

# Fremantle Planning Strategy



**A Local Planning Strategy for  
City Planning Scheme No. 4**

This Fremantle Planning Strategy is in support of the Council's proposed City Planning Scheme No. 4 and will be read in conjunction with the scheme.

### **Vision for Fremantle**

(Fremantle City Plan 2000-2005)

Fremantle is a port city and regional centre,  
recognised for its blend of people and places,  
business and pleasure, conservation and innovation.

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**PLEASE NOTE:**

While every care has been taken for accurately, no responsibility shall be taken for any errors in this document.

The Fremantle Planning Strategy has been prepared in anticipation of a number of studies being completed. While care has been taken to include all references to relevant documents, in a number of cases at the time of preparing this Fremantle Planning Strategy, these are not completed.

The Local Planning Area character studies and design guidelines area also to be completed and will be incorporated upon completion of this task.

As this Fremantle Planning Strategy is still in a draft form, these references will be clarified prior to any formal public release.

## EXECUTIVE SUMMARY

The Fremantle Planning Strategy is the key strategic town planning document for Fremantle and should be read in conjunction with the City Planning Scheme No. 4 and the Fremantle City Plan.

The purpose of the Fremantle Planning Strategy is to:

- (a) set out the framework of State and regional policies and interpreting these for Fremantle,
- (b) provide the planning context for the zones, reservations and statutory provisions contained in the City Planning Scheme,
- (c) 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.

Whereas the City Planning Scheme has a 5 year timescale, the strategy will look ahead 10 to 15 years into the future.

Preparation of the FPS has included assessment of all relevant state and regional plans, policies and strategies, including a comprehensive review of all local strategies and numerous long standing policies. These documents are detailed in full in Appendix 1.

The Fremantle Planning Strategy has been developed together with the Fremantle community, and represents the culmination of many participation and consultation steps. The hard work and interest shown by the Fremantle community is acknowledged as a critical component in the content and design of the Fremantle Planning Strategy.

The Fremantle Planning Strategy is arranged into five main parts:

- (1) The introduction provides the background to the development of the Fremantle Planning Strategy and City Planning Scheme No. 4 (refer section 1),
- (2) The state and regional planning framework, compliance with the Western Australian Planning Commission guidelines and strategic planning within the City of Fremantle is detailed (refer section 2 and Appendix 1),
- (3) The Fremantle Planning Strategy is underwritten by a series of 'principles' that form the basis for decision making, development control and the preparation and refinement of supporting policies and strategies - refer section 3,
- (4) City-Wide Goals: which identify generic goals and strategies that apply to the whole of Fremantle under the sub-headings of Community and Culture; Urban Form and Public Spaces; and Access and Movement (refer section 4, and summary in Appendix 4),
- (5) Local Planning Areas: identify issues and strategies for smaller precincts. The Local Planning Areas form the basis for local area planning, including area specific scheme provisions, character assessments and local area design guidelines (refer section 5).

Planning for Fremantle will be tailored in accordance with the detailed goals, objectives, strategies and recommendations of the Fremantle Planning Strategy (refer to Figure 1 - Fremantle Planning Strategy Map and Local Planning Areas). This will be directly translated into the City Planning Scheme No. 4, which will be formally advertised through the statutory town planning scheme amendment process.



Matthew Young  
Project Leader - City Planning Scheme No. 4

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## SECTION 1. INTRODUCTION

### 1.1 The City of Fremantle

The City of Fremantle is located at the mouth of the Swan River, approximately 17 kilometres south west of the Perth city centre. Fremantle was established in 1829 as a port for the fledgling Swan River Colony and was the major city in Western Australia for much of its early history.

Fremantle is a key part of the rapidly expanding south west urban corridor which is now the fastest growing region in the metropolitan area. The population of the south west corridor was 251,000 persons in 1994 and currently is estimated to be about 298,000 people. As a consequence of its location, Fremantle is a focal point for a much broader population beyond its resident population. The city central area of Fremantle is formally identified as a strategic regional centre by the State Government, and provides many of the commercial, employment, recreational and welfare support services sought by its community and the wider population.

The City of Fremantle covers an area of 18.7 square kilometres and has 28 kilometres of river foreshore and coastline. The suburbs located in the municipality are Fremantle, North Fremantle, South Fremantle, White Gum Valley, Hilton, Beaconsfield, O'Connor and Samson.

Fremantle has a residential population of approximately 25,741 people (1999 estimate), a daily commuting workforce of around 8,000 people (to the city centre) and about 1.4 million visitors annually. Fremantle's population is forecast to stabilise at around 24,000 persons by the year 2021. This is lower than Fremantle's population during the early 1970's but is higher than during the mid 1980's and early 1990's. Refer to Appendix 2 for an overview of the demographic profile and relevant statistical information for the City of Fremantle.

The Fremantle economy has traditionally focused on the port and port related industries (such as shipping agents and providores), commercial services, general manufacturing, recreation, as well as marine and fishing industries. Over the last decade some sectors in the local economy have declined in importance while others, such as tourism, entertainment, education and business services, have experienced considerable growth. While Fremantle prides itself on its associations with heritage, development and innovation is welcomed, provided development takes into consideration the blend of people and history that are particular to Fremantle.

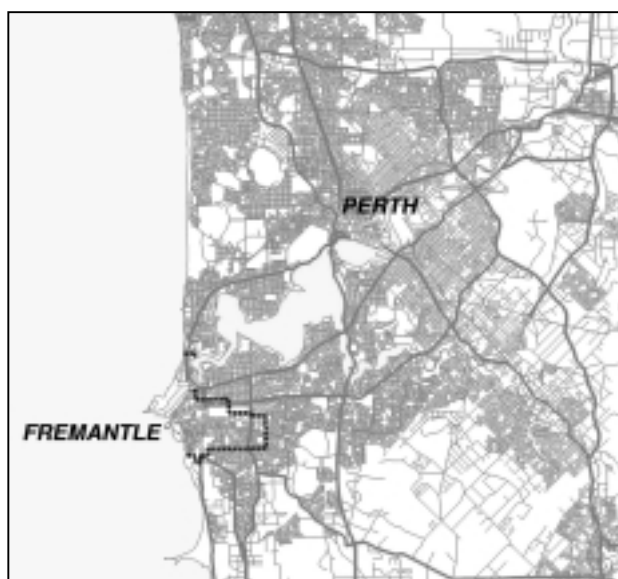


Figure 2. Location of the City of Fremantle

## 1.2 Requirement for a Local Planning Strategy

The Fremantle Planning Strategy is the Local Planning Strategy (referred to as the FPS hereafter) for the purpose of the Town Planning Amendment Regulations and has been prepared to support City Planning Scheme No. 4 and will be read in conjunction with the scheme.

The FPS, however, does not form part of the scheme. This means that any changes to the FPS do not require a formal town planning scheme amendment. The FPS will become a central part of the scheme, being a consideration the Council will have to have regard to in making planning decisions and will carry significant weight in planning appeals.

## 1.3 Purpose of a Local Planning Strategy

### 1.3.1 Approach

A LPS is required under the WAPC's (Western Australian Planning Commission) Town Planning Amendment Regulations (Model Scheme Text). The LPS is required to set out the long-term planning directions for the municipality and provide the rationale for the zones and other provisions of the scheme.

### 1.3.2 Purpose

The purpose of the FPS is to:

- (d) set out the framework of State and regional policies and interpreting these for Fremantle,
- (e) provide the planning context for the zones, reservations and statutory provisions contained in the scheme,
- (f) 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.

Whereas the City Planning Scheme has a 5 year timescale, the strategy looks ahead 10 to 15 years into the future.

The FPS addresses the following issues:-

- (a) a description of the key characteristics of the municipality, its regional context and major planning issues,
- (b) a statement of goals explaining the strategic land use directions which the Council is seeking to pursue,
- (c) land use or development issues which provide a context for local planning decisions,
- (d) the links between strategic planning in the municipality, the State and regional planning context,
- (e) strategic policy statements about issues such as housing, business and industry, open space and recreation, transport, infrastructure, and environment,
- (f) more detailed strategies for particular areas or specific issues contained in the strategy,
- (g) an outline of how the strategy will be implemented including reference to any Local Planning Policies and guidelines which may be required, planning scheme measures and proposals of the State Government and Council to facilitate development including capital works.

The WAPC will be able to request modifications to the FPS but will not be required to approve or refuse it. The Commission, however, is required to endorse the FPS (and any amendments made thereto) to certify compliance with broader State and regional policies.

The FPS, as opposed to the scheme, is not subject to environmental assessment but the scheme provisions which implement the strategy may be subject to assessment and the inclusion of conditions in the scheme.

### 1.3.3 Arrangement



The FPS will operate within a hierarchy of documents comprising the following (refer Figure 2: Framework for Fremantle Planning Strategy / City Planning Scheme No. 4):

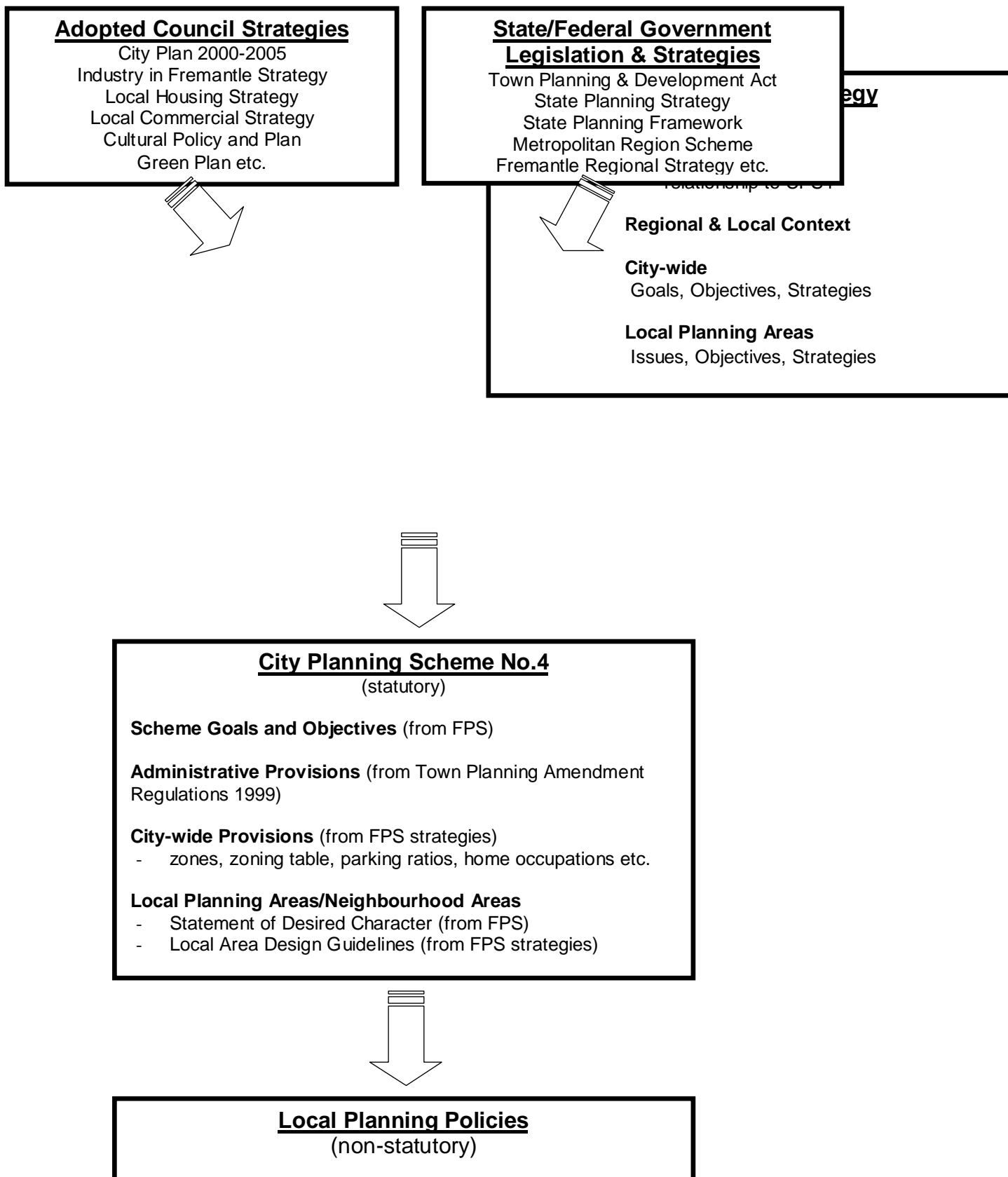
- City Plan 2001-2005 (community vision for Fremantle),
- Fremantle Planning Strategy (planning and land use - strategic framework),
- City Planning Scheme No.4 (statutory zoning and development control),
- Local Planning Policies (non-statutory guidance).

Other Council strategies that are intended to work with, guide and/or supplement the FPS include the draft Transport Strategy (transport and movement); Economic Development Strategy (investment); Fremantle Green Plan (open space); Recreation Policy and Strategy (recreation); Blueprint (infrastructure and public space for the central city area); Cultural Policy and Plan (culture and identity), Youth and Aged Strategies (community).

The FPS is arranged to address general strategic issues that affect the whole of Fremantle and also geographically specific issues. As a result, the FPS is arranged in the following parts:

1. Introduction to the FPS and its role within CPS4.
2. Local and regional context of the FPS to legislation and other planning documents.
3. Principles of the FPS.
4. City-Wide Strategies: Generic matters that apply to the whole of Fremantle, detailed under the following sub-headings:
  - Planning for Community and Culture (Section A)
  - Planning for Urban Form and Public Spaces (Section B)
  - Planning for Access and Movement (Section C)
 Each section contains goals, objectives and strategies for the design and direction of the new scheme and/or policies.
5. Local Planning Areas: Detailed investigation of smaller precincts (covering the whole of the city), addressing existing planning controls, local issues and strategies. The Local Planning Areas comprise the following precincts (refer Figure 6):
  - City Centre
  - Fremantle
  - North Fremantle
  - Fremantle - South
  - Beaconsfield
  - White Gum Valley
  - Hilton
  - Samson
  - O'Connor

Figure 2: Framework for Fremantle Planning Strategy & City Planning Scheme No.4



## 1.4 Background to the Town Planning Scheme Review

The City of Fremantle has administered three town planning scheme's since they have been required by the state government for metropolitan councils:

1. 1958-1970 *Town Planning Scheme* (The Town Plan). This plan first introduced land use/zoning control into Fremantle. The Town Plan was developed recognising that the future development of the harbour and railways would have a major effect on the future development of the city. It also sought to control incompatible land uses that had established in the 130 years since Fremantle was established. During this time, the Town of North Fremantle was amalgamated into the City of Fremantle (November 1961).
2. 1970-1987 *Town Planning Scheme No. 2*. In this document Council sought to increase the population from 25,000 to 60,000 people and encourage the redevelopment of land north of High Street into higher density infill development. Throughout the remaining areas, Council sought to preserve more conventional suburban residential development, by supporting renovation, infill and intensification rather than wholesale redevelopment.
3. 1987 *Town Planning Scheme No. 3*. This scheme presented a more flexible approach to zoning and land use control, but included requirements for conservation and heritage consideration (including the requirement to obtain planning consent for demolition). Development of Scheme No. 3 coincided with a period of major growth and investment in Fremantle, and the defence of the America's Cup.

A review of Town Planning Scheme No. 3 commenced with the preparation of the Industry in Fremantle Strategy (1996), Local Housing Strategy (1998), and Local Commercial Strategy (1999). These documents were required by the state government at the time, in lieu of the more traditional land use map and scheme report (specified in the Town Planning Regulations 1967). These regulations were later replaced with the Town Planning Amendment Regulations 1999, which included the requirement for a local planning strategy and guidelines for a Model Scheme Text.

The preparation of CPS4 formally commenced in 1997 with a Town Planning and Development Act Section 7AA report into the performance and relevance of the 1987 TPS3. This review recommended that a new town planning scheme should be prepared and in late 1998 a team was established to draft CPS4, with the brief to:

- (i) provide for innovation and flexibility to achieve the City Plan vision,
- (ii) provide greater certainty for those that undertake development,
- (iii) have less reliance on policies,
- (iv) set a strong direction and encourage new development in the city centre,
- (v) retain zoning control for local areas, but create more specific requirement for individual local areas.

## 1.5 City Planning Scheme No. 4

### 1.5.1 Purpose and Format

City Planning Scheme No. 4 (the scheme) is a legal document that sets out the administration and development controls for town planning and the implementation of the FPS.

The purpose of the scheme is to:-

- (i) set out the Council's planning aims and intentions for the scheme area,
- (ii) set aside land as reserves for public purposes,
- (iii) zone land within the scheme area for the purposes as defined in the scheme,
- (iv) control and guide land use and development to ensure that the future development and use of land within the district occurs in an orderly and proper way,
- (v) set out procedures for the assessment and determination of planning applications.

The scheme will replace TPS3 once it has completed the statutory approval process, been formally approved by the Minister for Planning and gazetted (refer Figure 3). CPS4 is in the process of being drafted, and will be formally tabled to Council upon completion.

The scheme follows the prescribed format of the Town Planning Amendment Regulations (Model Scheme Text). The scheme will be consistent with the FPS and follows the same structure of dividing the municipality into Local Planning Areas for the purpose of detailing objectives, local character, and outlining general and specific development provisions.

The scheme is arranged to address the following format:

- Part 1 Preliminary - sets out the scheme title, responsible authority for implementing the scheme, definitions used in the scheme, scheme area, contents, purpose, aims and relationship to other schemes and laws.
- Part 2 Local Planning Policy Framework - incorporates the Local Planning Strategy and sets out the procedures for preparing and adopting Local Planning Policies.
- Part 3 Reserves - sets out the reserves which apply in the scheme area and related provisions.
- Part 4 Zones and the Use of Land - sets out the zones and local reserves which apply in the scheme area and the uses which may require approval or may be prohibited.
- Part 5 General Development Requirements - sets out the planning requirements which may apply to a particular use or development in a zone.
- Part 6 Special Control Areas - sets out particular provisions which may apply in addition to the zone requirements and generally concerns landscape, environmental, built form, and land and site management issues, development areas, structure plans and local planning areas.
- Part 7 Heritage Protection - sets out special provisions which apply for heritage places and areas.
- Part 8 Development of Land - sets out the circumstances under which approval is required for the development of land as distinct from the use of land.
- Part 9 Application for Planning Approval - sets out the procedure for applying for planning approval including both the use and development of land.
- Part 10 Procedure for Dealing with Applications - sets out the procedure for dealing with applications for planning approval and the matters to be taken into account.
- Part 11 Enforcement and Administration - sets out the general provisions for the administration and enforcement of the scheme.
- Part 12 Schedules - contains a dictionary of defined words and expressions, additional uses, restricted uses, special use zones, exempted advertisements, forms of application and decision notice, additional information for advertisements, notice of advertising for planning proposal, environmental conditions, restrictive covenants, development areas and local planning areas.

### 1.5.2 Zones and Reserves

The scheme is required to be consistent with the Metropolitan Region Scheme (MRS) zones and reserves. The scheme will broadly reflect the MRS zones, by dividing the municipality into a series of local zones and reserves. Accordingly the MRS Industrial zone will contain industrial and commercial local zones, the MRS Central City Area zone will contain City Centre/Mixed Use, Local Centre and Residential zones, and the MRS Urban zone will contain Mixed Use, Local Centre and Residential zones and other local reserves. This will ensure that broad land use areas are appropriately zoned at the local scheme level.

The following local zones and reserves are proposed in the scheme.

Local scheme zones:

- (i) City Centre: to provide for a full range of shopping, office, administrative, social, recreation, educational, entertainment and community services, consistent with the regional-serving role of the centre and that may include residential uses.
- (ii) Residential: to provide for residential development at a range of densities with a variety of housing forms to meet the needs of different household types, and including home based businesses.
- (iii) Local Centre: to provide for weekly and convenience retailing including small-scale shops, showrooms, cafes, restaurants, consulting rooms, entertainment, residential (at upper floor levels), recreation, open spaces, local offices, cottage industry, health, welfare and community facilities which serve the local community, consistent with the local - serving role of the centre.
- (iv) Neighbourhood Centre: to provide for the daily and convenience retailing, shops, café, office, administration and residential uses which serve the local community and are compatible with the surrounding residential areas.
- (v) Mixed Use: to provide for a wide range of light, service and cottage industry, wholesaling, trade and professional services, small scale retailing of goods and services (ie. shops showrooms, cafes restaurants, consulting rooms), small scale offices and administration, entertainment and recreation (where compatible with residential uses). These activities should where possible be compatible with residential activities that can also be accommodated.
- (vi) Commercial: to provide for the development of offices and associated commercial and larger scale retailing uses, including showroom/warehouses.
- (vii) Industrial: to provide for manufacturing, processing and fabrication industry, the storage and distribution of goods and associated uses, service industry, utilities and communication, ancillary retail which by the nature of their operations should be separated from residential areas.
- (viii) Development: to provide for future residential, industrial, commercial development or other uses in accordance with a comprehensive structure plan prepared under the scheme.
- (ix) Special Use: to provide for uses which have unique development requirements that cannot be easily accommodated by the objectives of any of the other zones included in the scheme.

Local scheme reserves:

- (i) Open Space: to provide for recreational, community, beautification and conservation activities.
- (ii) Community Facility: to provide for civic and community activities and facilities that are provided for the general community by public institutions and groups.
- (iii) Public Utilities: to provide for

Accompanying these zones will be a substantial schedule of land uses (or use classes) listed in the zoning table, detailing the range of permitted, discretionary and prohibited uses. Each of these use classes will also be accompanied by parking provisions (for cars, delivery vehicles and bicycles).

### 1.5.3 Density Control

The scheme incorporates the Residential Planning Codes (the R Codes) as is required by the WAPC. Variations to the R Codes will be specified in the scheme. The scheme incorporates a performance based approach to density in the form of 'split codes'. These will set an upper and lower limit for residential density, wherein, development must meet specified performance based criteria and achieve a higher level of design if the higher density is to be achieved. Where these split codes exist, the following general criteria should be satisfied in order to achieve development at the higher density:

- (i) retention of an existing building of cultural heritage significance,
- (ii) provision of 'affordable housing',
- (iii) proximity to public transport, local centre, city centre,
- (iv) removal of a non-conforming use,
- (v) provision of single bedroom and aged accommodation,
- (vi) connection to reticulated sewerage,
- (vii) provision of good quality and energy efficient development,
- (viii) retention of mature trees.

#### 1.5.4 Local Planning Policies and Design Guidelines

The scheme will be supported by a series of Local Planning Policies (refer Figure 2 and Appendix 1: Section 4.6), which will be consistent and adopted in accordance with procedures set out in the scheme. These Local Planning Policies will not form part of the scheme and do not bind the Council in respect of any application for planning approval, however, the Council (and any appeal body) shall have 'due regard' to the policy provisions and objectives before making its determination.

Where mandatory provisions are required to be enforced, such provisions will be included within the scheme. However, Local Planning Policies are important as they can provide guidance and direction to development (and can include administrative matters). Local Planning Policies can be more simply amended by Council without initiating the formal amendment process, as is required in the scheme.

The design guidelines detailed in the FPS will be adopted as a Local Planning Policy under CPS4. These design guidelines will apply to all forms of development (ie. residential, commercial, mixed use, industrial) and will address all forms of design elements (refer Appendix 5 - example of content for the residential design guidelines).

The form of matters to be addressed in these design guidelines will vary depending on the land use, however, the following should be included:

- (a) development should make a positive contribution to streetscapes,
- (b) innovative and compatible design,
- (c) quality of design and workmanship,
- (d) compatibility and continuity of lot and street block patterns and orientation,
- (e) compatibility and continuity of land uses, especially reflecting the traditional mix of uses and compatibility of a land use with the cultural heritage of a place or feature, co-location of compatible uses and exclusion of undesirable uses,
- (f) built form design that reflects land use activity and location such as landmark buildings, prominent public buildings.
- (g) compatibility and continuity of local area built form patterns and features such as setbacks, open spaces, height, scales, materials and roof design,
- (h) maintenance of the public-private interface through fence heights, location and articulation of windows, balconies, doors and verandahs, open front gardens and facade design/treatments,
- (i) on-site amenity including adequate visual, acoustic and olfactory insulation, solar access (of outdoor spaces and windows/doors) and private open space,
- (j) appropriate location of parking spaces/ structures and loading bays to reduce the impact of motor vehicles,
- (k) universal access to buildings and public spaces,
- (l) appropriate scale and design of commercial buildings with a continuous line of 'traditional' shop-fronts, frontages to public spaces and streets, detailed facades and active uses at ground level,
- (m) minimisation of energy use,
- (n) layouts that permit the conversion or reuse of a building,
- (o) protection of landscape features (eg. retention of significant trees and gardens, and landscape design around historic buildings).

These design guidelines shall also contain performance and prescriptive measures to control features such as:

- (a) lot and street block sizes, orientations and patterns,
- (b) bulk, height, mass and scale,
- (c) types, textures and quality of building materials,
- (d) roof form, style and pitch,
- (e) siting, setbacks, open space and private open space areas and curtilage to existing buildings,
- (f) size, location and proportion of openings,
- (g) facade features, form and proportions,
- (h) height, materials and form of fences (within front setbacks),
- (i) size and location of carparking areas and carports/garages,
- (j) type, mix and size of land use activities,

- (k) design and size of commercial floorspace,
  - (l) solar orientation and solar access of outdoor spaces and windows/doors/balconies,
  - (m) size and location of private open space (including balconies),
  - (n) location and type of adjacent commercial signage and lighting,
  - (o) landscaping.
- (Note: Where necessary, variations to the R Codes will be identified in CPS4).

### 1.5.5 Structure Plans and Development Plans

In accordance with the Development zone outlined above, the scheme will provide for a flexible zone to permit a range of land uses, guided by area specific provisions and in some cases a comprehensive structure plan. The scheme will also contain procedures for the preparation and adoption of structure plans.

This will allow a statutory framework for future development areas that will permit development or redevelopment of an area within an agreed set of guidelines and principles, without having to prescribe a finite zoning, density, design or plan up front. These matters can be determined through the process of structure planning, which is also able to be enforced under the scheme.

## 1.6 Community Participation and Comment

The aim of the FPS participation process was to involve all sectors of the community in developing a vision for the city, identify important issues, and, where possible, identify strategies to address these issues and achieve the vision. The process of developing a community based planning strategy has several advantages. These include:

- (i) acknowledging people's right to influence decisions that affect their local environs,
- (ii) ensuring that the community's aspirations are reflected in the planning strategy,
- (iii) promoting a sense of community ownership of the planning strategy,
- (iv) promoting the use of existing community resources and networks,
- (v) increasing the efficiencies of Council's decision making process, and
- (vi) take into account local knowledge and expertise in planning and related matters.

The FPS was developed with the spirit of engaging the community and enabling forums for their visions and issues to be explored and documented. This 'grass roots' input was valuable in structuring and developing the FPS. Following these initial workshops, the draft FPS was advertised for 5 months to allow for public comment. The FPS will be re-advertised for additional comment when draft CPS4 is advertised (refer Figure 3). The following section comprises an outline of the participation methods undertaken with the community and key stakeholder groups for documents that preceded the FPS and the process for CPS4.

### 1.6.1 Draft Local Planning Strategy (September 2000)

#### (a) *Preliminary Work*

- (i) The vision for Fremantle as set out in the Fremantle City Plan 1998-2003 was subject to extensive community involvement and comment and had the broad consensus of the community.
- (ii) A range of strategic documents were the subject of extensive public consultation and input. These documents include the 1995 Strategy for the Management of Heritage Resources, 1996 Industry in Fremantle Strategy, 1997 Youth Strategy, 1997 Land Use and Development policy manual review, 1998 Local Housing Strategy, 1999 Local Commercial Strategy and the 1999 Cultural Policy and Plan, Fremantle Green Plan 2001.

#### (b) *Town Planning Scheme No. 3 Review*

- (i) The 7AA TPS3 Scheme Examination report was prepared by an external consultant in December 1996. The review included community advertising.

- (ii) The 7AA Scheme Examination workshops were held in February 1997 with staff, elected members and selected community groups. The Scheme Examination report was finalised by the external consultant, and subsequently adopted by Council in December 1997. The report concluded a new scheme should be prepared.
- (iii) In February 1998 councillors were invited to join working groups examining key issues such as car parking, heritage and density provisions. In April 1998 Council supported these workshop findings, setting broad directions for the new scheme and a participatory process.
- (iv) A Project Management Committee was established to oversee the FPS/CPS4 project. The Project Management Committee has met monthly/fortnightly (depending on requirements of each stage) and includes the following Council officers:
  - Director Urban Management,
  - Manager Strategic Planning & Corporate Development,
  - Manager Development Assessments,
  - Land Use Planner (Team Leader),
  - Project Manager.
- (v) Council prepared and endorsed a Community Participation Strategy for the FPS/CPS4 in March 1999. This detailed a schedule of techniques to engage all sectors of the community in the process of the FPS and CPS4. While the process and timeline for the FPS changed, the techniques for community participation remained valid.
- (vi) A series of general (city-wide) and local precinct workshops were held between May and September 1999. The purpose of these workshops was to identify issues, visions and strategies for the future of Fremantle. The first workshop focussed on the general planning aspects that affected Fremantle as a whole and five subsequent workshops focussed on more localised planning issues. Two facilitators were hired to provide a neutral role at the workshops and advise on 'best practice' participation techniques. The workshops were advertised extensively through a free locally circulating newspaper and Council's bimonthly newsletter. In addition, flyers were delivered to each household/business, day care centres/community centres and schools, display posters were distributed, and notification was placed on the Council's web-site.

Approximately 161 people attended the six workshops and additional written comments were received. In terms of community input, the workshop results provided three significant outcomes:

- visions and strategies developed were generally found to be consistent with key Council vision and strategy documents,
- issues and important aspects of the urban/cultural environment were highlighted, particularly with a focus on sustainable development, and
- there was an emphasis on the physical state of the environment (eg. maintenance, street trees, urban design issues etc.).

These outcomes were reported to Council in November 1999.

- (vii) Regular liaison with the Fremantle Community Precincts (11 in total) has occurred. The aim of the precinct groups is to foster discussion between members of the community (including interest groups), Council officers and elected members on any matters that affect the community. The precincts were key participants in the workshops. Staff also met with precinct representatives on a regular basis.



- (viii) A survey of industrial landowners and business operators was undertaken in October 1999 to complement previous studies on industrial areas. The purpose of the survey was to gain information on the expectations of Fremantle industrial businesses on the future of these areas and if there were any planning constraints to business/industrial activity.

(c) *Fremantle City Plan*

- (i) A major review of the City Plan commenced in late 1999. In undertaking the review, the following steps were undertaken:
- community input was gathered via the above-mentioned planning scheme workshops, community and telephone surveys,
  - the vision was reviewed in light of the community input,
  - the organisation's mission and core principles were reviewed and amended with input from Council management and staff,
  - a staff working group was established to further refine the mission, core principles, vision, key result areas, strategies and key performance indicators,
  - a workshop was held with elected members in March 2000.

The review of the Fremantle's vision found that the key principles were supported and required little modification, however it concluded that it did not give adequate direction and guidance to Council. The presentation of the vision was changed to develop a stronger 'vision statement' and to define the key result areas ('*key result areas*': *key areas which need to be addressed to enable the vision to be achieved*). These key result areas were then used to direct the development of the strategies to achieve the vision.

The City Plan (strategic) was advertised in May 2000 for a two month public comment period. An advertising program was conducted that included a wide distribution covering households and business. After considering submissions and comments the 2000-2005 City Plan was adopted by Council in November 2000.

(d) *Draft Local Planning Strategy - September 2000*

- (i) Draft Local Planning Strategy (August 2000) as prepared for internal discussions based on the above input. Two workshops for Council staff and elected members were held in August 2000. The aim of these workshops was to provide a checking process, promote discussion and to confirm recommendations of the draft Local Planning Strategy prior to public advertising. During the workshops it was agreed that resolution was generally required on direction for controversial issues, however, where they could not be resolved, these strategies would be retained in the draft Local Planning Strategy and discussed during the public advertising phase. Comments raised in the workshops were generally incorporated into the draft Local Planning Strategy.
- (ii) Council endorsed the Local Planning Strategy for the purpose of a 3 month public comment period in September 2000 (Council item SP188 refers). This comment period was extended in December 2000 for an additional 2 months (Council item SP222 refers).
- (iii) A meeting was held in October 2000 with community precinct convenors to advise precinct groups of the release and content of the Local Planning Strategy and that further contact with the community would occur.
- (iv) Council staff attended 11 precinct group meetings and other major stakeholders throughout October-November 2000. The purpose of the meetings was to outline the LPS and its key recommendations (stakeholders included the Fremantle Port Authority, Ministry for Housing, Fremantle Chamber of Commerce, Fremantle

Rotary, Fremantle Disability Access Consulting Committee and the Ministry for Planning). The precinct meetings were widely advertised through two editions of the 'Freo' newsletter (distributed to all residents), newspaper advertising, internet updates and letters to key individual stakeholders. In addition, over 210 full copies and 150 partial copies (ie. extracts of the Local Planning Area) of the Local Planning Strategy were distributed by the precinct groups and copies were available at the Town Hall offices. The full Local Planning Strategy was able to be down-loaded off the Council's internet site.

- (v) The draft Local Planning Strategy was forwarded to various sectors within the community via the Council's Cultural and Community Services Department's networks. This included seniors, youth, indigenous people, people with disabilities and included people from non-english speaking backgrounds.
- (vi) Council resolved to seek independent external expertise and advice regarding the preparation of CPS4 in December 2000 (Council item N33 refers).
- (vii) During the 5 month consultation period (October 2000-February 2001), 87 submissions were received, 36 in the first three months, 41 in the second three months and 10 after the closing date. Three petitions were also received, comprising 84 signatures. The schedule of submissions was reported to Council in April 2001 and incorporated into the revised FPS.

Key issues identified during the above community consultation period comprised the following (in order of frequency raised):

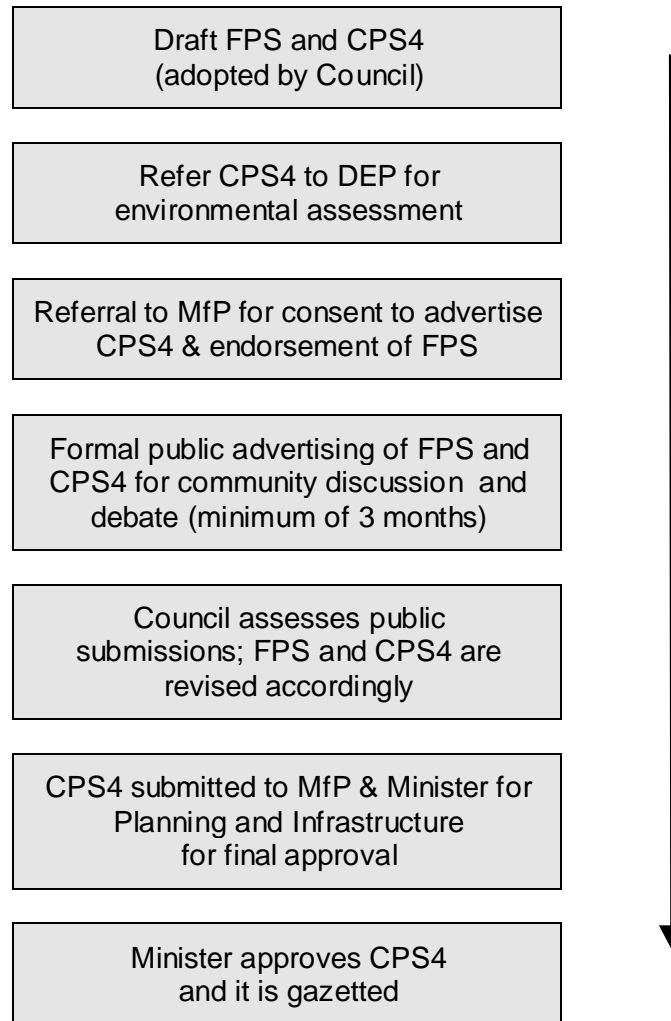
1. A small-good factory/butcher near the corner of Cadd Street and South Street, Beaconsfield should remain as a non-conforming use in a Residential zone.
2. Opposition and support for proposed increase in density for the Hilton street block bounded by South Street, Carrington Street, Rennie Crescent North and Hines Road.
3. Various comments on proposed zoning changes.
4. Preference for mixed use/residential over the commercial/industrial precinct around Strang Court, Strang Street, and Naylor Street.
5. Various comments on transport issues such as traffic calming, support for cycling, future of the Fremantle Eastern Bypass, use of the CAT bus, car parking and city centre access and parking.
6. General support for the importance of streetscape and urban form issues.
7. Comments on the Municipal Heritage Inventory and heritage listings.
8. The need to better address economic development and regional centre/local centre issues.
9. Recognition for more open space and support for the Green Plan.
10. Opposition to density bonuses.
11. General comments on CPS4 draft provisions.
12. The complexity of the FPS and a need to simplify it.

- (viii) Council resolved in December 2000 to seek additional advice from a panel of persons with external expertise to prepare comment on and review the processes and outcomes to date. This review will assist both the City of Fremantle and other local authorities in their approach to strategic town planning and development of key documents such as new planning schemes. This professional review panel has been appointed but is yet to convene or report on this process. The outcome of the review will assist elected members in assessing and endorsing the FPS and CPS4, and beyond.

### 1.6.2 Statutory Consultation Process for a City Planning Scheme

The statutory process for the adoption of a town planning scheme is defined in the Town Planning and Development Act and Town Planning Amendment Regulations. Once the draft FPS and CPS4 are adopted by Council, the following process must be undertaken.

**Figure 3: Statutory Process for a City Planning Scheme**



## SECTION 2. REGIONAL AND LOCAL CONTEXT

### 2.1 Regional Context

Preparation of the FPS has included assessment of all relevant state and regional plans, policies and strategies, including a comprehensive review of all local strategies and numerous long standing policies. These documents are detailed in full in Appendix 1.

The legislative framework of the Town Planning and Development Act, Metropolitan Region Scheme Act, together with the State Planning Strategy and State Planning Framework (refer Figure 4) have been accommodated in the FPS and drafting of CPS4.

### 2.2 Local Context

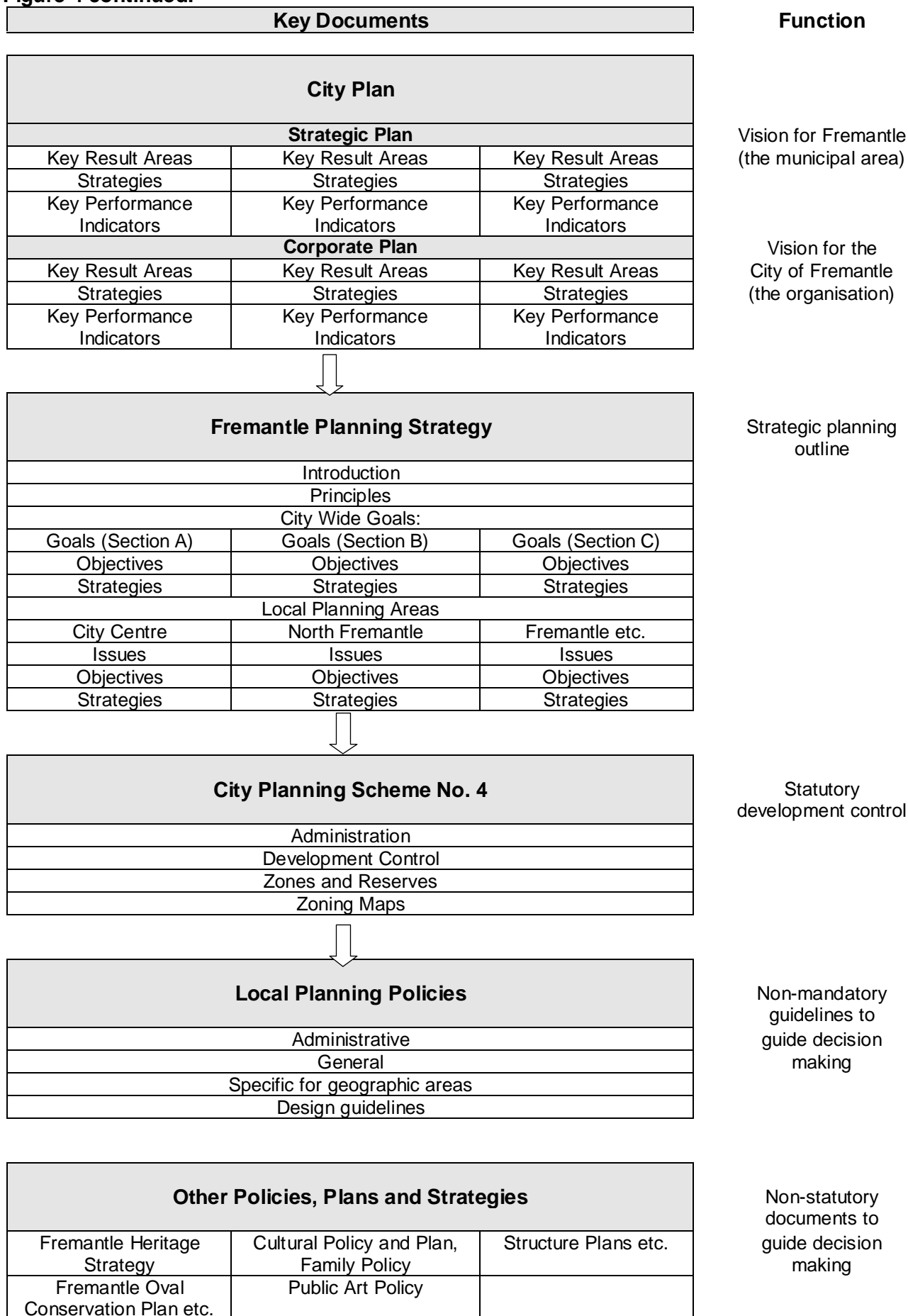
At the City of Fremantle municipal level, and under the direction of the Fremantle City Plan, a range of strategic documents have been the subject of extensive public consultation and input, and in many cases have been subsequently adopted by Council and other public agencies. These documents include (while not exhaustive) the Local Housing Strategy, Local Commercial Strategy, Industry in Fremantle Strategy, Green Plan, Recreation Policy and Strategy, Land Use and Development policy manual and the Cultural Policy and Plan (refer Appendix 1 Section 4). These documents have been reviewed and applied during the preparation of the FPS.

In summary, these documents, together with the interpretation of the physical and natural attributes of the municipal area, the existing land use patterns and consideration of constraints and opportunities for future planning and development in Fremantle, form the basis for the FPS will guide planning in the municipality over the next 10 to 15 years.

**Figure 4: State, Regional and Local Planning Context for the Fremantle Planning Strategy**

Key Documents			Function
<b>Legislation &amp; State/Federal Strategies</b>			Legislative & strategic framework
Town Planning & Development Act, Metropolitan Region Scheme, Strata Titles Act, Environmental Protection Act, Local Government Act	WAPC - Statements of Planning Policy - eg. No.1 Residential Planning Codes, No.4 State Industrial Buffer Policy, No.8 State Planning Framework Policy.	Disability Discrimination Act	
Town Planning Amendment Regulations	State Planning Strategy, Government Sewerage Policy	Building Code of Australia, Australian Standards,	
City of Fremantle Local Laws	Metroplan, Metropolitan Centres Policy, Liveable Neighbourhoods - Community Design Code		
	Fremantle Regional Strategy, The Vlamingh Parklands		

Figure 4 continued.



## 2.3 Vision for Fremantle - Fremantle City Plan

The Fremantle City Plan (2001-2005) is now in its fourth edition and has been reviewed annually since its adoption in 1995. The Fremantle City Plan establishes a clear set of directions for the future of the City of Fremantle municipal area.

