



140 STIRLING HIGHWAY NORTH FREMANTLE
Precinct Structure Plan - Part One
5 November 2024

Title Page

Title	140 Stirling Highway North Fremantle Revised Precinct Structure Plan For Discussion Part One – Implementation Part Two – Explanatory Section
Prepared for	McCabe Capital Pty Ltd
Date	5 November 2024
Status	WAPC Review

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Approval Page

This Precinct Structure Plan is prepared under the provision of the City of Fremantle Planning Scheme No. 4, the Planning and Development (Local Planning Schemes) Regulations 2015 and State Planning Policy No. 7.2 Precinct Design

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

06 December 2024

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



an officer of the Commission duly authorised by the Commission pursuant to section 24 of the *Planning and Development Act 2005* for the purposes, in presence of:



Witness

09 December 2024

Date

09 December 2034

Date of Expiry

Table of Amendments

Amend No:	Summary (in bullet points)	Date approved by the WAPC

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Executive Summary

This Precinct Structure Plan (PSP) has been prepared to guide the planning and development of Lot 2, 140 Stirling Highway, North Fremantle (Precinct). It has been prepared in accordance with the Guidance for Structure Plan issued in August 2023 and with regard to the suite of documents under State Planning Policy No. 7: Design of the Built Environment.

The PSP area sits on the corner of McCabe Street and Stirling Highway and is bounded by Buckland Hill Estate to the north, the group of Taskers apartments to the east, the Matilda Bay Brewery and other commercial units to the south, and views of the ocean to the west.

The PSP provides direction on the intended future structure, land uses and built environment and has been prepared in context of the landowner's vision for the site, detailed context analysis, workshops with WAPC and detailed view analysis. The vision of the PSP is as follow:

140 Stirling Highway will form a contemporary and community centric gateway into the City of Fremantle. Perched on the coastline, the site offers an opportunity to be a new residential precinct with an inherent connection to the ocean, river and surrounding urban structure that will foster a revamped urban narrative and new community experiences. Central to this project is the reactivation of the ground plane with complementary retail and public parks, which will create new spaces that are part of a comprehensive highly walkable spatial network; connected internally, externally and contextually.

The vision will be realised through the creation of a higher-density and diverse range of living alongside a mixture of businesses to service the needs of the local community on the ground floor plane. It will also include a strong landscaped north-south pedestrian connection from Buckland Hill through the property onto the Mailtda Bay Brewery site along with the creation of lush community open spaces including a community park and sunset terrace.

With the close proximity to existing developments of varying density and scale, the design rationale of the built form is therefore focused on being sympathetic to these existing developments, maintaining view corridors, creating permeability across the site, and a tapering of building height.

Table 1: Executive Summary Table

Item	Data	
Total area covered by the Structure Plan	3.1 Hectares (3.0 Hectares after ceding road)	
Area of each land use proposed	Hectares	Lot yield
- Residential	0.75	1
- Mixed Use	1.45	3
- Industrial	Nil	Nil
Total estimated lot yield	4	
Estimated number of dwellings	350	
Estimated residential site density (dwellings per ha)	117 dwellings per site/hectare	
Estimated population	735	
Number of high schools	Nil	
Number of primary schools	Nil	
Estimated commercial floor space	7,100 m ² nett lettable area	
Estimated area and percentage of public open space given over to:		
- Region open space	Nil	
- District open space	Nil	
- Neighbourhood parks	0.30 Hectares	10%
- Local parks	Nil	
Estimated percentage of natural area	Nil	

1 Precinct Structure Plan Area and Operation

The PSP primarily applies to Lot 2 (No.140) Stirling Highway (the PSP), however, also addresses the intersection of McCabe Street and McCabe Place as well as Stirling Highway and McCabe Street.

The PSP area is located within the City of Fremantle. The site is bound to the north by Buckland Hill Estate, Taskers directly east, McCabe Street to the south and Stirling Highway to the west. The subject site has a total land area of 3.1 hectares.

This PSP is in effect from the day it is approved by the WAPC, the date of which is stated on the Approval Page. As stated in Section 28 of the Deemed Provisions in the Planning and Development (Local Planning Schemes) Regulations 2015, this PSP has effect for a period of 10 years from the day it comes into effect.

The PSP comprises of:

- Part One - Implementation: This section outlines the proposed zoning, subdivision and development requirements and other requirements to be used to inform the statutory planning framework used to govern land use and development in the precinct.
- Part Two - Explanatory Report: This section provides the strategic basis for the PSP and outlines the background, rationale, design basis and intent of the PSP to support the implementation of Part One.
- Appendices: The appendices provide further detail around the components of transport, water management strategy, noise, landscaping, and others to support the implementation of the PSP.



2 Purpose

The purpose of this PSP is to coordinate the future zoning, subdivision and development of the PSP area. Its objective, in the context of design elements in State Planning Policy No. 7.2 Precinct Design are as follows:

Urban Ecology

- To connect the site with surrounding natural environments such as Buckland Hill Reserve, Leighton Beach and the Swan River Foreshore with a strategically located central public open space and green linkages.
- To address the varied topography of the site to enable opportunities for public places to have an open vista to Leighton Beach.
- To facilitate bioretention gardens and underground storage tanks through the Local Water Management Strategy (LWMS).
- To implement a detailed landscape strategy to seize opportunities for deep soil planting and the provision substantial tree canopy.

Urban Structure

- To be sympathetic to the context and character of the local area including publicly accessible parks and recreational areas.
- To be sensitive towards neighbouring urban structure through the provision of planning controls such as building separation, setbacks and efficient movement networks.
- To promote movement and connectivity particularly through careful lot placement of built form, the type of interfaces, the location of pedestrian corridors between buildings and importantly the positioning of the POS referred to as the 'Green Heart'.
- To develop a highly legible pedestrian environment that enables movement and connections to all streets, key linkages and intersections, adjacent sites and parklands and bus stop positioned on Stirling Highway.

Public Realm

- To be sensitive to existing publicly accessible parklands and provide integration to the wider public realm of the locality.
- To create highly desirable and active public open space area and green connection for the liveability and amenity of the local residents and wider community.
- To create a publicly accessible sunset terrace for the enjoyment of the wider community.
- To redirect the existing footpath into the site to encourage pedestrian movement through the subject site and provide a more aesthetically pleasing environment whilst improving safety for the local community.
- To enable pedestrians to have a more direct linkage to Rocky Bay and the River Foreshore.

Movement

- To improve traffic flow along McCabe Street and assist with vehicle circulation into/out of the Precinct by providing a roundabout at the entry to the Precinct at the intersection of McCabe Street and McCabe Place.
- To facilitate the future widening and upgrade of Stirling Highway widening by Main Roads Western Australia.
- To ensure sufficient parking, micro mobility facilities are adequately provided within future developments.
- To promote a highly walkable landscaped environment and reduce reliance on vehicles.
- To develop a highly legible pedestrian environment that enables movement and connections to all streets, key linkages, intersections, adjacent sites and parklands and public transport.

Land Use

- To accommodate a diversity of land uses which will consist of a mixture of retail (including local supermarket) and non-retail floorspace in accordance with a Retail Needs Assessment and local and state strategic planning to meet local community and business needs.
- To provide for a range of housing diversity and choice to meet the needs of the community.
- To provide for non-residential uses, which are compatible with and complementary to residential development.

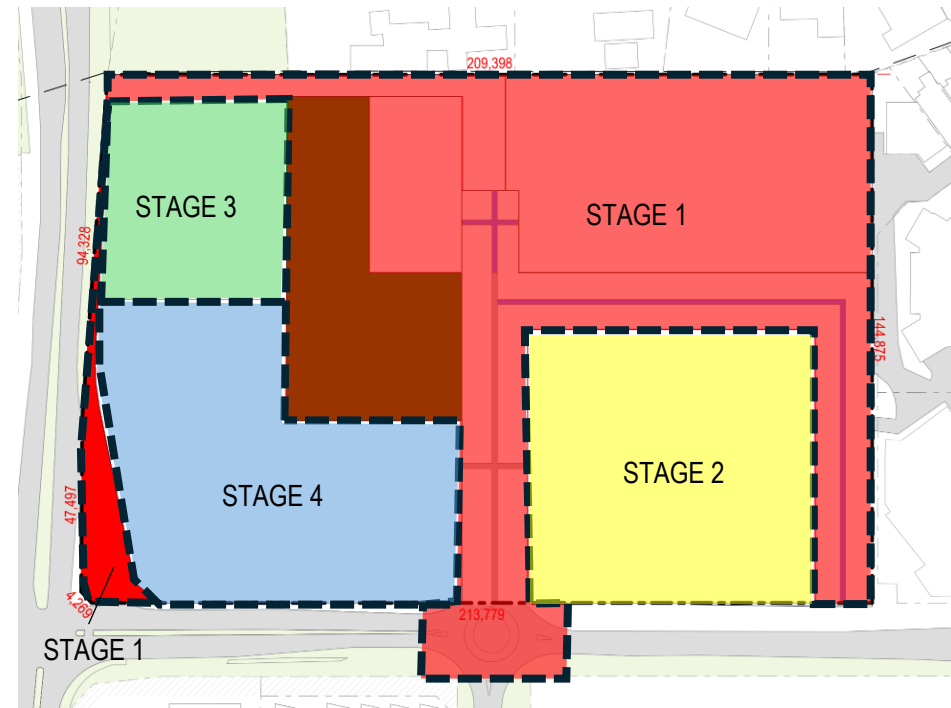
Built Form

- Acknowledge the site as a gateway point to the City of Fremantle.
- To facilitate and encourage high quality design, built form and streetscapes throughout residential areas.
- To facilitate well designed development of an appropriate scale which is sympathetic to the desired character of the area.

3 Staging

The development of the PSP will be staged. It is envisaged (but not mandated) that development will be staged in accordance with Table below:

Stage	Deliverables
Stage 1	<ul style="list-style-type: none"> Site demolition and remedial works (if required) Construction and installation of power, water, drainage and gas services Construction and ceding to the LGA the main arterial road, roundabout at the McCabe Street and McCabe Lane intersection and the pedestrian crossing across McCabe Street Subdivision and ceding of the PPR to MRWA Subdivision of the five super lots Development of Lot 4 and Lot 5 Development of the POS and its subsequent ceding to the LGA Development of a temporary Northern Link to the POS within the easement area of Lot 1
Stage 2	<ul style="list-style-type: none"> Development of the Lot 3 including retail components
Stage 3	<ul style="list-style-type: none"> Development of Lot 1 including permanent Northern Pedestrian Link to the POS and establishment of the permanent easement
Stage 4	<ul style="list-style-type: none"> Development of Lot 2 and the sunset terrace and establishment of the permanent easement



4 Subdivision and Development Requirements

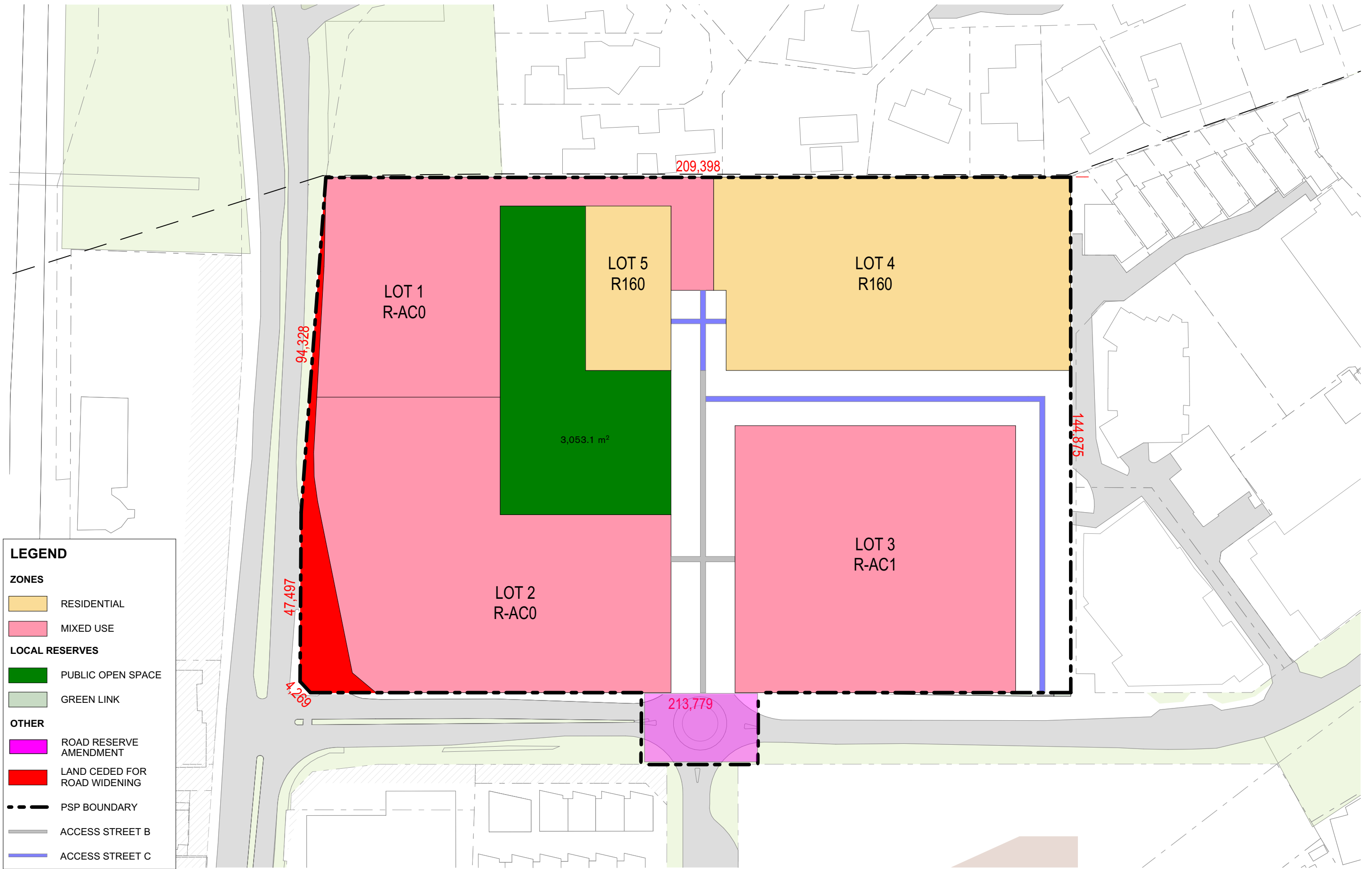
4.1 Primary Site Controls

- 4.1.1 Subdivision and development of land shall be in accordance with the zones shown on the Zoning and Subdivision Plan (140-PLN-002) and relevant objectives principled of State Planning policies and Guidelines.
- 4.1.2 The primary controls of R Codes Table 2.1 applicable to the allocated R Code for each lot within the PSP unless varied by the provision contained with section 4.
- 4.1.3 Land-use permissibility and development standards applicable to the Residential and Mixed Use zones under the City of Fremantle Local Planning Scheme No. 4.
- 4.1.4 The PSP site is to provide land uses that have been identified as a community need in accordance with a Net Benefit test at the development application stage for the approval of the City of Fremantle or relevant approving authority.
- 4.1.5 The building height and setback are to be in accordance with the Building Height Plan (140-PLN-003) and Building Set Back Plan (140-PLN-001).
- 4.1.6 Variations to the provisions within section 4 of this PSP may be approved through a Development Application with an acceptable level of technical justification, provided that the development is consistent with:
 - The objectives of the PSP and the applicable design element objectives of the SPP7, SPP7.2 and SPP7.3; and
 - Is of a design quality that meets the principle of good design in accordance with SPP7.0.

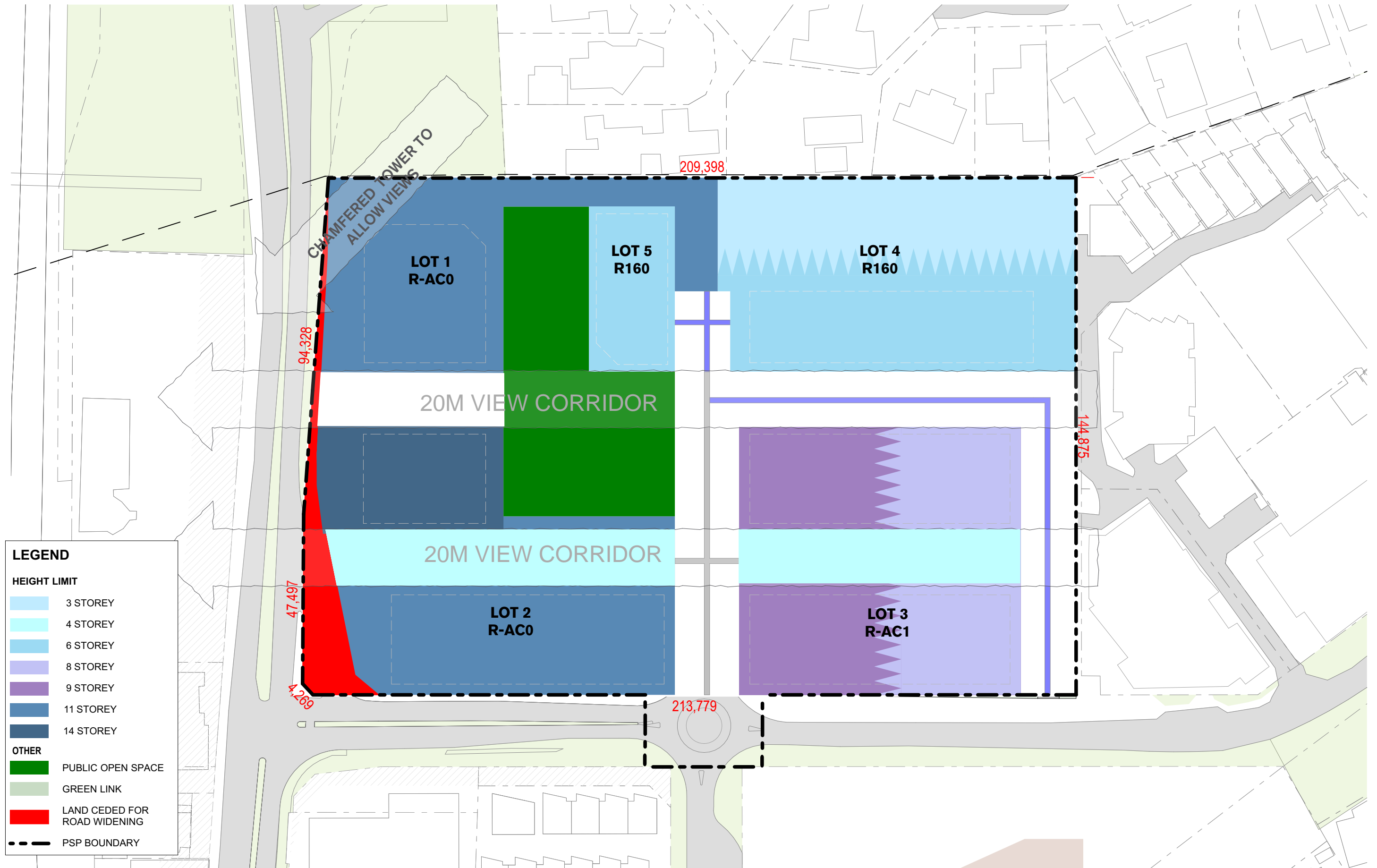
140-PLN-001 SETBACK AND SITE PLAN



140-PLN-002 ZONING AND SUBDIVISION PLAN



140-PLN-003 HEIGHT PLAN



4.2 Land Use and Built Form

- 4.2.1 Commercial uses are to clearly address all respective frontages (Stirling Highway or McCabe Street, pedestrian linkages and POS) in order to activate the ground level of buildings.
- 4.2.2 Development is to achieve a 5 star green star performance level and designed to reduce energy consumption where practical and feasible.
- 4.2.3 Development that interfaces with the public open space should be highly articulated with a strong focus on public realm engagement to create a sense of building enclosure that defines the pedestrian spaces within the Precinct and provide for passive surveillance.
- 4.2.4 Where residential uses are located at ground level, the design should achieve a clear distinction between the private place and public space, whilst still allowing for passive surveillance and interaction with the street
- 4.2.5 Where retail and commercial abuts public open spaces, development should be highly articulated with a strong focus on public realm engagement on the ground floor to provide integration and activation to the public open space and provide for opportunities for alfresco dining.
- 4.2.6 Basement parking or parking sleeved behind residential is encouraged throughout the PSP area.
- 4.2.7 The Precinct shall be serviced with minimal access roads to promote a pedestrian friendly environment with all lots accessed from the loop road.
- 4.2.8 A northern link that serves as a pedestrian link with green canopy connecting to the central green heart with the activation of the retail and commercial uses abutting against it.
- 4.2.9 Pedestrian linkages are to be safe, well-lit and provide opportunities for public seating, incorporate hard and soft landscaping opportunities, and are supported by lighting opportunities.
- 4.2.10 Future development to respect the industrial heritage of the site and surrounding area.

4.3 Movement and Street Design

The movement network through the site will be in accordance with the plans.

- 4.3.1 Design details for the internal access road linking McCabe Place including street parking and vehicular and pedestrian access from this road are to accompany any development application for Stage One, to the satisfaction of the City of Fremantle.
- 4.3.2 Internal streets within the PSP are to be provided with pedestrian footpaths lined with street trees to enhance walkability, amenity and pedestrian safety in accordance with Internal Street Interface Sections Plan (140-PLN-004)
- 4.3.3 Suitable arrangements to be made with the City of Fremantle at the time of subdivision and/or development application for the creation of easements for pedestrian and vehicle access
- 4.3.4 The Precinct movement design plan shall include the upgrade of pedestrian pathways on Stirling Highway (including the sunset terrace and McCabe Street verges) as well as integration with the bus stop on Stirling Highway.
- 4.3.5 Suitable arrangements to be made with the City of Fremantle to contribute to the delivery of a round-a-bout on McCabe Street at the time of subdivision and/or development application, to control traffic flow and centralise vehicle access into the Precinct and the neighbouring Matilda Bay Brewery site.
- 4.3.6 The land reserved Primary Regional Road is to be ceded to the crown free of cost and with no compensation at the time of subdivision and/or development application.
- 4.3.7 Each lot shall provide adequate provisions for end of trip facilities, bicycle parking, and electric charging station for micro vehicles.

4.4 Public Open Space

Public open space is to be provided in accordance with the plans and includes a northern link and central green heart.

- 4.4.1 Public open space and pedestrian linkages are to be provided as per the Accessway Interface Sections (140-PLN-005).
- 4.4.2 The proposed POS will be ceded to the Crown free of cost and without compensation at subdivision.
- 4.4.3 The proposed POS shall be maintained by the landowner for a 2 year period (or other time period agreed to by the City). Ongoing maintenance arrangements with the City are to be negotiated at the relevant stage of development.
- 4.4.4 Drainage design to be provided within a Local Water Management Plan at the development stage.

5 Other requirements

The following additional information is to be provided at the subdivision/and/or Development Application stage as applicable to the satisfaction of the City of Fremantle:

- Details for the upgrading of road and related infrastructure;
- Local Water Management Plan;
- Landscape Plan;
- Heritage Impact Assessment; and
- A waste management plan.



140 STIRLING HIGHWAY NORTH FREMANTLE
Precinct Structure Plan - Part Two
5 November 2024

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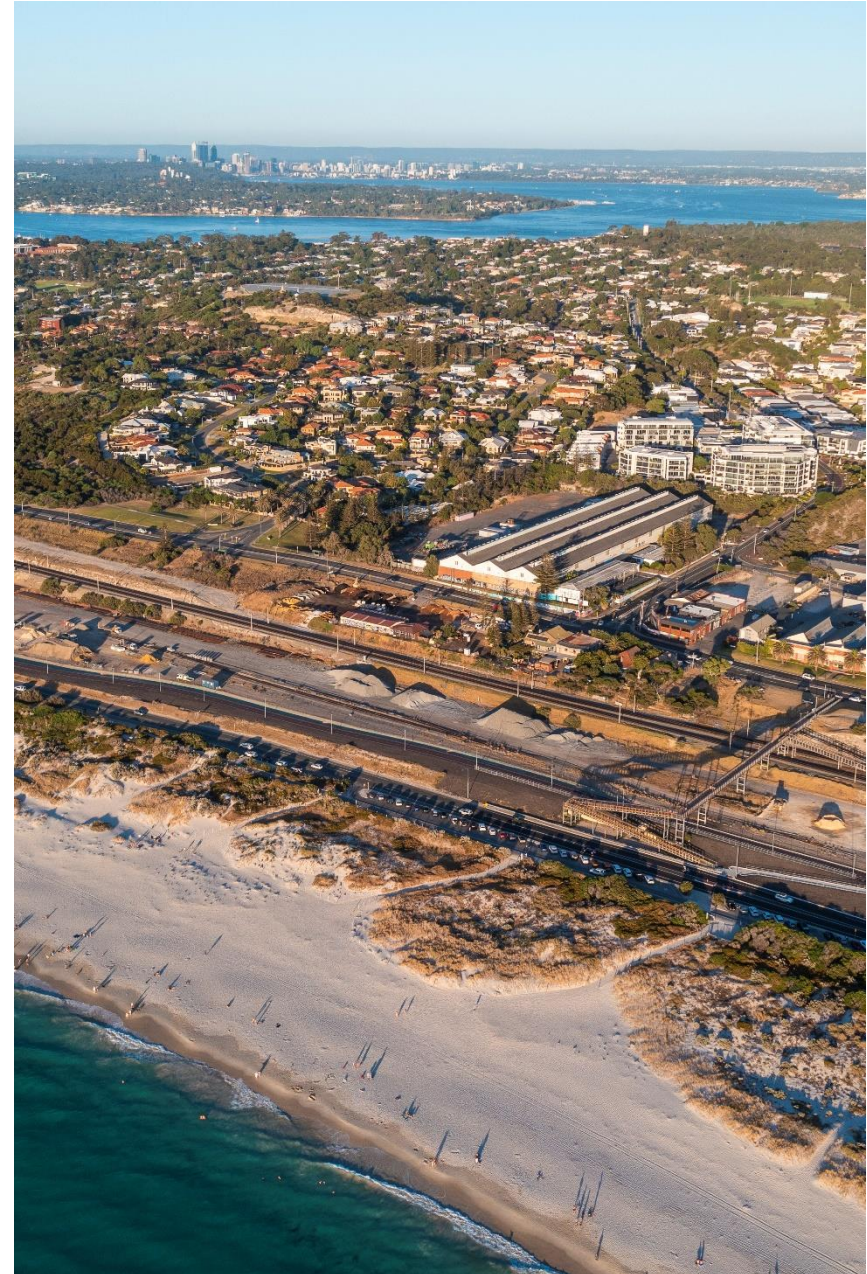
1 Introduction and Purpose

Part Two of the PSP is the Explanatory section of the Precinct Structure Plan (PSP) for the development of Lot 2, 140 Stirling Highway North Fremantle (Precinct).

It provides the strategic basis and outlines the background, rationale, design basis and intent of the PSP to guide and support the implementation of Part One. It also contains technical appendices comprising the detailed studies and investigation that are site specific and informs the preparation and formulation of the PSP.

It has been prepared in accordance with Guidance for Structure Plan issued in August 2023 and with regard to the suite of documents under State Planning Policy No. 7 Design of the Built Environment. This Part will address key matters including

- Site and context analysis
- Opportunities and constraints of the site
- Stakeholder and community engagement
- Design response





PRECINCT VISION

140 Stirling Highway will form a contemporary and community centric gateway into the City of Fremantle. Perched on the coastline, the site offers an opportunity to be a new residential precinct with an inherent connection to the ocean, river and surrounding urban structure that will foster a revamped urban narrative and new community experiences. Central to this project is the reactivation of the ground plane with complementary retail and public parks, which will create new spaces that are part of a comprehensive highly walkable spatial network; connected internally, externally and contextually

2 Site and context analysis

2.1 Physical Context

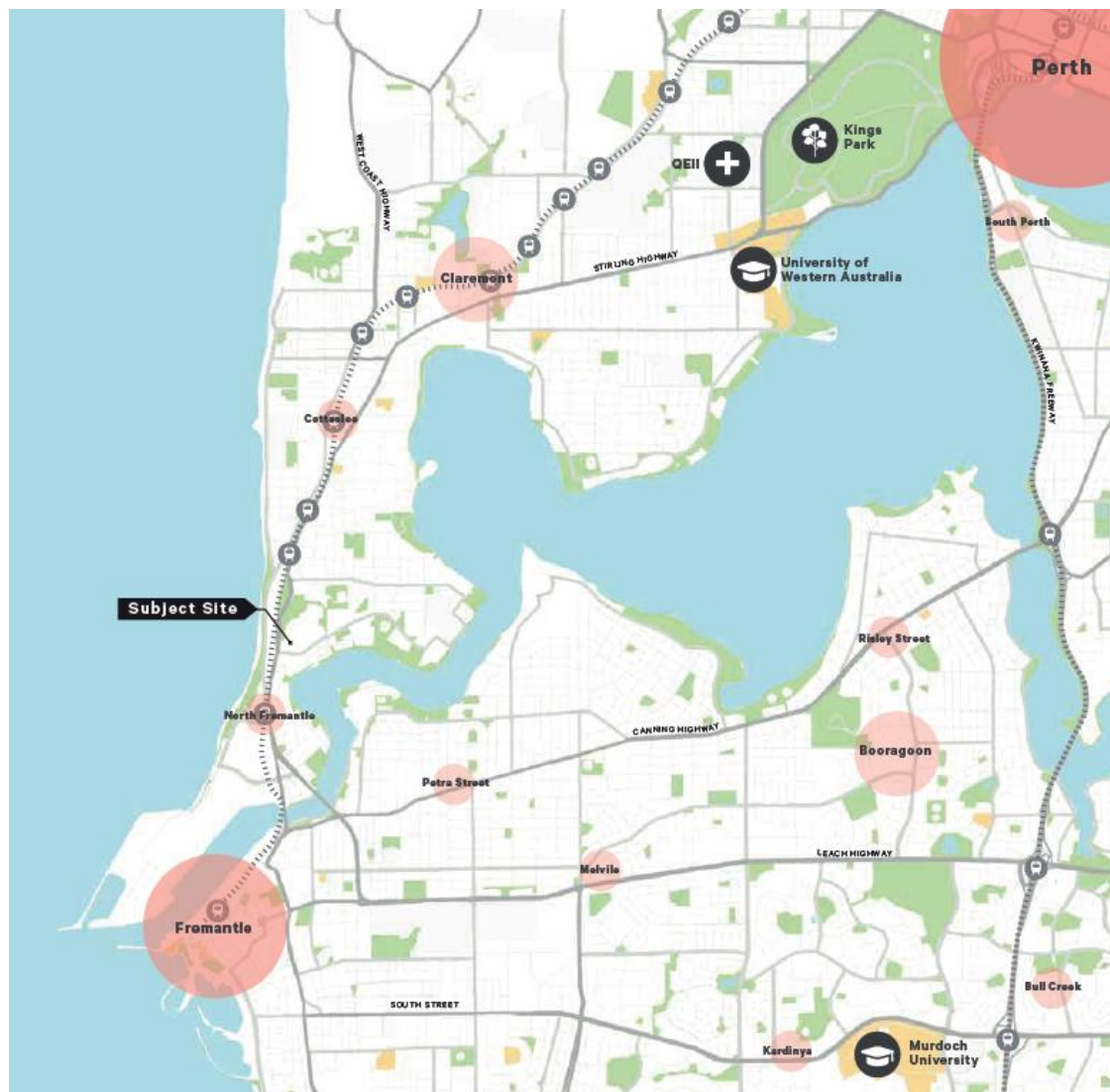


Figure 1: Regional Context Map (Source: element)

2.1.1 Location

The PSP is located on the border of the Town of Mosman Park and City of Fremantle local government area. The site is situated approximately 3.5km north of North Fremantle Town Centre and 12km southwest of the Perth CBD with views over Stirling Highway, Leighton Beach and the Swan River. The subject site has a total land area of 3.1 Hectares.

