



Metro Inner Development Assessment Panel Agenda

Meeting Date and Time: Tuesday, 1 October 2024; 1:00pm
Meeting Number: MIDAP/36
Meeting Venue: 140 William Street, Perth

A live stream will be available at the time of the meeting, via the following link:
[MIDAP/36 - 01 October 2024 - City of Fremantle](#)

PART A – INTRODUCTION

1. Opening of Meeting, Welcome and Acknowledgement
2. Apologies
3. Members on Leave of Absence
4. Noting of Minutes

PART B – CITY OF FREMANTLE

1. Declarations of Due Consideration
2. Disclosure of Interests
3. Form 1 DAP Applications
 - 3.1 Lot 8 (No.19) Essex Street, Fremantle - Four Storey Tourist Development – DAP/24/02724
4. Form 2 DAP Applications
5. Section 31 SAT Reconsiderations

PART C – OTHER BUSINESS

1. State Administrative Tribunal Applications and Supreme Court Appeals
2. General Business
3. Meeting Closure

Please note, presentations for each item will be invited prior to the items noted on the agenda and the presentation details will be contained within the related information documentation



ATTENDANCE

DAP Members

Tony Arias (Presiding Member)
Lee O'Donohue (Deputy Presiding Member)
Karen Hyde (Specialist Member)

Part B – City of Fremantle

Cr Ingrid Van Dorssen (Local Government DAP Member, City of Fremantle)
Cr Andrew Sullivan (Local Government DAP Member, City of Fremantle)

Minute Secretary

Laura Simmons (DAP Secretariat)

Officers in Attendance

Ashlee Kelly (DAP Secretariat)



PART A – INTRODUCTION

- 1. Opening of Meeting, Welcome and Acknowledgement**
- 2. Apologies**
- 3. Members on Leave of Absence**
- 4. Noting of Minutes**



PART B – CITY OF FREMANTLE

1. Declarations of Due Consideration

2. Disclosure of Interests

3. Form 1 DAP Applications

- 3.1 Lot 8 (No.19) Essex Street, Fremantle - Four Storey Tourist Development
– DAP/24/02724

4. Form 2 DAP Applications

Nil.

5. Section 31 SAT Reconsiderations

Nil.

Part B – Item 3.1 - LOT 8 (NO. 19) ESSEX STREET FREMANTLE – FOUR STOREY TOURIST DEVELOPMENT

Form 1 – Responsible Authority Report (Regulation 12)

DAP Name:	Metro Inner
Local Government Area:	City of Fremantle
Applicant:	Developed Property
Owner:	Kvarken Pty Limited
Value of Development:	\$8 million
Responsible Authority:	City of Fremantle
Authorising Officer:	Manager Development Approvals
LG Reference:	DAP002/24
DAP File No:	DAP/24/02724
Application Received Date:	14 June 2024
Report Due Date:	10 September 2024
Application Statutory Process Timeframe:	90 Days
Attachment(s):	1. Amended Development Plans 2. Applicant's Planning Report 3. Amended Architectural Report 4. Heritage Impact Statement 5. City of Fremantle Heritage Assessment 6. Heritage Council Response 7. Amended Waste Management Plan 8. Transport Impact Statement 9. DAC Meeting Minutes 10. Schedule of Submissions and Applicant Response 11. Sustainability Report 12. Acoustic Report 13. Site Photos

Responsible Authority Recommendation

That the Metro Inner DAP resolves to:

1. **Refuse** that the DAP Application reference DAP/24/02724 is appropriate for consideration as a Tourist Development land use and compatible with the objectives of the zoning table in accordance with the City of Fremantle Local Planning Scheme No. 4;
2. **Refuse** DAP Application reference DAP/24/02724 and accompanying plans (DA00.00, DA00.01, DA01.01, DA01.02, DA01.03, DA01.04, DA01.05, DA01.06, DA01.07, DA02.01, DA02.02, DA02.03, DA02.04, DA02.05, DA02.06, DA03.01, DA03.02, DA03.03, DA03.04, DA04.01) in accordance with Clause 68 of Schedule 2 (Deemed Provisions) of the *Planning and Development (Local Planning Schemes) Regulations 2015*, and the provisions of the City of Fremantle Local Planning Scheme No. 4, for the following reasons:

Reasons

1. The proposal is inconsistent with clauses 67(a) of the Deemed Provisions as the building height does not meet the requirements of Schedule 7 clause 1.2b and c of Local Planning Scheme No. 4 due to the bulk and scale of the rear addition resulting in a detrimental impact to the amenity and heritage significance of neighbouring properties and the surrounding area.
2. The proposal is inconsistent with clauses 67(m) and 67(n) of the Deemed Provisions as the proposal will result in a detrimental impact to the amenity of neighbouring properties by virtue of the height, scale and setbacks of the rear addition.
3. The proposal is inconsistent with the requirements of Local Planning Scheme No. 4 and the Deemed Provisions, in relation to the lack of on site vehicle parking.
4. The proposed collection of waste from the development on Norfolk Lane will result in an unreasonable impact on the amenity of the locality.

Reasons for Responsible Authority Recommendation

- Impact of building height of the new addition on the amenity of the properties to the south, with specific concern in relation to impacts on privacy, access to winter sun and daylight.
- Impact on the heritage significance of the surrounding buildings facing Norfolk Street.
- Car parking shortfall and the impact on traffic and parking in the City Centre.

The applicant is encouraged to consider an amended proposal that increases the setbacks of Level 3 from the south eastern boundary, to graduate the scale from the Norfolk Street properties.

An amended Responsible Authority Recommendation is provided for the Development Assessment Panel's consideration.

Details: outline of development application

Region Scheme	Metropolitan Region Scheme (MRS)
Region Scheme - Zone	Central City
Local Planning Scheme	Local Planning Scheme No. 4 (LPS4)
Local Planning Scheme - Zone	City Centre
Use Class and permissibility:	Tourist Development - D
Lot Size:	1614m ²
Existing Land Use:	Office, Restaurant, Small Bar
State Heritage Register	No
Local Heritage	☐ N/A ☒ Heritage List

	☒ Heritage Area
Design Review	☐ N/A ☒ Local Design Review Panel ☐ State Design Review Panel ☐ Other
Bushfire Prone Area	No
Swan River Trust Area	No

Proposal:

The application seeks approval for a four storey Tourist development at No. 19 (Lot 8) Essex Street, Fremantle (subject site). The proposed development includes internal alterations to the existing building as well as the addition of a four storey building to the rear of the site. The proposed land use is for a short stay accommodation premises comprising 80 rooms with 247 beds and associated amenities (communal dining, kitchen, laundry and bathroom facilities etc.) and a small bar.

The key components of the proposed development can be seen at Attachment 1 and are summarised as follows:

Proposed Land Use	Tourist development
Proposed Net Lettable Area	2600m ²
Proposed No. Storeys	Two (2) - Four (4)
Proposed No. Dwellings	N/A

The works component of the development includes:

- Demolition of internal ground floor partitions within the south building (ground floor of the north building will be left as existing).
- Demolition of internal upper floor partitions, stairwell and wet areas in both the north and south building
- Removal of sections of roof sheeting to be replaced with translucent sheeting.
- Internal fit out of the ground floor of the existing south building for a small bar, guest communal dining, kitchen and laundry facilities.
- Internal fit out of the upper floor for bedrooms and bathrooms in both the north and south building
- Construction of a four storey addition at the rear of the site consisting of waste, laundry, parking, bathroom and bike store facilities on the ground floor and bedrooms on the first, second and third floors.
- Remediation works to heritage façade of the north building.

The applicant submitted amended plans on 23 August 2024 including the following changes:

- Addition of three (3) 'bike loops' on the Essex Street verge and the indication of an existing bike store containing 10 bicycle hoops at the rear of the building.
- Removal of the 'LyLo' signage on the exterior of the rear addition.

- Indication of air conditioner units on the roof of the existing buildings (to be contained within the valley of the north and south buildings of the subject site).
- Diagram illustrating the visibility of the four storey addition from Essex and Norfolk Street.

Background:

Site Context

The subject site has a total land area of 1614m² and is zoned City Centre under Local Planning Scheme No. 4 (LPS4). The site is located within the Central Fremantle Heritage Area and abuts a State heritage listed building to the west and City of Fremantle heritage listed buildings to the south and east (a right of way runs along a portion of the south rear boundary). The surrounding area features a mix of residential and commercial land uses.

The subject site contains two buildings joined by a party wall down the middle of the site. The existing north building was constructed circa 1907 and is part of the Former Mills and Co. Building. In 2012 the buildings located on the southern half of the site, constructed circa 1940, were demolished and a new building to match the retained north building was constructed. Various alterations and changes in use have occurred on the site throughout recent decades with the building currently being used for offices, an educational establishment, a small bar and a restaurant.

Refer to the figures below for additional site context.



Figure 1 – Planning Context Map



Figure 2 – Site Aerial Image



Figure 3 – Existing Street View

Site History

The relevant development history evident under the property file is listed below:

- DA0065/23 – Internal alterations to existing building and change of use to public amusement (existing 'Escape Room' venue in tenancy 1)
- DA0120/22 – Signage and internal alterations to existing building (signage and fit-out for the exiting small bar 'The Flaming Galah' in tenancy 2 – note: Small bar land use is exempt under Local Planning Policy 1.7).
- DA0525/20 – Change of use from office to education establishment, signage and internal fit-out (existing 'Centacare' educational establishment in tenancy 3 – to be replaced by proposed land use)
- DA0322/19 – Four storey tourist accommodation building and additions and alterations to existing building (never acted on)
- DA0364/14 - Change of use to Fast Food Outlet and addition of signage (existing 'Tutti Frutti' fast food outlet in tenancy 3 – to be replaced by proposed land use)
- DA0472/10 - Partial demolition of existing buildings on the south of the site, partial change of use to office and signage additions

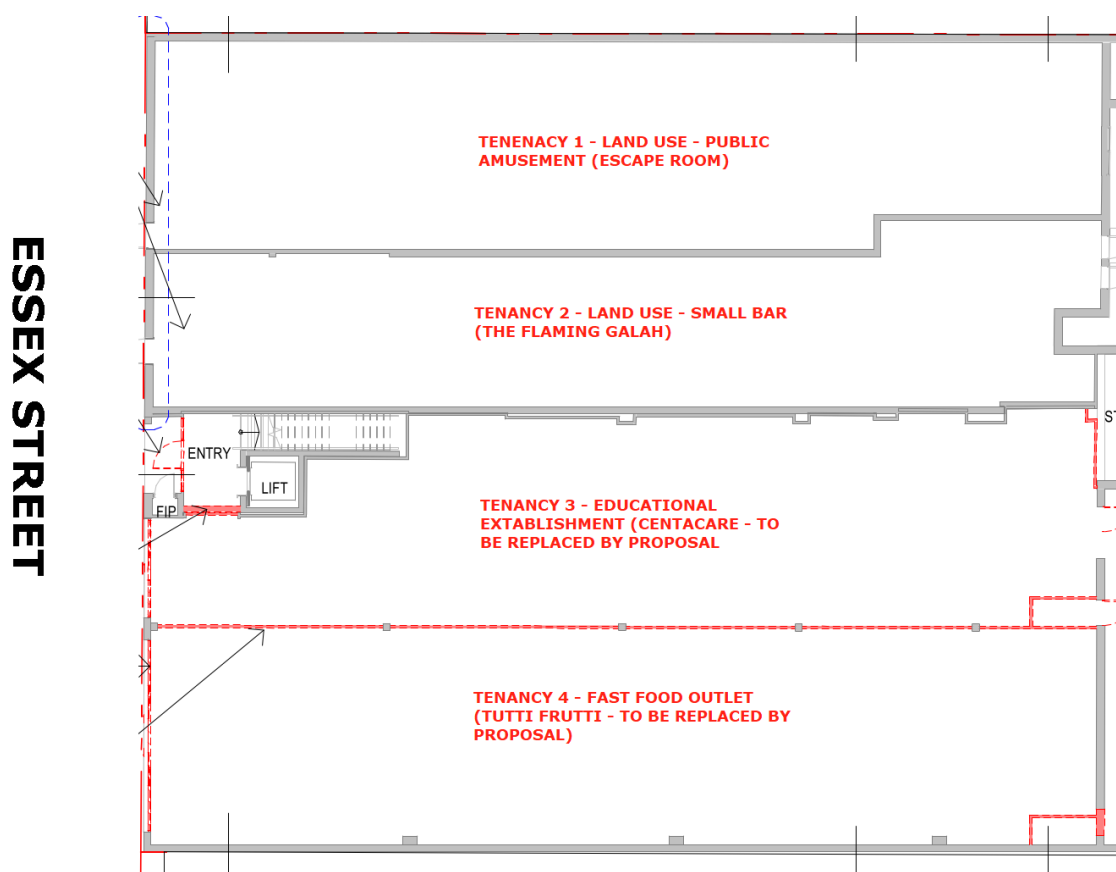


Figure 4 – Existing Land Uses

Legislation and Policy:

Legislation

- *Planning and Development Act 2005*
- *Planning and Development (Local Planning Schemes) Regulations 2015 (WA)*

- *Planning and Development (Development Assessment Panels) Regulations 2011*
- Metropolitan Region Scheme
- City of Fremantle Local Planning Scheme No. 4

State Government Policies

- State Planning Policy 3.5 - Historic Heritage Conservation
- State Planning Policy 7.0 - Design of the Built Environment

Local Policies

- Local Planning Policy 1.3 – Community Consultation on Planning Proposals
- Local Planning Policy 1.6 – Heritage Assessment and Protection
- Local Planning Policy 1.9 – Design Advisory Committee and Principles Of Design
- Local Planning Policy 1.10 – Construction Sites
- Local Planning Policy 2.3 – Fremantle Port Buffer Area Development Guidelines
- Local Planning Policy 2.13 – Sustainable Buildings Design Requirements
- Local Planning Policy 2.19 – Contributions for Public Art and/or Heritage Works
- Local Planning Policy 2.24 – Waste Management Plans for New Development
- Local Planning Policy 3.6 – Heritage Areas

The development assessment has been undertaken in accordance with the abovementioned legislation and policies.

Consultation:

Public Consultation

In accordance with LPP1.3 (Community Consultation on Planning Proposals), the application was advertised to the public from the 8 July 2024 until 6 August 2024 by means of letters to owners/occupiers of properties within a 200m radius of the site, a sign on site, notices in the press and inclusion on the City's MySay webpage.

In response, the City received a total of 25 submissions. 22 submissions were received that objected to the proposal and 3 submissions in support of the proposal. A schedule of the public submissions which includes the full details on each submission as well as the applicant's response to these submissions are included as Attachment 10.

A summary of the key points raised in the submission in support of the proposal are detailed below:

- The development is an opportunity to draw more visitors into the city centre.
- More accommodation in the city centre will be a positive change.
- The development does not appear to significantly change the appearance of the streetscape.
- Fremantle is in need of higher density tourist accommodation.

A summary of the key points raised in objection to the proposal are included in Table 1 below:

Table 1 – Summarised Objections and Officer Comments

Issue Raised	Officer comments
Parking/ Traffic • Insufficient car parking provided • Insufficient facilities for bicycle storage • Increased traffic from service vehicles, deliveries and guest arrivals causing traffic congestions. • No designated area for guests arriving via taxi/uber etc. • There is currently difficulty in finding parking on Essex Street.	Parking and bicycle facilities have been assessed in the following sections. A requirement for an Operational Management Plan to manage guest arrivals and service deliveries is included as a recommended condition.
Building height • Detrimental impact on the character of Norfolk/Essex Street due to the visibility of the rear addition. • The 11m maximum building height must not be exceeded.	Building height in excess of 11m (to a height of four storeys/ 14m) can be considered subject to satisfying the requirements of LPS4. The building height has been assessed in the following sections below.
Design of the rear building • The rear addition will not blend in with the surrounding area and is not aesthetically pleasing. • A four storey square shaped building does not fit with the character of buildings in the surrounding area. • The branding on the exterior of the building is excessive.	The proposal has been carefully considered against the context and character of the Central Fremantle Heritage Area. In addition, the proposal was referred to the Design Advisory Committee (DAC) and Heritage Council who were generally supportive of the proposal. The DAC and Heritage Council comments and built form assessment are included in the following sections below.
Overshadowing • The development exceeding 11m in height will result in significant overshadowing of outdoor living areas/major openings on adjacent properties. • Insufficient overshadowing plans/models provided.	The applicant provided shadow diagrams which detail the shadow cast throughout various times of the day. It is considered that the shadow diagrams are an accurate representation of how the shadow will move throughout the day. It is considered that the shadow will not be significantly concentrated on a single site for a substantial period of the day.
Visual privacy • There will be a loss of privacy to major openings and outdoor living areas on adjoining properties. • Direct overlooking from windows over adjoining properties.	The applicant has indicated screening to be installed on the upper floor windows of the rear addition to reduce the impact on neighbouring properties. A condition is recommended for a detailed drawing of this screening to be provided prior to the lodgement of building permit application.

Impact to adjacent heritage buildings • Detrimental impact to the level 2 heritage listed building on the subject site. • Detrimental impact to the adjacent heritage listed buildings during construction. • Impact to the small portion of limestone boundary wall adjoining a State Heritage Registered place.	The proposal was referred to the Heritage Council to consider heritage implications on adjacent heritage listed buildings (including the limestone boundary wall at the rear of the site). The Heritage Council was generally supportive of the proposal subject to conditions pertaining to a dilapidation survey of adjacent heritage listed buildings as well as a program of monitoring any structural movements of these buildings. The advice from the Heritage Council is included in the following sections below. This advice will form recommended conditions.
Visual impact to the streetscape/ character of the area / surrounding properties • There's no representation of how the four-storey development at the rear will impact the Norfolk Street streetscape. • Visual impact of external plant and fixtures	The proposal has been carefully considered against the context and character of the surrounding streetscapes. The applicant provided 3D mapping data to allow input into the City's mapping software. 3D Visual representations are included in the building height assessment below. A condition will be recommended to ensure external plant and fixtures are in a suitable location to minimise visual impact on the surrounding area.
Development density/ number of occupants/rooms • Excessive number of rooms/beds. • The density will result in excessive activity in an area where people reside.	The density of the development is considered appropriate for the region-serving role of the City Centre.
Noise • Excessive noise from plant and machinery (air con etc.) • Excessive noise from patrons of the small bar as well as guests staying at the accommodation. • Impact from the 24/7 operation of the accommodation.	The applicant has provided an acoustic report which is included as Attachment 12 It is considered that the plant and equipment for the development, as indicated in the acoustic report, features sufficient separation/screening to effectively reduce the impact of noise on surrounding noise sensitive premises. Regardless of this, any noise generated from the proposed development must comply with the <i>Environmental Protection (Noise) Regulations 1997</i>.
Waste management • Detrimental impact on the amenity of the area from odour and noise from disposing of waste. • Insufficient detail to illustrate how the amount of waste generate from 300 people will be managed.	A waste management plan (WMP) has been provided and reviewed by internal departments at the City. A contractor will be utilised to manage the waste output from the proposed development. The waste management of the development has been further

• Placement of bins blocking right of ways and access along Norfolk Lane.	addressed in the applicable section below.
Construction impacts • Impact on adjoining businesses (nearby bed and breakfast etc.) during construction.	A condition is recommended for a construction management plan to be provided prior to the lodgement of a building permit application to ensure impact to the surrounding area is mitigated during the construction phase.
Other • The accommodation is an unappealing place to stay. • Hotels are not full during winter time; Another hotel in the City Centre is not needed. • Backpackers are already catered for in the City Centre, more accommodation for them is not required. • There are other more appropriate locations for the proposed development. • Anti-social behaviour from guests • The proposal has little to offer the Fremantle City Centre and will not offer anything to the community. • There is a misrepresentation of how the rear addition will appear from the streetscape. • The proposed development submission fails to identify 15-17 as a residential property. • The type of clientele the Small Bar is targeting via the provision of cheaper alcohol will increase anti-social behaviour.	Assessment of the proposed land use and the impact on the amenity of the area is discussed in the report below. A requirement for an Operational Management Plan to mitigate any potential detrimental impact from anti-social behaviour is included as a recommended condition.

Referrals/consultation with Government/Service Agencies

Heritage Council

As the subject site is adjacent to a State Heritage listed building and proposes significant additions and alterations, it was required to be referred to the Heritage Council.

Heritage Council have advised that the proposal will not affect the cultural heritage significance of the adjacent properties (Port Flour Mill and Fremantle Technical College Annexe) and minimal adverse impact on 26-28 Norfolk Street. This is subject to conditions as follows:

1. *A dilapidation survey of the Port Flour Mill, 26-28 Norfolk Street and the limestone boundary wall is to be prepared by a suitably qualified professional prior to any works being undertaken.*

2. *A program of monitoring any structural movement and potential vibration impacts on the Port Flour Mill, 26-28 Norfolk Street the limestone boundary wall is to be implemented at the commencement of works. The Heritage Council is to be notified immediately if any impact occurs and advised on a recommended course of action by a suitably qualified structural engineer.*

Conditions of approval have been recommended in accordance with the above. A copy of the Heritage Council advice is included as Attachment 6.

City of Fremantle Heritage Comment

19 Essex Street contains three elements of cultural heritage significance:

- 19B façade
- 19B interior of ground floor tenancies
- Limestone wall to rear boundary

19A Essex Street, the southern half of the building is a two-storey addition constructed in 2012 to replace an earlier building from 1941. This part of the building has no heritage significance but is sympathetic with the character of streetscape. The proposed changes will have no impact on the heritage significance of 19 Essex Street or the heritage character of Essex Street.

The works proposed in this application will have only a minor impact on the heritage significance of 19B Essex Street. The façade and the shopfronts will undergo some remediation and repainting which not adversely affect heritage fabric or heritage significance. The interior of the ground floor tenancies will undergo some minor changes but will retain original finishes and remain as two tenancies.

The proposed four storey accommodation block is located at the rear of the site and will not directly affect any significant heritage fabric at 19 Essex Street or adjoining heritage properties. It will have little visual impact on the presentation of 19 Essex Street and its contribution to the streetscape as it is a considerable distance from the street and will be largely concealed by the existing two storey building at the front of the site.

The limestone wall on the rear boundary of the site will not be affected by this proposal. However, the wall needs to be protected during construction as it will not have a modern structurally designed footing only a thickening of the wall. Any works to this wall must match the existing original stonework and lime pointing and cement mortars and sealers must not be used.

The works proposed in this application are acceptable as they will have only a minor impact on the heritage values of 26-28 Norfolk Street, 19 Essex Street and the Central Fremantle Heritage Area. However, precautions need to be undertaken during construction to ensure that the adjacent State Heritage listed buildings 26-28 Norfolk Street and Port Flour Mill are not adversely affected.

Recommended conditions:

1. Refer to HCWA advice dated 29 July 2024.
2. Methodology for stonework repair to be provided as part of the Building Licence documentation. Repairs to match original stone, stonework and

pointing in stone type, coursing pattern and mortar composition and colour. Cement mortar or sealers are not to be used.

The full heritage assessment is included as Attachment 5.

Fremantle Port Authority

The Fremantle Port Authority requested that the relevant requirements of LPP2.3 (Fremantle Port Buffer Area Development Guidelines), be addressed. As the site sits in the 'Buffer Zone 2', these requirements will be secured by a recommended condition.

Other Advice

The application was referred to the relevant internal departments at the City of Fremantle for formal comment as part of the assessment process. All departments were generally satisfied with the proposed development. Any comments received will be addressed via conditions and advice notes. The comments received related to ensuring standard requirements are followed, specifically:

1. Building permit required (advice notes)
2. Removal of asbestos (advice note)
3. Noise from construction works (advice note)
4. Stormwater management (condition)
5. Construction management plan (condition)
6. Waste management (condition)

Design Review Panel Advice

The applicant engaged with the City's Design Advisory Committee (DAC) prior to lodgement of the application on 13th May 2024.

The DAC provided comment and recommendations on the proposal against the design generally as well as against each of the 10 Principles of Design within LPP1.9 (Design Advisory Committee & Principles of Design) and State Planning Policy 7 (Design of the Built Environment):

The DAC meeting minutes are provided as follows:

Strengths of the Proposal

- *A new tourism development proposal in the Fremantle City Centre for visitors who are seeking affordable hotel accommodation.*
- *The LyLo model appears to be successful, with hotels in some of the major cities of New Zealand and in Brisbane; the proposal for Fremantle is the first in WA.*
- *The Hotel model has the clear core values of "Authentic, Home and Local".*
- *The Hotel is an 'intense' development in terms of the high density of visitors accommodated (potentially 248 guests based on the room configurations). This new visitor population should contribute to the life and vibrancy of the city.*
- *A sustainable design approach through the adaptive re-use of the existing two buildings on the site (including a Local Heritage Listed building at 19B).*

- *New 4-storey addition is located at the eastern rear of the site with minimal negative visual and amenity impacts on the streetscape and surrounding existing properties.*
- *Provision of an extensive area of different types of communal facilities for guests.*
- *Activation opportunities of the building interface with Essex Street at both floor levels by way of al fresco dining areas.*
- *Inclusion of accessibility rooms for people with disabilities.*

Principle 1 Context and character

- a) *The Proponent should ensure the early consideration of the integration of heritage with the new proposal. The Proponent should demonstrate an understanding of what is of heritage significance and what is not, and how much significant fabric is to be retained or demolished and its impact assessment on the heritage values of the place.*
- b) *Provide a Heritage Impact Statement (HIS) prior to the submission of the Development Application. The impact assessment should address, avoid and propose a mitigation strategy for the demolition of significant fabric and aesthetical streetscape impact. In addition to the Local Heritage Listed structures, the HIS also should address the State Registered Properties near to and adjacent to the site.*

The DAC suggested providing a streetscape perspective of the proposal looking north along Essex Street and to include the Fremantle Technical School.

- c) *19 Essex Street is essentially the amalgamation of two buildings on two lots (19A and 19B). The Proponent should maintain the character of Essex Street by respecting the existing fine grain and rhythm of the lot pattern and buildings.*

The DAC recommends a review of the proposed new awning (19A) and its exact horizontal alignment with the existing awning of the Local Heritage Listed building (19B). The awning is proposed to extend across the entire width of the building frontage as a consistent horizontal line; unfortunately, in doing so, the impression is conveyed of one large building.

Consider the rich DNA of the Central Fremantle Heritage Area and how local character, culture and history (indigenous and post-colonial), rather than an 'international' approach, should be woven into the development. Consider a multi-layered approach to 'storytelling' that can be educational and enjoyable for local and overseas visitors, such as the integration of public art, wayfinding, and signage throughout the publicly visible and accessible external and internal areas of the proposal.

Recommendations

1. *Demonstrate the integration of heritage with the new proposal.*
2. *Provide a Heritage Impact Statement (HIS) prior to the submission of the Development Application.*
3. *Maintain the character of Essex Street by respecting the existing fine grain and rhythm of the lot pattern and buildings; in particular, review the awning design.*
4. *Consider the rich DNA of the Central Fremantle Heritage Area and how local character, culture and history should be woven into the development.*

Principle 2 Landscape quality

- a) *Consider the opportunity to provide more landscape and natural amenity (daylight, ventilation) into the central communal “Main Street” on the first floor and the large communal areas at ground level.*

Recommendations

- 1. *Consider opportunities to provide more landscape and natural amenity into the communal areas.*

Principle 3 Built form and scale

- a) *The DAC supports the bulk, height and scale of the new 4-storey accommodation block.*

Principle 4 Functionality and build quality

- a) *Consider the technical aspects of design at this early stage, including safety and escape for visitors in the event of a fire.*

Recommendations

- 1. *Consider the technical aspects of design at this early stage.*

Principle 5 Sustainability

- a) *The DAC strongly supports the adaptive re-use of the two buildings for this new proposed hotel, however, consider long term sustainability and the ability to modify the proposal for other different uses in the future (noting, however, comments in Principle 1 about impact of changes on the integrity of the heritage building).*

Recommendations

- 1. *Consider long term sustainability and the ability to modify the proposal for other different uses in the future.*

Principle 6 Amenity

- a) *The DAC supports the clustering of the hotel rooms into legible “Houses” accessed off the central “Main Street”.*
- b) *In view of the number of visitors accommodated in the main part of the hotel, consider the adequacy of the communal restroom ‘block’ and if re-distribution of the block’s showers and toilets into smaller clusters (co-located with the “Houses”) could improve accessibility.*
- c) *Generally, consider improvements to the access of natural amenity into the rooms, particularly where between 3 to 8 visitors are accommodated together. Good levels of natural ventilation and daylight are critical for visitors to be comfortable and if staying in the hotel for longer than a few days.*

- d) *Consider improving the 4-storey block's rear staircase for the access of natural daylight and views out.*
- e) *Consider opportunities to improve the current narrow areas of external communal open space (at both levels) at the building's interface with the street.*
- f) *Consider improving the constrained front lobby area in view of the potential conflicts between visitors entering the front door, waiting outside lift 1, using stair 1, and squeezing through the narrow gap to the Bar.*
- g) *Consider relocating the bike store from the Back of House area to a more prominent and accessible part of the Hotel. Bike use is part of the Fremantle character and should be visible and celebrated.*

Recommendations

- 1. *Consider the adequacy of the communal restroom 'block' and possible co-location of facilities with the "Houses".*
- 2. *Consider improvements to the access of natural amenity into the rooms.*
- 3. *Consider improving the 4-storey block's rear staircase for the access of natural daylight and views out.*
- 4. *Consider opportunities to improve the current narrow areas of external communal open space at both levels.*
- 5. *Consider improving the constrained front lobby area.*
- 6. *Consider relocating the bike store from the Back of House area to a more prominent and accessible part of the Hotel.*

Principle 7 Legibility

- a) *The layout of different spaces and circulation throughout the building is generally well considered and legible.*

Principle 8 Safety

- a) *The proposal is for 24-hour use and includes passive surveillance opportunities from openings to help enhance the safety of Essex Street.*

Principle 9 Community

- a) *The DAC supports the tourism use and potential for hotel guests to socialise with the community in the Fremantle City Centre.*

Principle 10 Aesthetics

- a) *Provide further detail on the materiality of the new 4-storey addition.*

Concluding Remarks

While the DAC provides its initial support for this generally well-considered tourism development proposal in the Fremantle City Centre, the DAC did identify several areas for further consideration:

- *Heritage: Demonstrate an understanding of the integration of heritage with the proposal; provide a comprehensive Heritage Impact Statement with key street views; and review current design elements that are affecting the integrity of the Essex Street character.*
- *Integrate local Fremantle character, culture and history into the development for a strong sense of place.*
- *Provide more landscape and natural amenity into the communal areas.*
- *Review the technical aspects of design at this early stage.*
- *Consider long term sustainability and the ability to modify the proposal for other different uses in the future (noting the importance of maintaining the integrity of the heritage building).*
- *Amenity: Suggested improvements to the provision and location of restroom facilities; more natural amenity into guest rooms and the rear staircase; design of the constrained external communal open spaces at both levels and the front lobby; and a more prominent and accessible location for the bike store.*
- *Provide further detail on the materiality of the new 4-storey addition.*

As commented above, the DAC supports in principle the four storey addition to the subject site as well as the internal fit out of the existing heritage building. It is considered that the proposal is of a quality design and suitably addresses the design principles of SPP7.0 (Design of the Built Environment) subject to additional recommendations. These recommendations are addressed below.

- The applicant has provided a comprehensive Heritage Impact Statement which is included as Attachment 4.
- The proposed development will maintain the original heritage fabric of the original north building. The heritage facade of the north building will be retained and conserved with only minor 'make good' works proposed.
- The building will remain largely in its current form with the proposal involving the adaptive reuse of the envelope of both buildings on the site.
- The publicly accessible uses will continue on the ground floor of both buildings which will conserve the building's community associations, sense of place and social significance in the Fremantle context.
- Additional clarity on the materiality of the rear building has been included on the development plans. A condition is recommended that final details of the external materials, colours and finishes are to be submitted and approved by the City.
- Minor alterations and reconfiguration to the ground floor lobby/kitchen/dining areas have been made however, the proposed layout of the development remains largely unchanged. A condition of approval is recommended regarding the materiality of the development to be reviewed by DAC.

Planning Assessment:

The proposal has been assessed against all the relevant legislative requirements of the Scheme, State and Local Planning Policies, and outlined in the Legislation and Policy section of this report. The following matters have been identified as key considerations for the determination of this application:

- Land use

- Parking
- Building height
- Heritage
- Built form

Land Use

Table 2 – Land Use Permissibility

Provision	Proposal	Zone	Permissibility
Local Planning Scheme 4 clause 3.3 - Zoning Table	Tourist Development	City Centre	D
As above	Small Bar	City Centre	Exempt A use (refer note 1)

Note 1: Local Planning Policy 1.7 exempts a Small Bar land use in the City Centre zone where the tenancy is not located on Market Street or High Street west of Walyalup Koort. The Small Bar is considered exempt and is not subject to further assessment.

A Tourist Development under Schedule 1 of LPS4 means –

a building, or a group of buildings forming a complex, other than a bed or breakfast, a caravan park or short stay dwelling, used to provide –
(a) short term accommodation for guests; and
(b) onsite facilities for the use of guests; and
(c) facilities for the management of the development;

A Tourist Development is a 'D' use in the City Centre zone which means that the use is not permitted unless the Council has exercised its discretion by granting planning approval. In considering a 'D' land use, the Council will have regard to the matters set out in clause 67 of the Regulations, Schedule 2. In this regard the following matters have been considered:

- (a) the aims and provisions of this Scheme and any other local planning scheme operating within the Scheme area;*
- (c) any approved State planning policy*
- (g) any local planning policy for the Scheme area;*
- (k) the built heritage conservation of any place that is of cultural significance;*
- (l) the effect of the proposal on the cultural heritage significance of the area in which the development is located;*
- (m) the compatibility of the development with its setting, including –*
 - (i) the compatibility of the development with the desired future character of its setting; and*
 - (ii) the relationship of the development to development on adjoining land or on other land in the locality including, but not limited to, the likely effect of the height, bulk, scale, orientation and appearance of the development;*
- (n) the amenity of the locality including the following –*
 - (i) environmental impacts of the development;*
 - (ii) the character of the locality;*
 - (iii) social impacts of the development;*
- (s) the adequacy of –*

- (i) the proposed means of access to and egress from the site; and
- (ii) arrangements for the loading, unloading, manoeuvring and parking of vehicles;
- (t) the amount of traffic likely to be generated by the development, particularly in relation to the capacity of the road system in the locality and the probable effect on traffic flow and safety;
- (w) the history of the site where the development is to be located;
- (y) any submissions received on the application;

For the purpose of assessing matter (a) above, the objectives of the City Centre zone are as follows:

Development within the city centre zone shall —

- (i) *provide for a full range of shopping, office, administrative, social, recreation, entertainment and community services, consistent with the region-serving role of the centre and including residential uses, and*
- (ii) *comply with the objectives of local planning area 1 of schedule 7,*
- (iii) *conserve places of heritage significance the subject of or affected by development.*

The proposed development is considered to be consistent with the Regulations and zone objectives for the following reasons:

- The proposal is for a mixed use development which will maintain the existing small bar and public amusement land uses while incorporating a new short stay accommodation land use and additional small bar into the subject site.
- The built heritage of the site has been carefully considered throughout the assessment of the application which has been supported by the Heritage Council. The alterations to the heritage listed building will allow for it's continued use and vitality into the future.
- The rear addition satisfies the building height requirements of Local Planning Area 1 of Schedule 7. The rear addition is setback sufficiently from Essex street such that it will not be visible resulting in minimal impact to the character and amenity of the streetscape. The rear addition is setback behind existing residential and commercial tenancies located on Norfolk Street which will effectively minimise its visibility and appearance of bulk and/or scale.
- There is considered to be sufficient separation from adjoining residential and commercial tenancies to reduce any detrimental impact on the amenity of these properties.
- Any impact from traffic, waste disposal and service vehicles is considered to be suitably mitigated via the provided Traffic Impact Statement and Waste Management Plan.

Parking

The car parking ratio applied by LPS4 for the proposed Tourist development land use is as follows:

Table 3 – Parking Requirement

Provision	Requirement	Proposal	Assessment
Car parking	Tourist development	1	19 bay shortfall

	1: 4 units or* 1: 4 bedrooms		
	Required: 20 bays		
	Small bar	Nil	N/A – Refer Note 1
	Existing small bar	1	N/A – Refer Note 1
	Existing public amusement 1: 10 seats or 1: 10m ² of floor area dedicated to amusement facilities whichever is the greater 131m ² floor area	1 (consistent with development approval DA0065/23)	12 bay shortfall – Refer Note 2
	Required: 13 bays		
Delivery bays	2 bays (1 each for tourist development and public amusement land uses)	1 bay shared	1 bay shortfall
Total	35 bays	4 bays	32 bay shortfall

Note 1: A Small Bar land use is exempt from requiring development approval under Local Planning Policy 1.7 'Development Exempt from Approval Under Local Planning Scheme No. 4' and is therefore not required to comply with minimum on-site parking requirements.

Note 2: One (1) car bay has been provided for the public amusement land use which is consistent with the parking provided (one (1) bay) under development approval DA0065/23.

Clause 4.7.3.1 of LPS4 states that Council may –

- (a) *Subject to the requirements of Schedule 7*, waive or reduce the standard parking requirement specified in Table 2 subject to the applicant satisfactorily justifying a reduction due to one or more of the following —*
- (i) *the availability of car parking in the locality including street parking,*
 - (ii) *the availability of public transport in the locality,*
 - (iii) *any reduction in car parking demand due to the sharing of car spaces by multiple uses, either because of variation of car parking demand over time or because of the efficiencies gained from the consolidation of shared car parking spaces,*
 - (iv) *any car parking deficiency or surplus associated with the existing use of the land,*
 - (v) *legal arrangements have been made in accordance with clause 4.7.5 for the parking or shared use of parking areas which are in the opinion of the Council satisfactory,*
 - (vi) *any credit which should be allowed for a car parking demand deemed to have been provided in associated with a use that existed before the change of parking requirement,*
 - (vii) *the proposal involves the restoration of a heritage building or retention of a tree or trees worthy of preservation,*

(viii) any other relevant considerations.

*Note: *In some sub areas identified in Schedule 7 reduction of parking bays is not permitted. The requirements of Schedule 7 prevail over this clause.*

The reduction in on-site car parking is considered to meet the requirements of Clause 4.7.3.1 of the Local Planning Scheme No.4 for the following reasons:

- The subject site is located within a 250-metre buffer of a high frequency bus route (bus stops located within 100m of the site) and is within an 800-metre buffer of the Fremantle Train Station entrance.
- There are public car parking lots with unrestricted time limits located on Marine Terrace and at the Fishing Boat Harbour, within 250m and 400m respectively, of the subject site. Additionally, there are a number of private car parking facilities that offer all day parking in the area, which may be suitable for a short term accommodation user if they have a vehicle.
- The City's Integrated Transport Strategy identifies the future approach for parking within the City of Fremantle. The aim is to provide new parking facilities located on the periphery of the central city. This approach will minimise the impact of vehicles on the pedestrian priority city centre. The proposed development is consistent with this strategy as it will not encourage the use of vehicles to drive into the central city area.

The bicycle parking required by LPS4 for the proposed Tourist development land use is as follows:

Table 4 – Bicycle parking requirement

Provision	Requirement	Proposal	Assessment
Bicycle parking	Tourist development Class 2: 1 per 4 units Required: 20	21 (plus 3 in Essex Street verge)	Complies

Building Height

Schedule 7 of LPS4 provides the building height requirements for the subject site within Local Planning Area 1, sub-area 1.3.1 which states as follows:

Despite the general height requirements outlined in 1.1 above, building height shall be limited to a maximum height of three storeys (maximum external wall height of 11 metres as measured from ground level with a maximum roof plain pitch of 33 degrees).*

Council may consent to an additional storey subject to —

- Where a site meets any of the requirements of Clause 1A(a)-(e) of the deemed provisions, the upper level being sufficiently setback from the street so as to not be visible from the street(s) adjoining the subject site.*
- maximum external wall height of 14* metres, and*
- compliance with clause 1.2. above.*

**Inclusive of roof parapet and spacing between floors.*

In granting consent to the maximum height prescribed, Council shall be satisfied in regard to all of the following—

- (a) that the proposal is consistent with predominant, height patterns of adjoining properties and the locality generally,*
- (b) the proposal would not be detrimental to the amenity of adjoining properties or the locality,*
- (c) the proposal would be consistent, if applicable, with conservation objectives for the site and locality generally, and*
- (d) any other relevant matter outlined in Council's local planning policies.*

Council may impose a lesser height in the event that the proposal does not satisfy any of the above requirements.

The proposed development features a maximum of four (4) storeys with a total building height of 13.8m as detailed in Table 4 below.

Table 4 – Building Height

Provision	Permitted – General Height	Permitted - Additional Height	Proposal	Assessment
Building height	3 storeys 11m external wall height	4 Storeys/ 14m external wall height/ upper level not visible from the street	4 storeys 13.8m external wall height Not visible from Essex Street	Compliant

The height of the proposed building on the subject site is considered acceptable and meets the permitted additional height provisions under Schedule 7 of LPS4, for the following reasons:

- The proposed rear addition is setback approximately 40m from the Essex Street lot boundary. The setback of this addition, behind the existing building, will minimise its visibility and effectively reduce any potential detrimental impact on the streetscape as illustrated by Figure 4 below.
- The rear addition will be separated from the residential dwellings of 24 and 26 Norfolk Street by a 3m right of way as illustrated by Figure 5 below. Regardless of this, the addition will oppose the parking area/carport of 24 Norfolk Street only and will not immediately oppose 26 Norfolk Street.
- 22 Norfolk Street is utilised for commercial purposes (restaurant). Regardless of this, the rear addition will not directly oppose any customer seating area or other areas considered important to providing customer amenity (there is a blank boundary wall abutting the rear boundary of the subject site)
- The rear addition will feature a 3m setback from the lot boundary of 15-17 Essex Street as illustrated by Figure 5 below. In addition, 15-17 Essex Street will not immediately oppose the rear addition (the adjoining lot is located mostly adjacent the existing building to be retained) and is not located immediately to the south the rear addition (the adjoining site will therefore not experience any significant overshadowing).
- As illustrated by figures 6-12 below, the rear addition is suitably located to minimise impact on the streetscapes of the surrounding area.

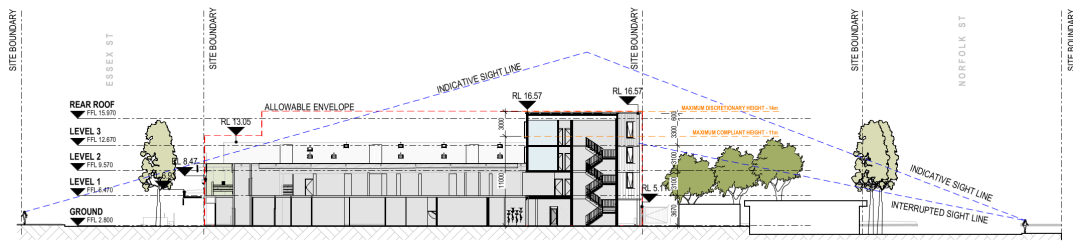


Figure 4 – Line of Sight diagram from Essex and Norfolk Street.



Figure 5 – Location of the four storey addition highlighted in yellow.

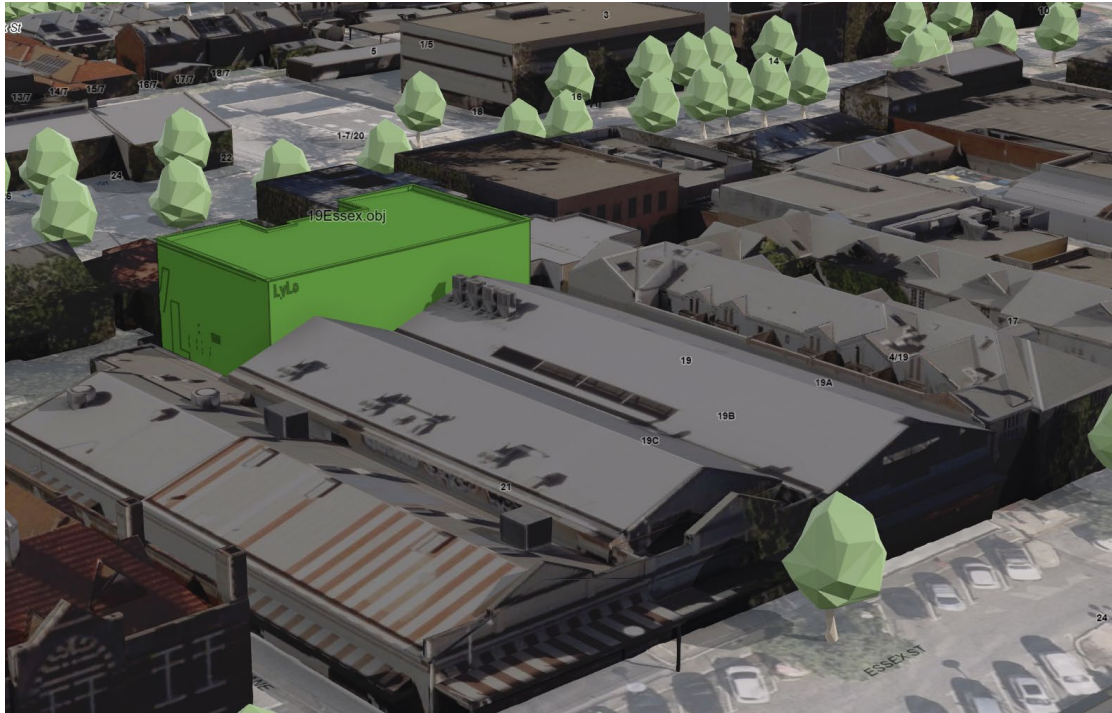


Figure 6 – 3D representation of the four storey addition looking south.



Figure 7 – 3D representation of the four storey addition looking north.

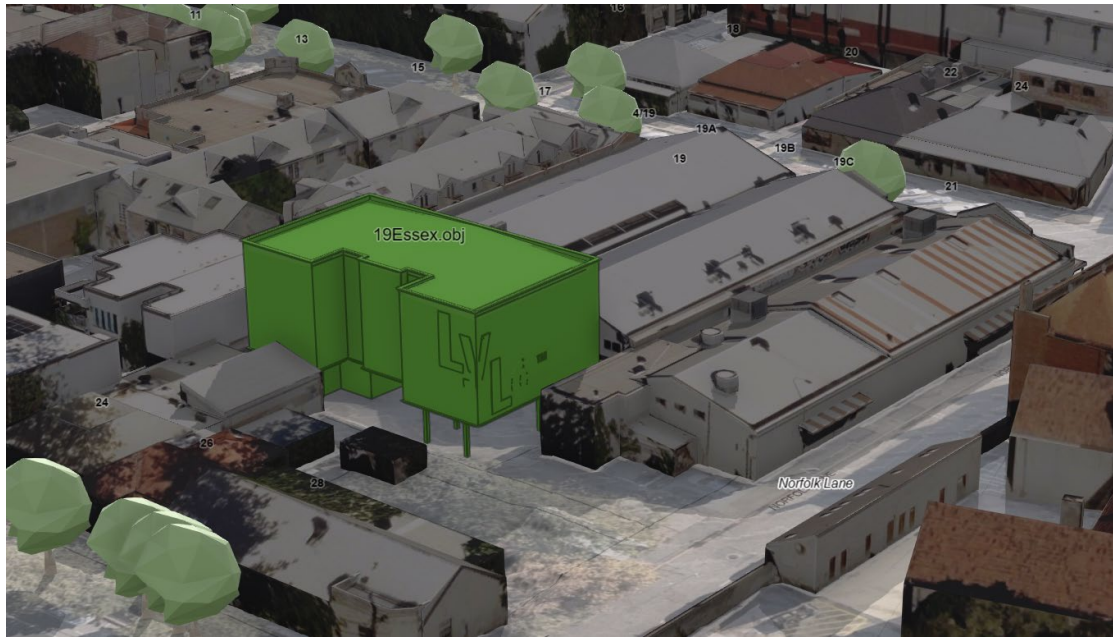


Figure 8 – 3D representation of the four storey addition looking west.



Figure 9 – 3D representation of the four storey addition looking east.

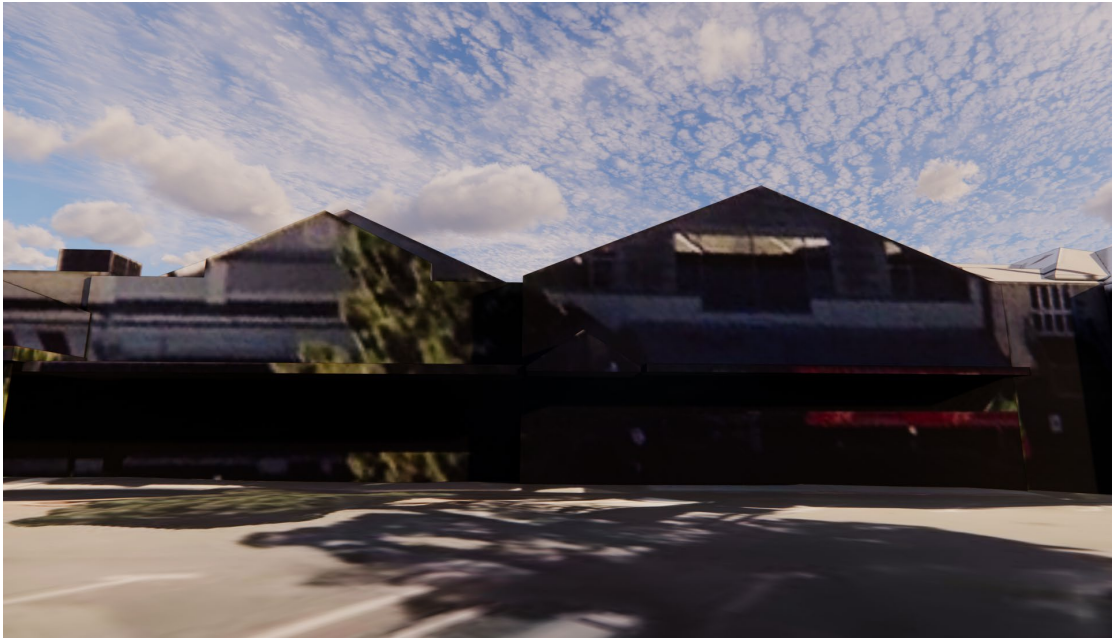


Figure 10 – 3D representation of the street frontage of 19 Essex Street. Note that the four storey addition will not be visible from the streetscape.



Figure 11 – 3D representation of the four storey addition situated behind the dwellings, restaurant and offices located on Norfolk Street.



Figure 12 – 3D representation of the four storey addition situated behind the dwellings, restaurant and offices located on Norfolk Street.

Local Planning Policy

Local Planning Policy 1.6 – Heritage Assessment and Protection

LPP1.6 requires a Heritage Impact Statement to be prepared by a qualified heritage professional for any proposal that may impact any heritage place and/or area listed on the State heritage register or the City's Municipal Heritage Inventory. The purpose of a Heritage Impact Statement is to consider the impact of a specific proposal (e.g. development) on the cultural heritage significance of a heritage place or area. Where a proposal is accompanied by a proponent-commissioned Heritage Assessment or Heritage Impact Assessment, the City will undertake its own assessment but may draw on information submitted.

In accordance with the above, the applicant has provided a Heritage Impact Statement which is included as Attachment 4. The City conducted its own assessment which has been summarised in the City of Fremantle Heritage Comment section above.

Local Planning Policy 2.19 - Contributions For Public Art and/or Heritage Works

As per LPP2.19, the subject site falls within the 'City Centre and Surrounds' contribution area which requires the contribution of a monetary amount equal in value to one per cent of the estimated total development cost, as indicated on the Form of Application for Planning Approval, for the development of public art works and/or heritage works to enhance the public realm. The proposed development is not exempt from the contribution requirement as it involves a development greater than 1000m² of gross lettable area. The contribution requirement is recommended as a condition of approval.

Local Planning Policy 3.6 – Heritage Areas

The following table outlines the proposal against the relevant provisions of LPP 3.6 Heritage Areas.

3.1 Conservation	
3.1.1 Intent	Officer Comment
Conservation is the process of managing change to a place in such a way that its cultural heritage significance is retained. This involves routine care and maintenance but may also require more significant adaptation at some stages of a building's life. Conservation means all the processes of looking after a place to retain its cultural significance and can include maintenance, preservation, restoration, reconstruction and adaptation. It is recognised that adaptation of heritage buildings for appropriate new uses is an important way of ensuring their continued viability and safeguarding their long-term future. However, the need for change should always respect the underlying requirement to conserve heritage significance.	The north half of the existing building is part of Former Mills and Co Building which was constructed c. 1907. The proposed development has been designed to minimise impact to this original north building. Most of the works (internal fit out, removal of internal walls etc.) will occur to the more recently constructed south building. The adaptation of the building to facilitate the Tourist development will allow for the continued viability of the building and safeguard its long-term future.
3.1.2 Design Guidance	Officer Comment
i. Conservation of a place should identify and take into consideration all aspects of cultural and natural significance without unwarranted emphasis on any one value at the expense of others. Conservation work should ensure that the heritage fabric and other values are well maintained. ii. Traditional techniques and materials are preferred for the conservation of significant fabric. In some circumstances modern techniques and materials which offer substantial conservation benefits may be appropriate on the advice of the City. iii. Preservation is appropriate where the existing fabric or its condition constitutes evidence of cultural heritage significance, or where insufficient evidence or investigation has been carried out to allow an informed approach to restoration and reconstruction. iv. Restoration is appropriate only if there is sufficient evidence of an earlier state of the fabric. v. Reconstruction is appropriate only where a place is incomplete through damage or alteration, and only where there is sufficient evidence to reproduce an earlier state of the fabric. It should be identifiable on close inspection or through additional interpretation.	The south building is a two-storey addition constructed in 2012 to replace an earlier building from 1941. This part of the building has no heritage significance but is sympathetic with the character of streetscape. The works proposed to the north building will have only a minor impact its heritage significance. The façade and the shopfronts of both buildings will undergo some remediation and repainting which will not adversely affect any significant heritage fabric. There is no proposed reconstruction of original heritage elements. A condition is recommended which requires methodology for stonework repair to be provided as part of the building permit application. Repairs will be required to match the original stonework, pointing, coursing pattern and mortar composition

vi. Whilst new work should be readily identifiable, it should also: • Not adversely affect the setting of the place. • Have minimal impact on the cultural significance of the place. • Not distort or obscure the cultural significance of the place, or detract from its interpretation and appreciation. • Respect and have minimal impact on the cultural significance of the place. vii. Brick and limestone walls constructed prior to 1950 should not be painted with acrylic paints or rendered with a cement render because this can damage the fabric and contribute to rising damp. viii. Building maintenance should seek to avoid the removal of, or damage to, the existing fabric of the building or the use of new materials. ix. Repairs, including replacing missing or deteriorated fabric with 'like for like' fabric should not involve damage to the significant fabric of the building. x. Replacement of utility services should use existing routes or voids that do not involve the removal of, or damage to, the fabric of the building. xi. Excavation for the purpose of exposing, inspecting, maintaining or replacing utility services should not affect archaeological remains. xii. Removal of significant landscaping should be avoided where feasible.	and colour. Cement mortar or sealers will not be permitted to be used.
3.3 Change of Use	
3.3.1 Intent	Officer Comment
The use of a heritage place, or a group of places within a heritage area is often intrinsically linked to its historical evolution and heritage significance. Generally, the retention of original or long-associated uses is encouraged, however it is acknowledged that, as places evolve over time, the use of heritage places may also need to change. An empty, disused heritage place is more likely to deteriorate at a quicker rate, be subject to vandalism and lose its relevance to the local community. As such, one of the most effective ways to retain the heritage significance of a place or a heritage area is to ensure it has an ongoing, compatible and viable use. Introducing new building services as part of a use change can potentially disturb large portions of significant fabric and it is important that these are carefully	The change of use to a Tourist development is considered appropriate to ensure the ongoing viability of the building and site. The alterations and additions required to facilitate this change of use have been appropriately designed to minimise the impact to original heritage fabric of the building. The investment into the building and the remediation and repair work will safeguard the buildings future and ensure its ongoing viability.

considered when adapting places of heritage significance for new purposes.	
3.3.2 Design Guidance	Officer Comment
i. Where the use of the place is of cultural heritage significance (and consistent with the zoning of the land and other planning considerations), the continuation or reinstatement of this use is encouraged, and is the preferred form of conservation. ii. Where continuation of a culturally significant use is not feasible, a compatible use should be sought that minimises alteration to the place, setting and streetscape. iii. Interpretation of earlier significant uses may be required if those uses were significant to the heritage area. iv. Where a place has historically been accessible to the public, any change of use should consider the continuation of public accessibility in some form or publicly accessible interpretation. v. Should new services be required for a change of use for a contributory place, conceptual details of new services should be submitted at development application stage. New building services should be designed and integrated to minimise any impact on the significant fabric.	The reinstatement of the original use of the north building as a factory is not considered to be appropriate for the central city location. The proposed change of use is considered compatible with the city centre. The building was not historically open for public use and it is not considered that the various uses which have occurred on the site are significant to warrant ongoing interpretation. The alterations required to facilitate the change in use have been appropriately designed to minimise impact to the heritage listed buildings.
3.4 Demolition	
3.4.1 Intent	Officer Comments
Demolition is a permanent change that cannot be reversed: even removal of places with lower levels of individual heritage significance can cumulatively undermine the significance of a heritage area. Demolition of any building or structure on any site located in a Heritage Area requires development approval under the Local Planning Scheme. In considering a proposal for demolition on any site in a Heritage Area where the mapping of Contributory Places has not been completed and/or is incomplete, the Council shall determine whether any fabric located thereon qualifies as a Contributory Place and applications will be assessed against Clause 4.14 of Local Planning Scheme No. 4 with the following providing additional guidance.	The proposed development involves removal of internal building fabric of the buildings. These works have been largely contained to the recently constructed south building. The heritage significant north building will experience minor internal works required to facilitate the proposed accommodation.
3.6.2 Design Guidance	Officer Comments
i. Demolition of a contributory place or removal of significant fabric within a heritage area is contrary to the objectives of this policy, and will generally not be supported.	The proposed development does not involve any complete demolition of buildings on the site however, there will be

• Demolition approval will not be considered on the grounds of economic or other perceived gain for the redevelopment of the land. • Condition of the place is not necessarily an acceptable reason for demolition. ii. When considering partial demolition, the original / early portion of the building should be retained and conserved: demolition of elements of cultural heritage significance will generally not be supported. iii. The removal and replacement of asbestos or other hazardous materials from a place located within a heritage area is supported if the removal involves the immediate replacement with a matching (but non-hazardous) material (e.g. flat asbestos wall sheeting with joint cover battens is replaced with flat fibre cement sheeting with joint cover battens in the same configuration – a replacement with timber weatherboards or fibre cement weatherboards would generally not be supported). iv. Where demolition of a heritage protected place is approved, an archival record prepared in a format approved by the City may be required as a condition of planning approval.	internal removal of walls and partitions. The significant alterations have been confined to the recently constructed south building with only minimal impact to the heritage significant north building. The internal works will have no significant impact on the heritage significance of the Central Fremantle Heritage Area. Regardless, a condition is recommended that the works shall be undertaken in a manner which does not irreparably damage any original or significant fabric of the building which is not subject to the development hereby approved.
--	--

3.6 Infill development (new buildings)

3.6.1 Intent	Officer Comments
New buildings within a heritage area should respect and complement the heritage significance of the area. A respectful design approach gives special consideration to the siting, scale, architectural style and form, materials and finishes of the proposed development in relation to its neighbours, without copying historic detailing or decoration. New infill buildings should respond sympathetically to the heritage values of the heritage area as a whole, and also to that part of the heritage area in the vicinity of the proposed development. Imaginative, well designed and harmonious construction is encouraged. Professional architectural services can be of great assistance in formulating appropriate designs.	The proposed four storey addition is located a significant distance (approximately 40m) from Essex Street. It's visibility from Essex Street will be minimal and will have no impact on the heritage significance of the area. The rear addition will be located approximately 25m from Norfolk Street and is set behind the existing buildings on the adjoining lots to the south east. The rear additions will have no impact on the pattern of development which defines the surrounding area. The proposed rear addition is not attempting to mimic or copy any historic detailing or decoration. A contemporary building located at the rear of a site behind

	existing buildings is therefore considered to be appropriate in the context of the area.
3.6.2 Design guidance	Officer Comments
<i>Siting and Scale</i> i. New infill development within a heritage area should: a) Maintain a setting that is consistent with the original streetscape, including front and side setback patterns. b) Have a consistent bulk and scale in relation to the original street pattern. E.g. If the original street pattern is single storey then the new infill development should also be (or present as) single storey (at least to the front section of the lot). c) Have a plate height consistent with the original street pattern. New developments often propose a lower plate height than the earlier and original buildings. To ensure a consistency of scale the plate height is an important element to ensure it is consistent with the original street pattern. ii. New Infill development to secondary streets will be assessed on individual circumstances and merit. Issues to consider include: a) Prevailing streetscape and setbacks of the side street b) Avoiding a continuous wall and providing articulation of walls to a secondary street. c) Avoiding a two-storey height wall to the side street, unless the prevailing streetscape is predominantly two-storey. iii. Street setbacks deemed to comply with the above are specified in Schedule 1 for some areas.	The four storey rear addition is setback sufficiently from the streetscape such that it will have minimal impact on the setting of the street. The appearance of the front section of the lot will remain as per the existing buildings on the site. It is considered that the siting and scale of the rear addition is appropriate and will have only a minimal impact on the prevailing streetscape.
<i>Building Form</i> The form of the building is its overall shape, size and the general arrangement of its main parts. i. New infill building within a heritage area should respect and harmonise with and be sympathetic to the predominant form of the prevailing streetscape without mimicking heritage detailing. ii. Where a building form is highly repetitive, significant departures in form will appear at variance to the streetscape and should not be introduced. iii. The treatment of new infill buildings in terms of the roof form, proportions, materials, number, size and orientation of openings, ratio of window to wall etc. should relate to that of its neighbours.	The four storey rear addition is not considered to be attempting to mimic or recreate any original heritage detail. The rear addition is setback behind the existing heritage listed buildings such that there will be minimal impact on the building form of the heritage area. The appearance of the front section of the lot will remain as per the existing buildings on the site. The contemporary rear addition is consistent with the scale of existing nearby buildings.

iv. Symmetry or asymmetry of facades in the prevailing streetscape is an element of form to be kept consistent. v. Contemporary building designs should respond to, and interpret, the scale, articulation and detail of the existing nearby buildings in a modern, innovative and sympathetic way.	
<i>Materials, Colours and Detailing</i> i. Materials and level of detailing should reflect / interpret the predominant materials and detailing of the original prevailing streetscape and not visually dominate the streetscape or adjacent heritage buildings. ii. Whilst the basic form, scale and structure of new development should be consistent with the character of the area, new buildings should not seek to emulate heritage detailing to any great extent: 'Faux' or 'mock' heritage detracts from an understanding and appreciation of the original building and will not be supported. New development should blend in with the streetscape but be discernible as new when looked at more closely. iii. Use of original or traditional colours is encouraged. Glossy materials or finishes should be avoided unless a historical precedent for their use can be demonstrated.	The four storey rear addition has been designed to blend in with the materiality and colour palettes of the surrounding area. The addition is not attempting to emulate surrounding heritage buildings rather, it is proposing a contemporary building that is clearly discernible from the original buildings on the site. It is considered that the rear addition is consistent in bulk and scale with various buildings in the surrounding area and blends in with the varying bulk and scale of character the Central Fremantle Heritage Area.
<i>Other Elements</i> <i>Roofs</i> i. Traditionally roof lines are a predominant element of the streetscape. All new infill development shall respond to and reinforce the existing characteristics of the prevailing streetscape regarding plate and wall heights, roof form, ridge lines, parapet lines, roof slopes and eaves overhangs. ii. Roof forms that interpret the predominant roof forms of the prevailing streetscape may be considered. <i>Verandahs / Porches / Awnings</i> i. Verandahs, porches and awnings were often an important element of streetscapes. Inclusion of verandahs, porches and awnings appropriate to the streetscape are encouraged without too precisely mimicking the style of the original character-building elements or heritage detailing. <i>Doors and Windows</i> i. All windows and door openings visible from the street should have a vertical emphasis, which means they should be taller and narrower in	The traditional roof lines of the heritage listed buildings at the front of the site will be maintained. The rear addition is setback sufficiently behind existing buildings such that it will have no significant impact on the roof form character of the area. The awnings of the heritage listed buildings will be maintained. The windows of the rear addition, while only minimally visible from the street, will have a vertical emphasis.

appearance unless there is a predominance in the prevailing streetscape of larger, interwar and later windows. ii. Front doors should generally address the street and should be centrally located in the front façade of the new infill building unless there is a different original pattern in the prevailing streetscape.	
---	--

State Planning Policy

State Planning Policy 3.5 - Historic Heritage Conservation

Clause 6.6 Development Control Principles of State Planning Policy 3.5 – Historic Heritage Conservation (SPP3.5) includes provisions for development within heritage areas. The proposed alterations of the existing building and the construction of a four storey rear addition is consistent with clause 6.6 of SPP3.5 for the following reasons:

- The internal alterations have been designed to minimise the impact to the original north building. Any significant removal of internal fabric will be confined to the south building which was constructed in 2012.
- The proposed rear addition is situated appropriately at the rear of the site such that it will not result in any significant detractor from the character and amenity of the established streetscape.
- There are no significant alterations to the external façade of the buildings. Restoration works will be conducted on the external façade of the original north building to ensure its ongoing vitality.
- The architectural design of the proposed rear addition is not attempting to mimic any historical heritage features of the surrounding area. It is considered to be a quality design and will not detract from the heritage character of the area.

State Planning Policy 7.0 - Design of the Built Environment

An assessment has been conducted against the design principles of SPP7.0 which are Context and character, Landscape quality, built form and scale, Functionality and build quality Sustainability, Amenity, Legibility, Safety, Community, and Aesthetics. Refer comments below:

- The proposal has been carefully considered against the distinctive characteristics of the area. It is considered that the design is a quality architectural design and will not detract from the heritage significant or the character and amenity of the surrounding area.
- The proposed addition does not attempt to imitate the existing building, rather it offers a distinctive change between the heritage listed building and the new addition.
- It is considered that the existing heritage listed building will remain as the key feature on the subject site when viewed from street level, with the rear addition being subservient to this existing building.
- The subject site features limited opportunity for landscaping due to the existing building (to be retained) covering the majority of the site area.
- The addition will not be immediately visible and will maintain the views along the streetscape.

- The addition is suitably setback behind the existing building such that any impact from bulk and scale will be minimal.
- The mix of land uses on the site (short stay accommodation, small bar) are considered compatible and will assist in contributing to the vitality of the building and area.
- The proposed development will provide opportunity for additional people to stay in the city centre.
- The overall development is considered logical and appropriate and is of a quality architectural design.

Conclusion:

Approval is sought for a Tourist development at No. 19 (Lot 8) Essex Street, Fremantle which includes alterations to the existing building as well as a four storey addition of the existing buildings. The Mills & Co Building is a City of Fremantle heritage listed building and is adjacent State heritage listed sites. Conditions have been recommended to ensure that any potential impact to the adjoining listed sites are suitably addressed. The heritage aspect of this proposal has been a key consideration in the assessment of the application. After completing a comprehensive assessment on the various aspects of the proposal as well as receiving comments and advice from the Heritage Council and Design Advisory Committee, the proposal is recommended for conditional approval.

Officer Recommendation

That the Metro Inner DAP resolves to:

1. **Accept** that the DAP Application reference DAP/24/02724 is appropriate for consideration as a Tourist Development land use and compatible with the objectives of the zoning table in accordance with the City of Fremantle Local Planning Scheme No. 4;
2. **Approve** DAP Application reference DAP/24/02724 and accompanying plans (DA00.00, DA00.01, DA01.01, DA01.02, DA01.03, DA01.04, DA01.05, DA01.06, DA01.07, DA02.01, DA02.02, DA02.03, DA02.04, DA02.05, DA02.06, DA03.01, DA03.02, DA03.03, DA03.04, DA04.01) in accordance with Clause 68 of Schedule 2 (Deemed Provisions) of the *Planning and Development (Local Planning Schemes) Regulations 2015*, and the provisions of the City of Fremantle Local Planning Scheme No. 4, subject to the following conditions:

Conditions

1. Pursuant to clause 26 of the Metropolitan Region Scheme, this approval is deemed to be an approval under clause 24(1) of the Metropolitan Region Scheme.
2. This decision constitutes planning approval only and is valid for a period of 4 years from the date of approval. If the subject development is not substantially commenced within the specified period, the approval shall lapse and be of no further effect.

3. All storm water discharge shall be contained and disposed of on-site unless otherwise approved by the City of Fremantle.
4. Prior to commencement of works, a program of monitoring any structural movement and potential vibration impacts on the Port Flour Mill, 26-28 Norfolk Street the limestone boundary wall is to be implemented to the satisfaction of the City of Fremantle, on advice from the Heritage Council. The Heritage Council is to be notified immediately if any impact occurs and advised on a recommended course of action by a suitably qualified structural engineer.
5. Prior to lodgement of a Building Permit application for the development hereby approved, a dilapidation survey of the Port Flour Mill, 26-28 Norfolk Street and the limestone boundary wall is to be prepared by a suitably qualified professional to the satisfaction of the City of Fremantle, on advice from the Heritage Council.
6. Prior to lodgement of a Building Permit application for the development hereby approved, a detailed Mortar Mix Methodology shall be submitted and approved to the satisfaction of the City of Fremantle. Only lime mortars and no cement or impervious materials are to be used. The works shall be undertaken using the approved mortar mix.
7. Prior to lodgement of a Building Permit application for the development hereby approved, final details of the external materials, colours and finishes of the proposed development, including a physical sample board or materials is to be submitted and approved to the satisfaction of the City of Fremantle, on the advice of the City's Design Advisory Committee.
8. Prior to lodgement of a Building Permit application for the development hereby approved, design plans for the location, materials and construction for screening of any proposed external building plant must be submitted to and approved by the City of Fremantle. All piped, ducted and wired services, air conditioners, hot water systems, water storage tanks, service meters, other plant and bin storage areas must be integrated into the design of the building and located to minimise any visual and/or noise impact on the occupants of nearby properties and screened from view from the street.
9. Prior to lodgement of a Building Permit or Demolition Permit application for the development hereby approved, a Construction/Demolition Management Plan shall be submitted and approved, to the satisfaction of the City of Fremantle addressing, but not limited to, the following matters:
 - a) Use of City car parking bays for construction related activities;
 - b) Protection of infrastructure and street trees within the road reserve;
 - c) Security fencing around construction sites;
 - d) Gantries;
 - e) Access to site by construction vehicles;
 - f) Contact details;
 - g) Site offices;
 - h) Noise - Construction work and deliveries;
 - i) Sand drift and dust management;
 - j) Waste management;
 - k) Dewatering management plan;
 - l) Traffic management; and

- m) Works affecting pedestrian areas.
10. Prior to lodgement of a Building Permit application for the development hereby approved, the applicant is to submit, and have approved to the satisfaction of the City of Fremantle, a detailed parking plan design which complies with the Australian Standard AS/NZS 2890 and AS/NZS 1428 including parking bay/s (comprising visitor bays, loading bays, disabled bays, motorcycle / scooter bays), aisle widths, circulation areas, driveway/s and points of ingress and egress, and demonstrates the safety of building users accessing the basement bike store and carparking.
 11. Prior to lodgement of a Building Permit application for the development hereby approved, the design and materials of the development shall adhere to the requirements set out within City of Fremantle policy L.P.P2.3 - Fremantle Port Buffer Area Development Guidelines for properties contained within Area 2. Specifically, the development shall provide the following:
 - a) Glazing to windows and other openings shall be laminated safety glass of minimum thickness of 6mm or “double glazed” utilising laminated or toughened safety glass of a minimum thickness of 3mm.
 - b) Air conditioners shall provide internal centrally located ‘shut down’ points and associated procedures for emergency use.
 - c) Roof insulation in accordance with the requirements of the Building Codes of Australia.
 12. Prior to lodgement of a Building Permit application for the development hereby approved, details of how the recommendations contained in the Acoustic Report (Ref: 33221-1-24296), prepared by Herring Storer Acoustics, dated 21 August 2024 are to be implemented are to be submitted to the satisfaction of the City of Fremantle.
 13. Prior to lodgement of a Building Permit application for the development hereby approved, a detailed drawing showing how the windows located on the east, south and west elevation of the four storey addition, are to be screened to address overlooking to the adjoining residential properties. Prior to occupation of the development hereby approved, the approved screening method shall be installed and maintained to the satisfaction of the City of Fremantle.
 14. Prior to the lodgement of a Building Permit application for the development hereby approved, the applicant is to submit, and have approved to the satisfaction of the City of Fremantle, an Operational Management Plan addressing the following:
 - Emergency contact details
 - Management and reporting of antisocial behaviour
 - Complaints management procedure
 - Security and access to rooms
 - Guest arrival / check in/out
 - Maximum length of stay
 - Deliveries and servicing
 - Maximum occupancy

The Operational Management Plan must be implemented at all times to the satisfaction of the City of Fremantle for the life of the development.

15. Prior to occupation of the development hereby approved, all car parking, bicycle parking, motorcycle/scooter parking and vehicle access and circulation areas shall be installed, maintained and available for car parking/loading, and vehicle access and circulation on an ongoing basis to the satisfaction of the City of Fremantle.
16. Prior to occupation of the development hereby approved, the owner shall contribute a monetary amount equal in value to one percent of the estimated development cost or otherwise approved by the City in accordance with the policy, as indicated on the Form of Application for Planning Approval, to the City of Fremantle for development of public art works and/or heritage works to enhance the public realm in accordance with LPP 2.19: Contributions for Public Art and/or Heritage Works and to the satisfaction of the City of Fremantle. Based on the estimated cost of the development being \$8 million the contribution to be made is \$80,000.
17. The waste management plan, prepared by Talis Consultants, dated 13 August 2024 (WMP24011) must be implemented at all times to the satisfaction of the City of Fremantle.
18. All works indicated on the approved plans, including any footings, shall be wholly located within the cadastral boundaries of the subject site.
19. The works hereby approved shall be undertaken in a manner which does not irreparably damage any original or significant fabric of the building which is not subject to the development hereby approved. Any damage shall be rectified to the satisfaction of City of Fremantle.
20. Where any of the preceding conditions has a time limitation for compliance, if any condition is not met by the time requirement within that condition, then the obligation to comply with the requirements of any such condition (other than the time limitation for compliance specified in that condition), continues whilst the approved development continues.

Advice Notes

1. A Building permit is required for the proposed Building Works. A certified BA1 application form must be submitted and a Certificate of Design Compliance (issued by a Registered Building Surveyor Contractor in the private sector) must be submitted with the BA1.
2. In relation to the Heritage conditions above, should there be any further clarification regarding the requirements of these conditions please contact the City's Heritage Department on 9432 9999 or alternatively planning@fremantle.wa.gov.au, or where relevant the Heritage Council of Western Australia. In addition to this, there are a number of technical advice sheets for conservation of privately-owned heritage buildings on the City's website.
3. Any removal of asbestos is to comply with the following –

Under ten (10) square metres of bonded (non-friable) asbestos can be removed without a license and in accordance with the *Health (Asbestos) Regulations 1992* and the *Environmental Protection (Controlled Waste) Regulations 2001*. Over 10 square metres must be removed by a licensed person or business for asbestos removal. All asbestos removal is to be carried out in accordance with the *Occupational Safety and Health Act 1984* and accompanying regulations and the requirements of the Code of Practice for the Safe Removal of Asbestos 2nd Edition [NOHSC: 2002 (2005)];

Note: Removal of any amount of friable asbestos must be done by a licensed person or business and an application submitted to WorkSafe, Department of Commerce. <http://www.docep.wa.gov.au>

4. If construction works involve the emission of noise above the assigned levels in the *Environmental Protection (Noise) Regulations 1997*, they should only occur on Monday to Saturday between 7.00 am and 7.00 pm (excluding public holidays). In instances where such construction work needs to be performed outside these hours, an Application for Approval of a Noise Management Plan must be submitted to the City of Fremantle Environmental Health Services for approval at least 7 days before construction can commence.

Note: Construction work includes, but is not limited to, Hammering, Bricklaying, Roofing, use of Power Tools and radios etc.

5. All noise from the proposed development must comply with the requirements of the *Environmental Protection (Noise) Regulations 1997* (as amended), such as:
 - a. mechanical service systems like air-conditioners, exhaust outlets, motors, compressors and pool filters;
 - b. vehicles;
 - c. amplified acoustic systems; and
 - d. patron noise.

It is advised to seek the services of an acoustic consultant to assist the applicant to address the potential noise impacts on noise sensitive receivers.

6. Any works within the adjacent thoroughfare, i.e. road, kerbs, footpath, verge, crossover or right of way, requires a separate approval from the City of Fremantle's Infrastructure Business Services department who can be contacted via info@fremantle.wa.gov.au or 9432 9999.
7. The proponent must make application during the Building Permit application stage to Environmental Health Services via Schedule 3 – Application for registration of a lodging house as a requirement of the City of Fremantle's Health Local Laws 1997. For further information and a copy of the application form contact Environmental Health Services on 9432 9999 or via health@fremantle.wa.gov.au.
8. The premises must comply with the *Food Act 2008*, regulations and the Food Safety Standards incorporating AS 4674-2004 Design, construction and fit-out of food premises. Detailed architectural plans and elevations must be submitted to Environmental Health Services for approval prior to construction via an application to notify/register a food business. The food business is required to be registered under the *Food Act 2008*. For further information

contact Environmental Health Services on 9432 9999 or via health@fremantle.wa.gov.au.

9. In regard to the condition requiring a Construction Management Plan, Local Planning Policy 1.10 Construction Sites can be found on the City's web site via <http://www.fremantle.wa.gov.au/development/policies>.

A copy of the City's Construction and Demolition Management Plan Proforma which needs to be submitted with building and demolition permits can be accessed via:

<https://www.fremantle.wa.gov.au/sites/default/files/Construction%20and%20Demolition%20Management%20Plan%20Proforma.pdf>

The Infrastructure Business Services department can be contacted via info@fremantle.wa.gov.au or 9432 9999.

10. In relation to the condition relating to the public art contribution, the applicant is advised that Council may waive the requirement for the public art/heritage work contribution in accordance with clause 6 of LPP 2.19 where the development incorporates public art in the development to the same value as that specified in the relevant condition that is located in a position clearly visible to the general public on the site of the development. Should artwork be incorporated in the development a public art strategy for the site must be submitted to and approved prior to the issue of a Building Permit, to the satisfaction of the City of Fremantle. Please contact the City's Public Arts Coordinator on 9432 9999 for further information on this process. Prior to occupation of the development, the approved artwork must be installed and thereafter maintained to the satisfaction of the City of Fremantle. In determining the appropriateness and artistic merit of the public art, council shall seek relevant professional advice.