The Fremantle City Plan comprises two parts:

- (i) Strategic Plan: for the whole City of Fremantle municipal area,
- (ii) Corporate Plan: for the City of Fremantle local government organisation.

The vision for Fremantle established in the Fremantle City Plan is:

*'In the year 2005 Fremantle is a port city and regional centre, recognised for its blend of people and places, business and pleasure, conservation and innovation.'*

The City Plan vision for Fremantle is supported through key result areas, strategies and key performance indicators. The key result areas and strategies that link to or direct the FPS are:

<b>1. A Great People Place (Our Society)</b>	
<p><b>1. Diversity of Culture and Lifestyles</b> Fremantle is a diverse community, with a mix of age, income and cultural groups.</p>	Strategy 1.1.1 Plan, facilitate and provide for accessible services and facilities for Fremantle's social and cultural needs.
<p><b>2. Caring and Accepting Community</b> Fremantle fosters harmony and social justice and provides opportunities for all individuals to maximise their potential and quality of life.</p>	No relevant Strategies for the FPS.
<p><b>3. Participation and Knowledge</b> Fremantle people are able to participate in all aspects of their community and engage in lifelong learning.</p>	Strategy 1.3.3 Encourage understanding of local issues through the support of community organisations, forums, lectures, and workshops to discuss and debate key issues.
<p><b>4. Artistic, Cultural, Sports and Recreation Opportunities</b> Fremantle offers a range of accessible cultural, recreation and leisure experiences.</p>	No relevant Strategies for the FPS.
<p><b>5. Safe Community</b> Fremantle is a safe place to live, work and visit, where the community is actively involved in public safety initiatives.</p>	Strategy 1.5.2 Develop and implement policies, including urban design solutions, that create and maintain an environment which maximises personal safety.
<p><b>6. Healthy Community</b> Fremantle is a place where healthy lifestyles are promoted.</p>	No relevant Strategies for the FPS.
<p><b>7. A Sense of History</b> Fremantle cherishes its history and cultural heritage and draws strength from its traditions.</p>	Strategy 1.7.1 Promote knowledge and appreciation of Fremantle's past by collecting, conserving and providing access to Fremantle's history in a range of media.
<p><b>8. Welcoming Visitors</b> Fremantle provides for visitors and assists them to appreciate the City's character.</p>	No relevant Strategies for the FPS.

<b>2. A Vibrant Economy (Our Economy)</b>	
<p><b>1. Economic Development</b>  <b>Fremantle has a sustainable economic base, capitalising on its competitive advantages:</b></p> <ul style="list-style-type: none"> <li>its continued strength as a port and maritime centre;</li> <li>its role as a regional hub for commerce, communications, education, transport, health, hospitality, cultural and community service industries;.</li> <li>its rich heritage;</li> <li>its multicultural community;</li> <li>its thriving diverse, quality, retail sector; and</li> <li>its growth in the information technology and education industries.</li> </ul> <p>Fremantle has a strong business sector, with strong partnerships which attracts investment for local economic growth. Economic development brings job growth within Fremantle and its catchment areas where a skilled population takes up increasing job opportunities.</p>	<p>Strategy 2.1.1 Support of key Fremantle business organisations to position Fremantle as 'the place to live, work, shop and visit'.</p> <p>Strategy 2.1.3 In conjunction with strategic partners, develop and implement a strategy to attract new investment in Fremantle.</p> <p>Strategy 2.1.4 Continue to work in partnership with port related organisations for the maintenance of this key sector.</p> <p>Strategy 2.1.6 Encourage business development by strengthening relationships with the information technology, retail and tourism sectors in Fremantle.</p> <p>Strategy 2.1.8 Develop strong links with local and regional education institutions(public and private) to encourage their presence and growth in Fremantle.</p> <p>Strategy 2.1.9 Strengthen the continued growth of cultural industries in Fremantle by supporting development of new cultural facilities.</p>
<p><b>2. Heritage Focus</b>  Fremantle conserves its cultural and built heritage, recognising its fundamental importance to its economic future and prosperity.</p>	<p>Strategy 2. 2.1 Promote heritage conservation through Council's planning policies.</p> <p>Strategy 2.2.2 Develop incentives that encourage heritage conservation as an economic advantage.</p>
<p><b>3. Tourism</b>  Fremantle recognises the value of tourism, without allowing it to dominate the life of the City.</p>	<p>Strategy 2.3.2 Monitor the impacts of tourism and regional visitors on Fremantle's residents, infrastructure and character.</p>

<b>3. A Beautiful and Accessible Place (Our Environment)</b>	
<p><b>1. Fremantle City Centre</b>  Fremantle city centre is an attractive, accessible, safe and stimulating place with high quality public spaces and a diverse range of street activity. It is a vibrant outdoor activity centre giving priority to pedestrians and cyclists.</p>	<p>Strategy 3.1.1 Develop and implement an integrated plan for the city centre.</p> <p>Strategy 3.1.2 Encourage and facilitate street activity and performance that animates the city.</p> <p>Strategy 3.1.4 Pursue opportunities in the government and private sectors for innovative public art development in the city centre.</p>
<p><b>2. Local Centres</b>  Fremantle offers conveniently located and easily accessible local centres providing shops, service activities and community facilities complementary to the city centre.</p>	<p>Strategy 3.2.1 In co-operation with local communities, implement and monitor the <i>Local Commercial Strategy</i> and the <i>Local Centres Program</i> to create, develop and improve local facilities.</p>
<p><b>3. Public Open Space</b>  Fremantle has a network of, high quality parks and reserves which are valued by the community.</p>	<p>Strategy 3.3.1 Increase and enhance the quantity and distribution of green areas in Fremantle, while improving the linkages, vegetation, and the quantity of flora and fauna.</p>

<p><b>4. Environmental Management</b> Fremantle's natural environment is carefully managed and enhanced and the sustainable use of resources by all Fremantle people is encouraged.</p>	<p>Strategy 3.4.1 Provide community education programs and develop policies to encourage efficient and sustainable use of all resources within the Fremantle community. Strategy 3.4.2 Rigorously advocate environmental assessment to occur prior to determining any changes in use and/or major developments in Fremantle. Strategy 3.4.3 Develop and implement the <i>Cities for Climate Protection</i> program to encourage the efficient use of energy within the community. Strategy 3.4.5 Develop and implement policies and town planning scheme provisions that encourage solar passive design and energy efficiency in buildings.</p>
<p><b>5. Facilities and Infrastructure</b> Fremantle has a high standard of construction and maintenance of public facilities and infrastructure.</p>	<p>No relevant Strategies for the FPS.</p>
<p><b>6. Sustainable Transport</b> Fremantle has a balanced transport system which encourages the use of public transport, bicycles and walking, while managing vehicle use. Private vehicle use in the city centre is not higher than year 2000 levels.</p>	<p>Strategy 3.6.1 Develop and implement integrated transport policies which:</p> <ul style="list-style-type: none"> <li>– re-direct through traffic away from residential neighbourhoods;</li> <li>– encourages movement of freight by rail;</li> <li>– cater for truck access to the Inner Harbour and industrial areas via primary regional roads;</li> <li>– improve safety for all road users;</li> <li>– integrate with land use planning;</li> <li>– ensure parking options contribute to the good management of private vehicle use;</li> <li>– encourage walking and cycling for short duration trips;</li> <li>– encourage the use of public transport ; and</li> <li>– minimise the impacts of transportation on the environment and on residential areas.</li> </ul>
<p><b>7. Connections to Water</b> Fremantle maintains its strong relationship with the coast and the Swan River and actively encourages use and public ownership of beach and river foreshores.</p>	<p>Strategy 3.7.1 Work in partnership with other government and non-government organisations to maintain strong connections with, and access to, river and ocean waterfronts. Strategy 3.7.2 Develop greater linkages between the city centre, Victoria Quay, Arthur Head and the Fishing Boat Harbour.</p>
<p><b>8. Built Environment</b> Fremantle has a distinctive built form with creative reuse of buildings, innovative use of small building plots and integration of heritage.</p>	<p>Strategy 3.8.1 Develop, review and implement the <i>Local Planning Strategy, City Planning Scheme No 4.</i> and the <i>City's Development and Land Use</i> policies to facilitate high quality development in Fremantle. Strategy 3.8.2 Maintain the adopted the <i>Municipal Heritage Inventory</i> and review key heritage policies to ensure conservation and restoration of heritage buildings and spaces. Strategy 3.8.3 Document neighbourhood heritage and character features and prepare guidelines to encourage their preservation and the inclusion of these features in new developments. Strategy 3.8.4 Develop and implement a strategy to encourage environmentally sustainable higher density living which does not compromise amenity.</p>
<p><b>9. Mix of Housing Types</b> Fremantle has a range and choice of public and private housing forms.</p>	<p>Strategy 3.9.1 Work with providers of public and private housing to ensure the provision of diverse housing options in Fremantle and to maintain the current ratio of public housing in diverse locations.</p>



In addition to the above, there are a number of strategies that the FPS and CPS4 can have an influence on or are referenced to. The FPS does not directly align with the format of the City Plan, but in general terms the following parallels are drawn: A Great People Place = Planning for Community Culture; and A Beautiful and Accessible Place = Planning for Urban Form and Public Place/Planning for Access and Movement.

The City of Fremantle organisation vision in the Corporate Plan of Fremantle City Plan is:

*'In the year 2005 the City of Fremantle is an efficient and progressive organisation, providing leadership and valued services to the community and is known as a great place to work.'*

The City of Fremantle also maintains the following core principles:

- *Integrity*: Being fair, honest, open, and consistent in all of our activities, ensuring they are equitable and socially just.
- *Participation*: Providing genuine opportunities for informed community participation in decision making in a framework of local democracy.
- *Service*: Being sensitive and responsive to the needs and aspirations of our community and focusing on customer satisfaction and value for money in all our dealings.
- *Learning*: Continually learning from our actions and experiences and continually seeking better and innovative ways of doing things.
- *Valuing People*: Valuing the contribution that people inside and outside the organisation make to the achievement of the city's vision.
- *Commitment to Fremantle*: Ensuring our actions serve the people of Fremantle and its long term interests.
- *Sustainability*: Having a global perspective and ensuring our actions minimise the impact on the environment and the resources available for future generations.

The three key result areas that form the City of Fremantle's overall organisational vision are:

- Focus on our community
- Efficient and effective local government
- Creating a great place to work

Strategies that are important to the FPS and CPS4 include:

- understanding technological, community and societal trends as an input to the planning process,
- open consultative communication and participation in order to obtain community input into decision making and encourage two way communication,
- provide accessible information, including greater use of the internet web site,
- lobby at the local, state and federal levels on issues that are important to Fremantle,
- participate in the development of government and/or community policy relevant to the interests of people in Fremantle, and
- develop policies to guide decision making.

## SECTION 3 PRINCIPLES OF THE FREMANTLE PLANNING STRATEGY

The FPS is underwritten by the following principles (grouped under generic headings) that form the basis for decision making, development control and the preparation and refinement of supporting policies and strategies. In the future where there is the need to define or clarify the community and Council position these principles must be considered.

The FPS was prepared and checked against these principles prior to drafting. These principles are intended to be supplementary and complement the vision and key result areas of the City Plan.

### **Ecological Sustainability**

- (i) Strategic land use planning and development applications are assessed upon their contribution to balance economic, social, environmental and natural factors for a sustainable future - ie. development that meets the needs of the present without compromising the ability of future generations to meet their own needs.

### **Preservation of Heritage**

- (ii) The existing built form of Fremantle is recognised, retained and enhanced. The 'living heritage' of Fremantle permits the integration of innovative and sympathetic development in balance with Fremantle's heritage, community, cultural and environmental values.

### **Community and Cultural Diversity**

- (iii) Fremantle responds to and caters for the diversity of cultural and lifestyle groups, residents, workers and visitors through facilitating a choice in housing, employment, business, transport and leisure and cultural opportunities.
- (iv) Fremantle provides a safe environment that encourages human interaction.
- (v) Fremantle promotes and safeguards its cultural heritage through identifying and conserving heritage resources and ensures that new development complements the cultural heritage places and precincts.

### **Economic Development/Employment Areas**

- (vi) The working Fremantle Port coexists with commerce, industry and integrates with the regional centre.
- (vii) Suburbs and local centres of Fremantle develop as a network of villages with their own distinctive identities, services and local employment opportunities.
- (viii) Existing employment locations and enterprises are maintained where feasible and the establishment of new employment generating opportunities is encouraged.

### **Regional Centre**

- (ix) The Fremantle regional centre is a vibrant centre of commerce, culture and learning, maintaining its traditional economic base and developing its competitive advantages.

### **Residential Mix**

- (x) A range and choice of housing meets the changing social and economic needs of the existing community and future residents and make the best use of existing public infrastructure and facilities, including increased use of public transport and alternatives means of transport to the private car.
- (xi) New development is in a form that protects the amenity of the area and relates to the scale and character of existing dwellings.

### **Managing Vehicle Use**

- (xii) Pedestrians take precedence over vehicles.

### **Open Space**

- (xiii) The open space network promotes maximum utilisation by all sectors of the community and recognises, retains and enhances the existing natural landscape.

### **Community Consultation and Decision Making**

- (xiv) The planning process considers the needs and views of the community. It provides for public participation, is open to the scrutiny of the community and decisions accord with the adopted planning framework.

## SECTION 4 CITY WIDE STRATEGIES

The FPS is arranged to address general strategic issues that affect the whole of Fremantle, and also geographic specific issues (Section 5 Local Planning Areas).

This part of the FPS is divided into three sections:

- 4.1 Planning for Community and Culture,
- 4.2 Planning for Urban Form and Public Spaces,
- 4.3 Planning for Access and Movement.

Each section contains a series of goals, objectives and strategies. These are intended to provide guidance on planning and development in Fremantle, and provide the context for the design and direction of CPS4 and/or Local Planning Policies. These goals are summarised in Appendix 4.

### 4.1 Planning for Community and Culture (Section A)

<p><b>GOAL:</b>  <b>A1 - To accommodate a diverse mix of people, cultures and lifestyles.</b></p> <p><i>Background</i>                  Fremantle has a proud tradition of cultural diversity that should be retained. This is also an important contributor to a sense of identity and community and is linked to local economic diversity and cultural tourism.</p> <p>Changing demographics will slowly impact on population diversity, but visitor diversity (workers and visitors) will grow. Planning can play a role in helping to maintain diversity through the provision of a range of housing types, enabling population growth, attracting visitors etc.</p> <p>Population projections for Fremantle predict no increase in population growth, as household trends across Australia see declining birth-rates and household sizes (ie. number of people living in each dwelling).</p> <p><i>Key Associated Documents</i></p> <ul style="list-style-type: none"> <li>• Local Housing Strategy - as a background paper</li> <li>• Our Place - Cultural Policy and Plan</li> </ul>	
OBJECTIVES	STRATEGIES
<p><u>Objective:</u>                  A1.1 - To facilitate sustainable population densities and diverse housing opportunities.</p>	<p>A1.1.1 Facilitate residential development at densities that are compatible with local heritage character and scale by:</p> <ul style="list-style-type: none"> <li>(a) applying a range of residential densities across Fremantle,</li> <li>(b) applying higher residential densities in and within close proximity of local centres, mixed use areas and the city centre,</li> <li>(c) applying lower densities in outer areas that promote larger single dwellings,</li> <li>(d) relaxing provisions that may inhibit the adaptation and conservation of heritage buildings,</li> <li>(e) encouraging the removal of larger-scale non-conforming uses and development of larger-scale sites,</li> <li>(f) permitting residential infill based on performance criteria,</li> <li>(g) granting bonuses for affordable housing, aged and single-bedroom dwellings in appropriate locations.</li> </ul> <p>A1.1.2 Encourage residential development in local centres, mixed use areas and the city centre by permitting new buildings to be multi-storey and to have an upper level residential component, where compatible with local heritage character and scale.</p> <p>A1.1.3 Actively promote residential development opportunities by producing detailed planning information in printed form and on-line, explaining development options and incentives</p>

	available under CSP4.
<p><u>Objective:</u> A1.2 - To accommodate visitors (workers and tourist).</p>	<p>A1.2.1 Permit a range of different types of visitor accommodation, particularly in close proximity to major transport routes/nodes and services and facilities.</p> <p>A1.2.2 Provide a mix of land uses across Fremantle especially in the city centre and ensure that the development of infrastructure supporting visitor needs is compatible with local needs eg. development of public transport, carparking, signage and land uses.</p> <p>Refer to Strategy: - A4.3.2 (collect 'impact statements' to represent local views to other authorities where necessary)</p>

<p><b>GOAL:</b> <b>A2 - To ensure the community has access to an adequate range of services and facilities.</b></p> <p><i>Background</i> The emphasis of this goal is facilitating an <i>adequate range</i> of services/facilities to meet the basic needs of residents and visitors with the secondary issues of access to and actual location of services/facilities.</p> <p>Planning is limited to controlling land use in locations close to residents and on accessible routes and high quality physical environments (urban design) in commercial centres and population levels as a way of encouraging services/facilities to locate in Fremantle (beyond this, non-planning economic factors will influence the location and extent of services and facilities).</p> <p><i>Key Associated Documents</i></p> <ul style="list-style-type: none"> <li>• Local Housing Strategy - as a background paper</li> <li>• Local Commercial Strategy - as a background paper</li> <li>• Industry in Fremantle Strategy - as a background paper</li> <li>• Residential Planning Codes</li> <li>• Safety and Security within the City of Fremantle</li> <li>• Lighting study (draft)</li> </ul>	
<b>OBJECTIVES</b>	<b>STRATEGIES</b>
<p><u>Objective:</u> A2.1 - To zone land for the development of services and facilities in accessible and conveniently located places.</p>	<p>A2.1.1 To create a 'Community Facilities' and 'Open Space' local reserve in CPS4 that reflects existing and future community services and facilities.</p> <p>Refer to Strategy: - B2.1.4 (apply zones and reserves over land to ensure desired land uses be developed in designated areas).</p>
<p><u>Objective:</u> A2.2 - To ensure development contributes to accessible services and facilities.</p>	<p>A2.2.1 Ensure development contributes safe and convenient access to services and facilities by providing for:</p> <ol style="list-style-type: none"> <li>(a) convenient pedestrian access within public spaces and into buildings incorporating 'universal access' principles (refer Strategy C7.1 and C7.2),</li> <li>(b) shelter over footpaths and providing public seating,</li> <li>(c) 'active' commercial uses at ground floor in centres and shop lighting onto footpaths,</li> <li>(d) a visual and functional relationship between buildings and streets/laneways to enable casual surveillance of public spaces ie. windows, doors, open front verandahs, balconies, low front fences, open front gardens,</li> <li>(e) bicycle parking facilities.</li> </ol> <p>A2.2.3 Locate new major community facilities and services, higher density residential development, and special needs housing (eg. aged and disabled persons dwellings) within or adjacent to existing regional and local centres and major public transport routes/nodes to enable more equitable</p>

	<p>access to services and facilities for residents and visitors.</p> <p>Also refer to Strategy:</p> <ul style="list-style-type: none"> <li>- B3 (development of vibrant and attractive local centres)</li> <li>- B4 (development of a vibrant and attractive city centre)</li> <li>- B5.2 (development of mixed use areas)</li> <li>- C4 (balance the provision of carparking)</li> </ul>
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<p><b>GOAL:</b>  <b>A3 - To provide greater housing choice to cater for a diverse and sustainable population.</b></p> <p><i>Background</i>  Fremantle has a stable population around 24,000 persons, characterised by steady growth in the number of dwellings, declining household sizes and a high percentage of one and two person occupancies. Fremantle's people are also becoming wealthier, professionally qualified and older.</p> <p>This goal aims to influence the provision of a choice of housing types, sizes, tenures and locations to contribute to a diverse and equitable community. There are also concerns in the community relating to the amenity of housing, the quality of infill development and the need for new housing to better reflect the character of Fremantle.</p> <p><i>Key Associated Documents</i></p> <ul style="list-style-type: none"> <li>• Local Housing Strategy - as a background paper</li> <li>• Residential Planning Codes</li> <li>• Australian Standards</li> </ul>	
<b>OBJECTIVES</b>	<b>STRATEGIES</b>
<p><u>Objective:</u>  A3.1 - Provide a greater range of dwelling types and sizes in various locations, including affordable housing opportunities.</p>	<p>A3.1.1 Promote housing mix by encouraging development of 20 units and above to include a mix of one-bedroom and two-bedroom dwellings (20% of each type).</p> <p>A.3.1.2 Promote 'affordable' housing opportunities by granting a density bonus for the provision of at least one 'affordable' dwelling unit where the higher density of development is appropriately located, designed and integrated with local heritage character and scale.  (Note: refer Appendix 3 for definition of 'affordable housing')</p> <p>A3.1.3 Require aged and special needs housing to be designed in accordance with guidelines set out in the 'Australian Standard for Adaptable Housing' especially in relation to the design of door widths, bathroom and kitchen facilities.</p> <p>A3.1.4 Apply lower densities in outer areas in order to retain larger 'family capable' housing.</p> <p>A3.1.5 Permit multiple dwellings (one dwelling wholly or partially above another) in all residential densities, subject to local character and scale.</p> <p>A3.1.6 Permit 'shop-top' type housing in mixed use and local centres.</p> <p>Refer to Strategy:</p> <ul style="list-style-type: none"> <li>- A1.1.1 (facilitating residential development at appropriate densities and locations).</li> </ul>
<p><u>Objective:</u>  A3.2 - To ensure housing achieves high standards of on-site and neighbourhood amenity.</p>	<p>A3.2.1 Implement design guidelines for residential development that are complimentary to the R Codes but supplement local conditions peculiar to Fremantle and its local areas. Refer also section 1.5.4.</p> <p>Refer to Strategy:</p>

	<ul style="list-style-type: none"> <li>- A5.1.1 (development to contribute to safe communities).</li> <li>- A5.4.1-5.4.3 (ensure compatibility between land uses).</li> <li>- B2.1.1 (development to comply with statements of cultural heritage significance implemented through Local Planning Area controls under CPS4).</li> <li>- B2.1.3 (development to comply with principles for good urban design implemented through design guideline controls under CPS4).</li> </ul>
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**GOAL:****A4 - To ensure development promotes a sense of community and encourages participation in community life.***Background*

Public spaces play an important role in promoting communal life and interaction, which, in turn promotes a sense of belonging and community ownership. This requires the development of safe, accessible and well designed public areas. In this regard, planning can influence the quality of the built environment that 'frame' public spaces such as enhancing 'traditional' streetscape qualities and patterns ie. low front fences, front steps/verandahs, open front gardens, active ground floor uses in centres etc. The maintenance of the 'public/private interface' ie. where houses and streets face each other, is also an important contributor to opportunities for social interaction in neighbourhoods.

*Key Associated Documents*

- Local Commercial Strategy - as a background paper
- Participation Policy (draft)
- Our Place - Cultural Policy and Plan
- Fremantle Green Plan

OBJECTIVES	STRATEGIES
<p><u>Objective:</u> A4.1 - To develop vibrant neighbourhood and local commercial centres with an identifiable character.</p>	<p>A4.1.1 Permit a range of activities including community services and meeting places within local centres.</p> <p>Refer Council works programs:</p> <ul style="list-style-type: none"> <li>- Local Centres Program (ongoing)</li> <li>- StreetsAhead Program (ongoing)</li> </ul> <p>Also refer to Strategies:</p> <ul style="list-style-type: none"> <li>- B3 (development of vibrant and attractive local centres).</li> <li>- B2.1.1 (development to comply with statements of cultural heritage significance and character implemented through Local Planning Area controls under CPS4).</li> <li>- B2.1.3 (development to comply with principles of good urban design implemented through design guidelines under CPS4).</li> <li>- A1.1.2 (encouraging residential uses in city centre, local centres, commercial and mixed use areas).</li> </ul>
<p><u>Objective:</u> A4.2 - To develop high quality public spaces that provide opportunities for social interaction.</p>	<p>Refer to Strategy:</p> <ul style="list-style-type: none"> <li>- A5.1.1 (development to contribute to safe communities).</li> <li>- A2.2.1 (development to contribute to safe and convenient access to services and facilities).</li> <li>- B2.1.3 (development to comply with principles of good urban design implemented through design guidelines under CPS4).</li> <li>- B2.2.3 (major developments to contribute to the upgrade of public spaces).</li> <li>- B2.2.4 (major developments to contribute to public art).</li> </ul>
<p><u>Objective:</u> A4.3 - To ensure local values and needs are balanced against regional demands on Fremantle.</p>	<p>A4.3.1 Implement provisions and criteria for Council to require the preparation of a social impact assessment for major developments, where it has the potential to have a significant impact on the locality.</p> <p>A4.3.2 Council will facilitate local representation to other government authorities where necessary (eg. planning appeals, state government strategies and proposals)</p>

	<p>including collecting and forwarding 'impact statements' from those likely to be affected.</p> <p>Refer to Strategy:</p> <ul style="list-style-type: none"> <li>- A1.2.2 (accommodating visitors).</li> <li>- B2.2.1 (allowing a mix of land uses in the city centre, local centres and mixed use areas to ensure opportunities for a 'balanced' mix).</li> </ul>
<p><b>Objective:</b> A4.4 - To encourage and facilitate community participation in planning.</p>	<p>A4.4.1 Require appropriate levels and response times for public consultation for development applications, strategies, local planning policies, structure plans and scheme amendments.</p> <p>A4.4.2 Make planning information freely available (eg. strategies, policies/guidelines, processes, decisions) in print, on-line and utilising alternative forms of communication (eg. TTY).</p> <p>A4.4.3 Council will give due consideration to the expressed concerns raised in any community consultation process.</p> <p>A4.4.4 Develop an integrated database linked to a geographical information system that increases public access to relevant planning information in a simple format, including internet compliant software.</p> <p>Refer to Strategy:</p> <ul style="list-style-type: none"> <li>- A4.3.2 (representing the community's view to other authorities through collection of 'impact statements').</li> <li>- A4.3.1 (require social impact assessments).</li> <li>- A5.4.2 (require environmental impact assessments).</li> <li>- B1.5.1 (consideration of impacts on Aboriginal cultural heritage).</li> </ul>

<p><b>GOAL:</b> <b>A5 - To promote a safe and healthy environment.</b></p> <p><i>Background</i> A healthy environment relates to adequate opportunities for recreation (formal and informal), ensuring that land uses do not cause negative impacts and ways in which the built environment can contribute to personal safety and protection of property.</p> <p>Public safety remains as a significant community issue. It is well recognised that public spaces and the street environment itself (including light, surveillance, activity and permeability) contributes to actual and perceived safety.</p> <p><i>Key Associated Documents</i></p> <ul style="list-style-type: none"> <li>• Safety and Security with the City of Fremantle</li> <li>• Lighting Study (draft)</li> <li>• Fremantle Green Plan</li> <li>• Fremantle Recreation Policy and Plan</li> <li>• State Industrial Buffer Policy</li> <li>• Fremantle Port Buffer Definition Study</li> <li>• Telecommunications Policy</li> </ul>	
<b>OBJECTIVES</b>	<b>STRATEGIES</b>
<p><b>Objective:</b> A5.1 - To ensure that development contributes to safe streets and public spaces.</p>	<p>A5.1.1 Require where appropriate development to comply with the principles of CPTED (Crime Prevention Through Environmental Design: natural access control, natural surveillance and territorial enforcement), by providing for:</p> <ul style="list-style-type: none"> <li>(a) casual surveillance of streets and public spaces from ground and upper floors,</li> <li>(b) articulation and views of dwelling frontages (doors, windows, balconies and low front fences) to the street</li> </ul>

	<p>and rear laneways where required,</p> <ul style="list-style-type: none"> <li>(c) consolidation and safe design of vehicle crossovers and parking areas including lighting and appropriate landscaping,</li> <li>(d) convenient access pedestrian access (including universal access principles) and shelter over footpaths,</li> <li>(e) location of 'active' uses at ground floor in commercial areas, shop-front windows and frontage to public spaces and streets, shop-front lighting, absence of blank walls to streets and public spaces,</li> <li>(f) appropriate species, location and design of landscaping.</li> </ul> <p>Refer to Strategy:</p> <ul style="list-style-type: none"> <li>- B3 (development of vibrant and attractive local centres).</li> <li>- B5.1 (facilitation of home occupations to increase activity in residential areas during 'business hours').</li> <li>- B5.2 (development of mixed use areas).</li> </ul>
<p><u>Objective:</u> A5.2 - To provide appropriately located and designed open spaces for recreational opportunities.</p>	<p>A5.2.1 Where relevant, implement the recommendations of the Fremantle Green Plan and the Fremantle Recreation Policy and Plan.</p> <p>A5.2.2 Facilitate the adequate provision of public open space by:</p> <ul style="list-style-type: none"> <li>(a) applying 'Open Space' and 'Parks and Recreation' reserves over local and regional open space areas,</li> <li>(b) taking cash-in-lieu of public open space in neighbourhoods where there is adequate provision of open space and redirect funds to the provision of open space in under-supplied areas (in accordance with the Fremantle Green Plan),</li> <li>(c) requiring the provision of communal open space in grouped/ multiple dwellings of 20 units or more, that is readily accessible to the occupants of the development as well as surrounding residents.</li> </ul> <p>A5.2.3 Ensure public open space reserves are appropriately designed by:</p> <ul style="list-style-type: none"> <li>(a) taking local needs and heritage features/function into consideration,</li> <li>(b) considering the relationship to the surrounding built and natural environment,</li> <li>(c) protecting natural features, particularly remnant or coastal vegetation, significant trees, topography and natural contours,</li> <li>(d) protecting/creating significant vistas,</li> <li>(e) enhancing personal security and surveillance, property security, visual amenity and minimise vandalism,</li> <li>(f) requiring subdividers to develop and/or protect natural features in new public open space areas before it is ceded to the Council through the subdivision process, so that it does not create an immediate cost impost on the Council,</li> <li>(g) allowing the development of ancillary structures with open space reserves to compliment recreational and community needs such as sports clubs, change-rooms, caretaker's dwelling (limited to regional reserves) and small-scale kiosks/cafes.</li> </ul> <p>Refer to Strategies:</p> <ul style="list-style-type: none"> <li>- B7.1.4 (location of public open space).</li> </ul>



<p><u>Objective:</u> A5.3 - To encourage greater walking and cycling.</p>	<p>Refer to Strategy:</p> <ul style="list-style-type: none"> <li>- A1.1.2 (facilitating sustainable residential densities).</li> <li>- A2.2.1 (development to contribute to safe and convenient access to services and facilities).</li> <li>- A2.2.2 (community facilities and special needs housing located on public transport routes/nodes).</li> <li>- A5.1.1 (development to contribute to safe communities).</li> <li>- A5.2.1 (Fremantle Green Plan and Fremantle Recreation Policy and Plan)</li> <li>- B3 (development of vibrant and attractive Local Centres).</li> <li>- C6 (promote and enhance pedestrian and cycling environments).</li> </ul>
<p><u>Objective:</u> A5.4 - To ensure compatibility between land uses especially maintaining residential amenity.</p>	<p>A5.4.1 Implement a comprehensive definition of 'amenity' and criteria for its consideration in all planning applications.</p> <p>A5.4.2 Implement provisions and criteria for local environmental impact assessment for all types of land use activities, where considered necessary.</p> <p>A5.4.3 Implement provisions to enable Council to apply conditions to development that reduce potential environmental impacts such as:</p> <ul style="list-style-type: none"> <li>(a) types and location of land uses to ensure there is an adequate separation,</li> <li>(b) size and location of accessways, parking areas and loading areas,</li> <li>(c) hours of operation,</li> <li>(d) screening and landscaping,</li> <li>(e) sound attenuation,</li> <li>(f) waste disposal methods,</li> <li>(g) retention of vegetation,</li> <li>(h) on-site management plans.</li> </ul> <p>A5.4.4 Assess and implement relevant initiatives of the draft Fremantle Port Buffer Definition Study in accordance with the requirements of the WAPC State Planning Policy No.4: State Industrial Buffer Policy.</p> <p>A5.4.5 Implement a comprehensive definition of 'hazardous' land uses (based on the existing Town Planning Scheme No.3 definition - and including nuclear activities) and prohibit all hazardous uses (with the exception of material loaded/unloaded at the Fremantle Port).</p> <p>A5.4.6 Implement provisions for the control and location of telecommunications facilities and services to require (where possible):</p> <ul style="list-style-type: none"> <li>(a) approval for all 'high impact' facilities (refer Telecommunications Act),</li> <li>(b) no broadband aerial cabling unless underground,</li> <li>(c) location and co-location of facilities in non-sensitive areas (exclusive of dwellings, child care facilities, kindergartens, pre-school, school, aged care and hospitals) and ideally within commercial or industrial areas,</li> <li>(d) satisfaction of the maximum cumulative radio-frequency electromagnetic energy level set by the Australian Communications Authority at sensitive uses within a 500 metre radius of the facility,</li> <li>(e) the retention of the visual amenity (including vistas) of heritage buildings</li> <li>(f) minimal impact to natural features and vegetation.</li> </ul>

	<p>A5.4.7 In order to protect existing businesses and activities in areas where residential development is also permitted, implement provisions that allow Council to place a memorial on the titles of new residential development to advise future owners that noise, odour, light, hours of operation, traffic and other factors that constitute part of normal commercial/industrial or port activities are likely to occur, and these are not normally associated with typical residential areas.</p> <p>A5.4.8 In areas where industry and residential development abut, implement provisions for special planning controls that restrict the land use and activities to that which is compatible with residential development and amenity.</p> <p>Refer to Strategy:</p> <ul style="list-style-type: none"> <li>- A4.4.1 (community consultation on applications/proposals etc).</li> <li>- A4.3.1 (require social impact assessments).</li> <li>- A5.4.2 (require environmental impact assessments).</li> </ul>
<p><b>Objective:</b> A5.5 - To facilitate the investigation and clean up of contaminated sites.</p>	<p>A5.5.1 Implement provisions and criteria for the assessment and remediation of contaminated sites by providing for:</p> <ol style="list-style-type: none"> <li>(a) investigation of past uses to identify suspected contaminated sites,</li> <li>(b) evaluation of the nature and extent of contamination by sampling and analysis,</li> <li>(c) identification of contamination and registration of environmental conditions,</li> <li>(d) a process of remediation of contamination in accordance with relevant State and Federal legislation.</li> </ol>

## 4.2 Planning for Urban Form and Public Spaces (Section B)

<p><b>GOAL:</b>  <b>B1 - To protect and conserve Fremantle’s unique cultural heritage.</b></p> <p><i>Background</i>                  Fremantle has a distinctive character and identity that is unique to the Perth region and is well known around the world. It is important to protect and conserve Fremantle’s unique cultural heritage as it contributes to:</p> <ul style="list-style-type: none"> <li>• the community’s sense of place and belonging,</li> <li>• the quality of relationships among local people and broader communities, and</li> <li>• a vibrant, robust and sustainable community.</li> </ul> <p>The fine urban and social fabric of Fremantle must be managed carefully as the individual elements of Fremantle’s character and identity are interconnected and changes may have wide reaching impacts on other elements. As such, it is important to identify and protect those individual elements and their physical and social connections. This does not preclude the development of contemporary cultures/environments that are also an important component of character and identity and contribute to an improved quality of life for all residents and visitors.</p> <p>Fremantle’s cultural heritage also includes a range of traditional land uses and functions that relate to its strategic port and maritime position. For example, warehousing, stevedoring, customs, shipping agents and the port itself are traditional within the West End of the city centre.</p> <p><i>Key Associated Documents</i></p> <ul style="list-style-type: none"> <li>• Burra Charter (The Australian ICOMOS Charter for Places of Cultural Significance)</li> <li>• City of Fremantle Municipal Heritage Inventory &amp; Management Strategy</li> <li>• Our Place - Cultural Policy and Plan</li> <li>• The Aboriginal Respect, Recognition and Conciliation Policy</li> </ul>	
OBJECTIVES	STRATEGIES
<p><u>Objective:</u>                  B1.1 - To ensure development contributes to the conservation of the cultural heritage of Fremantle.</p>	<p>B1.1.1 Implement the principles for the management and conservation of significant cultural heritage places and features, contained in the Heritage Act of Western Australia for all development (including demolition and subdivision) to:</p> <ul style="list-style-type: none"> <li>(a) permit any development, whether it is a recognised heritage place or not, to be assessed for its cultural heritage significance prior to any planning determination being made,</li> <li>(b) refuse planning approval for demolition (or partial demolition) and/or land use where it has cultural heritage significance,</li> <li>(c) permit the Council to be able to require the submission of a Heritage Conservation Plan as a condition of, or prior to, planning consent,</li> <li>(d) protect significant buildings, places, features and views and vistas through planning conditions,</li> <li>(e) ensure compatibility and continuity of land uses with local heritage character such as mixed residential and commercial areas, small-scale hotels, performing arts venues, manufacturing and craft activities, home-based ‘cottage’ industries through planning conditions in appropriate areas,</li> <li>(f) control of private signage, especially in designated heritage precincts, through planning conditions.</li> </ul> <p>(Note: the term ‘heritage places and features’ refers to all cultural heritage elements that can be identified according to the Burra Charter).</p> <p>B1.1.2 Ensure that ‘mock heritage’ development is not supported for new buildings or alterations to existing buildings, unless it forms part of a restoration/reinstatement of historical features and structures.</p>

	<p>Refer to Strategy:</p> <ul style="list-style-type: none"> <li>- B1.2.2 (all development to be assessed for 'cultural heritage significance').</li> <li>- B2.1.1 (development to comply with Statements of Cultural Heritage Significance and character statements implemented through Local Planning Area controls under CPS4).</li> <li>- B2.1.2 (all development requires a planning approval).</li> <li>- B2.1.3 (development to comply with the principles of good urban design implemented through design guideline controls under CPS4).</li> </ul>
<p><u>Objective:</u> B 1.2 - To adequately identify and define places and features of cultural heritage significance.</p>	<p>B1.2.1 Maintain the City of Fremantle Municipal Heritage Inventory as the list of heritage places under CPS4 and implement criteria and a process for entering and removing places and features of cultural heritage significance on the Municipal Heritage Inventory.</p> <p>B1.2.2 Implement a comprehensive definition of 'cultural heritage significance' and criteria for its consideration for all development (including demolition and subdivision) in accordance with the Heritage Act of Western Australia.</p> <p>B1.2.4 Delineate heritage precincts under CPS4 where special planning control or information for planning applications is required in order to ensure the preservation and enhancement of Fremantle's heritage.</p>
<p><u>Objective:</u> B1.3 - To provide incentives for the conservation of cultural heritage.</p>	<p>B1.3.1 Implement, where appropriate and compatible to the local heritage character and scale, scheme variations for the adaptation and conservation of existing heritage buildings, such as open space, setbacks, plot ratio, carparking and height.</p> <p>B1.3.2 Provide appropriate advice and information to applicants on heritage matters such as architecture, conservation, planning, building and local history.</p>
<p><u>Objective:</u> B1.4 - To ensure preservation and enhancement of Fremantle's cultural heritage.</p>	<p>B1.4.1 Where relevant, require development to conserve, record and interpret relevant cultural heritage.</p>
<p><u>Objective:</u> B1.5 - To ensure development conserves the Aboriginal cultural heritage of Fremantle.</p>	<p>B1.5.1 Where relevant, implement the recommendations of the Aboriginal Respect, Recognition and Conciliation Policy.</p> <p>B1.5.2 Set out the process and criteria for consultation with Fremantle Aboriginal custodians, where applications, strategies and policies may impact on areas of Aboriginal cultural significance.</p> <p>B1.5.3 Recognise Aboriginal Affairs/Aboriginal Heritage Act where there are areas of likely Aboriginal cultural significance in Fremantle.</p>

<p><b>GOAL:</b>  <b>B2 - All development compliments and contributes to the community's desired identity and character for Fremantle.</b></p> <p><i>Background</i>  The built form heritage is paramount to Fremantle's special character, as well as land use activities including traditional and culturally significant land uses eg. port, small-scale production etc. It is important that this character is maintained as it contributes to the identity and sense of community and belonging.</p> <p><i>Key Associated Documents</i></p> <ul style="list-style-type: none"> <li>• City of Fremantle Municipal Heritage Inventory &amp; Management Strategy</li> <li>• Our Place - Cultural Policy and Plan</li> </ul>	
<b>OBJECTIVES</b>	<b>STRATEGIES</b>
<p><u>Objective:</u>  B2.1 - To ensure that built form and land use activities reflect the desired character and function of the city centre and its neighbourhoods.</p>	<p>B2.1.1 Implement statements of cultural heritage significance and character for all Local Planning Areas to be used as a reference for built form, public spaces, subdivision, land uses; as the basic criteria for development that is compatible and consistent with the heritage character and scale of local areas in Fremantle.</p> <p>B2.1.2 Require planning approval for all development (as defined in the Town Planning and Development Act) including demolition of buildings and features. Small scale sheds, dividing fences, pergolas and patios and swimming pools and spas will be exempt from requiring planning consent.</p> <p>This will require exemption from the Model Scheme Text provisions by the WAPC, and an argument is to be based on Fremantle's cultural heritage significance, and need to tailor non-standard development controls.</p> <p>B2.1.3 Implement design guidelines that set out the development requirements to facilitate development that is compatible and consistent with local heritage character and scale, while allowing innovative design where appropriate. Refer section 1.5.4.</p> <p>B2.1.4 Implement specific zones and local reserves and a comprehensive zoning table indicating permitted, discretionary and prohibited uses for each zone and local reserve to ensure that land is developed according to the desired function and character of areas. Refer to Section 1.5.2 for a full description of zones.  (Note: MRS reserves will be reflected in CPS4 as required in the Metropolitan Region Scheme Act).</p> <p>B2.1.5 List desired land uses for each MRS reserve to ensure that these areas are developed in accordance with the function required under the Metropolitan Region Scheme Act.</p> <p>B2.1.6 Where appropriate, require the submission of a comprehensive site and setting analysis to be incorporated into applications for planning approval which should describe the features of the subject site and surrounds such as:</p> <ol style="list-style-type: none"> <li>height, scale, setbacks of buildings and features (including a streetscape elevation where necessary),</li> <li>street block and lot pattern,</li> <li>land use activities,</li> <li>topography and site levels, landscapes and environmental features,</li> <li>street and verge features such as crossovers, street trees, services etc,</li> </ol>

	<ul style="list-style-type: none"> <li>(f) adjacent and surrounding transport and access routes (vehicle, pedestrian, cycling),</li> <li>(g) ownership and property encumbrance details.</li> </ul> <p>B2.1.7 Implement CPS4 provisions to require buildings to be properly maintained and not be permitted to fall into disrepair.</p> <p>Refer to Strategy:</p> <ul style="list-style-type: none"> <li>- A4.3.1 (require social impact assessment for major developments).</li> <li>-</li> </ul>
<p><u>Objective:</u> B2.2 - To ensure that development contributes to good quality streetscapes and public spaces that are reflective of the cultural heritage of Fremantle.</p>	<p>B2.2.1 Implement design guidelines for all commercial areas (City Centre, Local Centres, Mixed Use, Industrial and Commercial zones) to facilitate development that is compatible and consistent with local heritage character and scale, while allowing innovative design where appropriate, to achieve:</p> <ul style="list-style-type: none"> <li>(a) shelter (verandahs or awnings etc.) over footpaths and convenient pedestrian access to buildings and public spaces (including universal access),</li> <li>(b) a continuous line of shop-fronts and frontages/facades, doors and windows to reflect traditional or local designs,</li> <li>(c) appropriate scale and size of buildings to integrate into the desired or existing character of centres (ie. big-box retailing and showrooms must conform to the desired 'shop-front' design of buildings and provide detailed 'frontages' to public spaces and streets),</li> <li>(d) absence of blank walls to streets and public spaces,</li> <li>(e) overlooking of public spaces and lighting to contribute to casual surveillance including uncluttered or clear shop windows, and control over security screens and grills,</li> <li>(f) location of parking at rear or side of buildings (where appropriate) and shared/linked parking areas to ensure carparking does not dominate centres and multiple access crossovers are minimised,</li> <li>(g) other matters contained in section 1.5.4.</li> </ul> <p>B2.2.2 Implement design guidelines for the control of public and private signage to enable:</p> <ul style="list-style-type: none"> <li>(a) compatibility with the local heritage character and scale (this may require specific signage controls for designated heritage precincts),</li> <li>(b) consistency in the size, form and content to improve legibility,</li> <li>(c) appropriate size, location, content and number of signs to improve the visual amenity and reduce clutter,</li> <li>(d) removal of existing signage that does not comply with the provisions of CPS4 and is considered a significant blight on the amenity of the immediate locality in order to reduce the impact of advertising and enhance the visual amenity of the area.</li> </ul> <p>B2.2.3 Implement provisions that permit contributions to the upgrading of public spaces for major developments where appropriate, such as:</p> <ul style="list-style-type: none"> <li>(a) paving and streetscape works,</li> <li>(b) public seating,</li> <li>(c) street trees/landscaping,</li> <li>(d) public art.</li> </ul> <p>B2.2.4 Encourage the integration of internal and external display of public art within the planning process for major developments. Public art shall be promoted both as part of the development and as an adornment to or near the</p>

	<p>development.</p> <p>Refer to Strategy:</p> <ul style="list-style-type: none"> <li>- A3.2.1 (development to comply with good residential design).</li> <li>- A5.1.1 (development to contribute to safe communities).</li> <li>- B2.1.2 (development to contribute to good urban design implement through design guidelines under CPS4).</li> </ul>
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<p><b>GOAL:</b>  <b>B3 - To develop diverse and attractive local centres that provide a community focus for neighbourhood areas.</b></p> <p><i>Background</i>  It is important to provide a focus for residents that provides for daily and weekly shopping and service needs, but also fulfil a social role for the community, in providing a focus for social interaction and creating a 'sense of community'. The quality of the built form is very important in this role, and it would be desirable for each local centre to develop a distinctive and unique character.</p> <p><i>Key Associated Documents</i></p> <ul style="list-style-type: none"> <li>• Local Commercial Strategy - as background paper</li> </ul>	
<b>OBJECTIVES</b>	<b>STRATEGIES</b>
<p><u>Objective:</u>  B3.1 - To encourage a compatible mix of land uses which provide services and facilities for residents and contribute to the diversity and vitality of local centres.</p>	<p>B3.1.1 Apply a 'Local Centre' zone over designated local centres and in the zoning table allow the development of land uses in accordance with section 1.5.2.</p> <p>B3.1.2 Apply a 'Neighbourhood Centre' zone over designated neighbourhood centres (small local shopping sites, not Local Centres) to ensure they have continued use rights as commercial premises) and in the zoning table allow the development of land uses in accordance with section 1.5.2.</p> <p>B3.1.3 Facilitate the development of land uses in Local and Neighbourhood Centres by restricting the spread of retail development in mixed use, commercial, industrial and residential areas.</p> <p>Refer to Strategy:</p> <ul style="list-style-type: none"> <li>- B2.1.1 (development to comply with statement of heritage significance through Local Planning Area controls in CPS4).</li> <li>- B2.2.1 (development to comply with principles of good design implemented through design guidelines for city centre, local centres, mixed use and commercial areas).</li> </ul>
<p><u>Objective:</u>  B3.2 - To ensure that development contributes to good quality streetscapes and public spaces that promote community interaction, accessibility and an identifiable character.</p>	<p>Refer Council works programs:</p> <ul style="list-style-type: none"> <li>- Local Centres Program (ongoing)</li> </ul> <p>Refer to Strategy:</p> <ul style="list-style-type: none"> <li>- B2.1.1 (implement statements of cultural heritage significance and character through Local Planning Area controls in CPS4).</li> <li>- B2.2.1 (development to comply with principles of good design implemented through design guidelines for local centres, mixed use and commercial areas).</li> <li>- B2.2.2 (implement design guidelines for the control of signage)</li> <li>- B2.2.3 (major developments to contribute to the upgrade of public spaces)</li> <li>- B2.2.4 (major developments to contribute to public art)</li> </ul>
<p><u>Objective:</u>  B3.3 - To facilitate the development of residential uses within and in close proximity to local centres.</p>	<p>B3.3.1 Facilitate residential development in local centres by:</p> <ol style="list-style-type: none"> <li>(a) encouraging new buildings in local and neighbourhood centres to be 2-3 storeys (6-9 metres) in height and containing an upper level residential component,</li> <li>(b) applying higher densities within close proximity of local centres where it is compatible to heritage character and</li> </ol>

	<p>scale.</p> <p>Refer to Strategy:</p> <ul style="list-style-type: none"> <li>- A3.2.1 (development to comply with the principles of good residential design).</li> </ul>
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**GOAL:**  
**B4 - To develop a diverse and attractive city centre that functions as a town centre and a regional centre.**

*Background*  
 The city centre presents complex layers of land use, built form, culture and history. Together with its primary function of being a regional centre and a port, these points are crucial to the identity of Fremantle. The city centre must, however, balance the needs of locals together with that of visitors and workers.

