# AGENDA ATTACHMENTS

## Strategic Planning and Transport Committee

Wednesday, 12 February 2020, 6.00 pm

City of Fremantle

**SPT2002-2 SCHEME AMENDMENT 81 TO LPS4 - 59 ELLEN ST FREMANTLE ADDITIONAL USES - OUTCOMES OF CONSULTATION & FINAL ADOPTION**

**ATTACHMENT 1 – Schedule of Submissions – City of Fremantle Scheme Amendment No. 81**

**Submission Period: 13 December 2019 – 7 February 2020**

| 1 | **Fremantle Ports** |
|---|---|
| Thank-you for referring Amendment 81 at 59 Ellen Street, Fremantle. We have no comments on this proposal. | |
| Submission noted. | |

| 2 | **Department of Education** |
|---|---|
| I refer to your letter dated 1 November 2019 providing the Department of Education (Department) the opportunity to comment on the above-mentioned matter.<br><br>The Department has reviewed the documents and has no objection to the proposal. | |
| Submission noted. | |

| 3 | **ATCO Gas** |
|---|---|
| Thank you for providing ATCO Gas (ATCO) the opportunity to comment on the proposed Amendment to the Town Planning Scheme No. 4, within the City of Fremantle (the City) to facilitate the rezoning of Lot 5, being 59 Ellen Street, Fremantle.<br><br>ATCO has considered the documentation provided by the City on the City's website and ATCO has no objection to the proposed Amendment to allow for additional land-uses of 'veterinary hospital', 'veterinary clinic', 'consulting rooms' and 'medical centre' without changing the existing 'Residential' zoning. | |
| Submission noted. | |

**SPT2002-3 SCHEME AMENDMENT 77 TO LPS4 & LPP - QUARRY STREET, FREMANTLE - OUTCOMES OF CONSULTATION & FINAL ADOPTION**

**ATTACHMENT 1 – Schedule of Submissions – City of Fremantle Scheme Amendment No. 77**

**Submission Period: 1 November 2019 – 15 January 2020**

| 1 | State Heritage Office |
|---|---|
| Thank you for your correspondence dated 1 November 2019 on proposed scheme amendment and Local Planning Policy: Rezoning of Nos 7 & 9-15 Quarry Street, Fremantle to 'Mixed Use' with a residential density of R80, which was referred to the Heritage Council under the provisions of Section 79 of the Planning and Development Act 2005.<br><br>As there are no State Heritage Places within the proposed amendment area, there is no objection to the proposed amendment. | |
| Submission noted. | |

| 2 | Department of Transport |
|---|---|
| The Department of Transport has no comment to provide. Thank you for the opportunity to comment on the application. | |
| Submission noted. | |

| 3 | ATCO Gas |
|---|---|
| Thank you for your recent correspondence to ATCO Gas Australia (ATCO) Engineering Services, inviting ATCO's comment on the described proposal to rezone the Lots to 'Mixed Use' with a corresponding residential density of R80 (medium density) with the purpose to have a single zoning over the Lots and allow for coordinated future development.<br><br>ATCO owns and operates a gas service line (DN50PVC) within the nominated Lots 1 and 8 connecting from the medium pressure main in Quarry Street to a registered AL8 gas meter within the property, being M8A1208879. The property has an existing registered commercial gas connection.<br><br>ATCO operates Medium Pressure gas mains within the adjacent same side road reserve of Quarry Street to Lots 1 and 8.<br><br>ATCO has no objection to the rezoning and proposed change in density to facilitate future development of the said Lots. | |
| Submission noted. | |

| 4 | Water Corporation |
|---|---|
| The proposed changes to the scheme do not appear to impact on the Water Corporation's infrastructure or operations. Development on the lots will require approval by our Building Services section prior to the commencement of works. | |
| Submission noted. | |

| 5 | **Main Roads WA** |
|---|---|
| Thank you for the invitation to comment on the above Scheme Amendment to the City of Fremantle's Planning Scheme and the draft Local Planning Policy.<br><br>Main Roads has no comments. | |
| Submission noted. | |

| 6 | **Department of Education** |
|---|---|
| I refer to your letter dated 1 November 2019 providing the Department of Education (Department) the opportunity to comment on the proposed amendment to the local planning<br>scheme which includes the potential land rezoning to 'Mixed Use' with a corresponding<br>residential density of R80 on the abovementioned property.<br><br>It is identified that the properties which are affected by the proposed amendment and rezoning fall within the student catchment area of the existing Fremantle Primary School. Based on current data, the subject primary school has limited student accommodation capacity.<br><br>Notwithstanding this, given the increase in the dwelling yield is minimal, it is considered that the proposed amendment will not have significant impact on the student enrolment number and accommodation capacity of the subject primary school in the short to medium term.<br>Accordingly, the Department has no objection to the proposed amendment to the local planning scheme. However, the Department will continue to closely monitor residential growth and student enrolment demand on the public schools within the locality. Any further changes to the zoning, residential density coding and dwelling lot numbers which may result in an increase to the student yield will require prior consultation with the Department. | |
| Submission noted. | |

| 7 | **Department of Health** |
|---|---|
| The amendment is to require that any development or redevelopment is to connect to<br>scheme water and reticulated sewerage and be in accordance with the Government Sewerage Policy (2019).<br><br>The City of Fremantle (the City) should also use this opportunity to minimise potential<br>negative impacts of the increased density development and 'mixed use zone' such as noise, odour, light and other lifestyle activities.<br><br>To minimise adverse impacts on the residential component, the City could consider incorporation of additional sound proofing and insulation, double glazing on windows, or<br>design aspects related to the location of air conditioning units and other appropriate building and construction measures. | |
| Submission noted. | |

| 8 | **Fremantle Ports** |
|---|---|
| Fremantle Ports has not issues to raise at this point regarding the proposal. | |
| Submission noted. | |

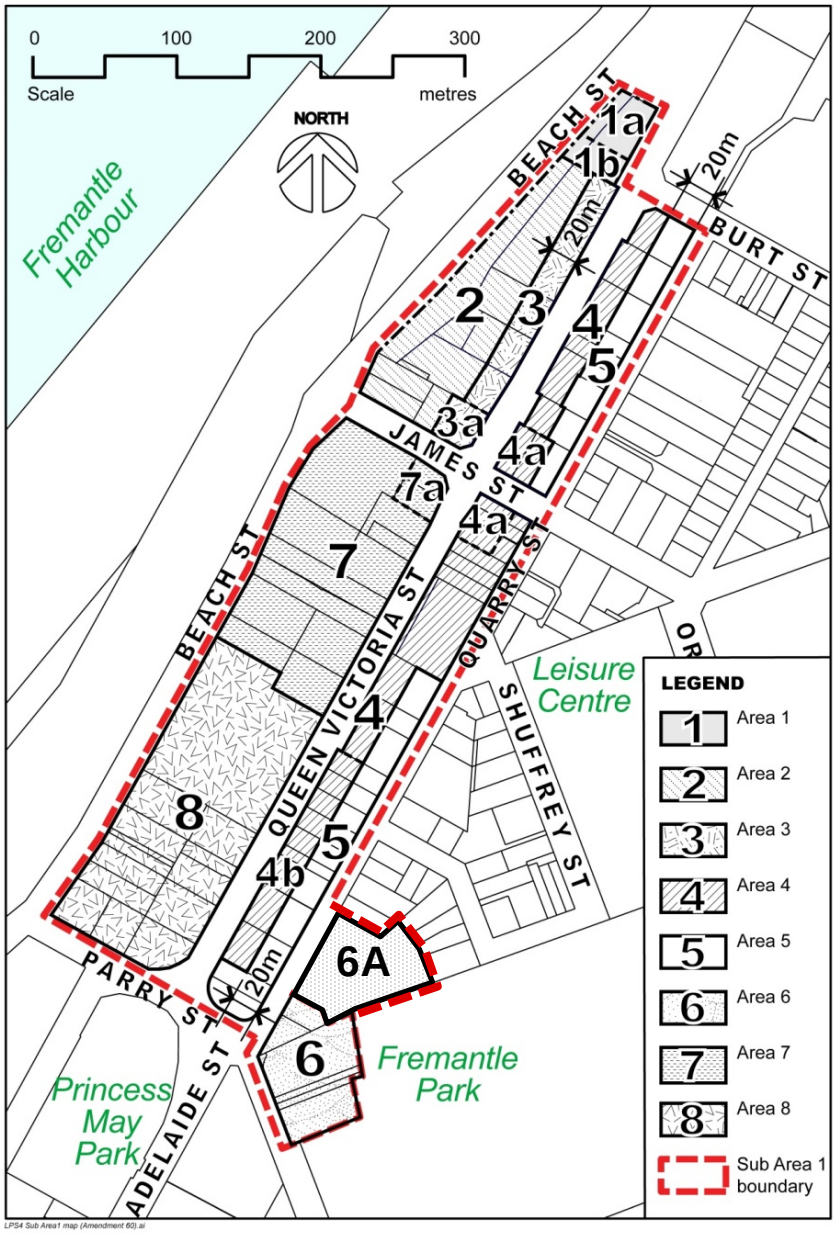
| 9 | **Private citizen – Owner/Occupier of nearby property** |
|---|---|
| Let me begin by identifying some of the objectives from the City of Fremantle – East End Workshop 21st November 2009 and how Council continues to fail local residents.<br><br>1. "To promote intensive regeneration of the area as predominantly a residential neighbourhood." However it appears that commercial development is proposed within the scheme amendment despite vacant commercial spaces adjacent to the site.<br>2. "To significantly increase the area's local population and to provide for those who enjoy a close to central city location as well as a diversity of housing types and sizes to attract all age groups and families." All developments within the last ten years have very few options other than the 2 bedroom / 2 bathroom apartments. In view that Match Parry Street is yet to commence and Liv is quite empty I would suggest a degree of market saturation. Like Little Lane and the Doubletree developments, these properties do not provide for families. Most properties on the south side of Quarry Street currently cater for families.<br>3. "To closely integrate the neighbourhood with the adjacent central city to enable the increased population to support the activities and viability of the CBD". As stated by Council, this area is not part of the city centre, it is a neighbourhood.<br>4. "To accommodate non-residential uses at ground floor level to activate adjacent public spaces and to provide for local needs and services". Non residential occupancy is very low in this precinct. There have been many differing businesses at Number 1 Quarry Street in the last ten years, very few viable.<br>5. "To improve the entry impression of Fremantle". Quarry Street is not an entry point. It is a residential street.<br>6. "To encourage contemporary new buildings". Number 10 Quarry Street was the initial attempt at quality architecture and is a significant fail. Developers are permitted to negotiate building specifications with promises that never eventuate. Where are the green roofs, solar panels, open space and trees? Where is the environmental protection? Where are the high green star ratings?<br>7. "To balance development with protection of heritage buildings". And yet my heritage home, one of many, will be subject to a R80 development inclusive bulk and height with little regard for streetscape, privacy and shared infrastructure.<br>8. "To promote balance between these objectives and protection of amenity of the adjoining existing residential areas". In view that this is Council owned land, the objective that sale to the highest bidder with loosely defined requirements is very possible.<br><br>Unfortunately I fear that developer and council greed will develop the ghettos of the future with the glut of small apartments that cater only for the investor. | |
| The workshop objectives cited refer to the East End precinct as a whole: some are more relevant to this site than others. The R80 density has been chosen as it allows for both multiple and grouped dwellings, therefore providing a greater degree of | |

flexibility in regard to potential housing types on the site, contributing to the existing mix. The Mixed Use zone allows for a number of potential land uses, including commercial and residential. It is possible to construct a residential development on the site without a commercial component, and vice versa. Specific development requirements have been written into the scheme amendment and policy which aim to reduce potential adverse impact upon neighbouring residential dwellings. Refer to previous reports on this project for further information.

**ATTACHMENT 2 – Scheme Amendment Text**

# DRAFT Scheme Text – Amendment 77

| | |
|---|---|
| **2.3** | **SPECIFIC DEVELOPMENT CONTROLS FOR SUB AREAS** |
| **2.3.1** | **Sub Area 1** |




## Nos. 7 & 9-15 Quarry Street, Fremantle

| | |
|---|---|
| **2.3.1.1 Land Use** | **a) Notwithstanding the provisions of Table 1 - Zoning:**<br><br>**i) Residential uses will not be permitted in new buildings at ground level adjacent to Queen Victoria Street at the following locations:**<br>**– between Parry Street and James Street both** |

<table>
<tr><td></td><td>sides<br>– for 60 metres north from James Street both sides<br>– for 30 metres south from Burt Street east side<br>– for 90 metres south from Beach St west side; and<br>ii) Except in Area 1a and 1b, non-residential uses will only be permitted above ground level where they meet local needs for commercial services.</td></tr>
<tr><td>2.3.1.2 Building Height and Setbacks</td><td>b) Clause 2.2 ‘Matters to be considered in applying general and specific height controls’ does not apply to Sub Area 1.<br><br>c) Permitted building heights shall be in accordance with the requirements set out in the table below:
<table>
<tr><th>Area</th><th>Permitted Building Height (Metres)</th><th>Min. Façade Height (Metres)</th></tr>
<tr><td>1a</td><td>12.5<br><br>Council may permit a maximum building height of 20 metres for Area 1a where the proposed development satisfies all of the following:<br>i) Exceptional design quality and distinctive architecture befitting its location<br>ii) Demonstrate a high standard of environmentally sustainable design, incorporating into the building fabric measures to minimise energy consumption, water usage, emissions and waste<br>iii) Provide a high quality and publicly accessible pedestrian environment within the site as an extension of the street space at the ground level frontages to Queen Victoria Street and Beach Street</td><td>Nil</td></tr>
<tr><td>1b</td><td>20</td><td>Nil</td></tr>
<tr><td>2</td><td>24.5</td><td>10</td></tr>
<tr><td>3</td><td>18</td><td>10</td></tr>
<tr><td>3a</td><td>18</td><td>10</td></tr>
<tr><td>4</td><td>18</td><td>10</td></tr>
<tr><td>4a</td><td>18</td><td>10</td></tr>
<tr><td>4b</td><td>15</td><td>10</td></tr>
</table></td></tr>
</table>

| | | |
|---|---|---|
| **5** | **11** | **10** |
| **6** | **11** | **10** |
| **6a** | ***12*** | **Nil** |
| **7** | **18** | **10** |
| **7a** | **18** | **10** |
| **8** | **18**<br>**In granting consent to the maximum 18 metre height prescribed for Area 8 Council shall be satisfied in regard to all of the following-**<br>**a) That the proposal is consistent with predominant height patterns of adjoining properties and the locality generally,**<br>**b) The proposal would not be detrimental to the amenity of the area,**<br>**c) The proposal would be consistent, if applicable, with conservation objectives for the site and locality generally, and**<br>**d) Any other relevant matter outlined in Council's local planning policies.**<br>**Council may impose a lesser height in the event that the proposal does not satisfy any one or all of the above requirements.** | **10** |

**d) In the front elevation of all new development, except fronting Quarry Street, the ground floor level must be no greater than 600mm above the level of the adjacent footpath and the first floor level must be at least 4.5 metres above the level of the footpath adjacent to the site.**

**e*) Notwithstanding the maximum building height requirements in the table above, in Area 6a buildings shall be no higher than:***

***I. 3 storeys (not including any basement level) with a maximum wall height of 10.0 metres above natural ground level; and,***
***II. 2 storeys with a maximum overall height of 9.0 metres and a maximum wall height of 6.0 metres, within 10.0 metres of the north-eastern and south-western boundaries.***

**f) Notwithstanding the specific building height**

**requirements in the table above, and excluding Area 6A, Council may permit additional height to a maximum of 4 metres subject to development satisfying both of the following criteria:**

- **i) The additional level being sufficiently set back from the street facade so as to not be visible from the street(s) adjoining the subject site; and**
- **ii) The design being integrated with the design of the overall building.**

**g) In addition to the general height requirements outlined in the table above and the additional height in (f), Council may permit further building height to a maximum of 4 metres in Areas 1a, 1b, 2, 3a, 4a and 7a where the Council is satisfied that the proposed development satisfies all of the following criteria:**

- **i) Exceptional design quality and distinctive architecture befitting its location**
- **ii) Demonstrates best practice in environmentally sustainable design, incorporating into the building fabric measures to minimise energy consumption, water usage, emissions and waste**
- **iii) Provide a high quality landscaped and publicly accessible pedestrian environment at ground level that includes, where appropriate:**
  - **b) the area of the required setbacks in Queen Victoria Street and James Street being transferred at no cost to Council for the purposes of a road widening; and**
  - **b) east-west mid-block pedestrian links between Queen Victoria and Beach Street that are an integrated component of any development concept and are convenient, legible, attractive, safe and activated. Ongoing public access arrangements are to be determined by and be to the satisfaction of the City and set as a condition of planning approval.**

**The setback from the street façade required in (f) for any additional height above the Permitted Building Height does not apply in these areas if additional height is granted in accordance with (g).**

**h) Building setbacks shall be in accordance with the requirements set out in the table below. Council may vary the prescribed setbacks where it is satisfied that**

**the design outcome will be improved or where the road has been widened.**

| Area | Frontage to: | Minimum Street Setback (Metres) | Maximum Street Setback (Metres) | Minimum side and rear Setback (Metres) |
|---|---|---|---|---|
| 1a | All streets | Not specified | Not specified | Nil |
| 1b | All streets | Not specified | Not specified | Nil |
| 2 | Beach St | Nil | 2 to 10m height | Nil |
| | James St | 2 | 3.3 | Nil |
| 3 | Queen Victoria St | 3.3 | 3.3 to 10m height | Nil |
| 3a | Queen Victoria St | 3.3 | 3.3 to 10m height | Nil |
| | James St | 2 | 3.3 | Nil |
| 4 | Queen Victoria St north of James St | 3.3 | 3.3 to 10m height | Nil |
| | Queen Victoria St south of James St | Nil | 3.3 to 10m height | Nil |
| | James St | 2 | 3.3 | Nil |
| | Quarry St | Nil to 11m height, then 3m setback from lower front elevation | 4 | Nil |
| 4a | Queen Victoria St north of James St | 3.3 | 3.3 to 10m height | Nil |
| | James St | 2 | 3.3 | Nil |
| | Queen Victoria St south of James | Nil | 3.3 to 10m height | Nil |

| | | | | |
|---|---|---|---|---|
| | St | | | |
| 4b | Queen Victoria St | Nil | 3.3 to 10m height | Nil |
| 5 | All streets | Nil | 4 | Nil |
| 6 | All streets | Nil | 2 | Nil |
| 6A | Quarry Street | 2<br><br>Also note point (1) below | 4<br><br>Also note point (1) below | Refer local planning policy and R-Codes as applicable |
| 7 | James St | 2 | 3.3 | Nil |
| | Queen Victoria St | Nil | 3.3 to 10m height | Nil |
| | Beach St | Nil | 2 to 10m height | |
| 7a | James St | 2 | 3.3 | Nil |
| | Queen Victoria St | Nil | 3.3 to 10m height | Nil |
| 8 | All streets | Nil | 3.3 | Nil |

***Notwithstanding the specific setback requirements required in the table above, in Area 6A:***

***(1) within 10 metres of the north-eastern and south-western boundaries, the minimum street setback shall be 4.0 metres and the maximum street setback shall be 10.0 metres***

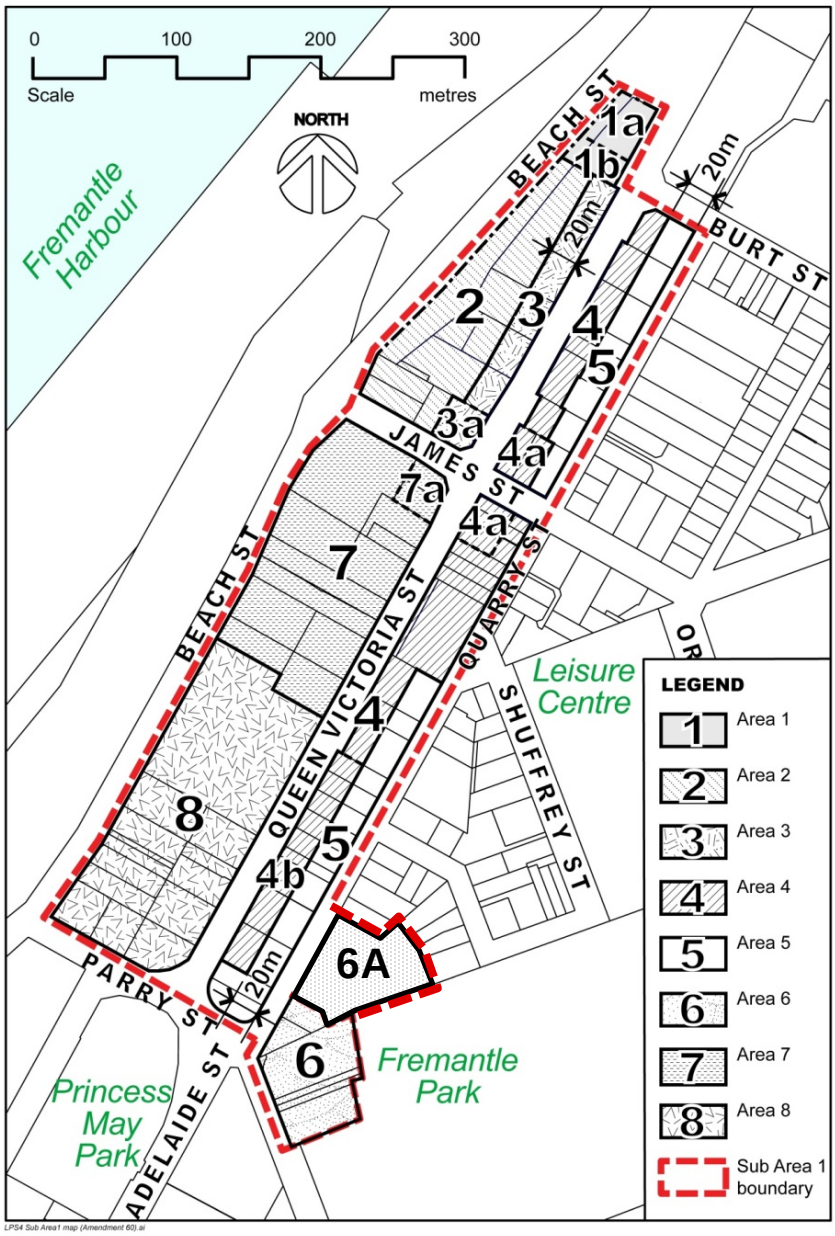
**i) *Except in Area 6A,* The maximum aggregate width of spaces between buildings at ground floor level at street frontage may be no more than 8 metres on any one lot.**

**2.3.1.3 Other Development Standards**

**j) New buildings in the area should embody contemporary and innovative architecture which is sensitive to Fremantle's sense of place and satisfies any relevant planning and design policy adopted for the area.**

