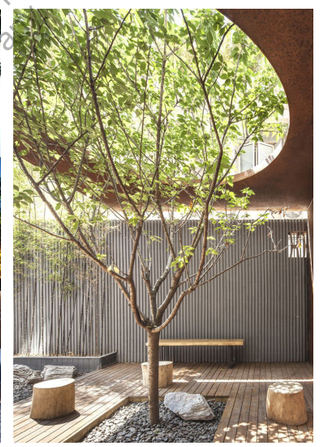


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Imagery & Theming - Verge Landscape



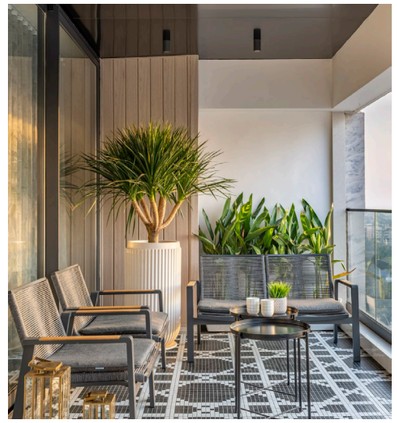
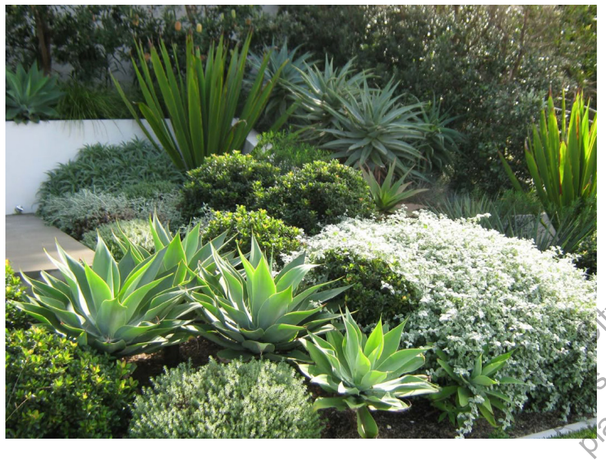
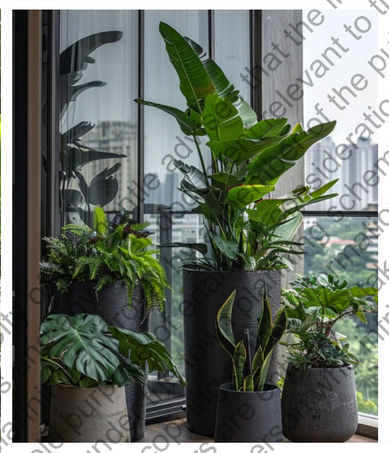
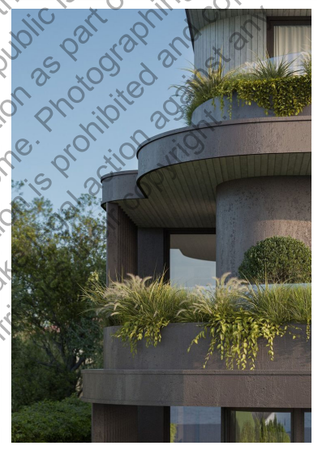



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Imagery & Theming - Balconies

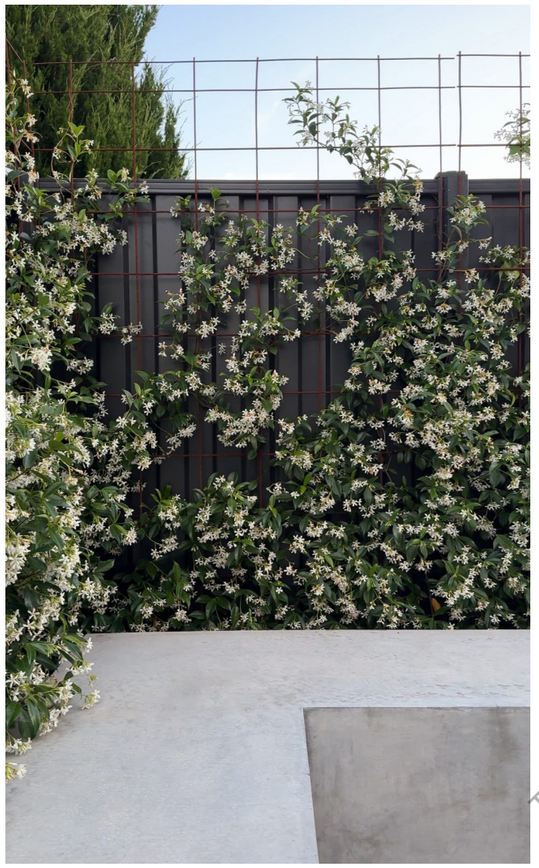





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Imagery & Theming - Shaded & Internal Courtyards

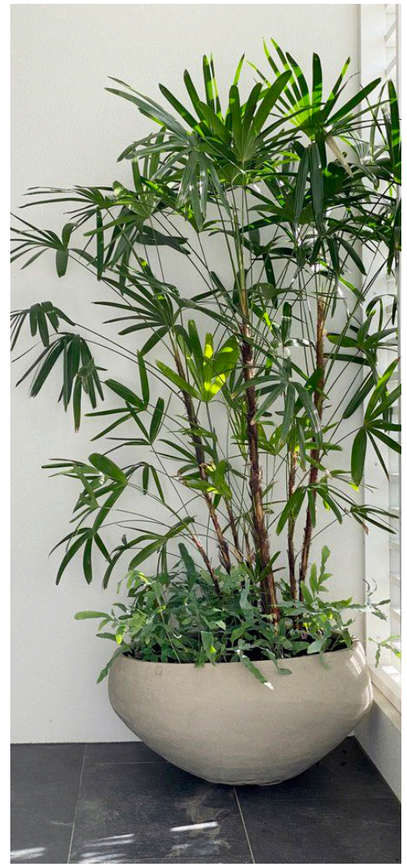












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DESIGN PROPOSAL

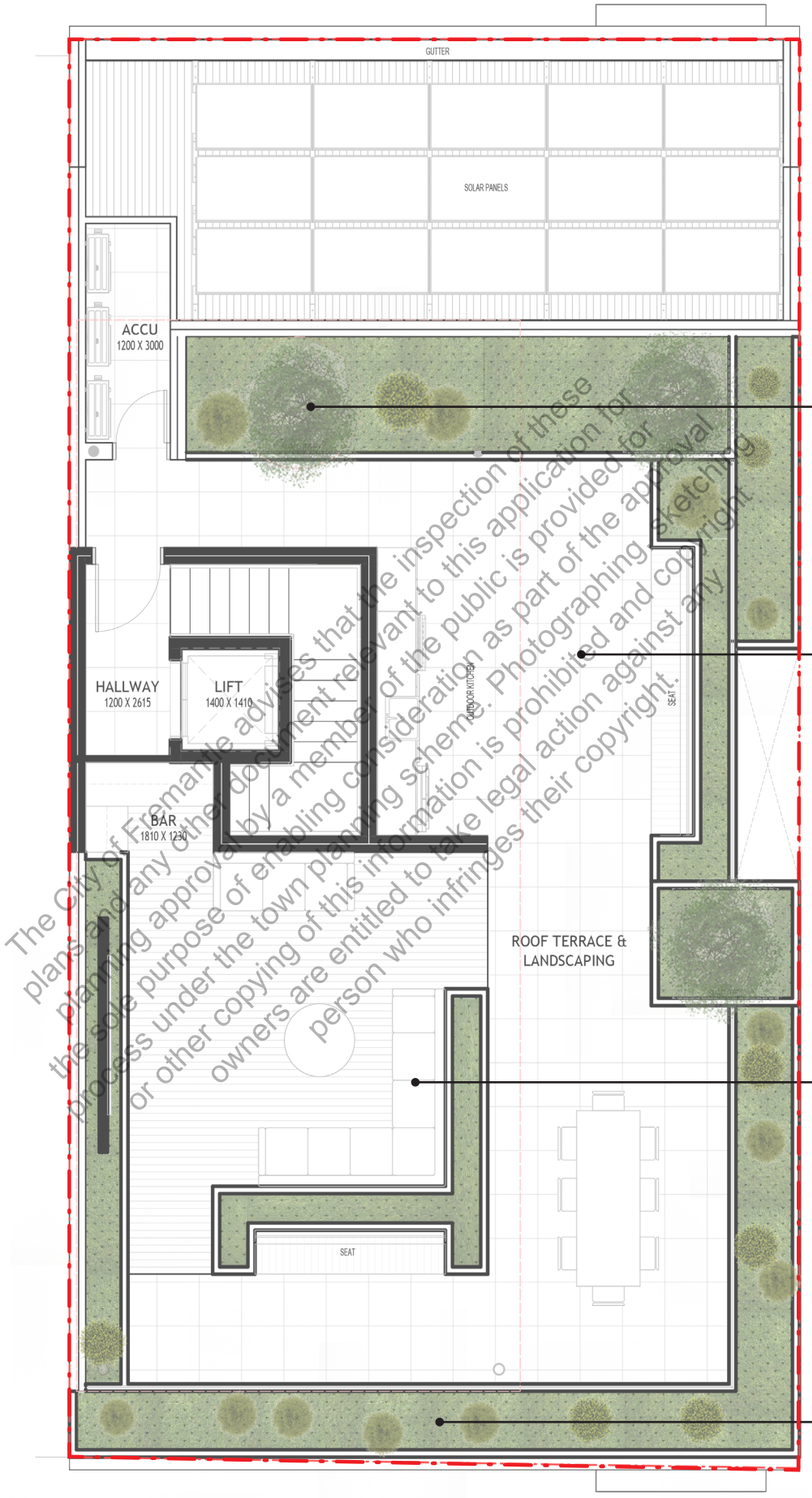
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Landscape Quality

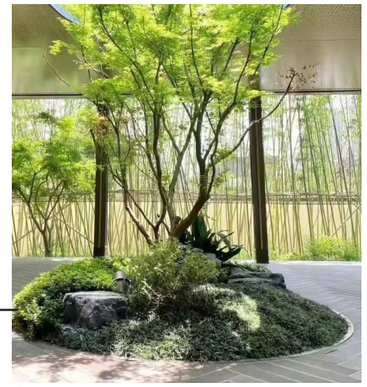
Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context

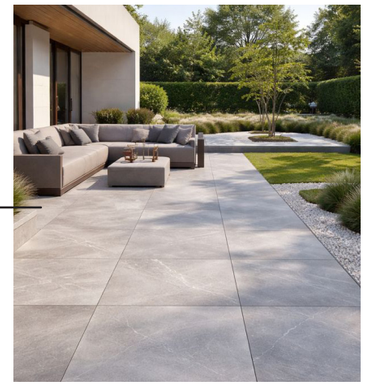
Plant Boxes
Our Bick Lane development will feature planter boxes with native, low-maintenance plants suited to North Fremantle's coastal climate, offering year-round greenery and supporting sustainability.