The PSP is bound to the west by Stirling Highway and McCabe Street to the south. It is located 800m north of the North Fremantle Train Station, 200m from Leighton Beach and 300m to the Swan River to the south and east.

2.1.2 Surrounding Area and Land Use

The site is situated within an infill location for future growth in the City of Fremantle, where new development can be fully integrated with the immediate surrounds.

The PSP benefits from access to multiple areas of public open space, with Buckland Hill Reserve immediately north, Swansea and Lyell Park to the east and Leighton Beach Reserve to the west.

Contextually, the locality is in a state of transition to higher intensity and residential use. Previously the locality was characterised by industrial and service commercial land uses. In more recent times, medium-higher density development has encroached into the area with higher density apartments and medium density housing. To the north of the site exists a low-rise suburban area, characterised by single dwellings. To the east, medium and high density apartment developments up to 8 storeys have been either approved (15 McCabe), under construction (Serai Apartments) or constructed (Taskers Apartments).

Immediately south of the site is the disused Matilda Bay Brewing Company factory which contemplates high rise residential uses, and a variety of active, commercial land uses to help create a mixed use precinct. Furthermore, the south consists of other industrial warehouse premises.

The Matilda Bay Brewery site has a base density code of R160, with building height remaining in accordance with Local Planning Policy 3.11 – McCabe Street Area. The maximum building height is 33 metres at the discretion of the City of Fremantle.



Figure 2: Local Context Map (Source: element)



Figure 3: Significant Developments Surrounding the PSP

West of the site on the opposite side of Stirling Highway exists low intensity commercial operations with a landscaping supply business operating along Stirling Highway immediately interfacing with the subject site. This is considered to be a temporary land use. The MRS has reserved a portion of this land as 'Regional Road' to account for future road widening as well as 'Parks and Recreation' to maintain separation to the future road.

The subject site abuts Buckland Hill Reserve to the north. This portion of Buckland Hill Reserve is used as drainage catchment.

Beyond the immediate surrounds up to 2km from the site, there are various developing precincts that offer a number of amenity and services including the North Fremantle town centre commercial area, supermarkets, schools and others. For many residents of North Fremantle, they are required to travel to either Mosman Park Monument Street Coles or Wellington Street IGA or Fremantle Town Centre to gain access to convenience goods.

Leighton Beach located to the south-west of the subject site contains a small number of commercial land uses and is mostly occupied by higher density apartment developments.

The Precinct also sits within the Stirling Highway urban corridor, which has seen some significant developments completed or approved in recent times. The most significant is The Grove apartments in Claremont which is an 18 storey apartment building. Another significant project is the proposed Chellingworth Development located in the City of Nedlands which was approved at approximately 20 storeys.

2.1.3 Tenure, Ownership and Buildings

The Precinct is on a single title owned by McCabe Capital Pty Ltd. The PSP area covers a single lot of 31,017 m² in area.

The subject site is currently occupied by a large, blighted warehouse and dilapidated office space which were previously used for steel processing, distribution and as a merchandising facility by 'OneSteel'. The site also includes smaller storage sheds and hardstand laydown areas.

2.1.4 History

The Precinct was established as a manufacturing and industrial area in the 1950s with the first office building being constructed in 1957 for Stewart and Lloyds, a steel pipe fabrication company. A steel pipe fabrication factory, warehouse, and laydown area were subsequently constructed between 1962 to 1972. The site was eventually acquired by One Steel where steel pipe fabrication activities continued as shown in the aerial in Figures 6 - 9.

With the changing landscape towards a focus on residential use with the redevelopment of Buckland Hill to the north, Minim Cove to the south, and the Taskers apartment developments to the east, the Precinct eventually underwent a rezoning with a focus on residential use. The property was sold on a number of occasions to developers prior to the current owners with a variety of plans being proposed.

There are no sites of Aboriginal heritage significance located within the PSP area. However, the site is located along the Wardun Beeliar Bidi trail that runs from Cottesloe Beach towards the river and traverses the land of the Nyungar people in the Whadjuk Country.

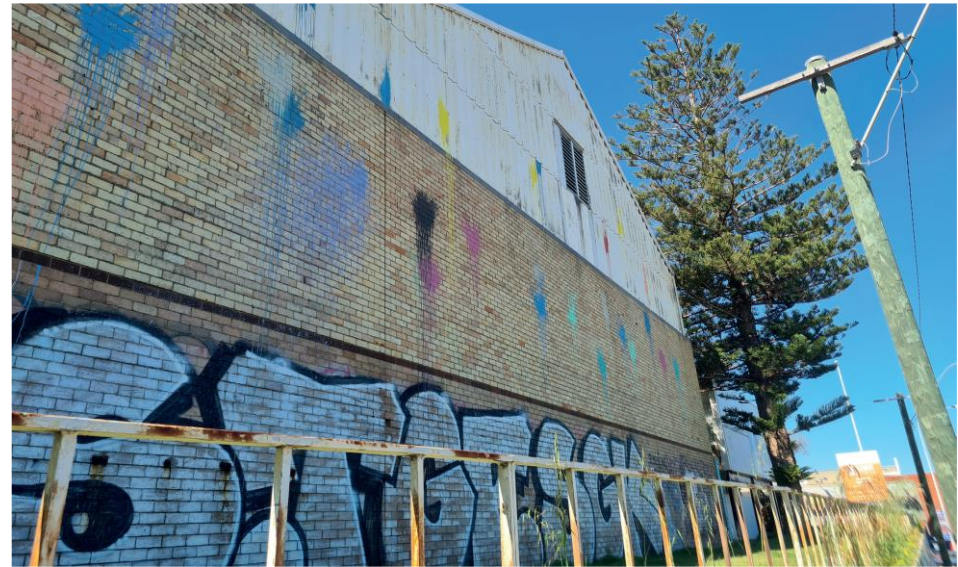


Figure 4: Site image showing existing buildings



Figure 5: Site image showing existing buildings



Figure 6: Landgate 1961 aerial image



Figure 7: Landgate 1965 aerial image



Figure 8: Landgate 1977 aerial image



Figure 9: Landgate 2020 aerial image

2.1.5 Movement

2.1.5.1 Transport Infrastructure and Access

The Precinct is well connected to both the Perth CBD and Fremantle Town Centre due to its location along Stirling Highway which is identified as a Primary Distributor Road. Stirling Highway is controlled by Main Roads Western Australia and has a speed limit of 60km/h.

Vehicular access to the site will be off McCabe Street which is currently used to service the residential areas located along the Swan River in North Fremantle and Mosman Park, with an intersection provided to Stirling Highway. Categorised as a local distributor road, McCabe Street has a speed limit of 50km/h and currently services medium-high volumes of traffic.

Table 1. Road Hierarchy

Street Name	MFRH Category
Stirling Highway	Primary Distributor
McCabe Street	Local Distributor



KEY



Figure 10: Vehicle and Pedestrian Movement (Source: element)

2.1.5.2 Public Transport

The Precinct is serviced by four different high-frequency bus routes along Stirling Highway with two (2) bus stops immediately adjacent to the site. The bus routes 107, 103, 999 and 998 operate along Stirling Highway and connect the site to the inner-metropolitan areas of Perth and Fremantle, as well as neighbouring localities. Routes 999 and 998 operate in a circle route, reaching as far south as Murdoch and as far north as Stirling.

The subject site is also 800m north of the North Fremantle train station and 1km south of the Victoria Street train station in Mosman Park. This position enables the site to be well connected to the Perth CBD and other western suburbs along the Fremantle line.

2.1.5.3 Pedestrian and Bicycle Access

Pedestrian access to the Precinct is currently limited with the only available pedestrian access being a 2m wide verge footpath along the busy Stirling Highway. This creates an unpleasant and unsafe pedestrian experience particularly given the lack of passive surveillance and separation. Stirling Highway is also a significant obstacle for pedestrians to cross from the beach front to McCabe Street. McCabe Street provides marginally better pedestrian amenity and connectivity to the site, however, is still lacking in suitable pedestrian crossing solutions and is not inviting to pedestrians overall. The street provides a designated footpath along the southern frontage.



Figure 11: Existing bus stop adjacent to Subject Site

Pedestrian access is not provided from the northern or eastern boundaries given the adjacent residential estates providing no thoroughfares. The topography of the site also inhibits pedestrian corridors from the surrounding residential developments. The lack of pedestrian continuity and poor amenity has been recognised by the project team and has remained a core focus of the design to not repeat the internalisation of developments and look to provide pedestrian corridors supported by activation, surveillance and high amenity public realm experiences.

Bicycle access to the Precinct area has greatly improved in 2021. Infrastructure upgrades have seen the completion of a new cycling path to the west of the Precinct area in mid-2021. The new, high-quality pathway connects North Fremantle with the rest of the western suburbs along the Fremantle Railway and provides safety through separation from the high-speed roads of Curtin Avenue and Stirling Highway. This new pathway is separated by a steep, 8-10 metre change in elevation and sits on the other side of the Fremantle Railway. However, the presence of a bridge 130m south of the Precinct area connects the cycle path with Stirling Highway and the Precinct. The PSP must respond to this active transport infrastructure by promoting a safe connection for cyclists with this path when crossing Stirling Highway, while acknowledging the lack of ability to provide a similar cycling path along Stirling Highway due to size and safety constraints of the road.



Figure 12: Vehicle and Pedestrian Movement (Source: element)

2.2 Community Context

An analysis of the demographic profile has been provided to support the PSP. The local demographic data has been compared to the wider City of Fremantle and Greater Perth Region demographic profiles. The demographic analysis has illustrated the following points:

- The City of Fremantle has an increasing population and dwelling count;
- The North Fremantle locality has higher proportions of people aged over 50 years compared to the Greater Perth Region;
- Both North Fremantle and the wider City of Fremantle feature higher median age profiles in general;
- North Fremantle feature higher socio-economic characteristics compared to the rest of the City of Fremantle and the Greater Perth Region;
- Despite being considered a Transit-Oriented Development, North Fremantle has potential for improvement in public transport patronage;
- The local area features more lone-person households compared to Greater Perth; and
- The local economy lacks a recognised Neighbourhood Centre.

Table 2: City of Fremantle Population Projection

Year	City of Fremantle Population
2011	26,582
2016	28,893
2021	31,930
2026	34,075 (approx.)

Table 3: Median Age Comparison 2021

Median Age	North Fremantle %	City of Fremantle %	Greater Perth %
0-4	4.2	5.3	6.1
5-9	3.5	4.5	6.4
10-14	4.0	4.5	6.4
15-19	3.9	4.5	5.8
20-24	5.1	5.5	6.3
25-29	5.9	6.8	6.8
30-34	6.7	7.4	7.6
35-39	6.6	7.5	7.7
40-44	6.2	6.6	6.8
45-49	5.2	6.5	6.5
50-54	6.9	7.1	6.4
55-59	7.8	7.2	5.9
60-64	8.4	6.6	5.4
65-69	6.6	6.0	4.8
70-74	7.5	5.2	4.2
75-79	5.3	3.6	2.9
80-84	3.2	2.5	2.0
85+	2.9	2.7	1.9

2.2.1 People

North Fremantle's median age of 48 years shows a significantly more aged population compared to the Greater Perth region, which has a median age of 37. North Fremantle's median age is also higher than the City of Fremantle's median age of 42. The age structure of the local area shows a significantly higher proportion of 60+ year old compared to the Greater Perth region, as well as significantly lower proportions of young children and adults aged between five and 24 years. Based on this age structure of the community, the design and land use offerings of the Precinct are to reflect the core needs of this largely aging community, while also seeking to attract more youth. The PSP also respects the likely future needs of the community, ensuring design and land use responses are responsive of the population trends seen in the community and facilitate proper and orderly planning for the future.

2.2.2 Housing

The surrounding housing stock in the North Fremantle and Mosman Park localities have been traditionally typified by medium to large, single detached homes. Only over the last decade has North Fremantle seen a growing prevalence of grouped and multiple dwelling developments, with the majority of these new developments being completed after 2016.

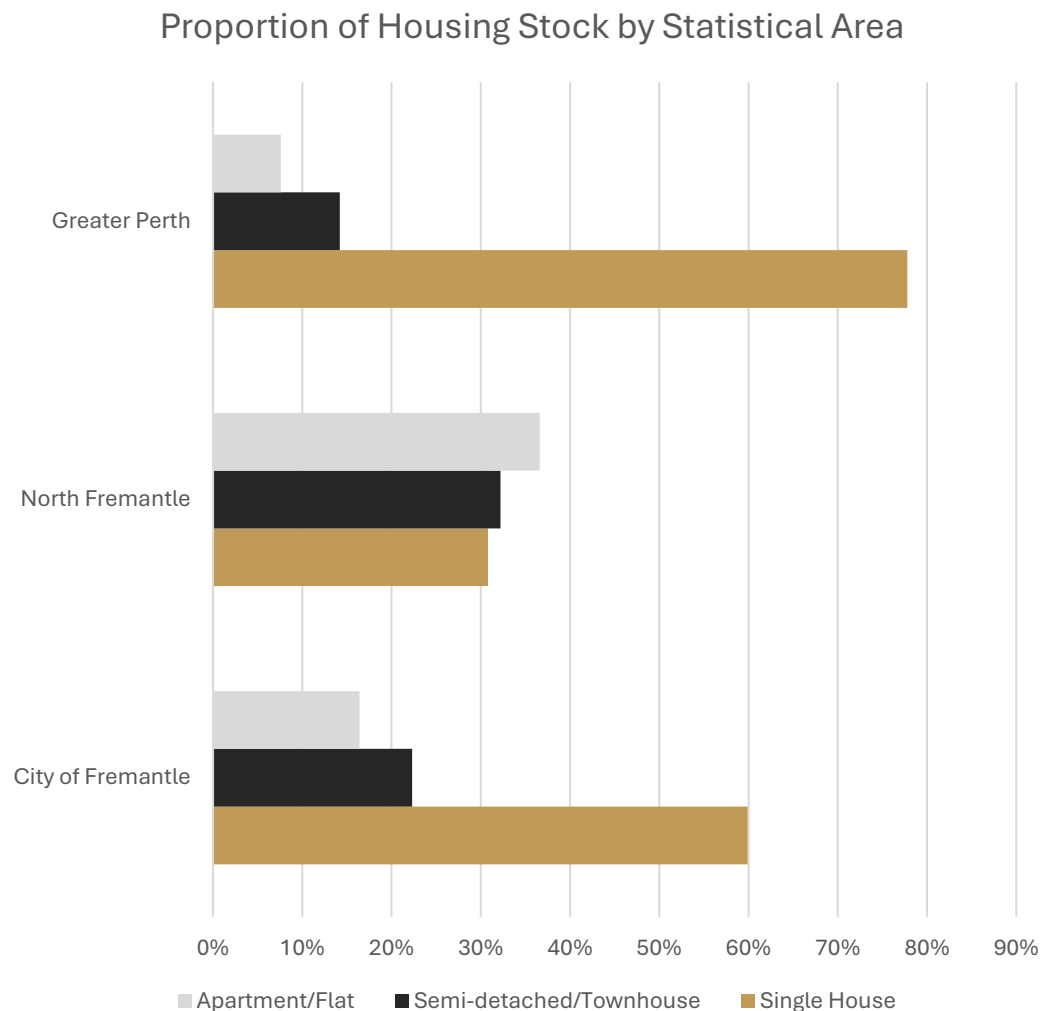


Figure 13: City of Fremantle Population Projection

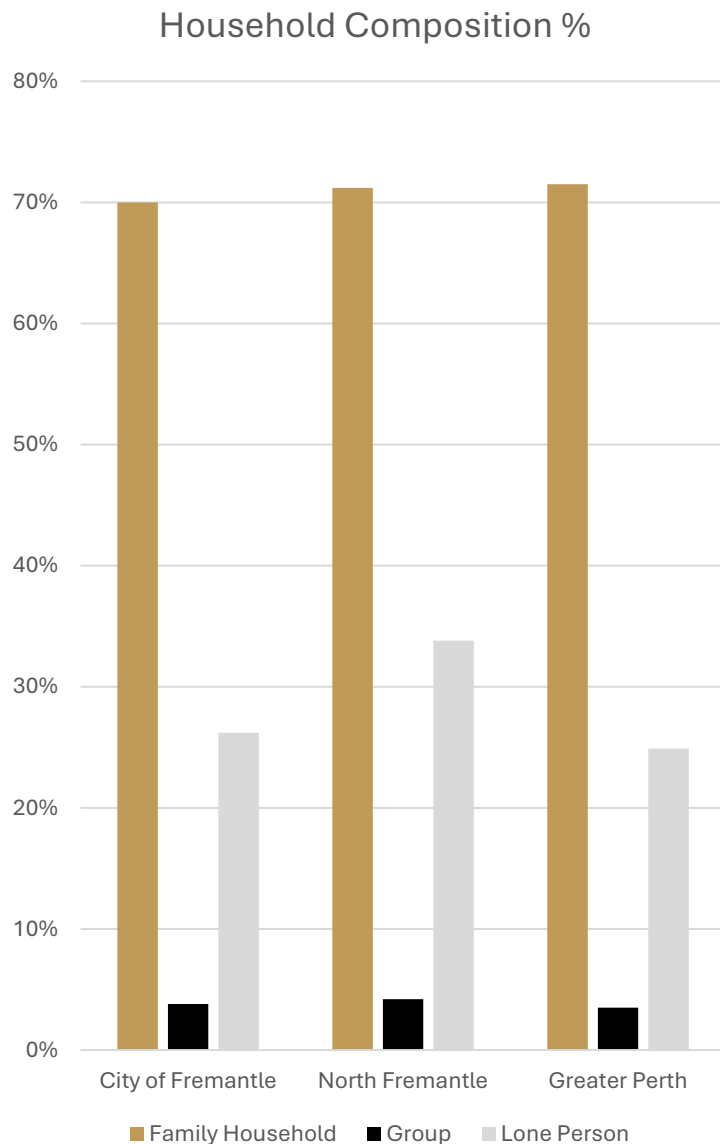


Figure 14: Comparison of Household Composition

This trend is showing a growing favourable attitude towards high-quality and modern beachside apartments within a mixed use development. The Leighton Marshalling Yards redevelopment and new Taskers Apartments and their success are recent examples of the emergence of this form of housing stock in the local area. Consequently, the North Fremantle locality and the wider City of Fremantle local government area have much higher concentrations of apartment or flat housing typologies. As mentioned previously, many new mixed-use developments featuring apartment and townhouse housing typologies have been completed since the release of the currently available census data. Upon release, this data will attribute an even greater proportion of North Fremantle and the City of Fremantle's housing stock to apartments and townhouses.

North Fremantle and surrounding localities feature some of Perth's most sought after residential areas, featuring great access and connectivity to pristine beaches, the Swan River, Fremantle CBD and the Perth CBD. As a result, North Fremantle proves to be a suitable solution for mature family households, showing a clear lacking in young adult population, attributed to minimal housing affordability. Housing affordability in the area is expected to grow as the housing stock of North Fremantle evolves to provide greater apartment and townhouse typologies, allowing younger populations to remain in the area.

North Fremantle and the City of Fremantle shows much higher rates of lone-person households compared to Greater Perth. The proposed PSP will allow for greater supply of smaller housing options, presenting an opportunity to service demand in the local area for this housing typology.

Additionally, the higher age profile of North Fremantle and the City of Fremantle signify how the provision of additional diversity of housing close to amenity will be a critical element of supporting aging in place for long-term residents. The provision of more manageable, high and medium density living solutions with mixed-use elements delivering adequate retail, commercial and community needs will assist in this objective.

2.2.3 Economy

The local area is currently lacking a Neighbourhood Centre. The main business centre of North Fremantle is Queen Victoria Street, located approximately 1.5km south of the Precinct. This area mainly consists of small shops, mixed commercial and food and beverage venues, lacking in a supermarket. Consequently, local residents must travel to either Mosman Park or East Fremantle to service their weekly shopping needs which can be at least a 2km journey each way. There is a significant opportunity to enhance the local economy through the provision of a Neighbourhood Centre in North Fremantle to service these residents. This PSP allows for the provision of such retail services.

North Fremantle's economic strengths lie in the locality's night-time economy and hospitality industry. The Queen Victoria Street centre provides a range of bars, cafes and restaurants that contribute to a busy night-time economy and social atmosphere. Establishments such as Mojo's Bar which was first opened in the 1970s and the newer Coast Bar host regular live music events and contribute to a strong local hospitality industry. Expansion of the food and beverage industry is foreseen as an opportunity to further activate North Fremantle, as well as provide additional population to help support existing local businesses. This PSP will seek to provide spaces which accommodate these uses and contribute further to North Fremantle's economic strengths.

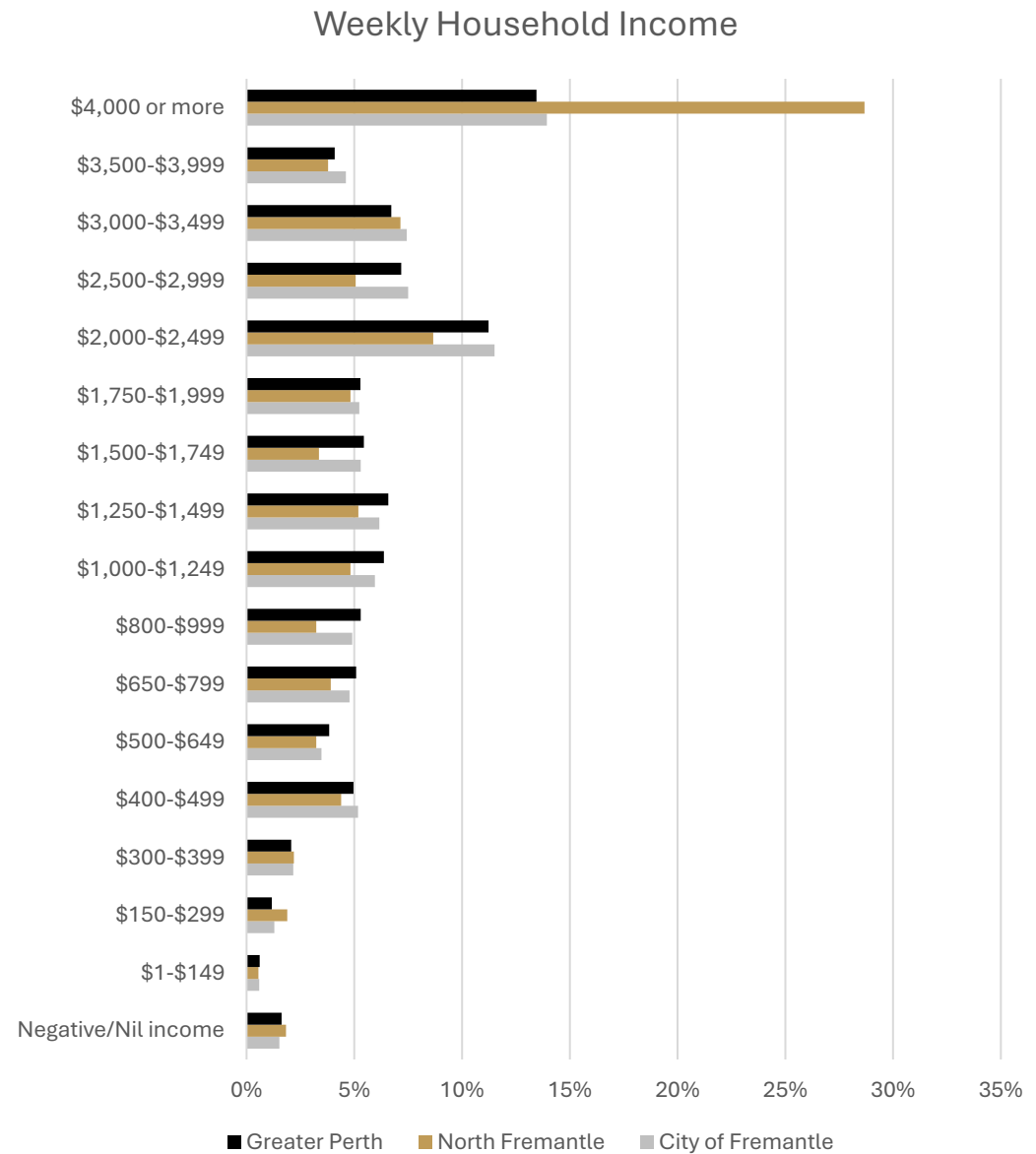


Figure 15: Comparison of Weekly Household Income

Table 4: Median Income Comparison

Area	Median Personal Income	Median Household Income
North Fremantle	\$1,287	\$2,387
City of Fremantle	\$934	\$1,962
Greater Perth	\$859	\$1,865

As of 2016, the top employing industries in The City of Fremantle were Healthcare; Higher Education; and Hospitality. The majority of this employment is located in Fremantle's highly active Town Centre and the main street precinct along Queen Victoria Street in North Fremantle. The North Fremantle locality also contains high levels of café, bar and restaurant workers, showing a strong reliance on the hospitality industry and active uses in and around the Precinct area. The City of Fremantle has a great diversity of activity, providing mixed recreational, retail, office and food and beverage uses to the greater catchment. However, this is largely made up of smaller retailers and independents, showing a clear lack of larger retail uses such as a supermarket. The local economy presents an opportunity to include a neighbourhood centre development within the PSP area, as well as various active uses to take advantage of the City's strong hospitality industry.

Residents of both North Fremantle and Fremantle earn higher weekly incomes than the averages across Greater Perth. Weekly personal incomes are recorded at \$778 and \$1,123 for Fremantle and North Fremantle, respectively, exceeding the average for Greater Perth of \$728. This represents a noticeable spectrum of socio-economic statuses of the local population, this is recognised by the range of housing affordability options proposed in the PSP. The greater affluency of the immediate local population in North Fremantle suggests a strong economic support for the proposed retail uses in the Precinct area.

2.3 Planning and Governance Context

2.3.1 Relevant State Planning Framework

2.3.1.1 Perth and Peel @ 3.5 Million

The Perth and Peel @ 3.5 Million sets out an overarching framework for the Perth and Peel regions in accommodating an anticipated population of 3.5 million people by 2050. Perth and Peel @ 3.5 million provides guidance on where development should occur over the next 30 years to ensure sustainable growth of the metropolitan area.

Perth and Peel @ 3.5 Million advocates strongly for increasing infill development, facilitating housing diversity, affordability and employment in existing urban areas. Perth and Peel @ 3.5 Million also applies the strategic objective of developing a 'Connected City', which consists of a 'network of connected activity centres which deliver employment, entertainment and higher-density lifestyle choices. These housing and connectivity objectives are major considerations for this PSP, ensuring a mixed-use Precinct which is accessible for all transport modes and is well connected to other Activity Centres.

The Precinct area and the broader City of Fremantle fall within the Central Sub-regional Planning Framework (Framework). The Precinct area is in the Urban Corridor and is situated in close proximity to the North Fremantle activity centre.

The Urban Corridor is defined as a key strategic location that provides a connection between station precincts, activity, and industrial centres. It provides opportunities for increased residential densities and mixed land uses. A typical cross section is shown below outlining the expectation of developments within Urban Corridors:

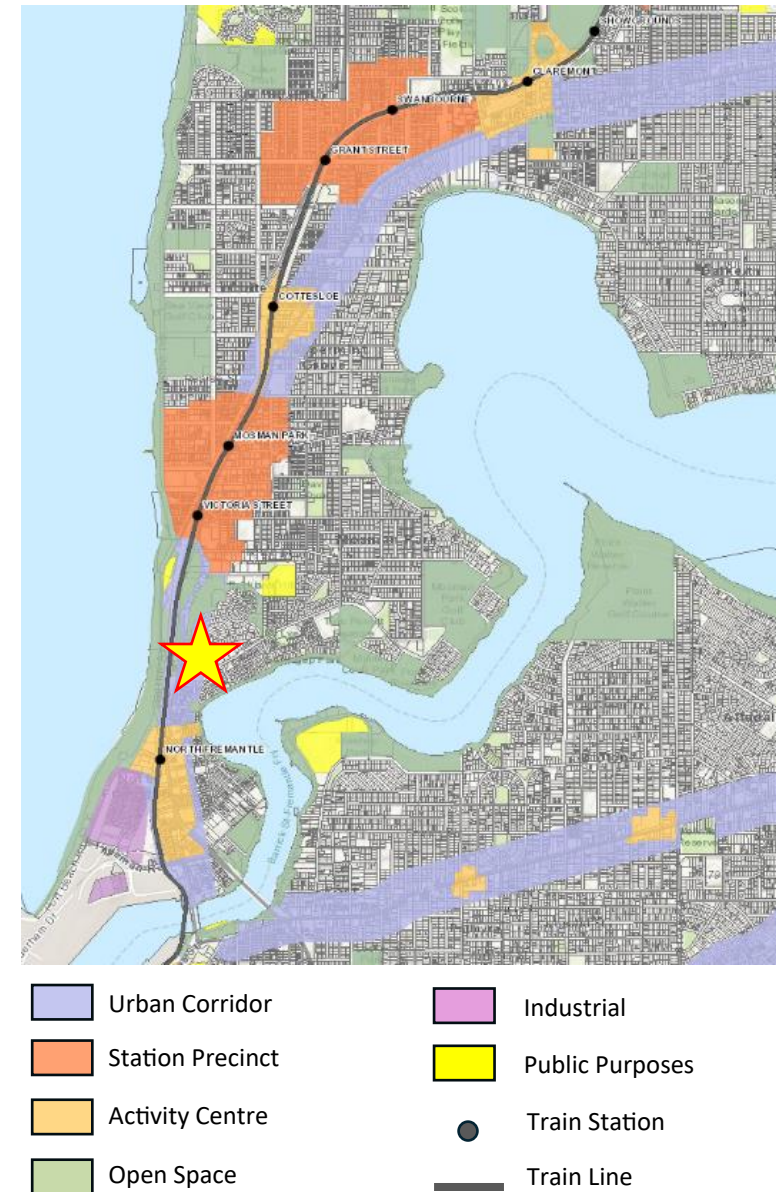


Figure 16: Perth and Peel - Central Sub Regional Framework

Table 5: Additional urban infill housing targets by local government

Local Government	Fremantle	Mosman Park
2011-16	1,270	250
2016-21	950	190
2021-26	1,030	230
2026-31	870	210
Total 2031	4,120	880
Post 2031	2,910	620
Total	7,030	1,500

The Framework stipulates infill dwelling targets for the Central Sub-Region, seeking an additional 26,830 infill dwellings from 2021-2026 and a further 25,440 infill dwellings from 2026-2031. Specifically, the infill targets for Mosman Park and Fremantle are as follows:

This PSP must give regard to these infill dwelling targets and the urban corridor when determining objectives for housing yield, ensuring a sustainable and appropriate contribution to these infill targets.