**k) As part of any future development in Area 4, a high amenity pedestrian access link with a minimum width of 5 metres is to be provided for both pedestrians and cyclists between Queen Victoria Street and Quarry Street in the vicinity of Shuffrey Street at no cost to the**

| | |
|---|---|
| **2.3** | **SPECIFIC DEVELOPMENT CONTROLS FOR SUB AREAS** |
| **2.3.1** | **Sub Area 1** |
| | **City, unless otherwise agreed between the City and the landowner. The provision of the pedestrian access link is to be considered as an integrated component of any redevelopment concept in this location to ensure the provision of activated ground level frontages and a high quality built form outcome. Ongoing public access arrangements are to be determined by and be to the satisfaction of the City, and set as a condition of planning approval.** |
| **2.3.1.4 Car Parking** | **l) The provisions of clause 4.7.3 (a) (i) and (ii) of the Scheme do not apply in Sub Area 1.**<br><br>**m) For residential development the parking requirements of the Residential Design Codes code apply.**<br><br>**n) Council may waive car parking requirements in accordance with clause 4.7.3 for ground level non-residential uses anywhere in Sub Area 1 subject to the development/use being able to generate interest and activity within the adjacent public domain.** |
| **2.3.1.5 Special Conditions of Planning Approval** | **o) The Council may impose a condition on planning approval for any new development in Sub Area 1 requiring a memorial to be placed on the property title advising of the potential for future development on adjoining land to be constructed in accordance with the building height and setback requirements applicable to Sub Area1, which include zero minimum side and rear setbacks.** |


0
100
200
300
Scale
metres
NORTH
Fremantle Harbour
BEACH ST
1a
1b
20m
BURT ST
2
3
4
5
3a
4a
JAMES ST
7a
7
BEACH ST
QUEEN VICTORIA ST
QUARRY ST
Leisure Centre
SHUFFREY ST
8
4
4b
5
6A
PARRY ST
20m
6
Fremantle Park
Princess May Park
ADELAIDE ST
LEGEND
1 Area 1
2 Area 2
3 Area 3
4 Area 4
5 Area 5
6 Area 6
7 Area 7
8 Area 8
Sub Area 1 boundary

# ATTACHMENT 3 – Local Planning Policy 3.1.3.1

City of Fremantle
Amendment 77 – Draft Local Planning Policy

**Draft Local Planning Policy – 7-15 Quarry Street, Fremantle**

## CITY OF FREMANTLE

**LOCAL PLANNING POLICY 3.1.3.1**

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

**ADOPTION DATE:** **??/??/20??**
**AUTHORITY:** **LOCAL PLANNING SCHEME NO.4**
**PLANNING & DEVELOPMENT (LOCAL PLANNING SCHEMES) REGULATIONS 2015**

### STATUTORY BACKGROUND

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

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

### PREAMBLE

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

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

### PURPOSE

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

City of Fremantle
Amendment 77 – Draft Local Planning Policy

**RESIDENTIAL DESIGN CODES**

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

- Volume 1
  - 'Deemed-to-comply' criteria for Cl. 5.1.2 – Street Setback
  - 'Deemed-to-comply' criteria for Cl. 5.1.3 – Lot Boundary Setback
  - 'Deemed-to-comply' criteria for Cl. 5.4.2 – Solar Access
- Volume 2 – Apartments
  - 'Acceptable Development' outcomes for Part 2.3 – Street Setbacks
  - 'Acceptable Development' outcomes for Part 2.4 – Side and Rear Setbacks
  - 'Acceptable Development' outcomes for Part 3.2 – Orientation

This policy supplements, but does not replace, the following sections of the Residential Design Codes (as applicable):

- Volume 1
  - 'Deemed-to-comply' criteria for Cl. 5.2.3 – Street Surveillance
- Volume 2 – Apartments
  - 'Acceptable Development' outcomes for Part 3.6 – Public Domain Interface

**POLICY**

In addition to the development requirements outlined in Local Planning Scheme No. 4 for Area 6A of sub-area 2.3.1, and the Residential Design Codes, the following provisions apply.

1 Building Setbacks

1.1 Buildings shall be set back a minimum of 2.0 metres and maximum 4.0 metres from Quarry Street and a minimum of 2.0 metres from Fremantle Park.

1.2 Buildings greater than 2 storeys or 7.5 metres in height shall be set back a minimum of 10 metres from the north-eastern and south-western boundaries as indicated in Figure 1.

1.3 Notwithstanding the minimum lot boundary setback requirements of the Residential Design Codes Volumes 1 and 2, walls built up to a lot boundary shall only be permitted on the south-western boundary for the location and height indicated in Figure 1.

1.4 Remaining walls to buildings shall be set back from lot boundaries in accordance with Tables 2a and 2b of the *Residential Design Codes Volume 1*, or Table 2.1 (Primary Controls Table) of the *Residential Design Codes Volume 2 – Apartments*, as applicable.

2 Public Domain Interface

2.1 Buildings shall address the public domain through orientation and provision of major openings and/or balconies on all levels, to provide active and passive surveillance opportunities.

2.2 Visually permeable fencing shall be provided in accordance with *Local Planning Policy 2.8: Fences Policy* for a minimum two-thirds of the length of the rear/south-eastern boundary which abuts Fremantle Park, as indicated in

2

City of Fremantle
Amendment 77 – Draft Local Planning Policy

Figure 1. For the balance of this fencing, higher solid portions of fencing may be permitted up to 1.8 metres in height to facilitate screening to outdoor living areas.

2.3 Direct pedestrian and resident access into the park is encouraged to facilitate activation.

2.4 In development fronting Fremantle Park, the ground floor level must be no greater than 600mm above the level of the adjacent levels of the public open space adjacent to the site.

**3** Solar Access

3.1 Development shall be designed such that the shadow cast at midday on the 21st of June shall not exceed *25%* of the adjoining single residential property to the south-west.

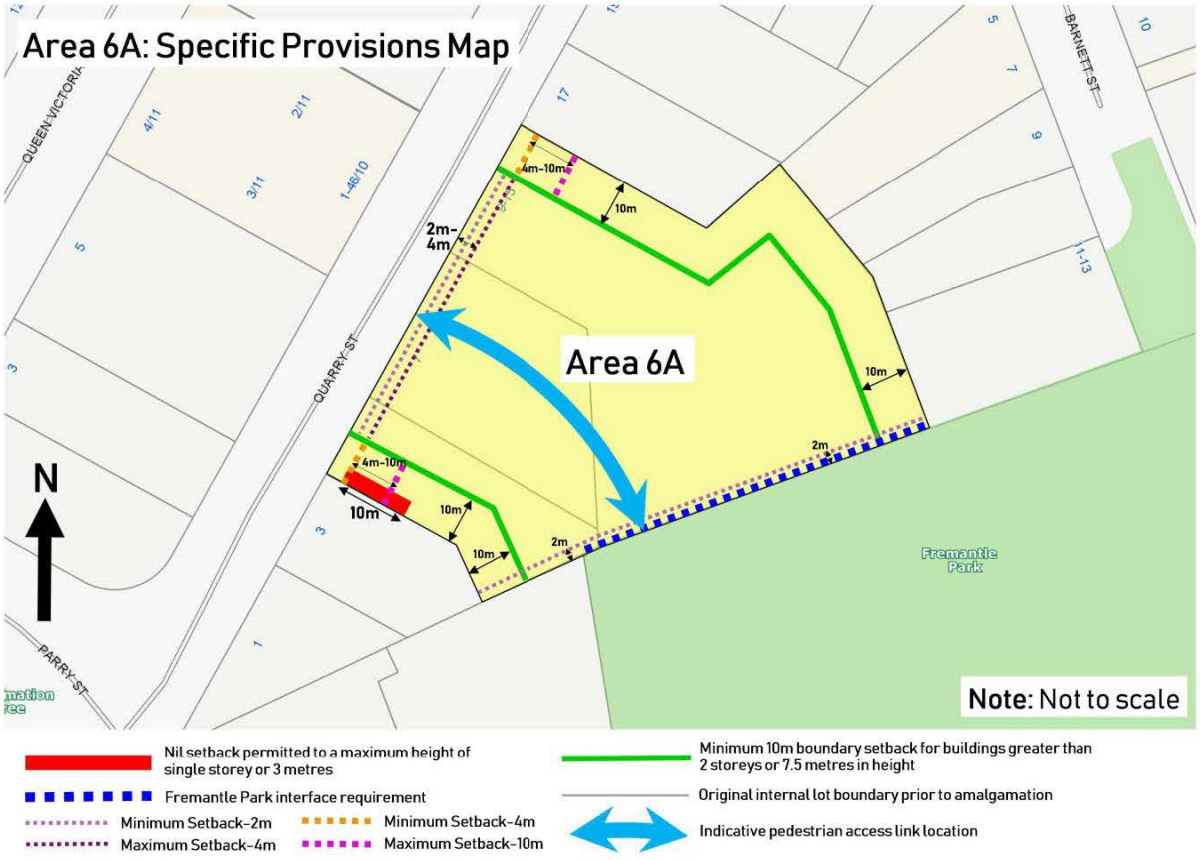



*Figure 1: Specific provisions relating to Area 6A – Quarry Street (summary)*

| **Review information and related documentation** |
|---|

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City of Fremantle
Amendment 77 – Draft Local Planning Policy

| | |
|---|---|
| **Reviewing officer**: | Manager Strategic Planning |
| **Policy adopted**: | Click here to enter a date. Item Ref |
| **Policy amended:** | *XXXX* |
| **Legislation**: | ***Planning & Development (Local Planning Schemes) Regulations 2015*** |
| **Delegations**: | NA |
| **Related documents**: | NA |
| **Next review date:** | 5 yrs from adoption |

## SPT2002-4 LOCAL PLANNING SCHEME NO.4 REVIEW REPORT - DRAFT

## ATTACHMENT 1 - Draft LPS4 Scheme Review Report 2019

# Local Planning Scheme No. 4

# Scheme Review Report 2019

City of Fremantle

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## 1. Purpose of Report

Part 6, Division 1, Regulation 65 of the *Planning and Development (Local Planning Schemes) Regulations 2015* (**the Regulations**) requires local government to carry out a review of each local planning scheme administered by that local government in the fifth year after the scheme is published in the government Gazette under Section 75(3) of the *Planning and Development Act 2005*. As the City of Fremantle's Local Planning Scheme No. 4 (**LPS4** or **Scheme**) was gazetted in 2007, sub regulation 65(1) applies, which provides for a local planning scheme that was published in the Gazette more than five years before the commencement of the regulation to be treated as if it were published in the Gazette on the day that is 3 years before the day on which this regulation comes into operation.

A review of the Scheme is consequently now required.

Regulation 66 of the Regulations requires a report to be prepared on the review of the local planning scheme. This report reviewing LPS4 has been prepared to meet that requirement and has been prepared in the manner and format prescribed in the Western Australian Planning Commission's (**WAPC**) 'Review of Local Planning Schemes', August 2015 guideline.

## 2. Overview of the City of Fremantle

### 2.1 Background and Context

The City of Fremantle (**the City**) is located 20 kilometres south-west of the Perth city centre, at the mouth of the Swan River, fronting the Indian Ocean. The City is 19 square kilometres in area and forms part of the central subregion of the Perth Metropolitan Area. The City includes the suburbs of Beaconsfield, Fremantle, Hilton, North Fremantle, O'Connor, Samson, South Fremantle and White Gum Valley and significant river foreshore and coastline.

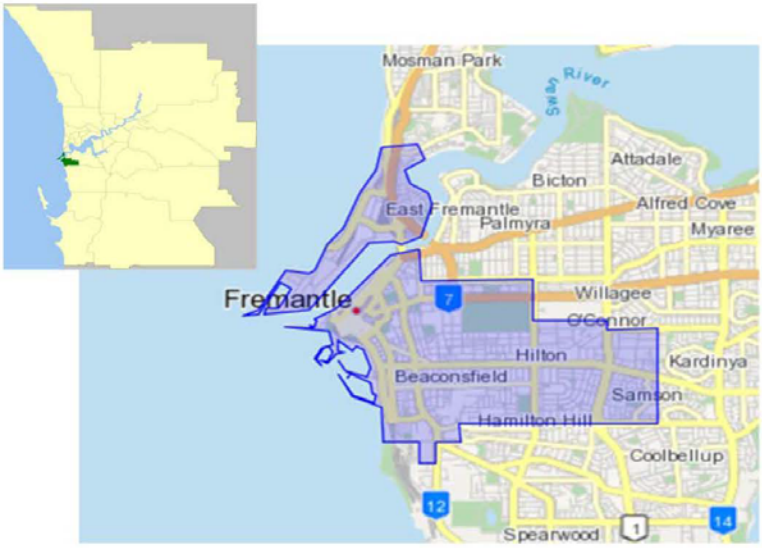



Figure 1 - Location

Fremantle is named after Charles Howe Fremantle, Captain of the HMS Challenger. The place is important for the aboriginal people and was also a key site in European settlement of Western Australia.

The City of Fremantle sits within the Aboriginal cultural region of Beeliar. Its Nyoongar name is Walyalup (the place of walyo). Local people are known as the Whadjuk people. The Whadjuk people have a long and rich history in the Walyalup area. The City of Fremantle acknowledges the Whadjuk people as the traditional custodians of the greater Fremantle/Walyalup area.

European settlement of the area formally commenced in 1829 when the port was established for the Swan River Colony, and Fremantle became the centre of Western Australian trade. The Fremantle township established soon after and the city thrived as Western Australia's second city, developing into a diverse and vibrant regional centre. The main industries at this time were shipping, fishing and farming. Gradual growth took place during the mid 1800s with more rapid growth during the 1890s and early 1900s spurred by the opening of the railway line from Perth (1881), the establishment of the Inner Harbour (1897), and the gold rush.

The City's population grew from 19,000 people in 1911, to around 22,000 in 1933. Fremantle became a city in its own right in 1929. Significant development occurred from the 1950s into the early 1970s, particularly in the southern and eastern suburbs, stimulated by post war migration. Changes in the operations of the port stemming from the introduction of containerisation during the 1970s, and post-industrial economics resulted in many changes to the manufacturing, commerce and retail sectors. Fremantle struggled to adapt and the population declined during the late 1970s and early 1980s. The City emerged in 1987 as the host city for the America's Cup sailing challenge which resulted in significant investment and the emergence of the city as a tourist and 'lifestyle' destination. The population has since increased from nearly 24,000 in 1991 to about 25,000 in 2006 then leapt from 26,584 in 2011 to 30,868 estimated resident population in 2018. (Source: Australian Bureau of Statistics, data by region, 2019).

Today, the City of Fremantle area is predominantly residential in land use, but retains substantial maritime, industrial and port areas, commercial, business and professional uses, leisure and recreation, educational and tourism land uses, mostly in and around the city centre. The Fremantle City Centre is designated as a strategic metropolitan centre in *State Planning Policy 4.2 'Activity Centres for Perth and Peel'* with a nominal district centre at North Fremantle. Outside of the City Centre there are a network of mixed use, local and neighbourhood commercial areas serving and providing focal points for the City's suburbs. A portion of the O'Connor industrial area is also located within the City of Fremantle.

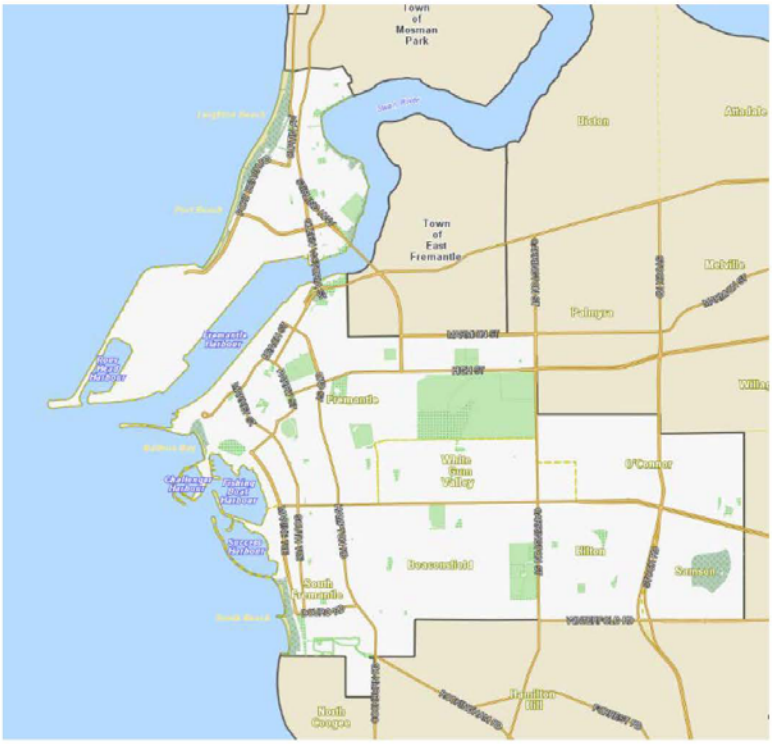


**Figure 2 – Local Government Area and Suburb Boundaries**

Fremantle has a number of sites and facilities of state and/or regional significance including:

- The Fremantle Port: The port has and continues to define Fremantle as a place. Even though the nature of the port's operations has changed significantly over the years, its vital role to the state's economy through imports, exports and tourism (cruise ship, ferries etc) and direct and indirect job creation ensure it remains an important component of Fremantle, physically, economically and psychologically.
- An abundance of cultural and tourist attractions in the city centre such as:
  - Shipwreck and Maritime Museums
  - Fremantle and E shed markets
  - Significant heritage sites such as the world heritage listed Fremantle Prison, the state heritage listed West End, the Round House and Arthur Head.
  - Fremantle Arts Centre which operates as an art gallery, studio, educational space and live music venue.
  - Boutique retail and entertainment precincts.
- The University of Notre Dame and South Metropolitan TAFE (Victoria Quay), which are located in the Fremantle City Centre, and Murdoch University, which is located nearby.
- The three harbours: Fishing Boat, Challenger and Success, which provide tourism, commercial and leisure activity.
- Fremantle hospital.
- Quality beaches and public open spaces including:

| Located within the Fremantle City Centre | Located outside of the City Centre |
|---|---|
| King's square | Fremantle golf club |
| The Esplanade (includes the youth plaza) | Royal Fremantle golf club |
| Queens square | Booyeembarra Park |
| Princess May park | Bruce Lee Oval |
| Pioneer Park | Samson Park |
| Arthur Head Reserve | Monument Hill |
| Fremantle Park (incl. Fremantle Bowls and Tennis clubs) | South Beach |
| | Leighton and Port beaches |
| Fremantle Oval | North Fremantle river foreshore |
| Victoria Quay | East street jetty |
| Bather's Beach | Gilbert Fraser Reserve |
| | Hilton Park Reserve |
| | Stevens Reserve |
| | Frank Gibson Park |
| | Cantonment Hill |
| | Tuckfield Oval |




Figure 3 – Some Key Facilities

With regards to access and transport, the City of Fremantle is well serviced, with its network including:

- The three harbours which provide access to the Indian Ocean for commercial and leisure activity.
- The Rottnest ferry services which regularly commute passengers to Rottnest Island from terminals at B shed and Northport. Private ferry operators also run services down the Swan River from Fremantle.
- Cruise ships which bring visitors into port each year from national and international destinations.
- The Fremantle train station in the heart of the city which provides Transperth train services to the western suburbs (including Cottesloe, Claremont, and Subiaco) and Perth CBD (from which all of the metropolitan passenger and the transnational line can be accessed).
- A bus depot adjoining the train station which provides public transport (including the high frequency 'circle route') to the suburbs north of Fremantle and also east and south.
- A free CAT bus service linking key tourism sites within the city centre, with a second providing a loop to South Fremantle.
- A freight rail line which connects Fremantle Port to Kwinana and east toward Kewdale.
- Curtin Avenue, Stirling Bridge and High Street, which form a part of the metropolitan road freight network.

- Stirling, Canning and Leach Highway, South Street and Hampton Road which connect Fremantle to Perth and the wider Metropolitan area.
- A network of bike routes which service the city and provide connections (or are planned to provide connections) via the Perth Bicycle Network to other metropolitan locations. Extension of the Fremantle to Perth PBN route is being planned in conjunction with the planned replacement of the aging Fremantle Traffic Bridge.
- A well established network of footpaths.



Figure 4 – Transport Network (TO BE COMPLETED)

### 2.2 The City's Strategic focus

The City's strategic focus is outlined in its Strategic Community Plan 2015-2025. This was developed following an extensive community engagement and visioning program and outlines a vision for Fremantle as:

> *"a Destination City. A city that is clever and creative, inspiring and inclusive. A city that welcomes and celebrates all people and cultures. A city that encourages innovation, prosperity and achievement. A compassionate city that cares for the wellbeing of people and the environment we share. A city that thrives on diversity and dares to be different."*

It includes a series of interrelated goals, objectives and outcomes under the themes of:

- Economic development
- Environmental responsibility
- Transport and connection
- Character culture and heritage
- Places for people
- Health and happiness
- Capability

With a number of economic challenges at a local level, and a state government directive to increase population density in key transit locations across the metropolitan area, the revitalisation of Fremantle and attracting more people to live, work, shop recreate and visit is a key strategy component. The Strategy seeks to retain Fremantle's unique heritage and character as its heart and soul while allowing evolution into a more vibrant and liveable modern city. Maintenance of its fundamentally human-centric structure and introduction of more sustainable approaches to urban living are also embedded in Council's approach. Further detail on Council's objectives and its approach to delivery are outlined in complementary ('informing') strategies and plans including:

- One Planet Strategy
- Economic Development Strategy
- Integrated Transport Strategy
- Greening Fremantle 2020
- Urban Forest Plan
- Kings Square redevelopment project

These include ambitious targets relating to energy and water efficiency, the development of new dwellings, commercial office and retail floor space within the city's central area, transport mode share transfer, urban canopy and investment.

Key town planning initiatives stemming from this strategic direction have included;

- Innovative planning scheme amendments to increase development potential across key non-heritage inner-city areas. These have led to a significant increase in investor confidence in Fremantle as demonstrated by the development pipeline diagram in Figure 5 below.

- Rezoning of a series of nodes along designated high frequency transport routes to facilitate redevelopment and consolidation.
- Designation of 15 development zones and preparation of structure plans over these to facilitate brownfields redevelopment. These include the award-winning WGV redevelopment and the Knutsford Street Precinct, both undertaken in conjunction with Landcorp.
- Review of innovative housing initiatives and introduction of a series of scheme requirements to promote better design and greater diversity (including the award-winning 'Freo Alternative' housing diversity initiative).
- Precinct planning over key areas such as the Heart of Beaconsfield and other places in transition.
- Use of precinct and area-based scheme and policy provisions to ensure contextually responsive development.
- Establishment of tree protection mechanisms.
- Establishment of bike parking and end of trip facility requirements.
- Maintenance and review of an extensive Heritage List and heritage areas.