Communal Spaces
Residents will have access to a shared roof deck that serves as a communal open space, providing a natural, elevated environment for relaxation, informal interaction, and passive recreation. In addition, each residential unit will include its own private balcony, offering individual outdoor space with views of the surrounding streetscape and Swan River.



Roof Terrace Plan NTS

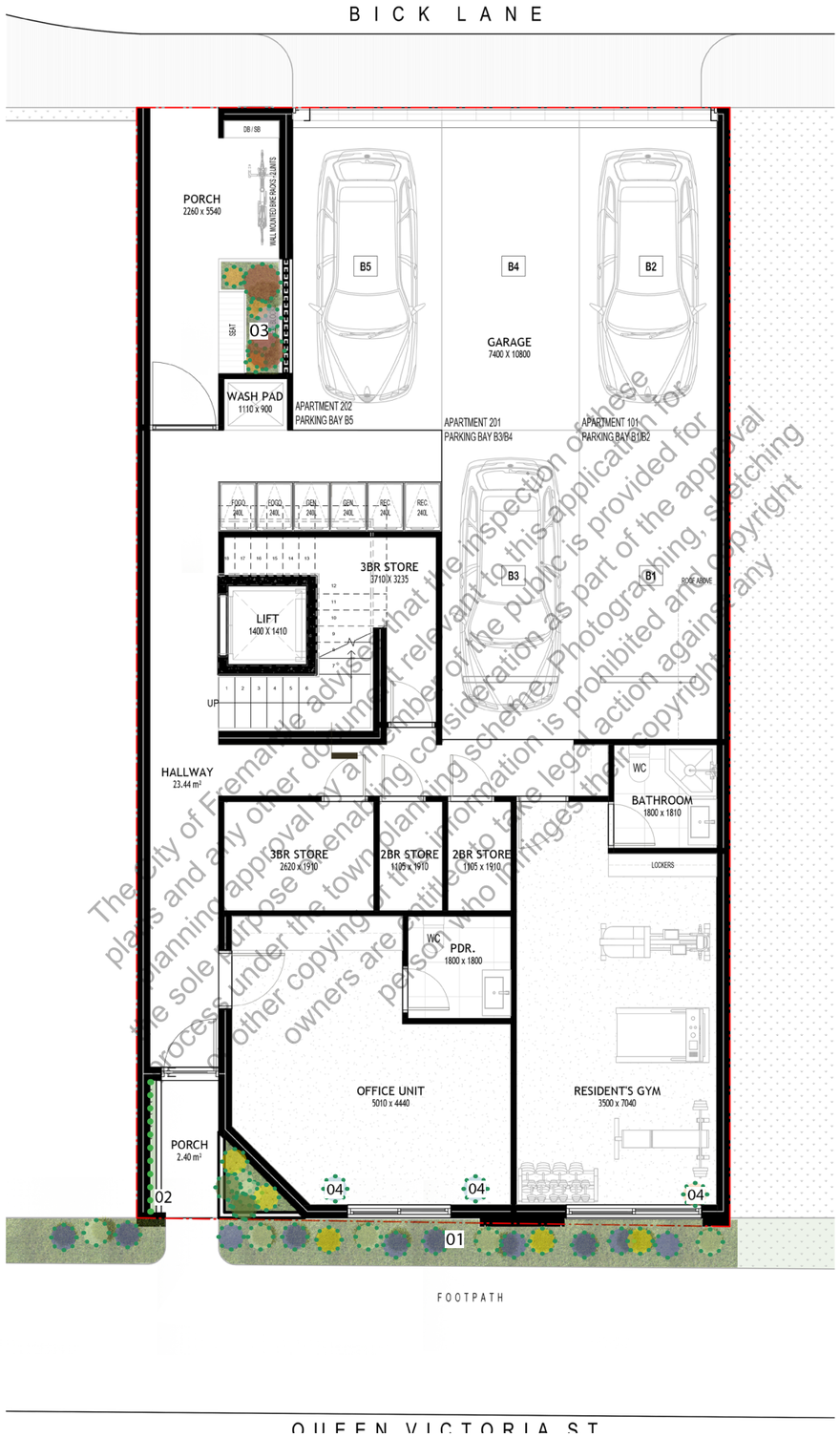

Open Sky


Leading Pathways


Rooftop Lounge


Integrated Landscaping

Proposed Plants - Ground Floor



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Key

Proposed tree strategy

- Variegated Aralia
- Agave Geminiflora
- Casuarina Glauca ‘Cousin It’
- Rhapis Excelsa (Lady Palm)
- Aspidistra Elatior
- Sansevieria trifasciata (Snake Plant)
- Ficus lyrata (Fiddle Leaf Fig)
- Mentha (Mint)
- Ophiopogon japonicus
- Trachelospermum jasminoides

Ground Floor Landscape Plan NTS

Legend

01	LINEAR ARCHITECTURAL PLANTING STRIP WITH LOW EVERGREEN FOLIAGE AND FEATURE ACCENT PLANTING
02	CLIMBING PLANTING PROVIDING VERTICAL GREENERY AND FACADE SOFTENING
03	SHADED GARDEN RETREAT WITH LOW MAINTENANCE FOLIAGE PLANTING
04	LOW MAINTENANCE INTERIOR FOLIAGE PLANTING ENHANCING INTERNAL SPACES


Variegated Aralia


Agave Geminiflora


Trachelospermum jasminoides

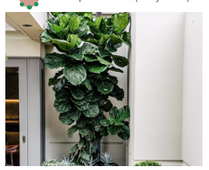

Casuarina Glauca ‘Cousin It’


Aspidistra Elatior


Rhapis Excelsa (Lady Palm)

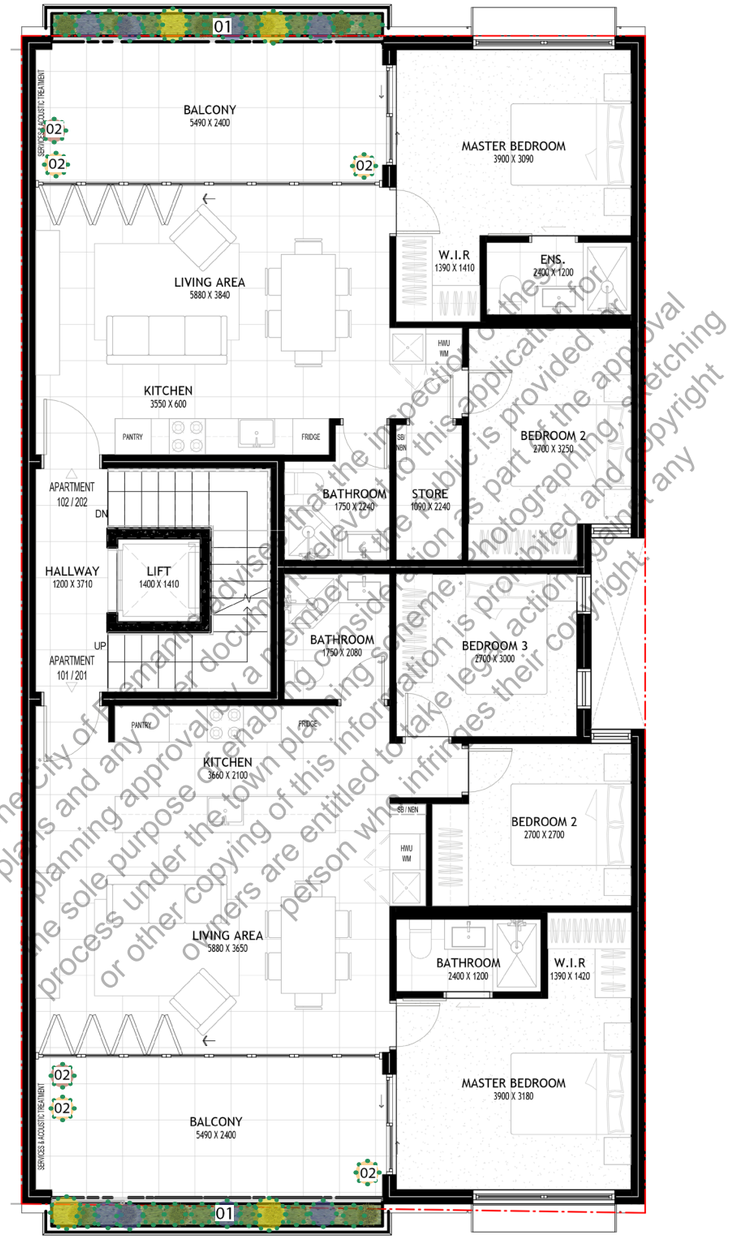

Ophiopogon japonicus


Sansevieria trifasciata (Snake Plant)


Ficus lyrata (Fiddle Leaf Fig)


Mentha (Mint)

Proposed Plants - Typical First & Second Floor



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Typ. First & Second Floor Landscape Plan NTS

Key

Proposed tree strategy

- Agave Geminiflora
- Casuarina Glauca ‘Cousin It’
- Rosemary
- Sweet Basil
- Ophiopogon japonicus

Legend

01	OVERHANGING BALCONY PLANTER WITH CASCADING FOLIAGE AND ARCHITECTURAL PLANTING
02	EDIBLE HERB GARDEN WITH LOW MAINTENANCE POTTED PLANTING