*Key Associated Documents*

- Fremantle City Centre Urban Design Strategy
- Fremantle City Centre Blueprint (in preparation)
- Economic Development Strategy (under review)

<b>OBJECTIVES</b>	<b>STRATEGIES</b>
<p><u>Objective:</u>                      B4.1 - To encourage a diverse mix of land uses which provide services and facilities for residents and visitors.</p>	<p>B4.1.1 Apply a City Centre zone over the whole of the central area, where any land use maybe considered within its immediate context. Refer section 1.5.2.</p> <p>B4.1.2 Apply a precinct approach to land use in the city centre that ensures a mix of compatible uses within the different 'functional' areas of the City Centre (refer to City Centre Local Planning Area). Within these precincts, most and least preferred land uses will be specified.</p> <ul style="list-style-type: none"> <li>(a) Fishing Boat Harbour:                              Preferred - marine commercial/industrial, entertainment,                              Least preferred - residential (prohibited)</li> <li>(b) Victoria Quay:                              Preferred - maritime education/cultural, port industry,                              Least preferred - residential, retail</li> <li>(c) Retail core:                              Preferred - main retail ground floor, office above,                              Least preferred - residential on ground level,</li> <li>(d) Office/retail fringe:                              Preferred - mixed use retail, office, administration and civic use, residential above,                              Least preferred -</li> <li>(e) West End:                              Preferred - maritime commerce/ warehousing, mixed use, office, residential,                              Least preferred -</li> <li>(f) Entertainment                              Preferred - entertainment, café/restaurant, retail, upper level office                              Least preferred - residential</li> <li>(g) Education,                              Preferred - education, short term accommodation, IT and education service businesses                              Least preferred - residential at ground level</li> </ul> <p>B4.1.2 Develop a zoning table of specific permitted, prohibited and discretionary land uses for the city centre precincts in CPS4 to facilitate a compatible mix of land uses and to restrict the domination of one or a few particular types of land uses. Include the ability to distinguish permitted/discretionary uses within vertical spaces of buildings ie. vertical zoning. In general, desirable uses for the city centre fall within the</p>



	<p>categories of retailing, commercial services, offices, entertainment, upper-level residential, recreation and community facilities and services and port/marine activities (within existing Port and Boat Harbours reserves).</p> <p>B4.1.3 Encourage local convenience facilities that serve resident populations, workers and visitors in the central area.</p> <p>Refer to: City Centre Local Planning Area</p>
<p><u>Objective:</u> B4.2 - To facilitate the development of appropriate levels of residential use in the city centre.</p>	<p>B4.2.1 Facilitate residential development by:</p> <ul style="list-style-type: none"> <li>(a) encouraging affordable housing and short-term accommodation,</li> <li>(b) permit shared parking with other site uses,</li> <li>(c) reducing residential parking requirements below standard R Code requirements,</li> <li>(d) incentives for conversion of existing vacant upper floors to residential uses.</li> </ul> <p>Refer to Strategy:</p> <ul style="list-style-type: none"> <li>- A3.2.1 (development to comply with principles of good residential design).</li> <li>- City Centre Local Planning Area.</li> </ul>
<p><u>Objective:</u> B4.3 - To ensure that development contributes to good quality streetscapes and public spaces that promote community interaction, accessibility and an identifiable character.</p>	<p>Refer to Strategy:</p> <ul style="list-style-type: none"> <li>- B2.1.3 (development to contribute to the good urban design implemented through design guideline controls under CPS4).</li> <li>- B2.2.2 (implement design guidelines for the control of signage).</li> <li>- B2.2.3 (major developments to contribute to the upgrade of public spaces).</li> <li>- B2.2.4 (major developments to contribute to public art).</li> <li>- B2.2.1 (design guidelines for commercial areas).</li> </ul>

<p><b>GOAL:</b> <b>B5 - To encourage the development of business and employment generating activities in appropriate locations.</b></p> <p><i>Background</i> Land use planning can impact on economic diversity in several ways, such as provision of land for economic activity, quality of urban environments to encourage businesses to operate in Fremantle, and support of home based businesses (which have the potential to significantly contribute to business activity and act as business incubators, also an increasing 'lifestyle' choice).</p> <p>Increasing catchment numbers is a major part of a vibrant local economy (ie. more people access businesses in Fremantle). Co-operative partnerships between local and state government, business/industry and community organisations are critical to the economic prosperity of Fremantle.</p> <p><i>Key Associated Documents</i></p> <ul style="list-style-type: none"> <li>• Economic Development Strategy (under review)</li> </ul>	
<p><b>OBJECTIVES</b></p>	<p><b>STRATEGIES</b></p>
<p><u>Objective:</u> B5.1 - To support the establishment of home occupations and to recognise their contribution to economic and social vitality.</p>	<p>B5.1.1 Implement provisions for the establishment of home occupations, catering for three levels of home occupations being:</p> <ul style="list-style-type: none"> <li>(a) <i>home office</i> meaning administration functions only,</li> <li>(b) <i>home business</i> meaning any activity not falling in the 'home office' and 'cottage industry',</li> <li>(c) <i>cottage industry</i> meaning small-scale production and service industry such as arts/crafts and repair etc.</li> </ul> <p>B5.1.2 Implement provisions that waive the need for planning approval for home offices (ie. home offices use considered</p>

	'as-of-right').
<p><u>Objective:</u> B5.2 - To promote the development of mixed-use areas.</p>	<p>B5.2.1 Apply a 'Mixed Use' zone over appropriately located mixed use areas and in the zoning table allow the development of land in accordance with section 1.5.2.</p> <p>B5.2.2 Implement development controls for mixed use areas to ensure that land uses provide for new buildings to be 2 storeys (to 6 metres) in height and a maximum of 3 storeys (to 9 metres) in height, where compatible, to encourage multiple storey development.</p> <p>Refer to Strategy:</p> <ul style="list-style-type: none"> <li>- B2.1.1 (implement Statements of Cultural Heritage Significance and Character through Local Planning Area controls in CPS4).</li> <li>- B2.2.1 (implement design guidelines for mixed use and other areas).</li> <li>- A3.2.1 (development to comply with principles of good residential design).</li> </ul>
<p><u>Objective:</u> B5.3 To consolidate commercial uses within designated centres and to control the spread of commercial uses outside these centres.</p>	<p>Refer to Strategy:</p> <ul style="list-style-type: none"> <li>- B2.1.1 (implement statements of cultural heritage significance and character through Local Planning Area controls under CPS4).</li> </ul>
<p><u>Objective:</u> B5.4 - To facilitate the development of industrial activity in appropriate locations.</p>	<p>B5.4.1 Apply an 'Industry' zone over designated industrial areas and in the zoning table allow the development of land uses in accordance with section 1.5.2.</p> <p>B5.4.2 Generally oppose subdivision (green title) of lots in designated industrial areas below 1500m<sup>2</sup>, to ensure lots are capable of accommodating industrial activities and buildings.</p> <p>Refer to Strategy:</p> <ul style="list-style-type: none"> <li>- B2.1.1 (implement statements of cultural heritage significance and character through Local Planning Area controls in CPS4).</li> </ul>
<p>B5.5 To encourage the retention of locally convenient small scale centres for residents.</p>	<p>Refer to Strategy:</p> <ul style="list-style-type: none"> <li>- B3.1.2 (apply Neighbourhood Centre zone).</li> </ul>
<p>B5.6 To accommodate the changing work and business environments (as demonstrated in the IT industry).</p>	<p>B5.6.1 Recognise and promote Fremantle as an 'on-line' city that accommodates and attracts new businesses by offering diverse 'lifestyle' opportunities.</p> <p>B5.6.2 Provide an urban environment that is conducive for IT and e-commerce businesses to be attracted in terms of facilities, amenity and lifestyle.</p> <p>Refer to Strategy:</p> <ul style="list-style-type: none"> <li>- B5.1.1 &amp; B5.1.2 (relating to home businesses).</li> </ul>
<p>B5.7 To support continued economic development and business growth.</p>	<p>B5.7.1 To continue to work with partnership associations (such as the Chamber of Commerce) to promote Fremantle and encourage business and development in Fremantle that is consistent with the advantages of its regional function and location.</p> <p>Refer Associated Programs:</p> <ul style="list-style-type: none"> <li>- Fremantle First (Chamber of Commerce).</li> </ul>

<p><b>GOAL:</b>  <b>B6 - To ensure urban form and development contribute to sustainability (environmental, social/cultural and economic).</b></p> <p><i>Background</i>  There is no universal definition of the term 'sustainability', however, for the FPS Ecologically Sustainable Development will be interpreted as incorporating the following core objectives:</p> <ul style="list-style-type: none"> <li>• Development and management of resources for the benefit of both present and future generations,</li> <li>• Provision for equity within and between generations,</li> <li>• Global responsibility – we have responsibilities that extend beyond our local area.</li> </ul> <p>Sustainability involves the integration of physical/environmental planning with economic and social/cultural planning to meet basic needs for environmental quality (ie. air, water, soil, biodiversity to sustain life), economic prosperity (ie. basic food/clothing/shelter/education, to facilitate capital investment to undertaken environmental and social initiatives, maximise human potential) and community well-being (ie. social justice, social/cultural diversity, maximise human potential).</p> <p><i>Key Associated Documents</i></p> <ul style="list-style-type: none"> <li>• Sustainability Framework (in preparation)</li> <li>• Fremantle Green Plan</li> <li>• Our Place - Cultural Policy and Plan</li> <li>• Fremantle - State of the Environment Report (in preparation)</li> <li>• Economic Development Strategy (under review)</li> <li>• Fremantle Transport Strategy (draft)</li> </ul>	
<b>OBJECTIVES</b>	<b>STRATEGIES</b>
<p><u>Objective:</u>  B6.1 - To adequately define 'sustainability' for Fremantle and incorporate the principles of sustainability into scheme provisions and policies.</p>	<p>B6.1.1 Implement a comprehensive definition of the principles of 'sustainability', and criteria for its consideration for all development, to provide for:</p> <ul style="list-style-type: none"> <li>(a) conservation of natural resources and features,</li> <li>(b) reduction of waste and pollution,</li> <li>(c) optimising energy efficiency,</li> <li>(d) reducing vehicles emissions and impacts,</li> <li>(e) responding to local climate,</li> <li>(f) improving biodiversity and habitat provision,</li> <li>(g) sustainable population densities,</li> <li>(h) recycling and re-use of materials and buildings,</li> <li>(i) diversifying the local economy, and providing local employment,</li> <li>(j) maintain a diverse social and cultural environment,</li> <li>(k) participation in planning decisions.</li> </ul>
<p><u>Objective:</u>  B6.2 - To facilitate sustainable population growth and densities while retaining local character.</p>	<p>Refer to Strategy:</p> <ul style="list-style-type: none"> <li>- A1.1.1 (facilitating residential development).</li> <li>- A1.1.2 (facilitating mixed use developments).</li> </ul>
<p><u>Objective:</u>  B6.3 - To provide work and living opportunities in close proximity to each other.</p>	<p>Refer to Strategy:</p> <ul style="list-style-type: none"> <li>- B3 (developing diverse and attractive local centres).</li> <li>- B4 (developing a diverse and attractive city centre).</li> <li>- B5 (developing mixed use areas and employment opportunities).</li> </ul>
<p><u>Objective:</u>  B6.4 - To promote walking and cycling and ensure development supports public transport systems.</p>	<p>Refer to Strategy:</p> <ul style="list-style-type: none"> <li>- A1.1.1 (facilitating residential development at appropriate densities).</li> <li>- A1.1.2 (encouraging residential development in Local Centres, City Centre and Mixed Use areas).</li> <li>- A2.2.1 (development is to contribute safe and convenient access to services and facilities).</li> <li>- A5.1.1 (development is to contribute to safe communities).</li> <li>- A5.2.1 (implement draft Fremantle Green Plan and draft Fremantle Recreation Policy and Plan).</li> </ul>

	<ul style="list-style-type: none"> <li>- B3 (developing diverse and attractive local centres).</li> <li>- B4 (developing a diverse and attractive city centre).</li> <li>- C5 (encouraging use of public transport networks).</li> <li>- C6 (promote and enhancing pedestrian and cycling environments).</li> </ul>
<p><b>Objective:</b> B6.5 - To ensure development responds to the local climate and topography and contributes to an improved natural environment.</p>	<p>B6.5.1 Implement provisions for all development, where compatible to heritage character and scale, to provide:</p> <ul style="list-style-type: none"> <li>(a) passive solar orientation to private open space , living rooms and work areas,</li> <li>(b) minimising overshadowing to private open space and openings to rooms,</li> <li>(c) natural ventilation,</li> <li>(d) thermal massing,</li> <li>(e) insulation,</li> <li>(f) landscaping,</li> <li>(g) ecologically-efficient/sustainable building materials and colour,</li> <li>(h) water sensitive design (including landscaping) and stormwater management,</li> <li>(i) reuse of grey-water where authorised by the WA Health Department,</li> <li>(j) energy efficient appliances (including hot water systems, an heating/cooling appliances),</li> <li>(k) retention of significant vegetation and/or replanting vegetation where lost and encouraging appropriate landscaping.</li> </ul> <p>B6.5.2 Implement provisions that provide for the retention of significant environmental features and landforms (where possible) in the development and subdivision of land such as:</p> <ul style="list-style-type: none"> <li>(a) limestone outcrops,</li> <li>(b) native vegetation,</li> <li>(c) mature trees,</li> <li>(d) natural ground levels.</li> </ul> <p>Refer to Strategy:</p> <ul style="list-style-type: none"> <li>- A5.4.5 (do not permit the development of hazardous uses).</li> <li>- A5.5.1 (require assessment and remediation of contaminated sites).</li> </ul>

<p><b>GOAL:</b> <b>B7 - To provide safe and accessible open spaces.</b></p> <p><i>Background</i> Open spaces relate to parks/reserves, streets, public squares etc. and are an important component of active and passive recreation, as well as contributing to the 'green' spaces.</p> <p><i>Key Associated Documents</i></p> <ul style="list-style-type: none"> <li>• Fremantle Green Plan</li> <li>• Fremantle Recreation Policy and Plan</li> </ul>	
<p><b>OBJECTIVES</b></p>	<p><b>STRATEGIES</b></p>
<p><b>Objective:</b> B7.1 - To ensure an adequate distribution of open space.</p>	<p>B7.1.1 The full 10% requirement for POS will be required for all subdivisions (unless there is an adequate supply of POS in the locality - refer Fremantle Green Plan). This public open space provision will be exclusive of the following:</p> <ul style="list-style-type: none"> <li>(a) any regional open space identified as Parks and Recreation under the MRS,</li> <li>(b) drainage, land use buffers or accessways, unless the community can effectively use this land (where in appropriate cases a maximum 50% credit, for that portion of land, to the total provisions will be</li> </ul>

considered).

B7.1.2 POS may be required for industrial or commercial subdivision in order to provide for buffer strips, landscaping and/or protect significant vegetation or topographical features.

B7.1.3 The following foreshore reserves are required:

- (a) A minimum of 100 metre wide coastal foreshore reserve for land abutting a coastal foreshore. This shall be measured from the beginning of the accepted permanent vegetation line. This coastal reserve may also be required to be increased depending on other environmental and recreational requirements.
- (b) A minimum of 30m foreshore reserve for land abutting the Swan River.

B7.1.4 The location and size of POS shall comply with the following requirements:

- (a) satisfy the Fremantle Green Plan and Fremantle Recreation Policy and Plan,
- (b) satisfy the quality, quantity and convenience of the open space in terms of the recreational and social needs of the community,
- (c) retain natural features (particularly remnant or coastal vegetation, significant trees, topography and natural contours) and cultural places and landmarks,
- (d) create linkages for habitats and wildlife corridors,
- (e) protect/create significant vistas,
- (f) integrate with other land uses such as schools and other community facilities, including linking with existing open space areas/reserves,
- (g) enhance personal security and surveillance, property security, visual amenity and minimise vandalism by:
  - (i) define open space with streets, and
  - (ii) provide access to open space via the local street system rather than pedestrian access ways.

B7.1.5 In circumstances where it is acceptable, cash-in-lieu for the provision of POS may be used in the following manner:

- (a) for the purchase of open space in the locality in which the subdivision is situated,
- (b) repaying loans raised by Council for the purchase of such land, and/or
- (c) with the approval of the Minister for Planning, for the suitable improvement or development of open space in the locality of the subdivision including works such as: earthworks, seating, spectator cover, grass planting, landscaping, toilets, change rooms, reticulation, lighting, play equipment, pathways, fencing, walk trails, car parking and signs relating to recreational pursuits.

B7.1.6 Retain the network of ROW's and PAW's where they provide linkages to open space areas.

Refer to Strategy:

- A5.2.1 (implement the recommendations of the Fremantle Green Plan and the Fremantle Recreation Policy and Plan).
- A5.2.2 (facilitate provision of public open space).
- A5.2.3 (appropriately designed public open space).

<p><u>Objective:</u> B7.2 - To promote high quality open spaces.</p>	<p>B7.2.1 Ensure that recreation facilities and spaces are placed in appropriate locations, so that it is both visible and safe.</p> <p>B7.2.2 Council should only accept POS vesting where the POS has been developed to an acceptable standard.</p> <p>Refer to Strategy:</p> <ul style="list-style-type: none"> <li>- A5.1.1 (development to contribute to safe communities).</li> <li>- A5.2.2 (facilitate provision of public open space).</li> <li>- A5.2.3 (appropriately designed public open space).</li> <li>- A5.2.1 (implement the recommendations of the draft Fremantle Green Plan and the draft Fremantle Recreation Policy and Plan).</li> </ul>
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### 4.3 Planning for Access and Movement (Section C)

<p><b>GOAL:</b>  <b>C1 - To promote management of regional traffic that contributes positively to the community and landscape and minimises the impact of regional traffic flows.</b></p> <p><i>Background</i>  Fremantle is a distribution point for goods moving into and out of the port and industrial areas, in addition to being a strategic regional centre and providing a major regional link across the Swan River. Regional roads and traffic have the effect of creating social and environmental barriers to cohesive community development. While regional traffic must be accommodated, engineering solutions to transport planning must recognise the needs of the local environment and not over-plan for future traffic needs.</p> <p><i>Key Associated Documents</i></p> <ul style="list-style-type: none"> <li>• Perth Metropolitan Freight Transport Strategy</li> <li>• Fremantle Transport Strategy (draft)</li> </ul>	
<b>OBJECTIVES</b>	<b>STRATEGIES</b>
<p><u>Objective:</u>  C1.1 - Limit capacity of regional roads to that required for inter-peak travel demand.</p>	<p>C1.1.1 If the Fremantle Eastern Bypass Primary Regional Roads Reserve is deleted from the MRS, zone the land in accordance with the surrounding local zone(s).</p> <p>C1.1.2 Pursue low impact regional traffic movement on the Leighton Peninsula (including the use of Stirling Highway as the main route to/from the north), that does not further divide the North Fremantle community from the ocean.</p> <p>C1.1.3 Negotiate with Main Roads WA/WAPC for the removal of road widening reservations of South Street east of Seaview Street and the down grading of the road classifications in Fremantle.</p> <p>C1.1.4 Roads and truncations proposed to be widened in accordance with the Fremantle Municipal Building Line Local Law should be deleted, subject to a multi-disciplinary review.</p>
<p><u>Objective:</u>  C1.2 - Minimise the social and environmental impacts of roads and traffic.</p>	<p>C1.2.1 Require all major development and infrastructure proposals to comply with Department of Environmental Protection guidelines for social and environmental impact assessments.</p> <p>C1.2.2 Require that major road proposals include a traffic impact assessment (transport impact statement) to justify the proposal and to identify and resolve impacts.</p> <p>C1.2.3 Where appropriate, traffic-calm around local centres, schools, open space and residential areas, and generally where required, to improve access and safety.</p> <p>C1.2.4 Generally retain an open and permeable road network, that provides alternative routes for all modes of traffic. Street closures should only be considered where they are fully justified and the local traffic impact is considered acceptable.</p> <p>Refer Council works programs:</p> <ul style="list-style-type: none"> <li>- Local Centres Program (ongoing)</li> <li>- Streets Ahead programs (ongoing)</li> </ul>
<p><u>Objective:</u>  C1.3 - To support and plan for good road and rail access to the Fremantle Port.</p>	<p>C1.3.1 Provide for an increase in the use of rail freight transport, particularly from the Port. Support transport initiatives, and where necessary amendments to the MRS, that facilitate better rail access to/from the Port.</p>

	<p>C1.3.2 Accommodate recreational beach use, beach erosion patters and port traffic and public access to Port Beach in any transport solutions for access to the Fremantle Port.</p> <p>C1.3.3 In relevant Local Planning Areas require new development abutting railways to include measures to minimise potential increases in noise and vibration associated with rail movements.</p>
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**GOAL:**  
**C2 - To integrate planning for land use and transport to achieve sustainable urban development.**

*Background*  
 It is recognised that urban planning must integrate the policy framework and decision making relating to land use and transport, if long term objectives for urban sustainability are to be achieved. Issues such as the location and mix of land uses, density, parking and movement systems must be considered as an integrated system in order to change the established norms of living, working and recreation patterns, particularly Perth’s reliance on the private motor vehicle.

*Key Associated Documents*

- Fremantle Transport Strategy (draft)

OBJECTIVES	STRATEGIES
<p><u>Objective:</u>                      C2.1 - Ensure that sustainable solutions to transport and land use issues are considered together.</p>	<p>C2.1.1 Implement provisions for structure plans in CPS4. Refer section 1.5.5).</p> <p>C2.1.2 Structure plans shall provide for all modes of transport without negative impacts on existing neighbourhoods.</p> <p>C2.1.3 Encourage ‘like’ activities to be clustered in order to limit transport demand, promote convenient comparison shopping and ensure major traffic generators (university, hospital etc) are served by all forms of transport.</p> <p>C2.1.4 Encourage industry and commerce, such as IT based business, to establish particularly where they have lower associated transport requirements.</p> <p>C2.1.5 Locate higher density residential and mixed use developments where they are well serviced by public transport and in proximity of local centres and the city centre.</p> <p>C2.1.6 Ensure high activity uses (eg. retails shops and commercial offices) are located near to the rail-bus interchange to maximise opportunities for business transactions and exposure.</p> <p>C2.1.7 Permit and encourage people to work from home where business in residential areas have little impact on residential amenity (refer strategy B5.1.1/B5.1.2 relating to home businesses).</p> <p>C2.1.8 Road widths and traffic control solutions should not negatively affect historic features (such as verandahs and balconies) or prevent their future possible reinstatement unless they encroach the pavement space or are unauthorised or dangerous.</p>



<p><b>GOAL:</b>  <b>C3 - To reduce reliance on, and the impact of, private motor vehicles.</b></p> <p><i>Background</i>  While Fremantle has long been recognised for lower car ownership levels and greater use of public transport, cycling and walking as a means of transport, than other areas of Perth. Unfortunately, the balance is changing and car use is increasing. The motor vehicle has enhanced mobility but has contributed to safety and pollution problems that negatively affect the community. These trends need to be reversed and the local and regional community's reliance on the car should be reduced in favour of other 'green' transport modes.</p> <p><i>Key Associated Documents</i></p> <ul style="list-style-type: none"> <li>• Fremantle Transport Strategy (draft)</li> <li>• Fremantle City Centre Blueprint (in preparation)</li> <li>• Fremantle City Centre Access and Transport Strategy</li> </ul>	
<b>OBJECTIVES</b>	<b>STRATEGIES</b>
<p><u>Objective:</u>  C3.1 - Encourage other modes of transport instead of the private motor vehicle. (refer also C5 and C6)</p>	<p>C3.1.1 Support public transport, pedestrian and bicycle initiatives and improvements, including educational travel demand management programs (such as TravelSmart) to moderate growth in car traffic and encourage the use of other modes.</p> <p>C3.1.2 Generally increase population and employment, supported by a more accessible, viable and efficient public transport system.</p>
<p><u>Objective:</u>  C3.2 - Reduce vehicle movements for commuting and convenience trips.</p>	<p>C3.2.1 Permit 'convenience' businesses to locate in local and neighbourhood centres.</p> <p>C3.2.2 Ensure there are safe and pleasant walking environments (refer goal C6 relating to cycling and walking).</p> <p>C3.2.3 Protect areas that generate employment and provide goods and services with appropriately zoned areas, including mixed use areas, so that the such facilities are available for Fremantle workers and residents.</p>

**GOAL:**

**C4 - To reduce the demand for and balance the provision of parking, to ensure convenient access while promoting economic, environmental and social sustainability.**

*Background*

The demand and supply of car parking is a complex issue. Within the outer areas it is recognised that each development must satisfy its own parking requirements on-site, unless there are heritage reasons that prevent this. Street parking causes some resident complaints, and should generally only be used for visitor and short term parking use. Within the central area, there is an adequate supply of car parking, however the cost and location of car parking needs to be better resolved. It is acknowledged that the key issues include how to optimise parking; managing conflict between residential and commercial/visitor parking demands; better utilisation of funding,; and greater use of alternative transport modes. Car parking should be seen as only one measure of accommodating the residents, workers and visitors of the city, balanced against other transport modes that do not alienate large amounts of land for the housing of the motor vehicle.

*Key Associated Documents*

- Fremantle Transport Strategy (draft)
- Safety and Security with the City of Fremantle
- Fremantle City Centre Blueprint (in preparation)
- Fremantle City Centre Access and Transport Strategy

OBJECTIVES	STRATEGIES
<p><u>Objective:</u> C4.1 - To provide a balanced supply of car parking.</p>	<p>C4.1.1 In accordance with the draft Fremantle Transport Strategy, integrate street parking and parking station locations into a parking plan, linked to dedicated funding and the use of cash-in-lieu payments for the future provision of public parking facilities (refer also Strategy C5.2.1).</p> <p>C4.1.2 Apply a universally and rigorously applied cash-in-lieu of car parking requirement linked to a parking/public transport trust account. Cash-in-lieu will be uniformly applied to development and change of use applications, where on-site parking can not, or should not be provided (ie. where there are existing building/heritage constraints, where there are access constraints, where other car parking alternatives are immediately available). Waiving of carparking or trade-offs for other work (eg. heritage restoration) will not be permitted.</p> <p>C4.1.3 Implement appropriate parking ratios with CPS4 based on:                      (a) a wide range of land use classes as prescribed in the Town Planning Amendment Regulations (Model Scheme Text),                      (b) known car parking conflicts (eg. parking provision for medical centres) and to better reflect demand for car parking (to balance with cash-in-lieu requirements),                      (c) taking into account metropolitan parking standard surveys such as detailed in the Car Parking Standards - Local Authority Town Planning Schemes - Perth Metropolitan Area (Chris O'Neill &amp; Associates 1998),                      (d) a 50% reduction to the parking requirement for the central city area owing to its greater accessibility and availability of alternative modes of transport (to the private car),                      (e) concessions for providing spaces for small vehicles and motorbikes.</p> <p>C4.1.5 Where appropriate, encourage through planning conditions, opening of private commercial parking bays for public use in the evenings and on weekends.</p>

	C4.1.6 Implement 'standard' and 'shared' parking ratios and criteria into CPS4 to enable flexible parking arrangements in the management of car parking.
<p><u>Objective:</u> C4.2 - Appropriately locate parking as to not dominate or cause conflict.</p>	<p>C4.2.1 Locate car parks around the periphery of the city centre (peripheral parking area to be defined in the City Centre Local Planning Area), to improve ease of access from the distributor road system, reduce traffic volumes on the inner city access roads, and to give preference to the provision of public transport in the city centre.</p> <p>No public or private car parking stations shall be permitted within the boundary of the peripheral parking area, other than where it directly accommodates parking for the use/development. Existing car parks such as Queensgate will be considered to be an anomaly in this peripheral parking strategy.</p> <p>C4.2.2 Negotiate with Westrail to use surplus railways land for public car parking adjacent to Elder Place, and where necessary, seek changes to the MRS to amend the alignment of the Railways reservation.</p> <p>C4.2.3 Car parking in local centre, commercial, industrial and mixed use areas shall not be located at the front of a building or in a position which dominates the development. Parking should be located where possible at the side or rear (refer also objective C4.3 relating to the management of parking conflicts).</p>
<p><u>Objective:</u> C4.3 - Manage conflicts between residential and commercial parking and demands.</p>	<p>C4.3.1 While each development should provide its car parking on-site, in areas where there is no off-street public parking, ensure that new development provides all required car parking on-site, so that the local street network is not loaded with car parking.</p> <p>C4.3.2 Require parking, manoeuvring and loading areas to be adequately screened, located away from main living areas, and softened by landscaping and shade trees.</p> <p>C4.3.3 Promote shared parking and access arrangements, facilitated by easements or rights of carriageway placed on the title, or strata title management plans where necessary.</p> <p>C4.3.4 Require car parks to be developed to a high standard of finish, signage (and of a uniform design standard), lighting and landscaping.</p>
<p><u>Objective:</u> C4.4 - Ensure that car parking areas, garages and carports do not dominate buildings or the streetscape.</p>	<p>C4.4.1 Require that car parking structures (garages, carports and the like) are not constructed in front of the building line (the front setback defined by the front of the building/dwelling), and that they are constructed of compatible materials so as to not dominate the building. In some cases, where a building has cultural heritage significance, parking will not be allowed in the front setback where it significantly detracts from that building.</p> <p>C4.4.2 Limit the impact of double garage doors where they dominate the frontage of buildings, and in such cases promote tandem parking.</p> <p>C4.4.3 Vehicular access to the rear of properties is encouraged in preference to street access where it is available.</p>

**GOAL:**

**C5 - To encourage the use of public transport and promote Fremantle as a major public transport node.**

*Background*

Fremantle is well serviced by public transport links, as it is a regional centre. Maximum use needs to be made of these facilities in order to reduce reliance on the private motor vehicle.

*Key Associated Documents*

- Fremantle Transport Strategy (draft)
- Safety and Security with the City of Fremantle
- Lighting Study (draft)
- Fremantle City Centre Blueprint (in preparation)

OBJECTIVES	STRATEGIES
<p><u>Objective:</u> C5.1 - Encourage development around major public transport routes.</p>	<p>C5.1.1 Railway stations (Fremantle, North Fremantle and possibly Leighton), and high frequency bus routes represent opportunities for higher density residential use and/or businesses that attract larger numbers of people. While new 'strip development' should not be encouraged, intensification of use and redevelopment should be maximised within the existing local centres, city centre, and along main pedestrian desire routes, provided a high level of amenity is achieved.</p> <p>C5.1.2 Urban environments around public transport routes/nodes should be safe, and in accordance with CPTED principles (refer objective A5.1).</p>
<p><u>Objective:</u> C5.2 - Promote the planning for, and development of, public transport initiatives.</p>	<p>C5.2.1 Develop provisions for cash-in-lieu for car parking to be directed to public transport and other infrastructure. This is not additional to cash-in-lieu provisions specified in Strategy C4.1.2.</p> <p>C5.2.2 Provide/maintain park and ride facilities near the North Fremantle railway station.</p> <p>C5.2.3 Access to public transport routes and nodes should be maintained and improved, including retaining the network of linkages via a permeable local street network, rights-of-way and pedestrian-access-ways.</p>

<p><b>GOAL:</b>  <b>C6 - To promote and enhance the pedestrian and cycling transport modes.</b></p> <p><i>Background</i>  A large number of vehicle trips can be substituted by healthy alternatives such as walking and cycling. In order for these modes to become widely used, safer and better connected facilities and routes need to be established.</p> <p><i>Key Associated Documents</i></p> <ul style="list-style-type: none"> <li>• Fremantle Transport Strategy (draft)</li> <li>• Safety and Security with the City of Fremantle</li> <li>• Fremantle Green Plan</li> <li>• Fremantle Bike Plan (under review)</li> </ul>	
OBJECTIVES	STRATEGIES
<p><u>Objective:</u>  C6.1 - Provide, improve and maintain on-road and off-road bicycle routes and end-of-trip facilities for cyclists.</p>	<p>C6.1.1 Implement provisions that require the provision for end-of-trip facilities for cyclists (including secure parking, showers, change rooms, and drinking fountains) for major commercial/industrial developments. This shall include standards for the provision of bike racks.</p> <p>C6.1.2 Identify pedestrian/bike routes and provide for pedestrian and bicycle infrastructure within public spaces, activity centres and commercial centres where practicable.</p> <p>C6.1.3 Apply CPTED/CPTEM principles to all private and public spaces/developments especially along major pedestrian/bike routes (refer Strategy A5.1.1 and B2.3.1).</p> <p>C6.1.4 Ensure that all local cycle routes are connected and integrated into the Perth Bicycle Network.</p>
<p><u>Objective:</u>  C6.2 - Provide, improve and maintain pedestrian routes and areas.</p>	<p>C6.2.1 Encourage people to walk more by completing a network of walking routes, to create a safe and pleasant walking environment, which will bring health benefits and increase opportunities for social interaction.</p> <p>C6.2.2 Require all public areas and private developments to provide or contribute to a high quality pedestrian environment, including upgrading footpaths and the provision of lighting, weather protection, shade, drinking fountains, seating and safety etc. (refer Strategy A5.1.1 and B2.2.3).</p> <p>C6.2.3 Promote casual surveillance and retain an open and interesting pedestrian environment by requiring developments to orientate towards the street and maintain low front fencing. This will also discourage justification for high traffic speeds as there will be greater levels of vehicle/ pedestrian/ cyclist interaction.</p>

**GOAL:**

**C7 - To ensure universal access to buildings, spaces, services and facilities for all people.**

*Background*

Given the ageing Fremantle population, consideration must be given to housing that can be easily adapted for the changing requirements of a buildings inhabitants. While features such as hand rails and ramps can be installed later, it is important that door widths and bathroom sizes can accommodate wheelchairs, as retrofitting is difficult and expensive.

All developments and services should be designed to be accessible to all members of the community at the time of initial planning, where the cost of accommodating 'special' design and access requirements is minimal.

*UNIVERSAL ACCESS = design of 'products' and environments to be useable by all people, to the greatest extent possible, without the need for adaptation or specialised design.*

*Key Associated Documents*

- Disability Access Plan
- Building Code of Australia
- Australian Standards

OBJECTIVES	STRATEGIES
<p><u>Objective:</u> C7.1 - For new buildings, seek to achieve optimum accessibility.</p>	<p>C7.1.1 Ensure that new buildings comply with current / relevant legislation to provide universal access in all components of design, but particularly commercial, public and accommodation (except private residential).</p> <p>C7.1.2 Require the provision of disabled parking bays in large developments (refer Australian Standards AS28901.1 Table C1).</p> <p>C7.1.3 Ensure that buildings have clear, assessible and identifiable openings and entrances.</p>
<p><u>Objective:</u> C7.2 - For existing buildings provide improved access when alterations are proposed, and when it is practical and reasonable to do so.</p>	<p>C7.2.1 Refer C7.1</p> <p>C7.2.2 Provide for exceptions to universal access for existing buildings, particularly those that have cultural heritage significance.</p>
<p><u>Objective:</u> C7.3 - Ensure that the public environment provides clear and readable routes for pedestrians.</p>	<p>C7.3.1 Provide for increased clearances and clear movement paths between alfresco dining, street furniture and the street for people with disabilities, particularly in heavily trafficked pedestrian areas. Investigate a review of relevant Local Laws to designate clear paths for movement along the building/kerb line.</p> <p>C7.3.2 Develop provisions that require development assessments to be restricted to consider the ground, surrounds, parking, pathways, trees, sightlines along buildings, entrances and routes to buildings etc. in accordance with universal access principles. Other matters detailed in the Building Code of Australia shall be considered at the building licence stage.</p>

## SECTION 5. LOCAL PLANNING AREAS

### Purpose of the Local Planning Areas

The FPS defines specific geographic areas called Local Planning Areas. The Local Planning Areas address specific objectives, strategies and development control mechanisms tailored to individual areas, in order to maintain cohesive and identifiable neighbourhoods across Fremantle.

### Boundaries of Local Planning Areas

Local Planning Areas have loosely been arranged around neighbourhoods focussed on a local centre and represent elements that are common in land use, topography, general character of development and major barriers (eg. major roads and the Swan River).

The FPS has defined nine Local Planning Areas (refer to Figure 5):

- (i) City Centre
- (ii) Fremantle
- (iii) North Fremantle
- (iv) Fremantle - South
- (v) Beaconsfield
- (vi) White Gum Valley
- (vii) Hilton
- (viii) Samson
- (ix) O'Connor

These will be further overlaid by heritage precincts and detailed character area assessments to reflect the fine grain nature of Fremantle, when/as they are completed.

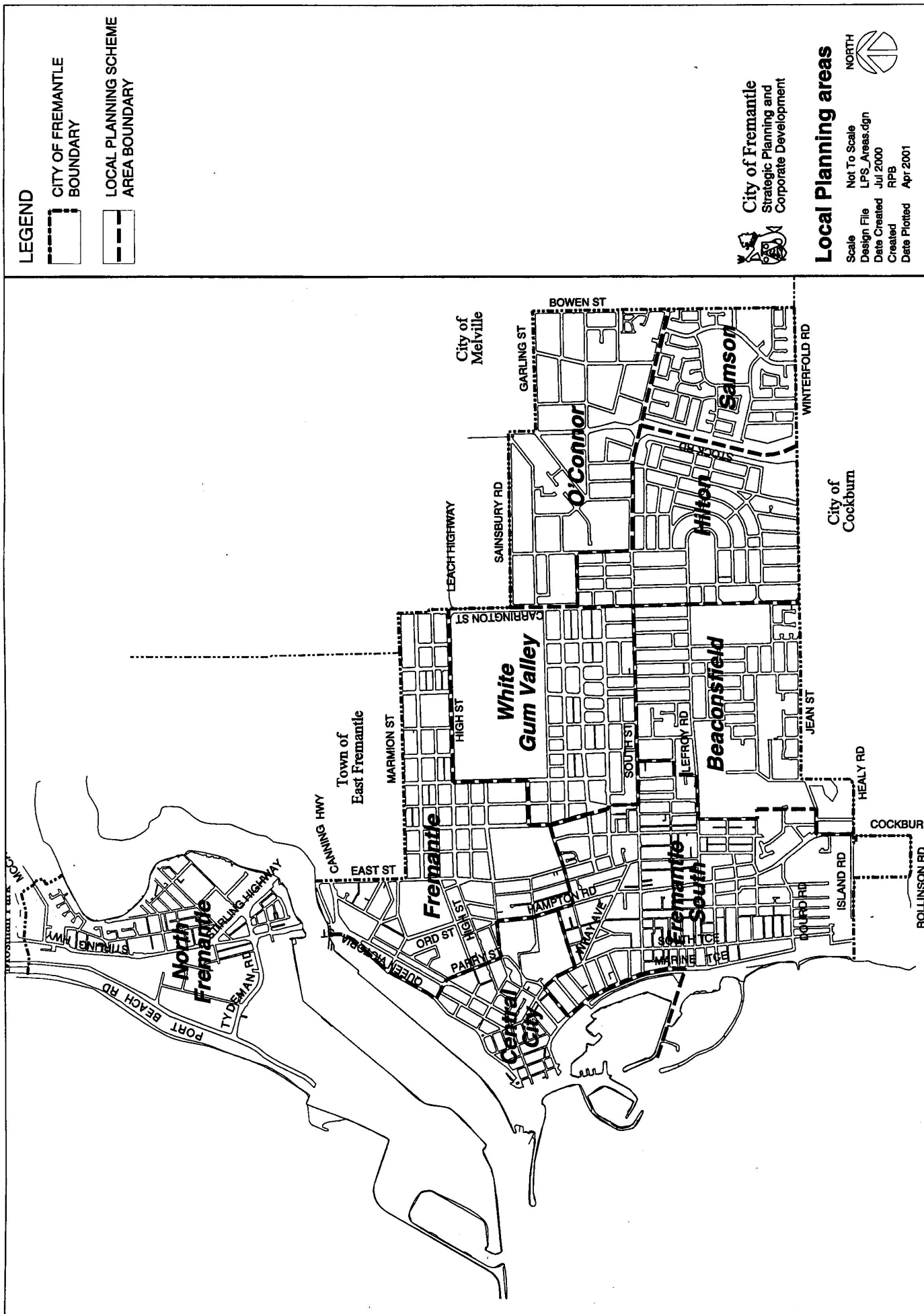
### Content of the Local Planning Areas

Section 5 contains the following sub-headings for each Local Planning Area:

- (i) area identification and a statement of character,
- (ii) a review of the existing Town Planning Scheme No.3 Development Plans and policies, outlining which policies should be incorporated into CPS4, where reviews are needed, or where policies can be deleted,
- (iii) an outline of relevant land use and development issues,
- (iv) Local Planning Area objectives ie. detailed statements of future goals for each local area;
- (v) Local Planning Area strategies ie. actions, measures or scheme provisions that will achieve the objectives.