Town planning initiatives have been advanced in conjunction with other strategies as part of an integrated approach. As a result there has been significant investment and renewal underway with the combined level of public and private investment exceeding $1.3 billion including several civic, commercial, residential and retail developments.

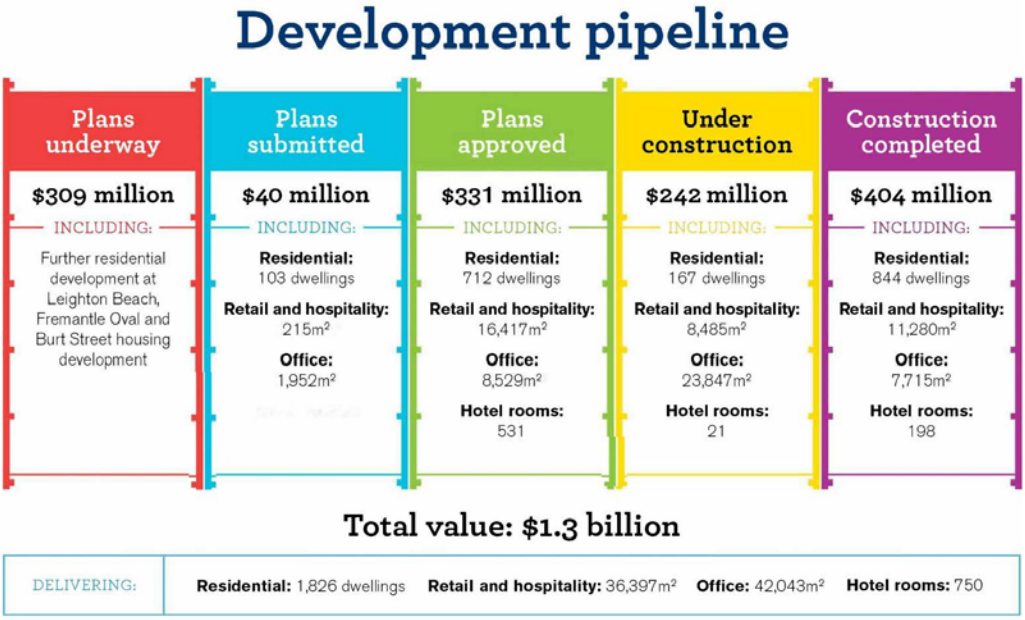



Figure 5- Development Pipeline
(source: City of Fremantle Economic Development based on development and building approvals – October 2019)

The Council's strategic direction and priorities are outlined and regularly reviewed through the Strategic Community Plan and informing strategies and plans, with a rolling program of review in place. The next major review of the Strategic Community Plan is scheduled for 21/22.

## 3. Local Strategic Planning Framework

### 3.1 Local Planning Scheme No. 4

Local Planning Scheme No. 4 was gazetted on 8 March 2007.

This has been supplemented and updated since its gazettal by the following (as at October 2019).

- 79 amendments to the Scheme
- 10 Local structure plans
- 2 Local development plans
- 99 Local planning policies
- Local Heritage Survey and Heritage List (incorporating 2,443 places and 23 heritage areas)
- Significant Tree Register (established in 2018 and initially incorporating 5 trees)

Of the 79 amendments considered:

- Sixty (60) amendments have been approved and gazetted.
- Eight (8) amendments (22, 31, 37, 40, 42, 47, 68 and 69) have been refused by the Minister – three (3) at the recommendation of Council (31, 42 and 68).
- Four (4) amendments (74, 76, 77, 79) are in current progress.
- Seven (7) amendments (36, 48, 58, 62, 70, 71, 73) have not progressed or been initiated by Council.

Detail of these amendments is provided in Appendix 1.

### 3.2 Structure plans

Fourteen development areas are identified in the Local Planning Scheme.

Ten local structure plans have been established covering 7 of these:

- DA1 – Knutsford Street East: staged development in train.
- DA4 – Swanbourne Street: pending identification of JV partner
- DA6 – Wool Testing and Sealanes: Development has not proceeded.
- DA7 – Mather Road: Most residential lots have been developed
- DA7 – Lefroy Road Quarry: Development delayed due to cost of site remediation. Alternative options being considered under Heart of Beaconsfield project.
- DA8 – Taylors College: Development largely complete.
- DA12 – Kim Beazley School: Development largely complete (WGV).
- DA18 – 9-15 McCabe Street: Development largely complete.
- DA18 – 140 Stirling Highway: Development has not proceeded.

- DA18 – Matilda Bay Brewery site (structure plan finalisation pending completion of WAPC required modificaitons): Development has not proceeded.

A structure plan for the recently rezoned Davis Park Precinct is in train. The rezoning made this site a development area. No development area number is applicable to the site.

Structure plans are not in place for the following development areas:

- DA2 - Daly and Hollis Street tip site South Fremantle landfill sites: due to contaminated status of site. Temporary reuse for a solar farm is instead planned.
- DA3 – Fremantle Chalet Village: no redevelopment proposed: continues to operate as tourist accommodation.
- DA5 – Leighton Marshalling Yards: Addressed by Development Plan 17 in scheme and associated policies. Staged development in train.
- DA13 – 100 Hampton Road: Single site containing residential building which continues to be operated by Housing Authority / Foundation Housing.
- DA15 – Rose Hotel site, Stirling Highway: Redevelopment has occurred. Site zoning being normalised through Omnibus Amendment 78 (in train).
- DA19 – Clontarf Hill: Structure planning held pending resolution of Main Roads WA road planning.

Detail of the development areas and structure plans is provided in Appendix 2.

### 3.3 Local Planning Policies

The City has 99 planning policies covering various land uses, specific development requirements, local areas and planning procedures.

Policies are broken down by type as follows:

| Local Planning Policy type | Number of Policies | |
|---|---|---|
| *Policies adopted since 2007* | | |
| Local Planning Policies | 44 | |
| *Policies adopted Pre-2007* | | |
| Land use | 2 | |
| Administration and procedural | 3 | |
| Design Guidelines – City Centre | 3 | |
| Design Guidelines – Beaconsfield | 4 | Total 55 |
| Design Guidelines – Fremantle | 18 | |
| Design Guidelines – South Fremantle | 6 | |
| Design Guidelines – North Fremantle | 14 | |
| Design Guidelines – White Gum Valley | 5 | |

Policies are reviewed either as part of a rolling program (with those pertaining to the City Centre reviewed in 2018) or as required (with the streetscape, public notification of planning proposals and Hilton heritage area policies all recently reviewed).

The newer policies to the City's local planning framework are:

- LPP3.20 Special Control Area Provisions for Small Infill Development

- LPP1.7 Development Exempt from Approval Under Local Planning Scheme No. 4
- LPP2.23 Register of Significant Trees and Vegetation Areas

Renumbering of policies to correspond with the draft guideline released by WALGA in mid 2019, and formalisation of a review program to maintain currency are both being considered.

### 3.4 Local planning strategy

The Local Planning Strategy was adopted in 2001, and supported and informed the establishment of the current Local Planning Scheme No.4 (gazetted in 2007).

The stated purpose of the local planning strategy is to:

- Set out the framework of State and regional policies and interpreting these for Fremantle.
- Provide the planning context for the zones, reservations and statutory provisions contained in the City Planning Scheme.
- Provide the strategic direction of future population and employment; the broad strategies for housing, employment, shopping and business activities; and proposals for transport, parks, regional open space and other public uses.

Whilst the Local Planning Strategy has not been formally updated since its adoption, its principles remain sound and relevant. It has also been supplemented by a series of issue-specific strategies and plans (as outlined above) which have provided further direction in relation to priority issues, and many of which have resulted in scheme and policy amendments. In this way, the City has maintained an integrated strategic framework. Formal update of the Local Planning Strategy to encapsulate this approach and subsequently adopted strategies would, however, be appropriate.

The development, implementation and review of the strategic document suite remains continual, with the planning strategy and scheme forming one component of this. The City is seeking to better integrate strategic town planning with its broader strategic planning endeavours.

### 3.5 Other Local Strategic Documents

Since the gazettal of the City's Scheme, the City has concentrated its approach to realising strategic objectives through the development of issue and area specific strategies and plans. A number of these have involved subsequent amendment to the scheme.

Supplementary strategic documents include:

- Access and Inclusion Plan 2016-2020
- Age Friendly City Plan
- Bike Plan 2019-2024
- Climate Change Adaptation Plan
- Community Facilities Plan Future Directions 2036
- Community Safety and Crime Prevention Plan 2018-2022

- Corporate Energy Plan
- Destination Marketing Strategic Plan 2018-2022
- Economic Development Strategy and Implementation Plan
- Freo 2029 – Transformational Moves
- Greening Fremantle: Strategy 2020
- Integrated Transport Strategy
- Kings Square Business plan and Urban Design Strategy
- One Planet Strategy and annual action plans and reports
- Urban Forest Plan 2017
- Walyallup Reconciliation Action Plan 2019-22
- Water Conservation Strategy

A number of place-based plans and management plans have also been developed including:

- Masterplans for key reserves such as the Esplanade and Princess May Park
- Coastal Hazard Assessment and Response Management and Adaption Plans
- Foreshore management plans
- Conservation plans.

The summary of key strategic documents is provided in Appendix 3.

## 4. State Planning Framework

Since the Scheme's gazettal, significant legislative changes have occurred through the promulgation of *Planning and Development (Development Assessment Panels) Regulations 2011* and the *Planning and Development (Local Planning Scheme) Regulations 2015*.

There have also been various state strategies, plans and polices produced and / or reviewed, since 2007, including:

**STATE GOVERNMENT STRATEGIES AND PLANS**

- State Planning Strategy 2050
- Perth and Peel @ 3.5 Million (2018)
- Central Sub-regional planning framework (2018)

**STATE PLANNING POLICIES**

- State Planning Policy 7.0 Design of the Built Environment (SPP7) Gazetted 2019
- Liveable Neighbourhoods 2015 - Review of in train. Potentially this will be incorporated into the currently being drafted, State Planning Policy 7.1 'Neighbourhood Design' (not currently publically available).
- State Planning Policy 7.2 (Apartment Design) Gazetted 2019
- State Planning Policy 7.3 (SPP7.3) - Review of State Planning Policy 3.1 'Residential Design Codes' (the R-Codes) and its redesignation as SPP7.3 occurred in 2019. The R-codes had been in continual review since 2008.

- State Planning Policy 2.6 'State Coastal Planning' (SPP2.6) - Updated July 2013. A review of the associated Planned or Managed Retreat Guidelines completed mid 2019.
- State Planning Policy 2.8 'Bushland Policy for the Perth Metropolitan Area' 2010
- State Planning Policy 3.7 'Planning in Bushfire Prone Areas' (SPP3.7) - Gazetted 2015. The bushfire framework was reviewed in 2019.
- State Planning Policy 4.2 'Activity Centres for Perth and Peel' (SPP4.2) - Reviewed 2010
- State Planning Policy 5.4 'Road and Rail Noise' (SPP5.4) – Gazetted 2019

The more relevant events and their implications for the City are discussed below.

### 4.1 Legislative changes

The *Planning and Development (Development Assessment Panels) Regulations 2011* introduced Development Assessment Panels (DAPs) and associated value thresholds for development applications, which resulted in the DAP becoming the decision maker for applications that met the value threshold. Amendment to the City's scheme was not required.

The *Planning and Development (Local Planning Scheme) Regulations 2015 (Regulations)* replaced the Town Planning Regulations 1967 and sought to increase clarity and consistency in the planning framework. Amongst other things, they specified the content and approval process for Local Structure Plans and Local Development Plans, modified the scheme amendment process, modified the Model Scheme Text and introduced Deemed Provisions to be read as part of any planning scheme.

The City updated its scheme to integrate with the Deemed Provisions and remove redundant clauses via amendment No. 67 (gazetted 25 October 2016).

The scheme is generally consistent with the Model Scheme Text appended to the Regulations, having been based on the prior version, but with some minor (non-substantive) variations remaining.

A number of the City's Local Structure Plans which pre-dated the Regulations do not align with the content restrictions specified through the Regulations, nor with the subsequently published Local Structure Plan Framework document (itself due for review). They do however continue to have effect and to achieve the combined outcomes of a contemporary structure plan and local development plan. Update of these documents to align with the new formal framework is desirable but not urgent.

### 4.2 State Strategies and Plans

In 2010, *Directions 2031 and beyond: Metropolitan planning beyond the horizon* (Directions 2031) was introduced, replacing previous metropolitan strategic plans for the metropolitan regions of Perth and Peel and superseding the draft *Network City* policy of 2005. Directions 2031 provided the strategic direction for future metropolitan growth to an expected population of 2.2 million or more by 2031. This plan included a preferred growth scenario for 47% of the predicted growth to 2031 to be taken up through infill

development, with 121,000 of the infill development to be accommodated within the Central Sub-Region. This plan was accompanied by a draft Central Perth Sub-Regional Strategy which allocated housing targets for all local governments. Under this strategy the City of Fremantle had a target of 1,700 additional dwellings by 2031.

In March 2018, the WAPC released the finalised *Perth and Peel @ 3.5million* and sub-regional frameworks, of which the *Central Sub-Regional Planning Framework* is applicable to the City. The final documents promote a compact and connected city vision as a way to limit unsustainable urban sprawl and encourage greater housing diversity to meet changing community needs. The plan focuses on delivering METRONET and providing for development around existing urban corridors and station precincts, and established activity centres.

*Perth and Peel @ 3.5million* reassessed the Directions 2031 dwelling targets, and estimates some 800,000 new homes are required to accommodate the projected population growth of 3.5 million by 2050 (or 'beyond'). The documents maintain the 47% infill target, which equates to. 380,000 dwellings. Approximately 213,130 of these new infill dwellings are expected to be delivered in Perth's Central Sub-Region, with the City of Fremantle allocated 7,030.

The overarching objectives of *Perth and Peel @ 3.5 million* are addressed in the city follows:

<u>Consolidated urban form:</u> **To create sustainable communities that are attractive places to live and work. The consolidation of urban areas provide for more efficient use of urban land and infrastructure with improved access to public transport, sport and recreation, community and commercial facilities while minimizing impacts on significant environmental attributes.**
The City's traditional urban structure and relatively high net density is already well aligned with this objective. Specific points of note:

- Infill targets are accommodated within zoning and density provisions: refer section 5.3.4 relating to population and housing projections.
- Housing diversity is provided through range of housing types existing and accommodated within future development areas (including apartments within the City Centre, coastal and activity centre nodes and along transit corridors, small and grouped dwellings within well serviced suburban locations zoned for infill and / or 'Freo Alternative' housing and more traditional single houses accommodated within established suburban areas).
- Amongst other things, since gazettal, the City has amended its scheme to:
    - Accommodate higher density within 'strategic sites' within the City Centre and adjoining Queen Victoria corridor (Amendments 38, 49, 51, 60 & 61).
    - Accommodate higher density mixed use development within activity centre nodes along designated transit corridors (Amendments 13, 32, 53, 64, 65, 66 & 72).
    - Include other higher density sites in the City of Fremantle such as Burt Street (Amendment 57), Knutsford Street (Amendment 11, 55), Mathieson Road (Amendment 18).
    - Provide for diverse housing types through allowing additional small secondary dwellings on many lots (Amendment 64) and introduce new

provisions to enable more numerous smaller dwellings to be developed in well serviced suburban locations where specific design and sustainability criteria (established in conjunction with the community) are met (Freo Alternative / Small infill development – Amendment 63).
    - Allow development of an additional grouped dwelling on sites with more than one street frontage (Amendment 50).
- The City's Integrated Transport Strategy and Greening Strategy have both considered and addressed access to sustainable transport and greenspace respectively.
- Advancement of planning for the two future fixed route rapid transit links connecting Fremantle to Murdoch and Cockburn Central respectively would allow for more detailed planning of these as transit-oriented corridors.

Economy and employment **To promote employment opportunities and increase the number of people who live and work within the sub-regions, with a focus on attracting strategic economic and employment land uses within the strategic metropolitan centres and key industrial centres, while maximising use of existing and proposed infrastructure.** The City's established centres hierarchy and industrial land areas supplement the Port and harbour areas in providing a diverse range of employment opportunities.

The City's Economic Development Strategy outlines the City's economic objectives and its approach to pursuing them (including setting retail office floorspace targets for the CBD, and outlining place improvement, management and marketing strategies to attract business). Central to this is an increase in residents and employees within the City (facilitated through existing zoning and strategic sites amendments) and a world-renown events and promotion program.

The Kings Square project (being implemented in conjunction with Sirona Capital) represents a key component of the City's economic revitalization strategy, with construction on both key building elements well advanced. The planned introduction of 2000 additional office employees into the city as part of this project is expected to provide a major boost to the area.

In addition to the zoning provisions made for activity centres and industrial areas, the planning scheme incorporates flexible provision for home offices, and inclusion of commercial floorspace within Mixed Use areas. A number of local structure plans also incorporate opportunities for commercial floorspace.

Community and social infrastructure **To provide a wide range of community and social infrastructure to enhance the health and wellbeing of the community and meet the community's needs including health, education, sport and recreation, while promoting co-location and optimising the use of existing facilities and infrastructure.**

The City's existing network of activity centres provide for accessible services to all communities. The location of the majority of these along transport corridors increases accessibility and opportunities for sustainable transport. Flexibility in zoning provision complemented by fringe mixed use areas allows for a range of uses and services consistent with the planned function of each centre, consistent with SPP4.2 (excepting that the 'Local Centre' and 'Neighbourhood Centre' designations are reverse in the scheme).

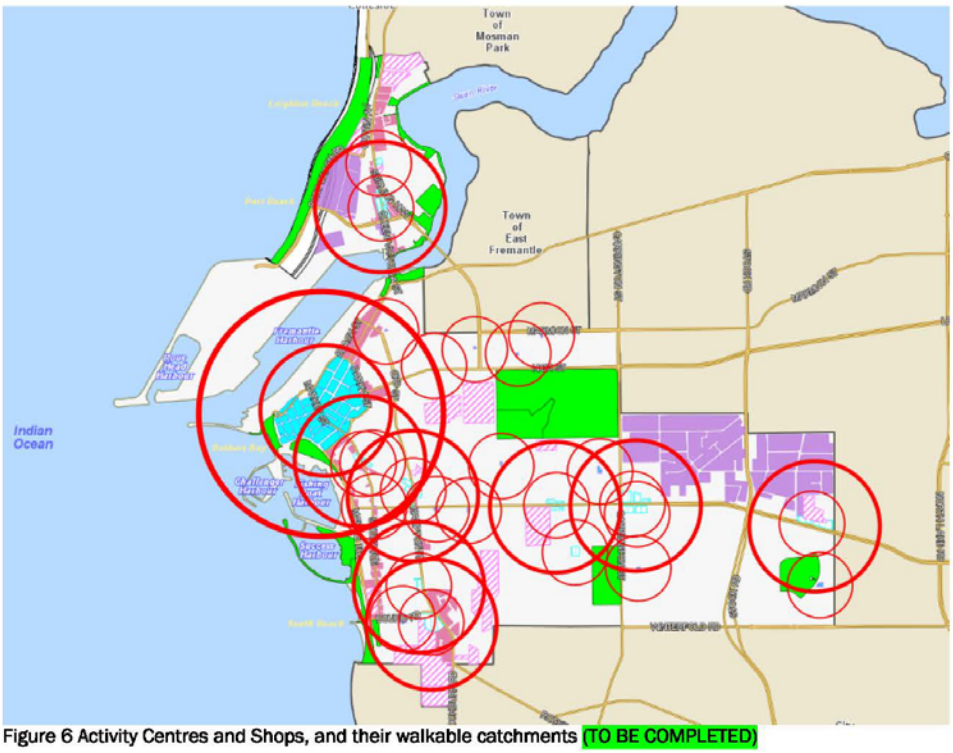



Figure 6 Activity Centres and Shops, and their walkable catchments (TO BE COMPLETED)

The public school network is well established and provides accessible primary and high schools, supplemented by relatively easy access to private schools (including Christian Brothers College and Lance Holt within the Fremantle City Centre). The location of Notre Dame University and South Metropolitan Tafe campus within the City Centre and Murdoch University within the adjoining local authority (along the South Street transit corridor) provide good access to tertiary education. Both UWA and Curtin University are also accessible with the Circle Route high frequency bus route connecting them both to Fremantle.




**Figure 7 Educational Facilities**

Fremantle Hospital's functions have now largely been relocated to Fiona Stanley hospital 10km east along the South Street transit corridor. Local medical services are still, however, well supplied within the City boundaries, and the changed function of Fremantle Hospital continues to provide employment and community service.

Sport and recreational needs are met through the network of open space which provides access to open space within 400m of almost all dwellings (refer Greening Strategy). District facilities are provided at:

- Fremantle Leisure Centre
- Fremantle Park
- Gibson Park netball centre
- Hilton Park
- Fremantle golf course
- South Beach
- Leighton and Port beaches

Fremantle Oval continues to provide a local sporting venue as well as providing a venue for the South Fremantle Football Club and Fremantle Dockers AFLW and regional development program.

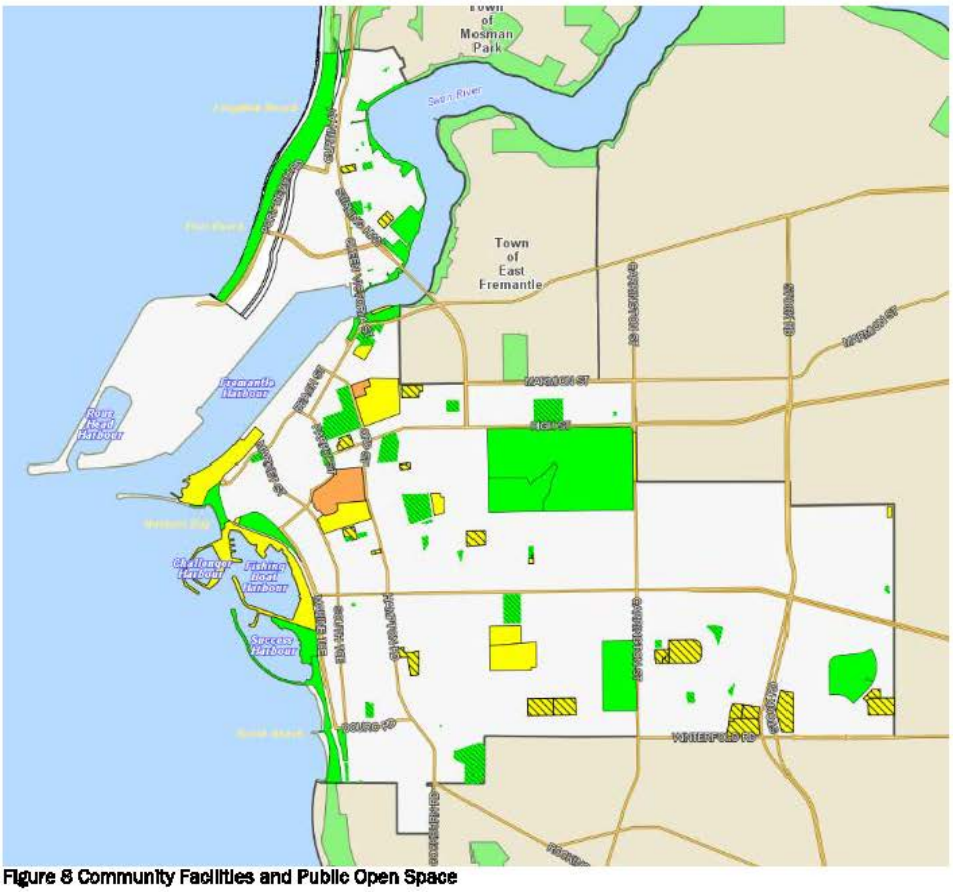



**Figure 8 Community Facilities and Public Open Space**

Recent upgrades to the Esplanade (including installation of the very successful Youth Plaza), Fremantle Park, South Beach (addition of new basketball court facility), Leighton Beach and Booyembara Park have all improved the quality of facilities available. Upgrades to Gibson Park, Fremantle Park, Hilton Park and Fremantle Golf Course are all in train. The City is currently developing a new overarching Recreation Plan (in train 2019) intended to guide future planning and investment over coming years.