Ophiopogon japonicus

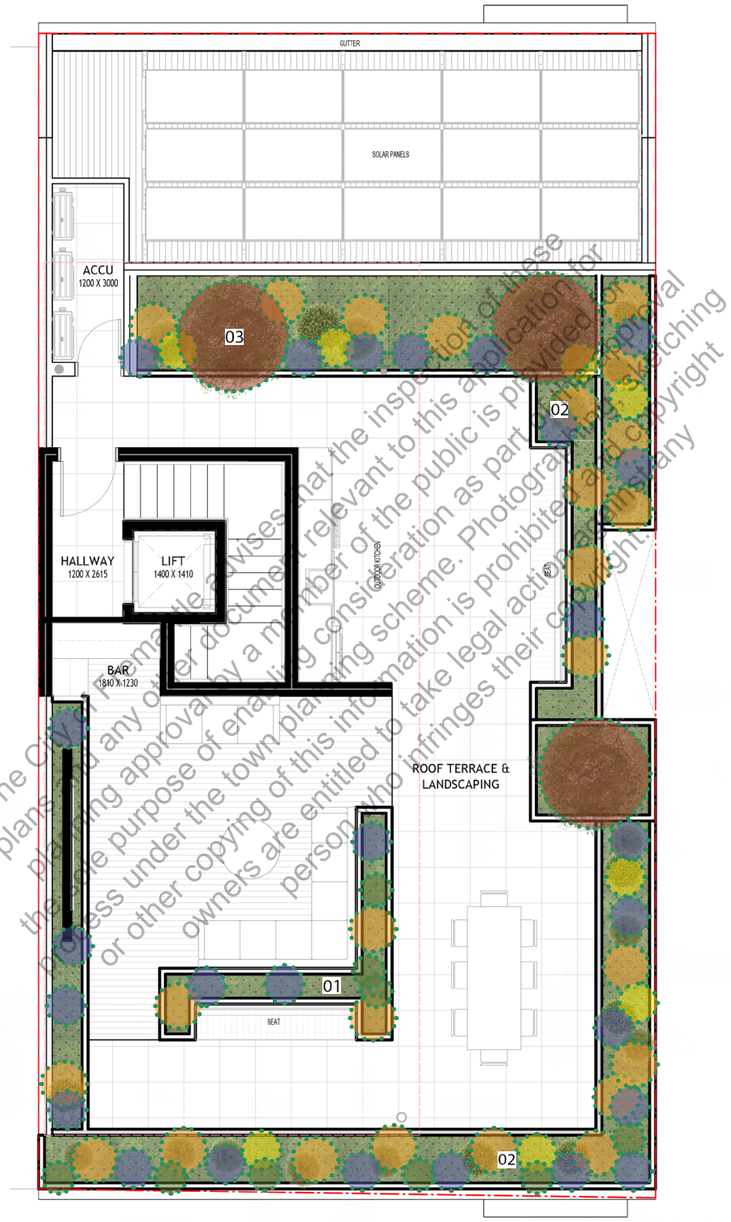

Agave Geminiflora


Casuarina Glauca ‘Cousin It’


Rosmarinus officinalis (Rosemary)


Ocimum basilicum (Sweet Basil)

Proposed Plants - Rooftop Terrace



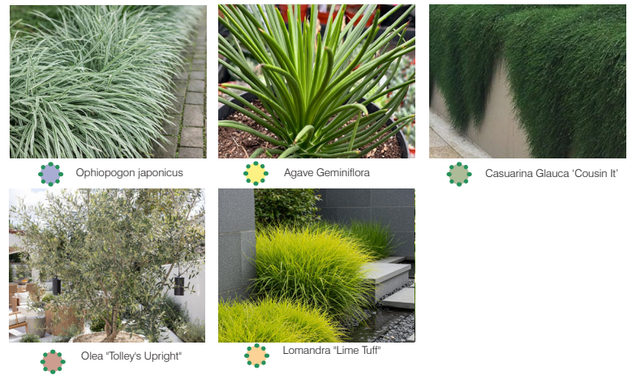
Legend

01	CENTRAL SEATING ISLAND WITH INTEGRATED PLANTING TO CREATE A SOCIAL FOCAL POINT
02	PERIMETER PLANTING WITH LAYERED EVERGREEN FOLIAGE TO SOFTEN THE ROOF EDGE
03	UPRIGHT FEATURE TREE PROVIDING VERTICAL EMPHASIS AND SPATIAL DEFINITION

Key

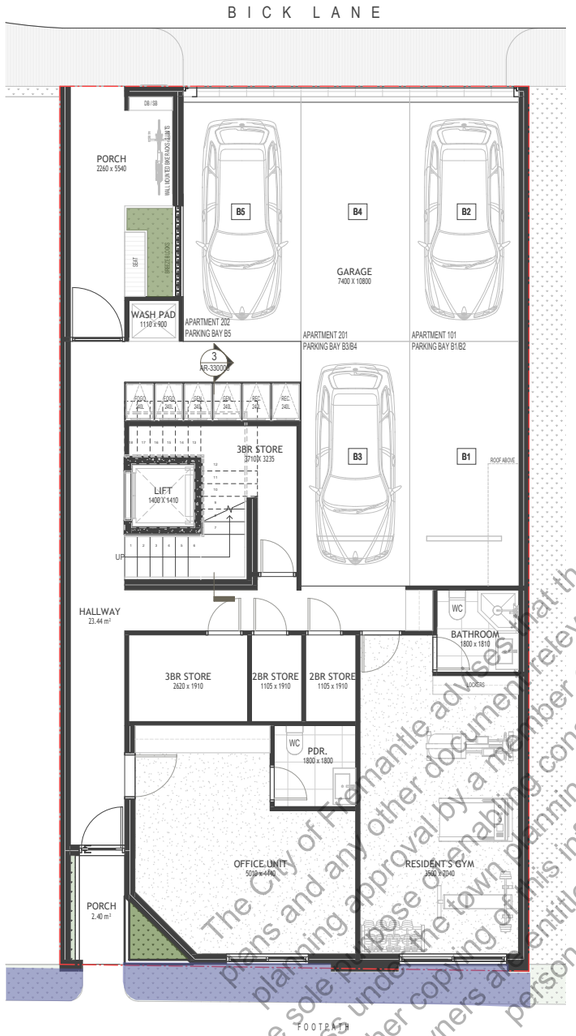
Proposed tree strategy

- Olea "Tolley's Upright"
- Agave Geminiflora
- Casuarina Glauca ‘Cousin It’
- Ophiopogon japonicus
- Lomandra “Lime Tuff”

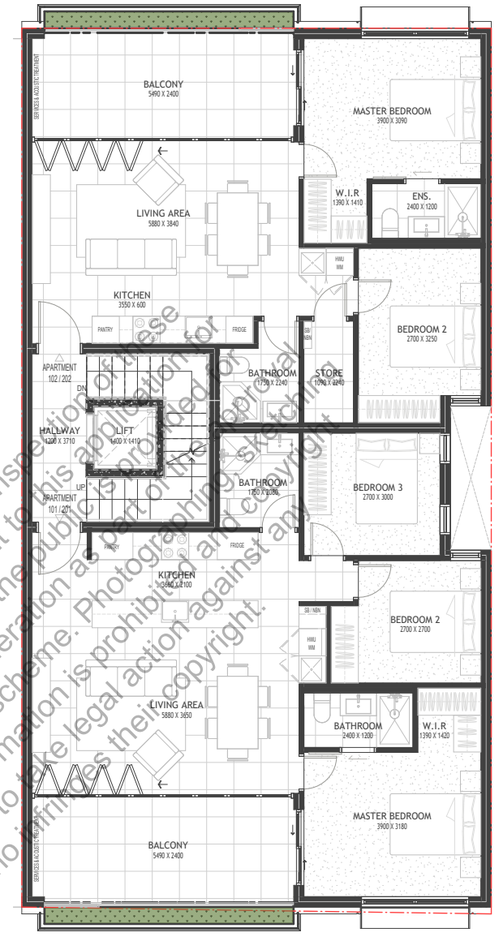


Rooftop Terrace Landscape Plan NTS

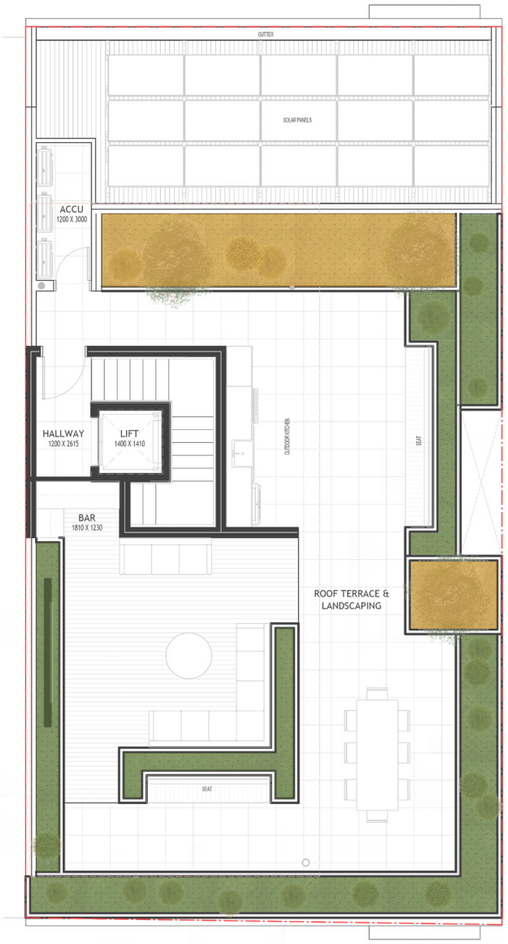
Landscape Treatment



Ground Floor Plan NTS



Typ. First & Second Floor Plan NTS



Rooftop Terrace Plan NTS

Legend

- Planter Boxes
- Deepsoil
- Garden Bed

	TREES (no.)	PLANT(no.)												
LEVELS	Olea 'Tolley's Upright'	Variegated Aralia	Agave Geminiflora	Trachelospermum jasminoides	Ophiopogon japonicus (Mondo Grass)	Rhapis Excelsa (Lady Palm)	Aspidistra Elatior	Casuarina Glauca 'Cousin It'	Lomandra 'Lime Tuff'	Mentha (Mint)	Ocimum basilicum (Sweet Basil)	Rosmarinus officinalis (Rosemary)	Sansevieria trifasciata (Snake Plant)	Ficus lyrata (Fiddle Leaf Fig)
GROUND FLOOR	0	5	3	1	10	2	3	0	0	2	0	0	1	2
LEVEL 1	0	0	4	0	4	0	0	8	0	0	2	2	0	0
LEVEL 2	0	0	4	0	4	0	0	0	0	0	2	2	0	0
ROOF TERRACE	3	2	8	0	25	0	0	6	31	0	0	0	0	6
LANDSCAPE STRATEGY														
SUB-TOTAL	**3**	**7**	**19**	**1**	**43**	**2**	**3**	**14**	**31**	**2**	**4**	**4**	**1**	**8**

TREATMENT (sqm)			
LEVELS	Planter Box	Deepsoil	Garden Bed
GROUND FLOOR	2.16	0	9.15
LEVEL 1	4.24	0	0
LEVEL 2	4.24	0	0
ROOF TERRACE	27.76	15.01	0
LANDSCAPE STRATEGY			
SUB-TOTAL	38.4	15.01	9.15

LANDSCAPE AREA (SOFT)	62.56
TOTAL LANDSCAPE AREA	62.56
LANDSCAPE RATION	**32%**

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10 Bick Lane, North Fremantle
Date: JUL 2026

VEGETATION PALLETE

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Olea ‘Tolley’s Upright’

Thrives in full sun and coastal conditions.