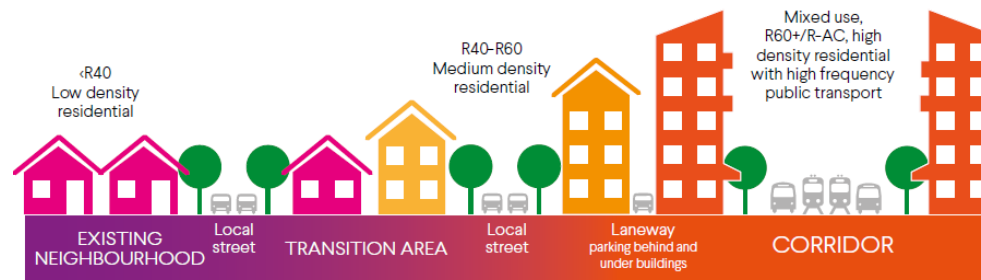


Figure 17: Typical urban corridor cross section

2.3.1.2 Metropolitan Region Scheme

The subject site is zoned 'Urban' under the MRS. An 'Urban' zone is an appropriate zone to facilitate the proposed PSP and subsequent developments, providing a range of activities which include residential and commercial land uses.

A portion of the subject site is also reserved 'Primary Regional Roads' to facilitate the future widening of Stirling Highway. The reserved portion of the lot extends for approximately 100 metres along the boundary line of both Stirling Highway and McCabe Street, with a truncation approximately 13 metres wide.

Detailed investigation of this MRS reserve by WSP has concluded that the road reserve widening on the McCabe Street frontage is not required to facilitate the anticipated traffic volumes of the Precinct. Consequently, this PSP does not propose road widening on McCabe Street consistent with the MRS road reserve.

Notwithstanding the extent of existing road reserve to be amended will be resolved at the future subdivision and or development state in consultation with Main Roads Western Australia.



Figure 18: MRS Zoning extract (Source: element)

2.3.1.3 State Planning Policy 2.6 – State Coastal Planning

SPP 2.6 – State Coastal Planning provides guidance to manage development and land use change within coastal zones, establish foreshore reserves as well as to protect, conserve and enhance coastal values. The objectives outlined by the policy therefore includes:

- Ensure that development and the location of coastal facilities takes into account coastal processes, landform stability, coastal hazards, climate change and biophysical criteria
- Ensure the identification of appropriate areas for sustainable use of the coast for housing, tourism, recreation, ocean access, maritime industry, commercial and other activities
- Provide for public coastal foreshore reserves and access to them on the coast
- Protect, conserve and enhance coastal zone values, particularly in areas of landscape, biodiversity and ecosystem integrity, indigenous and cultural significance

The PSP located approximately 200m from the sand dunes, behind two major public roads (Curtin Avenue and Stirling Highway) and a train line. It is also elevated more than 20m from sea level. In considering this, the provisions contained within SPP 2.6 that relate to coastal erosion and foreshore management are not directly relevant to the PSP.

Section 5.4 of SPP 2.6 prescribes provisions in relation to developments which are within 300 metres of the horizontal shoreline datum. The western quarter of the site is contained within this distance. The Policy advocates for maximum building heights to be specified as part of a local planning scheme or structure plan which has been contemplated within this PSP.

2.3.1.4 State Planning Policy 3.6 – Infrastructure Contributions

SPP 3.6 and associated guidelines are relevant given the proposed contributions the development is proposing to make to the existing road network. The contributions include the provision of a roundabout at the McCabe Street and McCabe Place intersection to promote more efficient traffic infrastructure. Details of the roundabout will be considered through further discussions with relevant stakeholders and government agencies and covered in subsequent subdivision or development approvals. It is not considered necessary to prepare a DCP given there is a clear nexus and agreement to contribute to the infrastructure as listed in Part 1.



Figure 19: SPP5.4 – Road and Rail Noise (Source: element)

2.3.1.5 State Planning Policy 4.2 – Activity Centres July 2023

SPP 4.2 – Activity Centres establishes the hierarchy of activity centres and provides guidance on planning for movement and access, built form, activity and resource conservation. SPP 4.2 also establishes targets for activity centres with respect to their intensity of development. North Fremantle is listed as a District Centre, however, the subject site is located just outside of this boundary. Nevertheless, a retail needs assessment (see Appendix A) has been completed which shows that the PSP is characterised as a Neighbourhood Centre and warrants:

- a higher level of residential intensity which aligns with the apartments already built along McCabe Street; and
- more non-residential floor areas given the established intensity of residential already built in the area that is currently without integrated and accessible goods, services and employment opportunities as contemplated by the SPP4.2.

The threshold for non-residential floor space has been assessed with a net benefit test as shown in Appendix A, which demonstrates that the proposal does not impact on the planned North Fremantle District Centre or other nearby activity centres.

2.3.1.6 State Planning Policy 5.4 – Road and Rail Noise

SPP 5.4 aims to minimise the adverse impact on amenity caused by road and rail noise towards noise-sensitive land uses such as residential development. This is a major consideration impacting the site's design due to the close proximity of Stirling Highway and the Fremantle Railway Line. An acoustic assessment has been undertaken to determine the acceptability and treatment of noise within the Precinct, refer to Appendix B.

2.3.1.7 State Planning Policy 7.0 – Design of the Built Environment

SPP 7.0 is a State Government initiative aimed at ensuring good design is at the centre of all development in Western Australia. SPP 7.0 is to be given due regard by decision making authorities during the consideration of strategic and statutory planning proposals. SPP 7.0 includes '10 Principles of Good Design' which developments are assessed against – ideally utilising a design review panel to ensure holistic assessment from a range of relevant design disciplines.

The PSP has been designed to factor in the 10 principles shown on Section 5.2. All future DA's will be required to address the 10 principles of good design.

2.3.1.8 State Planning Policy 7.2 – Precinct Design Guidelines

SPP 7.2 specifically deals with the planning and design of precincts and the preparation, assessment and review of PSP or LDP. This Policy contains the requirements for structure plans in infill and activity centre locations. The design of the precinct has been completed to SPP7.2 as demonstrated in Section 5.2.

2.3.1.9 State Planning Policy 7.3 – Residential Design Codes, Volume 1

SPP 7.3, Volume 1 seeks to provide a basis for the built form control of single and grouped dwelling housing typologies. This policy guides stakeholders in design and planning of these housing typologies and ensures consistency and good design throughout planned residential developments. Under the PSP, all townhouse dwellings are to be assessed against the provisions of this policy, following the built form requirements stipulated for the R80 density code.

2.3.1.10 State Planning Policy 7.3 – Residential Design Codes, Volume 2 Apartments

The implementation of SPP 7.3 has the objective to provide comprehensive basis for the control of residential development throughout Western Australia. This Policy guides the various stakeholders in apartment design and preparing Development Applications and informs the community on the principles of good design and planning practice for development of residential apartments. This Policy provides the necessary built form controls for the Precinct area for mixed-use and multiple dwelling development.

2.3.1.11 Liveable Neighbourhoods 2009

Livable Neighbourhoods 2009 is a strategic document which guides structure planning, subdivision of both green field and infill sites throughout WA. Whilst this document is not the primary structure planning instrument with the adoption of SPP 7.2, it provides important guidance in relation to the movement network and POS contribution.

The road layout and street sections presented in Figure 90 in Section 5.6 have been informed by Figures 12-24 set out within Liveable Neighbourhoods. The road layout widths have been selected based on their function and role within the Precinct. It is also vital that the street layouts provide adequate allowances for pedestrian movement for residents, patrons and the wider community entering the site.



Figure 20: POS contribution

All streets will be provided with a pedestrian footpath and verges to soften the streetscape environment and contribute to the Precinct's contribution to tree canopy. The road layout is primarily being provided to service the existing residents and commercial land uses, with the expectation that residents will walk or cycle to this Precinct.

A total POS contribution of approximately 3,053 m² will be provided in a form of a local park. Publicly accessible areas between buildings acting as green connections and a sunset terrace will also be provided. In total the supply of POS will exceed the 10% minimum across the site.

Importantly, these greenspaces will be used in conjunction with the commercial land uses that are proposed which will naturally draw the public into the Precinct. Urban parkland spaces are greatly lacking within North Fremantle, as many of the surrounding spaces are large POS areas with no form of activity within or surrounding these areas. This means that apart for sport and physical activity these parks are not used as regularly restricting the level of activity.

In addition, restaurants and shopping centres are often enclosed spaces that offer very limited activities for children as well as patrons who want access to green spaces. This Precinct offers a valued and unique combination of commercial activity with the provision of a central park and linear green space.

It is foreseen that this space will provide an important feature for the users of the commercial tenancies, and not just service the proposed residential development. The green space will also provide a meeting place to further activate the Precinct on a regular basis.

2.3.2 Relevant Local Planning Framework

2.3.2.1 City of Fremantle Local Planning Strategy 2001

The City of Fremantle Local Planning Strategy (The Strategy) was adopted by Fremantle Council in July 2001. The Strategy identifies various objectives and actions to provide the planning context for zoning and further statutory provisions. The Strategy outlines strategic areas focused around social, economic and environmental objectives to achieve the vision for Fremantle. The City of Fremantle Local Planning Strategy aims to facilitate the social sustainability objectives through promoting diverse cultures and local heritage, as well as providing safer and healthier communities. The Strategy seeks to promote economic sustainability through continuation of the City's strong industrial and tourism economies, as well as growing IT and education industries. The main economic goal is for Fremantle to attract investment, to greater employment opportunities, and skilled labour.

The Strategy outlines further objectives relating to the local planning area of North Fremantle, these are:

1. Facilitate a mix of low to medium density residential development with some higher density residential development within Local Centres to provide for a variety of dwelling types, sizes and prices.
2. Ensure residential redevelopment is compatible with the heritage character and scale of the built environment, streetscapes, urban spaces of the area and the amenity of adjoining properties.



Figure 21: City of Fremantle Local Planning Strategy 2001

3. Ensure the development of Local Centres creates vibrant community hubs that serve the day-to-day and weekly needs of nearby residents.
4. Provide appropriate zoning and development controls to promote the continued development of designated mixed use, commercial and industrial areas and to ensure compatibility between areas.
5. Preserve and enhance the natural environmental features of North Fremantle, especially the coastal and river features and access.
6. Rationalise and improve vehicle, pedestrian and cycle access, safety and movement within and through North Fremantle.

The Strategy also includes 17 actions to be implemented in order to facilitate these objectives. Under the Strategy, the future intended use for the Precinct and surrounding area subject of this PSP is commercial, with no residential or mixed-use development intended. The aforementioned 2009 LSP was approved with mixed uses proposed, showing precedent of divergence from the City's Strategic intention for the Precinct area.

The Strategy only intends to provide strategic direction of development for 10-15 years after its adoption. Furthermore, the Strategy's objectives and provisions are largely outdated, especially surrounding the Local Planning Area of North Fremantle. Therefore, little regard has been given to the local planning provisions and objectives for North Fremantle under the Strategy in the preparation of this PSP.

2.3.2.2 City of Fremantle Strategic Community Plan 2015-2025

The City of Fremantle Strategic Community Plan 2015-25 is the City's overarching document setting out the grand vision and objectives for the City over a 10 year period. The Strategic Community Plan outlines various strategic pillars relating to the development of the Fremantle community, including economic development, transport connectivity and placemaking.

The proposed PSP seeks to facilitate these strategic pillar outcomes by generating investment in residential developments, providing more residential development connected to public transport routes, and featuring good urban design.

Approval of the PSP shall give regard to these outcomes in the precinct design and how they contribute to the strategic pillars of the City's Strategic Community Plan.

2.3.2.3 City of Fremantle Local Planning Scheme No.4

LPS4 provides control and guidance on the development and use of land and buildings within the City of Fremantle. The subject site is zoned 'Development' and is contained within 'Special Control Area 18' under LPS4. As the area is zoned 'Development', the Scheme requires the preparation of a comprehensive structure plan or local development plan.

The objective of the 'Development' zone is detailed under clause 3.2 (h) of LPS4, stating:

"To provide for future residential, industrial, commercial or other uses in accordance with a comprehensive structure plan or local development plan prepared in accordance with the provisions of the Scheme."

Amendment 12 to LPS4 rezoned the subject site from "Industrial" to "Development" and was gazetted on 7 June 2013. The purpose of Amendment 12 was to bring the local zoning into conformity with the MRS as required under section 124(3) of the Planning and Development Act 2005. Amendment 12 also introduced the following development control provisions into Schedule 6 (DA18) of the Scheme.

Table 6: DA18 Planning Provisions

Ref No.	Area	Provisions
DA 18	McCabe-Coventry Street, North Fremantle and 2-4 McCabe Street North Fremantle. AMD 16 GG 6/2/09; AMD 12 GG 7/6/13; AMD 67 GG 25/10/16	<ol style="list-style-type: none"> 1. A structure plan is to be prepared and adopted for this development area before any future subdivision or development is undertaken. 2. Investigation of potential site contamination to the satisfaction of the DEC. 3. No development shall be permitted within the proposed road widening on Stirling Highway and McCabe as identified in the proposed Metropolitan Region Scheme (MRS) Amendment 1210/41 or as in a finalised Amendment. 4. Any structure plan for the land of No. 130 Stirling Highway (including Lot 5, 12, 218, 219, 220, 221, 314 and 253) and No. 2-4 McCabe Street (including Lot 9, 10 and 11), North Fremantle, is to include an internal link road connecting McCabe Street/McCabe Place to Coventry Parade/Thompson Road. 5. Development applications received prior to adoption of a structure plan shall be assessed via Mixed Use provisions of the Scheme. Applications for any form of residential development and subdivision should be deferred until the structure plan is adopted in order that servicing, open space provision, environmental remediation and other issues are resolved.

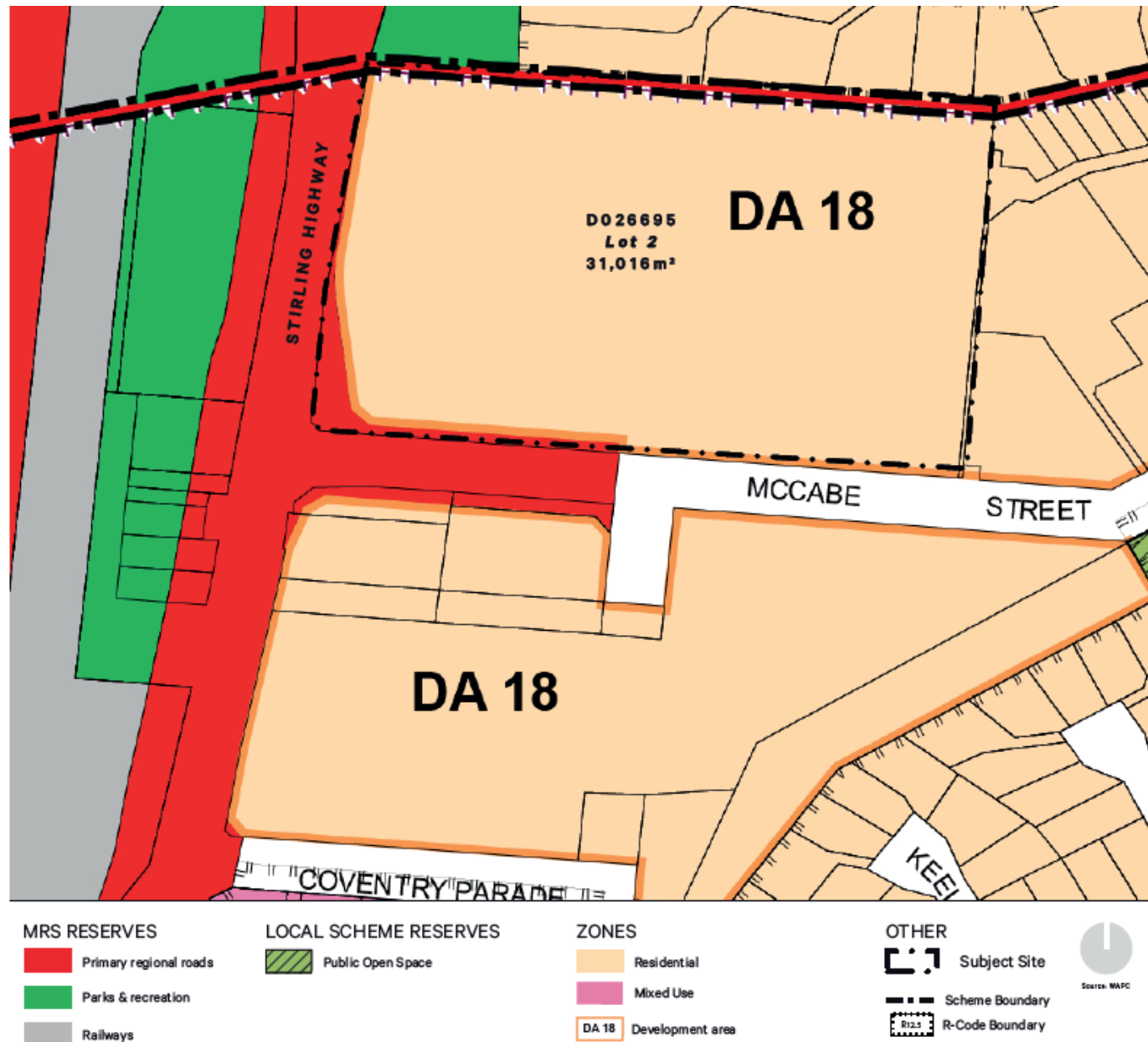


Figure 22: City of Fremantle Local Planning Scheme No.4.

2.3.2.4 Local Planning Policy 3.11 – McCabe Street Area, North Fremantle – Height of New Buildings

Local Planning Policy 3.11 (LPP3.11) is a local planning policy prepared by the City of Fremantle to identify the limitations of maximum heights of new buildings within the lands adjacent to McCabe Street in North Fremantle such that they do not adversely impact on the visual amenity of the locality.

By going through the LPP3.11 history, it is noted that the underlying study and the policy consultation work were done before the introduction of Perth & Peel @ 3.5 Million, the establishment of the Central Sub-regional Planning Framework, and the recent planning reform throughout the state. Much has changed in relation to the overall state context for apartment living, building height and overall planning framework since the adoption of LPP3.11. This is evidenced in the various developments that have been approved in recent times that have rendered the view corridors and building heights referred to in LPP 3.11 obsolete.

The PSP is largely consistent with the intent and a contemporary interpretation of LPP 3.11:

- Majority of the site sits in uniform to the vertical datum created by new developments along McCabe Street
- A 3 storey maximum height for townhouse interface along the northern boundary with Town of Mosman Park housing
- View corridors for recent developments are offered

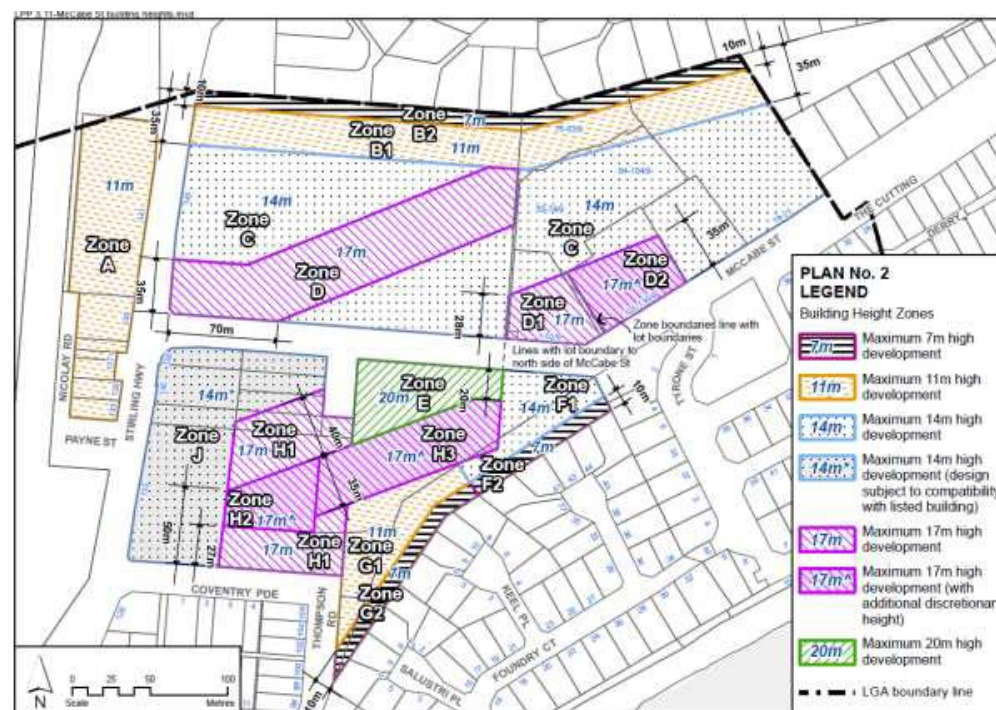


Figure 23: Current Height Limit for New Buildings in LPP 3.11

2.3.2.5 Local Planning Policy 3.6 – Heritage Areas

The City of Fremantle's LPP 3.6 was adopted in March of 2022, it establishes statements of significance for identified heritage areas within the City. This PSP gives regard to the heritage character of the North Fremantle Heritage Area stated under this policy, ensuring the surrounding heritage amenity is protected.

The City of Fremantle registered the former Stewart and Lloyds office building designed by Geoffrey Summerhayes located on the corner of Stirling Highway and McCabe Street as a Management category – Level 2 on its local Heritage Register in 2024.

Due to the location of the building being within the footprint of the Stirling Highway widening, which is reserved for Primary Regional Road under the MRS, it is anticipated that the building will not be preserved physically but instead its importance and significance will be preserved through photographic record.

A Heritage Impact Assessment is to be provided at the subdivision and/or development application stage as applicable to inform the more detailed design stages.

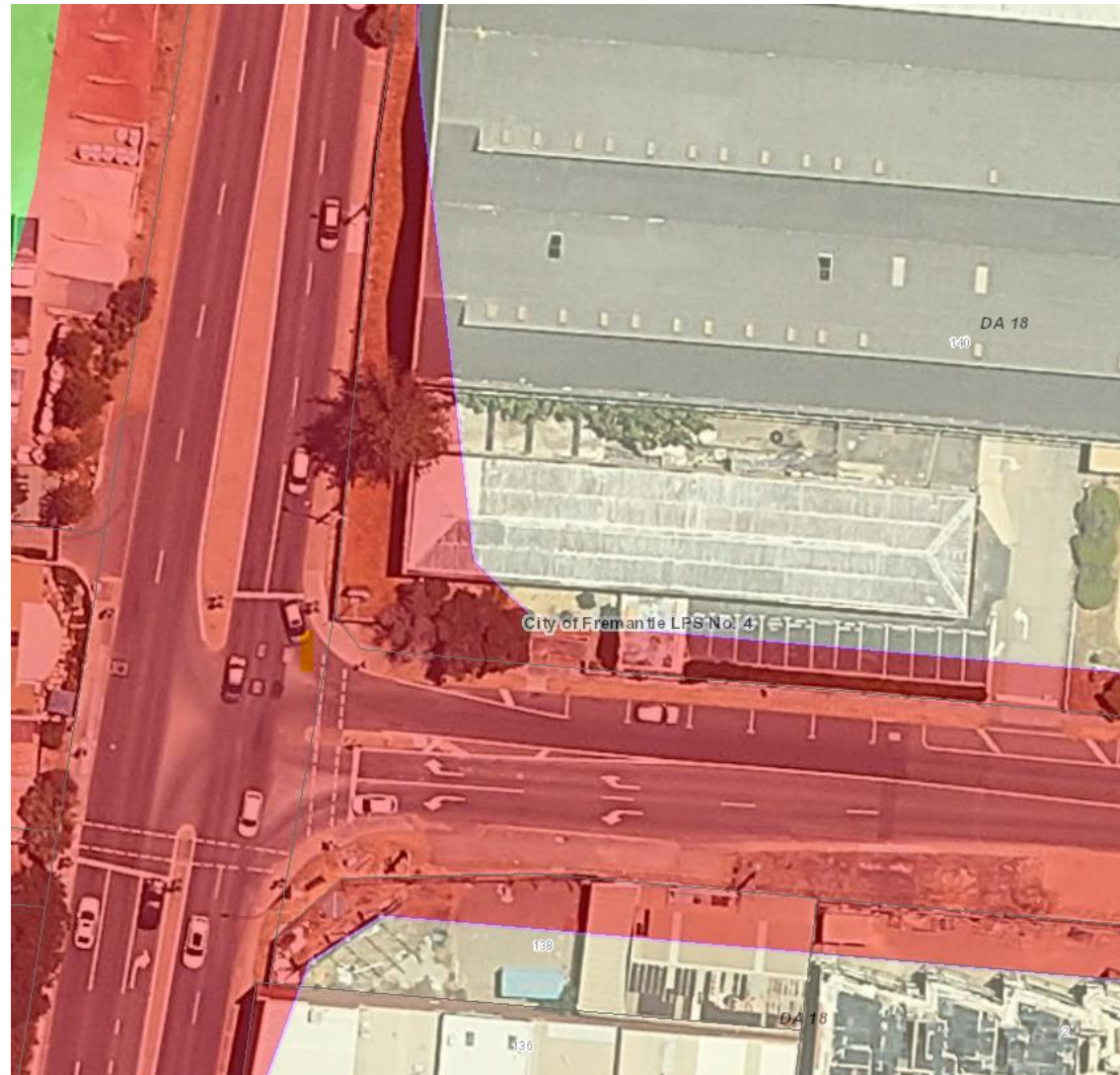


Figure 24: Widening of Stirling Highway affecting Office Building

2.3.3 Existing Plans and Projects

2.3.3.1 OneSteel North Fremantle Local Structure Plan 2009

The subject site currently has an approved LSP that was prepared by TPG in 2009. The LSP was not approved under the Planning and Development (Local Planning Schemes) Regulations 2015 and therefore was only endorsed by Council without requiring WAPC approval. The LSP intended to accommodate predominantly residential land uses on the site, however allowed for approximately 815m² of commercial / office uses located on the south-western corner of the site.

The LSP was prepared with the intention of creating a medium-density residential development, focusing on the provision of apartments and was not associated with a detailed retail and community needs assessment such as those included with this PSP. The 2009 LSP was also prepared for previous owners of the subject site who had a largely different vision for how the site should be redeveloped. The 2009 LSP was also prepared under a planning framework which did not value new approaches to residential density and mixed use development such as the identification of urban corridors which heavily influences the vision of this PSP.

The result is an LSP which does not facilitate an active, walkable, mixed-use precinct with a vibrant public realm. Rather, the LSP facilitates development which lacks in dwelling diversity and walkability while replacing potential public spaces with an inactive road network and vehicle parking. Furthermore, commercial floorspace allocations within the LSP will restrict the ability to develop key community infrastructure identified in the community needs assessment associated with this PSP. The residential density of R80 and commercial floorspace provision of 815m² is also significantly lacking in scale compared to other district centres such as Riseley Street and Canning Bridge which are both situated along urban growth corridors under Perth and Peel @ 3.5 Million.

This PSP has been prepared with a much stronger regard given to the contemporary planning framework to facilitate a much higher-quality outcome in respect to urban design, built form, diversity and economic sustainability. Additionally, this PSP responds to the needs of the community, facilitating commercial floorspaces which can accommodate essential community infrastructure identified in the associated community needs analysis such as a supermarket and childcare centre. Most importantly, this PSP responds to and will be assessed against SPP 7.2 – Precinct Design Guidelines and SPP 7.3 – Residential Design Codes Volume 2 to ensure the best possible urban design outcomes.

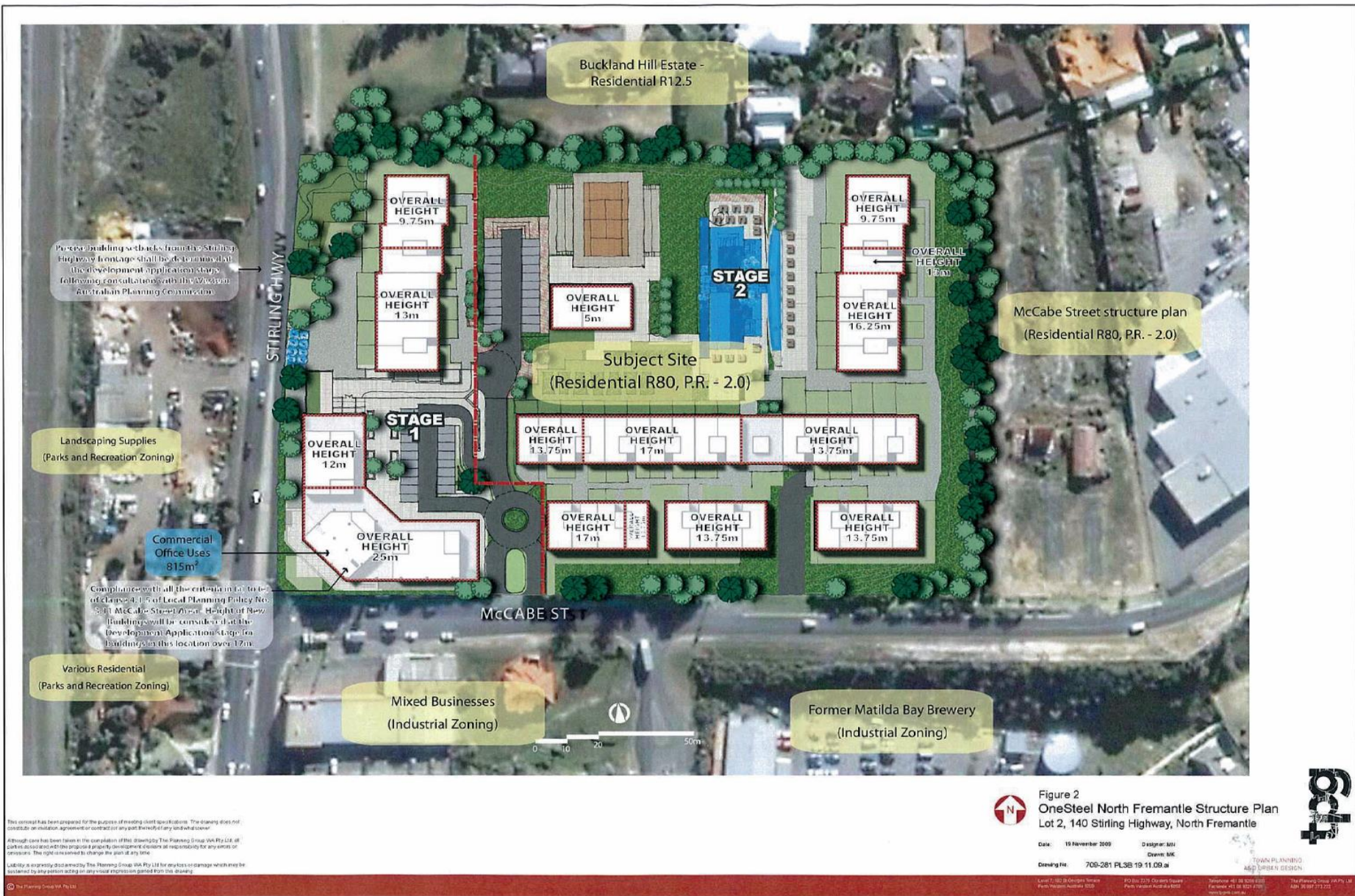


Figure 25: OneSteel North Fremantle Local Structure Plan 2009

2.3.3.2 Former Matilda Bay Brewery Site LSP

In October 2020, the City adopted a local structure plan for the Former Matilda Bay Brewery site to the south of the Precinct area, on the opposite side of McCabe Street. The LSP facilitates development of a new local road through the Matilda Bay Brewery site, as well as determining mixed-use and residential zoned land and provision of public open space.