**<u>Movement and access</u> To provide an efficient and effective regional movement network for people and freight that is integrated with land uses, links key economic and employment opportunities and connects the sub-regions to the greater Perth and Peel regions, as well as the south-west of the State and the Wheatbelt.**

The freight network is established through the Regional Road network within the Metropolitan Region Scheme (MRS) and through the Fremantle-Kwinana-Kewdale freight line (under review as part of the Westport project).

The regional and district road networks provide a legible and direct network between Fremantle, its centres and the surrounding metropolitan area. The majority of the

neighbourhood and higher order centres within Fremantle are located on these routes. Resolution of planning for Curtin Avenue and for the Roe 9 corridor in a considered manner is desirable to allow integrated planning of the surrounding areas, though will need to be informed by decisions on the future of Fremantle Port.

As previously noted, the established metropolitan rail network provides access between Fremantle and Perth CBD with the bus network providing supplementary access to the east. Upgrades to the network proposed within the Perth and Peel @ 3.5 Million Transport Plan (namely high frequency links between Fremantle and Murdoch Activity Centre's along South Street, and between Fremantle and Cockburn Centre) are strongly supported by the City but subject to design and funding by the state. Some work has been undertaken in promoting consolidation within established centres along these routes (refer Amendments 13, 32, 53, 64, 65, 66 & 72) however pending confirmation of the type of transit to be provided and their station spacing, further detailed land use and design planning along these routes is considered premature.

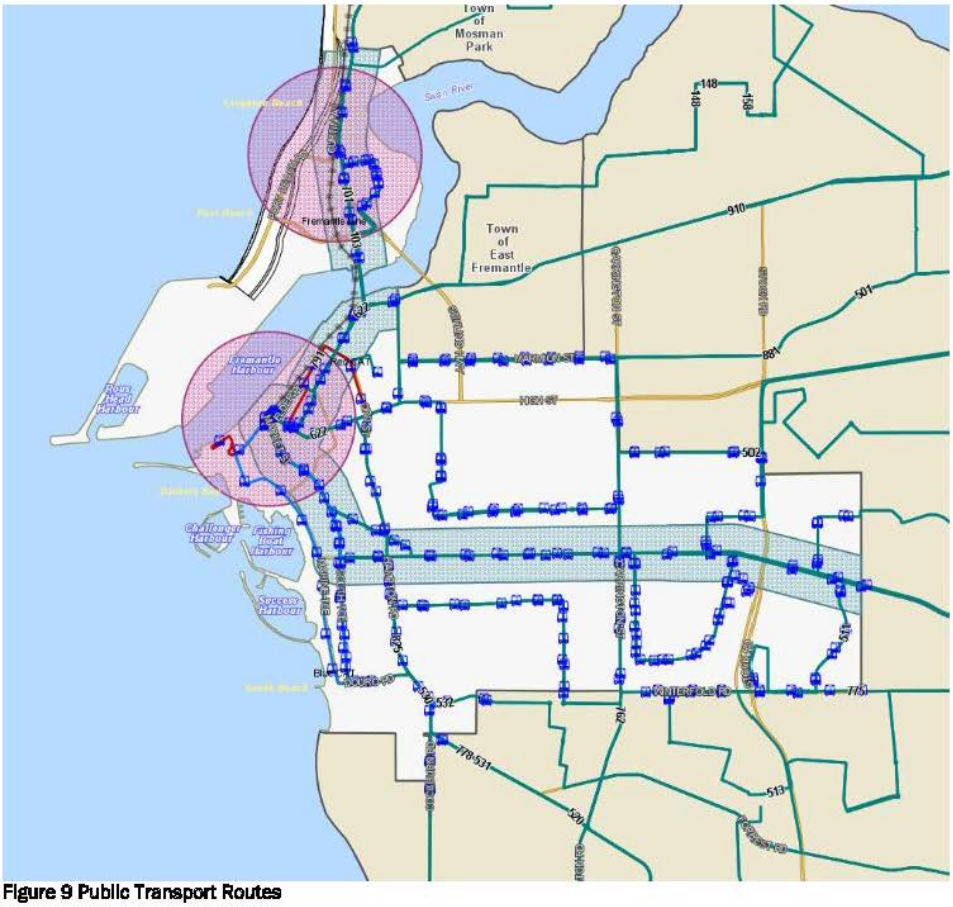



**Figure 9 Public Transport Routes**

The City's strategic approach to transport is outlined in the Integrated Transport Strategy. This prioritises active and public transport, noting the highly walkable structure of the majority of Fremantle. The City has invested heavily in improving the cycle network, recently concluding one Bicycle Plan and adopting a further 5 year plan to guide subsequent work. The quality of the built environment as well as the transport infrastructure itself is important in advancing sustainable transport mode shift. As is noted above, advancement of planning for the two future fixed route rapid transit links proposed to connect Fremantle to Murdoch and Cockburn Central respectively would allow for more detailed planning of these as transit-oriented corridors

Service infrastructure **To ensure the timely, efficient and cost-effective delivery of electricity, water, wastewater and other service infrastructure that are aligned with the staging of development and to encourage the shared use of infrastructure corridors by the various service providers.**

The established nature of the City means that its service infrastructure is established. Restrictions have, however, posed a significant limitation on redevelopment in some areas including:

- Knutsford Street
- Strang Street
- Brockman Place

Maintenance and renewal of water, wastewater and other service infrastructure is ongoing. Recently in 2017, Water Corporation partnered with ATCO Gas Australia to replace their respective pipes concurrently in areas of Fremantle including:

- Tuckfield Street and Burt Street
- East Street
- Swanbourne Street, between High Street and Knutsford Street,
- High Street between Ord Street and East Street.

Extensive water pipe works have also been undertaken in 2019 the City centre.

Environment and landscape **To preserve and enhance the existing environmental and landscape values of the sub-regions for future generations to enjoy.**

Fremantle is the one of the only local governments in the metropolitan area that has beach and river frontage, secured through regional reservation.

Whilst these have and continue to provide an important amenity to the community, and source of character, identity and recreation, in recent years the City has turned its attention to coastal hazard and risk management. The City has undertaken urgent stabilisation works relating to erosion at Port Beach and will consider implementation of coastal retreat options through scheme provisions as an action project, following finalisation of the Coastal Retreat Guidelines and confirmation by the WAPC of compensation mechanisms and liabilities.

Other important landscape features include Arthur Head, Cantonment Hill, Clontarf Hill and Monument Hill.

Areas incorporating natural environmental value are largely reserved for conservation and /or recreation, and managed accordingly.

Protection of urban canopy has been identified as a priority issue, addressed through the Urban Forest Plan. Widespread protection of trees on private land remains a challenge however.

Natural resources **To manage the availability and use of natural resources to ensure existing and potential land uses can be balanced against broader environmental outcomes.**

Considerations of environmental impact are deeply embedded in the City's approach to most activities, as outlined in the Strategic Community Plan and One Planet Strategy. Promotion of a consolidated urban form, well serviced by public and active transport, and with ready access to goods and services represents one of the key ways through which the town planning of the City advances responsible management of natural resources.

### 4.3 State Planning Policy

State Planning Policies (SPPs) provide state-wide planning policy direction, and are prepared under part 3 of the *Planning and Development Act 2015*. Appendix 4 provides a summary of SPP's and an indication of their consistency with the City's Scheme. Those of most relevance to the Scheme review are discussed in greater detail below.

#### 4.3.1 State Planning Policy 3 'Urban growth and settlement'

*SPP 3 Urban growth and settlement* sets out the principles and considerations which apply to planning for urban growth and settlements in Western Australia. The objectives of this policy are:

- To promote a sustainable and well planned pattern of settlement across the State, with sufficient and suitable land to provide for a wide variety of housing, employment, recreation facilities and open space.
- To build on existing communities with established local and regional economies, concentrate investment in the improvement of services and infrastructure and enhance the quality of life in those communities.
- To manage the growth and development of urban areas in response to the social and economic needs of the community and in recognition of relevant climatic, environmental, heritage and community values and constraints.
- To promote the development of a sustainable and liveable neighbourhood form which reduces energy, water and travel demand whilst ensuring safe and convenient access to employment and services by all modes, provides choice and affordability of housing and creates an identifiable sense of place for each community.
- To coordinate new development with the efficient, economic and timely provision of infrastructure and services

The City's scheme aligns with this state planning policy through concentration of residents, services and centres within an established and well-serviced location consistent with efficient and sustainable urban form. No modification to the scheme is required to align with this policy, noting that the scheme is supported by a number of

local planning policies and strategic documents that also contribute to these objectives. The City will continue to review progress in these key areas.

#### 4.3.2 Draft State Planning Policy 7.0 'Design of the Built Environment'

On May 24 2019, *SPP7 Design of the Built Environment* (SPP7), SPP 7.3 R-Codes Apartments and Design Review Guide were finalised as part of Design WA. Design WA is an initiative by the WA Government to ensure that good design is at the core of all residential development through all stages of the design, planning and development process. State Planning Policy 7 Design of the Built Environment (SPP7) is the overarching state planning policy for the promotion of good design in new development, and in addition to the Apartment design codes which are in force, is expected to have a number of additional volumes for low and medium density development and neighbourhood and precinct design.

The City's scheme and policy framework already includes a focus on design. The ten design principles defined by the scheme to guide the Design Review Panel may benefit from update to reflect the seven gazetted in SPP7 however this is of low priority.

#### 4.3.3 State Planning Policy 7.3 Volume 1 (Residential Design Codes) and Volume 2 (Apartment Design)

The *Residential Design Codes* (R-Codes) have been periodically reviewed and amended since the Scheme was gazetted in 2007. In 2010, the R-Codes were amended to focus on the built form controls for Multiple Dwellings in areas coded R30 and above, rather than limiting the number of dwellings per site area (this has since been amended again in 2013 to apply to areas coded R40 and above). In 2013, the minimum site area and average site area for lots zoned Residential R20-R60 were reduced in size and the occupancy restrictions removed from Ancillary Dwellings ('granny flats'). This change had implications for the local planning policy framework and local planning schemes, as the development potential of sites changed.

With the gazettal of Volume 2 of the R-Codes (Apartment Design), minor updates through an omnibus amendment are being undertaken to remove references to Part 6 of the R-Codes. The default plot ratio for R60 development (common in the City) has increased under the policy from 0.7 to 0.8 however no significant implications are expected from this change. Review of the bonus provisions and criteria which allow increase in density in mixed use areas is recommended given that these were established when a minimum site are per dwelling created much more significant restrictions. Review of other planning policy to reduce overlap is desirable however is not urgent.

The City's scheme gives effect to the R-codes through clause 4.2, specifically the following LPS4 clauses:

*4.2.2 Unless otherwise provided for in the Scheme, the development of land for any of the residential purposes dealt with by the Residential Design Codes is to conform to the provisions of those Codes.*

*4.2.3 The Residential Design Code density applicable to land within the Scheme area shall be determined by reference to the Residential Design Codes density number on the Scheme map and the area contained thereto as delineated by the dashed black line borders superimposed on the Scheme map.*

#### 4.3.4 Liveable Neighbourhoods

Liveable Neighbourhoods is a WAPC operational policy that guides the structure planning and subdivision for greenfield and large brownfield (urban infill) sites.

The WAPC initiated a review of Liveable Neighbourhoods which broadly included:

- a staged approach aligned to Liveable Neighbourhoods content or 'elements'
- comprehensive stakeholder engagement, including the establishment of a technical advisory group, to identify issues, operational effectiveness, emerging trends and solutions
- identification of major interpretation, inconsistency and implementation issues between Liveable Neighbourhoods and existing WAPC policies.

In 2015 WAPC sought public comment on the outcome of the draft liveable neighbourhoods review and supporting background information paper. The outcomes of this engagement have not been released. The City understands that this work will be incorporated into the work being undertaken on Design WA and that the draft Precinct Design policy may provide alternative guidance to many of the City's brownfield development sites. No modification to the scheme is required to align with this policy, however the City will continue to monitor the release of documents under Design WA and revisit this if required.

#### 4.3.5 State Planning Policy 4.2 'Activity Centres for Perth and Peel'

In 2011, the current version of *SPP4.2 Activity Centres for Perth and Peel* (SPP4.2) was gazetted. SPP4.2 provides broad planning requirements for the planning and development of new and redeveloping activity centres. SPP4.2 seeks to integrate mixed use (activity) centres with public transport to ensure the benefits of infrastructure efficiency, lower transport energy use and associated lower carbon emissions are realised through residential and business clusters.

SPP4.2 identifies an activity centre hierarchy, including Strategic Metropolitan Centres, Secondary Centres and District Centres. Each centre has a main function, certain level of transport connectivity, retail types, office space, and residential density and population performance targets.

The City has two centres recognised within this upper hierarchy: Fremantle Strategic Metropolitan Centre and North Fremantle District Centre. The policy states that development or (major) redevelopment of larger centres should be guided by a centre-specific Activity Centre Plan. The policy also outlines the function and attributes of neighbourhood and local centres but does not nominate or require detailed planning of these centres.

The established nature of the Fremantle City Centre and its strong alignment with the direction of SPP 4.2 obviate the need for an Activity Centre Plan or any benefit in rezoning it 'Centre'. The City's priorities in the centre remain in its marketing, promotion, enhancement and management of key aspects (such as its heritage, and interface with the port) rather than in its fundamental structure or land use and development controls. The Precinct Planning approach being considered under Design WA might provide a better vehicle for its planning and management than a conventional Activity Centre Plan. This can be further considered when the precinct planning framework is finalised.

Review of the North Fremantle District Centre may occur in time. At this stage, its established form and general alignment with SPP 4.2 does not make a centre plan for this area a high strategic priority: again, its planning and management might be more

fruitfully advanced through a precinct planning exercise if and when these are established. Its designation as a District Centre in SPP 4.2 continues to be queried by the City as it operates as a neighbourhood centre, has limited physical opportunity to grow, and is in close proximity to Fremantle city centre.

The City's planning scheme zoning and definitions reverse the local and neighbourhood centre definitions of SPP4.2: correction of this to increase consistency and state alignment is recommended but is of low priority.

Review of the City's Local Commercial Strategy (1999) is desirable to factor in changes in the retail climate and population projections. This is unlikely to result in major changes to the planning scheme but would provide a more up to date point of reference for new commercial proposals.

#### 4.3.6 State Planning Policy 3.7 'Planning in Bushfire Prone Areas'

*SPP3.7 Planning in Bushfire Prone Areas* (SPP3.7) is the overarching policy for planning in bushfire prone areas. SPP3.7 requires higher order strategic planning documents, strategic planning proposals, subdivision and development applications take into account and include specified bushfire protection measures. The Regulations 'deemed provisions' introduced the requirement for a Bushfire Attack Level assessment to be undertaken for development in designated bushfire prone areas. The City does not have any bushfire provisions written in its scheme and the deemed provisions therefore operate without obstruction in this regard. The associated Guidelines for Planning in Bushfire Prone Areas provide detailed guidance on the application of SPP3.7.

The City has a small number of areas identified as potentially 'bushfire prone' around:

- North Fremantle river foreshore
- Booyeembara park and Fremantle Public golf course in White Gum Valley,
- Samson Park in Samson,
- A small portion of Stock Road in Hilton,
- Clontarf Hill Beaconsfield, and
- The former Hollis Park landfill site in South Fremantle

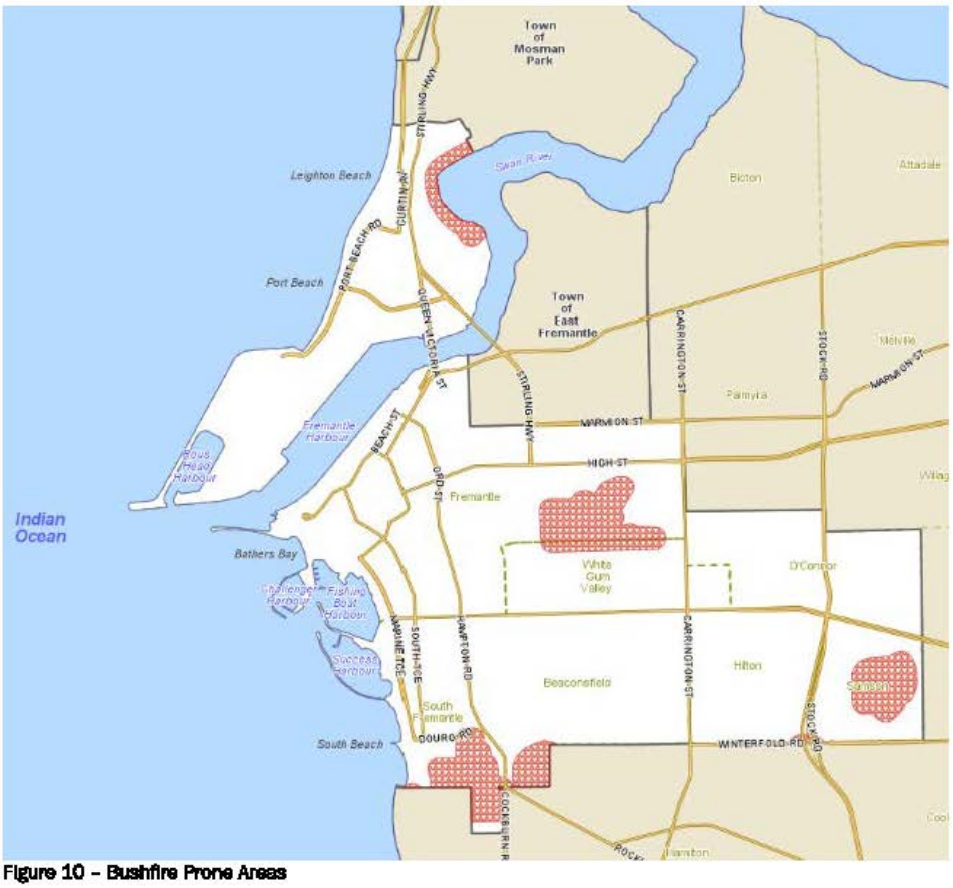



**Figure 10 – Bushfire Prone Areas**

The City implements SPP3.7 and Regulations in assessing new proposals, and is undertaking a review of its management of reserves generating a bushfire risk. SPP3.7 will be addressed in any update to the City's planning strategy and local planning scheme as per the Planning for bushfire guidelines. The City has undertaken a preliminary hazard assessment and BAL mapping of each of its Bushfire Prone Areas to assist in its assessment of proposals and management. The review identifies only Clontarf Hill as presenting a conflict between zoning (which accommodates duplex development) and bushfire risk however the conflict is largely manageable, and presents a potential subdivision constraint to only a couple of private properties.

### 4.3.7 State Planning Policy 3.5 'Historic heritage conservation'

*SPP3.5 Historic heritage conservation* sets out the principles of sound and responsible planning for the conservation and protection of Western Australia's historic heritage. The objectives of this policy are:

- To conserve places and areas of historic heritage significance.
- To ensure that development does not adversely affect the significance of heritage places and areas.

- To ensure that heritage significance at both the State and local level is given due weight in planning decision-making.
- To provide improved certainty to landowners and the community about the planning processes for heritage identification, conservation and protection.

The City of Fremantle recognises the importance of identifying, assessing and managing heritage places within its local government area and has an established heritage list under LPS4 that comprises of over 2 500 properties, which are of cultural heritage significance and worthy of conservation. LPS4 also has 23 heritage areas.

The City has a process of a yearly review of the City's Local Heritage Survey (previously 'Municipal Heritage Inventory') and Heritage List as per the City's *Local Planning Policy 2.6 - Procedure for Amending the Municipal Heritage Inventory (MHI) and Heritage List*. The City's local planning scheme also includes strong protection of properties on the heritage list and heritage areas from demolition.

The City is also proactive in promoting the benefits of heritage, appropriate conservation and maintenance and opportunities for adaptive reuse.

No modification to the scheme is required to align with this policy. Review of the heritage areas and development of contemporary policies to inform development within them is recommended.

**4.3.11 SPP 2.8 – Bushland Policy for the Perth Metropolitan Region**

SPP 2.8 seeks to ensure the protection of regionally significant bushland throughout the planning system and decision making process. It supports planning controls for the areas designated as Bush Forever and is supplementary to other state and federal environment legislation.

The objectives of the policy are to:

- create an achievable conservation system that ensures the representation of the ecological communities of the Swan Coastal Plain
- protect and manage significant bushland
- provide a policy and implementation framework to assist planning

The policy provides specific measures for use within the assessment and decision making process,

The City has two Bush Forever sites, located at:

- Samson Park; and
- Cantonment Hill.