Water Efficiency:	Highly drought-tolerant once established.
Heat Island Mitigation:	Provides shade and reduces surrounding hardscape heat.
Urban Ecology:	Evergreen foliage offers year-round habitat for birds.
Low Maintenance:	Slow-growing with minimal pruning requirements.
Architectural Form:	Narrow, upright habit ideal for contemporary landscapes.
Rooftop Suitability:	Performs well in raised planters with confined root zones.
Coastal Resilience:	Tolerant of wind, salt spray, and high temperatures.

Sansevieria trifasciata (Snake Plant)

Thrives in full sun to part shade.

Water Efficiency:	Extremely drought-tolerant with minimal irrigation needs.
Heat Island Mitigation:	Dense upright foliage reduces exposed soil and reflected heat.
Urban Ecology:	Evergreen foliage contributes to year-round greenery.
Low Maintenance:	Highly resilient with minimal watering and pruning required.
Architectural Form:	Upright, sword-like foliage provides a bold contemporary accent.
Coastal Resilience:	Tolerates dry conditions, wind, and sheltered coastal environments.

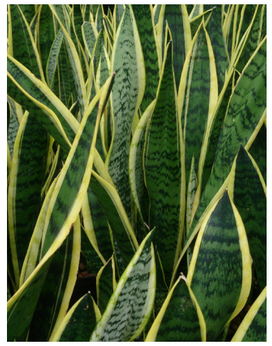
Ficus lyrata (Fiddle Leaf Fig)

Thrives in bright indirect light to full sun with acclimatization.

Water Efficiency:	Moderate water needs; drought-tolerant once established.
Heat Island Mitigation:	Broad foliage provides shade and reduces surrounding heat.
Urban Ecology:	Evergreen foliage otffers shelter for birds and benefical insects.
Low Maintenance:	Requires occasional pruning to maintain shape.
Architectural Form:	Large, glossy leaves create a bold contemporary focal point.
Coastal Resilience:	Performs well in sheltered coastal and urban environments.



Olea “Tolley’s Upright)



Sansevieria trifasciata (Snake Plant)



Ficus lyrata (Fiddle Leaf Fig)

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Trees and Plant Pallette

Edible Plants

Mentha (Mint)	Thrives in full sun to part shade.	
	Water Efficiency:	Moderate water needs with regular moisture.
	Urban Ecology:	Aromatic foliage attracts beneficial pollinators when flowering.
	Sensory Value:	Fresh fragrance released when leaves are brushed or handled.
	Low Maintenance:	Fast-growing and easy to maintain with regular harvesting.
	Edible Plant:	Culinary herb suitable for fresh use in food and beverages.
	Container Suitability:	Best grown in pots to control vigorous spreading.
Ocimum basilicum (Sweet Basil)	Thrives in full sun with well-drained soil.	
	Water Efficiency:	Moderate water needs with regular irrigation.
	Urban Ecology:	Aromatic foliage attracts bees and beneficial pollinators.
	Sensory Value:	Fragrant leaves provide a fresh aroma when brushed or harvested.
	Low Maintenance:	Fast-growing and easy to maintain with regular harvesting.
	Edible Plant:	Popular culinary herb for fresh use in a variety of dishes.
	Container Suitability:	Ideal for pots and compact kitchen gardens.
Rosmarinus officinalis (Rosemary)	Thrives in full sun and well-drained soils.	
	Water Efficiency:	Highly drought-tolerant once established.
	Urban Ecology:	Aromatic flowers attract bees and beneficial pollinators.
	Sensory Value:	Fragrant evergreen foliage releases a pleasant aroma when brushed.
	Low Maintenance:	Hardy shrub requiring minimal pruning.
	Edible Plant:	Versatile culinary herb suitable for fresh and dried use.
	Container Suitability:	Performs well in pots and raised planters.



Mentha (Mint)



Ocimum basilicum
(Sweet Basil)



Rosmarinus officinalis
(Rosemary)

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Trees and Plant Pallette

Plants

Variegated Aralia

Thrives in full sun to part shade.

Water Efficiency:	Moderate water needs; drought-tolerant once established.
Heat Island Mitigation:	Dense foliage softens hardscape and provides cooling.
Urban Ecology:	Evergreen foliage provides shelter for small birds and beneficial insects.
Low Maintenance:	Responds well to pruning and maintains a tidy form.
Architectural Form:	Bold variegated foliage creates year-round visual interest.
Coastal Resilience:	Tolerates wind and coastal conditions when established.

Agave Geminiflora

Thrives in full sun and well-drained soils.

Water Efficiency:	Extremely drought-tolerant with minimal irrigation needs.
Heat Island Mitigation:	Reduces exposed soil and withstands radiant heat.
Urban Ecology:	Low water demand supports sustainable landscape design.
Low Maintenance:	Requires little pruning and is highly resilient.
Architectural Form:	Fine, symmetrical foliage provides a strong sculptural accent.
Coastal Resilience:	Tolerant of wind, salt spray, and dry coastal conditions.

Trachelospermum jasminoides

Thrives in full sun to part shade.

Water Efficiency:	Drought-tolerant once established.
Urban Ecology:	Fragrant flowers attract bees and beneficial pollinators.
Heat Island Mitigation:	Vertical foliage softens walls and reduces heat absorption.
Low Maintenance:	Requires minimal pruning to maintain shape and coverage.
Architectural Form:	Climbing evergreen vine ideal for screening and green walls.
Coastal Resilience:	Tolerates wind, coastal conditions, and urban environments.

Casuarina Glauca ‘Cousin It’

Thrives in full sun and coastal environments.

Water Efficiency:	Highly drought-tolerant once established.
Heat Island Mitigation:	Dense groundcover reduces exposed soil and surface heat.
Urban Ecology:	Provides habitat and shelter for beneficial insects and small fauna.
Low Maintenance:	Fast-spreading with minimal pruning required.
Architectural Form:	Cascading evergreen foliage softens planter edges and retaining walls.
Coastal Resilience:	Highly tolerant of wind, salt spray, and sandy soils.



Variegated Aralia



Agave Geminiflora



Trachelospermum jasminoides



Casuarina Glauca
‘Cousin It’

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Trees and Plant Pallette

Plants

Rhapis Excelsa (Lady Palm)

Thrives in part shade to filtered sun.

Water Efficiency:	Moderate water needs; drought-tolerant once established.
Heat Island Mitigation:	Dense foliage provides cooling and softens hardscape.
Urban Ecology:	Evergreen foliage offers shelter for birds and beneficial insects.
Low Maintenance:	Slow-growing with minimal pruning requirements.
Architectural Form:	Upright clumping habit adds texture and vertical interest.
Coastal Resilience:	Tolerates sheltered coastal conditions and urban environments.

Aspidistra Elatior

Thrives in part shade to full shade.

Water Efficiency:	Drought-tolerant once established.
Heat Island Mitigation:	Dense foliage cools surrounding surfaces and reduces glare.
Urban Ecology:	Evergreen foliage provides shelter for beneficial insects.
Low Maintenance:	Highly resilient with minimal pruning required.
Architectural Form:	Broad, glossy foliage creates a lush, tropical appearance.
Coastal Resilience:	Tolerates sheltered coastal conditions and urban environments.

Ophiopogon japonicus (Mondo Grass)

Thrives in full sun to part shade.

Water Efficiency:	Drought-tolerant once established.
Heat Island Mitigation:	Dense groundcover reduces exposed soil and surface heat.
Urban Ecology:	Evergreen foliage provides habitat for beneficial insects.
Low Maintenance:	Slow-growing with minimal trimming required.
Architectural Form:	Fine-textured foliage creates a neat, uniform groundcover.
Coastal Resilience:	Tolerates wind, salt spray, and coastal conditions.

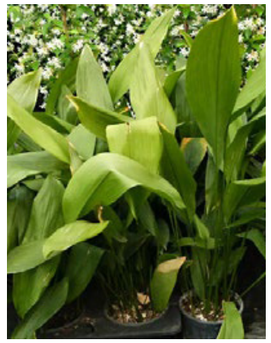
Lomandra ‘Lime Tuff’

Thrives in full sun to part shade.

Water Efficiency:	Highly drought-tolerant once established.
Heat Island Mitigation:	Dense foliage reduces exposed soil and surface heat.
Urban Ecology:	Clumping habit provides habitat for beneficial insects and small fauna.
Low Maintenance:	Requires minimal pruning; trim annually if needed.
Architectural Form:	Fine, arching foliage adds texture and movement.
Coastal Resilience:	Tolerates wind, salt spray, and harsh coastal conditions.



Rhapis Excelsa
(Lady Palm)



Aspidistra Elatior



Ophiopogon japonicus
(Mondo Grass)



Lomandra ‘Lime Tuff’

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Irigation System

Irrigation Strategy for the 10 Bick Lane, North Fremantle

The irrigation and landscape strategy has been developed to suit the coastal conditions of North Fremantle while supporting sustainable water management and long-term landscape performance. The planting palette primarily comprises drought-tolerant, low-maintenance, and evergreen species that are well suited to Western Australia's Mediterranean climate, reducing long-term irrigation demand while enhancing the visual quality and functionality of the residence.