### Relationship to City Planning Scheme No.4

Under CPS4, design guidelines containing specific development controls for land use and built form will be written for each Local Planning Area. They will also encompass provisions for smaller precinct areas that have special character needs given the intricate and fine-grained character of Fremantle (refer to section 1.5.4 and Figure 2).



**LEGEND**

CITY OF FREMANTLE BOUNDARY

LOCAL PLANNING SCHEME AREA BOUNDARY

**City of Fremantle**  
Strategic Planning and Corporate Development

**Local Planning areas**

Scale Not To Scale  
Design File LPS\_Areas.dgn  
Date Created Jul 2000  
Created RPB  
Date Plotted Apr 2001

NORTH

Figure 5 Local Planning Areas



## 5.1 City Centre - Local Planning Area (LPA 1)

### 5.1.1 Statement of Character

<<To be inserted upon completion of character studies>>

### 5.1.2 Existing Policies/Development Plans

#### *D.G.F1 – ‘High, Parry Holdsworth and Queen Streets Local Area’*

This policy was prepared in 1982 and seeks to control land use (preference for offices and residential, discourages retailing) and built form. This policy is outdated and should be deleted (preferred uses and built form etc. will be better controlled within ‘functional precincts’ – see strategies below).

#### *D.G.F5 – ‘Arthur Head Reserve Strategy Plan’*

This policy was prepared in 1993 and contains objectives and strategies for strategic planning considerations for the retention and conservation of Arthur Head Reserve. The policy requires review as some strategies have been completed and a Conservation Strategy and Management Plan has been prepared for the area.

#### *D.G.F10 - ‘Fremantle Boat Harbours – Design Guidelines’*

This policy was recently reviewed and updated in 1999. The objectives and provisions of this policy will be incorporated into CPS4 zoning and design guidelines.

#### *D.G.F11 – ‘Fremantle Gas and Coke Company Site – 2-12 Cantonment Street & 6-10 Elder Place’*

This policy was written in 1984 and contains guidelines for the future development of the Gas and Coke site. The objectives and provisions of this policy require a minor review and will be incorporated into design guidelines under CPS4.

#### *D.G.F12 Fremantle Hospital - Corner of Alma Street & South Terrace, Fremantle*

This policy was written in 1988 and provides guidelines and direction for development in the Fremantle hospital site. As a regional Public Purpose reserve, the policy has little ‘weight’ as under the MRS hospital development on the reserve does not require planning approval. The policy does not extend to development abutting the site, which has been the subject to considerable community debate. Any review of the policy should address the adjoining buffer area to adjacent residential areas and car parking.

#### *D.G.F13 – ‘Fremantle Railway Station Weather Shelters – Elder Place’*

This policy was written in 1987 detailing the Council’s requirements for weather shelters at the Fremantle railway station. The policy does not relate to land use or development and should be transferred to an urban design policy (the policy can probably be deleted).

#### *D.G.F14 – ‘West End Conservation Area Policy’*

This policy was written in 1990 (amended 1992). The policy requires some review to check its performance and provisions – also which provisions should be translated to CPS4 provisions and which should remain as policy.

#### *D.G.F15 – ‘High Street Conservation Area – Shopfronts of Historical and Heritage Interest (west of Town Hall)’*

This policy was written in 1986 and provides a description on each ground floor building facade (character and value). This is useful background material, however, it is outdated and heritage assessments are undertaken for all planning applications received for individual buildings. The principles of this policy will be incorporated into design guidelines under CPS4 and the policy should be deleted.

#### *D.G.F 16 – ‘Marine Terrace Policy (including South Fremantle)’*

This policy was written in 1984 (amended 1992) and sets out basic land use and development requirements for land along Marine Terrace. The objectives of this policy have been reviewed in this LPA and changes have been recommended that can be incorporated into CPS4 zoning and design guidelines.

*D.G.F17 – ‘Northern Woolstores – 38 Cantonment Street’*

This policy was written in 1984 (amended 1988 & 1993) and contains general parameters for the redevelopment of this site. The policy has recently been used in the assessment of the hotel, apartments and office development and can be deleted when construction has been completed.

*D.G.F18 – ‘Paddy Troy Mall’*

This policy was written in 1982 (and substantially reviewed in 2000) and contains development and urban design requirements for the site. The policy is currently in draft form and it is unclear at this stage what should be translated to CPS4 provisions and design guidelines.

*D.G.F19 – ‘Pioneer Park’*

This policy was written in 1988 in order to facilitate development of a children’s theatre in the park. This policy only deals with the urban design of the park and is not a land use or development policy. The policy requires review and only useful land use/development provisions of the policy should be transferred to CPS4 provisions and design guidelines. The remainder of the policy should be transferred to an urban design policy manual.

*D.G.F20 – ‘Princess May Park’*

This policy was written in 1989 and although titled Princess May Park, it addresses a wider area than the park, however no map is included. The policy contains only general provisions that do not provide much specific direction for the area. The policy requires review and only useful provisions of the policy should be transferred to CPS4 provisions and design guidelines.

*D.G.F25 ‘Henderson Street Market Stalls’*

This policy was written in 1997 and seeks to outline trading within the Henderson Street Malls. This should be transferred to a policy under CPS4.

*D.G.F26 ‘West End of Victoria Quay’*

This policy was written in 1999 and seeks to ensure compatible and complementary development, use and conservation of the west end of Victoria Quay. Should the Port Installations MRS reservation be changed to a zone, the land use and development provisions in this policy need to be translated into CPS4 provisions/zones and the remainder of the policy can be reformatted.

*D.G.F22 ‘Sadliers Building – 36 Henry Street’*

This policy was written in 1984 (amended 1988) and sets out the heritage value of the site and broad parameters for development. This policy can be deleted as redevelopment of the site into residential units has been completed.

*D.G.F23 ‘Kings Square’*

This policy was written in 1984 (amended 1990) and sets out the requirements for the physical enhancement of Kings Square. A study over Kings Square and High Street was undertaken in 1998, which includes specific built form guidelines for this area and abutting streets. The policy should be transferred to an urban design manual as it mostly relates to urban design. The minor portions of the policy, which relate to land use (eg. trading stalls) should be reviewed and transferred to CPS4 provisions and design guidelines.

*D.B.U6 – ‘Late Night Entertainment Venues Serving Alcohol’*

This policy was written in 1998 and states that nightclubs will only be permitted in the Central Business zone. Given the community’s concerns with social behaviour in the city centre and the potential conflict between entertainment and residential uses, the successful enforcement and application of this policy should be measured and if necessary, a review of the policy undertaken. The objectives and provisions of this policy will be incorporated into CPS4 provisions, planning policies and design guidelines.

*D.B.U8 'Outdoor Eating (Tables and Chairs)'*

This policy was written in 1998 and provides requirements for the location and management of 'al fresco' tables and chairs. While not specifically stated, the policy seems to only apply to the city centre, especially where it restricts plastic chairs and table from parts of the city centre. Given the community's concerns with the proliferation of cafes/entertainment uses in the city centre and the loss of traditional town centre activities, the performance and provisions of this policy should be reviewed.

*D.B.H6 'Signs and Hoardings'*

This policy was written in 1986 (amended 7 times, most recently in 1997) and applies to the whole of Fremantle, however, part of the policy restricts the location of moveable signs in the city centre. Given the amenity issue of signage in the city centre, in particular in the West End conservation area, this policy should be thoroughly reviewed in conjunction with the existing Signage Local Law.

*D.B.H8 'Colour Schemes in Fremantle'*

This policy was written in 1989 (amended in 1998) and although not specifically stated, it appears that the provisions of the policy have been written specifically for the West End Conservation Area. The provisions of this policy need to be transferred to design guidelines under CPS4.

*D.B.H11 'Verandahs Over Footpaths'*

This policy was written in 1985 and although not specifically stated, it appears that the provisions of the policy have been written specifically for the West End Conservation Area. The provisions of this policy need to be transferred to design guidelines under CPS4.

*D.B.M6 'Weathershield Construction in Public Places'*

This policy was written in 1991 and although not specifically stated, it appears that the provisions of the policy have been written specifically for the city centre. The policy requires review and if necessary, provisions will be incorporated into design guidelines under CPS4.

*D.B.M7 'Cash-in-lieu of Car Parking'*

This policy was drafted in 2000, is currently under review, and will be amended to comply with the pending Scheme amendment No. 51 (TPS3) that provides for cash-in-lieu funds to be spent on transport infrastructure other than car parking. This policy should be tied to a comprehensive car parking plan and strategy. The objectives and provisions of this policy will be incorporated into CPS4.

*D.E.1 'Landscaping Policy for Central Fremantle and Main Approaches to the City'*

This policy was written in 1992. The policy does not deal with land use and development, rather it is an urban design policy and should be transferred to an urban design manual.

*D.E.2 'Residential Development in the Central City'*

This policy was written in 1993 and sets out broad objectives for residential development and restricts residential development being located at ground floor in certain streets. The policy requires a major review and revised/new objectives can be transferred to CPS4 scheme provisions and design guidelines.

*D.E.3 'Security Doors to Shopfronts in the Retail Core'*

This policy was written in 1985 and sets out guidelines for the development/redevelopment of shopfronts with consideration to heritage, aesthetics and security. The policy requires review and should be incorporated into design guidelines under CPS4.

### 5.1.3 Planning Issues

#### 5.1.3.1 Regional/Town Centre Function and Economic Diversity

(a) There is some conflict between the regional centre and town centre functions of the city centre for local residents in areas such as level of access (carparking/traffic), loss of local shops, level of tourism, residential amenity etc. Local centres, industrial areas and mixed use areas should

complement and not compete with each other and the central area. A clear hierarchy of centres and appropriate uses will be established under CPS4 to ensure their ongoing viability.

- (b) There are concerns that the city centre economic activity is becoming dominated by entertainment and tourism uses. There is a need to strengthen the retail and commercial sectors to facilitate a diverse local economy, in keeping with the regional centre function of the city centre.
- (c) There is a need to clearly define the boundaries of the city centre for the location of businesses, as there is conflict at the edges, with encroachment into residential areas.
- (d) The MRS 'Central City Area' zone extends over a larger area than the TPS3 'Central Business' zone and should conform to the functional area of city centre. As such, it is recommended that the MRS 'Central City Area' be reduced along the southern section to exclude properties between Suffolk Street and Howard Street.

### **Maintaining Land Use Mix and Diversity**

- (e) The strategic mix of land uses needs to be clearly delineated within the city centre to ensure that there is an adequate mix of desired uses and that they are compatible and complement each other. Also more specific controls are required in CPS4 to achieve this:
  - (i) what mix of land uses should be permitted for specific areas?;
  - (ii) how can the 'mix' be maintained/promoted (ie. restrictions on floorspace mix?);
- (f) There is a need to consolidate the retail area to improve performance of the 'retail core' in the city centre (including Queen, Cantonment, Adelaide, High and Market Streets).
- (g) There is concern among residents at the loss of 'local shops' in the city centre. This may in time be influenced by the growth of the city centre residential population.
- (h) There is concern about the homogeneity of economic activity/uses developing in the city centre especially entertainment/tourism related uses. There is a need to ensure land use mix and restrain the domination of any one or two land uses (ie. 'tourism', entertainment).
- (i) High Street should continue to be a major retail and commercial focus for Fremantle. Recognition of its heritage value must be accommodated in all development.
- (j) Regional-status businesses/government departments are moving away from the city centre. Anecdotal evidence indicates that this is due to a lack of 'A' grade (Commonwealth standard) office space. This relocation can only be facilitated by major redevelopment of office space in the city centre (new buildings or renovations).
- (k) There is a need to apply development controls to reduce conflict and improve amenity between some land uses eg. late night entertainment venues and residential.
- (l) There is a need to plan for the growth of education and associated facilities within the city centre.

### **Fremantle Port and Fishing Boat Harbour**

- (m) There is a need to ensure that the port and boat harbours are retained as viable operating ports and marine industry centre that is better integrated into the urban fabric of the city centre.
- (n) The Fremantle Port is a major activity that impacts on adjacent sites. Views to the Inner Harbour are highly valued. The impending Fremantle Port Authority Buffer Definition study may result in the requirement for specific building design treatments for some properties, particularly with regard to residential uses adjacent to the port.
- (o) There is a need to improve pedestrian access to port and boat harbours and promote the non-operational areas as a pedestrian-dominant environments.

- (p) There is pressure for change in the primary functions of the west end of Victoria Quay and parts of the Fishing Boat Harbour. As they are MRS reserves, there are inadequate controls in the Scheme to define the primary/secondary functions and building requirements for these areas. As such, those areas not used primarily for port or boat harbour functions should be zoned/reserved to provide more appropriate land use and development control.
- (q) There is concern about the loss of working port activities and new commercial/retail developments in the port area competing with businesses in the city centre core. Maritime and maritime related businesses are preferred for port areas and the range of uses should be in accordance with existing policies D.G.F10 'Fremantle Boat Harbour – Design Guidelines' and D.G.F26 'West End of Victoria Quay'.

### **Impact of the City Centre on periphery areas**

- (r) There has been some dispersal of commercial activities (mainly offices) into residential areas around the city centre which have impact on residential amenity. This will be reduced under CPS4, as commercial activities will be limited in the 'Residential' zone to child care and home occupations etc. In addition, the MRS zone over the city centre will be reduce the boundaries of the 'City Centre' zone under the scheme.

### **Residential Development**

- (s) The current scheme does not adequately control the density, location, mix or amenity of residential development in the city centre. There is considerable pressure for residential development, however, a mix of uses must be maintained to ensure adequate space for other regional centre/town centre functions. More comprehensive guidelines for residential uses in the city centre are required.
- (t) There are inadequate controls in the Scheme to ensure a standard of amenity in residential development such as private open space (balconies and roof gardens), solar orientation, bedroom sizes, noise from adjoining land uses etc. The R Codes are not suitable for inner city type development owing to the unique circumstances involved with car parking, heritage buildings, setbacks etc. The WAPC are preparing revisions to the R Codes specifically for inner city residential development, that are more performance based than the current R Codes. This model can be adopted, where appropriate in Fremantle.
- (u) There is a need to ensure improved safety in public spaces within city centre for visitors, workers and residents and to encourage new residential development in appropriate locations particularly at the upper level to provide surveillance.
- (v) There is a need to encourage provision of affordable inner city housing to contribute to social/cultural diversity, as increasing land prices have reduced affordability in recent years.

### **Heritage Conservation and Restoration**

- (w) The city centre has been the subject of intensive investigation of its heritage character and quality. As a result, a large component representing the West End Conservation Area, the west end of Victoria Quay and the Town Hall and Kings Square is registered on the National Estate. Eleven buildings and two areas fall within the State Register, and a large number are individually listed on the National Estate. This represents the largest and most prolific concentration of heritage places in the State. The following precincts have been specifically identified in the Municipal Heritage Inventory Management Strategy as requiring status as a 'heritage area':

- (i) Arthur Head,
- (ii) West End Conservation Area,
- (iii) Fremantle Oval,
- (iv) Convict Grant area,
- (v) Law and Order Precinct,
- (vi) Princess May Park,
- (vii) Inner Harbour area,
- (viii) Victoria Quay,
- (ix) Swan River,
- (x) Indian Ocean.

- (x) It is critical to ensure that new development (new buildings, renovations etc.) is compatible with the heritage values of the city centre while maintaining high standards of design that will ensure new development becomes the 'heritage of tomorrow'. As such, a comprehensive set of design guidelines for development (based on a review of the existing D.G.F14 West End Conservation policy) need to be developed with expert assistance and implemented under CPS4.
- (y) Views, vistas and landmarks are important elements of the heritage of the city centre and there is little control in the existing scheme to protect or enhance these elements. End of street views onto the harbour, the Esplanade, Fremantle Railway Station and the Roundhouse must be preserved.

#### **New Development and Renovations/Extensions**

- (z) There is a need to ensure that new development in the city centre is a high quality of design and workmanship so they are compatible with heritage values and provide longevity in the built form to accommodate changing land uses over time.
- (aa) There is a need for a comprehensive set of design guidelines for the city centre (incorporating a review of the current controls) to provide more effective and precise control of the built environment under CPS4. These should take into consideration scale, street alignment, building materials and colours, facade design/articulation, plot ratio, site coverage, parking coverage, physical/visual continuity, public safety, lighting etc.
- (bb) There is a need to provide greater direction on the general use and form of key vacant, or potential development sites within the city centre to facilitate redevelopment (this should be in conjunction with economic marketing of those sites).

#### **Urban Form and Spaces**

- (cc) There is a need to control commercial signage, especially in the heritage precincts (ie. West End) as current levels significantly contributes to the negative quality of the streetscapes.
- (dd) There is a need to maintain and develop high quality streetscapes through presentation and design of building facades and shopfronts to improve the amenity and safety of public spaces consistent with the city centre's popularity as a retailing and commercial centre.
- (ee) There is a need to improve and enhance physical and visual connection to the waterways surrounding the city centre.
- (ff) Open spaces within the city centre should be improved especially those close to city centre residential areas.

#### **Access and Movement**

- (gg) There are concerns about the impact of vehicle traffic in the city centre and pedestrian/vehicle conflict on streets. The City Plan recommends that traffic levels be kept to the year 2000 levels. This will require a comprehensive city centre transport and parking strategy to be adopted by the Council.
- (hh) There are concerns over the level and location of carparking – should the current level of parking be capped? There are constraints to the location of parking – forcing smaller lots to have on-site parking, which reduces commercial ground floorspace etc. - should requirements reflect actual demand for parking OR demand for other transport infrastructure?
- (ii) There is a need to review car parking requirements for different land uses, generally in accordance with the Car Parking Standards - Local Authority Town Planning Schemes - Perth Metropolitan Area (Chris O'Neill & Associates 1998) specifications for comparable regional locations.
- (jj) There is a need to improve bicycle access and facilities, including the requirement for bicycle parking and facilities in major city centre developments.

## 5.1.4 Objectives and Strategies for the City Centre Local Planning Area

### **5.1.4.1 Objectives:**

1. Develop the city centre as a major regional centre and town centre for Fremantle residents.
2. Facilitate a diversified, balanced and compatible mix of land uses within the city centre that provides for the cultural, social and economic needs of the local population, workers and visitors.
3. Promote a diversified mix of residential accommodation opportunities.
4. Identify, conserve and use cultural heritage places and precincts.
5. Allow new development that is compatible with the cultural heritage of the city centre while allowing innovative development to become the 'heritage of the future'.
6. Develop high quality urban spaces and streetscapes.
7. Develop a high quality and safe pedestrian and cycling environment, public transport opportunities and reduce the impact of motor vehicles.

### **5.1.4.2 Strategies:**

#### **Land Use Control**

1. Apply the following zones and local reserves in CPS4 (refer to attached map 'City Centre LPA'):
  - 'City Centre',
  - 'Open Space' reserve.
2. Develop 'functional' land use precincts (defining preferred ground floor and upper floor uses) within various city centre locations, so that specific land use and development controls can be developed under CPS4 (including the provision for 'vertical zoning') to provide for:
  - (i) a suitable mix of uses and activity within sites and across the city centre as a whole to contribute to economic diversity and sustainability;
  - (ii) consolidation of activities that benefit from co-location (ie. retail core, entertainment areas);
  - (iii) separation of activities that may be incompatible and cause conflict (ie. residential and late night entertainment uses);
  - (iv) efficiency in the provision of infrastructure (eg. urban design works);
  - (v) to improve the 'legibility' of the city centre.

Delineate the following 'functional' precincts in the City Centre (refer to attached map City Centre LPA):

- (a) Fishing Boat Harbour:
  - Preferred - marine commercial/industrial, entertainment,
  - Least preferred - residential (prohibited)
- (b) Victoria Quay:
  - Preferred - maritime education/cultural, port industry,
  - Least preferred - residential (prohibited), retail
- (c) Retail core:
  - Preferred - main retail ground floor, office above,
  - Least preferred - residential on ground level,
- (d) Office/retail fringe:
  - Preferred - mixed use retail, office, administration and civic use, residential above,
  - Least preferred -
- (e) West End:
  - Preferred - maritime commerce/ warehousing, mixed use, office, residential,

- Least preferred -
  - (f) Entertainment  
Preferred - entertainment, café/restaurant, retail, upper level office  
Least preferred - residential
  - (g) Education,  
Preferred - education, short term accommodation, IT and education service businesses  
Least preferred - residential at ground level
3. Better manage the location and impact of restaurants, cafes, hotels and late night entertainment venues by:
- (i) consolidate these uses within the 'entertainment' precinct;
  - (ii) restricting floorspace for late night entertainment venues and facilities serving or permitting alcohol to be consumed;
  - (iii) limiting the areas available for alfresco dining and permitting street movement and activities within the 'entertainment' precinct;
  - (iv) review policy D.B.U6 'Late Night Entertainment Venues Serving Alcohol' in co-operation with the Fremantle Accord (this may also require a review of policies D.F3 'Alcohol in the Community' and D.F4 'Extended Trading Permits' including the need for businesses to have on-site management plans and membership to the Fremantle Accord).

#### **Metropolitan Region Scheme Reserve/Zone Boundaries**

4. Negotiate with the WAPC to amend the following MRS zones/reserves:
- (i) reduce the 'Central City Area' zone along the southern parts of the city centre to Norfolk Street (consistent with 'City centre' zone) and replace it with an 'Urban' zone;
  - (ii) replace that portion of the 'Port Installation' reserve over the west end of Victoria Quay proposed for the Fremantle Waterfront project with a 'City Centre' CPS4 zone;
  - (iii) remove portion of the 'Public Purpose' reserve over those parts of the Fishing Boat Harbour that do not accommodate harbour-related land uses and replace with an 'Urban' zone (apply the 'City Centre' local Scheme zone over the area);
  - (iv) remove the 'Civic and Cultural' reserve from the land at the corner of South Terrace and Parry Street (the old Fremantle synagogue and the Stan Reilly Lodge) and replace with an 'Urban' zone (apply the 'City Centre' CPS4 zone over the area).

#### **Heritage and Urban Design**

5. List the following areas as 'heritage precincts' under CPS4 with stated objectives relating to the retention of cultural heritage significant places and features:
- (i) Arthur Head,
  - (ii) West End Conservation Area,
  - (iii) Fremantle Oval,
  - (iv) Convict Grant area,
  - (v) Law and Order Precinct,
  - (vi) Princess May Park,
  - (vii) Inner Harbour area,
  - (viii) Victoria Quay,
  - (ix) Swan River,
  - (x) Indian Ocean.
6. Develop a comprehensive set of design guidelines for land use and development in the City Centre (incorporating a review of existing city centre policies and guidelines such as D.G.F14 'West End Conservation Area', and matters addressed in section 1.5.4).
7. Ensure that the city presents a secure environment during the day and night by providing for:
- (i) 'shop fronts' and window displays along all key pedestrian routes (High, Adelaide, Queen, William, Cantonment, Market, Parry, Cliff Streets and South and Marine Terraces) which create an atmosphere equal to that created during normal shopping hours;
  - (ii) control security devices such as security screens and roller doors so that residents and visitors are not 'shut out' at the street level;



- (iii) require development along designated priority night routes (between night spots and public places and transport) to incorporate public lighting and canopy shelter into their design;
  - (iv) where required, implement the recommendations of the 'Safety and Security in the City of Fremantle' report and Lighting study.
8. Where opportunities are presented in larger redevelopments, improve pedestrian linkages mid-street block.

### **Residential Development and Amenity**

9. Develop a comprehensive set of guidelines for inner city residential development in the city centre in-lieu of Residential Planning Codes based on performance criteria to provide for:
- (i) compatibility of development with the existing heritage character and scale,
  - (ii) overlooking to public and private spaces to promote community safety,
  - (iii) improved on-site amenity – adequate open space, noise insulation etc,
  - (iv) minimal levels of car parking,
  - (v) solar access where possible.
10. Facilitate the compatibility between residential and other land uses by:
- (i) planning and design controls to give more physical protection between different activities such as noise abatement techniques (both at the source and also within buildings), operating days and hours, permitted uses/activities;
  - (ii) implementing where appropriate, the development controls recommended in the Fremantle Port Authority Buffer Definition study for dwellings around to the Fremantle Port, such as acoustic glazing, automatic air-conditioning shut-off valves etc.;
  - (iii) separation of entertainment areas from residential areas where they create direct conflict;
  - (iv) placing memorials on new residential land titles advising future residents that the range of activities associated with a regional centre may result in noise disruptions.
11. Encourage key public housing providers, including the Ministry for Housing, housing co-operatives and tertiary education institutions to develop housing in the city centre.

### **Fremantle Port and Fishing Boat Harbour**

12. Continue to work with the Fremantle Port Authority to take into account the community requirements for the continued long-term viability and use of a growing working Port and apply additional control over land use activities around the Port.
13. Continue to work with the Department of Transport and fishing industry groups in the development of a Fishing Boat Harbour Master Plan to co-ordinate and resolve land use, access and parking issues over that area.
14. Continue to control development in the port and fishing boat harbour activities in accordance with planning policies D.G.F10 'Fishing Boat Harbours – Design Guidelines' and D.G.F26 'West End of Victoria Quay'.
15. Ensure that the development of the Fremantle Waterfront Masterplan is integrated into the fabric of the city centre both in land use and transport.
16. Ensure that new retail and commercial proposals and transport initiatives within Victoria Quay and Fishing Boat Harbour complement the city centre by providing for:
- (i) specialist retailing activities only in Victoria Quay and Fishing Boat Harbour as ancillary to identified primary uses. Limited convenience retailing may be permitted to meet the needs of visitors to these areas. Comparison retailing would compete with facilities already provided in the city centre and is therefore not supported. Policies to guide land use and development have been adopted by Council for these areas and should be reviewed on a regular basis (D.G.F10 and D.G.F26),

- (ii) refine Council policy D.G.F26 West End of Victoria Quay in conjunction with the Fremantle Waterfront Masterplan to ensure that retail facilities are relevant to the waterfront maritime location and proposed museum and associated uses. Retail uses of a general nature should be retained within the designated precincts of the city centre.

### **Economic Development**

- 17. Promote the development of local-serving businesses in the city centre by controlling residential development and consolidating retailing activities to a 'retail core' and major spines (such as High Street).
- 18. Identify key sites within the city centre that have development potential, in order to provide direction on preferred land use and controls such as carparking and built form.
- 19. Promote Fremantle as an 'on-line' city and develop information and communication technology industries in the city centre.
- 20. Ensure that new building structures in the city centre are designed with the flexibility to accommodate a mix of land uses and are readily adaptable to changing land uses over time.

### **Access and Movement**

- 21. Waive the requirement for car parking where less than 5 bays are required in applications for a 'change of use'. Provision of car parking should not be waived as a trade-off for any other type of work or contributions (eg. heritage restoration, provision of public art).
- 22. Locate car parks around the periphery of the city centre (peripheral parking area to be defined in the City Centre Local Planning Area), to improve ease of access from the distributor road system, reduce traffic volumes on the inner city access roads, and to give preference to the provision of public transport in the city centre.
- 23. No public or private car parking stations shall be permitted within the city centre, bounded by Parry Street, Elder Street and Marine Terrace, and containing the whole of the West End (other than where it directly accommodated parking for the land use or development). Existing car parks such as Queensgate will be considered to be an anomaly in this peripheral parking strategy.
- 24. Prepare a parking facilities strategy plan as part of the Fremantle Transport Strategy for the city centre incorporating:
  - (i) parking areas suitable for peripheral parking including: Parry Street (No. 1 Carpark), Beach Street (Carpark No's 12, 12A, 12B), Victoria Quay (No. 42 Carpark), Marine Terrace (Carpark No's 11, 21), Queensgate (No. 9 Carpark - a noted anomaly);
  - (ii) removal of minor car parks including Henderson Street Mall, and portion of William Street (Carpark No 24);
  - (iii) linking the CAT service and/or other public transport to peripheral parking locations;
  - (iv) negotiate with Westrail for use of surplus railways land for public car parking adjacent to Elder Place and where necessary, seek changes to the MRS to amend the alignment of the Railways reservation.
- 25. Provide for end of trip facilities for cyclists (including secure parking, showers, drinking fountains and change rooms) in major city centre developments.
- 26. Identify and refine major pedestrian and cycle routes through the city centre.
- 27. Provide for greater clearance distances for pedestrians between alfresco dining areas, street furniture, buildings and the footpath edge, particularly in heavily trafficked pedestrian areas. Investigate a review of relevant Local Laws (inc. Outdoor Dining and Trading in Public Places) to designate clear paths along buildings and/or kerb lines for the movement of people with disabilities.

36. Support plans that rationalise the Railways reserve and increase the Port operational area.

REFER TO LOCAL PLANNING AREA MAP



## 5.2 FREMANTLE - LOCAL PLANNING AREA (LPA 2)

### 5.2.1 Statement of Character

<<To be inserted upon completion of character studies>>

### 5.2.2 Existing Policies/Development Plans

#### *D.G.F2 'Marmion, Forrest, Wood and Amherst Streets Local Area'*

This policy was written in 1991 and seeks to provide direction on access to the rear ROW. All ROW's are currently being reviewed and this policy will be reviewed pending the outcomes of this study. The objectives and provisions of this policy will be incorporated into design guidelines.

#### *D.G.F3 'Marmion, Forrest, Wood and Montreal Streets Local Area'*

This policy was written in 1986 and seeks to provide direction on development density, heritage buildings and access to the rear accessway. The objectives and provisions of this policy will be incorporated into CPS4 zoning and design guidelines.

#### *D.G.F4 'Tuckfield, Finnerty and Skinner Streets Local Area'*

This policy was written in 1994 and sets out general development guidelines to address infill development and extensions and the retention of heritage buildings. The objectives and provisions of this policy will be incorporated into CPS4 zoning and design guidelines.

#### *D.G.F7 'Beach Street Policy'*

This policy was written in 1993 and seeks to provide guidelines for the ferry terminal operations that use this jetty. The objectives and provisions of this policy will be incorporated into CPS4 zoning and design guidelines.

#### *D.G.F21 'Quarry Street/Beach Street Local Area'*

This policy was significantly revised in 2000 to identify suitable land uses and building controls for the policy area. The objectives and provisions of this policy will be incorporated into CPS4 zoning and design guidelines.

#### *D.G.F24 'Solomon Street'*

This policy was written in 1993 and provides general development guidelines. The objectives and provisions of this policy will be incorporated into CPS4 zoning and design guidelines.

#### *D.G.F.27 'John Curtin College of the Arts and Fremantle Arts Centre Precinct'*

This policy was written in 1999 and seeks to ensure that the significant heritage qualities of the site are preserved, and that it continue to be used for community and cultural purposes. The land is reserved Public Purposes (High School) under the MRS and as such, the policy can only be used to clarify Council decision-making. MRS reservations should be amended to reflect existing land uses. Refer to 5.2.3 below.

#### *D.G.F28 'Swanbourne and Knutsford Streets Local Area'*

This policy was written in 2000 to guide the structure planning and future development of the Department of Defence owned land. The objectives and provisions of this policy will be incorporated into CPS4 zoning and design guidelines. Refer 5.2.3 below.

#### *D.G.F30 'Fremantle Artillery Barracks & Cantonment Hill Reserve'*

This policy was drafted in 2000 to both protect the land around Cantonment Hill as open space, as well as recognise the built form and social significance of the Artillery Barracks and Signal Station. The land is reserved Public Purposes under the MRS and as such, the policy can only be used to clarify Council decision-making until such a time as this is amended. Refer 5.2.3 below.

### 5.2.3 Planning Issues

#### Residential Development/Heritage Buildings

- (a) The Artillery Barracks on Tuckfield Street, the Fremantle Arts Centre and the Monument Hill reserve have been specifically identified in the Municipal Heritage Inventory Management Strategy as 'heritage precincts' and should be specifically protected and controlled as such, under CPS4.
- (b) There are a range of different residential densities over this area (ranging from R25 to R60). It is recommended that the range of densities be simplified and should more accurately reflect the actual density of development on the ground in order to preserve the heritage character and values of individual dwellings/buildings. As such it is recommended that:
- (i) the area bounded by Knutsford, Hampton, Stevens and Swanbourne Streets which is currently zoned 'R25' be reduced to 'R20';
  - (ii) the area bounded by Bateman, High, Ord and Knutsford Streets which is currently zoned 'R25' be reduced to 'R20';
  - (iii) land along Quarry Street which is currently zoned 'R40' be rezoned to 'R25';
  - (iv) the area bounded by James, Queen Victoria, Parry and Beach Streets which is currently zoned 'R35' be increased to 'R60'.
- (c) The community has expressed concerns that infill and new development is not always compatible with the existing heritage character of the area. A comprehensive set of design guidelines (tailored to specific neighbourhood areas and covering the fine-grained features of the built environment) are to be developed under CPS4 to ensure that future development is in keeping with the character and maintains residential amenity.
- (d) The vacant land at the corner of Swanbourne and Knutsford Streets (owned by the Department of Defence) is currently zoned 'Residence R25' and 'Industry'. A policy (D.G.F28) has recently been written for this site which guides future zoning, land use and development. It is recommended that the site, be zoned 'Development' under CPS4 to enable these objectives and controls to be written into CPS4. Development of this site could also provide opportunities for aged and/or affordable housing.
- (e) The Fremantle Arts Centre (corner Ord and Finnerty Streets) is currently zoned 'Public Purpose – High School' reserve under the MRS. This should more appropriately be reserved as 'Civic and Cultural' under the MRS which will require a State government amendment of the MRS.
- (f) The Fremantle Port is a major activity that impacts on adjacent sites. The impending Fremantle Port Authority Buffer Definition study may result in the requirement for specific building design treatments for some properties, particularly with regard to residential uses adjacent to Beach and Queen Victoria Streets.

#### Mixed Use, Commercial and Industrial Activities/Areas

- (g) There are a number of convenience stores located within the residential area. These will be zoned 'Neighbourhood Centre' under CPS4 to ensure they have continued rights as small-scale commercial premises.
- (h) There are currently 2 businesses along Carrington Street which are located in a 'Residential' zone and will become non-conforming uses under CPS4.
- (i) The current 'Inner Urban' zone along Queen Victoria Street and High Street accommodates a mix of commercial and residential land uses. This will be changed to a 'Mixed Use' zone under CPS4 to ensure a continued mix of land uses and so that specific development controls can be written into CPS4 to clarify exactly what type of uses are suitable for each area (the Queen Street area will follow the current directions of the policy D.G.F21).
- (j) The future of the Knutsford Street industrial area has been constrained and blighted over indecision over the FEB. Pressure for residential development of the vacant land in the northern and western section of the industrial area has been resisted by Council in the past, based on the



need to maintain employment opportunities and local economic diversity. The land to the west is constrained by the petroleum bunkering facility (which are proposed to be relocated to North Fremantle), and possible ground contamination. With the deletion of the FEB, this area remains without major road frontage and subject to pressure to better interface with adjoining residential development. While employment and business is very important, it is recommended that a Development zone be applied so that residential/mixed use commercial uses can be developed, subject to remediation of contaminated sites, the relocation of the bunkering facility and comprehensive structure planning to provide for a range of housing choice and compatible commercial uses. Home based cottage industries may also be appropriate. Existing uses in the eastern portion can remain until a majority of businesses seek relocation.

- (k) The Western Power transmission station on corner Amherst and Stevens Streets is currently zoned 'Industry' and should be zoned 'Public Utility' reserve under CPS4 to more accurately reflect the land use.
- (l) Intensification of the ferry port activities at the East Street jetty will not be supported by the Council given the river conditions (speed) and proximity to more appropriate opportunities for facilities at Victoria Quay (as part of the Fremantle Waterfront Masterplan). If relocated, appropriate alternative recreation, commercial, or restaurant development could be considered, as the site is well serviced by carparking.

#### **Natural Environment/Open Spaces**

- (m) The old oval off Tuckfield Street and the land around the Cantonment Hill Signal Station are zoned 'Open Space' under TPS3 and 'Public Purpose - Commonwealth Government' reserve under the MRS. The boundaries of the local 'Open Space' reserve need to be amended to reflect the actual open space areas to secure this space for continued use as public open space. This will require negotiations with the State government for amendment to the MRS 'Public Purpose - Commonwealth Government' reserve and vesting of the oval in the Council and continued access to the signal station surrounds under any future plans for the Artillery Barracks. It is recommended that the 'Public Purpose - Commonwealth Government' reserve be zoned 'Urban', and a 'Community Facilities' local reserve be allocated for the developed areas of the site.
- (n) 'One People's Walk' (as defined in Policy D.G.F27) along Ord Street in the John Curtin College of the Arts should be implemented, which would require an amendment of the current MRS zoning from 'Public Purpose' reserve to 'Urban' and then a local 'Open Space' reserve applied over the land. This will have to be negotiated with the State government who is the land owner.

#### **Traffic/Parking**

- (o) The FEB is proposed through part of this LPA. If the reservation is deleted the affected properties shall be zoned in accordance with surrounding local zone(s). Where possible existing dwellings under the FEB should be retained.
- (p) Main Roads WA and the Fremantle Port Authority have raised the use of Beach Street in-lieu of Queen Victoria Street as the main access to the city centre from the north, but nothing is being actively pursued at this stage. If this went ahead then it would have major implications for the urban design of a 'gateway/entry' to Fremantle.

### **5.2.4 Objectives and Strategies for the Fremantle Local Planning Area**

#### **5.2.4.1 Objectives:**

1. Provide a mix of medium density residential development with some higher density residential development within mixed use areas to provide for a variety of dwelling types and sizes.
2. Ensure residential redevelopment is compatible with the heritage character and scale of the built environment, streetscapes and urban spaces of the area and the amenity of adjoining properties, including the Fremantle Port.
3. Identify, conserve and use cultural heritage places and precincts.
4. To facilitate the development of mixed use areas as a transition between the city centre and surrounding residential areas.
5. Allow new development that is compatible with the cultural heritage of the city centre while allowing innovative development to become the 'heritage of the future'.
6. Secure areas of public open space and preserve significant landforms.
7. Provide safe access and movement for pedestrians and cyclists.

#### **5.2.4.2 Strategies:**

1. Apply the following zones in CPS4 (refer to attached map 'Fremantle LPA'):
  - (i) 'Residential',
  - (ii) 'Local Centre',
  - (iii) 'Mixed Use',
  - (iv) 'Development',
  - (v) 'Community Facilities' reserve,
  - (vi) 'Open Space' reserve.
2. List the following areas as 'heritage precincts' under CPS4 with stated objectives relating to the retention of heritage character and develop specific heritage provisions to guide future land use and development:
  - (i) Fremantle Artillery Barracks and surrounds,
  - (ii) Fremantle Arts Centre and surrounds,
  - (iii) Monument Hill reserve and surrounds.
3. Develop a comprehensive set of design guidelines for residential areas (encompassing smaller character areas where required). Refer section 1.5.2.
4. Negotiate with the WAPC to amend the following MRS zones/reserves:
  - (i) remove portion of the 'Public Purpose' reserve over the Cantonment Hill open space to be replaced by MRS 'Urban' zone and 'Open Space' and 'Community Facilities' reserve under CPS4;
  - (ii) remove the 'Public Purpose – High School' reserve over the Fremantle Arts Centre and adjoining museum reserve and replace with an MRS 'Civic and Cultural' reserve;
  - (iii) remove the 'Public Purpose – High School' reserve over the site of the proposed One People's Walk along Ord Street to be replaced by MRS 'Urban' zone and 'Open Space' reserve under CPS4.
5. Negotiate with the State Government (when the site is transferred from the Federal Government) for the vesting of the former oval on Tuckfield Street in Council to ensure continued use as open space.



6. Protect significant remnants landforms from development, including Cantonment Hill, limestone outcrops on the SW corner of John Curtin College of the Arts, Fremantle traffic bridge and adjacent reserve through Open Space Reservations; including protection of vistas to and from these sites.
7. Prepare a structure plan (under a 'Development' zone in CPS4) for the land at the corner Swanbourne and Knutsford Streets in accordance with the objectives of the current policy D.G.F28.
8. Prepare a Structure Plan (under a 'Development' zone in CPS4) for the industrial properties located between Blinco Street, Stack Street, Swanbourne Street and Montreal Street (possibly in conjunction with 7 above, depending on land owner co-operation) for residential/mixed use commercial subject to comprehensive site remediation and structure planning. Existing businesses can remain until street blocks are able to comprehensively redeveloped.
9. Pursue the conversion of The Fremantle Port Authority's Gate 2 with the Government Property Office and Fremantle Port Authority as a permanent accessway for vehicles, bicycles and pedestrians to Victoria Quay. Gate 3 remains the primary entry for port related traffic.
10. Retain access to ROW's and encourage development of suitable 'ROW streetscapes' to improve community safety and amenity within these areas.
11. If the FEB MRS reservation is deleted, zone the affected properties in accordance with surrounding local zones.