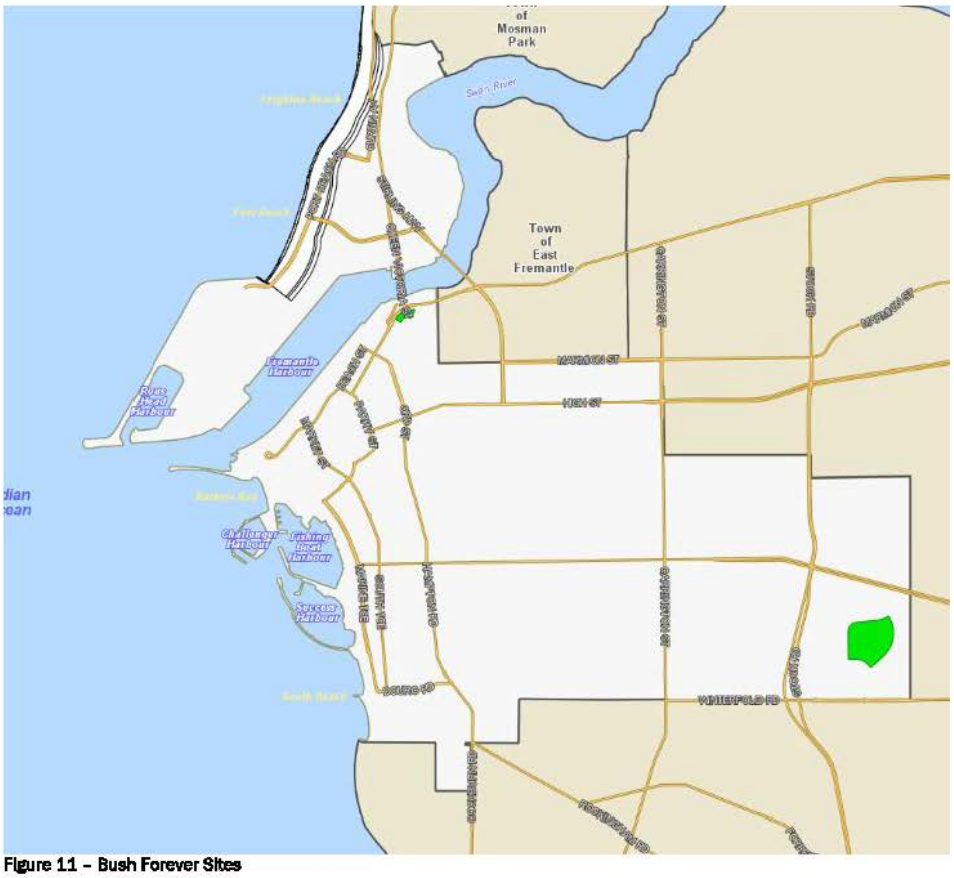



**Figure 11 – Bush Forever Sites**

Both are reserved for Open Space reserve under LPS4 and are managed in accordance with management plans/masterplans. It is considered that in conjunction with the existing policy measures, that these site are adequately protected.

### 4.3.8 State Planning Policy 2.9 'Water resources'

*SPP2.6 water resources* directly relates to the overarching sector policy *SPP 2 Environment and Natural Resources policy* and provides clarification and additional guidance to planning decision-makers for consideration of water resources in land use planning strategy.

*"'Water resources' include natural or modified features such as wetlands, waterways (rivers, streams and creeks), floodplains, foreshores, estuaries, groundwater aquifers and the wider marine environment. In addition, 'water resources' refers to water for consumptive, recreational, industrial and commercial purposes, including stormwater, wastewater, irrigation dams and drinking water catchments including reservoirs and borefields."*

The objectives of the policy are to:

- protect, conserve and enhance water resources that are identified as having significant economic, social, cultural and/or environmental values;

- assist in ensuring the availability of suitable water resources to maintain essential requirements for human and all other biological life with attention to maintaining or improving the quality and quantity of water resources; and
- promote and assist in the management and sustainable use of water resources.

The City acknowledges water is an important environmental, recreation and cultural resource, is conscious of Western Australia's water scarcity and is committed to innovative strategies to improve water use efficiency, as outlined in its Water Conservation Strategy.

The City has a policy of using pesticides sparingly and where possible, choosing pesticides and fertilisers with the lowest toxicity to ensure watercourses remain clean and healthy. Alternative options to replace pesticides are investigated regularly, with sensitivity given to local wildlife and habitat.

Water related projects the City undertakes in regards to water:

- Park hydrozoning
- Low toxicity pesticide and herbicide use
- Achieving Waterwise Council and Waterwise Aquatic Centre status
- Council facility waterwise retrofits, real time water metering in City public open spaces
- New verge beautification guidelines
- Greywater treatment investigations

The City has no wetlands or drinking water catchment priority areas within its boundaries but minimises run-off into the Swan River and Indian Ocean, and promotes water sensitive urban design in new development.

No modification to the scheme is required to align with this policy.

#### 4.3.9 State Planning Policy 4.1 'State industrial buffers area'

*SPP4.1 State Industrial buffer area* (SPP4.1) states:
*The purpose of the State Industrial Buffer Policy is to provide a consistent Statewide approach for the protection and long-term security of industrial zones, transport terminals (including ports) other utilities and special uses. It will also provide for the safety and amenity of surrounding land uses while having regard to the rights of landowners who may be affected by residual emissions and risk.*

The policy establishes objectives and principles and how the principles should be applied to define and secure buffer areas and who should pay for them.

The objectives of this policy are:

- To provide a consistent statewide approach for the definition and securing of buffer areas around industry, infrastructure and some special uses.
- To protect industry, infrastructure and special uses from the encroachment of incompatible land uses.
- To provide for the safety and amenity of land uses surrounding industry, infrastructure and special uses.

- To recognise the interests of existing landowners within buffer areas who may be affected by residual emissions and risks, as well as the interests, needs and economic benefits of existing industry and infrastructure which may be affected by encroaching incompatible land uses.

SPP4.1 provides:
*Buffer areas should be incorporated into strategic plans and regional and/or local government town planning schemes through appropriate land use designations, zoning and development controls. Where there is potential for land use conflicts to occur, planning authorities may also prepare area-specific policies or strategies to provide strategic land use, subdivision and development control guidance for town planning schemes.*

Buffer areas around industrial areas are included in the City's Scheme under Special Control Area 5.6 O'Connor Industrial Interface Area and provided for in the City's *Local Planning Policy 3.8 – O'Connor*. Additionally, there is a Fremantle Port buffer (Special Control Area 5.5) included in the scheme. This area is supported by *LPP 2.3 Fremantle Port Buffer Area Development Guidelines*. These meet the intent of SPP4.1.

No modification to the scheme is required to align with this policy though periodic review of the buffers based on the changing land use patterns within the port and industrial area may be beneficial (medium to longer term).

Revisions to SPP4.1 have been released in draft form and it is noted that the final release of the document will need to be monitored.

**4.3.10 State Planning Policy 2.6 'State Coastal Planning'**
*SPP 2.6 State Coastal Planning* (SPP2.6) seeks to provide a balanced approach to the often competing needs and desires of the coastal zone (i.e. recreational, residential, industrial and commercial uses) in a way that takes into account the values of the coastal zone.

Guidance is provided for land use and development decision-making within the coastal zone including managing development and land use change, establishment of coastal foreshore reserves, and to protect, conserve and enhance coastal values. The policy recognises and responds to regional diversity in coastal types, requires that coastal hazard risk management and adaptation is appropriately planned for, encourages innovative approaches to managing coastal hazard risk, and provides for public ownership of coastal foreshore reserves.

The objectives of this policy are to:

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

The City prepared a coastal hazard and risk management plan (CHRMAP) for its southern beaches (undertaken through the Cockburn Sound Coastal Alliance) in 2016 and for Port and Leighton beaches (undertaken with the Town of Mosman Park and WAPC) in 2017. These established areas of risk, the timeframe for that risk (short, medium or long term) over the 100 year planning horizon, and a series of recommendations in response. Whilst most areas are stable in the short to medium term, a policy of managed or planned retreat is flagged as an appropriate approach in several areas as an alternative to protection. This City has prioritised short term actions and risks and sought to engage with the state over longer term options (given the private ownership of much of the area, and the state's role in managing much of the coast line in Fremantle through the port and three harbours area..

The City has undertaken urgent stabilisation works relating to erosion at Port Beach and continues to advance the recommendations of the plans based on priority / urgency. Creation of Special Control Areas over land potentially affected by inundation within the 100 year horizon of the policy may be appropriate in the future, noting the long time horizon applicable to most affected land, and the constraints inherent in established urban areas.

#### 4.3.11 State Planning Policy 5.4 'Road and Rail Noise'

State Planning Policy 5.4 Road and Rail Noise (SPP5.4) and associated guidelines was gazetted in September 2019.

The purpose of SPP5.4 is to minimize the adverse impact of road and rail noise on noise-sensitive land-use and/ or development:

*"protect the community from unreasonable levels of transport noise, whilst also ensuring the future operations of these transport corridors."*

The policy applies to:

- The Fremantle passenger rail line
- The Fremantle – Kwinana / Kewdale freight line
- Curtin Avenue
- Tydeman Road, Fremantle Bridge, Stirling Bridge and High Street
- Stock Road
- South Street
- Hampton Road
- Stirling Highway




Figure 12 – Fremantle Transport Routes subject to State Planning Policy 5.4

The City requests transport noise assessments for proposals seeking to significantly intensify development along transport routes in accordance with the policy. Review of the level of conflict and noise mitigation measures which could be employed to address these in small scale development is desirable but not urgent. In the event of Westport concluding that major port functions remain at Fremantle (with associated freight transport upgrades), a comprehensive assessment of this aspect and planning responses should occur.

## 5. Development Activity in the City of Fremantle

Since 2007, the City has seen over 100 million dollars in combined building approval value in most (ten of the twelve) years. Five of these have had building approval totals of over 200 million dollars. Four of these five years have been in the last five years. 2017/2018 saw the highest value of building approvals yet with development that year having a combined value total of over 300 million dollars.




Figure 13- Value of building approvals in Fremantle 2001-2019

### 5.1 Residential development

The 2016 Census indicated there were 14,594 private dwellings in the City of Fremantle (ABS census data 2016). A breakdown of dwelling distribution by area is shown in the table below.

Table 1. Number of Dwellings by suburb

| Suburb | Number of dwellings |
|---|---|
| Beaconsfield | 2,344 |
| Hilton (WA) | 1,794 |
| Fremantle | 4,608 |
| North Fremantle | 1,784 |
| O'Connor | 245 |
| Samson | 786 |
| South Fremantle | 1,647 |
| White Gum Valley | 1,388 |
| **Total** | 14,594 |

(ABS Census 2016 data Table builder)

This represents an increase of 1,981 (or 16%) from the 12,613 dwellings recorded in the 2006 census, immediately prior to gazettal of Local Planning Scheme 4. This increase has stemmed from a combination of new lot and apartment development, as discussed below.

### 5.1.1 Lot creation

In the twelve years since the gazettal of the City's Scheme (2007-2018) the WAPC has granted preliminary approval to 2,027 new lots and final approval to 1,681 new lots in the City of Fremantle (refer Figure 14 below).

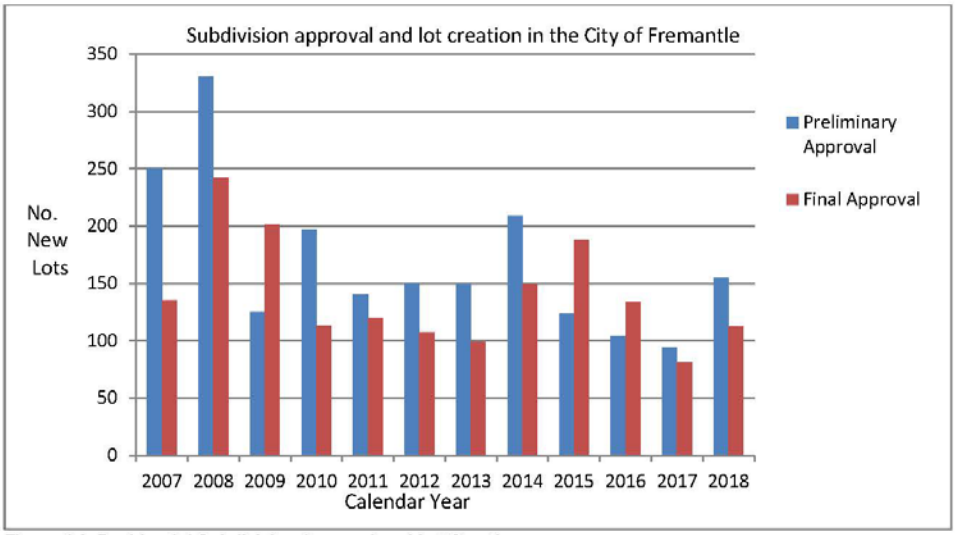



**Figure 14. Residential Subdivision Approval and Lot Creation**
(Data source: WAPC)

Lot creation in the City has been steady since 2007 with some notable peaks. The peak in 2007 and 2008 can be attributed to:

- The take up of infill subdivision in the areas of Hilton, Beaconsfield and White Gum Valley after new densities (mostly split densities) were allocated to these areas in the City's newly gazetted scheme, opening up new development opportunity.
- Development of sites at Butterworth Place, Beaconsfield, Taylors College, O'Connor and the Rose Hotel Site, North Fremantle.

The slight peak in lot creation in 2014 and 2015 is associated with the:

- On-going take up of infill subdivision.
- The subdivision of larger sites such as WGV/Former Kim Beazley School Site, White Gum Valley and in the Knutsford Street precinct.

### 5.1.2 Dwelling commencements

Since the gazettal of the Scheme, a total of 2,996 new dwellings have been issued a building permit, averaging 250 dwellings per year. Figure 15 below shows dwelling commencements (based on building licences - new dwellings e.g. houses, and 'other residential' e.g. apartments etc) over the last twelve (financial) years. Maintenance of this average would see the City exceed the dwelling targets allocated in *Perth and Peel @ 3.5 Million*.

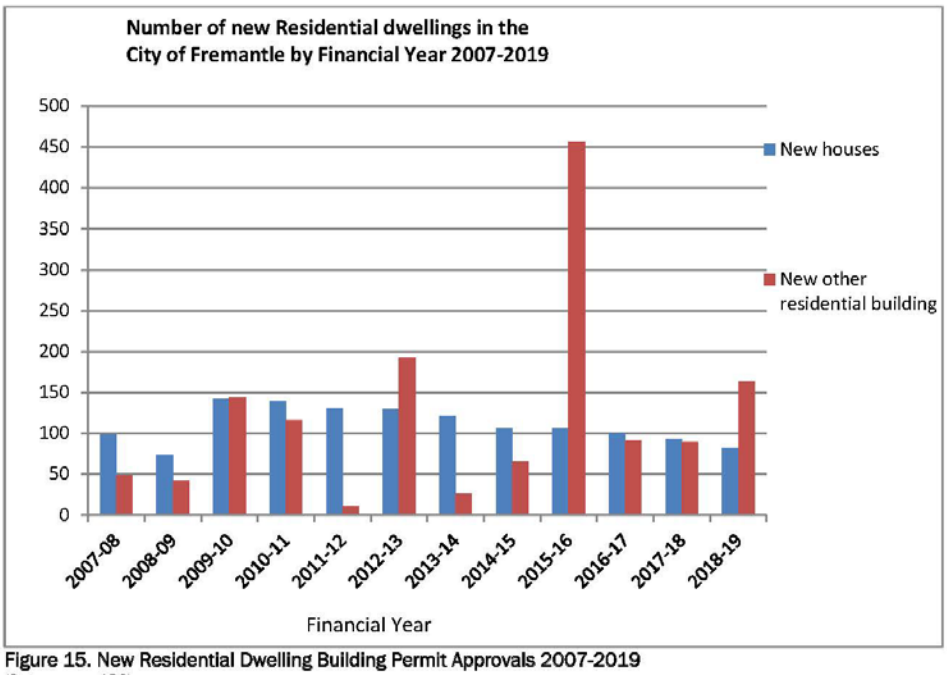



**Figure 15. New Residential Dwelling Building Permit Approvals 2007-2019**
(Data source: ABS)

Apartment development in the City over the years has been variable. Overall, average 'other residential' building development (e.g. apartments etc) has been slightly higher over the last twelve years than single and grouped dwelling development (at an average 120 dwellings per year), but with significant variation year to year.

There was a significant increase in new 'other residential' dwellings in the 2015-2016 financial year when 456 residential dwelling permits, mostly for apartments, were issued. This increase was due to building permits for apartment buildings in the Amendment 38 (High density to the east of the city centre on Queen Victoria Street– gazetted 2011) and Amendment 49 (the City's city centre strategic sites – gazetted 2013) areas.

### 5.2 Commercial development activity

Since the gazettal of the Scheme, significant commercial development activity in the form of new offices, mixed use developments and change of use has occurred. The information available for change of use applications and commercial fit outs is limited because many changes of use, especially in the City Centre, have been exempted from a requirement for development approval. However the City has closely monitored new approvals and commercial floor areas since 2014, following the gazettal of Amendment 38 (RAC density to the east of the city centre on Queen Victoria Ave – gazetted 2011) and Amendment 49 (the City's city centre strategic sites – gazetted 2013). Over that five year period, there has been more than 28,000 sqm of retail floor area completed, granted development approval or at various stages in the planning process as well as 12,806 sqm of restaurant/café/bar and 45,244 sqm of office space (refer to Table 2 below for more information.

Much of this developments is located within 800m of the Fremantle train station, consistent with the direction of the City's Strategic Community Plan and state planning policy.

**Table 2 Commercial development in the City of Fremantle 2015-2019**

| Status of commercial development | Retail sqm | Restaurant/café/bar sqm | Office |
|---|---|---|---|
| **Building completed** | 4,484m² | 7,096m² | 75,715m² |
| **Planning approval granted. Construction started or nearly complete.** | 6,100m² | 3,385m² | 23,847m² |
| **Planning approval granted. No progress on the Development application at this stage** | 9,295m² | 3,595m² | 18, 988m² |
| **Plans submitted for approval, currently being assessed by City of Fremantle.** | - | - | - |
| **Plans at various stages including not lodged but discussed in the media and plans that have not progressed after approval.** | 5,000m² | 541m² | 4,064m² |
| **Total** | 24,579m² | 14,617m² | 54,614m² |

Source: City of Fremantle Economic Development [ DOC SET ID – 3763053]

### 5.3 Demographics

Change in population is influenced by various factors such as age structure, birth and death rates, dwelling type offered in an area, household size and migration. In 2015, the City commissioned .id the population experts to prepare population and growth forecasting over a twenty year timeframe. The following information represents a combination of census data and id demographic and forecast information.

#### 5.3.1 Population change

The 2006 Census recorded the population of the City of Fremantle at 24,835. It was as estimated to be 32,482[1]* in 2018, an increase of 7,647 (+31%). This increase can be largely attributed to the new development occurring, but also potentially to the regeneration of suburbs as their original populations have aged and moved out, and larger new households replace them.

Traditionally the City attracts young adults seeking rental accommodation in close proximity to education, employment and lifestyle opportunities in the suburbs of Fremantle, North Fremantle and South Fremantle. Young adults then often move out of central areas when they reach the family forming life stage. Beaconsfield, Hilton,

[1] *note that population numbers in forecast.id for the 2016 base year are derived from Estimated Resident Population from the Australian Bureau of Statistics. These differ from (and are usually higher than) Census counts as they factor in population missed by the Census and population overseas on Census night. They are generally considered a more accurate measure of population size than Census counts.

O'Connor and White Gum Valley show evidence of increasingly becoming 'family' suburbs. In these suburbs the demographics show the older population is declining, particularly those of retiree age, and younger households, such as couples with children, are increasing.

The small area of Samson is unique within the City in that there is little population increase through migration due to limited development opportunities. Conversely, there is modest out migration of young adults, generally leaving their family homes (most of which were building in the 1970s and 80s).

The majority of the City's new residents came from other parts of metropolitan Perth, particularly from nearby local government areas such as Mosman Park and Cottesloe and also outer northern areas such as Joondalup, and overseas. (Source: forecast.id)

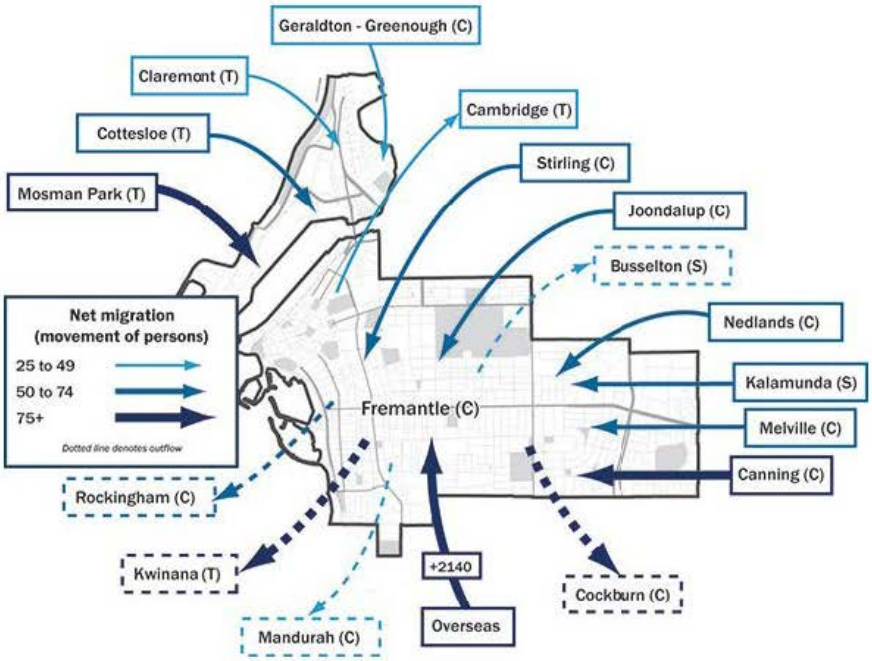



**Figure. 16 Historical Migration Flows 2006-2011**
(Source: .id the population experts, December 2017)
Note: Overseas relates to arrivals only.

The id forecast estimated the City's population would increase by over 7,400 people from 2016 to 37,986 by 2031, at an average annual growth rate of 2.20%. This is based on an increase of over 4,400 households during the period, with the average number of persons per household staying the same at 2.22 by 2031. (Source: forecast.id). Development uptake has, however, been slower than originally forecast, reflective of the state's economy, with WA Tomorrow estimates anticipating between 33,720 and 36,260 by 2031.