The landscape design incorporates a variety of planting environments, including the front garden strip, entry porch, balconies, rooftop terrace, and internal courtyard spaces. Each area has been carefully considered to ensure appropriate irrigation methods are applied according to plant type, exposure, planter conditions, and microclimate. The irrigation system will be designed to maximise water efficiency while promoting healthy plant establishment and long-term resilience.

1. Healthy Plant Maintenance:
Ensure all landscape planting maintains a vigorous, healthy appearance through efficient and appropriately scheduled irrigation.

2. Establishment Period Care
Provide intensive irrigation during the establishment period (minimum of 3–6 months) to encourage healthy root development and successful plant establishment.

3. Water Efficient Irrigation
Utilise drip irrigation systems for all planter beds and garden areas to deliver water directly to the root zone while minimising evaporation and water wastage.

4. Optimal Watering Times
Schedule irrigation during the early morning or evening to minimise evaporation losses and maximise water absorption. Irrigation during the hottest part of the day should be avoided.

5. Zone-Specific Programming
Provide separate irrigation zones for the front landscape, rooftop terrace, balconies, entry planting, and herb garden to accommodate differing plant water requirements, sun exposure, and planter conditions.

6. Smart Water Management
Incorporate automatic controllers with seasonal adjustment capabilities and rain sensors to optimise irrigation schedules and reduce unnecessary water consumption during rainfall events.

7. Regulatory Compliance
Ensure the irrigation system complies with all applicable Water Corporation requirements, local government regulations, and relevant Western Australian water management guidelines.

This strategy promotes a resilient, water-efficient landscape that responds to the site's coastal environment while supporting long-term plant health, reduced maintenance requirements, and sustainable water use. The proposed irrigation approach complements the contemporary landscape design by ensuring all planting areas remain healthy, functional, and visually appealing throughout the year.





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ALTUS PLANNING

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Waste Management Plan

Lot 2 (No. 10) Bick Lane, North Fremantle

August 2026

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Prepared for:

FJ Architects

Prepared by:

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SOUTH PERTH WA 6151
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Document Version Control

Ver.	Date	Description	Author	Approved
1	20/8/2026	Initial draft for client review	LY	JA

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4.1 Internal Waste Collection 2
4.2 External Waste Collection 2
5.0 Waste Management 3

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1.0 Introduction

The proposal is for a proposed multiple dwelling development consisting of 4 units (**proposed development**). The subject site is at Lot 2 (No. 10) Bick Lane, North Fremantle (**subject site**).

The proposed development consists of only two (2) two-bedroom units and two (2) three-bedroom units.

This Waste Management Plan (**WMP**) has been prepared as requested by the City of Fremantle (**City**) and in consultation with the landowner. Consideration has been given to the following in preparation of the WMP:

- City of Fremantle Local Planning Policy 2.24 – Waste Management Plan
- Waste Management Guidelines for New Development

The proposed development is bordered by Queen Victoria Street to the southwest and Bick Lane to the northeast.

The objectives of the WMP are to describe the spatial allocation and management of waste services for the proposal. The WMP is designed to adequately cater for anticipated volume of waste generated and to provide sufficient bins and appropriate collection method. It also highlights responsibilities of the owner/operator of the development.

For the purpose of the WMP, Management is referred to as either the building/strata Manager or staff engaged by the Manager for the purpose of maintaining the site.

2.0 Waste Generation

2.2 Waste Generation Rates and Volumes

Guidance for waste generation rates is sought the Western Australian Local Government Association (**WALGA**) Waste Calculator.

Consistent with the City of Fremantle requirement, a 3-bin system is proposed. Table below provides the weekly waste generation for the proposed development.

Table 3: Weekly Waste generation rate and volumes

Proposed Bin System	Waste Generation	Collection Frequency	Bins Allocation
General Waste	240L	Fortnightly	2 x 240L bins
Food & Garden Organics	440L	Weekly	2 x 240L bins
Comingled Recyclables	360L	Fortnightly	2 x 240L bins

It is acknowledged that there is a predicted policy shortfall for recyclables. However, it is not anticipated to pose as a real-world issue. Additional recyclable materials can be kept internally within individual storage and be disposed of collectively by Management if there is surplus demand. This will be a small complex which is likely to foster more effective communication and cooperation between all residents.

3.0 Waste Storage

3.1 Bin Sizes and Bin Storage Area

Typical bin sizes are noted to be as per follows:

Table 5: Typical bin dimensions

Bin Sizes	Dimensions (m)
240L	0.73m (D) x 0.58m (W) x 1.08m (H)
360L	0.88m (D) x 0.6m (W) x 1.1m (H)

The bins are located adjacent to the garage and dedicated wash pad provided for the bins.

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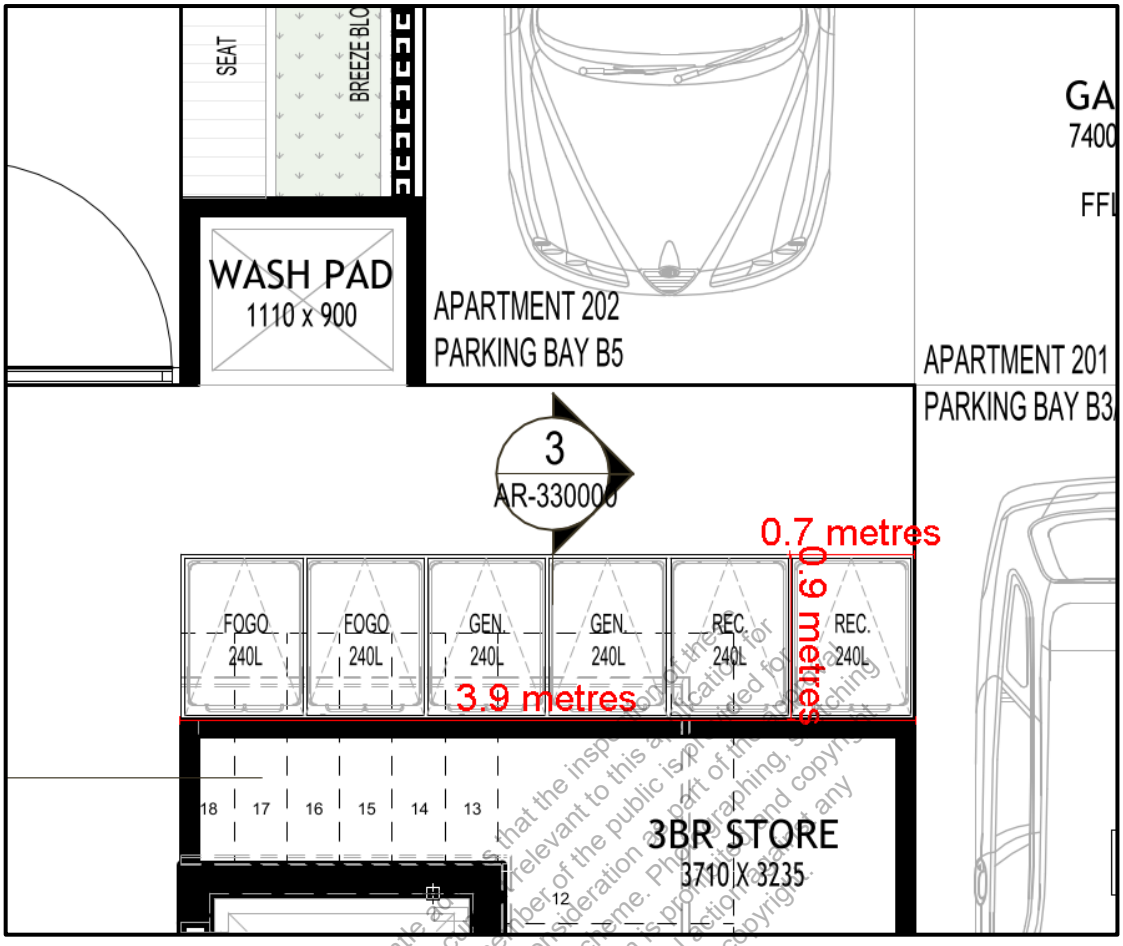


Figure: Bins allocation on ground floor of proposed development.

4.0 Waste Collection

4.1 Internal Waste Collection

Three types of internal bins are provided in common area within the proposed development for:

- General waste
- Recyclable waste
- Food and Gaden Organic Waste

All internal bins are colour coded to allow for waste separate. The waste will be emptied daily by Management or dedicated cleaner to the larger waste bins.

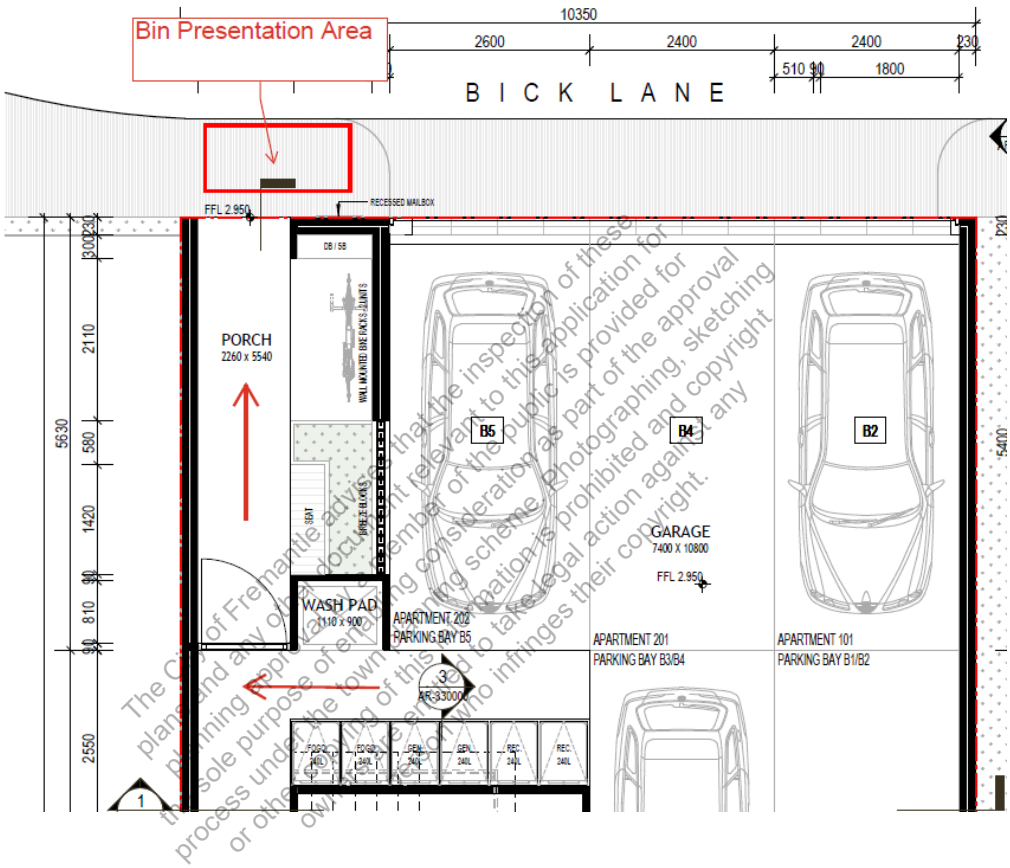
4.2 External Waste Collection

Management or a dedicated cleaner will be responsible to wheel out the bins from bin store to bin presentation area for pick up during collection day. Bins will be picked up from Bick Lane only. Empty bins will be taken into the bin storage area

In the event that there is a need to dispose of bulk waste, these can be dealt with by occupants or Management collectively.

