

PRELIMINARY

1. This Local Development Plan (LDP) applies to Lots 14-19 Canning Highway (the site) as shown in the location and site plan.
2. Development shall be in accordance with the Town of East Fremantle Local Planning Scheme No. 3 (LPS3) and the SPP7.3 Residential Design Codes Volume 2 (R-Codes).
3. The site is zoned Residential R20, however is subject to Additional Use A9 under Schedule 2 of the LPS3, subject to a LDP being prepared that addresses a number of Special Conditions.
4. In accordance with the requirements Additional Use A9, this LDP is accompanied by:
 - a. Transport Impact Assessment (Appendix 1)
 - b. Earthworks Plan (Appendix 2); and
 - c. Noise Management Plan (Appendix 3).
5. Lots that are not marked as subject of this LDP are shown for illustrative purposes only.

ALIGNMENT TO THE R-CODES VOLUME 2

1. It is intended that the site be developed for multiple dwellings, and therefore only the variations to the Acceptable Outcomes of the R-Codes Volume 2 are shown on this LDP.
2. This LDP modifies the R-Codes Volume 2 as follows:
 - + 2.2 Building Height - Amends A2.2.1
 - + 2.3 Street Setbacks - Amends A2.3.1
 - + 2.4 Side and Rear Setbacks - Amends A2.4.1
3. All other provisions of the R-Codes continue to apply.
4. In addition to the Acceptable Outcomes of R-Codes, this LDP provides context specific guidance and development controls relating to the following elements:
 - + 3.2 Orientation
 - + 3.3 Tree Canopy and Deep Soil Areas
 - + 3.6 Public Domain Interface
 - + 3.7 Pedestrian Access and Entries
 - + 3.8 Vehicle Access
 - + 4.7 Managing the Impact of Noise
 - + 4.12 Landscape Design



LEGEND

--- Lots subject to LDP



Endorsement:

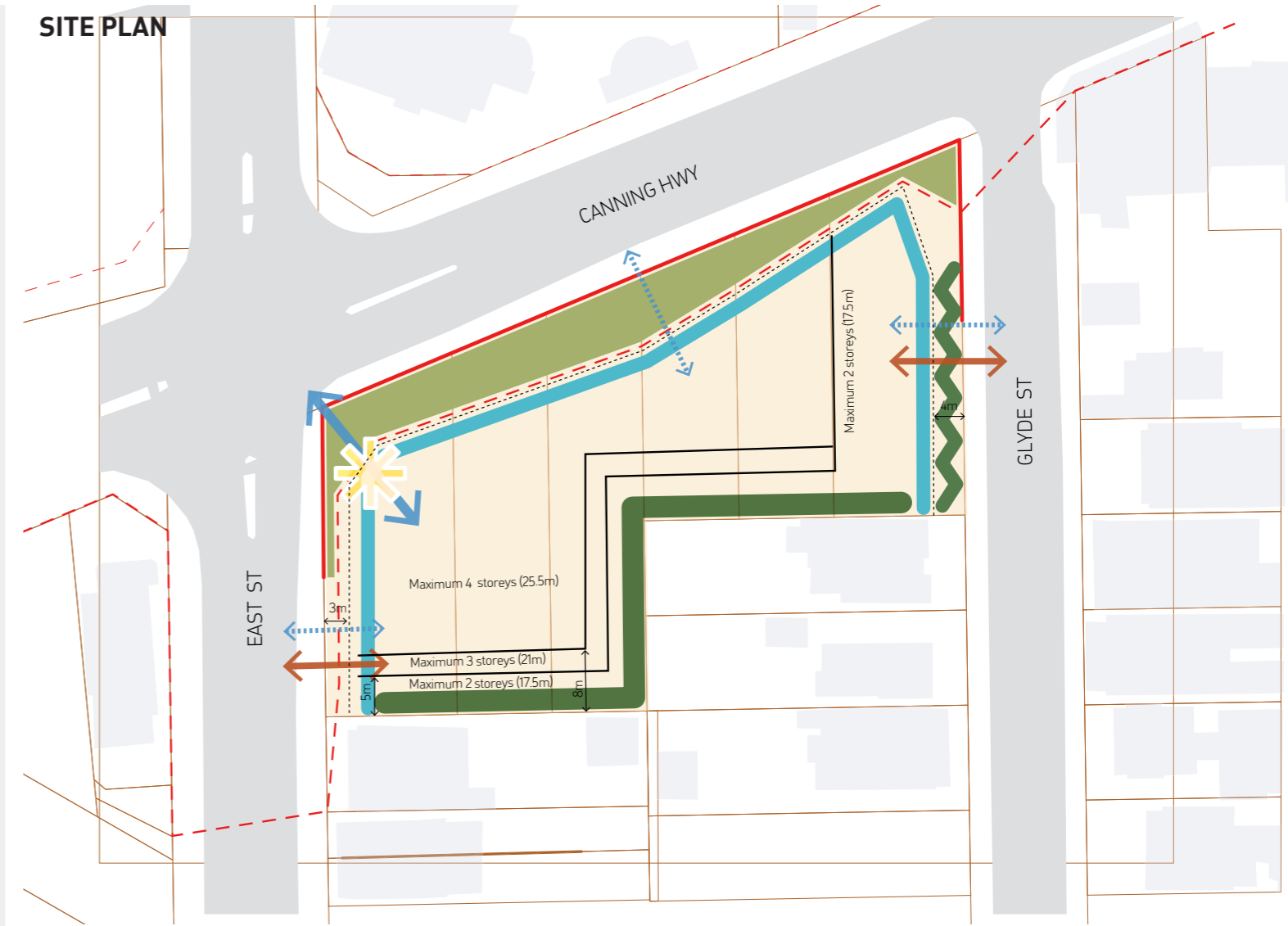
This LDP has been approved by the Council of the Town of East Fremantle, pursuant to Clause 52(1)(a) of the deemed provisions.