DRAWING LIST			
NUMBER	NAME	REV.	REVISION DESCRIPTION
DA00.00	Cover Sheet	P10	DA ISSUE RFI 1
DA00.01	Proposed Site Plan	P16	DA ISSUE RFI 1
DA01.01	Demolition Ground Floor Plan	P9	DA ISSUE 1
DA01.02	Demolition First Floor Plan	P9	DA ISSUE 1
DA01.03	Demolition Roof Plan	P9	DA ISSUE 1
DA01.04	Ground Floor Plan	P10	DA ISSUE RFI 1
DA01.05	First Floor Plan	P9	DA ISSUE 1
DA01.06	L2-L3 Plan	P9	DA ISSUE RFI 1
DA01.07	Proposed Roof Plan	P10	DA ISSUE RFI 1
DA02.01	Existing & Demolition Elevations	P8	DA ISSUE 1
DA02.02	Existing & Demolition Elevations	P8	DA ISSUE 1
DA02.03	Existing & Demolition Elevations	P6	DA ISSUE 1
DA02.04	Proposed Elevations	P9	DA ISSUE RFI 1
DA02.05	Proposed Elevations	P9	DA ISSUE RFI 1
DA02.06	Proposed Elevations	P6	DA ISSUE 1
DA03.01	Sections	P9	DA ISSUE RFI 1
DA03.02	Sections	P9	DA ISSUE RFI 1
DA03.03	Sections	P9	DA ISSUE RFI 1
DA03.04	Wide Format Section	P1	DA ISSUE RFI 1
DA04.01	Overshadowing Study	P5	DA ISSUE RFI 1

DEVELOPMENT SUMMARY										
LEVEL	EXISTING BUILDING					REAR BUILDING				TOTAL ROOMS
	4 BED (A)	4 BED (B)	8 BED (C)	8 BED (C2)	8 BED (C3)	QUEEN ACC. ENS. (D)	QUEEN ENS. (D2)	QUEEN (D3)	QUEEN ACC. (D4)	
GROUND	0	0	0	0	0	0	0	0	0	0
LEVEL 1	3	23	2	1	8	1	10	2	0	50
LEVEL 2	2	0	0	0	0	1	10	1	1	15
LEVEL 3	2	0	0	0	0	1	10	1	1	15
Grand total	7	23	2	1	8	3	30	4	2	80

PROPOSED CAR PARKING		
LEVEL	CARPARKS	BICYCLE PARKS
	COMMERCIAL	
GROUND	4	27

REFUSE - BINS	
BIN TYPE	TOTAL
BIN 1100L	5



CITY OF FREMANTLE
These Revised Plans Form Part of

DAP002/24

23 Aug 2024

Revisions		
P5	22.04.2024	ISSUE FOR INFORMATION
P6	24.04.2024	DAC DRAFT PACK
P7	29.04.2024	DAC ISSUE
P8	04.06.2024	DA ISSUE
P9	05.06.2024	DA ISSUE 1
P10	19.08.2024	DA ISSUE RFI 1

Project
LyLo Fremantle
19 ESSEX STREET, FREMANTLE, WA

Drawing
Cover Sheet

Project No
223252

Author
RL

Scale: @ A3
1 : 200

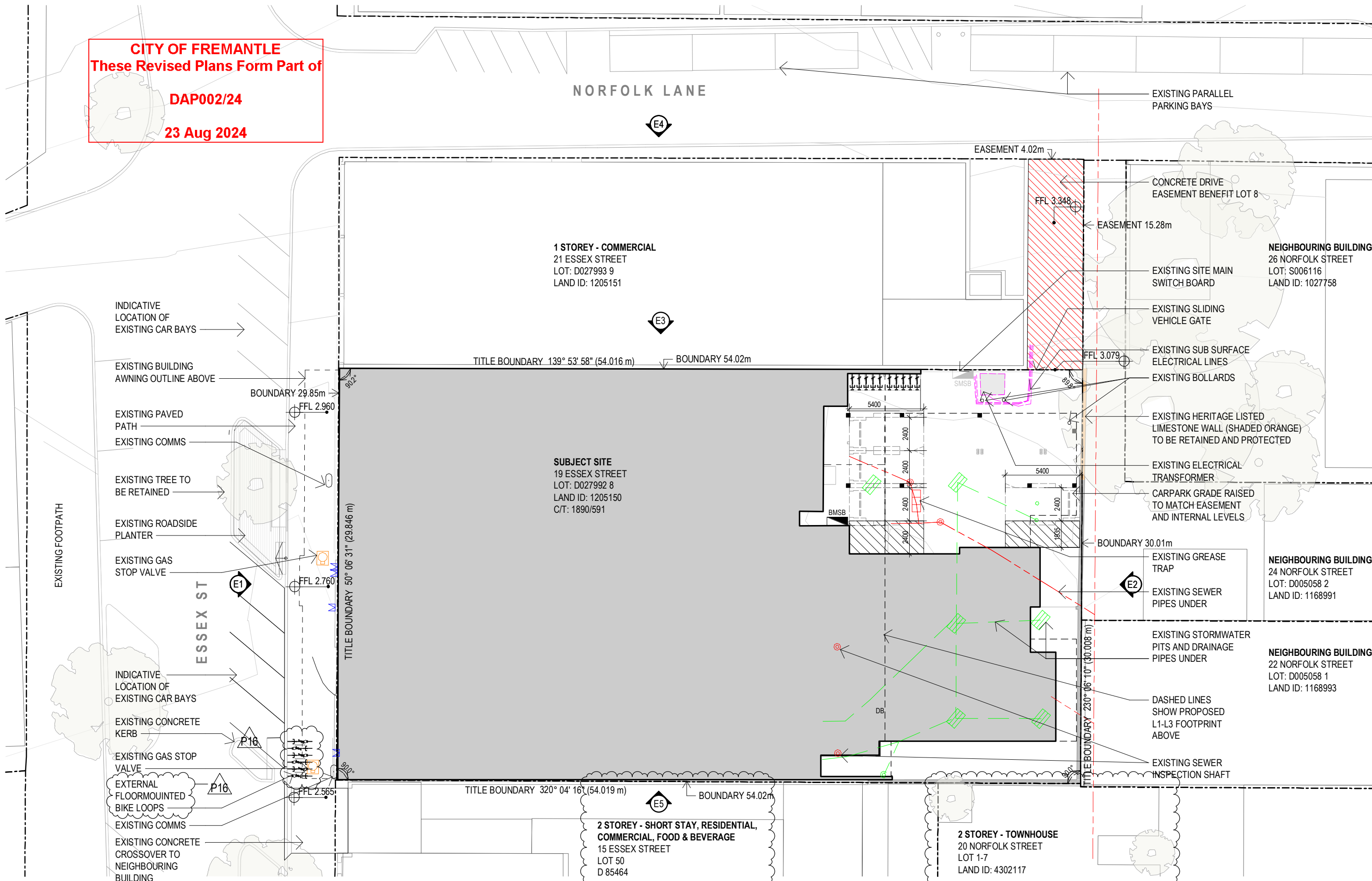
Drawing No.
DA00.00

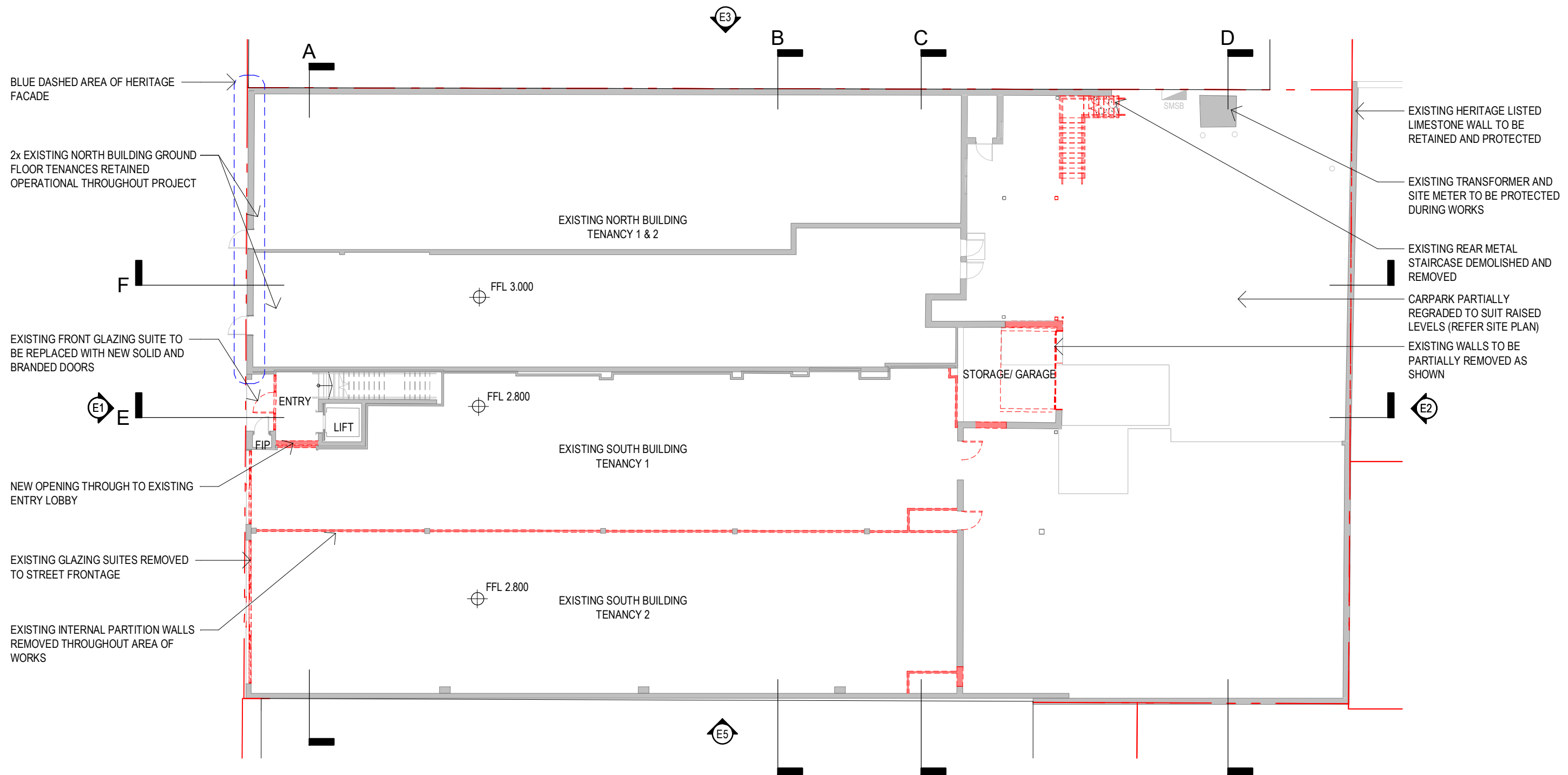
P10

rothelowman

Brisbane, Gold Coast,
Melbourne, Perth, Sydney
www.rothelowman.com.au

CITY OF FREMANTLE
These Revised Plans Form Part of
DAP002/24
23 Aug 2024





WALL TYPE LEGEND

- EXISTING WALLS, FLOORS AND STRUCTURES TO BE DEMOLISHED
- EXISTING WALLS, FLOORS AND STRUCTURES TO BE RETAINED

CITY OF FREMANTLE
These Revised Plans Form Part of
DAP002/24
23 Aug 2024

Revisions	P4	04.09.2024	CONCEPT COORDINATION MEETING
	P5	22.04.2024	ISSUE FOR INFORMATION
	P6	24.04.2024	DAC DRAFT PACK
	P7	29.04.2024	DAC ISSUE
	P8	04.06.2024	DA ISSUE
	P9	05.06.2024	DA ISSUE 1

Project **LyLo Fremantle**
19 ESSEX STREET, FREMANTLE, WA

Drawing **Demolition Ground Floor Plan**

Project No **223252** Author **AL**

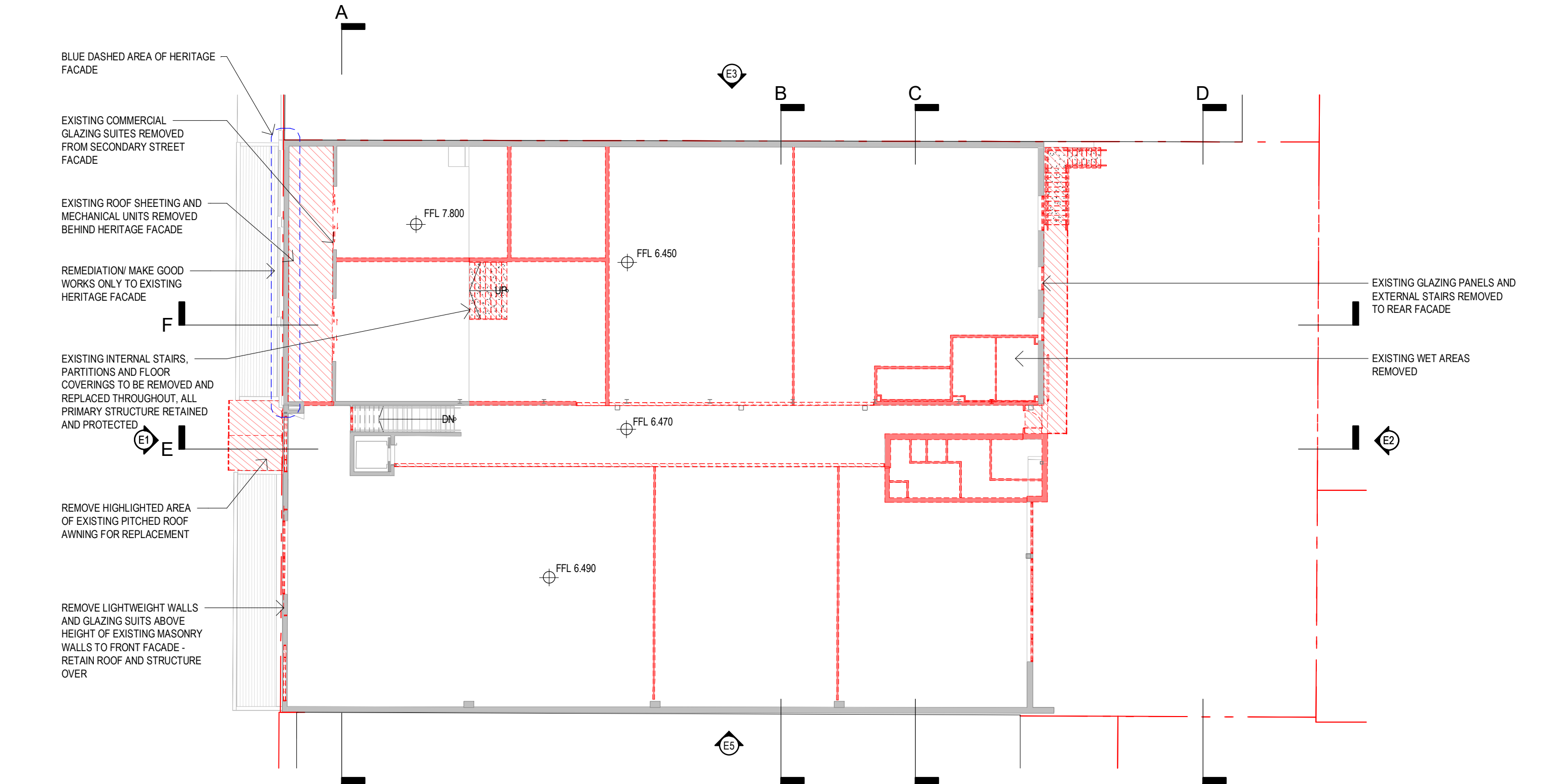
Scale: @ A3 **1 : 200**

Drawing No. **DA01.01**

P9

rothelowman

Brisbane, Gold Coast,
Melbourne, Perth, Sydney
www.rothelowman.com.au



WALL TYPE LEGEND

- EXISTING WALLS, FLOORS AND STRUCTURES TO BE DEMOLISHED
- EXISTING WALLS, FLOORS AND STRUCTURES TO BE RETAINED

CITY OF FREMANTLE
These Revised Plans Form Part of
DAP002/24
23 Aug 2024

Revisions	P4	04.09.2024	CONCEPT COORDINATION MEETING
	P5	22.04.2024	ISSUE FOR INFORMATION
	P6	24.04.2024	DAC DRAFT PACK
	P7	29.04.2024	DAC ISSUE
	P8	04.06.2024	DA ISSUE
	P9	05.06.2024	DA ISSUE 1

Project **LyLo Fremantle**
19 ESSEX STREET, FREMANTLE, WA

Drawing **Demolition First Floor Plan**

Project No **223252** Author **AL**

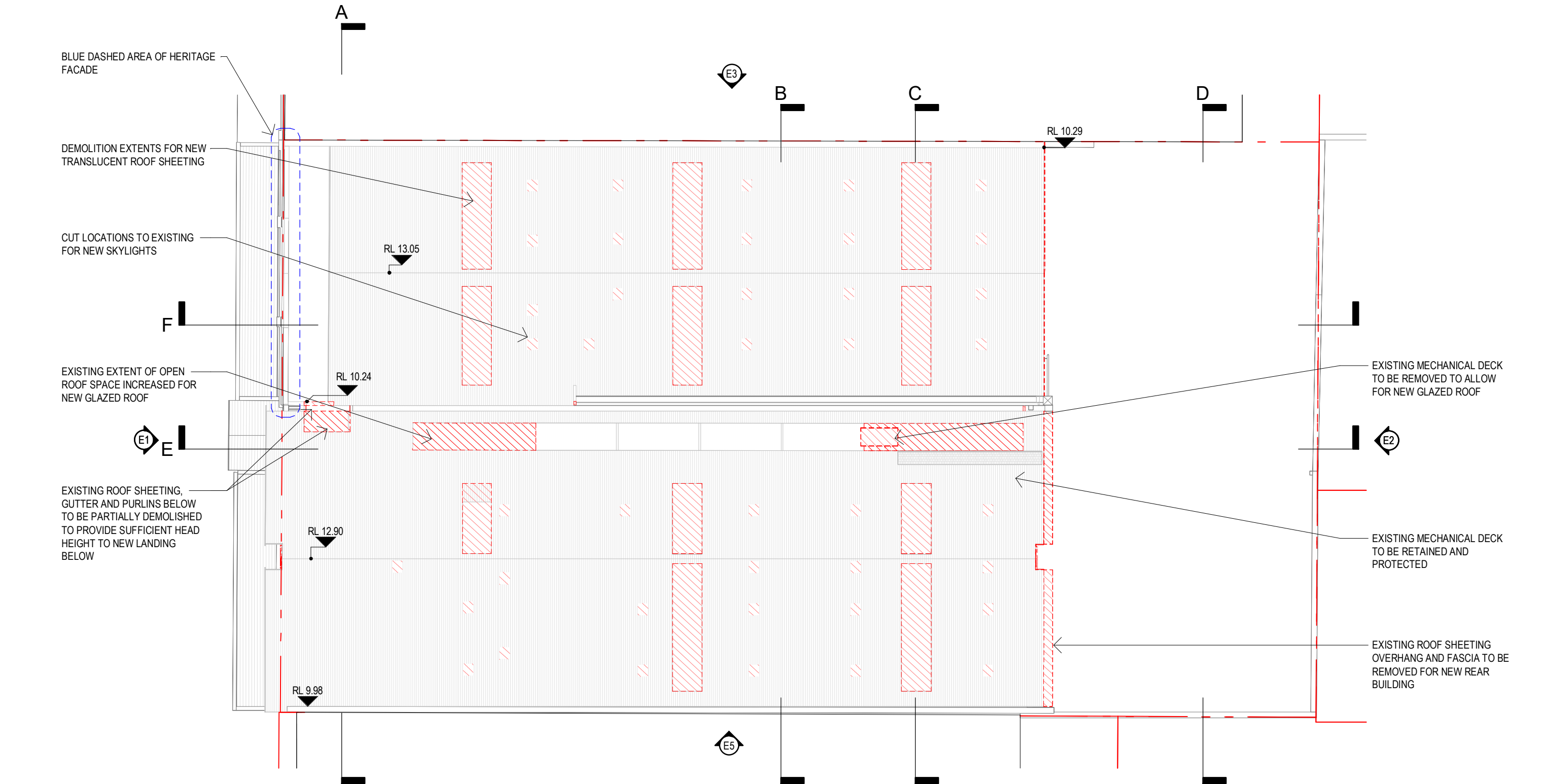
Scale: @ A3 **1 : 200**

Drawing No. **DA01.02**

P9

rothelowman

Brisbane, Gold Coast,
Melbourne, Perth, Sydney
www.rothelowman.com.au



WALL TYPE LEGEND

- EXISTING WALLS, FLOORS AND STRUCTURES TO BE DEMOLISHED
- EXISTING WALLS, FLOORS AND STRUCTURES TO BE RETAINED

CITY OF FREMANTLE
These Revised Plans Form Part of
DAP002/24
23 Aug 2024

Revisions	P4	04.09.2024	CONCEPT COORDINATION MEETING
	P5	22.04.2024	ISSUE FOR INFORMATION
	P6	24.04.2024	DAC DRAFT PACK
	P7	29.04.2024	DAC ISSUE
	P8	04.06.2024	DA ISSUE
	P9	05.06.2024	DA ISSUE 1

Project **LyLo Fremantle**
19 ESSEX STREET, FREMANTLE, WA

Drawing **Demolition Roof Plan**

Project No **223252** Author **AL**

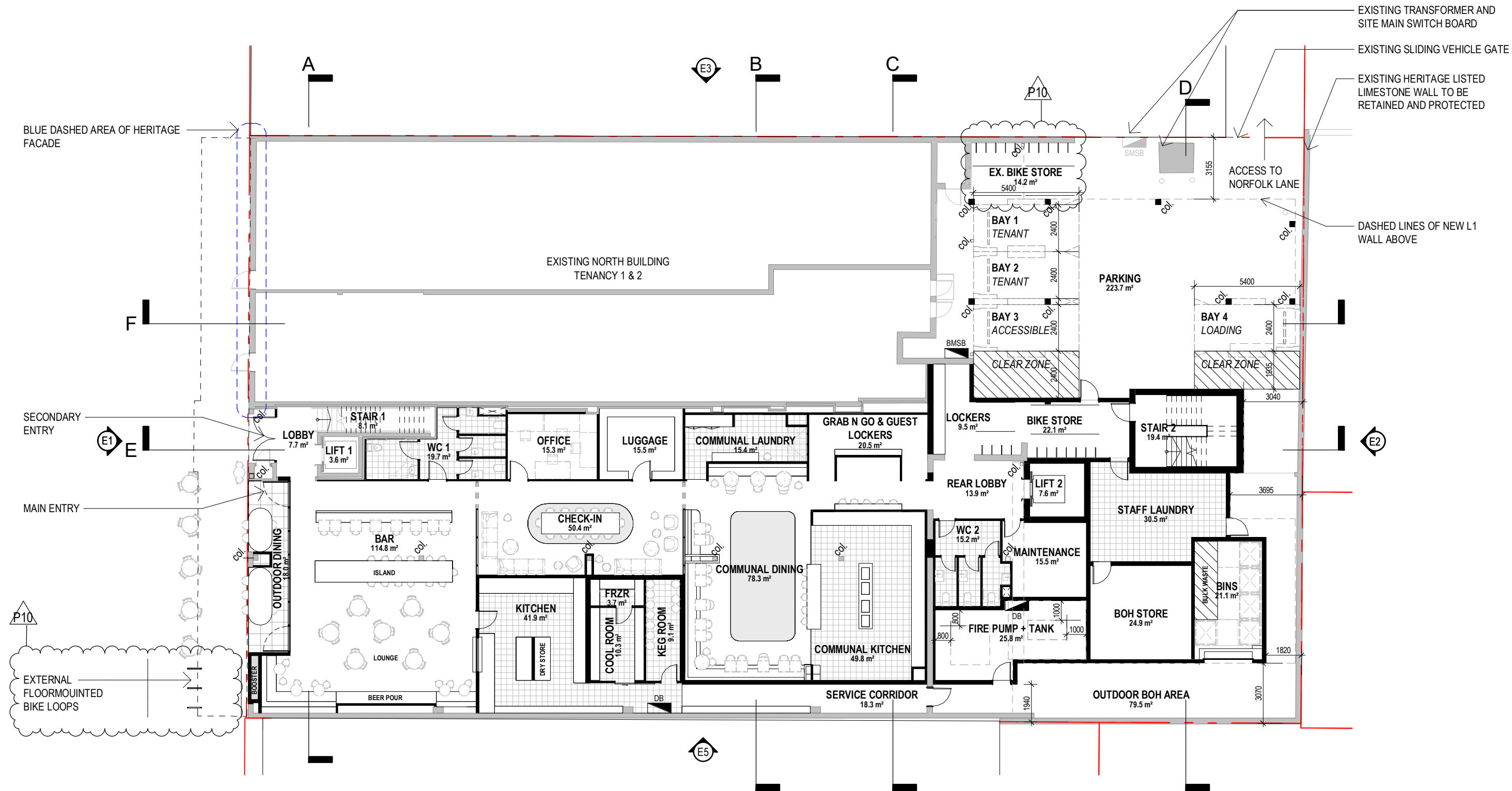
Scale: @ A3 **1 : 200**

Drawing No. **DA01.03**

P9

rothelowman

Brisbane, Gold Coast,
Melbourne, Perth, Sydney
www.rothelowman.com.au



WALL TYPE LEGEND

- EXISTING WALLS, FLOORS AND STRUCTURES TO BE RETAINED
- NEW WALLS, FLOORS AND STRUCTURES

Revisions	P5	22.04.2024	ISSUE FOR INFORMATION
	P6	24.04.2024	DAC DRAFT PACK
	P7	29.04.2024	DAC ISSUE
	P8	04.06.2024	DA ISSUE
	P9	05.06.2024	DA ISSUE 1
	P10	19.08.2024	DA ISSUE RFI 1

Project **LyLo Fremantle**
19 ESSEX STREET, FREMANTLE, WA

Drawing **Ground Floor Plan**

Project No **223252** Author **RL** Scale: @ A3 **1 : 200**

Drawing No **DA01.04**

P10

rothelowman

Brisbane, Gold Coast,
Melbourne, Perth, Sydney
www.rothelowman.com.au

Disclaimer: Rothe Lowman Property Pty. Ltd. retains all common law, statutory law and other rights including copyright and intellectual property rights in respect of this document. The recipient indemnifies Rothe Lowman Property Pty. Ltd. against all claims resulting from use of this document for any purpose other than its intended use, unauthorized changes or reuse of the document on other projects without the permission of Rothe Lowman Property Pty. Ltd. Under no circumstance shall transfer of this document be deemed a sale or constitute a transfer of the license to use this document. ABN 76 005 783 997

CITY OF FREMANTLE
These Revised Plans Form Part of
DAP002/24
23 Aug 2024

EXISTING SEPARATION FROM
HERITAGE FACADE TO PRIMARY
WALL

BLUE DASHED AREA OF HERITAGE
FACADE

GREY DASHED LINES
INDICATIVE LOCATION OF
EXISTING TRUSSES OVERHEAD

ORANGE DASHED LINES OF
GROUND FLOOR WALL BELOW

NEW WALL TO EXTEND ABOVE
EXISTING MASONRY WALL -
ALIGN DATUM WITH NORTHERN
TENANCY HERITAGE FACADE
WALL

WALL TYPE LEGEND

- EXISTING WALLS, FLOORS AND STRUCTURES TO BE RETAINED
- NEW WALLS, FLOORS AND STRUCTURES

Revisions	P4	04.09.2024	CONCEPT COORDINATION MEETING
	P5	22.04.2024	ISSUE FOR INFORMATION
	P6	24.04.2024	DAC DRAFT PACK
	P7	29.04.2024	DAC ISSUE
	P8	04.06.2024	DA ISSUE
	P9	05.06.2024	DA ISSUE 1

Project / **LyLo Fremantle**

19 ESSEX STREET, FREMANTLE, WA

Drawing / **First Floor Plan**

Project No / **223252**

Author / **RL**

Scale: @ A3 / **1 : 200**

Drawing No. / **DA01.05**

P9

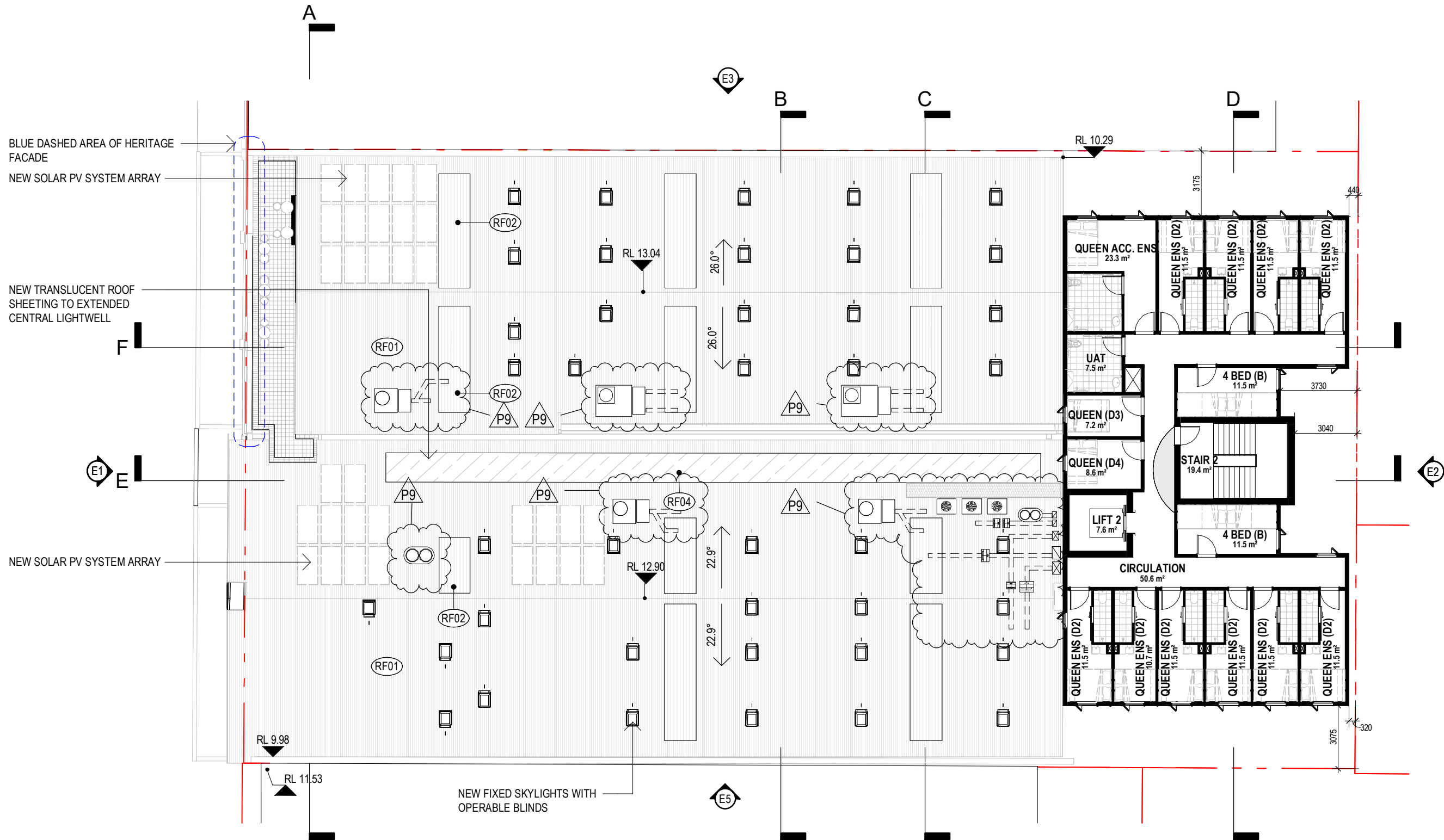
rothelowman

Brisbane, Gold Coast,
Melbourne, Perth, Sydney
www.rothelowman.com.au

19/08/2024 4:46:43 PM

Disclaimer: Rothe Lowman Property Pty. Ltd. retains all common law, statutory law and other rights including copyright and intellectual property rights in respect of this document. The recipient indemnifies Rothe Lowman Property Pty. Ltd. against all claims resulting from use of this document for any purpose other than its intended use, unauthorized changes or reuse of the document on other projects without the permission of Rothe Lowman Property Pty. Ltd. Under no circumstance shall transfer of this document be deemed a sale or constitute a transfer of the license to use this document. ABN 76 005 783 997





WALL TYPE LEGEND

- EXISTING WALLS, FLOORS AND STRUCTURES TO BE RETAINED
- NEW WALLS, FLOORS AND STRUCTURES

Revisions	P4	22.04.2024	ISSUE FOR INFORMATION
	P5	24.04.2024	DAC DRAFT PACK
	P6	29.04.2024	DAC ISSUE
	P7	04.06.2024	DA ISSUE
	P8	05.06.2024	DA ISSUE 1
	P9	19.08.2024	DA ISSUE RF1 1

Project / **LyLo Fremantle**
19 ESSEX STREET, FREMANTLE, WA

Drawing / **L2-L3 Plan**

Project No / **223252** Author / **AL**

Scale: @ A3 / **1 : 200**

Drawing No. / **DA01.06**

P9

rothelowman

CITY OF FREMANTLE
These Revised Plans Form Part of

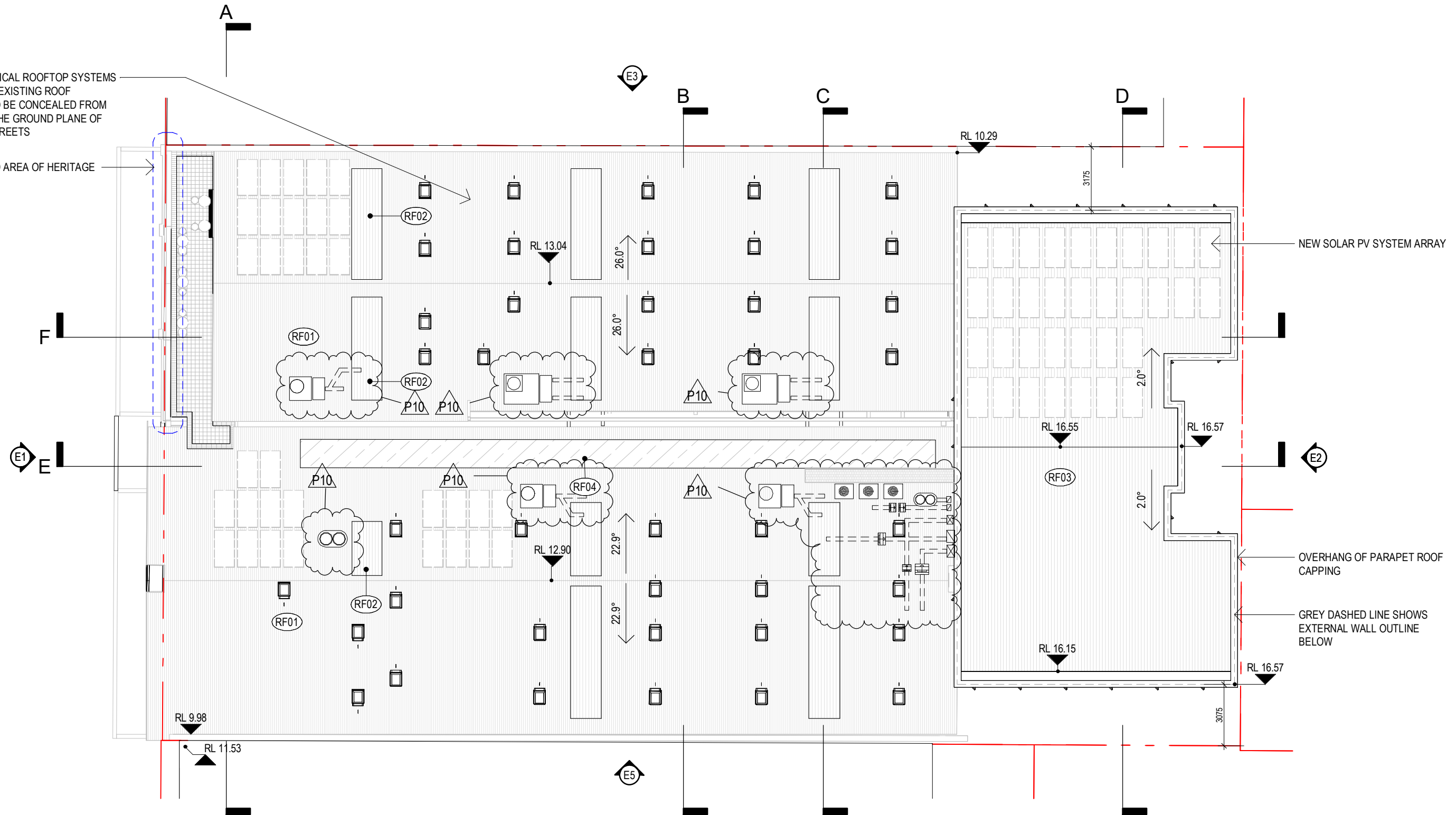
DAP002/24

23 Aug 2024

Brisbane, Gold Coast,
Melbourne, Perth, Sydney
www.rothelowman.com.au

NEW MECHANICAL ROOFTOP SYSTEMS
LOCATED ON EXISTING ROOF
SHEETING, TO BE CONCEALED FROM
VIEW FROM THE GROUND PLANE OF
ADJACENT STREETS

BLUE DASHED AREA OF HERITAGE
FACADE



WALL TYPE LEGEND

- EXISTING WALLS, FLOORS AND STRUCTURES TO BE RETAINED
- NEW WALLS, FLOORS AND STRUCTURES

Revisions	P5	22.04.2024	ISSUE FOR INFORMATION
	P6	24.04.2024	DAC DRAFT PACK
	P7	29.04.2024	DAC ISSUE
	P8	04.06.2024	DA ISSUE
	P9	05.06.2024	DA ISSUE 1
	P10	19.08.2024	DA ISSUE RF1 1

Project / **LyLo Fremantle**

19 ESSEX STREET, FREMANTLE, WA

Drawing / **Proposed Roof Plan**

Project No / **223252**

Author / **AL**

Scale: @ A3 / **1 : 200**

Drawing No. / **DA01.07**

P10

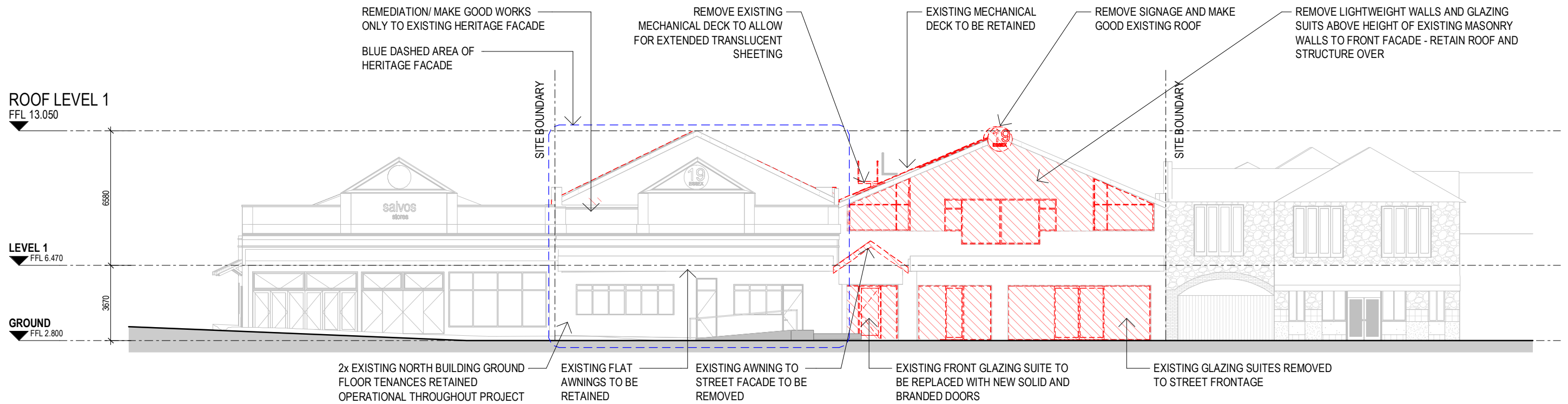
rothelowman

CITY OF FREMANTLE
These Revised Plans Form Part of

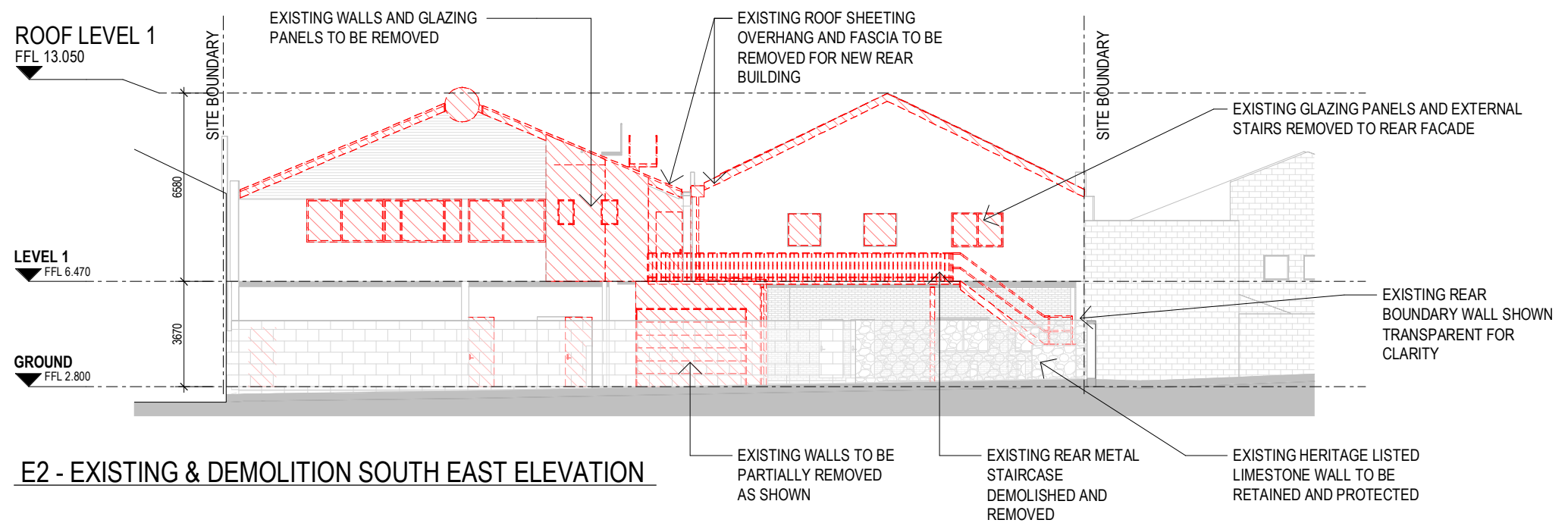
DAP002/24

23 Aug 2024

Brisbane, Gold Coast,
Melbourne, Perth, Sydney
www.rothelowman.com.au



E1 - EXISTING & DEMOLITION NORTH WEST ELEVATION



E2 - EXISTING & DEMOLITION SOUTH EAST ELEVATION

WALL TYPE LEGEND

- EXISTING WALLS, FLOORS AND STRUCTURES TO BE DEMOLISHED
- EXISTING WALLS, FLOORS AND STRUCTURES TO BE RETAINED

CITY OF FREMANTLE
These Revised Plans Form Part of
DAP002/24
23 Aug 2024

Revisions	P3	04.09.2024	CONCEPT COORDINATION MEETING
	P4	22.04.2024	ISSUE FOR INFORMATION
	P5	24.04.2024	DAC DRAFT PACK
	P6	29.04.2024	DAC ISSUE
	P7	04.06.2024	DA ISSUE
	P8	05.06.2024	DA ISSUE 1

Project
LyLo Fremantle
19 ESSEX STREET, FREMANTLE, WA

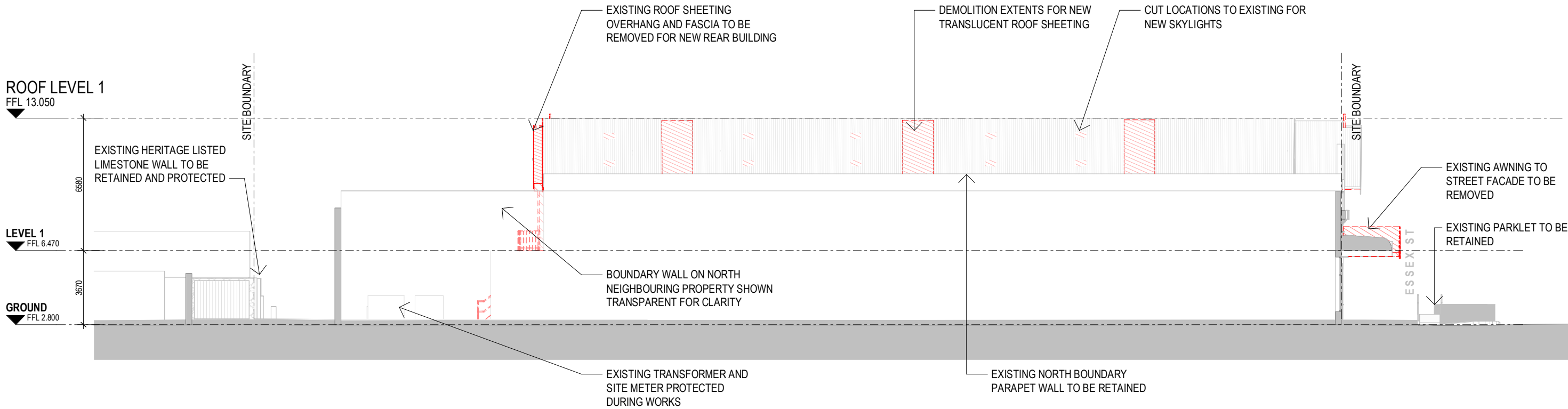
Drawing
Existing & Demolition Elevations

Project No
223252
Author
AL
Scale: @ A3
1 : 200

Drawing No.
DA02.01

P8
rothelowman

Brisbane, Gold Coast,
Melbourne, Perth, Sydney
www.rothelowman.com.au



E3 - EXISTING & DEMOLITION NORTH EAST ELEVATION



E4 - EXISTING & DEMOLITION NORTH EAST ELEVATION (NORFOLK LANE)

WALL TYPE LEGEND

- EXISTING WALLS, FLOORS AND STRUCTURES TO BE DEMOLISHED
- EXISTING WALLS, FLOORS AND STRUCTURES TO BE RETAINED

Revisions	P3	04.09.2024	CONCEPT COORDINATION MEETING
	P4	22.04.2024	ISSUE FOR INFORMATION
	P5	24.04.2024	DAC DRAFT PACK
	P6	29.04.2024	DAC ISSUE
	P7	04.06.2024	DA ISSUE
	P8	05.06.2024	DA ISSUE 1

Project
LyLo Fremantle
19 ESSEX STREET, FREMANTLE, WA

Drawing
Existing & Demolition Elevations

Project No
223252
Author
AL
Scale: @ A3
1 : 200

Drawing No.
DA02.02

P8

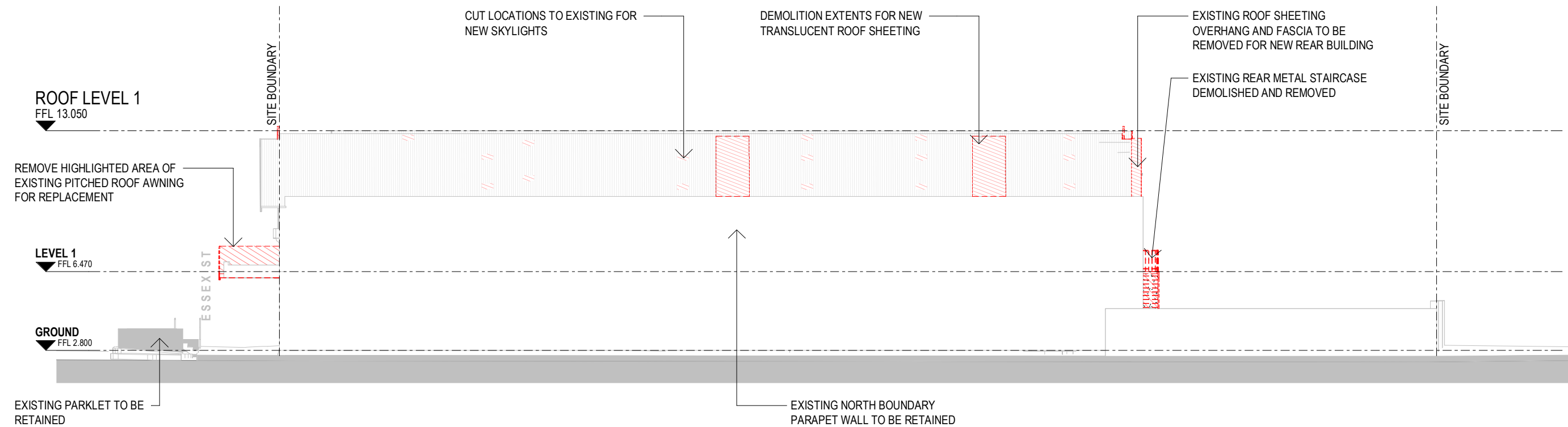
rothelowman

CITY OF FREMANTLE
These Revised Plans Form Part of

DAP002/24

23 Aug 2024

Brisbane, Gold Coast,
Melbourne, Perth, Sydney
www.rothelowman.com.au



E5 - EXISTING & DEMOLITION SOUTH WEST ELEVATION

CITY OF FREMANTLE
These Revised Plans Form Part of

DAP002/24

23 Aug 2024

Revisions	P1	04.09.2024	CONCEPT COORDINATION MEETING
	P2	22.04.2024	ISSUE FOR INFORMATION
	P3	24.04.2024	DAC DRAFT PACK
	P4	29.04.2024	DAC ISSUE
	P5	04.06.2024	DA ISSUE
	P6	05.06.2024	DA ISSUE 1

19/08/2024 4:46:58 PM

Project
LyLo Fremantle

19 ESSEX STREET, FREMANTLE, WA

Drawing
Existing & Demolition Elevations

Project No
223252
Author
AL
Scale: @ A3
1 : 200

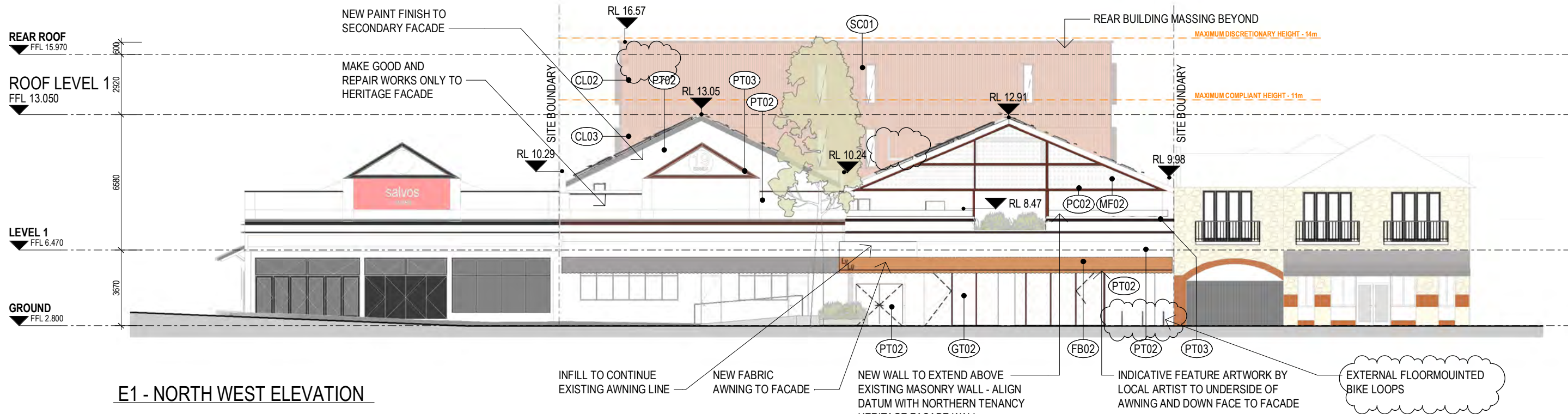
Drawing No.
DA02.03

P6

rothelowman

Brisbane, Gold Coast,
Melbourne, Perth, Sydney
www.rothelowman.com.au

Disclaimer: Rothe Lowman Property Pty. Ltd. retains all common law, statutory law and other rights including copyright and intellectual property rights in respect of this document. The recipient indemnifies Rothe Lowman Property Pty. Ltd. against all claims resulting from use of this document for any purpose other than its intended use, unauthorized changes or reuse of the document on other projects without the permission of Rothe Lowman Property Pty. Ltd. Under no circumstance shall transfer of this document be deemed a sale or constitute a transfer of the license to use this document. ABN 76 005 783 997



E1 - NORTH WEST ELEVATION



E2 - SOUTH EAST ELEVATION

CITY OF FREMANTLE
These Revised Plans Form Part of

DAP002/24

23 Aug 2024

WALL TYPE LEGEND

- EXISTING WALLS, FLOORS AND STRUCTURES TO BE RETAINED
- NEW WALLS, FLOORS AND STRUCTURES

MATERIAL AND FINISHES LEGEND

CL01 - CLADDING EXISTING	PT01 - PAINT FINISH EXISTING	PT05 - PAINT FINISH NEW PAINT FINISH COLOUR: BALSA STONE	FB01 - FABRIC FINISH EXISTING	RF01 - ROOF CLADDING EXISTING	GT01 - GLAZING EXISTING GLAZING
CL02 - CLADDING LYSAGHT MINI ORB (35mm) COLOUR: TEMPTRESS	PT02 - PAINT FINISH NEW PAINT FINISH COLOUR: LEXICON QUARTER	MF01 - METAL FINISH EXISTING	FB02 - ROOF CLADDING NEW FABRIC AWNING COLOUR: CINNAMON SAND	RF02 - ROOF CLADDING NEW TRANSLUCENT ROOF CLADDING COLOUR: SHALE GREY	GT02 - GLAZING NEW GLAZING TRANSPARENCY: CLEAR
CL03 - CLADDING LYSAGHT CUSTOM ORB (85mm) COLOUR: TEMPTRESS	PT03 - PAINT FINISH NEW PAINT FINISH COLOUR: RUSTED CRIMSON	MF02 - METAL FINISH NEW PERFORATED METAL FINISH COLOUR: CHAIN PEARL	PC01 - POWDERCOAT FINISH EXISTING	RF03 - ROOF CLADDING NEW CORRUGATED ROOF CLADDING COLOUR: SHALE GREY	GT03 - GLAZING NEW FIRE RATED GLAZING TRANSPARENCY: CLEAR
CL04 - CLADDING LYSAGHT LONGLINE 305 (155mm) COLOUR: TEMPTRESS		SC01 - SCREEN NEW SCREEN COLOUR: TERRACOTTA CHIP	PC02 - POWDERCOAT FINISH NEW METAL FINISH COLOUR: RUSTED CRIMSON	RF04 - ROOF GLAZING NEW GLAZED PANELS COLOUR: CLEAR	

Revisions			
P4	22.04.2024	ISSUE FOR INFORMATION	
P5	24.04.2024	DAC DRAFT PACK	
P6	29.04.2024	DAC ISSUE	
P7	04.06.2024	DA ISSUE	
P8	05.06.2024	DA ISSUE 1	
P9	19.08.2024	DA ISSUE RFI 1	

Project **LyLo Fremantle**
19 ESSEX STREET, FREMANTLE, WA

Drawing **Proposed Elevations**

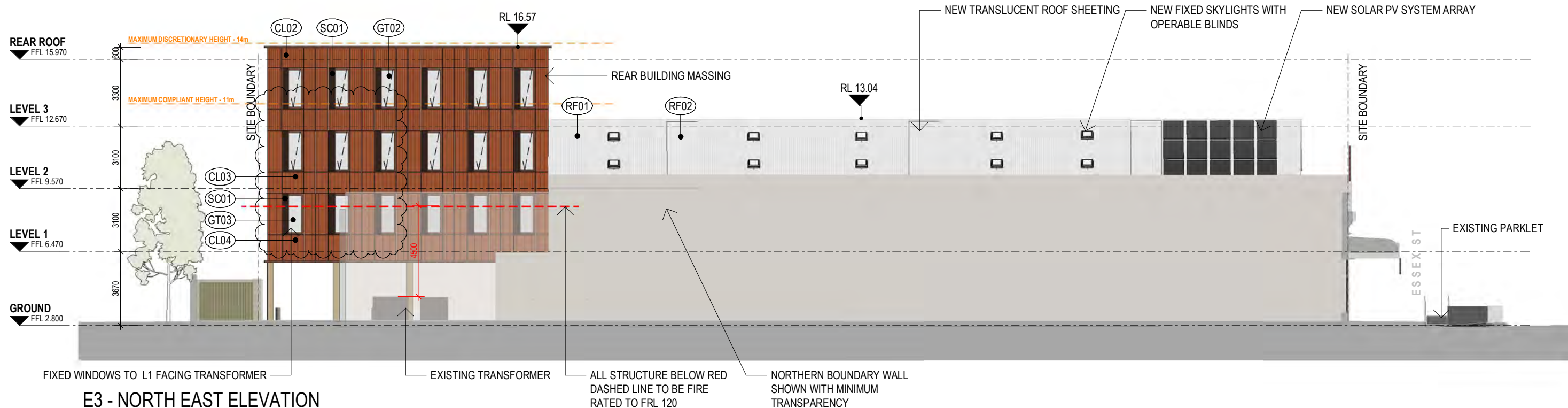
Project No **223252** Author **AL** Scale: @ A3 **1 : 200**

Drawing No **DA02.04**

P9 rothelowman

Disclaimer: Rothe Lowman Property Pty. Ltd. retains all common law, statutory law and other rights including copyright and intellectual property rights in respect of this document. The recipient indemnifies Rothe Lowman Property Pty. Ltd. against all claims resulting from use of this document for any purpose other than its intended use, unauthorized changes or reuse of the document on other projects without the permission of Rothe Lowman Property Pty. Ltd. Under no circumstance shall transfer of this document be deemed a sale or constitute a transfer of the license to use this document. ABN 76 005 783 997

Brisbane, Gold Coast,
Melbourne, Perth, Sydney
www.rothelowman.com.au



E3 - NORTH EAST ELEVATION



E4 - NORTH EAST ELEVATION (NORFOLK LANE)

CITY OF FREMANTLE
These Revised Plans Form Part of
DAP002/24
23 Aug 2024

WALL TYPE LEGEND

- EXISTING WALLS, FLOORS AND STRUCTURES TO BE RETAINED
- NEW WALLS, FLOORS AND STRUCTURES

MATERIAL AND FINISHES LEGEND					
CL01 - CLADDING EXISTING	PT01 - PAINT FINISH EXISTING	PT05 - PAINT FINISH NEW PAINT FINISH COLOUR: BALSA STONE	FB01 - FABRIC FINISH EXISTING	RF01 - ROOF CLADDING EXISTING	GT01 - GLAZING EXISTING GLAZING
CL02 - CLADDING LYSAGHT MINI ORB (35mm) COLOUR: TEMPTRESS	PT02 - PAINT FINISH NEW PAINT FINISH COLOUR: LEXICON QUARTER	MF01 - METAL FINISH EXISTING	FB02 - ROOF CLADDING NEW FABRIC AWNING COLOUR: CINNAMON SAND	RF02 - ROOF CLADDING NEW TRANSLUCENT ROOF CLADDING COLOUR: SHALE GREY	GT02 - GLAZING NEW GLAZING TRANSPARENCY: CLEAR
CL03 - CLADDING LYSAGHT CUSTOM ORB (85mm) COLOUR: TEMPTRESS	PT03 - PAINT FINISH NEW PAINT FINISH COLOUR: RUSTED CRIMSON	MF02 - METAL FINISH NEW PERFORATED METAL FINISH COLOUR: CHAIN PEARL	PC01 - POWDERCOAT FINISH EXISTING	RF03 - ROOF CLADDING NEW CORRUGATED ROOF CLADDING COLOUR: SHALE GREY	GT03 - GLAZING NEW FIRE RATED GLAZING TRANSPARENCY: CLEAR
CL04 - CLADDING LYSAGHT LONGLINE 305 (155mm) COLOUR: TEMPTRESS		SC01 - SCREEN NEW SCREEN COLOUR: TERRACOTTA CHIP	PC02 - POWDERCOAT FINISH NEW METAL FINISH COLOUR: RUSTED CRIMSON	RF04 - ROOF GLAZING NEW GLAZED PANELS COLOUR: CLEAR	

Revisions	P4	22.04.2024	ISSUE FOR INFORMATION
	P5	24.04.2024	DAC DRAFT PACK
	P6	29.04.2024	DAC ISSUE
	P7	04.06.2024	DA ISSUE
	P8	05.06.2024	DA ISSUE 1
	P9	19.08.2024	DA ISSUE RFI 1

Project **LyLo Fremantle**
19 ESSEX STREET, FREMANTLE, WA

Drawing **Proposed Elevations**

Project No **223252** Author **AL**

Scale: @ A3 **1 : 200**

Drawing No **DA02.05**

P9

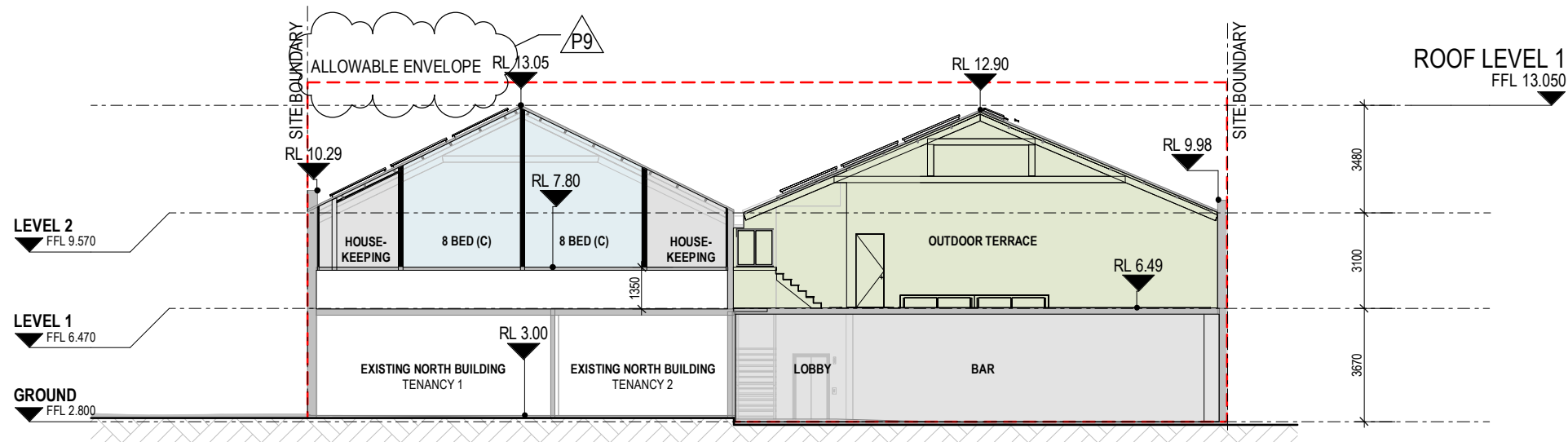
rothelowman

Disclaimer: Rothe Lowman Property Pty. Ltd. retains all common law, statutory law and other rights including copyright and intellectual property rights in respect of this document. The recipient indemnifies Rothe Lowman Property Pty. Ltd. against all claims resulting from use of this document for any purpose other than its intended use, unauthorized changes or reuse of the document on other projects without the permission of Rothe Lowman Property Pty. Ltd. Under no circumstance shall transfer of this document be deemed a sale or constitute a transfer of the license to use this document. ABN 76 005 783 997

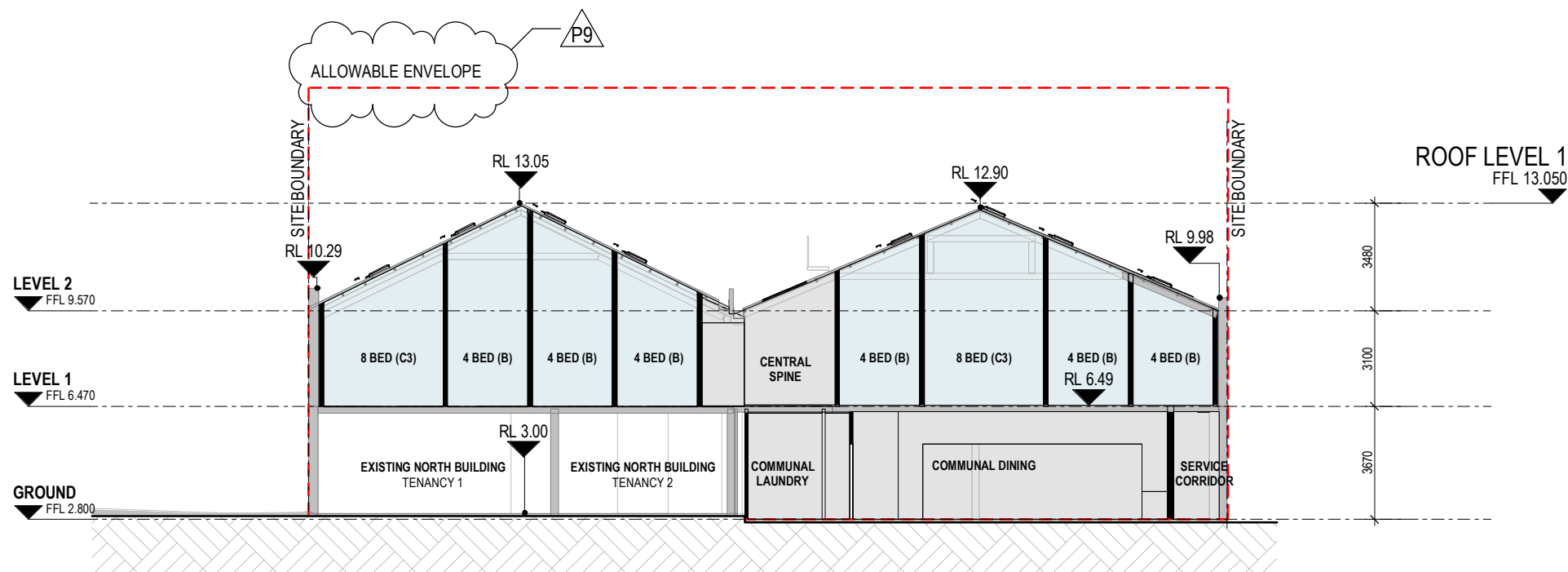
Brisbane, Gold Coast,
Melbourne, Perth, Sydney
www.rothelowman.com.au



Disclaimer: Rothe Loman Property Pty. Ltd. retains all common law, statutory law and other rights including copyright and intellectual property rights in respect of this document. The recipient indemnifies Rothe Loman Property Pty. Ltd. against all claims resulting from use of this document for any purpose other than its intended use, unauthorized changes or reuse of the document on other projects without the permission of Rothe Loman Property Pty. Ltd. Under no circumstance shall transfer of this document be deemed a sale or constitute a transfer of the license to use this document. ABN 76 005 783 997



Section AA



Section BB

WALL TYPE LEGEND

- EXISTING WALLS, FLOORS AND STRUCTURES TO BE RETAINED
- NEW WALLS, FLOORS AND STRUCTURES

ROOM LEGEND

- ROOMS
- OTHERS (NON-HABITABLE ROOMS)
- EXTERNAL SPACE

CITY OF FREMANTLE
These Revised Plans Form Part of
DAP002/24
23 Aug 2024

Revisions	P4	22.04.2024	ISSUE FOR INFORMATION
	P5	24.04.2024	DAC DRAFT PACK
	P6	29.04.2024	DAC ISSUE
	P7	04.06.2024	DA ISSUE
	P8	05.06.2024	DA ISSUE 1
	P9	19.08.2024	DA ISSUE RFI 1

Project / **LyLo Fremantle**
19 ESSEX STREET, FREMANTLE, WA

Drawing / **Sections**

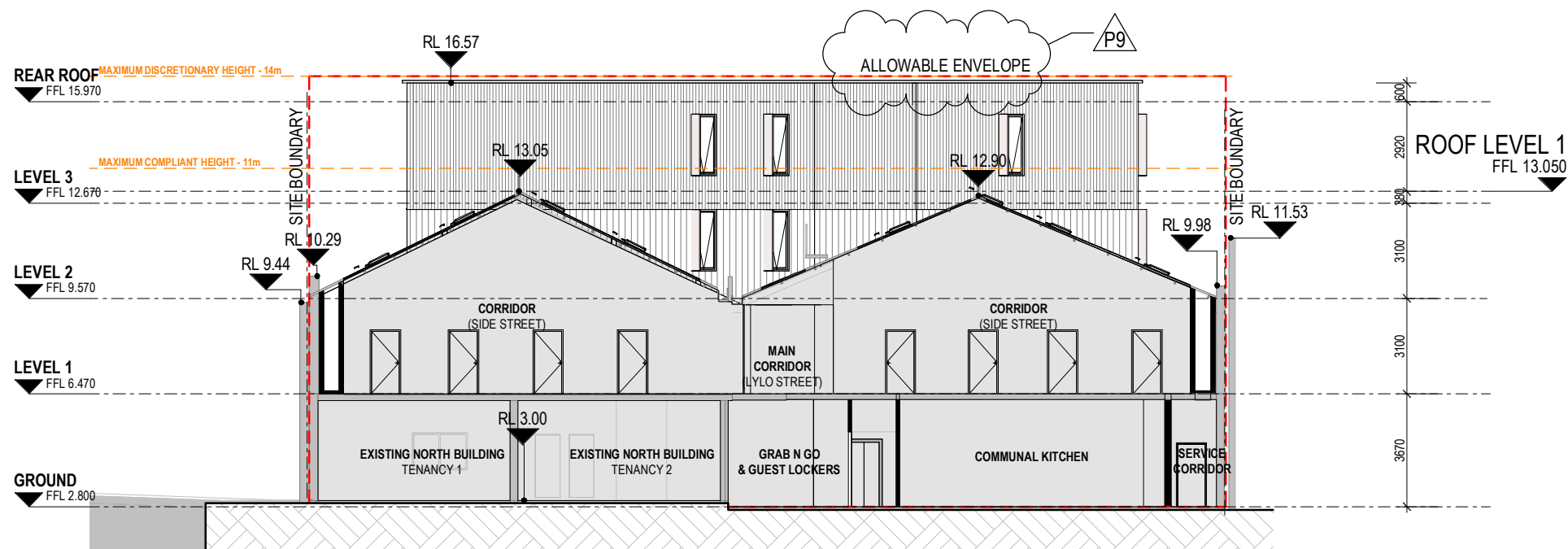
Project No / **223252** Author / **AL** Scale: @ A3 / **1 : 200**

Drawing No. / **DA03.01**

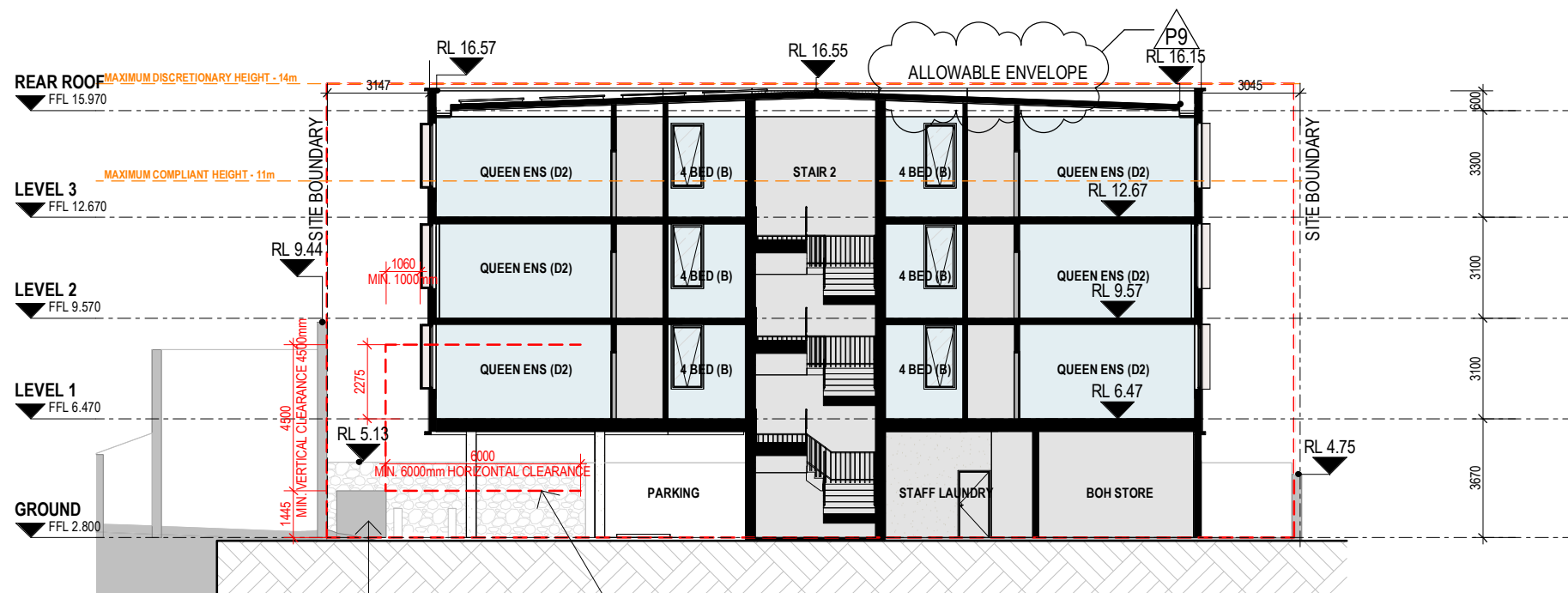
P9

rothelowman

Brisbane, Gold Coast,
Melbourne, Perth, Sydney
www.rothelowman.com.au



Section CC



Section DD

WALL TYPE LEGEND

- EXISTING WALLS, FLOORS AND STRUCTURES TO BE RETAINED
- NEW WALLS, FLOORS AND STRUCTURES

ROOM LEGEND

- ROOMS
- OTHERS (NON-HABITABLE ROOMS)
- EXTERNAL SPACE

CITY OF FREMANTLE
These Revised Plans Form Part of

DAP002/24

23 Aug 2024

Revisions		
P4	22.04.2024	ISSUE FOR INFORMATION
P5	24.04.2024	DAC DRAFT PACK
P6	29.04.2024	DAC ISSUE
P7	04.06.2024	DA ISSUE
P8	05.06.2024	DA ISSUE 1
P9	19.08.2024	DA ISSUE RFI 1

Project / **LyLo Fremantle**

19 ESSEX STREET, FREMANTLE, WA

Drawing / **Sections**

Project No / **223252**

Author / **AL**

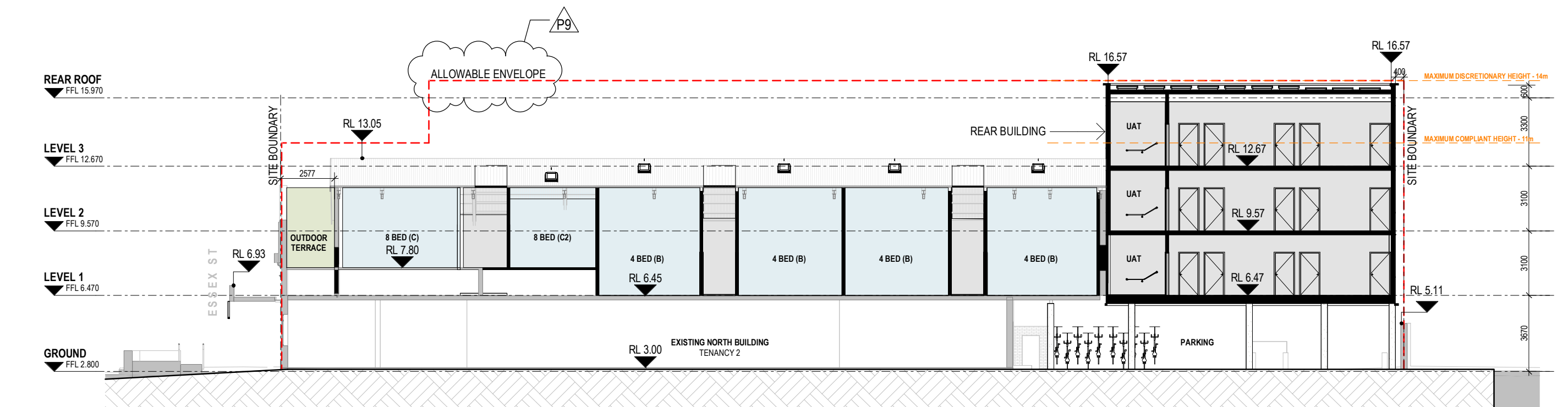
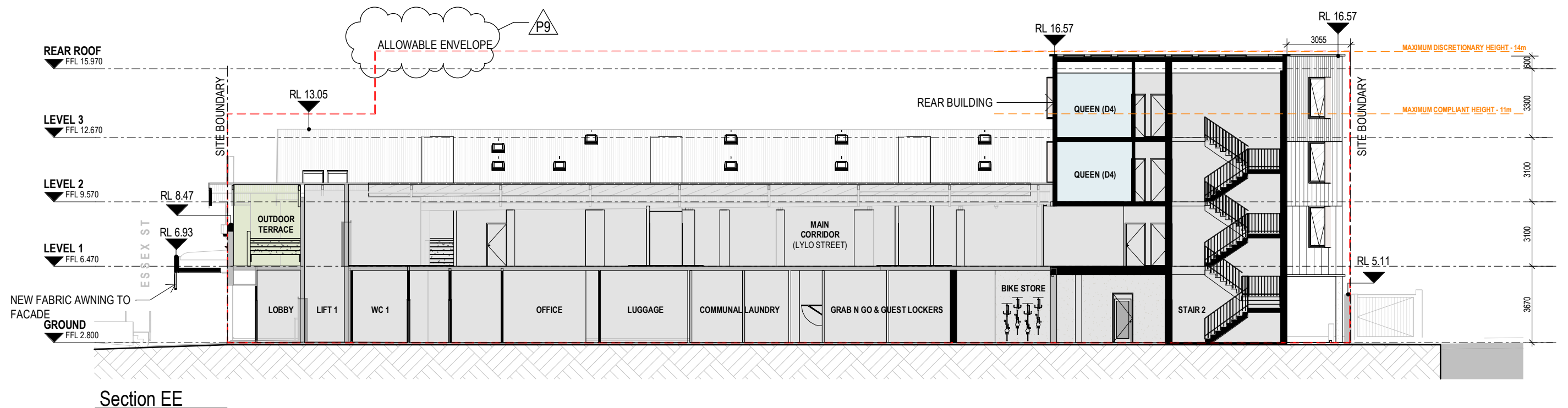
Scale: @ A3 / **1 : 200**

Drawing No. / **DA03.02**

P9

rothelowman

Brisbane, Gold Coast,
Melbourne, Perth, Sydney
www.rothelowman.com.au



WALL TYPE LEGEND

- EXISTING WALLS, FLOORS AND STRUCTURES TO BE RETAINED
- NEW WALLS, FLOORS AND STRUCTURES

CITY OF FREMANTLE
 These Revised Plans Form Part of
DAP002/24
23 Aug 2024

ROOM LEGEND

- ROOMS
- OTHERS (NON-HABITABLE ROOMS)
- EXTERNAL SPACE

Revisions		
P4	22.04.2024	ISSUE FOR INFORMATION
P5	24.04.2024	DAC DRAFT PACK
P6	29.04.2024	DAC ISSUE
P7	04.06.2024	DA ISSUE
P8	05.06.2024	DA ISSUE 1
P9	19.08.2024	DA ISSUE RFI 1

Project **LyLo Fremantle**
 19 ESSEX STREET, FREMANTLE, WA

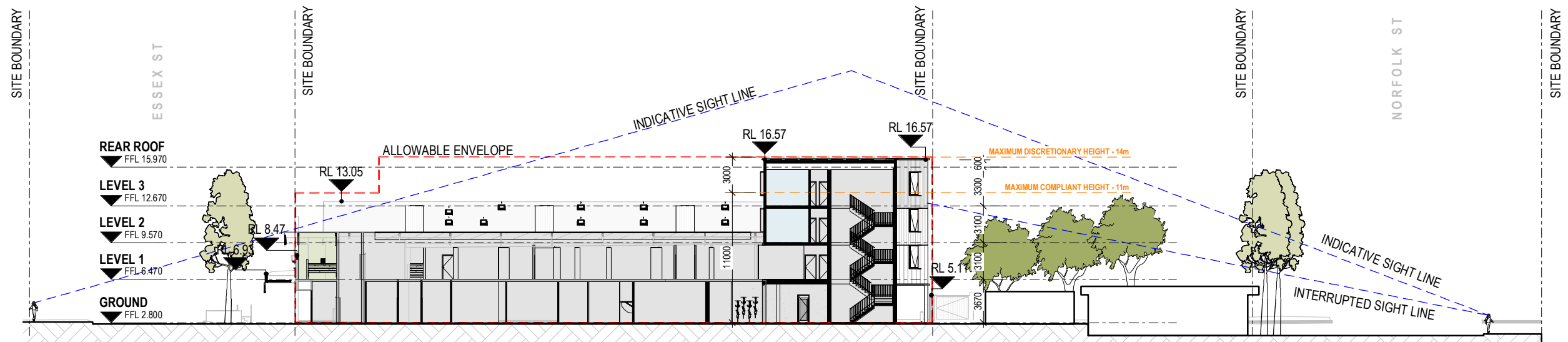
Drawing **Sections**

Project No **223252** Author **AL** Scale: @ A3 **1 : 200**

Drawing No **DA03.03**

P9

rothelowman

**LOCAL PLANNING SCHEME NO. 4****SCHEDULE 7 — LOCAL PLANNING AREAS (DEVELOPMENT REQUIREMENTS)**
1.3.1 SPECIFIC DEVELOPMENT CONTROLS FOR SUB AREAS

Despite the general height requirements outlined in 1.1 above, building height shall be limited to a maximum height of three storeys (maximum external wall 69/143 height of 11* metres as measured from ground level with a maximum roof plain pitch of 33 degrees).

Council may consent to an additional storey subject to —

- Where a site meets any of the requirements of Clause 1A(a)-(e) of the deemed provisions, the upper level being sufficiently setback from the street so as to not be visible from the street(s) adjoining the subject site.
- maximum external wall height of 14* metres, and
- compliance with clause 1.2. above.

*Inclusive of roof parapet and spacing between floors.

CITY OF FREMANTLE
These Revised Plans Form Part of

DAP002/24

23 Aug 2024

Revisions / P1 19.08.2024 DA ISSUE RF1 1

Project / **LyLo Fremantle**

Drawing / **Wide Format Section**

Project No / **223252**

Author / **RL**

Scale: @ A3 / **1 : 400**

Drawing No. / **DA03.04**

P1

rothelowman

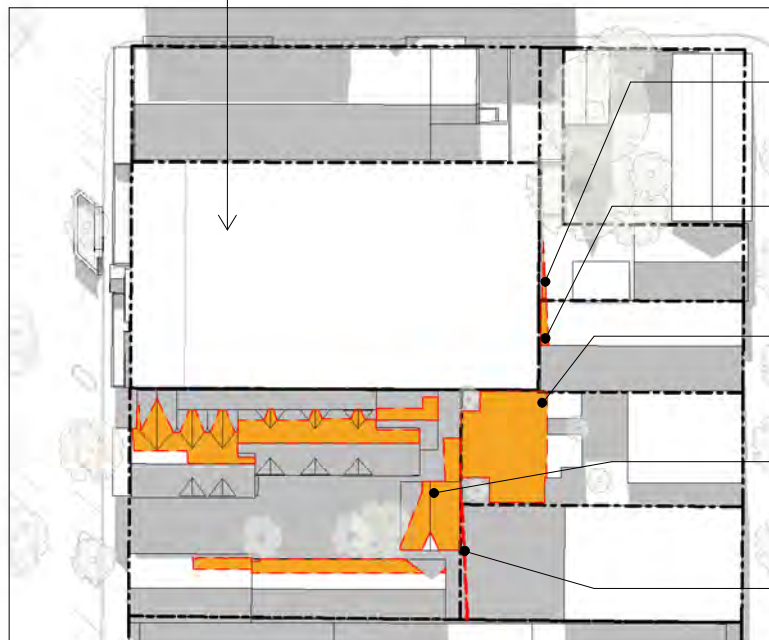
19 ESSEX STREET, FREMANTLE, WA

Disclaimer: Rothe Lowman Property Pty. Ltd. retains all common law, statutory law and other rights including copyright and intellectual property rights in respect of this document. The recipient indemnifies Rothe Lowman Property Pty. Ltd. against all claims resulting from use of this document for any purpose other than its intended use, unauthorized changes or reuse of the document on other projects without the permission of Rothe Lowman Property Pty. Ltd. Under no circumstance shall transfer of this document be deemed a sale or constitute a transfer of the license to use this document. ABN 76 005 783 997

19/08/2024 4:47:21 PM

Brisbane, Gold Coast,
Melbourne, Perth, Sydney
www.rothelowman.com.au

19 ESSEX STREET



24 NORFOLK STREET
EXIS. SITE: 347m²
COMP. SHADOW: 152m²
COMP. SHADOW TO SITE
AREA RATIO: 26.2%

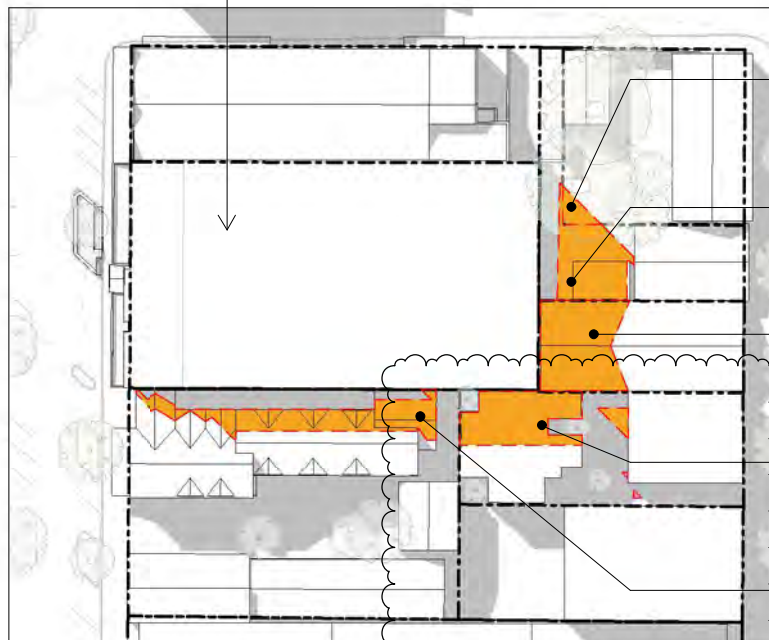
22 NORFOLK STREET
EXIS. SITE: 327m²
COMP. SHADOW: 152m²
COMP. SHADOW TO SITE
AREA RATIO: 26.2%

20 NORFOLK STREET
EXIS. SITE: 580m²
COMP. SHADOW: 152m²
COMP. SHADOW TO SITE
AREA RATIO: 26.2%

17 ESSEX STREET
EXIS. SITE: 1299m²
COMP. SHADOW: 277m²
COMP. SHADOW TO SITE
AREA RATIO: 21.3%

18 NORFOLK STREET
EXIS. SITE: 580m²
COMP. SHADOW: 2m²
COMP. SHADOW TO SITE
AREA RATIO: 0.3%

19 ESSEX STREET



26 NORFOLK STREET
EXIS. SITE: 556m²
COMP. SHADOW: 13m²
COMP. SHADOW TO SITE
AREA RATIO: 2.3%

24 NORFOLK STREET
EXIS. SITE: 347m²
COMP. SHADOW: 89m²
COMP. SHADOW TO SITE
AREA RATIO: 25.6%

22 NORFOLK STREET
EXIS. SITE: 327m²
COMP. SHADOW: 124m²
COMP. SHADOW TO SITE
AREA RATIO: 37.9%

20 NORFOLK STREET
EXIS. SITE: 580m²
COMP. SHADOW: 107m²
COMP. SHADOW TO SITE
AREA RATIO: 18.4%

17 ESSEX STREET
EXIS. SITE: 1299m²
COMP. SHADOW: 109m²
COMP. SHADOW TO SITE
AREA RATIO: 8.4%

19 ESSEX STREET



26 NORFOLK STREET
EXIS. SITE: 556m²
COMP. SHADOW: 34m²
COMP. SHADOW TO SITE
AREA RATIO: 6.1%

24 NORFOLK STREET
EXIS. SITE: 347m²
COMP. SHADOW: 175m²
COMP. SHADOW TO SITE
AREA RATIO: 50.4%

22 NORFOLK STREET
EXIS. SITE: 327m²
COMP. SHADOW: 282m²
COMP. SHADOW TO SITE
AREA RATIO: 86.2%

Compliant Mass Plan View - Winter Solstice 9am

Compliant Mass Plan View - Winter Solstice 12pm

Compliant Mass Plan View - Winter Solstice 3pm

19 ESSEX STREET

PROPOSED REAR BUILDING



24 NORFOLK STREET
EXIS. SITE: 347m²
COMP. SHADOW: 0m²
COMP. SHADOW TO SITE
AREA RATIO: 0%

22 NORFOLK STREET
EXIS. SITE: 327m²
NEW SHADOW: 0m²
NEW SHADOW TO SITE
AREA RATIO: 0%

20 NORFOLK STREET
EXIS. SITE: 580m²
NEW SHADOW: 145m²
NEW SHADOW TO SITE
AREA RATIO: 25.0%

17 ESSEX STREET
EXIS. SITE: 1299m²
NEW SHADOW: 37m²
NEW SHADOW TO SITE
AREA RATIO: 2.8%

18 NORFOLK STREET
EXIS. SITE: 580m²
NEW SHADOW: 4m²
NEW SHADOW TO SITE
AREA RATIO: 0.7%

19 ESSEX STREET

PROPOSED REAR BUILDING



26 NORFOLK STREET
EXIS. SITE: 556m²
NEW SHADOW: 1m²
NEW SHADOW TO SITE
AREA RATIO: 0.2%

24 NORFOLK STREET
EXIS. SITE: 347m²
NEW SHADOW: 67m²
NEW SHADOW TO SITE
AREA RATIO: 19.3%

22 NORFOLK STREET
EXIS. SITE: 327m²
NEW SHADOW: 98m²
NEW SHADOW TO SITE
AREA RATIO: 29.9%

20 NORFOLK STREET
EXIS. SITE: 580m²
NEW SHADOW: 62m²
NEW SHADOW TO SITE
AREA RATIO: 10.7%

17 ESSEX STREET
EXIS. SITE: 1299m²
NEW SHADOW: 0m²
NEW SHADOW TO SITE
AREA RATIO: 0%

19 ESSEX STREET

PROPOSED REAR BUILDING



26 NORFOLK STREET
EXIS. SITE: 556m²
NEW SHADOW: 18m²
NEW SHADOW TO SITE
AREA RATIO: 3.2%

24 NORFOLK STREET
EXIS. SITE: 347m²
COMP. SHADOW: 149m²
COMP. SHADOW TO SITE
AREA RATIO: 42.9%

22 NORFOLK STREET
EXIS. SITE: 327m²
COMP. SHADOW: 206m²
COMP. SHADOW TO SITE
AREA RATIO: 62.9%

Proposed Works Plan View - Winter Solstice 9am

Proposed Works Plan View - Winter Solstice 12pm

Proposed Works Plan View - Winter Solstice 3pm

LEGEND

- COMPLIANT ENVELOPE SHADOW
- SHADOW CAST BY PROPOSAL
- ADDITIONAL SHADOW CAST BY COMPLIANT ENVELOPE

P5

CITY OF FREMANTLE
These Revised Plans Form Part of

DAP002/24

23 Aug 2024

Revisions

P1	24.04.2024	DAC DRAFT PACK
P2	29.04.2024	DAC ISSUE
P3	04.06.2024	DA ISSUE
P4	05.06.2024	DA ISSUE 1
P5	19.08.2024	DA ISSUE RFI 1

Project

LyLo Fremantle

Drawing

Overshadowing Study

Project No

223252

Author

RL

Scale: @ A3

1 : 1000

Drawing No.

DA04.01

P5

rothelowman

19 ESSEX STREET, FREMANTLE, WA

Disclaimer: Rothe Lowman Property Pty. Ltd. retains all common law, statutory law and other rights including copyright and intellectual property rights in respect of this document. The recipient indemnifies Rothe Lowman Property Pty. Ltd. against all claims resulting from use of this document for any purpose other than its intended use, unauthorized changes or reuse of the document on other projects without the permission of Rothe Lowman Property Pty. Ltd. Under no circumstance shall transfer of this document be deemed a sale or constitute a transfer of the license to use this document. ABN 76 005 783 997

19/08/2024 4:47:24 PM

Brisbane, Gold Coast,
Melbourne, Perth, Sydney
www.rothelowman.com.au

DEVELOPMENT APPLICATION

Proposed Tourist Development

19 Essex Street, Fremantle

Planning Report

June 2024



Developed acknowledges Aboriginal and Torres Strait Islander people as the traditional custodians of the land on which we deliver our services. We pay our respects to elders and leaders past, present and emerging.

Project Team



Owner and Operator

rothelowman

Architect

BELINGBAK

Development Manager

Developed

Town Planning

Developed – Planning | Spatial | Delivery

Developed

Spatial & Survey

Developed – Planning | Spatial | Delivery



Traffic Consultant



Sustainability



Heritage Consultant



Waste Management

Contents

1.0	Introduction	4
2.0	Development Overview	5
3.0	State Planning Framework	11
4.0	Local Planning Framework	12
5.0	Design Performance	19
6.0	Technical Considerations	28
7.0	Conclusion	30

Attachments

- 1. Development Plans**
- 2. Design Report**
- 3. Heritage Impact Statement**
- 4. Sustainability Report**
- 5. Traffic Impact Statement**
- 6. Waste Management Plan**

Issue	Date	Status	Prepared By	Approved By	Circulated
V1	05/06		MC MC	CC	Internal
Final	10/06			DP	Client

Copyright Statement 2024© Developed Property Pty Ltd

All rights reserved. Other than for the purposes of and subject to the conditions prescribed under the Copyright Act 1968 (Cth), no part of this report may be reproduced, stored in a retrieval system or transmitted in any form or by any means, electronic or otherwise, without the prior written permission of Developed Property Pty Ltd.

No express or implied warranties are made by Developed Property Pty Ltd regarding the information and analysis contained in this report. In particular, but without limiting the preceding exclusion, Developed Property Pty Ltd will not verify, and will not assume responsibility for, the accuracy and completeness of information provided to us. This report has been prepared with particular attention to our Client's instructions and the relevant features of the subject site. Developed Property Pty Ltd accepts no liability whatsoever for:

- a third party's use of, or reliance upon, this report;
- use of, or reliance upon, this report in relation to any land other than the subject site; or
- the Client's implementation, or application, of the strategies recommended in this report.

1.0 Introduction

This report has been prepared by Developed – Planning | Spatial | Delivery on behalf of the landowners and development proponents for 19 Essex Street, Fremantle for a proposed Tourist Development – providing short-stay accommodation comprising 80 rooms with 247 beds and associated amenities.

The development site is located within the central area of Fremantle city centre - within the City Centre Zone of the Local Planning Scheme. The development proposal is entirely consistent with the planning aims for this zone, and is highly compatible with the surrounding context of the local area.

The unique concept, by LyLo, will bring innovative, affordable, short stay accommodation to the Fremantle city centre, adding to the vibrancy of the city and attracting more tourists. Short-stay guests will have a range of amenities to enjoy both within and surrounding the development.

The development has been thoughtfully designed by acclaimed architects, RotheLowman, to carefully address the site's locational attributes, maximising the cultural and heritage significance of Fremantle. The design has been supported by a comprehensive landscape strategy by RotheLowman and expert heritage advice from Urbis. Design Advisory Committee input has also been sought through the design development / pre-DA-lodgement stage.

Sustainability will be delivered through an environmentally sensitive design and operation of the building, as well as adaptive heritage building re-use and facilitating alternative transport options. The development is ideally located within walking distance of a wide range of tourist amenities, as well as easily accessed by public transport, significantly reducing the need for on-site car parking bays.

Expert technical input has been obtained on planning, design and operational matters, including input from heritage, sustainability, transport and waste management consultants. Supporting technical reports are provided with the development application.

This planning report provides a comprehensive planning assessment against the state and local government planning frameworks, and details performance against applicable objectives and requirements. This will demonstrate that the proposal is an appropriate built form, a quality design, has strong sustainability benefits, and is a suitable land use in this location; resulting in an overall development proposal that is appropriate for development approval.



2.0 Development Overview

2.1 Development Site

Property Address	19 Essex Street, Fremantle
Title Details	Lot 8, Certificate of Title 1890/591
Lot Size	1,616m ²
Current Use	Commercial
Relevant Encumbrances	Not Applicable
Owner	Kvarken Pty Ltd
Local Government	City of Fremantle

The subject development site is located at 19 Essex Street, Fremantle within the City of Fremantle local government area.

The development site is located within the City of Fremantle central city area and is approximately 650m from the Fremantle Train Station. The site sits between major tourist attractions, including South Terrace, the Fremantle Markets, and Fishing Boat Harbour; making the site an ideal location for tourist accommodation.

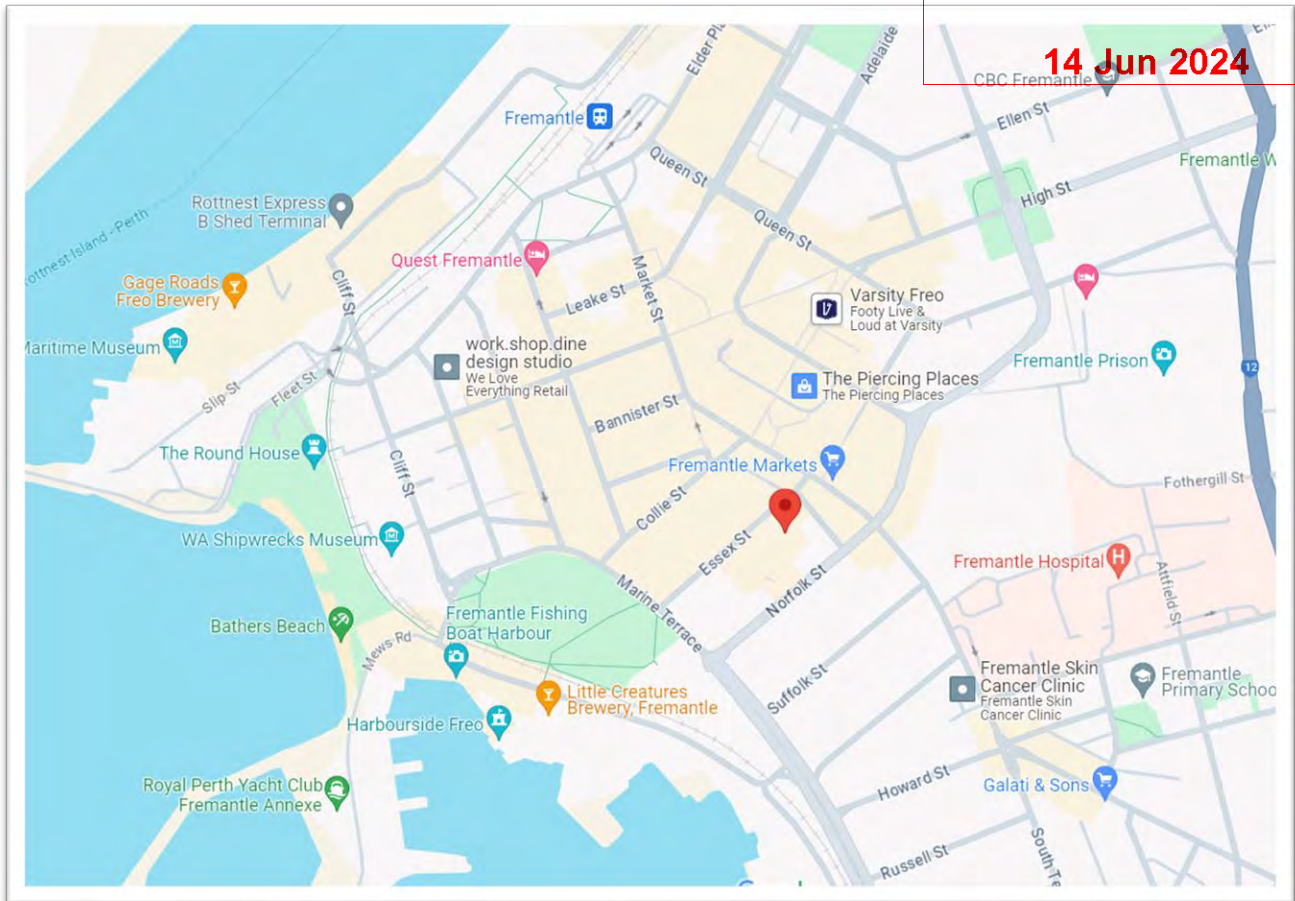
The 1,616m² development site is located on the south-western side of Essex Street. The site is currently developed with a two (2) storey multi-tenancy commercial building. The building includes a bar, offices and a shop. The site also has rear access via a service laneway.