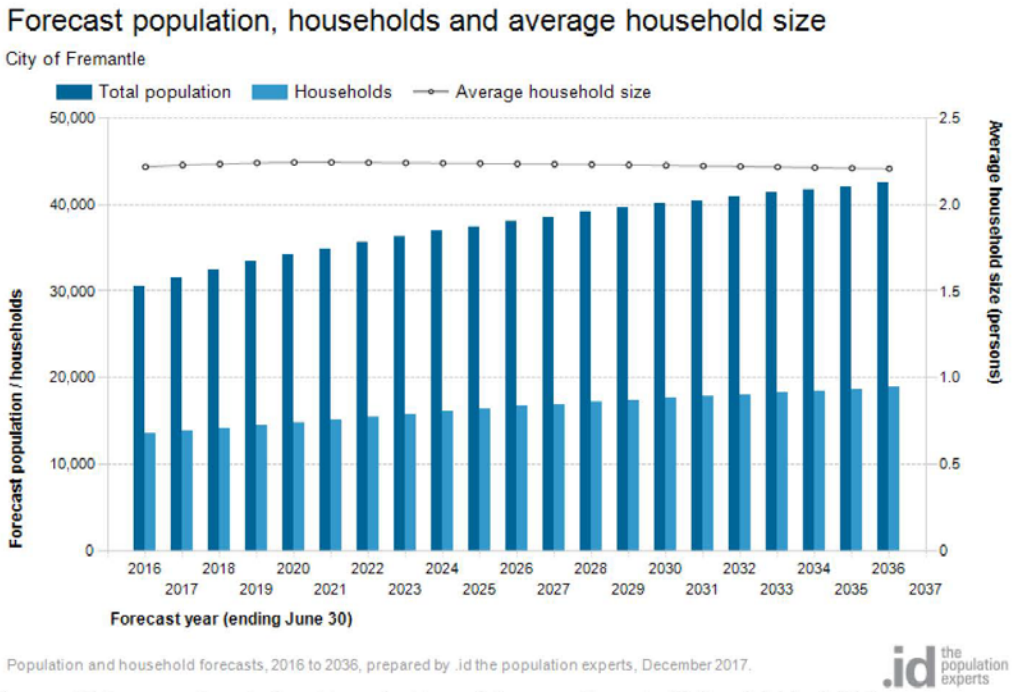



**Figure. 17 Forecast Population, Households and Average Household Size 2016 - 2036**
(Source.id the population experts, December 2017)

Projected population change by suburb is shown below in Table 3. Fremantle suburb, which includes the City Centre area and surrounds where apartment dwelling development is increasing and within which the Knutsford Street and Swanbourne Street development areas are located, is expected to see the greatest increase.

The next highest population increase has been estimated in North Fremantle due to the potential development around McCabe Street and the Leighton development area. Growth potential in Beaconsfield is largely based on potential development in the Heart of Beaconsfield Masterplan area which includes a number of substantial redevelopment sites including Davis Park, the Lefroy Road TAFE and Lefroy Road Quarry.

**Table 3 Population forecast 2016-2036**

| | Forecast year | | | | | Change 2016 - 2036 | |
|---|---|---|---|---|---|---|---|
| Area | 2016 | 2021 | 2026 | 2031 | 2036 | Total change | Avg. annual % change |
| Beaconsfield | 5,257 | 5,602 | 6,060 | 6,559 | 6,857 | +1,600 | 1.3 |
| Fremantle | 8,719 | 10,791 | 12,720 | 14,358 | 15,895 | +7,176 | 3.0 |
| Hilton - O'Connor | 4,639 | 4,838 | 4,882 | 4,929 | 4,934 | +295 | 0.3 |
| North Fremantle | 3,549 | 4,735 | 5,265 | 5,329 | 5,409 | +1,860 | 2.1 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| **Samson** | 2,022 | 2,112 | 2,115 | 2,118 | 2,109 | +87 | 0.2 |
| **South Fremantle** | 3,249 | 3,408 | 3,614 | 3,880 | 3,950 | +701 | 1.0 |
| **White Gum Valley** | 3,137 | 3,358 | 3,330 | 3,307 | 3,286 | +149 | 0.2 |
| **City of Fremantle** | 30,572 | 34,844 | 37,986 | 40,481 | 42,440 | +11,868 | 1.7 |

Prepared by .id the population experts, December 2017

### 5.3.2 Household change

The City has, comparative to other metropolitan areas of Perth, a low household size of 2.2 people per household (refer to Figure 17 above). The forecast anticipate little change in the average household size in this over the next twenty years.

Factors to consider in household change are how the population changes in age and household structure. Knowledge of how the age structure of the population is changing is also essential for planning age-based facilities and services, such as child care, recreation and aged care.

In 2016, the largest age group for persons in the City of Fremantle was ages 30 to 34, which accounted for 8.5% of the total persons. The largest increase in persons between 2016 and 2026 is consequently forecast to be in the subsequent age category (35 to 39), which is expected to increase to 7.3% of the total persons from 6.9%. The largest age group in 2036 is expected to be 25 to 29, and 30 to 34 years, with a total percentage of 7.9% each or 3,340 and 3,353 persons respectively. (Source: forecast.id)

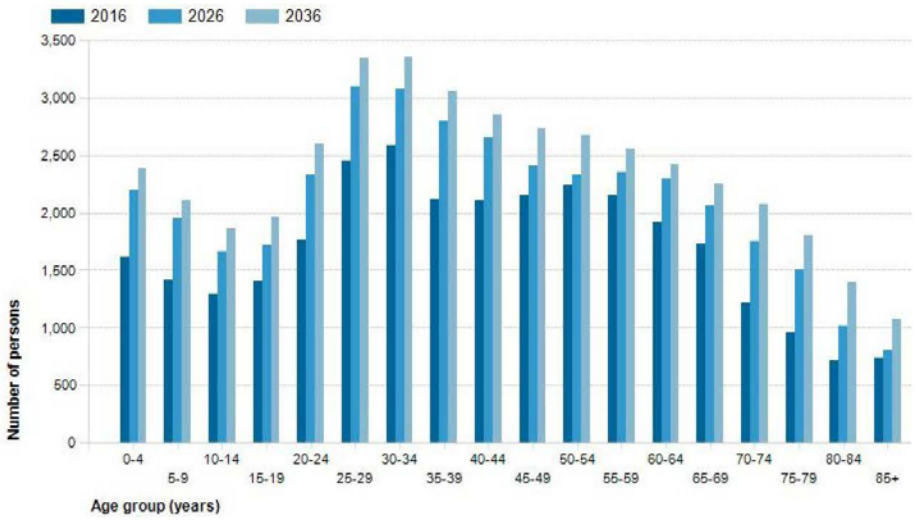



**Figure. 18 Population Age Structure Projections 2016 - 2036**
(Source .id the population experts, December 2017)

Household structure is influenced by the area and housing stock. For example areas dominated by standalone housing stock are typically dominated by couples with

dependants (3+ people households), while inner city locations with denser 'joined' housing have a larger number of lone person households and couples without dependents. Changing lifestyle trends and increases in apartment size may see some change to these trends but it is unlikely to be rapid or, indeed, to do more than alter the proportions slightly, within the foreseeable future.

The predominant household type in the City of Fremantle in 2016 was lone person households, which accounted for 32.1% of all households. The largest increase forecasted between 2016 and 2026 is predicted to be in the same category, with lone person households estimated to increase by 1,100 households to remain at 32.5% of all households in the City of Fremantle by 2036. A significant numeric increase in couples without dependent children is also projected, with both of these household types well provided for in (and responding to) the growth of apartment and smaller housing catered for in the City.

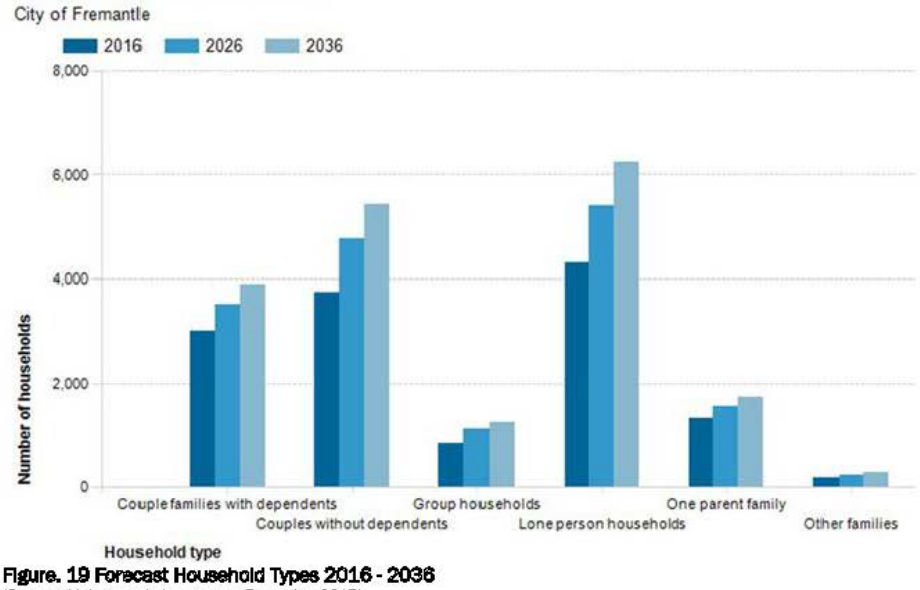



**Figure. 19 Forecast Household Types 2016 - 2036**
(Source: id the population experts, December 2017)

### 5.3.3 Dwelling change

As an established local government area in Perth's central metropolitan area, new development opportunities in the City are primarily limited to strategic sites and incremental infill development in existing residential areas. Former industrial, government and privately owned sites in Fremantle, North Fremantle, and Beaconsfield will be important sources of new residential supply. The Freo Alternative may also help to increase diversity of housing by providing small housing in select suburban areas. In contrast, Samson is unlikely to see significant residential development due to limited development opportunity under its low density zoning.

The City is likely to continue to attract young adults seeking residential opportunities with good access to employment, education and lifestyle opportunities. Overall, many new households over the next twenty years are assumed to be small in size i.e. couples or

lone persons, reflective of the smaller housing available through infill supply and national trends in household size.

### 5.3.4 Accommodating dwelling and population growth

A total 6,058 dwellings were estimated by id to be added to the City's housing supply over the period 2016-2036, accommodating an increase of 12,268 people to 42,840 in 2036.

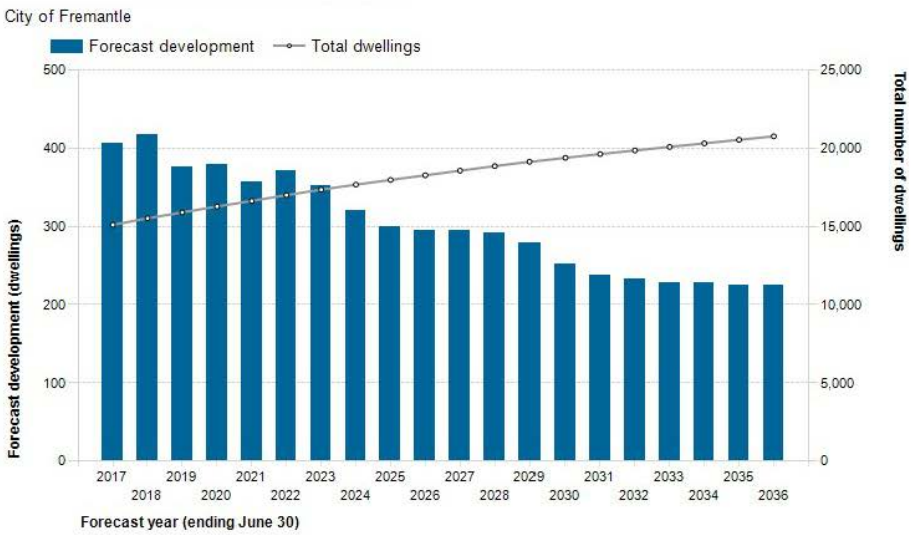



**Figure. 20 Forecast Residential Development 2017-2036**
(Source .id the population experts, December 2017

Development is provided for in the City Centre and northern gateway areas, which were rezoned to allow substantial new apartment development through the strategic sites amendments, and through brownfield development sites throughout the suburbs. These include:

1. Knutsford Street and Swanbourne Street development areas in Fremantle,
2. McCabe Street and Leighton development areas in North Fremantle,
3. Davis Park, the Lefroy Road TAFE and Lefroy Road Quarry sites in Beaconsfield,

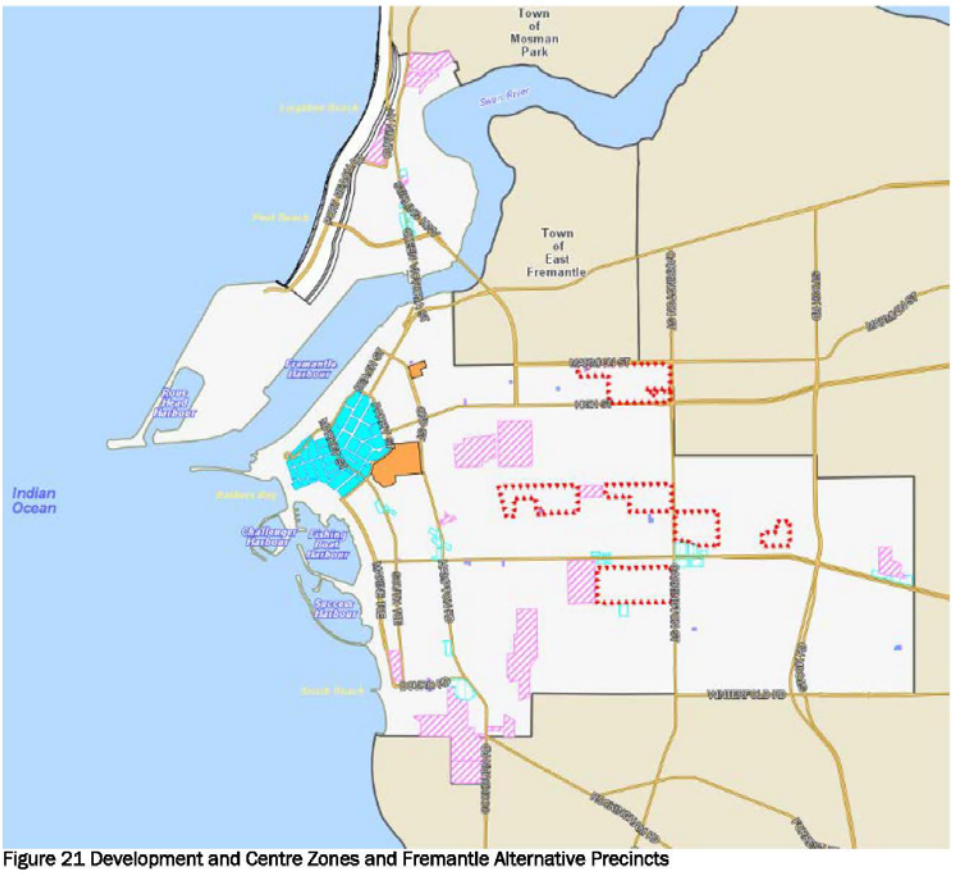



Figure 21 Development and Centre Zones and Fremantle Alternative Precincts

Smaller scale incremental infill is provided for in White Gum Valley, Beaconsfield and Hilton, and within local and neighbourhood centres and mixed use zones along the City's movement corridors.

Longer term, redevelopment of Hollis Park and surplus industrial land, around Fremantle Oval and on Victoria Quay may provide for further substantial development, but has not been factored into current projections, being too long term / uncertain.

Table 4 dwelling forecasts by suburb 2016-2036

| | 2016 | | 2036 | | Change 2016 -2036 | |
|---|---|---|---|---|---|---|
| Area | Number | % | Number | % | Number | % |
| **Beaconsfield** | 2,381 | 16.2 | 3,124 | 15.1 | +743 | +31.2 |
| **Fremantle** | 4,596 | 31.3 | 8,366 | 40.3 | +3,770 | +82.0 |
| **Hilton - O'Connor** | 2,065 | 14.1 | 2,272 | 11.0 | +207 | +10.0 |
| **North** | 1,787 | 12.2 | 2,645 | 12.7 | +858 | +48.0 |

| | | | | | | |
|---|---|---|---|---|---|---|
| **Fremantle** | | | | | | |
| **Samson** | 800 | 5.4 | 865 | 4.2 | +65 | +8.1 |
| **South Fremantle** | 1,649 | 11.2 | 1,910 | 9.2 | +261 | +15.8 |
| **White Gum Valley** | 1,411 | 9.6 | 1,565 | 7.5 | +154 | +10.9 |
| **City of Fremantle** | 14,689 | 100.0 | 20,747 | 100.0 | +6,058 | +41.2 |

Prepared by .id the population experts, December 2017

These estimates exceed the 4,120 dwelling infill target allocated to the City by the Perth and Peel @ 3.5 Million sub-regional framework by 2031 and come close to the long term (2050+) target of 7,031 dwellings (whether or not they occur within the original timeframe estimated by id).

## 6. Consultation

The City's Strategic Community Plan, informing strategies and action plans, Local Planning Strategy, Local Planning Scheme (including all Amendments), Local Structure Plans and Local Planning Policies have all involved community engagement; some, for more significant documents, very extensive. In addition, the City undertakes biennial Community Perceptions Surveys. These confirm that:

- The quality of Fremantle as a place to live, and the lifestyle it offers are highly valued by community members;
- Its heritage is also very highly valued;
- Revitalisation of the City Centre is a priority for many but with different views about what form this should take;
- There is a strong focus on design quality and place attributes: The need to recognise the unique elements of different neighbourhoods (rather than application of generic codes) is often reflected in consultation feedback;
- Sustainability and climate change is an area of growing concern;
- Improved transport choice is important to many. Conversely, frustration exists with challenges around parking supply and management;
- Fremantle's focus on arts, culture and events is also important to many;
- Beautification, maintenance and verge improvements (including tree planting) commonly get raised;
- The impacts of retail decline on the city centre, community safety concerns and parking represent the areas of key concern.

No consultation has been undertaken in the preparation of this review report however will be required in any subsequent updates to the Local Planning Strategy and scheme. Integration of this with the planned review of the Strategic Community Plan is being investigated.

## 7. Discussion

In the twelve years the City's Scheme has been in operation, the City has maintained it through a programme of strategically lead amendments and complimentary policy development. These have kept the City's planning framework up to date by ensuring the planning scheme and accompanying planning policy reflect Council's and the State's strategic priorities, and adapt to changing circumstances and development pressures. The City also completed a basic amendment to remove parts of LPS4 that were inconsistent with Deemed Provisions of the Regulations (Amendment 66) and transfer permitted development provisions to a local planning policy (Amendment 78). The direction and content of the scheme are consequently broadly up to date.

Analysis of development activity and population data, including forecasting completed by i.d profile for the City of Fremantle, show the current scheme zoning adequately accommodates projected population growth and the targets established by the *Perth and Peel @ 3.5 Million* frameworks, albeit with some uncertainty around timing, given the currently depressed apartment market. The need to impose minimum densities on key / strategic development sites to avoid underdevelopment has been identified as requiring investigation.

In the twelve years since 2007, the City has concentrated on the strategic priority objectives of:

- Making the City of Fremantle a more sustainable local government to live and work in.
- Revitalisation of the City Centre including attracting more people to live, work, shop and recreate in Fremantle.
- Economic development including generating increased investor interest.
- Strategic transport planning including advocating for light rail/rapid transit initiatives and increasing population density in key transit locations.
- Greening and the urban tree canopy.
- Providing for a diversity and affordability of housing in the City.
- Retaining Fremantle's unique heritage and character while transitioning to become a more liveable and vibrant modern city.

The pursuit of these objectives has been guided by the overarching Strategic Community Plan (current and past) and informing documents and has, in many instances, resulted in amendment to the scheme to reflect the direction set. As a consequence:

- The City has clearly articulated targets for new development, and planning provision made to accommodate these;
- Unprecedented investment is occurring in Fremantle with the combined level of public and private investment exceeding $1.3 billion in the City of Fremantle;
- The City's traditional structure lends itself to sustainable urbanism, with a focus on consolidation and quality of design, urban realm and lifestyle;
- Corridor and precinct planning has been occurring along the South Street transit corridor and Heart of Beaconsfield development precinct to facilitate further infill;
- Other exciting projects are being investigated in conjunction with the state government around Fremantle Oval, Victoria Quay and other strategic sites;
- Housing diversity is being facilitated through a combination of zoning, use of incentives on strategic sites and the introduction of innovative scheme provisions such as the Freo Alternative;

- Current scheme zonings more than accommodate the infill targets established by Perth and Peel @ 3.5 million (albeit with uncertainty around timing and market responsiveness);
- Integration of heritage considerations with town planning policy and mechanisms is occurring through both the day to day consideration of applications (via the robust scheme provisions in place) and through policy review;
- Plans are in place to increase greening, open space accessibility and urban canopy within the City which incorporates a significant tree register.

### 7.1 Planned and Contemplated Updates

The City's proactive approach to integrating its broader strategic planning with maintenance of its statutory implements will continue to see further amendments required to the scheme. Those currently being considered include:

- Establishment of Special Control Areas for areas affected by noise (entertainment and transport).
- Establishment of a Special Control Area to recognise areas at risk of long term coastal process impacts.
- Review of Mixed Use zoning and development controls.
- Review of parking requirements (pending completion of a Parking Plan currently under development).
- Review of zoning around the Paddy Troy Mall.
- Review of zoning along and west of the South Terrace corridor in South Fremantle.

Others may be identified following completion of the major review of the Strategic Community Plan scheduled for 2021/22, through the engagement processes.

The outcomes of the Westport review may also require a further planning response.

Further, more technical updates to the scheme may be required to achieve complete alignment between the scheme and Model Scheme Text. These include:

- A review of land use definitions (currently in train).
- Rationalisation of the City's Development Zones where structure planning has been completed (namely Leighton, Taylor's College site and the Former Kim Beazley site). Further rationalisation may possibly occur if and when the Precinct Planning framework is established, as this may provide a more appropriate vehicle for some sites.
- Review of Schedule 8 development standards to ensure consistency in terms and potentially reconsider the allocation of controls between scheme and policy.

Periodic consideration of small scale site rezoning proposals is also proposed via a 2 yearly Omnibus Amendment process to ensure that small anomalies and changes in context can be considered in a timely but orderly and resource-efficient fashion.

These amendments, whilst all important, are not collectively considered sufficient to warrant preparation of a new scheme and indeed are likely to be more efficiently

progressed as part of a staged update program. This is consequently recommended in preference to a new scheme.

Systematic update and review of the City's existing structure plans and local planning policies is also proposed, albeit recognising that the scale of this exercise necessarily requires its gradual progression.

Whilst the Local Planning Strategy has not been formally updated since its adoption, its principles remain sound and relevant. However update is necessary to:

- Reflect development and population growth which has occurred since its preparation
- Reflect strategic direction and action plans developed since its preparation
- Reflect changes in the state planning framework
- Allow clearer communication of intent.

The City would also like to investigate the potential to better integrate the local planning strategy into its strategic planning framework, recognising this as an intrinsic component of its broader approach rather than a stand-alone endeavour. Discussion of this approach with the Department of Planning, Lands and Heritage has commenced.