REFER TO LOCAL PLANNING AREA MAP

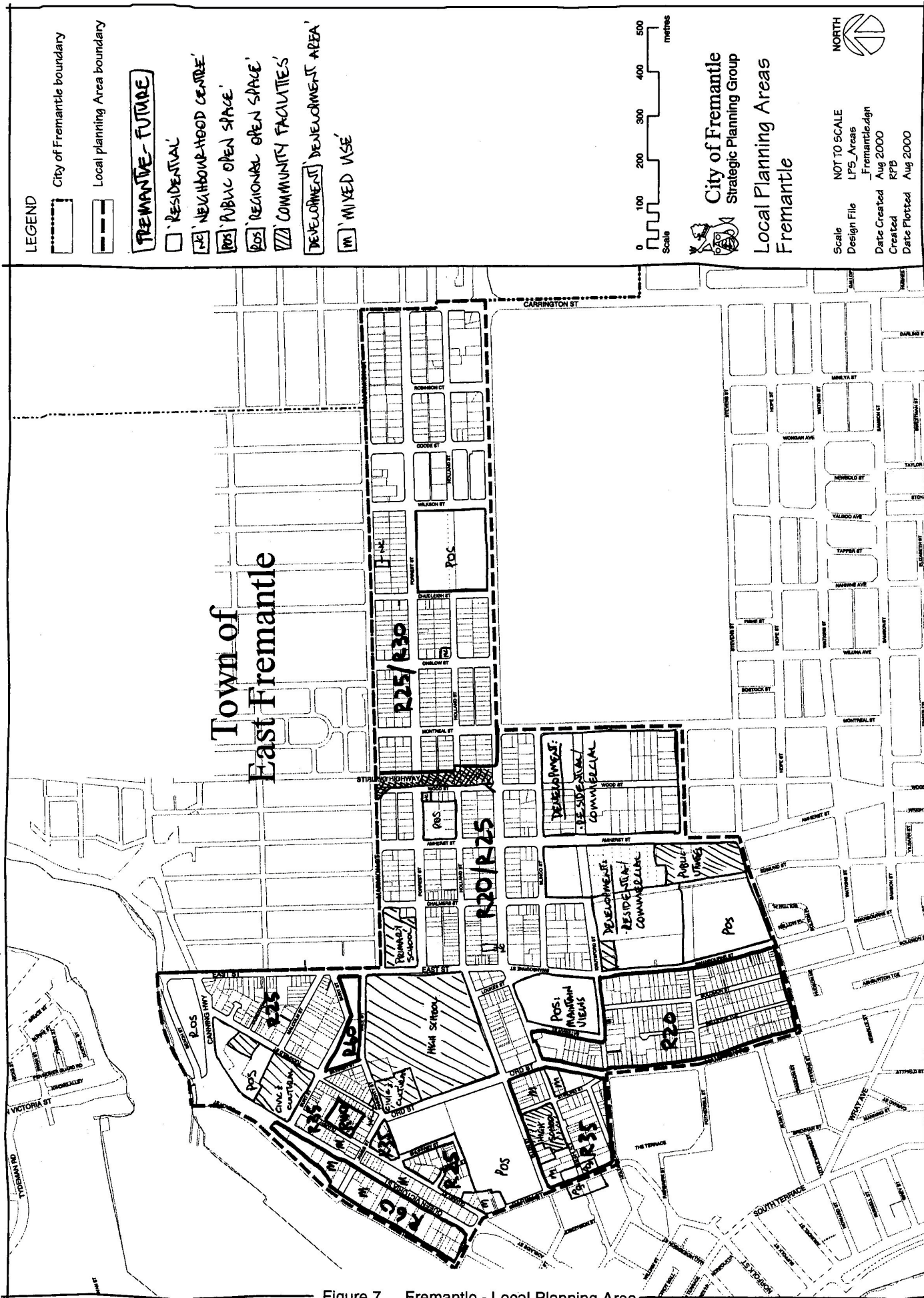


Figure 7 Fremantle - Local Planning Area

## 5.3 NORTH FREMANTLE - LOCAL PLANNING AREA (LPA 3)

### 5.3.1 Statement of Character

<<To be inserted upon completion of character studies>>

### 5.3.2 Existing Policies/Development Plans

#### *Development Plan No. 1 Thompson Road/Rule Street, North Fremantle*

This TPS provision sets out basic guidelines for the redevelopment of a number of lots including the old soap factory. This development has been completed and these land use objectives can be adequately controlled through CPS4 zoning.

#### *Development Plan No. 3 Staples Street/Thompson Road/Rule Street, North Fremantle*

This TPS provision sets out basic guidelines for the use and development of the site, to permit small productive enterprises and infill housing. The development has been completed and the objectives and provisions of this policy will be incorporated into CPS4 zoning and design guidelines.

#### *Development Plan No. 4 Stirling Highway, Alfred Road, Thomson Road and White Street*

This TPS provision sets out basic guidelines for the redevelopment of this local centre, particularly traffic and car parking and land use. This area can be zoned as a 'Local Centre' under CPS4. The objectives and provisions of the Development Plan will be reviewed and more comprehensive controls incorporated into CPS4 provisions and design guidelines.

#### *Development Plan No. 7 Thompson Road, North Fremantle*

This TPS provision sets out basic guidelines for the development of the Rocky Bay Estate (former State Engineering Works site) and is read in conjunction with policy D.G.N9 'Rocky Bay Estate'. The 3<sup>rd</sup> stage is pending completion of other works in Minimum Cove (Town of Mosman Park). The objectives and provisions of this Development Plan will be incorporated into CPS4 zoning and design guidelines.

#### *Development Plan No. 8 Queen Victoria Street, Tydeman Road and Stirling Highway and the Swan River*

This TPS provision sets out guidelines for the development of Northbank and is read in conjunction with policy D.G.N6 'Northbank Development Guidelines'. The objectives and provisions of this Development Plan will be incorporated into CPS4 zoning and design guidelines.

#### *D.G.N1 – 'Harvest, Corkhill and John Streets and Swan River Local Area'*

This policy was adopted in 1988 and aims to control development, including consideration of access (and views) to the river and other natural features. This area has been developed or development approvals are in place and the objectives of the policy can be adequately controlled by design guidelines under CPS4.

#### *D.G.N2 'Stirling Highway, John and Johannah Streets Local Area'*

This policy was adopted in 1988 and provides basic design requirements that are generally covered in other policies. The policy should be deleted and the area controlled through design guidelines under CPS4.

#### *D.G.N3 – 'Stirling Hwy, Thompson Rd, Coventry Pde and Craig Street Local Area'*

This policy was adopted in 1995 and provides details of the desired land use mix, heritage sites, vegetation retention and traffic/parking requirements for this specific area. The objectives and provisions of this policy require a minor review and will be incorporated into design guidelines under CPS4.

#### *D.G.N4 – 'Stirling Hwy, Tydeman Rd, Jackson and Pearse Streets Local Area'*

This policy was adopted in 1994 and provides for the development of a local centre based around a portion of Queen Victoria Street. The objectives and provisions of this policy require a minor review and will be incorporated into design guidelines under CPS4. The outcomes from the joint Council-Main Roads traffic study of the North Fremantle Town Centre will be accommodated in the review.

*D.G.N5 – ‘Eucla Court, North Fremantle including those lots facing Rule Street and Thompson Road, North Fremantle’*

This policy was adopted in 1988 and was substantially amended in 1998 and provides guidelines for the redevelopment of the former ICI industrial site. The objectives and provisions of this policy will be incorporated into CPS4 zoning and design guidelines.

*D.G.N6 – ‘Northbank Development Guidelines’*

This policy was adopted in 1996. The objectives and provisions of this policy will be incorporated into CPS4 zoning and design guidelines.

*D.G.N7 – ‘North Fremantle Foreshore Plan’*

This policy was adopted in 1986. This policy relates more to land adjacent the foreshore than the foreshore itself. The policy is superfluous as the individual sites identified in this policy either have more detailed/specific policies for each area or have been redeveloped. As such, the policy should be deleted. The North Fremantle Foreshore Management Plan has since been adopted by Council over the foreshore areas.

*D.G.N8 – ‘Passmore Avenue’*

This policy was adopted in 1991 and the development sites are almost fully developed. As such, the policy should be deleted, and the R Codes can control any remaining development.

*D.G.N9 – ‘Rocky Bay Estate’*

This policy was adopted in 1992 (amended 1994 and 1997) and stages 1 and 2 of 3 have been developed. The policy can be amended to cover the 3<sup>rd</sup> stage (pending completion of other works in Minimum Cove as road access will be taken through this area, north to McCabe Street). Refer to Development Plan No.7 comments.

*D.G.N10 – ‘Rous Head Industrial Park/Harbour’*

This policy was adopted in 1997 and will be reviewed pending the status of the zoning of this area (refer to section 5.3.3 below).

*D.G.N11 – ‘Cypress Hill’*

This policy was adopted in 1998 and provides guidelines for the redevelopment of this particular area. The objectives and provisions of this policy will be incorporated into CPS4 zoning and design guidelines.

*D.G.N12 – ‘Leighton Marshalling Yards’*

This draft policy was adopted in 1999 to guide the structure planning and future development of the under-utilised railway reserve. The objectives and provisions of this policy will be incorporated into CPS4 zoning and design guidelines.

### 5.3.3 Planning Issues

#### **Leighton Marshalling Yards Redevelopment**

(a) The Fremantle Regional Strategy (FRS) proposed significant changes to the Leighton Peninsula, including the relocation of the fuel tanks west of Port Beach Road, narrowing of Stirling Highway (connecting to the FEB south of High Street), the extension of Curtin Avenue through to a realigned Tydeman Road, realigned rail access to the port (south of Tydeman Road), redevelopment of the Leighton Marshalling Yards for residential and tourist uses, and the retention of the petroleum bunkering facilities off Bracks Street. The recommendations of the FRS were reviewed by the WAPC and with respect to the Leighton Marshalling Yards area, the WAPC released the Regional Planning Guidelines (adopted by Cabinet in 2000). The Fremantle to Cottesloe Transport Study and other associated studies have been finalised, then structure planning and appropriate scheme controls can be applied to this area. In the

meantime, it is recommended that the area is zoned 'Development' zone so that the objectives of the existing policy D.G.N12 can be written into the CPS4 text.

### **Residential Development/Heritage Buildings**

- (b) There are a number of different residential densities in North Fremantle which should be simplified in order to provide greater certainty of the actual density, to better match the community's desire for an acceptable level of infill development and ensure greater consistency with the existing heritage character and patterns of North Fremantle. A more uniform approach to density should be applied, particularly in Northbank, where the interpretation of the 'averaged' zoning is confusing and time-consuming. As such it is recommended that:
- (i) the area east of Corkhill Street (with the exception of the Pier 21 sites) which is currently zoned 'R40' should be reduced to 'R25',
  - (ii) the area along Thompson Road which is currently zoned 'R40' should be reduced to 'R25',
  - (iii) the majority of the area between Congdon and Jackson Streets (west of Stirling Highway) which is currently zoned 'Inner Urban R25' and 'no zone' should be zoned 'Residential R40',
  - (iv) the Northbank Village which is currently zoned R25-R60 should be zoned R60.
- (c) The community have expressed concern that the bulk, scale and form of new residential developments are not compatible with the existing 'heritage' character of North Fremantle. A comprehensive set of design guidelines (tailored to specific neighbourhood areas and covering the fine-grained features of the built environment) should be developed to ensure that future development is in keeping with the character of North Fremantle and maintains residential amenity.
- (d) The Municipal Heritage Inventory Management Strategy (2000) recommends that the whole of North Fremantle (excluding the industrial uses west of the railway line) are defined as a heritage precinct. This will enable statutory controls to be placed into CPS4 to control heritage and in conjunction design guidelines to be written, will ensure future development is compatible with the 'heritage character' of North Fremantle.
- (e) CPS4 will have greater power for the retention of significant heritage building, structures and features in North Fremantle such as Dingo Flour Mill, Matilda Bay brewery (former Ford Factory), North Fremantle traffic bridge, North Fremantle pedestrian bridge, North Moll light tower and various residential and commercial buildings.
- (f) The Fremantle Port Authority Buffer Definition study may result in the requirement of specific building design treatments for some properties, particularly with regard to residential uses adjacent to the Fremantle Port. These outcomes should be incorporated into CPS4.

### **Local Centres**

- (g) Retail, commercial and high activity uses should be concentrated in local centre centres, rather than being dispersed along Stirling Highway and as such, retail and entertainment uses will not be permitted outside these areas.
- (h) The Local Centres on Stirling Highway and Queen Victoria Street are affected by regional through-traffic, which causes traffic conflict and exacerbates the linear development of these centres. This can be controlled through traffic calming.

### **Mixed Use, Commercial and Industrial Activities/Areas**

- (i) Much of North Fremantle is currently zoned 'Inner Urban' zone which allows a wide range of land uses, but does not specify what the 'desired mix' of land uses should be for each area eg. the mix of uses between Coventry and Craig Street is currently commercial/industry based, however a greater mix of residential could be permitted. As such, a more specific 'Mixed Use' zone will be applied to these areas, which enables more specific control or direction of the desired function of these areas. Specific design guidelines will also be written to control development over these areas.



- (j) The properties around McCabe Street are currently zoned 'Industry' under the MRS but this is not a strategic regional industrial area. It is recommended that a 'Commercial' zone is applied under CPS4 which will enable continuation of the existing industrial and commercial uses on the site that are more compatible with adjoining residential development. Residential uses are not considered suitable in this location.
- (k) North Fremantle has a tradition of mixed residential and commercial/service industry uses that should be retained under CPS4. The areas will require a more specific zoning than the current control provided by the 'Inner Urban' zone, which is too flexible and does not provide adequate direction for the desired 'mix' of land uses. Specific controls and design guidelines will be developed under CPS4 to ensure a compatible mix of uses.
- (l) The 'Inner Urban' zone will not exist under CPS4. As such, the zoning over the Dingo Flour Mill site (land bounded by Craig, Thompson, Leslie and Stirling Hwy) will require a Mixed Use zone to enable continuation of the existing land use and the desired future use of the site to be accommodated.

### **Natural Environment/Open Spaces**

- (m) Conservation of open spaces along the Port and Leighton beaches will be determined through the Port Beach Management Plan and the Leighton Marshalling Yards Regional Planning Guidelines. Provision for the protection of the natural features and views of the beach and ocean must be accommodated, in addition to planning for storm events, erosion and future changes in the sea level. Appropriate provision should be made for regional recreation demands, in addition to the recommendations of the Vlamingh Parklands.
- (n) The North Fremantle Foreshore Plan details how the foreshore is to be developed. This plan needs to be recognised and progressively implemented. The visual impact of development as viewed to/from the Swan River needs to be co-ordinated with the Swan River Trust and WAPC.

### **Community Facilities**

- (o) The Council supports the retention and conservation of the APACE site in Johannah Street as an important local and regional community facility.
- (p) The church and Croatian Community Hall bounded by Stirling Highway, Alfred Road and Thompson Road is currently zoned 'Inner Urban' but would be more appropriately reserved 'Community Facilities' reserve to preserve the site for community uses.

### **Regional Through Traffic**

- (q) Regional traffic flows (along Stirling Highway, Queen Victoria Street, Tydeman Road etc) dissect the residential areas of North Fremantle, which is not conducive to developing a cohesive community. Better pedestrian, cycle and possibly local traffic linkages are required at strategic crossings (eg. Alfred Road/Walter Place and under the Fremantle Traffic Bridge).
- (r) The outcomes of the Fremantle to Cottesloe Transport Study shall be incorporated into the MRS and CPS4 once it is finalised and approved.
- (s) The Council supports the retention of Port Beach Road and opposes the construction of Curtin Avenue without proper justification for another highway through North Fremantle.

Other issues such as the location of a railway station within close proximity to the beach, the provision of park and ride facilities close to railway stations and cycle paths being located along the railway line, need to be considered in any structure planning.

- (t) Where required the new Scheme and design guidelines should implement any relevant recommendations of the joint Council/Main Roads traffic study into the Queen Victoria Local Centre to improve the function of the centre and movement across Queen Victoria Street.

## **5.3.4 Objectives and Strategies for the North Fremantle Local Planning Area**

**5.3.4.1 Objectives:**

1. Facilitate a mix of low to medium density residential development with some higher density residential development within Local Centres to provide for a variety of dwelling types, sizes and prices.
2. Ensure residential redevelopment is compatible with the heritage character and scale of the built environment, streetscapes, urban spaces of the area and the amenity of adjoining properties.
3. Ensure the development of Local Centres as vibrant community hubs that serve the day-to-day and weekly needs of nearby residents.
4. Provide appropriate zoning and development controls to promote the continued development of designated mixed use, commercial and industrial areas and to ensure compatibility between areas.
5. Preserve and enhance the natural environmental features of North Fremantle, especially the coastal and river features and access.
6. Rationalise and improve vehicle, pedestrian and cycle access, safety and movement within and through North Fremantle.

**5.3.4.2 Strategies:**

1. Apply the following zones in CPS4 (refer to attached map 'North Fremantle LPA'):
  - (i) 'Residential',
  - (ii) 'Local Centre',
  - (iii) 'Mixed Use',
  - (iv) 'Development',
  - (v) 'Commercial',
  - (vi) 'Industry',
  - (vii) 'Open Space' reserve,
  - (viii) 'Community Facilities' reserve.
2. List the whole of North Fremantle as a 'heritage precinct' as per the boundaries of the North Fremantle Heritage Study (1994) under the Municipal Heritage Inventory and CPS4 with stated objectives relating to the retention of heritage character. Integrate the recommendations of the North Fremantle Heritage Study, investigations into smaller character areas and the preparation of design guidelines for the area.
3. Develop a comprehensive set of design guidelines (encompassing smaller character areas where required). Refer section 1.5 4.
4. Implement, where relevant to CPS4, the recommendations of the Vlamingh Parklands Strategy, Fremantle Green Plan, and the Port and Leighton Beach Management Plan.
5. Prepare a structure plan (under a 'Development' zone in CPS4) for the former Leighton Marshalling Yards site based on the recommendations of the WAPC Regional Planning Guidelines and the current policy D.G.N12 'Leighton Marshalling Yards Land Use and Development'.
6. Implement the recommendations of the joint Council/Main Roads WA traffic study into the North Fremantle Town Centre (Queen Victoria Street) where relevant to CPS4 provisions, design guidelines and/or policies.
7. Permit showroom, warehouse, residential and display areas along Stirling Highway within the new 'Mixed Use' zone.

8. In the 'Commercial' zone permit only those uses that require large-scale buildings and/or have district or regional level catchments for retailing, commercial and service industry uses. Oppose local commercial/retail uses as they should be locating in Local Centre and Mixed Use zones.
9. Retain the McCabe Street industrial area for residential compatible business (compatible to nearby Buckland Hill and Rocky bay residents), including industry, commercial and service uses.
10. In the 'Industry' zones permit only light industrial/service activities, do not permit retailing (other than ancillary to production on-site), commercial or residential uses.
11. Implement the recommendations of the Fremantle to Cottesloe Transport Study where relevant to CPS4 and support Stirling Highway as the primary road into Fremantle, rather than Queen Victoria Street (North Fremantle).
16. Ensure that the long term transport access to the Fremantle Port is maintained and rail access is accommodated.
17. Retain access to ROW's and encourage development of suitable 'ROW streetscapes' to improve community safety and amenity within these areas.

REFER TO LOCAL PLANNING AREA MAP



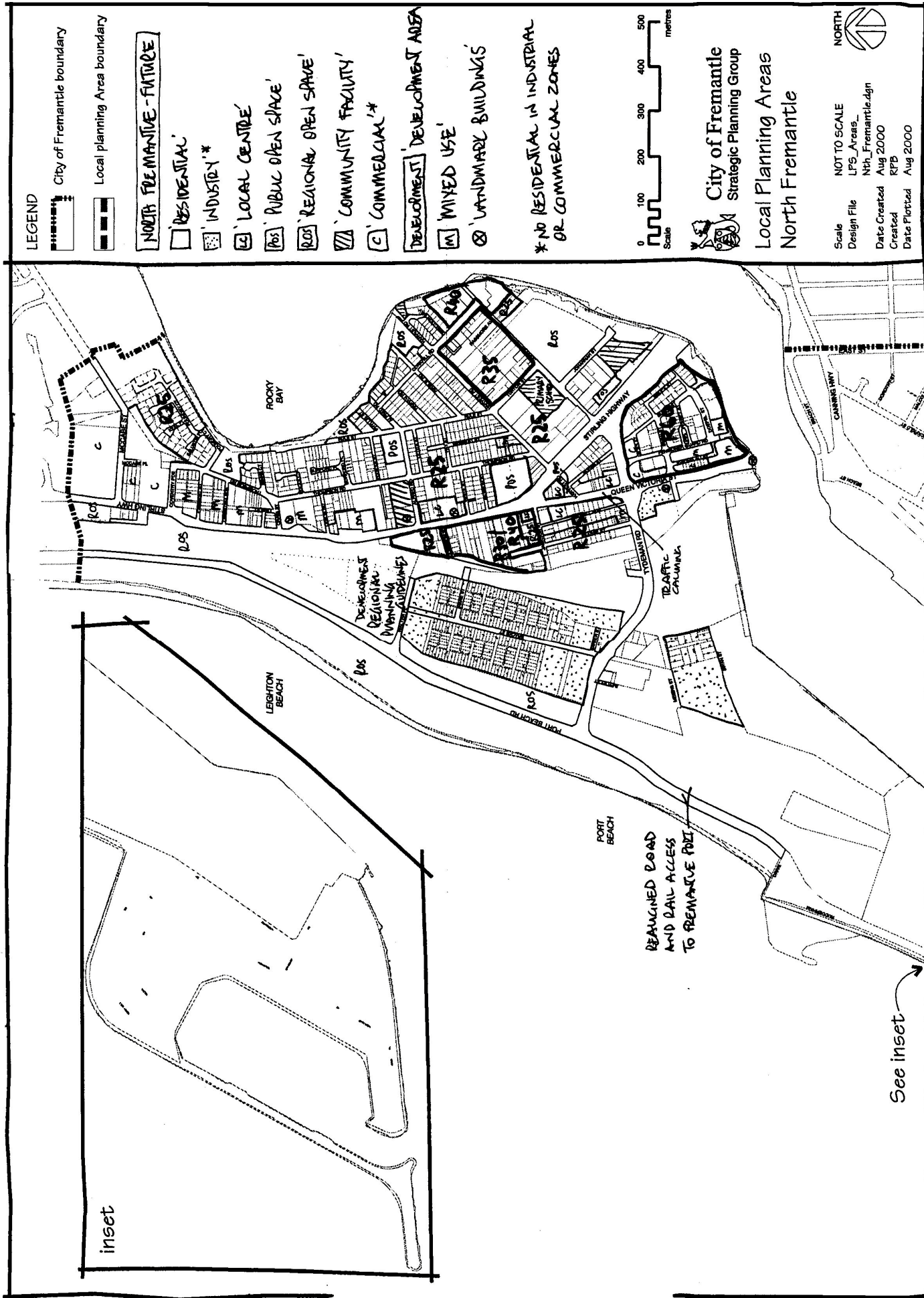


Figure 8 North Fremantle - Local Planning Area

## 5.4 FREMANTLE - SOUTH - LOCAL PLANNING AREA (LPA 4)

### 5.4.1 Statement of Character

<<To be inserted upon completion of character studies>>

### 5.4.2 Existing Policies/Development Plans

#### *Development Plan No.9 Solomon Street, Steven Street, Hampton Rd, Ashburton Terrace*

This TPS3 provision sets out basic guidelines for redevelopment of the site into residential uses. The site has been fully developed now and these land use objectives can be adequately controlled through CPS4 zoning.

#### *Development Plan No.12 South Terrace, Jenkin Street and Wardie Street*

This TPS3 provision sets out basic guidelines for redevelopment of the former Mills and Wares factory along South Terrace into mixed uses along South Terrace and residential uses behind. The site has been fully developed now and these land use objectives can adequately controlled through CPS4 zoning.

#### *Development Plan No.13 Chester Street, South Fremantle*

This TPS3 provision sets out basic guidelines for redevelopment of the former engineering works into residential uses. This area can be zoned 'Residential' under CPS4 and the provisions of the Development Plan transferred to design guidelines.

#### *Development Plan No.14 Ocean Road and Alice Ave, South Fremantle*

This TPS3 provision sets out guidelines for redevelopment of the former railway land to open space and residential uses. This area can be zoned 'Residential' under CPS4 and the provisions of the Development Plan transferred to design guidelines.

#### *D.G.F8 Douglas Street Local Area*

This policy was written in 1988 and sets out basic development requirements for the above street block. The provisions of this policy will be incorporated into design guidelines under CPS4.

#### *D.G.F9 Foreshores within the City of Fremantle*

This policy was written in 1984 and sets out brief recommendations for the use of Fremantle foreshores. The contents of this policy need to be reviewed and any future land use objectives can be implemented through CPS4 zoning and a revised planning policy.

#### *D.G.F16 Marine Terrace Policy (including South Fremantle)*

This policy was written in 1984 (amended in 1991 and 1992) and sets out basic land use and development requirements for various portions of Marine Terrace. The objectives of this policy have been reviewed in this LPA and changes have been recommended that can be incorporated into CPS4 zoning and design guidelines.

#### *D.G.F24 Solomon Street*

This policy was written in 1993 and sets out basic land use and development requirements for Solomon Street. The provisions of this policy will be incorporated into design guidelines under CPS4.

#### *D.G.F29 Suffolk to South Streets Local Area*

This policy was written in 2000 and sets out land use and development requirements. These objectives and provisions of this policy will be incorporated into CPS4 zoning and design guidelines.

*D.G.S1 'Seaview Tavern - 282 South Terrace, South Fremantle'*

This policy was written in 1988 and recommends that the tavern should not be extended beyond its current property boundary. This principle will be addressed through CPS4 zoning and provisions.

*D.G.S2 'South Terrace, South and Attfield Streets and Lefroy Road Local Area'*

This policy was written in 1993 and sets out detailed land use and development requirements. The objectives and provisions of this policy require a minor review and will be incorporated into design guidelines under CPS4.

*D.G.S3 'South and Attfield Streets, Hampton and Lefroy Roads Local Area'*

This policy was written in 1988 (amended in 1992) and sets out basic land use and development requirements. The objectives and provisions of this policy require a minor review and will be incorporated into design guidelines under CPS4.

*D.G.S4 'South Terrace, Douro and Ocean Roads and Hickory Street Local Area'*

This policy was written in 1993 and sets out basic land use and development requirements. The objectives and provisions of this policy will be incorporated into CPS4 zoning and design guidelines.

*D.G.S5 'Wills Transport Site - 122 Marine Terrace and 3 South Street, South Fremantle'*

This policy was written in 1988 and provides guidelines for the redevelopment of this site. This area has been fully developed and the policy is no longer required.

*D.G.B1 Lefroy Road, Livingstone, Hale and Beard Streets Local Area**D.G.B2 Livingstone, Hale, Beard and Milbourne Streets Local Area**D.G.B3 Moran, Beard and Livingstone Streets Local Area*

These policies were written in 1987, 1991 and 1988 and provide direction on access to the rear ROW. All ROW's were reviewed in the draft ROW Study. The objectives and provisions of these policies will be incorporated into design guidelines.

*D.G.B4 Mardie Street including the east of Edmund Street*

This policy was written in 1994 and sets out detailed development guidelines. The objectives and provisions of this policy require a minor review and will be incorporated into design guidelines under CPS4.

### 5.4.3 Planning Issues

#### **Residential Development**

- (a) A large amount of infill development through this area has been the result of density bonuses (up to 50% above the prevailing R Code). This has been effective in heritage conservation terms, however, there is concern that it has resulted in some over-development of lots and inappropriately designed infill housing.
- (b) The community have expressed concerns that infill and new development is not always compatible with the existing heritage character of South Fremantle (eg. bulk and scale, materials issues). A comprehensive set of design guidelines (tailored to specific neighbourhood areas and covering the fine-grained features of the built environment) are to be developed under CPS4 to ensure that future development is in keeping with the character of the Local Planning Area and maintains residential amenity. Information from the South Fremantle Conservation Study will be included in the design guidelines.
- (c) There has been some concern about of non-residential uses encroaching into residential areas throughout Fremantle - South. Although Fremantle has a tradition of mixed use areas, commercial activities will not be permitted in areas zoned 'Residential' in CPS4, rather they will be encouraged to locate in 'Local Centre', 'Commercial' and 'Mixed Use' zones to reduce conflict with residential activities.
- (d) There is a need to develop a comprehensive set of land use and design guidelines for Mixed Use areas along South Terrace to ensure that commercial uses are developed at ground level and residential uses are developed above ground level (ie. that there is a continuation of the

'mix' of uses and not domination of one type of land use). There is also the need to ensure that amenity is maintained for residential uses.

- (e) The Fremantle Chalet Village Park located on Cockburn Road provides long-term and short-term accommodation. There is some concerns about environmental contamination on this site. It is recommended that a 'Development' zone be placed over this site so that specific scheme clauses can be implemented to identify issues of site contamination and require environmental investigations/remediation should there be any proposals to significantly alter the existing land use or consider subdivision. These sites should be considered together with the South Fremantle tip site and railway/industrial redevelopment to the west of the site (refer (s) below).
- (f) The Municipal Heritage Inventory Management Strategy (2000) recommends that the whole of South Fremantle (excluding the Hampton Road commercial area and former landfill sites to the south) be defined as a heritage precinct. This will enable statutory controls to be placed into CPS4 to control heritage in conjunction with design guidelines (yet to be written). This will ensure future development is compatible with the 'heritage character' of this Local Planning Area.

### **Mixed Use Areas & Local Centres**

- (g) The area of west of Hampton Road has a tradition of mixed residential and commercial uses (retail and offices) that should be retained under CPS4. This area will require a more specific zoning than the current control provided by the 'Inner Urban' zone, which is too flexible and does not provide adequate direction for the desired 'mix' of land uses. It is recommended that 'Mixed Use' zones are applied to South Terrace (south of South Street), Marine Terrace (north of South Street). This raises the issue whether retail (ie. shops/showrooms etc.) activities should be located in concise 'nodes' within the mixed use strips along Marine Terrace and South Terrace to improve efficiency of movement for pedestrians, shared carparking etc. or should there be an unfettered mix of shops, offices and residences along the mixed use strips. This will be further detailed in CPS4.
- (h) The Education Department buildings on the corner of Hampton and Lefroy Rds are currently zoned 'Inner Urban' and are used as regional offices. The 'Inner Urban' zone is too flexible and does not accurately control the desired long-term use of this site (ie. it currently allows almost any use to be located at this site including light industrial activities). As such, a more specific zone is needed to control future land uses on this site (needs to be compatible with adjacent residential uses). Continued use of the site for offices is acceptable as well as residential uses. Use of the site for other commercial activities such as retail or service activities (eg. showrooms, repairs) would not be acceptable. As such, it is recommended that a 'Mixed Use' zone, accommodating office and residential uses only be applied to the site under CPS4 (any future development would also need to conserve the heritage value of existing buildings).
- (i) The local centre at the corner of Hampton Road/Wray Avenue requires a reduction in the 'Local Centre' zone as some lots have been fully developed for housing (along Norman Street). A 'Mixed Use' zone should also be applied to those lots in the centre that are a mix of offices and residences. The local centre at the corner of Wray Avenue/South Terrace, is currently zoned 'Inner Urban' and requires a more specific zone under CPS4 to ensure an appropriate mix of local shopping activities, commercial and residential uses are retained. It is recommended to rezone a portion of this centre as 'Local Centre' and portion as 'Mixed Use'.
- (j) The local centre located on Hampton Road (between Lloyd and Scott Streets) should continue to be zoned 'Local Centre' but requires protection (ie. so local shops are retained) from the commercial centre located further along Hampton Road (on corner of Douro Road). The Hampton/Douro Road centre should be zoned 'Commercial' and should only accommodate larger-scale retailing/showroom uses, service industry and other commercial uses with wider district/regional catchments.
- (k) There are a number of original shops (used for restaurants, shops etc.) located on Douro Road that are currently zone 'Residence' and will become non-conforming uses in CPS4 if they are not assigned an appropriate commercial zone. As such, it is recommended that they are zoned

'Neighbourhood Centre' to provide rights for continued small-scale commercial use. This should not extend to the engineering works between Hulbert and Walker Streets.

### **Other Commercial Activities/Areas**

- (l) The commercial uses near Hampton/Douro Road require an appropriate 'Commercial' zoning and should only accommodate larger-scale retailing/showroom uses, service industry and other regional-type commercial uses.

### **Industrial/Manufacturing Activities and Areas**

- (m) Industrial uses have steadily been leaving South Fremantle and locating in newer industrial areas. The Australian Wool Testing Authority and Sealanes both currently occupy large sites and the long-term future of these sites needs to be determined so appropriate zones can be applied under CPS4. It is recommended that a 'Development' zone is applied to the sites to enable specific provisions to be written so the uses can continue and to give direction for any future change of use. A mixture of residential and commercial uses (fronting Marine Terrace and South Terrace) would be supported. A higher density should be applied to these sites and a variety of housing choices is strongly supported owing to its significant position.
- (n) The Strang Court and Brockman Place areas are currently zoned 'Inner Urban' which has allowed a range of industrial and commercial activities. It is recommended that these areas retain a 'Mixed Use' zoning in order that commercial, light and cottage industries can continue to exist.

The south west corner of this area abuts a residential precinct and Clontarf Hill to the south, which suggests that residential development could be permitted, provided that it is adequately buffered, cleared of any contamination and comprehensively structure planned to take into account land affected by the FEB reservation. Accordingly, this area can be included in the Development zone adjacent the Lefroy Road quarry and FEB.

- (o) The Strang Court and Brockman Place areas must have connection to deep sewer prior to any major redevelopment. The Council should encourage the WA Water Corporation to provide sewer connection.

### **Natural Environment/Open Spaces**

- (p) Clontarf Hill is affected by the FEB reservation, but is partly recognised for its regional open space contribution (as Parks and Recreation under the MRS). Should the FEB reservation be removed, the land should be wholly reserved as a regional Parks and Recreation reserve.
- (q) The area bounded by Suffolk Street, South Street, Marine Terrace and South Terrace does not have a local neighbourhood park, open space has to be accessed by crossing major roads. As such, provision of a park requires investigation.
- (r) The community garden on the corner of Marine Terrace/King William Street is currently zoned 'Inner Urban' and requires a 'Open Space' reserve under CPS4 to provide continued land use certainty.

### **Other Areas**

- (s) The environmental contamination of the former South Fremantle landfill site is currently being monitored and investigated, and the outcomes will determine future land uses over this site. Once the extent of contamination and costs of clean up have been determined, a comprehensive structure plan can be drawn up to guide future development (this would include east-west green links as specified in the Fremantle Green Plan). It is recommended that a 'Development' zone is applied to the site in CPS4 to enable environmental conditions for remediation/clean-up and the preparation of a comprehensive structure plan.
- (t) The area north of Rollinson Road (within the City of Cockburn) and including the Railways reserved land south of Ocean Road is being considered for redevelopment. While issues of noise, vibrations and contamination need to be fully resolved, residential development is being considered. While the majority of the site is within the City of Cockburn the redevelopment of

this area will introduce issues such as traffic, beach/foreshore setbacks, land use mix and density, structure planning and building bulk and scale. Subject to appropriate MRS amendments to zone the land Urban, the land should be designated as a 'Development' zone under CPS4, so not as to pre-empt the requisite structure planning process.

### **Roads/Traffic**

- (u) Competition for on-street car parking spaces represents a problem for residents, as many of the smaller lots in this area cannot accommodate off-street parking (ie. 2 carbays on a lot).
- (v) ROW's should be retained as they form a significant part of urban character, informal recreation and rear access for development. The draft ROW study recommends that the majority of the ROW's be retained.

## 5.4.4 Objectives and Strategies for the Fremantle - South Local Planning Area

### **5.4.4.1 Objectives:**

1. Retain the Local Planning Area as a predominantly medium density residential area with some higher density residential development within Local Centres and Mixed Use areas to provide for a variety of dwelling types and sizes.
2. Ensure residential redevelopment is compatible with the heritage character of the built environment, streetscapes, urban spaces and the amenity of adjoining properties.
3. Ensure the development of Neighbourhood Centres, Local Centres and Mixed Use areas as vibrant community hubs that serve the day-to-day and weekly needs of nearby residents.
4. Provide appropriate zoning and development controls to promote the continued development of designated Mixed Use, Commercial and Industrial areas and to ensure compatibility between areas.
5. Facilitate the environmental remediation and redevelopment of contaminated sites.
6. Preserve and enhance the natural environmental features of the Local Planning Area, especially the coastal features and access.
7. Ensure safe access and movement for pedestrians and cyclists.

### **5.4.4.2 Strategies:**

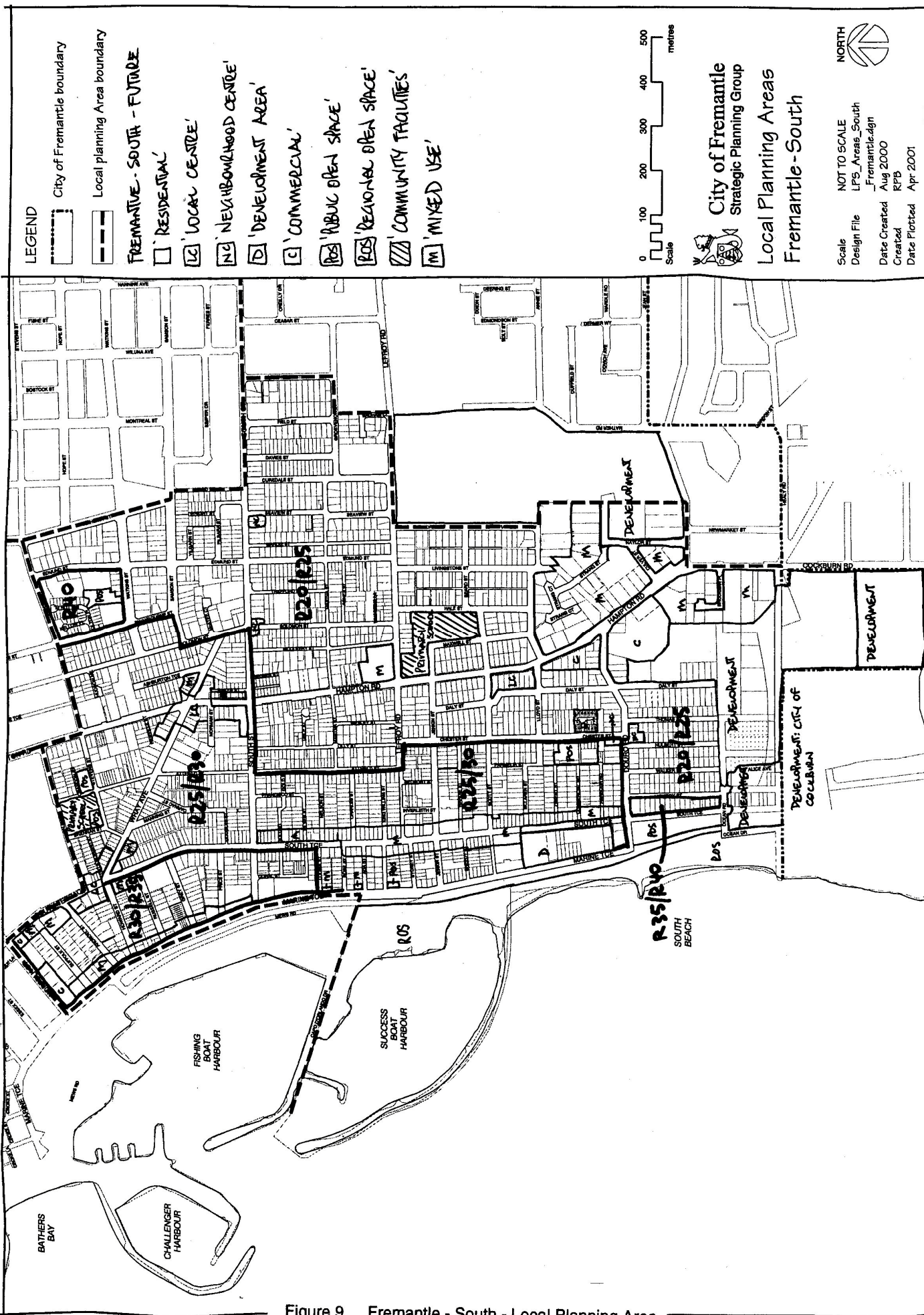
1. Apply the following zones in CPS4 (refer to attached map 'Fremantle - South LPA'):
  - (i) 'Residential',
  - (ii) 'Local Centre',
  - (iii) 'Commercial',
  - (iv) 'Mixed Use',
  - (v) 'Industry',
  - (vi) 'Development',
  - (vii) 'Open Space' reserve,
  - (viii) 'Community Facilities' reserve.
2. List areas of South Fremantle as a 'heritage precinct' in accordance with the boundaries of the South Fremantle Conservation Study (1993) under the Municipal Heritage Inventory and CPS4 with stated objectives relating to the retention of heritage character. Integrate the recommendations of the South Fremantle Conservation Study and investigations into smaller character areas and the preparation of design guidelines for the area.
3. Develop a comprehensive set of design guidelines (encompassing smaller character areas where required). Refer to section 1.5.4.



4. Prepare a structure plan (under a 'Development' zone in CPS4) for the former South Fremantle landfill site based on the findings of current environmental investigations to guide future development options.
5. Any structure planning over the Railways reserve and/or South Fremantle Tip site should incorporate the following;
  - (i) remediation of the site to an appropriate standard,
  - (ii) maintain east west links in accordance with the Fremantle Green Plan,
  - (iii) development should be compatible with the form and function of South Fremantle,
  - (iv) development should minimise traffic impacts on local streets,
  - (v) development should protect the recreational values of South Beach from overlooking, bulk and scale,
  - (vi) development should retain any buildings of heritage value,
  - (vii) development should provide for a social mix including low cost and/or aged housing.
6. Apply a 'Development' zone over the Fremantle Chalet Village Park on Cockburn Road, South Fremantle to:
  - (i) note that the site is contaminated by previous land uses and this requires further monitoring,
  - (ii) require any future land uses to be subject to comprehensive structure planning (together with adjacent properties) prior to development, subdivision or strata titling.
7. Investigate the provision of a neighbourhood park for the local area from Suffolk Street to South Street (between Marine Terrace and South Terrace).
8. Maintain the network of informal pedestrian movement systems by retaining access to ROW's/PAW's and encourage development of suitable ROW streetscapes' to improve community safety and amenity within these areas.
9. In the 'Commercial' zones permit only those uses that require large-scale buildings and/or have district or regional level catchment for retailing, commercial and service industry uses. Oppose local commercial/retail uses as they should be locating in Local Centre and Mixed Use zones.
10. Negotiate with the Water Corporation to provide reticulated sewer to the Strang Court and Brockman Place areas.
11. Identify the shops on Douro Road as a Neighbourhood Centre zone.

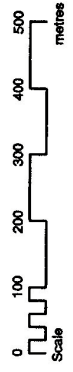
REFER TO LOCAL PLANNING AREA MAP





**LEGEND**

- City of Fremantle boundary
- Local planning Area boundary
- FREMANTLE - SOUTH - FUTURE**
- 'RESIDENTIAL'
- 'LOCAL CENTRE'
- 'NEIGHBOURHOOD CENTRE'
- 'DEVELOPMENT AREA'
- 'COMMERCIAL'
- 'PUBLIC OPEN SPACE'
- 'REGIONAL OPEN SPACE'
- 'COMMUNITY FACILITIES'
- 'MIXED USE'



**City of Fremantle**
  
 Strategic Planning Group

**Local Planning Areas**
  
**Fremantle - South**

Scale NOT TO SCALE
   
 Design File LPS\_Areas\_South
   
 \_Fremantle.dgn
   
 Date Created Aug 2000
   
 Created RPB
   
 Date Plotted Apr 2001

NORTH

Figure 9 Fremantle - South - Local Planning Area

## 5.5 BEACONSFIELD - LOCAL PLANNING AREA (LPA 5)

### 5.5.1 Statement of Character

<<To be inserted upon completion of character studies>>

### 5.5.2 Existing Policies

#### *D.G.B5 Clontarf Hill*

This policy was written in 1994 and promotes physical and visual linkages between Clontarf Hill and surrounding areas. The policy does not identify any actual areas of open space and a detailed plan is to be pursued as a strategy of the Fremantle Green Plan (draft 2000). The policy can be updated to reflect the outcomes of the more detailed plan and CPS4 'Open Space' reserves applied to specific areas.

#### *D.G.B6 Newmarket Street Local Area*

This policy was written in 1992 and seeks to retain the street for residential purposes. This principle will be addressed through CPS4 zones and provisions.

#### *D.G.B7 Lefroy Road, Montgomery, Shepherd and Smith Streets Local Area*

This policy was written in 1988 and amended in 1998. The policy provides development control provisions for rear lot development and ROW access. All ROW's are currently being reviewed and this policy will be reviewed pending the outcomes of this study. The objectives and provisions of this policy will be incorporated into design guidelines.