The site is listed on the local government statutory Heritage List; however, the original building has been significantly modified over time. The development application proposes that the building will be retained, adapted with partial internal demolition, and extended.

The development site is surrounded by commercial development, which includes short stay accommodation, restaurants and offices. Surrounding buildings are predominately one to two storeys, with a number of heritage and character buildings.



14 Jun 2024



Site Context Plan



Site Location Aerial View



Site Street View



Service Laneway



2.2 Development Proposal

Property Address	19 Essex Street, Fremantle
Proposed Development	Tourist Development – short stay accommodation comprising 80 rooms with 247 beds, with associated amenities, and ancillary small bar.
Land Use	Tourist Development
Building Height	Four Storeys
Parking	3 car bays, 1 loading bay, 13 bicycle spaces
Cost of Development	\$8.0 million

The application proposes development of a four-storey tourist development, including the following elements:

- Adaptive re-use of the existing two-storey heritage listed commercial building, including internal and external modifications and partial demolition.
- Four storey rear addition to the retained building.
- Ground floor: public bar/café, guest check-in, guest amenities, and back of house.
- Levels 1 to 3: 80 rooms with 247 beds, and shared bathrooms.
- External rear service area for parking and deliveries.
- Three (3) car bays, one loading bay, thirteen (13) bicycle spaces, and end of trip facilities.
- Extensive landscaping, with soft and hardscape areas to internal communal spaces, the Level 1 terrace, and the public bar / café.
- Sustainability features, including adaptive building re-use, natural ventilation, solar PVs, and reduced car parking.

14 Jun 2024



Essex Street Adaptive Re-Use

(Source: RotheLowman)



New Rear Addition

(Source: RotheLowman)



2.3 Planning Framework

Property Address	19 Essex Street, Fremantle
Region Scheme	Metropolitan Region Scheme
Region Scheme - Zone	Central City Area
Local Planning Scheme	City of Fremantle Local Planning Scheme No.4
Local Scheme - Zone	City Centre
Structure Plan / LPD	N/A
Special Control Area	LPA 1 – Fremantle
Bushfire Prone Area	No
Heritage Listed Site	Yes
State Planning Policies	SPP 7.0 - Design of the Built Environment
Local Planning Policies	LPP 1.6 - Heritage Assessment and Protection LPP 2.3 - Fremantle Port Buffer Area Development Guidelines LPP 3.6 - Heritage Areas

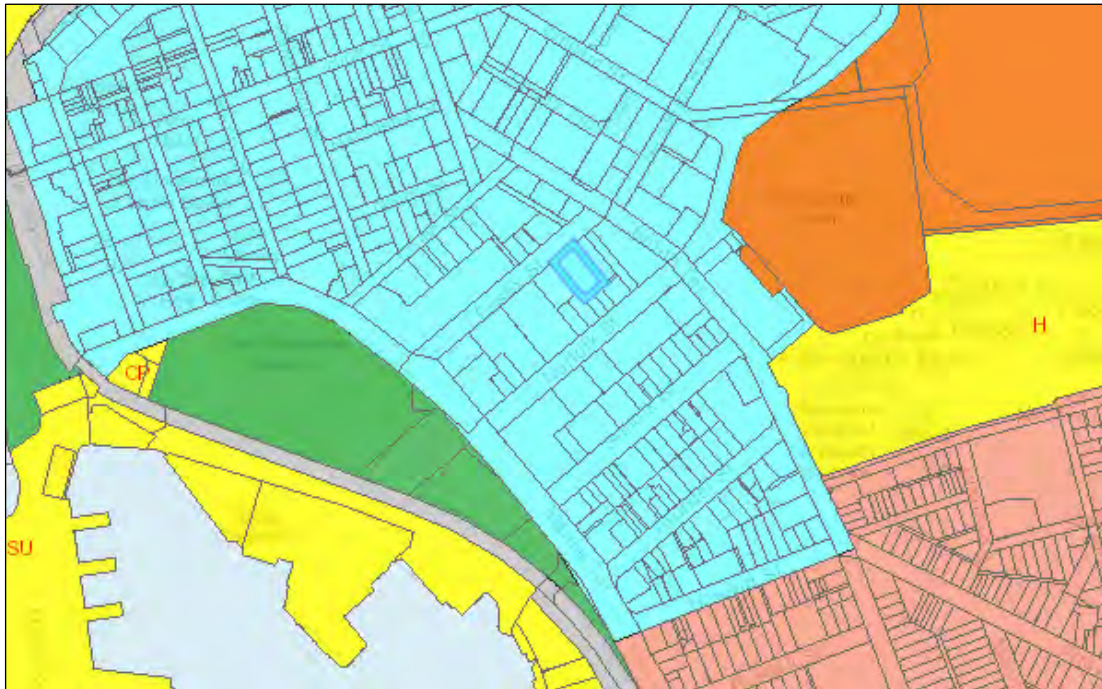


Extract of Local Planning Scheme Map

3.0 State Planning Framework

3.1 Region Scheme

The development application is consistent with the Central City Area zoning of the development site under the Metropolitan Region Scheme.



Extract of Region Scheme Map

3.2 State Planning Policies

State Planning Policy 7.0 - Design of the Built Environment (SPP 7.0)

The development proposal has been designed by highly experienced architects, RotheLowman, with input from heritage, sustainability, and other technical consultants, to produce a high quality design; which is visually attractive, responds to the local context and character, and has high levels of amenity. The development application is highly consistent with the 10 principles of good design, as set out in SPP 7.0.

In addition, the draft plans were submitted to the City of Fremantle Design Advisory Committee for feedback and recommended improvements, prior to finalisation of the development application plans.

Please refer to Section 5 – Design Performance of this report and **Attachment 2 – Design Report** for a detailed response to the ten design principles of SPP 7.0.

4.0 Local Planning Framework

4.1 Local Planning Scheme

Scheme Aims

The development application is entirely consistent with the Scheme Aims, as set out in clause 1.6 of the City of Fremantle Local Planning Scheme No. 4 (LPS4). The proposed development does not conflict with any of the Scheme Aims, and helps to achieve the following specific Aims:

- *To accommodate a diverse mix of people, cultures and lifestyles.*
- *To ensure development promotes a sense of community and encourages participation in community life.*
- *To protect and conserve Fremantle's unique cultural heritage.*
- *To ensure all development complements and contributes to the community's desired identity and character for Fremantle.*
- *To develop a diverse and attractive city centre that functions as a town centre and a regional centre.*
- *To encourage the development of business and employment generating activities in appropriate locations.*
- *To ensure urban form and development contribute to sustainability (environmental, social/cultural and economic).*
- *To integrate planning for land use and transport to achieve sustainable urban development.*
- *To reduce reliance on, and the impact of, private motor vehicles.*
- *reduce the demand for, and balance the provision of parking, to ensure convenient access while promoting economic, environmental and social sustainability.*
- *encourage the use of public transport and promote Fremantle as a major public transport node.*
- *promote and enhance the pedestrian and cycling transport modes.*

Land Use

The development proposes to undertake alterations and additions to an existing building at 19 Essex Street, Fremantle and to operate a 'Tourist Development' land use. This is a 'D' Discretionary land use under the City Centre zoning of the development site.

A 'Tourist Development' land use is entirely consistent with the zone objectives set out in clause 3.2.1(b) of LPS4 for the City Centre zone, as follows:

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

- The proposed development provides short stay residential accommodation with recreation and entertainment amenities, which is entirely appropriate for a city centre. The hotel guests are also anticipated to support surrounding businesses such as restaurants and retail outlets, which will continue to support the viability and activation of the city centre.

Comply with the objectives of local planning area 1 of schedule 7

- The proposed development is consistent with the building height requirements for area 1.3.1 of schedule 7.

Conserve places of heritage significance the subject of or affected by development

- The development proposal has carefully considered the heritage significance of the existing building and the heritage context of the local area. This has included advice from an expert heritage consultant and an architectural team with extensive heritage experience. The Heritage Impact Statement demonstrates that the proposed works have prioritised the retention of elements that are of primary significance, such as the Essex Street masonry façade, to ensure these features are conserved and improved as part of the adaptive re-use process, and will continue to contribute to the cultural heritage and character of the streetscape.

Please refer to **Attachment 3 – Heritage Impact Statement** for further details.

Small Bar

In addition to the Tourist Development land use proposed, the development proposes an additional ancillary 'Small Bar' land use. The Small Bar is essentially part of the Tourist Development, as it will be predominantly for guests of the property. However, similar to 'Hotel' accommodation developments, the small bar would be open to the public – subject to approval of an appropriate liquor licence and relevant conditions on that licence to ensure appropriate operation and management of the bar.

Operation of the Land Use

Hours

LyLo Fremantle will be accessible 24hr a day for guests staying in the property. Guests will be required to use their room keys to access the building outside of normal operating hours (0600-2200). The check in/out desk is manned 24hrs per day.

Security

Access to the accommodation floor and communal area is restricted to staying guests who are required to use their room key to gain access.

Guest arrival

Check in is proposed to be from 3pm using the self-service kiosks on the reception desk. LyLo staff are onsite 24hrs a day to assist guests with checking into and out of the property.

Guest amenities

Guests have access to communal areas, including a self-service kitchen, co-working spaces, and wellness areas across the property.

Public Bar/Café

The bar area is designed to be open to members of the public and LyLo in-house guests 7 days a week. We are yet to confirm the operating hours - which can be negotiated with the City as a condition of approval.

Vehicle Parking

The applicable vehicle parking standards under Table 2 of LPS 4 are set out below:

Use Class	Car Parking Bays	Delivery Bays	Bicycle Racks
Tourism	1:4 rooms	1: Reception	1:4 rooms
Development	= 20 car bays		= 20 bike spaces
Proposed	3 car bays	1 delivery bay	13 bike spaces

Pursuant to Clause 4.7.3 of LPS4, a reduction in the parking requirements is proposed, due to the following reasons and justification:

- The proposed development is targeted at young / young at heart, interstate and international travellers, who are budget and environmentally conscious, who are very unlikely to be travelling to the Perth Metropolitan Region via car, and are unlikely to be hiring a car for the duration of their stay within Fremantle.
- The site has been specifically selected by Lylo - the developer and operator due to its excellent central location, where hotel guests can walk to a wide variety of amenities, dining, entertainment, and leisure opportunities, and do not need a car.
- The site is located in close proximity to several alternative transport options in lieu of driving and parking on-site, including the following:
 - o Fremantle Train Station (650m)
 - o Several bus services from South Terrace (60m)
 - o Taxi Rank South Terrace (75m)
 - o Ride share options, such as Uber and Didi
 - o One-off care hire options, which are parked off-site, such as Car Share.
- The site includes sufficient bicycle parking facilities, and it is expected that the operators will provide loan bicycles to hotel guests as they would be unlikely to arrive with their own.
- The adaptive reuse of the building limits the capacity for additional parking to be included as part of this development application.

- Reduction in on-site parking reduces traffic impacts to the congested city centre.
- There is a considerable amount of public parking available close to the development site.

Please refer to **Attachment 5 Transport Impact Statement** for further information.

Matters for Due Regard

The following table sets out an assessment of the development application against clause 67 Matters for Due Regard of the Local Planning Scheme 'Deemed Provisions' - which apply through LPS4:

Matters of Due Regard	Comment	
(a) the aims and provisions of this Scheme and any other local planning scheme operating within the Scheme area;	Meets the Scheme Aims, as noted above.	✓
(b) the requirements of orderly and proper planning;	The development proposal, including the land uses, built form, design detail, landscape, and technical considerations are consistent with the principles of orderly and proper planning.	✓
(c) any approved State planning policy;	The proposal is generally consistent with relevant SPPs, particularly SPP 7.0, as noted below.	✓
(d) any environmental protection policy approved under the Environmental Protection Act 1986 section 31(d);	N/A.	
(e) any policy of the Commission;	The proposal is generally consistent with relevant SPPs.	✓
(f) any policy of the State;	N/A	
(fa) any local planning strategy for this Scheme endorsed by the Commission;	The proposal is generally consistent with the City's Local Planning Strategy.	✓
(g) any local planning policy for the Scheme area;	The proposal is generally consistent with relevant LPPs, as noted below.	✓
(h) any structure plan or local development plan that relates to the development;	N/A	N/A
(i) any report of the review of the local planning scheme;	N/A	N/A
(j) in the case of land reserved under this Scheme, the objectives for the reserve and the additional and permitted uses identified in this Scheme for the reserve;	N/A	N/A
(k) the built heritage conservation of any place that is of cultural significance;	The proposal is consistent with heritage objectives and considerations, as per the attached Heritage Impact Statement.	✓

dap002/24

14 Jun 2024

(l) the effect of the proposal on the cultural heritage significance of the area in which the development is located;	The proposal is consistent with the cultural heritage objectives and considerations, as in the attached Heritage Impact Statement.	✓
(m) the compatibility of the development with its setting, including — (i) the compatibility of the development with the desired future character of its setting; and (ii) the relationship of the development to development on adjoining land or on other land in the locality including, but not limited to, the likely effect of the height, bulk, scale, orientation and appearance of the development;	The proposal is compatible with its settings, including the objectives of the City Centre zone, and the local cultural heritage character of the streetscape.	✓
(n) the amenity of the locality including the following — (i) environmental impacts of the development; (ii) the character of the locality; (iii) social impacts of the development;	The proposal is compatible with the current and intended amenity of the locality as a vibrant and inviting city centre.	✓
(o) the likely effect of the development on the natural environment or water resources and any means that are proposed to protect or to mitigate impacts on the natural environment or the water resource;	N/A	N/A
(p) whether adequate provision has been made for the landscaping of the land to which the application relates and whether any trees or other vegetation on the land should be preserved;	The proposal includes appropriate hard and soft landscaping, as noted below and in the attached development plans.	✓
(q) the suitability of the land for the development taking into account the possible risk of flooding, tidal inundation, subsidence, landslip, bush fire, soil erosion, land degradation or any other risk;	N/A	N/A
(r) the suitability of the land for the development taking into account the possible risk to human health or safety;	N/A	N/A
(s) the adequacy of — (i) the proposed means of access to and egress from the site; and (ii) arrangements for the loading, unloading, manoeuvring and parking of vehicles;	The proposed development generally maintains the existing access, egress, loading and waste collection arrangements of the site – designed in consultation with local government technical staff.	✓
(t) the amount of traffic likely to be generated by the development, particularly in relation to the capacity of the road system	The proposed development is considered likely to generate an appropriate level of traffic for the City	✓

in the locality and the probable effect on traffic flow and safety;	Centre zone, as noted in the attached Transport Impact Statement. 14 Jun 2024	
(u) the availability and adequacy for the development of the following — (i) public transport services; (ii) public utility services; (iii) storage, management and collection of waste; (iv) access for pedestrians and cyclists (including end of trip storage, toilet and shower facilities); (v) access by older people and people with disability;	The proposed development has appropriate transport choices, access and servicing for the nature of the development – as noted in the attached Transport Impact Statement and Waste Management Plan.	✓
(v) the potential loss of any community service or benefit resulting from the development other than potential loss that may result from economic competition between new and existing businesses;	There is no loss to community services arising from this proposal.	✓
(x) the impact of the development on the community as a whole notwithstanding the impact of the development on particular individuals;	The proposed land use will contribute to the community as hotel guests are likely to frequent local businesses such as cafes, restaurants, bars and retail outlets.	✓
(y) any submissions received on the application;	To be advised after local government assessment.	TBC
(za) the comments or submissions received from any authority consulted under clause 66;	To be advised after local government assessment.	TBC
(zb) any other planning consideration the local government considers appropriate.	To be advised after local government assessment.	TBC

4.2 Local Planning Policies

Local Planning Policy Heritage Assessment and Protection (LPP1.6)

The development application is consistent with the following relevant considerations of LPP1.6:

- The Development Application includes a Heritage Impact Statement by an experienced heritage professional, to demonstrate that the proposed development and land use will not unreasonably impact upon the heritage significance of the building and the streetscape.

Local Planning Policy Fremantle Port Buffer Area Development Guidelines (LPP2.3)

The development application is consistent with the following relevant considerations of Area 2 within LPP 2.3:

- The proposed built form is considered to meet all the requirements relating to potential risk and amenity considerations from any event from the port. The specific construction features will be finalised as part of the building permit process.

Local Planning Policy Heritage Areas (LPP3.6)

The development is proposed to be undertaken in a sympathetic manner that does not cause the loss of heritage significance, which is consistent with the intent of LPP 3.6, noting the following:

- The architectural design and detailing of the proposed development responds to the heritage materials, colours, and character of Essex Street and surrounds.
- 19 Essex Street is not intact and has undergone substantial alteration in the late 20th century.
- The proposed works are consistent with the Australian ICOMOS Burra Charter principles, conserving the most significant fabric of the 19b Essex Street Facade.
- The proposed four storey addition will be located at the rear of the site and will be largely concealed from view from Essex Street.



5.0 Design Performance

5.1 Principles of Good Design

The development application plans and supporting documentation have been designed and prepared in accordance with the ten principles of good design as set out in State Planning Policy 7.0 Design of the Built Environment (SPP 7.0). A summary of the development application against the ten principles is provided below.

The draft development plans were submitted to the City of Fremantle Design Advisory Committee (DAC) for consideration against the 10 design principles. It is expected that the development application will again be considered by the DAC, with written advice and recommendations to be provided to the City and the Development Assessment Panel (DAP) to assist in determination.

The development application is highly consistent with the DAC pre-lodgement advice and the design principles of SPP 7.0. Therefore, positive feedback is to be expected from the second DRP review, which will enable the City and DAP to be confident of the development's strong performance under SPP 7.0.

Please refer to **Attachment 1 - Development Plans** and **Attachment 2 - Design Report** for full details of the design of the proposed design.

SPP 7.0 Design Principles	Development Application Proposal
Context & Character	The development plans have been carefully designed with consideration for the site context and local character, to develop a proposal that is consistent with the existing intent of the City Centre zoning and the culturally rich area.
Landscape Quality	The design team has worked through the concept development phase, pre-lodgement DAC review, and preparation of the development application to prepare an integrated architectural and landscape design, that appropriately services the intended functions and amenity of the Tourist Accommodation land use and the future occupants of the development. The development site and the existing building footprint limit landscaping areas, however it has integrated landscaping where possible. This includes indoor planting within common areas, balconies and wherever possible. In addition, the existing large tree within the road reserve is to be retained and protected.

Built Form & Scale	The built form and scale of the development is consistent with the objectives and requirements of the City Centre zoning and the local planning area. The built form is softened and articulated with the use of varied building elements, balconies, material detailing, and landscaping, which also serve to provide development character and visual interest.
Functionality & Build Quality	The development has been designed with careful consideration of the functional needs of all future occupants and visitors to the different land uses, as well as achieving an efficient and quality construction. The intended build quality is evident in the proposed architectural, with quality and visually interesting material selection, as well sustainability aspects such as solar PVs and appropriate material selection to ensure the long-term durability of the building.
Sustainability	The development plans have incorporated sustainability practices throughout. The key sustainability features of the proposed development include: - o High-performance fabric and insulation are proposed. - o Mitigating external noise with strategic layouts and noise absorptive finishes. - o Certain lighting will be LED, low energy lighting with integrated Smart Technology. - o Certain appliances installed will be energy and water efficient. - o Facilitation of alternative transport and access, including development within close proximity to bus services, bicycle parking and showers. - o Providing accommodation that is walkable to local workplaces and services. - o A waste management plan has been included in the development application package, including waste recycling. - o Solar passive design and natural ventilation, reducing heating and cooling requirements and enhancing occupant amenity. - o Rooftop solar PVs. - o Soft landscaping across multiple levels.
Amenity	The visual and occupant amenity of the development is evident throughout the architectural and landscape plans. Key amenity aspects include: - o Passive solar design and winter sun access. - o Natural light and natural ventilation. - o Consideration for the cultural significance of the site. - o Landscaped areas provided.

Legibility	The development design strategy has considered access and wayfinding for the different transport modes and for the future occupants and visitors. Clearly defined pedestrian access is provide, including ramped / universal access. This will be enhanced with building signage.
Safety	The safety and security of occupants, visitors, and adjacent development has been considered in the development design. The bar will attract visitors and staff during opening hours, whilst residents will likely be onsite from day to evening. A large balcony/terrace that is proposed to front Essex Street on the first floor will provide activation and passive surveillance.
Community	A key aspect of the development proposal is that it provides positive outcomes for the local community, including the attraction of tourists to Fremantle, the additional spending in local businesses and the influx of culturally diverse people into Fremantle. Social inclusion within the development will also be enabled through universal access design, such as accessible rooms and lifts.
Aesthetics	The architectural plans provide details of the materials, colours and finishes of the proposed development, which demonstrate a well-considered, visual interesting, and quality materials palette.

5.2 Design Review

In accordance with best practice planning and design for major development proposals, draft development plans were submitted to the City of Fremantle Design Advisory Committee for pre-DA lodgement review and recommendations. The City's DAC Advice Note confirmed the following positive aspects of the draft proposal:

- *Early engagement with the DAC.*
- *A new tourism development proposal in Fremantle City Centre for visitors who are seeking affordable hotel accommodation.*
- *The LyLo model appears to be successful, with hotels in some of the major cities of New Zealand and in Brisbane; the proposal for Fremantle is the first in WA.*
- *The Hotel model has the clear core values of 'Authentic, Home and Local'.*
- *The Hotel is an 'intense' development in terms of the high density of visitors accommodated (potentially 248 guests based on the room configuration). This new visitor population should contribute to the life and vibrancy of the city.*
- *A sustainable design approach through the adaptive re-use of the existing two buildings on the site (including a Local Heritage Listed Building and 19B).*
- *New 4 storey addition is located at the eastern rear of the site with minimal negative visual and amenity impacts on the streetscape and surrounding existing facilities for guests.*
- *Activation opportunities of the building interface with Essex Street at both floor levels by way of al fresco dining areas.*
- *Inclusion of accessibility rooms for people with disabilities.*

The DAC Advice Note also provided a number of recommendations to be considered in preparation of the development application plans, which have been considered by the project team and included where possible.

The following key recommendations of the pre-DA lodgement DRP review have been incorporated into the development application package:

- A Heritage Impact Statement has been completed and is included in the lodged documentation.
- The intent for the awning design has been updated and clarified to highlight the retention of the existing and the division of the two building lots.
- Indicative artwork areas have been defined to form part of a future local artist engagement.
- Minor additional loose landscaping opportunities identified on the plans
- Ongoing minor improvements made to ensure technical compliance can be achieved in respect to escape distances and paths.
- Additional information provided on sustainability to clarify intent for future adaptive reuse.
- Locations of all operable windows are shown and additional operable windows introduced.

- Additional clarity included to better define the materiality of the rear building.
- Example imagery provided to demonstrate intent for bicycle parking arrangement.

A response to each specific DAC recommendation is provided below.

Principle 1 – Context and Character	
Recommendations	Response
Demonstrate the integration of heritage with the new proposal.	The Heritage Impact Statement which outlines the integration approach has been provided along with a new render image, further demonstrating the streetscape relationship to Essex St and the Technical School.
Provide a Heritage Impact Statement (HIS) prior to the submission of the Development Application.	The Heritage Impact Statement has been provided.
Maintain the character of Essex Street by respecting the existing fine grain and rhythm of the lot pattern and buildings; in particular, review the awning design.	The awning design is consistent with both the wider and location specific Fremantle character. A number of street elevation studies have been provided demonstrating this relationship, and only minor works are proposed to the existing awnings to remove the inconsistent portion. This extent has been more clearly outlined in the architectural documentation.
Consider the rich DNA of the Central Fremantle Heritage Area and how local character, culture and history should be woven into the development.	An indicative zone has been shown in the documentation package to highlight the applicant's intent to engage with a local artist as the project progresses for an integrated and substantial public art approach which will be focused on local character, culture and history.
Principle 2 - Landscape Quality	
Recommendations	Response
Consider opportunities to provide more landscape and natural amenity into the communal areas.	Additional planter areas have been identified in the development plans, within common areas.
Principle 3 – Built Form and Scale	
Recommendations	Response
No recommendations.	N/A

Principle 4 - Functionality and Build Quality	
Recommendations	Response
Consider the technical aspects of design at this early stage.	Ongoing minor adjustments have been made to ensure NCC and Australian Standard compliance requirements will be achieved.
Principle 5 - Sustainability	
Recommendations	Response
Consider long term sustainability and the ability to modify the proposal for other different uses in the future.	Additional clarity has been added into the architectural report on this item. In general, the pod rooms are fitted out with lightweight cabinetry style installations allowing potential conversion to a more traditional hotel arrangement in the future should it be required. Similarly, all new non-structural walls and columns are being built from lightweight materials, allowing a simple approach to any more substantial future adaptive re-use.
Principle 6 - Amenity	
Recommendations	Response
Consider the adequacy of the communal restroom 'block' and possible co-location of facilities with the "Houses".	The communal rest room numbers are compliant to NCC requirements and also meet the operational needs of the operator. Dividing the rest rooms while useful, adds additional costs and complications both upfront and ongoing. There is also no plumbing being located within the 'north' building to avoid interruptions of the ground floor tenancies below being retained during the construction works.
Consider improvements to the access of natural amenity into the rooms	Operable windows have been more clearly defined to all external glazing areas except where limited by fire requirements.
Consider improving the 4-storey block's rear staircase for the access of natural daylight and views out.	The functional and compliance requirements of the staircase unfortunately do not enable it to bring access daylight and views.
Consider opportunities to improve the current narrow areas of external communal open space at both levels.	The line of the external street facing level 1 terraces are defined on the 'north' building by the line of the existing secondary façade and the heritage façade. The space being used is the historical terrace area from prior iterations of the building.

dap002/24

14 Jun 2024

Consider improving the constrained front lobby area.	The existing lobby space in front of the existing stair and lift is being retained as a secondary entry and fire escape. More detail has been added to the render images & documentation to define the intent for this as a semi-concealed doorway. The main entry is defined by signage and wayfinding into the street facing bar space which will also be operated by the hotel, directing new visitors to the check in zone.
Consider relocating the bike store from the Back of House area to a more prominent and accessible part of the Hotel.	Once checked in, guests will be able to use the rear carpark to enter and exit via bicycle enabling effective connection to the street from the rear. The width of the site requires other more critical elements to be closer to the front of property towards Essex St. Additional imagery has been included to better present the intent of the bike storage area as a space to be celebrated, regardless of location.
Principle 7 - Legibility	
Recommendations	Response
No recommendations.	N/A
Principle 8 – Safety	
Recommendations	Response
No recommendations.	N/A
Principle 9 – Community	
Recommendations	Response
No recommendations.	N/A
Principle 10 – Aesthetics	
Recommendations	Response
No recommendations.	N/A



14 Jun 2024



External Aesthetics

(Source: Rothe Lowman)

Bike Store (Proposed)

14 Jun 2024



Internal Amenity

(Source: Rothe Lowman)

6.0 Technical Considerations

6.1 Sustainability

The development has been designed in accordance with the following sustainability frameworks:

- State Planning Policy 2.0 Environment and Natural Resources Policy.
- State Planning Policy 7.0 Design of the Built Environment.
- City of Fremantle Local Planning Policy 2.13 Sustainable Buildings Design Requirements.
- Section J energy efficiency provisions of the National Construction Code 2022.

Sustainable design, construction, and operation are fundamental aspects of this development proposal. Key sustainability elements of the development include:

- Whole life carbon emissions reduction.
- Energy efficiency, prioritising passive design followed by active design.
- Water efficiency.
- Designing for nature.
- Active transport.
- Circular economy design.

In addition to the above, a detailed Sustainability Report has been prepared by an experienced sustainability consultant – ADP Consulting.

Please refer to **Attachment 4 - Sustainability Report**.

6.2 Transport and Access

The development proposes a balanced and sustainable transport strategy, which seeks to reduce private car use and support alternative transport options. As part of this strategy, there is a proposed reduction to the number of individual car parking bays and promotion of alternative transport, as noted previously in this report - under the Local Planning Scheme parking assessment.

A transport assessment has been undertaken by a suitably qualified consultant, to assess the traffic impact of the proposed development, as well as site access considerations, and alternative transport options. The assessment found that the proposed development would not have a significant impact on local traffic and that there is sufficient proposed car parking within the development as well as a very good level of alternative transport options available to guests.

Please refer to **Attachment 5 - Transport Impact Statement**

6.3 Waste Management

A waste management plan has been prepared by a suitably qualified consultant.

It is considered that the waste generation from the proposed land use collection will require the following:

- Four x 1,100 litre refuse bins, collected three times each week, and
- One x 1,100 litre recycling bins, collected three times each week.

It is proposed that a private contractor will service the proposed land use from the verge off the Norfolk Lane. Bins will be wheeled out to the verge on collection days to ensure the waste collection vehicle is not required to enter the site.

Please refer to **Attachment 6 - Waste Management Plan**.

7.0 Conclusion

This development application seeks approval for a proposed Tourist Development, at No.19 Essex Street, Fremantle; comprising adaptive re-use of a heritage listed building and a four storey rear extension, to create an 80 room short stay building, with associated amenities.

The development application is highly consistent with the objectives and planning intent of the state and local government statutory planning frameworks that applies to the subject site and the proposed land use, including the following planning documents:

- City of Fremantle Local Planning Scheme No.4
- State Planning Policy 7.0 Design of the Built Environment
- City of Fremantle Local Planning Policies

The development has been thoughtfully designed by acclaimed architects, RotheLowman, to carefully address the site's locational attributes and respect the cultural heritage and character of the locality. In addition, expert technical input has been obtained on planning, design and operational matters, including input from heritage, sustainability, transport, and waste management consultants.

The unique LyLo concept is perfectly suited to Fremantle and will bring innovative, affordable, short stay accommodation to the Fremantle city centre, adding to the vibrancy of the city and attracting more tourists to the area.

Having regard to the detailed planning assessment and justification set out in this report, along with the high quality architectural plans, as well as the supporting technical reports provided, we respectfully request that the City of Fremantle recommends to the Development Assessment Panel that the development application be approved.

Attachments

- Attachment 1 Development Plans
- Attachment 2 Design Report
- Attachment 3 Heritage Impact Statement
- Attachment 4 Sustainability Report
- Attachment 5 Traffic Impact Statement
- Attachment 6 Waste Management Plan

Developed Property Pty Ltd

ABN: 62 624 180 310 **Phone:** 08 6119 9175

Office: 1/294-296 Rokeby Road Subiaco WA 6008

Postal: PO Box 662 Subiaco WA 6008

Email: planning@developedproperty.com.au

Website: www.developedproperty.com.au



LyLO

Fremantle



Acknowledgement of Country

Rothelowman acknowledges the Traditional Owners of Country throughout Australia and recognises the continuing connection to lands, waters and communities. We pay our respect to Aboriginal and Torres Strait Islander cultures; and to Elders past and present.

We respectfully acknowledge the Traditional Owners of the land on which the site is located, the Whadjuk Nyoongar people of Western Australia.



This is LyLo

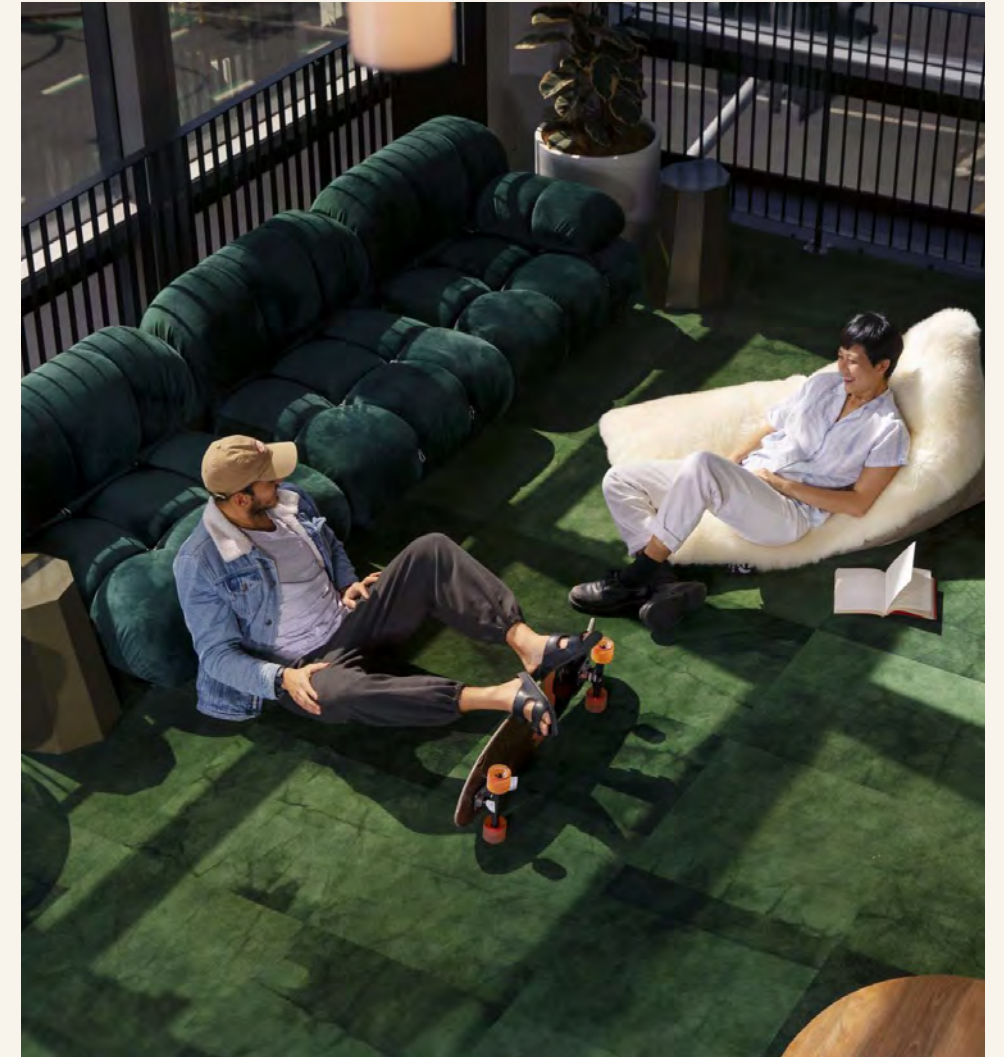
LyLo – Core Values



“ Authentic ”



“ Home ”

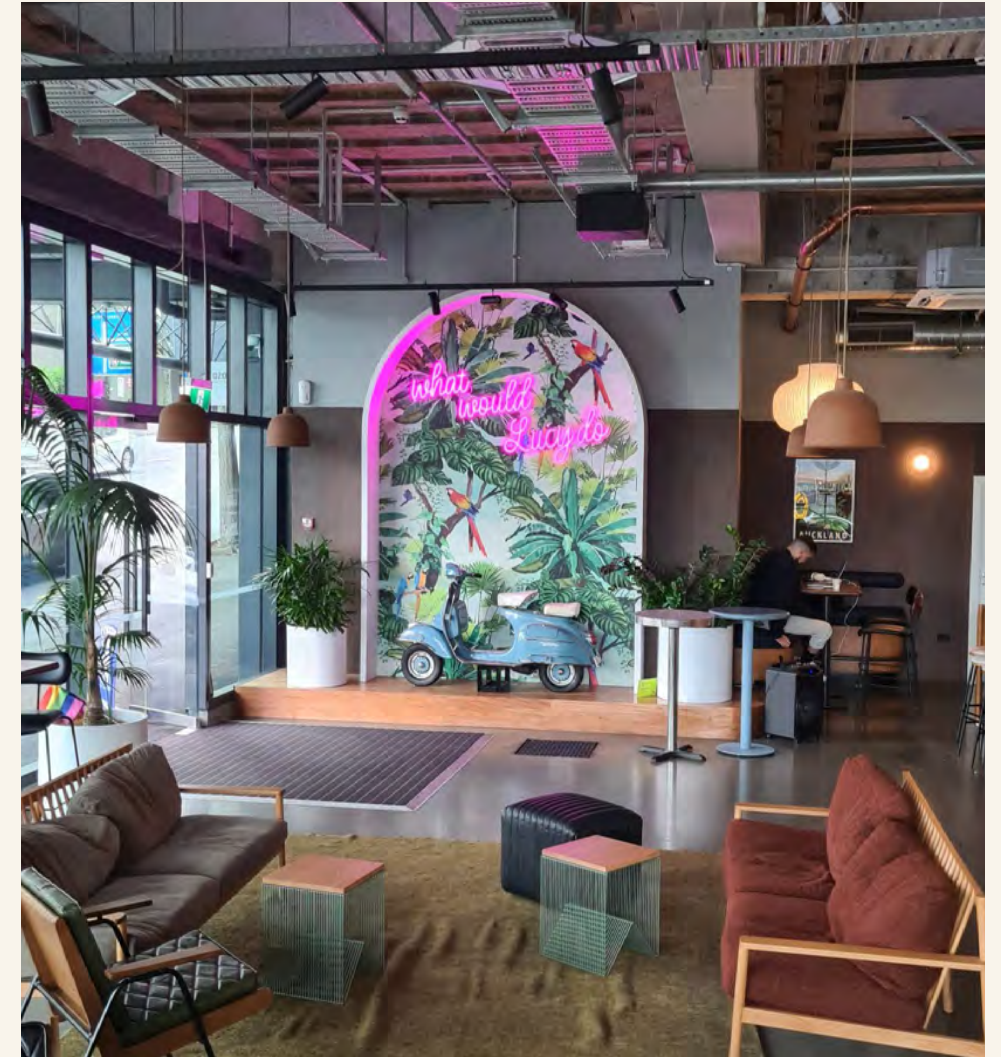


“ Local ”

LyLo – Existing Locations

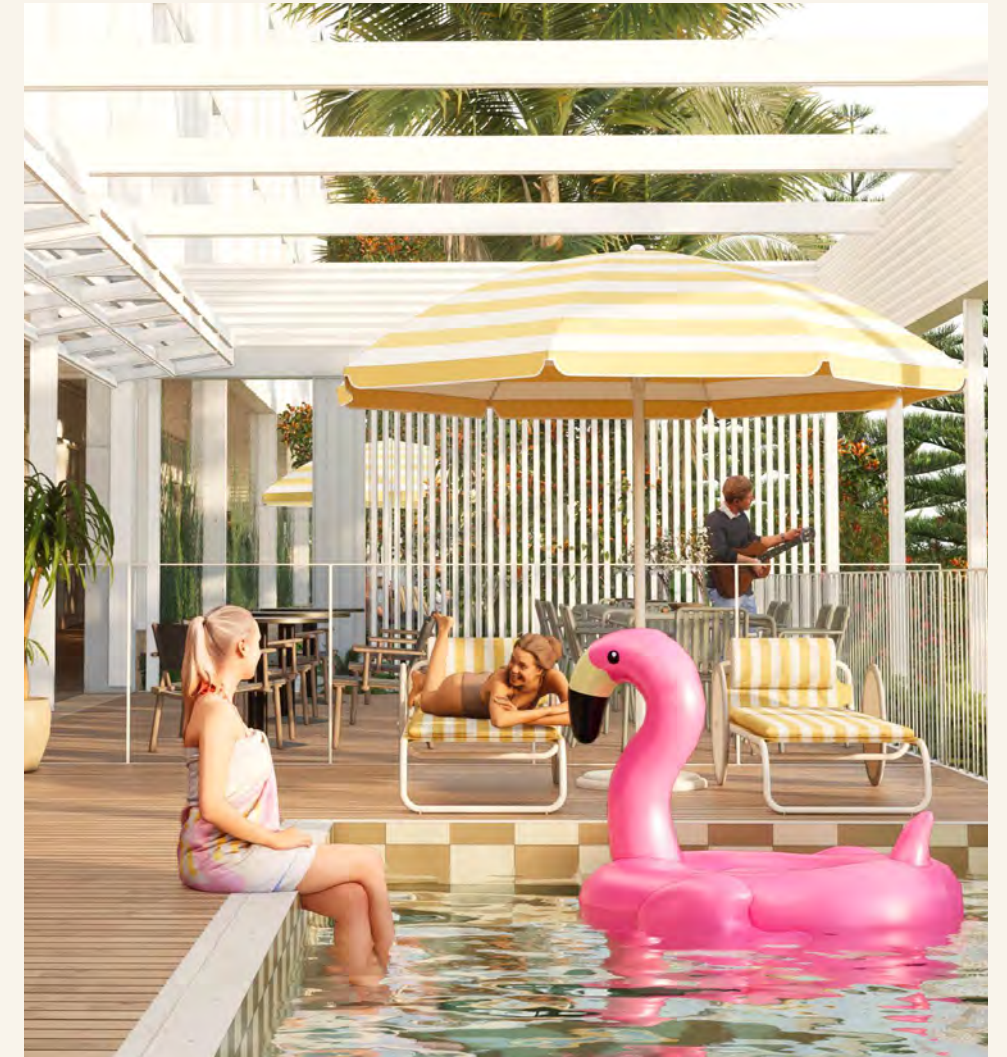


LyLo – Existing Location (Auckland)



“ The new way to stay ! ”

LyLo – Proposed Location (Gold Coast)



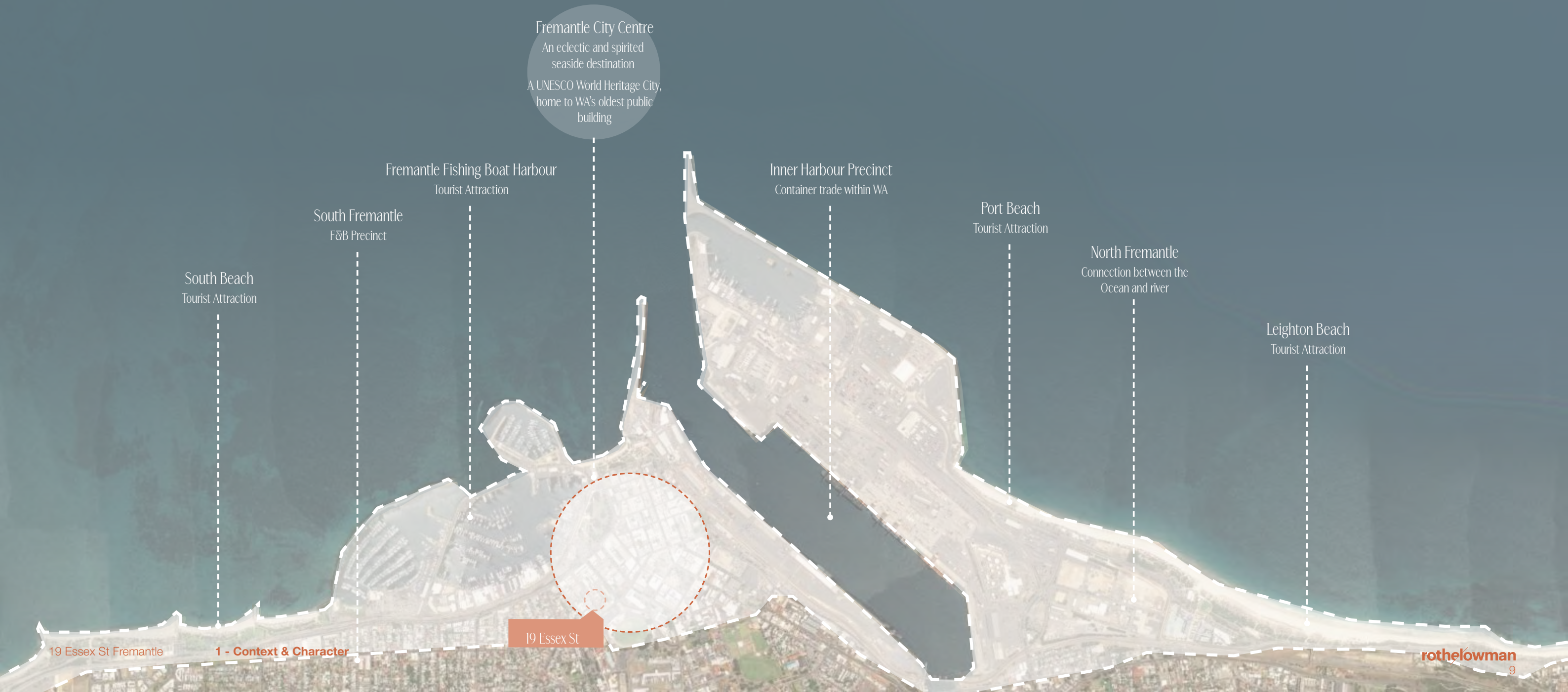
‘An unapologetically iconic place to holiday!’



Context & Site Analysis

Site Location

Fremantle, an active port city...



19 Essex St Fremantle

1 - Context & Character

19 Essex St

Fremantle City Centre
An eclectic and spirited
seaside destination
A UNESCO World Heritage City,
home to WA's oldest public
building

Fremantle Fishing Boat Harbour
Tourist Attraction

South Fremantle
F&B Precinct

South Beach
Tourist Attraction

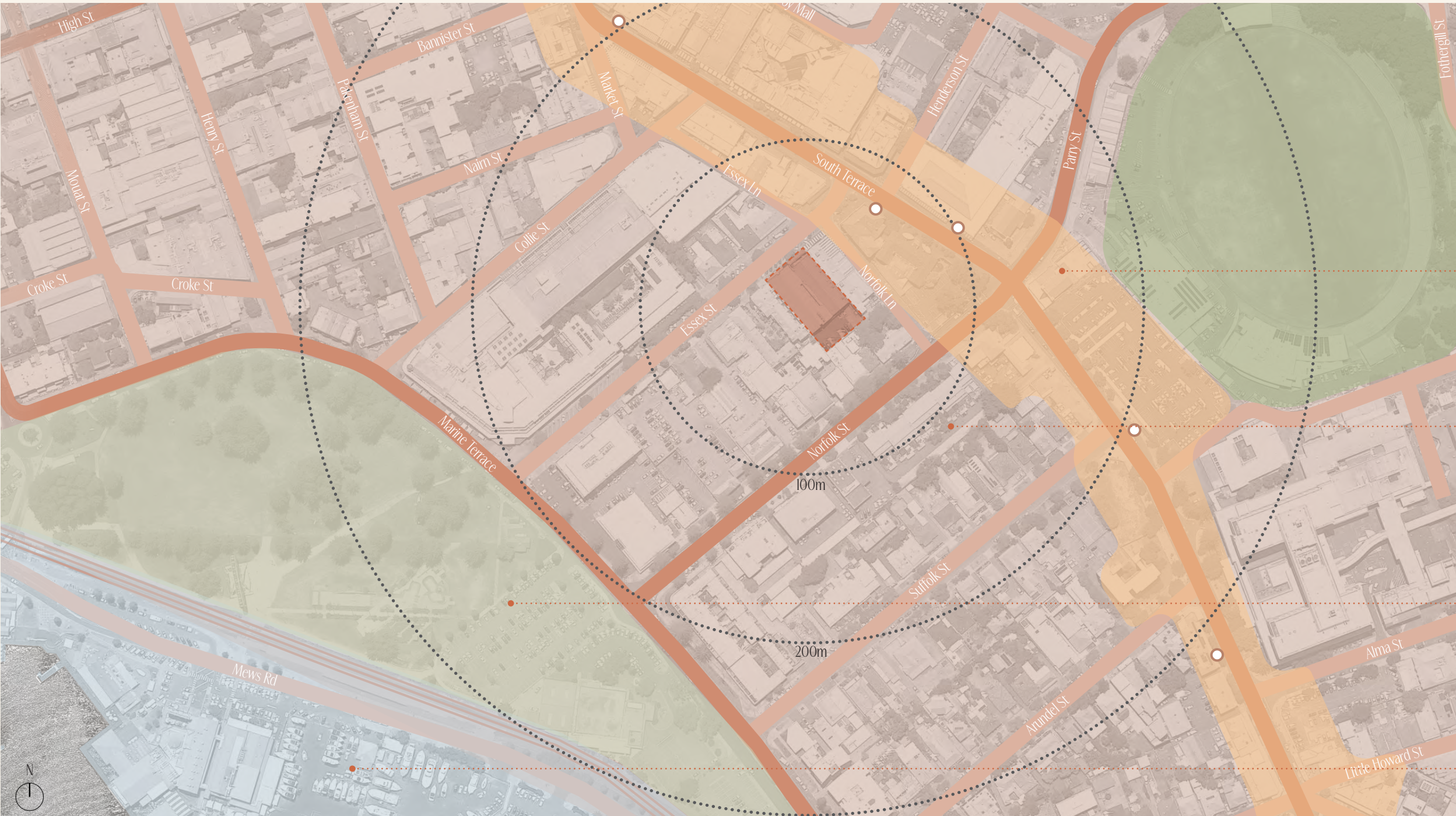
Inner Harbour Precinct
Container trade within WA

Port Beach
Tourist Attraction

North Fremantle
Connection between the
Ocean and river

Leighton Beach
Tourist Attraction

Contextual Zoning & Analysis



Legend

Subject Site (Zoning: City Centre)

Major Road

Minor Road

Public Transport Hubs

The Park

The Waterfront

The Side Streets

The Main Drag



The Main Drag



The Side Streets



The Park



The Waterfront

Neighbouring Amenity

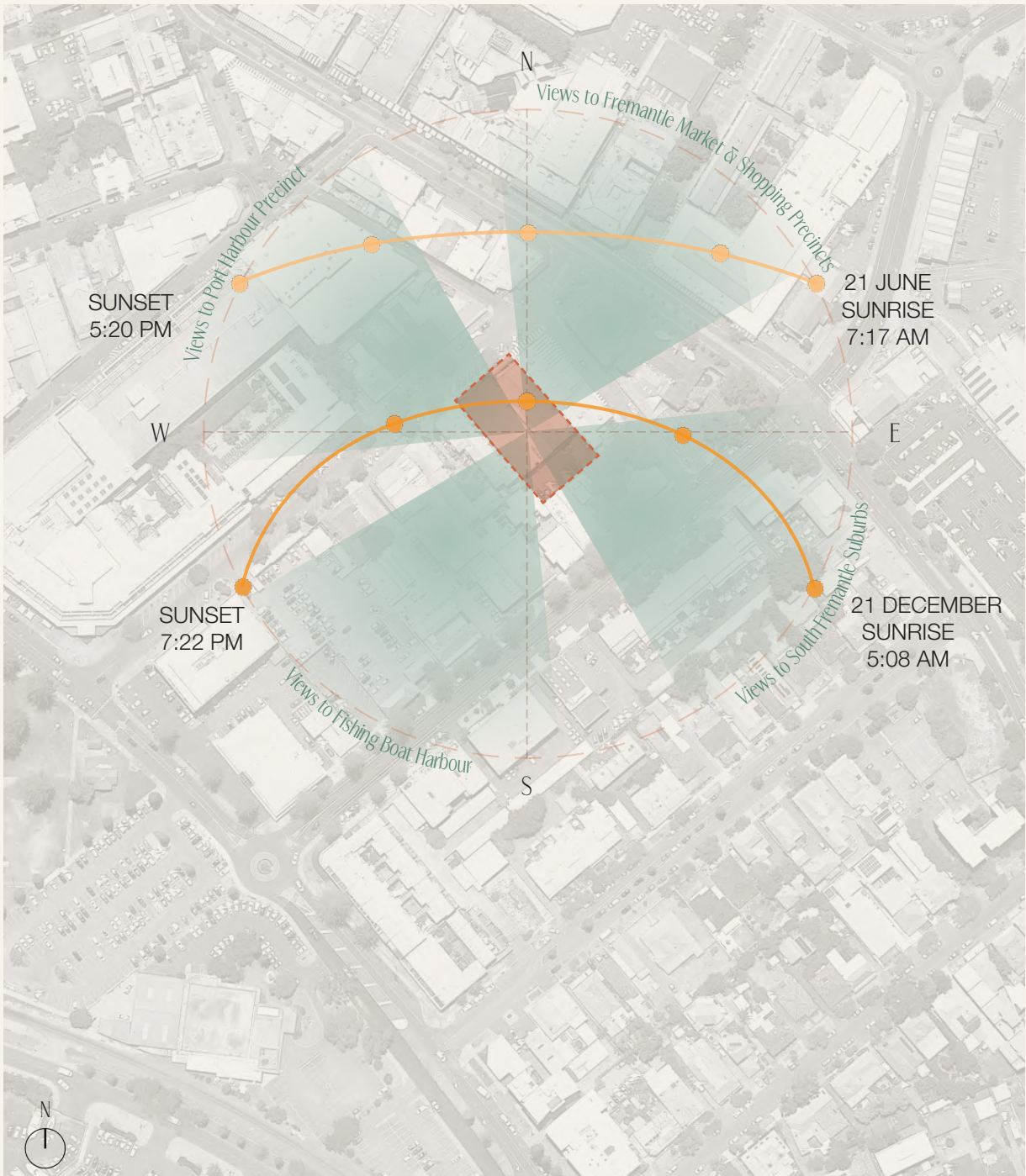


Freo Hotspots	
1	Bread in Common
2	Calamity's Rod
3	Flaming Galah
4	Ghetto Blaster
5	Little Creatures
6	Nieuw Ruin
7	Patio Bar
8	Sail and Anchor
9	Strange Company
10	The Old Synagogue
11	Whisper Wine Bar

Landmarks	
1	Esplanade Park
2	Fremantle Oval
3	Fremantle Markets
4	Fremantle Fish and Boat Harbour
5	The University of Notre Dame Australia

Legend	
	Subject Site
	Major Road
	Minor Road
	Public Transport Hubs
	Green Space

View & Aspect



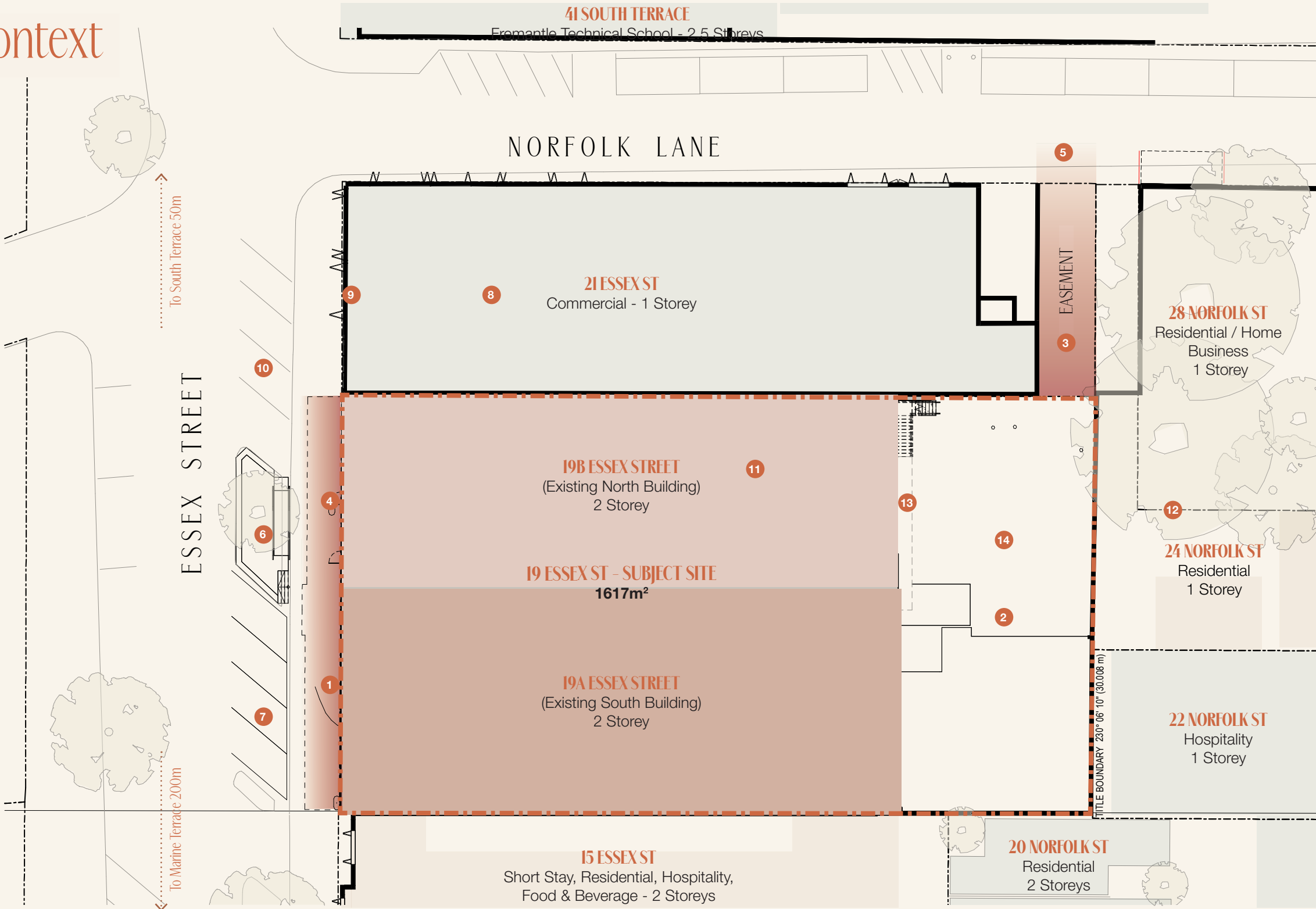
People Movement



Legend

- Subject Site
- Winter Sun Path
- Summer Sun Path
- View & Aspect
- Accessibility to Site
- Public Transport Hubs

Site Context



Constraints & Opportunities	
1	Engage with and repair the
2	Development potential of open
3	Rear loading of services and
4	Heritage facade of existing
5	New rear building visible from
6	Existing F&B and street
7	Existing parking bays
8	Character building
9	Roof form consistent with
10	Significant street parking
11	Roof to be retained over new
12	Overshadowing of 24-28
13	Retention of ground floor North
14	4 storey height limit, no setbacks

Legend	
	Subject Site
	Site Frontages
	Key Items
	Site Adjacent Significant Trees
	Adjacent Commercial /
	Adjacent Short Stay /

Site History



View 1 - 1899
View of partially vacant subject site



View 3 - 1970
North building awning has been replaced, & new south building constructed



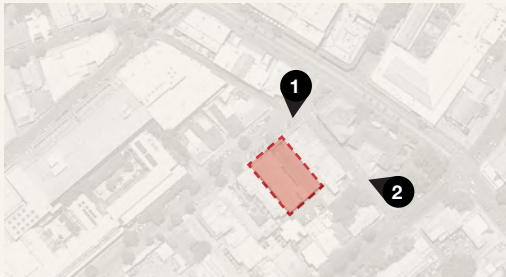
View 2 - 1913
Original north building has been constructed



View 4 - 2017
North building roof has been raised, & south building redeveloped

Legend
■ Subject Site

Existing Site Photographs



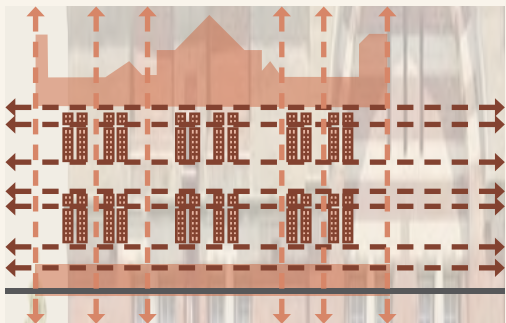
View 1 - Corner of Essex Street & Norfolk Lane



View 2 - Corner of Norfolk Street & Norfolk Lane

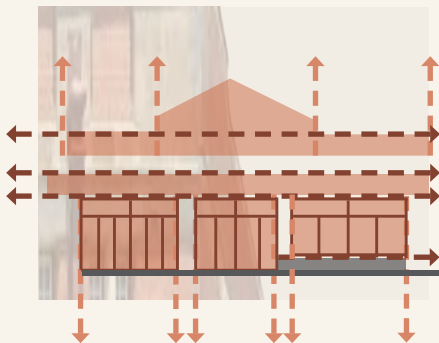
Streetscape

Essex Street Streetscape Studies



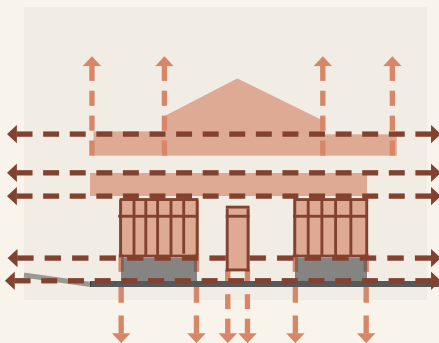
Datum Lines
Glazing Composition

41 South Terrace
Historic Educational Building
2 Storeys



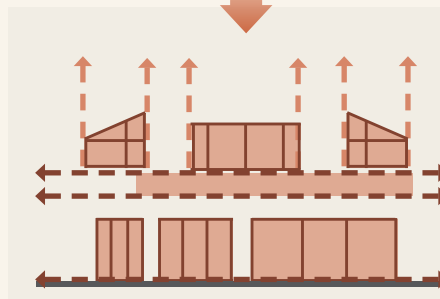
Datum Lines
Facade Composition
Awning
Glazing Composition

21 Essex Street
Commercial
1 Storey



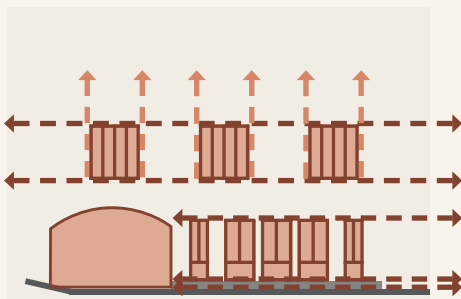
Datum Lines
Facade Composition
Awning

19B Essex Street
F&B Venue
1 Storey



Datum Lines
Facade Composition
Awning
Glazing Composition

19A Essex Street
F&B Venue / Commercial
1 Storey



17 Essex Street
Hotel /
Commercial / F&B
2 Storeys

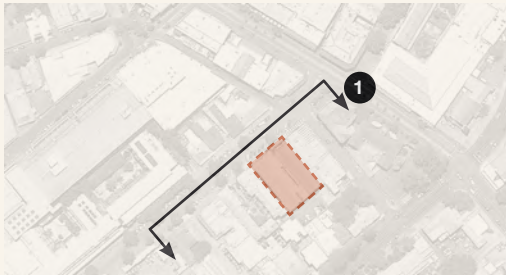


1/15 Essex Street
Residential / F&B Venue
2 Storeys

15 Essex Street
For Lease
1 Storey



Pre 2009



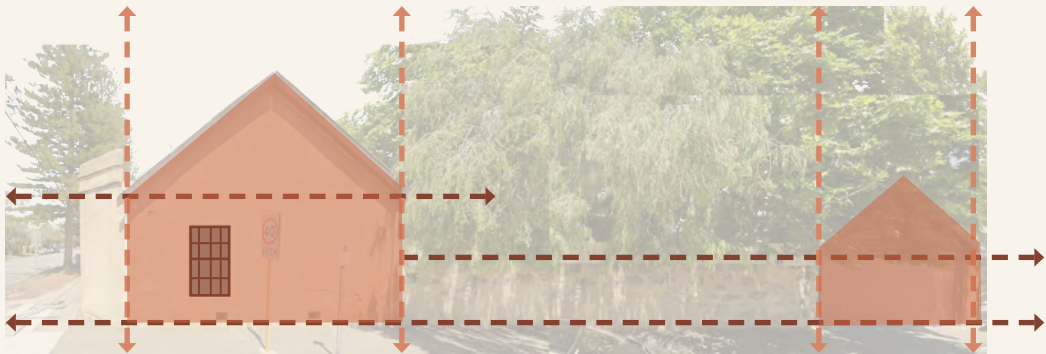
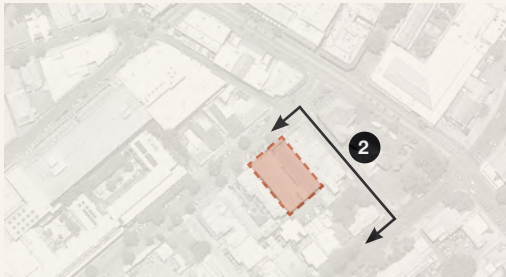
← To South Terrace

To Marine Terrace →

View I
View Along Essex St - Facing Site

Streetscape

Norfolk Lane Streetscape Studies



Datum Lines
Facade Composition
Glazing Composition

26 Norfolk Street

Residential building
1 Storey

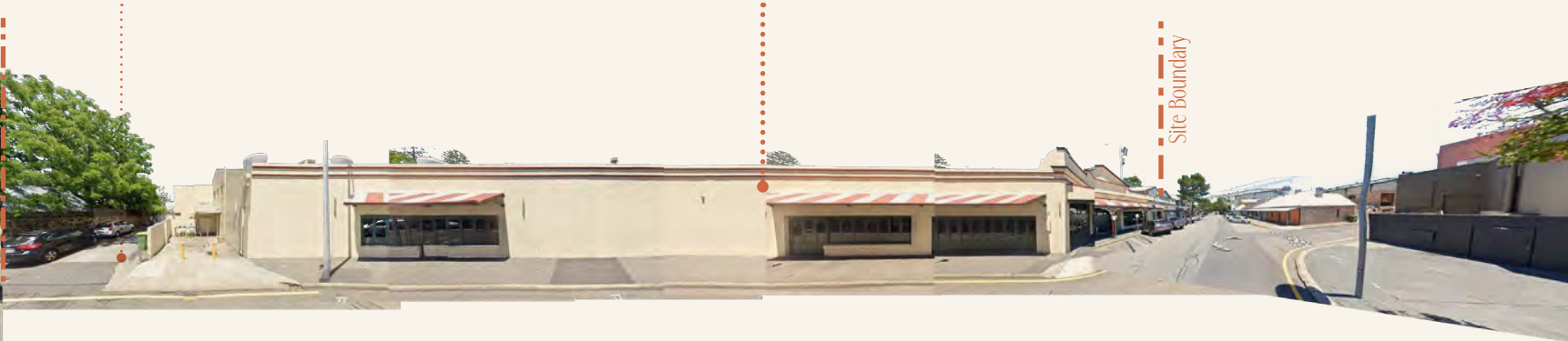


Datum Lines
Facade Composition
Glazing Composition

21 Essex Street

Commercial
1 Storey

Entry towards rear car park



← To Norfolk Street

View I
View Along Norfolk Lane - Facing Site

To Essex St →

Heritage Context

Neighbouring Heritage Elements



Expanding Fremantle's Street Culture



‘ The streets of Fremantle create activation, moments and promote social interactions. ’



Design Proposal



The Port



The Historical Fabric



The Hipster

The Vision

Great Neighbours

LyLo Fremantle aims to deliver high quality engagement with Essex Street & Norfolk Lane, integrating into the local urban context of both the historic and the new. LyLo is an operation that is focused on the Authentic, the Home and the Local, making it a perfect fit for the needs of Fremantle.

Respecting the Historic

The architecture is inspired by its neighbours through proportionality and materiality, activating the ground and upper plane through increased activation and openings. The goal to “repair the street” is paramount in both the conceptual and the functional outcomes. The historic facade & parapet is respected and maintained, while the new facade steps back to give relief to the street. Vignette’s of living appear through openings to the terrace spaces, while the ground plane invites in and offers to the shelter both passersby and those staying on site with it’s generous dining reveal.

Framed Views

The partially hidden rear built form takes on it’s own distinct image, reflective of the wider Fremantle context, creating a clear distinction from the existing and historic. Crafted solar shades provide both site specific protection from the hottest days of the year, while also providing privacy to neighbouring properties.



LyLo view from Essex St



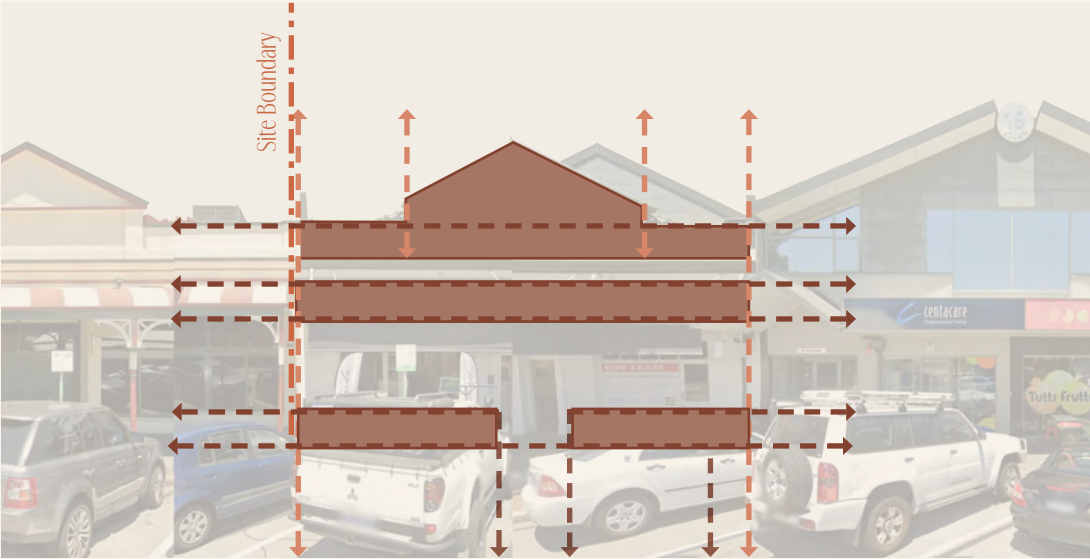
LyLo view from Norfolk Lane, set behind 21 Essex St

Repairing the Street

Essex Street

Street & Neighbourhood Language

Street Context & Analysis



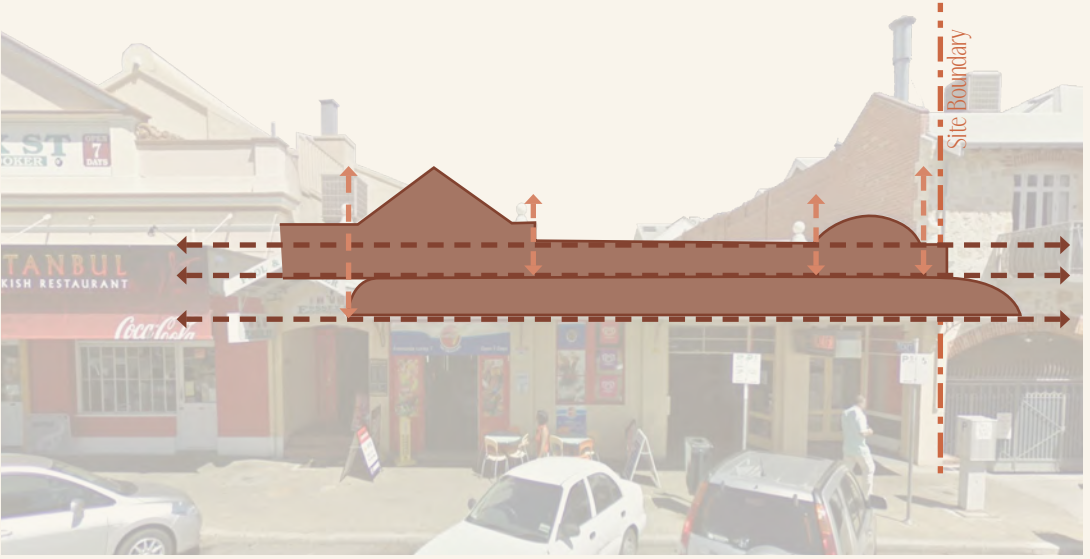
19B Essex Street

- F&B Venue
- Datum Lines
 - Facade Composition
 - Awning

Materiality



Colour Palette



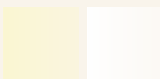
19A Essex Street (Pre-2009)

- Newsagency
- Datum Lines
 - Facade Composition
 - Awning

Materiality



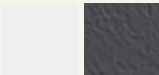
Colour Palette



46-54 Marine Terrace

- Hotel
- Datum Lines
 - Facade Composition
 - Awning

Materiality



Colour Palette



7 Essex St

- Commercial
- Datum Lines
 - Facade Composition
 - Awning

Materiality



Colour Palette

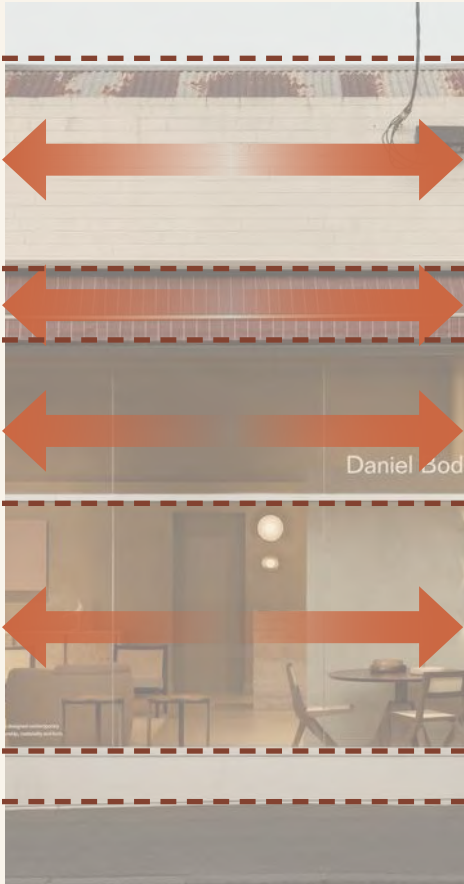


Street Language

Materiality, Texture & Break up of Facade



Materiality
Providing different materials to add depth to the built form



Horizontal Datums
Referencing the horizontal forms in Fremantle through distinct bands through the built form



Vertical Datums
Pairing units to craft distinct connections



Establishing Street Presence
Addressing the street and creating presence



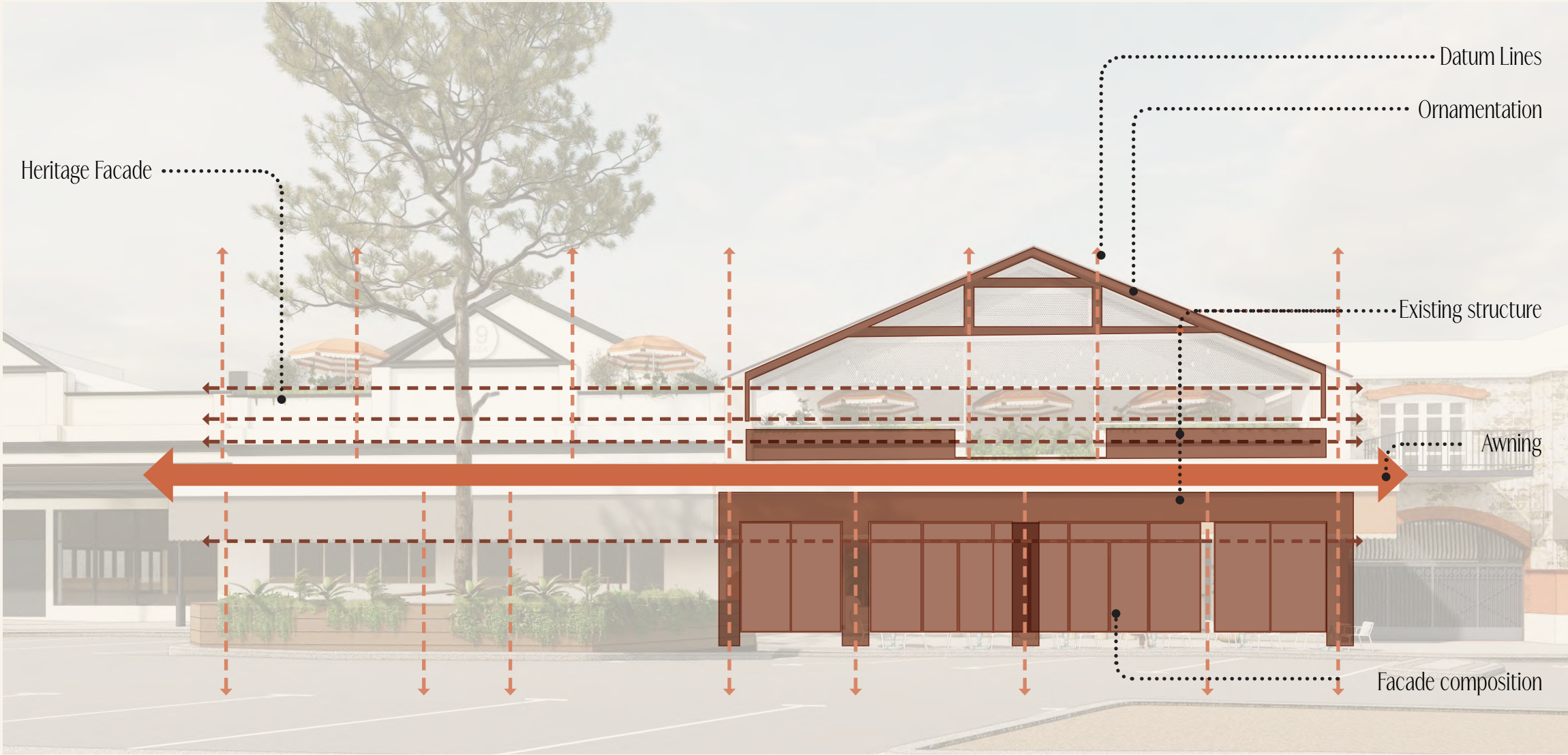
Layering the Thresholds
Distinguishing and layering forms to craft thresholds through the built form



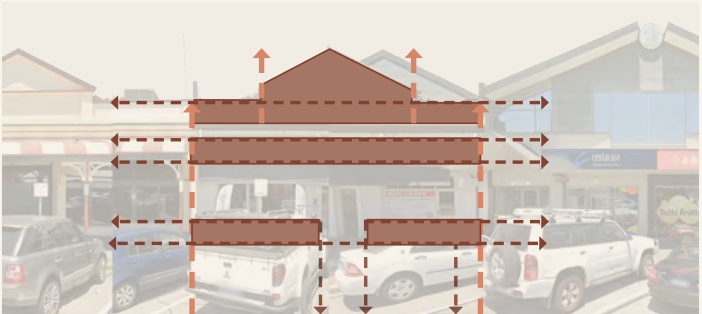
Ornamentation
Providing ornamentation through crafted datums

Essex Street Facade Composition

Expressing & celebrating the existing structural members



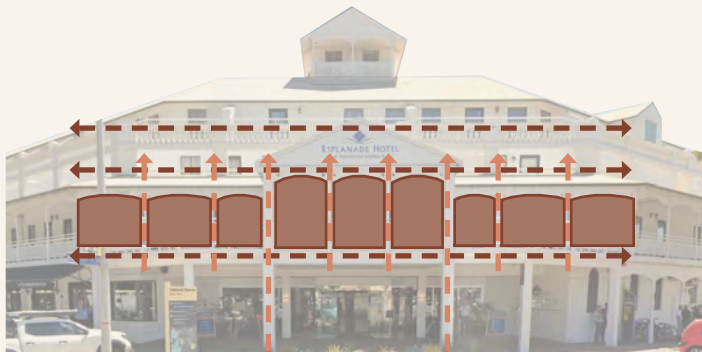
Local Precedence



19B Essex Street

F&B Venue

- Datum Lines
- Facade Composition
- Awning



46-54 Marine Terrace

Hotel

- Datum Lines
- Facade Composition
- Awning

Materiality Context

Fremantle Textures



Masonry (Fremantle Technical School)



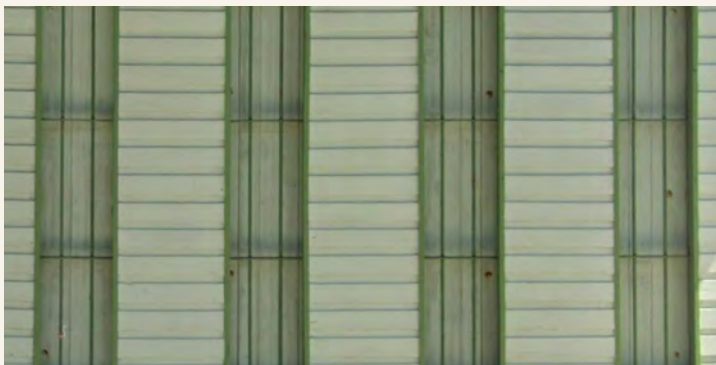
Limestone Building (Warders Hotel)



Industrial Framing



Steel & Wire



Weatherboard

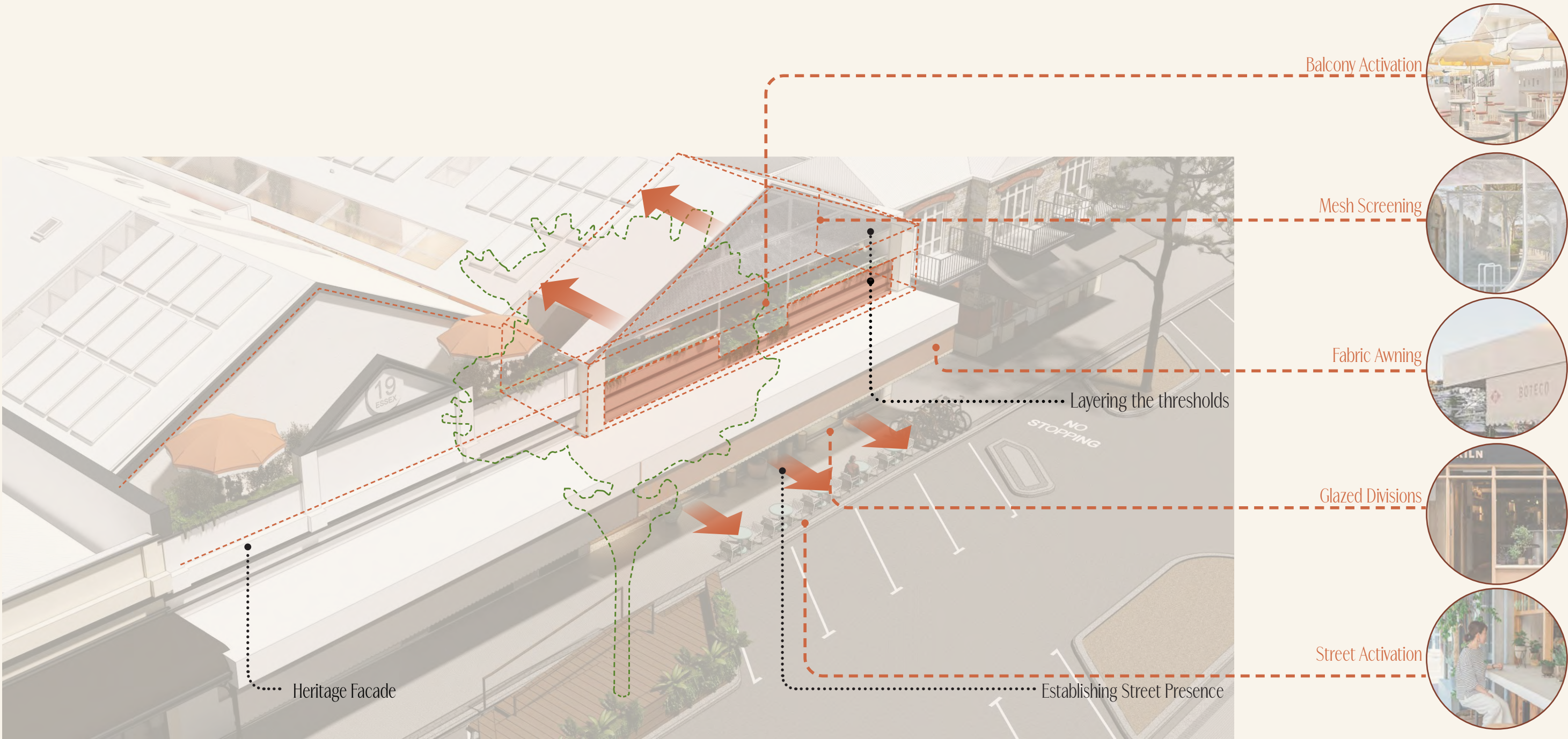


Timber



Greenery

Essex Street Roof Form & Materiality





Existing awning and fabric to Northern Building to be retained

Mural art to wall and underside of awning (Art style and extent is indicative only, pending engagement with local artist)

Infill to area within dashed lines to continue existing awning line

Existing flat awning to Southern Building to be retained

New fabric awning to match existing adjacent

New floor mounted bicycle racks





Fremantle Living

Local Streetscape Precedents

Street Context & Analysis

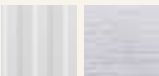


1 Cliff Street

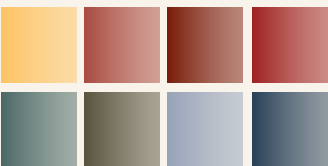
Fremantle Ports

- Texture
- Datum Lines
- Materiality

Materiality



Colour Palette

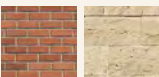


41 South Terrace

Fremantle Technical School

- Window Proportions
- Horizontal Banding
- Datum Lines

Materiality



Colour Palette

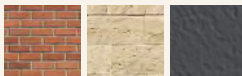


80 High Street

Sundancer Backpackers Hotel

- Window Proportions
- Horizontal Banding
- Datum Lines
- Super Graphics

Materiality



Colour Palette



Peter Hughes Drive

E-Shed Markets

- Supergraphics
- Texture
- Materiality breaks
- Vertical Glazing

Materiality

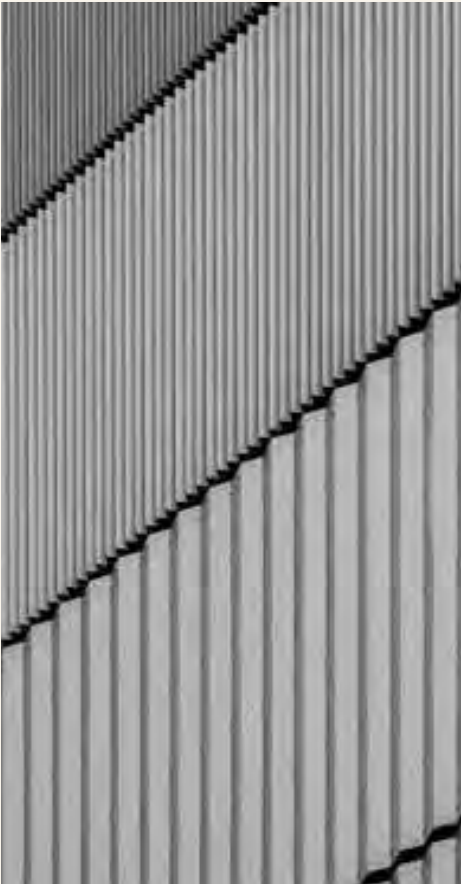


Colour Palette

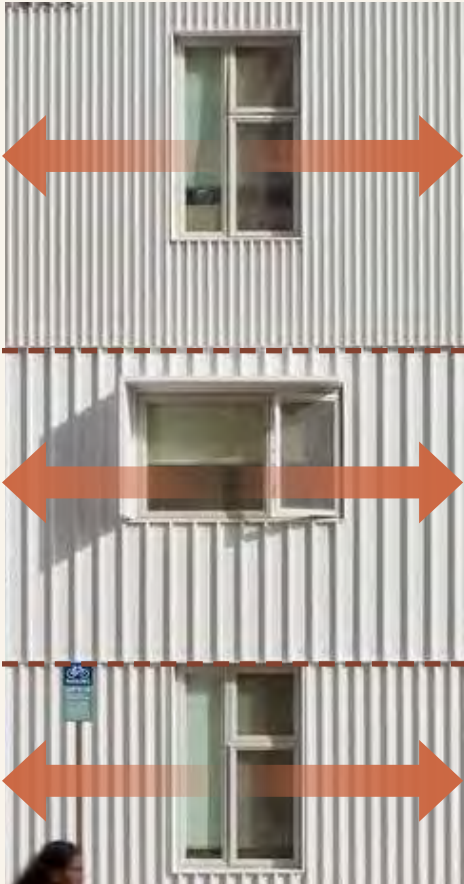


Facade Precedents

Materiality, Texture & Break up of Facade



Texture
Providing different textures to add depth to the built form



Horizontal Bands
Referencing the horizontal forms in Fremantle through distinct bands in the built form



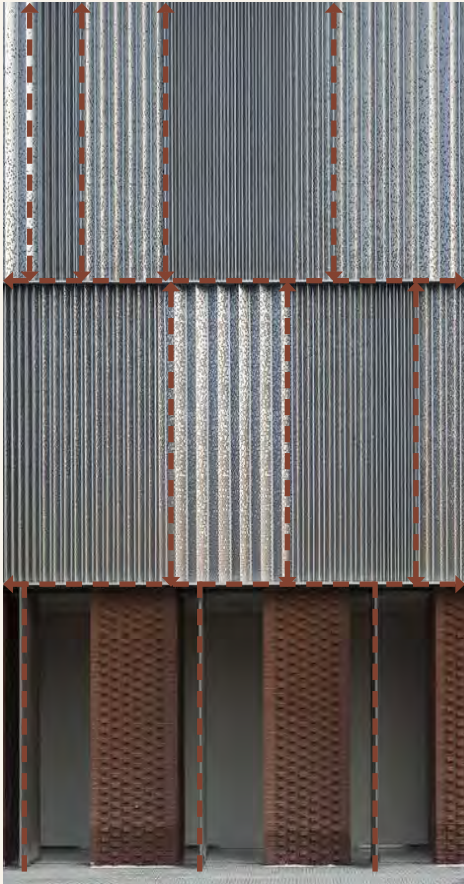
Vertical Connections
Pairing units to craft distinct connections



Landing the Building
Distinguishing the built form on the ground plane

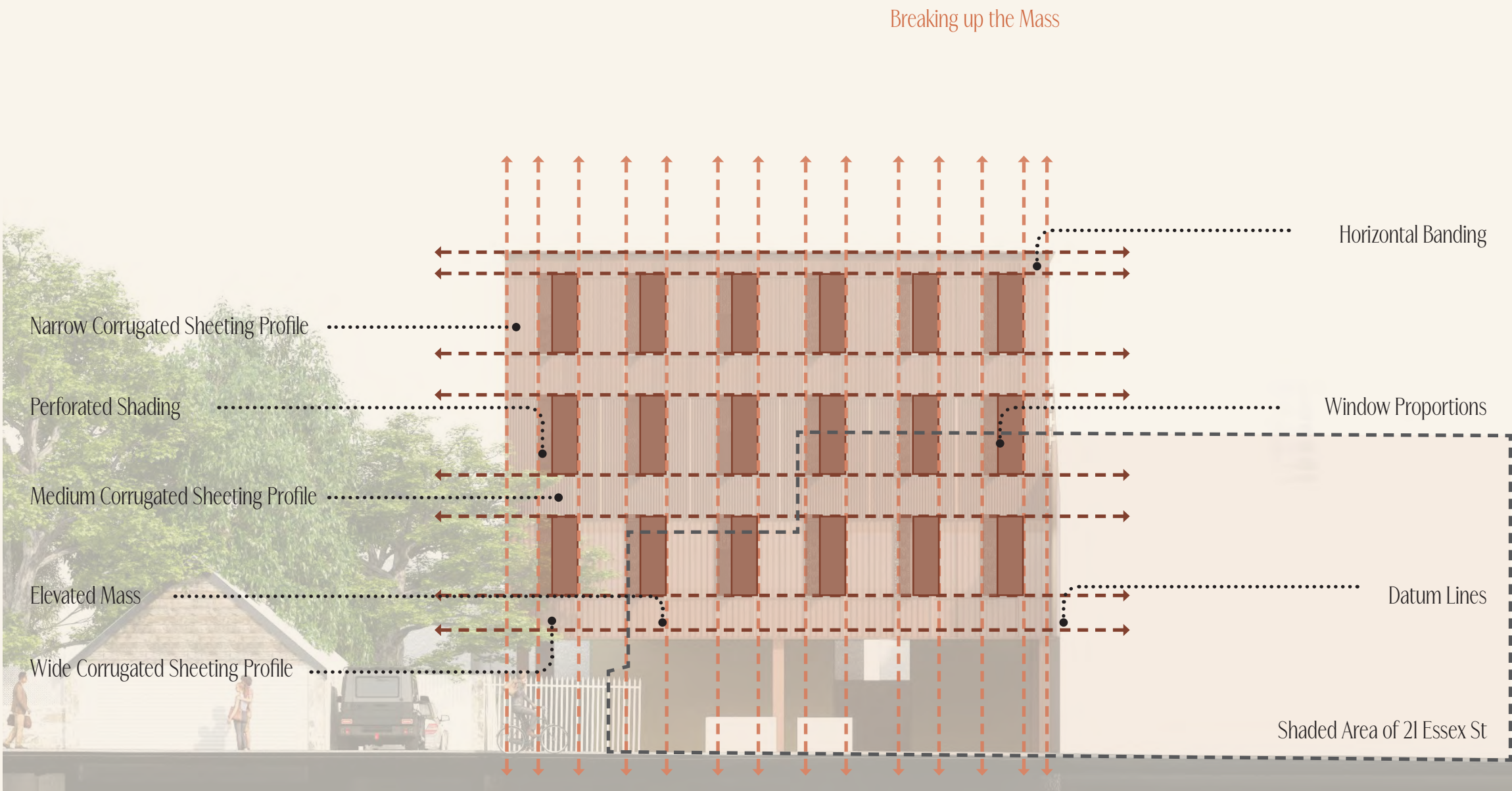


Articulation through Shading
Playing with shadows to promote a unique facade offering.