FOGO waste will be collected weekly, whereas General Waste and Recyclables will be collected fortnightly on alternative week.

Refer to figure below for bin presentation area.



5.0 Waste Management

Management has the responsibility for the following:

Management Responsibilities:

- Management is responsible to empty bins in communal area into the larger bins daily. This includes separating general waste, recyclables, and green waste.
- Management is responsible to wheel out the bins at bin collection area and back into the bin storage area when it has been emptied.

- Management is responsible to monitor and maintain the bins and bin storage area, including cleaning of bins and bin storage areas where required.

Occupants Responsibilities:

- Occupants is responsible for separating and dispose of waste generated internally into the large bins.

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HERRING STORER ACOUSTICS

10 BICK LANE
NORTH FREMANTLE

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ROAD TRAFFIC (SPP 5.4)
NOISE MANAGEMENT PLAN

AUGUST 2026

OUR REFERENCE: 36951-2-26321

[redacted]

DOCUMENT CONTROL PAGE

ACOUSTIC ASSESSMENT

10 BICK LANE
NORTH FREMANTLE

Job No: 26321

Document Reference: 36951-2-26321

FOR

ALTUS PLANNING

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2	Updates re:client's comments	24/08/26	GH	PLD

DOCUMENT DISTRIBUTION

Version No.	Destination
1	[redacted]
2	

This report has been prepared in accordance with the scope of services and on the basis of information and documents provided to Herring Storer Acoustics by the client. To the extent that this report relies on data and measurements taken at or under the times and conditions specified within the report and any findings, conclusions or recommendations only apply to those circumstances and no greater reliance should be assumed. The client acknowledges and agrees that the reports or presentations are provided by Herring Storer Acoustics to assist the client to conduct its own independent assessment.

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3.	MODELLING	4
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APPENDICIES

A	PLANS
B	CALCULATED NOISE LEVELS
C	TRAFFIC DATA

EXECUTIVE SUMMARY

Herring Storer Acoustics were commissioned by Altus Planning to carry out an acoustical assessment of noise received for the proposed development of 10 Bick Lane, North Fremantle from Queen Victoria Street to the west.

Under the Western Australian Planning Commission (WAPC) Planning Policy 5.4 "Road and Rail Noise" (SPP 5.4), the appropriate criteria for assessment for this development are:

EXTERNAL
$L_{Aeq(Day)}$ of 55 dB(A);
$L_{Aeq(Night)}$ of 50 dB(A).

INTERNAL
$L_{Aeq(Day)}$ of 40 dB(A) in living and work areas; and
$L_{Aeq(Night)}$ of 35 dB(A) in bedrooms.

Additional to the above, noise received at an outdoor living area should also be reduced as far as practicable, with an aim of achieving an L_{Aeq} of 50 dB(A) during the night period.

Therefore, to comply with the Policy, lots affected by Road noise have been identified in Appendix C. Any lots exceeding the 55 dB(A) day target criteria would require notification on Titles.

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1. INTRODUCTION

Herring Storer Acoustics were commissioned by Altus Planning to carry out an acoustical assessment of noise received for the proposed development located at 10 Bick Lane North Fremantle.

- Determine by noise modelling the noise that would be received at the residences from vehicles travelling on Queen Victoria Street for future traffic volumes.
- Assess the predicted noise levels for compliance with the appropriate criteria.
- Provide detailed information as to noise control requirements such as quiet house design, noise walls and notification on titles in the form of this Noise Management Plan.

2. CRITERIA

2.1 ROAD TRAFFIC NOISE

The Western Australian Planning Commission (WAPC) released on 6th September 2019 State Planning Policy 5.4 *"Road and Rail Noise"*. The requirements of State Planning Policy 5.4 are outlined below.

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POLICY APPLICATION (Section 4)

When and where it applies (Section 4.1)

SPP 5.4 applies to the preparation and assessment of planning instruments, including region and local planning schemes; planning strategies, structure plans; subdivision and development proposals in Western Australia, where there is proposed:

*a) noise-sensitive land-use within the policy's trigger distance of a transport corridor as specified in **Table 1**.*

*b) New or major upgrades of roads as specified in **Table 1** and maps **(Schedule 1,2 and 3);** or*

*c) New railways or major upgrades of railways as specified in maps (**Schedule 1, 2 and 3);** or any other works that increase capacity for rail vehicle storage or movement and will result in an increased level of noise.*

Policy trigger distances (Section 4.1.2)

***Table 1** identifies the State's transport corridors and the trigger distances to which the policy applies.*

*The designation of land within the trigger distances outlined in **Table 1** should not be interpreted to imply that land is affected by noise and/or that areas outside the trigger distances are un-affected by noise.*

*Where any part of the lot is within the specified trigger distance, an assessment against the policy is required to determine the likely level of transport noise and management/ mitigation required. An initial screening assessment (**guidelines: Table 2: noise exposure forecast**) will determine if the lot is affected and to what extent."*

TABLE 1: TRANSPORT CORRIDOR CLASSIFICATION AND TRIGGER DISTANCES

Transport corridor classification	***Trigger distance***	***Distance measured from***
Roads		
Strategic freight and major traffic routes *Roads as defined by Perth and Peel Planning Frameworks and/or roads with either 500 or more Class 7 to 12 Austroads vehicles per day, and/or 50,000 per day traffic volume*	*300 metres*	*Road carriageway edge*
Other significant freight/traffic routes *These are generally any State administered road and/or local government road identified as being a future State administered road (red road) and other roads that meet the criteria of either >=23,000 daily traffic count (averaged equivalent to 25,000 vehicles passenger car units under region schemes)*	*200 metres*	*Road carriageway edge*
Passenger railways		
	100 metres	*Centreline of the closest track*
Freight railways		
	200 metres	*Centreline of the closest track*

Proponents are advised to consult with the decision making authority as site specific conditions (significant differences in ground levels, extreme noise levels) may influence the noise mitigation measures required, that may extend beyond the trigger distance.

<u>POLICY MEASURES (Section 6)</u>

The policy applies a performance-based approach to the management and mitigation of transport noise. The policy measures and resultant noise mitigation will be influenced by the function of the transport corridor and the type and intensity of the land-use proposed. Where there is risk of future land-use conflict in close proximity to strategic freight routes, a precautionary approach should be applied. Planning should also consider other broader planning policies. This is to ensure a balanced approach takes into consideration reasonable and practical considerations.

<u>Noise Targets (Section 6.1)</u>

Table 2 *sets out noise targets that are to be achieved by proposals under which the policy applies. Where exceeded, an assessment is required to determine the likely level of transport noise and management/mitigation required.*

In the application of the noise targets the objective is to achieve:

- *indoor noise levels as specified in* ***Table 2*** *in noise sensitive areas (for example, bedrooms and living rooms of houses, and school classrooms); and*
- *a reasonable degree of acoustic amenity for outdoor living areas on each residential lot. For non-residential noise-sensitive developments, for example schools and child care centres the design of outdoor areas should take into consideration the noise target.*

It is recognised that in some instances, it may not be reasonable and/or practicable to meet the outdoor noise targets. Where transport noise is above the noise targets, measures are expected to be implemented that balance reasonable and practicable considerations with the need to achieve acceptable noise protection outcomes.

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TABLE 2: NOISE TARGETS

Proposals	***New/Upgrade***	***Noise Targets***		
		Outdoor		***Indoor***
		Day (L_{Aeq}(Day) dB) (6 am-10 pm)	***Night (L_{Aeq}(Night) dB) (10 pm-6 am)***	***(L_{Aeq} dB)***
Noise-sensitive land-use and/or development	*New noise sensitive land use and/or development within the trigger distance of an existing/proposed transport corridor*	*55*	*50*	*L_{Aeq} (Day) 40(Living and work areas)* *L_{Aeq} (Night) 35 (bedrooms)*
Roads	*New*	*55*	*50*	*N/A*
	Upgrade	*60*	*55*	*N/A*
Railways	*New*	*55*	*50*	*N/A*
	Upgrade	*60*	*55*	*N/A*

Notes:

- *The noise target is to be measured at one metre from the most exposed, habitable façade of the proposed building, which has the greatest exposure to the noise-source. A habitable room has the same meaning as defined in State Planning Policy 3.1 Residential Design Codes.*
- *For all noise-sensitive land-use and/or development, indoor noise targets for other room usages may be reasonably drawn from Table 1 of Australian Standard/New Zealand Standard AS/NZS 2107:2016 Acoustics – Recommended design sound levels and reverberation times for building interiors (as amended) for each relevant time period.*
- *The 5dB difference in the criteria between new and upgrade infrastructure proposals acknowledges the challenges in achieving noise level reduction where existing infrastructure is surrounded by existing noise-sensitive development.*
- *Outdoor targets are to be met at all outdoor areas as far as is reasonable and practical to do so using the various noise mitigation measures outlined in the guidelines. For example, it is likely unreasonable for a transport infrastructure provider to achieve the outdoor targets at more than 1 or 2 floors of an adjacent development with direct line of sight to the traffic.*

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<u>Noise Exposure Forecast (Section 6.2)</u>

*When it is determined that SPP 5.4 applies to a planning proposal as outlined in Section 4, proponents and/or decision makers are required to undertake a preliminary assessment using **Table 2**: noise exposure forecast in the guidelines. This will provide an estimate of the potential noise impacts on noise-sensitive land-use and/ or development within the trigger distance of a specified transport corridor. The outcomes of the initial assessment will determine whether:*

- *no further measures are required;*
- *noise-sensitive land-use and/or development is acceptable subject to deemed-to- comply mitigation measures; or*
- *noise-sensitive land-use and/or development is not recommended. Any noise-sensitive land-use and/ or development is subject to mitigation measures outlined in a noise management plan."*

3. MODELLING

To determine the requirements of any noise amelioration, acoustic modelling was carried out using the computer program 'SoundPlan'.