Residential land under this LSP is allocated the R160 density code, permitting building heights of five storeys and a plot ratio of 2.0 for multiple dwellings on the site, pursuant to Volume 2 of the R-Codes. The LSP seeks to provide at least 500 dwellings in the area, with associated amenities, retail and commercial uses. Building heights under this LSP respond to the maximum heights stipulated in LPP 3.11, which allows a variation of heights to a maximum of 33 metres in the centre of the Matilda Bay Brewery Site.

The PSP has considered the development outcome intended under the LSP of Matilda Bay Brewery. Regard will be given to the continuation of built form and land use characteristics, as well as respecting potential amenity impacts such as overshadowing towards the Matilda Bay Brewery Site from the Precinct area. The City's adoption of this LSP shows a clear demand for such mixed-use development in the area, this PSP intends to continue this form of development.

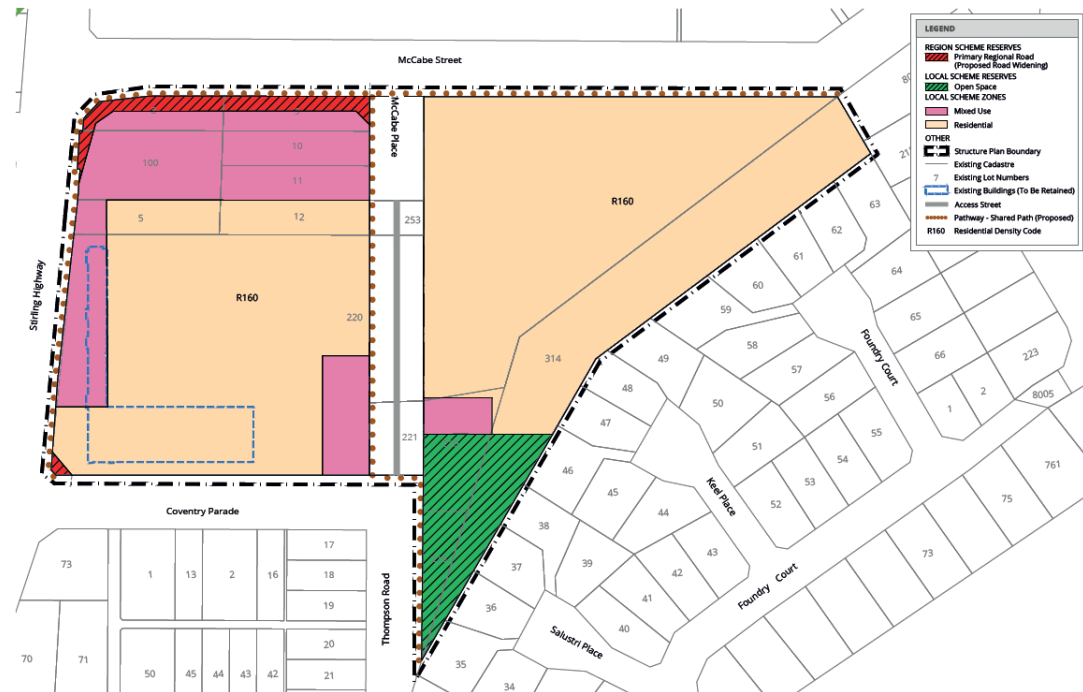






Figure 26: Former Matilda Bay Brewery Site LSP

2.3.4 Wider Context

Further to the local planning framework for the site, the following developments have been approved along the Stirling Highway Urban Corridor taking into consideration their local context, and planning framework of their respective LGA's.

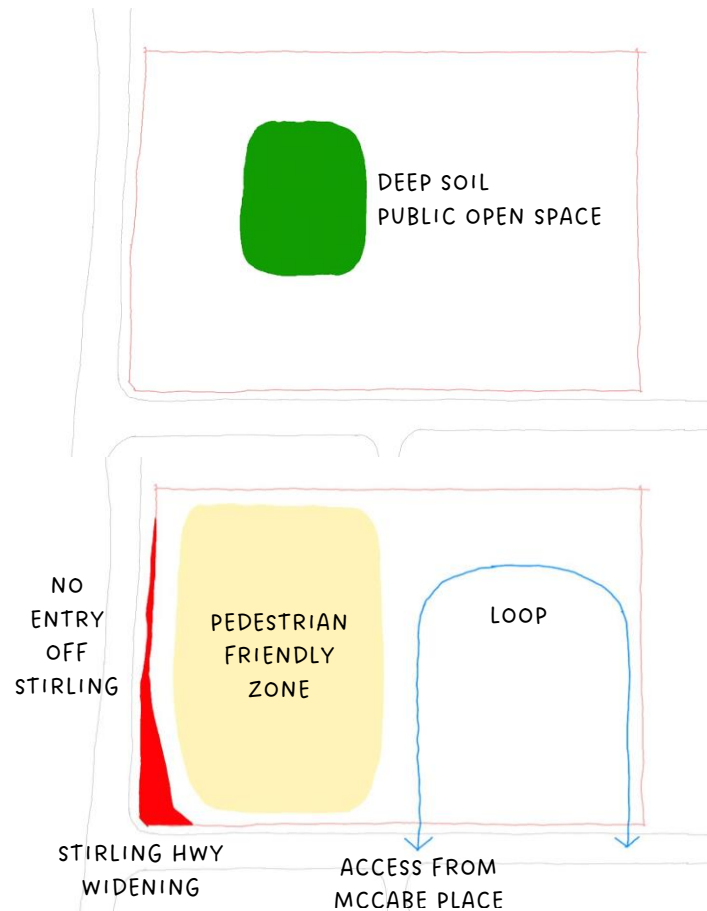
Table 7: Towers along the Stirling Highway Urban Corridor

Project Image	Project Name Address	No. of Storeys	Max Height	Plot Ratio	R-Code	Framework
	Chellingworth 97-105 Stirling Hwy, Nedlands	24	83.2m	5.23	R-AC0	Urban Corridor
	St Quentin 22 St Quentin Ave, Claremont	18	60.6m	6.15	R-AC0	Activity Centre
	The Grove 1 Airlie Street, Claremont	18	58.6m	1.97	R80	Urban Corridor
	The Gateway 91-93 Canning Hwy, East Fremantle	19	66.0m	2.97	R100	Urban Corridor

3 Opportunities and constraints analysis

Based on the background and planning context outlined above, the following section describes the key site opportunities and constraints that have informed and impacted on the structure plan layout and anticipated built form outcomes.

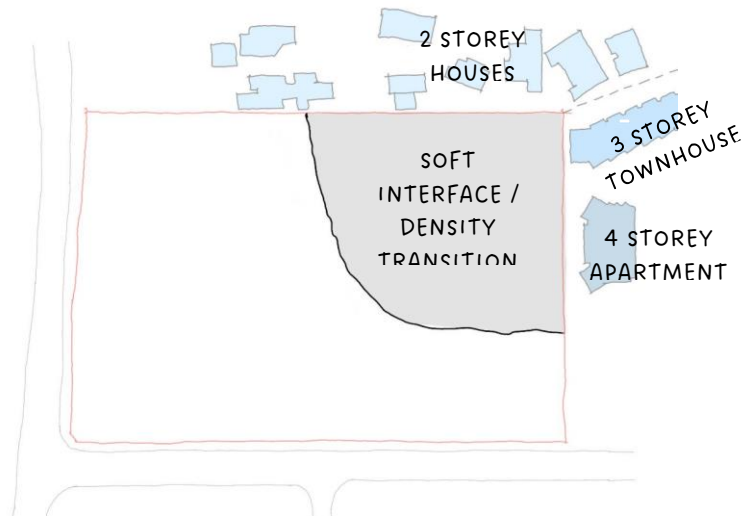
3.1 Opportunities and Constraints



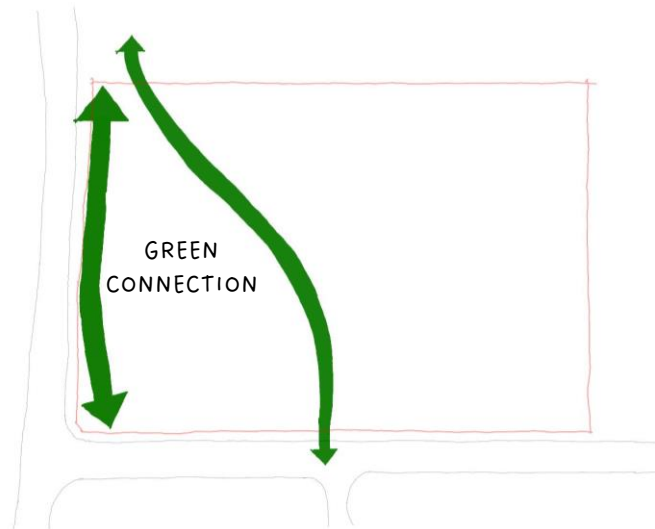
Given the size of the subject site, an opportunity exists to create a sizeable, active, deep soil public open space that is central to the site so that is shared by all residents, protected from the weather, and acts as a green heart to the PSP area.

From a perspective of movement, the PSP area will be constrained from having access off Stirling Highway as determined by Main Roads Western Australia. The most appropriate access is through a creation of a new intersection at McCabe Place.

Furthermore, an opportunity also exists to create a loop road to provide better access and turning for service vehicles, as well as to provide an alternate egress point for all residents and visitors. To promote foot traffic and an active community on the ground floor plane, a pedestrian friendly zone could be designated on the western half of the site where residents and visitors can enjoy the sunset and enjoy the facilities and amenities within the PSP area.

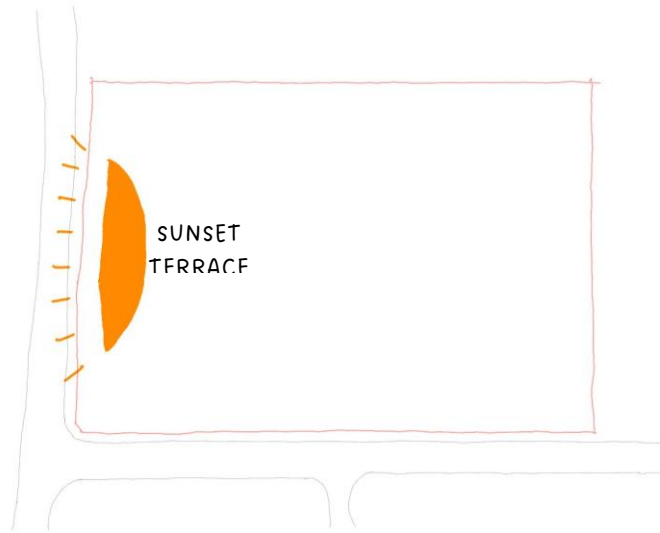


As covered earlier, the PSP area is bounded by predominantly 2 storey houses in Buckland Hill to the north and 3 – 4 storey townhouses and apartments to the northeast corner of the site in the Taskers development area. This presents as a constraint to the PSP area whereby an appropriately soft interface will be required to transition from these lower density areas to what is contemplated for the PSP.

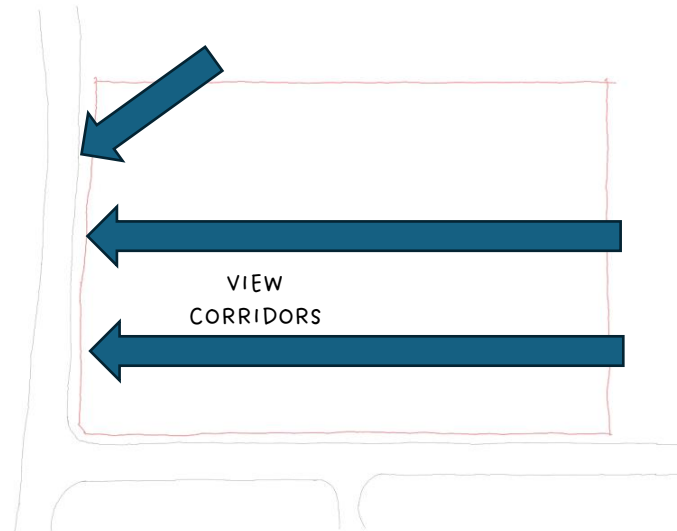


The Buckland Hill Reserve to the north of the site currently is disconnected to the Rocky Bay reserve located to the south, A strong north-south green connection is apparent from the context analysis of the PSP area. An opportunity exists to create legible and strong green connections from the Buckland Hill Reserve to green areas to the south

Furthermore, it was noted that a cultural trail known as the Wardun Beeliar Bidi trail which connects Garungup (Rocky Bay) to Buckland Hill exist. A green connection will reestablish this link.



The PSP is located at an elevated position along Stirling Highway with no structures inhibiting views to the Indian Ocean. An opportunity exists to provide visitors and residents a shared terrace area to enjoy views of the ocean.



With neighbouring lots already developed, one constraint of the site is to maintain a certain level of public and private view corridors. The PSP design should consider maintaining view corridors for these established developments.

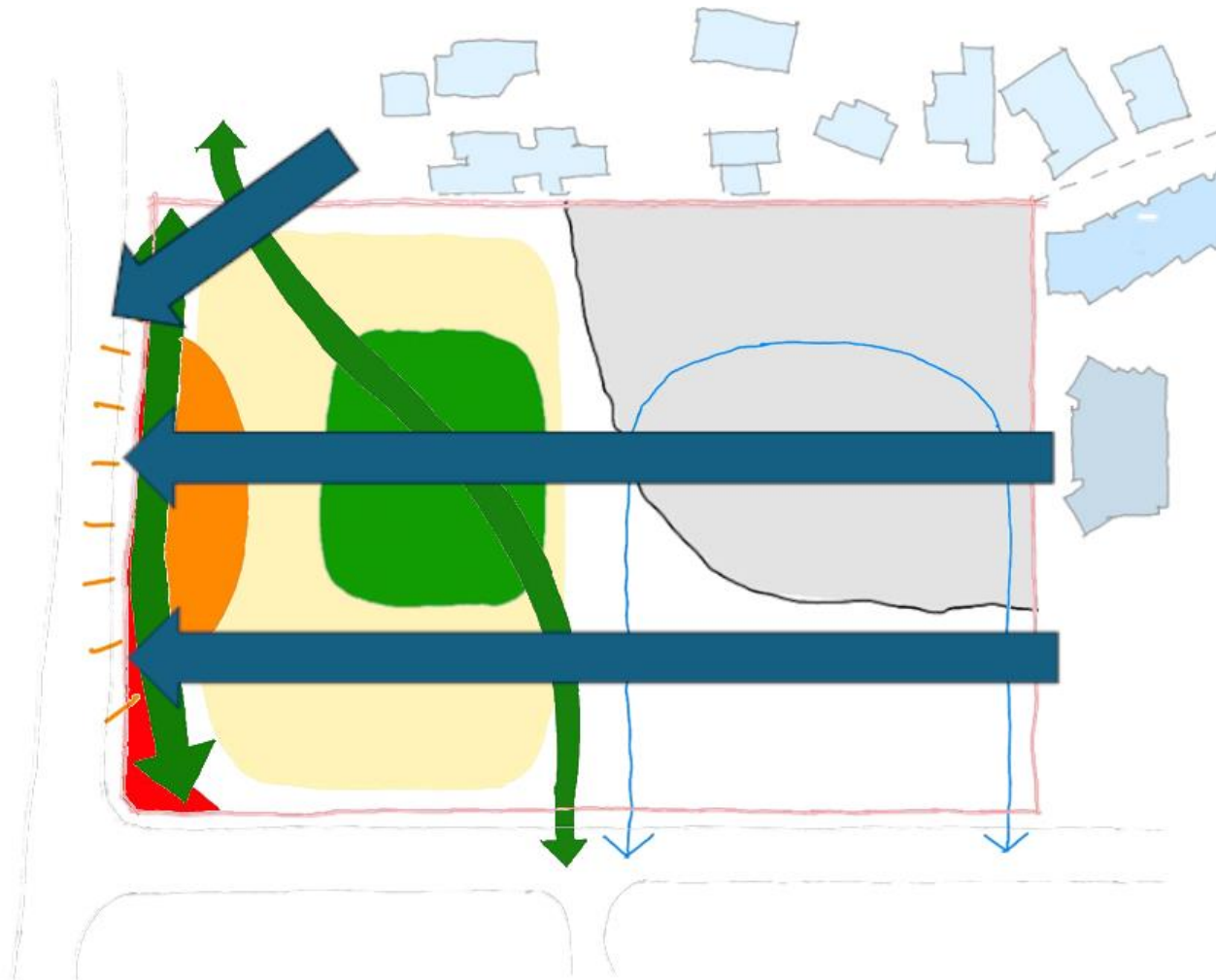


Figure 27: Combined opportunity and constraints diagram

Each of the different opportunities and constraints are overlaid and combined to formulate a basis of the PSP design.

It informs the urban structure and builtform of the PSP, as well as identify important features to be considered in the design response.

3.2 Concept Layouts

The following are concept plans put together to show the potential developments that could be done on the site based on the opportunities and constraints analysis undertaken:



Figure 28: Concept Layout - Ground Floor

The proposed ground floor will include an activated ground floor footprint to promote a lively community, foot traffic to ensure a sustainable commercial footprint, and to fulfil CPTED. Food and beverage outlets will be located along the sunset terrace of the PSP area to provide public with the opportunity

A supermarket and supporting retail and commercial offerings will also be located along McCabe to provide amenity and convenience to the residents of this PSP and to neighbouring residents.

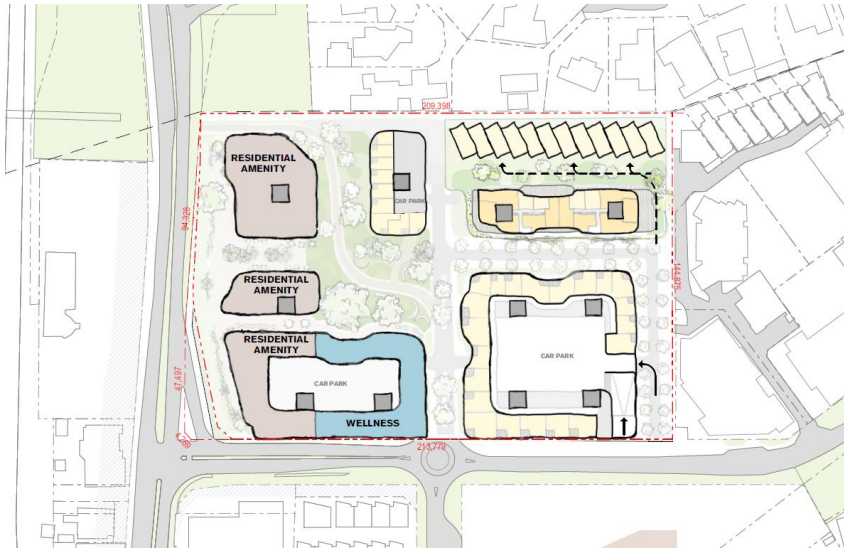


Figure 29: Concept Layout - 1st Floor

The first floor will include residential amenity and wellness offerings along Lots 1 and 2, while the other lots will have parking sleeved by apartments.



Figure 30: Typical Floor Plate

The top of podium for all lots will be created as an elevated well landscaped private open area for the residents. Apartments will be designed to promote access to natural light and cross ventilation where possible.

3.3 Design Review

As part of the process to prepare the original PSP, the proponent, under the advice of the City of Fremantle, consulted with the City's Design Advisory Committee (DAC) for the urban design, master planning and built form outcomes for the PSP site.

The project has been to two (2) Design Advisory meetings as well as design revisions being made to accommodate comments from the City as shown in Appendix C. In addition, Exal Group have engaged architect Geoffrey London and Malcolm Mackay to peer review the design and provide ongoing input into the PSP. Both Geoffrey London's and Malcolm Mackay's peer reviews have been provided within Appendix D.

Furthermore, the design has been further refined through in consultation with the Department of Planning, Lands and Heritage.

In both the DAC comments, the key messages supporting the intensity include:

- A recognition that the site has the capacity to host development of some scale and density
- That the site has a compelling proposition for a gateway building in the north-west and northeast portions of the site
- Ground plane activation and engagement is critical therefore supporting the intent of the PSP to have a higher intensity of ground floor retail and commercial space

The DAC feedback and alignment of the PSP design response is addressed in more detail in section 5.2.

4 Stakeholder Consultation

4.1 Pre-lodgement

Throughout February and March of 2022, the proponent through its consultants conducted various engagement activities with relevant stakeholders including online surveys and drop-in sessions with local residents and business owners. Objectives of element's engagement activities included informing key stakeholders of the proposal and forming a better understanding of the local community need. These engagement activities had a significant reach, generating approximately 100 survey responses and 30 attendees to the community drop-in session. Community and stakeholder engagement was also conducted through the establishment of a project website, media releases, email correspondence and flyer drops to over 440 local properties.

The key findings of the engagement sessions pertained to responses around the design, outdoor spaces, community benefit, connectivity and housing typologies. Outdoor spaces and community benefit was also noted as a key priority, specifically the inclusion of landscaped gardens with natural shading and addressing community needs such as cafes, childcare and a supermarket. In relation to connectivity, the community expressed a significant need to improve sustainable transport options to the Precinct and its surrounds. This included better public transport infrastructure with more bus stops, inclusion of bicycle parking with end-of-trip facilities and demand for a pedestrian bridge connecting the Precinct directly to Leighton Beach on the western side of the railway.

A complete report of the engagement activities and outcomes has been compiled by element and attached in Appendix E.



Figure 31: Community consultation held at Fremantle

4.2 Consultation with WAPC / MRWA / PTA

Further to the consultation with community, the project team consulted with the following agencies to understand the project constraints and opportunities:

4.3 Post Lodgement Consultation

McCabe Capital Pty Ltd (Proponent) lodged the original Precinct Structure Plan (PSP) for 140 Stirling Highway North Fremantle on the 11th of November 2022. The PSP was advertised between 6th February 2023 and 1st of March 2023 and further assessed by the City of Fremantle. The PSP was deliberated at the City of Fremantle Council Meeting on 28th of June 2023.

The PSP was then forwarded to the Western Australian Planning Commission (WAPC) for determination.

Provisional commentary on the PSP was issued to the Proponent on the 3rd of October 2023 and a design workshop was held between City of Fremantle, Department of Planning, Lands and Heritage and the Proponent on the 3rd of November 2023. Further design workshops and discussions were held whereby the project external urban designer, Malcolm Mackay was invited to offer clearer interpretation of an acceptable outcome of the PSP.

The current PSP has given due regard to the community and agency feedback during public consultation, and the feedback from the design workshops held with the Department of Planning, Lands and Heritage.

Table 8: Community consultation held at Fremantle

Agency	Outcome of Discussion
Main Roads Western Australia	The concerns around traffic were raised and addressed in the TIA found in Appendix F.
Public Transport Authority	No material issues were identified
Town of Mosman Park	The Town of Mosman Park's primary concern was traffic and built form outcomes of the PSP. These issues are similar to that brought up and addressed with the City of Fremantle and the WAPC
City of Fremantle – Community Engagement	Feedback was taken and captured within the needs analysis report

5 Design Response

5.1 Vision

140 Stirling Highway will form a contemporary and vibrant gateway into the City of Fremantle. Perched on the coastline, the site offers an opportunity to be a new destination precinct with an inherent connection to the ocean, river and surrounding urban structure that will foster a revamped urban narrative and new community experiences.

Central to this vision is the reactivation of the ground plane, which will form a vibrant heart for the local community by creating spaces that are part of a comprehensive spatial network; connected internally, externally and contextually.

Drawing from the rich history and character of the area, the site aims to offer a diverse range of living, working, shopping and entertainment opportunities that caters to the needs and expectations of the community.

This PSP responds to recognised community needs for essential infrastructure and the development of a high-density, walkable Precinct which enhances connectivity of all transport modes through North Fremantle and generates significant levels of vibrant activity and commercial patronage.

The PSP has the potential to accommodate approximately 350 new dwellings in the Precinct area and 7,102m² of commercial floorspace upon redevelopment of the subject site. Further upgrades to the Precinct area will include the enhancement of surrounding public open space and road upgrades to Stirling Highway and McCabe Street.

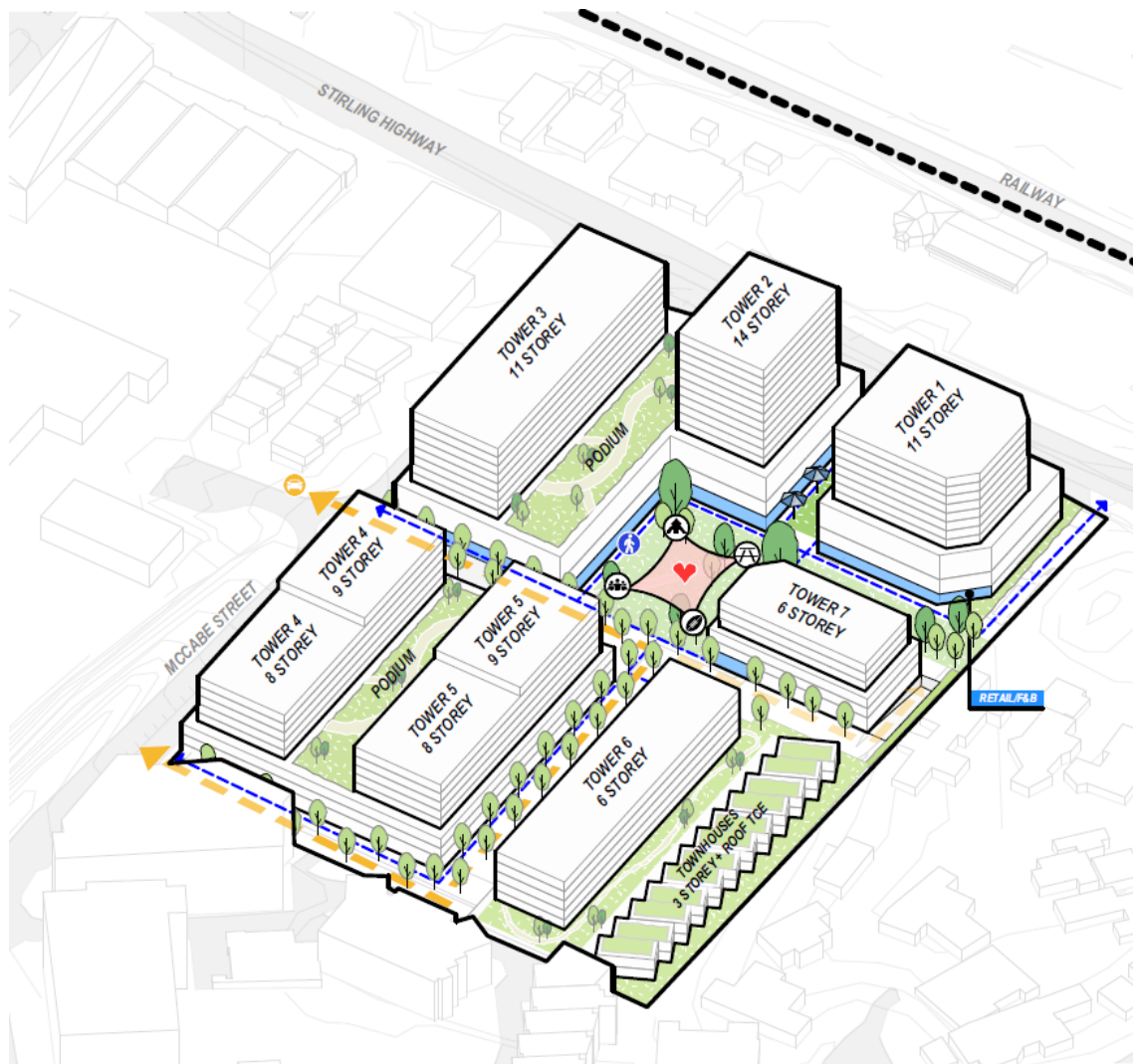


Figure 32: Precinct Structure Plan

The vision will be realised through the creation of

- five subdivided super lots to allow development of varying scale and intensity that are sympathetic to the context of the PSP area.
- a strong landscaped north-south pedestrian link and a large public open space on the ground floor that is connected.
- creation of a diverse range of living alongside a mixture of businesses to service the needs of the local community on the ground floor plane.
- upgrade to existing public roads that will connect to a loop road to provide access to each of the subdivided lot with public parking and amenity.

The PSP will be delivered in stages beginning with the northeastern lot abutting Buckland Hill. It is currently intended that one subdivision application will be progressed for the whole PSP Area to provide certainty to the community and relevant authorities, whilst development applications will be sought for each individual site progressively.

Overall, the PSP will deliver a high quality and well-considered mixed use development that is sympathetic to its setting.