Ornamentation
Providing ornamentation through crafted datums

Norfolk Lane Facade Composition



Local Precedence



41 South Terrace
Fremantle Technical School

- Window Proportions
- Horizontal Banding
- Datum Lines

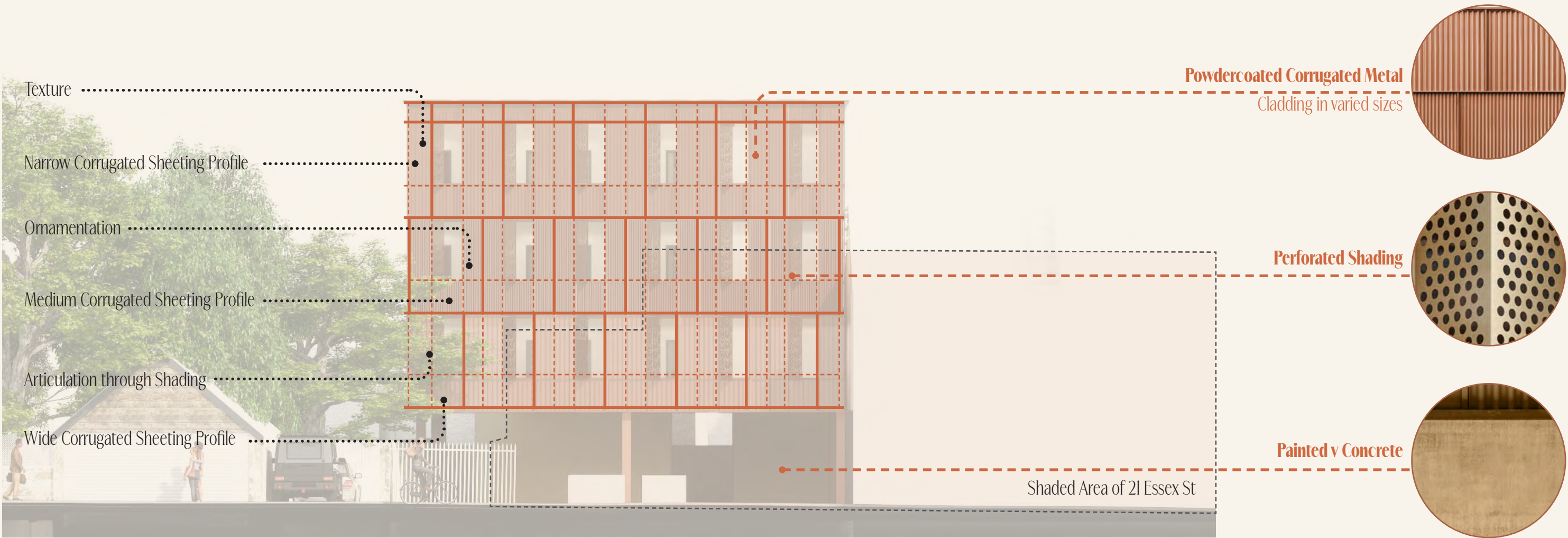


Peter Hughes Drive
E-Shed Markets

- Supergraphics
- Texture
- Materiality breaks
- Vertical Glazing

Norfolk Lane Facade Materiality

A contemporary palette inspired by existing Freo textures



Norfolk Lane Facade

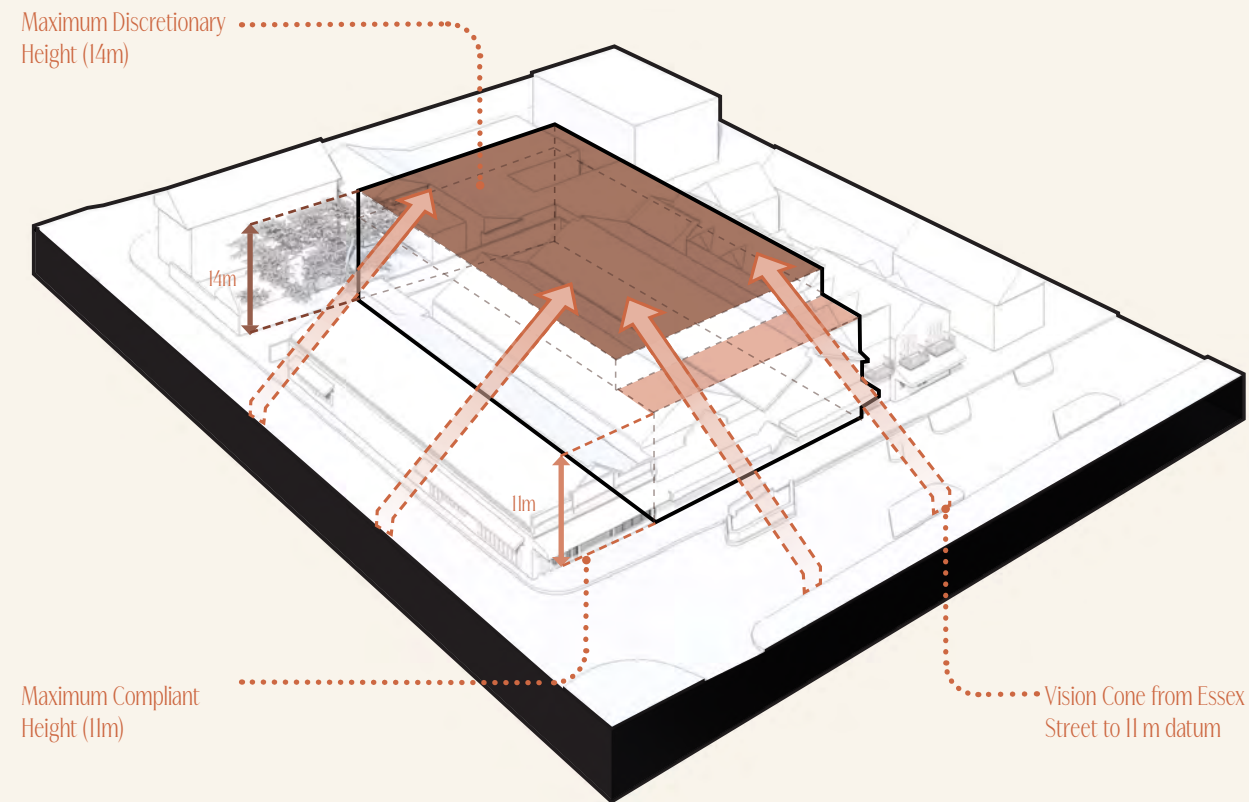
Contemporary Facade inspired by existing Freo textures viewed from Norfolk Lane Entry





Massing

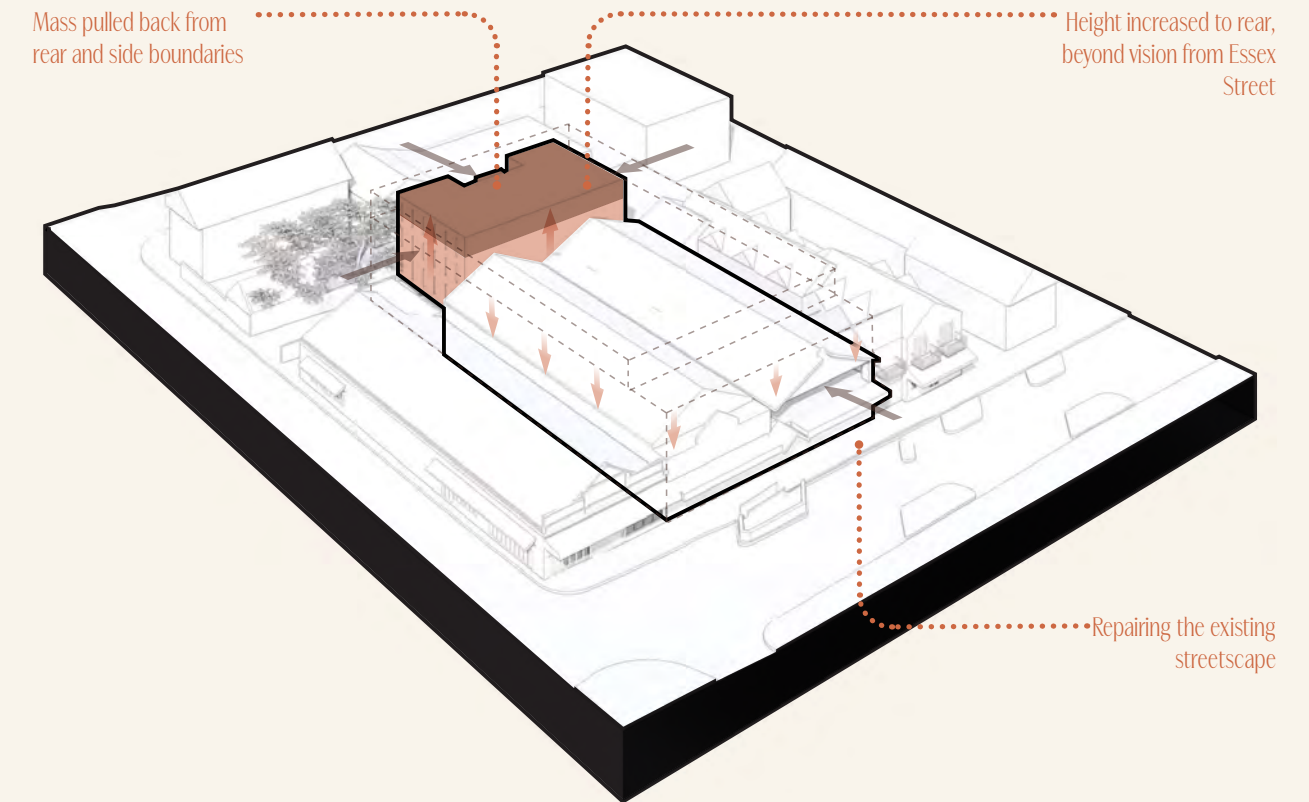
Compliant & Discretionary Massing



Compliant & Discretionary Mass

- 11m Maximum Building Height on Essex Street (3 Storey)
- In accordance with Clause 1.3 of Local Planning Area, the Council may consent to an additional storey subject to upper floor being setback from the street so as to not be visible from the streets adjoining the subject site
 - Maximum external height being 14m
 - Compliance with clause 1.2 of Schedule 1 - Area 1
- Nil side & rear setbacks.
- Potential compliant & discretionary envelope results in a form that overpowers the existing streetscape.

Proposed Massing



Proposed Development

- Overall Height under 14m
- Existing building on Essex Street retained to be consistent with neighbouring podium façades
- Built form at the rear rationalised to a single form, creating a 3m setback to the rear courtyard and side boundaries
- Proposal rationalises the mass to the rear of the property, reducing the visual impact to Essex Street.

Streetscape Massing Impact

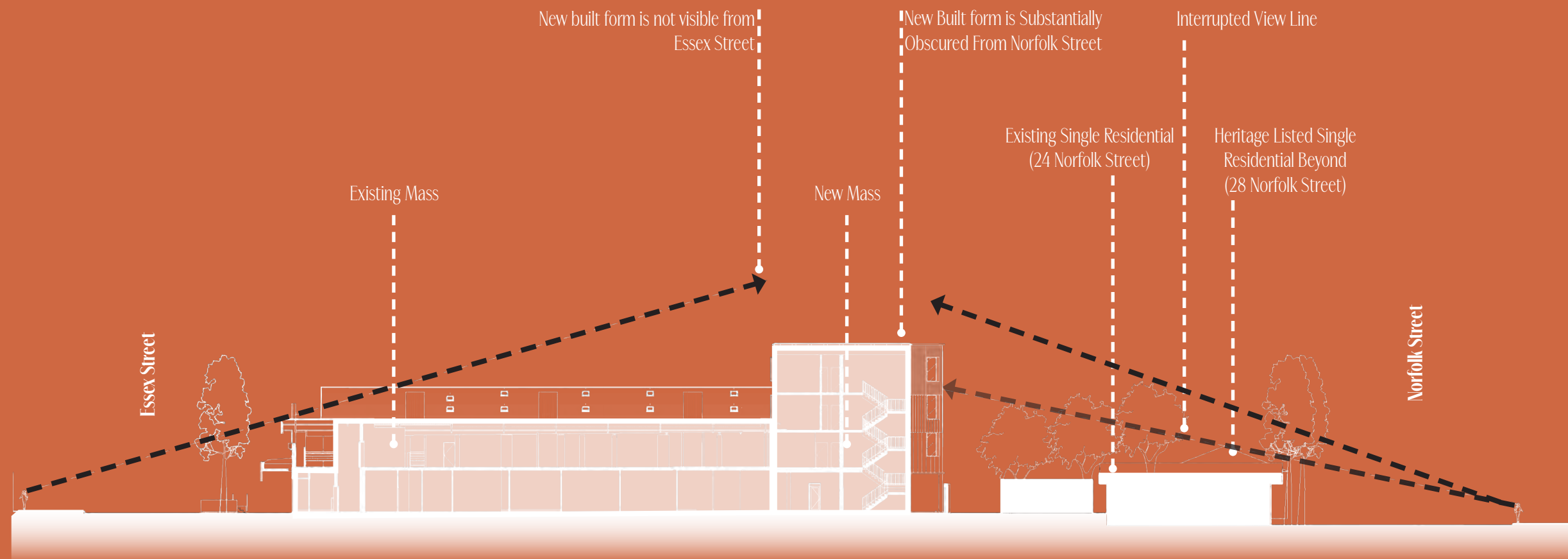


View from corner of South Terrace and Essex Street



View from corner of Norfolk Street and Norfolk Lane

Sectional Impact Study





Street Life



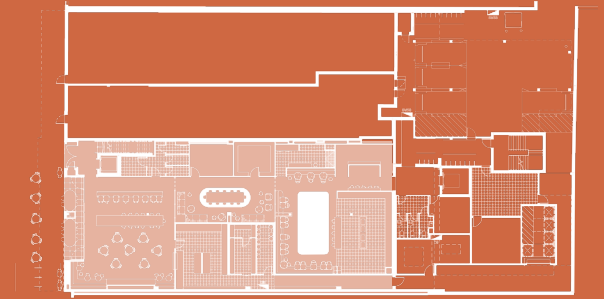
Fremantle DNA



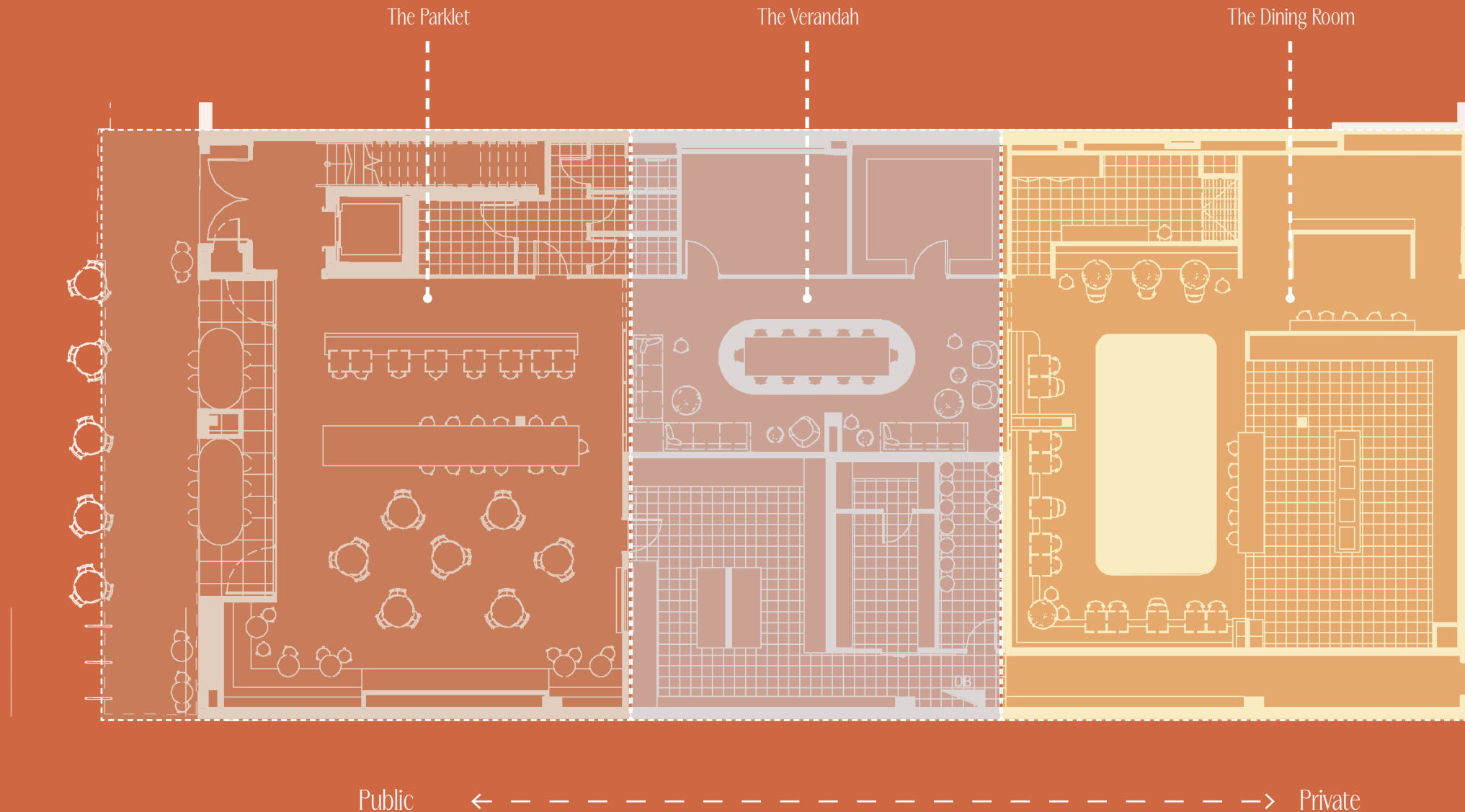
A humble home unique in character. Offering an address that is distinctly of its place...

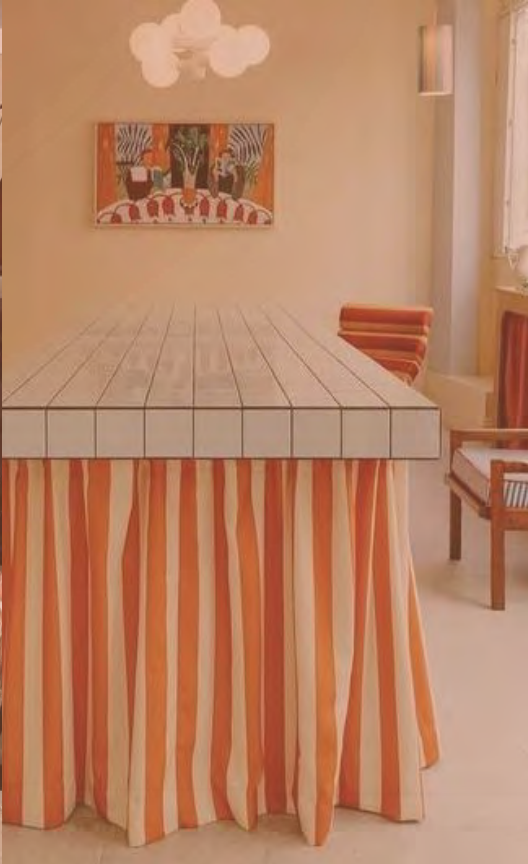
Lylo Home

Take the journey to your home away from home !



Key Plan (N.T.S)

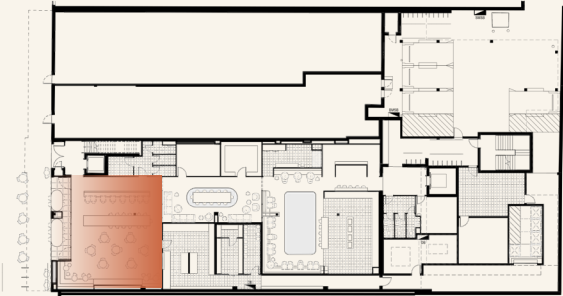




Lylo Bar

The Parklet & Verandah

The Parklet & The Verandah

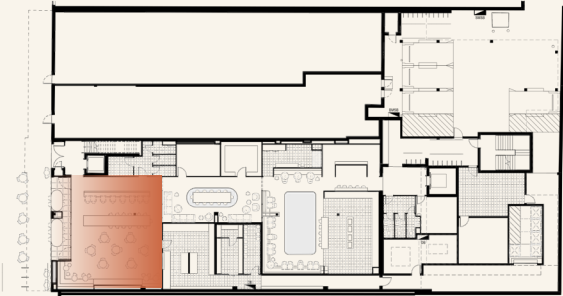


Key Plan (N.T.S)



Mural art to wall and underside of awning
(Art style and extent is indicative only, pending
engagement with local artist)

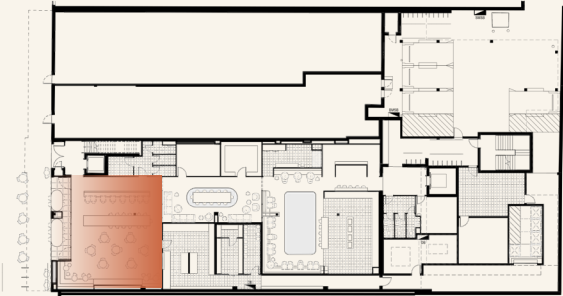
The Bar



Key Plan (N.T.S)



The Parklet & The Bar



Key Plan (N.T.S)

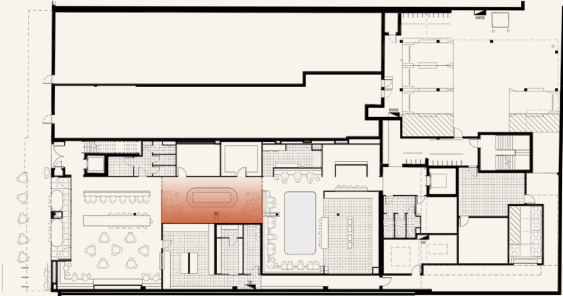




Lylo Check in

The Verandah

The Living Room



Key Plan (N.T.S)

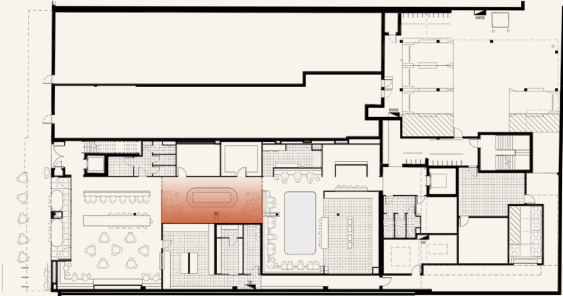


19 Essex St Fremantle

4 - Functionality & Build Quality 6 - Amenity 7 - Legibility 9 - Community

rothelowman

The Living Room



Key Plan (N.T.S)



19 Essex St Fremantle

4 - Functionality & Build Quality 6 - Amenity

7 - Legibility 9 - Community

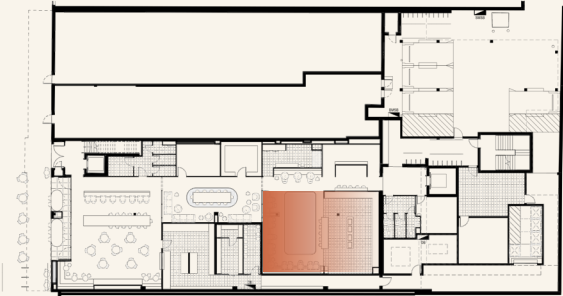
rothelowman



Lylo Dining Room

Welcome Home

The Dining Room



Key Plan (N.T.S)



Landscaping (Ground Floor)



Existing Parklet



Potted Planters



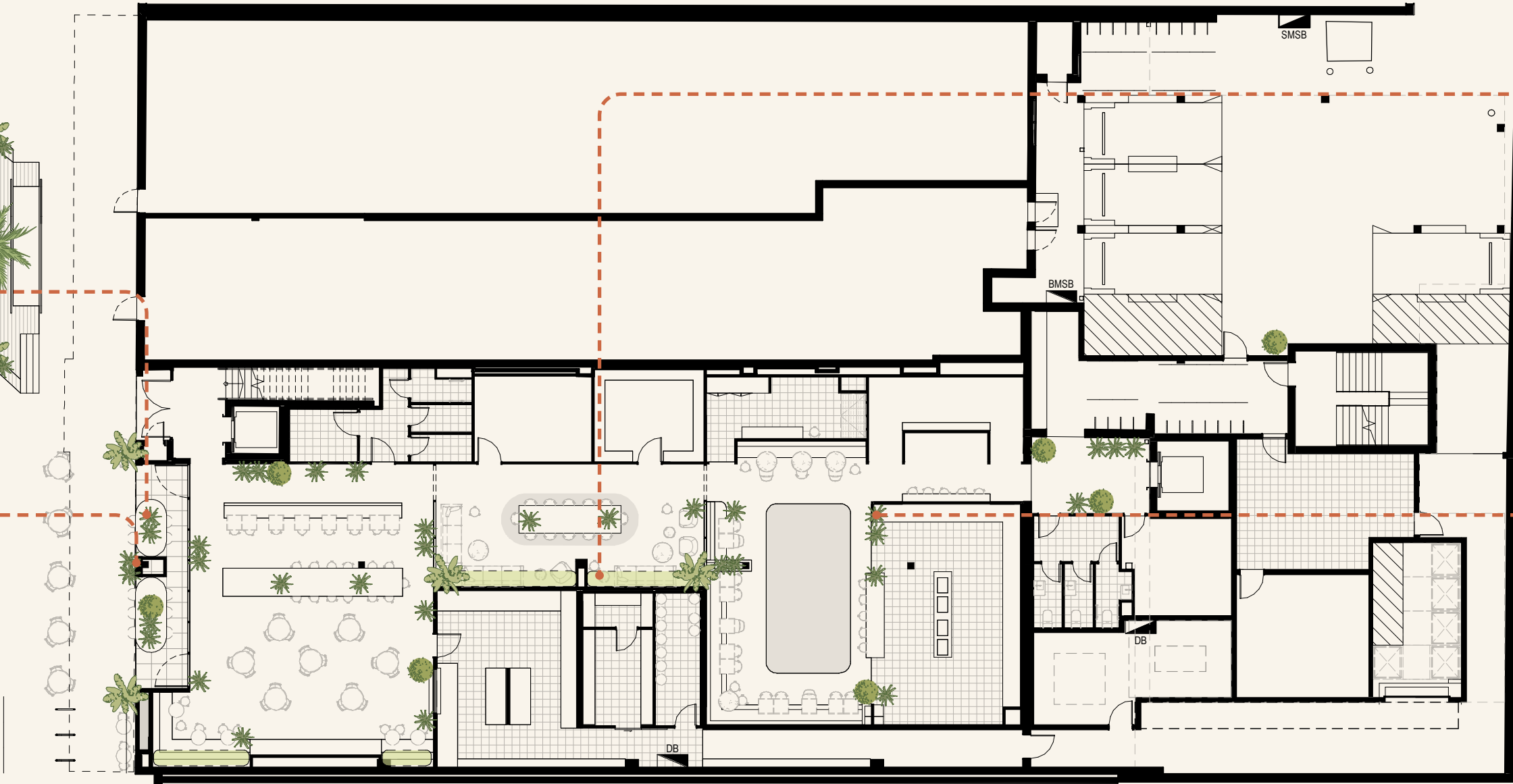
Column Planters



Hanging Planters

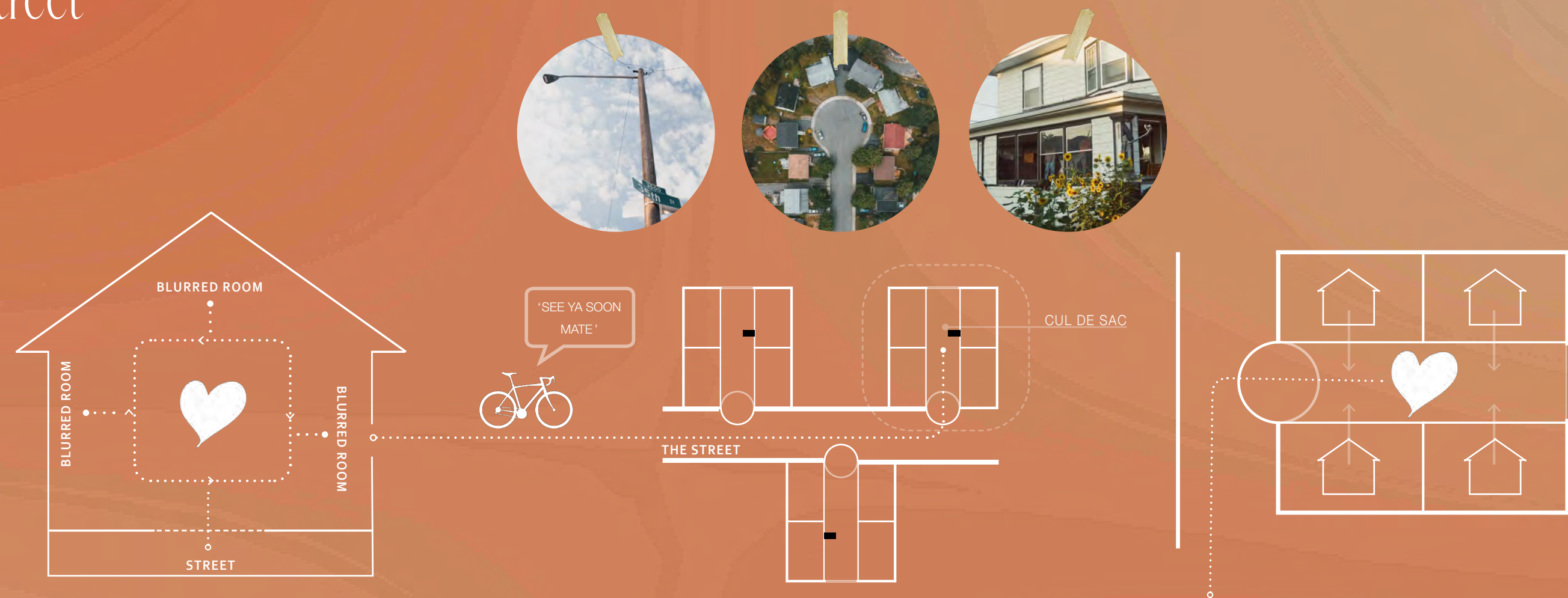


Potted Planters



First Floor Plan

Lylo Street



WELCOME TO OUR HOME,

Welcome to our home. The heart, our reception, our bar, our table.

A space to check in, a space to get a drink, a space to connect, a space to relax.

TAKE THE JOURNEY TO...

Take a ride down the 'street', To your 'cul de sac'. This is your hood.

Reminisce the good times when you'd ride through the suburban streets with all your mates...

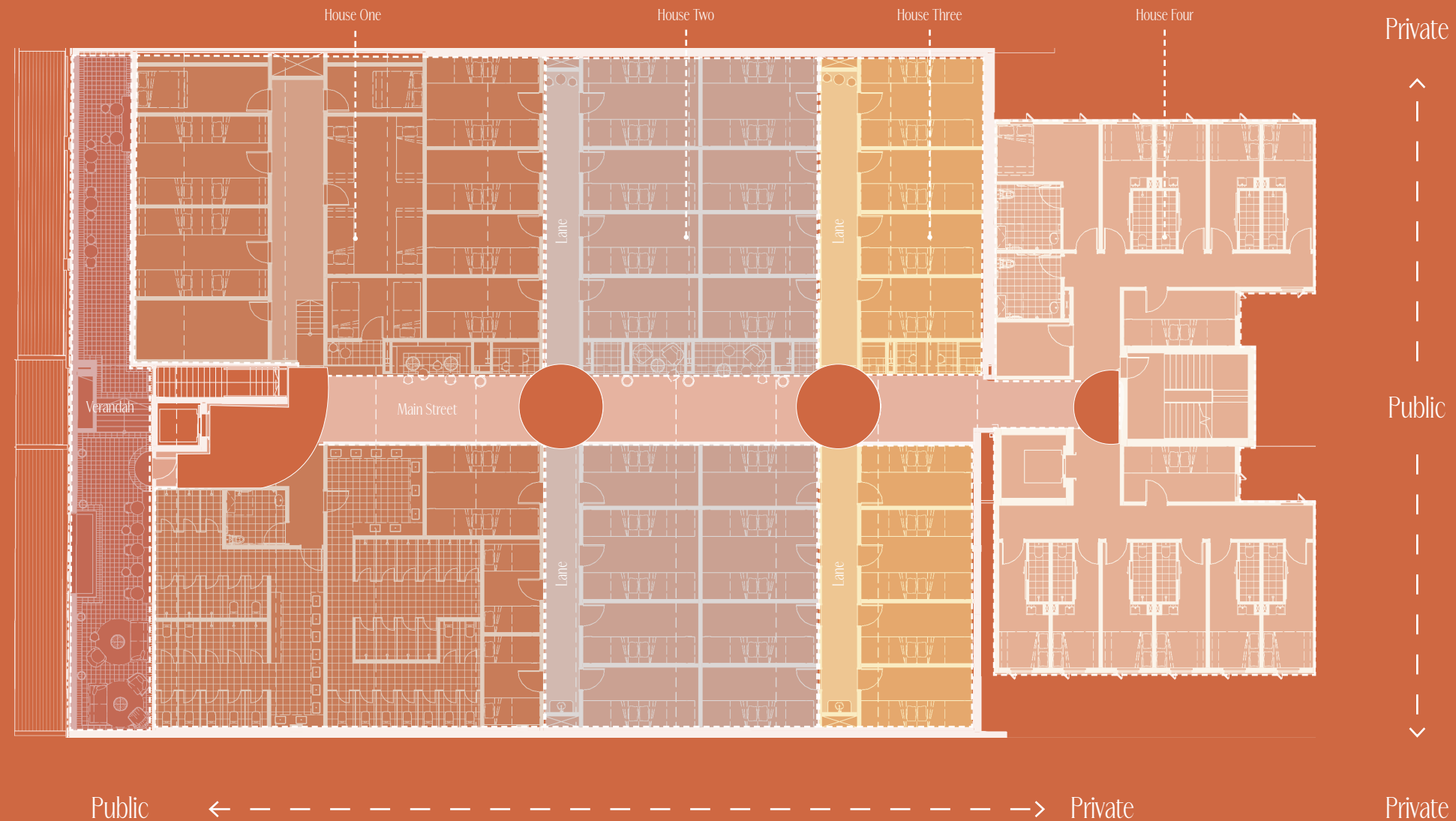
YOUR HOME

Retreat into your home, a space just for you. Safe, clean, warm.

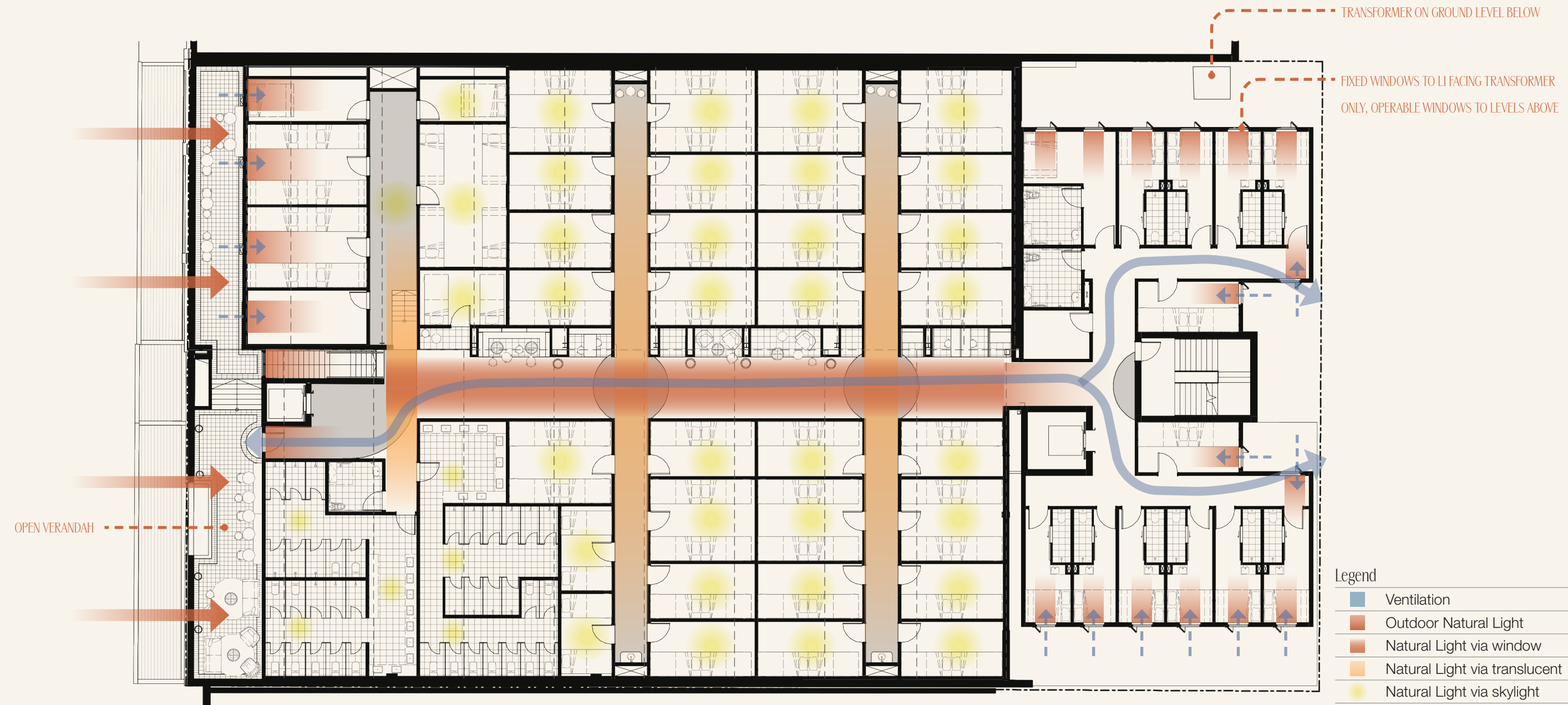
A space that is your retreat, but also a space that excites and connects you to your neighbours.

Lylo Street

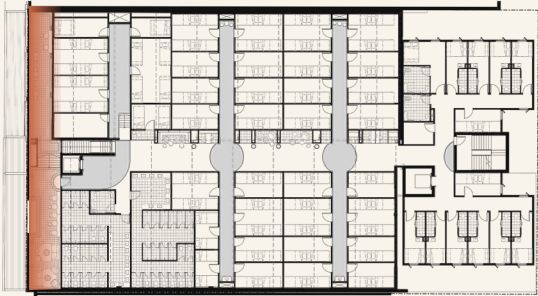
Take the journey to your home away from home !



Natural Light & Ventilation



The Verandah



Key Plan (N.T.S)





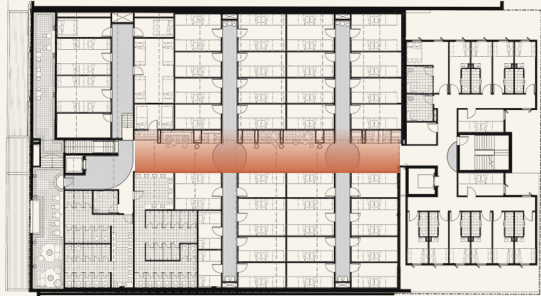
Lylo Street



The street is layered !

Lylo Street Elevation

First Floor



Key Plan (N.T.S)

House One

House Two

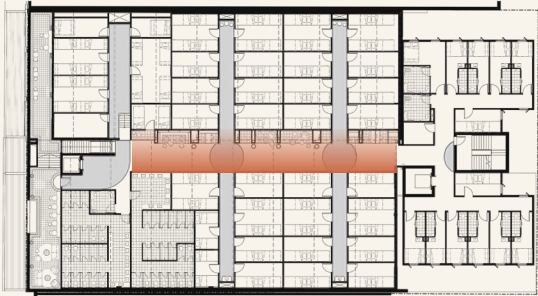
House Three



Take the journey to your home away from home !

Lylo Street

First Floor

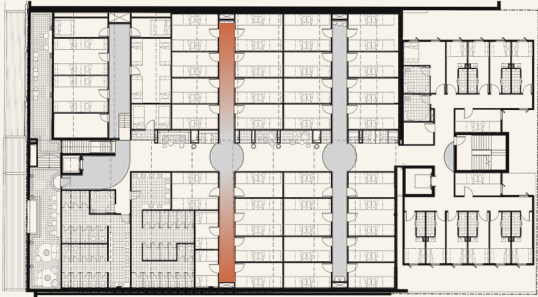


Key Plan (N.T.S)



Lylo Side Streets

First Floor



Key Plan (N.T.S)



19 Essex St Fremantle

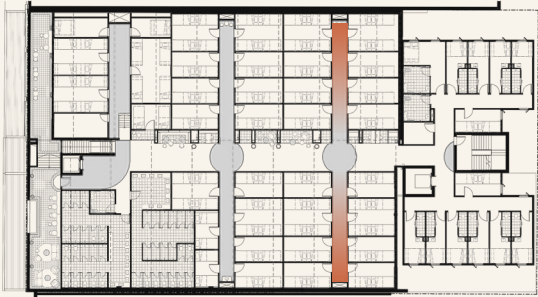
4 - Functionality & Build Quality 6 - Amenity

7 - Legibility 9 - Community

rothelowman

Lylo Side Streets

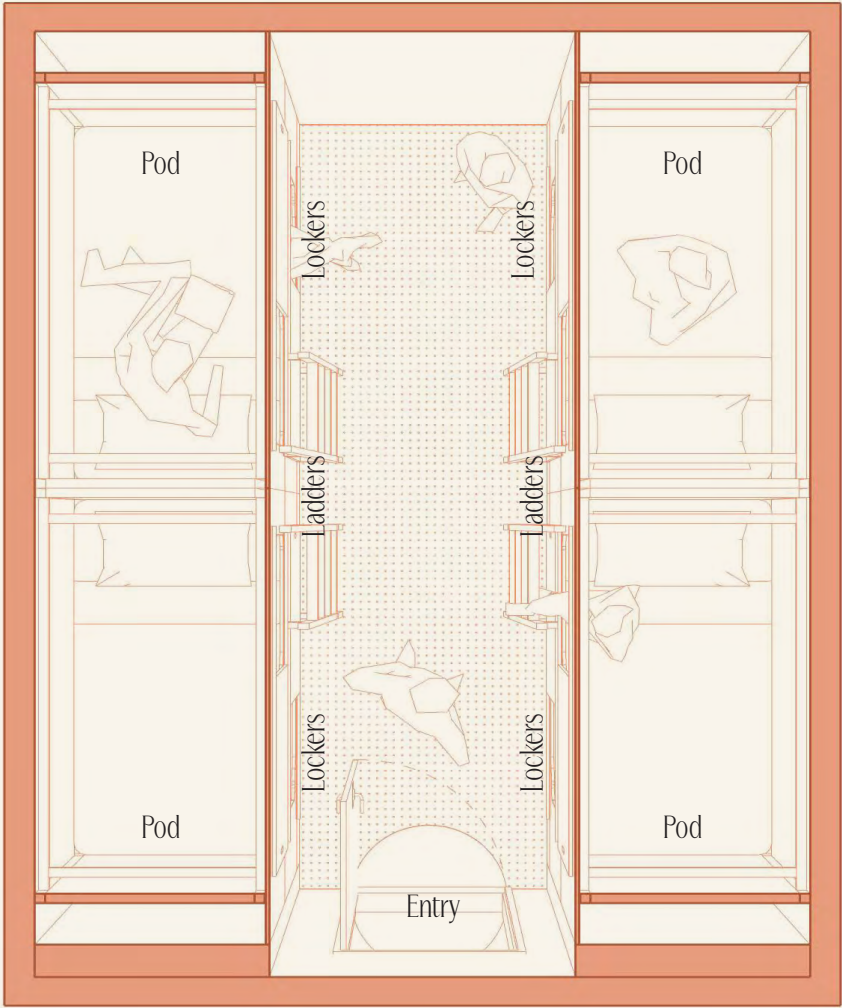
First Floor



Key Plan (N.T.S)



Pod Room Study



Floorplan (Lylo Fremantle)

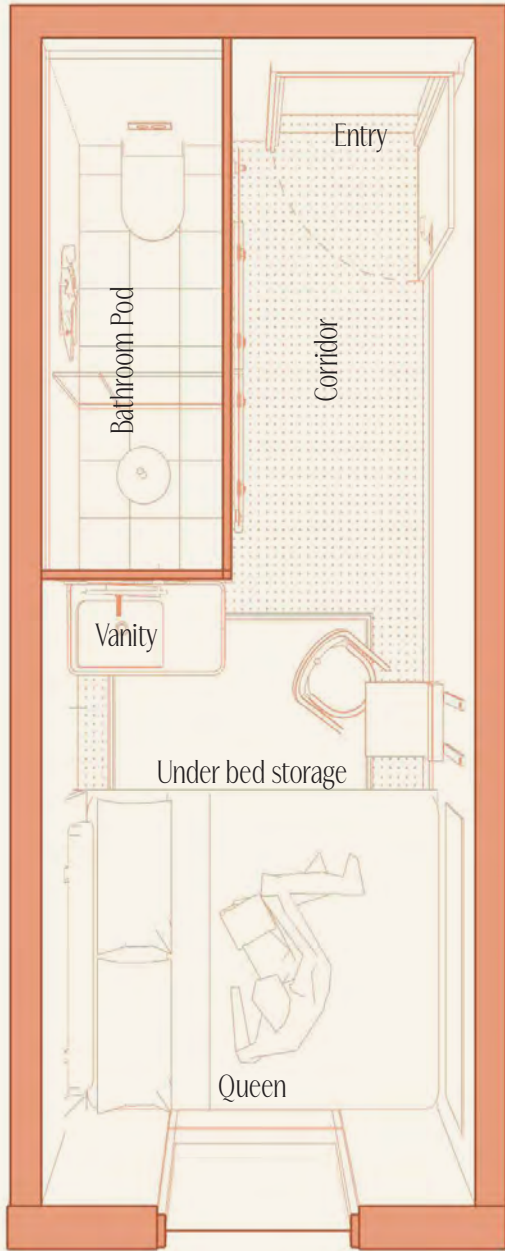


White Card (Lylo Fremantle)



Precedent (Lylo Auckland)

Ensuite Room Study



Floorplan (Lylo Fremantle)



White Card (Lylo Fremantle)



Precedent (Lylo Auckland)

Landscaping (First Floor)



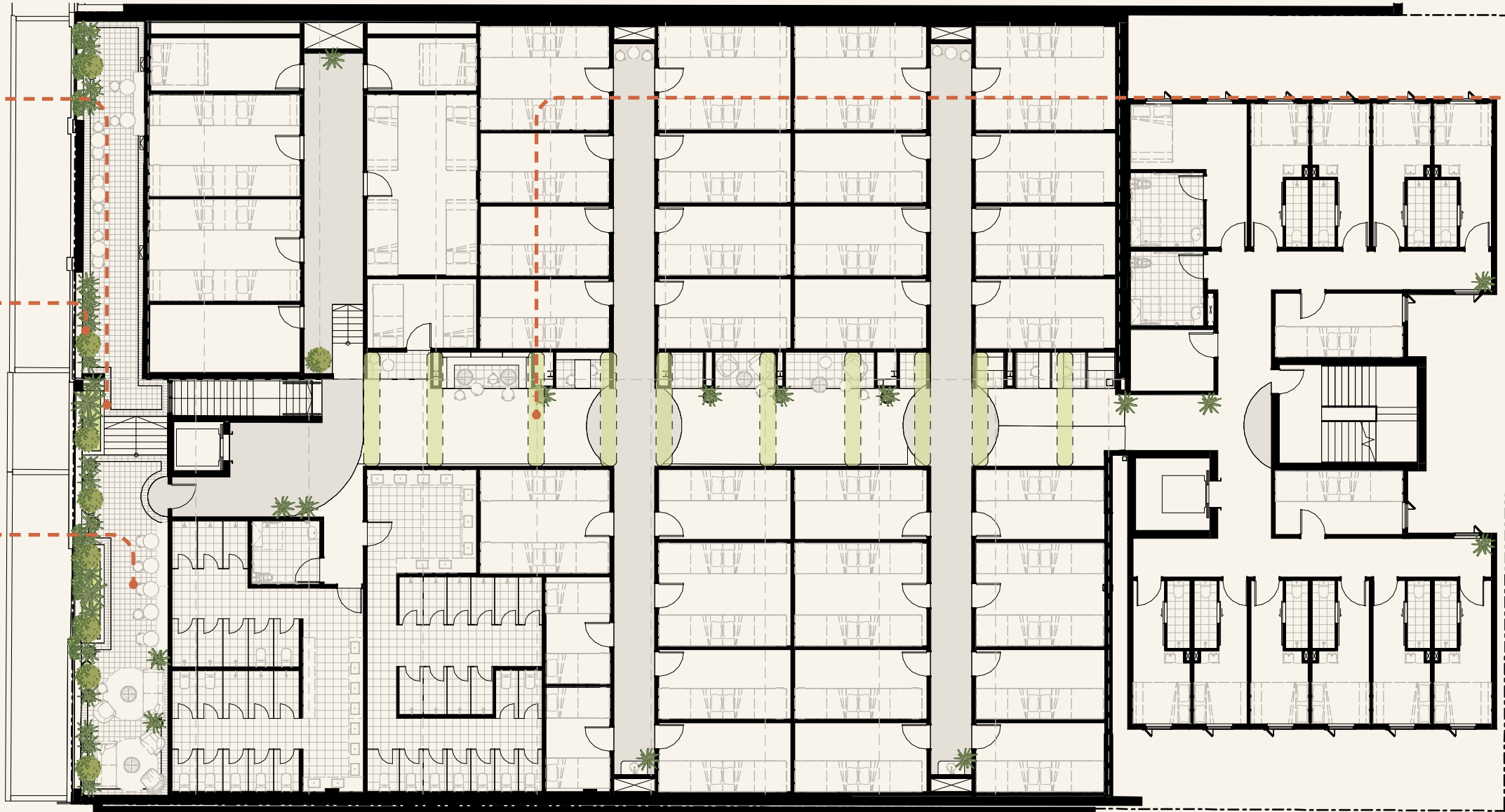
Integrated Planters



Potted Planters



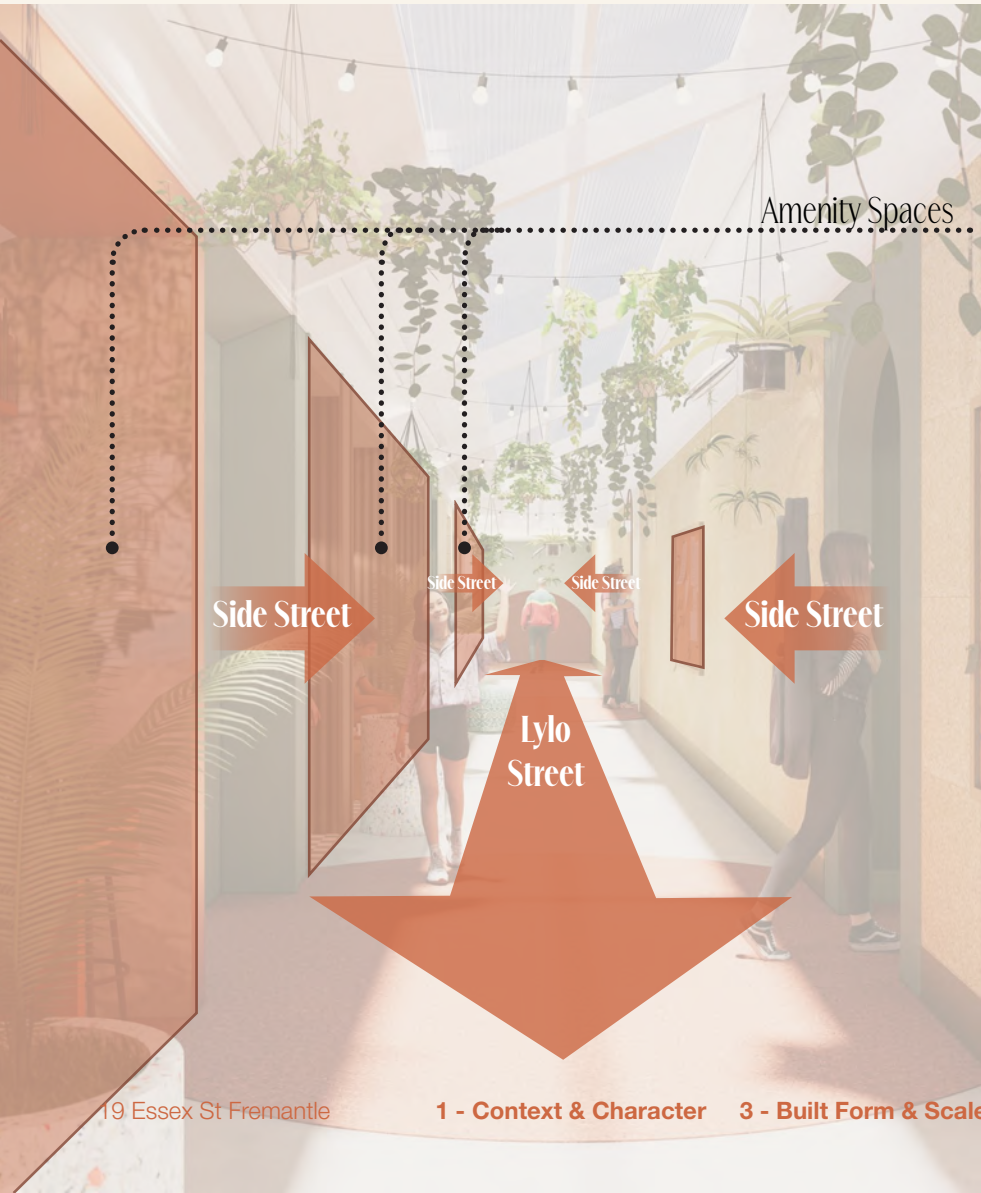
Outdoor Terrace



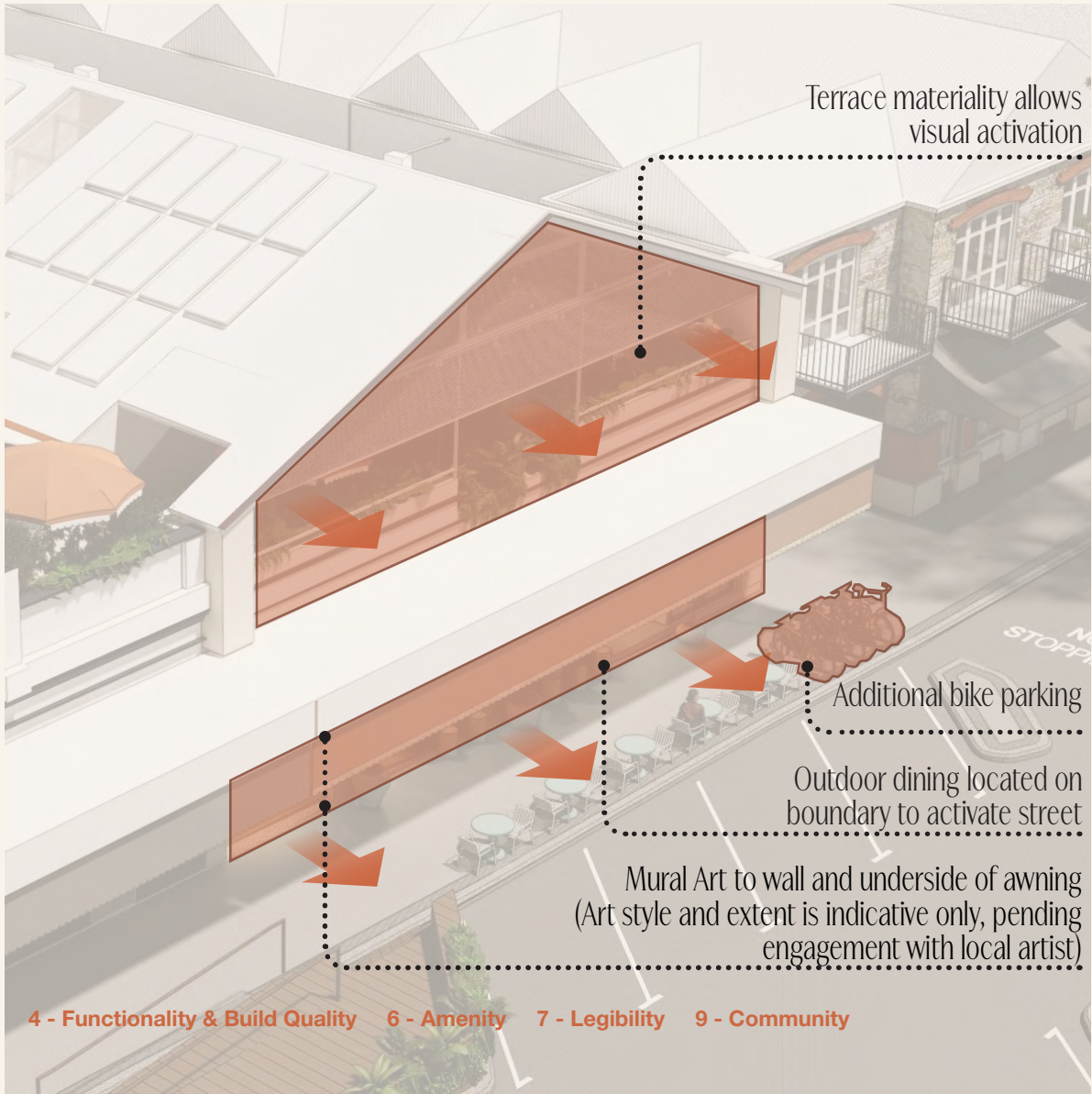
Hanging Planters

Community

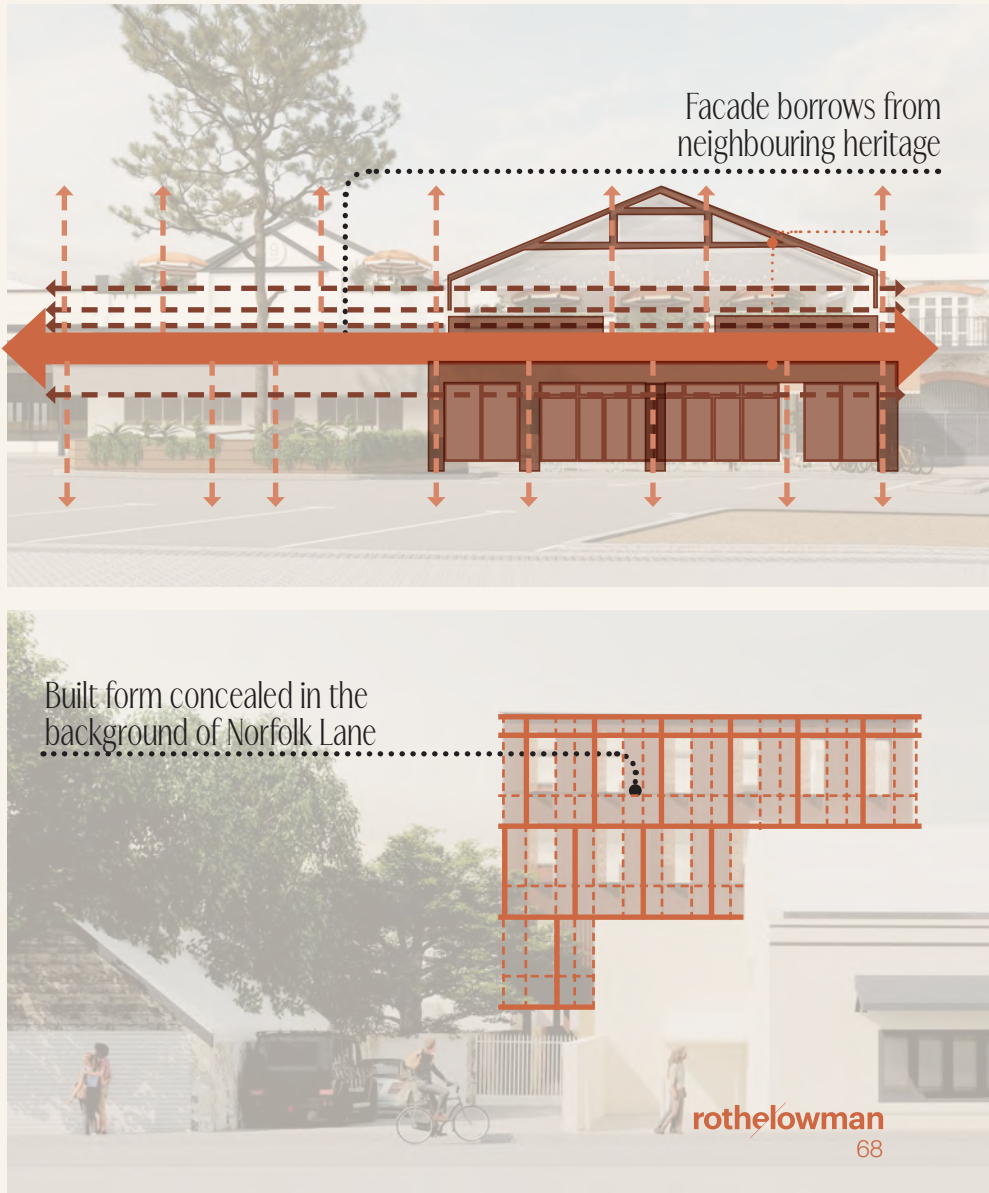
Promotes Social Interactions



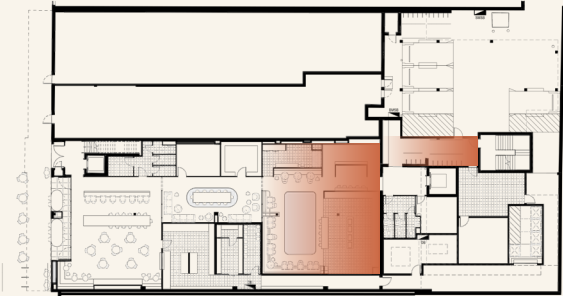
Street Activation



Contributes to Heritage Context & Local Identity



Amenity



Communal Kitchen

Communal Dining

Check-In

Bike Store (Precedence)



Communal Laundry

Guest Lockers

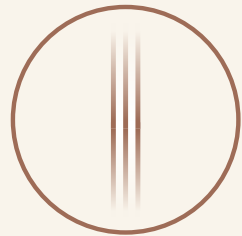
Grab N Go



Safety



Surveillance



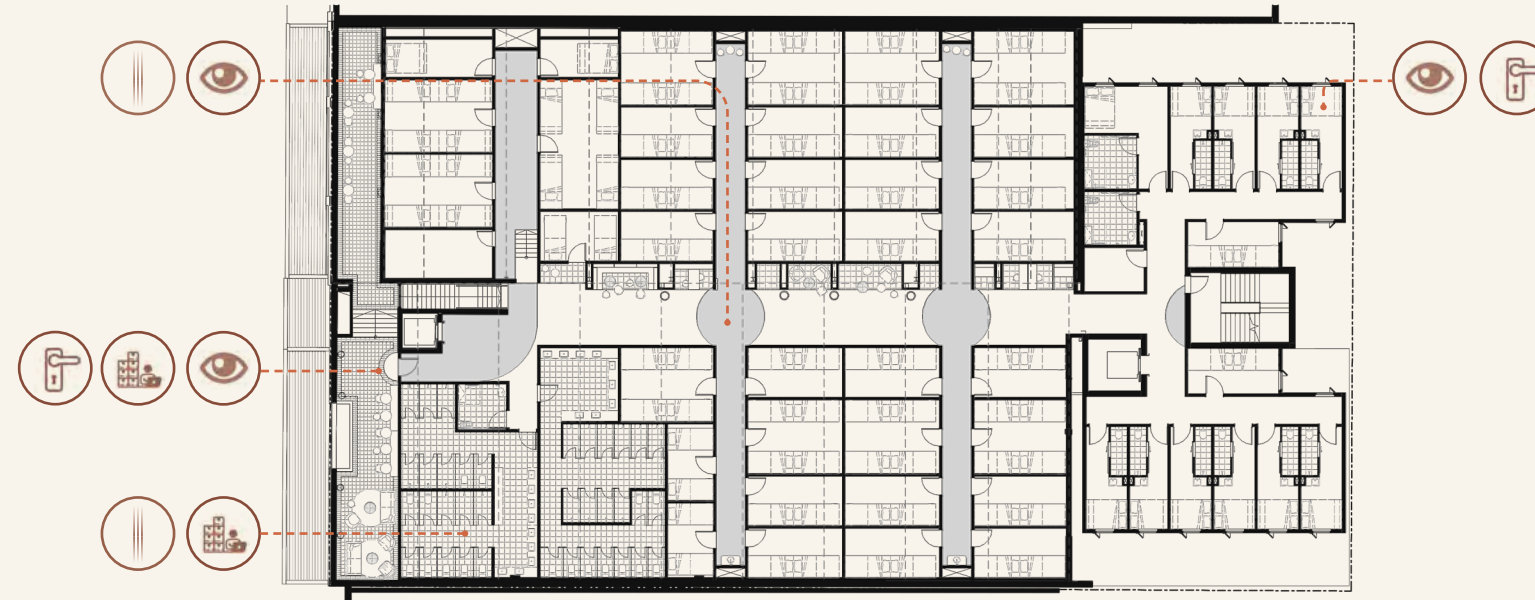
Territorial
Definition



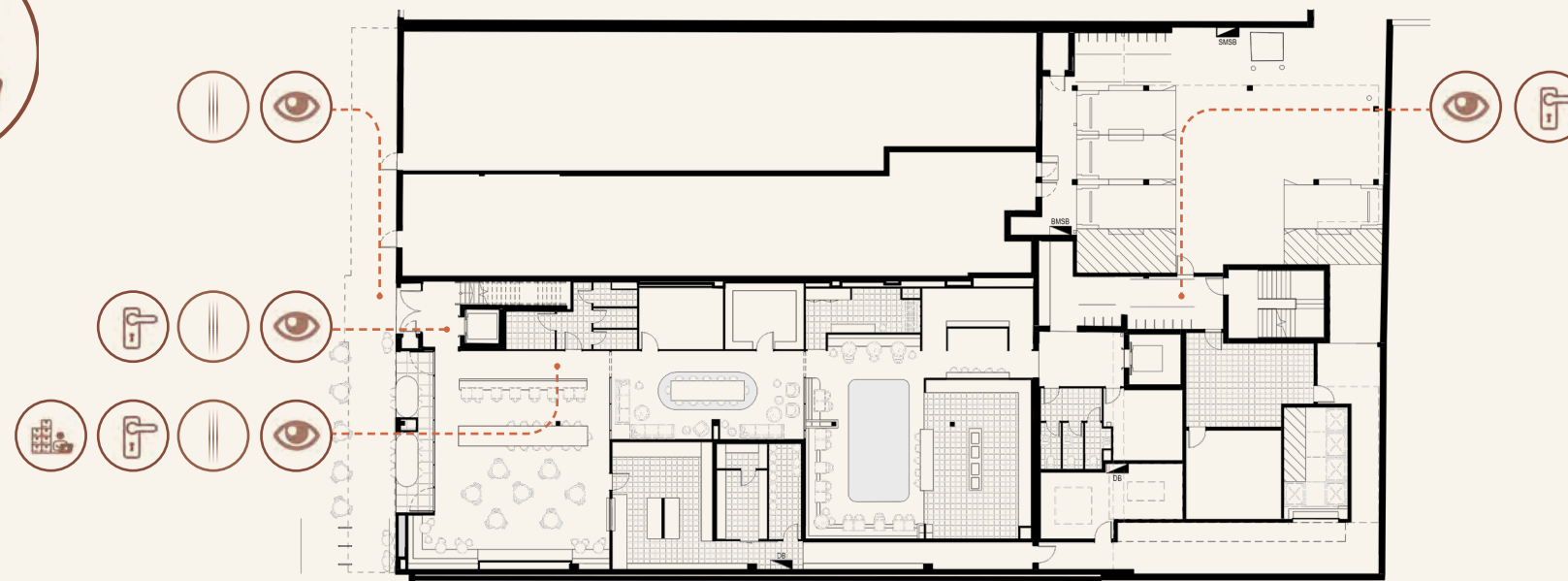
Access Control



Space
Management



First Floor Plan



Ground Floor Plan

Surveillance

- 1.1 Eyes on the Street
 - Communal spaces oriented to the building frontage increase the eyes on Essex Street at all hours.
- 1.2 Clear Sight lines
 - Entries created to allow maximum visual permeation from the street, without compromising a secure entry.
- 1.3 Effective Lighting
 - Primary facade provides ambient lighting to along footpaths.
- 1.4 Technological Surveillance
 - CCTV Cameras in strategic locations.

Access Control

- 2.1 Physical and landscape deterrent
 - Planters, bollards and built in furniture used to restrict vehicular access to pedestrian areas.
- 2.2 Target Control
 - Secure points / key fobs access limit public access through the building
 - CCTV used within the building

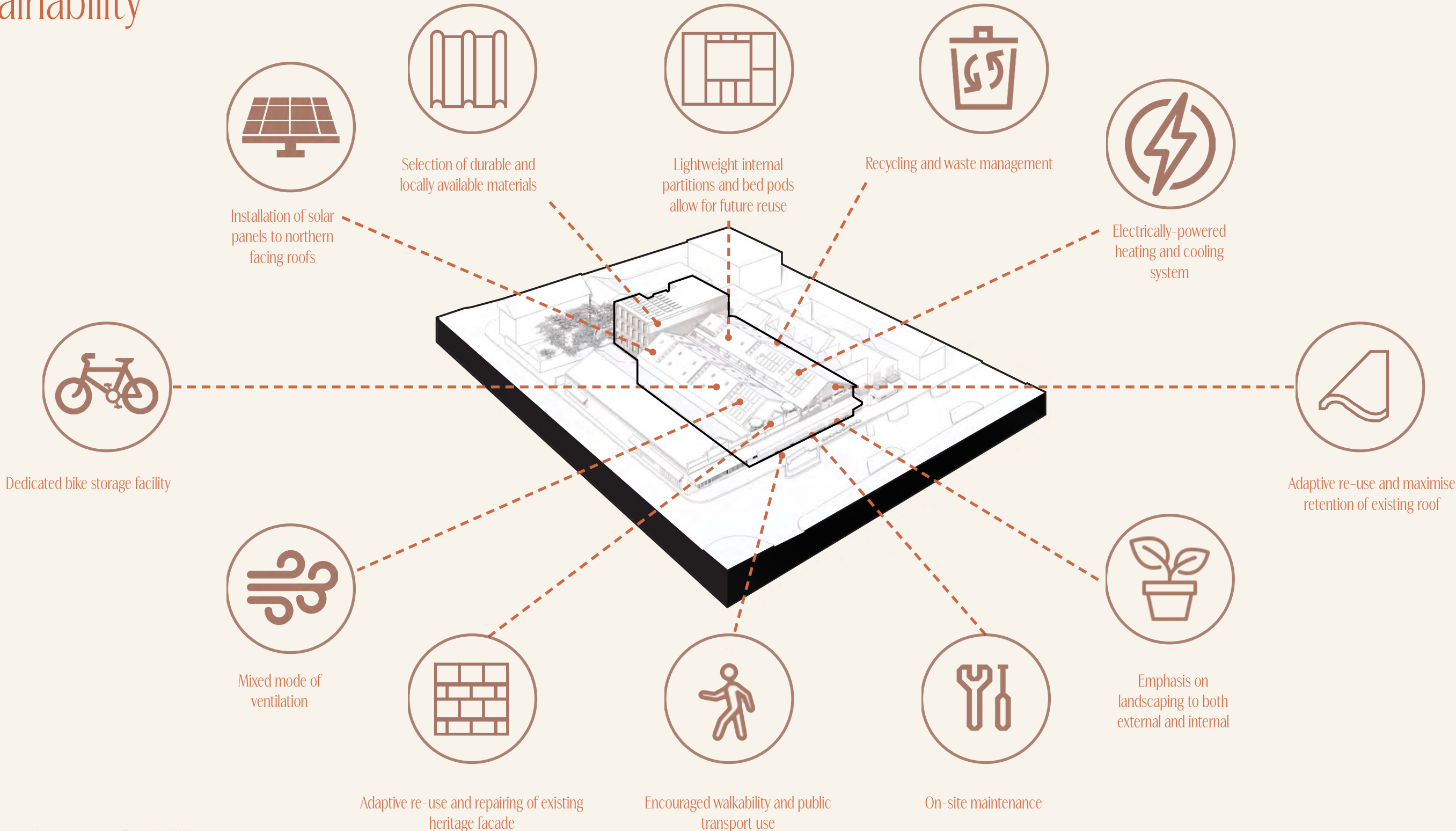
Space Management

- 3.1 Activity Support
 - Public cafe and bar adds pedestrian activity to the front of the building.
- 3.2 Space management
 - Frontage configured to minimise maintenance
 - 24/7 staff on site to ensure continuous space management

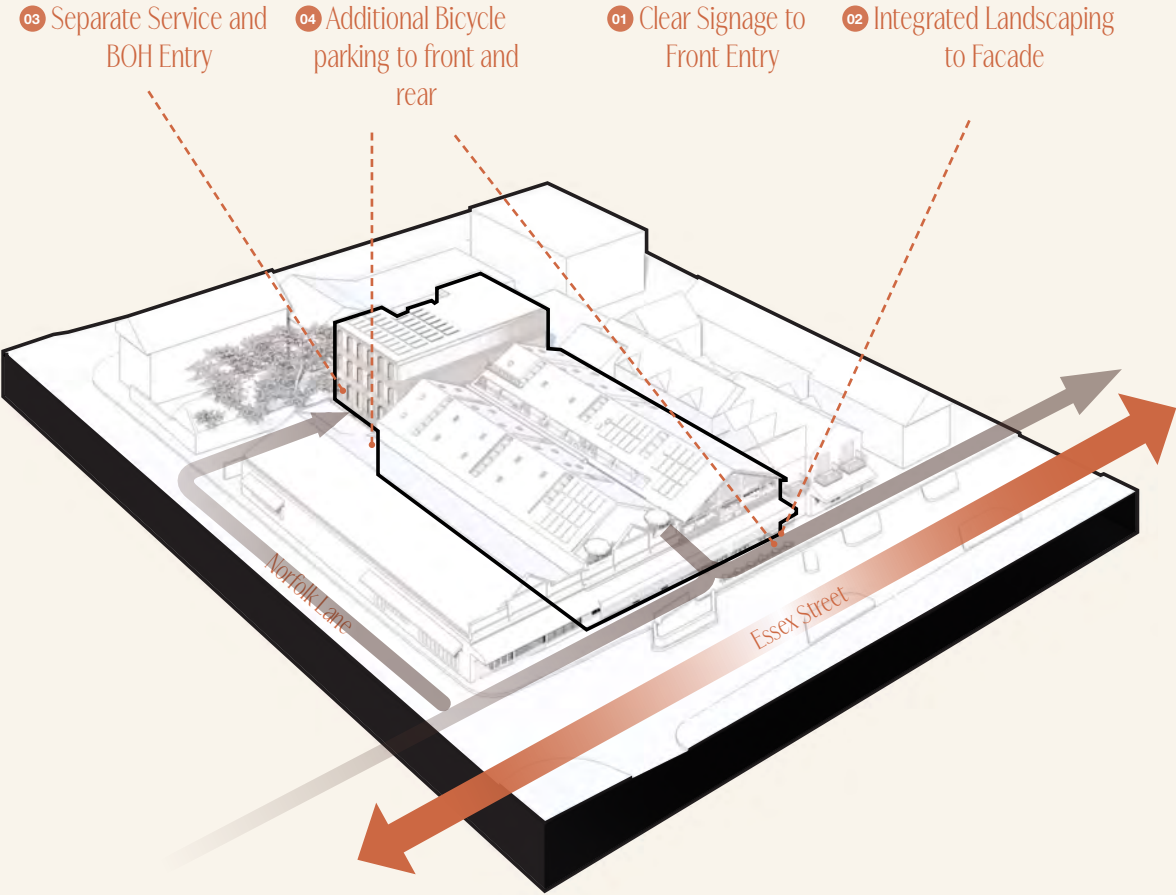
Territorial Definition

- 4.1 Clear Spatial Boundary
 - Public / maintenance entries clearly defined and secured.
 - Private entries secured by locks and fob access.
 - Separated rear service access path
- 4.2 7 - Legibility
 - Wayfinding signage designed into communal spaces and entry points.
- 4.3 Signage
 - Clear signage to front facade and rear facade

Sustainability



Legibility & Wayfinding



Lylo view from Essex St

- 01 Clear Signage to Front Entry
- 02 Integrated Landscaping to Facade

- 04 Additional Bicycle parking



Lylo view from Norfolk Lane, set behind 21 Essex St

- 03 Separate Service and BOH Entry
- 04 Additional Bicycle parking







Thank You.

Appendix 1 – Architectural Drawings

URBIS

HERITAGE IMPACT STATEMENT

19 Essex Street Fremantle
Whadjuk Noongar Country

Prepared for
EVT & BELINGBAK
7 June 2024

dap002/24

14 Jun 2024

URBIS STAFF RESPONSIBLE FOR THIS REPORT WERE:

Director	Marc Beattie, MA (Hons), MSc IHBC, ICOMOS
Senior Consultant	Isabella Bellotti, M. Architecture, BA Design (Architecture)
Consultant	Wade Goldwyer, BA Archaeology (Hons), M. ICOMOS
Heritage Assistant	Dena Charles
Project Code	P0052039
Report Number	01 07.06.2024 FINAL

**Urbis acknowledges the important contribution that
Aboriginal and Torres Strait Islander people make in
creating a strong and vibrant Australian society.**

**We acknowledge the Whadjuk people of the Noongar
Nation , the Traditional Owners on whose land this
project is located.**

All information supplied to Urbis in order to conduct this research has been treated in the strictest confidence.
It shall only be used in this context and shall not be made available to third parties without client authorisation.
Confidential information has been stored securely and data provided by respondents, as well as their identity, has been treated in the
strictest confidence and all assurance given to respondents have been and shall be fulfilled.

© Urbis Ltd
50 105 256 228

All Rights Reserved. No material may be reproduced without prior permission.

You must read the important disclaimer appearing within the body of this report.

urbis.com.au

dap002/24

14 Jun 2024

CONTENTS

1.	Executive Summary	1
1.1.	Response to DAC comments	1
2.	Introduction	3
2.1.	Background	3
2.2.	Site Location	3
2.3.	Methodology and Relevant Documents	3
2.4.	Author Identification	4
3.	Site Context	5
3.1.	Exterior condition	5
3.2.	Interior condition	7
4.	Historical Overview	8
5.	Heritage Significance	12
5.1.	Heritage Listings	12
5.2.	Statements of Significance	13
5.2.1.	Fmr Mills and Co Building	13
5.2.2.	Central Fremantle Heritage Area	13
5.3.	Adjacent Heritage Places	15
5.3.1.	26-28 Norfolk Street	15
5.3.2.	Fremantle Technical college Annexe	15
5.4.	Grading of Significance	16
6.	The Proposal	18
6.1.	Proposed Works	18
6.2.	Relevant Plans	19
7.	Assessment of Heritage Impact	24
7.1.	19 Essex Street, Fremantle	24
7.2.	Assessment of impact to adjacent heritage places	29
7.3.	Archaeological impacts	33
7.3.1.	Historical Archaeology	33
7.3.2.	Aboriginal Archaeology	33
8.	Conclusion	34
9.	Reference list	35
10.	Disclaimer	36

Appendix A ARCHAEOLOGICAL FINDS PROCEDURE

FIGURES

Figure 1: Location of the subject site, boundary indicated in red.	3
Figure 2: Existing condition of 19 Essex Street, Fremantle	5
Figure 3: 19b Essex Street, Fremantle principal frontage.	5
Figure 4: 19b Essex Street non original entrance.	6
Figure 5: Rear (east) facade of 19 Essex Street Fremantle existing condition.	6
Figure 6: 19b Essex Street view behind the parapet showing skillion roof form.	6
Figure 7: existing condition of the part of the boundary limestone wall to the east shared with 26-28 Norfolk Street.	6
Figure 8: existing condition of the south boundary wall of the carpark.	6

dap002/24

14 Jun 2024

Figure 9: Norfolk Lane approach to the rear carpark of 19 Essex Street, Fremantle.	6
Figure 10: existing condition of 19b Essex Street exposed roof.	7
Figure 11: 19b Essex Street early timber roof truss system has been partly retained and used as a non-structural design feature.	7
Figure 12: open aired walkway between 19a Essex Street and 19b Essex Street office tenancies.	7
Figure 13: Original 1838 town plan of Fremantle.	9
Figure 14: Subject site as viewed from Fremantle Town Hall 1891.	9
Figure 15: Subject site as viewed from Fremantle Town Hall 1899.	9
Figure 16: photograph of F. Instone and Co Ltd c.1910 now 19b Essex Street.	9
Figure 17: 1914 town plan of Fremantle showing the original site structure and the addition of Mills & Co.	9
Figure 18: Advertisement from 1915 showing the original Instone & Co building, and Mills & Co on the left.	9
Figure 19: Mills and Co Buildings 1918 during a Naval procession.	10
Figure 20: Image taken in 1970 showing the original Instone & Co building, with the 1941 addition on the right and cantilevered awning.	10
Figure 21: Photograph from 1985 showing tenancy changes of both Instone & Co, and Mills & Co. The 1941 extension shown on the right remains intact.	10
Figure 22: Photograph from 2000 showing the raised roof line from 1993.	10
Figure 23: Aerial from 2012 showing the demolition of the 1941 extension.	10
Figure 24: Aerial from 2013 showing the new and existing building at 19a Essex Street.	10
Figure 25: Streetview of 19a Essex Street c2009 showing post 1985s faux heritage masonry building (now demolished).	11
Figure 26: Heritage curtilage of 3908 <i>Mills and Co Building (fmr)</i> in red with the extent of the subject site 19 Essex Street in yellow.	12
Figure 27: LyLo Fremantle Demolition Ground floor plan.	19
Figure 28: LyLo Fremantle Demolition First floor plan.	20
Figure 29: LyLo Fremantle Demolition roof plan.	20
Figure 30: LyLo Fremantle Existing & demolition elevations.	21
Figure 31: LyLo Fremantle Proposed elevations.	21
Figure 32: LyLo Fremantle Proposed elevations.	22
Figure 33: LyLo Fremantle view from Essex St and Norfolk Lane.	22
Figure 34: LyLo Fremantle, Essex Street streetscape context photomontage.	23
Figure 35: View from corner of south Terrace and Essex Street showing Fremantle Technical College.	23
Figure 36: View from corner of Norfolk Street and Norfolk Lane, showing 26-28 Norfolk Street.	23

TABLES

Table 1: DAC Comments.	1
Table 2: 19 Essex Street Fremantle heritage listings.	12
Table 3 Adjacent heritage places.	15
Table 4 Relative gradings of significance.	16
Table 5 Proposed works.	18
Table 6 Assessment of Heritage Impact 19 Essex Street Fremantle, City of Fremantle Heritage Listings.	24
Table 7 Assessment of Heritage Impact to Adjacent Heritage Places on the HCWA's State Register of Heritage Places.	29

1. EXECUTIVE SUMMARY

Urbis has been engaged by EVT & Belingbak to prepare the following Heritage Impact Statement for the adaptive reuse of 19 Essex Street, Fremantle (hereafter referred to as 'the site' or 'the subject site'). This Heritage Impact Statement will assess the potential impacts of the proposed development on the cultural heritage significance of the place, its context and adjacent heritage places that may be affected.

The site is identified on the City of Fremantle Heritage List as part of the *Mills and Co Building (fmr)* (place no. 3708) and is also located within the *Central Fremantle Heritage Area (Fmr West End Conservation Area)* (place no.22601)

This Heritage Impact Statement will accompany the Development Application (DA) seeking consent for the proposed works.