In this instance due to the works on Stirling Bridge, adjacent traffic is considered to be abnormal and as of such an on-site measurement would not be representative of typical traffic flows. As a result a desktop study has been undertaken, with the appropriate -1.7 dB(A) adjustment to modelling as per the Implementation Guidelines. If required, the model can be updated once the construction of the bridge is completed and traffic flows return to a normal state.

It is noted that strictly speaking the site is also located 140m from the Fremantle Passenger Rail Line, 170m from the Fremantle Freight Rail Line, and 210m from Stirling Highway, however as Queen Victoria Street is directly adjacent to the development, it's noise would dominate that received at the development.

Acoustic modelling was carried out for road traffic flows 20 years in the future with pertinent information summed below.

TABLE 3.1 - NOISE MODELLING INPUT DATA

Parameter	Queen Victoria Street	
	Current 2022	Future 2046
Traffic flows VPD	23,050	37,080
Heavy Vehicles (%)	6.4%	6.4%
Traffic Speed km/hr	60	60
Road Surface	Dense Graded Asphalt*	Dense Graded Asphalt*
Façade Correction	+2.5	+2.5

*Assumed

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Other input data for the model included:

- Traffic data from MRWA Traffic Map Attached in Appendix E.
- Noise source heights for the three road source strings (Passenger Vehicles, Heavy Vehicles Engine and Heavy Vehicle Exhausts) are +0.5, +1.5 and +3.6m, with a noise correction of -0.8 and -8.0 applied to the heavy vehicles engine and exhaust noise sources.
- Topographical data, with the ground level within the development based on natural ground levels as per surveys conducted.
- Development receiver heights at 1.4m above ground level.
- Future buildings and noise walls located on the proposed development (assumed to be present for future road traffic volumes).

To determine the noise that would be received within the development from the surrounding road network, acoustic modelling was carried out using the computer program 'SoundPlan'.

The following scenario was modelled:

1. Future traffic volumes

4. TRAFFIC NOISE ASSESSMENT

Using the data contained in Table 3.1 noise modelling was conducted and the requirements of the development are detailed in Table 4.1. Appendix A contains plans and Appendix C contains a table of requirements.

It is noted that all requirements pertain to only acoustic advice in regard to *State Planning Policy 5.4* and may be superseded by other requirements (BAL, Thermal, etc).

TABLE 4.1 – QUIET HOUSE DESIGN REQUIREMENTS

BOTH UNITS	
Item	**Requirements**
External Walls	Front Unit $R_w + C_{tr}$ 55 dB Rear Unit $R_w + C_{tr}$ 50 dB
External Doors	Individual external door requirements to meet specifications as shown in Appendix A and listed in the table of Appendix C.
Windows	Individual glazing requirements to meet specifications as shown in Appendix A and listed in the table of Appendix C.
Roofs and Ceilings of Highest Floors	$R_w + C_{tr}$ 35 dB
Outdoor Living Area	Modelled noise level at the rooftop terrace is 66 dB $L_{Aeq(day)}$ which is above the specified criteria of 55 dB $L_{Aeq(day)}$,. It is recommended that some form of solid and continuous barriers as far as practicable be installed separating the terrace from Queen Victoria Street to minimise the effect of noise on the area.
Mechanical Ventilation	Mechanical ventilation to not compromise the performance of any of the façade elements.
Notification on Title	Required

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It is noted that façade noise levels for the unit directly fronting the road are considered high and that a R_w+C_{tr} of 42 for the Master Bedroom may be difficult to achieve.

Similarly, the front façade of R_w+C_{tr} 55 dB would require masonry or tilt up concrete construction and it is recommended that once a preliminary construction is considered, that it be reviewed to ensure that it meets the acoustic requirements.

In addition to the residential requirements, requirements for the office and ground floor gym have also been calculated based on Australian Standard 2107:2016 “Acoustics — Recommended design sound levels and reverberation times for building interiors”.

5. CONCLUSION

In accordance with the WAPC Planning Policy 5.4, an assessment of the noise that would be received within the development of 10 Bick Lane, North Fremantle from vehicles travelling on Queen Victoria Street has been undertaken.

In accordance with the Policy, the following would be the acoustic criteria applicable to this project:

External

Day	55 dB(A) L_{Aeq}
Night	50 dB(A) L_{Aeq}

Internal

Sleeping Areas	35 dB(A) $L_{Aeq(night)}$
Living Areas	40 dB(A) $L_{Aeq(day)}$

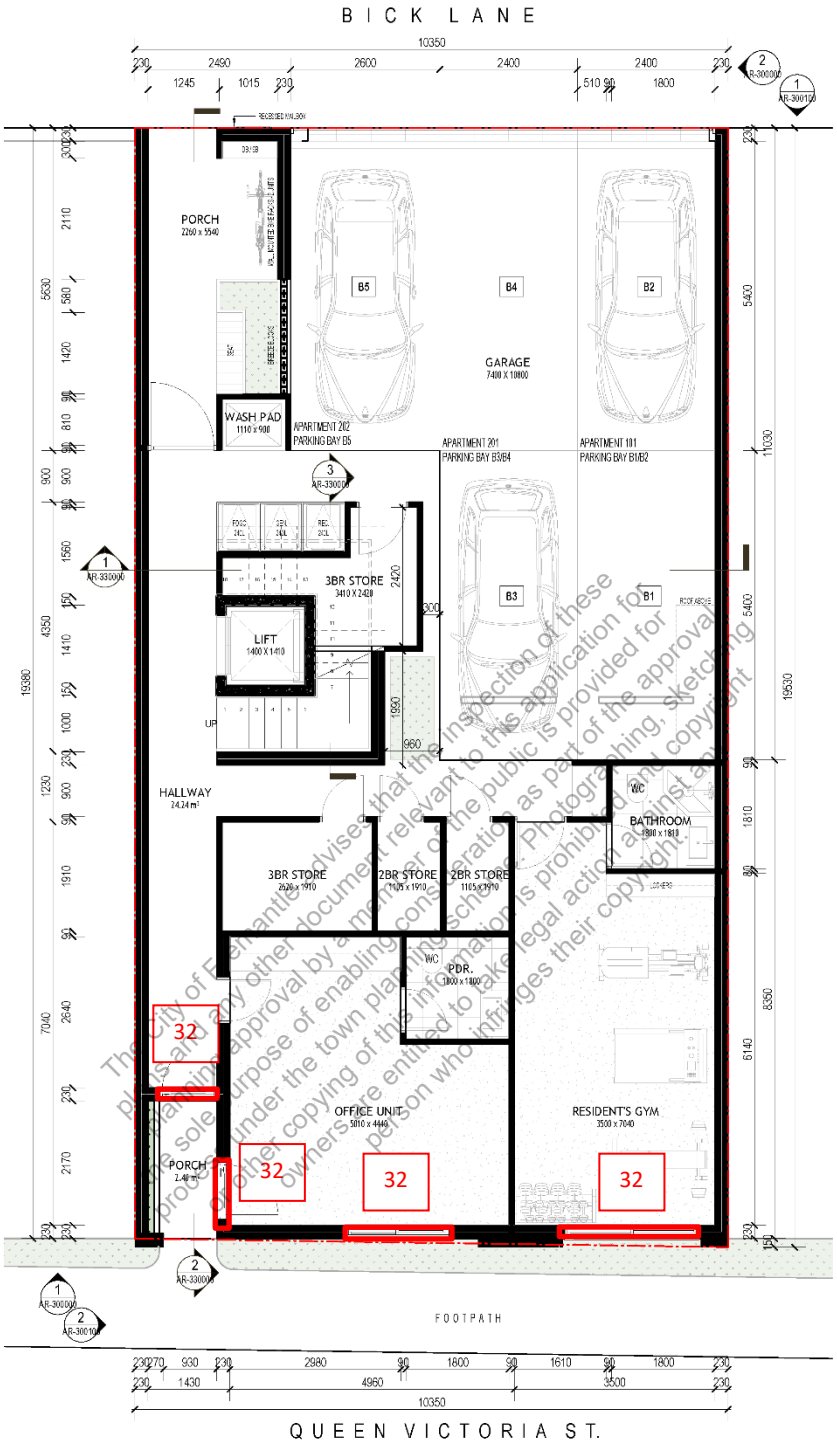
The results of the acoustic assessment indicate that noise received at the development from future traffic, exceed external noise level criteria. Therefore, noise amelioration in the form of quiet house design upgrades as shown on Appendix A and listed in Appendix B is required.