5.2 Design Response - SPP 7.2 Precinct Design Guidelines

The precinct concept design that has been completed in accordance with the opportunities and constraints analysis, design review and stakeholder consultant has been further refined based on SPP7.2 Precinct Design. The design response of the PSP is summarised in the table below:

Table 9: SPP7.2 Design Guidelines Discussion

Design elements	Element Objectives	Discussion
1. Urban Ecology	O1.1 To protect, enhance and respond to the ecological systems of the precinct	The PSP finish levels take into consideration the natural topography of the surrounding area such that excessively high retaining between lots is avoided. Furthermore, the ecological connection from Buckland Hill Reserve to Rocky Bay is reestablished through the creation of a green connection. A local water management strategy has also been prepared to respond to the existing condition of the site.
	O1.2 To enhance sense of place by recognising and responding to Aboriginal, cultural and built heritage	The PSP design considers the Wardu Beeliar Bidi trail and rejoins the trail from Buckland Hill to Garungup (Rocky Bay), and the cultural narrative of being between the coast and river.
	O1.3 To reduce the environmental and climate change impacts of the precinct development	A sustainability report has been prepared by Full Circle to explore opportunities to reduce environmental and climate impact of the development.
2. Urban Structure	O2.1 To ensure the pattern of blocks, streets, buildings and open space responds and contributes to the distinct, legible precinct character	Developing further on the opportunities and constraints analysis, the urban structure is predominantly determined by the creation of a central and connected green heart and broken apart by the loop road and visual corridors, with an emphasis of celebration of the westerly ocean views. This urban structure provides a legible and distinct character to the PSP, while being able to remain contextually appropriate to the wider area.
	O2.2 To promote an urban structure that supports accessibility and connectivity within and outside the precinct	<p>A vehicular access to the property off McCabe Place is apparent as outlined earlier. This access is completed as a loop road to ensure access to all lots are achieved, to ensure service vehicles can turn and exit the site safely, and to provide a separation to the apartments to the east.</p> <p>Pedestrian and cyclist movements through the property especially for the north-south connection is a dominant design for the PSP. This is achieved through the creation of a well landscaped and wide pedestrian and cyclist verge treatment along Stirling Highway coupled by multiple strong and legible entry points to the PSP off Stirling Highway.</p>

Design elements	Element Objectives	Discussion
	O2.3 To ensure the urban structure supports the built form, public realm and activity intended for the precinct	<p>As per the opportunity and constraints analysis, the PSP is centred around a large active open space in the centre of the PSP area. Subsequently each subplot created revolves around the creation of an active and interconnected ground floor plane, including commercial, hospitality and retail uses.</p> <p>Each lot is also designed to ensure future developments can be climate-responsive with access to natural northern light, and protection from westerly winds.</p>
	O2.4 To ensure an adaptable urban structure that can respond to and facilitate change within a precinct	<p>The PSP is designed to provide a high level of modularity and adaptability to change over time depending on the overall evolution of the wider North Fremantle precinct.</p> <p>A staging plan has been prepared in Part One showing the logical sequencing development under the PSP.</p>
3. Public Realm	O3.1 To ensure the public realm is designed to promote community health and wellbeing	The open space has been designed as an integrated, public and active space. A landscape strategy that promotes active and safe public use of the open spaces within the PSP has been prepared by Aspect Studios.
	O3.2 To enable local character and identity to be expressed in public realm design to enhance sense of place	The landscape and public realm design has taken cues and inspiration from the local character, Aboriginal knowledge and intended character of the PSP area. Refer Appendix G for further details
	O3.3 To ensure that key environmental attributes are protected and enhanced within the public realm	<p>The landscape design provides green connections from the existing Buckland Hill Reserve to the south of the property, integrating the PSP area to the wider public realm.</p> <p>The landscape and streetscape designs consider tree retention where possible with waterwise selection of tree species. It is intended that a green canopy will be created through the PSP.</p>
	O3.4 To ensure the public realm is designed to be inclusive, safe and accessible for different users and people of all ages and abilities	<p>The landscape is designed to promote all-ability access and to promote activation on the ground floor plane which will contribute towards CPTED.</p> <p>Playscapes are incorporated in the central green heart of the PSP to also promote intergenerational wellbeing of all residents and visitors to the PSP.</p>
	O3.5 To ensure public realm design is integrated with the built form, movement networks and landscape of the precinct	The central open space is designed proportionately to the overall PSP area to create a meaningful, legible and integrated active public space for visitors and residents.

Design elements	Element Objectives	Discussion
		Sublots that are connected to the central open space is designed to be integrated. Active ground floor uses such as food and beverage use, wellbeing and retail uses are designed so that the public realm and these land uses will complement each other.
4. Movement	O4.1 To ensure the movement network supports the function and ongoing development of the project	A traffic management plan has been prepared for the purposes of the PSP. The PSP will include an upgrade to the McCabe Street – McCabe Place intersection, as well as having land ceded to the crown for the widening of the Stirling Highway – McCabe Street intersection. These upgrades along with appropriately sized internal roads ensure the PSP can cater to the increase vehicular traffic needs of future developments within the PSP.
	O4.2 To ensure a resilient movement network that prioritises affordable, efficient, sustainable and healthy modes of transport	<p>Majority of the PSP area has been designated for walking and cycling only. This is to prioritise and encourage healthier mode of transport.</p> <p>The PSP is also within walking distance to the train station, bus stops and the beach. Pedestrian links are created within the PSP design to encourage their use.</p>
	O4.3 To enable a range of transport choices that meet the needs of residents, workers and visitors	<p>Legible linkages are created within the PSP design to promote bicycle and pedestrian access for residents, workers and visitors.</p> <p>Dedicated service vehicle access for commercial vehicles and local government service vehicles have also been given due consideration. Private vehicular access to each lot have also been considered in the design of the PSP.</p>
	O4.4 To ensure the quantity, location, management and design of parking supports the vision of the precinct	The design has made allowance for basement parking and on street parking to ensure adequate parking are available for the precinct. End of trip facilities will be made available as required by relevant regulations.
5. Land Use	O5.1 To ensure current and planned land uses respond to the needs and expectations of the community	A detailed needs assessment has been completed in the preparation of the PSP which has identified services, land use, and appropriate zoning mix.
	O5.2 To ensure the planned land use type contribute positively to the precinct character and amenity	Commercial, retail and hospitality use have been allowed adjacent to the central green open space to co-locate complimentary uses, and to create an active ground floor area.
	O5.3 To achieve a mix of land uses and activity that supports the precinct vision	A mix of land uses including commercial, retail, wellbeing, community uses, residential of various mixes and typologies are contemplated for the PSP. This will promote a blended mix of uses in line with the vision of the precinct

Design elements	Element Objectives	Discussion
6. Built Form	O6.1 To ensure that the built form is responsive to the purpose, context and intended character of the precinct	<p>A detailed analysis of the purpose, context and intended character of the PSP has been undertaken to determine the guiding principles for the built form components of lots within the PSP and how it transitions across the site.</p> <p>Key considerations in relation to height, views, are further deliberated in the following subsections</p>
	O6.2 To ensure building placement, scale and massing is appropriate for the intended precinct and streetscape character	Baseline height controls, setback, building envelope and intensity of each sublots created in the PSP have been outlined in Part One and derived based on the built form analysis discussed below
	O6.3 To ensure that built form design reduces energy demand across the precinct by facilitating climate-responsive design	Each of the proposed built form considers the future position in relation to solar orientation, natural ventilation, wind impact, and views
	O6.4 To ensure that built form design is responsive to the streetscape and contributes to a safe and comfortable public realm	Natural surveillance to achieve CPTED has been considered in the design of the lots within the PSP.

5.3 Precinct Structure Plan Land Use

The Precinct Structure Plan (PSP) will be made up of five separate freehold titles located within four quadrants.

Each quadrant will have distinctive characteristics aligned with the design response discussed in the preceding section.

The R-Code designation, land use and building height for each of these quadrants and their corresponding lots are shown in Part One of this PSP and as summarised in Table 10.

Table 10: R-Code Designation and Height of PSP Lots

Lot	R Code	Land Use	Height	Description
1	R-AC0	Mixed Use	11 storeys	High density area that sits within the Urban Corridor designation under the Central Sub-regional Planning Framework. Gateway to City of Fremantle and farther from existing medium density
2	R-AC0	Mixed Use	11 - 14 storeys	High density area that sits within the Urban Corridor designation under the Central Sub-regional Planning Framework. Located on the entry to McCabe and the corner of the site being the ideal location for height and density as it is farthest from existing medium density
3	R-AC1	Mixed Use	8 - 9 storeys	Mid to high density area as a transition zone between the 8 storey apartments to the east
4 & 5	R160	Residential	3 – 6 storeys	Transitional area from the low density residential land use to the north and east acting as a soft interface to these existing developments

5.3.1 Retail Floor Space Assessment and Rationale

Lots 1 – 3 of the PSP will be mixed use. This is because an opportunity to incorporate retail and commercial uses were identified during the community consultation process.

To comply with the hierarchy of activity centres in accordance with SPP4.2, a net benefit and impact test has been completed by Pracsys and can be found in Appendix A. The total area of retail and commercial use is summarised in Table 11 below.

Table 11: Retail and commercial area

Type	Area (m ²)
Food & Beverage	2,925
Retail	512
Supermarket	1,140
Commercial	1,050
Wellness	1,475
Total	7,102

The report has indicated that the proposed new retail located at the subject site will largely cater to the new residents of the subject site and the underserved resident of nearby new developments. The impact to other activity centres will be negligible as shown in Figure 33.

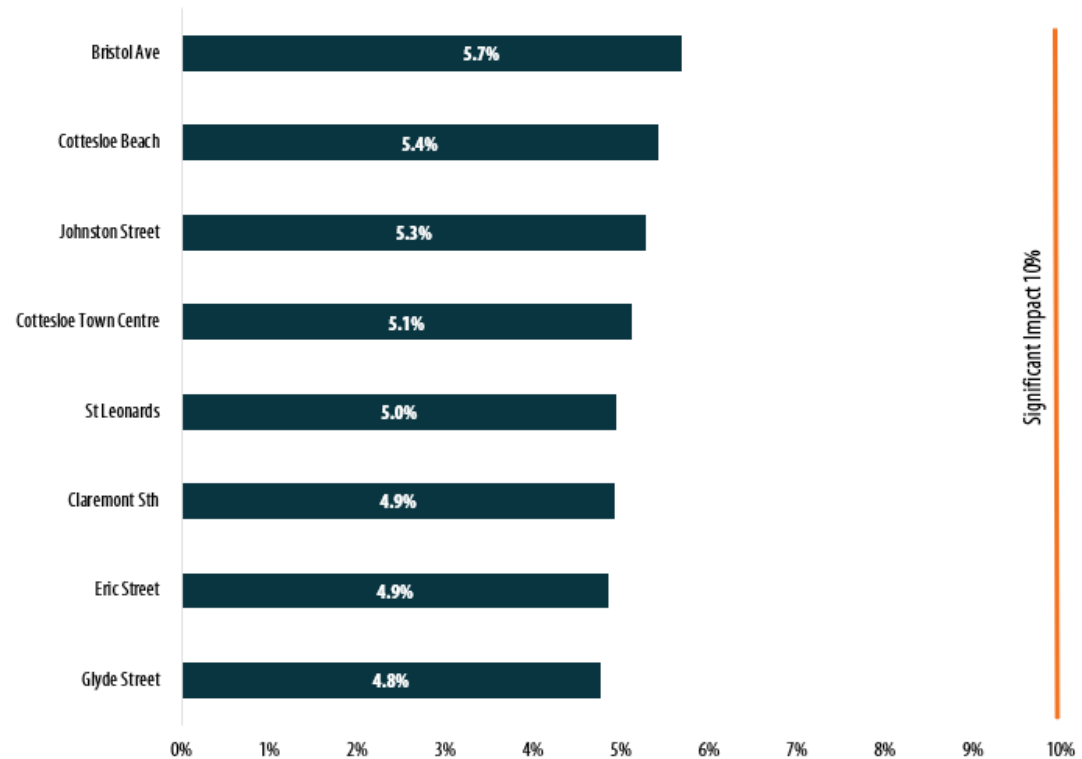


Figure 33: Impact of proposed retail and commercial use of PSP to neighbouring properties

5.4 Built Form

During the various consultation process of the PSP, a key concern is the height and intensity proposed by the PSP. The current proposed R-code designation and building height represents a well-considered and suitable response to feedback. The following sections provide details of these considerations.

5.4.1 PSP area is appropriately placed to make a significant contribution to the density targets

To address strains on the infrastructure for a sprawling city, Perth & Peel @ 3.5 Million seeks to achieve higher infill residential development with a target of 47% of 154,000 of the required 328,00 dwellings as infill development between 2011 and 2031.

The infill target for City of Fremantle and Town of Mosman Park is marked in the table above. A total of 2,340 dwellings is expected within the next 10 years.

Based on ForecastID trends, the location for new dwellings to be created within City of Fremantle will be located within the suburb of North Fremantle as shown below:

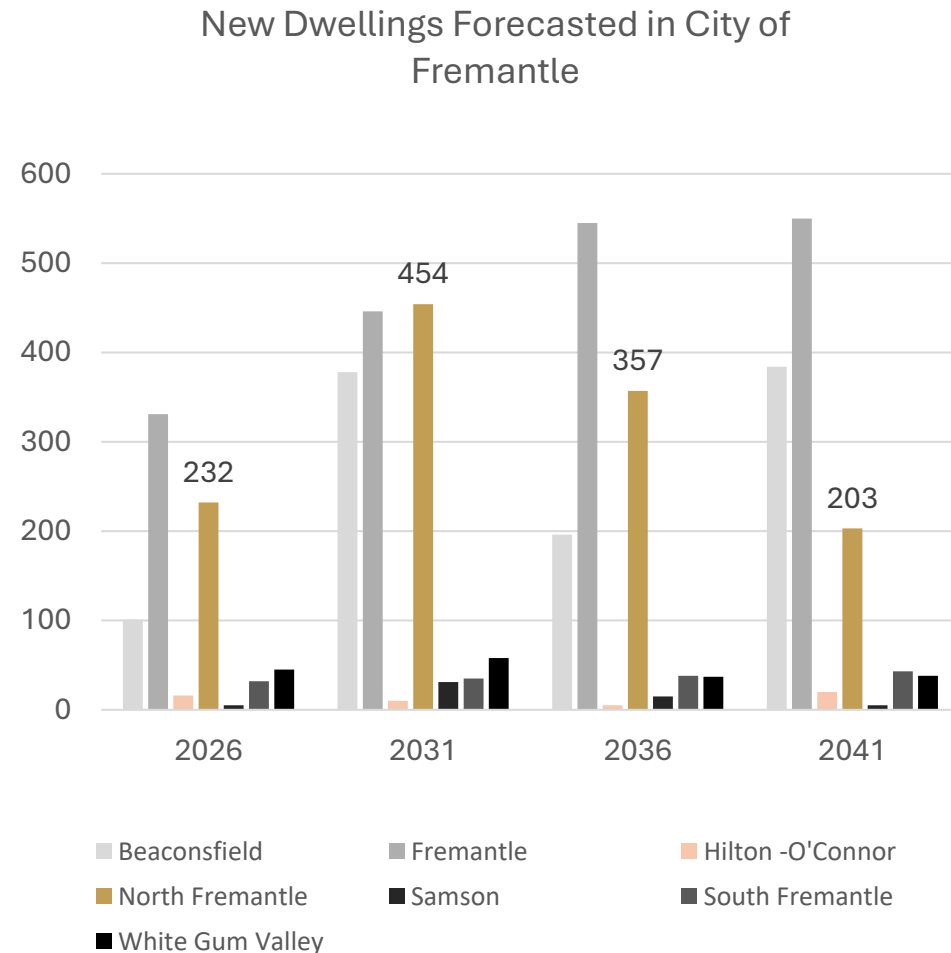


Figure 34: New dwellings forecasted in suburbs within City of Fremantle 2026 - 2041

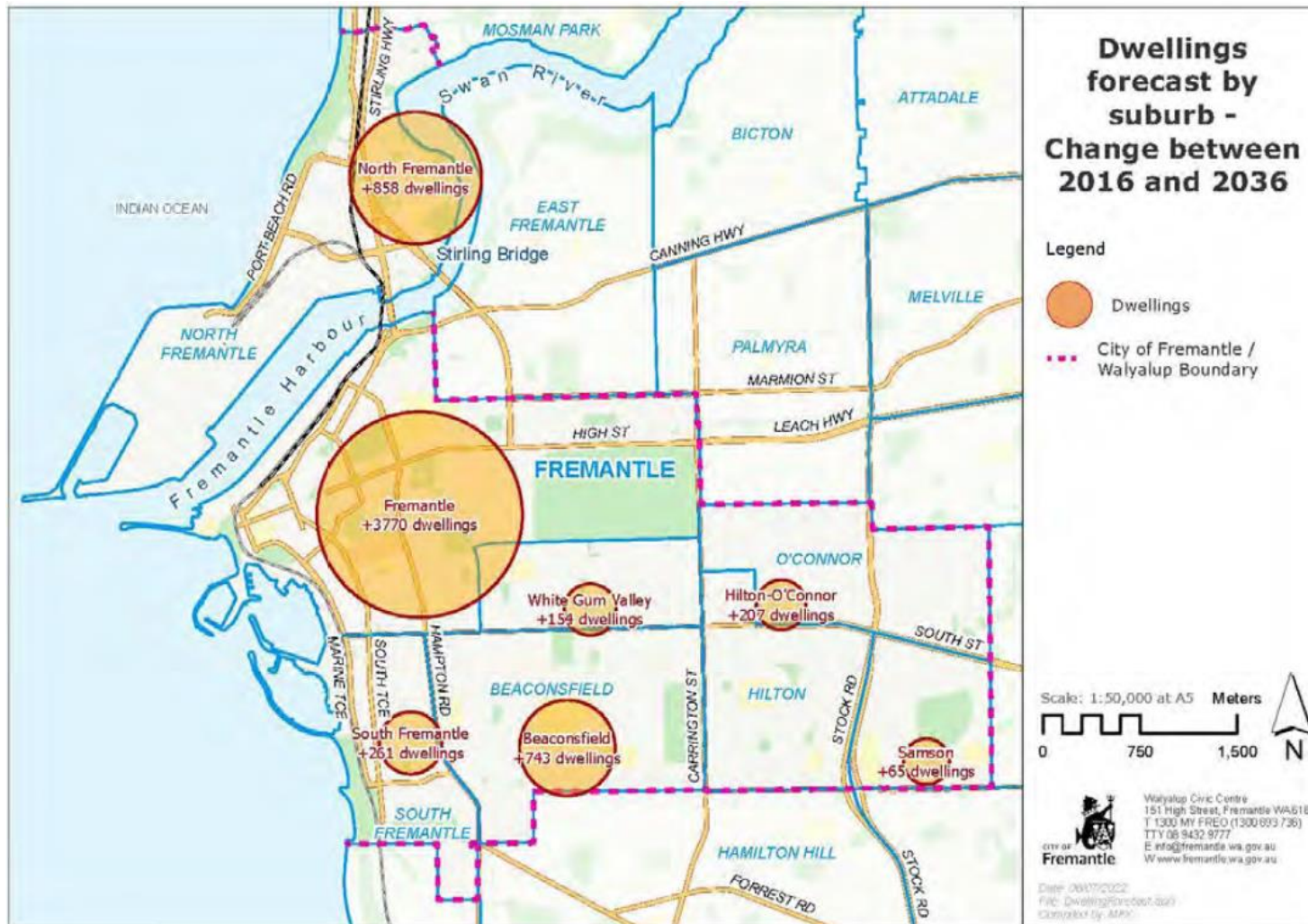


Figure 35: New dwellings forecasted in each suburb within City of Fremantle between 2026 - 2041

This is consistent with the forecast presented by the City of Fremantle's draft strategic planning scheme:

The land locked nature of North Fremantle given the segregated ownership structure means that there are limited opportunities to meet this target within the immediate time horizons contemplated under Direction 2031.

The PSP area is a substantial land area with a single owner who is able and willing to develop the property in the short term and therefore will be able and best fit to meet infill targets set out by the state in the short term.

5.4.2 Gateway Site

When travelling southbound along Stirling Highway, travellers would come around the bend at Leighton Battery and be first greeted by container cranes in the horizon at the port terminal before having the PSP site reveal itself as a landmark gateway into City of Fremantle. Currently, a welcome sign is erected in front of the site also supporting the gateway opportunity of the site. The requirement for the PSP site to act as a gateway is covered within LPP 3.11 4.1 paragraph 3 (d), whereby the site will need to function as an entry statement.

An approved development located at 91-93 Canning Highway East Fremantle, dubbed “The Gateway”, has also recently been approved by the State Development Assessment Unit (SDAU). The Gateway presents itself as the eastern gateway between Town of East Fremantle and City of Fremantle and is also located at a prominent corner with limited adjacent development. The comments from the State Design Review Panel when assessing the design merit of that proposal noting its prominence as a gateway site to City of Fremantle. The Gateway has a plot ratio of 2.97 and 242 dwellings per hectare. The PSP provides a clear opportunity to provide a symmetrical northern gateway development supporting a higher density and urban intensification.

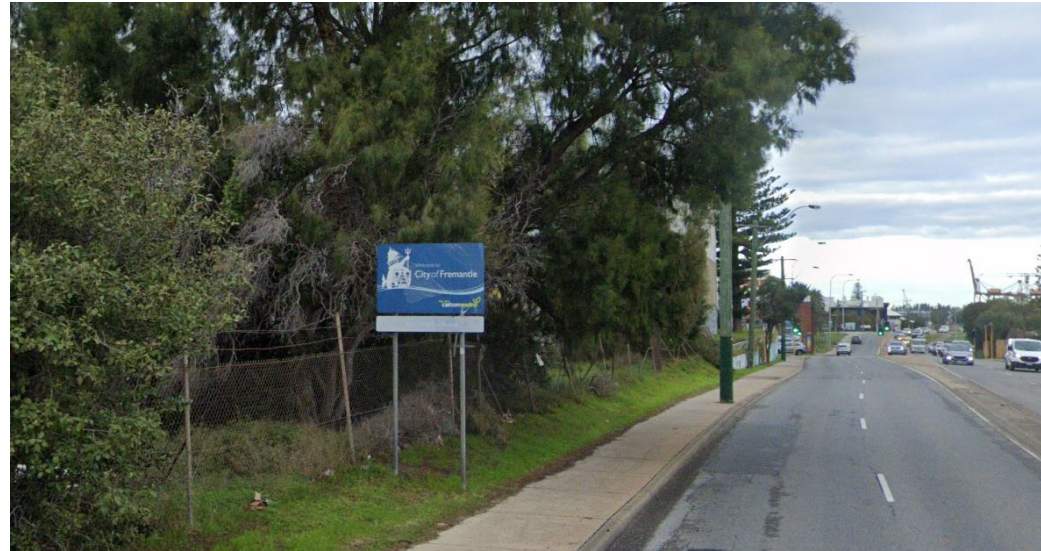


Figure 36: Signage posted in front of Subject Site denoting the entry to City of Fremantle



Figure 37: “The Gateway” development at 91-93 Canning Highway East Fremantle

5.4.3 Micro-mobility and access to railway catchment

The PSP is well connected to the North Fremantle Train Station. It is located approximately 900m from the North Fremantle Train Station which is equidistance from the train station to the North Fremantle Activity Centre.

Furthermore, the site is well connected to the Curtin Avenue pedestrian and cycling path which provides quick access to the North Fremantle Train Station.

The proposed PSP has therefore superior connectivity to allow its future residents and tenants to walk, cycle or scoot to the train station or other nearby amenities.

This means that the PSP can support an intensification of residences.

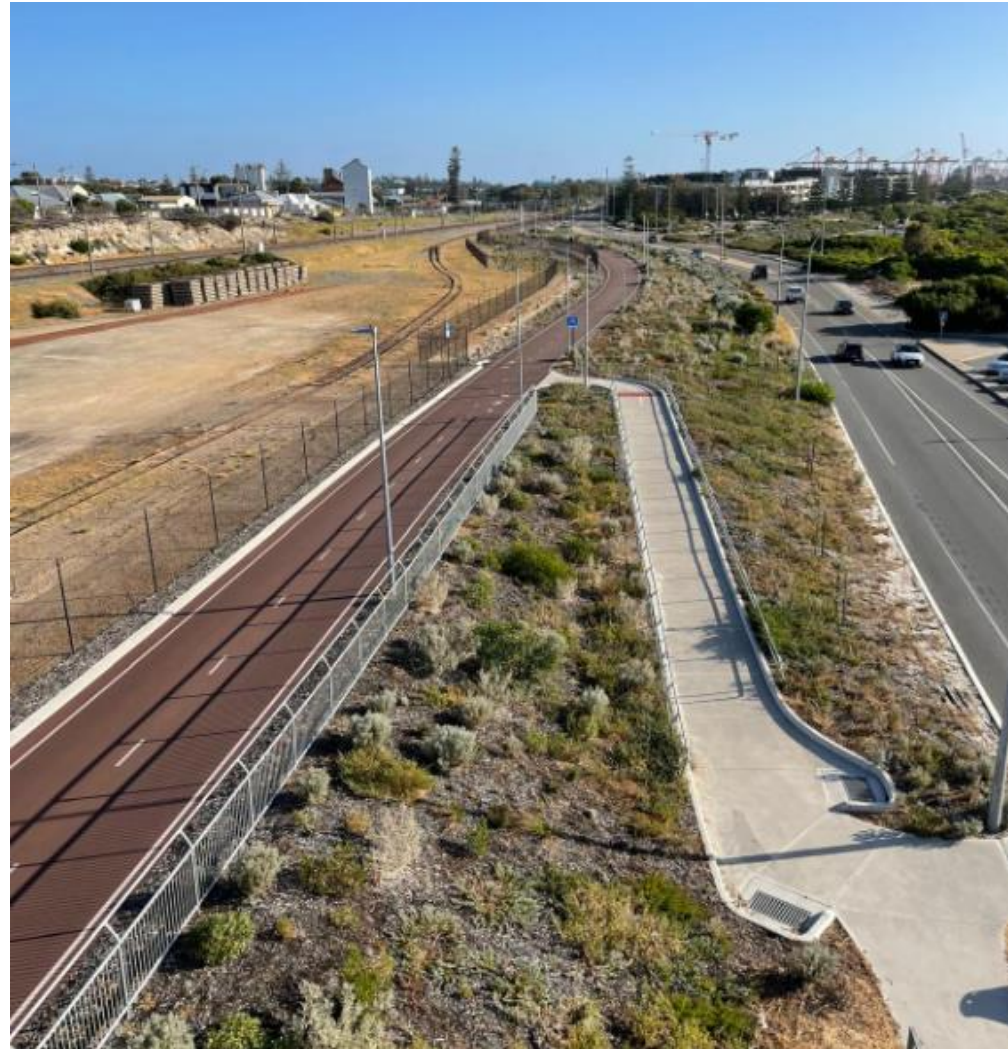


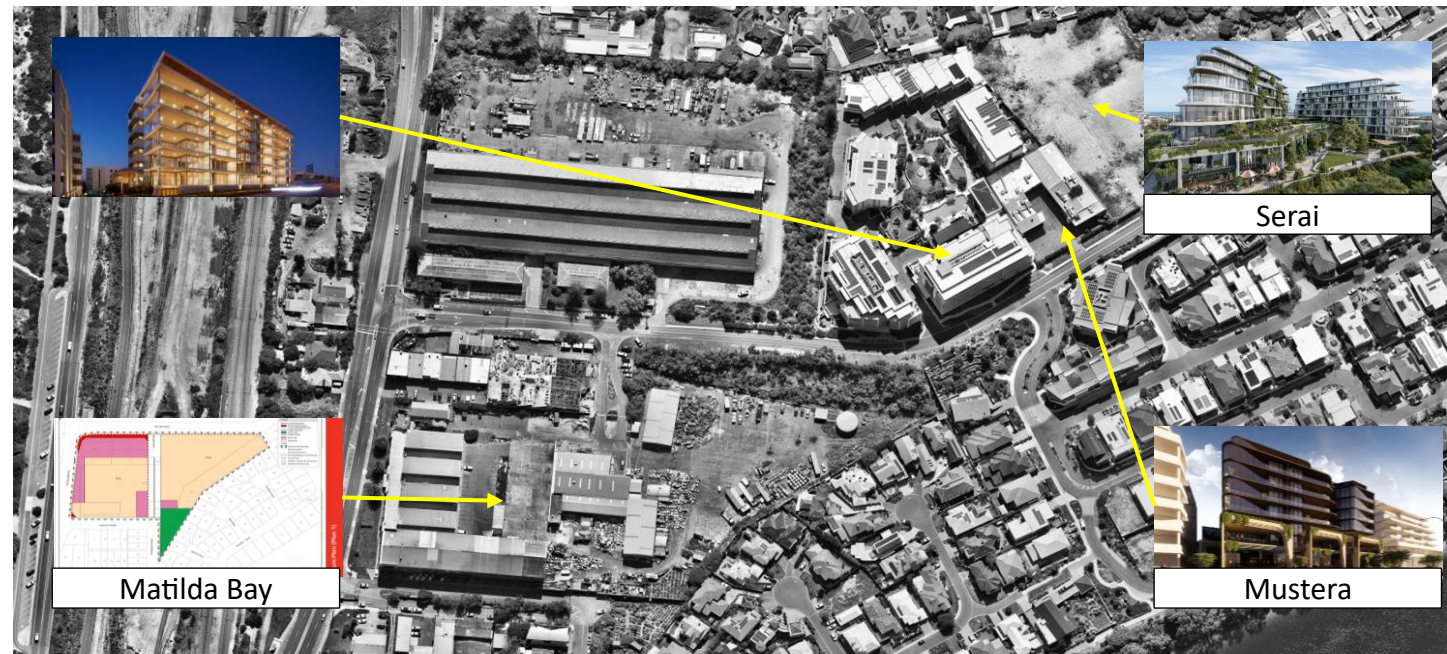
Figure 38: Curtin Avenue pedestrian and cycling path opposite the subject site

5.4.4 Appropriate Context

In reviewing the completed and approved projects within the DA18 area, it can be said that all developments either built or approved have inherently exceeded built form limitations contemplated within LPP3.11.

Figure 39 is a summary of all recent and new projects within the DA18 area. These projects have established a new consistent character and context of higher intensity and density. As a result of these changes, the context on a local level has changed on four different aspects:

- View corridors have altered
- A new vertical datum has been created
- A clearer transition of height towards the western edge
- Visual landscape has changed



Project Name	Site Area	Plot Ratio Area	Plot Ratio	No. of Dwellings	Dwellings per Ha	R-Code	Framework	Immediate Neighbourhood Profile
Serai 19-21 McCabe St	8,058	16,013	1.99	108	134.0	R-AC3	None	Immediately adjacent to a cluster of apartments (Taskers)
Mustera 15 McCabe St	2,399	6,829	2.89	42	175.1	R-AC3	None	In between two 8 storey towers
Siskas 11 McCabe St	3,062	7,440	2.4	51	166.6	RAC-3	None	In amongst cluster of apartment buildings and townhouses
Matilda Bay 130 Stirling Hwy	29,184	58,368	2.0	500	171.3	R160	Urban Corridor	Opposite cluster of apartments and adjacent to double storey residences

Figure 39: Recent and new projects along McCabe Street, North Fremantle

5.4.4.1 Altered View Corridors

LPP3.11 core principles 1 states the following:

The key view corridors and building heights as modelled in Scenario 3 of the McCabe Street Area Height Study shall be used as the basis for preparation of the draft local planning policy

By going through LPP3.11's history, it is noted that the underlying study and the policy consultation work were done before the introduction of Direction 2031, the establishment of the Central Sub Regional Framework, and the recent planning reform throughout the state.