## 8. Recommendations

That Council:

2. Approve this Scheme Review Report.

3. Pursuant to Regulation 66(3) of the *Planning and Development (Local Planning Schemes) Regulations 2015* recommend to the Western Australian Planning Commission that the City of Fremantle Planning Scheme No. 4 is satisfactory in its existing form, but should be amended based on an agreed program of scheme amendments including:
    a. Short term:
        i. Administrative updates to complete alignment with Model Scheme Text terminology (basic amendment).
        ii. Review of and alignment of land use definitions with Model Scheme Text and centre nomenclature.
        iii. Rationalisation of Development zones.
        iv. Review of Schedule 8 development standards to ensure consistency in terms and potentially reconsider the allocation of controls between scheme and policy.
    b. Medium term:
        i. Establishment of Special Control Areas affected by noise (entertainment and transport).
        ii. Establishment of a Special Control Area to recognise areas at risk of long term coastal process impacts.
        iii. Review of Mixed Use zoning and development controls.
        iv. Review of parking requirements (pending completion of a Parking Plan currently under development).

v. Review of zoning/development standards around the Paddy Troy Mall.
vi. Review of zoning along and west of the South Terrace corridor in South Fremantle

c. Longer term
   i. Review of industrial buffer areas
   ii. Review of signage provisions to rationalise these in relation to local laws.
   iii. Review of Fremantle – Murdoch and Fremantle – Cockburn transport corridors (pending confirmation of alignment, mode and funding by state- discussions on going).

d. Periodic / recurrent / ongoing
   i. Regular (approximately biennial) consideration of zoning requests via omnibus amendment
   ii. Policy review
   iii. Structure Plan update

4. Pursuant to Regulation 66(3) of the *Planning and Development (Local Planning Schemes) Regulations 2015* recommend to the Western Australian Planning Commission that the City of Fremantle Local Planning Strategy be reviewed and updated to reflect the subsequent strategic direction and amendments progressed by the City through its integrated planning processes, including
   a. Strategic Community Plan
   b. Economic Development Strategy
   c. One Planet Strategy
   d. Integrated Transport Strategy
   e. Draft Cultural Strategy (under development)

   And include additional commentary on housing and activity centres to reflect the strategic approaches taken by the City consistent with relevant State Planning Policy.

## Appendix 1 – Summary of Scheme Amendments

| Amendment No. | Summary of Amendment | Date of Gazettal | Strategic focus/theme |
|---|---|---|---|
| 1 | Amended the scheme map for a portion of Reserve 43440 from 'Open Space' to include the area in 'Development Area 8'- Involved the creation of a linear park within the Taylors College structure plan area which has now been developed. | 18 March 2008 | Open space |
| 2 | Amended clause 5.8.2 to allow variations of Scheme Provisions Other Than Height Requirements. | 18 March 2008 | Scheme flexibility |
| 3 | Inserted Clause 7.6 – Archaeological Provisions – to ensure developers take appropriate care on potentially significant sites. | 23 May 2008 | Heritage protection |

| Amendment No. | Summary of Amendment | Date of Gazettal | Strategic focus/theme |
|---|---|---|---|
| 4 | Included a definition of short stay dwelling among the land use definitions in Schedule 1, amended the definition of Tourist Accommodation and amended Table 2 – Zoning to include the class use of Short Stay Dwelling – to increase the variety of accommodation within the City. | 6 February 2009 | Tourism |
| 5 | Inserted: Minor Development Permitted without Planning Approval (fences) into Schedule 15. | 11 January 2008 | Reduction of red tape |
| 6 | Inserted: Minor Development Permitted without Planning Approval (minor structures) into Schedule 15 to include outbuildings, swimming pools, shade structures, external fixtures, flag poles, outdoor hard surfaces | 21 November 2008 | Reduction of red tape |
| 7 | Amended the zoning table to designate Noxious Industry as an 'A' use in Industrial zone | 18 April 2008 | Industrial uses |
| 8 | Amended clause 6.2 relating to Development Areas and introduced new clause 6.3 dealing with Development Contribution Areas | 3 March 2009 | |
| 9 | Corrected typographical errors and introduced definitions, for 'Home Store' and 'Service Station' into Schedule 12.1 | 3 March 2009 | Scheme clean up |
| 10 | Amended the scheme map to rezone 2-6 Dixon Street, 1/A Deering Street, 1 Edmondson Street, 3 & 3/A Edmondson Street and Annie Street from 'Residential R20' to 'Residential R20/R25' | 21 November 2008 | Density |
| 11 | Amended the Scheme Map to rezone Lot 1354 Knutsford Street from 'Development Zone' to 'Residential' with a density coding of R35 over the northern portion of the lot and R60 over the southern portion of the lot<br>Deleted Development Plan 21 from Schedule 14 and from the Scheme Map<br>Amended text in Schedule 11 to delete reference to Development Plan 21<br>Amended the part of Schedule 12 referring to Local Planning Area 2 – Fremantle to introduce a specific height control for Lot 1354 | 13 December 2008 | Density |

| Amendment No. | Summary of Amendment | Date of Gazettal | Strategic focus/theme |
|---|---|---|---|
| 12 | Changed the zoning from 'Industrial' to 'Development Zone' for No. 130, 136 and 138 Stirling Highway and No. 2-4 McCabe Street, North Fremantle<br>Replaced existing provisions in Schedule 11 for Development Area 18 – McCabe-Coventry Street, North Fremantle<br>Structure plans have been created and substantial residential development has occurred on McCabe Street. | 7 June 2013 | Density |
| 13 | Amended clause 12.12 Schedule 12 of the Local Planning Scheme text regarding Local Planning Areas Local Planning Area 7 Hilton- Specific Development Controls for Sub area 7.3.1<br>Rezoned:<br>properties in the Hilton Commercial centre in South Street, Carrington Street, Hughes Street, Victor Street and Lee Avenue from Development Area (DA11) to Neighbourhood Centre and introduce specific development controls to apply in this area<br>194 and 196 Carrington Street, 3, 3a, 4 and 4b Paget Street and 5 and 5a Lee Avenue from Development Area (DA11) to Residential R60<br>2, 4 and 6 Hughes Street from Development Area (DA11) to Residential R40.<br>Made the use of 277 South Street as a Tavern an "Additional Use" under Schedule 2 | 17 November 2009 | Density |
| 14 | Amended clause 7.17 to clarify provisions relating to inclusion of places on the Heritage List<br>Amended clause 7.2.9 to clarify provisions relating to inclusion of precincts or areas as Heritage Areas | 16 January 2009 | Heritage protection |

| Amendment No. | Summary of Amendment | Date of Gazettal | Strategic focus/theme |
|---|---|---|---|
| 15 | Amended the Scheme Map to rezone:<br>The former Married Quarters, Queen Victoria Street from 'Public Purposes - Commonwealth Government' Metropolitan Region Scheme reservation and unzoned land to 'Residential' with a density coding of R20<br>Gun House and Rifle Cottage, Tuckfield Street from 'Open Space' Local Scheme reservation to 'Residential' with a density coding of R10<br>The Signal Station and surrounds from 'Public Purposes - Commonwealth Government' Metropolitan Region Scheme reservation to 'Open Space' Local Scheme reservation<br>The sites are now in a combination of private and government ownership. Substantial conservation works have been undertaken on the heritage properties and additional dwellings constructed. A portion of the open space reserve has had substantial investment. | 07 April 2009 | Density<br>Open space |
| 16 | Introduced a Small Bar use class and to reflect statutory changes to liquor control | 6 February 2009 | Economic development and land use diversity |
| 17 | Added R60 residential density coding on Scheme Map for Lot 303 McCombe Avenue, Samson<br>Amended clause 4.2.1 (d) and the maximum wall height requirement in Schedule 12 in Local Planning Area 9 - Samson from 5m to 6m in the Neighbourhood Centre Zone<br>Development approval has been issued for a mixed use development on the site. | 3 March 2009 | Density |

| Amendment No. | Summary of Amendment | Date of Gazettal | Strategic focus/theme |
|---|---|---|---|
| 18 | Amended the scheme map to apply a residential density coding of R60 to the land zoned Residential at Lot 217 Mathieson Avenue, North Fremantle and applied Local Reserve - Open Space Reserve to two parcels zoned Residential<br>Amended clauses 12.12 Schedule 12 of the Local Planning Scheme text regarding Local Planning Areas (Height Requirements) Local Planning Area 3 - North Fremantle; Sub Area: 3.3.1 Rocky Bay , to apply a maximum building height of 10 metres (external wall height or roof ridge height) to any development on Lot 217 Mathieson Avenue, and a maximum building height of 7 metres external wall height/ 10 metres to roof ridge as measured from ground level to the remainder of sub area: 3.3.1 Rocky Bay<br>Development has occurred on the majority of these sites. | 25 September 2009 | Density<br>Open space |
| 19 | Added 'office' as an additional use to clause 12.2 Schedule 2 – Additional Uses to facilitate office use at the existing dwelling at No. 120 Hampton Road | 25 September 2009 | Economic development and land use diversity |
| 20 | Amended the Scheme Map to apply a:<br>Neighbourhood Centre zone to land zoned Residential at Number 232 (Lot 1341) South Terrace, South Fremantle<br>Local Centre zone to land zoned Residential at Number 63 (Lot 1) Wray Avenue, Beaconsfield<br>Commercial zone to land zoned Residential at Number 229 (Lot 31) Jarvis Street, O'Connor<br>Mixed Use zone to land zoned Residential at Number 103 (Lot 400) Hampton Road, South Fremantle<br>Mixed Use zone for land zoned Residential at Numbers 109A and 109B (Lot 401) Hampton Road, South Fremantle | 17 November 2009 | Economic development and land use diversity<br>Scheme clean up |
| 21 | Amended clause 8.2 (h) to include the words 'or application of render'<br>Increases the instances in which development approval is not required. | 14 August 2009 | Reduction of red tape |

| Amendment No. | Summary of Amendment | Date of Gazettal | Strategic focus/theme |
|---|---|---|---|
| 22 | The amendment was to create statutory provisions to require sustainable building design requirements for new commercial and multi-residential developments through clauses 1.6.1, 5.7, 9.4 and 10.5.1. | Minister refused amendment | N/A |
| 23 | Amended the Scheme Map to apply a residential density coding of R25 to the land zoned Residential for properties bound by Clontarf Street, Clontarf Hill, Healy Road and Hampton Road Increase in density from R20 to R25. | 31 August 2010 | Density |
| 24 | Exempted further forms of signage from the need to gain planning approval | 7 June 2011 | Reduction of red tape |
| 25 | Included an R80 density coding over the land designated Local Centre zone in South Street, O'Connor<br>Updated clause 12.12 Schedule 12 - Local Planning Area 8 – O'Connor to include an 11 metre wall height for Local Centre zoned land and an additional sub area (Sub Area 8.3.2) for the R80 coded land | 27 August 2010 | Density |
| 26 | Amended clauses 5.15 and 12.15 Schedule 15 of the Local Planning Scheme text regarding the inclusion of statutory provisions relating to the demolition of buildings and structures | 12 March 2010 | Heritage protection |
| 27 | Clarified the provisions relating to the Mixed Use and Commercial zones by amending Table 2 – Zoning for the Commercial and Mixed Use zone, amending clause 5.2.5 and clause 5.5.1 and deleting clause 5.5.2 and adding a 'Mixed Use' definition into Part 12 Schedule 1 – relates to density bonus in certain zones where mixed use development is proposed. | 28 May 2010 | Density/ developer incentives |
| 28 | Amended wording for 'External fixtures' in 12.15 Schedule 15 – Minor Development Permitted Without Planning approval | 12 March 2010 | Reduction of red tape |
| 29 | Amended text to include a provision into clause 12.15 Schedule 15 - Minor Development Permitted Without Planning Approval for Patios and Single Storey (ground level) Additions or Extensions to a Single House | 01 April 2010 | Reduction of red tape |

| Amendment No. | Summary of Amendment | Date of Gazettal | Strategic focus/theme |
|---|---|---|---|
| 30 | Amended clause 12.12 Schedule 12 Local Planning Areas (Height Requirements) Local Planning Area 2 – Fremantle to include under clause 2.3 a new sub area 2 with provisions relevant to No. 199 (Lot 1) High Street, No. 26 (Lot 440) Parry Street and No. 18 (Lot 35) Parry Street | 4 November 2011 | Density |
| 31 | The amendment was to open the Knutsford Street East (development area 1) up to R40 development where specific development provisions were met. At the same time as progressing this amendment Council considered the interpretation of the density code provisions contained within the Knutsford Street East Structure Plan. Council resolved not to proceed with the amendment as the alternative interpretation did not align with the amendment. | Minister refused amendment | N/A |
| 32 | Amended the Scheme map to rezone the Hilton commercial centre from 'Neighbourhood Centre' to 'Local Centre'<br>Amended clause 12.12 Schedule 12: Local Planning Area 7 – Hilton – Specific Development Controls to include new provisions for Area A of Sub Area 7.3.1 | 13 July 2012 | Density<br>Economic development<br>Integrated transport |
| 33 | Rezoned properties within the residential area bounded by Hines Road and Victor, Clarke, and South Street from 'Development Area 11' (DA11) to 'Residential' and a density coding of R30<br>Introduced a new Sub area into Schedule 12 (Sub Area 7.3.2) with allows for higher density development up to R60 on corner Lots and Lots facing South Street where certain criteria are meet. Subdivision on vacant land based on the density coding R60 will not be supported | 13 July 2012 | Density<br>Economic development<br>Integrated transport |
| 34 | Deleted clauses 3.5, 3.6, 3.7, 3.8 and 3.9 and the table titled 'Table 1- Local Reserves' following clause 3.9.1 from the Scheme text | 5 October 2010 | Scheme clean up |

| Amendment No. | Summary of Amendment | Date of Gazettal | Strategic focus/theme |
|---|---|---|---|
| 35 | An omnibus of minor changes to the Local Planning Scheme text | 5 April 2011 | Scheme clean up |
| 36 | In 2010, prior to initiating a Scheme amendment for a developer contribution plan in the Knutsford Street East Area, the City engaged with the community on the level of support for a developer contributions plan for the area. | Did not progress past pre-initiation | N/A |
| 37 | The purpose of the amendment was to require neighbour notification for all applications involving a performance criteria-based assessment under the Residential Design Codes. The amendment was to add a requirement into clause 9.2.1 accompanying material | Minister refused amendment | N/A |
| 38 | Amended clause 12.12 of Local Planning Area 2 by amending clause 2.3.<br>Amended the scheme map to show mixed use zone with an R-AC 3 density coding and the boundary of the Mixed Use Zone extending over part of the current Beach Street road reserve | 1 July 2011 | Density |
| 39 | Introduced a new definition for 'Maintenance and Repair' into Schedule 1<br>Refined the current clause 8.2 internal works and maintenance and repair scheme provisions<br>Included additional works into clause 8.2, relating to non-heritage listed properties, that should be exempted from requiring planning approval including interior works, re-roofing, external cladding and external window modification<br>Extended the period for 'Temporary Development'<br>Minor modification to Schedule 15 provisions regarding 'additions and alterations to dwellings' | 9 November 2012 | Reduction of red tape |
| 40 | The purpose of this amendment was to consolidate the North Fremantle Local Planning Policies into Schedule 12 of the Scheme and subsequently repeal the policies to clean up the planning framework for North Fremantle. | Minister refused amendment | N/A |

| Amendment No. | Summary of Amendment | Date of Gazettal | Strategic focus/theme |
|---|---|---|---|
| 41 | Rezoned lots 602, 904, 9 and 700 (No. 125, 147, 149 and 177) South Terrace, Fremantle from the Residential zone to the Mixed Use zone. | 11 April 2012 | Density<br>Economic development |
| 42 | The purpose of this amendment was to require a registered architect to design large developments that are lodged with the City of Fremantle (the same as those required to go to the Design Advisory Committee). The City of Fremantle Council resolved not to proceed with this amendment. | Minister refused amendment | N/A |
| 43 | Rezoned DA14 to Mixed Use R25, Residential R25 and DA7 (Portuguese club).<br>Introduced Sub area 4.3.5 into Local Planning Area 4 – South Fremantle which includes additional density and height if specific criteria are met. | 28 August 2015 | Density |
| 44 | Amended clause 9.4.5 and 9.4.6<br>Renumbered clause 9.4.6 to 9.4.7<br>Amended clause 12.6 Schedule 6 by inserting new paragraph under the 'Applicant Details' section, above the 'Contact person for correspondence' line<br>Inserted new clause '9.5 Public Inspection of Applications' and 9.5.1after 9.4.6 | 27 January 2012 | Scheme clean up |
| 45 | Deleted clause 5.4.5 Energy Efficiency in its entirety | 12 September 2012 | Scheme clean up |

| Amendment No. | Summary of Amendment | Date of Gazettal | Strategic focus/theme |
|---|---|---|---|
| 46 | Amended Table 2 – zoning to include 'small secondary dwelling'<br>Added clause 5.3.5 Small secondary dwellings<br>Amended clause 5.4.1 subdivision<br>Amended Table 3 – vehicle parking to include 'small secondary dwelling'<br>Amended clause 5.8.2 – Variation to other requirements by adding clause 5.8.2.2<br>Amended clause 8.2 by adding new clause 8.2(o) 'a small secondary dwelling'<br>Introduced the definition of 'small secondary dwelling' into clause 12.1 Schedule 1 – Dictionary of Defined Words and Expressions, Land Use Definitions<br>Amended the definition of 'grouped dwelling' in clause 12.1 Schedule 1 - Dictionary of Defined Words and Expressions, Land Use Definitions<br>Amended the definition of 'single house' in clause 12.1 Schedule 1 - Dictionary of Defined Words and Expressions, Land Use Definitions<br>Added clause 11.11 'Notices in relation to small secondary dwellings'<br>This amendment occurred when ancillary accommodation (ie. granny flat) was limited to occupancy by a member of the family under the R-Codes. The introduction of the small secondary dwelling introduced the opportunity for the dwelling to be occupied by a third party and also included exemptions from the need to obtain development approval. | 6 December 2011 | Density<br>Housing Diversity<br>Reduction in red tape |
| 47 | The purpose of this amendment was to create provisions and a new schedule containing maps of areas (Public Art Contribution Areas) where Public Art Contributions were to be taken and used for public art. | Minister refused amendment | N/A |

| Amendment No. | Summary of Amendment | Date of Gazettal | Strategic focus/theme |
|---|---|---|---|
| 48 | The purpose of this amendment would be to zone No's 92 (lot 5) & 94 (lot 1850, 1851 & 1852) South Terrace, Fremantle, (former Synagogue & the Stan Reilly site), along the eastern side of South Terrace, from currently unzoned land to the Mixed Use zone. | Not progressed | N/A |
| 49 | Modified the development standards relating to 12 key sites within the inner east end are of the City Centre zone<br>Created Sub area 1.3.2<br>Modified the boundaries of Sub area 1.3.1 West End<br>Introduced residential diversity requirements to apply Scheme wide<br>Introduced discretionary parking criteria for Residential development to apply Scheme wide<br>Introduced provisions relating the Design Advisory Committee and matters associated with design quality of development<br>Introduced definitions for 'visible from the street' and 'affordable housing' | 18 January 2013 | Density<br>Economic development<br>Housing diversity<br>Quality design |
| 50 | Inserted clauses into Part 5 after clause 5.4.5 which relate to the ability to create an Additional Dwelling, regardless of R-coding where the property fronts more than one street. | 16 September 2014 | Density |
| 51 | Amended the Scheme map to rezone 8 (Lot 857), 12 (Lot 2), 14 (Lot 1), 16 (Lot 1) and 18 (Lot 2) James Street, Fremantle from 'Residential' zone to 'Mixed Use' zone<br>Amended clause 12.12, Schedule 12 to include under clause 2.3, a new Sub Area 3 with provisions relevant to 8, 12, 14, 16 and 18 James Street | 7 December 2012 | Density<br>Economic development<br>Land use diversity |

| Amendment No. | Summary of Amendment | Date of Gazettal | Strategic focus/theme |
|---|---|---|---|
| 52 | Introduced:<br>8.2(s) Permitted use of an existing building in the City Centre zone for Shop, Office, Restaurant, Small Bar and Consulting Rooms, regardless of zoning or vehicle parking table<br>8.2(t) Permitted change of use from Restaurant to Small Bar or vice versa in the Mixed Use or Local Centre<br>I.e. above proposals are exempt from the need to obtain development approval. | 19 April 2013 | Reduction in red tape<br>Economic development |
| 53 | Changed the zoning of 146 (Lot 16) and 148 (Lot 18) Hampton Road and 69 (Lot 17) South Street, Beaconsfield from Residential to Mixed Use zone. | 22 August 2014 | Density<br>Economic development |
| 54 | Collection of minor text and map changes | 22 May 2015 | Scheme clean up |
| 55 | Renamed 'Table 2 – Zoning' to 'Table 1 – Zoning' and replace all other references to 'Table 2' throughout the Local Planning Scheme to refer to 'Table 1'.<br>Replaced the Bicycle Racks column in Table 3 – Vehicle Parking and replace all other references to 'Table 3' throughout the Local Planning Scheme to refer to 'Table 2'.<br>Inserted after Clause 5.7.3.2 the clauses 5.7.3.3 and 5.7.3.4.<br>Inserted after clause 5.15 the clause 5.16, including 'Table 3 – Shower Facilities'.<br>Replaced the definition of bicycle rack in General definitions, 12.1 - Schedule 1 – Dictionary of defined words and expressions.<br>A new clause 5.7.1(d) incorporated as part of the Scheme text.<br><br>This amendment rationalised existing bicycle and car parking and introduced end of trip facility requirements for commercial developments. A significant number of proposals at various scales have been subject to these requirements since their introduction. | 1 August 2014 | Sustainable transport |

| Amendment No. | Summary of Amendment | Date of Gazettal | Strategic focus/theme |
|---|---|---|---|
| 56 | Introduced provisions relating to Residential development in Local Planning Area 2 – Fremantle detailed in Section 2.1 – Height Requirements in Schedule 12.<br>Introduced Sub Area 4 – 20 (Lot 1354) Knutsford Street, Fremantle into Schedule 12. | 1 August 2014 | Density |
| 57 | Applied a residential density coding of R160 to No. 19-21 (Lot 1873) and No. 23-25 (Lot 1907) Burt Street, Fremantle Included new sub area and associated provisions in relation to No.'s 19-21 and 23-25 Burt St, Fremantle into Schedule 12: Local Planning Area 2 – Fremantle This relates to a site owned by the Housing Authority. A local planning policy has also been created by Council to outline development guidelines for the site. | 6 November 2015 | Density |
| 58 | Review of heritage listed property provisions of Schedule 15 | Amendment did not progress to initiation | N/A |
| 59 | Inserted clauses into Part 7 after clause 7.7.4 which relates to Archaeological Investigation<br>Inserted a new definition into 12.1 Schedule 1 – Dictionary of Defined Words and Expressions after 'Cultural heritage significance' | 1 August 2014 | Heritage |
| 60 | Changed the zoning and density coding of 7 (Lot 1) Quarry Street, Fremantle from Residential R25 to Mixed Use R-AC3, and included into Schedule 12 Local Planning Area 2 – Fremantle 2.3.1 – Sub Area 1 | 10 October 2014 | Density<br>Land use diversity<br>Economic development |
| 61 | Refined the functionality of the previous amendment 49 provisions in response to industry feedback.<br>Included the addition of two new sites (135 High Street Mall (lot 381) and 35 William St (lot 101), Fremantle) | 14 July 2015 | Density<br>Economic development |