#### *D.G.W3 South Street Local Centre Local Area*

This policy was written in 1995 and reviewed (with no changes) in 1997. The policy provides guidelines for public and private development, car parking and access in the South Street local centre. The objectives and provisions of this policy require a minor review and will be incorporated into CPS4 provisions and design guidelines.

### 5.5.3 Planning Issues

#### **South Street Local Centre**

(a) The South Street Local Centre is in need of an upgrade to improve the physical environment (footpaths, pedestrian crossings, signage, landscaping etc), amenity and performance of the centre to promote it as a 'community hub' for Beaconsfield and White Gum Valley residents. Main Roads WA propose road widening of South Street which hinders upgrading and redevelopment of the local centre.

#### **Hilton Plaza and Lefroy Square Local Centre**

(b) The Hilton Plaza/Lefroy Square can benefit from an upgrade to improve the physical environment and to better integrate the two complexes. Integration of building and parking circulation movements should be encouraged.

(c) The vacant lot on the eastern corner of Lefroy Road and York Street is suitable for retail, community or residential development. This site is capable of being developed to a higher density and can provide the opportunity for aged and/or affordable housing.

#### **South Street Shops**

(d) There is a shop and a small good factory along South Street (near corner Cadd Street) that has caused problems and nuisance to the local community. It is recommended that the site continue to remain zoned 'Residential' and the current use non-conforming.

#### **Residential Development/Cultural Heritage**

(e) The current residential density in Beaconsfield is R20 which means that approximately 15-20% of the lots can be developed with 2 dwellings per lot and the remainder at only 1 dwelling per lot.

The provision of deep sewer to the area could enable a higher density such as R25 which would mean that approx. 90% of the lots could be developed for 2 dwellings per lot.

- (f) There is capacity to apply a 'Residential' zoning and higher density over the vacant land on either side of the FEB road reserve to facilitate residential development (currently R20). The Local Housing Strategy recommends R35-40 and any future development should be guided by a detailed structure plan to ensure that future subdivision/development is in keeping with the street and lot pattern of Beaconsfield.
- (g) A higher density code should be applied to the South Street local centre and Lefroy Road shops to encourage shop-top housing variety (residential only permitted above ground floor).
- (h) There is a varied mix of dwelling types within Beaconsfield which may permit future flexibility in residential design/character, however there should be a few dominant 'residential characteristics' that should be maintained eg. open front setbacks (no high fences, carports/garages), single-storey dwelling frontage to the street, plentiful open space about dwellings etc. As such, a thorough 'character' assessment will be undertaken and design guidelines written into CPS4.
- (i) There is surplus land owned by the Education Department adjacent to the South Fremantle High School along Annie Street. This land is currently zoned 'Residence' and may require a 'Community Facilities - High School' reservation under CPS4.
- (j) Land along Healy Road (previously reserved for the Marine Terrace link of the Roe Highway) is currently unzoned. It is proposed that this land be assigned a 'Residential' zone under CPS4 (the existing car yard at the corner of Hampton and Healy Roads will then become a non-conforming use).

#### **Natural Environment/Open Spaces**

- (k) The Fremantle Recreation Policy and Plan recommends the investigation of locating district-level recreation facilities adjacent to the South Fremantle High School. Once this has been determined, it may be necessary to apply a Community Facilities or Open Space reserve over this land.
- (l) The land at Clontarf Hill is currently zoned 'Inner Urban', 'Open Space' and 'Primary Regional Road' reserve. Those areas not taken up by the road reserve should be zoned 'Open Space' in CPS4 to ensure continued use of the significant site as an area of open space. This should include providing open space links to surrounding areas.
- (m) The Catholic primary school owns land along York Street which is currently zoned 'Open Space' but is not developed as a local park. This is privately owned land and a 'Residential' zone could be applied to facilitate possible redevelopment of the land should they wish to discontinue recreational land uses.

#### **Roads/Traffic**

- (n) The FEB is proposed through Beaconsfield. If the reservation is deleted the affected properties shall be zoned in accordance with surrounding local zone(s). Where possible existing dwellings under the FEB should be retained.
- (o) There is a significant road reserve along South Street that extends over some buildings in the Local Centre. The Council has attempted to have the classification of the road downgraded by Main Roads WA. The road reserve has a negative impact on the local centre as it reduces the amount of land available for shops/commercial buildings and leads to reduced maintenance of verges and footpaths.
- (p) ROW's provide valued access to the rear of lots and the draft ROW study recommends they remain open. As such, new development in the rear of lots should overlook the ROW's to improve community safety.

#### **Other**

- (q) The uncertainty of the FEB makes it difficult to provide certainty to the land uses located to the west of Mather Road. If the FEB does not go ahead this area would be suitable for a 'green link' from Clontarf Hill and residential development. However until this is determined it is recommended that a 'Development' zone be applied to the land under CPS4 until any major redevelopment is proposed. This will enable the light industry and residential uses to remain and the desired future uses of the land to be identified in CPS4.
- (r) The woolstores and other warehouses on Clontarf Road are currently used for storage and distribution purposes, however residential options can be considered, subject to further investigation (including structure planning).
- (s) The Portuguese Club is currently zoned 'Inner Urban' and requires a more appropriate zone under CPS4 such as 'Community Facilities' reserve to ensure continuity of this valuable land use.
- (t) The kindergarten on Doig Place is currently zoned 'Open Space' reserve and requires a more appropriate zone under CPS4 such as 'Community Facilities' reserve.

#### 5.5.4 Objectives and Strategies for the Beaconsfield Local Planning Area

##### **5.5.4.1 Objectives:**

1. Facilitate low to medium density residential development in the area and some higher density residential development within the South Street Local Centre and Lefroy Road Neighbourhood Centre and around the Lefroy Road quarry to provide for a variety of dwelling types and sizes.
2. Ensure residential redevelopment is compatible with the heritage character and scale of the built environment, streetscapes and urban spaces of Beaconsfield and the amenity of adjoining properties.
3. Facilitate the development of the Lefroy Road and the South Street Local Centre as vibrant community hubs which serve the day-to-day needs of nearby residents and to facilitate the redevelopment of major sites within the Local Centre that contribute to a high standard of design and amenity as well as a distinctive architectural character.
4. To facilitate the environmental remediation and redevelopment of underutilised land.
5. To protect significant environmental features, especially Clontarf Hill, through the reservation of 'Open Space' areas.
6. To ensure safe access and movement for pedestrians and cyclists.

##### **5.5.4.2 Strategies:**

1. Apply the following zones in CPS4 (refer to attached map 'Beaconsfield LPA'):
  - (i) 'Residential',
  - (ii) 'Local Centre',
  - (iii) 'Neighbourhood Centre',
  - (iv) 'Community Facilities' reserve,
  - (v) 'Open Space' reserve,
  - (vi) 'Industry',
  - (vii) 'Development'.
2. Develop a comprehensive set of design guidelines (encompassing smaller character areas where required). Refer section 1.5.2
3. Zone Lot 1 Lefroy Road (corner York Street) to 'Residence R20'.

4. Prepare a structure plan (under a 'Development' zone in CPS4) in conjunction with the landowners and surrounding residents, for the land between Moran Street and Mather Road that subject to appropriate remediation and geotechnical studies provides for:
  - (i) development of a range of residential dwellings to R35/R40,
  - (ii) open space and community areas,
  - (iii) street network, street block and lot orientation in grid network to reflect the character of adjacent residential areas.
5. Retain access to ROW's and encourage development of suitable 'ROW streetscapes' to improve community safety and amenity within these areas.
6. Reserve the land south of the South Fremantle High School along Annie Street 'Community Facilities'. The Catholic School land along York Street should be zoned Residential.
7. Identify specific open space links from Clontarf Hill to the surrounding areas.
9. If the FEB MRS reservation is deleted, zone the affected properties in accordance with surrounding local zones.
10. Prepare a case to Main Roads WA to justify abandoning plans to widen South Street beyond the existing road reserve.

REFER TO LOCAL PLANNING AREA MAP





## 5.6 White Gum Valley - Local Planning Area (LPA 6)

### 5.6.1 Statement of Character

<<To be inserted upon completion of character studies>>

### 5.6.2 Existing Policies

*D.G.W1 Samson and Watkins Streets, Nannine & Wiluna Avenues Local Area*  
*D.G.W2 Watkins and Hope Streets, Nannine and Yalgoo Avenues Local Area*  
*D.G.W4 Carrington, Hope and Watkins Street and Minilya Avenue Local Area*  
*D.G.W5 Watkins and Samson Streets, Minilya and Wongan Avenues Local Area*

These policies were written between 1988 and 1991. They provide development control provisions for rear lot development and ROW access. The provisions of these policies were reviewed in the draft ROW Study. These policies can be incorporated into design guidelines under CPS4.

*D.G.W3 South Street Local Centre Local Area*

This policy was written in 1995 and reviewed (with no changes) in 1997. The policy provides guidelines for public and private development, car parking and access in the South Street local centre. The objectives and provisions of this policy require a minor review and will be incorporated into CPS4 provisions and design guidelines.

### 5.6.3 Planning Issues

#### **Residential Development/Cultural Heritage**

- (a) The larger lots (especially those with rear laneway access in the eastern section of White Gum Valley) provide the opportunity to permit infill development to provide housing and increased population. The current residential density (most R20 with some R25) allows approx. 40% of lots to be developed with group dwellings. The Local Housing Strategy recommended a R30 density for all of White Gum Valley. Increased density may be better suited to targeted areas where lots are suitable for redevelopment (eg larger lots, rear access, close to local centre, close to transport routes). Encouraging shop-top housing in the South Street local centre could also contribute to greater housing choice.
- (b) There is a varied mix of dwelling types within White Gum Valley which may permit future flexibility in residential design/character, however there are a few significant features of White Gum Valley that need to be retained eg. large front setbacks, large side setbacks, no or low front fences and single storey dwelling presentation. There has been some community concern that new residential developments are not in keeping with the bulk and scale of existing dwellings. A character assessment is to be undertaken and specific design guidelines will be developed under CPS4 to ensure that future development is in keeping with the character of White Gum Valley.
- (c) There is surplus land owned by the Education Department along Stevens Street, adjacent to the primary school. This land may be more appropriately reserved for 'Community Facilities' reserve, rather than 'Primary School' reserve.

#### **South Street Local Centre**

- (d) The South Street Local Centre is in need of an upgrade to improve the physical environment (footpaths, pedestrian crossings, signage, landscaping etc), amenity and performance of the centre to promote it as a 'community hub' for Beaconsfield and White Gum Valley residents.
- (e) Any new development in this centre should be encouraged to include shop-top housing to contribute to housing choice and vitality of the centre.

#### **Other Neighbourhood Shops**



- (f) There are several small shopping areas within the residential area. The shop and offices on the corner of Minilya and Watkins Streets and on Watkins Street (near the corner of Montreal Street) are currently zoned 'Residential' and should be zoned 'Neighbourhood Centre' in CPS4 to support continuity as a neighbourhood shopping area. It is also recommended that the existing function centre/restaurant on the corner of Taylor and South Street remains zoned 'Residential'.

### **Environment/Open Space**

- (g) The Fremantle Green Plan identified a shortage of public open space in the eastern end of White Gum Valley. Investigations to provide a local park in this area should be expedited, however, it is recommended that consideration be given to utilising the wide road reserves (inc. verges) together with any partial road closures.
- (h) The 'Open Space' and 'Community Facilities (Kindergarten)' reserve along Nannine Street do not reflect the land uses on the ground. As such, the reserves should be amended under CPS4.

### **Roads/Traffic**

- (i) The FEB was proposed through White Gum Valley and this would have a significant affect on the community (ie. sever physical access, noise, visual, loss of dwellings). If the FEB MRS reservation is deleted, dwellings should be retained and the land zones in accordance with surrounding local zones.
- (j) There is a significant road reserve along South Street that extends over some buildings in the local centre and other dwellings, and significant landmark trees along South Street. The Council has tried to have the classification of the road downgraded by Main Roads WA. The road reserve has a negative impact on the local centre as it reduces the amount of land available for shops/commercial buildings and reduces maintenance of verges and footpaths. The Council will continue to oppose the road widening along its entire length (in Fremantle).
- (k) ROW's provide valued access to the rear of lots and the draft ROW Study recommends they remain open. As such, new development in the rear of lots should overlook the ROW's to improve community safety.

### **Other**

- (l) There are two businesses on the corner of Carrington Street and Watkins Street (tyre fitting and paving supplier) that are non-conforming uses under the existing TPS3 (ie. they are not permitted in the 'Residence' zone). It would be preferable for this land to convert to residential uses. This may also provide opportunities for the provision of affordable and/or aged housing units.

## 5.6.4 Objectives and Strategies for the White Gum Valley Local Planning Area

### **5.6.4.1 Objectives:**

1. Facilitate low to medium density residential development in the area with some grouped dwelling development and some higher density residential development within the Local Centre to provide for a variety of dwelling types and sizes.
2. Ensure that residential redevelopment is compatible with the heritage character and scale of the built environment, streetscapes and urban spaces of White Gum Valley and the amenity of adjoining properties.
3. Facilitate the development of the Watkins Street Neighbourhood Centre and the South Street Local Centre as vibrant community hubs which serve the day-to-day needs of nearby residents and to facilitate the redevelopment of major sites within the Local Centre that contribute to a high standard of design and amenity as well as a distinctive architectural character.
4. Provide residents with adequate provision of public open space.
5. Ensure safe access and movement for pedestrians and cyclists.

### **5.6.4.2 Strategies:**

1. Apply the following zones in CPS4 (refer to attached map 'White Gum Valley - LPA'):
  - (i) 'Residential',
  - (ii) 'Local Centre',
  - (iii) 'Neighbourhood Centre',
  - (iv) 'Community Facilities' reserve,
  - (v) 'Open Space' reserve.
2. Develop a comprehensive set of design guidelines (encompassing smaller character areas where required). Refer section 1.5.4.
3. Investigate the provision of a local park in the eastern end of White Gum Valley.
4. Retain access to ROW's and encourage development of suitable 'ROW streetscapes' to improve community safety and amenity within these areas.
5. If the FEB MRS reservation is deleted, zone the affected properties in accordance with surrounding local zones.
6. Prepare a case to Main Roads WA to abandon plans to widen South Street beyond the existing road reserve.

REFER TO LOCAL PLANNING AREA MAP



## 5.7 Hilton - Local Planning Area (LPA 7)

### 5.7.1 Statement of Character

<<To be inserted upon completion of character studies>>

### 5.7.2 Existing Policies

#### *D.G.H1 South, Carrington and Paget Streets and Rennie Crescent Local Area*

This planning policy is outdated and D.G.H2 and other Council policies adequately control development in this area.

#### *D.G.H2 Hilton Residential Development Policy and Urban Design Guidelines*

This planning policy requires a minor review to re-assess the adequacy and effectiveness of the provisions. The objectives and provisions of this policy will be incorporated into design guidelines under CPS4.

### 5.7.3 Planning Issues

#### **Marimont Street Area**

- (a) There is no public open space for residents in this area (residents must cross major roads - South or Carrington Streets to access open space areas). Provision of public open space should be investigated.
- (b) The draft ROW Study recommends that ROW's are retained and provide opportunities for redevelopment.
- (c) There is potential for conflict at the interface of industrial and residential uses around the edge of this neighbourhood area. Industrial activities in these locations should be compatible with residential uses (low noise, office component etc) and developed with high quality facades, landscaping and adequate parking to improve amenity for residential areas. This will require specific provisions in CPS4 for industrial uses in these locations.

#### **Hilton Local Centre (South Street)**

- (d) It is desirable to encourage residential development within the local centre to increase the catchment population to businesses and to improve the vitality of the centre as a 'community hub'. Residential uses should not dominate the centre and should only be permitted at first floor and above ('active' commercial uses are to be located at ground floor).
- (e) There is a need for a comprehensive set of design guidelines for the local centre to encourage high quality design of a distinctive architectural character and to generally encourage redevelopment of underutilised sites.
- (f) There is a need to encourage redevelopment of this centre as buildings require refurbishment/redevelopment. Redevelopment and/or new business in vacant sites would also improve the image of the Hilton Local Centre.
- (g) The Council has tried to have the classification of South Street downgraded by Main Roads WA and the widening deleted (as it extends over some buildings in the centre). The road reserve has a negative impact on redevelopment as it reduces the amount of land available for buildings.
- (h) The medical rooms adjacent to the local centre on Victor Street are currently zoned 'Residence' and this lot should be rezoned 'Local Centre' to ensure continuation of this use.

#### **Hilton Residential Area**

- (i) There are concerns at the demolition of heritage dwellings in Hilton and the incremental erosion of the broader heritage character of the suburb. Retention of heritage dwellings will be assisted

by the classification of Hilton as a 'heritage precinct' in the Municipal Heritage Inventory and more comprehensive heritage provisions in CPS4. The Hilton Residential Guidelines will also have greater status with the adoption of Hilton as a heritage precinct and their incorporation into CPS4.

- (j) The Hilton Residential Guidelines require a minor review to assess the performance of the guidelines and to make any necessary amendments. The Guidelines may need to be strengthened in light of constant pressure for developments that are incompatible with the Hilton character.
- (k) The current R20 residential density provides for approximately 50% of the lots to be developed to 2 grouped dwellings and approximately 50% of lots to remain as single dwelling lots. This mix provides an adequate range of dwelling types and sizes, however, where there are large lots, a modest increase in density could be further considered.
- (l) Residents have expressed concern about safety on streets and in parks. New development should take CPTED (Crime Prevention Through Environmental Design) principles.
- (m) There is concern at the loss of mature trees through the redevelopment of residential lots – tree conservation needs to be considered in site planning and development assessments.
- (n) The Silver Chain aged persons facility on Ladlaw Street should be reserved 'Community Facilities' with a R30 coding to facilitate their development plans for additional living units.

#### **Paget Street Local Centre**

- (o) There is vacant land at the Paget Street shops which should be zoned 'Residential' to accommodate a higher density residential development and provide the opportunity to accommodate aged and/or affordable housing close to the shops and transport route. It is recommended that the Paget Street shops are zoned 'Neighbourhood Centre' as they do not function as a larger 'Local Centre'.

### **5.7.4 Objectives and Strategies for the Hilton Local Planning Area**

#### **5.7.4.1 Objectives:**

1. Facilitate a mix of low to medium density residential development in the Marimont Street and Hilton residential areas and some higher density residential development within the Hilton Local Centre and Paget Street neighbourhood Centre to provide for a variety of dwelling types and sizes.
2. Ensure residential redevelopment is compatible with the heritage character and scale of the built environment, streetscapes and urban spaces of Hilton and the amenity of adjoining properties.
3. Provide residents with adequate amounts of public open space.
4. Facilitate the development of the Hilton Local Centre as a vibrant community hub that serves the day-to-day and weekly needs of nearby residents and to facilitate the redevelopment of major sites within the Local Centre that contribute to a high standard of design and amenity as well as a distinctive architectural character.
5. Ensure safe access and movement for pedestrians and cyclists.

#### **5.7.4.2 Strategies:**

1. Apply the following zones in CPS4 (refer to attached map 'Hilton LPA'):
  - (i) 'Residential',
  - (ii) 'Local Centre',
  - (iii) 'Neighbourhood Centre',

- (iv) 'Community Facilities' reserve,
  - (v) 'Open Space'.
2. Review the existing policy D.G.H5 'Hilton Residential Development Policy and Urban Design Guidelines' and develop a comprehensive set of design guidelines (encompassing smaller character areas where required). Refer section 1.5.4.
  3. List the Hilton suburb as a 'heritage precinct' in accordance with the boundaries of the current Hilton Residential Guidelines (policy D.G.H5) under CPS4 with stated objectives relating to the retention of heritage character and refuse demolition of heritage dwellings, assessed in accordance with the objectives of the 'heritage precinct'.
  4. Zone Lot 1, Lot 4 and reserve No.26457 Paget Street to 'Residential'.
  5. Restrict land uses on those lots zoned 'Industry' that are directly adjacent to lots zoned 'Residential' to low impact uses (noise, traffic, dust, vibration etc) and apply special development conditions relating to land use, facade designs, carparking and landscaping (see strategies for O'Connor LPA).
  6. Investigate the provision of a local park in the Marimont Street area.
  7. Retain access to ROW's and encourage development of suitable 'ROW streetscapes' to improve community safety and amenity within these areas.

REFER TO LOCAL PLANNING AREA MAP



**LEGEND**

- City of Fremantle boundary
- Local planning Area boundary

**HILTON - FUTURE**

- LC LOCAL CENTRE
- NG NEIGHBOURHOOD CENTRE
- POS PUBLIC OPEN SPACE
- R20/R25 - SPLIT CODING: HIGHER DENSITY SUBJECT TO PERFORMANCE CRITERIA
- DEVELOPMENT POTENTIAL
- MA - SPECIAL DEVELOPMENT CONTROL FOR INDUSTRIAL USE - TO IMPROVE RESIDENTIAL AMENITY

Scale: 0 100 200 300 400 500 metres

City of Fremantle Strategic Planning Group  
Local Planning Areas  
HILTON - FUTURE

Scale: NOT TO SCALE  
Design File: LFS\_Areas\_Hilton.dgn  
Date Created: Jul 2000  
Created: RPB  
Date Plotted: Jul 2000

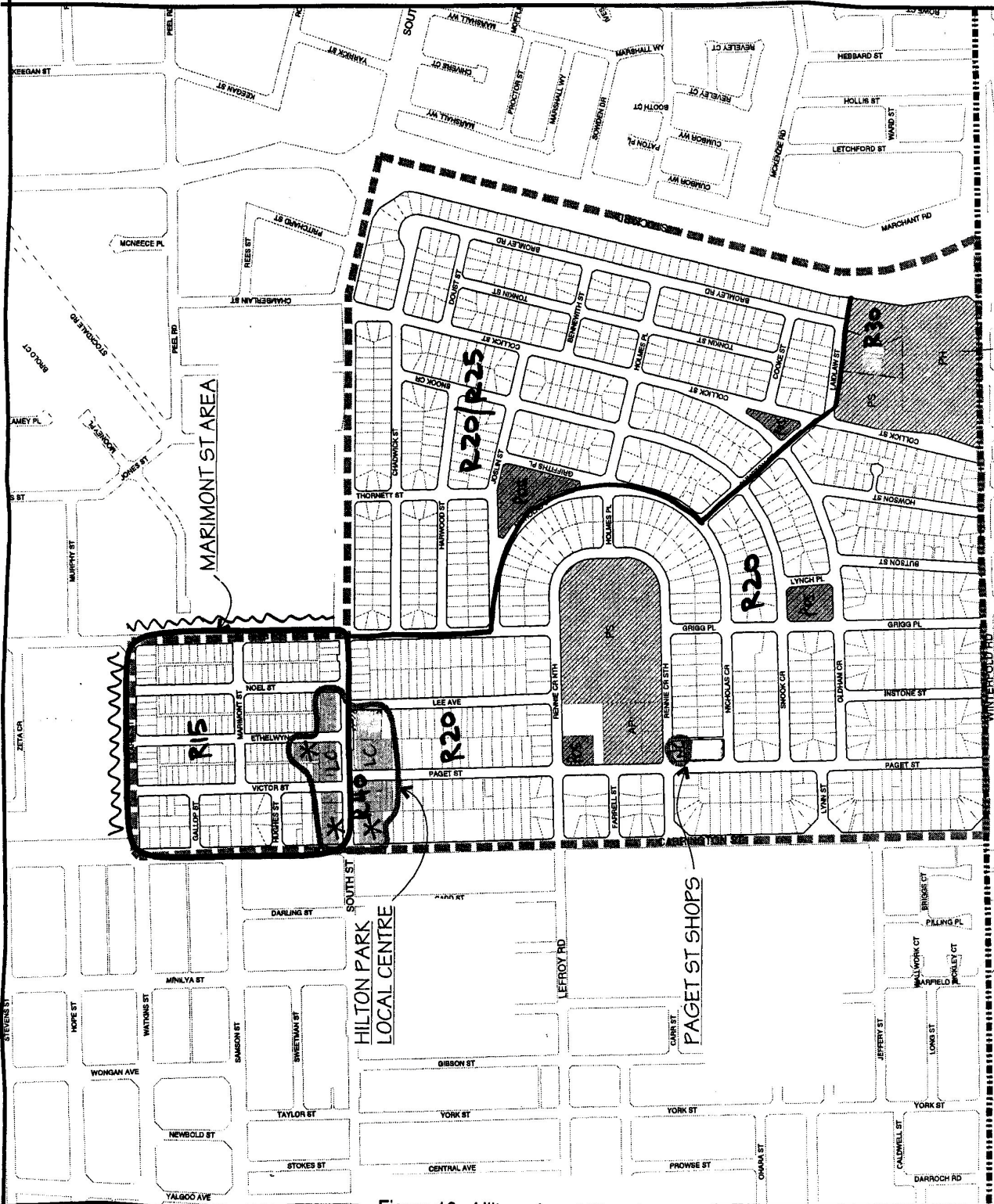


Figure 12 Hilton - Local Planning Area



## 5.8 SAMSON - LOCAL PLANNING AREA (LPA 8)

### 5.8.1 Statement of Character

<<To be inserted upon completion of character studies>>

### 5.8.2 Existing Policies/Development Plans

#### *Development Plan No.6.*

This provision controls the land use and built form of the development plan area. This area has been fully developed and should revert to zones under CPS4.

### 5.8.3 Planning Issues

- (a) Redevelopment of older houses in the area over the next few years may raise issues of declining residential amenity for adjoining properties (ie. overlooking) and streetscape issues (ie. high/solid front fences, garages in front setback and increasing bulk and scale of dwellings).
- (b) There is a need to maintain the character of Samson's streetscape which can be characterised by large and open setbacks (well landscaped front gardens, absence of front fences) and no garages/carports forward of the building line.
- (c) The BMX track next to the Samson Recreation Centre is currently reserved as 'Primary School' and should have a more accurate zone of 'Community Facilities' reserve under CPS4.
- (d) The PAW's provide valuable pedestrian and cycle access within Samson and should remain open and appropriately illuminated to encourage safety in and around them.
- (e) Samson was one of the last suburbs to be developed within Fremantle and there may be some significant remaining vegetation that is worthy of retention such as mature native trees.

### 5.8.4 Objectives and Strategies for the Samson Local Planning Area

#### **5.8.4.1 Objectives:**

1. Retain Samson as a predominantly low density residential area.
2. Ensure that future residential development or redevelopment is compatible with the existing character of dwellings and the streetscapes as well as retaining the amenity of adjoining properties.
3. Ensure any future planning enhances the local shops, recreation centre and the Samson Primary School as a local community hub.
4. Maintain and enhance the environmental and community values of the Sir Fredrick Samson Park.
5. Ensure safe access and movement for pedestrians and cyclists.

**5.8.4.2 Strategies:**

1. Apply the following zones in CPS4 (refer to attached map 'Samson LPA'):
  - (i) 'Residential',
  - (ii) 'Neighbourhood Centre',
  - (iii) 'Community Facilities' reserve,
  - (iv) 'Open Space' reserve.
2. Develop a comprehensive set of design guidelines. Refer section 1.5.4
3. Retain significant mature remnant vegetation on lots, especially large trees.
4. Support the retention of PAW's as part of the pedestrian movement system.

REFER TO LOCAL PLANNING AREA MAP



## 5.9 O'CONNOR - LOCAL PLANNING AREA (LPA 9)

### 5.9.1 Statement of Character

<<To be inserted upon completion of character studies>>

### 5.9.2 Existing Policies/Development Plans

#### *Development Plan No.5*

This provision controls development over the Jarvis Street neighbourhood area. It sets out the objectives to retain residential amenity and to permit industrial development in the northern portion of the area. This area is fully developed and these land use objectives can be adequately controlled through CPS4 zoning.

#### *Development Plan No.11*

This provision controls development over the Plane Tree Street neighbourhood area, the Edwards College site and the commercial uses along South Street. It sets out the objectives to provide residential uses, support the development of the Edwards College site as an educational facility, to consolidate commercial uses along South Street to a distinct commercial node and to ensure significant vegetation is retained. Most of this area is fully developed and appropriate zones should be applied under CPS4. It may still be necessary to provide a 'Development' zone over the under-utilised portion of the Edwards College site to provide guidance for future development.

### 5.9.3 Planning Issues

#### **O'Connor Industrial Area**

- (a) A large portion of O'Connor is unsewered (at least 50%) which constrains the subdivision and redevelopment of some sites due to the expense of connecting to deep sewer.
- (b) There are no guidelines as to the preferred minimum/maximum size of lots in O'Connor. Subdivision to smaller lots (less than 1000-2000m<sup>2</sup>) may constrain the potential for industrial activity and may encourage non-industrial commercial activity. It is essential to maintain a range of lot sizes throughout O'Connor to provide variety in sites and business opportunities.
- (c) There are no design requirements for industrial uses. It is timely with the current rate of redevelopment to provide more detailed design requirements to include energy efficiency, facade details, landscaping and parking requirements, which would assist in improving the amenity and image of O'Connor.
- (d) A number of large-scale ('big box') retailing showrooms/warehouse complexes have located on major road frontages (Carrington Street, Stock Road, South Street). It is important to contain these uses to retain land for industrial activity, which contributes to a diversified economy for Fremantle.
- (e) Although O'Connor is an industrial area, the current streetscape (undeveloped verges, parking overspill to verges, cluttered and inconsistent signage, lack of street trees) contributes to poor amenity and profile of the area. The clutter and disorganisation of signage is a problem, particularly along major road frontages.
- (f) Some streets experience traffic congestion and parking problems. Parking requirements for various land uses are to be reviewed in CPS4 to ensure adequate provision of parking for various types of industrial land uses.
- (g) There is lack of public open space for workers and visitors to the area to recreate in (this could assist in improving the amenity/profile of the area also).

- (h) Dual street front lots should address both roads to ensure a higher level of amenity, particularly along main roads.

#### **Jarvis Street Neighbourhood Area**

- (i) This area is to remain a residential area, however it is currently zoned 'Industry' under the MRS. Certainty of long-term residential use could be improved by amending the MRS zoning to 'Urban'.
- (j) There is potential for conflict at the interface of industrial and residential uses around the edge of this area. Industrial activities in these locations should be compatible with residential uses (low noise, office component etc) and developed with high quality facades, landscaping and adequate parking to improve amenity for residential areas. This will require specific provisions in CPS4 for industrial uses in these locations.
- (k) There is no public open space for residents in this area (residents must cross South Street to access Hilton parks). Provision of public open space should be investigated.

#### **Plane Tree Grove Neighbourhood Area**

- (l) Development Plan No.11 currently controls development in this area. The area is fully developed and 'Residential' and 'Local Centre' zones will be applied over the developed areas under CPS4. However, the rear of the Edwards College site remains under-utilised and it is recommended that a 'Development' zone remain over this portion of land so that the desired future land uses for the site can be written into CPS4. This portion of land may be suitable for light industrial uses, however future development must be compatible with adjacent residences.
- (m) There is significant remnant native vegetation on Edwards College site that should be retained in any future development of the underutilised portions of the site.

### **5.9.4 Objectives and Strategies for the O'Connor Local Planning Area**

The O'Connor Local Planning Area consists of three distinct areas; the O'Connor industrial estate (which can be further defined as east and west of Stock Road), the Jarvis Street neighbourhood area and the Plane Tree Grove neighbourhood area (refer to attached map).

#### **5.9.4.1 Objectives:**

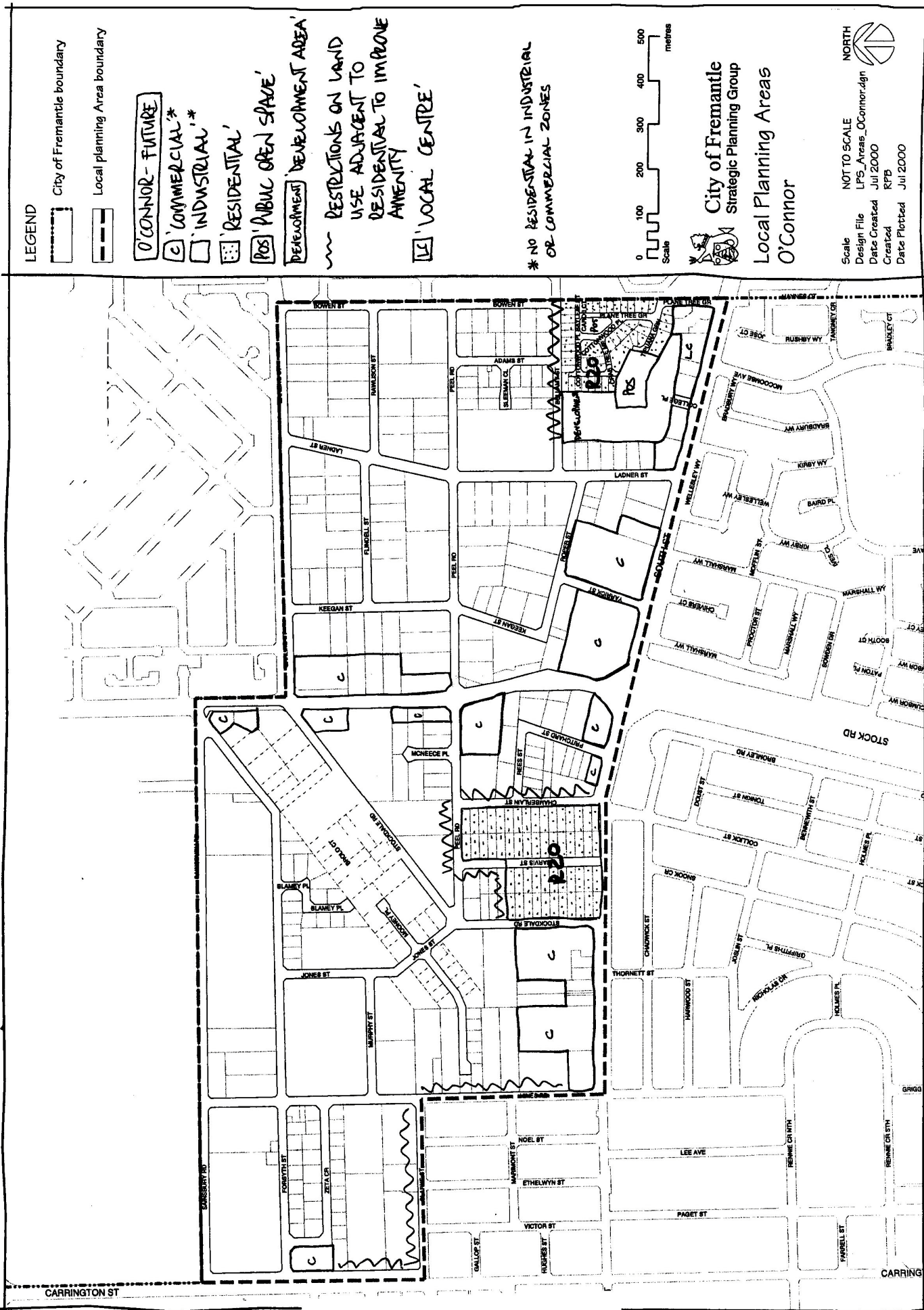
1. Retain the O'Connor industrial area as a strategic industrial area for Fremantle and the South-West metropolitan region and to ensure that development contributes to high standard of amenity and design as well as compatibility with adjacent residential uses.
2. Provide adequate zoning for the development of commercial uses along major roads and to restrict the encroachment of such uses into residential and industrial areas.
3. Retain the Jarvis Street and Plane Tree Grove residential areas as predominantly low density residential areas, with access to suitable open space and protection of amenity from adjoining industrial uses.
4. Ensure the development of the South Street Local Centre as a vibrant community hub that serves the day-to-day needs of nearby residents.
5. Ensure safe access and movement for pedestrians and cyclists.

**5.9.4.2 Strategies:**

1. Apply the following zones in CPS4 (refer to attached map 'O'Connor LPA'):
  - (i) 'Residential',
  - (ii) 'Local Centre',
  - (iii) 'Commercial',
  - (iv) 'Industry',
  - (v) 'Development'.
2. In the 'Industry' zone only permit heavy industry, light industry and service industry, large-scale recreational uses which are not suited to residential area. Do not support retailing, offices or general commercial uses except where they are ancillary to on-site industrial activity. Residential or accommodation uses will not be permitted.
3. Develop a comprehensive set of design guidelines. Refer section 1.5.4.
4. Improve the amenity for residential uses at the interface of industrial areas by requiring industrial design guidelines to provide for:
  - (i) low impact in terms of noise, dust, vibrations etc.
  - (ii) office or commercial service frontage,
  - (iii) high quality facade design and signage,
  - (iv) minimal crossovers and adequate on-site parking areas,
  - (v) high quality landscaping.
5. For the subdivision (green title) of industrial land, provide for:
  - (i) generally a minimum lot size of 2000m<sup>2</sup> in area;
  - (ii) provision of public open space for subdivision of more than 5 lots.
6. In the 'Commercial' zone permit only those uses that require large-scale buildings and/or have district or regional level catchments for retailing, commercial and service industry uses.
7. Negotiate with the Water Corporation to provide reticulated sewer to remainder of O'Connor to facilitate redevelopment.
8. Apply to the WAPC to amend the MRS zoning from 'Industry' to 'Urban' over the residential portion of the Jarvis Street residential area.
9. Investigate the provision of a local park in the Jarvis Street residential area.
10. Retain significant mature remnant vegetation, especially on the Edwards College site.

REFER TO LOCAL PLANNING AREA MAP





LEGEND

- City of Fremantle boundary
- Local planning Area boundary

O'CONNOR - FUTURE

C 'COMMERCIAL'\*

I 'INDUSTRIAL'\*

R 'RESIDENTIAL'

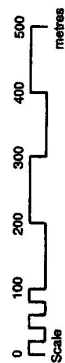
POS 'PUBLIC OPEN SPACE'

DEVELOPMENT DEVELOPMENT AREA

RESTRICTIONS ON LAND USE ADJACENT TO RESIDENTIAL TO IMPROVE AMENITY

LOCAL CENTRE

\* NO RESIDENTIAL IN INDUSTRIAL OR COMMERCIAL ZONES



City of Fremantle  
Strategic Planning Group  
Local Planning Areas  
O'Connor

NORTH  
Scale NOT TO SCALE  
Design File LPS\_Areas\_OConnor.dgn  
Date Created Jul 2000  
Created RPB  
Date Plotted Jul 2000

Figure 14 O'Connor - Local Planning Area



**APPENDIX 1 - STATE, REGIONAL AND LOCAL CONTEXT**

1. STATE PLANNING STRATEGY
2. STATE PLANNING FRAMEWORK
  - 2.1 Statements of Planning Policy
    - Residential Planning Codes
    - State Industrial Buffer Policy
  - 2.2 Regional Policies
    - Metroplan
    - Fremantle Regional Strategy
    - The Vlamingh Parklands
  - 2.3 Strategic Policies
  - 2.4 Operational Policies and Guidelines
3. METROPOLITAN REGION SCHEME
  - 3.1 Metropolitan Region Scheme Clause 32
4. CITY OF FREMANTLE STRATEGIES AND POLICIES
  - 4.1 Local Housing Strategy
  - 4.2 Industry in Fremantle - Strategies for Growth
  - 4.3 Local Commercial Strategy
  - 4.4 Fremantle City Centre Urban Design Strategy
  - 4.5 Fremantle Green Plan
  - 4.6 Land Use and Development Policy manual
  - 4.7 Other Relevant Documents

**APPENDIX 2 - STATISTICAL PROFILE FOR FREMANTLE**

1. City of Fremantle
2. Land Use Distribution
3. Community Facilities & Groups
4. Local Business
5. Visitors & Tourists
6. Trends Observed During Town Planning Scheme No. 3
7. Fremantle People
  - 7.1 Summary
  - 7.2 Population
  - 7.3 Ethnicity
  - 7.4 Dwellings & Households
  - 7.5 Education & Qualifications
  - 7.6 Employment & Occupation
  - 7.7 Income
  - 7.8 Transport

**APPENDIX 3 - DEFINITION OF TERMS & ABBREVIATIONS****APPENDIX 4 - SUMMARY OF SECTION 4 GOALS**

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## **APPENDIX 1 - STATE , REGIONAL AND LOCAL CONTEXT**

### **1. STATE PLANNING STRATEGY**

### **2. STATE PLANNING FRAMEWORK**

- 2.1 Statements of Planning Policy**
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- 2.2 Regional Policies**
- Metroplan
  - Fremantle Regional Strategy
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**2.3 Strategic Policies**

**2.4 Operational Policies and Guidelines**

### **3. METROPOLITAN REGION SCHEME**

**3.1 Metropolitan Region Scheme Clause 32**

### **4. CITY OF FREMANTLE STRATEGIES AND POLICIES**

**4.1 Local Housing Strategy**

**4.2 Industry in Fremantle - Strategies for Growth**

**4.3 Local Commercial Strategy**

**4.4 Fremantle City Centre Urban Design Strategy**

**4.5 Fremantle Green Plan**

**4.6 City of Fremantle Land Use and Development Policy manual**

**4.7 Other Relevant Documents**

## 1. STATE PLANNING STRATEGY

This document was released by the Ministry for Planning for comment in November 1996 and is the strategic guide for land use planning across the state through to the year 2029.

The primary purpose of the Strategy is to assist government both State and local in long-term land use planning. It will also assist State agencies, local government and the private sector, to achieve a co-ordinated response to the challenges of the future.

The Strategy articulates a 'vision' and the means by which the vision can be achieved.

The Strategy provides an overview of future challenges facing the State over the next 30 years and provides a comprehensive list of strategies and actions, policies and plans to guide the development of regional and local communities.

### Application

The State Planning Strategy contains 5 Guiding Principles and to each is attached a range of actions. Actions considered relevant to the City of Fremantle are identified below.

#### (a) Environmental Principle:

*To protect and enhance the key natural and cultural assets of the State and deliver to all Western Australians a high quality of life which is based on sound environmentally sustainable principles* - The City of Fremantle is currently preparing a local 'State of the Environment' report and 'Sustainability' Framework.

#### (b) Community Principle:

*To respond to social changes and facilitate the creation of vibrant, accessible, safe and self-reliant communities.*

- *Develop Liveable Neighbourhoods: Community Design Code firstly for outer and middle suburbs and subsequently for inner suburbs and regional towns* - The City of Fremantle as an inner area has not had the opportunity to use the Community Design Codes.
- *Prepare commercial centres strategies for key regional centres to be incorporated into a district scheme* - The city centre is a strategic regional centre and in relation to the Commercial Centres Policy, all other retail and commercial centres are classified as Neighbourhood & Local Centres. The City of Fremantle has adopted a *Local Commercial Strategy* consistent with this heirachy.
- *Give greater encouragement to the provision of aged accommodation within communities* - The City of Fremantle operates under the R Codes and also has a Planning Policy Statement relating to the location and design of aged persons accommodation. The City of Fremantle has adopted a *Policy and Strategy for Positive Ageing*, and a *Family Policy*

#### (c) Economic Principle:

*To actively assist in the creation of regional wealth, support the development of new industries and encourage economic activity in accordance with sustainable development principles.*

- *Review means of incorporating home, cottage and locally based industries within residential areas* - The City of Fremantle currently provides for home occupations in all zones in its current scheme (except residential is not permitted in an Industrial zone). The proposed scheme will include similar provisions of the current scheme, but will include the provision that home offices are permitted 'as of right'.

- *Develop policies for home-based business* - The City of Fremantle's proposed CPS4 will include provision for home-based business and mixed use zones. The City of Fremantle has adopted a policy for *Home Occupations* and *Bed and Breakfast Accommodation*.

**(d) Infrastructure Principle:**

*To facilitate strategic development by ensuring land use, transport and public utilities are mutually supportive.*

- There are no actions under this Principle which include metropolitan local governments.