A detailed impact assessment has been undertaken in Section 6. Overall, this report has found the following:

- 19 Essex Street is not intact and has undergone substantial alteration in the late 20th century including the raising of 19b's roof to accommodate a first floor and the construction of a new infill building at 19a.
- The proposed works are consistent with the Australian ICOMOS Burra Charter principles, conserving all of the site's most significant fabric of the 19b Essex Street Facade. Demolition and alterations are reserved for contemporary fabric that does not contribute to the heritage significance of the place.
- The proposed four storey addition is proposed to be located at the rear of the site and only have inconsequential incidental visibility from Essex Street as well as in the background of State listed heritage sites 26-28 Norfolk Street (Place No. 0966) and Fremantle Technical college Annexe (Place No. 01007).
- The modest modular architectural design and red brown steel materiality responds to the existing colour scheme of the streetscape which includes red brick and clay tiles and affirms the hierarchy of the finer architectural detailing of the streetscape and wider precincts significant heritage places.

For the reasons stated above, the proposed works are suitable for approval from a heritage perspective.

1.1. RESPONSE TO DAC COMMENTS

The project team attended a meeting with the City of Fremantle's Design Advisory Committee (DAC) on the 13th Of May 2024. Comments of most relevance to the cultural heritage significance of the place pertaining to *Principle 1: Context and Character* and are outlined along with where the relevant response can be located.

Table 1: DAC Comments

DAC Comments	Response location
Principle 1 Context and character	
a) <i>The Proponent should ensure the early consideration of the integration of heritage with the new proposal. The Proponent should demonstrate an understanding of what is of heritage significance and what is not, and how much significant fabric is to be retained or demolished and its impact assessment on the heritage values of the place</i>	See section 5.4 Grading of significance
b) <i>Provide a Heritage Impact Statement (HIS) prior to the submission of the Development Application. The impact assessment should address, avoid and propose a mitigation strategy for the demolition of significant fabric and aesthetical streetscape impact. In addition to the</i>	See section 7. Assessment of Heritage Impact

dap002/24

14 Jun 2024

DAC Comments	Response location
Principle 1 Context and character	
<i>Local Heritage Listed structures, the HIS also should address the State Registered Properties near to and adjacent to the site.</i> <i>The DAC suggested providing a streetscape perspective of the proposal looking north along Essex Street and to include the Fremantle Technical School.</i>	
<i>c) 19 Essex Street is essentially the amalgamation of two buildings on two lots (19A and 19B). The Proponent should maintain the character of Essex Street by respecting the existing fine grain and rhythm of the lot pattern and buildings.</i> <i>The DAC recommends a review of the proposed new awning (19A) and its exact horizontal alignment with the existing awning of the Local Heritage Listed building (19B). The awning is proposed to extend across the entire width of the building frontage as a consistent horizontal line; unfortunately, in doing so, the impression is conveyed of one large building.</i>	See section 7. Assessment of Heritage Impact

2. INTRODUCTION

2.1. BACKGROUND

Urbis has been engaged by EVT & Belingbak to prepare the following Heritage Impact Statement for the adaptive reuse of 19 Essex Street, Fremantle (hereafter referred to as 'the site' or 'the subject site'). This Heritage Impact Statement will assess the potential impacts of the proposed works on the cultural heritage significance of the place.

The site is identified on the City of Fremantle Heritage List as part of the *Mills and Co Building (fmr)* (place no. 3708) and is also located within the *Central Fremantle Heritage Area (Fmr West End Conservation Area)* (place no.22601)

The proposed adaptive reuse development designed by Rothelowman in consultation with the heritage team at Urbis, seeks to develop the existing two buildings at 19 Essex Street with internal fitout and alterations and a new multistorey addition to the rear to facilitate short stay accommodation.

This Heritage Impact Statement will accompany the Development Application (DA) seeking consent for the proposed works.

Utilising the HCWA Guidelines, this Heritage Impact Statement assesses the potential heritage impacts against the cultural significance attributed to the site by the City of Fremantle.

2.2. SITE LOCATION

The subject site is located at 19 Essex Street, Fremantle. Boundaries are shown below. The subject site includes both buildings 19a and 19b.



Figure 1: Location of the subject site, boundary indicated in red.

Source: Nearmaps with Urbis overlay

2.3. METHODOLOGY AND RELEVANT DOCUMENTS

This Heritage Impact Statement has been prepared in accordance with the HCWA Guidelines and utilises the statements of significance prepared by the City of Fremantle. The philosophy and process adopted is guided by *The Burra Charter: the Australia ICOMOS Charter for Places of Cultural Significance, 2013*.

The proposed works been assessed in accordance with the guiding document prepared by the Department of Planning, Lands and Heritage (DPLH) entitled Heritage Impact Statement – A Guide (HCWA, 2012) to address the following questions:

- How will the proposed works affect the heritage significance of the place?
- What measures (if any) are proposed to ameliorate any adverse impacts?
- Will the proposal result in any heritage conservation benefits that may offset any adverse impacts?

The following documents have informed the preparation of this Heritage Impact Statement:

- Lylo Fremantle DA Issue 1, Rothlowman 5 June 2024
- City of Fremantle Heritage List 2022
- City of Fremantle, Local Planning Policy 3.6 Heritage Areas 2022
- HCWA Register of Heritage Places – Assessment Documentation Fremantle Technical College Annexe 1/10/2002
- HCWA Register of Heritage Places – Assessment Documentation 26-28 Norfolk Street 23/05/1997

2.4. AUTHOR IDENTIFICATION

This report has been prepared by Isabella Bellotti (Senior Heritage Consultant), Wade Goldwyer (Consultant) and Dena Charles (Heritage Assistant). Marc Beattie (Director, Heritage) has reviewed and endorsed the report.

Unless otherwise stated, all drawings, illustrations and photographs are the work of Urbis.

3. SITE CONTEXT

3.1. EXTERIOR CONDITION

The subject site is located at 19 Essex Street on the south side of the street. The site consists of two buildings 19a to the south and 19b to the north. The buildings are setback from the street by a wide pedestrian footpath. An outdoor seating area is located on the existing footpath and around the mature pine tree located in road reserve.

19b is located to the north of the site and consists of part of the former *Mills and Co Building* built in c1907. The building is defined by a single storey brick façade with a modest parapet and central pediment above the stucco cornice. The facade originally featured a central timber entrance door with highlight above a large display window to north and two timber sash windows to the south. Post 1985 the facade was divided into two shops with the northern timber sash windows removed and a new timber framed shop window and door ensemble installed. A contemporary boxed awning shades the entrances and is tied back into the façade.

The parapet appears to have been altered when the first-floor slab was constructed in c1993. A corrugated skillion roof containing plant equipment is located behind the parapet, however historical development applications indicate this area previously had an accessible terrace. The building's corrugated metal gabled form roof is also not original having been raised in 1993 to accommodate the first floor and then extended and reclad in 2013. Internally the building maintains its early timber roof truss system although it has been retrofitted to a new steel roof structure and appears purely aesthetic.

Historical photographs indicate that the facade was originally tuck-pointed red face brick with a rendered parapet and skillion verandah. With cast iron posts. The verandah is no longer extant, and the brick has since been painted.

19a was constructed in 2013. The two-storey building features a gabled roof form echoing the form of the adjacent heritage building. The ground floor has a similar boxed awning to 19b separated by a pitched awning over a central shared entrance to the first floor of both buildings. The ground floor is painted and tiled while the first floor is clad with metal and has aluminium framed glazing.

The two buildings are connected on the first floor by an open aired walkway which is accessed by a staircase and lift on the ground floor.

The rear of both buildings match being a part of the 2013 development. The gabled roofed forms have a ground floor undercroft for carparking and fire escape stair located to the north. The carpark is accessed via a right of way from Norfolk Lane. The shared boundary walls are a combination of brick and limestone with a portion of this wall shared with State Register of Heritage Places no.966 26-28 Norfolk Street.



Figure 2: Existing condition of 19 Essex Street, Fremantle.

Source: Urbis 2024



Figure 3: 19b Essex Street, Fremantle principal frontage.

Source: Urbis 2024

dap002/24

14 Jun 2024



Figure 4: 19b Essex Street non original entrance.

Source: Urbis 2024



Figure 5: Rear (east) facade of 19 Essex Street Fremantle existing condition.

Source: Urbis 2024



Figure 6: 19b Essex Street view behind the parapet showing skillion roof form.

Source: Urbis 2024



Figure 7: existing condition of the part of the boundary limestone wall to the east shared with 26-28 Norfolk Street.

Source: Urbis 2024

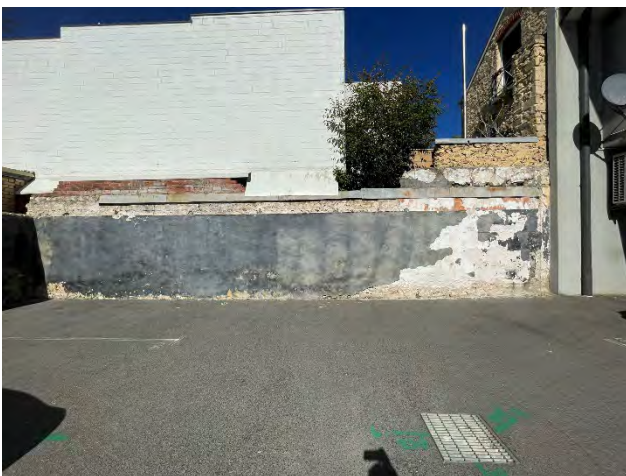


Figure 8: existing condition of the south boundary wall of the carpark.

Source: Urbis 2024



Figure 9: Norfolk Lane approach to the rear carpark of 19 Essex Street, Fremantle.

Source: Urbis 2024

3.2. INTERIOR CONDITION

The ground floor of 19b Essex Street has been divided into two separate venues, an escape room to the north and a hospitality venue in the south. Early timber floorboards and skirtings and micro-orb ceiling linings are still evident in both interiors.

The first floor is contemporary and contains office fitouts connected by an open aired walkway. The extent of original return wall is not apparent, but the first-floor south wall appears entirely contemporary.



Figure 10: existing condition of 19b Essex Street exposed roof.

Source: Urbis 2024



Figure 11: 19b Essex Street early timber roof truss system has been partly retained and used as a non-structural design feature.

Source: Urbis 2024

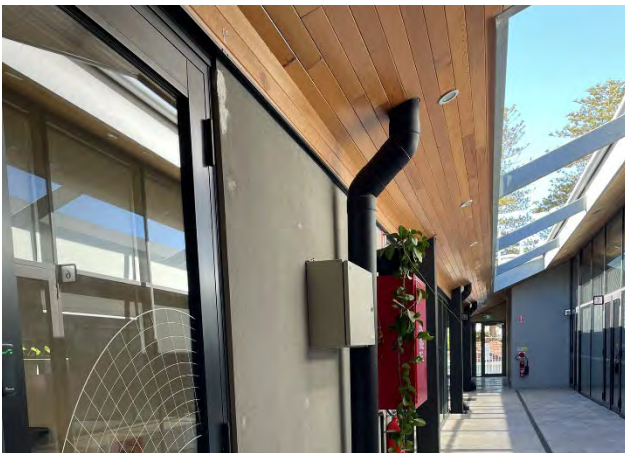


Figure 12: open aired walkway between 19a Essex Street and 19b Essex Street office tenancies.

Source: Urbis 2024

4. HISTORICAL OVERVIEW

- Essex Street was included in the first town plan for Fremantle in 1832 (Figure 13). The subject site (originally part of lots 169 and 170, now 19) was purchased by G. W. Davies, and remained vacant land with a low limestone boundary wall.¹ (Figure 14 & Figure 15).
- The subject site was later subdivided and purchased in 1904-05 by Frederick Instone. Instone was granted approval to build a factory and office in 1906² on the site spanning 19-20 Essex Street.
- Instone is remembered for his woodstoves, some of which are still in Fremantle houses today.³
- In 1907, construction of the brick office and galvanised iron store/factory were completed.⁴
- The original building was 90 x 90 ft. The showroom and office in the front were constructed with brick, and the factory at the rear with iron.⁵
- Plans to extend the building were approved in 1913 as can be seen in a Metropolitan Sewerage map dated 1914 (Figure 16). Completed in 1915 the new section was erected by Mr Instone for Mr Mills & Co and comprised a shop and showroom. A 1915 newspaper advertisement shows the completed building (Figure 19).
- Following the death of Mr Instone, the property was inherited by Charles Purdie, who kept Instone & Co running until the early 1970s⁶.
- In 1941, Allan and Nicholas (architects) were granted approval for proposed alterations to the Instone factory which included: the construction of a new building next to the existing one, the demolition of existing buildings at the rear of the site, removal of a portion of lean-to in the front yard, and the removal of the existing front wall⁷. The addition can be seen in Figure 20.
- By the 1970s the skillion verandah on 19b Essex Street had been removed and replaced by a cantilevered boxed awning, a reiteration of this awning is still extant today. (Figure 20)
- By 1985 the original Instone & Co building was now a retail store called Tropicane (Figure 21).
- The original roof was raised in 1993 to accommodate a first-floor office. It appears that original materials were reused including the timber roof truss structure⁸ This development also included a first-floor terrace behind the original parapet.
- In December 2012, the building 19a built in 1941 was demolished (Figure 23). The rear of the property included the installation of underground utilities. Construction of the existing two storey mixed used building was completed by October 2013 (Figure 24).
- During the 2013 development, the roof of the original Instone & Co building was renewed with new roof sheeting to match 19a (Figure 24). It appears that the new roof sheeting and a new metal roof structure was added at this time over the existing timber structure. This changed the pitch of the roof⁹.

¹ InHerit. 2020. Mills & Co Building (fmr). <https://inherit.dplh.wa.gov.au/Public/Inventory/Details/d9b124c7-ae2d-4d41-b60c-871dc1b24546>

² Ibid.

³ Gillard, G. 2024. Fred Instone. <https://freotopia.org/people/instone.html>

⁴ InHerit. 2020. Mills & Co Building (fmr). <https://inherit.dplh.wa.gov.au/Public/Inventory/Details/d9b124c7-ae2d-4d41-b60c-871dc1b24546>

⁵ Ibid.

⁶ Ibid.

⁷ Ibid.

⁸ Casella Edgar and Wade Architects. 1993. Proposed Restaurant Development 1st Floor Lot No 8 Essex Street Fremantle.

⁹ Proposed Commercial Fit-Out at: Lot 8 / #19 Essex Street Fremantle W.A. 6160. Certified Construction Drawings. 2013.

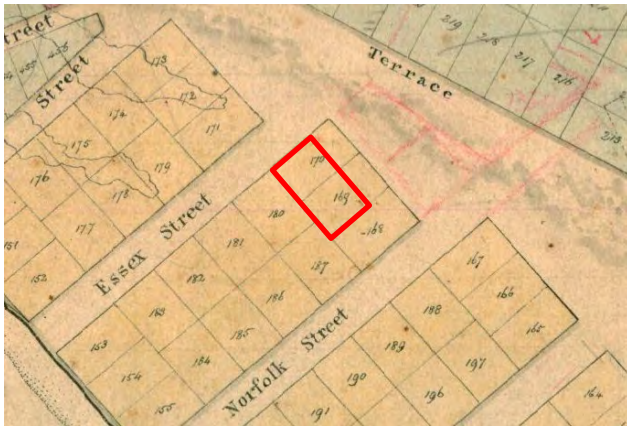


Figure 13: Original 1838 town plan of Fremantle.

Source: Barteaux, J. 2016. *Urban planning as colonial marketing strategy for the Swan River Settlement, Western Australia. With Urbis overlay in red*

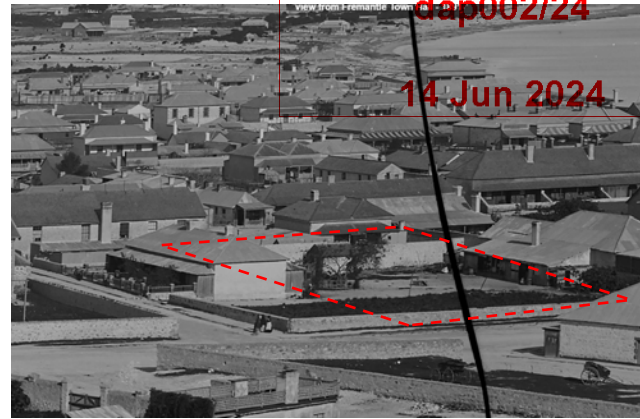


Figure 14: Subject site as viewed from Fremantle Town Hall 1891

Source: <https://www.historicalpanoramas.com.au/tour/index.html>

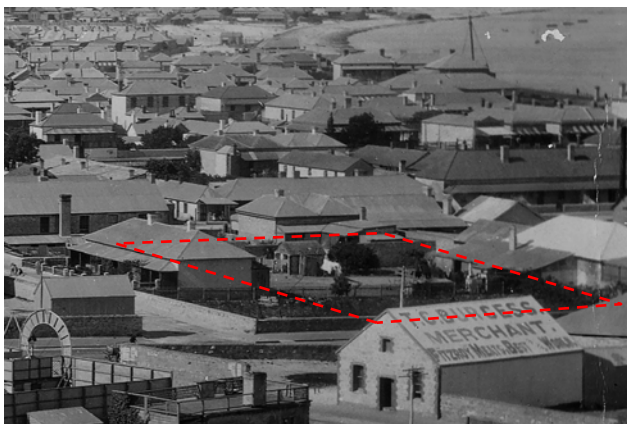


Figure 15: Subject site as viewed from Fremantle Town Hall 1899

Source: <https://www.historicalpanoramas.com.au/tour/index.html>



Figure 16: photograph of F. Instone and Co Ltd c.1910 now 19b Essex Street.

Source: Fremantle Library Ref: 4376

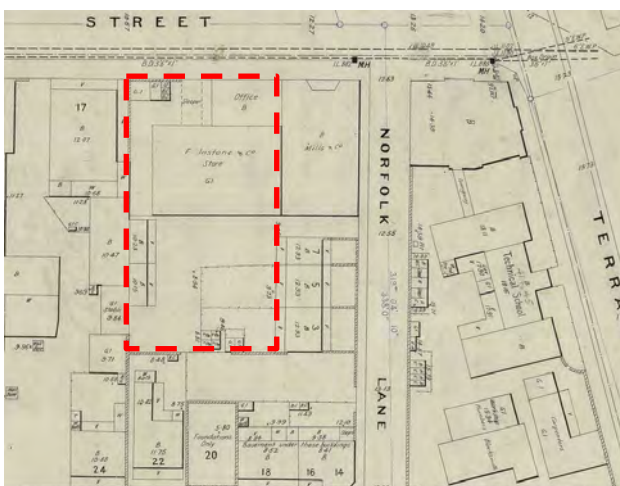


Figure 17: 1914 town plan of Fremantle showing the original site structure and the addition of Mills & Co.

Source: State Records Office of Western Australia. RetroMaps with Urbis overlay



Figure 18: Advertisement from 1915 showing the original Instone & Co building, and Mills & Co on the left.

Source: Western Mail (Perth, WA: 1885 – 1954) 25 December 1915: 12.



Figure 19: Mills and Co Buildings 1918 during a Naval procession.

Source: Fremantle Library, Ref: 770B



Figure 20: Image taken in 1970 showing the original Instone & Co building, with the 1941 addition on the right and cantilevered awning.

Source: HistoricalPanoramas.com.au. View from Fremantle Town Hall. 1970.



Figure 21: Photograph from 1985 showing tenancy changes of both Instone & Co, and Mills & Co. The 1941 extension shown on the right remains intact.

Source: SLWA. 313875PD: Harbour City Auctions and Tropicane, 19-21 Essex Street, Fremantle. 1985.



Figure 22: Photograph from 2000 showing the raised roof line from 1993.

Source: SLWA. 370895PD: Essex Street from the corner of South Terrace, Fremantle, Western Australia. 2000.

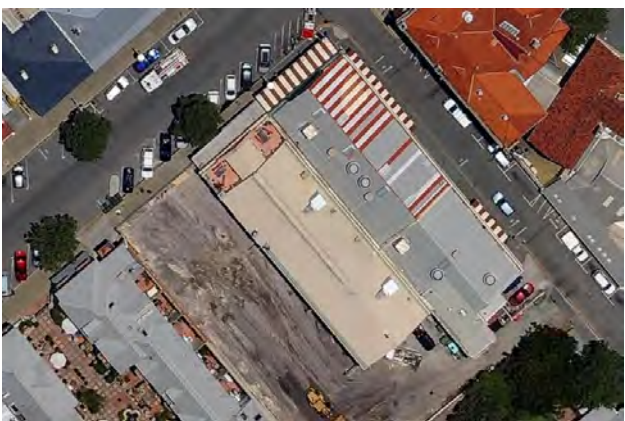


Figure 23: Aerial from 2012 showing the demolition of the 1941 extension.

Source: NearMaps. 2012. 19 Essex St, Fremantle WA 6160, Australia (Sat Dec 15, 2012).



Figure 24: Aerial from 2013 showing the new and existing building at 19a Essex Street.

Source: NearMaps, 2013. 19 Essex St, Fremantle WA 6160, Australia (Mon Oct 28, 2013).

dap002/24

14 Jun 2024

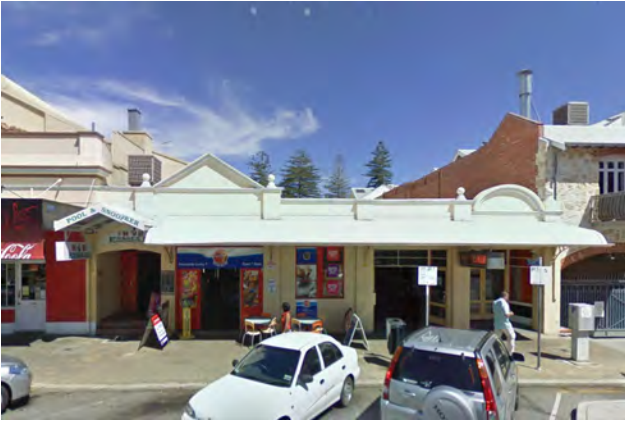


Figure 25: Streetview of 19a Essex Street c2009 showing post 1985s faux heritage masonry building (now demolished)

Source: Google Streetview December 2009

5. HERITAGE SIGNIFICANCE

5.1. HERITAGE LISTINGS

The site has been recognised as a place of cultural heritage value through inclusion on the following statutory heritage lists:

Table 2: 19 Essex Street Fremantle heritage listings

No.	Place or item	Description	Notes
City of Fremantle Heritage List			
03908	Mills & Co Building (fmr)		Listed 8 March 2007
22601	Central Fremantle Heritage Area (Fmr West End Conservation Area)		Listed 8 March 2007
City of Fremantle Heritage Inventory			
	Mills & Co Building (fmr)	Category Level 2.	The City of Fremantle has identified this place as being of considerable cultural heritage significance in its own right within the context of Fremantle and its conservation is a priority.
Classified by the National Trust			
Classified			2 November 1981



Figure 26: Heritage curtilage of 3908 Mills and Co Building (fmr) in red with the extent of the subject site 19 Essex Street in yellow.

Source: City of Fremantle, Public maps

dap002/24

14 Jun 2024

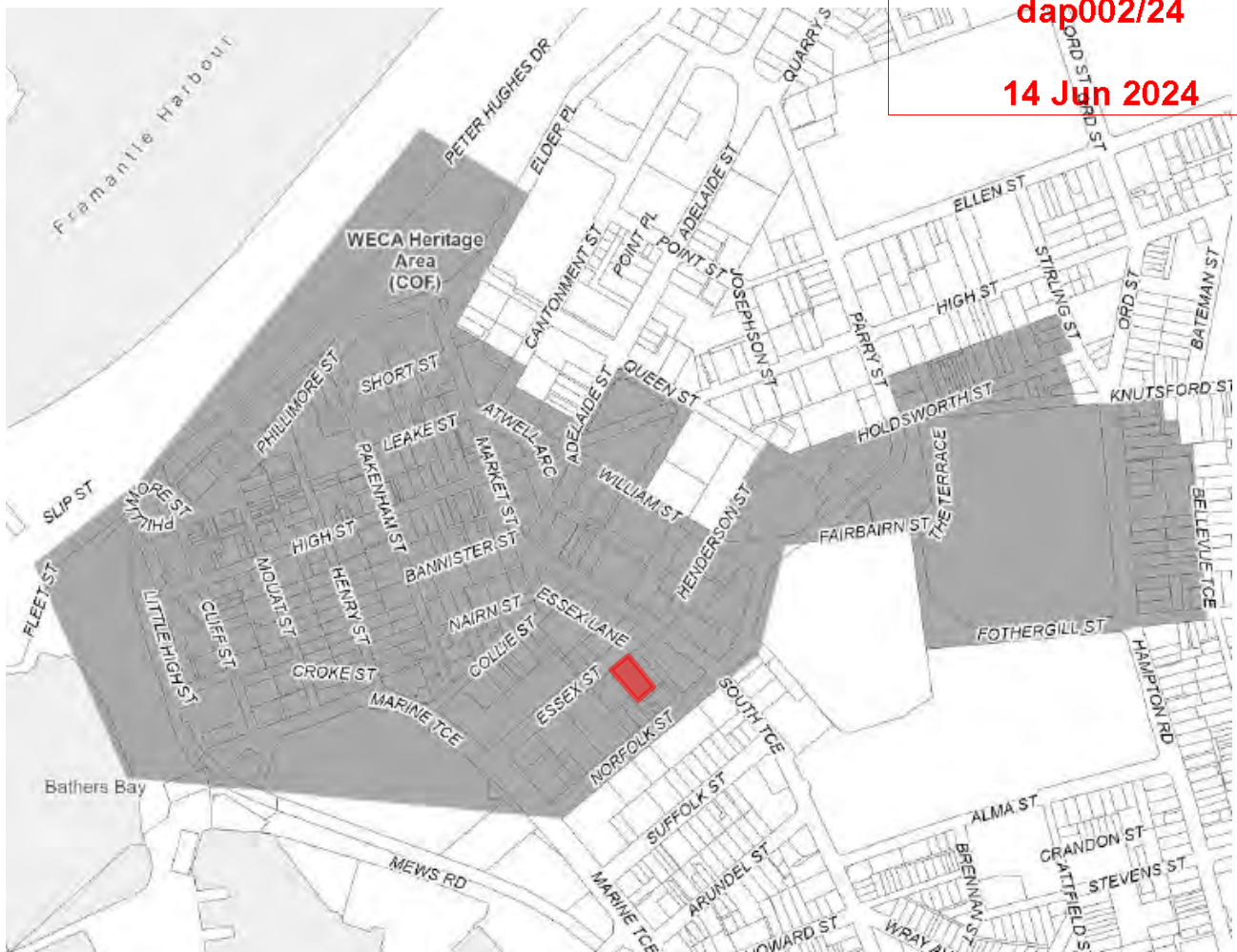


Figure 27: Heritage curtilage of the Central Fremantle Heritage Area (fmr West End Conservation Area) place no 22601 subject site 19 Essex Street is highlighted in red.

Source: City of Fremantle, Local Planning Policy 3.6 Heritage Areas 2022

5.2. STATEMENTS OF SIGNIFICANCE

5.2.1. Fmr Mills and Co Building

The former *Mills and Co Building* is identified as having local social and aesthetic significance. Its statement of significance is as follows.

*Extensively altered single storey commercial building that contributes to the Old Port City streetscape. The place is of social significance as evidenced by its recording by the National Trust.*¹⁰

5.2.2. Central Fremantle Heritage Area

Central Fremantle Heritage Area (Fmr West End Conservation Area) has the following statement of significance:

Central Fremantle Heritage Area (Fmr West End Conservation Area), including a substantial portion of the central area of Fremantle and occupying a partially triangular site with its apex at Arthur Head, the northern boundary formed by the Inner Harbour extending to include the Fremantle Train Station, the south-west boundary being the Indian Ocean and the Fishing Boat Harbour, the base of the triangle to the east formed

¹⁰ InHerit. 2020. Mills & Co Building (fmr). <https://inherit.dplh.wa.gov.au/Public/Inventory/Details/d9b124c7-ae2d-4d41-b60c871dc1b24546>

dap002/24

14 Jun 2024

by Kings Square and the limestone ridge and extended to include the Fremantle Prison and sites along Bellevue Terrace, has cultural heritage significance for the following reasons:

- *It is a cohesive townscape formed by both natural and man-made features. Within the boundaries the city centre is identifiable from several vantage points as a cohesive whole. The Town Centre is a precinct of considerable significance within the Central Fremantle Heritage Area (Fmr West End Conservation Area) because it retains the original town plan for Fremantle relatively intact and a number of significant buildings dating from the early to mid-twentieth century. Developed according to the 1829 survey by Surveyor General John Septimus Roe, with the street layout east of Market Street running approximately parallel with the original shoreline. Central to this area were two main squares - King's Square and Queen's Square located in the alignment of High Street;*
- *Arthur Head and Esplanade is a precinct of exceptional significance within the Central Fremantle Heritage Area (Fmr West End Conservation Area) because it contains the site of first settlement in the Swan River colony and the first law and order buildings. It also contains the site of the colony's first port.*
- *The Arthur Head and Esplanade precinct comprises the Round House, constructed in 1830-31 and designed by Henry Willey Reveley, an architect and Civil Engineer to the Colony, and associated buildings at Arthur Head. The Esplanade is the site of the first jetty, built 1830;*
- *The Old Port City is a precinct of exceptional significance within the Central Fremantle Heritage Area (Fmr West End Conservation Area) because it has been recognised as the core of commercial activity associate with Fremantle as a port city from the time of earliest settlement, it contains a high concentration of former warehouse and industrial buildings dating from the late nineteenth and early twentieth century and as such continues to provide a rare and intact example of an industrial urban centre in Western Australia.*
- *The area has changed over time however and currently features a predominance of buildings dating from the gold boom of the 1890s to the 1910s. These buildings were mainly constructed as warehouses, commercial premises, hotels and boarding houses associated with the shipping industry, and replaced the cottages and terraces that had previously characterised the area. After experiencing a resurgence of popularity in the 1970s and '80s and America's Cup preparations, when the area was characterised by restaurants and other places of entertainment, a significant proportion of the area is now owned and used by Notre Dame University;*
- *The Convict Establishment is a precinct of exceptional significance within the Central Fremantle Heritage Area (Fmr West End Conservation Area) because it covers the area of the original land grant provided for convict purposes in the 1850s. Over time the area was developed for the Convict Establishment, subsequently Fremantle Prison, the Fremantle Police Station and Court House, the Fremantle Hospital and Fremantle Oval. All these places are considered to be of State significance in their own right;*
- *The convicts were integral to the development and survival of Fremantle and the Swan River Colony and constructed public buildings, roads, bridges, and water systems. On the 40-acre convict grant, the convicts built the prison and houses for the prison hierarchy including 'The Knowle' for Superintendent Henderson (still standing in the grounds of the Fremantle Hospital complex). They went on to build the commissariat stores, the lunatic asylum, the police station, the barracks, the warders' cottages, the boys' school, and Fremantle bridge;*
- *The Fremantle Port is a precinct of exceptional significance within the Central Fremantle Heritage Area (Fmr West End Conservation Area) because it includes the Fremantle harbour, designed by C Y O'Connor and built from 1894-96, Victoria Quay and the associated warehouse area that developed between the harbour and the town centre in the early decades of the Twentieth Century.*

It is noted that the Central Fremantle Heritage Area (Fmr West End Conservation Area) contains:

- *the State Heritage Listed West End Heritage Area*
- *Arthur Head Heritage Area*
- *Portion of the Convict Establishment Heritage Area.* ¹¹

¹¹ City of Fremantle, Local Planning Policy 3.6 Heritage Areas 2022

5.3. ADJACENT HERITAGE PLACES

The subject site is located in a concentrated area of heritage listed places. Those adjacent to the site include the following:

Table 3 Adjacent heritage places

Adjacent Heritage Places		
No.	Place or item	Notes
HCWA Register of Heritage Places		
0966	26-28 Norfolk Street	Listed May 1997
01007	Fremantle Technical College Annexe	Listed March 2007

5.3.1. 26-28 Norfolk Street

The statement of significance for 26-28 Norfolk Street notes:

26-28 Norfolk Street, comprising a two-storey stone house with corrugated iron roof, sub-divided into two strata titles, each having a separate garage and outbuildings which once housed earth closets and laundry, has cultural heritage significance for the following reasons:

- its contribution to the corner streetscape and precinct values of Norfolk Street, Parry Street and that section of South Terrace;*
- its association with the evolution of the Fremantle community in the operation of a corner shop and living quarters in the 1860s; and*
- the early use of a flitch beam in the extension to the shop in the 1880s.*
- The garage at the north corner of No 28 Norfolk Street is not included in the assessment.¹²*

5.3.2. Fremantle Technical college Annexe

Fremantle Technical College Annexe has been identified as having aesthetic, historic and social value as followed:

As competently designed and built examples of the Victorian Rustic Style and the Federation Free Style, both the former Infants and Girls School (1877/1878) and Fremantle Technical School (1913) have significant aesthetic value. (Criterion 1.1)

Fremantle Technical College Annexe makes a significant contribution to the South Terrace streetscape. The two storey Fremantle Technical School (1913) terminates the north end of the site and has a conspicuous presence which gives it strong landmark qualities, particularly in the way it terminates the vista looking west along Henderson Street and its prominence when looking south along South Terrace. (Criterion 1.3)

The recessed central bay of the single storey former Infants and Girls School (1877/1878) forms a small forecourt enhancing the streetscape qualities of the footpath in that area. (Criterion 1.3)

Fremantle Technical College Annexe contributes to the significant precinctual qualities of this part of Fremantle which contains Scots Presbyterian Church, the Norfolk Hotel, the Market Buildings and the Sail and Anchor Hotel. (Criterion 1.4)

Fremantle Technical College Annexe represents the development of educational facilities in the Fremantle in response to the needs of an increasing population, and an education facility has continued to operate from the site from 1877 up until 2001. (Criterion 2.1)

The former Infants and Girls School (1877/1878) is representative of the establishment of colonial schools in Western Australia in the 1850s. Governor Weld's Education Act of 1871, which introduced compulsory

¹² InHerit. 2020. 26-28 Norfolk Street <https://inherit.dplh.wa.gov.au/Public/Inventory/Details/743aae32-3870-4d3e-a2c6-dba4b0a3bb11>

dap002/24

14 Jun 2024

elementary education, resulted in the construction of more of these colonial schools including the former Infants and Girls School in South Terrace. (Criterion 2.2)

- Fremantle Technical School (1913) is representative of the development a technical education system for post primary aged children in Western Australia. This first saw the conversion of the former Infants and Girls School (1877/1878) as a technical school circa 1902 and the construction of a purpose-built technical school building in 1913. (Criterion 2.2)
- Fremantle Technical School (1913) has associations with Hillson Beasley, Chief Architect of the Public Works Department from 1905 to 1917. (Criterion 2.3)
- Since the construction of the former Infants and Girls School in 1877/1878 and the later construction of the Fremantle Technical School in 1913, Fremantle Technical College Annexe has been in continuous operation as an educational facility and, as a result, has value to the local and wider community. (Criterion 4.1)
- Fremantle Technical College Annexe is of social significance to the Fremantle and wider community. Its value to the community is evidenced by its classification by the National Trust of Australia (WA Branch), its inclusion in the City of Fremantle Municipal Inventory, and its listing in the Register of the National Estate. (Criteria 4.1 & 4.2)¹³

5.4. GRADING OF SIGNIFICANCE

Grading of the cultural heritage significance of each element and architectural component is based on its contribution to the Mills & Co Building (fmr) and the Central Fremantle Heritage Area (Fmr West end Conservation Area). The following gradings have been applied:

Table 4 Relative gradings of significance

Heritage Significance	Definition	Element or architectural component
Primary Significance	Makes a primary contribution to understanding the history and heritage significance of the subject site and/or is included in a statutory heritage listing. Has a high sensitivity to change and should be retained and conserved. Careful alteration and adaption can be considered to facilitate future operations.	▪ Streetscape setting ▪ 19b Essex Street masonry façade ▪ Early portion of east boundary limestone wall adjoining State Heritage Register property (place no.966) at 26-28 Norfolk Street.
Secondary Significance	Makes a secondary contribution to understanding the history and heritage significance of the subject site. Has a moderate sensitivity to change and can be retained, adapted or altered to facilitate future operations. If removed, it should be recorded.	▪ Shopfronts that have been altered ▪ 19b Essex Street Interior fabric relating to original structure including floors, walls and ceilings.
Little Significance	Makes little contribution to understanding the history and heritage significance of the subject site. Has a low sensitivity to change and may be retained, removed, altered	▪ 19b Essex Street roof ▪ 19b Essex Street Cantilevered boxed awning

¹³ HCWA, Register of Heritage Places – Assessment Documentation Fremantle Technical College, annexe.

dap002/24

14 Jun 2024

Heritage Significance	Definition	Element or architectural component
	and adapted to accommodate the operation of the subject site.	
No Significance	Makes no contribution to understanding the history and heritage significance of the subject site, and may be removed if not damaging an element of greater significance.	19b Essex Street first floor including skillion roof behind parapet. 19a Essex Street in its entirety - Rear carpark - Rear façade
Intrusive	Detracts from or has an adverse effect on understanding the history and heritage significance of the subject place. These elements should be removed when the opportunity arises.	19b Essex Street pediment medallion signage

6. THE PROPOSAL

6.1. PROPOSED WORKS

The proposal comprises of internal fit out of the two properties 19a and 19b Essex Street and construction of a four-storey addition to accommodate the short stay accommodation facility Lylo.

The proposed works to the subject site as part of this DA are summarised in the below table.

Table 5 Proposed works

Proposed works	Comments
East elevation demolition	The east (rear) elevation of both buildings was constructed in 2013 and are not significant. It is proposed to demolish the existing glazing on both buildings, the metal staircase and landing a portion of the 19a rear wall and the roof sheeting overhang and fascia on both buildings.
Internal fit out the subject site.	The north building 19b was constructed in 1907 and has undergone multiple adaptations reducing the integrity of heritage fabric. The façade is of primary significance and the interior is of secondary significance. The ground floor tenancies in the north building 19b were built in 2013 and will be retained as is. 21 Essex Street (half of the Mills and Co Building heritage listing) is located outside of the subject site and will not be affected by the proposed works
Construction of a four-storey addition in the rear carpark	This carpark area has been historically clear of built fabric and is of no contributory significance to both the site and the wider West End Conservation Area. A small portion of the limestone boundary wall adjoining State Heritage Registered place no 966 26-28 Norfolk Street is of primary significance. The wall will be retained and protected during the proposed development.
Installation of skylights in the existing roof cladding	Roof cladding on both buildings was installed c2013 and is of no significance.
19b Facade conservation works	The facade is graded as primary significance. Works to the façade are limited to remediation to make good where required with like for like materials and colour scheme. The shop fronts have been adapted over time and are of secondary significance. They will be unaltered as part of the proposed development. The box awning will be extended to both facades
19b roof terrace	A roof terrace connected to 19a is proposed behind the original parapet of 19b. The existing roof sheeting will be demolished and the contemporary glazed windows on the first-floor elevation demolished. Both of these features were installed as part of the 2013 works and are not significant. New steps on 19a will connect the two terraces.

dap002/24

14 Jun 2024

Proposed works	Comments
Alterations of the existing 19a Facade	19a Essex Street was constructed in 2013 and is of no significance. Alteration will include demolition of the pitched awning, ground floor glazing, signage and removal of the first-floor lightweight cladding and glazing. The existing cantilevered awning will be retained.

6.2. RELEVANT PLANS

This Heritage Impacts Statement is intended to be read in conjunction with the architectural documents by Rothelowman (DA Issue 1, dated 5.06.2024) and other documents submitted as part of this permit application namely the Architectural Report (dated June 2024). This HIS has relied on these plans and renders for the impact assessment in section 7.

Key extracts from plans submitted to Urbis by Rothelowman are included below. Please refer to the full DA documentation for detailed full-size plans.

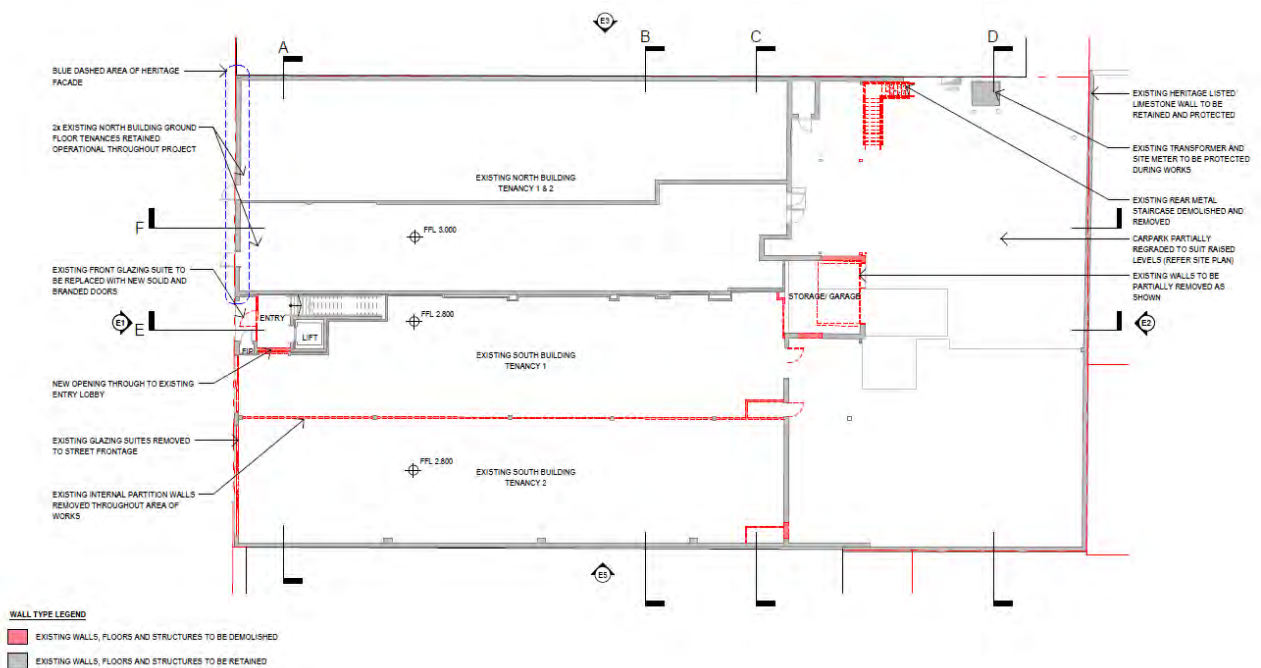


Figure 27: LyLo Fremantle Demolition Ground floor plan
Source: Rothelowman June 2024

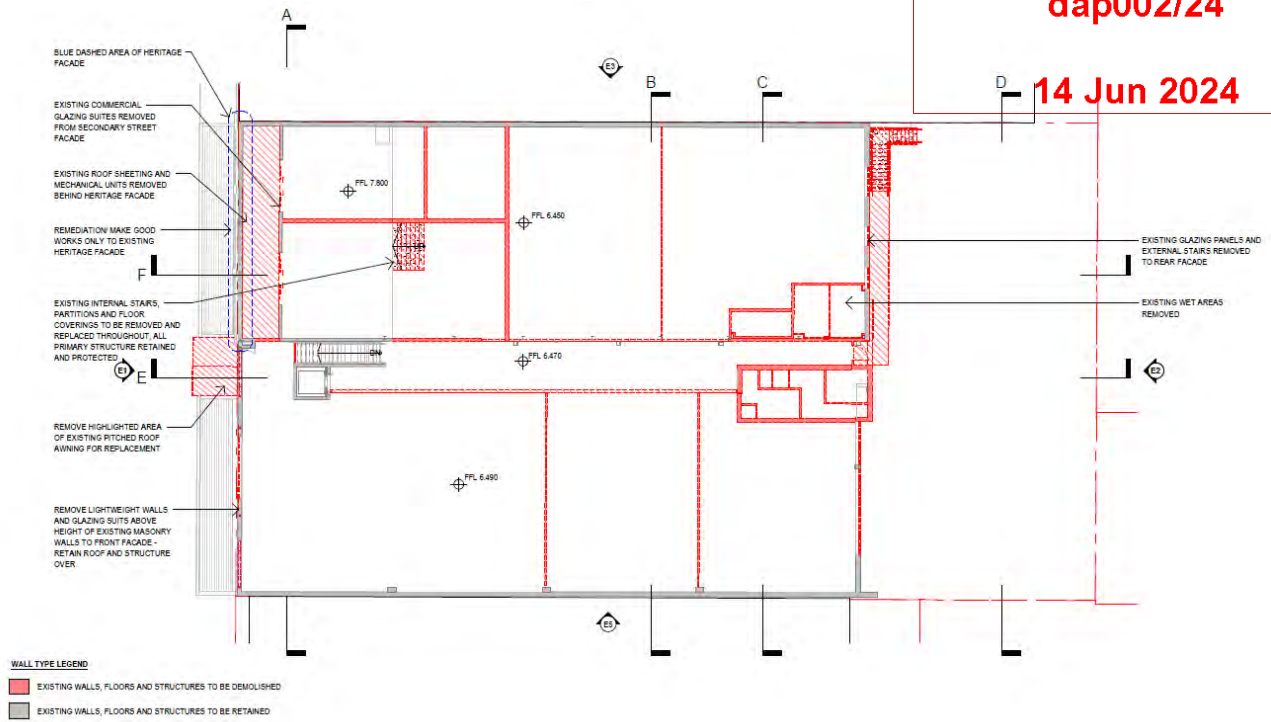


Figure 28: LyLo Fremantle Demolition First floor plan
 Source: Rothlowman June 2024

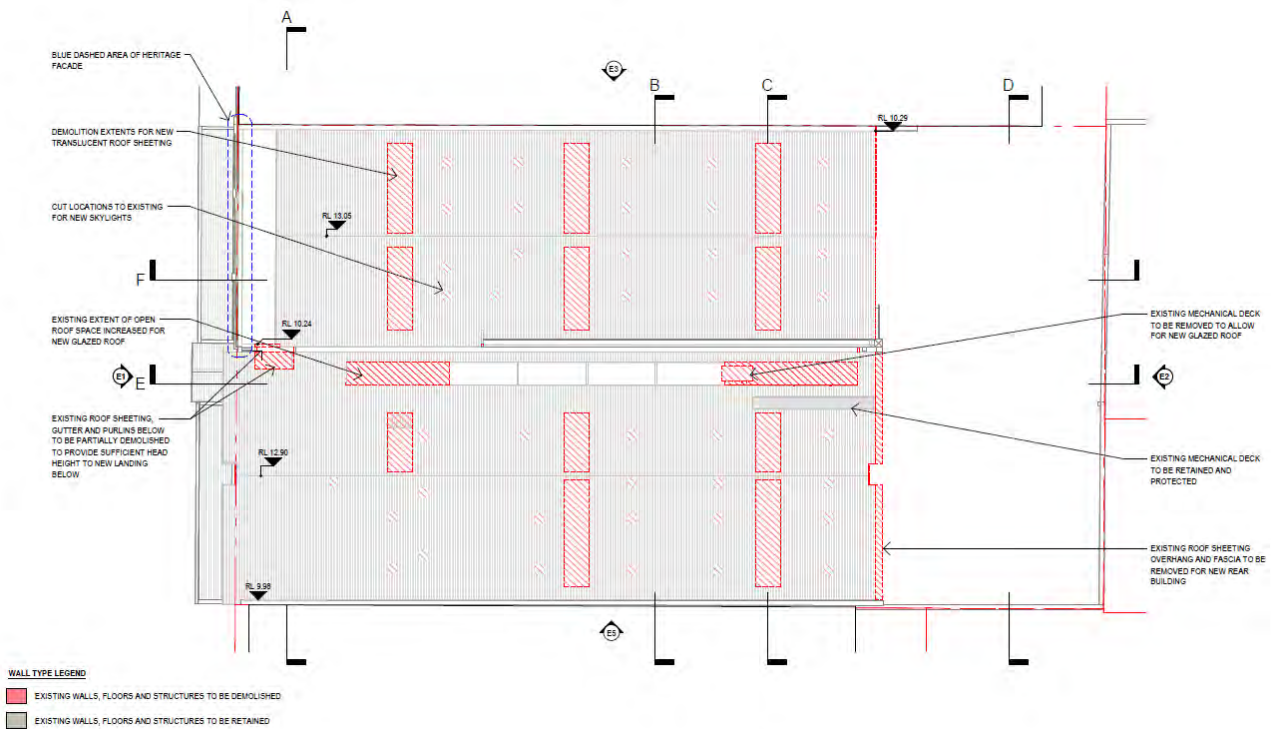


Figure 29: LyLo Fremantle Demolition roof plan
 Source: Rothlowman June 2024

dap002/24

14 Jun 2024

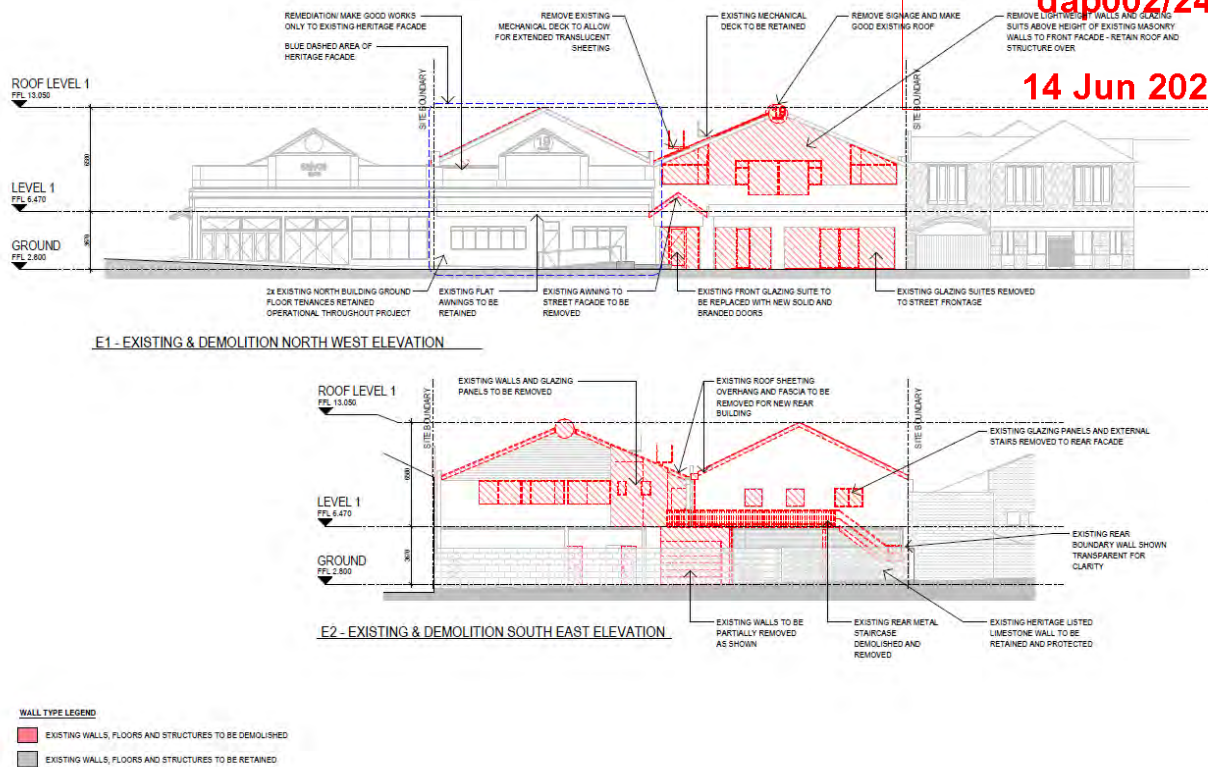


Figure 30: LyLo Fremantle Existing & demolition elevations
Source: Rothlowman June 2024

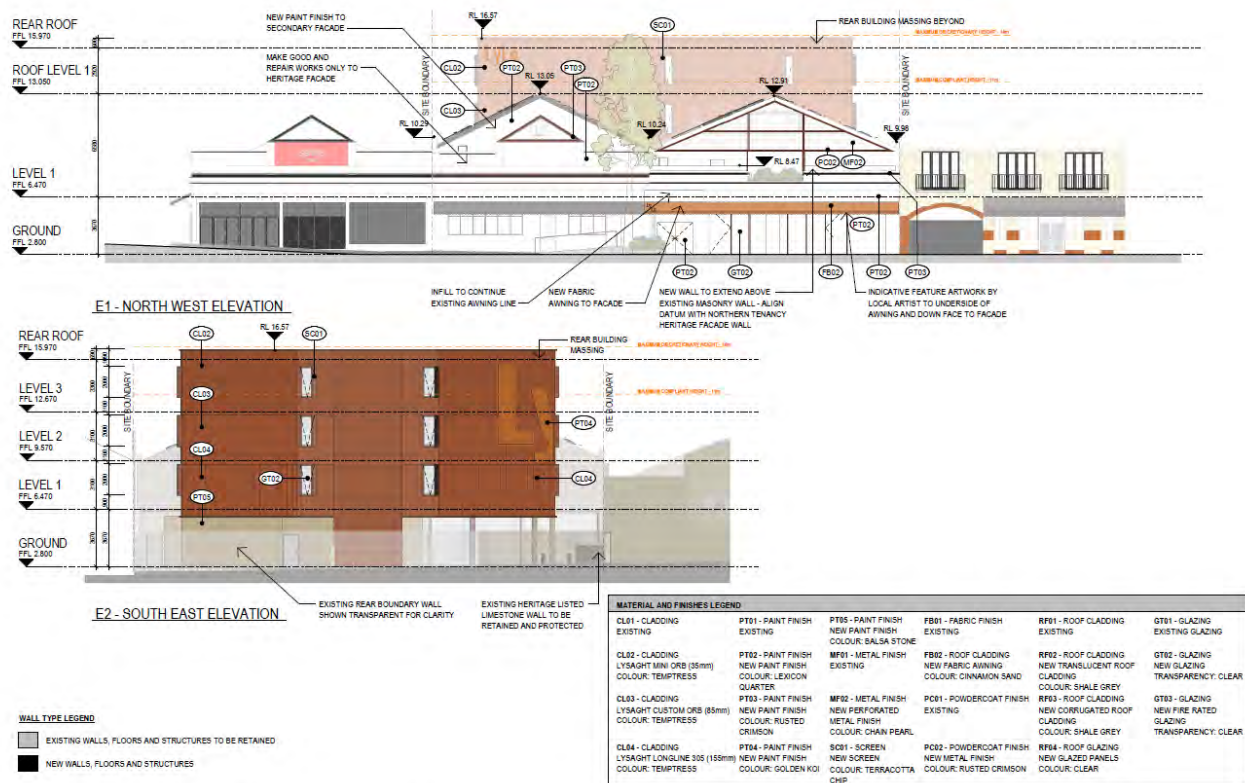


Figure 31: LyLo Fremantle Proposed elevations
Source: Rothlowman June 2024

dap002/24

14 Jun 2024

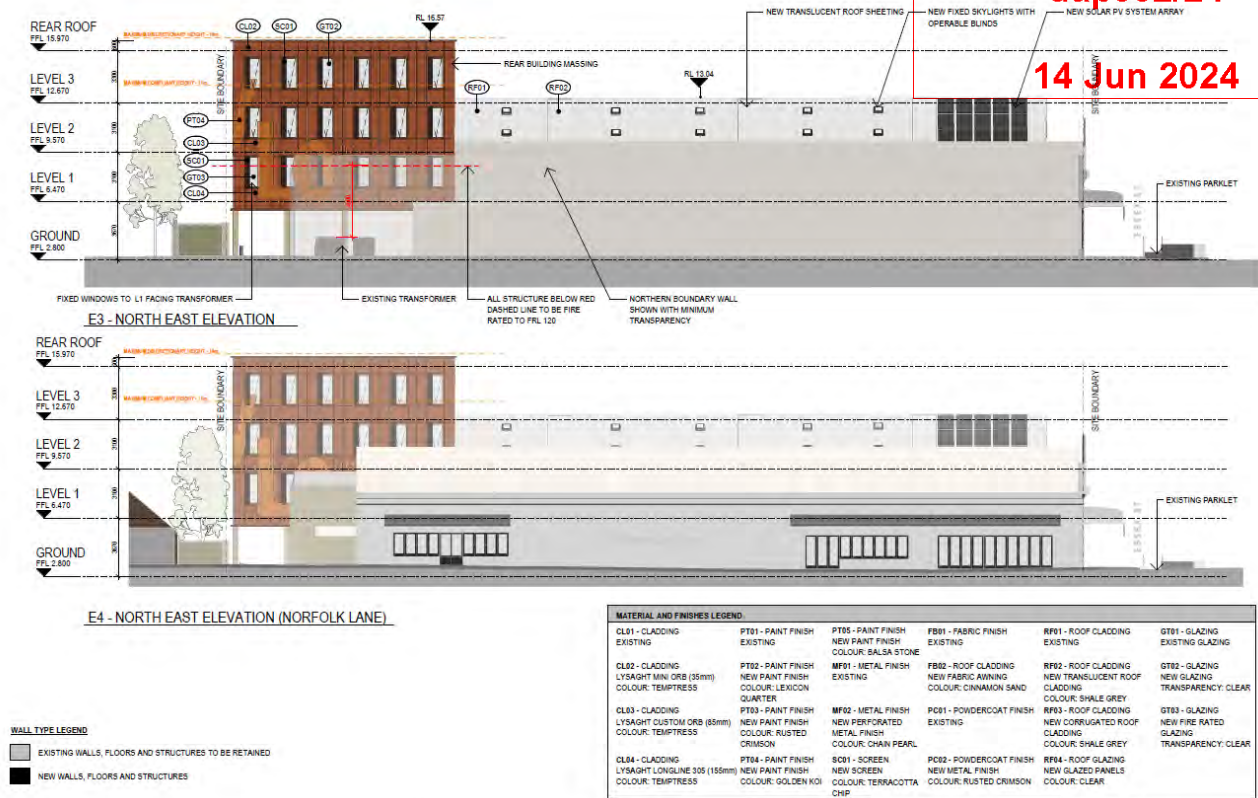


Figure 32: LyLo Fremantle Proposed elevations
Source: Rothlowman June 2024



Figure 33: LyLo Fremantle view from Essex St and Norfolk Lane
Source: Rothlowman June 2024

dap002/24

14 Jun 2024



Figure 34: LyLo Fremantle, Essex Street streetscape context photomontage.
Source: Rothlowman June 2024



Figure 35: View from corner of south Terrace and Essex Street showing Fremantle Technical College.
Source: Rothlowman June 2024



Figure 36: View from corner of Norfolk Street and Norfolk Lane, showing 26-28 Norfolk Street.
Source: Rothlowman June 2024

7.

ASSESSMENT OF HERITAGE IMPACT

7.1.

19 ESSEX STREET, FREMANTLE

The following impact assessment has assessed the potential heritage impacts of the proposed works at 19 Essex Street utilising the HCWA’s ‘Statement of Heritage Impact’ assessment guidelines.

Table 6 Assessment of Heritage Impact 19 Essex Street Fremantle, City of Fremantle Heritage Listings

Significance	Potential impact	Mitigation and Conservation Benefits
<i>Fmr Mills and Co Building: Statement of Significance.</i>		
<i>Extensively altered single storey commercial building that contributes to the Old Port City streetscape.</i>	Minor impact Construction of the rear addition and alteration of 19b Essex Street facade will increase the scale of built form on the subject site resulting in a minor alteration to the single storey appearance of the place but not impact on any of the remaining original fabric.	Sight line diagrams from the footpath across the street from the principal Essex Street facade indicate that there will be no visibility of the addition behind the heritage facade, not altering the buildings existing streetscape appearance. Incidental views from further north on the intersection of Essex and Norfolk Lane position the four-storey addition comfortably in the background of the diverse streetscape allowing the heritage commercial building to continue to contribute to the Old Port City streetscape. The proposed colour scheme of neutral red/ browns references and compliments Fremantle’s redbrick structures without literally mimicking the material. The existing contributory heritage facade of 19a will be retained and conserved with only minor ‘make good’ works proposed. The development will maintain the heritage building as is which, as its statement of significance notes, has been extensively altered. The building is not currently single storey and has previously been altered to accommodate a first floor. The proposed first floor terrace on 19b will only alter contemporary fabric and be largely concealed behind the original parapet maintaining the appearance of the buildings having a single storey scale when viewed from the streetscape. Alterations to the contemporary 19a facade will improve the existing contemporary building’s appearance in

dap002/24

14 Jun 2024

		the streetscape by better responding to the architectural character of adjacent 19b façade. This is achieved by matching the parapet height datums and extending the existing awning across the two buildings and installing a fabric awning (sun shade) beneath. The existing 'grey' colour scheme of 19a will be replaced by a predominantly white facade with dark red brown accents more in keeping with the render and stone materiality of Essex Street. A change in colour scheme on 19a's fabric awning will suitably convey the intersection between the heritage and contemporary buildings. The contemporary building will appear more cohesive in the streetscape and better compliment the adjacent former Mills and Co buildings.
--	--	---

<i>The place is of social significance as evidenced by its recording by the National Trust.</i>	Positive Impact The proposed development of 19 Essex Street maintains the existing heritage fabric and adaptively reuses the envelope of both buildings on the site. Publicly accessible uses will continue on the ground floor of both buildings conserving the building's community associations, sense of place and social significance in the Fremantle context.	
--	---	--

Central Fremantle Heritage Area (Fmr West end Conservation Area): Statement of Significance:

Central Fremantle Heritage Area (Fmr West End Conservation Area), including a substantial portion of the central area of Fremantle and occupying a partially triangular site with its apex at Arthur Head, the northern boundary formed by the Inner Harbour extending to include the Fremantle Train Station, the south-west boundary being the Indian Ocean and the Fishing Boat Harbour, the base of the triangle to the east formed by Kings Square and the limestone ridge and extended to include the Fremantle Prison and sites along Bellevue Terrace, has cultural heritage significance for the following reasons:

<i>It is a cohesive townscape formed by both natural and man-made features. Within the boundaries the city centre is identifiable from several vantage points as a cohesive whole. The Town</i>	No discernible impact The proposed development will not alter the significant townscape planning of the Central Fremantle Heritage Area.	
---	---	--

dap002/24

14 Jun 2024

<i>Centre is a precinct of considerable significance within the Central Fremantle Heritage Area (Fmr West End Conservation Area) because it retains the original town plan for Fremantle relatively intact and a number of significant buildings dating from the early to mid-twentieth century. Developed according to the 1829 survey by Surveyor General John Septimus Roe, with the street layout east of Market Street running approximately parallel with the original shoreline. Central to this area were two main squares - King's Square and Queen's Square located in the alignment of High Street;</i>		
• <i>Arthur Head and Esplanade is a precinct of exceptional significance within the Central Fremantle Heritage Area (Fmr West End Conservation Area) because it contains the site of first settlement in the Swan River colony and the first law and order buildings. It also contains the site of the colony's first port.</i>	No discernible impact The subject site is not located within the Arthur Head and Esplanade precinct.	
• <i>The Arthur Head and Esplanade precinct comprises the Round House, constructed in 1830-31 and designed by Henry Willey Reveley, an architect and Civil Engineer</i>	No discernible impact The subject site is not located within the Arthur Head and Esplanade precinct.	

dap002/24

14 Jun 2024

to the Colony, and associated buildings at Arthur Head. The Esplanade is the site of the first jetty, built 1830;		
<i>The Old Port City is a precinct of exceptional significance within the Central Fremantle Heritage Area (Fmr West End Conservation Area) because it has been recognised as the core of commercial activity associate with Fremantle as a port city from the time of earliest settlement, it contains a high concentration of former warehouse and industrial buildings dating from the late nineteenth and early twentieth century and as such continues to provide a rare and intact example of an industrial urban centre in Western Australia.</i>	No discernible impact 19b Essex Street part of the former Mills and Co building and warehouse will be retained in full continuing the building's aesthetic contribution to Fremantle's industrial urban centre.	
<i>The area has changed over time however and currently features a predominance of buildings dating from the gold boom of the 1890s to the 1910s. These buildings were mainly constructed as warehouses, commercial premises, hotels and boarding houses associated with the shipping industry, and replaced the cottages and terraces that had previously characterised the area. After experiencing a resurgence of popularity in the 1970s and '80s and America's Cup preparations, when the</i>	Positive impact The c1915 building at 19b will retain its existing streetscape presentation Essex Street providing ongoing interpretation of early 20th century commercial buildings in Fremantle. The building has already been significantly modified but its other half located at 21 Essex Street is more intact and serves as better representation of the building's early condition.	

dap002/24

14 Jun 2024

area was characterised by restaurants and other places of entertainment, a significant proportion of the area is now owned and used by Notre Dame University;		
<i>The Convict Establishment is a precinct of exceptional significance within the Central Fremantle Heritage Area (Fmr West End Conservation Area) because it covers the area of the original land grant provided for convict purposes in the 1850s. Over time the area was developed for the Convict Establishment, subsequently Fremantle Prison, the Fremantle Police Station and Court House, the Fremantle Hospital and Fremantle Oval. All these places are considered to be of State significance in their own right;</i>	No discernible impact The subject site is not located within the Convict Establishment precinct.	
<i>The convicts were integral to the development and survival of Fremantle and the Swan River Colony and constructed public buildings, roads, bridges, and water systems. On the 40-acre convict grant, the convicts built the prison and houses for the prison hierarchy including 'The Knowle' for Superintendent Henderson (still standing in the grounds of the Fremantle Hospital complex). They went on to build the commissariat stores, the lunatic asylum,</i>	No discernible impact The sites heritage building has no contribution to Fremantle's Convict History. The early limestone wall on the rear boundary shared with 26-28 Norfolk Street will be retained and protected throughout the proposed works.	

dap002/24

14 Jun 2024

the police station, the barracks, the warders' cottages, the boys' school, and Fremantle bridge;		
The Fremantle Port is a precinct of exceptional significance within the Central Fremantle Heritage Area (Fmr West End Conservation Area) because it includes the Fremantle harbour, designed by C Y O'Connor and built from 1894–96, Victoria Quay and the associated warehouse area that developed between the harbour and the town centre in the early decades of the Twentieth Century.	No discernible impact The site is not located within the Fremantle Port precinct.	

7.2. ASSESSMENT OF IMPACT TO ADJACENT HERITAGE PLACES

Table 7 Assessment of Heritage Impact to Adjacent Heritage Places on the HCWA's State Register of Heritage Places.

Significance	Potential impact	Mitigation
26-28 Norfolk Street (Place No. 0966) 26-28 Norfolk Street, comprising a two-storey stone house with corrugated iron roof, sub-divided into two strata titles, each having a separate garage and outbuildings which once housed earth closets and laundry, has cultural heritage significance for the following reasons:		
its contribution to the corner streetscape and precinct values of Norfolk Street, Parry Street and that section of South Terrace;	Minor impact The proposed four storey addition will have minor visibility behind the significant heritage site when viewed from the opposite site of Norfolk Street.	Visual impacts of the proposed development are mitigated by the existing diverse context of the Norfolk Street and Lane streetscapes and wider precinct. The addition will be largely obscured behind the sites existing mature trees and further dwarfed by Norfolk Lanes avenue of Norfolk Island Pine Trees which dominate as vertical elements in views and vistas of the place. The development will sit comfortably in the background of the significant heritage place and affirms its hierarchy

dap002/24

14 Jun 2024

		of finer architectural form through modest architectural form and complimentary material palette. The houses will maintain their dominance in the streetscape, with the distinguished corner shop frontage. The addition to 19 Essex Street will have no adverse impact on the house's contribution to the corner streetscape of Norfolk Street and Lane.
its association with the evolution of the Fremantle community in the operation of a corner shop and living quarters in the 1860s; and	No Discernible Impact. The proposed works do not alter the historic and social value of the place.	
the early use of a flitch beam in the extension to the shop in the 1880s.	No Discernible Impact. The proposed development of 19 Essex Street has no physical impact on the adjacent heritage place.	
Fremantle Technical college Annexe (Place No. 01007)		
As competently designed and built examples of the Victorian Rustic Style and the Federation Free Style, both the former Infants and Girls School (1877/1878) and Fremantle Technical School (1913) have significant aesthetic value. (Criterion 1.1)	No Discernible Impact. The proposed development of 19 Essex Street has no physical impact on the nearby heritage place.	
Fremantle Technical College Annexe makes a significant contribution to the South Terrace streetscape. The two storey Fremantle Technical School (1913) terminates the north end of the site and has a conspicuous presence which gives it strong landmark qualities, particularly in the way it terminates the vista looking west along Henderson Street and its prominence when looking south along South Terrace. (Criterion 1.3)	No Discernible Impact. The proposed development will be effectively concealed behind the Technical College building when viewed from Henderson Street and South Terrace having no impact on the landmark quality of the significant site.	

dap002/24

14 Jun 2024

<i>The recessed central bay of the single storey former Infants and Girls School (1877/1878) forms a small forecourt enhancing the streetscape qualities of the footpath in that area. (Criterion 1.3)</i>	No Discernible Impact. The proposed development of 19 Essex Street has no physical impact on the nearby heritage place.	
<i>Fremantle Technical College Annexe contributes to the significant precinctual qualities of this part of Fremantle which contains Scots Presbyterian Church, the Norfolk Hotel, the Market Buildings and the Sail and Anchor Hotel. (Criterion 1.4)</i>	No Discernible Impact. The proposed development of the nearby 19 Essex Street will only have incidental visibility in the background of the Technical College Building. The distance between the two buildings will ensure the Technical College maintains its dominance in precinct due to its scale and mass, and will in no way affect the perception of the heritage place within the immediate streetscape.	
<i>Fremantle Technical College Annexe represents the development of educational facilities in the Fremantle in response to the needs of an increasing population, and an education facility has continued to operate from the site from 1877 up until 2001. (Criterion 2.1)</i>	No Discernible Impact. The proposed development of 19 Essex Street has no physical impact on the nearby heritage place.	
<i>The former Infants and Girls School (1877/1878) is representative of the establishment of colonial schools in Western Australia in the 1850s. Governor Weld's Education Act of 1871, which introduced compulsory elementary education, resulted in the construction of more of these colonial schools including the former Infants and Girls School in South Terrace. (Criterion 2.2)</i>	No Discernible Impact. The proposed development of 19 Essex Street has no physical impact on the nearby heritage place, including its historic and social values.	

dap002/24

14 Jun 2024

<i>Fremantle Technical School (1913) is representative of the development a technical education system for post primary aged children in Western Australia. This first saw the conversion of the former Infants and Girls School (1877/1878) as a technical school circa 1902 and the construction of a purpose-built technical school building in 1913. (Criterion 2.2)</i>	No Discernible Impact. The proposed development of 19 Essex Street has no physical impact on the nearby heritage place.	
<i>Fremantle Technical School (1913) has associations with Hillson Beasley, Chief Architect of the Public Works Department from 1905 to 1917. (Criterion 2.3)</i>	No Discernible Impact. The proposed development of 19 Essex Street has no physical impact on the nearby heritage place, including its historic and social values.	
<i>Since the construction of the former Infants and Girls School in 1877/1878 and the later construction of the Fremantle Technical School in 1913, Fremantle Technical College Annexe has been in continuous operation as an educational facility and, as a result, has value to the local and wider community. (Criterion 4.1)</i>	No Discernible Impact. The proposed development of 19 Essex Street has no physical impact on the nearby heritage place, including its historic and social values.	
<i>Fremantle Technical College Annexe is of social significance to the Fremantle and wider community. Its value to the community is evidenced by its classification by the National Trust of Australia (WA Branch), its inclusion in the City of Fremantle Municipal Inventory, and its listing in the Register of the National Estate. (Criteria 4.1 & 4.2)</i>	No Discernible Impact. The proposed development of 19 Essex Street has no physical impact on the nearby heritage place, including its historic and social values.	

7.3. ARCHAEOLOGICAL IMPACTS

Under Clause 7.7.1 of the City's Local Planning Scheme No. 4 (the Scheme), any potential development within a Heritage Area or included on a Heritage List may require archaeological investigations as a condition of development approval.

The following is an assessment of the likely impact of the proposed works on potential archaeological resources within the subject site. Based on the plans received for development application, minor excavation works are required in the rear section of the subject site for the installation of building footings and underground utilities. The rear section has undergone extensive disturbances which has reduced the likelihood for archaeological potential (including Aboriginal and historical).

7.3.1. Historical Archaeology

The subject site is within the curtilage of the heritage listed *Mills & Co Building (fmr)* and the *WEST END CONSERVATION AREA*.

Based on the historical land use and disturbance of the subject site, there is low potential for archaeological resources to survive in a subsurface capacity (i.e. structural remains and general discard items). The proposed works may proceed with caution, based on the Archaeological Finds Procedure in Appendix A.

7.3.2. Aboriginal Archaeology

There are no registered Aboriginal cultural heritage sites registered on the Aboriginal Cultural Heritage Information System (ACHIS). Note should be made that there are no site specific archaeological/ethnographic surveys which cover the subject site.

Historical disturbance across the surface of the subject site is determined to be high. As a result, there is low potential for Aboriginal sites to survive. The proposed works may proceed with caution, based on the Archaeological Finds Procedure in Appendix A.

dap002/24

14 Jun 2024

8. CONCLUSION

This Heritage Impact Statement has assessed the potential impacts of the proposed development and refurbishment on the heritage significance of 19 Essex Street, Fremantle and adjacent heritage places.

The site is identified on the City of Fremantle Heritage List as part of the *Mills and Co Building (fmr)* (place no. 3708) and is also located within the *Central Fremantle Heritage Area (Fmr West End Conservation Area)* (place no.22601). It is also adjacent to two state registered places: *26-28 Norfolk Street* (Place No. 0966) and *Fremantle Technical college Annexe* (Place No. 01007).

This report has found the following:

- 19 Essex Street is not intact and has undergone substantial alteration in the late 20th century including the raising of 19b's roof to accommodate a first floor and the construction of a new infill building at 19a in 2013.
- The proposed works are consistent with the Australian ICOMOS Burra Charter principles, conserving the most significant fabric of the 19b Essex Street Facade. Demolition and alterations are reserved for contemporary non-contributory fabric. New work is clearly identifiable as new but respects the scale form, and materiality of the adjacent context established by heritage fabric.
- The proposed four storey addition will be located at the rear of the site and only have inconsequential incidental visibility from Essex Street as well as in the background of State listed heritage sites 26-28 *Norfolk Street* (Place No. 0966) and *Fremantle Technical college Annexe* (Place No. 01007).
- The modest modular architectural design and red brown steel materiality responds to the existing colour scheme of the streetscape which includes red brick and clay tiles and affirms the hierarchy of the finer architectural detailing of the streetscape and wider precinct's significant heritage places.

For the reasons stated above, the proposed works may be supported for approval from a heritage perspective.

9. REFERENCE LIST

Australia ICOMOS 1999, The Burra Charter: 2013 The Australia ICOMOS Charter for Places of Cultural Significance, Australia ICOMOS, Burwood.

Casella Edgar and Wade Architects. 1993. Proposed Restaurant Development 1st Floor Lot No 8 Essex Street Fremantle.

Gillard, G. 2024. Fred Instone. <https://freotopia.org/people/instone.html>

InHerit. 2020. Mills & Co Building (fmr). <https://inherit.dplh.wa.gov.au/Public/Inventory/Details/d9b124c7-ae2d-4d41-b60c-871dc1b24546>

Proposed Commercial Fit-Out at: Lot 8 / #19 Essex Street Fremantle W.A. 6160. Certified Construction Drawings. 2013.

dap002/24

14 Jun 2024

10. DISCLAIMER

This report is dated 07 June 2024 and incorporates information and events up to that date only and excludes any information arising, or event occurring, after that date which may affect the validity of Urbis Ltd (**Urbis**) opinion in this report. Urbis prepared this report on the instructions, and for the benefit only, of EVT & Belingbak (**Instructing Party**) for the purpose of HIS (**Purpose**) and not for any other purpose or use. To the extent permitted by applicable law, Urbis expressly disclaims all liability, whether direct or indirect, to the Instructing Party which relies or purports to rely on this report for any purpose other than the Purpose, and to any other person which relies or purports to rely on this report for any purpose whatsoever (including the Purpose).

In preparing this report, Urbis was required to make judgements which may be affected by unforeseen future events, the likelihood and effects of which are not capable of precise assessment.

All surveys, forecasts, projections and recommendations contained in or associated with this report are made in good faith and on the basis of information supplied to Urbis at the date of this report, and upon which Urbis relied. Achievement of the projections and budgets set out in this report will depend, among other things, on the actions of others over which Urbis has no control.

In preparing this report, Urbis may rely on or refer to documents in a language other than English, which Urbis may arrange to be translated. Urbis is not responsible for the accuracy or completeness of such translations and disclaims any liability for any statement or opinion made in this report being inaccurate or incomplete arising from such translations.

Whilst Urbis has made all reasonable inquiries it believes necessary in preparing this report, it is not responsible for determining the completeness or accuracy of information provided to it. Urbis (including its officers and personnel) is not liable for any errors or omissions, including in information provided by the Instructing Party or another person or upon which Urbis relies, provided that such errors or omissions are not made by Urbis recklessly or in bad faith.

This report has been prepared with due care and diligence by Urbis and the statements and opinions given by Urbis in this report are given in good faith and in the reasonable belief that they are correct and not misleading, subject to the limitations above.

Appendix A **ARCHAEOLOGICAL FINDS PROCEDURE**

Archaeological Chance Finds Procedure

Should any archaeological deposits be uncovered during any site works, the following steps must be followed:

1. All works within the vicinity of the find must immediately stop, and the location of the find cordoned-off with signage installed to avoid accidental harm to the archaeological resource. The find must not be moved 'out of the way' without assessment.
2. The site supervisor or another nominated site representative must contact either the project archaeologist (if relevant) or DPLH to contact a suitably qualified archaeologist.
3. The nominated archaeologist must examine the find, provide a preliminary assessment of significance, record the item and decide on appropriate management measures. Such management may require further consultation with DPLH, Whadjuk Cultural Advice Committee and preparation of a research design and archaeological investigation/salvage methodology.
4. Depending on the significance of the find, reassessment of the archaeological potential of the subject area may be required and further archaeological investigation undertaken.
5. Reporting may need to be prepared regarding the find and approved management strategies.
6. Works in the vicinity of the find can only recommence upon receipt of approval from the project archaeologist.

Human Remains Procedure

In the unlikely event that human remains are uncovered during the proposed works, the following steps must be followed:

1. All works within the vicinity of the find must immediately stop and the location should be cordoned-off with signage installed to avoid accidental harm to the remains.
2. The site supervisor or other nominated manager must notify the WA Police and DPLH.
3. The find must be assessed by the WA Police, which may include the assistance of a qualified forensic anthropologist.
4. Management recommendations are to be formulated by the WA Police, DPLH and site representatives.
5. Works are not to recommence until the find has been appropriately managed. If the find is determined to be Aboriginal, then it would need to be managed with the WAC.



Heritage Comments

Address: 19 Essex Street, Fremantle
Application number: DAP002/24
Proposal: 4 Storey tourist accommodation
Requesting officer: Jonathan Dornan
Date: 3/07/2024



19 Essex Street, Landgate aerial photograph, 2023, .

INTRODUCTION

The purpose of this heritage comment is to assess the changes to the place that are proposed in DAP002/24 and the affect that they will have upon the heritage values of 19 Essex Street, the Central Fremantle Heritage Area and the adjacent heritage place 26-28 Norfolk Street. The proposed changes include:

- Repairs and paint of heritage façade to 19B Essex Street
- Modification of façade to 19A Essex
- Demolition of internal walls to ground floor of 19A and to upper floor of 19A & 19B
- New internal walls and fit out to ground floor of 19A and to upper floor of 19A & 19B
- New glazed roof between 19A and 19B
- 4 Storey additions to rear of site

HERITAGE LISTINGS

Heritage Place Name	Mills & Co. Building (Fmr)
State Register of Heritage Places	No
City of Fremantle Heritage List	Yes
City of Fremantle Heritage Area	Central Fremantle Heritage Area
Local Heritage Survey	Yes
Management Category	Level 2
Inherit database place record	3708
Further comment	Adjacent to a place on the HCWA Register of Heritage Places – 26-28 Norfolk Street

RELEVANT PREVIOUS DEALINGS

Recent meetings or discussions:

- Pre-lodgement discussions with applicant

Previous relevant DAs:

- No

Previous relevant legal dealings:

- N/A

BACKGROUND

Mills and Co Building was first identified as a significant heritage place by the Fremantle Society in 1978 and then by the National Trust (WA) in 1981. It was included in the Fremantle Municipal Heritage Inventory in 2000 and the Heritage List in 2008. The place has remained on the Heritage List even after considerable modification in 2012.

A Heritage Impact Assessment prepared by Urbis was included in this application. This HIA includes documentary and physical evidence so this will not be repeated in this heritage comment.



19B Essex Street, Fremantle Society Photographic Collection, 1978.

19A Essex Street is to the left hand side of the photograph.



19 Essex Street, Google Streetview 2023

IMPACT ASSESSMENT

Statement on Heritage Significance of the place

The proposed development of the place was assessed against the following values identified in the statement of significance for the place:

Extensively altered single storey commercial building that contributes to the Old Port City streetscape.	No discernible impact
The place is of social significance as evidenced by its recording by the National Trust.	No discernible impact

Impact on Heritage Values of the place

The impact of the proposed development of the place was assessed using the heritage values from the ICOMOS Burra Charter, 2013:

Aesthetic value	Minor impact	Condition	No discernible impact
Historic value	No discernible impact	Integrity	No discernible impact
Scientific value	No discernible impact	Authenticity	Minor impact
Social value	No discernible impact	Historical evolution	No discernible impact
Rarity	No discernible impact	Streetscape	Minor impact
Representativeness	No discernible impact		

Heritage Impact Comments

19 Essex Street, Fremantle – Local Heritage Value, Fremantle Heritage List

19 Essex Street contains three elements of cultural heritage significance

- 19B façade
- 19B interior of ground floor tenancies
- Limestone wall to rear boundary

19B Essex, the northern half of the existing building, is part of Former Mills and Co Building which was constructed c. 1907. This building originally had a tuckpointed brickwork and render façade, a gable roof and a skillion roof verandah. The building has undergone considerable modification but continues to make a positive contribution to Fremantle and the Central Fremantle Heritage Area. In the 1970s the façade was painted and a box awning installed and in the 1980s a second shopfront was inserted into the facade. In 1993 the roof was raised to accommodate upper floor offices and while the original timber trusses were reused, they are non-structural. In 2012 the roof structure was changed again with the pitch modified to suit the new building constructed at 19A Essex Street. On the ground floor of the building the original floors, walls and ceilings have been retained.

The works proposed in this application will have only a minor impact on the heritage significance of 19B Essex Street. The façade and the shopfronts will undergo some remediation and repainting which not adversely affect heritage fabric or heritage significance. The interior of the ground floor tenancies will undergo some minor changes but will retain original finishes and remain as two tenancies.

19A Essex Street, the southern half of the building is a two-storey addition constructed in 2012 to replace an earlier building from 1941. This part of the building has no heritage significance but is sympathetic with the character of streetscape. The proposed changes will have no impact on the heritage significance of 19 Essex Street or the heritage character of Essex Street.

The proposed four storey accommodation block is located at the rear of the site and will not directly affect any significant heritage fabric at 19 Essex Street or adjoining heritage properties. It will have little visual impact on the presentation of 19 Essex Street and its contribution to the streetscape as it is a considerable distance from the street and will be largely concealed by the existing two storey building at the front of the site.

The limestone wall on the rear boundary of the site will not be affected by this proposal. However, the wall needs to be protected during construction as it will not have a modern structurally designed footing only a thickening of the wall. Any works to this wall must match the existing original stonework and lime pointing and cement mortars and sealers must not be used.

Central Fremantle Heritage Area

The proposed additions and alterations will not adversely affect elements in the Central Fremantle Heritage Area (19 Essex) or the heritage character of the streetscapes of which it is composed.

- The impact on Essex Street will be minimal as the four storey building is largely concealed from view by the existing development on the front half of the site.
- The four storey building will also have minimal impact on Norfolk Lane because the lane is narrow, and the development is set back behind 21 Essex so there is only a small oblique view of the development from the lane.
- The four storey building will be partially visible from Norfolk Street but will not dominate the streetscape as it is set back behind existing development.

26 – 28 Norfolk Street (HCWA 966)

19 Essex adjoins the rear boundary of part of this State Heritage listed property. and shares a section of limestone wall. The fabric of this state listed terrace house, including the limestone boundary wall will not be altered as part of this application.

HCWA has provided comment on this application and advised that the proposal will have only a minor impact on the setting of 26-28 Norfolk Street, however, they have raised concerns about the impact of construction on the wall and the buildings at 26-28 Norfolk Street. HCWA have requested a dilapidation survey be prepared prior to commencement of work and for the building to be monitored during construction and any movement or damage to be reported immediately.

Fremantle Technical College Annexe (HCWA Place 1007)

Fremantle Technical College Annexe is separated from 19 Essex by 21 Essex Street and Norfolk Lane. HCWA has provided comment on this application and advised that the proposal will have only a no impact on the Fremantle Technical College Annexe or its setting. A dilapidation survey was not requested.

Port Flour Mill, 15 Essex Street (HCWA Place 871)

The historic section of Port Flour Mill is separated from 19 Essex Street by a new development on the north side of the block. HCWA has provided comment on this application and advised that the proposal will have no impact on the Port Flour Mill, however, they have raised concerns about the impact of construction on the Port Flour Mill. HCWA have requested a dilapidation survey be prepared prior to commencement of work and for the building to be monitored during construction and any movement or damage to be reported immediately.

RECOMMENDATIONS:

The works proposed in this application are acceptable as they will have only a minor impact on the heritage values of 26-28 Norfolk Street, 19 Essex Street and the Central Fremantle Heritage Area. However, precautions need to be undertaken during construction to ensure that the adjacent State Heritage listed buildings 26-28 Norfolk Street and Port Flour Mill are not adversely affected.

Conditions

1. Refer to HCWA advice dated 29 July 2024.
2. Methodology for stonework repair to be provided as part of the Building Licence documentation. Repairs to match original stone, stonework and pointing in stone type, coursing pattern and mortar composition and colour. Cement mortar or sealers are not to be used.



Department of **Planning,**
Lands and Heritage

OFFICIAL

Your ref: DAP002/24
Our ref: P871-51638
Enquiries: Louise Ryan (08) 6552 4118

Chief Executive Officer
City of Fremantle
planning@fremantle.wa.gov.au

Attention: Jonathan Dornan

Dear Sir

PORT FLOUR MILL
26-28 NORFOLK STREET, FREMANTLE
FREMANTLE TECHNICAL COLLEGE ANNEXE

Thank you for your referral to the Heritage Council under the provisions of section 73 of the *Heritage Act 2018*, due to its proximity to the State Registered Heritage Places known as *Port Flour Mill*, *22-28 Norfolk Street* and *Fremantle Technical College Annexe*.

Referral date	27 June 2024
Proposal Description	Four storey tourist development at 19 Essex Street, Fremantle

We received the following information:

Development Application Planning Report prepared by Developed, dated June 2024
Architectural Report prepared by Rothelowman, dated June 2024
Heritage Impact Statement prepared by Urbis, dated 7 June 2024
Drawings prepared by Rothelowman, dated 6 June 2024

DA00.00 Cover Sheet P9	DA02.02 Existing & Demolition Elevations P8
DA00.01 Proposed Site Plan P15	DA02.03 Existing & Demolition Elevations P6
DA01.01 Demolition Ground Floor Plan P9	DA02.04 Proposed Elevations P8
DA01.02 Demolition First Floor Plan P9	DA02.05 Proposed Elevations P8
DA01.03 Demolition Roof Plan P9	DA02.06 Proposed Elevations P6
DA01.04 Ground Floor Plan P9	DA03.01 Sections P8
DA01.05 First Floor Plan P9	DA03.02 Sections P8
DA01.06 L2-L3 Plan P8	DA03.03 Sections P8
DA01.07 Proposed Roof Plan P9	DA04.01 Overshadowing Study P4
DA02.01 Existing & Demolition Elevations P8	

The Heritage Council resolved that the proposal has been considered in the context of the identified cultural heritage significance of the adjacent heritage places and the following advice is given:

Findings

- The proposed development is located adjacent to three State Registered places:
 - *Port Flour Mill* at 15 Essex Street, Fremantle
 - *26-28 Norfolk Street*, Fremantle
 - *Fremantle Technical College Annexe* at 41 South Terrace, Fremantle

- A portion of the limestone wall (pre dated 1910) on the east boundary of the site, adjoining 26-28 Norfolk Street, is original and significant.
- The development introduces a new visual element to the Norfolk Street and Norfolk Lane streetscape which will be visible behind *26-28 Norfolk Street*. It is considered that this will have a minimal adverse impact on the cultural heritage values of *26-28 Norfolk Street*.
- The proposal will not affect the cultural heritage significance of *Port Flour Mill and Fremantle Technical College Annexe*.

Advice

The proposal, in accordance with the plans submitted, is supported subject to the following conditions:

1. A dilapidation survey of the *Port Flour Mill*, *26-28 Norfolk Street* and the limestone boundary wall is to be prepared by a suitably qualified professional prior to any works being undertaken.
2. A program of monitoring any structural movement and potential vibration impacts on the *Port Flour Mill*, *26-28 Norfolk Street* the limestone boundary wall is to be implemented at the commencement of works. The Heritage Council is to be notified immediately if any impact occurs and advised on a recommended course of action by a suitably qualified structural engineer.