 CEO / Mayor

DEVELOPMENT CONTROLS

BUILDING HEIGHT <i>In accordance with LPS3</i>	<ol style="list-style-type: none"> No development on the site is to exceed a maximum height of 25.5m AHD or 4 storeys or whichever is the lesser, including all roof top services, plant equipment, amenities and the like. Development should not exceed a maximum height of 21.0m AHD or 3 storeys or whichever is the lesser, within 8m of the southern boundary. Development should not exceed a maximum height of 17.5m AHD or 2 storeys or whichever is the lesser, within 5m of the southern boundary. Development should not exceed a maximum height of 17.5m AHD or 2 storeys whichever is the lesser on the whole of Lot 19 Canning Highway.
STREET SETBACKS	<ol style="list-style-type: none"> Street setbacks are to be generally consistent with the existing streetscape pattern along East and Glyde Street. East Street: 3m Glyde Street: 4m Canning Highway: Nil setback to the MRWA widening requirements as depicted on the site plan.
SIDE AND REAR SETBACKS	<ol style="list-style-type: none"> Development to be set back from the southern lot boundary as follows: 1-2 storeys: in accordance with the R-Codes 3 storeys: 5m 4 storeys: 8m Development to be set back from the eastern lot boundary in accordance with the R-Codes.
ORIENTATION AND BUILDING FORM	<ol style="list-style-type: none"> Development should be of an appropriate form, bulk and scale that is compatible with the existing character of the area, including locating height and bulk away from adjoining properties and Glyde Street, and maintain public views down to the river. Dwellings should maximise northern aspect and views to the river. Where dwellings are required to be facing south, views and outlook should be directed towards communal open space and landscaping, providing amenity and mitigating any negative impacts on surrounding properties. Design response should emphasise prominent pedestrian entry points into buildings from the street.
STREETScape	<ol style="list-style-type: none"> Development should provide active residential street edges, with balconies and courtyards that front onto the street, providing passive surveillance and a connection with the street. Balconies and fences should be visually permeable. Street edges should maintain consistency with the existing streetscape, sleeving internal car parking and services. Building facades should provide activation at the street level through a mixture of glazing, balconies and external building fabric. Development should avoid blank walls/façades, and large extents of non-operable glazing. Development to ensure a low profile landscape street edge along Glyde Street to provide a high quality streetscape complementing with the existing character. Development is set back from this edge to maintain public views to the river
LANDSCAPING	<ol style="list-style-type: none"> Provide a high quality landscape interface to act as visual buffer between the carpark and adjoining residential development to the south. The minimum 10% deep soil area of the R-Codes should be provided on site, exclusive of any area within the MRWA road widening area. Additional landscaping should be considered within the road reserve to improve residential amenity. Street and lot setbacks should provide high quality landscaping, with sufficient deep soil area to sustain healthy plant and tree growth.
VEHICLE ACCESS AND PARKING	<ol style="list-style-type: none"> Width of vehicle access to be kept to a minimum and integrated into the design of the building, reducing the impact on the streetscape. Vehicle Access is not permitted from Canning Highway. Any Development Application is to be accompanied by a Transport Impact Assessment based on the requirements of the WAPC Guidelines.
NOISE AND AIR QUALITY	<ol style="list-style-type: none"> This site is in the vicinity of a transport corridor and is affected by road transport noise (refer Appendix 1). Development is subject to the requirements of State Planning Policy 5.4 - Road and Rail Noise and development applications must be accompanied by an acoustic report (prepared by a suitably qualified acoustic consultant) addressing the relevant requirements. The site is located in Area 2 of the Fremantle Inner Harbour Buffer. Development will be required to meet the built form requirements outlined in the Fremantle Inner Harbour Buffer Definition Study. All applications for developments having the potential to accommodate 20 or more persons on a full or part-time basis shall be referred to Fremantle Ports as soon as possible for comment prior to determination of the application.

SITE PLAN



SCALE: 1:800

LEGEND

- Lots subject to LDP
- MRWA Road Widening
- No Vehicle Access
- Preferred Primary Pedestrian Entry
- Preferred Secondary Pedestrian Entries
- Preferred Vehicle Access
- Prominent Corner
- Active Residential Street Edge
- Landscape Street Edge
- Landscape Interface