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APPENDIX A

PROPOSED PLANS

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DA1000 - GROUND FLOOR PLAN
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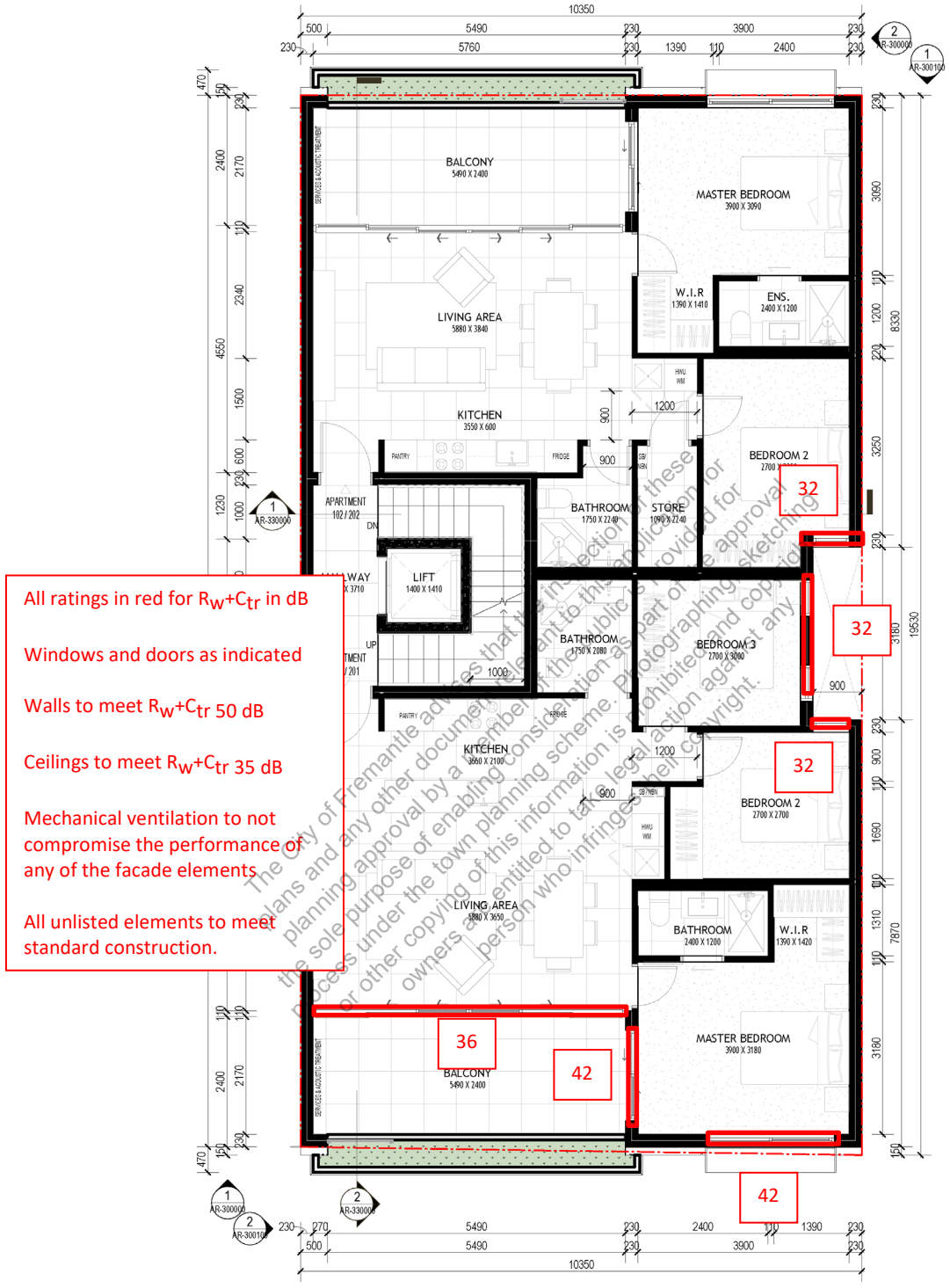
10 BICK LANE, NORTH
FREMANTLE, WA 6159

Drawing:
Drawing no.:
Issue:
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Date:

GROUND FLOOR
AR1-2000000
P 10
1 : 50
29/07/2020

RARCH
Australia
Perth
Sri Lanka
Colombo

[redacted]

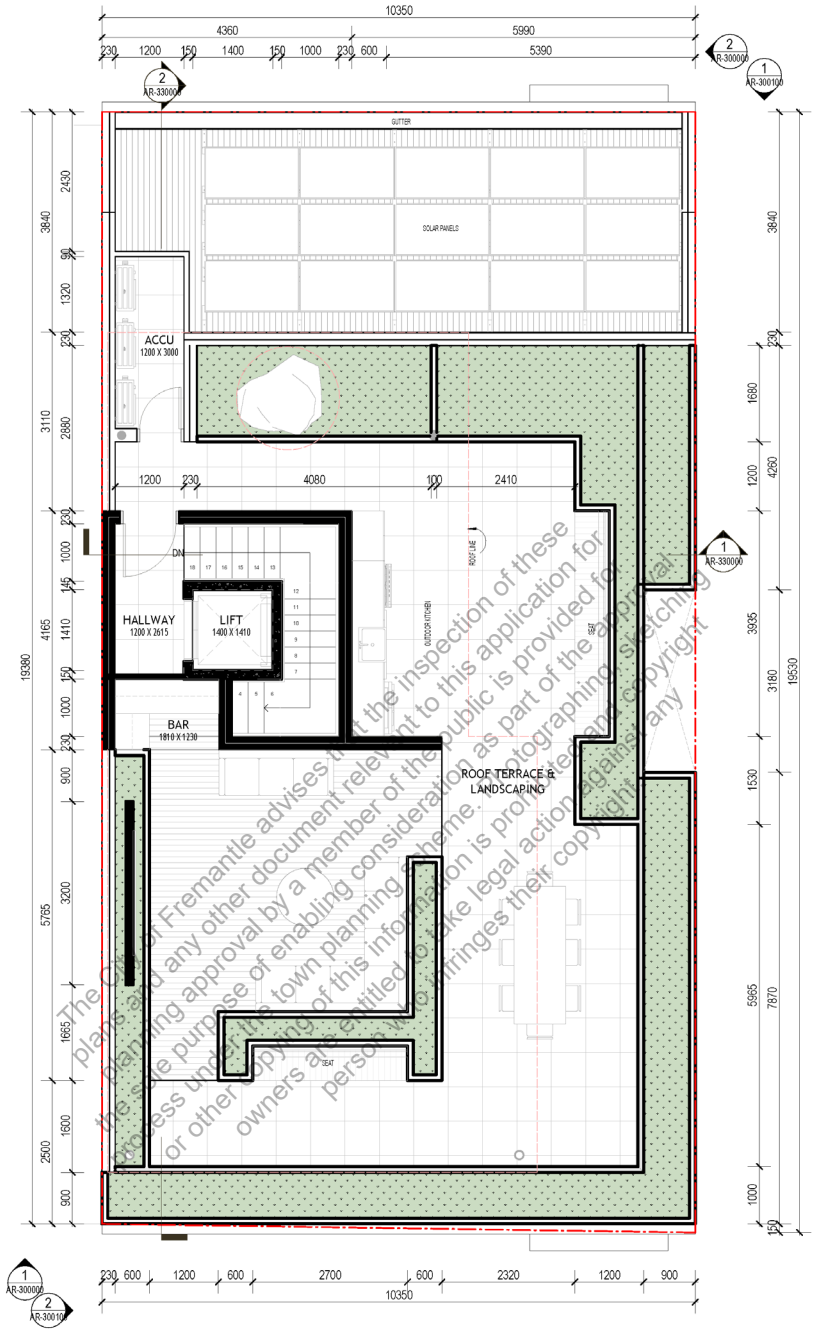


1 DA1000 - TYPICAL 1F & 2F PLAN
SCALE: 1 : 50

10 BICK LANE, NORTH
FREMANTLE, WA 6159

Drawing: TYPICAL 1F & 2F
Drawing no: AR-200100
Issue: P 10
Scale @A2: 1 : 50
Date: 29/07/2026

RJARCH
Australia
Perth
Sri Lanka
Colombo



1 DA1000 - ROOFTOP TERRACE PLAN
SCALE: 1 : 50

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10 BICK LANE, NORTH
FREMANTLE, WA 6159

Drawing: ROOFTOP TERRACE
Drawing no: AR1-2502200
Issue: P.10
Scale@A2: 1 : 50
Date: 29/07/2026

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APPENDIX B

Calculated Noise Levels and Required $R_w + C_{tr}$ Ratings

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Calculated Noise Levels and Required R_w and C_{tr} Ratings		
Location	**Level dB(A)**	**$R_w + C_{tr}$**
GF ENTRY	70	32
GF OFFICE UNIT ENTRY	71	32
GF OFFICE UNIT WINDOW	74	32
GF RESIDENTS GYM	74	32
U1 BED2	53	32
U1 BED3	65	32
U1 LIVING	71	36
U1 MASTER BED BALCONY	70	42
U1 MASTER BED	74	42
U2 BED2 REAR UNIT	66	32
U2 LIVING REAR UNIT	50	23
U2 MASTER BED BALCONY REAR UNIT	50	23
U2 MASTER BED REAR UNIT	44	23
U1 Walls	71	55
U2 Walls	65	50
Ceiling	60	40
Alfresco	66	Refer to Table 4.1

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APPENDIX C

TRAFFIC DATA

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mainroads WESTERN AUSTRALIA

SITE 0158

Hourly Volume

Queen Victoria St (H031)

At Fremantle Traffic Bridge (SLK 0.32)

2022/23
Monday to Friday

	All Vehicles			Heavy Vehicles			
	NB	SB	Both	NB	SB	Both	%
00:00	27	24	51	1	2	3	5.9
01:00	15	11	26	1	1	2	7.7
02:00	12	13	25	2	2	4	16.0
03:00	17	12	29	3	3	6	20.7
04:00	41	27	68	8	3	11	16.2
05:00	195	161	356	26	14	40	11.2
06:00	478	398	876	51	38	89	10.2
07:00	873	739	1612	73	54	127	7.9
08:00	934	1076	2010	71	62	133	6.6
09:00	643	816	1459	63	65	128	8.8
10:00	637	688	1325	58	67	125	9.4
11:00	683	721	1404	54	58	112	8.0
12:00	732	765	1497	54	48	102	6.8
13:00	698	738	1436	49	46	95	6.6
14:00	830	787	1617	52	44	96	5.9
15:00	986	959	1945	49	39	88	4.5
16:00	1078	1115	2193	55	45	100	4.6
17:00	989	1049	2038	41	39	80	3.9
18:00	506	684	1190	22	31	53	4.5
19:00	320	290	610	15	15	30	4.9
20:00	258	200	458	11	12	23	5.0
21:00	245	175	420	10	7	17	4.0
22:00	148	130	278	4	6	10	3.6
23:00	71	62	133	3	3	6	4.5
TOTAL	11416	11640	23056	776	704	1480	6.4

Peak Statistics

AM	TIME	07:30	08:00	07:45	07:15	09:45	07:15
	VOL	989	1076	2025	75	68	134
PM	TIME	16:30	16:00	16:15	12:15	12:45	12:00
	VOL	1105	1149	2217	56	49	102

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