Much has changed in relation to the overall state context for apartment living, building height and overall planning framework since the adoption of LPP3.11.

Key view corridors identified within the McCabe Height Area Height Study as shown below are obsolete due to the advancement in more recent developments in the local area and natural vegetative growth.

A detailed view analysis has been undertaken to showcase these different viewpoints in the latter part of this document. A summary of those views relevant to this point are presented below:

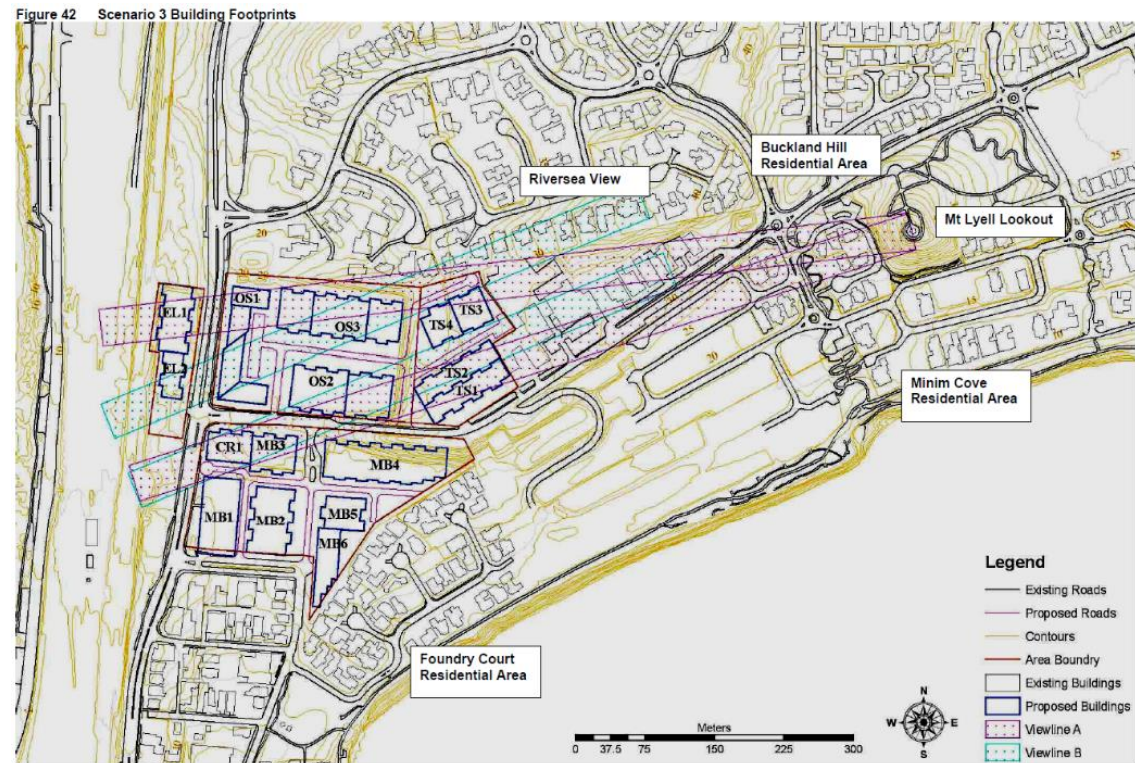


Figure 40: Viewlines identified in LPP3.11

Viewline A - Mt Lyell Lookout 1:

This view is overgrown with bushes and does not provide a publicly accessible viewline as initially contemplated by LPP3.11.

Even in the absence of the vegetation, as if it was to be cut down, a hypothetical situation is demonstrated using Google Earth in Figure 41. The PSP does not further impede on the views from the lookout which have already been blocked by approved developments.

As a visitor step out further to the edge of the viewing platform, majority of the view has been also taken up by the overgrowth of vegetation. And the skyline is further taken up by existing and approved developments. The PSP evidently does not further impede on views towards this direction.

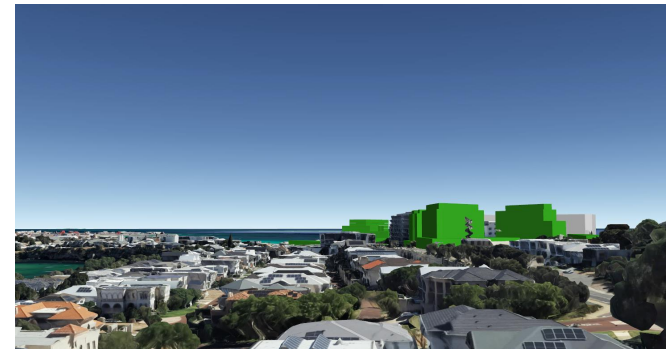
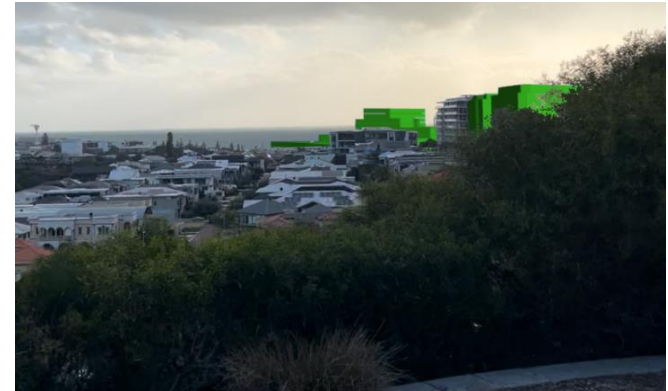


Figure 41: Viewline A shown as being obstructed by vegetation overgrowth at viewing platform (left); Photo showing view at the edge of the platform whereby the PSP is not visible (top right); Hypothetical view where vegetation is removed showing that the PSP will be hidden by other developments along McCabe Street (bottom right)

Viewline B1 - McCabe Street residential:

these properties are not from public areas and will only look directly into the proposed development at 19 McCabe Street (Serai). The PSP has limited impediment to views from these private residences.

Viewline B2 -Residences on Riversea

View: these properties are not public. Furthermore, a large portion of the views to the river are blocked by existing approved development. The scale of the PSP is in line with the datum created by the approved developments adjacent to the property located on 15 and 19 McCabe Street. The two viewpoints prepared under the McCabe Area Height Study (Viewpoint 3 and Viewpoint 4) have been used to illustrate this.

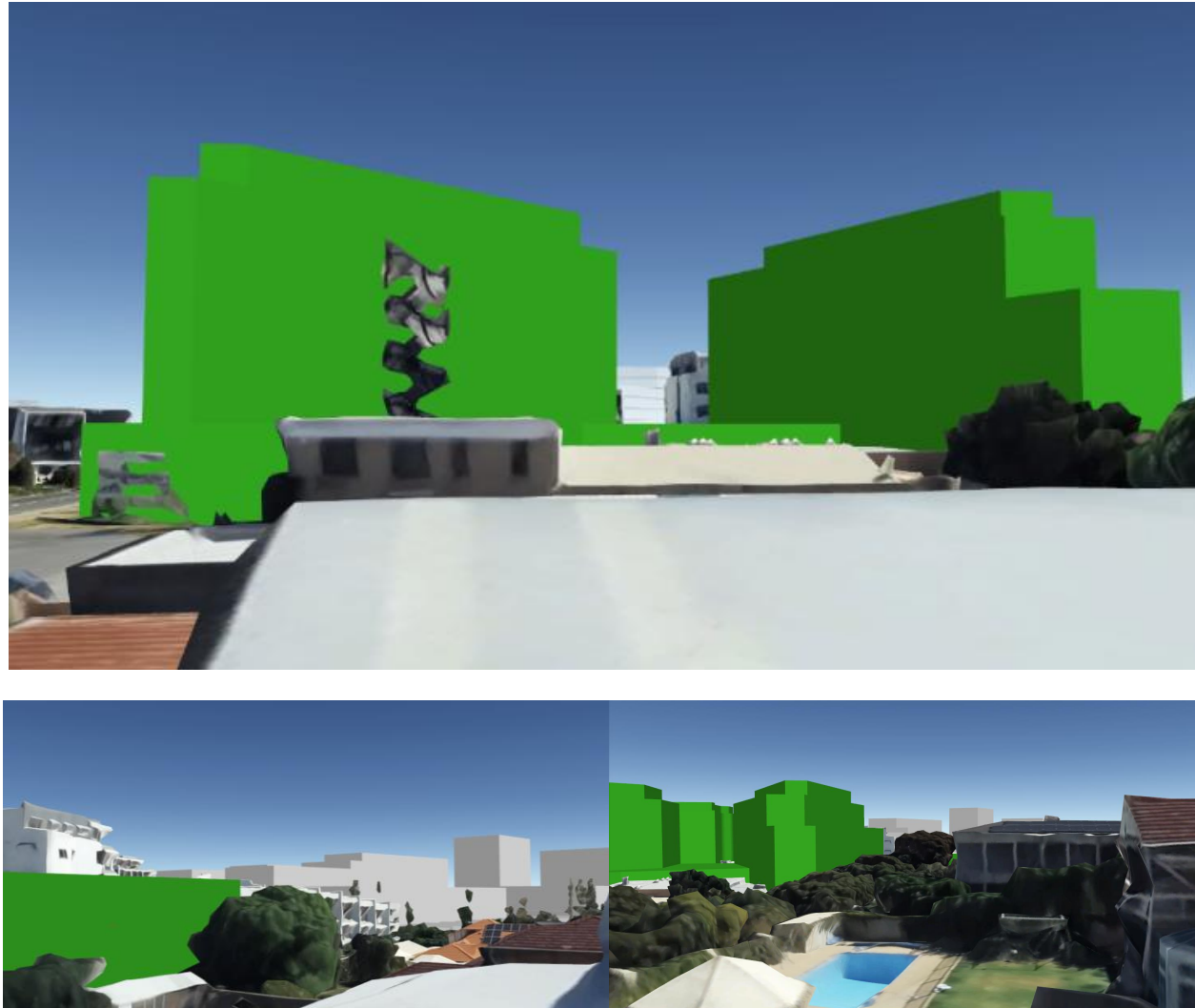


Figure 42: Different views along Viewline B: Viewline B1 from balcony of house along McCabe Street (top); View from balcony of 17 Riversea View (bottom left); View from balcony of 11 Riversea View (bottom right);

The preceding images have shown that LPP3.11's consideration on view corridors is no longer valid on the basis that

- the preparation of LPP3.11 was done at a different planning era and different context
- the underlying critical viewlines are no longer available

Based on these limitations, and keeping to the principles of preserving view corridors, the proposed built form contemplates the preservation of some view corridors as stipulated in Section 3.1 above. These changes to view corridors are summarised in Figure 43.



Figure 43: Summary of new viewlines (blue arrows) and obsolete viewlines contemplated in LPP 3.11 (red arrows)



Project Name	Height	LPP 3.11	Delta
Tekona Apartments (2017)	5 storeys	Zone C - 14m (4 storeys)	+ 1 storeys (25% higher)
Regent Apartments (2015)	6 storeys	Zone C - 14m (4 storeys)	+ 2 storeys (50% higher)
Falcon Apartments (2015)	7 storeys	Zone D1 - 17m (5 storeys)	+ 2 storeys (40% higher)
Siskas Apartments (2021)	8 storeys	Zone D2 - 17m (5 storeys)	+ 3 storeys (60% higher)
The Villas at Taskers	3 storeys	Zone B2/B1 7m- 11m (2-3 storeys)	+ 1 storey (50%) in Zone B2
Mustera (DA approved 2023)	8 storeys	Zone C – 14m (4 storeys)	+ 4 storeys (100% higher)
Serai (construction start 2024)	8 storeys	Zone C – 14m (4 storeys)	+ 4 storeys (100% higher)
Serai townhouses	3 storeys	Zone B2/B1 7 m- 11m (2 -3 storeys)	+ 1 storey (50%) in Zone B2

Figure 44: Local developments completed or approved in DA18 area compared against LPP3.11 height limits

5.4.4.2 New Datum Height

LPP3.11's Core Principles 2 and 3 states the following:

New development adjacent to existing residential development in Buckland Hill, Foundry Court and Minim Cove should be no higher than 3 storeys (or equivalent height in metres) from existing ground level;

New development within the key view corridors identified in the Study should be no higher than 4 storeys (or equivalent height in metres) from existing ground level;

These height restrictions set within LPP3.11 are obsolete on the basis that the viewlines are obstructed as shown in the preceding section.

Instead, new height limits can be set for DA18 area which informs the new built form context and character.

A new datum has been established by the completed developments and new developments proposed.

The blue plane shown in Figure 45 shows an extrapolated surface taken at the same height as the top of the buildings of approved apartment developments (Serai Apartments and Mustera project) to be completed along McCabe Street. This blue plane creates a vertical datum plane that normalises the height proposed within the area and provides appropriate context for larger built form elements within the PSP.

The image above shows minor exceedance of the datum line to the western edge of the PSP. The exceedance is also addressed via a graduated incline in both the directions in the subsequent section. These exceedances are consistent with other good urban built form design practices.



Figure 45: Local context height datum and exceedance

5.4.4.3 Graded Transition

In keeping with the current transitional built form, the urban form as recommended by the DAC is to have a mediated interface with existing buildings and taper the height towards the western boundary of the PSP, peaking at the southwestern corner.

In other words, the PSP should align with the mediated/soft northern edge against Buckland Hill and Minim Cove and a medium height against Taskers and Matilda Bay Brewery, and finally with height concentrated through a central spine peaking on the western boundary. This is graphically shown in Figure 46.

This form translates into the following height plan in Part One. The height steps progressively throughout the PSP from 2-3-8-9-11 along the southern edge of the PSP and 2-3-6-11-14 on the northern edge.

These are appropriate transitions and reflect good urban design.

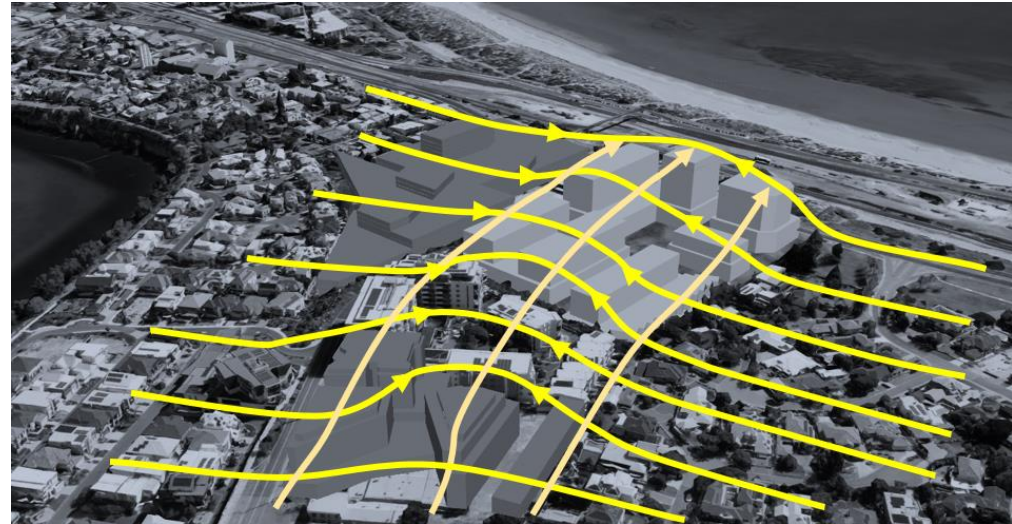


Figure 46: Transition plane of height for DA18 area

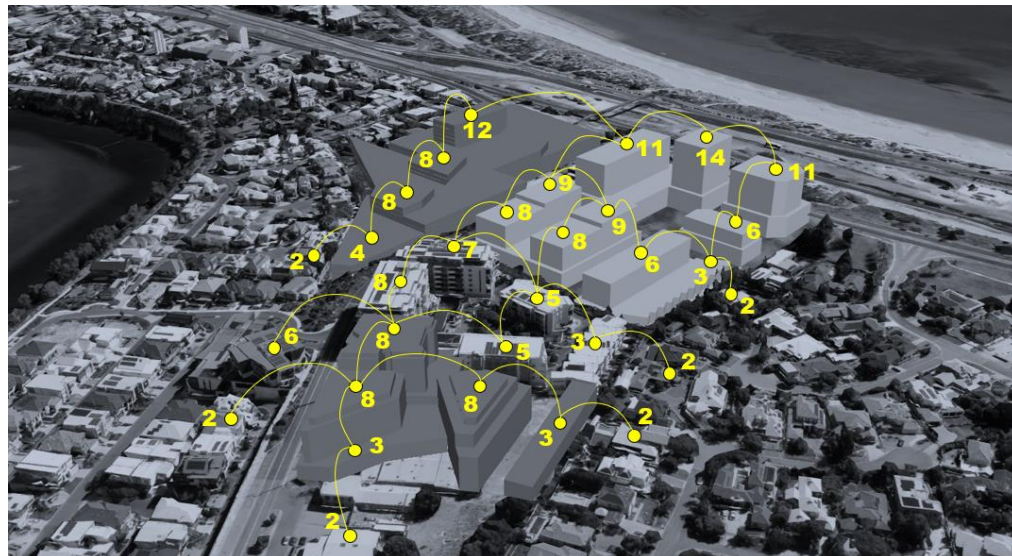


Figure 47: Step change of height of buildings within DA18 area

5.4.4.4 Visual Landscape Assessment



Figure 48: Location where views are taken for analysis

In this section, a visual assessment is undertaken for the PSP based on 28 separate views. Views are selected based on the assessment undertaken within the McCabe Street Height Study as well as from discussions with Department of Planning, Lands and Heritage.

The entirety of DA18 area is modelled for the visual impact study based on the following assumptions:

Table 12: Assumption of model used

No	Project Name and Address	Model Used in Visual Study
1	140 Stirling Highway, North Fremantle	The built form model shown in Part 1 of the PSP
2	Taskers 7 – 11 McCabe Street, North Fremantle	Fully completed
3	Matilda Bay Brewery, 130 Stirling Highway, North Fremantle	Height limits within LPP3.11 including provisions for additional height in zones H2 and H3 (notwithstanding that the actual development will likely be higher)
4	Mustera, 15 McCabe Street North Fremantle	Based on DA Approved drawings available through DPLH
5	Serai, 17 – 19 McCabe Street North Fremantle	Based on DA Approved drawings available through DPLH

*Whilst every care has been taken to ensure the accuracy of modelling and imagery, images shown are indicative and positioned based on Google Earth which may differ to actual final outcomes.

5.4.4.4.1 Description of Views

Each of the views selected and their details are presented in this section. Their brief description, coordinates and corresponding view to the McCabe Street Height Study is summarised in Table 13.

The following section presents the 28 images of the 3D models superimposed onto either photo images or Google Earth screenshots (where access is attainable).

Table 13: Description of views

View	Description	Latitude (S)	Longitude (E)	Viewpoint McCabe Street Height Study
1	Mt Lyell lookout (on western edge)	32.02106	115.76163	20
2	Mt Lyell lookout (in front of bush)	32.02101	115.76146	20
3	View corridor for McCabe St Residences	32.02146	115.75859	
4	Balcony view of 11 Riversea View	32.02084	115.7586	3
5	Balcony view of 17 Riversea View	32.02106	115.75711	4
6	In front of 17 Riversea View	32.02072	115.75708	4
7	Corner Cabe Cove and Vlamingh Parade	32.02011	115.75509	6
8	Leighton Battery Lookout	32.01771	115.75669	
9	Leighton Battery on Brick	32.01804	115.7562	11
10	Stirling Highway near Vlamingh Parade	32.01962	115.75369	5
11	Buckland Hill Estate Entry	32.01997	115.75371	
12	Curtin Avenue Parking No. 2	32.01886	115.75162	7
13	Mosman Beach near Curtin Avenue Parking	32.01866	115.75108	
14	Leighton Beach - Opposite Vlamingh Parade	32.02075	115.75076	
15	Leighton Beach - Opposite McCabe Street	32.02169	115.75049	
16	Leighton Beach - Opposite MBB	32.02343	115.75018	
17	Leighton Beach - Near Bridge	32.0236	115.75036	
18	Base of pedestrian bridge on Curtin Ave	32.02367	115.75157	
19	On pedestrian bridge in front of MBB	32.02355	115.75185	8
20	Bib and tucker Entrance	32.02934	115.74928	9
21	Park by Leighton Beach Apartments	32.02874	115.74955	
22	Leighton Beach Boulevard Parking	32.02876	115.75014	
23	North Fremantle Train Station Parking Lot	32.03001	115.75223	
24	Swan River Walking Trail opposite Phyllis Rd	32.02919	115.75646	12
25	Lookout at Sew Park at north end of Rule St	32.02609	115.75513	13
26	Bolton Street Park	32.03812	115.76254	14
27	Public Boat Ramp near Zephyry	32.02982	115.76248	18
28	Swan Yacht Club	32.02672	115.76297	

View 1A– Mt Lyell Lookout (On Southern Edge)



Figure 49: Viewpoint 1A – Mt Lyell Lookout

The view on Mt Lyell lookout which is Viewpoint 20 of the McCabe Street Height Study is no longer available due to the overgrowth of vegetation. This image is taken on the southern edge of the viewing platform where only glimpses of the DA18 development sites are visible, but the entirety of the PSP is blocked.

View 1B – Mt Lyell Lookout (Over Southern Edge)

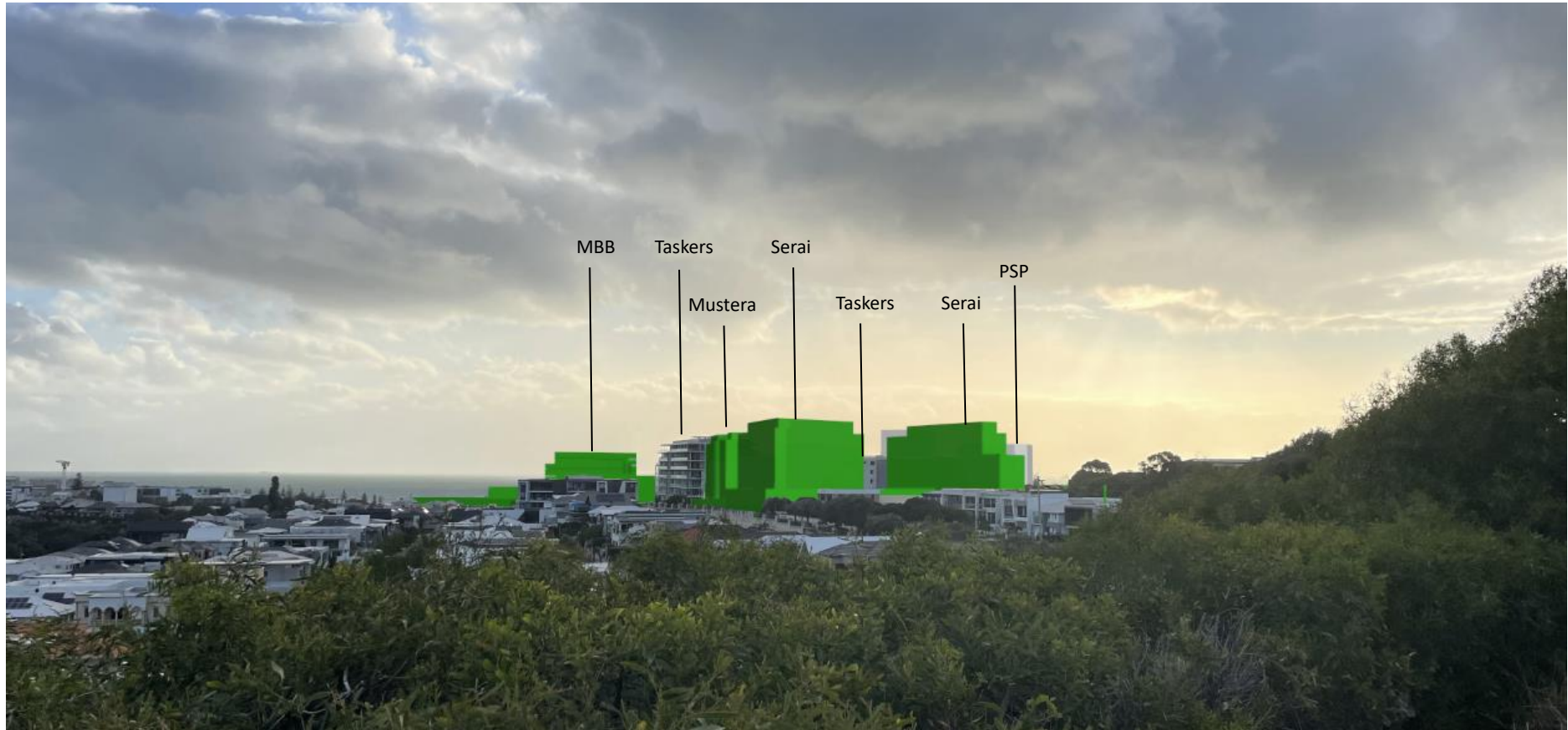


Figure 50: Viewpoint 1B – Mt Lyell Lookout (over southern edge)

This view is taken by stepping out further away from the lookout platform onto the very southern edge of the Mt Lyell. From this angle, the dominant buildings that can be seen are the Serai, Taskers and Mustera towers. The PSP remain almost hidden in the background of those buildings.

View 2 – Mt Lyell Lookout (In front of bush – hypothetical)

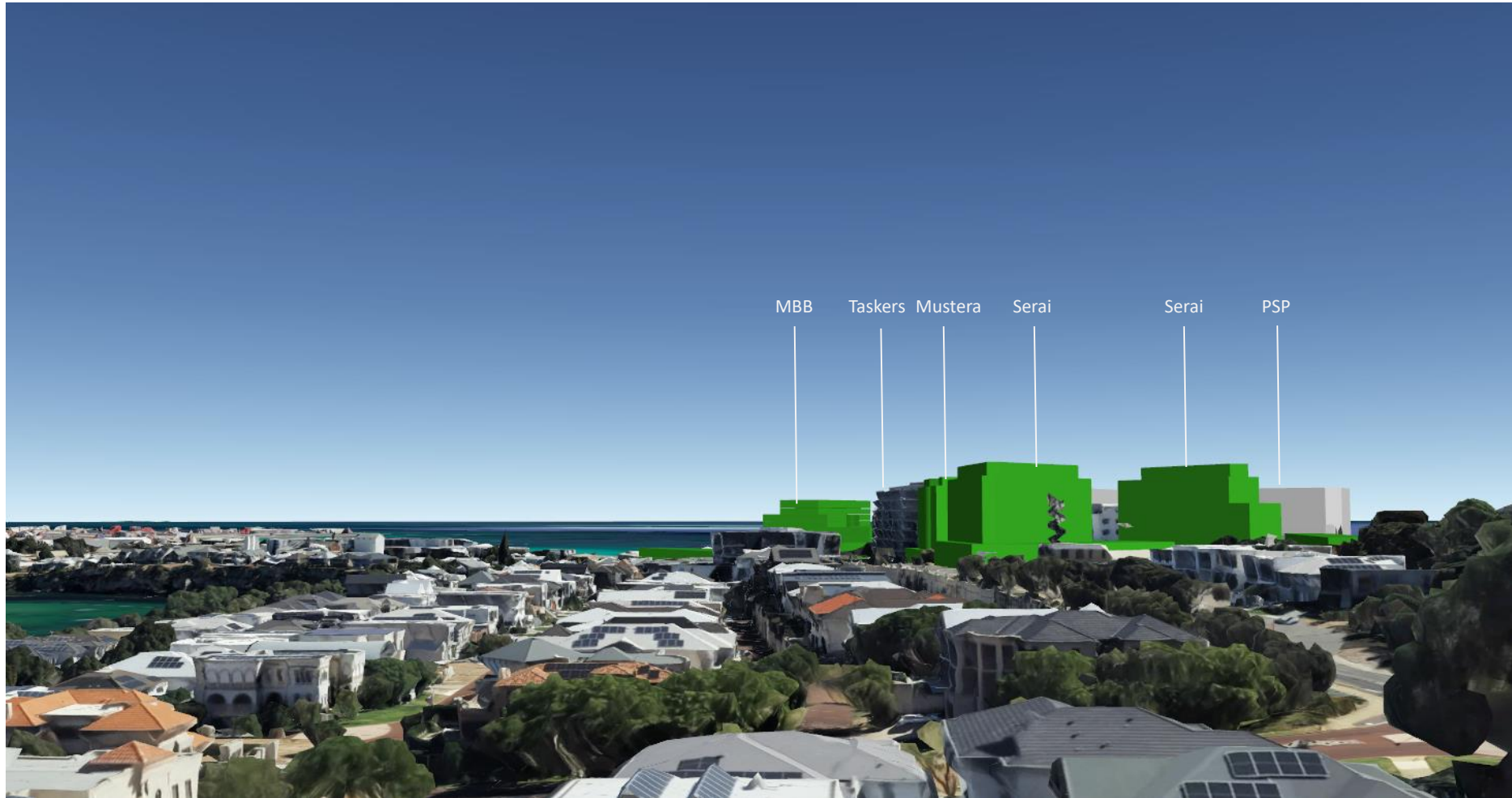


Figure 51: Viewpoint 2 – Mt Lyell Lookout (in front of bush)

View 2 is taken from a Google Earth snapshot by placing the view angle in front of the bush to demonstrate the visual performance of the PSP should the vegetation be cut down. In this situation, majority of the viewpoint contemplated by the McCabe Street Height Study is taken up by the existing approved developments of Taskers, Mustera and Serai. The PSP does take up a small portion of ocean views towards the north of the DA18 area but contextually remains similar in bulk to the rest of the DA18 developments.