We would appreciate a copy of your determination within 10 days after making a decision, as required under regulation 42(3) of the *Heritage Regulations 2019*.

If you have any queries about this advice or how it might be incorporated into your determination, please contact Louise Ryan at louise.ryan@dplh.wa.gov.au or on 6552 4118.

Yours sincerely

A handwritten signature in black ink, appearing to be 'Lara Watson', with a horizontal line drawn through it.

Lara Watson
A/Director
Historic Heritage Conservation

29 July 2024

cc: Michael Clare, Developed – michael@developedproperty.com.au



Waste Management Plan

19 Essex Street, Fremantle

Prepared for EVT and Belingbak

13 August 2024

Project Number: WMP24011

DOCUMENT CONTROL

Version	Description	Date	Author	Reviewer	Approver
1.0	First Approved Release	5/06/2024	MA/AB	DP	DP
2.0	Second Approved Release	6/06/2024	MA/AB	DP	DP
3.0	Third Approved Release	13/08/2024	MA/AB	DP	DP

Approval for Release

Name	Position	File Reference
Dilan Patel	Project Manager – Senior Waste Strategy Consultant	WMP24011-01_Waste Management Plan_3.0
Signature		

Copyright of this document or any part of this document remains with Talis Consultants Pty Ltd and cannot be used, transferred or reproduced in any manner or form without prior written consent from Talis Consultants Pty Ltd.

Executive Summary

EVT is seeking development approval for the proposed accommodation development located at 19 Essex Street, Fremantle (the Proposal).

To satisfy the conditions of the development application the City of Fremantle (the City) requires the submission of a Waste Management Plan (WMP) that will identify how waste is to be stored and collected from the Proposal. Talis Consultants has been engaged to prepare this WMP to satisfy the City's requirements.

A summary of the bin size, numbers, collection frequency and collection method is provided in the below table.

Proposed Waste Collection Summary

Waste Type	Generation (L/week)	Bin Size (L)	Number of Bins	Collection Frequency	Collection
Refuse	11,905	1,100	Four	Three times each week	Private Contractor
Recycling	2,520	1,100	One	Three times each week	Private Contractor

A private contractor will service the Proposal from the verge off the Norfolk Lane. Bins will be wheeled out to the verge on collection days to ensure the waste collection vehicle is not required to enter the site.

Building management will oversee the relevant aspects of waste management at the Proposal.

Table of Contents

1	Introduction	1
1.1	Objectives and Scope	1
2	Waste Generation	2
2.1	Proposed Tenancies	2
2.2	Waste Generation Rates	2
2.3	Waste Generation Volumes	2
3	Waste Storage	4
3.1	Internal Transfer of Waste	4
3.2	Bin Sizes.....	4
3.3	Bin Storage Area Size	4
3.4	Bin Storage Area Design.....	6
4	Waste Collection	7
4.1	Bulk and Speciality Waste	7
5	Waste Management	8
6	Conclusion.....	9

Tables

Table 2-1: Waste Generation Rates	2
Table 2-2: Estimated Waste Generation.....	3
Table 3-1: Typical Bin Dimensions	4
Table 3-2: Bin Requirements for Bin Storage Area	4

Diagrams

Diagram 1: Bin Storage Area

Figures

Figure 1: Locality Plan

1 Introduction

EVT is seeking development approval for the proposed accommodation development located at 19 Essex Street, Fremantle (the Proposal).

To satisfy the conditions of the development application the City of Fremantle (the City) requires the submission of a Waste Management Plan (WMP) that will identify how waste is to be stored and collected from the Proposal. Talis Consultants has been engaged to prepare this WMP to satisfy the City's requirements.

The Proposal is bordered by Essex Street to the north and commercial properties to the east, south and west, as shown in Figure 1.

1.1 Objectives and Scope

The objective of this WMP is to outline the equipment and procedures that will be adopted to manage waste (refuse and recyclables) at the Proposal. Specifically, the WMP demonstrates that the Proposal is designed to:

- Adequately cater for the anticipated volume of waste to be generated;
- Provide an adequately sized Bin Storage Area, including appropriate bins; and
- Allow for efficient collection of bins by appropriate waste collection vehicles.

To achieve the objective, the scope of the WMP comprises:

- Section 2: Waste Generation;
- Section 3: Waste Storage;
- Section 4: Waste Collection;
- Section 5: Waste Management; and
- Section 6: Conclusion.

2 Waste Generation

The following section shows the waste generation rates used and the estimated waste volumes to be generated at the Proposal.

2.1 Proposed Tenancies

The anticipated volume of refuse and recyclables is based on the number of beds and the floor area (m²) of the tenancies at the Proposal. The Proposal consists of the following:

- Beds – 247 Beds;
- Outdoor Dining/Bar – 133m²;
- Check In – 50m²;
- Kitchen – 42m²;
- Communal Dining/Kitchen – 128m²; and
- Office – 15m².

2.2 Waste Generation Rates

In order to achieve an accurate projection of waste volumes for the Proposal, consideration was given to the City of Perth's *Waste Guidelines for New Developments* (Revision 5, effective from June 2019).

Table 2-1 shows the waste generation rates which have been applied to the Proposal.

Table 2-1: Waste Generation Rates

Tenancy Use Type	City of Perth Guideline Reference	Refuse Generation Rate	Recycling Generation Rate
Beds	Hotel/Motel	5L/bed/day	1L/bed/day
Outdoor Dining/Bar	Hotel/Motel - Bar	50L/100m ² /day	50L/100m ² /day
Check In	Offices	10L/100m ² /day	10L/100m ² /day
Kitchen	Hotel/Motel - Dining Area	667L/100m ² /day	50L/100m ² /day
Communal Dining/Kitchen	Hotel/Motel - Dining Area	667L/100m ² /day	50L/100m ² /day
Office	Offices	10L/100m ² /day	10L/100m ² /day

2.3 Waste Generation Volumes

Waste generation is estimated by volume in litres (L) as this is generally the influencing factor when considering bin size, numbers and storage space required.

Waste generation volumes in litres per week (L/week) adopted for this waste assessment is shown Table 2-2. It is estimated that the Proposal will generate 11,905L of refuse and 2,520L of recyclables each week.

Table 2-2: Estimated Waste Generation

Tenancy Use Type	Number of Beds/Area (m ²)	Waste Generation Rate	Waste Generation (L/week)
Refuse			
Beds	247 Beds	5L/bed/day	8,645
Outdoor Dining/Bar	133m ²	50L/100m ² /day	465
Check In	50m ²	10L/100m ² /day	35
Kitchen	42m ²	667L/100m ² /day	1,956
Communal Dining/Kitchen	15m ²	667L/100m ² /day	714
Office	128m ²	10L/100m ² /day	90
Total			11,905
Recyclables			
Beds	247 Beds	1L/bed/day	1,729
Outdoor Dining/Bar	133m ²	50L/100m ² /day	465
Check In	50m ²	10L/100m ² /day	35
Kitchen	42m ²	50L/100m ² /day	147
Communal Dining/Kitchen	15m ²	50L/100m ² /day	54
Office	128m ²	10L/100m ² /day	90
Total			2,520

3 Waste Storage

Waste materials generated within the Proposal will be collected in the bins located in the Bin Storage Area, as shown in Diagram 1, and discussed in the following sub-sections.

3.1 Internal Transfer of Waste

To promote positive recycling behaviour and maximise diversion from landfill, internal bins will be available throughout the Proposal for the source separation of refuse and recycling.

These internal bins will be collected by the staff/cleaners and transferred to the Bin Storage Area for consolidation into the appropriate bins, as required. This internal servicing method may be conducted outside of main operational hours to mitigate disturbances to staff/visitors.

All bins will be colour coded and labelled in accordance with Australian Standards (AS 4123.7) to assist visitors, staff and cleaners to dispose of their separate waste materials in the correct bins.

3.2 Bin Sizes

Table 3-1 gives the typical dimensions of standard bins sizes that may be utilised at the Proposal. It should be noted that these bin dimensions are approximate and can vary slightly between suppliers.

Table 3-1: Typical Bin Dimensions

Dimensions (m)	Bin Sizes		
	240L	660L	1,100L
Depth	0.730	0.780	1.070
Width	0.585	1.260	1.240
Height	1.060	1.200	1.330

Reference: SULO Bin Specification Data Sheets

3.3 Bin Storage Area Size

To ensure sufficient area is available for storage of the bins, the amount of bins required for the Bin Storage Area was modelled utilising the estimated waste generation in Table 2-2, bin sizes in Table 3-1 and based on collection of refuse and recyclables three times each week.

Based on the results shown in Table 3-2 the Bin Storage Area has been sized to accommodate:

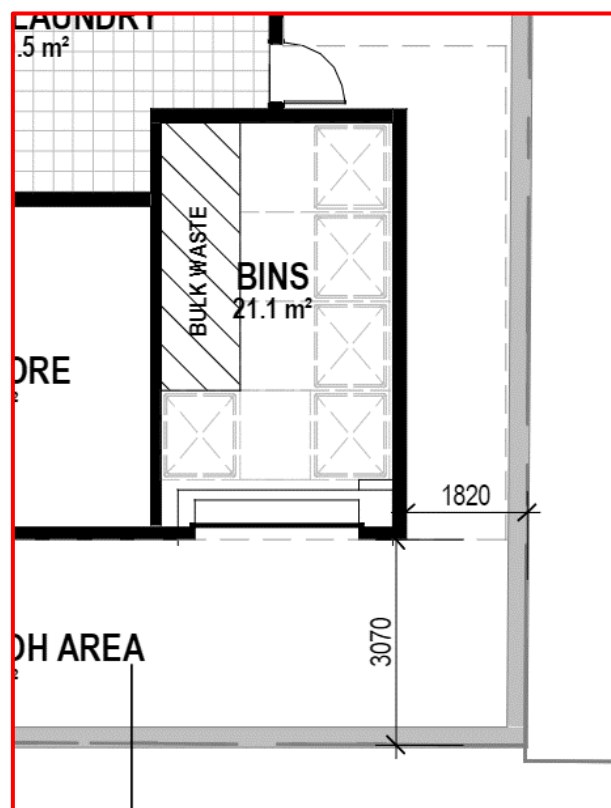
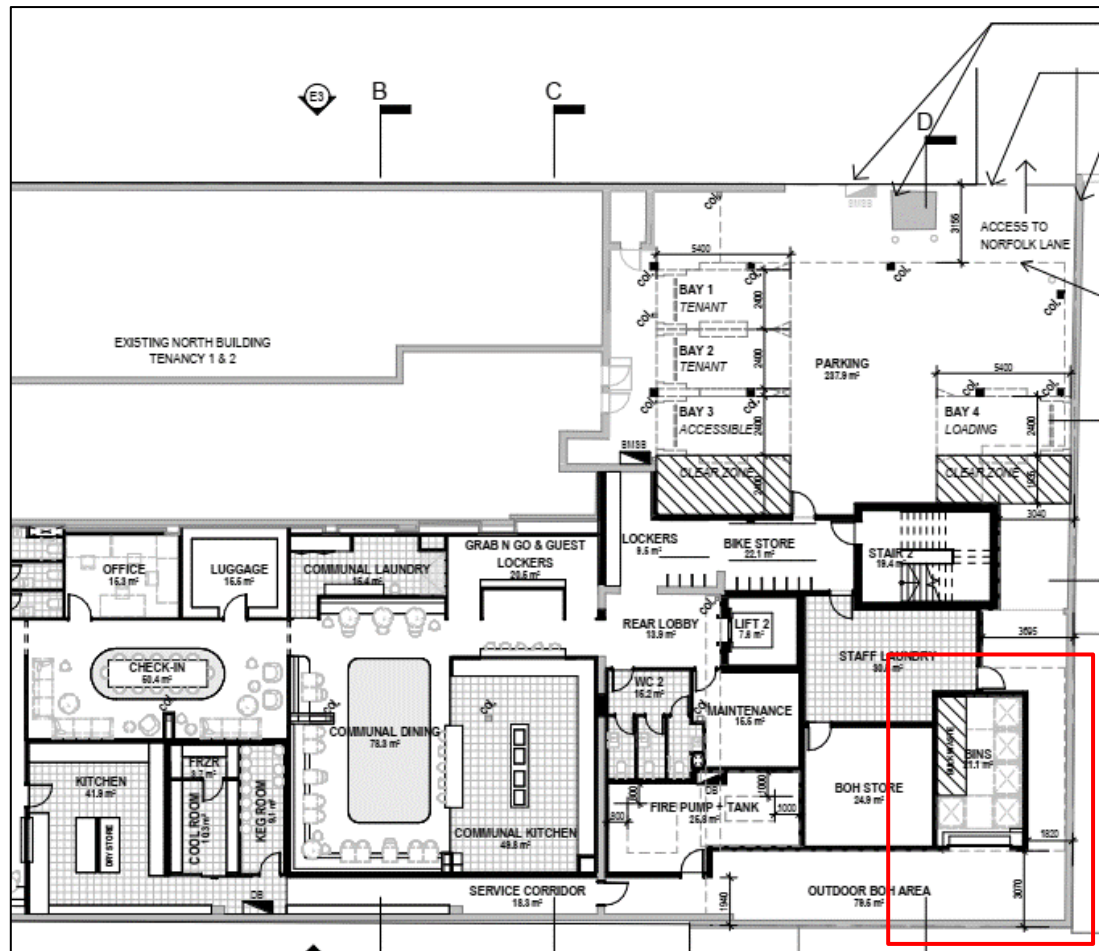
- Four 1,100L refuse bins; and
- One 1,100L recycling bin.

Table 3-2: Bin Requirements for Bin Storage Area

Waste Stream	Waste Generation (L/week)	Number of Bins Required		
		240L	660L	1,100L
Refuse	11,905	17	7	4
Recycling	2,520	4	2	1

The configuration of these bins within the Bin Storage Area is shown Diagram 1. It is worth noting that the number of bins and corresponding placement of bins shown in Diagram 1 represents the maximum requirements assuming three collections each week of refuse and recyclables.

Diagram 1: Bin Storage Area



3.4 Bin Storage Area Design

The design of the Bin Storage Area will take into consideration:

- Smooth impervious floor sloped to a drain connected to the sewer system;
- Taps for washing of bins and Bin Storage Area;
- Adequate aisle width for easy manoeuvring of bins;
- No double stacking of bins;
- Doors to the Bin Storage Area self-closing and vermin proof;
- Doors to the Bin Storage Area wide enough to fit bins through;
- Ventilated to a suitable standard;
- Appropriate signage;
- Undercover where possible and be designed to not permit stormwater to enter the drain;
- Located behind the building setback line;
- Bins not to be visible from the property boundary or areas trafficable by the public; and
- Bins are reasonably secured from theft and vandalism.

Bin numbers and storage space within the Bin Storage Area will be monitored by building management during the operation of the Proposal to ensure that the number of bins and collection frequency is sufficient.

4 Waste Collection

A private waste collection contractor will service the Proposal and provide four 1,100L bins for refuse and one 1,100L bin for recyclables.

The private contractor will collect refuse and recyclables three times each week utilising a rear loader waste collection vehicle.

The private contractor's rear loader waste collection vehicle will service the bins from the verge off the Norfolk Lane. The private contractor's rear loader waste collection vehicle will travel with left hand lane traffic flow on Norfolk Lane and pull up temporarily for servicing.

Servicing may be conducted outside of normal operating hours to mitigate impacts on local traffic movements during peak traffic hours.

Building management or private contractor's staff will ferry bins to and from the verge on Norfolk Lane for servicing.

The private contractor will be provided with key/PIN code access to the Bin Storage Area and security access gates to facilitate servicing, if required.

Once servicing is complete the private contractor's rear loader waste collection vehicle continue in a forward motion along Norfolk Lane moving with traffic flow.

The above servicing method will preserve the amenity of the area by removing the requirement for bins to be presented to the street on collection days. In addition, servicing of bins onsite will reduce the noise generated in the area during collection. Noise from waste vehicles must comply with the Environmental Protection (Noise) Regulations and such vehicles should not service the site before 7.00am or after 7.00pm Monday to Saturday, or before 9.00am or after 7.00pm on Sundays and Public Holidays.

4.1 Bulk and Speciality Waste

Adequate space has been allocated within the Bin Storage Area for collection and storage of bulk and specialty wastes that are unable to be disposed of within the bins in the Bin Storage Area, such as:

- Refurbishment wastes from fit outs;
- Mattresses;
- Batteries and E-wastes;
- White goods/appliances;
- Used cooking oil;
- Cleaning chemicals; and
- Commercial light globes.

These materials will be removed from the Proposal once sufficient volumes have been accumulated to warrant disposal, as monitored by building management who will organise their transport to the appropriate waste facility, as required.

5 Waste Management

Building management will be engaged to complete the following tasks:

- Monitoring and maintenance of bins and the Bin Storage Area;
- Cleaning of bins and Bin Storage Area, when required;
- Ensure all staff/cleaners at the Proposal are made aware of this WMP and their responsibilities thereunder;
- Monitor staff/cleaner behaviour and identify requirements for further education and/or signage;
- Monitor bulk and speciality waste accumulation and assist with its removal, as required;
- Regularly engage with staff/cleaners to develop opportunities to reduce waste volumes and increase resource recovery; and
- Regularly engage with the private contractor to ensure efficient and effective waste service is maintained.

6 Conclusion

As demonstrated within this WMP, the Proposal provides a sufficiently sized Bin Storage Area for storage of refuse and recyclables based on the estimated waste generation volumes and suitable configuration of bins. This indicates that an adequately designed Bin Storage Area has been provided, and collection of refuse and recyclables can be completed from the Proposal.

The above is achieved using:

- Four 1,100L refuse bins, collected three times each week; and
- One 1,100L recycling bin, collected three times each week.

A private contractor will service the Proposal from the verge off the Norfolk Lane. Bins will be wheeled out to the verge on collection days to ensure the waste collection vehicle is not required to enter the site.

Building management will oversee the relevant aspects of waste management at the Proposal.

Figures

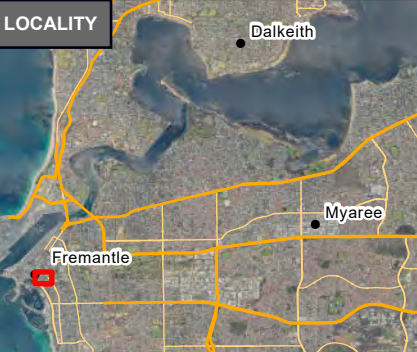
Figure 1: Locality Plan



LEGEND

- Site Boundary
- Cadastre**
 - Crown Allotment
 - Freehold
 - Road
 - Strata Plan or Lot
 - Easement

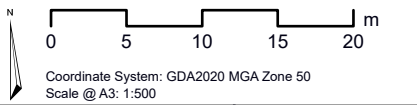
© Talis Consultants Pty Ltd ("Talis") Copyright in the drawings, information and data recorded in this document ("the information") is the property of Talis. This document and the information are solely for the use of the authorised recipient and this document may not be used, transferred or reproduced in whole or part for any purpose other than that which it is supplied by Talis without written consent. Talis makes no representation, undertakes no duty and accepts no responsibility to any third party who may use or rely upon this document or the information.



LOCALITY

19 Essex Street
Fremantle WA 6160

Kvarken Pty Limited



Prepared:	E Jackson	Date:	31/07/2024
Reviewed:	D Patel	Revision:	A
Project:	WMP24011		



Figure 01

Data source: Roads, Cadastre - Landgate, 2024, Imagery: Nearmap, 2024



Assets | Engineering | Environment | Noise | Spatial | Waste

Talis Consultants
ABN 85 967 691 321

HEAD OFFICE

604 Newcastle Street,
Leederville
Western Australia 6007

PO Box 454,
Leederville
Western Australia 6903

NSW OFFICES

Nowra

76 Bridge Road, Nowra
New South Wales, 2541

PO Box 1189, Nowra
New South Wales, 2541

Newcastle

58 Cleary Street, Hamilton
New South Wales, 2303

P: 1300 251 070
E: enquiries@talisconsultants.com.au



Proposed LyLo Short-Term Accommodation

19 Essex Street, Fremantle

Transport Impact Statement

PREPARED FOR:
EVT & Belingbak

June 2024

Document history and status

Author	Revision	Approved by	Date approved	Revision type
Vladimir Baltic	r01	B Bordbar	23/05/2024	Draft
Vladimir Baltic	r01a	B Bordbar	28/05/2024	Final
A Navarro	r01b	B Bordbar	05/06/2024	Revised Final
A Navarro	r01c	B Bordbar	06/06/2024	2 nd Revision

File name: t23.267.vb.r01b

Author: Vladimir Baltic

Project manager: Behnam Bordbar

Client: EVT & Belingbak

Project: 19 Essex Street, Fremantle

Document revision: r01c

Project number: t23.267

2024 Copyright in all drawings, reports, specifications, calculations and other documents provided by the Consultant in connection with the Project shall remain the property of the Consultant.

The Client alone shall have a license to use the documents referred to above for the purpose of completing the Project, but the Client shall not use, or make copies of, such documents in connection with any work not included in the Project, unless written approval is obtained from the Consultant or otherwise agreed through a separate contract.

TABLE OF CONTENTS

1	INTRODUCTION.....	1
2	DEVELOPMENT PROPOSAL.....	3
3	VEHICLE ACCESS AND PARKING.....	5
3.1	ACCESS.....	5
3.2	PARKING SUPPLY	5
4	PROVISION FOR SERVICE VEHICLES	8
5	HOURS OF OPERATION	9
6	DAILY TRAFFIC VOLUMES AND VEHICLE TYPES	10
6.1	PROPOSED DEVELOPMENT TRIP GENERATION	10
6.2	TRAFFIC FLOW	10
6.3	IMPACT ON SURROUNDING ROADS.....	10
7	TRAFFIC MANAGEMENT ON THE FRONTAGE STREETS.....	11
8	PUBLIC TRANSPORT ACCESS.....	13
9	PEDESTRIAN ACCESS.....	14
10	CYCLE ACCESS	15
11	SITE SPECIFIC ISSUES	16
12	SAFETY ISSUES.....	17
13	CONCLUSIONS.....	18

APPENDIX A: PROPOSED DEVELOPMENT PLANS



REPORT FIGURES

Figure 1: Location of the subject site	1
Figure 2: Southbound view along Norfolk Lane – public on-street parking	7
Figure 3. Westbound view along Essex Street in the vicinity of the site	11
Figure 4. Southbound view along Norfolk Lane from Essex Street intersection	12
Figure 5: Public transport services (Transperth Maps)	13
Figure 6: Extract from Perth Bicycle Network (Department of Transport)	15

1 Introduction

This Transport Impact Statement (TIS) has been prepared by Transcore on behalf of EVT and Belingbak with regard to a proposed LyLo short-term accommodation development to be located at 19 Essex Street, Fremantle, in the City of Fremantle.

The subject site is located at the southern side of Essex Street, and a short distance west of Essex Street/Norfolk Lane intersection. The site currently accommodates a two-storey commercial building with four ground-level retail tenancies and first-floor office tenancies. Refer **Figure 1** for details.



Figure 1: Location of the subject site

The Transport Impact Assessment Guidelines (WAPC, Vol 4 – Individual Developments, August 2016) states: “A Transport Impact Statement is required for those developments that would be likely to generate moderate volumes of traffic¹ and

¹ Between 10 and 100 vehicular trips per hour

dap002/24

14 Jun 2024

therefore would have a moderate overall impact on the surrounding land uses and transport networks”.

Section 6 of Transcore’s report provides details of the estimated trip generation for the proposed development. Accordingly, as the total peak hour vehicular trips are estimated to be less than 100 trips, a *Transport Impact Statement* is deemed appropriate for this development.

Key issues that will be addressed in this report include the traffic generation and distribution of the proposed development, access and egress movement patterns and parking demand and supply.

2 Development Proposal

The Development Application (DA) for the subject site contemplates repurposing of existing and improved buildings at the site and construction of additional buildings at the rear of the property (over the existing car park) to form a new four-storey short-term accommodation development. The proposed Short-Term Accommodation (Hostel) use will be operated by LyLo, which currently operates across Australia and New Zealand.

Specifically, the hostel will comprise the following components:

Ground Floor:

- Reception, self-check-in area;
- F&B offering to be accessible to the public. This is to include bar, kitchen, cold and dry storage;
- Guest amenities;
- Offices, luggage store;
- Laundry, for guests and staff;
- Plant and equipment; and,
- Car parking.

Level 1 (existing and new build):

- Guest rooms and pods;
- Shared amenities;

Level 2 (new build):

- Guest rooms and pods.

Level 3 (new build):

- Guest rooms and pods.

Guest rooms will comprise a mix of the following room types:

- 8-person pod room (20sqm), no ensuite
- 4-person pod room (10sqm), no ensuite
- Twin room, no ensuite (10sqm)
- Queen ensuite room (15sqm)

With a total of 247 beds.

According to the development plan provided in **Appendix A**, a total of four on-site parking bays are proposed to be provided at the subject site. Two of these will be allocated to the existing (and retained) office tenancies while the other two (one ACROD bay and one service bay) will address the parking demand of the proposed hostel development. The service bay is intended to be utilised by small service vehicles such as vans which will facilitate smaller deliveries (food, linen, and similar).

dap002/24

14 Jun 2024

A separate bike storage space is also provided on the ground floor at the back end of the building, accessed from the rear entry to the building (via car park).

In addition to on-site parking bays, it is proposed that one of the existing on-street parking bays on Norfolk Lane be converted to a drop-off/pick-up bay for minibuses to facilitate group transport of hotel guests.

A bin storage area is provided at the southeastern corner of the building accessible by the service corridors. Waste collection and deliveries will be accommodated off the Norfolk Lane verge. The bins will be wheeled out to the verge on collection days so that a service truck is not required to enter the site.

Vehicular access to the subject site is provided via the existing crossover on Norfolk Lane, at the southeastern end of the subject site.

Pedestrian access to the proposed development will be facilitated from the existing footpaths on Essex Street.

3 Vehicle Access and Parking

3.1 Access

The existing access system currently serving the site is proposed to be retained in its current location and form. The access crossover at the southeastern end of the site, shared with the adjacent property, provides direct access into the on-site car park at the back of the property via a short, two-way driveway.

Access into the car park is controlled by a sliding security gate.

3.2 Parking Supply

The proposed on-site car parking supply includes a total of four parking bays at the rear of the site including two parking bays for the two existing office tenancies, one ACROD bay and one service bay. In addition to on-site parking bays, it is proposed that one of the existing on-street parking bays on Norfolk Lane be converted to a drop-off/pick-up bay for minibuses to facilitate group transport of hotel guests.

The City of Fremantle's LPS No. 4 provides parking rates for various types of tourist/accommodation developments based on number of bedrooms and public bar areas. However, the City has the capacity to waive or reduce the standard parking requirement (Item 4.7.3 - Relaxation of Parking Requirements), based on a number of criteria, including:

- (i) the availability of car parking in the locality including street parking,
- (ii) the availability of public transport in the locality,
- (iii) any reduction in car parking demand due to the sharing of car spaces by multiple uses, either because of variation of car parking demand over time or because of efficiencies gained from the consolidation of shared car parking spaces,
- (iv) any car parking deficiency or surplus associated with the existing use of the land,
- (v) legal arrangements have been made in accordance with clause 4.7.5 for the parking or shared use of parking areas which are in the opinion of the Council satisfactory,
- (vi) any credit which should be allowed for a car parking demand deemed to have been provided in association with a use that existed before the change of parking requirement,
- (vii) the proposal involves the restoration of a heritage building or retention of a tree or trees worthy of preservation
- (viii) (viii) any other relevant considerations.

While it is acknowledged that the proposed development provides a parking shortfall against the CoF LSP No.4 parking requirements, this issue was discussed in a pre-lodgement on-site meeting with the City it was suggested that the proposal should be assessed in light of its operational characteristics and type of service it provides.

The overwhelming majority of the future hotel guests are overseas/interstate short-term stay backpackers that do not own or require a private vehicle. However, guest opting to hire a car during their stay at the hostel may use one of a number of public pay car parking facilities in close proximity of the site. In addition, ample short-term day (2hrs 9AM-5PM) and unlimited overnight (5PM-9AM) parking is available on Essex Street.

The parking bays on Norfolk Lane and Essex Street can also double-up as drop-off/pick-up bays for passenger vehicles. Accordingly, parking dispensation condition (i) of *Item 4.7.3 - Relaxation of Parking Requirements* is therefore met.

The hostel will offer a courtesy transport service for groups of guests, as required. This service will include use of shuttle mini buses . For this purpose, it is proposed that one of the existing on-street public parking bays on Norfolk Lane be converted to a drop-off/pick-up bay. For practical reasons, the most convenient bay for this purpose would be the existing northernmost public bay on the eastern side of Norfolk Lane (closest to Essex Street intersection). The existing bay may need to be extended, linemarked and signed to ensure its availability throughout the day.

A concept plan of the reconfigured westernmost parking bay on Norfolk Lane can be subsequently prepared in co-operation with the City as part of detailed stage development plans.

Refer **Figure 2** for details on existing available public parking along eastern side of Norfolk Lane, immediately adjacent to the subject site.

One service bay for small commercial vehicles (i.e., vans) will be provided on-site within the 4-bay car park at the rear of the site in line with CoF LSP No.4 parking requirements for such type of vehicles.

Furthermore, as discussed in greater detail in **Section 8** of this report the subject site has excellent public transport coverage available through bus and train services meeting parking dispensation condition (ii) of *Item 4.7.3 - Relaxation of Parking Requirements*.



Figure 2: Southbound view along Norfolk Lane – public on-street parking

Accordingly, it is concluded that the proposed parking strategy for the short-stay accommodation development meets its practical parking demand considering the type and nature of the proposed land use.

4 Provision for Service Vehicles

The City of Fremantle's LPS No. 4 provides parking rates for the type of use, which stipulates requirement for provision of one on-site service vehicle bay.

This condition is met as one parking bay is provided for this purpose on-site within the car parking area at the rear of the site. This bay is accessed via the Norfolk Lane right-of-way crossover which leads directly to the car park. This bay will predominantly be used for smaller and more frequent deliveries such as food, linen and other similar needs. It is recommended that smaller vehicles such as vans be used for such deliveries.

A bin storage area is proposed at the southwest corner of the hostel building (ground level), as shown in the development plan in **Appendix A**. The bin storage area is accessible via service corridors.

Waste collection and deliveries will take place off Norfolk Lane. Bins will be wheeled out on designated collection days for presentation along the driveway. The waste collection truck will temporarily stop on Norfolk Lane, unload the bins and continue travel in forward gear. This type of arrangement is currently in place at the subject site for the existing land uses.

5 Hours of Operation

The proposed development is a hostel/short-term accommodation and as such will operate 24/7.

6 Daily Traffic Volumes and Vehicle Types

6.1 Proposed Development Trip Generation

Provided that the proposed LyLo short-term accommodation development will see a large portion of guests travelling to and from the site by courtesy mini buses, Uber, taxi and predominantly public transport, the traffic generation of the proposed use is expected to be very low.

Therefore, the traffic generation of the proposed development will be insignificant and is not expected to undermine the traffic operations of the external road network.

6.2 Traffic Flow

The limited amount of vehicular traffic generated by the project will be arriving from various directions as the subject site is located centrally within the Fremantle town centre.

6.3 Impact on Surrounding Roads

The WAPC Transport Impact Assessment Guidelines (2016) provides guidance on the assessment of traffic impacts:

“As a general guide, an increase in traffic of less than 10 per cent of capacity would not normally be likely to have a material impact on any particular section of road but increases over 10 per cent may. All sections of road with an increase greater than 10 per cent of capacity should therefore be included in the analysis. For ease of assessment, an increase of 100 vehicles per hour for any lane can be considered as equating to around 10 per cent of capacity. Therefore, any section of road where development traffic would increase flows by more than 100 vehicles per hour for any lane should be included in the analysis.”

It is clear that the traffic increase from the proposed development would be minimal and significantly below the critical threshold (100vph per lane). Hence, as detailed in **Section 6.2**, the proposed development will not increase traffic on any lanes on the surrounding road network by more than 100vph, therefore the impact of the development traffic on the surrounding road network will not be significant.

7 Traffic Management on the Frontage Streets

Essex Street, is a single-carriageway, two-lane road with angled on-street parking and paths on both sides of the road, as shown in **Figure 3**.

Essex Street is classified as an *Access Street* in the *Main Roads WA Functional Road Hierarchy*. It operates under the town centre speed limit zone of 40km/h.



Figure 3. Westbound view along Essex Street in the vicinity of the site

Public pay parking opportunities are in place on both sides with a time-limit of 2hrs between 9AM-5PM, unlimited between 5PM-midnight and free parking for the balance of time.

Norfolk Lane is constructed as a 5.0m wide single-carriageway road with embayed parking on the eastern side and a footpath on the western side. It is classified as an *Access Road* in accordance with the *Main Roads WA Functional Road Hierarchy*). It operates under the town centre speed limit zone of 40km/h (refer **Figure 4**).



Figure 4. Southbound view along Norfolk Lane from Essex Street intersection

A mix of public pay car parking (2hrs limit between 9AM-5PM), motorcycle parking (all day) and taxi rank/rideshare (free between 5PM-9AM) is in place along the eastern side of Norfolk Lane.

Essex Street forms a four-way priority-controlled intersection with Norfolk Lane and Essex Lane adjacent to the subject site.

9 Pedestrian Access

Pedestrian access to the subject site is available from multiple directions via the existing extensive footpath network comprising paved footpaths on all roads adjacent to the subject site.

Access into the proposed hostel is proposed directly from Essex Street frontage.

10 Cycle Access

The Perth Bicycle Network Map which indicates cyclist indirect connectivity to the subject site is shown in **Figure 6**. The path network map in the immediate proximity of the site features an interconnected network of shared paths, Continuous Signed Routes SW5, SW6 and SW7 including roads classified as “good road riding environment”.

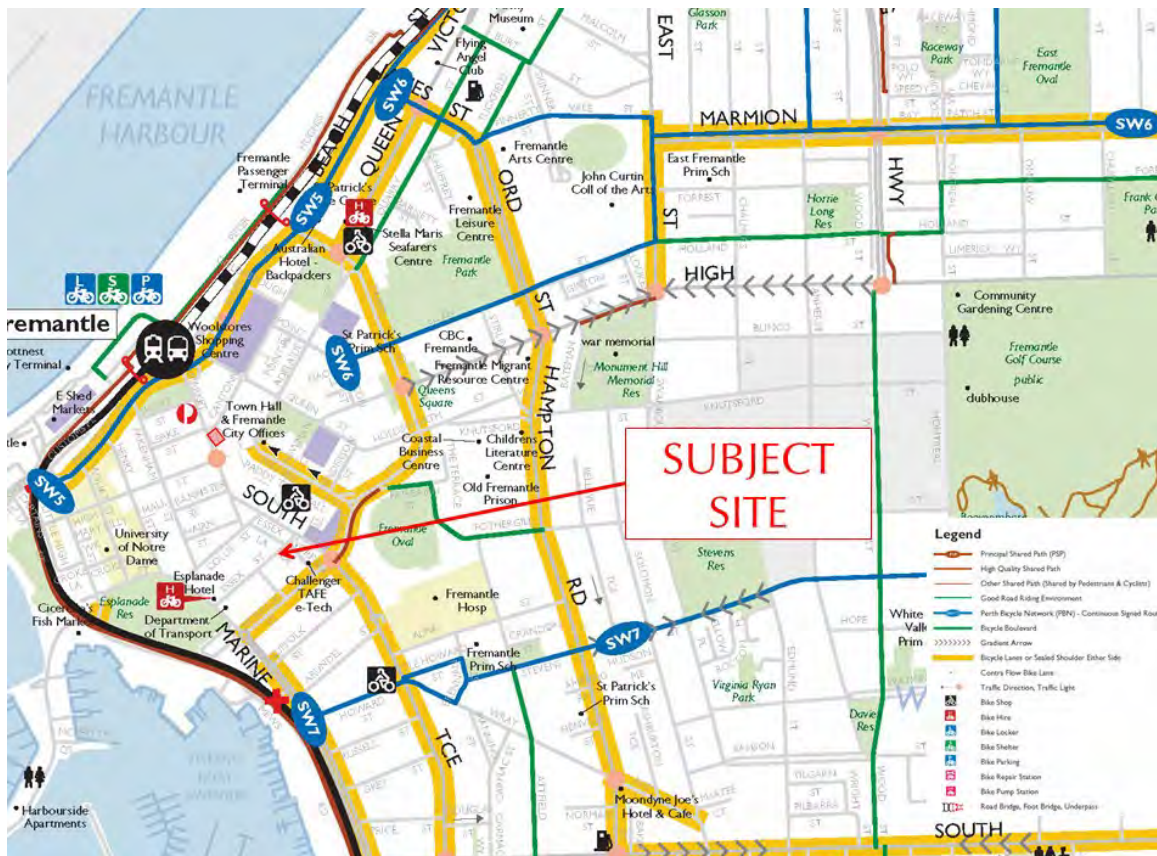


Figure 6: Extract from Perth Bicycle Network (Department of Transport)

11 Site Specific Issues

No site-specific issues have been identified for the proposed development.

12 Safety Issues

No particular safety issue has been identified for the proposed development.

13 Conclusions

This Transport Impact Statement (TIS) has been prepared by Transcore on behalf of EVT and Belingbak with regard to a proposed LyLo short-term accommodation development to be located at 19 Essex Street, Fremantle, in the City of Fremantle.

The subject site is located at the southern side of Essex Street, and a short distance west of Essex Street/Norfolk Lane intersection. The site currently accommodates a two-storey commercial building with four ground-level retail tenancies and first-floor office tenancies.

The Development Application (DA) for the subject site contemplates repurposing of existing and improved buildings at the site and construction of additional buildings at the rear of the property (over the existing car park) to form a new four-storey short-term accommodation development.

A total of four on-site parking bays are proposed to be provided at the subject site. Two of these will be allocated to the existing (and retained) office tenancies while the other two (one ACROD bay and one service bay) will address the parking demand of the proposed hostel development. The car park area will continue to be accessible via the existing Norfolk Lane crossover.

A separate bike storage space is also provided on the ground floor at the back end of the building, accessed from the rear entry to the building (via car park).

The majority of the hostel guests will be using Uber, taxis, predominantly public transport and to a lesser extent courtesy minibuses, the traffic generation of the proposed development is expected to be very low. As such no adverse impact on the adjacent road network is anticipated.

Smaller deliveries will be accommodated by the proposed on-site service bay, while waste collection activities will be accommodated off Norfolk Lane.

No particular transport or safety issues have been identified for the proposed short-stay accommodation development within the scope of this report.

It is concluded that the findings of this Transport Impact Statement are supportive of the proposed short-stay accommodation development.

Appendix A

PROPOSED DEVELOPMENT PLAN



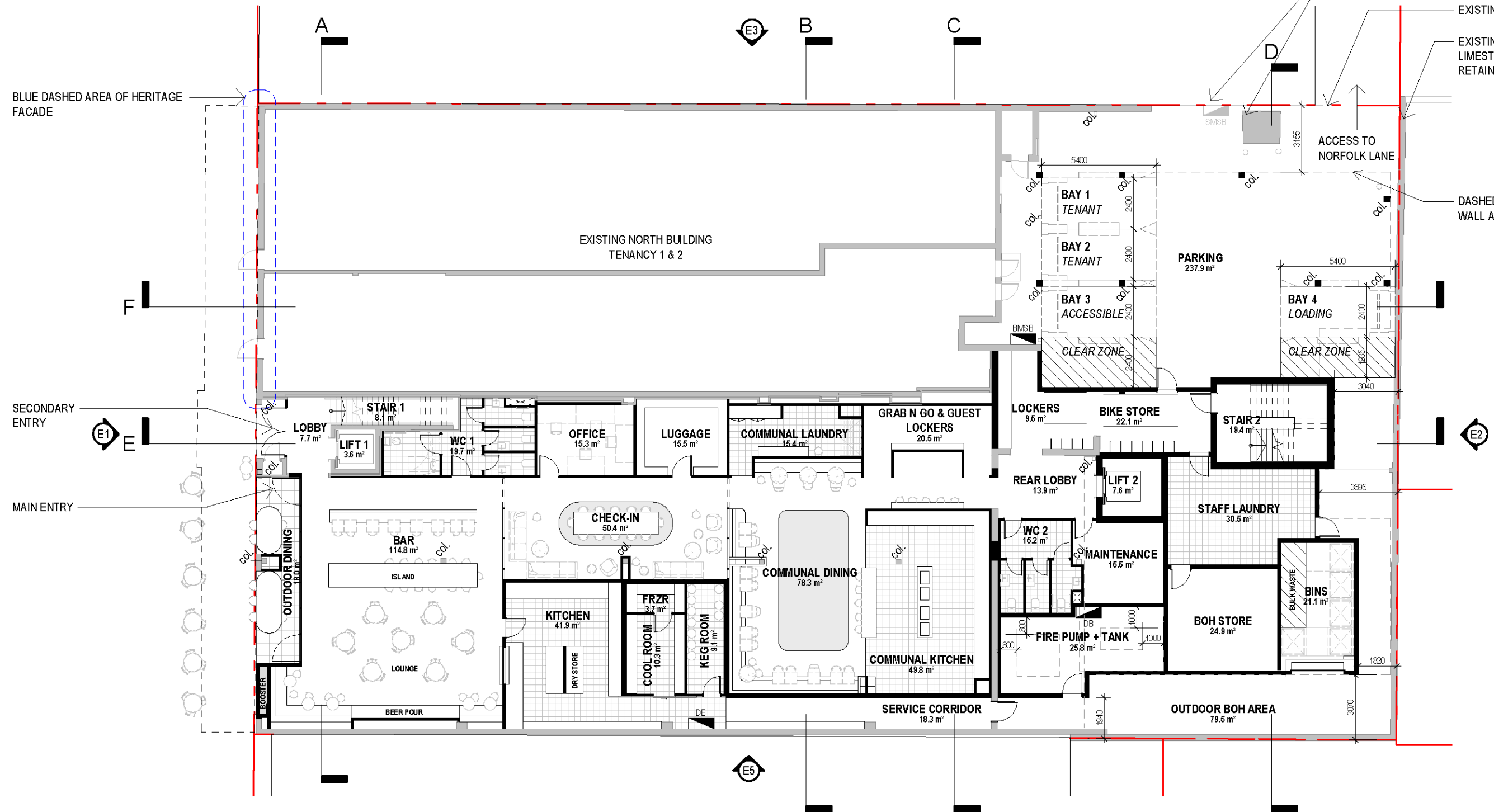
~~14 Jun 2024~~

EXISTING TRANSFORMER AND
SITE MAIN SWITCH BOARD

- EXISTING SLIDING VEHICLE GATE

- EXISTING HERITAGE LISTED
LIMESTONE WALL TO BE
RETAINED AND PROTECTED

- DASHED LINES OF NEW L1
WALL ABOVE



WALL TYPE LEGEND



EXISTING WALLS, FLOORS AND STRUCTURES TO BE RETAINED



NEW WALLS, FLOORS AND STRUCTURES

Revisions	P4	04.09.2024	CONCEPT COORDINATION MEETING
	P5	22.04.2024	ISSUE FOR INFORMATION
	P6	24.04.2024	DAC DRAFT PACK
	P7	29.04.2024	DAC ISSUE
	P8	04.06.2024	DA ISSUE
	P9	05.06.2024	DA ISSUE 1

Project / **LyLo Fremantle**

19 ESSEX STREET, FREMANTLE, WA

Drawing / **Ground Floor Plan**

Project No **223252** Author **RL**

Scale: @ A3 / **1 : 200**

Drawing No. **DA01.04**

P9

rothelowman

5/06/2024 1:27:37 PM

Disclaimer: Rothe Lowman Property Pty. Ltd. retains all common law, statutory law and other rights including copyright and intellectual property rights in respect of this document. The recipient indemnifies Rothe Lowman Property Pty. Ltd. against all claims resulting from use of this document for any purpose other than its intended use, unauthorized changes or reuse of the document on other projects without the permission of Rothe Lowman Property Pty. Ltd. Under no circumstance shall transfer of this document be deemed a sale or constitute a transfer of the license to use this document. ABN 76 005 783 997

Brisbane, Gold Coast,
Melbourne, Perth, Sydney
www.rothelowman.com.au

EXISTING SEPARATION FROM
HERITAGE FACADE TO PRIMARY
WALL

BLUE DASHED AREA OF HERITAGE
FACADE

GREY DASHED LINES
INDICATIVE LOCATION OF
EXISTING TRUSSES OVERHEAD

ORANGE DASHED LINES OF
GROUND FLOOR WALL BELOW

NEW WALL TO EXTEND ABOVE
EXISTING MASONRY WALL -
ALIGN DATUM WITH NORTHERN
TENANCY HERITAGE FACADE
WALL

WALL TYPE LEGEND

- EXISTING WALLS, FLOORS AND STRUCTURES TO BE RETAINED
- NEW WALLS, FLOORS AND STRUCTURES

Revisions	P4	04.09.2024	CONCEPT COORDINATION MEETING
	P5	22.04.2024	ISSUE FOR INFORMATION
	P6	24.04.2024	DAC DRAFT PACK
	P7	29.04.2024	DAC ISSUE
	P8	04.06.2024	DA ISSUE
	P9	05.06.2024	DA ISSUE 1

Project / **LyLo Fremantle**

Drawing / **First Floor Plan**

Project No / **223252**

Author / **RL**

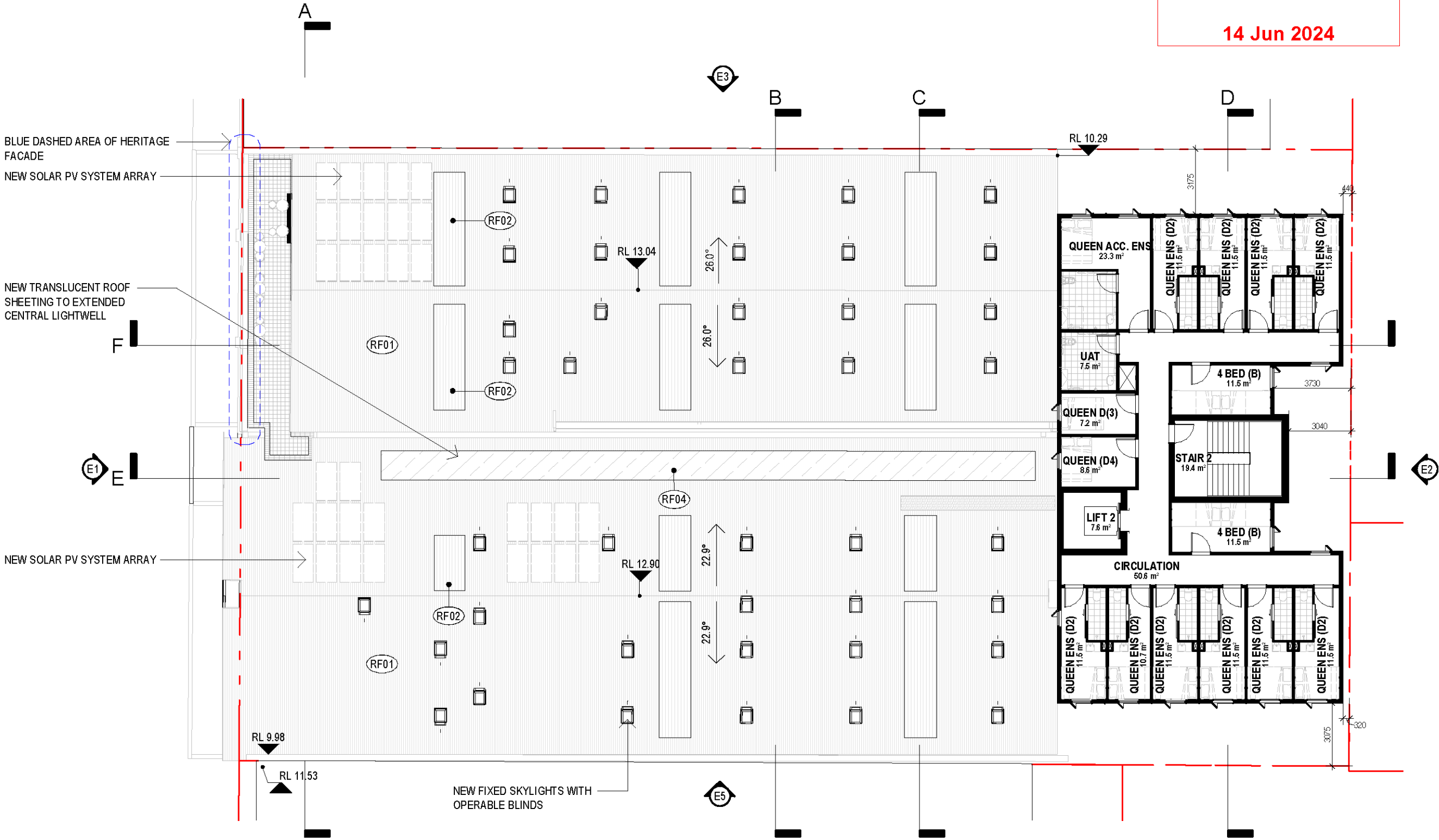
Scale: @ A3 / **1 : 200**

Drawing No. / **DA01.05**

P9 rothelowman

19 ESSEX STREET, FREMANTLE, WA

Disclaimer: Rothe Lowman Property Pty. Ltd. retains all common law, statutory law and other rights including copyright and intellectual property rights in respect of this document. The recipient indemnifies Rothe Lowman Property Pty. Ltd. against all claims resulting from use of this document for any purpose other than its intended use, unauthorized changes or reuse of the document on other projects without the permission of Rothe Lowman Property Pty. Ltd. Under no circumstance shall transfer of this document be deemed a sale or constitute a transfer of the license to use this document. ABN 76 005 783 997



WALL TYPE LEGEND

- EXISTING WALLS, FLOORS AND STRUCTURES TO BE RETAINED
- NEW WALLS, FLOORS AND STRUCTURES

Revisions	P3	04.09.2024	CONCEPT COORDINATION MEETING
	P4	22.04.2024	ISSUE FOR INFORMATION
	P5	24.04.2024	DAC DRAFT PACK
	P6	29.04.2024	DAC ISSUE
	P7	04.06.2024	DA ISSUE
	P8	05.06.2024	DA ISSUE 1

Project / **LyLo Fremantle**
19 ESSEX STREET, FREMANTLE, WA
Drawing / **L2-L3 Plan**

Project No / **223252** Author / **AL** Scale: @ A3 / **1 : 200**

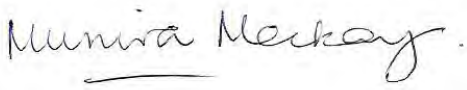
Drawing No. / **DA01.06**

P8 rothelowman

Design Review Report

19 Essex Street, Fremantle: DR 1

13th May 2024

Design Review Report		
Subject	19 Essex Street, Fremantle (pre-lodgement) – Design Review 1	
Date	13 th May 2024	
Time	2.00pm - 3.15pm	
Location	City of Fremantle	
Design Reviewers	Munira Mackay Marco Vittino Patrick Kosky Flavia Kiperman Tobias Busch	Chair Panel Member Panel Member Panel Member Panel Member
Proponent	LyLo	
Project Team	Rothelowman Developed	
Planning Authority	City of Fremantle	
Staff	Chloe Johnston Erik Dybdahl Jonathan Dornan Gena Binet	Manager Development Approvals Senior Planning Officer Planning Officer Heritage Coordinator
Stakeholders	-	
Declarations	None	
Briefings		
Relevant Authorities	The Planning Officer made a presentation to the Committee.	
Project Team	The Applicant made a presentation to the Committee.	
Design Review Report endorsement		
Reviewers signature	 Munira Mackay	

Introductory Comments	
In accordance with clause 78B(6)(b) of Local Planning Scheme No. 4, Council shall not determine a development application that proposes a building with a building height of 11 metres or greater in any zone other than the Residential or Industrial zones without first referring the application to the Design Advisory Committee for advice and having regard to the advice provided by the DAC. In providing advice to Council, the DAC shall have due regard to the following principles of good design: Character; Continuity and Enclosure; Quality of the public realm, Ease of movement; Legibility; Adaptability; and Diversity. For the purposes of recording the advice of the DAC, the City will record the strengths of the proposal and comments and recommendations in accordance with SPP7.0 Design of the Built Environment, as detailed below.	
Design quality evaluation	
Strengths of the Proposal	• A new tourism development proposal in the Fremantle City Centre for visitors who are seeking affordable hotel accommodation. • The LyLo model appears to be successful, with hotels in some of the major cities of New Zealand and in Brisbane; the proposal for Fremantle is the first in WA. • The Hotel model has the clear core values of “Authentic, Home and Local”. • The Hotel is an ‘intense’ development in terms of the high density of visitors accommodated (potentially 248 guests based on the room configurations). This new visitor population should contribute to the life and vibrancy of the city. • A sustainable design approach through the adaptive re-use of the existing two buildings on the site (including a Local Heritage Listed building at 19B). • New 4-storey addition is located at the eastern rear of the site with minimal negative visual and amenity impacts on the streetscape and surrounding existing properties. • Provision of an extensive area of different types of communal facilities for guests. • Activation opportunities of the building interface with Essex Street at both floor levels by way of al fresco dining areas. • Inclusion of accessibility rooms for people with disabilities.
Principle 1 Context character and	<i>Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.</i>
	a) The Proponent should ensure the early consideration of the integration of heritage with the new proposal. The Proponent should demonstrate an understanding of what is of heritage significance and what is not, and how much significant fabric is to be retained or demolished and its impact assessment on the heritage values of the place. b) Provide a Heritage Impact Statement (HIS) prior to the submission of the Development Application. The impact assessment should address, avoid and propose a mitigation strategy for the demolition of significant fabric and aesthetical streetscape impact. In addition to the Local Heritage Listed structures, the HIS also should address the State Registered Properties near to and adjacent to the site. The DAC suggested providing a streetscape perspective of the proposal looking north along Essex Street and to include the Fremantle Technical School. c) 19 Essex Street is essentially the amalgamation of two buildings on two lots (19A and 19B). The Proponent should maintain the character of Essex Street by respecting the existing fine grain and rhythm of the lot pattern and buildings. The DAC recommends a review of the proposed new awning (19A) and its exact horizontal alignment with the existing awning of the Local Heritage Listed building (19B). The awning is proposed to extend across the entire width of the building frontage as a consistent horizontal line; unfortunately, in doing so, the impression is conveyed of one large building.

	d) Consider the rich DNA of the Central Fremantle Heritage Area and how local character, culture and history (indigenous and post-colonial), rather than an 'international' approach, should be woven into the development. Consider a multi-layered approach to 'storytelling' that can be educational and enjoyable for local and overseas visitors, such as the integration of public art, wayfinding, and signage throughout the publicly visible and accessible external and internal areas of the proposal.
Recommendations	1. Demonstrate the integration of heritage with the new proposal. 2. Provide a Heritage Impact Statement (HIS) prior to the submission of the Development Application. 3. Maintain the character of Essex Street by respecting the existing fine grain and rhythm of the lot pattern and buildings; in particular, review the awning design. 4. Consider the rich DNA of the Central Fremantle Heritage Area and how local character, culture and history should be woven into the development.
Principle 2 Landscape quality	<i>Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.</i>
	a) Consider the opportunity to provide more landscape and natural amenity (daylight, ventilation) into the central communal "Main Street" on the first floor and the large communal areas at ground level.
Recommendations	1. Consider opportunities to provide more landscape and natural amenity into the communal areas.
Principle 3 Built form and scale	<i>Good design ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.</i>
	a) The DAC supports the bulk, height and scale of the new 4-storey accommodation block.
Recommendations	1. None
Principle 4 Functionality and build quality	<i>Good design meets the needs of users efficiently and effectively, balancing functional requirements to perform well and deliver optimum benefit over the full life-cycle.</i>
	a) Consider the technical aspects of design at this early stage, including safety and escape for visitors in the event of a fire.
Recommendations	1. Consider the technical aspects of design at this early stage.
Principle 5 Sustainability	<i>Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.</i>
	a. The DAC strongly supports the adaptive re-use of the two buildings for this new proposed hotel, however, consider long term sustainability and the ability to modify the proposal for other different uses in the future (noting, however, comments in Principle 1 about impact of changes on the integrity of the heritage building).
Recommendations	1. Consider long term sustainability and the ability to modify the proposal for other different uses in the future.
Principle 6 Amenity	<i>Good design optimises internal and external amenity for occupants, visitors and neighbours, providing environments that are comfortable, productive and healthy.</i>
	- The DAC supports the clustering of the hotel rooms into legible "Houses" accessed off the central "Main Street". - In view of the number of visitors accommodated in the main part of the hotel, consider the adequacy of the communal restroom 'block' and if re-distribution of the block's showers and toilets into smaller clusters (co-located with the "Houses") could improve accessibility. - Generally, consider improvements to the access of natural amenity into the rooms, particularly where between 3 to 8 visitors are accommodated together. Good levels of natural ventilation and daylight are critical for visitors to be comfortable and if staying in the hotel for longer than a few days.

	d) Consider improving the 4-storey block's rear staircase for the access of natural daylight and views out. e) Consider opportunities to improve the current narrow areas of external communal open space (at both levels) at the building's interface with the street. f) Consider improving the constrained front lobby area in view of the potential conflicts between visitors entering the front door, waiting outside lift 1, using stair 1, and squeezing through the narrow gap to the Bar. g) Consider relocating the bike store from the Back of House area to a more prominent and accessible part of the Hotel. Bike use is part of the Fremantle character and should be visible and celebrated.
Recommendations	1. Consider the adequacy of the communal restroom 'block' and possible co-location of facilities with the "Houses". 2. Consider improvements to the access of natural amenity into the rooms. 3. Consider improving the 4-storey block's rear staircase for the access of natural daylight and views out. 4. Consider opportunities to improve the current narrow areas of external communal open space at both levels. 5. Consider improving the constrained front lobby area. 6. Consider relocating the bike store from the Back of House area to a more prominent and accessible part of the Hotel.
Principle 7 Legibility	<i>Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around.</i>
	a) The layout of different spaces and circulation throughout the building is generally well considered and legible.
Recommendations	1. None
Principle 8 Safety	<i>Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.</i>
	a) The proposal is for 24-hour use and includes passive surveillance opportunities from openings to help enhance the safety of Essex Street.
Recommendations	1. None
Principle 9 Community	<i>Good design responds to local community needs as well as the wider social context, providing environments that support a diverse range of people and facilitate social interaction.</i>
	a) The DAC supports the tourism use and potential for hotel guests to socialise with the community in the Fremantle City Centre.
Recommendations	1. None
Principle 10 Aesthetics	<i>Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.</i>
	a) Provide further detail on the materiality of the new 4-storey addition (the different cladding, screen types and colour palette).
Recommendations	1. Provide further detail on the materiality of the new 4-storey addition.

Concluding Remarks

While the DAC provides its initial support for this generally well-considered tourism development proposal in the Fremantle City Centre, the DAC did identify several areas for further consideration:

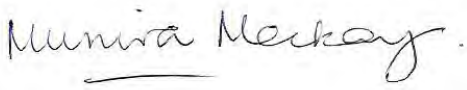
- **Heritage:** Demonstrate an understanding of the integration of heritage with the proposal; provide a comprehensive Heritage Impact Statement with key street views; and review current design elements that are affecting the integrity of the Essex Street character.
- **Integrate local Fremantle character, culture and history into the development for a strong sense of place.**

- Provide more landscape and natural amenity into the communal areas.
- Review the technical aspects of design at this early stage.
- Consider long term sustainability and the ability to modify the proposal for other different uses in the future (noting the importance of maintaining the integrity of the heritage building).
- Amenity: Suggested improvements to the provision and location of restroom facilities; more natural amenity into guest rooms and the rear staircase; design of the constrained external communal open spaces at both levels and the front lobby; and a more prominent and accessible location for the bike store.
- Provide further detail on the materiality of the new 4-storey addition.

Design Review Report

19 Essex Street, Fremantle: DR 1

13th May 2024

Design Review Report		
Subject	19 Essex Street, Fremantle (pre-lodgement) – Design Review 1	
Date	13 th May 2024	
Time	2.00pm - 3.15pm	
Location	City of Fremantle	
Design Reviewers	Munira Mackay Marco Vittino Patrick Kosky Flavia Kiperman Tobias Busch	Chair Panel Member Panel Member Panel Member Panel Member
Proponent	LyLo	
Project Team	Rothelowman Developed	
Planning Authority	City of Fremantle	
Staff	Chloe Johnston Erik Dybdahl Jonathan Dornan Gena Binet	Manager Development Approvals Senior Planning Officer Planning Officer Heritage Coordinator
Stakeholders	-	
Declarations	None	
Briefings		
Relevant Authorities	The Planning Officer made a presentation to the Committee.	
Project Team	The Applicant made a presentation to the Committee.	
Design Review Report endorsement		
Reviewers signature	 Munira Mackay	

Introductory Comments	
In accordance with clause 78B(6)(b) of Local Planning Scheme No. 4, Council shall not determine a development application that proposes a building with a building height of 11 metres or greater in any zone other than the Residential or Industrial zones without first referring the application to the Design Advisory Committee for advice and having regard to the advice provided by the DAC. In providing advice to Council, the DAC shall have due regard to the following principles of good design: Character; Continuity and Enclosure; Quality of the public realm, Ease of movement; Legibility; Adaptability; and Diversity. For the purposes of recording the advice of the DAC, the City will record the strengths of the proposal and comments and recommendations in accordance with SPP7.0 Design of the Built Environment, as detailed below.	
Design quality evaluation	
Strengths of the Proposal	• A new tourism development proposal in the Fremantle City Centre for visitors who are seeking affordable hotel accommodation. • The LyLo model appears to be successful, with hotels in some of the major cities of New Zealand and in Brisbane; the proposal for Fremantle is the first in WA. • The Hotel model has the clear core values of “Authentic, Home and Local”. • The Hotel is an ‘intense’ development in terms of the high density of visitors accommodated (potentially 248 guests based on the room configurations). This new visitor population should contribute to the life and vibrancy of the city. • A sustainable design approach through the adaptive re-use of the existing two buildings on the site (including a Local Heritage Listed building at 19B). • New 4-storey addition is located at the eastern rear of the site with minimal negative visual and amenity impacts on the streetscape and surrounding existing properties. • Provision of an extensive area of different types of communal facilities for guests. • Activation opportunities of the building interface with Essex Street at both floor levels by way of al fresco dining areas. • Inclusion of accessibility rooms for people with disabilities.
Principle 1 Context character and	<i>Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.</i>
	a) The Proponent should ensure the early consideration of the integration of heritage with the new proposal. The Proponent should demonstrate an understanding of what is of heritage significance and what is not, and how much significant fabric is to be retained or demolished and its impact assessment on the heritage values of the place. b) Provide a Heritage Impact Statement (HIS) prior to the submission of the Development Application. The impact assessment should address, avoid and propose a mitigation strategy for the demolition of significant fabric and aesthetical streetscape impact. In addition to the Local Heritage Listed structures, the HIS also should address the State Registered Properties near to and adjacent to the site. The DAC suggested providing a streetscape perspective of the proposal looking north along Essex Street and to include the Fremantle Technical School. c) 19 Essex Street is essentially the amalgamation of two buildings on two lots (19A and 19B). The Proponent should maintain the character of Essex Street by respecting the existing fine grain and rhythm of the lot pattern and buildings. The DAC recommends a review of the proposed new awning (19A) and its exact horizontal alignment with the existing awning of the Local Heritage Listed building (19B). The awning is proposed to extend across the entire width of the building frontage as a consistent horizontal line; unfortunately, in doing so, the impression is conveyed of one large building.

	d) Consider the rich DNA of the Central Fremantle Heritage Area and how local character, culture and history (indigenous and post-colonial), rather than an 'international' approach, should be woven into the development. Consider a multi-layered approach to 'storytelling' that can be educational and enjoyable for local and overseas visitors, such as the integration of public art, wayfinding, and signage throughout the publicly visible and accessible external and internal areas of the proposal.
Recommendations	1. Demonstrate the integration of heritage with the new proposal. 2. Provide a Heritage Impact Statement (HIS) prior to the submission of the Development Application. 3. Maintain the character of Essex Street by respecting the existing fine grain and rhythm of the lot pattern and buildings; in particular, review the awning design. 4. Consider the rich DNA of the Central Fremantle Heritage Area and how local character, culture and history should be woven into the development.
Principle 2 Landscape quality	<i>Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.</i>
	a) Consider the opportunity to provide more landscape and natural amenity (daylight, ventilation) into the central communal "Main Street" on the first floor and the large communal areas at ground level.
Recommendations	1. Consider opportunities to provide more landscape and natural amenity into the communal areas.
Principle 3 Built form and scale	<i>Good design ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.</i>
	a) The DAC supports the bulk, height and scale of the new 4-storey accommodation block.
Recommendations	1. None
Principle 4 Functionality and build quality	<i>Good design meets the needs of users efficiently and effectively, balancing functional requirements to perform well and deliver optimum benefit over the full life-cycle.</i>
	a) Consider the technical aspects of design at this early stage, including safety and escape for visitors in the event of a fire.
Recommendations	1. Consider the technical aspects of design at this early stage.
Principle 5 Sustainability	<i>Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.</i>
	a. The DAC strongly supports the adaptive re-use of the two buildings for this new proposed hotel, however, consider long term sustainability and the ability to modify the proposal for other different uses in the future (noting, however, comments in Principle 1 about impact of changes on the integrity of the heritage building).
Recommendations	1. Consider long term sustainability and the ability to modify the proposal for other different uses in the future.
Principle 6 Amenity	<i>Good design optimises internal and external amenity for occupants, visitors and neighbours, providing environments that are comfortable, productive and healthy.</i>
	- The DAC supports the clustering of the hotel rooms into legible "Houses" accessed off the central "Main Street". - In view of the number of visitors accommodated in the main part of the hotel, consider the adequacy of the communal restroom 'block' and if re-distribution of the block's showers and toilets into smaller clusters (co-located with the "Houses") could improve accessibility. - Generally, consider improvements to the access of natural amenity into the rooms, particularly where between 3 to 8 visitors are accommodated together. Good levels of natural ventilation and daylight are critical for visitors to be comfortable and if staying in the hotel for longer than a few days.

	d) Consider improving the 4-storey block's rear staircase for the access of natural daylight and views out. e) Consider opportunities to improve the current narrow areas of external communal open space (at both levels) at the building's interface with the street. f) Consider improving the constrained front lobby area in view of the potential conflicts between visitors entering the front door, waiting outside lift 1, using stair 1, and squeezing through the narrow gap to the Bar. g) Consider relocating the bike store from the Back of House area to a more prominent and accessible part of the Hotel. Bike use is part of the Fremantle character and should be visible and celebrated.
Recommendations	1. Consider the adequacy of the communal restroom 'block' and possible co-location of facilities with the "Houses". 2. Consider improvements to the access of natural amenity into the rooms. 3. Consider improving the 4-storey block's rear staircase for the access of natural daylight and views out. 4. Consider opportunities to improve the current narrow areas of external communal open space at both levels. 5. Consider improving the constrained front lobby area. 6. Consider relocating the bike store from the Back of House area to a more prominent and accessible part of the Hotel.
Principle 7 Legibility	<i>Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around.</i>
	a) The layout of different spaces and circulation throughout the building is generally well considered and legible.
Recommendations	1. None
Principle 8 Safety	<i>Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.</i>
	a) The proposal is for 24-hour use and includes passive surveillance opportunities from openings to help enhance the safety of Essex Street.
Recommendations	1. None
Principle 9 Community	<i>Good design responds to local community needs as well as the wider social context, providing environments that support a diverse range of people and facilitate social interaction.</i>
	a) The DAC supports the tourism use and potential for hotel guests to socialise with the community in the Fremantle City Centre.
Recommendations	1. None
Principle 10 Aesthetics	<i>Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.</i>
	a) Provide further detail on the materiality of the new 4-storey addition (the different cladding, screen types and colour palette).
Recommendations	1. Provide further detail on the materiality of the new 4-storey addition.

Concluding Remarks

While the DAC provides its initial support for this generally well-considered tourism development proposal in the Fremantle City Centre, the DAC did identify several areas for further consideration:

- **Heritage:** Demonstrate an understanding of the integration of heritage with the proposal; provide a comprehensive Heritage Impact Statement with key street views; and review current design elements that are affecting the integrity of the Essex Street character.
- **Integrate local Fremantle character, culture and history into the development for a strong sense of place.**

- Provide more landscape and natural amenity into the communal areas.
- Review the technical aspects of design at this early stage.
- Consider long term sustainability and the ability to modify the proposal for other different uses in the future (noting the importance of maintaining the integrity of the heritage building).
- Amenity: Suggested improvements to the provision and location of restroom facilities; more natural amenity into guest rooms and the rear staircase; design of the constrained external communal open spaces at both levels and the front lobby; and a more prominent and accessible location for the bike store.
- Provide further detail on the materiality of the new 4-storey addition.

Schedule of Submissions – Tourist Development

Date Commenced: 8 July 2024

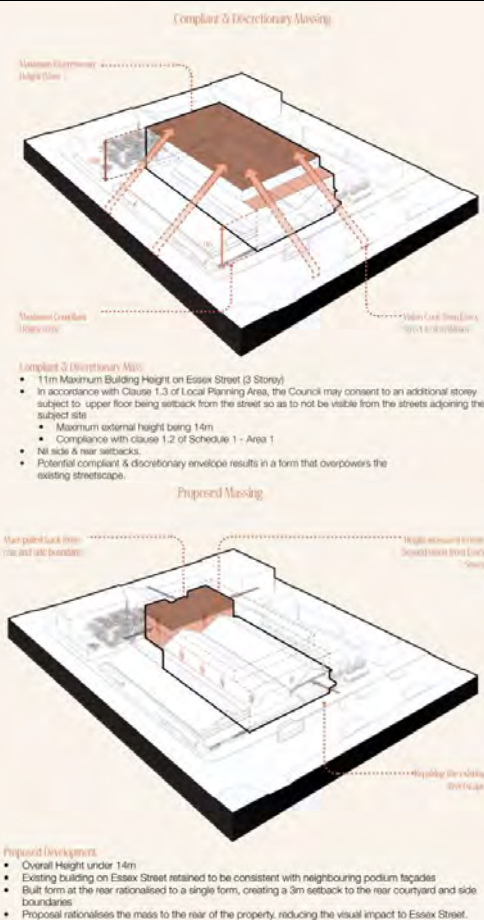
Date Ended: 6 August 2024

Total Submissions Received: 25 Submissions

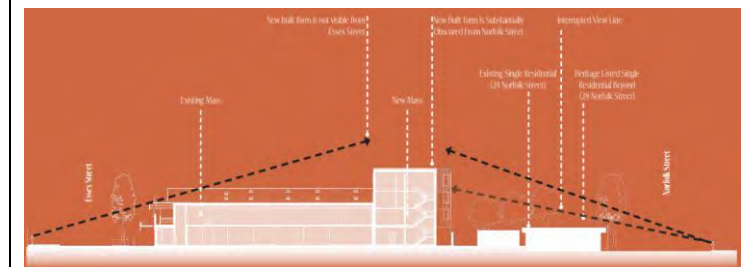
Consultation Method: Letters (200m radius), MySay Webpage, Sign on Site; Press Notices

Ref#	Submission	Applicant Response
1.	Fantastic opportunity to have the CBD developed and draw some visitors	Submission noted.
2.	I am strongly against the proposal. Specific comments: "Vehicle Parking" Even the baseline number of 20 parking spaces is disingenuous. The LPA guidelines of one bay per 4 rooms are based around "normal" hotel rooms with one bed per room. Because of the unusual disposition of this hotel, a more reasonable baseline would be one bay per four beds - on other words, 60 parking bays, not 20. The reasoning behind reducing the parking from a baseline to zero, is flimsy and fatuous. More specifically: "who are very unlikely to be travelling to the Perth Metropolitan Region via car" - As we already learned from the parking problems at the South Mole, many backpackers and travellers do indeed travel with vehicles. And we also learn that they will go to extremes to avoid paying for parking. We already have the development at 65 South Terrace, and the new Police Precinct, both of which were allowed to proceed with underprovisioned parking - the result of which will mean an increase in the already prevalent illegal and overnight parking that occurs on nearby residential streets (Suffolk Street being a prime example). The addition of 250 beds, with zero parking, means there will be a huge influx of additional parking (both legal and illegal). "One-off care hire options, which are parked off-site, such as Car Share" - While this is a lovely idea, and I do really encourage such an option be developed (such as ZipCars in the US), there is zero supporting infrastructure for Car Share right now. As such, it can not be considered a factor in a development application. "The site includes sufficient bicycle parking facilities,"	Vehicle Parking Submission is noted. In response, please note that the site is located in close proximity to several alternative transport options in lieu of driving and parking on-site, including the following: - o Fremantle Train Station (650m) - o Several bus services from South Terrace (60m) - o Taxi Rank South Terrace (75m) - o Ride share options, such as Uber and Didi - o One-off care hire options, which are parked off-site, such as Car Share. It is not considered reasonable to argue that additional accommodation in the city centre will result in more backpackers sleeping in their cars. As discussed in our submitted planning reports the hotel expects a large contingent of international travellers who will be utilising public transport and staying and experience the City of Fremantle. This is

- the plans seem to identify 12 bicycle parking slots. How this is considered “sufficient” for 250 beds escapes me, but it is a patently untrue statement. “Reduction in on-site parking reduces traffic impacts to the congested city centre.” - I find this statement highly contentious. Although I know that this a common “Party Line” that is used to excuse densification-without-infrastructure-investment, really what happens is that people still use vehicles, and stress the already overstressed local parking system. Building Height - This building will have an immediate aspect on the viewshed from Norfolk Street, an important character area of this part of Fremantle. While the “Compliant Height” of 11m would not seem out of character for this area, the proposed variation to 14m is definitely out of character, and will negatively impact the viewshed and character of the area, especially from heritage places such as the Norfolk Hotel. Building Design “The architectural plans provide details of the materials, colours and finishes of the proposed development, which demonstrate a well- considered, visual interesting, and quality materials palette.” - Frankly, I find such statements simply insulting. The Aesthetic design of the 4-story part of the building looks like a cheap attempt at neo-brutalism. Not a single part of the design bears a true relevance to the surrounding area . The comparisons to the Fremantle Technical school are frankly laughable - the only similarity being that both are red. In summary: Too tall - reduce the design to be within the existing guidelines of 11m Too little parking/access - the developers need to invest in providing a minimum of 20 additional parking bays (preferably 60), even if those are offsite Poor design - a square box with a few wibbly bits is not the sort of architecture that merits the other special dispensations that the designers are asking for.	the benefit of the short stay accommodation being located within the City Centre. In addition, given the nature of the development as short-stay accommodation, the need for extensive parking is minimized. To address parking concerns, additional bicycle parking and a designated drop-off point for courtesy minibuses on Essex Street are included for visitor convenience. Bicycle Parking Provision Submission is noted and in response, the plans have been updated to include 27 bicycle bays within the development, ensuring sufficient provision for guests. In addition to providing considerable bicycle parking to guests the 27 bicycle bays will encourage staff to cycle to work as is common practice in the City of Fremantle. Building Heights The development adheres to the allowable height envelope, with a maximum height of 14m (4 storeys) in accordance with Clause 1.3 of the LPS.
---	--



The 4-storey section is located at the rear of the property, away from the adjoining Essex Street, minimizing its impact.



		The design ensures that the development remains concealed from natural sightlines on Essex and Norfolk Streets, with visibility from Norfolk Lane mitigated by the existing structures at 21 Essex Street and the neighbouring tree canopies. Aesthetic Quality The design process carefully integrates layers of characteristics from the surrounding streetscape, ensuring the development is visually harmonious with its context.
3.	Tourist Development! That made me chuckle. I'm happy for development in Freo, but this looks pretty ordinary to me..... I can't see how it improves or adds to the 'vibe' of Freo. although budget accomodation is necessary, this looks like a pretty unappealing place to stay. If you stayed here, would you remember your time in Freo fondly? Who knows. Anyway, so many beds with virtually no parking is an issue for us - we live in Suffolk St and the parking is keen and traffic a little too fast at times- this place won't help that. I don't think this proposal [unlike many others] has much to offer our great town	Parking Submission is noted. In response, please note that the site is located in close proximity to several alternative transport options in lieu of driving and parking on-site, including the following: - o Fremantle Train Station (650m) - o Several bus services from South Terrace (60m) - o Taxi Rank South Terrace (75m) - o Ride share options, such as Uber and Didi - o One-off care hire options, which are parked off-site, such as Car Share. It is not considered reasonable to argue that additional accommodation in the city centre will result in more backpackers sleeping in their cars. As discussed in our submitted planning reports the hotel expects a large contingent of international travellers who will be utilising public transport and staying and experience the City of Fremantle. This is the benefit of the short stay accommodation being located within the City Centre.

		In addition, given the nature of the development as short-stay accommodation, the need for extensive parking is minimized. To address parking concerns, additional bicycle parking and a designated drop-off point for courtesy minibuses on Essex Street are included for visitor convenience.
4.	The effect of building on all the surrounding businesses would be dire. Why not rejuvenate an area with Existing buildings ie Paddy Troy Area... Heritage rejuvenation and it's in the centre of Fremantle 4 storey Would not be in keeping with surrounding buildings, What about? not in keeping with everything else Hotels are not at full capacity especially during the winter time... I can't emphasise enough the effect that this would have on my business which is a bed-and-breakfast during construction time. It would be an absolute nightmare. Parking would also be another issue we struggle with the parking at the moment. We do not need another hotel on Essex Street. There is the Esplanade etc.	Issues with Use The development site is located within the central area of Fremantle city centre - within the City Centre Zone of the Local Planning Scheme. The development proposal is entirely consistent with the planning aims for this zone and is highly compatible with the surrounding context of the local area. Whilst we can understand the concerns of all residential land uses within the immediate context every effort has been imposed to reduce impacts, including setting back the upper storeys, providing screening to reduce overlooking, implementing an acoustic report to ensure noise protection. In addition to the above, a development was approved for a change of use in 2023 to include Public Amusement. Additionally, the pre-existing Development Application (DA) from 2020 specified a four-storey tourist accommodation building with additions and alterations to an existing structure. This project is in line with the previously approved uses and aligns with the area's ongoing development strategy.
5.	I definitely do not support this development. The noise levels from the street over the weekend is already beyond acceptable especially later in the night. Adding another 'tourist' accommodation next door would ruin the comfort of the residents of our complex. There is already a huge shortage of parking around Essex Street. The townhouses at 15-17 Essex Street have limited sunlight and this would be ok impacted by a building of 4 storeys next door	Shadow Study Analysis The proposed development casts significantly less shadow than what is permissible under the compliant building envelope. Additionally, it's important to note that the townhouses' courtyards at 15-17 Essex Street are already overshadowed by existing fence lines, as shown in the study. For further details, please refer to

		DA04.01, which provides a breakdown of the overshadowing impact.
6.	We write in support of the proposed redevelopment of the development of 19 Essex Street, Fremantle. Essex street is ready for development and this proposal does not appear to change the streetscape from outside. The proposal to have more accommodation in the down town Freo is very positive and we support the proposal 100%	Submission is noted.
7.	I do not believe that a 4 storey building in this area that will attract increased noise, traffic and generally increased issues will be beneficial to the community. It is a small space for what is being considered and I am worried for the impact on the Fremantle community. Whilst I agree that a larger space for tourists to stay would be beneficial I believe there are more appropriate locations for this.	Scale of Development The proposed development adheres to the allowable building envelope, with a maximum height of 4 storeys (14m) as stipulated in Clause 1.3 of the Local Planning Scheme (LPS). The design has been carefully considered to align with the planning regulations and the character of the surrounding area.  Compliant & Discretionary Allowings: 11m Maximum Building Height on Essex Street (3 Storey) - In accordance with Clause 1.3 of Local Planning Area, the Council may consent to an additional storey, subject to: upper floor being setback from the street so as to not be visible from the streets adjoining the subject site - Maximum external height being 14m - Compliance with clause 1.2 of Schedule 1 - Area 1 - Nil side & rear setbacks. - Potential compliant & discretionary envelope results in a form that overpowers the existing streetscape. Amenity The development will introduce new amenities that will benefit the local community, including a ground-floor bar that is intended to enhance the vibrancy and social atmosphere of the area. This addition is designed to complement the existing offerings in Fremantle, providing a welcoming space for both residents and visitors.

8.	I welcome, more accommodation in the City, but I'm concerned about the lack of car parking for this proposed site. Can Council please consider this as part of the application process?	Parking Submission is noted. In response, please note that the site is located in close proximity to several alternative transport options in lieu of driving and parking on-site, including the following: - o Fremantle Train Station (650m) - o Several bus services from South Terrace (60m) - o Taxi Rank South Terrace (75m) - o Ride share options, such as Uber and Didi - o One-off car hire options, which are parked off-site, such as Car Share. It is not considered reasonable to argue that additional accommodation in the city centre will result in more backpackers sleeping in their cars. As discussed in our submitted planning reports the hotel expects a large contingent of international travellers who will be utilising public transport and staying and experience the City of Fremantle. This is the benefit of the short stay accommodation being located within the City Centre. In addition, given the nature of the development as short-stay accommodation, the need for extensive parking is minimized. To address parking concerns, additional bicycle parking and a designated drop-off point for courtesy minibuses on Essex Street are included for visitor convenience.
9.	I support this submission. Fremantle is in need of higher density and tourist accommodation. I have a office very close by on South Terrace and think more backpackers will be good for the area.	

10.	I do not support this type of development in Fremantle this location is not the right one for a backpacker style accommodation.. especially one with so many beds !! The impact on the locals would be very detrimental to their amenity and rights to peace and quiet in their chosen area. Thus should not be allowed to proceed!	Amenity The development is designed to enhance the local area by introducing new amenities, including a ground-floor bar and restaurant. These features aim to provide additional social and dining options for both residents and visitors, contributing positively to the vibrancy of the surrounding community.
11.	I was made aware of this development application last week when a resident sent a plea for support to the Fremantle History Society. Having had a look at the plans I can understand why they are concerned about the impact this building, if approved, would have upon their own properties. Essex Street and Norfolk Street sit within the Central Fremantle Heritage area, an area renowned for its well-preserved architectural heritage. The existing buildings at 19a have certainly had some unsympathetic renovations over the years, although the original structures built by Frederick Instone between 1913 and 1915 are still evident. Despite the extensive alterations it is deemed significant enough to be included on the City of Fremantle's Local Heritage Survey as being at Level 2, of considerable cultural heritage significance in its own right within the context of Fremantle, its conservation a priority. It is in good company with the Fremantle Technical College and Annex on the corner of South Terrace, Pirate backpackers at no. 11 (formerly Star Hotel), the Esplanade Hotel and the 1890 terrace cottages across the road at nos. 20,22 and 24, as well as the Port Flour Mill. I realise the original building at no. 19b was demolished in 2012, and although little attempt was made blend into its surroundings, the replacement building still 'fitted' within the existing streetscape. It is difficult to understand how a brown, metal-clad, 4-storey box sitting in the midst of 1-2 storey heritage buildings could be considered an appropriate addition to that environment. The Environmental Impact Statement by Urbis is something of an understatement when it describes the development as a 'modest modular design'. Such a structure must have a huge impact upon the neighbouring dwellings, their sunlight and privacy. The Transport Impact Statement concludes that the majority of hostel guests will use Uber, taxis and public transport but even if this is true, four on-site parking bays are not going to be adequate for such a large development. I am not anti-development, growth and change is inevitable, but good development, with respect to a city's history, heritage and culture, and remembering the reasons why we all choose to work, live and spend time here in the first place. I sincerely hope Fremantle Council will reject these plans and send Rothelowman back to the drawing board.	Impact to surrounding Buildings The proposed development carefully considers the existing Development Application (DA), shadow analysis, and allowable building envelope. The design intentionally does not maximize the buildable area to minimize adverse impacts on the wider streetscape and heritage context. Heritage Considerations The proposed works have been assessed by experienced heritage experts Urbis who have deemed the works consistent with the Australian ICOMOS Burra Charter principles, conserving the most significant fabric of the 19b Essex Street Facade. Importantly, the proposed demolition and alterations are reserved for contemporary non-contributory fabric. New work is clearly identifiable as new but respects the scale form, and materiality of the adjacent context established by heritage fabric. The result is that any proposed modifications will not impact upon the heritage fabric of the building and the additions are setback from the frontage to avoid impacts to adjoining properties. The Heritage Council of Western Australia (HCWA) was consulted as part of the application process and

		were fully supportive of the proposal. The following response was provided by the HCWA: - A portion of the limestone wall (pre dated 1910) on the east boundary of the site, adjoining 26-28 Norfolk Street, is original and significant. - The development introduces a new visual element to the Norfolk Street and Norfolk Lane streetscape which will be visible behind 26-28 Norfolk Street. It is considered that this will have a minimal adverse impact on the cultural heritage values of 26-28 Norfolk Street. - The proposal will not affect the cultural heritage significance of Port Flour Mill and Fremantle Technical College Annexe. The HCWA has recommended the following conditions be applied to the development which the developer has agreed to be imposed: 1. A dilapidation survey of the Port Flour Mill, 26-28 Norfolk Street and the limestone boundary wall is to be prepared by a suitably qualified professional prior to any works being undertaken. 2. A program of monitoring any structural movement and potential vibration impacts on the Port Flour Mill, 26-28 Norfolk Street the limestone boundary wall is to be implemented at the commencement of works. The Heritage Council is to be notified immediately if any impact occurs and advised on a recommended course of action by a suitably qualified structural engineer
--	--	--

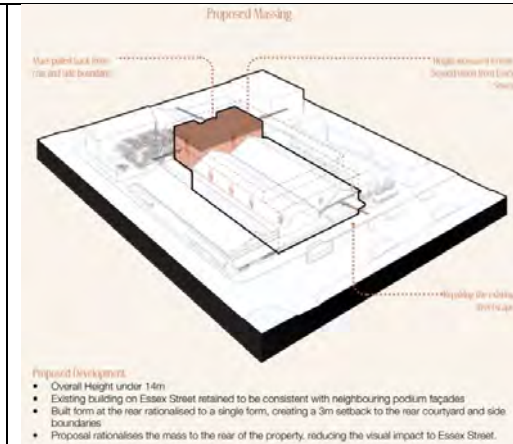
To summarise, the development team has taken the time to engage with a heritage expert as part of the preparation of plans to ensure the proposal respects and contributes to existing heritage character. In doing so the HCWA has supported the design. In order to reduce any minimal risk of impact to the neighbours suitable conditions are to be imposed on the development.

Streetscape Considerations

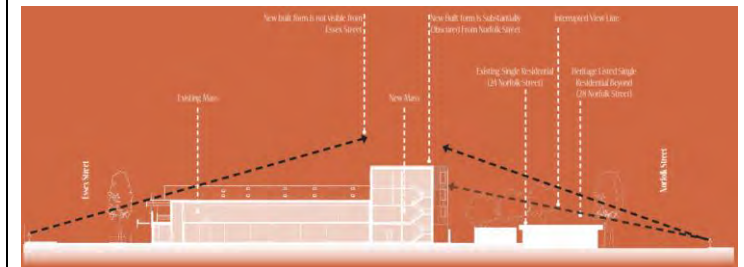


The proposed development complies with the allowable height envelope of 4 storeys (14m) as per Clause 1.3 of the Local Planning Scheme (LPS).

The 4-storey section is positioned at the rear of the property, away from Essex Street, reducing its impact on the streetscape



The design ensures that the development remains concealed from natural sightlines on Essex and Norfolk Streets, with visibility further mitigated by existing structures and tree canopies.



Shadow Study Analysis

The development casts significantly less shadow than what is permissible under the compliant building envelope. For detailed information, refer to DA04.01, which provides a breakdown of the overshadowing impact.

12.