**(e) Regional Principle:**

*To assist the development of regional Western Australia by taking account of the region's special assets and accommodating the individual requirements of each region.*

- *Promote mixed development in district and neighbourhood centres* - The City of Fremantle will encourage mixed use development in its city centre, local centres and mixed use zones.
- *Prepare model town planning scheme text to enable local government town planning schemes to focus on provisions relating to the shaping of future land uses, and the identification of strategic infrastructure and facilities* - The City of Fremantle has resolved to adopt the Model Scheme Text as the basis to the preparation of CPS4.
- *Review the extent of delegating statutory planning responsibilities to local governments* - The City of Fremantle would seriously consider the opportunity to gain greater decision making responsibility, subject to being adequately resourced.
- *Prepare a series of strategic guidance notes which summarise policy issues and regional plans to give direction to state government agencies and local government in the preparation of their plans* - The City of Fremantle has used the guidelines provided with the Model Scheme Text, together with a format provided by the Ministry for Planning, in the preparation of this FPS (*Guidance on the Format of Local Planning Strategies - July 2000*).

### 2.1.3 Strategies and Actions

The following general Strategies and Actions are set out in the State Planning Strategy. The Actions identified are only those considered relevant to the City of Fremantle.

- (a) Strategy** - *Increasingly use energy sources which have minimal impact on the environment.*
- Actions** -
- (1) *Ensuring that town planning schemes help minimise energy use by:*
    - *maximising development near public transport routes;*
    - *providing work places and diversity of employment opportunities within the residential community;*
    - *including a range of housing densities;*
    - *encouraging energy efficient and water sensitive subdivision and building design.*
  - (2) *Developing and promoting Liveable Neighbourhoods: Community Design Code, which governs residential density and urban design, to encourage environmentally sensitive house design, including solar design.*
  - (3) *Promoting the use of alternative energy sources from wind, solar and tidal sources.*

- (4) *Ensure that housing lots are orientated to maximise the benefits of solar radiation.*

**CPS4** - (1) will form part of **CPS4**, (3) and (4) is already a Council Policy.

**(b) Strategy** - *Prevent further loss in biodiversity.*

**Actions** - (1) *Promote the preparation of local conservation strategies by local government.*

(2) *Protect wetlands, coastal and river foreshores and provide special protection to areas of World or National Heritage significance.*

(3) *The retaining and managing of urban bushland in the planning process and making provision for a representative reserve system in strategic plans.*

**CPS4** - (1) & (3) Green Plan has been prepared and individual management plans have been prepared for major open space areas, (2) Management Plans have been prepared for the North Fremantle Foreshore, and Port and Leighton Beaches and other sites in Fremantle.

**(c) Strategy** - *Ensure that air quality is protected.*

**Action** - (1) *Promote higher density and mixed land use developments to reduce car use and promote cycling, walking and public transport.*

**CPS4** - (1) will form part of **CPS4** in accordance with the Community Design Code and WAPC Policy DC 1.6, DC 2.1, and the FPS goals.

**(d) Strategy** - *Ensure that water resources are conserved and their quality protected.*

**Action** - (1) *Promoting water sensitive design in urban subdivisions and local structure plans.*

(2) *Phase out unlined landfill sites on the Swan Coastal Plain.*

(3) *No new landfill sites to be located up-gradient of any environmentally sensitive groundwater or surface water body.*

**CPS4** - (1) in accordance with adopted policy for *Structure Plans and Subdivision (Green and Strata Title)*, (2) the South Fremantle Tip Site and Lefroy Road landfill site are the subject of separate studies and (3) There are no current proposals to establish any other landfill site in Fremantle.

**(e) Strategy** - *Ensure that land and soil is safeguarded and that degradation does not occur.*

**Actions** - (1) *Encourage the preparation of coastal management plans to protect fragile and unstable coastal areas.*

(2) *Develop consistent vegetation/tree protection controls.*

**CPS4** - (1) the Council has recently prepared a *Management Plan for Port and Leighton Beaches*, and (2) tree/vegetation protection will form part of **CPS4**, consistent with the Council's *Green Plan*.

**(f) Strategy** - *Reduce consumption of materials and promote recycling.*

- Actions**
- (1) *Ensuring that sufficient land is allocated for composting and recycling centres.*
  - (2) *Ensuring that green waste is composted and not disposed of at metropolitan landfill sites or burnt.*
  - (3) *Increasing education and awareness programs on recycling and waste minimisation.*
  - (4) *Encouraging local governments to provide recycling bins at suitable locations.*

- CPS4 & other initiatives**
- (1) Council composts and recycles, (2) Council composts green waste, (3) Council has implemented public awareness programs and operates a comprehensive recycling collection system, and (4) the Council is pursuing alternative co-operative regional strategies.

- (g) Strategy** - *Protect landscape, open space and public access.*

- Actions**
- (1) *Ensure neighbourhoods include appropriate local open space.*
  - (2) *Consider landscape values when assessing proposed developments near national parks and other scenic areas.*

- CPS4**
- (1) local open space provided as 10% of subdivision or cash-in-lieu in accordance with WAPC policy and Council's policy *Structure Plans and Subdivisions (Green and Strata Title), Green Plan and Fremantle Recreation Policy and Plan* and (2) forms part of the subdivision and development application assessment.

- (h) Strategy** - *Enhance the quality of life for all Western Australians.*

- Actions**
- (1) *In planning for new communities, particularly in fire risk and hazard areas, provision be made for emergency management.*
  - (2) *Encourage urban design and townscape programs on a statewide basis.*
  - (3) *Ensure that the impacts from traffic and other noise generating activities and odour generating activity are considered in the planning process.*
  - (4) *Ensuring that a long-term view prevails relating to the location of land uses to ensure that those likely to have a detrimental impact on the local amenity are carefully sited.*

- CPS4**
- (1) Council has adopted a Disaster Plan, and is working with the Fremantle Port Authority to identify the Risk Buffer associated with the Fremantle Port, in the *Buffer Definition Study*, (2) the Council has a running *Local Centres Programs* to upgrade local centres and coordinate street improvements, and the *City Centre Blueprint* will address the city centre (3) environmental factors form part of the development assessment process and will form part of **CPS4** (4) the long-term land use pattern complies with the MRS, and the State Buffers Policy 5AA No. 4.

- (i) Strategy** - *Protect the State's cultural heritage.*

- Actions**
- (1) *Ensure that future town planning schemes and strategic plans protect existing and potential indigenous and non-indigenous heritage areas and buildings.*
  - (2) *Supporting urban design initiatives that promote the development of the heritage of the future.*



- CPS4** - (1) Council has completed its Municipal Inventory in accordance with the Heritage WA Act and will be included in **CPS4**, and (2) is considered as part of the development approval process and Local Planning Area design guidelines that will form part of **CPS4**.

**(j) Strategy** - *Respond to the changing needs of the population.*

- Actions** - (1) *Incorporate in town planning schemes, where appropriate, the location of aged accommodation, child care and health facilities next to main transport routes.*
- (2) *Ensuring that there is an appropriate housing and density mix to fulfil existing and potential demand from aged people, Aboriginal people, people with disabilities, non-traditional families and different ethnic groups.*
- (3) *Undertake a review to assess how best to incorporate home, cottage and locally based industries within residential areas through town planning scheme provisions. This project should also include a review of local government home occupation approvals.*

- CPS4** - (1) the location of facilities will be located, where possible near public transport routes and within local centres, (2) the Council applies the R Codes and supports the Community Design Code. The Council has adopted a *Local Housing Strategy, Family Policy, The Aboriginal Respect, Recognition and Conciliation Policy, Disability Access Plan*, and (3) **CPS4** will contain provisions which provide for home occupations, cottage industries and home businesses in all residential areas.

**(k) Strategy** - *Improve the linkage between land use planning and the provision of human services.*

- Actions** - (1) *Identify in local structure plans and town planning schemes, sufficient land to accommodate a full range of necessary community facilities.*
- (2) *Consider the social facilities and service requirements of a proposed development at the structure planning and subdivision stage.*
- (3) *Encouraging partnerships between community groups when applying for grants to build facilities.*
- (4) *Providing land at the neighbourhood level for the construction of multi-purpose community centres (with access to telecommunications) able to meet the needs of locally required services.*
- (5) *Provide services to the Aboriginal and ethnic communities in a culturally sensitive way. Specifically, the provision of multi-purpose sporting and community facilities should take into account the needs of these groups.*
- (6) *Contributions for social infrastructure by developers be based on the principles set out in WAPC Planning Bulletin No. 18, 1997.*

- CPS4** - (1) Council adopted a *Policy Structure Plans and Subdivisions (Green and Strata Title) and Cultural Policy and Plan*, (2) structure planning is utilised to support and determine land use patterns, (3) currently Council practice, (4) Council has a *Cultural Policy and Plan*, (5) as for (1), the Council has adopted *The Aboriginal Respect, Recognition and Conciliation Policy*, and *Fremantle Recreation Policy and Plan*, and (6) Council follows the principles set out in the Bulletin.

- (l) **Strategy** - *Provide a range of housing opportunities.*
- Actions** - (1) *Encourage the provision of a range of lots and housing types in large comprehensively planned development projects or smaller redevelopments to reflect the diverse needs of the community.*
- CPS4** - (1) the Council has adopted a *Local Housing Strategy* which is reflected in the FPS and **CPS4** provisions.
- (m) **Strategy** - *Build a sense of community through the design of accessible settlements and public facilities.*
- (1) *Promoting mixed uses of land in communities, especially through the location of housing in commercial centres.*
- CPS4** - (1) **CPS4** will contain a mixed business zone and provide for upper level housing in local centres and the city centre.
- (n) **Strategy** - *Incorporate opportunities for consultation and include the views and concerns of local communities and groups with specific needs in local and regional plans.*
- Action** - (1) *Undertake a review of the planning approval process to explore further delegation of responsibility to local government in recognition of the localisation of many political, business and social issues.*
- CPS4** - (1) the Council administration already has extensive delegated authority and would examine increased authority from the stage government.
- (o) **Strategy** - *Provide flexibility in the planning system to meet the needs of small business.*
- Actions** - (1) *Ensuring that town planning schemes allow for the development of small businesses in close proximity to residential areas.*
- (2) *Ensuring that town planning schemes contain flexible provisions so that land can be used for a variety of compatible purposes.*
- (3) *Provide for mixed-use areas.*
- CPS4** - (1) & (3) **CPS4** will provide for a mixed use zone, a greater range of uses in local centre, commercial and city centre zones and facilitates home occupation, cottage industries, home office and home business in residential areas, (2) variations of provisions will continue to be part of **CPS4**.
- (p) **Strategy** - *Provide for the likely growth of downstream processing and value adding industries.*
- Actions** - (1) *Ensuring that regional plans and statutory schemes protect access corridors to industrial sites, buffer zones and transport infrastructure and identify essential infrastructure such as waste management.*
- CPS4** - (1) the MRS and the State Buffers Policy apply.
- (q) **Strategy** - *Facilitate land use planning for the growth of the tourism industry which is sensitive to environmental constraints.*
- Actions** - (1) *Include in town planning schemes, provision for tourist accommodation and other facilities in areas with tourism potential*
- CPS4** - (1) tourist accommodation will be provided for in **CPS4**.

- (r) **Strategy** - *Make allowance for the needs of new industries and technologies.*
- Actions** - (1) *Encouraging local governments to prepare town planning schemes which adopt a merits-based approach for considering manufacturing and industrial development.*
- CPS4** - (1) opportunities for development within the strategic industrial centre of O'Connor will be retained, subject to connection to reticulated sewerage and control over compatible uses where there is a residential interface.
- (s) **Strategy** - *Provide efficient freight transport routes and hubs.*
- Actions** - (1) *Protecting land for key transport hubs at Perth and elsewhere where air, road and rail transport is integrated.*
- (2) *Identifying land to be reserved next to key transport hubs, including ports and small boat harbours.*
- CPS4** - (1) & (2) protection is provided by the MRS and sites determined by DOT.
- (t) **Strategy** - *Plan for balanced travel.*
- Actions** - (1) *Ensure that the planning codes (through the Community Code) and building codes encourage cycling and walking.*
- (2) *Ensure that public facilities are designed to accommodate the needs of the people with disabilities.*
- (3) *Define, protect and implement regional cycle networks.*
- (4) *Prepare cycle and pedestrian strategies for regional centres.*
- CPS4** - (1) & (4) the Council has prepared a draft *Transport Strategy*, and is about to review *Fremantle Bike Plan* that incorporates cycle path plans and walking trail plans. This is also addressed in the Green Plan that incorporates linkage areas, (2) a requirement of the BCA and in accordance with Council's *Disability Access Plan*, (3) & (4) Council is preparing a *City Centre Blueprint* for public infrastructure.
- (u) **Strategy** - *Ensure the efficient, progressive development and servicing of urban land.*
- Actions** - (1) *Encourage the consolidation of services (including transport, power, water, sewerage and telecommunications) into single, integrated corridors.*
- (2) *Reactivate the Public Utilities Infrastructure Committee to address a range of outstanding and emerging infrastructure issues.*
- (3) *Promote provision of underground and carefully designed telecommunications infrastructure.*
- (4) *Ensure that a consistent approach is applied to the imposition of developer contributions to the development of physical infrastructure as set out in Planning Bulletin No. 18, 1997.*
- CPS4** - (1) Council is only responsible for stormwater drainage, (2) participation by WAMA on behalf of local government is important in relation to a co-ordinated approach to infrastructure installation, (3) is beyond Council control and (4) the Council uses Bulletin 18.

- (v) **Strategy** - *Promote public facilities as a means of assisting the creation of wealth and providing cultural benefits.*
- Actions** - (1) *Ensure that strategic land allocations for tertiary education are provided in regional locations to facilitate the development of campuses as needs develop.*
- CPS4** - (1) *the MRS identifies sites for high schools and tertiary education plus other facilities exist on urban zoned. Additional campuses can be accommodated in the city centre and within Victoria Quay where it has maritime associations.*

#### 2.1.4 Principles and Actions in the Perth Region

In relation to the vision for the Perth metropolitan region to develop *one of the cleanest, most productive and livable cities in the world*, the Principles and Actions for Local Government in the Perth Region are identified as follows:-

- (a) **Strategies** - *Promote Perth as an international city*
- Actions** - (1) *Promote the development of high tech buildings in the CBD and regional centres.*
- CPS4** - (1) *the FPS promotes development of innovative, adaptable buildings in the city centre*
- (b) **Strategies** - *Provide for future economic development*
- Actions** - (1) *Encourage commercial development in the Perth region's strategic regional centres.*
- CPS4** - (1) *the Council adopted the Local Commercial Strategy consistent with the heirarchy of commercial centres, residential development will be controlled, and ground level commercial space allocated in the city centre under CPS4*
- (c) **Strategies** - *Plan for population growth*
- Action** - (1) *Ensure that land close to facilities is intensively utilised.*
- CPS4** - (1) *FPS requires higher densities around centres and intensification of uses around facilities, including central city and local centres.*
- (d) **Strategies** - *Limit travel demand in urban areas*
- Actions** - (1) *Ensure that public facilities are clustered in regional and district centres.*
- (2) *Promote medium and high density housing in and near regional and district centres and near public transport stations.*
- (3) *Promote mixed use developments in neighbourhood and district centres.*
- (4) *Promote good pedestrian and cycling facilities in urban areas.*
- CPS4** - (1) & (2) *the Council adopted the Local Commercial Strategy consistent with the heirarchy of commercial centres. The Council has one strategic regional centre designated under the Centres Policy, (3) mixed use will be promoted in all commercial centres under CPS4, (4) pedestrian and cycling forms part of structure and subdivision planning and the provision of bicycle parking facilities will form part of CPS4*

- (e) **Strategies** - *Promote a strategic transport network*
- Actions** - (1) *Investigate the extension of the commuter rail network from Jandakot to Fremantle*
- (2) *Extend the strategic bicycle network.*
- CPS4** - (1) This is beyond Council control, however the Council has prepared a draft *Transport Strategy* and is partnering key transport providers to continue public transport linkages, (2) The Council has the Fremantle Bike Plan.
- (f) **Strategies** - *Protect key environmental resource areas and cultural heritage*
- Actions** - (1) *Protect culturally significant places through town planning schemes.*
- CPS4** - (1) The Council has completed its Municipal Inventory and will have heritage provisions in **CPS4** plus a strong policy framewrok.

## 2. STATE PLANNING FRAMEWORK

The State Planning Framework was gazetted as a Section 5AA Policy in December 1998.

The purpose of the Framework is:-

- To identify the key principles relating to environment, community, economy, infrastructure and regional development which should guide the way in which future planning decisions are made.
- To unite existing State and regional policies, strategies and guidelines within a central framework which provides a context for decision-making on land use and development in Western Australia. It informs the Commission, local government and others involved in the planning process on those aspects of State level planning policy which are to be taken into account, and given effect to, in order to ensure integrated decision-making across all spheres of planning.
- To nominate the primary policies and strategies used by the Commission and the Ministry in making decisions.
- To assess local government town planning schemes to ensure consistency with State and regional policies.

Those parts of the State Planning Framework which apply to the City of Fremantle are addressed below:-

### 2.1 Statements of Planning Policy

The Council is the subject of a variety of WAPC Statement of Planning Policies and General Policies.

The Statements of Planning Policy (SPP) prepared and adopted under Section 5AA of the Town Planning and Development Act relevant to the City of Fremantle are:-

SPP No. 1 - Residential Planning Codes  
 SPP No. 4 - State Industrial Buffer Policy  
 SPP No. 8 - State Planning Framework Policy

Due regard must be had for these policies when considering development applications in Fremantle.

#### Residential Planning Codes (1991)

These apply to the whole of the state and control the design and development of all housing. The Residential Planning Codes were adopted by the State in 1985, and revised in 1991. Council recommends the distribution of densities in accordance with its vision and any state policies that may apply.

Control on residential development via the Residential Planning Codes is implemented by the use of development standards such as building setbacks, site coverage, carparking, landscaping and open space per dwelling type. Over the years, recommended development standards have become increasingly performance based rather than obligatory numerical controls, enabling local authorities and applicants to exercise discretion in the means by which the standards are achieved. The Residential Planning Codes have been under review for some time and in October 2000, the Western Australian Planning Commission released the *Residential Design Codes of Western Australia* for public comment.

#### State Industrial Buffer Policy (1997)

This Policy applies to all industrial development in the district since its adoption in 1997. The Policy sets out how buffers are to be determined in relation to different industries, their management and the types of land uses that may be permitted within them.

### 2.2 Regional Policies

WAPC endorsed Regional Strategies which could apply in the City of Fremantle are:-

## **Metroplan (1990)**

Metroplan comprises the Government's 30 year planning strategy for the Perth Metropolitan Region and was released by the Ministry for Planning in 1990. It has largely been usurped by the State Planning Strategy and other companion documents.

Metroplan sets out the broad framework for the future growth and development of the Perth metropolitan region to the year 2021. During this timeframe, it was expected that the population of the Perth region would increase from its present population of 1.2 million to nearly 2,000,000 people and will require about 400,000 additional dwellings.

## **Fremantle Regional Strategy (1994)**

The Fremantle Regional Strategy was prepared by the Ministry for Planning to ensure that decisions on the area are based on an integrated strategy rather than on an ad hoc basis.

A number of the critical 'Future Land Use Issues', focus on North Fremantle, including:

- the formation of the Leighton Peninsula Park (subsequently named Vlamingh Parkland - refer below);
- redevelopment of the Leighton Marshalling Yards for urban use including regional parks and recreation reserves to provide landscaped links between the river and the coast
- a river foreshore reserve to provide continuity in the foreshore open space system at the Northbank development;
- removal of petroleum storage from Port and Leighton Beaches and consolidation of future storage to the east of Port Beach Road;
- relocation of the Knutsford Street bunkering facility to the Port Beach site;
- upgrading of the infrastructure of Port and Leighton Beaches, and the vesting of the majority of them in the City of Fremantle; and
- consideration of a recreational boat launching facility north of Rous Head, ie. Rous Head Stage 2.

Some of the recommendations of the strategy have been enacted whilst others still require detailed landuse planning for specific sites. Most transport issues are still under investigation. The strategic and statutory provisions at the local level will be updated as detailed work is completed

## **The Vlamingh Parklands (1998)**

The WAPC released the final report in October 1998. The vision of the Vlamingh Parklands is to establish a park that provides for the recreational needs of the community, by focussing on links between the river and sea, and which conserves, enhances and promotes the natural and historic heritage of the area.

The Vlamingh Parklands Study identifies important linkages between the Swan River and Port and Leighton Beach, and aims to link individual parcels of land.

## **2.3 Structure Plans**

WAPC endorsed sub-Regional Structure Plans which impacts generally on the City of Fremantle is the South West Corridor Plan (1993), however this is only in the form of indirect regional transport proposals.

## **2.4 Strategic Policies**

Strategic policies endorsed by the WAPC which impact on the City of Fremantle are:-



Urban Expansion Policy: Metroplan (1990)  
 Metropolitan Centres Policy (1991)  
 Regional Residential Density Guidelines for the Perth Metropolitan Region (1994)  
 Government Sewerage Policy: Perth Metropolitan Region (1995)  
 Urban Bushland Policy (1995)  
 Metropolitan Centres Policy - Draft Review (1997)  
 Coastal Planning and Development Policy - Draft (1996)  
 Liveable Neighbourhoods: Community Design Code - Edition 2 - Draft (2000)

## 2.5 Operational Policies and Guidelines

The WAPC Policies and Guidelines that apply to the planning of Fremantle are:-

DC 1.1 Subdivision of Land - General Principles  
 DC 1.2 Development Control - General principles  
 DC 1.3 Strata Titles  
 DC 1.4 Functional Road Classification for Planning  
 DC 1.5 Bicycle Planning  
 DC 1.6 Development Near Metropolitan Railway Stations  
 DC 1.7 General Road Planning  
 DC 1.9 Amendments to the Metropolitan Region Scheme  
 DC 2.1 Residential Planning Codes  
 DC 2.2 Residential Subdivision  
 DC 2.3 Public Open Space in Residential Areas  
 DC 2.4 School Sites  
 DC 2.6 Residential Road Planning  
 Guidelines: The Design and Geometric Layout of Residential Roads  
 Guidelines: The Preparation of Local Structure Plans for urban Release Areas  
 Guidelines: The Preparation, Form and Content of Local Housing Strategies  
 DC 4.1 Industrial Subdivision  
 DC 4.2 Planning for Hazards and Safety  
 Guidelines: Preparation, Form and Content of Local Commercial Strategies  
 DC 5.1 Regional Roads (Vehicular Access)  
 DC 5.3 Use of Reserved Land by Sporting and Social Clubs  
 DC 5.4 Advertising on Reserved land  
 DC 6.1 Country Coastal Planning Policy

Complementary to the WAPC Policies are a set of Bulletins, which have been published by the WAPC or the Ministry for Planning since 1980. The Bulletins provide practice notes setting out the interpretation of policies, procedural requirements and guidelines to assist local government in the planning and development of their municipalities.

The State Planning Framework requires that local government incorporates any relevant provisions of the Framework by reference in a local scheme with the consent of the Minister, so that the selected provisions have the force of law under the scheme.

At this stage, given the format of the Model Scheme Text, there does not appear any necessity for the City of Fremantle to refer to any or all of the provisions of the State Planning Framework, particularly given the standing and application of the State Regional Provisions contained in Part B of the Framework.

Moreover, most of these regional framework matters form part of the implementation of the Metropolitan Region Scheme which applies to the municipality of the City of Fremantle. Therefore it is not intended to duplicate the provisions of the State Planning Framework in CPS4.

## 3. METROPOLITAN REGION SCHEME

The MRS is a large town planning scheme that divides all land in the Perth metropolitan region into zones and reservations. It sets aside land for future use and requires local government town planning schemes to provide detailed plans for their part of the region.

This plan has been in operation since 1963 and provides the legal basis for planning in the Perth Metropolitan Region.

### 3.1 Purpose

The purpose of the MRS is to provide a generalised land use plan for the co-ordination of strategic initiatives across local government boundaries using a statutory planning framework.

The MRS comprises region reserves and zones and within the City of Fremantle the following reserves and zones apply:-

The Reserves are:-

- Parks and Recreation
- Parks and Recreation - Restricted Access
- Civic and Cultural
- Railways
- Waterways
- Port Installations
- Roads
  - Primary Regional Roads
  - Other Regional Roads
- Public Purposes
  - H - Hospital
  - HS - High School
  - TS - Technical School
  - CG - Commonwealth Government
  - CP - Car Park
  - SU - Special Use

Reserves and amendments to reserves are automatically included in local schemes.

The Zones are:-

- Central City Area - To identify the area for the Fremantle Strategic Regional Centre.
- Urban - To provide for local scheme zones for residential, through commercial to service and light industry uses.
- Industrial - To provide for local scheme zones for general industry.

The MRS is subject to on-going review and amendment in response to population, economic growth and social and political circumstances. Changes to the MRS require complementary changes to be made to the local scheme to ensure consistency in application and approach.

### 3.2 Relationship

Regional Planning within the district is undertaken by the Western Australian Planning Commission through the MRS. To ensure consistency between the regional and local planning the Commission under Section 35 of the Metropolitan Region Town Planning Scheme Act, require local governments to make their local planning scheme consistent with the MRS. The basis for Council's 'strategy', must therefore, reflect the land use pattern set out by the MRS.

The MRS is fundamental to the orderly and proper planning of the district and provides the framework for the preparation of the Council's vision for the community.

### 3.3 Metropolitan Region Scheme Clause 32

Local government is delegated the power under the MRS to approve development applications on behalf of the Western Australian Planning Commission. However, certain applications, which because of their size, type and location are required to be referred to the Commission for consideration and approval under the provisions of Clause 32 of the MRS.

Under Clause 32 the items to be determined by the Commission relevant to the City of Fremantle are:-

- land abutting land in an MRS Reserve
- Neighbourhood or local centre over 5000m<sup>2</sup>
- applications for direct property access to Regional Roads
- North Coogee Industrial Area

## 4. CITY OF FREMANTLE STRATEGIES AND POLICIES

### 4.1 Industry in Fremantle – Strategies for Growth

The industrial strategy was adopted by Council in 1996. The objective of this strategy was to guide the preparation of the new scheme and provide a framework for the allocation of industrial land in Fremantle.

Traditionally the city's economic strength has come from the operations of the Port, port related industries, commerce, fishing, marine engineering and manufacturing. However, structural change in the national economy and demographic change in the local environment over the last ten to fifteen years created a different cultural and physical environment to that which previously existed.

The strategy notes that the pressure on industrial land for redevelopment to other uses, particularly at North Fremantle, Knutsford Street, Challenger Harbour/Fishing Boat Harbour and Beaconsfield, reflects uncertainty about the strategic planning direction for the city which is exacerbated by the lack of resolution of the Fremantle Regional Strategy, uncertainty over the timing of the Fremantle Eastern Bypass construction and comparatively high land value returns on residential development in the city. In addition, high land development costs associated with environmental remediation of the land at Beaconsfield and the South Fremantle Tip site and the cost of sewage installation on the majority of industrial sites in Fremantle are further constraints to capital investment in industrial development in the city.

Key recommendations of the industrial strategy included:

- participate in the preparation of the Fremantle Port Authority's Development Plan for the Fremantle Port,
- recognise and celebrate the presence of industry in Fremantle, via the inclusion of specific programs in the Fremantle festival, and advocating the establishment of a port technology and industry museum centre in the city,
- promote training, research and industry development opportunities with key institutions currently in and around the city,
- have the O'Connor Industrial Area included on the State Government's Sewerage Infill Program,
- promote vegetation and aesthetic improvements in O'Connor,
- promote the decommissioning and removal of fuel storage tanks at Knutsford Street, Fremantle, and
- examine the feasibility of establishing an industry/business park in the area of the Beaconsfield quarry extending from the Council owned land filled site adjacent to South Fremantle High School through to Clontarf Road/South Fremantle tip site.

## 4.2 Local Housing Strategy

The Local Housing Strategy was adopted by Council in August 1998. The objective of this strategy is to guide the preparation of the new town planning scheme and provide a framework for the supply of housing in response to perceived and projected needs of the city.

Population projections for Fremantle suggest that the city's population level will fluctuate slightly over the next thirty years resulting in a slight decline from current levels to 24,000 people by the year 2026.

The population of Fremantle is ageing and slightly more than half of all households in Fremantle, (53%), comprise adults with no children. The general ageing of the population will place increasing demands on health and recreation services and on the need for specialised accommodation, particularly for those with low incomes and for the frail aged. Ageing of the population will also create demand for smaller, manageable forms of housing that promote independent living.

It is anticipated that there will be continued demand in Fremantle for medium density styles of housing for lifestyle and affordability reasons. House prices in Fremantle have increased significantly over the last decade. The suburbs of Fremantle and South Fremantle have experienced the highest average annual growth rate of all Perth suburbs over the last ten years, with an average annual growth rate of 15.9%. This is particularly disadvantageous for low income and specialist needs groups and individuals.

The overall pattern of residential development within the City of Fremantle reflects the historical pattern of growth and development of the city.

The structure and distribution of residential density throughout the city is sound and is consistent with state government guidelines which advocate the location of higher densities in areas which are well serviced by transport, community facilities, employment opportunities and utility services.

Major development opportunities, where they exist in the city, are mostly constrained by external factors that will not be resolved in the short term, including environmental site remediation, the status of the Fremantle Eastern By-pass, disused and surplus Federal and State government owned land.

The recommendations of the Local Housing Strategy as they apply to the new scheme are:

- In the new Town Planning Scheme allow residential development in all zones except the Industry zone (as existing) so that there is maximum flexibility in the location of residential development throughout the city.
- Maintain the overall structure of Town Planning Scheme No 3's residential density distribution in the new Scheme;
- Subject to the resolution of constraints, allocate new zones and/or density codings to the following areas:
  1. Leighton Marshalling yards, North Fremantle - Development Zone, R40, subject to completion of a structure plan for the site and environmental assessment and compliance with any relevant Council policies for the site
  2. White Gum Valley – Residence, R30 (*subject to community acceptance of a higher density*)
  3. Surplus land either side of the Fremantle Eastern Bypass (*or including the Bypass land if the road is not constructed*) – Residence, density consistent with adjacent land.
  4. Beaconsfield quarry (*subject to environmental, geotechnical, utility services and access issues being resolved*) – Residence or Development Zone, R35 – R40 and incorporating ecologically sustainable development principals.
  5. Surplus land south of Ocean Road and in the vicinity of Clontarf Road, South Fremantle (*subject to zoning, infrastructure & contamination issues*) – Residence or Development Zone, R40.
- In the city centre, encourage residential or mixed commercial/residential redevelopment, particularly in the area between Elder Place and Market, William and Parry Streets. Active, commercial uses should be promoted at ground level, with residential above.

- Review zoning and development options for the Knutsford Street industrial area and adjacent vacant land.
- Liaise with the Fremantle Port Authority regarding development opportunities west of Queen Victoria Street, where port operational requirements may impose development and design constraints.
- Implement the recommendations of the Fremantle Heritage Asset Management Report as a component of the implementation of this Housing Strategy and the preparation of the new Town Planning Scheme.  
Include specific heritage conservation objectives in the new scheme.
- Incorporate specific provisions in the new Scheme, requiring consideration of the impact of new development on the supply of low income or lodging house accommodation within the city, particularly for government owned sites.
- When considering new development proposals, be receptive to new forms of housing tenure which assist in meeting the supply and availability of housing for low income groups and individuals.
- Encourage the presence of Homeswest as a key provider of housing in Fremantle.

The FPS has incorporated the Local Housing Strategy recommendations, with the exception that densities have been reviewed, and areas such as the Leighton Marshalling Yards and South Fremantle tip site have been subject to further investigation.

### 4.3 Local Commercial Strategy

The Local Commercial Strategy for Fremantle was adopted in 1999 and addresses all forms of retail, commercial and mixed use areas.

The Local Commercial Strategy recommends that the existing number, range and hierarchy of commercial centres in Fremantle should be retained. These facilities include:

- the Fremantle city centre, also noted as a regional centre;
- existing local centres (e.g. Hilton or North Fremantle) ;
- corner and convenience shops; and
- mixed business/commercial areas.

The Local Commercial Strategy notes at present the amount of retail floorspace in the existing zoned local centres is considered sufficient to meet requirements and only minor, incremental increases should be supported. Land use and access in and around each centre should be reviewed in the preparation of CPS4 with a view to developing local centres as community hubs. This should include investigation of appropriate scale local employment opportunities and for medium density residential development.

Preparation of City Planning Scheme No.4 has provided the opportunity to:

- clarify the definitions in the scheme associated with entertainment, retail, service and commercial uses;
- review the application and provisions of the existing Inner Urban zoning;
- related to the above, review the need for a new commercial/mixed zone
- review the zoning for nominated/identified sites; and
- revise car parking requirements for different categories of uses.

The Local Commercial Strategy identifies the focus for retail and commercial development in the city centre and suburbs is on achieving qualitative improvements to the existing locations to improve their appearance, safety and performance. It notes many centres also form gateway locations for the local authority area and city centre and aesthetic improvements should be sought.

The Local Commercial Strategy identifies that Council's existing policy framework covering retail and commercial uses and specific locations should be reviewed. This includes analysis and preparation of plans for each centre to guide future use, streetscape, parking provisions and building improvements as for Queen Victoria Street in North Fremantle and the South Street local centre.

### 4.4 Fremantle City Centre Urban Design Strategy

The Fremantle City Centre Urban Design Strategy was prepared in 1996 to improve the urban design quality of the city centre, to make it a more convenient, attractive and comfortable place for residents, workers and visitors. It also recognised the importance of having the right mix of activities so that Fremantle can fulfil its role as a regional centre.

The strategy was prepared to inform public and private sector investors of the community's expectations and objectives for city centre development. It has also assisted in identifying investment opportunities, and to coordinate the activities of Council and other agencies in the city.

The main objectives of the strategy include to:

- respect and build on the identity and character;
- maintain diversity of activities and people;
- balance competing needs;
- improve accessibility;
- conserve and enhance the built environment;
- enhance the quality of the open spaces and streets.

The strategy divides the Fremantle regional centre into several functional sectors:

- civic area around the Town Hall and Kings Square;
- retail core between the Woolstores Shopping Centre on Cantonment Street to Adelaide Street and High Street between Queen and Pakenham Streets, Market Street and Myers on Kings Square;
- office/residential/cultural precinct between Adelaide Street and High Street east, incorporating Princess May Reserve;
- entertainment strip along South Terrace between Norfolk Street and Bannister Street, including Essex Street and the Fremantle Markets;
- West End mixed use zone incorporating residential, office and education uses and a retail spine along High Street.

In terms of Fremantle's role as a regional centre, the document identifies the following strategies:

- maintain the qualities of a mixed use city that offers diversity in activity, experiences and people;
- promote compatible mixed use activities and development;
- retain continuing historic uses where appropriate;
- support inner city living;
- strengthen the economic base;
- be proactive in identifying and attracting investment opportunities;
- improve retail strength;
- make the city and attractive place to live and work.

In terms of retail activity, the key strategies for improving retail strength in the city are:

- increasing quality retailing and presence of major name stores;
- encouraging improvements in appearance and operation of stores;
- consolidating core retail activities to achieve a vibrant shopping hub;
- promoting active street frontages for all retail uses not blank walls;
- encouraging 'Main Street' program;
- investigating the provision of city wide parcel pickup service.

The Fremantle City Centre Urban Design Strategy is under review. This *Fremantle City Centre Blueprint* will be released for public comment in 2001.

#### **4.5 Fremantle Green Plan**

The Fremantle Green Plan 2000 is a strategy for the enhancement and management of

- 1) existing vegetation in parks and reserves,
- 2) existing vegetation on private land,

- 3) degraded areas and road reserves,
- 4) new green spaces, and
- 5) linkages between green spaces.

The Green Plan identifies public (and private) open space areas and the trees and vegetation on them, as community assets. It is the role of the Council and the community to safeguard and enhance these assets over time.

These green spaces and linkages, and the vegetation contained within them, all contribute and provide opportunities to further 'green' Fremantle, through increased plantings and creation of vegetated avenues between green spaces and other locations.

The Fremantle Green Plan focuses on:

- managing existing open space reserves, parks and verges;
- encouraging an increase in tree and vegetation cover on open space reserves, verges and private property;
- identifying and acting on opportunities to secure and acquire additional reserves and parks;
- identifying and reinforcing green links within Fremantle and adjacent municipalities;
- increasing floral/vegetative diversity and habitats for fauna; and
- improving outdoor recreation experiences in Fremantle.

The Fremantle Green Plan identifies a number of sites for future greening opportunities, as detailed in the following table:

Site Name/Location	Issues
Leighton Marshalling Yards	Allocation of regional and local open space when redevelopment occurs.
APACE site and North Fremantle Wetland	WAPC holds some of the land and is looking at rezoning in 2002 and the remainder is vacant crown land.
Fremantle Artillery Barracks and Tuckfield Street open space	Department of Defence will gift the land to the state government, and this will then be ceded to the Council.
Portion of John Curtin High School	Sale and redevelopment (housing) of portions of the site are being examined by the school and Education Department of Western Australia.
Prison Strip on Hampton Road	Determine land vesting. Negotiations are required for ongoing management.
Former Water Corporation land, Knutsford Street	Land is subject to potential future development.
Land adjacent to Stevens Street reserve	Land is vested and owned by the Department of Defence. Site has contamination issues and requires remediation (removal of fuel tanks).
Lefroy Road (Old Quarry Site)	Lots 18,19 and 20 held by the City of Fremantle. Other lots are privately owned, vested in Main Roads or under reservation for the Fremantle Eastern Bypass.
Westrail land in South Fremantle	Forms part of MRS amendment to change industrial land to a residential zoning.
South Fremantle Landfill Site	Council is undertaking site investigations to determine future land use options for the site. Council resolution to support east-west green linkage across this site.
Clontarf Hill and lots forming link to Clontarf Hill	Land is owned by Main Roads, State Government and is threatened by the Fremantle Eastern Bypass.

Specific recommendations that impact on and have been accommodated within the FPS include:

Strategy	Action
1 All plans, policies and projects prepared by Council, and advice given, should be consistent with the objectives of the Green Plan.	1a CPS4, FPS, and other strategic plans and policies will reflect the objectives of the Green Plan.
5 Protect significant trees and/or vegetation through the Development Assessment process.	5a Investigate means to protect trees through CPS4 or policies eg. tree preservation orders (including resource requirements).
6 Seek to achieve greater equality in	6a Identify options for acquiring additional open



	the distribution of different types of open space in Fremantle. Aim for all residences to be within 400m of accessible open space.		space in areas where there is a shortfall (through subdivision, purchase, land swaps, rates levy etc). Priorities areas for additional open space are: <ul style="list-style-type: none"> <li>- Hilton (bounded by South Street, Carrington Street, Clark Street and Hines Rd)</li> <li>- White Gum Valley (bounded by Stevens Street, Wongan Av, Carrington and South Street)</li> <li>- Beaconsfield (bounded by Mather Rd, Beard Street, Hampton Rd and Strang Street)</li> </ul> The Recreation policy identifies shortfalls in types of types of recreational facilities across Fremantle.
7	Identify and assess future green spaces, including potential greening opportunities, surplus/alienated road reserves or other government reserves.	7a	Investigate securing existing land that performs the role of a park, but is not reserved for open space.
		7b	Identify potential greening opportunities and develop a policy and/or action plan outlining Council's requirement for green spaces/links (whole or portion of site) on these sites. Above table lists the currently identified greening opportunities.
17	Identify and preserve significant vegetation (including trees) on private land.	17b	Investigate and implement means to protect significant vegetation through the new CPS4 and development approvals process with the development of policies, payment of bonds, enforcement of conditions as appropriate.
19	Encourage the planting of mature trees through the planning approval process	19a	Encourage the planting of trees and vegetation for screening and shading purposes in line with principles of passive solar design. Draft policy D.B.H12 Energy Efficient Building Design.
		19b	Encourage the planting of mature trees, of a size determined by Council, in new developments
		19c	Ensure existing mature trees, removed through development are replaced or relocated by the developer.