View 3 – View from balcony of residences along McCabe Street

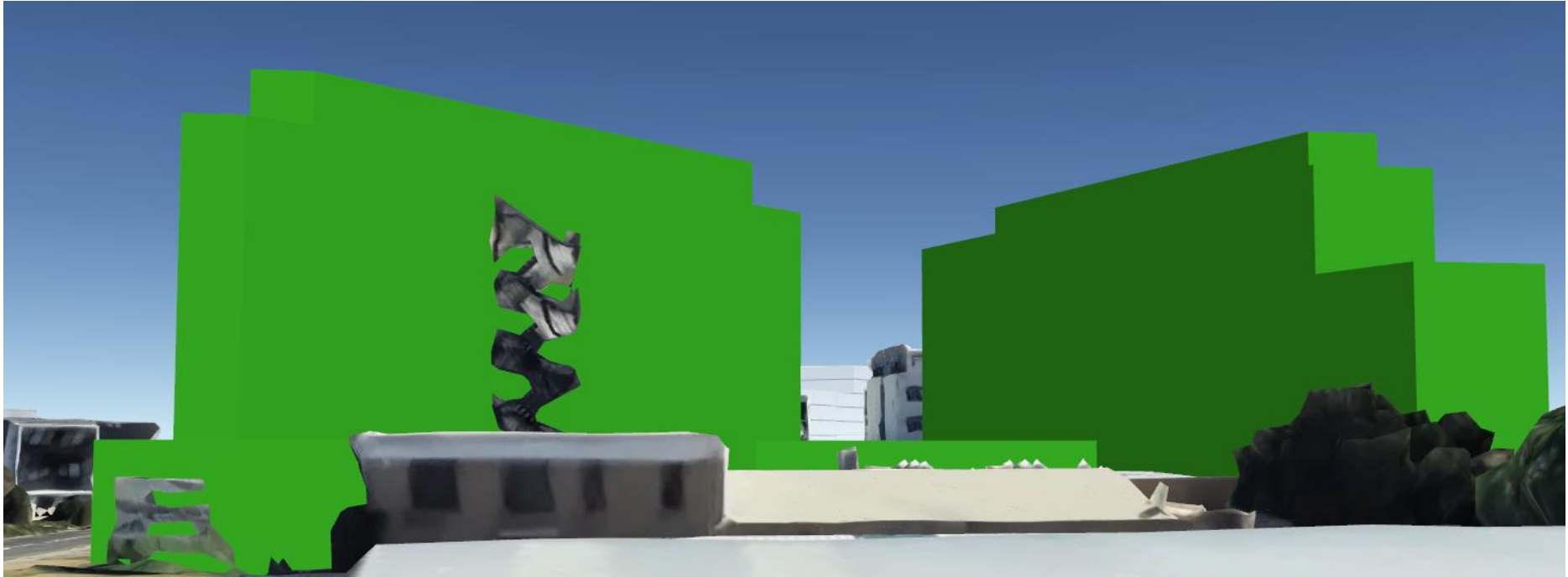


Figure 52: Viewpoint 3 – View from balcony of residences along McCabe Street

One of the view corridors identified by the McCabe Street Height Study was also the residences east of the Serai development. This view provides substantiation that the Serai development has taken up most of the skyline and view corridor towards the Indian Ocean. Even in its absence, Taskers have taken up the skyline as well.

View 4 – View from balcony of 11 Riversea View in Buckland Hill Estate

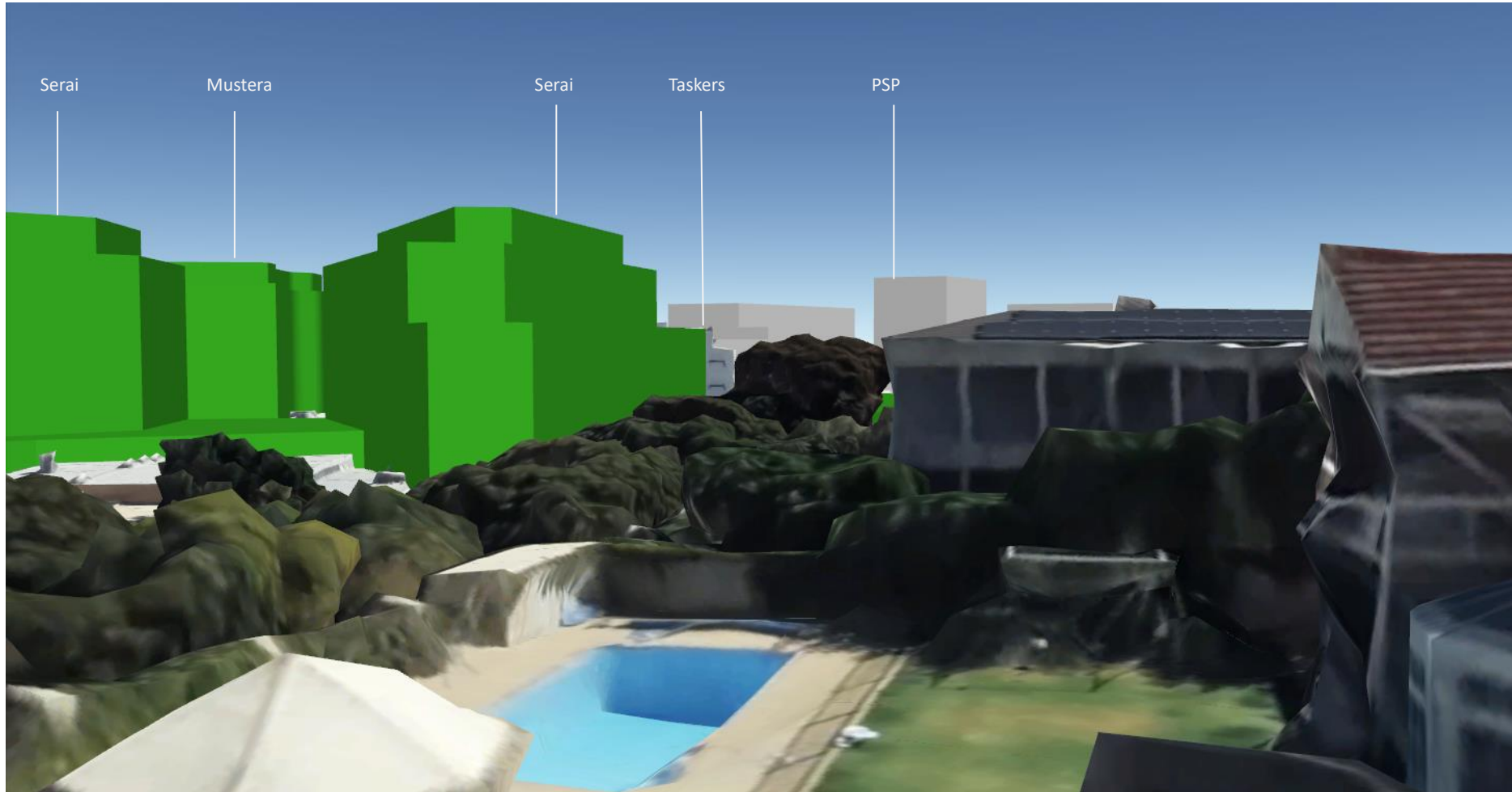


Figure 53: Viewpoint 4 - View from balcony of residences along McCabe Street

This view is taken from the same location as Viewpoint 3 of the McCabe Street Height Study and is taken from the Google Earth software package due to access constraints. The majority of the view towards the Indian Ocean and Swan River from the balcony is now blocked by the Serai, Mustera and Taskers, and the PSP does not directly impact on the view. The PSP can be seen in the skyline but is consistent in height from this view angle.

View 5 – View from balcony of 17 Riversea View

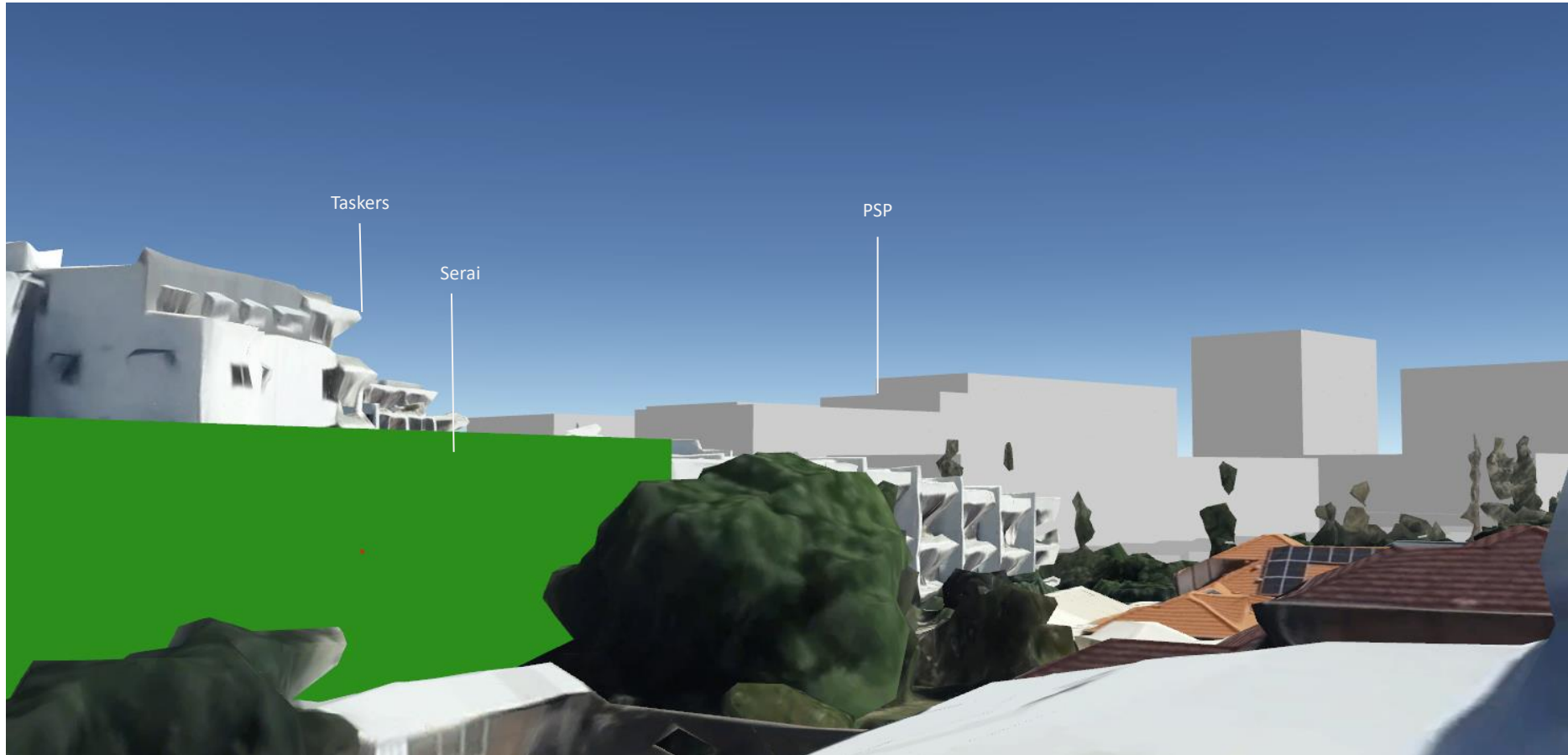


Figure 54: Viewpoint 5 - View from balcony of 17 Riversea View

Similar to View 4, this view is taken from Google Earth due to access constraints and is taken from the similar location as Viewpoint 4 of the McCabe Street Height Study. From this property, the townhouses by Serai and Taskers have taken up majority of the southerly views. Towards the west, there was originally a slither of the Indian Ocean that could have been seen above the existing warehouse on 140 Stirling Highway, and new development contemplated for the site regardless of height would have blocked its view. The overall height of the PSP is also similar to Taskers.

View 6 – In front of 17 Riversea View



Figure 55: Viewpoint 6 - View in front of 17 Riversea View

The McCabe Street Height Study identified the views from private balconies of properties along Riversea View in the Buckland Hill Estate as a primary view corridor in its assessment. As access to these balconies have not been obtained and they are effectively privately accessible views only, this image is taken at the front of 17 Riversea View to show the visual performance of the PSP in a public area of Buckland Hill Estate. In this setting, Taskers and PSP is visible from the street and appear to be in sync with the visual landscape of the area.

View 7 – Corner of Cabe Cove and Vlamingh Parade



Figure 56: Viewpoint 7 - View at the corner of Cabe Cove and Vlamingh Parade

This view is similar to Viewpoint 6 of the McCabe Street Height Study and shows the visual performance of the developments along DA18 area when viewed from within the Buckland Hill Estate. The skyline is occupied by Taskers which sets a visual datum for the area and will be further reinforced upon the completion of Serai and Mustera. The warehouse on the PSP site is already evident and the proposed PSP will be visible along Vlamingh Parade up to Somerset Crescent. Most houses are noted to orientate towards the ocean (directly west) or north for solar efficiency.

View 8 – Leighton Battery Lookout Platform



Figure 57: Viewpoint 8 - View from the top of the Leighton Beach Battery Lookout Platform

This view is taken from the highest point of the Leighton Battery World War II Museum on its viewing platform. The viewing platform provides a vast panoramic view of the Indian Ocean. Towards the south where trees have grown up to 5m tall, the DA18 developments can be seen through the foliage with the Taskers development setting the intensity and height for the area. The PSP appears to the west of the DA18 area from this angle but is in line with the height of the other developments proposed.

View 9 – Leighton Battery Museum Area



Figure 58: Viewpoint 9 - View at the Leighton Beach Museum Area

This view is taken at the location similar to Viewpoint 11 of the McCabe Height Study. Similar to View 8, Taskers, Serai and the PSP will be evident from this angle and forms a constant skyline towards the south only where bushes have largely covered the views to the Indian Ocean and Swan River (it is also noted that the vegetation has grown much taller in since the 2008 study). The views towards the west are still largely uninterrupted.

View 10 – Stirling Highway near Vlamingh Parade



Figure 59: Viewpoint 10 - View from Stirling Highway traveling South

This view is taken at the same location as Viewpoint 5 of the McCabe Street Height Study and showcases the visual performance of the PSP from a southwardly view along Stirling Highway as a main vehicle travelway. The other developments further up McCabe Street are not visible at this point as they are blocked by the Buckland Hill reserve.

Southbound traffic on Stirling Highway can start to see a glimpse of the PSP's highest point from Peppermint Grove, but the full scale of the development will only become apparent as vehicles turn the corner around the Buckland Hill Reserve, whereby the vehicles would be greeted by both the PSP and the Fremantle Port Cranes in the background.

View 11 – Buckland Hill Estate entry



Figure 60: Viewpoint 11 - View in front of Buckland Hill on Stirling Highway traveling South

This view is located slightly south of View 13 where vehicles would have just cleared the Buckland Hill reserve. At this point, the other developments along McCabe are fully visible, creating a skyline of developments building up to the corner lot of the PSP.

View 12: Curtin Avenue Parking Lot No. 2



Figure 61: Viewpoint 12 - View from Curtin Avenue Parking Lot No. 2

This view is taken from the southern edge of the Curtin Avenue Parking Lot No. 2 and is representative of the views for people using the pedestrian pathway along the west side of Curtin Avenue running parallel to the shore in a southerly direction. The image is taken from the same point as Viewpoint 7 of the McCabe Street Height Study 2008. All of the developments along McCabe Street are visible from this angle forming a consistent cluster of buildings.

View 13: Mosman Beach near Curtin Avenue Parking No. 2



Figure 62: Viewpoint 13 - View from Mosman Beach near Curtin Avenue Parking No 2

This image portrays the visual performance of the PSP along the shoreline of Mosman Park (beach within the LGA of Town of Mosman Park). The dunes are approximately 11m in height which means a large portion of the developments along McCabe Street is blocked from view. The towers proposed along Stirling Highway will be visible along with the Fremantle Port cranes and the Leighton Apartments in the foreground towards the South. The towers become no longer visible along the beach from Wellington Street northwards because of the natural bend in the shoreline and roads.

View 14 – Leighton Beach Opposite Buckland Hill Estate



Figure 63: Viewpoint 14 – View from Leighton Beach opposite Vlamingh Parade

This view is taken south of View 2 approximately opposite Vlamingh Parade. Along this stretch of beach, the dunes are lower (approximately 3 – 4m in height). The proposed PSP and Matilda Bay Brewery development presents more prominently looking eastwards from Leighton Beach. The pedestrian bridge, Dingo Flour Factory, Leighton Beach Apartments and Fremantle Port Cranes are also prominent along the visual landscape from this angle.

View 15 – Leighton Beach Opposite McCabe Street

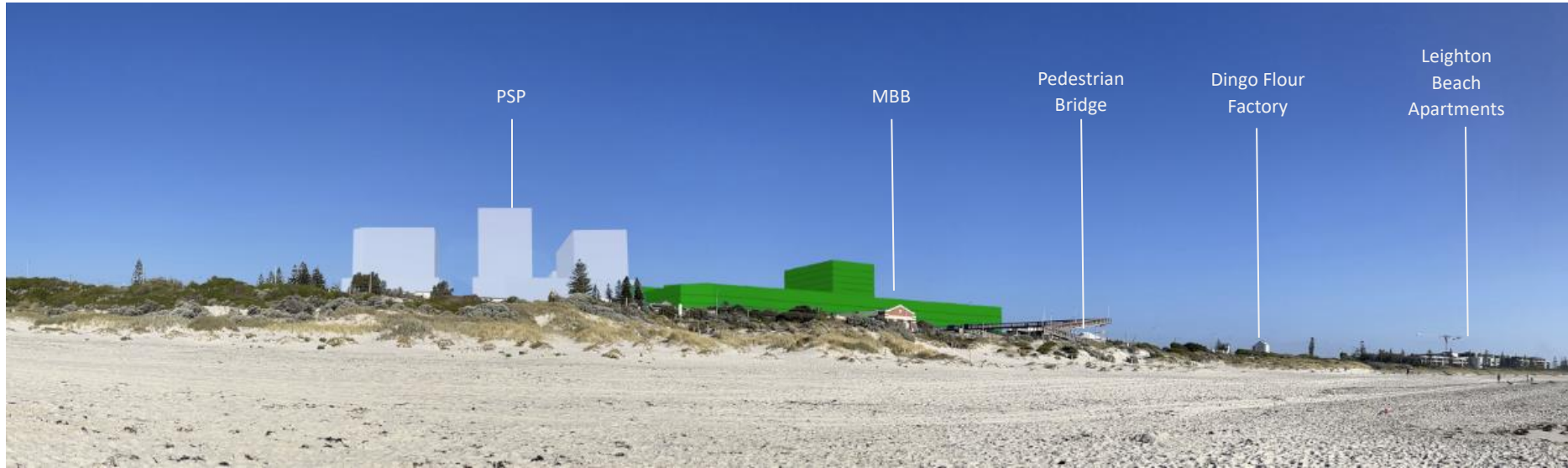


Figure 64: Viewpoint 15 - View from Leighton Beach Opposite McCabe Street

This view is also taken along Leighton Beach approximately directly opposite McCabe Street. This image provides a frontal view of the two sites, i.e. the PSP and MBB, that fronts Stirling Highway. The building separation and permeability of the PSP is more evident from this angle and showcases the benefit of the building articulation and separation. Similarly, within the landscape, the pedestrian bridge and the Dingo Flour Factory are also evident.

View 16 – Leighton Beach Opposite Matilda Bay Brewery



Figure 65: Viewpoint 16 - View from Leighton Beach opposite Matilda Bay Brewery

This view is similar to View 15 but slightly further south and provides a northerly aspect of the proposed PSP and the other DA18 sites. From this angle, the Taskers, Mustera and Serai towers are also evident, but will be blocked by MBB. The existing pedestrian bridge, Buckland Hill Residences and 2 storey houses along Stirling Highway (124 Stirling Highway) are also prominently visible due to the lower dunes.

View 17 – Leighton Beach near Pedestrian Bridge

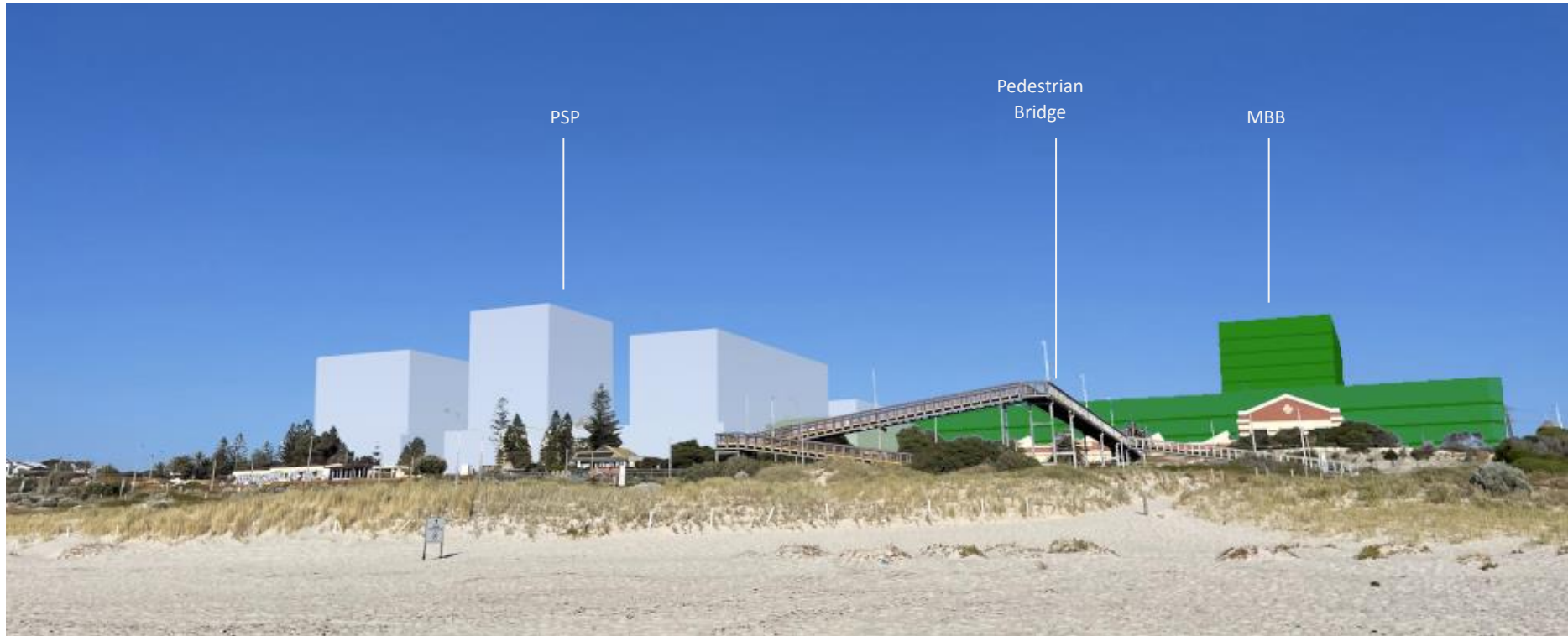


Figure 66: Viewpoint 17 - View from Leighton Beach near pedestrian bridge

This view is a close up of View 16 and serves to provide a clearer image of the interaction between the two sites along Stirling Highway. Similar to previous comments, the pedestrian bridge and the existing Falcon Tower at Taskers (blocked by MBB in this image) can be seen.

View 18 – Base of Pedestrian Bridge on Curtin Avenue



Figure 67: Viewpoint 18 - View from base of pedestrian bridge on Curtin Avenue

This image is taken from the base of the pedestrian bridge near the pedestrian crossing point at Curtin Avenue. The image shows that the pedestrian bridge is a prominent visual structure at the Curtin Avenue level and is similar in size at human scale to the proposed PSP and MBB.

View 19 – On pedestrian bridge in front of MBB

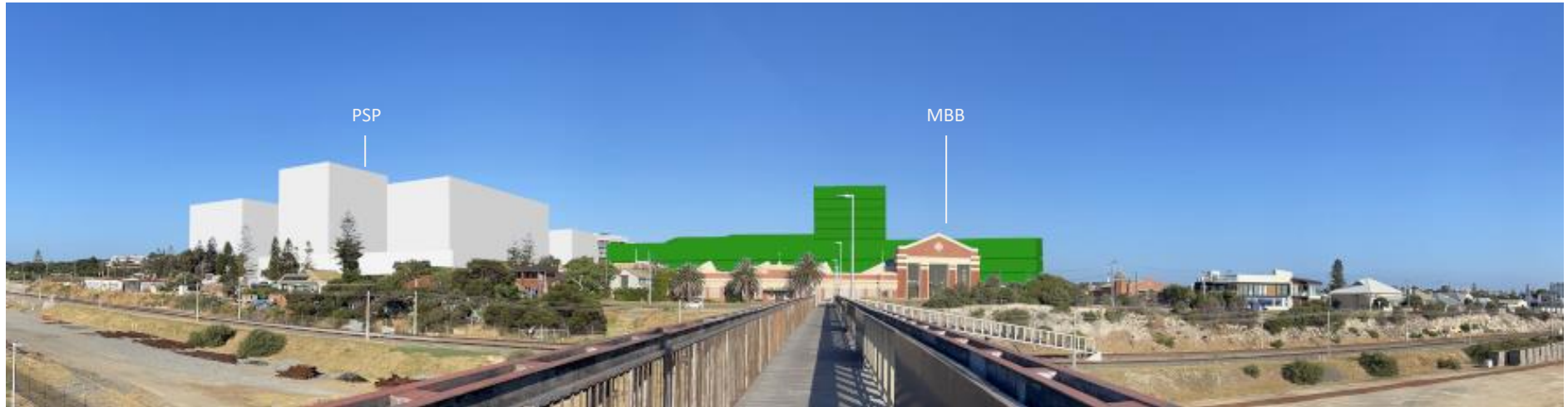


Figure 68: Viewpoint 19 - View on the pedestrian bridge leading to Stirling Highway

This view is taken at the same location as Viewpoint 8 of the McCabe Street Height Study. The Falcon and Tekona towers of the Taskers development can be seen from this view. From here, the approvable height limit of MBB is seen to be similar to the PSP along Stirling Highway, and a datum line can be seen from the Taskers along McCabe.

View 20 – Bib and Tucker Entrance



Figure 69: Viewpoint 20 – View from Bib and Tucker restaurant entry

As the local landscape has changed since the McCabe Street Height Study, this viewpoint is taken at the closest location to Viewpoint 9 of the original study and showcases the PSP and MBB sites visual performance and prominence from the Leighton Beach Apartment area. It is taken from the entry to the Bib and Tucker restaurant. Due to the distance and the growth of pine trees along Leighton Boulevard, the PSP and MBB blend into the overall landscape of trees and completed apartment buildings.

Viewpoint 21 – Park within Leighton Beach Apartments



Figure 70: Viewpoint 21 - View from community park at Leighton Beach Apartments

With more public spaces created within the Leighton Beach Apartment area, this image looks at the impact of the PSP at the public park at Leighton Beach Apartments. Similar to View 20 the PSP blends into the height of the trees and apartment buildings now completed at Leighton Beach Apartments.

Viewpoint 22 – Leighton Boulevard at Leighton Beach Apartments



Figure 71: Viewpoint 22 - View from Leighton Boulevard at Leighton Street Apartments

This view provides another angle of the PSP taken from a publicly accessible area within the Leighton Beach Apartments area, i.e. the pedestrian walkway along Leighton Boulevard. Similar to View 20 and 21, the heights of the buildings are similar to that already completed within Leighton Beach Apartments.

View 23 – North Fremantle Train Station Parking Lot



Figure 72: Viewpoint 10 - View from North Fremantle Train Station

The image is taken from the North Fremantle Train Station Parking Lot which shows that the PSP is similar in height to the Dingo Flour Factory and Leighton Beach Apartments when viewed from this angle. Due to the curvature in the road, most of the buildings are not visible from this location.

View 24 – Swan River Walking Trail opposite Phyllis Road



Figure 73: Viewpoint 24 - View from Stirling Highway traveling South

This view is taken from the same location as Viewpoint 12 of the McCabe Street Height Study and provides the visual landscape of the PSP from the southern public areas. From this angle, the other developments are the more dominant visual landmarks that can be seen, and a clear height datum set by Serai, Mustera and the Siskas towers are distinctly noticeable.

View 25 – Lookout at Sew Park at North End of Rule Street



Figure 74: Viewpoint 25 - View from Stirling Highway traveling South

This view is the same view taken from Viewpoint 13 of the McCabe Street Height Study and shows a closer view of the McCabe Street developments further north along the Swan River Walking Trail from View 16 earlier. From this angle, the PSP is hidden behind other developments. At this distance, all buildings appear to be of similar height and scale.

View 26 – Bolton Street Park



Figure 75: Viewpoint 26 - View from Bolton Street Park

This view is taken from the Bolton Street Park and the same location as Viewpoint 14 of the McCabe Street Height Study. At this distance, the PSP blends in with the completed Taskers development and is of similar (if not lower) height compared to the Fremantle Port Cranes.

View 27 – Public Boat Ramp on Swan River next to Zephyr’s Café, East Fremantle



Figure 76: Viewpoint 37 - View from near Zephyr’s Café

This view is taken at the same location as Viewpoint 18 of the McCabe Street Height Study and showcases the visual performance of the PSP and other developments from East Fremantle across the Swan River. From this distance, the Taskers and even the smaller The Cove project is evident as a larger scale built form. With Mustera, Serai and MBB to be built, the PSP falls neatly into the background of all these developments.

View 28 – Swan Yacht Club



Figure 77: Viewpoint 10 – View from the Swan Yacht Club

Whilst not noted as a place of interest within the McCabe Street Height Study, this additional image is presented to provide further context of the PSP in relation to its visual performance for other publicly accessible areas south of the Swan River. The completed (Taskers) and approved (Mustera and Serai) buildings set the context of the area clearly as a higher density high rise area.

5.4.4.4.2 Review of Images

The different views taken for the visual impact assessment of the proposed PSP can be categorised into several groups as shown in Figure 78.

Each of these groups present certain similar characteristics in terms of its distance to site, the angle of the view, and the general impact of the view.

The discussion of each group and the relevant planning policies and supporting discussions are presented in the following subsections.



Figure 78: Viewpoint Grouping for Discussion

Group 1: Mt Lyell View Corridor

- Views: 1, 2 and 3
- Distance from site: 650m

This view corridor was initially identified as a primary view corridor by the McCabe Street Height Study. As discussed extensively in earlier sections, this group of viewpoints are no longer relevant due to the overgrown of vegetation.

As shown in View 1B and 2, the hypothetical scenario of having no vegetation would also mean that the approved developments of Taskers, Mustera and Serai, have set the both the context in terms of height and intensity.

It is also worth noting from a preservation of view, Mt Lyell and most of the residences along McCabe Street still have the benefit of the views towards the Swan River retained. In fact, most of the houses along McCabe Street are designed to have their windows face that direction.

The PSP has little to no impact to these viewlines.

Group 2: Buckland Hill Estate

- Views: 4, 5, 6 and 7
- Distance from site: 250m

Majority of the houses in the Buckland Hill Estate are built with a northern aspect and focuses their views to the west towards the Indian Ocean where views are available. Most of the houses are two storeys and have limited views except for those along Vlamingh Parade and the upper floor of Riversea View.

On the ground floor level throughout the Buckland Hill Estate as seen from Views 6 and 7, the developments along McCabe Street are visible to the south above the roofline but are largely covered by houses and trees within the estate.