The living spaces, balconies and large rear courtyard of our property, together with the amenity we enjoy in our home at this location will be significantly adversely impacted by this proposed hostel development.
Our purchase of our property in this historic complex was made with full knowledge &

Overshadowing Considerations

The proposed development will cause significantly less overshadowing than allowed within the compliant envelope. Refer to DA04.01 for detailed analysis.

understanding of the Land-use zoning of our site as well as the neighboring sites to our property - (also noting 19 Essex Street as Commercial zoning). Please note that: 1: The Port-Mill complex has the highest State & National heritage registration & protection. 2: Subterranean retaining, side & rear boundary rubble-limestone walls are comprised within the Heritage listing and protection. 3:LAND USE: -We do not agree to any change to the current 'Land-Use' designation of 19 Essex Street. -The land use of the Port-Mill complex is mis-represented on submitted documentation: Specifically: There are 15 Units within the Port Mill complex. ONE of 15 Units is Approved as a Short Stay B&B. One Unit is a small wine bar and one is a small Art gallery. The remaining 12 Units are Residential. Strata Bylaws for The Port Mill complex specifically EXCLUDE use of any other units for Short-Stay accomodation. -We do not want (up to 248) hostel guests residing immediately adjacent to our home- this is ridiculous. -We do not want a 4 storey, 14 metre high accomodation block towering over our home. - The maximum compliant 11 Metre height must never be exceeded. -We do not want overshadowing and overlooking issues impacting our home or the amenity we have to enjoy our balconies and private courtyard & outdoor living spaces. Our access to existing sunlight must never be impacted and our visual privacy must never be impacted. -We do not want the 'personal accumulated' noise impact of up to 248 'Hostel' style guests living 3 metres from our home / outdoor living spaces. -We do not want the noise of residential infrastructure for 248 guests impacting us - including Air-conditioning, bin lids opening /closing / bin movements & delivery services catering for 248 guests as well as proposed bar / cafe facilities. 4: ONSITE CAR PARKING: -We do not agree to any reduction whatsoever to the minimum onsite car parking requirements for any new development on this site. Of note is that 3 car parking bays (one of these disabled) and one service bay are proposed. - The minimum car parking requirements for this development is 20 bays. Car parking in central Fremantle is already at a premium. - Such a variation is completely ridiculous. - Anticipating that NONE of the 248 Hostel guests as well as workers at the proposed facility would not have ANY vehicles to park at this premises is ridiculous. - A major adverse impact to the existing, extremely	Heritage The proposed works have been assessed by experienced heritage experts Urbis who have deemed the works consistent with the Australian ICOMOS Burra Charter principles, conserving the most significant fabric of the 19b Essex Street Facade. Importantly, the proposed demolition and alterations are reserved for contemporary non-contributory fabric. New work is clearly identifiable as new but respects the scale form, and materiality of the adjacent context established by heritage fabric. The result is that any proposed modifications will not impact upon the heritage fabric of the building and the additions are setback from the frontage to avoid impacts to adjoining properties. The Heritage Council of Western Australia (HCWA) was consulted as part of the application process and were fully supportive of the proposal. The following response was provided by the HCWA: - A portion of the limestone wall (pre dated 1910) on the east boundary of the site, adjoining 26-28 Norfolk Street, is original and significant. - The development introduces a new visual element to the Norfolk Street and Norfolk Lane streetscape which will be visible behind 26-28 Norfolk Street. It is considered that this will have a minimal adverse impact on the cultural heritage values of 26-28 Norfolk Street. - The proposal will not affect the cultural heritage significance of Port Flour Mill and Fremantle Technical College Annexe.
--	---

limited & congested street parking in central Fremantle would certainly be expected. - Many backpackers / hostel staying people have cars / vans in which they travel around Australia! ... To expect zero cars for 248 guests plus staff - is DREAMING! 5: BUILDING HEIGHT: - We do not approve of any construction above the compliant level of 11metres. - This would cause an adverse visual and sunlight impact on our property. This would also be an ugly and inappropriate construction within the lower height surrounding buildings - and upon our heritage precinct. What a visual 'sore' within the beauty of old Fremantle such a modern tower would be! - This is unthinkable! -We do not agree with the City of Fremantle - our TRUSTED and funded City council, with using ANY discretionary decision making to agree to any height increase (in this case a proposed 14 metre accommodation tower). Thank you for accepting my submission in direct opposition to this proposed development (#DAP002/24) of 19 Essex Street Fremantle. Please contact me for further input as required. As the council planning officer notes, the decision is based on planning concerns which need to be specifically addressed in your responses as neighbours to the site. Noting the 'amenity' issues eg an escalation of ongoing noise from the hospitality venue, the proximity of noise from the rubbish control which happens for commercial properties often over night with trucks reversing etc etc, potential overlooking of rear courtyards, heritage protection particularly – the vicinity of heritage protected buildings is significant to their continuing significance, obligations to protect the fabric of listed heritage buildings from degradation eg vibration caused by compacting for adjacent building works is likely to cause cracking and movement in the 160 year old limestone construction. It is critical to address the misinformation contained in the submission by the proponents that shows all of 15-17 Essex Street being a hospitality and short term accommodation venue.	The HCWA has recommended the following conditions be applied to the development which the developer has agreed to be imposed: 1. A dilapidation survey of the Port Flour Mill, 26-28 Norfolk Street and the limestone boundary wall is to be prepared by a suitably qualified professional prior to any works being undertaken. 2. A program of monitoring any structural movement and potential vibration impacts on the Port Flour Mill, 26-28 Norfolk Street the limestone boundary wall is to be implemented at the commencement of works. The Heritage Council is to be notified immediately if any impact occurs and advised on a recommended course of action by a suitably qualified structural engineer To summarise, the development team has taken the time to engage with a heritage expert as part of the preparation of plans to ensure the proposal respects and contributes to existing heritage character. In doing so the HCWA has supported the design. In order to reduce any minimal risk of impact to the neighbours suitable conditions are to be imposed on the development. Side and Rear boundary Limestone Walls A dilapidation survey, along with a monitoring and structural movement plan, will be required before starting construction to address potential impacts on the heritage-listed limestone walls.
--	---

		Land Use Designation - Change of Use The development site is located within the central area of Fremantle city centre - within the City Centre Zone of the Local Planning Scheme. The development proposal is entirely consistent with the planning aims for this zone and is highly compatible with the surrounding context of the local area. Whilst we can understand the concerns of all residential land uses within the immediate context every effort has been imposed to reduce impacts, including setting back the upper storeys, providing screening to reduce overlooking, implementing an acoustic report to ensure noise protection. In addition to the above, a development was approved for a change of use in 2023 to include Public Amusement. Additionally, the pre-existing Development Application (DA) from 2020 specified a four-storey tourist accommodation building with additions and alterations to an existing structure. This project is in line with the previously approved uses and aligns with the area's ongoing development strategy. Documentation Update The documentation will be revised to accurately reflect the current land use of the Port-Mill complex Allowable Envelope Clarification The proposed development adheres to the allowable building height of 4 storeys (14m), as detailed in point 5. Existing Services Laneway While there are concerns about potential noise, it is important to note that the current access from Norfolk Lane is a service laneway. This should be considered in the context of existing service operations.
--	--	---

Parking

Submission is noted. In response, please note that the site is located in close proximity to several alternative transport options in lieu of driving and parking on-site, including the following:

- o Fremantle Train Station (650m)
- o Several bus services from South Terrace (60m)
- o Taxi Rank South Terrace (75m)
- o Ride share options, such as Uber and Didi
- o One-off care hire options, which are parked off-site, such as Car Share.

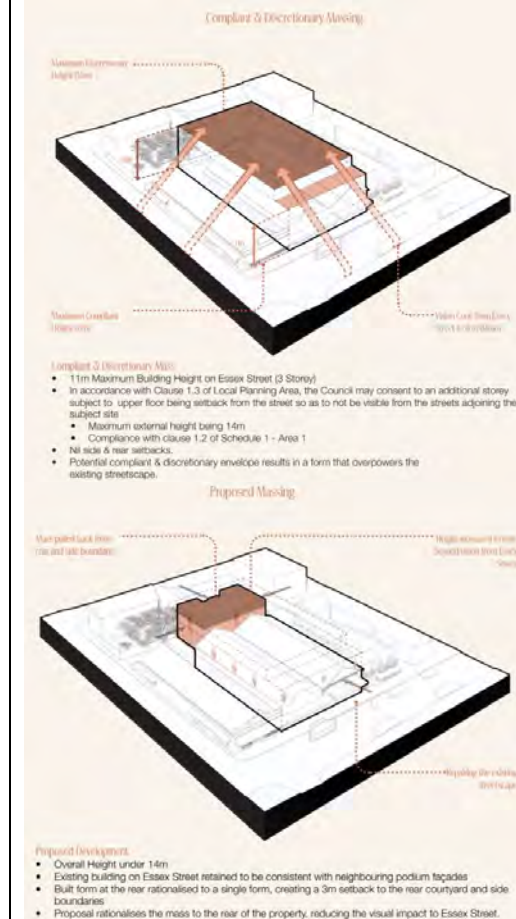
It is not considered reasonable to argue that additional accommodation in the city centre will result in more backpackers sleeping in their cars.

As discussed in our submitted planning reports the hotel expects a large contingent of international travellers who will be utilising public transport and staying and experience the City of Fremantle. This is the benefit of the short stay accommodation being located within the City Centre.

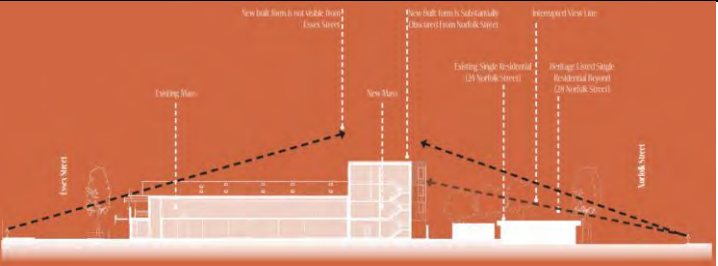
In addition, given the nature of the development as short-stay accommodation, the need for extensive parking is minimized. To address parking concerns, additional bicycle parking and a designated drop-off point for courtesy minibuses on Essex Street are included for visitor convenience.

Building Height

The development adheres to the allowable height envelope, with a maximum height of 14m (4 storeys) in accordance with Clause 1.3 of the LPS.



The 4-storey section is located at the rear of the property, away from the adjoining Essex Street, minimizing its impact.

		 The design ensures that the development remains concealed from natural sightlines on Essex and Norfolk Streets, with visibility from Norfolk Lane mitigated by the existing structures at 21 Essex Street and the neighbouring tree canopies.
13.	We are young Fremantle home owners who have been backpackers, and strongly support a more vibrant and prosperous Fremantle. While we are adamant that a new affordable hotel is a great addition to Fremantle - we think that the building must be tasteful and align with the heritage context. While we like aspects of the proposal (such as the Essex St frontage), we think that the new 4 story structure with Lylo branding is excessive, does not blend into the heritage context and may reduce the value of surrounding heritage properties (in particular, due to the height of the new structure shadowing nearby courtyards). Fremantle is not the Gold Coast - and this must be reflected in all aspects of the proposal. I'm not sure we want this new structure, as proposed, to define the cityscape. With a more modest proposal for the new structure for accommodation, we would support this proposal.	Branding Supergraphic The prominent Lylo branding has been removed from the proposal.
14.	26 – 28 Norfolk Street is a heritage listed property originally constructed in 1860 and has a Statutory Heritage Listing on the State Register. It is a property of significant value to the State and general Fremantle community. I would like to object to the proposed development of 19 Essex Street, Fremantle and raise the following points. Shadowing No shadowing report has been provided, but we assert that the shadowing from a 4 storey building, approximately 2.5 metres from our boundary will be significant. See image below, showing the scale of the building from a Norfolk Lane view: The shadowing will greatly impact upon our ability to maintain our garden and the	Overshadowing Considerations The proposed development will cause significantly less overshadowing than allowed within the compliant envelope. Refer to DA04.01 for detailed analysis. It is important to note that the actual allowable envelope for the development extends to the boundary; the current proposal includes a setback as a concession to minimise impacts.

substantial trees that are flourishing along that boundary. Furthermore, the shadowing will impact on our ability to enjoy our garden and outside space.

Construction Damage 26-28 Norfolk Street was built in 1860, and the building simply sits upon the ground, with no footings. The building is fragile, and construction so close to it has the potential to do unrecoverable damage. The Old Mill Building is in a similar predicament. This building is such a jewel to Fremantle, known to anyone who visits Fremantle. And damage to it would be devastating.

Loss of Privacy With our bedroom situated at the rear of 26 Norfolk Street, the loss of privacy will be significant. The building will provide direct visual access not only to the rear of the building and the verandah where we entertain guests, but also our garden which we use on a daily basis. The drawings show we could have up to 24 windows with a view into our property.

Heritage Impact Statement The Heritage Impact Statement provided by the developer makes very little mention of our property other than the boundary wall. See excerpt below: Construction of a four-storey addition in the rear carpark

This carpark area has been historically clear of built fabric and is of no contributory significance to both the site and the wider West End Conservation Area. A small portion of the limestone boundary wall adjoining State Heritage Registered place no 966 26-28 Norfolk Street is of primary significance. The wall will be retained and protected during the proposed development.

The development of a 4 storey building in this currently vacant area will dwarf the building at 26 – 28 Norfolk Street and the visual impact will be great. This has not been addressed at all.

24 Norfolk Street, Fremantle A proposal to demolish the heritage listed home at 24 Norfolk Street (Ref: DA0148/11), to build a 2-storey apartment complex was refused, and the criteria for that refusal should also be applicable to the development at 19 Essex Street. In particular:

As the site was adjacent to 26-28 Norfolk Street, the development was referred to the Heritage Council of WA for comment. As the 19 Essex Street development is also adjacent to 26-28 Norfolk Street, I strongly feel that again the Heritage Council should be approached for comment. It was acknowledged that Norfolk Street, has several areas of cultural heritage significance – these properties included numbers 8, 12-14, 16, 22, 24 and 26-28 Norfolk Street. It was noted that the scale of these buildings was of consequence in making the properties a cohesive group. Smothering these single storey heritage properties with a four-storey development looming over them will be a huge loss to the

Heritage – Concerns about damage

The proposed works have been assessed by experienced heritage experts Urbis who have deemed the works consistent with the Australian ICOMOS Burra Charter principles, conserving the most significant fabric of the 19b Essex Street Facade. Importantly, the proposed demolition and alterations are reserved for contemporary non-contributory fabric. New work is clearly identifiable as new but respects the scale form, and materiality of the adjacent context established by heritage fabric. The result is that any proposed modifications will not impact upon the heritage fabric of the building and the additions are setback from the frontage to avoid impacts to adjoining properties.

The Heritage Council of Western Australia (HCWA) was consulted as part of the application process and were fully supportive of the proposal. The following response was provided by the HCWA:

- A portion of the limestone wall (pre dated 1910) on the east boundary of the site, adjoining 26-28 Norfolk Street, is original and significant.
- The development introduces a new visual element to the Norfolk Street and Norfolk Lane streetscape which will be visible behind 26-28 Norfolk Street. It is considered that this will have a minimal adverse impact on the cultural heritage values of 26-28 Norfolk Street.
- The proposal will not affect the cultural heritage significance of Port Flour Mill and Fremantle Technical College Annexe.

streetscape that can never be recovered. Visual Impact The development plans included no artists drawings showing the impact of the building on the Norfolk Street streetscape. Even the drawings showing the Essex Street elevations, only show the façade of the existing building, with no representation of the four-storey development at the rear, which will be clearly visible from Essex Street and Norfolk Street. The massive building is completely out of context with its heritage listed neighbours and will be detrimental to the overall historic feel of the West End. I refer to the image below, where the four-storey addition simply evaporates and is apparently invisible. This is an inaccurate representation of the development. Both Essex Street and Norfolk Street have been declared previously by council to be of particular heritage, social and tourism significance due to its unique mix of heritage buildings from various historic periods. An enormous four-storey, plain boxed building will destroy this unique area and set a dangerous precedent for further development. A looming brown box will quite frankly look ridiculous, viewed from the Fremantle Technical College on Norfolk Lane, or imposing itself over the humble cottages on Norfolk Street. Further the site itself is also of significant heritage value. The proposed development seems to mute all its historic appeal, instead applying a bland and modern façade over it. If development on this site is to occur, surely it should enhance the streetscape, and be an improvement on the building. The current proposal adds no value to the historic context of the area. No concession has been made in either the scale, form or materials of the rear four-storey addition to complement the existing heritage buildings or the heritage neighbours on Norfolk Street or the Old Mill Building. This image from the developer's Architectural Report is downright misleading: The image shows a smudge of the rear building in the centre of the photograph. Its implying that a four-storey building (a whole storey more than the apex of the front façade, will only be seen at a height comparable to the second storey. This is a blatant misrepresentation and the developers should be held accountable for providing realistic views of the development, as this proposed view is laughable and completely inaccurate. Discretionary Land Use I understand that the proposal is reliant on the council granting discretionary land use for "Tourist Development". Whilst the importance of bringing tourists to Fremantle cannot be denied, backpacker facilities are already well provided for in Fremantle. Noise I believe a backpacker style development has the potential to create further anti-social behaviour, a problem we are already struggling to battle in Fremantle. A development of this size will result in excessive noise, which will intrude upon the	The HCWA has recommended the following conditions be applied to the development which the developer has agreed to be imposed: 2 A dilapidation survey of the Port Flour Mill, 26-28 Norfolk Street and the limestone boundary wall is to be prepared by a suitably qualified professional prior to any works being undertaken. 3 A program of monitoring any structural movement and potential vibration impacts on the Port Flour Mill, 26-28 Norfolk Street the limestone boundary wall is to be implemented at the commencement of works. The Heritage Council is to be notified immediately if any impact occurs and advised on a recommended course of action by a suitably qualified structural engineer To summarise, the development team has taken the time to engage with a heritage expert as part of the preparation of plans to ensure the proposal respects and contributes to existing heritage character. In doing so the HCWA has supported the design. In order to reduce any minimal risk of impact to the neighbours suitable conditions are to be imposed on the development. Streetscape Considerations
--	---

residential properties at the rear and side of the development. I am very concerned about air conditioner noise.

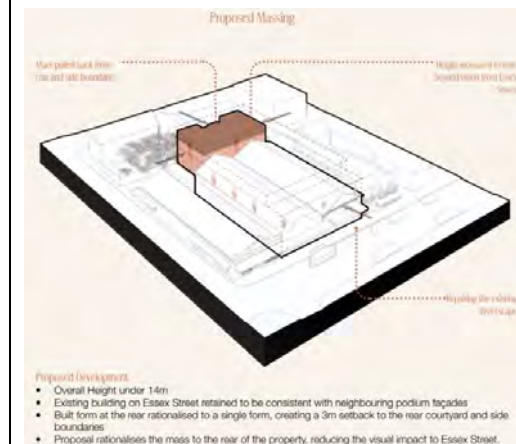
Parking Four parking bays for nearly 300 people is ludicrous. The parking situation in Fremantle is already a point of contention for visitors and residents alike, and no provision is made to provide for either the guests, the staff or the hospitality venues.

In summary, the impact on the heritage streetscape from this development is overwhelming and I would be so disappointed if council approves this development. Four-storey boxes don't belong in the historic area of Fremantle and allowing it will be the beginning of the end for Fremantle. What we have is to be treasured. I consider myself so lucky to be part of Fremantle's residential community and I hope what we have will be protected. I need the City of Fremantle to be our Guardian, and the protector of everything that makes Fremantle unique. In particular, The Old Flour Mill is the real jewel amongst Fremantle's heritage listed buildings, and everything should be done to conserve it and the area surrounding it. The development does not bring added value to the area, but has the potential to greatly diminish it.

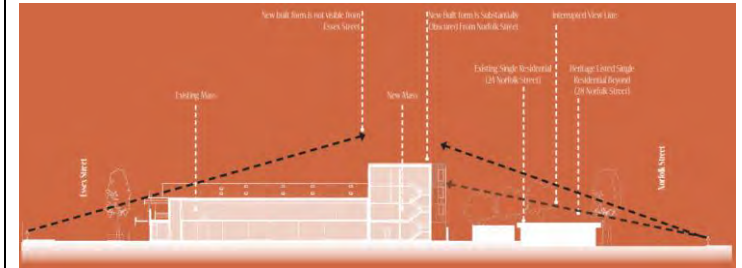


The proposed development complies with the allowable height envelope of 4 storeys (14m) as per Clause 1.3 of the Local Planning Scheme (LPS).

The 4-storey section is positioned at the rear of the property, away from Essex Street, reducing its impact on the streetscape



The design ensures that the development remains concealed from natural sightlines on Essex and Norfolk Streets, with visibility further mitigated by existing structures and tree canopies.



Aesthetic Quality

The design process carefully integrates layers of characteristics from the surrounding streetscape, ensuring the development is visually harmonious with its context.

Issues with Use

The development site is located within the central area of Fremantle city centre - within the City Centre Zone of the Local Planning Scheme. The development proposal is entirely consistent with the planning aims for this zone and is highly compatible with the surrounding context of the local area.

Whilst we can understand the concerns of all residential land uses within the immediate context every effort has been imposed to reduce impacts, including setting back the upper storeys, providing screening to reduce overlooking, implementing an acoustic report to ensure noise protection.

In addition to the above, a development was approved for a change of use in 2023 to include Public Amusement. Additionally, the pre-existing Development Application (DA) from 2020 specified a four-storey tourist accommodation building with

		additions and alterations to an existing structure. This project is in line with the previously approved uses and aligns with the area's ongoing development strategy. Parking Submission is noted. In response, please note that the site is located in close proximity to several alternative transport options in lieu of driving and parking on-site, including the following: - o Fremantle Train Station (650m) - o Several bus services from South Terrace (60m) - o Taxi Rank South Terrace (75m) - o Ride share options, such as Uber and Didi - o One-off care hire options, which are parked off-site, such as Car Share. It is not considered reasonable to argue that additional accommodation in the city centre will result in more backpackers sleeping in their cars. As discussed in our submitted planning reports the hotel expects a large contingent of international travellers who will be utilising public transport and staying and experience the City of Fremantle. This is the benefit of the short stay accommodation being located within the City Centre. In addition, given the nature of the development as short-stay accommodation, the need for extensive parking is minimized. To address parking concerns, additional bicycle parking and a designated drop-off point for courtesy minibuses on Essex Street are included for visitor convenience.
--	--	--

		Noise In response to concerns raised about noise the project team engaged the services of a suitably qualified Acoustic Engineer to prepare an Acoustic Report. The report confirmed that whilst the land use may produce noise levels this is likely to be limited to the mechanical services such as the air conditioning plant. It was noted that given the location of the equipment, compliance at surrounding premises is not considered onerous, with the locating of the equipment behind barriers for visual amenity more than sufficient to ensure that the ambient noise level in the area is not affected by mechanical plant associated with the proposed development. A complete analysis of the noise impact would be undertaken during the design development phase of the project in response to likely development approval conditions for the project.
15.	Concerns about the development plan 1. The proposed 14 metre building height is a concern for shading 17+15 Essex Street (hereafter referred to as The Flour Mill). The Flour Mill includes three commercial buildings and 12 residential homes, and the buildings and courtyards may be permanently shaded. There is also concern that the low-rise Flour Mill, an architectural heritage site in Fremantle, will be damaged. 2. According to the planning drawings, at least 12 windows will be visible into The Flour Mill residences, which may infringe on residents' privacy in 7/17 and 8/15 and others. 3. The plan for four car parks and 11 bicycle parking spaces is insufficient for a high-density backpacker facility with up to 250 guest per night, It just shows that the people who are proposing this have no idea why these places exist in Japan and what purposes they serve transient occupants, it's not at all sympathetic to the things that make Fremantle a desirable destination or compatible with the surrounding sites, Fremantle is not a dystopian denizen.	Overshadowing The proposed development will cause significantly less overshadowing than allowed within the compliant envelope. Refer to DA04.01 for detailed analysis. It is important to note that the actual allowable envelope for the development extends to the boundary; the current proposal includes a setback as a concession to minimise impacts Overlooking The development has been designed to reduce any potential overlooking concerns that may impact adjoining properties. As shown on the elevation

4. There are expected to be noise issues from 24/7 access by up-to 250 guests, luggage movement, noise from air conditioning, cars arriving and leaving on an already congested street. People already use our driveway at 15-17 as a temporary stopping area for ubers and other drop offs /pickups even though it's a no-stopping zone, some even get out of their cars and are not present with their vehicles when we have arrived home to try and enter our driveway. We have recently replaced the old gates with a new roller door (and the no -standing signs are yet to be replaced to make it clear- people still ignore it anyway even with proper signage) . 5. Despite the plan for a high-density 250-guest hotel, only four car parks and 11 bicycle parking spaces will be provided. It is believed in the application that there will be no negative impact on traffic because many customers use public transport, Uber and minibuses. However, in reality, Essex Street parking is busy most days from approx. 8am / mid-morning till late at night, (early hours if weekend, like 3-4am), especially on weekends and school holidays when it sunny. Therefore, many Ubers and taxis use our driveway to pick up and drop off passengers. The new proposal would have 250 customers coming and going 24/7, which could create a high level of transient traffic and disrupt already problematic access by residents of The Flour Mill. 6. Since the move of offices and schools to 19 Essex Street, there has been a significant increase in street smoking on Essex Street, resulting in the inflow of second-hand smoke into The Flour Mill. The new proposed development does not appear to provide any smoking areas within the buildings. This raises concerns that even more smokers are likely to smoke on Essex Street, outside or near our building which could have a negative impact on the health of surrounding residents from second-hand smoke and general stink. 7. A previous development at 19 Essex Street in 2013 of thew building that is there now caused structural damage and water ingress issues which were not properly addressed by the developer, a Soak well and old stone walls were removed without consulting anyone, causing water issues at The Flour Mill. The site development is a heritage listed building, The Flour Mill, in particular, the section that is on the 17-side adjacent to 19 Essex street was built in early 90's. (the 15 Essex street side was the original Mill built in 1860's) The refurbishment of the existing building at 19 Essex Street and the addition of a four-storey extension to the rear of the site could cause further damage to the Flour Mill on the 17 side, also if there are any piles or other support structures drilled into the ground for a 4 storey building the vibrations of this type of construction could cause damage to the limestone (as shown previously for existing 19 Essex st construction which is not even 4 storey) We are particularly concerned about the potential damage to the foundations of the	drawings screening has been applied where suitable to prevent overlooking to the south west. Parking / Traffic Submission is noted. In response, please note that the site is located in close proximity to several alternative transport options in lieu of driving and parking on-site, including the following: - o Fremantle Train Station (650m) - o Several bus services from South Terrace (60m) - o Taxi Rank South Terrace (75m) - o Ride share options, such as Uber and Didi - o One-off care hire options, which are parked off-site, such as Car Share. It is not considered reasonable to argue that additional accommodation in the city centre will result in more backpackers sleeping in their cars. As discussed in our submitted planning reports the hotel expects a large contingent of international travellers who will be utilising public transport and staying and experience the City of Fremantle. This is the benefit of the short stay accommodation being located within the City Centre. In addition, given the nature of the development as short-stay accommodation, the need for extensive parking is minimized. To address parking concerns, additional bicycle parking and a designated drop-off point for courtesy minibuses on Essex Street are included for visitor convenience.
--	--

	heritage listed building and walls supporting the carpark below 17 Essex St. and further ongoing issues with poor water containment and drainage into the property and carpark below 17 Essex street. At certain times of the year there is quite a lot of rainfall, and our sump pumps are operating continuously to keep the carpark as dry as possible, this cost us quite a bit extra in power bills. The track record of damages caused previously by the developers of the current 19 Essex street, as well as current tenants smoking outside our building on the street and stinking out the common areas of our home and other issues with this submission mentioned above leave us no option but to strongly oppose its construction in its entirety.	Regarding congestion – the prior access to the development was off the laneway. Reduction on car bays would mean less congestion. Noise In response to concerns raised about noise the project team engaged the services of a suitably qualified Acoustic Engineer to prepare an Acoustic Report. The report confirmed that whilst the land use may produce noise levels this is likely to be limited to the mechanical services such as the air conditioning plant. It was noted that given the location of the equipment, compliance at surrounding premises is not considered onerous, with the locating of the equipment behind barriers for visual amenity more than sufficient to ensure that the ambient noise level in the area is not affected by mechanical plant associated with the proposed development. A complete analysis of the noise impact would be undertaken during the design development phase of the project in response to likely development approval conditions for the project. Heritage The proposed works have been assessed by experienced heritage experts Urbis who have deemed the works consistent with the Australian ICOMOS Burra Charter principles, conserving the most significant fabric of the 19b Essex Street Facade. Importantly, the proposed demolition and alterations are reserved for contemporary non-contributory fabric. New work is clearly identifiable as new but respects the scale form, and materiality of the adjacent context
--	---	---

		established by heritage fabric. The result is that any proposed modifications will not impact upon the heritage fabric of the building and the additions are setback from the frontage to avoid impacts to adjoining properties. The Heritage Council of Western Australia (HCWA) was consulted as part of the application process and were fully supportive of the proposal. The following response was provided by the HCWA: - A portion of the limestone wall (pre dated 1910) on the east boundary of the site, adjoining 26-28 Norfolk Street, is original and significant. - The development introduces a new visual element to the Norfolk Street and Norfolk Lane streetscape which will be visible behind 26-28 Norfolk Street. It is considered that this will have a minimal adverse impact on the cultural heritage values of 26-28 Norfolk Street. - The proposal will not affect the cultural heritage significance of Port Flour Mill and Fremantle Technical College Annexe. The HCWA has recommended the following conditions be applied to the development which the developer has agreed to be imposed: 4 A dilapidation survey of the Port Flour Mill, 26-28 Norfolk Street and the limestone boundary wall is to be prepared by a suitably qualified professional prior to any works being undertaken. 5 A program of monitoring any structural movement and potential vibration impacts on the Port Flour Mill, 26-28 Norfolk Street the limestone boundary wall is to be implemented at the commencement of
--	--	--

		works. The Heritage Council is to be notified immediately if any impact occurs and advised on a recommended course of action by a suitably qualified structural engineer To summarise, the development team has taken the time to engage with a heritage expert as part of the preparation of plans to ensure the proposal respects and contributes to existing heritage character. In doing so the HCWA has supported the design. In order to reduce any minimal risk of impact to the neighbours suitable conditions are to be imposed on the development.
16.	Development at 19 Essex Street, Fremantle I'll start by saying that my wife and I were only made aware of the proposed development by a concerned resident of Essex Street. Nothing from the City of Fremantle and/or the developer. We received no correspondence or information regarding this development though it quite clearly has a very major direct impact upon us. Not happy. I have since had the opportunity to review that redevelopment proposal. Thankyou concerned resident. Impact on Aesthetics Our house, built in 1962 is a Heritage Listed Home having been placed on the Register of Heritage Places in 1997. Within the 'Register of Heritage Places – Assessment Documentation' it states, "It is valued by the Fremantle community for its intact late 1900's aesthetic architecture. It contributes to west Fremantle's colonial architecture of the convict period. It compliments the aesthetic simplicity of other convict and colonial buildings in the streetscape." The documentation goes further to say, "26-28 Norfolk Street, within the historic West End Precinct of Fremantle, in its prominent corner location at the intersection of Norfolk Street and Norfolk Lane, presages the heritage ambience of the streetscape and precinct values of the immediate environs and the street blocks adjoining Norfolk Street. Further, interest is generated by the contrasting facades on adjoining street frontages. The building reinforces the heritage ambience of its precinct with the diversity of its low profile, its detail, colour and mellowness in that section	Shadowing Analysis / Setbacks - The proposed development will cause significantly less overshadowing than allowed within the compliant envelope. Refer to DA04.01 for detailed analysis. - It is important to note that the actual allowable envelope for the development extends to the boundary; the current proposal includes a setback as a concession to minimise impacts. Landscaping Given the proposed development is constrained as it is predominately within an existing building envelope on a City Centre site landscaping provision has been a challenging component to address. However, the proposal has integrated landscaping where possible, this includes indoor planting within common areas, balconies. In addition to the landscaping proposed within the building, the existing parklet has already been

of the Historic Town. It is set among a rich resource of heritage buildings in the immediate vicinity including the Norfolk Hotel, Scots Church, Fremantle Technical School, Essex Street Mill, The Fremantle Pavilion and the Parry Street Grandstand.” In 2011 a development application was made to construct a 2-storey development to our neighbouring property at 24 Norfolk Street, (DA0148/11 refers). This application was rejected and the main reason for refusal was the aesthetic impact it would have to our property at 26-28 Norfolk Street. These previous determinations were made to preserve the history of our building in particular, and the historic aesthetic of the area generally, something that cannot be said for the current proposal at 19 Essex Street. The current proposal for a 4-storey development within 3.0m of the rear boundary of our property is obscene and preposterous. The building will absolutely dwarf our residence and be a visual blight on the landscape. Several references to aesthetics have been made in previous determinations already mentioned. I think its blatantly obvious that the proposed development is detrimental to that aesthetic and should be stopped at all costs. It does not ‘compliment’ other buildings, it does not possess ‘aesthetic simplicity’, has no ‘aesthetic ambience’ and certainly does not have a ‘low profile’ or ‘mellowness’. Shadowing The Four storey proposed development is situated to our north west and is within 3.0m of our rear boundary. Other than being a visual eye-sore to us it will undoubtedly cast a shadow over our property and have impact on our amenity. Perhaps conveniently, no mention of shadowing is made in the proposal. Damage/health of trees and other vegetation The reduced amount of natural light we receive may impact of the health of the large trees we have in our backyard. The possible loss of those trees and other vegetation is in direct contradiction of current thought and policy on the preferred retention of trees within urban areas. Where is this current proposal’s greenscape? Damage to home due to moisture retention and rising damp Though I am not an expert, will the loss of natural light hitting upon the rear of our limestone-built property not impact on the building’s ability to stay dry and not suffer from rising damp and other moisture related issues? In any literature I have read concerning limestone building there is always mention of the building’s ability to ‘breathe’ with adequate ventilation and exposure to sunlight. Damage to building due to construction	enhanced by the landowner who proposes the development. Privacy The development has been designed to reduce any potential overlooking concerns that may impact adjoining properties. As shown on the elevation drawings screening has been applied where suitable to prevent overlooking. Noise / Servicing In response to concerns raised about noise the project team engaged the services of a suitably qualified Acoustic Engineer to prepare an Acoustic Report. The report confirmed that whilst the land use may produce noise levels this is likely to be limited to the mechanical services such as the air conditioning plant. It was noted that given the location of the equipment, compliance at surrounding premises is not considered onerous, with the locating of the equipment behind barriers for visual amenity more than sufficient to ensure that the ambient noise level in the area is not affected by mechanical plant associated with the proposed development. A complete analysis of the noise impact would be undertaken during the design development phase of the project in response to likely development approval conditions for the project. Servicing Please note that servicing is proposed to remain as is currently operating with the bar through the Norfolk
--	---

As mentioned, our house is built of limestone, without the use of modern building techniques and materials. It has no footings to speak of and any development within close proxemics of it would surely have a detrimental impact upon the building. I've been involved in construction for the past 17 years and am very aware of the impact of new construction has on adjacent properties, let alone a frail, 162 years old, heritage home.

Privacy

We will also encounter a loss of privacy should the redevelopment proposal proceed. Four stories high, 3.0m from our rear boundary, looking directly in to our back yard!!! This would also apply to the residences at the Old Flour Mill in Essex Street and also the residence at 24 Norfolk Street. Our main bedroom and entertaining area are situated to the rear of the residence and will be facing the proposed development.

Noise Pollution

The proposed development has a multitude of noisy reverse cycle air-conditioning units both on and around the facility facing adjacent properties including our own. These may be run 24 hours a day, 7 days a week, 365 days a year. I guess a modern building will have sufficient sound proofing qualities to counter this noise pollution but what about the poor shmuck who has shelled out a small fortune for a heritage building that he cannot change in order to deal with said noise pollution.

Have any noise impact studies been undertaken regarding multiple air-conditioning units running simultaneously, the noise generated by the possibility of up toward 300 residents in that one small area let alone any increased business activity, the multitude of service vehicles accessing the development via the rear laneway that immediately abuts my property or the rubbish collection truck attending adjacent to my house in the very early morning collecting the multitude of bins required for all the refuse that will undoubtedly be generated.

Waste Management

With towards 300 people both residing and working at the proposed development I would imagine a fair amount of waste would be generated. Has any thought gone in to how waste will be dealt with?

Current occupants of the Essex Street property subject of this development place their waste bins in the rear laneway that exits on to Norfolk Lane, directly behind our house and immediately adjacent to our garage. There are two adjacent laneways, one servicing 22 through 28 Norfolk Street and the other servicing the Essex Street buildings. Currently the Essex Street tenants and Sala Thai Restaurant (22 Norfolk Street) place their bins in the rear lane ways, invariably blocking or restricting access.

Parking

Submission is noted. In response, please note that the site is located in close proximity to several alternative transport options in lieu of driving and parking on-site, including the following:

- o Fremantle Train Station (650m)
- o Several bus services from South Terrace (60m)
- o Taxi Rank South Terrace (75m)
- o Ride share options, such as Uber and Didi
- o One-off care hire options, which are parked off-site, such as Car Share.

It is not considered reasonable to argue that additional accommodation in the city centre will result in more backpackers sleeping in their cars.

As discussed in our submitted planning reports the hotel expects a large contingent of international travellers who will be utilising public transport and staying and experience the City of Fremantle. This is the benefit of the short stay accommodation being located within the City Centre.

In addition, given the nature of the development as short-stay accommodation, the need for extensive parking is minimized. To address parking concerns, additional bicycle parking and a designated drop-off point for courtesy minibuses on Essex Street are included for visitor convenience.

Landscaping

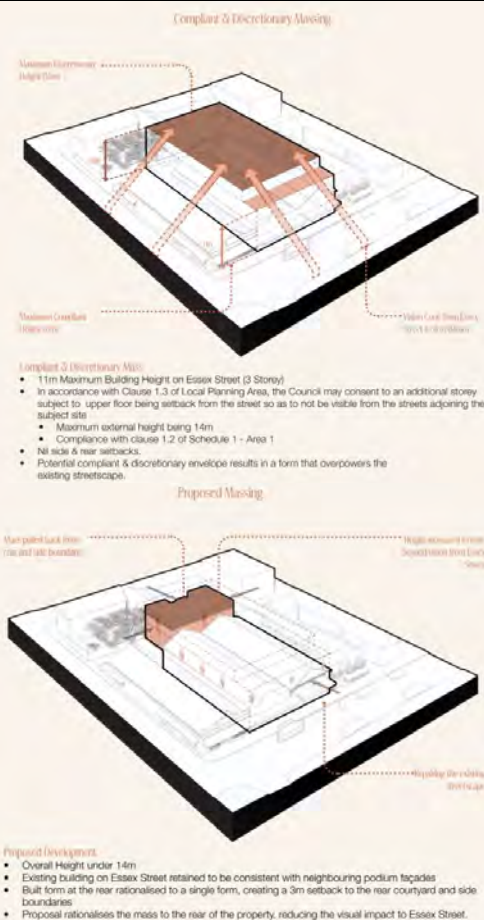
Given the proposed development is constrained as it is predominately within an existing building envelope on a

	With somewhere approaching 300 individuals staying or working at the proposed development, not to mention the waste generated by the businesses at that location there will be considerably more waste to deal with. As it is, there has already been numerous clashes between tenants and residents concerning the placement of bins before and after collection in particular from tenants at Salvation Army (21 Essex Street). The bins are regularly targeted by, presumably homeless people, looking for food, clothing, bedding or anything else that may be of value to them. The bins have also recently been the target of an arson attack which very nearly saw the Salvation Army building (21 Essex Street) consumed by fire. If not for my wife who just happened to be awake at that early hour, who notified the Fire Brigade, the outcome may have been far worse than some destroyed 'Wheelie' bins and paint damage to the exterior surfaces of 21 Essex Street. Are myself and my family expected to endure the eye-sore and smell of refuse being heaped up at our rear boundary? So much for the historic aesthetic quality of our Heritage Listed Home. Not to mention the sound that will be generated in the early hours of the morning by the Rubbish Collection trucks/personnel having to deal with all the additional waste generated. I don't suppose it'll matter too much for those in the Essex Street properties because they don't live there and the poor buggers living at 26-28 Norfolk Street can deal with the noise, smell and aesthetics of all that refuse. Parking I believe the proposed development has been pitched as low cost 'back-packer' accommodation. Conveniently very few back-packers have cars to my knowledge therefore no parking is required. Is this development restricted to non-car owning back packers? I suspect not, therefore presumably there will be guests at that establishment that do possess a car or other form of transport. Has any consideration been given to where those people may safely park and secure their vehicles? Conclusion I am vehemently opposed to this building proposal. It will be a blight on the landscape, not in keeping with the historic aesthetic of the area, in complete contradiction of previous 'expert' determination, detrimental to our amenity and historic residence and safety and well-being of my family.	City Centre site landscaping provision has been a challenging component to address. However, the proposal has integrated landscaping where possible, this includes indoor planting within common areas, balconies. In addition to the landscaping proposed within the building, the existing parklet has already been enhanced by the landowner who proposes the development.
17.	oppose the development in the strongest terms on three grounds; 1. Impact on the heritage values of the precinct and neighbouring properties in both Essex and Norfolk streets;	Heritage The proposed works have been assessed by experienced heritage experts Urbis who have deemed the works consistent with the Australian ICOMOS

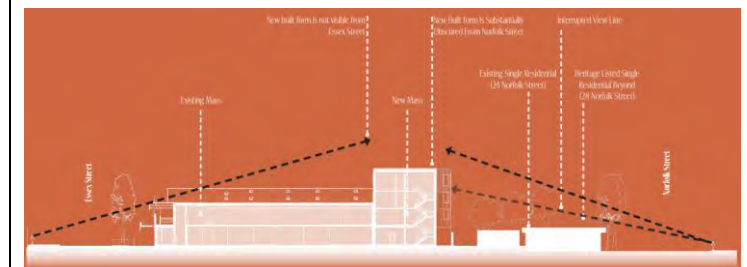
2. The overshadowing and overlooking aspects of the four storey building design to the rear of the property; and 3. The impact of noise, traffic and disturbance to existing residences in Essex and Norfolk streets with the dramatic increase in accommodation density. 1. The Essex and Norfolk streets have retained much of their character with outstanding heritage buildings such as the Old Port Mill and 28 Norfolk street which are both adjacent to the proposed development. Heritage values are precarious and are dependent on the balance of heritage and newer developments not swinging excessively to the latter. Several newer developments have been sympathetic to the surrounding heritage buildings, with 17 Essex street being a perfect example. The proposed development at 19 will further erode the heritage value of the precinct particularly the 4 storey portion of the building which will be visible from various vantage points in the precinct but particularly from Norfolk street and will be at odds with existing buildings at the South terrace end of Norfolk street. 2. The four storey portion of the proposed development will overshadow and windows will overlook my property including two existing bedrooms and outdoor area. The same will be true for 28 Norfolk Street. Ideally, the development should be limited to 2 storey given the heritage and overlooking, overshadowing caused by the 4 storey proposal. At a minimum the proposed windows should be removed from the proposal to the extent they overlook residential properties. Further, the submission for the development of 19 Essex Street describes 15-17 Essex Street as a commercial property. This is blatantly untrue. The vast majority of this property are residences and many of these residences, particularly those in the heritage old port mill building will be negatively impacted by the proposed development design. Sunlight will be substantially reduced in winter as the proposed 4 storey component lies to our North East depending on residence. Also, the visual amenity will be impacted by a building design not sympathetic with the heritage values of the precinct. 3. The proposed development will greatly impact noise, traffic and generally activity in the precinct. A precinct which already absorbs the impact of the Esplanade hotel and Pirate back packers within Essex Street. At issue here is the extreme density of the proposed development. I do not believe that such an increase of the accommodation density can be absorbed with the destruction of amenity for existing residents of Essex and Norfolk streets. At a minimum the proposed accommodation density should be halved, consistent with reducing the height of the 4 storey portion of the proposed development. Of particular concern to me is the location of rubbish storage. The proposed location is adjacent to and will undoubtedly create excessive noise, odour and even potential health impacts, particularly given the 24 hours, 7 days a week nature of the proposed development. This is	Burra Charter principles, conserving the most significant fabric of the 19b Essex Street Facade. Importantly, the proposed demolition and alterations are reserved for contemporary non-contributory fabric. New work is clearly identifiable as new but respects the scale form, and materiality of the adjacent context established by heritage fabric. The result is that any proposed modifications will not impact upon the heritage fabric of the building and the additions are setback from the frontage to avoid impacts to adjoining properties. The Heritage Council of Western Australia (HCWA) was consulted as part of the application process and were fully supportive of the proposal. The following response was provided by the HCWA: - A portion of the limestone wall (pre dated 1910) on the east boundary of the site, adjoining 26-28 Norfolk Street, is original and significant. - The development introduces a new visual element to the Norfolk Street and Norfolk Lane streetscape which will be visible behind 26-28 Norfolk Street. It is considered that this will have a minimal adverse impact on the cultural heritage values of 26-28 Norfolk Street. - The proposal will not affect the cultural heritage significance of Port Flour Mill and Fremantle Technical College Annexe. The HCWA has recommended the following conditions be applied to the development which the developer has agreed to be imposed: 6 A dilapidation survey of the Port Flour Mill, 26-28 Norfolk Street and the limestone boundary wall is to
--	---

	a major concern given the residences in the adjoining properties. And again I emphasise, the proposed development submission fails to identify 15-17 as a residential property.	be prepared by a suitably qualified professional prior to any works being undertaken. 7 A program of monitoring any structural movement and potential vibration impacts on the Port Flour Mill, 26-28 Norfolk Street the limestone boundary wall is to be implemented at the commencement of works. The Heritage Council is to be notified immediately if any impact occurs and advised on a recommended course of action by a suitably qualified structural engineer To summarise, the development team has taken the time to engage with a heritage expert as part of the preparation of plans to ensure the proposal respects and contributes to existing heritage character. In doing so the HCWA has supported the design. In order to reduce any minimal risk of impact to the neighbours suitable conditions are to be imposed on the development. Overshadowing The proposed development will cause significantly less overshadowing than allowed within the compliant envelope. Refer to DA04.01 for detailed analysis. It is important to note that the actual allowable envelope for the development extends to the boundary; the current proposal includes a setback as a concession to minimise impacts. Noise In response to concerns raised about noise the project team engaged the services of a suitably qualified Acoustic Engineer to prepare an Acoustic Report. The report confirmed that whilst the land use may produce
--	--	---

		noise levels this is likely to be limited to the mechanical services such as the air conditioning plant. It was noted that given the location of the equipment, compliance at surrounding premises is not considered onerous, with the locating of the equipment behind barriers for visual amenity more than sufficient to ensure that the ambient noise level in the area is not affected by mechanical plant associated with the proposed development. A complete analysis of the noise impact would be undertaken during the design development phase of the project in response to likely development approval conditions for the project. Building Height The development adheres to the allowable height envelope, with a maximum height of 14m (4 storeys) in accordance with Clause 1.3 of the LPS.
--	--	---



The 4-storey section is located at the rear of the property, away from the adjoining Essex Street, minimizing its impact.



		The design ensures that the development remains concealed from natural sightlines on Essex and Norfolk Streets, with visibility from Norfolk Lane mitigated by the existing structures at 21 Essex Street and the neighbouring tree canopies.
18.	History and State and National Heritage listing and Protection I am the owner one of the residential apartments within the heritage listed building which has been inhabited as a residential site since 1862. It has both local, state and national heritage listing and recognition (1A) of exceptional cultural heritage significance. (Refer Heritage of Western Australia Act 1990, State Heritage Council and Fremantle Heritage). Note all development applications must be referred to the Heritage Council for approval. I invite a heritage council member to attend the site to fully view the impact this proposal would have if it was to be progressed further. It is considered the second oldest building in Fremantle's west end after the Roundhouse. Originally it was a flour mill grinding the grain to provide bread for the community. The miller lived onsite as we (the owners) now do and have stewardship over this historic monument and we take this responsibility very seriously. My home (along with other owners) is in the 1862 building which will be extremely adversely impacted should this development proposal progress in any way. As a result I completely oppose this development proposal. Please note damage was previously done to 15/17 Essex St in 2013 when 19 Essex St site was "modernised". This damage consisted of part demolition of heritage protected limestone foundation boundary walls and internal structural damage to several homes. Of significant note the development proposal does not make mention of the heritage status of 15/17 Essex St which is in itself a significant omission of understanding and respect for the permanent 1A status granted at all levels of heritage protection. Land Use In relation to land use the current 19 Essex St building does not have any accommodation, rather it is mixed use office space with a 9:00am - to 5:00pm operational profile. The current development proposal could not be further from this in relation to change of use, that is 247 pod (hostel) accommodation operating 24/7 with no capacity to be managed (governance) by the 2 staff proposed given the scale, density and proposed use. The proposal misrepresents 15/17 Essex St completely, asserting that it is an accommodation facility. Note, page 16 of the proposal shows an image of 13 Essex St which is a modern building, however it has been labelled as 15/17 Essex St; they look nothing alike. Most of	Heritage The proposed works have been assessed by experienced heritage experts Urbis who have deemed the works consistent with the Australian ICOMOS Burra Charter principles, conserving the most significant fabric of the 19b Essex Street Facade. Importantly, the proposed demolition and alterations are reserved for contemporary non-contributory fabric. New work is clearly identifiable as new but respects the scale form, and materiality of the adjacent context established by heritage fabric. The result is that any proposed modifications will not impact upon the heritage fabric of the building and the additions are setback from the frontage to avoid impacts to adjoining properties. The Heritage Council of Western Australia (HCWA) was consulted as part of the application process and were fully supportive of the proposal. The following response was provided by the HCWA: - A portion of the limestone wall (pre dated 1910) on the east boundary of the site, adjoining 26-28 Norfolk Street, is original and significant. - The development introduces a new visual element to the Norfolk Street and Norfolk Lane streetscape which will be visible behind 26-28 Norfolk Street. It is considered that this will have a minimal adverse impact on the cultural heritage values of 26-28 Norfolk Street.

15/17 Essex St is in fact a residential dwelling of 12 owners with a small commercial footprint of a B&B (3 rooms) which is strictly governed and no short stay approved, a small wine bar and an art gallery, the latter two being street frontage and with strict operating compliance. Note nothing at 15/17 Essex St is 24/7 or scale comparative to this proposal, therefore the change of use context could not be more obvious or mal-aligned to the developer's description of 15/17 Essex St. In addition they are requesting discretionary approval to build beyond the 11 metre maximum height limit to 14 metres. The impact on light and privacy would pose a serious breach of existing quality of life for owners. Further, the noise and associated activities of this proposed change of use pose an even greater impact on all owners of 15/17 Essex St. We are already severely impacted by a range of "tourist"/entertainment venues with late night operation in the close vicinity (metres) of our homes, disturbance at all hours of the night are frequent and largely go ignored or unmanaged by the proprietors of these businesses even when reported under environmental health criteria. The last thing we want is a 24/7 "hostel" metres from our home, noting that we are the only residential component (home owners) of Essex St and are often not accurately considered when it comes to planning and "development". It is at the stage currently that the environmental health context (right to a peaceful environment, noise pollution control, disturbed sleep etc) has reached mental health impact. Note 15 Essex St has been an inhabited site since 1862, long before any tourist/ entertainment venues existed in the current density. It is very much a wonderful environment to have a range of venues for residents and visitors alike to visit but this current 24/7 proposal is completely out of context so close to peoples homes. I ask City of Fremantle and DAP to consider would this development proposal be considered appropriate within a few metres of your homes. It will impact on my quality of life and as such I totally oppose this on my grounds cited. On site car parking The development proposal states there is 3 parking bays, the minimum compliance is 20. It seems very clear that the developer's are either not willing to comply or hope that this will go unnoticed. Essex St is already an extremely congested traffic area, becoming more so as new entertainment venues are approved (consider how many have been approved in the last 12months). I invite the City of Fremantle to present a street venue "map" within a 200 sq metre of 15/17 Essex St to gain a visual of all the tourist and entertainment venues in very close proximity to my home. This will provide a visual of the density to which we already live. It is highly unlikely patrons of this proposed short stay hostel will be buying a smart-rider to access buses and as is well know the CAT bus was ceased by council last	- The proposal will not affect the cultural heritage significance of Port Flour Mill and Fremantle Technical College Annexe. The HCWA has recommended the following conditions be applied to the development which the developer has agreed to be imposed: 8 A dilapidation survey of the Port Flour Mill, 26-28 Norfolk Street and the limestone boundary wall is to be prepared by a suitably qualified professional prior to any works being undertaken. 9 A program of monitoring any structural movement and potential vibration impacts on the Port Flour Mill, 26-28 Norfolk Street the limestone boundary wall is to be implemented at the commencement of works. The Heritage Council is to be notified immediately if any impact occurs and advised on a recommended course of action by a suitably qualified structural engineer To summarise, the development team has taken the time to engage with a heritage expert as part of the preparation of plans to ensure the proposal respects and contributes to existing heritage character. In doing so the HCWA has supported the design. In order to reduce any minimal risk of impact to the neighbours suitable conditions are to be imposed on the development. Car Parking Submission is noted. In response, please note that the site is located in close proximity to several alternative transport options in lieu of driving and parking on-site, including the following:
--	---

	September despite public requests to maintain this important service to tourists and locals alike. The use of Uber etc adds to the already congested street especially evenings and weekends; just try walking down Essex St on a Friday night to observe the whole parking debacle with very large vehicles overhanging the allocated bays juxtaposed by Uber etc pulling in anywhere posing a risk to pedestrians. The likely patrons of this proposal are likely to have a vehicle of some kind as they are short stay/travelling around the state. As such I completely oppose the 3 car bay proposed by this development. Risk to the Heritage listed building fabric and structure The development proposal plans show that the 4 storey component of the building will be built on a number of pillars to support the overhanging structure. The construction methods required to achieve this will require significant drilling and compacting processes to secure such pillars. This will most definitely pose a risk to the fragile fabric and foundations of 15/17 Essex St, noting these foundations are built on sand, limestone rubble and pieces of random timber as was the building method of the 1860's. I note this is not even a consideration in the development proposal which is a serious omission. A full structural engineering assessment would need to be conducted to correctly inform the City of Fremantle and DAP prior to any decision being considered. As previously stated 19 Essex St works in 2013 demolished (without permission or assessment) parts of the adjoining heritage limestone wall which has structural relevance to the underground of 17 Essex St. Thank you for taking the time to view my submission. Please contact me if further information or clarification is required. I note the meeting for this at council has been set for 11 September. I would like to attend this meeting, unfortunately I will be away from Fremantle in remote WA due to work commitments. Are there any video link platforms available to attend this meeting remotely - Zoom, Teams etc?	- o Fremantle Train Station (650m) - o Several bus services from South Terrace (60m) - o Taxi Rank South Terrace (75m) - o Ride share options, such as Uber and Didi - o One-off care hire options, which are parked off-site, such as Car Share. It is not considered reasonable to argue that additional accommodation in the city centre will result in more backpackers sleeping in their cars. As discussed in our submitted planning reports the hotel expects a large contingent of international travellers who will be utilising public transport and staying and experience the City of Fremantle. This is the benefit of the short stay accommodation being located within the City Centre. In addition, given the nature of the development as short-stay accommodation, the need for extensive parking is minimized. To address parking concerns, additional bicycle parking and a designated drop-off point for courtesy minibuses on Essex Street are included for visitor convenience.
19.	We are writing to express our concerns regarding the proposed development at 19 Essex Street, Fremantle (Proposed Development) under application by Kvarken Pty Ltd (Applicant). Backpacker Accommodation Our primary concern relates to the type of accommodation that is being proposed. The Applicant describes the accommodation as a "Hotel" and as an "'intense' development in terms of the high density of visitors accommodated", being approximately 250 persons. The Applicant also states that the Proposed Development is targeted at young persons, who are budget conscious.	Land Use The development site is located within the central area of Fremantle city centre - within the City Centre Zone of the Local Planning Scheme. The development proposal is entirely consistent with the planning aims for this zone and is highly compatible with the surrounding context of the local area. Whilst we can understand the concerns of all residential land uses within the immediate context every effort has been imposed to reduce impacts,

The plans indicate that the Proposed Development has dormitory type accommodation, the vast majority of which are single beds, bunk style. Given the above, no matter how else it may be labelled (pod hotel, LyLo Fremantle), this is backpacker accommodation, and we urge the Council to consider it as such. While we do not object to backpacker accommodation in Fremantle, we do object to this type of accommodation, at this location. The proposed backpacker accommodation is directly next door to 12 residential homes (heritage listed) at 15-17 Essex Street. We are particularly concerned that the Application has failed to take into account or even acknowledge these residential homes – the place where people live. It is our understanding that in order to bring people into Fremantle and to enable sustainable businesses, the Council is desirous of an increase in permanent residents. Not only does this proposal not meet that desire but, further, it actively discourages it. Such a development would significantly impact on the amenity of the 12 residential homes and the broader West End community. 15-17 Essex Street is a very special and an integral part of Fremantle’s character and uniqueness. These buildings are a treasure. It is most discouraging to see this type of development being proposed for such a location. Budget Drinks in the West End Another concern relates to the type of cliental the Small Bar is targeting, as stated in the Applicant’s proposal. While we enjoy the Small Bar scene, we are not supportive of a venue that caters to serve alcohol to a target audience of young persons, who are budget conscious (as stated in the Applicant’s proposal). The service of cheaper alcohol will only increase the anti-social behaviour we are unfortunately experiencing in Fremantle. While we understand the need and desirability of diversity, we believe the hotels along the “cappuccino strip” already provide sufficiently for this demographic as well as others. The West End provides venues such as Darling Darling, Republic of Fremantle, Niew Ruin, Whisper Wine Bar and Strange Company. These venues have contributed toward the emergence of a desirable, sophisticated area in the West End. These venues attract people to our streets and Fremantle. The West End is special. It is unique and highly desirable. The Council has reason to be very proud of what is has preserved. We do not believe the West End is able to maintain its desirability with a venue that is aimed at serving cheaper alcohol to young people. We believe it would be damaging to the reputation of what has finally emerged in the West End and detract visitors away from	including setting back the upper storeys, providing screening to reduce overlooking, implementing an acoustic report to ensure noise protection. In addition to the above, a development was approved for a change of use in 2023 to include Public Amusement. Additionally, the pre-existing Development Application (DA) from 2020 specified a four-storey tourist accommodation building with additions and alterations to an existing structure. This project is in line with the previously approved uses and aligns with the area's ongoing development strategy. Service of Alcohol The service of alcohol is not a planning related matter. However, it is noted that the hotel provider will be required to obtain a liquor license as part of the occupancy/building permit stage of the approval process. The liquor license will only be granted if it is considered consistent with the Liquor Control Act 1988 (the Act). Noise In response to concerns raised about noise the project team engaged the services of a suitably qualified Acoustic Engineer to prepare an Acoustic Report. The report confirmed that whilst the land use may produce noise levels this is likely to be limited to the mechanical services such as the air conditioning plant. It was noted that given the location of the equipment, compliance at surrounding premises is not considered onerous, with the locating of the equipment behind barriers for visual amenity more than sufficient to ensure that the ambient noise level in the area is not affected by mechanical plant associated with the proposed development.
---	--

existing businesses. Further, the proposal does not provide sufficient information for us to make any statements regarding the impact to amenity with respect to the proposed small bar. No operating hours are provided and therefore we are unable to comment on any noise concerns. We are also unable to ascertain how the Applicant intends to enforce its small bar licence (120 persons) given the accommodation will provide for approximately 250 people and that the bar will also be open to the general public. We respectfully ask that Councillors consider what the Vision is for the West End and how that Vision aligns with that proposed by the Applicant. City of Fremantle Local Planning Scheme No. 4's Scheme Aims We note the Applicant refers to the City of Fremantle Local Planning Scheme No. 4's Scheme Aims, some of which are as follows and we make comment on: 1. The Applicant claims to follow the Scheme Aim to ensure development promotes a sense of community and encourages participation in community life. We note that while the Applicant has promoted a sense of community within its Proposed Development, it has failed to promote any sense of community within the broader context. We are not aware of the Applicant making efforts to previously engage in any community liaison. It has failed to recognise significant residential premises immediately next door to the Proposed Development (15-17 Essex St). 2. The Applicant claims to follow the Scheme Aim to protect and conserve Fremantle's unique cultural heritage. We do not believe that such a substantial amount of corrugated iron as a form of cladding is in keeping with the uniqueness of the area. In particular, we do not believe that a building should be branded with such a sizable logo. The proposal indicates a logo incorporated into the façade and taking up approximately 25% of the side surface area. We fail to see how permanent marketing labels on such a grand scale is in keeping with the area or would form part of or enhance our special Fremantle cultural heritage. We ask that the Council please consider how the Applicant proposes to protect the heritage buildings at 15-17 Essex Street, some of which do not have footings. 3. The Applicant claims to follow the Scheme Aim to ensure all development complements and contributes to the community's desired identity and character for Fremantle. Please see our comments in paragraph 2 above. 4. The Applicant claims to follow the Scheme Aim to reduce the demand for, and balance the provision of parking....	A complete analysis of the noise impact would be undertaken during the design development phase of the project in response to likely development approval conditions for the project. Operating hours need to be included Car parking Submission is noted. In response, please note that the site is located in close proximity to several alternative transport options in lieu of driving and parking on-site, including the following: - o Fremantle Train Station (650m) - o Several bus services from South Terrace (60m) - o Taxi Rank South Terrace (75m) - o Ride share options, such as Uber and Didi - o One-off car hire options, which are parked off-site, such as Car Share. It is not considered reasonable to argue that additional accommodation in the city centre will result in more backpackers sleeping in their cars. As discussed in our submitted planning reports the hotel expects a large contingent of international travellers who will be utilising public transport and staying and experience the City of Fremantle. This is the benefit of the short stay accommodation being located within the City Centre.
--	---

	Simply failing to provide any guest parking does not in itself reduce the demand for it. Given the above, we highly object to the assertion of the Applicant that the Development Proposal “responds to the local context and character, and has high levels of amenity”. We also object to the Applicant’s assertion that “a key aspect of the development proposal is that it provides positive outcomes for the local community. We do not believe the Applicant is aware of the sensitivities of the local community nor that it has any regard for them. Our West End Community We would like to state that we love living in the West End with all it has to offer, including the small bars. Venues such as Strange Company, Republic of Fremantle and Darling Darling have created a largely welcoming environment. These venues carry much less risk of anti-social behaviour over a venue aimed at young persons on a budget. We thank the Council for its diligent work in caring for the community’s interests. It has been instrumental in creating the lovely small bar and dining experience we enjoy. We urge the Planning Officers NOT to recommend the approval of this application and we urge the Council NOT to approve it. We are available to discuss any aspect of our submission.	In addition, given the nature of the development as short-stay accommodation, the need for extensive parking is minimized. To address parking concerns, additional bicycle parking and a designated drop-off point for courtesy minibuses on Essex Street are included for visitor convenience.
20.	I’d like to submit my concerns regarding the proposed. development application at 19 Essex St, Fremantle - DAP002/24 A lack of consultation and acknowledgement of the A1 heritage listed “Landmark” building and community located at 15-17 Essex St in the Old Flour Mill as well as residents in Norfolk St and a severely reduced amenity on these residents. The plans submitted are very detailed, yet they totally ignore the unique blend of residential and commercial that is a unique and quintessential feature of the West End, and in particular surrounding the Old Flour Mill. The plans actually report that the ‘development site is surround by commercial development’- a blatant mistruth! This lack of consideration will see the amenity at the Old Flour Mill severely compromised especially in relation to increased noise from a designated 24/7 backpacker operation that includes a bar, kitchen and recreation facilities. Increased traffic in the area from such a development is not suitably serviced by the proposed building, with a distinct lack of parking and suitable drop off areas. This area is already underserviced for parking so when you add in servicing for 250 beds, plant noise, removing the associated rubbish with such a high-density development, then impact on surrounding areas is going to be compounded. Remove the addition of the 4-story rear building that is not in keeping with the surrounding landscape and Heritage Architecture and that serves as advertising for the developer.	Heritage The proposed works have been assessed by experienced heritage experts Urbis who have deemed the works consistent with the Australian ICOMOS Burra Charter principles, conserving the most significant fabric of the 19b Essex Street Facade. Importantly, the proposed demolition and alterations are reserved for contemporary non-contributory fabric. New work is clearly identifiable as new but respects the scale form, and materiality of the adjacent context established by heritage fabric. The result is that any proposed modifications will not impact upon the heritage fabric of the building and the additions are setback from the frontage to avoid impacts to adjoining properties. The Heritage Council of Western Australia (HCWA) was consulted as part of the application process and

Further it adds to the extremely high-density nature of the project that will impact hugely on the amenity of surrounding residents and has the potential to further contribute to destabilising the fragile heritage Flour Mill that does not have footings. The development is described in the DA as a total of 247 beds and is a very high density building that is going to be imposing both from an overshadowing perspective, a massive increase in utilities, rubbish and servicing 247 beds, as well as reducing the amenity of surrounding residents, in particular those abutting the development. I question the validity of the overshadowing drawings and have attached photos that prove that our living rooms and outside terrace will no longer receive morning sun-see images below taken recently. All of the rubbish produced by this development is also going to be stored along the boundary wall at the rear of the Old Flour Mill. The noise generated from servicing these bins, emptying etc is going to severely impact on existing acoustics, increasing noise at all times of day and night, as this project is identified as being a tourist 24/7 development. Of particular concern is the impact building a 4-story building at the rear of the site could have on the footings and heritage structures in the neighbouring Old Flour Mill. Note that unfortunately renovations at 19 Essex St not only removed old stone walls without consult, but they damaged and removed our storm water system that has resulted in severe water issues that we are still paying for and dealing with today- including having to install an extensive pump system in our garage to deal with the water. No one took responsibility for this damage, and the damage is on ongoing. A Hotel or a Backpackers This development is not a hotel, it is a backpacker's style accommodation that crams guests into a tiny space in order validate the profitability of this project- otherwise this project would not be going ahead. While there is certainly a demand for this type of accommodation, is it worthwhile altering the very quintessential nature of Fremantle and in particular the West End to build it, when there are many other sites and empty buildings in Fremantle that would be more suitable locations, without risking the Old Flour Mill and altering the heritage landscape with a modern 4 story building. A question that hasn't been answered in relation to projected noise from this project it was it based on a hotel or a back packers? And if it was based on backpackers, I would argue that this is not your typical backpackers either. There is no development like this in Western Australia so how can they have codes to apply to a Japanese style pod hotel. Negative Impacts for Residents The heritage impact statement on this proposal totally ignores the old flour mill heritage community next door at 15-17 Essex street and their language used is simply untrue-	were fully supportive of the proposal. The following response was provided by the HCWA: - A portion of the limestone wall (pre dated 1910) on the east boundary of the site, adjoining 26-28 Norfolk Street, is original and significant. - The development introduces a new visual element to the Norfolk Street and Norfolk Lane streetscape which will be visible behind 26-28 Norfolk Street. It is considered that this will have a minimal adverse impact on the cultural heritage values of 26-28 Norfolk Street. - The proposal will not affect the cultural heritage significance of Port Flour Mill and Fremantle Technical College Annexe. The HCWA has recommended the following conditions be applied to the development which the developer has agreed to be imposed: 10 A dilapidation survey of the Port Flour Mill, 26-28 Norfolk Street and the limestone boundary wall is to be prepared by a suitably qualified professional prior to any works being undertaken. 11 A program of monitoring any structural movement and potential vibration impacts on the Port Flour Mill, 26-28 Norfolk Street the limestone boundary wall is to be implemented at the commencement of works. The Heritage Council is to be notified immediately if any impact occurs and advised on a recommended course of action by a suitably qualified structural engineer To summarise, the development team has taken the time to engage with a heritage expert as part of the preparation of plans to ensure the proposal respects
---	--

“development site is surrounded by commercial development”. There are 12 residential properties right next door in the Old Flour Mill. This development will severely impact neighbouring residents with increased lights from overlooking windows, overshadowing from the new 4 story building, a decrease in privacy and increased noise both from the bar and recreational facilities, guests and from an increase in utilities such as ventilation and air conditioning, serving rooms and rubbish removal. Of particular concern is that any residents adjacent to this development will be significantly impacted by the increased 24/7 activity this ‘backpackers development will bring impose on our local community. The Heritage West End Precinct and the A1 Heritage Listed ‘Landmark’ Old Mill commune needs to be recognised and preserved. It is very sad when a developer can get support for a development like this in an area like the West End Fremantle, to alter the very quintessential nature of the area, and there is a blatant disregard for that delicate mix of residential and commercial that makes the area so popular with tourists. Buildings like the Old Flour Mill is why tourists come to the West End in Fremantle. They don’t come to see modern 4 story buildings that have a logo splayed all over it and impacts on the very integrity of the area. It is interesting that they have designed the building so that the 4 story can’t be seen from the street and that is because it is not in keeping with the local building heights and architectural theme of the area. Questions Is this project in line with space standards, i.e. minimum light and ventilation standards as well as fire escape requirements. Why were residents in Norfolk St not consulted about this development? How is the mix of the targeted clientele going to be managed with lodging house occupants and backpackers? Despite computer generated images showing no overshadowing, this is clearly not the case and I have photos that show this impact. How can this be addressed? What noise reduction strategies will be put in place to deal with a 24/7 backpackers’ development with a bar, kitchen and recreational areas? Given the nature of the targeted clientele- how will this be adequately managed, i.e. dealing a group of very drunk and rowdy guests at 4 am in the morning? How will a 24/7 backpackers deal with drop offs, linen servicing trucks, rubbish collection, etc to minimise impacting on the amenity of adjoining neighbours? Plant noise- where are the air conditioning units located and how much noise are they	and contributes to existing heritage character. In doing so the HCWA has supported the design. In order to reduce any minimal risk of impact to the neighbours suitable conditions are to be imposed on the development. Traffic Traffic is not anticipated to be an issue of this land use. As has been raised as part of this submission car parking is provided in moderation onsite due to the anticipation of staff and guests utilising the generous transport alternatives to the car in the area. Such as: - o Fremantle Train Station (650m) - o Several bus services from South Terrace (60m) - o Taxi Rank South Terrace (75m) - o Ride share options, such as Uber and Didi - o One-off care hire options, which are parked off-site, such as Car Share. Noise In response to concerns raised about noise the project team engaged the services of a suitably qualified Acoustic Engineer to prepare an Acoustic Report. The report confirmed that whilst the land use may produce noise levels this is likely to be limited to the mechanical services such as the air conditioning plant. It was noted that given the location of the equipment, compliance at surrounding premises is not considered onerous, with the locating of the equipment behind barriers for visual amenity more than sufficient to
---	---

going to make running 24/7? How were noise projections calculated for such a high-density project? This is an unprecedented style of building for WA so what acoustic projections were used? Summary I do not support the proposed development at 19 Essex St in its existing form. I would consider the proposal if they modified the 4 story building at the rear to a maximum of 2 stories so that it will ensure that the heritage look and feel of the West End and in particular in Essex St is maintained and preserved. I am saddened that the council appears to support this proposal at the detriment to the very residents that it represents, who live in the area that will be hugely impacted by the sounds, the increased pedestrian and vehicle traffic and noise, overshadowing and the unpredictable nature of a Japan style pod accommodation project that will cram 250 guests into a very small space. The unique nature of the community at the Old Mill needs to be celebrated and it needs to be preserved. In 160 years will people be coming to look at a rectangular clad building with Lylo written all over it, or will they be peering through the metal gates of the Old Flour Mill taking photos of one of Fremantle's iconic heritage buildings, that is very unique and very fragile, because of the lack of footings. The residents of the Old Flour Mill are the custodians of this fragile heritage building we live in. Our building wouldn't be standing if it hadn't been developed in the 1990's. We pay extremely high strata fees to constantly deal with rising damp, water ingress, unstable walls maintenance and upkeep a building built in the 1860's requires. This development puts the Old Flour Mill at risk, in particular the 4-story building at the back with associated excavation etc, and we, the owners need the council and the state government to work with us to help ensure it survives and is still standing in another 160 years. I am not anti-development and I hope that the Council either alters the project or it is knocked back so that it doesn't alter the very distinct and unique nature of the West End and our community in Essex St, which is unique not just to Fremantle, Perth or WA, but in the whole of Australia.	ensure that the ambient noise level in the area is not affected by mechanical plant associated with the proposed development. A complete analysis of the noise impact would be undertaken during the design development phase of the project in response to likely development approval conditions for the project. Car Parking Submission is noted. In response, please note that the site is located in close proximity to several alternative transport options in lieu of driving and parking on-site, including the following: - o Fremantle Train Station (650m) - o Several bus services from South Terrace (60m) - o Taxi Rank South Terrace (75m) - o Ride share options, such as Uber and Didi - o One-off care hire options, which are parked off-site, such as Car Share. It is not considered reasonable to argue that additional accommodation in the city centre will result in more backpackers sleeping in their cars. As discussed in our submitted planning reports the hotel expects a large contingent of international travellers who will be utilising public transport and staying and experience the City of Fremantle. This is the benefit of the short stay accommodation being located within the City Centre. In addition, given the nature of the development as short-stay accommodation, the need for extensive
---	--

		parking is minimized. To address parking concerns, additional bicycle parking and a designated drop-off point for courtesy minibuses on Essex Street are included for visitor convenience. Waste The proposed land use provides a compliant bin storage area for storage of refuse and recyclables as was demonstrated within the waste management plan prepared by qualified waste management consultants. Land Use The development site is located within the central area of Fremantle city centre - within the City Centre Zone of the Local Planning Scheme. The development proposal is entirely consistent with the planning aims for this zone and is highly compatible with the surrounding context of the local area. Whilst we can understand the concerns of all residential land uses within the immediate context every effort has been imposed to reduce impacts, including setting back the upper storeys, providing screening to reduce overlooking, implementing an acoustic report to ensure noise protection. In addition to the above, a development was approved for a change of use in 2023 to include Public Amusement. Additionally, the pre-existing Development Application (DA) from 2020 specified a four-storey tourist accommodation building with additions and alterations to an existing structure. This project is in line with the previously approved uses and aligns with the area's ongoing development strategy. Branding Supergraphic The prominent Lylo branding has been removed from the proposal.
--	--	--

21.	lease accept this submission of STRONG objection to the proposed Tourist Development on the immediate adjacent property of 19 Essex Street, Fremantle. Our grounds for STRONG objection are as follows: 1. Previous Tourist Development Approval DA 0322/19: We were the applicant for the previous Development Application for a hotel on the subject site in 2019. Our development application was subject to the DAP process and Statutory assessment as we expect this proposal to be subjected to. After a very lengthy process, we obtained development approval for the proposed hotel. To achieve this outcome, our proposal was subject to significant scrutiny, review and substantial design modifications. For the benefit of the assessing planning officer and City of Fremantle, we provide the following summary of our approved proposal: • A minimum of thirteen (13) car bays were provided on site, including sufficient reversing area and access for delivery and waste collection vehicles. • Building consisted of eight (8) hotel rooms only. • Building was three (3) stories with a discrete roof terrace for guest access only. Ground level was for vehicle access only. • Maintaining solar access for adjoining properties was achieved. • Significant side setback of 5.3m was provided from the common boundary with 17 Essex Street, to ensure no impact on the heritage value of 17 Essex Street. • Not modifications were proposed to the existing building. Our brief assessment of the proposed development Tourist Development has identified the following significant variations to the previously approved hotel: • On site car parking reduced to four (4) bays only which is significantly lower than the previously approved thirteen (13) bays. • Tourist accommodation to consist of sixty three (63) bedrooms, of which most rooms can accommodate a minimum of 4 beds. This is in vast contrast to the previously approved eight (8) bedrooms. • Proposed rear building is now four (4) stories high with significantly greater building bulk. • Solar access to all adjoining properties is now significantly impacted. • Side setback to 17 Essex Street reduced to just 3.0m, which is the bare minimum setback for fire separation only. • Substantial modification to the existing building. During the assessment process of our DA in 2019 and 2020, it was impressed very heavily upon our proposal by the DRP that the following key design considerations be achieved:	Car Parking Submission is noted. In response, please note that the site is located in close proximity to several alternative transport options in lieu of driving and parking on-site, including the following: - o Fremantle Train Station (650m) - o Several bus services from South Terrace (60m) - o Taxi Rank South Terrace (75m) - o Ride share options, such as Uber and Didi - o One-off care hire options, which are parked off-site, such as Car Share. It is not considered reasonable to argue that additional accommodation in the city centre will result in more backpackers sleeping in their cars. As discussed in our submitted planning reports the hotel expects a large contingent of international travellers who will be utilising public transport and staying and experience the City of Fremantle. This is the benefit of the short stay accommodation being located within the City Centre. In addition, given the nature of the development as short-stay accommodation, the need for extensive parking is minimized. To address parking concerns, additional bicycle parking and a designated drop-off point for courtesy minibuses on Essex Street are included for visitor convenience. Intensity of land use The development site is located within the central area of Fremantle city centre - within the City Centre Zone of the Local Planning Scheme. The development
-----	--	--

a) The proposed building is kept to 3 stories only with a discrete roof top terrace. Keeping the building bulk visibility very low from both Norfolk Street and Norfolk Lane were paramount. b) Solar access for all adjoining lots be retained, especially that of the existing dwellings at 20 Norfolk Street. c) Greening aspects within the development be provided. d) Vehicle accessibility be retained for both the subject site and the adjoining property at 19b which shares the same rear access. Of particular importance was waste vehicle access, delivery and services vehicle access, and the provision of as much on-site car parking as possible. e) Access to natural light and ventilation, as well as noise attenuation for all adjoining neighbours. In what is a relatively short time frame of just four (4) years, we do not consider the proposed development to be evenly remotely consistent with the existing approval, nor consistent with the key intents of the DRP identified for the subject site. With the above in mind, we continue with the following specific objections to the proposed development: 2. Car Parking: What we find most troubling with this proposal is the about this proposal is the increased living density on the subject site with next to no car parking being provided at all. For a tourist accommodation of this size, it is incoherent to argue that people using this hotel will not use private vehicles. Whilst it is easy to walk around Freo, visitors to Freo and this tourist accommodation will want to travel further than just Freo and will therefore hire private vehicles. If these are then parked on the street, further traffic congestion and demand for parking will be greatly exacerbated within and around Fremantle. The TIS (Traffic Impact Statement) provided states: "The majority of the hostel guests will be using Uber, taxis, predominantly public transport and to a lesser extent courtesy minibuses, the traffic generation of the proposed development is expected to be very low. As such no adverse impact on the adjacent road network is anticipated." What evidence has the applicant provided to support such an outlandish statement? With up to, and if not in excess of 250 persons staying in the proposed hostel at any one time, how do they justify only 2 bays being provided for the site. Given the vastness of WA and the attractions on offer across the metropolitan area and beyond, how is it not conceivable that more than two (2) guests at any one time will have personal vehicles of some sort. Additionally, where do staff for the hostel park? The proposed development consists of a bar, kitchen area, staff office, and back of house facilities for the staff including a laundry. Yet no accommodation is made for their on-site parking. We are somewhat baffled the TIS does	proposal is entirely consistent with the planning aims for this zone and is highly compatible with the surrounding context of the local area. Whilst we can understand the concerns of all residential land uses within the immediate context every effort has been imposed to reduce impacts, including setting back the upper storeys, providing screening to reduce overlooking, implementing an acoustic report to ensure noise protection. In addition to the above, a development was approved for a change of use in 2023 to include Public Amusement. Additionally, the pre-existing Development Application (DA) from 2020 specified a four-storey tourist accommodation building with additions and alterations to an existing structure. This project is in line with the previously approved uses and aligns with the area's ongoing development strategy. Height The development adheres to the allowable height envelope, with a maximum height of 14m (4 storeys) in accordance with Clause 1.3 of the LPS.
--	--

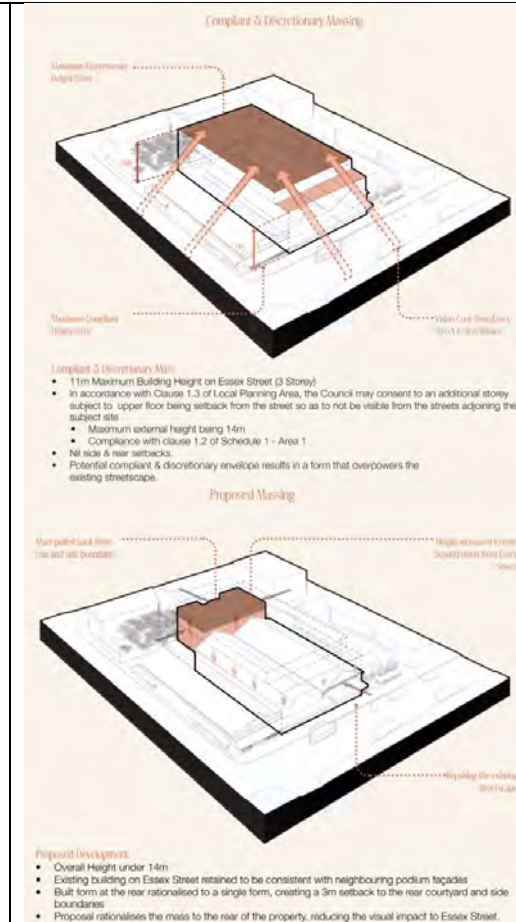
not identify the lack of car parking provision of traffic impact around the subject site as an issue.

3. Service Vehicles and Deliveries: We question the validity of the submitted TIS, particularly in relation to the provision of appropriate access for service vehicles. From our discussions with experienced operators in the tourist accommodation industry, inclusive of bars and restaurants, the provision of 1x car bay for a B99 vehicle is grossly insufficient. The management of food & drink deliveries, as well as the collection and delivery of laundry, waste materials and other deliveries to the site will result in multiple overlap of deliveries and collections. The proposed single loading bay will not be sufficient and will increase the congestion within Norfolk Lane considerably. Our assessment of Norfolk Lane identifies it as a narrow dual access lane with minimal street parking available. If the single loading bay on site is occupied, as are the bays in Norfolk Lane, what alternatives for the overlapping service vehicles that require access to the rear of the subject site are provided or available? We suggest there are no alternatives other than illegal parking within Norfolk Lane directly adding to road congestion and increased risk to pedestrians utilising the narrow path of Norfolk Lane.

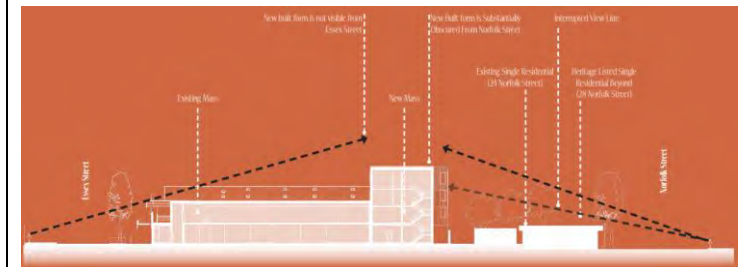
4. Waste Management Plan: Similarly, as stated above, pushing the responsibility of a landowner to provide on site access for service vehicles, the same absolutely applies for Waste Collection vehicles. To suggest that all bins are collected from the footpath of Norfolk Lane is grossly inappropriate and unsatisfactory. Waste should be retained on commercial sites, especially those which provide accommodation and food, as these are often the greatest contributors of waste products which create smell and attract vermin, pests and insects. It is our very real expectation that approval for bin collection from Norfolk Lane will eventually deteriorate into the bins being kept permanently within Norfolk Lane. This will result in significant degradation of the current amenity of Norfolk Lane for residents and pedestrians alike.

5. Building Bulk & Density of Proposal: As identified in item 1 of this objection, the proposed development is vastly inconsistent with the previous approval for the subject site. The previous approval was only granted based on low building impact on the locality and low impact on neighbours. The current proposal has no regard for the development objectives held in high regard by the DRP in 2020. Even if the development objectives have softened or expanded since 2020, the proposed development is still not within any degree of acceptability. The intensity and density of this proposal is excessive.

6. Stormwater Impact on adjoining Lots: During our assessment process in 2020, there was a serious and ongoing drainage issue for the subject site that directly impacted 17



The 4-storey section is located at the rear of the property, away from the adjoining Essex Street, minimizing its impact.