## 4.6 City of Fremantle Land Use and Development Policy Manual

### ADMINISTRATION AND PROCEDURE

- D.A1 Planning Approvals and Advice to Applicants
- D.A2 Access to Planning Applications and lodging Submissions.
- D.A3 Planning Application and related Fees
- D.A4 Building & related Fees & Refunds: Licence, Plan Copying & Strata Titles
- D.A5 Advertising and Notification of Development Applications
- D.A6 Delegated Authority to Approve or Refuse Planning Applications
- D.A7 Development Assessment Unit and Delegated Authority to Director, Urban Management
- D.A8 Time Limit, Extension and Reconsideration of Planning Approvals
- D.A9 Procedure & Delegated Authority to Issue & Extend Building Licences
- D.A10 Delegated Authority to Assign Classifications & Issue a Certificate of Classification
- D.A11 Private Swimming Pools
- D.A12 Enforcement including Powers of Entry, Issuing Notices and Representing Council
- D.A.13 Application of and Procedures for Making and Amending Development And Land Use Policies

### GENERAL DEVELOPMENT

- D.B1 Housing Strategy for Fremantle
- D.B2 Commercial Strategy for Fremantle

### USES

- D.B.U1 Amusement Machines
- D.B.U2 Annual Permits
- D.B.U3 Child Care Centres
- D.B.U4 Non Residential Uses in Residential Buildings
- D.B.U5 Trading in Public Places
- D.B.U6 Late Night Entertainment Venues Serving Alcohol
- D.B.U7 Issue of Section 39 and 40 Certificates under the Liquor Licensing Act
- D.B.U8 Outdoor Eating Policy (Tables and Chairs)

### HERITAGE AND URBAN DESIGN

- D.B.H1 Urban Design and Streetscape Guidelines
- D.B.H2 Front Fences and Screen Walls
- D.B.H2 Front Fences and Side/Rear Fences
- D.B.H3 Development Levels (Extent of Cut and Fill)
- D.B.H4 Landscaping / Tree Preservation within Development Proposals
- D.B.H5 Satellite Dishes, Air Conditioners and Antennas
- D.B.H6 Signs and Hoardings
- D.B.H7 Variations to Town Planning Scheme Building Requirements
- D.B.H8 Colour Schemes in Fremantle
- D.B.H9 Procedures for the Recording & Assessment of Places of Heritage Value
- D.B.H10 Preservation of Historic Buildings
- D.B.H11 Verandahs over Footpaths
- D.B.H12 Energy Efficient Building Design

### MISCELLANEOUS

- D.B.M2 Building Requirements in a Local Reserve - Community Facilities
- D.B.M4 Structure Plans and Subdivision (Green and Strata Titles)
- D.B.M5 Termite Treatment and Protection
- D.B.M6 Weathershield Construction in Public Places
- D.B.M7 Cash-in-lieu of Carparking for the City of Fremantle

### RESIDENTIAL DEVELOPMENT

- D.C1 Additional Accommodation
- D.C2 Aged and Dependent Persons Dwellings
- D.C3 Bed and Breakfast Accommodation

- D.C4 Clause 63 Density Bonus Provisions and Criteria
- D.C5 Corner Lots - Street Setbacks for Additional Dwellings
- D.C6 Garages/Carports in front of Dwellings/Buildings
- D.C7 Home Occupations
- D.C8 Infill Development in Residential Areas
- D.C9 Outbuilding Setbacks
- D.C10 Visual Privacy for Dwellings

#### INDUSTRIAL DEVELOPMENT

- D.D1 Container or Storage Yard Developments
- D.D2 Provision of Open Storage Yards for Industrial Units
- D.D3 Appropriate Uses for Showroom/Warehouse Units Located on Major Traffic Routes in Industrial and Inner Urban Areas

#### CITY CENTRE

- D.E1 Landscaping Policy for Central Fremantle & Main Approaches to the City
- D.E2 Residential Development in the Central City
- D.E3 Security Doors to Shopfronts in the Retail Core
- D.E.4 Paving Policy for Central Fremantle

#### ENVIRONMENTAL HEALTH

- D.F1 Environmental Health Management Objectives
- D.F2 Use of Dangerous Chemicals
- D.F3 Alcohol in the Community
- D.F4 Extended Trading Permits (Liquor Act)
- D.F5 New Residential Developments - Noise from an Existing Source

#### BEACONSFIELD

- D.G.B1 Lefroy Road, Livingstone, Hale and Beard Streets Local Area
- D.G.B2 Livingstone, Hale, Beard and Milbourne Streets Local Area
- D.G.B3 Moran, Beard and Livingstone Streets Local Area
- D.G.B4 Mardie Street including the east of Edmund Street
- D.G.B5 Clontarf Hill
- D.G.B6 Newmarket Street Local Area
- D.G.B7 Lefroy Road, Montgomery, Shepherd and Smith Streets Local Area

#### FREMANTLE

- D.G.F1 High, Parry, Holdsworth and Queen Streets Local Area
- D.G.F2 Marmion, Forrest, Wood and Amherst Streets Local Area
- D.G.F3 Marmion, Forrest, Wood and Montreal Streets Local Area
- D.G.F4 Tuckfield, Finnerty and Skinner Streets Local Area
- D.G.F5 Arthur Head Reserve Strategy Plan
- D.G.F6 Arthur Head (west end of High Street, Fremantle)
- D.G.F7 Beach Street Ferry Terminal
- D.G.F8 Douglas Street Local Area
- D.G.F9 Foreshores within the City of Fremantle
- D.G.F10 Fremantle Boat Harbours – Development Policy
- D.G.F11 Fremantle Gas and Coke Company Site - 2-12 Cantonment Street and 6 - 10 Elder Place, Fremantle
- D.G.F12 Fremantle Hospital - Corner of Alma Street & South Terrace, Fremantle
- D.G.F13 Fremantle Railway Station Weather Shelters, Elder Place, Fremantle
- D.G.F14 Fremantle West End Conservation Area Policy
- D.G.F15 High Street Conservation Area (west of Fremantle Town Hall) - Shopfronts of Historical and Heritage Interest
- D.G.F16 Marine Terrace Policy (including South Fremantle)
- D.G.F17 Northern Woolstores - 38 Cantonment Street, Fremantle
- D.G.F18 Paddy Troy Mall - Block Bounded by Henderson, William, High and Market Streets and South Terrace
- D.G.F19 Pioneer Park - 1 Short Street and 7 Market Street, Fremantle

D.G.F20	Princess May Park - 1 Parry and 92 Adelaide Streets, Fremantle
D.G.F21	Quarry Street/Beach Street Local Area
D.G.F22	Sadliers Building- 36 Henry Street, Fremantle
D.G.F23	King's Square - bounded by Adelaide, Newman, Queen and William Streets, Fremantle
D.G.F24	Solomon Street
D.G.F25	Henderson Street Market Stalls
D.G.F26	Planning Policy for the West End of Victoria Quay
D.GF.27	John Curtin College of the Arts and Fremantle Arts Centre Precinct
D.G.F28	Swanbourne and Knutsford Streets Local Area
D.G.F29	Suffolk to South Street Local Area
D.G.F30	Fremantle Artillery Barracks and Cantonment Hill Reserve

## HILTON

D.G.H1	South, Carrington and Paget Streets and Rennie Crescent Local Area
D.G.H2	Hilton Residential Development Policy and Urban Design Guidelines

## NORTH FREMANTLE

D.G.N1	Harvest Road, Corkhill and John Streets & the Swan River Local Area
D.G.N2	Stirling Highway, John and Johannah Streets Local Area
D.G.N3	Stirling Highway, Thompson Road, Coventry Parade, and Craig Street Local Area
D.G.N4	Stirling Highway, Tydeman Road, Jackson & Pearse Streets Local Area
D.G.N5	ICI Site - 77 Thompson Road and 69 Rule Streets, North Fremantle
D.G.N6	Northbank Development Guidelines
D.G.N7	North Fremantle Foreshore Plan
D.G.N8	Passmore Avenue (previously Lots 47 & 48 John Street)
D.G.N9	Rocky Bay Estate (formerly State Engineering Works Site)
D.G.N10	Rous Head Industrial Park/Harbour
D.G.N11	Cypress Hill - Harvest Rd, Corkhill Street and Alfred Road, Swan River
D.G.N12	Leighton Marshalling Yards Land Use and Development Policy

## SOUTH FREMANTLE

D.G.S1	Seaview Tavern - 282 South Terrace, South Fremantle
D.G.S2	South Terrace, South and Attfield Streets and Lefroy Road Local Area
D.G.S3	South and Attfield Streets, Hampton and Lefroy Roads Local Area
D.G.S4	South Terrace, Douro & Ocean Roads and Hickory Street Local Area
D.G.S5	Wills Transport Site - 122 Marine Terrace & 3 South Street, South Fremantle

## WHITE GUM VALLEY

D.G.W1	Samson and Watkins Streets, Nannine & Wiluna Avenues Local Area
D.G.W2	Watkins and Hope Streets, Nannine and Yalgoo Avenues Local Area
D.G.W3	South Street Local Centre Local Area
D.G.W4	Carrington, Hope and Watkins Street and Minilya Avenue Local Area
D.G.W5	South, Carrington and Paget Streets and Rennie Crescent Local Area

## 4.7 Other Relevant Documents

Other relevant City of Fremantle studies, strategies and policies that have been reviewed in the preparation of the FPS include:

- Perth Metropolitan Freight Transport Strategy
- Perth Walking: The Metropolitan Region Pedestrian Strategy
- Perth Bicycle Network Plan (1996)
- Fremantle Transport Strategy (in development, to be completed 2001)
- Sustainable Fremantle (in development, to be completed 2001)
- Sustainable Economic Development Strategy 1998 (to be reviewed 2001)
- Municipal Heritage Inventory 2000
- Municipal Heritage Inventory Management Strategy 2000
- Fremantle City Centre Blueprint (in development)
- Fremantle City Centre Access and Transport Strategy 1999
- Not Just A Quick Fix - Youth Strategy 1997
- Policy and Strategy for Positive Ageing (in development, to be completed 2001)
- Family Policy (in development, to be completed 2001)
- Safety and Security with the City of Fremantle 1999
- Disability Access Plan 1995 (to be reviewed 2001)
- The Aboriginal Respect, Recognition and Conciliation Policy 2000
- Our Place - Cultural Policy and Plan 1998
- Artworks in Public Places Policy and Plan (in development, to be completed 2001)
- Fremantle Recreation Policy and Plan (in development, to be completed 2001)
- Strategy for the Management of Heritage Resources in the City of Fremantle 1995
- City of Fremantle - TPS No.3 - Examination Report 1997
- Participation Policy (in development, to be completed 2001)
- Lighting Study (in development, to be completed 2001)

Numerous site specific documents including:

- Port Development Plan - Fremantle Inner Harbour 2000
- Fremantle Waterfront - Masterplan for the Redevelopment of the Western End of Victoria Quay 1998
- North Fremantle Community Map - Cultural Heritage Project 1992-1993
- North Fremantle Foreshore Management Plan 1997
- North Fremantle Heritage Study 1994
- Fremantle Prison 1992
- Port and Leighton Beaches Management Plan 2001
- City of Fremantle Right of Way Study (in development, to be completed 2001)

## APPENDIX 2 - STATISTICAL PROFILE FOR FREMANTLE

(based on Australian Bureau of Statistics, Census for Population and Housing, 1996 and City of Fremantle records)

### 1. CITY OF FREMANTLE

Area:	18.7 square kilometres (1870ha)
Coastline and Foreshore:	28 kilometres comprising: breakwater with public access 34% port related activity 17% beaches 13% river foreshore 10% marine and fishing related activities 16% tourism and entertainment related 6% other 4%
Oldest Building:	Round House (built 1831)
Number of heritage sites:	approximately 4,000
Number of sites on State Heritage Register:	67
Number of places on Australian Heritage Commission, National Estate Database:	212
Total length of roads <sup>1</sup> :	119km

### 2. LAND USE DISTRIBUTION

Central city area (MRS zoned land):	104.2ha (5.6%)
Industrial (zoned land): O'Connor	166.8ha (8.9%)
Knutsford Street.	20.5ha (1.1%)
North Fremantle	31.3ha (1.7%)
Total	218.6ha (11.8%)
Fremantle Port (Victoria Quay/Rous Head):	158.5ha (8.4%)
Regional open space (reserved):	71.2ha (3.8%)
Local open space (reserved):	60.6ha (3.2%)
Regional civic & cultural uses:	13ha (0.7%)
Regional public purposes uses (high school, TAFE, hospital, art centre, museum):	34.3ha (1.8%)
Local schools and facilities:	42.2ha (2.2%)
Primary regional roads (MRS reserved)	86.9ha (4.6%)

### 3. COMMUNITY FACILITIES & GROUPS

Schools:	13 primary, 4 secondary
Hospitals:	1 major regional teaching hospital
Nursing homes:	6 facilities
Sporting clubs:	60 clubs
Community organisations:	123 groups

### 4. LOCAL BUSINESS

Key local industries - port and shipping, hospital and community services, education, regional and state government services, tourism, retail and the arts.

Number of registered businesses <sup>2</sup> :	2,858 (1998)
City centre workforce <sup>3</sup> :	7,017 (1996)
Fremantle total workforce <sup>4</sup> :	22,231 (1996)

<sup>1</sup> Main Roads WA 1999

<sup>2</sup> Australia Bureau Statistics, Business Register, Sept 1998.

<sup>3</sup> Australia Bureau Statistics, Working Population Profile, 1996.

<sup>4</sup> Australia Bureau Statistics, Working Population Profile, 1996.

Number of food outlets:	Restaurants 112 Dining rooms 54 Take away food outlets 84 250 total with over 15 national food types represented
Value of new residential Dwelling Units approved: <sup>5</sup>	\$38.1 million (1999)
Value of New non-residential Building Approvals <sup>6</sup>	\$19.3 million (1999)
Tourism generates:	\$26,000,000pa indirect effects generating \$80,000,000pa
Fremantle Port annual economic output	estimated at \$728 million annually
Container traffic at Fremantle Port <sup>7</sup> :	1999/2000 estimated over 300,000 TEU's Year 2027 forecast: 750,000 TEU's 1 container = twenty foot equivalents units (TEU)
Single biggest employer:	Fremantle Hospital (2,400 employees)
Estimated value of fishing catch <sup>8</sup> :	\$24.5 million (1999)

## 5. VISITORS & TOURISTREETS

Annual number of visitors to selected Fremantle attractions (1998)<sup>9</sup>

Fremantle Markets:	1,040,000 people
WA Maritime Museum:	213,680 people
Round House:	156,000 people
Fremantle Prison:	121,000 people
Artisans of the Sea:	52,000 people
Fremantle History Museum (at Fremantle Arts Centre):	49,337 people

International visitors<sup>10</sup>: estimated 405,755 people from over 20 nations (1999).

75% of international visitors who visit WA, visit Fremantle.

Total visitors<sup>11</sup>: estimated 1.4 million annually.

## 6. TRENDS OBSERVED DURING TOWN PLANNING SCHEME NO. 3

From the 1980 Scheme Report for Town Planning Scheme No. 3 until its review in 1997, Fremantle observed growth and change. The following significant trends were observed (1981-1996 ABS Census):

- The population has increased by 8%, from 22,484 to 24,276 people.
- The percentage of houses has increased 42%, from 7,792 to 11,083.
- The percentage of single houses has reduced from 72% to 62%, and the percentage of housing units has increased from 26% to 34%.
- The household size has reduced by 25%, from 2.9 persons per household, to 2.2 persons per household.
- Car ownership has increased 6%, from 1.22 to 1.29 cars per household, or an increase in 40% in the total number of vehicles from 9,157 - 12,833 cars.
- Fremantle's population is also getting older with a mean age above the Perth average.
- More people are professionally qualified.

<sup>5</sup> Australian Bureau of Statistics, Building Approvals Collection, 1999.

<sup>6</sup> Australian Bureau of Statistics, Building Approvals Collection, 1999.

<sup>7</sup> Fremantle Port Authority, Port Development Plan 2000

<sup>8</sup> Fisheries Department of WA, 1999

<sup>9</sup> Fremantle Tourism Association, 1998.

<sup>10</sup> Bureau of Tourism Research, International Visitor Survey, 1999.

<sup>11</sup> City of Fremantle estimate, 1999.



## 7. FREMANTLE PEOPLE

### 7.1 Summary

City of Fremantle residential population:	24,276 persons (1996 Census)
Latest estimated residential population <sup>12</sup> :	25,741 persons (1999)
Median age of residents:	37 years (1996)
Average household size:	2 persons (1996)
Household structure:	32% single person households, 22.5% couples without children, 5.7% couples with non-dependent children, 17.5% couples with dependent children, 11.3% one parent families, 11% mixed.
Latest estimated number of dwellings <sup>13</sup> :	11,894 dwellings (1999)

### 7.2 Population

#### 7.2.1 Population Level

Fremantle's population at the 1996 Census was 24,276 persons which is a 1.3% increase from 1991 (349 additional people). The WA population grew by 6% over the same period. The number of inner city residents grew by 11% (85 people) during this period and the number of suburban residents grew by 1.5% (354 people) during this time.

#### 7.2.2 Population Projections

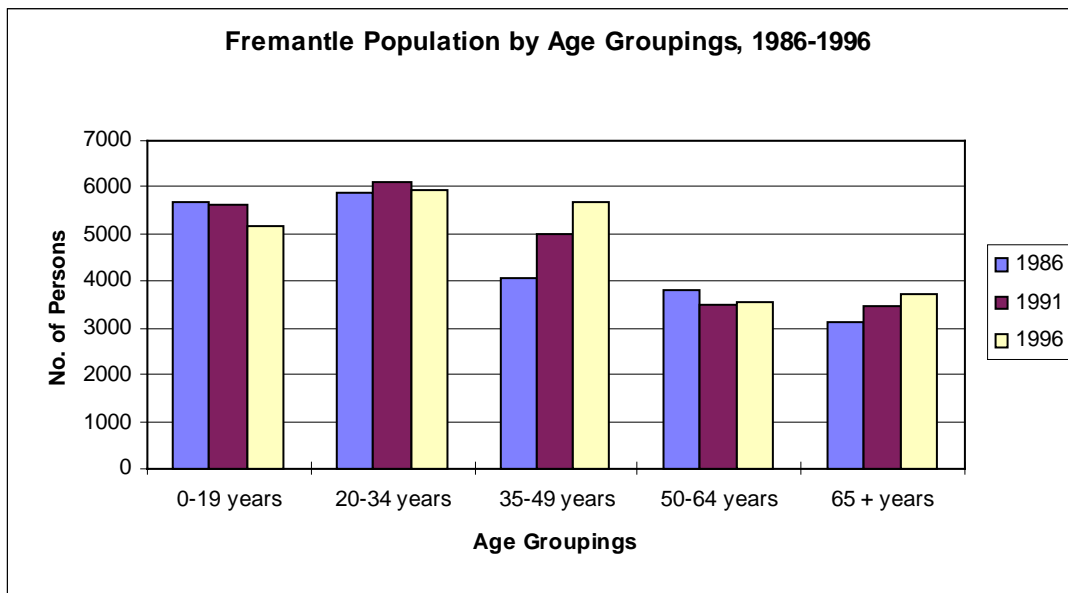
Year	Population
1971	26,036
1981	22,484
1991	23,831
1996	24,276
2001	25,741
2011	24,100
2021	24,000

Source: ABS Census 1971-1996, Ministry for Planning estimates 2001-2021.

<sup>12</sup> As at June 30 1999, ABS Cat.3235.5, Population by Age by Sex.

<sup>13</sup> City of Fremantle estimate, 1999.

### 7.2.3 Age Changes



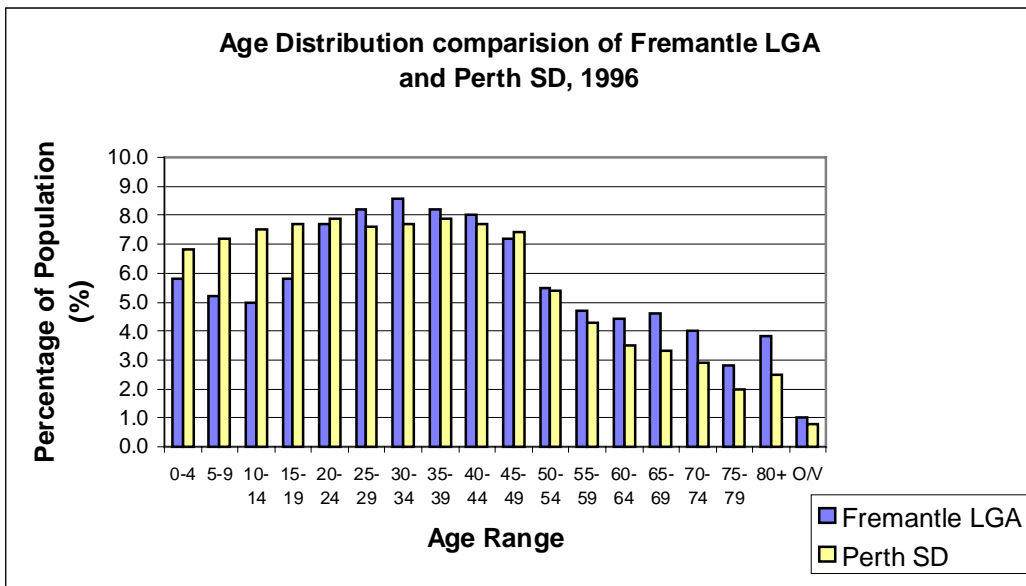
Source: Australian Bureau of Statistics (ABS), Census of Population and Housing, Table B03 1996, B05,1991, C03,1986.

Between 1986 and 1996 there was:

- a large increase in the number of residents in the 35-49 years age group,
- a decrease in 0-19 years age group,
- an increase in over 65 years age group.

The median age of Fremantle residents is 37 years (35 years in 1991) compared to the Perth average of 31 years.

### 7.2.4 Age Distribution



Source: ABS Census of Population and Housing Table B03, 1996.

In comparison to the Perth average Fremantle has:

- significantly less young residents in the 0-24 year age group,
- more older residents in the 65 years and over age group.

51% of Fremantle residents are female and 49% of residents are male.

### 7.2.5 Population by Suburb

<b>Suburb</b>	<b>% of Residents</b>	<b>% 65 years and over</b>
Beaconsfield	14	14
Fremantle	31	16
Hilton	20	19
O'Connor	1	10
North Fremantle	7	18
South Fremantle	11	12
White Gum Valley	6	17
Samson	9	9
<b>Perth average</b>	-	11

Source: ABS Census of Population and Housing, 1996 Cat. No. 2029.5 Note This information is for the suburb boundaries as at the 1996 Census, suburb boundary changes occurred in 1999.

## 7.3 Ethnicity

### 7.3.1 Birthplace by Region

<i>Birthplace Region</i>	<b>% Fremantle Residents</b>	<b>% Perth Residents</b>
Australia	61.0	64.0
United Kingdom & Ireland	11.4	14.2
Southern Europe	10.5	3.5
Eastern/North/Western Europe	2.9	2.6
Asia	2.5	6.5

- 33% of residents were born overseas (Perth average is 32%).
- There are approximately 100 nationalities among Fremantle residents.
- 77% of residents were born in an English-speaking nation.
- Significantly more residents were born in Southern Europe compared to the Perth average.
- Indigenous person represent just over 1% of the total population of Fremantle.

Source: ABS Census of Population and Housing, 1996, Table B06, 1996.

### 7.3.2 Language Spoken at Home

(residents over 5 years of age only)

<b>Language</b>	<b>% Fremantle Residents</b>	<b>% Perth Residents</b>
English only	73.5	82.9
Italian	9.4	2.9
Portuguese	2.4	0.3
Croatian	1.6	0.5
Spanish	1.2	0.4
Cantonese/Mandarin/Chinese	0.5	2.2

- 28% of residents speak a language other than English at home compared with 18% for the Perth average.

Source: ABS Census of Population and Housing, Table B08, 1996

## 7.4 Dwellings & Households

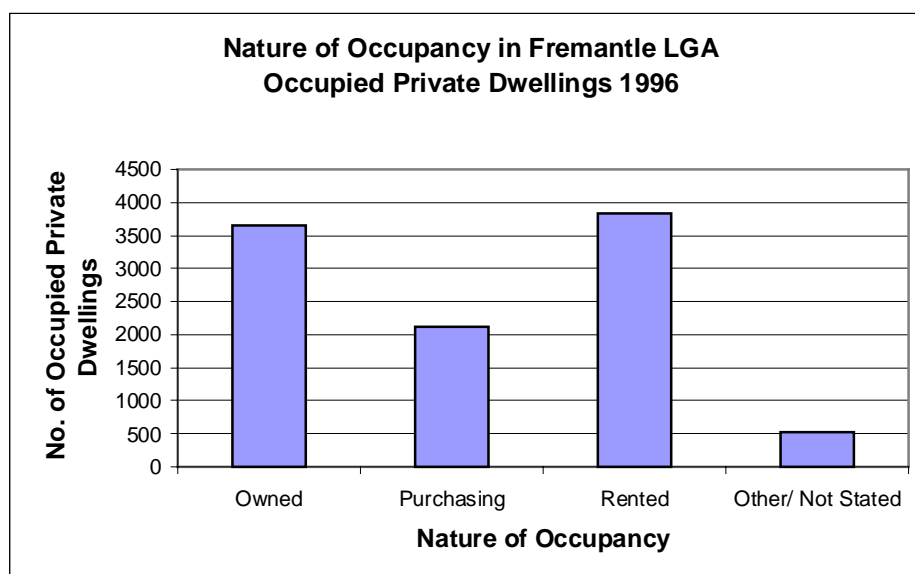
### 7.4.1 Dwelling Types

<b>Dwelling Type</b>	<i>% Fremantle Dwellings</i>		<i>% Perth Dwellings</i>
	1981	1996	1996
Separate House	71.6	61.8	75.1
Semi detached/row/terrace	21.4	19.5	14.0
Flats/units/apartments	4.9	14.9	8.6

- Fremantle has a total 11,083 dwelling units (7,792 dwellings in 1981).
- There was a significant decrease in Separate Houses and a significant increase in Flats/Units/Apartments which was comparable to the Perth trend between 1981 and 1996.

Source: ABS Census of Population and Housing, Table 25, 1981, B14, 1996

## 7.4.2 Dwelling Ownership



Compared to the Perth average Fremantle has:

- a higher proportion of rented properties (38%), Perth average (27%)
- a lower proportion of properties being purchased (21%), Perth average (32%)

Source: ABS Census of Population and Housing Table B14, 1996.

## 7.4.3 Average Household Size

- Fremantle has an average of 2.2 residents per household (2.8 residents in 1991) – the Perth average is 2.6 people per household.

Source: ABS Census of Population and Housing Table B32, 1996.

## 7.4.4 Household Types and Family Structures

Family Groups	% Fremantle Households	% Perth Households
Couples with children	23.7	35.6
Couples without children	22.9	24.1
One parent family	11.4	10.0
Lone person household	33.2	23.5
Group household	6.9	4.4

- 67% of households in Fremantle comprise one or two residents.
- 6% of households have more than 5 people in them.
- 32% of households comprise single person households.

Source: ABS Census of Population and Housing Table B26, 1996.

## 7.5 Education & Qualifications

### 7.5.1 Education Centres Attended

Education Centre	% Fremantle Residents	% Perth Residents
Pre School	1.2	1.6
Primary School	6.6	9.9
Secondary School	4.6	6.6
TAFE	3.3	2.9
Uni or Other Tertiary	4.8	4.5
Not Attending/not stated	77.7	73.2

- 21% of residents were attending an education centre in 1996.

Source: ABS Census of Population and Housing Table B11, 1996.

7.5.2 Education Qualification

Education Qualification	% Fremantle Residents		% Perth Residents	
	1986	1996	1986	1996
Higher Degree and Postgraduate	1.4	4.3	1.3	2.6
Bachelor Degree	6.8	16.9	3.8	6.6
Skilled/ Basic qualification	15.4	12.2	19.3	14.3

(residents over 15 years)

- Significant increase in higher degree/postgraduate/ bachelor degree qualifications between 1986 (8%) and 1996 (21%).
- Slight decrease in skilled/basic qualifications between 1986 (15%) and 1996 (12%).

Source: ABS Census of Population and Housing Table T11, 1996.

Note: Bachelor degree includes undergraduate diplomas and associate diplomas.

7.6 Employment & Occupation

7.6.1 Employment and Unemployment

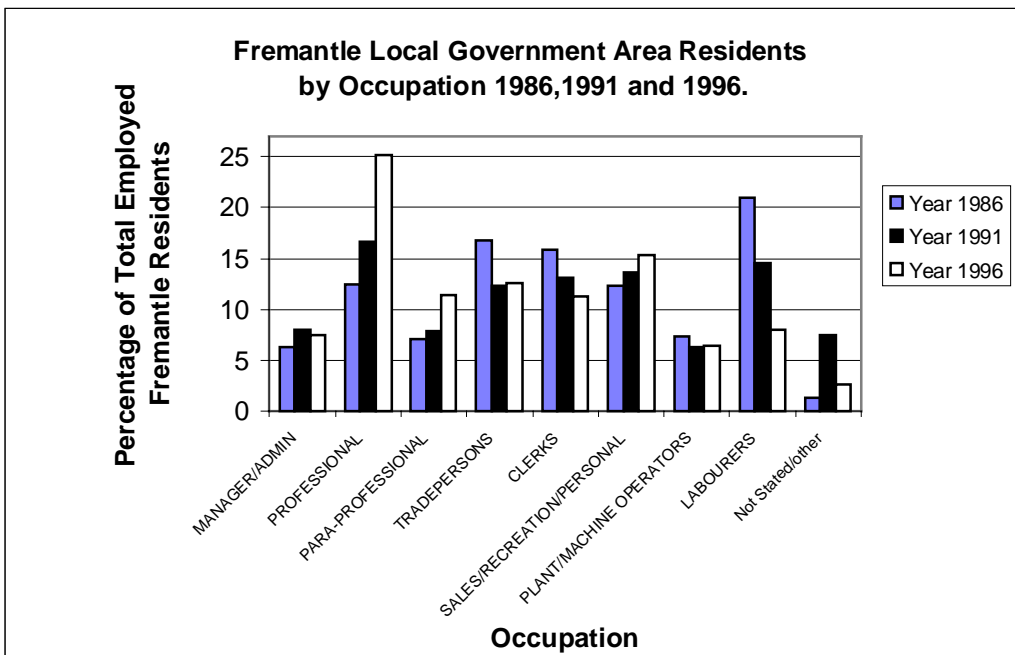
Employment Status	% of Fremantle Labour Force	% of Perth Labour Force
Unemployed	12.2	8.3
Employed	87.8	91.7

(residents over 15 years)

- 47% of residents were considered to 'be in the labour force'.
- 12% of those residents 'in the labour force' were unemployed.

Source: ABS Census of Population and Housing Table BO1, 1996

7.6.2 Employment by Occupation



Source: ABS Census of Population and Housing Table B20, 1996

- Significant increase in residents employed in professional and para-professional categories.
- Significant decrease in residents employed labourers, trades-persons and clerks categories.

### 7.6.3 Employment by Industry

Industry	%Fremantle Residential Labour Force
Health/Community, Cultural/Recreation & Personal Services	18.7
Manufacturing & Construction	17.6
Wholesale & Retail Trade	17.2
Finance, Insurance, Property & Business Services	13.5
Education	11.1
Accommodation, Cafes and Restaurants	5.7
Government Administration and Defence	4.3
Transport and Storage	3.9

(Note: this information indicates the industry sector in which Fremantle residents work and not the structure of the Fremantle economy)

Source: ABS Census of Population and Housing Table B19,1996

### 7.7 Workforce Structure

Fremantle workforce by Industry, 1996 No. of Persons	Inner	Remainder	Total	% of Fremantle workforce
Agriculture, forestry and Fishing	43	108	151	0.7
Mining	12	45	57	0.3
Manufacturing	401	2883	3284	14.8
Electricity, gas and water supply	57	57	114	0.5
Construction	86	757	843	3.8
Wholesale trade	219	1750	1969	8.9
Retail trade	1406	1644	3050	13.7
Accommodation, Café and Restaurants	916	692	1608	7.2
Transport and storage	777	1153	1930	8.7
Communication services	37	98	135	0.6
Finance and insurance	307	113	420	1.9
Property and business services	774	1000	1774	8.0
Government administration and defence	504	344	848	3.8
Education	246	1008	1254	5.6
Health and community services	443	2654	3097	13.9
Cultural and recreational services	379	297	676	3.0
Personal and other services	349	311	660	3.0
Non-classifiable economic units	42	250	292	1.3
Not stated	19	50	69	0.3
<b>Total</b>	<b>7017</b>	<b>15214</b>	<b>22231</b>	<b>100</b>

Source: Australian Bureau of Statistics, Working Population Profile, Table W12 1996.

### 7.8 Income

#### 7.8.1 Personal Weekly Income

(residents over 15 years)

Weekly Income	% Fremantle residents	% Perth residents
\$0-199	40.9	37.5
\$200-399	23.0	21.7
\$400-599	15.8	18.5
\$600-999	14.8	16.2
>\$1000	5.5	6.1

Source: ABS Census of Population and Housing Table B13,1996



### 7.8.2 Household Weekly Income

Weekly Income	% Fremantle Households	% Perth Households
\$0-\$299	26.4	18.2
\$300-\$499	16.9	15.4
\$500-\$699	11.8	13.3
\$700-\$999	13.7	16.3
\$1000- \$1,499	12.4	15.2
\$1,500-\$1,999	4.6	5.3
\$2,000 or more	3.9	4.9

Source: ABS Census of Population and Housing Table B23,1996

- 43% of Fremantle households have an income less than \$500 per week compared to the Perth average of 34% of households.
- 46% of households earn over \$500 per week compared to the Perth average 55% of households.

### 7.8.3 Median Income

- The median income for individuals is \$366 per week (inner) \$265 per week (remainder).
- The median household income is \$527 per week (inner) \$463 per week (remainder).  
(NB: Median is the 'middle' statistic, where half the values are above and half below it)

Source: ABS Census of Population and Housing Table B32,1996

## 7.9 Transport

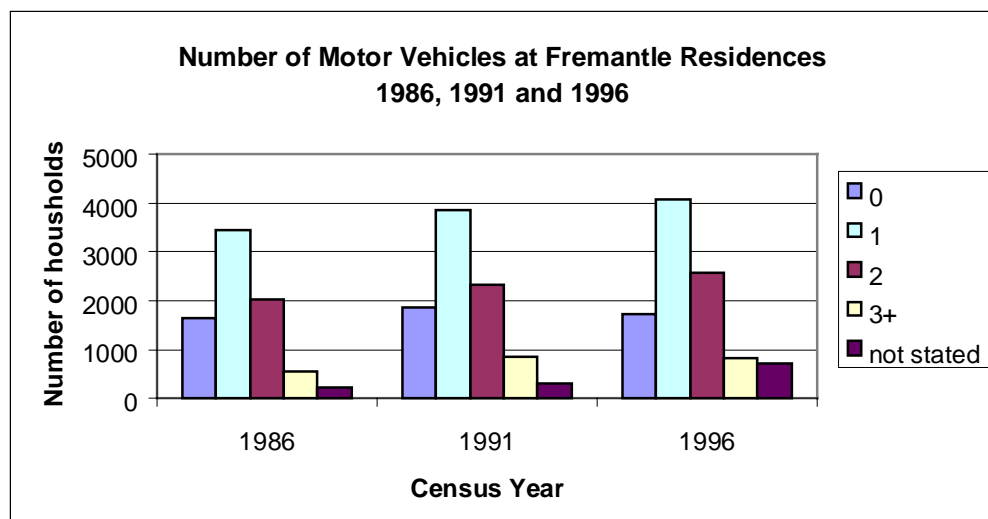
### 7.9.1 Method of Travel to Work

Travel Mode	% Fremantle	% Perth
Train	2.6	1.7
Bus	3.9	3.2
Car as Driver	56.2	63.0
Car as Passenger	6.1	6.6
Bicycle	1.3	0.8
Walk	4.2	1.8
Worked at Home	4.8	4.0

Source: ABS Census of Population and Housing Table B21,1996

- Significantly higher proportion of Fremantle residents use public transport, cycle or walk to work (12%) compared to the Perth average (7.5%)

## 7.9.2 Car Ownership



Source: ABS Census of Population and Housing Table C46 1986, Table B52 1991, Table B29 1996.

- The number of vehicles at Fremantle households increased by 1585 vehicles between 1991 and 1996.
- The number of households with 1 or 2 vehicle has increased significantly.
- There is an average of 1.3 cars per household in Fremantle compared to the Perth average of 1.6 cars per household.
- There are 5,503 off-street car parking bays in the city centre.

The information in this profile is primarily from Australian Bureau of Statistics, Census for Population and Housing, 1996 and City of Fremantle records, other sources are indicated as footnotes or sources notes.

## APPENDIX 3 - DEFINITION OF TERMS & ABBREVIATIONS

### Affordable Housing:

Affordable housing is usually defined as housing that is within the means of the low and middle-income households within an area. This is most commonly expressed as a ratio of housing costs (rent costs and/or mortgage costs) to gross income. The National Housing Strategy (1991) proposed that 'affordable' housing should not exceed 30% of gross individual or household income.

### Active Frontage:

An active frontage involves land uses that generate pedestrian level contact and may attract high numbers of customer visits. The building will generally have an open and visible 'shop-front' and have door access directly to the street.

### Community:

A group of people of any size whose members reside in a specific locality, share government and have a cultural and historical heritage. The community shall include:

- residents (land owners and tenants),
- business owners,
- workers,
- land owners,
- visitors, and
- government and other agencies that have an interest in Fremantle.

### Community Consultation:

Community Consultation is information dissemination, exchange, sharing.

### Community Participation:

Community Participation is the role throughout the process, including decision making.

**CPS4:** City Planning Scheme No. 4

**CPTED:** Crime Prevention through Environmental Design - definition is a theory that focuses on the security benefits to be derived from the following principles:

- *Natural access control:* Involves the use of the environment to clearly mark borders and transitional zones in order to psychologically deter movement of illegitimate users into protected space.
- *Natural Surveillance:* Involves enhancing the ability for legitimate users of space to observe areas and activities in order to identify illegitimate users.
- *Territorial reinforcement:* Involves legitimate users claiming ownership of protected space in order to alienate and deter illegitimate users.

A central CPTED element is creation of an environment that is attractive to legitimate users, and unattractive to illegitimate users wishing to use the space of undesirable activities. It is a useful approach to security as it provides inbuilt solutions at the design stages that are unobtrusive and generally inexpensive to implement.

**CPTEM:** Crime Prevention through Environmental Management involves managing the current environment whereas CPTED is considered during design and construction.

As well as the use of the three major CPTED principles, CPTEM also involves the removal of signs of crime such as vandalism and graffiti, and use of tools such as lighting, paint, music and vegetation management. Additionally strategies to promote the image of a safe and secure environment are also a part of CPTEM. All measures are carried out with the aim of inducing favourable behaviour and displacement of undesirable or antisocial elements.

### Culture:

Culture is the way we make sense of ourselves and our relationships to others. It is the repertoire of collective habits of thinking and acting that give particular meaning to existence for groups or whole societies. The culture of a community is its memory - its subjective, internalised history.

Culture includes education, religion and beliefs, urban design, communication (language, radio, TV), heritage, entertainment, leisure, tourism, sports and the arts.

**Cultural Heritage Significance:**

Cultural Heritage Significance means, in relation to a place, object or thing, the relative value that the subject has in terms of its aesthetic, historic, historical, scientific, technological and social significance, for the present community and future generations.

**Development:**

Has the same meaning as the Town Planning and Development Act, and means:

‘the development or use of any land, including any demolition, erection, construction, alteration of or addition to any building or structure on the land and the carrying out on the land of any excavation or other works and, in the case of a place to which a Conservation Order made under section 59 of the Heritage of Western Australia Act 1990 applies, also includes any act or thing that:

(a) is likely to change the character of that place or the external appearance of any building; or (b) would constitute an irreversible alteration of the fabric of any building.’

**Ecologically Sustainable Development:**

Ecologically Sustainable Development means a pattern of development that improves the total quality of life both now and in the future, in a manner that maintains the ecological processes on which life depends.

**Family Capable Housing:**

Means dwellings that are of sufficient size to accommodate a typical nuclear family (including single parent and extended families).

**FEB:** Fremantle Eastern Bypass

**FPS:** Fremantle Planning Strategy

**Local Agenda 21:**

Local Agenda 21 is an initiative of the Rio Earth Summit in 1992. It calls for local ownership for the future of our planet and deals with the social, economic and natural environments and ties them together through the idea of sustainability. It acknowledges the need for economic development however recognises that it should take into consideration the social and natural aspects of the environment.

**Local identity:**

Local identity is a mixture of the public environment, its cultural heritage, the people who live there, and how they interact with everything and everyone around them. Each community is unique.

**LPA:** Local Planning Area

**LPS:** Local Planning Strategy

**MfP:** Ministry for Planning

**MRS:** Metropolitan Region Scheme

**Major Development:**

Includes development of 10 or more residential units, non-residential development greater than \$750,000 or any development that has the potential to attract large numbers of people.

**PAW:** Pedestrian-access-way

**POS:** Public open space

**Public Participation:**

Public participation is a cornerstone of the democratic process and of citizenship. It involves the creation of avenues for people to have their say and to be involved in the shaping of their community.

**ROW:** Right-of-way

**R Codes:** Residential Planning Codes (Statement of Planning Policy No. 1 - 1991)

**Sustainability/Sustainable Development:**

Sustainability has its aim in allowing development that does not overuse and waste resources thus ensuring opportunities for development to continue into the future. United Nations define sustainable development as: *development that meets the needs of the present without compromising the ability of future generations to meet their own needs.*

The United Nations also define sustainable development as: *a process which economics, finance, trade, energy, agriculture, industry and all other policies are so designed as to bring about development that is economically, socially and environmentally sound.*

**the scheme:** City Planning Scheme No. 4

**TPS:** Town Planning Scheme No. 3

**WAPC:** Western Australian Planning Commission

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## APPENDIX 4 - SUMMARY OF SECTION 4 GOALS

### Planning for Community and Culture (Section A):

- A1 To accommodate a diverse mix of people, cultures and lifestyles.
- A2 To ensure the community has access to an adequate range of services and facilities.
- A3 To provide greater housing choice to cater for a diverse and sustainable population.
- A4 To ensure development promotes a sense of community and encourages participation in community life.
- A5 To promote a safe and healthy environment.

### Planning for Urban Form and Public Spaces (Section B):

- B1 To protect and conserve Fremantle's unique cultural heritage.
- B2 All development compliments and contributes to the community's desired identity and character for Fremantle.
- B3 To develop diverse and attractive local centres that provide a community focus for neighbourhood areas.
- B4 To develop a diverse and attractive city centre that functions as a town centre and a regional centre.
- B5 To encourage the development of business and employment generating activities in appropriate locations.
- B6 To ensure urban form and development contribute to sustainability (environmental, social/cultural and economic).
- B7 To provide safe and accessible open spaces.

### Planning for Access and Movement (Section C):

- C1 To promote management of regional traffic that contributes positively to the community and landscape and minimises the impact of regional traffic flows.
- C2 To integrate planning for land use and transport to achieve sustainable urban development.
- C3 To reduce reliance on, and the impact of, private motor vehicles.
- C4 To reduce the demand for, and balance the provision of parking, to ensure convenient access while promoting economic, environmental and social sustainability.
- C5 To encourage the use of public transport and promote Fremantle as a major public transport node.
- C6 To promote and enhance the pedestrian and cycling transport modes.
- C7 To ensure universal access to buildings, spaces, services and facilities for all people.

## APPENDIX 5 - RESIDENTIAL DESIGN GUIDELINES

The following comprises an example of matters to be addressed in the residential design guidelines.

1. OBJECTIVES
2. TERMINOLOGY/DEFINITIONS
  - 2.1 Conservation Terms
  - 2.2 Architectural Terms:
  - 2.3 Building/Structural Terms
  - 2.4 Specific Building Types
  - 2.5 Historical Eras/Design Styles
  - 2.6 Physical/Environmental Terms
3. GENERAL PRINCIPLES
4. DEMOLITION
  - 4.1 In principle position
  - 4.2 Assessment of significance
  - 4.3 Appropriate demolition
  - 4.4 Inappropriate demolition
  - 4.5 Recording of places to be demolished
5. RESTORATION/CONSERVATION
  - 5.1 General Principles/Definitions
  - 5.2 Levels of Authenticity/Research
  - 5.3 Execution of Works
  - 5.4 Incentives for Conservation
  - 5.5 Enforcement of Conservation Works
6. ADDITIONS/RENOVATIONS
  - 6.1 Extent/Management of Demolition
  - 6.2 Conservation/Reconstruction
  - 6.3 Generally/Context
  - 6.4 Building Alignment
  - 6.5 Orientation
  - 6.6 Front setbacks
  - 6.7 Scale/Mass
  - 6.8 Side/Rear setbacks; Relationships to Existing Portion and Neighbouring Buildings/Sites
  - 6.9 Corner Houses
  - 6.10 Levels
  - 6.11 Design Style
  - 6.12 Amenity
  - 6.13 Car Parking/Access



7. NEW SINGLE (AND OTHER SMALL SCALE) RESIDENTIAL BUILDINGS
  - 7.1 Building alignment/front setbacks
  - 7.2 Orientation
  - 7.3 Scale/mass
  - 7.4 Side/Rear Setbacks; Relationships to Neighbouring Buildings/Sites
  - 7.5 Corner Houses
  - 7.6 Levels
  - 7.7 Design Style
  - 7.8 Amenity
  - 7.9 Car Parking/Access
  
8. NEW REAR INFILL DEVELOPMENT; BATTLE-AXING
  - 8.1 Relationship to Subdivision
  - 8.2 Building Alignment/Relationship Between Proposed and Existing Residences.
  - 8.3 Orientation
  - 8.4 Scale/Mass
  - 8.5 Side/Rear Setbacks; Relationships to Neighbouring Buildings/Sites
  - 8.6 Corner Houses
  - 8.7 Levels
  - 8.8 Design Style
  - 8.9 Amenity
  - 8.10 Car Parking/Access
  
9. GROUP HOUSING; LARGER THAN SINGLE UNIT REAR INFILL DEVELOPMENT
  - 9.1 Relationship to Subdivision
  - 9.2 Building Alignment; Relationships Between Proposed and Existing Residences
  - 9.3 Orientation
  - 9.4 Scale/Mass
  - 9.5 Side /Rear Setbacks; Relationships to Neighbouring Buildings/Sites.
  - 9.6 Corner Developments
  - 9.7 Levels
  - 9.8 Design Style
  - 9.9 Amenity
  - 9.10 Car Parking/Access
  
10. IMPACT ON NEIGHBOURING PROPERTIES
  - 10.1 Overshadowing
  - 10.2 Privacy/Quiet Enjoyment
  - 10.3 Overlooking
  - 10.4 Aural Amenity
  - 10.5 Air conditioning/mechanical noise
  - 10.6 Pools/Outdoor Amenity Areas
  
11. VEGETATION/LANDSCAPING
  - 11.1 Retention of Existing Vegetation
  - 11.2 New Landscape Planting Proposals
  - 11.3 Landscape Plan Requirements
  - 11.4 Maintenance
  - 11.5 Hard Landscaping

## 12. FRONT FENCES/WALLS

- 12.1 Design Criteria/Height Limits
- 12.2 Materiality
- 12.3 Variations and Relaxations to Standard Criteria
- 12.4 Minimum Private Open Space
- 12.5 Related Side and Rear Fences

## 13. SKY FURNITURE

- 13.1 Design, Location and Attachment to Buildings
- 13.2 Existing Facilities

## 14. SIGNAGE

- 14.1 Generally; Impact on Visual Amenity
- 14.2 Design Criteria and Controls
- 14.3 Signage Types
- 14.4 Signage to Residential Buildings; Home Occupations