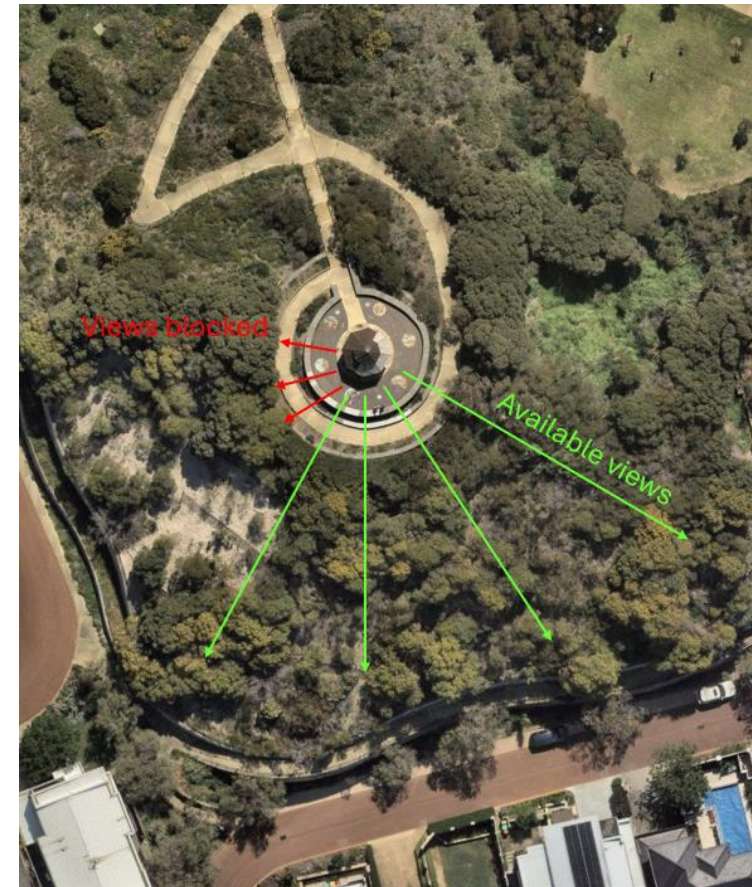


Figure 79: Extent of views being blocked by vegetation



Figure 80: Apparent datum line established from completed / new projects

The completed Taskers apartments, and soon to be built Mustera and Serai developments sets the datum on the skyline.

Notwithstanding, the blighted warehouse on the PSP is also visible and the redevelopment of the PSP would benefit the visual amenity of Buckland Hill Residents.

On the first floor of residents along Riversea View, most of the developments that has occurred has either reset the context of mid to high rise development on their southern border or would have blocked the views towards the river.

The intensity and scale of the development that has been established by Serai, Mustera and Taskers means the scale of the PSP development would be consistent in scale and intensity.

It is noted that the context set by approved and completed developments within DA18 area has set the scene for the PSP in as when viewed from Buckland Hill. The View corridors identified within LPP3.11 are no longer relevant as well.

Group 3: Leighton Battery

- Views: 8 and 9
- Distance from site: 500m

The Leighton Battery is located approximately 20m higher in elevation to the PSP and has a vantage overlooking the Indian Ocean, but the site is largely vegetated which limits this vantage. The high tree lines as shown in Figure 81 means that the views from Leighton Battery is limited to the west and northwest.

This means that the view lines in focus at the Leighton Battery are towards the west where views are unaffected.

Nevertheless, for the views towards the south, the existing Taskers development and the approved developments Serai and Mustera sets a reference point for the built form and height.



Figure 81: Extent of tall vegetation that blocks views

Group 4: Approach of southbound traffic onto site

- Views: 10, 11 and 12
- Distance from site: 250m

As seen in Views 10, 11 and 12, southbound traffic on Stirling Highway or Curtin Avenue will see the higher built form elements of the PSP when approaching the site. As vehicles gets closer, Taskers and Serai become more evident and start taking up the skyline as well.

The towers proposed on the PSP from this angle presents a change to the current visual landscape but can be a positive outcome for the following reasons:

a) Entry Statement into the City of Fremantle

As covered in the previous section, the PSP site is a gateway site as required within LPP3.11 Clause 4.1.5 paragraph 3 (d) and the Design Advisory Committee review. The height being tapered to the western edge allows an accentuated built form element along Stirling Highway. The scale of the buildings means creates a larger canvas for the architectural aesthetics to tell a story.

The concept is reflected in symmetry on the eastern entry to City of Fremantle between Town of East Fremantle and City of Fremantle. A proposed development at 91-93 Canning Highway East Fremantle approved by the State Development Assessment Unit (SDAU) in May 2023.



Figure 82: Gateway at 93 Canning Highway, East Fremantle providing symmetry to the proposed entry statement of the PSP



Figure 83: When approaching the site, the western towers

b) Creating a Visual Landmark

The McCabe Street Height Study highlighted that a good outcome for the development of the PSP site is to create a 23 storey visually appealing landmark (considered in Scenario 2). The proposed PSP does just that by creating a high rise built form (albeit substantially lower at 11 storeys) that acts as a blank canvas for a high quality architecturally excellent design.

Given the appropriate controls in place to ensure design excellence is achieved, these towers will not only improve the overall aesthetics and liveability of the neighbourhoods, but also serve as a visual landmark for North Fremantle adding interest and legacy to the landscape.

Noting that in its absence, the current blighted warehouse being nearly 4 storeys in height dominates the view of approaching vehicles from Stirling Highway and Curtin Avenue. The current building is littered with graffiti and is out of context of the residential nature of the area.

c) Consistency with Local Context

When approaching closer to the site, the other developments become more obvious and sets a datum for the local contemporary context of urban intensification and larger built form scale.

The PSP also adopts the guidelines outlined by the Visual Landscape Planning in Western Australia Part 3 which notes:

- Tall buildings should be located together in clusters or nodes to contain their impact to a smaller area
- To create a more graduated profile, the tallest in a cluster of buildings should be located inside the node, not as separate location or at the edge of the group
- A varied and graduated skyline should be created with a variety of building height and form
- Important view corridors should be maintained between buildings

In summary, the scale of the building is appropriate and fitting to achieve and provide a distinctive entry statement and gateway design to City of Fremantle.

d) Consistency with Other Stirling Highway Developments

As previously noted, high rise developments have been approved and built along Stirling Highway whereby the designation under Central Subregional Framework similar or inferior to the PSP site. These developments present similarly in context, scale and intensity to the proposed PSP.

Group 5: Leighton Beach

- Views: 13, 14, 15, 16, 17, 18 and 19
- Distance from site: 300m

The views from Leighton Beach presents itself to be the most visually pronounced views of all the other group of views of the PSP. Nevertheless, the PSP has taken consideration of various design elements to ensure that a good outcome is achieved through architectural design and good urban planning principles and therefore deem the PSP to be suitable and will also create a visual landmark and improved amenity.

In consideration of the visual amenity and performance of the following points are discussed:

- Visual Landmark
- Reflection to State Planning Policy 2.6
- Context

a) Visual Landmark

As discussed in the preceding sections, the McCabe Street Height Study states that a 23 storey well designed tall slender tower would provide significant positive beneficial visual amenities. It is noted within the report that taller slender built form design provides a visually interesting urban form with landmark buildings, attractive streetscape, and generous setbacks. The design would accommodate visual breaks and views to key features between upper built forms and therefore create a positive counterpoint to dominant alterations of built form in the area. The scenic integrity will improve as the area becomes more visually exciting and open landmark.

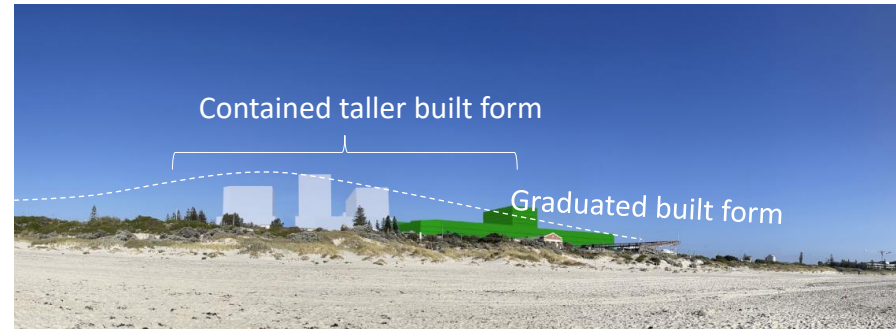


Figure 84: Consistency with local context and containment of built form



Figure 85: Prominence of pedestrian bridge is similar to the proposed built form of the PSP

It is worth noting that most visitors to Leighton Beach do focus on the ocean instead of paying attention of the easterly view of the towers. Since the PSP site is elevated, the current warehouse is very visible when looking eastwards. Viewers are confronted by a blighted, graffiti ridden warehouse that presents itself as an eyesore.

b) Visual Landscape and Graduated Built Form Profile

The proposed PSP also follows a graduated change in height taking cues from the Dingo Flour Factory, Pedestrian Bridge the approvable height of the MBB site and existing houses on the top of Buckland Hill. It is also consistent with the process of managing prominent buildings stipulated within the Visual Landscape Planning in Western Australia guidelines:

- Tall buildings should be located together in clusters or nodes to contain their impact to a smaller area
- To create a more graduated profile, the tallest in a cluster of buildings should be located inside the node, not as separate location or at the edge of the group
- A varied and graduated skyline should be created with a variety of building height and form
- Important view corridors should be maintained between buildings

It is also worth noting that Taskers and Serai will be visible approximately 200m out into the sea and will appear similar in height to MBB.

c) Local Context

When the PSP is viewed in closer proximity from Leighton Beach, primarily at its car park, the cut into the railway line embankment, the pedestrian bridge, the Dingo Flour Factory, the existing Matilda Bay Brewery building each provides an element of interest which allows the PSP buildings to blend in. As seen in Figure 85, the prominence of the PSP is in line with the height of the pedestrian bridge.

Group 6: Leighton Beach Apartments

- Views: 20, 21, 22 and 23
- Distance from site: 800m

The views from Leighton Beach Apartments presents the PSP in the Middleground (defined as areas between 500m to 6.5km from a viewer position) and shows that the current PSP is consistent with the topography, vegetation, and built form scale of neighbouring development. In most instances the buildings blend into the trees and the completed apartment buildings.



Figure 86: Group 7 viewpoints show that PSP blends into the background of proposed and existing developments

Group 7: Swan River Foreshore

- Views: 24, 25, 26, 27 and 28
- Distance from site: varies

With views from the south of the site, the prominence of the PSP is diminished as all the other developments along McCabe Street presents itself in the foreground to the PSP. Furthermore, the topography of McCabe Street becomes more apparent, and the datum line created from developments such as Mustera and Serai become more obvious.

5.4.4.5 Summary of View Analysis

In terms of the visual performance of the PSP and the building height, the proposal is consistent with the good outcomes with SPP2.6, McCabe Street Height Study. Good urban design form has been adopted to achieve this.

Prominent view groups are that from Leighton Beach and southward bound travelway which can be managed through architectural design, landscaping, generous setback, graduated built form profile, clustering of towers and permeable design – all of which has been provided within the PSP.

From the viewpoint analysis, it is also clear that the visual landscape has changed since the inception of the DA18 area. Considerations that the North Fremantle context is represented by “fine-grain” built form is no longer applicable given the prominence of the completed Taskers development, The Cove, plans for Serai and Mustera developments, Future of Fremantle projects, and minim cove houses. The local context derived from these changes are setting the future and expected context and character for the area.

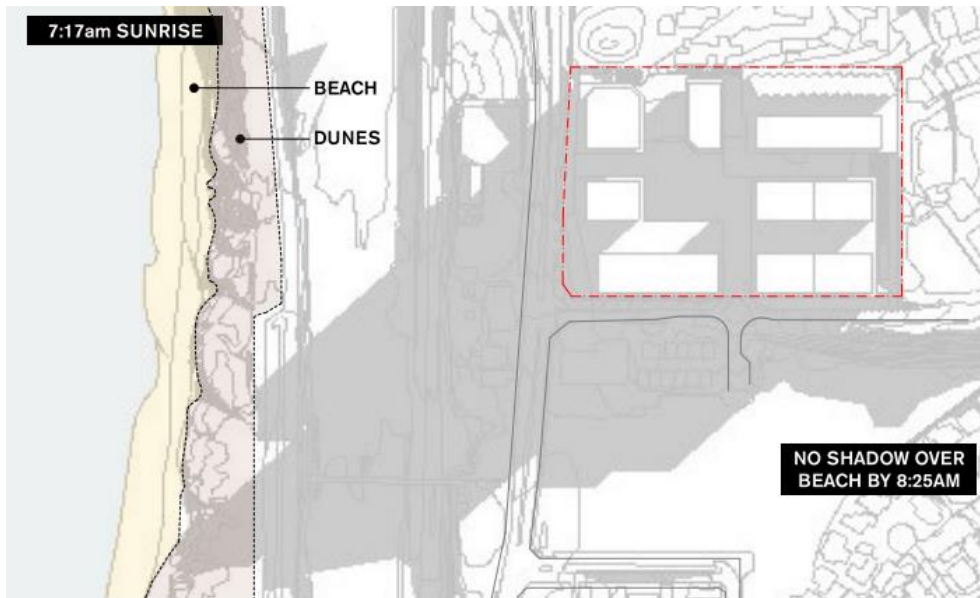


Figure 87: Shadow study diagram on 21st of June 8:25am

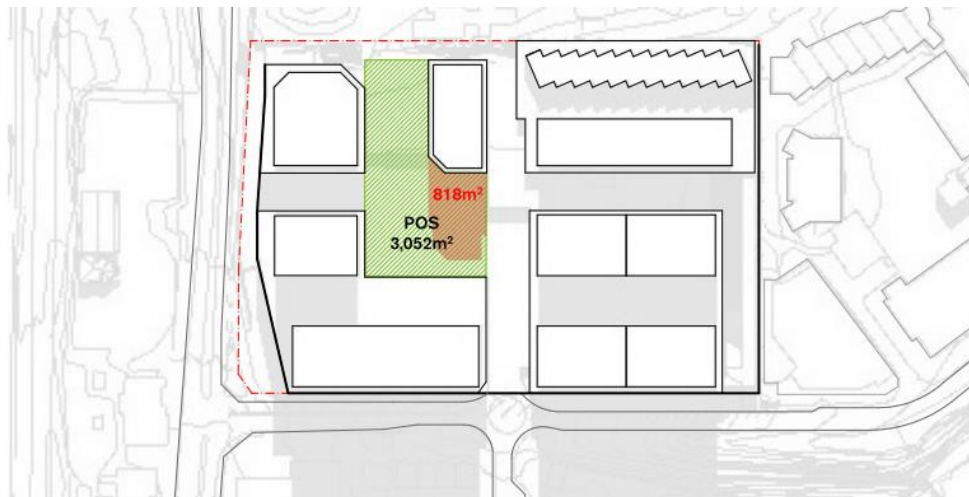


Figure 88: Shadow cast onto POS at 12pm on Winter's Solstice

5.4.5 Overshadowing

The overshadowing of the proposed built form of the PSP is assessed against the two primary public areas near the PSP, i.e.

- Overshadowing onto Leighton Beach
- Overshadowing onto the internal POS

5.4.5.1 Overshadowing onto Leighton Beach

To assess the impact of overshadowing of the PSP to Leighton Beach, the proposed PSP is compared against the originally approved Structure Plan (2005) for the site.

On Winter Solstice, sunrise occurs at 7:17am and the original approved Structure Plan shows that the shadow leaves the beach by 8:00am. The current PSP shows that the shadow leaves the beach by 8:25am which is a marginal 25 minutes more compared to the original approved plan.

It is worth noting that portion of the Mosman Beach is also in shadow cast by sand dunes. The overshadowing of Leighton beach is therefore minimal under the current PSP.

5.4.5.2 Overshadowing onto Internal POS

The proposed PSP not only improves legibility of the POS from Stirling Highway, but it also improves the overshadowing of the tower onto the internal public open space. Figure 46 shows the shadow cast upon the internal POS at 12:00pm on Winter Solstice to be minimal.

5.5 Public Realm

The public open space draws on the opportunities identified earlier in the report to create a consolidated active use space and strong north-south green connections. Aspect Studios have prepared a landscape strategy as shown below and can be found in Appendix G.

High quality landscaped open space in excess of the requirements of Liveable Neighbourhood's 10% contribution is planned for the PSP. This is anchored by an active neighbourhood park planned at the centre of the subject site acting as a drawcard for not only the subject site but the wider region, and linear parks acting in line with the opportunities identified to create connections to neighbouring key destinations (Buckland Hill to the north and Matilda Bay Brewery to the south).

Key metrics of the landscape strategy is shown in Table 14 below.

Table 14: Landscape measurements

Measurement	Area (m ²)
Total POS Area	4,834
Deep Soil Planting Zone (on ground)	3,778
Deep Soil on Structure	2,069
Total Deep Soil	5,847
Tree Canopy	4,621

Furthermore, the main northern accessway and the Stirling Highway pedestrian way will be landscaped as shown in Figure 47 to provide a green connection and canopy for shade.

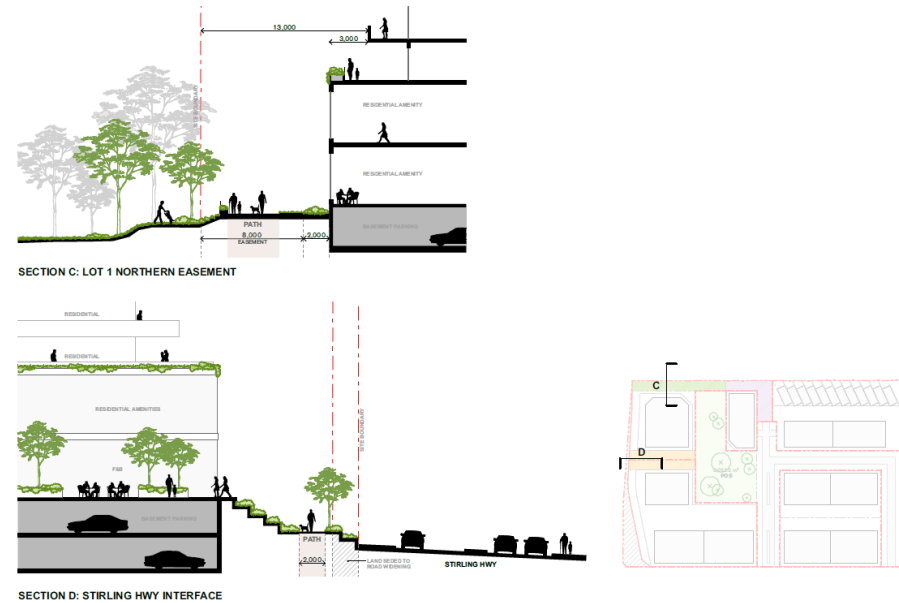


Figure 89: Proposed accessway landscaping and interface

5.6 Streetscapes

Limited internal roads are provided to promote a highly walkable environment. Nevertheless, where streets are required, the street is designed to promote a green canopy, high amenity and safety. The different streetscapes adopted are shown in Figure 48 below.

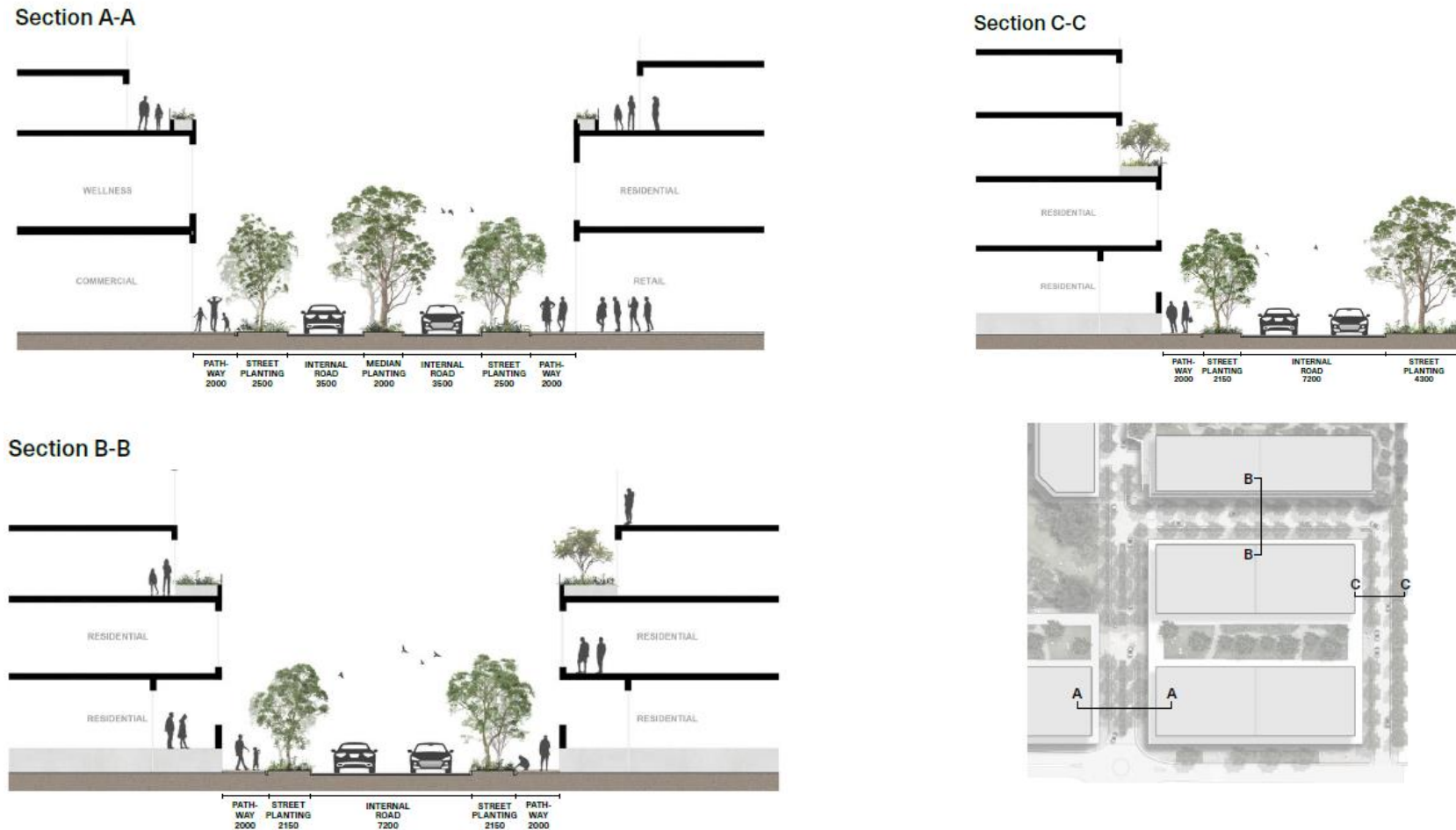


Figure 90: Proposed cross section of streets

5.7 Infrastructure and Servicing

An engineering servicing report has been undertaken by JDSI (Refer to Appendix H). A summary has been provided in Table 15.

There is adequate servicing available.

5.8 Sustainability

A sustainability strategy and target has been completed by Full Circle Design Services. The key design features contemplated for the PSP include:

- Provision of solar generation
- Metering and tuning system
- Demand controlled ventilation
- Commissioning management
- Health and wellness
- Amenity space

Refer Appendix I for further details.

Table 15: Infrastructure Servicing

Utility	Advice
Sewer	The site contains an existing connection from the corner of Stirling Highway and McCabe Street. In order to accommodate the new development this existing connection will need to be upgraded. Further engagement with the Water Corporation will be required to determine the size and additional capacity required to service the network.
Water	There is an existing property connection to the existing 205S-5 water main in McCabe Street that is fed from a 305mm steel main in Stirling Highway. The existing capacity of these mains and the connection location will need to be confirmed by Water Corporation.
Power	The subject site appears to be serviced by an existing low voltage network crossing from the southern boundary or McCabe Street. There is also an overhead low voltage cable running along Stirling highway as well as a high voltage overhead cable running along McCabe Street. It is anticipated that a substantial increase of power demand will be required and therefore additional high voltage infrastructure including transformers and switchgears will be required to service the development. It is likely that there should be sufficient spare capacity in the North Fremantle zone substation with the Western Power Network Capacity Mapping Tool indicating that there is between 20 and 25MVA available capacity (Forecast 2026), however servicing of the proposed development is subject to available feeders in the vicinity and their capacity.
Gas	There is an existing high pressure line which is high risk in nature as well as an existing service gas line running along McCabe Street. A service from this main should be possible but will need to be confirmed with ATCO Gas.

5.9 Local Water Management Strategy

A local water management strategy has been completed by Oversby Consulting and details can be found in Appendix J.

The post development scenario has been designed to the City of Fremantle's requirements of:

- The 1% AEP flow rate matches the 5% AEP natural state flow rate
- No direct connection to the City's drainage network due to the limited infrastructure and capacity in the current street drainage

Rainwater runoff will be stored on site through bioretention gardens, underground storage with flows discharge of stormwater flows below current rates into McCabe Street and the adjoining northern basin.

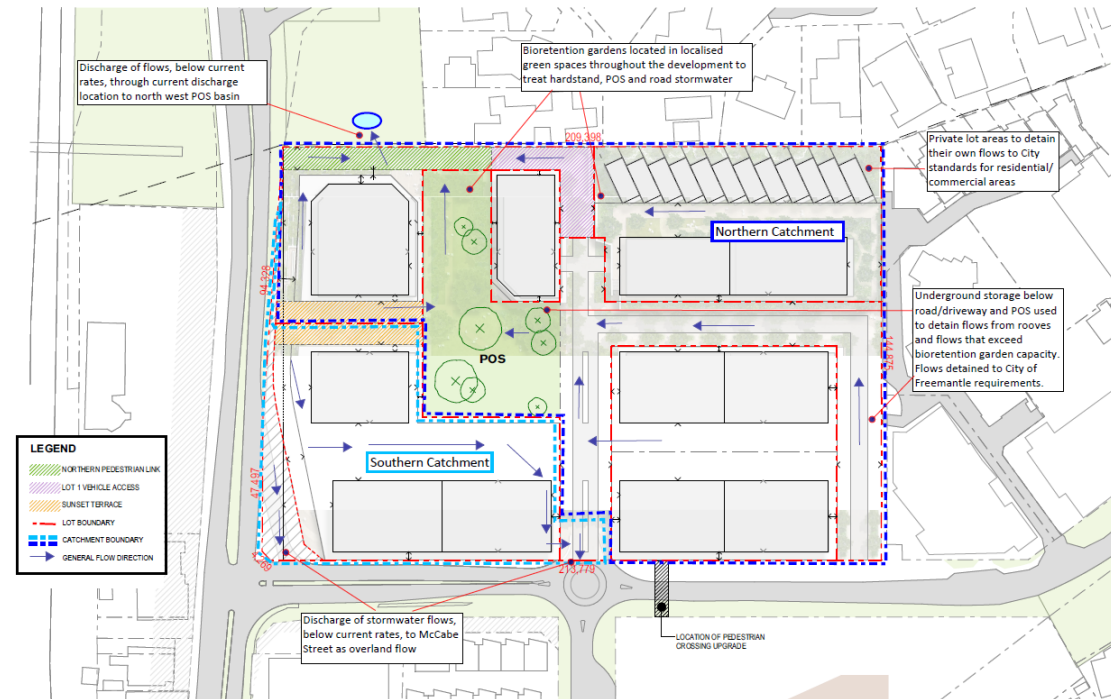


Figure 91: LWMS Strategy

5.10 Movement Response

- A Traffic Impact Assessment (TIA) (refer Appendix G) has been prepared to support the traffic generation from the PSP and consider the road infrastructure improvements that are necessary.
- It is important to note that this PSP is not in isolation creating intersection delays at the McCabe Street / Stirling Highway junction. The traffic must be considered cohesively with the background traffic growth as well as this PSP.
- The TIA concluded that the McCabe Street/Stirling Highway intersection requires upgrades by 2025-2035. It is understood MRWA and the City of Fremantle are currently assessing options for upgrading this intersection noting the MRS road widening requirement within the PSP.
- The PSP will be contributing to the supply of a round-a-bout at McCabe Street – McCabe Place intersection. This will improve traffic flow along McCabe Street as well as assist with vehicle circulation into/out of the PSP as well as McCabe Place
- The full extent of the MRS road widening requirement along McCabe Street is not expected to be required. There is sufficient road reservation width already to accommodate the supply of a round-a-bout, therefore this has not been accounted for within the PSP.
- The PSP will align with Main Roads Western Australia’s Road Concept Plan for Stirling Highway widening as stipulated within Appendix G.
- Pedestrian connectivity has been extensively considered as discussed within previous design elements. The Precinct’s aim is to help facilitate and promote a legible and universally accessible environment both around the site as well as through the site.
- This will be achieved through the multiple accessways proposed as well as improvements to the Stirling Highway pedestrian infrastructure.

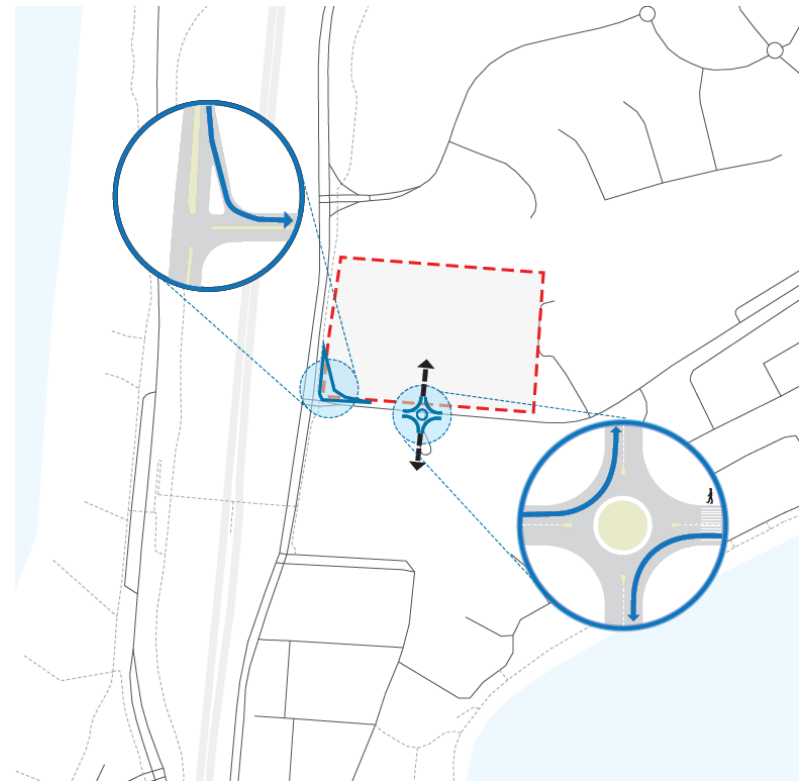


Figure 92: Road upgrades proposed for PSP

6 Technical Appendices

- A. Net Benefit Test
- B. Noise Assessment
- C. Design Advisory Committee Meeting Minutes
- D. Peer Reviews
- E. Community Needs Assessment
- F. Traffic Impact Assessment
- G. Landscape Architect Report
- H. Engineering Infrastructure Report
- I. Sustainability Statement
- J. Local Water Management Strategy