| Amendment No. | Summary of Amendment | Date of Gazettal | Strategic focus/theme |
|---|---|---|---|
| 62 | Preliminary discussion with landowners between Clontarf Rd and Healy Rd with frontage to Hampton Road (east side) regarding a possible discussion on existing development controls and requirements under the City of Fremantle's LPS4. The discussions did not progress to a Scheme amendment. | Amendment not initiated | N/A |
| 63 | The Freo Alternative - The purpose of the Scheme amendment and associated local planning policy is to increase housing choice for smaller households in Fremantle's suburban areas while maintaining what people value about their neighbourhoods. The approach focuses on the scale of housing, rather than the traditional metric of number of dwellings per land area<br>The amendment resulted inLPS4 map and text changes to introduce Special Control Area 5.7 relating to small infill development (SCA 5.7).<br>Introduction of Clause 5.7 - Special Control Area provisions for small infill development.<br>Additional wording to '6.12 Schedule A – Supplementary provisions to the deemed provisions' Clause 78B – Advisory Committees, to include provision for small infill development proposals. | 12 February 2019 | Density<br>Housing diversity and innovation<br>Open space<br>Protection of existing tree canopy |
| 64 | Modified the development controls within the Sub Area 7.3.1 into Schedule 12 Local Planning Area 7 Hilton – Specific Development Controls for Sub Area 7.3 stipulating minimum building height requirements and development controls to meet density bonuses.<br>Review of previous rezoning and clarification of provisions to encourage development. | 30 September 2016 | Density |

| Amendment No. | Summary of Amendment | Date of Gazettal | Strategic focus/theme |
|---|---|---|---|
| 65 | Standard amendment to introduce sub area 5.3.1 and 6.3.1 into Schedule 8 for the White Gum Valley and Beaconsfield Local centres.<br>The requirements include:<br>Minimum building height of two storeys<br>Where development can meet certain specific criteria then a density of R100 and height of up to 12 metres can be considered. | 17 January 2017 | Density<br>Economic development |
| 66 | Standard amendment to:<br>introduce sub area 4.3.6 into Schedule 8 for sites on Hampton Road and South Street and include specific development controls<br>Modifications to increase the residential density from R25 and R30 to R80 | 27 June 2017 | Density<br>Economic development |
| 67 | Basic Scheme amendment to bring LPS4 in line with the *Planning and Development (Local Planning Schemes) Regulations 2015*.<br>Parts 2, 7, 8, 9, 10 and 11, several definitions and other clauses were deleted from LPS4.<br>Permitted development and other provisions provided in new Schedule A supplementary provisions to the deemed provisions for the *Planning and Development (Local Planning Schemes) Regulations 2015*. | 25 October 2016 | Reduction in red tape |
| 68 | The City has been working with landowners in the Brockman Place area to allow for additional development where certain requirements are met. Council have considered the principles of an amendment on several occasions. On 22 August 2018, Council resolved not to support the amendment. | Minister refused amendment (on recommendation of Council) | N/A |
| 69 | The purpose of this amendment was to remove the sunset clause that states that the small secondary dwelling requirements are only applicable for five years after the gazettal date of the amendment | Minister refused amendment | N/A |
| 70 | The purpose of this amendment was to investigate the likelihood of rezoning 44 McCombe Avenue, Samson. | Currently on hold. Likely to not be progressed. | N/A |

| Amendment No. | Summary of Amendment | Date of Gazettal | Strategic focus/theme |
|---|---|---|---|
| 71 | The purpose of this amendment was to look at statutory planning options for tree protection. Council have taken an alternative approach to tree protection at this time | Currently on hold. Likely to not be progressed. | N/A |
| 72 | Scheme map amendment that rezoned and reclassified the land bounded by South Street to the north, Lefroy Road to the south, Fifth Avenue to the east and Caesar Street to the west from a Residential 'R30' zone, Open Space Local Scheme Reserve and Community Facility – Community Facilities Local Scheme Reserve to a Development zone. | 29 March 2018 | Density |
| 73 | The City has received a request to initiate an amendment to LPS4 to include an additional use of 'shop' use(s) up to 3,000 sqm and market(s) up to 1,500 sqm to be considered for the 4.29 hectare sized industrial zoned lot at 144 Carrington Street, O'Connor. | Currently on hold. Likely to not be progressed. | N/A |
| 74 | The purpose of this amendment is to provide additional development standards where specific requirements are met for 2-4 (lot 100), 6 (lot 5 and 305) and 8 (lot 7 and 306) Harvest Road, North Fremantle | In progress | Density Economic development |
| 75 | Schedule 12 provisions to provide for a diversity of housing in the block bounded by Hope Street, Wongan Avenue, Watkins Street and Yalgoo Avenue, White Gum Valley. | Gazetted 19 July 2019 | Density Economic development |
| 76 | Discussion has occurred with Department of Communities for a cluster of properties on Holland Street, Fremantle, with the intention to rezone to Development Zone and undertake a structure planning exercise. | The amendment has not yet been initiated. | |
| 77 | Proposed rezoning of a site on Quarry Street in Fremantle to Mixed Use and R-AC3. The site is currently zoned Residential R25 and abuts an existing Mixed Use zone. | Public comment period November 2019 – January 2020 | Density Economic development |
| 78 | Amendment to transfer exempted development provisions to policy as per LSP | Gazetted 4 October 2019 | Reduction in red tape |

| Amendment No. | Summary of Amendment | Date of Gazettal | Strategic focus/theme |
|---|---|---|---|
| 79 | Omnibus amendment: various minor updates and MRS alignment | Advertised Sept 2019 | Scheme clean up |
| | | | |

## Appendix 2 – Summary of Development Areas and Local Structure Plans

The following structure plans have been prepared or are operable under the City's scheme:

| Development area (DA) | | Status | Yield Estimate |
|---|---|---|---|
| DA1 | Knutsford Street East | The Knutsford Street East Structure Plan was previously adopted in February 2008.<br>Amendments to the structure plan were recommended for approval by Council in September 2017.<br>The Knutsford Street East Structure Plan with amendments was approved by the WAPC 10 April 2018<br><br>The site is currently occupied by a mix of industrial, commercial and residential uses. A number of developments have been approved within this area, with the most substantial being a JDAP approval for thirty six (36) Grouped dwellings.<br>Due to the already developed nature of the area a conservative dwelling yield of 160 dwellings is suggested. | 160 |
| DA2 | Daly and Hollis Street tip site South Fremantle landfill sites | No structure plan is proposed or adopted for this development area.<br>The site is registered under the Contaminated Sites Act 2003 with a current classification of "contaminated – remediation required".<br>The site has received development approval for the development of a solar farm on a portion of the site.<br>Residential development of the site within the foreseeable future is unlikely due to the remediation challenges. | 0 |
| DA3 | Fremantle chalet Village | No structure plan is proposed or adopted for this development area. The site continues to operate as the Fremantle Chalet Village, a caravan park and is listed as a contaminated site (restricted use).<br>Residential development of the site is unlikely. | 0 |
| DA4 | Swanbourne Street | The City of Fremantle Council adopted a structure plan for the area 28 November 2014.<br>The WAPC granted final approval of the structure | 323 |

| Development area (DA) | | Status | Yield Estimate |
|---|---|---|---|
| | | plan 8 September 2015. The structure plan proposes a minimum of 308 dwellings and target of 470 dwellings. No development has occurred within the development area. | |
| DA5 | Leighton marshalling yards | No structure plan is proposed or adopted for this development area.<br>See development plan 17 in Local planning scheme No 4 and the relevant local planning policies<br>Substantial development has occurred on this site, with a number of other sites having development approval.<br>Approximately 206 apartments have been constructed in the area. An additional 208 apartments have approval for development. An estimated yield of 400 dwellings. | 400 |
| DA6 | Wool testing and Sealanes sites. 174 Marine Terrace, South Fremantle | Adopted structure plan – October 2007 (WAPC approval not required)<br>Also see development plan 20 in Local planning scheme No 4<br>Minor development works have occurred on site. The City approved a brewery development at the site June 2019.<br>The City is yet to receive a significant development proposal on the site.<br>The 2007 structure plan estimated a yield of 128 dwellings. | 128 |
| DA7 | Mather Road | The adopted structure plan for this area received WAPC approval July 2008.<br><br>Most of the residential lots within this structure plan are have been developed. 42 lots have been built on (one was amalgamated) and two lots are vacant for development. | 43 |
| DA7 | Lefroy Road Quarry | Adopted structure plan – WAPC approval 2 August 2012 with amendment approved on 14 February 2019.<br><br>The amendment introduced No. 2 Strang Street 8094 sqm site into the structure plan area at R160, 27.5m height. Aged care may be proposed on the site. Full redevelopment of this site is restricted by the heritage building and setbacks. Indicative 179 dwelling yield – calculation plot ratio (2) / 90 sqm.<br><br>The structure plan proposes a dwelling yield of 105 in the quarry part of the development area.<br><br>With the Beaconsfield Masterplan and alternative | 170 |

| Development area (DA) | | Status | Yield Estimate |
|---|---|---|---|
| | | sites for residential development in the area and considering the historic quarry use at Lefroy Road, it is looking more unlikely that development of this area will yield large residential numbers.<br><br>TheThe City, therefore, uses a more conservative number of 170 dwellings yield for the area. | |
| DA8 | Taylors College | Adopted structure plan – City of Fremantle October 2007 (WAPC approval not required).<br><br>The area consists of 39 single house lots. Of these 37 have been built on. Two lots are vacant. Three grouped housing sites comprising of 9, 7, and 13 (29 dwellings). Full potential yield of site 68 | 68 |
| DA12 | Kim Beazley school | Adopted structure plan – WAPC approval October 2014. The site was subdivided and sold by Landcorp and includes a number of water saving initiatives in both the individual dwellings and public spaces.<br>Development has occurred or been approved on the majority of the lots within this development area. 67 dwellings have been built in the area. Additional 6 lots vacant (to be built on) at 3 (Lot 11) Mouquet Vista. These lots were a previous multi dwelling site with previous approval for 14 dwellings. This lot is now 6 town house lots and form part of the approved local development plan for the site. | 67 |
| DA13 | 100 Hampton Road, Fremantle | No structure plan is proposed or adopted for this development area. The site is occupied by a large Residential Building which is owned by Housing Authority and Foundation Housing.<br>Redevelopment of this site is unlikely at this stage. | 0 |
| DA15 | 80-86 Stirling Highway, North Fremantle "Rose Hotel site" | No structure plan is proposed or adopted for this development area. Notwithstanding this, substantial redevelopment has been undertaken at the Rose Hotel, with limited ability for further development. This site is included in current scheme amendment No. 78 to rationalise the zoning of the site.<br>The entire site dwelling yield (including 44 currently constructed dwellings and 4 approved apartments) is 48. | 48 |
| DA18 | 9 -15 McCabe Street | Adopted structure plan – SAT approval June 2008 (WAPC approval not required). Substantial development has occurred on these sites, also known as Taskers. Approximately 110 dwelling yield. | 110 |
| DA18 | 140 Stirling | Adopted structure plan – December 2009 (WAPC | 233 |

| Development area (DA) | | Status | Yield Estimate |
|---|---|---|---|
| | Highway | approval not required). Redevelopment has not occurred on this site.<br>The approved structure plan for indicates 233 dwellings (R80 density). | |
| DA18 | Former Matilda Bay Brewery site | City of Fremantle Council recommended approval of the structure plan with modifications.<br>The WAPC have requested modifications to the structure plan prior to determination.<br>Structure plan design guidelines adopted by Council 27 May 2015 to help guide the development of a structure plan<br>Redevelopment has not occurred on this site.<br>The structure plan proposes approximately 500 dwellings. | 500 |
| DA19 | Clontarf Hill | No structure plan is proposed or adopted for this development area. The City notes that Main Roads in the landowner of all lots within this development zone. Development on the site is unlikely. | 0 |
| - | Davis Park Precinct | Scheme amendment 72 rezoned the area to Development Zone. A structure plan is required prior to redevelopment of the area.<br><br>The Department of Communities owns the sites within this area and has commenced demolition of some of the properties.<br><br>A structure plan has been submitted for the site and advertised but its progression has been delayed the outcomes of the proponents negotiations with Main Roads WA.<br><br>Dwelling yields TBA. The LSP includes a broad range mix of between 770 and 1200 dwellings | 770 - 1200 |

## Appendix 3 – Summary of Key Strategies

| Local strategic document | Vision and purpose of document |
|---|---|
| Strategic Community Plan 2015-25 (updated 2019) | The Fremantle 2029 community visioning exercise conducted during 2013-14 established the vision and focus areas for the 2015 Strategic Community Plan. The vision for Fremantle is:<br><br>*Fremantle: a destination city*<br>*A city that is clever and creative, inspiring and inclusive.*<br>*A city that welcomes and celebrates all people and cultures.*<br>*A city that encourages innovation, prosperity and achievement.*<br>*A compassionate city that cares for the wellbeing of our people and the environment we share.*<br>*A city that thrives on diversity, that dares to be different.* |

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| | The Plan identifies six key focus areas and outlines outcomes, objectives and measures of success for each. The focus areas and the overarching goal for each are:<br>• Economic development: Diversify and strengthen Fremantle's economic capacity.<br>• Environmental responsibility: Develop environmentally sustainable solutions for the benefit of current and future generations.<br>• Transport and connectivity: Enhance the connectivity throughout the City of Fremantle and other strategic economic hubs and population centres.<br>• Character, culture and heritage: Sustain and grow arts and culture and preserve the importance of our social capital, built heritage and history.<br>• Places for people: Create great spaces for people through innovative urban and suburban design.<br>• Health and happiness: Creating an environment where it is easy for people to lead safe, happy and healthy lives.<br>• Capability: Provide strong leadership through good governance, effectivity communication and excellence in delivery. |
| One Planet Strategy | The City received international accreditation as a One Planet Council in 2015. The One Planet Strategy states that:<br>*The City of Fremantle aims to become Perth's most sustainable local government – a place where we foster community in a way that supports quality of life, while respecting the limits of the planet on which we live.*<br><br>The Strategy outlines how the City will address the 10 One Planet sustainability principles and associated targets in both the corporate and community spheres. |

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| |  <br><br>The strategy seeks to embed sustainability considerations in all activity rather than as an 'add on' consideration, and complements the Strategic Community Plan and associated plans. It strongly reflects the ethos of 'thinking globally and acting locally' and is coordinated via annual action plans and reporting. |
| Freo 2029 – Transformational Moves 2015 (updated in 2018) | FREO 2029 – Transformational Moves, was prepared to illustrate how five 'transformational move' areas (city centre, waterfront, network city, northern gateway and Fremantle oval precinct could contribute to the revitalisation of the Fremantle city centre.<br><br>It promotes:<br>• Economical and social revitalisation the core area of the city, particularly to increase its working and residential populations.<br>• Protecting and enhancing the liveability and identity of the centre, and to better integrate with a reinvigorated waterfront.<br>• Improved connectivity throughout and beyond the centre for all city-appropriate modes of movement.<br><br>Each 'transformational move' is focused on a different location or aspect of the city centre and each incorporates a number of major place-based projects including:<br>• Redevelopment of the city's 'northern gateway'<br>• Redevelopment of Kings Square<br>• Redevelopment of Victoria Quay<br>• Enhancement of the city's waterfront and extension of new and improved connections to these<br>• Redevelopment of Fremantle Oval |

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| | • Improvement of the transport network (including extension of a light rail into the city connecting the Fremantle railway station to the south. |
| Greening Fremantle: Strategy 2020 | The Greening Fremantle Strategy promotes a greener, healthier city a promotes:<br>• aiming for every resident/worker to be within walking distance (400m) of a public green space<br>• applying nature play principles to new and existing Fremantle parks and their upgrades<br>• working towards a target of 20% canopy cover for tree planting<br>• developing strategy and policy to deliver a range of high quality landscaped environments capable of meeting the often competing needs placed on open spaces<br>• improving habitat that supports biodiversity<br>• ensuring water sensitive design<br>• being responsive and adapting to climate change. |
| Urban Forest Plan 2017 | The Urban Forest Plan 2017 establishes the framework to deliver the Greening Fremantle urban forest canopy target of 20% (from a base of 12%). It incorporates a series of actions addressing planting in the 4 topographic and geological areas of the City to increase tree cover and diversity on both public and private land. |
| Economic Development Strategy 2015 | The Economic Development Strategy outlines the City's approach to achieving its Strategic Community Plan objectives for a stronger, more robust economy. Its stated objective is as follows:<br>*Fremantle's economy is robust, diverse and continually evolving. Local businesses are flourishing and high-quality property developments provide a strong return on investment for their investors and improve community wellbeing. Visitors to Fremantle are highly satisfied with an experience that is unique, authentic and unpredictable.*<br><br>The Strategy focusses on six key outcomes:<br>• Primary Centre: By 2020 Fremantle achieves the status of a 'Primary Centre' as defined by Directions 2031 (or equivalent State Government document).<br>• More investment: Fremantle is welcoming of investment and is an attractive destination for high-quality property development.<br>• More people: A greater number of people to live in, work in and visit Fremantle.<br>• Certainty: The Fremantle business and investment community has certainty around the use and purpose of the City's major property assets, and on the scope and timing of Council's major activities that are intended to improve the quality of the urban environment and/or support an economic development outcome. |

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| | • Differentiated: A shared vision that clearly differentiates Fremantle's offer is developed and delivered by stakeholders for Fremantle's population-driven and knowledge-based economies.<br>• Informed: Key stakeholders have access to the support and information required to collaboratively act on major issues affecting business performance and industry development.<br><br>Strategy implementation is occurring via an associated Implementation Plan addressing four program areas:<br>• Place Management, Activation and Urban Realm<br>• Customer Experience, Marketing and Business Improvement<br>• Development and Management of Council Properties<br>• Attraction of Business, Industry and Investment. |
| Integrated Transport Strategy 2015 | The Integrated Transport Strategy outlines the City's approach to achieving its Strategic Community Plan objectives of a more connected, accessible and sustainable city. It seeks to prioritise active transport modes and public transport whilst still acknowledging the importance of and accommodating private vehicular travel.<br><br>The strategy is generally consistent with the Public Transport Plan for Perth in 2031, State Planning Policy 4.2 - Activity Centres for Perth and Peel, the Department of Transport's TransPriority initiative and the Perth Freight Network Plan, albeit putting a greater priority and promoting earlier delivery of key public transport initiatives.<br><br>The strategy achieves this transition in the local context by:<br>• relating the City's position, policy and actions to state policy and plans and nominating alternatives where policies differ<br>• nominating key directions for capital works, projects and advocacy<br>• integrating land-use and transport planning to maximise value capture<br>• nominating transit corridors destinations and activity nodes<br>• integrating transit and preferred City routes into policy<br>• promoting healthy commuting through provision of comprehensive walking and cycling infrastructure (active transport).<br><br>The strategy advocates:<br>• moving people by linking Fremantle to other higher order and growing activity centres with high capacity, high frequency public transport is a key element of the strategy<br>• moving both port and local freight in such a way as to support economic development without compromising urban amenity and the environment. |

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| | The strategy also gives policy directions on management and provision of car parking and promoting public transit and active transport within Fremantle's CBD. |

## Appendix 4 – State Planning Policy Summary

| State Planning Policy | Purpose of policy | Consistent with Scheme Y/N |
|---|---|---|
| SPP2 Environment and Natural Resources Policy | Guidance for management and conservation of environment and natural resources through the planning system | Y |
| SPP2.1 Peel-Harvey coastal plain catchment | N/A | |
| SPP 2.2 Gnangara groundwater protection | N/A | |
| SPP 2.3 Jandakot groundwater protection | N/A | |
| SPP 2.4 Basic raw materials | N/A | |
| SPP 2.5 Rural planning | N/A | |
| SPP 2.6 State coastal planning | Guidance for decision making within the coastal zone including managing development and land use change; establishment of foreshore reserves; and to protect, conserve and enhance coastal values. | Y. Further work will be required to consider need for SCA. |
| SPP 2.7 Public drinking water source | N/A – No areas identified as public drinking water source area | |
| SPP 2.8 Bushland policy for the Perth Metropolitan Region | Policy and implementation framework that will ensure bushland protection and management issues are addressed and integrated with land use planning | Y |
| SPP 2.9 Water resources | Provides clarification and additional guidance to planning decision-makers for consideration of water resources in land use planning strategy | Y |
| SPP 2.10 Swan-Canning river system | Policy for the Swan and Canning rivers and their immediate surroundings | Y |
| SPP 3.0 Urban growth and settlement | *SPP 3 Urban growth and settlement* sets out the principles and considerations which apply to planning for urban growth and settlements in Western Australia | Y |
| SPP 3.1 Residential Design Codes | Provide a comprehensive basis for the control of residential development | Y |
| SPP 3.2 Aboriginal settlements | N/A | |
| SPP 3.4 – Natural hazards | Encourage local governments to adopt | Y |

| State Planning Policy | Purpose of policy | Consistent with Scheme Y/N |
|---|---|---|
| and disasters | a systematic approach to the consideration of natural hazards and disasters. | |
| SPP 3.5 Historic heritage conservation | Sets out the principles of sound and responsible planning for the conservation and protection of Western Australia's historic heritage | Y. Policy review to Heritage Areas required. |
| SPP 3.6 Development contributions for infrastructure (draft) | Principles and considerations that apply to development contributions for the provision of infrastructure in new and established areas | N/A – no areas with DC |
| SPP 3.7 Planning in bushfire prone areas | Policy for planning control and guidance in bushfire prone areas. | Y |
| SPP 4.1 State industrial interface | Provide a consistent Statewide approach for the protection and long-term security of industrial zones, transport terminals (including ports) other utilities and special uses. | Y |
| SPP 4.2 Activity centres for Perth and Peel | Specify broad planning requirements for the planning and development of new activity centres and the redevelopment and renewal of existing centres in Perth and Peel | Y. Consider benefit of Centres Plan. |
| SPP 5.1 Land use planning in the vicinity of Perth Airport | N/A | |
| SPP 5.2 Telecommunications infrastructure | Guidance pertaining to the siting, location and design of telecommunications infrastructure | Y |
| SPP 5.3 Land use planning in the vicinity of Jandakot Airport | N/A | |
| SPP 5.4 Road and rail transport noise and freight considerations in land use planning (draft) | Purpose is to minimise the adverse impact of road and rail noise on noise-sensitive land use and/or development within the specified trigger distance of major transport corridors | Y: Further work will be required to consider need for SCA. |
| SPP 6.1 Leeuwin-Naturaliste Ridge | N/A | |
| SPP 6.3 Ningaloo Coast | N/A | |
| SPP 7.0 Design of the built environment | Seeks to deliver the broad economic, environmental, social and cultural benefits that derive from good design outcomes and supports design review. | Y: Consider review of design principles in DRP provisions in scheme to align. |
| SPP 7.3 Residential Design Codes Vol 2 – Apartments | | Y: In train via Omnibus |

| State Planning Policy | Purpose of policy | Consistent with Scheme Y/N |
|---|---|---|
| | | Amendment 78. Further policy review may be appropriate. |