	Essex Street. During periods of high rainfall, the provided on-site stormwater drainage of 19 Essex Street was quickly overwhelmed and overflowed directly into the under-croft carpark of 17 Essex Street resulting in regular flooding. Not only did the stormwater pour into 17 Essex Street from down pipes along the façade of 19 Essex Street, but also poured through the existing walls of the under-croft carpark. To increase the stormwater catchment area on the subject site, where does the applicant propose to send the water? 7. Construction Impact: We underground carpark of 17 Essex Street in 2020 and again in 2021, the existing heritage stone wall on the boundary of 19 Essex Street wall was already very weak and in advanced deterioration. This wall WILL NOT sustain any increased load onto the land of 19 Essex Street, and certainly not as close as the proposed hostel intends to be. Any construction on the rear of the subject site is likely to have significant impact on 17 Essex Street from a structural integrity perspective. Given the age and heritage value of 17 Essex Street, any damage that occurs to these buildings during construction will not only be very costly to repair, but in some instance, repairs might not be possible. It is in the City's greatest interest to take construction impacts into serious consideration, as well as the implications acknowledge a heritage report has been provided, however it fails to address the impact any construction on the subject site will have on the heritage building at 17 Essex Street. The impact of this density of construction against a heritage building is very high risk. When we inspected the and responsibility of such impacts. 8. Acoustic Impacts: We did not identify any acoustic assessment that had been provided for a 24-hour hostel with excess of 250 beds. Surely this number of budget travellers accessing the area during all hours of the day and night with bar and food facilities on site will generate significant levels of noise for adjoining landowners and should be properly assessed and addressed BEFORE any approvals are issued.	The design ensures that the development remains concealed from natural sightlines on Essex and Norfolk Streets, with visibility from Norfolk Lane mitigated by the existing structures at 21 Essex Street and the neighbouring tree canopies. Overshadowing The proposed development will cause significantly less overshadowing than allowed within the compliant envelope. Refer to DA04.01 for detailed analysis. It is important to note that the actual allowable envelope for the development extends to the boundary; the current proposal includes a setback as a concession to minimise impacts. Side setbacks
22.	I am pleased to provide my views on the above proposal: The Surprise I've studied the DA documents for 19 Essex Street, including the architects plans; the Heritage Impact Statement and the Tourism Report. The developer has done a huge amount of work on this one. I assume this has been done with input from Council and following detailed discussions with the developers. My understanding is that several of the local stakeholders - residents of both Norfolk and Essex Streets, were completely taken by surprise with the plans and the very detailed nature of them, given that there seems to have been no conversations with them on the general nature of the development. There may be commercial privacy reasons for this but it is always regrettable that residents	Building Height The development adheres to the allowable height envelope, with a maximum height of 14m (4 storeys) in accordance with Clause 1.3 of the LPS.

will include increased noise which could be substantial, disruptive night-time lights from high-level windows, and increased servicing activity for rubbish and the like. 12. Appropriate protection of existing heritage 14. Council should also include a development approval condition that directs the developers to ensure that all heritage structures, such as the old limestone wall shared with Norfolk St properties, are well-considered as part of the works. 16. It is crucial that these are properly protected, and repaired as part of the work done. The old wall for example should be cleaned, repaired and repointed as appropriate, using a recognised master-mason, and not using modern mortars applied by inexperienced tradies for example. Summary It would be good to see Council dictating and negotiating with developers to achieve the best result for existing residents and ratepayers; and not simply allowing developers to set new agendas regarding all aspects of a developer's preferred outcome.	The design ensures that the development remains concealed from natural sightlines on Essex and Norfolk Streets, with visibility from Norfolk Lane mitigated by the existing structures at 21 Essex Street and the neighbouring tree canopies. Heritage The proposed works have been assessed by experienced heritage experts Urbis who have deemed the works consistent with the Australian ICOMOS Burra Charter principles, conserving the most significant fabric of the 19b Essex Street Facade. Importantly, the proposed demolition and alterations are reserved for contemporary non-contributory fabric. New work is clearly identifiable as new but respects the scale form, and materiality of the adjacent context established by heritage fabric. The result is that any proposed modifications will not impact upon the heritage fabric of the building and the additions are setback from the frontage to avoid impacts to adjoining properties. The Heritage Council of Western Australia (HCWA) was consulted as part of the application process and were fully supportive of the proposal. The following response was provided by the HCWA: - A portion of the limestone wall (pre dated 1910) on the east boundary of the site, adjoining 26-28 Norfolk Street, is original and significant. - The development introduces a new visual element to the Norfolk Street and Norfolk Lane streetscape which will be visible behind 26-28 Norfolk Street. It is considered that this will have a minimal adverse impact on the cultural heritage values of 26-28 Norfolk Street.
---	--

		- The proposal will not affect the cultural heritage significance of Port Flour Mill and Fremantle Technical College Annexe. The HCWA has recommended the following conditions be applied to the development which the developer has agreed to be imposed: 12 A dilapidation survey of the Port Flour Mill, 26-28 Norfolk Street and the limestone boundary wall is to be prepared by a suitably qualified professional prior to any works being undertaken. 13 A program of monitoring any structural movement and potential vibration impacts on the Port Flour Mill, 26-28 Norfolk Street the limestone boundary wall is to be implemented at the commencement of works. The Heritage Council is to be notified immediately if any impact occurs and advised on a recommended course of action by a suitably qualified structural engineer To summarise, the development team has taken the time to engage with a heritage expert as part of the preparation of plans to ensure the proposal respects and contributes to existing heritage character. In doing so the HCWA has supported the design. In order to reduce any minimal risk of impact to the neighbours suitable conditions are to be imposed on the development. Noise In response to concerns raised about noise the project team engaged the services of a suitably qualified Acoustic Engineer to prepare an Acoustic Report. The report confirmed that whilst the land use may produce
--	--	--

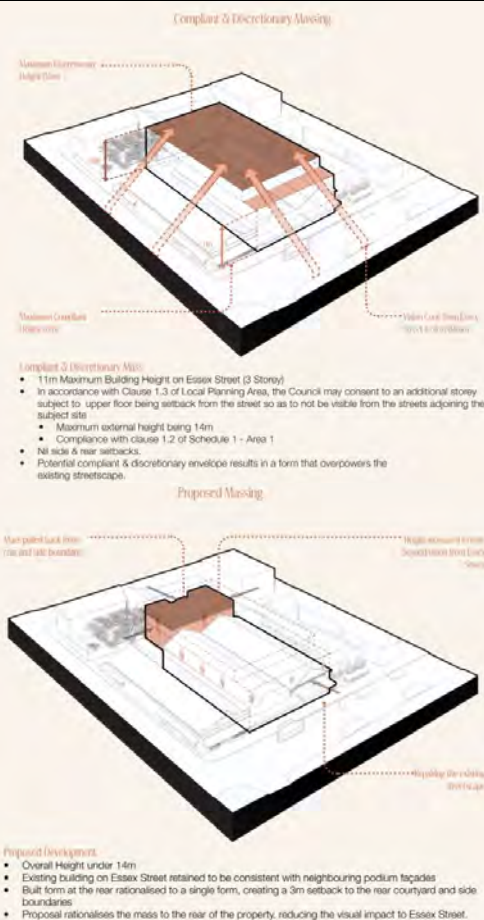
		noise levels this is likely to be limited to the mechanical services such as the air conditioning plant. It was noted that given the location of the equipment, compliance at surrounding premises is not considered onerous, with the locating of the equipment behind barriers for visual amenity more than sufficient to ensure that the ambient noise level in the area is not affected by mechanical plant associated with the proposed development. A complete analysis of the noise impact would be undertaken during the design development phase of the project in response to likely development approval conditions for the project. Colour tones The building design and colour tones has lent heavily on the existing character by basing its style off the Fremantle Technical School. The colour palette in particular has focused on the rich copper colouring styles to ensure it fits in within the Essex streetscape.
23.	Thank you for inviting me to respond to the planning proposal Lot 8 Diag 27992 at 19 Essex St. Fremantle. Our residential area includes the Whispers Wine Bar, The Essex Gallery and The Port Mill B&B. Essex St is quiet and charming with several heritage listed buildings constructed early last century. We are the community most likely to suffer negative impact resulting from the proposed development. Our 1860 buildings of fifteen dwellings/businesses is fragile with no footings. The previous 2013 development at 19 Essex St caused considerable damage to our property resulting in falling masonry, water ingress and damage from both their roof and land and also the removal of a stone wall without our permission. It took several years at our great expense and with eventual shire intervention to address these issues. There was no compensation. The reality of 247 beds offering the young a vibrant celebrating venue is a poor fit for this quiet residential centre. There is no dedicated parking space at the front of the building for	Land use The development site is located within the central area of Fremantle city centre - within the City Centre Zone of the Local Planning Scheme. The development proposal is entirely consistent with the planning aims for this zone and is highly compatible with the surrounding context of the local area. Whilst we can understand the concerns of all residential land uses within the immediate context every effort has been imposed to reduce impacts, including setting back the upper storeys, providing screening to reduce overlooking, implementing an acoustic report to ensure noise protection.

	pick up /drop off. No parking space for the services to bar/restaurants/laundry/maintenance or emergency services. No reference to fire or emergency exits/disability compliance. The rear access of 'two way' Norfolk Lane is too narrow to accommodate parked service vehicles. Buses between South Beach and Leighton are no longer free. One needs the right change or a WA smart rider only to board and difficult for short stay interstate or foreign visitors to manage. The number of bicycle park spots offered are not consistent with the 247 proposed visitors. There is no noise management plan to reflect the needs of the residential community. Proposed 247 Room keys used as building access after 10pm. suggests a security nightmare. The proposed building style and height does not fit with this beautiful residential area and heritage dwellings.	In addition to the above, a development was approved for a change of use in 2023 to include Public Amusement. Additionally, the pre-existing Development Application (DA) from 2020 specified a four-storey tourist accommodation building with additions and alterations to an existing structure. This project is in line with the previously approved uses and aligns with the area's ongoing development strategy. Noise In response to concerns raised about noise the project team engaged the services of a suitably qualified Acoustic Engineer to prepare an Acoustic Report. The report confirmed that whilst the land use may produce noise levels this is likely to be limited to the mechanical services such as the air conditioning plant. It was noted that given the location of the equipment, compliance at surrounding premises is not considered onerous, with the locating of the equipment behind barriers for visual amenity more than sufficient to ensure that the ambient noise level in the area is not affected by mechanical plant associated with the proposed development. A complete analysis of the noise impact would be undertaken during the design development phase of the project in response to likely development approval conditions for the project. Bicycle bays Submission is noted and in response, the plans have been updated to include 27 bicycle bays within the development, ensuring sufficient provision for guests.
--	--	--

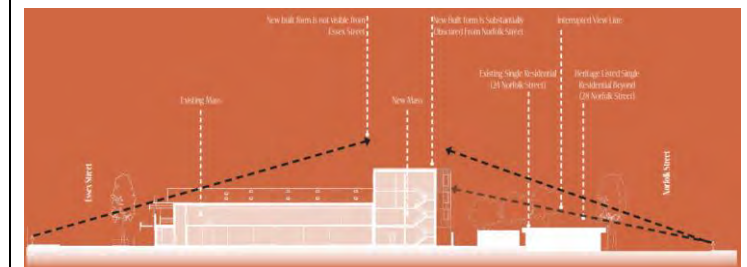
		In addition to providing considerable bicycle parking to guests the 27 bicycle bays will encourage staff to cycle to work as is common practice in the City of Fremantle.
24.	Our home is adjacent to the proposed development of a 4 storey accommodation block at 19 Essex St. We would be directly and majorly adversely impacted should a development of this kind proceed. I have tried to call you this morning & have left a message for you to please recall me. We are extremely concerned about this proposal - and are interested about the CoF involvement to date with the State & National Heritage Councils in relation to this matter - & specifically the potential adverse impact on the unique nature of the Port Mill Complex - which holds the highest levels of recognition & protection on the state & national registers. In addition we are extremely concerned about the adverse impact to our home & the amenity we enjoy at 7/17 Essex Street. - Issues of over-shading & overlooking of our property and our outdoor courtyard, balconies and living spaces, height and bulk of the proposed rear construction on 19 Essex Street, increased noise - from both the massive number of potential backpackers / short stay people at 19 Essex Street & noise of associated infrastructure - noise escalation from a large hospitality venue, Air conditioning, bin & truck movement, vehicular traffic...., In addition there is significant mis-information in the documentation that we have reviewed for DAP 02/24. - Glaring examples are that the Port-Mill Complex is a 'Short-Stay' site. - To be clear with you, this statement is a lie. The Port Mill complex comprises 15 Units. One of the 15 Units is approved as a B&B. The Strata By-Laws specifically exclude any other of the 14 units being used for for any short-stay purpose. We will provide a further personal submission directly through the 'MySay' Portal. In Summary in relation to 19 Essex Street; We object to ANY change whatsoever to: 1: Change of 'Land-Use' (We acquired our property fully aware of all 'land-use' designations for ours and all adjacent and surrounding properties - and expect City of Fremantle to remain fully consistent and compliant to all currently approved land use designations). . 2: Any reduction to Onsite Parking requirements - Parking is already at a premium in this congested central Fremantle location - it is ridiculous to consider any reduction. 3: Any change WHATSOEVER to Building Height restrictions - specifically noting our	Heritage The proposed works have been assessed by experienced heritage experts Urbis who have deemed the works consistent with the Australian ICOMOS Burra Charter principles, conserving the most significant fabric of the 19b Essex Street Facade. Importantly, the proposed demolition and alterations are reserved for contemporary non-contributory fabric. New work is clearly identifiable as new but respects the scale form, and materiality of the adjacent context established by heritage fabric. The result is that any proposed modifications will not impact upon the heritage fabric of the building and the additions are setback from the frontage to avoid impacts to adjoining properties. The Heritage Council of Western Australia (HCWA) was consulted as part of the application process and were fully supportive of the proposal. The following response was provided by the HCWA: - A portion of the limestone wall (pre dated 1910) on the east boundary of the site, adjoining 26-28 Norfolk Street, is original and significant. - The development introduces a new visual element to the Norfolk Street and Norfolk Lane streetscape which will be visible behind 26-28 Norfolk Street. It is considered that this will have a minimal adverse impact on the cultural heritage values of 26-28 Norfolk Street. - The proposal will not affect the cultural heritage significance of Port Flour Mill and Fremantle Technical College Annexe.

	MAJOR OBJECTION to any 'Discretionary- decision making' by the City of Fremantle (or any other party), to ANY increase to the current building height restrictions.	The HCWA has recommended the following conditions be applied to the development which the developer has agreed to be imposed: 14 A dilapidation survey of the Port Flour Mill, 26-28 Norfolk Street and the limestone boundary wall is to be prepared by a suitably qualified professional prior to any works being undertaken. 15 A program of monitoring any structural movement and potential vibration impacts on the Port Flour Mill, 26-28 Norfolk Street the limestone boundary wall is to be implemented at the commencement of works. The Heritage Council is to be notified immediately if any impact occurs and advised on a recommended course of action by a suitably qualified structural engineer To summarise, the development team has taken the time to engage with a heritage expert as part of the preparation of plans to ensure the proposal respects and contributes to existing heritage character. In doing so the HCWA has supported the design. In order to reduce any minimal risk of impact to the neighbours suitable conditions are to be imposed on the development. Overshadowing The proposed development casts significantly less shadow than what is permissible under the compliant building envelope. Additionally, it's important to note that the townhouses' courtyards at 15-17 Essex Street are already overshadowed by existing fence lines, as shown in the study. For further details, please refer to
--	--	---

		DA04.01, which provides a breakdown of the overshadowing impact. Overlooking The development has been designed to reduce any potential overlooking concerns that may impact adjoining properties. As shown on the elevation drawings screening has been applied where suitable to prevent overlooking. Height Bulk/scale The development adheres to the allowable height envelope, with a maximum height of 14m (4 storeys) in accordance with Clause 1.3 of the LPS.
--	--	--



The 4-storey section is located at the rear of the property, away from the adjoining Essex Street, minimizing its impact.



		The design ensures that the development remains concealed from natural sightlines on Essex and Norfolk Streets, with visibility from Norfolk Lane mitigated by the existing structures at 21 Essex Street and the neighbouring tree canopies. Noise In response to concerns raised about noise the project team engaged the services of a suitably qualified Acoustic Engineer to prepare an Acoustic Report. The report confirmed that whilst the land use may produce noise levels this is likely to be limited to the mechanical services such as the air conditioning plant. It was noted that given the location of the equipment, compliance at surrounding premises is not considered onerous, with the locating of the equipment behind barriers for visual amenity more than sufficient to ensure that the ambient noise level in the area is not affected by mechanical plant associated with the proposed development. A complete analysis of the noise impact would be undertaken during the design development phase of the project in response to likely development approval conditions for the project. Land use The development site is located within the central area of Fremantle city centre - within the City Centre Zone of the Local Planning Scheme. The development proposal is entirely consistent with the planning aims for this zone and is highly compatible with the surrounding context of the local area.
--	--	--

		Whilst we can understand the concerns of all residential land uses within the immediate context every effort has been imposed to reduce impacts, including setting back the upper storeys, providing screening to reduce overlooking, implementing an acoustic report to ensure noise protection. In addition to the above, a development was approved for a change of use in 2023 to include Public Amusement. Additionally, the pre-existing Development Application (DA) from 2020 specified a four-storey tourist accommodation building with additions and alterations to an existing structure. This project is in line with the previously approved uses and aligns with the area's ongoing development strategy. Car parking Submission is noted. In response, please note that the site is located in close proximity to several alternative transport options in lieu of driving and parking on-site, including the following: - o Fremantle Train Station (650m) - o Several bus services from South Terrace (60m) - o Taxi Rank South Terrace (75m) - o Ride share options, such as Uber and Didi - o One-off care hire options, which are parked off-site, such as Car Share. It is not considered reasonable to argue that additional accommodation in the city centre will result in more backpackers sleeping in their cars. As discussed in our submitted planning reports the hotel expects a large contingent of international travellers who will be utilising public transport and
--	--	--

		staying and experience the City of Fremantle. This is the benefit of the short stay accommodation being located within the City Centre. In addition, given the nature of the development as short-stay accommodation, the need for extensive parking is minimized. To address parking concerns, additional bicycle parking and a designated drop-off point for courtesy minibuses on Essex Street are included for visitor convenience.
25.	My Background I have always lived in the greater Fremantle area. I purchased a piece of Fremantle history and I intend to protect it. I have always known that the Port Flour Mill was an iconic Fremantle site, in a protected Heritage Precinct and that the City of Fremantle would never allow any inappropriate developments to spoil the fabric of the area. When ‘growing up’ my family and I would be amazed at the Courtyard, its surrounds and that it was, and always will be, a jewel in the crown of the Fremantle Markets Precinct. I have no doubt that locals and visitors alike would not support a totally inappropriate building being built next door to a Heritage gem. The proposed building will severely compromise the structural integrity of the Port Flour Mill and basement car park. It disappoints me that there is a new application to further increase both the density and intensity of the previous Development Approval (DA 0322) that was approved back on 4 February 2020, albeit with many conditions. The Surrounding Properties The Applicant in its Development Application, designates the surrounding properties as follows: The development site is surrounded by commercial development, which includes short stay accommodation, restaurants and offices. Surrounding buildings are predominately one to two storeys, with a number of Heritage and character buildings. My Property The Development Application (DA) consistently refers to the Port Flour Mill as: ‘2 STORY – SHORT STAY & HOSPITALITY’ which is a complete corruption of the truth. There is one unit that presently operates as a B&B but there are 12 residential units that the Applicant never mentions let alone considers in any of its DA. The Port Flour Mill (c.1862) is a permanent entry on the Register of Heritage Places (0871) (Appendix 1). It is also on the City of Fremantle Heritage list. There are 12 residences surrounding an interesting	Heritage The proposed works have been assessed by experienced heritage experts Urbis who have deemed the works consistent with the Australian ICOMOS Burra Charter principles, conserving the most significant fabric of the 19b Essex Street Facade. Importantly, the proposed demolition and alterations are reserved for contemporary non-contributory fabric. New work is clearly identifiable as new but respects the scale form, and materiality of the adjacent context established by heritage fabric. The result is that any proposed modifications will not impact upon the heritage fabric of the building and the additions are setback from the frontage to avoid impacts to adjoining properties. The Heritage Council of Western Australia (HCWA) was consulted as part of the application process and were fully supportive of the proposal. The following response was provided by the HCWA: - A portion of the limestone wall (pre dated 1910) on the east boundary of the site, adjoining 26-28 Norfolk Street, is original and significant. - The development introduces a new visual element to the Norfolk Street and Norfolk Lane

courtyard and fountain. It is an icon of the Fremantle area and needs to be considered in any Development Application. (Appendices 2, 3 and 4) According to The Register of Heritage Places: 'The Port Flour Mill has aesthetic significance for the strong contribution it makes to the Essex Street streetscape with its pleasing proportions and a strong, bold facade. The mill has a landmark quality in Essex Street and the interesting internal courtyard space makes a strong contribution to the historic streetscapes of Fremantle'. And in the Statement of Significance: The Port Flour Mill has cultural Heritage significance for the following: a rare example of mid-nineteenth century light industrial development, and representative of pre-goldrush development in Fremantle - the bulk of which was lost due to the rapid and significant changes of the gold boom period (1890 to 1910); and the strong contribution it makes to the streetscape of Essex Street, an important component in the southern edge of Fremantle's historic West End Precinct. Yet, In the conclusion of the Applicant's Heritage Impact Statement it states that: 'The proposed four storey addition will be located at the rear of the site and only have inconsequential incidental visibility from Essex Street as well as in the background of State listed Heritage sites 26-28 Norfolk Street (Place No. 0966) and Fremantle Technical college Annexe (Place No. 01007). The modest modular architectural design and red brown steel materiality responds to the existing colour scheme of the streetscape which includes red brick and clay tiles and affirms the hierarchy of the finer architectural detailing of the streetscape and wider Precinct's significant Heritage places. For the reasons stated above, the proposed works may be supported for approval from a Heritage perspective.' It is incomprehensible to imagine that the proposed four storey addition at the rear of the site would only have inconsequential incidental visibility had the Port Flour Mill been included in any part of the Application. By design or misadventure, the Heritage Consultant or the Applicant did not see Place no. 0871 in the Register of Places. The Port Flour Mill is also one entry prior to the Mills & Co entry on the Fremantle Heritage List which again the Applicant and the Heritage Consultant both deliberately ignored during their detailed planning assessment. It is incredible that the Port Flour Mill could be deliberately ignored on both the State Heritage List and the City of Fremantle Heritage List and therefore it is axiomatic that it was deliberately never considered by the Applicant. (See Appendix 5) The application should be immediately rejected because of this corruption of the truth. After purchasing my Port Flour Mill property, I became very interested in its Heritage, its future maintenance and retention as a key Fremantle Heritage asset. I researched all manner of happenings surrounding the 'Mill' and amongst other things, when the new DA was applied for, 2 I discovered the following:	streetscape which will be visible behind 26-28 Norfolk Street. It is considered that this will have a minimal adverse impact on the cultural heritage values of 26-28 Norfolk Street. - The proposal will not affect the cultural heritage significance of Port Flour Mill and Fremantle Technical College Annexe. The HCWA has recommended the following conditions be applied to the development which the developer has agreed to be imposed: 16 A dilapidation survey of the Port Flour Mill, 26-28 Norfolk Street and the limestone boundary wall is to be prepared by a suitably qualified professional prior to any works being undertaken. 17 A program of monitoring any structural movement and potential vibration impacts on the Port Flour Mill, 26-28 Norfolk Street the limestone boundary wall is to be implemented at the commencement of works. The Heritage Council is to be notified immediately if any impact occurs and advised on a recommended course of action by a suitably qualified structural engineer To summarise, the development team has taken the time to engage with a heritage expert as part of the preparation of plans to ensure the proposal respects and contributes to existing heritage character. In doing so the HCWA has supported the design. In order to reduce any minimal risk of impact to the neighbours suitable conditions are to be imposed on the development. Overshadowing
--	---

Water Damage That the basement of the Port Flour Mill has been flooded many times because of substandard stormwater drainage from inadequate facilities in 19 Essex Street. It is fair to say, that this unaddressed issue will only get worse if this development is approved. Also, according to the provided Site Plan, the existing Sewer Inspection shafts, and the existing Stormwater Pits and drainage pipes may be buried under the new building. How can any future problems of this nature be investigated, let alone rectified, if the access points to the relevant services are buried? Services The utilities providing all manner of services will be inadequate for the massive increase in living density, staff, bar patrons and associated overload of visitors entering the proposed development. So, will the current • Electricity supply be adequate? • Gas supply adequate? • Water supply be adequate? • Stormwater drainage be adequate? • Will the current sewerage infrastructure be adequate And will the anticipated influx of 240 or more guests, extra bar patrons, extra staff and diners stress the current Wi-Fi infrastructure to its limits? Will the current Broadband infrastructure be sufficient? Overshadowing The Overshadowing diagrams provided by the Applicant were inadequate and did not consider the Port Flour Mill residents. The rear residents were also not considered, and they will always have the proposed development in their line of site. I understood that the overshadowing was a key objection in the previous DA. I also believe that the City of Fremantle agreed with the objectors. I know it is a key point of objection for all neighbouring properties. Massing The Massing analysis is inadequate. (See Appendix 6) the Applicant states that if the Development stayed within the rules the: Potential compliant & discretionary envelope results in a form that overpowers the existing streetscape. So, the Applicant seeks discretionary relief by stating that by moving the Big Brown Box to the rear of the property updates proposed massing and: Rationalizes the mass to the rear of the property, reducing the visual impact to Essex Street.' This attempted 'sleight of hand' bears no resemblance	The proposed development casts significantly less shadow than what is permissible under the compliant building envelope. Additionally, it's important to note that the townhouses' courtyards at 15-17 Essex Street are already overshadowed by existing fence lines, as shown in the study. For further details, please refer to DA04.01, which provides a breakdown of the overshadowing impact. Intensity of use The development site is located within the central area of Fremantle city centre - within the City Centre Zone of the Local Planning Scheme. The development proposal is entirely consistent with the planning aims for this zone and is highly compatible with the surrounding context of the local area. Whilst we can understand the concerns of all residential land uses within the immediate context every effort has been imposed to reduce impacts, including setting back the upper storeys, providing screening to reduce overlooking, implementing an acoustic report to ensure noise protection. In addition to the above, a development was approved for a change of use in 2023 to include Public Amusement. Additionally, the pre-existing Development Application (DA) from 2020 specified a four-storey tourist accommodation building with additions and alterations to an existing structure. This project is in line with the previously approved uses and aligns with the area's ongoing development strategy. Car parking Submission is noted. In response, please note that the site is located in close proximity to several alternative transport options in lieu of driving and parking on-site, including the following:
--	--

to reality. If the proposal is approved, there will be a 14-metre monolith at the rear of a Heritage Property in a Fremantle Heritage 3 Precinct overpowering neighbouring Heritage properties. The Applicant fails to prosecute any valid arguments justifying that the height of the proposed building should be increased by 3 metres. The Fremantle Heritage Precinct does not need ANY more detrimental visual impacts on any neighbouring streets let alone one where the mass of has been supposedly 'rationalized to the rear'. The Applicant has completely ignored the rear neighbours again and the Port Flour Mill residents have not been considered at all. By 'moving' the Big Brown Box to the rear of the property does not lessen the overpowering nature of the box. Construction The density of this development will have a deleterious effect on a Heritage building like the Port Flour Mill. A massive increase in load, that is being proposed, will be devastating to the Port Flour Mill structure which is adjacent to and will be connected to 19 Essex St. The Applicant will probably put forward a 'plan' to ameliorate the possible construction problems but the risk to the building cannot be underestimated. The Port Flour Mill must be protected at all costs. The only real method to protect the Port Flour Mill buildings is to stop any increased load on the 19 Essex St site. Therefore, the Application should not be approved. Matters of Due Regard During the examination of the provided 'Matters of Due Regard' under clause 67 of the LPS Regulations, it was apparent that a 'Tick the Box' approach was employed. The following (k through to s) are examples of how some items have been given the 'tick' by the Applicant with little or no examination: (k) the built Heritage conservation of any place that is of cultural significance (l) the effect of the proposal on the cultural Heritage significance of the area in which the development is located. Both items k and l rely on the flawed Heritage Impact statement provided by the Applicant. (m) the compatibility of the development with its setting, including — (i) the compatibility of the development with the desired future character of its setting; and (ii) the relationship of the development to development on adjoining land or on other land in the locality including, but not limited to, the likely effect of the height, bulk, scale, orientation and appearance of the development. It is hard to comprehend that the 'Big Brown Box' being erected on the rear of the site has no effect on any adjoining land (The Port Flour Mill site). This major addition to the site	- o Fremantle Train Station (650m) - o Several bus services from South Terrace (60m) - o Taxi Rank South Terrace (75m) - o Ride share options, such as Uber and Didi - o One-off care hire options, which are parked off-site, such as Car Share. It is not considered reasonable to argue that additional accommodation in the city centre will result in more backpackers sleeping in their cars. As discussed in our submitted planning reports the hotel expects a large contingent of international travellers who will be utilising public transport and staying and experience the City of Fremantle. This is the benefit of the short stay accommodation being located within the City Centre. In addition, given the nature of the development as short-stay accommodation, the need for extensive parking is minimized. To address parking concerns, additional bicycle parking and a designated drop-off point for courtesy minibuses on Essex Street are included for visitor convenience. Opening Hours of Bar The opening hours of the bar will be established and enforced as part of the liquor licensing and building/occupancy permit stage of the proposal. It should be noted that the hours are not anticipated to be irregular for the city centre zoning in which the development is located.
--	--

must be built to increase the bed numbers to firstly, justify the initial capital costs and secondly to increase future profit to 'entice' an operator's participation in the project. It therefore stands to reason that the Applicant will 'tick' all the boxes to justify the proposal. This Big Brown Box will be a blot on the Fremantle skyline and no matter which way the developer 'spins it', it will be 'out of place' in the Central Fremantle Heritage Area. 4 (n) the amenity of the locality including the following — (i) environmental impacts of the development; (ii) the character of the locality; (iii) social impacts of the development; The Applicant proffers that the 'The proposal is compatible with the current and intended amenity of the locality as a vibrant and inviting city centre'. This all-encompassing, fact less, motherhood statement is opinion and aspiration. The overall amenity of the locality will be compromised. The environmental impacts will be seen in risk to the Port Flour Mill building structure as well as water damage, the need for service upgrades and associated future degradation of systems due to increased people traffic in the locality. Overshadowing will change the character of the locality. Also, the sheer volume of the Big Brown Box will make it in the future an unwanted landmark building forever. The massive increase in human and vehicular traffic will change the social impact. (r) the suitability of the land for the development considering the possible risk to human health or safety The Applicant believes that there is no possible risk to human health or safety and therefore has ticked "N/A". A modicum of research into the magnitude of the development would show that just the traffic generated in and around the development would dictate that safety should have been critically assessed. The proposed inadequate car parking area and very narrow right of way is a safety risk with the amount of service vehicles, waste removal vehicles etc required to service a development of this size. The human traffic generated within the buildings and in the outdoor areas will be increased markedly and needs to be considered from a safety perspective. It is incredulous to believe that the Applicant could have 'glossed over' this extremely important question. Did the Applicant want to cover up any safety questions to make the application look easier to approve? (s) the adequacy of — (i) the proposed means of access to and egress from the site; and (ii) arrangements for the loading, unloading, maneuvering and parking of vehicles;	Waste The proposed land use provides a compliant bin storage area for storage of refuse and recyclables as was demonstrated within the waste management plan prepared by qualified waste management consultants.
--	---

The Applicant uses the following ‘Get out of Jail’ clause, ‘The proposed development generally maintains the existing access, egress, loading and waste collection arrangements of the site – designed in consultation with local government technical staff’. This statement by the Applicant deliberately attempts to skew the truth. Under any form of examination, whenever the word “generally” is used, the statement should be tested very stringently. It is worrying that these arrangements have been designed in consultation with local government staff and the tick of approval has been given. Did the Local Government technical staff gloss over the question in the same manner as the Applicant? The proposed development is a massive budget hostel and bar with eating facilities. It will be NOTHING like the current low impact use of the site of two adjacent commercial properties. The current car parking area will be ‘swallowed up’ by new buildings. There will be a marked 5 increase in vehicles movements. It is unbelievable to think that the Applicant can attempt to justify its position. It is very important to ‘see’ what the Applicant has not mentioned in its documentation as well as what it has! Although the proposed Development is categorized as a Tourist Development, it belies the fact that it will be a Budget Hostel crammed into a small footprint in the Essex Street Heritage Precinct. In fact, if the development is approved it will be the largest Budget Hostel in Western Australia, if not Australia. How can this untried monolith be built in the Fremantle Heritage Area, surrounded by Heritage Buildings, with all its unknowns and potential to completely change the Fremantle ‘feel’ and to detrimentally impact the residents of the Port Flour Mill and the integrity of Port Flour Mill buildings as well. The Development is called a variety of descriptions throughout the application such as Lylo Short-term accommodation, Short-Term Accommodation, a Hostel and a Hotel. These differing descriptions emphasize the fact that each report has been produced with a scattergun approach, not understanding how the other ‘expert’ has been advised to continue the thrust or language. Each report has evidently been designed individually and has been produced to overcome obstacles found by the Applicant instead of reviewing all aspects of the development from a holistic approach. If, as was mentioned many times in the Application, the development is a hotel (not a massive Backpackers Hostel) then the mathematics surrounding people, vehicles, waste transfers and the like, used to justify altering Town Planning rules, in all reports is fallacious and the Application should immediately be rejected. As an example, the Applicant states that it would be reasonable (for a variety of spurious reasons and mathematics) that only 4 Car parking spaces would be needed. Would it be contemplated by the City of Fremantle, if another Esplanade Hotel was proposed in the Central Fremantle Heritage area, to allow the Applicant to provide only 4 Car Parking spaces?	
---	--

Car Parking

The Applicant attempts to justify the reduction in Car Parking spaces by trotting out the usual ubiquitous lines as in the following excerpt from the Transport Impact Statement as well as deliberately ignoring the extra number of mandatory car parking spaces required for a Small Bar:

'The overwhelming majority of the future hotel guests are overseas/interstate short term stay backpackers that do not own or require a private vehicle. However, guest opting to hire a car during their stay at the hostel may use one of a number of public pay car parking facilities in close proximity of the site. In addition, ample short-term day (2hrs 9AM-5PM) and unlimited overnight (5PM-9AM) parking is available on Essex Street'.

This statement is lunacy and must be questioned. Residents and visitors alike know and understand that there are limited short term day parking spaces in Essex Street. The Applicant is attempting to justify the need for almost no car parking spaces, by turning an opinion or an aspiration into a fact. Can the Applicant produce any data proving that an overwhelming number of future guests won't use private vehicles and therefore won't require any on-site car parking?

There are very limited spaces in Essex Street from early afternoon to late evening. There is no unlimited overnight parking (5pm to 9am) available on Essex Street. By definition, the Applicant is wrong. There can be no unlimited parking! The Applicant demands that the already stretched public parking bays in Norfolk Lane and Essex St be seconded to this business as dispensation to somehow relax the mandatory parking requirements for a development of this size. The Applicant further requests a permanent reduction to the public parking in Norfolk Lane to facilitate courtesy buses and shuttle buses. The public will be denied further access to very limited parking in Norfolk Lane The Applicant remarkably proposes only 4 on-site car parking spaces but 2 of the 4 spaces are already used by existing office tenancies. The Applicant 'double counts' another parking space by 'providing' an on-site service bay within the 4 car parking spaces. This is definitely 'Magic Pudding' economics. The mathematics are astounding.

The Applicant proposes 4 on-site car spaces but

- Includes Bays 1 and 2 which are currently used by existing Office tenants and
- Includes another on-site car space that will be used as a service vehicle bay A Small Bar is proposed which will markedly increase the number of required car parking spaces. The proposal will not stand up as there is not enough room to provide the required number of car parking spaces. Despite this fact the Applicant has made scant acknowledgement of

the proposed Small Bar let alone any details. Is the Applicant hopeful that ignoring the issue will eventually make the issue 'go away'?

Small Bar

The Applicant states: 'In addition to the Tourist Development land use proposed, the development proposes an additional ancillary 'Small Bar' land use. The Small Bar is essentially part of the Tourist Development, as it will be predominantly for guests of the property. However, similar to 'Hotel' accommodation developments, the small bar would be open to the public – subject to approval of an appropriate liquor licence and relevant conditions on that licence to ensure appropriate operation and management of the bar'. Nothing has been detailed about the facilities, the number of anticipated patrons, opening hours and the like in the application. It is a classic piece of management legerdemain to say very little about the Liquor Licensing aspects of the development in the hope there will be no further scrutiny. Ordinarily an application for a Small Bar would need to address many specific questions but the Applicant sees fit to speak again in generalities and expects acceptance. The Applicant lays out a future that once commenced will be unable to be 'turned around' as it will be predominantly for guests of the property and as the Applicant believes that it is similar to 'Hotel' accommodation developments, the small bar would be open to the public then is it not also fair to also force similar 'Hotel' licensing conditions onto the Applicant. If any one of these 'Hotel' licensing conditions were placed on the development, then the application would be voided 7 immediately. It is also worrying that the Applicant again uses such words as predominately which further clouds the true intent of how the Small Bar will be used and how it will interact with its neighbours. In another section of the documentation the Applicant further clouds the truth by stating: The bar area is designed to be open to members of the public and LyLo in-house guests 7 days a week. We are yet to confirm the operating hours - which can be negotiated with the City as a condition of approval. There are many amenity issues associated with the Small Bar not addressed by the Applicant including opening hours, rowdiness, excess noise and mandatory car parking. The Applicant may contend that as the Liquor Licence cannot be applied for before the approval so therefore it is irrelevant to provide any details. The Applicant should provide at least some transparency and direction. The Applicant must know and understand now how it intends to operate the Bar and should be willing to divulge this relevant information to yet to be affected parties.

- What Liquor Licensing Hours does the Applicant want?
- Will the Applicant want music in the Bar?
- When will it want the music? What will be the noise levels?

- Every day and night?
- Will the Applicant see the Bar as a 'Cash Cow' and at some time in the future advertise the venue to increase patronage?
- What impact would any, or all of this have on the residents of the Port Flour Mill? How can any residents of the Port Flour Mill assess the impact of the proposed bar if the licensing conditions are 'negotiated' with the City 'in camera' and after Objections have closed. It will be too late for the residents to object to the Liquor Licence conditions if the Development is approved! With the Small Bar included in the proposal it is certain that many more car parking spaces should be provided in the development. After my investigations I believe it would be reasonable to suggest that at least another 20 on-site Car parking spaces would be required above what is currently proposed to satisfy Liquor Licensing conditions. It is also incomprehensible to argue that guests using the accommodation, or visitors to Fremantle using the entertainment/dining facilities will never use private vehicles. These vehicles will park on the street and only increase and stretch the already limited parking in this area. This will increase the demand for further street parking and will create more congestion in the surrounding streets. Unbelievably also, there has been no provision made for mandatory Disabled Parking spaces. The proposal must be rejected.

Waste Management

'Waste collection and deliveries will take place off Norfolk Lane. Bins will be wheeled out on designated collection days for presentation along the driveway. The waste collection truck will temporarily stop on Norfolk Lane, unload the bins and continue travel in forward gear. This type of arrangement is currently in place at the subject site for the existing land uses'.

The Applicant states that as this type of arrangement is already in place, there will be no change when the development is built. This statement is patently untrue. How can the Applicant possibly compare the current land use to what is proposed with respect to the existing. The Application should be dismissed immediately due to this gross misrepresentation. There will be 247 guests/backpackers, staff, visitors and bar patrons using the building. The waste generated will be many times greater than is currently the case. The traffic volume (both human and vehicular) will be many times greater than what is currently experienced. A bin storage area is proposed at the southwest corner of the hostel building (ground level), as shown in the development plan in Appendix A. The bin storage area is accessible via service corridors. Again, the above section of the Transport Impact statement needs to be tested. The bin storage area is not directly accessible from

or to the lifts to the ground floor. The internal waste can only be transported from lift 2 via the Bike Store then either the Staff Laundry or around the outside of stairwell 2 to the outside Bin Store. The Kitchen waste can be transported along the service corridor, the outdoor back of house corridor and then to the outside Bin Store. In either case there will be excessive noise generated along the Port Flour Mill walls that cannot be attenuated. Port Flour Mill residents will be severely affected by these frequent waste transfers. There are no details in the proposal with respect to the delivery of goods and services that will be required for '247 guests, 24 hours a day'. Any deliveries to and from the:

- Bar
- Office
- Kitchen
- Freezer
- Cool Room
- Keg Room
- Check in facilities and Cool Room:

Will also need to progress along the service corridor, through the outdoor Back of House area, pass the Back of House Store, the Bin Storage Area, Staff Laundry, Stairwell and through the 1,950mm clear ground zone before entering the parking area proper and eventually accessing Norfolk Lane. There will be a detrimental noise impact on the Port Flour Mill residents. Please see (Appendix 7) On another salient point, the Transport Impact Statement denotes that 'No particular safety issue has been identified for the proposed development'. There is a safety issue surrounding the Clear Zone when a staff member enters or leaves the outdoor Back of House area on the way to facilitate some form of waste or goods transfer. The Clear Zone is only 1,950mm wide and is adjacent to the proposed loading bay. The large Sulo bins will have to be negotiated through the Clear Zone with under 500mm spare on either side. In fact, the journey along the Bin Storage is fraught as there will be under 300mm clear on either side of any 1,100L bin as that passageway is only 1,1820mm wide. 9 The 5 1,100L bins are to reside in the Bin Storage Area but there is no mention where the internal 21 240L and 9 660L bins will reside. It is therefore unclear how the internal waste transfer from these bins to the bins in the storage area will be facilitated and what noise impact that may have on the neighbours The amenity worry is further amplified by this statement in the Waste Management Plan: These internal bins will be collected by the staff/cleaners and transferred to the Bin Storage Area for consolidation into the appropriate bins, as required. This internal servicing method may be conducted outside of main operational hours to mitigate disturbances to staff/visitors.

	During 24 hours per day, the sound of bins full of glass bottles and the like being deposited into other larger bins (in the Bin Storage Area) will never be deadened or forgotten. The continual deadening sounds of the Bin Storage roller doors crashing up and down will never be unheard. This subtle change in wording and or strategy by the Applicant states that This internal servicing method may be conducted outside normal hours 'flagging' the likelihood that the internal waste transfers will be progressed by overnight staff to the detriment of sleeping neighbours in the Port Flour Mill. Again, the residents of the Port Flour Mill are not being considered. If the development is approved the neighbours will never have any noise abatement. The neighbours' complaints will never be addressed. The Service area and the outdoor back of house area will be in reality the outdoor staff smoking area. The noise, chatter and smoke wafting into the courtyards and windows of the Port Flour Mill residents, will be a constant irremediable annoyance 10 In summary, The proposed development will increase the traffic, both human and vehicular beyond what was ever contemplated. The density and intensity of the proposal is extremely excessive. The mass of the buildings and the associated stress to all utilities will impact very badly on the Port Flour Mill and the greater Heritage Precinct. The overshadowing will be stark, and the Heritage value of neighbouring properties will be compromised. In all, the developer wants to push the boundaries at the expense of the Heritage Precinct. I urge the City of Fremantle to reject this Development Application.	
--	---	--

Lylo Fremantle

ESD Opportunities Report

Prepared for: EVT

Project No: SYD2892
Date: 6 June 2024
Revision: 01



Project: Lylo Fremantle
Location: 19 Essex St
Fremantle, WA 6160
Prepared by: ADP Consulting Pty Ltd
Level 6, 33 Erskine Street
Sydney NSW 2000
Project No: SYD2892
Revision: 01
Date: 6 June 2024

Rev	Date	Comment	Author	Signature	Technical Review	Signature	Authorisation & QA	Signature
01	6 June 2024		Jee Wei Tay	JWT	Khyati Saxena	KS	Borris Boschman	BB

Project Team

Client / Principal EVT
Architect Rothelowman
Development Manager Belingbak



Contents

1.	Introduction	3
1.1	Project Overview	3
1.2	Project Background	4
1.3	Relevant Policies and Guidelines	4
1.4	Reference Documentation	4
1.5	Sustainability Compliance Targets & Objectives	4
2.	Sustainable Design Initiatives	5
2.1	General	5
2.2	Adaptive Reuse and Embodied Carbon Reduction	5
2.3	Energy efficiency and operational carbon reduction	6
2.4	Water efficiency and reuse	8
2.5	Designing for Nature	9
2.6	Sustainable Transport	10
2.7	Circular Economy Design	10

1. Introduction

1.1 Project Overview

This ESD Opportunities Report is intended for distribution to Rothelowman, relevant City Council and relevant members of the project team for the new Lylo Fremantle located at 19 Essex Street, Fremantle WA 6160. The proposed development will consist of the following:

- > Hostel

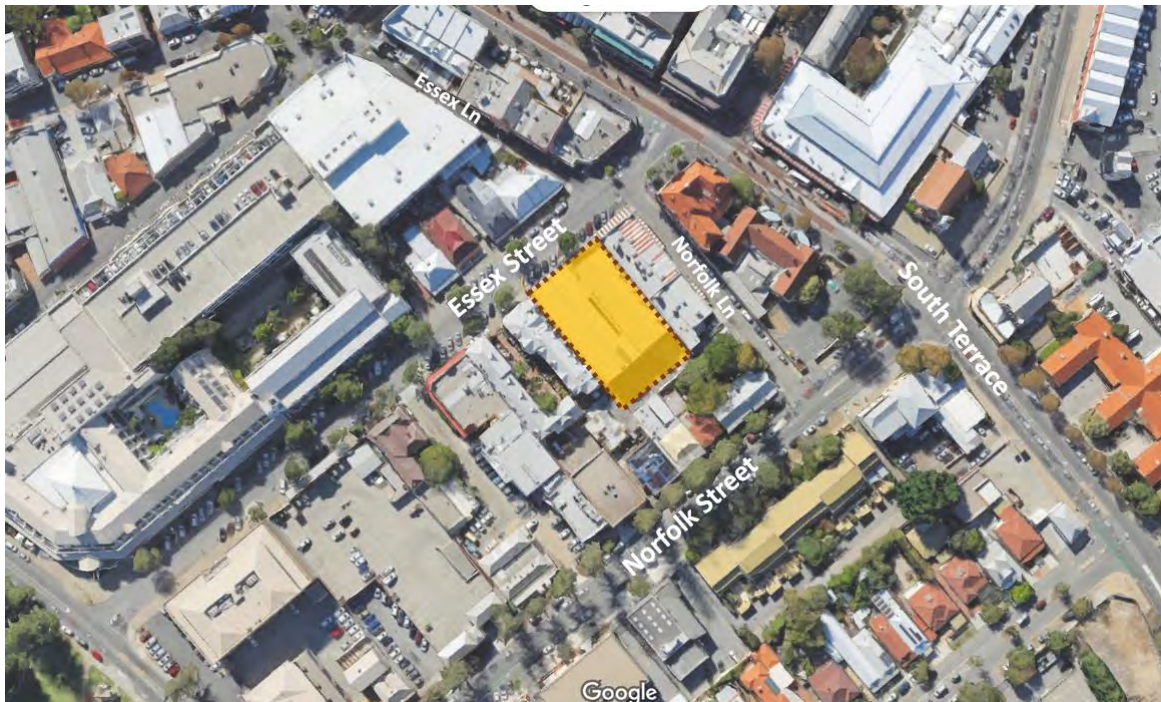


Figure 1 Site Location (19 Essex St, Fremantle WA)

This report details an investigation of Environmentally Sustainable Design (ESD) initiatives that ADP have identified to have appropriate relevance and should be considered for the proposed development.

Following a review of the project technical brief, site location, Council Local Planning Policy, Council Environment initiatives, and architectural drawings, we propose the following areas of sustainability to be explored during the design, construction, and operation of the proposed development:

- > National Construction Code (NCC) 2022
- > Energy & Greenhouse Gas Emissions Reductions
- > Water Efficiency and Conservation
- > Healthy Indoor Environmental Quality (IEQ)
- > Green Star Buildings Rating Tool Sustainable Transport Options
- > Best Practice Waste Management
- > Passive Design principles
- > Low Carbon, circular economy design

1.2 Project Background

The proposed development is located within Climate zone 5 - (mild temperate), as identified by the Australian Building Codes Board (ABCB) and consists of the following NCC Classification Type:

- > Class 3 - Hostels

1.3 Relevant Policies and Guidelines

- > Western Australian Climate Policy
- > Statement of Planning Policy No. 2 – Environment and Natural Resources Policy
- > City of Fremantle Local Planning Policies (LPP)
- > Section J provisions of the NCC 2022 Building (BCA) Code of Australia
- > Green Star Buildings Submission Guideline
- > EVT Sustainability Goals

1.4 Reference Documentation

- > 2024-06-05_223252_Lylo Fremantle – DA Architectural Report_R2.0
- > 2024-06-05_223252_Lylo Fremantle – DA Issue 1_Architectural Drawings Binder

1.5 Sustainability Compliance Targets & Objectives

The primary objective of the development is to be an asset to the local environment and create a positive impact on the surrounding environment and community through its design, in line with the sustainability ambitions of the council.

The following ESD compliance frameworks have been identified for the project:

- > Western Australia Statement of Planning Policy No. 2 – Environment and Natural Resources Policy
- > City of Fremantle Local Planning Policy 2.13 – Sustainable Buildings Design Requirements
- > Section J provisions of the NCC 2022 Building (BCA) Code of Australia

In line with the above governing policies, the proposed development will comply with NCC 2022 Section J Energy efficiency requirements and designed to address the following key sustainability initiatives:

- Whole life carbon emissions reduction
- Energy efficiency prioritising passive design and followed by active design
- Water efficiency and reuse
- Designing for nature
- Active transport
- Circular economy design

2. Sustainable Design Initiatives

2.1 General

This section outlines the project's sustainable design initiatives, in line with the policies and frameworks mentioned above, including additional opportunities that are to be considered during the detailed design stage of the project to support owner's and council's sustainability ambitions and targets.

1. Embodied carbon reduction
2. Energy efficiency and operational carbon reduction
3. Water efficiency and reuse
4. Designing for nature
5. Active transport
6. Circular economy design

2.2 Adaptive Reuse and Embodied Carbon Reduction

The project will largely consist of the repurposing of the current buildings on site. The proposed design will retain/make good the existing heritage façade, as well as the existing structure. A new extension building will occupy at the back of the existing building.

Embodied carbon of a building is the carbon emissions associated with the use of construction materials, transport and activities during construction stage. The embodied carbon at the stage is also referred to as upfront carbon. Embodied carbon also encompasses emissions arising from maintenance, repair, material replacement as well as the activities during the end-of-life stage of the building, which are demolition, waste transport and landfill.

By reusing and retaining the existing building façade and structure, the project will be eliminating majority of the upfront carbon of the building. This translates to approximately 20-30% upfront carbon reduction when compared to building the project from ground up.

For new materials, the project will consider selection of lower carbon alternatives. Some options include:

- > locally manufactured materials
- > steel and aluminium made of recycled content
- > concrete with Supplementary Cementitious Materials (SCM) to replace ordinary Portland Cement
- > bio-based finishes

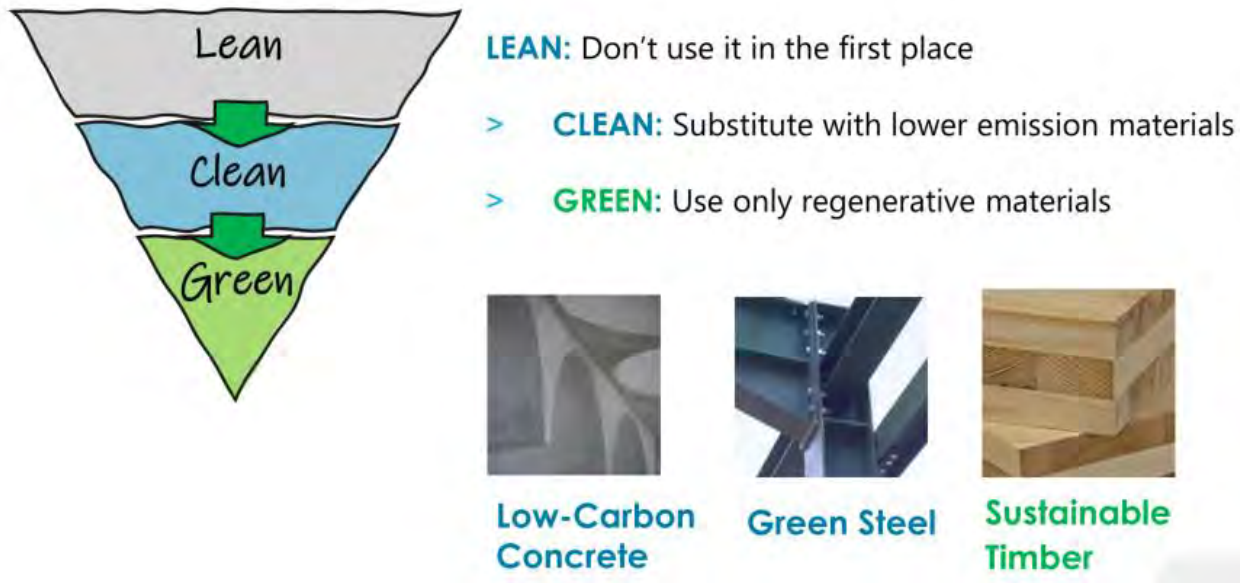


Figure 2 Embodied Carbon Reduction principles

2.3 Energy efficiency and operational carbon reduction

The project team will explore opportunities to reduce the buildings greenhouse gas emissions impact, through the development of energy saving or energy generating design measures. This section discusses design aspects of the building design that are focused on energy efficiency in operation. The building will be designed to be all-electric, eliminating fossil fuel use on site.

2.3.1 Building Fabric Design

The building fabric will be designed to meet Section J NCC 2022 best practice performance standards. The project will explore:

- > Provision of appropriately placed external shading devices to the north, west and east façades providing protection from solar radiation experienced from the low-angle winter sun.
- > Upgrade of existing window systems to double glazing to help reduce heat loss in winter and heat gain in summer, whilst maintaining adequate indoor thermal comfort to the administration building extension.
- > Glazing selections that allow for high levels of Visual Light Transmission (VLT), for useful daylight levels throughout the day
- > Glare mitigation measures through optimising the façade for external shading devices or internal blinds
- > Provision of adequate levels of insulation to the external walls, roof, and exposed floorings that form part of the building thermal envelope
- > Select roof and façade materials with a high solar reflectance to help keep the building cooler on hot sunny days. For example, the project may consider the use of Colorbond Thermatech solar reflectance technology to reflect more of the sun's heat on hot sunny days, which helps keeping the building cooler.
- > Utilise natural ventilation or mechanical assisted cross ventilation potential of the building form
- > Double glazed skylight system allowing daylight, while maintaining thermal comfort in the internal space

2.3.2 Heating, Ventilation, & Air Conditioning (HVAC) Design

- > Allow for operable windows for occupied spaces to reduce the need for mechanical ventilation and air conditioning.
- > Integrate HVAC control to turn off air conditioning in hostel rooms if windows are open for more than 1 minute
- > Select high-efficiency HVAC systems for conditioned spaces and configure for optimum performance including the following features:
 - Demand-controlled ventilation
 - Heat Recovery Ventilation
 - Economy Mode Ventilation
- > Select HVAC equipment that is suitable for low-Global Warming Potential refrigerants (GWP < 10) to minimise the risk of emissions through refrigerant leakage. Where not feasible, project team to explore carbon offsets for emissions related to refrigerant use in the building
- > The ventilation system will be designed to mitigate the entry of outdoor pollutants by ensuring pollution sources and outdoor air intakes are sufficient distanced from each other
- > Access panels are provided for ease of maintenance to ensure equipment and particularly filters continue to supply clean air
- > Ductwork to be cleaned prior to occupation to ensure no dust and other contaminants reduce indoor air quality
- > Direct exhaust to outside will be provided for kitchen and toilet such that pollutants are removed from the building

2.3.3 Lighting Design

- > Reduce the need for artificial lighting by introducing sufficient skylights in all spaces where feasible.
- > Select high-efficiency LED lights to provide adequate lighting levels and colour rendering with minimal energy expenditure.
- > Consider careful design of daylighting controls to adjust electric lighting in response to daylight levels without causing undesirable noticeable switching effects or interactions.
- > Use of motion sensors and light sensors to ensure lighting is automatically dimmed or switched off when not required.
- > Consider Whole-of-Life impacts such as maintenance costs and access for easy maintenance in practice may also be considered

2.3.4 Energy and emissions management

- > Consider energy monitoring to monitor major energy end-use and allow identification of any consumption anomaly during operation
- > Consider ongoing monitoring and reporting of building energy use to inform the emissions reduction targets

2.3.5 Domestic Hot Water

- > The project will explore opportunities to provide hot water via electric heat pump with high efficiency.
- > Pipes to be insulated to reduce heat loss as the hot water is distributed which means less energy is consumed as the water temperature can be lowered

2.3.6 On-site and Off-site renewables

- > With the extensive pitched roof on the existing building, as well as flat roof on the new extension building, there is an opportunity to maximise the installation of Solar PV in the project.
- > The solar PV design and layout will be prioritised to orientate towards the north and avoid overshadowing where possible
- > It is anticipated that the on-site solar PV energy generation will reduce the operational carbon emissions of the hostel operations
- > The project owner can explore GreenPower or Power Purchase Agreement (PPA) with electricity provider to offset the remaining of the operational carbon emissions of the project



2.4 Water efficiency and reuse

The project will explore the opportunities to reduce water consumption and optimise reuse.

- > Ongoing rainwater capture and storage will be explored. The project team will undertake a rainwater capture assessment during the detailed design to confirm roof run off areas are feasible.
- > Where feasible rainwater re-use and harvesting will be considered for non-potable uses (such as toilet flushing, laundry – where appropriate) and landscape irrigation to green areas and landscaping surrounding the development and within the site boundary.
- > To reduce building potable water use, the project considers installing highly efficient WELS rated fittings and fixtures, and appliances.
- > Select low-water and drought resistant native planting for all green spaces on the precinct to minimise or completely omit landscape irrigation

2.5 Designing for Nature

The project will explore following initiatives to minimise its impacts to nature and enhance biodiversity:

- > Understanding the site's historical and current ecological context and using this information to protect and increase the biodiversity on site with native planting integration.
- > Protecting local waterways and reducing the impacts of flooding and droughts by reducing average annual stormwater discharge rates and meeting stormwater pollution reduction targets.
- > Specifically using native plants and landscaping on unused and dedicated green areas on the precinct to provide habitat opportunities for wildlife.
- > Explore vegetated roof with local drought resistant species. The roof can be designed to be lightweight / intensive.



Figure 3 Example of intensive green roof system

2.6 Sustainable Transport

The project will explore the active transport initiatives below to reduce private vehicle usage:

- > Dedicated on site bike storage facility to allow users to utilise bicycle for touring
- > Reduced car parking space on site to encourage public transport use
- > Explore digital display or pamphlets on public transport information in the city
- > Potential onsite bicycle renting to allow customers to explore the city on two wheels



Figure 4 On site bicycle storage facility

2.7 Circular Economy Design

Circular economy design eliminate waste and pollution, circulate products and materials and regenerate nature. Where feasible, the project will adopt circular economy principles in the building design:

- > Avoid internal finishes where appropriate
- > Adopted locally sourced materials to support local economy
- > Prioritise selection of finishes with high recycled content
- > Explore durable and longer lasting materials which will allow easy maintenance/replacement. The internal finishes should support a sustainable branding identity and highlight sustainability as a key part of the customer journey
- > Incorporate Indigenous Design Principles in the design, including biophilic design elements that communicate the local elements of Country. For example internal surfaces, external pavement, landscaping and furniture
- > Kit of part for furniture / joinery items to allow easy replacement

- > Design for disassembly by eliminating chemical connections (binders, glues, adhesives) and using bolted/screwed/nailed connections which are accessible.
- > Develop project specific operational waste management plan:
 - Implementing waste stream separation strategy for waste generated by building occupants in accordance with waste operator requirements
 - Design and allocate adequately sized waste separation and collection areas to ensure maximised recyclability and processing of waste. Outline best practice safety and access requirements for these areas, including identifying safe methods for vehicle access and transfer of waste.
 - Ensure ongoing waste monitoring to provide data for optimisation of the waste management strategy.



Inspire a better world through influence and design.

Melbourne

Level 13, 55 Collins Street
Melbourne VIC 3000
t. +61 3 9521 1195

Adelaide

Level 2, 25 Grenfell Street
Adelaide SA 5000
t. +61 3 9521 1195

Brisbane

Level 16, 15 Adelaide Street
Brisbane QLD 4000
t. +61 7 3088 4022

Gold Coast

Level 10, 12-14 Marine Parade
Southport, QLD 4215
t. +61 7 3088 4022

Sydney

Level 6, 33 Erskine Street
Sydney NSW 2000
t. +61 2 8203 5447

London

53-64 Chancery Ln
London WC2A 1QS
United Kingdom
t. +44 74 9478 5117

adpconsulting.com

BELINGBAK

**LYLO
FREMANTLE**

**DEVELOPMENT APPLICATION
ACOUSTIC REPORT**

AUGUST 2024

OUR REFERENCE: 33221-1-24296

DOCUMENT CONTROL PAGE

DA ACOUSTIC REPORT
LYLO
FREMANTLE

Job No: 24296

Document Reference : 33221-1-24296

FOR

LYLO

DOCUMENT INFORMATION				
Author:	George Watts	Checked by:	Tim Reynolds	
Date of Issue :	21 August 2024			
REVISION HISTORY				
Revision	Description	Date	Author	Checked
DOCUMENT DISTRIBUTION				
Copy No.	Version No.	Destination	Hard Copy	Electronic Copy
1	1	Belingbak Attn: Matthew Rawlinson Email: matthew.rawlinson@belingbak.com		✓

CONTENTS

1.0	INTRODUCTION	1
2.0	CRITERIA	1
2.1	BCA Provisions	1
2.2	Environmental Protection (Noise) Regulations 1997	2
2.3	Noise Ingress	4
3.0	BCA REQUIREMENTS	4
4.0	NOISE INGRESS	4
5.0	NOISE FROM DEVELOPMENT	4
5.1	Mechanical Services	5

APPENDICIES

A	DA Plans
B	Preliminary Mechanical Services Drawings

1.0 INTRODUCTION

Herring Storer Acoustics was commissioned by Belingbak, to conduct a preliminary review of the proposed Lylo Hotel at 19 Essex Street, Fremantle.

The proposed development consists of short stay accommodation comprising 80 rooms with 247 beds and associated amenities.

The existing heritage building is proposed to be retained, with partial internal demolition and extended.

This report has been based on the Development Application drawings provided.

2.0 CRITERIA

2.1 BCA PROVISIONS

For Class 2 or 3 buildings, Part F5 of the National Construction Code (NCC), outlines the minimum acoustic isolation of apartments, and in this instance hotel rooms.

The following summarises the acoustic criteria:

2.1.1 Walls

Wet to wet	$R_W + C_{tr}$ not less than 50 dB.
Living to living	$R_W + C_{tr}$ not less than 50 dB.
Wet to living	$R_W + C_{tr}$ not less than 50 dB plus discontinuous construction.
Kitchens to living	$R_W + C_{tr}$ not less than 50 dB plus discontinuous construction.

Note: Where kitchens are part of an open living area, we consider the kitchen to be part of the living area and in these cases a discontinuous construction is required. This also includes cases where kitchens are back-to-back, however, discontinuous construction is only required on one side.

2.1.2 Floors

Floors	$R_W + C_{tr}$ not less than 50 dB.
Impact Isolation	$L_{n,w}$ not more than 55 dB is recommended.

Note: The impact isolation criteria under the BCA is an $L_{n,w}$ of not more than 62 dB. However, as a member firm of the Association of Australasian Acoustic Consultants, (AAAC) we recommend a criteria of an $L_{n,w}$ of not more than 55 dB be adopted for a development of this type.

2.1.3 Service Risers

to Habitable Rooms	$R_W + C_{tr}$ not less than 40 dB.
to Non-Habitable Rooms	$R_W + C_{tr}$ not less than 25 dB.

2.1.4 Hydraulics

The above requirements also apply to storm water down pipes.

2.1.5 Doors

Door (Connecting) R_w not less than 30 dB.

2.2 ENVIRONMENTAL PROTECTION (NOISE) REGULATIONS 1997

The *Environmental Protection (Noise) Regulations 1997* stipulate the allowable noise levels at any noise sensitive premises from other premises. The allowable or assigned noise levels for noise sensitive premises are determined by the calculation of an influencing factor, which is added to the baseline criteria set out in Table 1 of the Regulations. The baseline assigned noise levels are listed in Table 3.1. For commercial premises, the allowable or assigned noise levels are the same for all hours of the day. Table 3.1 also lists the assigned noise levels for commercial premises.

TABLE 3.1 – ASSIGNED NOISE LEVELS

Premises Noise	Receiving	Time of Day	Assigned Level (dB)		
			L_{A10}	L_{A1}	L_{Amax}
Noise sensitive premises within 15 metres of a dwelling		0700 - 1900 hours Monday to Saturday	45 + IF	55 + IF	65 + IF
		0900 - 1900 hours Sunday and Public Holidays	40 + IF	50 + IF	65 + IF
		1900 - 2200 hours all days	40 + IF	50 + IF	55 + IF
		2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and Public Holidays	35 + IF	45 + IF	55 + IF
Commercial Premises		All hours	60	75	80

Note: The L_{A10} noise level is the noise that is exceeded for 10% of the time.
The L_{A1} noise level is the noise that is exceeded for 1% of the time.
The L_{Amax} noise level is the maximum noise level recorded.

It is a requirement that noise from the site be free of annoying characteristics (tonality, modulation and impulsiveness) at other premises, defined below as per Regulation 9.

“impulsiveness” means a variation in the emission of a noise where the difference between L_{Apeak} and $L_{Amax Slow}$ is more than 15dB when determined for a single representative event;

“modulation” means a variation in the emission of noise that –

- (a) is more than 3dB $L_{A Fast}$ or is more than 3dB $L_{A Fast}$ in any one-third octave band;
- (b) is present for more at least 10% of the representative assessment period; and
- (c) is regular, cyclic and audible;

“tonality”

means the presence in the noise emission of tonal characteristics where the difference between –

- (a) the A-weighted sound pressure level in any one-third octave band; and
- (b) the arithmetic average of the A-weighted sound pressure levels in the 2 adjacent one-third octave bands,

is greater than 3 dB when the sound pressure levels are determined as $L_{Aeq,T}$ levels where the time period T is greater than 10% of the representative assessment period, or greater than 8 dB at any time when the sound pressure levels are determined as $L_{A\text{ Slow}}$ levels.

Where the above characteristics are present and cannot be practicably removed, the following adjustments are made to the measured or predicted level at other premises.

TABLE 3.2 – ADJUSTMENTS FOR ANNOYING CHARACTERISTICS

Where tonality is present	Where modulation is present	Where impulsiveness is present
+ 5 dB	+ 5 dB	+ 10 dB

From a review of the development, the influencing factor for this development would be +7 dB, based on the following :

Secondary Roads within inner circle;

South Terrace	+ 2 dB
Norfolk Street	+ 2 dB

Commercial Premises within inner circle;

60%	+ 3 dB
-----	--------

Commercial Premises within outer circle;

20%	+ 1 dB
-----	--------

Total IF + 8 dB

Hence the influencing factor would be + 8 dB and the assigned noise levels would be as listed in Table 3.3.

TABLE 3.3 - ASSIGNED OUTDOOR NOISE LEVEL

Premises Noise	Receiving	Time of Day	Assigned Level (dB)		
			L_{A10}	L_{A1}	L_{Amax}
Noise sensitive premises within 15 metres of a dwelling		0700 - 1900 hours Monday to Saturday	53	63	73
		0900 - 1900 hours Sunday and Public Holidays	48	58	73
		1900 - 2200 hours all days	48	58	63
		2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and Public Holidays	43	53	63

Note: L_{A10} is the noise level exceeded for 10% of the time.
 L_{A1} is the noise level exceeded for 1% of the time.
 L_{Amax} is the maximum noise level.

We note that noise emissions from the premises need to comply with the requirements of the *Environmental Protection (Noise) Regulations 1997*. This includes noise associated with mechanical services (ie air conditioning and ventilation systems).

2.3 NOISE INGRESS

There are several noise ingress policies that may be applicable to this development, consisting of :

Fremantle Sound Attenuation Policy
Fremantle Port Buffer Area Development Guidelines.

Both the Fremantle Sound Attenuation Policy and the WAPC State Planning Policy result in the same criteria, as listed below :

- L_{eq} 35 dB(A) in sleeping areas (bedrooms); and
- L_{eq} 40 dB(A) in living/work areas and other habitable rooms.

The Fremantle Port Policy dictates minimum construction requirements based on the proximity to the Fremantle Port. The development is located in "Area 3" in accordance with the Port Buffer Area Development Guidelines. "Area 3" does not dictate any increase in built form for development.

3.0 BCA REQUIREMENTS

The proposed development will be constructed to comply with the requirements of Part F5 of the NCC.

During the design development phase of the project, confirmation from a NCC/BCA certifier as to which areas of the development classify as individual sole-occupancy units will need to be provided, as this will dictate the construction requirements between spaces. This is not seen as problematic, and typical for such a development.

4.0 NOISE INGRESS

During the design development phase of the project, ambient noise levels in the vicinity will be recorded, with the resulting noise levels informing the façade constructions required to ameliorate noise levels internally such that the applicable criteria are met.

The façade considerations are likely to be primarily glazing considerations – including the roof skylights that are proposed.

5.0 NOISE FROM DEVELOPMENT

The main source of noise from the proposed development will be from mechanical services consisting of air-conditioning plant. Noise received at neighbouring premises from these items need to comply with the assigned noise levels as determined under the *Environmental Protection (Noise) Regulations 1997*.

5.1 MECHANICAL SERVICES

The main source of noise from the proposed development will be from mechanical services consisting of air-conditioning plant. Noise received at neighbours from these items need to comply with the assigned noise levels as determined under the *Environmental Protection (Noise) Regulations 1997*.

As the mechanical services could operate during the night, noise emissions from the development needs to comply with the assigned L_{A10} night period noise level of 43 dB(A) at residential premises. Potentially, noise emissions from mechanical services could be tonal, in which case an +5 dB(A) penalty for a tonal component could be applied to the resultant noise levels. Therefore, the design level at the neighbouring residential premises would be 37 L_{A10} dB.

The preliminary mechanical design has been provided and included in Appendix B.

Given the location of the equipment, compliance at surrounding premises is not considered onerous, with the locating of the equipment behind barriers for visual amenity more than sufficient to ensure that the ambient noise level in the area is not affected by mechanical plant associated with the proposed development.

A complete analysis of the noise impact would be undertaken during the design development phase of the project in response to likely development approval conditions for the project.

APPENDIX A

DA Plans

EXISTING SEPARATION FROM
HERITAGE FACADE TO PRIMARY
WALL

BLUE DASHED AREA OF HERITAGE
FACADE

GREY DASHED LINES
INDICATIVE LOCATION OF
EXISTING TRUSSES OVERHEAD

ORANGE DASHED LINES OF
GROUND FLOOR WALL BELOW

NEW WALL TO EXTEND ABOVE
EXISTING MASONRY WALL -
ALIGN DATUM WITH NORTHERN
TENANCY HERITAGE FACADE
WALL

WALL TYPE LEGEND

- EXISTING WALLS, FLOORS AND STRUCTURES TO BE RETAINED
- NEW WALLS, FLOORS AND STRUCTURES

Revisions	P4	04.09.2024	CONCEPT COORDINATION MEETING
	P5	22.04.2024	ISSUE FOR INFORMATION
	P6	24.04.2024	DAC DRAFT PACK
	P7	29.04.2024	DAC ISSUE
	P8	04.06.2024	DA ISSUE
	P9	05.06.2024	DA ISSUE 1

Project / **LyLo Fremantle**
19 ESSEX STREET, FREMANTLE, WA

Drawing / **First Floor Plan**

Project No / **223252** Author / **RL** Scale: @ A3 / **1 : 200**

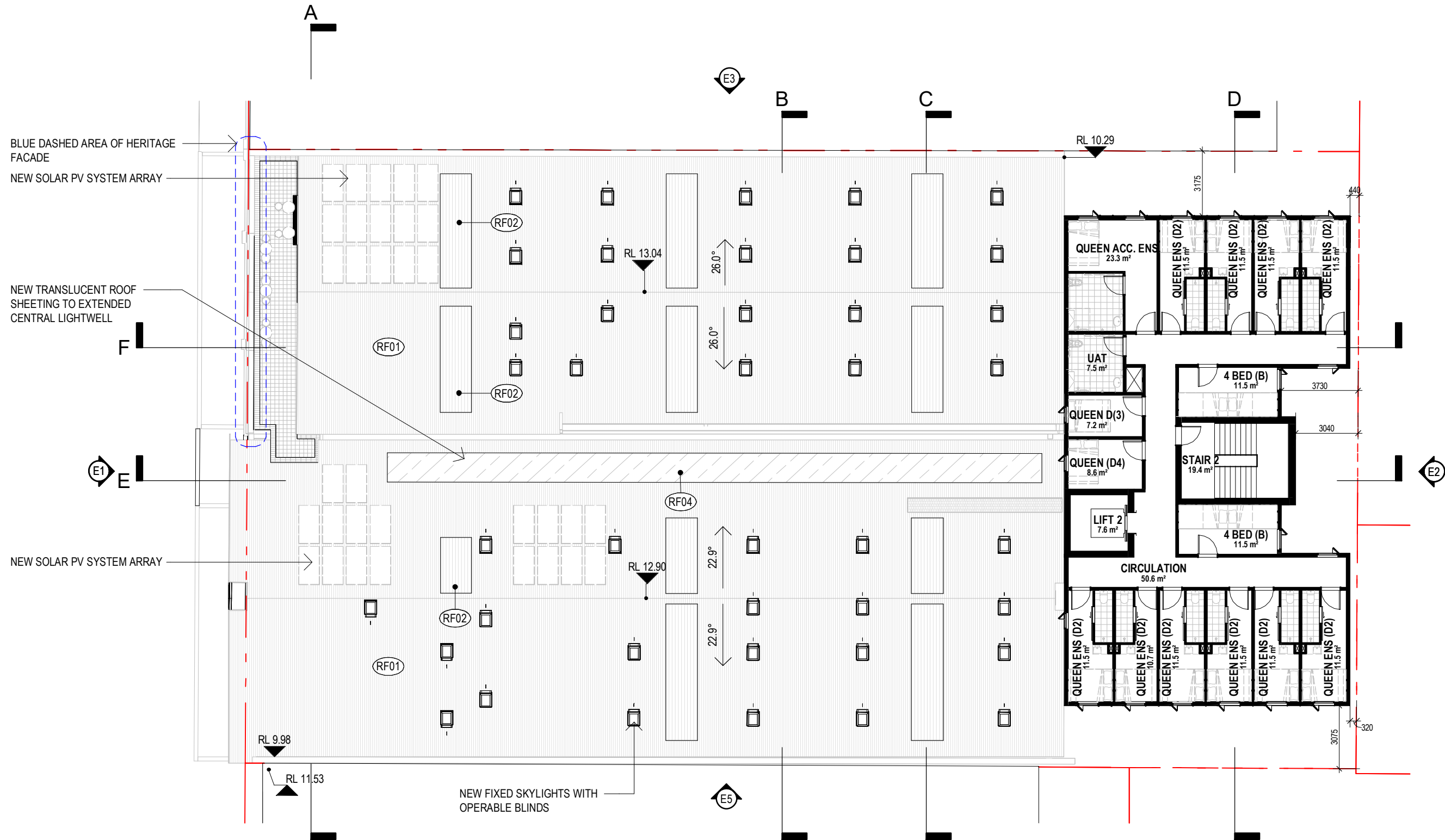
Drawing No. / **DA01.05**

P9 rothelowman

5/06/2024 1:27:41 PM

Disclaimer: Rothe Lowman Property Pty. Ltd. retains all common law, statutory law and other rights including copyright and intellectual property rights in respect of this document. The recipient indemnifies Rothe Lowman Property Pty. Ltd. against all claims resulting from use of this document for any purpose other than its intended use, unauthorized changes or reuse of the document on other projects without the permission of Rothe Lowman Property Pty. Ltd. Under no circumstance shall transfer of this document be deemed a sale or constitute a transfer of the license to use this document. ABN 76 005 783 997

Brisbane, Gold Coast,
Melbourne, Perth, Sydney
www.rothelowman.com.au



WALL TYPE LEGEND

- EXISTING WALLS, FLOORS AND STRUCTURES TO BE RETAINED
- NEW WALLS, FLOORS AND STRUCTURES

Revisions	P3	04.09.2024	CONCEPT COORDINATION MEETING
	P4	22.04.2024	ISSUE FOR INFORMATION
	P5	24.04.2024	DAC DRAFT PACK
	P6	29.04.2024	DAC ISSUE
	P7	04.06.2024	DA ISSUE
	P8	05.06.2024	DA ISSUE 1

Project / **LyLo Fremantle**
19 ESSEX STREET, FREMANTLE, WA

Drawing / **L2-L3 Plan**

Project No / **223252** Author / **AL** Scale: @ A3 / **1 : 200**

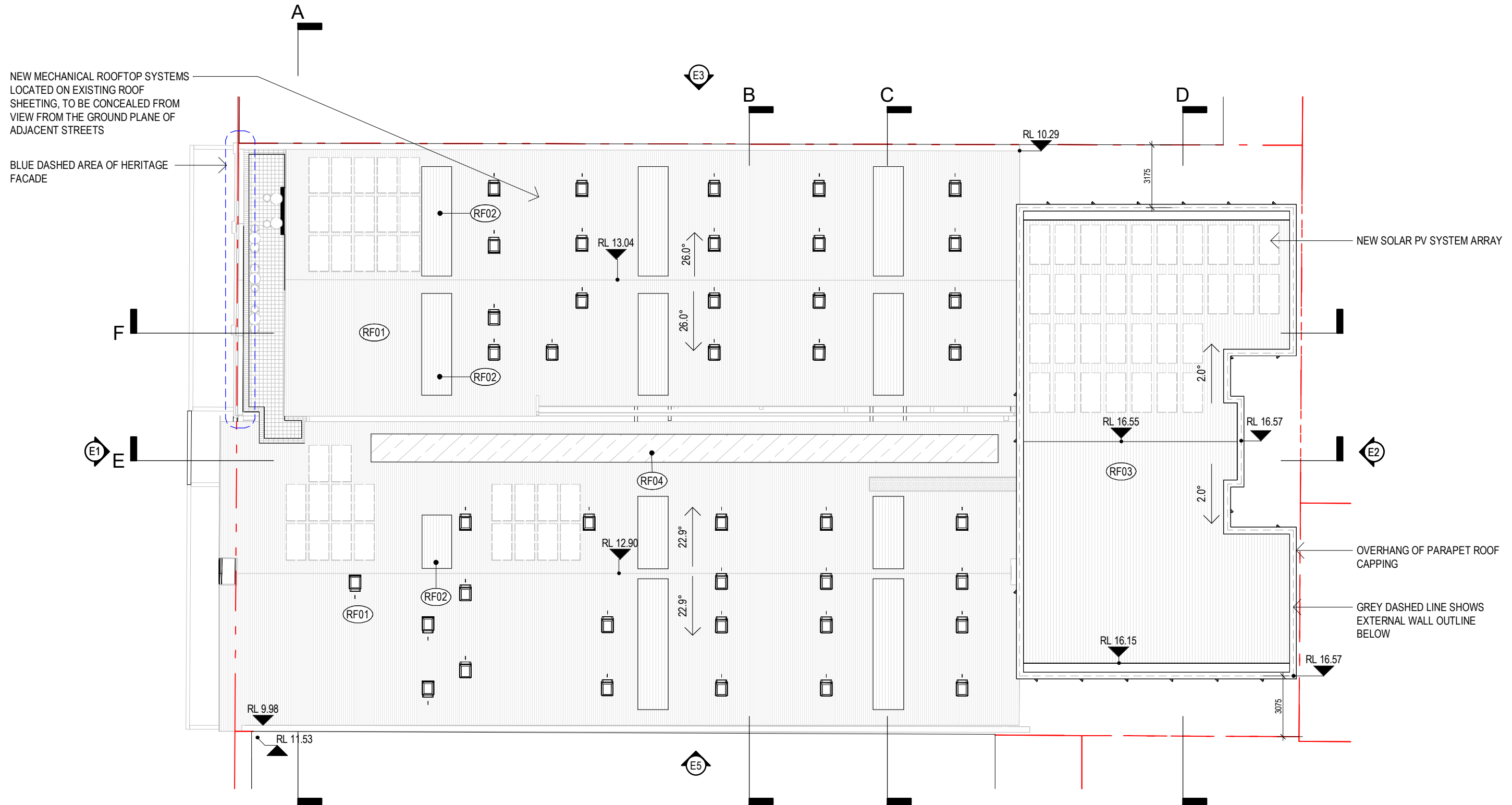
Drawing No. / **DA01.06**

P8

rothelowman



Brisbane, Gold Coast,
Melbourne, Perth, Sydney
www.rothelowman.com.au



WALL TYPE LEGEND

- EXISTING WALLS, FLOORS AND STRUCTURES TO BE RETAINED
- NEW WALLS, FLOORS AND STRUCTURES

Revisions	P4	04.09.2024	CONCEPT COORDINATION MEETING
	P5	22.04.2024	ISSUE FOR INFORMATION
	P6	24.04.2024	DAC DRAFT PACK
	P7	29.04.2024	DAC ISSUE
	P8	04.06.2024	DA ISSUE
	P9	05.06.2024	DA ISSUE 1

Project / **LyLo Fremantle**
19 ESSEX STREET, FREMANTLE, WA

Drawing / **Proposed Roof Plan**

Project No / **223252** Author / **AL**

Scale: @ A3 / **1 : 200**

Drawing No. / **DA01.07**

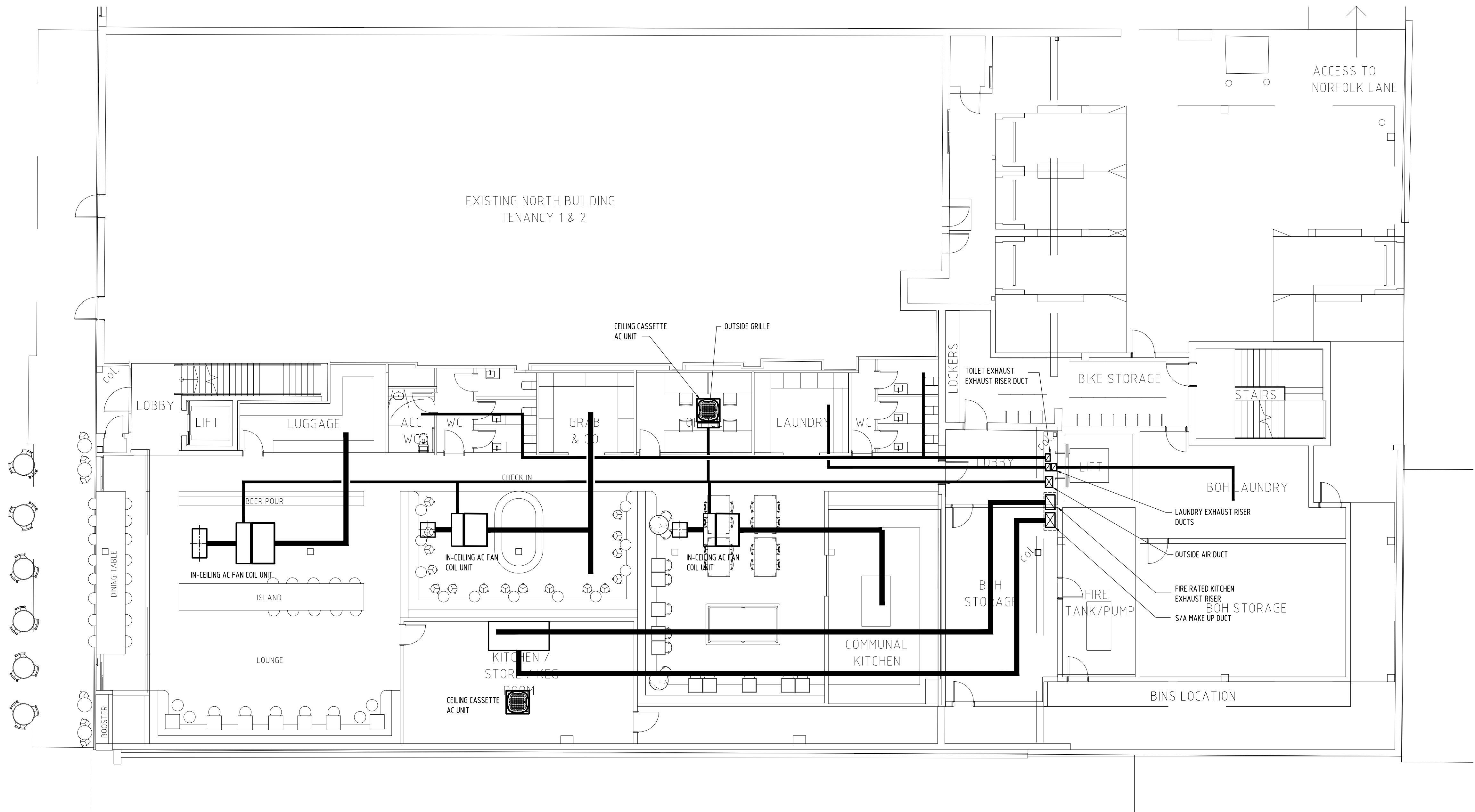
P9

rothelowman

Brisbane, Gold Coast,
Melbourne, Perth, Sydney
www.rothelowman.com.au

APPENDIX B

Preliminary Mechanical Services Drawings



A	22.05.24	PRELIMINARY ISSUE	DLG	DLG
REV	DATE	DESCRIPTION	BY	CHKD

PRELIMINARY ISSUE

CLIENT

BELINGBAK



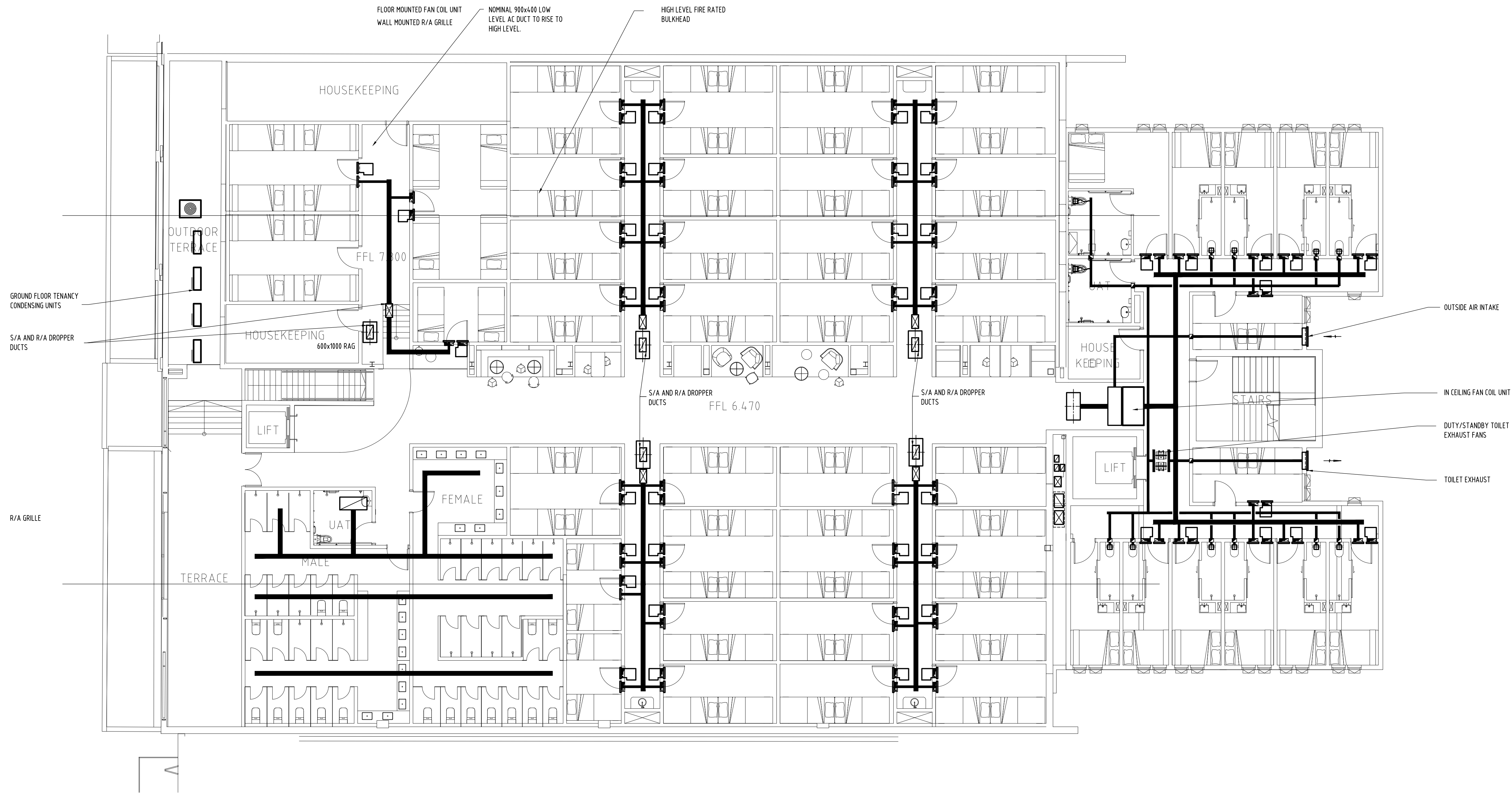
BCA Consultants (WA) PTY LTD
Suite 59 City West Centre
102 Railway Street
West Perth WA 6005
Phone (08) 9265 1400
Fax (08) 9321 9755
www.bcagroup.com.au

DISCIPLINE MECHANICAL SERVICES

PROJECT
LYLO FREMANTLE
19 ESSEX ST, FREMANTLE WA

DRAWING
GROUND FLOOR AIR
CONDITIONING AND
VENTILATION LAYOUT

DRAWN	DESIGNED	REVIEWED	APPROVED	DATE	SCALE
DLG	DLG	.	.	MAY 2024	1:100 @ A1
BCA PROJECT No.			DRAWING No.		REV
230341			M01		A



REV	DATE	DESCRIPTION	BY	CHKD
A	22.05.24	PRELIMINARY ISSUE	DLG	DLG

PRELIMINARY ISSUE

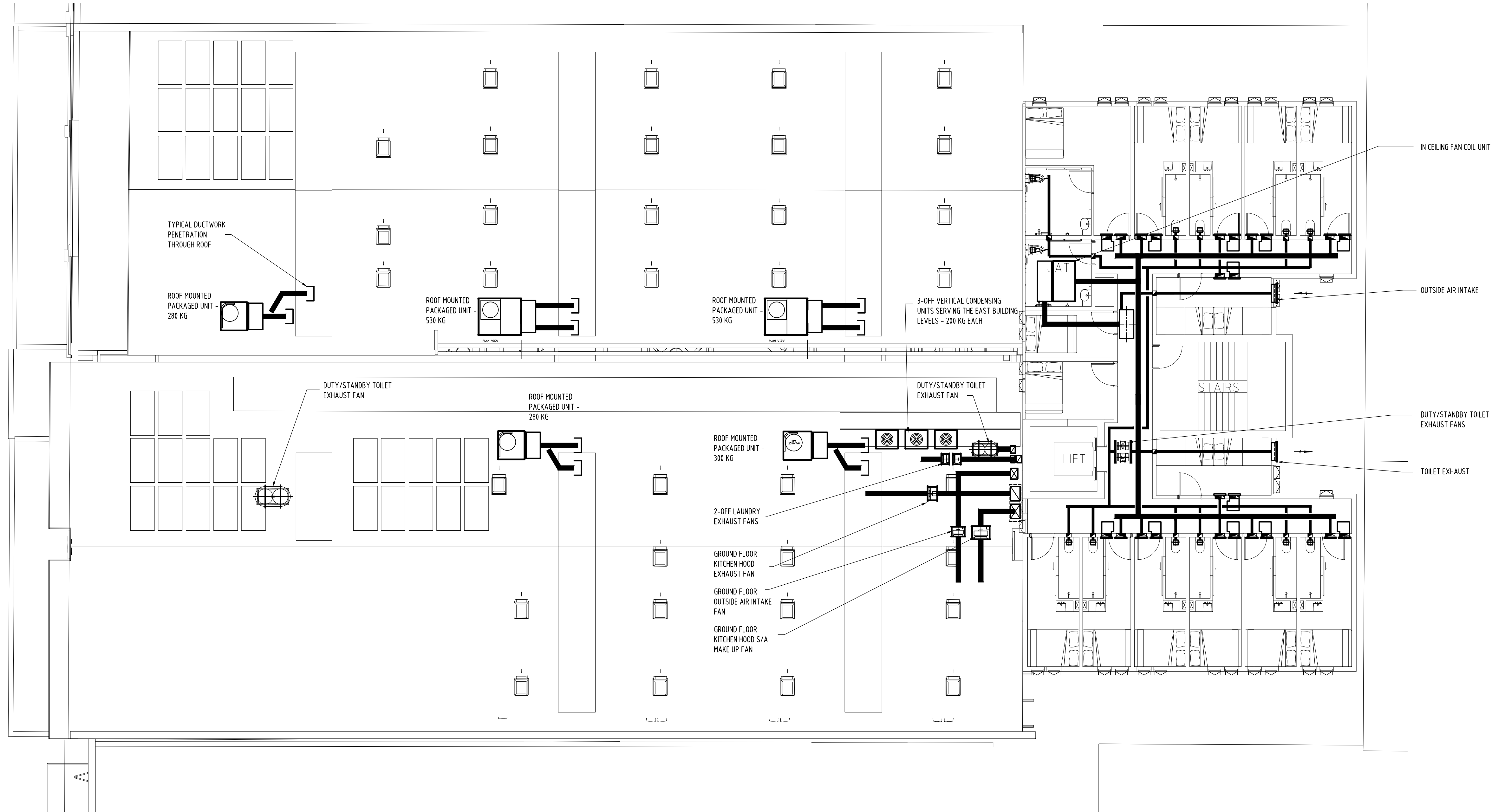


DISCIPLINE MECHANICAL SERVICES

PROJECT
LYLO FREMANTLE
19 ESSEX ST, FREMANTLE WA

DRAWING
FIRST FLOOR AIR
CONDITIONING AND
VENTILATION LAYOUT

DRAWN	DESIGNED	REVIEWED	APPROVED	DATE	SCALE
DLG	DLG	DLG		MAY 2024	1:100 @ A1
BCA PROJECT No.			DRAWING No.		REV
230341			M02		A



A	22.05.24	PRELIMINARY ISSUE	DLG	DLG
REV	DATE	DESCRIPTION	BY	CHKD

PRELIMINARY ISSUE

CLIENT

BELINGBAK



BCA Consultants (WA) PTY LTD
Suite 59 City West Centre
102 Railway Street
West Perth WA 6005
Phone (08) 9265 1400
Fax (08) 9321 9755
www.bcagroup.com.au

DISCIPLINE MECHANICAL SERVICES

PROJECT
LYLO FREMANTLE
19 ESSEX ST, FREMANTLE WA

DRAWING
ROOF PLAN

DRAWN	DESIGNED	REVIEWED	APPROVED	DATE	SCALE
DLG	DLG	.	.	MAY 2024	1:100 @ A1
BCA PROJECT No.			DRAWING No.		REV
230341			M03		A

ESSEX STREET, NO.19 (Lot 8), FREMANTLE – FOUR STOREY TOURIST
DEVELOPMENT – (JD DAP002/24)

Site Photos



Figure 1 – View from Essex Street.



Figure 2 – View from Essex Street.



Figure 3 – View from Norfolk Lane along right of way access to the rear of the subject site.



Figure 4 – Rear of the subject site/ the location of the four storey rear addition.



PART C – OTHER BUSINESS

- 1. State Administrative Tribunal Applications and Supreme Court Appeals**
- 2. General Business**
- 3. Meeting Closure**